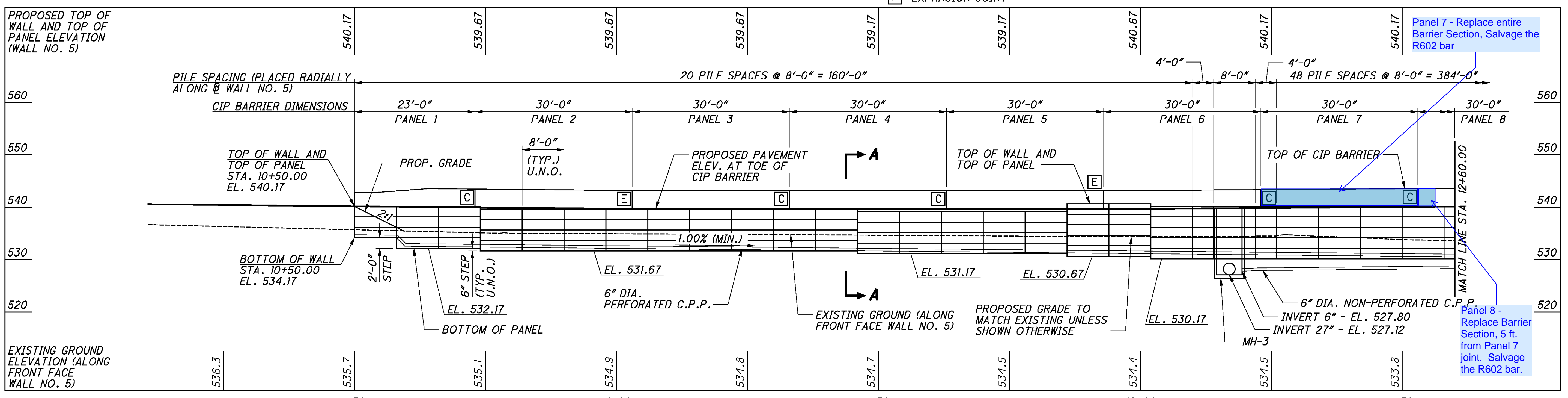
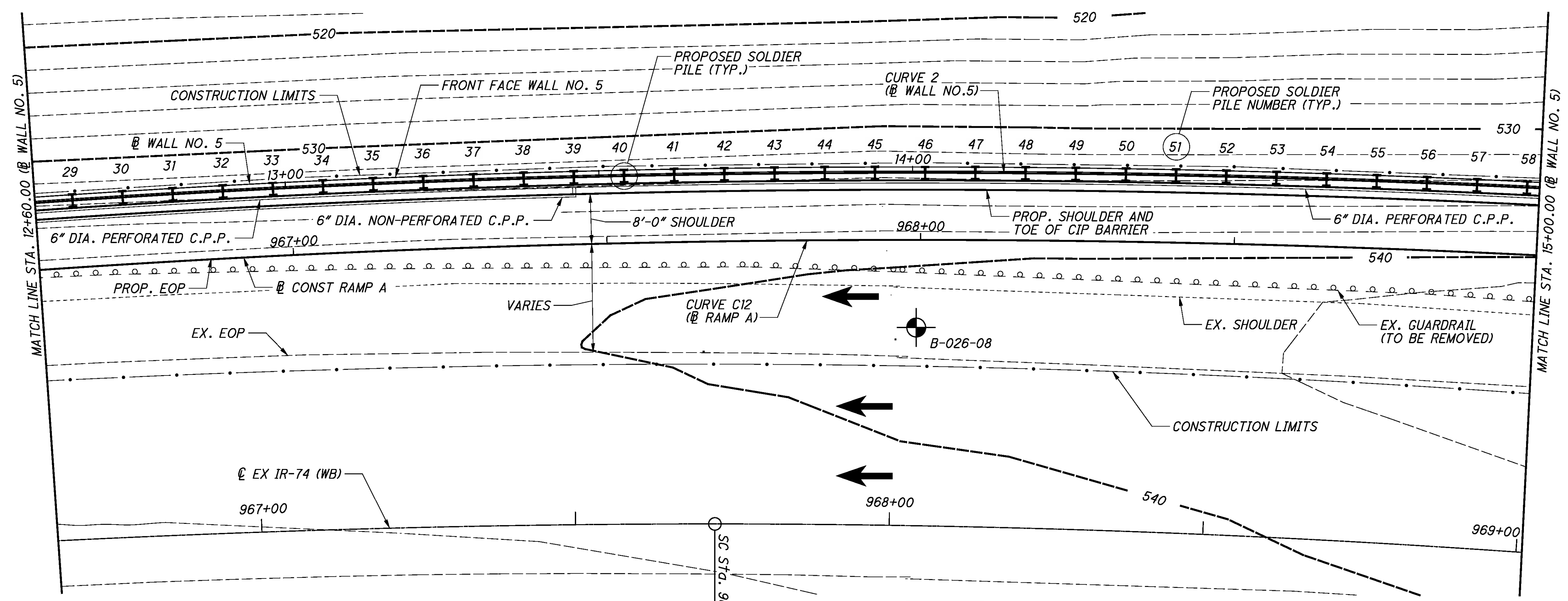


- LEGEND:**
- BORING LOCATION
 - C.P.P. = CORRUGATED POLYETHYLENE PIPE
 - U.N.O. = UNLESS NOTED OTHERWISE
 - CONTRACTION JOINT
 - EXPANSION JOINT

- NOTES:**
- FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET 7/15.
 - SEE SECTION A-A ON SHEET 9/15.



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PLAN

LEGEND:

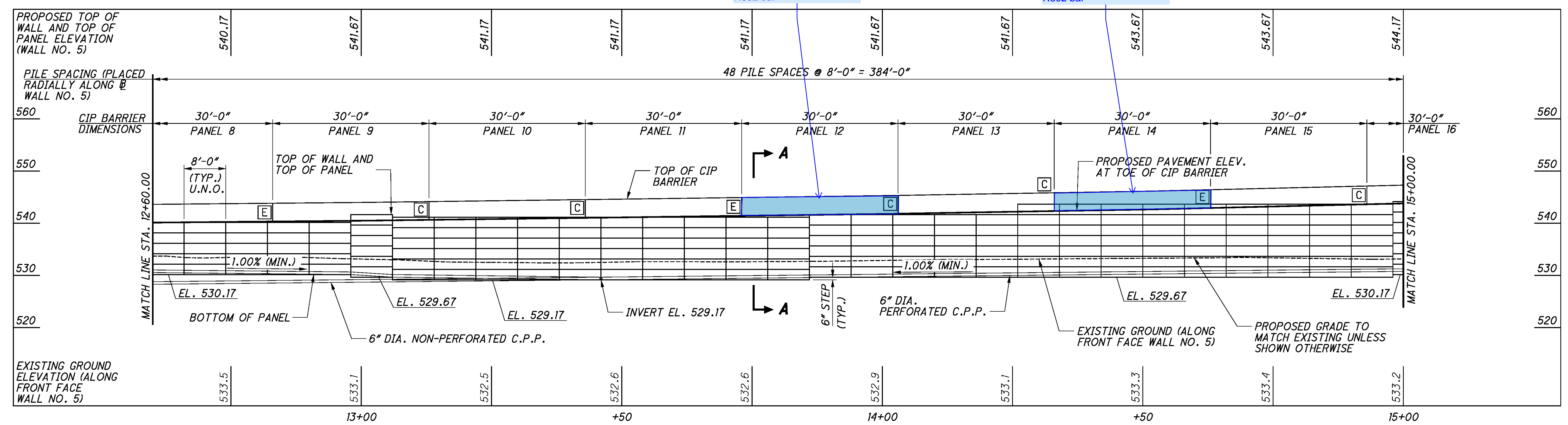
- BORING LOCATION
- C.P.P. = CORRUGATED POLYETHYLENE PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- C** CONTRACTION JOINT
- E** EXPANSION JOINT

NOTES:

1. FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET **7/15**.
2. SEE SECTION A-A ON SHEET **9/15**.

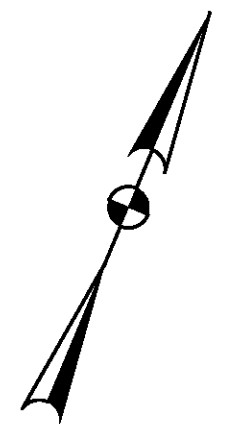
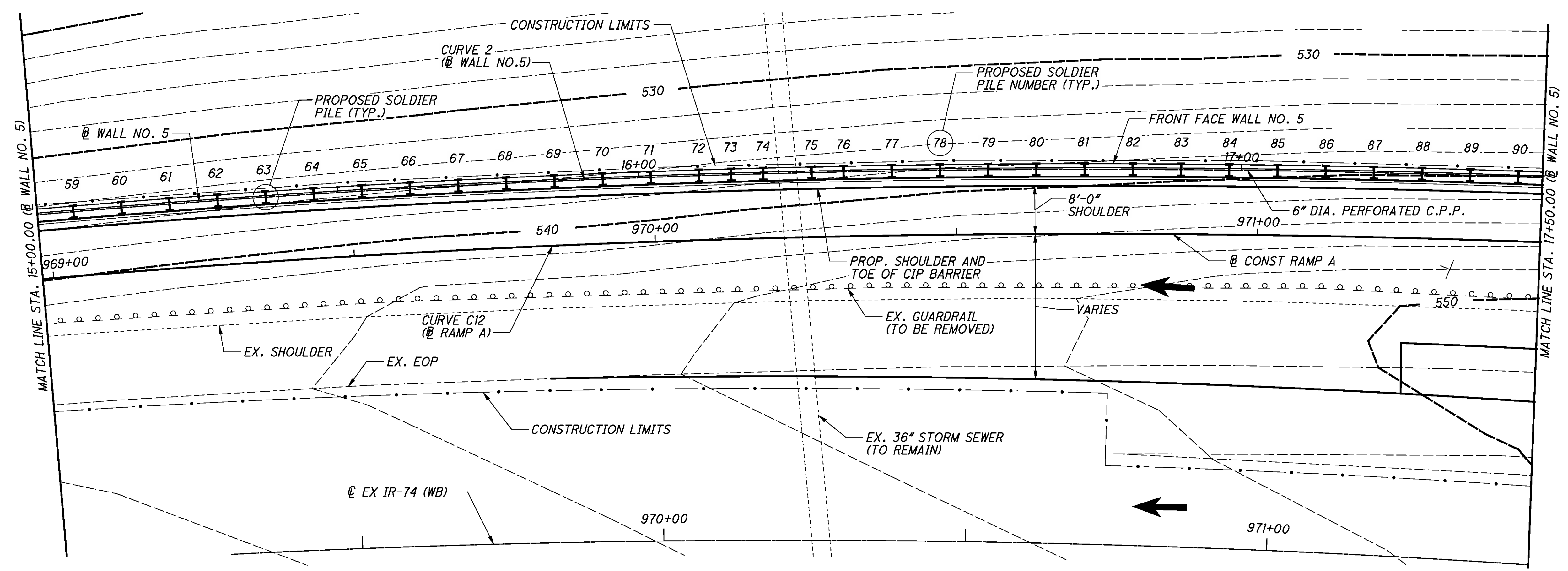
Panel 12 - Replace entire Barrier Section, Salvage the R602 bar

Panel 14 - Replace entire Barrier Section, Salvage the R602 bar



PROFILE ALONG B WALL NO. 5
 (LOOKING AT BACK FACE OF WALL)

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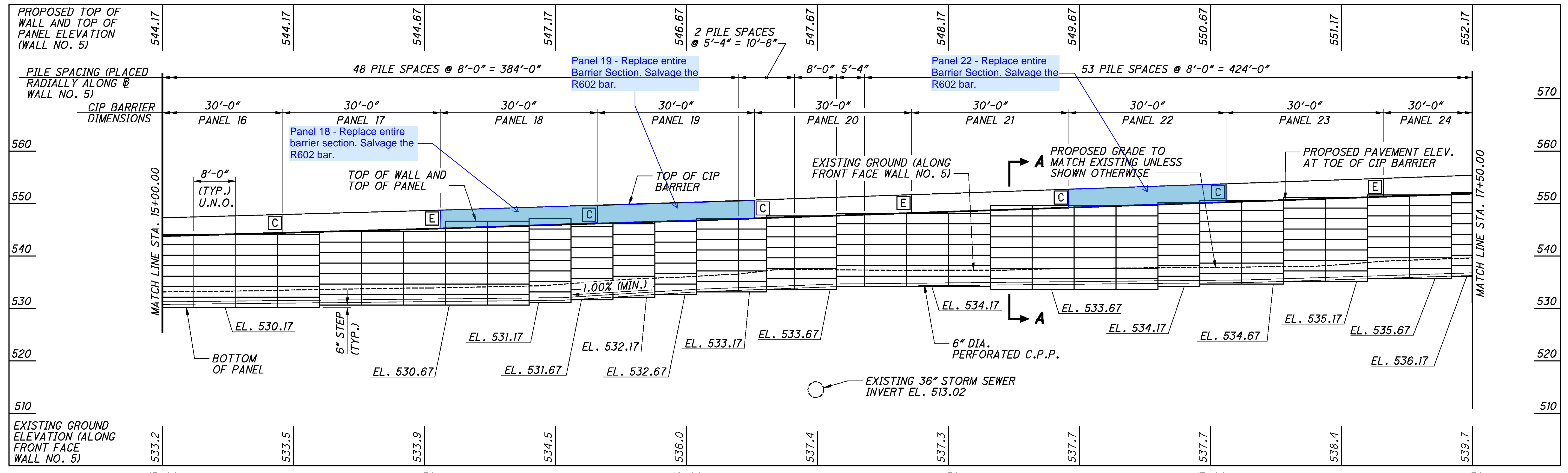


LEGEND:

- BORING LOCATION
- C.P.P. = CORRUGATED POLYETHYLENE PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONTRACTION JOINT
- EXPANSION JOINT

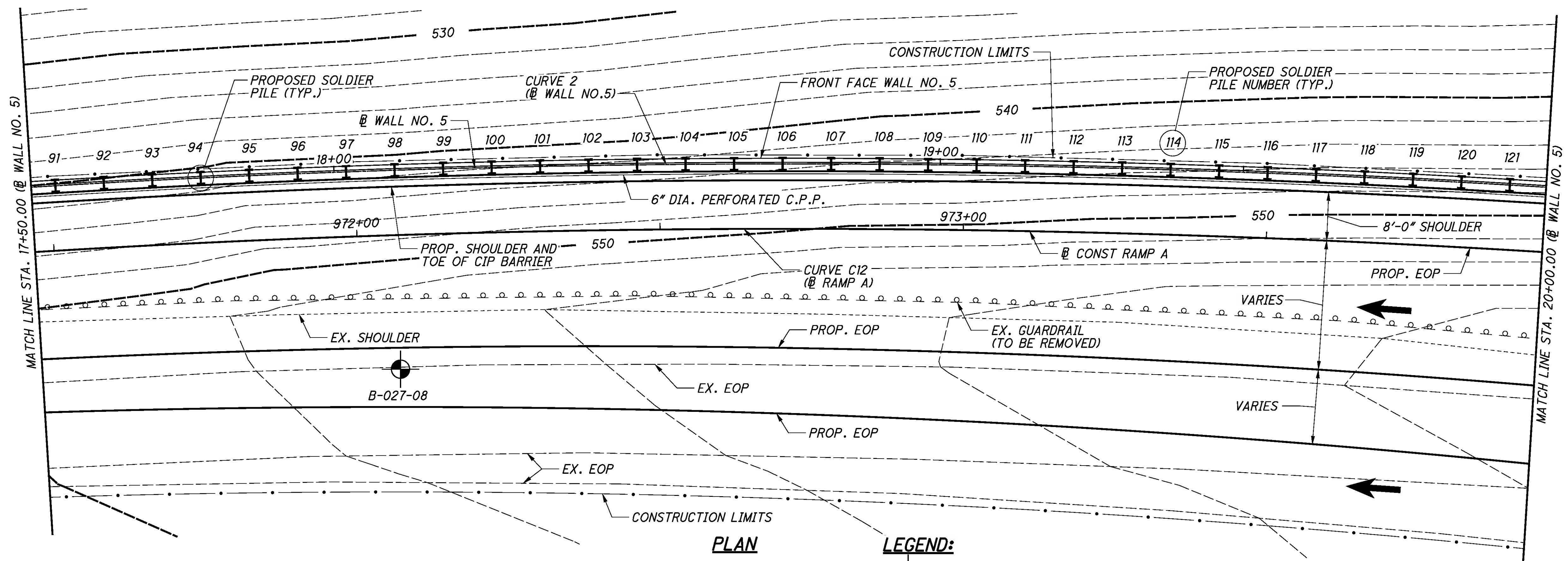
NOTES:

1. FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET 7/15.
2. SEE SECTION A-A ON SHEET 9/15.



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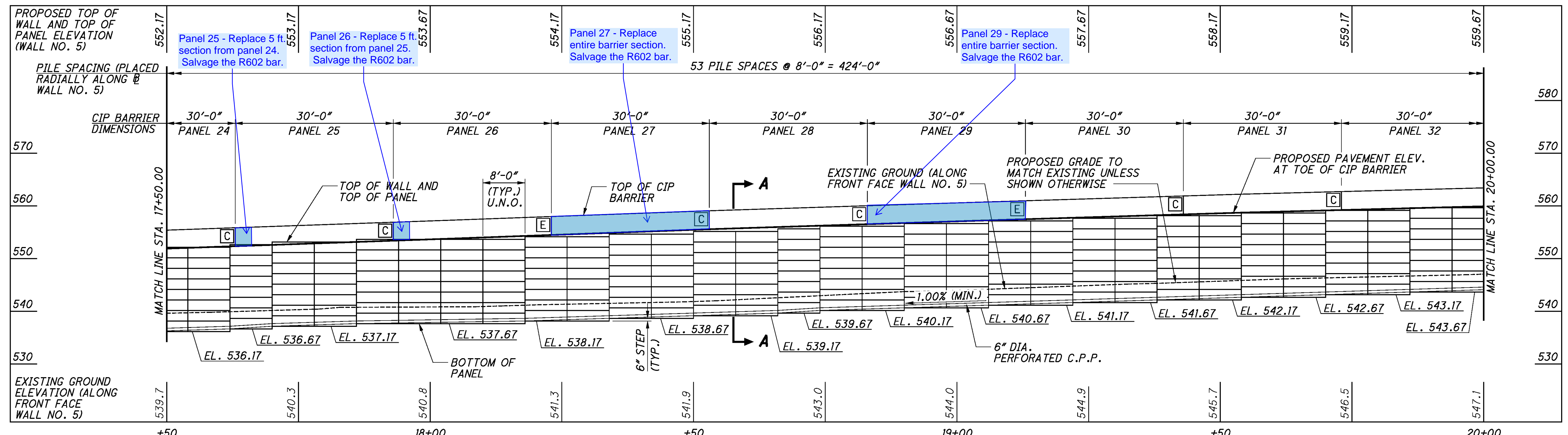
PLAN

LEGEND:

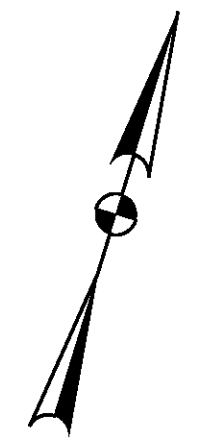
- BORING LOCATION
- C.P.P. = CORRUGATED POLYETHYLENE PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONTRACTION JOINT
- EXPANSION JOINT

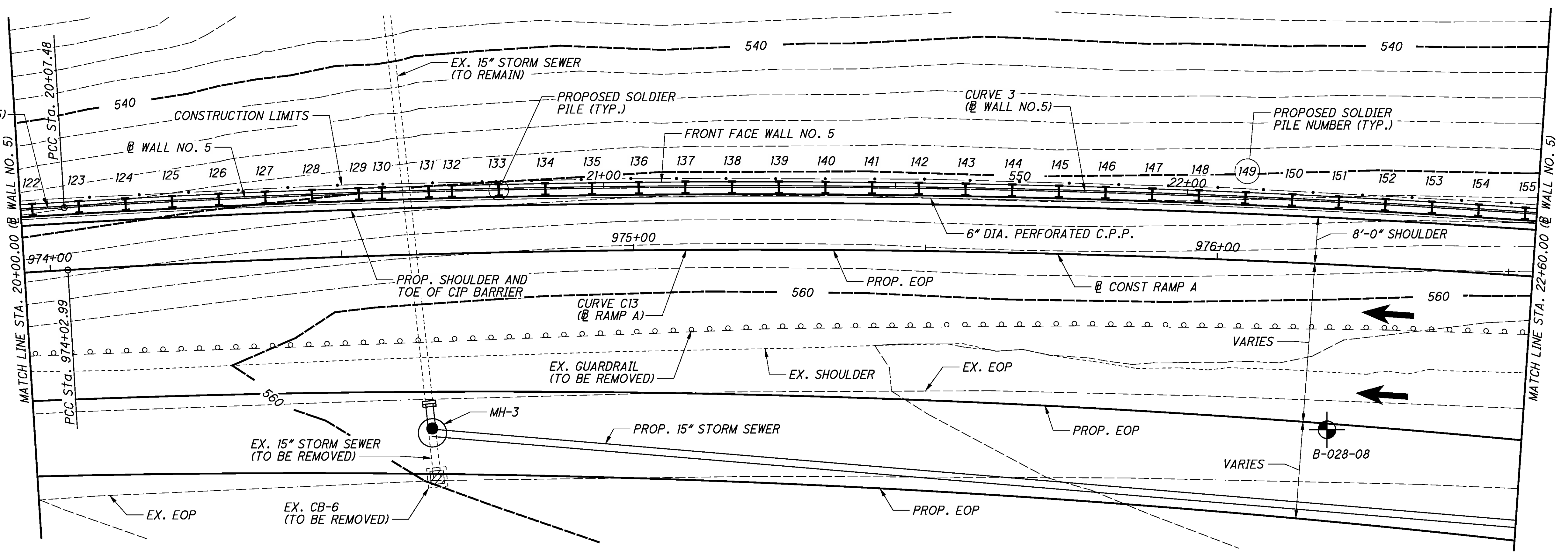
NOTES:

1. FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET 7/15.
2. SEE SECTION A-A ON SHEET 9/15.



PROFILE ALONG B WALL NO. 5
(LOOKING AT BACK FACE OF WALL)



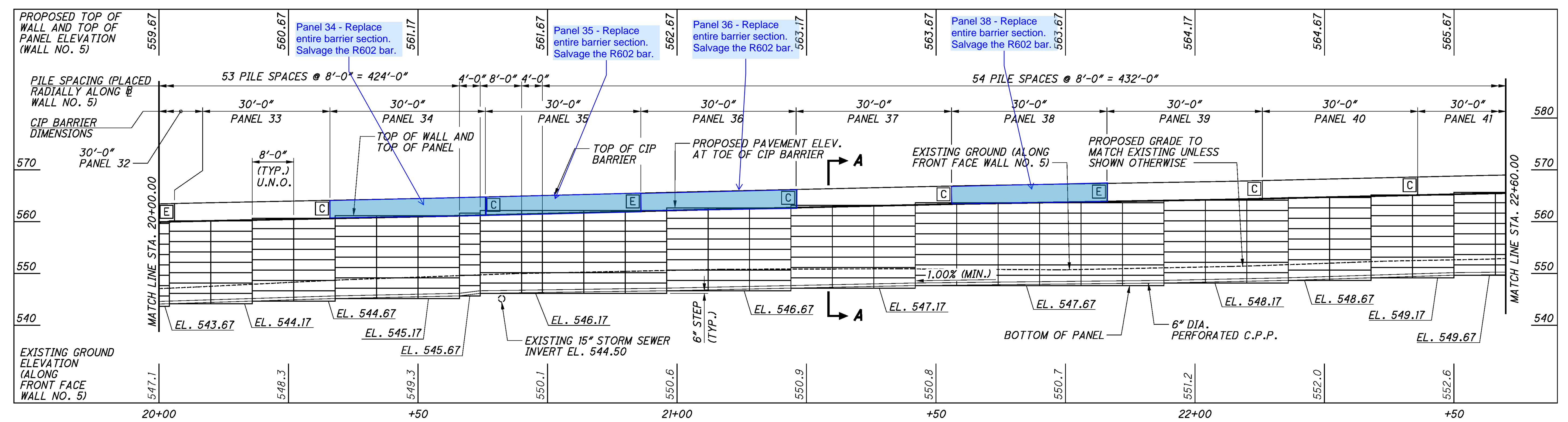


LEGEND:

- BORING LOCATION
- C.P.P. = CORRUGATED POLYETHYLENE PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONTRACTION JOINT
- EXPANSION JOINT

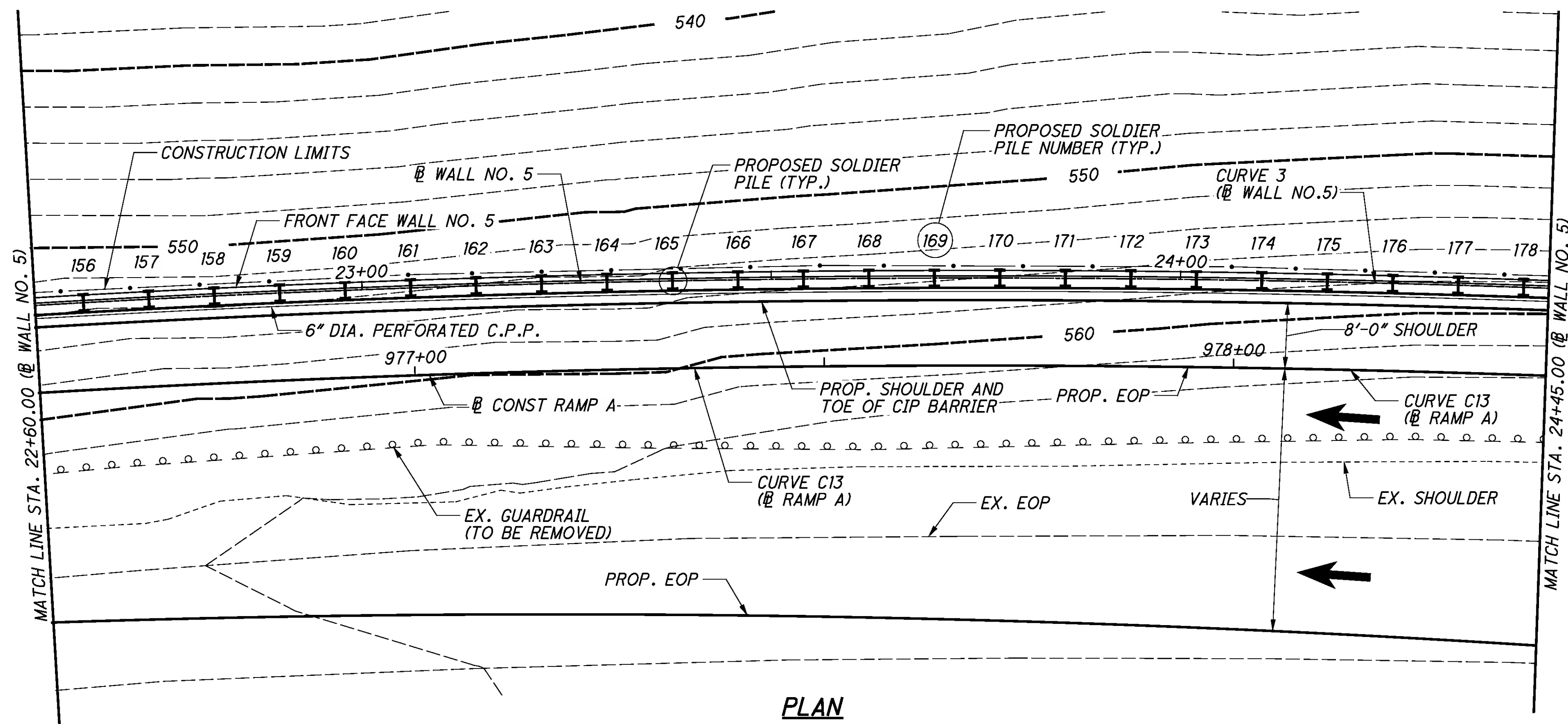
NOTES:

1. FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET 7/15.
2. SEE SECTION A-A ON SHEET 9/15.



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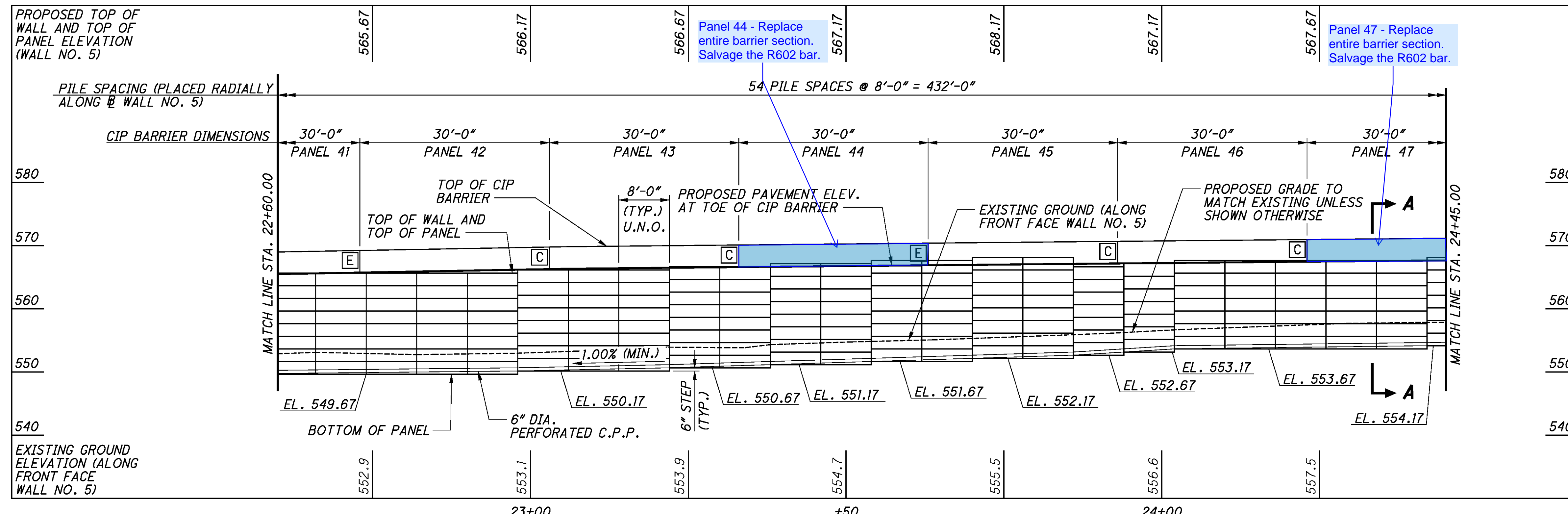
PLAN

LEGEND:

- BORING LOCATION
- C.P.P. = CORRUGATED POLYETHYLENE PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONTRACTION JOINT
- EXPANSION JOINT

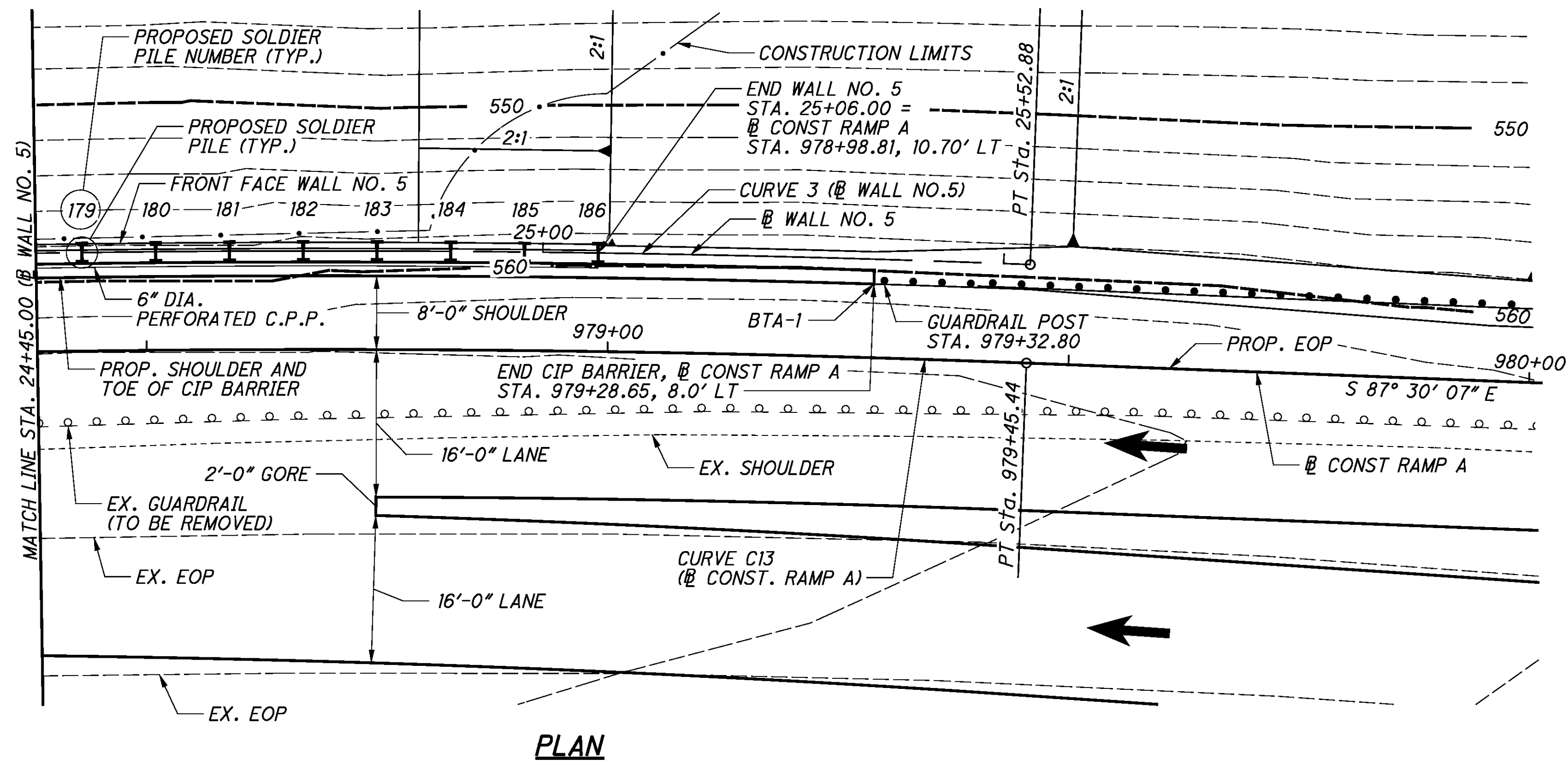
NOTES:

1. FOR NOTES AND HORIZONTAL CURVE DATA SEE SHEET 7/15.
2. SEE SECTION A-A ON SHEET 9/15.



PROFILE ALONG B WALL NO. 5
(LOOKING AT BACK FACE OF WALL)



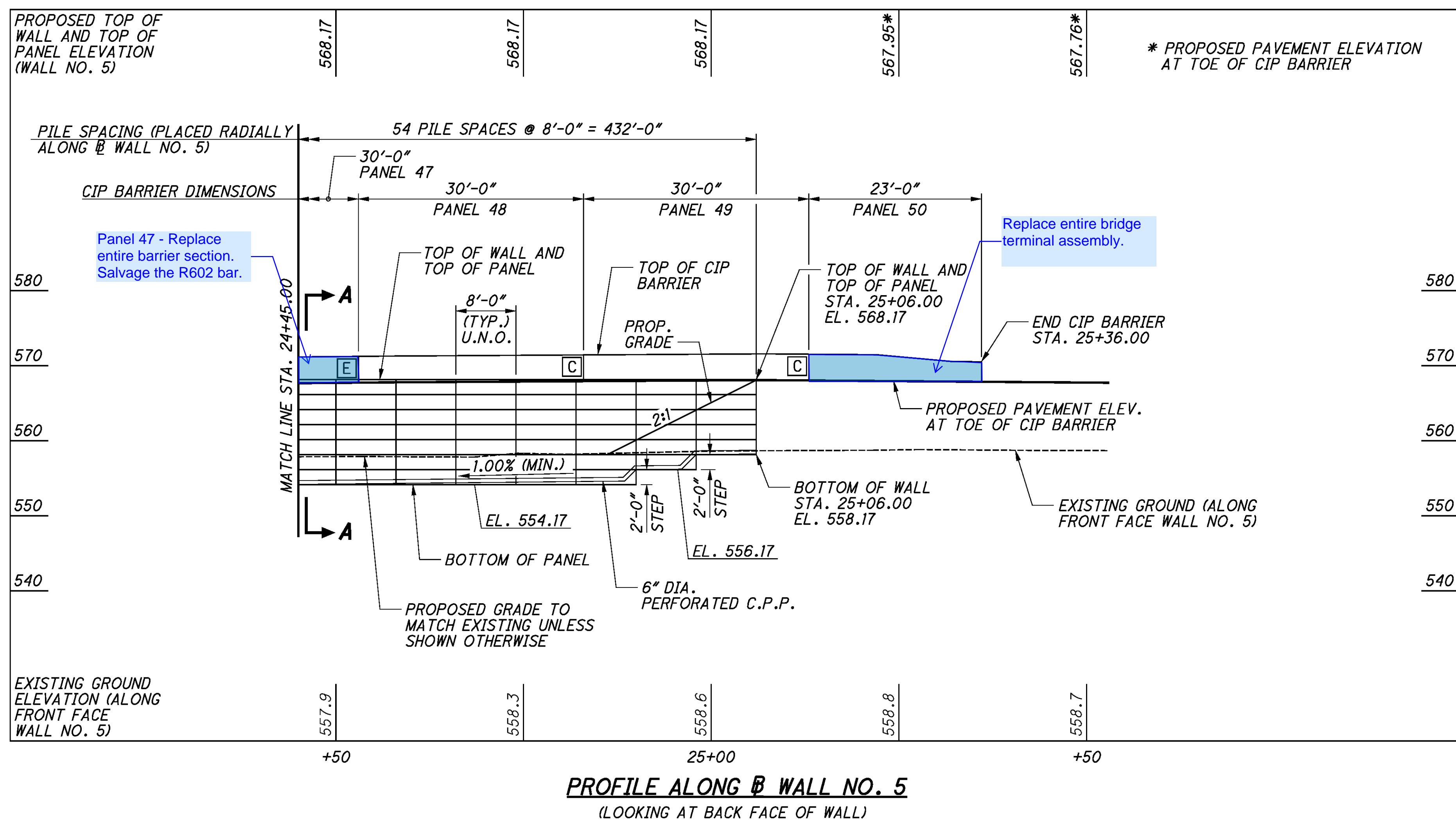


HORIZONTAL CURVE DATA (@ WALL NO. 5)

CURVE 1	CURVE 2	CURVE 3
P.I. = STA. 11+11.19	P.I. = STA. 16+15.07	P.I. = STA. 22+81.92
P.C. = STA. 10+10.00	P.C.C. = STA. 12+12.36	P.C.C. = STA. 20+07.48
P.C.C. = STA. 12+12.36	P.C.C. = STA. 20+07.48	P.T. = STA. 25+52.88
$\Delta = 2^\circ 01' 11''$ RT	$\Delta = 22^\circ 24' 35''$ RT	$\Delta = 15^\circ 49' 17''$ RT
Dc = $0^\circ 59' 53''$ RT	Dc = $2^\circ 49' 06''$ RT	Dc = $2^\circ 54' 03''$ RT
R = 5,740.27'	R = 2,032.90'	R = 1,975.12'
T = 101.19'	T = 402.71'	T = 274.45'
L = 202.36'	L = 795.12'	L = 545.40'
E = 0.89'	E = 39.50'	E = 18.98'

HORIZONTAL CURVE DATA (@ CONST RAMP A)

CURVE C11	CURVE C12	CURVE C13
P.I. = STA. 965+09.34	P.I. = STA. 970+12.65	P.I. = STA. 976+75.95
P.C. = STA. 964+06.60	P.C.C. = STA. 966+12.06	P.C.C. = STA. 974+02.99
P.C.C. = STA. 966+12.06	P.C.C. = STA. 974+02.99	P.T. = STA. 979+45.44
$\Delta = 2^\circ 03' 17''$ RT	$\Delta = 22^\circ 24' 35''$ RT	$\Delta = 15^\circ 49' 17''$ RT
Dc = $1^\circ 00' 00''$ RT	Dc = $2^\circ 50' 00''$ RT	Dc = $2^\circ 55' 00''$ RT
R = 5,729.58'	R = 2,022.20'	R = 1,964.43'
T = 102.74'	T = 400.59'	T = 272.96'
L = 205.46'	L = 790.93'	L = 542.45'
E = 0.92'	E = 39.30'	E = 18.87'
$e_{max} = 0.054$	$e_{max} = 0.054$	$e_{max} = 0.040$



- LEGEND:**
- BORING LOCATION
 - C.P.P. = CORRUGATED POLYETHYLENE PIPE
 - U.N.O. = UNLESS NOTED OTHERWISE
 - CONTRACTION JOINT
 - EXPANSION JOINT

- NOTES:**
- SEE SECTION A-A ON SHEET 9/15.
 - SOIL PARAMETERS USED FOR WALL DESIGN OBTAINED FROM GANNETT FLEMING REPORTS DATED JUNE 25, 2010 AND JULY 15, 2010.
 - EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS

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GENERAL NOTES - WALL NO. 5

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

SBR-1-99 DATED 7/19/02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

898 DATED 10/15/10

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2007, INCLUDING THE 2009 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN DATA

CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4.0 KSI (MOMENT SLAB)

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4.5 KSI (RAILING)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL FOR SOLDIER PILES AND ATTACHED PLATES - ASTM A572 GRADE 50 - YIELD STRENGTH 50 KSI

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

ALL BACKFILL REQUIRED TO CONSTRUCT THE PROPOSED EMBANKMENT WITHIN THE LIMITS OF THE UNCLASSIFIED EXCAVATION FOR THE RETAINING WALL SHALL BE INCLUDED WITH ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN FOR PAYMENT.

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH CMS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

MEASUREMENT FOR PAYMENT WILL BE LIMITED TO THE DISTANCE BETWEEN THE TOP OF WALL ELEVATION AND THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: SOLDIER PILES.

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

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SHALL BE APPLIED TO THE RAILING. THE TOP COAT COLOR FOR THE EPOXY-URETHANE SEALER SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778.

ITEM 517 - RAILING, CONCRETE, AS PER PLAN

CONCRETE FOR THE SINGLE SLOPE DEFLECTOR PARAPET SHALL BE QC/QA CONCRETE CLASS QSC2. CONCRETE FOR THE MOMENT SLAB SHALL BE CLASS QC/QA CONCRETE CLASS QSC1.

THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE, REINFORCING STEEL, DOWELS, SLEEVES, 1" PEJF, AND JOINT SEAL NECESSARY TO FORM AND PLACE THE CONCRETE RAILING AND BARRIER MOMENT SLAB. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 517 - RAILING, CONCRETE, AS PER PLAN.

ITEM 524 - DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH CMS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. THE DESIGN IS BASED ON A MINIMUM TIP ELEVATION.

PLACE THE SOLDIER PILE VERTICALLY WITHIN THE HOLE. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT. DO NOT ALLOW THE VERTICAL ALIGNMENT OF THE SOLDIER PILE TO VARY BY MORE THAN 1/4" PER FOOT OF DEPTH. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES.

USE CLASS C CONCRETE ACCORDING TO CMS 511. PLACE CONCRETE TO THE ELEVATION OF THE BOTTOM OF THE PRECAST LAGGING. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT, AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

FILL THE HOLE ABOVE THE BOTTOM OF THE PRECAST LAGGING TO THE EXISTING GROUND SURFACE WITH ITEM 613 LOW STRENGTH MORTAR BACKFILL (LSM). REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE PRECAST LAGGING.

MEASUREMENT FOR PAYMENT FOR DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, WILL BE LIMITED TO THE DISTANCE BETWEEN THE EXISTING GROUND SURFACE AND THE MINIMUM TIP ELEVATION, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, AND REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE PRECAST LAGGING.

ITEM SPECIAL - RETAINING WALL, MISC.: PRECAST LAGGING

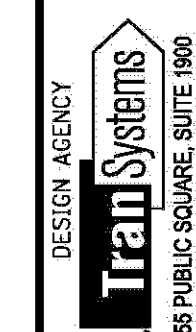
THIS WORK CONSISTS OF FURNISHING AND PLACING PRECAST REINFORCED CONCRETE PANELS BETWEEN THE SOLDIER PILES TO FUNCTION AS LAGGING FOR THE RETAINING WALL. PROVIDE PRECAST CONCRETE LAGGING FROM A PRECAST CONCRETE MANUFACTURER CERTIFIED UNDER SUPPLEMENT 1073. PROVIDE CONCRETE ACCORDING TO CMS 499 EXCEPT WITH A 28-DAY DESIGN STRENGTH OF AT LEAST 4000 PSI AND AIR ENTRAINMENT OF 4 TO 8 PERCENT. PROVIDE EPOXY COATED REINFORCING STEEL ACCORDING TO CMS 709.00. PERMANENTLY MARK EACH PANEL TO INDICATE WHICH FACE WILL BE PLACED AGAINST THE SOIL. PLACE THE PANEL BETWEEN THE FLANGES OF THE SOLDIER PILES AND BEARING AGAINST THE FLANGES ON THE EXPOSED SIDE OF THE WALL. PAYMENT INCLUDES MATERIAL SUPPLY, SEALING WITH EPOXY-URETHANE, AND INSTALLATION.

THE DEPARTMENT WILL PAY FOR PRECAST LAGGING AT THE CONTRACT UNIT PRICE PER EACH FOR:

ITEM SPECIAL - RETAINING WALL, MISC.: 8"x24"x61" PRECAST LAGGING
ITEM SPECIAL - RETAINING WALL, MISC.: 8"x24"x93" PRECAST LAGGING
ITEM SPECIAL - RETAINING WALL, MISC.: 8"x24"x45" PRECAST LAGGING

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ESTIMATED QUANTITIES				
ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION
503	21300	LUMP		UNCLASSIFIED EXCAVATION
507	00400	7878	FT	STEEL PILES, MISC.: SOLDIER PILES
512	10100	1321	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	13900	3034	SQ. FT.	2" PREFORMED EXPANSION JOINT FILLER
517	74501	1486	FT	RAILING, CONCRETE, AS PER PLAN
518	21200	1280	CU. YD.	POROUS BACKFILL WITH FILTER FABRIC
518	40000	1460	FT.	6" PERFORATED CORRUGATED PLASTIC PIPE
518	40010	132	FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS
524	94703	5907	FT.	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN
613	41200	147	CU. YD.	LOW STRENGTH MORTAR BACKFILL
SPECIAL	690E98000	1242	EACH	RETAINING WALL MISC.: 8"x24"x93" PRECAST LAGGING
SPECIAL	690E98000	21	EACH	RETAINING WALL MISC.: 8"x24"x61" PRECAST LAGGING
SPECIAL	690E98000	26	EACH	RETAINING WALL MISC.: 8"x24"x45" PRECAST LAGGING

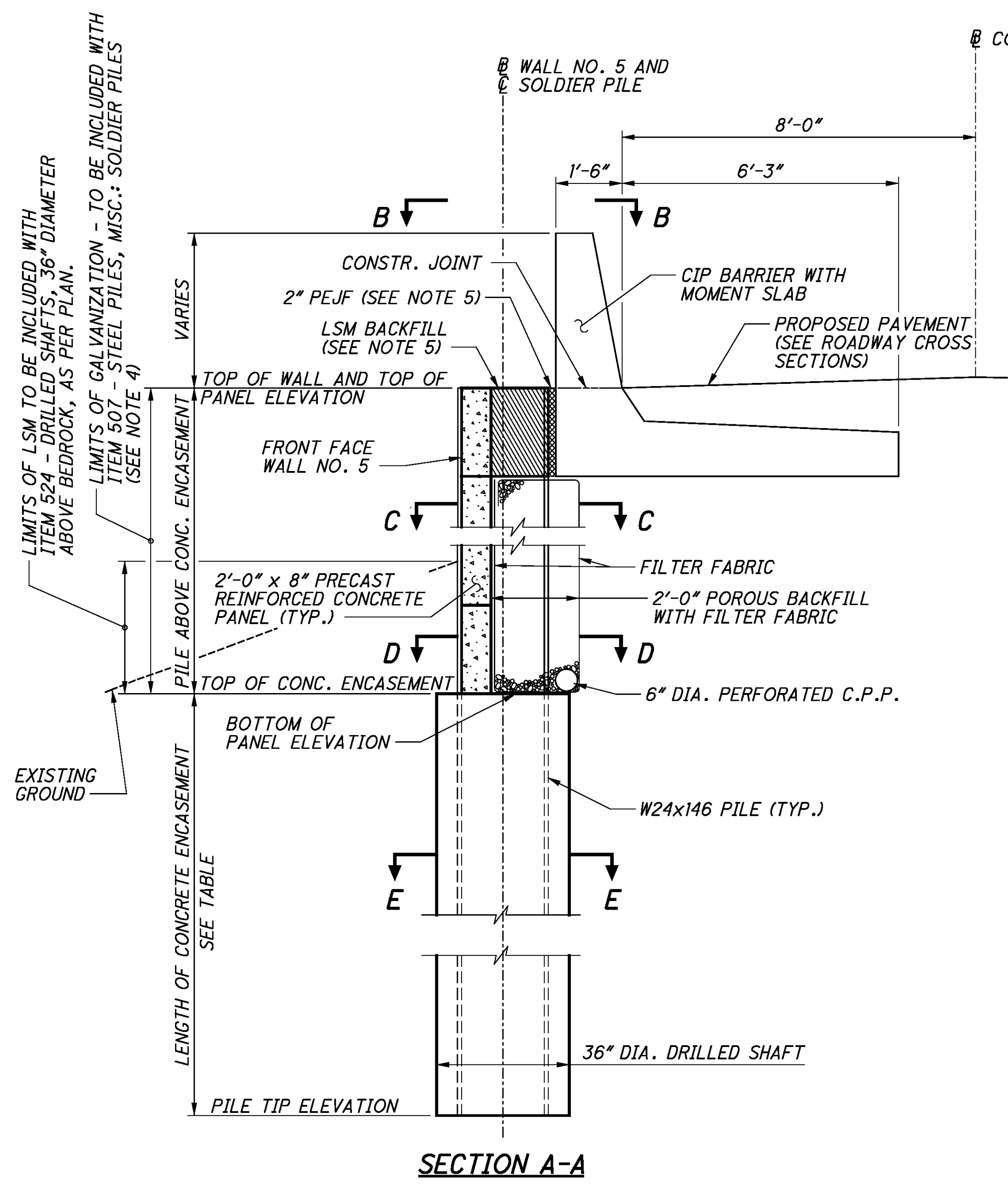


DESIGNED	MSL	CHECKED	MTN
DRAWN	MTN	REVIEWED	MTN
REVIEWED	MSL	DATE	12/10/10
STRUCTURE FILE NUMBER			

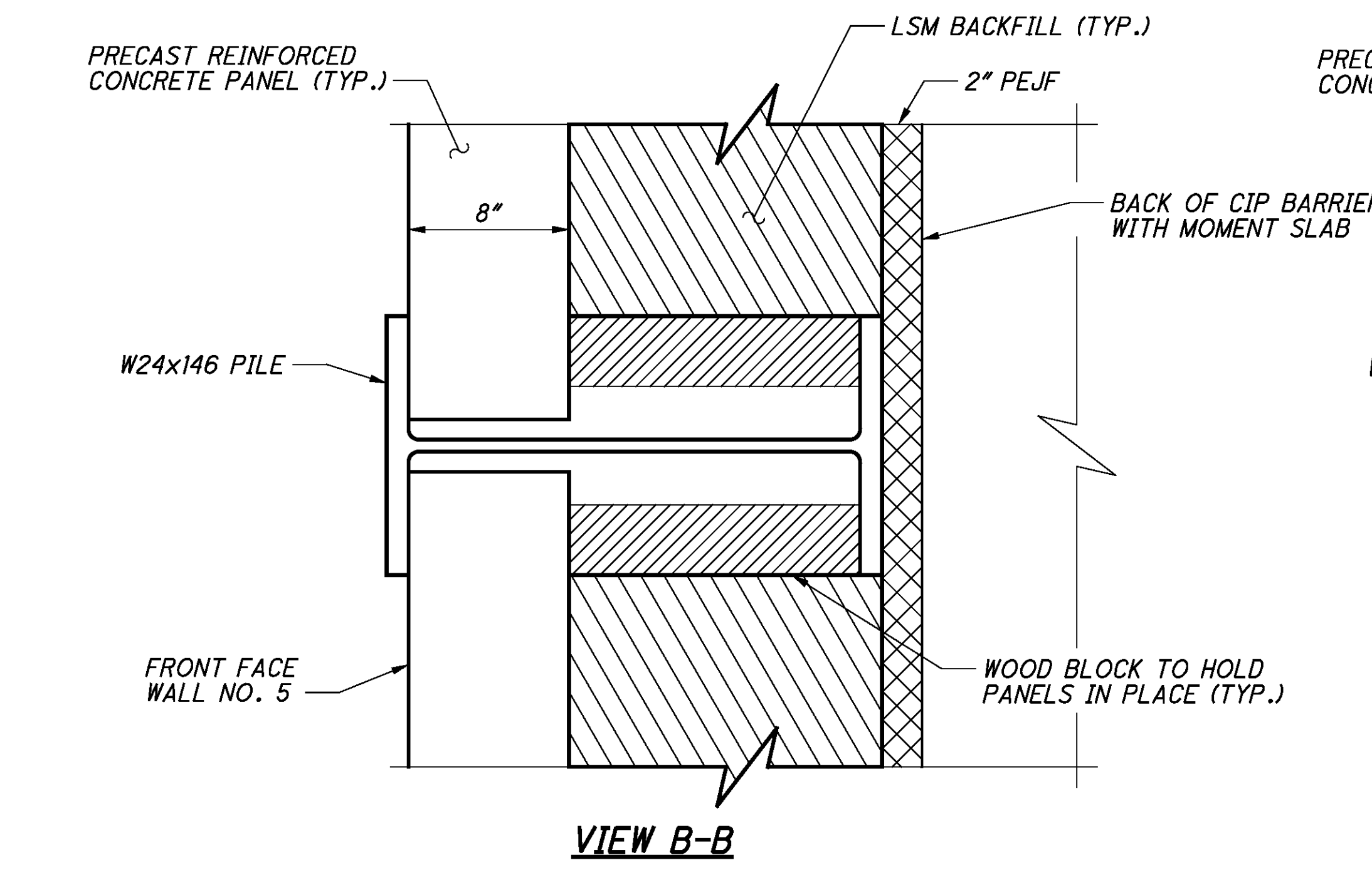
GENERAL NOTES AND ESTIMATED QUANTITIES - WALL NO. 5
ALONG IR-74 RAMP A

HAM-74-18.00
PID No. 82284

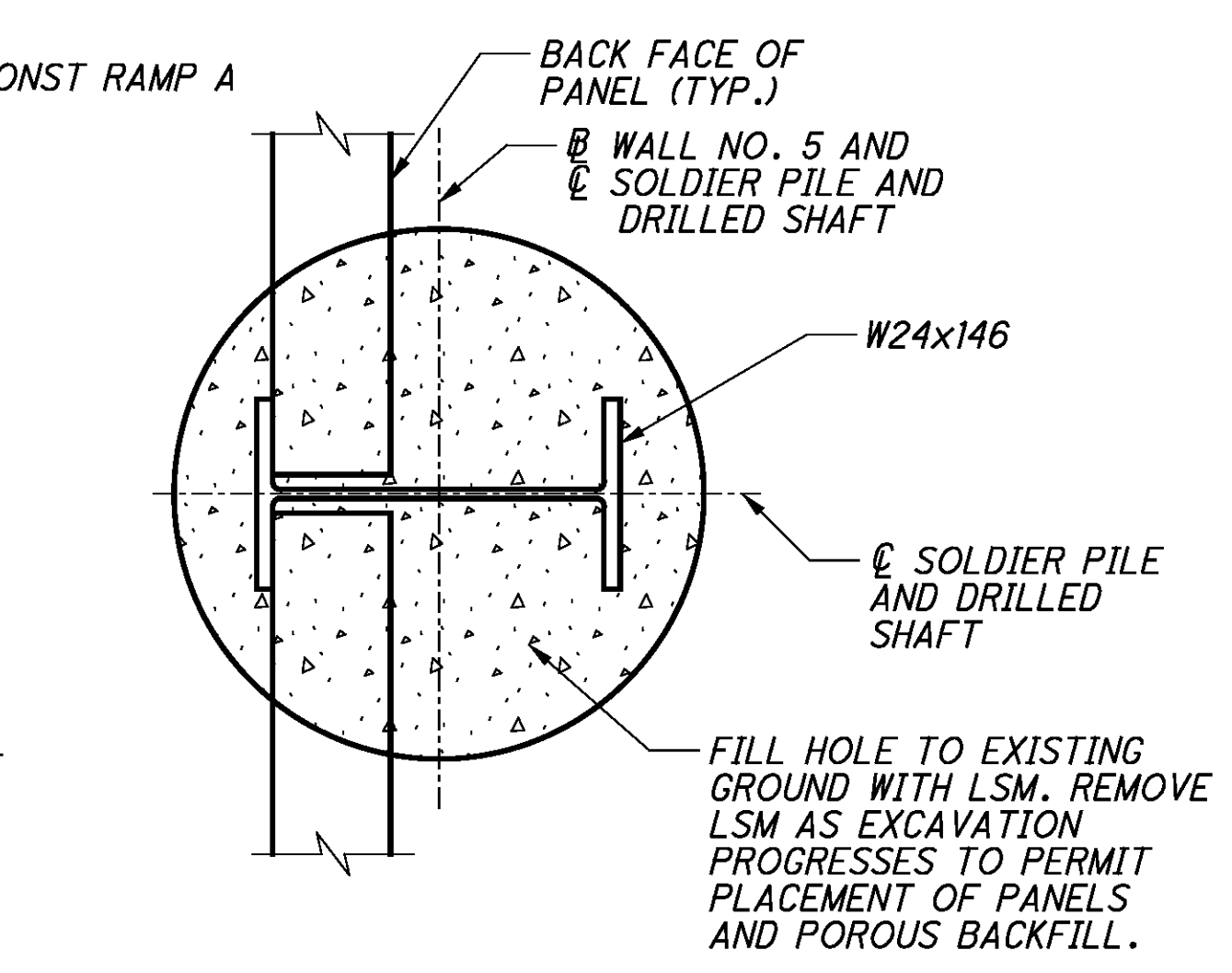
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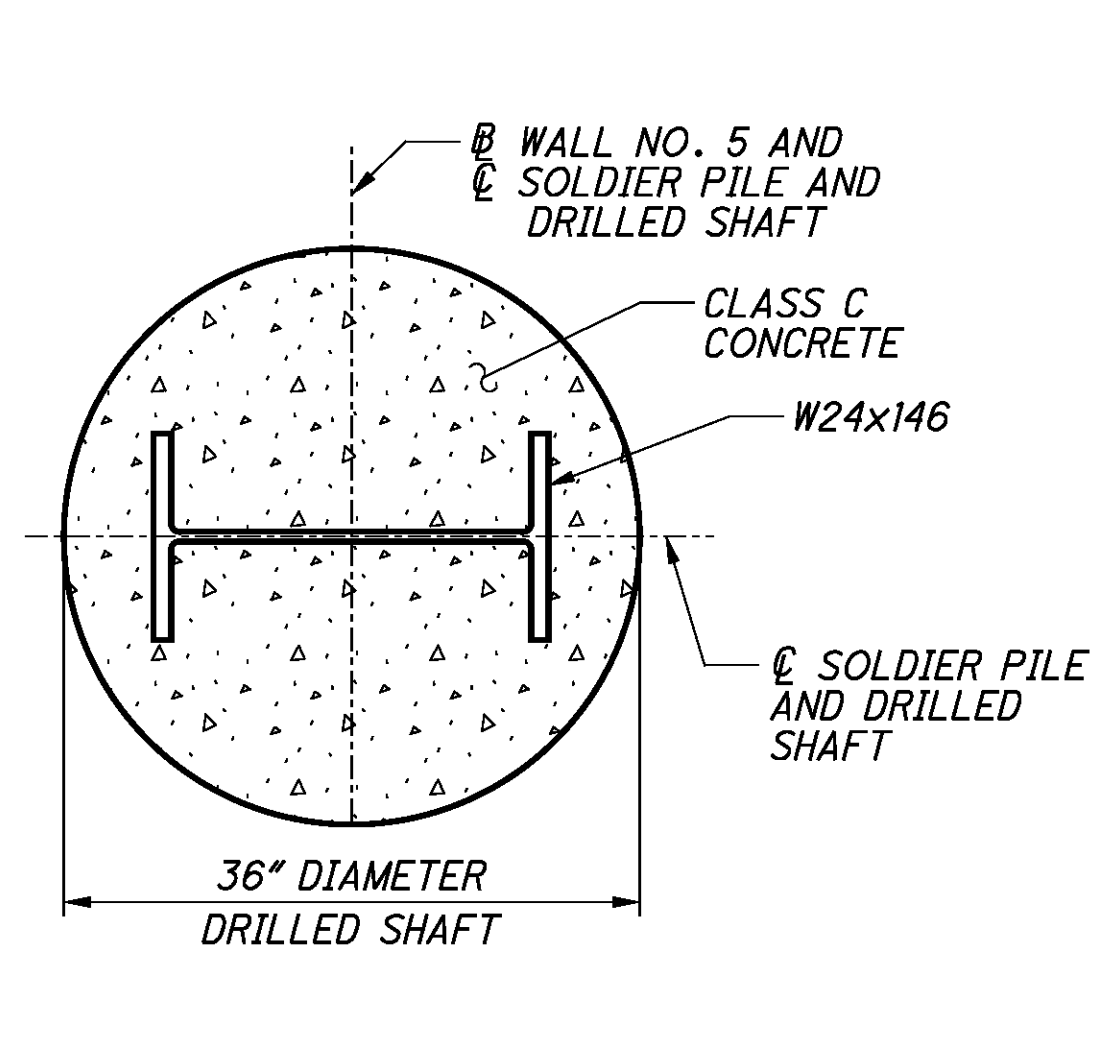
SECTION A-A



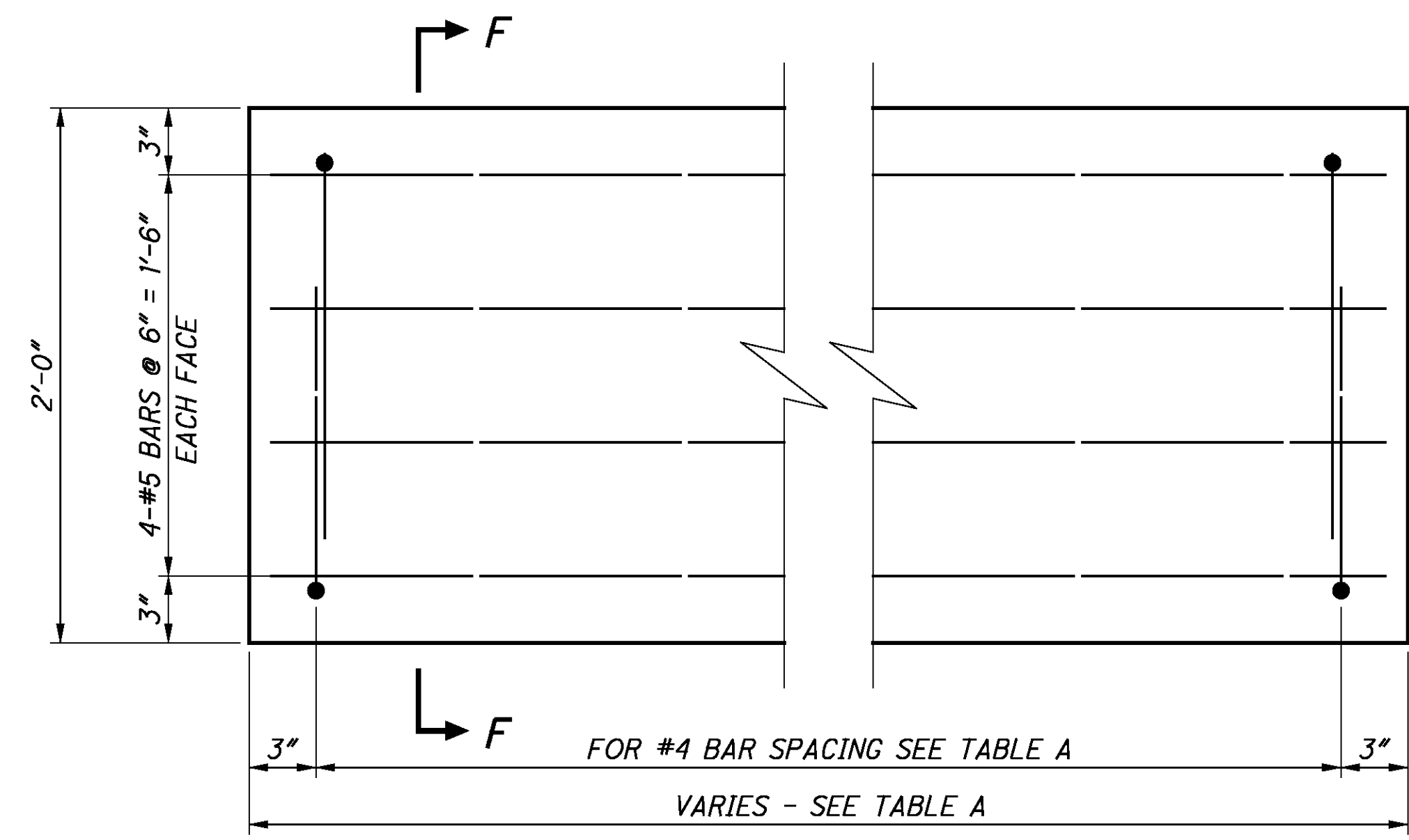
VIEW B-B



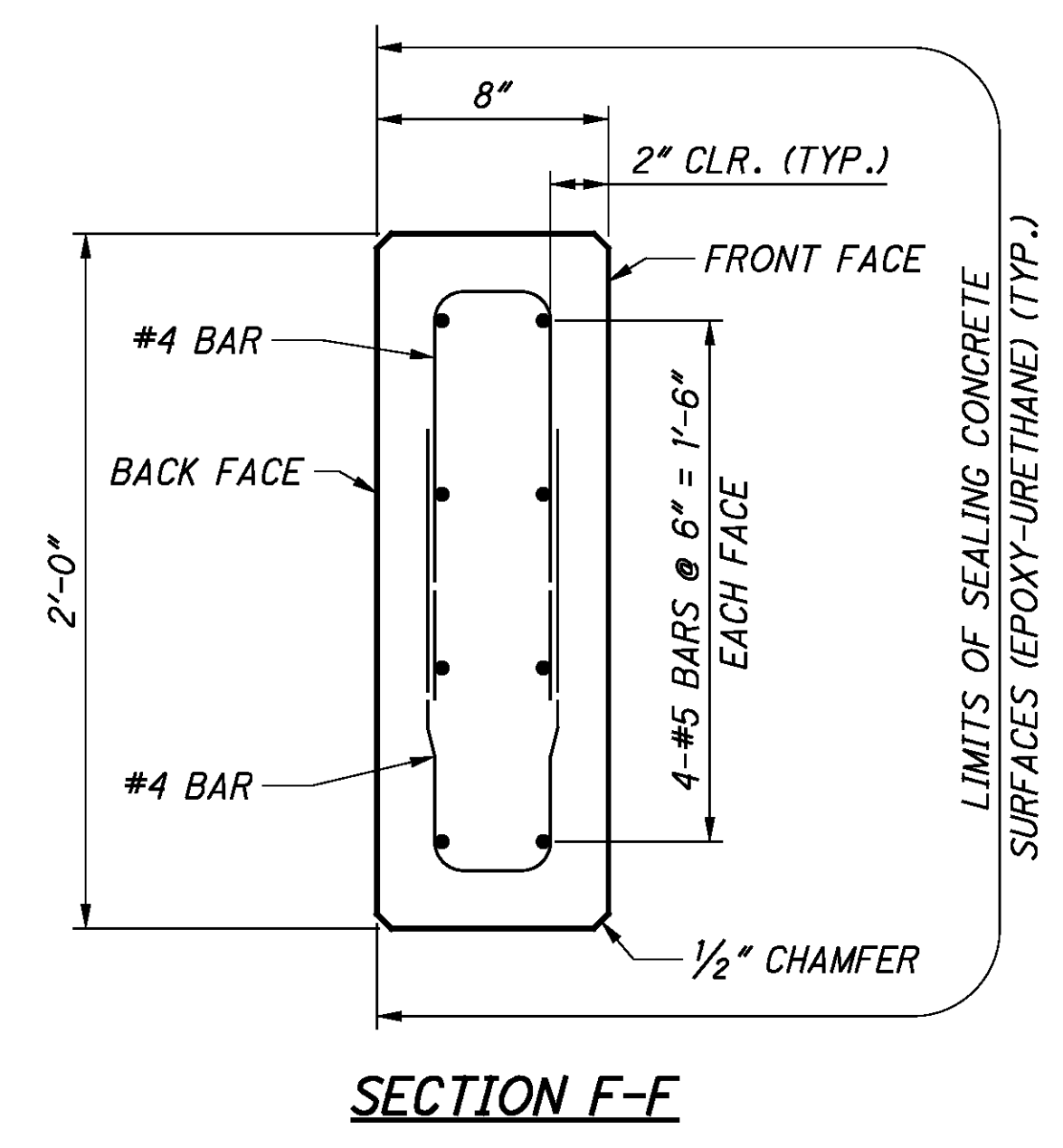
SECTION D-D



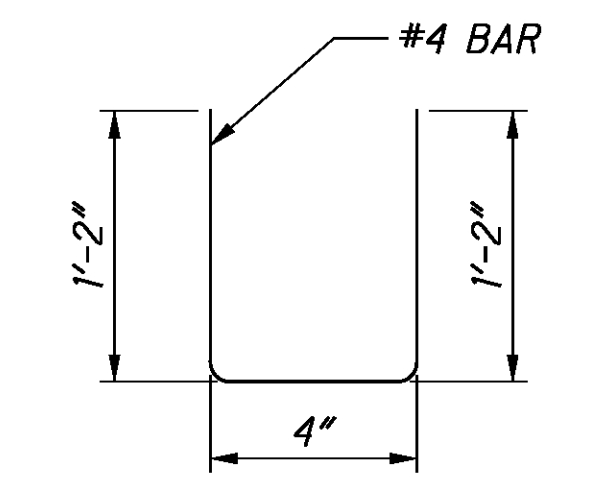
SECTION E-E



PRECAST LAGGING ELEVATION



SECTION F-F



TYPE-2
PRECAST LAGGING
BAR DETAILS

TABLE A	
3'-9" LAGGING - 2 SETS OF 5-#4 BARS @ 9 3/4" SPA. = 3'-3"	
5'-1" LAGGING - 2 SETS OF 6-#4 BARS @ 11" SPA. = 4'-7"	
7'-9" LAGGING - 2 SETS OF 9-#4 BARS @ 10 7/8" SPA. = 7'-3"	

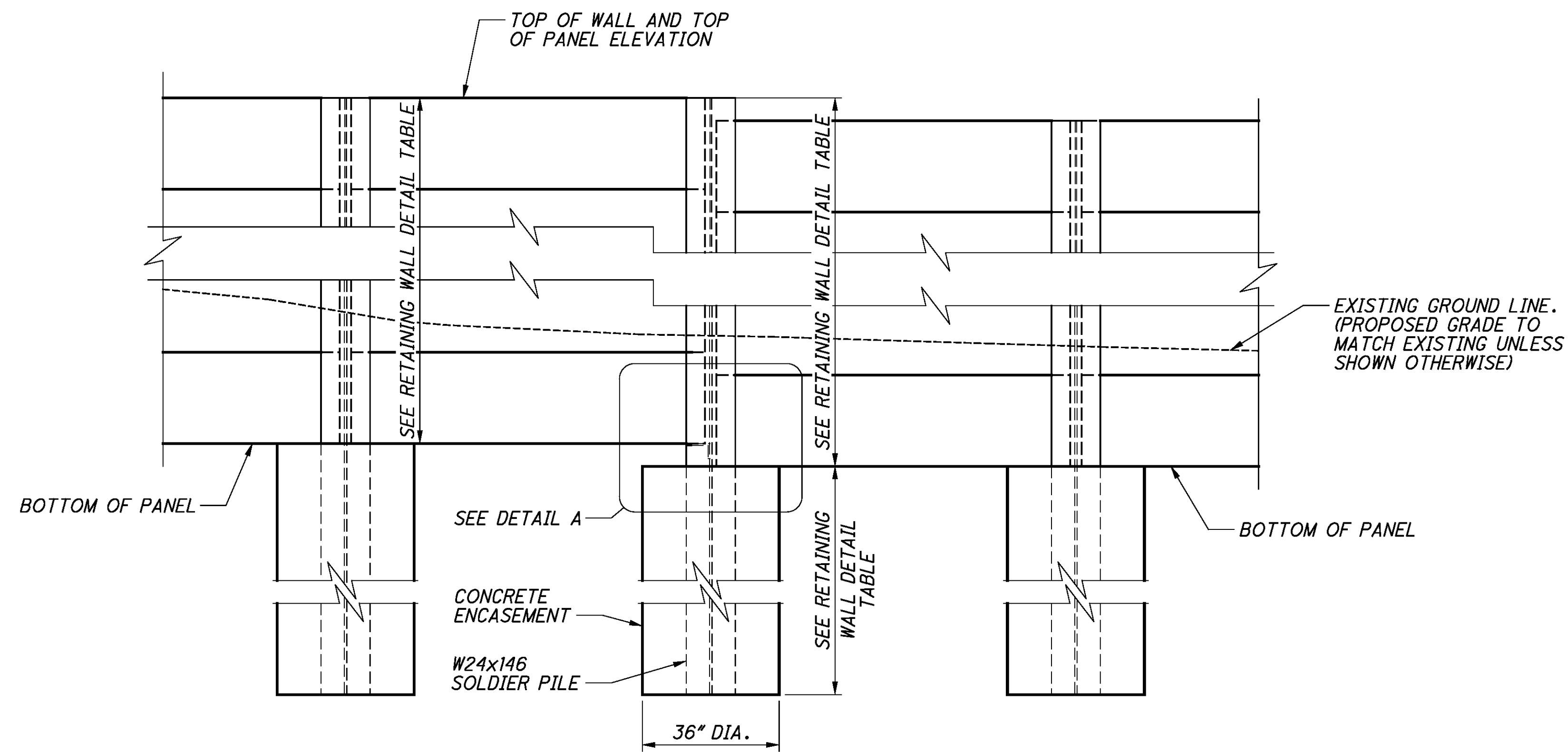
LEGEND:

C.P.P. = CORRUGATED POLYETHYLENE PIPE
 LSM = LOW STRENGTH MORTAR
 PEJF = PREFORMED EXPANSION JOINT FILLER

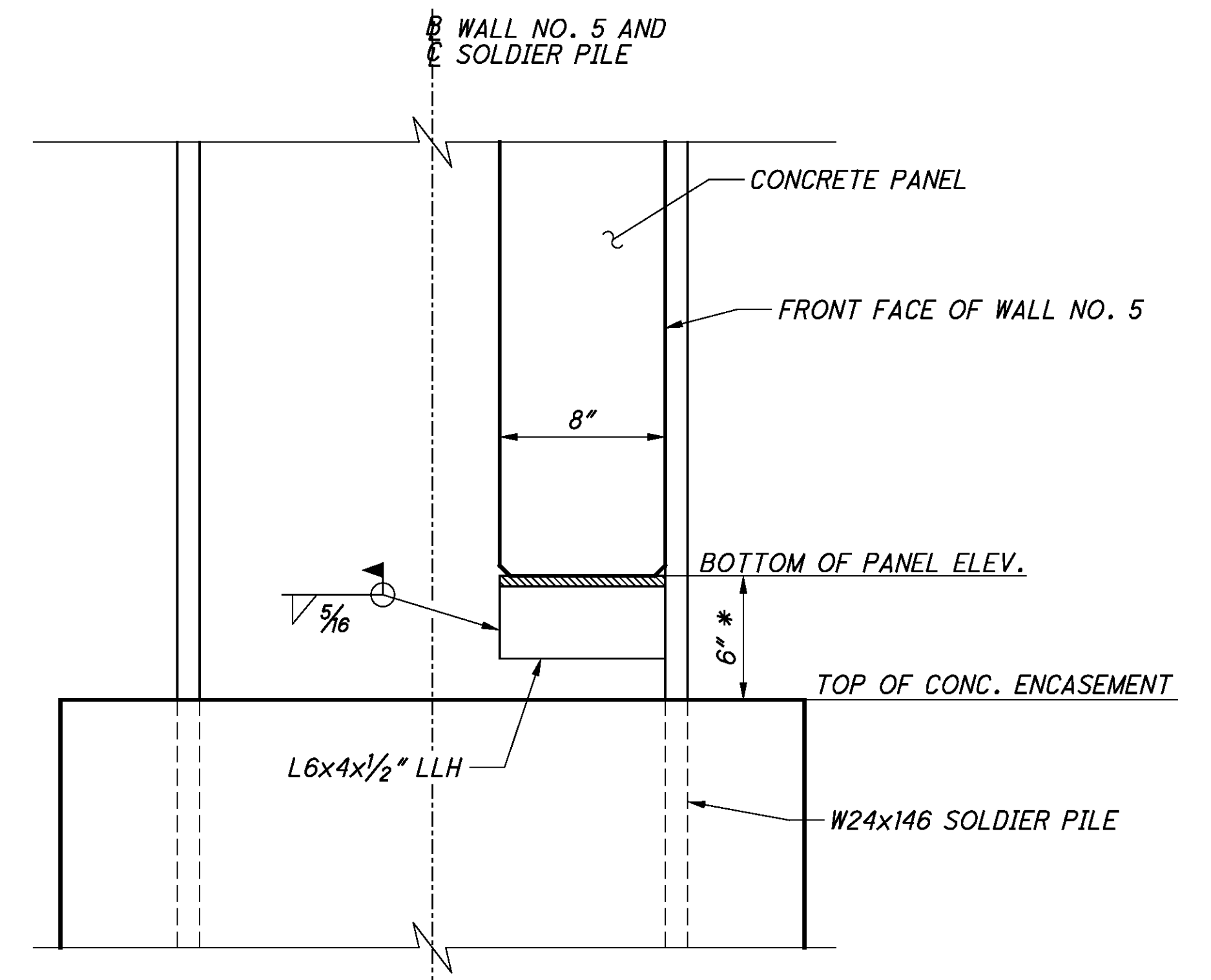
NOTES:

- SURFACES OF CONCRETE PANELS SHALL BE SEALED WITH EPOXY-URETHANE PRIOR TO PLACEMENT. SEALING OF PANELS TO BE INCLUDED WITH: ITEM SPECIAL - RETAINING WALL MISC.: PRECAST LAGGING.
- ALL REINFORCING STEEL FOR THE CONCRETE PANELS SHALL BE EPOXY COATED.
- PANELS SHALL BE PRECAST. THE CONCRETE FOR THE PANELS SHALL BE CLASS C, f'c = 4000 PSI.
- ALL W24x146 SOLDIER PILES ARE TO BE GALVANIZED IN ACCORDANCE WITH CMS 711.02 ALONG THE LENGTH OF THE PILE SUPPORTING LAGGING.
- LSM BACKFILL AND 2" PEJF SHALL BE PLACED BETWEEN THE MOMENT SLAB AND THE PRECAST PANEL FROM THE BOTTOM OF THE MOMENT SLAB TO THE TOP OF THE PRECAST PANEL. THE LSM BACKFILL SHALL BE PAID FOR WITH ITEM 613 - LOW STRENGTH MORTAR BACKFILL. THE 2" PEJF SHALL BE PAID FOR WITH ITEM 516 - 2" PREFORMED EXPANSION JOINT FILLER.
- PAYMENT FOR PRECAST LAGGING REINFORCING STEEL TO BE INCLUDED WITH ITEM SPECIAL - RETAINING WALL MISC.: PRECAST LAGGING.

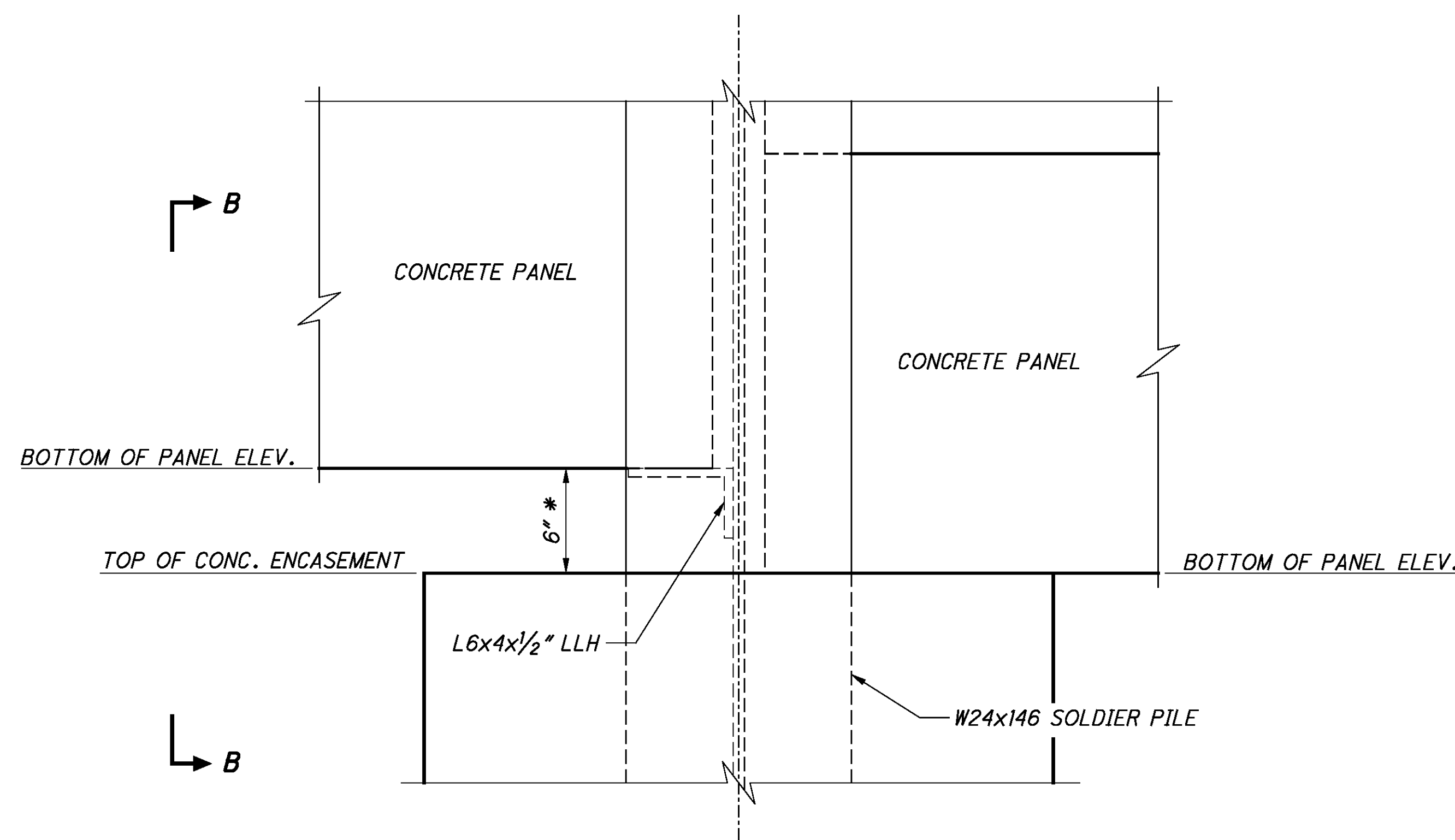
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TYPICAL WALL ELEVATION
(ALONG FRONT FACE OF WALL)



VIEW B-B
(BEARING DETAIL AT TOP OF DRILLED SHAFT)



DETAIL A
(BEARING DETAIL AT TOP OF DRILLED SHAFT)

* TYPICAL AT ALL STEP LOCATIONS EXCEPT AT SOLDIER PILE NUMBERS 2, 184, AND 185.

LEGEND

U.N.O. = UNLESS NOTED OTHERWISE

NOTES:

- STEEL SUPPORT ANGLE SHALL BE ASTM A572, GRADE 50 AND INCLUDED WITH ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES FOR PAYMENT.
- FOR RETAINING WALL DETAIL TABLE, SEE SHEETS 11/15 AND 12/15.

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RETAINING WALL DETAIL TABLE

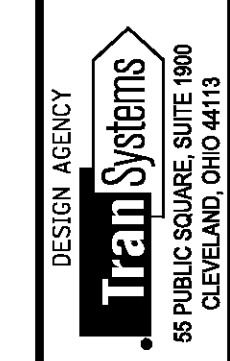
Table with 7 columns: SOLDIER PILE NUMBER, PILE STATION, TOP OF WALL AND TOP OF PANEL ELEV., TOP OF CONC. ENCASEMENT ELEVATION, LENGTH OF CONCRETE ENCASEMENT, PILE TIP ELEV., LENGTH OF PILE. Rows 1-67.

RETAINING WALL DETAIL TABLE

Table with 7 columns: SOLDIER PILE NUMBER, PILE STATION, TOP OF WALL AND TOP OF PANEL ELEV., TOP OF CONC. ENCASEMENT ELEVATION, LENGTH OF CONCRETE ENCASEMENT, PILE TIP ELEV., LENGTH OF PILE. Rows 68-134.

NOTES:

- 1. ALL SOLDIER PILES ARE W24x146
2. PILE STATIONS ARE ALONG @ WALL NO. 5
3. SEE SECTION A-A ON SHEET 9/15 FOR LOCATION OF ELEVATIONS DISPLAYED IN DETAIL TABLE.



DESIGN AGENCY

DATE 12/10/10

REVIEWED MSL

DRAWN MTN

DESIGNED MSL

CHECKED MTN

SOLDIER PILE WALL DETAILS - WALL NO. 5

HAM-74-18.00 PID No. 82284

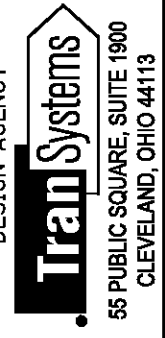
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RETAINING WALL DETAIL TABLE

SOLDIER PILE NUMBER	PILE STATION	TOP OF WALL AND TOP OF PANEL ELEV.	TOP OF CONC. ENCASEMENT ELEVATION	LENGTH OF CONCRETE ENCASEMENT	PILE TIP ELEV.	LENGTH OF PILE
135	20+98.00	562.67	546.17	30.00	516.17	46.50
136	21+06.00	562.67	546.67	30.00	516.67	46.00
137	21+14.00	562.67	546.67	30.00	516.67	46.00
138	21+22.00	563.17	546.67	30.00	516.67	46.50
139	21+30.00	563.17	547.17	30.00	517.17	46.00
140	21+38.00	563.17	547.17	30.00	517.17	46.00
141	21+46.00	563.67	547.17	30.00	517.17	46.50
142	21+54.00	563.67	547.67	30.00	517.67	46.00
143	21+62.00	563.67	547.67	30.00	517.67	46.00
144	21+70.00	563.67	547.67	30.00	517.67	46.00
145	21+78.00	563.67	547.67	30.00	517.67	46.00
146	21+86.00	563.67	547.67	30.00	517.67	46.00
147	21+94.00	564.17	547.67	30.00	517.67	46.50
148	22+02.00	564.17	548.17	30.00	518.17	46.00
149	22+10.00	564.17	548.17	30.00	518.17	46.00
150	22+18.00	564.67	548.17	30.00	518.17	46.50
151	22+26.00	564.67	548.67	30.00	518.67	46.00
152	22+34.00	565.17	548.67	30.00	518.67	46.50
153	22+42.00	565.17	549.17	30.00	519.17	46.00
154	22+50.00	565.67	549.17	30.00	519.17	46.50
155	22+58.00	565.67	549.67	30.00	519.67	46.00
156	22+66.00	565.67	549.67	30.00	519.67	46.00
157	22+74.00	565.67	549.67	30.00	519.67	46.00
158	22+82.00	565.67	549.67	30.00	519.67	46.00
159	22+90.00	565.67	549.67	30.00	519.67	46.00
160	22+98.00	566.17	549.67	30.00	519.67	46.50
161	23+06.00	566.17	550.17	30.00	520.17	46.00
162	23+14.00	566.17	550.17	30.00	520.17	46.00
163	23+22.00	566.67	550.17	30.00	520.17	46.50
164	23+30.00	566.67	550.67	30.00	520.67	46.00
165	23+38.00	567.17	550.67	30.00	520.67	46.50
166	23+46.00	567.17	551.17	30.00	521.17	46.00
167	23+54.00	567.67	551.17	30.00	521.17	46.50
168	23+62.00	567.67	551.67	30.00	521.67	46.00
169	23+70.00	568.17	551.67	30.00	521.67	46.50
170	23+78.00	568.17	552.17	30.00	522.17	46.00
171	23+86.00	568.17	552.17	30.00	522.17	46.00
172	23+94.00	567.17	552.67	30.00	522.67	44.50
173	24+02.00	567.67	553.17	30.00	523.17	44.50
174	24+10.00	567.67	553.67	30.00	523.67	44.00
175	24+18.00	567.67	553.67	30.00	523.67	44.00
176	24+26.00	567.67	553.67	30.00	523.67	44.00
177	24+34.00	567.67	553.67	30.00	523.67	44.00
178	24+42.00	568.17	553.67	30.00	523.67	44.50
179	24+50.00	568.17	554.17	30.00	524.17	44.00
180	24+58.00	568.17	554.17	30.00	524.17	44.00
181	24+66.00	568.17	554.17	30.00	524.17	44.00
182	24+74.00	568.17	554.17	30.00	524.17	44.00
183	24+82.00	568.17	554.17	30.00	524.17	44.00
184	24+90.00	568.17	554.17	30.00	524.17	44.00
185	24+98.00	568.17	556.17	30.00	526.17	42.00
186	25+06.00	568.17	558.17	30.00	528.17	40.00

NOTES:

- ALL SOLDIER PILES ARE W24x146
- PILE STATIONS ARE ALONG @ WALL NO. 5
- SEE SECTION A-A ON SHEET 9/15 FOR LOCATION OF ELEVATIONS DISPLAYED IN DETAIL TABLE.



DESIGN AGENCY
Trail Systems
65 PUBLIC SQUARE, SUITE 1800
CLEVELAND, OHIO 44113

DATE: 12/10/10
REVIEWED: MSL
STRUCTURE FILE NUMBER

DRAWN: MTN
REVISIONS

DESIGNED: MSL
CHECKED: MTN

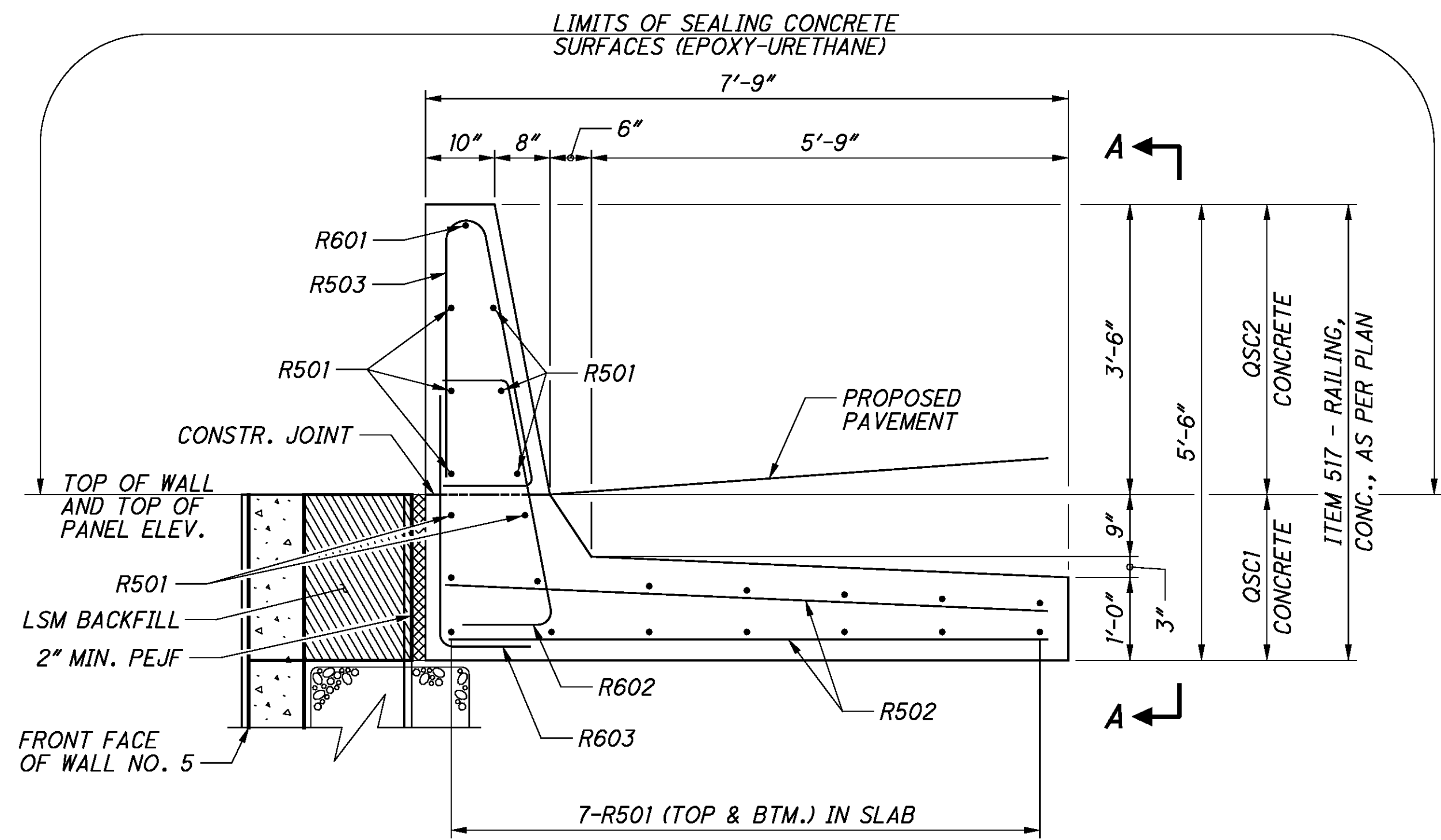
SOLDIER PILE WALL DETAILS - WALL NO. 5
ALONG IR-74 RAMP A

HAM-74-18.00
PID No. 82284

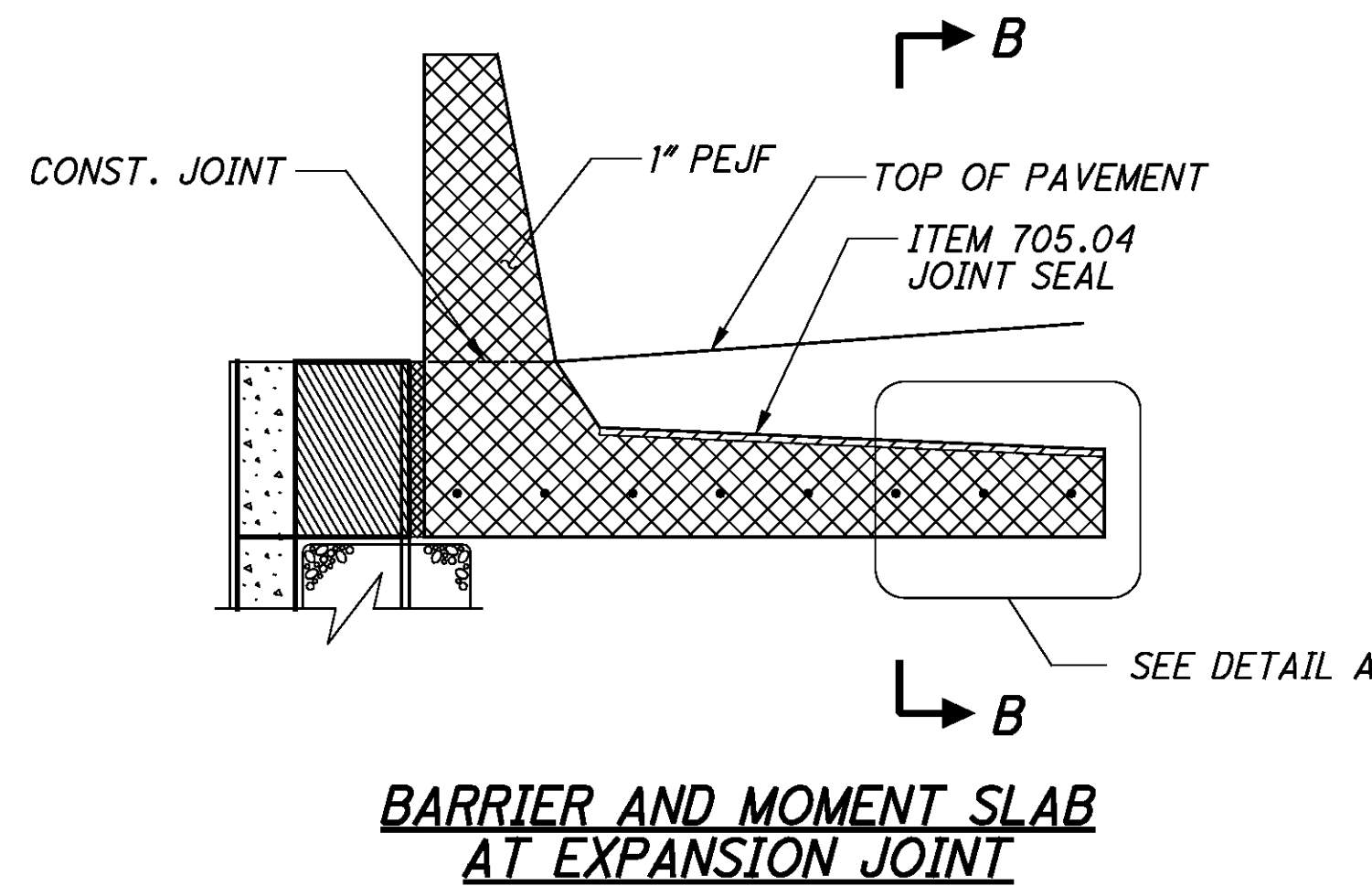
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335
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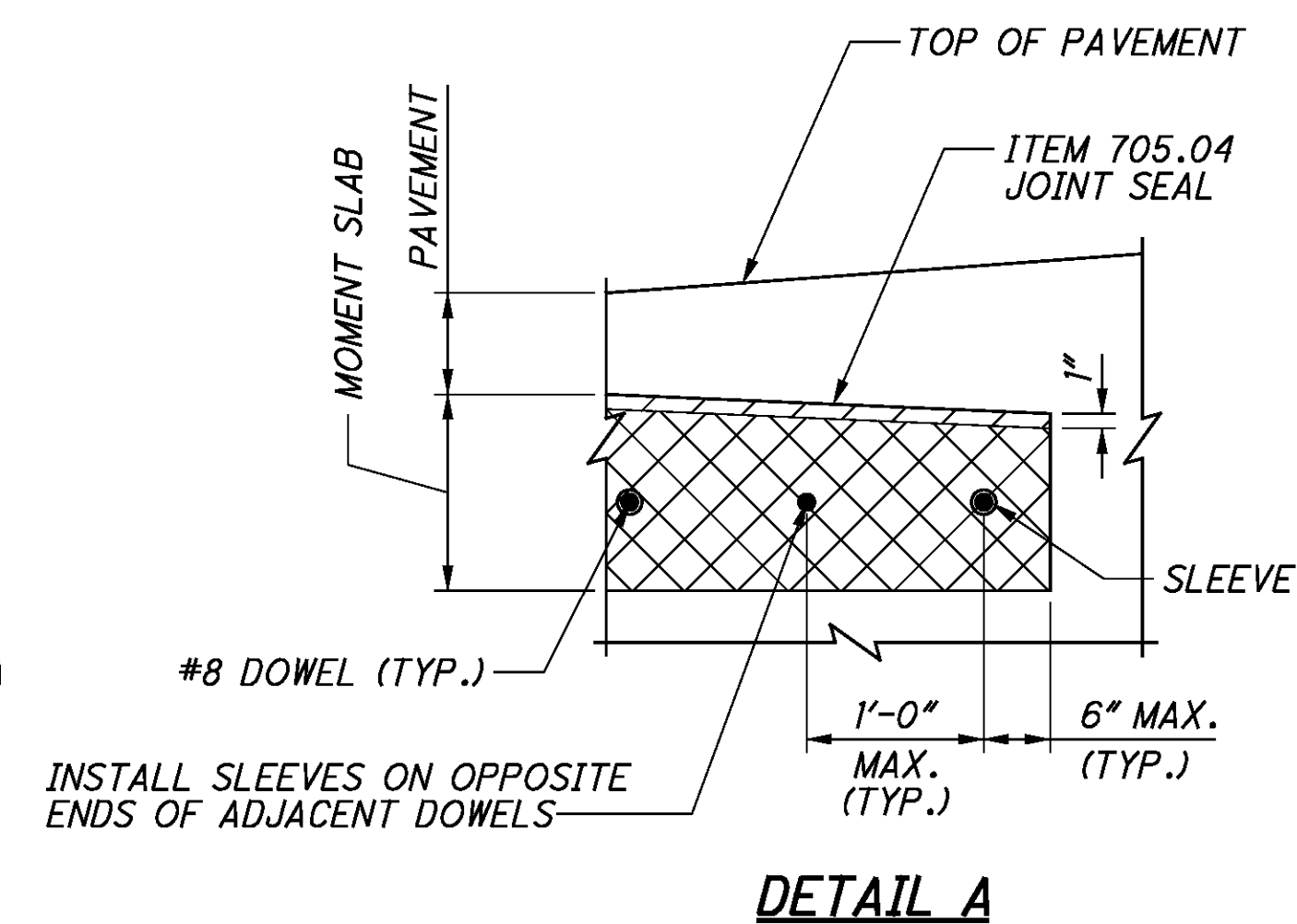
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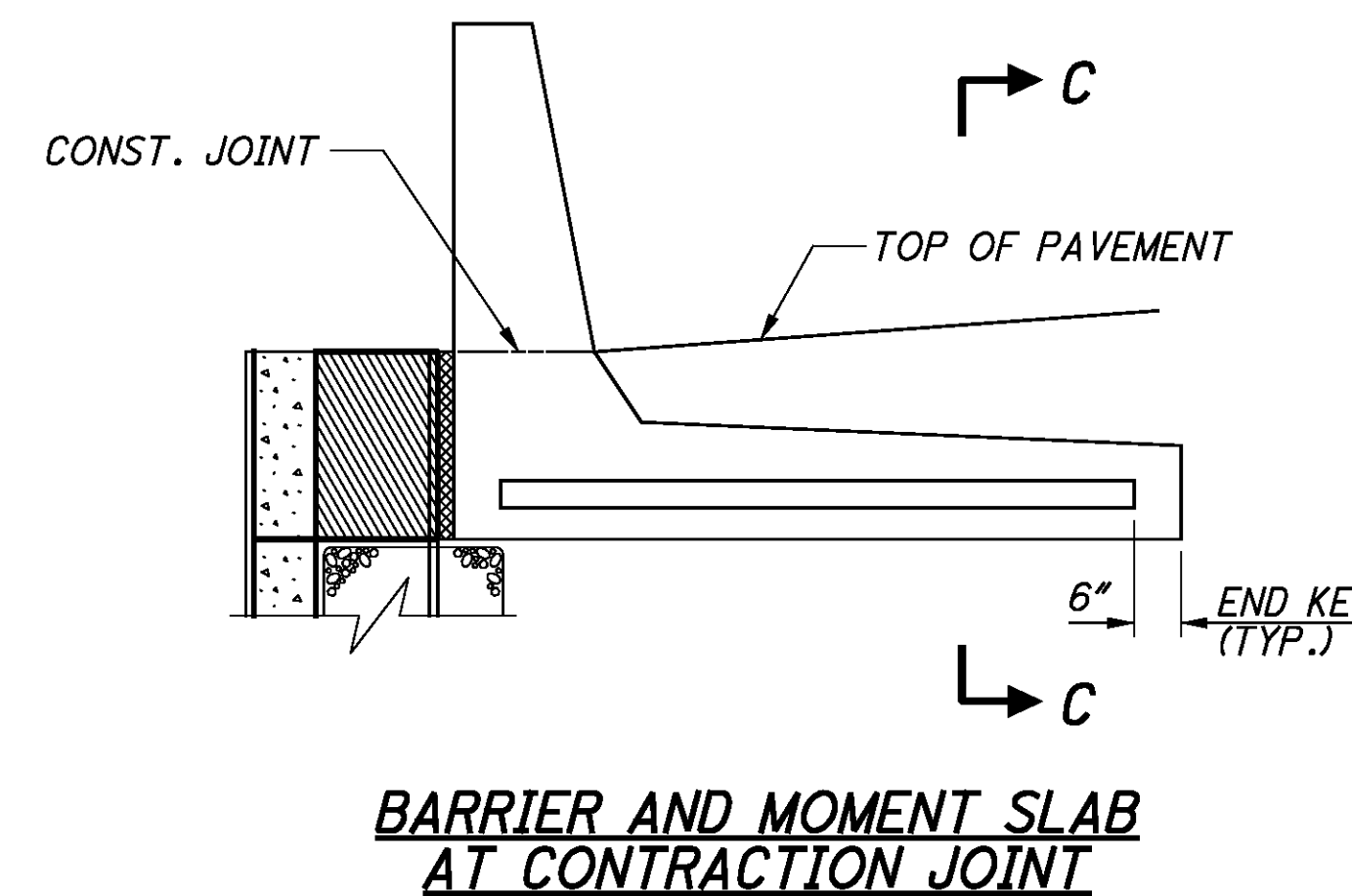
CIP BARRIER DETAIL



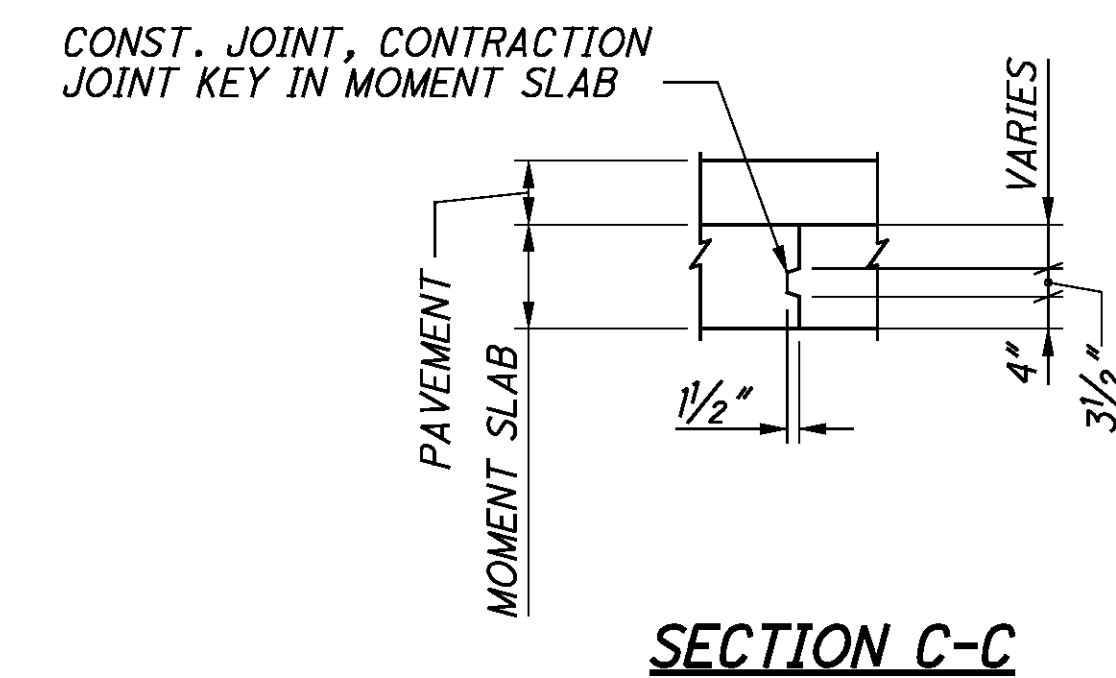
BARRIER AND MOMENT SLAB AT EXPANSION JOINT



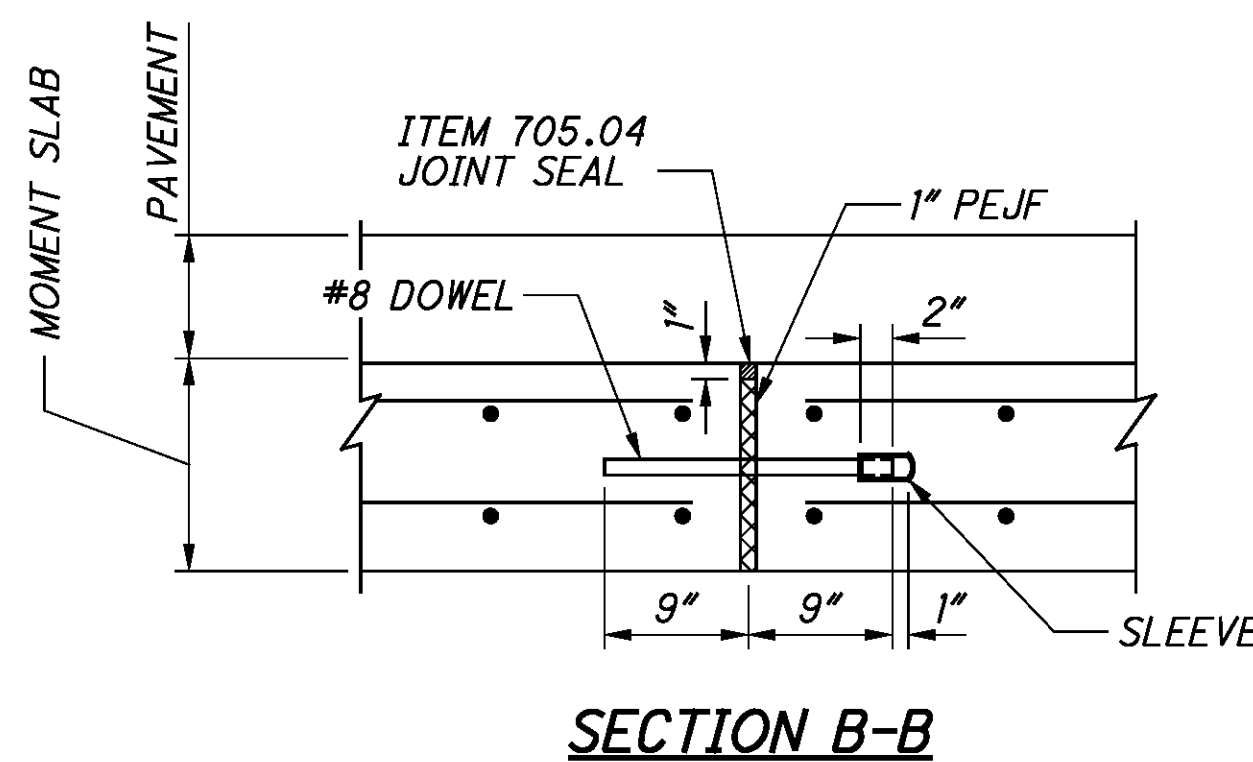
DETAIL A



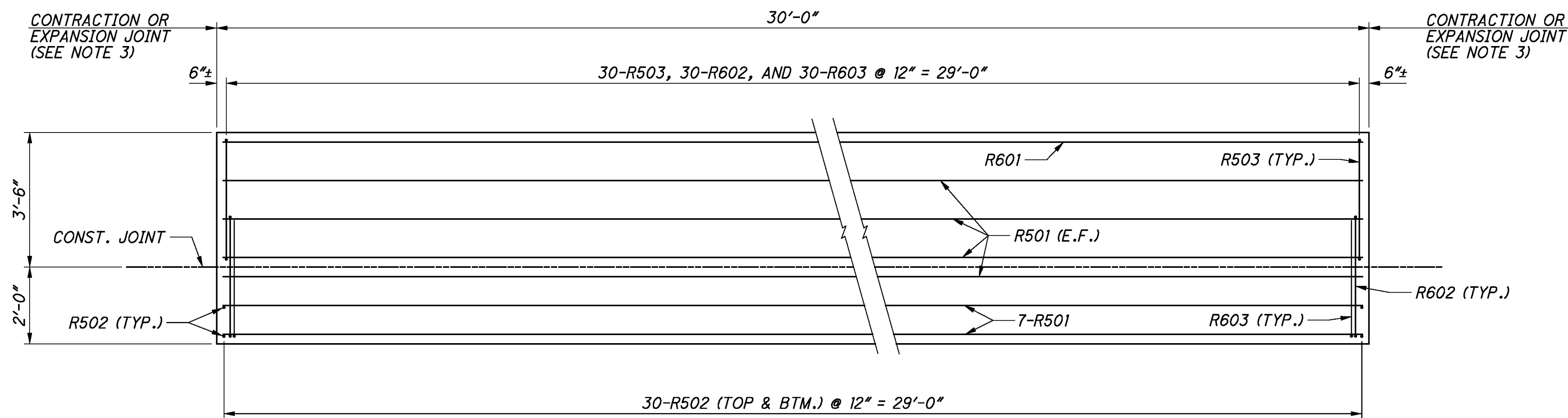
BARRIER AND MOMENT SLAB AT CONTRACTION JOINT



SECTION C-C



SECTION B-B



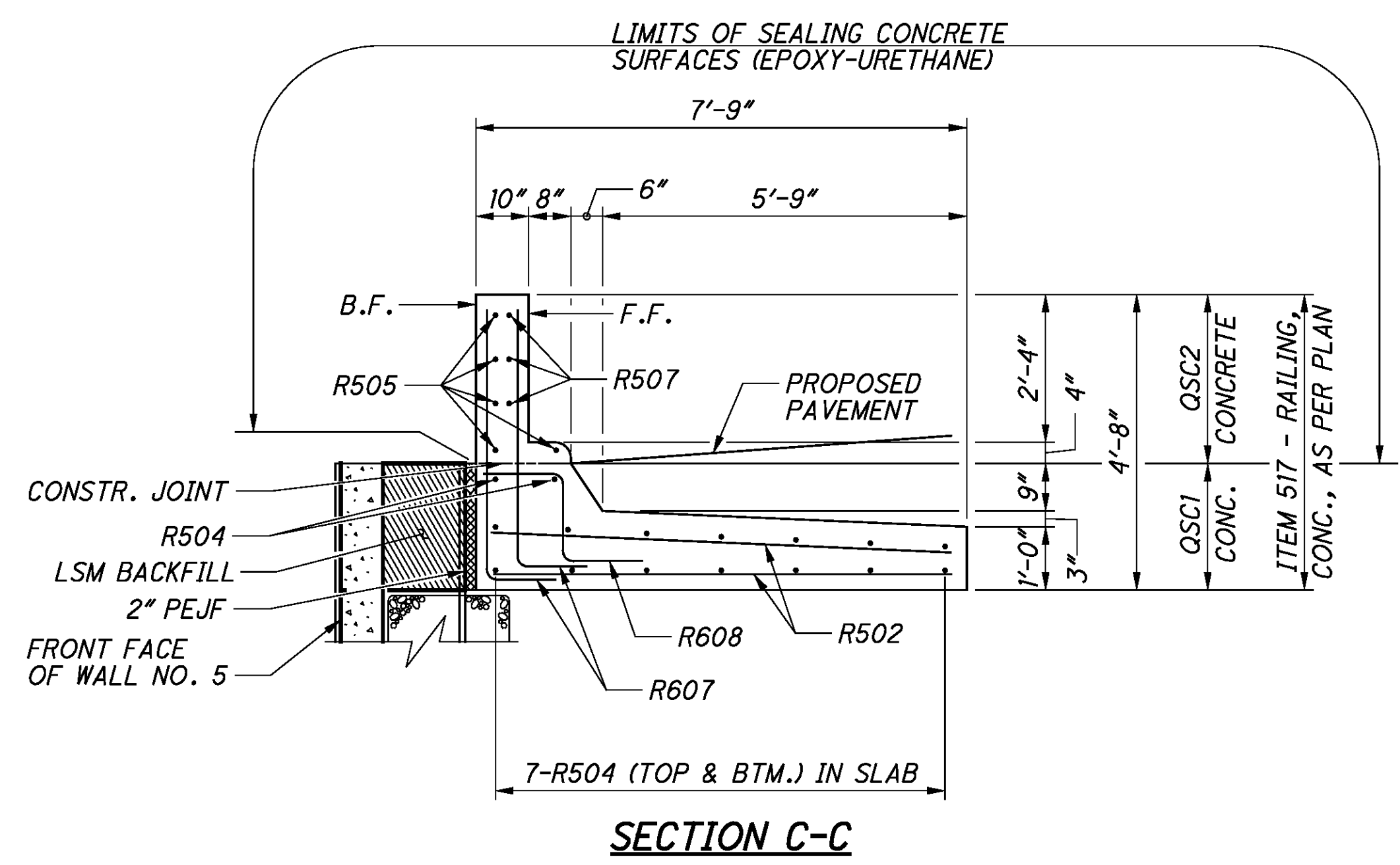
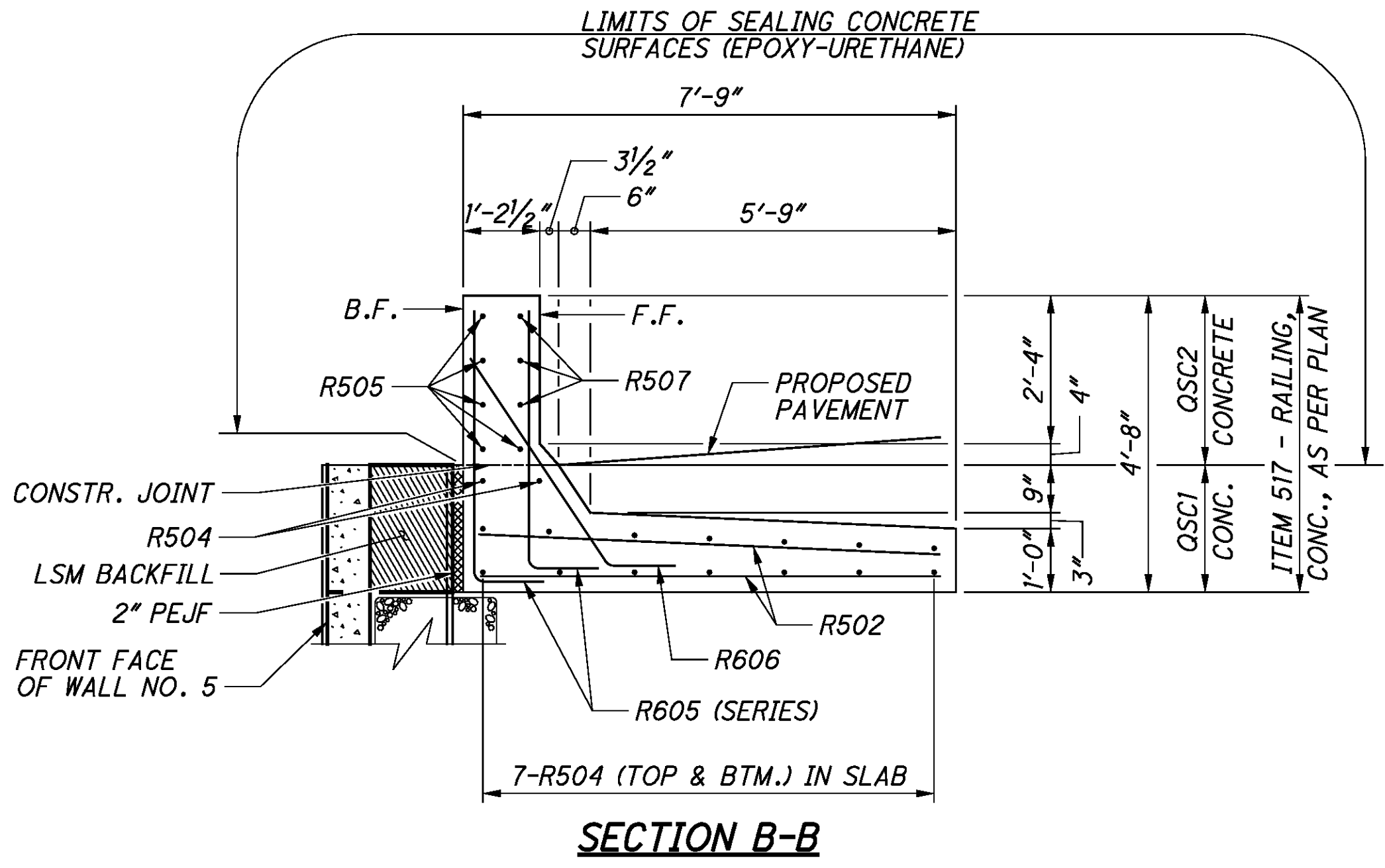
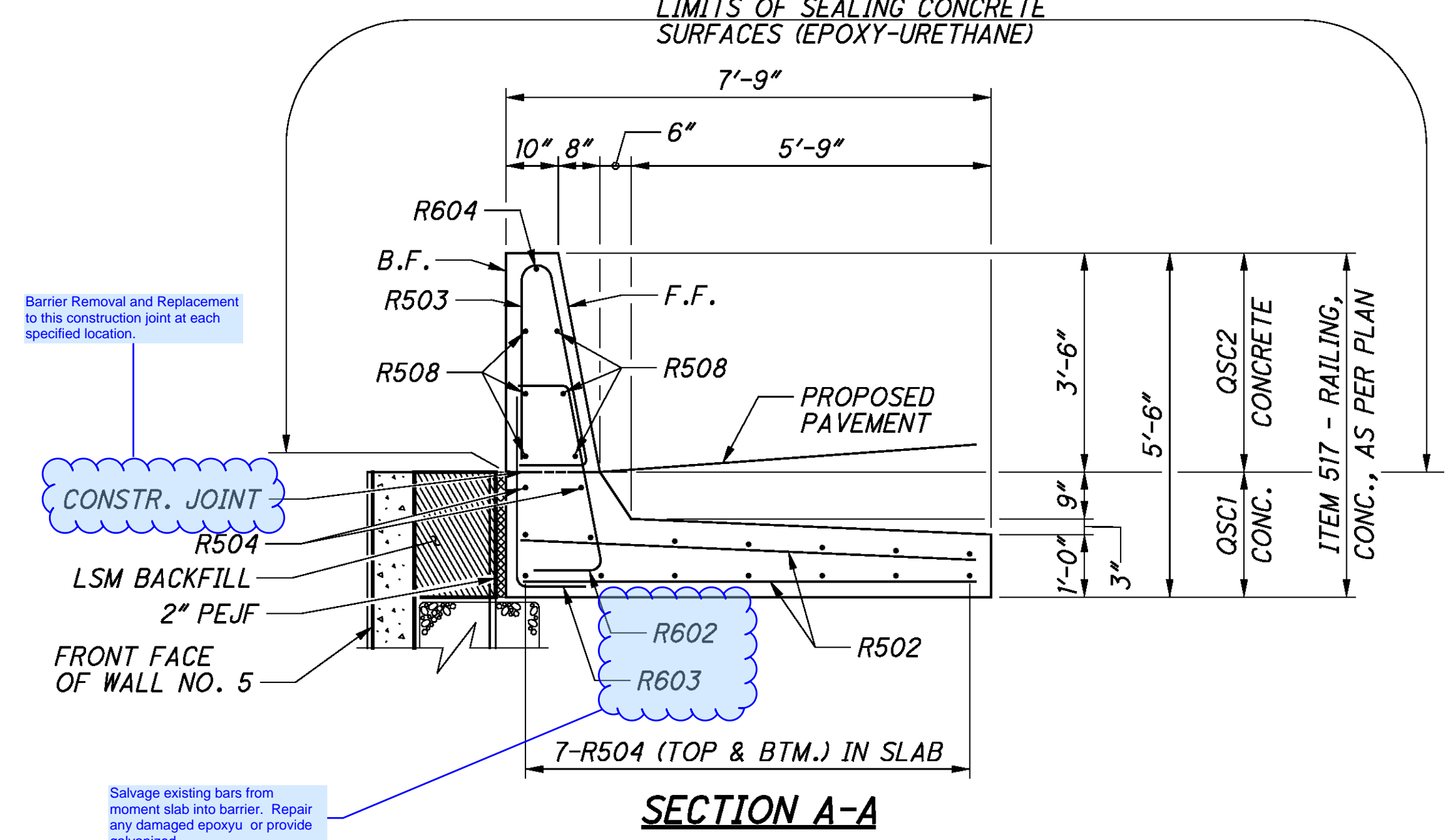
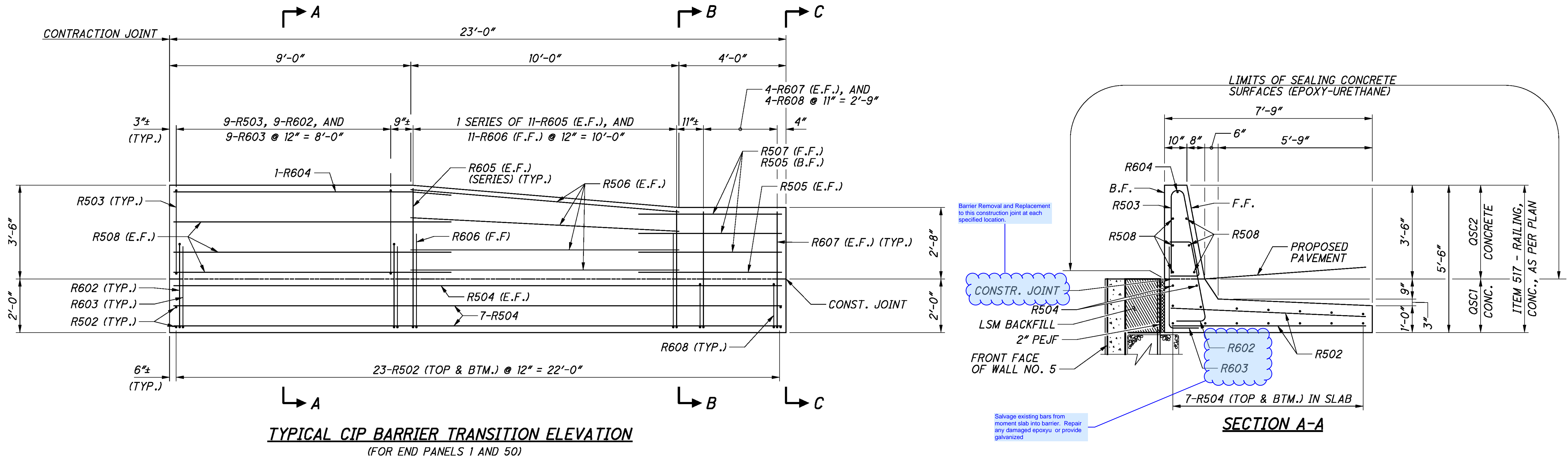
TYPICAL PANEL ELEVATION A-A
(FOR PANELS 2 THROUGH 49)

LEGEND:

- E.F. = EACH FACE
- LSM = LOW STRENGTH MORTAR
- PEJF = PREFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR CIP BARRIER END PANELS 1 AND 50 DETAILS AND REINFORCING SCHEDULE, SEE SHEET 14/15.
2. FOR REINFORCING STEEL LIST, SEE SHEET 15/15.
3. FOR LOCATIONS OF EXPANSION AND CONTRACTION JOINTS, SEE WALL 5 PLAN AND ELEVATION SHEETS.
4. PAYMENT FOR 2" PEJF BETWEEN THE LSM BACKFILL AND THE MOMENT SLAB SHALL BE PER ITEM 516 - 2" PREFORMED EXPANSION JOINT FILLER.
5. PAYMENT FOR 1" PEJF AT BARRIER AND MOMENT SLAB VERTICAL EXPANSION JOINTS SHALL BE INCLUDED WITH ITEM 517 - RAILING, CONCRETE, AS PER PLAN.
6. FOR PAVEMENT CONSTRUCTION ABOVE MOMENT SLAB, SEE ROADWAY PLANS.
7. FOR PARAPET DETAILS NOT SHOWN, SEE STD. DWG. SBR-1-99
8. ALL REINFORCING STEEL SHALL BE EPOXY COATED.

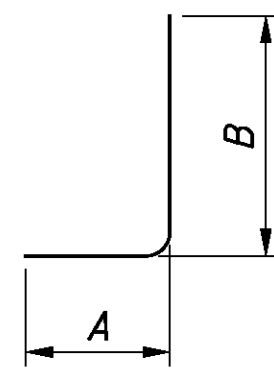


LEGEND:
 F.F. = FRONT FACE
 B.F. = BACK FACE
 E.F. = EACH FACE
 BTM. = BOTTOM
 LSM = LOW STRENGTH MORTAR
 PEJF = PREFORMED EXPANSION JOINT FILLER

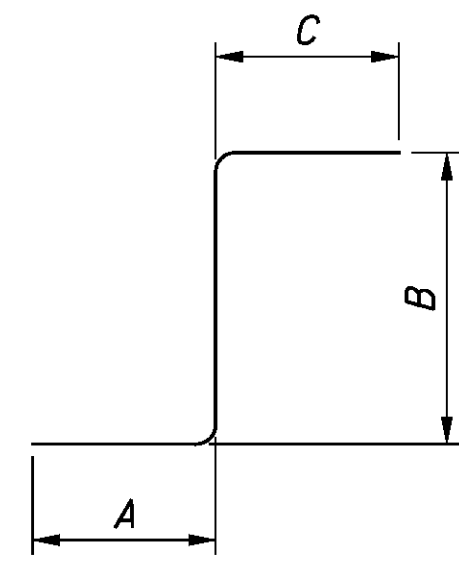
- NOTES:**
- FOR REINFORCING STEEL LIST, SEE SHEET 15/15.
 - PAYMENT FOR 2" PEJF BETWEEN THE LSM BACKFILL AND THE MOMENT SLAB SHALL BE PER ITEM 516 - 2" PREFORMED EXPANSION JOINT FILLER.
 - FOR PAVEMENT CONSTRUCTION ABOVE MOMENT SLAB, SEE ROADWAY PLANS.
 - FOR PARAPET DETAILS NOT SHOWN, SEE STD. DWG. SBR-1-99.
 - ALL REINFORCING STEEL SHALL BE EPOXY COATED.

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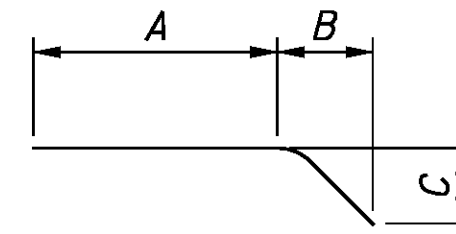
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
CAST-IN-PLACE BARRIER WITH MOMENT SLAB REINFORCING STEEL LIST											
R501	1056	29'-8"	32675	STR							
R502	2972	7'-5"	22990	STR							
R503	1458	7'-5"	11278	23	1'-1"	3'-2"	3'-0"			0'-2 $\frac{3}{4}$ "	
R504	32	22'-8"	757	STR							
R505	10	6'-3"	65	STR							
R506	16	10'-0"	167	STR							
R507	6	6'-4"	40	25	2'-5"	2'-5"	1'-5"	0'-1 $\frac{1}{2}$ "	0'-5"		
R508	12	11'-3"	141	STR							
R601	48	29'-8"	2139	STR							
R602	1458	4'-5"	9672	28	2'-8"	1'-0"					
R603	1458	3'-7"	7847	1	1'-1"	2'-8"					
R604	2	11'-4"	34	STR							
	4 SR	5'-1"				4'-2"					
R605	OF	TO	369	1	1'-1"	TO				0'-1"	
	11	6'-0"				5'-1"					
R606	22	4'-11"	162	19	3'-10"	0'-9"	0'-10"				
R607	16	5'-1"	122	1	1'-1"	4'-2"					
R608	8	3'-7"	43	8	1'-2"	1'-7"	1'-2"				
TOTAL			88,501								



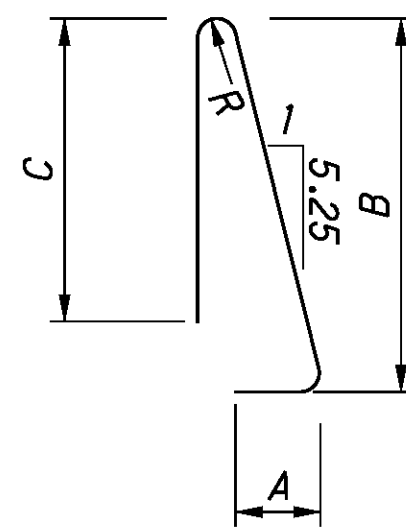
TYPE-1



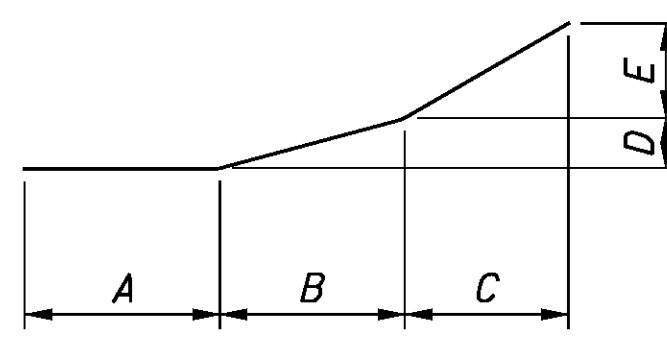
TYPE-8



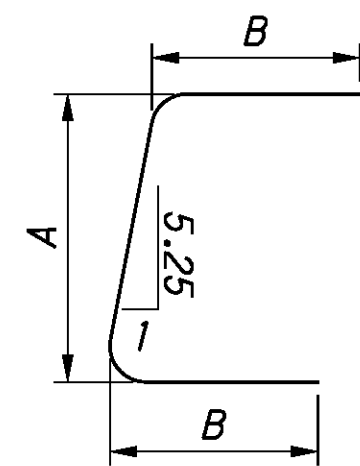
TYPE-19



TYPE-23



TYPE-25



TYPE-28

NOTES:

- ALL REINFORCING STEEL TO BE EPOXY COATED
- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE NUMBERS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR NUMBERS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE A P601 IS A NUMBER 6 BAR AND A P1001 IS A NUMBER 10 BAR. BAR DIMENSION ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- PAYMENT FOR CIP BARRIER WITH MOMENT SLAB REINFORCING STEEL TO BE INCLUDED WITH ITEM 517 - RAILING, CONCRETE, AS PER PLAN.