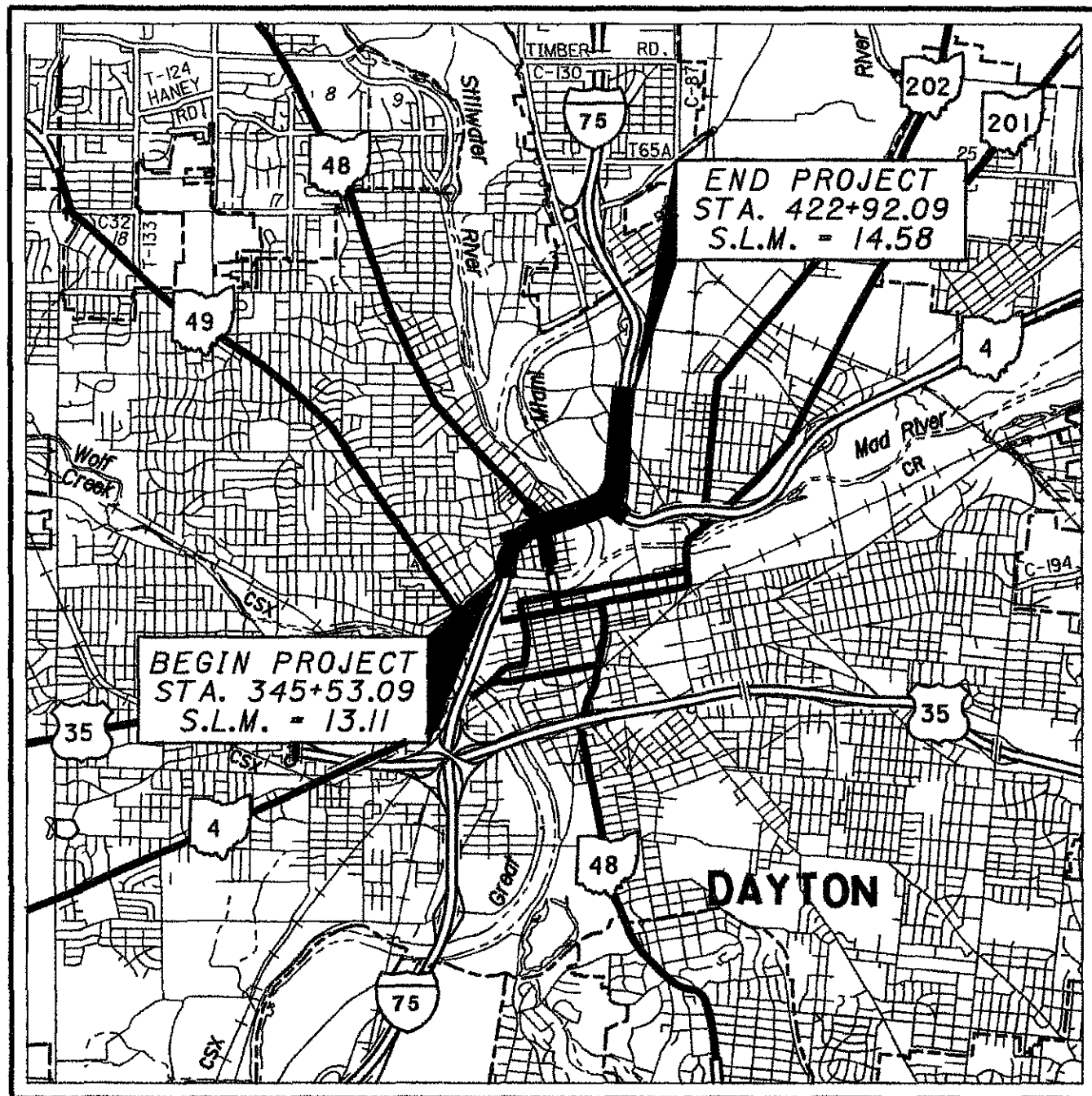


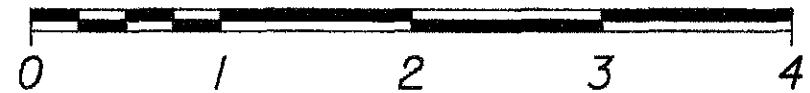
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-13.11
CITY OF DAYTON
MONTGOMERY COUNTY



LOCATION MAP

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

SCALE IN MILES



PORTION TO BE IMPROVED	—————
INTERSTATE & DIVIDED HIGHWAY	=====
UNDIVIDED STATE & FEDERAL ROUTES	—————
OTHER ROADS	—————

EARTH DISTURBED AREAS

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

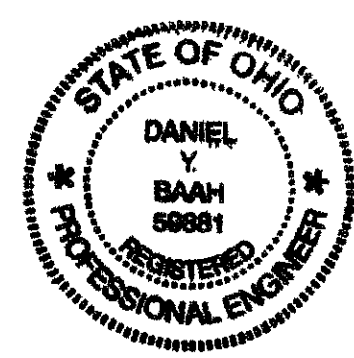
DESIGN DESIGNATION
(SEE SHEET 2)

DESIGN EXCEPTIONS
(SEE SHEET 2)

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

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

ENGINEERS SEAL:



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

INDEX OF SHEETS:

TITLE SHEET	1	BIKEWAY PLAN	760-775
DESIGN DESIGNATION	2	RETAINING WALL AND NOISE BARRIER LAYOUT PLAN	776-790
SCHEMATIC PLAN AND BENCHMARKS	3-4	RETAINING WALLS (MSE WALLS AND SPL WALL)	791-966
HORIZONTAL AND VERTICAL CONTROL	5-6	TEMPORARY RETAINING WALLS	967-1002,1002A,1002B,1002C, 1003-1022,1022A,1023-1026
HORIZONTAL AND VERTICAL CONTROL	5-6	NOISE BARRIERS	1027-1045
INTERCHANGE GEOMETRIC LAYOUT	7-11	EXISTING UTILITY PROTECTION DETAILS	1046-1048
TYPICAL SECTIONS	12-47	SANITARY SEWER & WATER WORKS	1049-1083
GENERAL NOTES	48-57	INSERT SHEETS	1055A thru 1055K
ENVIRONMENTAL COMMITMENTS	52	SIGNING AND PAVEMENT MARKINGS	1084-1151A
MAINTENANCE OF TRAFFIC	58-60,60A,61-67,67B,67C,68-94,94A,96-105	TRAFFIC SIGNALS AND ITS	1152-1171
105A, 106,106A,107-113,113A,113B,114-134,134A,135-153,153A,154-180,182-222, 222A,223-240,242-246,255-262,262A,263-280,280A, 281-291,291A,291B,291C		TEMPORARY TRAFFIC SIGNALS	1172-1196
SHEETS NOT USED	67A,95,181,241,247-254	SHEETS NOT USED	1158,1197-1199
GENERAL SUMMARY	292-299,299A	LIGHTING	1200-1235
REMOVAL SUBSUMMARY	300-309	STRUCTURES OVER 20 FEET	
SHEET NOT USED	310	EXISTING I-75 OVER GRAND AVENUE REMOVAL	
ROADWAY SUBSUMMARY	311-316	STRUCTURE NO. MOT-75-1330L&R	1236-1242
SHEETS NOT USED	317-318	NB I-75 TEMP WIDENING OVER MAIN STREET	
EROSION CONTROL SUBSUMMARY	319	STRUCTURE NO. MOT-75-1346R	1243-1262
DRAINAGE SUBSUMMARY	320-327	I-75 OVER MAIN ST.	
MISCELLANEOUS CALCULATIONS	328, 328A	STRUCTURE NO. MOT-75-1347	1263-1317
PROJECT SITE PLAN	329-330	RAMP E1 OVER MAIN STREET	
PLAN AND PROFILE (I-75)	331-341	STRUCTURE NO. MOT-75-1347E	1318-1347
PLAN AND PROFILE (RAMPS)	342-367	RAMP E1 OVER D5	
CROSS SECTIONS LAYOUT	368-370	STRUCTURE NO. MOT-75-1352	1348-1376,1376A,1377-1379
CROSS SECTIONS (I-75)	371-474	RAMPS D3 & E1 OVER RIVERSIDE DR.	
CROSS SECTIONS (RAMPS)	475-538	STRUCTURE NO. MOT-75-1366	1380-1409
PLAN AND PROFILE (MAIN STREET)	539-543	I-75 OVER GREAT MIAMI RIVER	
PLAN AND PROFILE (SIDE ROADS)	544-565	STRUCTURE NO. MOT-75-1367	1410-1419, 1419A, 1419B-1437, 1437A-1439, 1439A-1441, 1441A-1443, 1443A-1516
CROSS SECTIONS (MAIN STREET)	566-575	RAMPS D4 & E2 OVER GREAT MIAMI RIVER	
CROSS SECTIONS (SIDE ROADS)	576-586	STRUCTURE NO. MOT-75-1367W	1517-1523, 1523A-1528, 1528A, 1528B, 1528C-1594
SHEETS NOT USED	580-582	RAMP E2 OVER I-75; RAMPS E4-E5	
I-75 REMOVAL PLAN	587-601	STRUCTURE NO. MOT-75-1393	1595-1610A, 1610B-1634
EXISTING PAVEMENT REMOVAL PLAN	602-604	I-75 OVER RAMPS E4 & E5	
SHEETS NOT USED	605-611	STRUCTURE NO. MOT-75-1396	1635-1647A, 1647B, 1647C, 1648-1651A, 1652-1658, 1658A, 1658B-1669, 1669A-1670
INTERCHANGE GRADING PLAN	612-615	RAMP D4 OVER RAMP E5	
SUPERELEVATION TABLES	616-633	STRUCTURE NO. MOT-75-1401	1671-1701
RAMP PAVEMENT ELEVATION DETAILS	634-649	I-75 OVER KEOWEE ST.	
PAVEMENT JOINT DETAILS	650-653	STRUCTURE NO. MOT-75-1433	1702-1704A, 1705-1753
INTERSECTION DETAILS (MAIN ST.)	654-658	I-75 OVER LEO ST.	
INTERSECTION DETAILS (SIDE ROADS)	659-665	STRUCTURE NO. MOT-75-1462	1754-1756A, 1757-1775
CURB RAMP DETAILS/SUBSUMMARY	666-669	SHEET NOT USED	1776
MAIN STREET BOLLARD DETAILS	670	FENCE PLAN/SUBSUMMARY	1777-1780
BARRIER DETAILS	671-677,677A,677B	RIGHT OF WAY	1781-1794,1794A,1795-1797,1797A,1798-1811
UNDERDRAIN SUBSUMMARY/DETAILS	678-710, 710A, 710B, 710C, 710D, 710E	SOIL PROFILE/FOUNDATION INVESTIGATION	
STORM DRAINAGE LAYOUT	711-714		
STORM DRAINAGE PROFILES	715-746		
DETENTION BASIN	747		
DRAINAGE STRUCTURES DETAIL	748-759, 759A, 759B		

STANDARD CONSTRUCTION DRAWINGS
(SEE SHEET 2)

PROJECT DESCRIPTION

THE FIRST PHASE (PHASE 1A) OF A 3-PHASE RECONSTRUCTION OF THE I-75 DAYTON SUBCORRIDOR TO PROVIDE THREE CONTINUOUS THROUGH LANES; INCREASE SPACING BETWEEN RAMPS; AND REMOVE LEFT-HAND ENTRANCE AND EXIT RAMPS, WHILE MAINTAINING LOCAL ACCESS. THIS IMPROVEMENT INVOLVES UPGRADING OF APPROXIMATELY 1.52 MILES OF URBAN INTERSTATE INCLUDING RECONSTRUCTION OF I-75/SR-48 (MAIN STREET) AND I-75/SR-4 INTERCHANGES; CONSTRUCTION OF ELEVEN HIGHWAY BRIDGES; AND RECONSTRUCTION OF APPROXIMATELY 0.53 MILES OF SIDE ROADS.

LIMITED ACCESS

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

2005 SPECIFICATIONS

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

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

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

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

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

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

FEDERAL PROJECT NO.
E040793

PID NO.
75927

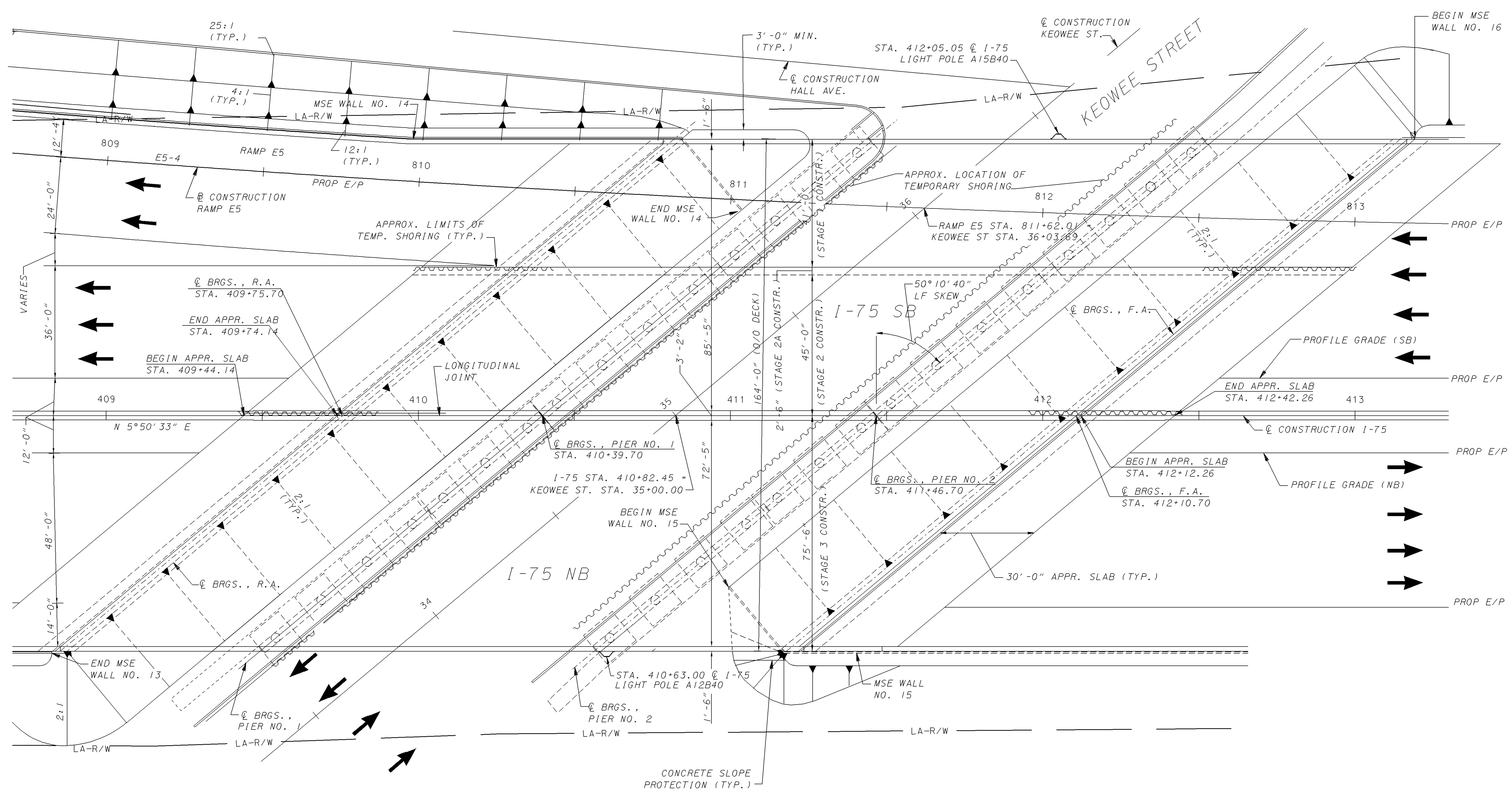
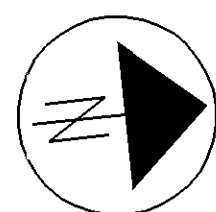
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

MOT-75-13.11

1811

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



GENERAL PLAN

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE	12/05
	REVIEWED	TH
DRAWN	JBA	REVIS
	JJC	JJ
MONTGOMERY COUNTY STA. 409+74.14 TO STA. 412+12.26	DESIGNED	JJC
	CHECKED	JJ
GENERAL PLAN BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	STRUCTURE FILE NUMBER	5708575
	DATE	12/05
MOT-75-13.11 PID 75927	2	50
1703 1811		

GENERAL NOTES

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81 REVISED 07-19-02
 GSD-1-96 REVISED 07-19-02
 PCB-91 REVISED 07-19-02
 SBR-1-99 REVISED 07-19-02
 SICD-1-96 REVISED 07-19-02

AND TO SUPPLEMENTAL SPECIFICATIONS:

885 DATED 11-4-05
 898 DATED 07-16-04

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, 2002, AND THE O.D.O.T BRIDGE DESIGN MANUAL.

DESIGN LOADING:

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

DESIGN STRESSES:

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.
 SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615.

STRUCTURAL STEEL - ASTM A709, GRADE 50 - YIELD STRENGTH 50,000 P.S.I.

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
 2-1/2" CONCRETE COVER
 SEALING OF CONCRETE SURFACES

MONOLITHIC WEARING SURFACE:

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

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

WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED IN STAGES UPON RECEIVING PERMISSION FROM THE ENGINEER. ABUTMENTS AND PIERS SHALL BE REMOVED IN THEIR ENTIRETY IN SEQUENCE AS SHOWN ON PLANS. SEE STAGE CONSTRUCTION DETAILS SHOWN ON SHEETS 5-9.

THE EXISTING 1-75 BRIDGE OVER KEOWEE STREET SUPPORTS INACTIVE GREATER DAYTON RTA OVERHEAD ELECTRIC TROLLEY LINES OVER THE WESTBOUND LANES. THE GREATER DAYTON RTA SHALL BE CONTACTED 30 DAYS PRIOR TO COMMENCING ON THE BRIDGE, INCLUDING PAINTING, IS SUBSTANTIALLY COMPLETE. REMOVAL DEMOLITION ACTIVITIES ON THE BRIDGE, AND AGAIN WHEN ALL PROPOSED WORK AND RE-ERECTION OF THE RTA OVERHEAD ELECTRIC TROLLEY LINES WILL BE PERFORMED BY THE RTA CONTRACTOR.

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

PROTECTION OF TRAFFIC:

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

ITEM 503, COFFERDAMS, CRIBS, AND SHEETING:

THIS WORK SHALL CONSIST OF THE TEMPORARY SHORING REQUIRED TO SUPPORT EXCAVATIONS FOR THE PROPOSED PIER FOOTINGS.

ITEM 503, COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN:

THIS WORK SHALL CONSIST OF TEMPORARY SHEET PILING AT THE ABUTMENT STAGE CONSTRUCTION JOINTS. THE WORK SHALL BE IN ACCORDANCE WITH ITEM 503, EXCEPT THAT STEEL SHEET PILING SATISFYING THE MINIMUM SECTION AND MATERIAL PROPERTIES LISTED BELOW SHALL BE USED.

MINIMUM SECTION MODULUS:	26 IN ³ /FT.
MINIMUM MOMENT OF INERTIA:	156 IN ⁴ /FT.
STRUCTURAL STEEL:	A709
MINIMUM YIELD STRENGTH:	50,000 PSI
MINIMUM REQUIRED SHEET PILE EMBEDMENT LENGTH	12 FT.
MAXIMUM HEIGHT OF RETAINED FILL:	12.5 FT.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE TYPE B GRANULAR MATERIAL, 703.16.C, PLACED AND COMPACTED IN 6 INCH LIFTS.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES, CONSTRUCT THE SPILL THROUGH SLOPES AND THE BRIDGE APPROACH EMBANKMENT BEHIND ABUTMENTS UP TO THE LEVEL OF THE SUBGRADE ELEVATIONS FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. AT THE ABUTMENTS, CONSTRUCT THE NEW EMBANKMENT AND MSE RETAINING WALLS UP TO THE BOTTOM OF ABUTMENT FOOTING ELEVATIONS PRIOR TO PREBORING HOLES THROUGH THE NEW EMBANKMENT AND INSTALLING PILES THROUGH THE MSE WALL PILE SLEEVES OR PREBORED HOLES.

ITEM 507, PILING MISC.: PILE SPLICES FOR 12" OR 14" CAST-IN-PLACE REINFORCED CONCRETE PILES:

ALLOWANCE FOR PILE SPLICES HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO LENGTHEN PILES BEYOND THE ORDER LENGTH SHOWN ON THE PLANS, FOR USE WHERE NECESSARY AND AS DIRECTED BY THE ENGINEER. CONSTRUCT PILE SPLICES ACCORDING TO CMS 507.09. THE DEPARTMENT WILL NOT PAY FOR PILES SPLICES MADE WITHIN THE PILE ORDER LENGTHS SHOWN ON THE PLANS.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 98 TONS PER PILE FOR THE ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 135 TONS PER PILE FOR THE PIER PILES.

REAR ABUTMENT PILES (12" DIA. CIP CONCRETE PILES):

60 PILES 40 FEET LONG, ORDER LENGTH
 1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES (12" DIA. CIP CONCRETE PILES):

60 PILES 40 FEET LONG, ORDER LENGTH

PIER 1 PILES (14" DIA. CIP CONCRETE PILES):

75 PILES 35 FEET LONG, ORDER LENGTH

PIER 2 PILES (14" DIA. CIP CONCRETE PILES):

75 PILES 30 FEET LONG, ORDER LENGTH
 1 DYNAMIC LOAD TESTING ITEM

BATTERED PILES:

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

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

U = COEFFICIENT OF FRICTION, WHICH IS ESTIMATED AT 0.05 FOR DOUBLE-ACTING AIR OPERATED OR DIESEL HAMMERS; 0.1 FOR SINGLE-ACTING AIR OPERATED OR DIESEL HAMMERS; AND 0.2 FOR DROP HAMMERS.
 G = RATE OF BATTER (1/3, 1/4, ETC.)

UTILITY LINES:

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

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE NOT INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

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

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

THE FINISH COAT COLOR FOR THE PIERS, ABUTMENTS, AND PARAPETS SHALL BE TAN, MEETING NO. FS-595B-33690.

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

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

CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 6 INCHES, CENTER-TO-CENTER, ACROSS THE TOP OF THE NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS WHERE THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAP LENGTHS OF THE HORIZONTAL STRIPS THAT ARE NOT VULCANIZED OR ADHESIVE BONDED, SHALL BE AT LEAST ONE FOOT IN LENGTH, OR 6 INCHES IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVE BONDED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.

THE NEOPRENE WATERPROOFING SHALL BE 3/32 INCH THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE WATERPROOFING SHALL CONFORM TO THE FOLLOWING: SHEETING SHALL BE "FAIRPRENE NUMBER MN-0003", BY E.I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE.

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, INCHES	D 751	0.094 +/- .01
BREAKING STRENGTH, GRAB LBS, MINIMUM (LONG. X TRANS.)	D 751	700 X 700
ADHESIVE STRIP, 1" WIDE X 2" LONG, LBS. MINIMUM	D 751	9
BURST STRENGTH PSI, MINIMUM	D 751	1400
HEAT AGING 70 HOURS AT 212°F, 180° BEND WITHOUT CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMP. BRITTLINESS, 1 HR, AT -40°F, BEND AROUND 1/4 INCH MANDREL	D 2136	NO CRACKING OF COATING

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

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

PLACEMENT OF DECK CONCRETE:

DECK CONCRETE SHALL BE PLACED AND SCREEDED PARALLEL TO THE SUBSTRUCTURE.

MECHANICAL CONNECTORS:

AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. IF A DOWEL BAR SPLICE TYPE OF CONNECTOR IS FURNISHED, THE MINIMUM DOWEL BAR LENGTH TO BE INCLUDED WITH THE CONNECTOR SHALL BE AS GIVEN BY THE DIMENSION "L" SHOWN BELOW. MECHANICAL CONNECTORS SHALL DEVELOP AT LEAST 125 PERCENT OF THE SPECIFIED YIELD STRENGTH OF THE BAR. CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR WHICH OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY, AND UNIFORMITY MAY BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL WHICH MEETS THE SPECIFICATIONS. CONNECTOR AND DOWEL BAR EXTENSIONS SHALL CONFORM WITH 509 AND BE INCLUDED IN THE PRICE BID FOR THE APPROPRIATE 898 CONCRETE ITEM.

DIMENSION "L"	
NO. 4 BARS 2'-7"	NO. 8 BARS 6'-4"
NO. 5 BARS 3'-2"	NO. 9 BARS 8'-1"
NO. 6 BARS 3'-10"	

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE 06/06	REVIEWED TH STRUCTURE FILE NUMBER 5708575	DRAWN CEC REVISED	DESIGNED JJ CHECKED PFJ	GENERAL NOTES BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	MOT-75-13.11 PID 75927
3 / 50						
1704 1811						

GENERAL NOTES (CONTINUED)

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 BEAMS SHALL BE BROWNISH RED, MEETING NO. FS-595B-12160.
 THE FINISH COAT COLOR FOR THE INTERIOR WEB FACES OF THE FASCIA BEAMS
 AND ALL INTERIOR FRAMING SHALL BE TAN, MEETING NO. FS-595B-13690.

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

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

ITEM 898-QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN:
 THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND
 INCLUDE APPROACH SLAB AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL
 PAY FACTORS.

MOT-75-13.11 PID 75927	GENERAL NOTES BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500
DESIGNED JJ	DRAWN CEC	REVIEWED TH
CHECKED PFJ	REVISED	DATE 06/06
		STRUCTURE FILE NUMBER 5708575
3A / 50		1704A 1811

COMPUTED BY : JJ DATE : 06/06
 CHECKED BY : BA DATE : 06/06

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTS.	PIER	SUPER	GEN	AS PER PLAN SHEET NO.
202	11003	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	3/50
202	22900	598	SO. YD.	APPROACH SLAB REMOVED				598	
503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING		LUMP			
503	11101	LUMP		COFFERDAMS, CRIBS AND SHEETING, AS PER PLAN	LUMP				3/50
503	21101	2420	CU. YD.	UNCLASSIFIED EXCAVATION, AS PER PLAN	1846	574			3/50
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00500	3900	FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	3900				
507	00550	4500	FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	4500				
507	00600	3000	FT.	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN		3000			
507	00650	3750	FT.	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED		3750			
507	92200	535	FT.	PREBORED HOLES	520				
507	98010	27	EACH	PILING, MISC.: PILE SPLICES FOR 12" OR 14" CAST-IN-PLACE REINFORCED CONCRETE PILES				27	
509	10000	615674	POUND	EPOXY COATED REINFORCING STEEL	49111	140193	426370		
512	10100	2313	SO. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	134	1073	1106		
512	33000	241	SO. YD.	TYPE 2 WATERPROOFING			241		
513	10060	LUMP		STRUCTURAL STEEL MEMBERS, LEVEL 3			LUMP		
513	20000	16308	EACH	WELDED STUD SHEAR CONNECTORS			16308		
516	13900	199	SO. FT.	2" PREFORMED EXPANSION JOINT FILLER	199				
516	14021	531	FT.	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN	531				3/50
516	44101	36	EACH	ELASTOMERIC BEARING (10" X 1'-4" X 2 3/4") WITH INTERNAL LAMINATES (NEOPRENE) AND STEEL LOAD PLATE (11" X 1'-5" X 1 3/4"), AS PER PLAN			36		34/50
516	44101	36	EACH	ELASTOMERIC BEARING (1'-4" X 1'-9" X 2") WITH INTERNAL LAMINATES (NEOPRENE) AND STEEL LOAD PLATE (1'-5" X 1'-10" X 2 1/2"), AS PER PLAN			36		35/50
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC	LUMP				
518	40000	488	FT.	6" PERFORATED CORRUGATED PLASTIC PIPE	488				
518	40010	20	FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE INCLUDING SPECIALS	20				
523	20000	2	EACH	DYNAMIC LOAD TESTING	1	1			
601	21000	1744	SO. YD.	CONCRETE SLOPE PROTECTION				1744	
885	00300	LUMP		FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, WITH WARRANTY			LUMP		
885	00400	LUMP		FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, WITH WARRANTY			LUMP		
898	10201	1164	CU. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN			1164		3/50
898	10709	1706	SO. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T=17", AS PER PLAN			1706		3/50
898	11000	163	CU. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)			163		
898	11100	203	CU. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE			203		
898	20100	378	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE, (PIER ABOVE FOOTING)		378			
898	20160	676	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	676				
898	20300	270	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)		270			

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500
 DATE: 06/06
 REVISED TH: 5708575
 DRAWN CEC REVISED
 DESIGNED JJ CHECKED PFJ
 ESTIMATED QUANTITIES
 BRIDGE NO. MOT-75-1433
 I-75 MAINLINE OVER KEOWEE STREET
 MOT-75-13.11
 PID 75927
 4/50
 1705
 1811

PROPOSED WORK:

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

STAGE 1 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER ON BRIDGE APPROACHES ACCORDING TO MAINTENANCE OF TRAFFIC PLANS. ROUTE I-75 TRAFFIC ONTO THE EXISTING NORTHBOUND AND SOUTHBOUND BRIDGES.
2. PARTIALLY REMOVE THE EXISTING SOUTHBOUND I-75 BRIDGE AS SHOWN ON PLANS.
3. CONSTRUCT TEMPORARY SHEET PILING ALONG THE PROPOSED OUTSIDE SHOULDER OF SOUTHBOUND I-75 AS SHOWN ON PLANS.
4. CONSTRUCT THE WIDENED LEFT APPROACH EMBANKMENTS, INCLUDING THE LEFT REAR (MSE WALL NO. 14) AND LEFT FORWARD (MSE WALL NO. 16) RETAINING WALLS, WITH SLEEVES THROUGH MSE BACKFILL AT ABUTMENT PILE LOCATIONS.
5. PREBORE HOLES THROUGH NEW EMBANKMENT AND DRIVE ABUTMENT PILES.
6. CONSTRUCT LEFT SOUTHBOUND BRIDGE ABUTMENT SECTIONS.
7. ROUTE TRAFFIC ON KEOWEE STREET ACCORDING TO MAINTENANCE OF TRAFFIC PLANS AND CONSTRUCT LEFT SOUTHBOUND BRIDGE PIER SECTIONS.
8. ERECT 5 LEFTMOST STRUCTURAL STEEL BEAMS AND CONSTRUCT LEFT REINFORCED CONCRETE DECK, PARAPET, AND APPROACH SLAB SECTIONS.

STAGE 2 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER AND ROUTE SOUTHBOUND TRAFFIC ONTO COMPLETED STAGE 1 PORTION OF BRIDGE AS SHOWN ON BRIDGE AND MAINTENANCE OF TRAFFIC PLANS.
2. INSTALL PORTABLE CONCRETE BARRIER ON EXISTING NORTHBOUND I-75 BRIDGE AND REMOVE EXISTING MEDIAN BARRIER.
3. REMOVE THE REMAINING PORTION OF EXISTING SOUTHBOUND I-75 BRIDGE.
4. CONSTRUCT SHEET PILING ALONG THE PROPOSED STAGE REMOVAL LINE AS SHOWN ON PLANS. THE SHEET PILING FOR THIS STAGE SHALL BE REMOVED WHEN NO LONGER NEEDED TO RETAIN THE EMBANKMENT.
5. CONSTRUCT THE REMAINING SOUTHBOUND APPROACH EMBANKMENTS.

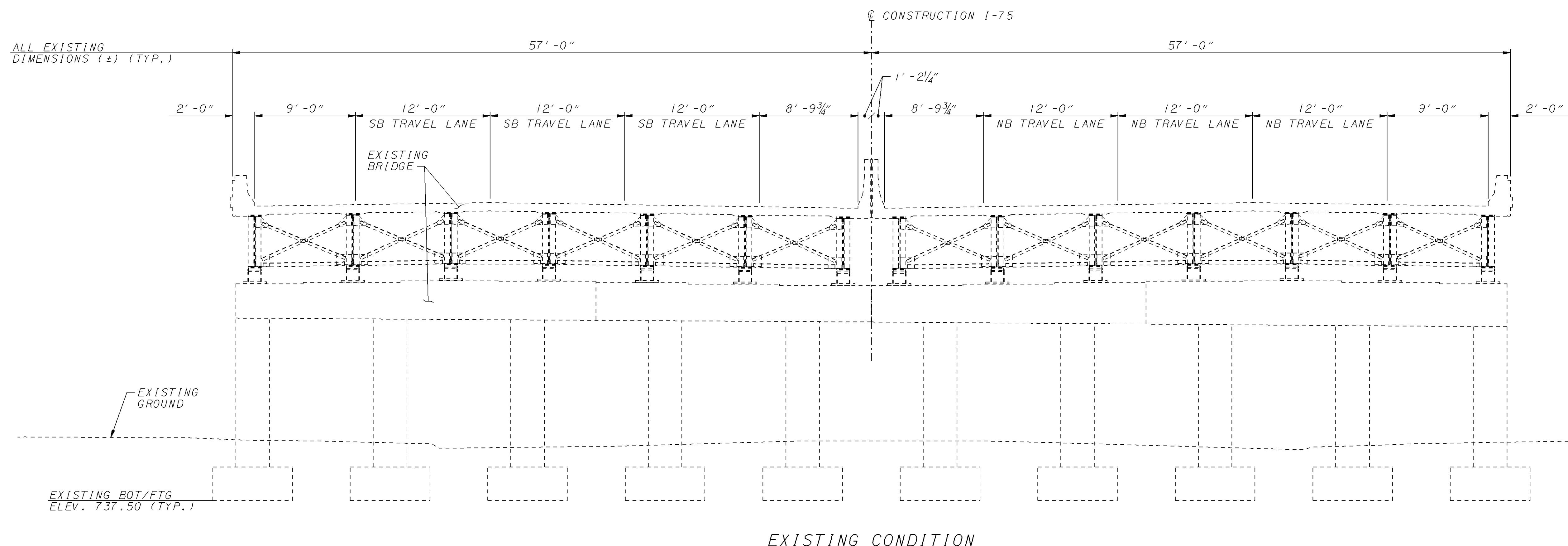
6. PREBORE HOLES THROUGH NEW EMBANKMENT AND DRIVE REMAINING SOUTHBOUND BRIDGE ABUTMENT PILES.
7. CONSTRUCT REMAINING SOUTHBOUND BRIDGE ABUTMENT SECTIONS.
8. ROUTE TRAFFIC ON KEOWEE STREET ACCORDING TO MAINTENANCE OF TRAFFIC PLANS AND CONSTRUCT REMAINING SOUTHBOUND BRIDGE PIER SECTIONS.
9. ERECT 5 REMAINING SOUTHBOUND BRIDGE STRUCTURAL STEEL BEAMS AND CONSTRUCT STAGE 2 REINFORCED CONCRETE DECK, MEDIAN BARRIER, AND APPROACH SLAB SECTIONS.

STAGE 2A CONSTRUCTION:

1. THE INTERMEDIATE CROSSFRAME IN THE CLOSURE POUR BAY SHOULD BE INSTALLED WITH ERECTION BOLTS BUT NOT BE PERMANENTLY CONNECTED UNTIL AFTER THE CLOSURE POUR IS MADE.

STAGE 3 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER ON BRIDGE APPROACHES ACCORDING TO MAINTENANCE OF TRAFFIC PLANS AND ROUTE NORTHBOUND I-75 TRAFFIC ONTO COMPLETED SOUTHBOUND BRIDGE.
2. REMOVE THE EXISTING NORTHBOUND I-75 BRIDGE.
3. CONSTRUCT THE WIDENED RIGHT APPROACH EMBANKMENTS, INCLUDING THE RIGHT REAR (MSE WALL NO. 13) AND RIGHT FORWARD (MSE WALL NO. 15) RETAINING WALLS, WITH SLEEVES THROUGH MSE BACKFILL AT ABUTMENT PILE LOCATIONS.
4. PREBORE HOLES THROUGH NEW EMBANKMENT AND DRIVE ABUTMENT PILES.
5. CONSTRUCT NORTHBOUND BRIDGE ABUTMENT SECTIONS.
6. ROUTE TRAFFIC ON KEOWEE STREET ACCORDING TO MAINTENANCE OF TRAFFIC PLANS AND CONSTRUCT NORTHBOUND BRIDGE PIER SECTIONS.
7. ERECT 8 NORTHBOUND BRIDGE STRUCTURAL STEEL BEAMS AND CONSTRUCT REINFORCED CONCRETE DECK, PARAPET, MEDIAN BARRIER, AND APPROACH SLAB SECTIONS.
8. REMOVE PORTABLE CONCRETE BARRIER ACCORDING TO MAINTENANCE OF TRAFFIC PLANS AND ROUTE I-75 TRAFFIC ONTO COMPLETED NORTHBOUND AND SOUTHBOUND BRIDGES.
9. COMPLETE REMAINING WORK, SUCH AS SEALING OF CONCRETE SURFACES AND STRUCTURAL STEEL PAINTING, AS APPLICABLE.

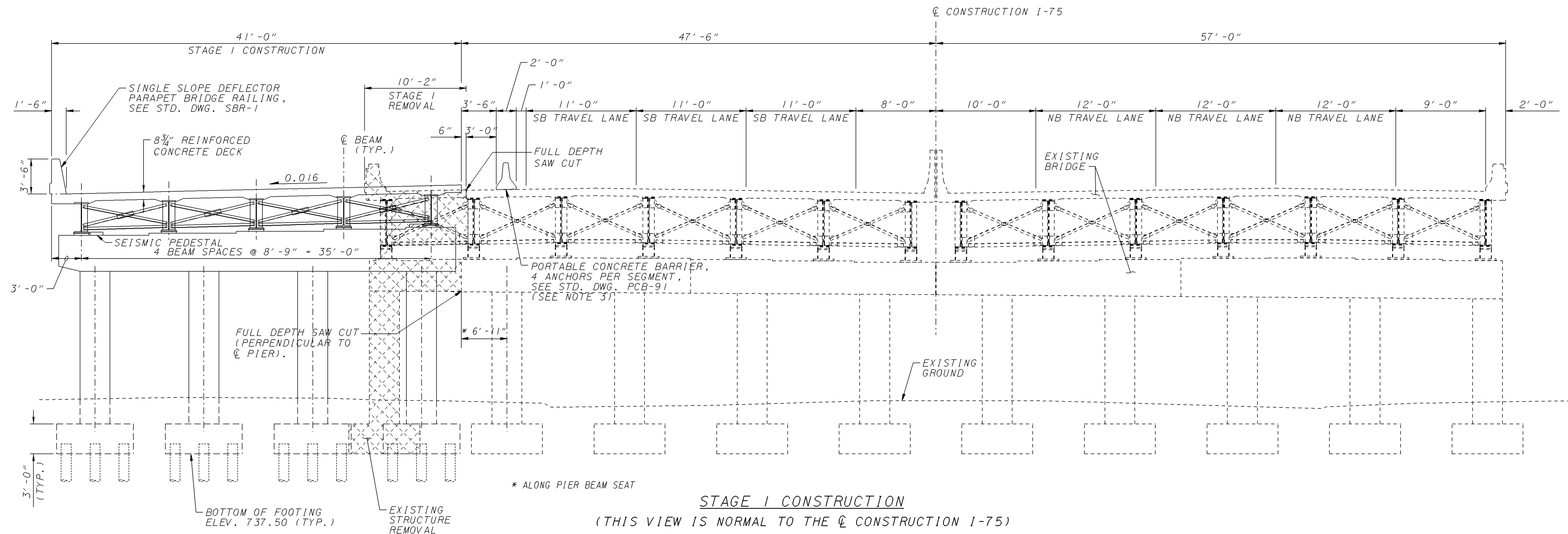


EXISTING CONDITION
(THIS VIEW IS NORMAL TO THE ϕ CONSTRUCTION I-75)

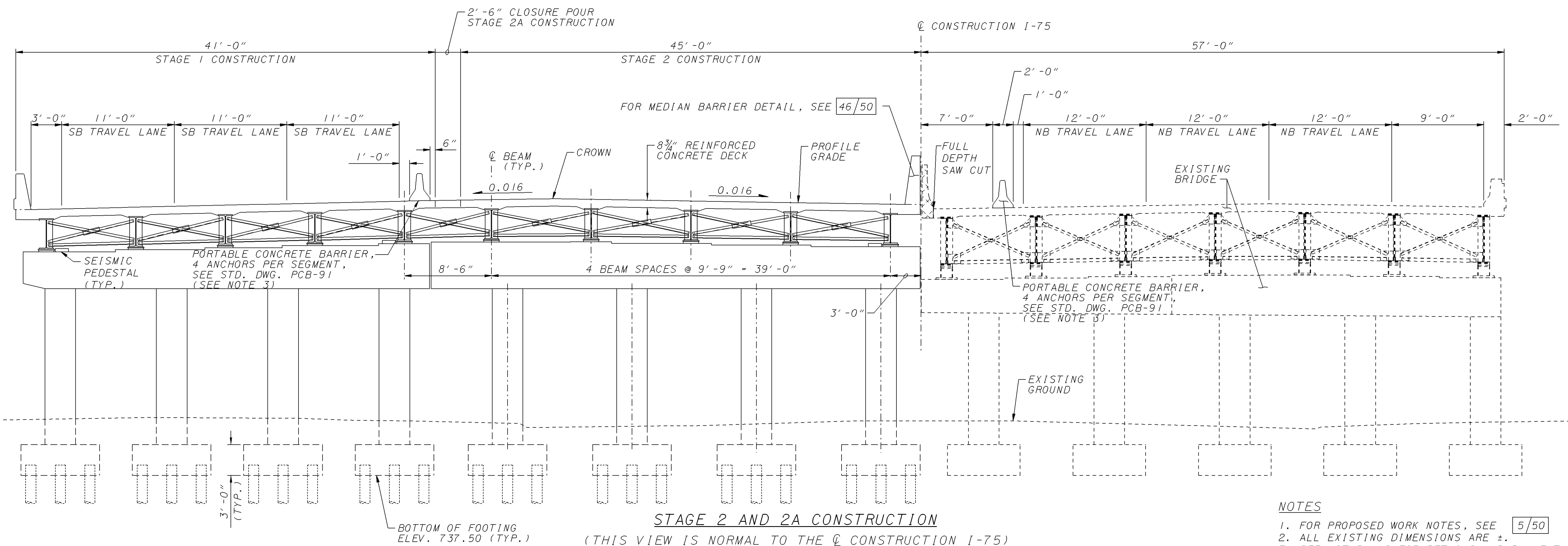
NOTES:

1. ALL EXISTING DIMENSIONS ARE \pm .

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE 06/06	REVIEWED TH	DRAWN CEC	DESIGNED JJ	STRUCTURE FILE NUMBER 5708575	REVISED	CHECKED PFJ
STAGE CONSTRUCTION DETAILS I BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET							
MOT-75-13.11 PID 75927							
5 / 50							
1706 1811							



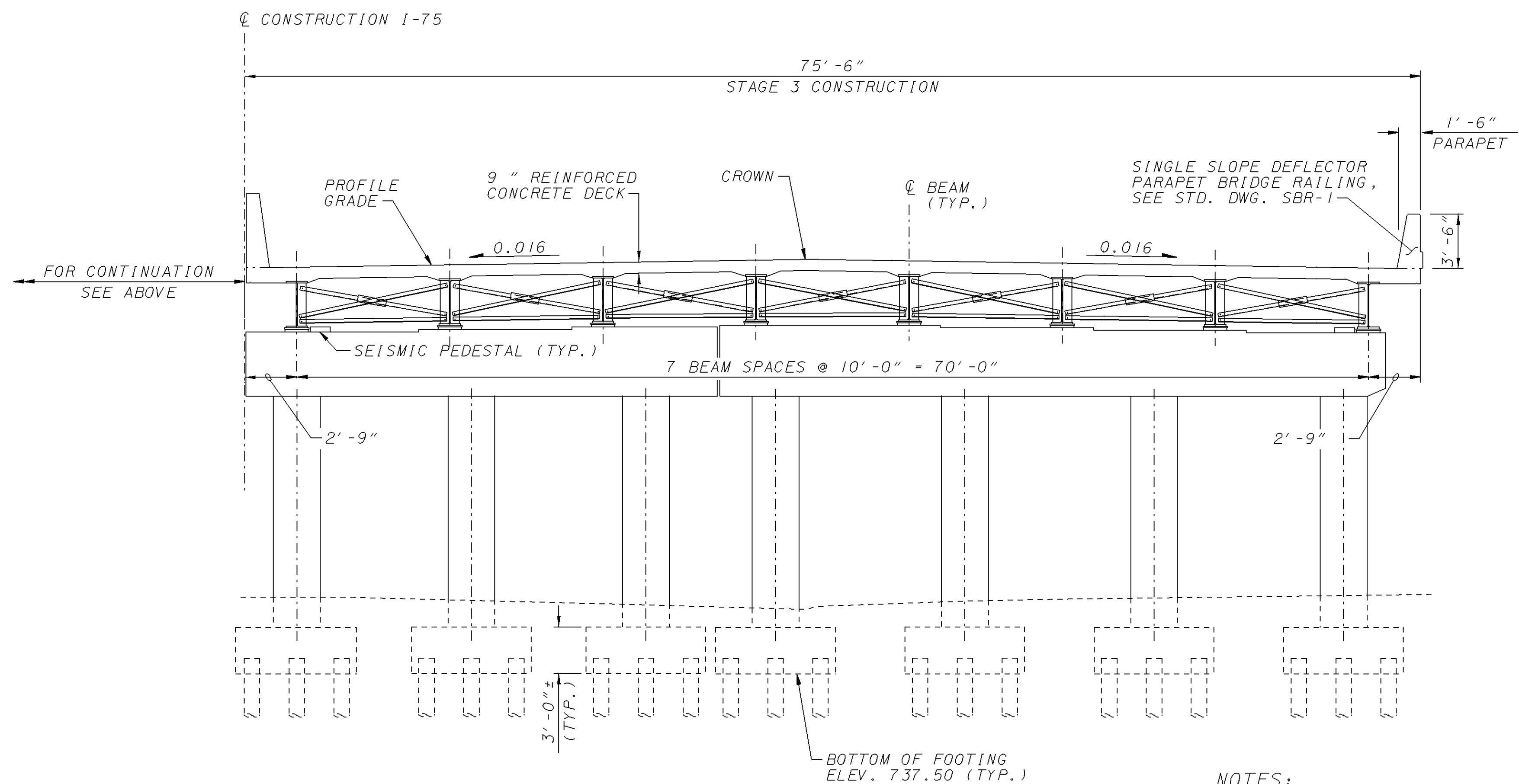
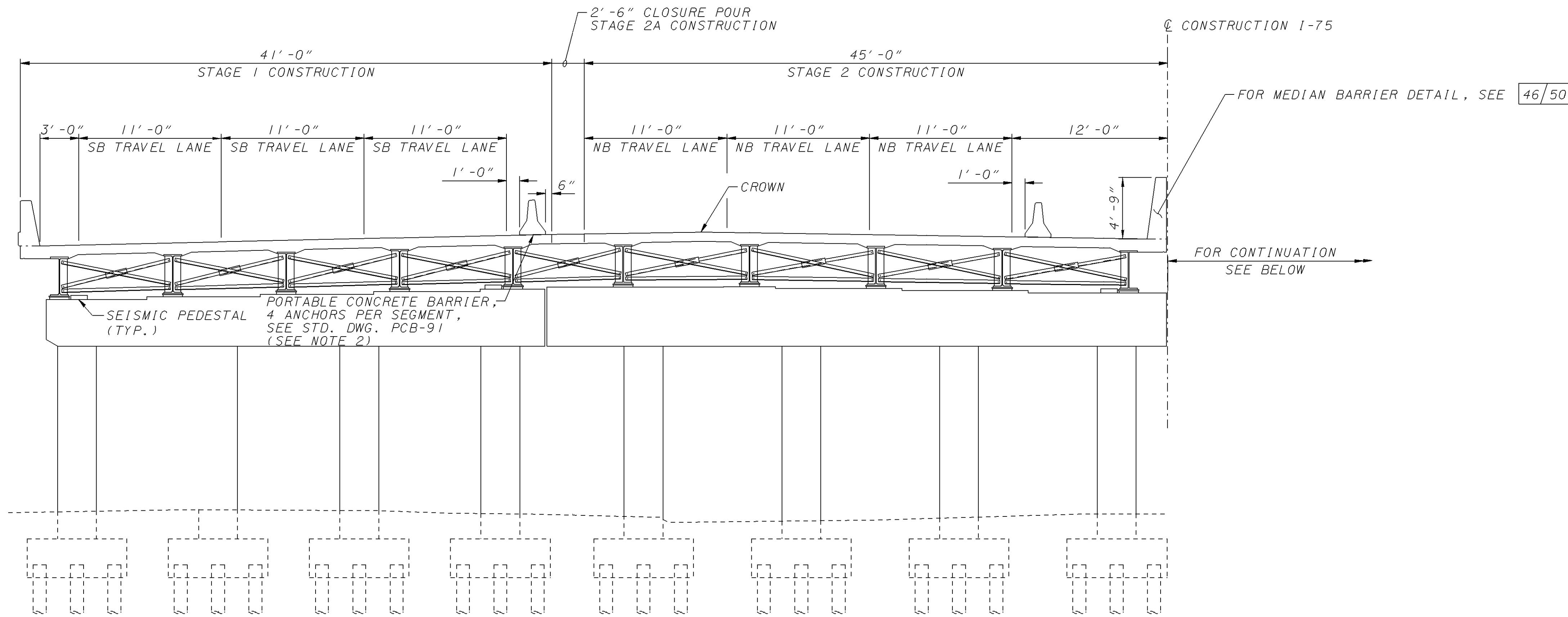
STAGE 1 CONSTRUCTION
(THIS VIEW IS NORMAL TO THE CL CONSTRUCTION I-75)



STAGE 2 AND 2A CONSTRUCTION
(THIS VIEW IS NORMAL TO THE CL CONSTRUCTION I-75)

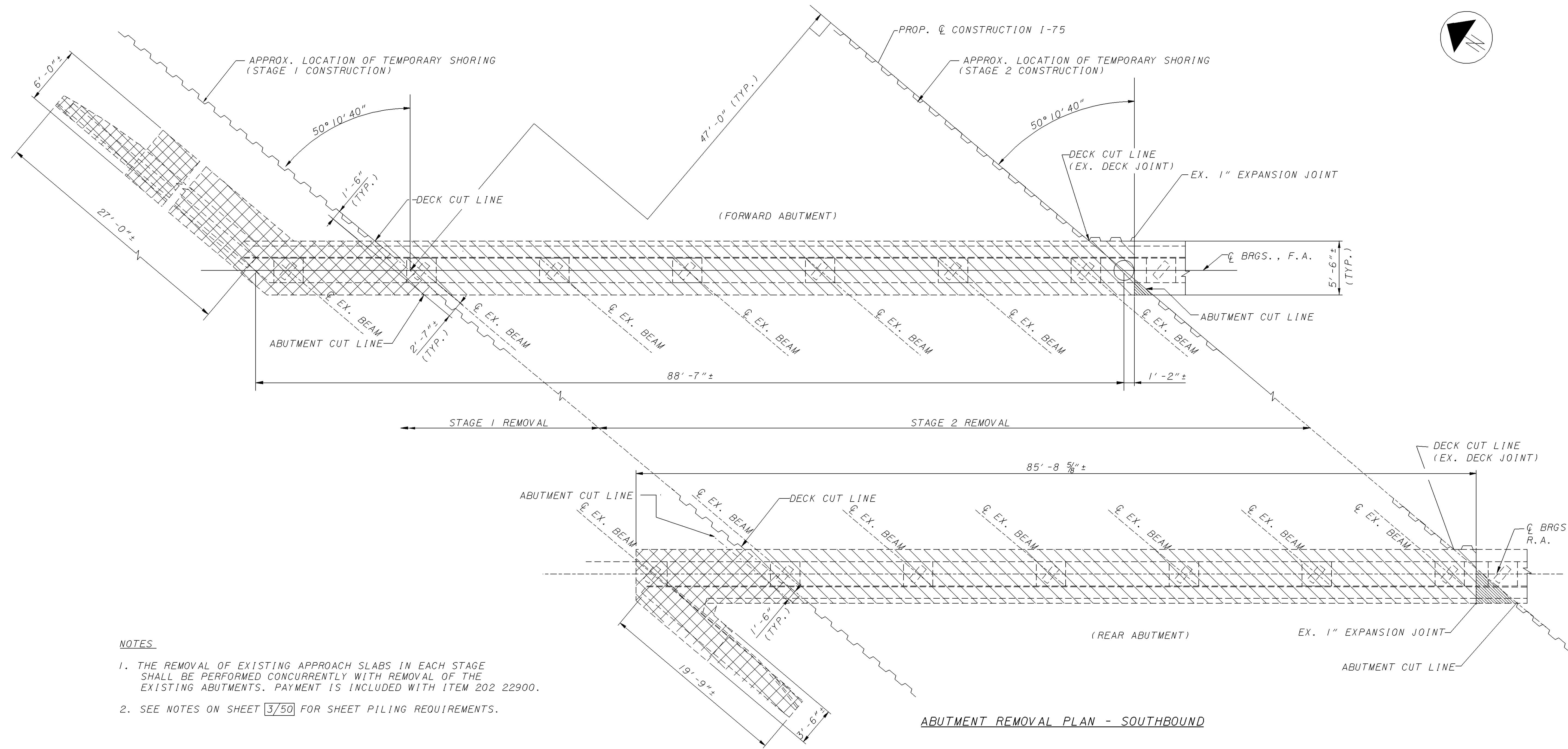
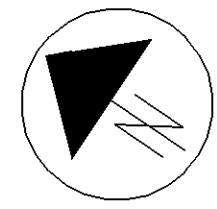
- NOTES**
1. FOR PROPOSED WORK NOTES, SEE 5/50
 2. ALL EXISTING DIMENSIONS ARE \pm .
 3. SEE MOT PLANS FOR DETAILS AND PAYMENT.

DATE	06/06
REVIEWED	TH
STRUCTURE FILE NUMBER	5708575
DRAWN	CEC
REVISOR	REVISOR
DESIGNED	JJ
CHECKED	PFJ

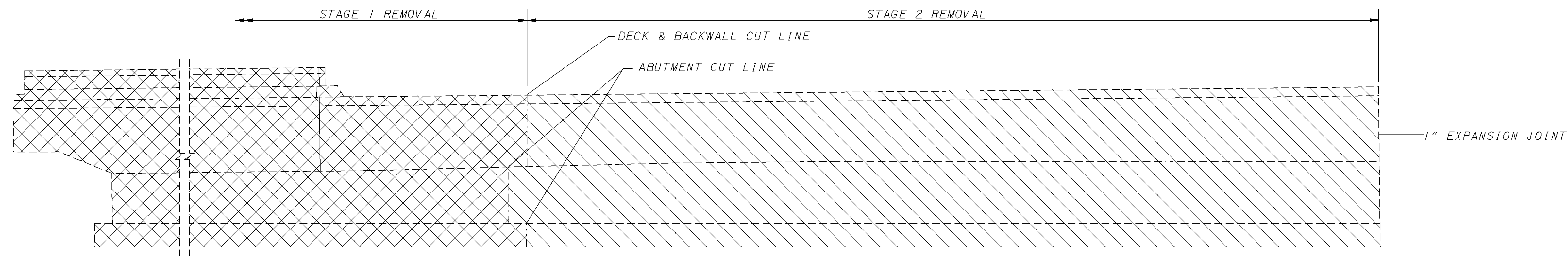


STAGE 3 CONSTRUCTION
 (THIS VIEW IS NORMAL TO THE \perp CONSTRUCTION 1-75)

- NOTES:**
- FOR PROPOSED WORK NOTES, SEE 5/50
 - SEE MOT PLANS FOR DETAILS AND PAYMENT.



- NOTES**
1. THE REMOVAL OF EXISTING APPROACH SLABS IN EACH STAGE SHALL BE PERFORMED CONCURRENTLY WITH REMOVAL OF THE EXISTING ABUTMENTS. PAYMENT IS INCLUDED WITH ITEM 202 22900.
 2. SEE NOTES ON SHEET 3/50 FOR SHEET PILING REQUIREMENTS.



LEGEND

	STAGE 1 REMOVAL
	STAGE 2 REMOVAL ON EXIST. SB STRUCTURE
	STAGE 2 REMOVAL ON EXIST. NB STRUCTURE

PARTIAL ELEVATION - SOUTHBOUND
 (ONLY THE EXISTING FORWARD ABUTMENT ELEVATION IS SHOWN, REAR ABUTMENT SIMILAR.)

DESIGN AGENCY
COLUMBUS ENGINEERING CONSULTANTS, INC.
 840 MICHIGAN AVENUE, COLUMBUS, OH 43215
 TEL: 614/428-3500

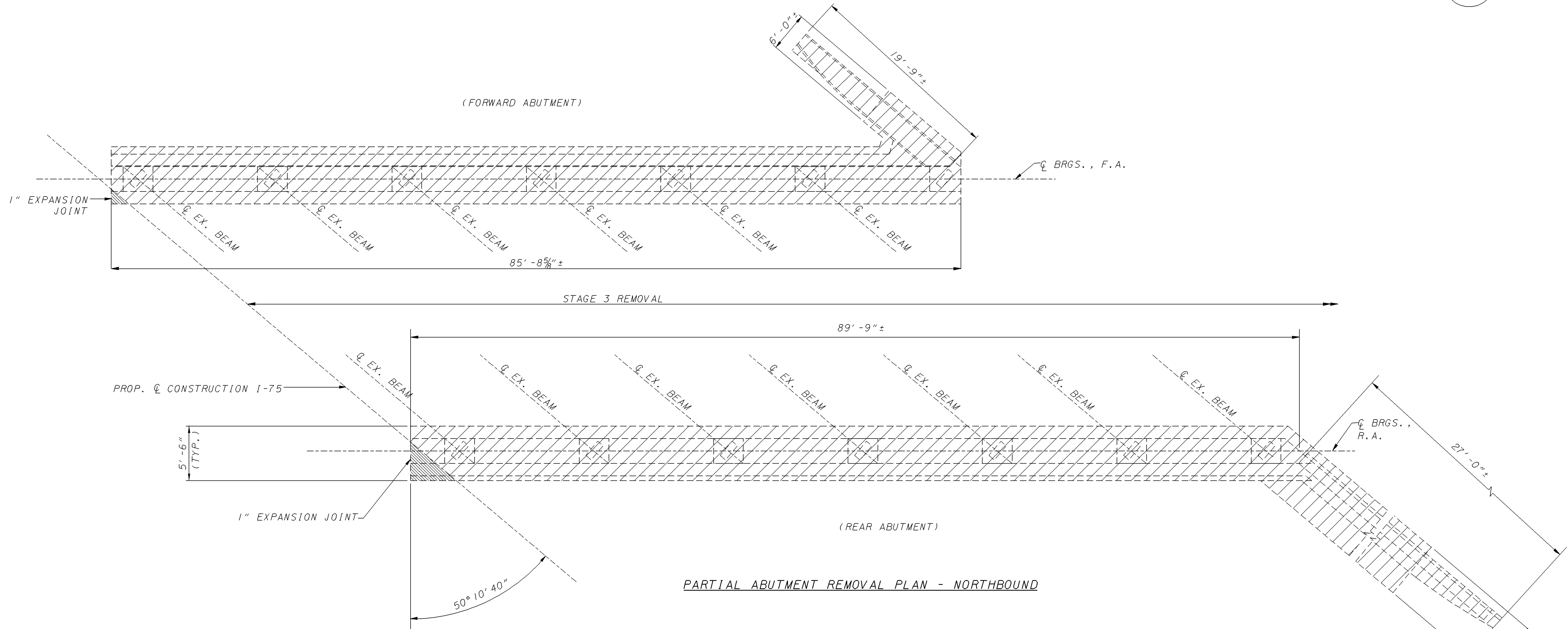
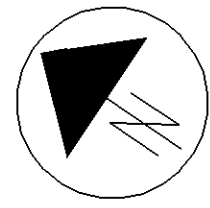
DATE
 06/06
 REVIEWED
 TH
 STRUCTURE FILE NUMBER
 5708575

DRAWN
 CEC
 REVISED

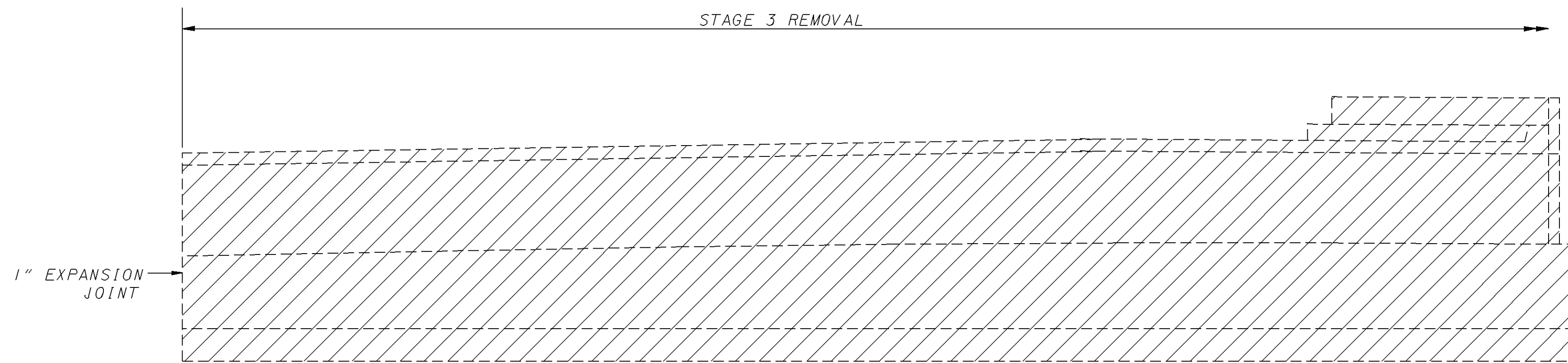
DESIGNED
 JJ
 CHECKED
 PFJ

EXISTING ABUTMENT REMOVAL DETAILS - SOUTHBOUND
 BRIDGE NO. MOT-75-1433
 I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
 PID 75927



PARTIAL ABUTMENT REMOVAL PLAN - NORTHBOUND



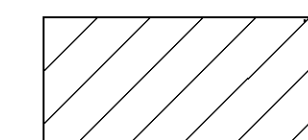
PARTIAL ELEVATION - NORTHBOUND

(ONLY THE EXISTING FORWARD ABUTMENT ELEVATION IS SHOWN, REAR ABUTMENT SIMILAR.)

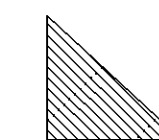
NOTE

THE REMOVAL OF EXISTING APPROACH SLABS IN EACH STAGE SHALL BE PERFORMED CONCURRENTLY WITH REMOVAL OF THE EXISTING ABUTMENTS. PAYMENT IS INCLUDED WITH ITEM 202 22900.

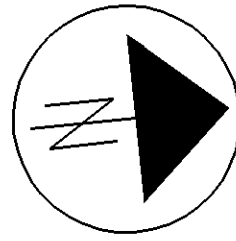
LEGEND



STAGE 3 REMOVAL

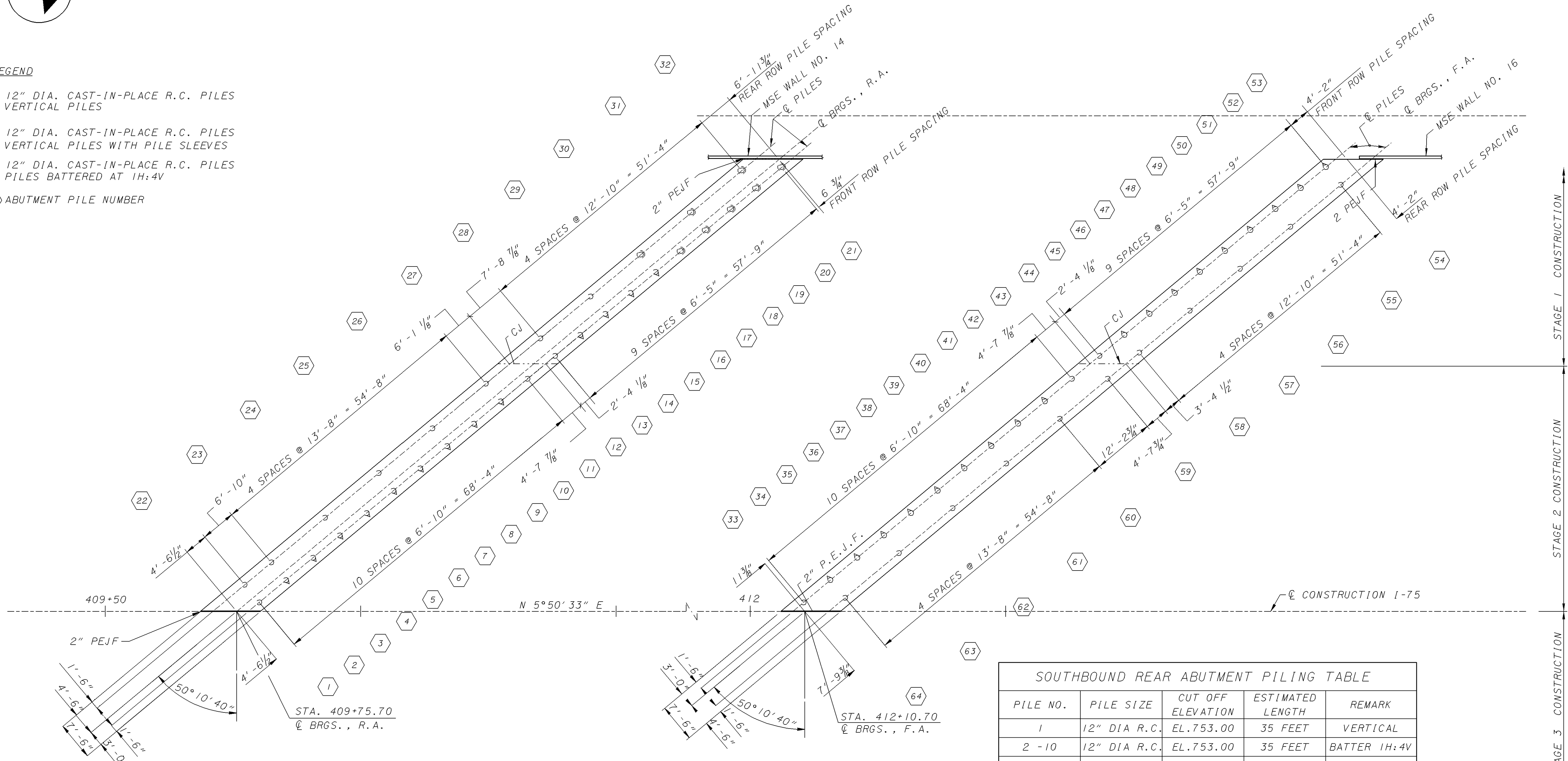


STAGE 2 REMOVAL ON EXIST. NB STRUCTURE



LEGEND

- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- ⊙ 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES WITH PILE SLEEVES
- ◐ 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V
- ⬡ 25 ABUTMENT PILE NUMBER



NOTES

1. PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42, FILLED WITH BENTONITE SLURRY. PAYMENT SHALL BE INCLUDED WITH MSE WALLS.
2. THE FOLLOWING PILES ARE TO BE INSTALLED IN HOLES THROUGH THE NEW EMBANKMENT, PREBORED TO EL. 740.00:
 REAR ABUTMENT-SB: NOS. 14-16, 29
 FORWARD ABUTMENT-SB: NOS. 46-53, 54-57

ABUTMENT PILE LAYOUT - SOUTHBOUND

FOR SOUTHBOUND ABUTMENT FOOTING DETAILS, SEE 16/50 & 22/50.

SOUTHBOUND REAR ABUTMENT PILING TABLE				
PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
1	12" DIA R.C.	EL.753.00	35 FEET	VERTICAL
2 - 10	12" DIA R.C.	EL.753.00	35 FEET	BATTER 1H:4V
11 - 12	12" DIA R.C.	EL.753.00	35 FEET	VERTICAL
13 - 16	12" DIA R.C.	EL.753.00	35 FEET	BATTER 1H:4V
17 - 32	12" DIA R.C.	EL.753.00	35 FEET	VERTICAL
SOUTHBOUND FORWARD ABUTMENT PILING TABLE				
PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
33	12" DIA R.C.	EL.752.00	30 FEET	VERTICAL
34 - 42	12" DIA R.C.	EL.752.00	30 FEET	BATTER 1H:4V
43 - 44	12" DIA R.C.	EL.752.00	30 FEET	VERTICAL
45 - 53	12" DIA R.C.	EL.752.00	30 FEET	BATTER 1H:4V
54 - 64	12" DIA R.C.	EL.752.00	30 FEET	VERTICAL

STAGE 1 CONSTRUCTION
 STAGE 2 CONSTRUCTION
 STAGE 3 CONSTRUCTION

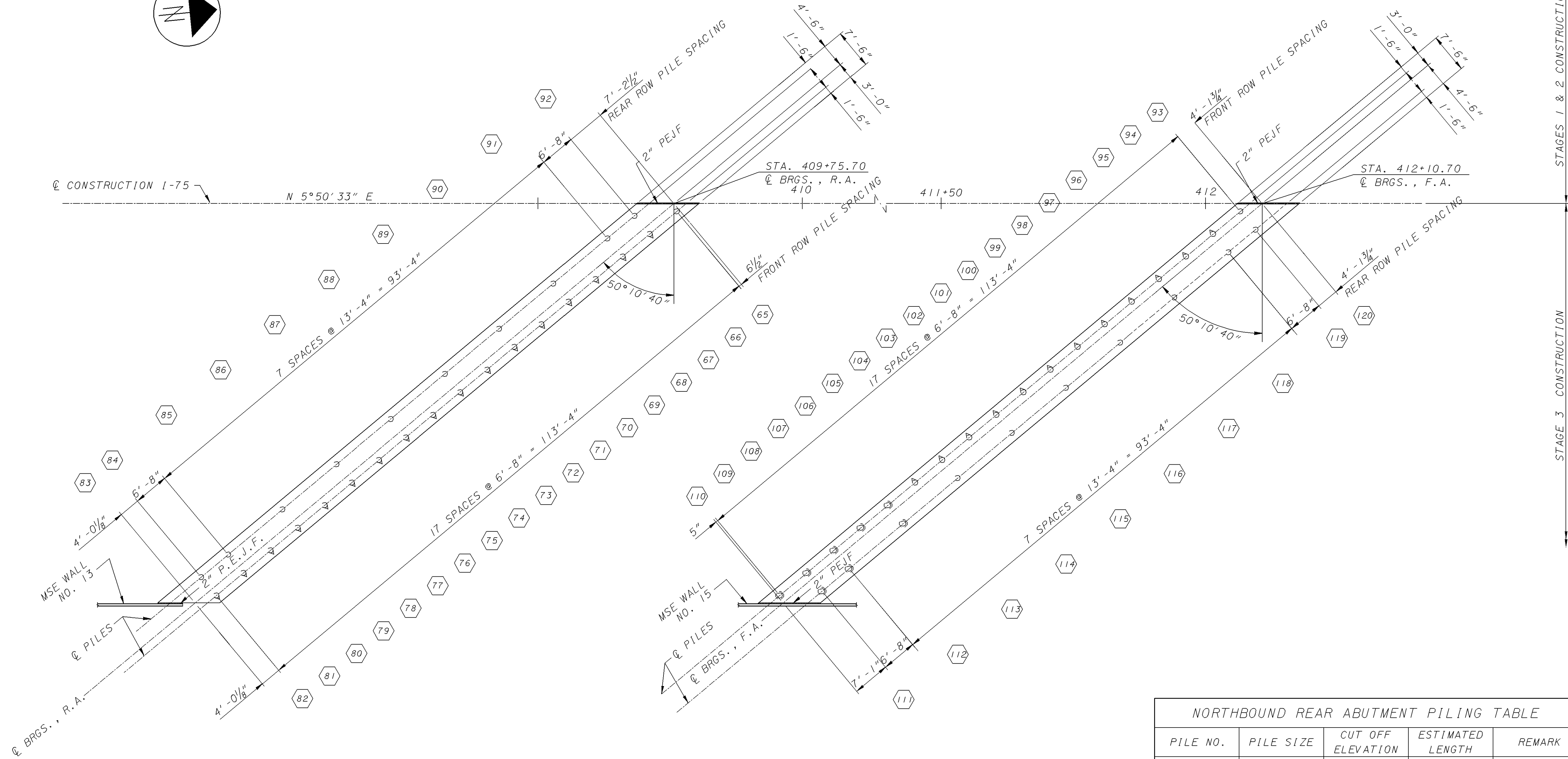
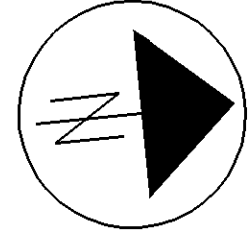
ABUTMENT PILE LAYOUT - SOUTHBOUND
 BRIDGE NO. MOT-75-1433
 I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
 PID 75927

DESIGN AGENCY:
 COLUMBUS ENGINEERING
 CONSULTANTS, INC.
 840 MICHIGAN AVENUE, COLUMBUS, OH 43215
 TEL: 614/223-3500

DATE: 06/06
 REVIEWED: TH
 STRUCTURE FILE NUMBER: 5708575

DRAWN: CEC
 CHECKED: PFJ
 DESIGNED: JJ



ABUTMENT PILE LAYOUT - NORTHBOUND

FOR NORTHBOUND ABUTMENT FOOTING DETAILS, SEE 19/50 & 25/50.

NOTES

- PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42, FILLED WITH BENTONITE SLURRY. PAYMENT SHALL BE INCLUDED WITH MSE WALLS.
- THE FOLLOWING PILES ARE TO BE INSTALLED IN HOLES THROUGH THE NEW EMBANKMENT, PREBORED TO EL. 740.00:
 REAR ABUTMENT-NB: NOS. 79-82, 83-84
 FORWARD ABUTMENT-NB: NONE.

LEGEND

- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- ⊙ 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES WITH PILE SLEEVES
- ◊ 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V
- ⬡ ABUTMENT PILE NUMBER

NORTHBOUND REAR ABUTMENT PILING TABLE

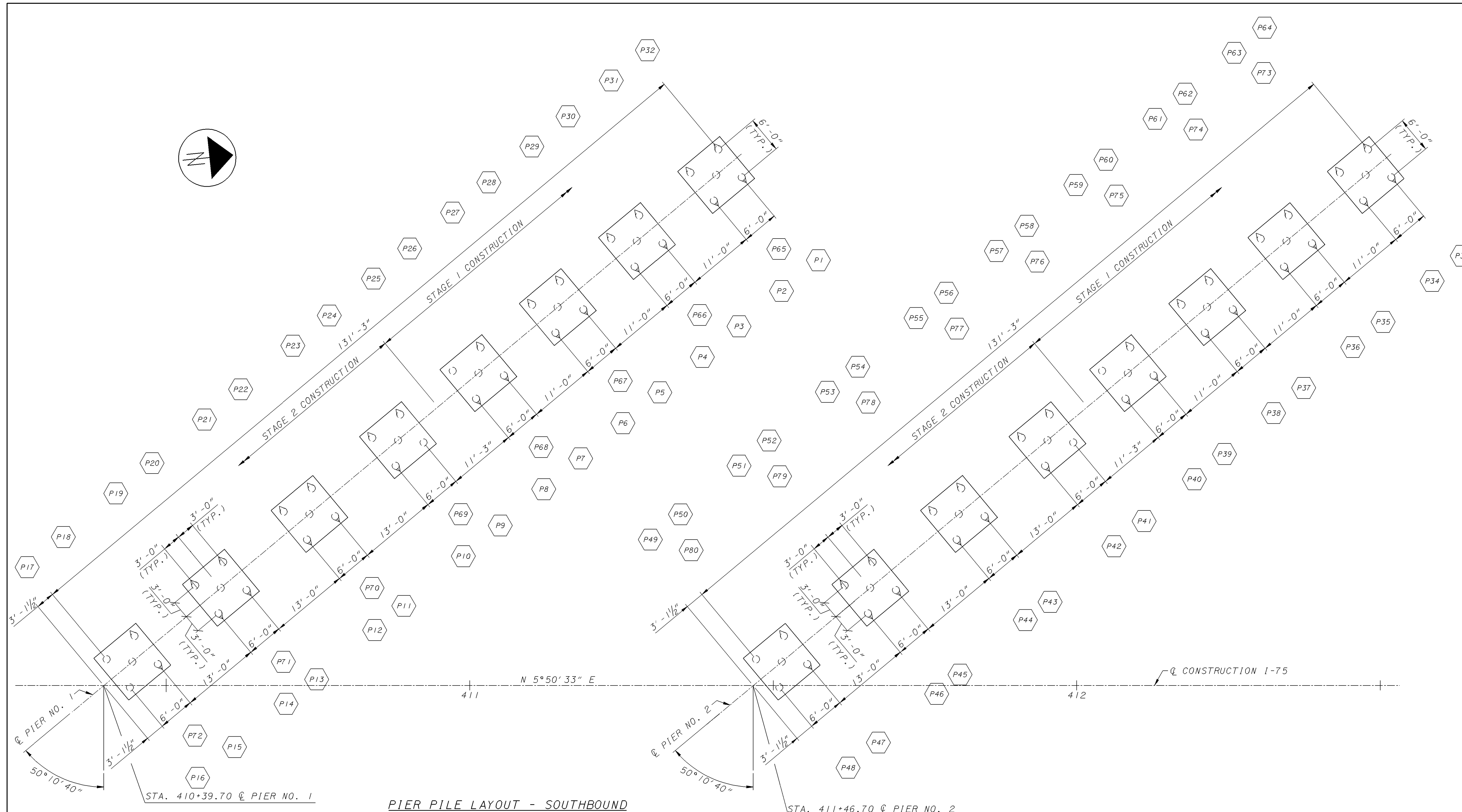
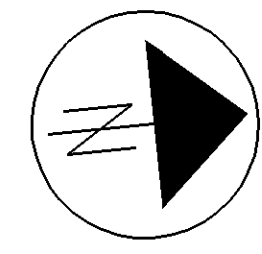
PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
65	12" DIA R.C.	EL.753.00	35 FEET	VERTICAL
66 - 82	12" DIA R.C.	EL.753.00	35 FEET	BATTER 1H:4V
83 - 92	12" DIA R.C.	EL.753.00	35 FEET	VERTICAL

NORTHBOUND FORWARD ABUTMENT PILING TABLE

PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
93	12" DIA R.C.	EL.753.00	30 FEET	VERTICAL
94 - 105	12" DIA R.C.	EL.753.00	30 FEET	BATTER 1H:4V
106 - 120	12" DIA R.C.	EL.753.00	30 FEET	VERTICAL

STAGES 1 & 2 CONSTRUCTION

STAGE 3 CONSTRUCTION

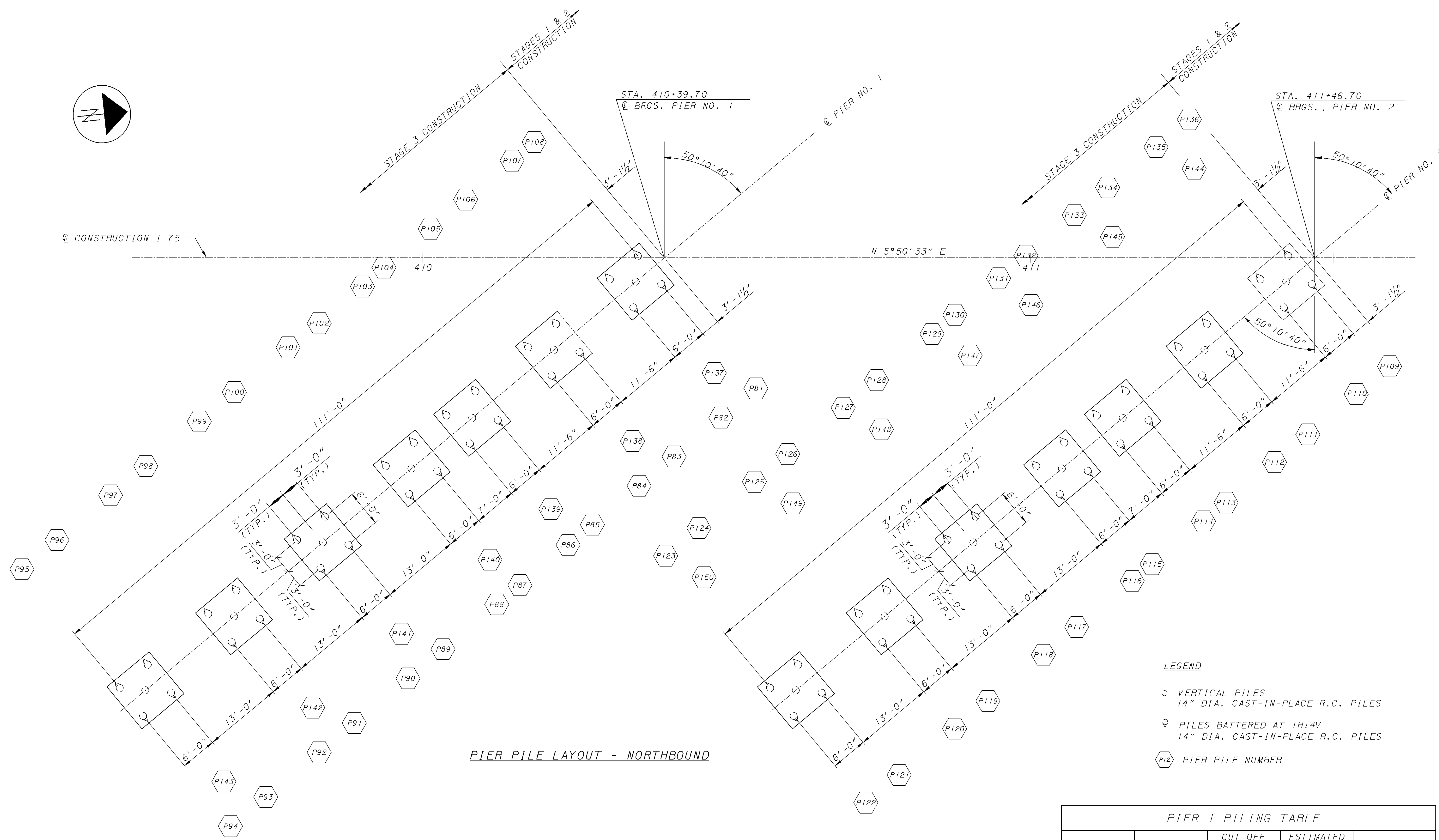
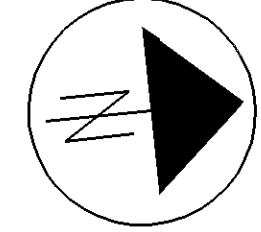


PIER PILE LAYOUT - SOUTHBOUND

PIER 1 PILING TABLE				
PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
P1 - P8	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P9	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P10 - P15	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P16 - P17	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P18 - P24	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P25	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P26 - P32	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P65 - P72	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL

- LEGEND**
- 14" DIA. CAST-IN-PLACE R.C. PILES
 - VERTICAL PILES
 - ◊ 14" DIA. CAST-IN-PLACE R.C. PILES
 - ◊ PILES BATTERED AT 1H:4V
 - ⬡ PIER PILE NUMBER

PIER 2 PILING TABLE				
PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
P33 - P40	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P41	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P42 - P47	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P48 - P49	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P50 - P56	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P57	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL
P58 - P64	14" DIA R.C.	EL. 738.50	20 FEET	BATTER 1H:4V
P73 - P80	14" DIA R.C.	EL. 738.50	20 FEET	VERTICAL



PIER PILE LAYOUT - NORTHBOUND

LEGEND

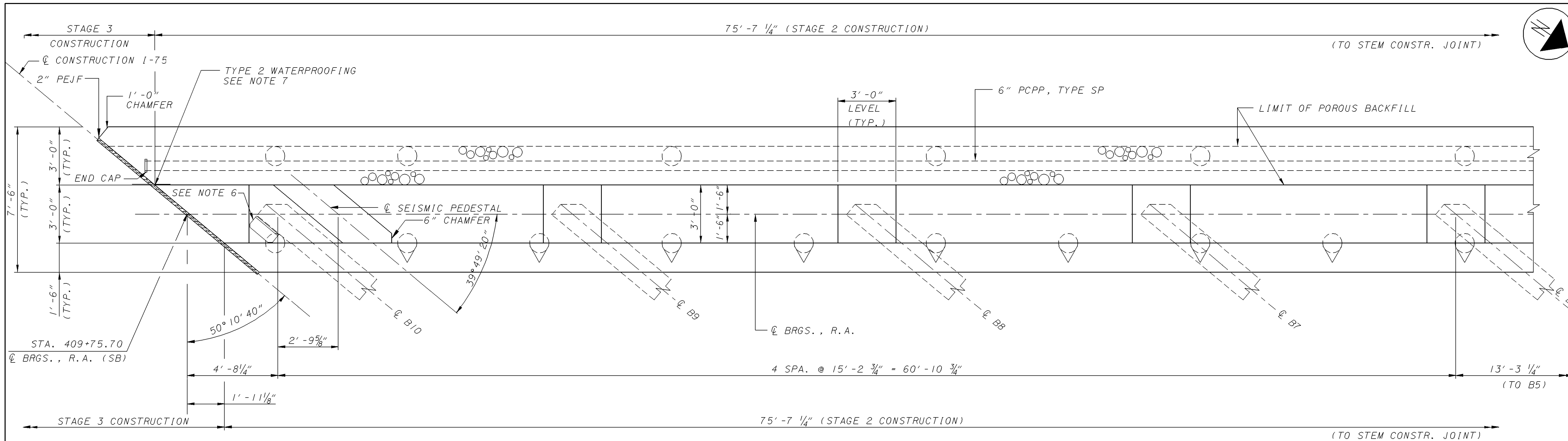
- VERTICAL PILES
14" DIA. CAST-IN-PLACE R.C. PILES
- ⊕ PILES BATTERED AT 1H:4V
14" DIA. CAST-IN-PLACE R.C. PILES
- Ⓟ PIER PILE NUMBER

PIER 1 PILING TABLE

PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
P81 - P108	14" DIA R.C.	EL.738.50	20 FEET	BATTER 1H:4V
P137 - P143	14" DIA R.C.	EL.738.50	20 FEET	VERTICAL

PIER 2 PILING TABLE

PILE NO.	PILE SIZE	CUT OFF ELEVATION	ESTIMATED LENGTH	REMARK
P109 - P136	14" DIA R.C.	EL.738.50	20 FEET	BATTER 1H:4V
P144 - P150	14" DIA R.C.	EL.738.50	20 FEET	VERTICAL



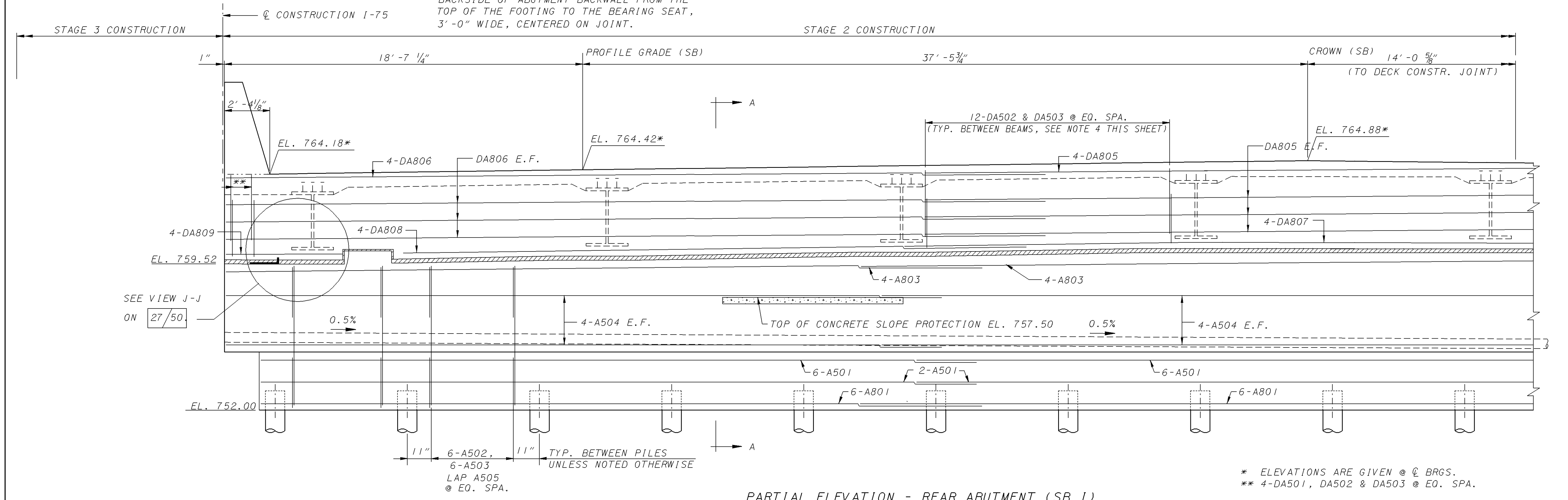
PARTIAL PLAN - REAR ABUTMENT (SB 1)
(END DIAPHRAGM NOT SHOWN)

NOTES

- FOR PILE LAYOUT, SEE 10/50.
- FOR BEARING DETAILS, SEE 34/50.
- FOR SECTION A-A, BEAM SEAT ELEVATIONS, & ADDITIONAL NOTES, SEE 26/50.
- FOR DIAPHRAGM REINFORCING DETAILS, SEE 37/50.
- MINIMUM BAR LAPS:
LAP NO. 5 BARS 3'-2".
LAP NO. 6 BARS 3'-10".
LAP NO. 8 BARS 6'-4".
- FOR BEARING RETAINER DETAILS, SEE 34/50 AND SICD-1-96.
- SEAL VERTICAL STAGE CONSTRUCTION JOINT ON BACKSIDE OF ABUTMENT BACKWALL FROM THE TOP OF THE FOOTING TO THE BEARING SEAT, 3'-0" WIDE, CENTERED ON JOINT.

ABBREVIATIONS:
 F.F. = FRONT FACE
 B.F. = BACK FACE
 E.F. = EACH FACE
 PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE
 NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

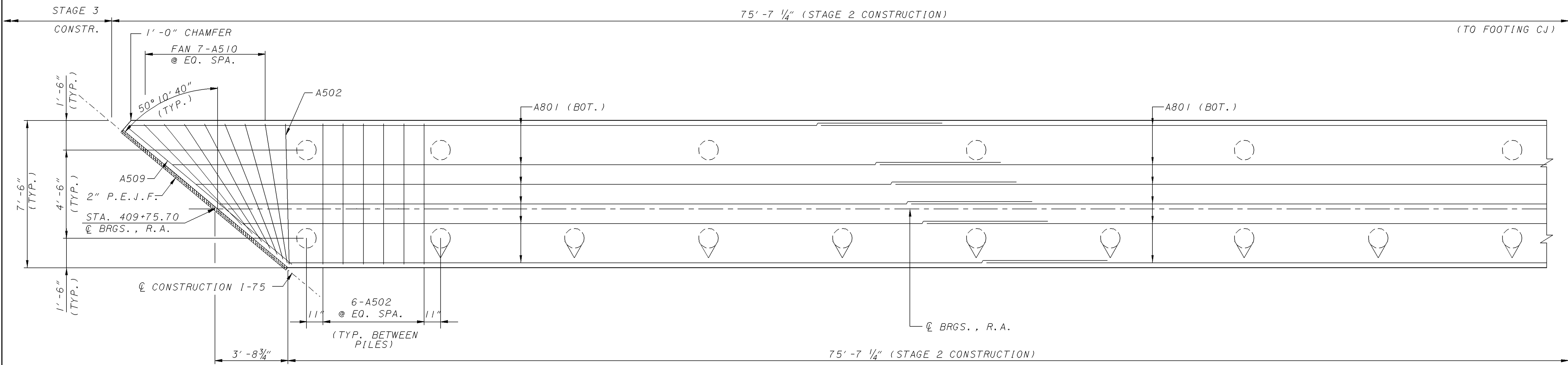
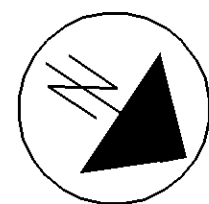
PILE SYMBOL:



PARTIAL ELEVATION - REAR ABUTMENT (SB 1)

* ELEVATIONS ARE GIVEN @ Q BRGS.
 ** 4-DA501, DA502 & DA503 @ EQ. SPA.

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/428-3500	
DATE 06/06	DATE 5708575
REVIEWED TH	STRUCTURE FILE NUMBER
DRAWN CEC	REVISED
DESIGNED JJ	CHECKED PFJ
REAR ABUTMENT PLAN & ELEVATION - SOUTHBOUND I BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	
MOT-75-13.11 PID 75927	
14/50	
1715 1811	

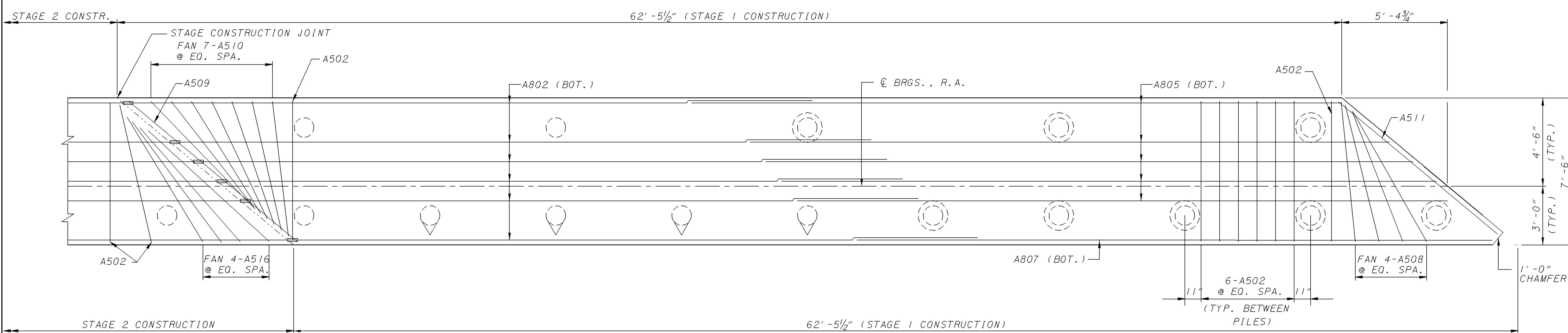


NOTES:

1. FOR ABUTMENT PILE SPACING, SEE 10/50.
2. FOR ADDITIONAL REINFORCING DETAILS, SEE FOOTING CROSS SECTIONS ON 26/50.
3. MINIMUM BAR LAPS:
 LAP NO. 5 BARS 3'-2".
 LAP NO. 6 BARS 3'-10".
 LAP NO. 8 BARS 6'-4".

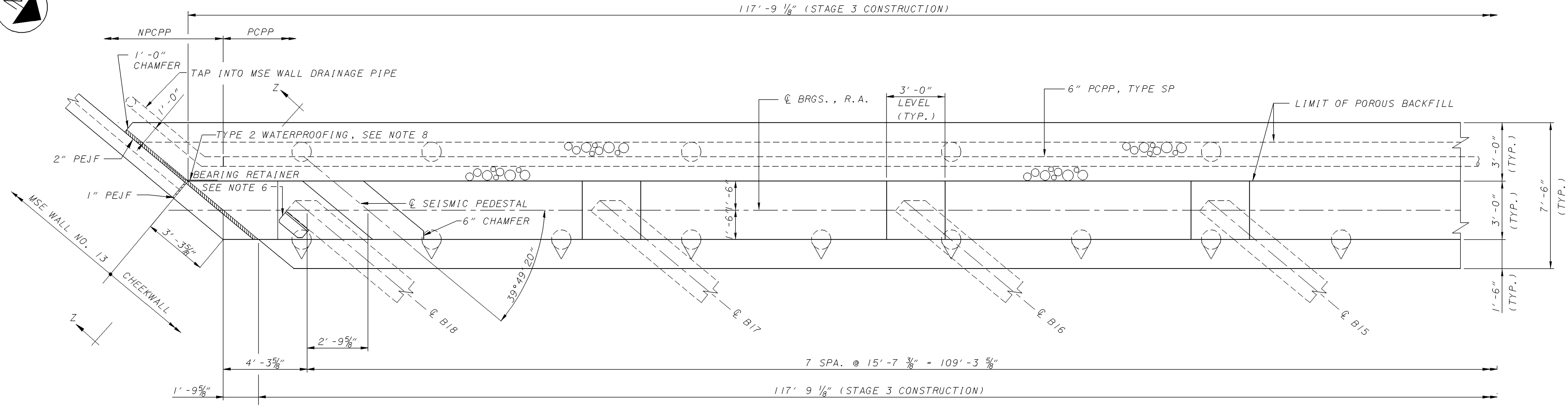
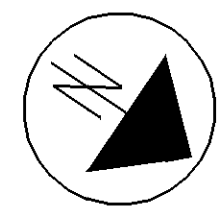
PARTIAL PLAN - REAR ABUTMENT (SB)
 (ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

- PILE SYMBOL:**
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
 - 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES WITH PILE SLEEVES
 - 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V



PARTIAL PLAN - REAR ABUTMENT (SB)
 (ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

DESIGN AGENCY: COLLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE: 06/06 REVIEWED: TH STRUCTURE FILE NUMBER: 5708575
DRAWN: CEC CHECKED: PFJ	DESIGNED: JJ CHECKED: PFJ
REAR ABUTMENT FOOTING DETAILS - SOUTHBOUND BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	
MOT-75-13.11 PID 75927	
16/50	
<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 1717 1811 </div>	



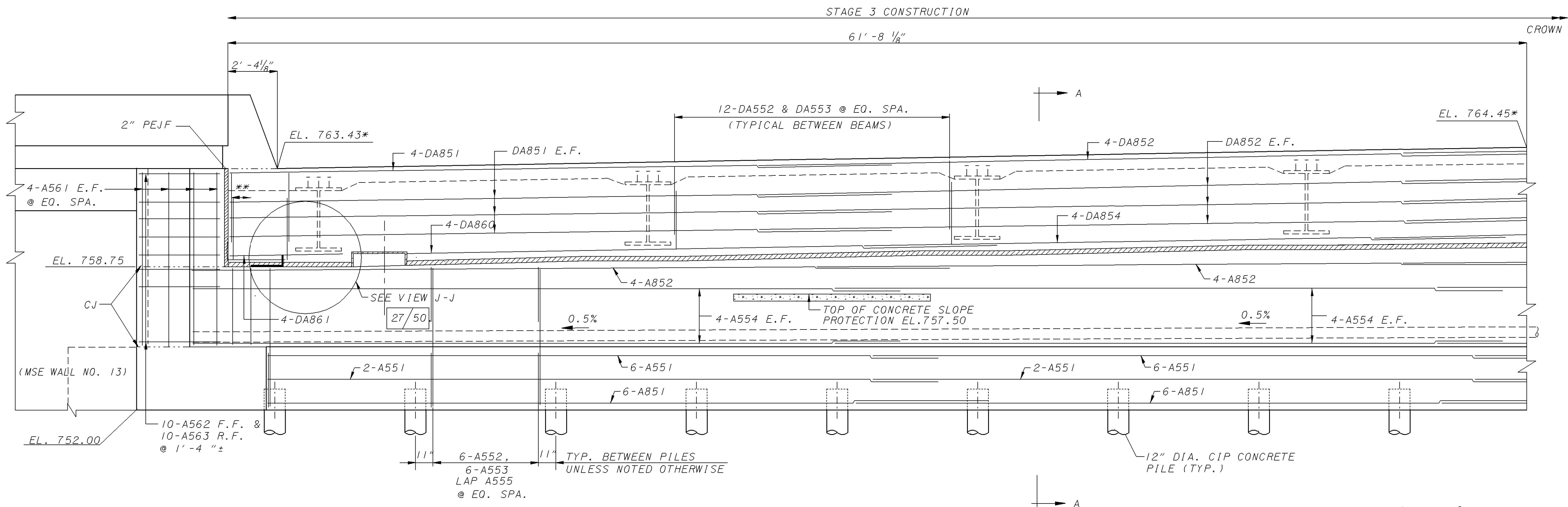
- NOTES**
- FOR ABUTMENT PILE LAYOUT, SEE 11/50.
 - FOR BEARING DETAILS, SEE 34/50.
 - FOR SECTION A-A, BEAM SEAT ELEVATIONS AND ADDITIONAL NOTES, SEE 26/50.
 - FOR DIAPHRAGM REINFORCING DETAILS, SEE 37A/50.

- MINIMUM BAR LAPS:
LAP NO.5 BARS 3'-2".
LAP NO.6 BARS 3'-10".
LAP NO.8 BARS 6'-4".
- FOR BEARING RETAINER DETAILS, SEE 34/50 & SICD-1-96.
- FOR SECTION Z-Z SEE 18/50.

PARTIAL PLAN - REAR ABUTMENT (NB 1)
(APPROACH SLAB NOT SHOWN)

ABBREVIATIONS:
F.F. = FRONT FACE
B.F. = BACK FACE
E.F. = EACH FACE
PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE
NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

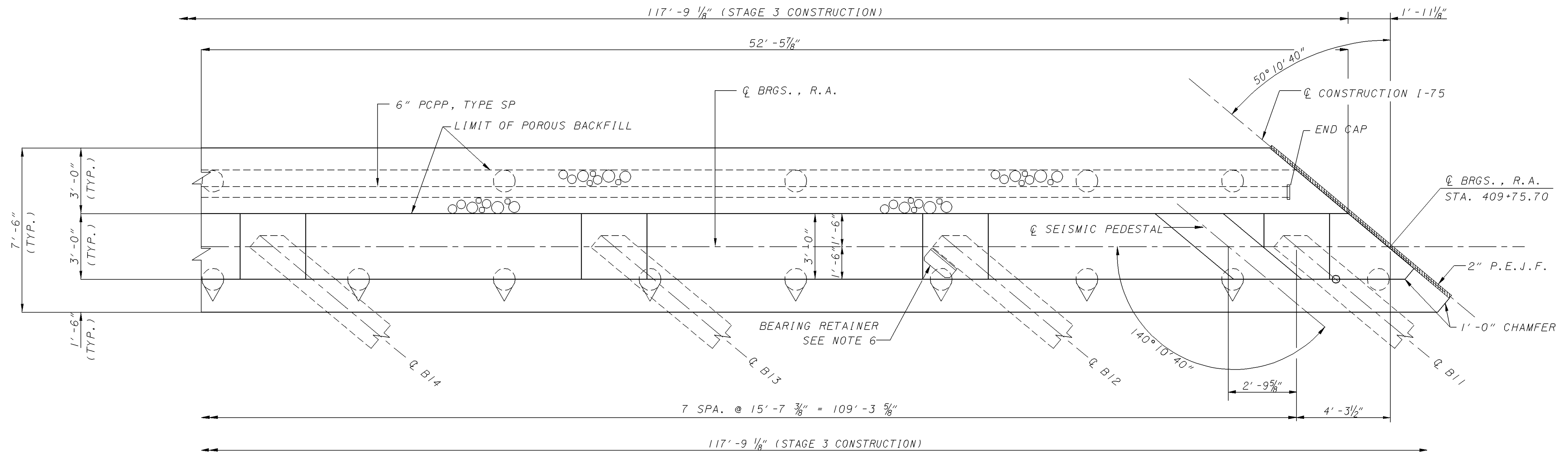
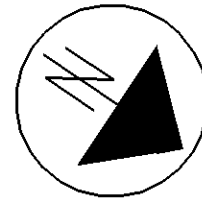
- PILE SYMBOL:**
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
 - 12" DIA. CAST-IN-PLACE R.C. PILES BATTERED AT 1H:4V



PARTIAL ELEVATION - REAR ABUTMENT (NB 1)

* ELEVATIONS ARE GIVEN @ ϕ BRGS.
** 3-DA552 & DA553 @ EQ. SPA.

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215
 TEL: 614/428-3500
 DATE: 06/06
 TH: 06/06
 STRUCTURE FILE NUMBER: 5708575
 DESIGNED: JJ
 CHECKED: PFJ
 DRAWN: CEC
 REVISED:
 REVIEWED:
 REAR ABUTMENT PLAN & ELEVATION - NORTHBOUND I
 BRIDGE NO. MOT-75-1433
 I-75 MAINLINE OVER KEOWEE STREET
 MOT-75-13.11
 PID 75927
 17/50
 1718
 1811



NOTES

- FOR PILE LAYOUT, SEE 11/50.
- FOR BEARING DETAILS, SEE 34/50.
- FOR SECTION A-A, BEAM SEAT ELEVATIONS AND ADDITIONAL NOTES, SEE 26/50.
- FOR DIAPHRAGM REINFORCING DETAILS, SEE 37A/50.

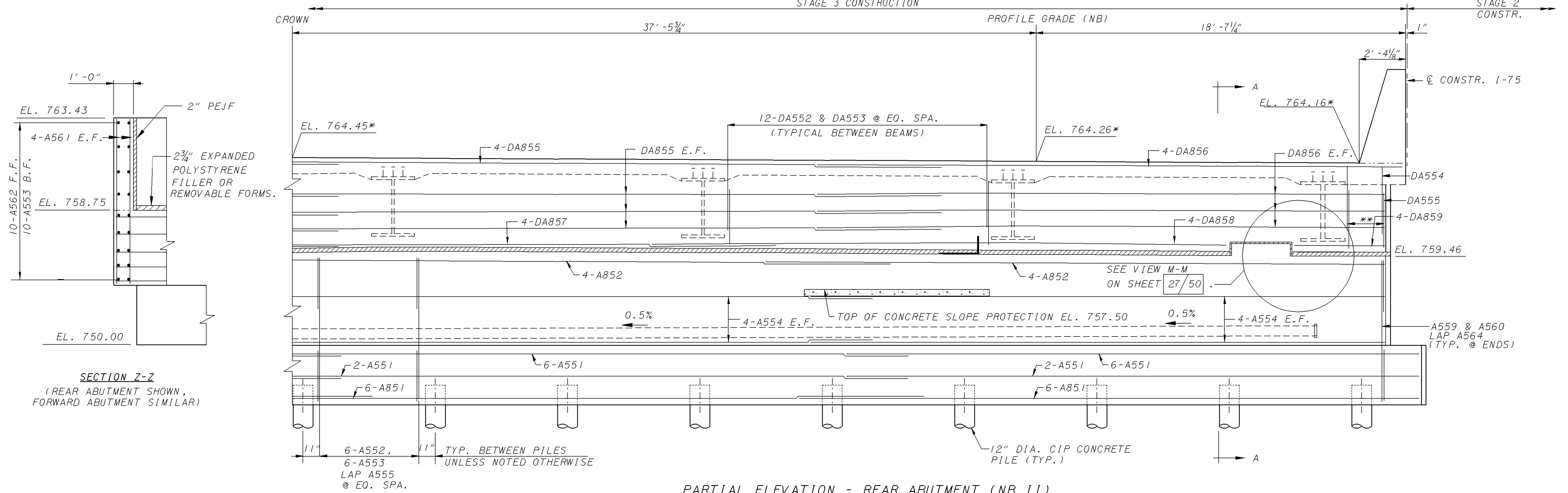
- MINIMUM BAR LAPS:
LAP NO.5 BARS 3'-2".
LAP NO.6 BARS 3'-10".
LAP NO.8 BARS 6'-4".
- FOR BEARING RETAINER DETAILS, SEE 34/50 AND SICD-1-96.

PARTIAL PLAN - REAR ABUTMENT (NB 11)
(APPROACH SLAB NOT SHOWN)

ABBREVIATIONS:
F.F. = FRONT FACE
B.F. = BACK FACE
E.F. = EACH FACE
PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE
NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

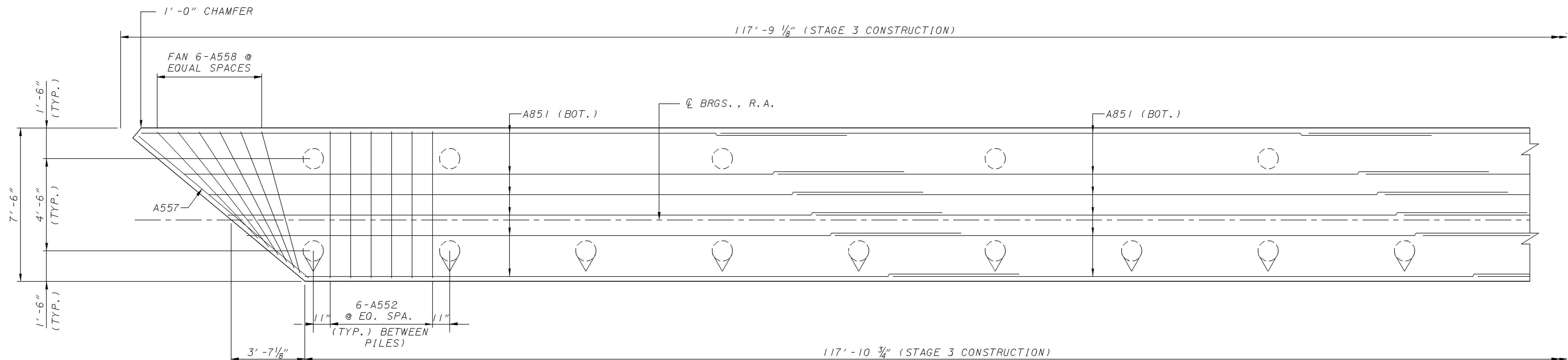
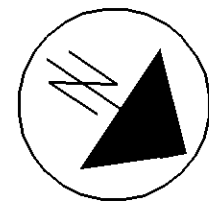
PILE SYMBOL:

- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- 12" DIA. CAST-IN-PLACE R.C. PILES BATTERED AT 1H:4V



PARTIAL ELEVATION - REAR ABUTMENT (NB 11)

* ELEVATIONS ARE GIVEN @ Q BRGS.
** 2-DA552 & DA553 @ EQ. SPA.



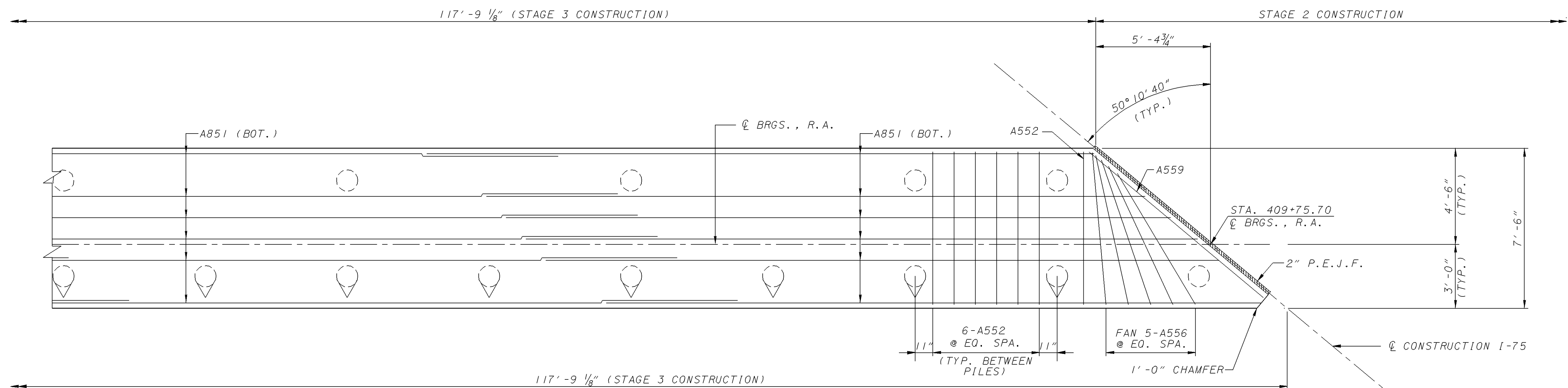
PILE SYMBOL:

- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- 12" DIA. CAST-IN-PLACE R.C. PILES BATTERED AT 1H:4V

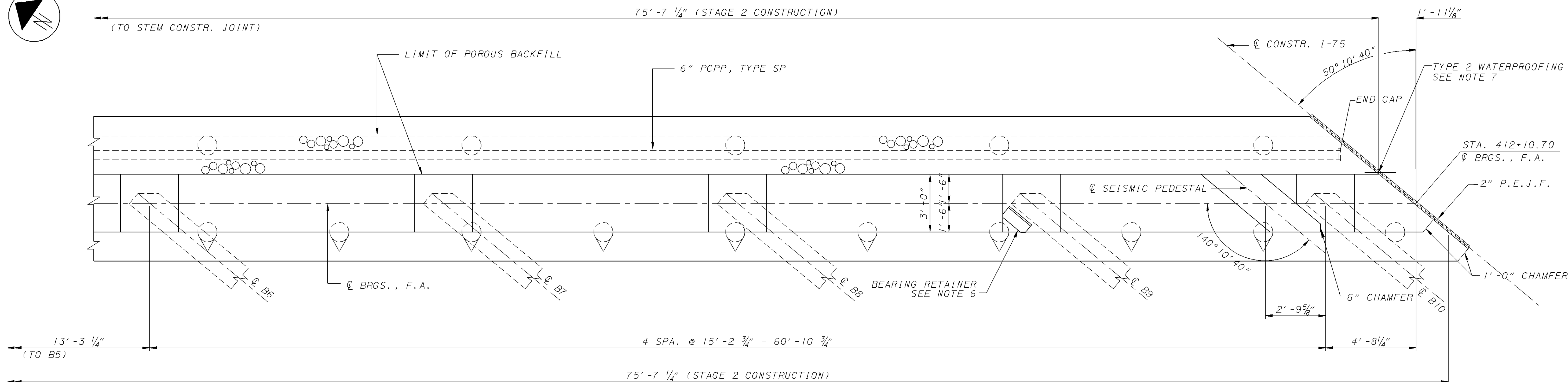
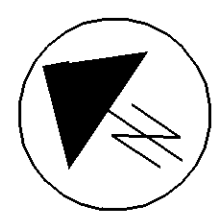
NOTES:

1. FOR PILE SPACING, SEE 11/50.
2. FOR ADDITIONAL REINFORCING DETAILS, SEE FOOTING CROSS SECTIONS ON 26/50.
3. MINIMUM BAR LAPS:
 LAP NO. 5 BAR 3'-2".
 LAP NO. 6 BAR 3'-10".
 LAP NO. 8 BAR 6'-4".

PARTIAL PLAN - REAR ABUTMENT (NB)
 (ONLY BOTTOM LONGITUDINAL BARS SHOWN.)



PARTIAL PLAN - REAR ABUTMENT (NB)
 (ONLY BOTTOM LONGITUDINAL BARS SHOWN.)



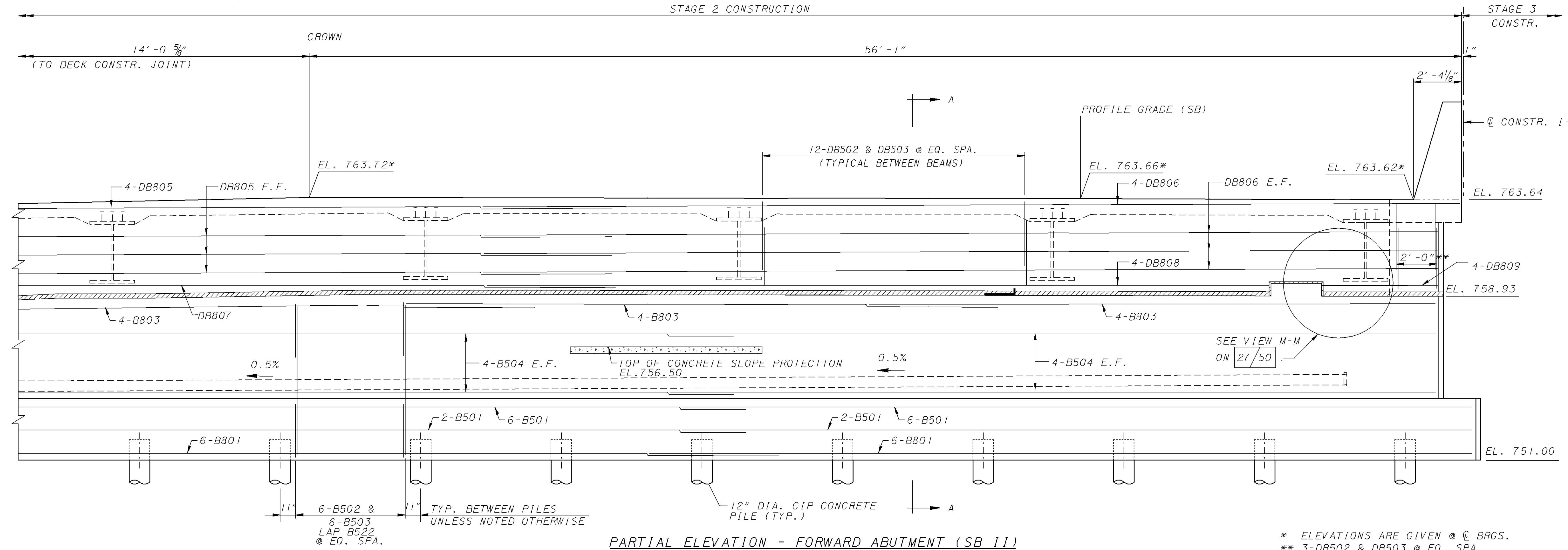
PARTIAL PLAN - FORWARD ABUTMENT (SB 11)
(END DIAPHRAGM NOT SHOWN)

- NOTES**
1. FOR PILE LAYOUT, SEE 10/50.
 2. FOR BEARING DETAILS, SEE 34/50.
 3. FOR SECTIONS A-A, BEAM SEAT ELEVATIONS AND ADDITIONAL NOTES, SEE 26/50.
 4. FOR DIAPHRAGM REINFORCING DETAILS, SEE 37/50.

5. MINIMUM BAR LAPS:
LAP NO.5 BARS 3'-2".
LAP NO.6 BARS 3'-10".
LAP NO.8 BARS 6'-4".
6. FOR BEARING RETAINER DETAILS, SEE 34/50 AND SICD-1-96.
7. SEAL VERTICAL STAGE CONSTRUCTION JOINT ON BACKSIDE OF ABUTMENT BACKWALL FROM TOP OF THE BACKWALL TO 1'-0" BELOW THE BEARING, 3'-0" WIDE, CENTERED ON JOINT.

ABBREVIATIONS:
 F.F. = FRONT FACE
 B.F. = BACK FACE
 E.F. = EACH FACE
 PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE
 NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

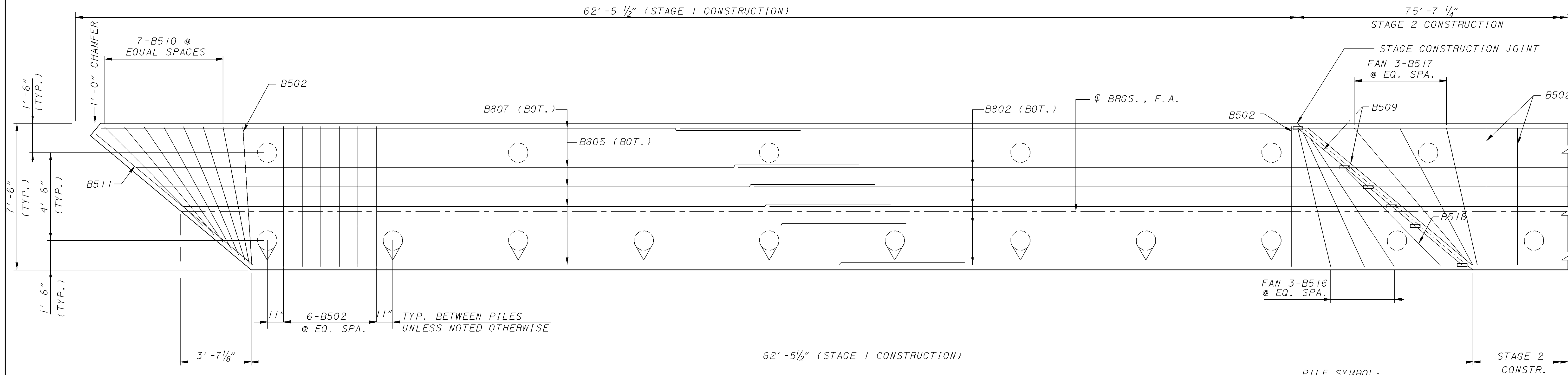
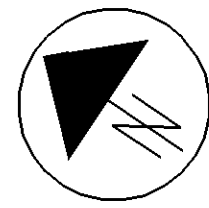
PILE SYMBOL:



PARTIAL ELEVATION - FORWARD ABUTMENT (SB 11)

* ELEVATIONS ARE GIVEN @ \varnothing BRGS.
 ** 3-DB502 & DB503 @ E.O. SPA.

DESIGNED JJ	CHECKED PFJ	DRAWN CEC	REVISED	DATE	DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/428-3500
				06/06	
FORWARD ABUTMENT DETAILS - SOUTHBOUND I I			REVIEWED TH	STRUCTURE FILE NUMBER 5708575	BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET
MOT-75-13.11			DATE	5708575	
PID 75927			1722		1811
21/50			1811		



NOTES:

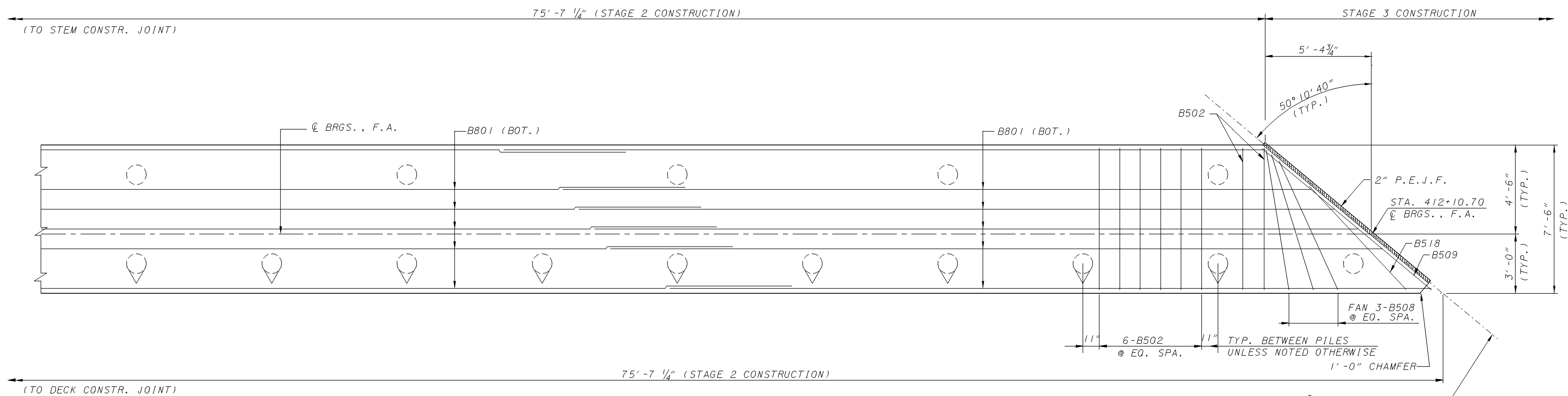
1. FOR PILE SPACING, SEE 10/50.
2. FOR ADDITIONAL REINFORCING DETAILS, SEE FOOTING CROSS SECTIONS ON 26/50.
3. MINIMUM BAR LAPS:
 LAP NO. 5 BAR 3'-2"
 LAP NO. 6 BAR 3'-10"
 LAP NO. 8 BAR 6'-4"

PARTIAL PLAN - FORWARD ABUTMENT (SB)

(ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

PILE SYMBOL:

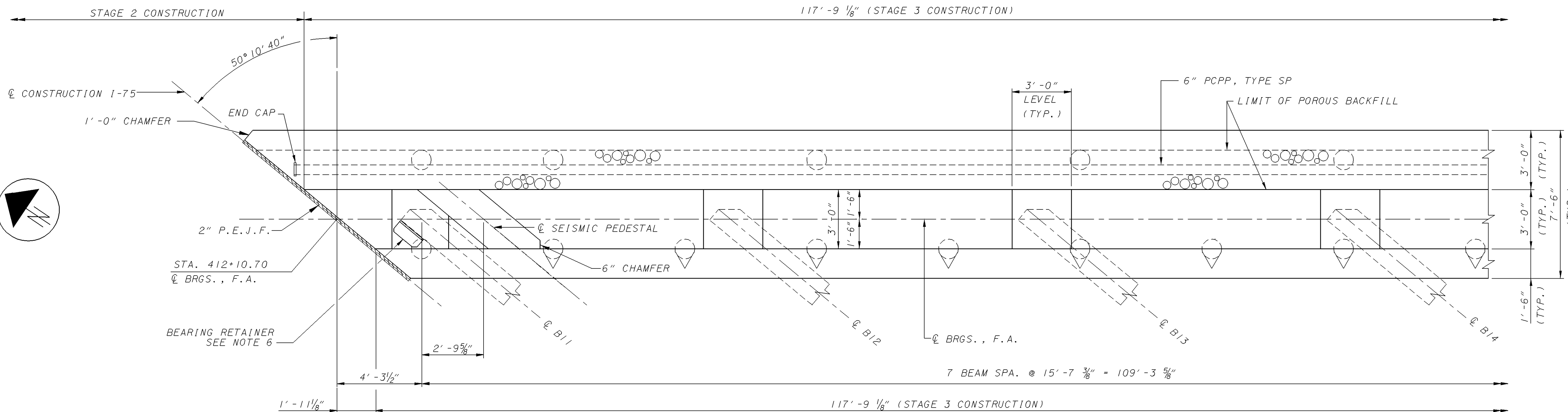
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V



PARTIAL PLAN - FORWARD ABUTMENT (SB)

(ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/428-3500
 DATE: 06/06
 REVISED: TH
 DRAWN: CEC
 CHECKED: PFJ
 DESIGNED: JJ
 STRUCTURE FILE NUMBER: 5708575
 FORWARD ABUTMENT FOOTING DETAILS - SOUTHBOUND
 BRIDGE NO. MOT-75-1433
 I-75 MAINLINE OVER KEOWEE STREET
 MOT-75-13.11
 PID 75927
 22/50
 1723
 1811



NOTES

1. FOR PILE LAYOUT, SEE 11/50.
2. FOR BEARING DETAILS, SEE 34/50.
3. FOR SECTION A-A, BEAM SEAT ELEVATIONS, AND ADDITIONAL NOTES, SEE 26/50.
4. FOR DIAPHRAGM REINFORCING DETAILS, SEE 37A/50.

5. MINIMUM BAR LAPS:
LAP NO. 5 BARS 3'-2"
LAP NO. 6 BARS 3'-10"
LAP NO. 8 BARS 6'-4"
6. FOR BEARING RETAINER DETAILS, SEE 34/50 AND SICD-1-96.

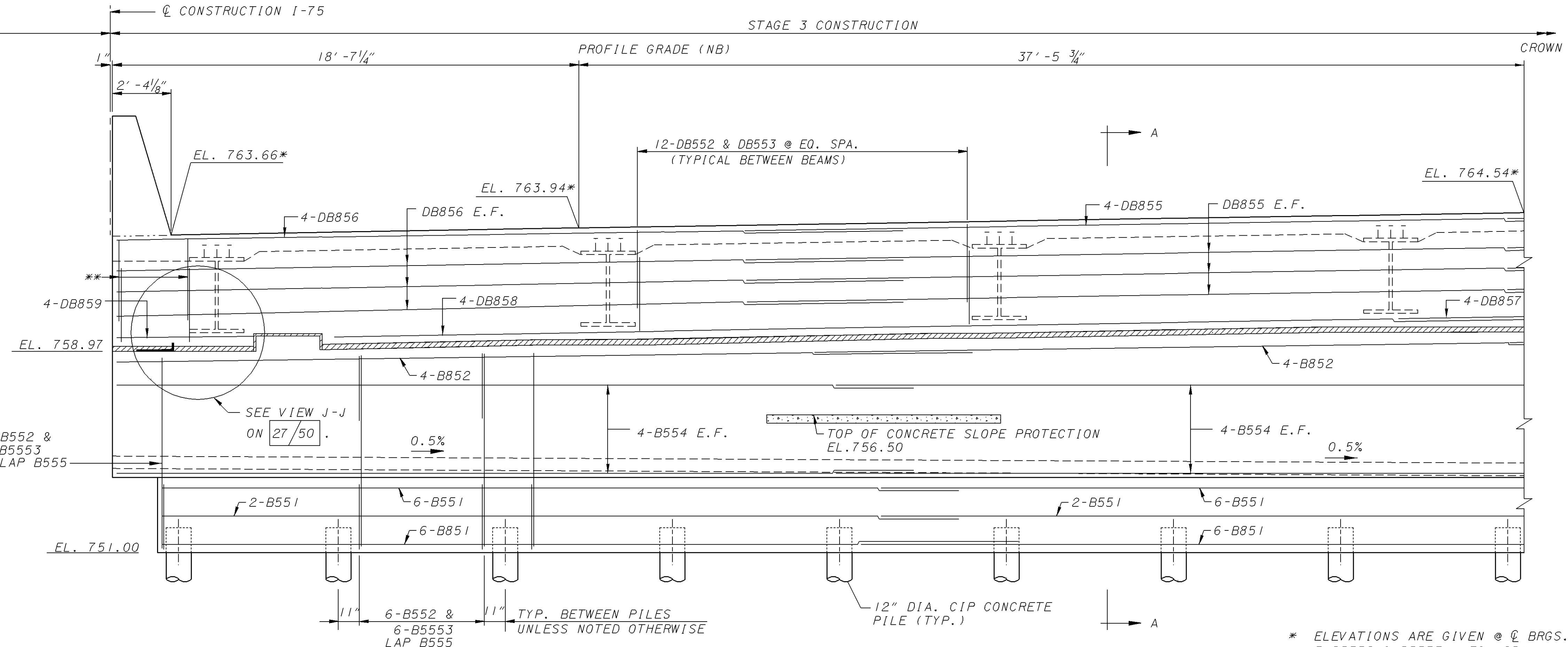
PARTIAL PLAN - FORWARD ABUTMENT (NB 1)

(END DIAPHRAGM NOT SHOWN)

ABBREVIATIONS:
F.F. = FRONT FACE
B.F. = BACK FACE
E.F. = EACH FACE
PCPP = CORRUGATED POLYETHYLENE PIPE
N.P.C.P.P. = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

PILE SYMBOL:

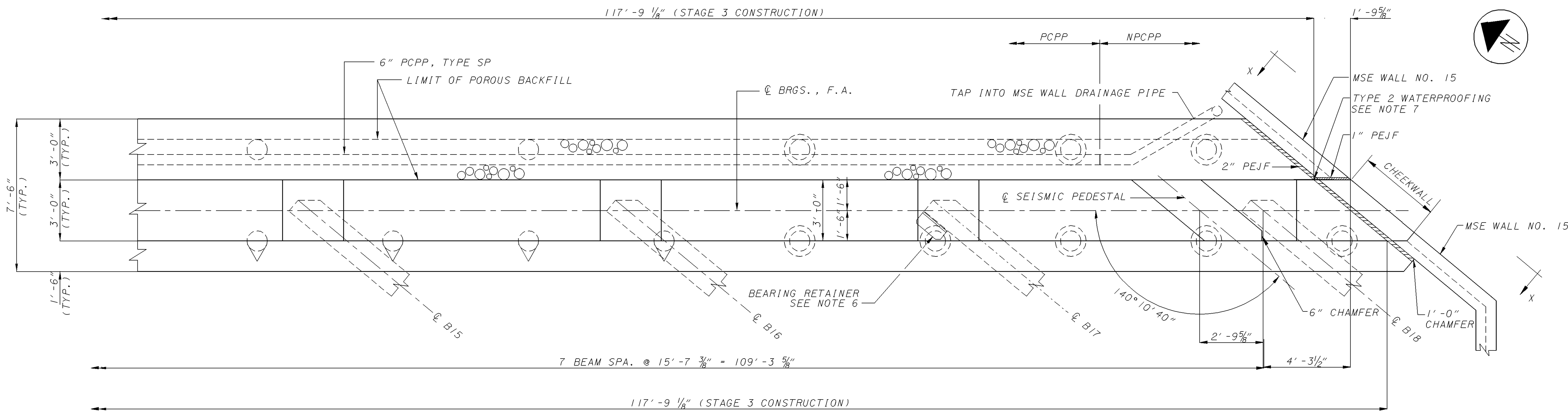
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V



PARTIAL ELEVATION - FORWARD ABUTMENT (NB 1)

* ELEVATIONS ARE GIVEN @ CL BRGS.
** 3-DB552 & DB553 @ EQ. SPA.

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	
DATE 06/06	REVIEWED TH
STRUCTURE FILE NUMBER 5708575	DRAWN CEC
DESIGNED JJ	CHECKED PFJ
FORWARD ABUTMENT PLAN & ELEVATION - NORTHBOUND I BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	
MOT-75-13.11 PID 75927	
23/50	
1724 1811	



PARTIAL PLAN - FORWARD ABUTMENT (NB 11)

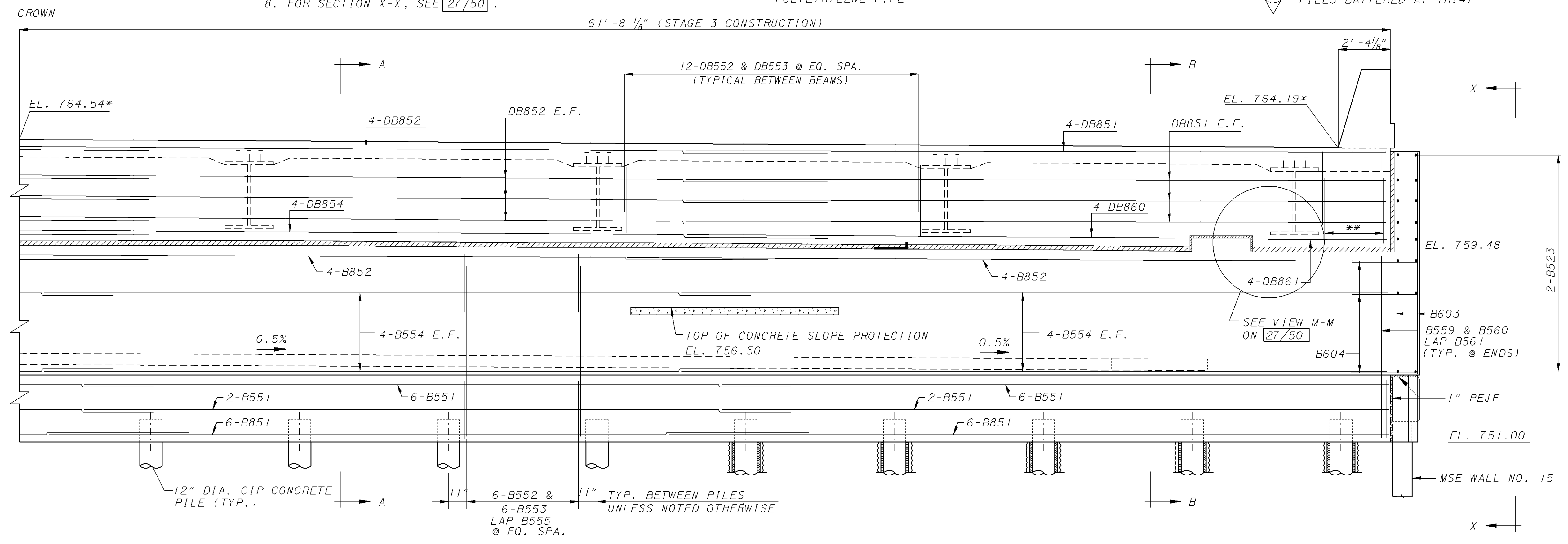
(APPROACH SLAB NOT SHOWN)

- NOTES**
1. FOR PILE LAYOUT, SEE 11/50.
 2. FOR BEARING DETAILS, SEE 34/50.
 3. FOR SECTIONS A-A, B-B, BEAM SEAT ELEVATIONS AND ADDITIONAL NOTES, SEE 26/50.
 4. FOR DIAPHRAGM REINFORCING DETAILS, SEE 37A/50.

5. MINIMUM BAR LAPS:
LAP NO.5 BARS 3'-2".
LAP NO.6 BARS 3'-10".
LAP NO.8 BARS 6'-4".
6. FOR BEARING RETAINER DETAILS, SEE 34/50 AND SICD-1-96.
7. SEAL VERTICAL STAGE CONSTRUCTION JOINT ON BACKSIDE OF ABUTMENT BACKWALL FROM TOP OF THE BACKWALL TO 1'-0" BELOW THE BEARING, 3'-0" WIDE, CENTERED ON JOINT.
8. FOR SECTION X-X, SEE 27/50.

9. IT WILL BE NECESSARY TO PASS THE 6" PCPP THROUGH THE SHEETING AND LEAVE A PORTION OF THE SHEETING IN PLACE.
- ABBREVIATIONS:
FF = FRONT FACE
BF = BACK FACE
EF = EACH FACE
PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE
NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

- PILE SYMBOL:**
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
 - ⊙ 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES WITH PILE SLEEVES
 - ⊖ 12" DIA. CAST-IN-PLACE R.C. PILES BATTERED AT 1H:4V



PARTIAL ELEVATION - FORWARD ABUTMENT (NB 11)

* ELEVATIONS ARE GIVEN @ Q BRGS.
** 3-DB552 & DB553 @ EQ. SPA.

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500

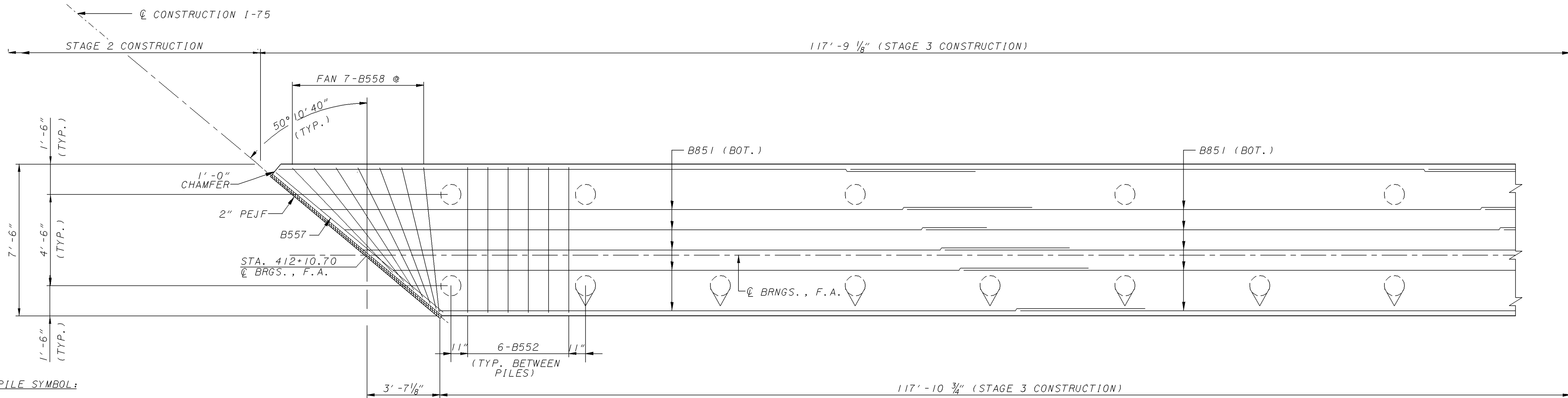
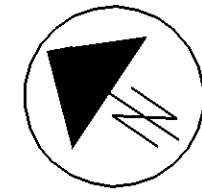
DATE	06/06
REVIEWED	TH
STRUCTURE FILE NUMBER	5708575
DESIGNED	JJ
CHECKED	PFJ
DRAWN	CEC
REVISED	

FORWARD ABUTMENT PLAN & ELEVATION - NORTHBOUND I I
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927

24/50

1725
1811



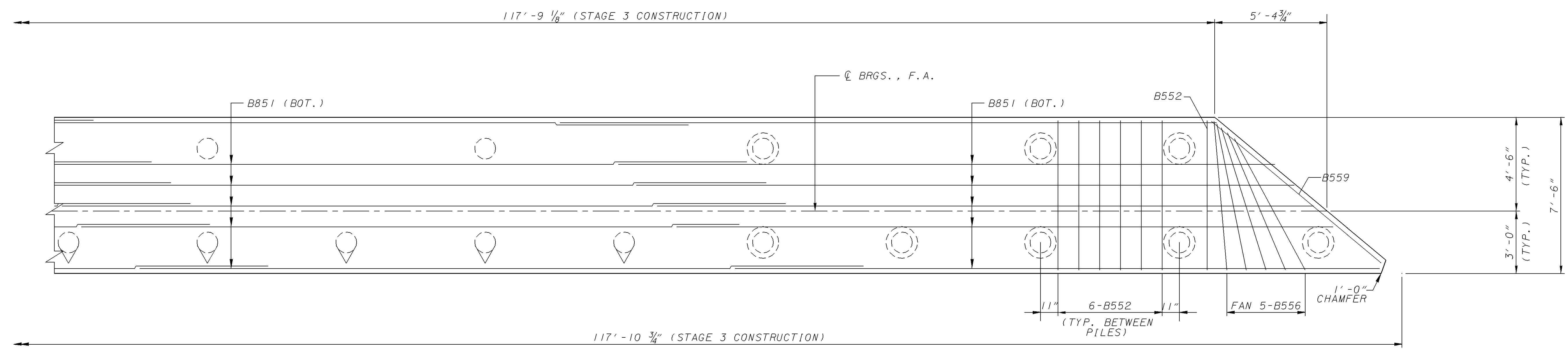
PILE SYMBOL:

- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- 12" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES WITH PILE SLEEVES
- 12" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1H:4V

PARTIAL PLAN - FORWARD ABUTMENT (NB)
(ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

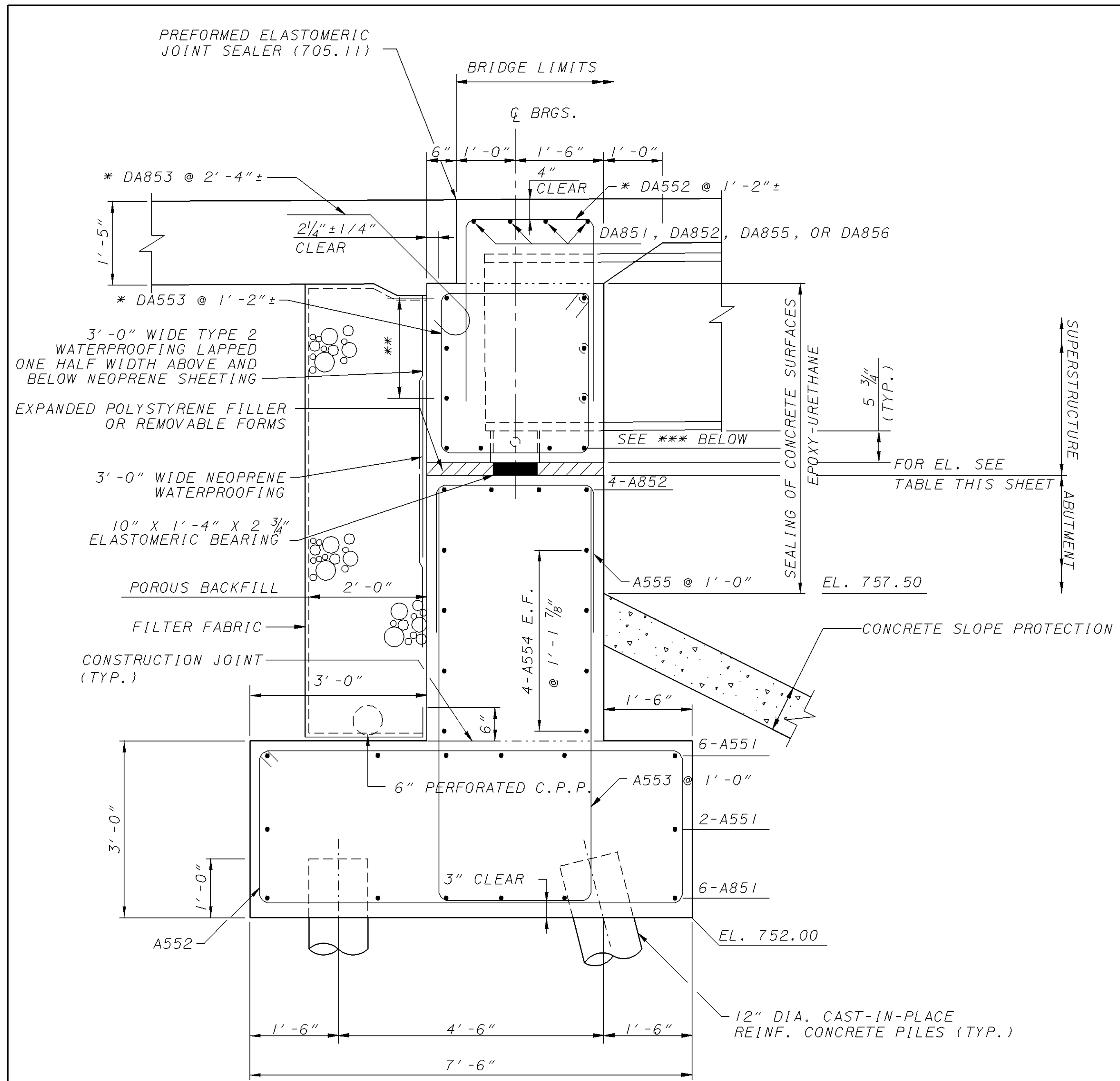
NOTES:

1. FOR PILE SPACING, SEE 11/50.
2. FOR ADDITIONAL REINFORCING DETAILS, SEE FOOTING CROSS SECTIONS ON 26/50.
3. MINIMUM BAR LAPS:
 LAP NO. 5 BARS 3'-2"
 LAP NO. 6 BARS 3'-10"
 LAP NO. 8 BARS 6'-4"



PARTIAL PLAN - FORWARD ABUTMENT (NB)
(ONLY BOTTOM LONGITUDINAL BARS SHOWN.)

DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	PROJECT: FORWARD ABUTMENT FOOTING DETAILS - NORTHBOUND BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET
DESIGNED: JJ	DATE: 06/06
CHECKED: PFJ	STRUCTURE FILE NUMBER: 5708575
DRAWN: CEC	REVIEWED: TH
REVISIONS: REVISED	PROJECT ID: PID 75927
25 / 50	
1726 1811	



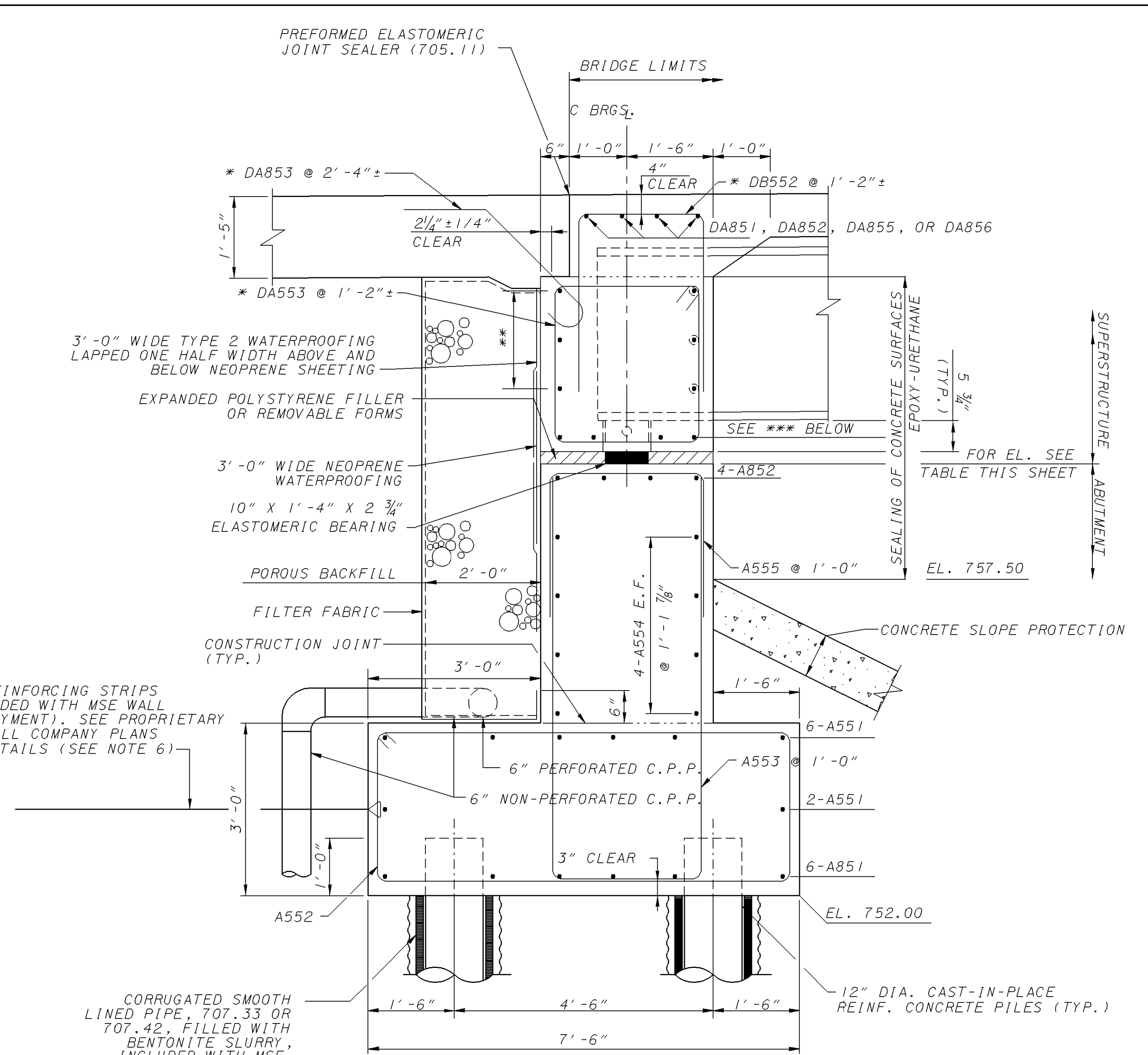
SECTION A-A
(NORTHBOUND REAR ABUTMENT SHOWN, ALL OTHER LOCATIONS SIMILAR.)

- * SEE NOTE 4 THIS SHEET.
- ** 3-DA851, DA852, DA855, OR DA856 E.F.
- *** 4-DA860, DA854, DA857, OR DA858

ABBREVIATIONS:
 F.F. = FRONT FACE
 B.F. = BACK FACE
 E.F. = EACH FACE
 C.P.P. = CORRUGATED POLYETHYLENE PIPE

BEAM SEAT ELEVATIONS (SOUTHBOUND)										
	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6	BEAM 7	BEAM 8	BEAM 9	BEAM 10
REAR ABUTMENT	759.42	759.57	759.72	759.85	759.98	760.10	760.11	759.92	759.72	759.52
FORWARD ABUTMENT	757.40	757.70	758.00	758.29	758.57	758.84	759.02	759.00	758.97	758.93

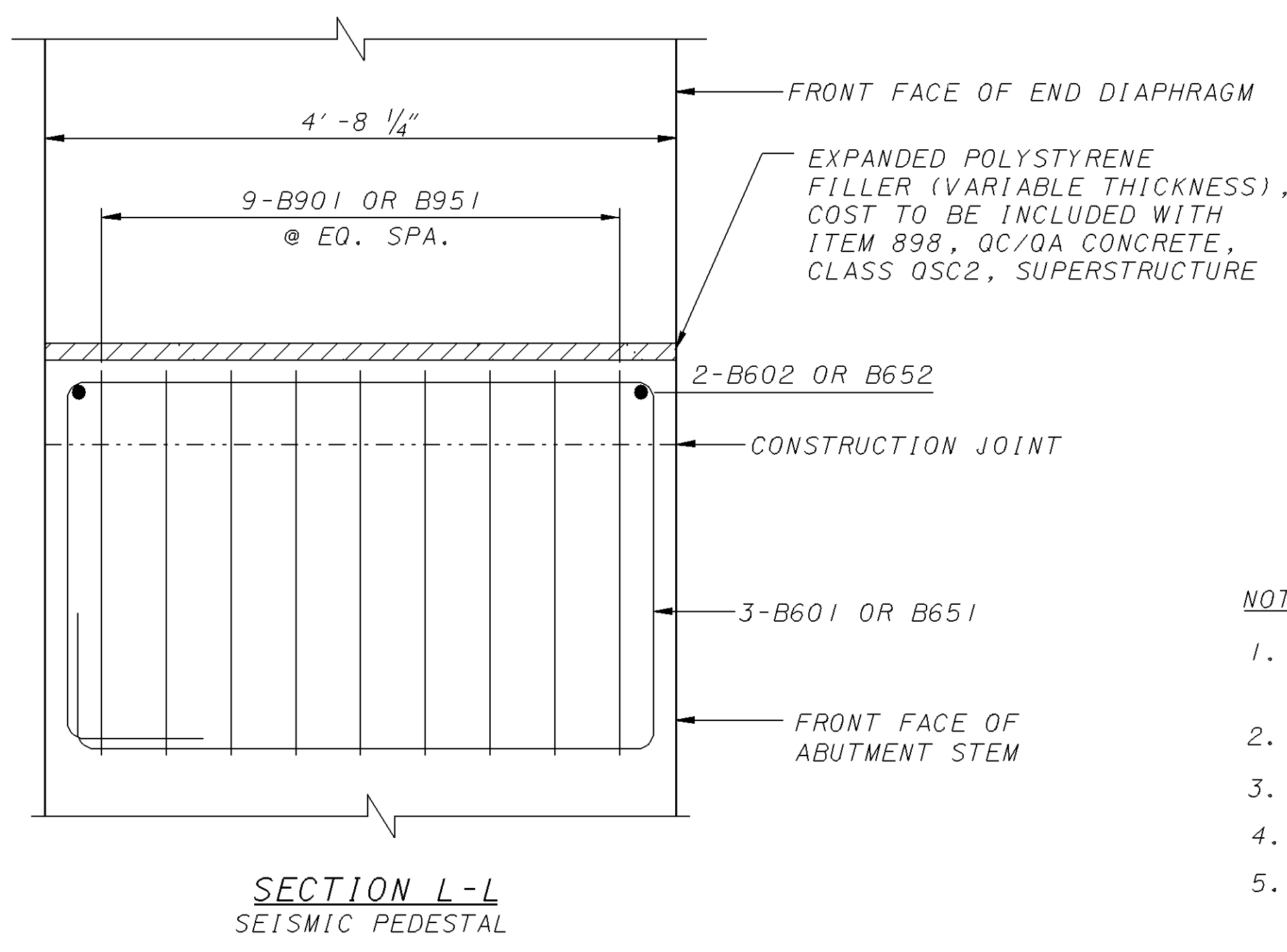
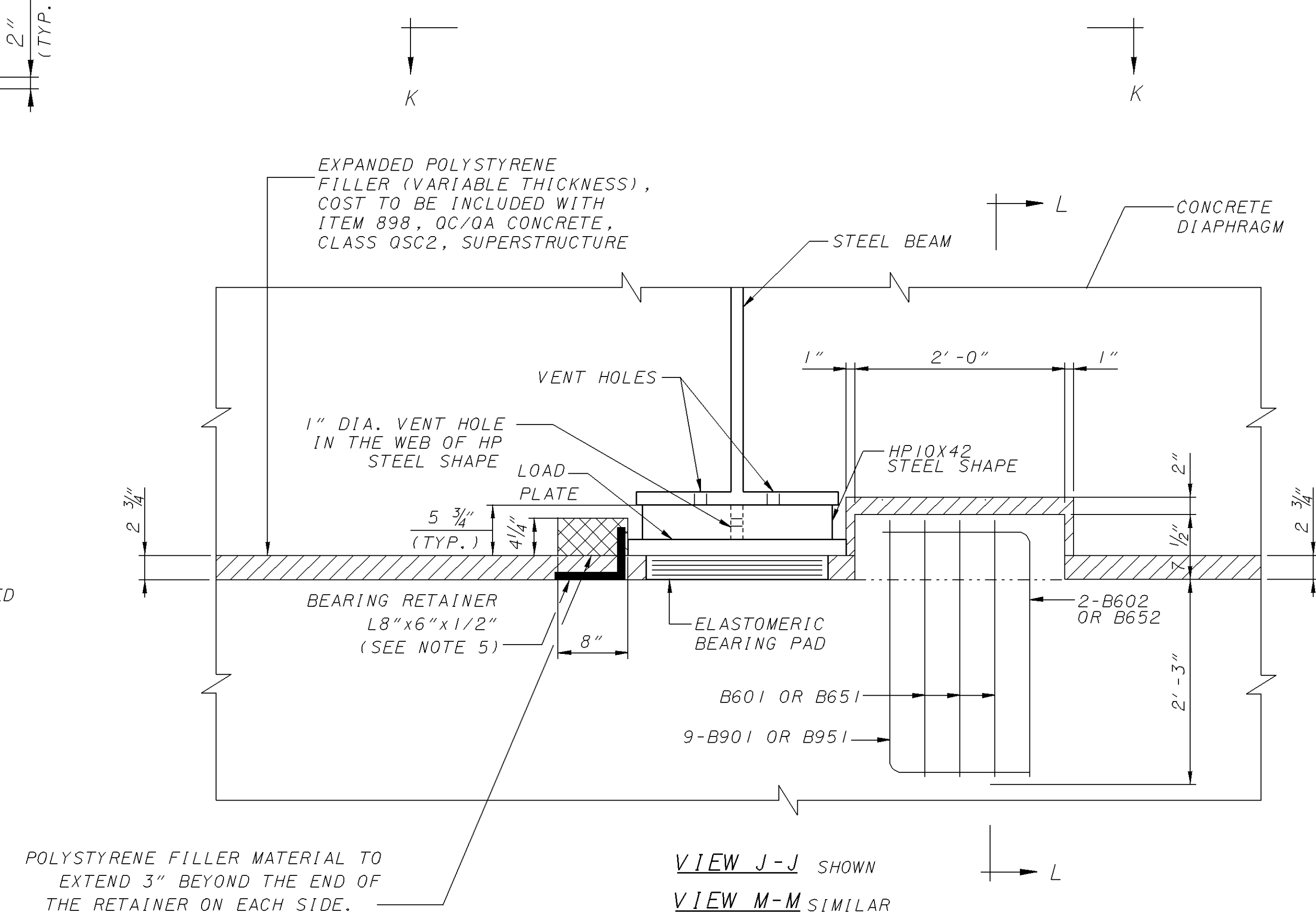
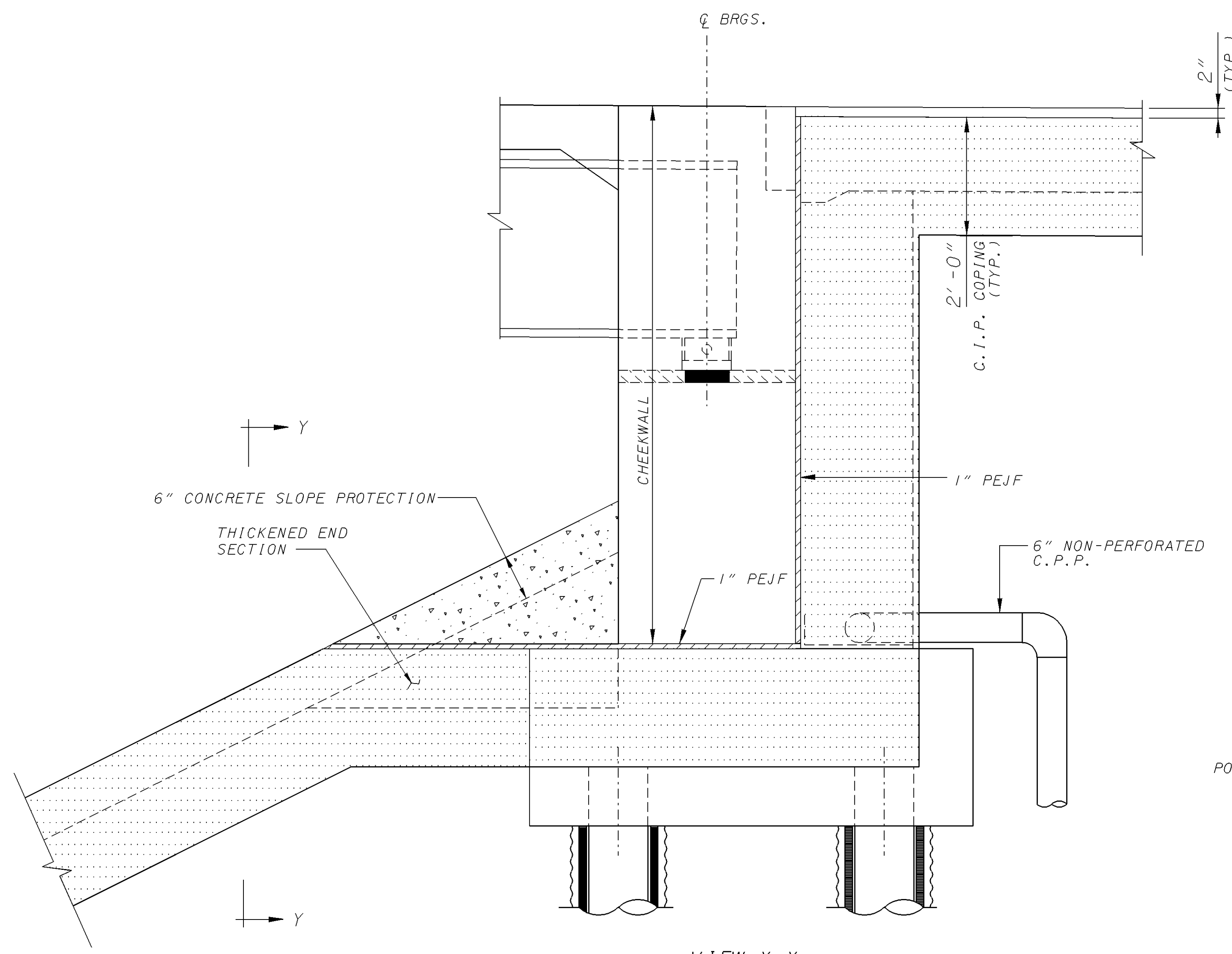
BEAM SEAT ELEVATIONS (NORTHBOUND)								
	BEAM 11	BEAM 12	BEAM 13	BEAM 14	BEAM 15	BEAM 16	BEAM 17	BEAM 18
REAR ABUTMENT	759.46	759.55	759.64	759.71	759.56	759.30	759.03	758.75
FORWARD ABUTMENT	758.97	759.24	759.50	759.75	759.77	759.69	759.59	759.48



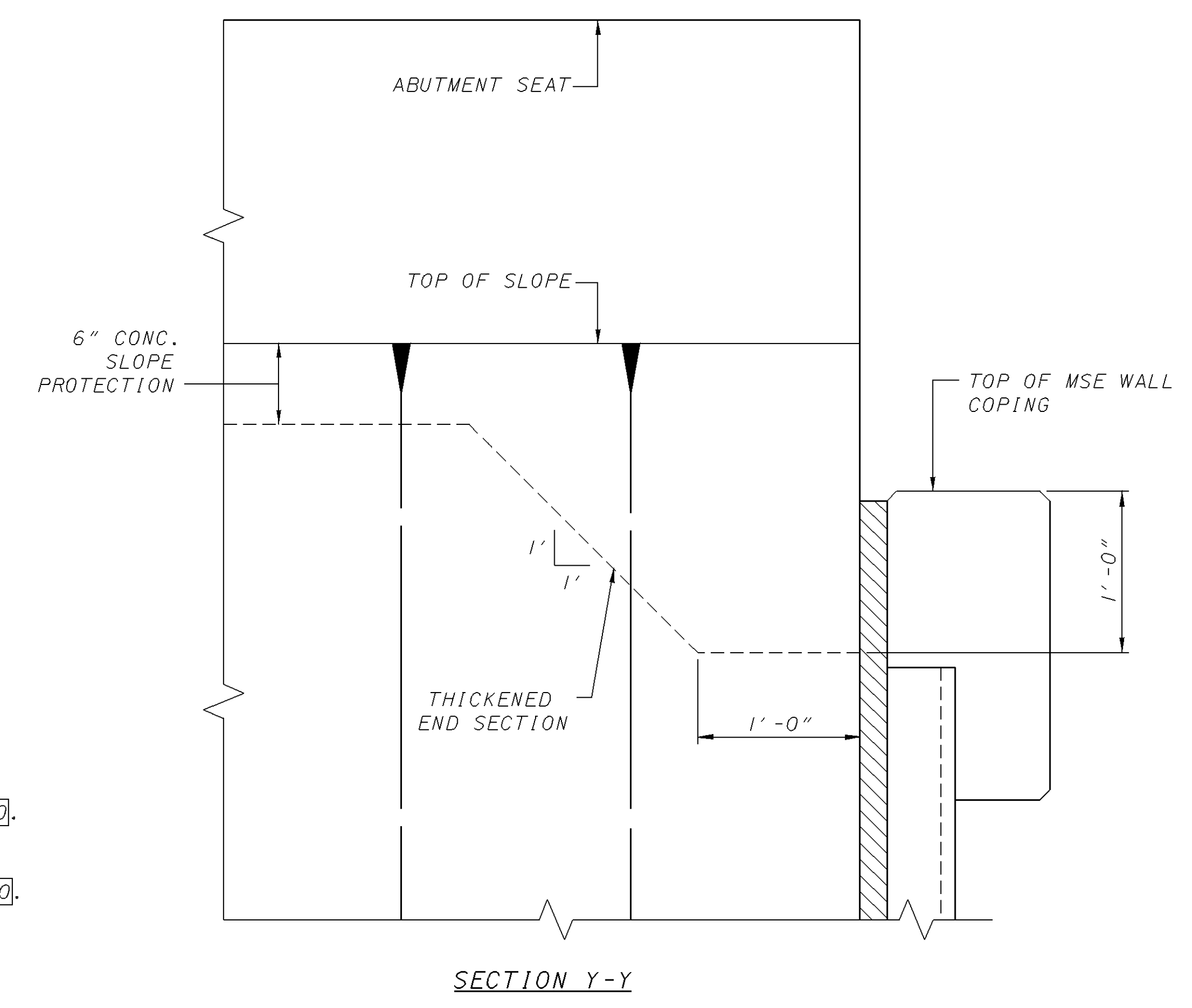
SECTION B-B
(SOUTHBOUND FORWARD ABUTMENT SHOWN, ALL OTHER LOCATIONS SIMILAR.)

- * SEE NOTE 4 THIS SHEET.
- ** 3-DA851, DA852, DA855, OR DA856 E.F.
- *** 4-DA860, DA854, DA857, OR DA858

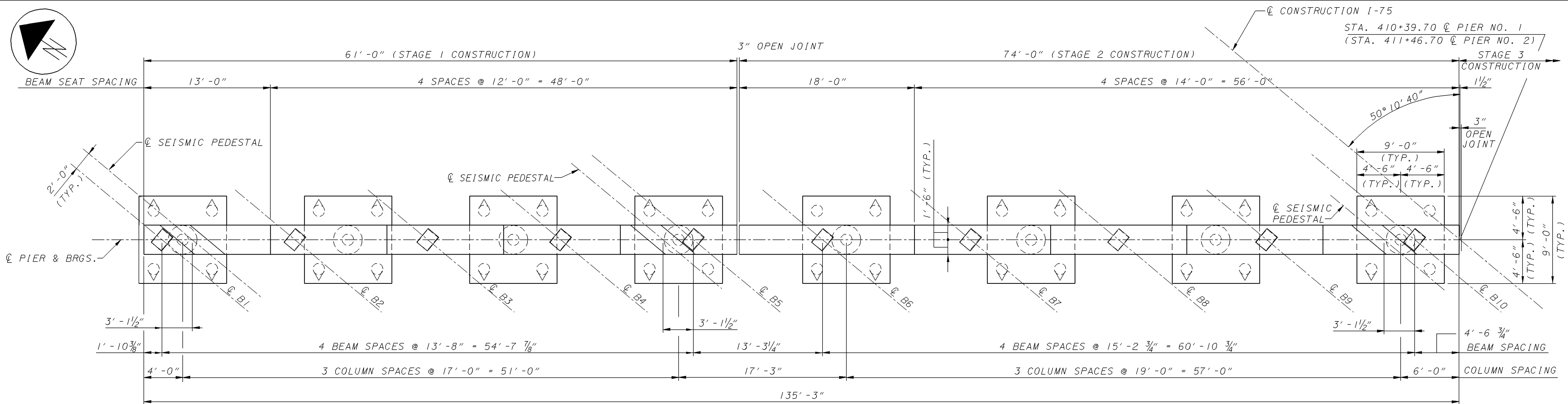
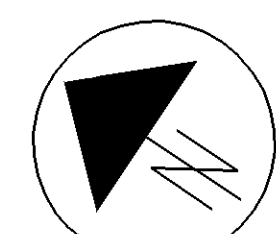
- NOTES**
- POROUS BACKFILL: POROUS BACKFILL WITH FILTER FABRIC, 2'-0" SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1'-0" BELOW THE EMBANKMENT SURFACE, AND Laterally TO THE ENDS OF THE ABUTMENT.
 - ABUTMENT DIAPHRAGM CONCRETE, STEEL SUPERSTRUCTURE, PHASED CONSTRUCTION: PLACE THE CONCRETE IN THE ABUTMENT DIAPHRAGM ENCASEING STRUCTURAL STEEL MEMBERS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OF THAT PHASE. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE BEAMS DURING THE DECK POUR. THE FINAL POSITION OF THE BEAMS SHALL BE PLUMB.
 - FOR ADDITIONAL DETAILS, REFER TO STANDARD DWG. SICD-1-96.
 - SEE 37A/50 FOR END DIAPHRAGM DETAILS.
 - SEE 27/50 FOR MSE WALL COPING DETAILS.
 - THE ANCHOR STRIPS SHALL HAVE THE CAPACITY TO WITHSTAND 2.5 KIPS/FT OF HORIZONTAL FORCE ALONG THE LENGTH OF THE ABUTMENT.



- NOTES
1. FOR STEEL LOAD PLATE, HP10X42 STEEL SHAPE, AND ELASTOMERIC BEARING DETAILS, SEE 34/50.
 2. FOR LOCATION OF VIEW J-J, SEE 14/50, 15/50, 17/50, 20/50, & 23/50.
 3. FOR VIEW K-K, SEE 34/50.
 4. FOR LOCATION OF VIEW M-M, SEE 15/50, 18/50, 20/50, 21/50, & 24/50.
 5. FOR ADDITIONAL BEARING RETAINER DETAILS, SEE SICD-1-96.



DESIGN AGENCY: COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE: 06/06	REVIEWED: TH	DATE: 06/06	DESIGNED: JJ	DRAWN: CEC	REVIEWED: REVISED	DATE: 06/06	STRUCTURE FILE NUMBER: 5708575
ABUTMENT SECTIONS AND DETAILS - 11								
BRIDGE NO. MOT-75-1433								
I-75 MAINLINE OVER KEOWEE STREET								
MOT-75-13.11								
PID 75927								
27/50								
1728								
1811								



PARTIAL PLAN - SOUTHBOUND

PILE SYMBOL

- VERTICAL PILES
14" DIA. CAST-IN-PLACE R.C. PILES
- ◊ PILES BATTERED AT 1H:4V
14" DIA. CAST-IN-PLACE R.C. PILES

ABBREVIATIONS:

B/W = BETWEEN

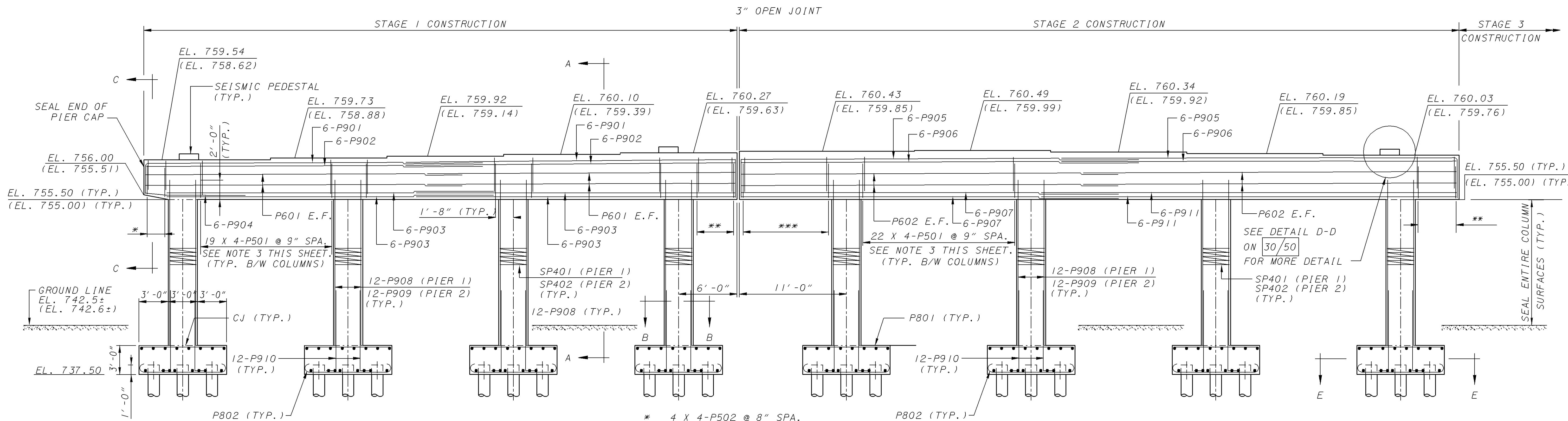
NOTES

1. FOR ELASTOMERIC BEARING DETAILS, SEE 35/50.
2. SPIRAL REINFORCEMENT:
TOP OF THE COLUMN SPIRAL REINFORCEMENT SHALL BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
3. FOR SECTIONS A-A, B-B, C-C, AND E-E, SEE 30/50.

4. MINIMUM BAR LAPS:

- LAP NO.6 BARS 3'-10".
- LAP NO.8 BARS 6'-4".
- LAP NO.9 BARS 8'-1".

5. ELEVATIONS AND STATIONS IN () ARE FOR PIER NO. 2 ONLY.



- * 4 X 4-P502 @ 8" SPA.
- ** 6 X 4-P501 @ 9" SPA.
- *** 13 X 4-P501 @ 9" SPA.

PARTIAL ELEVATION - SOUTHBOUND

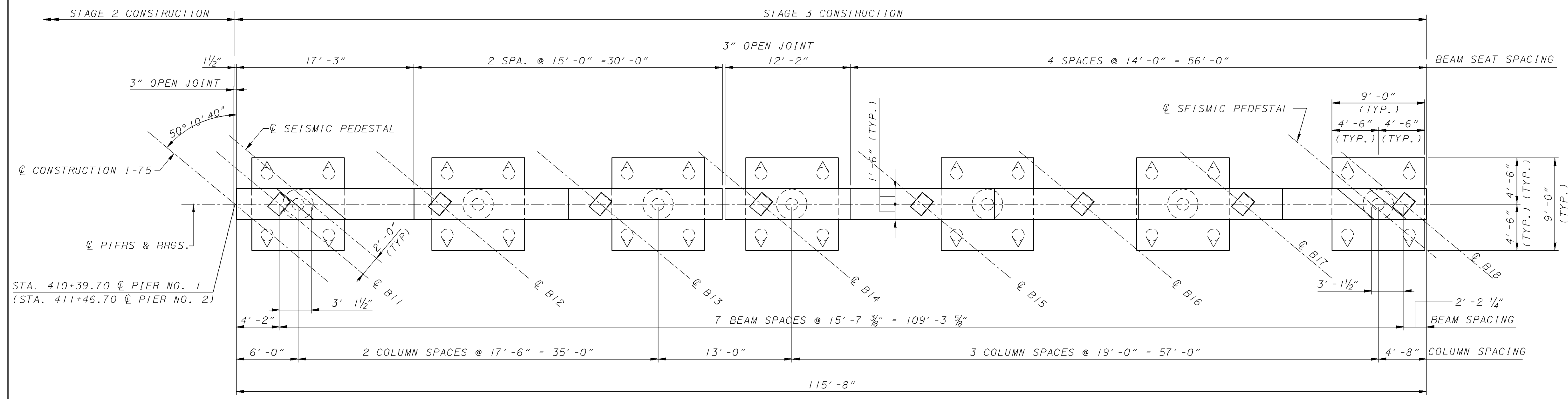
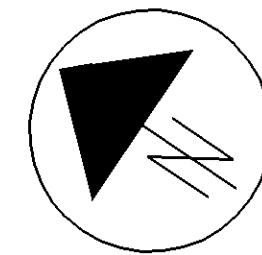
DESIGN AGENCY:
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/428-3500

DATE: 06/06
REVIEWED: TH
STRUCTURE FILE NUMBER: 5708575

DRAWN: CEC
CHECKED: REVISED
DESIGNED: JJ
CHECKED: PFJ

PIER PLAN & ELEVATION - SOUTHBOUND
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927



PARTIAL PIER PLAN - NORTHBOUND

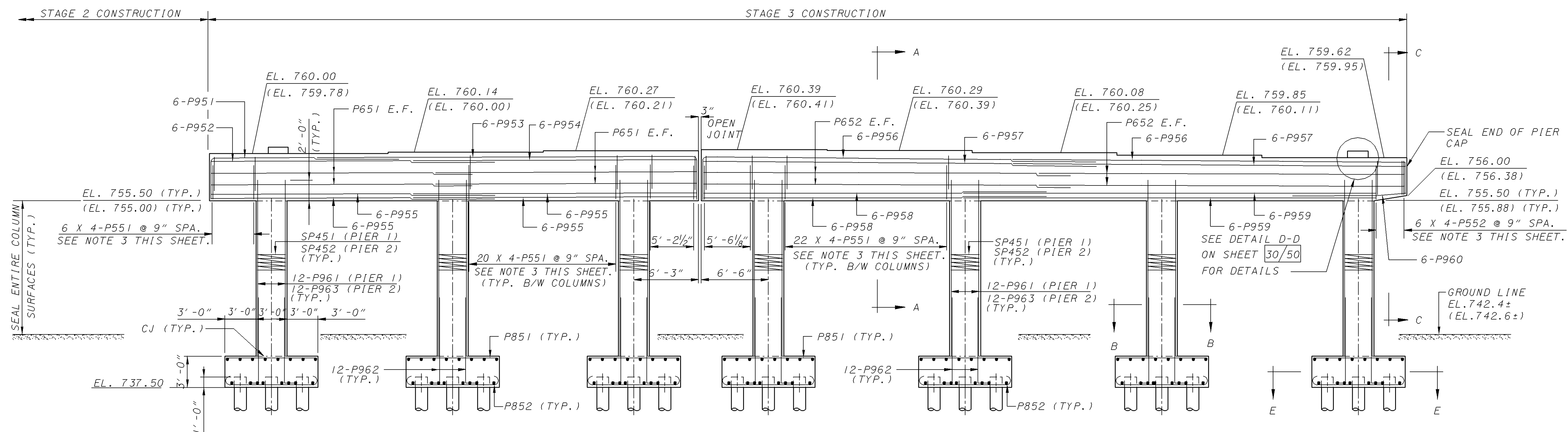
ABBREVIATIONS:
B/W = BETWEEN

PILE SYMBOL

- 14" DIA. CAST-IN-PLACE R.C. PILES VERTICAL PILES
- ∇ 14" DIA. CAST-IN-PLACE R.C. PILES PILES BATTERED AT 1:4

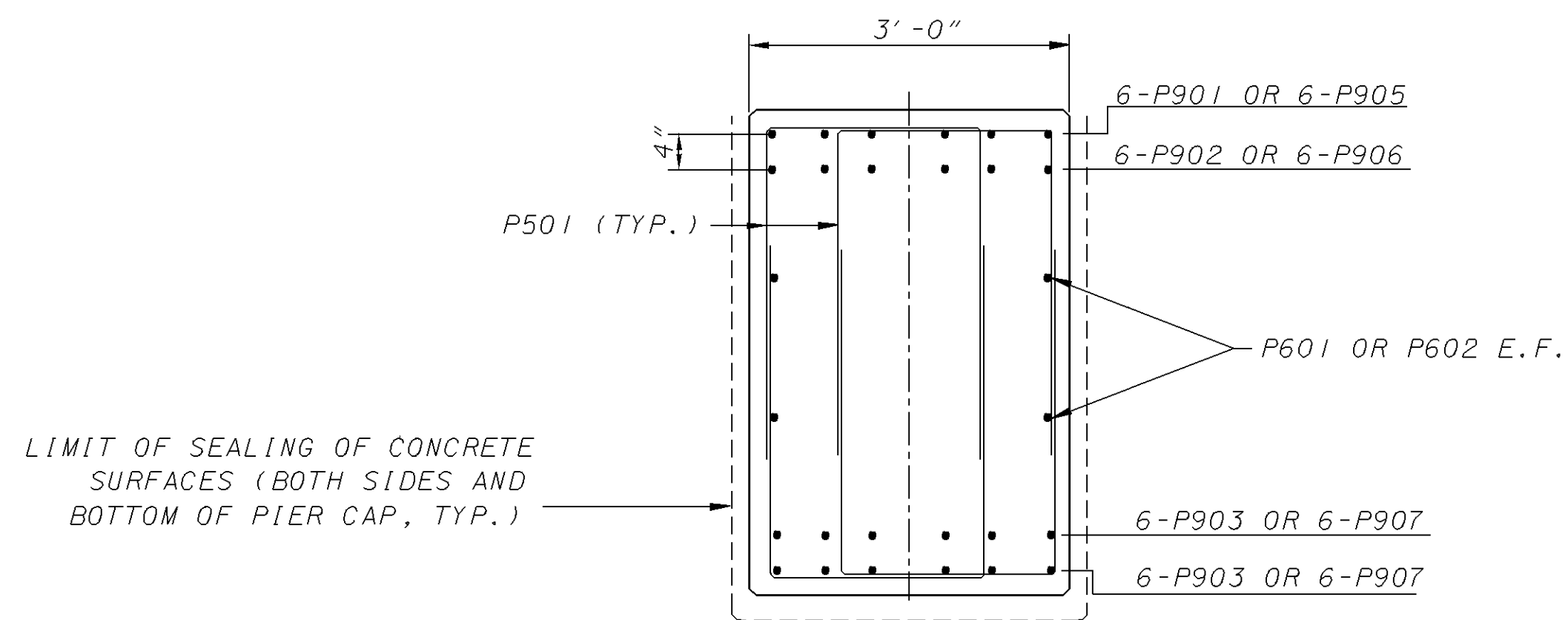
NOTES

1. FOR ELASTOMERIC BEARING DETAILS, SEE 35/50.
2. SPIRAL REINFORCEMENT: TOP OF THE COLUMN SPIRAL REINFORCEMENT SHALL BE EMBEDDED A MINIMUM OF 2" INTO THE PIER CAP CONCRETE.
3. FOR SECTIONS A-A, B-B, C-C, AND E-E, SEE 30/50.
4. MINIMUM BAR LAPS:
LAP NO. 5 BARS 3'-2".
LAP NO. 6 BARS 3'-10".
LAP NO. 8 BARS 6'-4".
LAP NO. 9 BARS 8'-1".
5. ELEVATIONS AND STATIONS IN () ARE FOR PIER NO. 2 ONLY.



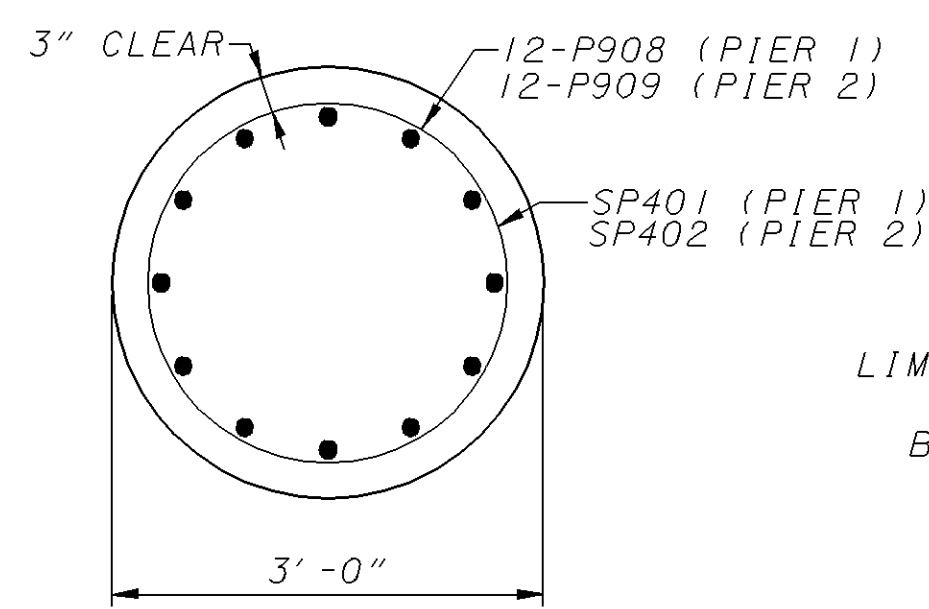
PARTIAL PIER ELEVATION - NORTHBOUND

* 7 X 4-P551 @ 9" SPA.



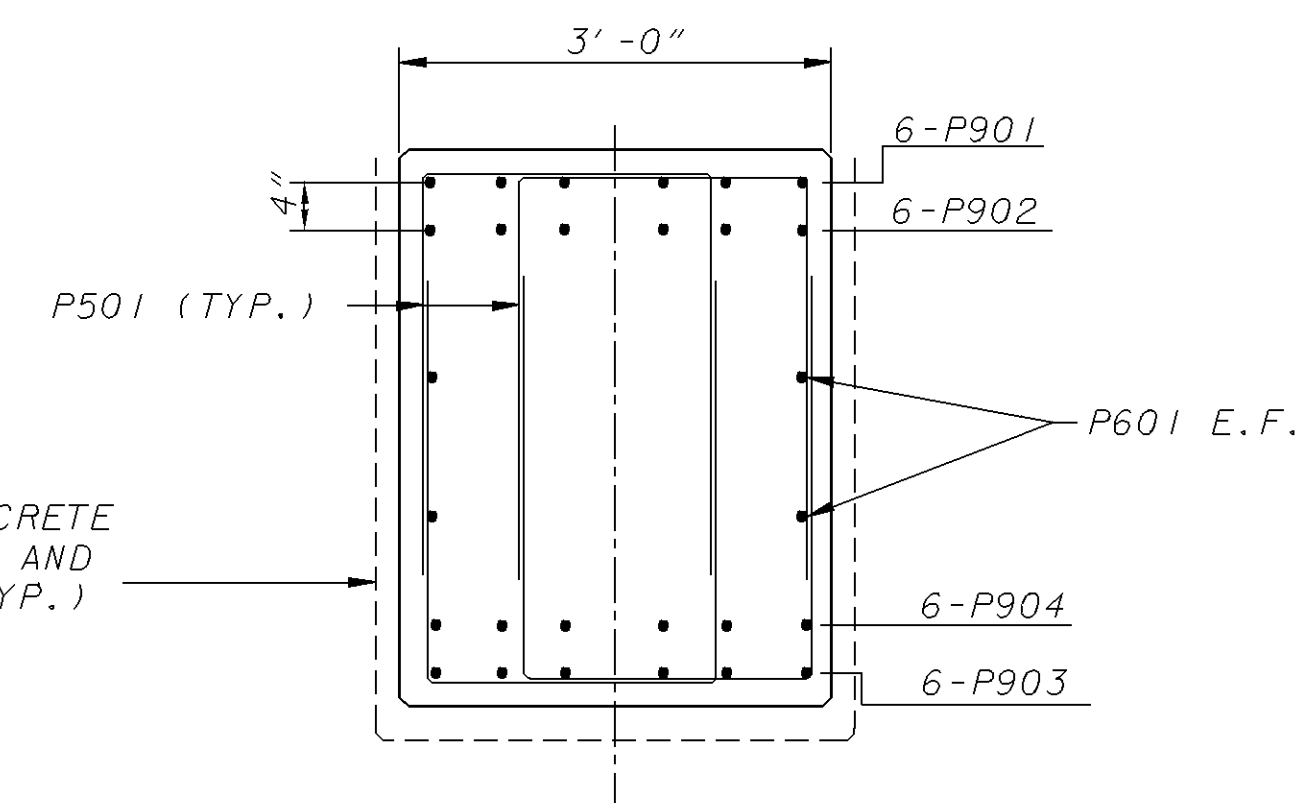
SECTION A-A

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.



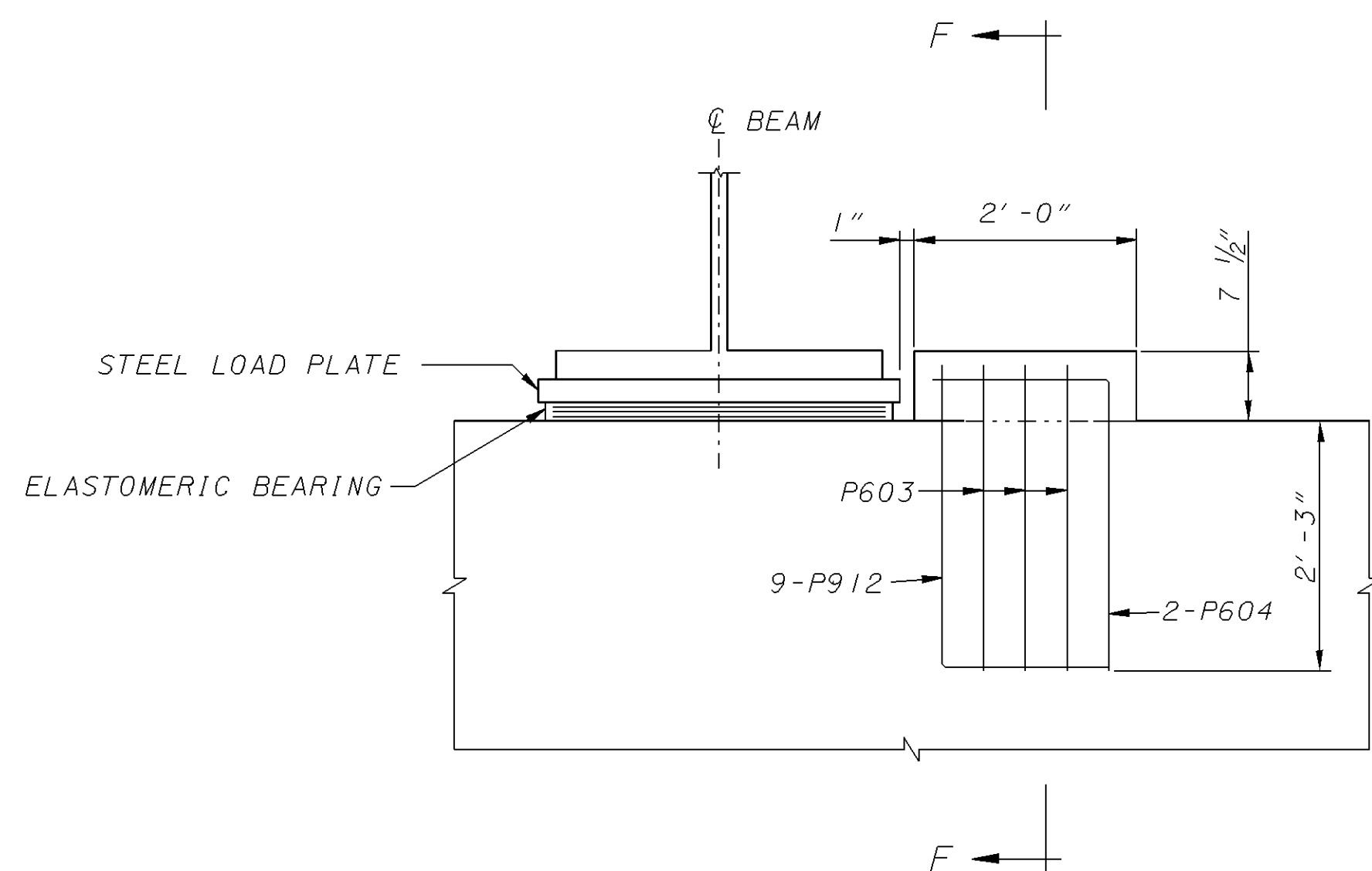
SECTION B-B

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.



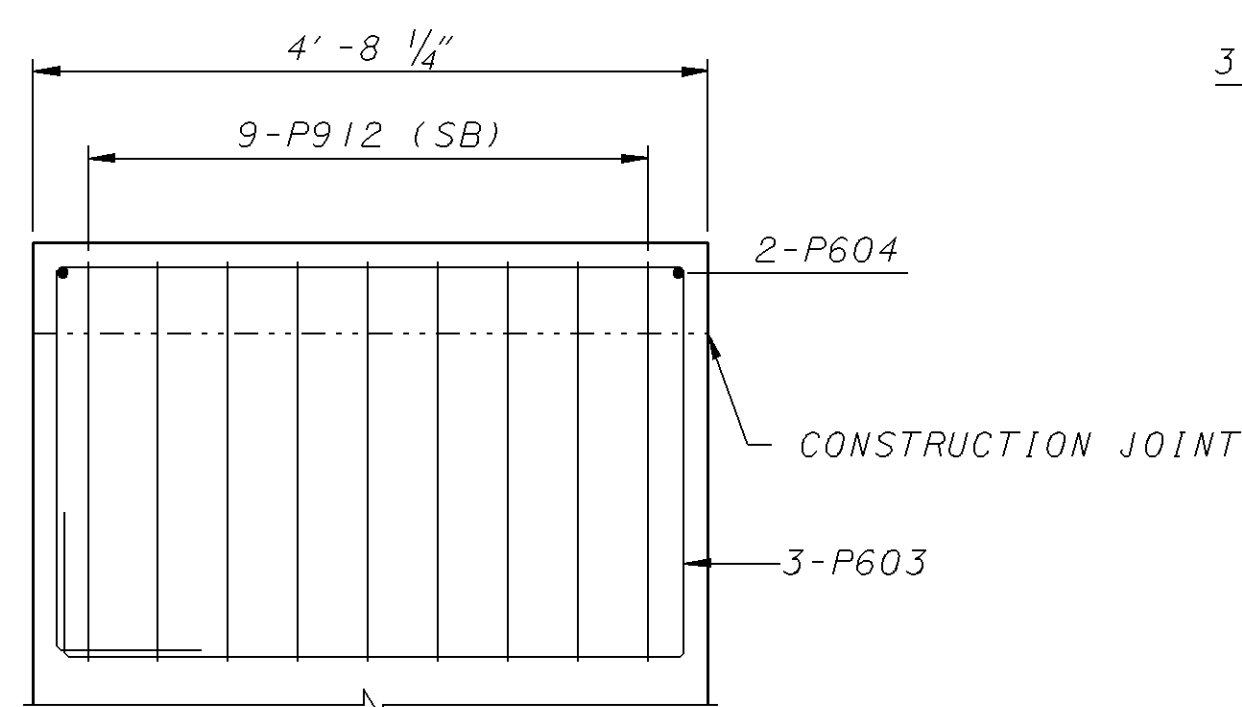
SECTION C-C

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.



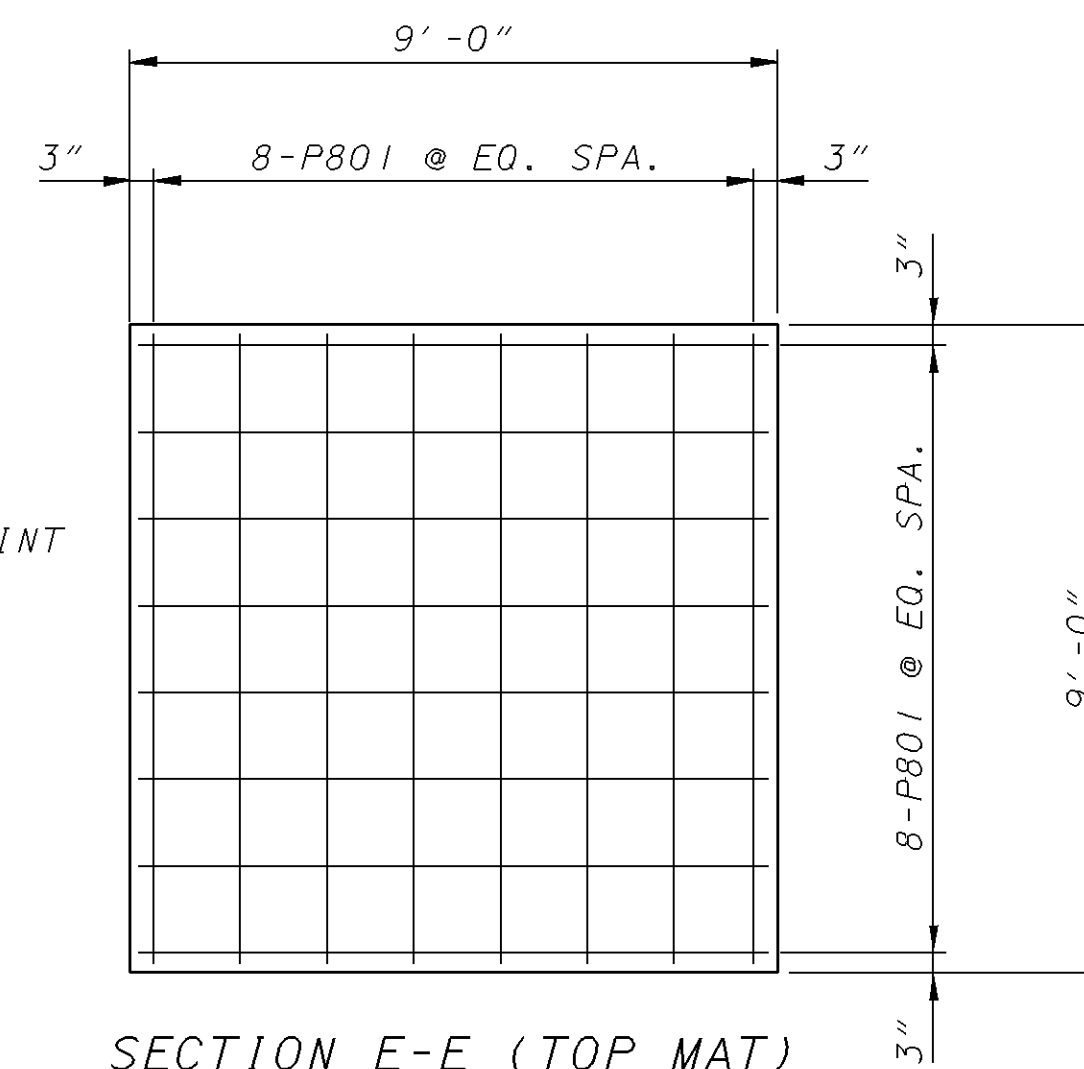
DETAIL D-D

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR



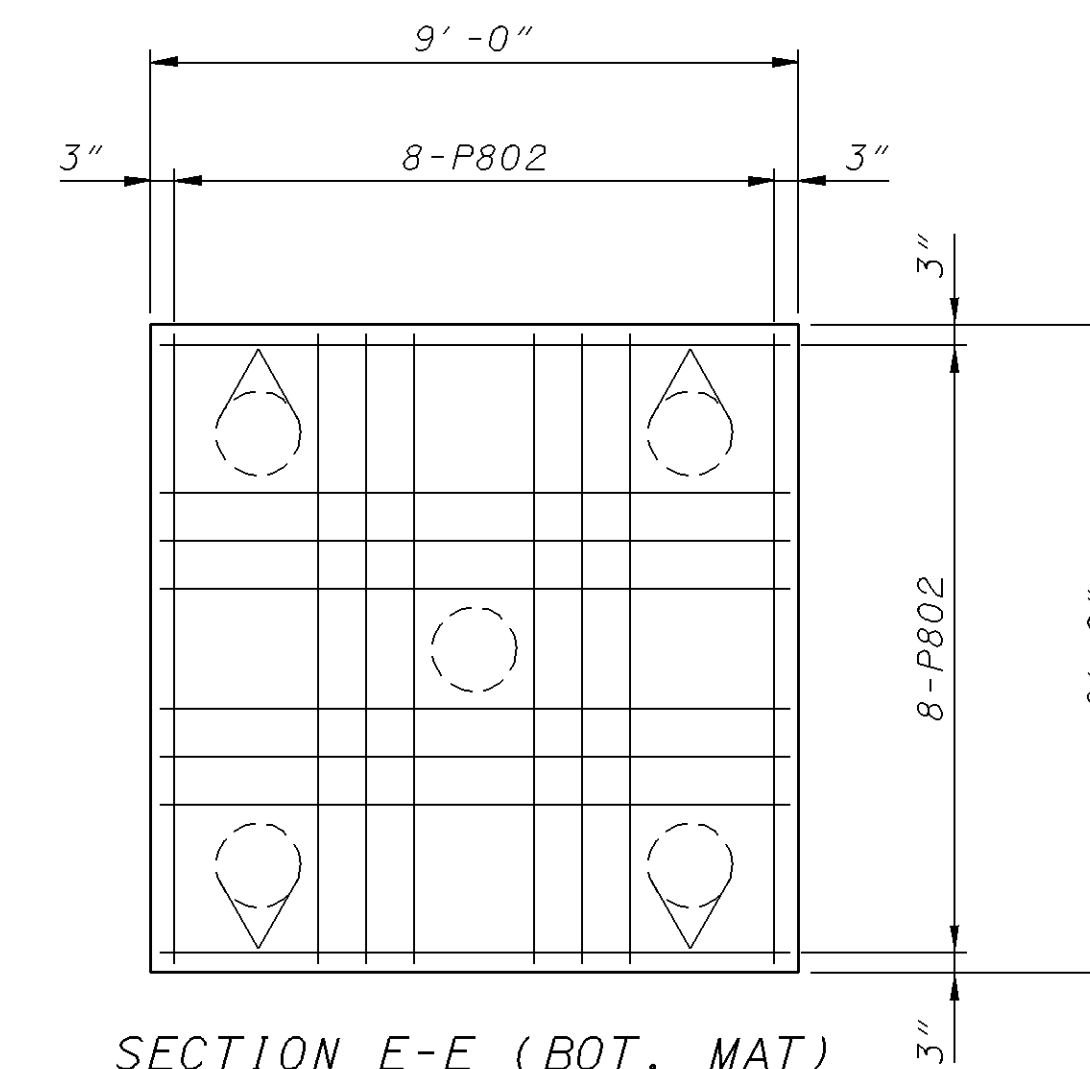
SECTION F-F

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.
(P964 BAR FOR NB)



SECTION E-E (TOP MAT)

SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.

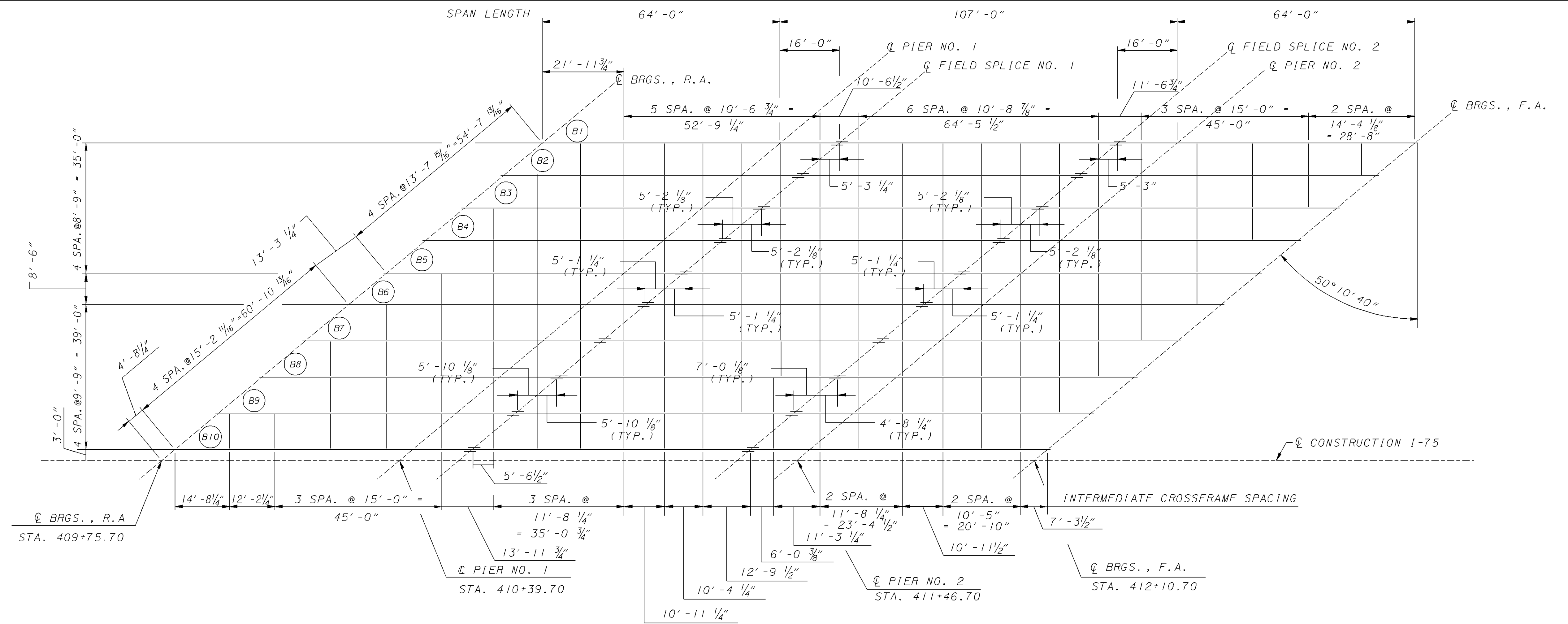
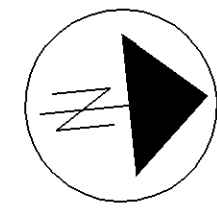


SECTION E-E (BOT. MAT)

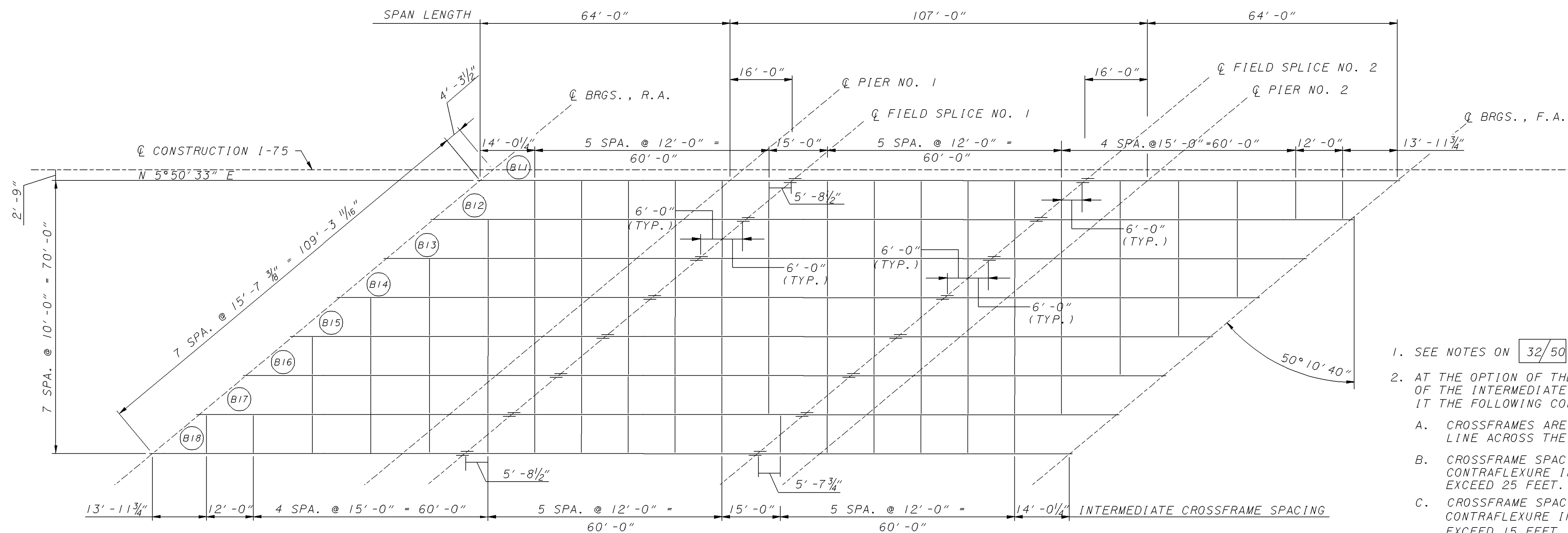
SOUTHBOUND PIER SHOWN,
NORTHBOUND PIER SIMILAR.

NOTE: FOR LOCATIONS OF SECTIONS A-A, B-B, C-C, & E-E, SEE 28/50 & 29/50.

DESIGNED JJ		DATE 06/06	REVIEWED TH	STRUCTURE FILE NUMBER 5708575	DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500
CHECKED PFJ	DRAWN CEC	REVISED	REVISED		
PIER SECTIONS & DETAILS					BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET
MOT-75-13.11 PID 75927					
30 / 50					1731 1811

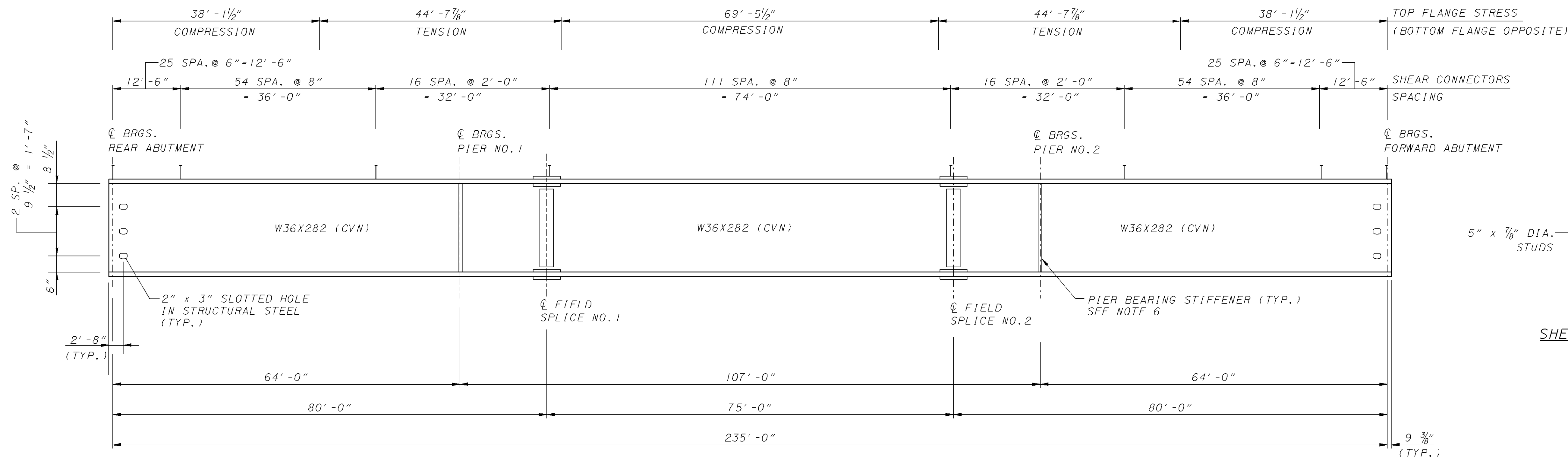


FRAMING PLAN - SOUTHBOUND
(STAGE 1 & STAGE 2 CONSTRUCTION)

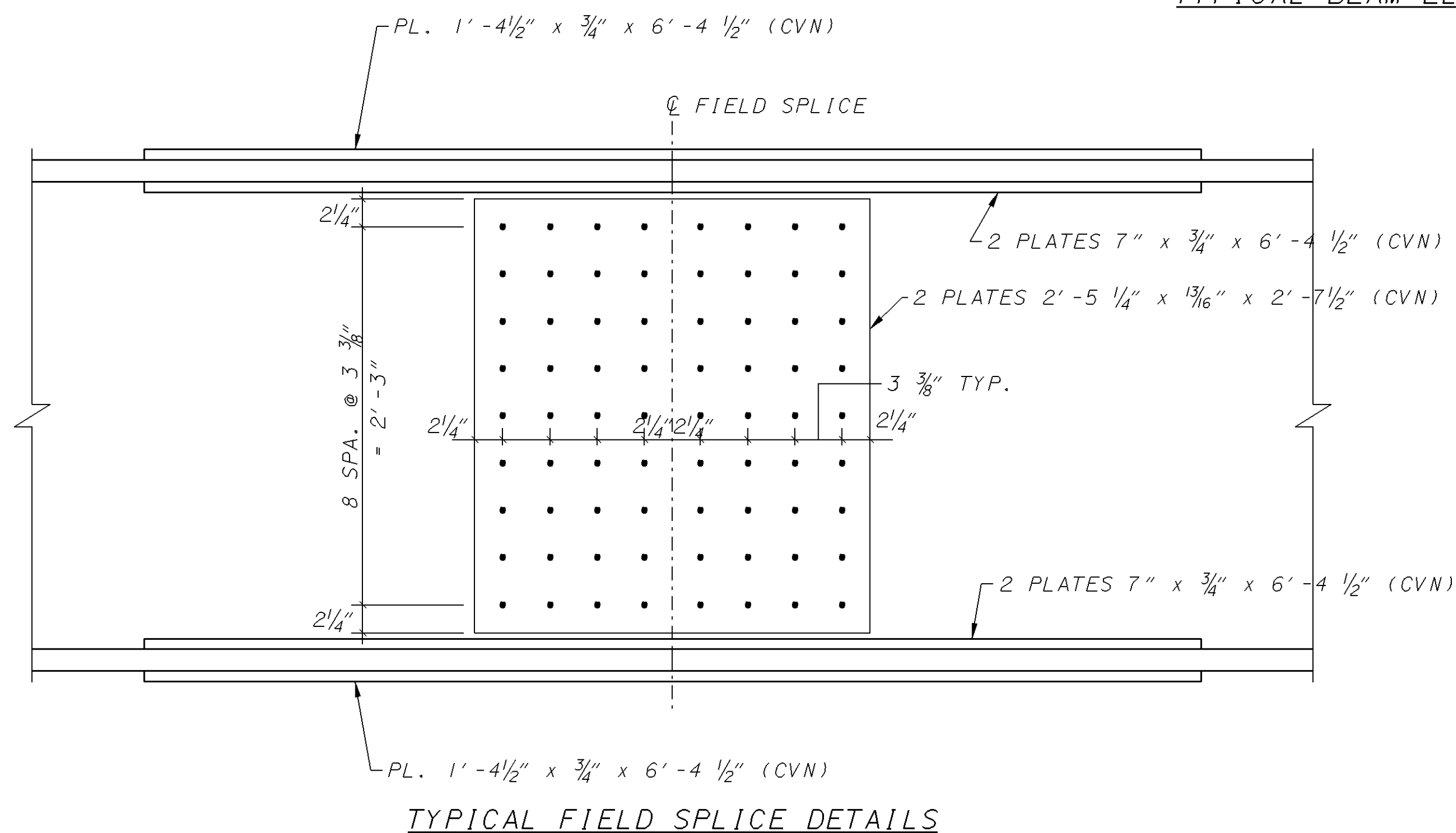


FRAMING PLAN - NORTHBOUND
(STAGE 3 CONSTRUCTION)

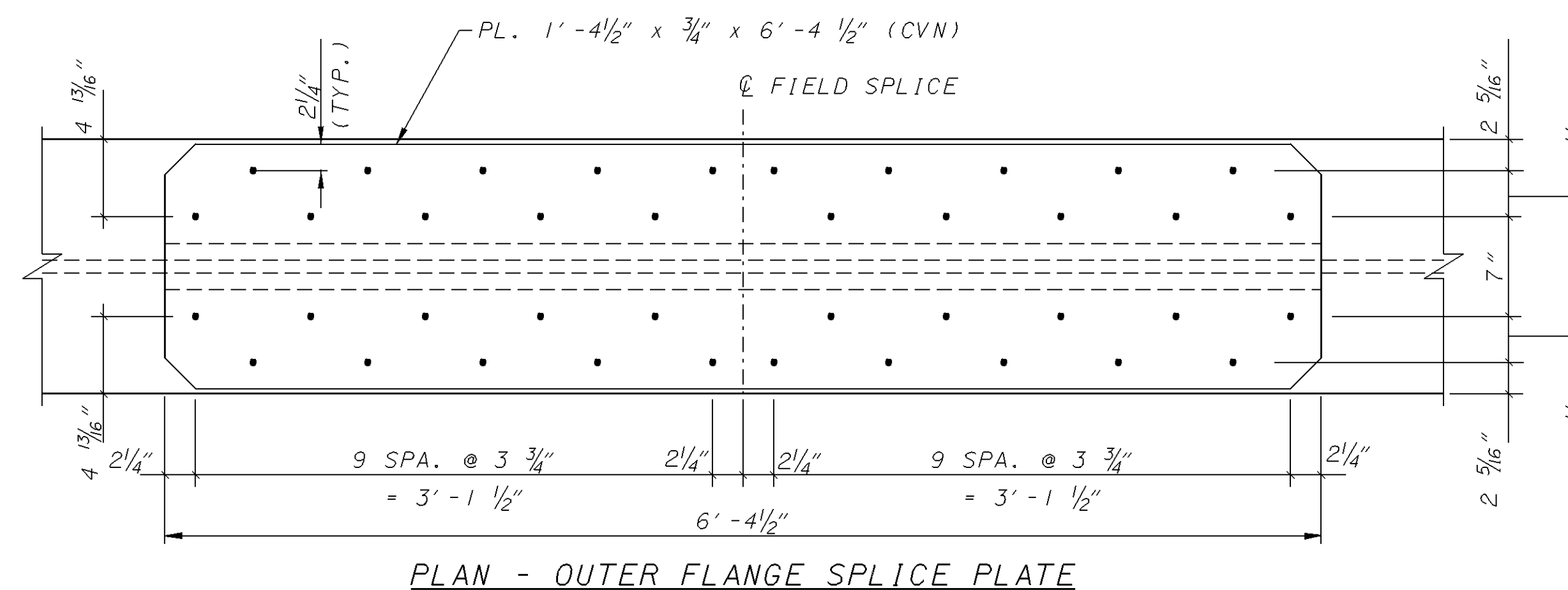
1. SEE NOTES ON 32/50.
2. AT THE OPTION OF THE STEEL FABRICATOR, THE SPACING OF THE INTERMEDIATE STEEL FRAMES MAY BE ADJUSTED IF THE FOLLOWING CONDITIONS ARE SATISFIED:
 - A. CROSSFRAMES ARE PERPENDICULAR TO THE BEAMS AND IN LINE ACROSS THE TOTAL WIDTH OF THE STRUCTURE.
 - B. CROSSFRAME SPACINGS BETWEEN POINTS OF DEAD LOAD CONTRAFLEXURE IN THE POSITIVE MOMENT REGIONS DO NOT EXCEED 25 FEET.
 - C. CROSSFRAME SPACINGS BETWEEN POINTS OF DEAD LOAD CONTRAFLEXURE IN NEGATIVE MOMENT REGIONS DO NOT EXCEED 15 FEET.
3. FOR PIER BEARING STIFFENER DETAILS, SEE 36/50.
4. SEE NOTE 3 ON 38/50.



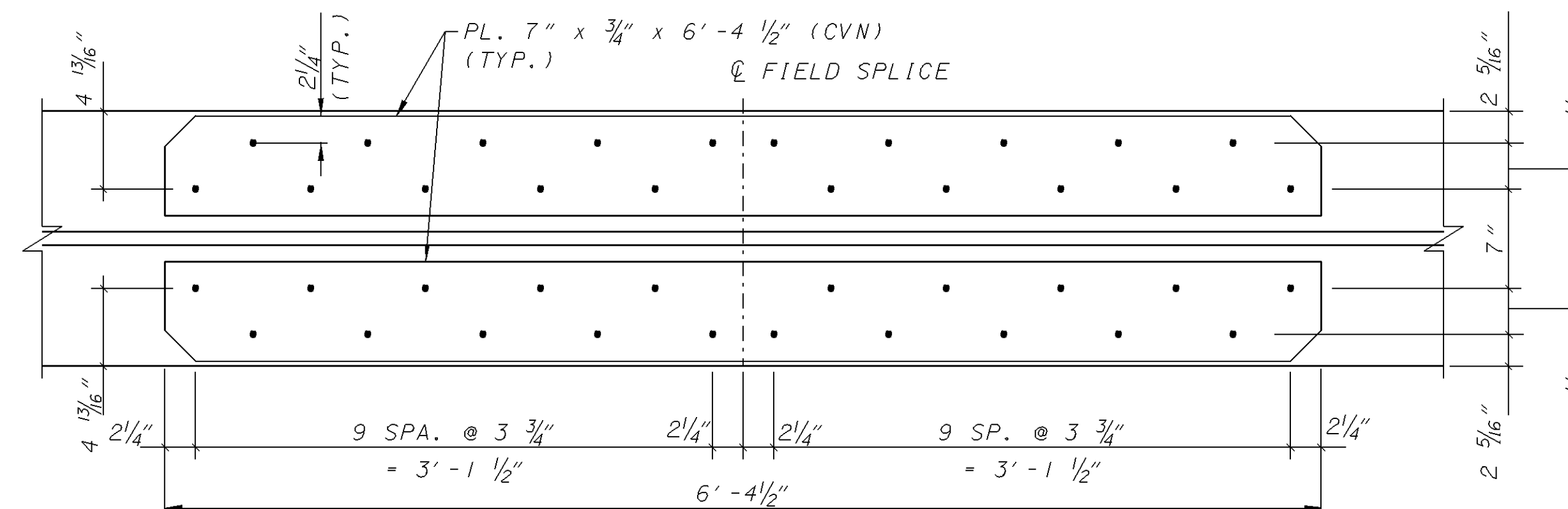
TYPICAL BEAM ELEVATION



TYPICAL FIELD SPLICE DETAILS



PLAN - OUTER FLANGE SPLICE PLATE

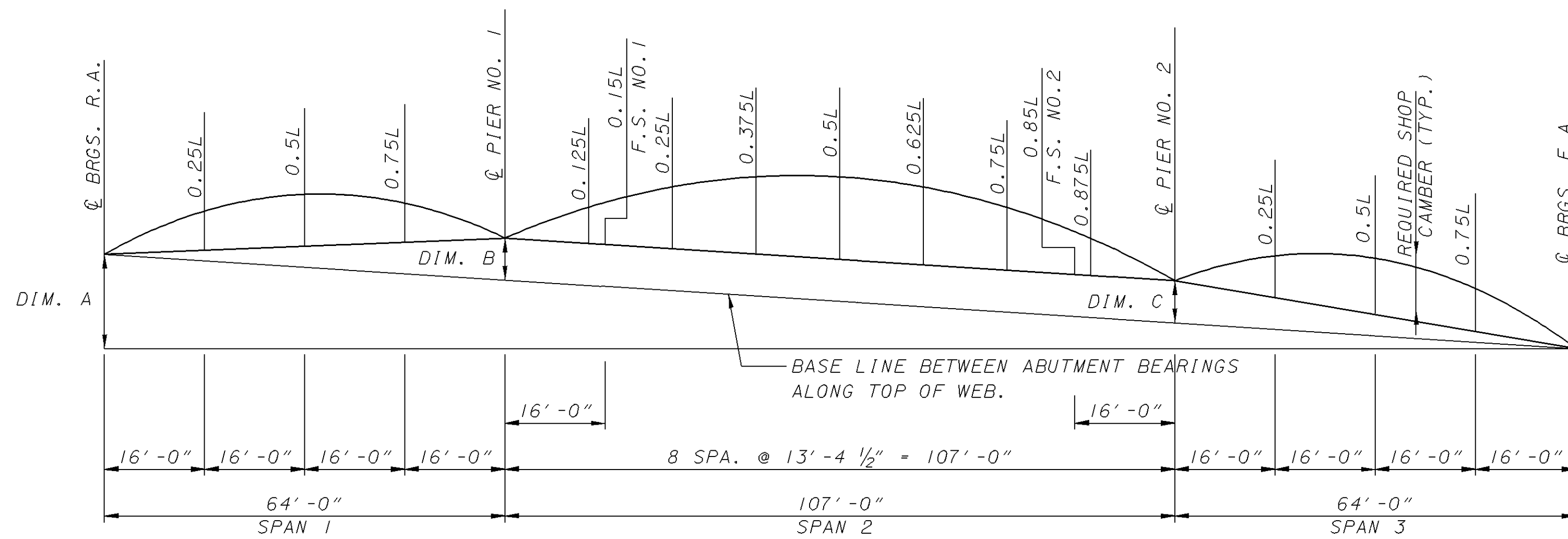


PLAN - INNER FLANGE SPLICE PLATES

NOTES

1. WELDED ATTACHMENT:
WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE TO AREAS OF THE FLANGES DESIGNATED "COMPRESSION". ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE NOT CLOSER THAN 1" FROM EDGE OF THE FLANGE, BE NOT MORE THAN 2" LONG AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY AASHTO.
2. ALL FASTENERS IN FIELD SPLICES SHALL BE 1 1/8" DIA. ASTM A-325 GALVANIZED HIGH STRENGTH BOLTS.
3. CHARPY V-NOTCH TOUGHNESS REQUIREMENT:
WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), THE MATERIAL SHALL MEET MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.
4. ALL STRUCTURAL STEEL SHALL BE PAINTED A709 GRADE 50.
5. FOR ADDITIONAL DETAILS REFER TO STD. DWG. GSD-1-96.
6. FOR PIER BEARING STIFFENER DETAILS, SEE 36/50.
7. THE LOCATION OF SHEAR CONNECTORS ON TOP FLANGE SPLICE PLATES MAY BE ADJUSTED BY ONE-HALF OF THE DESIGN SPACING, TO AVOID FASTENER BOLTS.

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/428-3500	DATE 06/06
REVIEWED TH	STRUCTURE FILE NUMBER 5708575
DRAWN CEC	REVISED
DESIGNED JJ	CHECKED PFJ
BEAM ELEVATION & SPLICE DETAILS BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET	
MOT-75-13.11 PID 75927	
32 / 50	
1733 1811	



CAMBER & BLOCKING DIAGRAM

BLOCKING DIMENSION			
BEAM NO.	DIM. A	DIM. B	DIM. C
1	2' - 0 1/4"	4 1/16"	4 1/16"
2	1' - 10 3/8"	4 1/16"	4 1/16"
3	1' - 8 5/8"	4 1/16"	4 1/16"
4	1' - 6 3/4"	4 1/16"	4 1/16"
5	1' - 5"	4 1/16"	4 1/16"
6	1' - 3 1/8"	4 1/16"	4 1/16"
7	1' - 1 1/8"	4 1/16"	4 1/16"
8	11 1/8"	4 1/16"	4 1/16"
9	9"	4 1/16"	4 1/16"
10	7"	4 1/16"	4 1/16"
11	5 7/8"	4 1/16"	4 1/16"
12	3 3/4"	4 1/16"	4 1/16"
13	1 5/8"	4 1/16"	4 1/16"
14	-1/2"	4 1/16"	4 1/16"
15	-2 1/2"	4 1/16"	4 1/16"
16	-4 5/8"	4 1/16"	4 1/16"
17	-6 3/4"	4 1/16"	4 1/16"
18	-8 3/4"	4 1/16"	4 1/16"

DEFLECTION AND CAMBER															
BEAMS B1 TO B5 (SOUTHBOUND)	SPAN 1			SPAN 2									SPAN 3		
	0.25L	0.50L	0.75L	0.125L	0.15L	0.25L	0.375L	0.50L	0.625L	0.75L	0.85L	0.875L	0.25L	0.50L	0.75L
DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	1/8"	3/16"	5/16"	7/16"	1/2"	7/16"	5/16"	3/16"	1/8"	0"	0"	0"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	0"	-1/8"	1/2"	5/8"	1 1/4"	1 3/4"	2"	1 3/4"	1 1/4"	5/8"	1/2"	-1/8"	0"	1/8"
ADJUSTMENT DUE TO VERTICAL CURVE	5/16"	3/8"	5/16"	7/16"	7/16"	13/16"	1"	1 1/16"	1"	13/16"	7/16"	7/16"	5/16"	3/8"	5/16"
TOTAL CAMBER	7/16"	3/8"	3/16"	1 1/16"	1 5/16"	2 3/8"	3 3/16"	3 9/16"	3 3/16"	2 3/8"	1 5/16"	1 1/16"	3/16"	3/8"	7/16"
BEAMS B6 TO B10 (SOUTHBOUND)	SPAN 1			SPAN 2									SPAN 3		
	0.25L	0.50L	0.75L	0.125L	0.15L	0.25L	0.375L	0.50L	0.625L	0.75L	0.85L	0.875L	0.25L	0.50L	0.75L
DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	1/8"	3/16"	5/16"	7/16"	1/2"	7/16"	5/16"	3/16"	1/8"	0"	0"	0"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	0"	-1/8"	5/8"	3/4"	1 3/8"	2"	2 1/4"	2"	1 3/8"	3/4"	5/8"	-1/8"	0"	1/8"
ADJUSTMENT DUE TO VERTICAL CURVE	5/16"	3/8"	5/16"	7/16"	7/16"	13/16"	1"	1 1/16"	1"	13/16"	7/16"	7/16"	5/16"	3/8"	5/16"
TOTAL CAMBER	7/16"	3/8"	3/16"	1 3/16"	1 7/16"	2 1/2"	3 7/16"	3 13/16"	3 7/16"	2 1/2"	1 7/16"	1 3/16"	3/16"	3/8"	7/16"
BEAMS B11 TO B18 (NORTHBOUND)	SPAN 1			SPAN 2									SPAN 3		
	0.25L	0.50L	0.75L	0.125L	0.15L	0.25L	0.375L	0.50L	0.625L	0.75L	0.85L	0.875L	0.25L	0.50L	0.75L
DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	1/8"	3/16"	5/16"	7/16"	1/2"	7/16"	5/16"	3/16"	1/8"	0"	0"	0"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	0"	-1/8"	5/8"	3/4"	1 3/8"	2"	2 1/4"	2"	1 3/8"	3/4"	5/8"	-1/8"	0"	1/8"
ADJUSTMENT DUE TO VERTICAL CURVE	5/16"	3/8"	5/16"	7/16"	7/16"	13/16"	1"	1 1/16"	1"	13/16"	7/16"	7/16"	5/16"	3/8"	5/16"
TOTAL CAMBER	7/16"	3/8"	3/16"	1 3/16"	1 7/16"	2 1/2"	3 7/16"	3 13/16"	3 7/16"	2 1/2"	1 7/16"	1 3/16"	3/16"	3/8"	7/16"

L = SPAN LENGTH
F.S. = FIELD SPLICE

LAMINATED ELASTOMERIC BEARINGS												
LOCATION	BEARING DIMENSIONS						STEEL LOAD PLATE			REACTIONS		MAXIMUM DESIGN LOAD
	L	W	t _i	t _e	T	N	LENGTH X WIDTH X THICKNESS			DL	LL	
ABUTMENTS (EXP.)	10"	1'-4"	0.31"	0.18"	2.75"	7	11" X 1'-5" X 1 3/4"			70 k	80 k	150 k

t_i = THICKNESS OF INTERNAL LAYER

t_e = THICKNESS OF EXTERNAL LAYER

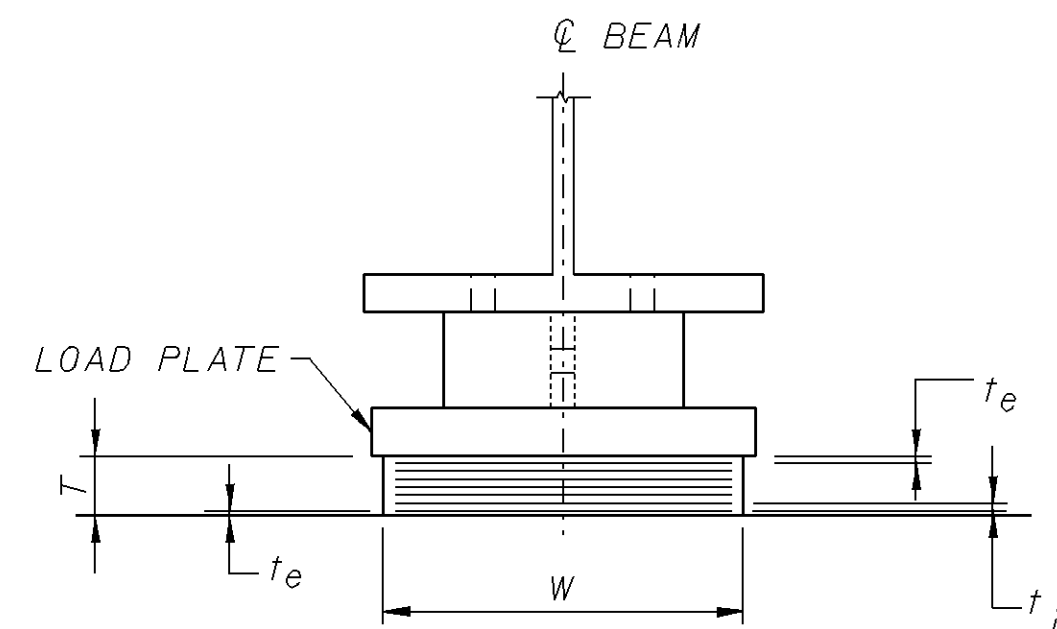
T = TOTAL THICKNESS OF ELASTOMERIC BEARING

N = NO. OF STEEL LAMINATES

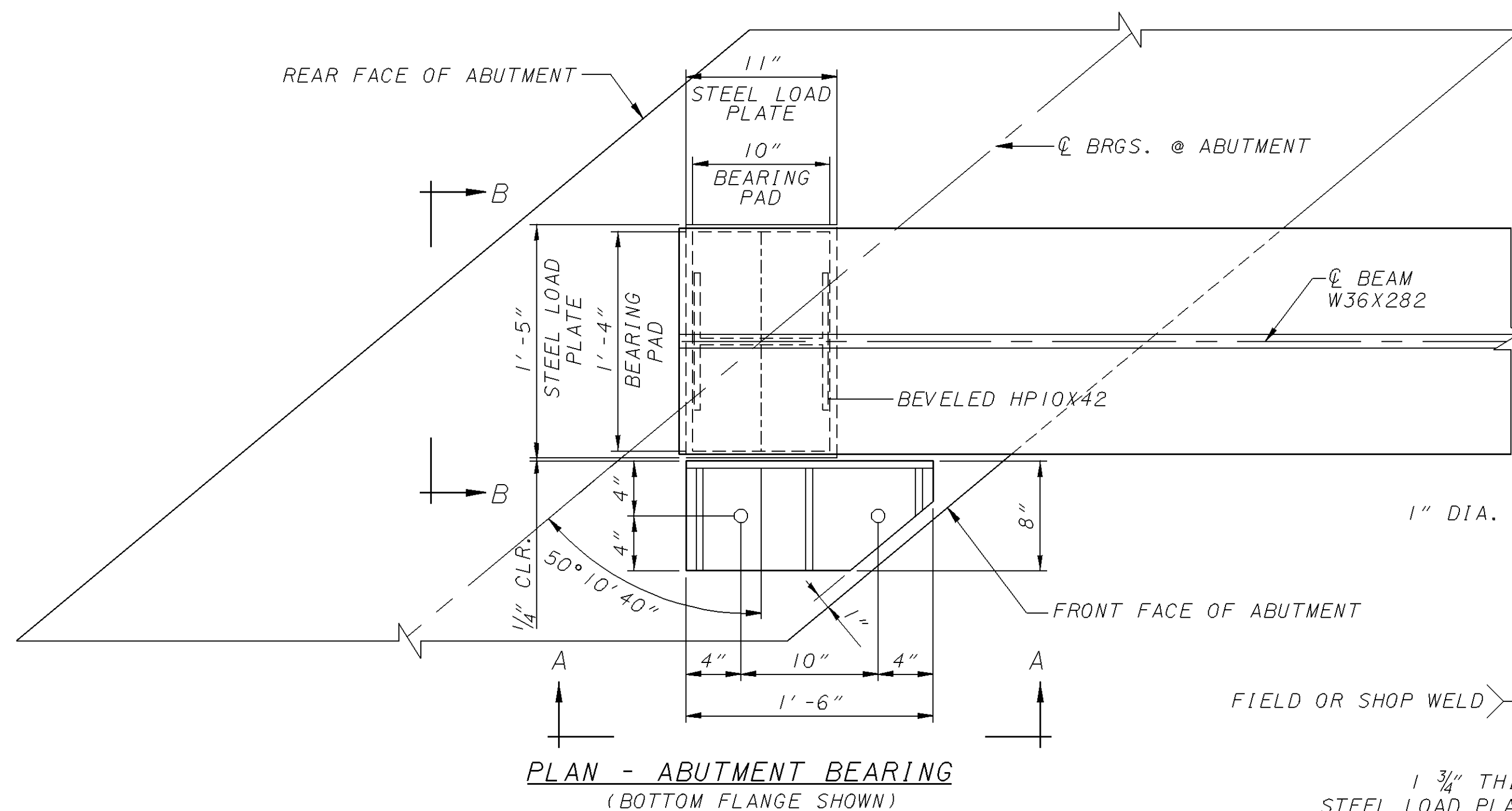
INTERNAL STEEL LAMINATE THICKNESS = 0.0747"

DUROMETER OF ELASTOMER = 50 DUROMETER

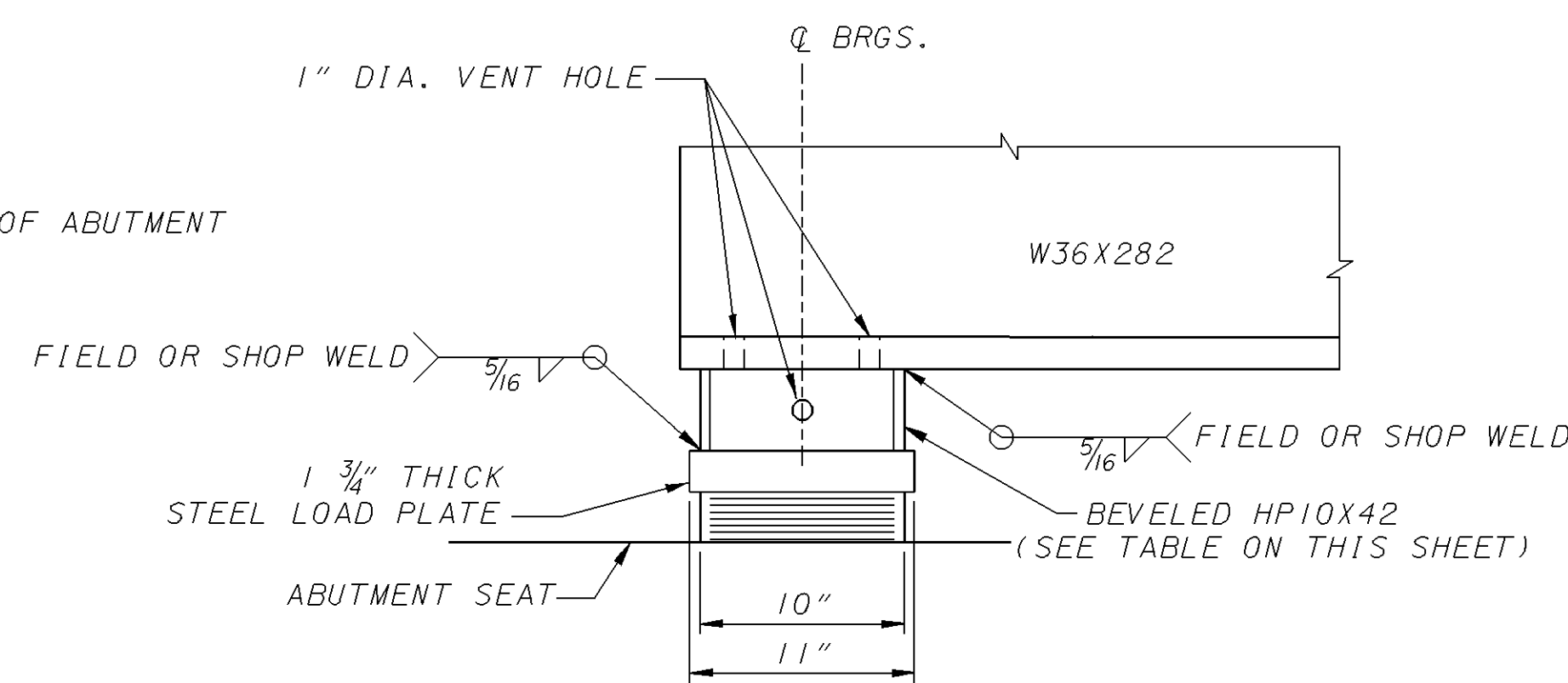
LOAD PLATE THICKNESS IS MEASURED AT CENTERLINE OF BEARINGS.



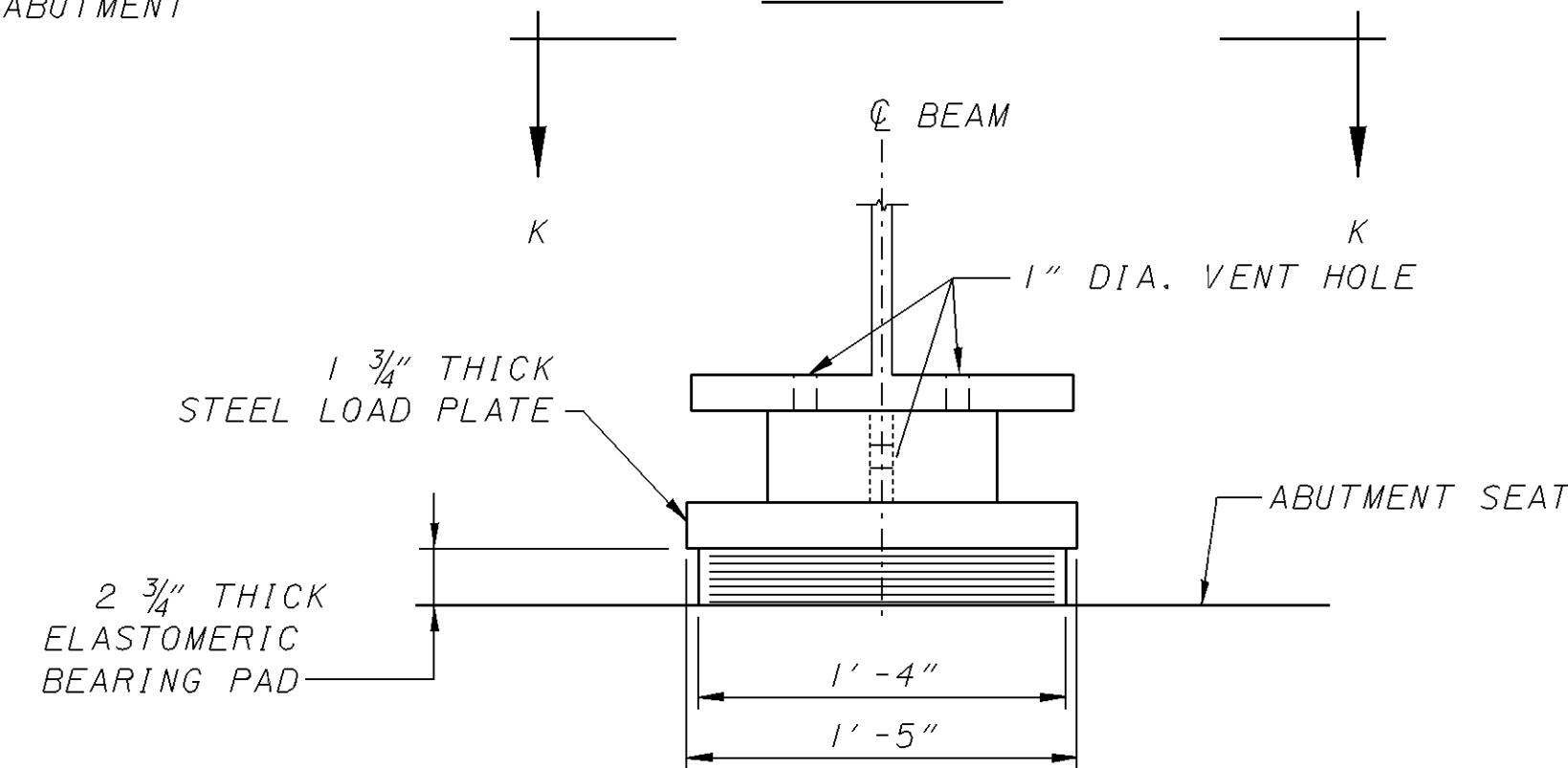
LAMINATED ELASTOMERIC EXPANSION BEARING



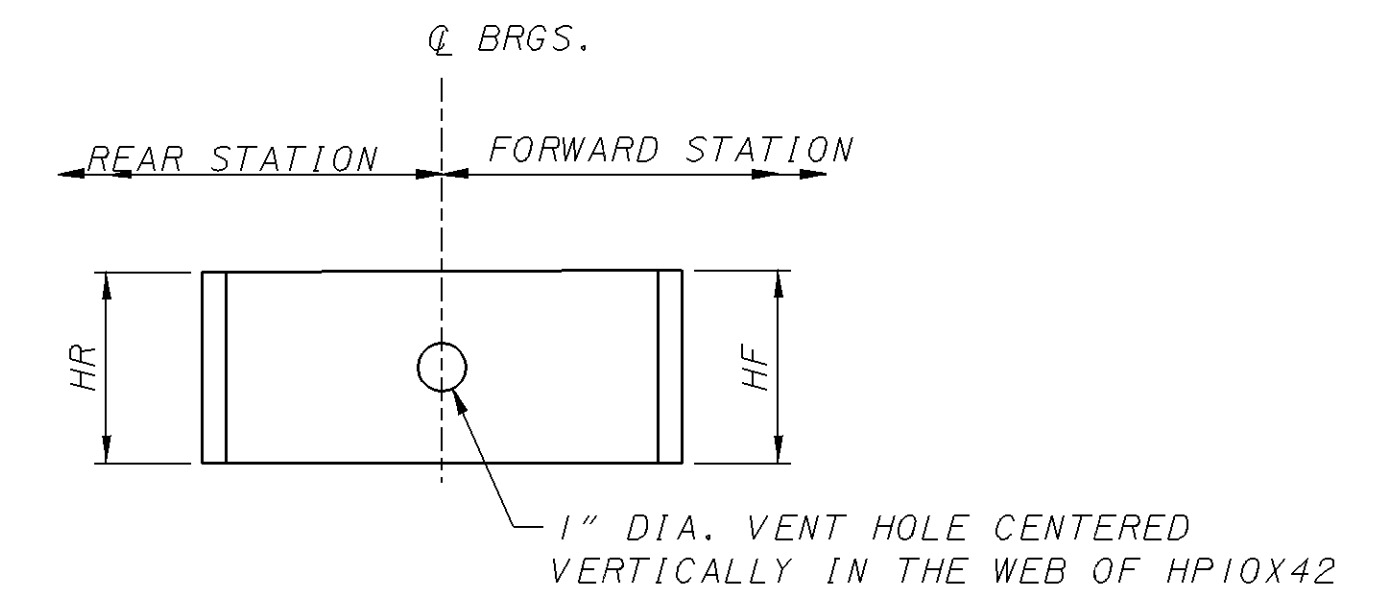
PLAN - ABUTMENT BEARING
(BOTTOM FLANGE SHOWN)



VIEW A-A



VIEW B-B



BEVEL HP10X42 DETAIL AT ABUTMENTS

BEAM NO.	BEVEL HP10X42 HEIGHT			
	REAR ABUT.		FWD. ABUT.	
	HR	HF	HR	HF
1	4"	4"	4 3/32"	3 29/32"
2	4"	4"	4 3/32"	3 29/32"
3	4"	4"	4 1/16"	3 15/16"
4	4"	4"	4 1/16"	3 15/16"
5	4"	4"	4 1/16"	3 15/16"
6	4"	4"	4 1/16"	3 15/16"
7	3 31/32"	4 1/32"	4 1/16"	3 15/16"
8	3 31/32"	4 1/32"	4 1/16"	3 15/16"
9	3 31/32"	4 1/32"	4 1/16"	3 15/16"
10	3 31/32"	4 1/32"	4 1/16"	3 15/16"
11	3 31/32"	4 1/32"	4 1/16"	3 15/16"
12	3 31/32"	4 1/32"	4 1/16"	3 15/16"
13	3 31/32"	4 1/32"	4 1/32"	3 31/32"
14	3 31/32"	4 1/32"	4 1/32"	3 31/32"
15	3 31/32"	4 1/32"	4 1/32"	3 31/32"
16	3 15/16"	4 1/16"	4 1/32"	3 31/32"
17	3 15/16"	4 1/16"	4 1/32"	3 31/32"
18	3 15/16"	4 1/16"	4 1/32"	3 31/32"

NOTES:

1. LOAD PLATE:
THE STEEL LOAD PLATE AND HP 10x42 TEMPORARY SUPPORT SHALL BE THE SAME MATERIAL AS THE ATTACHED STRUCTURAL STEEL AND BE SIMILARLY CLEANED AND COATED. SURFACE PREPARATION AND PRIMING SHALL BE DONE IN THE SHOP AND BE INCLUDED IN THE PRICE BID FOR THE BEARINGS. FIELD COATS SHALL BE INCLUDED IN THE PRICE BID FOR PAINTING MAIN STRUCTURAL STEEL.

THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.

WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

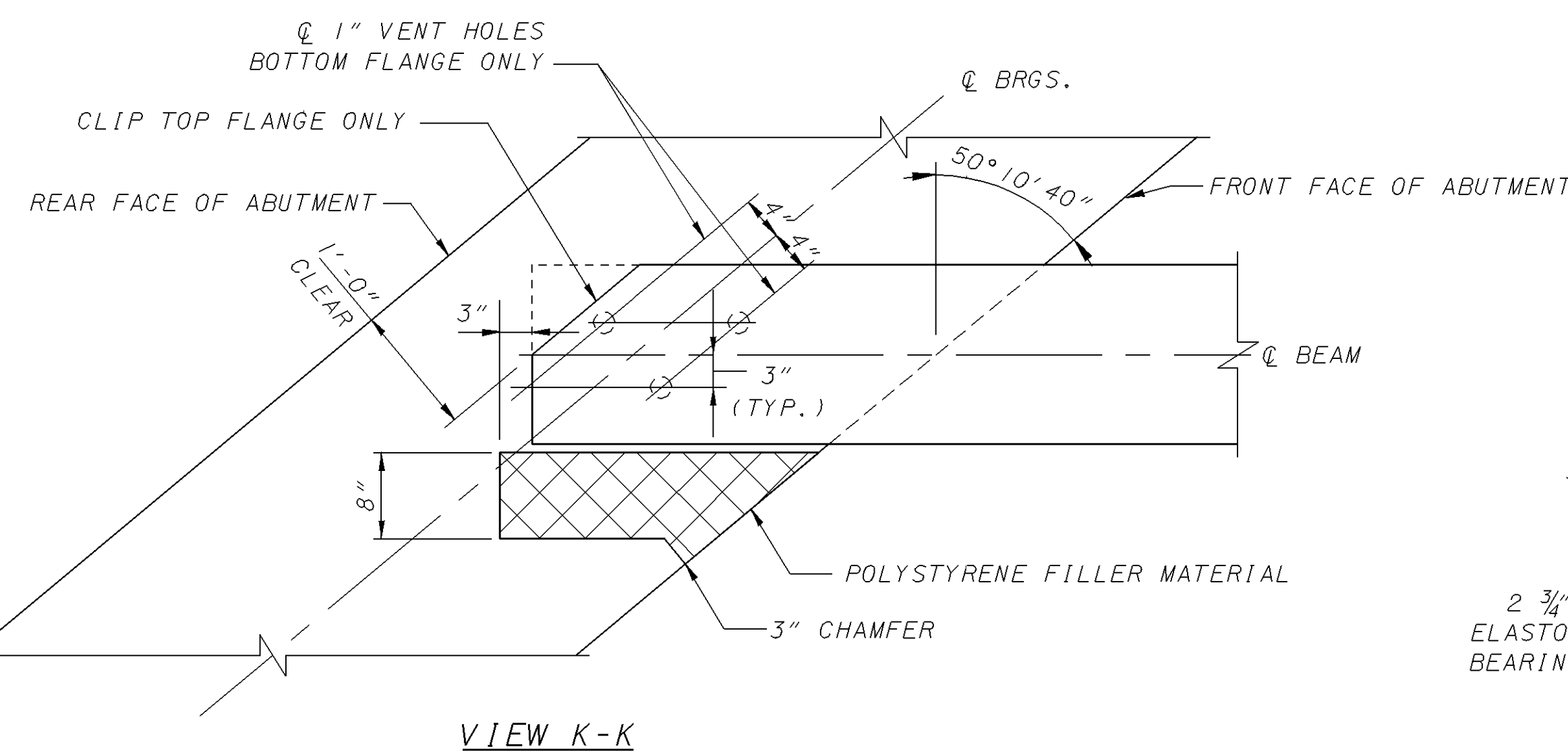
HP 10 x 42 TEMPORARY SUPPORT:
SHOP MARK HP SECTIONS WITH THE FOLLOWING INFORMATION:
BEAM NUMBER, SUBSTRUCTURE UNIT & FORWARD STATION DIRECTION.

2. 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 BEARING HEIGHT AT 60°F±10°F, RAISE THE BEAMS OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F±10°F.

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

BASIS OF PAYMENT:
THE UNIT BID PRICE INCLUDES ALL MATERIALS, LABOR, SHOP COATING, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS INCLUDING STEEL LOAD PLATES AND HP TEMPORARY SUPPORT PEDESTALS. PAYMENT WILL BE INCLUDED WITH THE APPROPRIATE 516 ITEM.

4. FOR PIER BEARING DETAILS, SEE 35/50



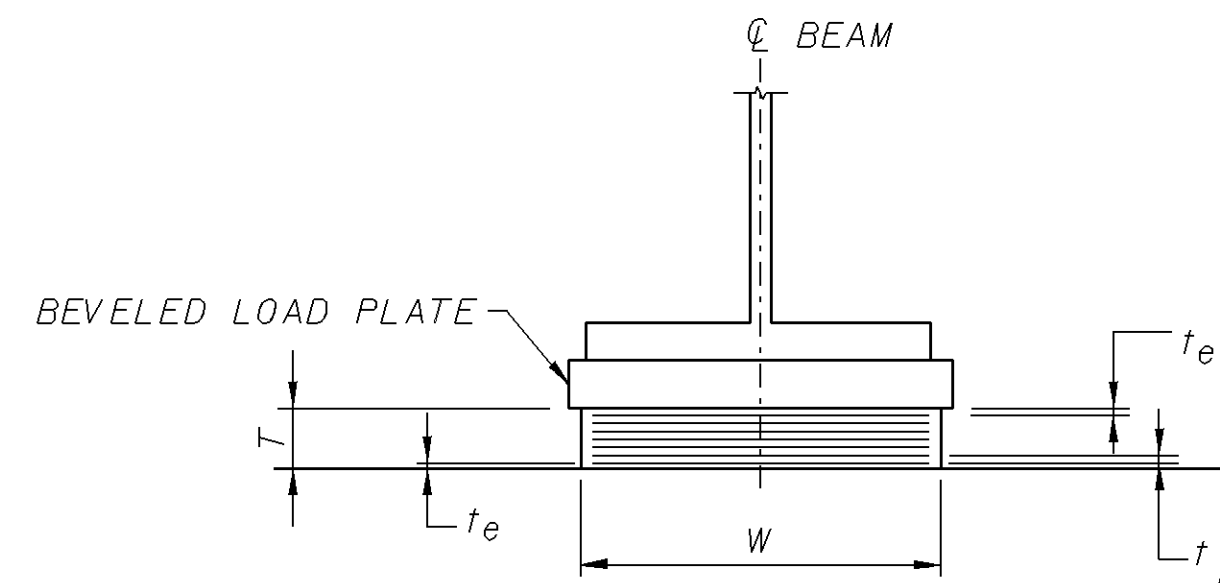
VIEW K-K

(NOT TO SCALE, SHOWING LOCATIONS OF VENT HOLES OF BOTTOM FLANGE AND CLIPPING OF TOP FLANGE.)

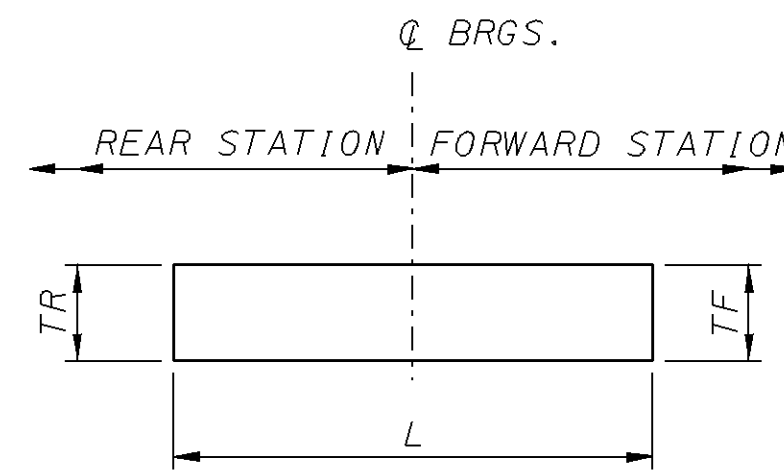
LAMINATED ELASTOMERIC BEARINGS										
LOCATION	BEARING DIMENSIONS						STEEL LOAD PLATE	REACTIONS		MAXIMUM
	L	W	t _i	t _e	T	N	LENGTH X WIDTH X THICKNESS	DL	LL	DESIGN LOAD
PIERS (EXP.)	1'-4"	1'-9"	0.4"	0.25"	2.0"	4	1'-5" X 1'-10" X 2 1/2"	215 k	115 k	330 k

t_i = THICKNESS OF INTERNAL LAYER
t_e = THICKNESS OF EXTERNAL LAYER
T = TOTAL THICKNESS OF ELASTOMERIC BEARING

N = NO. OF STEEL LAMINATES
INTERNAL STEEL LAMINATE THICKNESS = 0.0747"
DUROMETER OF ELASTOMER = 50 DUROMETER
LOAD PLATE THICKNESS IS MEASURED AT CENTERLINE OF BEARINGS.



LAMINATED ELASTOMERIC EXPANSION BEARING

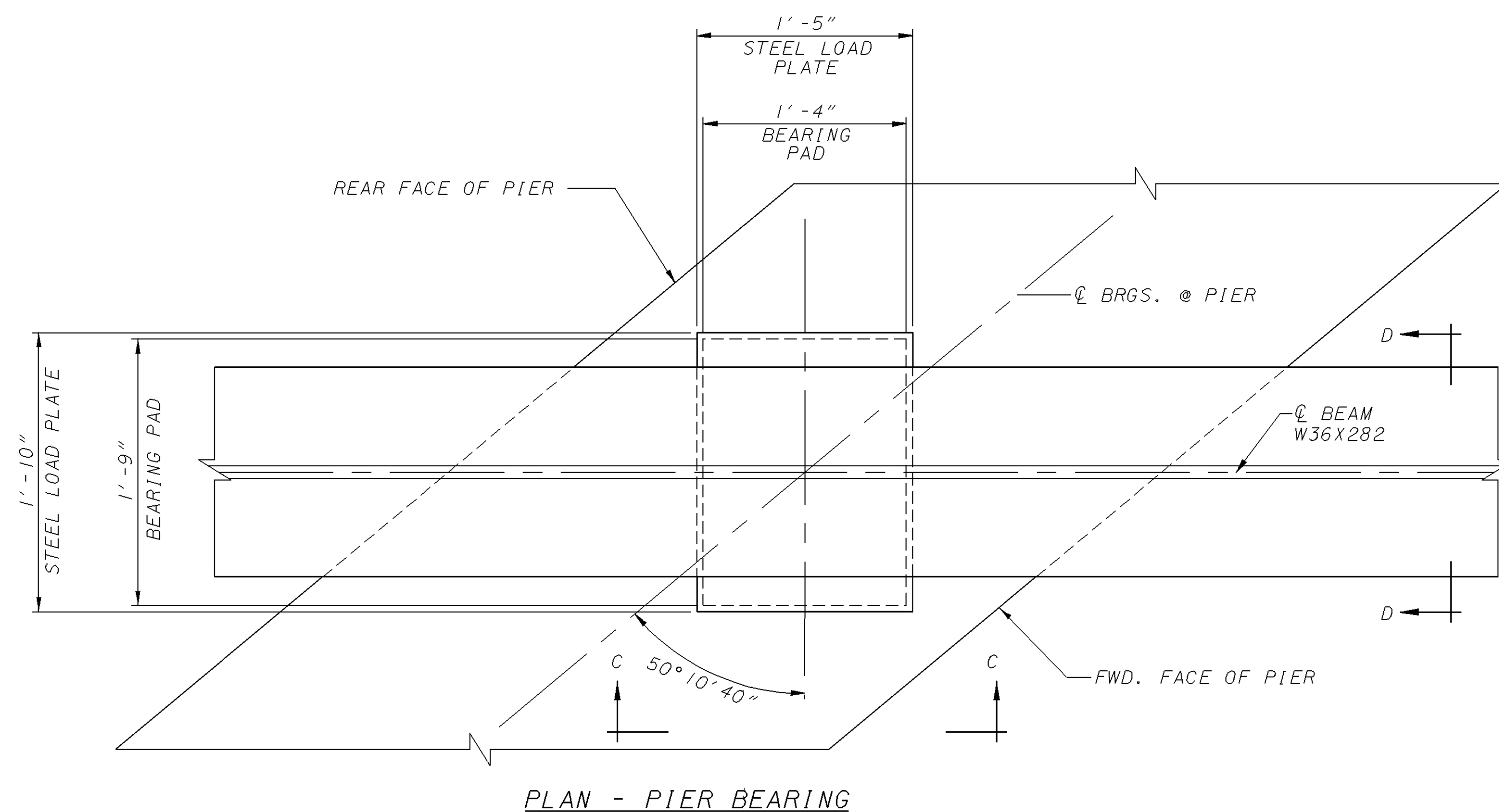


BEVEL LOAD PLATE DETAIL

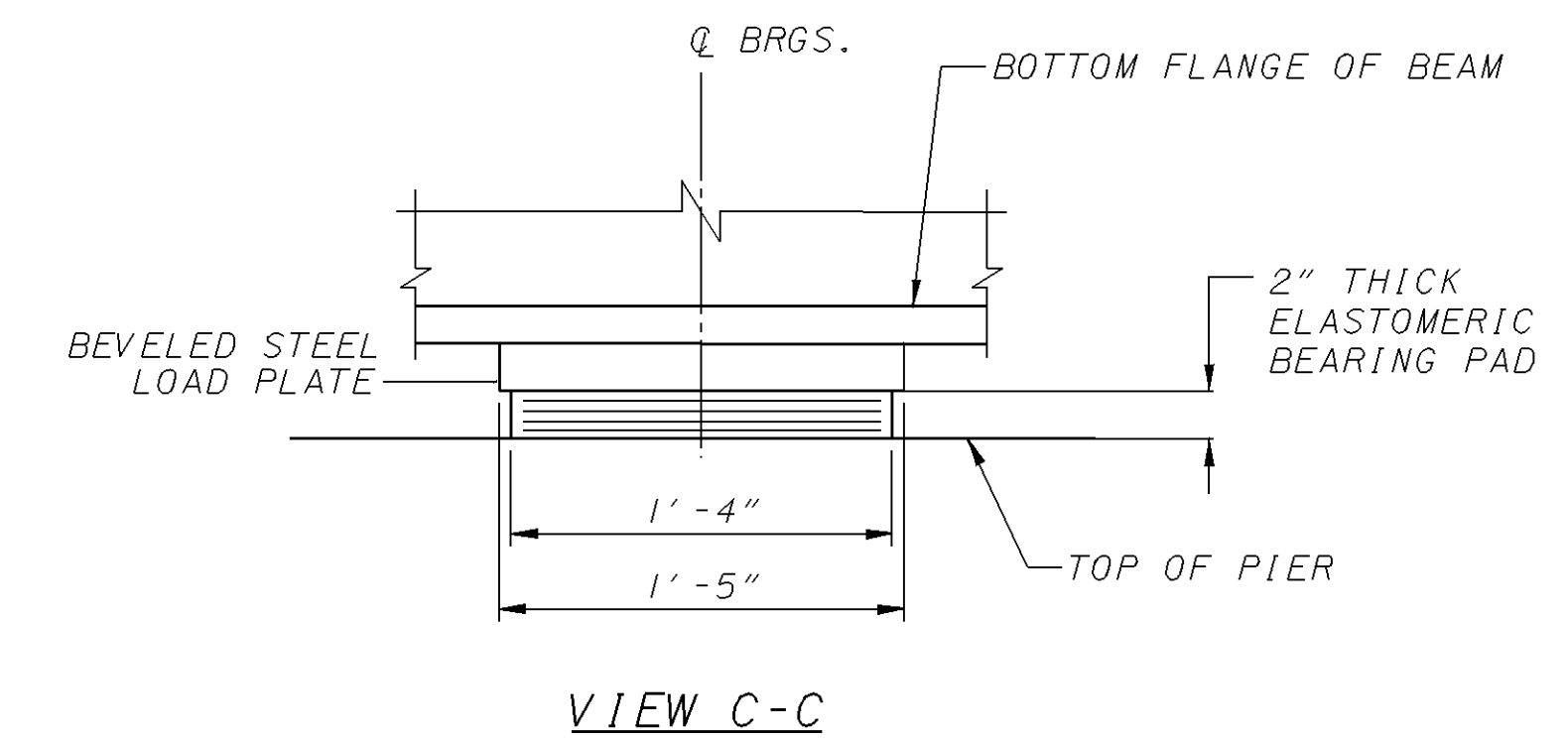
NOTES:

- FOR BEARING NOTES, SEE 34/50.
- FOR DIMENSIONS OF TR AND TF, SEE TABLE BELOW.
- FOR PIER SEAT ELEVATIONS AT THE CENTERLINE OF BEARINGS, SEE 28/50 & 29/50.
- SHOP MARK PIER LOAD PLATES WITH THE FOLLOWING INFORMATION: BEAM NUMBER, SUBSTRUCTURE UNIT AND FORWARD STATION DIRECTION.

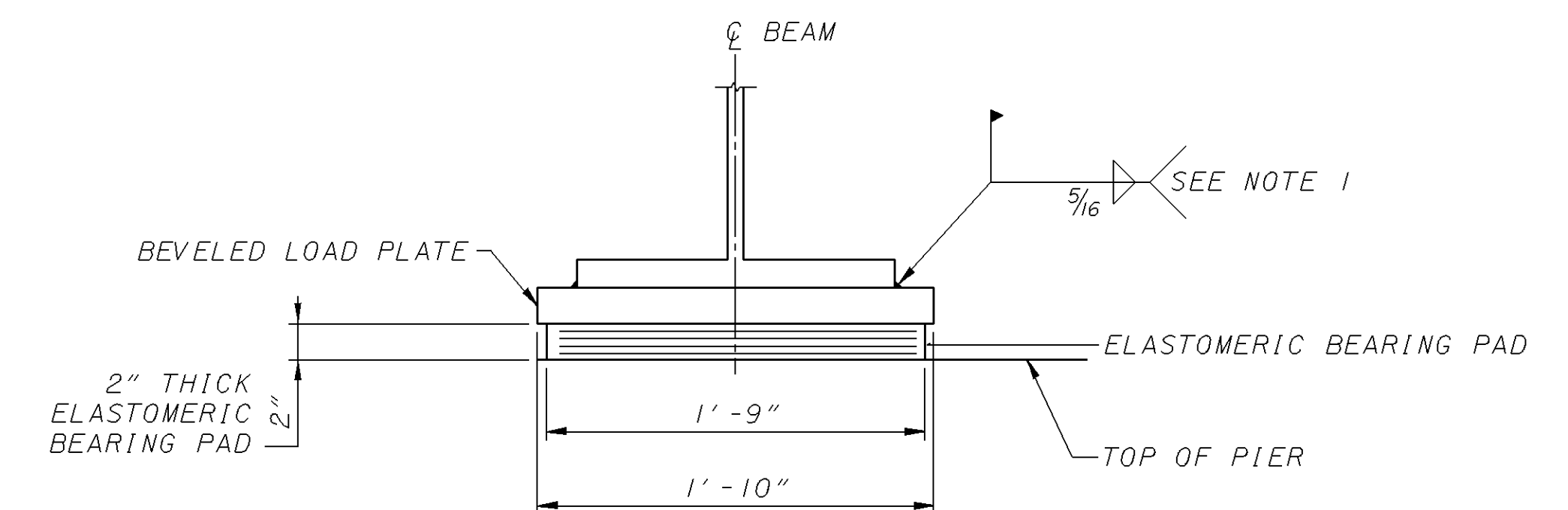
BEVEL LOAD PLATE THICKNESS				
BEAM NO.	PIER NO. 1		PIER NO. 2	
	TR	TF	TR	TF
1	2 9/16"	2 7/16"	2 19/32"	2 13/32"
2	2 17/32"	2 15/32"	2 19/32"	2 13/32"
3	2 17/32"	2 15/32"	2 19/32"	2 13/32"
4	2 17/32"	2 15/32"	2 9/16"	2 7/16"
5	2 17/32"	2 15/32"	2 9/16"	2 7/16"
6	2 17/32"	2 15/32"	2 9/16"	2 7/16"
7	2 17/32"	2 15/32"	2 9/16"	2 7/16"
8	2 1/2"	2 1/2"	2 9/16"	2 7/16"
9	2 1/2"	2 1/2"	2 9/16"	2 7/16"
10	2 1/2"	2 1/2"	2 17/32"	2 15/32"
11	2 1/2"	2 1/2"	2 17/32"	2 15/32"
12	2 1/2"	2 1/2"	2 17/32"	2 15/32"
13	2 15/32"	2 17/32"	2 17/32"	2 15/32"
14	2 15/32"	2 17/32"	2 1/2"	2 1/2"
15	2 15/32"	2 17/32"	2 1/2"	2 1/2"
16	2 15/32"	2 17/32"	2 1/2"	2 1/2"
17	2 15/32"	2 17/32"	2 1/2"	2 1/2"
18	2 7/16"	2 9/16"	2 1/2"	2 1/2"



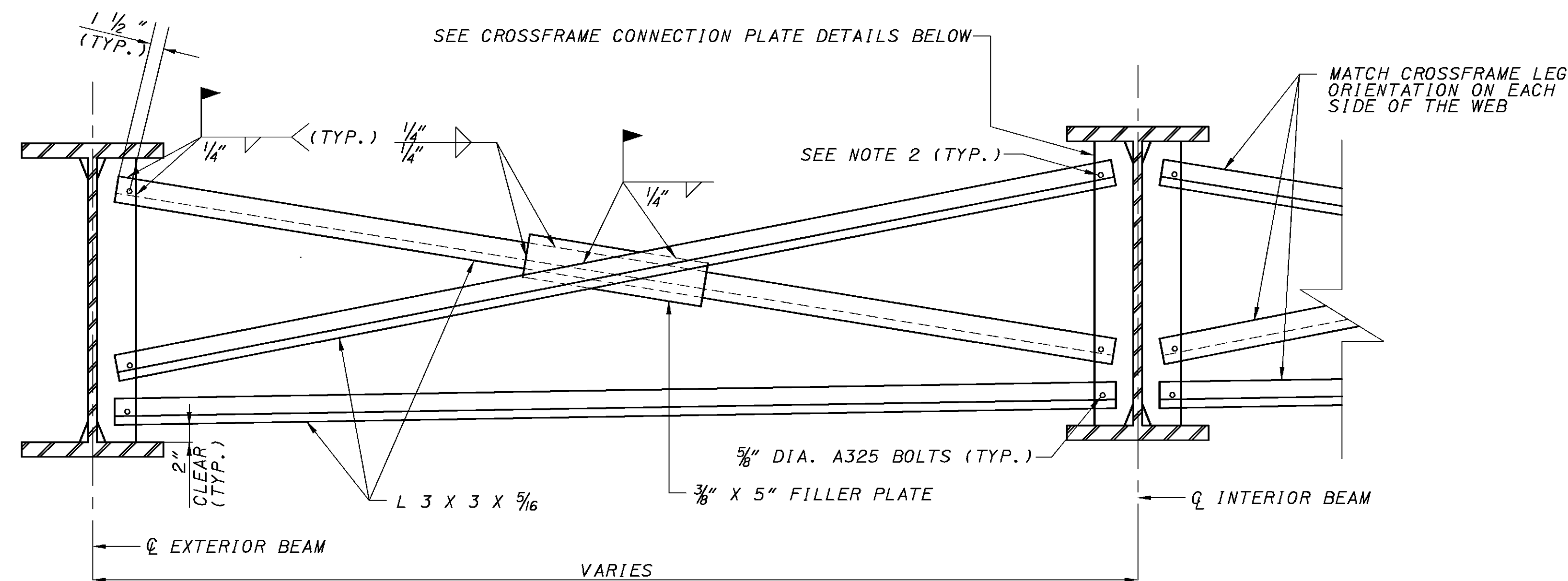
PLAN - PIER BEARING



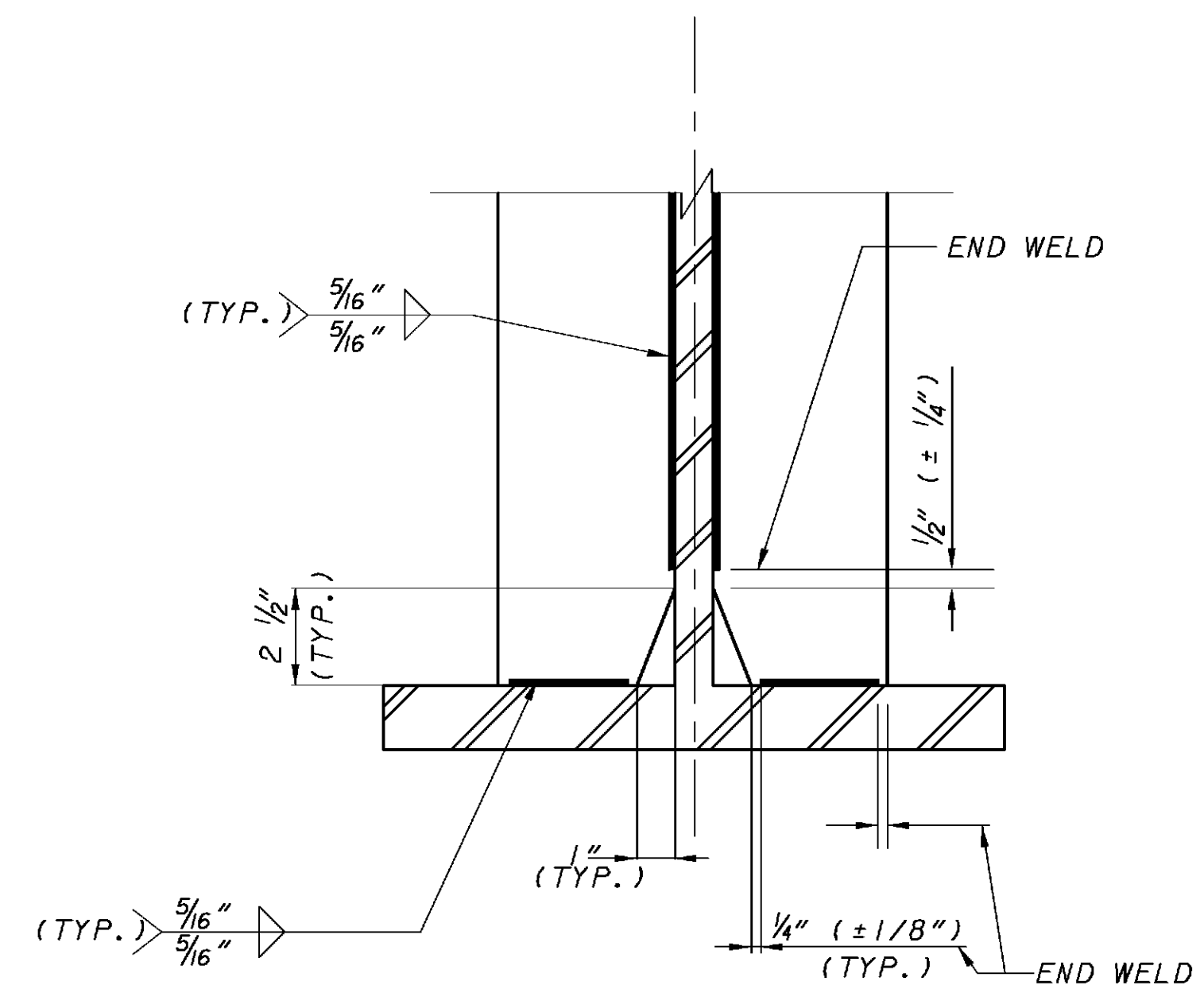
VIEW C-C



VIEW D-D

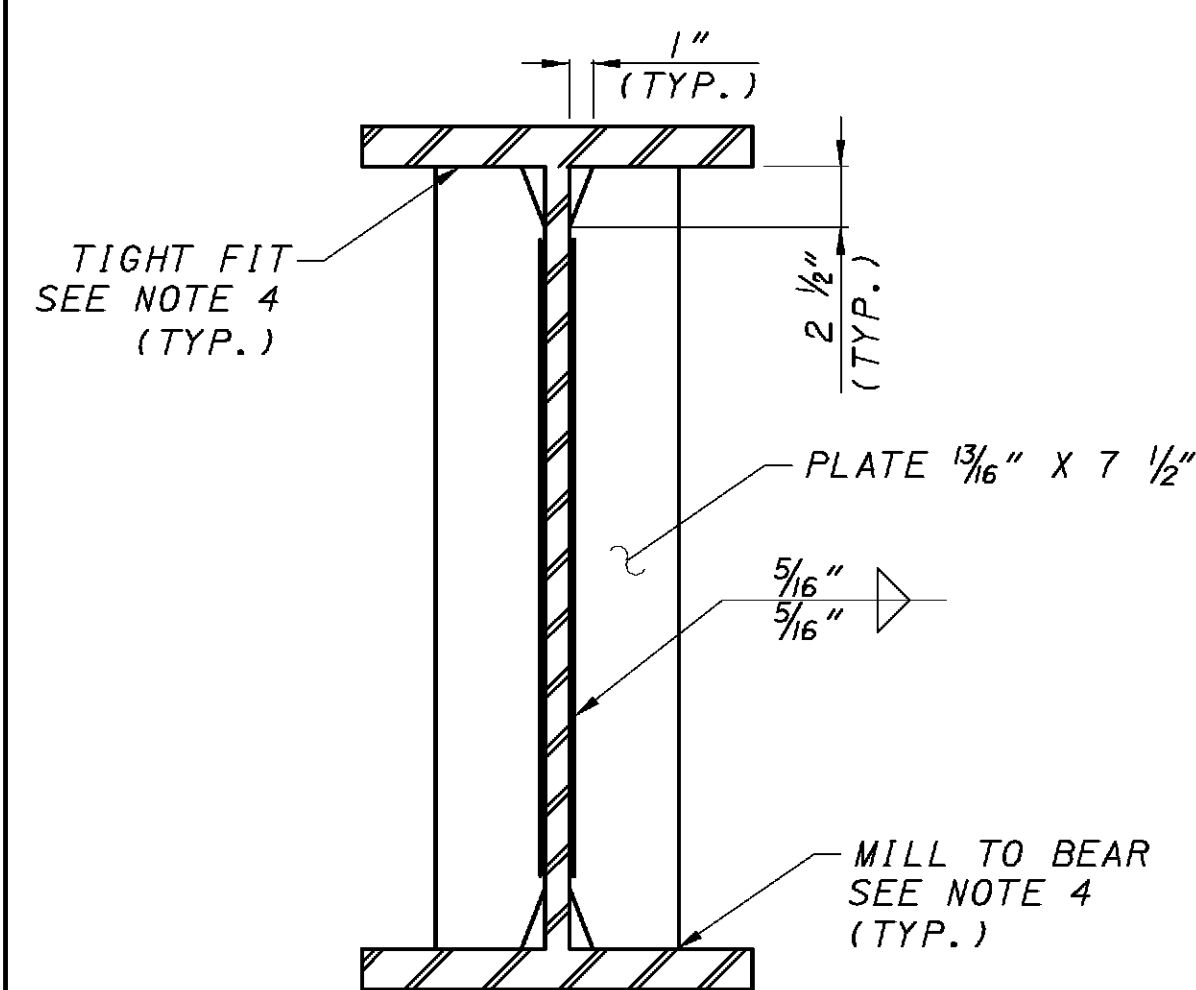


INTERMEDIATE WELDED CROSSFRAME DETAIL

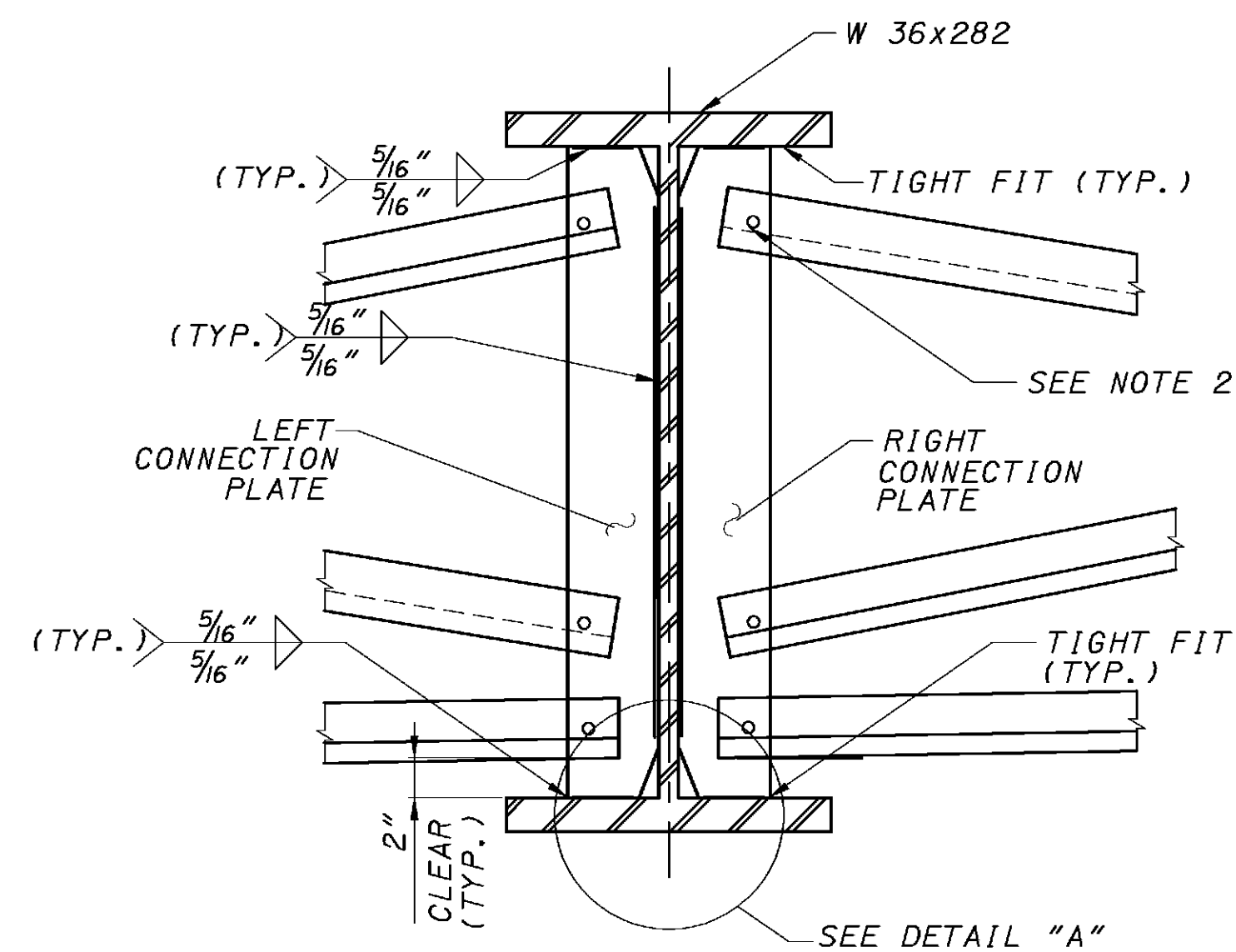


DETAIL A

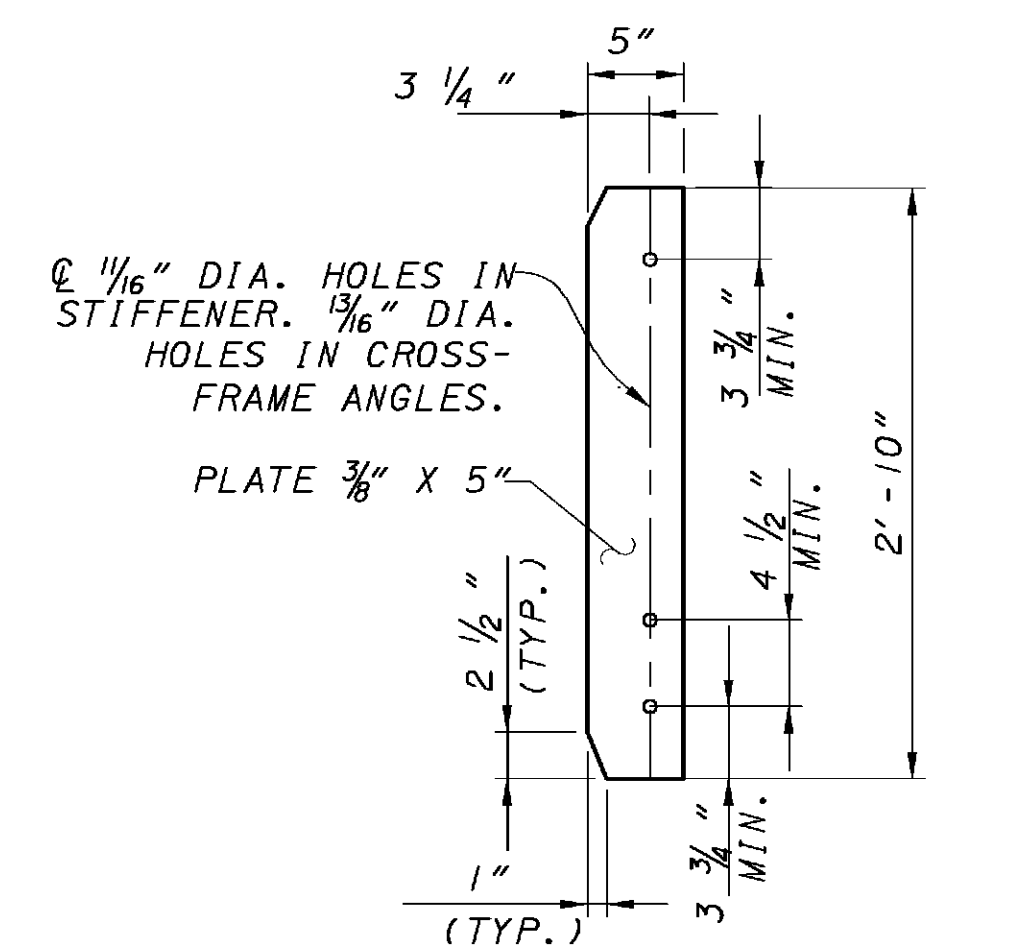
(TYPICAL WELD TERMINATION AT CROSSFRAME CONNECTION PLATES.)



PIER BEARING STIFFENERS



CROSSFRAME CONNECTION PLATES

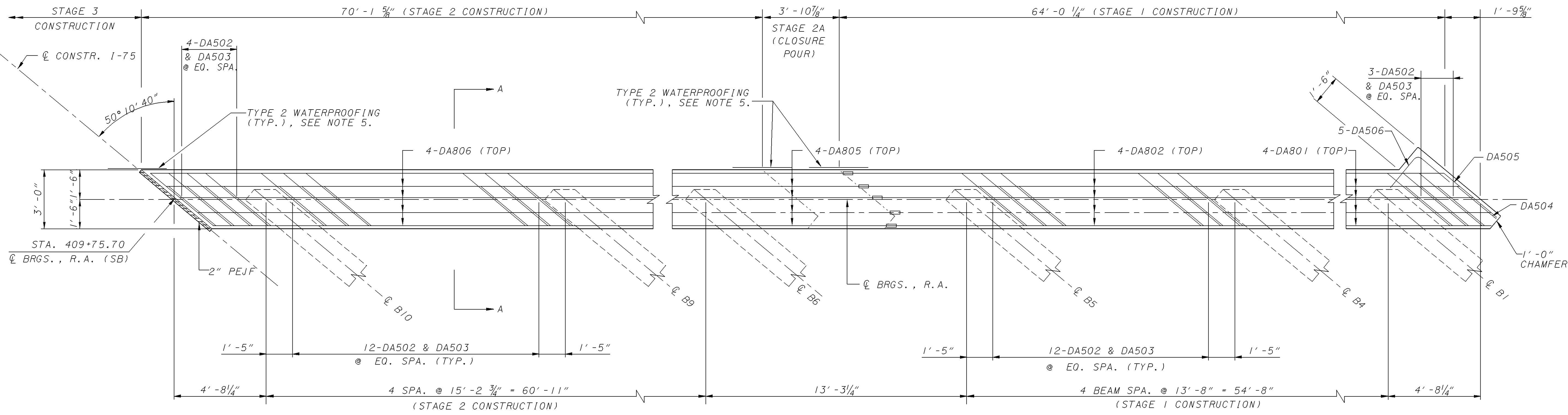
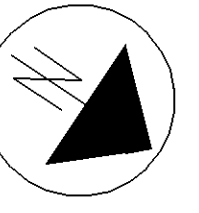


ROUND HOLE CONNECTION PLATE DETAIL

NOTES

1. FOR STRUCTURAL STEEL NOTES, SEE 32/50 .
2. ERECTION BOLTS IN WELDED CROSSFRAMES SHALL BE 5/8" DIAMETER A325 TYPE I HIGH STRENGTH BOLTS, GALVANIZED.
3. CLIP OUTSIDE CONNECTION PLATE CORNERS AT 45 DEGREES WHEN THE CONNECTION PLATE WIDTH IS GREATER THAN ONE-HALF THE FLANGE WIDTH.
4. AT LOCATIONS WHERE CROSSFRAMES ATTACH TO BEARING STIFFENERS, THE STIFFENERS SHALL BE WELDED TO BEAM FLANGES AS SHOWN IN THE CROSSFRAME CONNECTION PLATE DETAIL ON THIS SHEET.
5. SLOTTED HOLES ARE NOT PERMITTED IN CONNECTION PLATES. THE BOLTS SHALL BE FULLY TIGHTENED PRIOR TO DECK PLACEMENT.
6. FIELD WELD CROSSFRAME MEMBERS PRIOR TO DECK POUR.
7. ALL BEAMS SHALL BE PLUMB AFTER DECK POUR.
8. FOR ADDITIONAL INTERMEDIATE CROSS FRAME DETAILS SEE STD. DWG. GSD-1-96

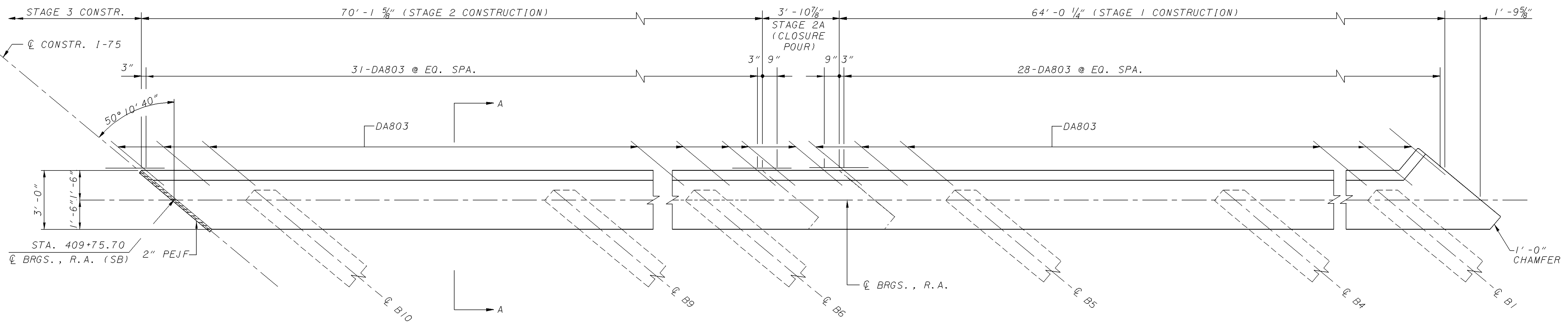
DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE - COLUMBUS, OH 43215 TEL. (614) 229-3500	DATE 06/06	REVIEWED TH	DRAWN CEC	DESIGNED J J
		STRUCTURE FILE NUMBER 5708575	REVISIONS	CHECKED P F J
INTERMEDIATE CROSSFRAME DETAILS BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET				
MOT-75-13.11 PID 75927				
36 / 50				
1737 1811				



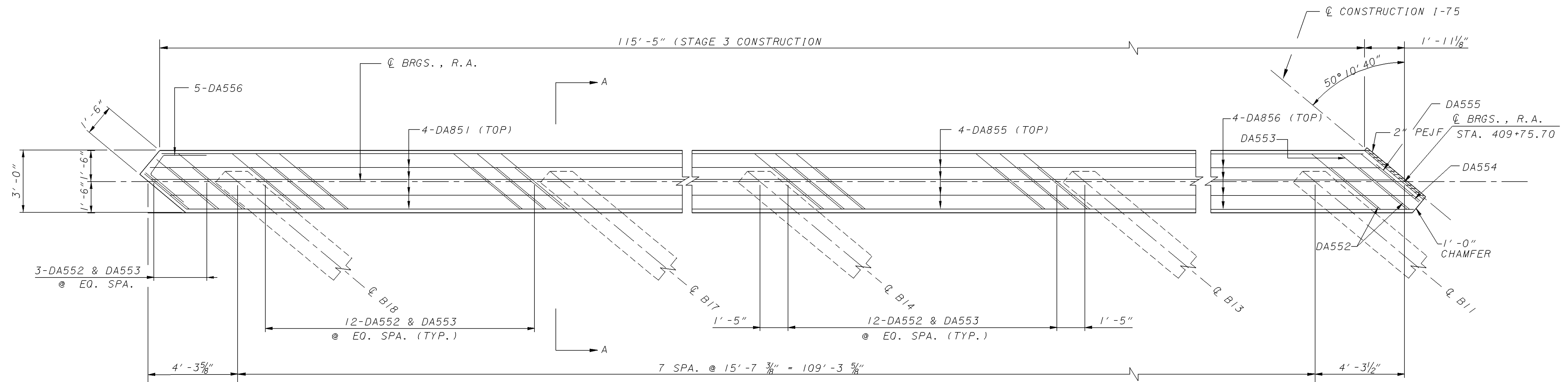
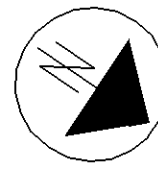
PARTIAL DIAPHRAGM REINFORCING PLAN

NOTES

1. THE END DIAPHRAGM AT REAR ABUTMENT - SOUTHBOUND IS SHOWN ABOVE. FORWARD ABUTMENT SIMILAR.
2. ALL TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE BEAMS.
3. FOR SECTION A-A, SEE 26/50.
4. FOR DIAPHRAGM ELEVATION VIEWS, SEE SHEETS 14/50, 15/50 (REAR ABUTMENT - SB), 17/50, 18/50 (REAR ABUTMENT - NB), 20/50, 21/50 (REAR ABUTMENT - SB), & 23/50, 24/50 (FORWARD ABUTMENT - NB).
5. SEAL VERTICAL CONSTRUCTION JOINT ON BACKSIDE OF DIAGRAM FULL HEIGHT TO THE APPROACH SLAB SEAT.



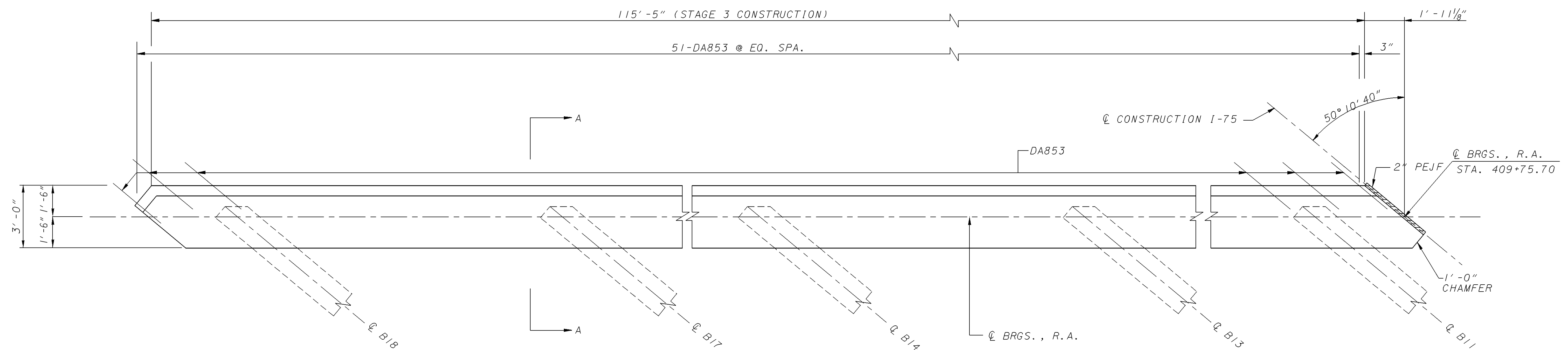
PARTIAL APPROACH SLAB DOWEL BARS PLAN



PARTIAL DIAPHRAGM REINFORCING PLAN

NOTES

1. THE END DIAPHRAGM AT REAR ABUTMENT - NORTHBOUND IS SHOWN ABOVE. FORWARD ABUTMENT SIMILAR.
2. ALL TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE BEAMS.
3. FOR SECTION A-A, SEE 26/50.
4. FOR DIAPHRAGM ELEVATION VIEWS, SEE SHEETS 14/50, 15/50 (REAR ABUTMENT - SB), 17/50, 18/50 (REAR ABUTMENT - NB), 20/50, 21/50 (REAR ABUTMENT - SB), & 23/50, 24/50 (FORWARD ABUTMENT - NB).

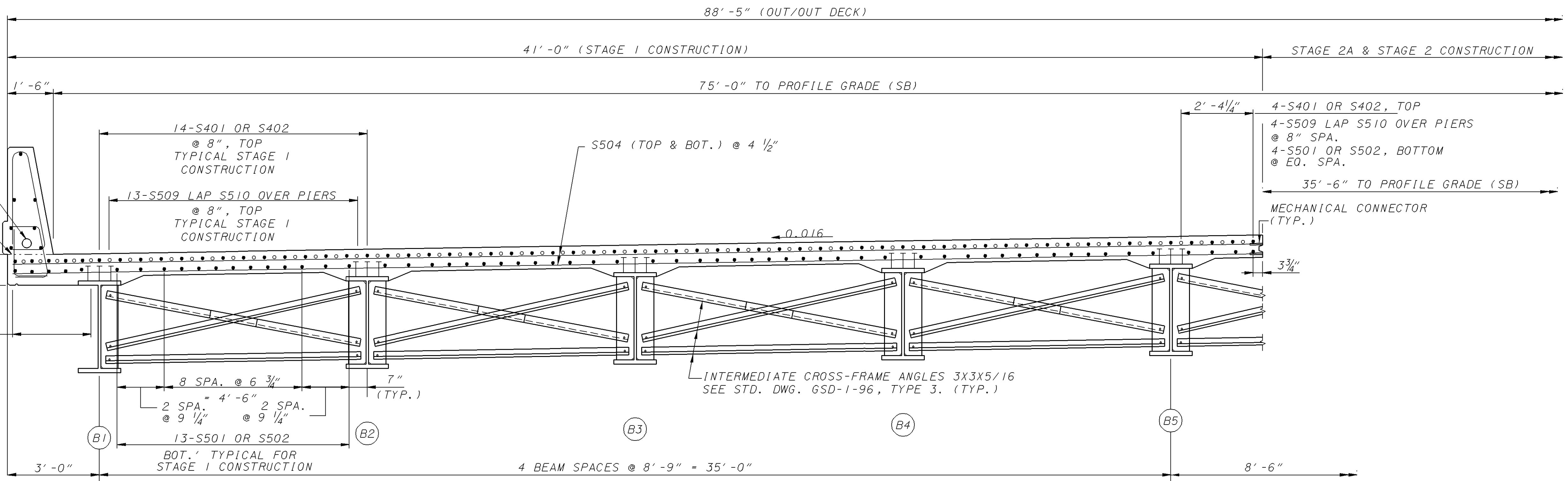


PARTIAL APPROACH SLAB DOWEL BARS PLAN

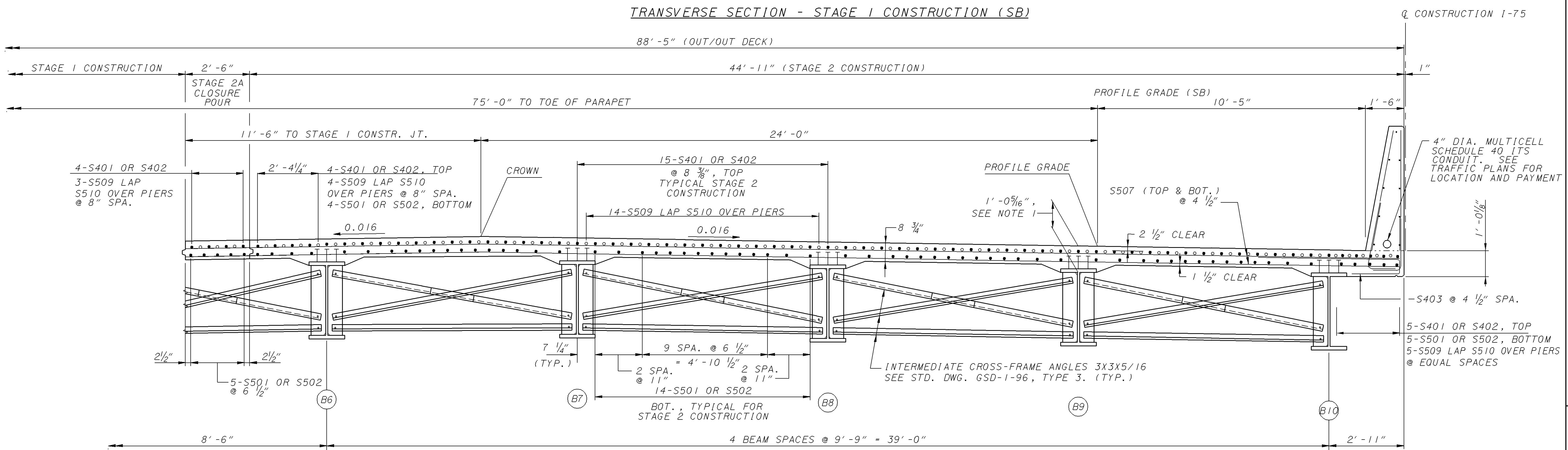
2" LIGHTING CONDUIT
SEE LIGHTING PLANS
FOR SIZE, LOCATION
AND PAYMENT

C.J. (TYP.)

5-S401 OR S402, TOP
5-S501 OR S502, BOTTOM
5-S509 LAP S510 OVER PIERS
@ EQUAL SPACES



TRANSVERSE SECTION - STAGE 1 CONSTRUCTION (SB)



TRANSVERSE SECTION - STAGE 2 CONSTRUCTION

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/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3 3/16 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER 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/GIRDER FLANGE IS ±3 INCHES.

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. MINIMUM LAP LENGTHS:
LAP NO. 4 BARS 2'-7".
LAP NO. 5 BARS 3'-2".
LAP NO. 6 BARS 3'-10".

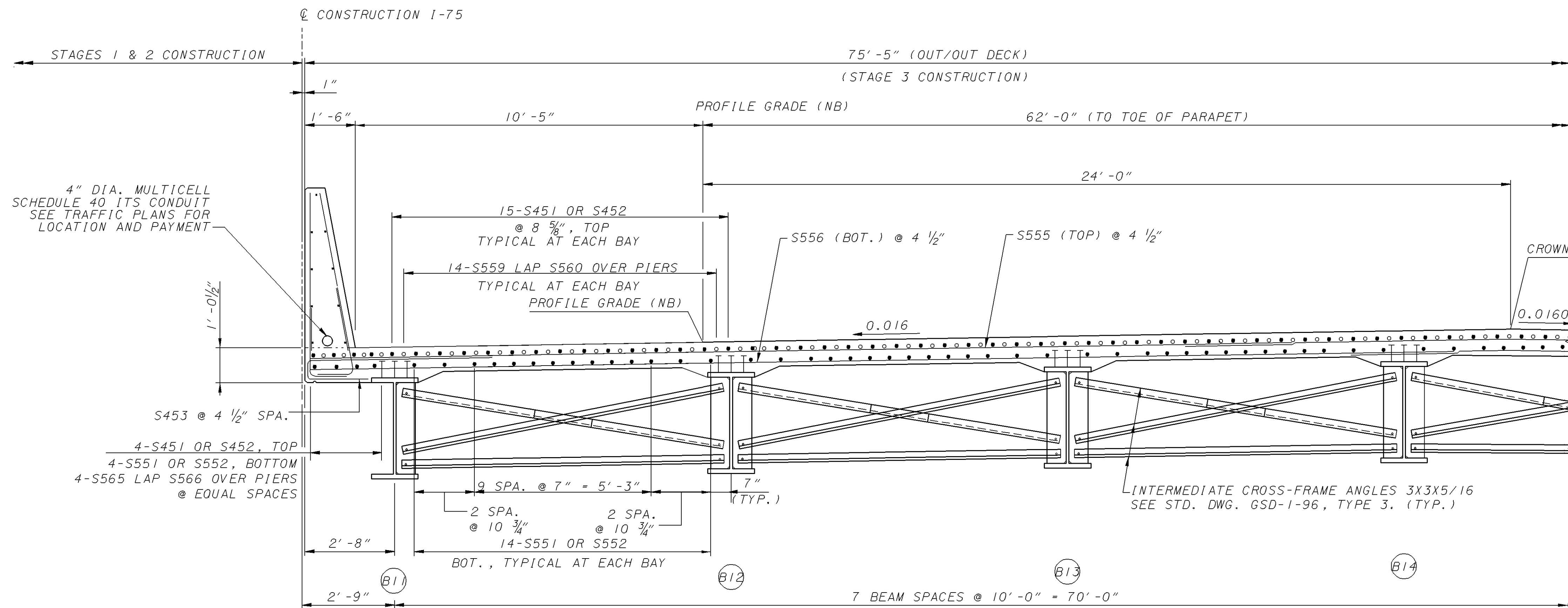
3. STAGE 2A CONSTRUCTION CROSS FRAMES:
CROSS FRAMES BETWEEN BEAMS B5 & B6 SHALL BE INSTALLED AFTER STAGE 2 DECK HAS BEEN POURED BUT BEFORE THE CLOSURE SECTION (STAGE 2A) IS POURED.

4. FOR STAGE 2A CONSTRUCTION JOINT DETAILS SEE 40/50.

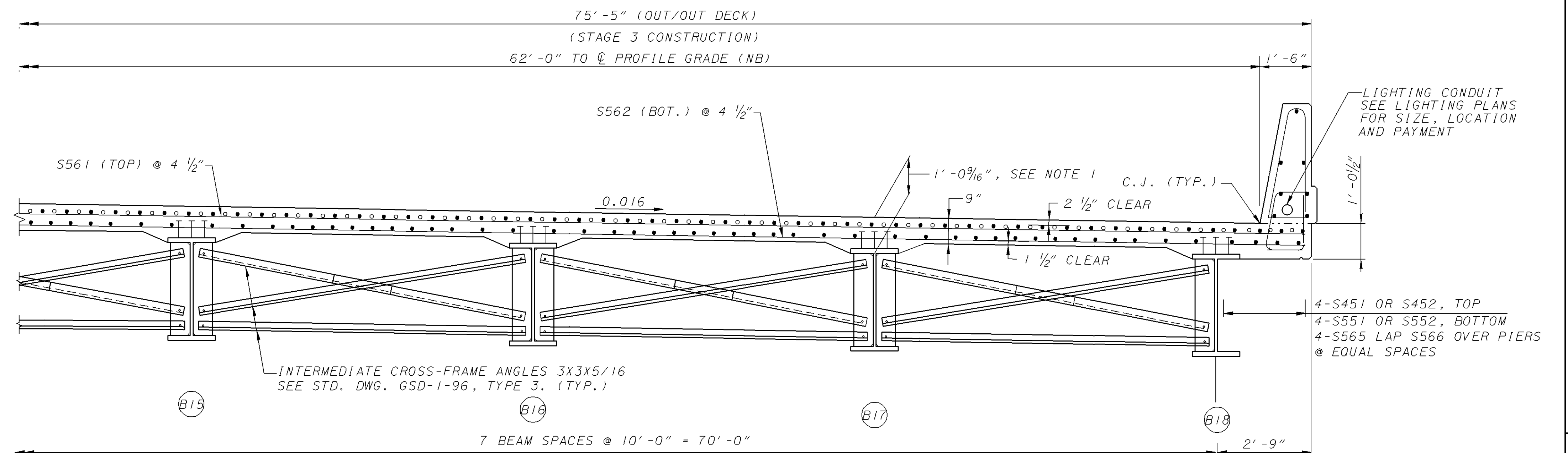
5. FOR BAR STAGGER DIAGRAM OVER PIERS SEE 40/50.

6. FOR PARAPET AND MEDIAN BARRIER REINFORCING, SEE 46/50.

7. FOR CROSSFRAME NOTES SEE 36/50.



TRANSVERSE SECTION - LEFT HALF (NB)



TRANSVERSE SECTION - RIGHT HALF (NB)

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/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3 3/16" AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER 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/GIRDER FLANGE IS ±3 INCHES.

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. MINIMUM LAP LENGTHS:
 LAP NO.4 BARS 2'-7".
 LAP NO.5 BARS 3'-2".
 LAP NO.6 BARS 3'-10".

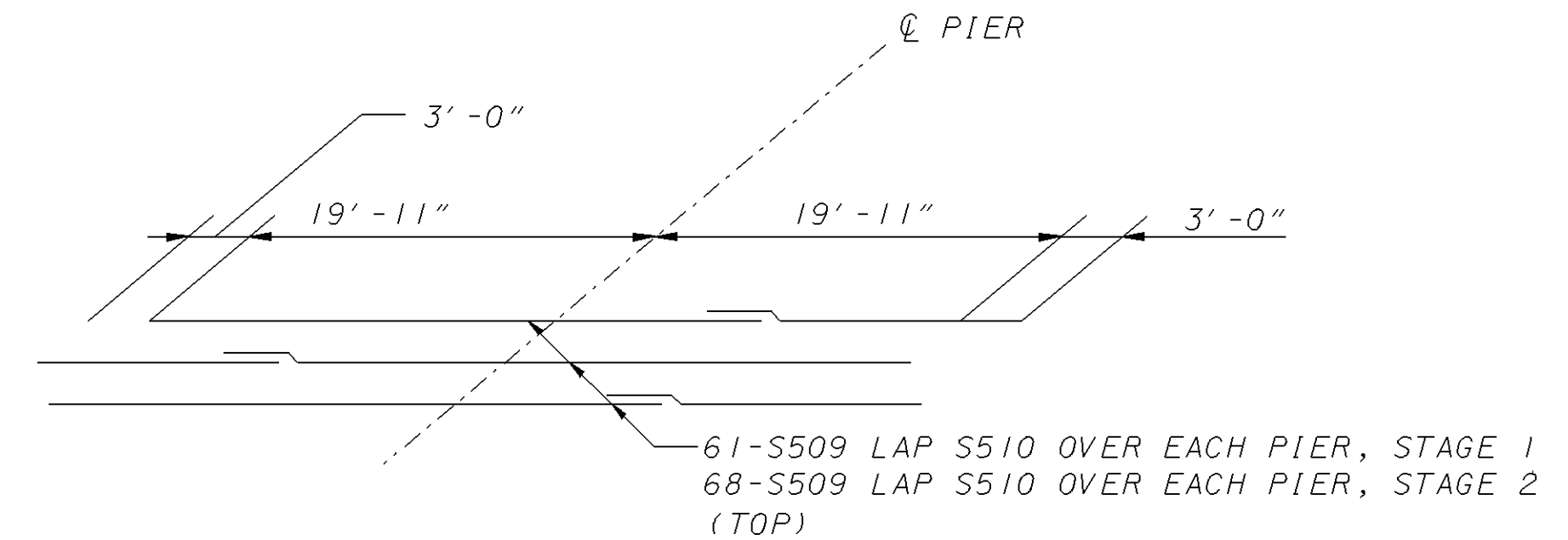
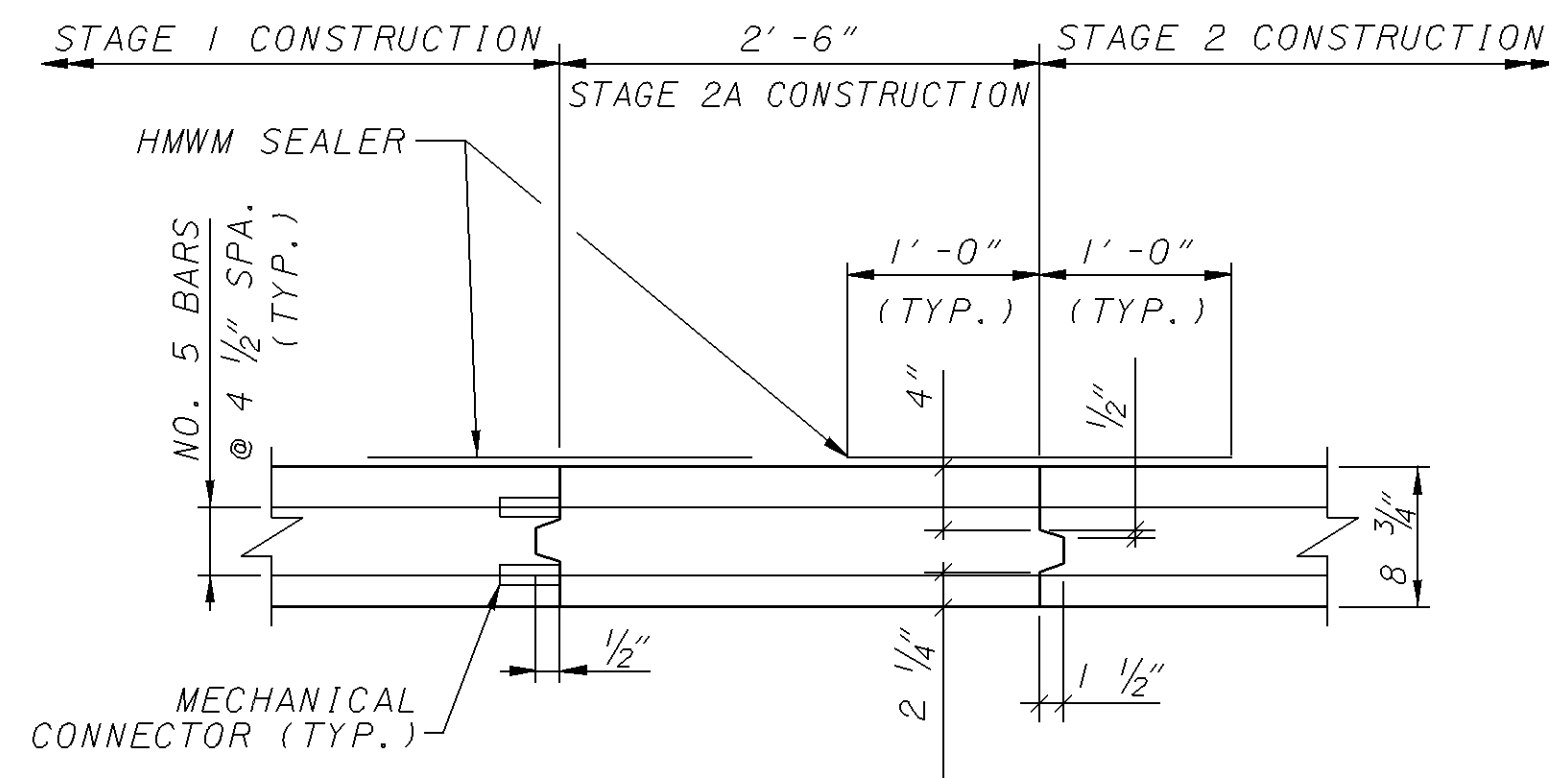
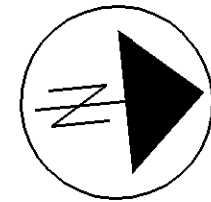
3. FOR BAR STAGGER DIAGRAM OVER PIERS SEE 41/50.

4. FOR PARAPET AND MEDIAN BARRIER REINFORCING, SEE 46/50.

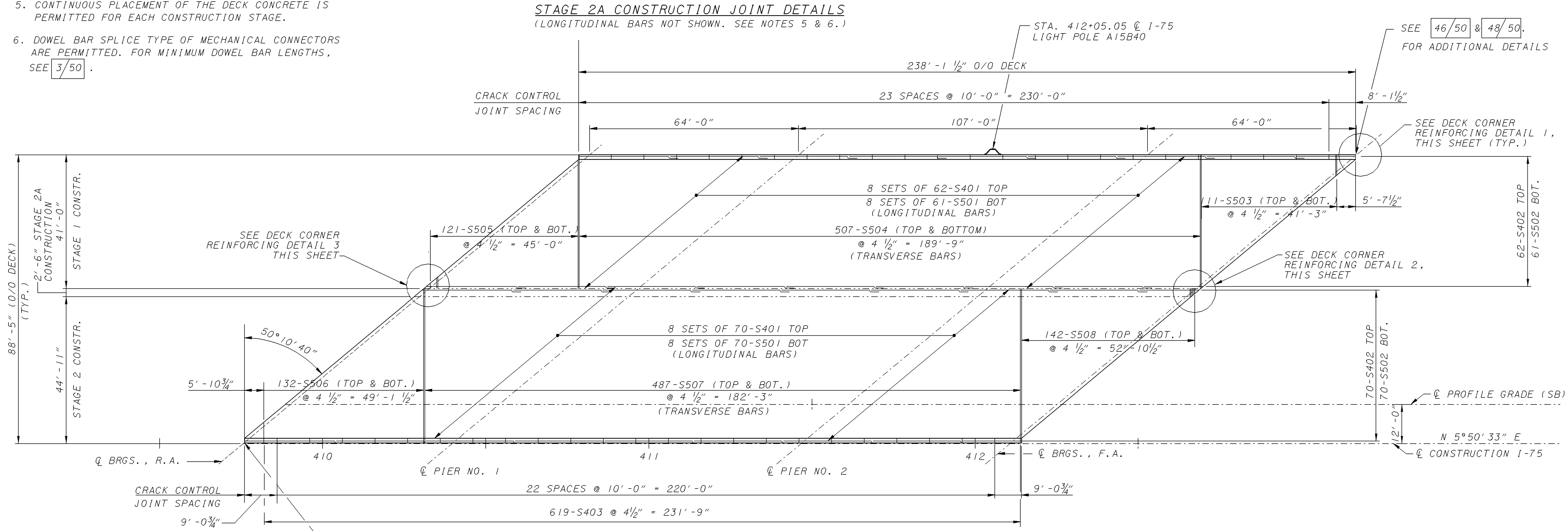
5. FOR CROSSFRAME NOTES, SEE 36/50.

NOTES

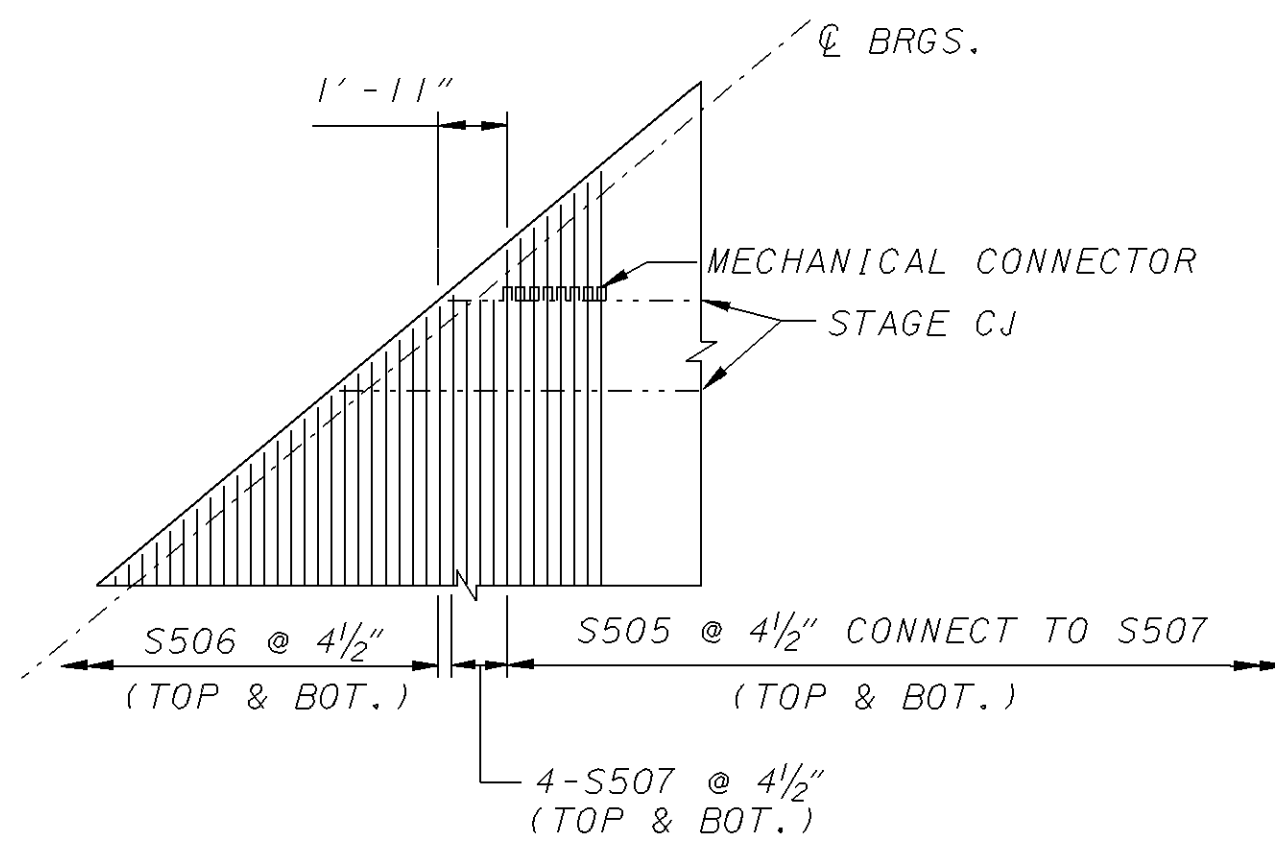
1. MINIMUM LAP LENGTHS:
LAP NO. 4 BARS 2'-7".
LAP NO. 5 BARS 3'-2".
LAP NO. 6 BARS 3'-10".
2. STAGE 2A CONSTRUCTION CROSS FRAMES:
CROSS FRAMES BETWEEN BEAMS B5 & B6
SHALL BE INSTALLED AFTER STAGE 2 DECK
HAS BEEN POURED BUT BEFORE THE CLOSURE
SECTION (STAGE 2A) IS POURED.
3. FOR PARAPET REINFORCING DETAILS, SEE 46/50.
4. FOR LIGHT PILASTER DETAILS, SEE 41/50.
5. CONTINUOUS PLACEMENT OF THE DECK CONCRETE IS
PERMITTED FOR EACH CONSTRUCTION STAGE.
6. DOWEL BAR SPLICE TYPE OF MECHANICAL CONNECTORS
ARE PERMITTED. FOR MINIMUM DOWEL BAR LENGTHS,
SEE 3/50.



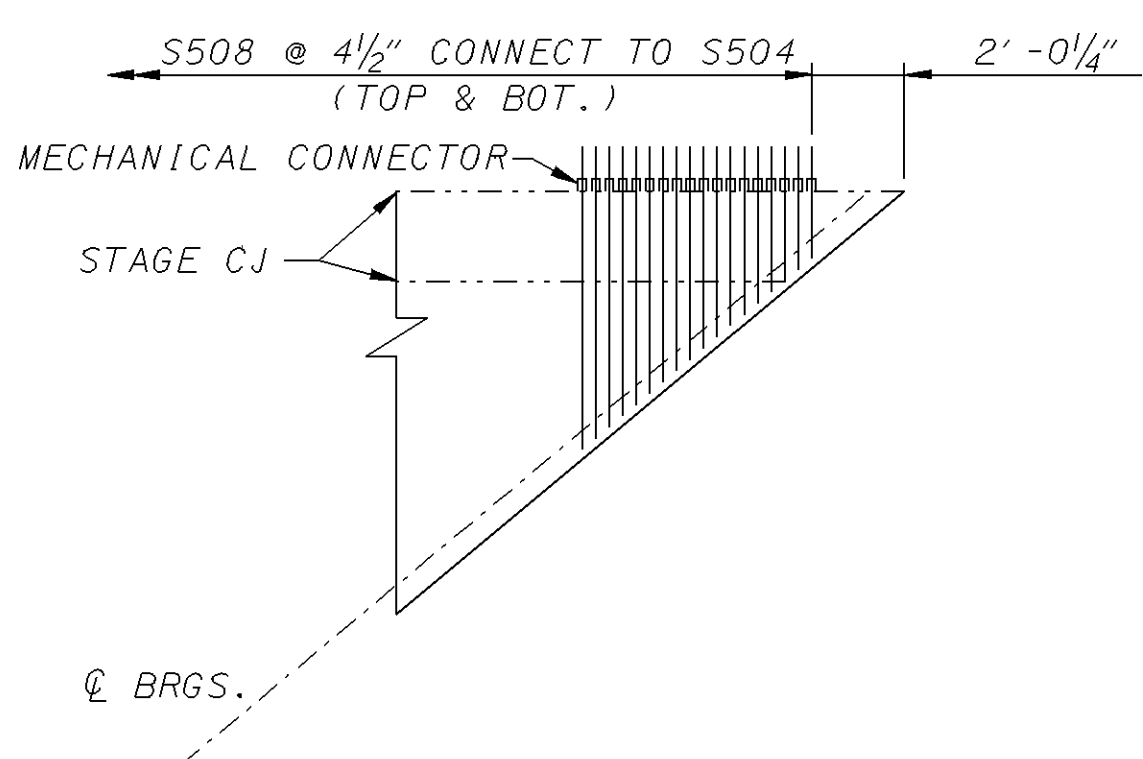
BAR STAGGER DIAGRAM OVER PIERS



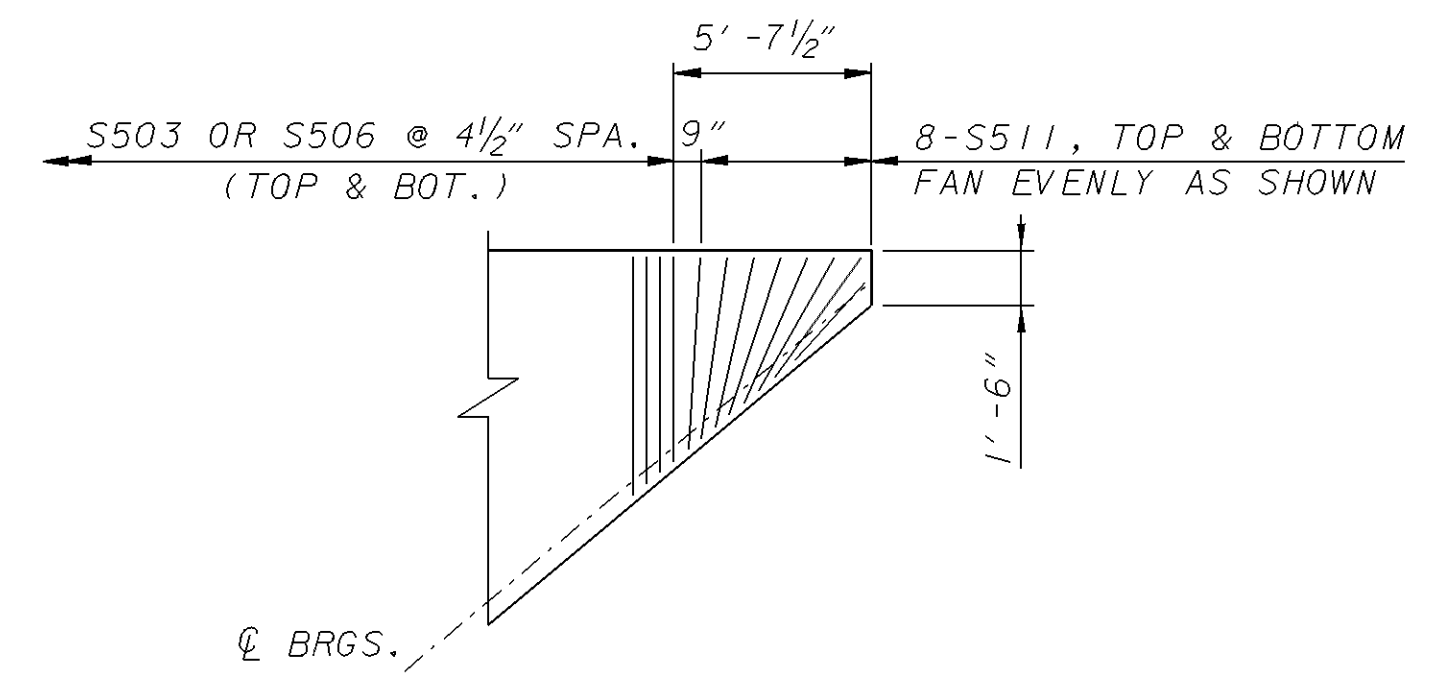
DECK REINFORCING PLAN



DECK CORNER REINFORCING DETAIL 3



DECK CORNER REINFORCING DETAIL 2

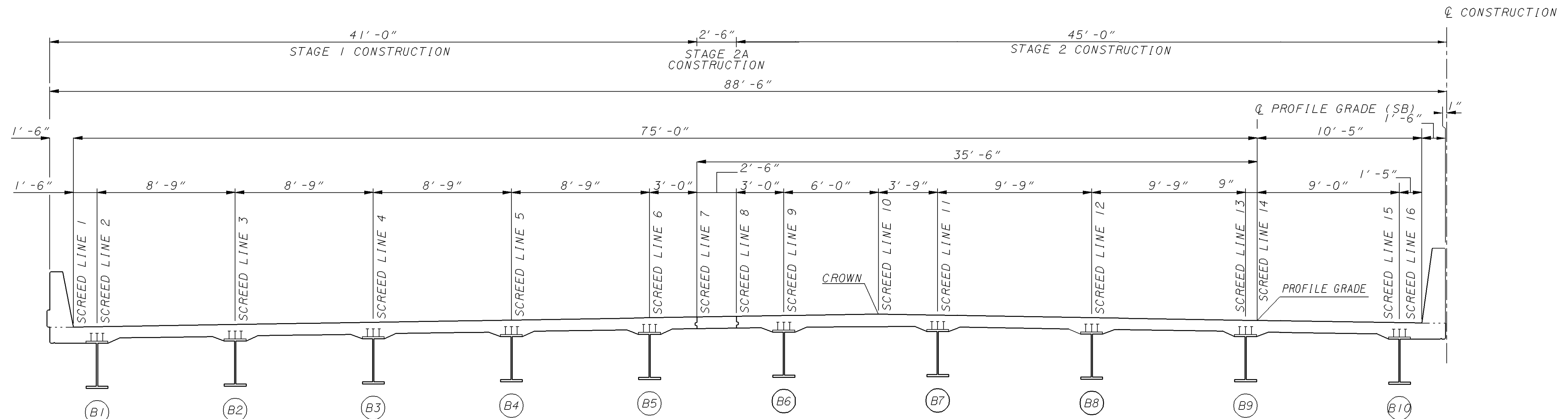


DECK CORNER REINFORCING DETAIL 1
(TYPICAL @ LEFT FORWARD AND @ REAR CORNERS)

DESIGN AGENCY COLUMBUS ENGINEERING CONSULTANTS, INC. 840 MICHIGAN AVENUE, COLUMBUS, OH 43215 TEL: 614/228-3500	DATE 06/06	REVIEWED TH	DESIGNED JJ	DRAWN CEC	STRUCTURE FILE NUMBER 5708575
DECK REINFORCING DETAILS - SOUTHBOUND BRIDGE NO. MOT-75-1433 I-75 MAINLINE OVER KEOWEE STREET					
MOT-75-13.11 PID 75927					
40/50					
1742 1811					

SCREED ELEVATIONS TABLE (SOUTHBOUND)

SPAN NO.	LOCATION	SCREED LINE 1		SCREED LINE 2		SCREED LINE 3		SCREED LINE 4		SCREED LINE 5		SCREED LINE 6		SCREED LINE 7		SCREED LINE 8	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
SPAN NO. 1	0.00 L	410+80.04	764.09	410+78.24	764.12	410+67.74	764.27	410+57.25	764.41	410+46.76	764.55	410+36.26	764.68	410+32.66	764.72	410+29.67	764.76
	0.25 L	410+96.04	764.07	410+94.24	764.10	410+83.74	764.26	410+73.25	764.41	410+62.76	764.56	410+52.26	764.70	410+48.66	764.75	410+45.67	764.78
	0.50 L	411+12.04	764.02	411+10.24	764.05	410+99.74	764.22	410+89.25	764.38	410+78.76	764.54	410+68.26	764.69	410+64.66	764.74	410+61.67	764.78
	0.75 L	411+28.04	763.94	411+26.24	763.97	411+15.74	764.16	411+05.25	764.33	410+94.76	764.50	410+84.26	764.66	410+80.66	764.71	410+77.67	764.76
SPAN NO. 2	0.00 L	411+44.04	763.87	411+42.24	763.91	411+31.74	764.10	411+21.25	764.28	411+10.76	764.46	411+00.26	764.63	410+96.66	764.69	410+93.67	764.74
	0.125 L	411+57.41	763.84	411+55.61	763.87	411+45.12	764.08	411+34.63	764.27	411+24.13	764.46	411+13.64	764.64	411+10.04	764.70	411+07.04	764.75
	0.15 L (F.S. 1)	411+60.04	763.83	411+58.24	763.87	411+47.74	764.07	411+37.25	764.27	411+26.76	764.46	411+16.26	764.64	411+02.66	764.70	411+09.67	764.75
	0.25 L	411+70.79	763.81	411+68.99	763.84	411+58.49	764.05	411+48.00	764.25	411+37.51	764.45	411+27.01	764.64	411+23.41	764.70	411+20.42	764.75
	0.375 L	411+84.16	763.75	411+82.36	763.79	411+71.87	764.01	411+61.38	764.22	411+50.88	764.42	411+40.39	764.62	411+36.79	764.69	411+33.79	764.74
	0.50 L	411+97.54	763.65	411+95.74	763.69	411+85.24	763.92	411+74.75	764.14	411+64.26	764.35	411+53.76	764.56	411+50.16	764.63	411+47.17	764.69
	0.625 L	412+10.91	763.52	412+09.11	763.56	411+98.62	763.79	411+88.13	764.02	411+77.63	764.24	411+67.14	764.46	411+63.54	764.53	411+60.54	764.59
	0.75 L	412+24.29	763.34	412+22.49	763.38	412+11.99	763.63	412+01.50	763.86	411+91.01	764.09	411+80.51	764.32	411+76.91	764.39	411+73.92	764.46
	0.85 L (F.S. 2)	412+35.04	763.18	412+33.24	763.23	412+22.74	763.48	412+12.25	763.72	412+01.76	763.96	411+91.26	764.19	411+87.66	764.27	411+84.67	764.33
	0.875 L	412+37.66	763.14	412+35.86	763.18	412+25.37	763.44	412+14.88	763.68	412+04.38	763.92	411+93.89	764.15	411+90.29	764.23	411+87.29	764.30
SPAN NO. 3	0.00 L	412+51.04	762.94	412+49.24	762.99	412+38.74	763.25	412+28.25	763.50	412+17.76	763.75	412+07.26	763.99	412+03.66	764.07	412+00.67	764.14
	0.25 L	412+67.04	762.73	412+65.24	762.78	412+54.74	763.05	412+44.25	763.32	412+33.76	763.57	412+23.26	763.83	412+19.66	763.91	412+16.67	763.98
	0.50 L	412+83.04	762.53	412+81.24	762.58	412+70.74	762.86	412+60.25	763.13	412+49.76	763.40	412+39.26	763.66	412+35.66	763.75	412+32.67	763.83
	0.75 L	412+99.04	762.30	412+97.24	762.35	412+86.74	762.64	412+76.25	762.93	412+65.76	763.21	412+55.26	763.48	412+51.66	763.57	412+48.67	763.65
	1.00 L	413+15.04	762.05	413+13.24	762.10	413+02.74	762.40	412+92.25	762.70	412+81.76	762.99	412+71.26	763.27	412+67.66	763.37	412+64.67	763.44



NOTES

1. SCREED ELEVATIONS: SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR THE ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

L = SPAN LENGTH
F.S. = FIELD SPLICE

SCREED LINE LOCATIONS (SOUTHBOUND)

DESIGN AGENCY
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/428-3500

DATE
06/06
REVIEWED
TH
STRUCTURE FILE NUMBER
5708575

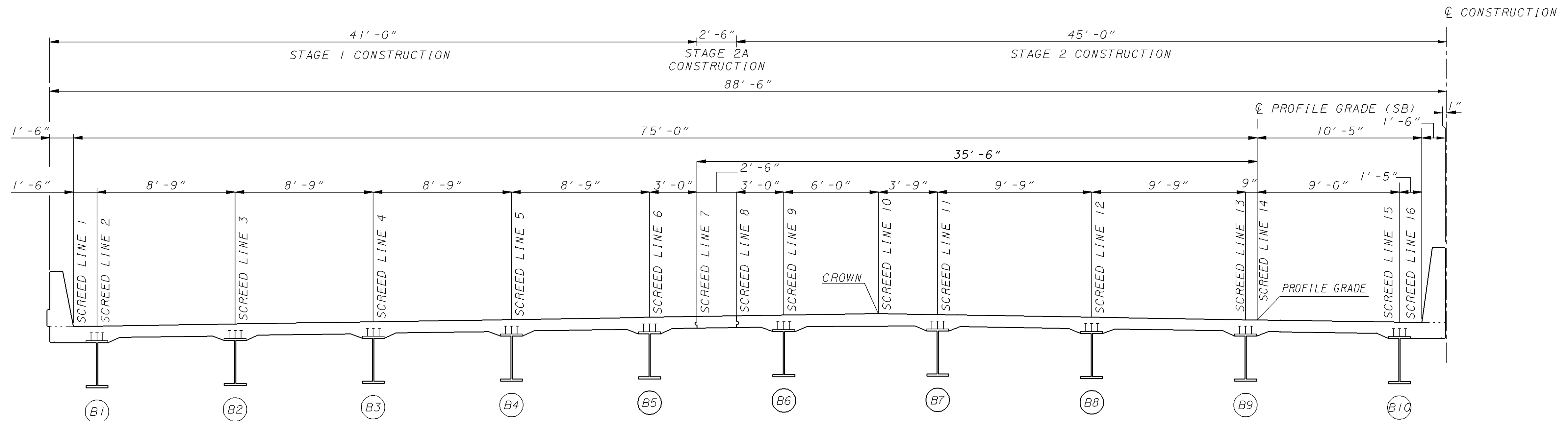
DRAWN
CEC
REVISED
DESIGNED
JJ
CHECKED
PFJ

SCREED ELEVATIONS - SOUTHBOUND 1
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927

SCREED ELEVATIONS TABLE (SOUTHBOUND)

SPAN NO.	LOCATION	SCREED LINE 9		SCREED LINE 10 (CROWN)		SCREED LINE 11		SCREED LINE 12		SCREED LINE 13		SCREED LINE 14 (PROFILE GRADE)		SCREED LINE 15		SCREED LINE 16	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
SPAN NO. 1	0.00 L	410+26.07	764.80	410+18.87	764.88	410+14.38	764.81	410+02.68	764.62	409+90.99	764.42	409+90.09	764.41	409+79.30	764.21	409+77.60	764.18
	0.25 L	410+42.07	764.83	410+34.87	764.92	410+30.38	764.85	410+18.68	764.67	410+06.99	764.49	410+06.09	764.47	409+95.30	764.29	409+93.60	764.26
	0.50 L	410+58.07	764.83	410+50.87	764.93	410+46.38	764.86	410+34.68	764.70	410+22.99	764.52	410+22.09	764.51	410+11.30	764.34	410+09.60	764.31
	0.75 L	410+74.07	764.81	410+66.87	764.91	410+62.38	764.85	410+50.68	764.70	410+38.99	764.53	410+38.09	764.52	410+27.30	764.36	410+25.60	764.34
SPAN NO. 2	0.00 L	410+90.07	764.79	410+82.87	764.90	410+78.38	764.85	410+66.68	764.71	410+54.99	764.55	410+54.09	764.54	410+43.30	764.39	410+41.60	764.37
	0.125 L	411+03.44	764.81	410+96.25	764.93	410+91.75	764.88	410+80.06	764.74	410+68.36	764.60	410+67.47	764.59	410+56.67	764.45	410+54.97	764.42
	0.15 L (F.S. 1)	411+06.07	764.81	410+96.87	764.93	410+94.38	764.88	410+82.68	764.75	410+70.99	764.61	410+70.09	764.60	410+59.30	764.46	410+57.60	764.44
	0.25 L	411+16.82	764.82	411+09.62	764.95	411+05.13	764.90	410+93.43	764.78	410+81.74	764.64	410+80.84	764.63	410+70.05	764.50	410+68.35	764.48
	0.375 L	411+30.19	764.80	411+23.00	764.95	411+18.50	764.91	411+06.81	764.79	410+95.11	764.67	410+94.22	764.66	410+83.42	764.53	410+81.72	764.51
	0.50 L	411+43.57	764.75	411+36.37	764.91	411+31.88	764.87	411+20.18	764.76	411+08.49	764.65	411+07.59	764.64	410+96.80	764.52	410+95.10	764.51
	0.625 L	411+56.94	764.66	411+49.75	764.82	411+45.25	764.78	411+33.56	764.69	411+21.86	764.58	411+20.97	764.57	411+10.17	764.47	411+08.47	764.45
	0.75 L	411+70.32	764.53	411+63.12	764.69	411+58.63	764.65	411+46.93	764.57	411+35.24	764.47	411+34.34	764.47	411+23.55	764.37	411+21.85	764.35
	0.85 L (F.S. 2)	411+81.07	764.41	411+73.87	764.56	411+69.38	764.53	411+57.68	764.46	411+45.99	764.37	411+45.09	764.36	411+34.30	764.27	411+32.60	764.26
	0.875 L	411+83.69	764.37	411+76.50	764.53	411+72.00	764.50	411+60.31	764.43	411+48.61	764.34	411+47.72	764.33	411+36.92	764.25	411+35.22	764.23
	SPAN NO. 3	0.00 L	411+97.07	764.22	411+89.87	764.38	411+85.38	764.35	411+73.68	764.29	411+61.99	764.21	411+61.09	764.20	411+50.30	764.13	411+48.60
0.25 L		412+13.07	764.06	412+05.87	764.23	412+01.38	764.21	411+89.68	764.15	411+77.99	764.09	411+77.09	764.08	411+66.30	764.02	411+64.60	764.00
0.50 L		412+29.07	763.91	412+21.87	764.08	412+17.38	764.07	412+05.68	764.02	411+93.99	763.97	411+93.09	763.97	411+82.30	763.91	411+80.60	763.90
0.75 L		412+45.07	763.74	412+37.87	763.92	412+33.38	763.91	412+21.68	763.88	412+09.99	763.83	412+09.09	763.83	411+98.30	763.78	411+96.60	763.78
1.00 L		412+61.07	763.54	412+53.87	763.72	412+49.38	763.72	412+37.68	763.70	412+25.99	763.67	412+25.09	763.66	412+14.30	763.63	412+12.60	763.62



SCREED LINE LOCATIONS (SOUTHBOUND)

NOTES

1. SCREED ELEVATIONS:
SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR THE ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

L = SPAN LENGTH
F.S. = FIELD SPLICE

DESIGN AGENCY
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/228-3500

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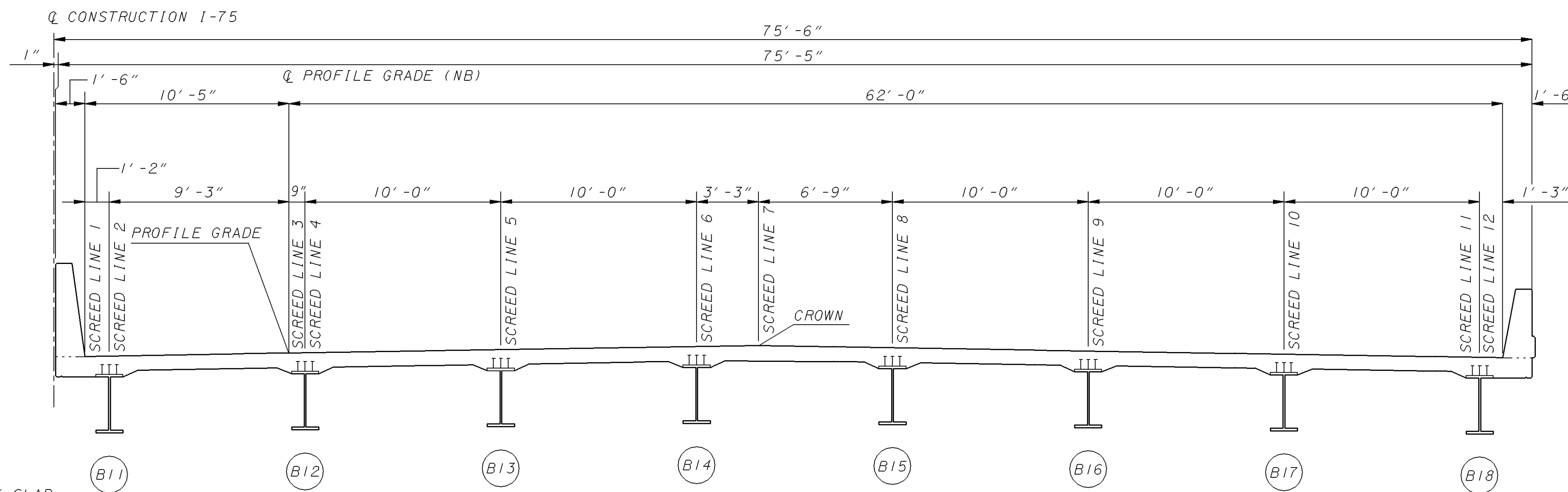
DRAWN
CEC
CHECKED
JJ
REVISED
PFJ

SCREED ELEVATIONS - SOUTHBOUND 11
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927

SCREED ELEVATIONS TABLE (NORTHBOUND)

SPAN NO.	LOCATION	SCREED LINE 1		SCREED LINE 2		SCREED LINE 3 (PROFILE GRADE)		SCREED LINE 4		SCREED LINE 5		SCREED LINE 6	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
SPAN NO. 1	0.00 L	409+73.80	764.16	409+72.40	764.18	409+61.31	764.26	409+60.41	764.27	409+48.42	764.35	409+36.42	764.43
	0.25 L	409+89.80	764.25	409+88.40	764.26	409+77.31	764.36	409+76.41	764.36	409+64.42	764.46	409+52.42	764.55
	0.50 L	410+05.80	764.30	410+04.40	764.31	409+93.31	764.42	409+92.41	764.43	409+80.42	764.54	409+68.42	764.64
	0.75 L	410+21.80	764.33	410+20.40	764.34	410+09.31	764.46	410+08.41	764.47	409+96.42	764.59	409+84.42	764.70
SPAN NO. 2	0.00 L	410+37.80	764.36	410+36.40	764.38	410+25.31	764.51	410+24.41	764.52	410+12.42	764.65	410+00.42	764.78
	0.125 L	410+51.18	764.42	410+49.78	764.44	410+38.68	764.58	410+37.79	764.59	410+25.79	764.73	410+13.80	764.87
	0.15 L (F.S. 1)	410+53.80	764.44	410+52.30	764.46	410+41.31	764.60	410+40.31	764.61	410+28.32	764.75	410+16.32	764.89
	0.25 L	410+64.55	764.49	410+63.15	764.51	410+52.06	764.65	410+51.16	764.67	410+39.17	764.82	410+27.17	764.96
	0.375 L	410+77.93	764.52	410+76.53	764.54	410+65.43	764.70	410+64.54	764.71	410+52.54	764.88	410+40.55	765.03
	0.50 L	410+91.30	764.52	410+89.90	764.54	410+78.81	764.71	410+77.91	764.72	410+65.92	764.89	410+53.92	765.05
	0.625 L	411+04.68	764.47	411+03.28	764.49	410+92.18	764.67	410+91.29	764.68	410+79.29	764.86	410+67.30	765.03
	0.75 L	411+18.05	764.37	411+16.65	764.40	411+05.56	764.58	411+04.66	764.60	410+92.67	764.79	410+80.67	764.97
	0.85 L (F.S. 2)	411+28.80	764.28	411+27.30	764.30	411+16.31	764.50	411+15.31	764.51	411+03.32	764.71	410+91.32	764.90
	0.875 L	411+31.43	764.25	411+30.03	764.28	411+18.93	764.47	411+18.04	764.49	411+06.04	764.69	410+94.05	764.88
SPAN NO. 3	0.00 L	411+44.80	764.13	411+43.40	764.16	411+32.31	764.36	411+31.41	764.38	411+19.42	764.59	411+07.42	764.79
	0.25 L	411+60.80	764.03	411+59.40	764.06	411+48.31	764.27	411+47.41	764.29	411+35.42	764.51	411+23.42	764.72
	0.50 L	411+76.80	763.93	411+75.40	763.96	411+64.31	764.18	411+63.41	764.20	411+51.42	764.44	411+39.42	764.66
	0.75 L	411+92.80	763.81	411+91.40	763.84	411+80.31	764.08	411+79.41	764.10	411+67.42	764.34	411+55.42	764.58
	1.00 L	412+08.80	763.66	412+07.40	763.69	411+96.31	763.94	411+95.41	763.96	411+83.42	764.22	411+71.42	764.47



NOTES

1. SCREED ELEVATIONS:
SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB
SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE
HAS BEEN MADE FOR THE ANTICIPATED CALCULATED
DEAD LOAD DEFLECTIONS.

L = SPAN LENGTH
F.S. = FIELD SPLICE

SCREED LINE LOCATIONS (NORTHBOUND)

DESIGN AGENCY
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/428-3500

DATE
06/06
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5708575

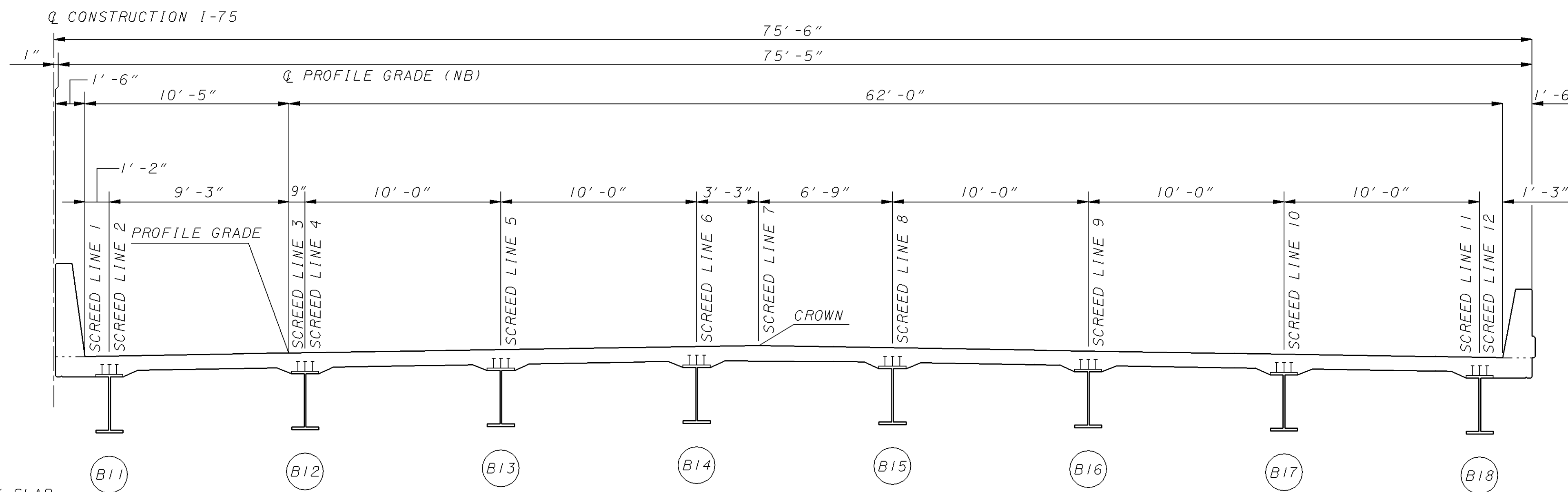
DESIGNED
JJ
CHECKED
PFJ
DRAWN
CEC
REVISED

SCREED ELEVATIONS - NORTHBOUND 1
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927

SCREED ELEVATIONS TABLE-NORTHBOUND

SPAN NO.	LOCATION	SCREED LINE 7 (CROWN)		SCREED LINE 8		SCREED LINE 9		SCREED LINE 10		SCREED LINE 11		SCREED LINE 12		
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	
SPAN NO. 1	0.00 L	409+32.53	764.45	409+24.43	764.28	409+12.44	764.02	409+00.45	763.75	408+88.45	763.47	408+87.05	763.43	
	0.25 L	409+48.53	764.57	409+40.43	764.41	409+28.44	764.16	409+16.45	763.90	409+04.45	763.63	409+03.05	763.60	
	0.50 L	409+64.53	764.67	409+56.43	764.51	409+44.44	764.27	409+32.45	764.02	409+20.45	763.77	409+19.05	763.74	
	0.75 L	409+80.53	764.74	409+72.43	764.59	409+60.44	764.36	409+48.45	764.13	409+36.45	763.88	409+35.05	763.85	
SPAN NO. 2	0.00 L	409+96.53	764.81	409+88.43	764.67	409+76.44	764.46	409+64.45	764.24	409+52.45	764.00	409+51.05	763.98	
	0.125 L	410+09.90	764.91	410+01.81	764.78	409+89.81	764.57	409+77.82	764.36	409+65.83	764.13	409+64.43	764.11	
	0.15 L (F.S. 1)	410+12.53	764.93	410+04.33	764.80	409+92.34	764.59	409+80.35	764.38	409+68.35	764.16	409+66.95	764.13	
	0.25 L	410+23.28	765.01	410+15.18	764.88	410+03.19	764.68	409+91.20	764.48	409+79.20	764.27	409+77.80	764.24	
	0.375 L	410+36.65	765.08	410+28.56	764.96	410+16.56	764.77	410+04.57	764.58	409+92.58	764.37	409+91.18	764.35	
	0.50 L	410+50.03	765.11	410+41.93	764.99	410+29.94	764.82	410+17.95	764.63	410+05.95	764.44	410+04.55	764.42	
	0.625 L	410+63.40	765.09	410+55.31	764.98	410+43.31	764.82	410+31.32	764.64	410+19.33	764.46	410+17.93	764.44	
	0.75 L	410+76.78	765.03	410+68.68	764.93	410+56.69	764.77	410+44.70	764.61	410+32.70	764.43	410+31.30	764.41	
	0.85 L (F.S. 2)	410+87.53	764.96	410+79.33	764.86	410+67.34	764.72	410+55.35	764.56	410+43.35	764.39	410+41.95	764.38	
	0.875 L	410+90.15	764.94	410+82.06	764.85	410+70.06	764.70	410+58.07	764.55	410+46.08	764.38	410+44.68	764.36	
	SPAN NO. 3	0.00 L	411+03.53	764.86	410+95.43	764.77	410+83.44	764.63	410+71.45	764.49	410+59.45	764.34	410+58.05	764.32
		0.25 L	411+19.53	764.79	411+11.43	764.71	410+99.44	764.59	410+87.45	764.46	410+75.45	764.32	410+74.05	764.30
0.50 L		411+35.53	764.73	411+27.43	764.66	411+15.44	764.55	411+03.45	764.43	410+91.45	764.30	410+90.05	764.29	
0.75 L		411+51.53	764.65	411+43.43	764.59	411+31.44	764.49	411+19.45	764.38	411+07.45	764.27	411+06.05	764.25	
1.00 L		411+67.53	764.54	411+59.43	764.49	411+47.44	764.40	411+35.45	764.30	411+23.45	764.20	411+22.05	764.19	



NOTES

1. SCREED ELEVATIONS:
SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR THE ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

L = SPAN LENGTH
F.S. = FIELD SPLICE

SCREED LINE LOCATIONS (NORTHBOUND)

DESIGN AGENCY
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/428-3500

REVIEWED
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DATE
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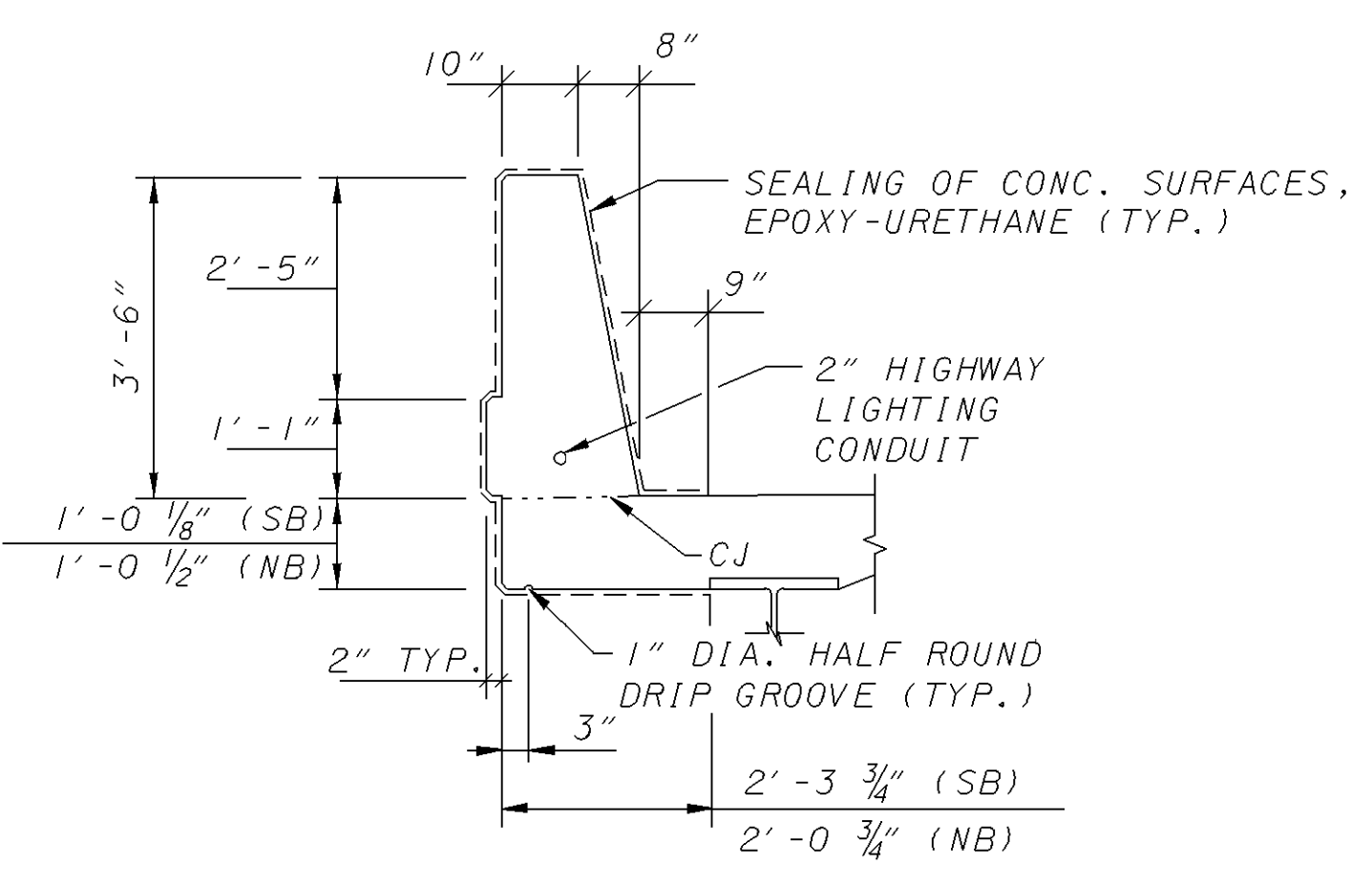
DESIGNED
JJ
CHECKED
PFJ

SCREED ELEVATIONS - NORTHBOUND 11
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

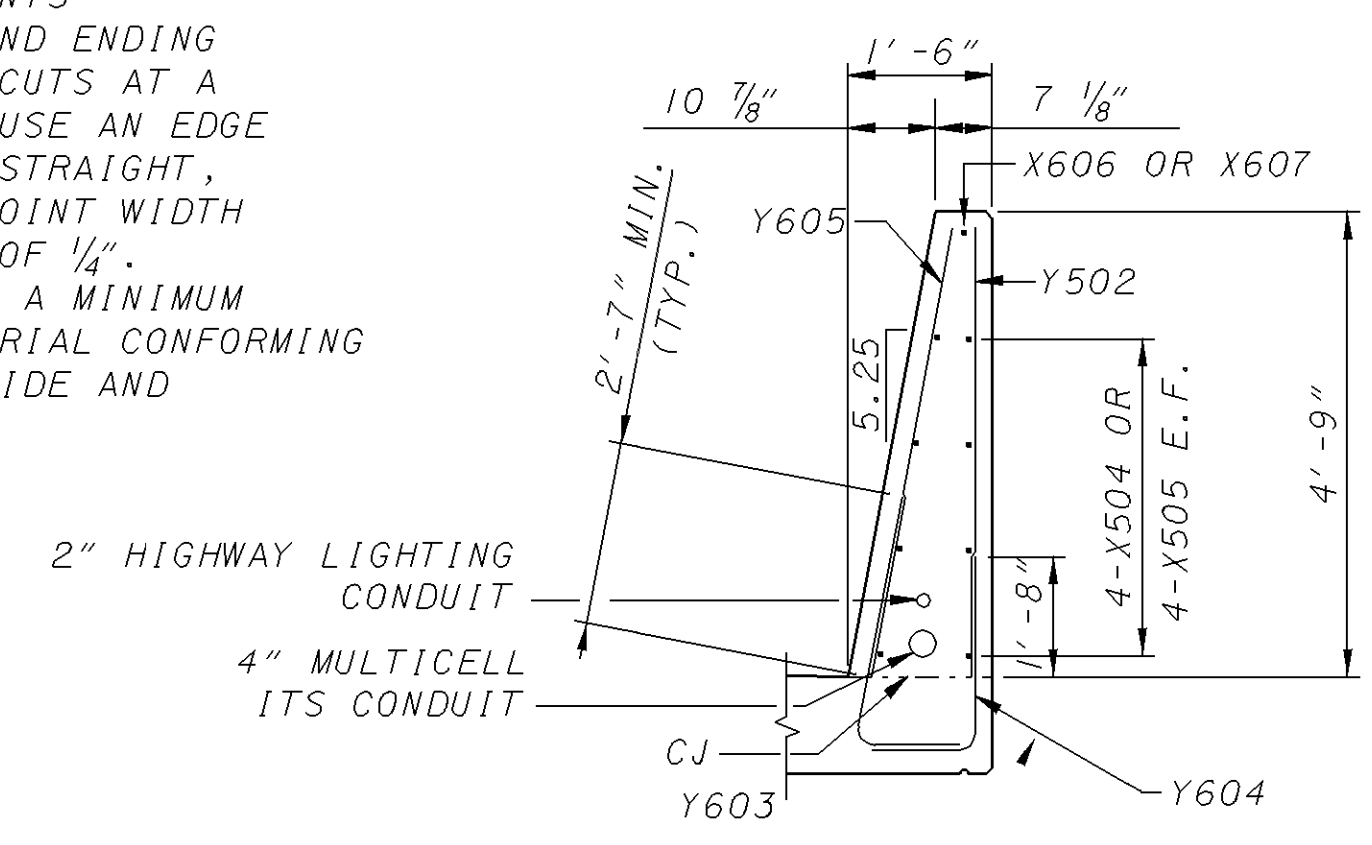
MOT-75-13.11
PID 75927

NOTES

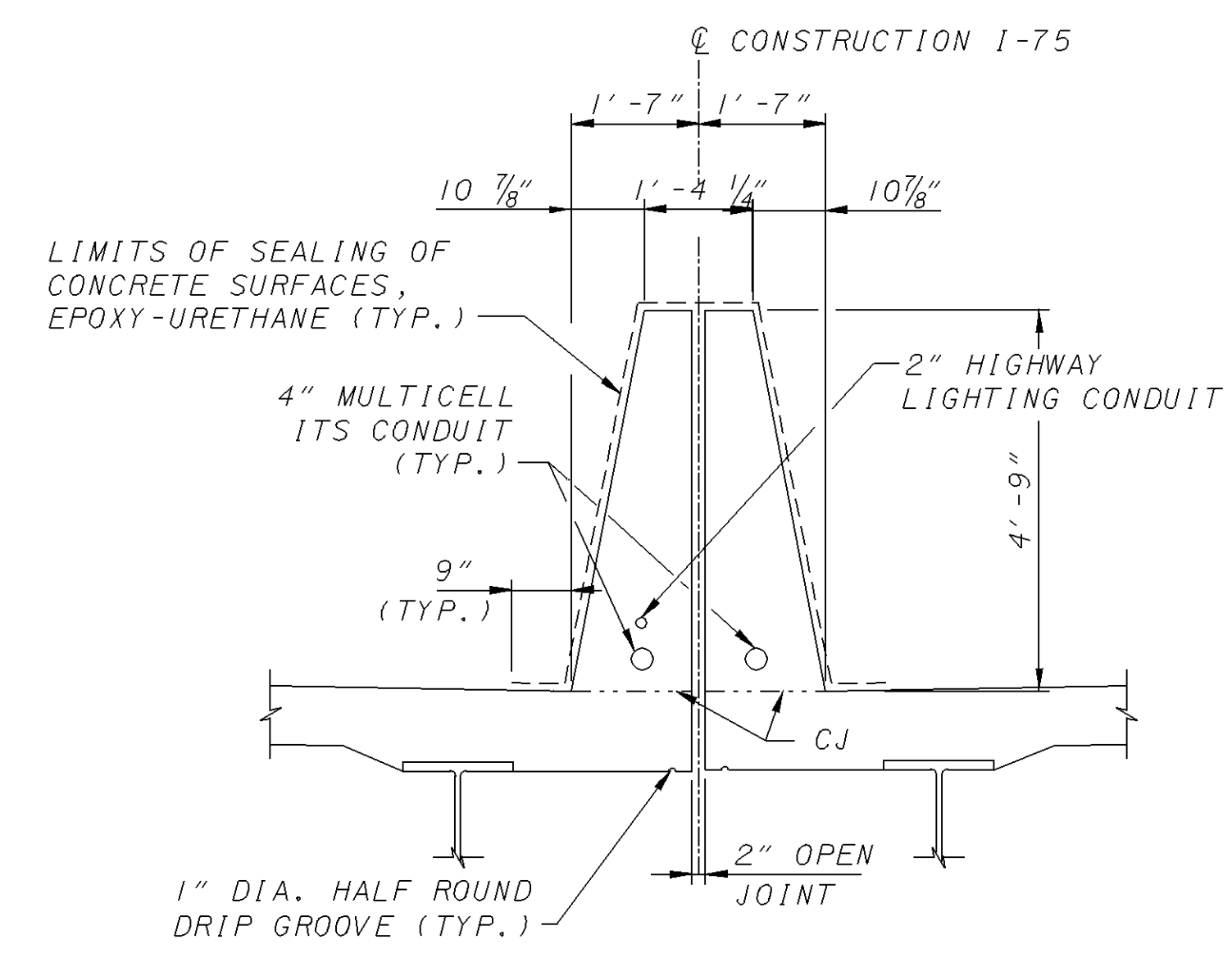
1. CONCRETE PARAPETS
AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, SAWCUT 1/4" DEEP CONTROL JOINTS INTO THE PERIMETER OF THE CONCRETE PARAPET STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK. PLACE THE SAWCUTS AT A MINIMUM OF 6 FEET AND A MAXIMUM OF 10 FEET CENTERS. USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4". SEAL THE PERIMETER OF THE DEFLECTION CONTROL JOINT TO A MINIMUM DEPTH OF 1 INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2" OF THE INSIDE AND
2. SOUTHBOUND PARAPET AND MEDIAN BARRIER SHOWN, NORTHBOUND SIMILAR.
3. MINIMUM LAP LENGTHS:
LAP NO. 4 BARS 2'-7"
LAP NO. 5 BARS 3'-2"
LAP NO. 6 BARS 3'-10"
4. SEE SBR-1-99 FOR ADDITIONAL PARAPET DETAILS.
5. FOR ADDITIONAL CONDUIT DETAILS SEE STD. DWG. HL-30.31
6. FOR LIGHT POLE PILASTER LOCATIONS AND DETAILS, SEE SHEETS 40/50 & 41/50.



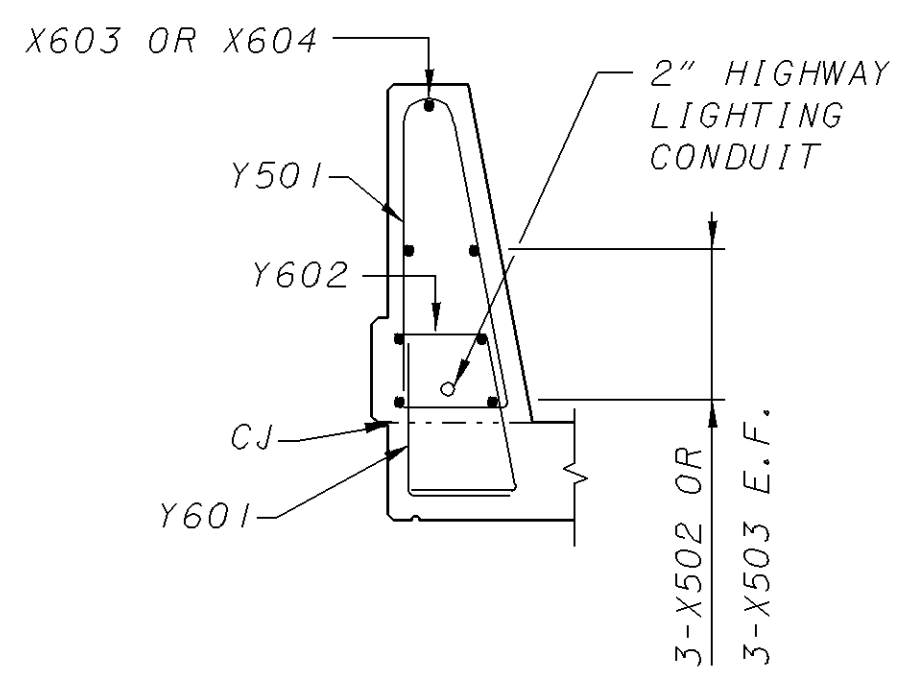
PARAPET SEALING LIMITS



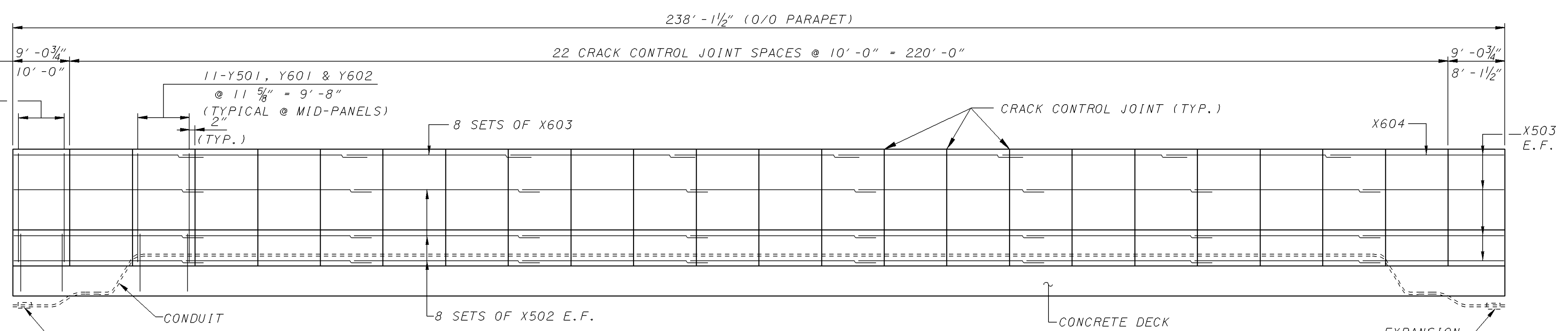
MEDIAN BARRIER REINFORCING DETAIL



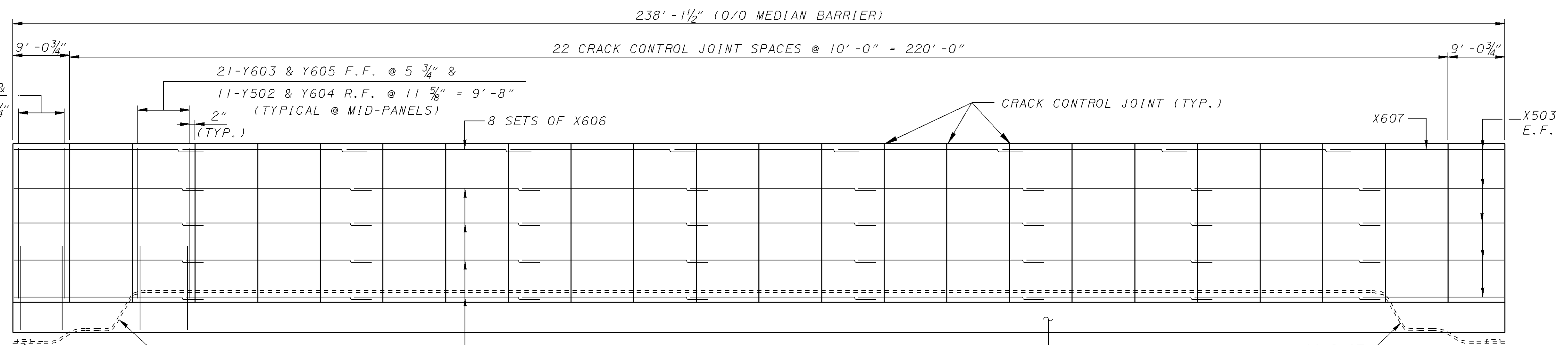
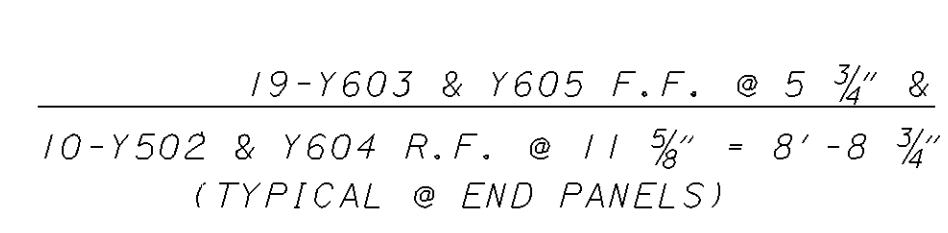
MEDIAN BARRIER SEALING LIMITS



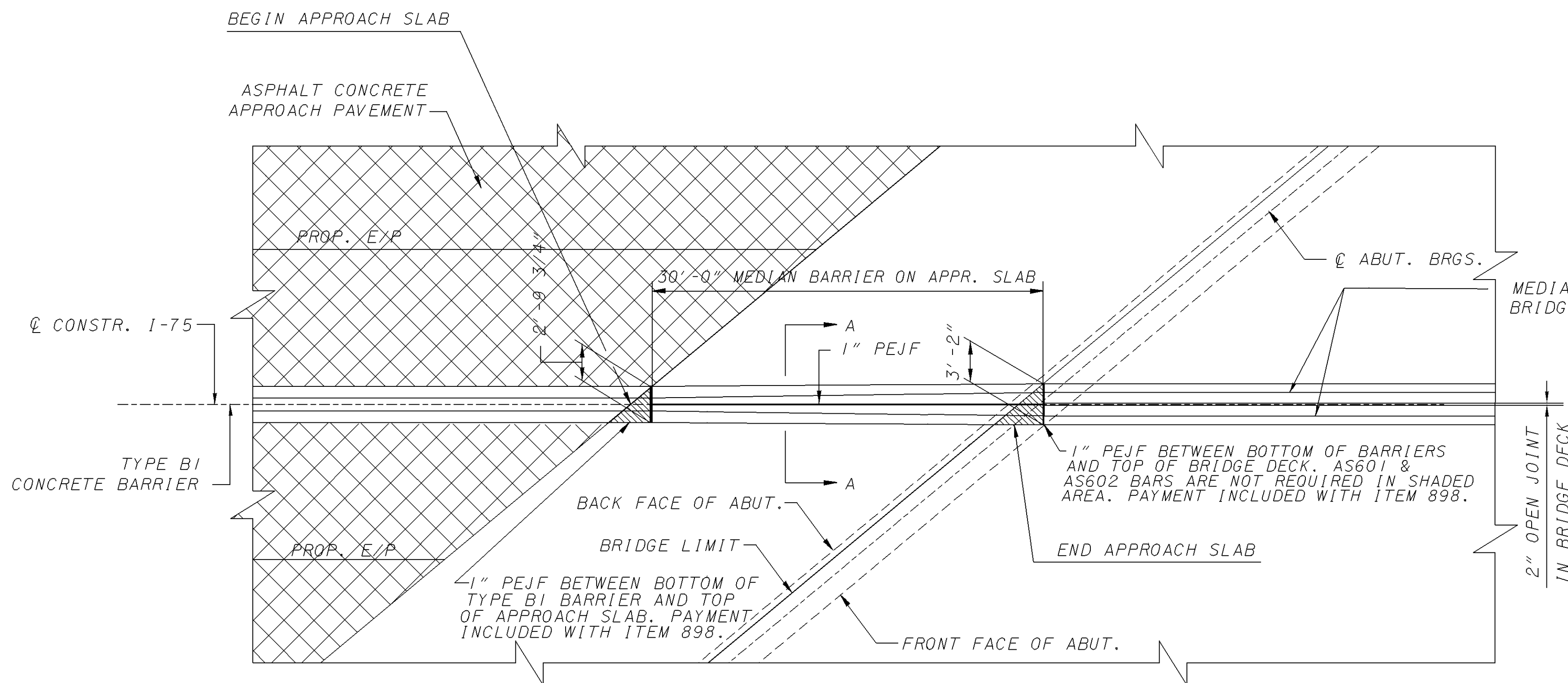
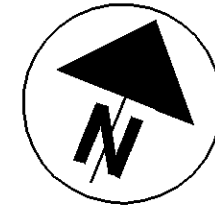
PARAPET REINFORCING DETAIL



PARAPET REINFORCING DETAIL-LOOKING FROM DECK
(SEE NOTES 5 & 6)

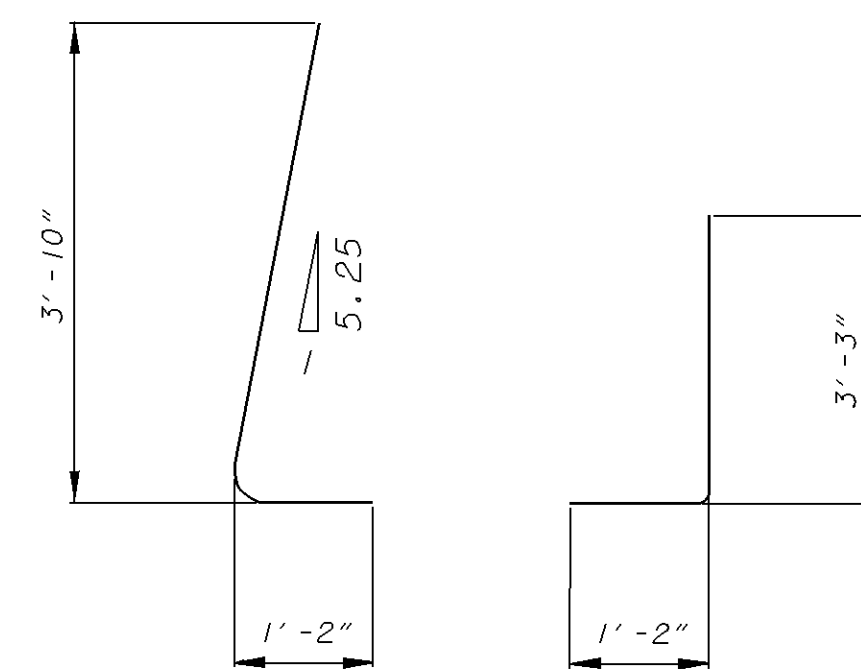


MEDIAN BARRIER REINFORCING DETAIL
(SEE NOTE 5)



PARTIAL PLAN - MEDIAN BARRIER

REAR APPROACH SLAB SHOWN
FORWARD APPROACH SLAB OPPOSITE HAND

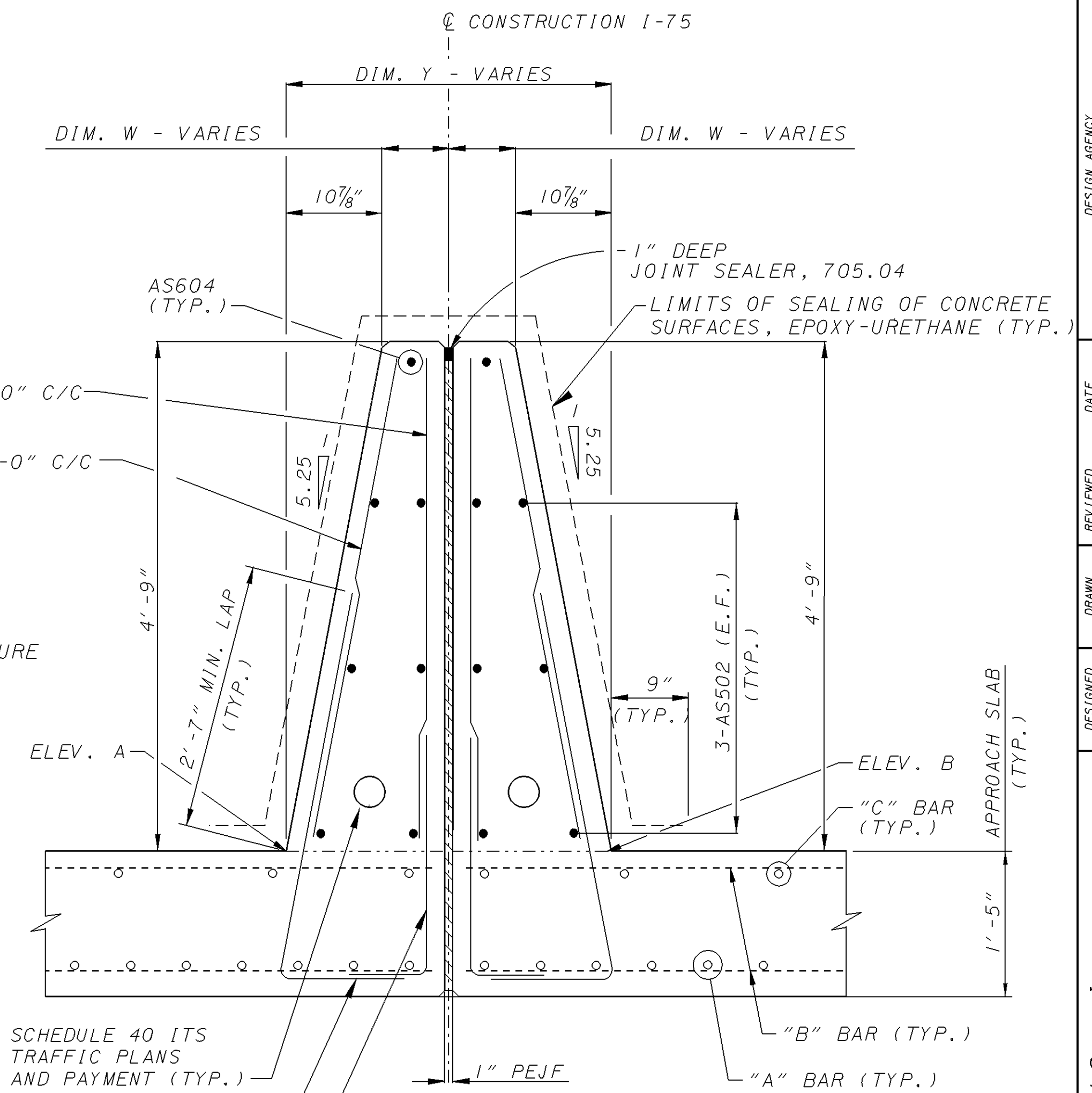


AS601

AS602

APPROACH SLAB MEDIAN BARRIER REINFORCING BAR LIST			
MARK	QUANTITY	LENGTH	TYPE
AS501	124	4' - 5"	STR.
AS502	24	29' - 6"	STR.
AS601	124	4' - 10"	BENT
AS602	124	4' - 3"	BENT
AS603	124	4' - 5"	STR.
AS604	4	29' - 6"	STR.

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



SECTION A-A

NOTES

- REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.
- THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898: QC/QA CONCRETE, CLASS OCS2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN:
 - SS 898 QC/QA CONCRETE, CLASS OCS2 IN APPROACH SLABS, OUTSIDE PARAPETS, AND MEDIAN BARRIERS
 - ALL ASSOCIATED REINFORCING STEEL
 - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
 - SEALING OF CONCRETE SURFACES, EPOXY-URETHANE
- LONGITUDINAL CONSTRUCTION JOINTS REQUIRED FOR STAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH 511.12. CONTRACTOR IS RESPONSIBLE FOR DETERMINING TRANSVERSE BAR SPLICE LENGTHS AND LOCATIONS. TRANSVERSE REINFORCING SHALL BE DISCONTINUOUS AT THE CENTERLINE JOINT.
- VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.

APPROACH SLAB MEDIAN BARRIER GEOMETRY						
APPROACH SLAB	LOCATION	☉ STATION	ELEV. A	ELEV. B	DIM. W	DIM. Y
REAR	BEGIN APPROACH SLAB	409+44.14	763.99	763.99	6"	2' - 9 3/4"
	END APPROACH SLAB	409+74.14	764.17	764.17	8 1/8"	3' - 2"
FORWARD	BEGIN APPROACH SLAB	412+12.26	763.63	763.63	8 1/8"	3' - 2"
	END APPROACH SLAB	412+42.26	763.31	763.31	6"	2' - 9 3/4"

DESIGN AGENCY:
COLUMBUS ENGINEERING
CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614-298-3500

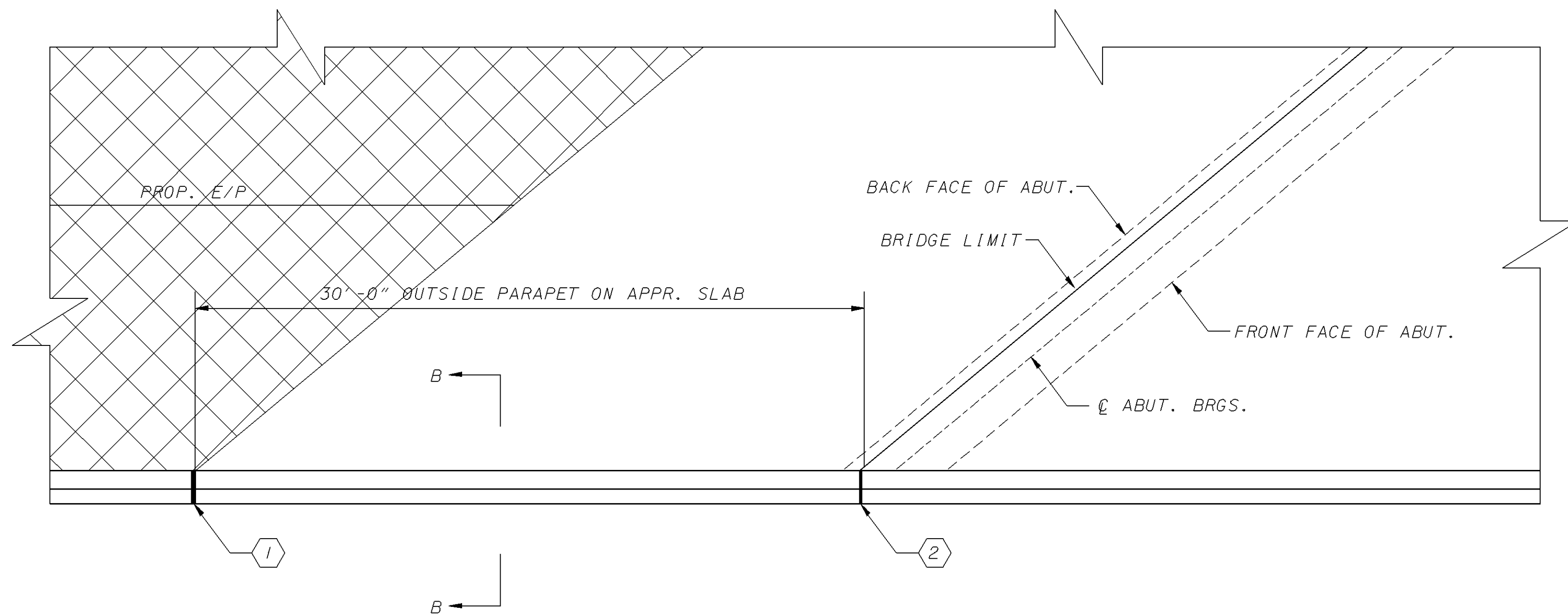
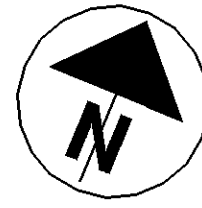
DATE: 06/06
REVIEWED TH: 5/7/08
STRUCTURE FILE NUMBER: 5708575

DRAWN BY: CEC
CHECKED BY: PFFJ

DESIGNED BY: JJ

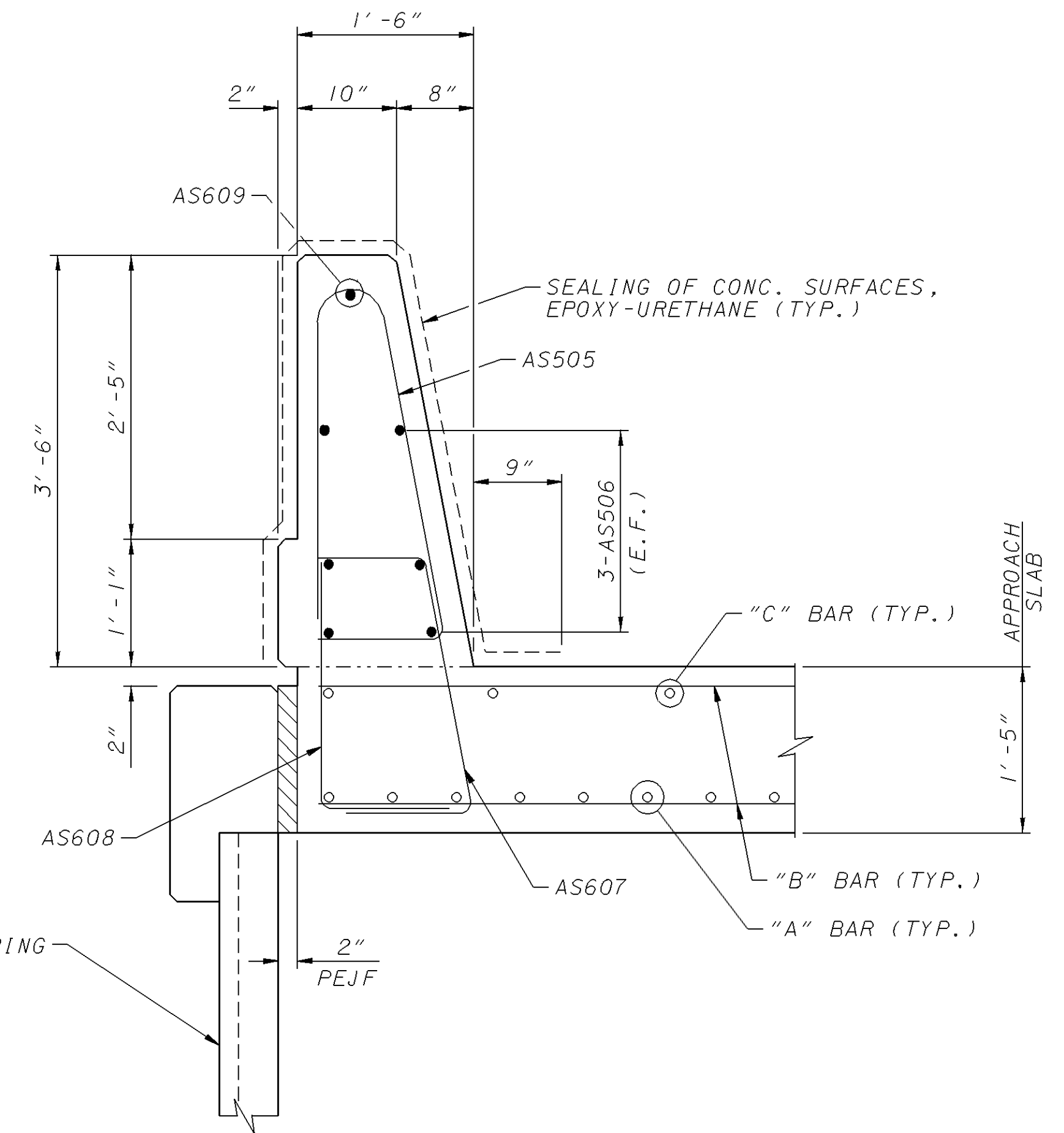
APPROACH SLAB DETAILS - 1
BRIDGE NO. MOT-75-1433
1-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927



PARTIAL PLAN - OUTSIDE PARAPET

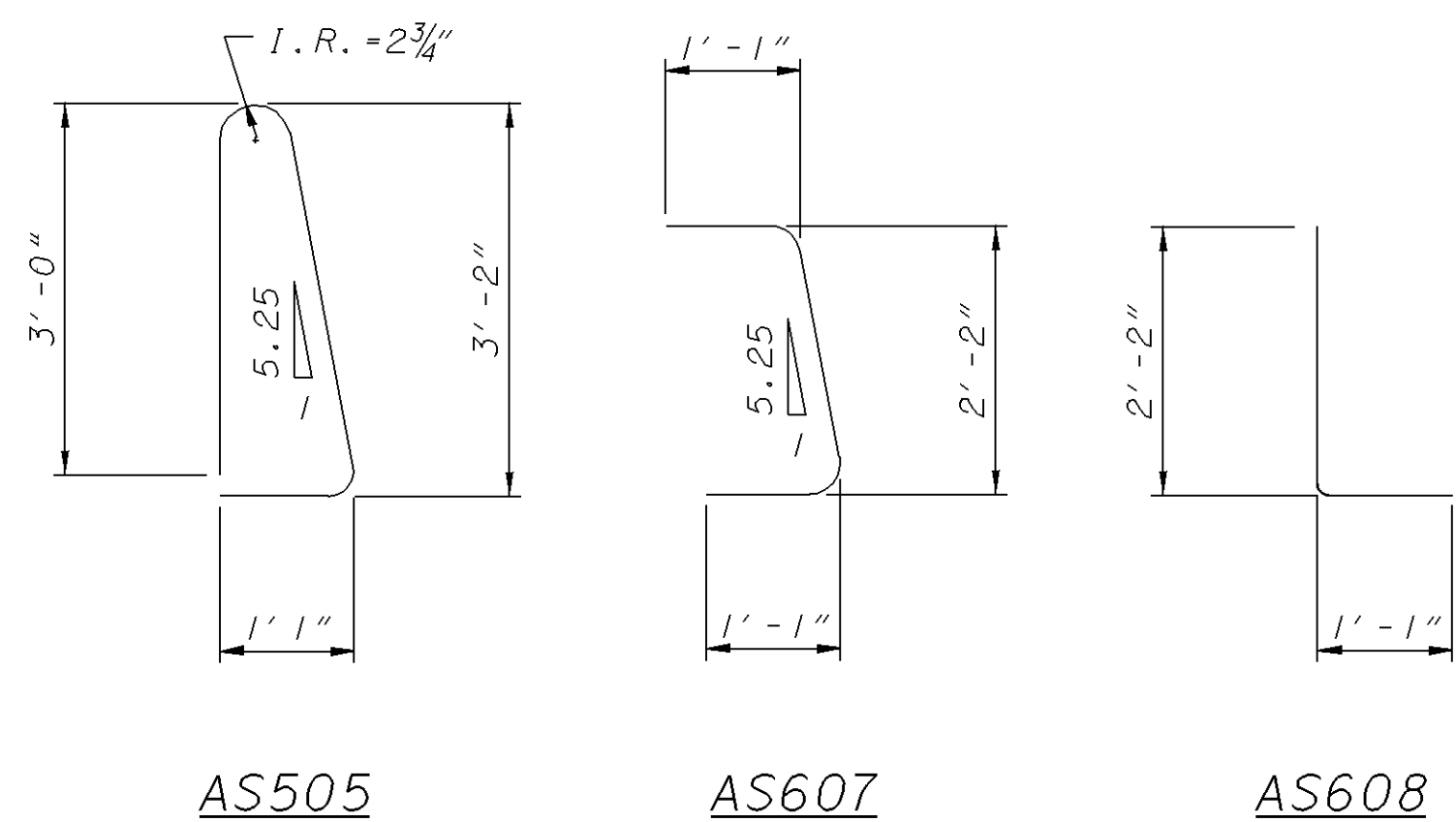
RIGHT REAR ABUTMENT SHOWN, OTHER LOCATIONS SIMILAR
NOTE: MSE WALLS BEYOND PARAPET NOT SHOWN



SECTION B-B

1 2" PEJF, FULL HEIGHT OF CONCRETE BARRIER AND ALL SURFACES IN CONTACT WITH MSE WALL SLEEPER SLAB INCLUDED WITH MSE RETAINING WALL ITEMS FOR PAYMENT.

2 1" PEJF INCLUDED WITH ITEM 898 FOR PAYMENT.



APPROACH SLAB OUTSIDE PARAPET REINFORCING BAR LIST

MARK	QUANTITY	LENGTH	TYPE
AS505	124	7'-5"	BENT
AS506	24	29'-6"	STR.
AS607	124	4'-2"	BENT
AS608	124	3'-1"	BENT
AS609	4	29'-6"	STR.

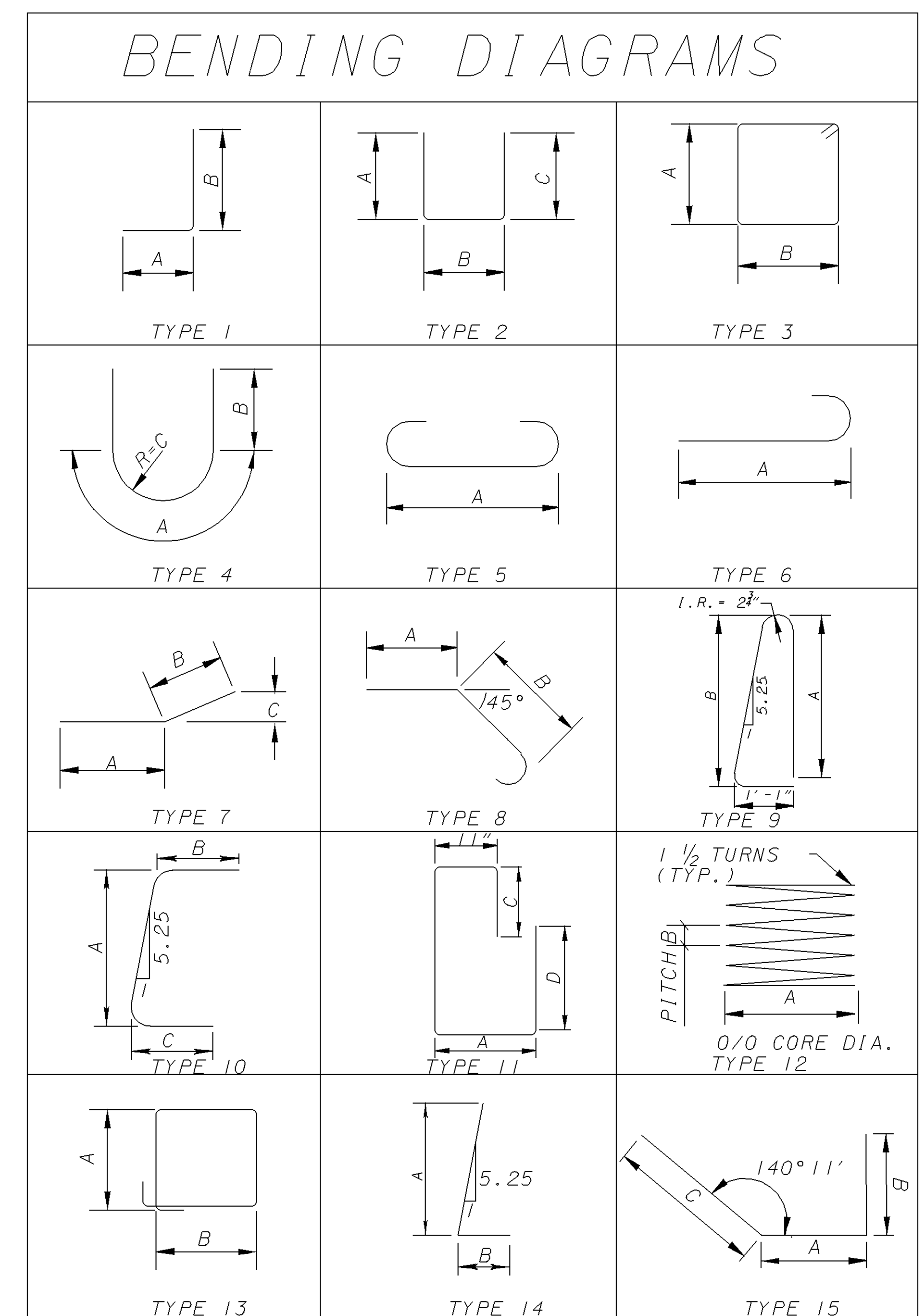
NOTE: REINFORCING BAR QUANTITIES ARE TOTAL FOR FOUR OUTSIDE PARAPETS

NOTES:

- REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.
- THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN:
 - SS 898 QC/QA CONCRETE, CLASS OSC2 IN APPROACH SLABS, OUTSIDE PARAPETS, AND MEDIAN BARRIERS
 - ALL ASSOCIATED REINFORCING STEEL
 - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
 - SEALING OF CONCRETE SURFACES, EPOXY-URETHANE
- LONGITUDINAL CONSTRUCTION JOINTS REQUIRED FOR STAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH 511.12. CONTRACTOR IS RESPONSIBLE FOR DETERMINING TRANSVERSE BAR SPLICE LENGTHS AND LOCATIONS. TRANSVERSE REINFORCING SHALL BE DISCONTINUOUS AT THE CENTERLINE JOINT.

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	INCR.
REAR ABUTMENT									
SOUTHBOUND									
A501	16	39'-4"	656	STR					
A502	108	20'-1"	2262	3	2'-7"	7'-2"			
A503	124	16'-1"	2080	2	6'-10"	2'-8"	6'-10"		
A504	16	39'-4"	656	STR					
A505	124	9'-1"	1175	2	3'-4"	2'-8"	3'-4"		
*A506	8	32'-9"	273	STR					
*A507	8	32'-9"	273	STR					
A508	1	19'-1"	82	3	2'-7"	6'-8"			2"
	S.O.	T0				T0			
	4	20'-1"				7'-2"			
A509	2	28'-1"	58	3	2'-7"	11'-2"			
A510	14	20'-1"	293	3	2'-7"	7'-2"			
A511	1	26'-1"	27	3	2'-7"	10'-2"			
A512	8	32'-9"	273	STR					
A513	8	34'-6"	288	STR					
A514	2	16'-11"	35	2	6'-10"	3'-6"	6'-10"		
A515	2	9'-1"	19	2	2'-11"	3'-6"	2'-11"		
A516	1	18'-7"	82	3	2'-7"	6'-5"			
	S.O.	T0				T0			
	4	20'-7"				7'-5"			
A517	8	8'-11"	74	STR					
A518	10	4'-0"	42	STR					
A519	10	4'-2"	43	STR					
A601	6	15'-4"	138	13	2'-9"	4'-4"			
A602	4	4'-2"	25	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (SB REAR ABUTMENT) = 13,110 LB									
NORTHBOUND									
A551	32	31'-9"	1060	STR					
A552	97	20'-1"	2032	3	2'-7"	7'-2"			
A553	105	15'-1"	1652	2	6'-4"	2'-8"	6'-4"		
A554	32	32'-2"	1074	STR					
A555	105	9'-7"	1050	2	3'-7"	2'-8"	3'-7"		
A556	5	20'-1"	105	3	2'-7"	7'-2"			
A557	1	28'-1"	29	3	2'-7"	11'-2"			
A558	6	20'-1"	126	3	2'-7"	7'-2"			
A559	1	26'-1"	27	3	2'-7"	10'-2"			
A560	2	15'-11"	33	2	6'-4"	3'-6"	6'-4"		
A561	8	8'-3"	69	STR					
A562	10	3'-0"	31	STR					
A563	10	3'-7"	37	STR					
A564	2	9'-1"	19	2	2'-11"	3'-6"	2'-11"		
A651	6	15'-4"	138	13	2'-9"	4'-4"			
A652	4	4'-2"	25	1	2'-8 1/2"	1'-7"			
A851	24	34'-1"	2184	STR					
A852	16	34'-6"	1474	STR					
A951	18	4'-0"	245	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (NB REAR ABUTMENT) = 11,410 LB									

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	INCR.
FORWARD ABUTMENT									
SOUTHBOUND									
B501	16	39'-4"	656	STR					
B502	108	20'-1"	2262	3	2'-7"	7'-2"			
B503	124	14'-5"	1865	2	6'-0"	2'-8"	6'-0"		
B504	16	39'-4"	656	STR					
B505	56	8'-11"	521	2	3'-3"	2'-8"	3'-3"		
*B506	8	32'-9"	273	STR					
*B507	8	32'-9"	273	STR					
B508	3	20'-1"	63	3	2'-7"	7'-2"			
B509	3	28'-1"	88	3	2'-7"	11'-2"			
B510	7	20'-1"	147	3	2'-7"	7'-2"			
B511	1	26'-1"	27	3	2'-7"	10'-2"			
B512	8	32'-9"	273	STR					
B513	8	34'-6"	288	STR					
B514	2	15'-3"	32	2	6'-0"	3'-6"	6'-0"		
B515	2	9'-1"	19	2	2'-11"	3'-6"	2'-11"		
B516	1	20'-3"	65	3	2'-7"	7'-3"			3"
	S.O.	T0				T0			
	3	21'-3"				7'-9"			
B517	1	20'-1"	68	3	2'-7"	7'-2"			10"
	S.O.	T0				T0			
	3	23'-5"				8'-10"			
B518	1	18'-9"	20	3	2'-7"	6'-6"			
B519	8	7'-10"	65	STR					
B520	7	3'-3"	24	STR					
B521	7	3'-10"	28	STR					
B522	68	10'-5"	739	2	4'-0"	2'-8"	4'-0"		
B601	6	15'-4"	138	13	2'-9"	4'-4"			
B602	4	4'-2"	25	1	2'-8 1/2"	1'-7"			
B801	12	41'-0"	1314	STR					
*B802	6	34'-4"	550	STR					
B803	8	41'-0"	876	STR					
*B804	4	34'-4"	367	STR					
B805	5	34'-4"	458	STR					
B806	4	36'-2"	386	STR					
B807	1	33'-4"	89	STR					
B901	18	4'-0"	245	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (SB FORWARD ABUTMENT) = 12,900 LB									
NORTHBOUND									
B551	32	31'-9"	1060	STR					
B552	97	20'-1"	2032	3	2'-7"	7'-2"			
B553	105	17'-7"	1926	2	7'-7"	2'-8"	7'-7"		
B554	32	32'-2"	1074	STR					
B555	105	9'-3"	1013	2	3'-5"	2'-8"	3'-5"		
B556	5	20'-1"	105	3	2'-7"	7'-2"			
B557	1	28'-1"	29	3	2'-7"	11'-2"			
B558	7	20'-1"	152	3	2'-7"	7'-2"			
B559	1	26'-1"	27	3	2'-7"	10'-2"			
B560	2	18'-5"	38	2	7'-7"	3'-6"	7'-7"		
B561	2	9'-1"	19	2	2'-11"	3'-6"	2'-11"		
B562	8	10'-0"	83	STR					
B563	10	4'-0"	42	STR					
B564	10	4'-2"	43	STR					
B651	6	15'-4"	138	13	2'-9"	4'-4"			
B652	4	4'-2"	25	1	2'-8 1/2"	1'-7"			
B851	24	34'-1"	2184	STR					
B852	16	34'-1"	1456	STR					
B951	18	4'-0"	245	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (NB FORWARD ABUTMENT) = 11,691 LB									



NOTES: (CONTINUED ON 50 / 50.)

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "STR" IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. S.O. DENOTES SERIES OF.
5. REFER TO C.M.S. SECTION 509.05 FOR STANDARD BEND DIMENSIONS.
6. ALL REINFORCING STEEL CLEARANCES ARE 2" UNLESS OTHERWISE NOTED.
7. BAR NUMBERS THAT ARE SKIPPED HAVE NOT BEEN USED.
8. BARS SHOWN WITH (*) SHALL HAVE MECHANICAL CONNECTORS OR THREADED ENDS. ADJUSTMENT IN THE BAR LENGTHS MAY BE REQUIRED BASED ON MECHANICAL CONNECTOR'S ACTUAL LENGTHS AND TYPE OF CONNECTORS USED. THE MECHANICAL CONNECTORS SHALL BE COLD FORGED SYSTEMS USING OCTAGONAL DIES SUCH AS THE BAR-GRIP SYSTEM SUPPLIED BY BARSPlice PRODUCTS, INC. THE MECHANICAL CONNECTOR SYSTEM USED SHALL BE ABLE TO DEVELOP 125% OF THE FULL YIELD STRENGTH OF THE REINFORCING STEEL AS A MINIMUM.

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	INCR.
PIERS									
SOUTHBOUND									
SP401	8	15'-2"	1793	12	2'-6"	4 1/2"			
SP402	8	14'-8"	1738	12	2'-6"	4 1/2"			
P501	1,184	8'-9"	10805	2	3'-7"	1'-10"	3'-7"		
P502	8	7'-7"	261	2	3'-0"	1'-10"	3'-0"		1"
	S.O.	TO			TO		TO		
	4	8'-1"			3'-3"		3'-3"		
P601	16	32'-3"	775	STR					
P602	16	38'-9"	931	STR					
P603	18	15'-4"	415	13	2'-9"	4'-4"			
P604	12	4'-2"	75	1	2'-8 1/2"	1'-7"			
P801	256	8'-8"	5923	STR					
P802	256	10'-6"	7177	5	8'-8"				
P901	24	37'-1"	3026	1	34'-4"	3'-0"			
P902	24	34'-4"	2802	STR					
P903	48	33'-3"	5426	STR					
P904	12	10'-4"	422	7	2'-3"	8'-1"	5 1/2"		
P905	24	43'-8"	3563	1	40'-11"	3'-0"			
P906	24	40'-11"	3339	STR					
P907	24	39'-5"	3216	STR					
P908	96	17'-0"	5549	STR					
P909	96	16'-6"	5386	STR					
P910	192	12'-3"	7997	1	10'-8"	1'-10"			
P911	24	42'-4"	3454	STR					
P912	54	4'-0"	734	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (SOUTHBOUND PIERS) = 74,807 LB									
NORTHBOUND									
SP451	7	15'-2"	1569	12	2'-6"	4 1/2"			
SP452	7	15'-7"	1609	12	2'-6"	4 1/2"			
P551	1008	8'-9"	9199	2	3'-7"	1'-10"	3'-7"		
P552	12	7'-7"	392	2	3'-0"	1'-10"	3'-0"		1"
	S.O.	TO			TO		TO		
	4	8'-1"			3'-3"		3'-3"		
P651	16	25'-5"	611	STR					
P652	16	35'-10"	861	STR					
P653	12	15'-4"	276	13	2'-9"	4'-4"			
P654	8	4'-2"	50	1	2'-8 1/2"	1'-7"			
P851	224	8'-8"	5183	STR					
P852	224	10'-6"	6280	5	8'-8"				
P951	12	21'-5"	874	1	18'-8"	3'-0"			
P952	12	27'-5"	1119	STR					
P953	12	39'-2"	1598	1	36'-5"	3'-0"			
P954	12	27'-8"	1129	STR					
P955	48	27'-6"	4488	STR					
P956	24	40'-9"	3325	1	38'-0"	3'-0"			
P957	24	38'-0"	3101	STR					
P958	24	33'-0"	2693	STR					
P959	24	40'-0"	3264	STR					
P960	12	11'-0"	449	7	2'-11"	8'-1"	5 1/2"		
P961	84	17'-0"	4855	STR					
P962	168	12'-3"	6997	1	10'-8"	1'-10"			
P963	84	17'-5"	4974	STR					
P964	36	4'-0"	490	1	2'-8 1/2"	1'-7"			
SUB-TOTAL (NORTHBOUND PIERS) = 65,386 LB									

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	INCR.
SUPERSTRUCTURE									
SOUTHBOUND (DECK)									
S401	1056	30'-0"	21162	STR					
S402	132	18'-5"	1624	STR					
S403	619	8'-2"	3377	2	5'-9"	7 3/8"	1'-11"		
S501	1048	30'-0"	32792	STR					
S502	131	23'-1"	3154	STR					
S503	2	6'-2"	5403	STR					3 3/4"
	S.O.	TO							
	111	40'-6"							
*S504	1014	40'-10"	43185	STR					
*S505	2	1'-7"	5132	STR					3 3/4"
	S.O.	TO							
	121	39'-1"							
S506	2	6'-0"	7285	STR					3 3/4"
	S.O.	TO							
	132	46'-11"							
S507	974	47'-3"	48000	STR					
S508	2	1'-6"	6973	STR					3 3/4"
	S.O.	TO							
	142	45'-7"							
S509	258	30'-0"	8073	STR					
S510	258	16'-0"	4306	STR					
S511	4	3'-0"	139	STR					4"
	S.O.	TO							
	8	5'-4"							
SUB-TOTAL (SB DECK) = 190,605 LB									
SOUTHBOUND (PARAPET & MEDIAN BARRIER)									
X502	48	30'-0"	1502	STR					
X503	6	23'-1"	144	STR					
X504	64	30'-0"	2003	STR					
X505	8	23'-1"	193	STR					
Y501	262	7'-5"	2027	9	3'-0"	3'-2"			
Y502	262	4'-7"	1252	STR					
X603	8	30'-0"	360	STR					
X604	1	28'-5"	43	STR					
X606	8	30'-0"	360	STR					
X607	1	28'-5"	43	STR					
Y601	262	2'-8"	1049	1	1'-1"	1'-9"			
Y602	262	3'-9"	1476	10	1'-9"				
Y603	500	4'-3"	3192	14	3'-5"	1'-1"			
Y604	262	3'-5"	1345	1	1'-1"	2'-6"			
Y605	500	4'-8"	3504	STR					
SUB-TOTAL (SB PARAPET & MEDIAN BARRIER) = 18,493 LB									

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	INCR.
SOUTHBOUND (END DIAPHRAGMS)									
DA502	115	8'-10"	1059	2	2'-11"	3'-3"	2'-11"		
DA503	115	14'-3"	1709	3	2'-8"	4'-2"			
DA504	1	8'-3"	9	2	2'-11"	2'-8"	2'-11"		
DA505	1	12'-11"	13	3	2'-8"	3'-6"			
DA506	5	3'-10"	30	1	2'-0"	2'-0"			
DA801	10	28'-2"	752	STR					
*DA802	10	42'-0"	1121	STR					
DA803	61	6'-9"	1099	8	1'-5"	4'-5"			
*DA804	4	38'-4"	409	STR					
DA805	10	34'-7"	923	STR					
DA806	10	45'-8"	1219	STR					
DA807	4	37'-2"	397	STR					
DA808	4	35'-2"	376	STR					
DA809	4	5'-4"	57	STR					
DA810	4	24'-0"	256	STR					
DA811	4	5'-0"	53	STR					
DB502	115	8'-10"	1059	2	2'-11"	3'-3"	2'-11"		
DB503	115	14'-3"	1709	3	2'-8"	4'-2"			
DB504	1	8'-3"	9	2	2'-11"	2'-8"	2'-11"		
DB505	1	12'-11"	13	3	2'-8"	3'-6"			
DB801	10	41'-10"	1117	STR					
*DB802	10	28'-4"	756	STR					
DB803	61	6'-9"	1099	8	1'-5"	4'-5"			
*DB804	4	32'-0"	342	STR					
DB805	10	34'-7"	923	STR					
DB806	10	45'-8"	1219	STR					
DB807	4	37'-2"	397	STR					
DB808	4	35'-2"	376	STR					
DB809	4	5'-4"	57	STR					
DB810	4	30'-4"	324	STR					
DB811	4	5'-0"	53	STR					
SUB-TOTAL (SB END DIAPHRAGMS) = 18,925 LB									

NOTES: (CONTINUED FROM 49/50)

- IF A DOWEL BAR SPLICE TYPE OF MECHANICAL CONNECTOR IS USED, THE MINIMUM DOWEL BAR LENGTHS SHALL BE AS PROVIDED IN THE GENERAL NOTES UNDER "MECHANICAL CONNECTORS".
- THE CONTRACTOR SHALL HAVE THE OPTION TO MECHANICALLY CONNECT SHORTER BARS IN STAGE 2 CONSTRUCTION TO THE STAGE 1 RE-STEEL.

REINFORCING STEEL LIST - 11
BRIDGE NO. MOT-75-1433
I-75 MAINLINE OVER KEOWEE STREET

MOT-75-13.11
PID 75927

DESIGNED BY: J.J. PFJ
CHECKED BY: J.J. PFJ

DRAWN BY: C.E.C.
REVISED BY: C.E.C.

DATE: 06/06
TH: 5708575

DESIGN AGENCY: COLUMBIUS ENGINEERING CONSULTANTS, INC.
840 MICHIGAN AVENUE, COLUMBUS, OH 43215
TEL: 614/223-3500

50/50
1752
1811