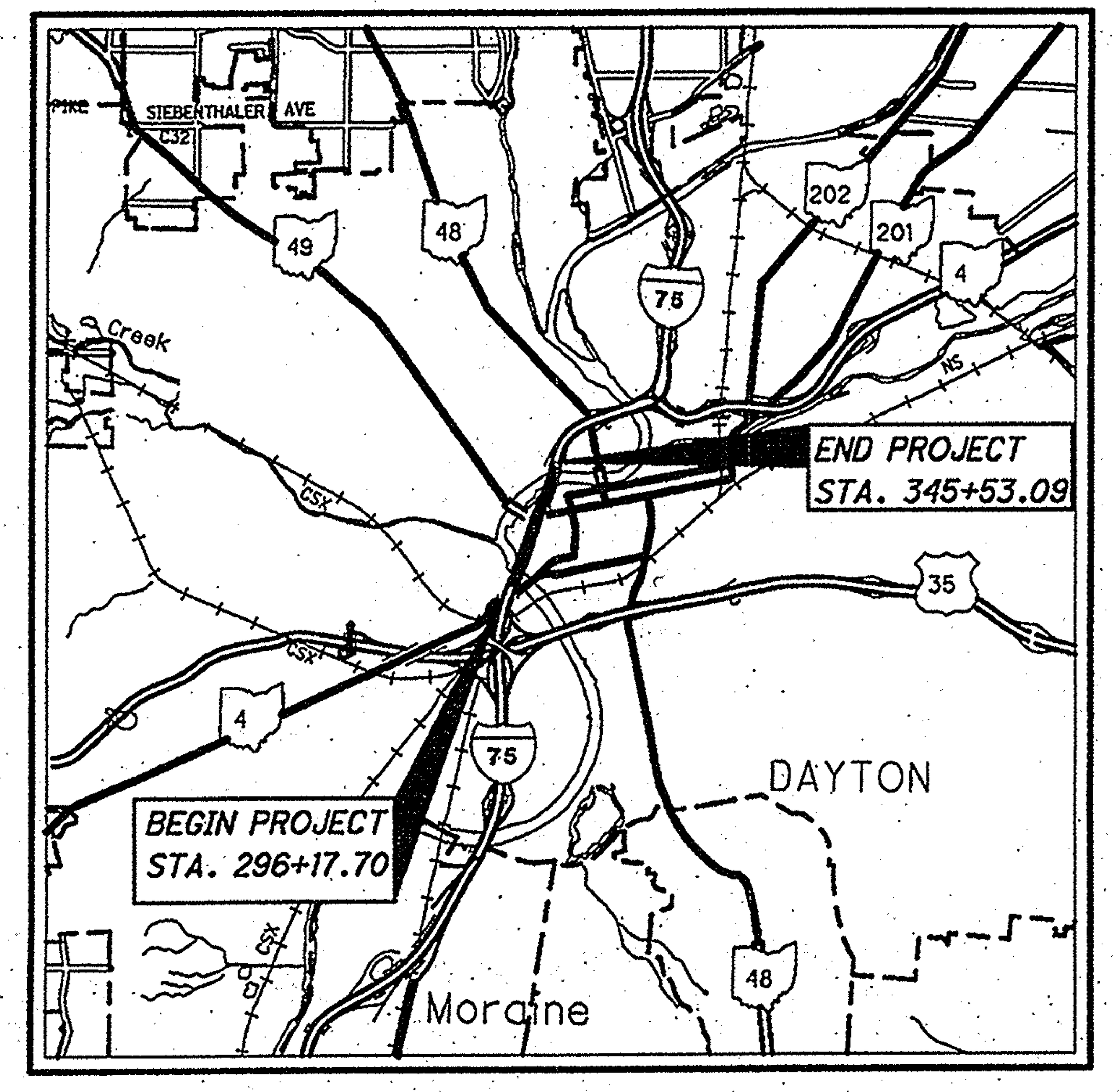

LOCATION MAP

LATITUDE: 39°46'00" N LONGITUDE: 84°12'00" W

SCALE IN MILES

0 1 2 3 4

N

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

I-75 DESIGN DESIGNATION

CURRENT ADT (2005) ____ 128,200
DESIGN YEAR ADT (2025) ____ 148,100
DESIGN HOURLY VOLUME (2025) ____ 12,760
DIRECTIONAL DISTRIBUTION ____ 51%
TRUCKS (24 HOUR B&C) ____ 26%
TD ____ 13%
DESIGN SPEED ____ 60 MPH
LEGAL SPEED ____ 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION ____
URBAN INTERSTATE
NHS PROJECT ____ YES
DESIGN DESIGNATIONS FOR RAMPS AND CROSS ROADS, SEE SHEET 6.

DESIGN EXCEPTIONS:	APROVAL DATE	SHEET NO.
INTERSECTION ANGLE AT THIRD STREET AND RAMP C5.	4/28/2010	267, 283

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-929-0988

PLAN PREPARED BY: HNTB, OHIO INC.
1100 SUPERIOR AVE., SUITE 1330
CLEVELAND, OH 44114
(216)-522-1140

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-12.00
CITY OF DAYTON
MONTGOMERY COUNTY

SEE SHEET 2 FOR INDEX OF SHEETS

ENGINEERS SEAL SHEETS 901-1029:	ENGINEERS SEAL SHEETS 1044-1059:	ENGINEERS SEAL SHEETS 1076-1082:	ENGINEERS SEAL SHEETS 1087-1136:	ENGINEERS SEAL SHEETS 1176-1213:	ENGINEERS SEAL SHEETS 1214-1247:
STATE OF OHIO DANIEL B. THATCHER E-76104 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO RAVINDER GUPTA E-70880 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO GREGORY THOMAS BOYER E-64301 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO RUEL H. MANUEL E-71169 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO CHARLES A. BOLTZ E-76058 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO DIRK W. WILLMS E-61883 REGISTERED PROFESSIONAL ENGINEER
SIGNED:	SIGNED:	SIGNED:	SIGNED:	SIGNED:	SIGNED:
DATE: 3-1-2012	DATE: 3/1/2012	DATE: 3/1/2012	DATE: 3/1/2012	DATE: 3-1-2012	DATE: 3-1-12

ENGINEERS SEAL SHEETS 793-806, 809-812, & 1137-1175:	ENGINEERS SEAL SHEETS 813-900 & 1248-1476:
STATE OF OHIO JAMES A. O'LEARY E-59053 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO MICHAEL S. LENETT E-74344 REGISTERED PROFESSIONAL ENGINEER
SIGNED:	SIGNED:
DATE: 3/1/12	DATE: 3/1/2012

ENGINEERS SEAL SHEETS 1-792 & 807-808:	ENGINEERS SEAL SHEETS 1030-1043, 1060-1075, & 1083-1086:
STATE OF OHIO JACOB A. STREMMEL E-70078 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO RICHARD S. BLOCH E-68517 REGISTERED PROFESSIONAL ENGINEER
SIGNED:	SIGNED:
DATE: 3/1/2012	DATE: 3/1/2012

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-1.1	7/28/00	DM-4.3	4/17/09	GSD-1-96	7/19/02	HL-20.21	1/19/07	TC-41.30	1/19/07		
BP-2.1	7/18/08	DM-4.4	4/17/09	PCB-91	7/19/02	HL-20.24	1/15/10	TC-41.40	7/16/04	800	5/25/12
BP-2.2	7/18/08			PSID-1-99	7/18/08	HL-30.11	10/16/09	TC-41.41	1/21/11	802	1/20/12
BP-2.3	7/16/04	WQ-1.3	10/17/08	SBR-1-99	7/19/02	HL-30.21	10/21/11	TC-41.50	1/19/07	804	1/19/07
BP-2.5	7/18/08			SICD-1-96	7/19/02	HL-30.22	4/17/09	TC-42.10	1/19/07	823	7/15/11
BP-3.1	1/20/12	F-1.1	4/16/10			HL-30.31	4/17/09	TC-42.20	1/21/11	832	5/5/09
BP-5.1	7/28/00	F-3.2	4/16/10	MT-35.10	4/20/01	HL-30.32	4/17/09	TC-51.11	1/21/11	835	4/18/08
BP-7.1	10/15/10			MT-95.31	7/17/09	HL-30.33	4/17/09	TC-51.12	10/21/11	836	4/15/05
		GR-1.1	7/16/04	MT-95.32	7/17/09	HL-30.41	10/21/11	TC-52.10	1/19/07	839	4/20/07
CB-1.1	7/15/05	GR-2.1	1/16/04	MT-95.40	7/17/09	HL-50.11	1/19/07	TC-52.20	1/19/07	840	10/21/11
CB-1.2	7/15/05	GR-3.1	10/16/09	MT-95.50	4/17/09	HL-50.21	1/19/07	TC-61.10	10/21/11	898	10/21/11
CB-2.1	7/15/05	GR-3.2	10/16/09	MT-95.71	10/15/10	HL-60.11	10/21/11	TC-61.30	7/15/11	902	1/20/12
CB-2.2	7/15/05	GR-4.2	1/20/12	MT-98.11	7/17/09	HL-60.21	1/19/07	TC-65.10	1/21/05	939	4/18/08
CB-2.3	7/15/05	GR-5.2	4/16/10	MT-98.20	7/17/09	HL-60.31	1/19/07	TC-65.11	1/21/05		
CB-3.2	7/15/05	GR-5.3	4/16/10	MT-98.29	7/17/09			TC-71.10	1/21/11		
				MT-99.30	4/15/11	TC-7.65	1/21/11	TC-72.20	10/16/09		
MH-1.2	1/20/06	RM-1.1	7/15/11	MT-100.00	1/16/09	TC-12.30	1/21/11	TC-73.10	10/21/11		
		RM-4.1	10/20/06	MT-101.70	4/15/11	TC-15.115	1/21/11	TC-81.10	10/21/11		
HW-2.2	7/30/07	RM-4.2	10/15/10	MT-101.90	10/21/11	TC-21.10	1/19/07	TC-82.10	1/21/11		
		RM-4.3	10/21/11	MT-102.10	7/17/09	TC-21.20	4/15/11	TC-83.10	1/19/07		
I-2.1	10/21/11	RM-4.4	10/16/09			TC-21.40	1/19/07	TC-83.20	1/21/11		
I-2.2	7/15/05	RM-4.5	10/16/09	HL-10.11	4/17/09	TC-22.20	1/21/11	TC-84.20	1/21/11		
I-2.3	7/15/05	RM-4.6	4/16/10	HL-10.12	10/15/10	TC-41.20	1/19/01	TC-85.10	10/16/09		
				HL-10.13	10/16/09	SPECIAL PROVISIONS					
DM-1.1	1/21/11	A-1-69	7/19/02	HL-10.31	4/17/09	HIGH LOAD MULTI ROTATIONAL BEARINGS					OCT 2011
DM-1.2	10/21/05	AS-1-81	7/19/02	HL-20.11	1/19/07	POST TENSIONING SYSTEM					OCT 2011
DM-1.4	7/15/11	EXJ-4-87	7/19/02	HL-20.13	1/20/12	OEPA NOTIFICATION OF DEMOLITION AND RENOVATION					3/30/2012
DM-4.1	10/21/11	EXJ-6-06	1/20/06	HL-20.14	10/16/09						

PROJECT DESCRIPTION

RECONSTRUCTION OF 0.91 MILES OF URBAN INTERSTATE ON I-75. THE PROJECT INCLUDES THE RECONFIGURATION OF THE SERVICE INTERCHANGES IN DOWNTOWN DAYTON INTO ONE INTERCHANGE, WITH THE CONSTRUCTION OF THE FOLLOWING STRUCTURES: I-75 OVER FIRST, SECOND, THIRD ST, AND ROBERT DR; RAMP C5 OVER RAMP C1, SECOND ST, AND ROBERT DR; RAMP C4 OVER ROBERT DR ,SALEM AVE , AND FIRST ST; AND TWO I-75 STRUCTURES OVER THE GREAT MIAMI RIVER.

PROJECT EARTH DISTURBED AREA:	44.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	20.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	64.6 ACRES

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.

2010 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 FOR THE SIDE ROADS AS DESCRIBED ON SHEETS 48 & 49 AND THAT PROVISIONS FOR THE 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 OHIO REVISED CODE, 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 Randy Chevalley, P.E., P.S. /PRN
DATE 4-09-12 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 4-16-12 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E040(544)
PID NO. 77247
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
MOT-75-12.00

INDEX OF SHEETS:

CALCULATED RLG CHECKED

INDEX OF SHEETS

MOT-75-12.00

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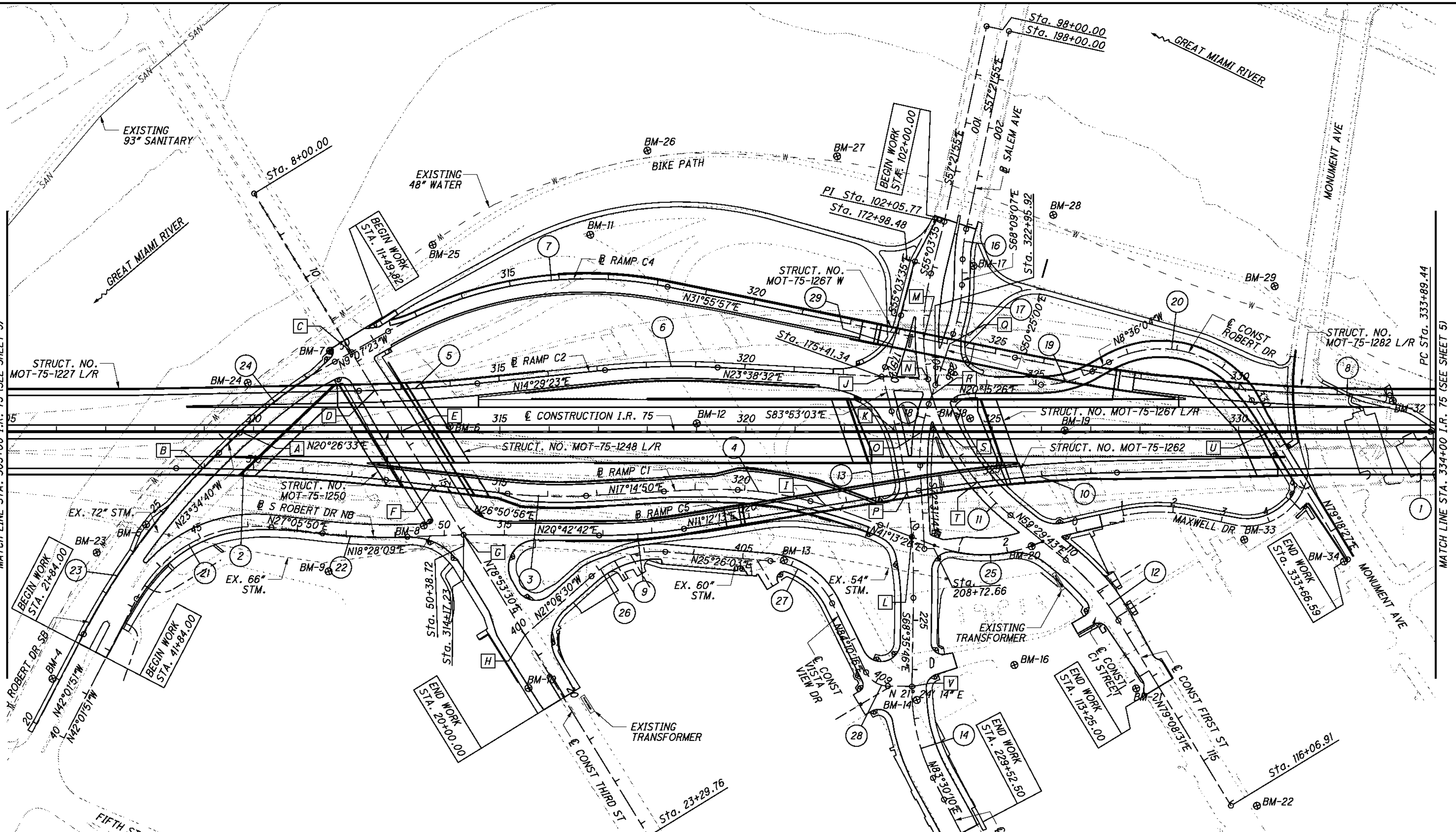


	STATION EQUATIONS		
A	STA. 309+74.52 ℄ I.R. 75 = STA. 8+93.96 ℄ S. ROBERT DR.	L	STA. 323+54.12 ℄ RAMP C1 = STA. 223+30.87 ℄ SECOND ST., STA. 0+00.00 ℄ C1 STREET
B	STA. 308+98.55 ℄ RAMP C1 = STA. 7+87.62 ℄ S. ROBERT DR.	M	STA. 323+51.71 ℄ RAMP C4 = STA. 104+48.05 ℄ FIRST ST.
C	STA. 311+48.97 ℄ RAMP C4 = STA. 30+05.15 ℄ S. ROBERT DR., STA. 11+77.48 ℄ THIRD ST.	N	STA. 323+72.68 ℄ RAMP C2 = STA. 105+30.45 ℄ FIRST ST.
D	STA. 312+49.96 ℄ RAMP C2 = STA. 12+68.64 ℄ THIRD ST.	O	STA. 323+56.88 ℄ I.R. 75 = STA. 323+94.22 ℄ SALEM AVE.
E	STA. 312+98.62 ℄ I.R. 75 = STA. 13+67.09 ℄ THIRD ST.	P	STA. 323+24.76 ℄ RAMP C5 = STA. 222+40.19 ℄ SECOND ST.
F	STA. 313+67.08 ℄ RAMP C1 = STA. 14+94.70 ℄ THIRD ST.	Q	STA. 324+05.45 ℄ RAMP C4 = STA. 204+48.11 ℄ SALEM AVE.
G	STA. 314+17.23 ℄ RAMP C5 = STA. 16+12.22 ℄ THIRD ST.	R	STA. 205+57.03 ℄ SALEM AVE. = STA. 105+63.20 ℄ FIRST ST.
H	STA. 400+00.00 ℄ VISTA VIEW DR. = STA. 18+50.90 ℄ THIRD ST.	S	STA. 324+05.28 ℄ I.R. 75 = STA. 106+42.82 ℄ FIRST ST.
I	STA. 321+57.53 ℄ RAMP C5 = STA. 321+69.34 ℄ RAMP C1	T	STA. 324+68.37 ℄ RAMP C5 = STA. 107+64.44 ℄ FIRST ST.
J	STA. 322+80.34 ℄ RAMP C2 = STA. 220+00.00 ℄ SECOND ST.	U	STA. 330+64.45 ℄ I.R. 75 = STA. 330+59.97 ℄ ROBERT DR.
K	STA. 323+05.43 ℄ I.R. 75 = STA. 221+15.07 ℄ SECOND ST.	V	STA. 409+75.02 ℄ VISTA VIEW DR. = STA. 226+34.32 ℄ SECOND ST.

LEGEND

⊕ BENCH MARK

NOTE:
SEE SHEET 4 FOR PROPOSED CURVE DATA.
SEE SHEET 6 FOR DESIGN DESIGNATIONS.
SEE SHEET 8 FOR VERTICAL CONTROL DATA.

0 50 100 200 HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
I.R. 75 STA. 305+00 TO STA. 334+00

MOT-75-12.00

CALCULATED MAS
CHECKED RHW

SCHEMATIC PLAN CURVE DATA

(1) I.R. 75
P.I. STA. 337+23.99
D = 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
emax = 0.032
PC Sta. 333+89.44
PT Sta. 340+57.35

(2) RAMP C1
P.I.= Sta. 310+57.13
D = 6° 24' 22" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 213.76'
L = 427.08'
E = 5.98'
C = 426.85'
C.B. = N 23° 38' 44" E
emax = 0.028
PC Sta. 308+43.37
PT Sta. 312+70.45

(3) RAMP C1
P.I.= Sta. 315+98.34
D = 9° 36' 06" (LT)
Dc = 6° 00' 00"
R = 954.93'
T = 80.20'
L = 160.03'
E = 3.36'
C = 159.84'
C.B. = N 22° 02' 53" E
emax = 0.049
PC Sta. 315+18.14
PT Sta. 316+78.16

(4) RAMP C1
P.I.= Sta. 320+63.55
D = 23° 58' 37" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 150.00'
θs = 6° 00' 00"
LT = 100.06'
ST = 50.05'
x = 149.84'
y = 5.23'
k = 74.97'
p = 1.31'
D c = 11° 58' 37" (RT)
Lc = 149.71'
Ts = 227.33'
Es = 17.31'
C = 149.44'
C1=C2 = 149.93'
C.B.1 = N 19° 14' 49" E
C.B. = N 29° 14' 08" E
C.B.2 = S 39° 13' 27" W
emax = 0.040
TS Sta. 318+36.22
SC Sta. 319+86.22
CS Sta. 321+35.93
ST Sta. 322+85.93

(5) RAMP C2
P.I. STA. 313+34.86
D = 4° 48' 26" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 120.25'
L = 240.35'
E = 2.52'
emax = 0.035
PC Sta. 312+14.61
PT Sta. 314+54.96

(6) RAMP C2
P.I. STA. 318+30.27
D = 9° 09' 09" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 114.65'
L = 228.81'
E = 4.58'
emax = 0.046
PC Sta. 317+15.62
PT Sta. 319+44.43

(7) RAMP C4
P.I. STA. 315+41.28
D = 41° 03' 19" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 306.48'
L = 586.51'
E = 55.50'
emax = 0.039
PC Sta. 312+34.80
PT Sta. 318+21.31

(8) RAMP C4
P.I. STA. 329+25.28
D = 11° 29' 23" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 384.28'
L = 765.98'
E = 19.28'
emax = 0.028
PC Sta. 325+40.99
PT Sta. 333+06.98

(9) RAMP C5
P.I.= Sta. 317+79.11
D = 9° 30' 56" (LT)
Dc = 5° 30' 00"
R = 1,041.74'
T = 86.70'
L = 173.01'
E = 3.60'
C = 172.81'
C.B. = N 15° 57' 41" E
emax = 0.047
PC Sta. 316+92.40
PT Sta. 318+65.41

(10) RAMP C5
P.I.= Sta. 325+50.64
D = 8° 05' 36" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 202.67'
L = 404.66'
E = 7.16'
C = 404.32'
C.B. = N 15° 15' 01" E
emax = 0.035
PC Sta. 323+47.97
PT Sta. 327+52.64

(11) FIRST ST
P.I.= Sta. 106+20.86
D = 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E
emax = 0.020
PC Sta. 103+14.07
PT Sta. 108+59.44

(12) FIRST ST
P.I.= Sta. 110+86.35
D = 19° 38' 48" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 82.67'
L = 163.72'
E = 7.10'
C = 162.92'
C.B. = N 69° 19' 07" E
emax = 0.020
PC Sta. 110+03.68
PT Sta. 111+67.40

(13) SECOND ST
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E
emax = NC
PC Sta. 220+72.36
PT Sta. 224+54.56

(14) SECOND ST
P.I.= Sta. 227+32.48
D = 27° 54' 04" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E
emax = NC
PC Sta. 226+34.32
PT Sta. 228+26.75

(15) SECOND ST
P.I.= Sta. 230+77.67
D = 4° 02' 25" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 202.09'
L = 404.02'
E = 3.56'
C = 403.94'
C.B. = N 81° 28' 58" E
emax = NC
PC Sta. 228+75.57
PT Sta. 232+79.59

(16) SALEM AVE
P.I.= Sta. 202+41.86
D = 10° 47' 12" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 30.91'
L = 61.64'
E = 1.46'
C = 61.55'
C.B. = S 62° 45' 31" E
emax = NC
PC Sta. 202+10.95
PT Sta. 202+72.59

(17) SALEM AVE
P.I.= Sta. 203+75.71
D = 17° 44' 07" (RT)
Dc = 17° 30' 00"
R = 327.40'
T = 51.08'
L = 101.34'
E = 3.96'
C = 100.94'
C.B. = S 59° 17' 04" E
emax = NC
PC Sta. 203+24.63
PT Sta. 204+25.98

(18) SALEM AVE
P.I.= Sta. 206+40.51
D = 22° 06' 14" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 63.95'
L = 126.31'
E = 6.19'
C = 125.53'
C.B. = S 61° 28' 07" E
emax = NC
PC Sta. 205+76.56
PT Sta. 207+02.87

(19) ROBERT DR
P.I.= Sta. 325+66.14
D = 28° 51' 30" (LT)
Dc = 26° 30' 00"
R = 216.21'
T = 55.63'
L = 108.90'
E = 7.04'
C = 107.75'
C.B. = N 5° 49' 41" E
emax = NC
PC Sta. 325+10.51
PT Sta. 326+19.41

(20) ROBERT DR
P.I.= Sta. 328+66.21
D = 87° 54' 31" (RT)
Dc = 26° 30' 00"
R = 216.21'
T = 208.46'
L = 331.73'
E = 84.13'
C = 300.14'
C.B. = N 35° 21' 11" E
emax = NC
PC Sta. 326+57.75
PT Sta. 329+89.48

(21) S ROBERT DR NB
P.I.= Sta. 45+06.46
D = 69° 07' 41" (RT)
Dc = 21° 00' 00"
R = 272.84'
T = 187.97'
L = 329.18'
E = 58.48'
C = 309.58'
C.B. = N 7° 28' 01" W
emax = 0.021
PC Sta. 43+18.50
PT Sta. 46+47.68

(22) S ROBERT DR NB
P.I.= Sta. 48+38.62
D = 8° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 86.44'
L = 172.56'
E = 3.26'
C = 172.40'
C.B. = N 22° 47' 00" E
emax = NC
PC Sta. 47+52.17
PT Sta. 49+24.73

(23) S ROBERT DR SB
P.I.= Sta. 24+38.01
D = 18° 27' 11" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 232.68'
L = 461.33'
E = 18.78'
C = 459.34'
C.B. = N 32° 48' 16" W
emax = NC
PC Sta. 22+05.33
PT Sta. 26+66.66

(24) S ROBERT DR SB
P.I.= Sta. 28+46.16
D = 14° 27' 17" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 121.10'
L = 240.91'
E = 7.65'
C = 240.27'
C.B. = N 16° 21' 01" W
emax = NC
PC Sta. 27+25.07
PT Sta. 29+65.98

(25) C1 STREET
P.I.= Sta. 1+55.90
D = 41° 43' 43" (LT)
Dc = 20° 27' 46"
R = 280.00'
T = 106.72'
L = 203.92'
E = 19.65'
C = 199.45'
C.B. = N 20° 21' 35" E
emax = NC
PC Sta. 0+49.18
PT Sta. 2+53.11

(26) VISTA VIEW AVE
P.I.= Sta. 402+65.90
D = 46° 32' 34" (RT)
Dc = 28° 38' 52"
R = 200.00'
T = 86.01'
L = 162.46'
E = 17.71'
C = 158.03'
C.B. = N 2° 09' 47" E
emax = NC
PC Sta. 401+79.89
PT Sta. 403+42.35

(27) VISTA VIEW AVE
P.I.= Sta. 406+43.64
D = 58° 44' 12" (RT)
Dc = 36° 57' 54"
R = 155.00'
T = 87.23'
L = 158.90'
E = 22.86'
C = 152.03'
C.B. = N 54° 48' 09" E
emax = NC
PC Sta. 405+56.41
PT Sta. 407+15.31

(28) VISTA VIEW AVE
P.I.= Sta. 409+01.89
D = 62° 46' 02" (LT)
Dc = 114° 35' 30"
R = 50.00'
T = 30.50'
L = 54.77'
E = 8.57'
C = 52.08'
C.B. = N 52° 47' 15" E
emax = NC
PC Sta. 408+71.39
PT Sta. 409+26.17

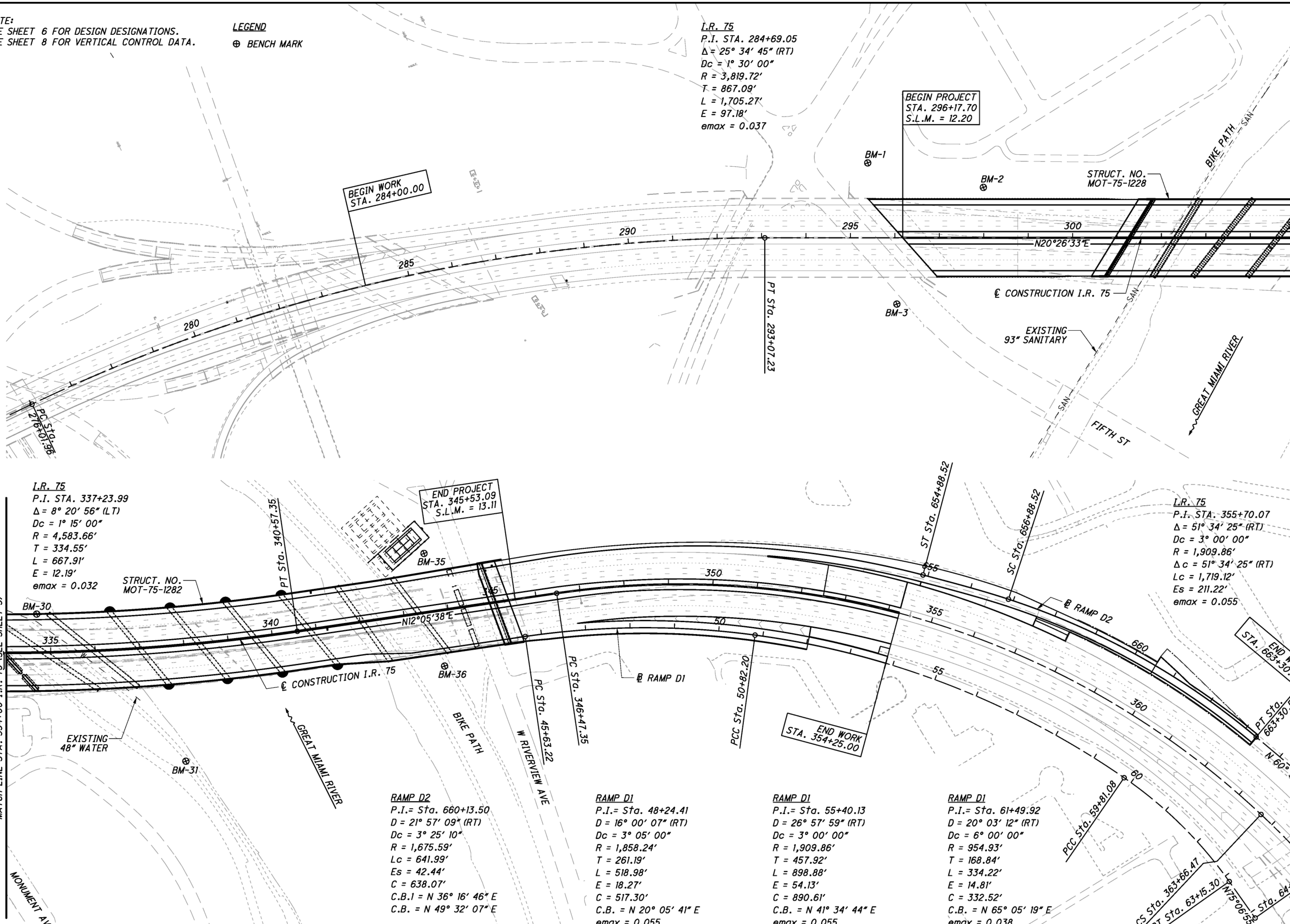
(29) FIRST ST TURN LANES
P.I.= Sta. 174+71.04
D = 3° 56' 35" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 39.44'
L = 78.86'
E = 0.68'
C = 78.84'
C.B. = S 53° 05' 17" E
e max = NC
PC Sta. 174+31.59
PT Sta. 175+10.45

MOT-75-12.00

NOTE:
SEE SHEET 6 FOR DESIGN DESIGNATIONS.
SEE SHEET 8 FOR VERTICAL CONTROL DATA.

LEGEND

⊕ BENCH MARK



I.R. 75
P.I. STA. 284+69.05
Δ = 25° 34' 45" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 867.09'
L = 1,705.27'
E = 97.18'
emax = 0.037

I.R. 75
P.I. STA. 337+23.99
Δ = 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
emax = 0.032

I.R. 75
P.I. STA. 355+70.07
Δ = 51° 34' 25" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
Δc = 51° 34' 25" (RT)
Lc = 1,719.12'
Es = 211.22'
emax = 0.055

RAMP D2
P.I.= Sta. 660+13.50
D = 21° 57' 09" (RT)
Dc = 3° 25' 10"
R = 1,675.59'
Lc = 641.99'
Es = 42.44'
C = 638.07'
C.B.I = N 36° 16' 46" E
C.B. = N 49° 32' 07" E

RAMP D1
P.I.= Sta. 48+24.41
D = 16° 00' 07" (RT)
Dc = 3° 05' 00"
R = 1,858.24'
T = 261.19'
L = 518.98'
E = 18.27'
C = 517.30'
C.B. = N 20° 05' 41" E
emax = 0.055

RAMP D1
P.I.= Sta. 55+40.13
D = 26° 57' 59" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 457.92'
L = 898.88'
E = 54.13'
C = 890.61'
C.B. = N 41° 34' 44" E
emax = 0.055

RAMP D1
P.I.= Sta. 61+49.92
D = 20° 03' 12" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 168.84'
L = 334.22'
E = 14.81'
C = 332.52'
C.B. = N 65° 05' 19" E
emax = 0.038

HORIZONTAL SCALE IN FEET 0 50 100 200

SCHEMATIC PLAN
I.R. 75 STA. 276+00 TO STA. 305+00
I.R. 75 STA. 334+00 TO STA. 364+00

MOT-75-12.00

FIRST STREET

DESIGN DESIGNATION

CURRENT ADT (2005)	12,400
DESIGN YEAR ADT (2025)	16,400
DESIGN HOURLY VOLUME (2025)	1,640
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	35 MPH
LEGAL SPEED	30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
NHS	NO

SECOND STREET

DESIGN DESIGNATION

CURRENT ADT (2005)	16,700
DESIGN YEAR ADT (2025)	22,700
DESIGN HOURLY VOLUME (2025)	2,270
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
NHS	NO

THIRD STREET

DESIGN DESIGNATION

CURRENT ADT (2005)	14,200
DESIGN YEAR ADT (2025)	17,200
DESIGN HOURLY VOLUME (2025)	1,720
DIRECTIONAL DISTRIBUTION	65%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
NHS	YES

ROBERT DRIVE

DESIGN DESIGNATION

CURRENT ADT (2005)	3,100
DESIGN YEAR ADT (2025)	3,300
DESIGN HOURLY VOLUME (2025)	330
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN COLLECTOR
NHS	NO

SALEM AVENUE

DESIGN DESIGNATION

CURRENT ADT (2005)	18,500
DESIGN YEAR ADT (2025)	21,000
DESIGN HOURLY VOLUME (2025)	2,100
DIRECTIONAL DISTRIBUTION	65%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	30 MPH
LEGAL SPEED	30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
NHS	YES

SOUTH ROBERT DRIVE NORTHBOUND

DESIGN DESIGNATION

CURRENT ADT (2005)	3,300
DESIGN YEAR ADT (2025)	3,300
DESIGN HOURLY VOLUME (2025)	330
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN COLLECTOR
NHS	NO

SOUTH ROBERT DRIVE SOUTHBOUND

DESIGN DESIGNATION

CURRENT ADT (2005)	4,100
DESIGN YEAR ADT (2025)	4,700
DESIGN HOURLY VOLUME (2025)	470
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN COLLECTOR
NHS	NO

RAMP C4

DESIGN DESIGNATION DESIGN DESIGNATION

CURRENT ADT (2005)	11,590
DESIGN YEAR ADT (2025)	13,390
DESIGN HOURLY VOLUME (2025)	1,130
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	3%
TD	1.5%
DESIGN SPEED	50-45-30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	TWO-LANE RAMP

C1 STREET

DESIGN DESIGNATION

CURRENT ADT (2005)	N/A
DESIGN YEAR ADT (2025)	8,200
DESIGN HOURLY VOLUME (2025)	820
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	2%
TD	2%
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN COLLECTOR

RAMP C1

DESIGN DESIGNATION

CURRENT ADT (2005)	20,100
DESIGN YEAR ADT (2025)	23,220
DESIGN HOURLY VOLUME (2025)	1,960
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	3%
TD	1.5%
DESIGN SPEED	50-45-30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	TWO-LANE RAMP

RAMP C2

DESIGN DESIGNATION

CURRENT ADT (2005)	16,920
DESIGN YEAR ADT (2025)	19,550
DESIGN HOURLY VOLUME (2025)	1,650
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	3%
TD	1.5%
DESIGN SPEED	50-45-30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	TWO-LANE RAMP

RAMP C5

DESIGN DESIGNATION

CURRENT ADT (2005)	20,100
DESIGN YEAR ADT (2025)	23,220
DESIGN HOURLY VOLUME (2025)	1,960
DIRECTIONAL DISTRIBUTION	100%
TRUCKS (24 HOUR B&C)	3%
TD	1.5%
DESIGN SPEED	50-45-30 MPH
DESIGN FUNCTIONAL CLASSIFICATION	TWO-LANE RAMP

CALCULATED MAS
CHECKED JAS

DESIGN DESIGNATIONS

MOT-75-12.00

SCHEMATIC PLAN
EXISTING CONDITIONS

MOT-75-12.00

CALCULATED RLG
CHECKED DLT

0 100 200 400
HORIZONTAL SCALE IN FEET

7
1565

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VERTICAL CONTROL DATA							
COORDINATES PROVIDED TO AID IN LOCATING THE BENCH MARK ONLY, NOT TO BE USED FOR HORIZONTAL CONTROL							
REFERENCE NO.	SURVEY POINT NO.	STATION *	OFFSET *	ELEVATION	NORTH	EAST	DESCRIPTION
BM-1	SD01	295+38.87	168.75' LT.	734.09	643189.57	1489222.56	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-2	SD02	297+99.18	113.58' LT.	732.65	643414.22	1489365.18	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-3	SD03	296+04.44	149.12' RT.	735.45	643139.99	1489543.32	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-4	SD04	305+92.30	500.89' RT.	743.64	643942.78	1490217.97	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-5	SD05	307+81.96	188.24' RT.	738.12	644229.69	1489991.25	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-6	SD06	313+98.51	11.28' LT.	739.78	644877.09	1490019.63	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-7	SD07	311+55.56	164.13' LT.	747.07	644702.83	1489791.56	BRASS DISC SET IN CONCRETE
BM-8	SD08	313+45.83	190.26' RT.	737.41	644757.34	1490190.08	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-9	SD09	311+52.72	283.33' RT.	733.57	644543.89	1490209.85	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-10	SD10	315+58.34	519.80' RT.	732.21	644841.37	1490573.10	PK NAIL SET IN CONCRETE
BM-11	SD11	316+83.89	399.57' LT.	751.33	645280.12	1489755.48	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-12	SD12	319+00.01	16.88' LT.	734.89	645348.96	1490189.55	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-13	SD13	320+76.95	260.92' RT.	732.44	645417.74	1490511.66	CROSS-NOTCH IN CONCRETE
BM-14	SD14	323+46.79	544.13' RT.	733.13	645571.66	1490871.27	PK NAIL SET IN CONCRETE
BM-15	SD15	326+09.75	1039.19' RT.	735.90	645645.15	1491427.00	PK NAIL SET IN CONCRETE
BM-16	SD16	325+44.72	473.17' RT.	734.72	645781.91	1490873.91	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-17	SD17	324+61.57	336.41' LT.	745.00	645986.76	1490086.28	PK NAIL SET IN CONCRETE
BM-18	SD18	324+54.81	27.19' LT.	735.83	645872.43	1490373.66	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-19	SD19	326+46.88	2.60' LT.	741.99	646043.82	1490463.79	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-20	SD20	325+79.60	232.23' RT.	734.43	645898.75	1490660.33	PK NAIL SET IN CONCRETE
BM-21	SD21	327+91.91	520.65' RT.	735.39	645996.96	1491004.74	PK NAIL SET IN CONCRETE
BM-22	SD22	330+37.14	758.60' RT.	736.47	646143.63	1491313.36	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-23	SD23	306+81.84	245.17' RT.	724.42	644115.99	1490009.62	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-24	SD24	309+88.61	99.31' LT.	723.85	644523.76	1489793.99	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-25	SD25	313+63.83	378.91' LT.	725.92	644973.00	1489663.04	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-26	SD26	317+99.83	570.18' LT.	726.38	645448.34	1489636.10	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-27	SD27	321+84.89	558.73' LT.	727.70	645805.16	1489781.32	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-28	SD28	326+23.64	439.75' LT.	726.73	646174.72	1490046.05	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-29	SD29	330+73.14	295.24' LT.	727.24	646545.44	1490338.46	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-30	SD30	334+69.93	86.71' LT.	727.74	646843.21	1490671.26	PK NAIL SET IN CONCRETE
BM-31	SD31	337+82.27	261.64' RT.	727.84	647042.15	1491098.93	PK NAIL SET IN CONCRETE
BM-32	SD32	333+12.73	62.57' LT.	747.64	646688.67	1490640.15	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-33	SD33	330+11.28	218.84' RT.	737.45	646307.92	1490798.56	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-34	SD34	332+13.88	263.30' RT.	736.38	646482.24	1490910.98	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-35	SD35	343+64.96	132.07' LT.	743.42	647707.75	1490847.83	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
BM-36	SD36	343+74.00	125.52' RT.	748.34	647662.63	1491101.59	3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.

* STATION/OFFSET RELATIVE TO ℄ CONSTRUCTION I.R. 75

ALL COORDINATES GIVEN ARE GROUND COORDINATES. TO CONVERT TO STATE PLANE COORDINATES, MULTIPLY BY 0.99992858 (COMBINED SCALE FACTOR).

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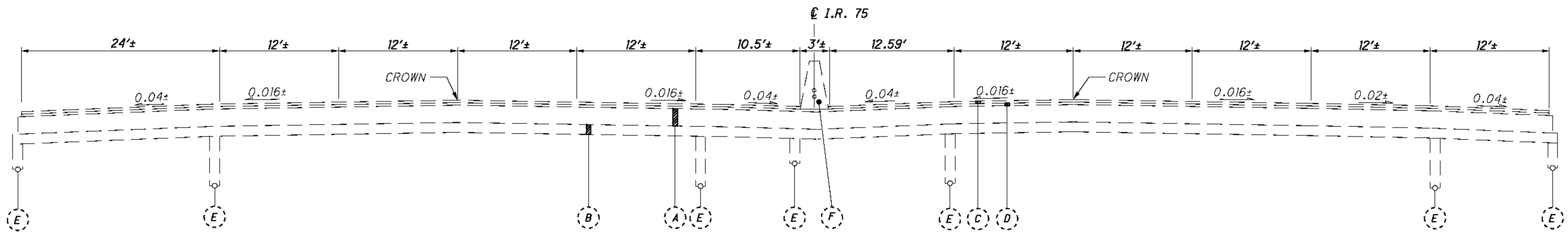
CALCULATED RAT
CHECKED ZSS



ADJOINING SECTION - I.R. 75
I.R. 75 STA. 296+17.70

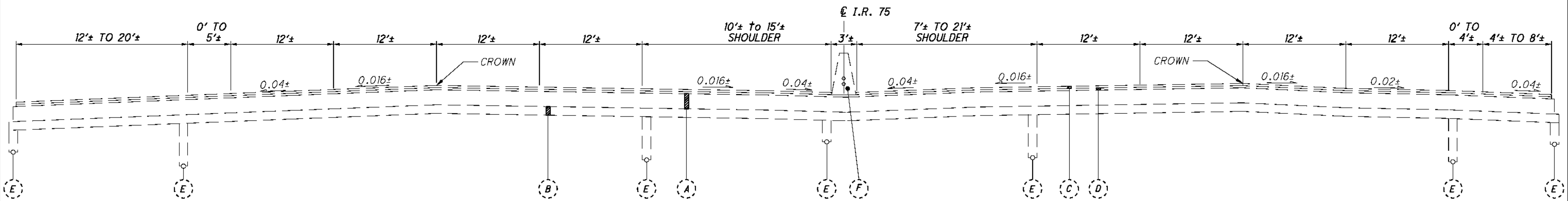
PAVEMENT LEGENDS

EXISTING

- (A) 9½" ASPHALT CONCRETE BASE
- (B) 6" AGGREGATE BASE COURSE
- (C) 1½" ASPHALT CONCRETE SURFACE COURSE
- (D) 1½" ASPHALT CONCRETE INTERMEDIATE COURSE
- (E) 6" UNDERDRAIN
- (F) CONCRETE BARRIER
- (G) 9" CONCRETE PAVEMENT
- (H) 6" SUBBASE
- (I) GUARDRAIL
- (J) CONCRETE CURB
- (K) CONCRETE WALK
- (L) 3" AGGREGATE BASE COURSE
- (M) AGGREGATE BASE COURSE
- (N) BITUMINOUS SURFACE TREATMENT
- (O) ASPHALT CONCRETE (7 YEAR WARRANTY)

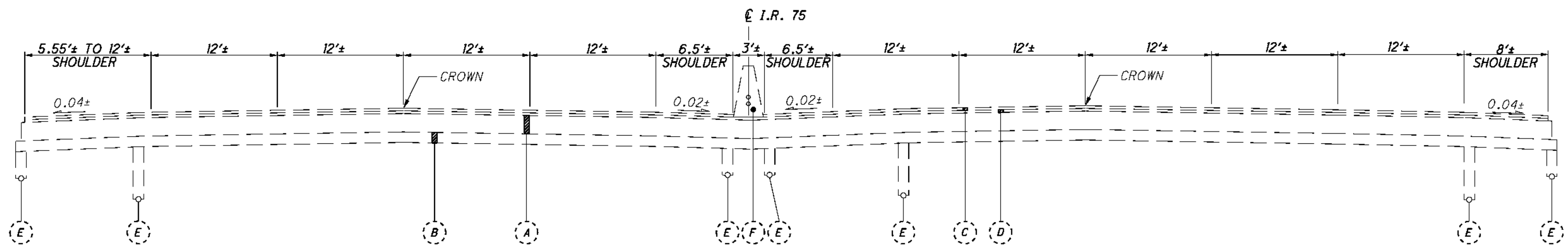
PROPOSED

- (1) ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT
- (2) ITEM 304 - 6" AGGREGATE BASE
- (3) ITEM 609 - CURB TYPE 6, AS PER PLAN
- (4) ITEM 608 - 4" CONCRETE WALK
- (5) ITEM 204 - SUBGRADE COMPACTION
- (6) ITEM 659 - SEEDING AND MULCHING
- (7) ITEM 407 - TACK COAT
- (8) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (WITH 2 - 4" MULTICELL ITS RACEWAY)
- (9) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 (WITH 2 - 4" MULTICELL ITS RACEWAY)
- (10) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (11) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- (12) ITEM 605 - 6" BASE PIPE UNDERDRAINS
- (13) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17"), AS PER PLAN
- (14) ITEM 606 - GUARDRAIL, TYPE 5
- (15) ITEM 448 - 1¾" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- (16) ITEM 448 - 1½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
- (17) ITEM 302 - 10½" ASPHALT CONCRETE BASE, PG64-22
- (18) ITEM 302 - 9½" ASPHALT CONCRETE BASE, PG64-22
- (19) ITEM 452 - 13" NON-REINFORCED CONCRETE PAVEMENT
- (21) ITEM 609 - CURB, TYPE 4-C
- (22) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
- (25) ITEM 305 - 8" CONCRETE BASE
- (26) ITEM 451 - 6" REINFORCED CONCRETE PAVEMENT, AS PER PLAN
- (27) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- (28) ITEM 609 - CURB, TYPE 3-B
- (29) ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
- (30) ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)



EXISTING SECTION - I.R. 75

I.R. 75 STA. 296+17.70 TO STA. 299+56.86 = 339.16'



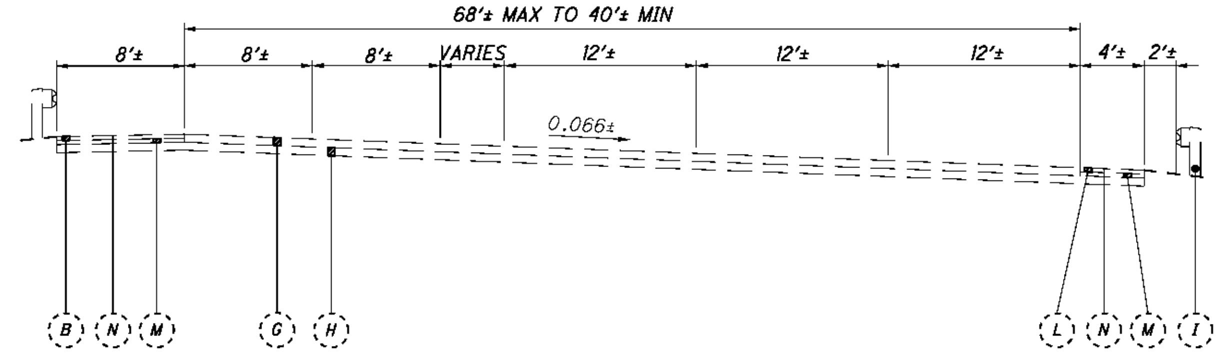
EXISTING SECTION - I.R. 75

I.R. 75 STA. 299+56.86 TO STA. 301+10.94 = 154.08'

FOR LEGEND, SEE SHEET 9 .

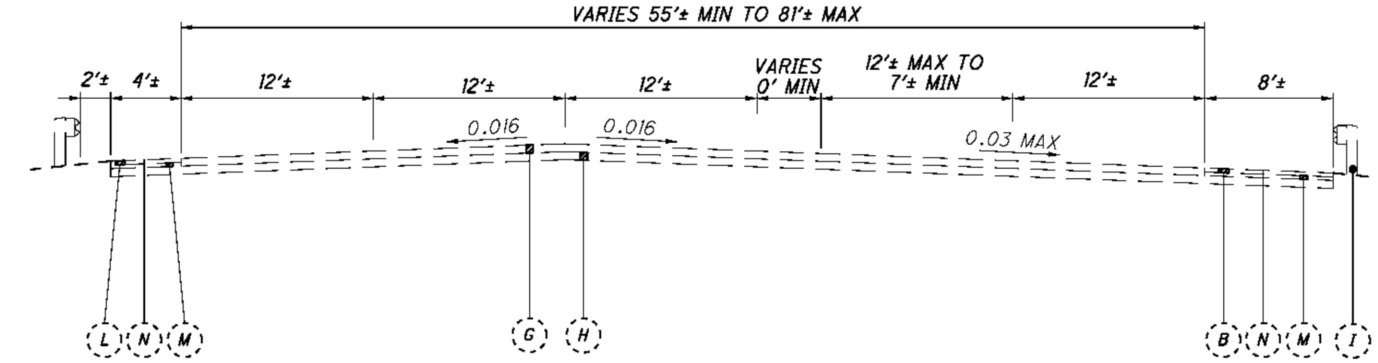
I.R. 75 EXISTING TYPICAL SECTIONS

MOT-75-12.00



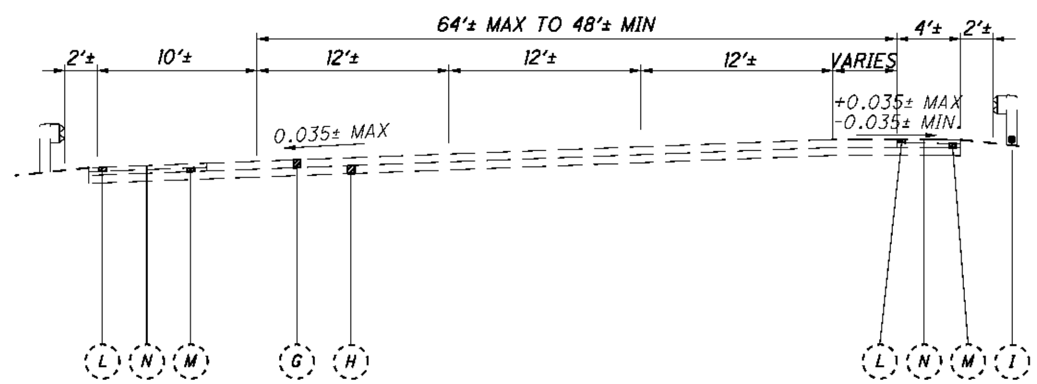
EXISTING SECTION - I.R. 75 SOUTHBOUND

I.R. 75 SB STA. 310+86.11 TO STA. 313+95.72 = 309.61'
I.R. 75 SB STA. 316+75.23 TO STA. 319+83.10 = 307.87'



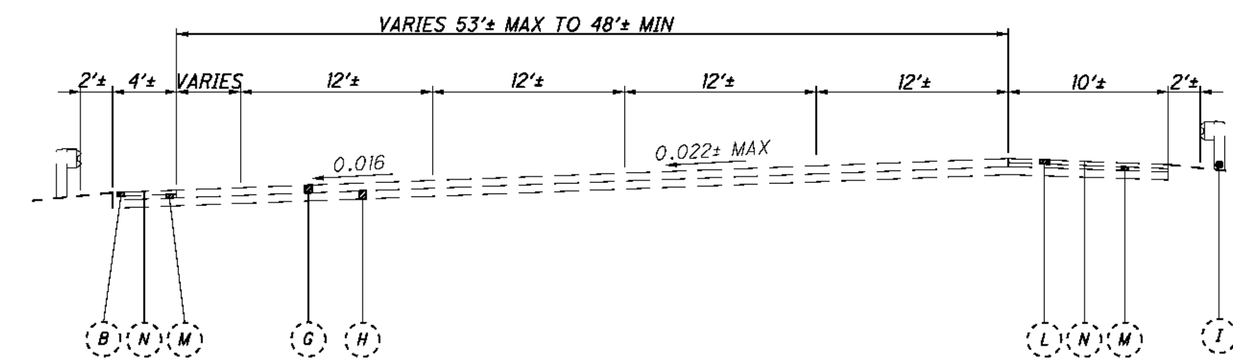
EXISTING SECTION - I.R. 75 NORTHBOUND

I.R. 75 NB STA. 312+45.79 TO STA. 316+65.25 = 419.46'



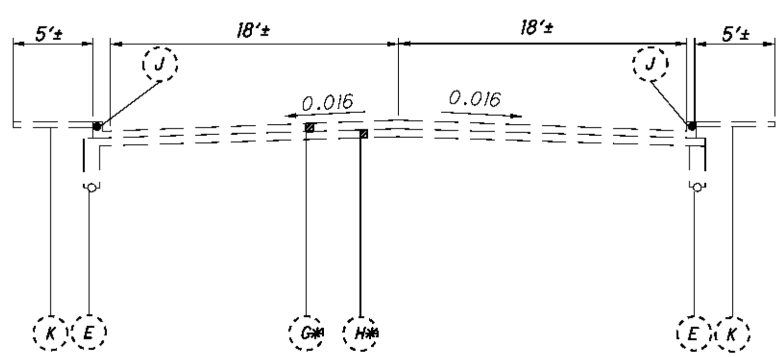
EXISTING SECTION - I.R. 75 SOUTHBOUND

I.R. 75 SB STA. 322+71.35 TO STA. 326+26.44 = 355.09'



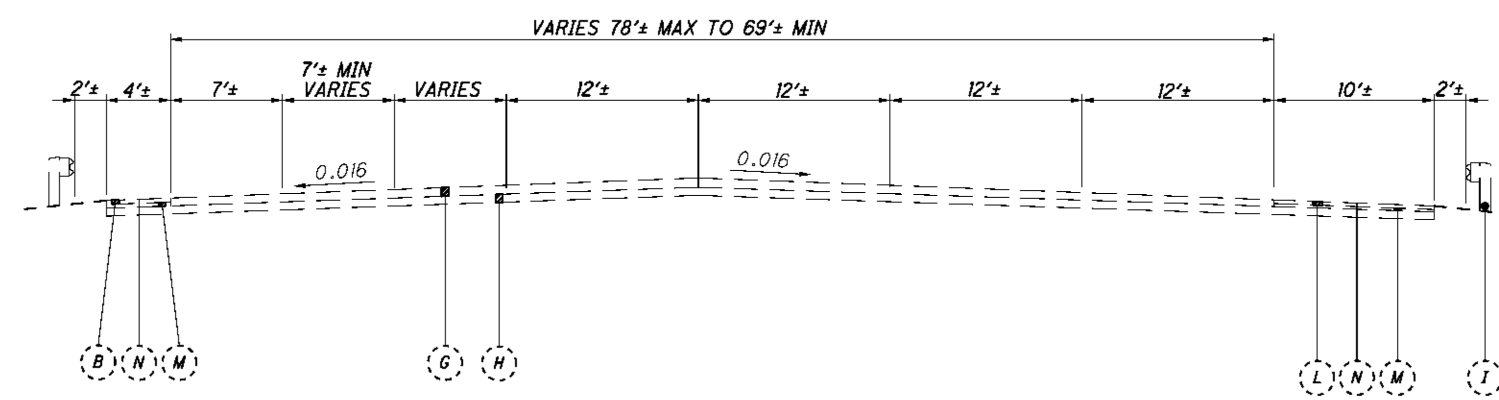
EXISTING SECTION - I.R. 75 NORTHBOUND

I.R. 75 NB STA. 319+76.50 TO STA. 322+13.77 = 237.27'



EXISTING SECTION - RIVERVIEW DRIVE

* BUILD-UP UNKNOWN AT THIS TIME



EXISTING SECTION - I.R. 75 NORTHBOUND

I.R. 75 NB STA. 324+90.99 TO STA. 327+65.32 = 274.33'

FOR LEGEND, SEE SHEET 9 .

I.R. 75 EXISTING TYPICAL SECTIONS

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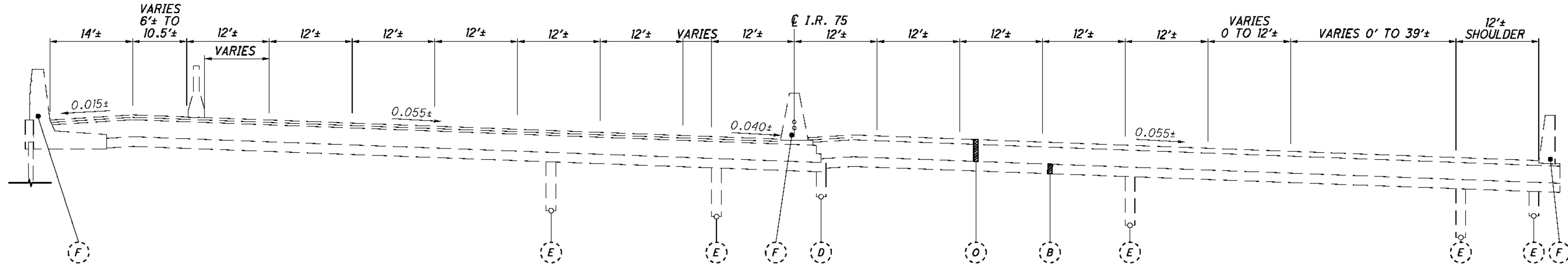
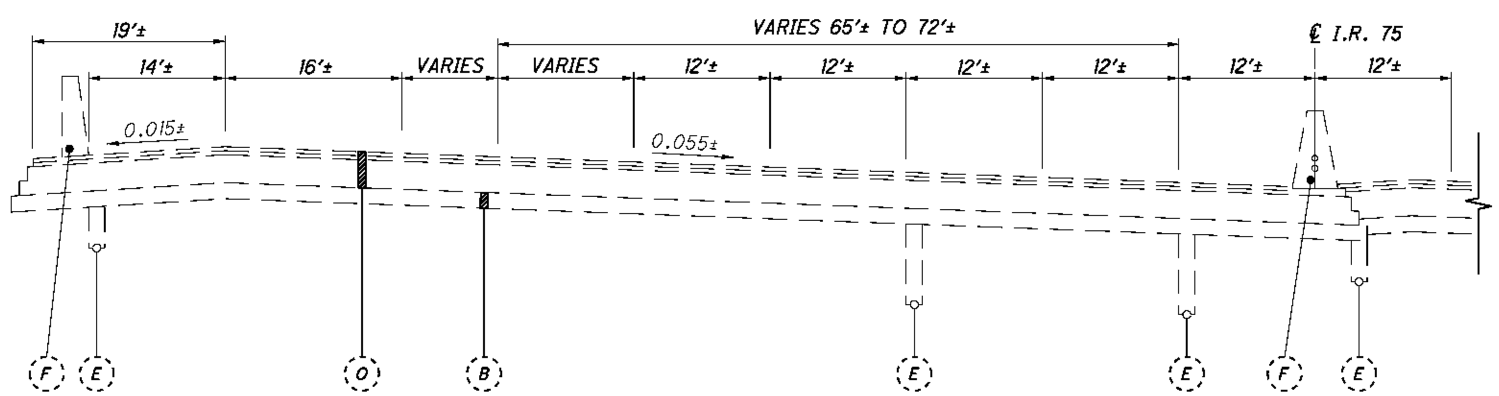
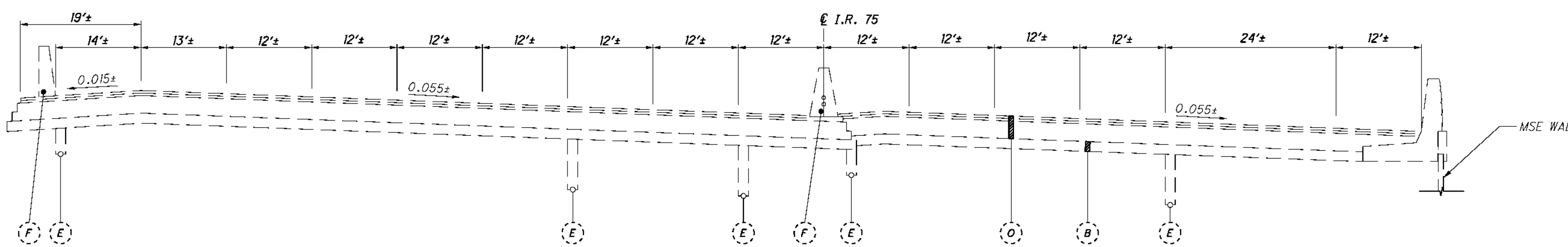


EXISTING SECTION - I.R. 75
I.R. 75 STA. 345+62.83 TO STA. 350+20.16 = 457.33'



EXISTING SECTION - I.R. 75 SOUTHBOUND
I.R. 75 STA. 350+20.16 TO STA. 354+25.00 = 404.84'



ADJOINING SECTION - I.R. 75
I.R. 75 STA. 354+25.00

FOR LEGEND, SEE SHEET 9 .

I.R. 75 EXISTING TYPICAL SECTIONS

MOT-75-12.00

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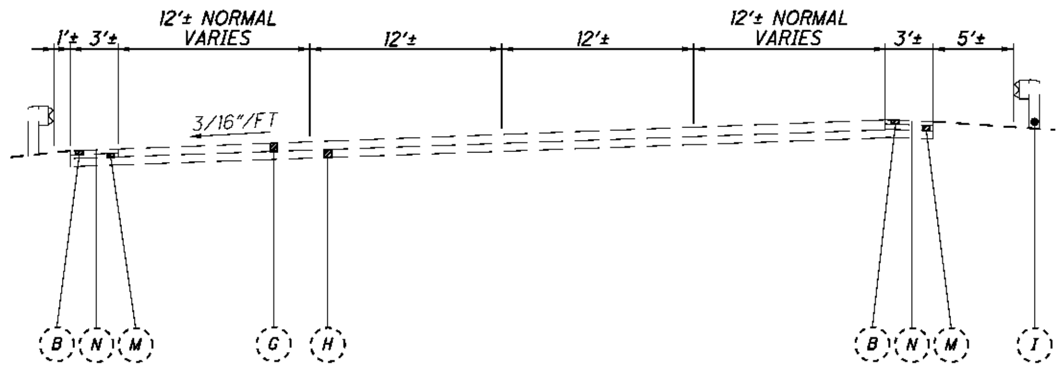
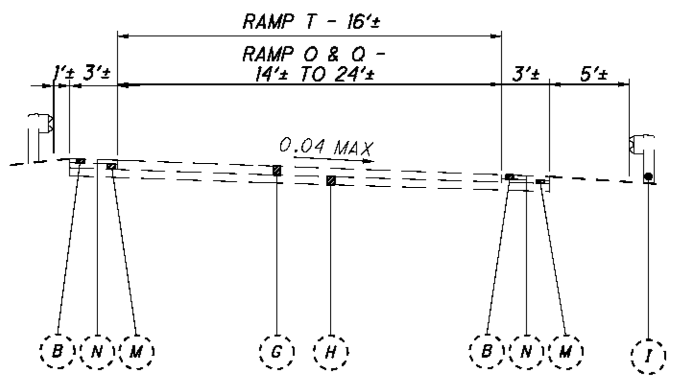


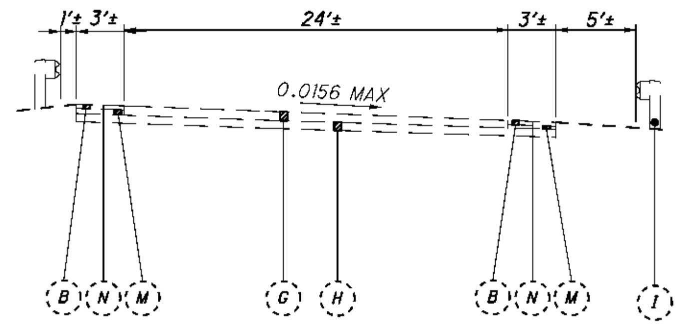
EXISTING SECTION - RAMP R

RAMP R STA. 10+19.30 TO STA. 13+59 = 339.70'



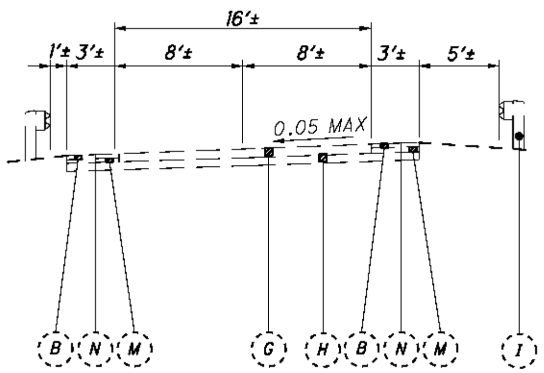
EXISTING SECTION - RAMP Q, RAMP O, RAMP T

RAMP Q STA. 0+00 TO STA. 3+02.90 = 302.90'
RAMP O STA. 1+34.38 TO STA. 5+79.50 = 445.12'
RAMP T STA. 10+83.49 TO STA. 12+60.80 = 177.31'



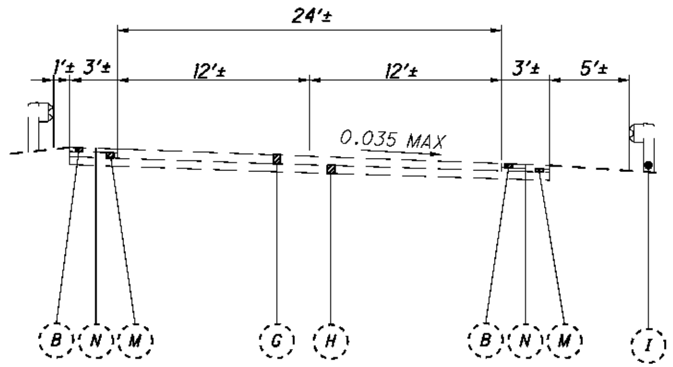
EXISTING SECTION - RAMP L

RAMP L STA. 0+00 TO STA. 8+43.09 = 843.09'
RAMP L STA. 12+32.78 TO 14+64.76 = 231.98'



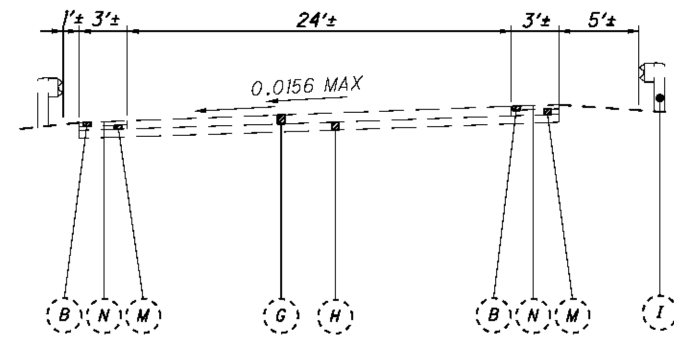
EXISTING SECTION - RAMP S, RAMP Q, RAMP W

RAMP S STA. 1+88.84 TO STA. 6+06.71 = 417.87'
RAMP Q STA. 3+02.90 TO STA. 10+72.20 = 769.30'
RAMP W STA. 4+86.43 TO STA. 6+10 = 123.57'



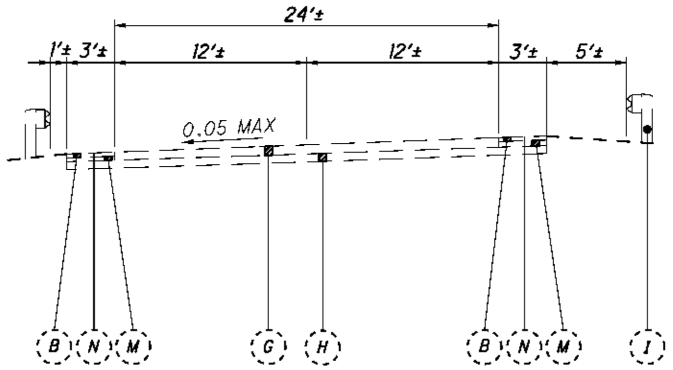
EXISTING SECTION - RAMP M, RAMP W, RAMP R

RAMP M STA. 2+03.82 TO STA. 4+62.40 = 258.58'
RAMP W STA. 6+10 TO STA. 8+93 = 283.00'
RAMP R STA. 9+86.91 TO STA. 10+19.30 = 32.39'



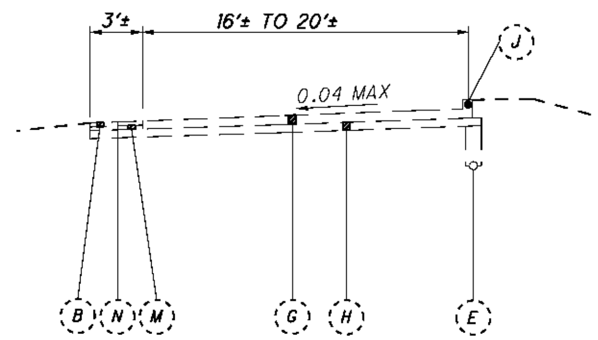
EXISTING SECTION - RAMP L

RAMP L STA. 8+43.09 TO STA. 12+32.78 = 389.69'



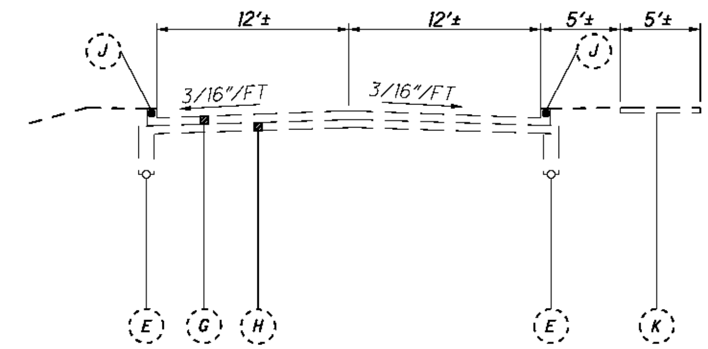
EXISTING SECTION - RAMP M

RAMP M STA. 0+00 TO STA. 2+03.82 = 203.82'



EXISTING SECTION - RAMP T

RAMP T STA. 12+60.80 TO STA. 15+40 = 279.20'



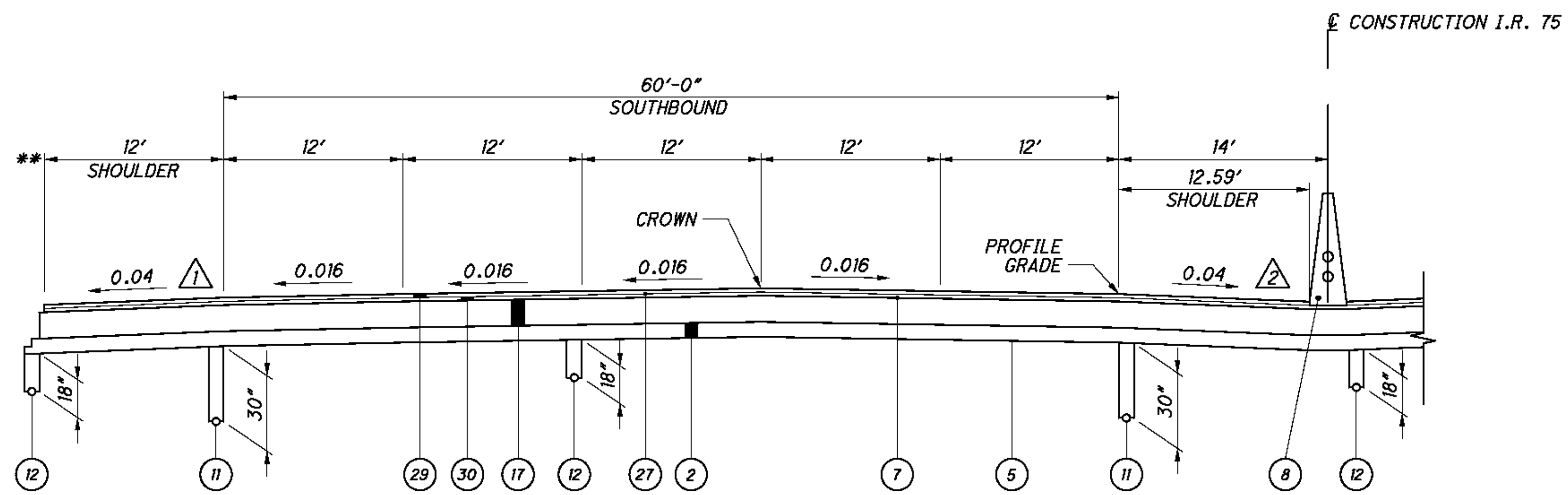
EXISTING SECTION - VISTA VIEW DRIVE

VISTA VIEW DRIVE STA. 1+14.13 TO STA. 5+61.66 = 447.53'

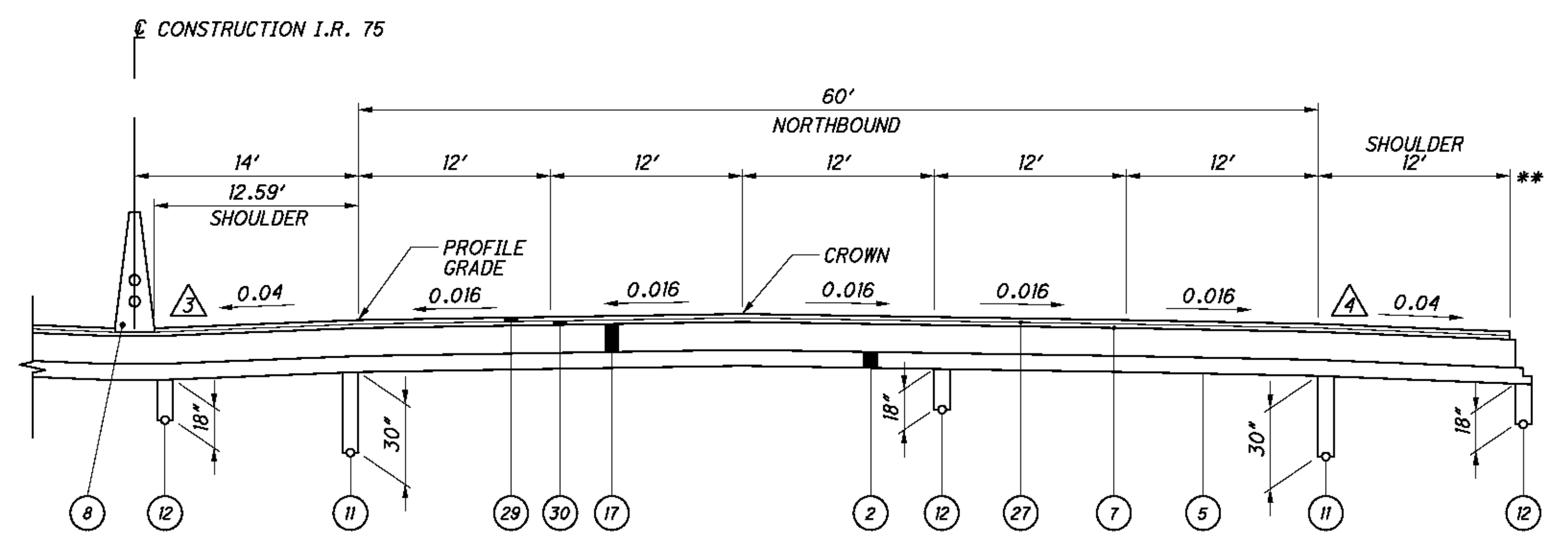
FOR LEGEND, SEE SHEET 9 .

I.R. 75 EXISTING TYPICAL SECTIONS

MOT-75-12.00



I.R. 75 MAINLINE - SOUTHBOUND
NORMAL 10 LANE ROADWAY SECTION
I-75 STA. 296+17.70 TO STA. 300+95.41 = 477.71'



I.R. 75 MAINLINE - NORTHBOUND
NORMAL 10 LANE ROADWAY SECTION
I-75 STA. 296+17.70 TO STA. 300+95.41 = 477.71'

1 TRANSITIONS FROM 0.04 AT STA. 300+75.78 TO 0.016 AT STA. 301+39.78

2 TRANSITIONS FROM 0.04 AT STA. 300+18.68 TO 0.016 AT STA. 300+85.85

3 TRANSITIONS FROM 0.04 AT STA. 300+18.68 TO 0.016 AT STA. 300+85.85

4 TRANSITIONS FROM 0.04 AT STA. 299+77.73 TO 0.016 AT STA. 300+41.73

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

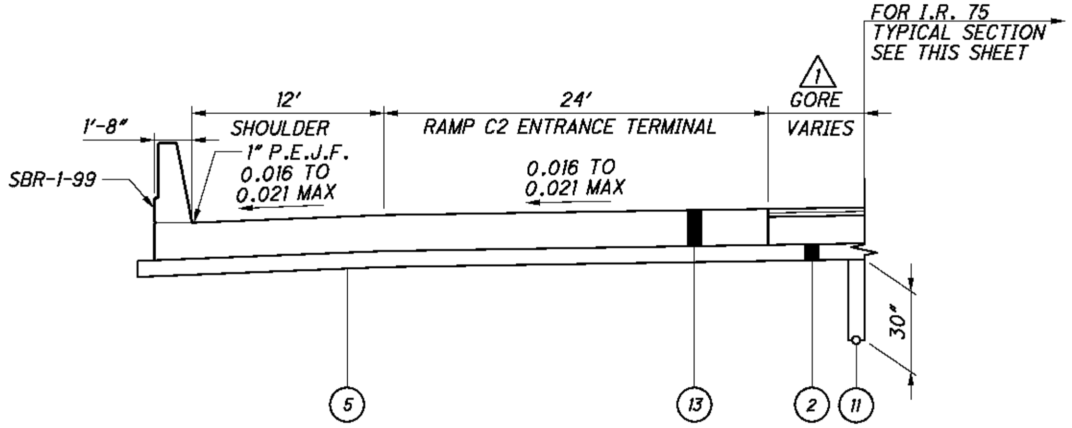
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

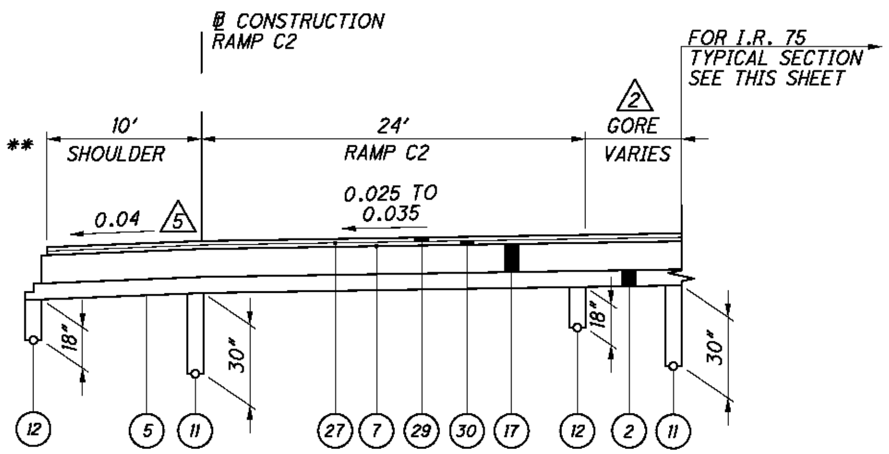
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

I.R. 75 TYPICAL SECTIONS

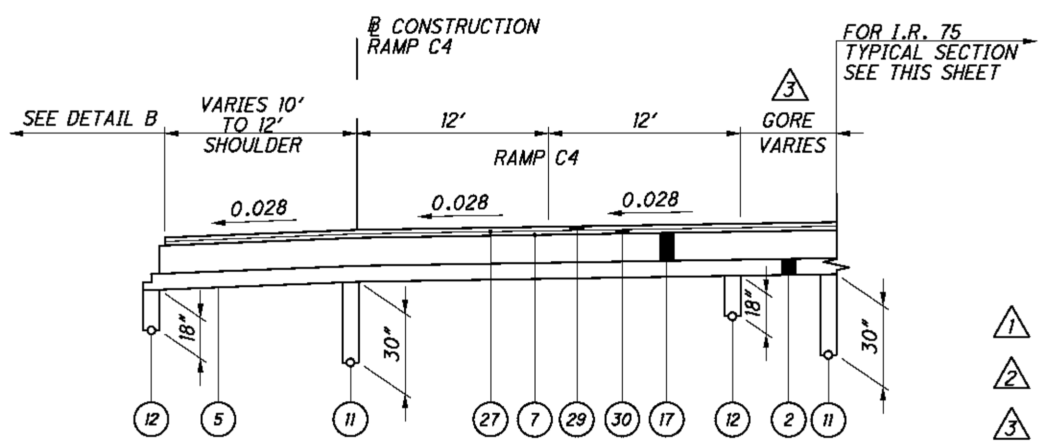
MOT-75-12.00



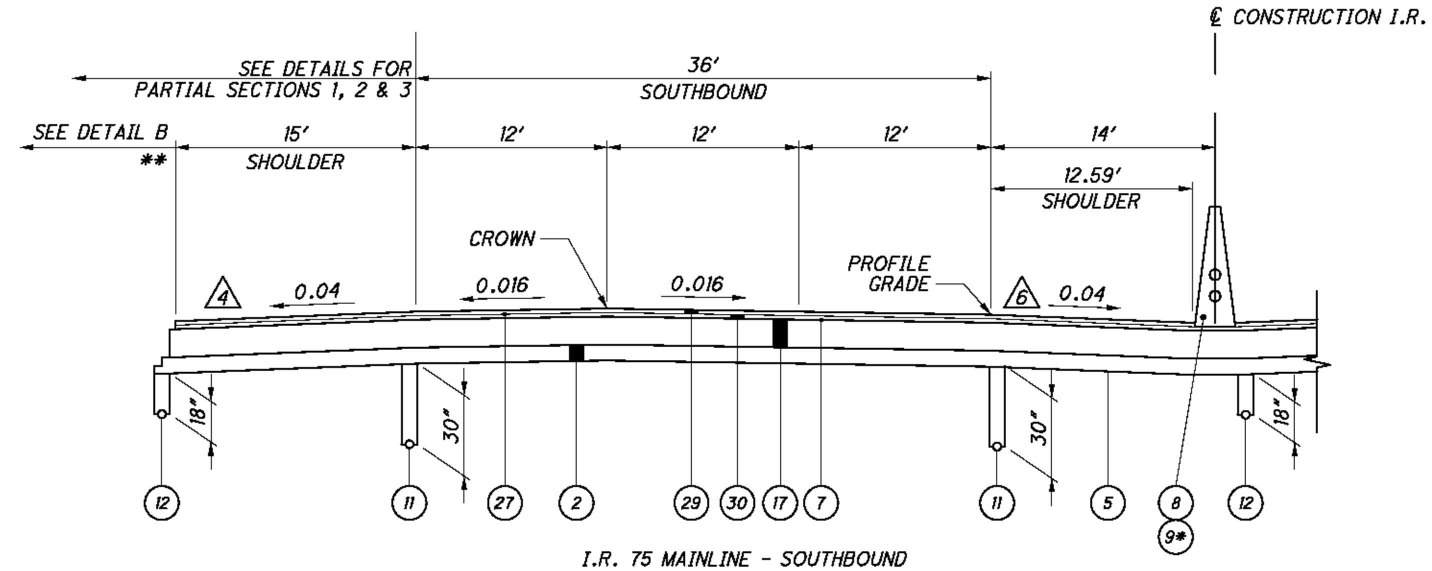
SUPERELEVATED PARTIAL SECTION 1
I-75 STA. 310+97.45 TO STA. 312+01.77 = 104.32'



SUPERELEVATED PARTIAL SECTION 2
I-75 STA. 313+69.52 TO STA. 314+56.92 = 87.40'

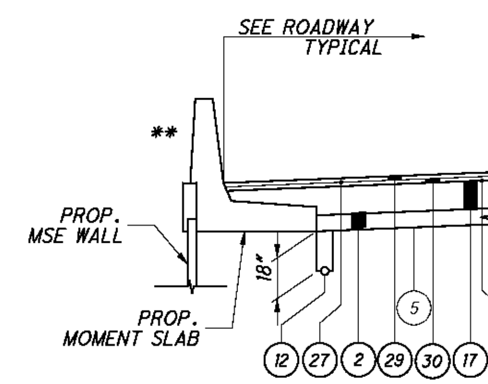


NORMAL PARTIAL SECTION 3
I-75 STA. 328+77.91 TO STA. 329+52.89 = 74.98'



I.R. 75 MAINLINE - SOUTHBOUND
NORMAL 6 LANE ROADWAY SECTION
I-75 STA. 310+97.45 TO STA. 312+01.77 = 104.32'
I-75 STA. 314+00.22 TO STA. 321+95.94 = 795.72'
I-75 STA. 325+30.06 TO STA. 329+98.61 = 468.55'

* CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FROM STA. 329+56.41 TO STA. 329+97.32



DETAIL B

APPLIES FROM STA. 318+00.00 TO STA. 321+95.95 = 395.95'
APPLIES FROM STA. 325+30.06 TO STA. 329+98.61 = 468.55'

1. VARIES FROM 6'-5" @ STA. 310+86.01 TO 8'-9" @ STA. 312+01.77

2. VARIES FROM 18'-8" @ STA. 314+00.00 TO 24'-0" @ STA. 314+56.92

3. VARIES FROM 24'-0" @ STA. 328+77.91 TO 12'-4" @ STA. 329+99.60

4. TRANSITIONS FROM 0.04 AT STA. 320+93.56 TO 0.016 AT STA. 321+73.56
TRANSITIONS FROM 0.016 AT STA. 325+12.84 TO 0.04 AT STA. 325+92.74

5. TRANSITIONS FROM 0.035 AT STA. 313+45.80 TO 0.04 AT STA. 313+54.17

6. 0.016 FROM STA. 310+81.84 TO STA. 311+93.17
TRANSITIONS FROM 0.016 AT STA. 314+08.82 TO 0.04 AT STA. 314+75.99
TRANSITIONS FROM 0.04 AT STA. 321+23.95 TO 0.016 AT STA. 321+91.12
TRANSITIONS FROM 0.016 AT STA. 325+34.88 TO 0.04 AT STA. 326+02.05

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

I.R. 75 TYPICAL SECTIONS

MOT-75-12.00

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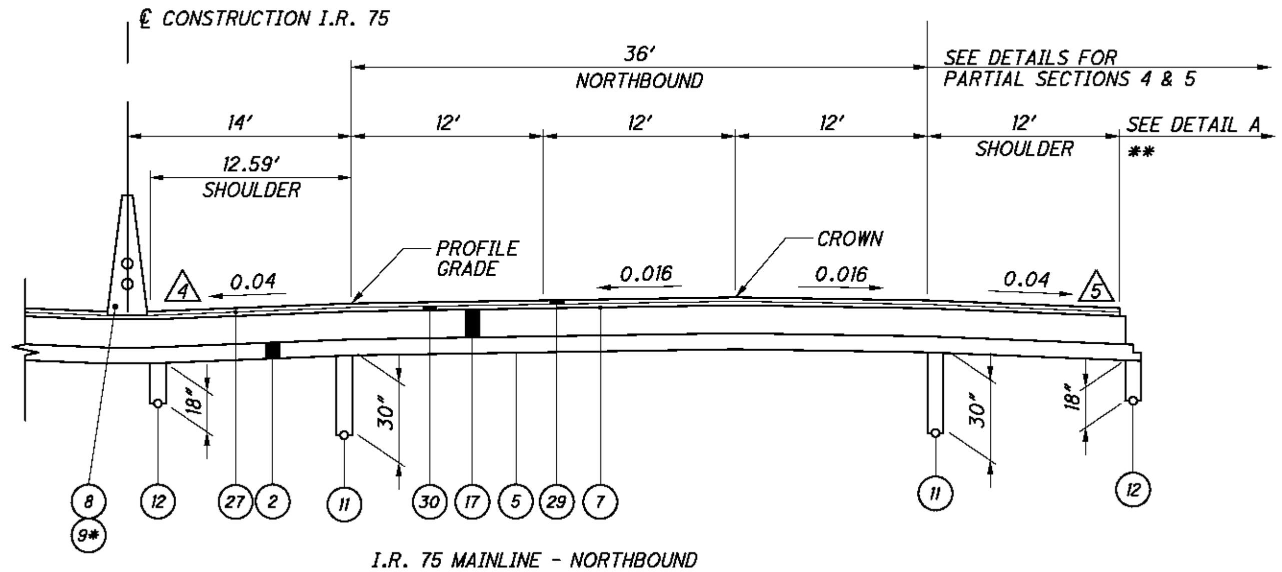
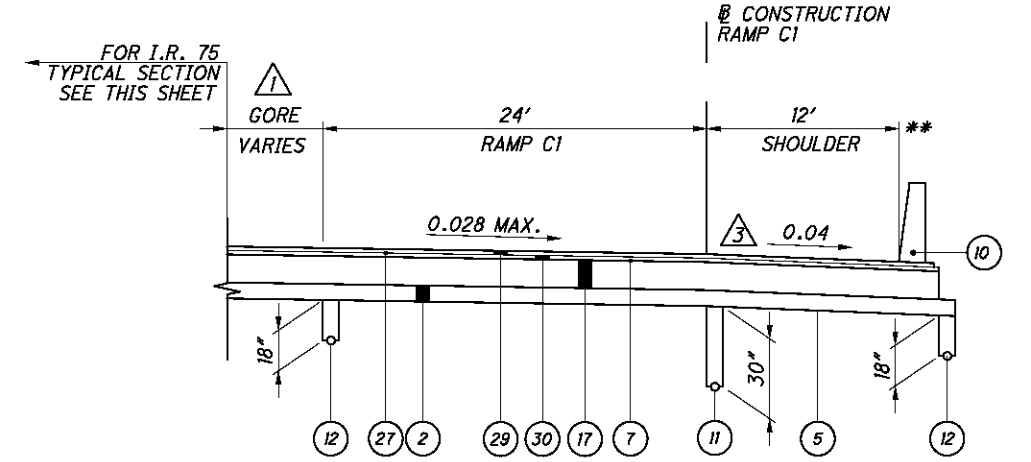
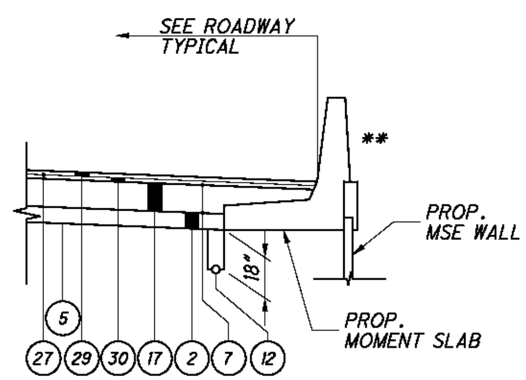


I.R. 75 MAINLINE - NORTHBOUND
NORMAL 6 LANE ROADWAY SECTION
I-75 STA. 310+97.45 TO STA. 312+01.77 = 104.32'
I-75 STA. 314+00.22 TO STA. 321+95.94 = 795.72'
I-75 STA. 325+30.06 TO STA. 329+98.61 = 468.55'

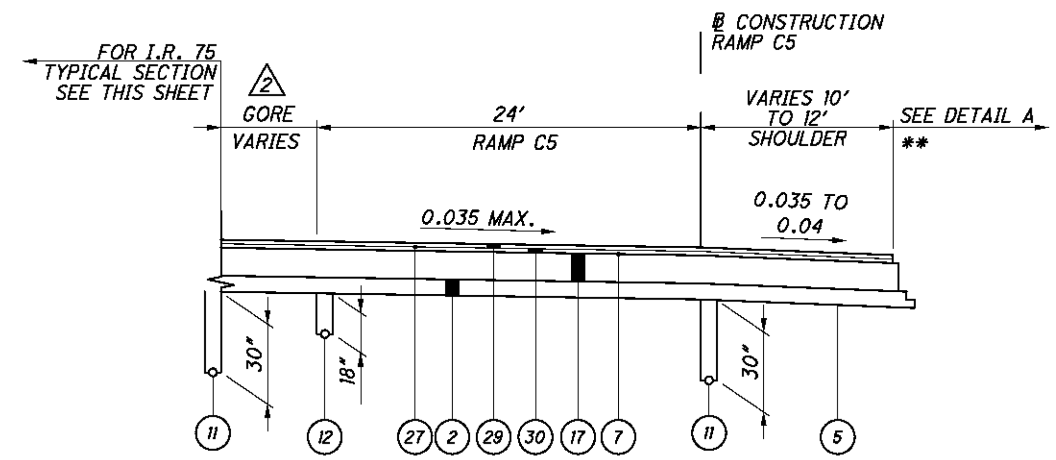
* CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FROM STA. 329+56.41 TO STA. 329+97.32



SUPERELEVATED PARTIAL SECTION 4
I.R. 75 STA. 310+97.45 TO STA. 312+01.77 = 115.71'



DETAIL A
APPLIES FROM STA. 316+93.00 TO STA. 321+95.95 = 502.95'
APPLIES FROM STA. 325+30.06 TO STA. 329+98.61 = 468.55'



SUPERELEVATED PARTIAL SECTION 5
I-75 STA. 325+30.06 TO STA. 329+98.61 = 468.55'

1. VARIES FROM 7'-8" @ STA. 310+86.06 TO 16'-9" @ STA. 312+01.77
2. VARIES FROM 21'-10" @ STA. 325+30.06 TO 3'-11" @ STA. 329+99.60
3. TRANSITIONS FROM 0.028 AT STA. 309+86.29 TO 0.04 AT STA. 310+18.26
4. 0.016 FROM STA. 310+65.60 TO STA. 312+02.63
TRANSITIONS FROM 0.016 AT STA. 314+08.82 TO 0.04 AT STA. 314+75.99
TRANSITIONS FROM 0.04 AT STA. 321+23.95 TO 0.016 AT STA. 321+91.12
TRANSITIONS FROM 0.016 AT STA. 325+34.88 TO 0.04 AT STA. 326+02.05
TRANSITIONS FROM 0.04 AT STA. 329+56.41 TO 0.016 AT STA. 330+23.58
5. TRANSITIONS FROM 0.016 AT STA. 314+38.29 TO 0.04 AT STA. 315+02.29
TRANSITIONS FROM 0.04 AT STA. 321+45.99 TO 0.016 AT STA. 322+13.16
TRANSITIONS FROM 0.035 AT STA. 325+67.52 TO 0.04 AT STA. 325+78.63

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

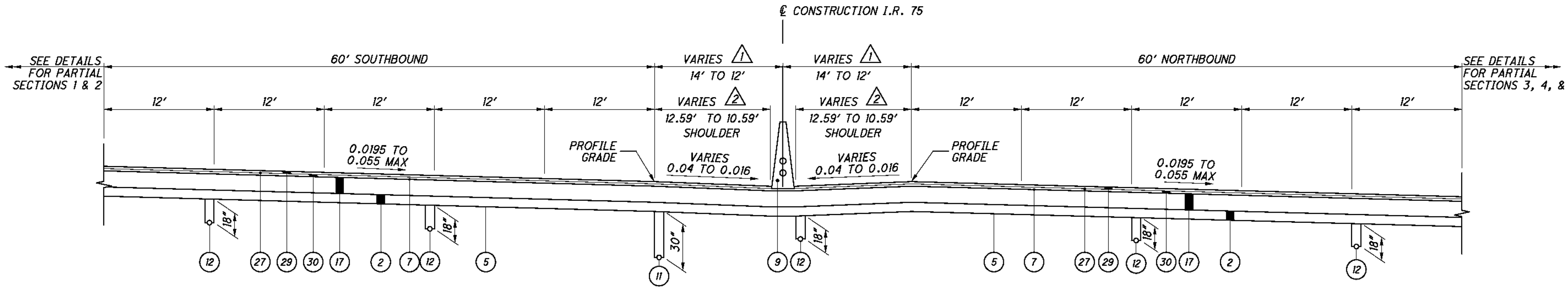
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

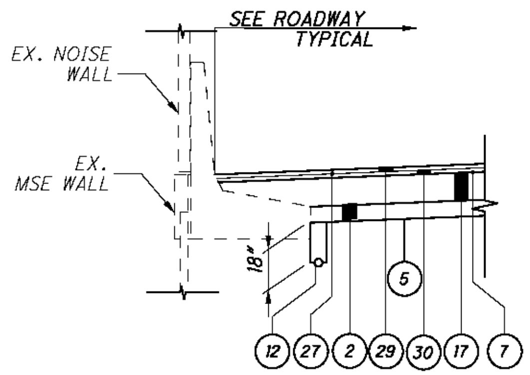
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

I.R. 75 TYPICAL SECTIONS

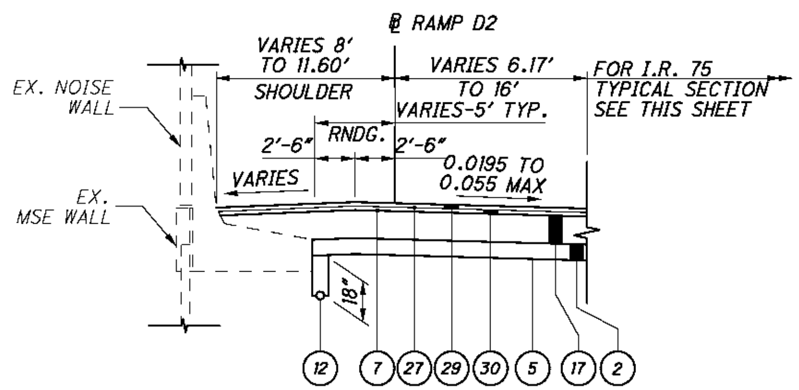
MOT-75-12.00



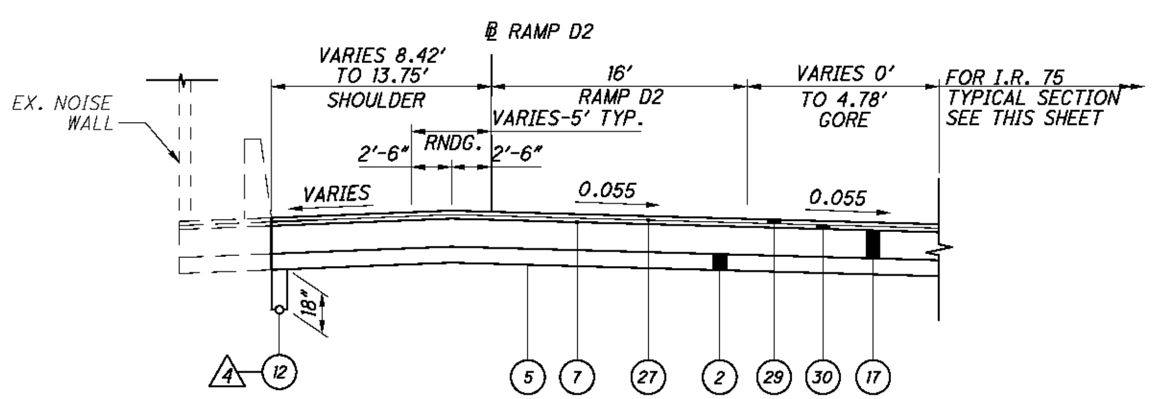
I.R. 75 MAINLINE - SUPERELEVATED SECTION
I-75 STA. 345+38.53 TO STA. 352+50.00 = 711.47'



DETAIL C
APPLIES FROM STA. 345+38.53 TO STA. 346+80.12 = 141.59'



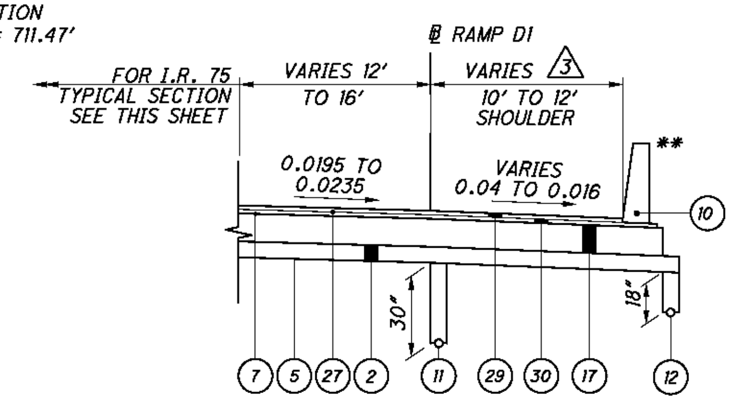
SUPERELEVATED PARTIAL SECTION 1
I-75 STA. 346+80.12 TO STA. 350+14.26 = 334.14'



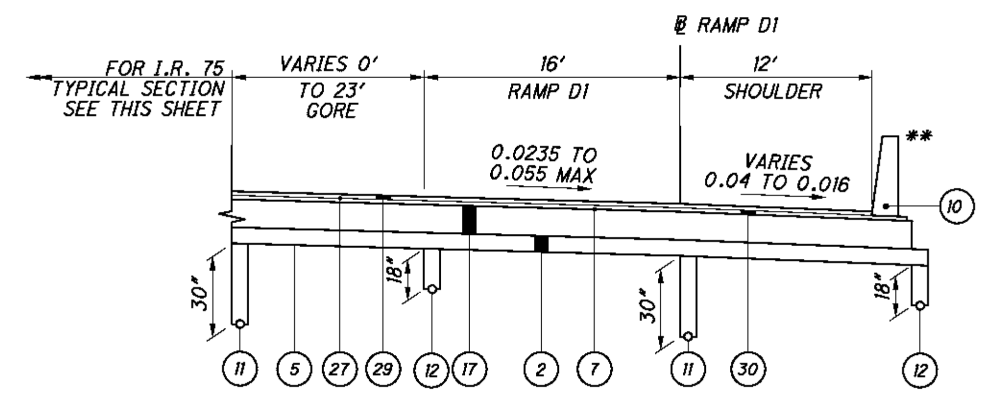
SUPERELEVATED PARTIAL SECTION 2
I-75 STA. 350+14.26 TO STA. 352+50.00 = 235.74'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.



SUPERELEVATED PARTIAL SECTION 3
I-75 STA. 345+38.53 TO STA. 347+20.61 = 182.08'



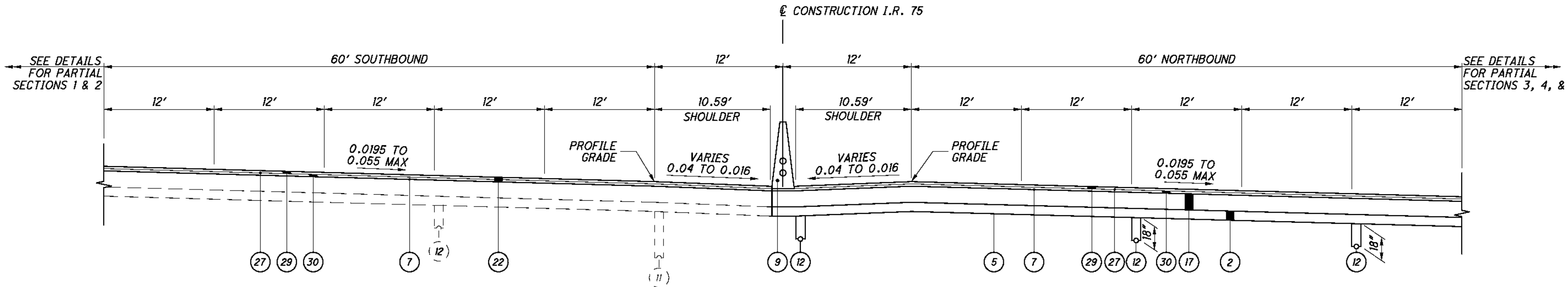
SUPERELEVATED PARTIAL SECTION 4
I-75 STA. 347+20.61 TO STA. 352+33.31 = 512.70'

1. PROPOSED 14'-0" FROM STA. 345+38.53 TO STA. 346+47.35, VARIES FROM 14'-0" @ STA. 346+47.35 TO 12'-0" @ STA. 347+97.35, PROPOSED 12'-0" FROM STA. 347+97.35 TO STA. 352+50.00

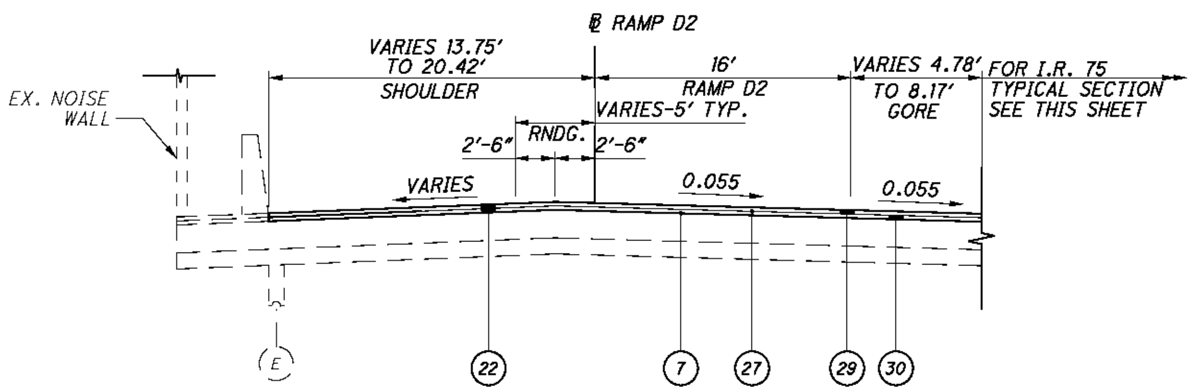
2. PROPOSED 12'-7⅛" FROM STA. 345+38.53 TO STA. 346+47.35, VARIES FROM 12'-7⅛" @ STA. 346+47.35 TO 10'-7⅛" @ STA. 347+97.35, PROPOSED 10'-7⅛" FROM STA. 347+97.35 TO STA. 352+50.00

3. VARIES FROM 10'-0" @ STA. 345+38.53 TO 12'-0" @ STA. 346+12.88, PROPOSED 12'-0" FROM STA. 346+12.88 TO STA. 347+20.61

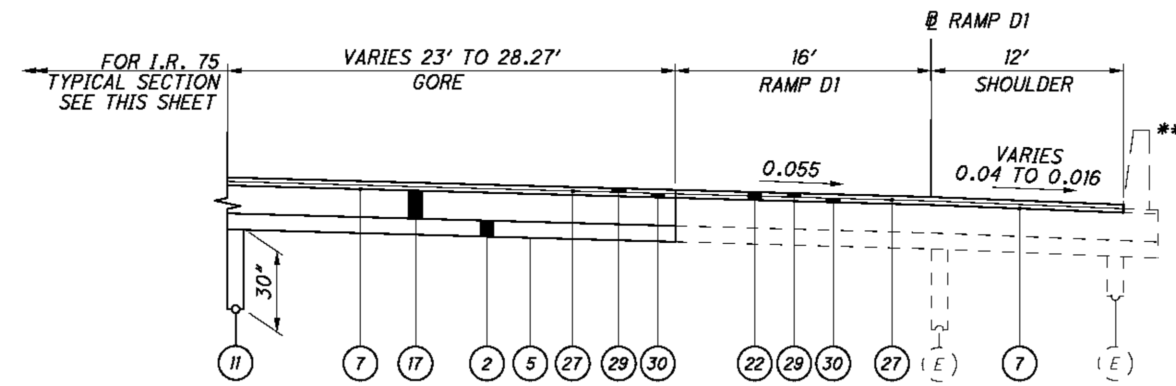
4. PROP. UNDERDRAIN FROM STA. 350+14.26 TO STA. 350+22.00 SALVAGE EX. UNDERDRAIN FROM STA. 350+22.00 TO STA. 352+50.00



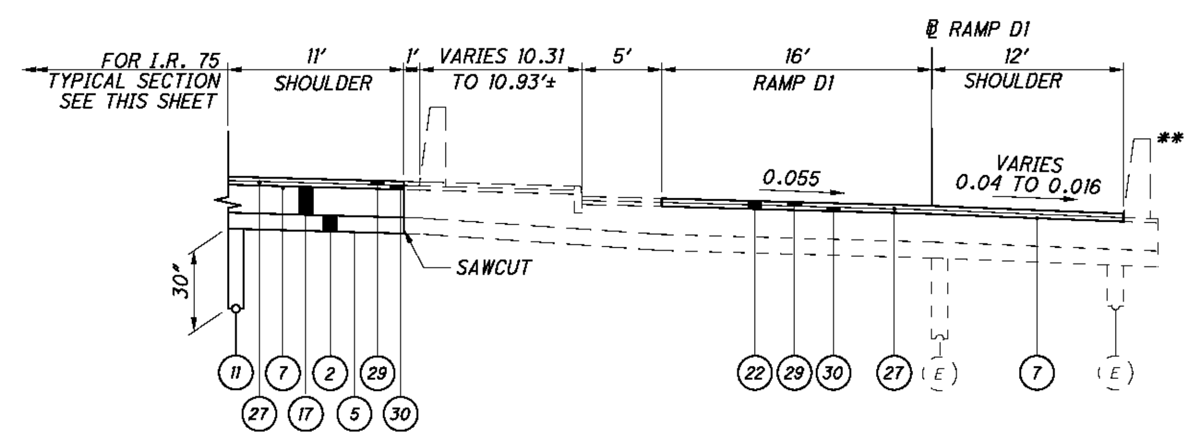
I.R. 75 MAINLINE - SUPERELEVATED SECTION
I-75 STA. 352+50.00 TO STA. 354+25.00 = 175.00'



SUPERELEVATED PARTIAL SECTION 2
I-75 STA. 352+50.00 TO STA. 354+25.00 = 175.00'



SUPERELEVATED PARTIAL SECTION 5
I-75 STA. 352+33.31 TO STA. 354+02.26 = 168.95'



SUPERELEVATED PARTIAL SECTION 5
I-75 STA. 354+02.26 TO STA. 354+25.00 = 22.74'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

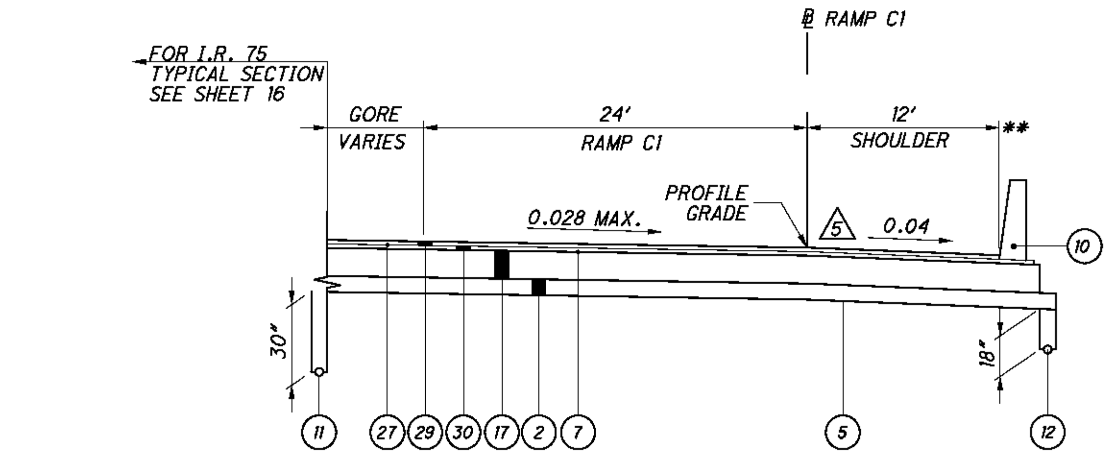
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

IR. 75 TYPICAL SECTIONS

MOT-75-12.00



RAMP C1 - SUPERELEVATED SECTION
RAMP C1 STA. 311+93.97 TO STA. 312+64.54 = 70.57'

△1 24'-0" FROM STA. 314+79.51 TO STA. 318+36.22
VARIES FROM 24'-0" @ STA. 318+36.22 TO 26'-6" @ STA. 319+39.78
VARIES FROM 26'-6" @ STA. 319+39.78 TO 31'-11" @ STA. 319+86.22

△2 0'-0" FROM STA. 314+79.51 TO STA. 315+00.00
VARIES FROM 0'-0" @ STA. 315+00.00 TO 12'-0" @ STA. 315+50.00
12'-0" FROM STA. 315+50.00 TO STA. 318+36.22
VARIES FROM 12'-0" @ STA. 318+36.22 TO 15'-6" @ STA. 319+39.78
15'-6" FROM STA. 319+39.78 TO STA. 319+86.22

△3 VARIES FROM 31'-11" @ STA. 319+60.82 TO 39'-6" @ STA. 319+98.51
39'-6" FROM STA. 319+98.51 TO STA. 321+35.93
VARIES FROM 39'-6" @ STA. 321+35.93 TO 36'-11" @ STA. 322+86.22

△4 15'-6" FROM STA. 319+60.82 TO STA. 321+35.93
VARIES FROM 15'-6" @ STA. 321+35.93 TO 12'-4" @ STA. 322+86.22

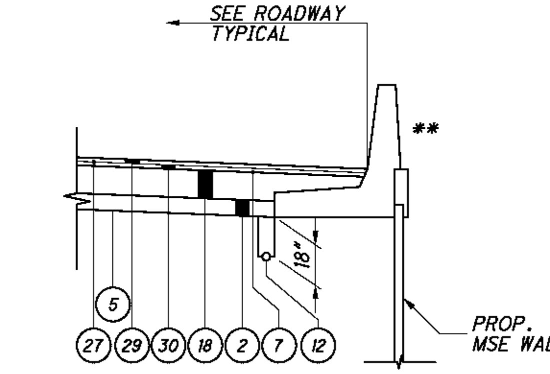
△5 TRANSITIONS FROM 0.04 AT STA. 312+02.35 TO 0.0168 AT STA. 312+64.54

△6 TRANSITIONS FROM 0.0098 AT STA. 314+55.79 TO 0.04 AT STA. 314+82.63

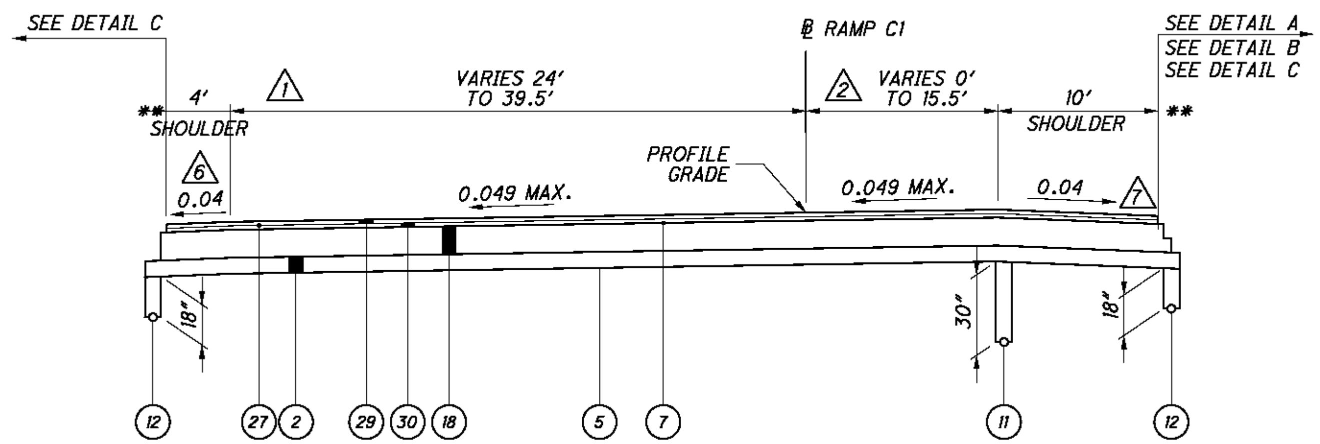
△7 TRANSITIONS FROM 0.016 AT STA. 314+82.32 TO 0.04 AT STA. 315+35.65

△8 GUARDRAIL FROM STA. 313+37.47 TO STA. 315+94.21

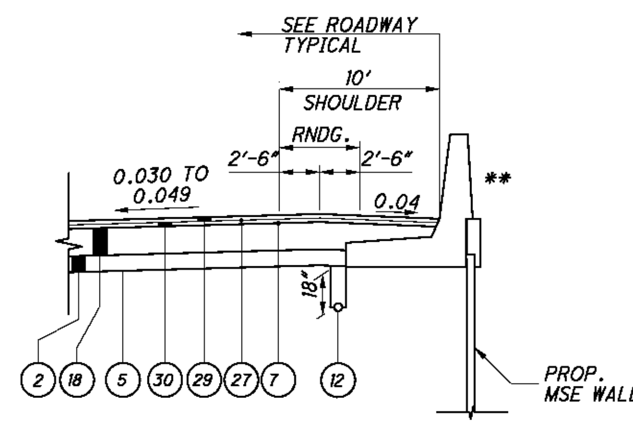
△9 GUARDRAIL FROM STA. 315+50.00 TO STA. 321+42.29



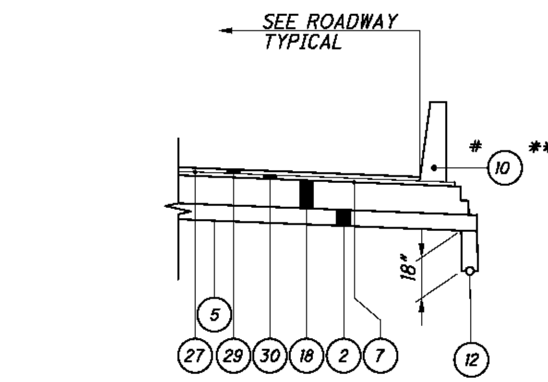
DETAIL A
RAMP C1 - STA. 314+74.51 TO STA. 315+38.93 = 64.42'
RAMP C1 - STA. 316+95.88 TO STA. 317+11.58 = 15.70'



RAMP C1 - SUPERELEVATED SECTION
RAMP C1 STA. 314+74.51 TO STA. 319+86.22 = 511.71'

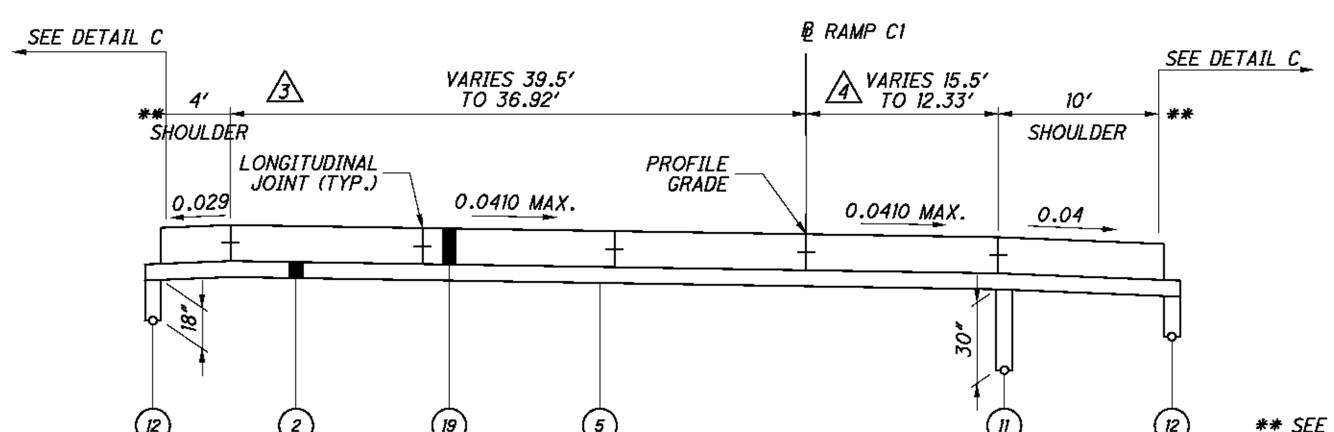


DETAIL B
RAMP C1 - STA. 315+38.93 TO STA. 316+95.88 = 156.95'

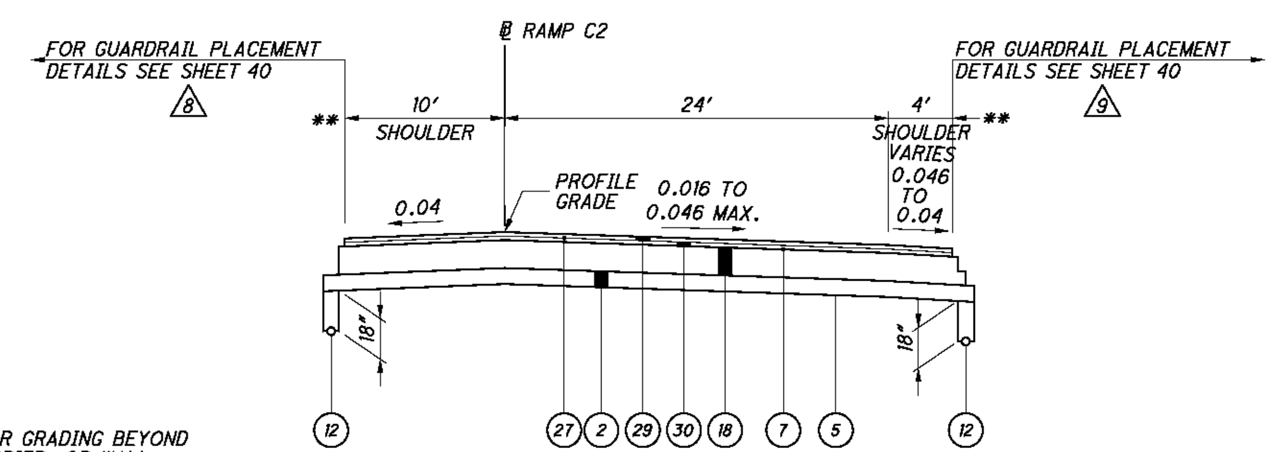


DETAIL C
RAMP C1 - STA. 318+36.17 (LT) TO STA. 322+60.91 (LT) = 424.74'
RAMP C1 - STA. 317+11.58 (RT) TO STA. 322+65.57 (RT) = 553.99'

* USE CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
FROM STA. 320+42.04 (RT) TO STA. 321+71.81 (RT)
AND FROM STA. 320+09.24 (LT) TO STA. 321+37.52 (LT)



RAMP C1 TERMINI - SUPERELEVATED SECTION
RAMP C1 STA. 319+86.22 TO STA. 323+54.12 = 367.90'



RAMP C2 - SUPERELEVATED SECTION
RAMP C2 STA. 314+54.96 TO STA. 321+79.87 = 724.91'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

I.R. 75 TYPICAL SECTIONS

MOT-75-12.00

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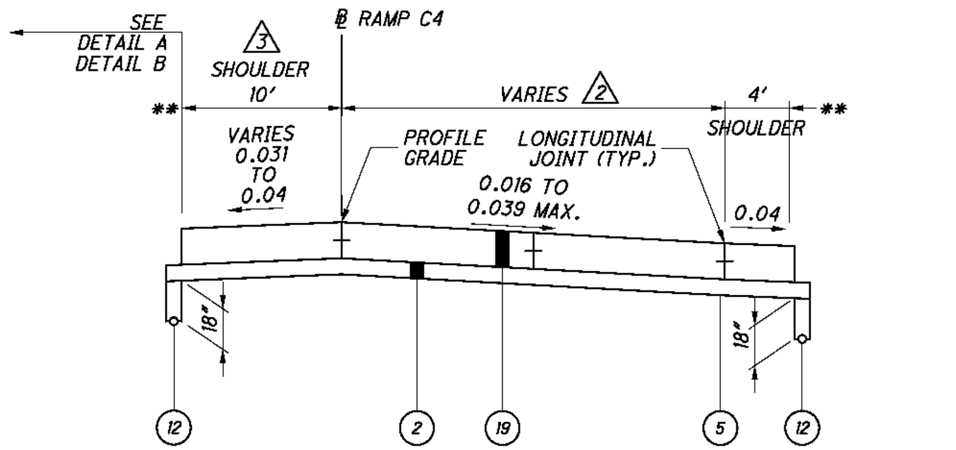
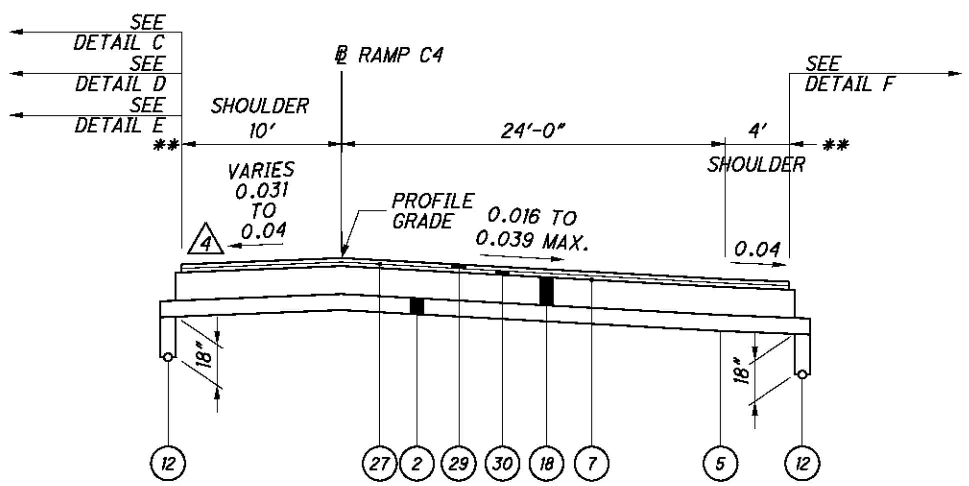
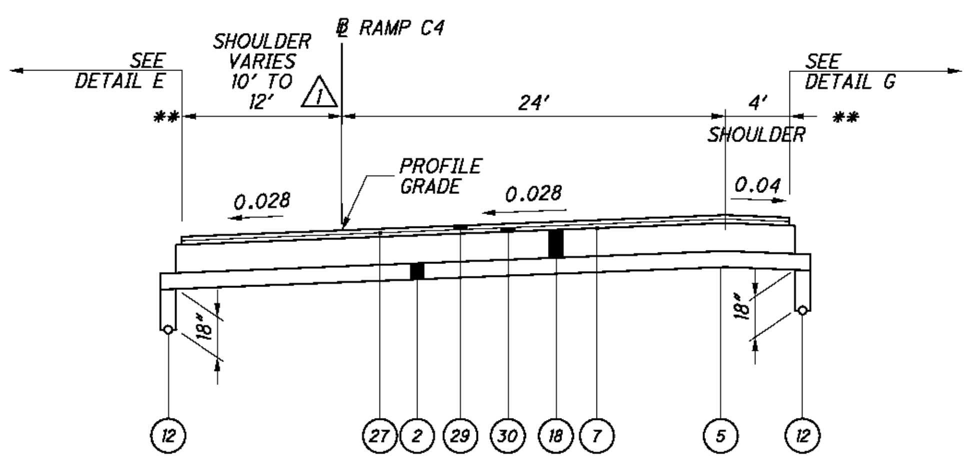


RAMP C4 TERMINI - SUPERELEVATED SECTION
RAMP C4 STA. 311+48.97 TO STA. 314+79.97 = 331.00'



RAMP C4 - SUPERELEVATED SECTION
RAMP C4 STA. 314+79.97 TO STA. 322+23.91 = 743.94'



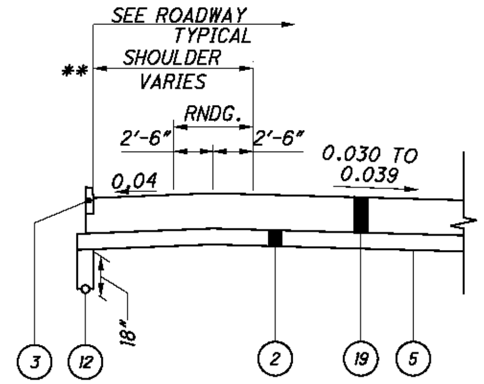
RAMP C4 - SUPERELEVATED SECTION
RAMP C4 STA. 327+86.91 TO STA. 328+79.91 = 93.00'

1 PROPOSED 10'-0" FROM STA. 327+86.91 TO STA. 328+29.91
VARIES FROM 10'-0" @ STA. 328+29.91 TO 12'-0" @ STA. 328+79.91

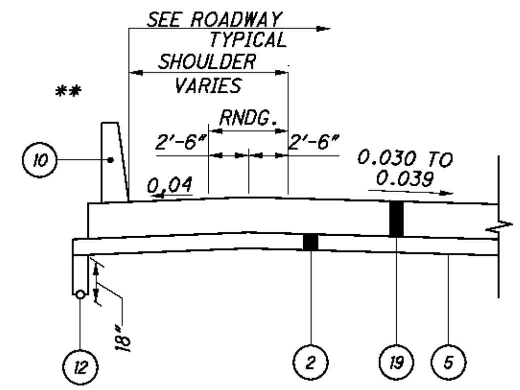
2 VARIES FROM 55'-0" @ STA. 311+79.97 TO 27'-0" @ STA. 312+98.26
27'-0" FROM STA. 312+98.26 TO STA. 314+79.97

3 BEGIN SHOULDER @ STA. 312+44.12

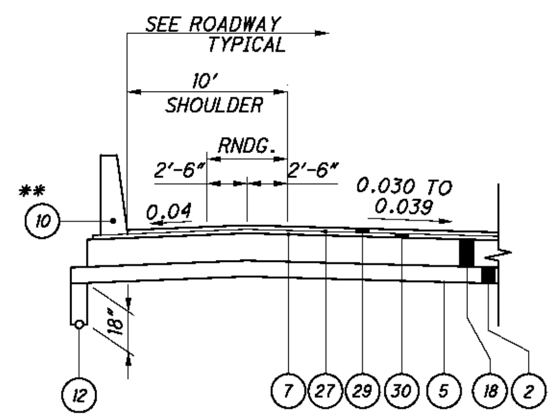
4 TRANSITIONS FROM 0.04 AT STA. 321+70.58 TO 0.016 AT STA. 322+23.91



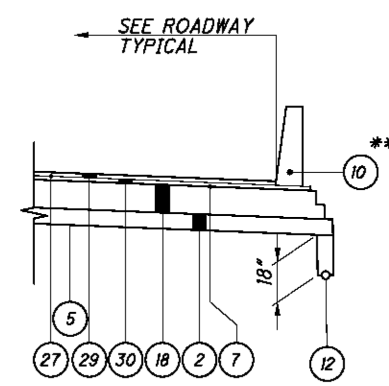
DETAIL A
RAMP C4 - APPLIES FROM STA. 312+44.56 TO STA. 312+54.00 = 9.44'



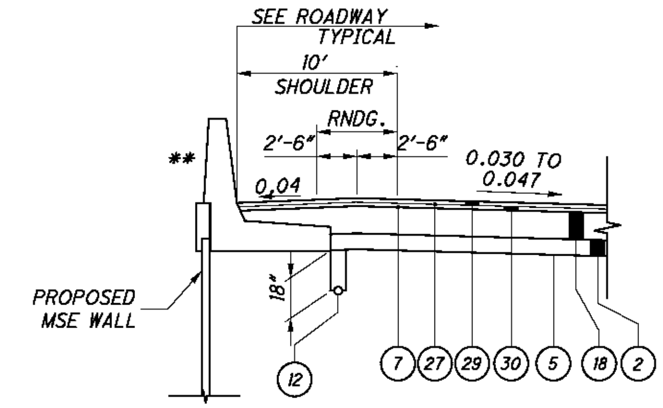
DETAIL B
RAMP C4 - APPLIES FROM STA. 312+54.00 TO STA. 314+79.97 = 225.97'



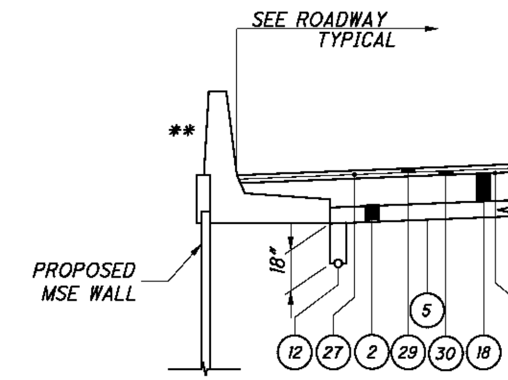
DETAIL C
RAMP C4 - APPLIES FROM STA. 314+79.97 TO STA. 316+00.00 = 120.03'



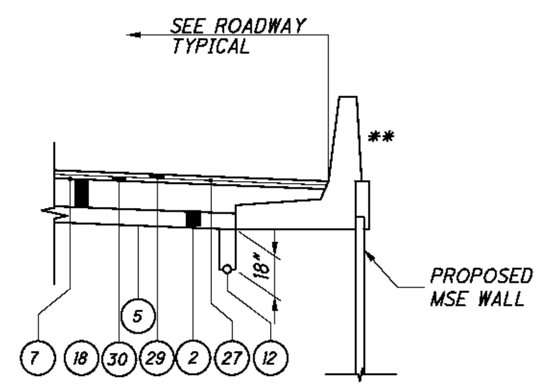
DETAIL G
RAMP C4 - APPLIES FROM STA. 327+86.91 TO STA. 328+79.91 = 93.00'



DETAIL D
RAMP C4 - APPLIES FROM STA. 316+00.00 TO STA. 318+11.45 = 211.45'



DETAIL E
RAMP C4 - APPLIES FROM STA. 318+11.45 TO STA. 322+23.91 = 412.46'
RAMP C4 - APPLIES FROM STA. 327+86.91 TO STA. 328+79.91 = 93.00'



DETAIL F
RAMP C4 - APPLIES FROM STA. 322+15.00 TO STA. 322+23.91 = 8.91'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

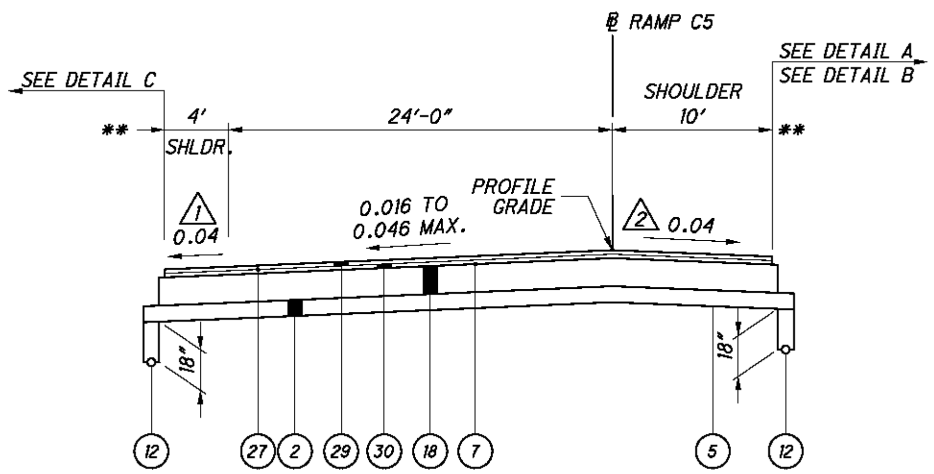
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

I.R. 75 TYPICAL SECTIONS

MOT-75-12.00



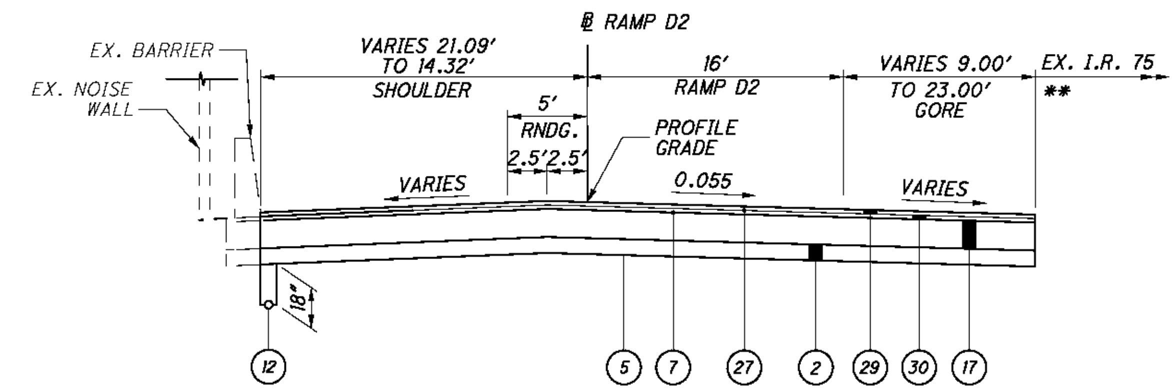
RAMP C5 - SUPERELEVATED SECTION
RAMP C5 STA. 315+64.40 TO STA. 319+51.96 = 387.56'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

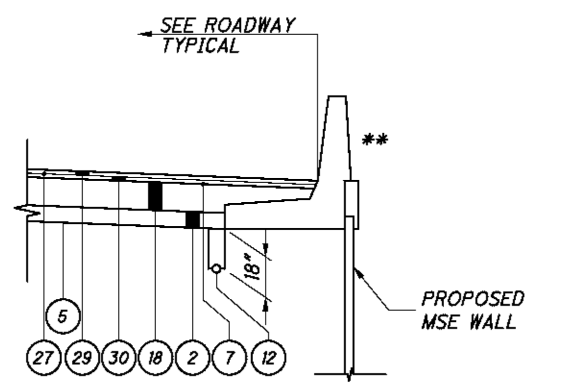
1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

1 TRANSITIONS FROM 0.04 AT STA. 319+26.63 TO 0.0025 AT STA. 319+51.96

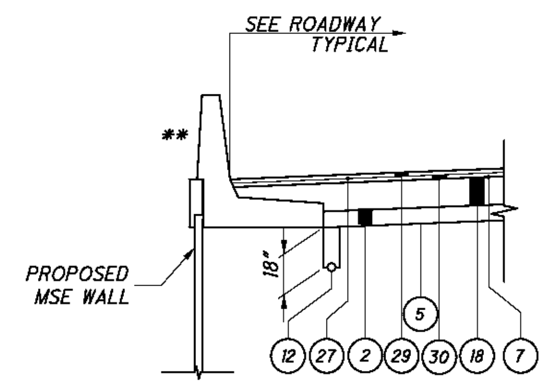
2 TRANSITIONS FROM 0.04 AT STA. 318+95.74 TO 0.0147 AT STA. 319+51.96



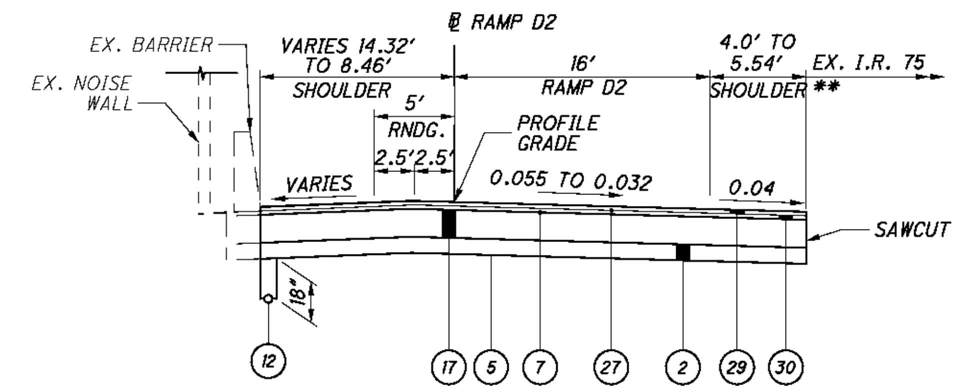
RAMP D2 - SUPERELEVATED SECTION
RAMP D2 STA. 654+88.52 TO STA. 657+62.24 = 273.72'



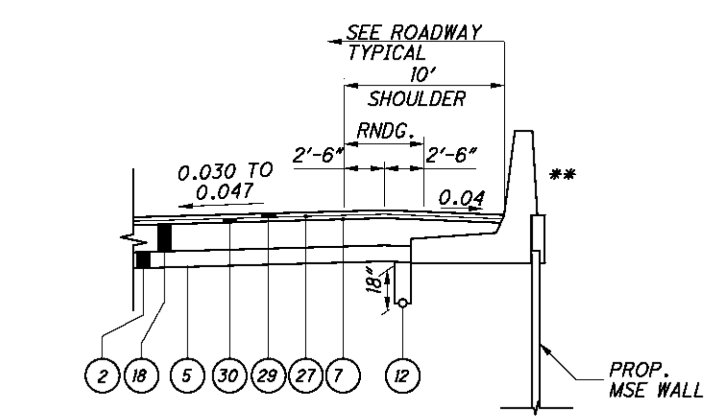
DETAIL A
RAMP C5 - APPLIES FROM STA. 316+25.00 TO STA. 316+86.89 = 61.89'
RAMP C5 - APPLIES FROM STA. 318+38.58 TO STA. 319+51.96 = 113.38'



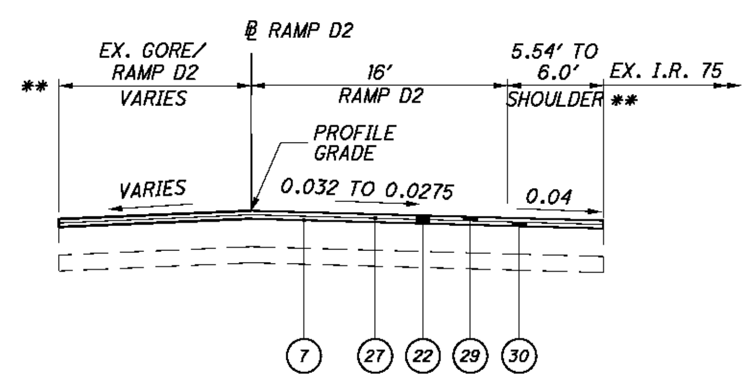
DETAIL C
RAMP C5 - APPLIES FROM STA. 318+00.00 TO STA. 319+51.96 = 151.96'



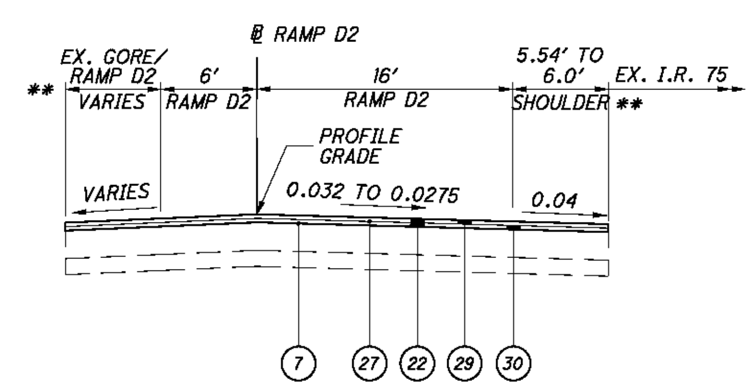
RAMP D2 - SUPERELEVATED SECTION
RAMP D2 STA. 657+62.24 TO STA. 660+52.13 = 289.89'



DETAIL B
RAMP C5 - APPLIES FROM STA. 316+86.89 TO STA. 318+38.58 = 151.69'



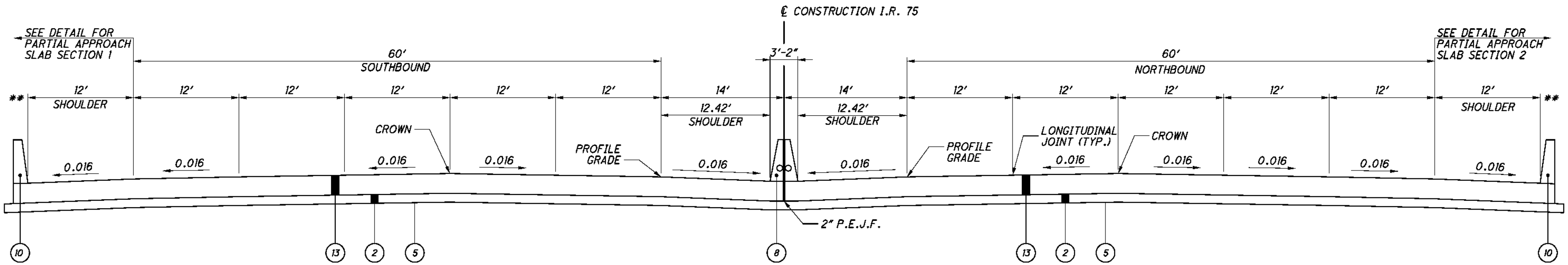
RAMP D2 - SUPERELEVATED SECTION
RAMP D2 STA. 660+52.13 TO 661+39.74 = 87.61'



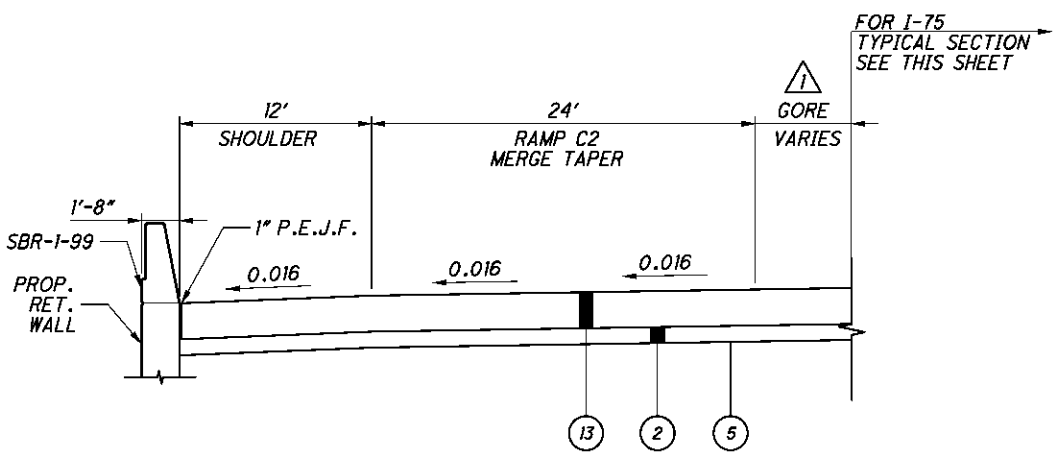
RAMP D2 - SUPERELEVATED SECTION
RAMP D2 STA. 661+39.74 TO 663+30.51 = 190.77'

I.R. 75 TYPICAL SECTIONS

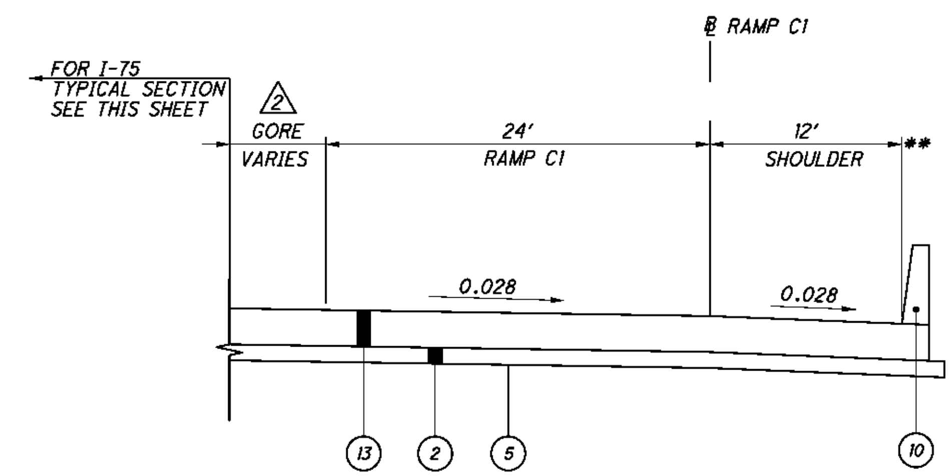
MOT-75-12.00



I.R. 75 MAINLINE
APPROACH SLAB SECTION I-75 OVER GREAT MIAMI RIVER
I.R. 75 STA. 300+95.41 TO STA. 301+25.41 = 30.00'
I.R. 75 STA. 310+67.45 TO STA. 310+97.45 = 30.00'



PARTIAL APPROACH SLAB SECTION 1
I.R. 75 STA. 310+67.45 TO STA. 310+97.45 = 30.00'



PARTIAL APPROACH SLAB SECTION 2
I.R. 75 STA. 310+67.45 TO STA. 310+97.45 = 30.00'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

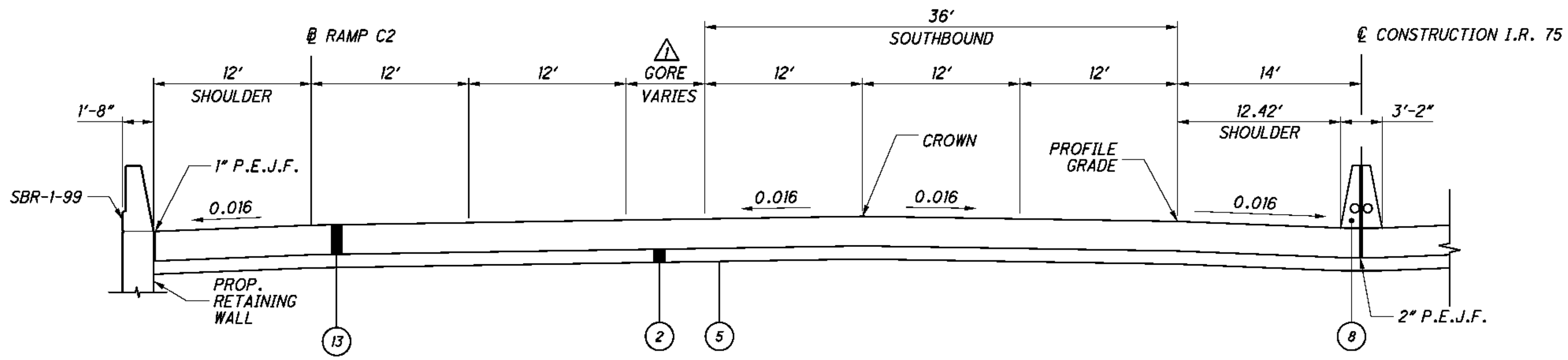
1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

⚠1 VARIES FROM 7'-1" @ STA. 311+20.08 TO 7'-9" @ STA. 311+50.76

⚠2 VARIES FROM 3'-1" @ STA. 309+96.48 TO 4'-4" @ STA. 310+25.08

I.R. 75 APPROACH SLAB TYPICAL SECTIONS

MOT-75-12.00



I.R. 75 MAINLINE - SOUTHBOUND
APPROACH SLAB SECTION I-75 OVER THIRD ST.
I.R. 75 STA. 312+01.77 TO STA. 312+31.77 = 30.00'
I.R. 75 STA. 313+70.22 TO STA. 314+00.22 = 30.00'

1. VARIES FROM 8'-9" @ STA. 312+01.77 TO 9'-5" @ STA. 312+31.77
VARIES FROM 16'-3" @ STA. 313+70.22 TO 18'-8" @ STA. 314+00.22

2. VARIES FROM 16'-9" @ STA. 312+01.77 TO 19'-8" @ STA. 312+31.77
0'-0" FROM STA. 313+70.22 TO STA. 314+00.22

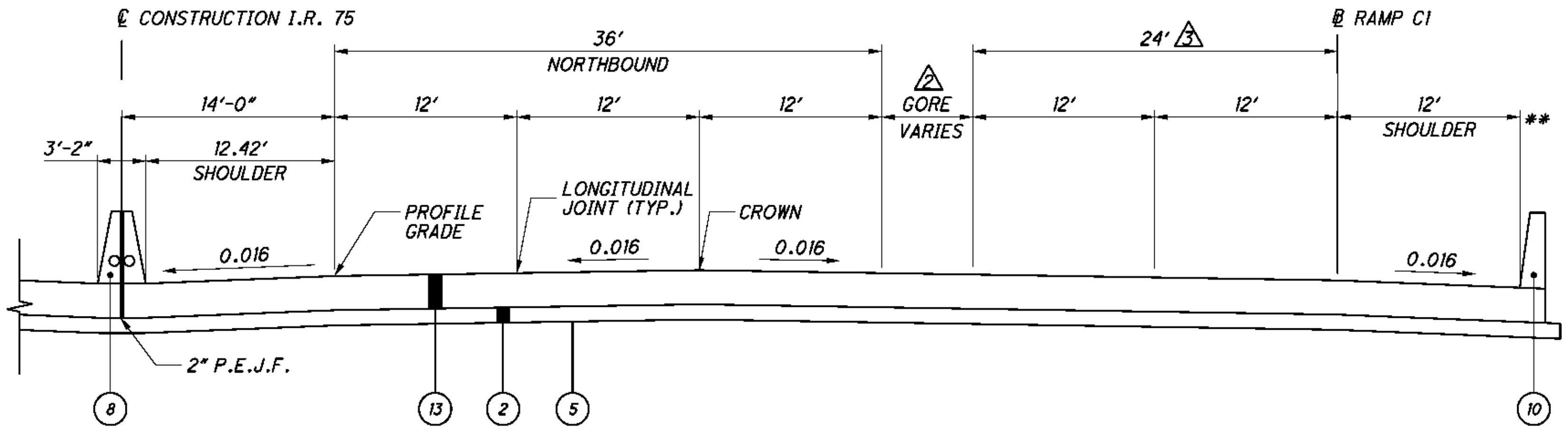
3. 24'-0" FROM STA. 312+01.77 TO STA. 312+31.77
0'-0" FROM STA. 313+70.22 TO STA. 314+00.22

4. 0'-0" FROM STA. 321+95.95 TO STA. 322+25.95
VARIES FROM 24'-0" @ STA. 325+08.98 TO 21'-4" @ STA. 325+30.06

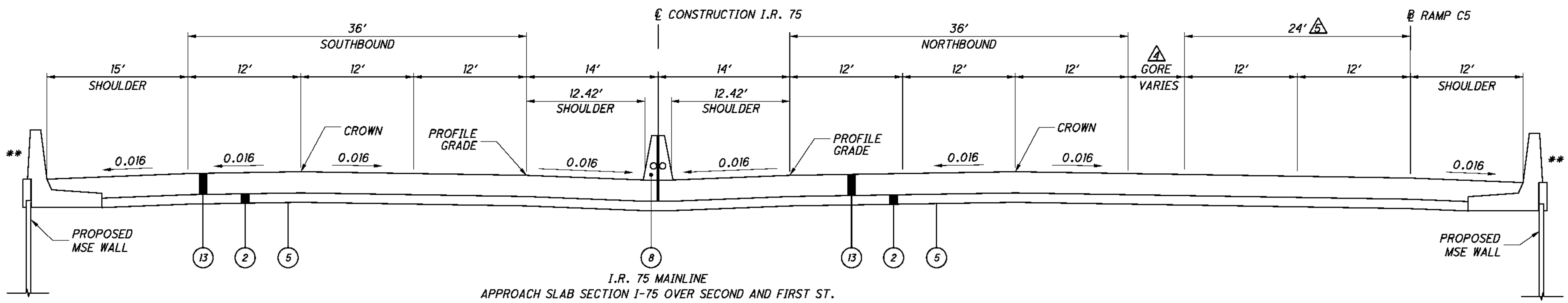
5. 0'-0" FROM STA. 321+95.94 TO STA. 322+25.94
24'-0" FROM STA. 325+00.06 TO STA. 325+30.06

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.



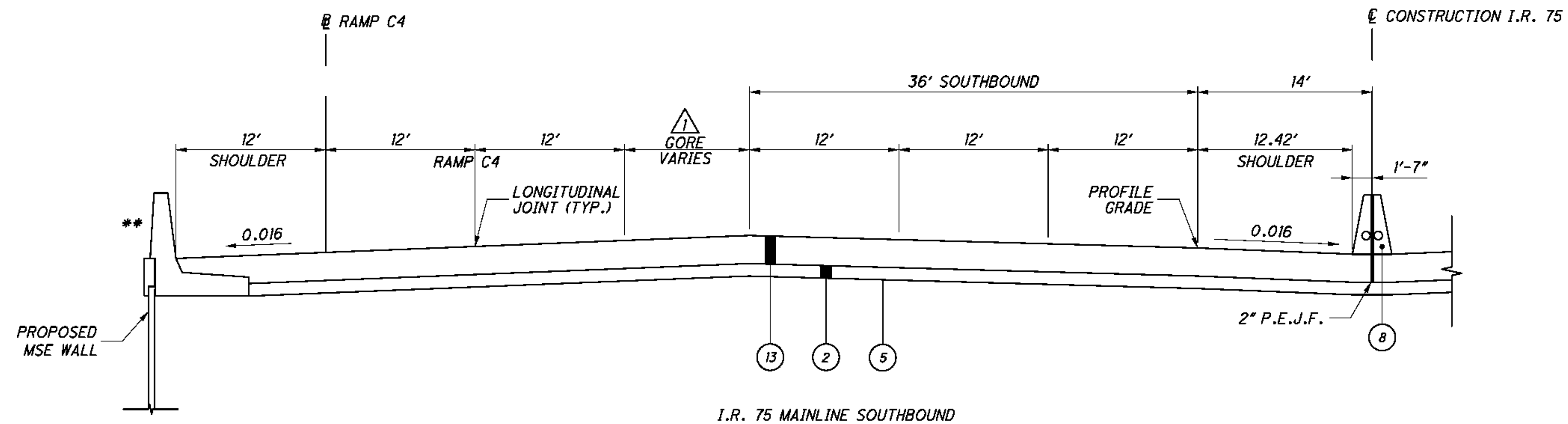
I.R. 75 MAINLINE - NORTHBOUND
APPROACH SLAB SECTION I-75 OVER THIRD ST.
I.R. 75 STA. 312+01.77 TO STA. 312+31.77 = 30.00'
I.R. 75 STA. 313+70.22 TO STA. 314+00.22 = 30.00'



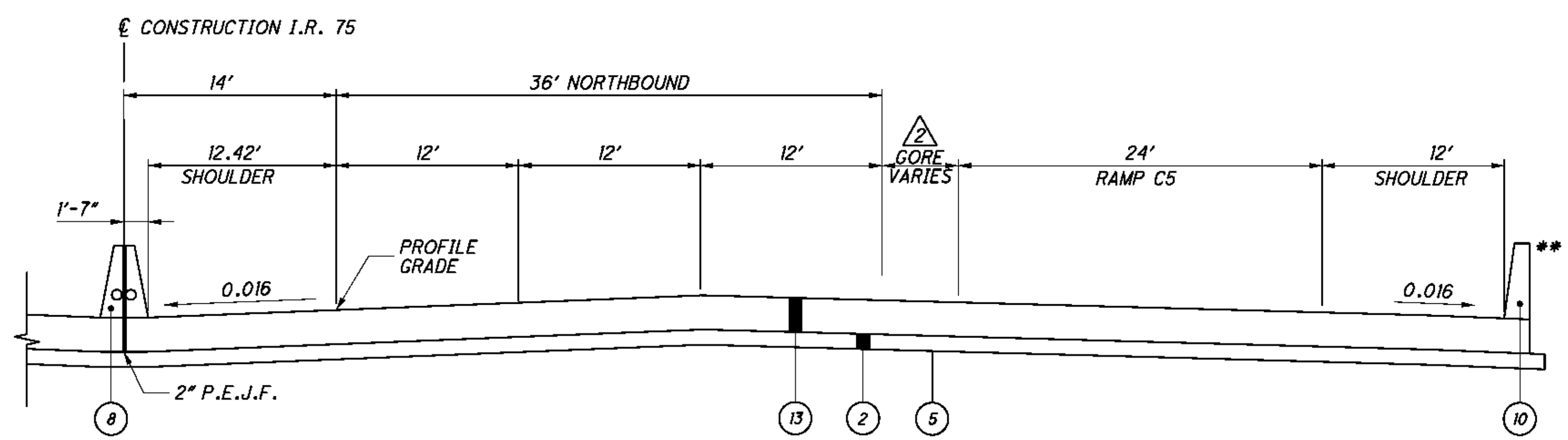
I.R. 75 MAINLINE
APPROACH SLAB SECTION I-75 OVER SECOND AND FIRST ST.
I.R. 75 STA. 321+95.94 TO STA. 322+25.94 = 30.00'
I.R. 75 STA. 325+00.06 TO STA. 325+30.06 = 30.00'

IR. 75 APPROACH SLAB TYPICAL SECTIONS

MOT-75-12.00



I.R. 75 MAINLINE SOUTHBOUND
APPROACH SLAB SECTION I-75 OVER GREAT MIAMI RIVER
I-75 STA. 329+98.61 TO STA. 330+28.61 = 30.00'



I.R. 75 MAINLINE NORTHBOUND
APPROACH SLAB SECTION I-75 OVER GREAT MIAMI RIVER
I-75 STA. 329+98.61 TO STA. 330+28.61 = 30.00'

△1 VARIES FROM 12'-3" @ STA. 329+99.60 TO 10'-1" @ STA. 330+29.60

△2 VARIES FROM 10'-5" @ STA. 329+99.60 TO 10'-3" @ STA. 330+29.60

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

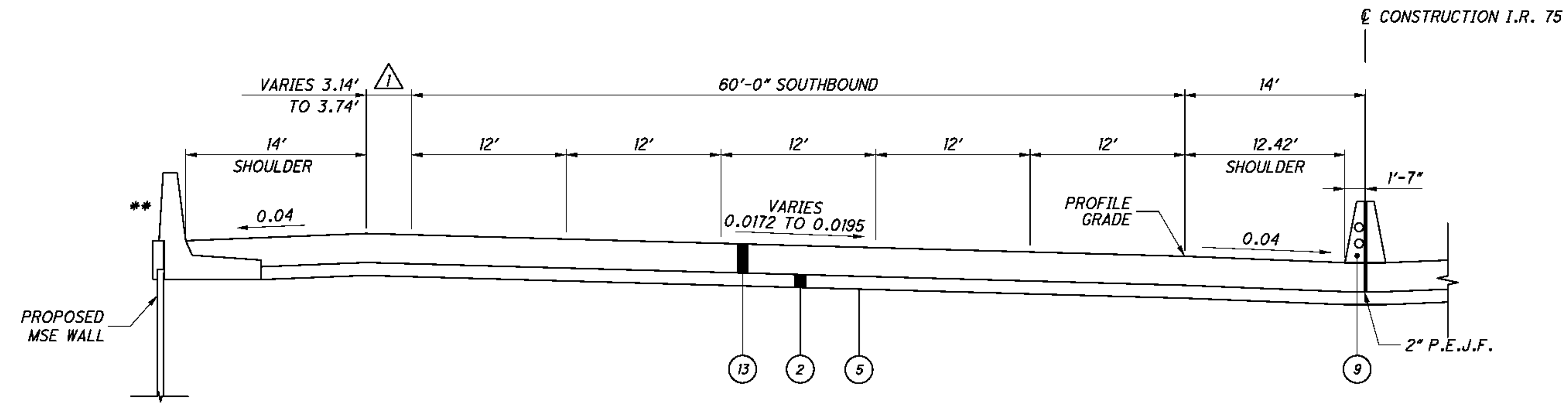
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

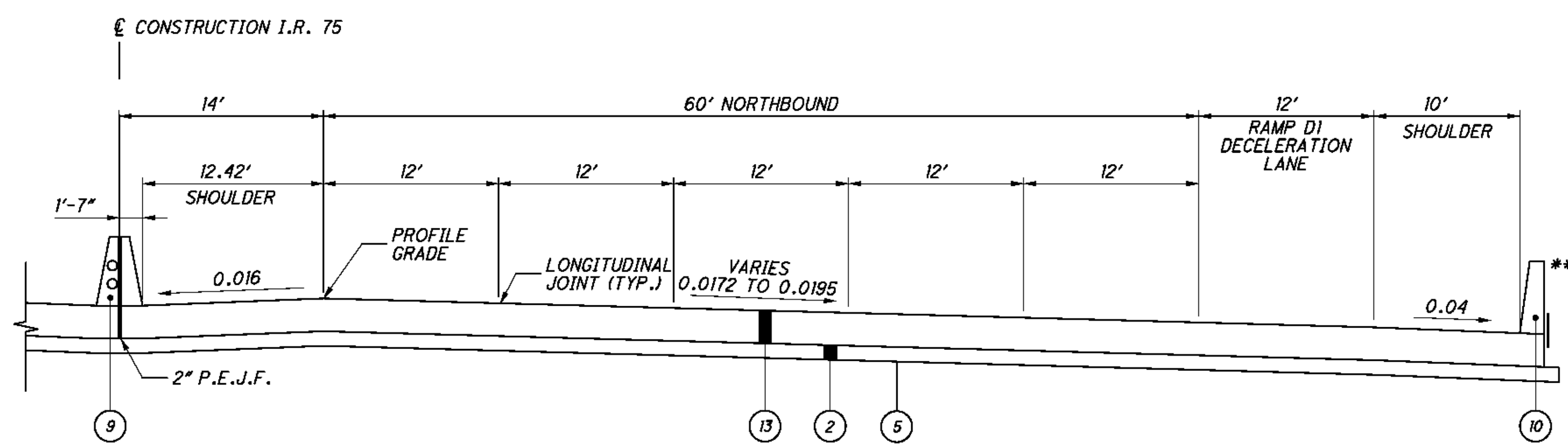
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

IR. 75 APPROACH SLAB TYPICAL SECTIONS

MOT-75-12.00



I.R. 75 MAINLINE SOUTHBOUND
APPROACH SLAB SECTION I-75 OVER GREAT MIAMI RIVER
I-75 STA. 345+08.53 TO STA. 345+38.53 = 30.00'



I.R. 75 MAINLINE NORTHBOUND
APPROACH SLAB SECTION I-75 OVER GREAT MIAMI RIVER
I-75 STA. 345+08.53 TO STA. 345+38.53 = 30.00'

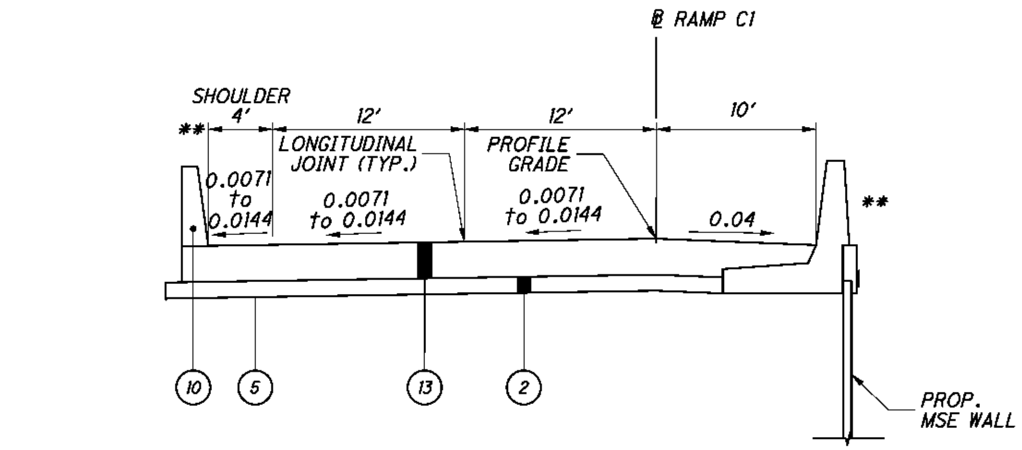
1 RAMP D2 MERGE TAPER VARIES FROM 3.14' @ STA. 345+10.32 TO 3.74' @ STA. 345+40.32

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

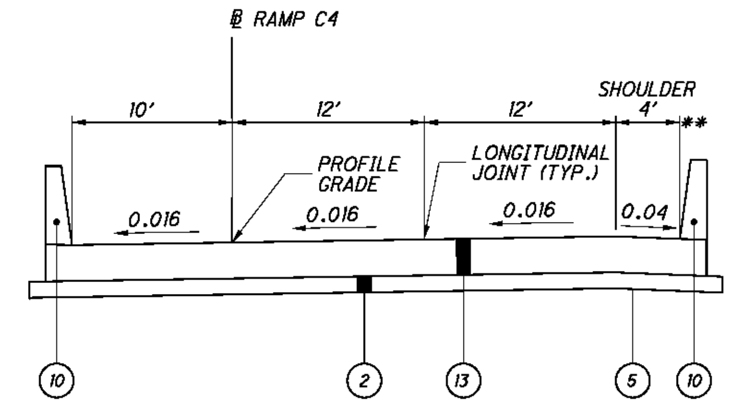
1. FOR LEGEND, SEE SHEET 9.
2. FOR BASE STEP DETAIL, SEE SHEET 41.
3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

IR. 75 APPROACH SLAB TYPICAL SECTIONS

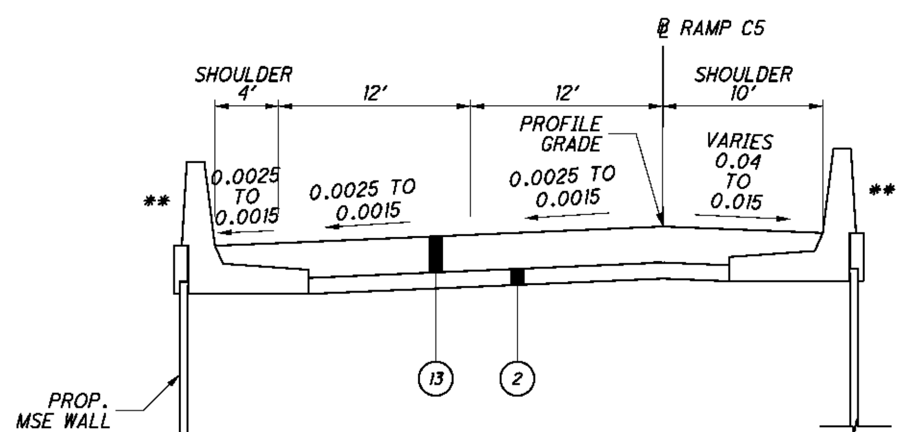
MOT-75-12.00



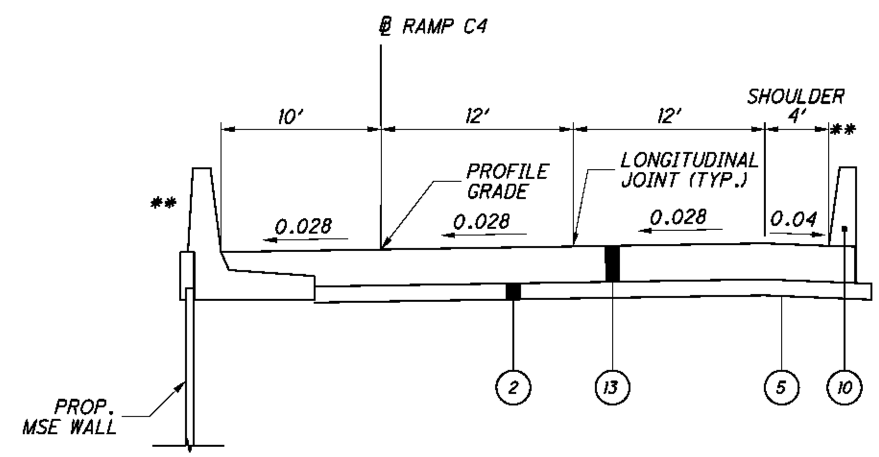
RAMP C1
APPROACH SLAB SECTION
RAMP C1 STA. 314+44.51 TO STA. 314+74.51 = 30.00'



RAMP C4
APPROACH SLAB SECTION
RAMP C4 STA. 322+23.91 TO 322+53.91 = 30.00'



RAMP C5
APPROACH SLAB SECTION
RAMP C5 STA. 319+51.96 TO STA. 319+81.96 = 30.00'



RAMP C4
APPROACH SLAB SECTION
RAMP C4 STA. 327+56.91 TO 327+86.91 = 30.00'

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

3. FOR UNDERDRAIN LIMITS, SEE SHEETS 570 TO 572.

RAMP APPROACH SLAB TYPICAL SECTIONS

MOT-75-12.00

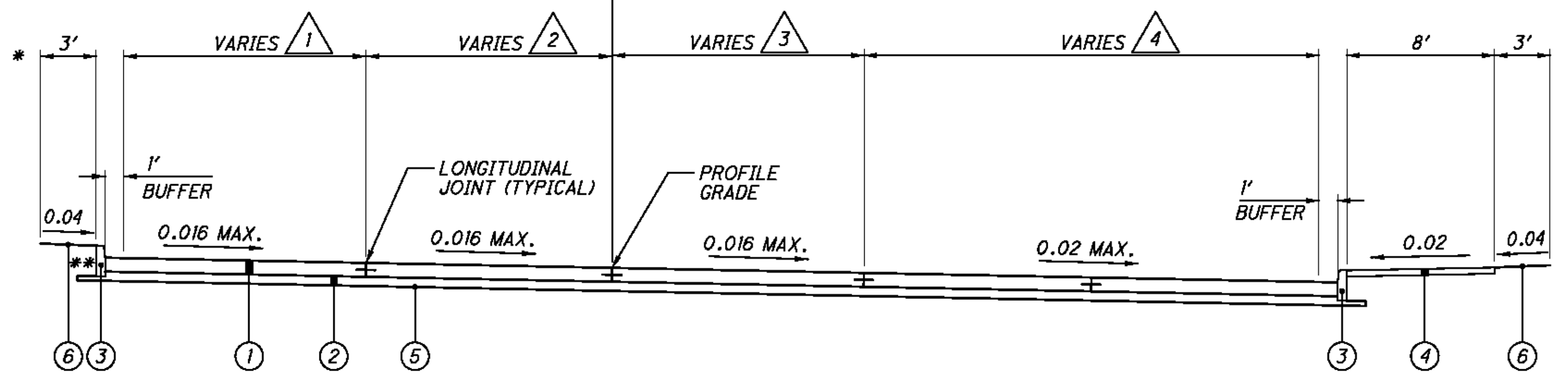
1 VARIES FROM 11.40' AT STA. 102+00.00 TO 13.10' AT STA. 102+98.48

2 VARIES FROM 13.38' AT STA. 102+00.00 TO 13.34' AT STA. 102+98.48

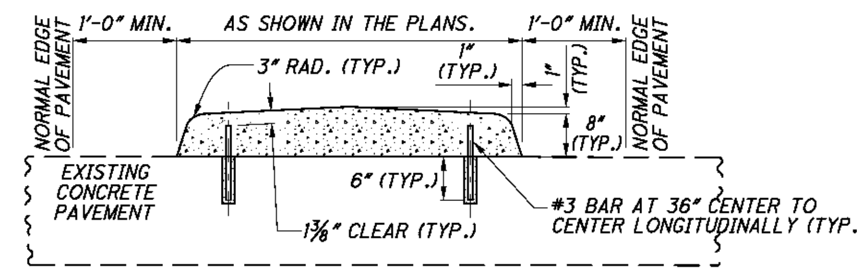
℄ CONSTRUCTION AND R/W FIRST STREET

3 VARIES FROM 14.72' AT STA. 102+00.00 TO 12.00' AT STA. 102+66.30
VARIES FROM 12.00' AT STA. 102+66.30 TO 13.00' AT STA. 102+98.48

4 VARIES FROM 0.00' AT STA. 102+00.00 TO 18.00' AT STA. 102+66.30
VARIES FROM 18.00' AT STA. 102+66.30 TO 24.61' AT STA. 102+98.48



FIRST STREET
STA. 102+00.00 TO STA. 102+98.48 = 98.48'



CONCRETE MEDIAN ON EXISTING PAVEMENT DETAIL
FOR LOCATIONS SEE PLAN SHEETS

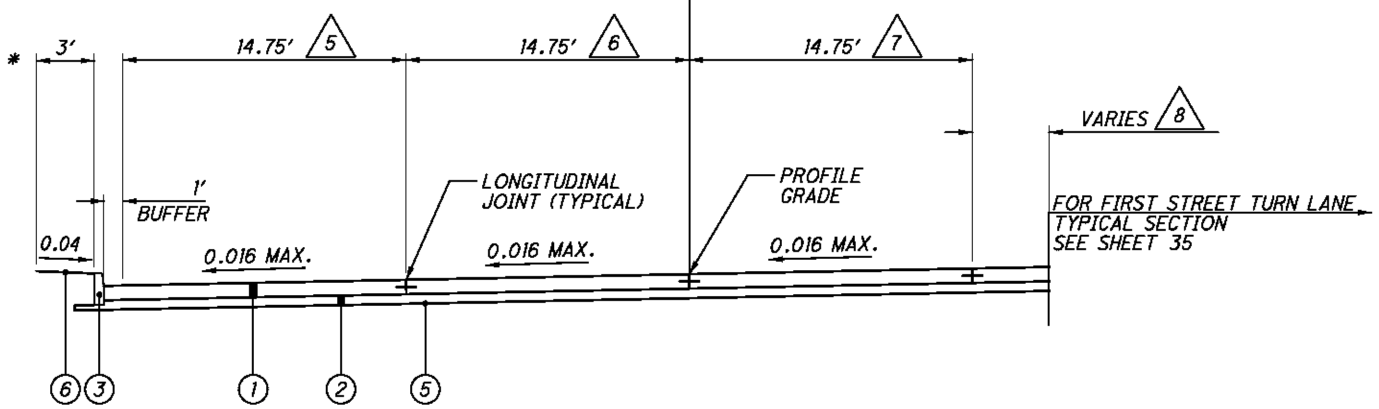
5 VARIES FROM 13.10' AT STA. 102+98.48 TO 14.75' AT STA. 103+71.04

6 VARIES FROM 13.34' AT STA. 102+98.48 TO 14.75' AT STA. 103+71.04

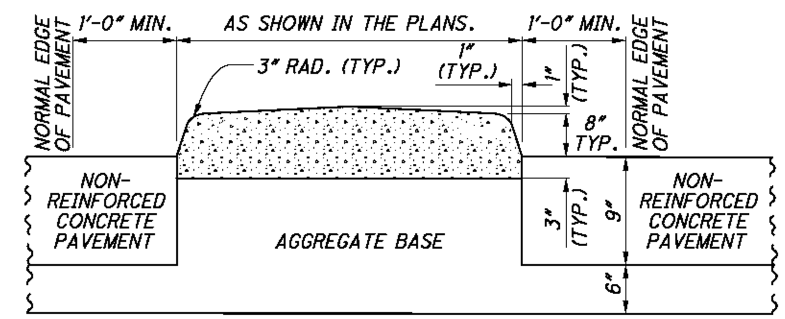
℄ CONSTRUCTION AND R/W FIRST STREET

7 VARIES FROM 13.00' AT STA. 102+98.48 TO 14.75' AT STA. 103+61.84

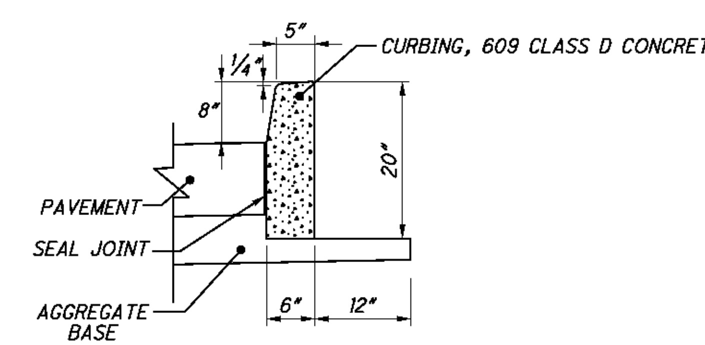
8 VARIES FROM 0.00' AT STA. 102+98.48 TO 4.00' AT STA. 104+06.35



FIRST STREET
STA. 102+98.48 TO STA. 104+06.35 = 107.87'



CONCRETE MEDIAN DETAIL
FOR LOCATIONS SEE PLAN SHEETS



DETAIL
ITEM 609, CURB TYPE 6, AS PER PLAN

EXISTING PAVEMENT TABLE - FIRST STREET
STARTING AT EXISTING ROBERT DR., HEADING EAST TO END OF PROJECT (STA. 113+02.00) - APPROX. 918.00 LIN. FT.

LEFT		LOCATION	NUMBER OF LANES	PAVEMENT DEPTH	WIDTH F/C TO F/C	RIGHT	
SIDEWALK WIDTH	CURB					CURB	SIDEWALK WIDTH
NONE+	BARRIER	ROBERT DR. TO MAXWELL DR.	6 (4 EAST, 2 WEST)	3.25" ASPHALT 9.25" PORTLAND CEMENT CONCRETE	42'-9" MIN. TO 74'-6" MAX.	BARRIER	5'-0"+
8'-0"	CURB/WALK	MAXWELL ST. TO ST. MARYS ST.	5 (EAST), 1 RAMP		54'-0" MIN. TO 62'-6" MAX.	BARRIER++	5'-0"++
8'-0"	CURB/WALK	END OF PROJECT	6 (EASTBOUND)		VARIABLE	CURB/WALK	9'-0"

+AREA FROM BRIDGE ABUTMENTS TO BACK OF CURB ARE PAVED WITH CONCRETE UNDER I-75 AND THE RAMPS IN THIS AREA.
++CONCRETE TRAFFIC DIVIDER.

* FOR GRADING, SEE CROSS SECTIONS

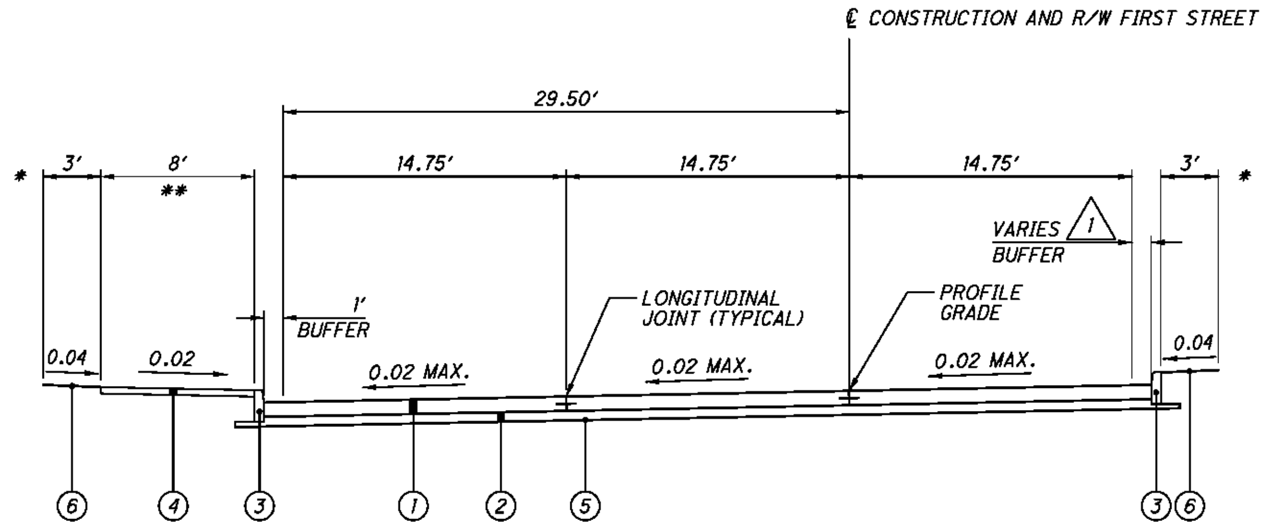
** FOR CONCRETE MEDIAN DETAIL STA. 101+87.35 TO STA. 102+23.76, SEE DETAIL THIS SHEET.

1. FOR SUPERELEVATION TABLE, SEE SHEET 459
2. FOR LEGEND, SEE SHEET 9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS511 - 513

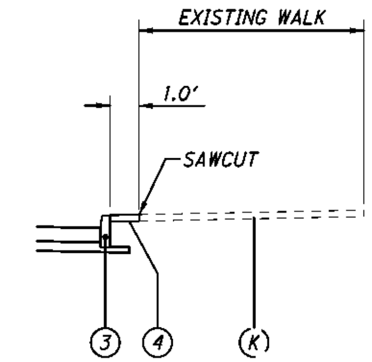
FIRST STREET TYPICAL SECTIONS

MOT-75-12.00

1 2' FROM STA. 104+06.35 TO STA. 106+00.00
1' FROM STA. 106+00.00 TO STA. 109+56.00



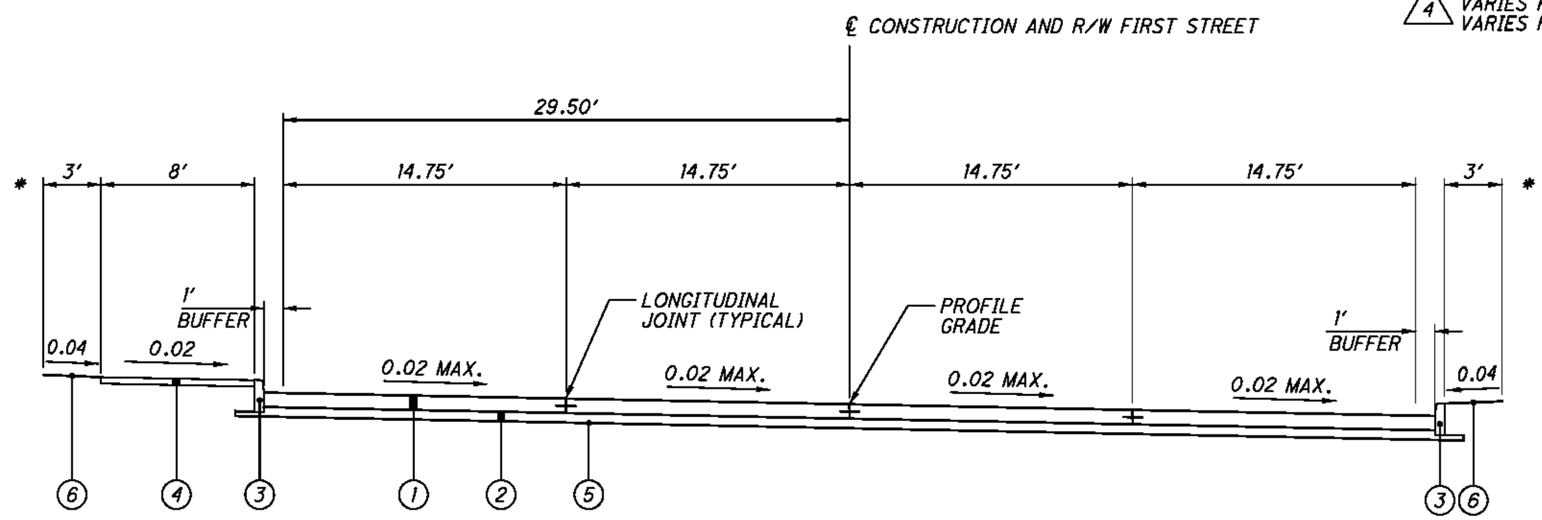
FIRST STREET
STA. 104+06.35 TO STA. 109+56.00 = 549.65'



WALK DETAIL
STA. 112+78 TO STA. 113+25 LT
STA. 113+18 TO STA. 113+22.53 RT

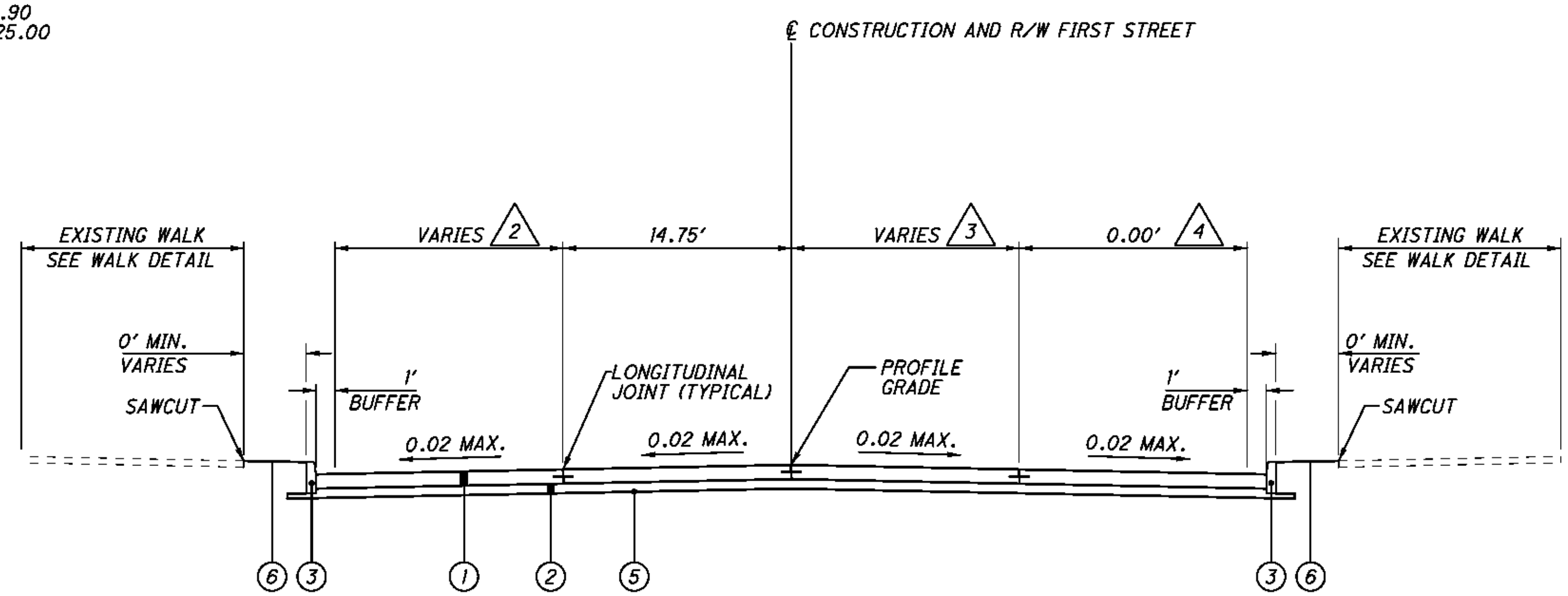
3 VARIES FROM 14.75' AT STA. 111+42.53 TO 12.13' AT STA. 112+05.54
VARIES FROM 12.13' AT STA. 112+05.54 TO 12.01' AT STA. 113+25.00

4 VARIES FROM 0.00' AT STA. 112+05.54 TO 12.74' AT STA. 112+05.54
VARIES FROM 12.74' AT STA. 112+74.25 TO 8.47' AT STA. 112+95.00
VARIES FROM 8.47' AT STA. 112+95.00 TO 18.67' AT STA. 113+25.00



FIRST STREET
STA. 109+56.00 TO STA. 111+11.25 = 155.25'

2 VARIES FROM 14.75' AT STA. 111+11.25 TO 7.60' AT STA. 112+65.90
VARIES FROM 7.60' AT STA. 112+65.90 TO 16.37' AT STA. 113+25.00



FIRST STREET
STA. 111+11.25 TO STA. 113+25.00 = 213.75'

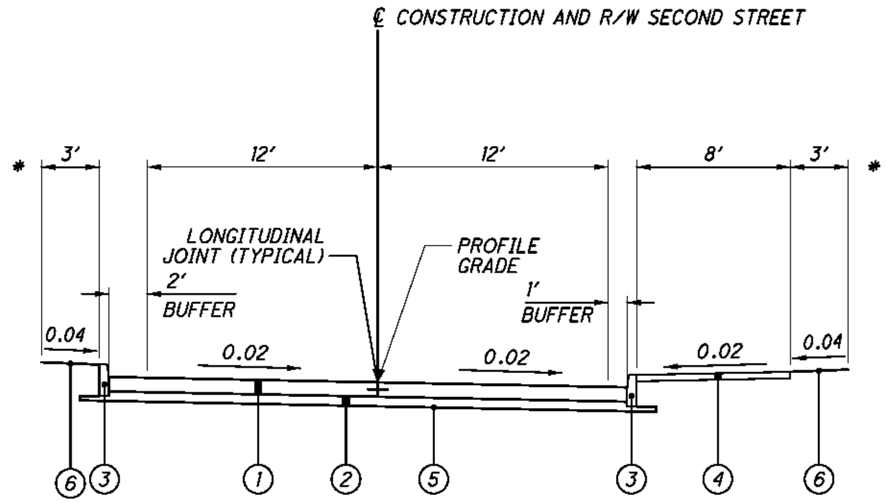
* FOR GRADING, SEE CROSS SECTIONS

** FOR SIDEWALK LIMITS SEE PLAN SHEETS

1. FOR SUPERELEVATION TABLE, SEE SHEET459
2. FOR LEGEND, SEE SHEET9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS511 - 513
4. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEETS497 & 499

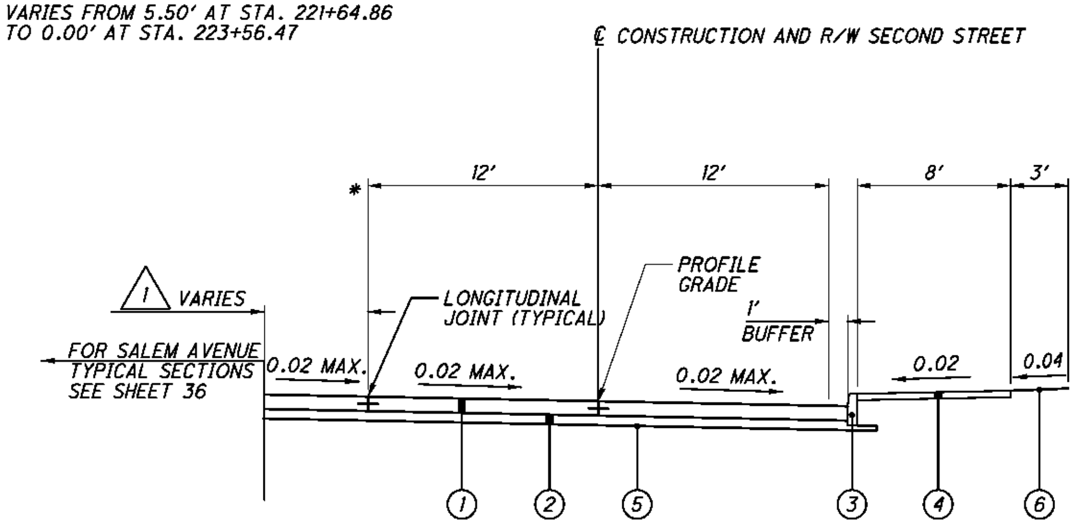
FIRST STREET TYPICAL SECTIONS

MOT-75-12.00

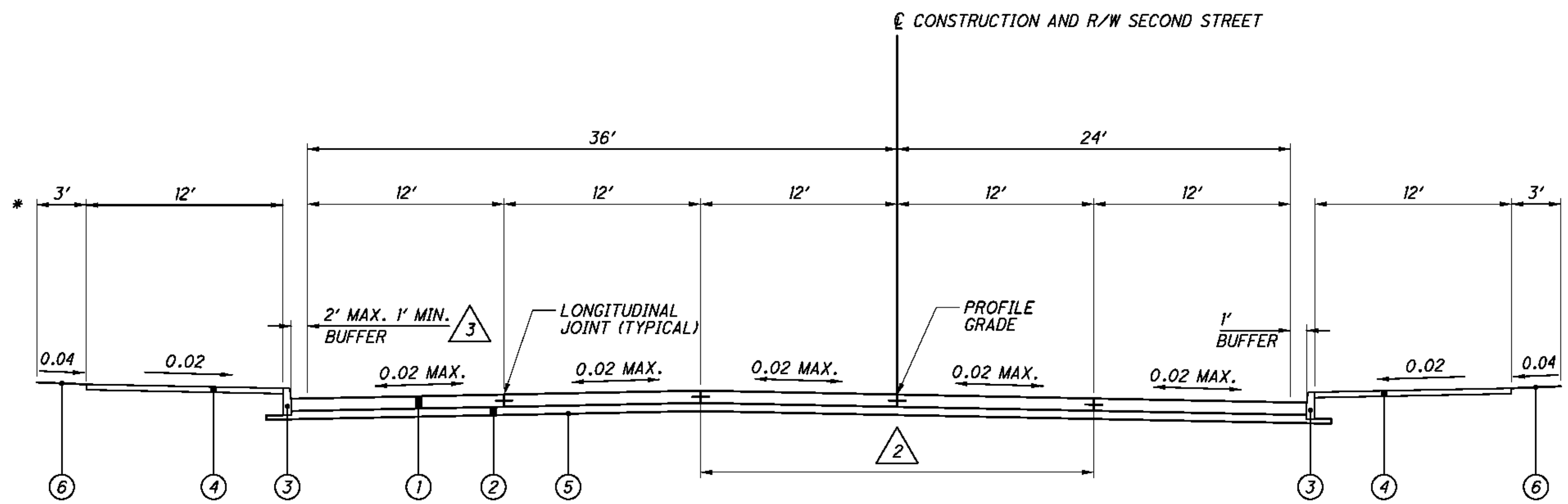


SECOND STREET
STA. 220+00.00 TO STA. 221+64.86 = 164.86'

⚠1 VARIES FROM 5.50' AT STA. 221+64.86 TO 0.00' AT STA. 223+56.47



SECOND STREET
STA. 221+64.86 TO STA. 223+56.47 = 191.61'



⚠2 CROWN TRANSITION FROM STA. 224+54.56 TO STA. 225+32.00

SECOND STREET
STA. 223+56.47 TO STA. 225+32.00 = 175.53'

⚠3 2' FROM STA. 223+56.47 TO STA. 223+92.00
1' FROM STA. 223+92.00 TO STA. 225+32.00

EXISTING PAVEMENT TABLE - SECOND STREET

STARTING AT EXISTING ROBERT DR., HEADING EAST TO END OF PROJECT (STA. 229+52.50) - APPROX. 1450.00 LIN. FT.

LEFT		LOCATION	NUMBER OF LANES	PAVEMENT DEPTH	WIDTH F/C TO F/C	RIGHT	
SIDEWALK WIDTH	CURB					CURB	SIDEWALK WIDTH
NONE+	BARRIER	ROBERT DR. TO VISTA VIEW DR.	6 (WESTBOUND)	3" ASPHALT 8" PORTLAND CEMENT CONCRETE	45'-0" MIN. TO 73'-0" MAX.	BARRIER	NO WALK+
8'-0"	BARRIER	VISTA VIEW DR. TO ST. MARYS ST.	5 (WESTBOUND)		72'-6"	CURB/WALK	8'-0"
5'-0"++	CURB/WALK	ST. MARYS ST. TO END OF PROJECT	5 (WESTBOUND)		VARIABLE	CURB/WALK	13'-0"

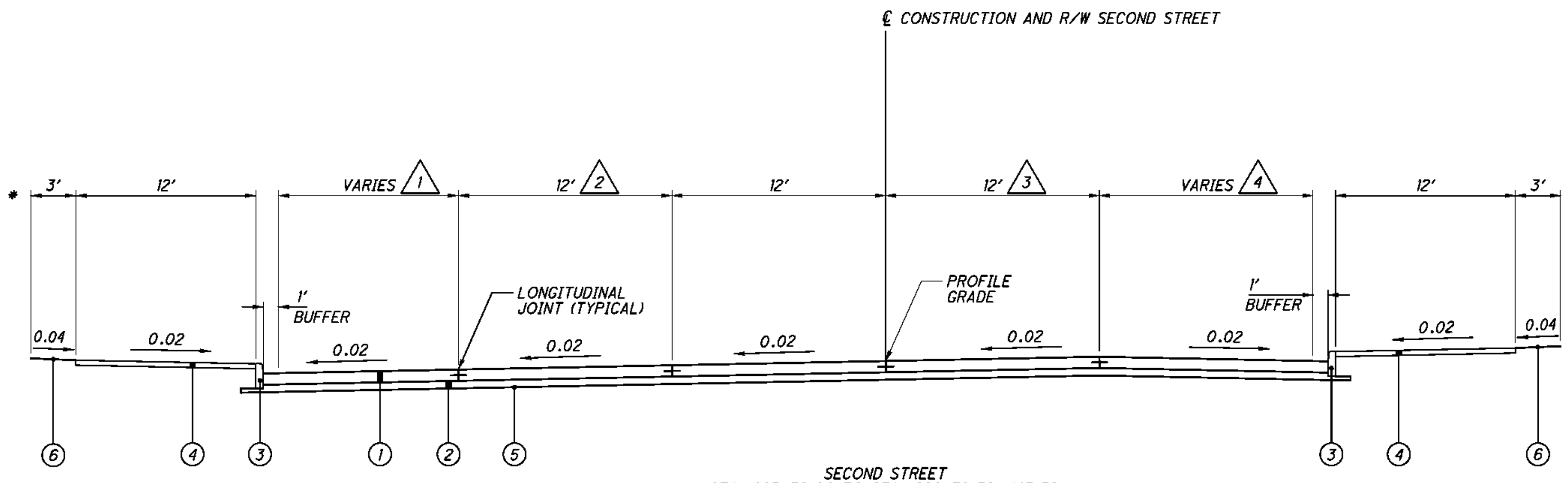
+AREA FROM BRIDGE ABUTMENTS TO BACK OF CURB ARE PAVED WITH CONCRETE UNDER I-75 AND THE RAMPS IN THIS AREA.
++SIDEWALK WIDTH VARIES WITH LANDSCAPING PLANTERS.

* FOR GRADING, SEE CROSS SECTIONS
1. FOR SUPERELEVATION TABLE, SEE SHEET 460
2. FOR LEGEND, SEE SHEET 9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS 514 - 516
4. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEETS 497 & 498

SECOND STREET TYPICAL SECTIONS

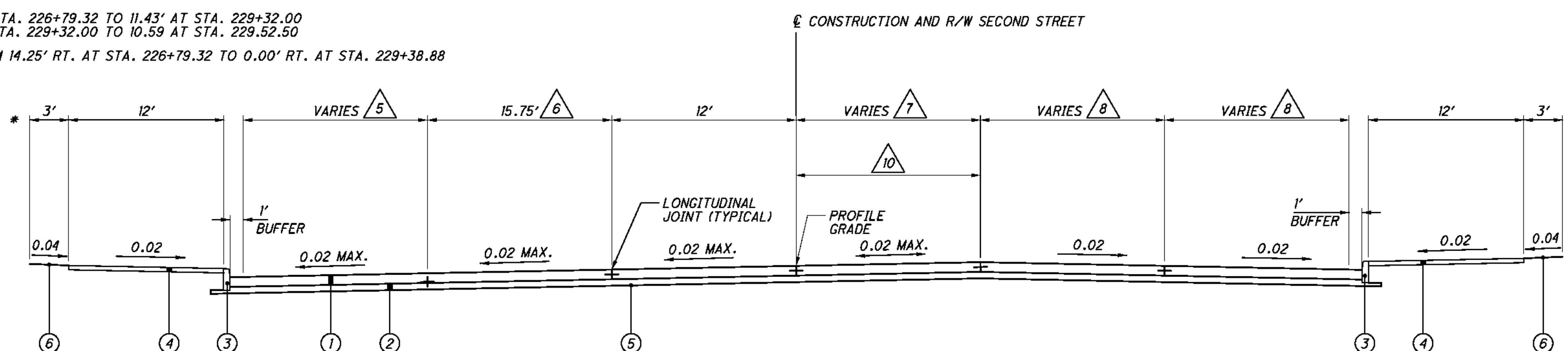
MOT-75-12.00

1 VARIES FROM 12.00' AT STA. 225+32.00 TO 0.00' AT STA. 226+39.10
2 VARIES FROM 12.00' AT STA. 226+04.32 TO 15.75' AT STA. 226+39.10
3 VARIES FROM 12.00' AT STA. 225+89.32 TO 14.25' AT STA. 226+79.32
4 VARIES FROM 12.00' AT STA. 225+32.00 TO 14.25' AT STA. 226+79.32



SECOND STREET
STA. 225+32.00 TO STA. 226+79.32= 147.32'

5 VARIES FROM 4.50' AT STA. 227+19.77 TO 11.68' AT STA. 229+32.00
VARIES FROM 11.68' AT STA. 229+32.00 TO 11.00 AT STA. 229+52.50
6 12.00' STA. 227+19.75 TO STA. 229+52.50
7 VARIES FROM 14.25' AT STA. 226+79.32 TO 0.00' AT STA. 229+45.02
8 VARIES FROM 14.25' AT STA. 226+79.32 TO 12.00' AT STA. 229+45.02
9 VARIES FROM 0.00' AT STA. 226+79.32 TO 11.43' AT STA. 229+32.00
VARIES FROM 11.43' AT STA. 229+32.00 TO 10.59 AT STA. 229.52.50
10 CROWN TRANSITION FROM 14.25' RT. AT STA. 226+79.32 TO 0.00' RT. AT STA. 229+38.88



SECOND STREET
STA. 226+79.32 TO STA. 229+52.50 = 273.18'

* FOR GRADING, SEE CROSS SECTIONS

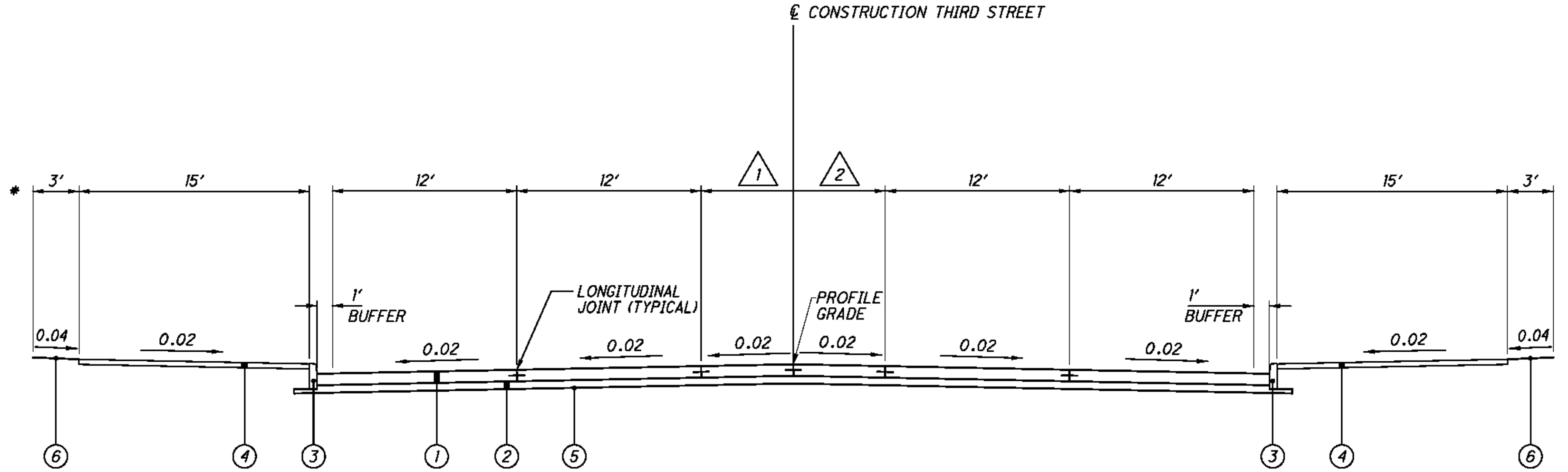
1. FOR SUPERELEVATION TABLE, SEE SHEET 460
2. FOR LEGEND, SEE SHEET9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS514 -516
4. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEETS497 & 498

SECOND STREET TYPICAL SECTIONS

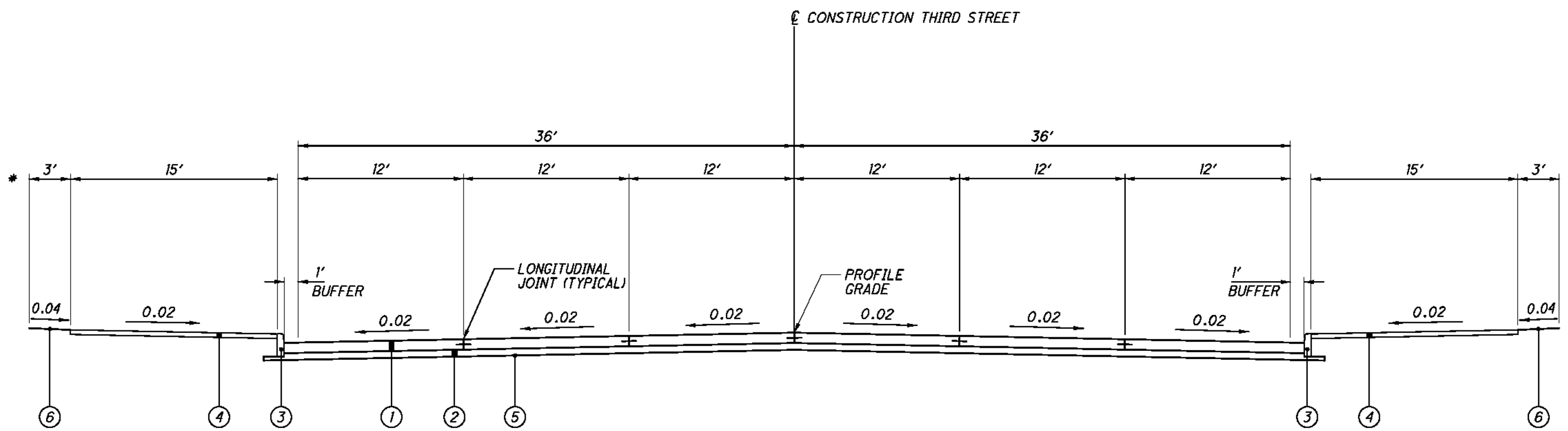
MOT-75-12.00

1 VARIES FROM 4.72' @ STA. 11+49.82 TO 12.00' @ STA. 13+47.00

2 VARIES FROM 3.18' @ STA. 11+49.82 TO 12.00' @ STA. 13+47.00



THIRD STREET
STA. 11+49.82 TO STA. 13+47.00 = 197.18'



THIRD STREET
STA. 13+47.00 TO STA. 17+72.00 = 425.00' RIGHT SIDE ONLY
STA. 13+47.00 TO STA. 16+85.00 = 338.00' LEFT SIDE ONLY

EXISTING PAVEMENT TABLE - THIRD STREET

STARTING AT S. ROBERT DR. (SB) (STA. 11+49.82), HEADING EAST TO END OF PROJECT (STA. 20+00.00) - APPROX. 850.18 LIN. FT.

LEFT		LOCATION	NUMBER OF LANES	PAVEMENT DEPTH	WIDTH F/C TO F/C	RIGHT	
SIDEWALK WIDTH	CURB					CURB	SIDEWALK WIDTH
5'-0"+	BARRIER	STA. 11+49.82 TO STA. 14+74.31	4 TRAVELED. 1 STRIPED	5.5" ASPHALT 10" PORTLAND CEMENT CONCRETE	60'-6" MIN. TO 73'-0" MAX.	BARRIER	8'-0"+
5'-0"+	BARRIER	STA. 14+74.31 TO STA. 15+61.07	5 TRAVELED, 1 STRIPED		61'-0"	BARRIER	5'-0"+
5'-0" TO 13'-0"	BARRIER	STA. 15+61.07 TO STA. 17+85.00	6 LANE, 5 TRAVELED		60'-0" MIN. TO 65'-0" MAX.	BARRIER	13'-6"
13'-6"	CURB/WALK	STA. 17+85.00 TO STA. 20+00.00	7 LANE, 5 TRAVELED		73'-0"	CURB/WALK	13'-6"

+AREA FROM BRIDGE ABUTMENTS TO BACK OF CURB ARE PAVED WITH CONCRETE UNDER I-75 AND THE RAMPS IN THIS AREA.

* FOR GRADING, SEE CROSS SECTIONS

1. FOR LEGEND, SEE SHEET 9
2. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS 517 - 519
3. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEET 501

THIRD STREET TYPICAL SECTIONS

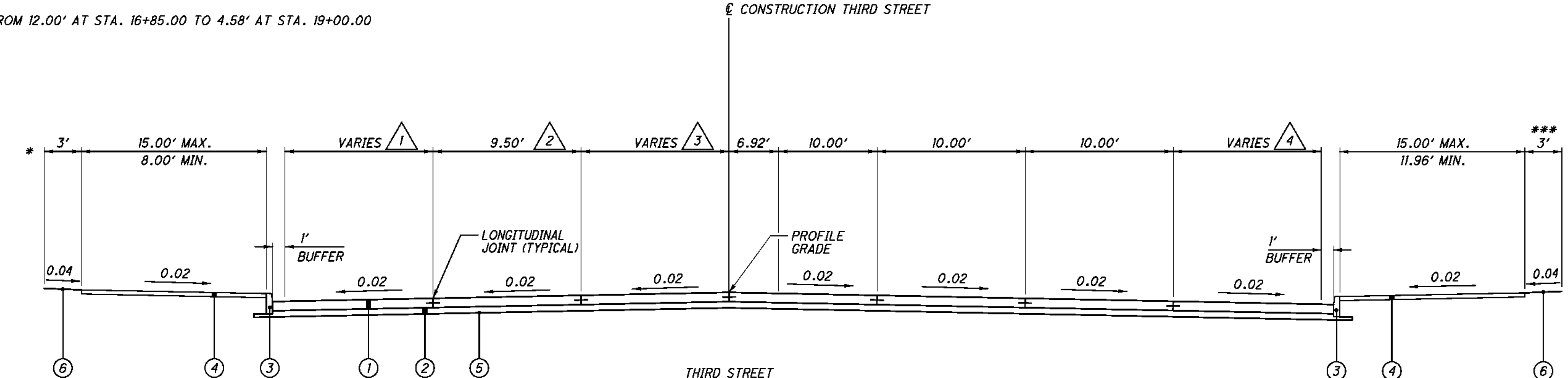
MOT-75-12.00

1 VARIES FROM 12.00' AT STA. 16+85.00 TO 14.72' AT STA. 19+00.00

2 VARIES FROM 9.50' AT STA. 19+90.00 TO 9.48' @ STA. 20+00.00

3 VARIES FROM 12.00' AT STA. 16+85.00 TO 4.58' AT STA. 19+00.00

4 VARIES FROM 0.00' AT STA. 17+72.00 TO 11.08' AT STA. 19+00.00



THIRD STREET
STA. 17+72.00 TO STA. 19+00.00 = 128.00' RIGHT SIDE ONLY
STA. 16+85.00 TO STA. 19+00.00 = 215.00' LEFT SIDE ONLY

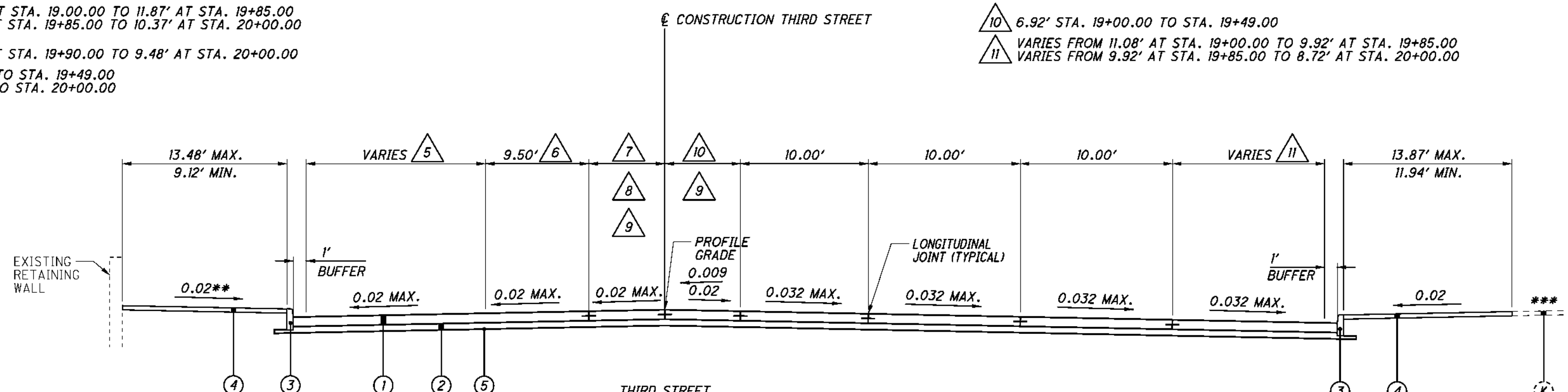
5 VARIES FROM 14.72' AT STA. 19.00.00 TO 11.87' AT STA. 19+85.00
VARIES FROM 11.87' AT STA. 19+85.00 TO 10.37' AT STA. 20+00.00

6 VARIES FROM 9.50' AT STA. 19+90.00 TO 9.48' AT STA. 20+00.00

7 4.58' STA. 19+00.00 TO STA. 19+49.00
1.50' STA. 19+49.00 TO STA. 20+00.00

10 6.92' STA. 19+00.00 TO STA. 19+49.00

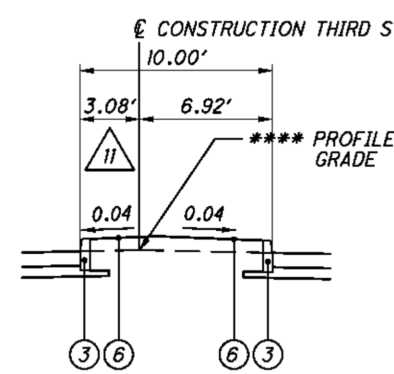
11 VARIES FROM 11.08' AT STA. 19+00.00 TO 9.92' AT STA. 19+85.00
VARIES FROM 9.92' AT STA. 19+85.00 TO 8.72' AT STA. 20+00.00



THIRD STREET
STA. 19+00.00 TO STA. 20+00.00 = 100.00'

8 11.06' STA. 19+49.00 TO STA. 19+90.00
VARIES FROM 11.06' AT STA. 19+90.00 TO 10.98' AT STA. 20+00.00

9 SEE THIRD STREET MEDIAN DETAIL THIS SHEET



THIRD STREET MEDIAN DETAIL
STA. 19+49.00 TO STA. 20+00.00

11 VARIES FROM 3.08' AT STA. 19+90.00 TO 3.17' AT STA. 20+00.00

* FOR GRADING, SEE CROSS SECTIONS

** SIDEWALK SLOPE VARIES,
SEE CROSS SECTION SHEETS $XS405 - $XS406

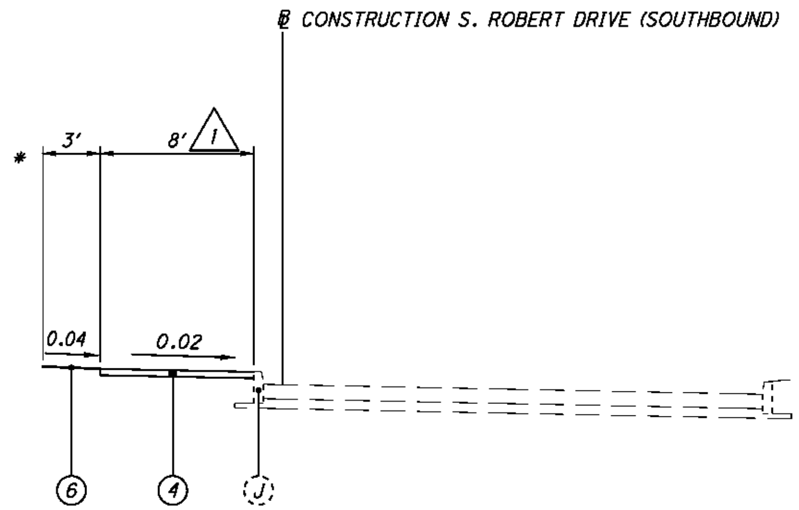
*** FOR RETAINING WALL DETAILS,
SEE SHEET 501

**** PROFILE GRADE
THE PAVEMENT CROSS SLOPE IS PROJECTED TO CREATE THE PROFILE GRADE POINT AT THE CENTERLINE OF CONSTRUCTION.

1. FOR LEGEND, SEE SHEET 9
2. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS 517 - 519
3. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEET 501

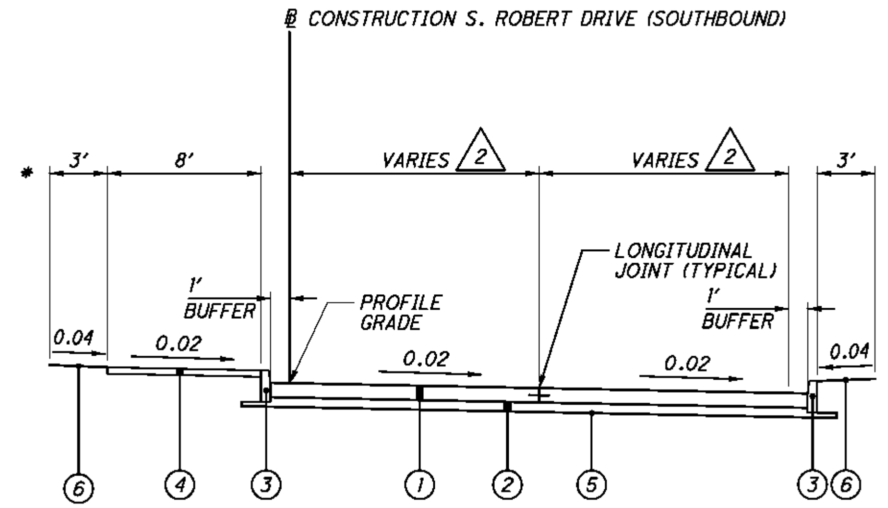
THIRD STREET TYPICAL SECTIONS

MOT-75-12.00



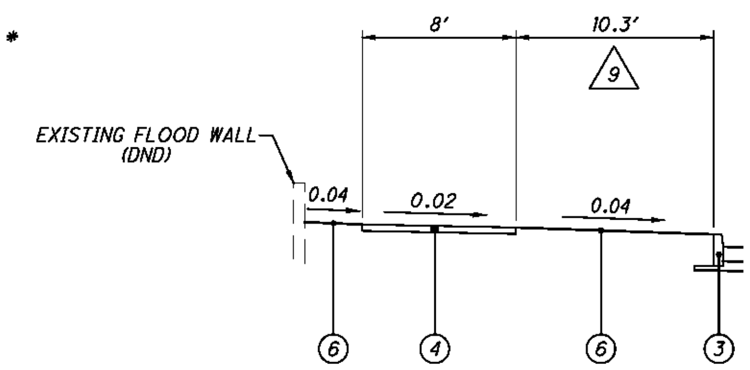
S. ROBERT DRIVE (SOUTHBOUND)
STA. 19+80.06 TO STA. 21+84.00 = 204.06'

1 VARIES FROM 9.76' AT STA. 19+80.06 TO 8.00' AT STA. 19+98.90



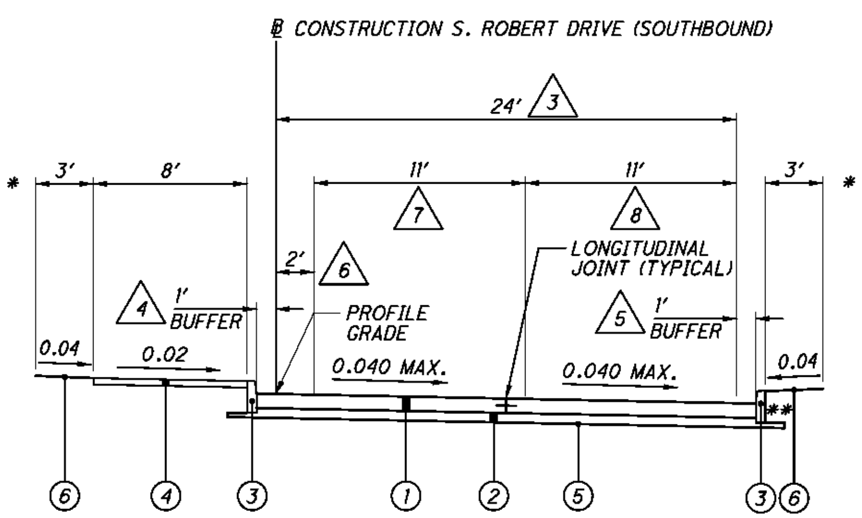
S. ROBERT DRIVE (SOUTHBOUND)
STA. 27+10.04 TO STA. 27+40.04 = 30.00'

2 VARIES FROM 12.00' AT STA. 27+10.04 TO 13.00' AT STA. 27+40.04



WALK DETAIL
STA. 24+00 TO STA. 25+20

9 VARIES FROM 0' AT STA. 24+00.00 TO 10.3' AT STA. 24+40.00
VARIES FROM 10.3' AT STA. 24+80.00 TO 0' AT STA. 25+20.00



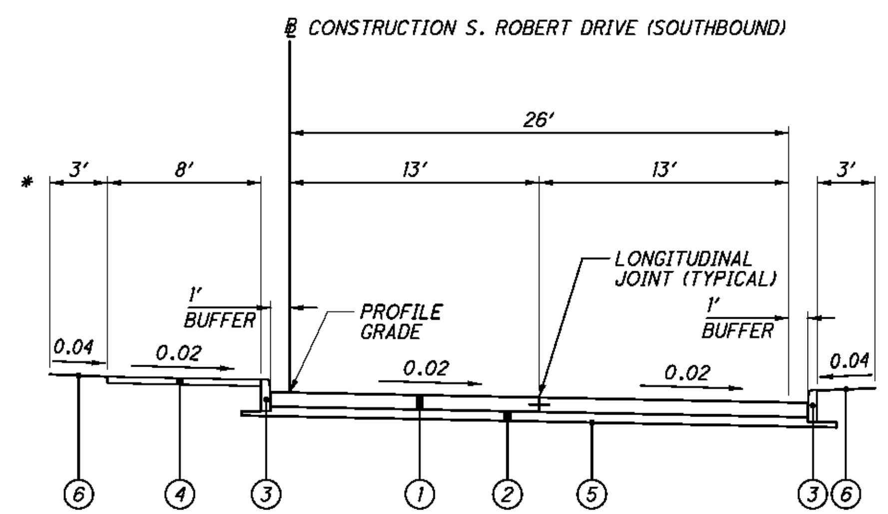
NOTE:
SEE WALK DETAIL

S. ROBERT DRIVE (SOUTHBOUND)
STA. 21+84.00 TO STA. 27+10.04 = 526.04'

3 VARIES FROM 23.97' AT STA. 21+84.00 TO 24.00' AT STA. 22+00.00

4 VARIES FROM 0.06' AT STA. 21+84.00 TO 1.00' AT STA. 22+00.00

5 0' TO MATCH EXISTING CONDITIONS STA. 21+84.00 TO STA. 22+43.59



S. ROBERT DRIVE (SOUTHBOUND)
STA. 27+40.04 TO STA. 29+75.72 = 235.62'

6 VARIES FROM 0' AT STA. 22+05.33 TO 2' AT STA. 22+55.33
VARIES FROM 2' AT STA. 25+50.00 TO 0' AT STA. 26+00.00

7 / 8 VARIES FROM 12' AT STA. 22+05.33 TO 11' AT STA. 22+55.33
VARIES FROM 11' AT STA. 25+50.00 TO 12' AT STA. 26+00.00

EXISTING PAVEMENT TABLE - ROBERT DRIVE

STARTING AT S. ROBERT DR. (SB) (STA. 21+84.00), HEADING NORTH TO THIRD ST. (STA. 29+70.00) - APPROX. 781.00 FT.

LEFT		LOCATION	NUMBER OF LANES	PAVEMENT DEPTH	WIDTH F/C TO F/C	RIGHT	
SIDEWALK WIDTH	CURB					CURB	SIDEWALK WIDTH
NONE	BARRIER	21+84.00 TO STA. 24+50.00	4 (2 NORTH, 2 SOUTH)+	2.5" ASPHALT 10" PORTLAND CEMENT CONCRETE	60'-0"	BARRIER	8' (EAST SIDE ONLY)
NONE	BARRIER	24+50.00 TO STA. 29+70.00	2 (SOUTHBOUND)		24'-0"	BARRIER	NO WALK

+CONCRETE MEDIAN LOCATED IN THE MIDDLE (WIDTH VARIES 4'-16').

* FOR GRADING, SEE CROSS SECTIONS

** FOR CONCRETE MEDIAN DETAIL STA. 21+84.00 TO STA. 22+50.49, SEE DETAIL SHEET 9

1. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEETS 501 & 502
2. FOR SUPERELEVATION TABLE, SEE SHEET 461
3. FOR LEGEND, SEE SHEET 9
4. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS 520 - 521

S. ROBERT DRIVE (SB) TYPICAL SECTIONS

MOT-75-12.00

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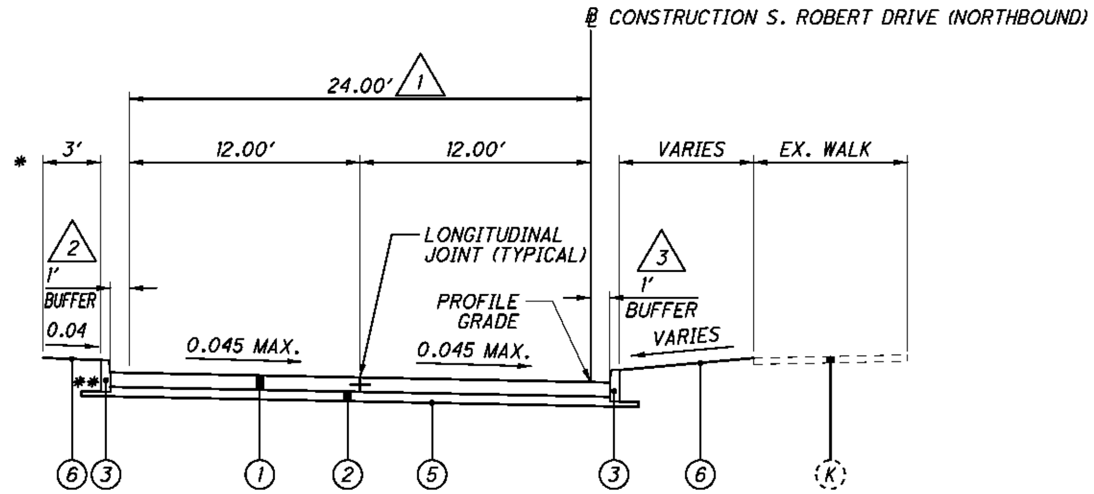
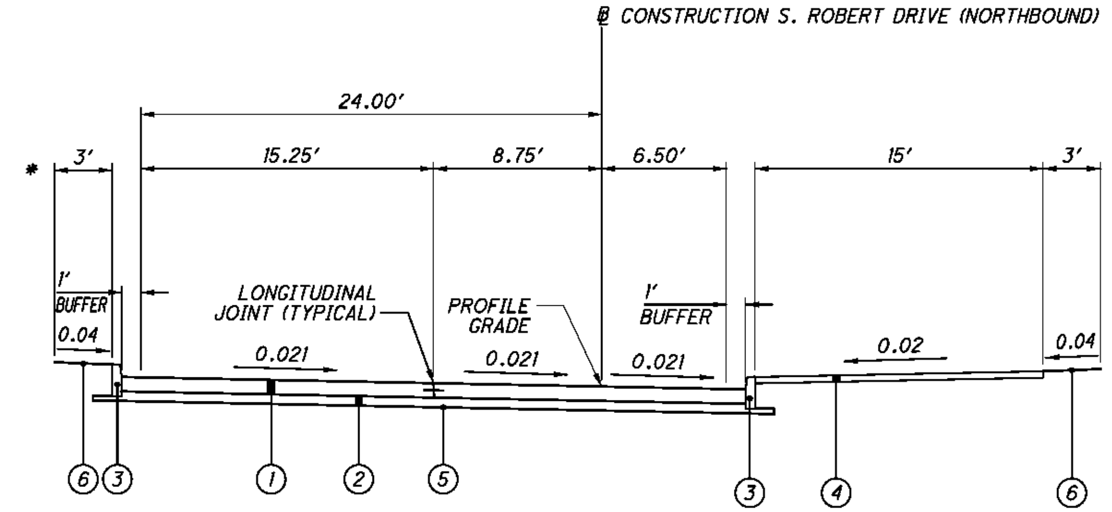


S. ROBERT DRIVE (NORTHBOUND)
STA. 41+84.00 TO STA. 42+51.05 = 67.05'

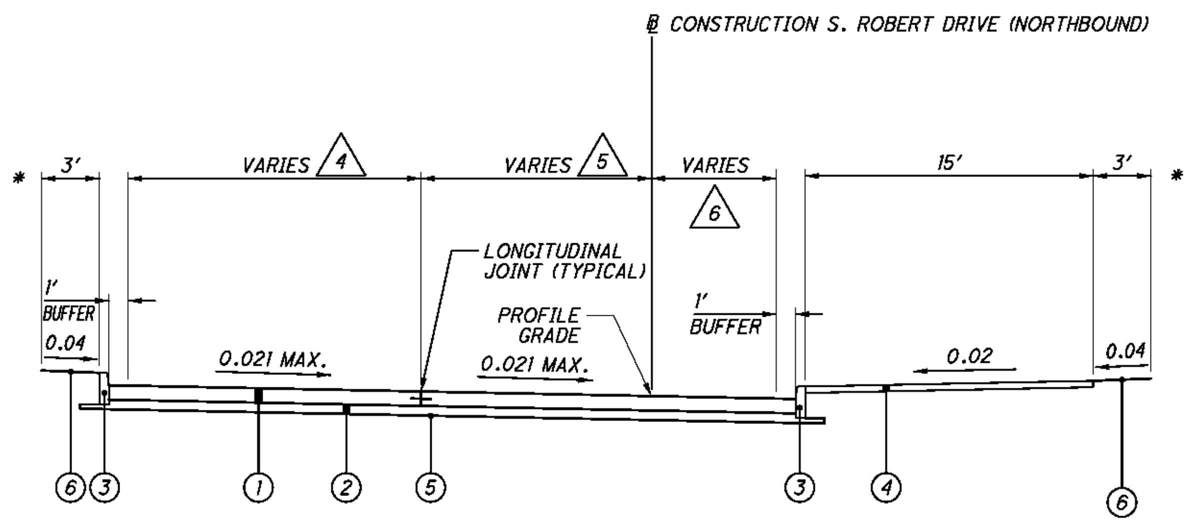
1 VARIES FROM 23.80' AT STA. 41+84.00 TO 24.00' AT STA. 42+00.00

2 0' TO MATCH EXISTING CONDITIONS STA. 41+84.00 TO STA. 42+42.76

3 VARIES FROM 0.02' AT STA. 41+84.92 TO 1.00' AT STA. 42+00.00



S. ROBERT DRIVE (NORTHBOUND)
STA. 43+67.25 TO STA. 45+98.93 = 231.68'

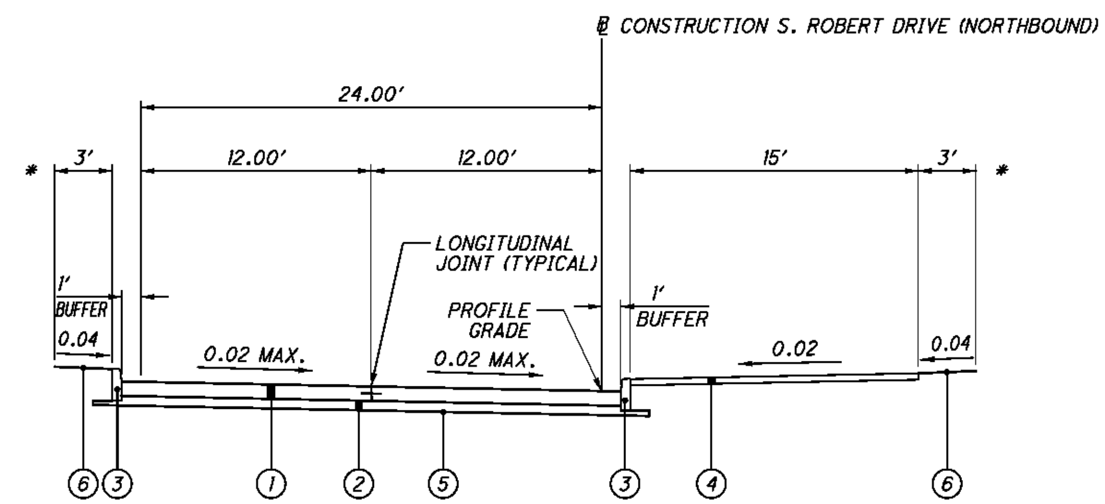


S. ROBERT DRIVE (NORTHBOUND)
STA. 42+69.75 TO STA. 43+67.25 = 97.50'
STA. 45+98.93 TO STA. 46+96.43 = 97.50'

4 VARIES FROM 12.00' AT STA. 42+69.75 TO 15.25' AT STA. 43+67.25
VARIES FROM 15.25' AT STA. 45+98.93 TO 12.00' AT STA. 46+96.43

5 VARIES FROM 12.00' AT STA. 42+69.75 TO 8.75' AT STA. 43+67.25
VARIES FROM 8.75' AT STA. 45+98.93 TO 12.00' AT STA. 46+96.43

6 VARIES FROM 0.00' AT STA. 42+69.75 TO 6.50' AT STA. 43+67.25
VARIES FROM 6.50' AT STA. 45+98.93 TO 0.00' AT STA. 46+96.43



S. ROBERT DRIVE (NORTHBOUND)
STA. 42+51.05 TO STA. 42+69.75 = 18.70'
STA. 46+96.43 TO STA. 49+97.33 = 300.90'

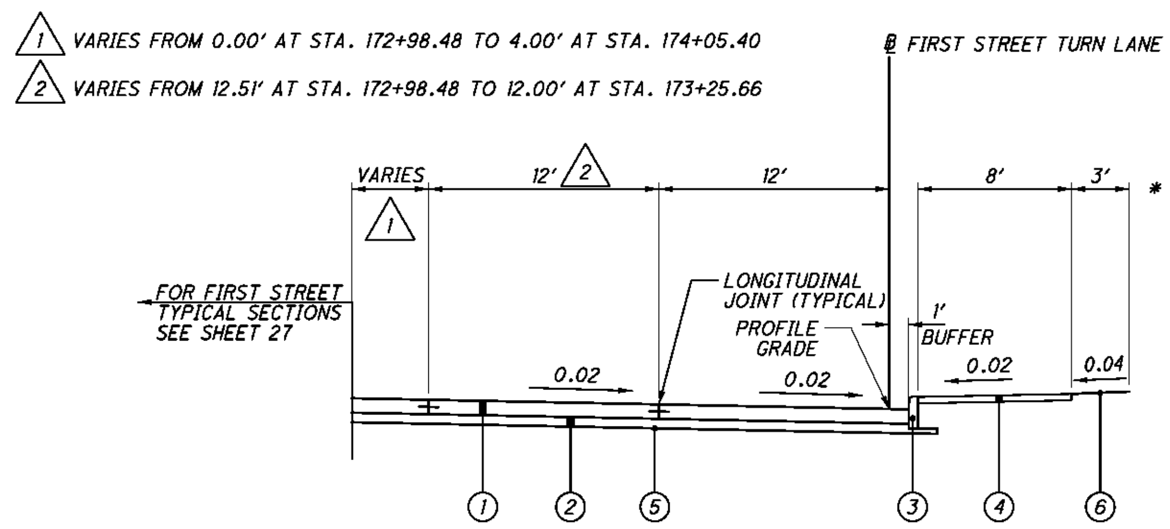
* FOR GRADING, SEE CROSS SECTIONS

** FOR CONCRETE MEDIAN DETAIL STA. 41+84.00 TO STA. 42+49.51, SEE DETAIL SHEET 9

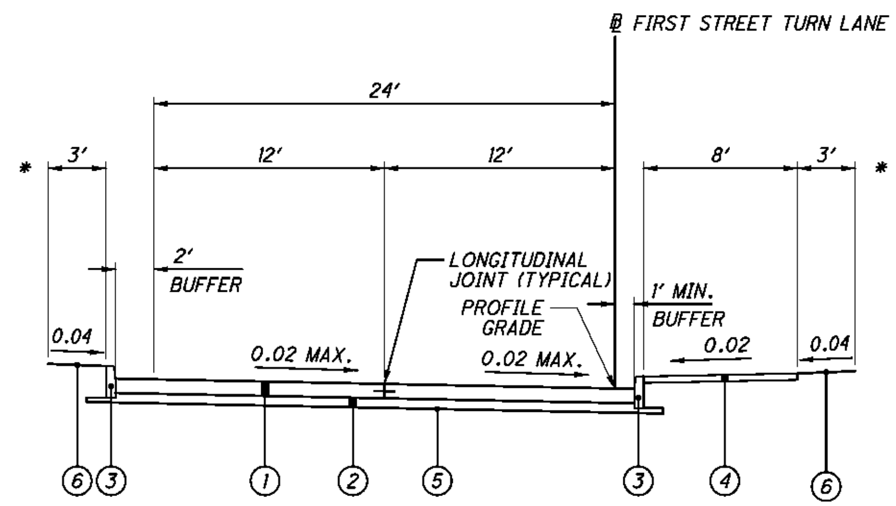
1. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEETS 500 & 502
2. FOR SUPERELEVATION TABLE, SEE SHEET462
3. FOR LEGEND, SEE SHEET9
4. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEETS522 -523

S. ROBERT DRIVE (NB) TYPICAL SECTIONS

MOT-75-12.00



FIRST STREET TURN LANE
STA. 172+98.48 TO STA. 174+05.40 = 106.92'



FIRST STREET TURN LANE
STA. 174+05.40 TO STA. 175+41.95 = 136.55'

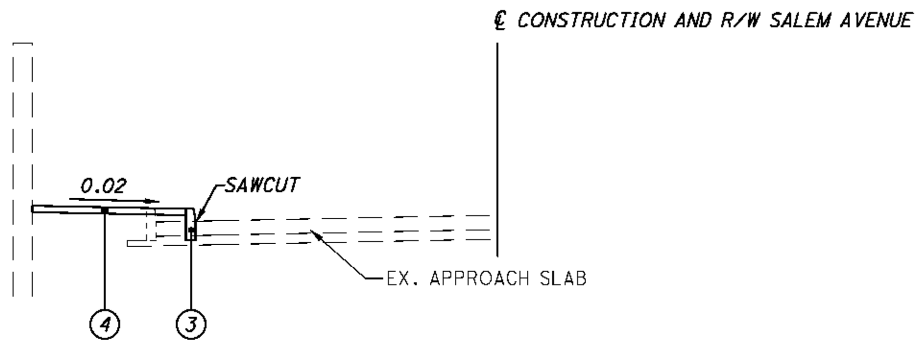
* FOR GRADING, SEE CROSS SECTIONS

1. FOR SUPERELEVATION TABLE, SEE SHEET 459
2. FOR LEGEND, SEE SHEET 9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEET 514
4. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEET 497

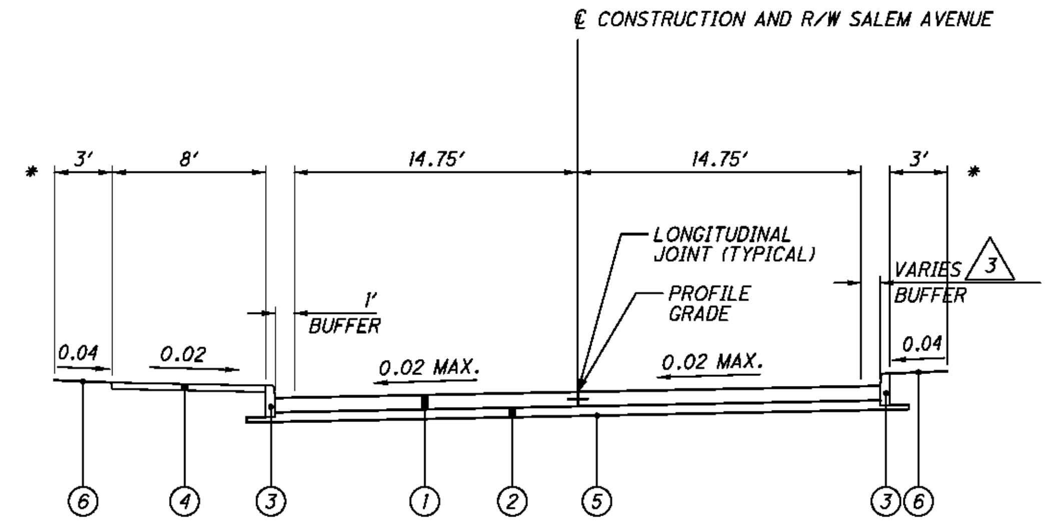
FIRST STREET TURN LANES TYPICAL SECTIONS

MOT-75-12.00

SALEM AVENUE TYPICAL SECTIONS



SALEM AVENUE
STA. 201+90.93 TO STA. 202+06.85



SALEM AVENUE
STA. 202+53.11 TO STA. 206+80.64 = 427.53' LEFT SIDE ONLY
STA. 202+24.38 TO STA. 206+80.64 = 456.26' RIGHT SIDE ONLY

3 2' FROM STA. 205+50.00 TO STA. 206+80.64 RIGHT SIDE ONLY
1' FROM STA. 202+24.38 TO STA. 205+50.00 RIGHT SIDE ONLY

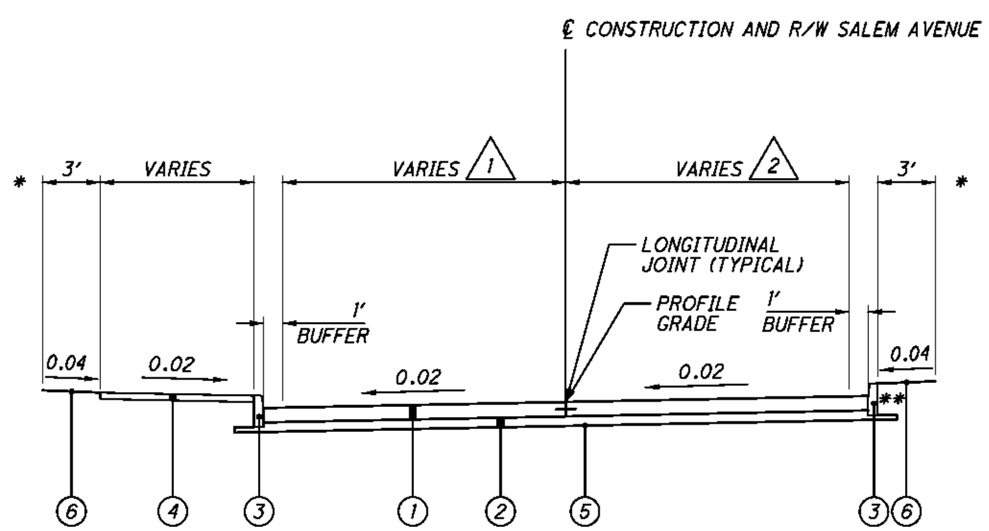
1 VARIES FROM 18.30' AT STA. 202+06.85 TO 14.75' AT STA. 202+53.11

2 VARIES FROM 15.45' AT STA. 202+03.25 TO 14.75' AT STA. 202+24.38

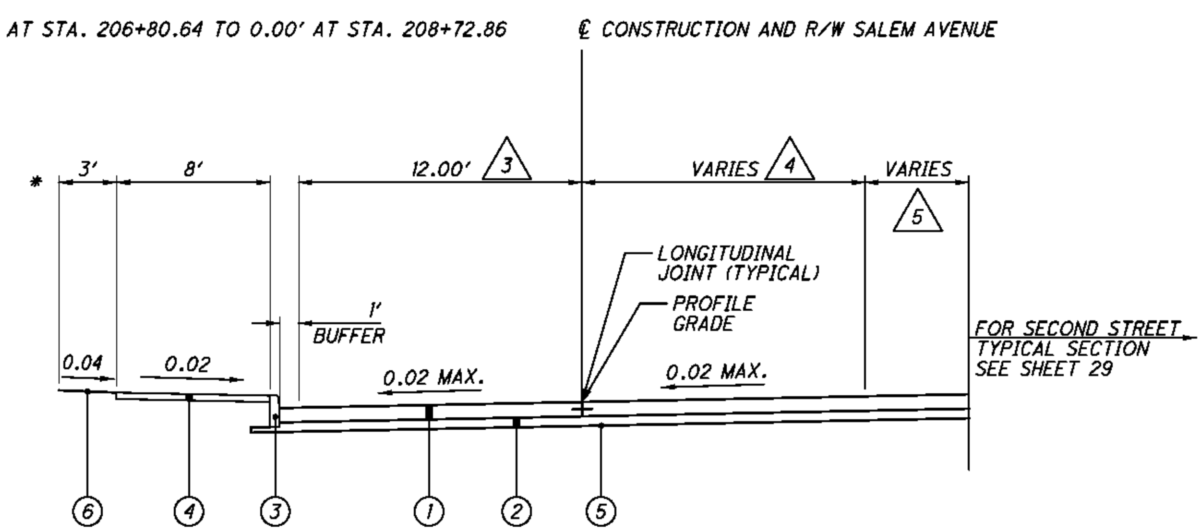
3 VARIES FROM 14.75' AT STA. 206+80.64 TO 12.00' AT STA. 207+23.49

4 VARIES FROM 14.75' AT STA. 206+80.64 TO 12.00' AT STA. 208+72.66

5 VARIES FROM 5.50' AT STA. 206+80.64 TO 0.00' AT STA. 208+72.86



SALEM AVENUE
STA. 202+06.85 TO STA. 202+53.11 = 46.26' LEFT SIDE ONLY
STA. 202+03.25 TO STA. 202+24.38 = 21.13' RIGHT SIDE ONLY



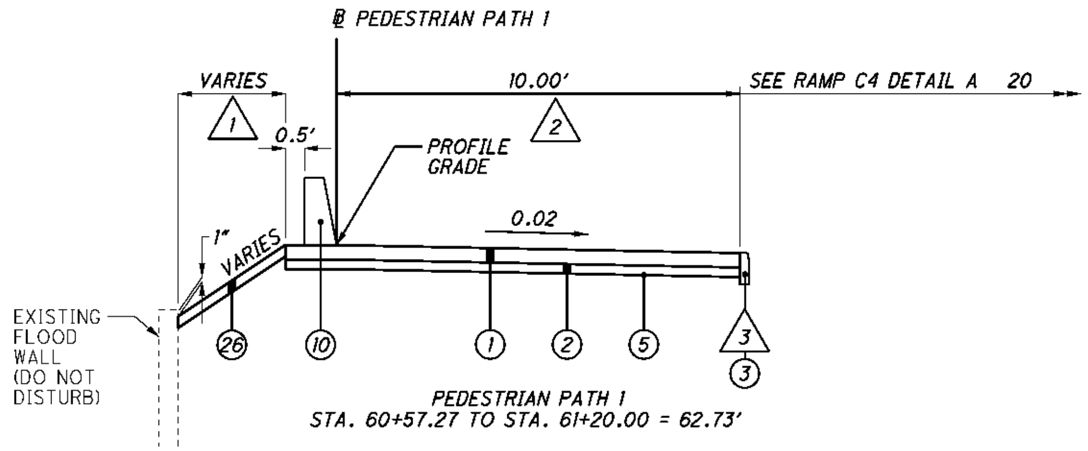
SALEM AVENUE
STA. 206+80.64 TO STA. 208+72.66 = 190.02'

* FOR GRADING, SEE CROSS SECTIONS

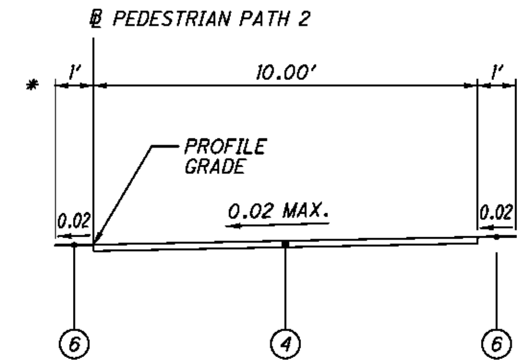
** FOR CONCRETE MEDIAN DETAIL STA. 201+87.61 TO STA. 202+24.38, SEE DETAIL SHEET 27

1. FOR SUPERELEVATION TABLE, SEE SHEET 459
2. FOR LEGEND, SEE SHEET9
3. FOR LONGITUDINAL JOINT LOCATIONS AND LIMITS, SEE SHEET 524
4. CROSS SLOPES VARY THROUGH INTERSECTIONS, SEE INTERSECTION DETAILS, SHEET497

MOT-75-12.00



PEDESTRIAN PATH 1
STA. 60+57.27 TO STA. 61+20.00 = 62.73'

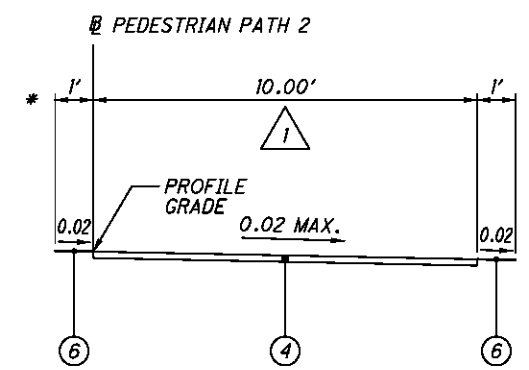


PEDESTRIAN PATH 2
STA. 80+78.93 TO STA. 86+22.50 = 543.57'

1 VARIES FROM 4.77' AT STA. 60+57.27 TO 15.09' AT STA. 61+20.00

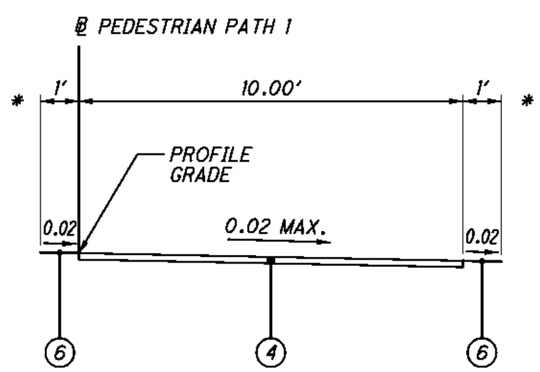
2 VARIES FROM 3.33' AT STA. 60+57.27 TO 10.00' AT STA. 60+76.59

3 CURB IS LOCATED BETWEEN STA. 60+57.27 TO STA. 61+05.33

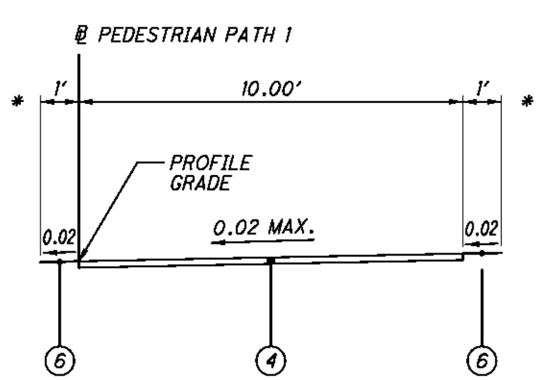


1 VARIES FROM 10.00' @ STA. 87+52.34 TO 6.00' @ STA. 87+61.28 = 8.94'

PEDESTRIAN PATH 2
STA. 86+22.50 TO STA. 87+71.09 = 148.59'



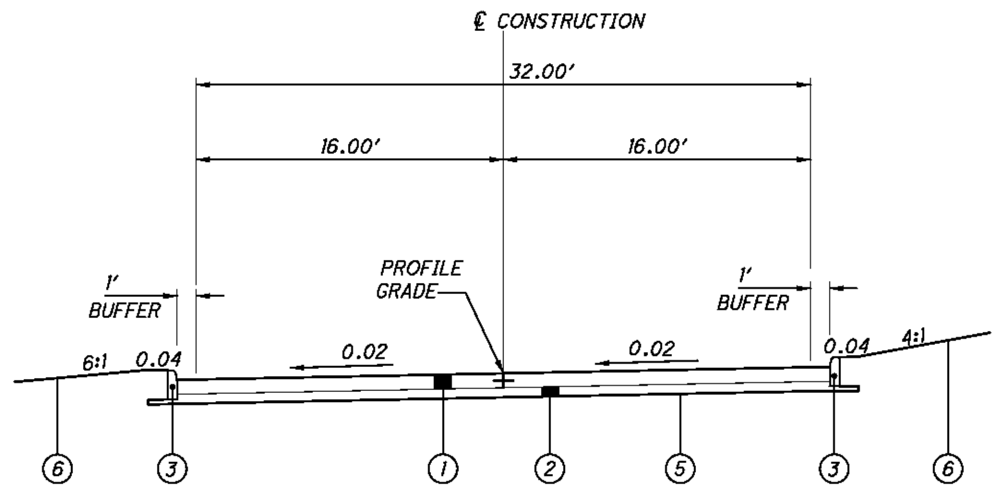
PEDESTRIAN PATH 1
STA. 61+20.00 TO STA. 63+77.50 = 252.50'
STA. 71+22.50 TO STA. 72+17.50 = 95.00'



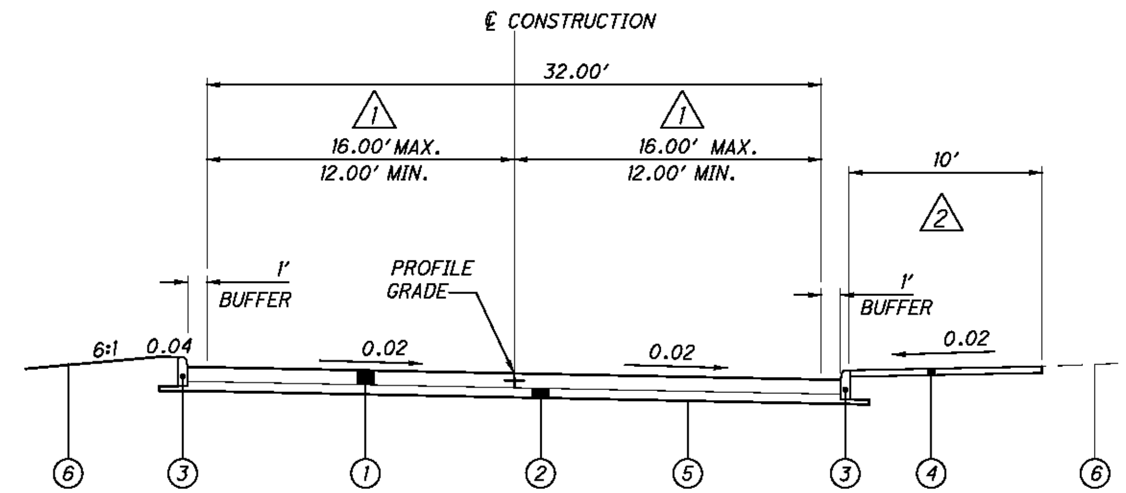
PEDESTRIAN PATH 1
STA. 63+77.50 TO STA. 71+22.50 = 745.00'
STA. 72+17.50 TO STA. 72+97.90 = 80.40'

* FOR GRADING, SEE CROSS SECTIONS

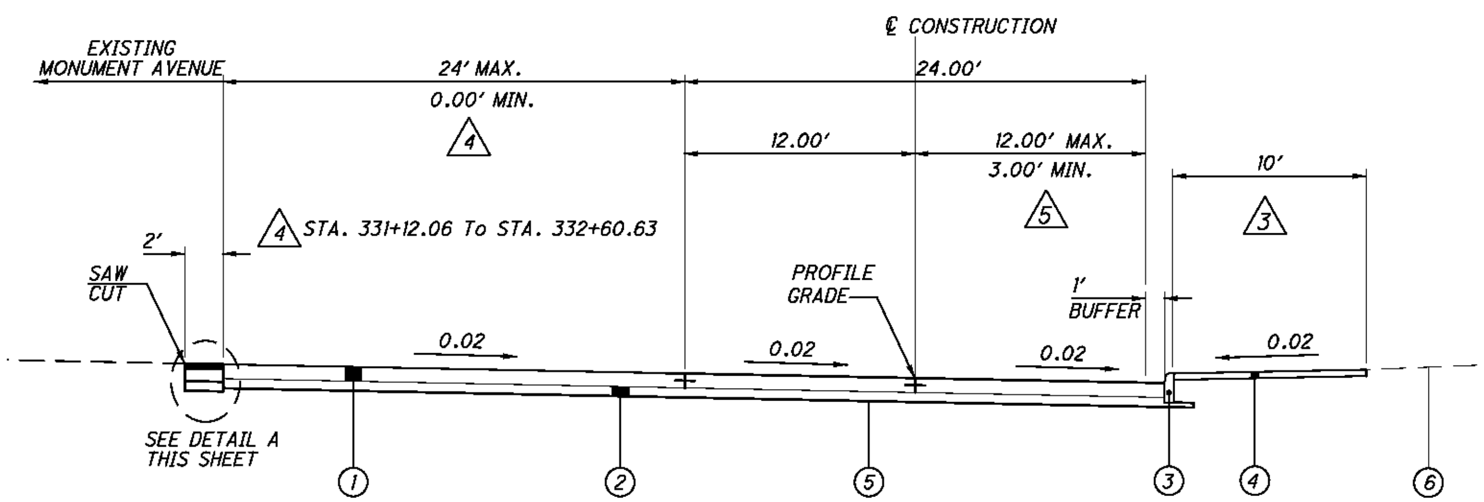
1. FOR LEGEND, SEE SHEET 9



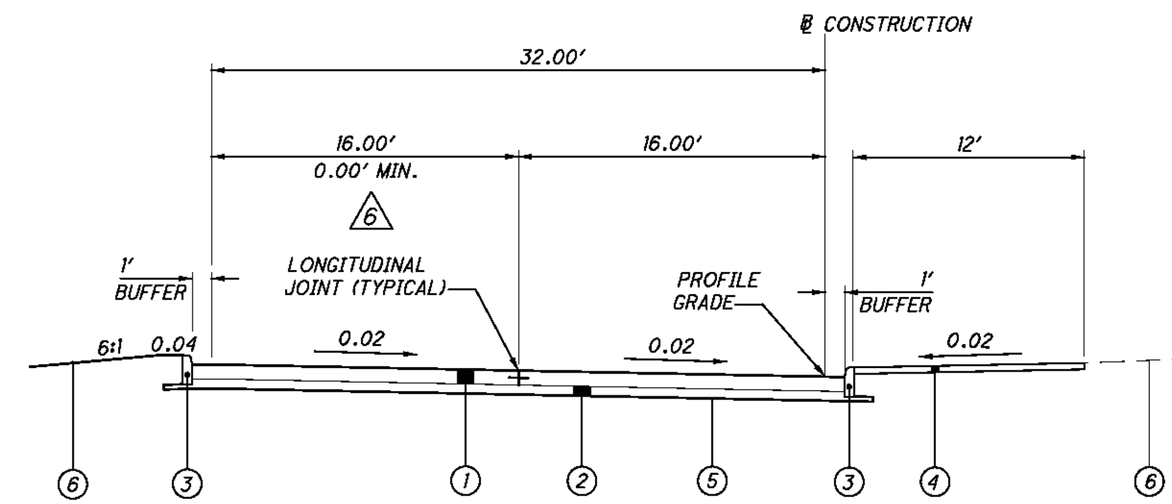
ROBERT DRIVE
STA. 324+16.06 TO STA. 326+38.58 = 222.52'



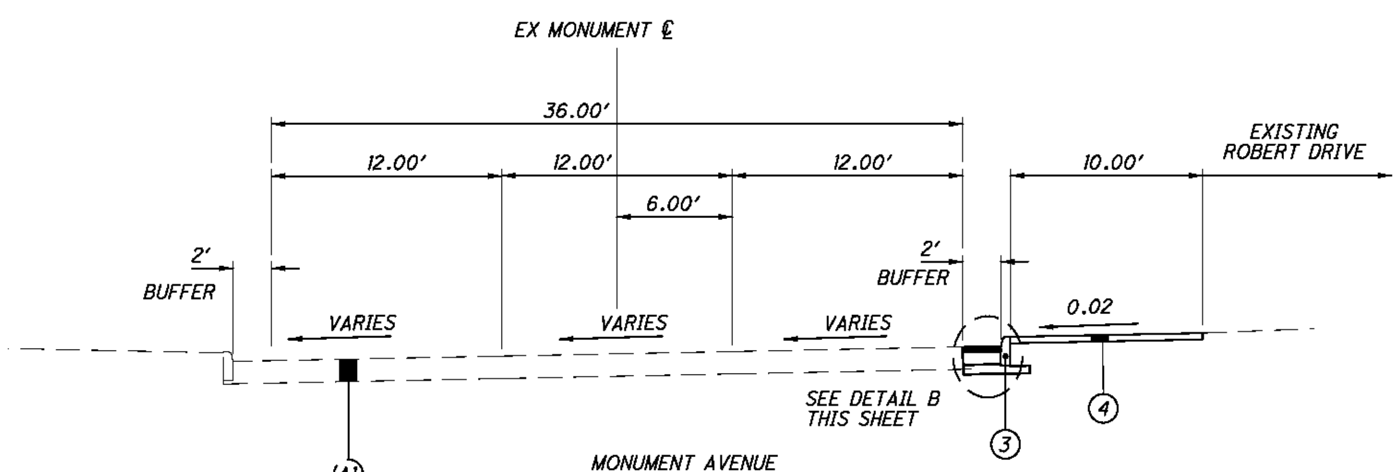
ROBERT DRIVE
STA. 326+38.58 TO STA. 331+12.06 = 473.48'



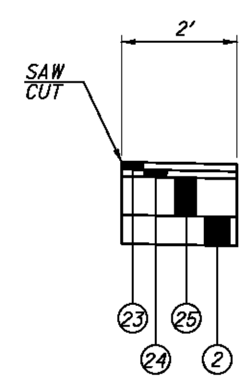
ROBERT DRIVE
STA. 331+12.06 TO STA. 333+66.59 = 254.53'



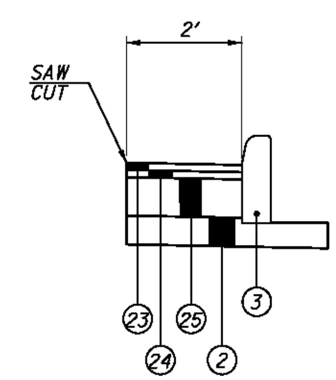
C1 STREET
STA. 0+63.48 TO STA. 2+33.37 = 169.89'



MONUMENT AVENUE
STA. 17+68.14 TO STA. 19+50.00 = 181.86'



DETAIL A



DETAIL B

FOR LEGEND, SEE SHEET 9

(A1) 4" EXISTING ASPHALT OVER 10" AGGREGATE BASE

1 16' TO STA. 329+67.76, 12' START STA. 330+30.25

2 STA. 331+03.84 To STA. 331+12.64

3 STA. 331+12.06 To STA. 331+91.89

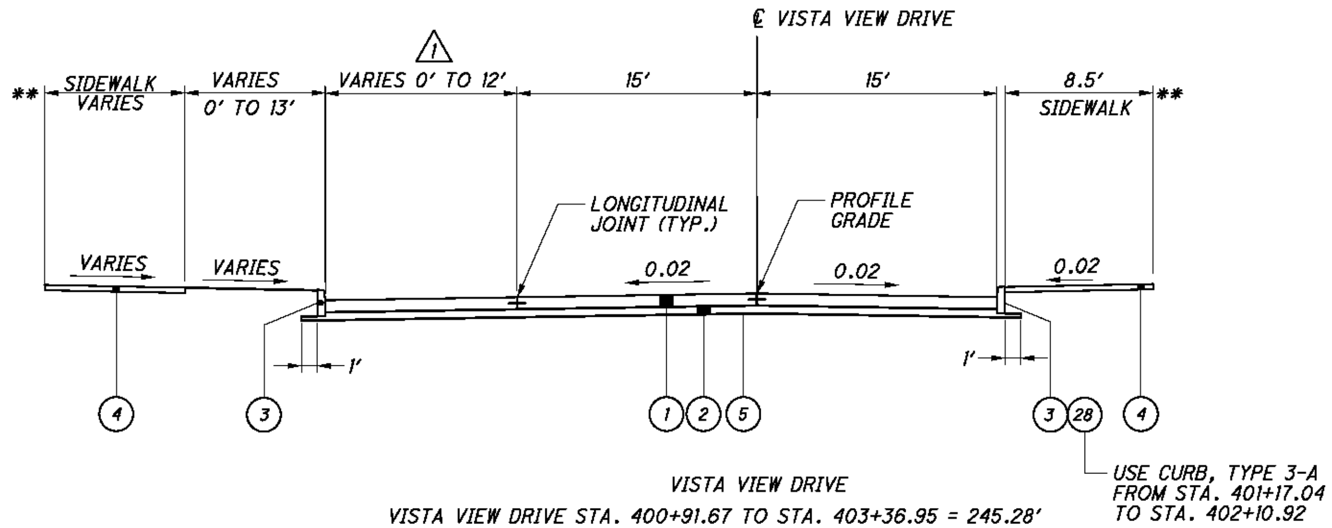
4 24' AT STA. 331+12.06, START 0' AT STA. 332+60.63

5 12' TO STA. 331+77.56, 3' AT STA. 333+66.59

6 0' AT STA. 0+63.48, START 16' AT STA. 1+13.07

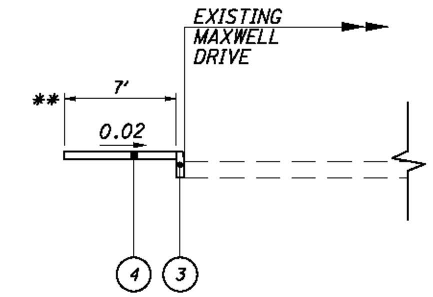
ROBERT DRIVE & C1 STREET TYPICAL SECTIONS

MOT-75-12.00



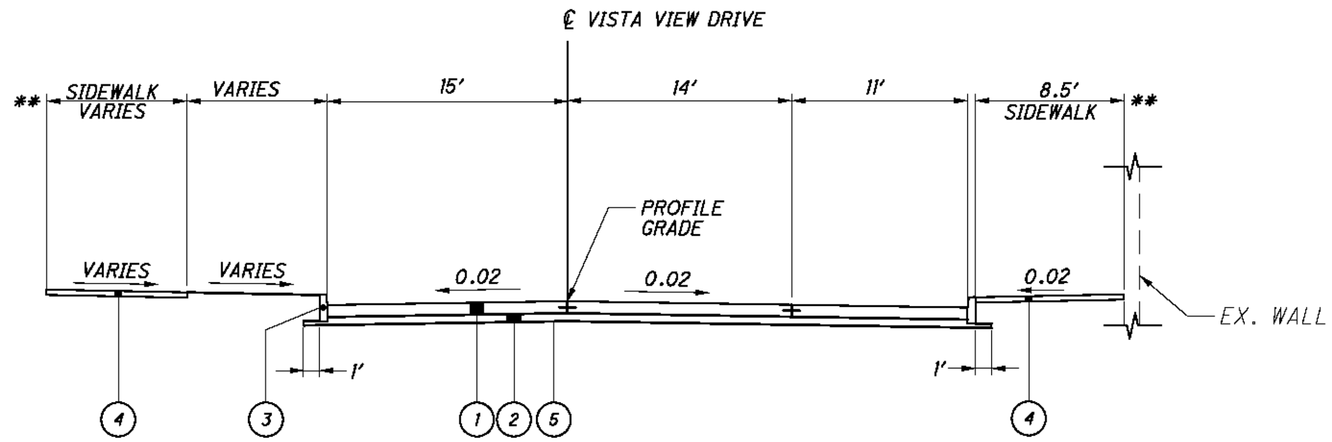
VISTA VIEW DRIVE

VISTA VIEW DRIVE STA. 400+91.67 TO STA. 403+36.95 = 245.28'



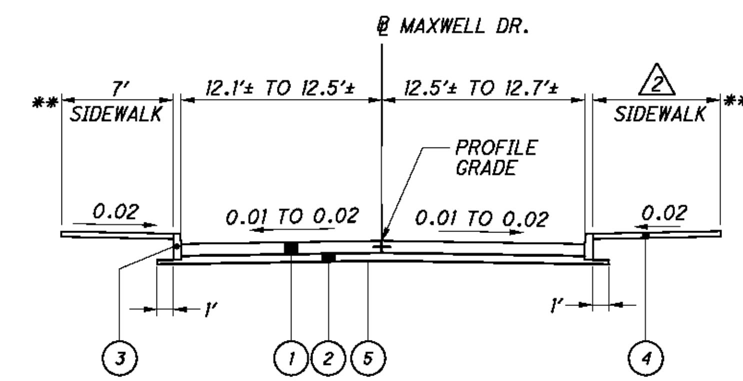
MAXWELL DRIVE

MAXWELL DRIVE STA. 11+35.50 TO STA. 11+53.03* = 17.53'
EX. MAXWELL DRIVE STA. 0+69.79* TO STA. 4+63.75 = 393.96'
STA. EQUATION - STA. 11+53.03 ℄ MAXWELL DR. = STA. 0+69.79 ℄ EX. MAXWELL DR.



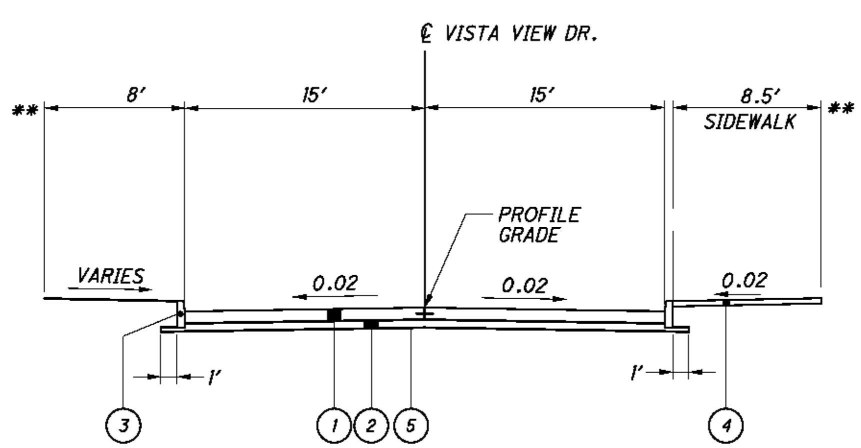
VISTA VIEW DRIVE

VISTA VIEW DRIVE STA. 403+36.95 TO STA. 404+91.35 = 154.40'



MAXWELL DRIVE

MAXWELL DRIVE STA. 10+00.00 TO STA. 11+35.50 = 135.50'



VISTA VIEW DRIVE

VISTA VIEW DRIVE STA. 404+91.35 TO STA. 408+50.00 = 358.65'

1 12'-0" FROM STA. 400+91.67 TO 401+79.89
VARIES FROM 12'-0" @ STA. 401+78.89 TO 0'-0" @ STA. 402+29.89

2 8'-0" FROM STA. 10+00.00 TO 11+14.71
4'-0" FROM STA. 11+14.71 TO 11+35.50

** SEE CROSS SECTIONS FOR GRADING BEYOND EDGE OF PAVEMENT, BARRIER, OR WALL.

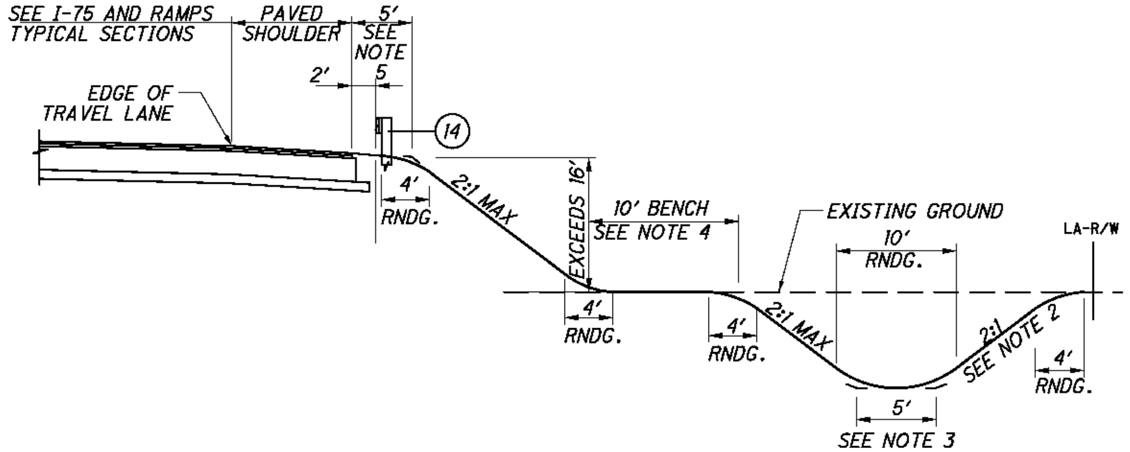
1. FOR LEGEND, SEE SHEET 9.

2. FOR BASE STEP DETAIL, SEE SHEET 41.

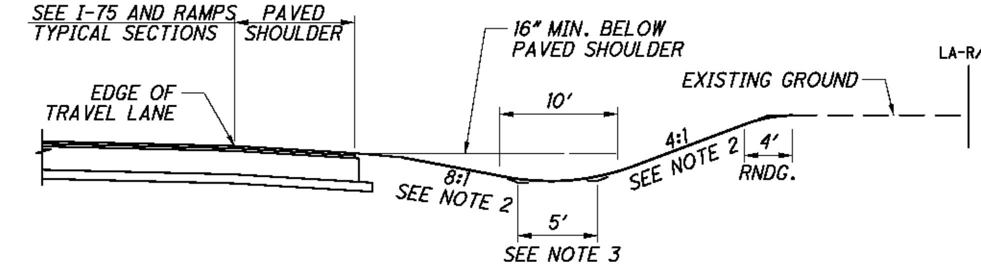
3. FOR CURB DETAIL, SEE SHEET 27.

VISTA VIEW DRIVE AND MAXWELL DRIVE TYPICAL SECTIONS

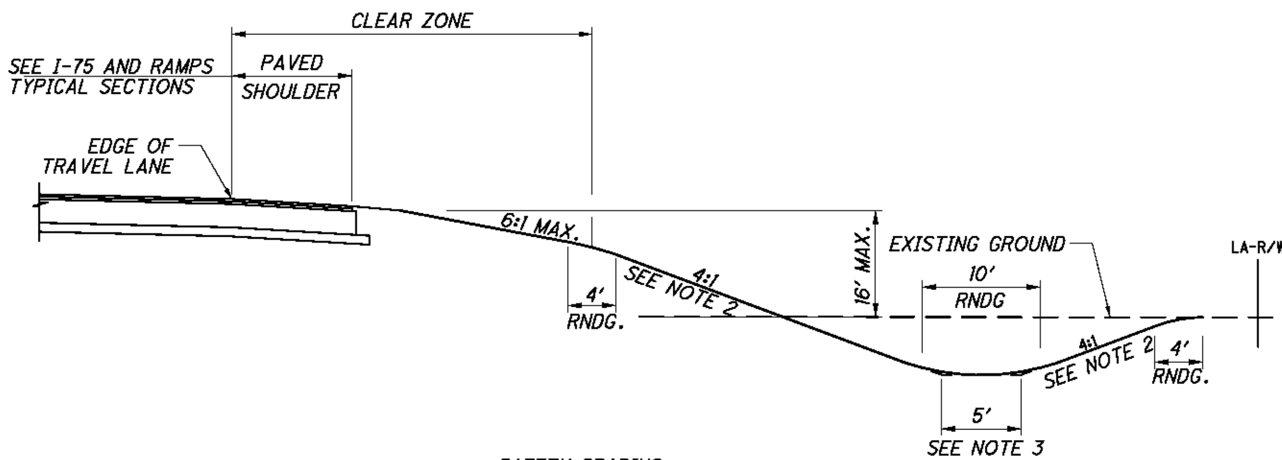
MOT-75-12.00



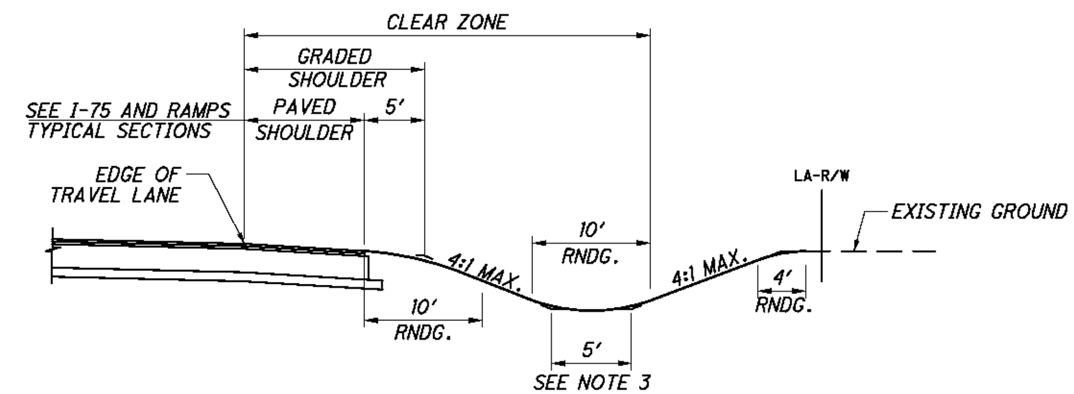
I-75 AND RAMP TYPICAL PLACEMENT
OF GUARDRAIL GRADING
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



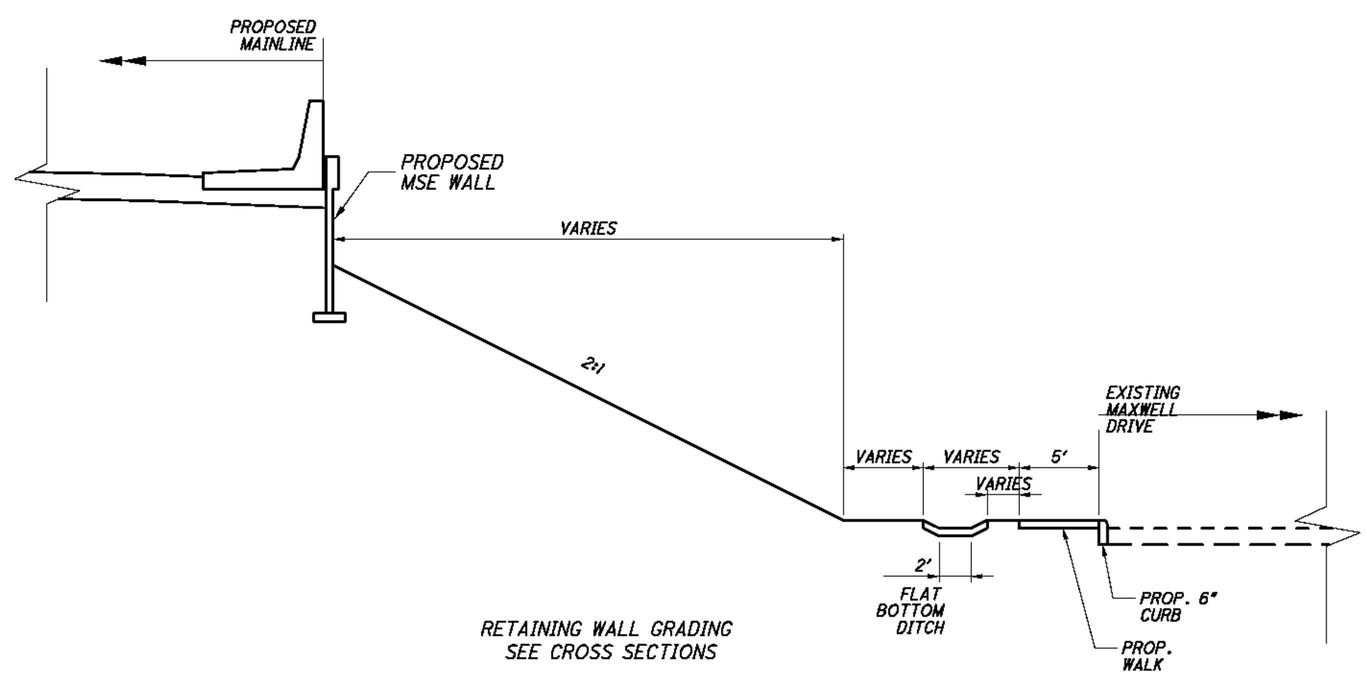
CUT SECTION
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



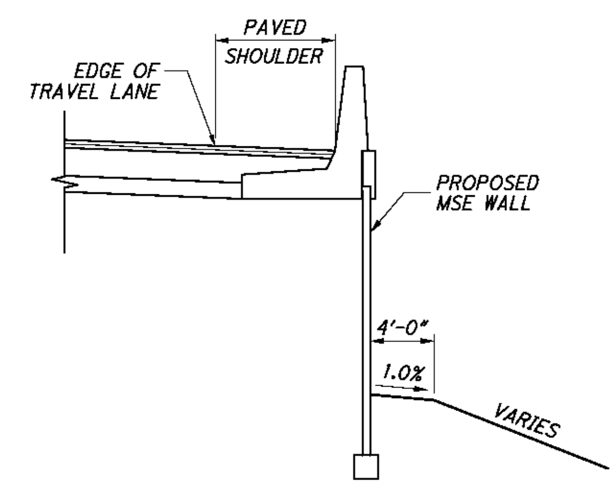
SAFETY GRADING
MEDIUM FILL SECTION
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



CLEAR ZONE GRADING SECTION
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



RETAINING WALL GRADING
SEE CROSS SECTIONS



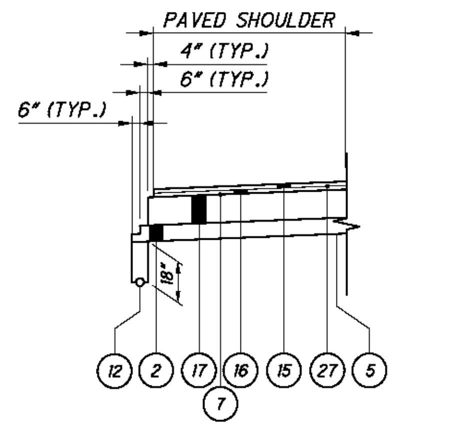
RETAINING WALL GRADING
OPPOSITE HAND ALSO, SEE CROSS SECTIONS

NOTES:

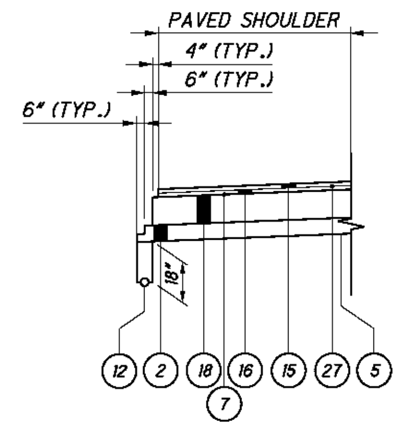
1. NO ROUNDING IS REQUIRED WHEN FORESLOPE IS 6:1 OR FLATTER.
2. SLOPE AS NOTED OR AS SHOWN ON CROSS SECTIONS.
3. 5' DITCH WIDTH OR AS SHOWN ON CROSS SECTIONS.
4. 10' OR AS SHOWN ON CROSS SECTIONS.
5. 5' OR AS SHOWN ON CROSS SECTIONS.
6. FOR LEGEND, SEE SHEET 9 .

ROADSIDE TYPICAL SECTION DETAILS

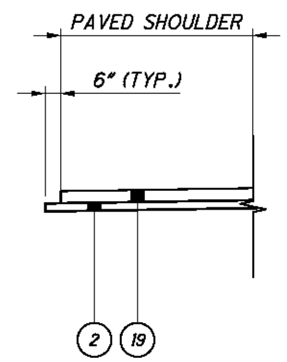
MOT-75-12.00



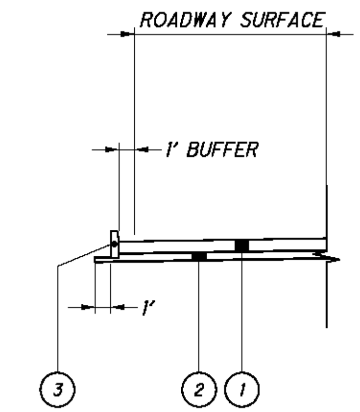
TYPICAL I.R. 75 MAINLINE BASE STEP DETAIL



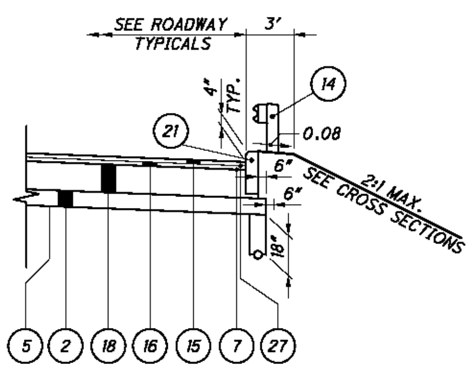
TYPICAL RAMP BASE STEP DETAIL



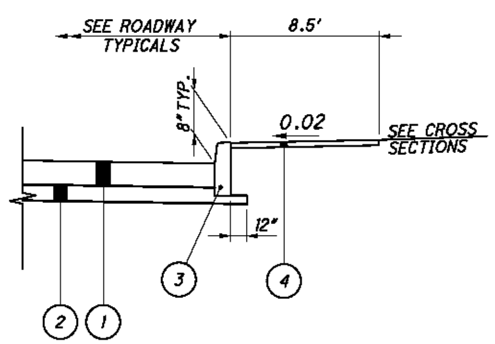
TYPICAL RAMP TERMINAL BASE STEP DETAIL



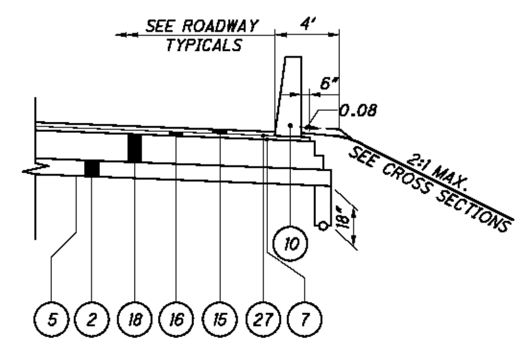
TYPICAL LOCAL ROAD BASE STEP DETAIL



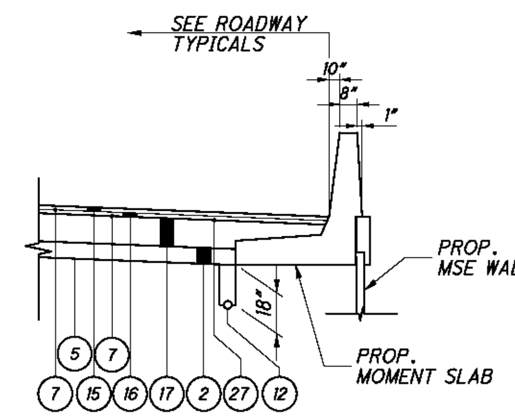
TYPICAL CURB, TYPE 4 DETAIL
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



TYPICAL CURB, TYPE 6, AS PER PLAN
AND 4" CONCRETE WALK DETAIL



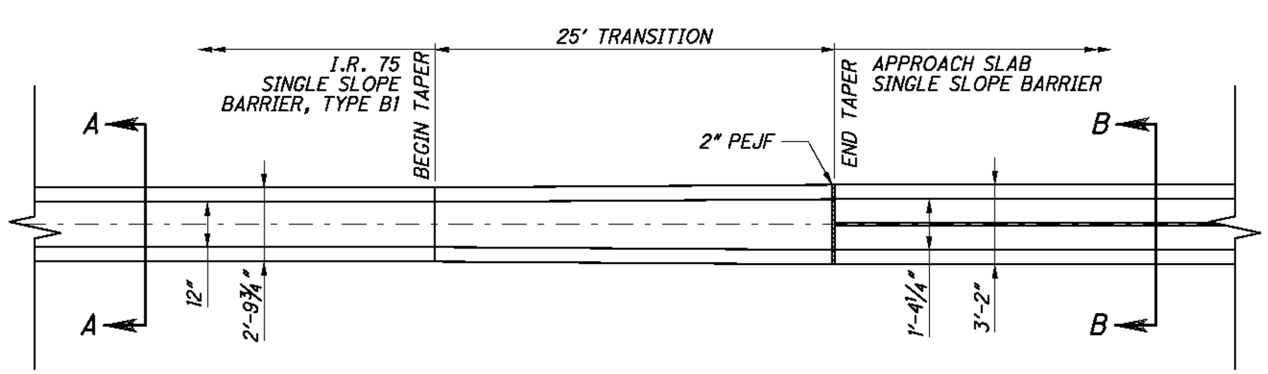
TYPICAL TYPE D BARRIER DETAIL
OPPOSITE HAND ALSO, SEE CROSS SECTIONS



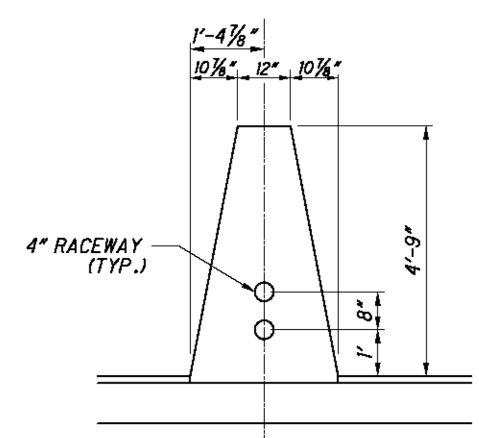
TYPICAL SLEEPER SLAB DETAIL
OPPOSITE HAND ALSO, SEE CROSS SECTIONS

FOR LEGEND SEE SHEET 9

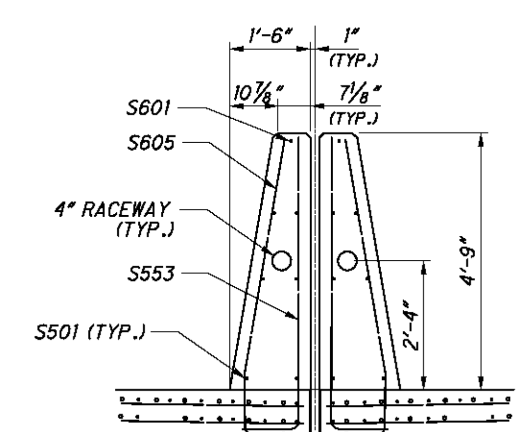
ROADSIDE TYPICAL SECTION DETAILS



PLAN VIEW
SINGLE SLOPE BARRIER TRANSITION



SECTION A-A

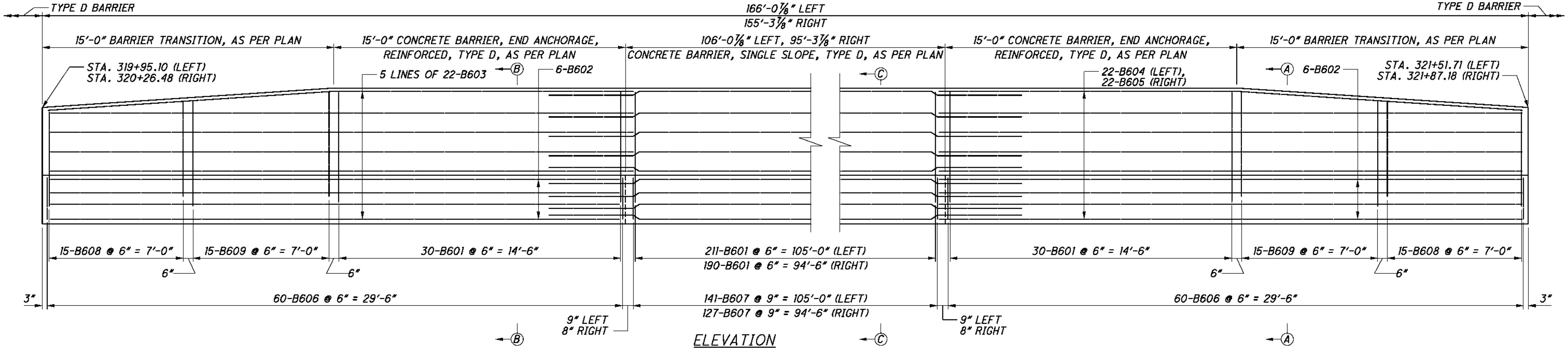


SECTION B-B

BARRIER TRANSITION DETAILS

TYPICAL SECTION DETAILS

MOT-75-12.00



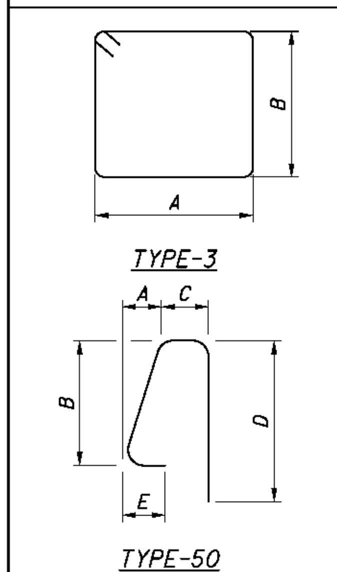
ELEVATION

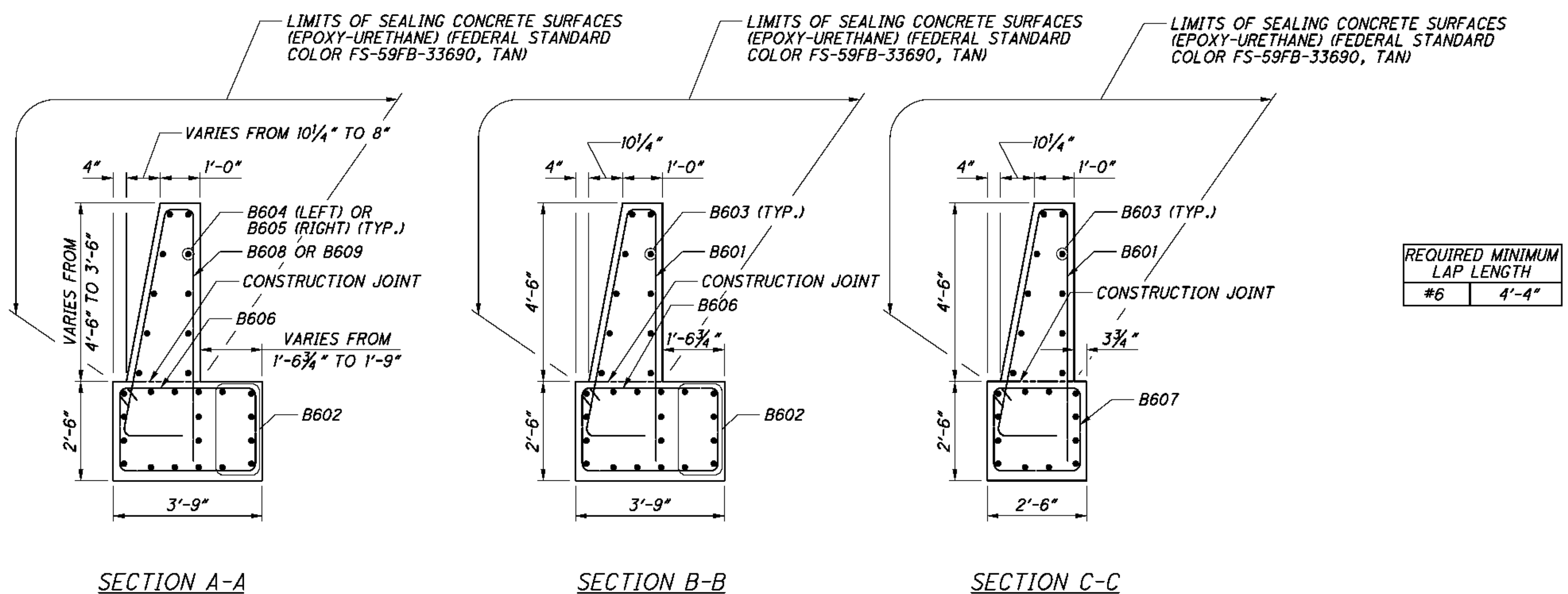
MADE BY: ZTW	DATE: 3/15/12
CHECKED BY: JOL	DATE: 3/15/12

ESTIMATED QUANTITIES (FOR INFORMATION ONLY)					
ITEM	EXT.	TOTAL	UNIT	DESCRIPTION	BARRIER
509	10000	34441	POUND	EPOXY COATED REINFORCING STEEL	34441
898	11000	75	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	75
898	20300	88	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	88

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	F	INC
BARRIER											
B601	521	14'-1"	11021	50	1'-1"	5'-8"	8"	6'-7"	1'-6"		
B602	24	29'-6"	1063	STR							
B603	220	30'-0"	9913	STR							
B604	22	37'-6"	1239	STR							
B605	22	26'-9"	884	STR							
B606	240	11'-10"	4266	3	3'-5"	2'-1"					
B607	268	9'-4"	3757	3	2'-2"	2'-1"					
B608	60	12'-3"	1104	50	11¼"	4'-11"	8"	5'-7"	1'-6"		
B609	60	13'-3"	1194	50	1'-0⅜"	5'-5"	8"	6'-1"	1'-6"		
SUB-TITLE			34441								

BAR BENDING DIAGRAMS





REQUIRED MINIMUM LAP LENGTH	
#6	4'-4"

NOTES:

1. ALL CALLOUTS WITHOUT A LEFT OR RIGHT DESIGNATION APPLY TO BOTH LEFT AND RIGHT BARRIERS.
2. PROVIDE 2" MINIMUM P.E.J.F. BETWEEN BARRIER FOOTING AND BRIDGE MOT-75-1262 PIER 1 COLUMNS. P.E.J.F. SHALL BE CONSIDERED INCIDENTAL TO ITEM - 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN.
3. SEE MISCELLANEOUS CALCULATIONS, SHEET 243/1565 FOR SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) QUANTITY.
4. FIELD BEND TOP LONGITUDINAL BAR WHERE REQUIRED.

TYPE D BARRIER, AS PER PLAN DETAIL

MOT-75-12.00

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

TELEPHONE:
AT&T OHIO
3233 WOODMAN DR. RM. 225
DAYTON, OH 45420
SHAWN JENKINS
(937) 296-3630

WATER:
CITY OF DAYTON
DEPARTMENT OF WATER
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

ELECTRIC:
DAYTON POWER AND LIGHT
1900 DRYDEN RD.
DAYTON, OH 45439
JOHN KENTON
(937) 331-4132

STREET LIGHTS:
CITY OF DAYTON STREET LIGHTS
1736 E. MONUMENT AVE.
DAYTON, OH 45402
DANIEL WHALLON
(937) 333-3850

CABLE:
TIME WARNER CABLE SOUTHWEST OHIO
3691 TURNER RD.
DAYTON, OH 45415
TIM KUSS
(937) 425-8850

CABLE:
TIME WARNER TELECOM
2 PRESTIGE PL. STE 440
MIAMISBURG, OH 45342
WALTER TRACY
(937) 425-8247

MIAMI CONSERVANCY DISTRICT
38 E. MONUMENT AVE.
DAYTON, OH 45402
KURT RINEHART
(937) 223-1271

STREET LIGHTING:
OHIO DEPT. OF TRANS.
1001 ST. MARYS AVE.
SIDNEY, OH 45365
DOUG SNIDER
(937) 497-6791

TRAFFIC CONTROL:
CITY OF DAYTON
DEPARTMENT OF PUBLIC WORKS
PO BOX 22
DAYTON, OH 45401
JOHN ZELINSKI
(937) 333-4087

GAS:
VECTREN ENERGY DELIVERY
6500 CLYO RD.
CENTERVILLE, OH 45459
DON SPECHT
(937) 440-1965

GREATER DAYTON RTA
600 LONGWORTH ST.
DAYTON, OH 45402
GARY ROBINSON
(937) 425-8536

TELEPHONE:
MCI NETWORK SERVICES, INC.
2400 N. GLENVILLE
RICHARDSON, TX 75082
JOHN BACHELDER
(972) 729-6016

SINCLAIR COMMUNITY COLLEGE
444 W. 3RD ST.
DAYTON, OH 45402
LIZ VERZI
(937) 512-3048

SANITARY SEWER:
CITY OF DAYTON
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

STREET LIGHTING:
MIAMI VALLEY LIGHTING
BDA BPL ENERGY
1065 WOODMAN DR.
DAYTON, OH 45432
THEODORE VALLEY
(937) 259-7866
NOTE: NOT MEMBER OF OUPS. CONTACT FOR LOCATING FACILITIES IS LYNN HARBUT, (937) 259-7858

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

ENVIRONMENTAL COMMITMENTS

1. THE PROJECT IS LOCATED WITHIN THE BOUNDARIES OF A DESIGNATED SOLE SOURCE AQUIFER. BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE CITY OF DAYTON FIRE DEPARTMENT (937-333-3473) SHALL BE NOTIFIED.

2. INSPECTION OF STRUCTURES FOR BATS: PRIOR TO THE REMOVAL OF THE EXISTING BRIDGE, THE UNDERSIDE OF THE BRIDGE SHOULD BE CAREFULLY EXAMINED FOR THE PRESENCE OF BATS, ESPECIALLY FROM APRIL 1 TO SEPTEMBER 30. IF ANY BATS ARE FOUND ROOSTING ON THE UNDERSIDE OF THE BRIDGE, CONTACT THE US FISH & WILDLIFE SERVICE AT 614-469-6923. THIS REQUIREMENT IS FOR INFORMATION GATHERING PURPOSES ONLY AND WILL NOT RESULT IN THE DELAY OF THE PROJECT.

3. IN-WATER WORK RESTRICTIONS: IN-STREAM CONSTRUCTION ACTIVITIES MAY NOT OCCUR FROM APRIL 16TH TO JUNE 30TH. IF THE PROJECT HAS BEEN AUTHORIZED FOR A TEMPORARY WORKPAD OR CAUSEWAY, CONSTRUCTION ACTIVITIES MAY OCCUR FROM THE WORKPAD/CAUSEWAY DURING THE RESTRICTED PERIOD. INSTALLATION OR REMOVAL OF AN AUTHORIZED WORKPAD OR CAUSEWAY MAY NOT OCCUR DURING THE RESTRICTED PERIOD.

4. OHIO EPA NOTIFICATION: PRIOR TO ANY WORK ON THE EXISTING BRIDGES, THE OEPA NOTIFICATION OF DEMOLITION AND RENOVATION FORMS SHALL BE COMPLETED AND SUBMITTED BY THE CONTRACTOR TO THE REGIONAL AIR POLLUTION CONTROL AGENCY IN DAYTON AT LEAST 10 WORKING DAYS IN ADVANCE OF THE START OF DEMOLITION. THE FORMS ARE INCLUDED IN THE SPECIAL PROVISIONS PACKAGE IN THE PLANS.

5. CUTTING RESTRICTION: ANY UNAVOIDABLE CUTTING OF TREES WITH SUITABLE ROOSTING AND BROOD-REARING HABITAT FOR THE INDIANA BAT (LIVING OR STANDING DEAD TREES OR SNAGS WITH EXFOLIATING, PEELING OR LOOSE BARK, SPLIT TRUNKS AND/OR BRANCHES, OR CAVITIES) WILL BE PERFORMED ONLY BEFORE APRIL 15 OR AFTER SEPTEMBER 15, WHEN THE SPECIES WOULD NOT BE USING SUCH HABITAT.

6. PRIOR TO THE CLOSURE OF THE GREAT MIAMI RIVER RECREATION TRAIL, ODOT WILL ISSUE A PRESS RELEASE TO ALERT LOCAL MEDIA TO THE UPCOMING DETOUR.

7. THE CONTRACTOR SHALL ENSURE THAT ALL HEAVY EQUIPMENT IN USE DURING CONSTRUCTION IS EQUIPPED WITH EFFECTIVE MUFFLERS TO MINIMIZE NOISE. THE CONTRACTOR SHALL AVOID UNNECESSARY IDLING OF EQUIPMENT. THE CONTRACTOR SHALL ENSURE THAT EQUIPMENT AND VEHICLE STAGING AREAS ARE LOCATED AS FAR FROM THE RESIDENTIAL AREAS ADJACENT TO THE CORRIDOR AS POSSIBLE.

8. THE SPILL CONTAINMENT KIT SHALL BE LOCATED WITHIN 150 FEET OF ANY EQUIPMENT WORKING IN A STREAM OR WETLAND. THE KIT SHALL BE MAINTAINED FOR THE LIFE OF THE CONTRACT. ANY MATERIALS UTILIZED ARE TO BE REPLACED WITHIN 48 HOURS. THE SPILL CONTAINMENT KIT SHALL INCLUDE

- 1 65-GALLON DRUM WITH LID
- 4 18" X 18" OIL ONLY PILLOWS
- 2 5" X 10' BOOMS
- 50 16" X 20" OIL ONLY PADS
- 10 DISPOSABLE BAGS
- 25 POUNDS OF GRANULAR OIL ABSORBENT.

9. PRIOR TO THE INITIATION OF ANY INSTREAM CONSTRUCTION ACTIVITIES, THE CONTRACTOR MUST CONTACT THE ODOT DISTRICT 7 ENVIRONMENTAL OFFICE (937-497-6721) TO DISCUSS PERMITTED ACTIVITIES UNDER THE 404 WATERWAY PERMIT AND 401 WATER QUALITY CERTIFICATION ISSUED FOR THE PROJECT.

10. PRIOR TO CLOSURE OF THE GREAT MIAMI RIVER RECREATION TRAIL, THE CONTRACTOR SHALL NOTIFY THE CITY OF DAYTON POLICE DEPARTMENT (CHIEF OF POLICE, CITY OF DAYTON SAFETY BUILDING; 335 WEST THIRD STREET, DAYTON, OHIO 45402) OF THE TRAIL DETOUR AND REQUEST THAT AN EXECUTIVE ORDER BE ISSUED SUSPENDING ENFORCEMENT OF THE ORDINANCE PROHIBITING BICYCLE TRAFFIC FOR THE NECESSARY DETOUR OF BIKE TRAFFIC ONTO THE SIDEWALKS ALONG EDWIN C. MOSES.

11. PRIOR TO CLOSURE OF THE GREAT MIAMI RIVER RECREATION TRAIL, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE MIAMI CONSERVANCY DISTRICT FOR THE NECESSARY CLOSURE OF THE TRAIL.

12. NOTICE OF THE GREAT MIAMI RIVER RECREATION TRAIL DETOUR SHALL BE POSTED ON THE TRAIL AT LEAST TWO WEEKS PRIOR TO THE START OF THE DETOUR.

13. THE CONTRACTOR SHALL ENSURE THAT THE GREAT MIAMI RIVER RECREATION TRAIL REMAINS OPEN WHEN ACTIVE CONSTRUCTION IS NOT OCCURRING AND OTHER SAFETY CONSIDERATIONS DO NOT PRECLUDE OPENING THE TRAIL.

14. THE CONTRACTOR MUST ENSURE THAT ALL SEGMENTS OF THE GREAT MIAMI RIVER RECREATIONAL TRAIL AFFECTED BY CONSTRUCTION ACTIVITIES ARE FULLY RESTORED PRIOR TO COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE THE MIAMI CONSERVANCY DISTRICT AN OPPORTUNITY TO REVIEW AND APPROVE THE RESTORATION PRIOR TO COMPLETION OF THE PROJECT (CONTACT: KURT RINEHART, 937-2223-1278, X3242).

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES SHALL BE OPERATED DURING THE HOURS AS SPECIFIED IN THE CITY OF DAYTON CODE OF ORDINANCES, CHAPTER 94, UNLESS AS DIRECTED BY THE ENGINEER. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

CLEARING AND GRUBBING

TREES THAT HAVE BEEN "X" OUT IN THE PLANS FOR REMOVAL IS FOR INFORMATION ONLY PURPOSES.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL TREES AND BRUSH THAT ARE IN CONFLICT WITH PROPOSED CONSTRUCTION. NO ADDITIONAL PAY WILL BE GIVEN FOR THE REMOVAL OF TREES, BRUSH, ECT. THAT IS NOT SPECIFICALLY SHOWN TO BE REMOVED IN THE PLANS. IT IS CONTRACTOR'S RESPONSIBILITY BEFORE BIDDING TO VISIT THE SITE TO VERIFY ALL ITEMS THE NEED TO BE CLEARED FOR CONSTRUCTION.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS-SECTIONS EVEN THOUGH OTHER-WISE SHOWN.

HIGHWAY LIGHTING POWER SERVICE, AS PER PLAN

THE CONTRACTOR IS RESPONSIBLE TO OBTAIN THE RESPONSIBLE UTILITY OWNER'S SPECIFICATIONS AS IT RELATES TO AN ACCEPTED POWER SERVICE. IN ADDITION TO THE ITEMS INCLUDED UNDER ITEM 625, "POWER SERVICE", THE CONTRACTOR WILL BE RESPONSIBLE TO SUPPLY AND INSTALL ALL APPURTENANCES REQUIRED BY THE POWER COMPANY, INCLUDING BUT NOT LIMITED TO A SECOND DISCONNECT SWITCH.

NO ADDITIONAL PAYMENT WILL BE MADE FOR ADDITIONAL REQUIREMENTS SPECIFIED BY THE POWER COMPANY.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERA-TION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ITEM 202, SPECIAL - PARKING BLOCK REMOVED FOR STORAGE

REMOVE THE PARKING BLOCKS FROM THE PARKING LOT BETWEEN STA. 17+23.19 AND 18+17.49 LEFT OF THIRD STREET SO THE PROPOSED SIDEWALK CAN BE CONSTRUCTED. STORE THE PARKING BLOCKS ALONG THE EDGE OF THE PARKING LOT FOR USE BY MONTGOMERY COUNTY.

THE FOLLOWING ITEM, REFERENCE NUMBER R-322, HAS BEEN INCLUDED IN THE REMOVAL SUBSUMMARY FOR THE WORK NOTED ABOVE:

ITEM 202 - SPECIAL - PARKING BLOCK REMOVED FOR STORAGE   13 EACH

CALCULATED MAS
CHECKED JAS

GENERAL NOTES

MOT-75-12.00

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ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH LEAN GROUT, ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS) A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA.
USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

WHERE NEW CONCRETE IS PLACED ADJACENT TO AND TIED TO EXISTING CONCRETE, THE CONTRACTION JOINT SPACING REQUIRED IN STANDARD CONSTRUCTION DRAWING BP-2.2 WILL BE WAIVED. CONSTRUCT CONTRACTION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL CONTRACTION JOINTS IN THE EXISTING CONCRETE PAVEMENT. INSTALL EXPANSION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL EXPANSION JOINTS IN THE EXISTING CONCRETE PAVEMENT.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

659, SOIL ANALYSIS TEST	2 EA.
659, TOPSOIL	9413 CY.
659, SEEDING AND MULCHING	84802 SY.
659, REPAIR SEEDING AND MULCHING	4240 SY.
659, INTER-SEEDING	4240 SY.
659, COMMERCIAL FERTILIZER	11.8 TON.
659, LIME	17.52 ACRE.
659, WATER	469 M. GAL.
659, MOWING	191 M. SF.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

USE BUFFALO GRASS ITEM 659, CLASS 4B (LOW GROW GRASS) WITHIN LA/RW.

ITEM 660 - SODDING, REINFORCED

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SODDED AREAS.

659, TOPSOIL	37 CU. YD.
659, COMMERCIAL FERTILIZER	0.1 TON
659, LIME	0.1 ACRE
659, WATER	1 M. GAL.
660, SODDING, UNSTAKED, STAKED, REINFORCED	336 SQ. YD.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27.75 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 99 FT.. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER THE FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGIONAL OFFICE AIR TRAFFIC AIRSPACE BRANCH ASW-520 2601 MEACHAN BLVD. FORT WORTH, TX 76137-4298	OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF AVIATION 2829 W DUBLIN-GRANVILLE RD COLUMBUS, OHIO 43235 614-387-2346

CONSTRUCTION PLAN

REFERENCE IS HEREBY MADE TO THE FOLLOWING DESIGNATED PLANS FOR FORMER CONSTRUCTION PROJECTS, PORTIONS OF WHICH COVER AREAS INCLUDED IN THIS PROPOSED IMPROVEMENT.

MOT-75-11.01
MOT-75-13.11

COPIES OF THESE PLANS ARE ON FILE EITHER AT THE DISTRICT 7 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION OR AT THE OFFICE OF THE ADMINISTRATOR OR CONTRACT SALES COLUMBUS, OHIO.

EXISTING RIGID PAVEMENT THICKNESS

THE EXISTING TYPICAL SECTIONS SHOW 9" CONCRETE PAVEMENT. HOWEVER, AS A RESULT OF JOINT REPAIRS ON PREVIOUS UPGRADING PROJECTS, THERE ARE EXISTING CONCRETE REPAIRS UP TO, AND GREATER THAN 15" IN DEPTH THROUGHOUT THIS PROJECT. BY INCLUSION OF THIS NOTE THE CONTRACTOR IS NOTIFIED OF THE PRESENCE OF THESE REPAIRS AND IS THEREFORE RESPONSIBLE FOR ANY ADDITIONAL EXPENESES INCURRED DURING ALL COONSTRUCTION OPERATIONS AS A RESULT OF THES EXISTING REPAIRS.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL OR BIDIRECTIONAL)]

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 [(SPEED (IN MPH), HAZARD WIDTH (IN INCHES), (UNIDIRECTIONAL OR BIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

REVIEW OF DRAINAGE FACILITIES (CONT.)

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

PROPOSED PIPE CONNECTIONS TO EXISTING STRUCTURES

ALL CONNECTIONS OF PROPOSED PIPE TO EXISTING STRUCTURES IS INCLUDED WITH PERTINENT 603 CONDUIT ITEMS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

LOCATION OF GUARDRAIL

THE LOCATION OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS, ARE SUNJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

SELECTED TREE REMOVAL FOR ENDANGERED SPECIES

THIS PROJECT IS WITHIN THE KNOWN RANGE OF THE FEDERALLY ENDANGERED INDIANA BAT. INDIANA BAT HABITAT INCLUDES ANY LIVING OR STANDING DEAD TREE. ANY UNAVOIDABLE CUTTING OF SUCH TREES WILL BE PERFORMED ONLY BEFORE APRIL 15 OR AFTER SEPTEMBER 15 WHEN THE SPECIES WOULD NOT BE UTILIZING SUCH HABITAT.

CLEARING AND GRUBBING WILL BE KEPT AS MINIMAL AS POSSIBLE.

CONTROL OF SPILLS

SPILLS OF FUELS, OIL, CHEMICALS OR OTHER MATERIALS WHICH COULD POSE A THREAT TO THE GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CALL 911 FOR CLEAN UP OF THE SPILL.

ITEM 407 TACK COAT AND ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

407, TACK COAT	0.075 GAL PER SY
407, TACK COAT FOR INTERMEDIATE COURSE	0.04 GAL PER SY

ITEM 608 - 4" CONCRETE WALK, AS PER PLAN
ITEM 609 - CONCRETE MEDIAN, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS SECTION 608, AND SECTION 609, THESE ITEMS OF WORK INCLUDE PROVIDING A COLORED AND STAMPED FINISH.

STAMPED PATTERN: LIMESTONE EUROPEAN FAN PATTERN, NO. 423A FOLLOW THE MANUFACTURER'S MIXING AND INSTALLATION REQUIREMENTS FOR COLORIZED CONCRETE. PROVIDE FEDERAL COLOR 36357 COLORED CONCRETE AS MANUFACTURED BY LM SCOFIELD CO. OR APPROVED EQUAL. APPLY COLOCURE CONCRETE SEALER IN THE MATCHING COLOR AS MANUFACTURED BY LM SCOFIELD CO. OR APPROVED EQUAL.

LM SCOFIELD COMPANY
PHONE NO. 1-800-800-9900

PROVIDE ONE FIELD SAMPLE OF THE SURFACE COLORS, TEXTURES, AND PATTERNS SPECIFIED FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING WORK. THE SAMPLE SHALL BE 4'X4' IN SIZE AND CONSTRUCTED USING THE SAME TECHNIQUES AND MATERIALS INTENDED FOR THE FINAL PAVED SURFACE.

INCLUDE THE COST OF ANY MATERIALS AND LABOR NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE IN THE UNIT PRICES BID FOR: ITEM 608 - 4" CONCRETE WALK, AS PER PLAN, AND ITEM 609 CONCRETE MEDIAN, AS PER PLAN.

THE LOCATIONS ON FIRST ST, SECOND ST, SALEM AVE, AND FIRST ST TURN LANE FOR ITEM 608 - 4" CONCRETE WALK, AS PER PLAN, AND ITEM 609 - CONCRETE MEDIAN, AS PER PLAN ARE DEFINED IN THE MEDIAN DETAIL SHEETS 530-538. THE LOCATIONS ON S. ROBERT DR (SOUTHBOUND) ARE DEFINED IN THE PLAN SHEETS 288-289.

ITEM 512 SEALING OF CONCRETE SURFACES (EPOXY URETHANE)

THE FINISH COAT COLOR FOR ALL ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 AND C1 PLACED IN THE MEDIAN SHALL BE SEALED WITH A GLOSS FINISH IN LIGHT NEUTRAL MEETING NO. FS-595B-177778.

THE FINISH COAT COLOR FOR ALL ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPES C AND D OUTSIDE THE MEDIAN SHALL BE SEALED WITH A TAN SEALER WITH A LUSTERLESS (MATTE) FINISH MEETING NO. FS-59FB-33690.

ALL BARRIER WALLS OR PARAPETS INSTALLED SHALL BE SEALED WITH EPOXY URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION FOR EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS. CONTRACTION JOINTS IN RAMP SHOULDER PAVEMENT CONSTRUCTED ABOVE MSE WALL SLEEPER SLABS SHALL COINCIDE WITH THE LOCATIONS OF THE EXPANSION JOINTS IN THE SLEEPER SLABS.

UTILITIES AND STORM DRAINAGE FACILITIES

PER SECTION 153.64 O.R.C., THE LOCATION OF UNDERGROUND UTILITIES ARE SHOWN ON THE PLAN AS OBTAINED FROM THE OWNERS.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ANY INTERFERENCE BETWEEN UTILITIES TO REMAIN AND PROPOSED DRAINAGE FACILITIES.
PAYMENT FOR ANY RELOCATION OF STORM MANHOLES SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT ITEM 604 MANHOLE ITEMS. NO ADDITIONAL PAYMENT SHALL BE MADE.

UNRECORDED STORM WATER DRAINAGE

FURNISH A CONTINUANCE FOR ALL UNRECORDED STORM WATER DRAINAGE, SUCH AS ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

603, 6" CONDUIT, TYPE B, FOR DRAINAGE CONNECTION 100 FT.

ITEM 603 - MANHOLE NO. 3, AS PER PLAN

THIS ITEM SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING MH-1.2 EXCEPT THAT THE COVER SHALL BE BOLTED TO THE FRAME. THE FRAME AND COVER PROPOSED TO BE USED BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY ODOT OR THE CITY OF DAYTON FORCES.

CONDUIT, 706.02 WITH JOINTS PER 706.11

WHEN A STORM CONDUIT IS LOCATED WITHIN AN MSE WALL'S BACKFILL OR IMMEDIATELY ADJACENT TO AN MSE WALL, THE CONTRACTOR SHALL USE CONDUIT, 706.02 WITH JOINTS PER 706.11.

STORM DRAINS CONDUIT

STORM DRAIN CONDUIT SHALL NOT BE CLOSED TO ANY SPECIFIC MATERIAL TYPE WITHOUT A SOUND ENGINEERING RATIONAL AND APPROVAL BY THE CENTRAL OFFICE HYDRAULIC SECTION, AS DESCRIBED IN THE PIPE POLICY SECTION OF THE LOCATION AND DESIGN MANUAL VOLUME 2 - DRAINAGE.

ALL PROPOSED STORM PIPE INTO EXISTING MANHOLES SHALL BE CORED.

ITEM 203 - EMBANKMENT, AS PER PLAN

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

UNDERDRAINS

PROPOSED UNDERDRAIN OUTLET CONNECTION AND TRANSVERSE UNDERDRAINS MAY EXTEND ACROSS ADJOINING CONSTRUCTION PHASES. IN THESE SITUATIONS THE CONTRACTOR SHALL PROVIDE AND INSTALL TEMPORARY PLUGS OR CAPS AT THE LIMITS OF THE UNDERDRAIN CONSTRUCTION. DURING THE CONSTRUCTION OF THE SUBSEQUENT PHASE THE TEMPORARY PLUG OR CAP SHALL BE REMOVED. THE EXISTING UNDERDRAIN OR OUTLET SHALL BE INSPECTED FOR CLEANLINESS, CLEANED IF NECESSARY, AND THE UNDERDRAIN OR OUTLET COMPLETED OR CONTINUED TO THE NEXT STAGE LIMIT.

ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO PROVIDE, TO THE SATISFACTION OF THE ENGINEER, THE TEMPORARY CAPPING AND PIPE CLEANOUT BETWEEN EACH PHASE SHALL BE INCLUDED IN THE ITEM 605, PIPE UNDERDRAIN.

THE UNDERDRAINS MAY CROSS CONSTRUCTION STAGE LIMITS. TEMPORARY OUTLETS MAY BE NEEDED TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER TO PROVIDE POSITIVE OUTLETS FOR UNDERDRAINS AT ALL TIMES DURING CONSTRUCTION.

ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO PROVIDE, TO THE SATISFACTION OF THE ENGINEER, THE TEMPORARY OUTLETS AND PIPE CLEANOUT BETWEEN EACH STAGE SHALL BE INCLUDED IN ITEM 605, SHALLOW PIPE UNDERDRAIN.

ITEM 451 - 6" REINFORCED CONCRETE PAVEMENT, AS PER PLAN

THE 6" CONCRETE REINFORCED PAVEMENT BEHIND PEDESTRIAN PATH 1 BETWEEN STATION 60+57.27 AND STATION 61+20.00 SHALL UTILIZE THE WIRE FABRIC DETAIL IN STANDARD CONSTRUCTION DETAIL BP-1.1.

CONTRACTION JOINTS SHALL BE CONSTRUCTED PER STANDARD CONSTRUCTION DRAWING BP-2.2. HOWEVER, MAXIMUM CONTRACTION JOINT SPACING SHALL BE 8 FEET.

THE EXISTING FLOOD WALL SHALL NOT BE DISTURBED DURING THE CONSTRUCTION OF THE REINFORCED CONCRETE PAVEMENT.

DRIVEWAY STANDARDS

DRIVEWAY COMPOSITION AND DETAILS IF NOT SPECIFICALLY CALLED OUT IN THE PLANS SHALL CONFORM TO THE CITY OF DAYTON STANDARD DRAWINGS DATED 12/13/2006 AS DESCRIBED IN DRAWING 14A-17113.

ITEM 609, CURB TYPE 6, AS PER PLAN

ITEM 609, CURB TYPE 6, AS PER PLAN SHALL BE CONSTRUCTED AS REQUIRED PER OHIO DEPARTMENT OF TRANSPORTATION'S STANDARD CONSTRUCTION DRAWING BP-5.1 WITH THE FOLLOWING THREE EXCEPTIONS:

1. THE CURB HEIGHT SHALL BE 8".
2. THE CURB SHALL BE CONSTRUCTED WITH CITY OF DAYTON CLASS D CONCRETE.
3. AGGREGATE BASE SHALL EXTEND 12" BEYOND THE BACK OF CURB.

SEE SHEET 27 FOR THE DETAIL OF ITEM 609, CURB TYPE 6, AS PER PLAN

CALCULATED MAS
CHECKED JAS

GENERAL NOTES

MOT-75-12.00

ITEM 608, WALKWAY, MISC.: SINCLAIR CONCRETE PAVERS

THE CONCRETE PAVERS TO BE USED TO CONSTRUCT THE SIDEWALK AT SINCLAIR COMMUNITY COLLEGE SHALL MEET THE FOLLOWING SPECIFICATIONS OR APPROVED EQUAL:

PATTERN: UNI-DECOR, SOLID, INTERLOCKING PAVING UNITS
SPECIFICATIONS: ASTM C 936, NORMAL-WEIGHT AGGREGATES IN THE FOLLOWING SIZES: 4" X 8", 8" X 8" STANDARD; 3" THICK

THE AGGREGATE SETTING MATERIALS SHALL MEET THE FOLLOWING SPECIFICATIONS:

SAND FOR LEVELING COURSE: FINE, SHARP, NONPLASTIC AGGREGATE COMPLYING WITH ASTM C 33
SAND FOR JOINTS: FINE, SHARP, MASONRY SAND WITH 100% PASSING THE NO. 16 (1.18 mm) SIEVE AND NO MORE THAN 10% PASSING THE NO. 200 (0.075 mm) SIEVE.

CONTRACTORS ARE REQUIRED TO SUBMIT SAMPLES TO THE ENGINEER AND SINCLAIR COMMUNITY COLLEGE DURING THE SHOP DRAWING PHASE. THE COLOR OF THE CONCRETE PAVERS SHALL MATCH THE COLOR OF THE EXISTING CONCRETE PAVERS.

CONCRETE PAVERS MANUFACTURER INFORMATION:

PAVESTONE COMPANY	UNILOCK OHIO, INC.
8479 BROADWELL ROAD	12560 SHEETS ROAD
CINCINNATI, OH 45244	RITTMAN, OH 44270
513-474-3783	330-927-4000
(FAX) 513-474-6683	(FAX) 330-927-1400
www.paveston.com	www.unilock.com

BORGERT PRODUCTS, INC.
8646 RIDGEWOOD ROAD
ST. JOESEPH, MN 56374
320-363-4671
(FAX) 320-363-8516
www.borgertproducts.com

PAYMENT FOR ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO INSTALL THE CONCRETE PAVERS SHALL BE PAID FOR BY ITEM 608 - WALKWAY, MISC.: SINCLAIR CONCRETE PAVERS.

PAVEMENT RESTORATION FOR MONUMENT ASSEMBLY INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 823 MONUMENT ASSEMBLIES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22 4 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 9 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE MONUMENT ASSEMBLIES.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

EXISTING PLANS

CONTACT ODOT CENTRAL OFFICE FOR EXISTING PLANS.

CONCRETE JOINT DETAILS - CITY OF DAYTON STANDARDS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. CONSTRUCT THE CONCRETE JOINTS FOR THE LOCAL CITY STREETS PER THE CITY OF DAYTON STANDARD DRAWINGS FOR CONSTRUCTION OF STREET, SIDEWALKS, ALLEYS, STREET LIGHTING, TRAFFIC SIGNAL AND CONSTRUCTION IN PLATS DATED DCEMBER 13, 2006. SEE PAGES 3 OF 46 THROUGH 6 OF 46 FOR DETAILS. THE CITY OF DAYTON STANDARD CONSTRUCTION DRAWINGS ARE AVAILABLE IN THE DEPARTMENT OF PUBLIC WORKS.

CONDUIT, MISC. : 18" VALVE

AT THE EXISTING 18" CONCRETE STORM OUTLET AT STA. 62+59.60, 41.10' LT OF PED PATH 1, INSTALL A RUBBER TIDEFLEX SERIES 35-1 CHECK VALVE IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTALLATION AND OPERATION MANUAL AND APPROVED SUBMITTALS. THE CONTACT SHALL CONTACT A REPRESENTATIVE, OR LIKE VENDOR, FROM THE FOLLOWING LIST TO ENSURE PROPER INSTALLATION:

HYDRO CONTROLS INC.	ROSS CONSTROLS
513-474-7400	330-666-6654
513-474-7401 (FAX)	330-666-6867 (FAX)
valves@ hydrocontrols.net	sales@ross-controls.com
www.hydrocontrols.net	www.ross-controls.com
473 CINCINNATI-BATAVIA PIKE	P.O. BOX 4141
CINCINNATI, OH 45244	AKRON, OH 44321

PRECISION PUMP & VALVE SERICE, INC.
304-776-1710
304-776-7874 (FAX)
nstaggs@ppvs.com
www.ppvs.com
517 OLD GOLF MOUNTAIN ROAD
CHARLESTON, WV 25313

THE FOLLOWING ITEM, REFERENCE NUMBER D-234, HAS BEEN INCLUDED IN THE DRAINAGE SUBSUMMARY FOR THE WORK NOTED ABOVE:

ITEM 603 - CONDUIT, MISC.: 18" VALVE 1 EACH

MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN

AT THE EXISTING MANHOLE ON THE BASELINE OF PED PATH 1 AT STA. 62+62.30, REMOVE THE EXISTING STEM AND OPERATOR. CONSTRUCT A NEW MANHOLE COVER UTILIZING A BILCO DOOR TO BE INSTALLED AT THE ELEVATION OF PED PATH 1. REMOVE THE NECESSARY PORTION OF THE EXISTING MANHOLE IN ORDER TO RECONSTRUCT THE TOP OF THE MANHOLE FROM THE EXISTING ELEVATION OF 744.45 TO THE PROPOSED ELEVATION OF 742.87. THE MAHNOLE COVER AND DOOR SHALL BE DESIGNED TO WITHSTAND VEHICULAR TRAFFIC. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING STRUCTURE MEASUREMENTS TO DETERMINE THE PROPER BILCO DOOR. THE CONTRACTOR SHALL ALSO CONTACT A REPRESENTATIVE, OR LIKE MANUFACTURER, FROM THE FOLLOWING LIST IN ORDER TO SELECT THE PROPER BILCO DOOR:

ENGINEERED SYSTEMS	WELLING/DBW INC.
614-430-0303	513-793-6900
614-430-0404 (FAX)	513-793-6988 (FAX)
engineeredsys@aol.com	www.wellinginc.com
9753 FAIRWAY DRIVE	joe@wellinginc.com
POWELL, OH 43065	7781 COOPER ROAD
	CINCINNATI, OH 45242

H.M.G. INC.
248-888-9574
248-888-9587 (FAX)
hmginc@aol.com
P.O. BOX 1013
23021 FREDERICK
FARMINGTON, MI 48336

THE FOLLOWING ITEM, REFERENCE NUMBER D-235, HAS BEEN INCLUDED IN THE DRAINAGE SUBSUMMARY FOR THE WORK NOTED ABOVE:

ITEM 604 - MAHNOLE RECONSTRUCTED TO GRADE, AS PER PLAN 1 EACH

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THE TABLE BELOW OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL	
POSITIONING METHOD:	VRS / TOTAL STATION
MONUMENT TYPE:	SEE TABLE BELOW
VERTICAL POSITIONING	
ORTHOMETRIC HEIGHT DATUM:	NAVD 88
GEOID:	GEOID 03
HORIZONTAL POSITIONING	
REFERENCE FRAME:	NAD 83 (1995)
ELLIPSOID:	GRS 80
MAP PROJECTION:	OHIO STATE PLANE SOUTH
COORDINATE SYSTEM:	GROUND
COMBINED SCALE FACTOR:	0.999928580 (PAF = 1.000071425)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 823, THE DEPARTMENT'S MAPPING AND SURVEY SPECIFICATION, AND STANDARD CONSTRUCTION DRAWING RM-1.1.

SEE THE MONUMENT TABLE(S) ON SHEET 1481 AND 1482 FOR THE COORDINATES, ELEVATION, EXISTING MONUMENT DESCRIPTION, AND PROPOSED MONUMENT TYPE.

PROVIDE DELIVERABLES ACCORDING TO THE DEPARTMENTS'S MAPPING AND SURVEY SPECIFICATION TO THE PROJECT ENGINEER.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

THE FOLLOWING ESTIMATED QUANTITES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 823	CONSTRUCTION LAYOUT STAKES	LUMP SUM
ITEM 823	MONUMENT ASSEMBLY	14 EACH
ITEM 823	REFERENCE MONUMENT	37 EACH
ITEM 823	RIGHT-OF-WAY MONUMENT	73 EACH

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

ITEM 202, PIPE REMOVED, 24" AND UNDER, AS PER PLAN

TRENCHES RESULTING FROM PIPE REMOVALS SHALL BE BACKFILLED WITH LOW-STRENGTH MORTAR. FOR AREAS WITHIN MSE WALL FOUNDATION PREPARATION/EXCAVATION LIMITS, SEE MSE WALL PLANS 838, 843, 851, 854, 864, 866, AND 885.

ITEM 202, PIPE REMOVED, OVER 24", AS PER PLAN

TRENCHES RESULTING FROM PIPE REMOVALS SHALL BE BACKFILLED WITH LOW-STRENGTH MORTAR. FOR AREAS WITHIN MSE WALL FOUNDATION PREPARATION/EXCAVATION LIMITS, SEE MSE WALL PLANS 838, 843, 851, 854, 864, 866, AND 885.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING 209, LINEAR GRADING AS PER PLAN, AND PAVING UNDER THE GUARDRAIL USING 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22, UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING AS PER PLAN, SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

HERBICIDE SHALL BE EPA APPROVED FOR PAVING UNDER GUARDRAIL. IT SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S INSTRUCTIONS.

EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE OHIO DEPARTMENT OF AGRICULTURE AS A COMMERCIAL APPLICATOR AND ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING SHALL BE LICENSED AS COMMERCIAL OPERATORS IN THE APPROPRIATE SPRAY CATEGORY.

HERBICIDE LABEL, MATERIAL SAFETY DATA SHEET AND COPY OF APPLICATORS LICENSES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION PRIOR TO COMMENCING WORK.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 448 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING, METHODS:

METHOD A: 1) SET GUARDRAIL POSTS

2) PLACE ITEM 448

METHOD B: 1) PLACE ITEM 448

2) BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)

3) SET GUARDRAIL POSTS

4) PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, PG 64-22, UNDER GUARDRAIL, AS PER PLAN.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS OF UNSUITABLE MATERIAL ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204, PROOF ROLLING 37 HOURS.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE. IN ADDITION TO THE EXCAVATION QUANTITIES SHOWN IN THE CROSS SECTIONS, THE QUANTITY BELOW IS INTENDED TO BE USED FOR EXCAVATING AND REPLACING UNSUITABLE MATERIAL AS OUTLINED IN THE ABOVE SEQUENCE.

ITEM 204, EXCAVATION OF SUBGRADE 10900 C.Y.

ITEM 204, GRANULAR MATERIAL, TYPE B 10900 C.Y.

ITEM 204, GEOTEXTILE FABRIC 32606 S.Y.

FENCE LENGTHS

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

IN AREAS WHERE EXISTING CHAIN LINK FENCE WILL REMAIN, DAMAGED FENCE SHOULD BE REPLACED WITH THIS PROJECT, AS DIRECTED BY THE ENGINEER.

ITEM 607 - FENCE, TYPE CL 100 FT.

EXTENSION TO THE COMPLETION DATE FOR WEATHER

EXTENSIONS OF TIME FOR THE DURATION OF THE ENTIRE PROJECT WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH SECTION 108.06 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT DELAYS CAUSED BY WEATHER OR SEASONAL CONDITIONS SHOULD BE ANTICIPATED AND WILL BE CONSIDERED AS THE BASIS FOR AN EXTENSION OF TIME ONLY WHEN THE ACTUAL WORK DAYS LOST EXCEEDS THE NUMBER OF WORK DAYS LOST EACH MONTH DUE TO INCLEMENT WEATHER AS DETERMINED BY THE FOLLOWING SCHEDULE:

MONTH	NUMBER OF WORK DAYS LOST DUE TO WEATHER
JANUARY	8
FEBRUARY	8
MARCH	7
APRIL	3
MAY	2
JUNE	2
JULY	2
AUGUST	2
SEPTEMBER	2
OCTOBER	3
NOVEMBER	6
DECEMBER	6

THIS TABLE APPLIES TO THE DURATION BETWEEN CONTRACT EXECUTION AND ORIGINAL COMPLETION DATE. EXTENSIONS FOR WEATHER DAYS BEYOND THE ORIGINAL COMPLETION DATE WILL BE DETERMINED IN ACCORDANCE WITH 108.06.C.

COORDINATION BETWEEN CONTRACTOR AND RTA

THE CONTRACTOR SHALL COORDINATE WITH RTA DURING THE CONSTRUCTION OF FIFTH STREET, AND OTHER LOCAL STREETS WHERE RTA FACILITIES ARE AFFECTED BY THE MAINTENANCE OF TRAFFIC PLANS AND PROPOSED IMPROVEMENTS, IN ORDER TO MAINTAIN BUS STOPS ALONG THE AFFECTED RTA ROUTE. THE CONTRACTOR SHALL NOTIFY RTA AT LEAST 48 HOURS BEFORE LANES WILL BE SHIFTED. ONCE NOTIFIED, RTA FORCES WILL RELOCATE THE BUS STOP SIGNS TO THE NEW BUS STOP LOCATIONS. THE CONTACT PERSON FOR RTA IS LISTED BELOW:

HOWARD BARD
600 LONGWORTH STREET
DAYTON, OHIO 45402
(937) 425-8355

CONTROL POINT TABLE

POINTS IN BOLD ARE PRIMARY CALIBRATION POINTS,
FOLLOWING ARE SUPPLEMENTAL POINTS FOR LAYOUT CONTROL

POINT NO.		GRID COORDINATES		GRID COORDINATES		ELEV.
		NORTH	EAST	NORTH	EAST	
ELGIN	DISK					**733.513**
SA43	IPs	**643318.017**	**1489388.031**	643272.071	1489281.659	759.828
SA44	IPs	**643554.620**	**1489649.660**	643508.657	1489543.269	754.388
SA50	DRILL	**646646.951**	**1490269.694**	646600.768	1490163.259	753.728
SA51	DRILL	646780.416	1490980.017	646734.223	1490873.531	736.229
SA52	DRILL	**650053.265**	**1495510.549**	650006.838	1495403.740	0.000
SA53	DRILL	**650691.870**	**1495356.738**	650645.398	1495249.940	0.000
SD01	VRS	643189.570	1489222.564	643143.633	1489116.204	734.091
SD02	TS	643414.221	1489365.180	643368.268	1489258.810	732.653
SD03	TS	643139.988	1489543.323	643094.055	1489436.940	735.451
SD04	VRS	643942.777	1490217.967	643896.787	1490111.536	743.643
SD05	VRS	644229.692	1489991.247	644183.681	1489884.832	738.123
SD06	VRS	644877.093	1490019.630	644831.036	1489913.213	739.783
SD07	DISK	644702.833	1489791.558	644656.788	1489685.157	747.073
SD08	VRS	644757.338	1490190.081	644711.289	1490083.652	737.413
SD09	VRS	644543.887	1490209.846	644497.854	1490103.415	733.573
SD10	VRS	644841.372	1490573.096	644795.317	1490466.639	732.213
SD11	VRS	645280.117	1489755.477	645234.031	1489649.079	751.333
SD12	VRS	645348.964	1490189.548	645302.873	1490083.119	734.893
SD13	VRS	645417.738	1490511.655	645371.642	1490405.203	732.443
SD14	VRS	645571.663	1490871.275	645525.556	1490764.797	733.133
SD15	VRS	645645.154	1491426.996	645599.042	1491320.478	735.900
SD16	VRS	645781.914	1490873.913	645735.792	1490767.435	734.716
SD17	VRS	645986.761	1490086.278	645940.625	1489979.856	745.003
SD18	VRS	645872.425	1490373.663	645826.297	1490267.221	735.833
SD19	VRS	646043.816	1490463.788	645997.676	1490357.339	741.994
SD20	VRS	645898.750	1490660.325	645852.620	1490553.862	734.425
SD21	VRS	645996.956	1491004.741	645950.819	1490898.254	735.392
SD22	TS	646143.631	1491313.355	646097.483	1491206.846	736.471
SD23	VRS	644115.987	1490009.623	644069.984	1489903.207	724.421
SD24	VRS	644523.760	1489793.985	644477.728	1489687.584	723.850
SD25	VRS	644972.999	1489663.042	644926.935	1489556.650	725.918
SD26	VRS	645448.345	1489636.097	645402.247	1489529.707	726.377
SD27	VRS	645805.158	1489781.316	645759.035	1489674.916	727.696
SD28	VRS	646174.722	1490046.054	646128.572	1489939.635	726.725
SD29	VRS	646545.445	1490338.455	646499.269	1490232.015	727.244
SD30	VRS	646843.214	1490671.259	646797.017	1490564.795	727.743
SD31	VRS	647042.151	1491098.931	646995.939	1490992.437	727.841
SD32	TS	646688.672	1490640.152	646642.486	1490533.690	747.638
SD33	VRS	646307.924	1490798.557	646261.765	1490692.084	737.447
SD34	VRS	646482.238	1490910.976	646436.066	1490804.495	736.378
SD35	TS	647707.754	1490847.825	647661.495	1490741.349	743.418
SD36	VRS	647662.627	1491101.588	647616.371	1490995.094	748.338
SD37	VRS	647568.872	1490810.062	647522.623	1490703.588	747.698
SD38	VRS	647522.117	1490845.748	647475.871	1490739.272	727.088
SD61	TS	643358.403	1489763.867	643312.455	1489657.468	739.346
SD65	VRS	645117.537	1490139.210	645071.463	1490032.784	745.970
SD66	VRS	645667.642	1490648.868	645621.528	1490542.406	734.073
SD68	VRS	645657.836	1490239.747	645611.723	1490133.314	745.366
SD69	VRS	645687.250	1489870.095	645641.135	1489763.689	746.723
SD70	VRS	646501.560	1490488.676	646455.387	1490382.225	747.745
SD71	VRS	646259.167	1490322.379	646213.011	1490215.940	748.499
SD77	VRS	646567.842	1490815.200	646521.664	1490708.726	737.221
SD78	VRS	647596.347	1491122.777	647550.096	1491016.281	727.408
SD066	VRS	644724.347	1490031.235	644678.301	1489924.817	740.330
SO41	VRS	645892.163	1489986.748	645846.033	1489880.333	748.123
SO42	VRS	645576.120	1490928.832	645530.013	1490822.350	733.403
SO45	VRS	646025.966	1490017.389	645979.827	1489910.972	749.209

CALCULATED MAS CHECKED JAS

GENERAL NOTES

MOT-75-12.00

GENERAL

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE THROUGH VEHICULAR ACCESS IN BOTH DIRECTIONS ON THE I-75 MAINLINE AT ALLTIMES THROUGHOUT THE PROJECT AREA. IN ADDITION, THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON THIRD STREET IN BOTH DIRECTIONS AT ALL TIMES. THE PROJECT SHALL BE CONSTRUCTED IN PHASES TO MINIMIZE TRAFFIC DISRUPTION AND INCONVENIENCE TO THE GENERAL PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL EQUIPMENT, MATERIALS AND MANPOWER NEEDED TO ADEQUATELY MAINTAIN TRAFFIC AS PROVIDED FOR IN THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR IS REMINDED THAT, IN THE CONDUCT OF THIS PROJECT, THE SEQUENCE OF OPERATIONS SHALL BE PLANNED IN A FASHION WHICH MINIMIZES THE NUMBER OF LANE REDUCTIONS AND/OR LANE WIDTH REDUCTIONS REQUIRED TO MAINTAIN TRAFFIC THROUGH THE PROJECT.

PERMITTED LANE CLOSURES SHALL BE AS DESCRIBED ON SHEET 173 . THE TIME LIMITS SHOWN IN THIS TABLE SHALL BE ADHERED TO OR DISINCENTIVES WILL BE ASSESSED.

ITEM 614 - MAINTAINING TRAFFIC

THE PURPOSE OF THIS PROJECT IS TO PROVIDE FOR THE UPGRADE, REALIGNMENT AND RECONSTRUCTION OF I-75 ALONG WITH THE ASSOCIATED ENTRANCE AND EXIT RAMPS AND SURFACE STREETS INCLUDING SOUTH ROBERT DRIVE, FIRST STREET, SECOND STREET, THIRD STREET, VISTA VIEW AND MAXWELL DRIVE IN THE CITY OF DAYTON, OHIO. WORK IS TO INCLUDE BRIDGE STRUCTURE, RETAINING WALL, PAVEMENT, DRAINAGE, UTILITY IMPROVEMENTS, TRAFFIC SIGNALS, PAVMENT MARKING AND SIGNING.

AT LEAST TWO (2) LANES NORTHBOUND AND THREE (3) LANES SOUTHBOUND ARE TO BE MAINTAINED ON THE I-75 MAINLINE. ENTRANCE AND EXIT RAMP CLOSURES AND DETOURS ARE PERMITTED AS SHOWN IN THE PLAN. SURFACE STREET CLOSURES AND DETOURS ARE PERMITTED AS SHOWN IN THE PLAN. TWO WAY TRAFFIC IS TO BE MAINTAINED ON THIRD STREET AT ALL TIMES.

WORK ZONES SHALL BE PER THE CONSTRUCTION SEQUENCE PHASES AND PARTS AS SHOWN ON THE PLAN DETAILS FOR MAINTENANCE OF TRAFFIC OPERATIONS. WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ODOT TRAFFIC ENGINEERING MANUAL (TEM), APPLICABLE STANDARD DRAWINGS AND PROCEDURES DETAILED IN THIS PLAN.

WHENEVER A TOTAL CLOSURE IS IMPLEMENTED, THE CONTRACTOR SHALL CONFORM TO THE PRACTICES OUTLINED ON SHEET 173 .

LIGHTING USED TO ILLUMINATE THE WORK AREA SHALL BE AIMED AND SHIELDED TO PREVENT GLARE ENCROACHING INTO OPEN TRAFFIC LANES. FOR ADDITIONAL NOTES SEE THE "FLOODLIGHTING" NOTE.

ALL SIGNS, BARRICADES, SIGN SUPPORTS, CONES, DRUMS, FLAGGERS AND INCIDENTALS SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MOST RECENT REVISION, CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD), EXCEPT AS NOTED WITHIN. INTERFERENCE WITH VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM AT ALL TIMES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTION OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS ITEMIZED SEPARATELY IN THE PLAN. IN ADDITION, THE CONES, DRUMS, AND SIGNS SUPPLIED FOR THIS PROJECT SHALL BE NEW WHEN INITIALLY BROUGHT TO THE PROJECT; USED SIGN SUPPORTS WILL BE PERMITTED.

GENERAL

TRAFFIC ON THE I-75 MAINLINE, VARIOUS RAMPS AND THIRD STREET IS TO BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE LANE CLOSURE NOTES SHOWN ON SHEET 50 .

THE PROJECT IS DIVIDED INTO EIGHT (8) PHASES OF WORK. THE SEQUENCE OF CONSTRUCTION SHALL BE PHASE 1, PHASE 2, PHASE 3, PHASE 4, PHASE 5, PHASE 6A, PHASE 6B, PHASE 7A, PHASE 7A, PHASE 8A AND PHASE 8B.

TRAFFIC WIDTH REQUIREMENTS

THE MINIMUM LANE WIDTHS ARE SHOWN IN THE MAINTENANCE OF TRAFFIC DETAILS. IF NOT SPECIFICALLY SHOWN, THEY SHALL CONSIST OF A MINIMUM 11'-0" WIDE LANE(s) PLUS A 1'-6" MINIMUM BUFFER ON EACH SIDE TO GUARDRAIL, PARAPETS, DRUMS, BARRIER OR OTHER OBJECTS AND 2'-0" TO THE EDGE OF PAVED SURFACES.

IMPLEMENTATION OF MAINTENANCE OF TRAFFIC ZONES

NO PLACEMENT OR REMOVAL OF MAINTENANCE OF TRAFFIC ITEMS SUCH AS PAVEMENT MARKINGS, DRUMS, PCB, ETC. SHALL BE DONE DURING RUSH HOURS, 6 AM TO 7 PM. WHEN LANE CLOSURES ARE NEEDED TO PERFORM THIS WORK, THEY SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE LANE CLOSURE NOTES ON SHEET 50.

WORK DEFINITION

FOR PURPOSE OF DISCUSSION OF THE SEQUENCE OF CONSTRUCTION NOTES,"LEFT" AND "RIGHT" DESIGNATES THE DIRECTION OF TRAVEL OF THE TRAFFIC AND DOES NOT NECESSARILY REFLECT THE DIRECTION OF THE MAINLINE OR RAMP STATIONING. FOR SIMPLIFICATION, OF THE SEQUENCE OF CONSTRUCTION TEXT, DESIGNATION OF "CONSTRUCT PAVEMENT" INCLUDES ALL ANCILLARY ITEMS SUCH AS PAVEMENT REPAIR, RESURFACING, DRAINAGE, GUARDRAIL, TRAFFIC CONTROL SIGNS, LIGHTING, ETC. WITHIN THAT PAVEMENT SECTION.

614, WORK ZONE EDGE LINE, CLASS 1, AS PER PLAN, 6"
614, WORK ZONE LANE LINE, CLASS 1, AS PER PLAN, 6"
614, WORK ZONE CHANNELIZING LINE, CLASS 1, AS PER PLAN, 12"
614, WORK ZONE DOTTED LINE, CLASS 1, AS PER PLAN, 12"

EDGE LINES AND LANE LINES PLACED ON MAINLINE PAVEMENTS AND RAMPS OF IR-75 WITHIN THESE PLANS SHALL BE IN ACCORDANCE WITH CMS 614 EXCEPT THE WIDTH SHALL BE SIX INCHES (6") USING APPROPRIATE ASSOCIATED APPLICATION RATES.

CHANNELIZING LINES PLACED ON MAINLINE PAVEMENTS AND RAMPS OF IR-75 WITHIN THESE PLANS SHALL BE IN ACCORDANCE WITH CMS 614 EXCEPT THE WIDTH SHALL BE TWELVE INCHES (12") USING APPROPRIATE ASSOCIATED APPLICATION RATES.

DOTTED LINES PLACED ON FINAL PAVEMENTS OF IR-75 AND RAMPS WITHIN THESE PLANS SHALL BE IN ACCORDANCE WITH CMS 614. THE WIDTH SHALL BE THE SAME AS THE LINE IT IS EXTENDING, IN THE CASE OF IR-75 AND RAMP PAVEMENTS, THIS IS TWELVE INCHES (12"). USE APPROPRIATE ASSOCIATED APPLICATION RATES.

USE STANDARD LINE WIDTHS PER CMS 614 FOR THESE ITEMS WHEN APPLIED TO LOCAL ROADWAYS.

PAVEMENT CONSTRUCTION

ALL ASPHALT CONCRETE OPERATIONS SHALL BE CONDUCTED IN A MANNER THAT WILL MINIMIZE DANGER AND INCONVENIENCE TO THE HIGHWAY USERS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE "SCHEDULE OF THROUGH LANES TO BE MAINTAINED." THE PROCEDURE FOR THE REMOVAL OR PLACEMENT OF ANY EXISTING OR PROPOSED ASPHALT COURSE SHALL BE SUCH THAT NO GREATER THAN 1 ½" DISCONTINUITY IN THE ELEVATION OF THE TRAVELED SURFACE SHALL BE EXPOSED TO TRAFFIC.

TRAFFIC SHALL NOT BE PERMITTED TO CROSS ANY PARTIAL-WIDTH REMOVAL OR RESURFACING JOINT EXCEPT AS NECESSARY DURING THE ACTUAL REMOVAL OR PAVING OPERATION. ANY PARTIAL-WIDTH LONGITUDINAL JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT STEEPER THAN 6:1.

TEMPORARY TRANSVERSE REMOVAL OR PAVING JOINTS WHICH MUST BE EXPOSED TO TRAFFIC SHALL BE RAMPED USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC AT A RATE NOT TO EXCEED 1" IN 10'.

FOR REMOVAL OF EXISTING OVERLAYS, A TRANSITION MAY BE PLANED INTO THE EXISTING OVERLAY AND MAY BE SUBSTITUTED FOR THE ASPHALT RAMPS PREVIOUSLY DESCRIBED.

WHENEVER TRAFFIC IS SUBJECT TO PARTIAL WIDTH REMOVALS OR OVERLAYS PRIOR TO FULL WIDTH COMPLETION, THE CONTRACTOR SHALL PROVIDE W8-11-48 SIGNS (DUAL SIGN INSTALLATION). PLACEMENT SHALL BE AS DIRECTED BY THE ENGINEER AND INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF SIGNS, DRUMS, PCB AND FLASHING ARROW PANELS, IN ADDITION TO THOSE PROVISIONS SET FORTH IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS PER MT-101.90.

BRIDGE STAGE CONSTRUCTION DETAILS

FOR BRIDGE CONSTRUCTION DETAILS SEE SHEETS 901 THRU 1476.

FOR WALL CONSTRUCTION DETAILS SEE SHEETS 813 THRU 900.

FOR BRIDGE AND WALL DESIGNATIONS SEE SHEET 79.

NON-WORK PERIOD FOR MULTI-YEAR CONTRACTS:

IDENTIFY THE ENTIRE MONTH OF EACH NOVEMBER OF THE ORIGINAL CONTRACT PERIOD AS A NON-WORK PERIOD IN THE CPM CALENDARS. THIS NON-WORK PERIOD WILL BE MADE AVAILABLE FOR USE AS AN OPPORTUNITY TO MITIGATE CRITICAL DELAYS. THE CONTRACTOR WILL BE PERMITTED TO CONTINUE WORK DURING THIS NON-WORK PERIOD BUT MUST GIVE PRECEDENCE TO PERFORMING WORK THAT MITIGATES ANY EXISTING PROJECT DELAY. MITIGATE CRITICAL DELAYS IN THE FOLLOWING ORDER:

1) EXCUSABLE, COMPENSABLE DELAYS
2) NON-EXCUSABLE DELAYS
3) EXCUSABLE, NON-COMPENSABLE DELAYS

THE DEPARTMENT WILL COMPENSATE THE CONTRACTOR FOR ADDITIONAL COSTS INCURRED DUE TO COLD WEATHER WORK RESULTING FROM THE MITIGATION OF AN EXCUSABLE, COMPENSABLE DELAY OR DEPARTMENT DIRECTED MITIGATION OF AN EXCUSABLE, NON-COMPENSABLE DELAY.

COMPENSATION FOR THESE ADDITIONAL COLD WEATHER WORK COSTS WILL BE COMPUTED PER C&MS 109.05.A, B, C & E. PROVIDE NOTICE PER C&MS 104.02.G FOR ADDITIONAL COSTS, OTHER THAN COLD WEATHER WORK IMPACTS THAT ARE A DIRECT RESULT OF MITIGATING EXCUSABLE, COMPENSABLE OR DEPARTMENT DIRECTED EXCUSABLE, NON-COMPENSABLE DELAYS DURING THIS TIME PERIOD. MITIGATION OF ANY DELAY, WHETHER CAUSED BY THE DEPARTMENT, CONTRACTOR, THIRD-PARTY OR AN INTERVENING EVENT, IS A SHARED CONTRACT AND LEGAL REQUIREMENT. EXECUTE REASONABLE MITIGATION EFFORTS IN A TIMELY MANNER.

BY THE FOLLOWING DECEMBER 10TH, DETERMINE THE EFFECT OF MITIGATION OF ANY DELAY USING THE SCHEDULE UPDATE WITH A DATA DATE OF NOVEMBER 30TH BY INCLUDING APPROPRIATE FRAGNETS FOR MITIGATION ACTIVITIES PERFORMED. A CHANGE ORDER WILL THEN BE WRITTEN TO MODIFY THE FINAL COMPLETION DATE AND ANY INTERIM COMPLETION DATES (LUMP SUM MINUS INCENTIVE DATES) BY THE NUMBER OF DAYS MITIGATED AS SHOWN BY THIS SCHEDULE UPDATE.

I-75 NB TO SR 4 RAMP CLOSURE

THE I-75 NORTHBOUND TO SR-4 EXIT RAMP WILL BE CLOSED AS A RESULT OF CONSTRUCTION BY OTHERS. THIS CLOSURE IS EXPECTED TO BE IN PLACE DURING PHASE 1 AND PHASE 2,3,4 OF THIS PROJECT. A DETOUR WILL BE PROVIDED AND MAINTAINED BY OTHERS.

SEQUENCE OF CONSTRUCTION

PRE-PHASE CONSTRUCTION

REPLACE EXISTING SHOULDERS USING ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN IN THE AREAS DESIGNATED ON SHEETS 85 THRU 98 AND AS DIRECTED BY THE ENGINEER. REPLACE DESIGNATED SHOULDERS ON THE LEFT SIDE OF I-75 NORTHBOUND BEFORE IMPLEMENTING THE PHASE I TRAFFIC PATTERN. SEE EXISTING SHOULDER RECONSTRUCTION NOTE FOR ADDITIONAL REQUIREMENTS/DETAILS.

PHASE 1 CONSTRUCTION

1 WIDEN EXISTING BRIDGE MOT-75-1261 R AND APPROACH SLABS AND WIDEN EXISTING ROADWAY FROM BRIDGE MOT-75-1261 R TO BRIDGE MOT-75-1271 R.

2 CONSTRUCT CROSS-OVERS AT NORTH AND SOUTH PROJECT LIMITS.

3 MAINTAIN 3 LANES ON I-75 NORTHBOUND ON EXISTING PAVEMENT AND BRIDGES. MAINTAIN ALL LOCAL TRAFFIC.

4 CLOSE I-75 NORTHBOUND EXITS TO THIRD STREET AND FIRST STREET. SEE SHEETS 58 AND 59 FOR DETOURS.

5 CLOSE I-75 NORTHBOUND ENTRANCE RAMP FROM SECOND STREET.

6 CLOSE I-75 NORTHBOUND ENTRANCE RAMP FROM US-35.

PHASE 1A & 1B CONSTRUCTION

PHASE 1A AND 1B ARE PROVIDED TO CONNECT THE PHASE 1 TRAFFIC PATTERN FROM THIS PROJECT (MOT-75-12.00) WITH PHASE 3-5 AND 3-6 OF THE ADJACENT PROJECT TO THE SOUTH (MOT-75-11.01).

CALCULATED HB
CHECKED DJW

MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-75-12.00

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2 CONSTRUCTION

AN ADJOINING PROJECT TO THE SOUTH (MOT-75-11.01) MUST BE FINISHED WITH ALL WORK NORTH OF WASHINGTON STREET BEFORE PHASE 2 TRAFFIC PATTERNS CAN BE IMPLEMENTED ON MAINLINE I-75.

MAINTAIN I-75 NORTHBOUND (2 LANES) AND SOUTHBOUND (3 LANES) TRAFFIC ON EXISTING NORTHBOUND PAVEMENT AND BRIDGES UTILIZING A CROSSOVER.

MAINTAIN FREEWAY ENTRANCE AND EXIT ACCESS PER DETOUR SHOWN ON SHEETS 56 TO 64 .

MAINTAIN LOCAL TRAFFIC WITH THE EXCEPTION OF S ROBERT DRIVE AND FIRST STREET. S ROBERT DRIVE AND FIRST STREET TO BE DETOURED AS SHOWN ON SHEETS 65 .

MAINTAIN TRAFFIC ON SECOND STREET.

TO BE CLOSED

1 I-75 NB EXIT RAMP TO THIRD ST, SEE SHEET 58 FOR DETOUR.

2 I-75 NB EXIT RAMP TO FIRST ST, SEE SHEET 59 AND 61 FOR DETOUR.

3 I-75 NB ENTRANCE RAMP FROM THIRD ST, SEE SHEET 64 FOR DETOUR.

4 I-75 NB ENTRANCE RAMP FROM SECOND ST, SEE SHEET 64 FOR DETOUR.

5 I-75 SB ENTRANCE RAMP FROM SECOND ST, SEE SHEET 64 FOR DETOUR.

6 I-75 SB ENTRANCE RAMP FROM MONUMENT, SEE SHEET 64 FOR DETOUR.

7 I-75 SB EXIT RAMP TO SECOND ST, SEE SHEET 62 FOR DETOUR.

8 I-75 SB EXIT RAMP TO FIRST ST, SEE SHEET 62 FOR DETOUR.

9 S ROBERT DR NB FROM SINCLAIR COLLEGE TO THIRD ST, SEE SHEET 65 FOR DETOUR.

10 FIRST STREET FROM S ROBERT DR TO RED CROSS LN, SEE SHEET 65 FOR DETOUR.

11 MAXWELL DR AT FIRST ST, SEE SHEET 65 FOR DETOUR.

12 S ROBERT DR FROM SINCLAIR COLLEGE TO THIRD ST, SEE SHEET 65 FOR DETOUR.

13 MAINTAIN CLOSURE I-75 NB ENTRANCE RAMP FROM US-35 EASTBOUND.

TO BE REMOVED

REMOVE FIRST ST, S ROBERT DR AND I-75 SB INCLUDING RAMPS AS SHOWN.

PHASE 3 CONSTRUCTION

MAINTAIN PHASE 2 TRAFFIC PATTERN

TO BE CONSTRUCTED

1 BRIDGES MOT-75-1227L, MOT-75-1248L, MOT-75-1267 L, MOT-75-1267 W AND MOT-75-1282 L

2 ROADWAY PORTIONS BETWEEN STRUCTURES ON I-75 SB, EXCLUDING AREA OVER EXISTING SECOND ST AS SHOWN

3 RAMPS C2 AND C4, EXCLUDING AREA OVER EXISTING SECOND ST AS SHOWN

4 PORTION OF NEW FIRST AND SECOND ST INTERSECTION

5 WESTERN PORTION OF RETAINING WALL No. 1

6 NORTHERN PORTION OF RETAINING WALL No. 3

7 WESTERN PORTION OF RETAINING WALL No. 4

8 S ROBERT DR NB SOUTH OF THIRD ST

9 WESTERN PORTION OF RETAINING WALL No. 5

PHASE 4 CONSTRUCTION

PHASE 4 CANNOT BEGIN UNTIL PHASE 3 CONSTRUCTION IS COMPLETE

MAINTAIN PHASE 2 TRAFFIC PATTERN, EXCEPT CLOSE SECOND STREET

TO BE CLOSED

1 SECOND ST FROM VISTA VIEW DR TO S ROBERT DR, SEE SHEET 65 FOR DETOUR

TO BE REMOVED

1 SECOND ST AS SHOWN

TO BE CONSTRUCTED

1 RAMP C2 AS SHOWN

2 RAMP C4 AS SHOWN

3 I-75 SB

4 COMPLETE RETAINING WALL No. 3

5 ENTIRE RETAINING WALL No. 6

PHASE 5 CONSTRUCTION

PRE-PHASE CONSTRUCTION

REPLACE EXISTING SHOULDERS USING ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN IN THE AREAS DESIGNATED ON SHEETS 85 THRU 98 AND AS DIRECTED BY THE ENGINEER. REPLACE DESIGNATED SHOULDERS ON I-75 SOUTHBOUND BEFORE IMPLEMENTING THE PHASE 5 TRAFFIC PATTERN. SEE EXISTING SHOULDER RECONSTRUCTION NOTE FOR ADDITIONAL REQUIREMENTS/DETAILS.

MAINTAIN I-75 NORTHBOUND (2 LANES) AND SOUTHBOUND (3 LANES) TRAFFIC ON THE NEW I-75 SOUTHBOUND PAVEMENT AND BRIDGES CONSTRUCTED IN PHASE 3 AND PHASE 4 UTILIZING A CROSSOVER.

MAINTAIN FREEWAY ENTRANCE AND EXIT ACCESS PER DETOUR SHOWN ON SHEETS 58 TO 64 .

MAINTAIN LOCAL TRAFFIC WITH THE EXCEPTION OF S ROBERT DRIVE, FIRST ST, SECOND ST, VISTA VIEW AND MAXWELL DRIVE. S ROBERT DRIVE, FIRST ST, SECOND ST, VISTA VIEW AND MAXWELL DR TO BE DETOURED AS SHOWN ON SHEET 66 .

TO BE CLOSED

1 FIRST ST AS SHOWN, SEE SHEET 66 FOR DETOUR

2 SECOND ST AS SHOWN, SEE SHEET 66 FOR DETOUR

3 RED CROSS LN, SEE SHEET 66 FOR DETOUR

4 VISTA VIEW DR, SEE SHEET 66 FOR DETOUR

5 S ROBERT DR BETWEEN THIRD ST AND MONUMENT AVE, SEE SHEET 66 FOR DETOUR

TO BE REMOVED

1 PORTIONS OF FIRST ST AS SHOWN

3 PORTIONS OF SECOND ST AS SHOWN

4 PORTIONS OF S ROBERT DR AS SHOWN

5 VISTA VIEW DR

6 PORTIONS OF RED CROSS LN AS SHOWN

7 S ROBERT DR AS SHOWN

8 I-75 NB AND RAMPS AS SHOWN

PHASE 6A CONSTRUCTION

MAINTAIN PHASE 5 TRAFFIC PATTERNS, MAINTAIN THIRD STREET TRAFFIC

TO BE CONSTRUCTED

1 ROADWAY PORTIONS BETWEEN STRUCTURES ON I-75 NB AS SHOWN

2 BRIDGES MOT-75-1227 R AND MOT-75-1282 R, MOT-75-1267 R, MOT-75-1248 R, MOT-75-1250 E AND MOT-75-1262 E

3 ENTIRE RETAINING WALL No. 2

4 COMPLETE RETAINING WALL No. 4

5 COMPLETE RETAINING WALL No. 5

6 COMPLETE RETAINING WALL No. 1

PHASE 6B CONSTRUCTION

MAINTAIN PHASE 5 TRAFFIC PATTERNS

MAINTAIN LOCAL ACCESS TO VISTA VIEW VIA THIRD STREET

TO BE CONSTRUCTED

1 C1 STREET

2 SECOND ST AND FIRST ST USING PART WIDTH CONSTRUCTION

3 NORTHERN PORTION OF VISTA VIEW DR AS SHOWN ON SHEET 79

4 RAMP C1, RAMP C5

5 SALEM AVE AS SHOWN ON SHEET 79

PHASE 7A CONSTRUCTION

PHASE 7A CONSTRUCTION CANNOT BEGIN UNTIL AFTER PHASE 6B CONSTRUCTION IS COMPLETE AND FIRST/SECOND/SALEM ARE OPEN TO TRAFFIC.

CONSTRUCT WATER LINE REPLACEMENT ON THIRD STREET BEFORE PAVEMENT WORK BEGINS.

MAINTAIN I-75 NORTHBOUND NORMAL TRAFFIC FLOW ON THE NEW I-75 NORTHBOUND PAVEMENT AND BRIDGES.

MAINTAIN I-75 SOUTHBOUND NORMAL TRAFFIC FLOW ON I-75 SOUTHBOUND PAVEMENT AND BRIDGES.

MAINTAIN FREEWAY ENTRANCE AND EXIT ACCESS USING COMPLETED RAMPS C1 AND C2. DO NOT OPEN RAMP C4 OR RAMP C5 TO TRAFFIC.

MAINTAIN I-75 SOUTHBOUND DETOUR AS SHOWN ON SHEETS 62 AND 63 . MAINTAIN LOCAL STREET DETOUR TO I-75 NORTHBOUND AS SHOWN ON SHEET 64 .

MAINTAIN LOCAL TRAFFIC ON NEW PAVEMENT AND BRIDGES WITH THE EXCEPTION OF THIRD ST, ROBERT DR AND S ROBERT DR.

MAINTAIN THIRD ST EASTBOUND AND WESTBOUND TRAFFIC ON EXISTING WESTBOUND PAVEMENT.

TO BE CONSTRUCTED

1 PARTIAL WIDTH THIRD ST AS SHOWN

2 ROBERT DR BETWEEN FIRST ST AND MONUMENT AVE

3 S ROBERT DR BETWEEN FOURTH ST AND S ROBERT DR NB

4 PEDESTRIAN PATH BETWEEN THIRD ST AND SALEM AVE AND MONUMENT AVE

PHASE 7B CONSTRUCTION

PHASE 7B CONSTRUCTION CANNOT BEGIN UNTIL AFTER PHASE 7A CONSTRUCTION IS COMPLETE.

MAINTAIN PHASE 7A TRAFFIC PATTERNS WITH THE EXCEPTION OF THIRD ST AND S ROBERT DR.

MAINTAIN THIRD ST EASTBOUND AND WESTBOUND TRAFFIC ON NEW EASTBOUND PAVEMENT.

MAINTAIN LOCAL ACCESS TO VISTA VIEW VIA SECOND ST.

TO BE CONSTRUCTED

1 PARTIAL WIDTH THIRD ST AS SHOWN

2 INTERSECTION PAVEMENT AT THIRD ST. AND RAMPS C4 AND C5 AND VISTA VIEW

OPEN RAMP C4 AND RAMP C5 TO TRAFFIC AT THE COMPLETION OF PHASE 7B.

PHASE 8A CONSTRUCTION

MAINTAIN I-75 NORTHBOUND (2 LANES) AND SOUTHBOUND (3 LANES) ON THE NEW I-75 NORTHBOUND AND SOUTHBOUND PAVEMENT.

TO BE CLOSED

I-75 NB EXIT TO MAIN ST, FOR DETOUR SEE SHEET 68

I-75 SB ENTRANCE FROM MAIN ST, FOR DETOUR SEE SHEET 67

TO BE CONSTRUCTED

PROPOSED MEDIAN BARRIER AND SHOULDER WITHIN THE LIMITS OF THE SOUTHERN CROSSOVER AREA.

PROPOSED MEDIAN BARRIER AND PROPOSED FULL DEPTH PAVEMENT (PART-WIDTH) FOR INSIDE LANES WITHIN THE AREA OF THE NORTHERN CROSSOVER AS SHOWN.

THE MAIN STREET EXIT AND/OR ENTRANCE RAMPS ON I-75 CANNOT BE CLOSED UNTIL THE FIRST STREET AND THIRD STREET EXIT AND ENTRANCE RAMPS ON I-75 ARE OPEN.

PHASE 8B CONSTRUCTION

PHASE 8A WORK MUST BE COMPLETED BEFORE PHASE 8B CAN BEGIN

MAINTAIN I-75 NORTHBOUND (2 LANES) AND SOUTHBOUND (3 LANES) ON THE NEW I-75 NORTHBOUND AND SOUTHBOUND PAVEMENT.

TO BE CLOSED

I-75 NB EXIT TO MAIN ST, FOR DETOUR SEE SHEET 68

I-75 SB ENTRANCE FROM MAIN ST, FOR DETOUR SEE SHEET 67

TO BE CONSTRUCTED

PROPOSED MEDIAN BARRIER AND PROPOSED FULL DEPTH PAVEMENT (PART-WIDTH) FOR OUTSIDE LANES WITHIN THE AREA OF THE NORTHERN CROSSOVER AS SHOWN.

THE MAIN STREET EXIT AND/OR ENTRANCE RAMPS ON I-75 CANNOT BE CLOSED UNTIL THE FIRST STREET AND THIRD STREET EXIT AND ENTRANCE RAMPS ON I-75 ARE OPEN.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING MAINLINE LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

LANE CLOSURE/REDUCTION REQUIRED:

THE CONTRACTOR IS REQUIRED TO FOLLOW THE STATE'S LANE CLOSURE POLICY FOR ALL CONSTRUTION WORK NOT SPECIFICALLY COVERED IN THESE PLANS. THE CONTRACTOR IS ADVISED THAT IT MAY BE NECESSARY TO SCHEDULE WEEKEND AND NIGHT TIME WORK FOR CONSTRUCTION ACTIVITIES. IN ORDER TO CONFORM WITH THIS REQUIREMENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INCREMENTAL COSTS ASSOCIATED WITH NIGHT TIME AND WEEKEND CONSTRUCTION ACTIVITIES WHICH ARE REQUIRED TO CONFORM WITH THIS POLICY.

LANE CLOSURES SHALL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S PERMITTED LANE CLOSURE WEB SITE WHICH IS LOCATED AT: HTTP://PLCM.DOT.STATE.OH.US

THE PERMITTED CLOSURE TIMES LISTED ON THE WEBSITE, 14 CALENDAR DAYS PRIOR TO THE BID LETTING DATE, SHALL BE IN EFFECT FOR THE DURATION OF THIS PROJECT.

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF $250 PER MINUTE FOR THE FIRST FIVE (5) MINUTES PER DAY AND $100 PER MINUTE FOR EACH MINUTE THEREAFTER.

ANY CLOSURES WITHIN THE CITY OF DAYTON RIGHT-OF-WAY NOT SPECIFICALLY DETAILED IN THE PLANS WILL REQUIRE A CITY OF DAYTON PERMIT.

ANY COST REQUIRED TO SECURE CITY OF DAYTON PERMITS IS CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC. NO SEPARATE PAYMENT SHALL BE MADE.

NO EXTENSIONS OF TIME SHALL BE GRANTED IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SCHEDULE OF THROUGH LANES TO BE MAINTAINED*

LOCAL ROADS			
STREET	NUMBER OF LANES TO BE MAINTAINED**		
	EXISTING	WEEKDAYS 6:00 AM TO 6:00 PM	ALL OTHER TIMES
WESTBOUND MONUMENT AVENUE	3	2	1
EASTBOUND FIRST STREET	3	2	1
WESTBOUND SECOND ST TO SALEM	2	1	1
WESTBOUND SECOND ST TO THIRD	3	2	1
EASTBOUND THIRD STREET	2	2	2*
WESTBOUND THIRD STREET	2	2	2*

*IF FIRST AND SECOND ARE OPEN TO TRAFFIC, THIRD STREET CAN BE REDUCED TO ONE LANE IN EACH DIRECTION.

**UNLESS OTHERWISE DETAILED IN THE PLANS.

UNAUTHORIZED LANE USE:

THE CONTRACTOR SHALL BE SUBJECT TO DISINCENTIVES AS PER THE PROPOSAL AND THE UNAUTHORIZED LANE USE TABLE NOTED ON ODOT'S WEBSITE FOR ANY TIME PERIOD OR PORTION THEREOF IN WHICH ODOT'S PERMITTED CLOSURE TIMES ARE VIOLATED.

UNAUTHORIZED LANE USE TABLE		
DESCRIPTION	TIME UNIT	DISINCENTIVE: $ PER TIME UNIT
I-75 NORTHBOUND AND SOUTHBOUND	EACH 15 MINUTES	$3,000 PER LANE

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
2. NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703-235-0528.
3. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-800-229-1388.
4. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTSS CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.
9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
   - A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
   - B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
   - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
   - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
   - E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
   - F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.
10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.
11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL NOT PAY THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTORS NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 24 MONTHS

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

COORDINATION WITH ADJACENT PROJECTS

THE CONSTRUCTION AT EITHER TERMINI OF THIS PROJECT MAY REQUIRE THE CONTRACTOR TO COORDINATE CONSTRUCTION WITH AN ADJACENT CONSTRUCTION PROJECT. IF COORDINATION IS NECESSARY, THE CONTRACTORS MUST COORDINATE THEIR WORK SCHEDULES AND SUBMIT TO THE DISTRICT CONSTRUCTION ENGINEER WHO WILL ESTABLISH THE FINAL APPROVED COORDINATED SCHEDULE.

STAGING

TO CLARIFY "STAGING" PURSUANT TO CMS 107.11(D):

STAGING OF MATERIALS TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION IS PERMITTED AT THE FOLLOWING LOCATIONS:

- INSIDE THE GRASS INFIELDS OF INTERCHANGE AT FIRST STREET, SECOND STREET AND THIRD STREET.

STORE MATERIALS IN ACCORDANCE WITH THE PLAN REQUIREMENTS FOR EQUIPMENT STORAGE AND WITH THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR IS NOT PERMITTED TO STOCKPILE STONE OR REMOVED MATERIALS WITHIN HIGHWAY RIGHT-OF-WAY OR DEPARTMENT-OWNED PROPERTY INSIDE OR OUTSIDE PROJECT LIMITS.

CONTRACTOR'S EQUIPMENT-OPERATION AND STORAGE

VEHICLES AND EQUIPMENT SHALL ALWAYS MOVE WITH, AND NOT ACROSS OR AGAINST THE FLOW OF TRAFFIC. VEHICLES AND OTHER EQUIPMENT SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS; AND SHALL NOT ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL TRAFFIC FLOW. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

EQUIPMENT, VEHICLES AND MATERIALS SHALL NOT BE STORED OR PARKED WITHIN 30 FEET OF THE TRAVELED WAY UNLESS 6 FEET BEHIND PCB OR GUARDRAIL.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

SIGNAGE

INSTALL ADVANCE WARNING SIGN GROUPS AS PER STANDARD DRAWINGS MT-95.30, MT-98.12, MT-98.13, MT-98.14, MT-98.15, MT-98.16, MT-98.17, MT-98.18, MT-102.10 AND MT-102.30 INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

COVERING OF GROUND-MOUNTED SIGNS-GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO ITEM 614 MAINTAINING TRAFFIC, COVER EXISTING GROUND-MOUNTED SIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW QUALITY MATERIALS SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

TRUCK MOUNTED ATTENUATOR

WHEN THE CONTRACTOR IS SETTING SHORT TERM WORK ZONES AND THE SHOULDERS (RIGHT OR LEFT) ARE LESS THAN 10 FEET IN WIDTH AND ARE ON A ROAD WITH SPEEDS OF 45 MPH OR HIGHER, A TRUCK MOUNTED ATTENUATOR (TMA) MUST TRAIL THE OPERATION OF SETTING THE ADVANCE WARNING SIGNS UP OR TAKING THEM DOWN. THIS SAME TRUCK MUST HAVE A TYPE B FLASHING ARROW PANEL MOUNTED ON IT FACING THE REAR OF THE TRUCK. WHEN REQUIRED, THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM CONTRACT BID FOR ITEM 614 - MAINTAINING TRAFFIC.

THE MANUFACTURER'S SPECIFICATION MUST BE FOLLOWED CONCERNING THE SIZE OF THE TRUCK AND THE CONNECTIONS TO THE TMA.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIONAL PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 3,000 M. GAL

MAINTENANCE OF TRAFFIC ON LOCAL ROADS

TRAFFIC ON LOCAL ROAD SHALL BE MAINTAINED AS DESCRIBED ON SHEET 50 OF THIS SET. USE OF FLAGGERS OR TEMPORARY LANES CLOSURES SHALL BE AS PER THE STANDARD CONSTRUCTION DRAWINGS.

ANY TIME TRAFFIC MUST BE COMPLETELY STOPPED ON A CROSS ROAD FOR OVERHEAD BEAM ERECTION, ETC., IT SHALL BE DONE AT NIGHT USING A COMPLETE CLOSURE, AND AS APPROVED BY THE ENGINEER. NIGHT TIME HOURS ARE CONSIDERED TO BE THE HOURS BETWEEN 9PM AND 5AM.

A PORTABLE MESSAGE SIGN, FROM ODOT'S PRE-APPROVED VENDOR LIST, SHALL BE PLACED IN ADVANCE OF THE CLOSURE AS DIRECTED BY THE ENGINEER.

GREAT MIAMI RIVER RECREATION TRAIL

USE OF GREAT MIAMI RIVER RECREATION TRAIL BEYOND THE CONSTRUCTION LIMITS IS STRICTLY PROHIBITED.

CALCULATED HB
CHECKED DJW

MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-75-12.00

EXISTING SHOULDER RECONSTRUCTION ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A

RECONSTRUCT THE EXISTING SHOULDERS IN THE AREAS IDENTIFIED ON THE PHASE 1 MAINTENANCE OF TRAFFIC PLAN SHEET 85 THRU 98 AND AS APPROVED BY THE ENGINEER USING ITEM 615-PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A. COMPLY WITH THE REQUIREMENTS OF SECTION 615 OF THE CMS AND THE FOLLOWING:

PROVIDE FAST SET CONCRETE PAVEMENT PER SECTION 499.05(A) OF THE CMS.

INCLUDE THE REMOVAL OF ANY RIGID PAVMENT.

PROVIDE A FULL DEPTH SAW CUT AT THE REMOVAL LIMITS IDENTIFIED BY THE ENGINEER.

INCLUDE THE COST OF ANY LABOR AND MATERIALS REQUIRED TO COMPLETE THE ABOVE DESCRIBED WORK IN THE UNIT PRICE BID FOR ITEM 615-PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A.

COMPLETE THE SHOULDER RECONSTRUCTION IN A PRE-PHASE BEFORE IMPLEMENTING THE PHASE 1 TRAFFIC PATTERN. A LANE CLOSURE ADJACENT TO THE SHOULDER WORK AREA IS PERMITTED AS DESCRIBED ON SHEET 50 . WORK ON ONLY ONE SIDE OF THE ROADWAY AT A TIME. PERFORM LANE CLOSURE ACCORDING TO THE CURRENT VERSIONS OF THE OMUTCD AND STANDARD CONSTRUCTION DRAWING MT-95.30. PAYMENT FOR ANY SIGNING, MARKINGS, DRUMS, ETC. REQUIRED TO CLOSED THE LANE IS INCLUDED WITH THE LUMP SUM BID FOR ITEM 614-MAINTAINING TRAFFIC.

TRENCH CLOSING FOR SHOULDER PAVEMENT CONSTRUCTION

SHOULDER REPLACEMENTS SHALL BE CONSTRUCTED TO A DEPTH OF NO MORE THAN 1 ½" BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK SHIFT. NO TRENCH SHALL BE LEFT OPEN WHEN OPENING THE ADJACENT LANE TO TRAFFIC. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED PAVING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

TRENCH FOR PAVEMENT CONSTRUCTION AT SIDE STREETS

TRENCH EXCAVATION FOR PAVEMENT CONSTRUCTION NOT PROTECTED BY PORTABLE CONCRETE BARRIER SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. THE ADJACENT TRAFFIC LANE SHALL BE CLOSED IF POSSIBLE, OTHERWISE IT SHALL BE NARROWED. PLACEMENT OF PROPOSED BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

PAVEMENT CONSTRUCTION SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1½" BELOW THE EXISTING PAVEMENT PRIOR TO THE ADJACENT TRAFFIC LANE BEING RE-OPEN TO TRAFFIC. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 622 - PORTABLE CONCRETE BARRIER, 32" = 200 FT.

ITEM 614-MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410 -
TRAFFIC COMPACTED SURFACE, TYPE A OR B = 50 CU YD
ITEM 614 -
ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 50 CU YD
ITEM 616 - CALCIUM CHLORIDE = 5 TON
ITEM 616 - WATER = 10 M GAL

ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

USE THIS ITEM TO PROVIDE TEMPORARY ASPHALT RAMPS FOR TRANSVERSE DISCONTINUITIES. RAMPING SHALL BE PLACED AT THE RATE OF 1" PER 10' OR TO BE USED AS DIRECTED BY THE ENGINEER. TEMPORARY ASPHALT RAMPS SHALL BE REMOVED AS PART OF THIS ITEM.

ITEM 614:
ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 100 CU YDS

LONGITUDINAL BUTT JOINTS

LONGITUDINAL BUTT JOINTS ARE REQUIRED ALONG AREAS WHERE TRAFFIC WILL CROSS FROM OLD TO NEW PAVEMENT. WHERE OLD PAVEMENT IS LOW, ITEM 614 SHALL BE PLACED. IF THE OLD PAVEMENT IS HIGHER, MILLING SHALL BE PERFORMED. THE TAPER RATE SHALL BE 1" IN 2' OR FLATTER. THE FOLLOWING ITEMS SHALL BE USED FOR THIS PURPOSE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE= 500 S.Y.
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC= 25 C.Y.

BUTT JOINTS

PRIOR TO PLACING THE SURFACE COURSE AT BRIDGES (IF IT IS NOT PLACED PRIOR TO OPENING TO TRAFFIC) AND AT THE RESURFACING LIMITS, THE DROP OFF OR MILLED AREA SHALL NOT BE LEFT OPEN TO TRAFFIC. BEFORE OPENING TO TRAFFIC A TEMPORARY ASPHALT WEDGE OF SUFFICIENT LENGTH SHALL BE CONSTRUCTED AT THE DROP OFF AT A RATE OF 1" PER 4' (RAMPS) OR 1" PER 10' (MAINLINE). ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IS TO BE USED FOR THE WEDGE CONSTRUCTION. IT SHALL BE PLACED WHILE TRAFFIC IS PROHIBITED. BEFORE THE NEW PAVEMENT IS PLACED, THE WEDGE SHALL BE REMOVED AND THE COSTS SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

THE FOLLOWING ITEM SHALL BE USED FOR THIS PURPOSE:

ITEM 614 -
ASPHALT CONCRETE FOR MAINTAINING TRAFFIC = 100 CU. YD.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSBILE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS AND SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN THEIR RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF DAYTON FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15. THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH THERI FORCES OR THEY MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM.

WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:AM TO 9:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP-MOUNTED EMERGENCY FLASHING LIGHTS SHALL BE PROVIDED FOR CONTROLLING TRAFFIC ON INTERSTATE 75 ONLY OR AS DIRECTED BY THE ENGINEER, FOR THE FOLLOWINGTRAFFIC CONTROL TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. IF CONTRACTORS WISH TO UTILIZE LAW ENFORCEMENT OFFICERS FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. THE USE OF MORE THAN ONE LAW ENFORCEMENT OFFICER PER CONSTRUCTION ACTIVITY SHALL BE AT THE CONTRACTORS EXPENSE UNLESS PREVIOUSLY APPROVED BY THE PROJECT ENGINEER. AN EXAMPLE OF A SINGLE CONSTRUCTION ACTIVITY IS "PLANING AND RESURFACING APSPHALT" WHICH INCLUDES THE MILLING MACHINE, PAVER, ROLLERS, ETC.

LAW ENFORCEMENT OFFICERS ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH THE OHIO STATE HIGHWAY PATROL, MONTGOMERY COUNTY SHERIFF'S OFFICE, AND THE CITY OF DAYTON POLICE DEPARTMENT (DEPENDING ON THE RESPECTIVE JURISDICTIONS):

DAYTON POLICE DEPARTMENT
335 W. THIRD STREET
DAYTON, OH 45402
937-225-4357

MONTGOMERY COUNTY
SHERIFF'S OFFICE
345 W. SECOND STREET
DAYTON, OH 45422
937-225-4357

OHIO STATE HIGHWAY PATROL
INFORMATION SERVICES SECTION,
1970 W. BROAD STREET
COLUMBUS, OH 43223
1-877-7-PATROL

LAW ENFORCEMENT OFFICER WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON AN HOURLY BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2,500 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 1,500 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

EXTRA ADVANCE WARNING SIGNS

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT /LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS AS SHOWN ON SCD MT-95.50.

THE CONTRACTOR SHALL HAVE TWO EXTRA ADVANCE WARNING SIGN GROUPS (6 SIGNS AND 2 DISTANCE PLATES PER GROUP) AVAILABLE FOR USE WHEN DIRECTED BY THE ENGINEER. THE DISTANCE PLATES FOR THIS GROUP SHALL BE ABLE TO BE MODIFIED IN THE FIELD TO SHOW APPROPRIATE WHOLE MILES TO THE LANE TAPER.)

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING EXTRA ADVANCE WARNING SIGN GROUPS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ADVANCE WORK ZONE INFORMATION

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM SECTION 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, RATHER THAN USING A BLANK OVERLAY, THE LEGEND "LANE CLOSED" SHALL BE USED. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND CLOSED SHALL BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR LANE CLOSED SHALL BE 10" E. THE MINIMUM LETTER SIZE FOR THE DIAGONAL CLOSED OVERLAY SHALL BE 12" E.

ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID FOR UNDER APPROPRIATE 614 ITEMS (SIGNS, SUPPORTS, CONCRETE, BREAKAWAY CONNECTION, OVERLAYS, REMOVALS, ETC.).

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. PAYMENT SHALL BE ON A UNIT BASIS FOR ALL SIGNS LOCATED ON THE INTERSTATE ONLY. ALL SIGNS IN OTHER LOCATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN 120 SIGN-MONTH

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60, DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC AS SHOWN IN THE DETAILED MAINTENANCE OF TRAFFIC PLANS.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS. THE APPROVED LIST IS AVAILABLE AT THE "ROADWAY STANDARDS: PROPRIETARY ROADSIDE SAFETY DEVICES" WEB PAGE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (45 MPH SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS. CLEANUP WORK AND OTHER WORK BEYOND THE SHOULDER SUCH AS SEEDING, TO BE PERFORMED AFTER RESTORATION OF ALL FULL-WIDTH LANES AND SHOULDERS TO TRAFFIC, DOES NOT CONSTITUTE A CONDITION WARRANTING A SPEED REDUCTION. THEREFORE, WHEN ACTIVITY IS LIMITED TO SUCH WORK, THE SPEED LIMIT IN EFFECT SHALL BE THE NORMAL SPEED LIMIT FOR THE SITE.

CONSTRUCTION AND MATERIAL SPECIFICATIONS, ITEM 614, PARAGRAPH 614.02(B) INDICATES THAT THE TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, SPEED REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE SPEED REDUCTION IN THE OPPOSITE DIRECTION. SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF ANY LANE RESTRICTION EXPECTED TO LAST AT LEAST 30 CONSECUTIVE CALENDAR DAYS, OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET (150 METERS) IN ADVANCE OF THE LANE REDUCTION OR SHIFT TAPER OR OTHER ROADWAY OR SHOULDER RESTRICTION. ON UNDIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED, ON THE SIDE NEAREST TRAFFIC, EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONE-HALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

ON PROJECTS FOR WHICH THE ACTIVITY OR ROADWAY RESTRICTION IS LIMITED TO ONE SECTION OF THE PROJECT FOR AT LEAST THIRTY DAYS AND THEN IS MOVED TO ANOTHER SECTION OF THE PROJECT UPON COMPLETION OF WORK IN THE FIRST SECTION, THE SPEED LIMIT REDUCTION SHALL BE LIMITED TO ONLY THE ACTIVE PORTION OF THE PROJECT AT THE GIVEN TIME. SIGNING FOR A SPEED LIMIT REDUCTION, AS WELL AS ALL OTHER ADVANCE CONSTRUCTION SIGNING, SHALL BE RELOCATED WHEN THE CONCENTRATION OF ACTIVITY IS RELOCATED.

ON PROJECTS FOR WHICH SPEED REDUCTION IS CALLED FOR ON MORE THAN ONE ROADWAY, THE DISPLAY OF REDUCED SPEED LIMIT SIGNING ON A GIVEN ROADWAY SHALL BE DEPENDANT ON THE SCHEDULING OF WORK ACTIVITY ON THE GIVEN ROADWAY.

REDUCED SPEED AHEAD SIGNS SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON 2-LANE HIGHWAYS.

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL. ON UNDIVIDED ROADWAYS, THE R2-1 (SPEED LIMIT) SIGN SHALL BE USED. ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (SPEED LIMIT) SIGN AND THE R2-H2A (TRUCK SPEED LIMIT) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION, PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVING THE SIGNS AND SUPPORTS. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 WORK ZONE SPEED LIMIT SIGN 54 EACH

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES (3 KILOMETERS) THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-A-48 SIGNS IN THE MEDIAN.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614 WORK ZONE INCREASED PENALTIES SIGN 20 EACH

WORK ZONE INCREASED PENALTY SIGNS SHALL BE PLACED AT LOCATIONS AS SHOWN IN THE PLANS.

ITEM 614-WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE CONCRETE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FT (PREFERABLY 40 FT) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

CROSSOVER LIGHTING SYSTEM	
STA 288+00 (EX. I-75)	1 EACH
STA 349+00 (EX. I-75)	1 EACH

ITEM 614 - CROSSOVER LIGHTING SYSTEMS 2 EACH

ITEM 614-BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD *BUSINESS*ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD *BUSINESS*.

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90° TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 614, BUSINESS ENTRANCE SIGN 10 EACH

ITEM 614 - DETOUR SIGNING

ALL DETOUR SIGNING FOR THE DETOURS SHOWN ON SHEET 56 THRU 68A SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT BID FOR ITEM 614 - DETOUR SIGNING.

BARRIER DELINEATION AS PER PLAN

INCREASED DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL CONCRETE BARRIER, PERMANENT OR TEMPORARY, LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS:

ALONG TAPERS AND TRANSITION AREAS

ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES

THE INCREASED DELINEATION SHALL CONSIST OF EITHER LINEAR DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

THE LINEAR DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6-INCHES WIDE AND SHALL BE "CRIMPED". PANELS SHALL BE PROVIDED AT THE RATE OF ONE PER SECTION OF PORTABLE CONCRETE BARRIER, OR ONE PANEL EVERY 10 FEET ON PERMANENT BARRIER, SPACED EVENLY ALONG THE LENGTH OF THE RUN. THE PANELS SHALL BE MOUNTED SUCH THAT THE TOPS OF THE PANELS ARE 26 INCHES FROM THE BASE OF THE CONCRETE BARRIER.

TRIPLE STACKED BARRIER REFLECTORS SHALL CONSIST OF THREE BARRIER REFLECTORS STACKED VERTICALLY IN THEIR ATTACHMENT TO CONCRETE BARRIER. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TOP OF THE MIDDLE BARRIER REFLECTOR SHALL BE LOCATED 26 IN ABOVE THE PAVEMENT.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING LINEAR DELINEATION.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS:

ITEM 614 LINEAR DELINEATION, AS PER PLAN 7000 FT

ALONG RUNS OF CONCRETE BARRIER WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN BEING DELINEATED, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL PANELS OR STACKS OF BARRIER REFLECTORS.

GUARDRAIL DELINEATION

OBJECT MARKERS SHALL BE INSTALLED ON ALL GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKER SPACING SHALL BE APPROXIMATELY 50 FEET.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING OBJECT MARKERS.

AN ESTIMATED QUANTITY OF 70 EACH OF ITEM 614 OBJECT MARKERS, ONE-WAY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

ITEM 614, BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET. AN ESTIMATED

QUANTITY OF 950 EACH OF ITEM 614 BARRIER REFLECTOR, TYPE B AND 475 EACH OF ITEM 614 OBJECT MARKER, ONE-WAY HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

ACCESS TO ADJACENT PROPERTIES AND DRIVE CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL DRIVEWAYS AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614. DRIVEWAYS SHALL BE CLOSED TO TRAFFIC FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING PAVEMENT AND CONSTRUCT NEW DRIVEWAY APRONS. COMMERCIAL DRIVEWAYS THAT HAVE MULTIPLE DRIVEWAYS SHALL HAVE ONE MAINTAINED WHILE THE OTHER(S) ARE BEING CONSTRUCTED. SINGLE DRIVEWAYS OVER TWENTY FEET IN WIDTH ARE TO BE CONSTRUCTED PART WIDTH TO MAINTAIN ACCESS DURING CONSTRUCTION. TEMPORARY ACCESS WILL BE MAINTAINED USING ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE A OR B. ITEM 616 CALCIUM CHLORIDE WILL BE USED TO STABILIZE THE AGGREGATE. WHERE NECESSARY AND WHEN DIRECTED BY THE ENGINEER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC MAY BE USED TO PROVIDE TEMPORARY ACCESS TO ADJACENT PROPERTIES.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO CMS 614 OR CMS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 1ST THROUGH APRIL 1ST.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO CMS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER CMS 621.08.

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PLACEMENT OF PAVEMENT MARKINGS.

ITEM 614 - WORK ZONE EDGE LINE, CLASS I	6.13 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS I	7.56 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS I	711 FEET

ALL WORK ZONE PAVEMENT MARKINGS SHALL BE REPAINTED PRIOR TO WINTER EVEN IF THE SECOND APPLICATION IS ONLY A FEW WEEKS OR DAYS AFTER THE FIRST APPLICATION. ITEM 642 TYPE 1A COLD WEATHER TRAFFIC PAINT MATERIALS SHALL BE USED WHEN REQUIRED BY CMS 642.04.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REPAINTING OF PAVEMENT MARKINGS.

ITEM 614 - WORK ZONE EDGE LINE, CLASS I	7.71 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS I	4.62 MILE
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I	3,893 FEET
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I	9,732 FEET

REMOVAL OF PAVEMENT MARKING

ALL PAVEMENT MARKINGS, WHETHER EXISTING OR WORK ZONE, SHALL BE ERADICATED COMPLETELY WITH THE USE OF THE WATER BLASTING METHOD. THE FOLLOWING QUANTITY IS ESTIMATED FOR REMOVAL OF EXISTING PAVEMENT MARKING.

ITEM 642 REMOVAL OF PAVEMENT MARKING 6.10 MILES

REMOVAL OF WORK ZONE PAVEMENT MARKING IS INCLUDED IN THE WORK ZONE PAVEMENT MARKING PAY ITEMS.

PERMANENT PAVEMENT MARKINGS

AFTER PLACING THE SURFACE COURSE, THE CONTRACTOR MAY PLACE PERMANENT PAVEMENT MARKINGS AT LOCATIONS SHOWN IN THE TRAFFIC CONTROL PLAN INSTEAD OF PLACING WORK ZONE PAVEMENT MARKINGS, WHICH SHALL BE NON-PERFORMED AT THESE LOCATIONS.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, TYPE A, AS PER PLAN B

TO BE USED AS DIRECTED BY THE ENGINEER TO REPLACE DETERIORATED PAVEMENT DURING THE DURATION OF THE PROJECT. WORK SHALL INCLUDE MILLING AND FILLING UP TO 2 INCHES OF ITEM 448 PER ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A. THIS WORK IS AS DIRECTED AND CAN BE DIRECTED BY THE DEPARTMENT AT ANY TIME DURING THE DURATION OF THE PROJECT. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND OTHER INCIDENTALS SHALL BE INCLUDED IN THE SQUARE YARD UNIT COST FOR ITEM 615 PAVEMENTS FOR MAINTAINING TRAFFIC TYPE A, AS PER PLAN B.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC TYPE A, AS PER PLAN B = 10,000 SY

ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE SIGNAL EQUIPMENT CONFORMING TO ITEMS 632 AND 732, AND SIGNAL CONTROLLER EQUIPMENT OF A PROPER TYPE AND CAPACITY TO PROVIDE THE REQUIRED OPERATION.

PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL MATCH EXISTING IN SIZE AND TYPE.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL, INSTALLED, TESTED, ACCEPTED, AND REMOVED AND SHALL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, AND REQUIRED COORDINATION.

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKERS ON CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON TO CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 1ST THROUGH APRIL 1ST.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED BEFORE APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

ITEM 622, PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE CONCRETE BARRIER (PCB) AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1. PLEASE NOTE THAT SCD RM-4.1 WAS UPDATED 10-20-06 TO PROVIDE A PCB WHICH IS COMPATIBLE WITH NCHRP 350 CRITERIA.

PORTABLE CONCRETE BARRIER, 32 INCHES (813 MILLIMETERS) WITH AN 18 INCH (457 MILLIMETERS) MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF MATERIAL MANAGEMENT WEB PAGE.

PADDLE OR INTERMITTENT TYPE GLARE SCRENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32 INCH PORTABLE CONCRETE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

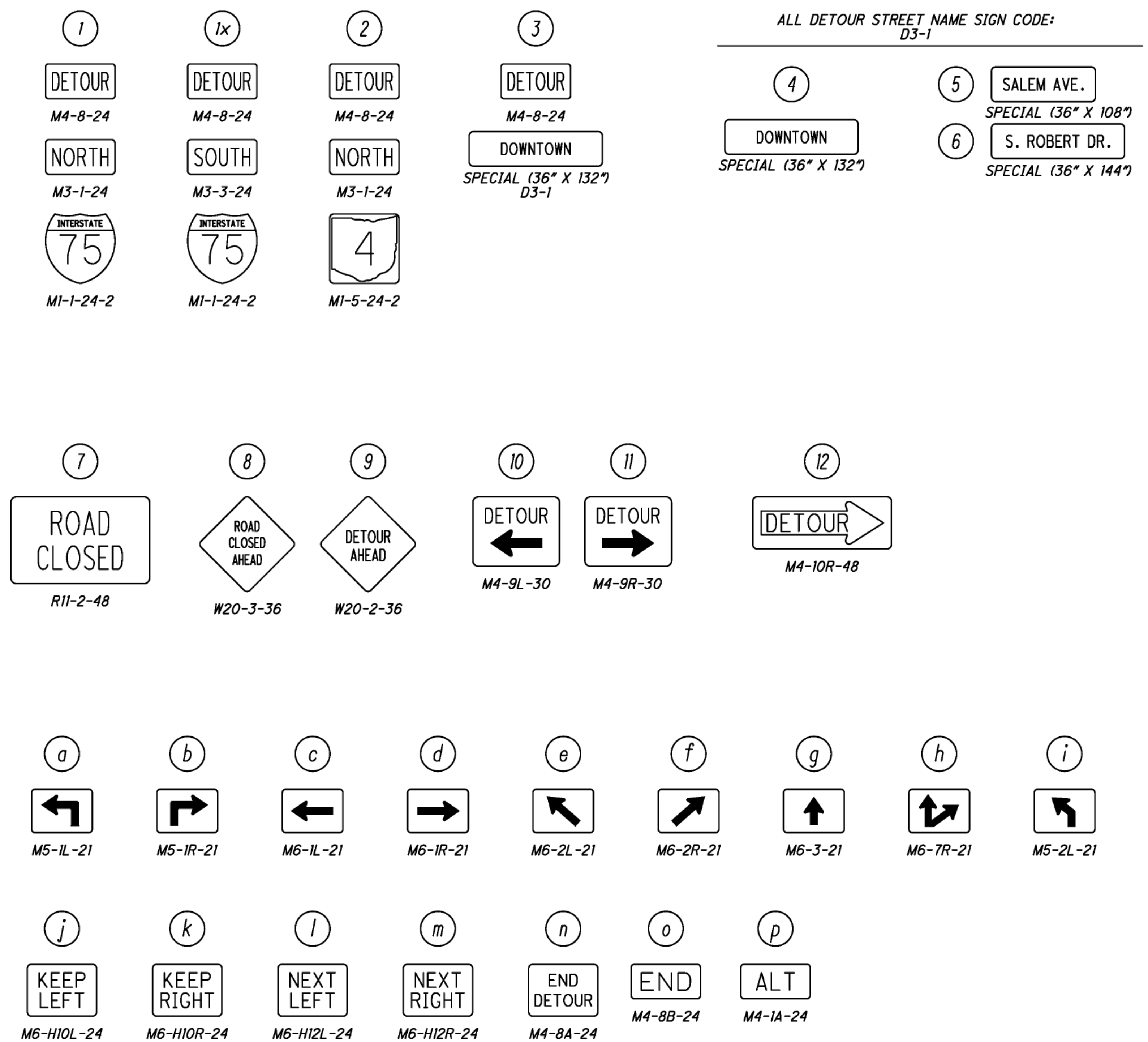
FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE CONCRETE BARRIER, 50 INCH, AS PER PLAN.

ITEM 622, BARRIER, MISC.: EXISTING PORTABLE CONCRETE BARRIER

PREVIOUS CONSTRUCTION PROJECTS INSTALLED PORTABLE CONCRETE BARRIER WITHIN THE PROJECT LIMITS. THIS INCLUDES BARRIER INSTALLED IN THE MEDIAN OF THE I-75 AND BARRIER INSTALLED FOR THE TEMPORARY WIDENING OF BRIDGE 1261R AND THE PARTIAL DEMO OF BRIDGE 1261E (I-75 NB AND RAMP OVER 2ND STREET). THIS BARRIER CONSISTS OF 1440 FT. OF 50", 1190 FT. OF 32", 260 FT. OF 32" BRIDGE MOUNTED BARRIER AND (1) "Y" CONNECTOR. THE CONTRACTOR SHALL RELOCATE THIS BARRIER AS NEEDED FOR THE MAINTENANCE OF TRAFFIC. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL DISPOSE OF THE PCB. ALL LABOR AND MATERIALS NECESSARY TO COMPLETE THIS WORK IS INCLUDED IN THE PAY ITEM 622 BARRIER, MISC.: EXISTING PORTABLE CONCRETE BARRIER.

FOR LOCATION AND PAY QUANTITY FOR THIS ITEM, SEE SHEET 175 & 213



LEGEND

EXISTING

- OVERHEAD TRUSS SIGN SUPPORT
- OVERHEAD CANTILEVER SIGN SUPPORT
- EXISTING SIGN
- TEMPORARY SIGN OVERLAY
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- DIRECTION OF EXISTING TRAFFIC
- DIRECTION OF TRAFFIC DETOUR
- WORK ZONE PAVEMENT
- DETOUR
- DETOUR SIGN
- SIGNAL # CITY OF DAYTON

NOTES:

1 THE CONTRACTOR SHALL ERECT, MAINTAIN AND REMOVE THE DETOUR. PAYMENT FOR ALL MATERIAL, LABOR AND EQUIPMENT TO PERFORM THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - DETOUR SIGNING.

2 FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

3. PLACEMENT SHALL BE PER OMUTCD.

4. CONTRACTOR SHALL COVER ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

5. INTERMITTENT CLOSURES OF IR-75 ARE REQUIRED FOR THE REMOVAL AND INSTALLATION OF THE BRIDGE GIRDERS. ALLOWABLE CLOSURE TIMES AND DETAILS ARE INCLUDED IN THE MAINTENANCE OF TRAFFIC NOTES.

6. ALL SIGN SHALL BE COVERED WHEN NOT IN USE.

7. (4) PORTABLE CHANGEABLE MESSAGE BOARDS SHALL BE SUPPLIED BY CONTRACTOR AND PLACED AHEAD OF THE DETOUR ROUTE. SEE MAINTENANCE OF TRAFFIC NOTES FOR DETAILS.

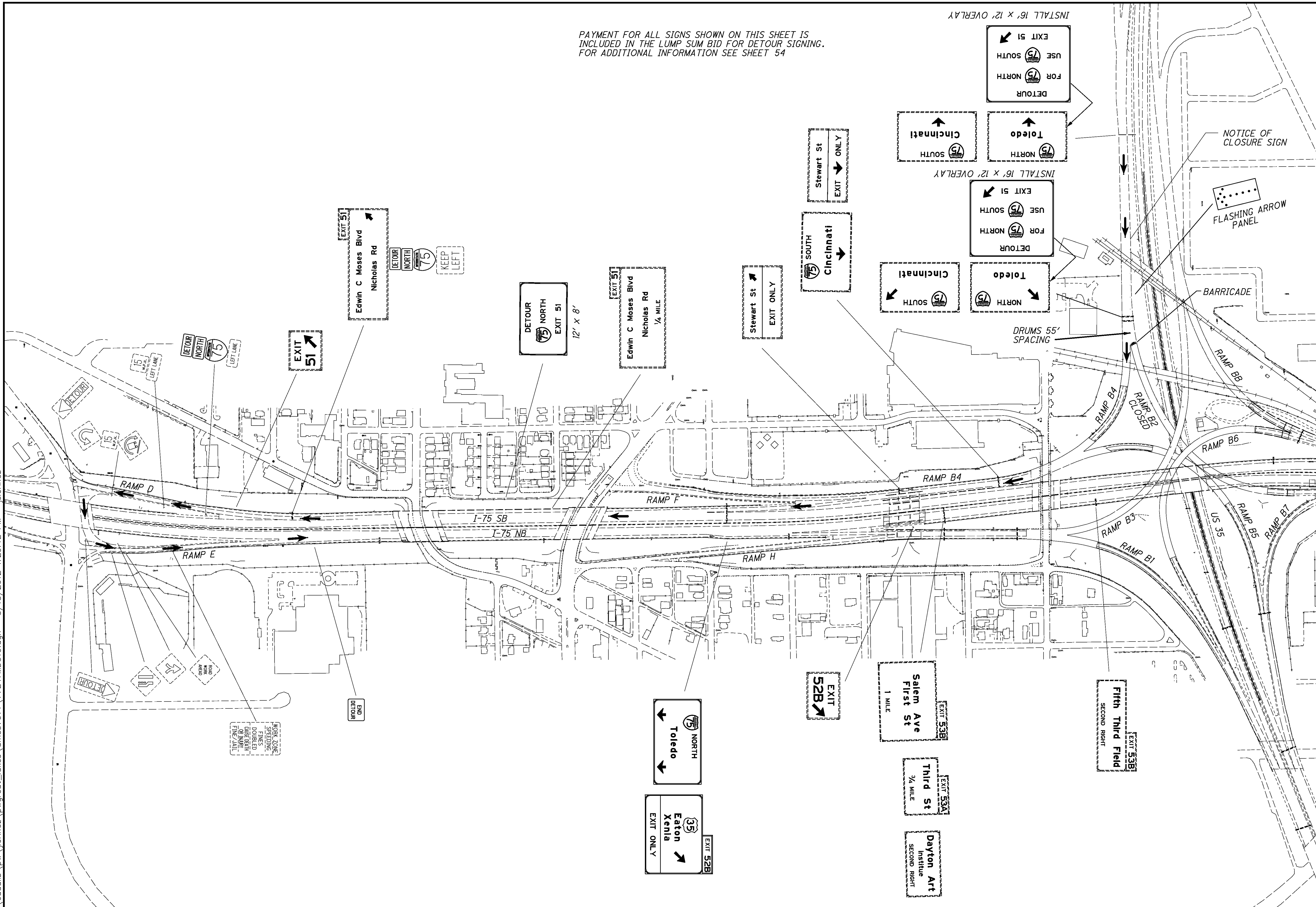
8. ARTIMIS SHALL BE NOTIFIED SO THAT EXISTING DMS UNITS CAN INFORM THE TRAVELING PUBLIC OF THE CLOSURE.

CALCULATED SSS CHECKED HJF

MAINTENANCE OF TRAFFIC DETOUR PLAN SIGN LEGEND

MOT-75-12.00

PAYMENT FOR ALL SIGNS SHOWN ON THIS SHEET IS INCLUDED IN THE LUMP SUM BID FOR DETOUR SIGNING. FOR ADDITIONAL INFORMATION SEE SHEET 54



HORIZONTAL SCALE IN FEET 0 200 400

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC US-35 EB - I-75 NB
DETOUR PLAN PHASE 1 - 6B CONSTRUCTION

MOT-75-12.00

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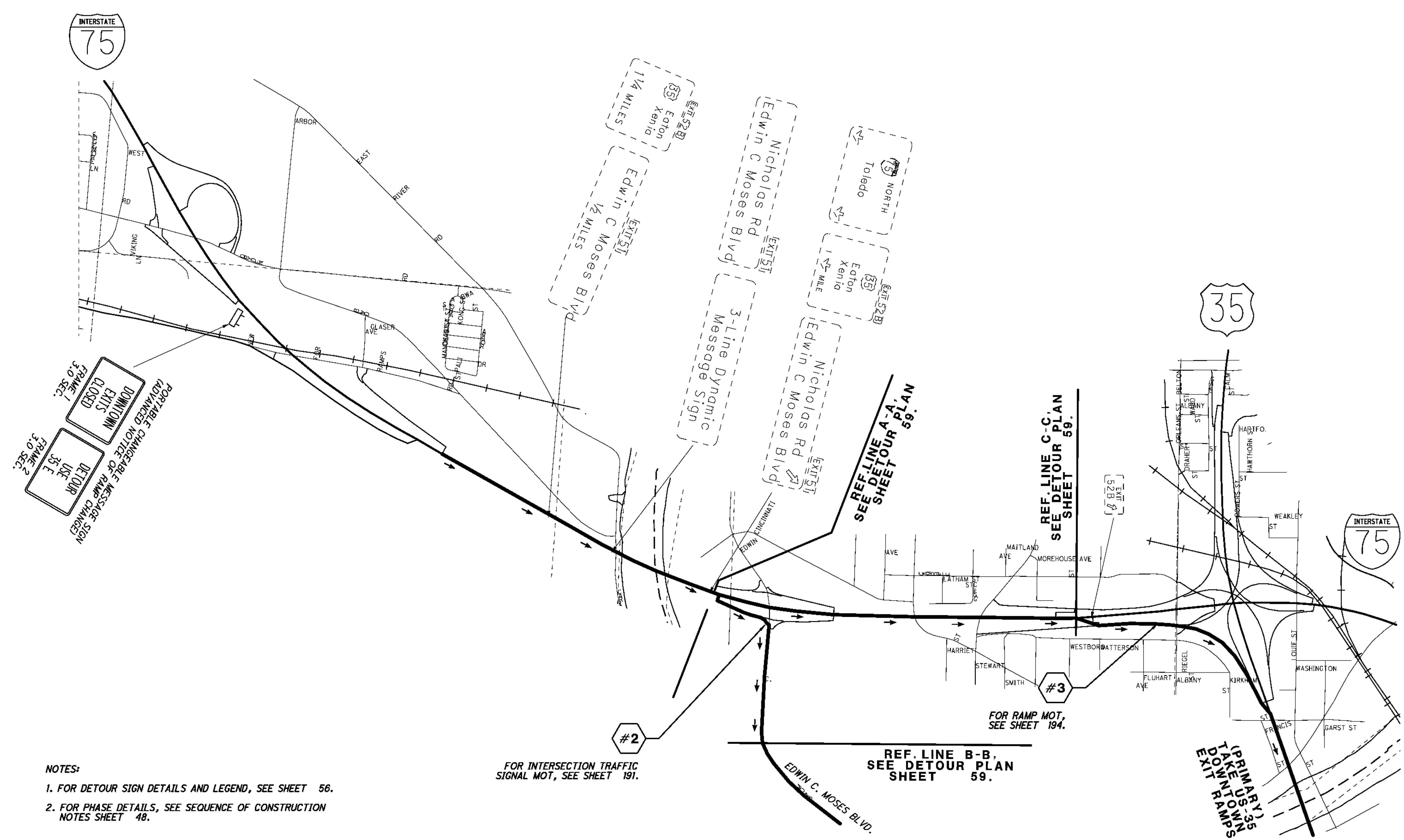

NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.
2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

MAINTENANCE OF TRAFFIC DOWNTOWN DAYTON
DETOUR PLAN PHASE 2 - 6B CONSTRUCTION

CALCULATED
CHECKED

HORIZONTAL SCALE IN FEET 0 250 500 1000

MOT-75-12.00

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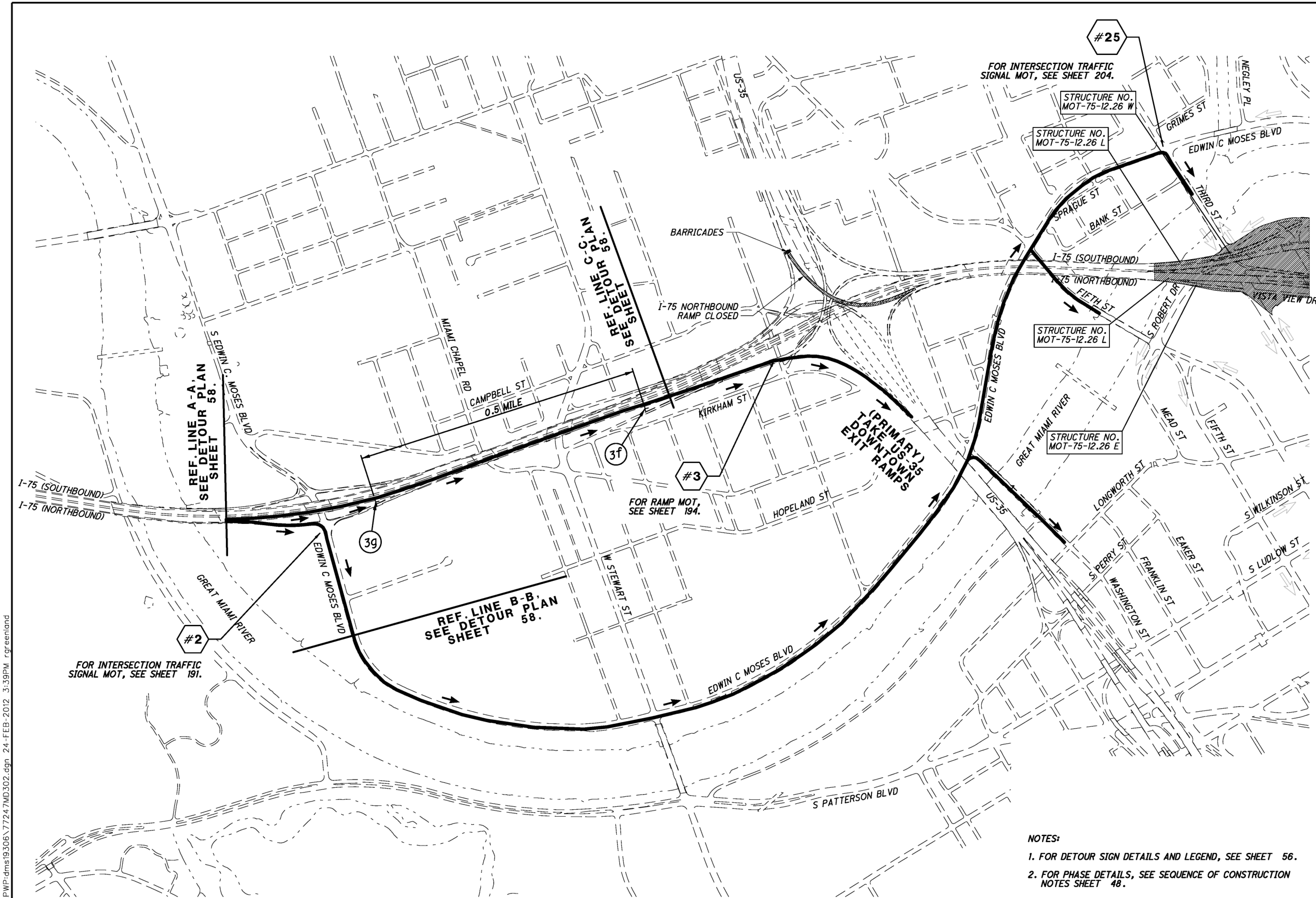


NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.

2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

0 200 400 800
HORIZONTAL SCALE IN FEET

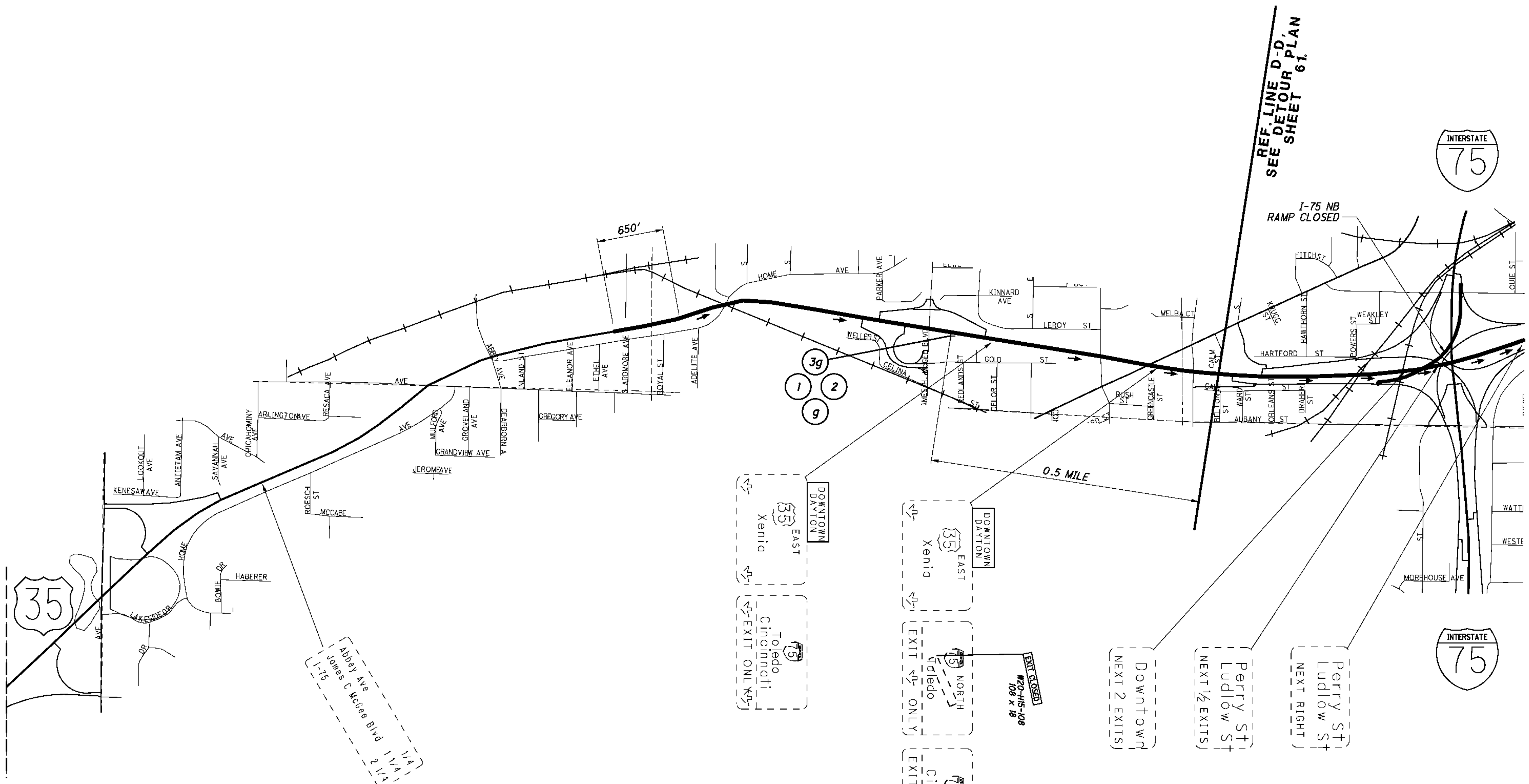
CALCULATED SSS
CHECKED HJF

MAINTENANCE OF TRAFFIC DOWNTOWN DAYTON
DETOUR PLAN PHASES 2 - 6B CONSTRUCTION

MOT-75-12.00

DETOUR PLAN: TRAFFIC FREEWAY TO FREEWAY

FOR US 35 EASTBOUND TO IR-75 NORTHBOUND, EXIT TO IR-75 SOUTHBOUND TO STEWART STREET.



NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.
2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

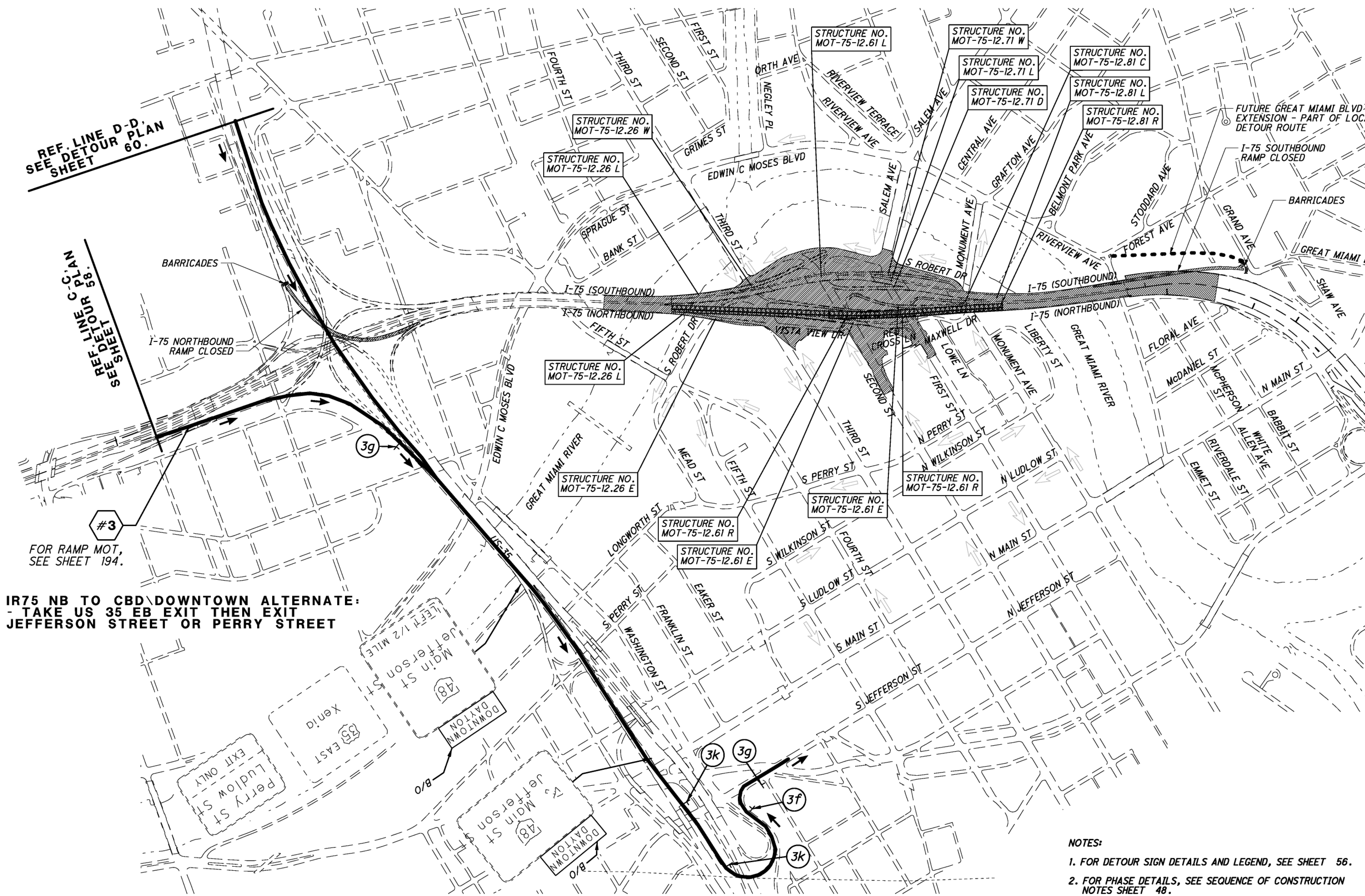
0 250 500 1000
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC FREEWAY ACCESS
DETOUR PLAN PHASES 2 - 6B CONSTRUCTION

MOT-75-12.00

US 35 EB TRAFFIC TO CBD\DOWNTOWN:
- EXIT AT JEFFERSON STREET



IR75 NB TO CBD\DOWNTOWN ALTERNATE:
- TAKE US 35 EB EXIT THEN EXIT JEFFERSON STREET OR PERRY STREET

NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.
2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

0 200 400 800 HORIZONTAL SCALE IN FEET

CALCULATED SSS
CHECKED HJF

MAINTENANCE OF TRAFFIC DAYTON CBD
DETOUR PLAN PHASES 2 - 6B CONSTRUCTION

MOT-75-12.00

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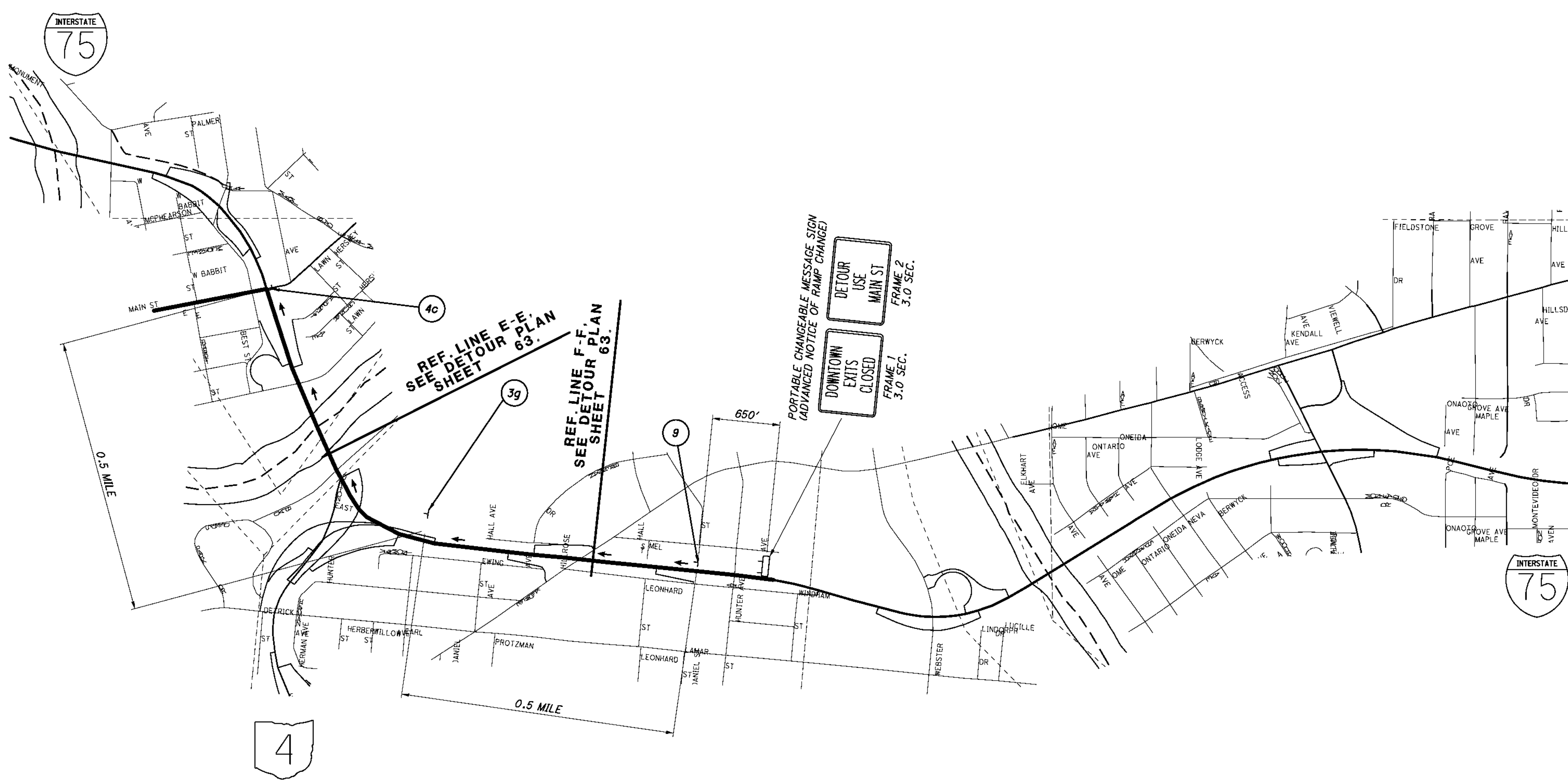

NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.
2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

0 250 500 1000
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC DAYTON CBD
DETOUR PLAN PHASE 2 - 6B CONSTRUCTION

MOT-75-12.00

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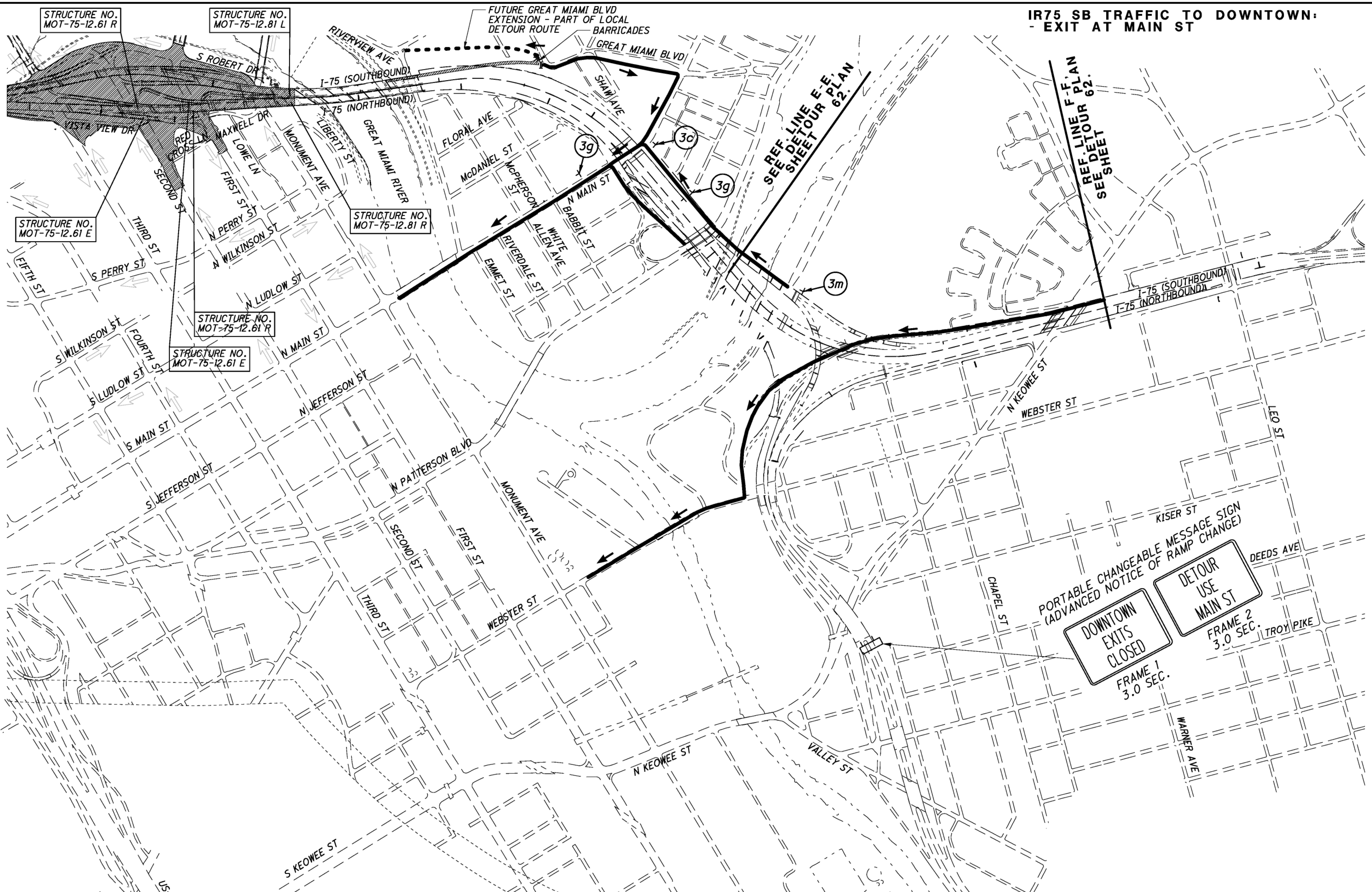

NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.

2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

HORIZONTAL SCALE IN FEET 0 200 400 800

CALCULATED SSS CHECKED HJF

MAINTENANCE OF TRAFFIC DAYTON CBD
DETOUR PLAN PHASES 2 - 6B CONSTRUCTION

MOT-75-12.00

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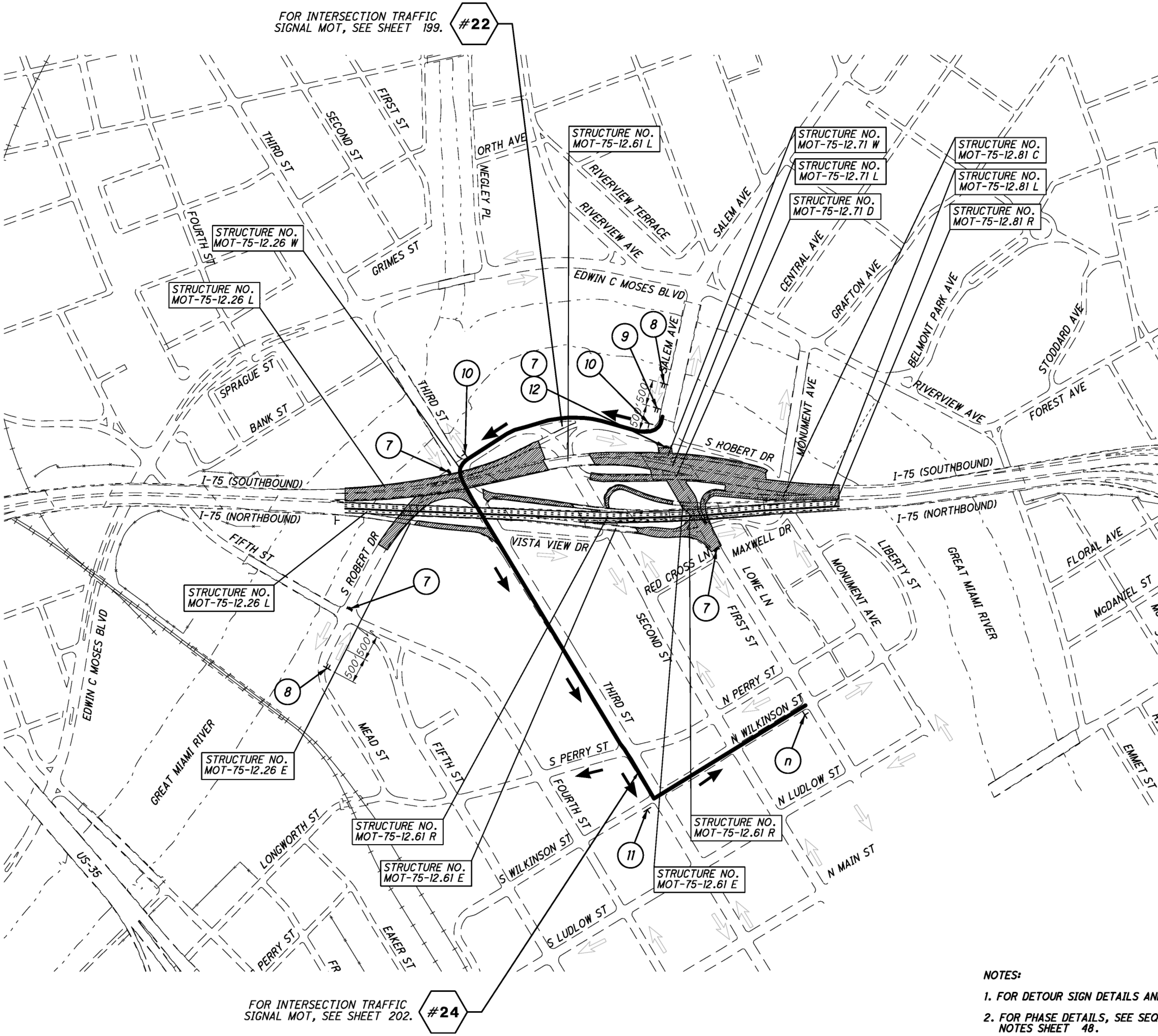
NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.
2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

MAINTENANCE OF TRAFFIC LOCAL ST
DETOUR PLAN - PHASE 2, 3 & 4 CONSTRUCTION

CALCULATED SSS
CHECKED HJF

MOT-75-12.00



NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.

2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

HORIZONTAL SCALE IN FEET 0 150 300 600

CALCULATED SSS CHECKED HJF

MAINTENANCE OF TRAFFIC LOCAL ST
DETOUR PLAN - PHASE 2 & 3 CONSTRUCTION

MOT-75-12.00

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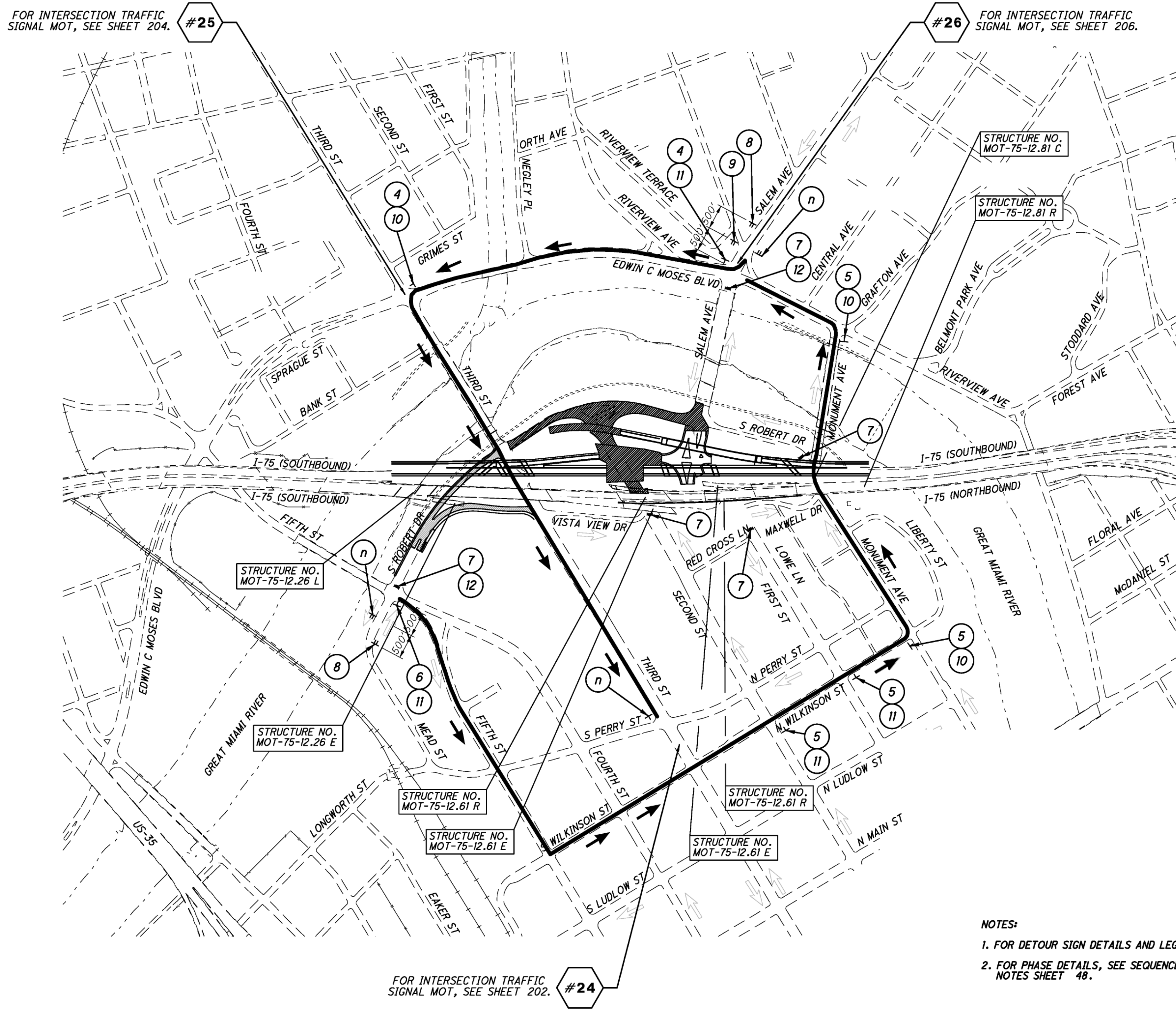


NOTES:

1. FOR DETOUR SIGN DETAILS AND LEGEND, SEE SHEET 56.

2. FOR PHASE DETAILS, SEE SEQUENCE OF CONSTRUCTION NOTES SHEET 48.

0 150 300 600
HORIZONTAL SCALE IN FEET

CALCULATED SSS
CHECKED HJF

MAINTENANCE OF TRAFFIC LOCAL ST
DETOUR PLAN - PHASE 4, 5 & 6A CONSTR.

MOT-75-12.00

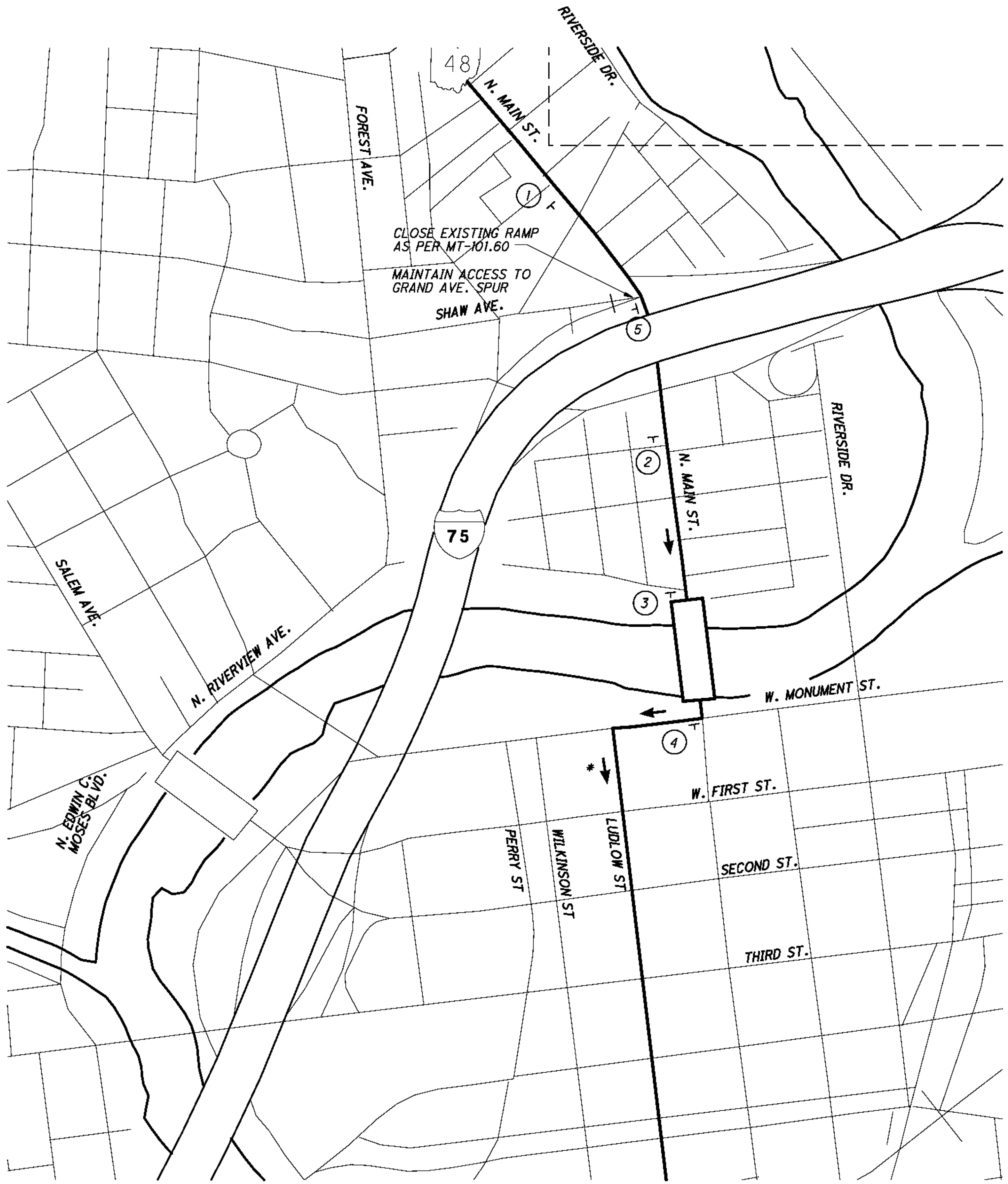
(1)
RAMP TO SB I-75
CLOSED AT MAIN ST.
FOLLOW DETOUR

(2)
DETOUR — M4-8A
SOUTH — M3-3-24
INTERSTATE 75 — M1-1-24
M6-3-21

(3)
DETOUR — M4-8A
SOUTH — M3-3-24
INTERSTATE 75 — M1-1-24
M5-1-21

(4)
DETOUR — M4-8A
SOUTH — M3-3-24
INTERSTATE 75 — M1-1-24
M6-1-21

(5)
ROAD OPEN
TO
GRAND AVE.



* SEE SHEET 64 FOR CONTINUATION OF DETOUR.

NOTES:

1. CONTRACTOR SHALL COVER ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.
2. SIGNS SHOWN ON THIS SHEET SHALL BE IN PLACE FOR THE DURATION OF THE CONSTRUCTION ON MAIN ST.

0 200 400 800
HORIZONTAL SCALE IN FEET

CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 8A & 8B
MAIN STREET DETOUR - SB ON-RAMP

MOT-75-12.00

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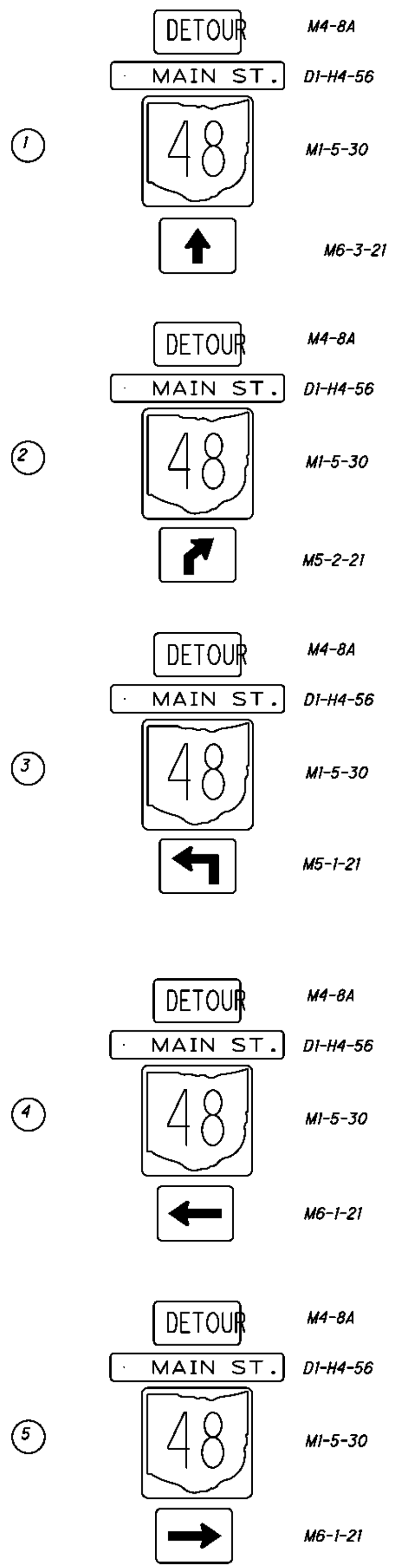
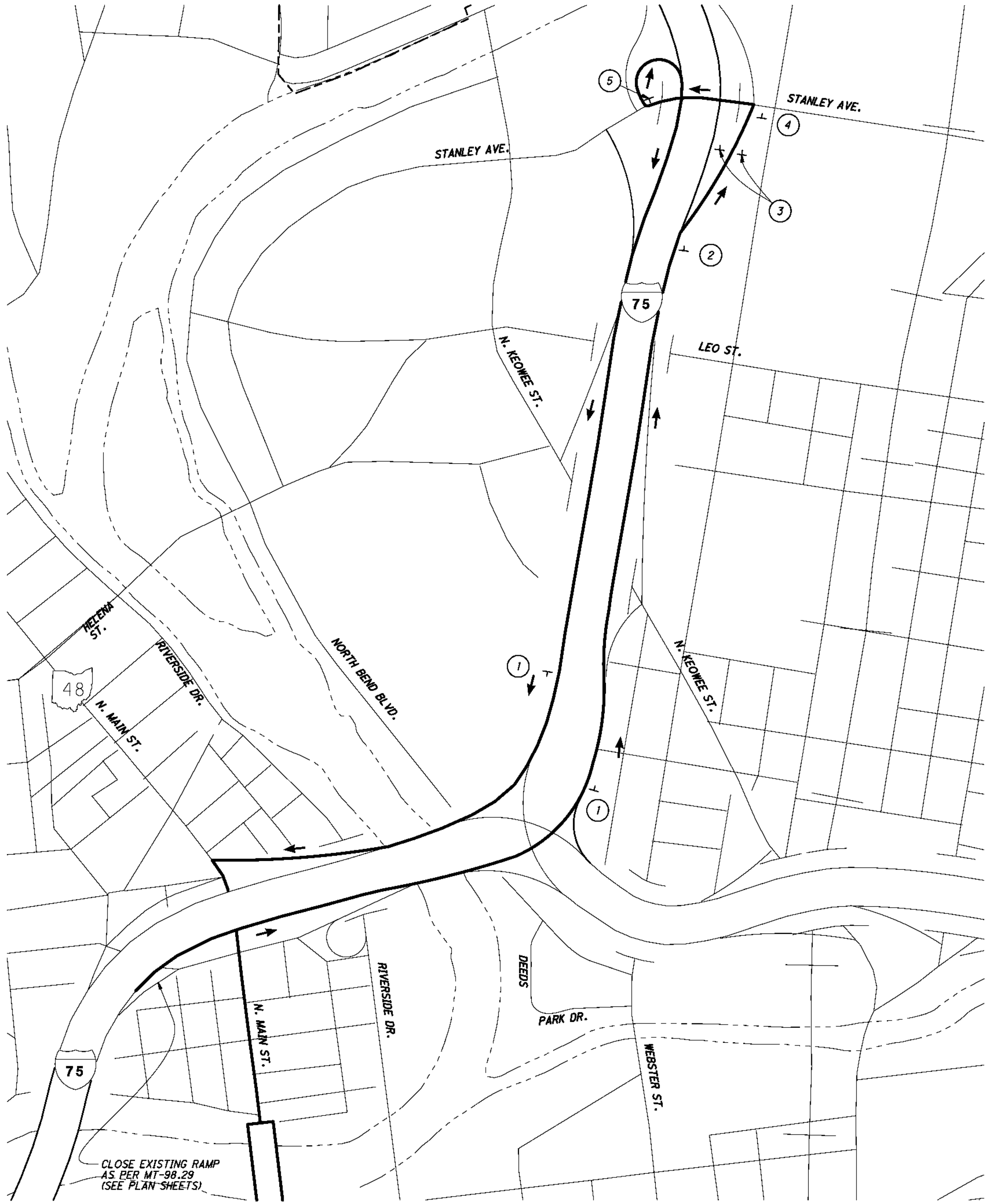




NOTES:

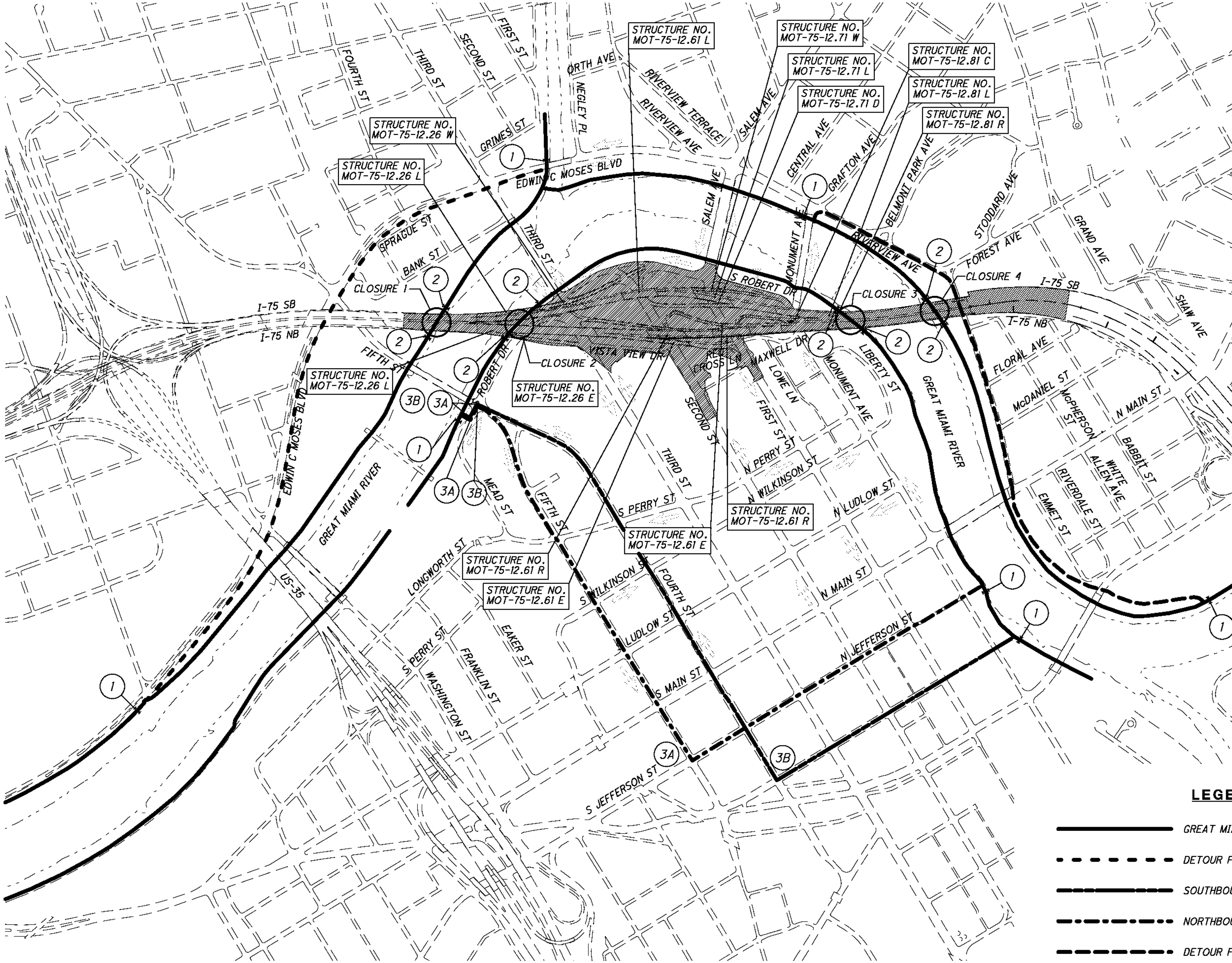
1. CONTRACTOR SHALL COVER ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

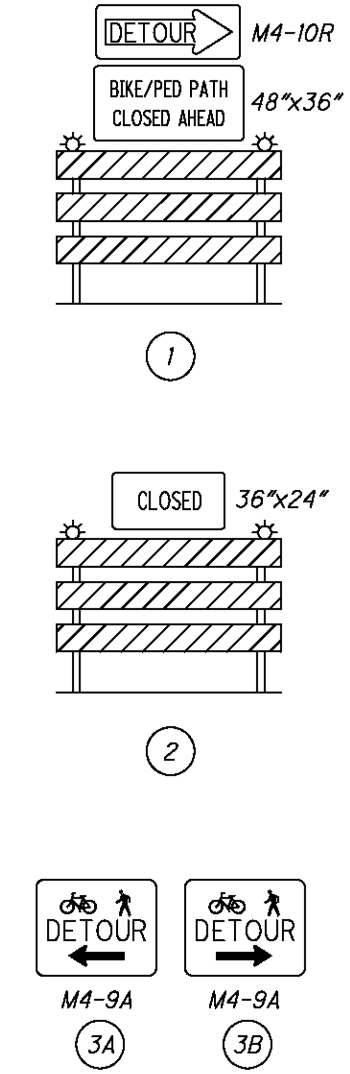
HORIZONTAL SCALE IN FEET
0 200 400 800

CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 8A & 8B
MAIN STREET DETOUR - NB OFF-RAMP

MOT-75-12.00





LEGEND

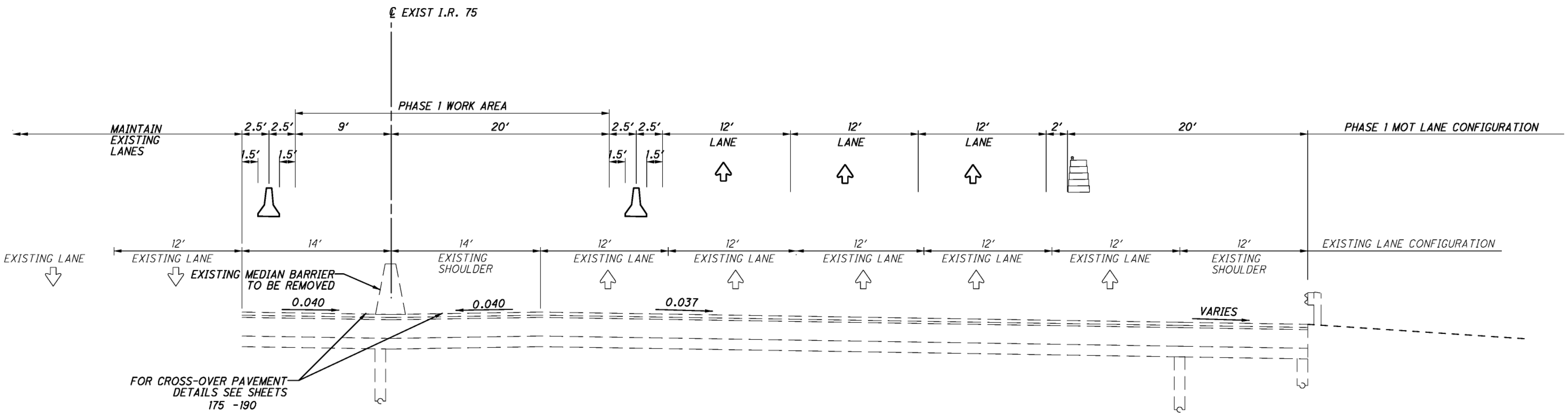
- GREAT MIAMI RIVER RECREATION TRAIL
- DETOUR FOR CLOSURE 1
- SOUTHBOUND DETOUR FOR CLOSURES 2 & 3
- NORTHBOUND DETOUR FOR CLOSURES 2 & 3
- DETOUR FOR CLOSURE 4

0 200 400 800
HORIZONTAL SCALE IN FEET

CALCULATED RLG
CHECKED MAS

MAINTENANCE OF TRAFFIC DAYTON CBD BIKE PATH DETOUR PLAN

MOT-75-12.00



MOT SECTION - I.R. 75

EX I.R. 75 STA 282+00± TO STA 288+30±

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

LEGEND:

PHASE CONSTRUCTION

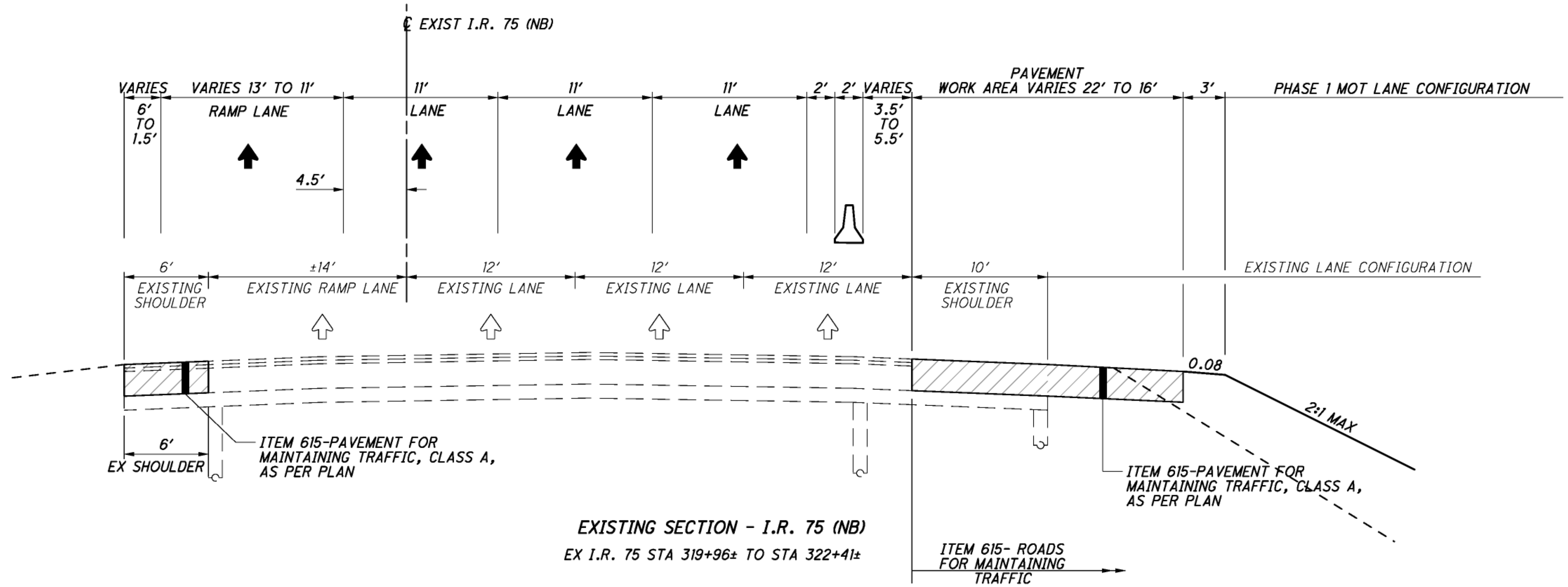
PAVEMENT FOR MAINTAINING TRAFFIC

FOR PLAN SEE SHEETS 85 TO 98

CALCULATED
CHECKED

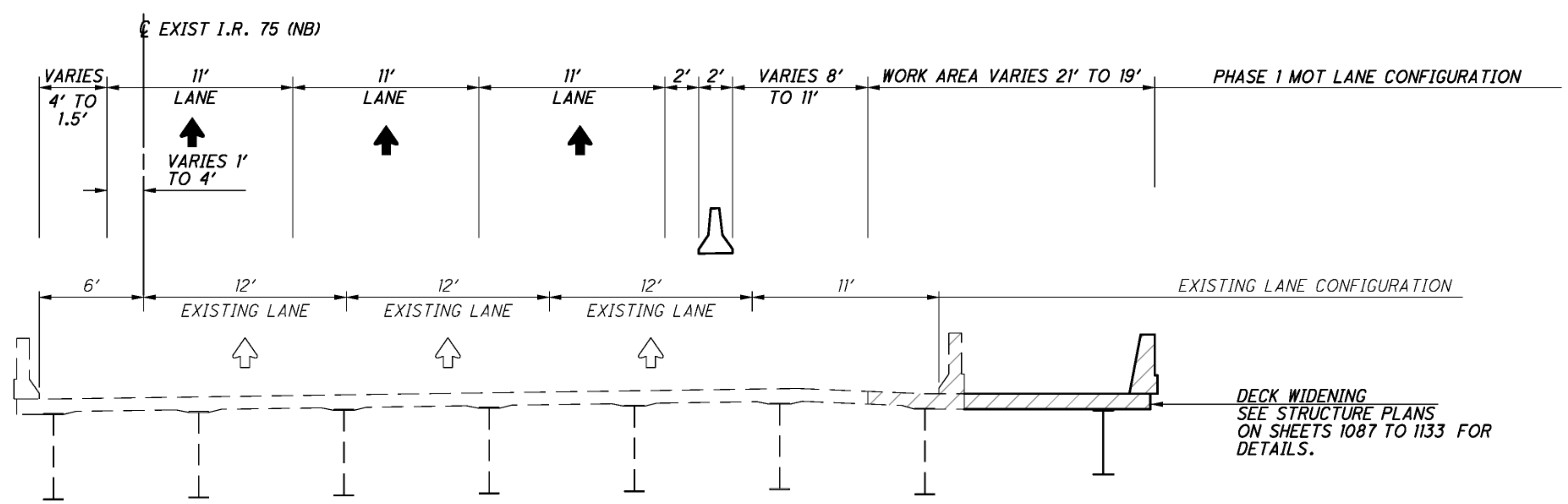
MAINTENANCE OF TRAFFIC - I.R. 75 (NB) PHASE 1-TYPICAL SECTIONS

MOT-75-12.00



EXISTING SECTION - I.R. 75 (NB)

EX I.R. 75 STA 319+96± TO STA 322+41±



EXISTING SECTION - I.R. 75 (NB)
BRIDGE NO. MOT-75-1261 R

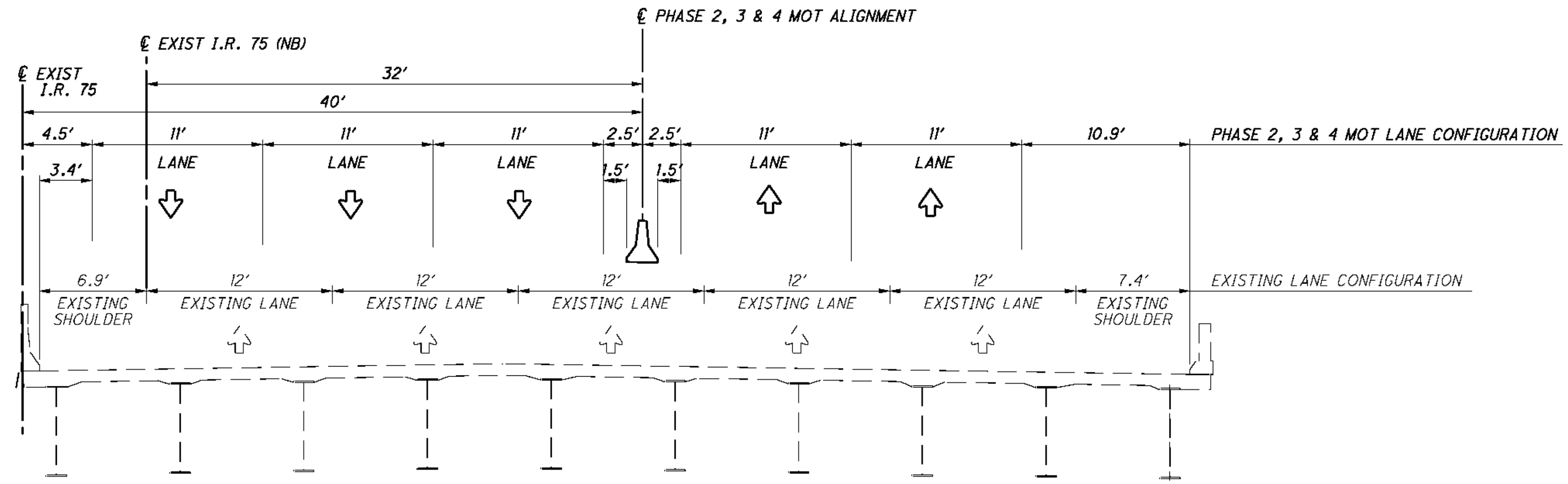
EX I.R. 75 STA 316+88± TO STA 318+02±

NOTE:

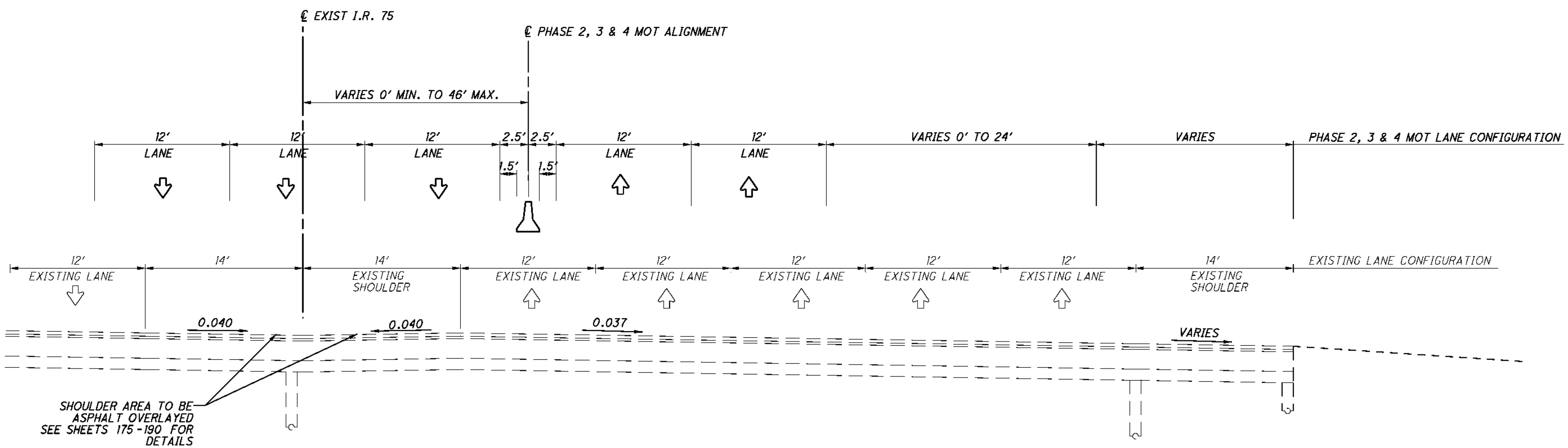
SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 85 TO 98



EXISTING SECTION - I.R. 75 (NB)
BRIDGE NO. MOT-75-1226 R
℄ PHASE 2, 3 & 4 MOT STA 163+34± TO STA 180+95±



MOT SECTION - I.R. 75
CROSS OVER
℄ PHASE 2, 3 & 4 MOT STA 152+08± TO STA 157+83±

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

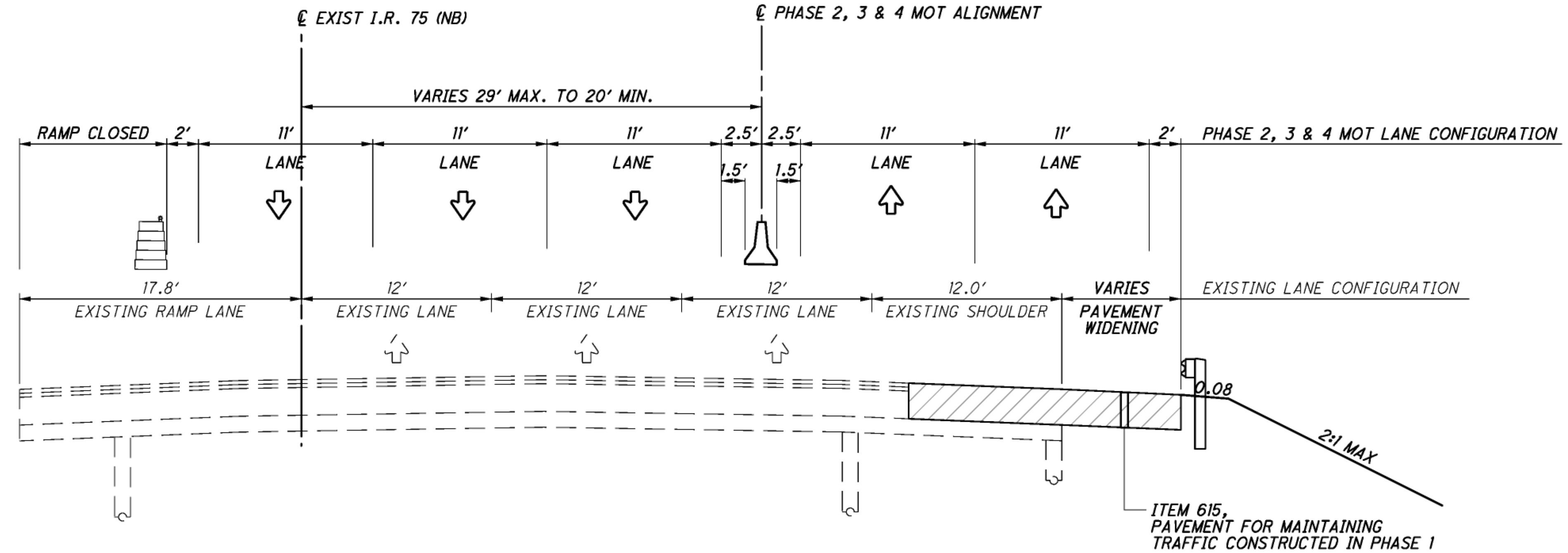
THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

FOR PLAN SEE SHEETS 99 TO 113

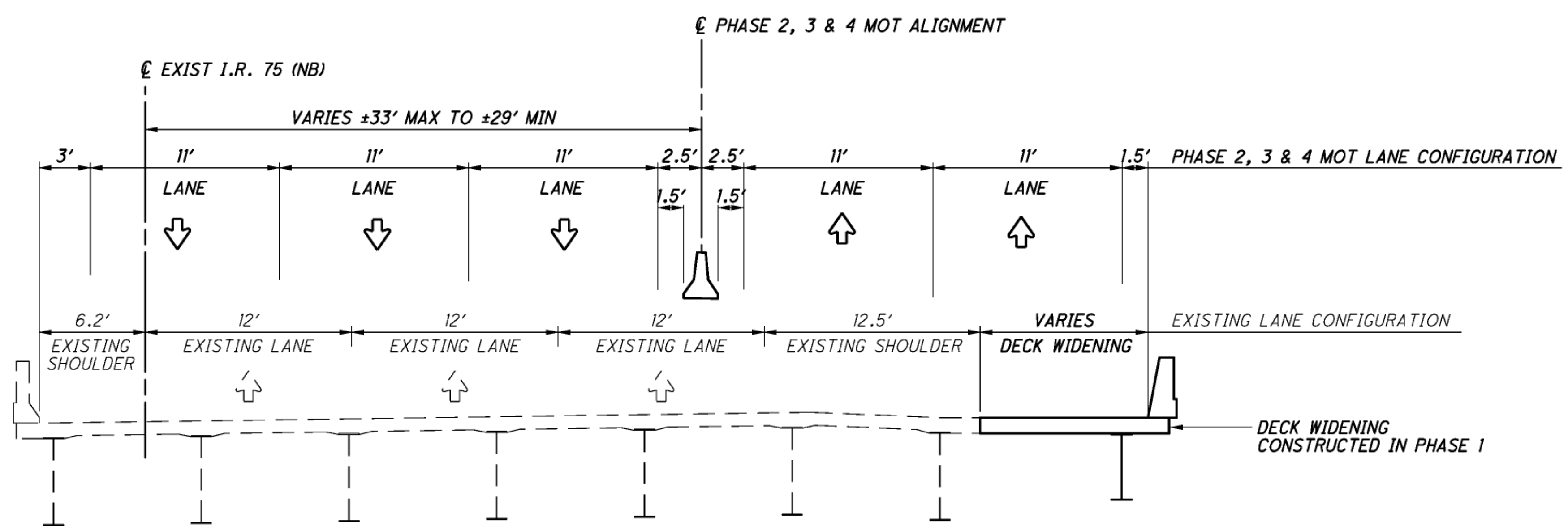
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASES 2, 3 & 4-TYPICAL SECTIONS

MOT-75-12.00



EXISTING SECTION - I.R. 75 (NB)
℄ PHASE 2, 3 & 4 MOT STA 188+18± TO STA 190+98±



EXISTING SECTION - I.R. 75 (NB)
BRIDGE NO. MOT-75-1261 R
℄ PHASE 2, 3 & 4 MOT STA 185+67± TO STA 188+18±

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

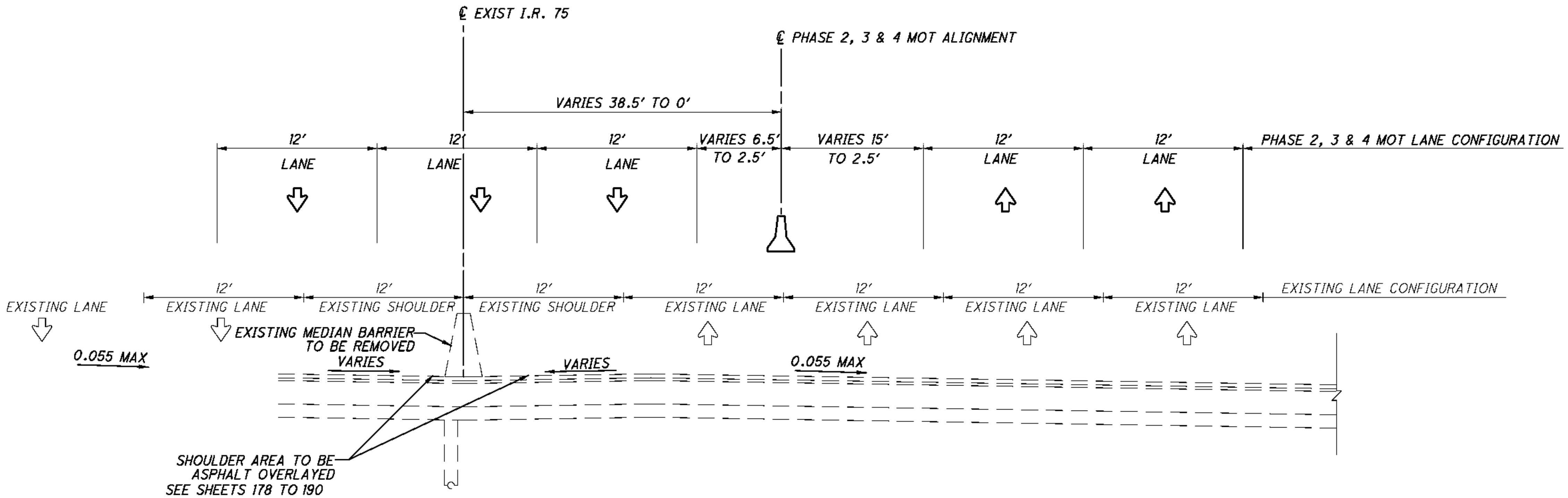
FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 99 TO 113

IP_PWP:dms19306\77247MY004.DGN 24-FEB-2012 3:40PM rgreenland

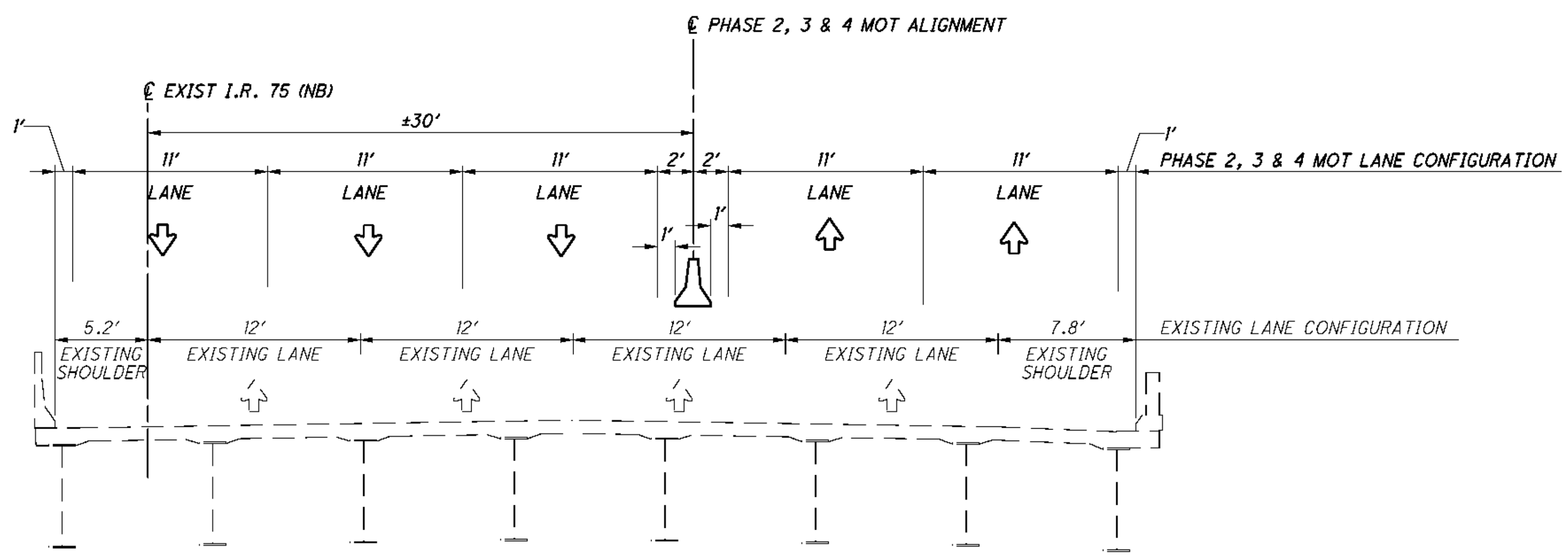
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASES 2, 3 & 4-TYPICAL SECTIONS

MOT-75-12.00



MOT SECTION - I.R. 75
CROSS OVER
℄ PHASE 2, 3 & 4 MOT STA 211+78± TO STA 221+81±



EXISTING SECTION - I.R. 75 (NB)
BRIDGE NO. MOT-75-1281 R
℄ PHASE 2, 3 & 4 MOT STA 196+52± TO STA 211+78±

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

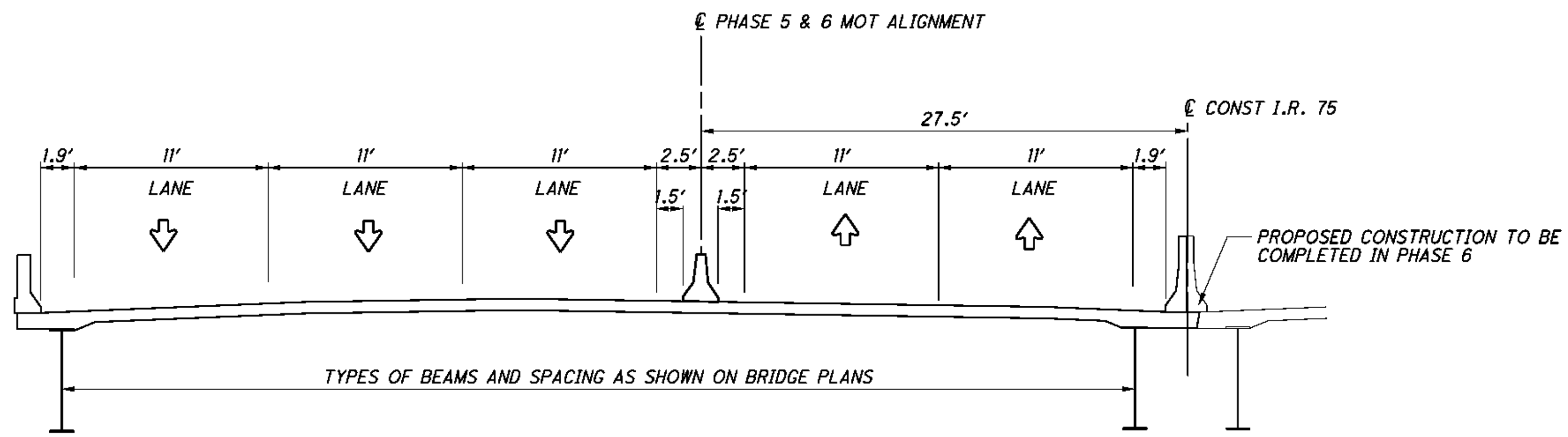
THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 99 TO 113

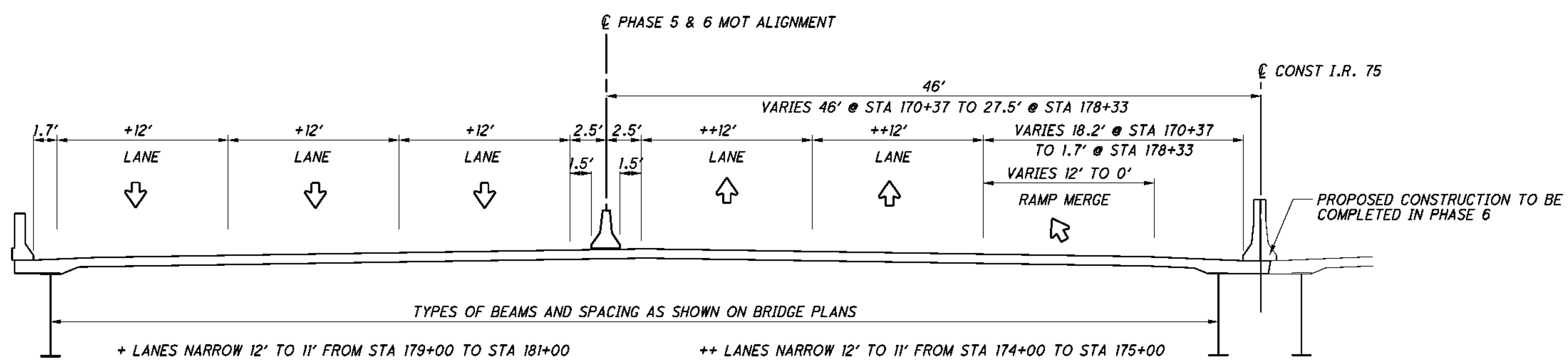
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASES 2, 3 & 4-TYPICAL SECTIONS

MOT-75-12.00



PROPOSED SECTION - I.R. 75 (SB)
BRIDGE NO. MOT-75-1267 L
℄ PHASE 5 & 6 MOT STA 188+52± TO STA 191+24±



PROPOSED SECTION - I.R. 75 (SB)
BRIDGE NO. MOT-75-1227 L
℄ PHASE 5 & 6 MOT STA 167+88± TO STA 177+30±

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

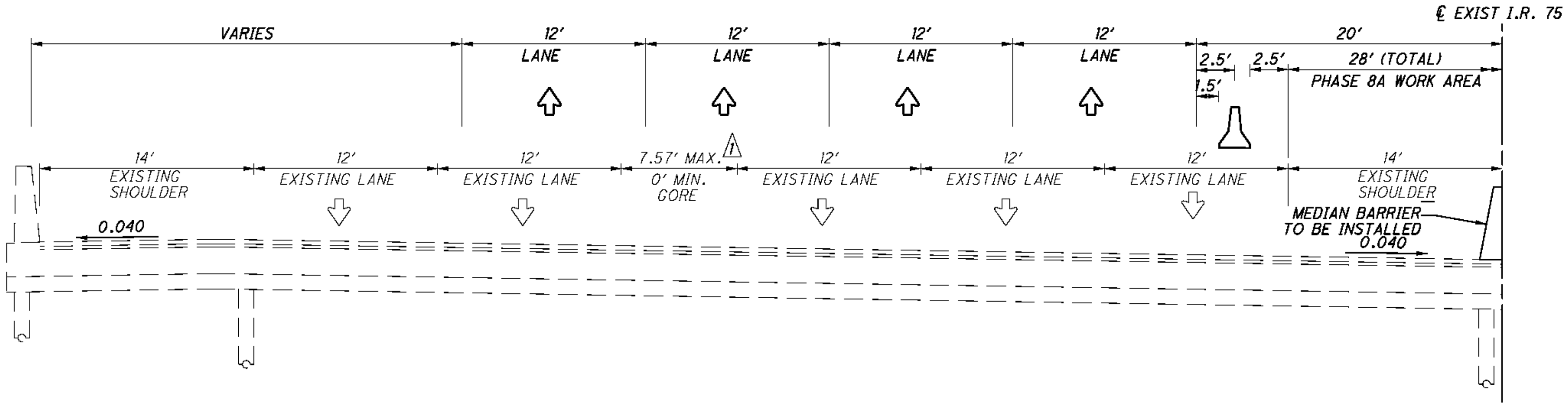
THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 115 TO 129

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (SB)
PHASES 5A, 5B, 6A & 6B TYPICAL SECTIONS

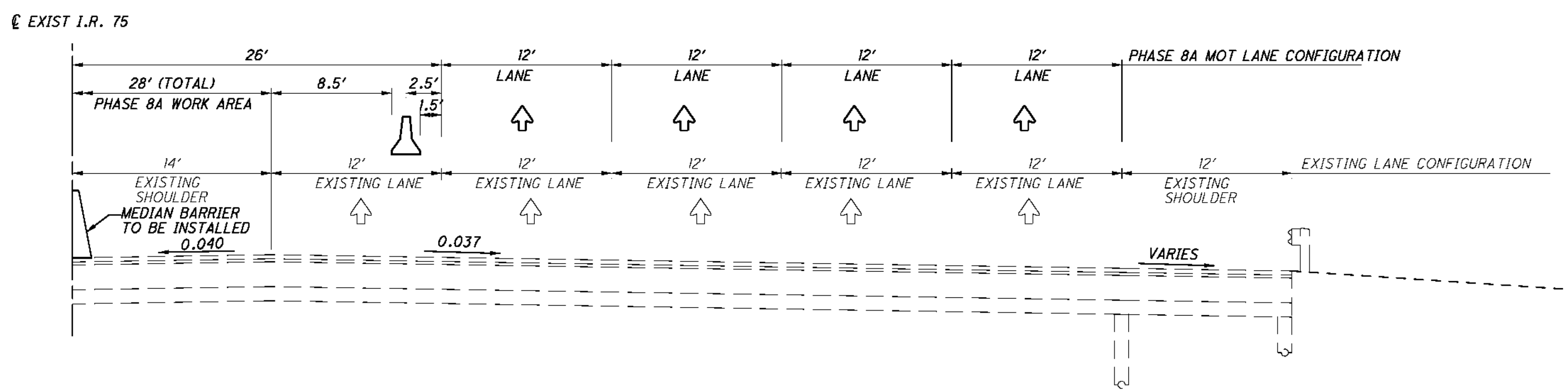
MOT-75-12.00



1 VARIES FROM 7.57' AT STA. 285+71± TO 0' AT STA. 288+10±

NOTE:

SOUTHBOUND I.R. 75:
EXISTING TRAFFIC LANES TO BE MAINTAINED.



NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

MOT SECTION - I.R. 75

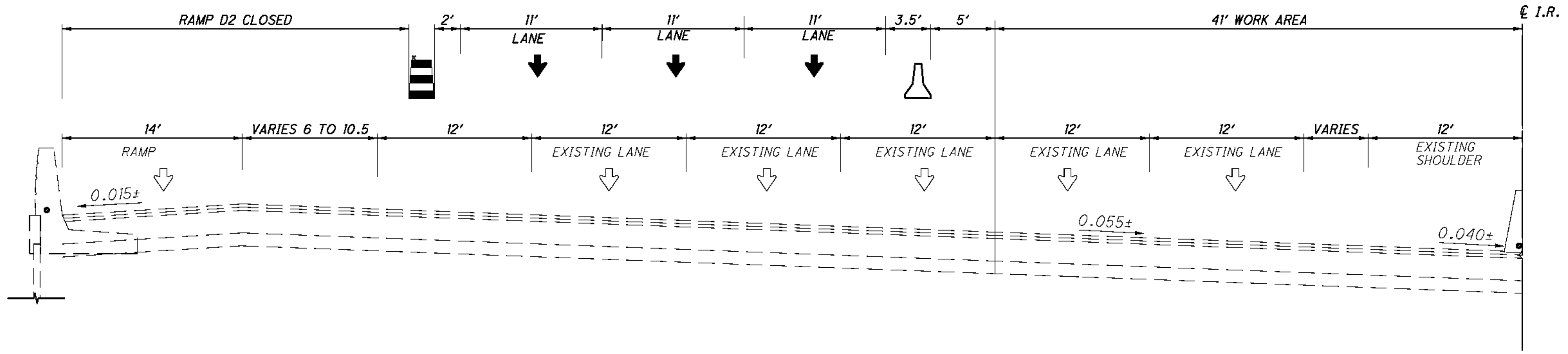
EX I.R. 75 STA 285+70± TO STA 291+80±

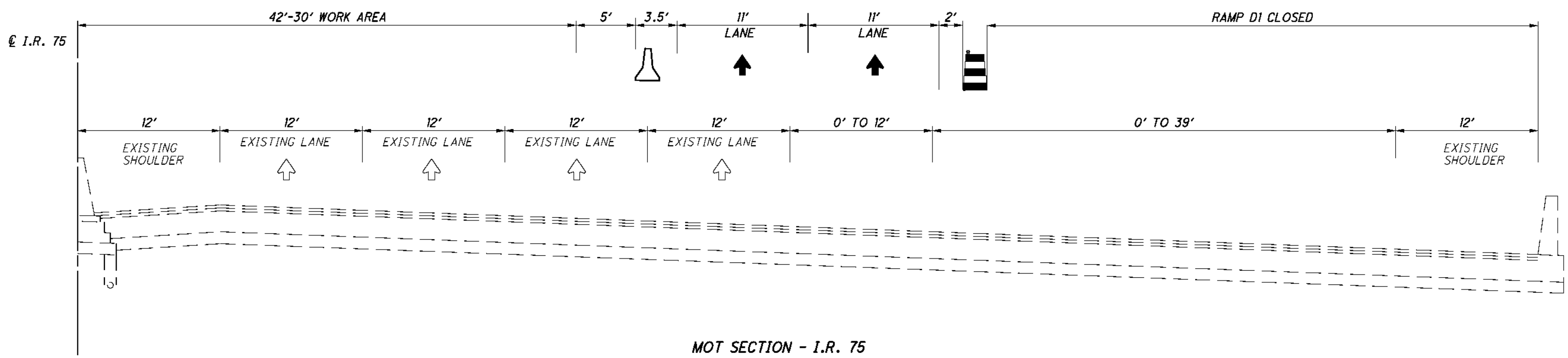
FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 130 TO 146

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASE 8A-TYPICAL SECTIONS

MOT-75-12.00





MOT SECTION - I.R. 75

I.R 75 STA 345+40 TO STA 350+25

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

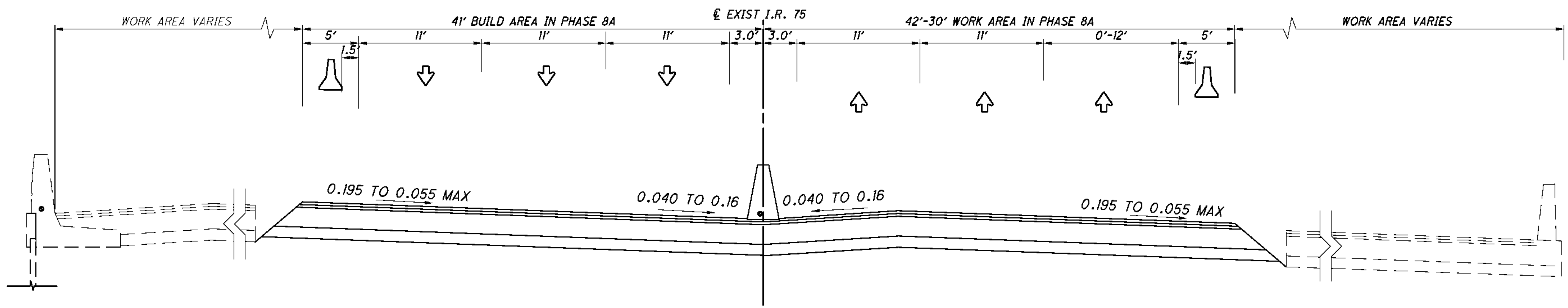
THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 130 TO 146

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASE 8A-TYPICAL SECTIONS

MOT-75-12.00

CALCULATED
CHECKED



MOT SECTION - I.R. 75

I.R 75 STA 345+40 TO STA 350+25

NOTE:

SOUTHBOUND I.R. 75:
NORMAL TRAFFIC PATTERN ON EXISTING LANES.

THE STATIONING SHOWN ON THESE TYPICALS IS PROVIDED TO IDENTIFY WHERE EACH TYPICAL APPLIES. THESE TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE FULL COVERAGE THROUGHOUT THE ENTIRE PROJECT LIMITS. SEE PLAN SHEETS AND PHASE CONSTRUCTION SECTIONS FOR ADDITIONAL DETAILS.

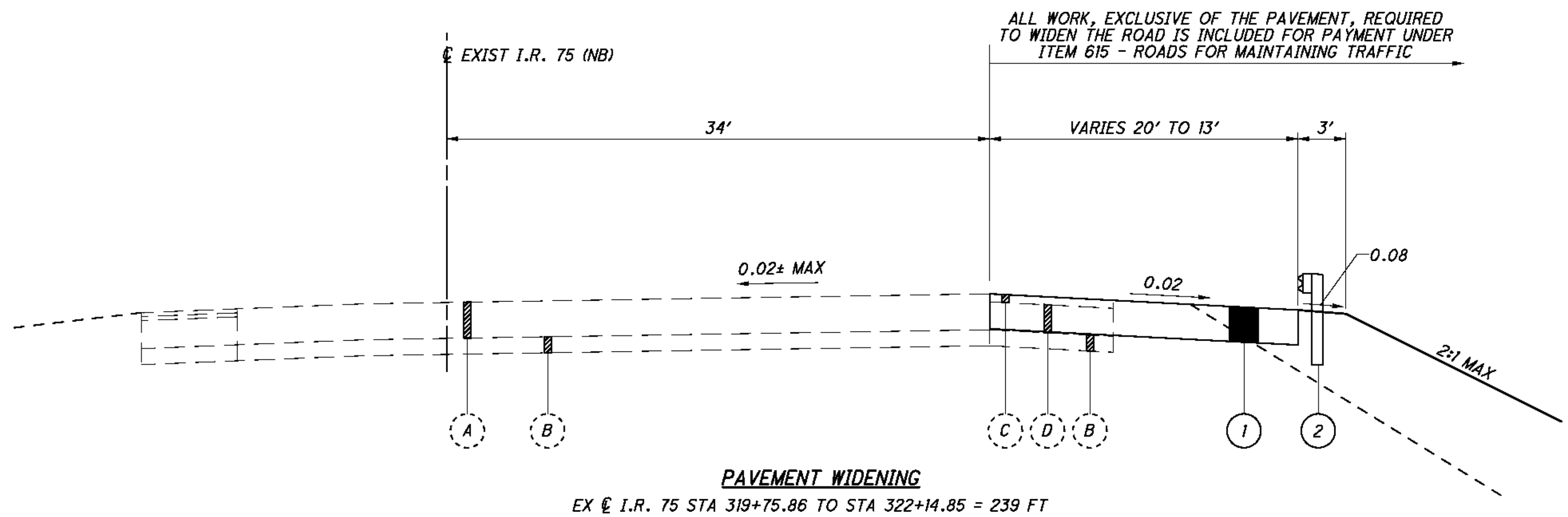
FOR LEGEND SEE SHEET 69
FOR PLAN SEE SHEETS 147 TO 159

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - I.R. 75 (NB)
PHASE 8B-TYPICAL SECTIONS

MOT-75-12.00

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC



PAVEMENT WIDENING

EX ℄ I.R. 75 STA 319+75.86 TO STA 322+14.85 = 239 FT

PAVEMENT LEGEND

- (A) 9" CONCRETE PAVEMENT
- (B) 6" SUBBASE
- (C) 3" AGGREGATE BASE COURSE
- (D) AGGREGATE BASE COURSE
- (1) ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A
- (2) ITEM 606 - GUARDRAIL

ESTIMATED QUANTITIES CARRIED TO THE GENERAL SUMMARY

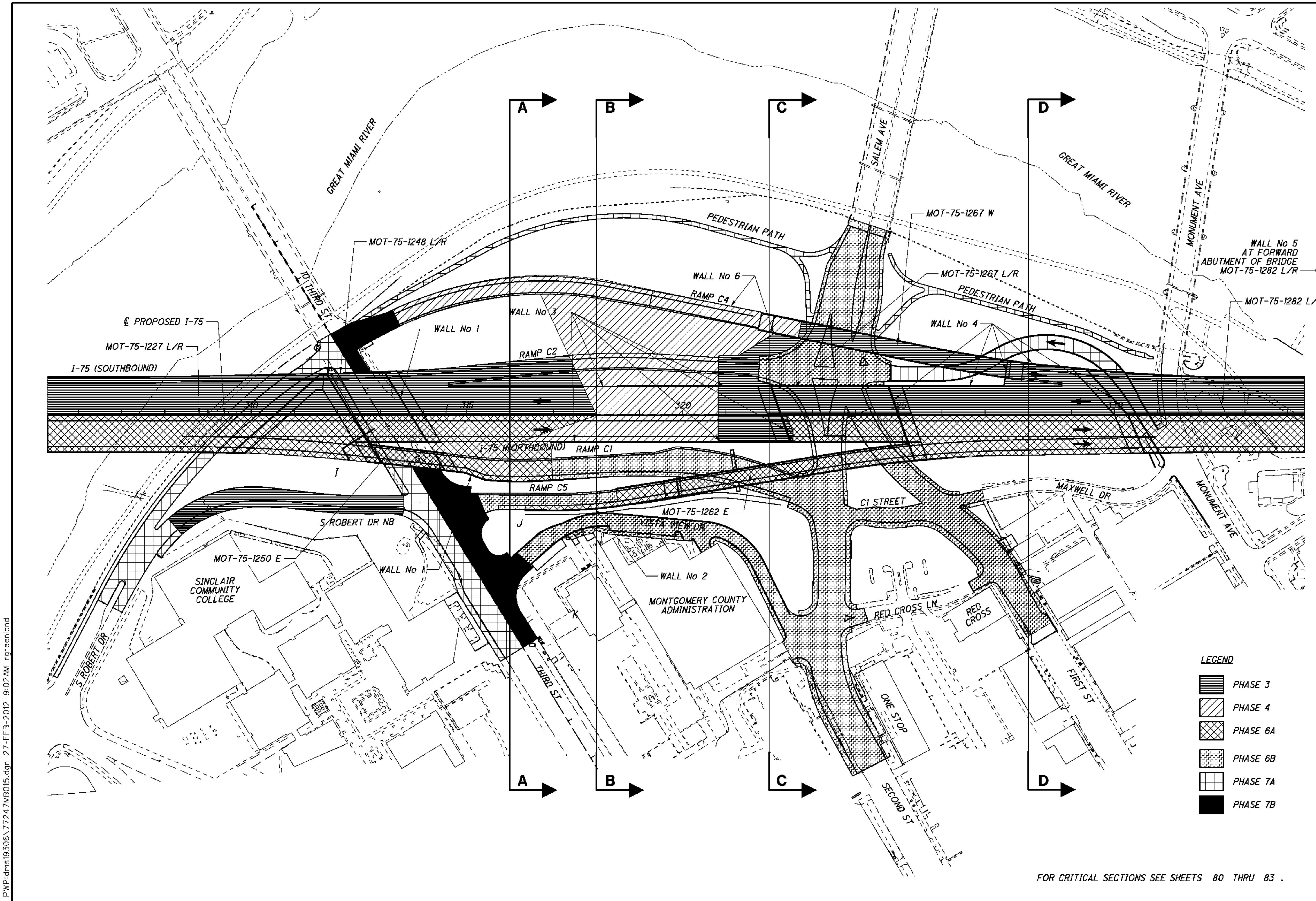
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A	432 SY
ITEM 615 - ROADS FOR MAINTAINING TRAFFIC	LUMP SUM

FOR DETAILS OF ITEM 615-PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A, SEE NOTE TITLED "EXISTING SHOULDER RECONSTRUCTION" ON SHEET 52

LEGEND:

- PHASE CONSTRUCTION
- PAVEMENT FOR MAINTAINING TRAFFIC

FOR PLAN SEE SHEET 93



FOR CRITICAL SECTIONS SEE SHEETS 80 THRU 83 .

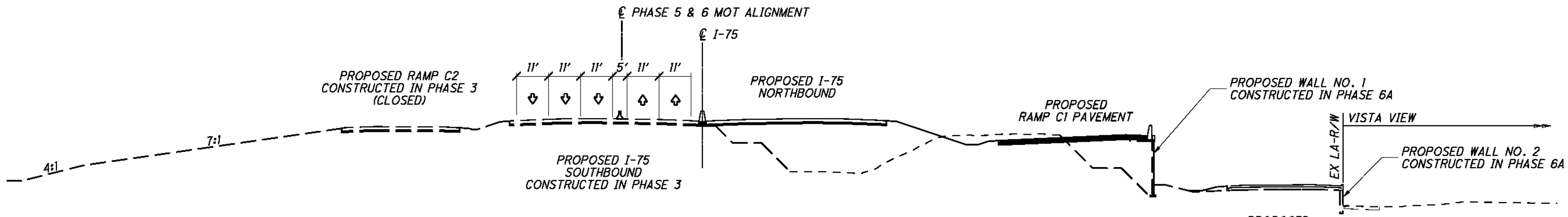
HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED RMP
CHECKED JEL

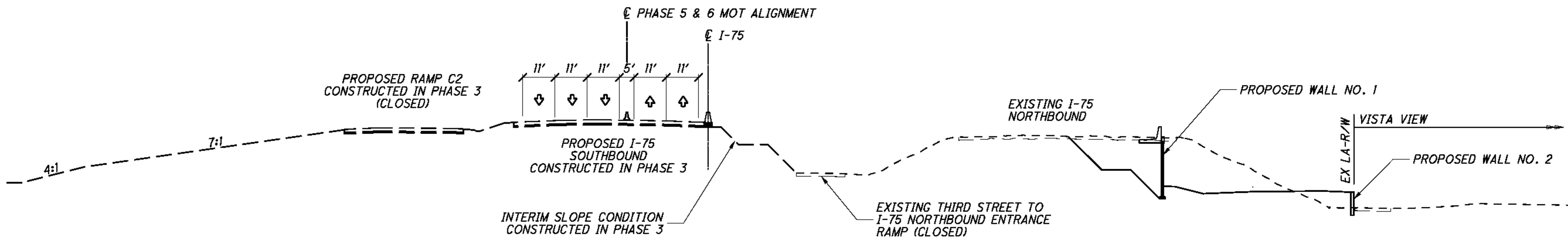
SEQUENCE OF CONSTRUCTION AND CRITICAL SECTION SCHEMATIC

MOT-75-12.00

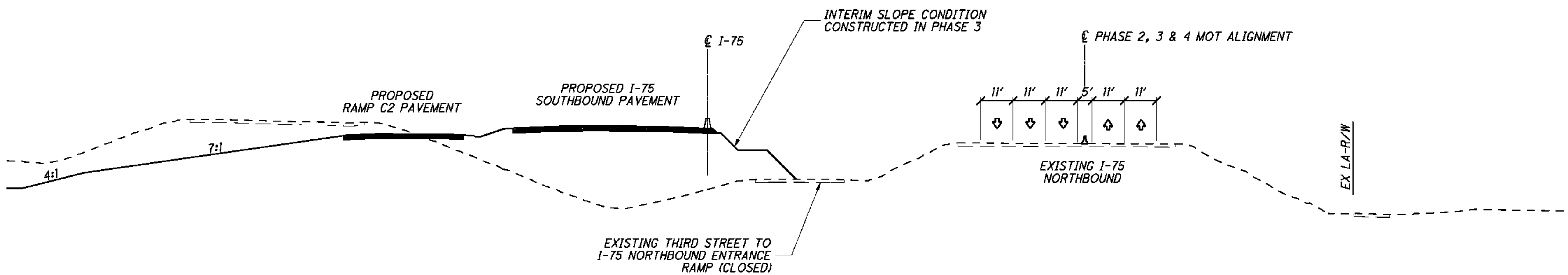
IP_PWP:dms19306\77247MB015.dgn 27-FEB-2012 9:02AM rgreenland



PHASE 6B
SECTION A-A



PHASE 6A
SECTION A-A



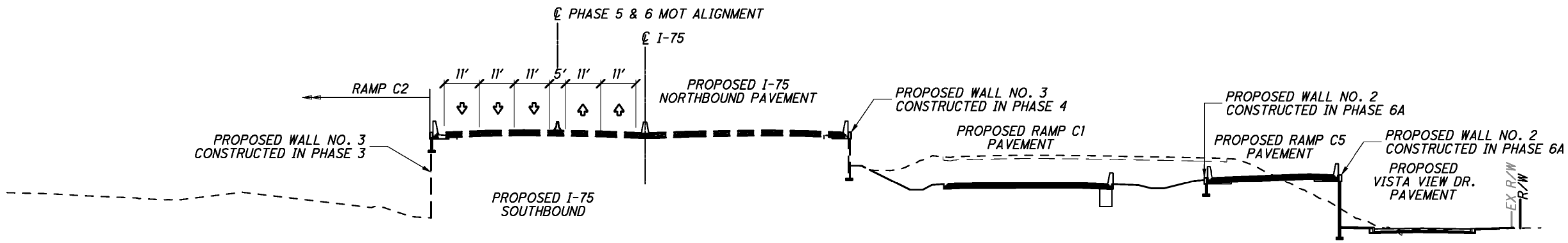
PHASE 2, 3 AND 4
SECTION A-A

CALCULATED RMP
CHECKED JEL

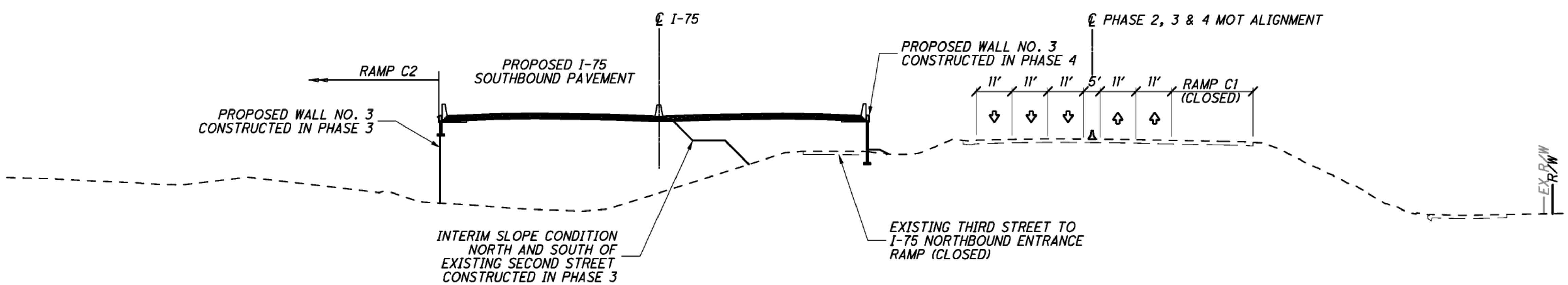
MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION SECTIONS - SECTION A-A

MOT-75-12.00

80
1565



PHASE 5 AND 6
SECTION B-B



PHASE 2, 3 AND 4
SECTION B-B

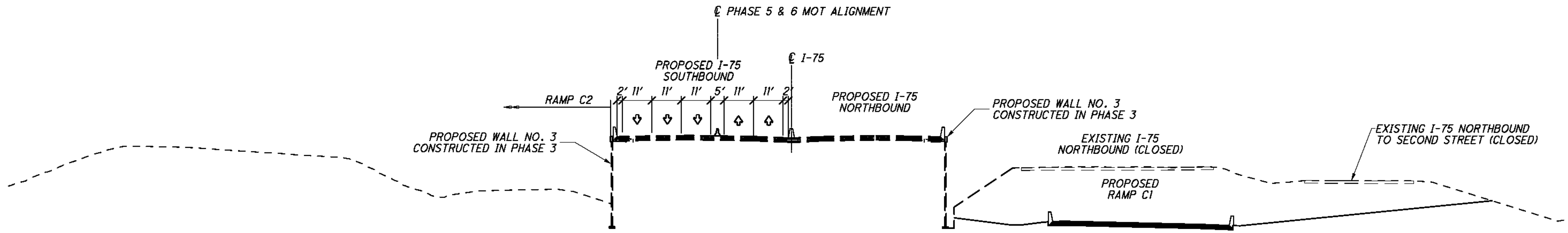
CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION SECTIONS - SECTION B-B

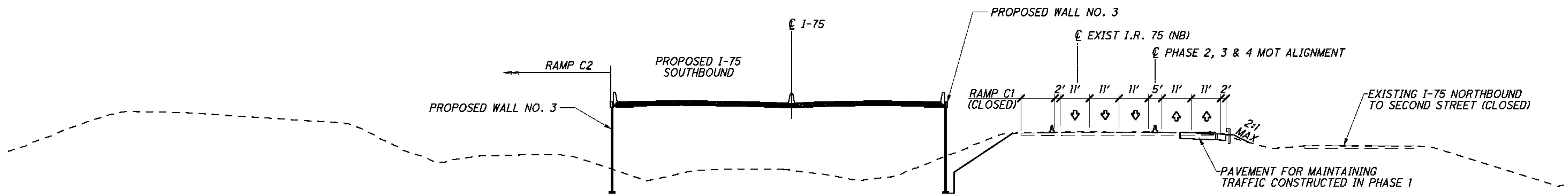
MOT-75-12.00

81
1565

IP_PWP:dms19306\77247MY011.DGN 24-FEB-2012 3:40PM rgreenland



PHASE 5 AND 6
SECTION C-C

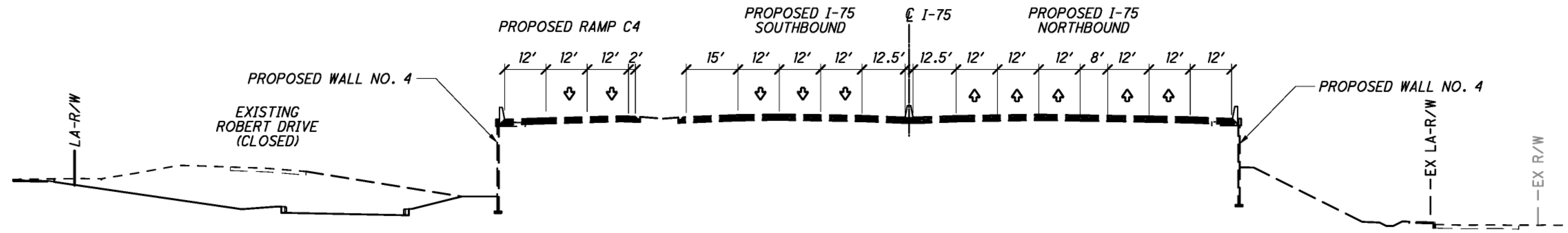


PHASE 2, 3 AND 4
SECTION C-C

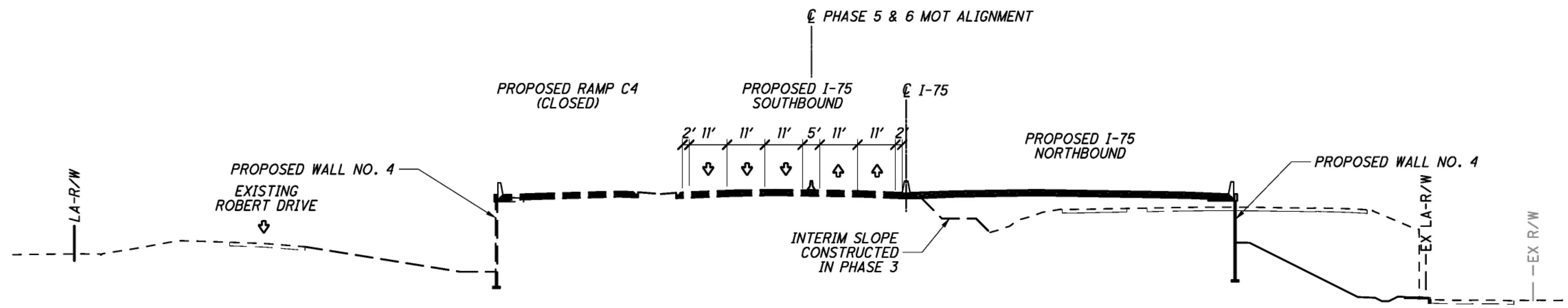
CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION SECTIONS - SECTION C-C

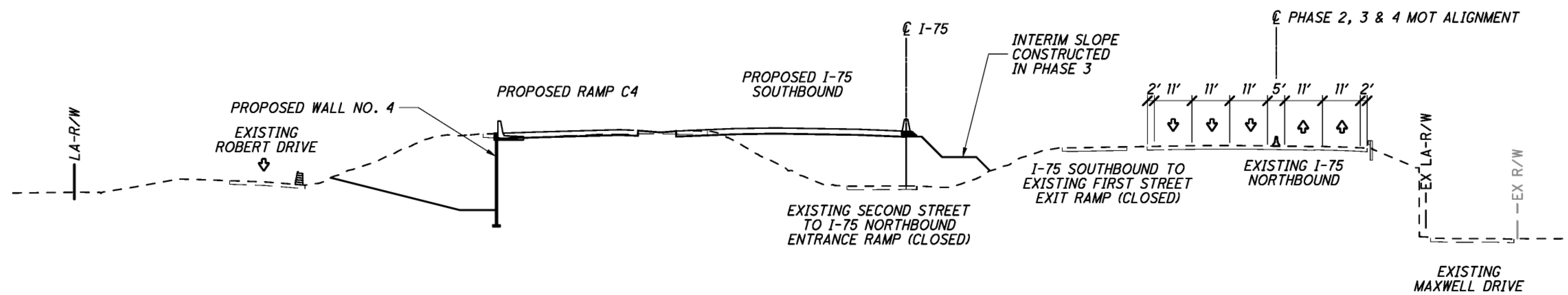
MOT-75-12.00



PHASE 7
SECTION D-D



PHASE 5 AND 6
SECTION D-D



PHASE 2, 3 AND 4
SECTION D-D

CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC
PHASE CONSTRUCTION SECTIONS - SECTION D-D

MOT-75-12.00

83
1565

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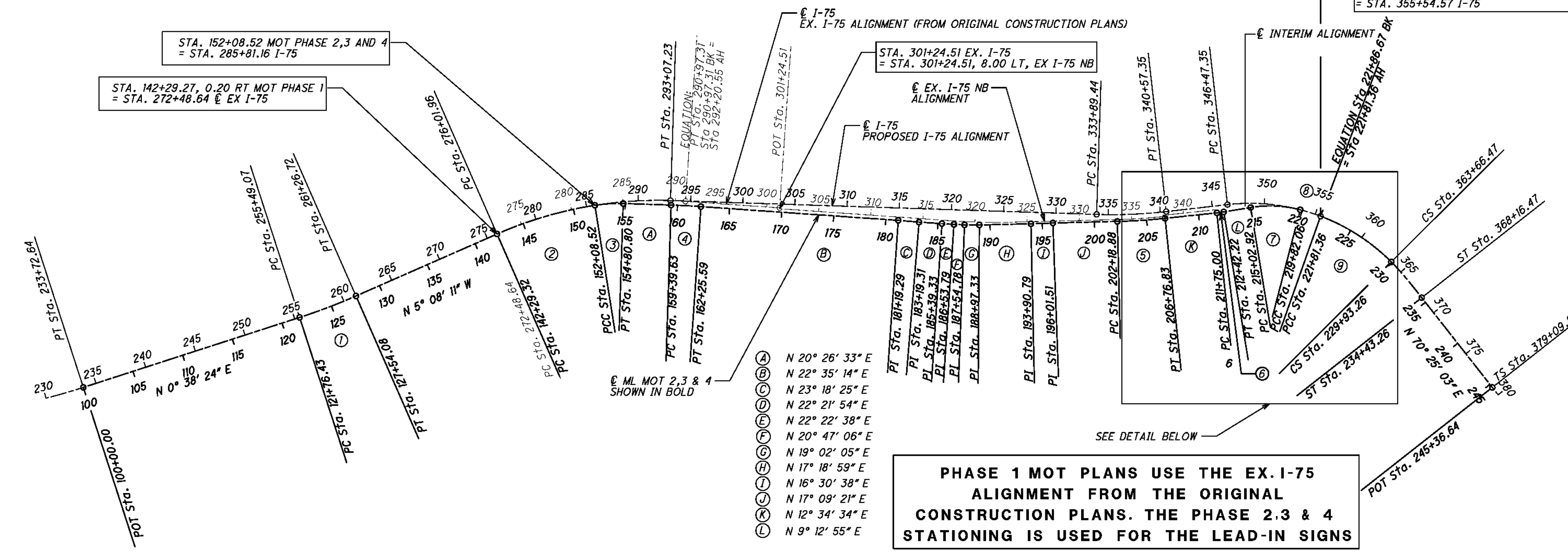
PROPOSED ALIGNMENT, INTERIM ALIGNMENT, MOT PHASE 1 AND MOT PHASE 2,3,&4



PHASE 1 MOT PLANS USE THE EX. I-75 ALIGNMENT FROM THE ORIGINAL CONSTRUCTION PLANS. THE PHASE 2,3 & 4 STATIONING IS USED FOR THE LEAD-IN SIGNS

MOT PHASE 1 AND PHASE 2, 3, & 4 CURVE DATA

① P.I.= Sta. 124+65.50
D = 5° 46′ 36″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 289.07′
L = 577.65′
E = 7.29′
C = 577.41′
C.B. = N 2° 14′ 54″ W

② P.I.= Sta. 147+21.62
D = 14° 41′ 17″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 492.30′
L = 979.20′
E = 31.59′
C = 976.52′
C.B. = N 2° 12′ 27″ E

③ P.I.= Sta. 153+45.07
D = 10° 53′ 28″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 136.55′
L = 272.28′
E = 6.49′
C = 271.87′
C.B. = N 14° 59′ 50″ E

④ P.I.= Sta. 160+82.63
D = 2° 08′ 41″ (RT)
Dc = 0° 45′ 00″
R = 7,639.44′
T = 143.00′
L = 285.96′
E = 1.34′
C = 285.94′
C.B. = N 21° 30′ 54″ E

⑤ P.I.= Sta. 204+47.97
D = 4° 34′ 46″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 229.10′
L = 457.95′
E = 4.58′
C = 457.83′
C.B. = N 14° 51′ 57″ E

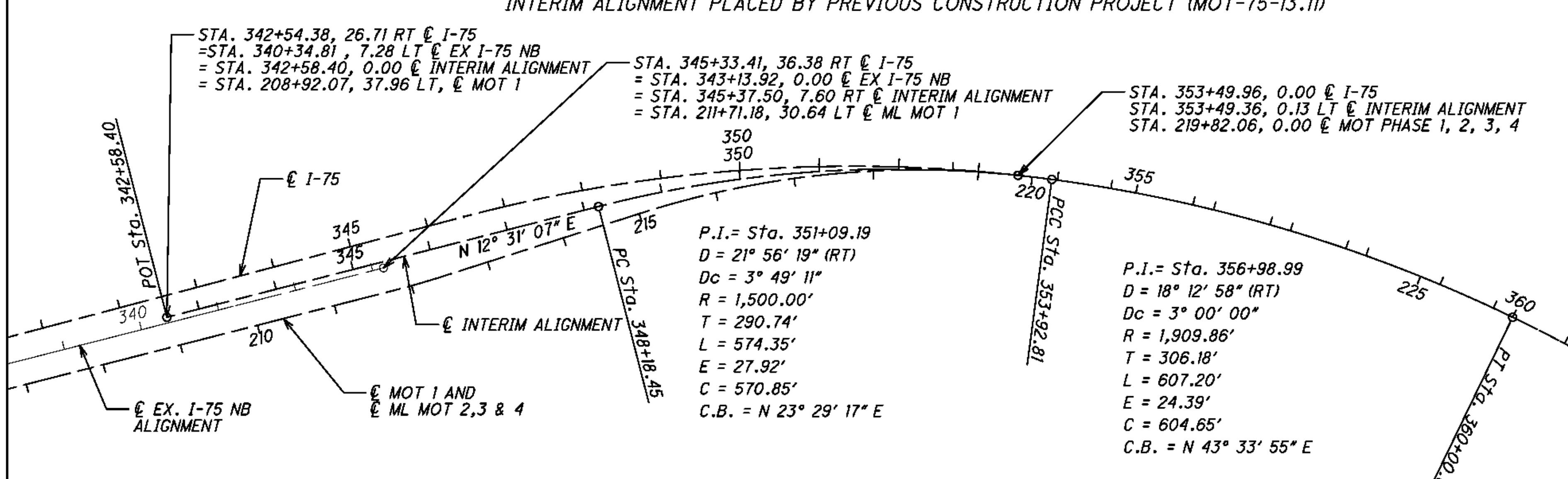
⑥ P.I.= Sta. 212+08.62
D = 3° 21′ 39″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 33.62′
L = 67.22′
E = 0.49′
C = 67.21′
C.B. = N 10° 53′ 45″ E

⑦ P.I.= Sta. 217+46.04
D = 23° 57′ 24″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 243.12′
L = 479.13′
E = 25.51′
C = 475.65′
C.B. = N 21° 11′ 37″ E

⑧ P.I.= Sta. 220+84.46
D = 6° 08′ 18″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 102.41′
L = 204.61′
E = 2.74′
C = 204.52′
C.B. = N 36° 14′ 28″ E

⑨ P.I.= Sta. 225+93.54
D = 24° 21′ 25″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 412.18′
L = 811.90′
E = 43.97′
C = 805.80′
C.B. = N 51° 29′ 20″ E

INTERIM ALIGNMENT PLACED BY PREVIOUS CONSTRUCTION PROJECT (MOT-75-13.11)



0 250 500 1000
HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN - PHASE 1, PHASE 2,3 & 4

MOT-75-12.00

IP_PWP:dms19306\77247MB001.dgn 24-FEB-2012 3:40PM rgreenland

WORK ZONE LEGEND

LLxxx	WORK ZONE LANE LINE, CLASS 1, AS PER PLAN
ELYxxx	WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN
ELWxxx	WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN
DLxxx	WORK ZONE DOTTED LINE, CLASS 1 (WHITE)
CHxxx	WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN
PCxxx	PORTABLE CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC
MTxxx	PAVEMENT FOR MAINTAINING OF TRAFFIC
→	TRAFFIC LANE
	WORK ZONE AREA
	ITEM 615- PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

LABEL KEY

LLxxx

PHASE — LINE #

c:\caddlib\pw\rpodmore\pwgreat_lakes\dms57971\77247MP100_01.dgn 8/13/2012 2:41:06 PM rmpodmore

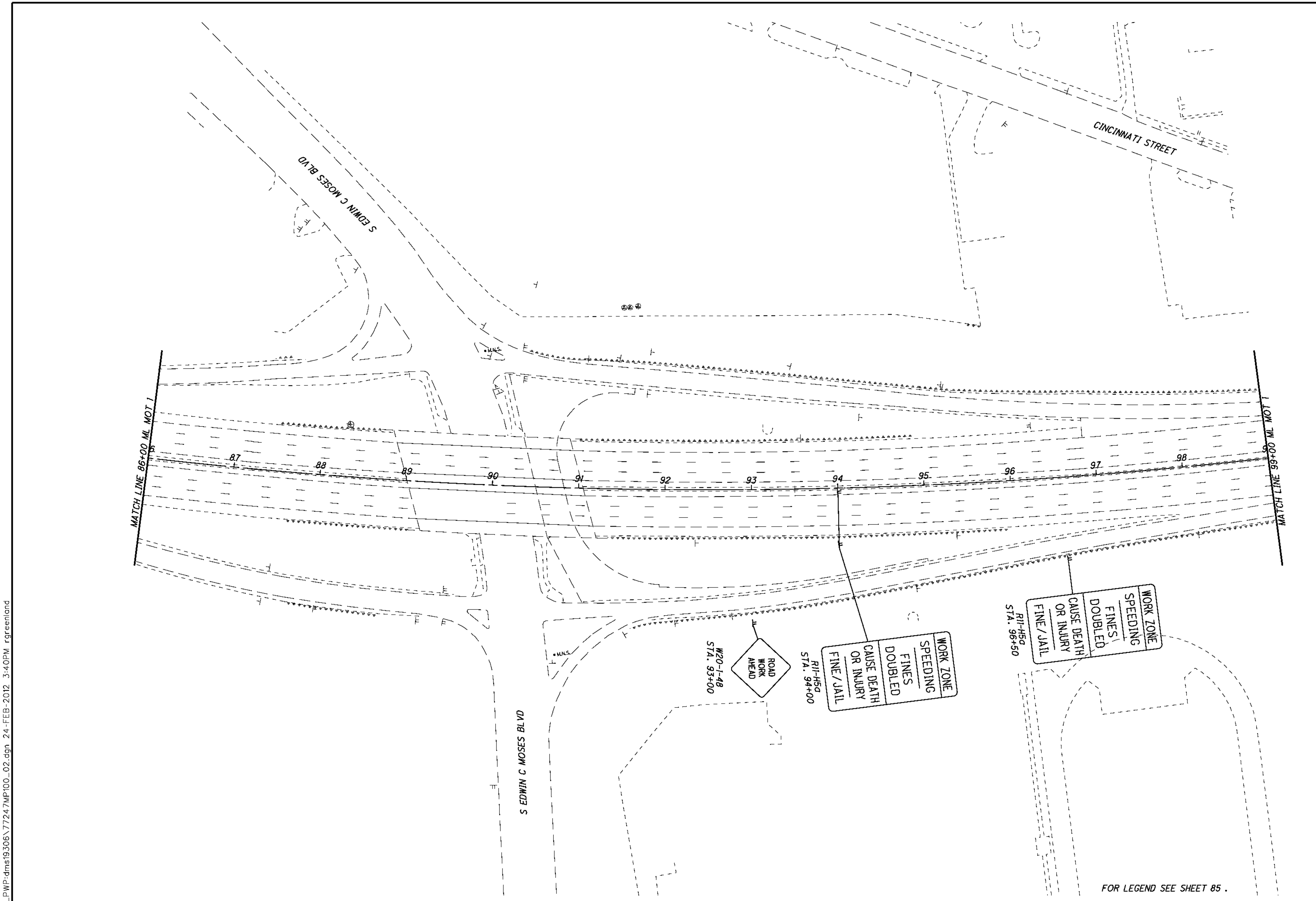
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1, 1A&B

MOT-75-12.00

85
1565

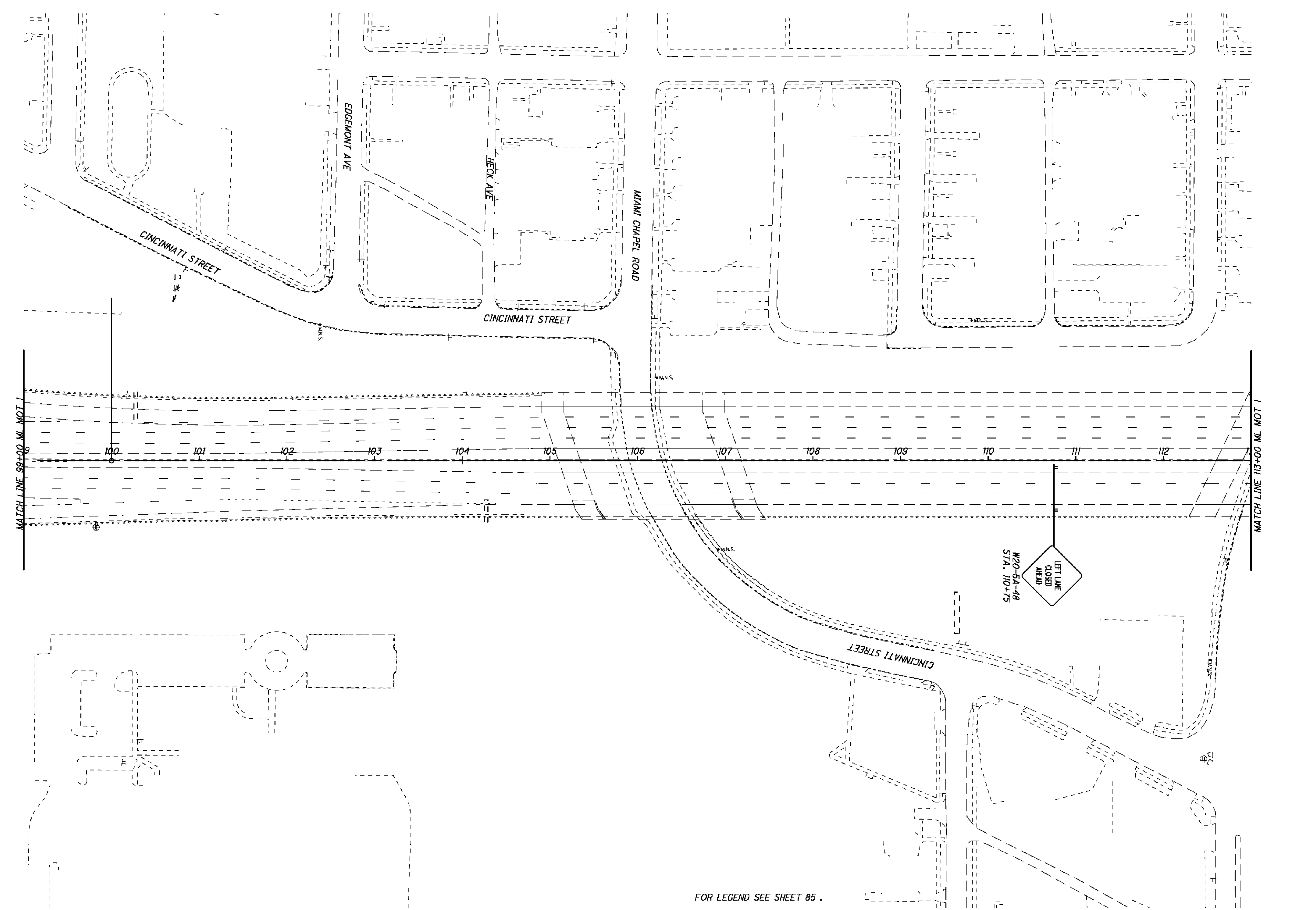


HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 86+00 TO STA. 99+00

MOT-75-12.00



FOR LEGEND SEE SHEET 85 .

HORIZONTAL SCALE IN FEET
0 25 50 100

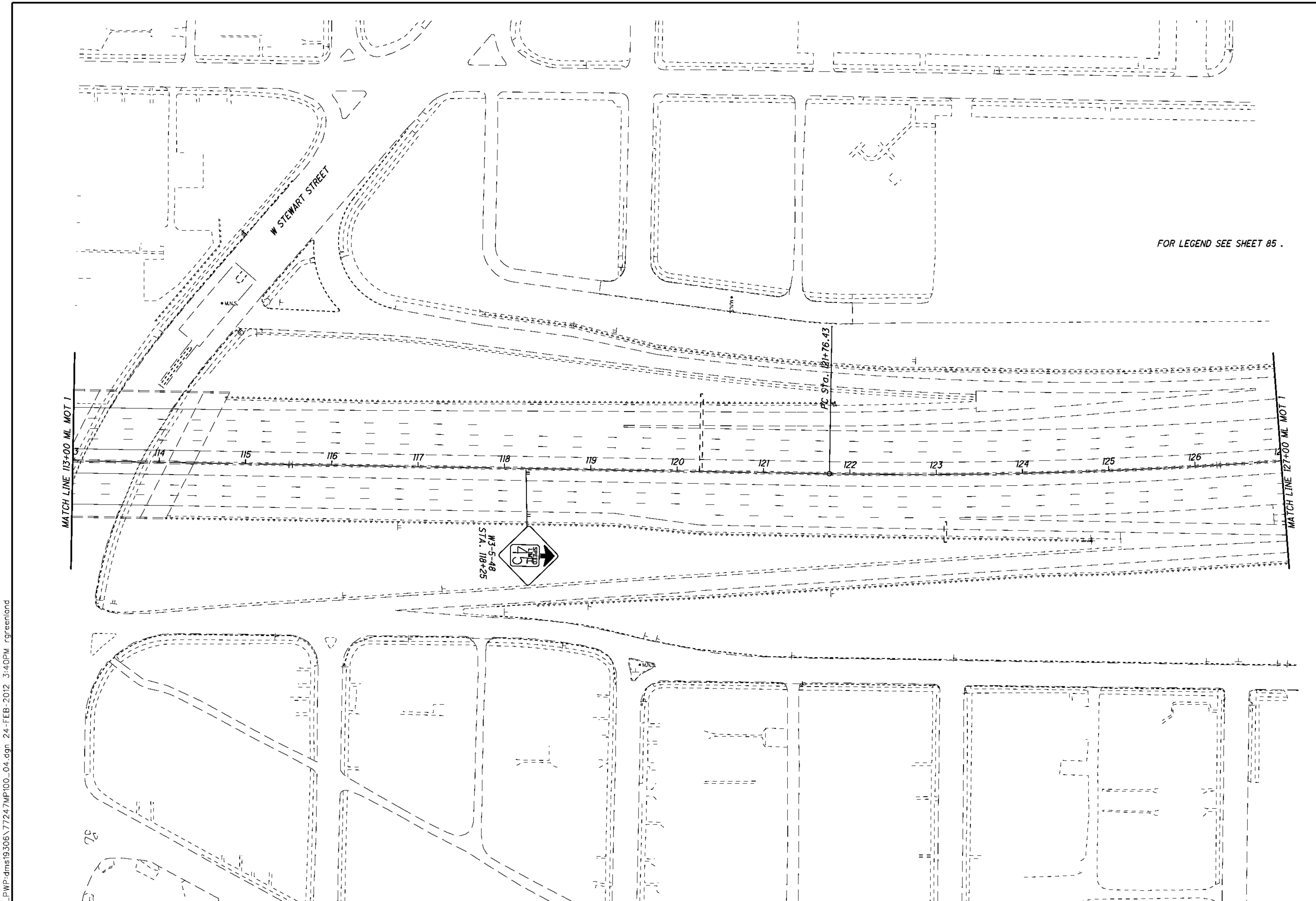
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 99+00 TO STA. 103+00

MOT-75-12.00

87
1565

IP_PWP:dms19306\77247MP100_03.dgn 24-FEB-2012 3:40PM rgreenland



HORIZONTAL SCALE IN FEET
0 25 50 100

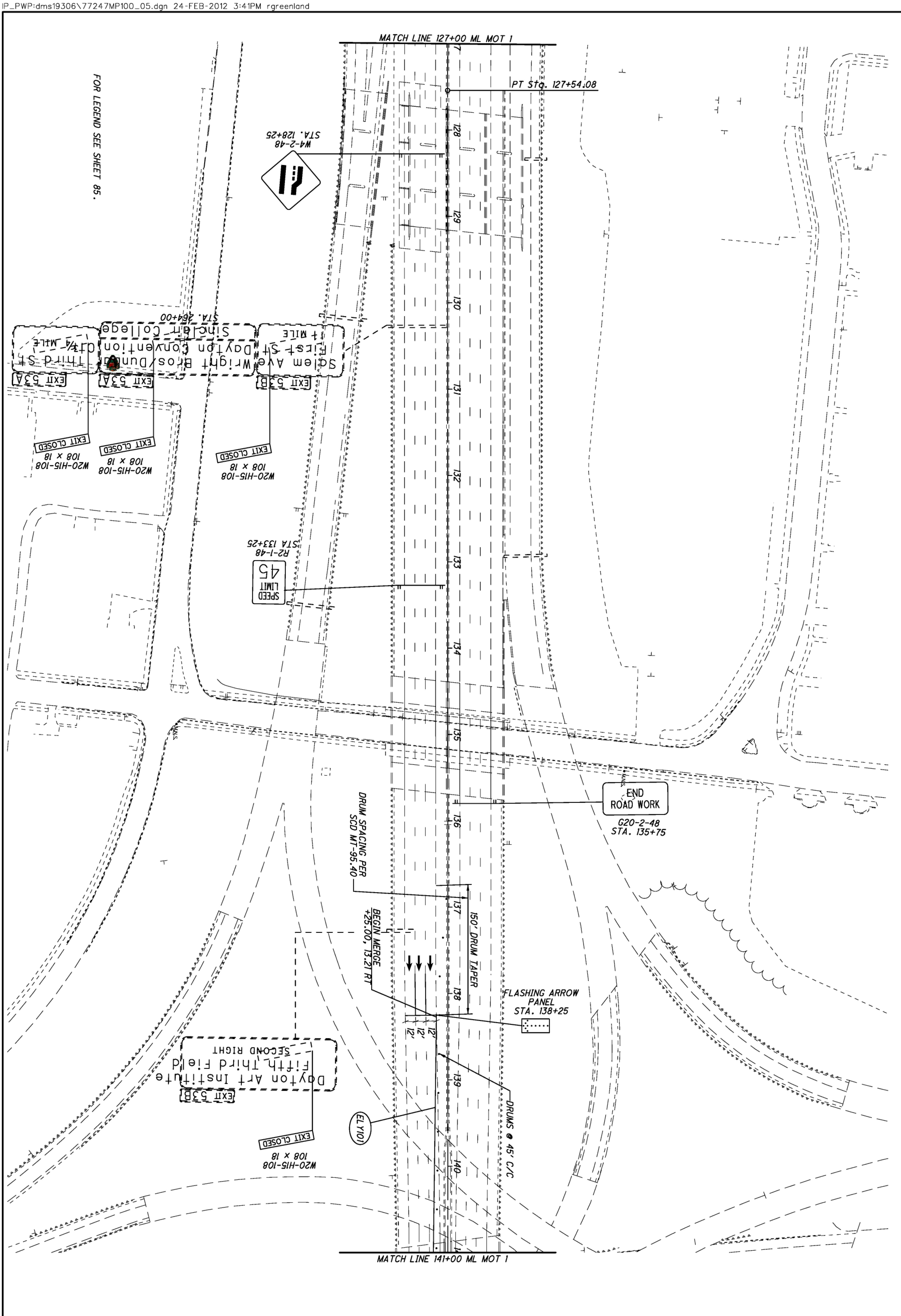
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 113+00 TO STA. 127+00

MOT-75-12.00

IP_PWP:dms19306\77247MP100_04.dgn 24-FEB-2012 3:40PM rgreenland

IP_PWP:dms19306\77247MP100_05.dgn 24-FEB-2012 3:41PM rgreenland



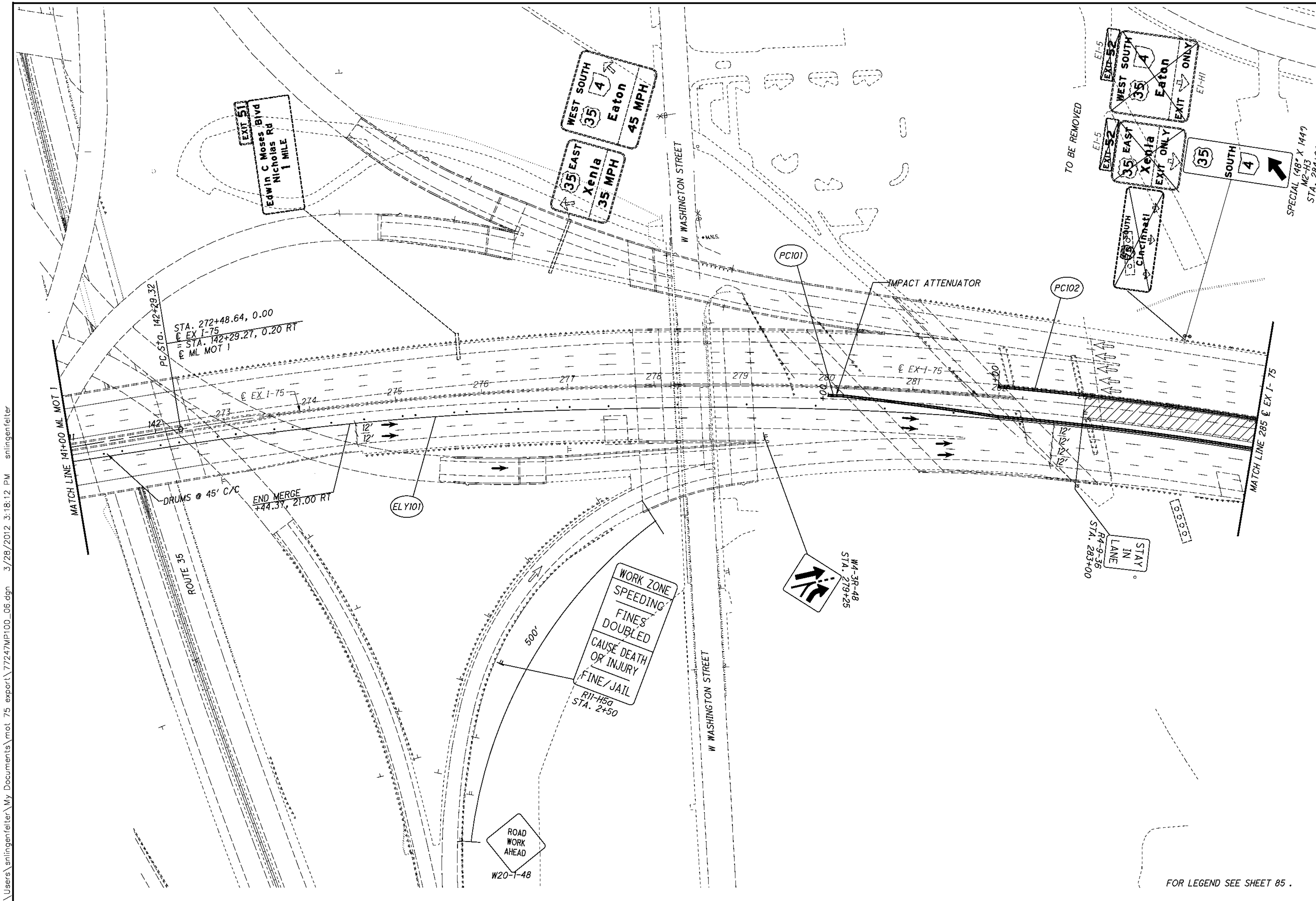
89
1565

MOT-75-12.00

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 127+00 TO STA. 141+00

CALCULATED MN
CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET



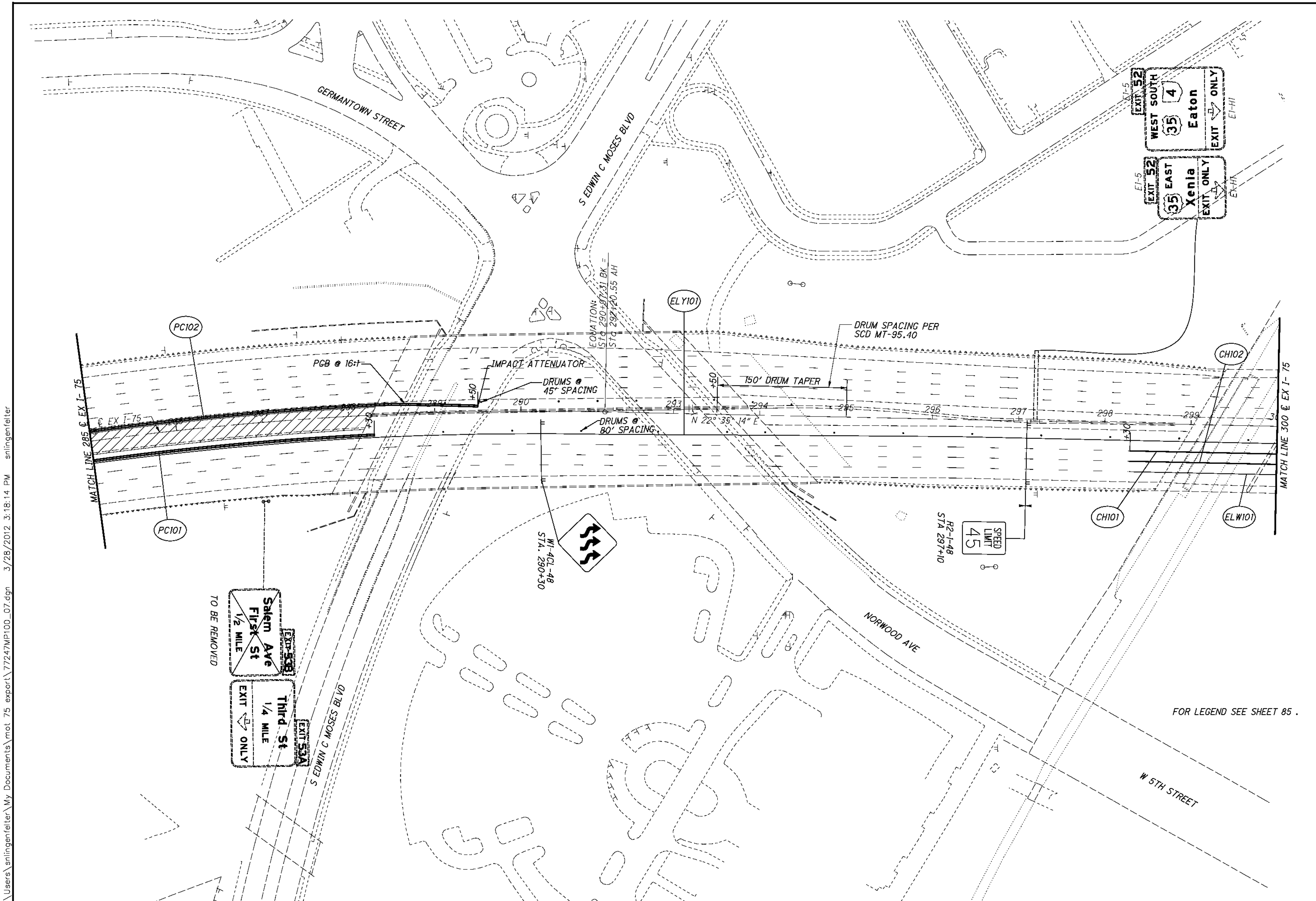
C:\Users\snlingenfelter\My Documents\mot 75 export\77247MP100_06.dgn 3/28/2012 3:18:12 PM snlingenfelter

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1 FROM STA. 141+00 TO STA. 285+00

MOT-75-12.00



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 285+00 TO STA. 300+00

MOT-75-12.00

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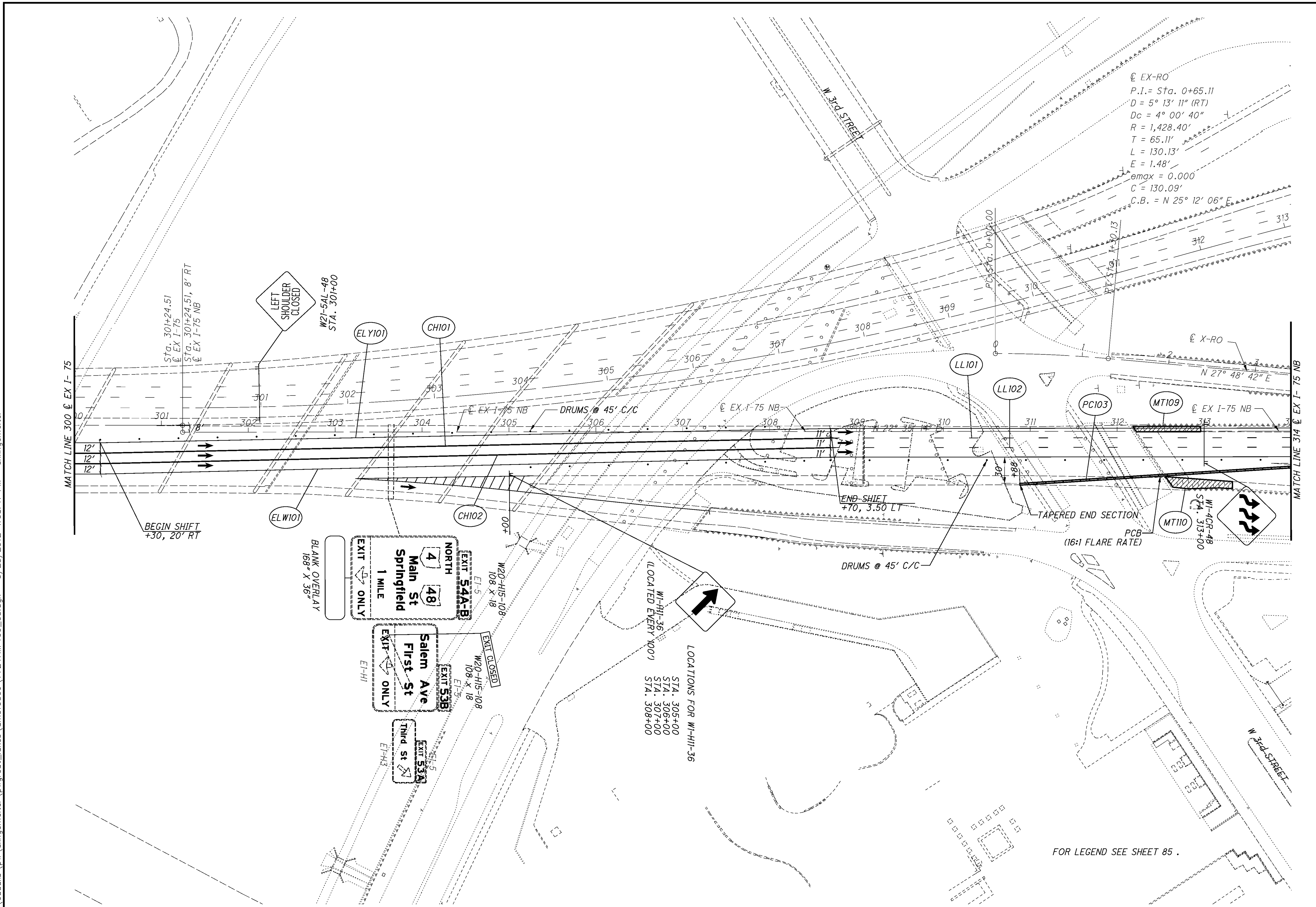


HORIZONTAL SCALE IN FEET

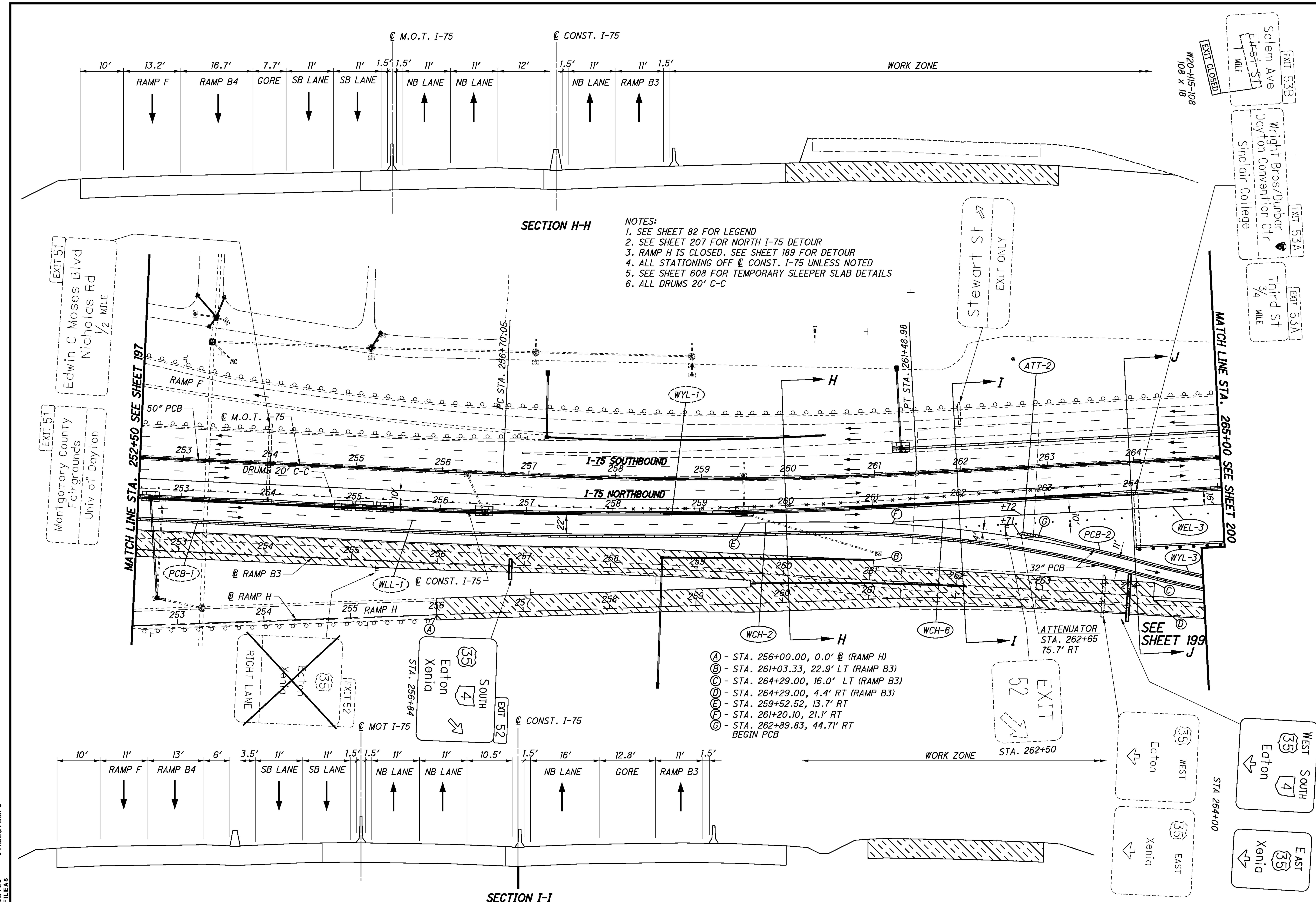
0 25 50 100

CALCULATED MN

CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1 FROM STA. 300+00 TO STA. 314+00

MOT-75-12.00



NOTES:
1. SEE SHEET 82 FOR LEGEND
2. SEE SHEET 207 FOR NORTH I-75 DETOUR
3. RAMP H IS CLOSED. SEE SHEET 189 FOR DETOUR
4. ALL STATIONING OFF ℄ CONST. I-75 UNLESS NOTED
5. SEE SHEET 608 FOR TEMPORARY SLEEPER SLAB DETAILS
6. ALL DRUMS 20′ C-C

(A) - STA. 256+00.00, 0.0′ ℄ (RAMP H)
(B) - STA. 261+03.33, 22.9′ LT (RAMP B3)
(C) - STA. 264+29.00, 16.0′ LT (RAMP B3)
(D) - STA. 264+29.00, 4.4′ RT (RAMP B3)
(E) - STA. 259+52.52, 13.7′ RT
(F) - STA. 261+20.10, 21.1′ RT
(G) - STA. 262+89.83, 44.71′ RT BEGIN PCB

CALCULATED AVP
CHECKED PEK

MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 4
I-75 - STA. 252+50 TO STA. 265+00

MOT-75-11.01

198
1520

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC I-75 PHASE 1A

MOT-75-12.00

92A
1565

$USER
$DATES
$FILEAS
$TIMESTAMPS

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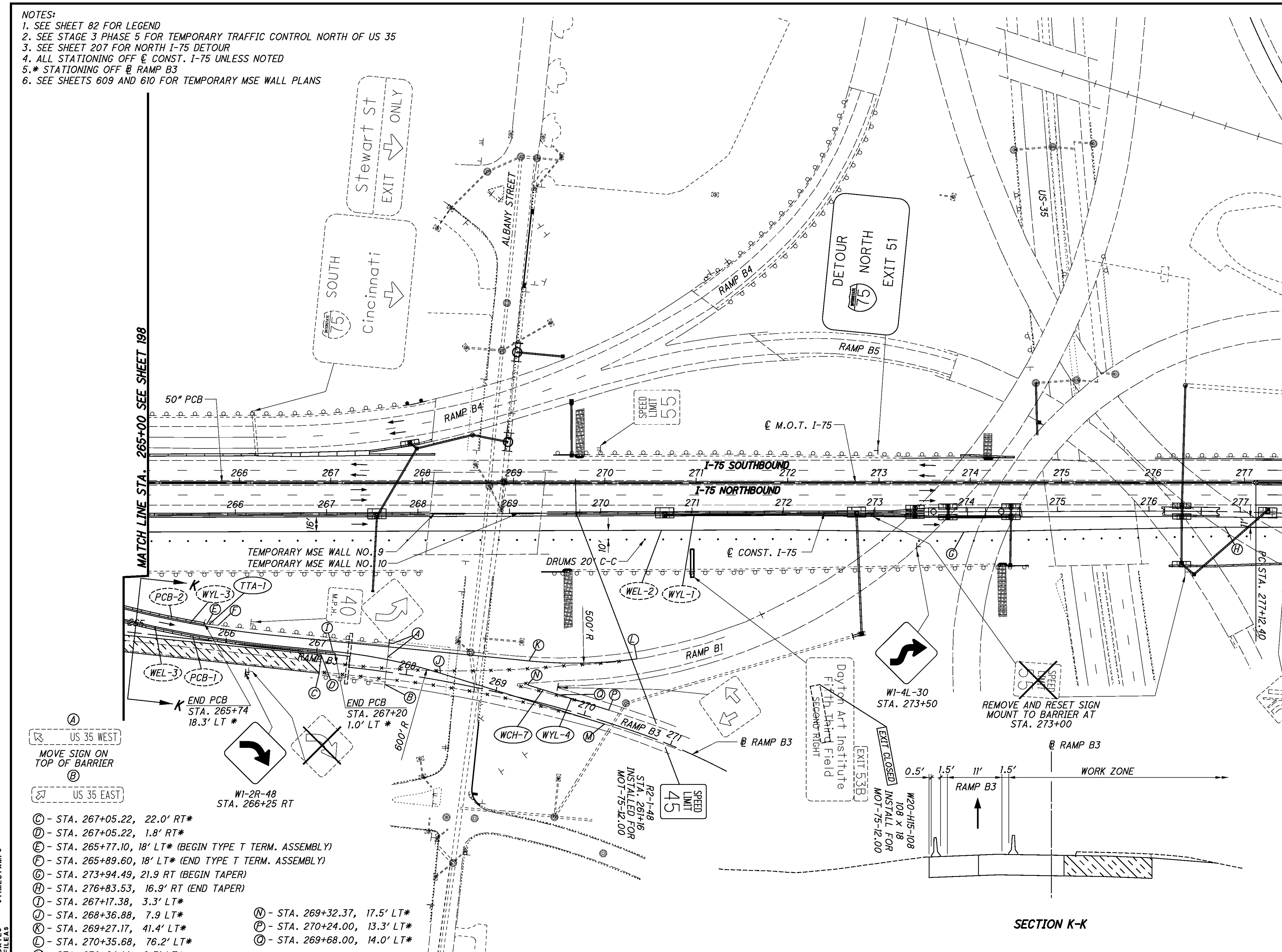
NOTES:
1. SEE SHEET 82 FOR LEGEND
2. SEE STAGE 3 PHASE 5 FOR TEMPORARY TRAFFIC CONTROL NORTH OF US 35
3. SEE SHEET 207 FOR NORTH I-75 DETOUR
4. ALL STATIONING OFF ℄ CONST. I-75 UNLESS NOTED
5.* STATIONING OFF ℄ RAMP B3
6. SEE SHEETS 609 AND 610 FOR TEMPORARY MSE WALL PLANS



Ⓐ US 35 WEST
MOVE SIGN ON TOP OF BARRIER
Ⓑ US 35 EAST

Ⓒ - STA. 267+05.22, 22.0' RT*
Ⓓ - STA. 267+05.22, 1.8' RT*
Ⓔ - STA. 265+77.10, 18' LT* (BEGIN TYPE T TERM. ASSEMBLY)
Ⓕ - STA. 265+89.60, 18' LT* (END TYPE T TERM. ASSEMBLY)
Ⓖ - STA. 273+94.49, 21.9 RT (BEGIN TAPER)
Ⓗ - STA. 276+83.53, 16.9' RT (END TAPER)
Ⓘ - STA. 267+17.38, 3.3' LT*
Ⓙ - STA. 268+36.88, 7.9 LT*
Ⓚ - STA. 269+27.17, 41.4' LT*
Ⓛ - STA. 270+35.68, 76.2' LT*
Ⓜ - STA. 270+24.14, 2.7' LT*
Ⓝ - STA. 269+32.37, 17.5' LT*
Ⓟ - STA. 270+24.00, 13.3' LT*
Ⓠ - STA. 269+68.00, 14.0' LT*

℄ RAMP B3
0.5' 1.5' 11' 1.5'
WORK ZONE
RAMP B3

SECTION K-K

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED AVP
CHECKED PEK

MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 4
I-75 - STA. 265+00 TO STA. 278+00

MOT-75-11.01

200
1520

MAINTENANCE OF TRAFFIC I-75 PHASE 1A

MOT-75-12.00

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS

92B
1565

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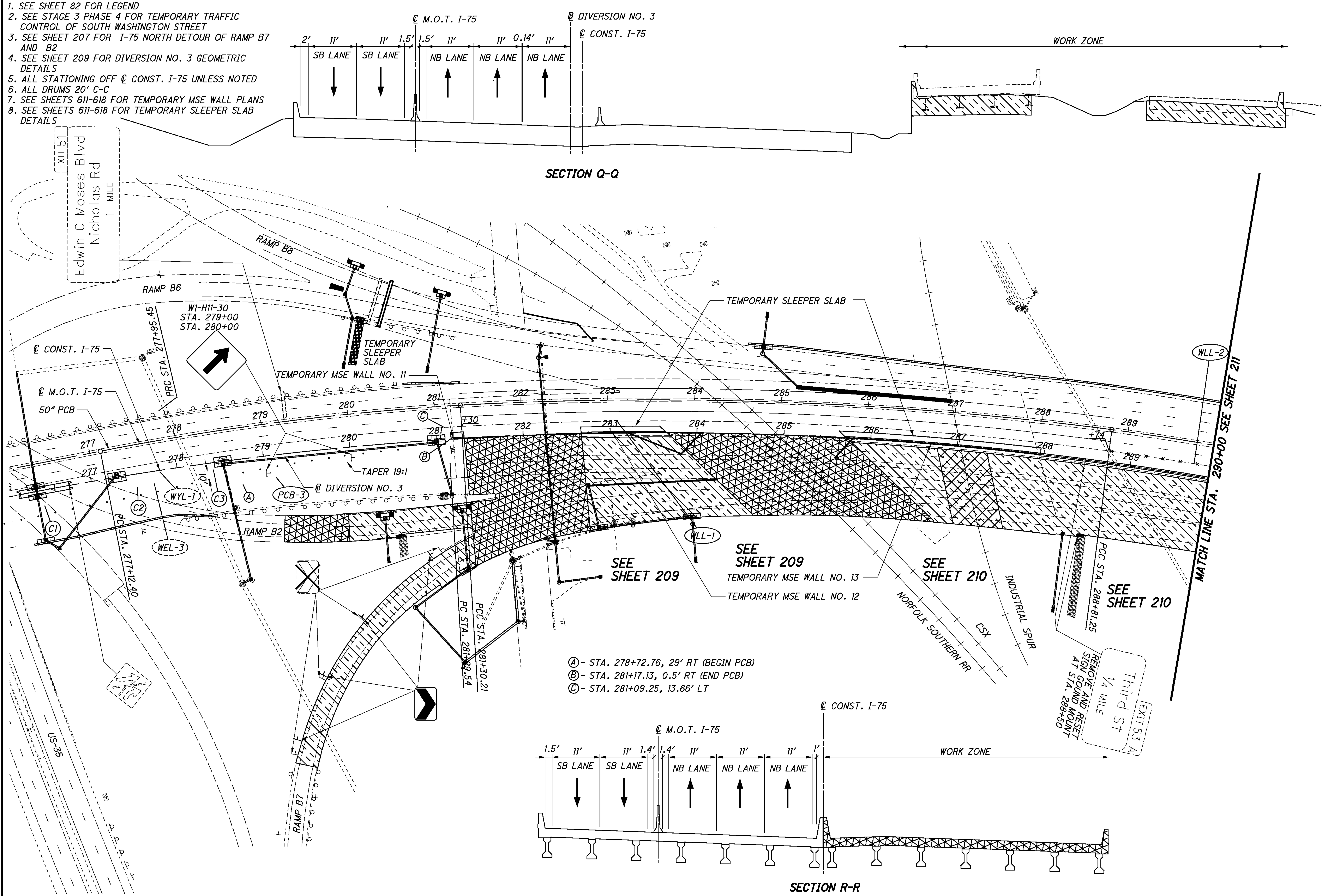
NOTES:
1. SEE SHEET 82 FOR LEGEND
2. SEE STAGE 3 PHASE 4 FOR TEMPORARY TRAFFIC CONTROL OF SOUTH WASHINGTON STREET
3. SEE SHEET 207 FOR I-75 NORTH DETOUR OF RAMP B7 AND B2
4. SEE SHEET 209 FOR DIVERSION NO. 3 GEOMETRIC DETAILS
5. ALL STATIONING OFF ℄ CONST. I-75 UNLESS NOTED
6. ALL DRUMS 20' C-C
7. SEE SHEETS 611-618 FOR TEMPORARY MSE WALL PLANS
8. SEE SHEETS 611-618 FOR TEMPORARY SLEEPER SLAB DETAILS



MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 5
I-75 - STA. 277+00 TO STA. 290+00

MOT-75-11.01

CALCULATED AVP
CHECKED PEK

HORIZONTAL SCALE IN FEET 0 25 50 100

208
1520

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS

MAINTENANCE OF TRAFFIC I-75 PHASE 1A

MOT-75-12.00

CALCULATED
CHECKED

92C
1565

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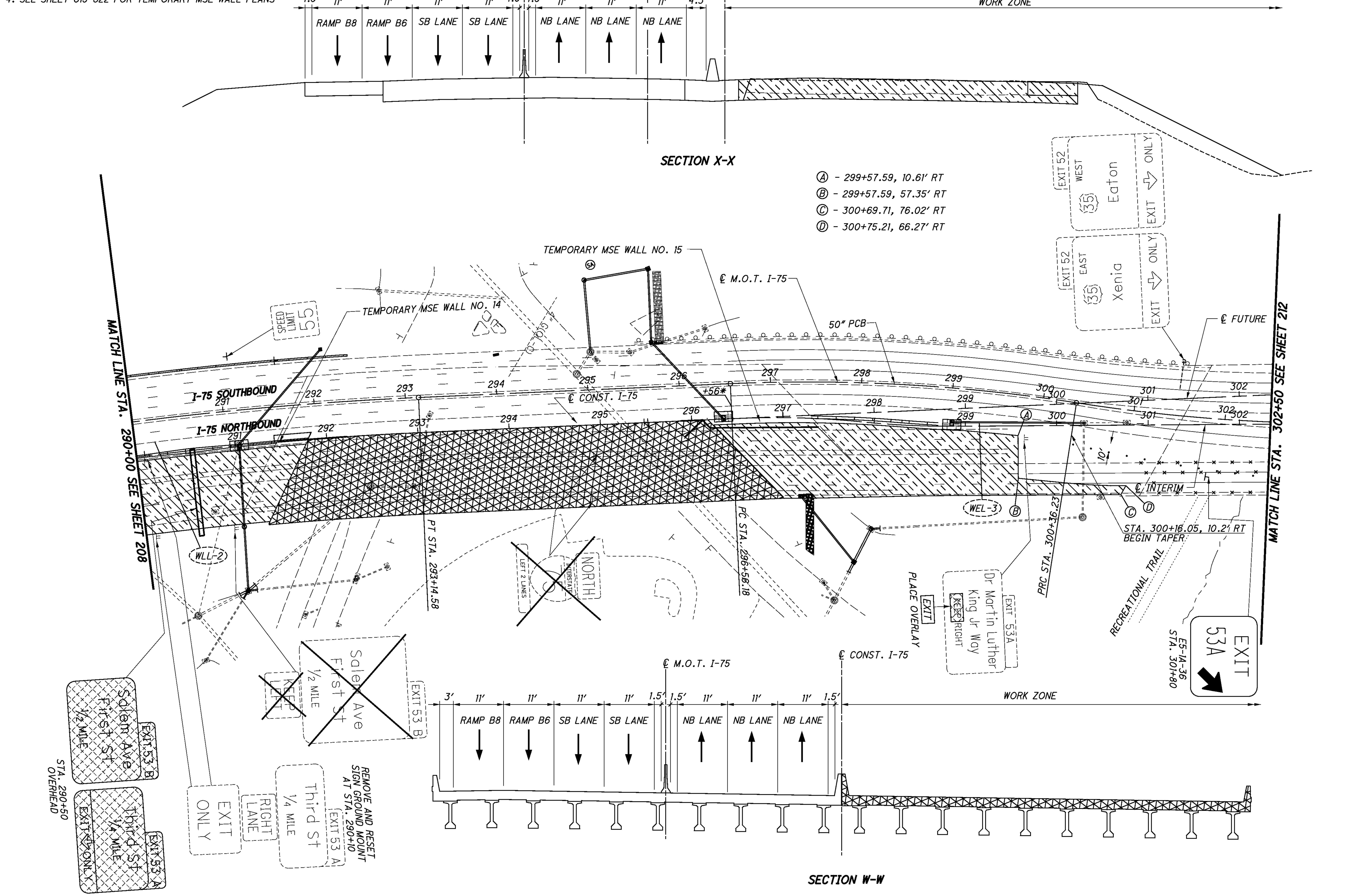
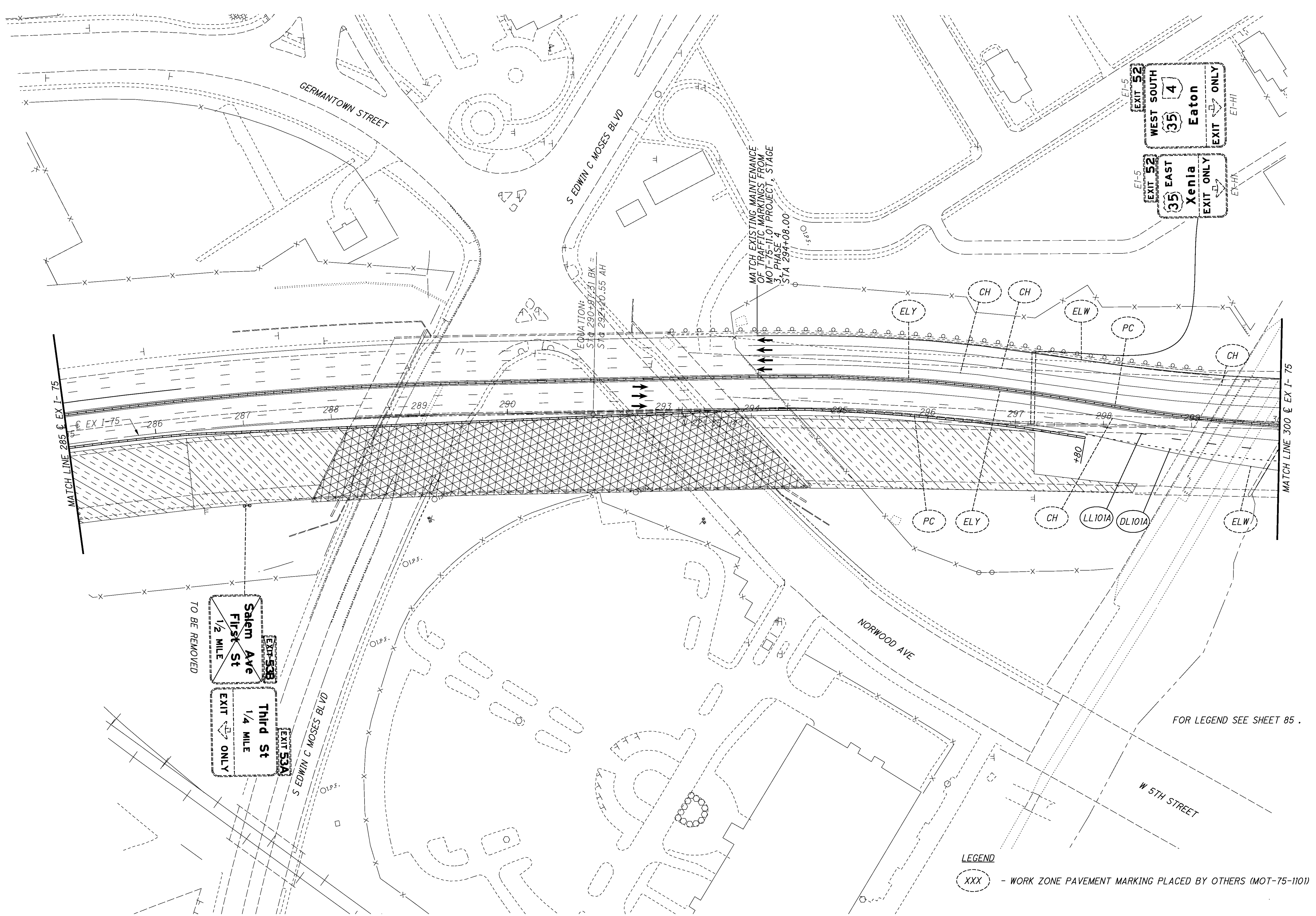
$USER
$DATE$
$FILE$
$TIMESTAMP$

NOTE:
1. SEE SHEET 82 FOR LEGEND
2. ALL STATIONING OFF ℄ INTERIM UNLESS NOTED
3. * STATIONING OFF ℄ M.O.T. I-75
4. SEE SHEET 619-622 FOR TEMPORARY MSE WALL PLANS



FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS



FOR LEGEND SEE SHEET 85.

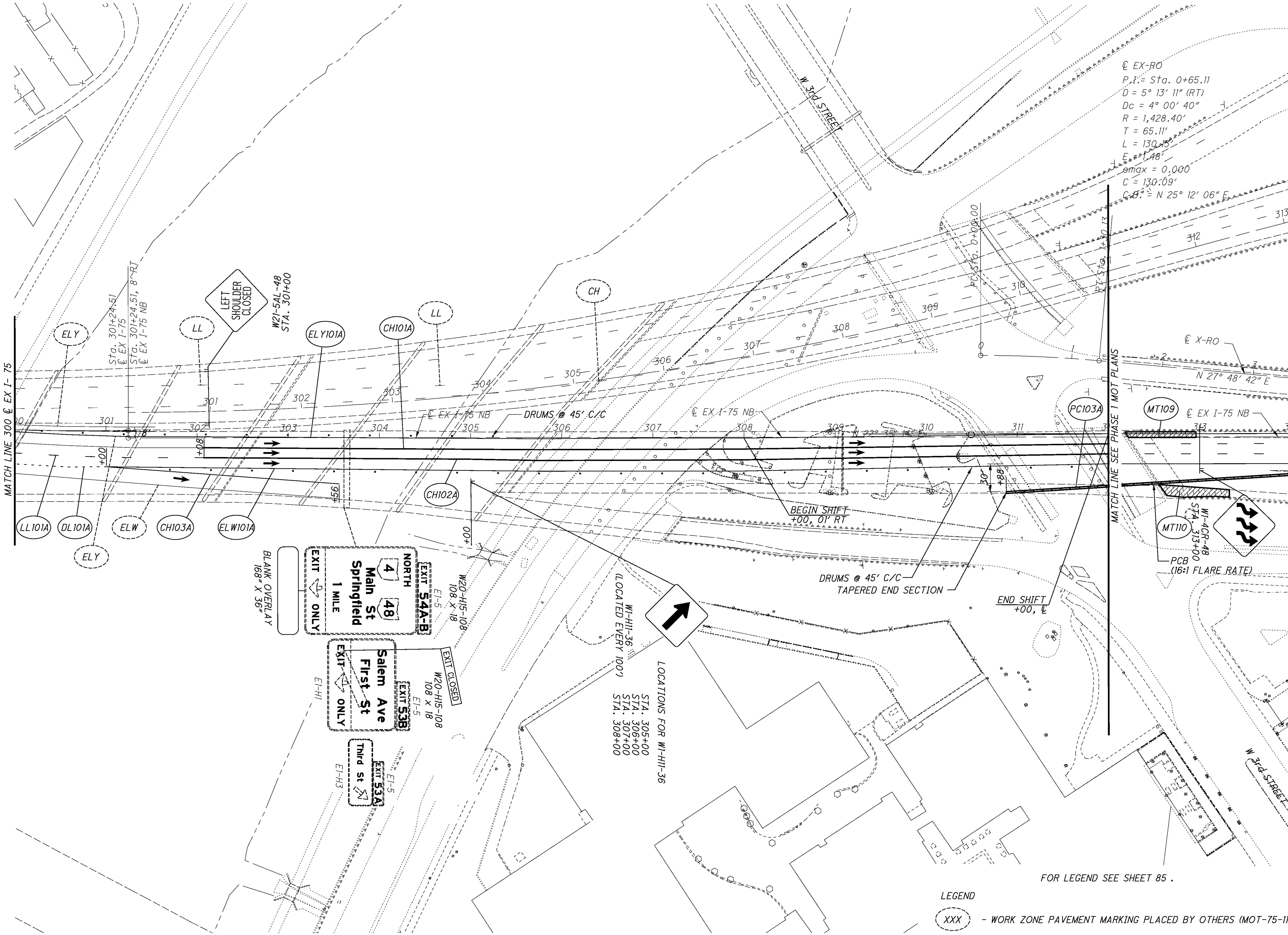
LEGEND

(XXX) - WORK ZONE PAVEMENT MARKING PLACED BY OTHERS (MOT-75-1101)

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1A
FROM STA. 285+00 TO STA. 300+00

MOT-75-12.00



FOR LEGEND SEE SHEET 85 .

LEGEND

(XXX) - WORK ZONE PAVEMENT MARKING PLACED BY OTHERS (MOT-75-1101)

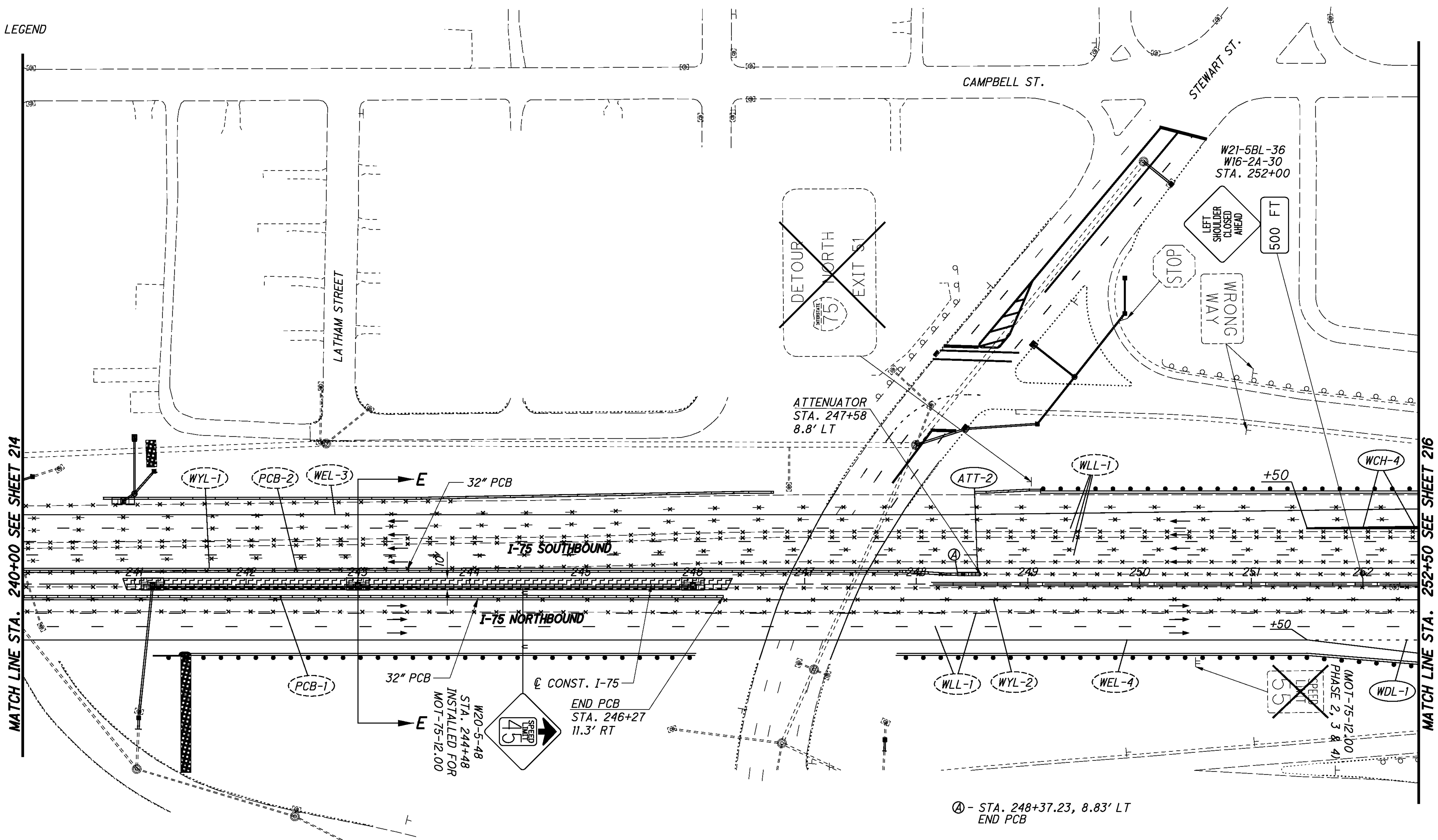
0 25 50 100
HORIZONTAL SCALE IN FEET

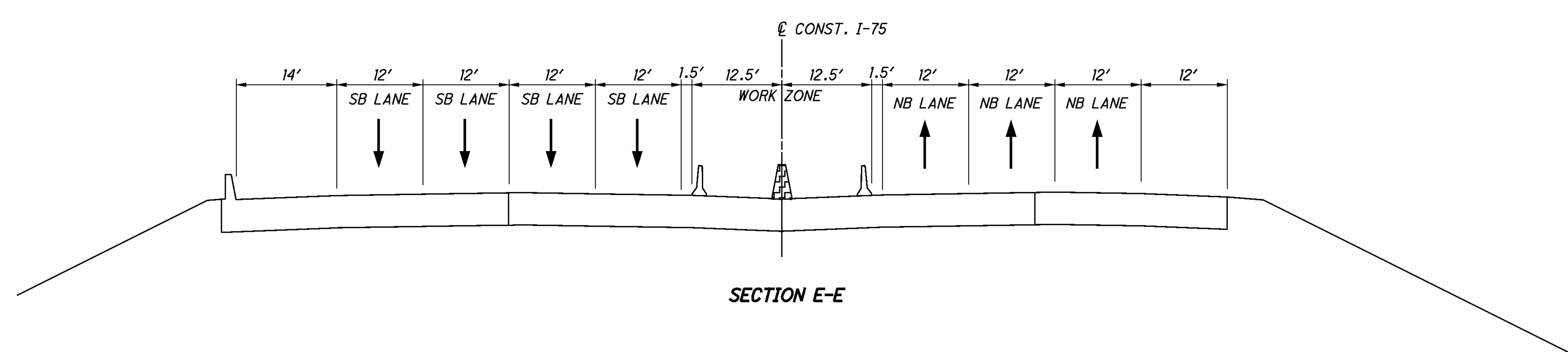
CALCULATED	CHECKED
MN	JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1A FROM STA. 300+00 TO STA. 314+00

MOT-75-12.00

NOTE:
1. SEE SHEET 82 FOR LEGEND





SECTION E-E

HORIZONTAL SCALE IN FEET

CALCULATED AVP
CHECKED PEK

MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 6
I-75 - STA. 240+00 TO STA. 252+50

MOT-75-11.01

215/1520

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS UNLESS NOTED

CALCULATED CHECKED

MAINTENANCE OF TRAFFIC I-75 PHASE 1B
AND PHASE 2, 3 & 4

MOT-75-12.00

926/1565

$USER $DATE $FILE $TIMESTAMPS

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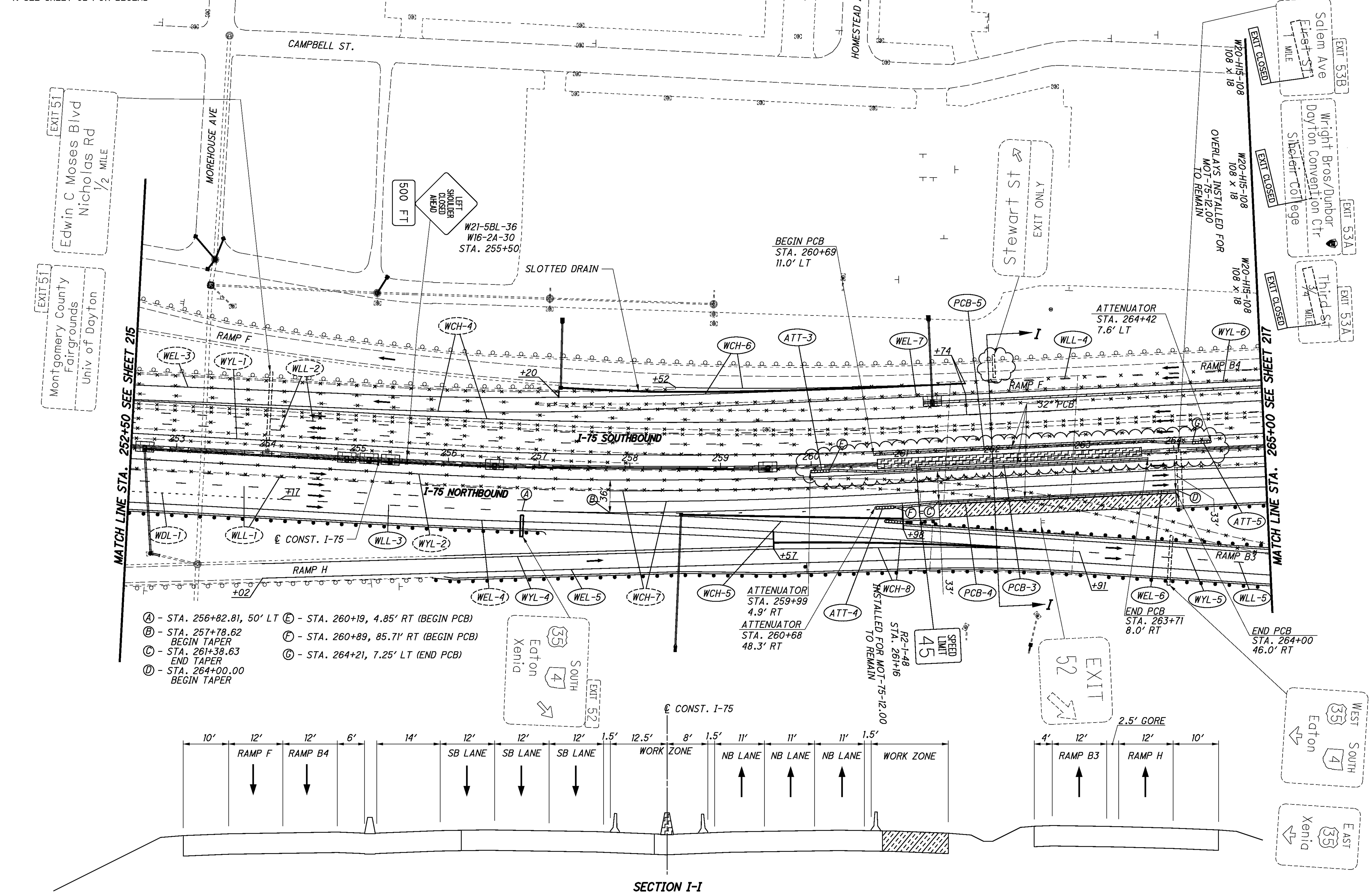
NOTE:
1. SEE SHEET 82 FOR LEGEND



CALCULATED AVP
CHECKED PEK
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 6
I-75 - STA. 252+50 TO STA. 265+00

MOT-75-11.01

216/1520

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS UNLESS NOTED

MAINTENANCE OF TRAFFIC I-75 PHASE 1B AND PHASE 2, 3 & 4

MOT-75-12.00

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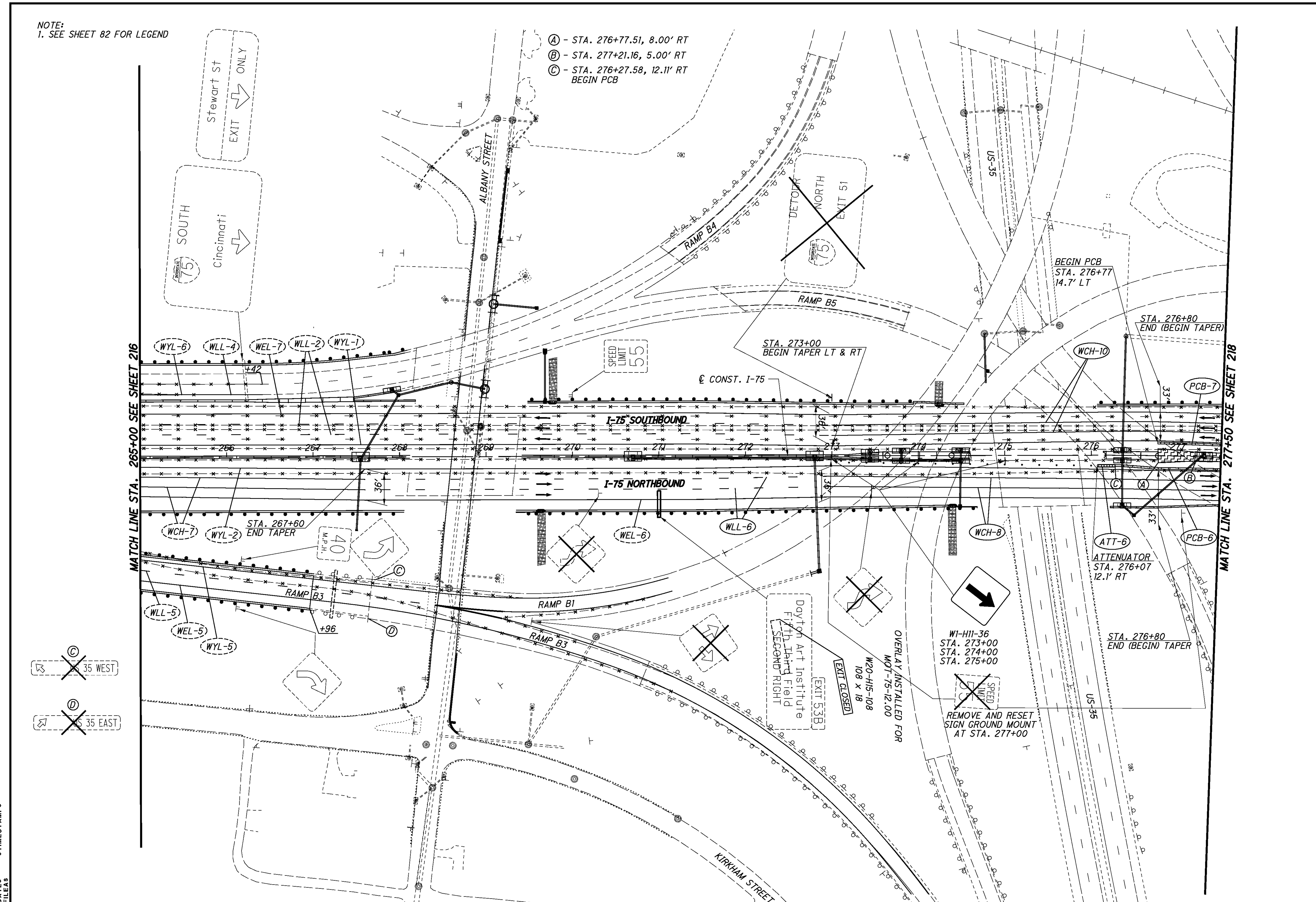
NOTE:
1. SEE SHEET 82 FOR LEGEND



MAINTENANCE OF TRAFFIC - STAGE 3 PHASE 6
I-75 - STA. 265+00 TO STA. 277+5

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED AVP
CHECKED PEK

MOT-75-11.01

217/1520

MAINTENANCE OF TRAFFIC I-75 PHASE 1B AND PHASE 2, 3 & 4

MOT-75-12.00

CALCULATED
CHECKED

FOR INFORMATION ONLY
WORK TO BE PERFORMED
BY OTHERS

$USER $DATE$ $FILE$ $TIMESTAMP$

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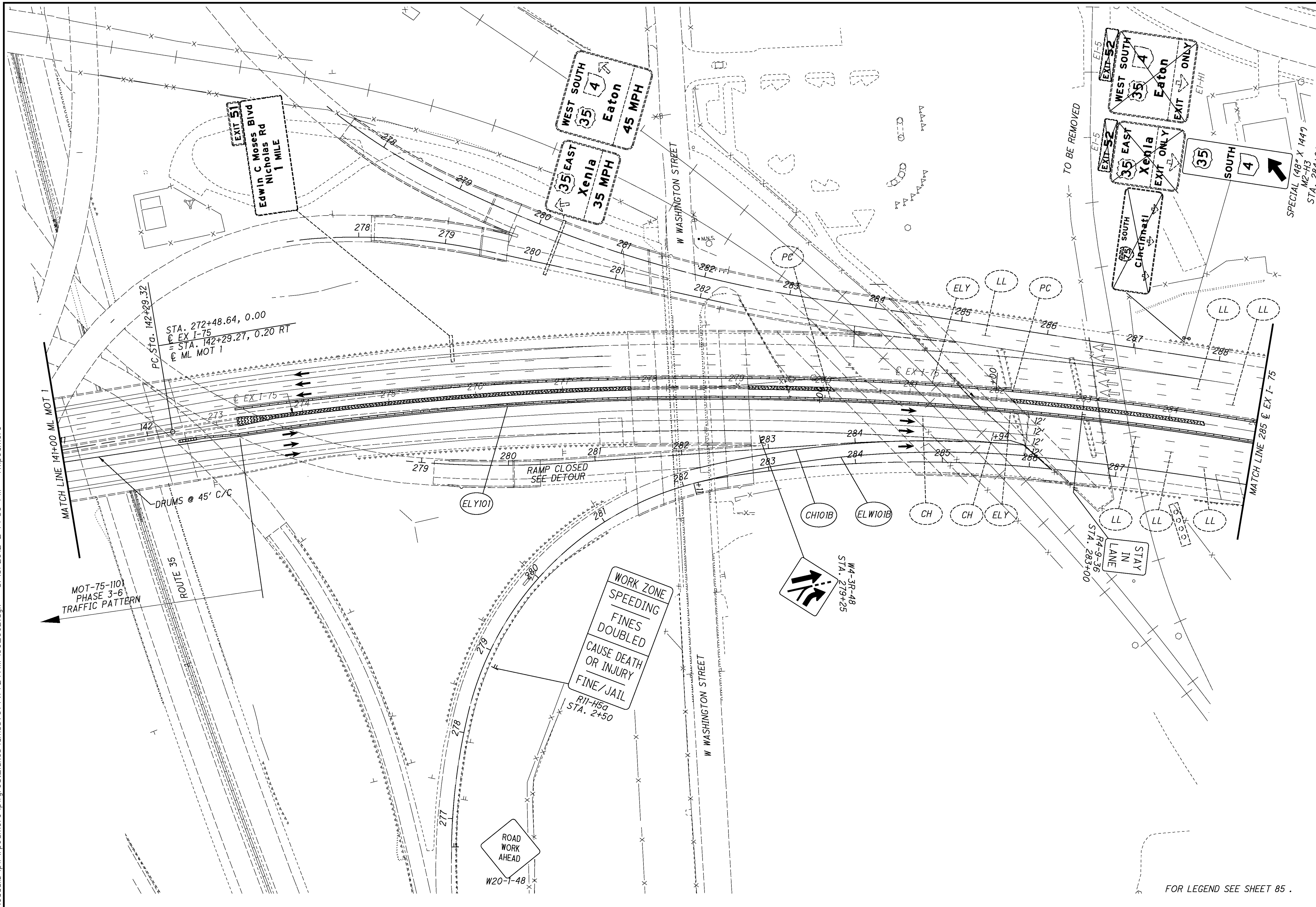

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N

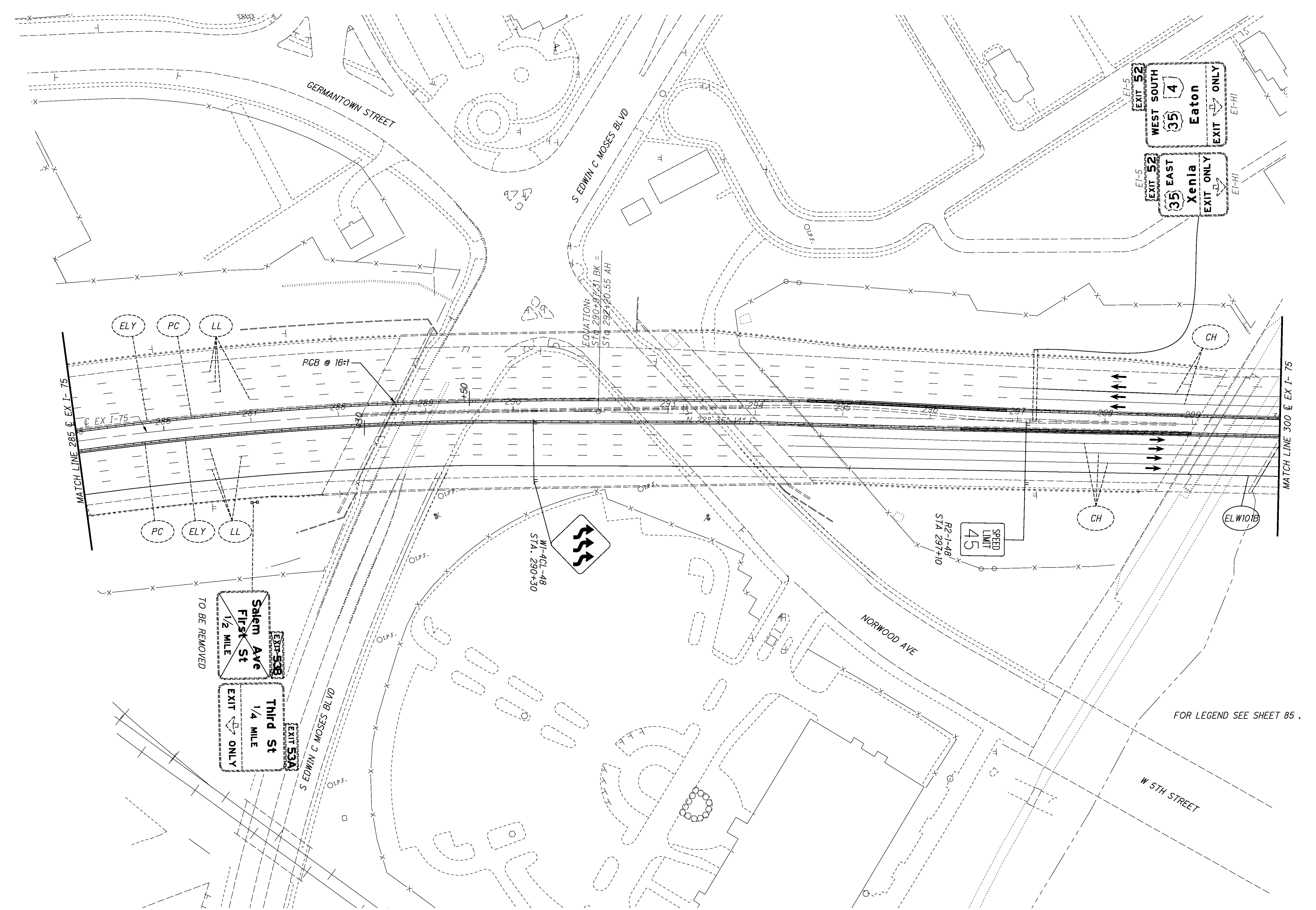
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1B
FROM STA. 141+00 TO STA. 285+00

MOT-75-12.00

92J
1565



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1B
FROM STA. 285+00 TO STA. 300+00

MOT-75-12.00

92K
1565

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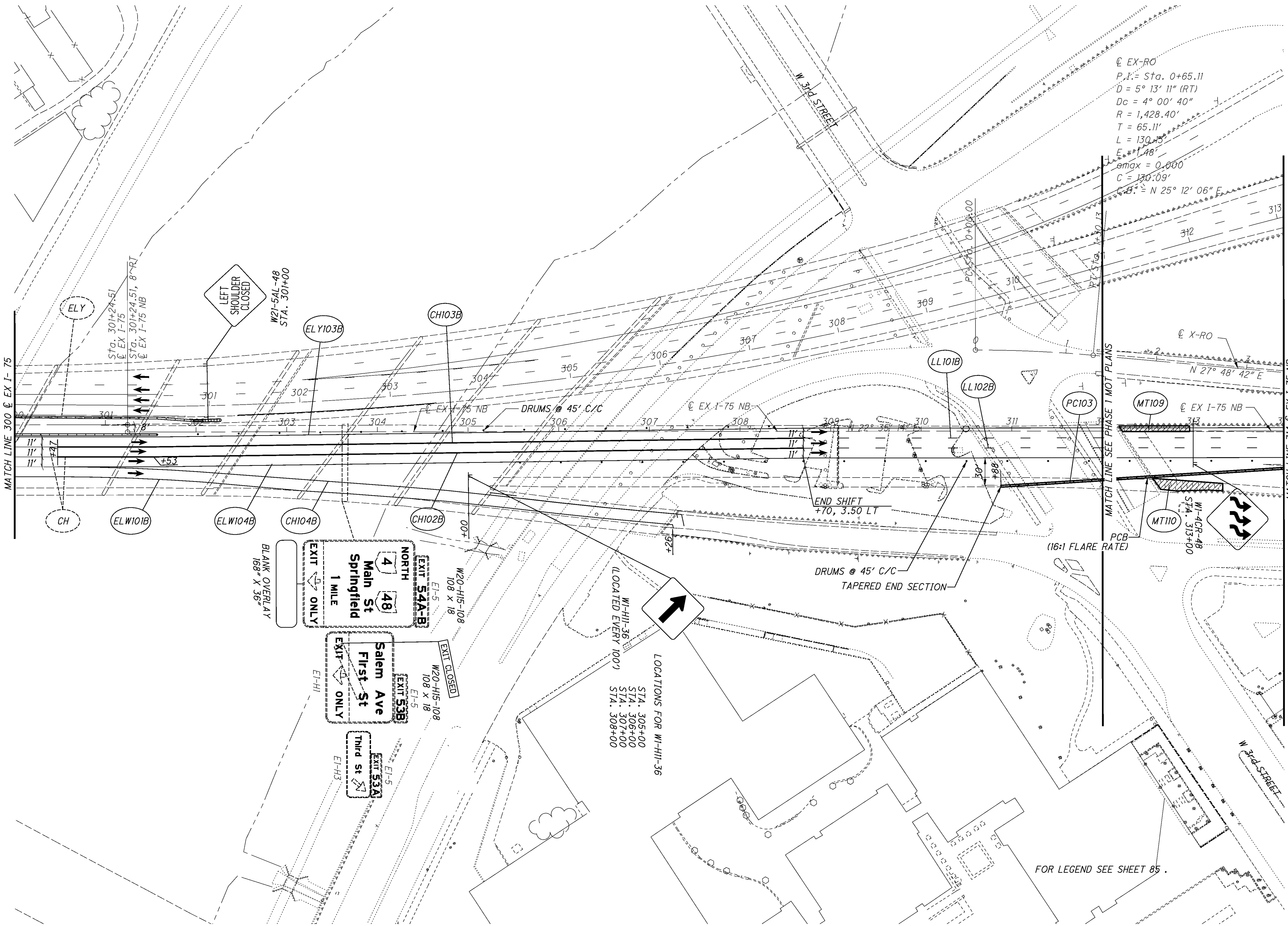

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1B
FROM STA. 300+00 TO STA. 314+00

MOT-75-12.00

92L
1565

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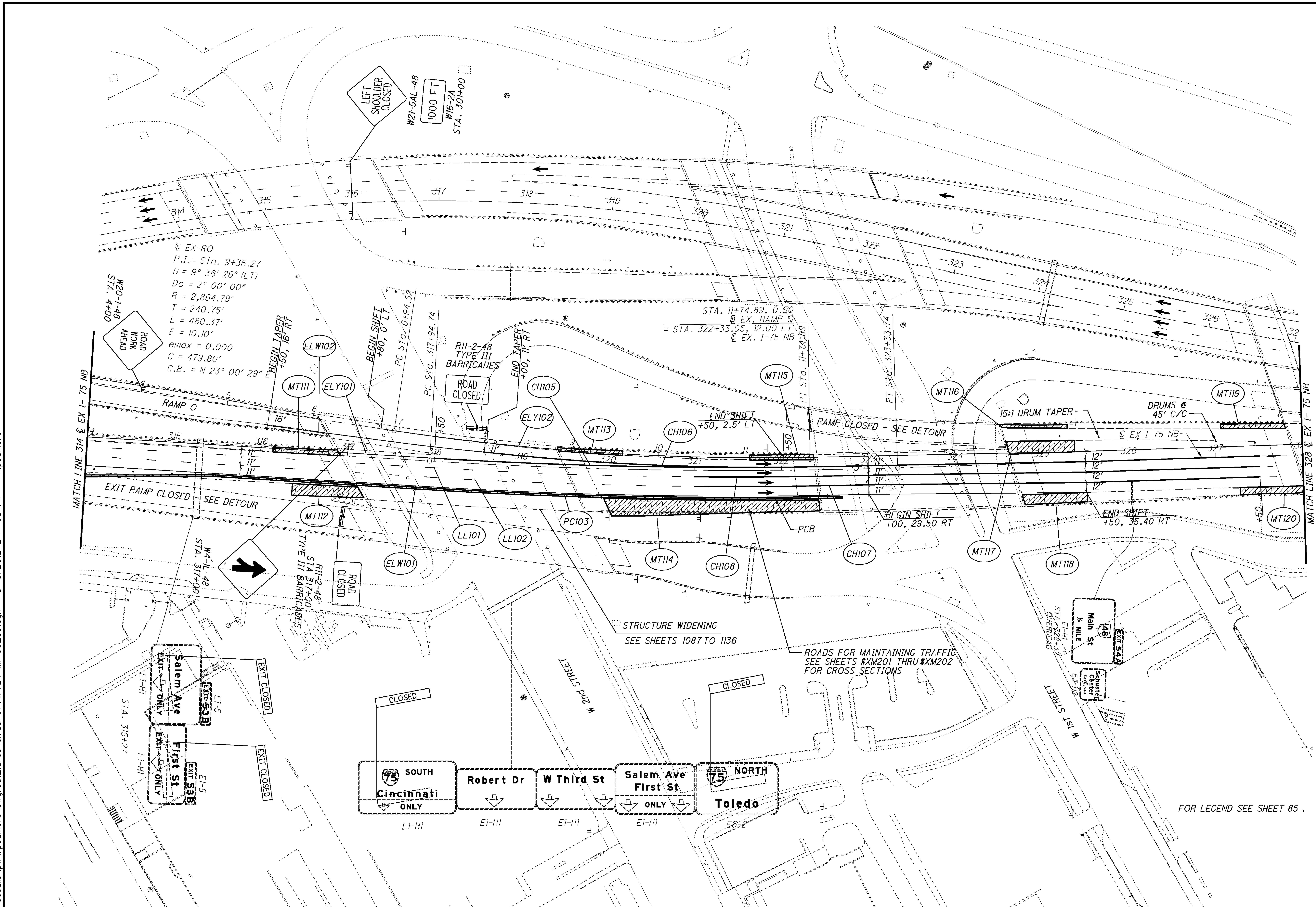
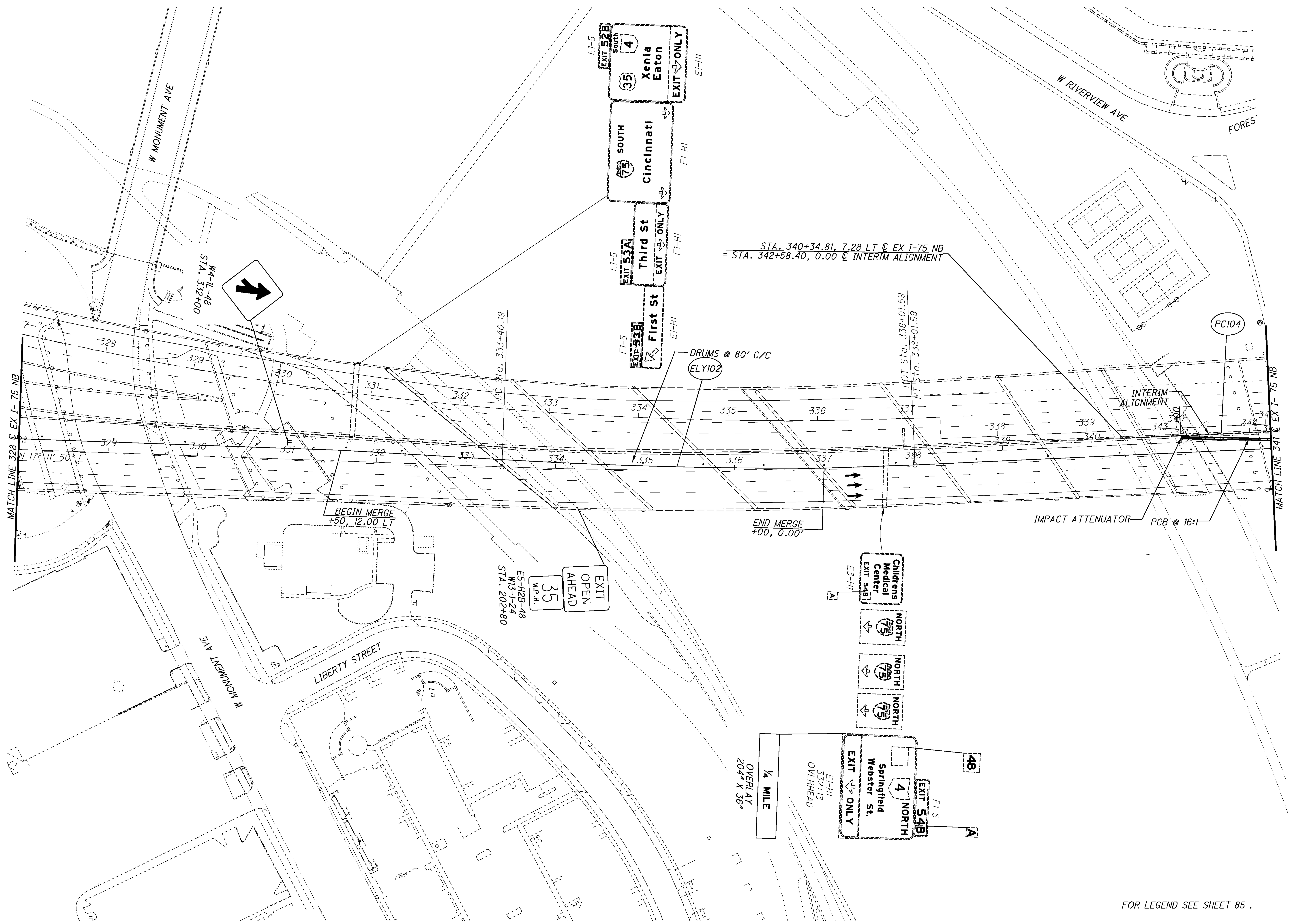


HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1 FROM STA. 314+00 TO STA. 328+00

MOT-75-12.00



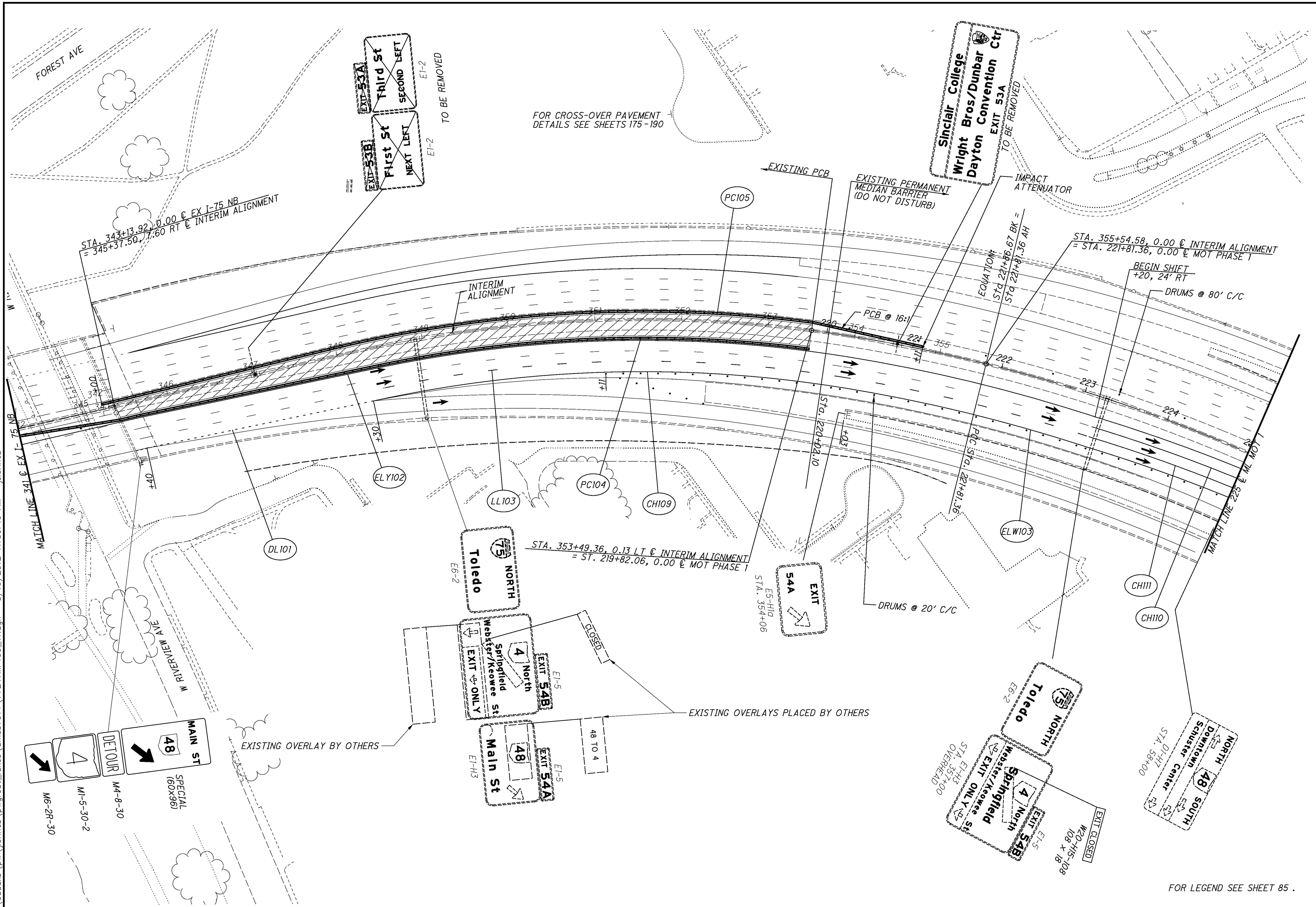
c:\caddlib\pw\jlorincz\pwgreat_lakes\dms57971\77247MP100_10.dgn 8/15/2012 12:08:29 PM jelorincz

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 328+00 TO STA. 341+00

MOT-75-12.00

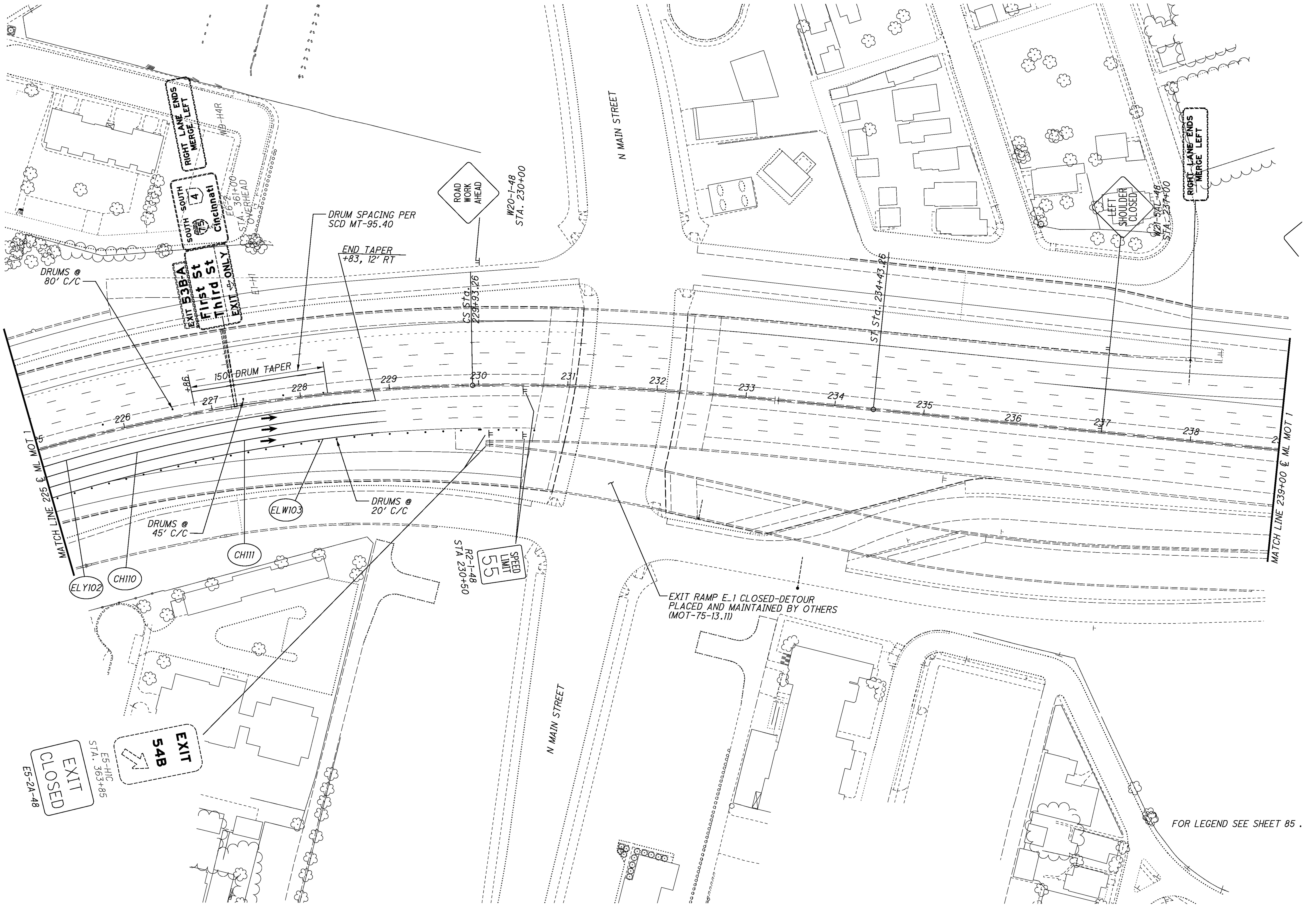


HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 341+00 TO STA. 225+00

MOT-75-12.00



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0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 225+00 TO STA. 239+00

MOT-75-12.00

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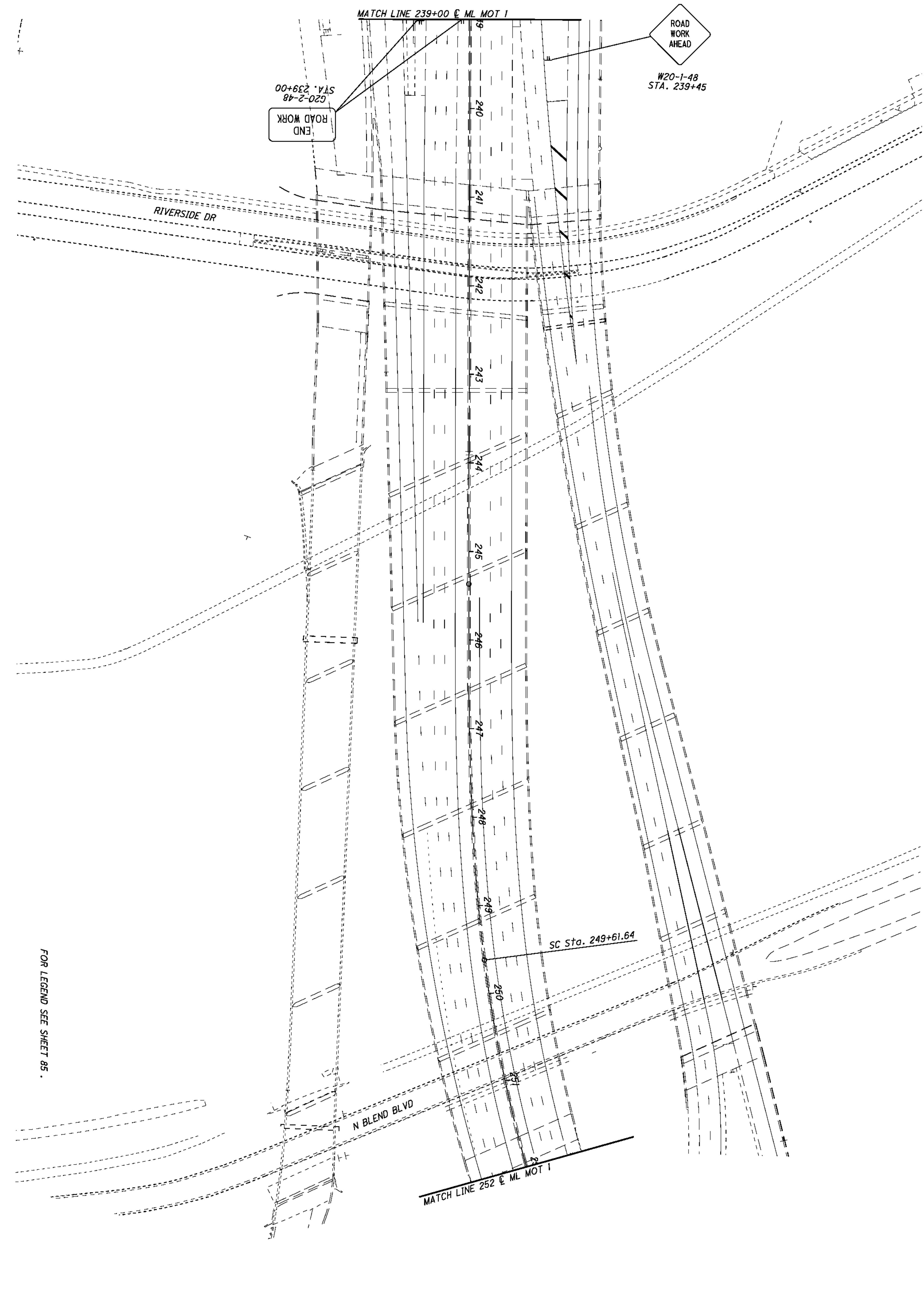
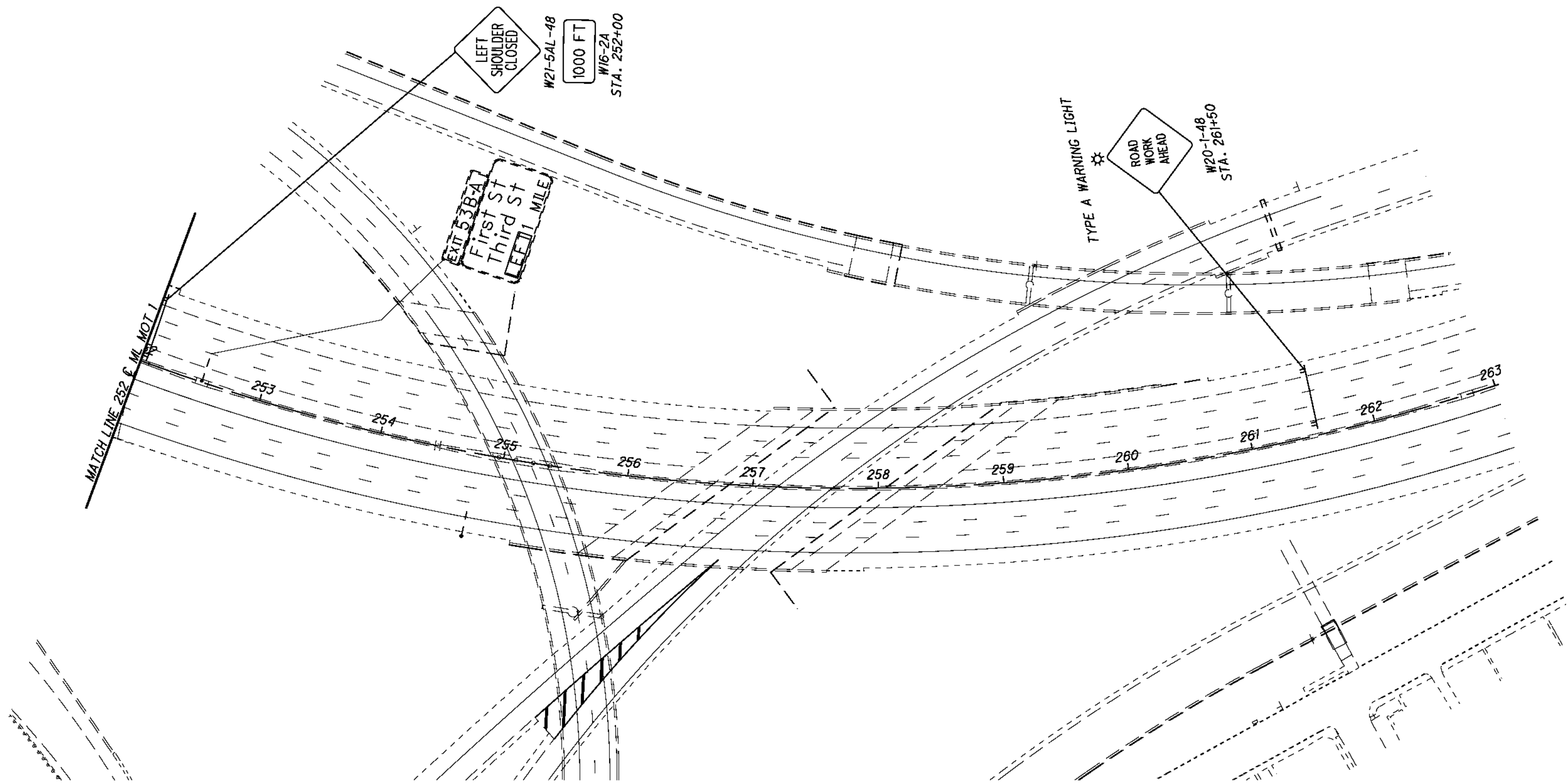


97 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 1 FROM STA. 239+00 TO STA. 252+00	CALCULATED MN CHECKED JL 0 25 50 100 HORIZONTAL SCALE IN FEET



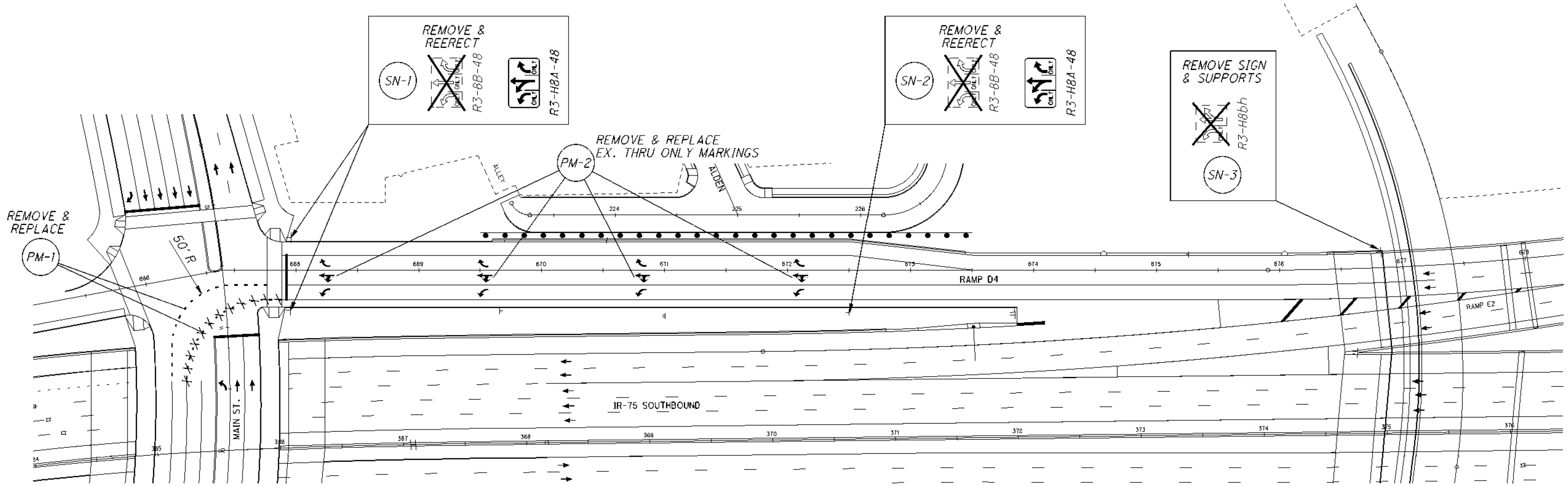
FOR LEGEND SEE SHEET 85 .

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 1
FROM STA. 252+00 TO STA. 263+00

MOT-75-12.00



REF. NO.	LOCATION	SIDE	CODE	SIZE	614 WORK ZONE DOTTED LINE, CLASS III, 642 PAINT (FT)	614 WORK ZONE ARROW, CLASS III, 642 PAINT		630 SIGN, FLAT SHEET (SQ FT)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (EACH)	630 REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL (EACH)		646 LANE ARROW (EACH)	646 REMOVAL OF PAVEMENT MARKING (FT)	646 REMOVAL OF PAVEMENT MARKING (EACH)	646 DOTTED LINE, 6" (FT)
	MAINTENANCE OF TRAFFIC				225											
PM-1	RAMP D4	-	-	-										255		
PM-2	RAMP D4	-	-	-		4									4	
	TRAFFIC CONTROL															
PM-1	RAMP D4	-	-	-									4			255
SN-1	RAMP D4	L & R	R3-8B	48 X 30						2						
			R3-H8A	48 X 30				20	2							
SN-2	RAMP D4	L	R3-8B	48 X 30						1						
			R3-H8A	48 X 30				10	2							
SN-3	RAMP D4	R	R3-H8BH	36 X 30							1					
TOTALS CARRIED TO GENERAL SUMMARY					225	4		30	4	3	1		4	255	4	255

NOTES:

THE WORK SHOWN ON THIS SHEET IS TO BE COMPLETED PRIOR TO THE CLOSING OF I-75 SOUTHBOUND RAMPS TO FIRST STREET AND SECOND STREET. ONCE THE I-75 SOUTHBOUND RAMPS TO FIRST STREET AND SECOND STREET ARE RE-OPENED TO TRAFFIC THE PAVEMENT MARKING AND SIGNING SHALL BE RETURNED TO THE CONDITIONS EXISTING PRIOR TO THE CONSTRUCTION OF THIS PROJECT. THE SIGNAL TIMING FOR THE SIGNAL AT THE INTERSECTION OF RAMP D-4 AND MAIN STREET WILL BE REVISED BY THE CITY OF DAYTON PERSONNEL. CONTACT JOHN ZELINSKI AT 937-333-4087, 5 WORKING DAYS PRIOR TO THE CHANGES SHOWN ON THIS SHEET.

ITEM 630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION

THIS ITEM IS FOR THE REMOVAL AND REERECTION OF THE GROUND MOUNTED SIGNS, R3-8B-48. THESE SIGNS WILL BE STORED BY THE CONTRACTOR ON THE PROJECT UNTIL THE TRAFFIC PATTERN IS RETURNED TO THE CONDITIONS EXISTING PRIOR TO THE CONSTRUCTION OF THIS PROJECT AT WHICH TIME THEY WILL BE REERECTED.

I:\PROJECTS\Mot\075\1200\pid77247\212.1 Final Tracings\040412 Submission\7-5-12 Revised DGNs_rhanke\main st exit\77247tp001.dgn 14-AUG-2012 10:05AM rhanke

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RPH CHECKED

MAINTENANCE OF TRAFFIC I-75 PHASE 1 MAIN STREET

MOT-75-12.00

98A
1565

WORK ZONE LEGEND

LL	WORK ZONE LANE LINE, CLASS 1, AS PER PLAN
ELY	WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN
ELW	WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN
DL	WORK ZONE DOTTED LINE, CLASS 1 (WHITE)
CH	WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN
→	TRAFFIC LANE
	WORK ZONE AREA

LABEL KEY

LLxxx

PHASE — LINE #

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM 73+00 TO STA. 86+00

MOT-75-12.00

99
1565

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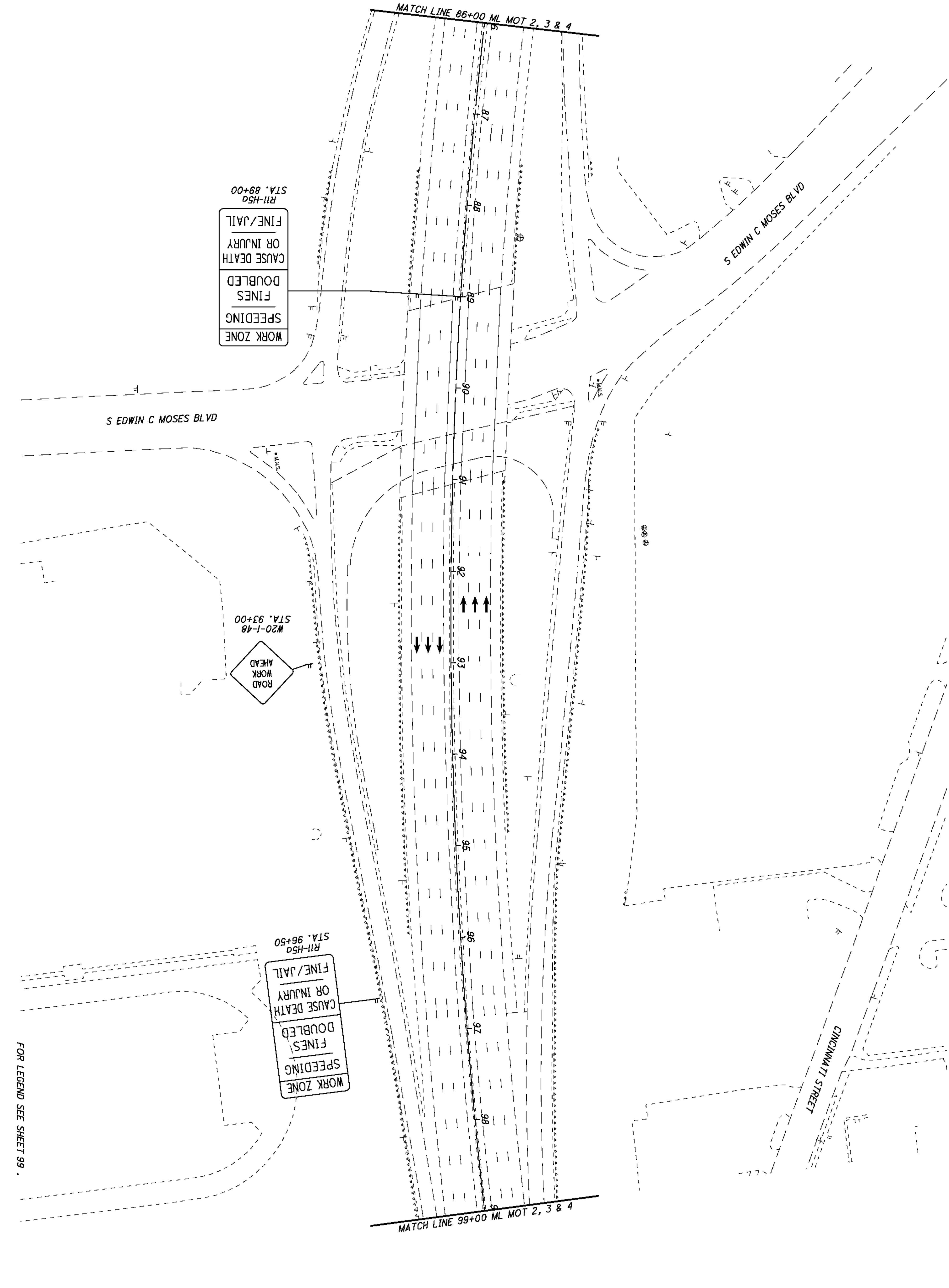
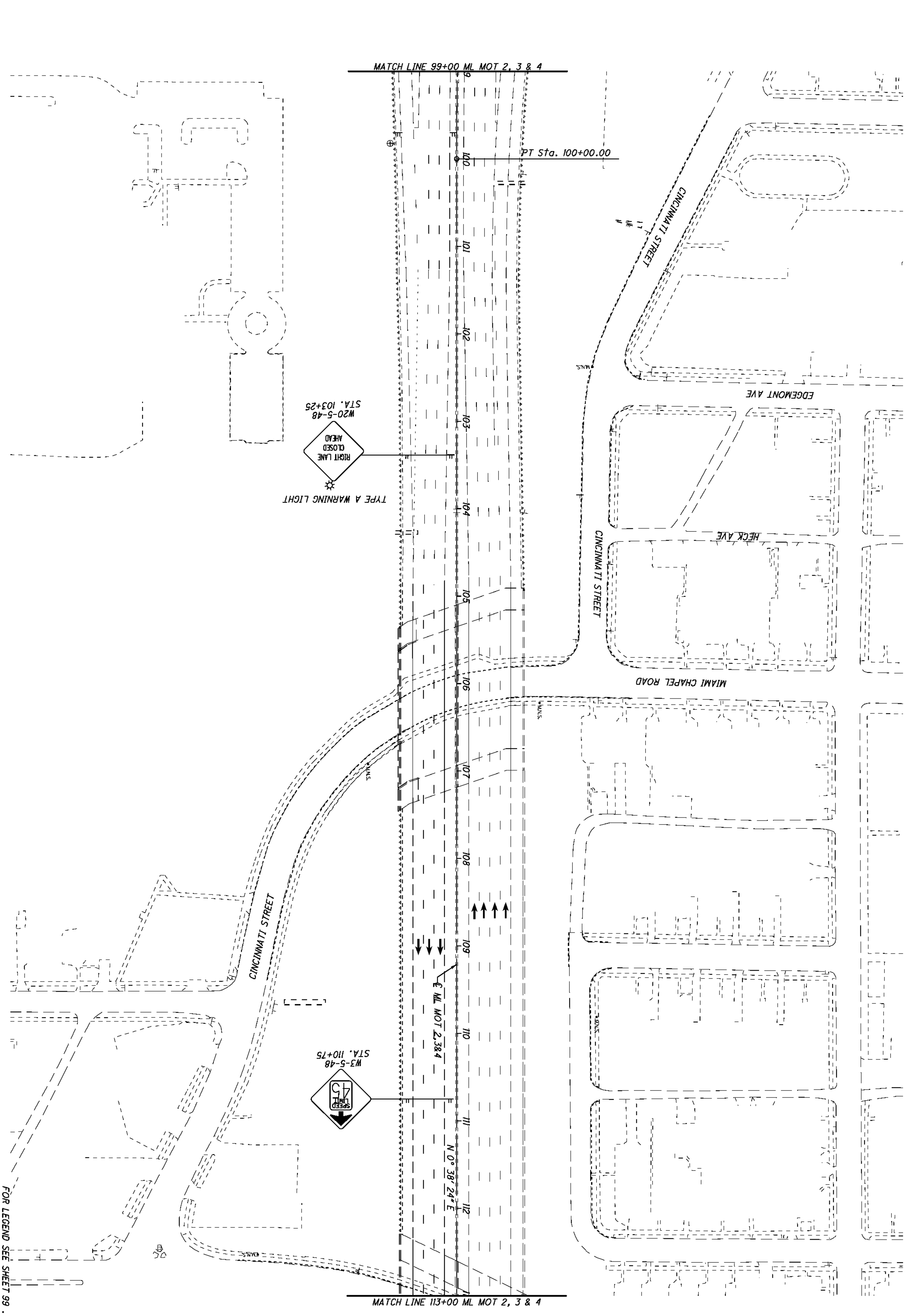
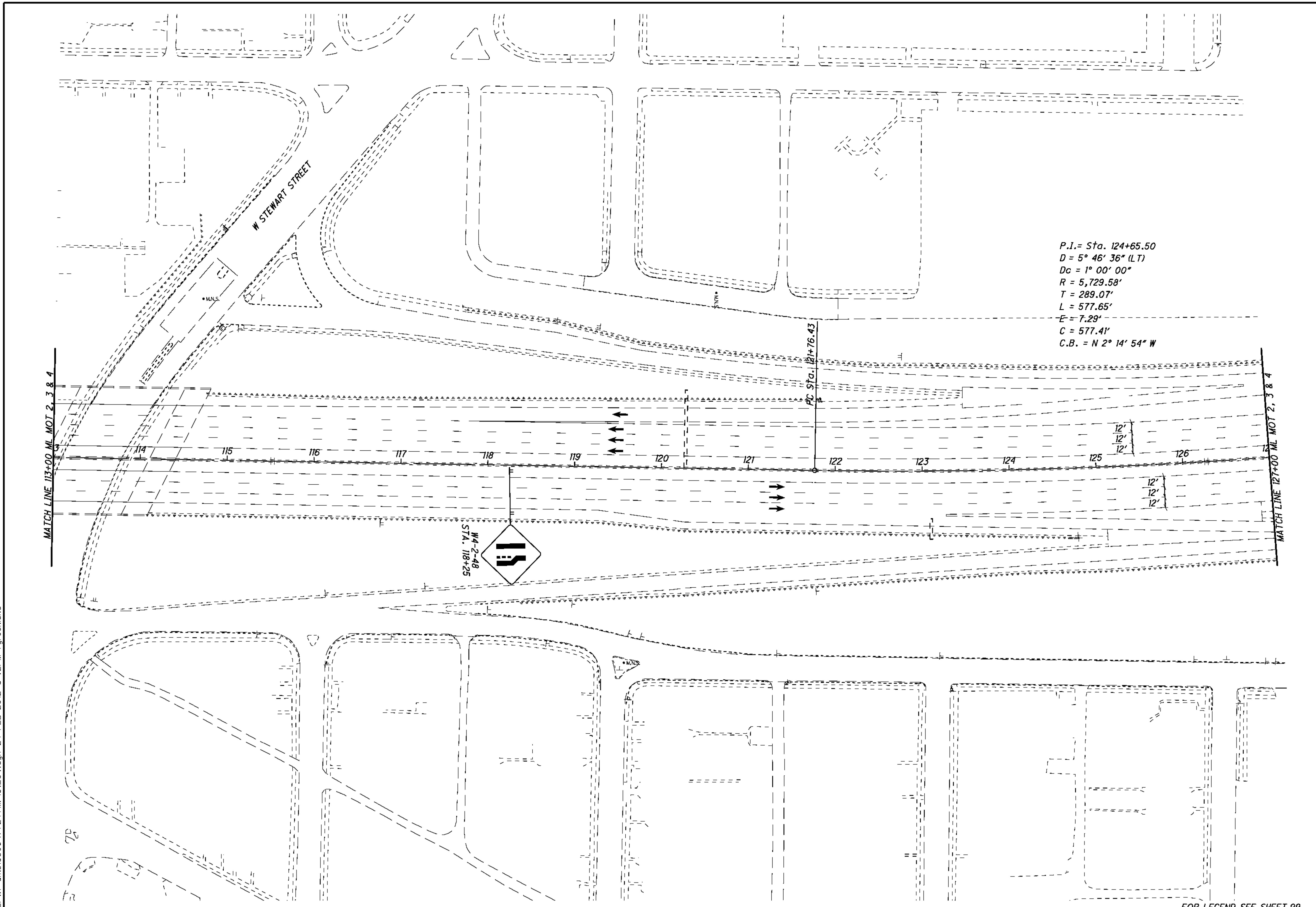


100 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM 86+00 TO STA. 99+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET

IP_PWP:dms19306\77247MP101_03.dgn 24-FEB-2012 3:41PM rgreenland



101/1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM 99+00 TO STA. 113+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET



CALCULATED MN
CHECKED JL

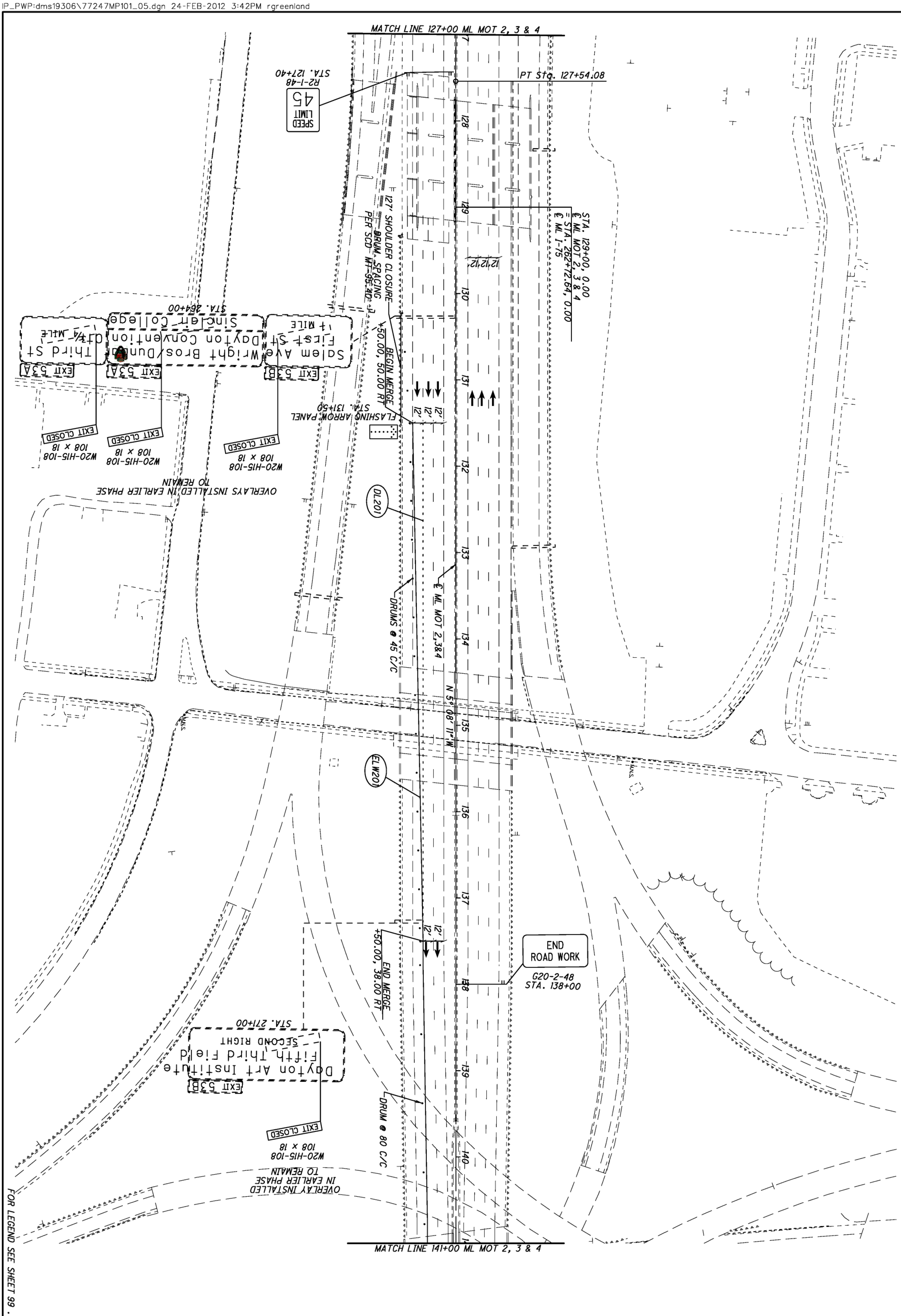
HORIZONTAL SCALE IN FEET 0 25 50 100

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM 113+00 TO STA. 127+00

MOT-75-12.00

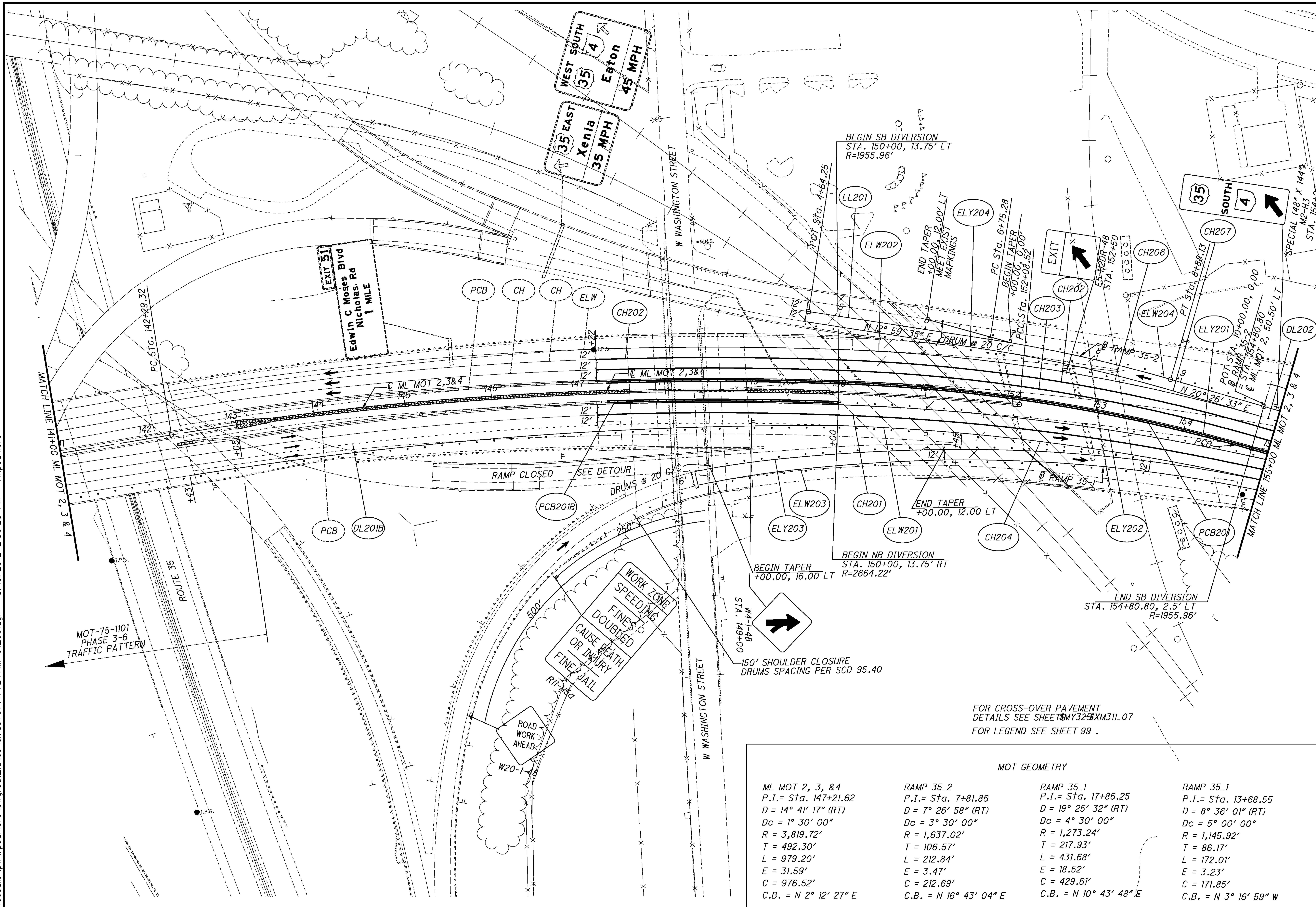
IP_PWP:dms19306\77247MP101_04.dgn 24-FEB-2012 3:42PM rgreenland

IP_PWP:dms19306\77247MP101_05.dgn 24-FEB-2012 3:42PM rgreenland



FOR LEGEND SEE SHEET 99.

103 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM 127+00 TO STA. 141+00	CALCULATED MN / CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET



FOR CROSS-OVER PAVEMENT
DETAILS SEE SHEETS MY325 XM311_07

FOR LEGEND SEE SHEET 99 .

MOT GEOMETRY

ML MOT 2, 3, &4	RAMP 35_2	RAMP 35_1	RAMP 35_1
P.I.= Sta. 147+21.62	P.I.= Sta. 7+81.86	P.I.= Sta. 17+86.25	P.I.= Sta. 13+68.55
D = 14° 41' 17" (RT)	D = 7° 26' 58" (RT)	D = 19° 25' 32" (RT)	D = 8° 36' 01" (RT)
Dc = 1° 30' 00"	Dc = 3° 30' 00"	Dc = 4° 30' 00"	Dc = 5° 00' 00"
R = 3,819.72'	R = 1,637.02'	R = 1,273.24'	R = 1,145.92'
T = 492.30'	T = 106.57'	T = 217.93'	T = 86.17'
L = 979.20'	L = 212.84'	L = 431.68'	L = 172.01'
E = 31.59'	E = 3.47'	E = 18.52'	E = 3.23'
C = 976.52'	C = 212.69'	C = 429.61'	C = 171.85'
C.B. = N 2° 12' 27" E	C.B. = N 16° 43' 04" E	C.B. = N 10° 43' 48" E	C.B. = N 3° 16' 59" W

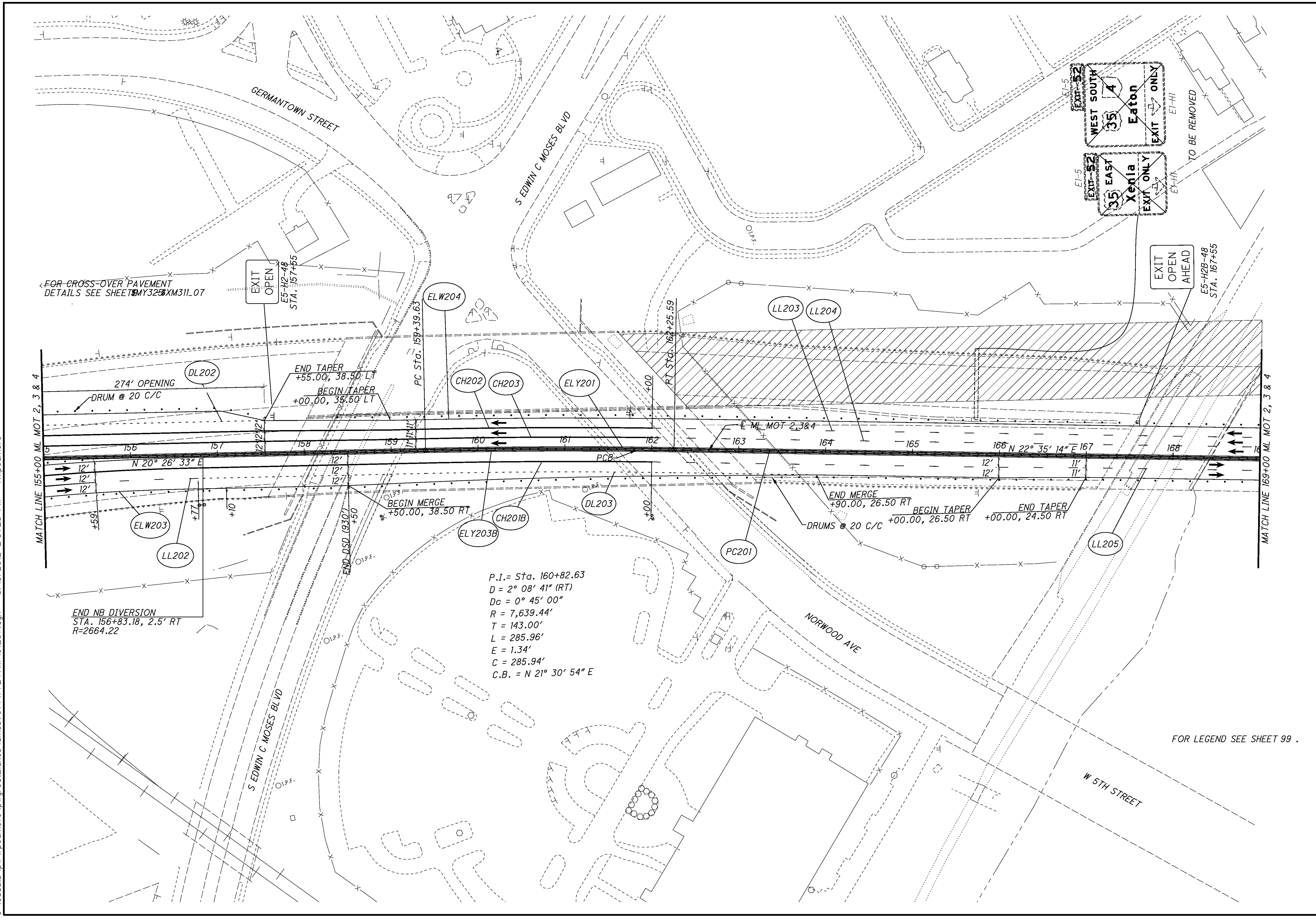
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 141+00 TO STA. 155+00

MOT-75-12.00

c:\caddlib\pw\rpodmore\pwgreat_lakes\dms57971\77247MP101_06.dgn 8/13/2012 2:50:29 PM rmpodmore c:\caddlib\pw\rpodmore\pwgreat_lakes\dms57971\77247MP101_07.dgn 8/13/2012 2:51:28 PM rrpodmore



0 25 50 100
HORIZONTAL SCALE IN FEET

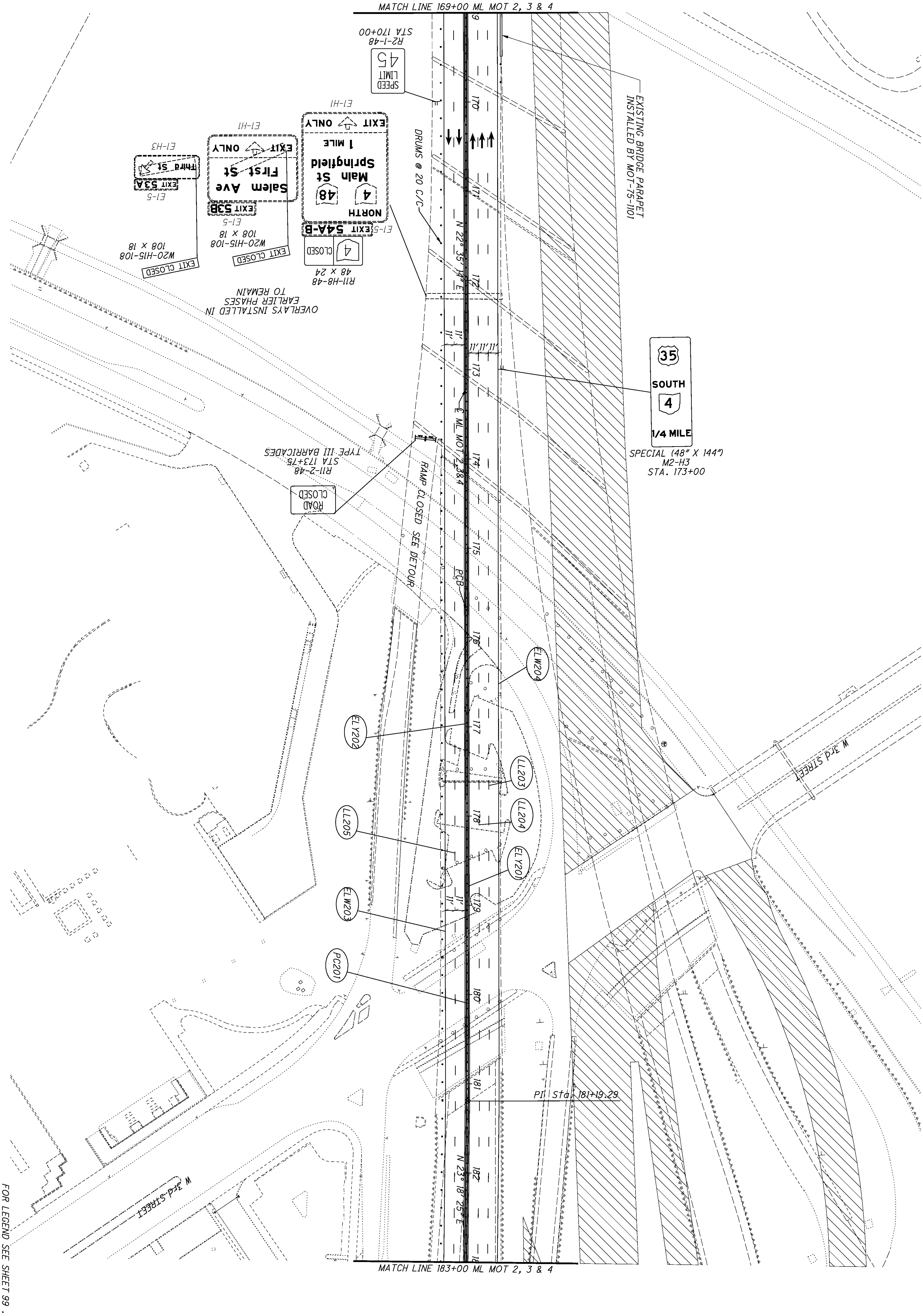
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 155+00 TO STA. 169+00

MOT-75-12.00

105 / 1565

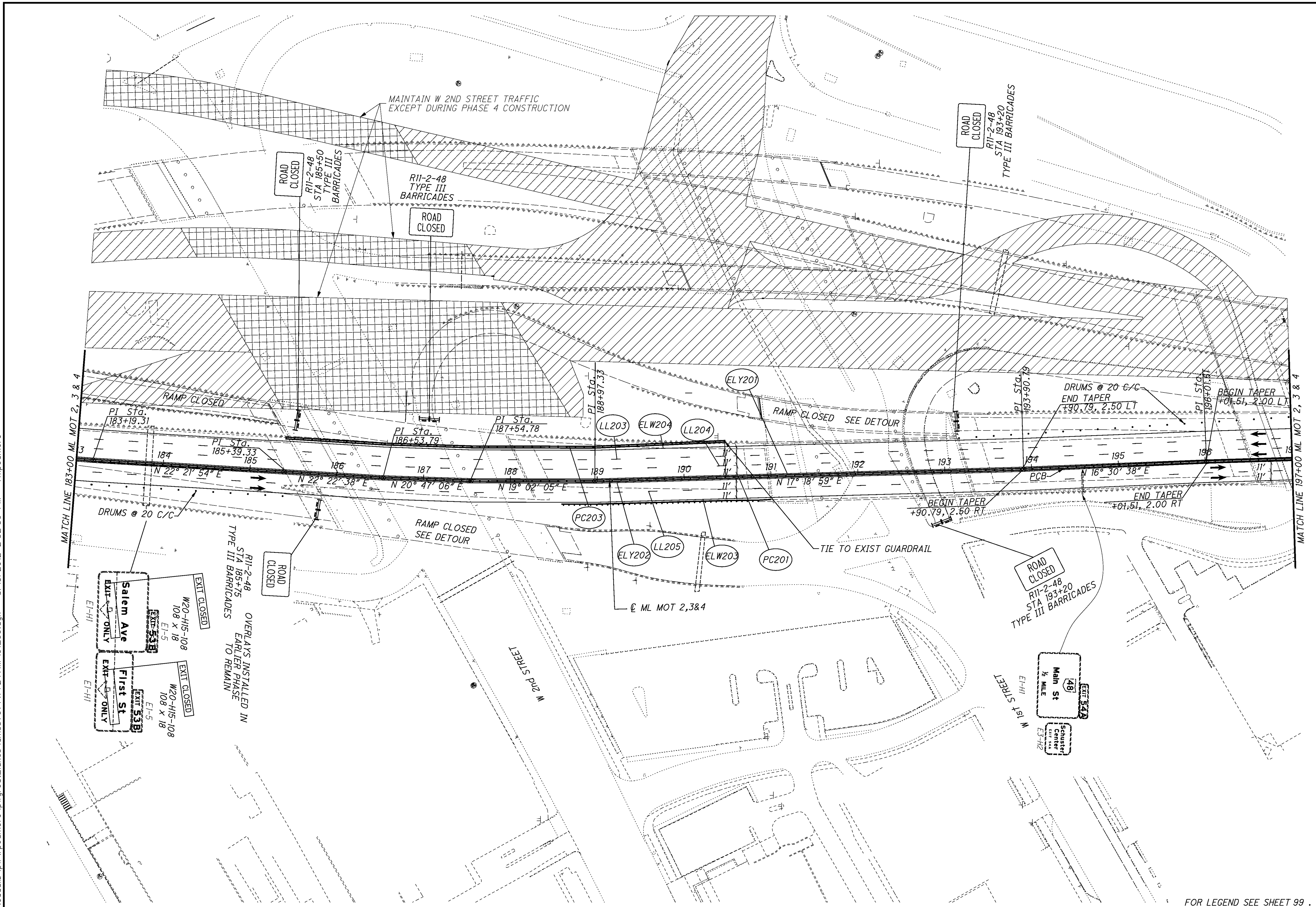
c:\caddlib\pw\rpodmore\pwgreat_lakes\dms57971\77247MP101_08.dgn 8/13/2012 2:52:13 PM rpodmore



FOR LEGEND SEE SHEET 99.

106 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM STA. 169+00 TO STA. 183+00	CALCULATED MN CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET

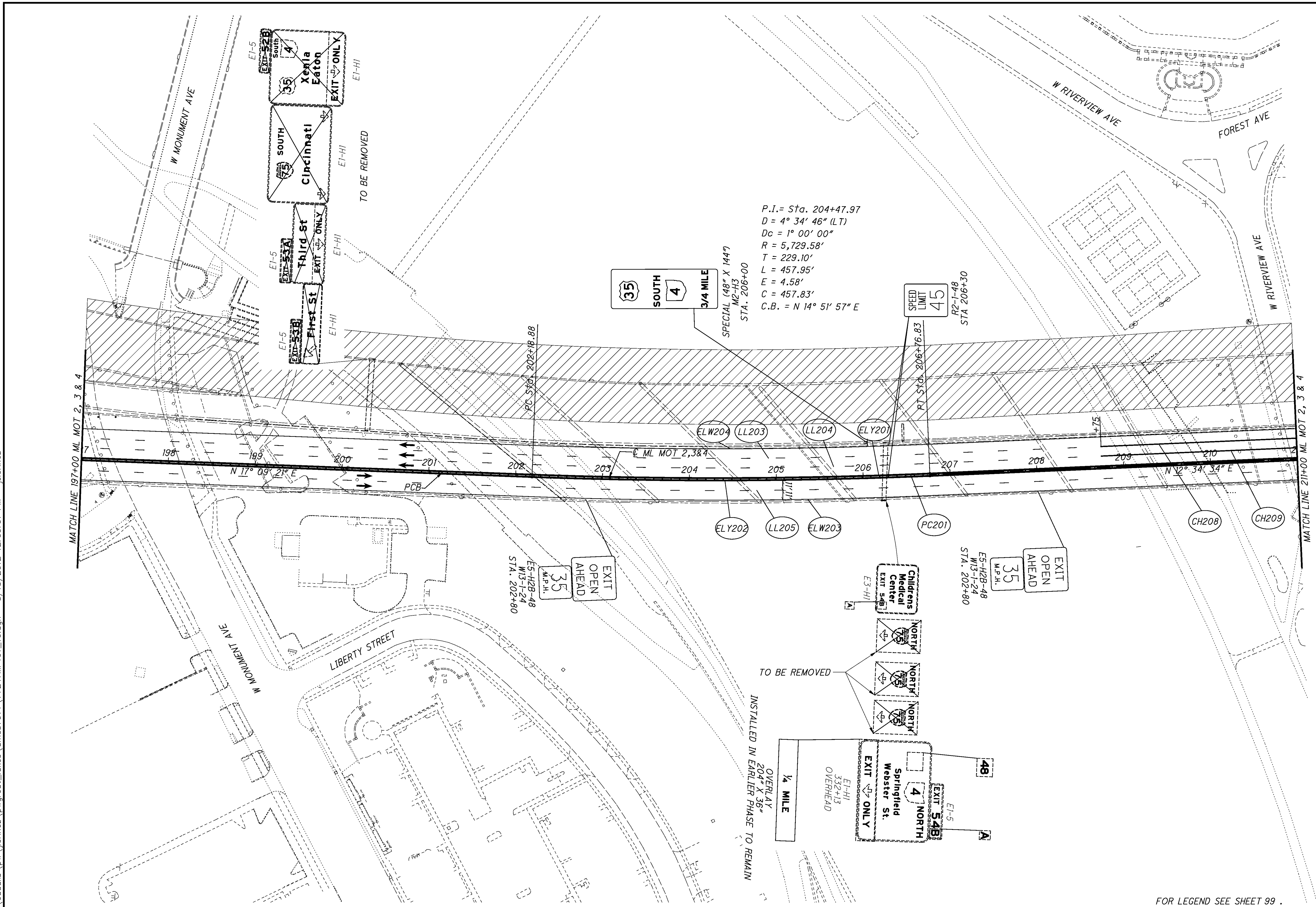


0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 183+00 TO STA. 197+00

MOT-75-12.00



HORIZONTAL SCALE IN FEET

CALCULATED MN

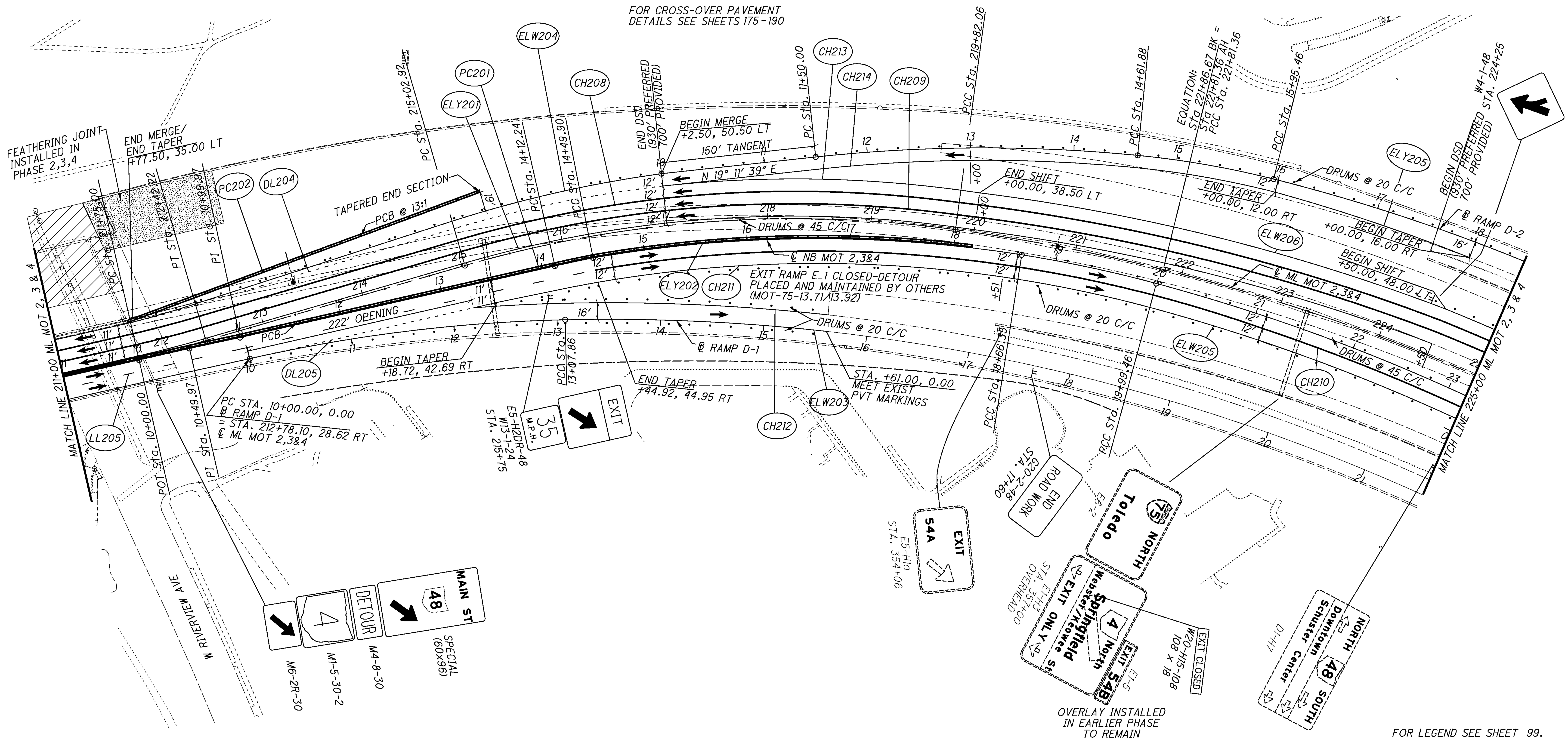
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 197+00 TO STA. 211+00

MOT-75-12.00

MOT GEOMETRY

ML MOT 2, 3 & 4	ML MOT 2, 3 & 4	ML MOT 2, 3 & 4	ML MOT 2, 3 & 4	RAMP D_2	RAMP D_2	RAMP D_2
P.I.= Sta. 212+08.62	P.I.= Sta. 217+46.04	P.I.= Sta. 220+84.46	P.I.= Sta. 225+93.54	P.I.= Sta. 13+06.49	P.I.= Sta. 15+28.79	P.I.= Sta. 17+38.98
D = 3° 21′ 39″ (LT)	D = 23° 57′ 24″ (RT)	D = 6° 08′ 18″ (RT)	D = 24° 21′ 25″ (RT)	D = 11° 47′ 42″ (RT)	D = 8° 30′ 14″ (RT)	D = 9° 07′ 06″ (RT)
Dc = 5° 00′ 00″	Dc = 5° 00′ 00″	Dc = 3° 00′ 00″	Dc = 3° 00′ 00″	Dc = 3° 46′ 55″	Dc = 6° 21′ 58″	Dc = 3° 11′ 00″
R = 1,145.92′	R = 1,145.92′	R = 1,909.86′	R = 1,909.86′	R = 1,515.00′	R = 900.00′	R = 1,799.87′
T = 33.62′	T = 243.12′	T = 102.41′	T = 412.18′	T = 156.49′	T = 66.91′	T = 143.52′
L = 67.22′	L = 479.13′	L = 204.61′	L = 811.90′	L = 311.88′	L = 133.58′	L = 286.44′
E = 0.49′	E = 25.51′	E = 2.74′	E = 43.97′	E = 8.06′	E = 2.48′	E = 5.71′
C = 67.21′	C = 475.65′	C = 204.52′	C = 805.80′	C = 311.33′	C = 133.46′	C = 286.14′
C.B. = N 10° 53′ 45″ E	C.B. = N 21° 11′ 37″ E	C.B. = N 36° 14′ 28″ E	C.B. = N 51° 29′ 20″ E	C.B. = N 25° 05′ 30″ E	C.B. = N 35° 14′ 28″ E	C.B. = N 44° 03′ 08″ E



FOR LEGEND SEE SHEET 99.

MOT GEOMETRY

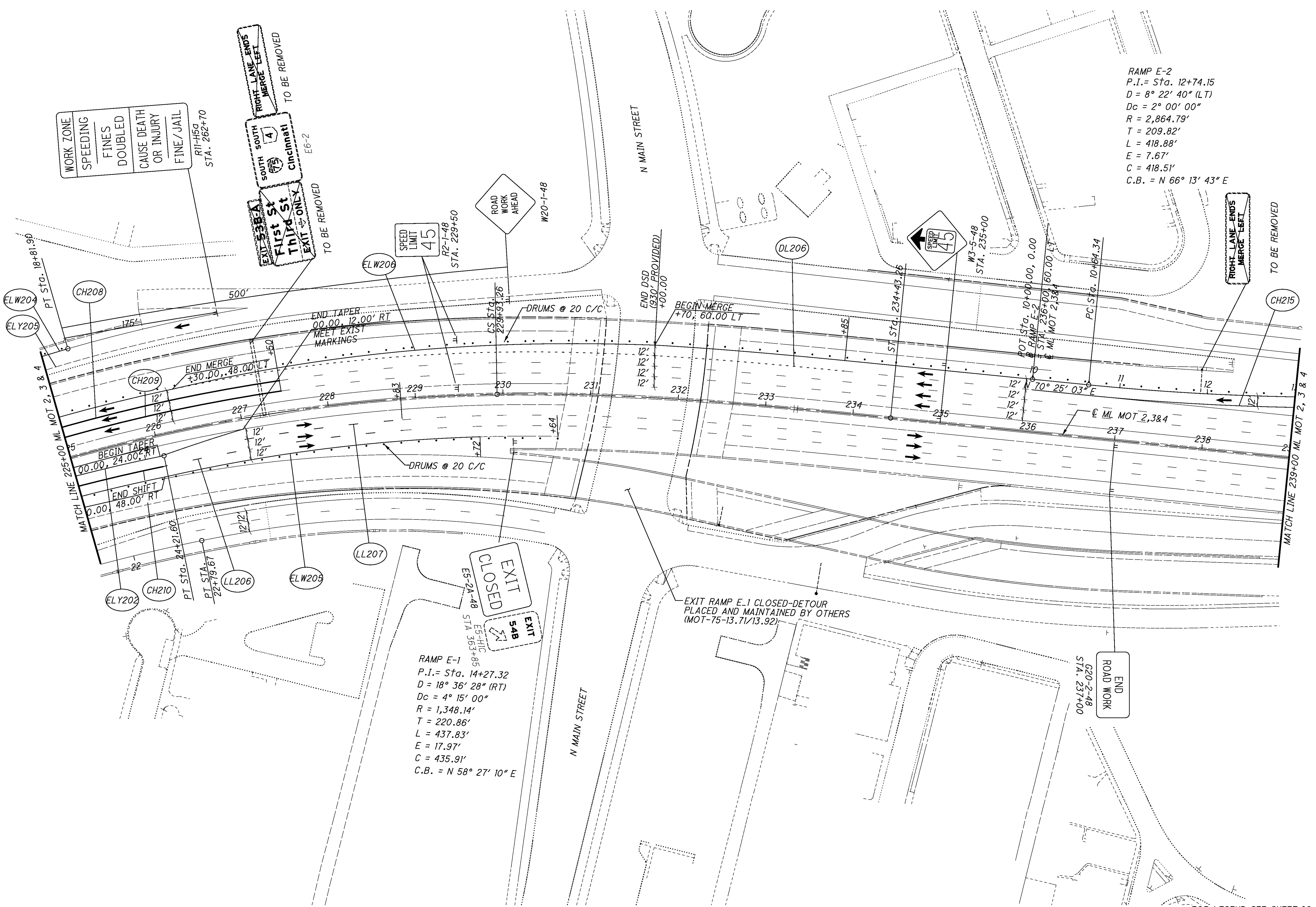
NB MOT 2, 3 ,7 4	NB MOT 2, 3 ,7 4	NB MOT 2, 3 ,7 4	NB MOT 2, 3 ,7 4	RAMP D_1	RAMP D_1	RAMP E_1
P.I.= Sta. 14+31.07	P.I.= Sta. 16+60.02	P.I.= Sta. 19+32.98	P.I.= Sta. 22+11.37	P.I.= Sta. 11+54.45	P.I.= Sta. 18+04.53	P.I.= Sta. 10+88.94
D = 1° 41′ 53″ (RT)	D = 18° 49′ 19″ (RT)	D = 6° 24′ 09″ (RT)	D = 12° 31′ 41″ (RT)	D = 11° 32′ 41″ (RT)	D = 29° 09′ 16″ (RT)	D = 3° 06′ 44″ (RT)
Dc = 4° 30′ 32″	Dc = 4° 31′ 11″	Dc = 4° 48′ 36″	Dc = 2° 58′ 04″	Dc = 3° 45′ 00″	Dc = 3° 00′ 00″	Dc = 1° 45′ 00″
R = 1,270.74′	R = 1,267.71′	R = 1,191.20′	R = 1,930.59′	R = 1,527.89′	R = 1,909.86′	R = 3,274.04′
T = 18.83′	T = 210.12′	T = 66.62′	T = 211.91′	T = 154.45′	T = 496.67′	T = 88.94′
L = 37.66′	L = 416.45′	L = 133.11′	L = 422.14′	L = 307.86′	L = 971.82′	L = 177.85′
E = 0.14′	E = 17.30′	E = 1.86′	E = 11.60′	E = 7.79′	E = 63.52′	E = 1.21′
C = 37.66′	C = 414.58′	C = 133.04′	C = 421.30′	C = 307.34′	C = 961.36′	C = 177.82′
C.B. = N 13° 25′ 31″ E	C.B. = N 24° 57′ 13″ E	C.B. = N 37° 24′ 59″ E	C.B. = N 46° 52′ 54″ E	C.B. = N 18° 20′ 55″ E	C.B. = N 38° 41′ 53″ E	C.B. = N 47° 35′ 34″ E

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM STA. 211+00 TO STA. 225+00

MOT-75-12.00



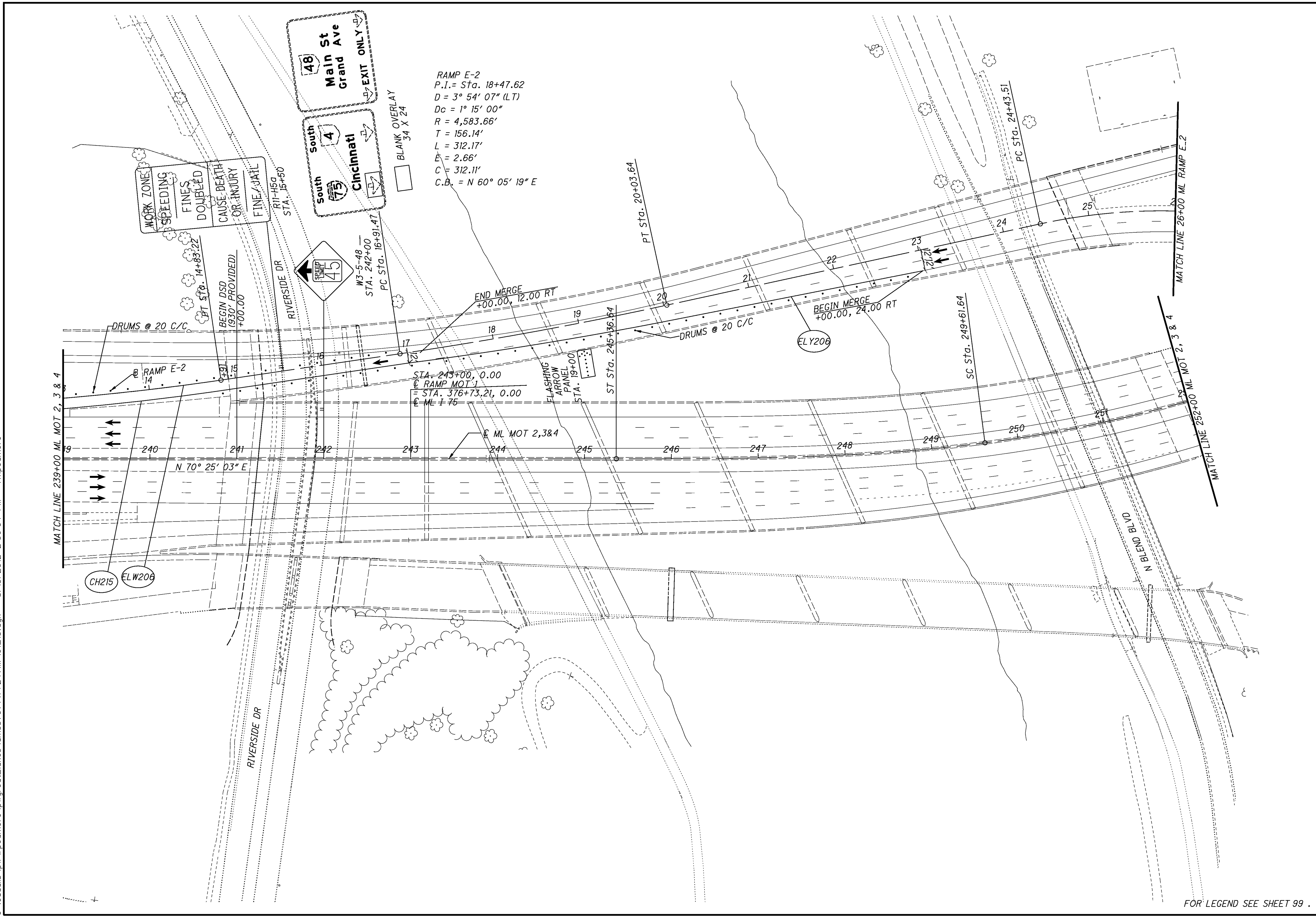
0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 225+00 TO STA. 239+00

MOT-75-12.00

c:\caddlib\pw\jlorincz\pwgreat_lakes\dms57971\77247MP101_12.dgn 8/15/2012 12:38:48 PM jelorincz

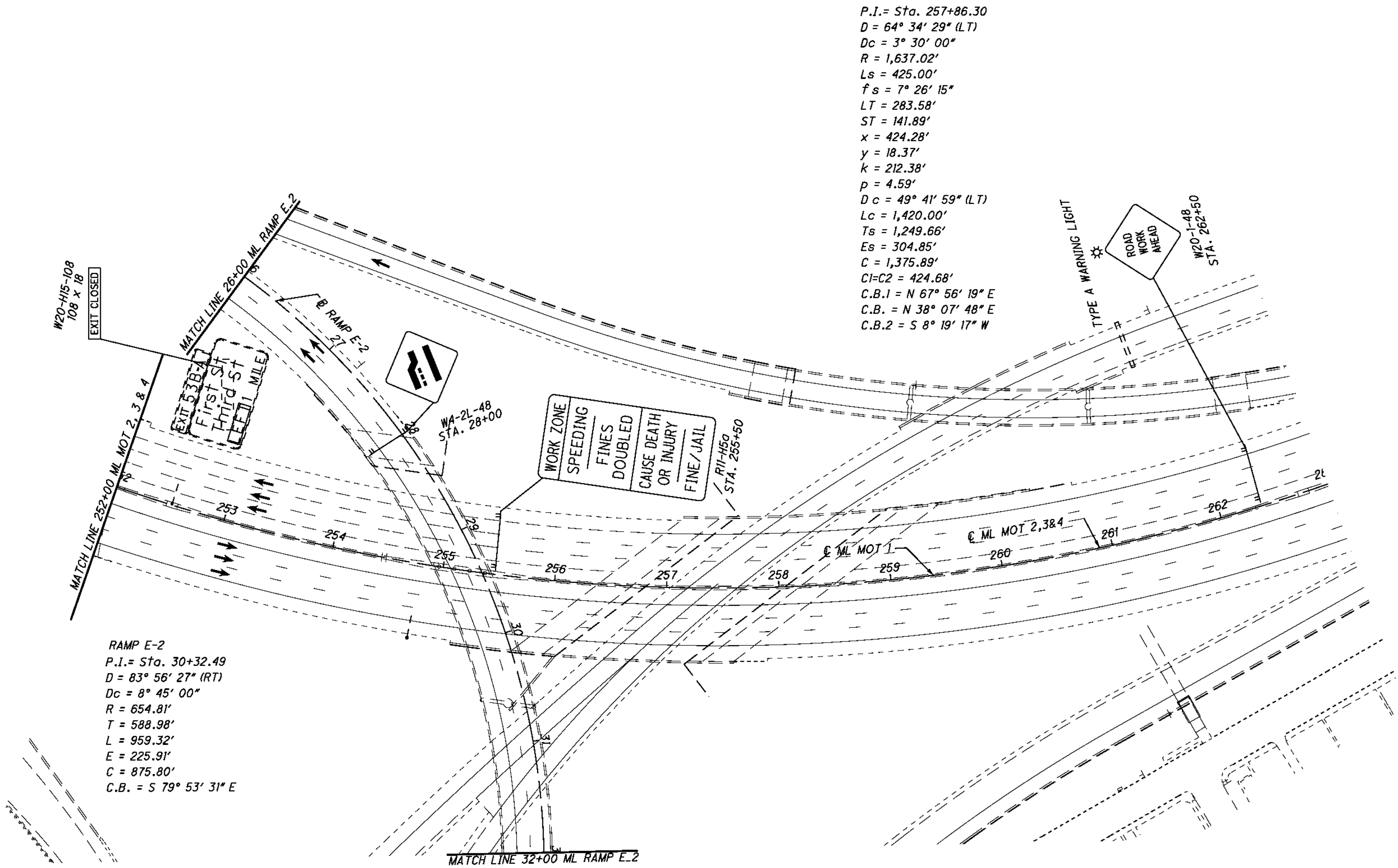


FOR LEGEND SEE SHEET 99.

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4 FROM STA. 239+00 TO STA. 252+00

MOT-75-12.00



FOR LEGEND SEE SHEET 99 .

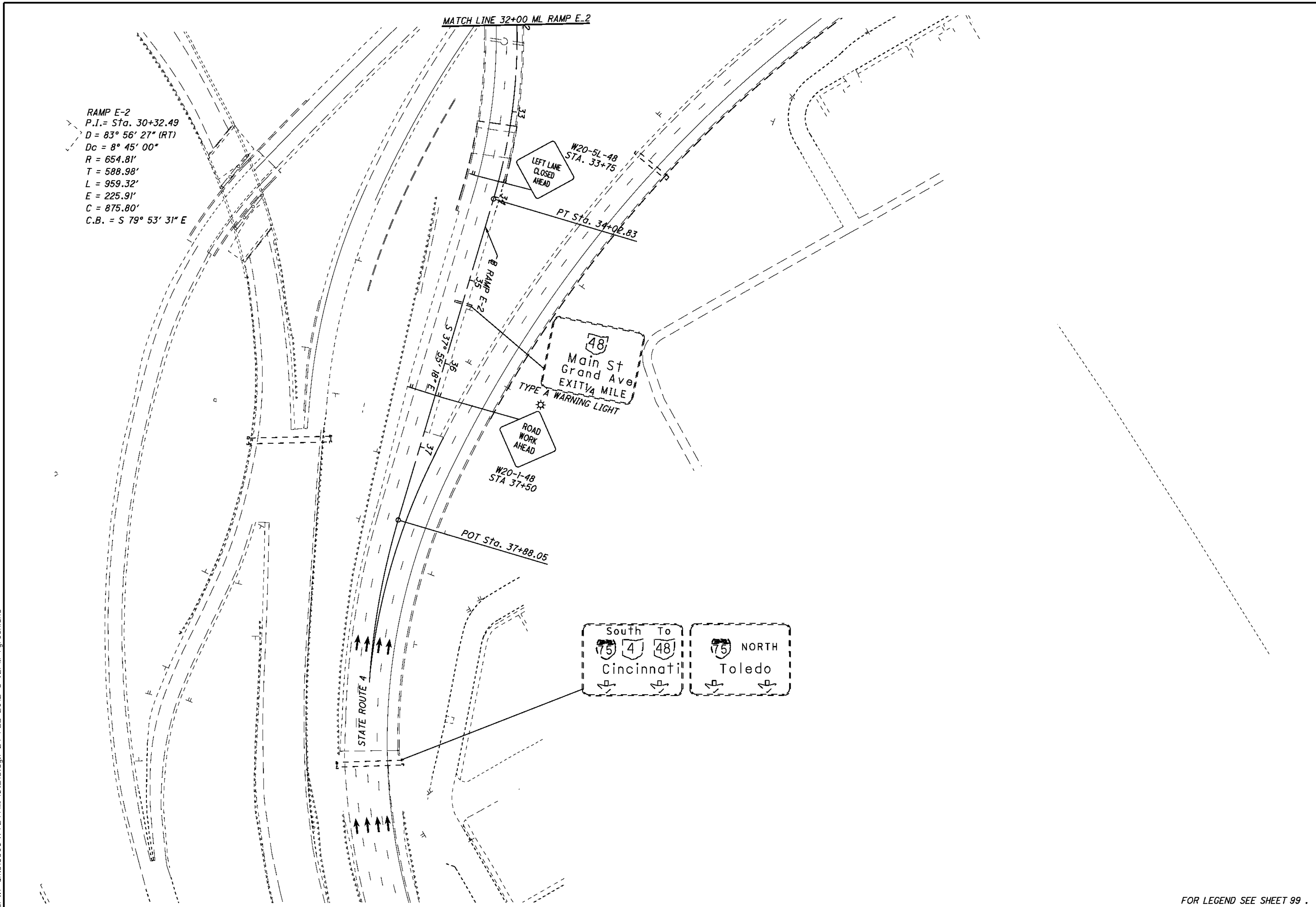
CALCULATED MN
CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 252+00 TO STA. 263+00

MOT-75-12.00

IP_PWP:dms19306\77247MP101_14.dgn 24-FEB-2012 3:42PM rgreenland



HORIZONTAL SCALE IN FEET 0 25 50 100

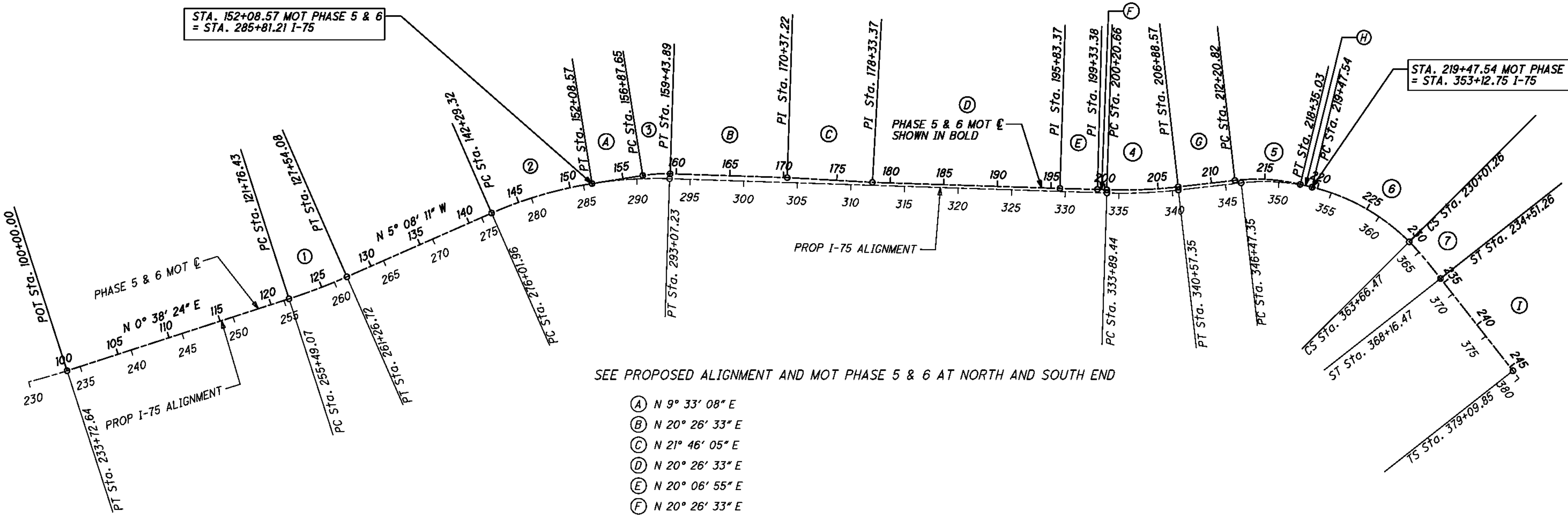
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 2,3 & 4
FROM STA. 32+00 TO STA. 37+88

MOT-75-12.00

IP_PWP:dms19306\77247MP101_15.dgn 24-FEB-2012 3:42PM rgreenland

PROPOSED ALIGNMENT AND MOT PHASE 5 & 6



SEE PROPOSED ALIGNMENT AND MOT PHASE 5 & 6 AT NORTH AND SOUTH END

- (A) N 9° 33′ 08″ E
- (B) N 20° 26′ 33″ E
- (C) N 21° 46′ 05″ E
- (D) N 20° 26′ 33″ E
- (E) N 20° 06′ 55″ E
- (F) N 20° 26′ 33″ E
- (G) N 12° 05′ 38″ E
- (H) N 32° 03′ 21″ E
- (I) N 70° 25′ 03″ E

MOT PHASE 5 AND 6 CURVE DATA

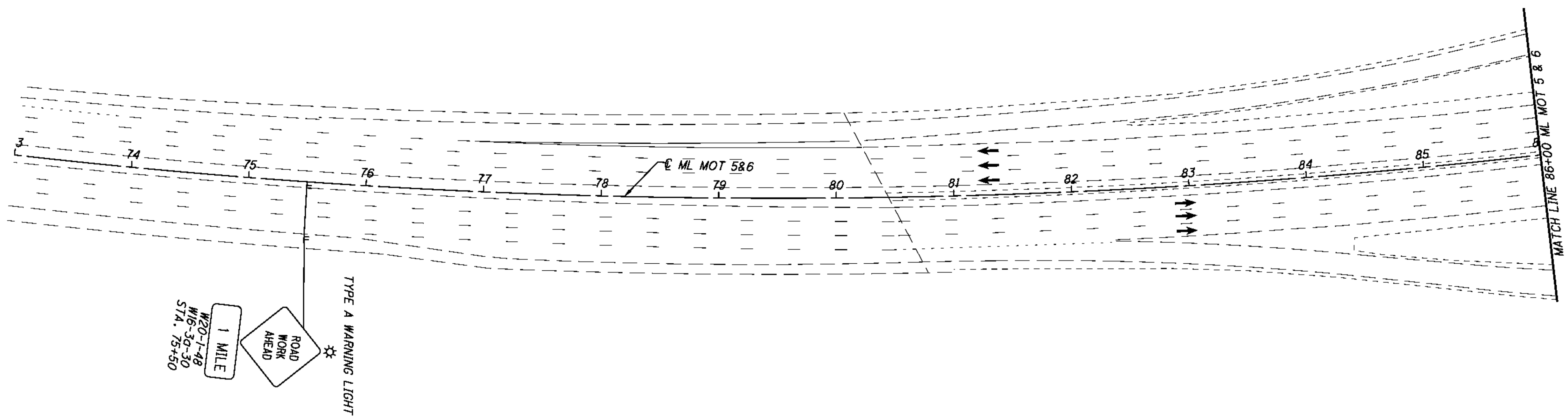
	1	2	3	4	5	6
P.I.	Sta. 124+65.50	Sta. 147+21.64	Sta. 158+16.16	Sta. 203+55.21	Sta. 215+31.07	Sta. 224+88.19
D	5° 46′ 36″ (LT)	14° 41′ 20″ (RT)	10° 53′ 25″ (RT)	8° 20′ 56″ (LT)	19° 57′ 43″ (RT)	31° 36′ 42″ (RT)
Dc	1° 00′ 00″	1° 30′ 00″	4° 15′ 00″	1° 15′ 00″	3° 15′ 00″	3° 00′ 00″
R	5,729.58′	3,819.72′	1,348.14′	4,583.66′	1,762.95′	1,909.86′
T	289.07′	492.33′	128.51′	334.55′	310.25′	540.64′
L	577.65′	979.25′	256.24′	667.91′	614.22′	1,053.72′
E	7.29′	31.60′	6.11′	12.19′	27.09′	75.05′
C	577.41′	976.57′	255.86′	667.32′	611.11′	1,040.41′
C.B.	N 2° 14′ 54″ W	N 2° 12′ 29″ E	N 14° 59′ 51″ E	N 16° 16′ 06″ E	N 22° 04′ 29″ E	N 47° 51′ 42″ E

0 250 500 1000
HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN - PHASE 5 & 6

MOT-75-12.00

P.I.= Sta. 85+82.09
D = 28° 59' 35" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 1,481.41'
L = 2,899.32'
E = 188.41'
C = 2,868.48'
C.B. = N 15° 08' 12" E



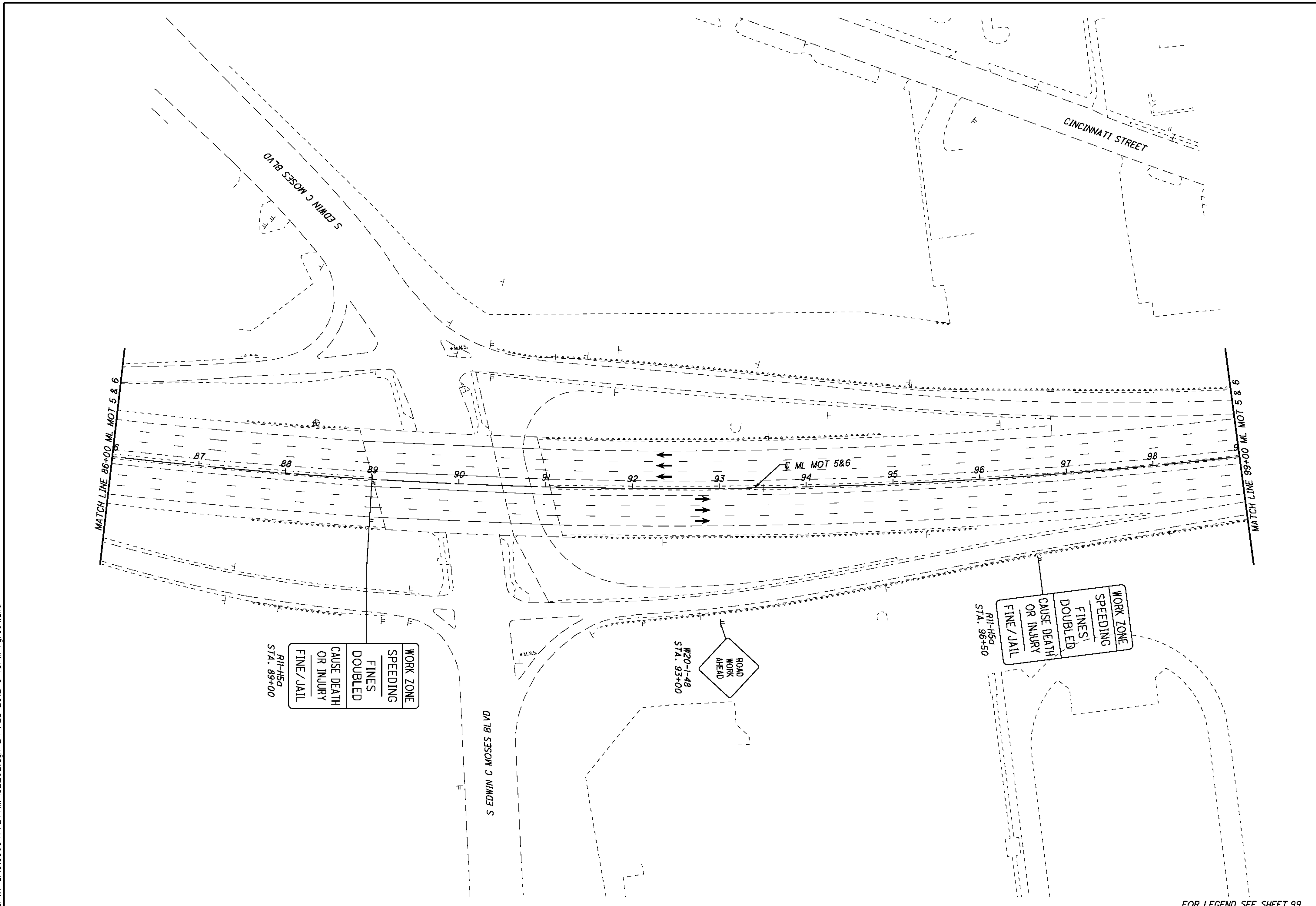
FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM STA. BEGIN TO STA. 86+00

MOT-75-12.00



IP_PWP:dms19306\77247MP102_02.dgn 24-FEB-2012 3:43PM rgreenland

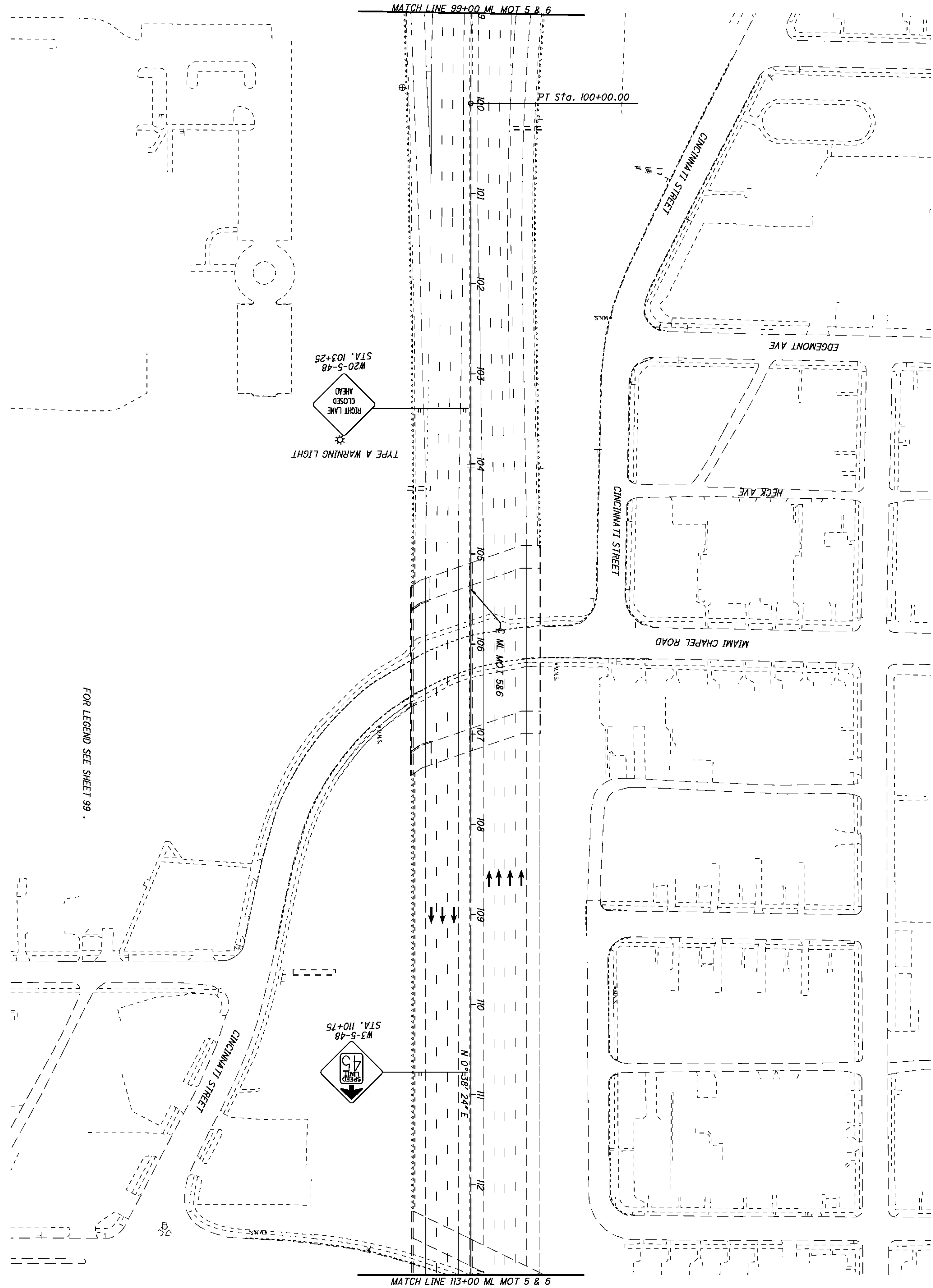
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

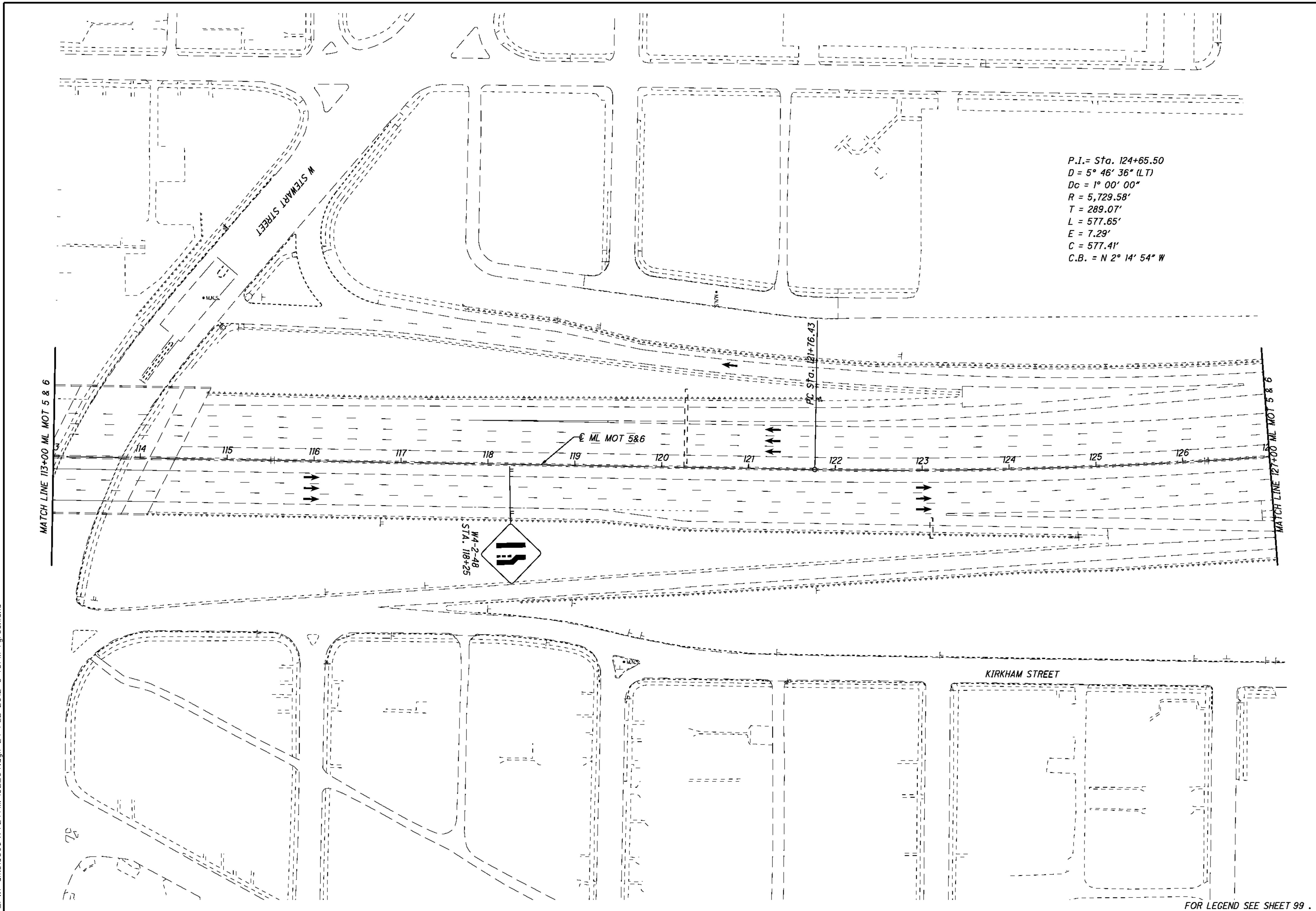
MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM STA. 86+00 TO STA. 99+00

MOT-75-12.00

IP_PWP:dms19306\77247MP102_03.dgn 24-FEB-2012 3:43PM rgreenland



MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM STA. 99+00 TO STA. 113+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET



FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET
0 25 50 100

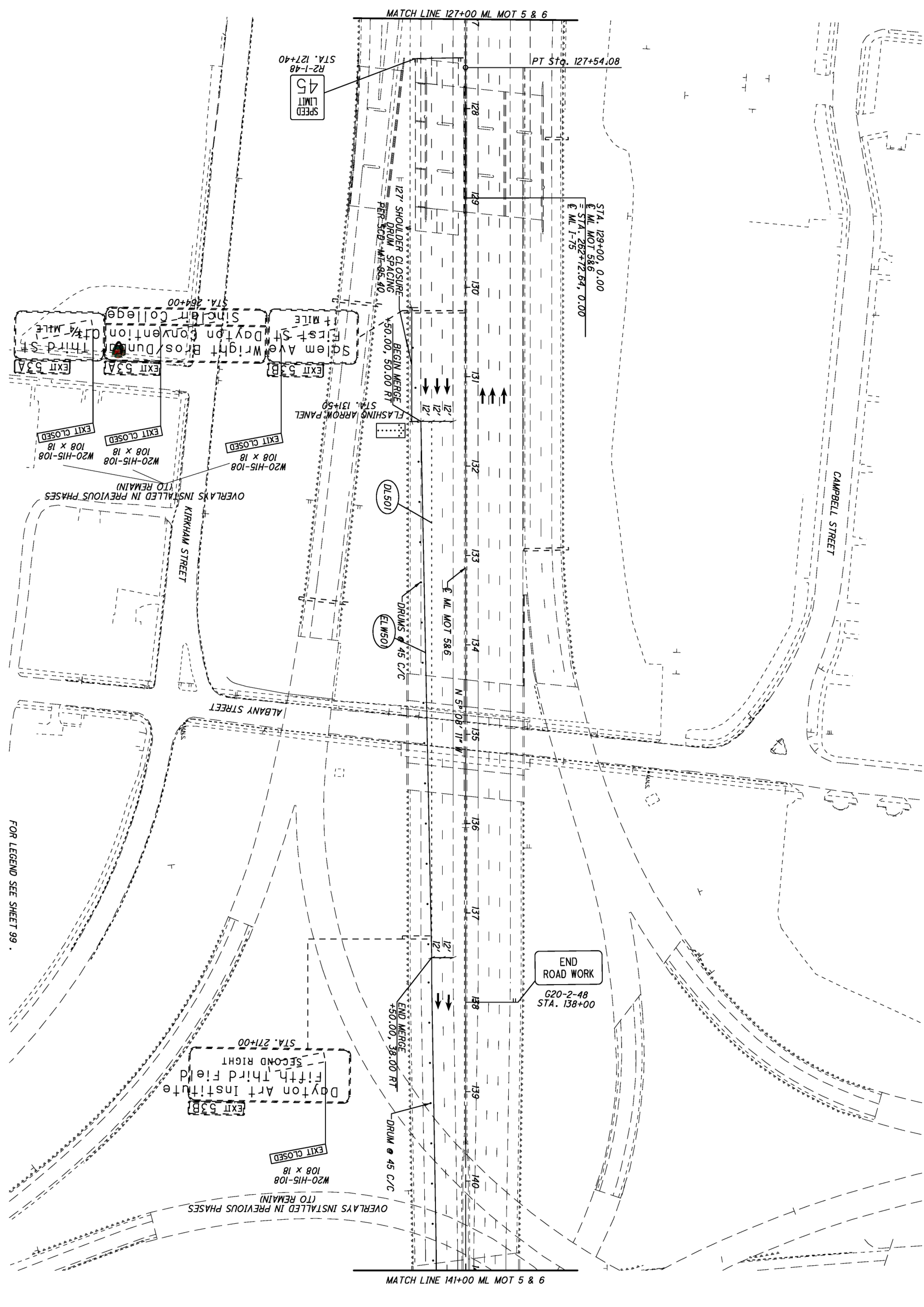
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 113+00 TO STA. 127+00

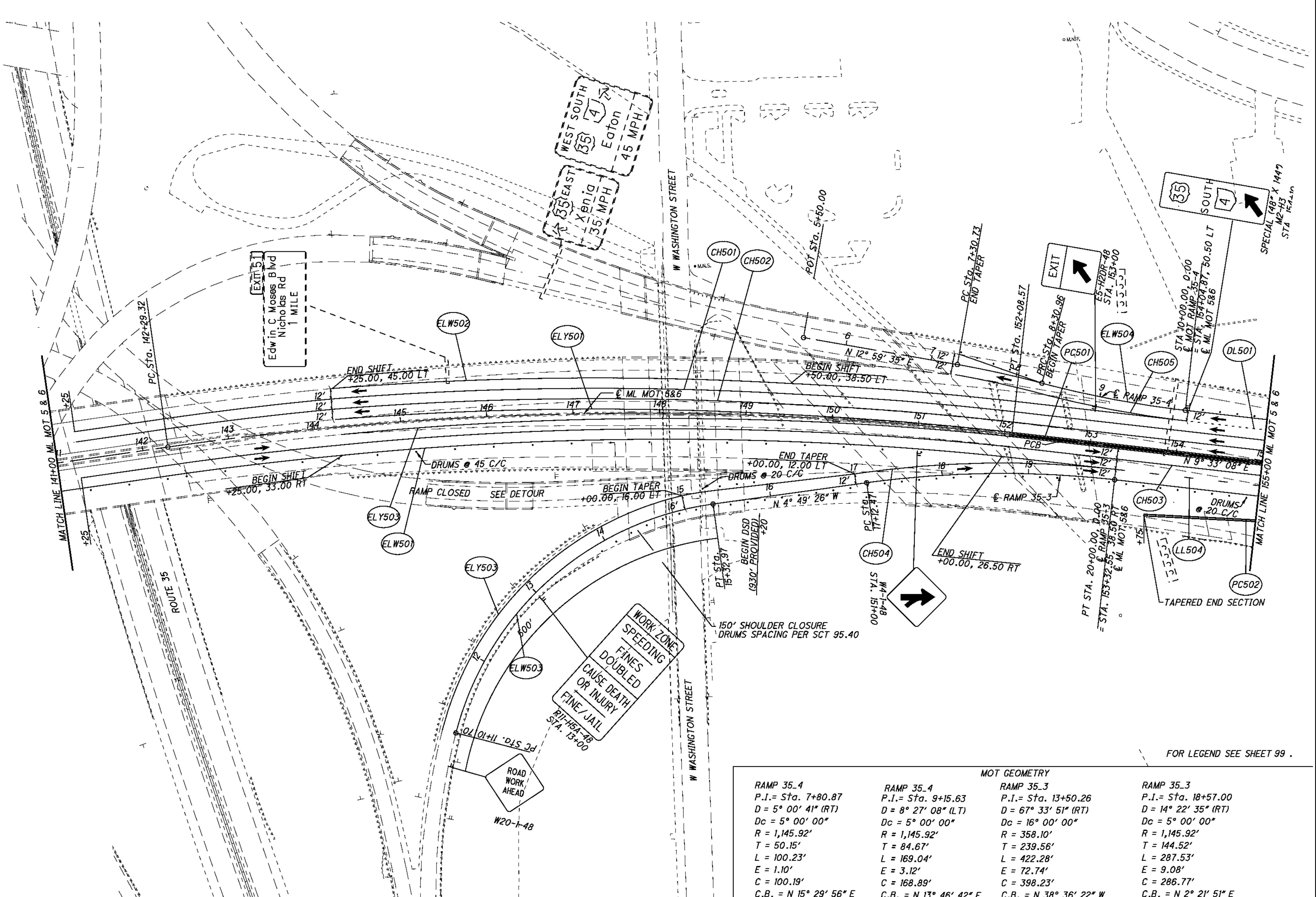
MOT-75-12.00

118
1565

IP_PWP:dms19306\77247MP102_04.dgn 24-FEB-2012 3:43PM rgreenland



119 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 127+00 TO STA. 141+00	CALCULATED MN; CHECKED JL; HORIZONTAL SCALE IN FEET 0 25 50 100



FOR LEGEND SEE SHEET 99.

MOT GEOMETRY

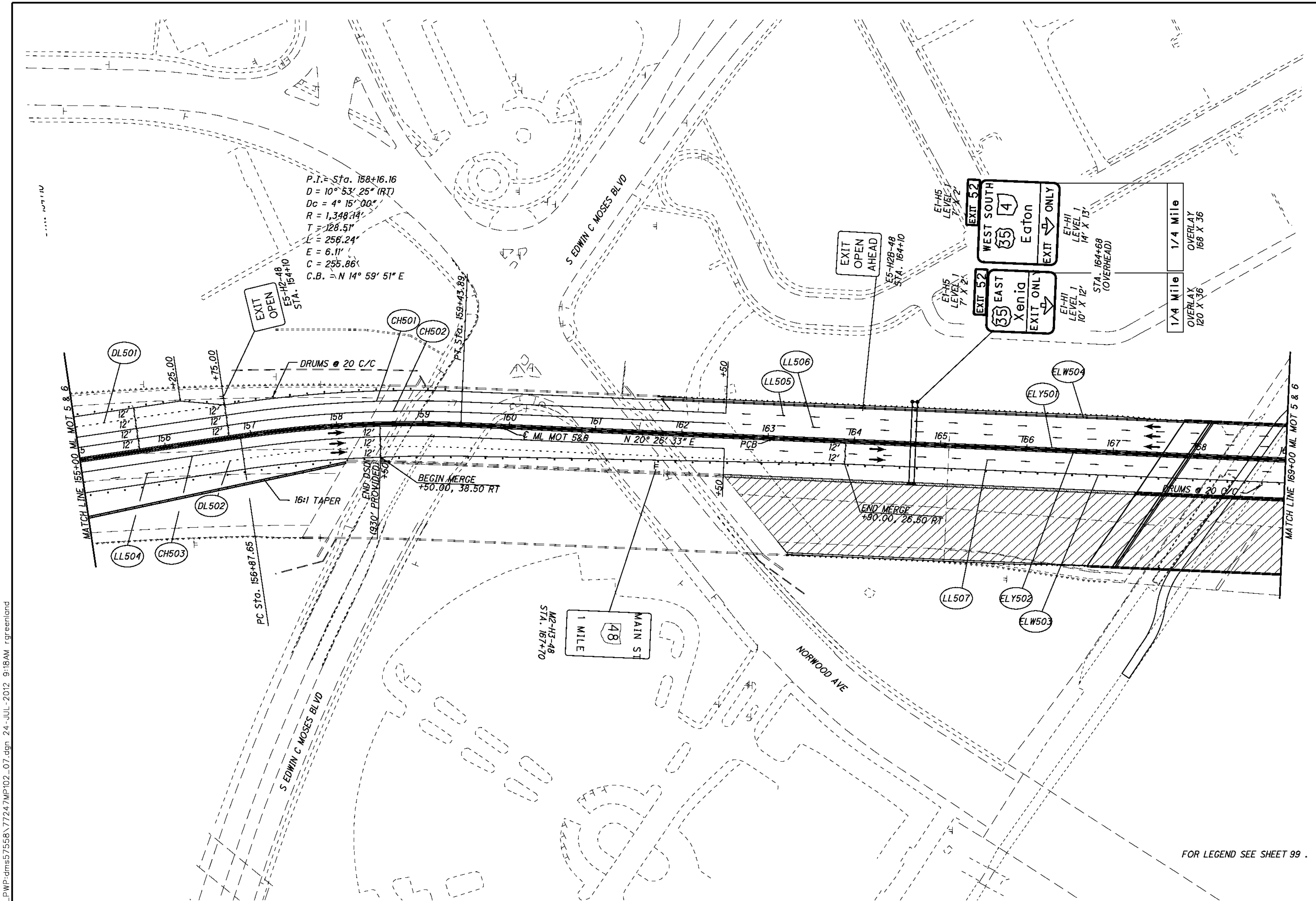
RAMP 35_4	RAMP 35_4	RAMP 35_3	RAMP 35_3
P.I.= Sta. 7+80.87	P.I.= Sta. 9+15.63	P.I.= Sta. 13+50.26	P.I.= Sta. 18+57.00
D = 5° 00' 41" (RT)	D = 8° 27' 08" (LT)	D = 67° 33' 51" (RT)	D = 14° 22' 35" (RT)
Dc = 5° 00' 00"	Dc = 5° 00' 00"	Dc = 16° 00' 00"	Dc = 5° 00' 00"
R = 1,145.92'	R = 1,145.92'	R = 358.10'	R = 1,145.92'
T = 50.15'	T = 84.67'	T = 239.56'	T = 144.52'
L = 100.23'	L = 169.04'	L = 422.28'	L = 287.53'
E = 1.10'	E = 3.12'	E = 72.74'	E = 9.08'
C = 100.19'	C = 168.89'	C = 398.23'	C = 286.77'
C.B. = N 15° 29' 56" E	C.B. = N 13° 46' 42" E	C.B. = N 38° 36' 22" W	C.B. = N 2° 21' 51" E

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 141+00 TO STA. 155+00

MOT-75-12.00

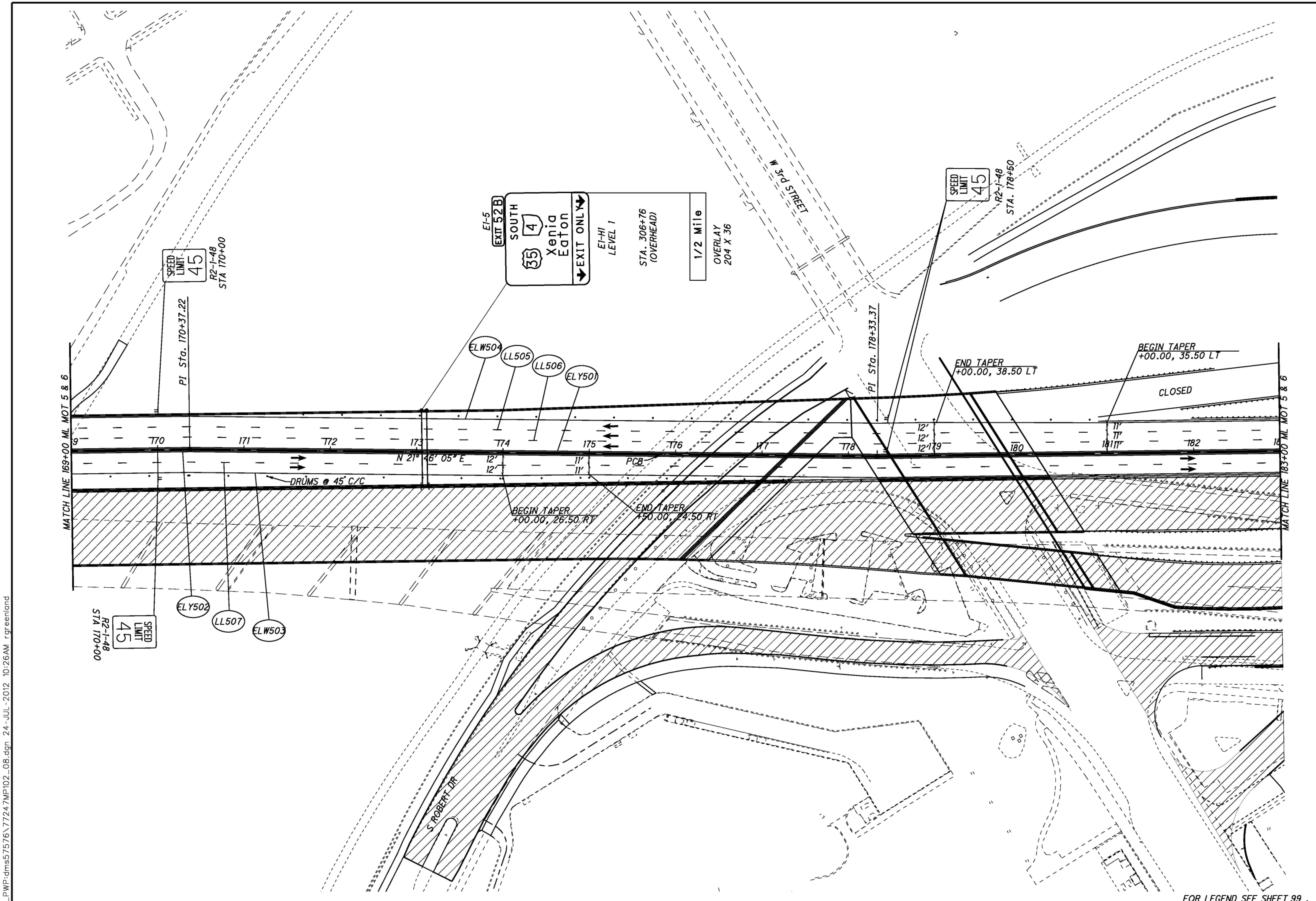


MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 155+00 TO STA. 169+00

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN
CHECKED JL

MOT-75-12.00



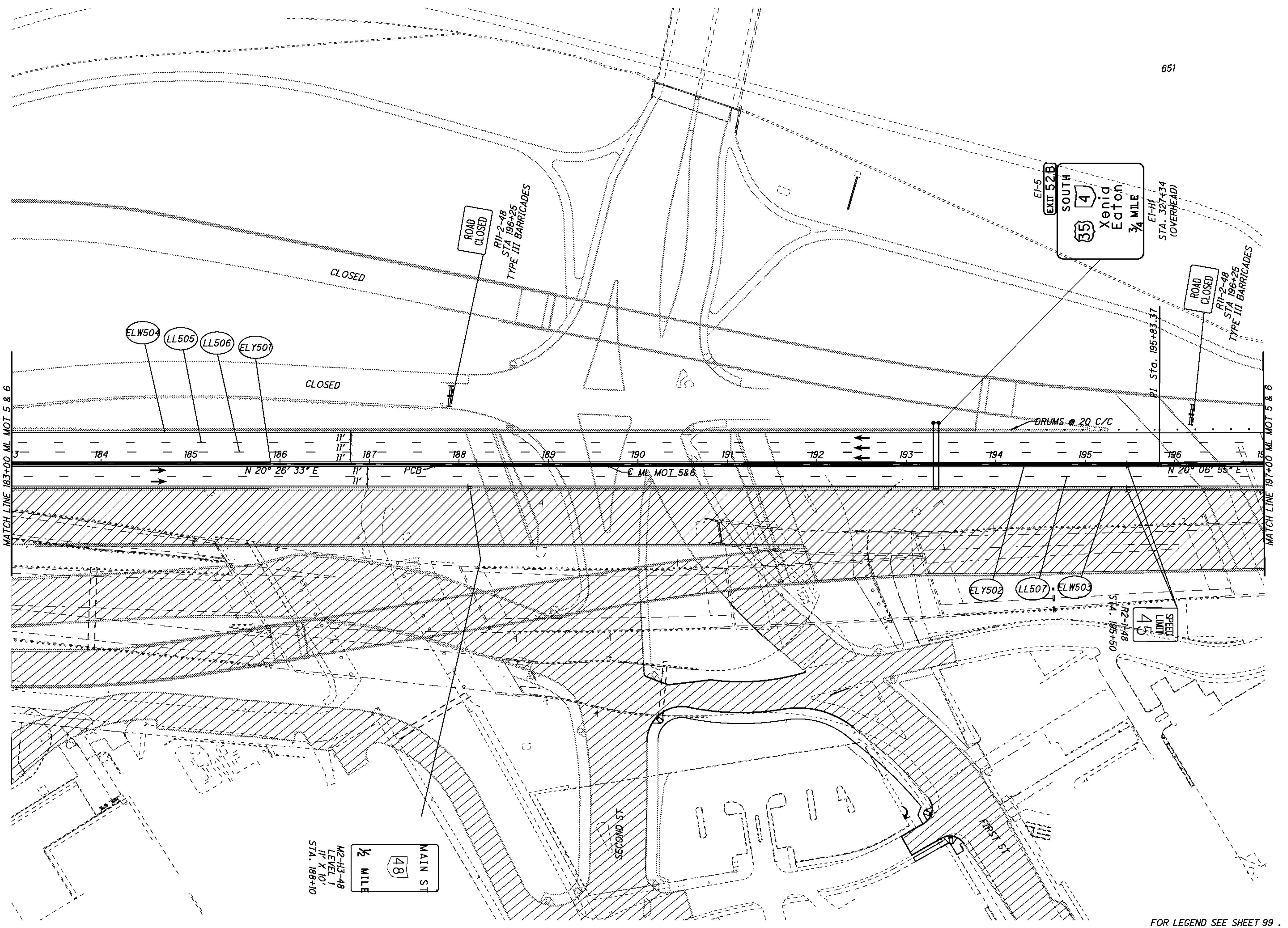
FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 169+00 TO STA. 183+00

MOT-75-12.00



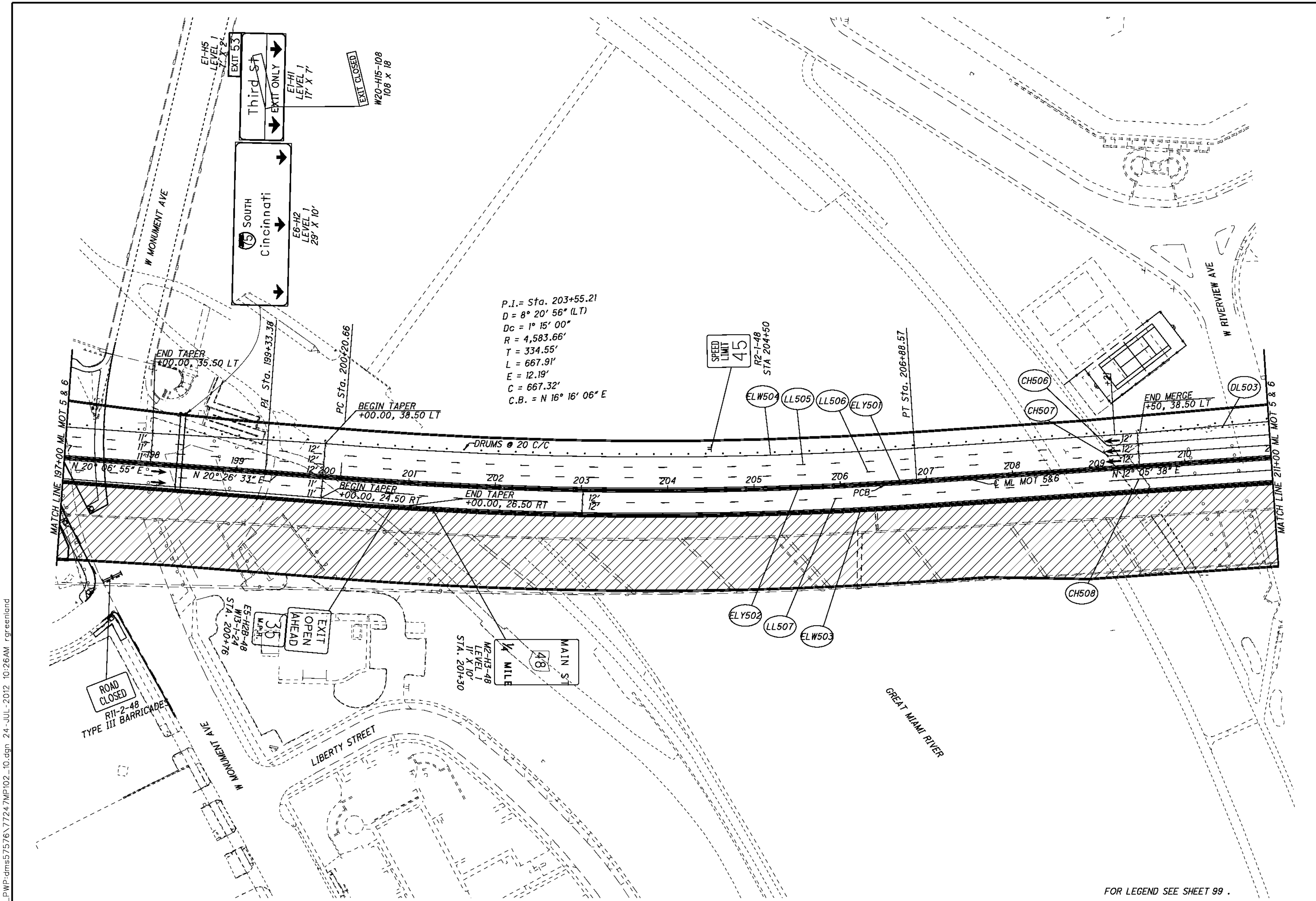
FOR LEGEND SEE SHEET 99 .

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 183+00 TO STA. 197+00

MOT-75-12.00



HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN

CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 197+00 TO STA. 211+00

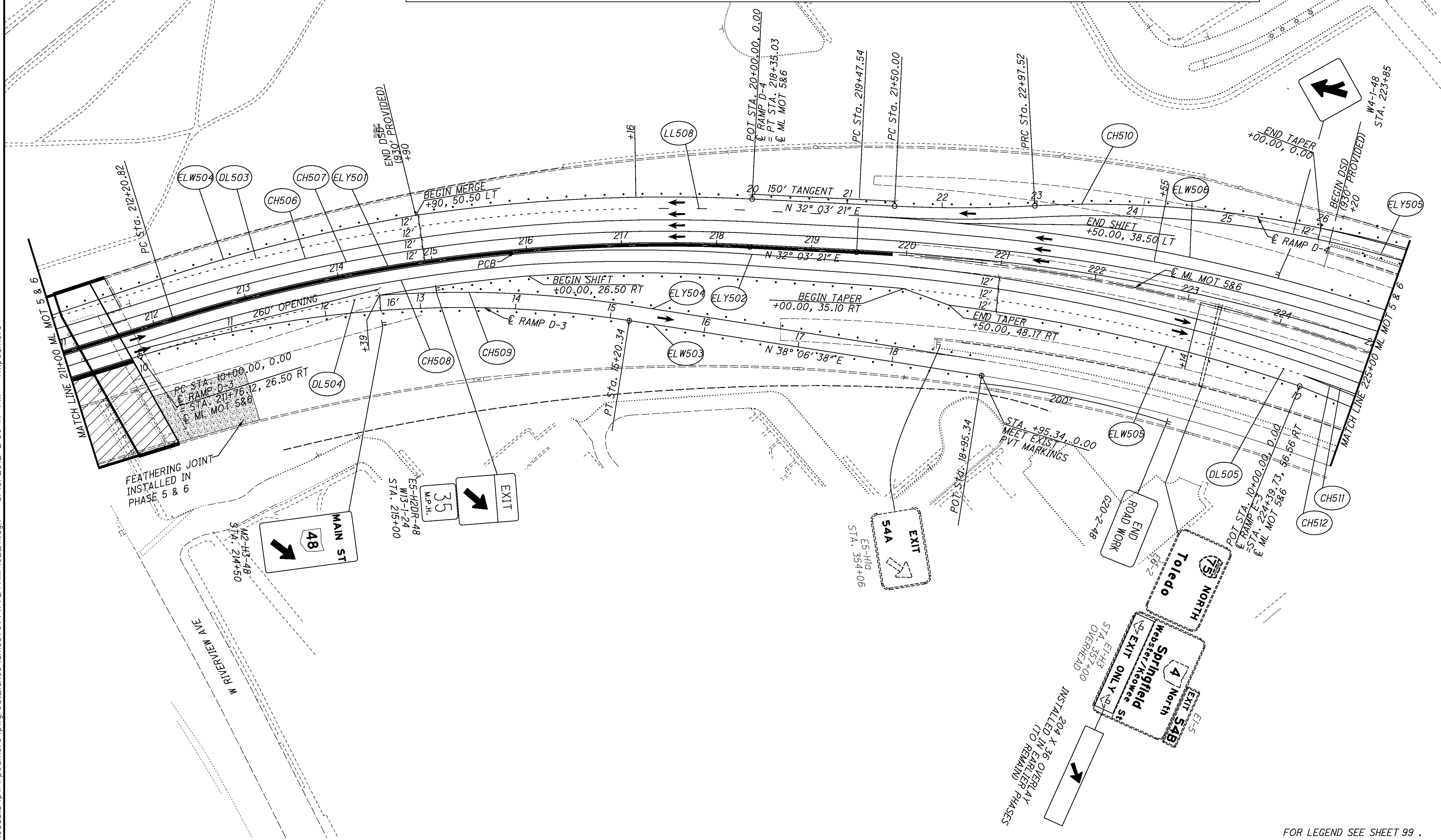
MOT-75-12.00

124 / 1565

IP_PWP:dms57576\77247MP102_10.dgn 24-JUL-2012 10:26AM rgreenland

MOT GEOMETRY

		RAMP D-3	RAMP D-4	RAMP D-4	RAMP D-4
P.I.= Sta. 215+31.07	P.I.= Sta. 224+88.19	P.I.= Sta. 12+64.73	P.I.= Sta. 22+23.83	P.I.= Sta. 25+37.75	P.I.= Sta. 28+56.99
D = 19° 57′ 43″ (RT)	D = 31° 36′ 42″ (RT)	D = 26° 01′ 00″ (RT)	D = 5° 54′ 03″ (LT)	D = 23° 40′ 47″ (RT)	D = 5° 28′ 30″ (RT)
Dc = 3° 15′ 00″	Dc = 3° 00′ 00″	Dc = 5° 00′ 00″	Dc = 4° 00′ 00″	Dc = 5° 00′ 00″	Dc = 3° 11′ 26″
R = 1,762.95′	R = 1,909.86′	R = 1,145.92′	R = 1,432.39′	R = 1,145.92′	R = 1,795.87′
T = 310.25′	T = 540.64′	T = 264.73′	T = 73.83′	T = 240.23′	T = 85.87′
L = 614.22′	L = 1,053.72′	L = 520.34′	L = 147.52′	L = 473.59′	L = 171.61′
E = 27.09′	E = 75.05′	E = 30.18′	E = 1.90′	E = 24.91′	E = 2.05′
C = 611.11′	C = 1,040.41′	C = 515.88′	C = 147.46′	C = 470.23′	C = 171.55′
C.B. = N 22° 04′ 29″ E	C.B. = N 47° 51′ 42″ E	C.B. = N 25° 06′ 08″ E	C.B. = N 29° 06′ 19″ E	C.B. = N 37° 59′ 41″ E	C.B. = N 52° 34′ 20″ E

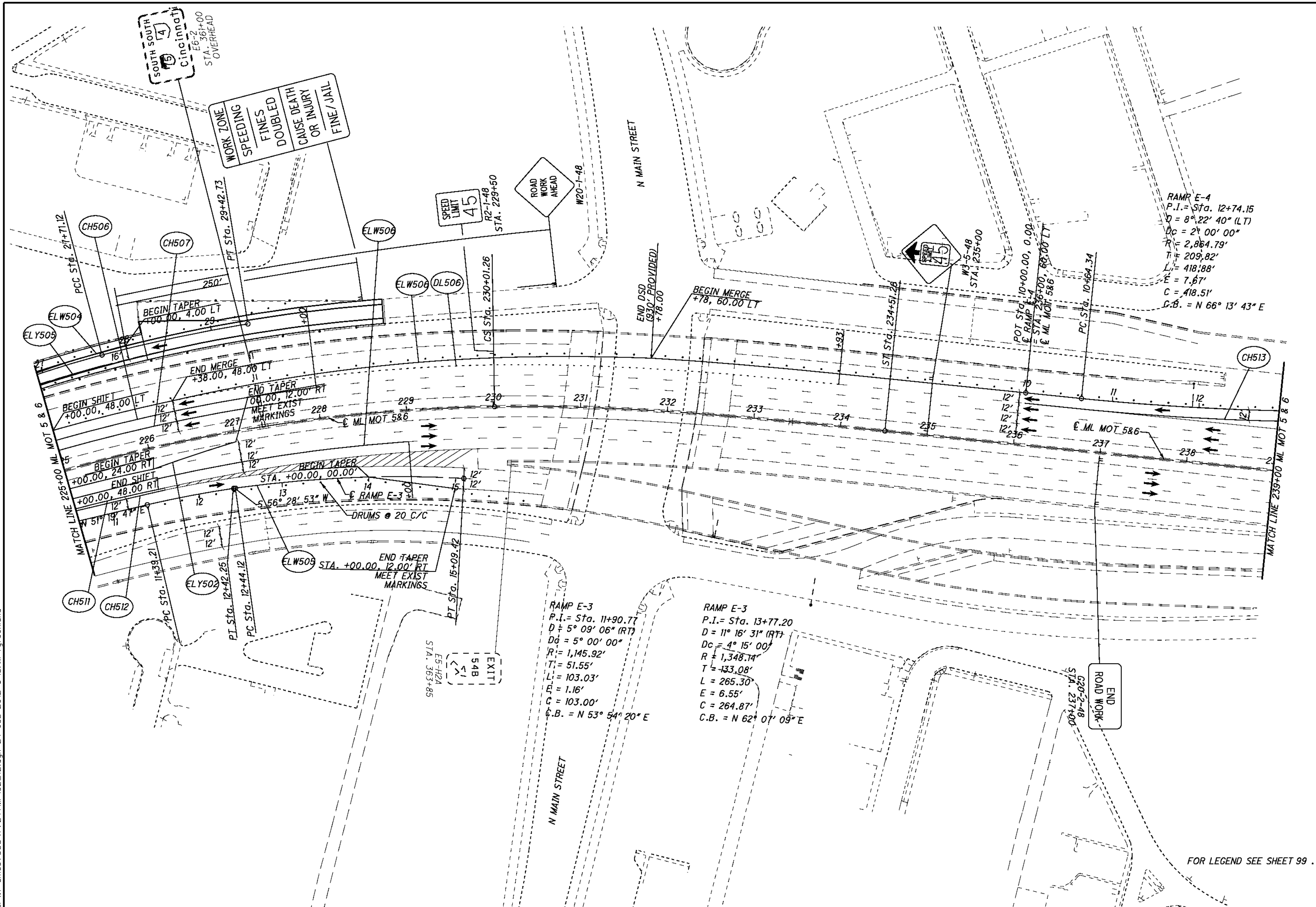


FOR LEGEND SEE SHEET 99.

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 211+00 TO STA. 225+00

MOT-75-12.00

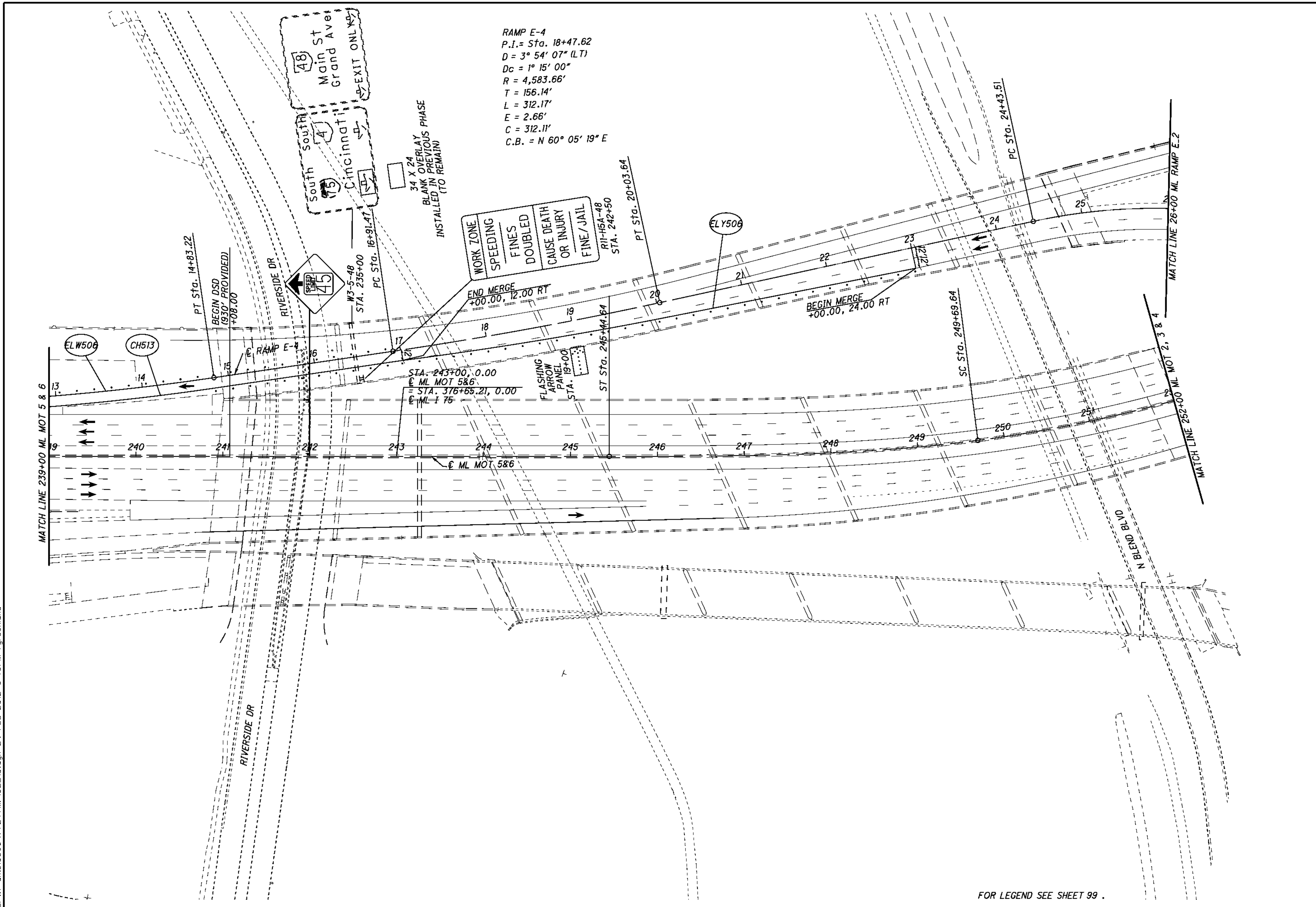


HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 225+00 TO STA. 239+00

MOT-75-12.00



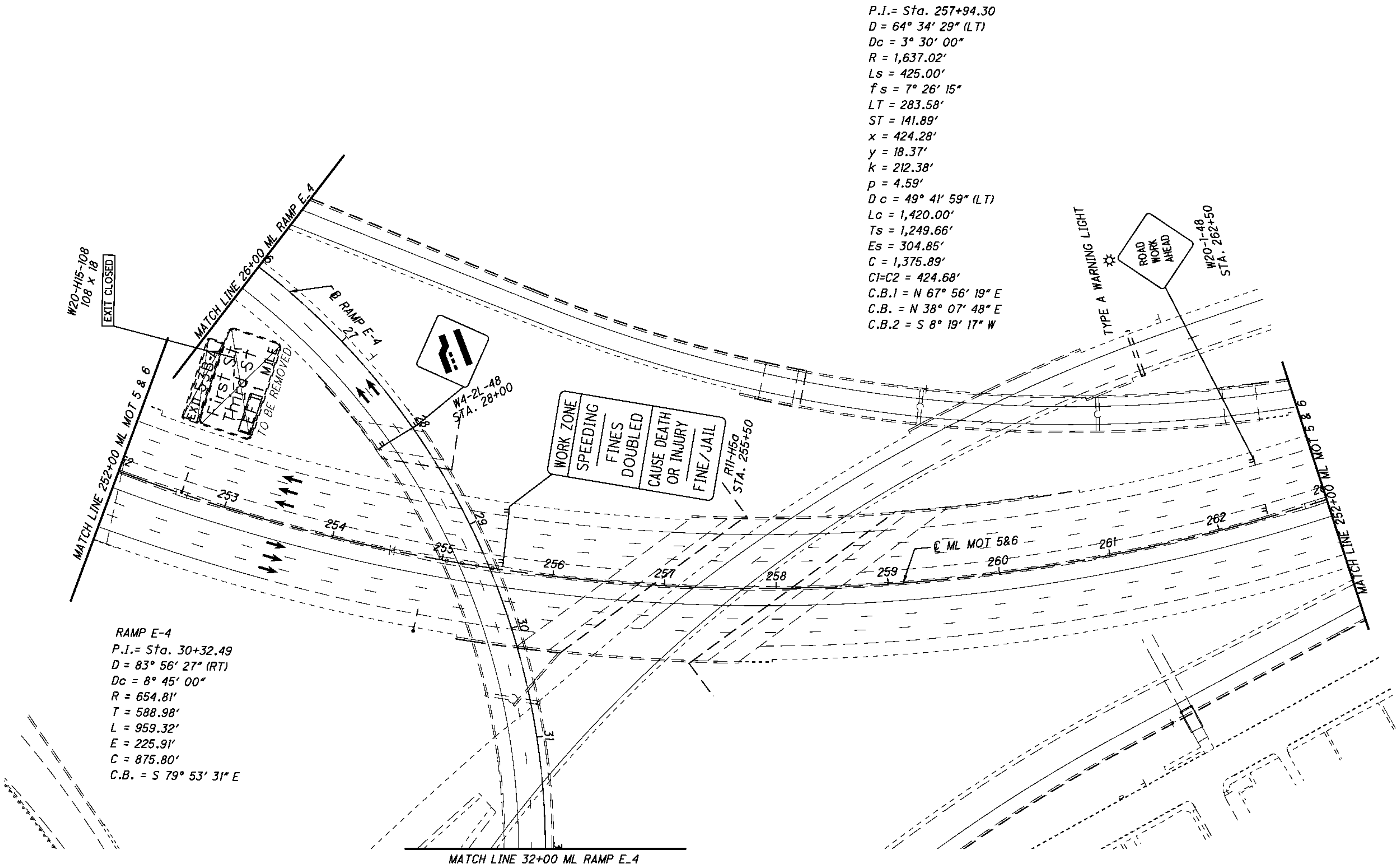
FOR LEGEND SEE SHEET 99 .

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6 FROM 239+00 TO STA. 252+00

MOT-75-12.00

IP_PWP:dms19306\77247MP102_13.dgn 24-FEB-2012 3:43PM rgreenland



FOR LEGEND SEE SHEET 99 .

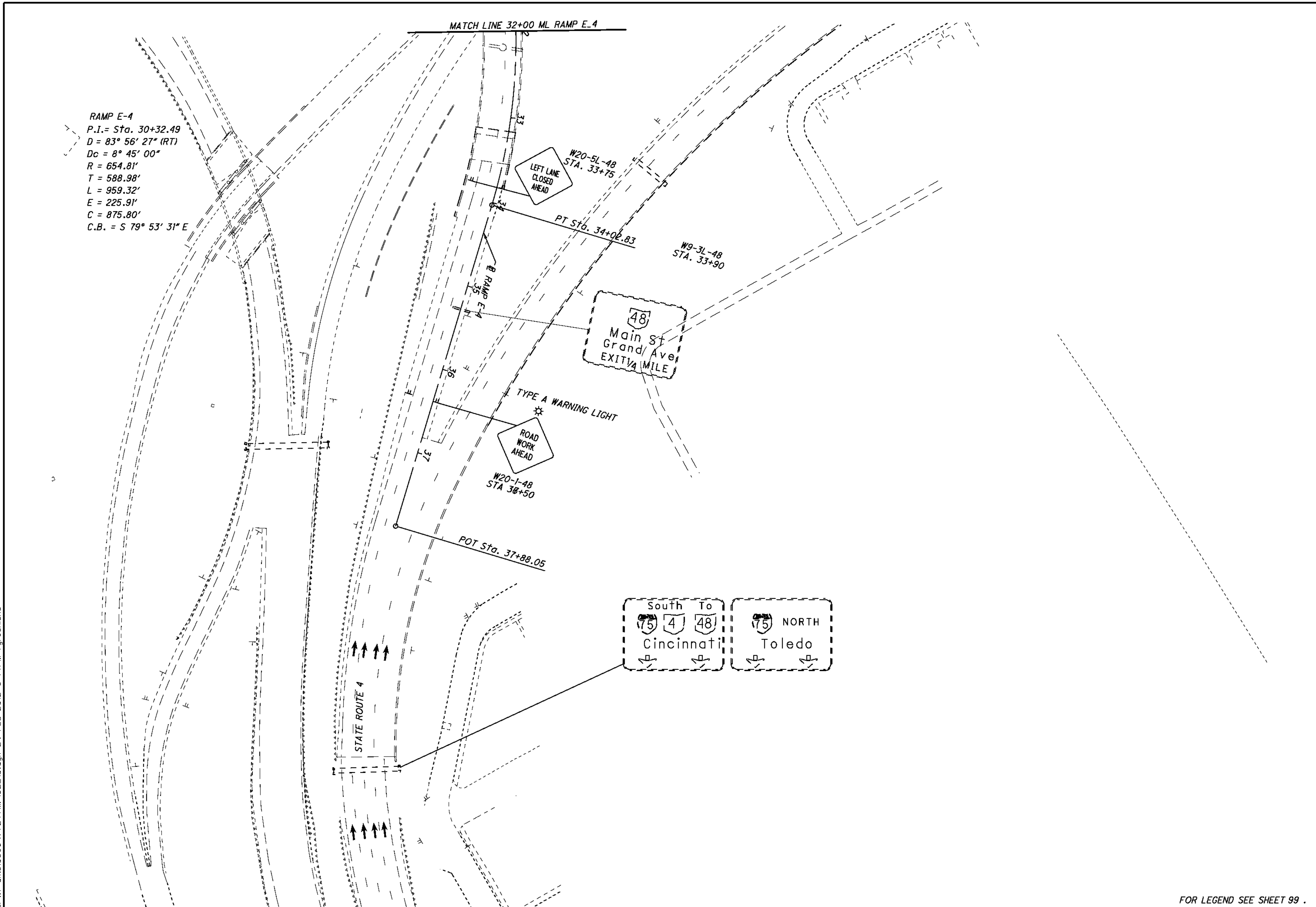
IP_PWP:dms19306\77247MP102_14.dgn 24-FEB-2012 3:43PM rgreenland

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 252+00 TO STA. 263+00

MOT-75-12.00



FOR LEGEND SEE SHEET 99 .

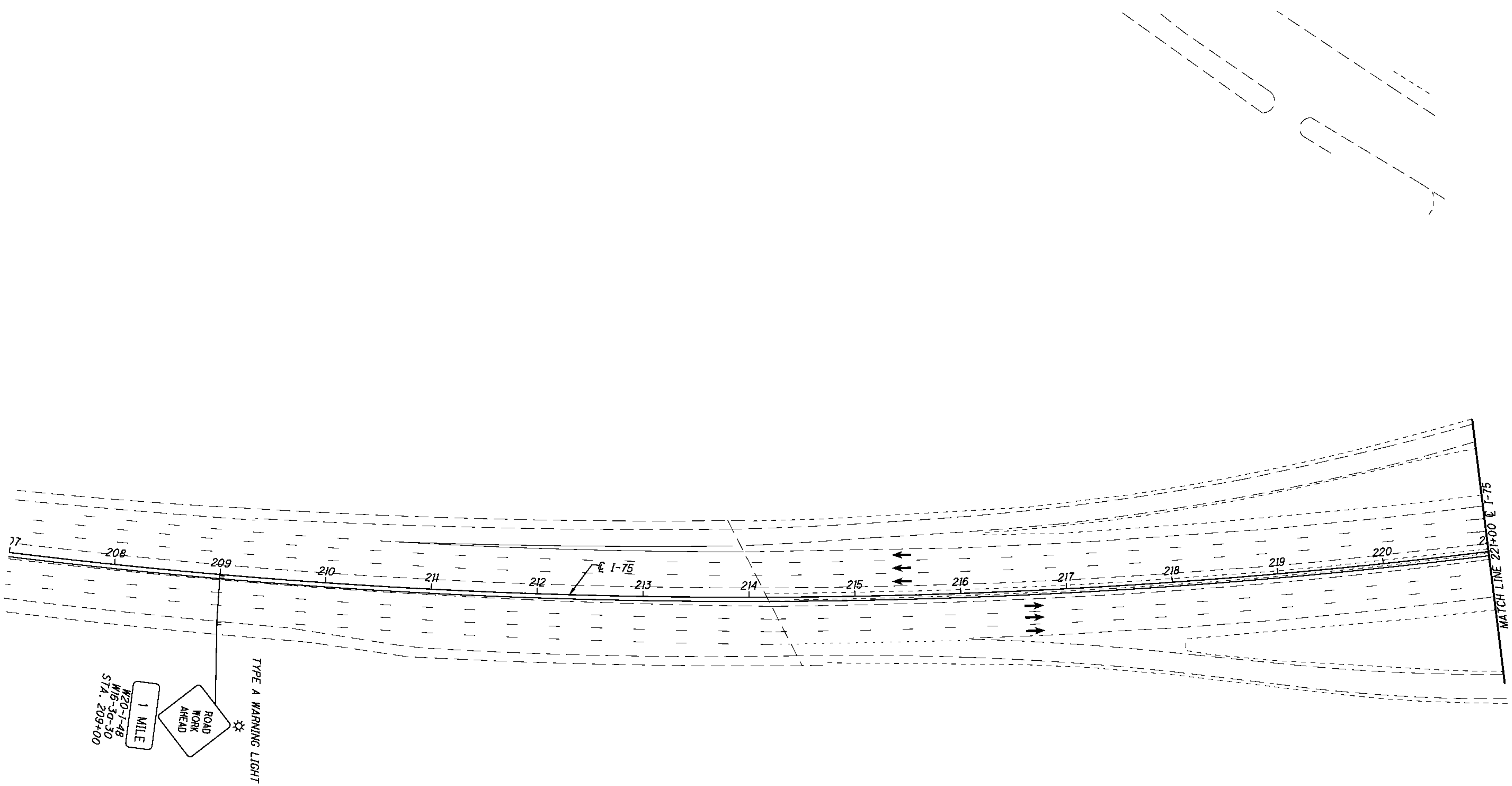
CALCULATED MN
CHECKED JL

HORIZONTAL SCALE IN FEET 0 25 50 100

MAINTENANCE OF TRAFFIC I75 PHASE 5 & 6
FROM 32+00 TO STA. 37+88

MOT-75-12.00

IP_PWP:dms19306\77247MP102_15.dgn 24-FEB-2012 3:44PM rgreenland



FOR LEGEND SEE SHEET 99 .

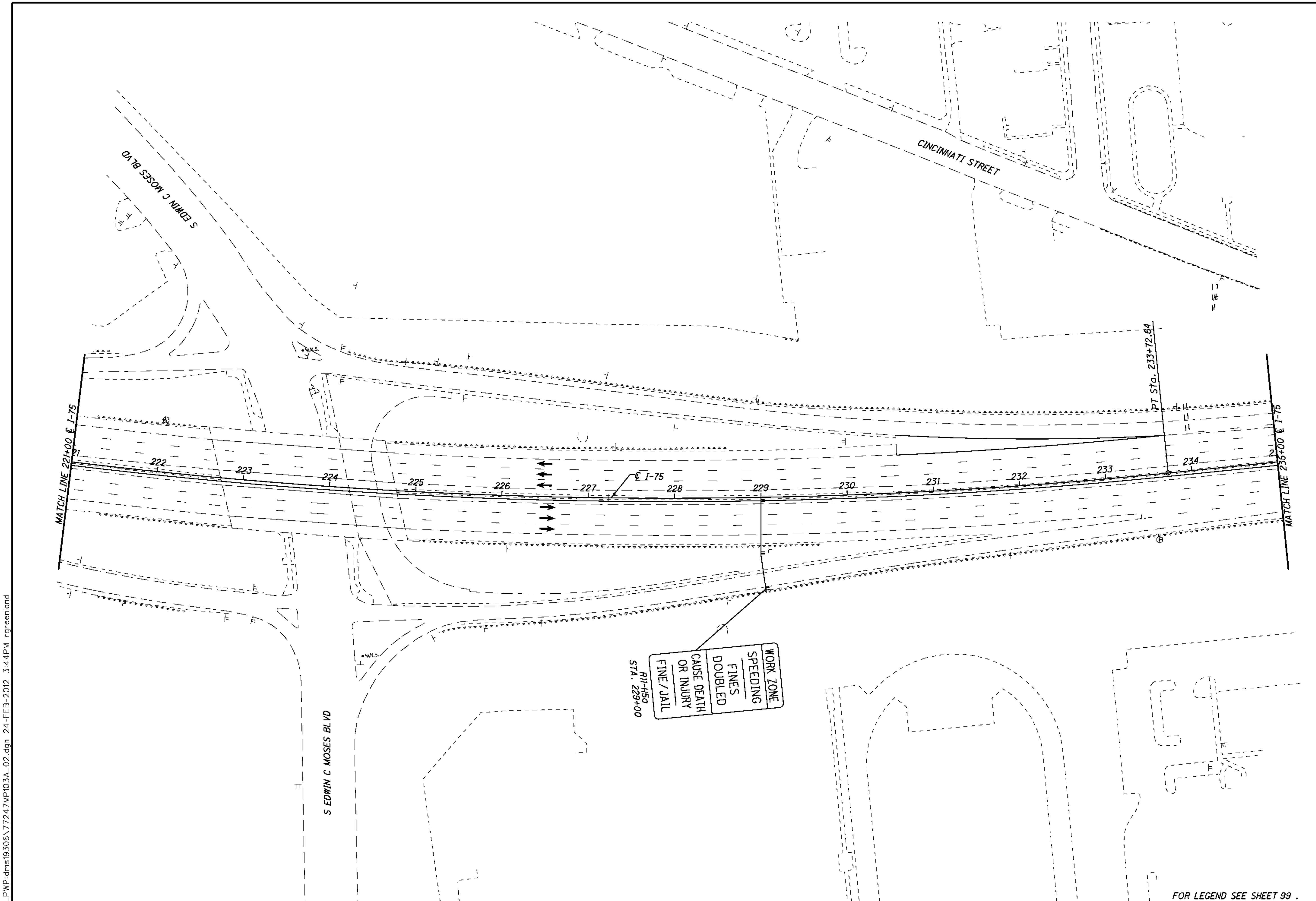
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 207+00 TO STA. 221+00

MOT-75-12.00

IP_PWP:dms19306\77247MP103A_01.dgn 24-FEB-2012 3:44PM rgreenland



N

0 25 50 100
HORIZONTAL SCALE IN FEET

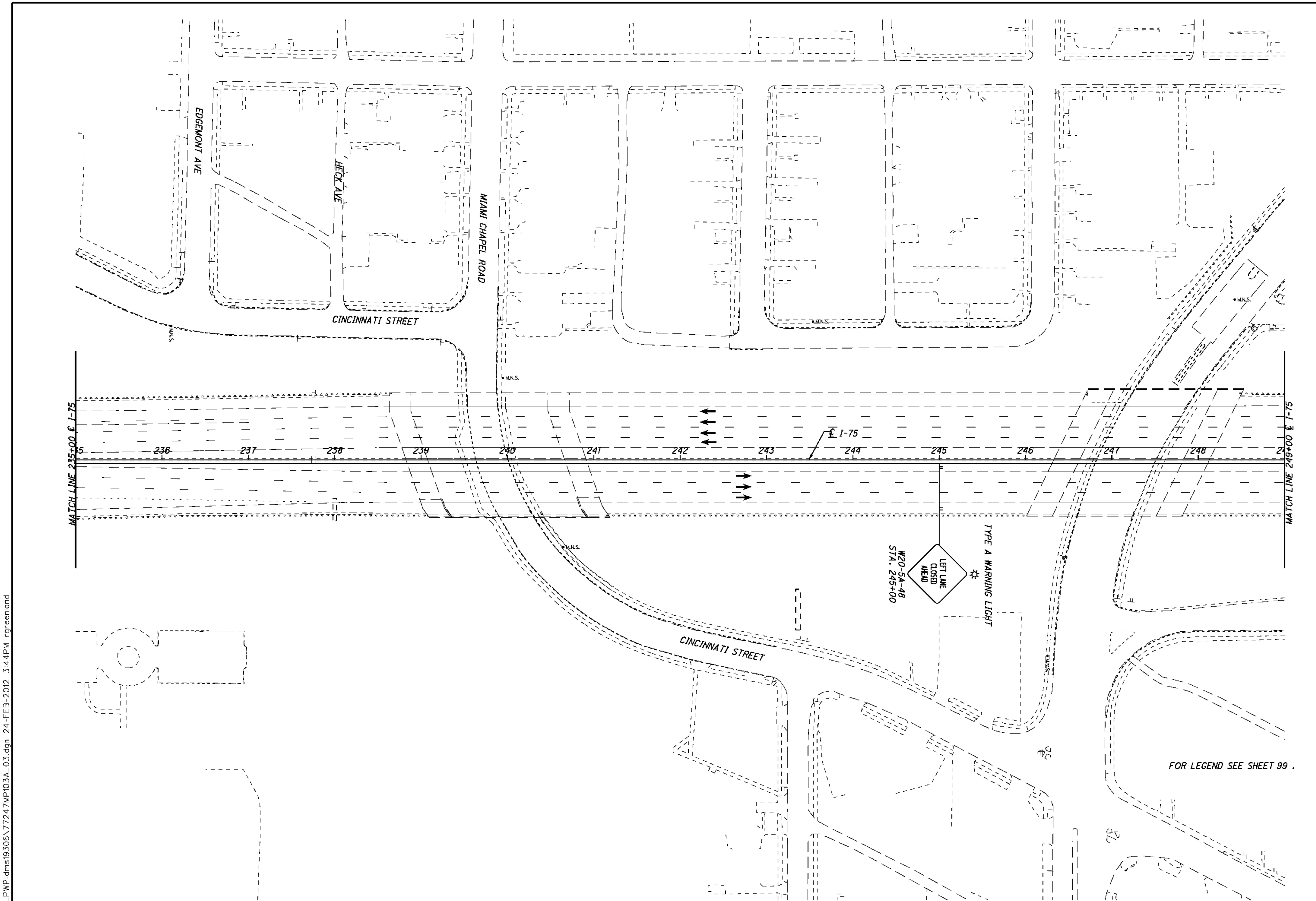
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 221+00 TO STA. 235+00

MOT-75-12.00

131
1565

IP_PWP:dms19306\77247MP103A_02.dgn 24-FEB-2012 3:44PM rgreenland



IP_PWP:dms19306\77247MP103A_03.dgn 24-FEB-2012 3:44PM rgreenland

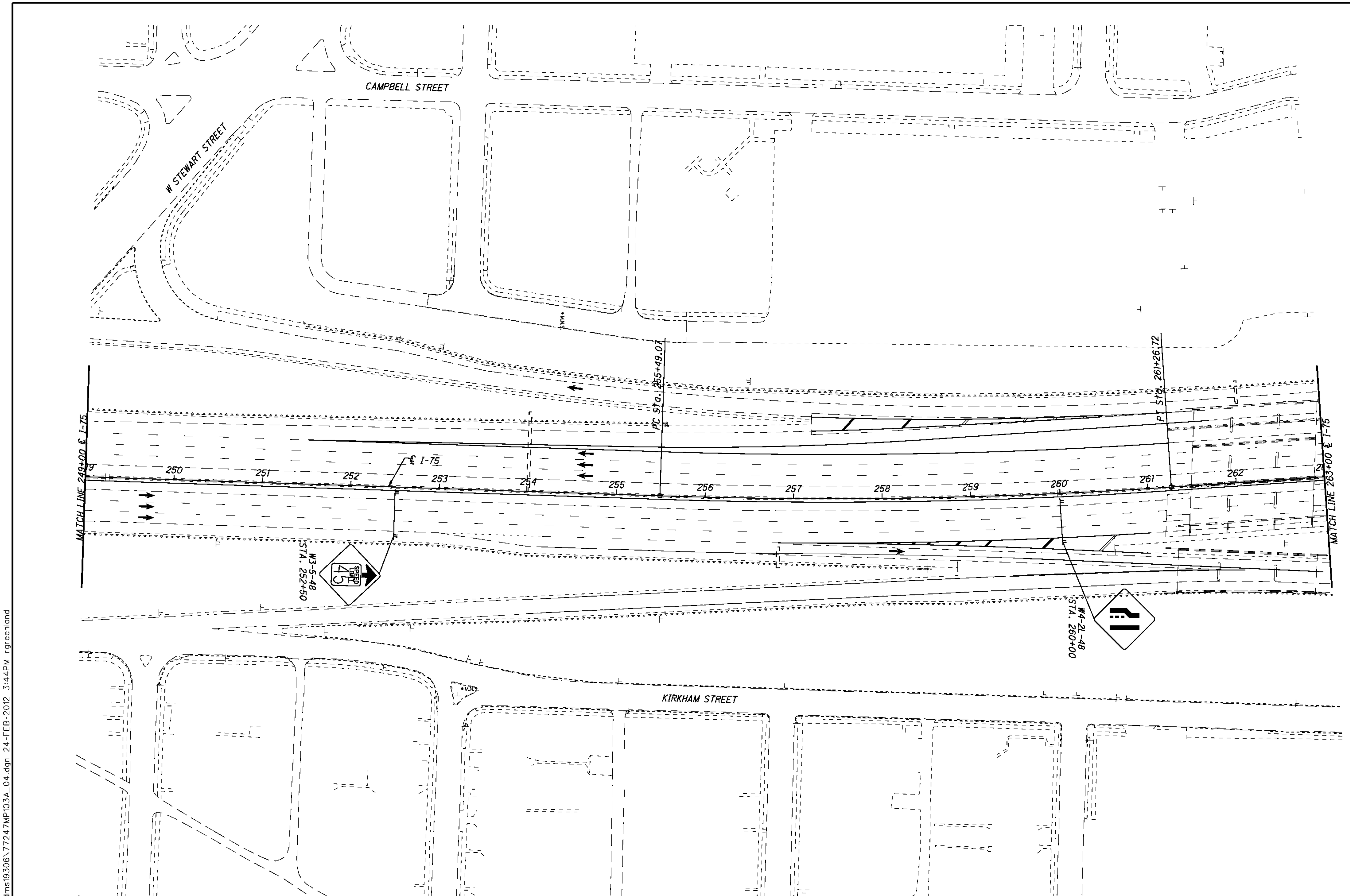
N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 235+00 TO STA. 249+00

MOT-75-12.00



FOR LEGEND SEE SHEET 99 .

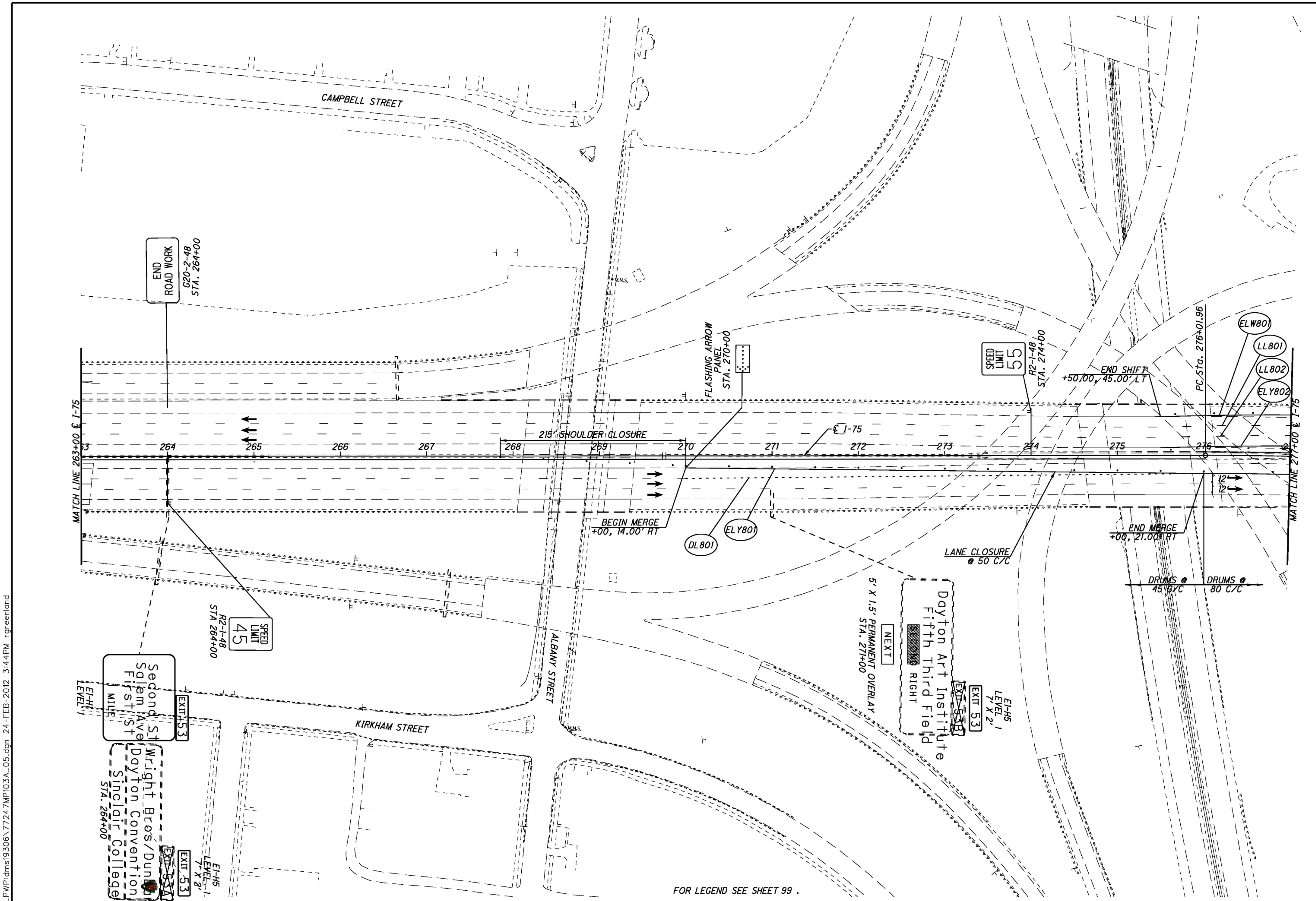
MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 249+00 TO STA. 263+00

HORIZONTAL SCALE IN FEET: 0 25 50 100

CALCULATED MN
CHECKED JL

MOT-75-12.00

IP_PWP:dms19306\77247MP103A_04.dgn 24-FEB-2012 3:44PM rgreenland



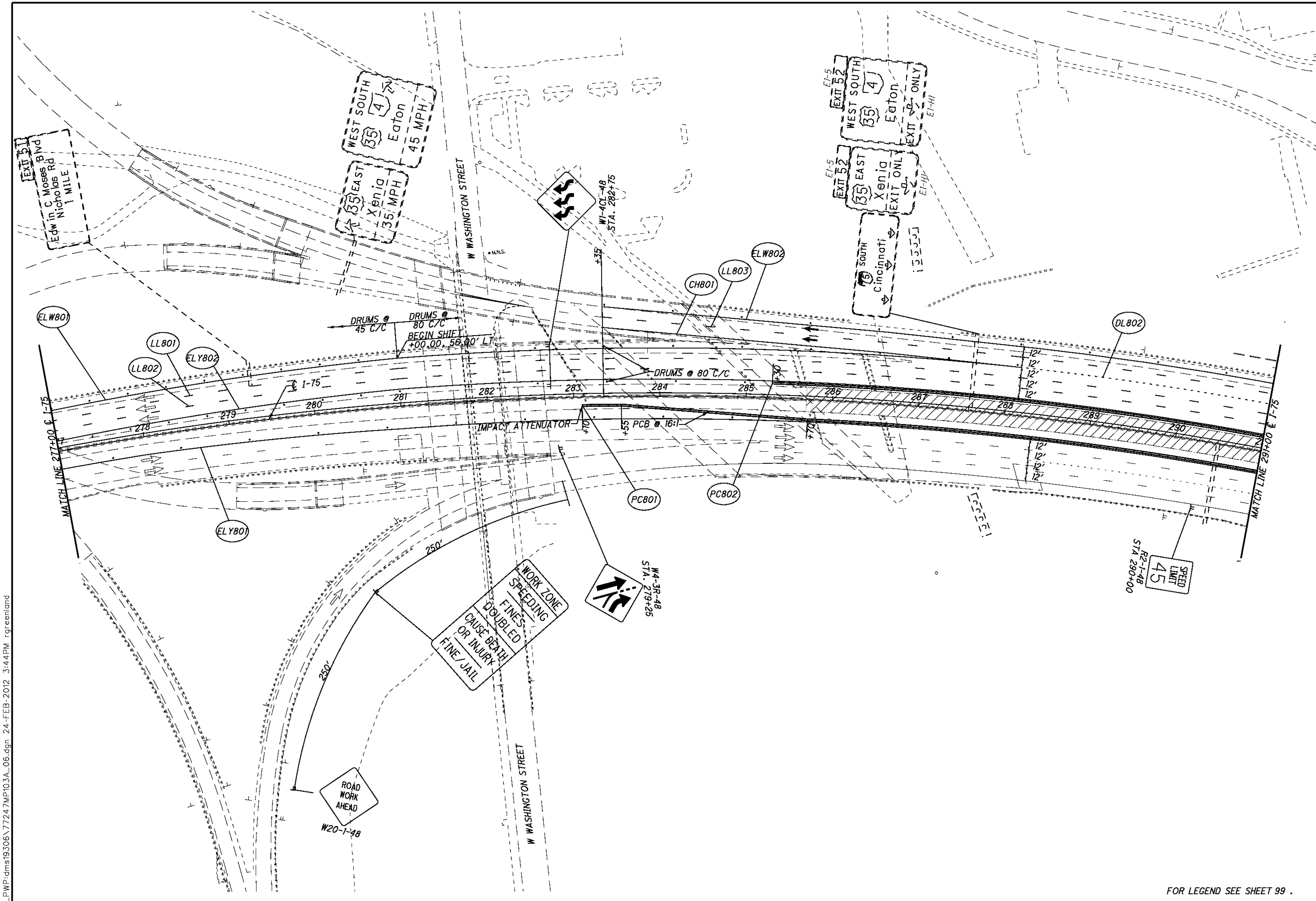
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 263+00 TO STA. 277+00

MOT-75-12.00

IP_PWP:dms19306\77247MP103A_05.dgn 24-FEB-2012 3:44PM rgreenland



FOR LEGEND SEE SHEET 99.

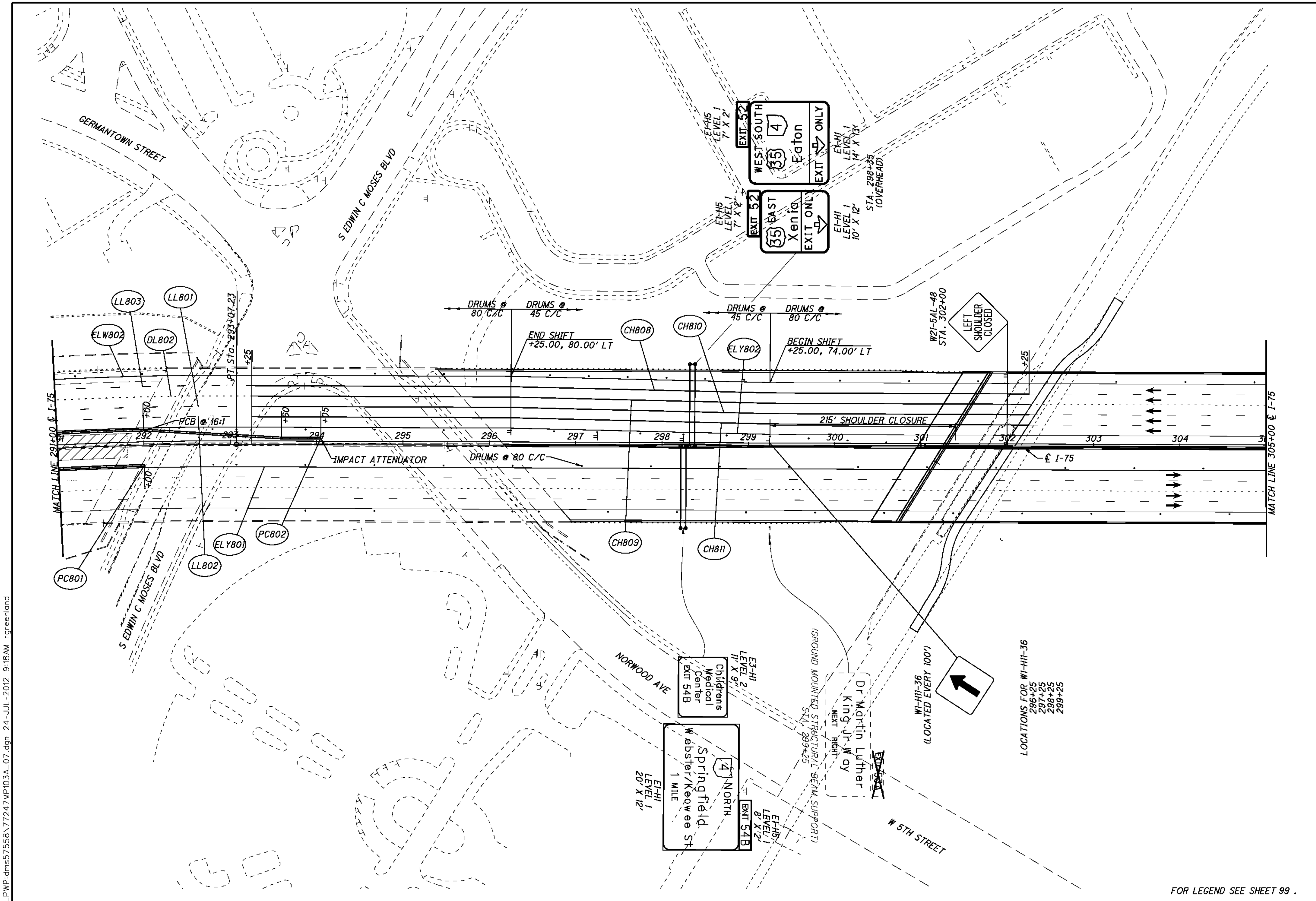
MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 277+00 TO STA. 291+00

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MOT-75-12.00

IP_PWP:dms19306\77247\MP103A_06.dgn 24-FEB-2012 3:44PM rgreenland



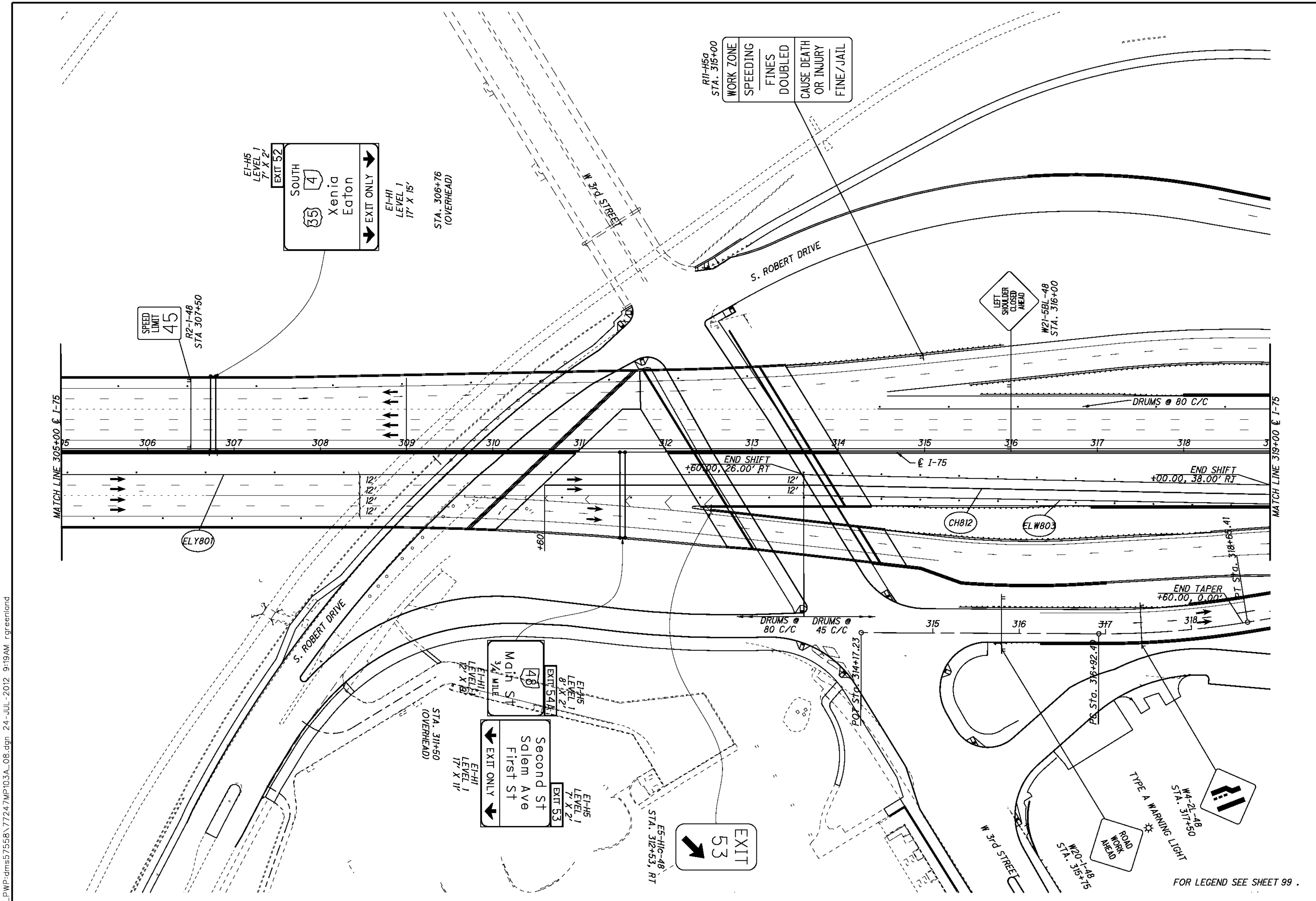
FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 291+00 TO STA. 305+00

MOT-75-12.00



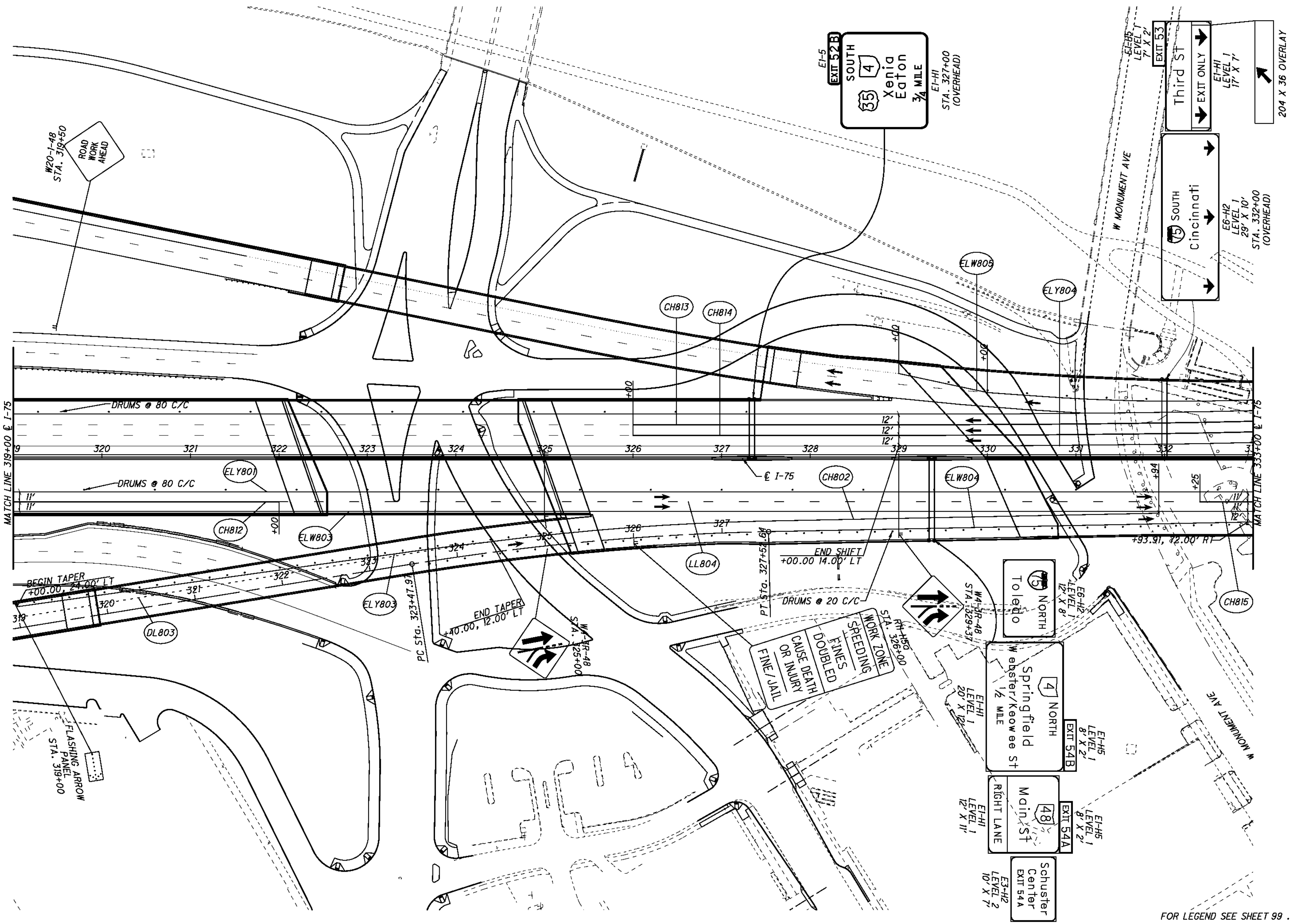
FOR LEGEND SEE SHEET 99 .

0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 305+00 TO STA. 319+00

MOT-75-12.00



0 25 50 100
HORIZONTAL SCALE IN FEET

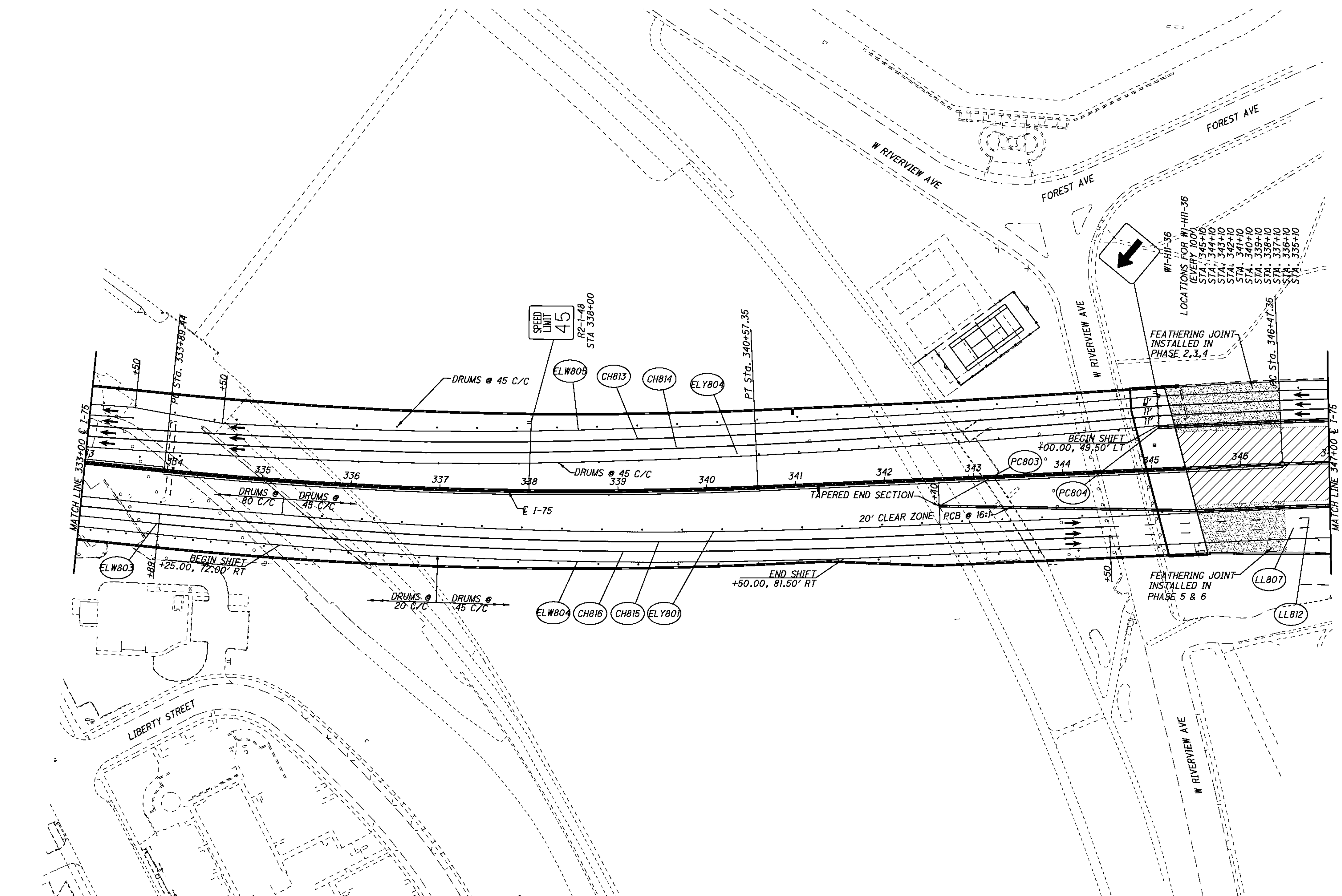
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 319+00 TO STA. 333+00

MOT-75-12.00

138
1565

IP_PWP:dms57558\77247MP103A_09.dgn 24-JUL-2012 9:19AM rgreenland



FOR LEGEND SEE SHEET 99 .

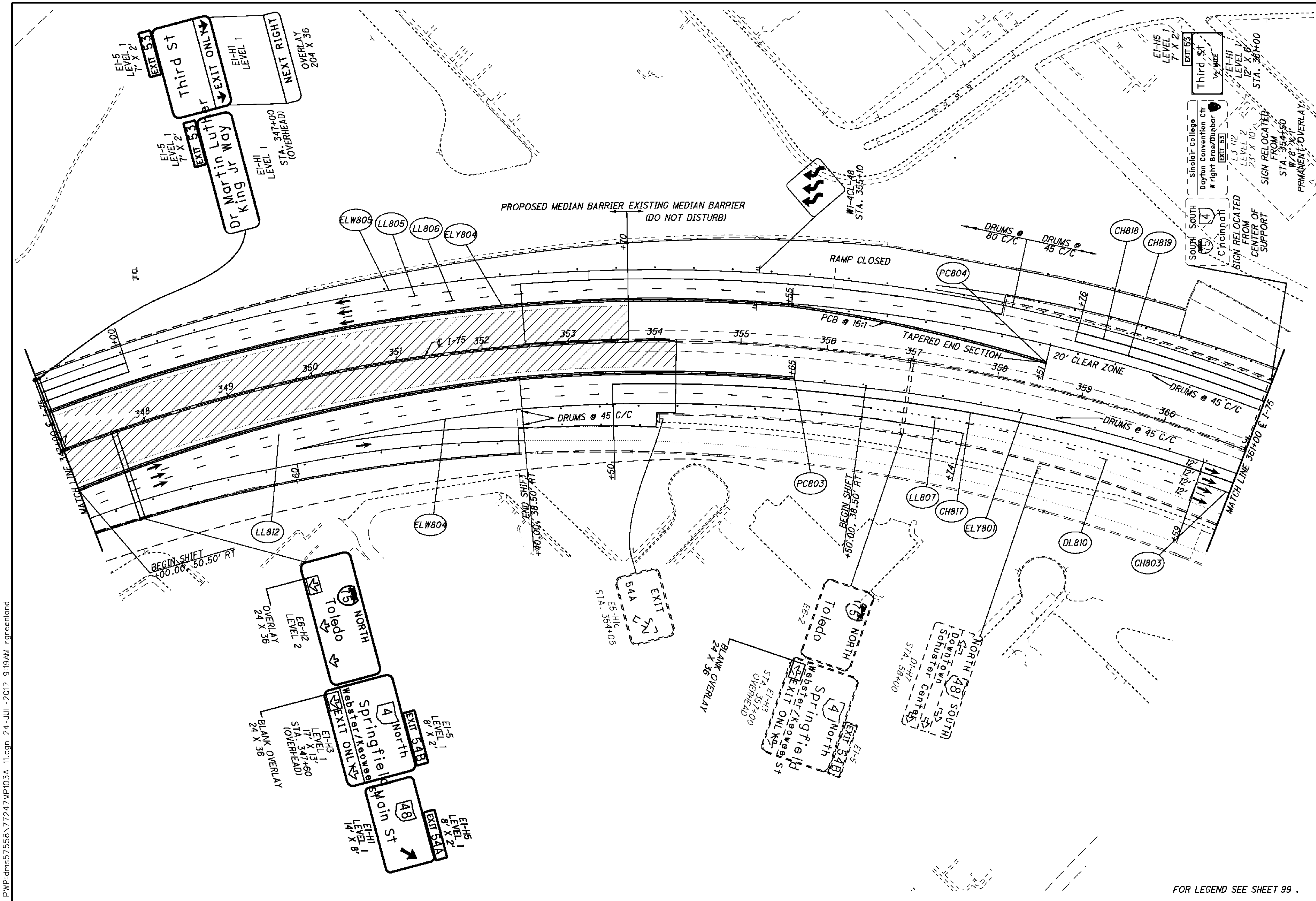
CALCULATED MN
CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 333+00 TO STA. 347+00

MOT-75-12.00

IP_PWP:dms57558\77247MP103A_10.dgn 24-JUL-2012 9:19AM rgreenland

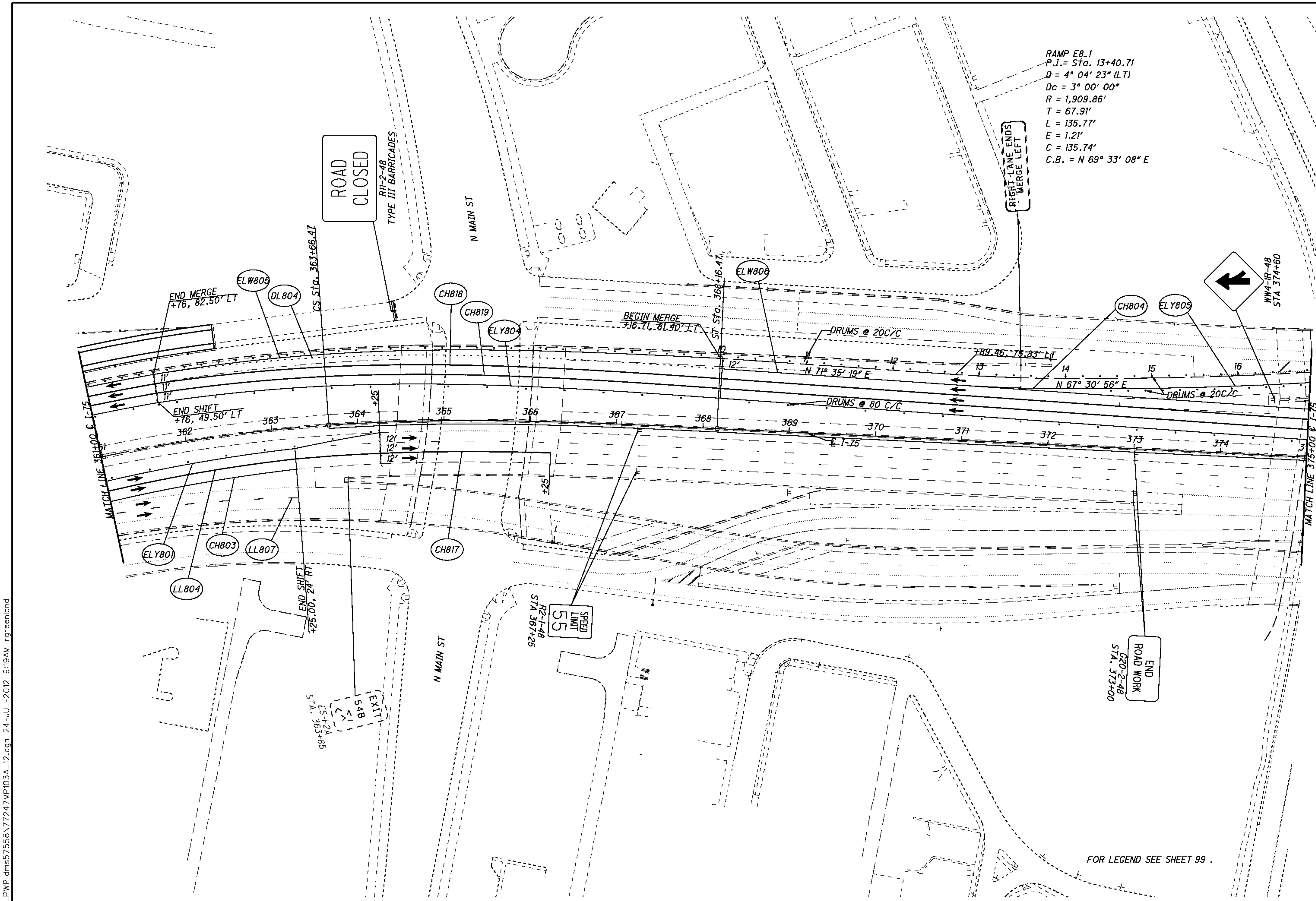


CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 347+00 TO STA. 361+00

MOT-75-12.00

IP_PWP:dms57558\77247MP103A_11.dgn 24-JUL-2012 9:19AM rgreenland



HORIZONTAL SCALE IN FEET

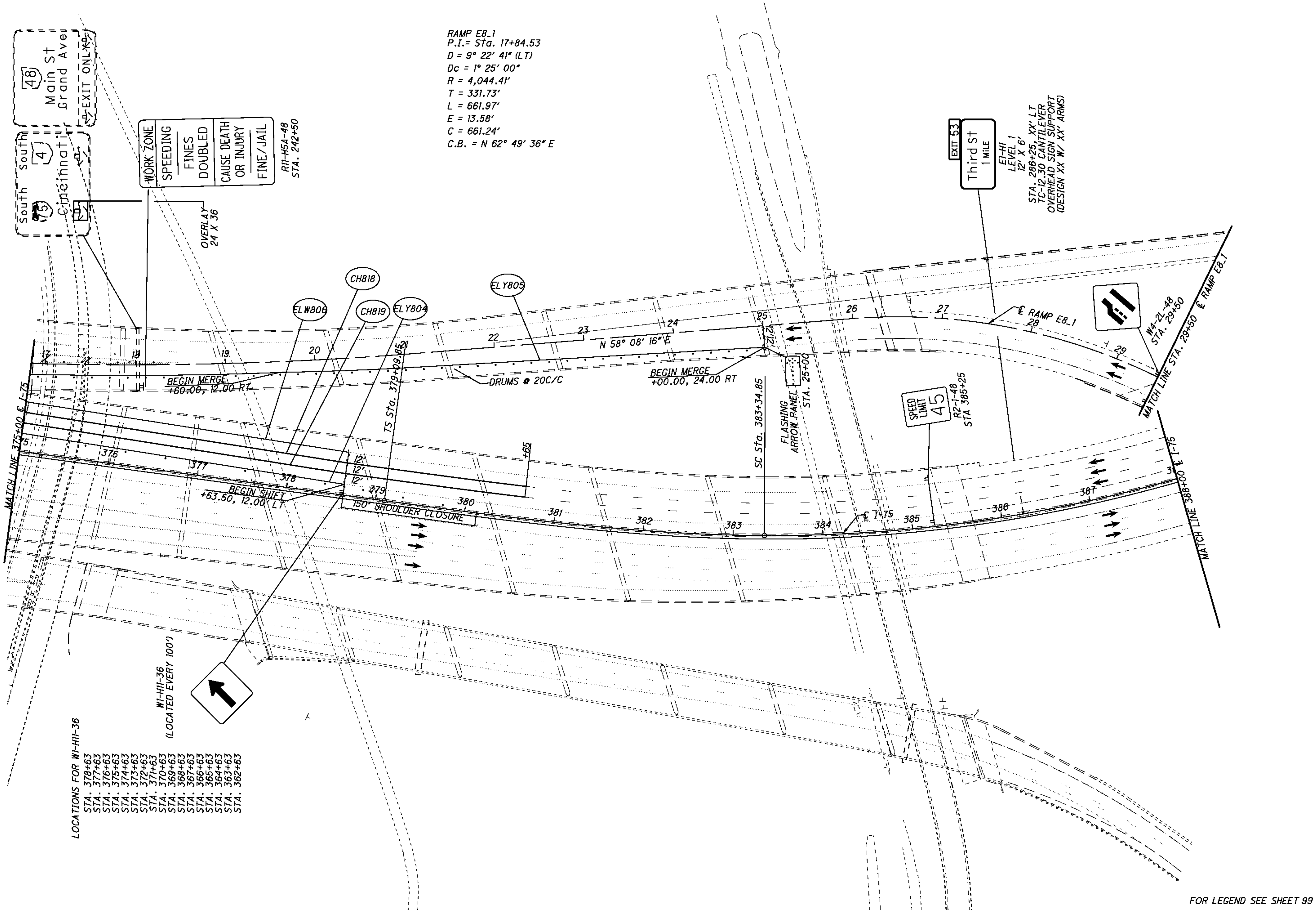
0 25 50 100

CALCULATED MN

CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A FROM STA. 361+00 TO STA. 375+00

MOT-75-12.00

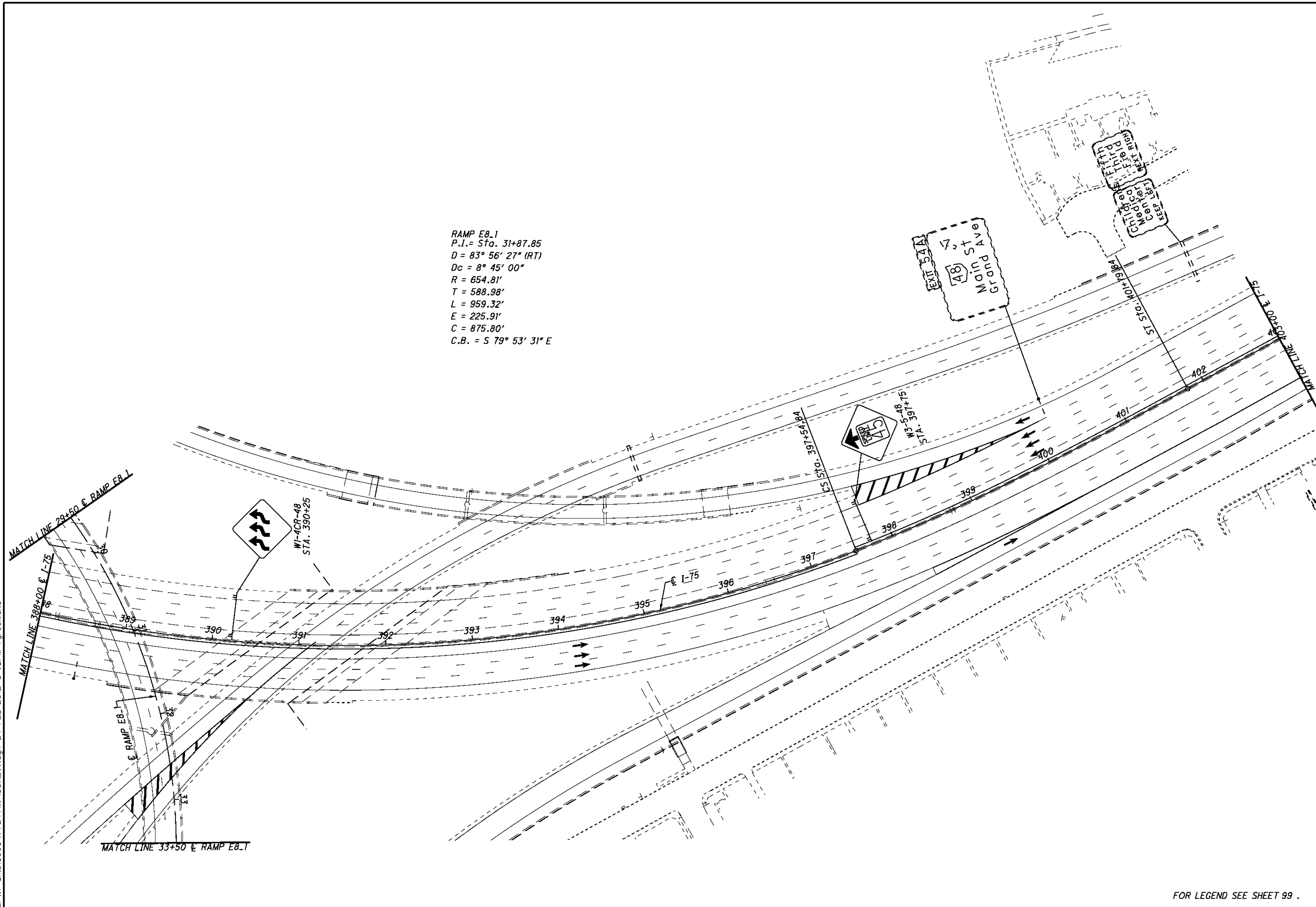


0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 375+00 TO STA. 388+00

MOT-75-12.00

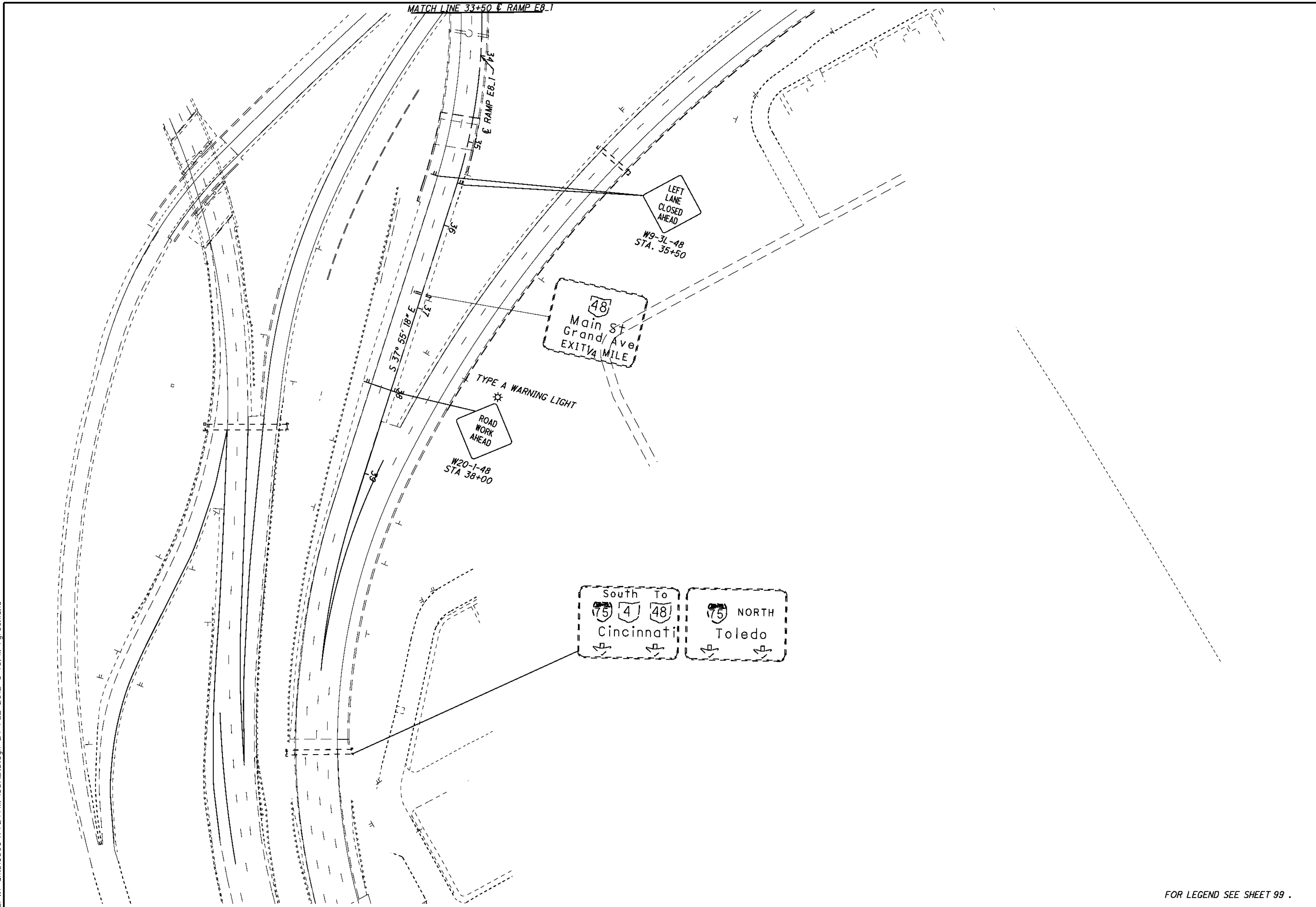


CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 388+00 TO STA. 403+00

MOT-75-12.00

IP_PWP:dms19306\77247MP103A_14.dgn 24-FEB-2012 3:45PM rgreenland



FOR LEGEND SEE SHEET 99 .

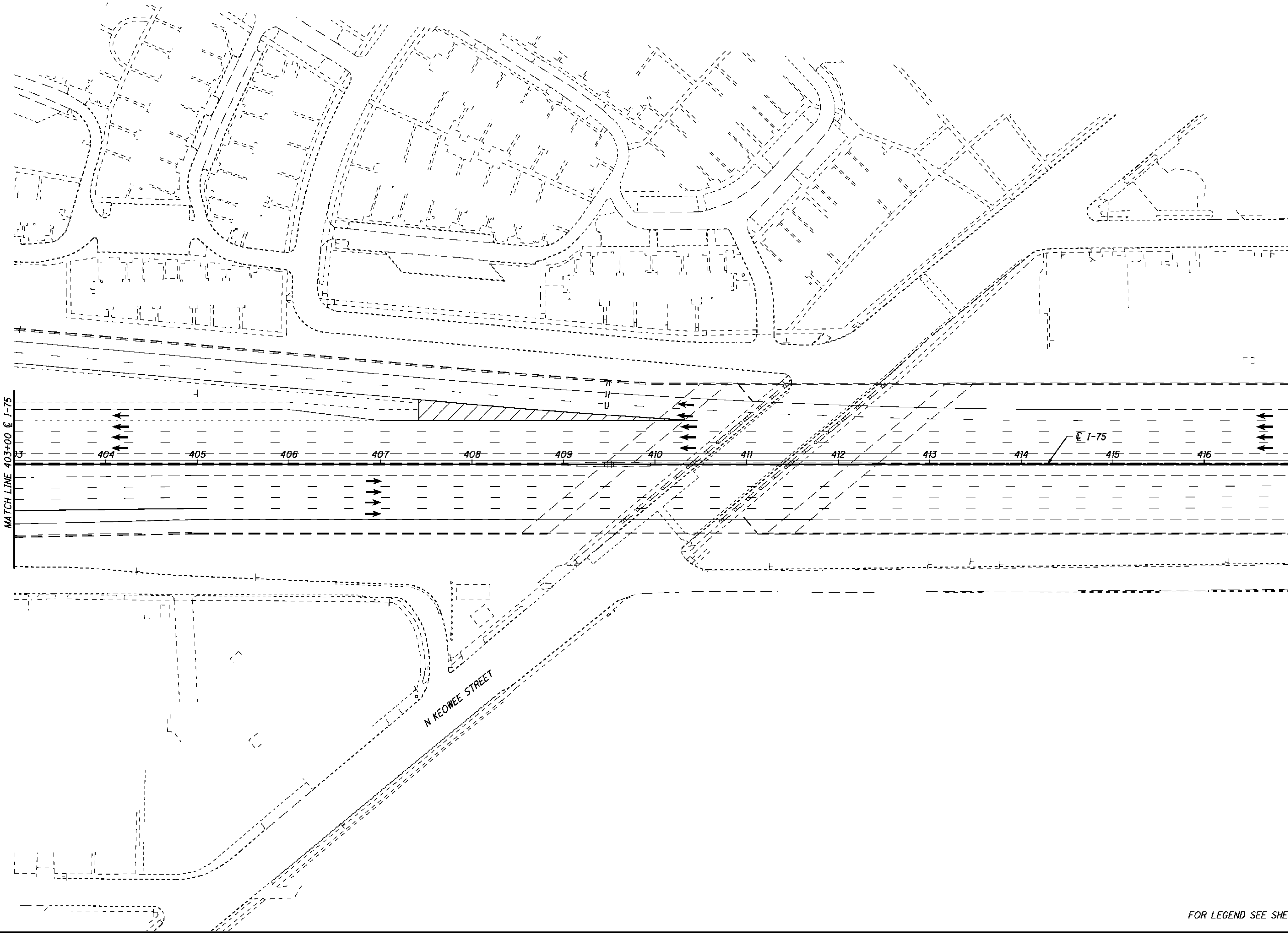
MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 33+50 TO STA. 39+00

MOT-75-12.00

CALCULATED MN
CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET

IP_PWP:dms19306\77247\MP103A_15.dgn 24-FEB-2012 3:45PM rgreenland



FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET 0 25 50 100

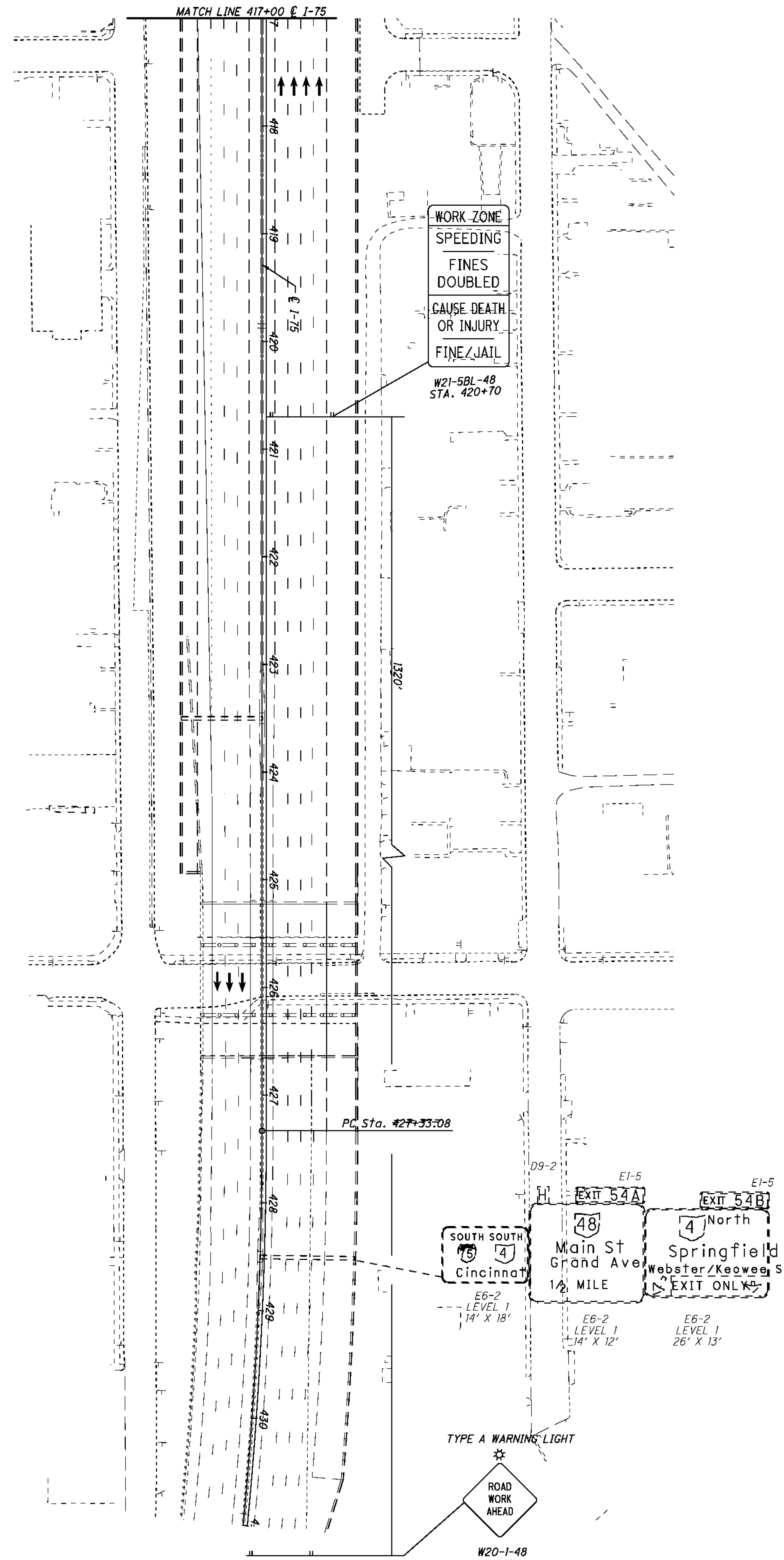
CALCULATED MN

CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8A
FROM STA. 403+00 TO STA. 417+00

MOT-75-12.00

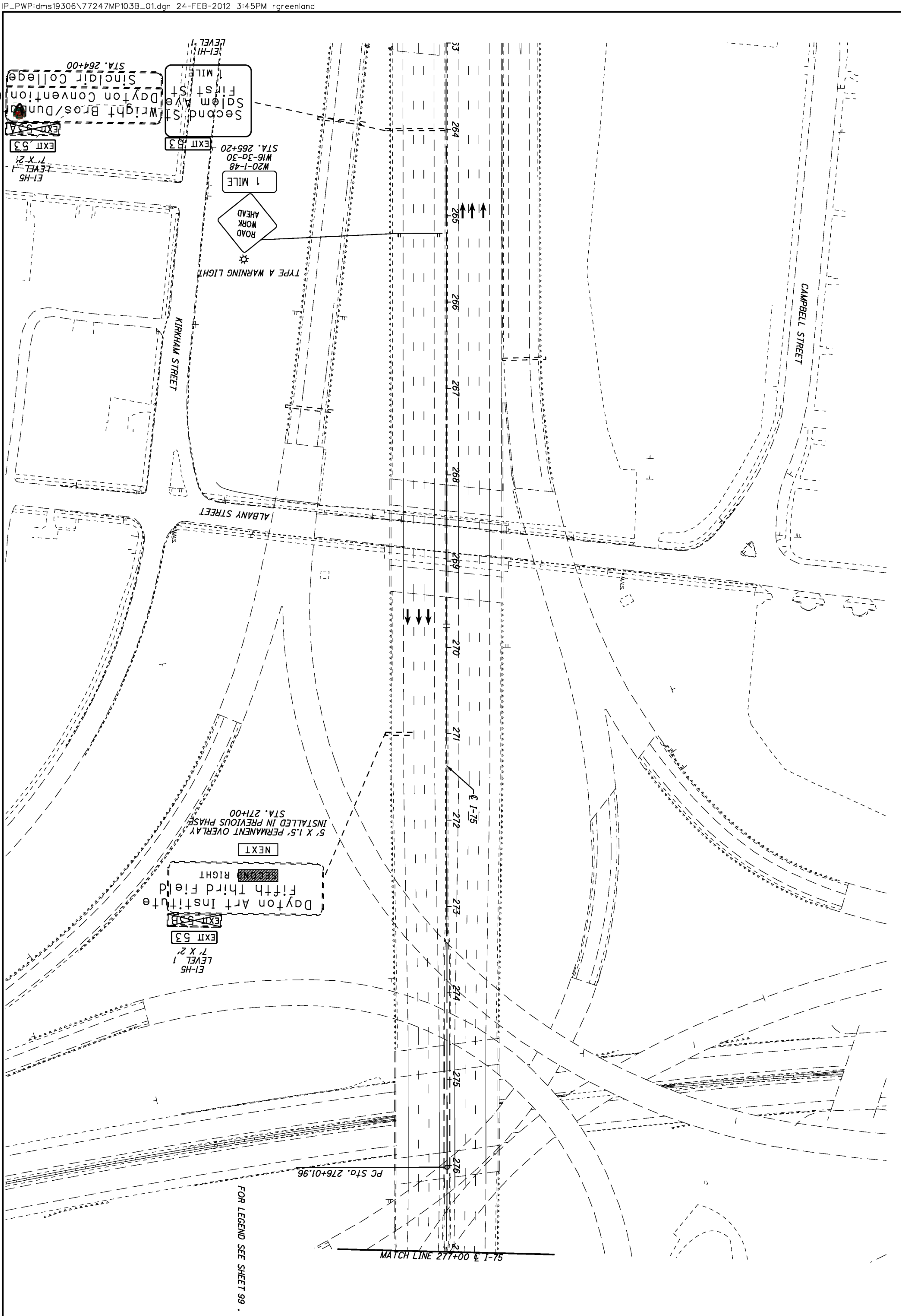
IP_PWP:dms19306\77247MP103A_17.dgn 24-FEB-2012 3:45PM rgreenland



FOR LEGEND SEE SHEET 99 .

146 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 8A FROM STA. 417 TOSTA. 431+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET

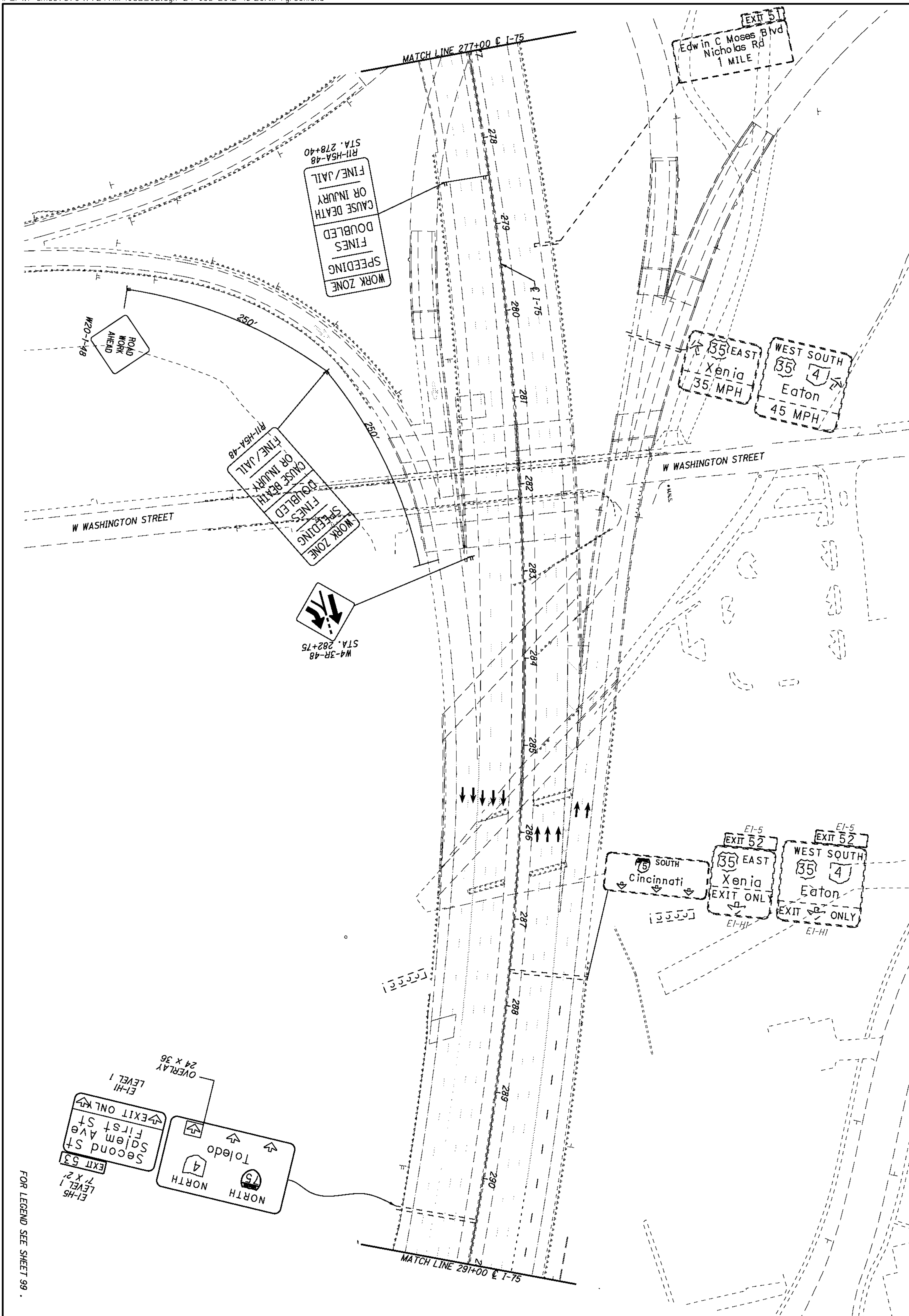
IP_PWP:dms19306\77247MP103B_01.dgn 24-FEB-2012 3:45PM rgreenland



147 / 1565	MOT-75-12.00	**MAINTENANCE OF TRAFFIC I 75 PHASE 8B** **FROM STA. 263+00 TO STA. 277+00**	CALCULATED MN CHECKED JL

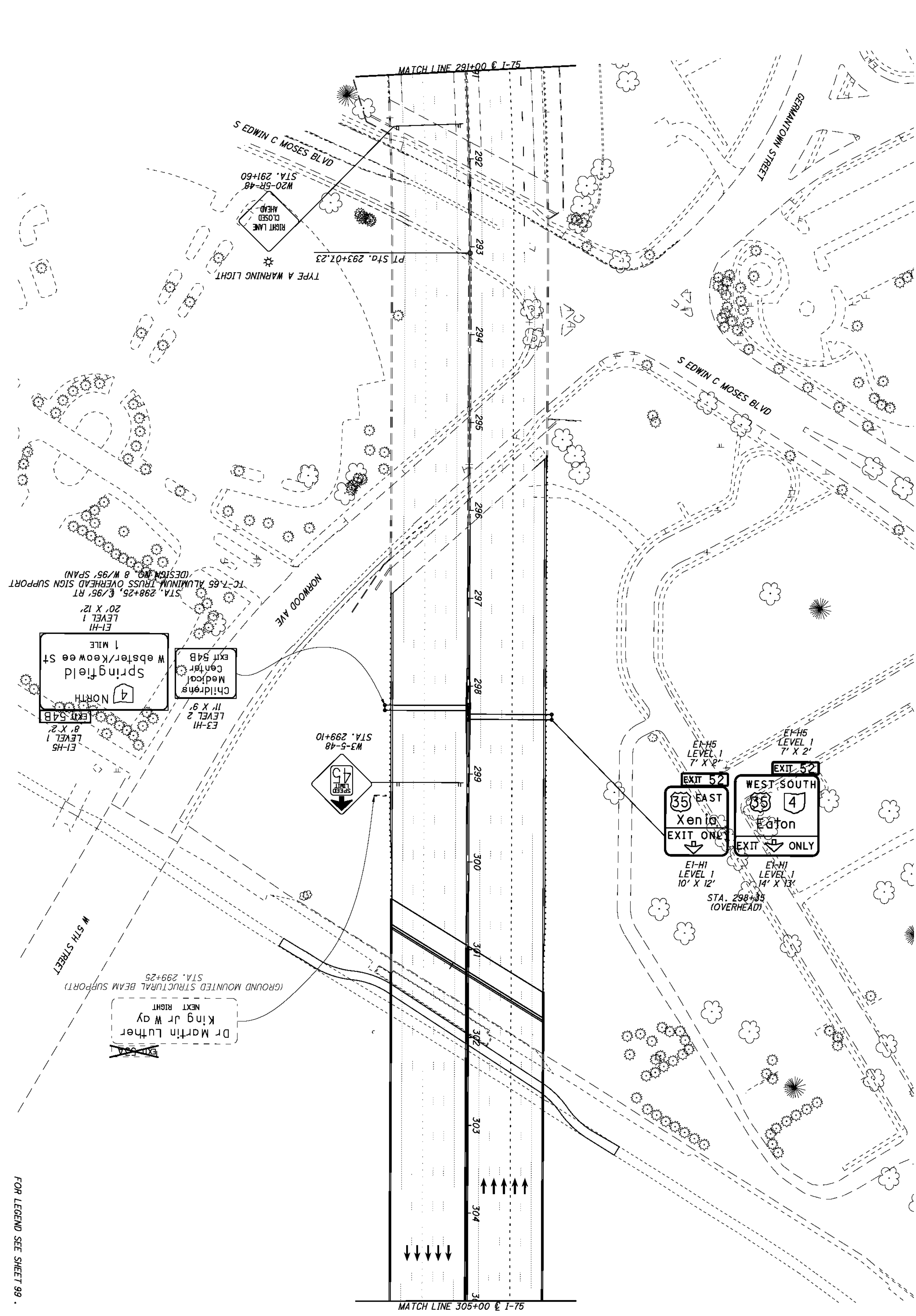
HORIZONTAL SCALE IN FEET (0, 25, 50, 100)

IP_PWP:dms57576\77247MP103B_02.dgn 24-JUL-2012 10:26AM rgreenland



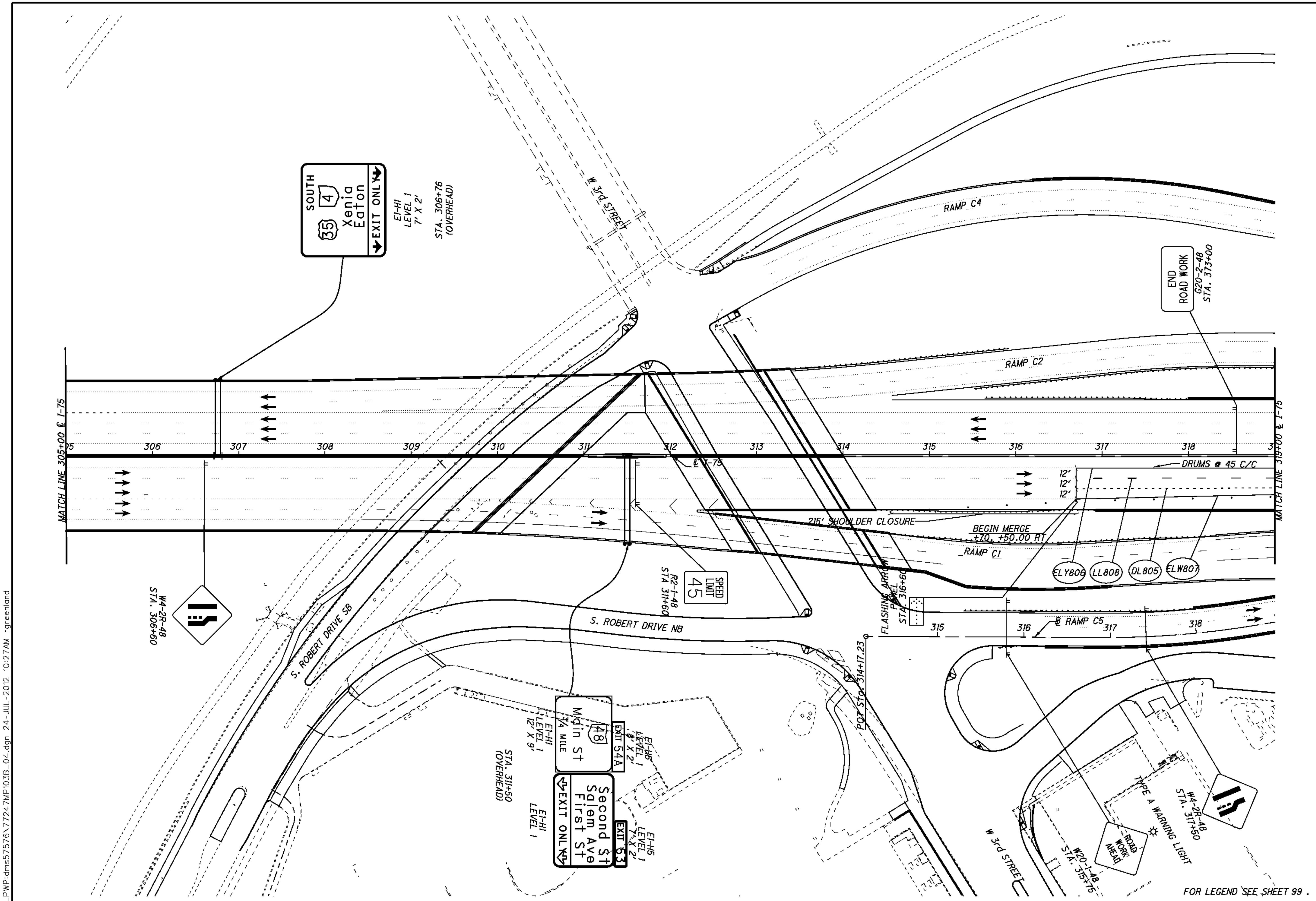
148/1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 277+00 TO STA. 291+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET

IP_PWP:dms57576\77247MP103B_03.dgn 24-JUL-2012 10:27AM rgreenland



FOR LEGEND SEE SHEET 99.

149 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 291+00 TO STA. 305+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET



FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET

0 25 50 100

CALCULATED MN

CHECKED JL

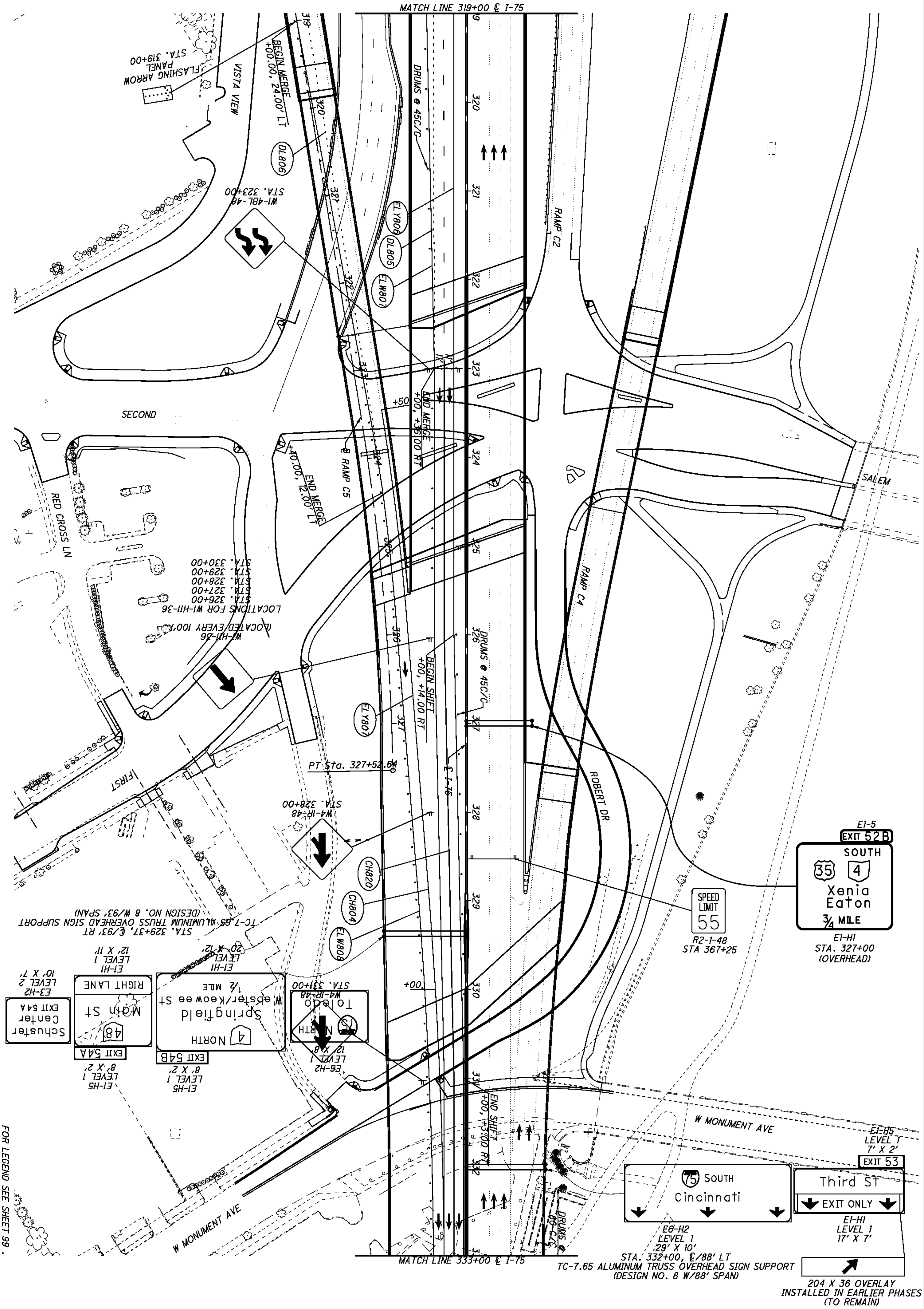
MAINTENANCE OF TRAFFIC I 75 PHASE 8B

FROM STA. 305+00 TO STA. 319+00

MOT-75-12.00

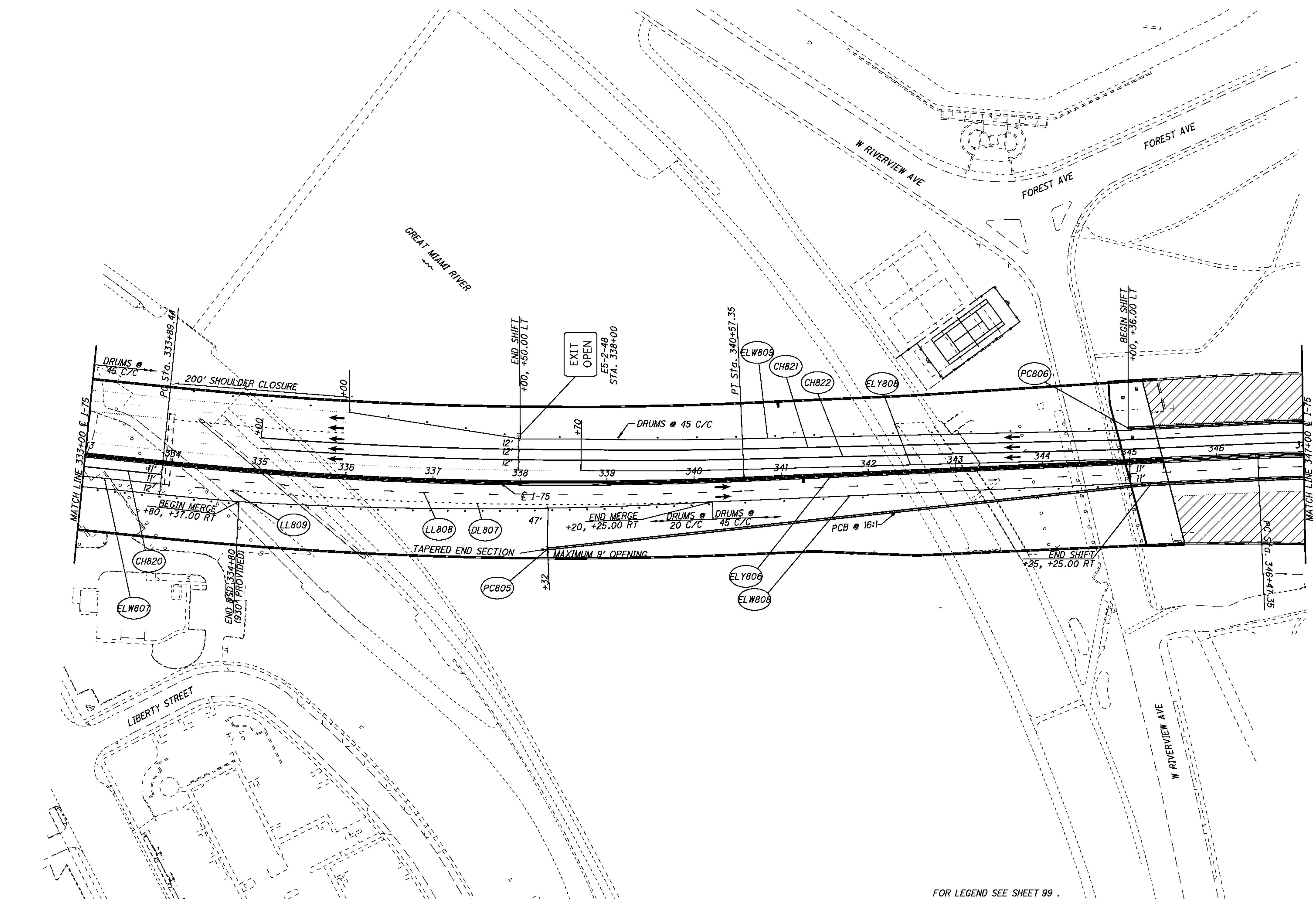
150
1565

IP_PWP:dms57558\77247MP103B_05.dgn 24-JUL-2012 9:19AM rgreenland



FOR LEGEND SEE SHEET 99 .

151 / 1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 319+00 TO STA. 333+00	CALCULATED MN CHECKED JL	0 25 50 100 HORIZONTAL SCALE IN FEET

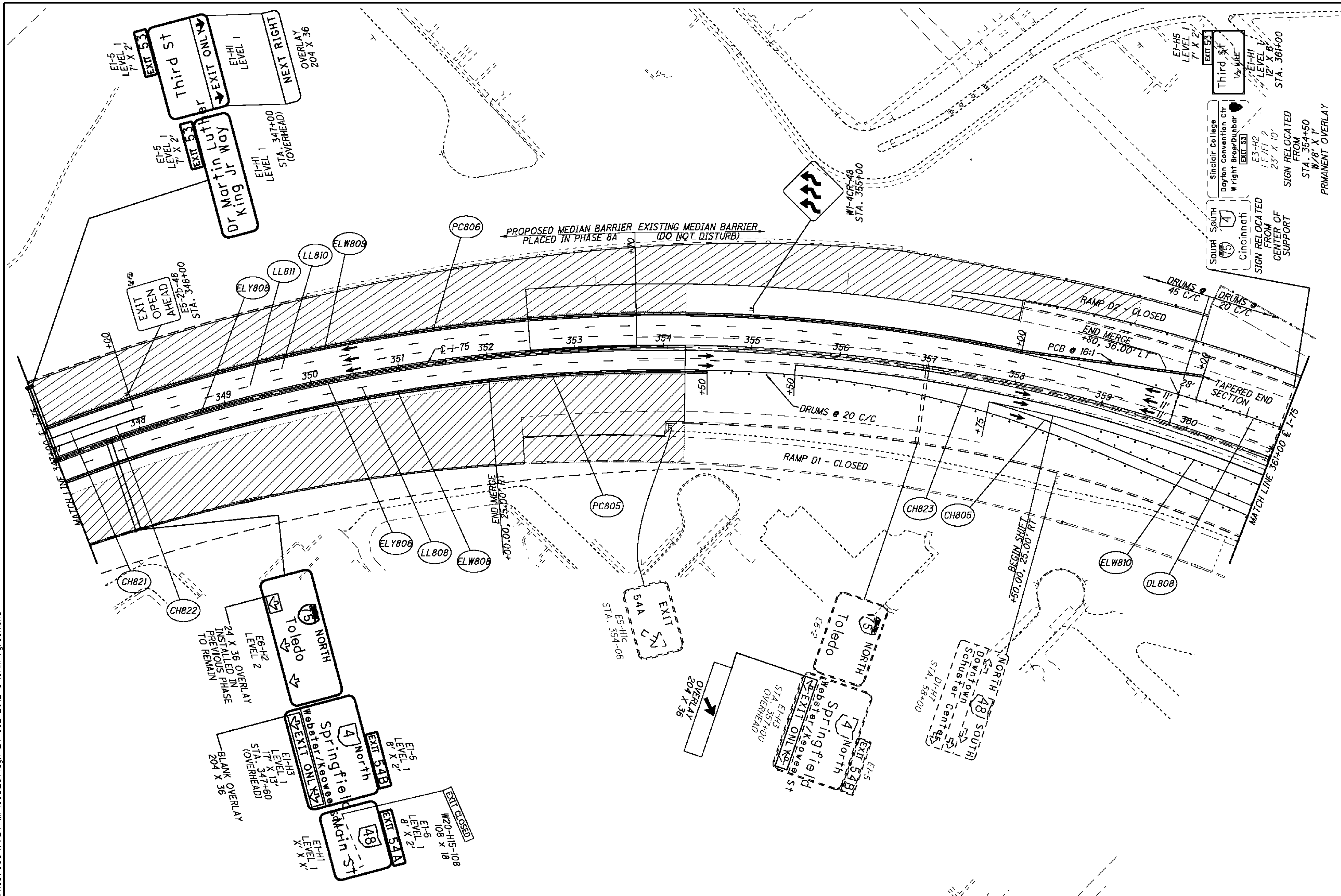


CALCULATED MN
CHECKED JL

HORIZONTAL SCALE IN FEET 0 25 50 100

MAINTENANCE OF TRAFFIC I 75 PHASE 8B
FROM STA. 333+00 TO STA. 347+00

MOT-75-12.00



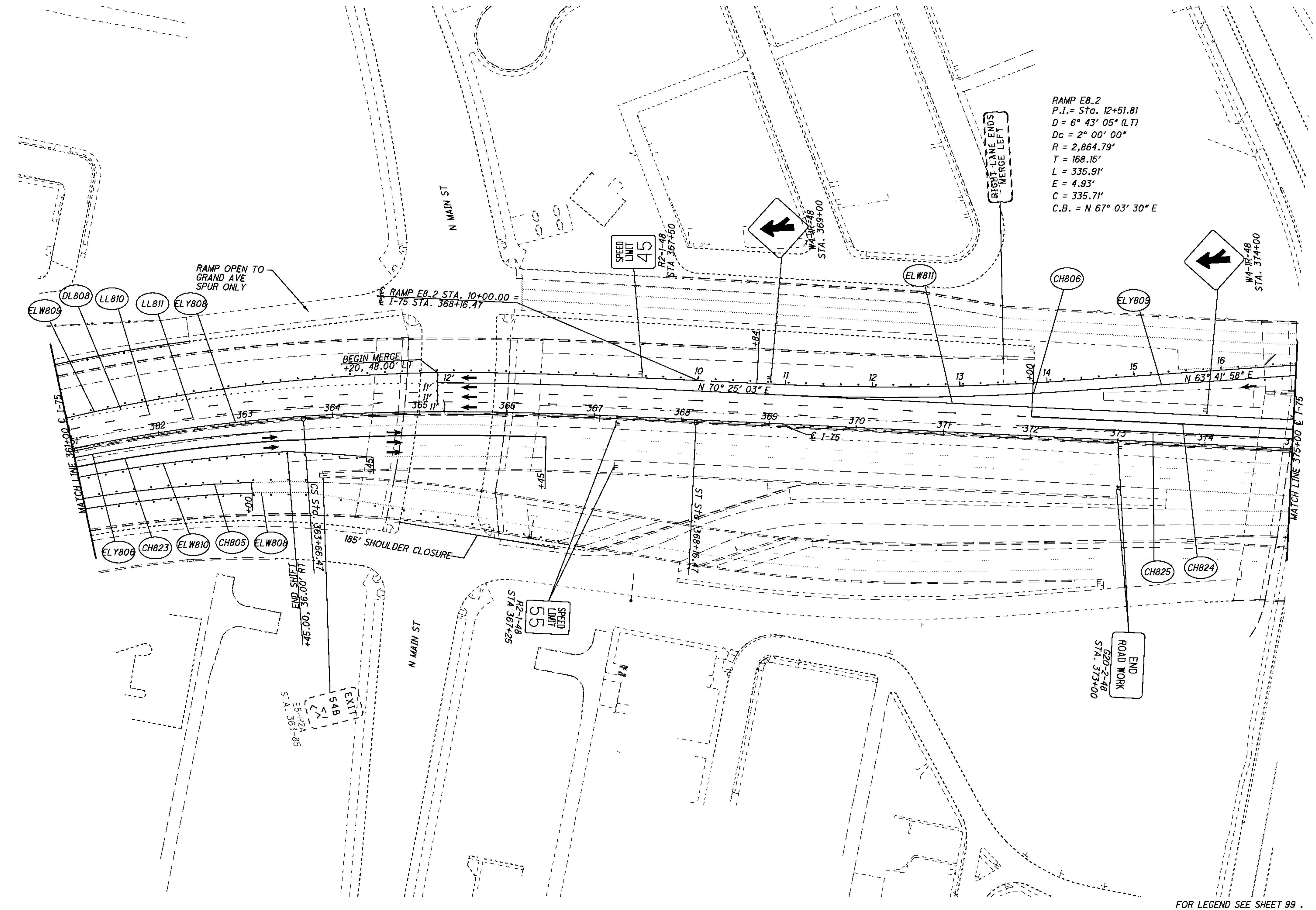
FOR LEGEND SEE SHEET 99.

CALCULATED MN
CHECKED JL

HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC I 75 PHASE 8B
FROM STA. 347+00 TO STA. 361+00

MOT-75-12.00



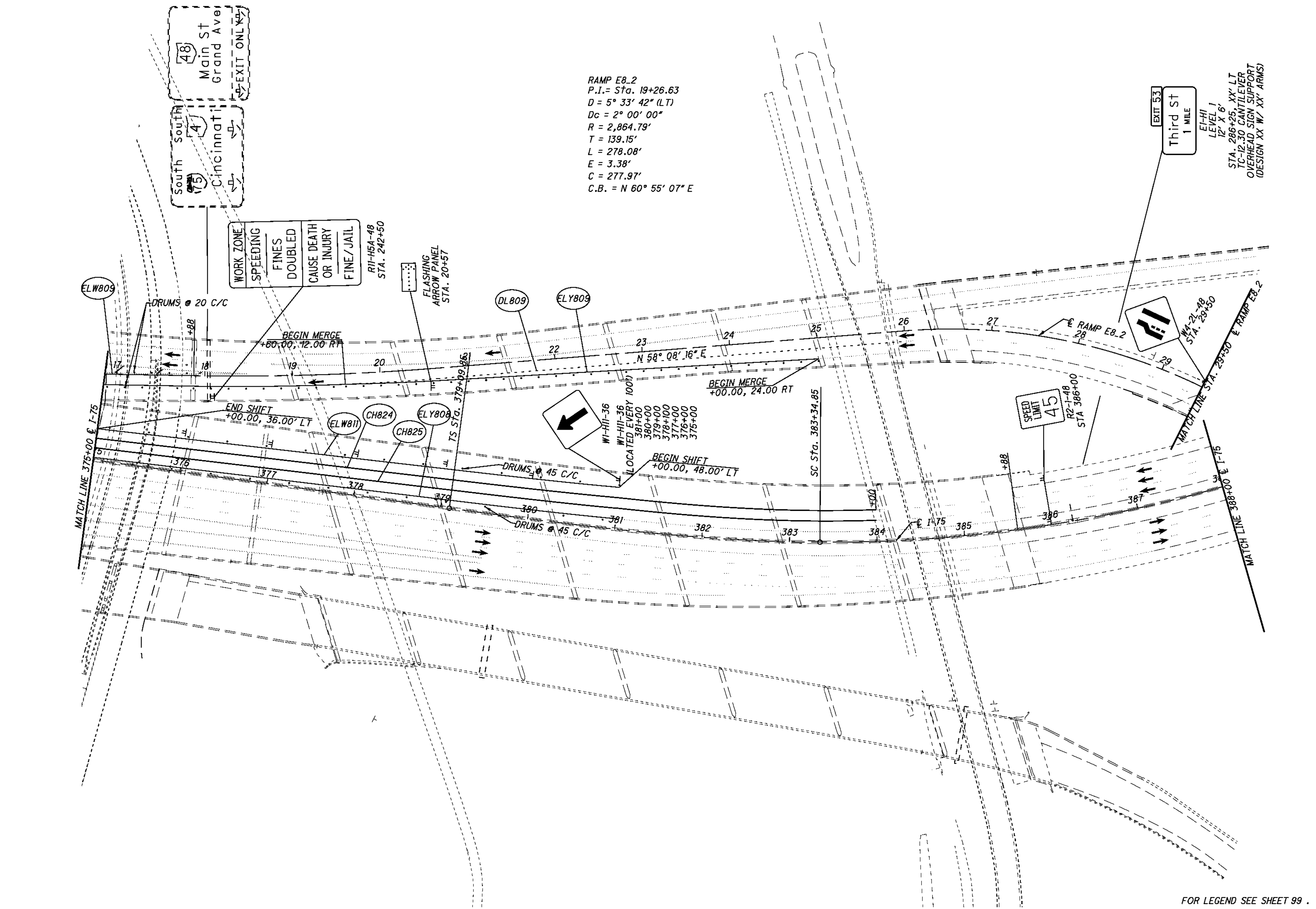
FOR LEGEND SEE SHEET 99 .

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 361+00 TO STA. 375+00

MOT-75-12.00



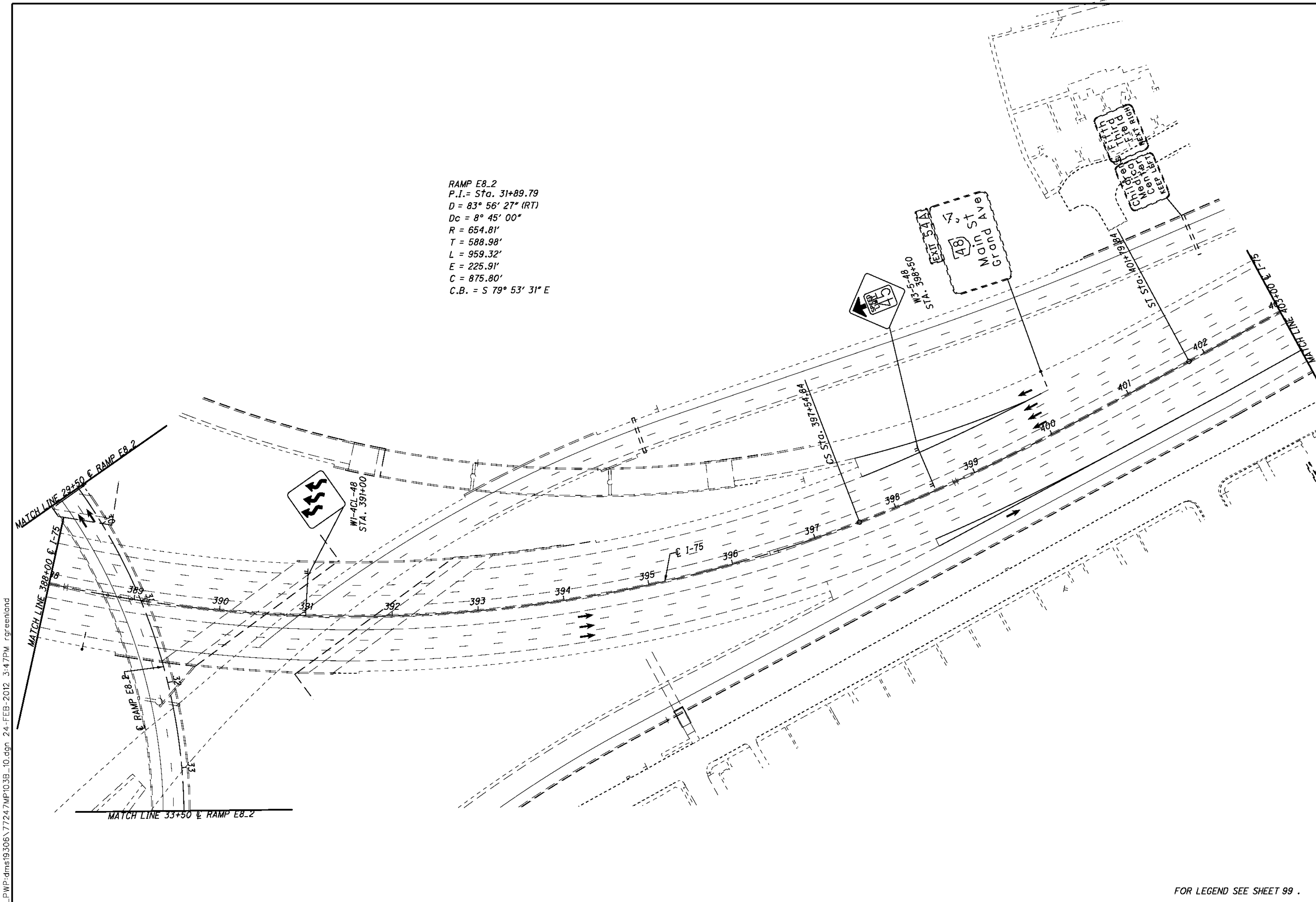
FOR LEGEND SEE SHEET 99 .

CALCULATED MN
CHECKED JL

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 375+00 TO STA. 388+00

MOT-75-12.00



FOR LEGEND SEE SHEET 99 .

IP_PWP:dms19306\77247MP103B_10.dgn 24-FEB-2012 3:47PM rgreenland

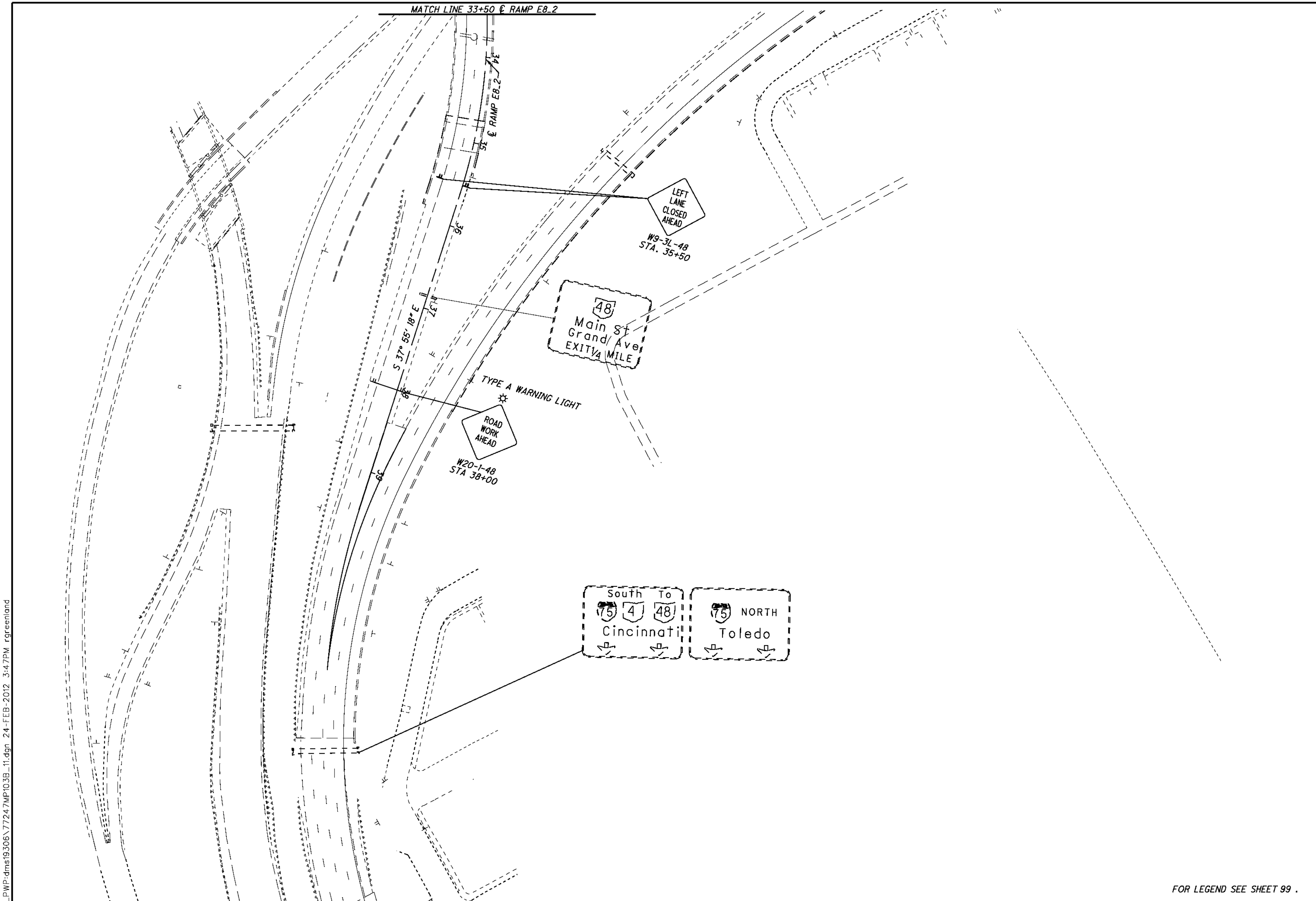
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8B
FROM STA. 388+00 TO STA. 403+00

MOT-75-12.00

156
1565



HORIZONTAL SCALE IN FEET 0 25 50 100

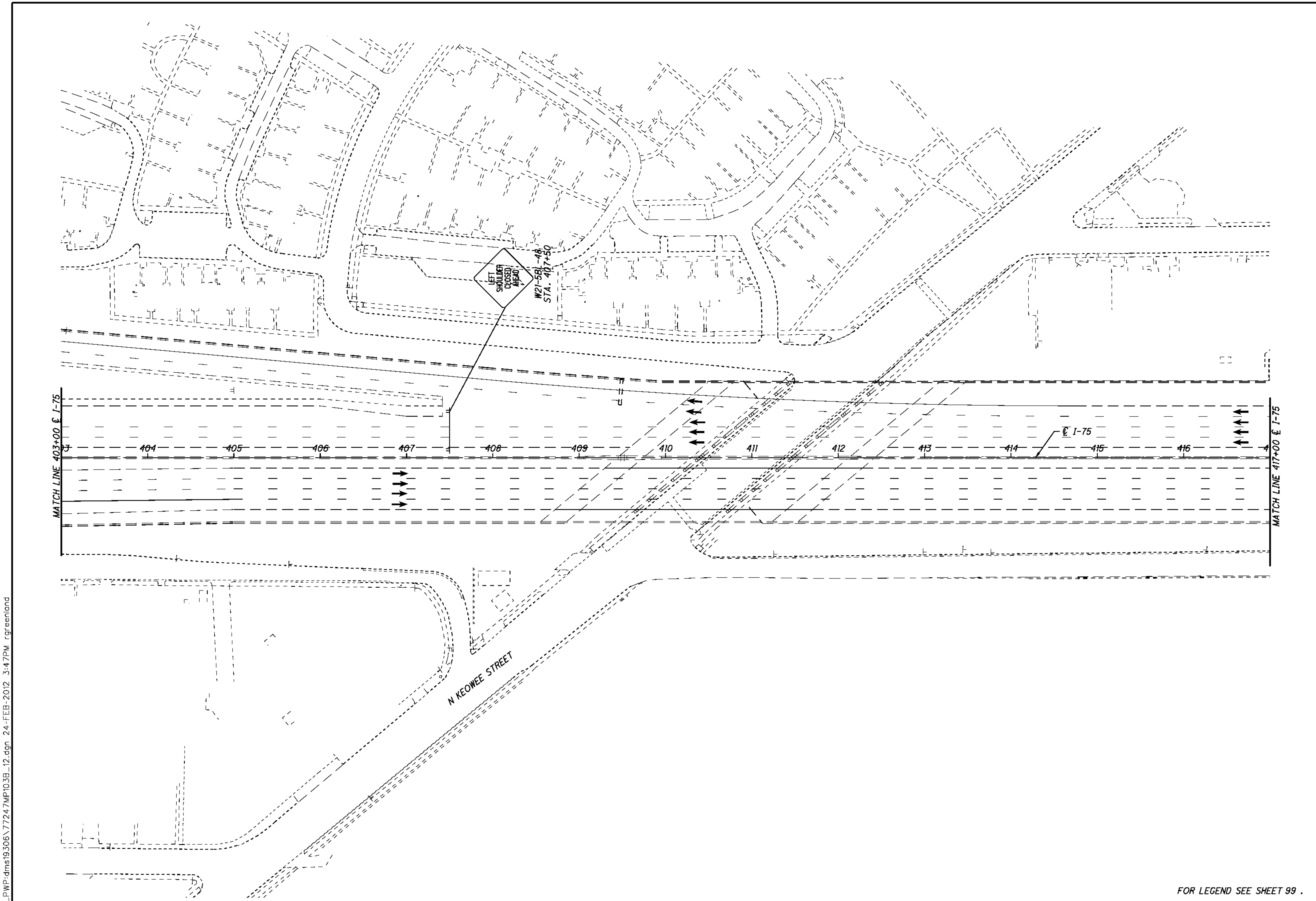
CALCULATED MN

CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8B
FROM STA. 33+50 TO STA. 39+00

MOT-75-12.00

IP_PWP:dms19306\77247MP103B_11.dgn 24-FEB-2012 3:47PM rgreenland



N

0 25 50 100
HORIZONTAL SCALE IN FEET

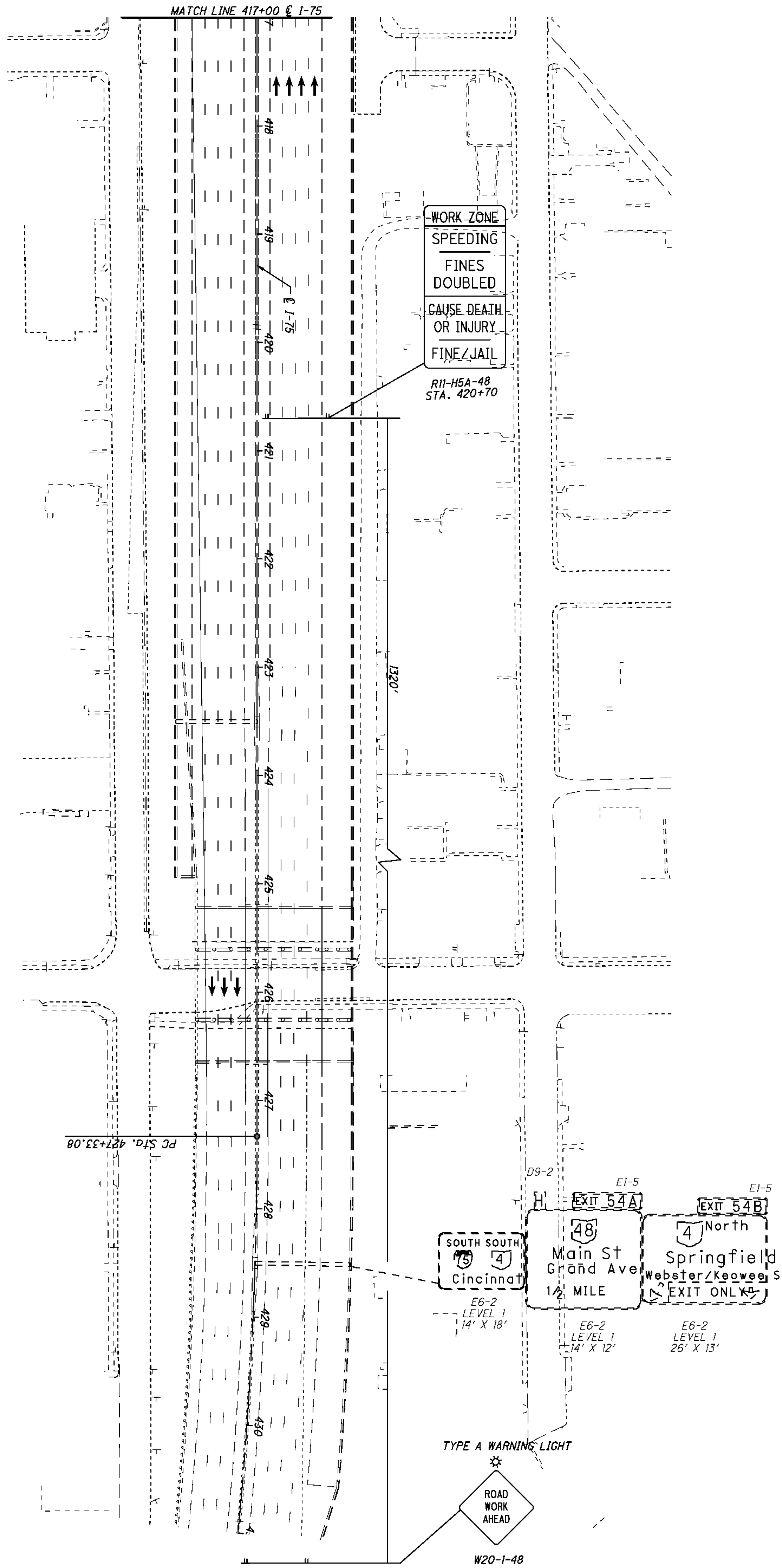
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I 75 PHASE 8B
FROM STA. 403+00 TO STA. 417+00

MOT-75-12.00

IP_PWP:dms19306\77247MP103B_12.dgn 24-FEB-2012 3:47PM rgreenland

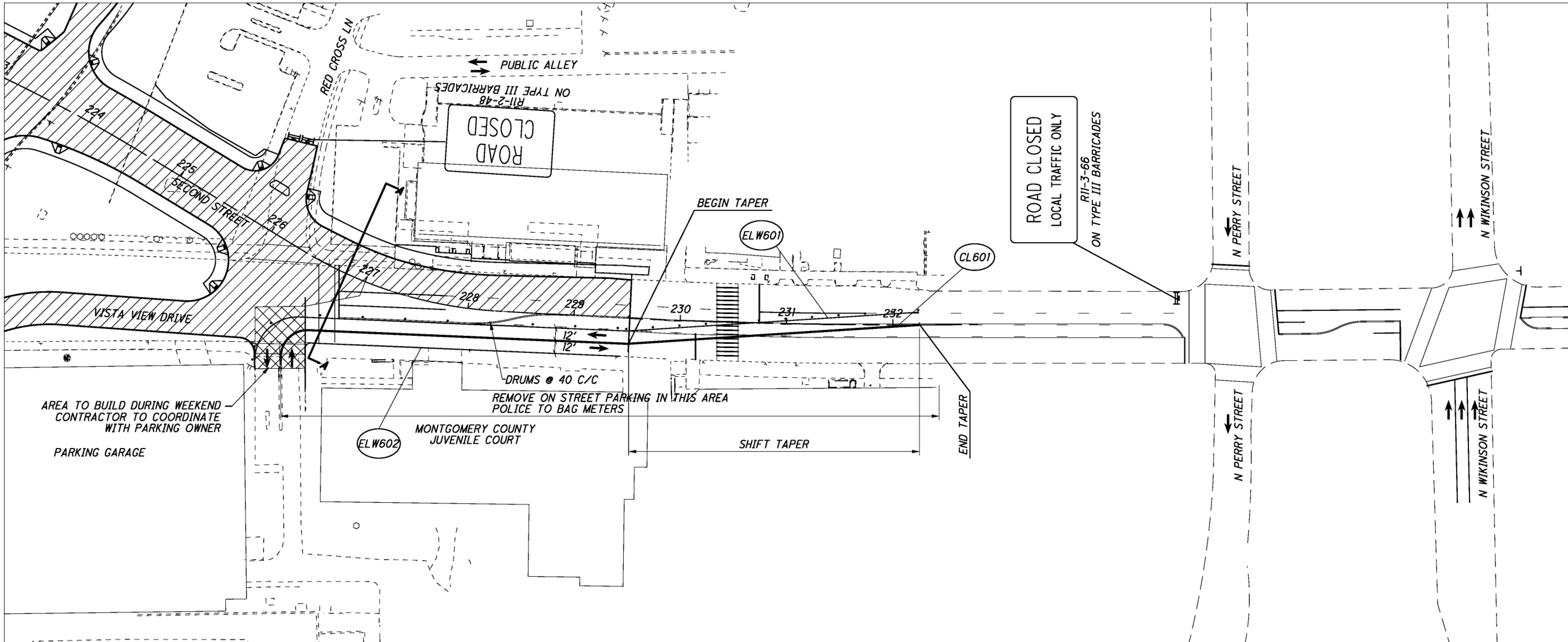
IP_PWP:dms19306\77247MP103B_13.dgn 24-FEB-2012 3:47PM rgreenland

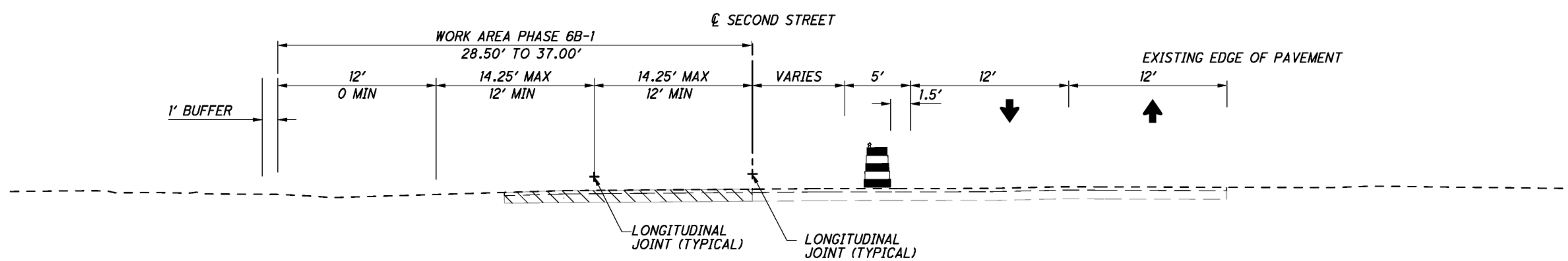


FOR LEGEND SEE SHEET 99 .

159/1565	MOT-75-12.00	MAINTENANCE OF TRAFFIC I 75 PHASE 8B FROM STA. 417+00 TO STA. 431+00	CALCULATED MN CHECKED JL

HORIZONTAL SCALE IN FEET 0 25 50 100





SECTION A-A

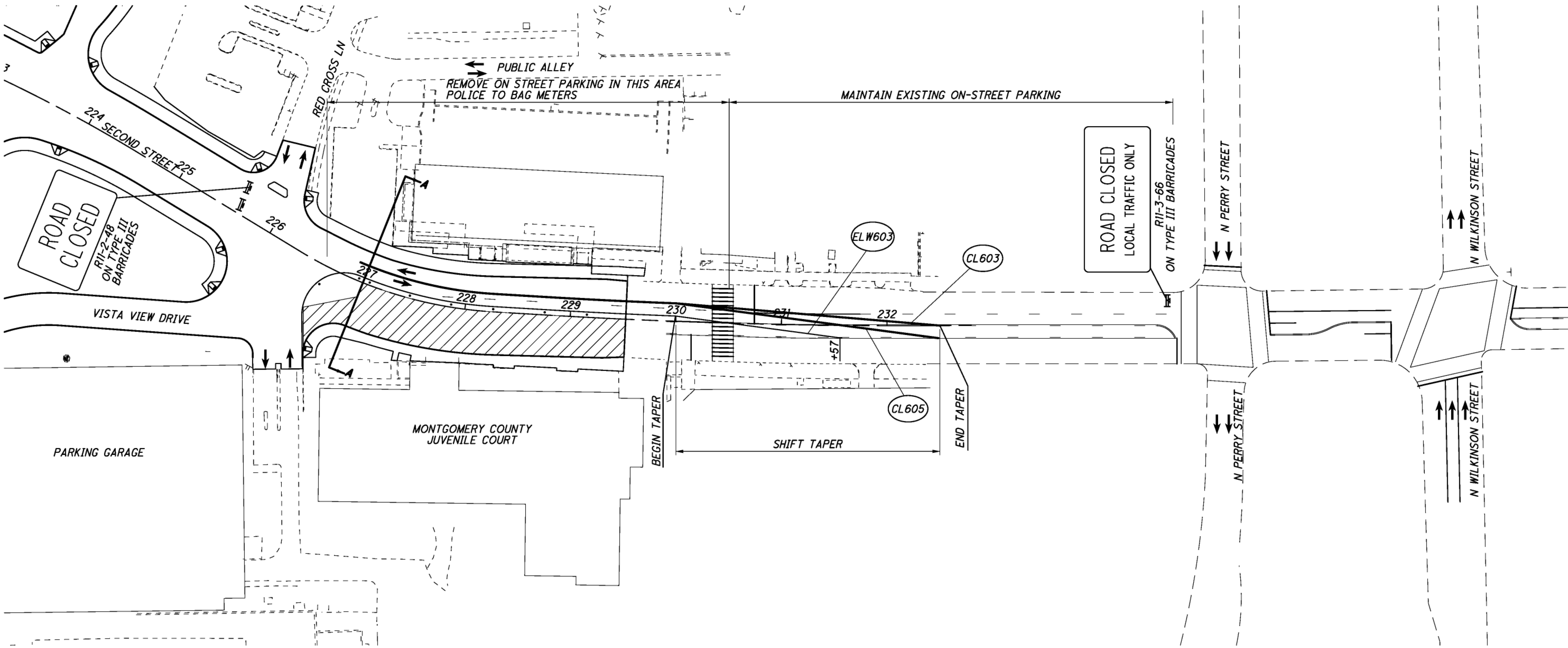
FOR LEGEND SEE SHEET 99 .

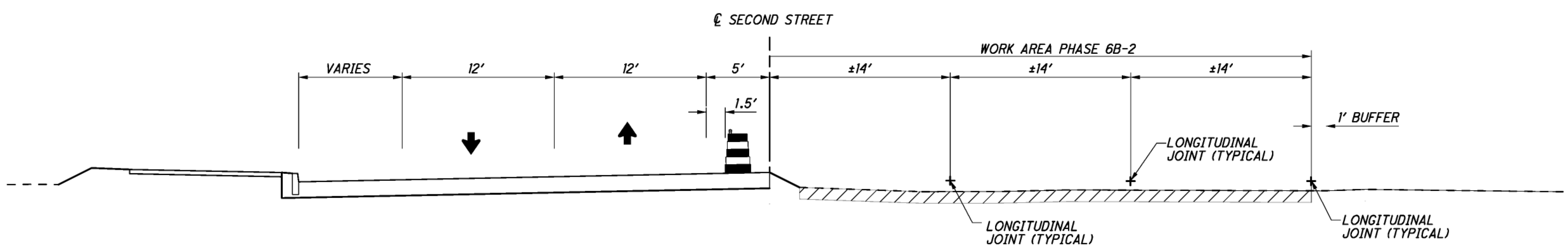
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC SECOND STREET
PHASE 6B-1

MOT-75-12.00





SECTION A-A

FOR LEGEND SEE SHEET 99 .

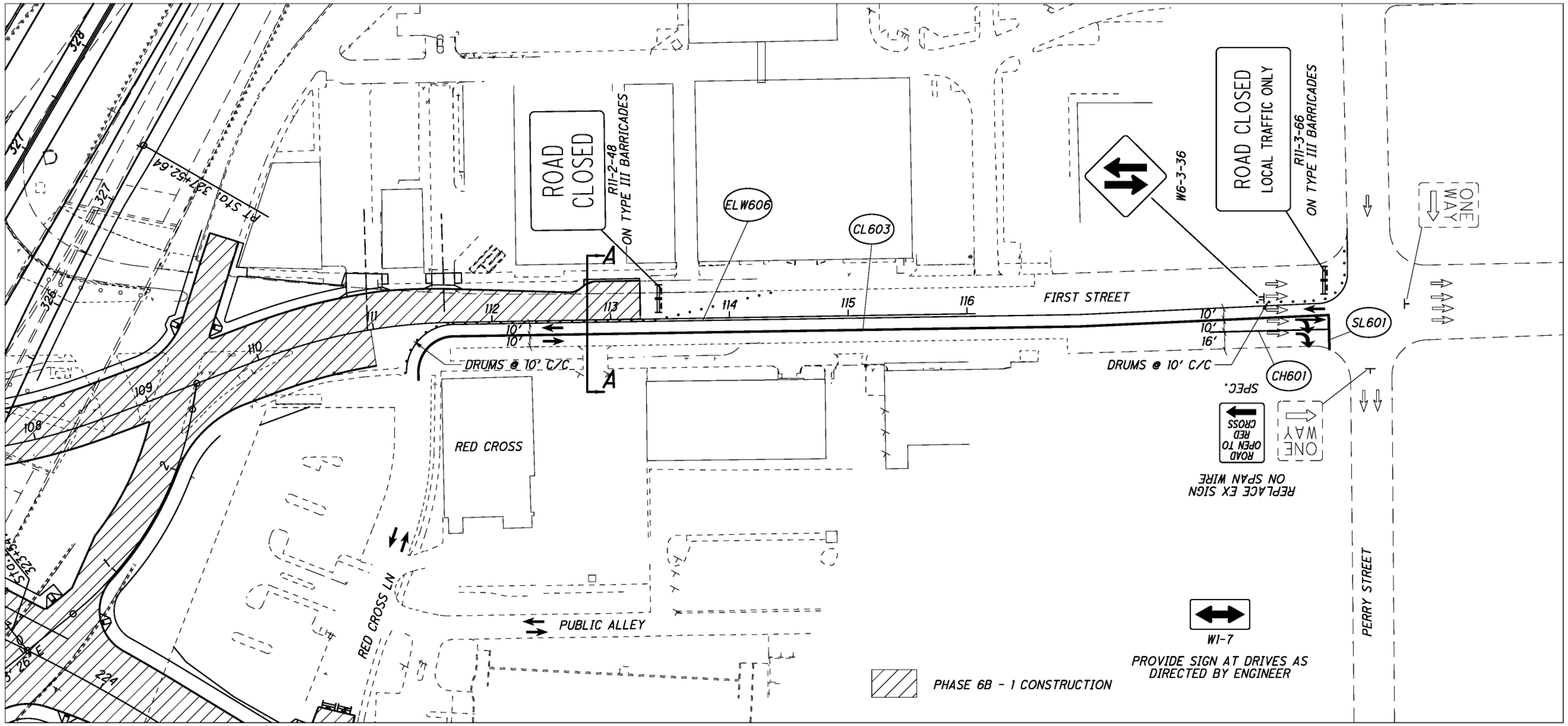
HORIZONTAL SCALE IN FEET
0 25 50 100

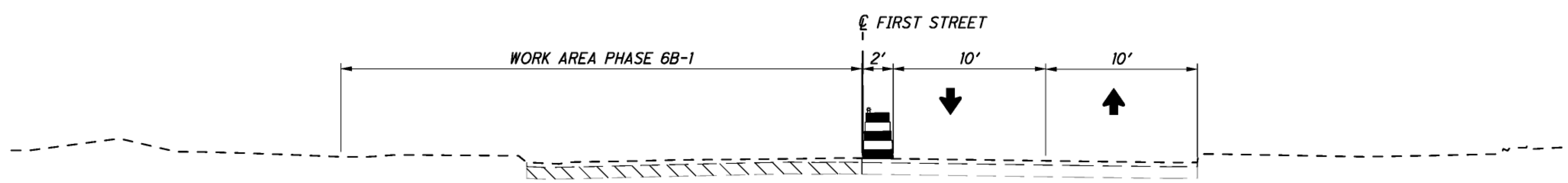
CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC SECOND STREET
PHASE 6B-2

MOT-75-12.00

IP_PWP:dms19306\77247MP201_02.dgn 24-FEB-2012 3:47PM rgreenland





SECTION A-A

FOR LEGEND SEE SHEET 99 .

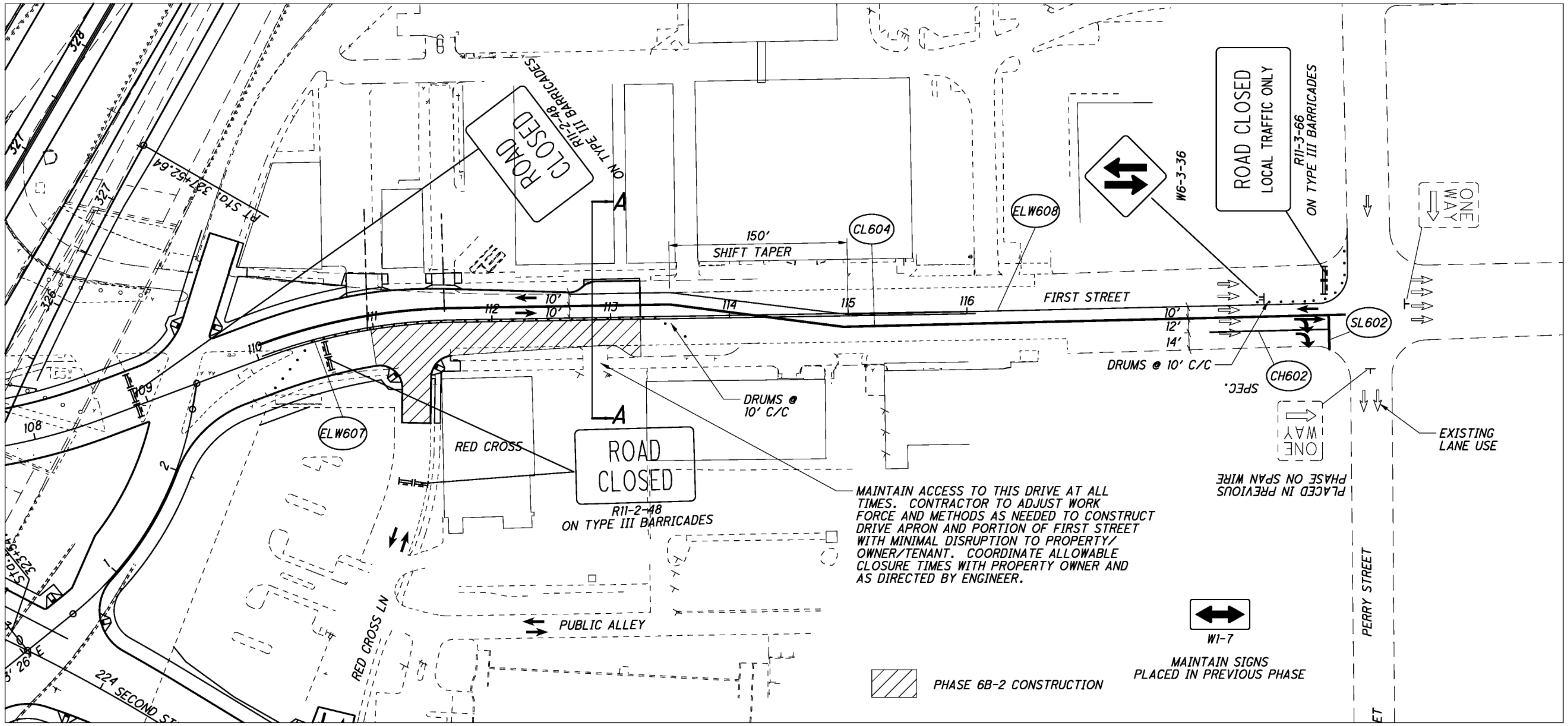
IP_PWP:dms19306\77247MP201_03.dgn 24-FEB-2012 3:47PM rgreenland

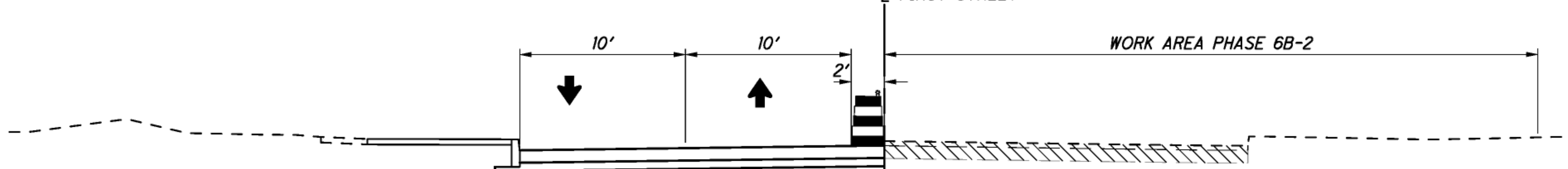
HORIZONTAL SCALE IN FEET

CALCULATED RP
CHECKED JL

MAINTENANCE OF TRAFFIC FIRST STREET PHASE 6B-1

MOT-75-12.00





SECTION A-A

FOR LEGEND SEE SHEET 99 .

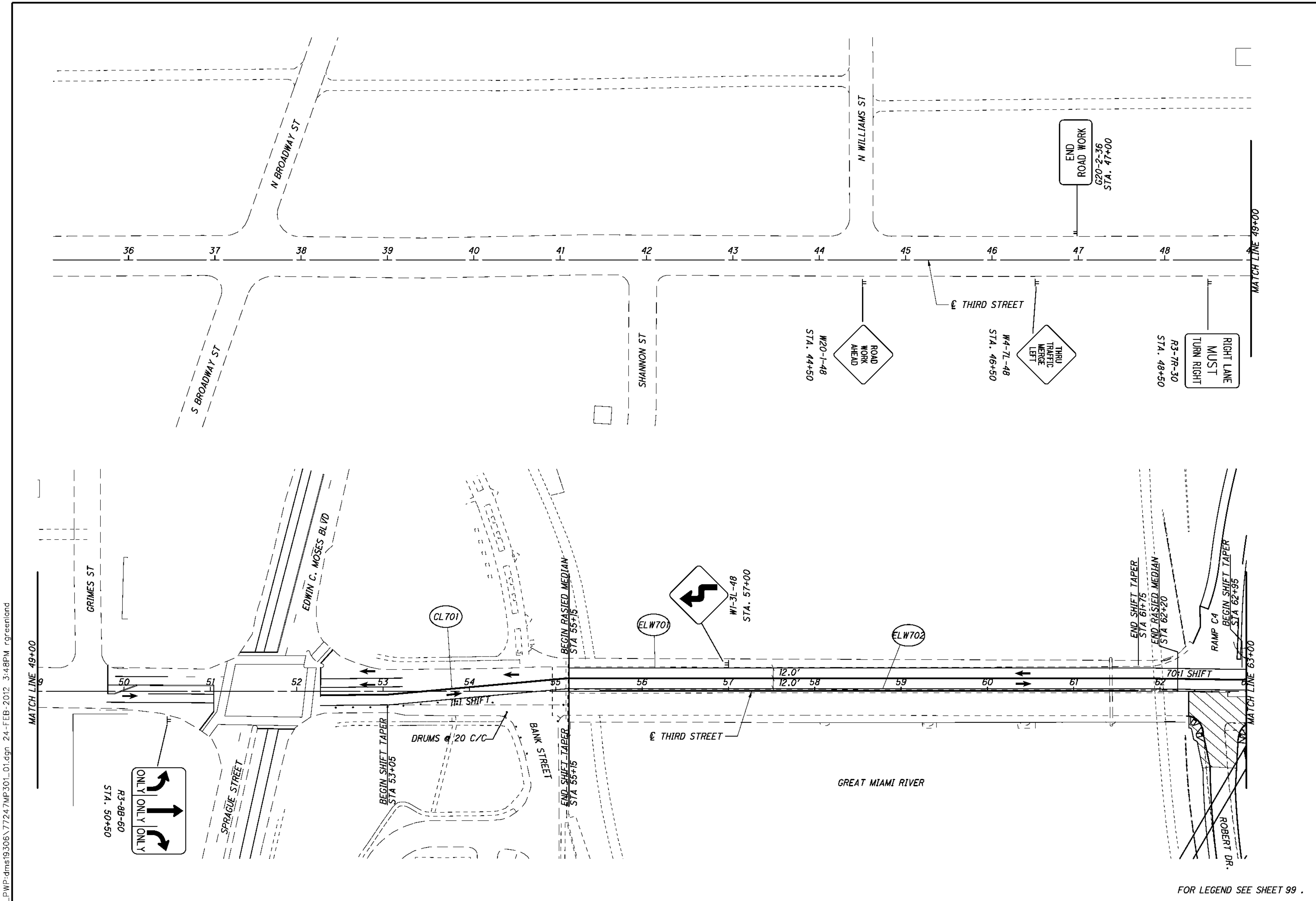
IP_PWP:dms19306\77247MP201_04.dgn 24-FEB-2012 3:47PM rgreenland

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RP
CHECKED JL

MAINTENANCE OF TRAFFIC FIRST STREET PHASE 6B-2

MOT-75-12.00



HORIZONTAL SCALE IN FEET 0 25 50 100

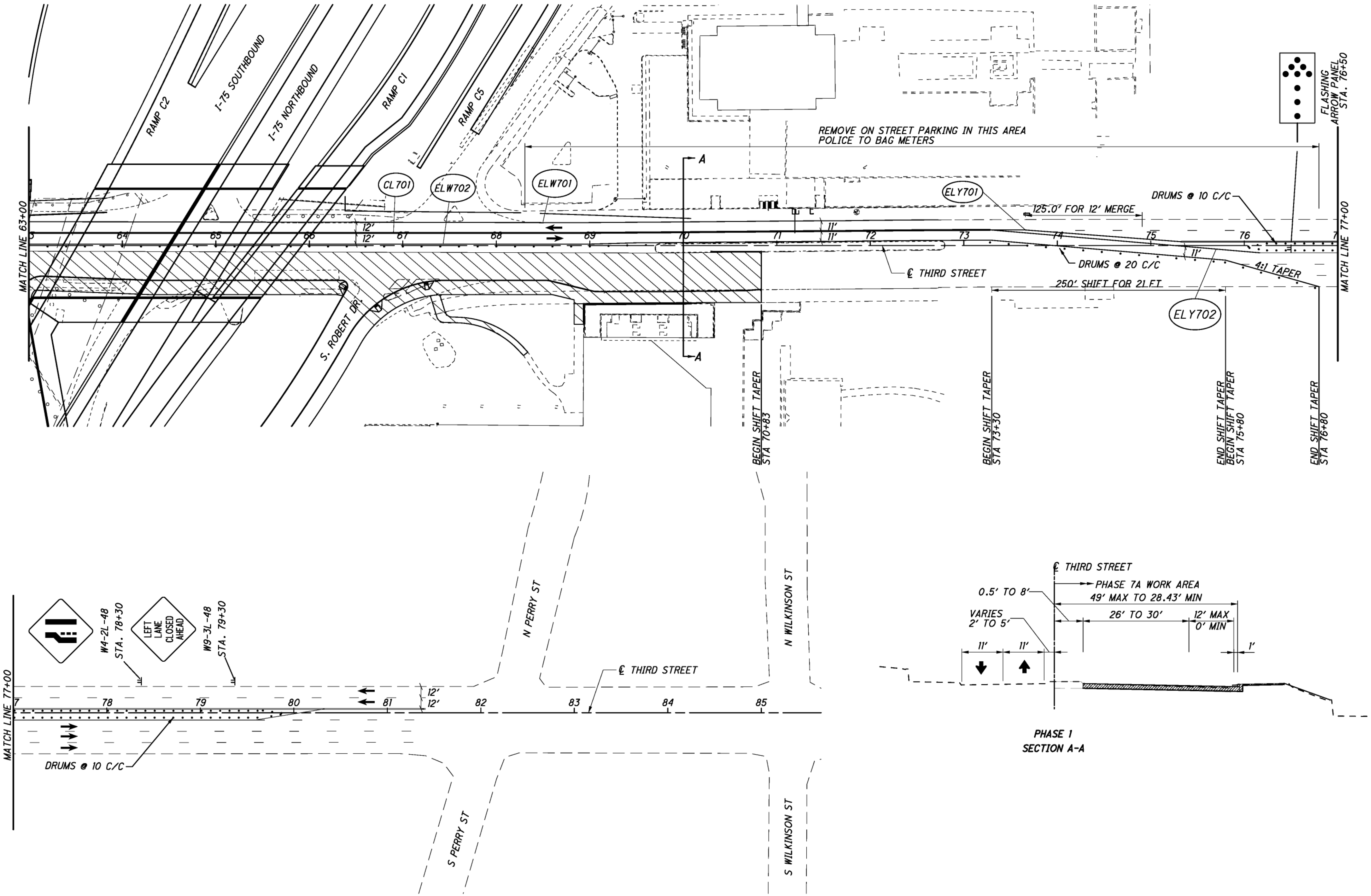
CALCULATED RMP

CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 7A
THIRD ST. - FROM STA. 36+00 TO STA. 63+00

MOT-75-12.00

IP_PWP:dms19306\77247MP301_01.dgn 24-FEB-2012 3:48PM rgreenland



FOR LEGEND SEE SHEET 99.

HORIZONTAL SCALE IN FEET

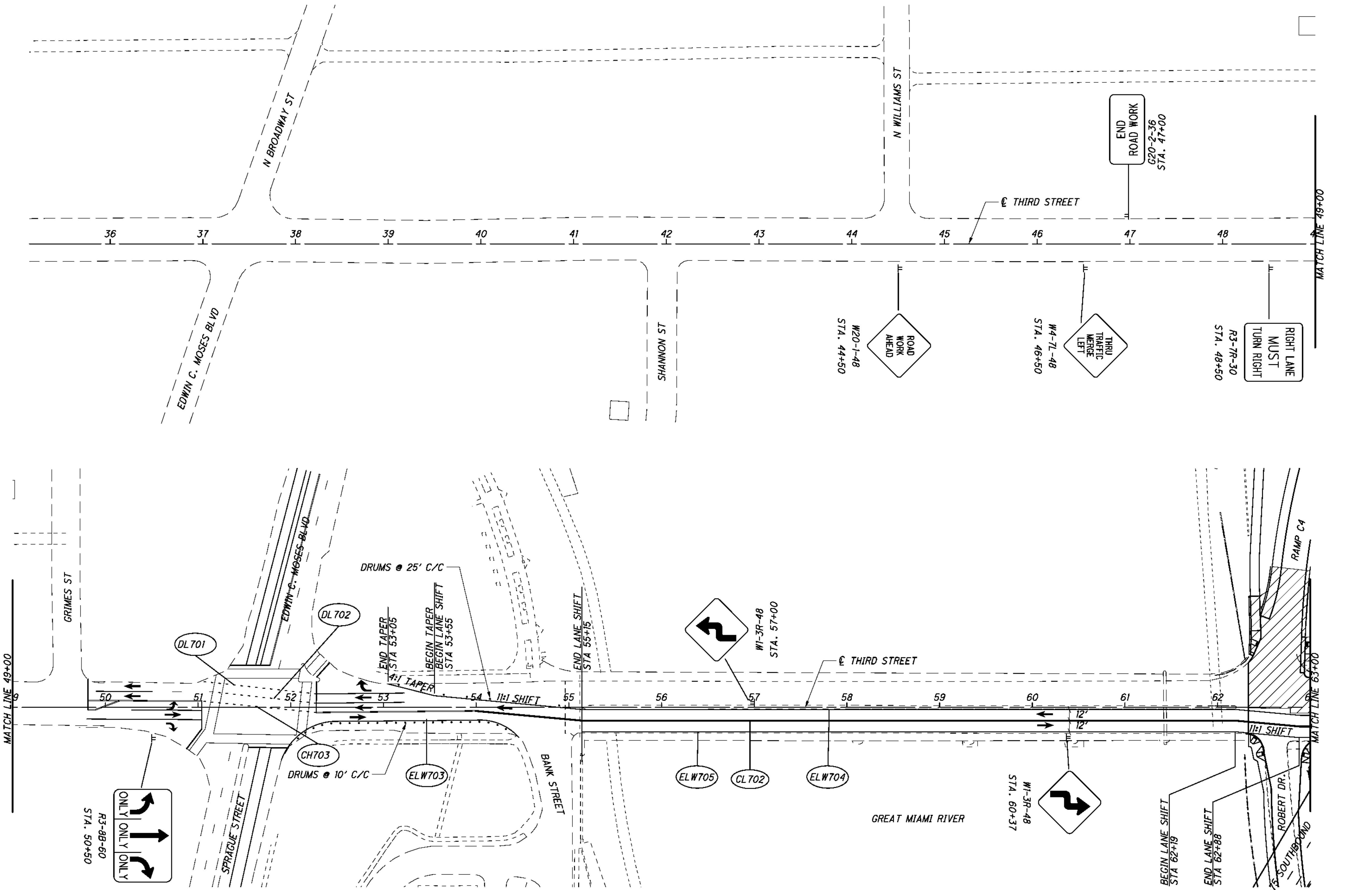
CALCULATED RMP

CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 7A

THIRD ST. - FROM STA. 63+00 TO STA. 86+00

MOT-75-12.00



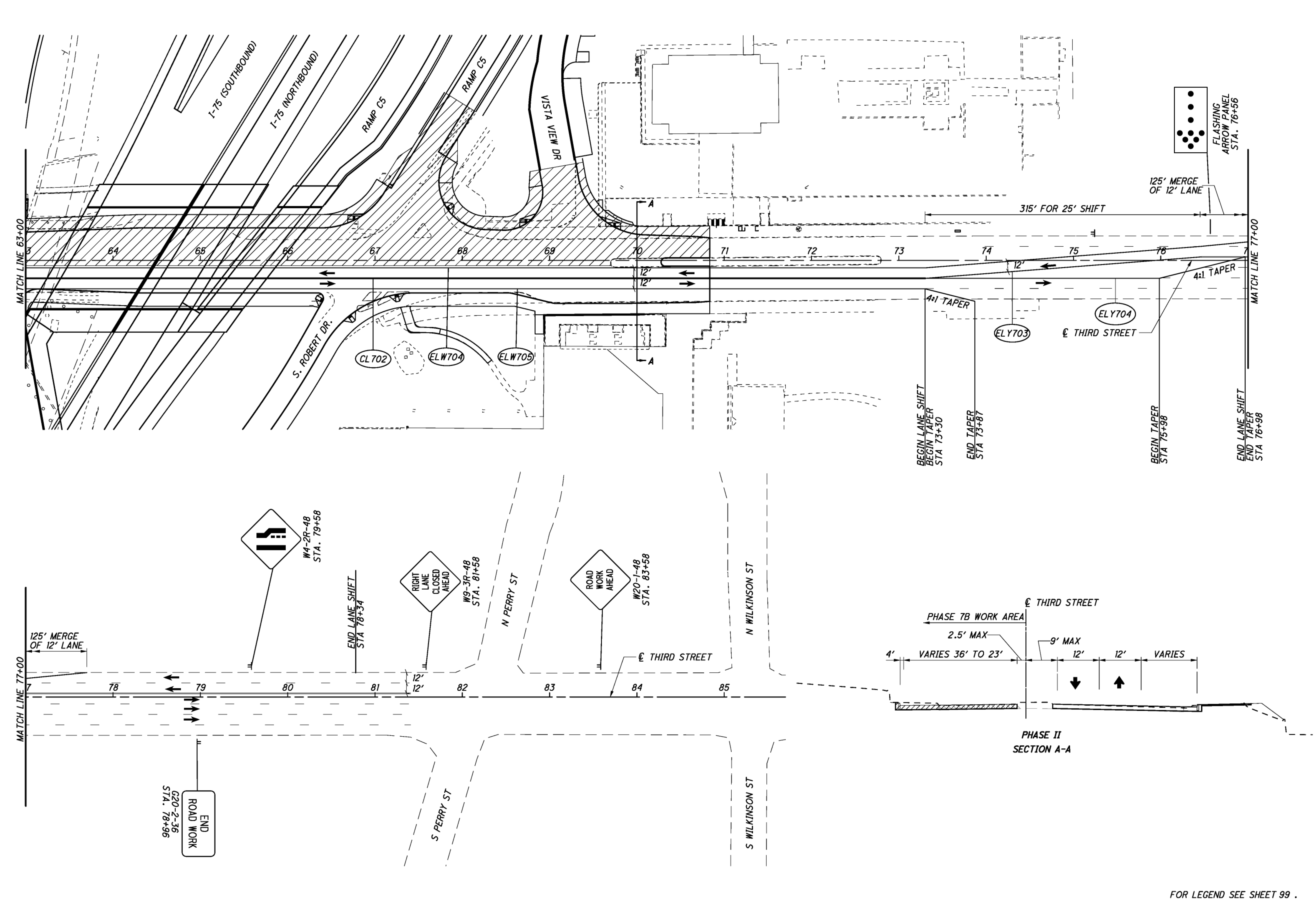
IP_PWP:dms19306\77247MP302_01.dgn 24-FEB-2012 3:48PM rgreenland

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 7B
THIRD ST. - FROM STA. 36+00 TO STA. 63+00

MOT-75-12.00



FOR LEGEND SEE SHEET 99 .

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RMP
CHECKED JEL

MAINTENANCE OF TRAFFIC - PHASE 7B
THIRD ST. - FROM STA. 63+00 TO STA. 85+00

MOT-75-12.00

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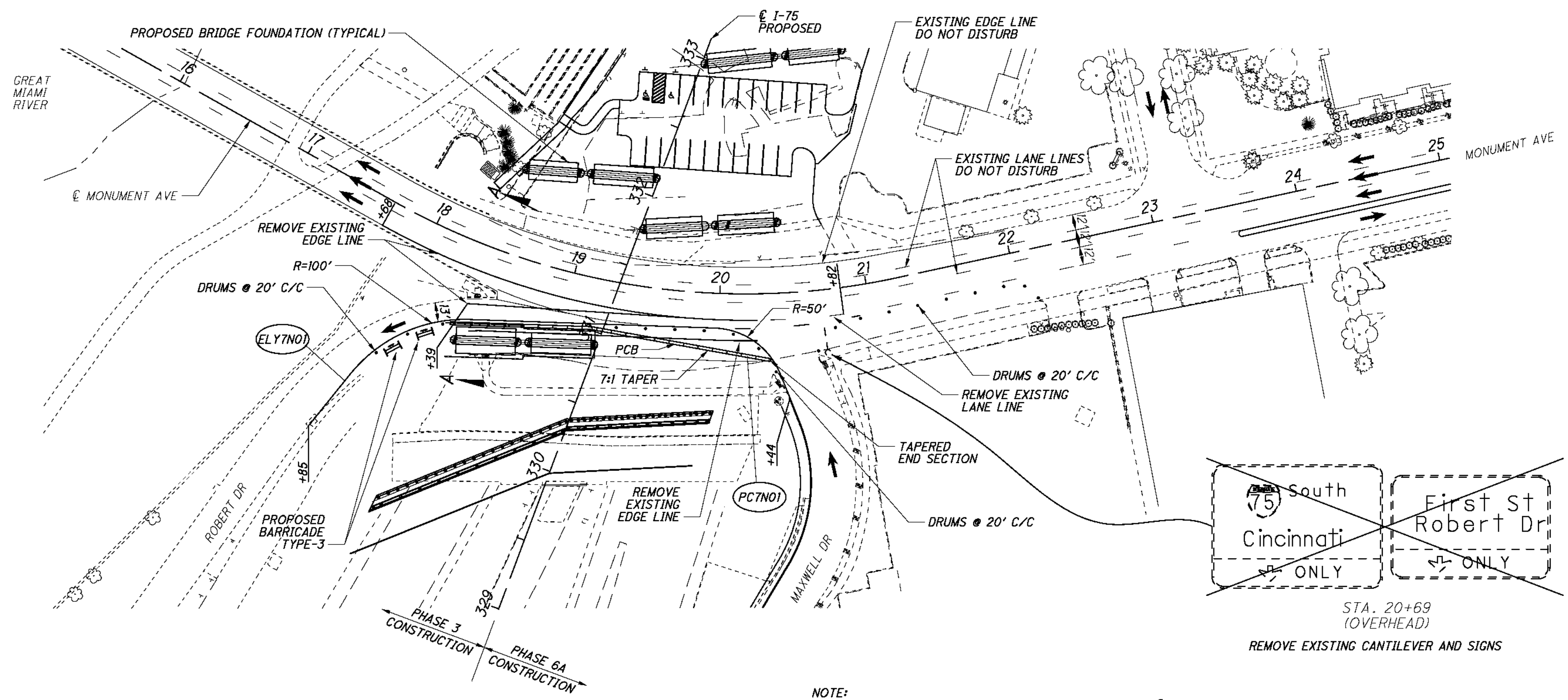
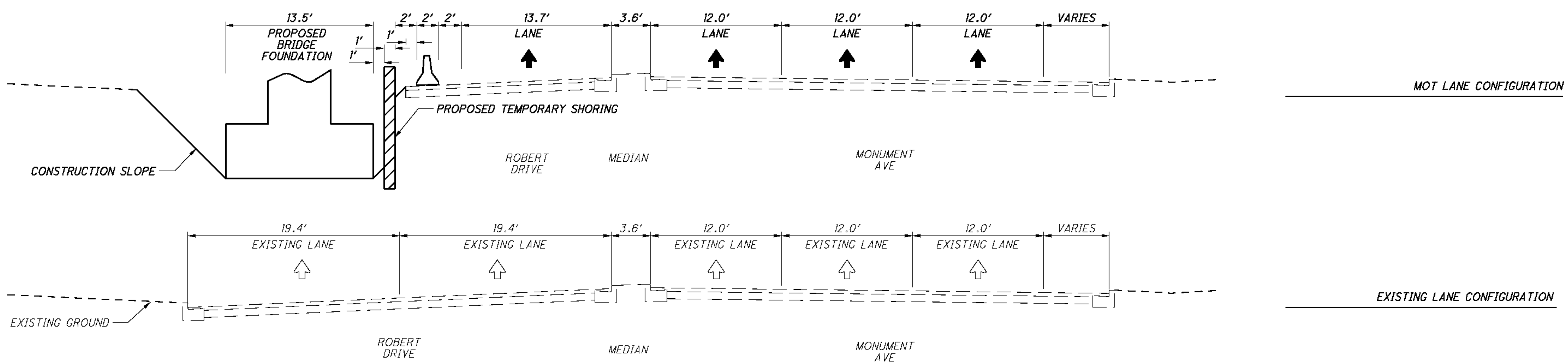


NOTE:
ALL STATIONING TAKEN FROM EXISTING MONUMENT ℄ ALIGNMENT



MOT TYPICAL - MONUMENT AVENUE (SECTION A-A)

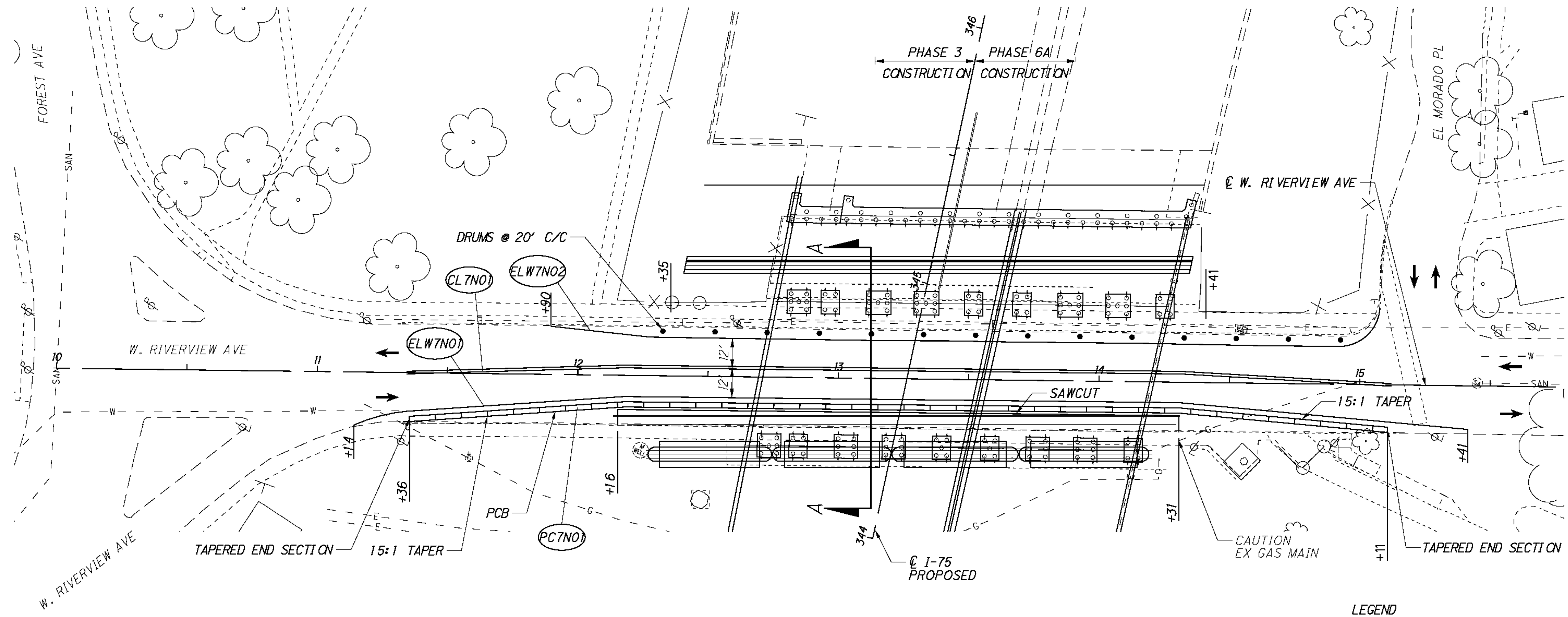
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED SAT
CHECKED JGL

MAINTENANCE OF TRAFFIC PHASE 3
MONUMENT AVENUE UNDER BRIDGE 7N

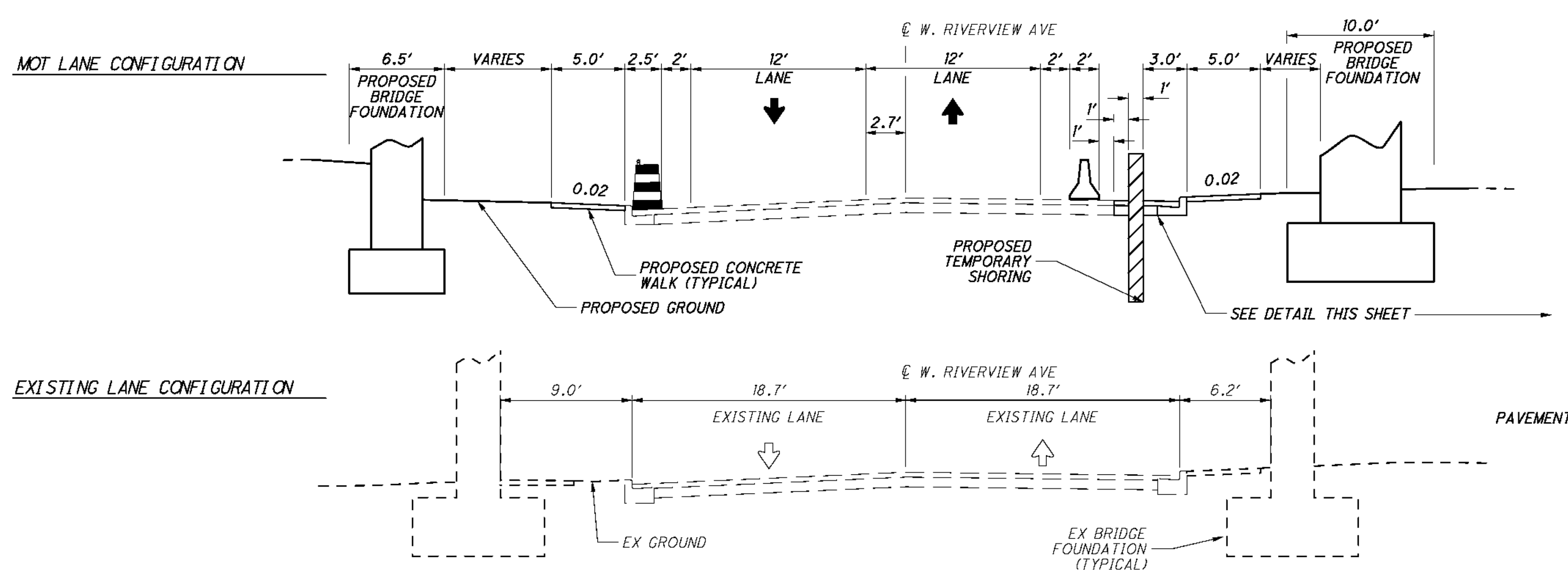
MOT-75-12.00

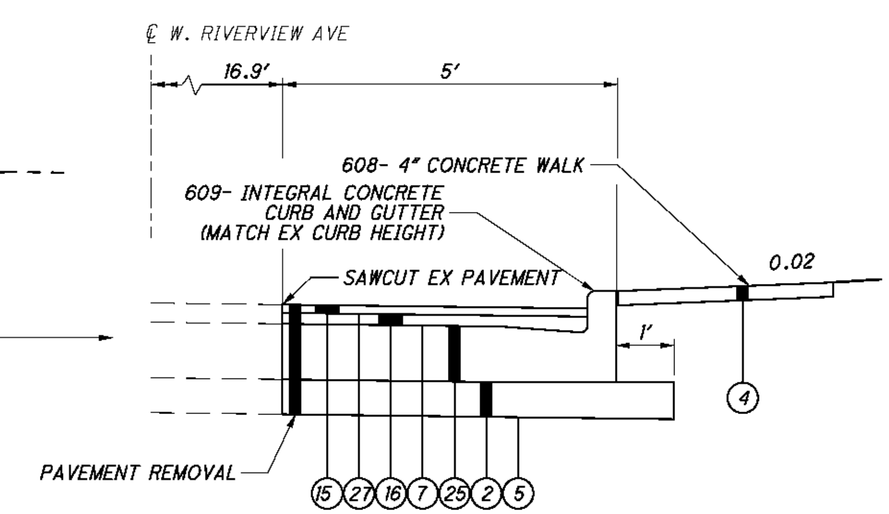
IP_PWP:dms57556\77247GM306.dgn 24-JUL-2012 8:05AM rgreenland



LEGEND

SIDEWALK REMOVAL





STA. 12+16 TO STA. 14+31

NOTE: SEE SHEET 9 FOR TYPICAL LEGEND

MOT TYPICAL - W. RIVERVIEW AVE (SECTION A-A)

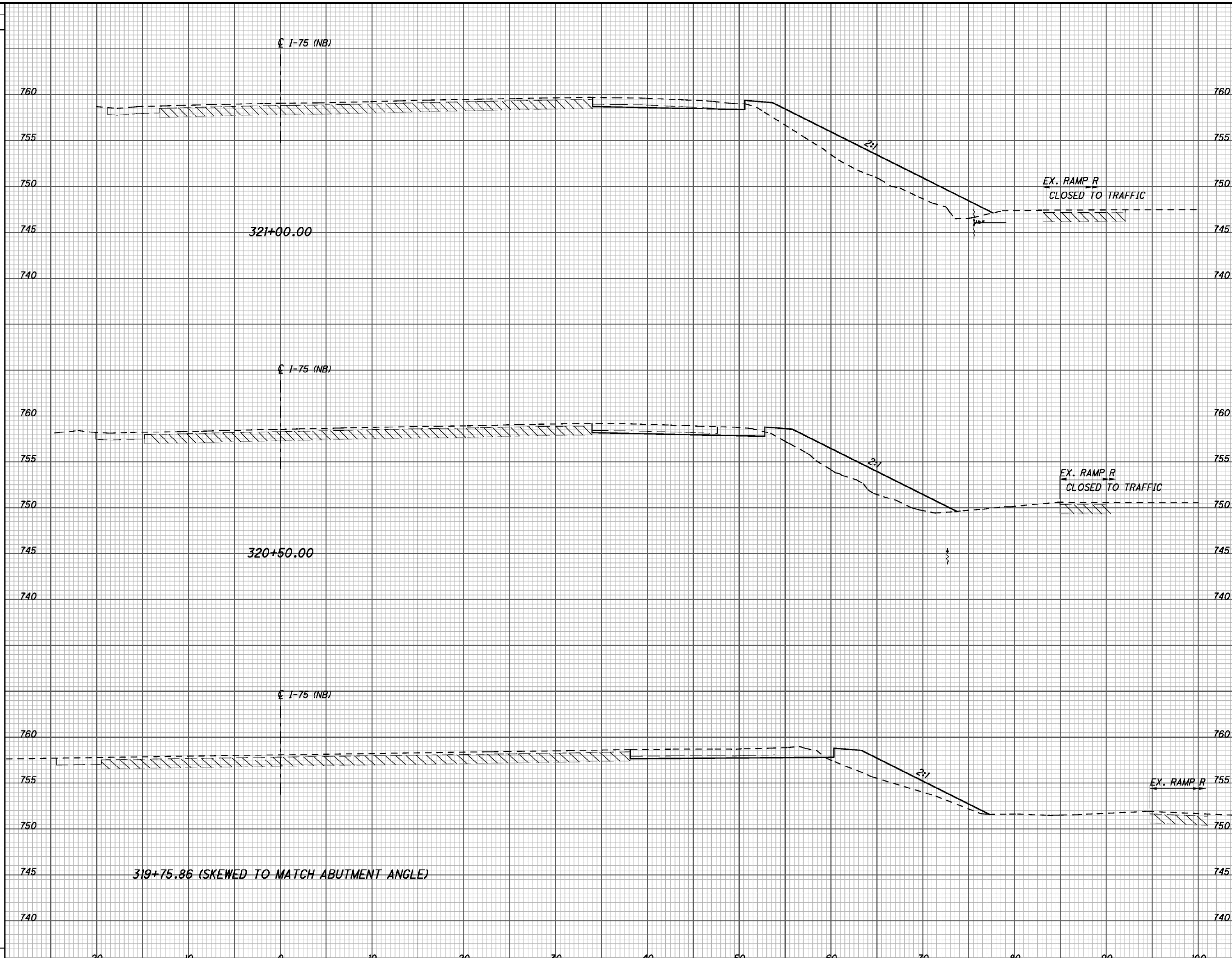
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SAT
CHECKED JEL

MAINTENANCE OF TRAFFIC PHASE 3/6A
W. RIVERVIEW AVENUE UNDER BRIDGE 7N

MOT-75-12.00

IP_PWP:dms57986\77247GM307.dgn 10-AUG-2012 4:02PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
33.9	
	169
27.0	
	172
22.6	
	0
	341

END AREA		VOLUME	
CUT	FILL	CUT	FILL
15	54		
		31	85
18	37		
		45	70
21	23		
		0	0
		76	155

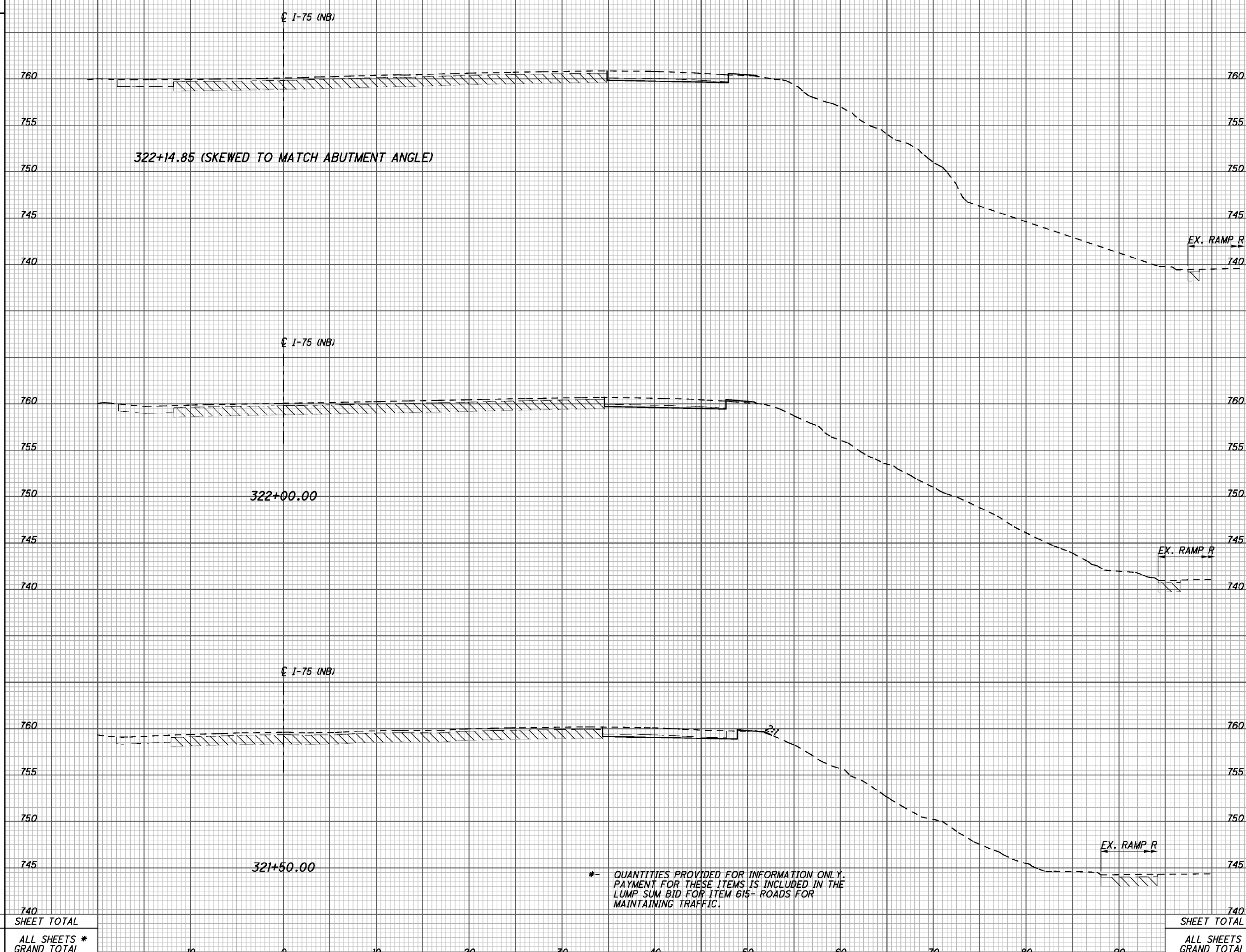
CALCULATED RMP
CHECKED JEL

PHASE 1 WIDENING- CROSS SECTIONS I.R. 75 (NB)
STA. 319+87.74 TO STA. 321+00.00

MOT-75-12.00

IP_PWP:dms19306\77247XM201.DGN 24-FEB-2012 3:48PM rgreenland

PHASE 1 WIDENING- CROSS SECTIONS I.R. 75 (NB)
STA. 321+50.00 TO STA. 322+13.84



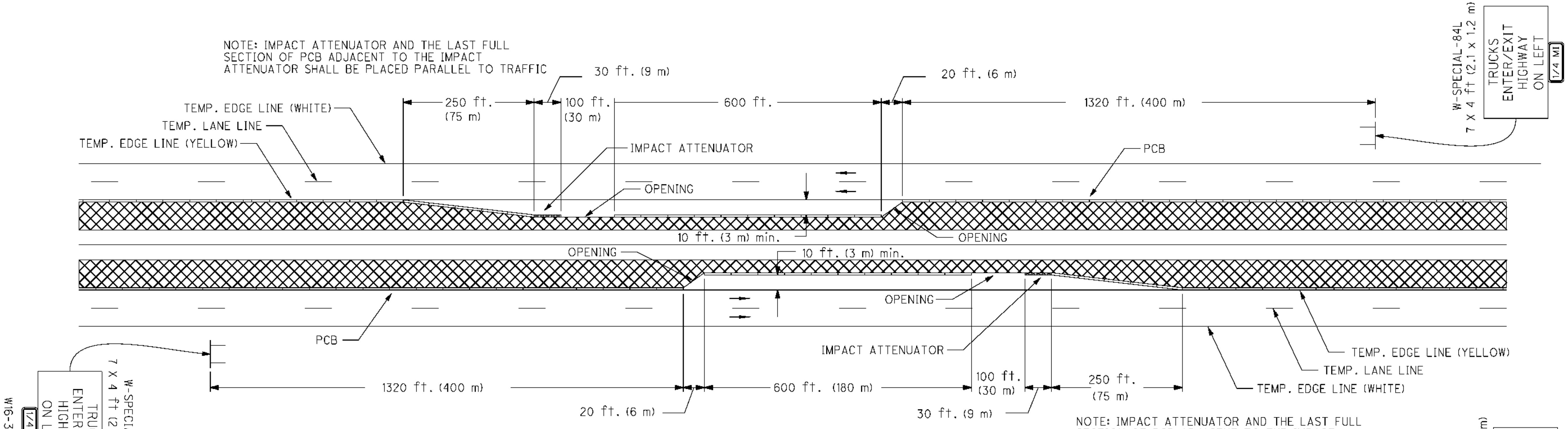
SEEDING END WIDTH	SEEDING SQ. YDS.		END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
7.3			13	0		
	11				7	0
7.4			13	1		
	42				25	1
7.8			14	0		
	115				27	51
	168	SHEET TOTAL			59	52
509		ALL SHEETS * GRAND TOTAL			CUT 114	FILL 207

CALCULATED RMP
CHECKED JEL

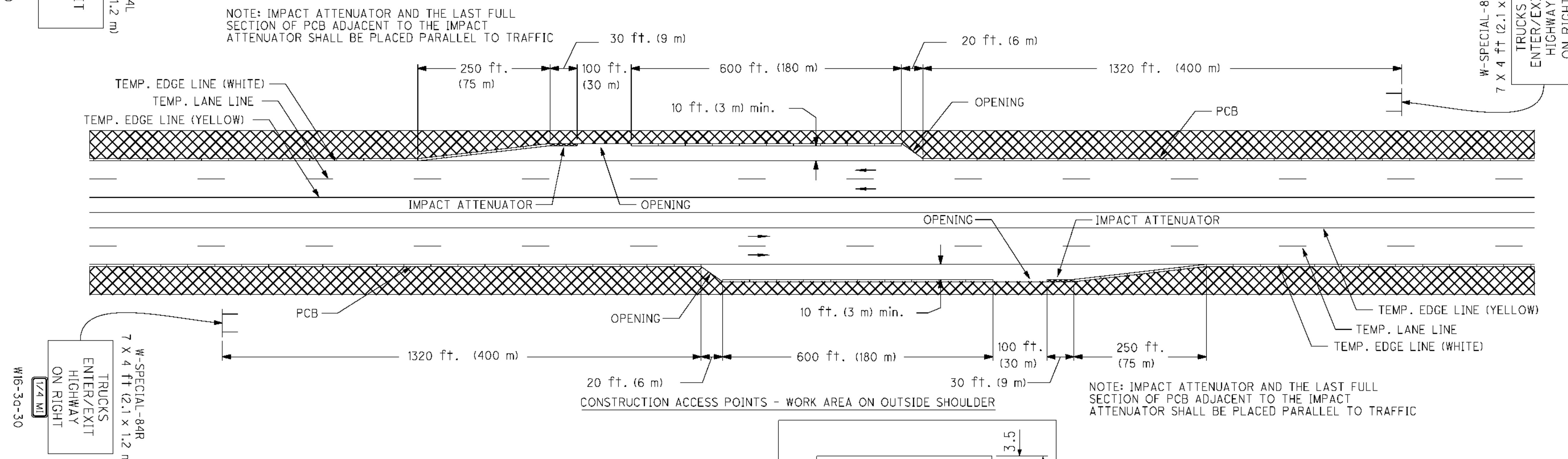
MOT-75-12.00

171
1565

IP_PWP:dms19306\77247XM202.DGN 24-FEB-2012 3:48PM rgreenland



CONSTRUCTION ACCESS POINTS - WORK AREA ON INSIDE SHOULDER



CONSTRUCTION ACCESS POINTS - WORK AREA ON OUTSIDE SHOULDER

W-SPECIAL-84 (R/L)

(SIGN INFORMATION SHOWN IN ENGLISH UNITS ONLY)

TABLE OF WIDTHS AND SPACES

18.50	T 5.94	1.65	R 6.38	2.05	U 6.37	2.06	C 6.37	1.65	K 6.50	1.65	S 6.38	18.50

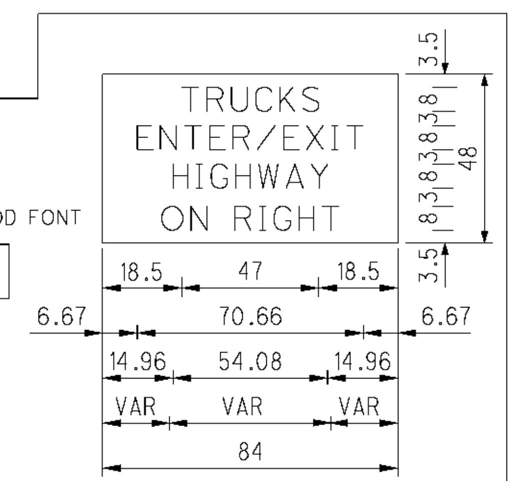
6.67	E 5.94	1.65	N 6.38	1.67	T 5.94	1.65	E 5.94	1.65	R 5.94	0.55	/ 6.47	1.10	E 5.94	1.65	X 6.94	1.65	I 1.60	1.65	T 5.94	6.67

14.96	H 6.38	2.05	I 1.60	2.05	G 6.38	2.05	H 6.37	1.65	W 8.44	0.56	A 8.00	0.55	Y 8.00	14.96

13.21	O 6.69	2.05	N 6.37	8.00	R 6.38	2.05	I 1.60	2.05	G 6.38	2.05	H 6.37	1.65	T 5.94	13.21

15.87	O 6.69	2.05	N 6.37	8.00	L 6.38	1.65	E 5.94	1.65	F 5.94	1.65	T 5.94	15.87

NO BORDER, BLACK ON ORANGE;E MOD FONT



CONSTRUCTION ACCESS POINTS

Construction access point locations may be selected by the Contractor with the approval of the Engineer. The locations shall be selected for good sight distance and ease of access for entering vehicles (avoid locations just beyond crest vertical curves, on overhead structures, on upgrades, etc.). In the event that the Engineer determines that an access point does not function in a safe manner, he/she shall order it immediately closed at no cost to the State. Access points may be relocated subject to the approval of the Engineer, as necessary to accomplish construction activites.

All costs for relocation of portable concrete barrier, installation, repair, replacement and removal of impact attenuators, grading for access drives and related costs shall be included in the lump sum bid for Item 614 Maintaining Traffic.

OFFICE OF TRAFFIC ENGINEERING

DESIGNED RAS | REVIEWED LAM

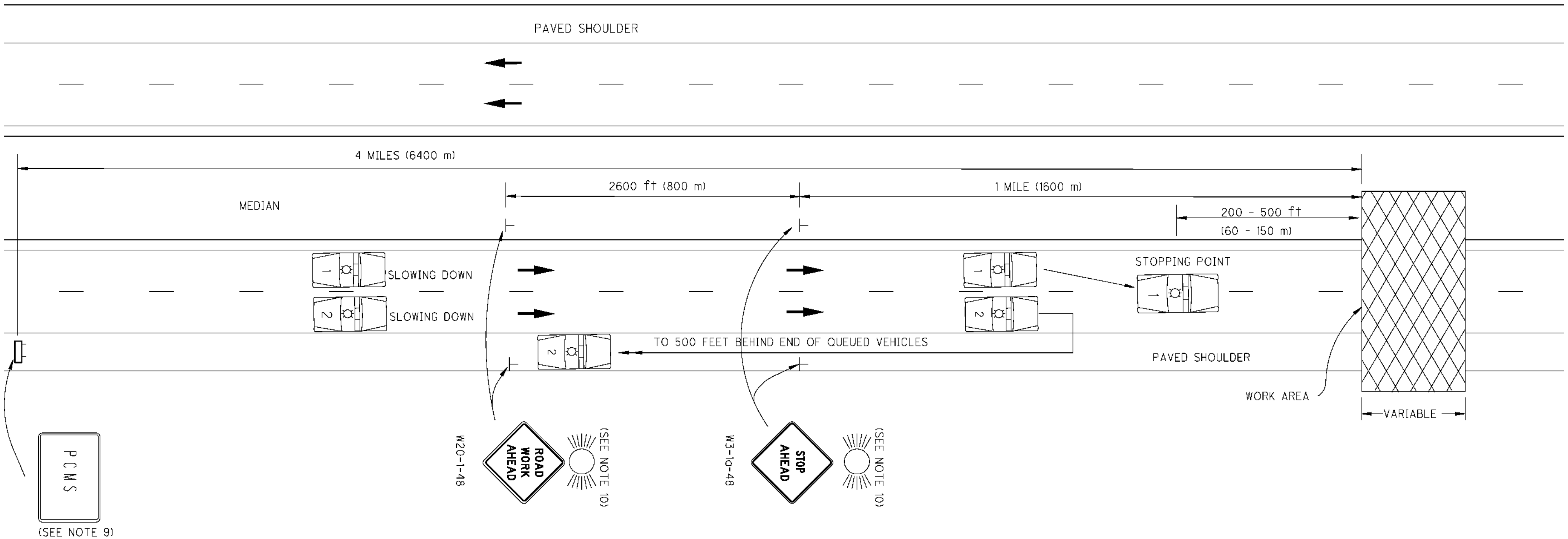
REVISION DATE 04/16/10 | CHECKED

PID NUMBER 209563

PLAN INSERT SHEET

CONSTRUCTION ACCESS POINTS

MOT-75-12.00



1. This type of highway closure shall be used for all construction, maintenance and utility operations when the duration of closure will not exceed 15 minutes.

2. A minimum of two Law Enforcement Officers (LEO) with patrol cars per direction shall be provided to block traffic and pace motorists to a stop. The number of patrol cars shall equal the number of lanes closed on the highway.

3. Patrol cars, with lights flashing, should enter the stream of traffic at approximately 3 miles before the point of closure. At approximately 2 miles before the point of closure, they should begin the gradual slow down. Traffic shall be brought to a complete stop a safe distance, between 200 and 500 feet (60 and 150 m), from the work area. This slowing operation shall take no more than 10 minutes. After traffic has been stopped, one patrol car shall travel along the roadway shoulder 500 feet (150 m) behind the end of the queued vehicles.

4. The Contractor shall not begin work until traffic has been brought to a complete stop.

5. All entrance ramps located between the stopped traffic and the work area shall be closed.

6. After the highway has been closed and reopened via this procedure, both of the following requirements shall have been met before implementation of another short duration closure, except with the approval of the Engineer:
   A. A minimum period of 15 minutes shall have elapsed
   B. The queued traffic shall have dissipated

7. The time frame for stopping traffic shall be specified.

8. The public shall be given advance notice of the upcoming closure by providing Portable Changeable Message signs at the site in advance of the scheduled closing. Closure information should also be provided to the Engineer.

9. An ODOT approved Portable Changeable Message Sign, Class 1, shall be provided during operation. The message sign shall be placed at approximately 4 miles (6400 meters) in advance of the closure or as directed by the Engineer. The message sign shall read "ROAD CLOSED AHEAD" (2 sec.), "PREPARE TO STOP" (2 sec.)

10. The Contractor shall erect and maintain 48 inch "ROAD WORK AHEAD" and "STOP AHEAD" signs on each side of the highway. Each sign shall be equipped with one Type A flashing warning light and one flare. There shall be one flare at each sign on both sides of the roadway. The flare shall be replaced if it burns out.

IP_PWP:dms19306\77247MM002.dgn 24-FEB-2012 3:48PM rgreenland

OFFICE OF TRAFFIC ENGINEERING

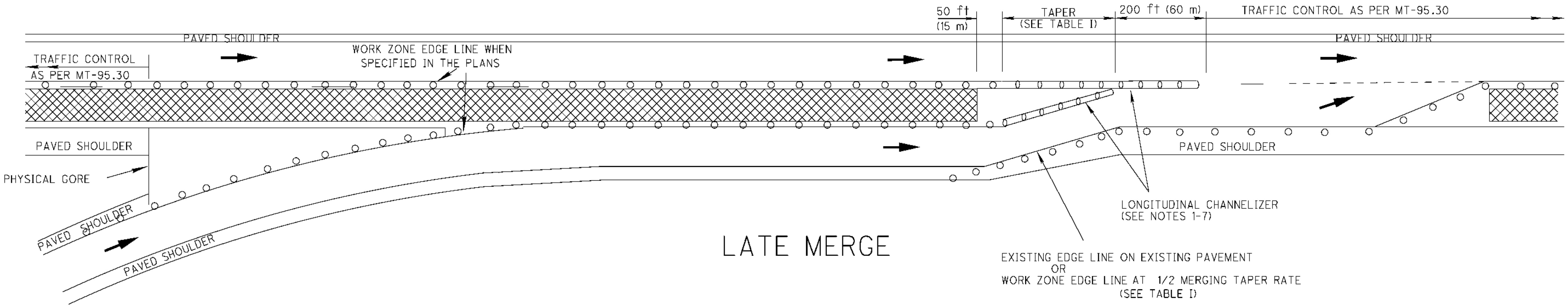
DESIGNED SHB
REVIEWED LAM
REVISION DATE 10/15/10
CHECKED
PIS NUMBER 209960

PLAN INSERT SHEET
SHORT-DURATION CLOSURE OF MULTI-LANE DIVIDED HIGHWAY

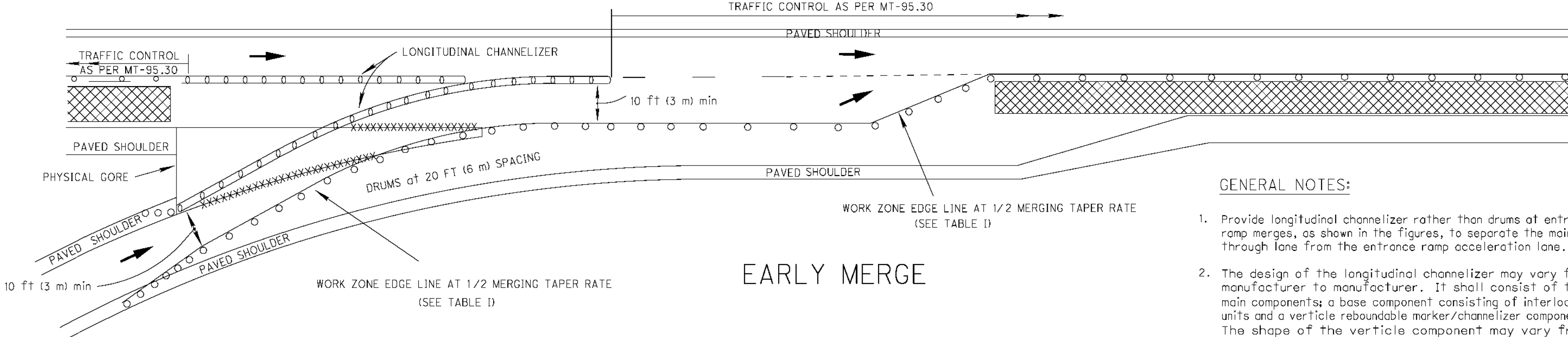
MOT-75-12.00

1/1

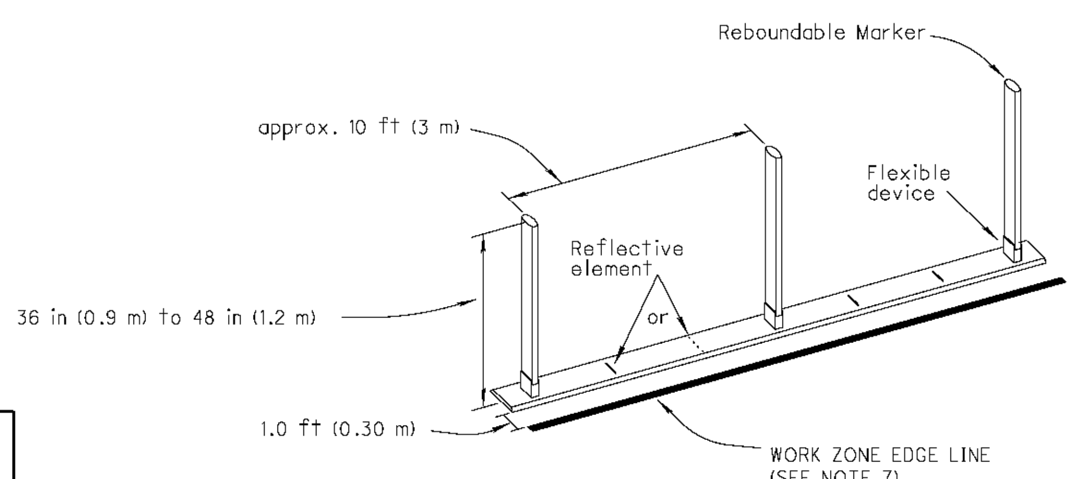
173
1565



LATE MERGE



EARLY MERGE



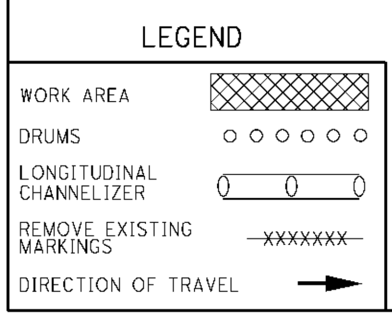


TABLE I

SPEED LIMIT (MPH)	MERGING TAPER RATE MINIMUM	1/2 MERGING TAPER RATE MINIMUM	SHOULDER TAPER RATE MINIMUM
25	11:1	6:1	4:1
30	15:1	8:1	5:1
35	21:1	11:1	7:1
40	27:1	14:1	9:1
45	45:1	23:1	15:1
50	50:1	25:1	17:1
55	55:1	28:1	18:1
60	60:1	30:1	20:1
65	65:1	33:1	22:1

GENERAL NOTES:

1. Provide longitudinal channelizer rather than drums at entrance ramp merges, as shown in the figures, to separate the mainline through lane from the entrance ramp acceleration lane.
2. The design of the longitudinal channelizer may vary from manufacturer to manufacturer. It shall consist of two main components; a base component consisting of interlocking units and a verticle reboundable marker/channelizer component. The shape of the verticle component may vary from manufacturor to manufacturer. The width shall be approximately 8 to 9 inches (200 to 230 mm) for eliptical designs and 4 to 6 inches (100 to 150 mm) for round (tubular) designs. The height of the vertical componant shall be within the range of 36 inches (0.9 m) minimum to 48 inches (1.2 m) maximum.
3. The longitudinal channelizer shall be NCHRP 350 compliant.
4. The vertical component shall be equipped with retro-reflective sheeting or with retro-reflective stripes. Where stripes are used, the stripes shall consist of two 3-inch wide bands placed a maximum of 2-inches from the top with a maximum of 6 inches between the bands.
5. The base component shall be equipped with reflectors.
6. The color of the base componant, including the attached reflectors, and of the retro-reflective sheeting or bands for the vertical componants shall be in conformance with the pavement marking colors established in the OMUTCD.
7. Where edge line is provided adjacent to the longitudinal channelizer, the edge line should be located 1 foot (0.30 m) from the longitudinal channelizer. The edge line should be provided if the resulting lane width would be 11 feet (3.3 m) or greater.
8. For additional information regarding traffic control at entrance ramps, see Standard Construction Drawings MT-98.10 and MT-98.11.

OFFICE OF TRAFFIC ENGINEERING

DESIGNED SHB | REVIEWED SHB

REVISION DATE 04/17/09 Corrected | CHECKED LAM

PIS NUMBER 2010180

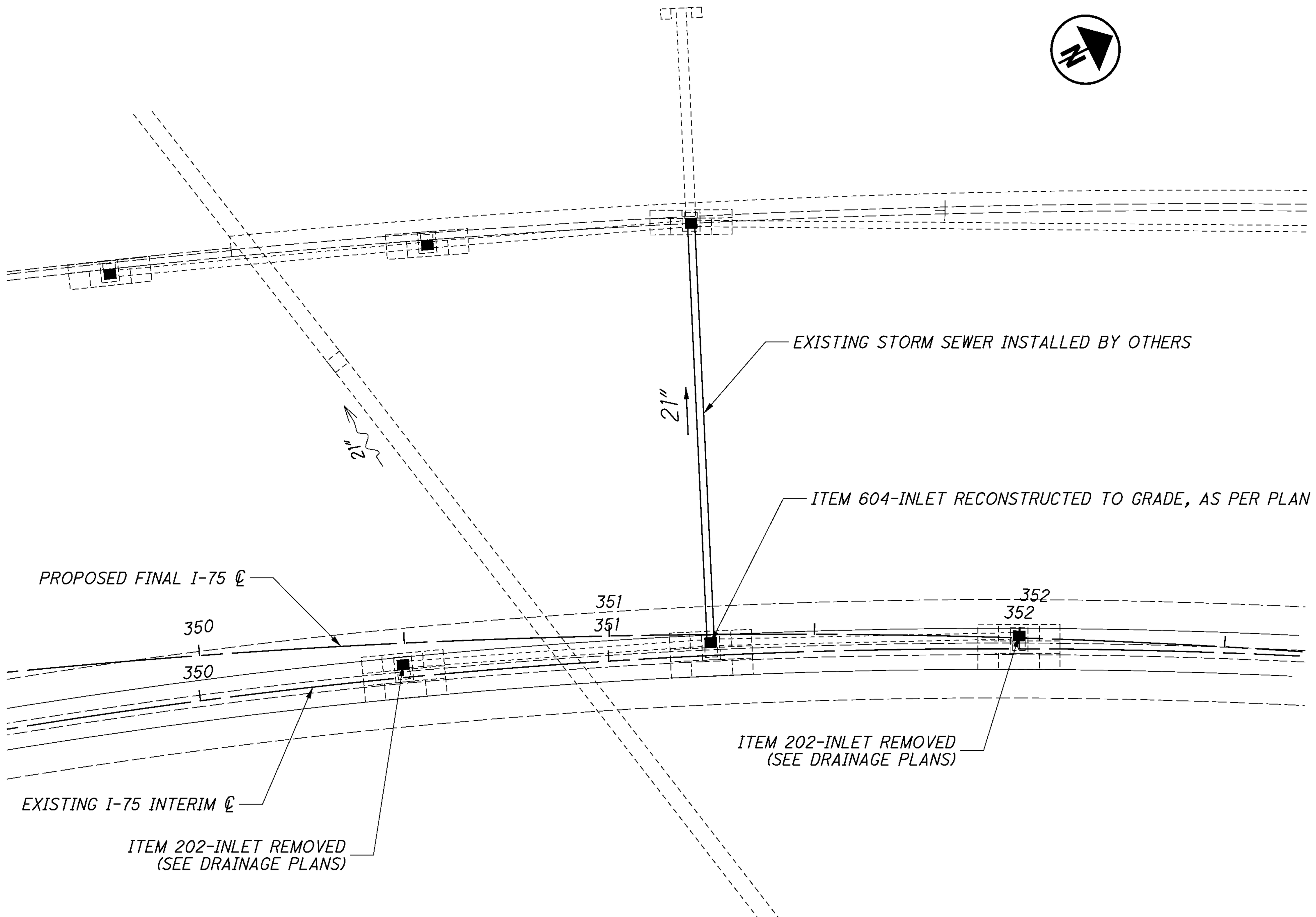
PLAN INSERT SHEET

LONGITUDINAL CHANNELIZER DETAIL

MOT-75-12.00

ITEM 604, INLET RECONSTRUCTED TO GRADE AS PER PLAN:
THIS WORK SHALL BE PERFORMED DURING MOT PHASE 1 IN CROSSOVER AREAS AND SHALL CONSIST OF REMOVING EXISTING I-3C INLET TOP TO THE ORIGINAL PERMISSABLE CONSTRUCTION JOINT, PROVIDING A 6'-2" BY 4'-4" SLAB TOP AS PER CB-3.4 WITH A 17 ¾" X 35 ¾" OPENING AND INSTALLING A GRATE AND FRAME PER CB-2.3 WITH THE ADDITIONAL REQUIREMENT THAT THE GRATE SHALL BE CAPABLE OF BEING BOLTED TO THE FRAME.

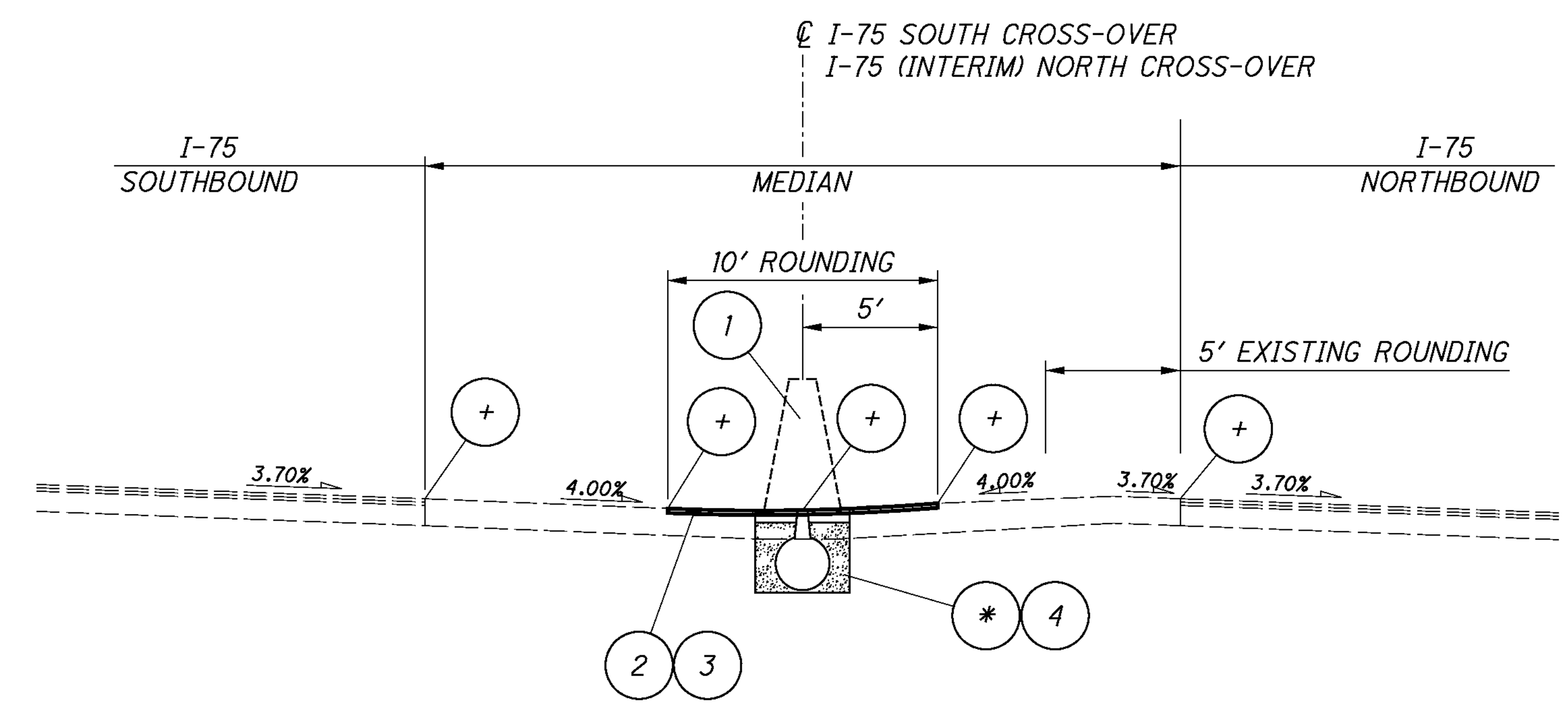
ITEM 604, INLET NO. 3 FOR SINGLE SLOPE BARRIERS, TYPE C, AS PER PLAN:
THIS WORK SHALL BE PERFORMED DURING MOT PHASE 8A ON EXISTING I-3C INLET MODIFIED BY ITEM 604 INLET RECONSTRUCTED TO GRADE, AS PER PLAN. THE SLAB TOP AND GRATE AND FRAME WILL BE REMOVED AND A NEW INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C, WILL BE CONSTRUCTED ABOVE THE ORIGINAL PERMISSABLE CONSTRUCTION JOINT, AS PER THE ODOT STANDARD CONSTRUCTION DRAWING I-2.2.



INTERIM DRAINAGE DETAIL
NORTHERN CROSS-OVER

CROSS-OVER SUBSUMMARY

SHEET	ITEM	DESCRIPTION	QTY.	UNIT
175	254E01000	PAVEMENT PLANING, ASPHALT CONCRETE	1600	SQ YD
175	603E97000	SLOTTED DRAIN, TYPE 1: 15"	1350	FT
176	604E20801	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	2	EACH
176	604E20521	INLET #3 FOR SINGLE SLOPE BARRIER, TYPE C APP	1	EACH
175	614E13000	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	88.89	CU YD
175	622E90000	BARRIER MISC.: EXISTING PORTABLE CONC BARRIER	1440	FT



CROSS-OVER TYPICAL SECTION

SOUTH CROSS-OVER ℄ I-75 STA. 285+72 TO STA. 291+80 = 608 FT
NORTH CROSS-OVER ℄ I-75 (INTERIM) STA. 345+38 TO STA. 353+70 = 832 FT

LEGEND

1 ITEM 622 - BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER

2 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (2" MAX.)

3 ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (2" AVG.)

4 ITEM 603 - SLOTTED DRAIN: 15", TYPE 1

+ SEE CROSS-OVER CROSS SECTIONS FOR ELEVATIONS

* STA 286+50 TO STA 291+70 SOUTH CROSS-OVER
STA 345+40 TO STA 353+70 NORTH CROSS-OVER

CALCULATED JEL
CHECKED DJW

MAINTENANCE OF TRAFFIC
CROSS-OVER TYPCIAL DETAILS

MOT-75-12.00

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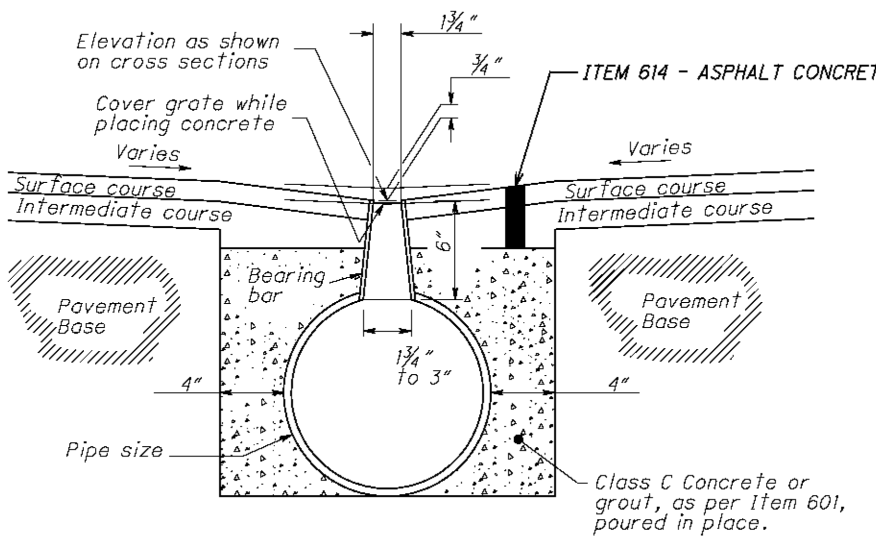
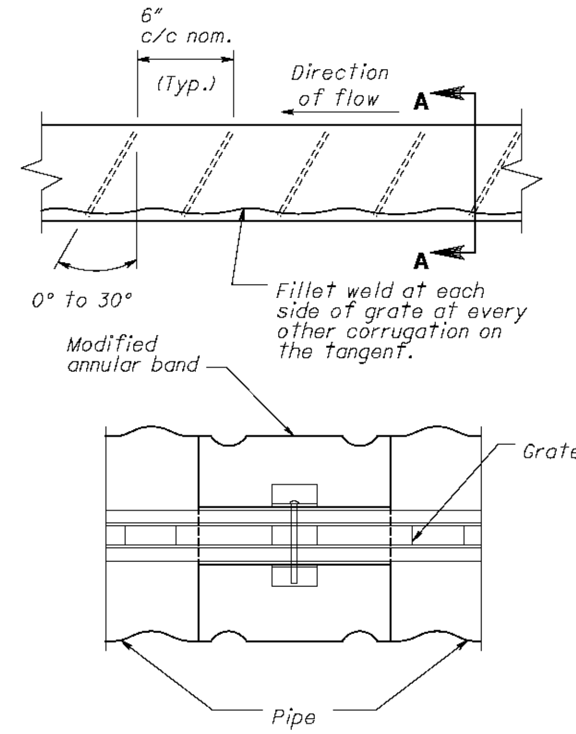
ITEM 603 - 15" SLOTTED DRAIN, TYPE 1



SECTION A-A

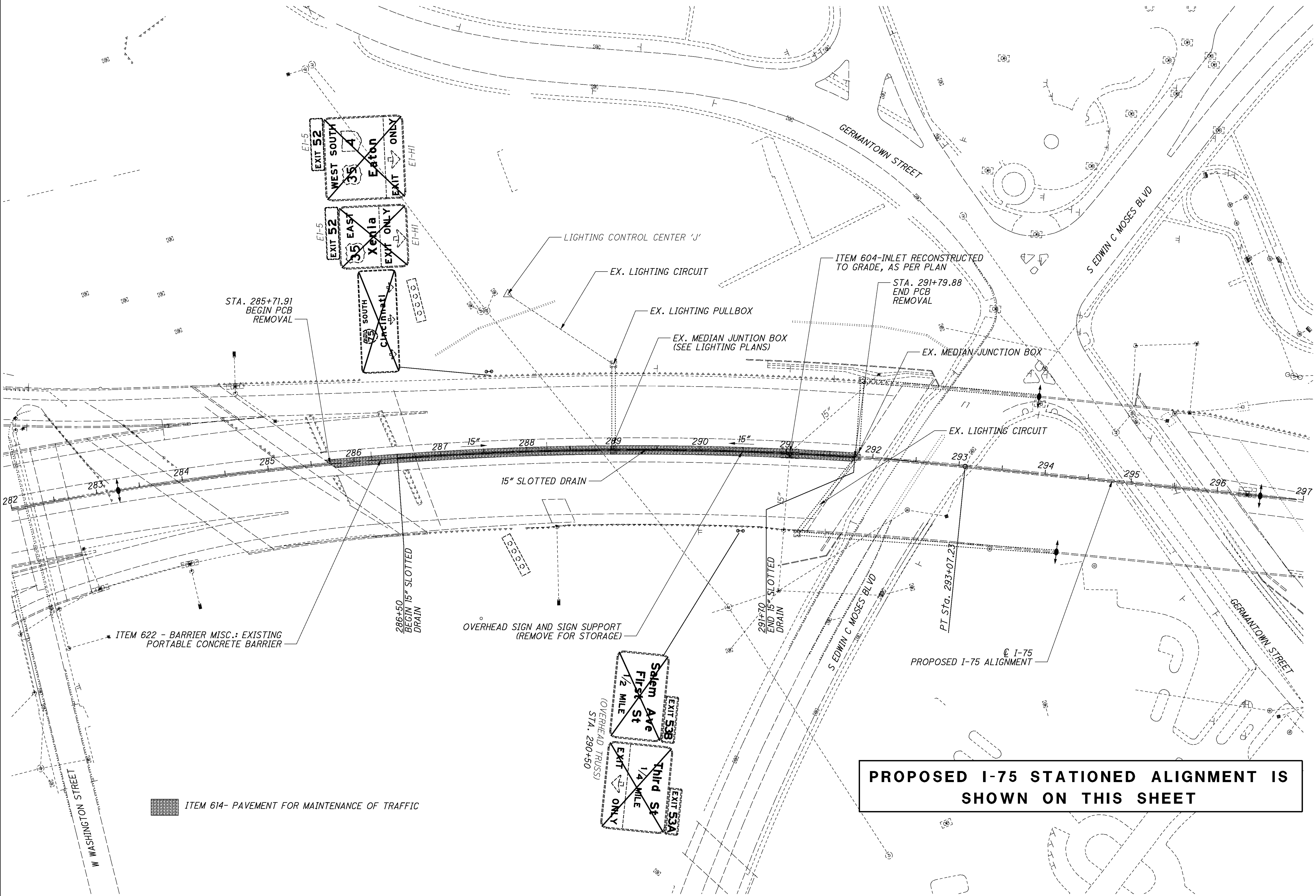


PLAN

NOTE: Provide a continuous bearing bar by means of a slot or plate through the joint.

ITEM 603 - SLOTTED DRAIN: 15", TYPE 1

THIS ITEM SHALL CONSIST OF 15 INCH DIAMETER SLOTTED DRAIN BITUMINOUS COATED STEEL CONDUIT 707.05 (14 GAUGE) WITH 6 INCH BY 3/16 INCH GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER. ALL COSTS FOR LABOR AND MATERIALS, INCLUDING TYPE 2 BEDDING, AND BACKFILLING AS DETAILED ON THIS SHEET SHALL BE INCLUDED IN THE PRICE BID PER FOOT FOR ITEM 603 SLOTTED DRAIN: 15 INCH, TYPE 1



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75
CROSSOVER/MEDIAN BARRIER REMOVAL DETAIL

MOT-75-12.00

176
1565

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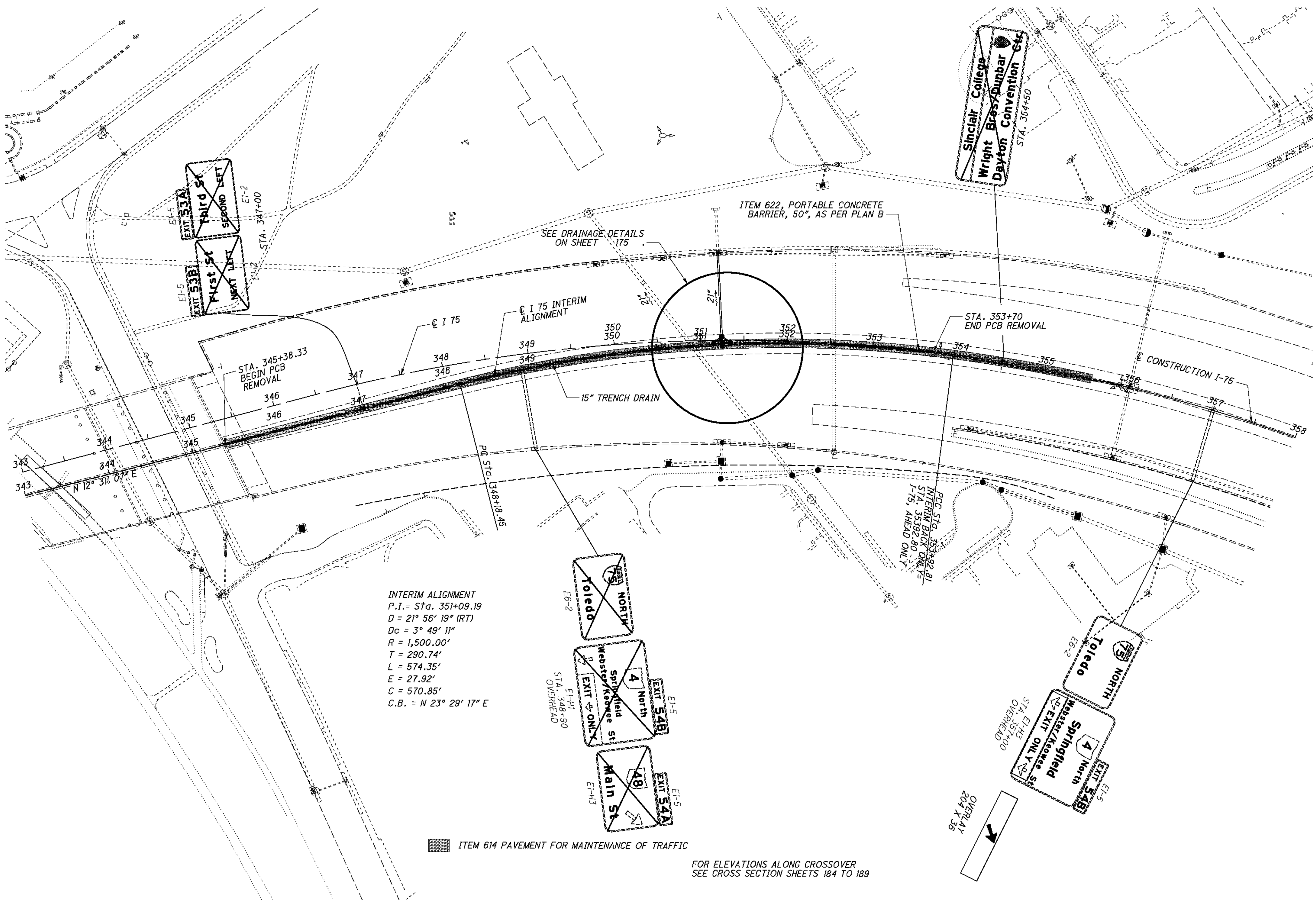
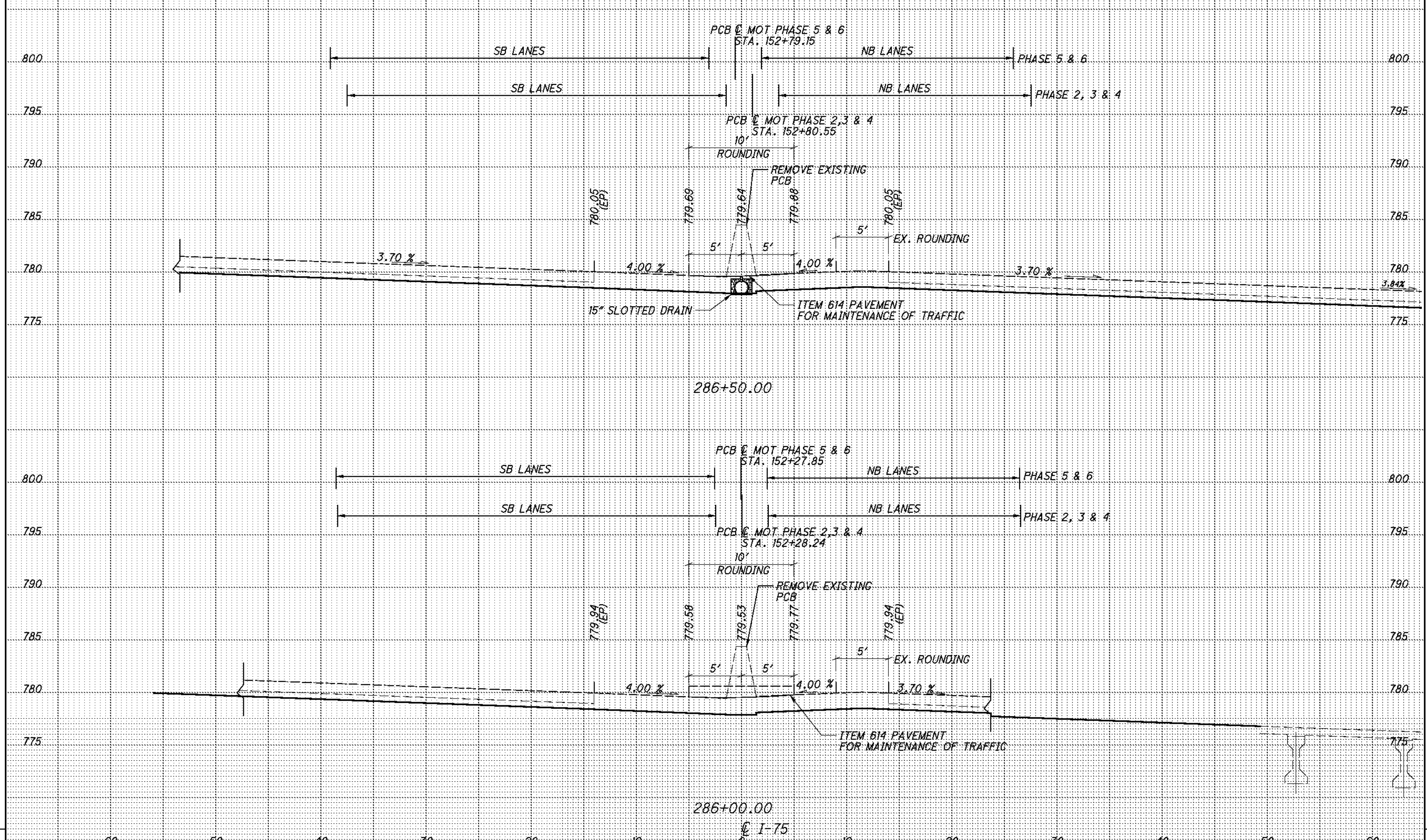


0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED MN
CHECKED JL

MAINTENANCE OF TRAFFIC I75
CROSSOVER/MEDIAN BARRIER REMOVAL DETAIL

MOT-75-12.00



SEEDING
END WIDTH | SQ. YDS.

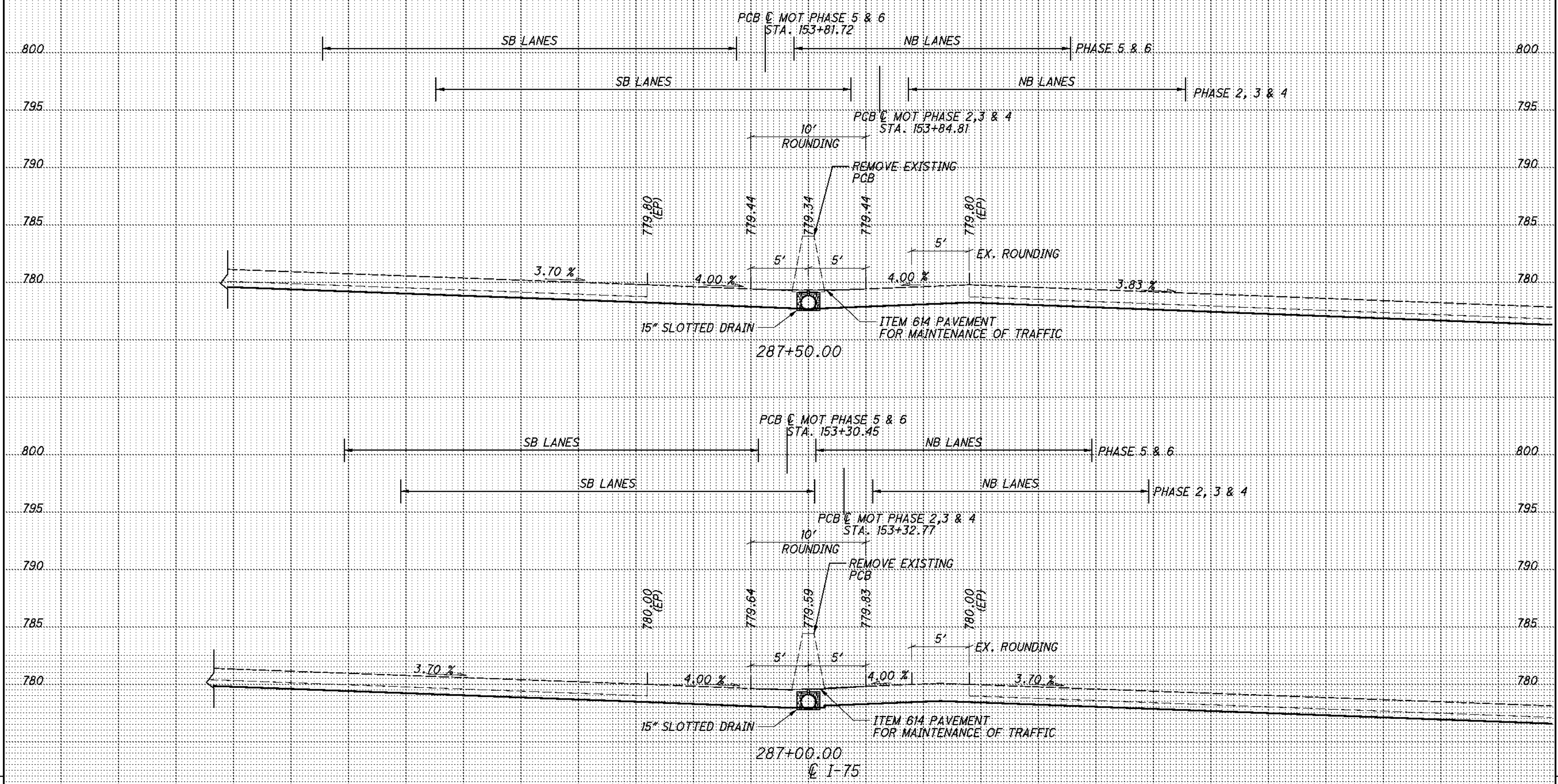
END AREA: CUT | FILL
VOLUME: CUT | FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
286+00 TO 286+50 (I-75)

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.

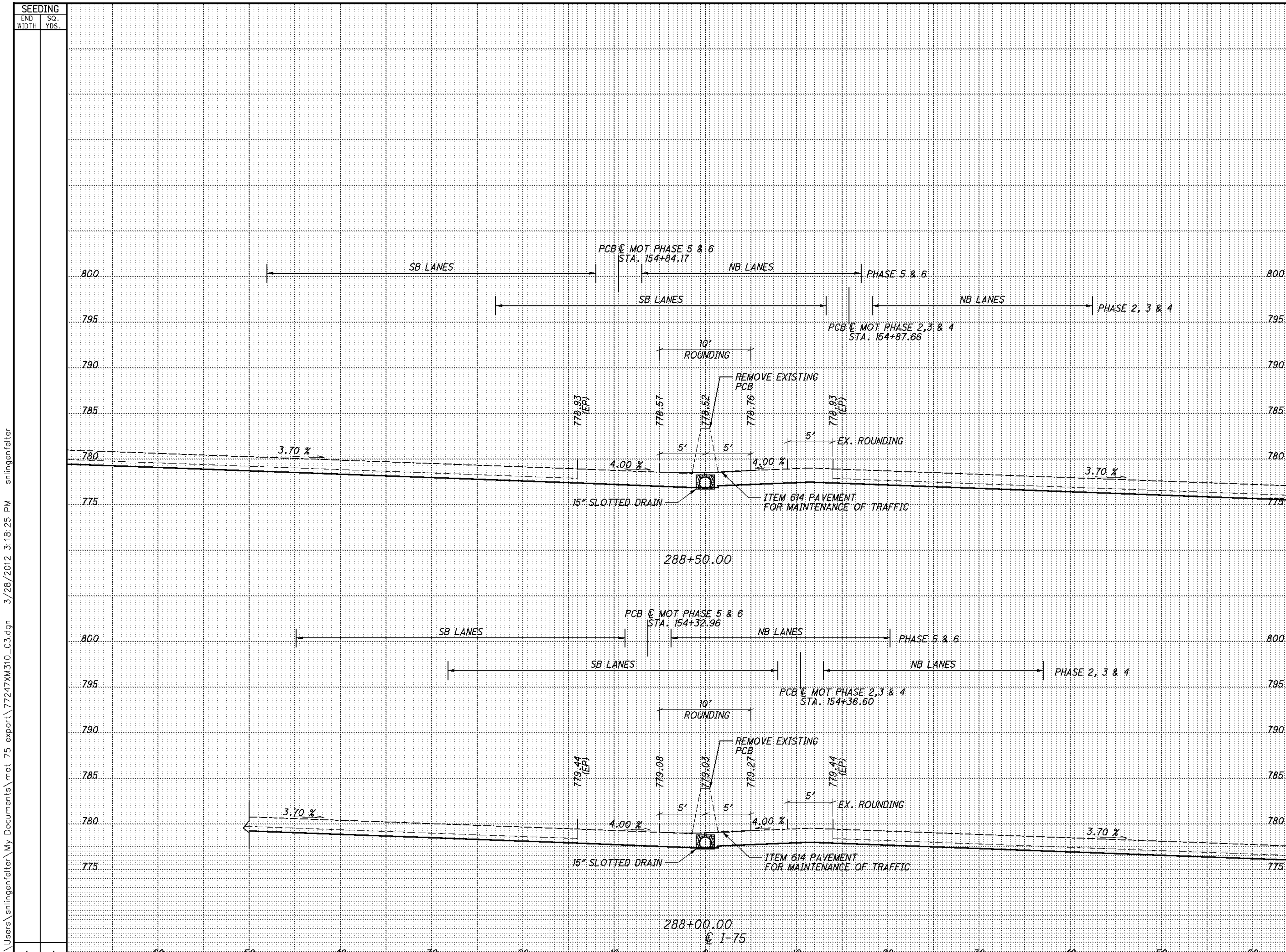


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
287+00 TO 287+50 (I-75)

MOT-75-12.00



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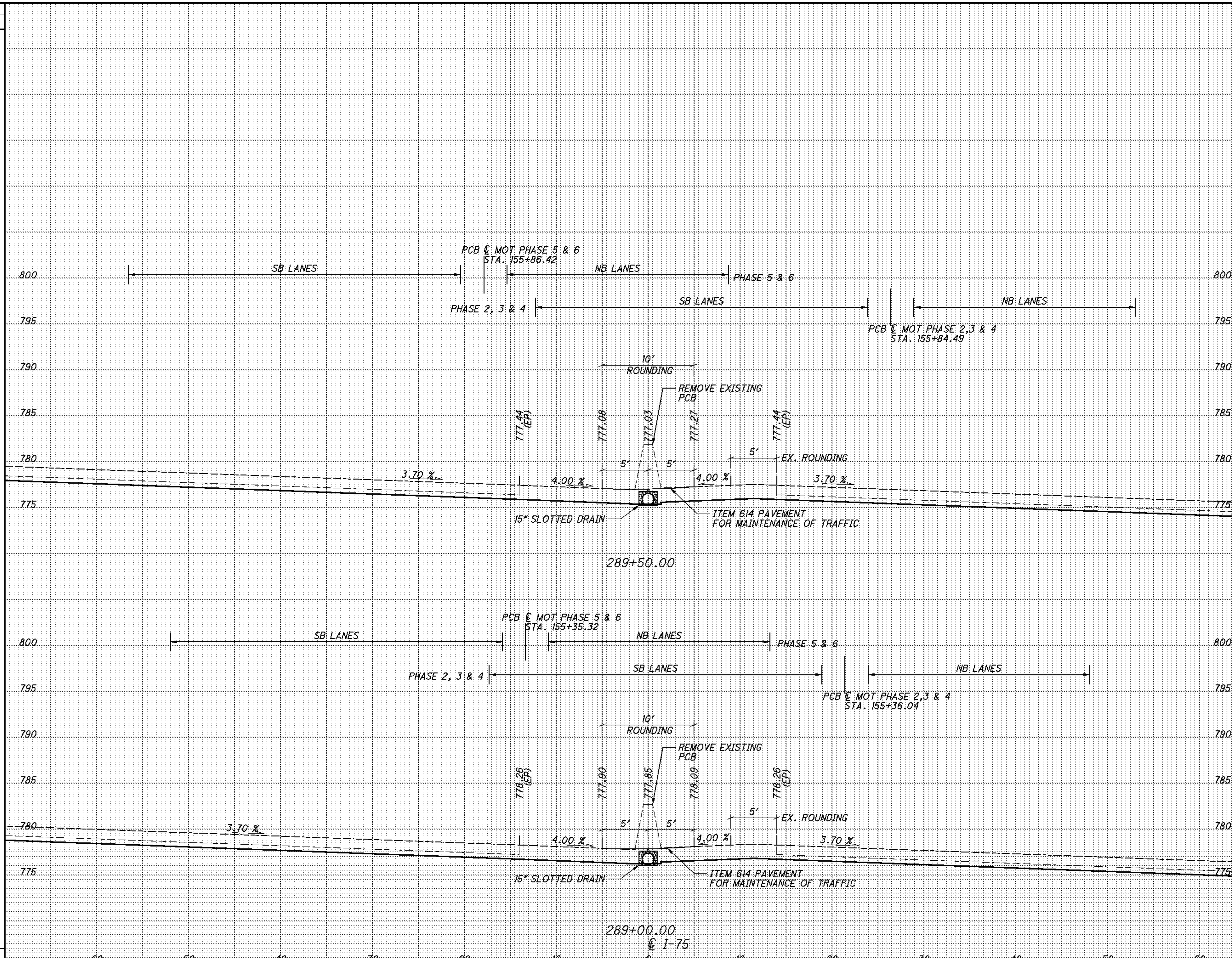
CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 288+00 TO STA. 288+50 (I-75)

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 289+00 TO STA. 289+50 (I-75)

MOT-75-12.00

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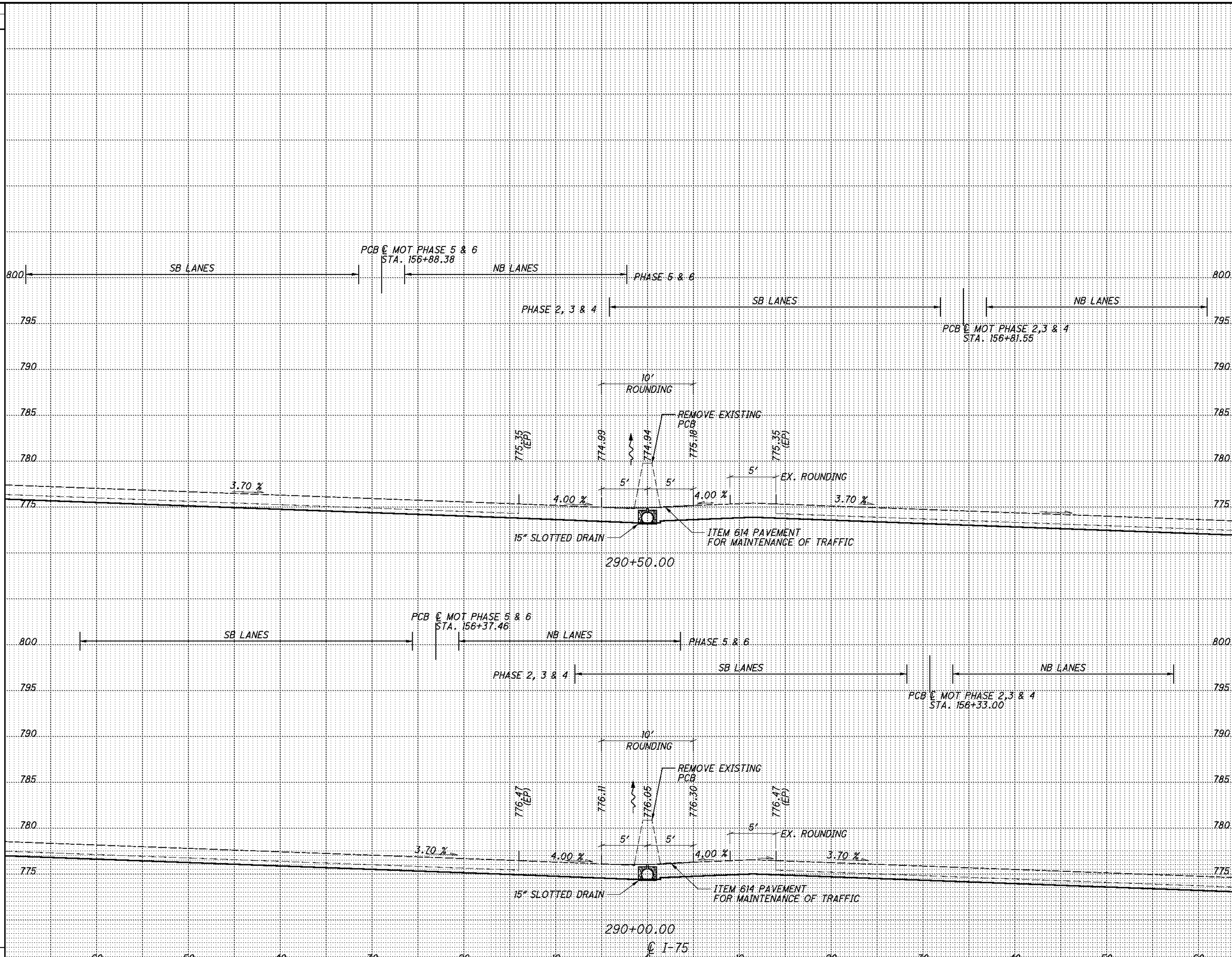
SEEDING	
END WIDTH	SQ. YDS.

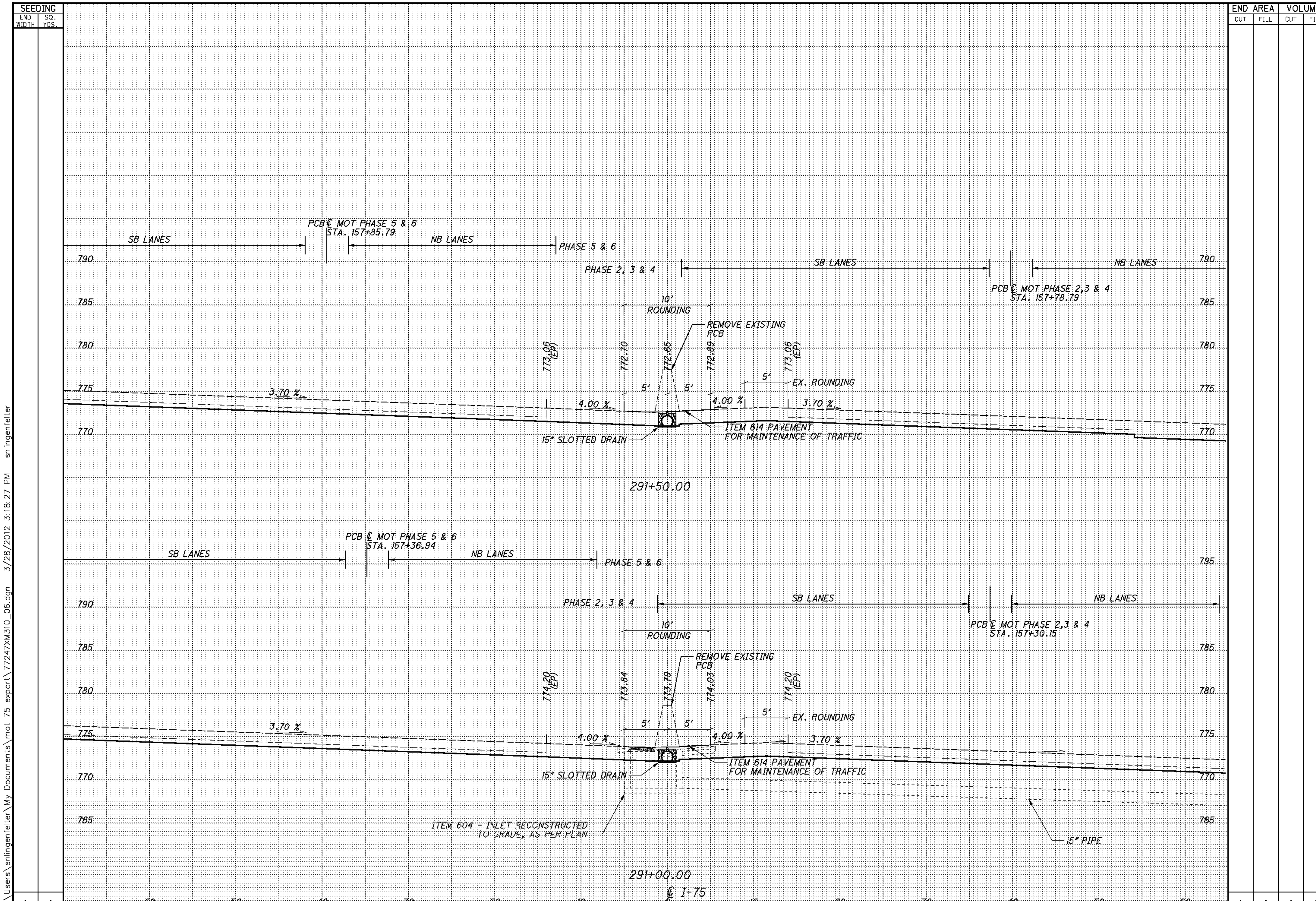


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 290+00 TO STA. 290+50 (I-75)

MOT-75-12.00



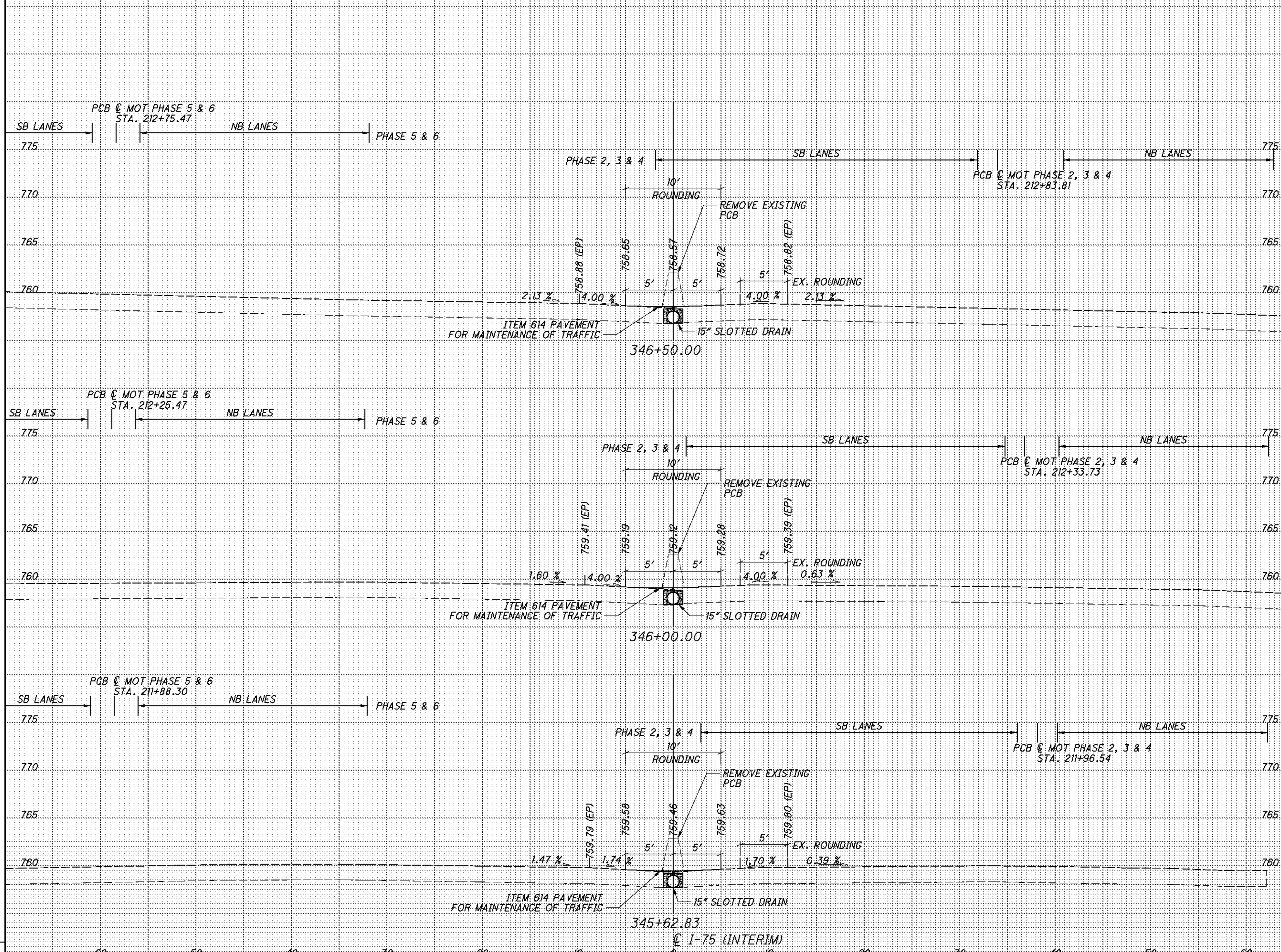
CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 291+00 TO STA. 291+50 (I-75)

MOT-75-12.00

C:\Users\snlingenfelter\My Documents\mot 75 export\77247XM310_06.dgn 3/28/2012 3:18:27 PM snlingenfelter

SEEDING	
END WIDTH	SQ. YDS.

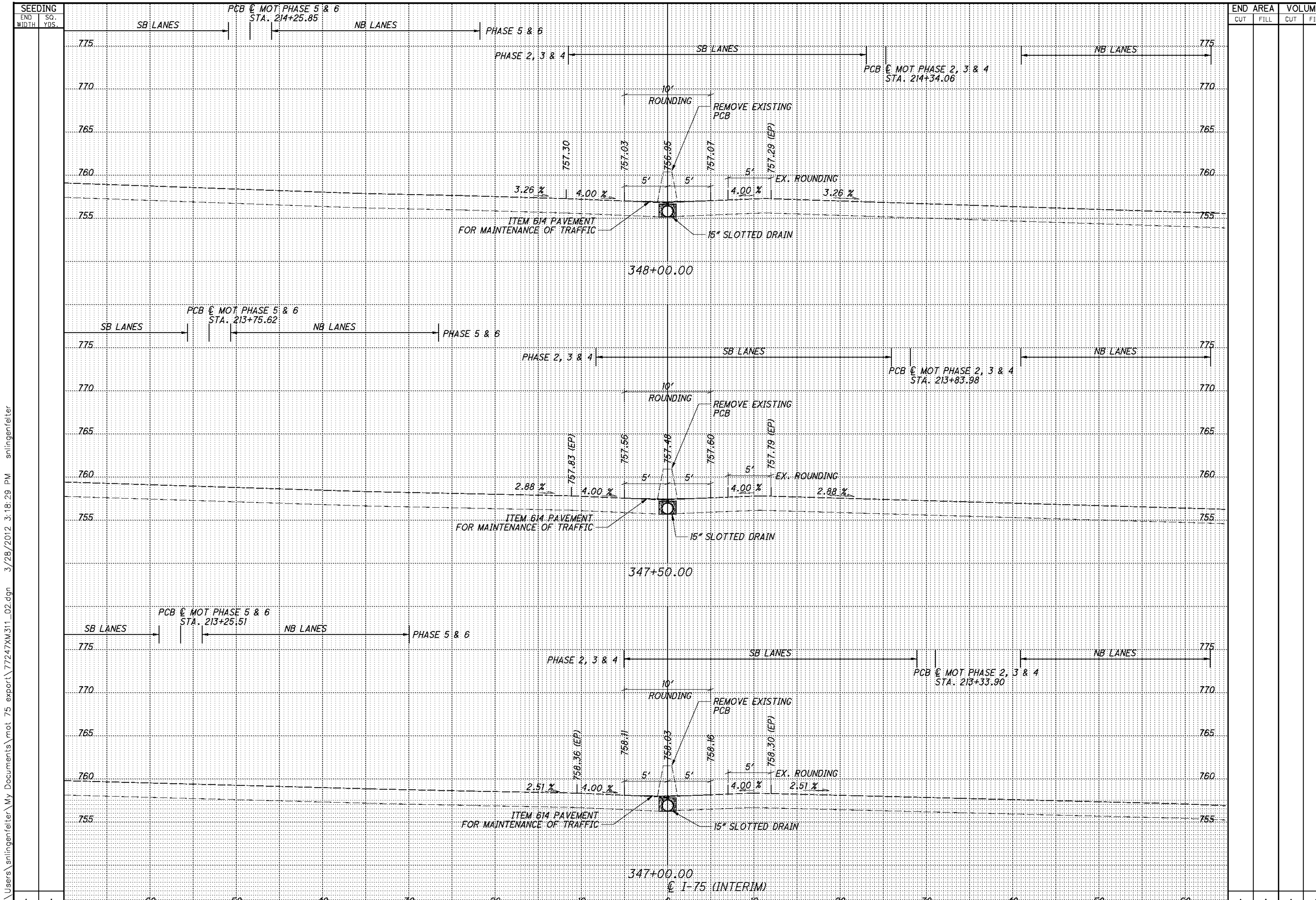


END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 345+62.83 TO STA. 346+50.00 (I-75 INTERIM)

MOT-75-12.00



CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
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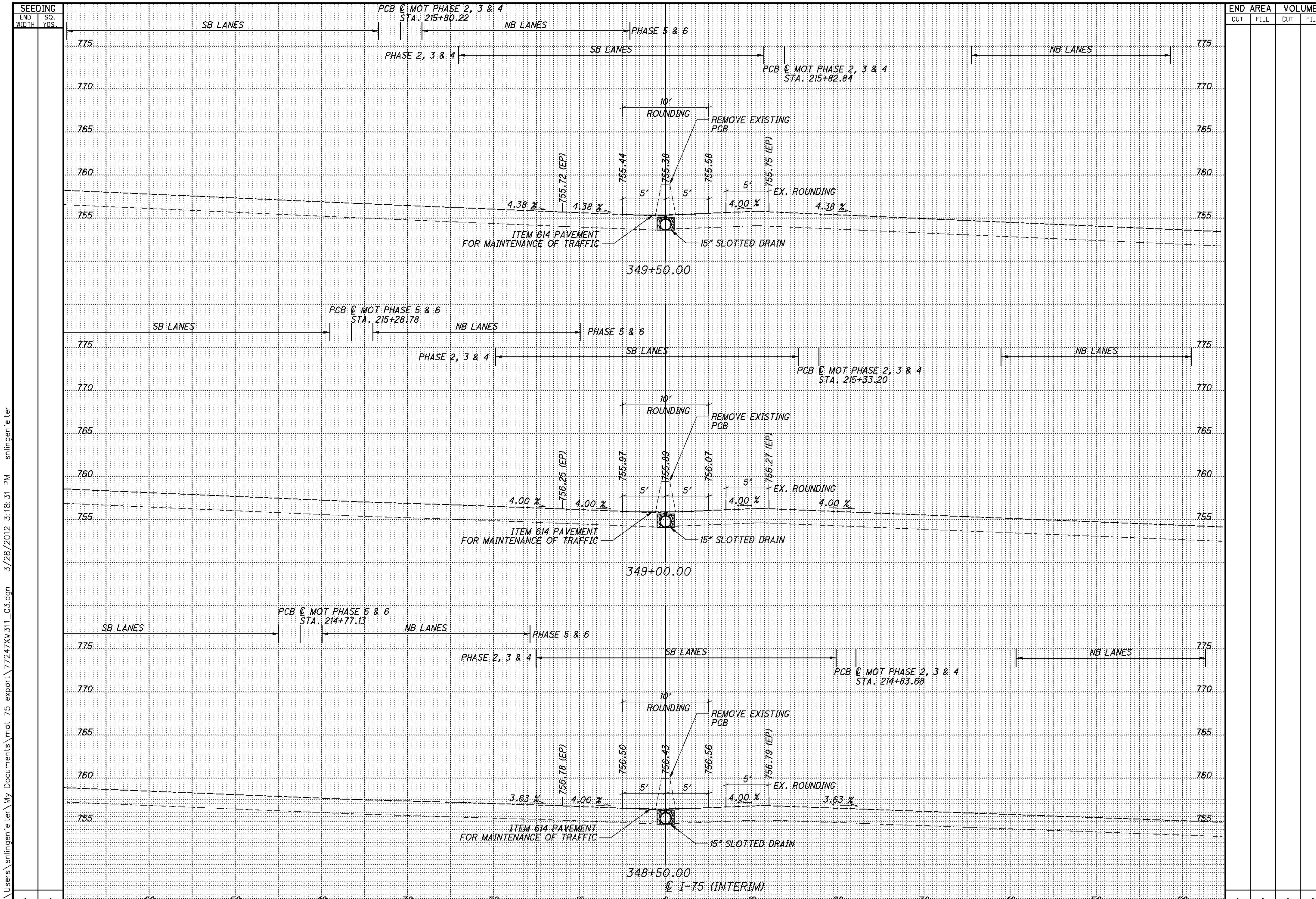
MOT-75-12.00

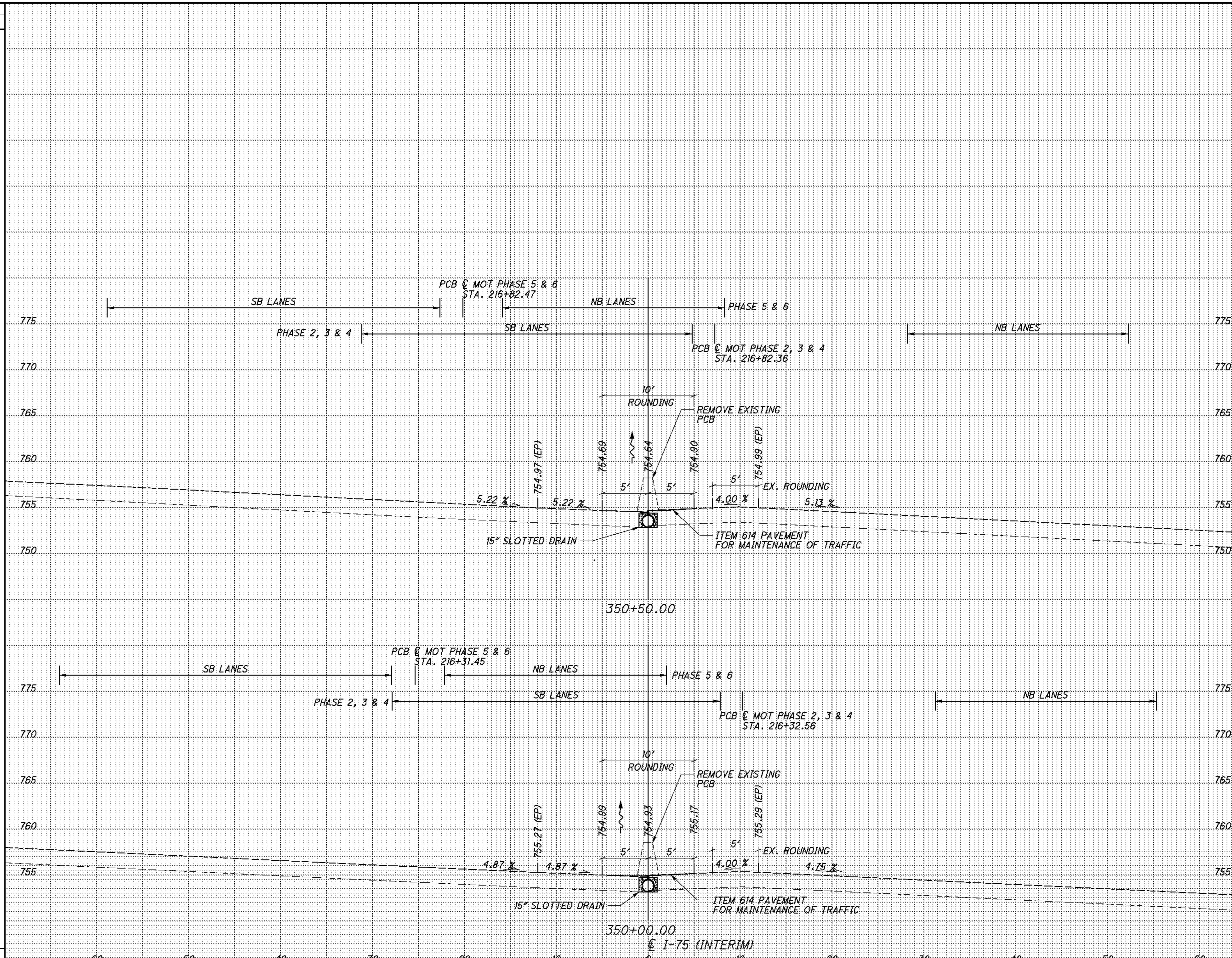


CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 348+50.00 TO STA. 349+50.00 (I-75 INTERIM)

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN
CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 350+00.00 TO STA. 350+50.00 (I-75 INTERIM)

MOT-75-12.00

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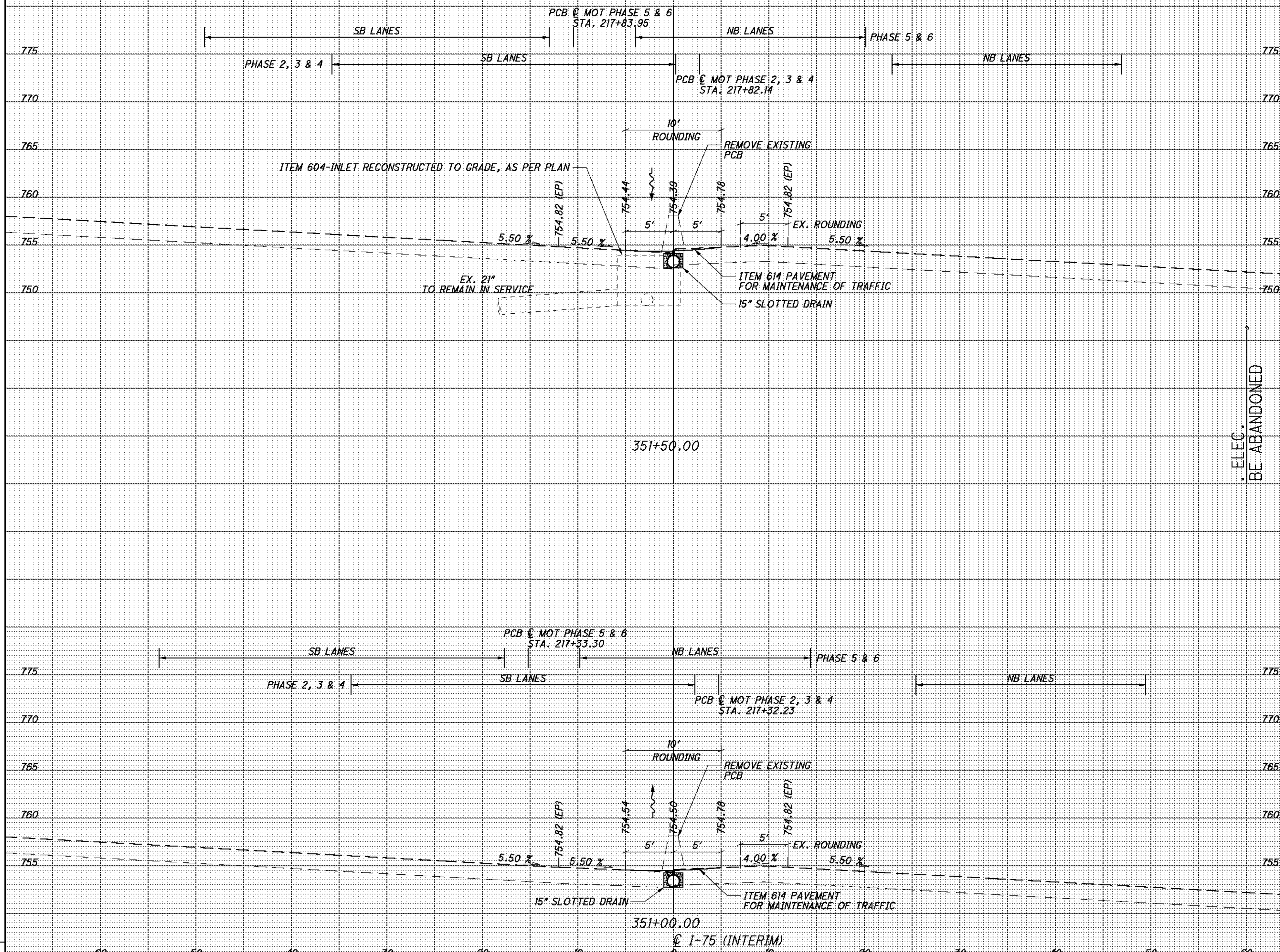
CROSS OVER CROSS SECTIONS
STA. 351+00.00 TO STA. 351+50.00 (I-75 INTERIM)

SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	MN	JL
.	.	.	.	.	.		



MOT-75-12.00

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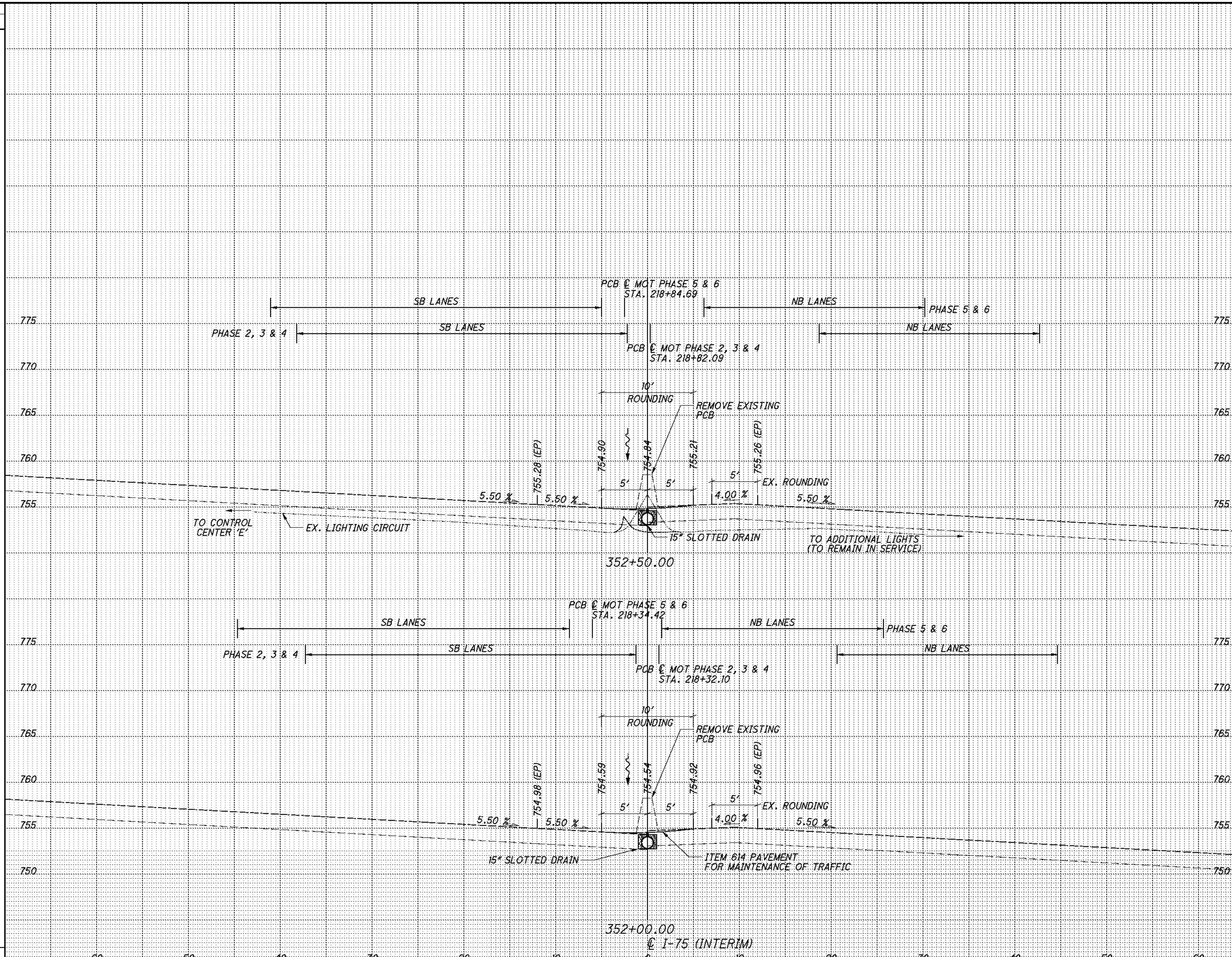
SEEDING	
END WIDTH	SQ. YDS.
.	.



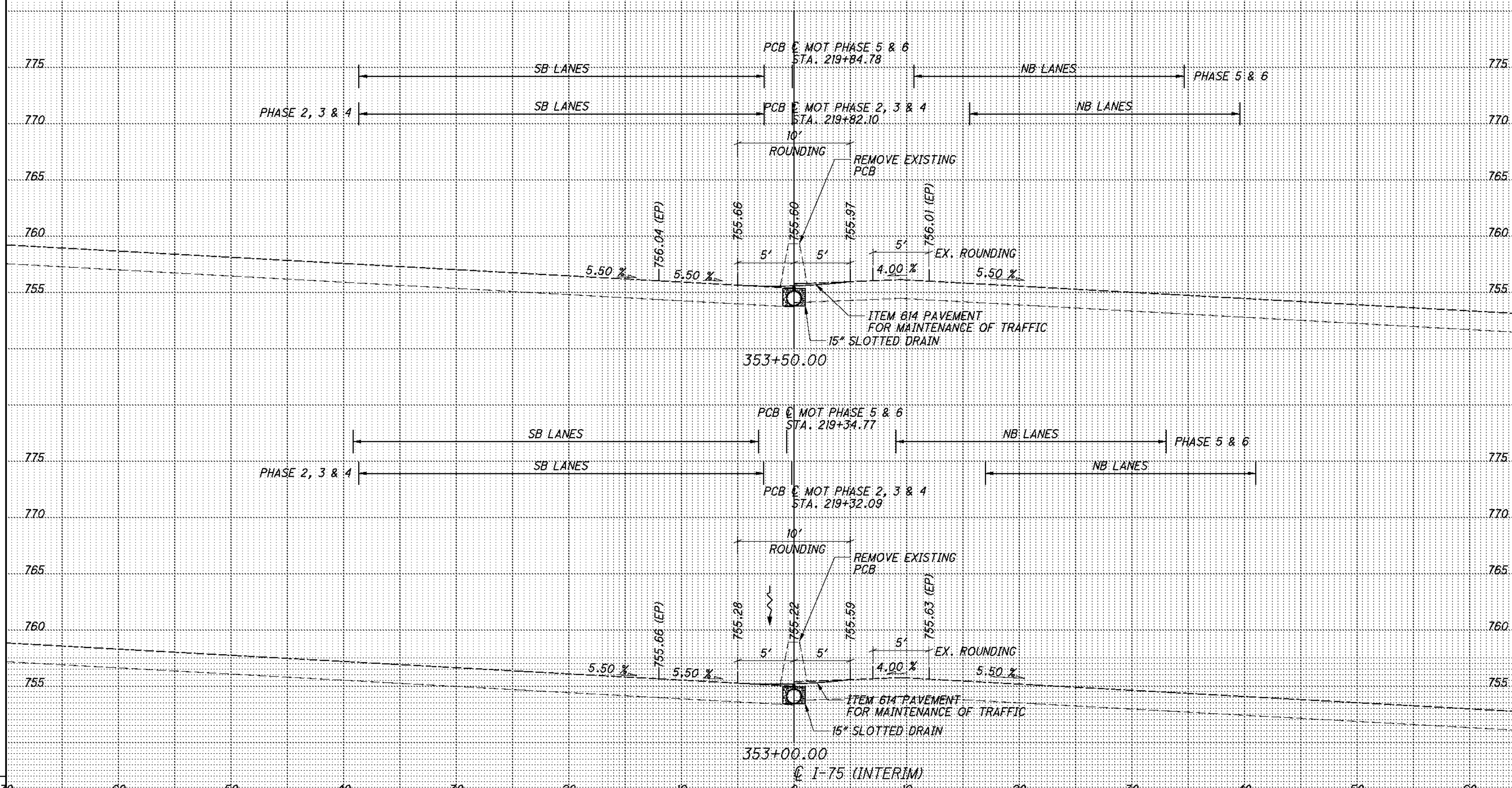
END AREA		VOLUME	
CUT	FILL	CUT	FILL
.	.	.	.

CALCULATED MN CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 352+00.00 TO STA. 352+50.00 (I-75 INTERIM)

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.

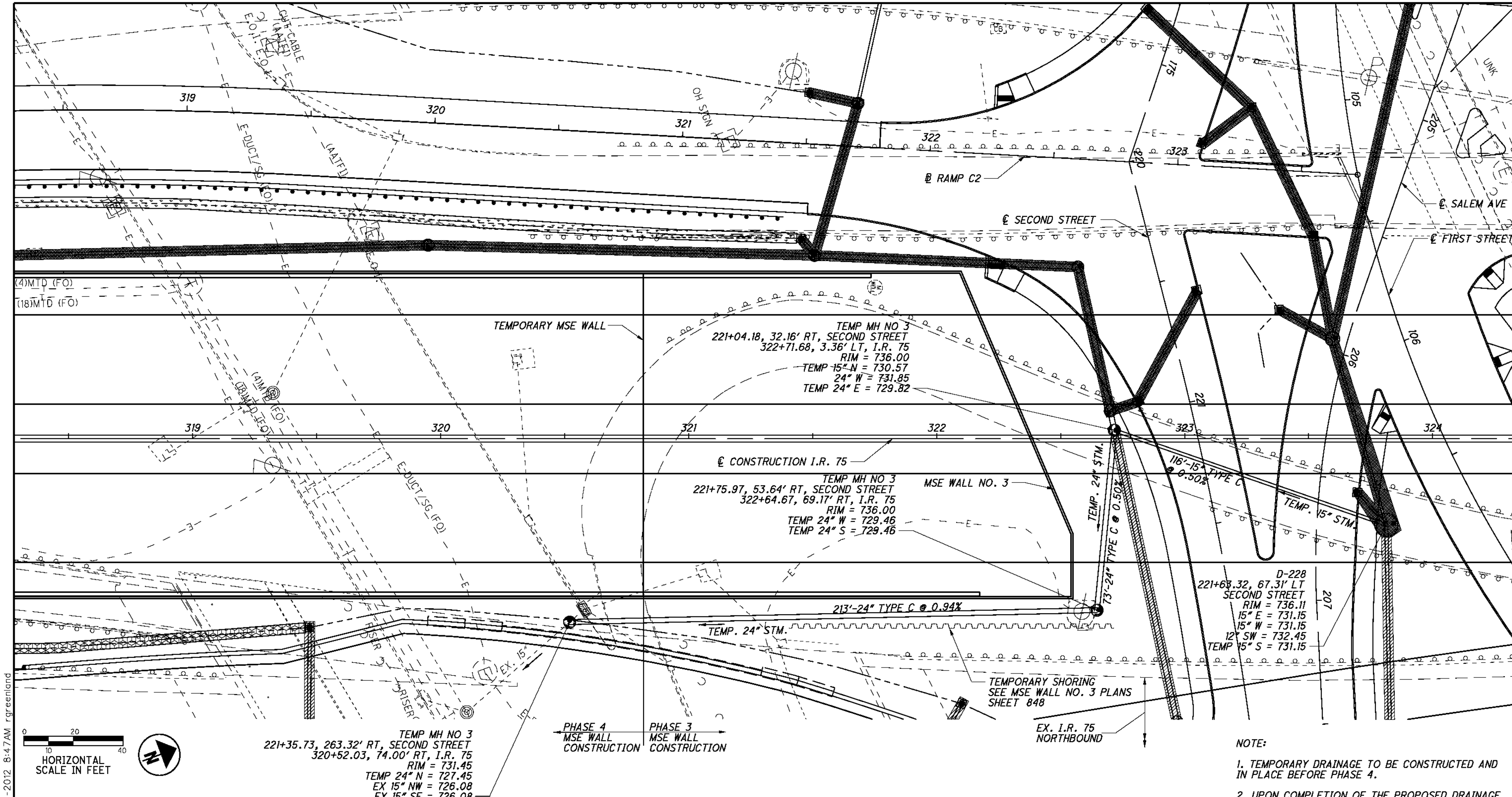


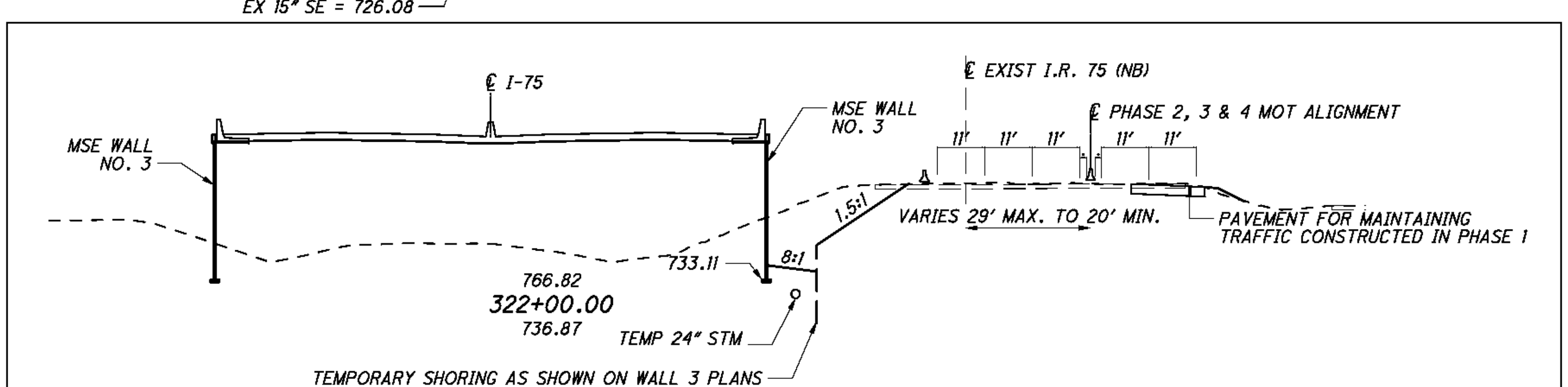
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MN CHECKED JL

CROSS OVER CROSS SECTIONS
STA. 353+00.00 TO STA. 353+50.00 (I-75 INTERIM)

MOT-75-12.00





NOTE:

1. TEMPORARY DRAINAGE TO BE CONSTRUCTED AND IN PLACE BEFORE PHASE 4.

2. UPON COMPLETION OF THE PROPOSED DRAINAGE OUTLET IN PHASE 6, REMOVE AND/OR ABANDON TEMPORARY DRAINAGE STRUCTURES AND CONDUIT AS DIRECTED BY THE ENGINEER. REMOVE OR ABANDON ACCORDING TO ITEM 202 MANHOLE REMOVED, ITEM 202 PIPE REMOVED, ITEM 202 MANHOLE ABANDONED, AND ITEM SPECIAL- FILL AND PLUG EXISTING CONDUIT. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS SHOWN HERE AND SUBSEQUENT REMOVAL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

STORM TO BE CONSTRUCTED IN PHASES 2-4

STORM TO BE CONSTRUCTED IN PHASE 6

CALCULATED KGJ
CHECKED JEL

MAINTENANCE OF TRAFFIC I-75 PHASE 2,3 & 4 TEMPORARY DRAINAGE OUTLET DETAIL

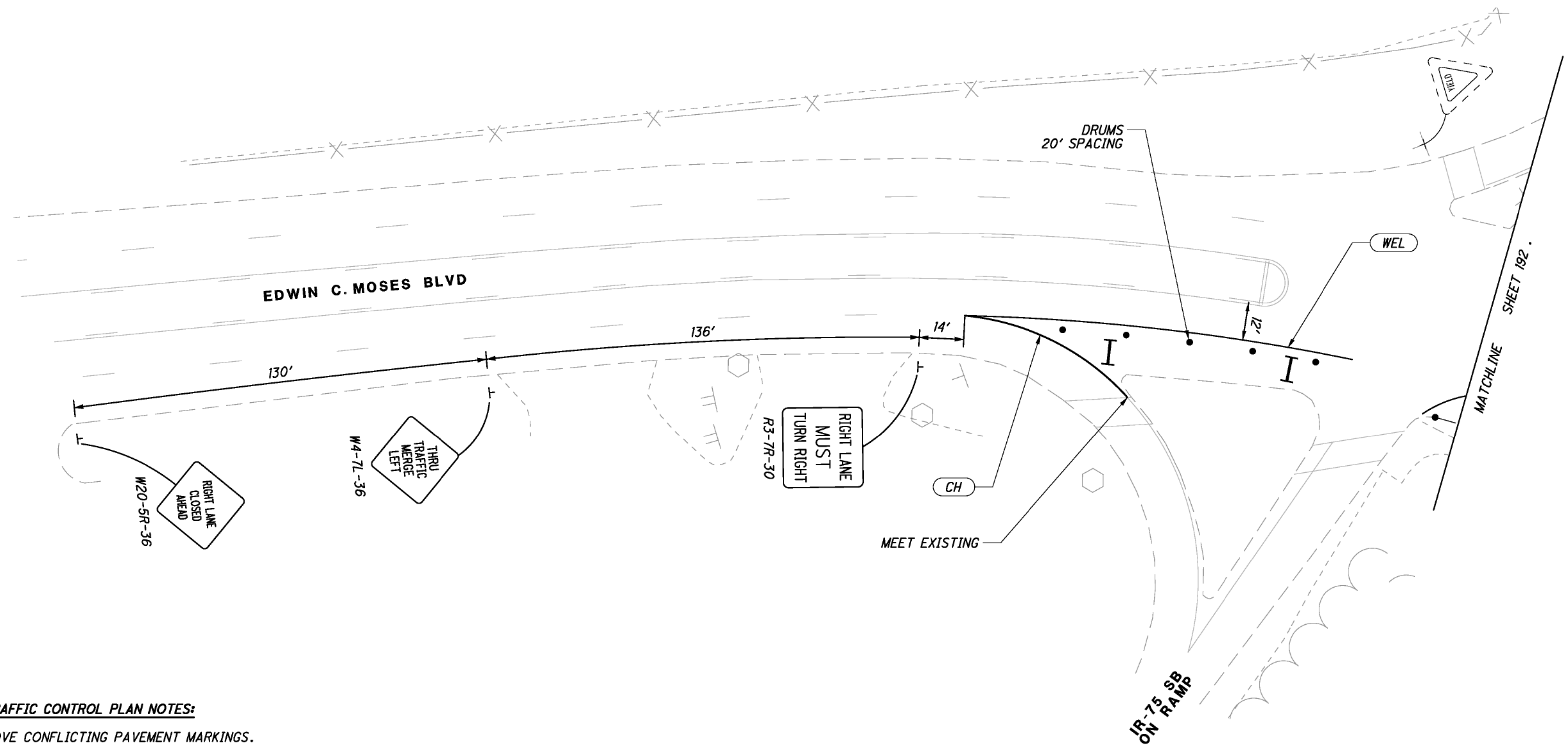
MOT-75-12.00

190A
1565

IP_PWP:dms57694\temporary drainage.dgn 26-JUL-2012 8:47AM rgreenland

LEGEND

- CH — WORK ZONE CHANNELIZING LINE, CLASS 1, (WHITE)
- WEL — WORK ZONE EDGE LINE, CLASS 1 (WHITE)
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED



MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. BLOCK CURB LANE WITH DRUMS AND BARRICADES AS NECESSARY.
3. RESTORE PAVEMENT MARKINGS WHEN THIS MOT PLAN IS REMOVED.
4. SEE SUBSUMMARY SHEET 219 .

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

IP_PWP:dms19306\77247MM302.dgn 24-FEB-2012 3:49PM rgreenland

N

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL
EDWIN C MOSES BLVD AT IR-75 (LOC #2)

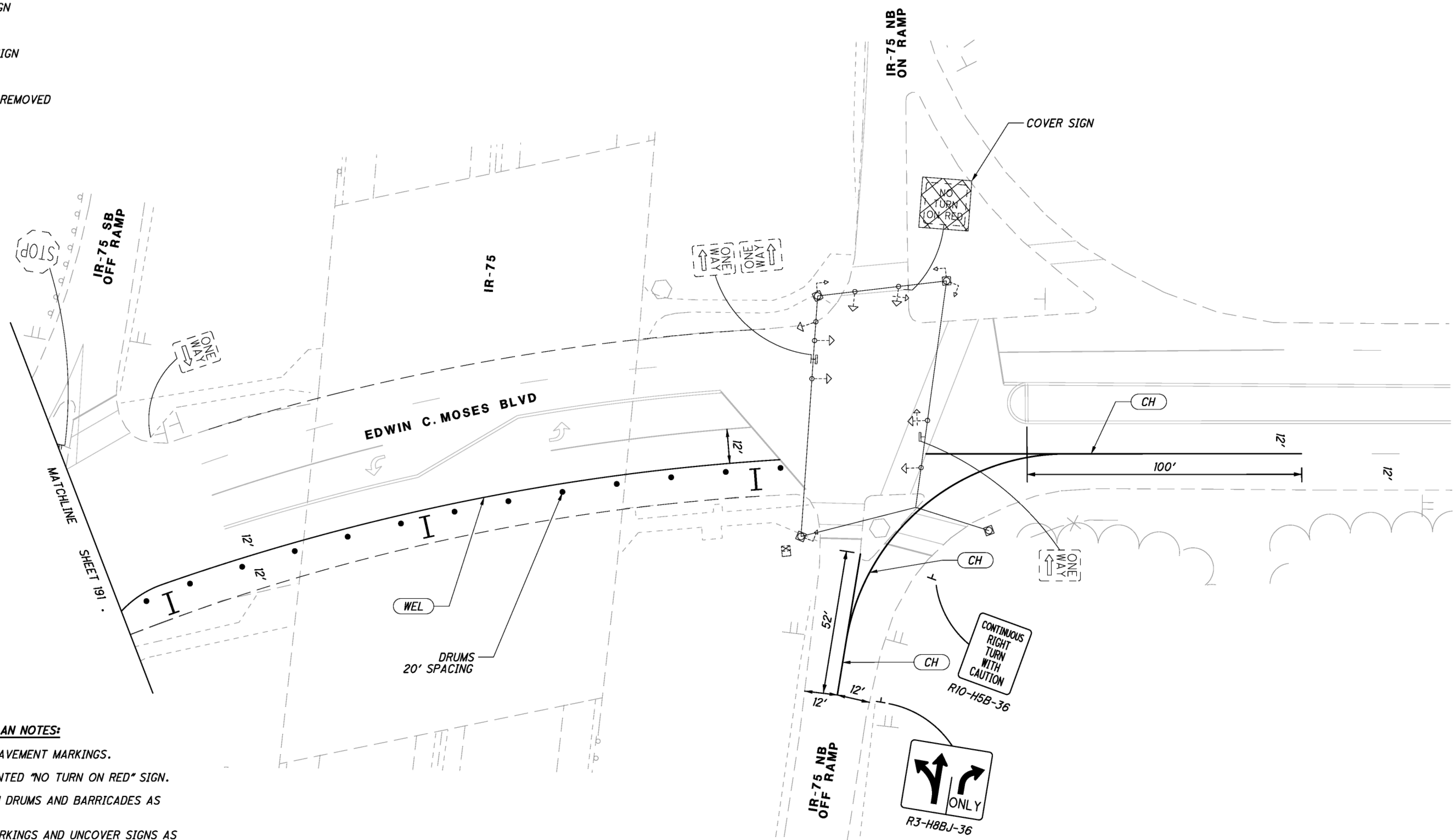
MOT-75-12.00

LEGEND

- CH — WORK ZONE CHANNELIZING LINE, CLASS 1, (WHITE)
- WEL — WORK ZONE EDGE LINE, CLASS 1 (WHITE)
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE
- EXISTING SIGNAL POLES
- EXISTING SIGNAL HEADS
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED

MOT SIGNAL PLAN NOTES:

1. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER MAY BE REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
2. SEE SHEET 193 FOR REVISED SIGNAL TIMINGS.



MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. COVER SPAN WIRE MOUNTED "NO TURN ON RED" SIGN.
3. BLOCK CURB LANE WITH DRUMS AND BARRICADES AS NECESSARY.
4. RESTORE PAVEMENT MARKINGS AND UNCOVER SIGNS AS NECESSARY WHEN THIS MOT PLAN IS REMOVED.
5. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL
EDWIN C MOSES BLVD AT IR-75 (LOC #2)

MOT-75-12.00

PROPOSED TIMING DURING MOT (AM TIMINGS)

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: EDWIN C MOSES & IR-75 NB (AM TIMINGS)

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: X Y/R FLASH OR __ ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 2 & 6
COLOR DISPLAYED X GREEN; __ YELLOW

DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
		EBLT	WB		EB		NB		
MINIMUM GREEN (INITIAL)	(SEC.)	8	8		8		8		
ADDED INITIAL	*(SEC./ACTUATION)		3		3		3		
PASSAGE TIME (PRESET GAP)	(SEC.)								
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)	8	27		27		26		
MAXIMUM GREEN II	(SEC.)		37		37		36		
YELLOW CHANGE	(SEC.)								
ALL RED CLEARANCE	(SEC.)								
WALK	(SEC.)								
PEDESTRIAN CLEARANCE	(SEC.)								
RECALL - MAXIMUM	(ON/OFF)								
RECALL - MINIMUM	(ON/OFF)								
RECALL - PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1								
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

NOTE:
ONLY CHANGES IN THE GREEN INTERVAL ARE SHOWN. ALL OTHER TIMINGS REMAIN THE SAME, UNLESS OTHERWISE DIRECTED BY THE CITY OF DAYTON.

PROPOSED TIMING DURING MOT (PM TIMINGS)

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: EDWIN C MOSES & IR-75 NB (PM TIMINGS)

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: X Y/R FLASH OR __ ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 2 & 6
COLOR DISPLAYED X GREEN; __ YELLOW

DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
		EBLT	WB		EB		NB		
MINIMUM GREEN (INITIAL)	(SEC.)	8	8		8		8		
ADDED INITIAL	*(SEC./ACTUATION)		3		3		3		
PASSAGE TIME (PRESET GAP)	(SEC.)								
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)	8	23		23		17		
MAXIMUM GREEN II	(SEC.)		33		33		27		
YELLOW CHANGE	(SEC.)								
ALL RED CLEARANCE	(SEC.)								
WALK	(SEC.)								
PEDESTRIAN CLEARANCE	(SEC.)								
RECALL - MAXIMUM	(ON/OFF)								
RECALL - MINIMUM	(ON/OFF)								
RECALL - PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1								
CALL TO NON ACTUATED	NO. 2								

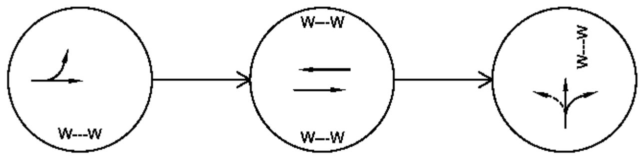
* VOLUME DENSITY CONTROLS

NOTE:
ONLY CHANGES IN THE GREEN INTERVAL ARE SHOWN. ALL OTHER TIMINGS REMAIN THE SAME, UNLESS OTHERWISE DIRECTED BY THE CITY OF DAYTON.

MOT SIGNAL PLAN NOTES:

1. NO ANTICIPATED CHANGES TO THE SIGNAL SEQUENCE OTHER THAN COVERING THE NORTHBOUND RIGHT TURN ARROW.
2. ADJUSTMENT OF THE GREEN TIMINGS OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
3. MODIFICATION OF OTHER TRAFFIC SIGNAL EQUIPMENT IS NOT ANTICIPATED FOR THIS LOCATION DURING CONSTRUCTION OF THIS PROJECT.

EXISTING PHASING DIAGRAM

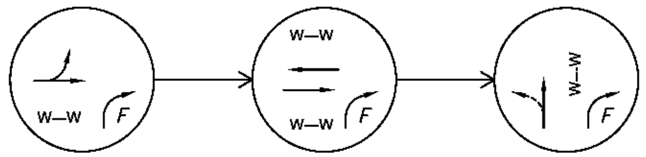


ϕ1 & ϕ6 — ϕ2 & ϕ6 — ϕ4

RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

PROPOSED PHASING DIAGRAM



ϕ1 & ϕ6 — ϕ2 & ϕ6 — ϕ4

F = FREE FLOW

RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

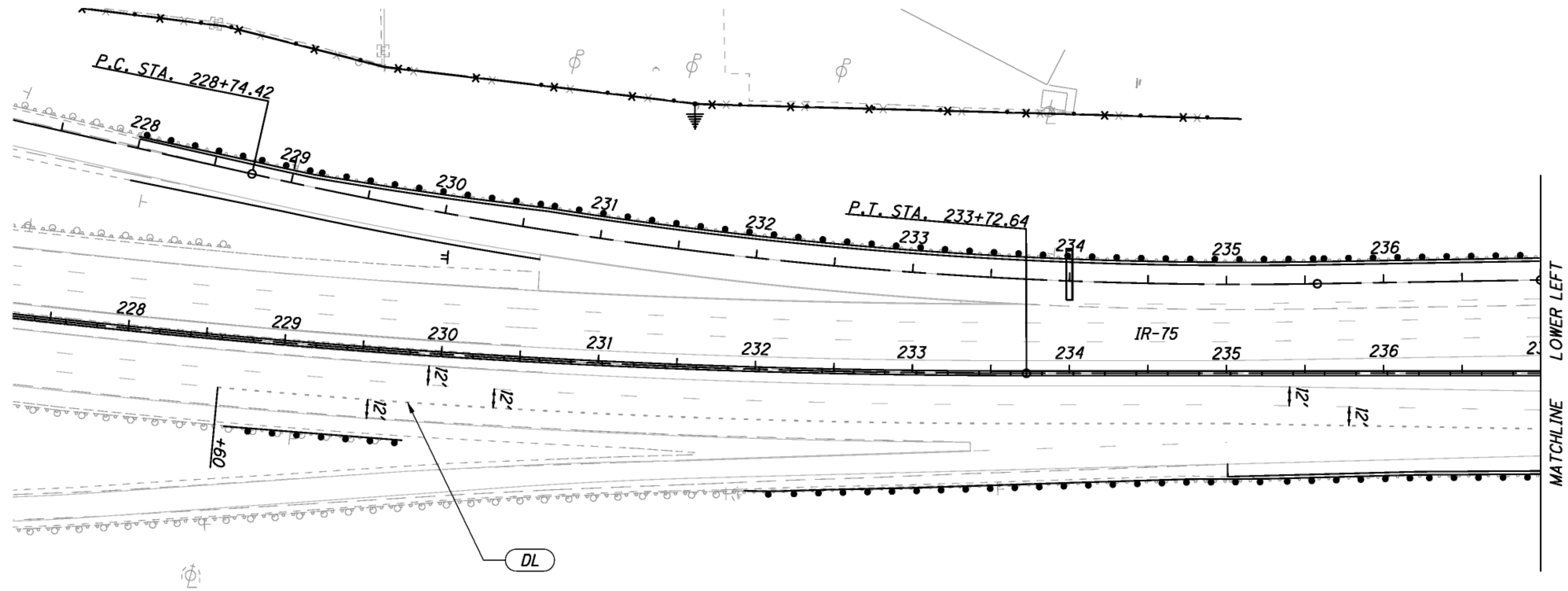
CALCULATED ACW
CHECKED HJF

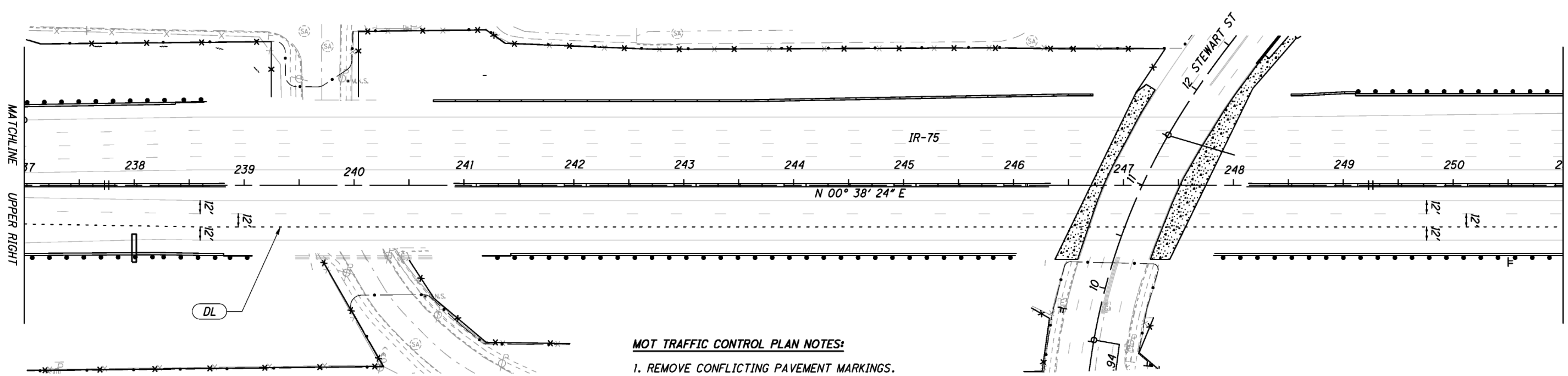
MAINTENANCE OF TRAFFIC - TIMING
EDWIN C MOSES BLVD AT IR-75NB (LOC #2)

MOT-75-12.00

LEGEND

- DL — WORK ZONE DOTTED LINE, CLASS I (WHITE)
- LL — WORK ZONE LANE LINE, CLASS I (WHITE)
- CH — WORK ZONE CHANNELIZING LINE, CLASS 1, (WHITE)
- WEL — WORK ZONE EDGE LINE, CLASS I (WHITE)
- YEL — WORK ZONE EDGE LINE, CLASS I (YELLOW)
- WTL — WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, (WHITE)
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED





MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. MOT-75-11.01 PROJECT IMPROVEMENTS ARE ASSUMED TO BE EXISTING FOR THIS PROJECT.
3. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

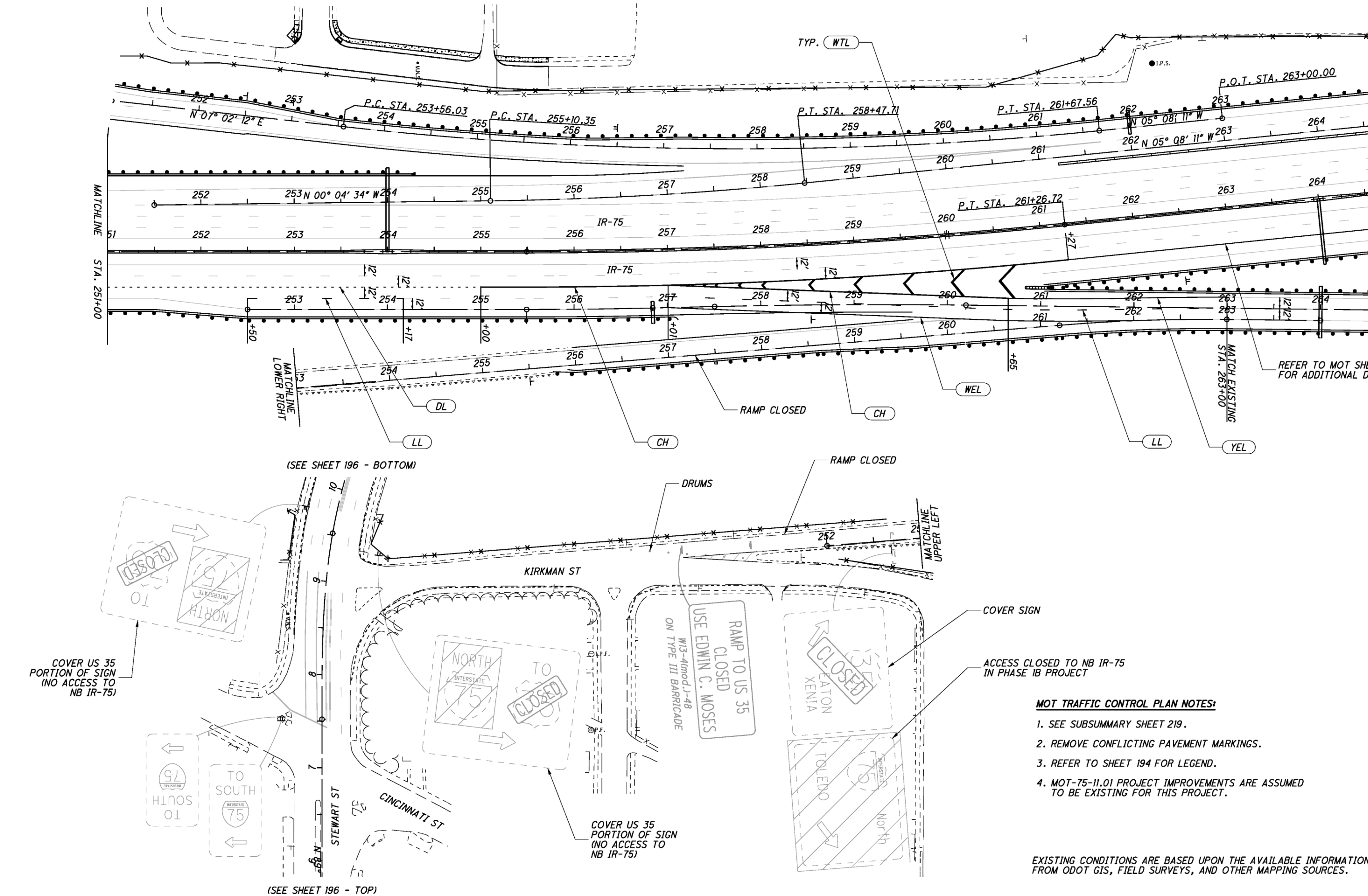
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - RAMP CLOSURE NORTHBOUND IR-75 AT US 35 (LOC #3)

MOT-75-12.00

MAINTENANCE OF TRAFFIC - RAMP CLOSURE NORTHBOUND I.R. 75 AT U.S. 35 (LOC #3)



MOT TRAFFIC CONTROL PLAN NOTES:

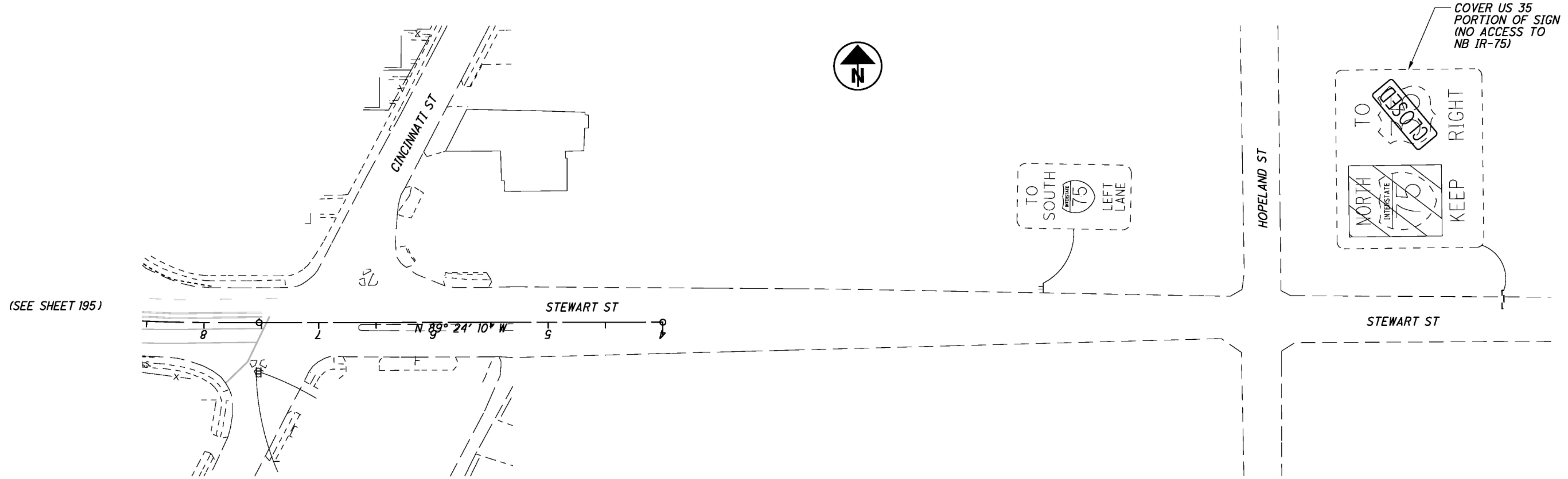
1. SEE SUBSUMMARY SHEET 219.
2. REMOVE CONFLICTING PAVEMENT MARKINGS.
3. REFER TO SHEET 194 FOR LEGEND.
4. MOT-75-11.01 PROJECT IMPROVEMENTS ARE ASSUMED TO BE EXISTING FOR THIS PROJECT.

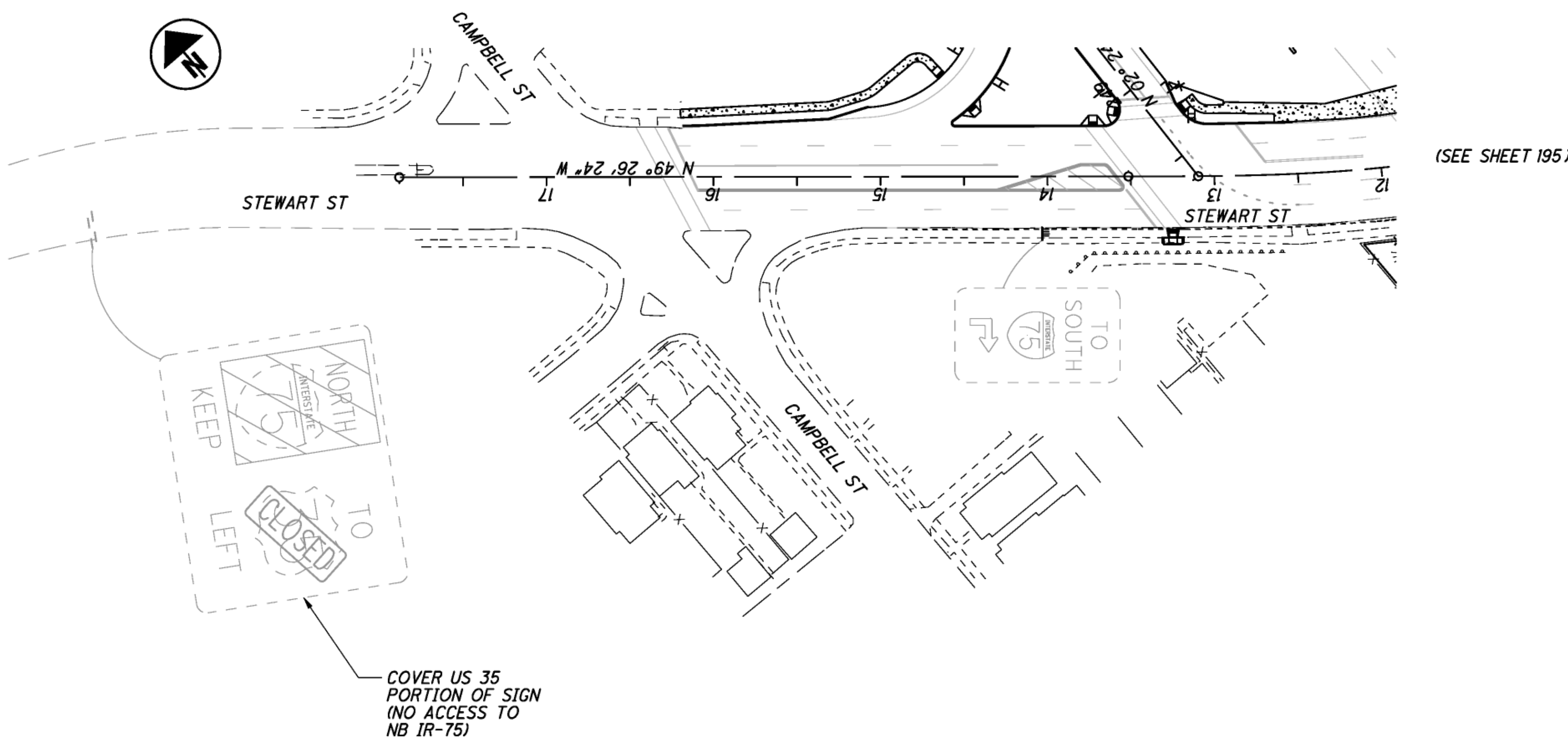
EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED ACW
CHECKED HJF

MOT-75-12.00





MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. REFER TO SHEET 194 FOR LEGEND.
3. MOT-75-11.01 PROJECT IMPROVEMENTS ARE ASSUMED TO BE EXISTING FOR THIS PROJECT.
4. SEE SUBSUMMARY SHEET 219 .

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - RAMP CLOSURE
NORTHBOUND I.R. 75 AT U.S. 35 (LOC #3)

MOT-75-12.00

LEGEND

- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN HEAD
- PROPOSED PEDESTRIAN PUSH BUTTON
- PROPOSED CONTROLLER
- PROPOSED VIDEO DETECTION
- EXISTING POLES
- EXISTING SIGN
- PROPOSED SIGN

VEHICULAR SIGNAL HEADS

R Y G

1,2,3,4,5,6

ALL 12" L.E.D. LENSES, BLACK, POLYCARBONATE

PEDESTRIAN SIGNAL HEADS

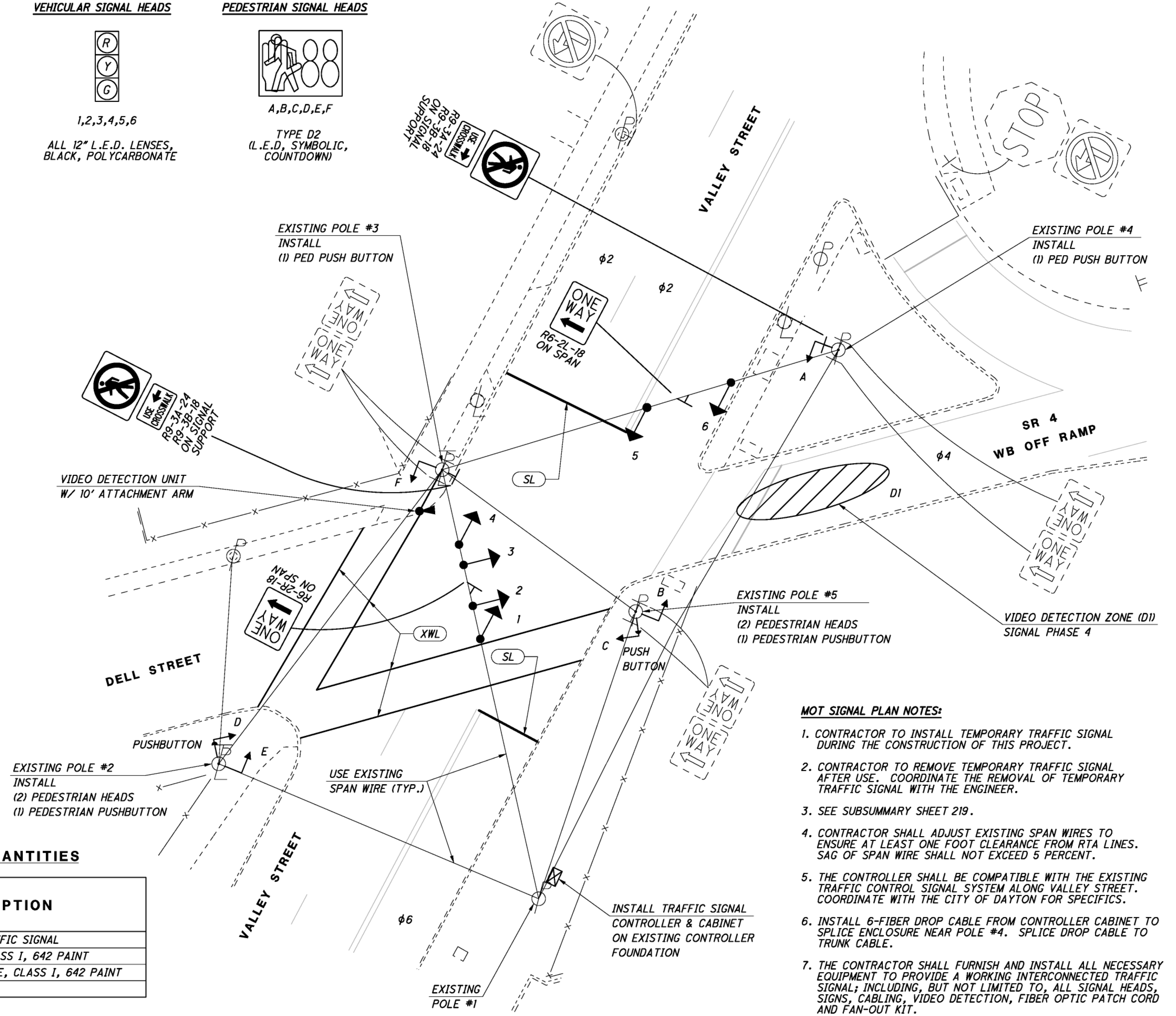
A,B,C,D,E,F

TYPE D2 (L.E.D, SYMBOLIC, COUNTDOWN)

PUSHBUTTON SIGN DETAILS

TO CROSS ← STREET PUSH BUTTON WAIT FOR GREEN LIGHT

R10-3A-9 (2 EACH)



TEMPORARY TRAFFIC SIGNAL QUANTITIES

ITEM	QUAN.	UNITS	DESCRIPTION
614	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL
614	38	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT
614	192	FT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT MOT-75-13.11 PROJECT.

MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO INSTALL TEMPORARY TRAFFIC SIGNAL DURING THE CONSTRUCTION OF THIS PROJECT.
2. CONTRACTOR TO REMOVE TEMPORARY TRAFFIC SIGNAL AFTER USE. COORDINATE THE REMOVAL OF TEMPORARY TRAFFIC SIGNAL WITH THE ENGINEER.
3. SEE SUBSUMMARY SHEET 219.
4. CONTRACTOR SHALL ADJUST EXISTING SPAN WIRES TO ENSURE AT LEAST ONE FOOT CLEARANCE FROM RTA LINES. SAG OF SPAN WIRE SHALL NOT EXCEED 5 PERCENT.
5. THE CONTROLLER SHALL BE COMPATIBLE WITH THE EXISTING TRAFFIC CONTROL SIGNAL SYSTEM ALONG VALLEY STREET. COORDINATE WITH THE CITY OF DAYTON FOR SPECIFICS.
6. INSTALL 6-FIBER DROP CABLE FROM CONTROLLER CABINET TO SPLICE ENCLOSURE NEAR POLE #4. SPLICE DROP CABLE TO TRUNK CABLE.
7. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY EQUIPMENT TO PROVIDE A WORKING INTERCONNECTED TRAFFIC SIGNAL; INCLUDING, BUT NOT LIMITED TO, ALL SIGNAL HEADS, SIGNS, CABLING, VIDEO DETECTION, FIBER OPTIC PATCH CORD AND FAN-OUT KIT.
8. PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL BE 12-INCH L.E.D. TYPE.

0 5 10 20 HORIZONTAL SCALE IN FEET

CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN
VALLEY STREET AND S.R. 4 RAMP (LOC #20)

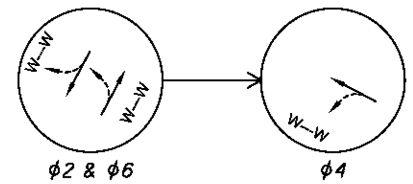
MOT-75-12.00

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1, 4 (SB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
2, 3 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
5, 6 (NB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G	ϕ6 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A, B (EAST)	WALK	ϕ6-W	OUT
	DON'T WALK	ϕ6-FDW	
C, D (SOUTH)	WALK	ϕ4-W	OUT
	DON'T WALK	ϕ4-FDW	
E, F (WEST)	WALK	ϕ2-W	OUT
	DON'T WALK	ϕ2-FDW	

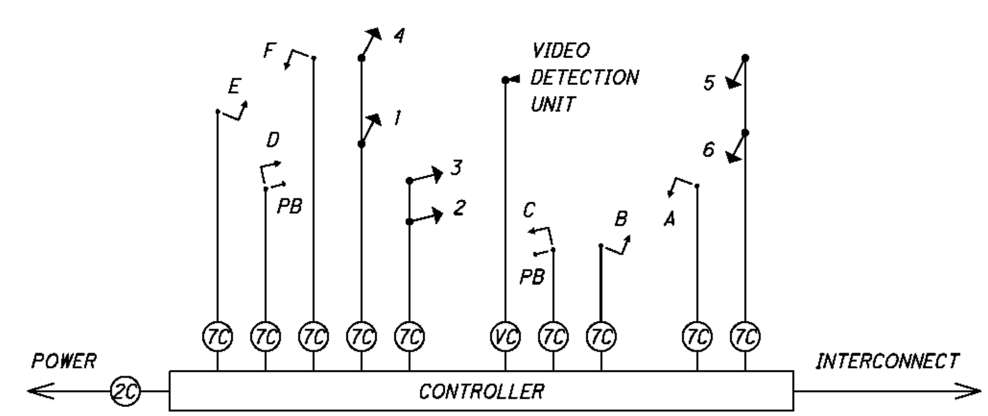
PROPOSED PHASING DIAGRAM



RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

WIRING DIAGRAM



COORDINATION TIMING SPLIT PLAN SETTING (%)					
CYCLE NUMBER	CYCLE LENGTH	FUNCTION	PLAN ϕ2	ϕ4	ϕ6
01	70	PHASE 1 SPLIT	60	65	60
02	80	PHASE 2 SPLIT	40	35	40

VIDEO DETECTOR SUMMARY			
DETECT. NUMBER	PRESENCE /PULSE	DELAY (SEC)	LABEL
D1	PRESENCE	NONE	WB

THE QUANTITIES LISTED IN THE TABLE BELOW ARE FOR CONTRACTOR INFORMATION ONLY. THESE ITEMS AND THEIR QUANTITIES WILL BE PAID AS PART OF "ITEM 614, SPECIAL - WORK ZONE TRAFFIC SIGNAL". THESE ITEMS MAY NOT BE A COMPLETE LISTING OF THE ITEMS REQUIRED TO PROVIDE A FULLY FUNCTIONAL TRAFFIC SIGNAL. COORDINATE WITH THE ENGINEER.

TRAFFIC SIGNAL QUANTITIES

ITEM	QUAN.	UNITS	DESCRIPTION
630	19	SQ FT	SIGN, FLAT SHEET
630	2	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE, TYPE 1
632	6	EACH	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 1-WAY
632	6	EACH	PEDESTRIAN SIGNAL HEAD, TYPE D2
632	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	2	EACH	PEDESTRIAN PUSHBUTTON
632	975	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	1	EACH	POWER SERVICE
632	50	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG
633	1	EACH	CONTROLLER UNIT WITH CABINET
816	1	EACH	VIDEO DETECTION SYSTEM

PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: VALLEY ST AND S.R. 4 RAMP

MAINTAINING AGENCY: CITY OF DAYTON

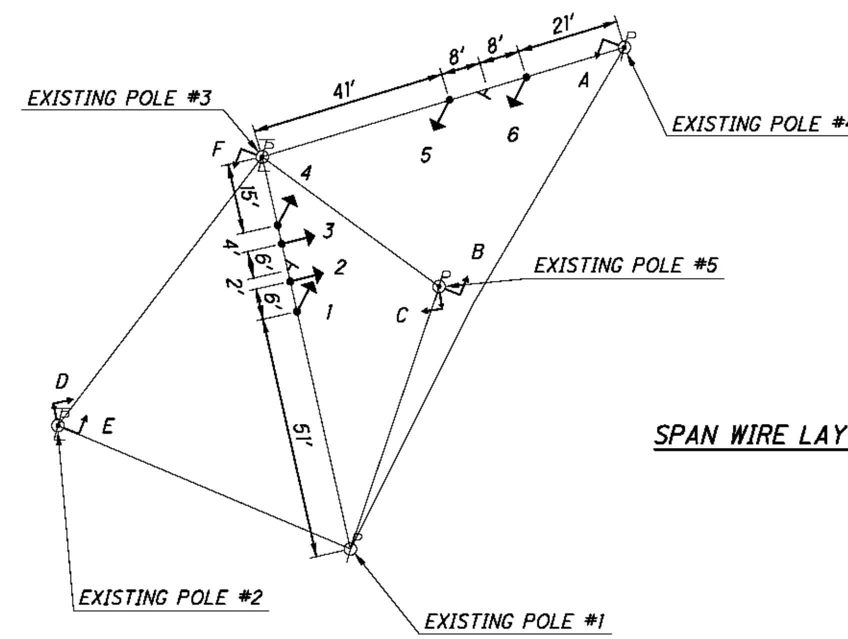
START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 4
COLOR DISPLAYED __ GREEN; X YELLOW

DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			SB		WB		NB		
MINIMUM GREEN (INITIAL)	(SEC.)		30		10		30		
ADDED INITIAL	*(SEC./ACTUATION)				3.0				
PASSAGE TIME (PRESET GAP)	(SEC.)								
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		40		35		40		
MAXIMUM GREEN II	(SEC.)		40		35		40		
YELLOW CHANGE	(SEC.)		4		4		4		
ALL RED CLEARANCE	(SEC.)		2		2		2		
WALK	(SEC.)		7		7		7		
PEDESTRIAN CLEARANCE	(SEC.)		12		18		12		
RECALL: MAXIMUM	(ON/OFF)		ON		OFF		ON		
RECALL: MINIMUM	(ON/OFF)								
RECALL: PEDESTRIAN	(ON/OFF)		ON		OFF		ON		
MEMORY	(ON/OFF)		ON		OFF		ON		
CALL TO NON ACTUATED	NO. 1		ON				ON		
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS



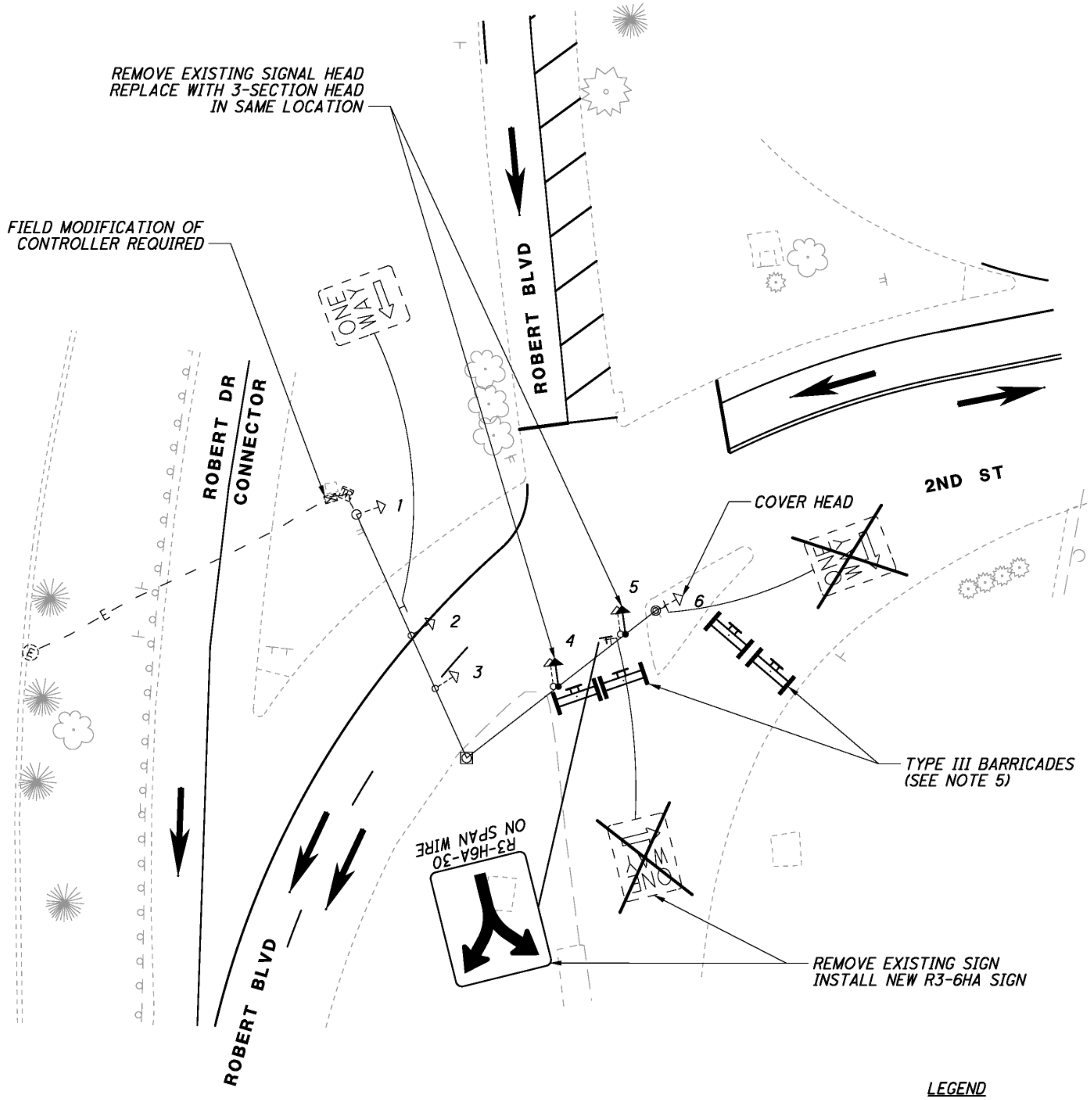
SPAN WIRE LAYOUT

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN
VALLEY STREET AND S.R. 4 RAMP (LOC #20)

MOT-75-12.00



PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: SECOND ST AND ROBERT DR

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 4
COLOR DISPLAYED X GREEN; __ YELLOW

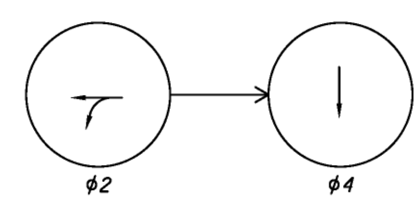
DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

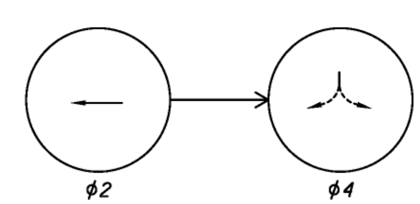
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			WB		SB				
MINIMUM GREEN (INITIAL)	(SEC.)		8		8				
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)								
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		21		27				
MAXIMUM GREEN II	(SEC.)		21		27				
YELLOW CHANGE	(SEC.)		4		4				
ALL RED CLEARANCE	(SEC.)		2		2				
WALK	(SEC.)								
PEDESTRIAN CLEARANCE	(SEC.)								
RECALL MAXIMUM	(ON/OFF)		ON						
RECALL MINIMUM	(ON/OFF)				ON				
RECALL PEDESTRIAN	(ON/OFF)		NONE		NONE				
MEMORY	(ON/OFF)		OFF		OFF				
CALL TO NON ACTUATED	NO. 1								
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

EXISTING PHASING DIAGRAM

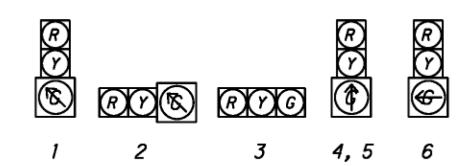


PROPOSED PHASING DIAGRAM

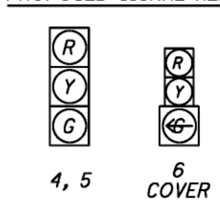


RING STRUCTURE					
	RING 1	1	2	3	4
	RING 2	5	6	7	8

EXISTING SIGNAL HEADS



PROPOSED SIGNAL HEADS



LEGEND

- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED

MOT SIGNAL PLAN NOTES:

1. MAINTAIN EXISTING SIGNAL OPERATION AND SEQUENCING.
2. REMOVE EXISTING SPAN WIRE MOUNTED SIGNAL HEADS AS SHOWN.
3. PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL MATCH EXISTING IN SIZE AND TYPE.
4. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
5. REFER TO SHEET 200 FOR PAVEMENT MARKINGS AND SIGNING CHANGES.
6. REFER TO TRAFFIC SIGNAL REMOVAL PLANS FOR FINAL DISPOSITION OF TRAFFIC SIGNAL AFTER CONSTRUCTION.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

IP_PWP:dms19306\77247MM322.dgn 24-FEB-2012 3:50PM rgreenland

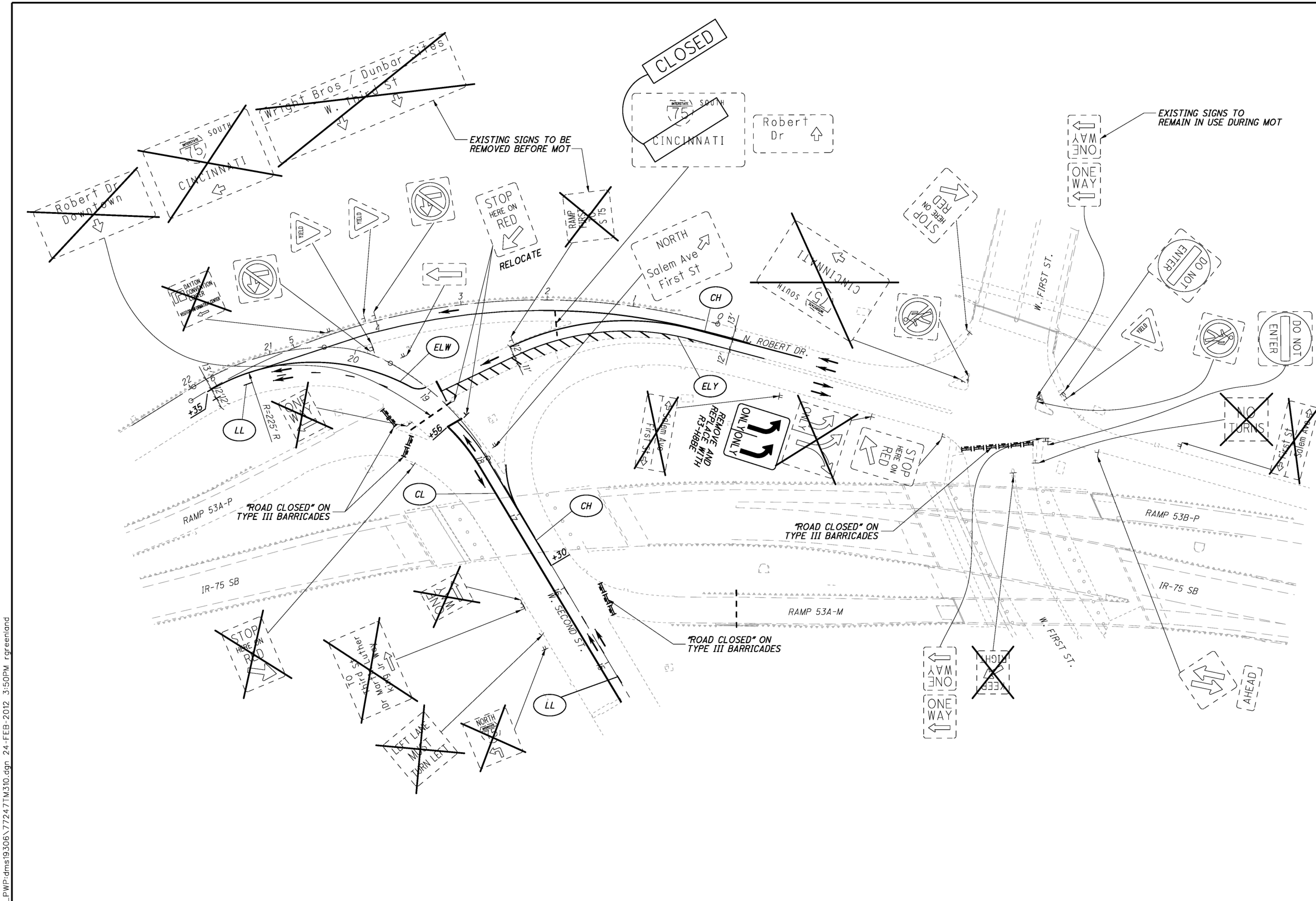
N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN
2ND ST, ROBERT DR & IR-75 SB RAMP (#22)

MOT-75-12.00



IP_PWP:dms19306\77247TM310.dgn 24-FEB-2012 3:50PM rgreenland

HORIZONTAL SCALE IN FEET

0 25 50 100

CALCULATED RMP

CHECKED JEL

MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL

ROBERT DRIVE & SECOND STREET (LOC #22)

MOT-75-12.00

200

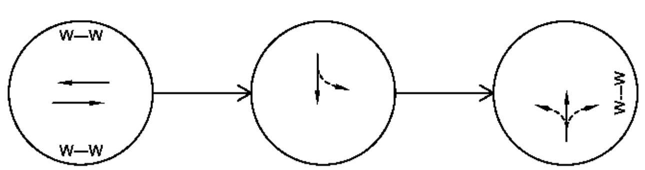
1565

PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART									
INTERSECTION: FIRST ST AND ROBERT DR									
MAINTAINING AGENCY: CITY OF DAYTON									
START UP START IN: X Y/R FLASH OR __ ALL RED TIME FOR FLASH OR ALL RED: 10 SEC. FIRST PHASE(S): 2 & 6 COLOR DISPLAYED X GREEN; __ YELLOW	DUAL ENTRY X REST IN RED: RING 1 __ RING 2 __								
	OVERLAP				A	B	C	D	
	PHASES								
INTERVAL OR FEATURE	CONTROLLER MOVEMENT NO.								
INTERSECTION MOVEMENT	1	2	3	4	5	6	7	8	
		WB	SB	NB		EB			
MINIMUM GREEN (INITIAL) (SEC.)		8	8	8		8			
ADDED INITIAL *(SEC./ACTUATION)			3	4					
PASSAGE TIME (PRESET GAP) (SEC.)									
TIME BEFORE REDUCTION *(SEC.)									
MINIMUM GAP *(SEC.)									
TIME TO REDUCE *(SEC.)									
MAXIMUM GREEN I (SEC.)		15	21	25		15			
MAXIMUM GREEN II (SEC.)		34	35	30		34			
YELLOW CHANGE (SEC.)		3.5	3.5	3.5		3.5			
ALL RED CLEARANCE (SEC.)		1.5	1.5	1.5		1.5			
WALK (SEC.)		8	8	9		8			
PEDESTRIAN CLEARANCE (SEC.)		12	8	17		12			
RECALL — MAXIMUM (ON/OFF)		ON				ON			
RECALL — MINIMUM (ON/OFF)									
RECALL — PEDESTRIAN (ON/OFF)		ON				ON			
MEMORY (ON/OFF)									
CALL TO NON ACTUATED — NO. 1		ON				ON			
CALL TO NON ACTUATED — NO. 2									

* VOLUME DENSITY CONTROLS

EXISTING PHASING DIAGRAM



ϕ2 & ϕ6 ϕ3 ϕ4

RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

MOT SIGNAL PLAN NOTES:

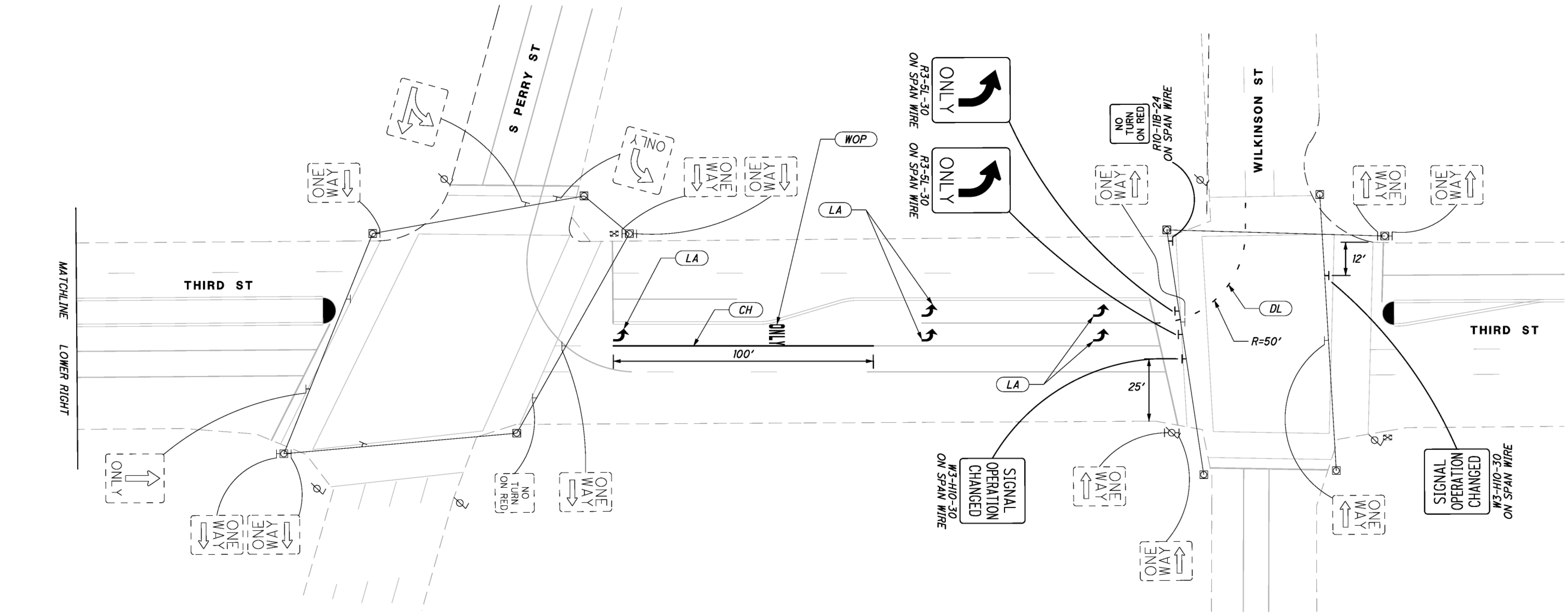
1. NO ANTICIPATED CHANGES TO THE SIGNAL SEQUENCE.
2. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
3. MODIFICATION OF OTHER TRAFFIC SIGNAL EQUIPMENT IS NOT ANTICIPATED FOR THIS LOCATION DURING CONSTRUCTION OF THIS PROJECT.

IP_PWP:dms19306\77247MM323.dgn 24-FEB-2012 3:51PM rgreenland

CALCULATED ACW CHECKED HJF

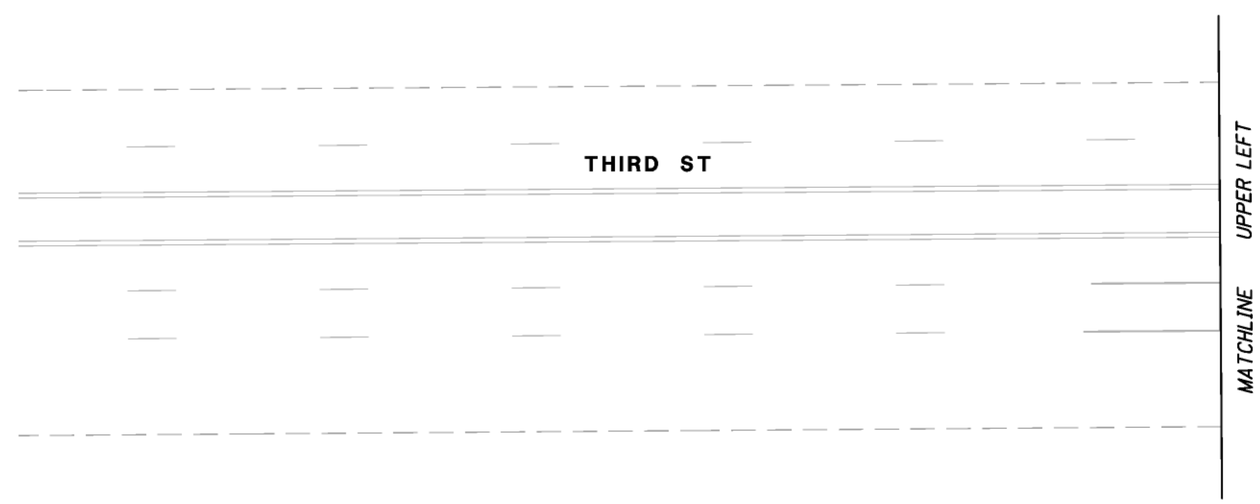
MAINTENANCE OF TRAFFIC - TIMING
FIRST ST AND ROBERT DR (LOC #23)

MOT-75-12.00



LEGEND

- CH — WORK ZONE CHANNELIZING LINE, CLASS 1, (WHITE)
- DL — WORK ZONE DOTTED LINE, CLASS 1 (WHITE)
- LA — WORK ZONE LANE ARROW
- WOP — WORK ZONE WORD ON PAVEMENT
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED



MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. INSTALL PAVEMENT ARROWS AND WORDS ON PAVEMENT PER ODOT SCD TC-71.10.
3. REFER TO SHEET 203 FOR TRAFFIC SIGNAL CHANGES TO THIRD ST & WILKINSON ST. THERE ARE NO ANTICIPATED CHANGES AT THIRD ST & PERRY ST.
4. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED ACW CHECKED HJF

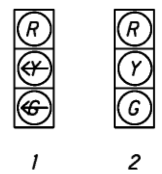
MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL
THIRD ST BET PERRY ST & WILKINSON ST #24

MOT-75-12.00

LEGEND

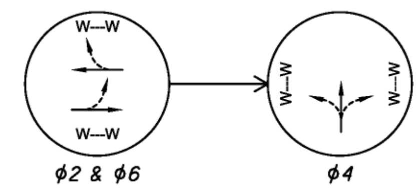
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED 4 SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- EXISTING PEDESTRIAN HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED

PROPOSED SIGNAL HEADS

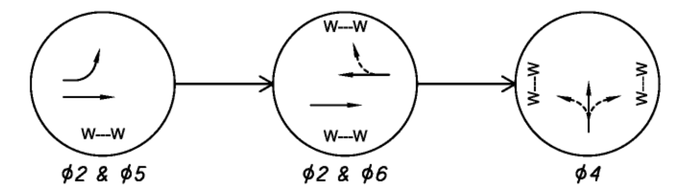


ALL 12" LENSES LED

EXISTING PHASING DIAGRAM

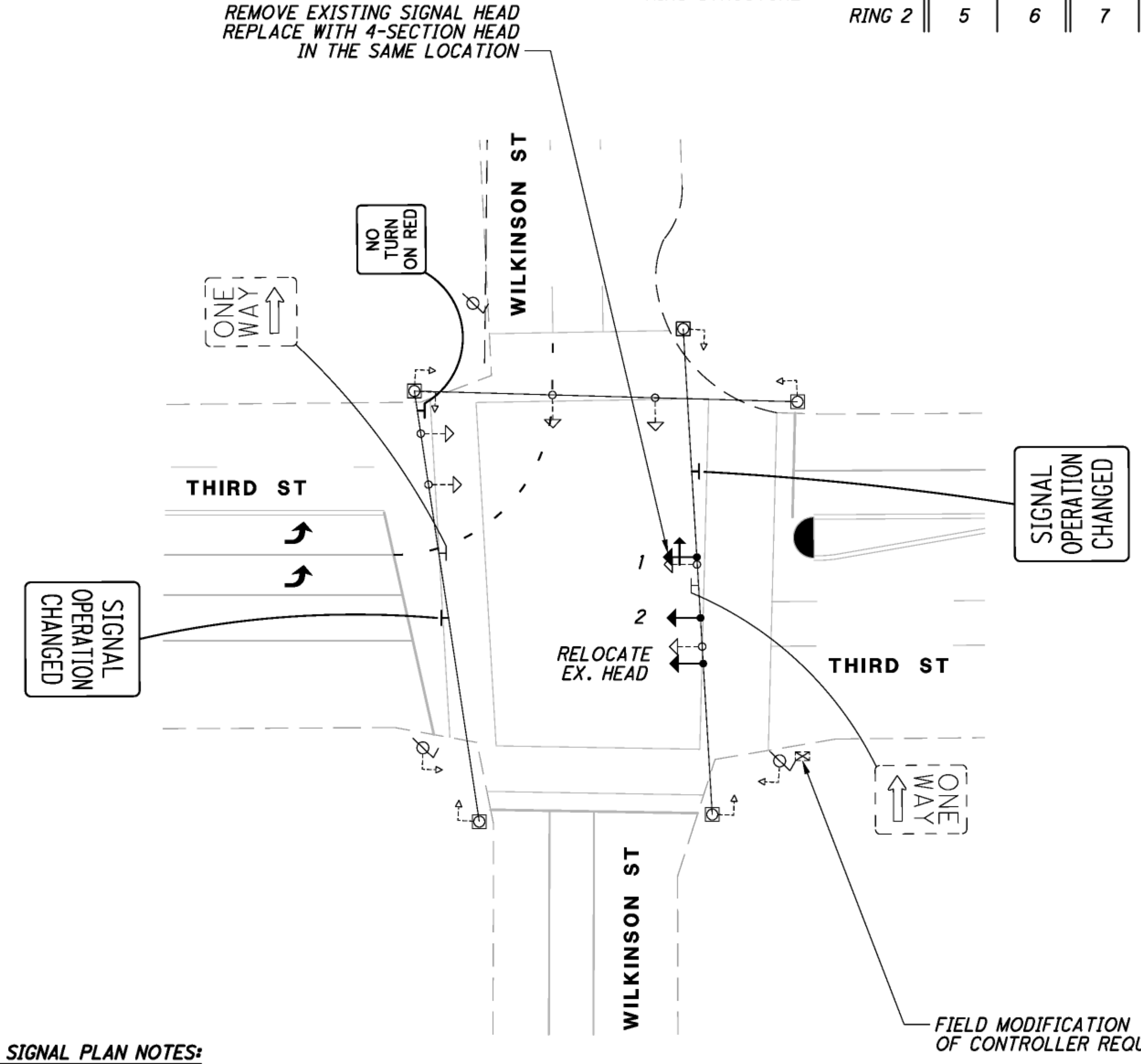


PROPOSED PHASING DIAGRAM



RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8



PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: THIRD ST AND WILKINSON ST

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 1
COLOR DISPLAYED X GREEN; __ YELLOW

DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			EB		NB	EB LT	WB		
MINIMUM GREEN (INITIAL)	(SEC.)		8		8	8	8		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)								
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		22		22	14	22		
MAXIMUM GREEN II	(SEC.)		45		25	21	24		
YELLOW CHANGE	(SEC.)		4		4	4	4		
ALL RED CLEARANCE	(SEC.)		2		2	2	2		
WALK	(SEC.)		7		7		7		
PEDESTRIAN CLEARANCE	(SEC.)		13		18		10		
RECALL MAXIMUM	(ON/OFF)		ON		ON		ON		
RECALL MINIMUM	(ON/OFF)					ON			
RECALL PEDESTRIAN	(ON/OFF)		ON		ON		ON		
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1		ON			ON	ON		
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO MODIFY THE WILKINSON ST & THIRD ST TRAFFIC SIGNAL DURING THE CONSTRUCTION OF THIS PROJECT TO PERMIT DUAL EASTBOUND LEFT TURNS.
2. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
3. CONTRACTOR TO ENSURE THAT THE NORTH AND SOUTH LEG PEDESTRIAN SIGNALS ARE APPROPRIATELY WIRED TO THEIR CORRESPONDING SIGNAL PHASES.
4. REFER TO SHEET 202 FOR PAVEMENT MARKINGS AND SIGNING CHANGES.
5. LOCATE EASTBOUND VEHICLE HEADS OVER CENTER OF APRROACH LANES. LOCATE EASTBOUND LEFT TURN HEAD OVER CHANNELIZATION LINE.
6. PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL MATCH EXISTING IN SIZE AND TYPE.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

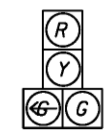
MAINTENANCE OF TRAFFIC - SIGNAL PLAN
THIRD ST AND WILKINSON ST (LOC #24)

MOT-75-12.00

LEGEND

- DL — WORK ZONE DOTTED LINE, CLASS 1 (WHITE)
- LA — WORK ZONE LANE ARROW
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED 4 SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- EXISTING PEDESTRIAN HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED

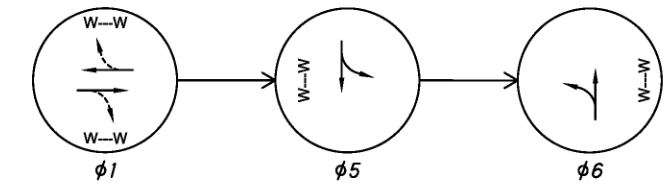
PROPOSED SIGNAL HEADS



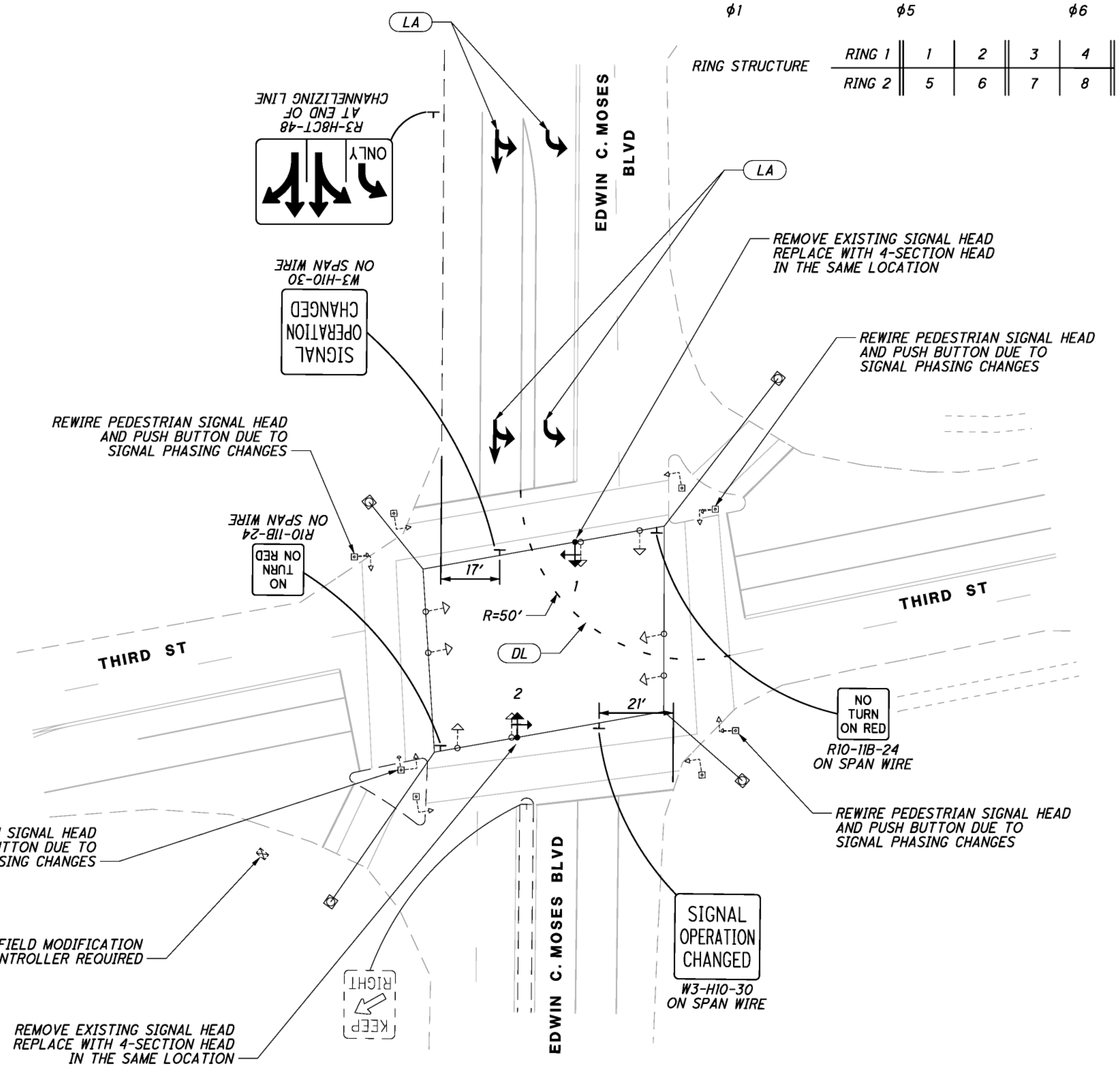
1, 2

ALL 12" LENSES LED

PROPOSED PHASING DIAGRAM



RING STRUCTURE					
	RING 1	1	2	3	4
	RING 2	5	6	7	8



MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO MODIFY TRAFFIC SIGNAL DURING THE CONSTRUCTION OF THIS PROJECT TO PERMIT DUAL SOUTHBOUND LEFT TURNS.
2. THIS MODIFICATION SHALL ONLY BE IN PLACE WHEN THERE ARE TWO RECEIVING LANES ON EASTBOUND THIRD STREET, UNLESS APPROVED BY THE ENGINEER.
3. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
4. CONTRACTOR TO ENSURE THAT THE EAST AND WEST LEG PEDESTRIAN SIGNALS AND PUSH BUTTONS ARE APPROPRIATELY WIRED TO THEIR CORRESPONDING SIGNAL PHASES.
5. PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL MATCH EXISTING IN SIZE AND TYPE.
6. INSTALL PAVEMENT ARROWS PER ODOT SCD TC-71.10.
7. REFER TO SHEET 205 FOR SIGNAL TIMINGS.
8. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN
EDWIN C. MOSES BLVD & THIRD ST (LOC #25)

MOT-75-12.00

PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: THIRD ST AND EDWIN C. MOSES BLVD

MAINTAINING AGENCY: CITY OF DAYTON

START UP					
START IN: __ Y/R FLASH OR X ALL RED TIME FOR FLASH OR ALL RED: 10 SEC. FIRST PHASE(S): 1 COLOR DISPLAYED X GREEN; __ YELLOW	DUAL ENTRY X				
	REST IN RED: RING 1 __ RING 2 __				
	OVERLAP	A	B	C	D
	PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
		EB/WB				SB	NB		
MINIMUM GREEN (INITIAL)	(SEC.)	8				12	12		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)					3	3		
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)	26				35	26		
MAXIMUM GREEN II	(SEC.)	26				35	26		
YELLOW CHANGE	(SEC.)	4				4	4		
ALL RED CLEARANCE	(SEC.)	2				2	2		
WALK	(SEC.)	9				8	8		
PEDESTRIAN CLEARANCE	(SEC.)	10				8	8		
RECALL MAXIMUM	(ON/OFF)	ON							
RECALL MINIMUM	(ON/OFF)					ON	ON		
RECALL PEDESTRIAN	(ON/OFF)	ON							
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1	ON							
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

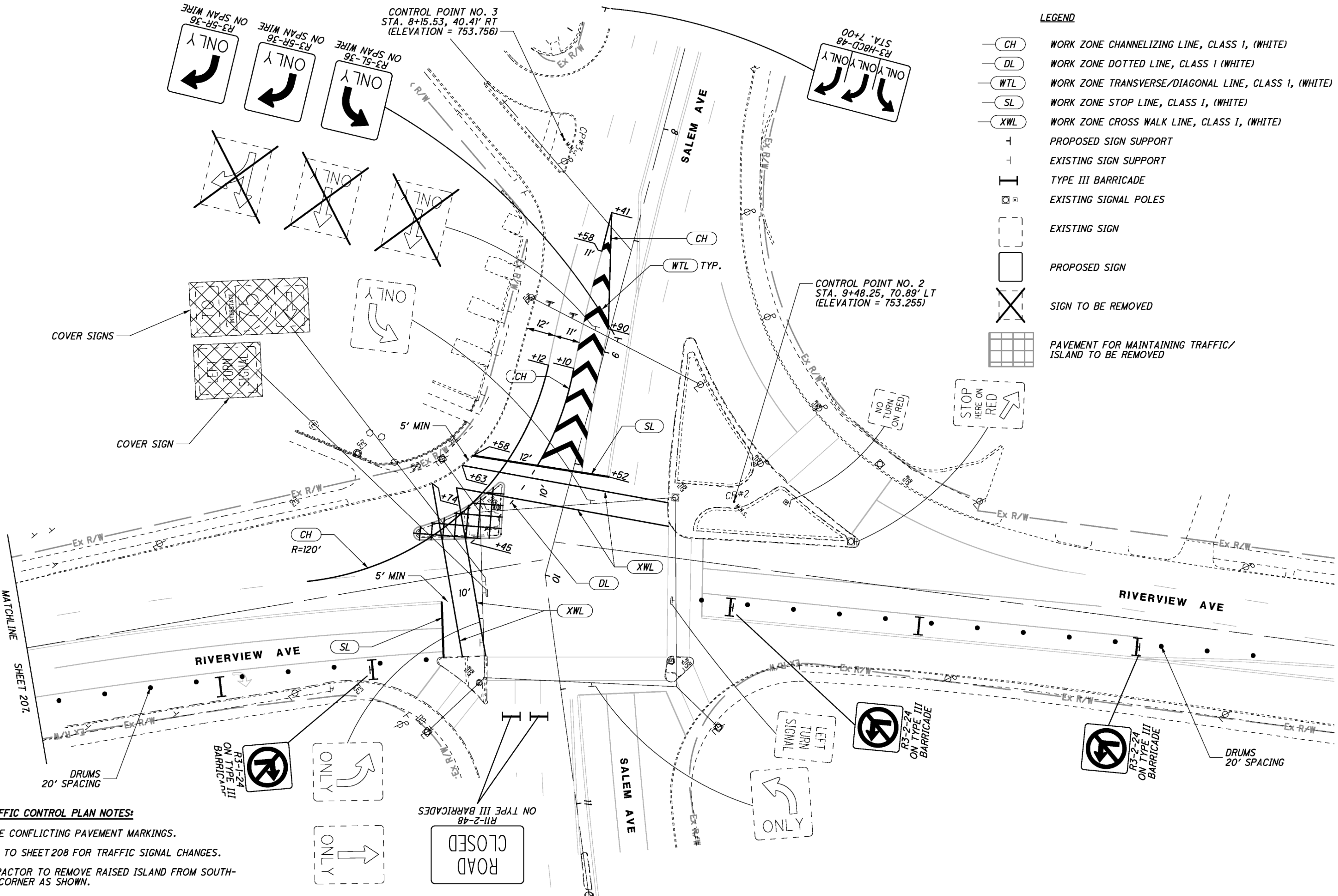
MOT SIGNAL PLAN NOTES:

1. THIS MODIFICATION SHALL ONLY BE IN PLACE WHEN THERE ARE TWO RECEIVING LANES ON EASTBOUND THIRD STREET, UNLESS APPROVED BY THE ENGINEER.
2. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
3. CONTRACTOR TO ENSURE THAT THE EAST AND WEST LEG PEDESTRIAN SIGNALS AND PUSH BUTTONS ARE APPROPRIATELY WIRED TO THEIR CORRESPONDING SIGNAL PHASES.

CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC
EDWIN C. MOSES BLVD AND THIRD ST (LOC #25)

MOT-75-12.00



MOT TRAFFIC CONTROL PLAN NOTES:

1. REMOVE CONFLICTING PAVEMENT MARKINGS.
2. REFER TO SHEET 208 FOR TRAFFIC SIGNAL CHANGES.
3. CONTRACTOR TO REMOVE RAISED ISLAND FROM SOUTH-WEST CORNER AS SHOWN.
4. BASELINE STATIONING BASED UPON THE SURVEYED CENTER OF RIGHT-OF-WAY AND IT'S ASSOCIATED SURVEYED CONTROL POINTS (CP No. 2 AND No. 3).
5. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 10 20 40

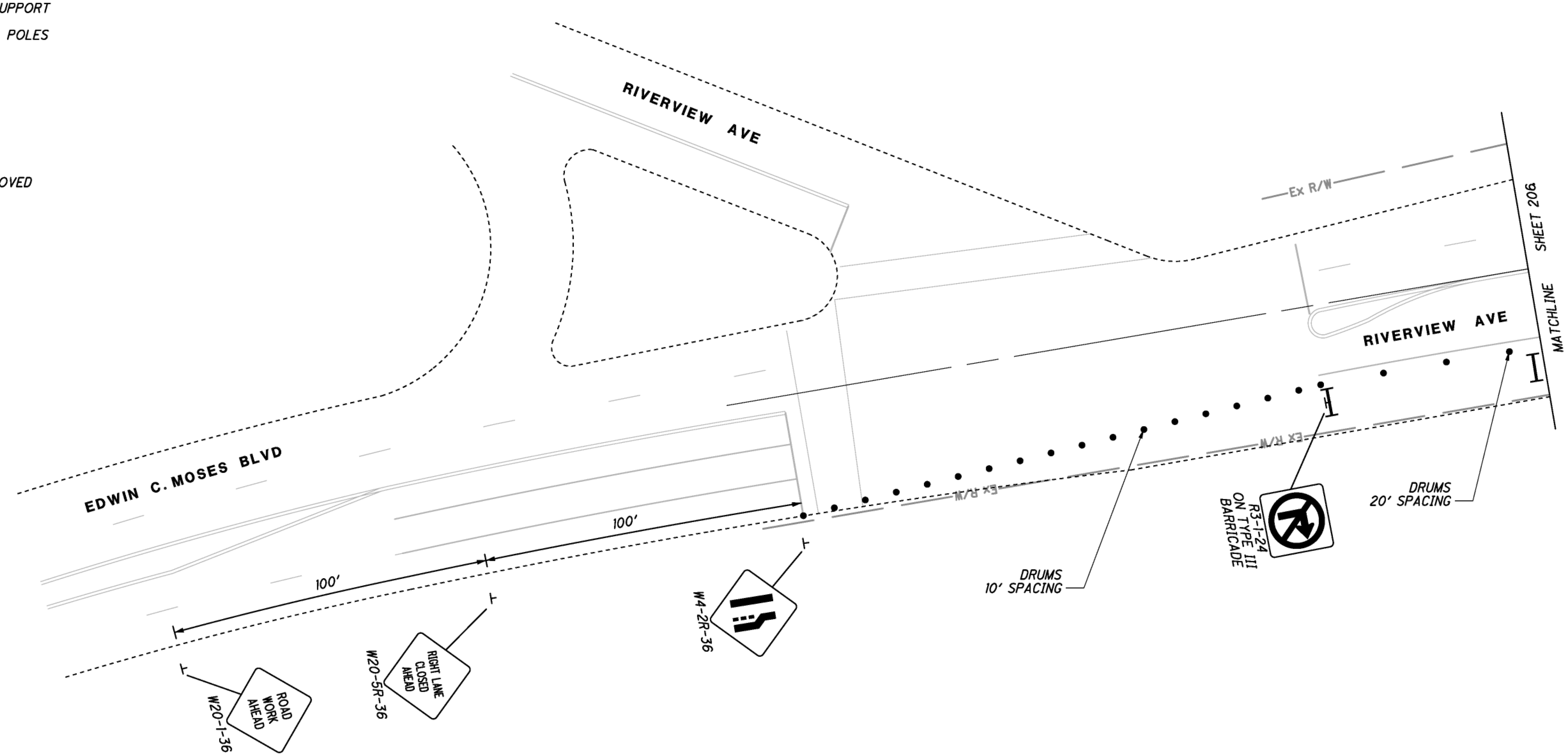
CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00

LEGEND

CH	WORK ZONE CHANNELIZING LINE, CLASS 1, (WHITE)
DL	WORK ZONE DOTTED LINE, CLASS 1 (WHITE)
WTL	WORK ZONE TRANSVERSE LINE, CLASS 1, (WHITE)
	PROPOSED SIGN SUPPORT
	EXISTING SIGN SUPPORT
	EXISTING SIGNAL POLES
	EXISTING SIGN
	PROPOSED SIGN
	SIGN TO BE REMOVED



MOT TRAFFIC CONTROL PLAN NOTE:

1. REMOVE CONFLICTING PAVEMENT MARKINGS

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - TRAFFIC CONTROL
RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00

PROPOSED TIMING DURING MOT

TRAFFIC SIGNAL CONTROLLER TIMING CHART								
INTERSECTION: RIVERVIEW AVE AND SALEM AVE								
MAINTAINING AGENCY: CITY OF DAYTON								
START UP START IN: __ Y/R FLASH OR X ALL RED TIME FOR FLASH OR ALL RED: 10 SEC. FIRST PHASE(S): 2 & 6 COLOR DISPLAYED X GREEN; __ YELLOW	DUAL ENTRY X							
	REST IN RED: RING 1 __ RING 2 __							
	OVERLAP				A	B	C	D
	PHASES							
INTERVAL OR FEATURE	CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT	1	2	3	4	5	6	7	8
	NBLT	SB		EB		NB		
MINIMUM GREEN (INITIAL) (SEC.)	7	8		8		8		
ADDED INITIAL *(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP) (SEC.)	3	3				4		
TIME BEFORE REDUCTION *(SEC.)								
MINIMUM GAP *(SEC.)								
TIME TO REDUCE *(SEC.)								
MAXIMUM GREEN I (SEC.)	10	25		20		20		
MAXIMUM GREEN II (SEC.)	20	25		40		25		
YELLOW CHANGE (SEC.)	3	4		4		4		
ALL RED CLEARANCE (SEC.)	2	2		2		2		
WALK (SEC.)		5		5		5		
PEDESTRIAN CLEARANCE (SEC.)		18		14		14		
RECALL — MAXIMUM (ON/OFF)	OFF	OFF		OFF		OFF		
RECALL — MINIMUM (ON/OFF)	OFF	ON		ON		ON		
RECALL — PEDESTRIAN (ON/OFF)				ON				
MEMORY (ON/OFF)								
CALL TO NON ACTUATED — NO. 1				ON				
CALL TO NON ACTUATED — NO. 2								

* VOLUME DENSITY CONTROLS

ITEM 632 RIVERVIEW AVE & SALEM AVE		
DESCRIPTION	REMOVE AND SALVAGE	DISPOSE
(1) - PEDESTAL SUPPORT	X	
(1) - PEDESTRIAN PUSH BUTTONS	X	
(2) - PEDESTRIAN SIGNAL HEADS	X	
PULL BOX		X
WIRES/CABLES		X

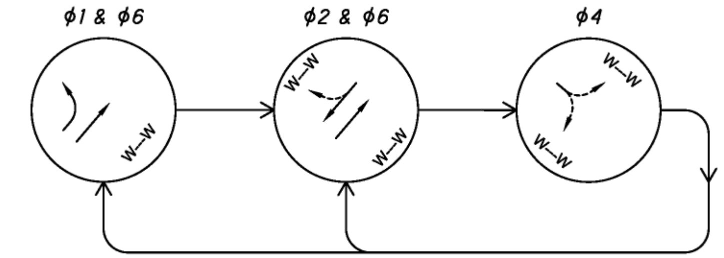
MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO REMOVE RAISED ISLAND FROM SOUTH-WEST CORNER AS SHOWN.
2. CONTRACTOR TO MODIFY TRAFFIC SIGNAL AS REQUIRED DURING THE CONSTRUCTION OF THIS PROJECT TO PERMIT DUAL RIGHT TURNS FROM SALEM AVENUE.
3. THIS MODIFICATION SHALL ONLY BE IN PLACE WHEN THROUGH TRAFFIC ALONG SALEM AVENUE IS PROHIBITED, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
5. REFER TO SHEET 206 FOR PAVEMENT MARKING AND SIGNING CHANGES.
6. PROPOSED SIGNAL HEADS FOR USE DURING MAINTENANCE OF TRAFFIC SHALL MATCH EXISTING IN SIZE AND TYPE.

LEGEND

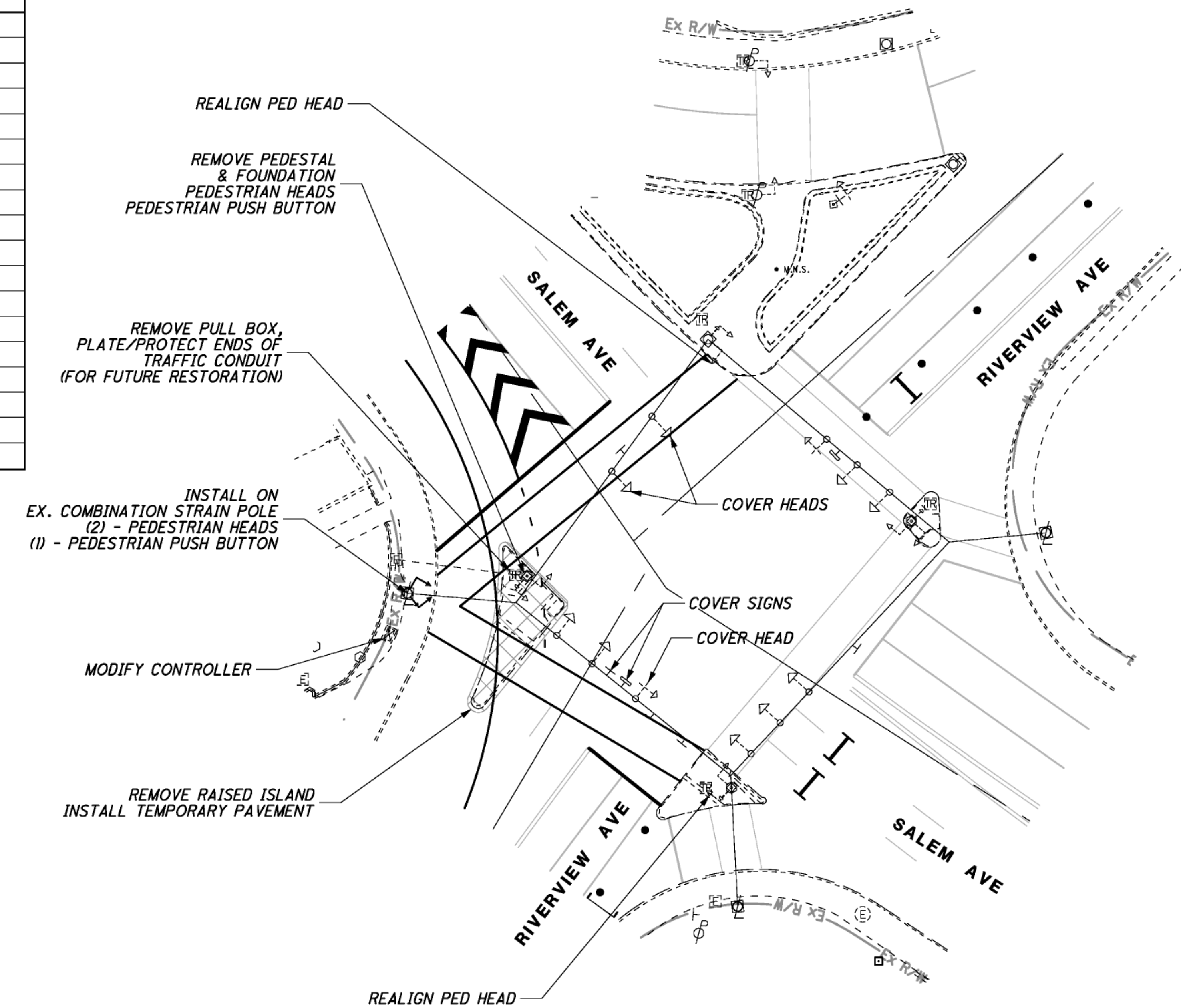
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED PEDESTRIAN HEAD
- PROPOSED PEDESTRIAN PUSH BUTTON
- EXISTING SIGNAL HEADS
- EXISTING PEDESTRIAN HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED

PROPOSED PHASING DIAGRAM



RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8



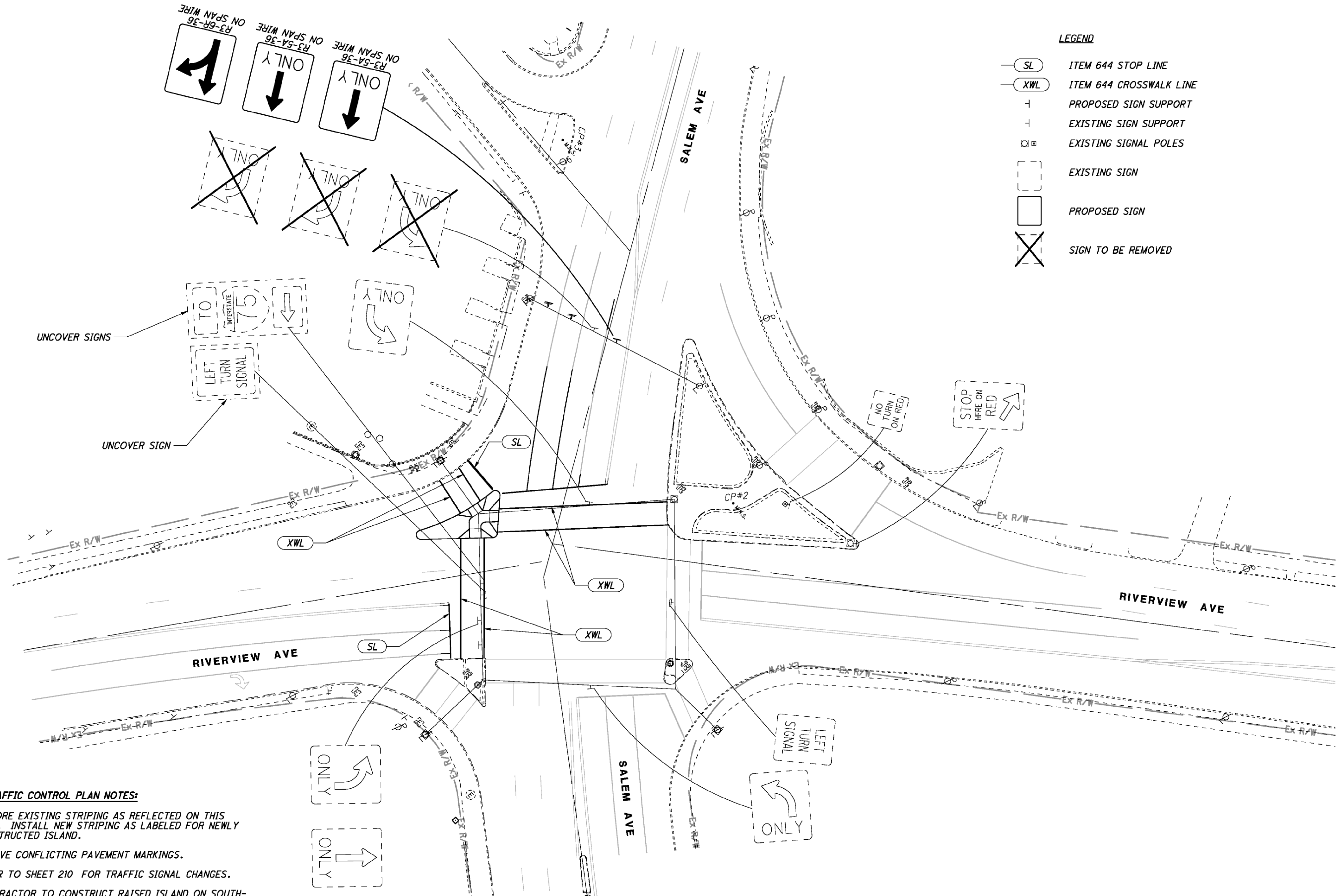
EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN
RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00



LEGEND

SL	ITEM 644 STOP LINE
XWL	ITEM 644 CROSSWALK LINE
	PROPOSED SIGN SUPPORT
	EXISTING SIGN SUPPORT
	EXISTING SIGNAL POLES
	EXISTING SIGN
	PROPOSED SIGN
	SIGN TO BE REMOVED

0 10 20 40
HORIZONTAL SCALE IN FEET

MOT TRAFFIC CONTROL PLAN NOTES:

1. RESTORE EXISTING STRIPING AS REFLECTED ON THIS PLAN. INSTALL NEW STRIPING AS LABELED FOR NEWLY CONSTRUCTED ISLAND.
2. REMOVE CONFLICTING PAVEMENT MARKINGS.
3. REFER TO SHEET 210 FOR TRAFFIC SIGNAL CHANGES.
4. CONTRACTOR TO CONSTRUCT RAISED ISLAND ON SOUTH-WEST CORNER AS SHOWN. SEE SHEET 211.
5. SEE SUBSUMMARY SHEET 220.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

CALCULATED ACW
CHECKED HJF

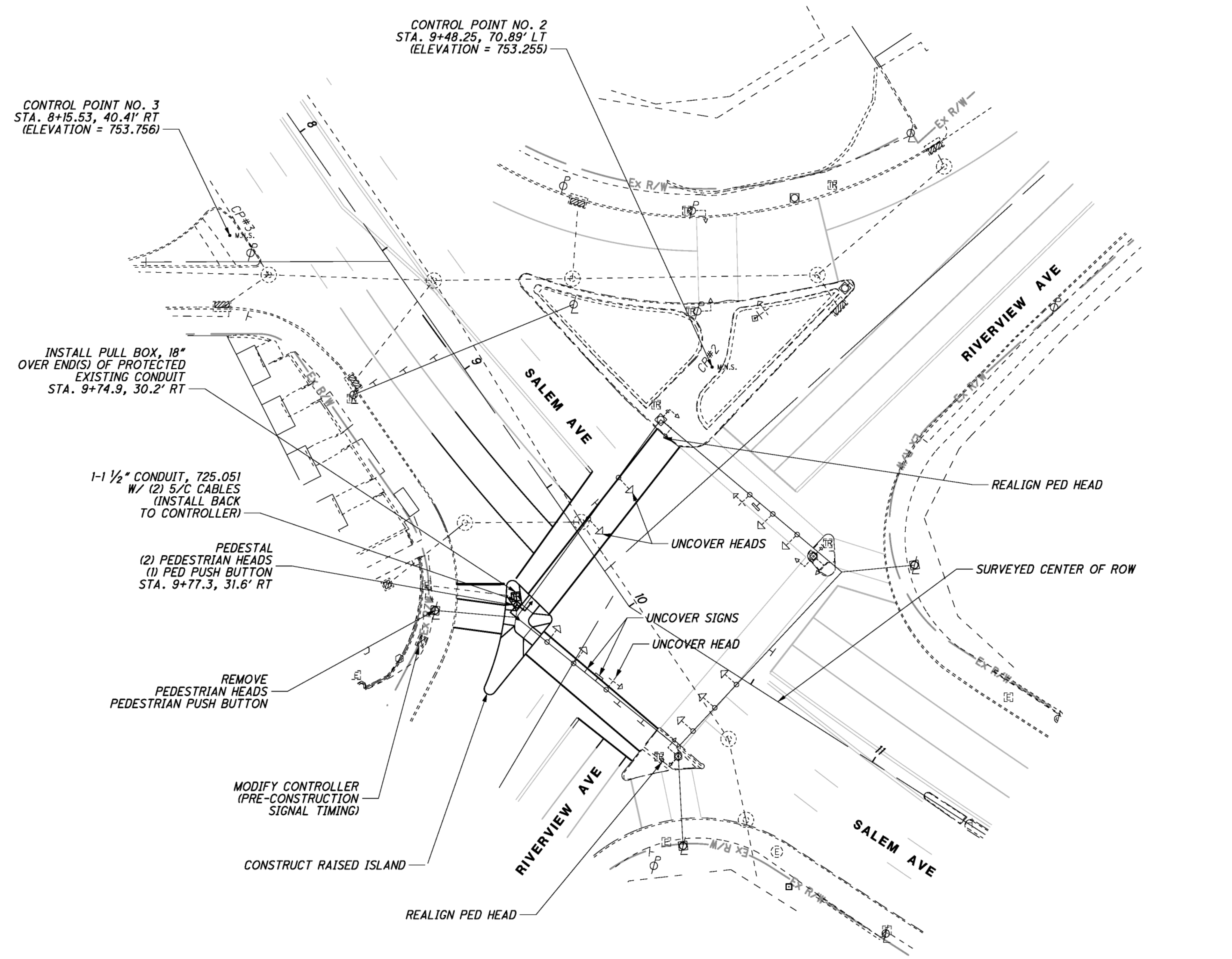
MAINTENANCE OF TRAFFIC - RESTORATION
RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00

IP_PWP:dms19306\77247MM326D.dgn 24-FEB-2012 3:51PM rgreenland

LEGEND

- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED PEDESTRIAN HEAD
- PROPOSED PEDESTRIAN PUSH BUTTON
- EXISTING SIGNAL HEADS
- EXISTING PEDESTRIAN HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED



MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO INSTALL TRAFFIC SIGNAL EQUIPMENT ON NEWLY CONSTRUCTED RAISED ISLAND ON SOUTHWEST CORNER AS SHOWN.
2. CONTRACTOR TO MODIFY TRAFFIC SIGNAL AS REQUIRED TO RETURN OPERATION TO PRE-CONSTRUCTION CONDITION.
3. MODIFICATION OF THE TRAFFIC SIGNAL CONTROLLER IS REQUIRED. COORDINATE WORK WITH THE CITY OF DAYTON. NO WORK SHALL BE PERFORMED WITHOUT THE PRESENCE OF CITY PERSONNEL.
4. REFER TO SHEET 209 FOR PAVEMENT MARKING AND SIGNING CHANGES.
5. REFER TO SHEET 211 FOR RAISED ISLAND DETAILS.
6. BASELINE STATIONING BASED UPON THE SURVEYED CENTER OF RIGHT-OF-WAY AND IT'S ASSOCIATED SURVEYED CONTROL POINTS (CP No. 2 AND No. 3).
7. SEE SUBSUMMARY SHEET 219.

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC - RESTORATION
RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00

ROADWAY QUANTITIES*

ITEM	QUAN.	UNITS	DESCRIPTION
608	120.2	SQ FT	CURB RAMP, TYPE A1
608	24	SQ FT	TRUNCATED DOMES
609	29.8	SQ YD	6" CONCRETE TRAFFIC ISLAND

* QUANTITIES FORWARDED TO SHEET 219 .

CURB RAMP INFORMATION

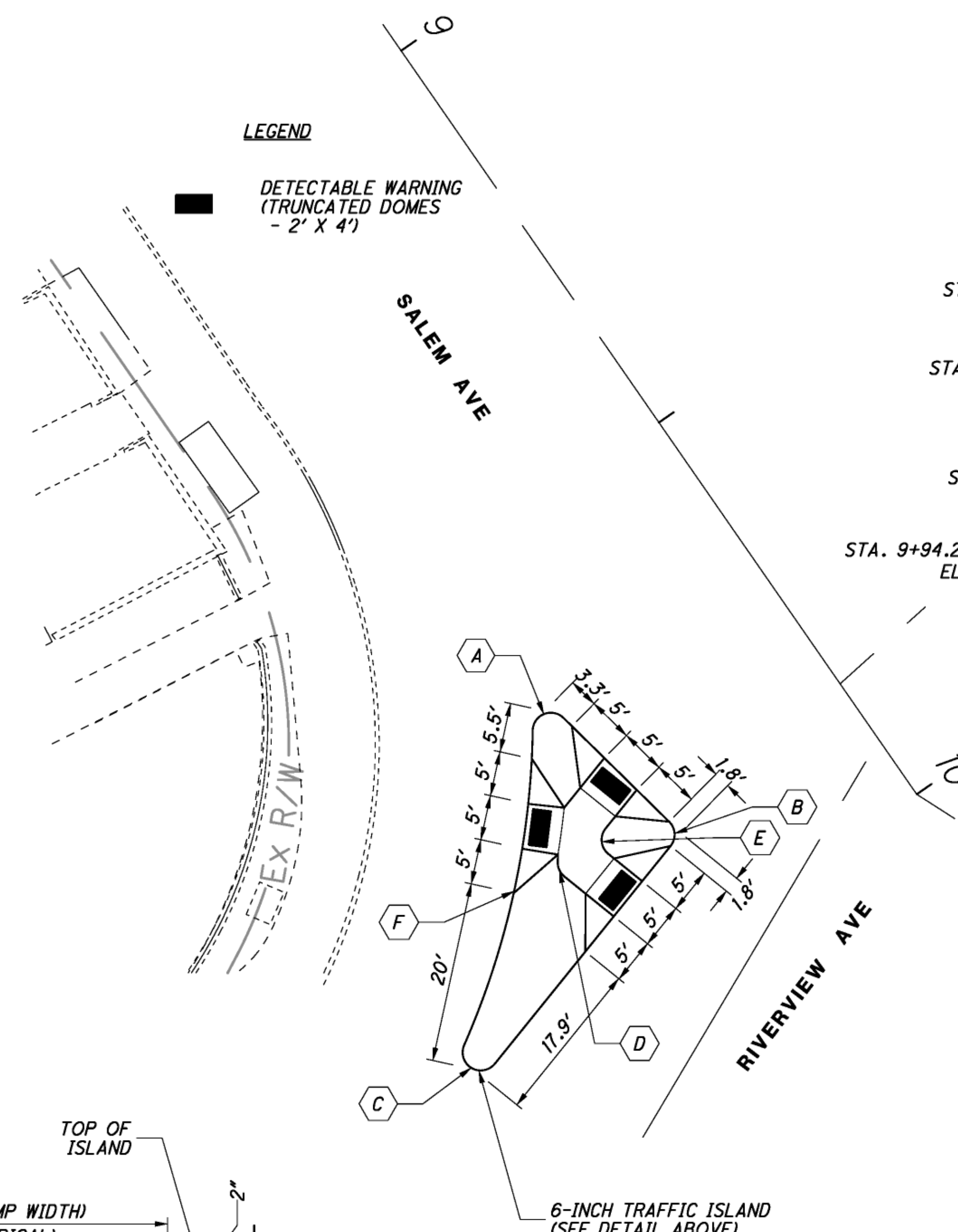
RAMP	TYPE	608 RAMP (SQ FT)	608 DOMES (SQ FT)	CENTER OF RAMP (MEASURED AT FRONT OF RAMP)
1	A1	40.2	8	STA. 9+78.3, 37.6' RT
2	A1	40.0	8	STA. 9+79.5, 25.6' RT
3	A1	40.0	8	STA. 9+91.3, 32.8' RT

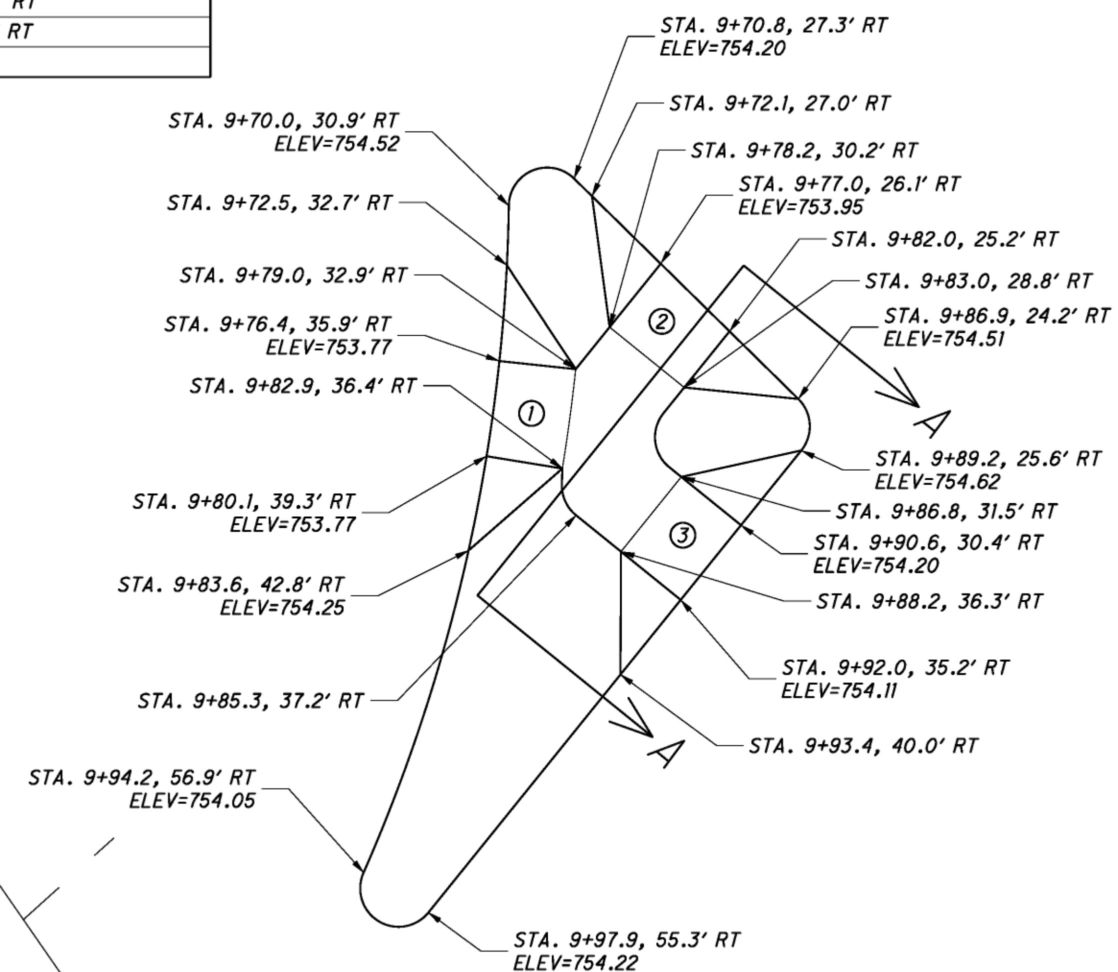
TRAFFIC ISLAND DETAILS

CURVE I.D.	RADIUS	STATION CENTER OF CURVE
A	2'	STA. 9+71.17, 29.24' RT
B	2'	STA. 9+87.26, 26.18' RT
C	2'	STA. 9+95.95, 55.86' RT
D	2'	STA. 9+84.71, 35.26' RT
E	2'	STA. 9+85.41, 29.85' RT
F	90'	STA. 9+17.55, 104.00' RT

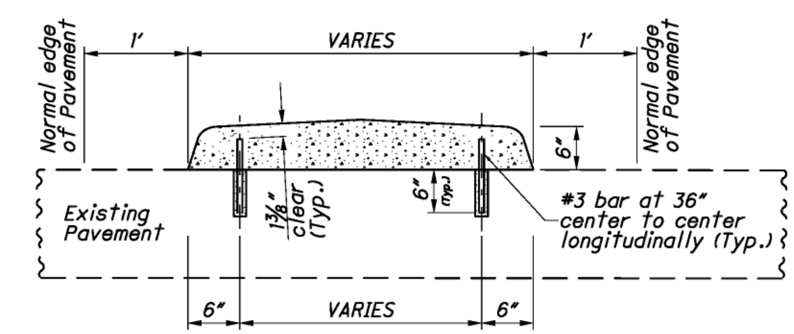
MOT SIGNAL PLAN NOTES:

1. CONTRACTOR IS REQUIRED TO ADEQUATELY RECONSTRUCT ISLAND. ELEVATION INFORMATION ON "TRAFFIC ISLAND DETAILS" IS BASED UPON EXISTING SURVEY.
2. BASELINE STATIONING BASED UPON THE SURVEYED CENTER OF RIGHT-OF-WAY AND IT'S ASSOCIATED SURVEYED CONTROL POINTS (CP No. 2 AND No. 3 ON SHEET 210).
3. CONSTRUCT TRAFFIC ISLAND AS SHOWN, ENSURING POSITIVE DRAINAGE AND COMPLIANCE WITH ADA REQUIREMENTS.
4. FOR THE CONSTRUCTION DETAILS OF THE 6-INCH ISLAND, SEE DETAIL ON THIS SHEET.
5. CONSTRUCT (3) TYPE A1 CURB RAMPS WITH TRUNCATED DOMES (DETECTABLE WARNING) INSTALLED CENTERED ALONG FACE OF EACH RAMP.
6. SEE SUBSUMMARY SHEET 219 .
7. REFER TO SCD BP 7.1 FOR ADDITIONAL DETAILS.
8. COORDINATE WITH ENGINEER FOR ANY REQUESTED CHANGES.

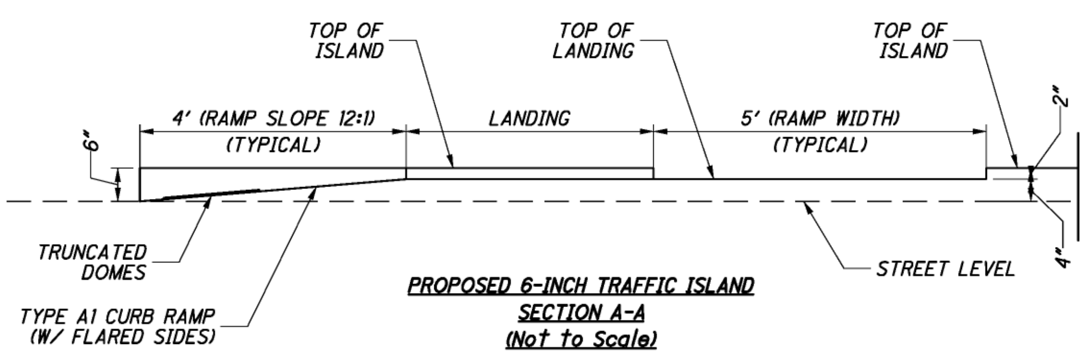




TRAFFIC ISLAND DETAILS
(Not to Scale)



TRAFFIC ISLAND CROSS SECTION
(Not to Scale - from SCD RM-3.1)



PROPOSED 6-INCH TRAFFIC ISLAND
SECTION A-A
(Not to Scale)

EXISTING CONDITIONS ARE BASED UPON THE AVAILABLE INFORMATION FROM ODOT GIS, FIELD SURVEYS, AND OTHER MAPPING SOURCES.

HORIZONTAL SCALE IN FEET 0 5 10 20

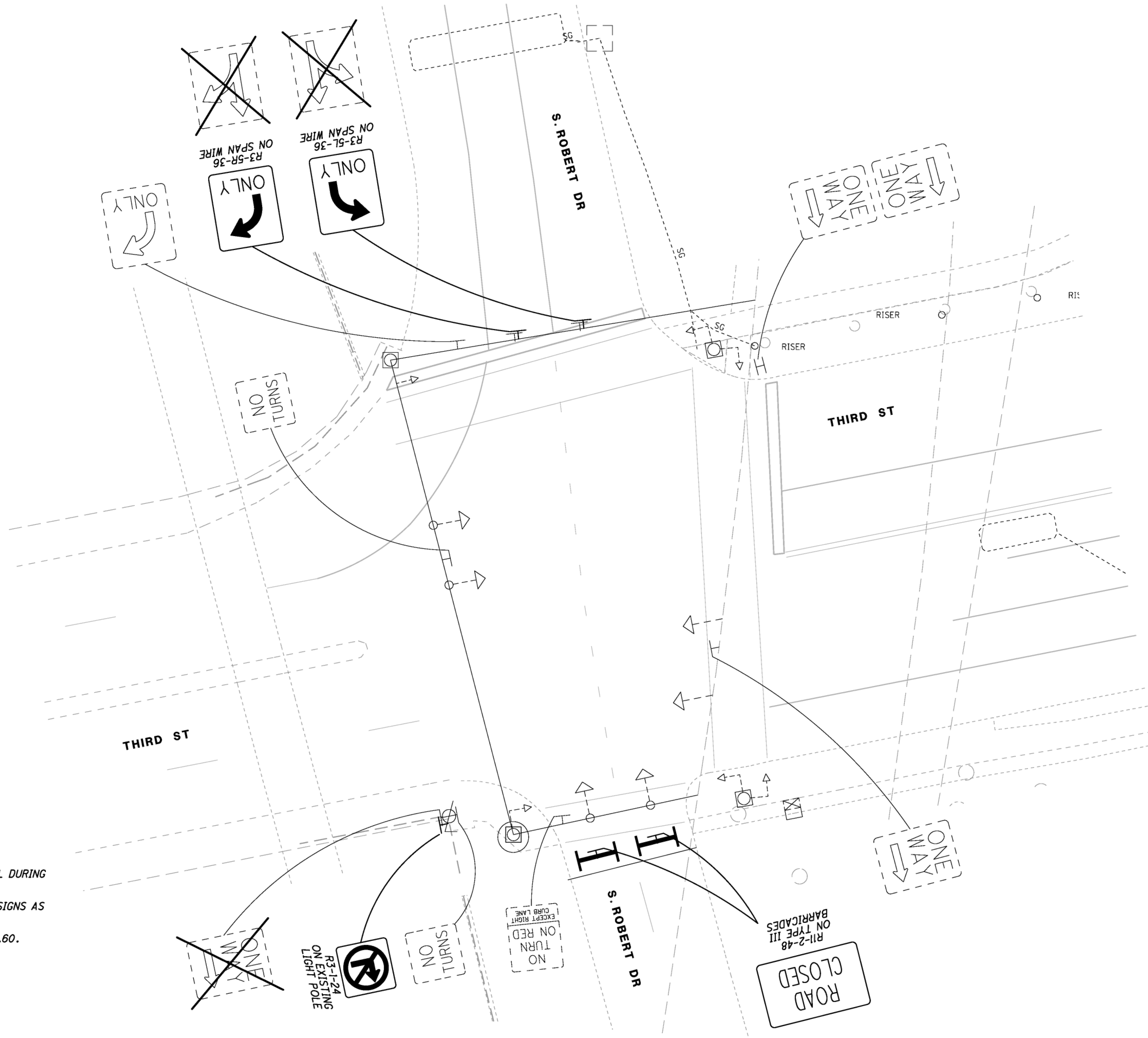
CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - RESTORATION
RIVERVIEW AVE AND SALEM AVE (LOC #26)

MOT-75-12.00

LEGEND

- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- EXISTING SIGNAL HEAD
- EXISTING PEDESTRIAN HEAD
- EXISTING CONTROLLER
- EXISTING SIGNAL POLES
- EXISTING SIGN
- PROPOSED SIGN
- SIGN TO BE REMOVED



MOT SIGNAL PLAN NOTES:

1. CONTRACTOR TO MAINTAIN TRAFFIC SIGNAL DURING THE CONSTRUCTION OF THIS PROJECT.
2. REPLACE OVERHEAD SPAN WIRE MOUNTED SIGNS AS SHOWN ON PLANS.
3. INSTALL TYPE III BARRICADES PER MT-101.60.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED ACW CHECKED HJF

MAINTENANCE OF TRAFFIC - SIGNAL PLAN S. ROBERT DR AND THIRD ST (LOC #27)

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1 (YELLOW)	614 WORK ZONE STOP LINE, CLASS 1, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 1A																				
92E	LL101A	EX. I-75	297+80	302+08	RT	428		0.08														
92E	DL101A	EX. I-75	297+80	301+00	RT	320			320.00													
92F	CH103A	EX. I-75	301+00	303+56	RT	256						256.00										
92F	ELW101A	EX. I-75	301+00	312+00	RT	1100				0.21												
92F	ELY101A	EX. I-75	302+08	312+00	℄	992					0.19											
92F	CH101A	EX. I-75	302+08	312+00	RT	992						992.00										
92F	CH102A	EX. I-75	302+08	312+00	RT	992						992.00										
		PHASE 1B																				
92J	CH101B	EX I-75	282+11	285+94	RT	383						383.00										
92J	ELW101B	EX I-75	282+11	307+26	RT	2515				0.48												
92L	CH104B	EX I-75	300+47	307+26	RT	703						703.00										
92L	ELW104B	EX I-75	300+47	312+00	RT	1153				0.22												
92L	ELY103B	EX I-75	301+25	312+00	RT	1075					0.20											
92L	CH102B	EX I-75	301+53	308+70	RT	717						717.00										
92L	CH103B	EX I-75	301+53	308+70	RT	717						717.00										
92L	LL101B	EX I-75	308+70	312+00	RT	330		0.06														
92L	LL102B	EX I-75	308+70	312+00	RT	330		0.06														
TOTALS CARRIED TO SHEET 217								0.21	320	0.90	0.39	4760	0.00	0	0	0	0		0	0	0	0

CALCULATED SNL
CHECKED JEL

MOT SUBSUMMARY 1/6

MOT-75-12.00

212A
1565

G:\CL06\0027\Road\MOT\MOD files\North Ramp\77247MS101AB.dgn 8/15/2012 2:22:40 PM jelorincz

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1 (YELLOW)	614 WORK ZONE STOP LINE, CLASS 1, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 1																				
FOR QUANTITIES BEFORE STATION 312+00, SEE PHASE 1A AND 1B ON SHEET 212A																						
89	ELY101	EX IR-75	312+00	318+00	R/L	600					0.11											
90	MT101	NOT USED																				
90	ELW101	EX IR-75	312+00	325+50	R	1350				0.26												
92	LL101	EX IR-75 NB	312+00	321+00	R	900		0.17									8					
92	LL102	EX IR-75 NB	312+00	321+00	R	900		0.17									8					
92	PC103	PCB PLACED BY OTHERS																		1450		
92	MT109	EX IR-75 NB	312+18	312+96	L/R		470												52			
92	MT110	EX IR-75 NB	312+56	313+33	R		746												83			
93	CH105	EX IR-75 NB	318+00	327+50	L	950						950					48					
93	CH106	RAMP O/EX IR-75 NB	07+73	11+45	R	372						372										
93	ELY102	RAMP O/ML MOT 1	06+80	228+83	BL/L	4295					0.82											
93	MT111	EX IR-75 NB	316+14	316+92	L		443												49			
93	MT112	EX IR-75 NB	316+39	317+22	R		1010												112			
93	MT113	EX IR-75 NB	319+41	320+17	L		327												36			
93	MT114	EX IR-75 NB	319+96	322+43	R		SEE SHEET 78 FOR QUANTITY															
93	CH108	EX IR-75 NB	321+00	327+50	R	650						650					65*					
93	CH107	EX IR-75 NB	321+00	327+50	R	650						650					65*					
93	MT115	EX IR-75 NB	321+63	322+37	L		437												48			
93	MT116	EX IR-75 NB	324+53	325+30	L		276												31			
93	MT117	EX IR-75 NB	324+59	325+38	L		1073												119			
93	MT118	EX IR-75 NB	324+76	325+51	R		818												91			
93	MT119	EX IR-75 NB	327+06	327+81	L		407												45			
93	MT120	EX IR-75 NB	327+27	328+03	R		597												66			
93	ELW102	RAMP O	05+50	07+73	BL	223				0.04												
94	PC104	EX IR-75 NB/ML MOT 1	341+00	219+82	L/R	1040									1						1040	
95	PC105	EX IR-75 NB/ML MOT 1	343+00	221+11	L	960									1						960	
95	DL101	ML MOT 1	345+40	348+30	R	290			290													
95	LL103	ML MOT 1	348+30	223+20	R	857		0.16														
95	CH109	ML MOT 1	348+30	354+03	R	573						573										
95	ELW103	ML MOT 1	220+20	228+83	R	863				0.16												
95	CH110	ML MOT 1	223+20	228+83	R	563						563					58*					
95	CH111	ML MOT 1	223+20	228+83	R	563						563					58*					
		PHASE 2, 3, 4																				
104	ELY201	ML MOT 2, 3 & 4	144+25	224+50	L	8030					1.52											
104	ELY202	ML MOT 2, 3 & 4	144+25	227+00	R	8280					1.57											
104	LL205	ML MOT 2, 3 & 4	162+00	216+50	R	5450		1.03									45*					
104	ELY203	RAMP 35_1	12+82	15+87	L	305					0.06											
104	ELW203	RAMP 35_1/RAMP D_1	12+82	15+61	R	6990				1.32												
104	ELW201	ML MOT 2, 3 & 4	142+43	151+45	R	902				0.17												
104	ELW202	ML MOT 2, 3 & 4	147+22	150+45	R	323				0.06												
104	CH205	RAMP 35_2	15+87	20+00	R	413						413										
104	ELW204	RAMP 35_2/RAMP D_2	06+00	18+82	L	7776				1.47												
104	CH204	ML MOT 2, 3 & 4	151+45	155+69	R	424						424										
		PHASE 2, 3, 4																				
104	CH206	ML MOT 2, 3 & 4	150+45	154+81	L	436						436										
104	PC201	ML MOT 2, 3 & 4	152+09	219+82	CL	6773																6780
104	DL202	ML MOT 2, 3 & 4	154+81	157+55	L	274			274													
TOTALS CARRIED TO SHEET 217								1.53	564	3.48	4.08	5594	0.00	0	2	0	354		732	1450	2000	6780

* - INCLUDES WZRPMs FOR EDGE LINE

CALCULATED SNL
CHECKED JEL

MOT SUBSUMMARY 2/6

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1 (YELLOW)	614 WORK ZONE STOP LINE, CLASS 1, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 2, 3, 4																				
104	LL201	RAMP 35_2	04+64	06+00	BL	136		0.03														
104	ELY204	RAMP 35_2	04+64	05+51	R	87					0.02											
104	CH201	ML MOT 2, 3 & 4	147+22	162+00	R	1478						1478					222*					
104	CH202	ML MOT 2, 3 & 4	147+22	162+00	L	1478						1478					148*					
104	CH203	ML MOT 2, 3 & 4	147+22	162+00	L	1478						1478					148*					
104	CH207	RAMP 35_2	05+51	10+00	R	449						449										
105	LL202	ML MOT 2, 3 & 4	155+69	157+10	R	141		0.03														
105	DL203	ML MOT 2, 3 & 4	157+10	163+90	R	680			680													
105	LL203	ML MOT 2, 3 & 4	162+00	208+75	L	4675		0.89									39					
105	LL204	ML MOT 2, 3 & 4	162+00	208+75	L	4675		0.89									39					
107	PC203	ML MOT 2, 3 & 4	185+39	190+48	L	510															510	
108	CH208	ML MOT 2, 3 & 4	208+75	227+50	L	1875						1875					188*					
108	CH209	ML MOT 2, 3 & 4	208+75	227+50	L	1875						1875					188*					
109	DL204	ML MOT 2, 3 & 4	211+75	217+03	L	525			525													
109	DL205	ML MOT 2, 3 & 4	212+78	215+00	R	222			222													
109	CH210	ML MOT 2, 3 & 4	216+50	226+00	R	950						950					143*					
109	ELW205	ML MOT 2, 3 & 4	220+51	229+72	R/CL	921				0.17												
109	CH211	ML MOT 2, 3 & 4	215+00	220+51	R	551						551										
109	CH213	ML MOT 2, 3 & 4	217+00	220+00	L	300						300										
109	CH212	RAMP D_1	12+20	15+61	L	341						341										
109	CH214	RAMP D_2	10+00	13+00	R	300						300										
109	ELY205	RAMP D_2	13+00	18+00	R	500					0.09											
109	ELW206	ML MOT/RAMP E_2	220+00	15+00	L	2153				0.41												
109	DL206	ML MOT 2, 3 & 4	226+30	233+85	R	755			755													
109	LL206	ML MOT 2, 3 & 4	226+00	228+83	R	283		0.05														
109	LL207	ML MOT 2, 3 & 4	227+00	228+83	R	183		0.03														
109	PC202	ML MOT 2, 3 & 5	211+77	215+35	L	370															370	
110	CH215	RAMP E_2	10+00	15+00	R	500						500										
111	ELY206	RAMP E_2	15+00	23+00	R	800					0.15											
	PHASE 5, 6																					
119	DL501	MOT 5 & 6	131+50	137+50	R	600			600													
119	ELW501	MOT 5 & 6	131+50	153+33	R	2183				0.41												
120	ELW502	MOT 5 & 6	144+25	154+05	L	980				0.19												
120	ELY501	MOT 5 & 6	144+25	225+00	L	8075					1.53											
120	ELY502	MOT 5 & 6	144+25	227+00	R	8275					1.57											
120	ELY503	RAMP 35_3	11+11	17+00	L	589					0.11											
120	ELW503	RAMP 35_3/RAMP D_3	11+11	18+95	BL	7627				1.44												
120	CH501	MOT 5 & 6	141+25	162+50	L	2125						2125					213					
120	CH502	MOT 5 & 6	141+25	162+50	L	2125						2125					213					
120	CH503	MOT 5 & 6	141+25	162+50	R	2125						2125					319					
120	CH504	RAMP 35_3	17+00	20+00	L	300						300										
120	ELW504	RAMP 35_4/RAMP D_4	06+00	29+43	BL	7773				1.47												
120	CH504	RAMP 35_4	07+31	10+00	R	269						269										
120	PC501	MOT 5 & 6	152+09	219+48	CL	6739																6739
120	LL504	MOT 5 & 6	153+33	155+91	R	258		0.05														
120	DL501	MOT 5 & 6	154+05	156+75	L	270			270													
120	PC502	MOT 5 & 6	153+75	158+00	R	425															430	
121	DL502	MOT 5 & 6	155+91	163+90	R	799			799													
121	LL505	MOT 5 & 6	162+50	209+21	L	4671		0.88								39						
TOTALS CARRIED TO SHEET 217								1.93	3052	4.10	3.45	18519	0.00	0	0	0	1857		0	0	1310	6739

* - INCLUDES WZRPMs FOR EDGE LINE

CALCULATED SNL CHECKED JEL

MOT SUBSUMMARY 3/6

MOT-75-12.00

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SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1 (YELLOW)	614 WORK ZONE STOP LINE, CLASS 1, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 5, 6																				
121	LL506	MOT 5 & 6	162+50	209+21	L	4671		0.88								39						
121	LL507	MOT 5 & 6	162+50	209+21	R	4671		0.88								39						
124	CH506	MOT 5 & 6	209+21	228+00	L	1879						1879					188					
124	CH507	MOT 5 & 6	209+21	228+00	L	1879						1879					188					
124	CH508	MOT 5 & 6	209+21	229+00	R	1979						1979					297					
124	DL503	MOT 5 & 6	209+50	217+16	L	766			766													
125	DL504	MOT 5 & 6	211+76	214+39	R	263			263													
125	CH509	RAMP D_3	12+58	16+00	L	342						342										
125	ELY504	RAMP D_3	16+00	18+95	L	295					0.06											
125	ELW505	MOT5/RAMP E_4	214+39	15+00	R/BL	1501				0.28												
125	CH510	RAMP D_4	21+00	25+00	R	400						400										
125	ELY505	RAMP D_4	25+00	27+71	R	271					0.05											
125	ELW506	MOT5/RAMP E_4	219+48	17+00	L/BL	2352				0.45												
125	DL505	MOT 5 & 6	220+00	224+40	R	440			440													
125	LL508	NOT USED																				
125	LL509	NOT USED																				
125	LL510	NOT USED																				
125	CH511	MOT 5 & 6	224+40	226+00	R	160						160										
125	CH512	MOT 5 & 6	224+40	226+00	R	160						160										
126	DL506	MOT 5 & 6	226+38	233+93	L	755			755													
126	CH513	RAMP E_4	10+00	15+00	R	500						500										
127	ELY506	RAMP E_4	15+00	23+00	R	800					0.15											
	PHASE 8A																					
134	ELY801	IR-75	270+00	364+25	R	9425					1.79											
134	DL801	IR-75	270+00	276+00	R	600			600													
134	ELW801	IR-75	275+50	288+11	L	1261				0.24												
134	ELY802	IR-75	275+50	299+25	L	2375					0.45											
134	LL801	IR-75	275+50	293+25	L	1775		0.34								15						
134	LL802	IR-75	275+50	293+25	L	1775		0.34								15						
135	PC801	IR-75	283+10	292+00	R	890									1						890	
135	ELW802	IR-75	283+35	299+25	L	1590				0.30												
135	LL803	IR-75	283+35	293+25	L	990		0.19								8						
135	CH801	IR-75	283+35	288+11	L	476						476										
135	PC802	IR-75	285+30	294+05	L	875									1						880	
135	DL802	IR-75	288+11	293+25	L	514			514							4						
136	CH808	IR-75	293+25	302+25	L	900						900				90						
136	CH809	IR-75	293+25	302+25	L	900						900				45						
136	CH810	IR-75	293+25	302+25	L	900						900				45						
136	CH811	IR-75	293+25	302+25	L	900						900				90						
137	CH812	IR-75	310+60	322+00	R	1140						1140				171						
137	ELW803	IR-75	313+60	333+89	R	2029				0.38												
137	LL804	IR-75	322+00	332+25	R	1025		0.19								9						
138	ELY803	RAMP C_5	319+00	326+00	L	700					0.13											
138	DL803	RAMP C_5	319+00	324+40	L	540			540													
138	CH802	RAMP C_5	326+00	331+94	L	594						594										
138	ELW804	IR-75	327+53	357+74	R	3021				0.57												
138	CH813	IR-75	326+00	348+00	L	2200						2200				220						
138	CH814	IR-75	326+00	348+00	L	2200						2200				220						
TOTALS CARRIED TO SHEET 217								2.82	3878	2.23	2.63	13109	0.00	0	2	570	673		0	0	1770	0

CALCULATED SNL
CHECKED JEL

MOT SUBSUMMARY 4/6

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1 (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS 1 (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1 (YELLOW)	614 WORK ZONE STOP LINE, CLASS 1, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 8A																				
138	CH815	IR-75	332+25	344+50	R	1225						1225				123						
138	CH816	IR-75	333+89	344+50	R	1061						1061				106						
139	ELW805	IR-75	333+50	368+17	L	3467				0.66												
139	LL805	IR-75	348+00	358+76	L	1076		0.20								9						
139	LL806	IR-75	348+00	358+76	L	1076		0.20								9						
139	ELY804	IR-75	333+50	378+64	L	4514					0.85											
139	LL807	IR-75	344+50	363+25	R	1875		0.36								16						
139	PC803	IR-75	342+40	355+65	R	1325															1330	
139	LL812	IR-75	344+50	353+50	R	900		0.17								15						
139	PC804	IR-75	345+10	358+51	L	1341															1340	
140	CH817	IR-75	353+50	366+25	R	1275						1275				191						
140	DL810	IR-75	356+50	360+59	R	409			409													
140	CH818	IR-75	358+76	380+65	L	2189						2189				219						
140	CH819	IR-75	358+76	380+65	L	2189						2189				219						
140	CH803	IR-75	360+59	363+25	R	266						266										
141	DL804	IR-75	361+76	368+16	L	640			640													
141	ELW806	IR-75	368+17	378+64	L	1047				0.20												
141	CH804	RAMP E8_1	12+89	16+00	R	311						311										
141	ELY805	RAMP E8_1	16+00	25+00	R	900					0.17											
		PHASE 8B																				
150	ELY806	IR-75	316+70	363+45	R	4675					0.89											
150	LL808	IR-75	334+00	355+50	R	2150		0.41								18						
150	DL805	IR-75	316+70	323+00	R	630			630													
150	ELW807	IR-75	316+70	333+89	R	1719				0.33												
151	DL806	RAMP C_5	319+00	324+40	L	540			540													
151	ELW808	RAMP C_5/IR-75	319+00	363+00	L/R	4400				0.83												
151	CH820	IR-75	323+00	334+00	R	1100						1100				165						
151	ELY807	RAMP C_5/IR-75	323+50	328+00	L/R	450					0.09											
151	CH804	IR-75	328+00	333+00	R	500						500										
152	LL809	IR-75	333+89	334+80	R	91		0.02														
152	DL807	IR-75	334+80	340+20	R	540			540													
152	CH821	IR-75	335+00	348+00	L	1300						1300				130						
152	CH822	IR-75	335+00	348+00	L	1300						1300				130						
152	ELW809	IR-75/RAMP D_1	336+00	17+88	L/BL	4004				0.76												
152	PC805	IR-75	338+32	354+50	R	1618															1620	
152	ELY808	IR-75	338+70	381+00	L	4230					0.80											
152	LL810	IR-75	348+00	372+00	L	2400		0.45								20						
152	LL811	IR-75	348+00	372+00	L	2400		0.45								20						
152	PC806	IR-75	345+00	360+00	L	1500															1500	
153	CH823	IR-75	355+50	366+45	R	1095						1095				164						
153	ELW810	IR-75	357+75	364+45	R	670				0.13												
153	CH805	IR-75	357+75	363+00	R	525						525										
153	DL808	IR-75	359+80	365+20	L	540			540													
154	CH806	RAMP E8_2	10+00	14+00	R	400						400										
154	ELY809	RAMP E8_2	14+00	25+00	R	1100					0.21											
154	ELW811	IR-75	365+20	381+00	L	1580				0.30												
154	CH824	IR-75	372+00	384+00	L	1200						1200				120						
154	CH825	IR-75	372+00	384+00	L	1200						1200				120						
155	DL809	RAMP E8_2	19+60	26+00	R	640			640													
TOTALS CARRIED TO SHEET 217								2.27	3939	3.20	3.01	17136	0.00	0	0	1793	0		0	0	5790	0

CALCULATED SNL
CHECKED JEL

MOT SUBSUMMARY 5/6

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	LENGTH	SURFACE AREA A = L x W	614 WORK ZONE LANE LINE, CLASS I, AS PER PLAN	614 WORK ZONE DOTTED LINE, CLASS I (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS I (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS I (YELLOW), AS PER PLAN	614 WORK ZONE CHANNELIZING LINE, CLASS I (WHITE), AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS I (YELLOW)	614 WORK ZONE STOP LINE, CLASS I, (WHITE)	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	614 WORK ZONE RAISED PAVEMENT MARKER	614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	622 BARRIER MISC.: EXISTING PORTABLE CONCRETE BARRIER	622 PORTABLE CONCRETE BARRIER, 32"	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN, A
						FT	SQ FT	MILE	FT	MILE	MILE	FT	MILE	FT	EACH	EACH	EACH		SQ YD	FT	FT	FT
		PHASE 6B-1																				
160	ELW601	SECOND ST	226+00	232+25	R/L	648				0.12												
160	CL601	SECOND ST	226+64	232+25	R	622							0.12									
160	ELW602	SECOND ST	226+82	229+45	R	318				0.06												
162	ELW606	FIRST ST	111+23	119+21	R/L	871				0.16												
162	CL603	FIRST ST	111+23	119+05	R	784							0.15									
162	CH601	FIRST ST	118+05	119+05	R	100						100										
162	SL601	FIRST ST	119+05	119+05	R	29								29								
		PHASE 6B-2																				
161	ELW603	SECOND ST	226+80	231+57	R/L	591				0.11												
161	CL602	SECOND ST	226+00	232+50	R/L	554							0.10									
161	CL605	SECOND ST	230+00	232+50	L	250							0.05									
163	CL604	FIRST ST	109+65	119+05	R	962							0.18									
163	ELW608	FIRST ST	111+23	119+21	R/L	573				0.11												
163	CH602	FIRST ST	118+05	119+05	R	100						100										
163	SL602	FIRST ST	119+05	119+05	R	29								29								
		PHASE 7A																				
164	CL701	THIRD ST	52+28	73+28	R/L	2100							0.40									
164	ELW701	THIRD ST	55+15	72+75	R/L	1760				0.33												
164	ELW702	THIRD ST	52+28	76+80	L	2640				0.50												
165	ELY701	THIRD ST	73+28	75+30	L	175					0.03											
165	ELY702	THIRD ST	73+28	76+16	L/R	300					0.06											
		PHASE 7B																				
166	ELW703	THIRD ST	51+90	54+46	R	280				0.05												
166	ELW704	THIRD ST	53+05	77+70	L/R	2470				0.47												
166	ELW705	THIRD ST	55+15	73+87	R	1875				0.36												
166	CL702	THIRD ST	54+00	73+30	R	1935							0.37									
167	ELY703	THIRD ST	73+30	76+45	R/L	320					0.06											
167	DL701	THIRD ST	51+00	52+25	R				125													
167	DL702	THIRD ST	51+00	52+25	R				125													
167	DL703	THIRD ST	51+00	52+25	R/L				125													
167	ELY704	THIRD ST	73+30	76+96	R/L	375					0.07											
		BRIDGE 7N																				
168	ELY7N01	MONUMENT AVE	17+85	20+44	R	381					0.07											
168	PC7N01	MONUMENT AVE	18+33	20+33	R	220															220	
169	ELW7N01	RIVERVIEW AVE	11+14	15+41	R	427				0.08												
169	CL7N01	RIVERVIEW AVE	11+36	15+12	L	376							0.07									
169	PC7N02	RIVERVIEW AVE	11+36	15+11	R	380															380	
169	ELW7N02	RIVERVIEW AVE	11+90	15+08	L	326				0.06												
* QUANTITIES PROVIDED FOR WZRPM IN TRANSITION AREAS ALONG CHANNELIZING LINES INCLUDE QUANTITIES REQUIRED FOR THE ASSOCIATED EDGE LINES.																						
TOTALS FROM THIS SHEET								0.00	375	2.42	0.29	200	1.44	58	0	0	0		0	0	600	0
TOTALS FROM SHEET 212A								0.21	320.00	0.90	0.39	4760.00	0.00	0	0	0	0.00		0	0	0	0
TOTALS FROM SHEET 213								1.53	564	3.48	4.08	5594	0.00	0	2	0	354		732	1450	2000	6780
TOTALS FROM SHEET 214								1.93	3052	4.10	3.45	18519	0.00	0	0	0	1857		0	0	1310	6739
TOTALS FROM SHEET 215								2.82	3878	2.23	2.63	13109	0.00	0	2	570	673		0	0	1770	0
TOTALS FROM SHEET 216								2.27	3939	3.20	3.01	17136	0.00	0	0	1793	0		0	0	5790	0
TOTALS CARRIED TO GENERAL SUMMARY								8.76	12128	30.18		59318	1.44	58	4	2363	2884		732	1450	11470	13519

CALCULATED SNL
CHECKED JEL

MOT SUBSUMMARY 6/6

MOT-75-12.00

217
1565

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SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, TEMPORARY OVERLAY	630 REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL
						SQ FT	EACH
	PHASE 1						
89	ML MOT 1	130+26	RT	W20-H15-108	108 X 18	13.5	
89	ML MOT 1	130+26	RT	W20-H15-108	108 X 18	13.5	
89	ML MOT 1	130+26	RT	W20-H15-108	108 X 18	13.5	
89	ML MOT 1	137+26	RT	W20-H15-108	108 X 18	13.5	
92	EX I-75	303+61	RT		168 X 36	42	
94	EX I-75	332+13	RT	W20-H15-108	108X18	3.5	
92	EX I-75	303+61	RT	W20-H15-108	108 X 18	13.5	
93	EX I-75	315+27	RT	W20-H15-108	108 X 18	13.5	
93	EX I-75	315+27	RT	W20-H15-108	108 X 18	13.5	
93	W. SECOND ST.		LT/RT	W20-H15a-108	108 X 18	13.5	1
95	ML MOT 1	223+25	RT		204 X 36	51	
95	ML MOT 1	357+00	RT	W20-H15-108	108X18	13.5	
	PHASE 2, 3, &4						
60	I-75		RT	W20-H15-108	108 X 18	13.5	1
106	ML MOT 2, 3, & 4	172+10	RT	W20-H15-108	108 X 18	13.5	
111	ML RAMP E_2	16+50	LT		34 X 24	5.7	
112	ML MOT 2, 3, & 4	252+52	LT	W20-H15-108	108 X 18	13.5	
195	STEWART ST.		LT	W20-H15a-108	108 X 18	13.5	1
195	STEWART ST.		RT	W20-H15a-108	108 X 18	13.5	1
195	KIRKMAN ST.		RT	W20-H15a-108	108 X 18	13.5	1
196	STEWART ST.		RT	W20-H15a-108	108 X 18	13.5	1
196	STEWART ST.		LT	W20-H15a-108	108 X 18	13.5	1
106	ML MOT 2, 3 & 4	172+10	RT	R-11-H8-48	48X24	8	
200	N. ROBERT DR.		RT	W20-H15a-108	108 X 18	13.5	1
	PHASE 5 & 6						
121	ML MOT 5 & 6	165+83	LT		120 X 36	30	
121	ML MOT 5 & 6	165+83	LT		168 X 36	42	
122	ML MOT 5 & 6	172+86	LT		84 X 36	21	
124	ML MOT 5 & 6	199+45	LT	W20-H15-108	108 X 18	13.5	
122	ML MOT 5 & 6	172+10	RT				3
123	ML MOT 5 & 6	183+90	RT				1
123	ML MOT 5 & 6	183+90	RT				1
124	ML MOT 5 & 6	206+15	RT				1
128	ML MOT 5 & 6	252+52	LT				1
	PHASE 8A						
134	I-75	264+00	RT				3
134	I-75	271+00	RT				1
136	I-75	298+36	LT				2
137	I-75	306+76	LT				1
138	I-75	332+00	LT		204 X 36	51	1
140	I-75	347+00	LT		204 X 36	51	
140	I-75	347+60	RT		24 X 36	6	
140	I-75	347+60	RT		24 X 36	6	
140	I-75	357+00	RT		24 X 36	6	1
	PHASE 8B						
148	I-75	290+50	RT		24 X 36	6	
153	I-75	347+60	RT	W20-H15-108	108 X 18	13.5	1
153	I-75	347+60	RT		204 X 36	51	
153	I-75	357+00	RT		204 X 36	51	1
155	RAMP E8_1	18+03	LT				1
	POST CONSTRUCTION						
148	I-75	290+50	RT				1
151	I-75	332+00	LT				1
153	I-75	347+00	LT				1
157	I-75	347+60	RT				3
157	I-75	357+00	RT				1
TOTALS CARRIED TO GENERAL SUMMARY						701.2	34

CALCULATED SNL CHECKED JEL

MOT OVERLAY SUBSUMMARY

MOT-75-12.00

SHEET NO.	MOT LOCAL STREETS	202 TRAFFIC ISLAND REMOVED SQ YD		608 CURB RAMP, TYPE A1 SQ FT	608 TRUNCATED DOMES SQ FT		609 6" CONCRETE TRAFFIC ISLAND SQ YD		614 WORK ZONE LANE LINE, CLASS 1, 642 PAINT MILE	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT MILE	614 WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE TRANSVERSE/ DIAGONAL LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE CROSSWALK LINE, CLASS 1, 642 PAINT FT	614 WORK ZONE ARROW, CLASS 1, 642 PAINT EACH	614 WORK ZONE WORD ON PAVEMENT, 72", CLASS 1, 642 PAINT EACH	614 SPECIAL - WORK ZONE TRAFFIC SIGNAL EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B SQ YD		625 CONDUIT, 1-1/2", 725.05 FT	625 PULL BOX, 725.08, 18" EACH	625 GROUND ROD EACH
191	# 2									0.03	58												
192	# 2									0.05	304												
194	# 3											2603											
195	# 3								0.15	0.14	995	400	190										
197	# 20													38	192			1					
202	# 24										100	68				5	1						
204	# 25											90				4							
206	# 26										263	44	125	83	334								
208	# 26	44																	44				
209	# 26																						
210	# 26																				5	1	1
211	# 26			120.2	24		29.8																
TOTALS CARRIED TO GENERAL SUMMARY		44		120.2	24		29.8		0.15	0.22	1720	3205	315	121	526	9	1	1	44		5	1	1

CALCULATED ACW
CHECKED HJF

MAINTENANCE OF TRAFFIC SUBSUMMARY (LOCATIONS #2 TO #26)

MOT-75-12.00

MAINTENANCE OF TRAFFIC SUBSUMMARY (LOCATIONS #2 TO #26)

CALCULATED ACW CHECKED HJF

SHEET NO.	MOT LOCAL STREETS	632 PEDESTRIAN SIGNAL HEAD (LED), TYPE D2 EACH	632 PEDESTRIAN PUSHBUTTON EACH	632 SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG FT	632 PEDESTAL FOUNDATION EACH	632 PEDESTAL, 11' EACH	632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION EACH		644 STOP LINE FT	644 CROSSWALK LINE FT
191	# 2									
192	# 2									
194	# 3									
195	# 3									
197	# 20									
202	# 24									
204	# 25									
206	# 26									
208	# 26						1			
209	# 26								40	283
210	# 26	2	1	160	1	1				
211	# 26									
TOTALS CARRIED TO GENERAL SUMMARY		2	1	160	1	1	1		40	283

MOT-75-12.00

SHEET NUMBER														PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
227	228	229	230	231	232	233	234	235	236	237	319	489	OFFICE CALCS	IM ROAD	NHS ROAD						
																				ROADWAY	
														70%	30%	201	11000	LUMP		CLEARING AND GRUBBING	
						1								1	0	202	20010	1	EACH	HEADWALL REMOVED	
					1025	1772	229	517	147		64498		119	47815	20492	202	23000	68307	SQ YD	PAVEMENT REMOVED	
											41981			29387	12594	202	23010	41981	SQ YD	PAVEMENT REMOVED, ASPHALT	
6914	7423	2520		1609	2955	209	14311	8162	1094	677			2150	33617	14407	202	30000	48024	SQ FT	WALK REMOVED	
					470			202	301					681	292	202	30600	973	SQ YD	CONCRETE MEDIAN REMOVED	
	228	220		878										928	398	202	30700	1326	FT	CONCRETE BARRIER REMOVED	
	739	37			32		74		25					635	272	202	30800	907	SQ YD	TRAFFIC ISLAND REMOVAL	
2062	4627	3354		480	1284	1137	2628	2017	107	1509				13444	5761	202	32000	19205	FT	CURB REMOVED	
									1373					961	412	202	32500	1373	FT	CURB AND GUTTER REMOVED	
					1135		171		194					1050	450	202	32800	1500	SQ YD	CONCRETE SLOPE PROTECTION REMOVED	
682	727	1306	1368	267	799	774	534	292	596	764				5676	2433	202	35101	8109	FT	PIPE REMOVED, 24" AND UNDER, AS PER PLAN	46
					24	30	26	12						64	28	202	35201	92	FT	PIPE REMOVED, OVER 24", AS PER PLAN	46
	3810	2693				1075	862.5		475	314				6461	2768.5	202	38000	9229.5	FT	GUARDRAIL REMOVED	
						200								140	60	202	38300	200	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
	6	23				5	2		3	4				30	13	202	42206	43	EACH	ANCHOR ASSEMBLY REMOVED	
	16					7			1					17	7	202	47000	24	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
								13						9	4	SPECIAL	20253020	13	EACH	PARKING BLOCK REMOVED FOR STORAGE	43
5		1	3		4	1	4		2	2				15	7	202	58000	22	EACH	MANHOLE REMOVED	
11	7	14	17	1	10	10	6	9	12	7				73	31	202	58100	104	EACH	CATCH BASIN REMOVED	
	4		3	5										8	4	202	58200	12	EACH	INLET REMOVED	
									8					6	2	SPECIAL	20270000	8	FT	FILL AND PLUG EXISTING CONDUIT	44
				221										155	66	202	75000	221	FT	FENCE REMOVED	
	LUMP													70%	30%	202	98000	LUMP		REMOVAL MISC: CONCRETE WALL, PAVEMENT, ETC.	482
												LUMP		70%	30%	202	98000	LUMP		REMOVAL MISC: TENNIS POSTS AND NETTING AND REERECTION	489
							2	8						7	3	202	98100	10	EACH	REMOVAL MISC: CONCRETE BOLLARD REMOVED	
	1													1	0	202	98100	1	EACH	REMOVAL MISC: TOLL BOOTH REMOVED	255
								4						3	1	625	75400	4	EACH	LIGHT POLE REMOVED	

CALCULATED RLG CHECKED JMM

GENERAL SUMMARY

MOT-75-12.00

SHEET NUMBER														PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
44	46	47	238	239	240	241	242	243	244	246	572	1565	OFFICE CALCS	IM ROAD	NHS ROAD						
																				ROADWAY (CONT)	
							186008							130206	55802	203	10000	186008	CU YD	EXCAVATION	
							153600							107520	46080	203	20000	153600	CU YD	EMBANKMENT	
							24727							17309	7418	203	20001	24727	CU YD	EMBANKMENT, AS PER PLAN	45
							13119							9183	3936	203	35110	13119	CU YD	GRANULAR MATERIAL, TYPE B	
													113011	79108	33903	204	10000	113011	SQ YD	SUBGRADE COMPACTION	
		9800												6860	2940	204	13000	9800	CU YD	EXCAVATION OF SUBGRADE	
		37												26	11	204	45000	37	HOURS	PROOF ROLLING	
								5381						3767	1614	512	10100	5381	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
			2906.25											2034.38	871.87	606	13000	2906.25	FT	GUARDRAIL, TYPE 5	
			4											3	1	606	26100	4	EACH	ANCHOR ASSEMBLY, TYPE E	
			3											2	1	606	26500	3	EACH	ANCHOR ASSEMBLY, TYPE T	
			7											5	2	606	35000	7	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			6											4	2	606	35100	6	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			2											1	1	606	60022	2	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 90", 60 MPH	
		100	265											256	109	607	20000	365	FT	FENCE, TYPE CL	
												1984		1389	595	607	23000	1984	FT	FENCE, TYPE CLT	
			2									1		2	1	607	50900	3	EACH	GATE, TYPE CL	
			11672	22247	56346	7126							396	68451	29336	608	10000	97787	SQ FT	4" CONCRETE WALK	
													3093	2165	928	608	10001	3093	SQ FT	4" CONCRETE WALK, AS PER PLAN	45
			140	1370	368	423								1611	690	608	52010	2301	SQ FT	CURB RAMP, TYPE A1	
				70	107	134								218	93	608	52020	311	SQ FT	CURB RAMP, TYPE A2	
				388										272	116	608	52030	388	SQ FT	CURB RAMP, TYPE B1	
					163									114	49	608	52040	163	SQ FT	CURB RAMP, TYPE B2	
					247									173	74	608	52044	247	SQ FT	CURB RAMP, TYPE B3	
			163	369										372	160	608	52050	532	SQ FT	CURB RAMP, TYPE C1	
					1184									829	355	608	98000	1184	SQ FT	WALKWAY MISC: SINCLAIR CONCRETE PAVERS	46
			1235											865	370	622	10100	1235	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
			678											475	203	622	10140	678	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
			1466		40									1054	452	622	10160	1506	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
			198											139	59	622	10161	198	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	42
			2											1	1	622	10201	2	EACH	BARRIER TRANSITION, AS PER PLAN	42
			1											1	0	622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
			23											16	7	622	25006	23	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
			10											7	3	622	25014	10	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
			32											22	10	622	25050	32	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
			4											3	1	622	25051	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	42
	14													10	4	823	38500	14	EACH	MONUMENT ASSEMBLY	
	37													26	11	823	40500	37	EACH	REFERENCE MONUMENT	
	73													51	22	823	40520	73	EACH	RIGHT-OF-WAY MONUMENT	
																				EROSION CONTROL	
									1					1	0	601	11000	1	SQ YD	RIPRAP USING 6" REINFORCED CONCRETE SLAB	
											16.2			11.3	4.9	601	21050	16.2	SQ YD	TIED CONCRETE BLOCK MAT, TYPE 1	
										13				9.1	3.9	601	21060	13	SQ YD	TIED CONCRETE BLOCK MAT, TYPE 2	
									1					1	0	601	32204	1	CU YD	ROCK CHANNEL PROTECTION, TYPE C WITH FABRIC FILTER	
2														1	1	659	00100	2	EACH	SOIL ANALYSIS TEST	
9450														6615	2835	659	00300	9450	CU YD	TOPSOIL	
							85192							59634	25558	659	10000	85192	SQ YD	SEEDING AND MULCHING	
4240														2968	1272	659	14000	4240	SQ YD	REPAIR SEEDING AND MULCHING	
4240														2968	1272	659	15000	4240	SQ YD	INTER-SEEDING	
11.9														8	3.9	659	20000	11.9	TON	COMMERCIAL FERTILIZER	
17.62														12.33	5.29	659	31000	17.62	ACRE	LIME	
470														329	141	659	35000	470	M GAL	WATER	
191														134	57	659	40000	191	M SQ FT	MOWING	
										336				235	101	660	20000	336	SQ YD	SODDING, REINFORCED	
														70%	30%	832	15000	LUMP		STORM WATER POLLUTION PREVENTION PLAN	
													304318	213023	91295	832	30000	304318	EACH	EROSION CONTROL	
										110				77	33	836	10000	110	SQ YD	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	

CALCULATED RLG
CHECKED JMM

GENERAL SUMMARY

MOT-75-12.00

SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
45	244	245	246	247	248	249	250	251	572			IM ROAD	NHS ROAD						
																		DRAINAGE	
	0.75	0.25										0.70	0.30	602	20000	1	CU YD	CONCRETE MASONRY	
									1983			1388	595	603	00510	1983	FT	6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLETS	
100												70	30	603	00900	100	FT	6" CONDUIT, TYPE B, FOR DRAINAGE CONNECTION	
		126		642	659	359	299	259				1641	703	603	04400	2344	FT	12" CONDUIT, TYPE B	
		85		591	803	709	791					2085	894	603	04600	2979	FT	12" CONDUIT, TYPE C	
	1016	972		296		211	78	218				1954	837	603	05900	2791	FT	15" CONDUIT, TYPE B	
	160	208										258	110	603	05900	368	FT	15" CONDUIT, TYPE B, 706.02 WITH JOINTS PER 706.11	
	490	150					264	327				862	369	603	06100	1231	FT	15" CONDUIT, TYPE C	
	125	137										183	79	603	06700	262	FT	15" CONDUIT, TYPE F 707.05 TYPE C	
	193	168		296	71	95						576	247	603	07400	823	FT	18" CONDUIT, TYPE B	
	51											36	15	603	07400	51	FT	18" CONDUIT, TYPE B, 706.02 WITH JOINTS PER 706.11	
		185			129	156		198				468	200	603	07600	668	FT	18" CONDUIT, TYPE C	
	124											87	37	603	08200	124	FT	18" CONDUIT, TYPE F 707.05 TYPE C	
	5											4	1	603	08900	5	FT	21" CONDUIT, TYPE B	
	116	106		59	23							213	91	603	10400	304	FT	24" CONDUIT, TYPE B	
					128							90	38	603	10600	128	FT	24" CONDUIT, TYPE C	
				6	190							137	59	603	11900	196	FT	27" CONDUIT, TYPE B	
							58					41	17	603	12100	58	FT	27" CONDUIT, TYPE C	
				12								8	4	603	16400	12	FT	36" CONDUIT, TYPE B	
		10			6							11	5	603	16600	16	FT	36" CONDUIT, TYPE C	
				6								4	2	603	19400	6	FT	42" CONDUIT, TYPE B	
					6			12				13	5	603	19600	18	FT	42" CONDUIT, TYPE C	
							12					8	4	603	20900	12	FT	48" CONDUIT, TYPE B	
					18							13	5	603	22600	18	FT	54" CONDUIT, TYPE C	
						26						18	8	603	25200	26	FT	66" CONDUIT, TYPE B	
		10										7	3	603	25400	10	FT	66" CONDUIT, TYPE C	
							1					1	0	603	98100	1	EACH	CONDUIT, MISC: 18" VALVE	46
	35											25	10	603	98300	35	FT	CONDUIT, MISC: 30" STEEL CASING	563
		3		6	7	3	1	3				16	7	604	00400	23	EACH	CATCH BASIN, NO. 3	
	5	9		11	13	14	12	6				49	21	604	00800	70	EACH	CATCH BASIN, NO. 3A	
	1											1	0	604	01600	1	EACH	CATCH BASIN, NO. 5	
	1						1					1	1	604	02000	2	EACH	CATCH BASIN, NO. 6	
	1	8		3	1	4	4	2				16	7	604	04500	23	EACH	CATCH BASIN, NO. 2-2B	
		1										1	0	604	04900	1	EACH	CATCH BASIN, NO. 2-3	
	2											1	1	604	09000	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
	9											6	3	604	20514	9	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	
	4											3	1	604	20524	4	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
	1	8										6	3	604	20530	9	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
	2	5										5	2	604	20531	7	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	561
	4	9		8	12	11	7	3				38	16	604	31500	54	EACH	MANHOLE, NO. 3	
	9	4										9	4	604	31501	13	EACH	MANHOLE, NO. 3, AS PER PLAN	45
		1			2	2	1	2				6	2	604	34500	8	EACH	MANHOLE, ADJUSTED TO GRADE	
		2		1	1	8						8	4	604	35500	12	EACH	MANHOLE RECONSTRUCTED TO GRADE	
							1					1	0	604	35501	1	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	46
									9			6	3	604	36600	9	EACH	PRECAST REINFORCED CONCRETE OUTLET	
									10275			7193	3082	605	11100	10275	FT	6" SHALLOW PIPE UNDERDRAINS	
									57			40	17	605	13300	57	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
									17862			12503	5359	605	14000	17862	FT	6" BASE PIPE UNDERDRAINS	
			128									90	38	835	10010	128	FT	EXFILTRATION TRENCH, TYPE B	
							142					99	43	839	30100	142	FT	TRENCH DRAIN WITH PEDESTRIAN GRATE	

CALCULATED RLG
CHECKED JMM

GENERAL SUMMARY

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SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
46	238	575	724								OFFICE CALCS	IM ROAD	NHS ROAD						
																		PAVEMENT	
											1552	1086	466	252	01500	1552	FT	FULL DEPTH PAVEMENT SAWING	
											1933	1353	580	254	01000	1933	SQ YD	PAVEMENT PLANNING, ASPHALT CONCRETE	
4												3	1	301	46000	4	CU YD	ASPHALT CONCRETE BASE, PG 64-22	
											18090	12663	5427	302	46000	18090	CU YD	ASPHALT CONCRETE BASE, PG 64-22	
											18366	12856	5510	304	20000	18366	CU YD	AGGREGATE BASE	
											99	69	30	305	12000	99	SQ YD	8" CONCRETE BASE	
											4965	3476	1489	407	10000	4965	GAL	TACK COAT	
											2715	1901	814	407	14000	2715	GAL	TACK COAT FOR INTERMEDIATE COURSE	
											3409	2386	1023	448	46020	3409	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	
											2904	2033	871	448	47020	2904	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22	
											72	50	22	451	10001	72	SQ YD	6" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	45
											615	431	184	452	11000	615	SQ YD	7" NON-REINFORCED CONCRETE PAVEMENT	
											35200	24640	10560	452	13000	35200	SQ YD	9" NON-REINFORCED CONCRETE PAVEMENT	
											3626	2538	1088	452	15010	3626	SQ YD	13" NON-REINFORCED CONCRETE PAVEMENT	
	96											67	29	609	20000	96	FT	CURB, TYPE 3-A	
	397											278	119	609	24510	397	FT	CURB, TYPE 4-C	
	7										12349	8649	3707	609	26001	12356	FT	CURB, TYPE 6, AS PER PLAN	45
											163	114	49	609	72000	163	SQ YD	CONCRETE MEDIAN	
											694	486	208	609	72001	694	SQ YD	CONCRETE MEDIAN, AS PER PLAN	45
											16	11	5	SPECIAL	69098900	16	GAL	MISC: LIQUID APPLIED ACRYLIC SURFACE SYSTEM	489
																		WATER WORK	
		705										494	211	202	34900	705	FT	PIPE REMOVED	
		255										179	76	638	00100	255	FT	4" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		375										263	112	638	00600	375	FT	6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		634										444	190	638	01200	634	FT	8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		2389										1672	717	638	02400	2389	FT	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		525										368	157	638	03400	525	FT	20" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		6										4	2	638	07700	6	EACH	4" GATE VALVE AND VALVE BOX	
		10										7	3	638	07800	10	EACH	6" GATE VALVE AND VALVE BOX	
		1										1	0	638	07900	1	EACH	8" GATE VALVE AND VALVE BOX	
		6										4	2	638	08100	6	EACH	12" GATE VALVE AND VALVE BOX	
		2										1	1	638	08106	2	EACH	20" GATE VALVE AND VALVE BOX	
		7										5	2	638	10200	7	EACH	6" FIRE HYDRANT	
		6										4	2	638	10480	6	EACH	FIRE HYDRANT REMOVED	
		2										1	1	638	10500	2	EACH	FIRE HYDRANT REMOVED AND RESET	
																		SANITARY SEWER	
		252										176	76	202	35100	252	FT	PIPE REMOVED, 24" AND UNDER	
		4										3	1	202	58000	4	EACH	MANHOLE REMOVED	
		252										176	76	603	01900	252	FT	8" CONDUIT, TYPE B, DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	
		2										1	1	604	31640	2	EACH	MANHOLE, TYPE A (DAYTON 830)	
																		LIGHTING GENERAL SUMMARY	731, 732
																		TRAFFIC SURVEILLANCE	
			330									231	99	625	23200	330	FT	NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	
			204									143	61	625	25400	204	FT	CONDUIT, 2", 725.04	
			524									367	157	625	25904	524	FT	CONDUIT, 4", 725.05, JACKED & DRILLED	
			119									83	36	625	29200	119	FT	TRENCH, 48" DEEP	
			20									14	6	625	29931	20	EACH	MEDIAN JUNCTION BOX, AS PER PLAN	725
			2									1	1	625	30700	2	EACH	PULL BOX, 725.08, 18"	
			8									6	2	625	31600	8	EACH	PULL BOX, MISC.: 725.08, 32", TRAFFIC	
			1									1	0	625	34000	1	EACH	POWER SERVICE	
			1									1	0	632	90400	1	EACH	SIGNALIZATION MISC.: CCTV POLE, 70 FT, CONCRETE, W/ LOWERING DEVICE	726
			1									1	0	632	90400	1	EACH	SIGNALIZATION MISC.: CCTV POLE CAMERA ASSEMBLY	727

CALCULATED RLG
CHECKED JMM

GENERAL SUMMARY

MOT-75-12.00

IP_PWP:dms33119\77247GG004.dgn 17-APR-2012 1:06PM rgreenland

SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
51	52	53	54	55	175	217	219	791	792			IM ROAD	NHS ROAD						
																		TRAFFIC CONTROL GENERAL SUMMARY	592
																		TRAFFIC SIGNAL GENERAL SUMMARY	691
																		LANDSCAPING	
								15	7			15	7	661	40100	22	EACH	DECIDUOUS TREE, (2.5" cal.), (MAGNOLIA ACUMINATA)	
									3			2	1	661	40100	3	EACH	DECIDUOUS TREE, (2.5" cal.), (GLEDITSIA TRIACANTHOS)	
								13	17			21	9	661	40100	30	EACH	DECIDUOUS TREE, (2.5" cal.), (QUERCUS RUBRA)	
																		RETAINING WALLS	
																		SEE THIRD STREET WALL GENERAL SUMMARY	808
																		SEE MSE WALL GENERAL SUMMARY	818
																		SEE VISTA VIEW RETAINING WALL GENERAL SUMMARY	810
																		SEE PEDESTRIAN PATH 4 RETAINING WALL GENERAL SUMMARY	487
																		STRUCTURES	
																		MOT-75-1227 L/R GENERAL SUMMARY	907
																		MOT-75-1248 L/R GENERAL SUMMARY	1034
																		MOT-75-1250 E GENERAL SUMMARY	1069
																		MOT-75-1261 R GENERAL SUMMARY	1091
																		MOT-75-1262 E GENERAL SUMMARY	1141
																		MOT-75-1267 L/R GENERAL SUMMARY	1180
																		MOT-75-1267 W GENERAL SUMMARY	1219
																		MOT-75-1282 L/R GENERAL SUMMARY	1259-1260
																		MAINTENANCE OF TRAFFIC	
							44					31	13	202	30800	44	SQ YD	TRAFFIC ISLAND REMOVED	
	500				1600							1470	630	254	01000	2100	SQ YD	PAVEMENT PLANNING, ASHPALT CONCRETE	
	50											35	15	410	12000	50	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
					1350							945	405	603	97000	1350	FT	SLOTTED DRAIN, TYPE 1, 15"	
					1							1	0	604	20521	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C, AS PER PLAN	175
					1							1	0	604	20801	1	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	175
							120.2					84	36	608	52010	120	SQ FT	CURB RAMP, TYPE A1	
							24					17	7	608	53010	24	SQ FT	TRUNCATED DOMES	
							29.8					21	9	609	54000	30	SQ YD	6" CONCRETE TRAFFIC ISLAND	
	2500											1750	750	614	11110	2500	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							1					1	0	SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL	55
24												17	7	614	11500	24	MONTH	WORKSITE TRAFFIC SUPERVISOR	
				7000								4900	2100	614	11621	7000	FT	LINEAR DELINEATION, AS PER PLAN	55
						6						4	2	614	12346	6	EACH	24" WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
			LUMP									70%	30%	614	12420	LUMP		DETOUR SIGNING	
			10									7	3	614	12470	10	EACH	WORK ZONE SPEED LIMIT SIGN	
			10									7	3	614	12484	10	EACH	WORK ZONE INCREASED PENALTIES SIGN	
		25										18	7	614	12500	25	EACH	REPLACEMENT SIGN	
		1500										1050	450	614	12600	1500	EACH	REPLACEMENT DRUM	
			2									1	1	614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEMS	
				831								582	249	614	12801	831	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	55
	275				88.89							254.72	109.17	614	13000	363.89	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
				950								665	285	614	13300	950	EACH	BARRIER REFLECTOR, TYPE B	
				545								382	163	614	13350	545	EACH	OBJECT MARKER, ONE-WAY	
		120										84	36	614	18401	120	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	53
				12.18		15.26						19.21	8.23	614	20001	27.44	MILE	WORK ZONE LANE LINE, CLASS 1, AS PER PLAN	48
							0.15					0.11	0.04	614	20100	0.15	MILE	WORK ZONE LANE LINE, CLASS 1, 642 PAINT	
						1.44						1.01	0.43	614	21000	1.44	MILE	WORK ZONE CENTER LINE, CLASS 1	
				13.84		30.23						30.85	13.22	614	22001	44.07	MILE	WORK ZONE EDGE LINE, CLASS 1, AS PER PLAN	48
							0.22					0.15	0.07	614	22100	0.22	MILE	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT	
				9732		22459						22534	9657	614	23001	32191	FT	WORK ZONE CHANNELIZING LINE, CLASS 1, AS PER PLAN	48
							1720					1204	516	614	23200	1720	FT	WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT	

CALCULATED RLG CHECKED JMM

GENERAL SUMMARY

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SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
51	52	54	55	78	175	217	218	219	220			IM ROAD	NHS ROAD						
																		MAINTENANCE OF TRAFFIC (CONT)	
			3893			12370						11384	4879	614	24001	16263	FT	WORK ZONE DOTTED LINE, CLASS 1, AS PER PLAN	48
								3205				2244	961	614	24200	3205	FT	WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT	
								315				221	94	614	25200	315	FT	WORK ZONE TRANSVERSE/ DIAGONAL LINE, CLASS 1, 642 PAINT	
			711			58						538	231	614	26000	769	FT	WORK ZONE STOP LINE, CLASS 1	
								121				85	36	614	26200	121	FT	WORK ZONE STOP LINE, CLASS 1, 642 PAINT	
								526				368	158	614	27200	526	FT	WORK ZONE CROSSWALK LINE, CLASS 1, 642 PAINT	
								9				6	3	614	30200	9	EACH	WORK ZONE ARROW, CLASS 1, 642 PAINT	
								1				1	0	614	31200	1	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS 1, 642 PAINT	
		10										7	3	614	40050	10	EACH	BUSINESS ENTRANCE SIGN	
				LUMP								70%	30%	615	10000	LUMP		ROADS FOR MAINTAINING TRAFFIC	
				432		135						397	170	615	20001	567	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN A	52
			10000									7000	3000	615	20001	10000	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN B	55
								44				31	13	615	25000	44	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
3000	10											2107	903	616	10000	3010	M GAL	WATER	
	5											4	1	616	20000	5	TON	CALCIUM CHLORIDE	
	200					13165						9356	4009	622	40020	13365	FT	PORTABLE CONCRETE BARRIER, 32"	
						13512						9458	4054	622	40031	13512	FT	PORTABLE CONCRETE BARRIER, 50", AS PER PLAN A	55
			1450		1440							2023	867	622	40031	2890	FT	PORTABLE CONCRETE BARRIER, 50", AS PER PLAN B	55
								5				4	1	625	25302	5	FT	CONDUIT, 1-1/2", 725.05	
								1				1	0	625	30700	1	EACH	PULL BOX, 725.08, 18"	
								1				1	0	625	32000	1	EACH	GROUND ROD	
							10147					7103	3044	630	80300	10147	SQ FT	SIGN, TEMPORARY OVERLAY	
							22					15	7	630	89894	22	EACH	REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL	
							1					1	0	630	89896	1	EACH	REMOVAL OF TEMPORARY OVERLAY SIGN AND REERECTION	
									2			1	1	632	20720	2	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2	
									1			1	0	632	26000	1	EACH	PEDESTRIAN PUSHBUTTON	
									160			112	48	632	40500	160	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
									1			1	0	632	64020	1	EACH	PEDESTAL FOUNDATION	
									1			1	0	632	89700	1	EACH	PEDESTAL, 11'	
									1			1	0	632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
			6.10									4	2	642	30030	6	MILE	REMOVAL OF PAVEMENT MARKING	
									40			28	12	644	00500	40	FT	STOP LINE	
									283			198	85	644	00600	283	FT	CROSSWALK LINE	
												70%	30%	SPECIAL	10810000	LUMP		CPM PROGRESS SCHEDULE	
												70%	30%	614	11000	LUMP		MAINTAINING TRAFFIC	
												35	15	619	16020	50	MONTH	FIELD OFFICE, TYPE C	
												70%	30%	623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
												70%	30%	624	10000	LUMP		MOBILIZATION	

CALCULATED RLG CHECKED JMM

GENERAL SUMMARY

MOT-75-12.00

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 CONCRETE BARRIER REMOVED (FT)	202 WALK REMOVED (SQ FT)	202 CURB REMOVED (FT)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 INLET REMOVED (EACH)	202 TOLL BOOTH REMOVED (EACH)	202 TRAFFIC ISLAND REMOVAL (SQ YD)
R-40	304	VISTA VIEW BLVD.	400+00.00	402+60.30	LT & RT				1450							
R-41	304, 305	VISTA VIEW BLVD.	402+60.30	405+15.82	LT & RT				2464							
R-65	304	VISTA VIEW BLVD.	400+41.55	401+95.73	LT & RT					225						
R-66	304	VISTA VIEW BLVD.	400+94.75	401+19.64	LT					77						
R-67	304	VISTA VIEW BLVD.	401+82.63	401+85.48	LT					54						
R-68	304	VISTA VIEW BLVD.	401+92.47	401+96.05	LT					54						
R-69	304, 305	VISTA VIEW BLVD.	400+89.27	405+59.43	LT					580						
R-70	304, 305	VISTA VIEW BLVD.	401+08.29	408+88.54	LT & RT					889						
R-71	304	VISTA VIEW BLVD.	402+24.57	402+26.83	LT & RT					56						
R-180	304	VISTA VIEW BLVD.	400+94.73		RT							1				
R-181	304	VISTA VIEW BLVD.	400+94.73	400+97.23	RT						19					
R-182	304	VISTA VIEW BLVD.	400+97.23		RT								1			
R-183	304	VISTA VIEW BLVD.	400+97.23	401+22.75	LT & RT						66					
R-184	304	VISTA VIEW BLVD.	401+22.75		LT								1			
R-185	304	VISTA VIEW BLVD.	401+22.75	401+83.61	LT						62					
R-186	304	VISTA VIEW BLVD.	401+83.61		LT								1			
R-187	304	VISTA VIEW BLVD.	401+83.61	401+92.03	LT						32					
R-188	304	VISTA VIEW BLVD.	402+01.99		RT								1			
R-189	304	VISTA VIEW BLVD.	401+83.61	402+01.99	LT & RT						60					
R-190	304	VISTA VIEW BLVD.	402+02.41	402+10.75	LT						12					
R-191	304	VISTA VIEW BLVD.	402+10.75		LT								1			
R-192	304	VISTA VIEW BLVD.	401+99.83	402+10.75	LT						23					
R-193	304	VISTA VIEW BLVD.	404+39.81		LT						14					
R-194	304	VISTA VIEW BLVD.	404+39.81		LT								1			
R-195	304	VISTA VIEW BLVD.	404+39.81		LT & RT						16					
R-42	305	VISTA VIEW BLVD.	405+15.82	408+88.07	LT & RT				3000							
R-72	305	VISTA VIEW BLVD.	407+44.44	409+50.15	LT					127						
R-196	305	VISTA VIEW BLVD.	404+75.33		RT								1			
R-197	305	VISTA VIEW BLVD.	404+75.33		RT						11					
R-198	305	VISTA VIEW BLVD.	405+27.26		LT								1			
R-199	305	VISTA VIEW BLVD.	405+10.50	405+26.17	LT						23					
R-200	305	VISTA VIEW BLVD.	405+08.74		LT								1			
R-201	305	VISTA VIEW BLVD.	405+08.74		LT & RT						20					
R-202	305	VISTA VIEW BLVD.	408+05.53	408+75.40	RT						72					
R-203	305	VISTA VIEW BLVD.	408+05.53		RT							1				
R-204	305	VISTA VIEW BLVD.	406+89.60	408+08.53	RT						112					
R-205	305	VISTA VIEW BLVD.	406+89.60		RT							1				
R-206	305	VISTA VIEW BLVD.	406+41.76	406+89.60	RT						43					
R-207	305	VISTA VIEW BLVD.	406+41.76		RT							1				
R-208	305	VISTA VIEW BLVD.	405+94.05	406+41.76	LT & RT						56					
R-209	305	VISTA VIEW BLVD.	405+94.05		LT							1				
R-210	305	VISTA VIEW BLVD.	405+80.71	405+94.05	LT						20					
R-211	305	VISTA VIEW BLVD.	406+52.20		RT								1			
R-212	305	VISTA VIEW BLVD.	406+41.76	406+52.20	RT						13					
R-213	305	VISTA VIEW BLVD.	405+81.04		LT								1			
R-214	305	VISTA VIEW BLVD.	405+80.71	405+81.04	LT						8					
TOTALS CARRIED TO GENERAL SUMMARY						0	0	0	6914	2062	682	5	11	0	0	0

CALCULATED RLG CHECKED MAS

REMOVAL SUBSUMMARY

MOT-75-12.00

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 CONCRETE BARRIER REMOVED (FT)	202 WALK REMOVED (SQ FT)	202 CURB REMOVED (FT)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 INLET REMOVED (EACH)	202 TOLL BOOTH REMOVED (EACH)	202 TRAFFIC ISLAND REMOVAL (SQ YD)	202 REMOVAL MISC.: CONCRETE WALL AND PAVEMENT (LUMP)	202 BRIDGE TERMINAL ASSEMBLY REMOVED (EACH)
R-1	320	I.R. 75	295+37.41	301+48.32	LT	603												2
R-2	320	I.R. 75	296+93.89	300+64.96	RT	372												2
R-25	320	I.R. 75	296+17.85	298+76.80	RT			228										
R-31	320	I.R. 75	300+88.00	303+33.17	LT & RT				4500									
R-73	320	I.R. 75	298+84.52		RT									1				
R-74	320	I.R. 75	298+84.52	300+29.04	RT						145							
R-75	320	I.R. 75	300+29.04		RT									1				
R-76	320	I.R. 75	300+29.04	300+22.72	RT						104							
R-77	320	I.R. 75	300+75.63		RT									1				
R-78	320	I.R. 75	300+29.04	300+75.63	RT						47							
R-79	320	I.R. 75	300+43.41		RT								1					
R-43	321	I.R. 75	310+00.53		RT										1			
R-3	321	THIRD ST.	13+29.80	14+54.45	RT	220	1											1
R-4	321, 322	RAMP C1	315+11.56	319+63.10	RT	455	1											1
R-5	321, 322	RAMP C1	314+60.57	319+17.03	LT	407												2
R-6	321, 322	I.R. 75	315+81.31	318+98.62	RT	320	1											1
R-7	321, 322	I.R. 75	314+74.46	318+71.22	LT / RT	401	1											1
R-8	321, 322	RAMP C2	314+24.71	317+46.13	LT / RT	325												2
R-9	321, 322	RAMP C2	313+72.24	317+16.74	LT	350												2
R-10	321	RAMP C2	313+57.35	314+86.70	LT	132	1											1
R-11	321	RAMP C2	313+51.27	315+67.90	LT	225	1											1
R-32	321	THIRD ST.	13+52.59	15+55.76	RT				1018									
R-33	321	THIRD ST.	11+91.89	13+21.11	RT				1170									
R-35	321	THIRD ST.	12+04.78	13+44.27	LT				735									
R-44	321	THIRD ST.	13+00.56		RT					176						62		
R-45	321	THIRD ST.	13+25.30		RT					915						200		
R-46	321	THIRD ST.	13+64.21		RT					363						185		
R-47	321	THIRD ST.	14+10.85		RT					405						279		
R-48	321	THIRD ST.	12+71.77	14+40.01	RT					450								
R-49	321	THIRD ST.	12+85.76	13+25.06	RT					620								
R-50	321	THIRD ST.	12+63.23	13+25.06	RT					700								
R-51	321	THIRD ST.	14+11.98		LT					46						13		
R-52	321	THIRD ST.	14+50.31	17+72.30	LT					172								
R-53	321	THIRD ST.	12+10.93	16+07.22	LT					260								
R-54	321	RAMP C4	311+95.26	316+79.22	LT / RT					520								
R-80	321	THIRD ST.	12+49.60		RT								1					
R-81	321	THIRD ST.	12+49.60	12+94.63	RT						44							
R-82	321	THIRD ST.	12+94.63		RT								1					
R-83	321	THIRD ST.	12+94.63	13+93.37	RT						99							
R-84	321	THIRD ST.	13+93.37		RT								1					
R-85	321	THIRD ST.	13+93.37	15+26.22	RT						132							
R-86	321	THIRD ST.	15+26.22		RT								1					
R-87	321	THIRD ST.	15+26.22	15+55.72	RT						32							
R-89	321	THIRD ST.	13+18.97		RT								1					
R-90	321	THIRD ST.	13+18.97	12+94.63	RT						49							
R-91	321	THIRD ST.	15+15.30		RT									1				
R-92	321	THIRD ST.	15+15.30	15+57.19	RT						34							
R-95	321	THIRD ST.	13+80.38		LT								1					
R-96	321	THIRD ST.	13+80.38	14+21.27	LT						41							
	482	PED PATH 4			LT/RT												LUMP	
TOTALS CARRIED TO GENERAL SUMMARY						3810	6	228	7423	4627	727	0	7	4	1	739	LUMP	16

CALCULATED RLG
CHECKED MAS

REMOVAL SUBSUMMARY

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REMOVAL SUBSUMMARY

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 CONCRETE BARRIER REMOVED (FT)	202 WALK REMOVED (SQ FT)	202 CURB REMOVED (FT)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 INLET REMOVED (EACH)	202 TOLL BOOTH REMOVED (EACH)	202 TRAFFIC ISLAND REMOVAL (SQ YD)
R-97	321	THIRD ST	14+21.27		LT								1			
R-98	321	THIRD ST	14+21.27	14+68.35	LT						47					
R-99	321	THIRD ST	14+68.76		LT								1			
R-100	321	THIRD ST	14+68.76	15+89.48	LT						139					
R-101	321	THIRD ST	15+89.48		LT								1			
R-102	321, 322	I.R. 75	316+37.85	317+16.74	LT / RT						234					
R-103	321	I.R. 75	316+37.85		RT								1			
R-104	321	THIRD ST	15+89.81	14+70.40	LT						202					
R-105	321	THIRD ST	14+70.40		LT								1			
R-106	321	RAMP C4	313+16.05		RT								1			
R-107	321	RAMP C4	313+16.19	313+67.58	RT						48					
R-108	321	RAMP C4	313+67.58		RT								1			
R-109	321	RAMP C4	313+67.58	314+14.24	LT / RT						48					
R-110	321	RAMP C4	314+14.24		LT							1				
R-111	321	RAMP C4	316+53.88		LT								1			
R-112	321	RAMP C4	316+53.88	316+31.32	LT						77					
R-113	321	RAMP C4	316+31.32		LT								1			
R-114	321	RAMP C4	314+14.24	316+31.32	LT / RT						218					
R-115	321	RAMP C4	316+16.98		RT								1			
R-116	321	RAMP C4	316+16.98	316+31.32	LT / RT						24					
R-117	321	RAMP C4	316+69.52		LT								1			
R-121	321, 322	RAMP C4	316+66.97		LT / RT						146					
R-122	321	RAMP C4	316+66.97		RT								1			
R-123	321	RAMP C4	316+66.97	316+31.32	LT / RT						71					
R-12	322	RAMP C1	319+25.69		RT		1									
R-14	322	I.R. 75	321+86.75	324+48.57	RT	262	2									
R-15	322	I.R. 75	320+91.11	324+40.94	LT / RT	370	2									
R-16	322	I.R. 75	320+35.28	320+87.11	LT	52	2									
R-18	322	RAMP C2	320+05.23	323+31.38	LT	328	2									
R-19	322	RAMP C4	319+50.08	322+62.38	LT / RT	321	2									
R-20	322, 323	RAMP C5	327+31.39	327+52.64	RT	285	2									
R-21	322, 323	RAMP C5	327+21.72	327+52.64	LT	284	2									
R-22	322, 323	I.R. 75	327+47.65	329+78.08	LT	234	2									
R-23	322	RAMP C4	327+54.39	329+33.84	LT	330	4	50								
R-26	322	RAMP C2	320+91.87	321+39.97	RT			50								
R-27	322	I.R. 75	326+51.07	327+21.92	LT / RT			120								
R-36	322	VISTA VIEW	406+24.69	408+70.00	LT				2520							
R-55	322	RAMP C4	317+12.45		LT / RT					14						37
R-56	322	RAMP C4	317+27.57		LT					530						
R-57	322	RAMP C4	318+02.18		LT / RT					400						
R-58	322	RAMP C4	320+51.38	323+00.88	LT / RT					783						
R-59	322	I.R. 75	319+81.64	321+02.99	LT / RT					300						
R-60	322	VISTA VIEW	405+64.53	408+70.00	LT					462						
R-61	322	I.R. 75	325+35.73	326+53.20	LT / RT					276						
R-62	322, 323	I.R. 75	327+21.29	329+88.23	LT / RT					268						
R-63	322, 323	RAMP C5	326+88.86	327+52.64	RT					321						
R-118	322	RAMP C4	317+52.47		LT								1			
R-119	322	RAMP C4	317+52.47	318+01.55	LT						52					
R-120	322	RAMP C4	318+01.55		LT								1			
R-24	322	I.R. 75	321+33.74	323+60.23	RT	227	2									
TOTALS CARRIED TO GENERAL SUMMARY						2693	23	220	2520	3354	1306	1	14	0	0	37

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REMOVAL SUBSUMMARY

CALCULATED RLG CHECKED MAS

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 CONCRETE BARRIER REMOVED (FT)	202 WALK REMOVED (SQ FT)	202 CURB REMOVED (FT)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 INLET REMOVED (EACH)	202 TOLL BOOTH REMOVED (EACH)	202 TRAFFIC ISLAND REMOVED (SQ YD)
R-124	322	RAMP C4	319+57.35		LT								1			
R-125	322	RAMP C4	319+57.35	320+06.87	LT						47					
R-126	322	RAMP C4	320+06.87		LT								1			
R-127	322	RAMP C4	320+18.00	320+06.87	LT						31					
R-128	322	RAMP C4	320+06.87	320+18.52	LT						34					
R-129	322	I.R. 75	318+35.88		LT								1			
R-130	322	RAMP C2	319+36.95		LT								1			
R-131	322	RAMP C2	319+36.95	319+85.41	LT / RT						49					
R-132	322	RAMP C2	319+85.41		RT								1			
R-133	322	RAMP C2	319+85.41	319+40.59	RT						114					
R-134	322	I.R. 75	319+40.59		LT							1				
R-135	322	I.R. 75	319+40.59	320+26.13	LT / RT						151					
R-136	322	RAMP C1	320+12.83		LT							1				
R-137	322, 305	RAMP C1	320+12.83	321+07.56	LT / RT						148					
R-138	322	I.R. 75	318+89.61		RT								1			
R-139	322	I.R. 75	318+89.61	319+20.85	LT / RT						35					
R-140	322	I.R. 75	319+20.85		LT								1			
R-141	322	I.R. 75	319+20.85	319+32.38	LT						12					
R-142	322	RAMP C1	319+94.37		LT								1			
R-143	322	RAMP C1	319+94.37	320+12.83	LT						19					
R-144	322	I.R. 75	320+30.80		LT								1			
R-145	322	I.R. 75	320+30.80	302+35.99	LT / RT						62					
R-146	322	I.R. 75	302+35.99		RT									1		
R-147	322	I.R. 75	302+35.99	320+58.34	RT											
R-148	322	I.R. 75	320+58.34		RT								1			
R-149	322	RAMP C1	320+53.48	320+12.83	LT						64					
R-150	322	I.R. 75	321+37.99		RT									1		
R-151	322	I.R. 75	321+37.99	321+05.60	RT						39					
R-152	322	I.R. 75	321+05.60		RT								1			
R-153	322	I.R. 75	321+05.60	320+58.14	RT						49					
R-154	322	RAMP C1	321+15.21		LT								1			
R-155	322	RAMP C1	321+15.21	320+88.90	LT						42					
R-156	322	RAMP C1	320+88.90		LT								1			
R-157	322	RAMP C1	320+88.90	320+53.48	LT						40					
R-158	322	I.R. 75	325+35.51		LT								1			
R-159	322	I.R. 75	325+35.51	326+16.76	LT						104					
R-160	322	I.R. 75	326+16.76		LT								1			
R-161	322	I.R. 75	326+16.76	326+56.56	LT / RT						58					
R-162	322	I.R. 75	326+56.56		RT							1				
R-163	322	I.R. 75	326+56.56	326+57.12	RT						137					
R-164	322	I.R. 75	326+75.04		LT								1			
R-165	322	I.R. 75	326+75.04	326+16.94	LT						89					
R-166	322	I.R. 75	326+81.81		RT									1		
R-167	322	I.R. 75	326+81.81	326+75.29	RT						23					
R-168	322	I.R. 75	326+75.29		RT								1			
R-169	322	I.R. 75	326+75.29	326+56.56	RT						21					
TOTALS CARRIED TO GENERAL SUMMARY						0	0	0	0	0	1368	3	17	3	0	0

MOT-75-12.00

IP_PWP:dms58747\77247GS004.dgn 17-AUG-2012 4:28PM rgreenland

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED	202 ANCHOR ASSEMBLY REMOVED	202 CONCRETE BARRIER REMOVED	202 WALK REMOVED	202 CURB REMOVED	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 INLET REMOVED	202 TOLL BOOTH REMOVED	202 TRAFFIC ISLAND REMOVED	202 FENCE REMOVED					
						FT	EACH	FT	SQ FT	FT	FT	EACH	EACH	EACH	EACH	SQ YD	FT					
R-38	323	I.R. 75	331+36.96		RT				376													
R-39	323	I.R. 75	330+57.78	331+10.38	LT / RT				1233													
R-170	323	I.R. 75	330+37.67										1									
R-171	323	I.R. 75	330+37.67	330+76.39	RT						49											
R-28	324	I.R. 75	353+70.00	354+25.04	RT			56														
R-29	324	I.R. 75	345+59.10	354+26.94	RT			822														
R-64	324	RAMP D2	658+42.00	663+30.00	RT					480												
R-172	324	I.R. 75	352+03.00		RT									1								
R-173	324	I.R. 75	352+03.00	351+23.33	RT						72											
R-174	324	I.R. 75	351+23.33		RT									1								
R-175	324	I.R. 75	350+49.48		RT									1								
R-176	324	I.R. 75	350+49.48	351+24.70	RT						73											
R-177	324	I.R. 75	351+24.70		RT									1								
R-178	324	I.R. 75	351+99.85		LT									1								
R-179	324	I.R. 75	351+99.85	351+24.70	LT / RT						73											
R-24	324	I.R. 75 (TENNIS COURT)	343+00.00	344+00.00	LT												221					
TOTALS CARRIED TO GENERAL SUMMARY						0	0	878	1609	480	267	0	1	5	0	0	221					

CALCULATED RLG
CHECKED MAS

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED SQ YD	202 WALK REMOVED SQ FT	202 CONCRETE MEDIAN REMOVED SQ YD	202 TRAFFIC ISLAND REMOVED SQ YD	202 CURB REMOVED FT	202 CONCRETE SLOPE PROTECTION REMOVED SQ YD	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN FT	202 PIPE REMOVED, OVER 24", AS PER PLAN FT	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH
		FIRST STREET												
R-215	271	101+86.88	101+89.50	LT			1							
R-216	271	102+10.00	102+23.00	RT							127			1
R-217	271	101+96.40	102+55.90	RT		470								
R-218	271	102+60.00	102+81.80	RT				32						
R-219	271	103+27.96	103+88.71	LT & RT					239					
R-220	271	103+39.10	108+56.90	LT & RT		2485								
R-221	271	103+88.71	108+39.56	LT & RT					537					
R-222	272	103+86.45	105+75.31	LT & RT	269									
R-223	272	103+89.60	105+70.56	LT & RT	219									
R-224	272	103+89.29	105+64.76	LT & RT						599				
R-225	272	106+19.21	107+29.57	LT			32							
R-226	272	106+41.43	108+45.55	LT & RT							202			1
R-227	272	107+23.51	108+59.12	LT & RT	360									
R-228	272	107+28.11	108+54.94	LT	141									
R-229	272	107+00.46	108+57.63	LT & RT						536				
R-230	272	108+43.73	108+60.32	LT							44			1
R-231	272	108+60.32	108+45.55	LT & RT							32			1
R-232	272	108+45.55	109+28.79	RT							86			1
R-233	272	108+88.61	109+29.21	LT & RT			150							
R-234	272	108+98.54	109+28.79	RT							37			1
R-235	272	109+83.80	109+99.62	LT					25					
R-236	273	109+25.80	109+31.54	RT								12	1	
R-237	273	109+55.81	109+79.57	LT							25	12	1	
R-238	273	109+36.22	109+62.24	LT			21							
R-239	273	109+28.79	109+73.23	RT							45			1
R-240	273	109+70.83	111+00.69	RT					128					
R-241	273	109+17.74	110+29.51	LT & RT			266							
R-242	273	109+76.01	110+11.06	LT							39			1
R-243	273	110+05.08	110+10.75	LT & RT							6		1	
R-244	273	110+10.75	110+11.35	RT							21			1
R-245	273	110+10.75	111+32.67	LT & RT							128			1
R-246	273	110+01.17	113+25.00	LT					355					
R-247	273	110+80.20	111+11.37	LT	36									
R-248	273	109+76.01	110+96.09	LT							7		1	
TOTALS CARRIED TO GENERAL SUMMARY					1025	2955	470	32	1284	1135	799	24	4	10

CALCULATED MAG CHECKED GKB

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 HEADWALL REMOVED (EACH)	202 PAVEMENT REMOVED (SQ YD)	202 WALK REMOVED (SQ FT)	202 CURB REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 PIPE REMOVED, OVER 24", AS PER PLAN (FT)	202 GUARDRAIL REMOVED (FT)	202 GUARDRAIL REMOVED, BARRIER DESIGN (FT)	202 BRIDGE TERMINAL ASSEMBLY REMOVED (EACH)		202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)
		FIRST STREET															
R-249	273	110+96.09	111+15.22	LT						22							1
R-250	273	111+10.04	111+51.43	LT			128										
R-251	273	111+47.18	111+73.17	LT		35											
R-252	273	111+50.47	113+23.00	RT						174							
R-253	273	111+68.93	113+25.00	LT			73										
R-254	273	109+81.36	110+28.64	RT		29		52									
R-255	273	111+15.22	112+83.02	LT						172							1
R-256	273	112+72.45	113+00.23	RT		10											
R-257	273	112+97.04	113+23.10	RT			8										
R-258	273	111+60.40	113+23.00	RT				165									
		FIRST STREET TURN LANE															
R-259	277	175+06.95	175+41.34	RT	1					24							1
R-260	277	175+15.63	175+41.34	LT & RT					1			275.0		1			
		SECOND STREET															
R-261	277	220+00.00	220+45.12	LT & RT								225.0		2			
R-262	277	221+42.71	221+96.00	LT & RT					1			137.5		1			
R-263	278	222+67.24	222+85.24	LT & RT					1			237.5		1			
R-264	278	223+00.67	223+19.05	LT & RT					1			200.0		1			
R-265	278	223+02.77	224+16.41	LT & RT						137							1
R-266	278	223+49.32	223+71.22	LT & RT					1				200	1			
R-267	278	223+92.47	223+95.00	RT							12						
R-268	278	224+15.33	224+21.31	LT							18					1	
R-269	278	224+35.12	224+52.37	LT & RT				104									
R-270	278	224+42.18	224+76.88	LT						89							1
R-271	278	224+35.64	225+72.00	LT & RT		1213											
R-272	278	224+90.34	225+25.14	RT				86									
R-273	278	224+76.88	225+37.00	LT						61							1
R-274	278	225+46.35	225+56.25	LT & RT				162									
R-275	278	225+62.65	225+65.24	LT & RT				160									
R-276	278	225+83.13	226+68.46	LT & RT		485											
R-277	278	225+92.64	226+23.71	LT						40							1
R-278	278	226+16.36	226+23.96	RT						15							1
R-279	278	225+92.64	226+16.36	LT & RT						40							1
R-280	278	225+95.18	229+52.50	LT				408									
R-281	278	226+17.74		RT													1
TOTALS CARRIED TO GENERAL SUMMARY					1	1772	209	1137	5	774	30	1075.0	200	7		1	10

CALCULATED MAG CHECKED GKB

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (SQ YD)	202 WALK REMOVED (SQ FT)	202 TRAFFIC ISLAND REMOVED (SQ YD)	202 CURB REMOVED (FT)	202 CONCRETE SLOPE PROTECTION REMOVED (SQ YD)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 PIPE REMOVED, OVER 24", AS PER PLAN (FT)	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 REMOVAL MISC: CONCRETE BOLLARD (EACH)
		SECOND STREET														
R-282	278	226+13.14	229+52.50	LT		3724										
R-283	278	225+97.63	226+16.89	RT	15											
R-284	278	226+17.74	226+31.29	RT						14					1	
R-285	278	225+97.63	226+36.34	RT				46								
R-286	278	225+99.83	226+44.56	RT		446										
R-287	278	226+36.37	226+81.84	RT	128											
R-288	278	226+35.57	226+48.90	RT				28								
R-289	278	226+42.80	227+15.12	LT	86											
R-290	278	226+17.74	226+76.31	RT						79				1		
R-291	278	226+82.17	229+52.50	RT				326								
R-292	278	226+76.08	229+52.50	RT		4111										
R-293	279	227+12.88	227+20.45	LT						23						
R-294	279	227+41.44	227+43.95	LT												2
R-295	279	228+56.90	228+62.82	LT						10					1	
R-296	279	228+56.90	229+66.15	LT & RT						167						
		THIRD STREET														
R-297	282	11+56.41	69+29.37 PP1	LT								862.5	2.0			
R-298	282	11+54.91	71+79.25 PP1	LT				1243								
R-299	282	11+46.40	11+66.23	RT		156										
R-300	282	12+04.65	12+19.99	LT		113										
R-301	282	11+99.80	12+19.35	LT				120								
R-302	283	15+35.60	15+61.16	RT				74								
R-303	283	15+55.72	16+11.54	RT						56				1		
R-304	283	15+50.00	17+33.53	LT				252								
R-305	283	15+55.72	15+57.11	RT						17					1	
R-306	283	14+50.00	15+88.60	LT		900										
R-307	283	15+50.00	16+00.10	LT					137							
R-308	283	15+89.57	16+38.05	LT						50					1	
R-309	283	15+92.18	16+13.95	RT							26			1		
R-310	283	15+96.05	16+55.94	RT			51									
R-311	283	16+60.89	16+81.15	LT			23									
R-312	283	16+11.54	16+98.45	RT						92				1		
R-313	283	16+96.72	16+97.97	RT						6					1	
R-314	283	16+94.53	20+00.00	RT				308								
R-315	283	16+76.79	17+28.64	LT					34							
R-316	283	16+92.45	16+96.72	RT						20					1	
R-317	283	16+94.83	20+00.00	LT		4861										
R-318	284	18+86.94	20+00.00	LT & RT				231								
Note: PP1 = Pedestrian Path 1																
TOTALS CARRIED TO GENERAL SUMMARY					229	14311	74	2628	171	534	26	862.5	2	4	6	2

CALCULATED MAG
CHECKED GKB

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED SQ YD	202 WALK REMOVED SQ FT	202 CONCRETE MEDIAN REMOVED SQ YD	202 CURB REMOVED FT		202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN FT	202 PIPE REMOVED, OVER 24", AS PER PLAN FT	202 SPECIAL - PARKING BLOCK REMOVED FOR STORAGE EACH	202 CATCH BASIN REMOVED EACH	202 REMOVAL MISC: CONCRETE BOLLARD EACH	625 LIGHT POLE REMOVED EACH
		THIRD STREET													
R-319	283	16+64.01	17+34.37	RT											4
R-320	283	16+92.72	17+58.41	RT						62			1		
R-321	283	16+20.38	20+00.00	RT		5922									
R-322	283	17+23.19	18+17.49	LT								13			
R-323	283	16+94.83	20+00.00	LT				430							
R-324	283	17+72.00	17+84.00	LT						12					
R-325	284	18+43.13	18+74.42	LT										4	
R-326	284	18+26.61	18+72.90	LT	242										
R-327	283	18+80.57	18+96.00	RT						31			1		
R-328	284	18+73.10	18+77.31	LT		94									
R-329	284	18+75.28	18+96.36	LT						24			1		
R-330	284	19+71.39	19+80.89	LT						13					
		S. ROBERT DRIVE (SB)													
R-331	287	21+90.13	21+73.11	RT						18			1		
R-332	287	21+84.00	22+53.78	RT			104								
R-333	288	23+39.74	24+64.83	RT			98								
R-334	288	24+71.49	24+74.38	LT & RT						48			1		
R-335	288	24+71.49	24+78.53	RT						11			1		
R-336	287	19+80.08	27+63.38	LT				1232							
R-337	288	26+18.75	26+94.79	RT										4	
		S. ROBERT DRIVE (NB)													
R-338	292	41+84.92	42+52.13	RT				72							
R-339	292	42+51.00	44+21.90	LT & RT	275										
R-340	293	43+30.44	43+41.70	LT							12				
R-341	293	43+47.81	43+56.29	LT & RT						29			2		
R-342	293	44+50.81	44+74.81	LT						44			1		
R-343	293	44+12.90	46+12.53	LT & RT				283							
R-344	293	44+11.87	46+18.82	LT & RT		2146									
TOTALS CARRIED TO GENERAL SUMMARY					517	8162	202	2017		292	12	13	9	8	4

CALCULATED MAG CHECKED GKB

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (SQ YD)	202 WALK REMOVED (SQ FT)	202 CONCRETE MEDIAN REMOVED (SQ YD)	202 TRAFFIC ISLAND REMOVED (SQ YD)	202 CURB REMOVED (FT)	202 CURB AND GUTTER REMOVED (FT)	202 CONCRETE SLOPE PROTECTION REMOVED (SQ YD)	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN (FT)	202 PIPE REMOVED, OVER 24", AS PER PLAN (FT)	202 GUARDRAIL REMOVED (FT)	202 ANCHOR ASSEMBLY REMOVED (EACH)	202 BRIDGE TERMINAL ASSEMBLY REMOVED (EACH)	202 MANHOLE REMOVED (EACH)	202 CATCH BASIN REMOVED (EACH)	202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (FT)
		S. ROBERT DRIVE (NB)																	
R-345	293	45+01.47	45+38.64	LT & RT		285													
R-346	293	45+22.12	45+75.22	LT							125								
R-347	293	45+65.10	48+88.34	LT & RT										325.0	1	1			
R-348	294	48+77.20	50+38.72	RT						195									
		SALEM AVENUE																	
R-349	297	201+90.02	202+65.06	LT		538													
R-350	297	202+43.22	202+95.50	LT								69						1	
R-351	297	201+90.93	202+94.59	LT					107										
R-352	297	202+69.97	202+93.81	LT				25											
R-353	297	202+87.82	203+00.84	LT								36						1	
R-354	297	202+97.99	87+49.25 PP2	LT						593									
R-355	297	203+21.51	203+46.03	LT		271													
R-356	297	203+21.51	204+46.49	LT						266									
R-357	297	203+57.80	204+97.54	LT & RT			73												
R-358	297	203+72.08	203+99.47	LT							69								
R-359	298	203+74.14	204+45.34	LT	147														
R-360	297	203+31.84	203+50.76	LT								41						1	
		PEDESTRIAN PATH 1																	
R-361	307	65+41.80		RT														1	
R-362	307	65+36.95	65+49.79	RT			7												
R-363	307	65+36.56	68+01.56	RT						319									
R-364	307	67+77.06	68+01.56	RT			16												
R-365	307	67+94.00	69+05.99	RT								106						1	
R-366	307	68+35.49	72+21.23	LT & RT			205												
R-367	308	69+05.99	69+56.69	RT								50						1	
R-368	308	69+53.84	59+56.69	LT & RT								34						1	
R-369	308	69+53.84	70+80.75	LT								127					1		
R-370	308	70+79.52	70+96.47	LT								22						1	
		PEDESTRIAN PATH 2																	
R-371	311	81+85.70	82+20.10	LT & RT								46						1	
R-372	311	82+20.10	82+53.93	LT & RT								36						1	
R-373	311	82+56.45	82+53.93	LT								20						1	
R-374	312	85+74.03	85+77.77	LT													1		8
R-375	312	85+77.77	85+77.94	LT								9						1	
R-376	312	86+31.58	87+82.56	LT										150.0	2.0				
Note: PP2 = Pedestrian Path 2																			
TOTALS CARRIED TO GENERAL SUMMARY					147	1094	301	25	107	1373	194	596	0	475.0	3	1	2	12	8

CALCULATED MAG
CHECKED GKB

REMOVAL SUBSUMMARY

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 ANCHOR ASSEMBLY REMOVED	202 GUARDRAIL REMOVED	202 WALK REMOVED	202 CURB REMOVED	202 PIPE REMOVED, 24" AND UNDER, AS PER PLAN	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 INLET REMOVED
					EACH	FT	SQ FT	FT	FT	EACH	EACH	EACH
		EX. ROBERT DR.										
R-377	302	325+04.45	326+98.63	LT	2	166						
R-378	302	324+34.10	327+26.78	LT				380				
R-379	302	324+62.79	326+47.36	LT	2	148						
R-380	302	324+62.82	327+38.70	LT				264				
R-381	303	328+00.00	333+66.59	LT				865				
R-382	303	328+07.12	330+99.97	LT					313		6	
R-383	303	328+23.66	328+77.35	LT						2		
R-384	303	329+65.62	330+16.40	LT			677					
R-385	466	324+33.63	324+87.27	LT					88		1	
R-386	466	325+13.86	325+24.41	LT					38			
R-387	466	325+13.86	328+23.71	LT					325			
TOTALS CARRIED TO GENERAL SUMMARY					4	314	677	1509	764	2	7	0

CALCULATED LC CHECKED

REMOVAL SUBSUMMARY

MOT-75-12.00

ROADWAY SUBSUMMARY

REFERENCE NO.	SHEET NO.	LOCATION	STATION FROM	STATION TO	SIDE	606 GUARDRAIL, TYPE 5 (FT)	606 ANCHOR ASSEMBLY, TYPE E (EACH)	606 ANCHOR ASSEMBLY, TYPE T (EACH)	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 (EACH)	606 BRIDGE TERMINAL ASSEMBLY, TYPE 2 (EACH)	606 IMPACT ATTENUATOR, TYPE 2, 90", UNIDIRECTIONAL (EACH)	607 FENCE, TYPE CL, AS PER PLAN (FT)	607 GATE, TYPE CL, AS PER PLAN (EACH)	608 4" CONCRETE WALK (SQ FT)	608 CURB RAMP, TYPE A1 (SQ FT)	608 CURB RAMP, TYPE C1 (SQ FT)	609 CURB, TYPE 3-A (FT)	609 CURB, TYPE 4-C (FT)	609 CURB, TYPE 6, AS PER PLAN (FT)	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (FT)	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 (EACH)	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 (FT)	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 (EACH)	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D (FT)	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D (EACH)	622 CONCRETE BARRIER END SECTION, TYPE D (EACH)	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN (EACH)	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN (FT)	622 BARRIER TRANSITION, AS PER PLAN (EACH)
BR-1	314	I-75	296+17.70	300+94.44	RT & LT															267	8								
GR-1	314	I-75	295+37.41	301+49.13	LT	612.5			1	1																			
GR-2	314	I-75	296+93.89	300+44.81	RT	350			1	1																			
C-1	314	I-75	295+37.41	295+57.41	LT													20											
C-2	314	I-75	296+93.89	297+13.89	RT													20											
C-3	314	I-75	301+13.11	301+48.11	LT													35											
C-4	314	I-75	300+07.71	300+42.71	RT													35											
BR-2	315	RAMP C1	310+03.83	312+73.30	RT																			240	2				
BR-3	315	I-75	310+99.12	312+00.85	RT & LT															62	2								
BR-4	315	I-75	314+01.14	321+95.40	RT & LT															615	8								
BR-5	315	RAMP C4	312+53.74	316+00.00	LT																			237	5				
GR-3	315	I-75	312+30.91	312+51.91	RT						1																		
GR-4	315	RAMP C2	313+37.47	315+94.21	LT	218.75	1		1																				
GR-5	315	I-75	314+36.29	316+95.10	RT	262.5			1	1																			
GR-6	315	I-75	315+64.54	318+02.00	LT	225		1		1																			
GR-7	315	RAMP C1	314+50.67	318+38.27	LT	387.5			1	1																			
GR-8	315	RAMP C2	315+50.00	321+42.29	RT	537.5	1	1																					
GR-9	315	RAMP C5	315+30.40	318+02.16	LT	231.25	1		1																				
GR-10	315	RAMP C5	315+70.93	316+27.10	RT	18.75	1		1																				
C-5	315	I-75	314+38.29	314+73.29	RT													35											
C-6	315	RAMP C2	313+39.58	313+74.73	LT													35											
C-7	315	RAMP C1	314+52.67	314+87.67	LT													35											
C-8	315	RAMP C5	315+63.54	316+25.00	RT													62											
C-9	315	RAMP C4	312+47.19	312+53.74	LT														7										
C-10	316	I-75	317+65.00	318+00.00	LT													35											
C-11	316	RAMP C4	321+70.00	321+05.00	RT													35											
C-12	316	RAMP C5	317+69.17	318+00.00	LT													30											
C-13	316	RAMP C1	318+16.17	318+36.17	LT													20											
BR-6	316	I-75	325+30.60	329+97.16	RT & LT															291	5	26	1						
BR-7	316	I-75	327+44.25	328+71.06	LT																			97	2				
BR-8	316	RAMP C1	318+36.17	322+60.91	LT																			163	5	1	2	106	2
BR-9	316	RAMP C1	317+11.58	322+65.57	RT																			149	7		2	96	2
BR-10	316	RAMP C4	327+86.67	328+73.50	RT																			57	2				
GR-11	316	RAMP C4	321+32.04	322+07.00	RT	62.5		1		1																			
GR-12	316	I-75	328+71.06	328+92.06	LT						1																		
BR-11	318	I-75	345+38.53	354+25.00	RT & LT																	652	9						
BR-12	318	RAMP D1	45+63.22	52+02.58	RT																			423	9				
F-1	318	TENNIS COURTS										265	2																
C-14	304	VISTA VIEW	401+25.00	402+10.00	RT												96												
CW-1	304	VISTA VIEW	401+14.05	402+30.41	RT									859															
CW-2	304	VISTA VIEW	402+18.13	406+66.03	LT									6749															
CW-3	304	VISTA VIEW	403+06.19	405+08.67	RT									1648															
CW-4	305	VISTA VIEW	405+91.42	408+83.36	RT									2416															
CW-5	305	VISTA VIEW	408+70.14		RT											83													
CW-6	305	VISTA VIEW	408+86.19		RT											80													
CW-7	305	VISTA VIEW	404+95.28		RT										70														
CW-8	305	VISTA VIEW	405+76.61		RT										70														
TOTALS CARRIED TO GENERAL SUMMARY						2906.25	4	3	7	6	2	265	2	11672	140	163	96	397	7	1235	23	678	10	1466	32	1	4	202	4

CALCULATED DLT
CHECKED MAS

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	608 4" CONCRETE WALK (SQ FT)	608 CURB RAMP, TYPE A1 (SQ FT)	608 CURB RAMP, TYPE A2 (SQ FT)	608 CURB RAMP, TYPE B1 (SQ FT)	608 CURB RAMP, TYPE C1 (SQ FT)
		FIRST STREET							
CW-9	272	105+82.91	106+22.38	LT		190			
CW-10	272	105+88.58	109+98.70	LT	3920				
CW-11	272	106+23.54		LT			70		
CW-12	273	109+47.56		LT		90			
CW-13	273	109+72.99		LT		95			
CW-14	273	109+68.43	110+86.07	LT	1532				
CW-15	273	110+18.60	111+75.00	LT	128				
CW-16		NOT USED							
CW-17	273	112+78.00	113+25.00	LT	73				
CW-18	273	113+18.00	113+22.50	RT	8				
		FIRST STREET TURN LANE							
CW-19	277	175+34.29		RT				140	
		SECOND STREET							
CW-20	277	220+25.33		RT				137	
CW-21	277	220+32.85	222+55.13	RT	2172				
CW-22	278	222+54.20		RT		78			
CW-23	278	223+15.06	223+59.81	RT		173			
CW-24	278	223+13.33	225+84.65	RT	3768				
CW-25	278	223+33.23		LT		95			
CW-26	278	224+01.25	225+67.68	LT	2019				
CW-27	278	225+62.14		LT		97			
CW-28	278	225+84.24		RT		93			
CW-29	278	226+10.58		LT		93			
CW-30	278	226+08.20	229+68.84	LT	4088				
CW-31	278	225+95.28	226+44.49	RT	435				
CW-32	278	226+40.47		RT					79
CW-33	278	226+74.93	229+52.50	RT	3482				
CW-34	278	226+75.33		RT		91			
CW-35	278	226+80.55		RT		104			
CW-36	278	225+71.10		RT					83
		THIRD STREET							
CW-37	282	11+58.37	11+66.99	RT		171			
CW-38	282	11+60.69		LT	207				207
CW-39	282	12+11.46	12+22.68	LT	326				
CW-40	282	12+10.85		LT				111	
CW-41	283	15+50.00	15+57.31	RT	89				
TOTALS CARRIED TO GENERAL SUMMARY					22247	1370	70	388	369

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	608 4" CONCRETE WALK SQ FT	608 CURB RAMP, TYPE A1 SQ FT	608 CURB RAMP, TYPE A2 SQ FT	608 CURB RAMP, TYPE B2 SQ FT	608 CURB RAMP, TYPE B3 SQ FT	608 WALKWAY, MISC.: SINCLAIR CONCRETE PAVERS SQ FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT
		THIRD STREET									
CW-42	283	15+57.11		RT		85					
CW-43	283	15+50.00	16+04.35	LT	572						
CW-44	283	15+98.15		LT			107				
CW-45	283	15+87.11	16+41.12	RT		188					
CW-46	283	16+44.13	17+50.29	RT						874	
CW-47	283	16+90.09	18+08.49	LT	2999						
CW-48	283	16+99.27		LT		95					
CW-49	283	17+93.66		LT					118		
CW-50	284	18+85.15		LT					129		
CW-51	284	18+46.34	20+00.00	LT	2021						
		S. ROBERT DRIVE (SB)									
CW-52	287	19+80.06	27+70.85	LT	6330						
CW-53	289	28+88.85	29+75.53	LT	749						
		S. ROBERT DRIVE (NB)									
CW-54	293	44+12.08	20+00.00 3RD	RT	13875						
		SALEM AVENUE									
CW-55	297	201+91.20	87+91.31 PP2	LT	11491						
CW-56	298	206+10.76	208+51.52	LT	1968						
CW-57	298	204+73.18		LT				163			
		PEDESTRIAN PATH 1									
CW-58	306	61+20.00	175+37.86 FSTL	LT & RT	16341						
CW-59		NOT USED									
		THIRD STREET									
CW-60	284	17+99.88	18+09.90	RT						219	
		S. ROBERT DRIVE (NB)									
CW-61	293	45+19.28	45+38.64	RT						91	
		THIRD STREET									
BR-13	282	11+51.87	11+52.91	LT							40
TOTALS CARRIED TO GENERAL SUMMARY					56346	368	107	163	247	1184	40

ROADWAY SUBSUMMARY

CALCULATED MAG CHECKED GKB

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	608 4" CONCRETE WALK	608 CURB RAMP, TYPE A1	608 CURB RAMP, TYPE A2
					SQ FT	SQ FT	SQ FT
		ROBERT DR.					
CW-62	303	329+68.05	331+07.88	LT	1930	41	
CW-63	303	331+07.88	331+95.87	RT	1370	112	
CW-64	303	332+39.85	332+59.33	RT	375		134
		C1 STREET					
CW-65	301	0+60	2+64.85	RT	2870	89	
		RED CROSS LANE					
CW-66	301	110+97.38	111+17.68	RT	209	93	
CW-67	301	111+46.14	111+72.67	RT	372	88	
TOTALS CARRIED TO GENERAL SUMMARY					7126	423	134

CALCULATED LC CHECKED CS

ROADWAY SUBSUMMARY

MOT-75-12.00

SHEET NO.	659 SEEDING AND MULCHING SQ YD	203 EXCAVATION CU YD	203 EMBANKMENT CU YD	203 EMBANKMENT, AS PER PLAN CU YD	203 GRANULAR MATERIAL, TYPE B CU YD
327	1691	133	41	0	0
328	1633	2	96	313	272
329	1885	904	0	13323	2551
330	532	146	4439	9580	2231
331	78	0	6357	0	0
332	8	0	4666	0	0
333	0	0	5876	0	0
334	0	0	4823	0	0
335	0	0	4644	0	0
336	0	0	3997	0	0
337	1151	145	13391	0	0
338	964	4648	4276	0	0
339	1275	4426	3237	0	0
340	1035	825	1305	0	0
341	1001	1335	0	0	0
342	695	1528	0	0	0
343	0	533	107	0	0
344	1691	185	531	0	0
345	2139	121	352	0	0
346	1793	37	374	1084	0
347	0	37	0	427	4214
348	1013	1401	3791	0	3851
349	370	3063	7205	0	0
350	84	0	8591	0	0
351	14	0	9566	0	0
352	0	0	6492	0	0
353	0	0	6619	0	0
354	0	0	5474	0	0
355	6	0	6257	0	0
356	34	18	4297	0	0
357	6	87	2032	0	0
358	0	121	200	0	0
359	0	1095	0	0	0
360	0	970	0	0	0
361	0	447	0	0	0
362	1155	1733	325	0	0
363	1454	4714	594	0	0
364	722	5236	596	0	0
365	896	3071	1519	0	0
366	0	4230	0	0	0
367	2519	3897	373	0	0
368	2581	7110	2851	0	0
369	1293	3	6831	0	0
370	879	328	3111	0	0
371	871	1794	0	0	0
372	2147	3832	256	0	0
373	3329	2120	1571	0	0
374	3363	5883	2075	0	0
375	842	4326	182	0	0
376	56	217	251	0	0
377	91	1246	265	0	0
378	0	94	2	0	0
SUBTOTAL A	41296	72041	139838	24727	13119

SHEET NO.	659 SEEDING AND MULCHING SQ YD	203 EXCAVATION CU YD	203 EMBANKMENT CU YD
432	502	425	546
433	1059	2272	250
434	2951	2344	86
435	0	150	17
379	0	87	0
380	0	97	0
381	0	0	0
382	0	0	0
383	152	265	38
384	189	1,577	0
385	957	3,347	482
386	788	5,657	156
387	770	4,062	266
388	1,066	515	901
389	207	576	71
390	7	481	0
391	0	28	0
394	689	3,548	50
395	106	6,990	0
396	651	5,196	0
397	562	960	11
398	181	282	392
399	74	183	59
400	0	140	0
401	84	97	191
402	12	30	269
403	257	467	1,344
404	1,095	961	3,488
405	285	326	934
406	22	108	64
407	185	18	2
408	117	122	24
409	176	205	6
410	598	170	206
411	1,668	1,248	667
412	686	38	574
413	322	52	184
414	118	57	12
415	148	101	47
416	391	1,786	35
417	1,016	3,383	0
418	865	954	143
419	290	10	230
SUBTOTAL B	19246	49315	11745

SHEET NO.	659 SEEDING AND MULCHING SQ YD	203 EXCAVATION CU YD	203 EMBANKMENT CU YD
392	481	2,333	0
393	641	5,080	0
420	2,267	64	565
421	595	228	375
422	554	2,786	130
423	566	5,275	0
424	448	3,149	0
425	0	0	0
436	72	68	4
437	351	142	0
438	1,136	229	0
439	808	269	0
440	954	197	0
441	1,938	28	34
442	2,386	27	56
443	1,269	1,571	3
444	0	0	0
445	403	171	57
446	1,086	0	91
447	674	1	60
448	345	1	101
449	164	2	49
507	0	11	0
508	0	4	0
509	0	3	0
510	0	21	24
426	390	1540	0
427	2962	29657	0
428	1830	9792	0
429	628	1088	0
430	320	544	0
431	42	146	0
470	280	0	160
471	591	21	252
483	278	86	38
484	191	118	18
SUBTOTAL C	24650	64652	2017

EARTHWORK TOTALS	659 SEEDING AND MULCHING SQ YD	203 EXCAVATION CU YD	203 EMBANKMENT CU YD	203 EMBANKMENT, AS PER PLAN CU YD	203 GRANULAR MATERIAL, TYPE B CU YD
SUBTOTAL A	41296	72041	139838	24727	13119
SUBTOTAL B	19246	49315	11745	0	0
SUBTOTAL C	24650	64652	2017	0	0
TOTALS CARRIED TO GENERAL SUMMARY	85192	186008	153600	24727	13119

CALCULATED MAS
CHECKED DLT

EARTHWORK SUBSUMMARY

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	SIDE	CONCRETE BARRIER	PERIMETER	LENGTH	512 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
					YD	YD	SQ YD
282	BR-13	THIRD STREET	LT	TYPE D	2.69	21	56
314	BR-1	I-75	RT & LT	TYPE B1	2.71	57	156
		I-75	RT & LT	TYPE B1	3.38	30	101
		I-75	RT & LT	TYPE B1	2.71	71	194
315	BR-2	RAMP C1	RT	TYPE D	2.69	90	242
315	BR-3	I-75	RT & LT	TYPE B1	2.71	2	5
		I-75	RT & LT	TYPE B1	3.38	30	101
		I-75	RT & LT	TYPE B1	2.71	2	5
315	BR-4	I-75	RT & LT	TYPE B1	2.71	265	717
315	BR-5	RAMP C4	LT	TYPE D	2.69	115	310
316	BR-6	I-75	RT & LT	TYPE B1	2.71	53	143
		I-75	RT & LT	TYPE B1	3.38	30	101
		I-75	RT & LT	TYPE B1	2.71	38	102
		I-75	RT & LT	TYPE B1	3.38	30	101
		I-75	RT & LT	TYPE C1	4.26	5	22
316	BR-7	I-75	LT	TYPE D	2.69	42	114
316	BR-8	RAMP C1	LT	TYPE D	2.69	55	149
		RAMP C1	LT	TYPE D, APP	3.36	56	187
		RAMP C1	LT	TYPE D	2.69	38	102
316	BR-9	RAMP C1	RT	TYPE D	2.69	104	280
		RAMP C1	RT	TYPE D, APP	3.36	52	176
		RAMP C1	RT	TYPE D	2.69	26	71
316	BR-10	RAMP C4	RT	TYPE D	2.69	29	78
318	BR-11	I-75	RT & LT	TYPE C1	4.26	39	165
		I-75	RT & LT	TYPE C1	4.93	51	250
		I-75	RT & LT	TYPE C1	4.26	206	878
318	BR-12	RAMP D1	RT	TYPE D	2.69	213	573
TOTALS CARRIED TO GENERAL SUMMARY							5381

CALCULATED JMM CHECKED MAS

MISCELLANEOUS CALCULATIONS

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 RIPRAP USING 6" REINFORCED CONCRETE SLAB (SQ YD)	601 ROCK CHANNEL PROTECTION, TYPE C WITH FABRIC FILTER (CU YD)	602 CONCRETE MASONRY (CU YD)	603 15" CONDUIT, TYPE B (FT)	603 15" CONDUIT, TYPE B 706.02 WITH JOINTS PER 706.11 (FT)	603 15" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE F 707.05 TYPE C (FT)	603 18" CONDUIT, TYPE B (FT)	603 18" CONDUIT, TYPE B 706.02 WITH JOINTS PER 706.11 (FT)	603 18" CONDUIT, TYPE F 707.05 TYPE C (FT)	603 21" CONDUIT, TYPE B (FT)	603 24" CONDUIT, TYPE B (FT)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 5 (EACH)	604 CATCH BASIN, NO. 6 (EACH)	604 CATCH BASIN, NO. 2-2B (EACH)	604 CATCH BASIN ADJUSTED TO GRADE (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN (EACH)	604 MANHOLE, NO. 3 (EACH)	604 MANHOLE, NO. 3, AS PER PLAN (EACH)	603 CONDUIT, MISC.: 30" STEEL CASING (FT)
		IR 75																										
D-1	314	295+59.40	295+59.40	LT																	1							
D-2	314	296+35.00	296+35.00	LT/RT				5														1						
D-3	314	297+16.32	297+16.32	RT																	1							
D-4	314	299+05.00	299+78.79	LT/RT				74														1						
D-5	314	299+78.79	300+20.00	LT				41														1						
D-6	314	300+20.00	300+16.73	LT/RT				92																			1	
D-7	314	300+53.00	300+20.00	LT				33														1						
D-8	314	300+16.73	300+22.81	RT							41						1											
D-9	314	301+22.13	301+20.00	LT							51						1											
D-10	314	301+20.00	300+50.00	LT			0.25			73																1		
D-11	315	314+64.21	314+64.21	RT			0.25			15							1											
D-12	315	316+07.00	316+82.13	LT/RT				75														1						
D-13	315	316+82.13	317+57.00	LT/RT				75														1						
D-14	315	316+82.13	316+82.13	RT	1	1	0.25				33						1											
D-15	316	317+57.00	317+67.55	LT				72														1						
D-16	316	317+75.00	317+67.55	LT						11							1											
D-17	316	317+67.55	319+94.91	LT						227																1		
D-18	316	319+94.91	321+50.82	LT						156																1		
D-19	316	325+53.57	325+86.89	RT				33											1									
D-20	316	325+86.89	326+40.00	RT				53																			1	
D-21	316	325+89.89	325+89.89	LT					62																1			
D-22	316	325+89.89	326+40.00	LT								50										1						
D-23	316	326+40.00	326+40.00	LT/RT								65															1	
D-24	316	326+40.00	326+64.00	LT								24										1						
D-25	316	326+40.00	326+75.00	RT								35															1	
D-26	316	326+64.00	327+95.00	LT				131																			1	
D-27	316	326+75.00	326+51.87 RAMP C5	RT									51	71													1	35
D-28	316	326+50.00	326+51.87 RAMP C5	RT						8										1								
D-29	316	326+51.87 RAMP C5		RT																						1		
D-30	316	327+95.00	327+95.00	LT				52																			1	
D-31	316	327+95.00	328+45.00	LT				50																			1	
D-32	318	345+32.00	345+75.00	LT					98																1			
D-33	318	345+75.00	346+00.00	RT				102															1					
D-34	318	346+00.00	345+95.11	RT										53										1				
D-35	318	345+95.11	344+89.33	RT												116		1										
D-36	318	350+32.00	351+05.11	LT/RT				73															1					
D-37	318	351+05.11	351+24.48	LT								19											1					
D-38	318	351+24.48	351+79.00	LT											5												1	
D-39	318	351+79.00	351+79.00	LT/RT				55															1					
TOTALS CARRIED TO GENERAL SUMMARY					1	1	0.75	1016	160	490	125	193	51	124	5	116	5	1	1	1	2	9	4	1	2	4	9	35

CALCULATED SNL
CHECKED KBJ

DRAINAGE SUBSUMMARY

MOT-75-12.00

DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	602 CONCRETE MASONRY (CU YD)	603 12" CONDUIT, TYPE B (FT)	603 12" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE B (FT)	603 15" CONDUIT, TYPE B 706.02 WITH JOINTS PER 706.11 (FT)	603 15" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE F 707.05 TYPE C (FT)	603 18" CONDUIT, TYPE B (FT)	603 18" CONDUIT, TYPE C (FT)	603 24" CONDUIT, TYPE B (FT)	603 36" CONDUIT, TYPE C (FT)	603 66" CONDUIT, TYPE C (FT)	604 CATCH BASIN, NO. 3 (EACH)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 2-2B (EACH)	604 CATCH BASIN, NO. 2-3 (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D (EACH)	604 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN (EACH)	604 MANHOLE, NO. 3 (EACH)	604 MANHOLE, NO. 3, AS PER PLAN (EACH)	604 MANHOLE, ADJUSTED TO GRADE (EACH)	604 MANHOLE RECONSTRUCTED TO GRADE (EACH)
		C1																								
D-40	315	314+77.67	314+77.67	LT	0.25					10								1								
D-41	316	318+20.00	319+50.00	RT				129													1					
D-42	316	319+50.00	319+50.00	LT/RT				61											1							
D-43	316	319+50.00	319+50.00	RT				12											1							
D-44	316	319+50.00	320+00.00	RT				49																1		
D-45	316	320+00.00	320+50.00	RT				140																1		
D-46	316	320+50.00	406+00.00 VISTA VIEW DR	RT																			1			
D-47	316	322+00.00	321+97.40	LT						15									1							
D-48	316	321+97.40	321+97.35	LT/RT				64													1					
D-49	316	321+97.35	406+00.00 VISTA VIEW DR	RT						74											1					
		C2																								
D-50	315	313+64.69	313+00.00 RAMP C4	LT							71							1								
D-51	316	321+50.00	321+69.87	LT						20									1							
D-52	316	321+50.00	321+55.87	RT						9									1							
D-53	316	321+69.87	321+55.87	LT/RT				64															1			
D-54	316	321+55.87	220+36.00 SECOND ST	RT										106									1			
		C4																								
D-55	315	313+00.00	314+12.58	LT/RT								133							1							
D-56	315	313+91.57	314+12.58	LT				21													1					
D-57	315	314+12.58	314+12.58	LT								5												1		
D-58	315	314+12.58	314+15.82	LT/RT				6																1		
D-59	315	314+15.82	315+75.00	LT				160													1					
D-60	315	314+12.58	315+00.00	LT				91											1							
D-61	316	321+75.00	321+75.00	LT/RT					36													1				
D-62	316	321+75.00	321+69.87 RAMP C2	RT							66							1								
D-63	316	328+00.00	328+00.00	LT/RT					44													1				
D-64	316	328+00.00	327+95.00 IR 75	RT				14												1						
D-65	316	328+50.00	328+45.00 IR 75	LT/RT					53													1				
		C5																								
D-66	315	315+99.53	316+00.00	RT			21																1			
D-67	315	316+00.00	316+00.00	RT						17								1								
D-68	315	316+00.00	316+00.00	RT												10							1			
D-69	316	325+88.56	325+86.89 IR 75	LT/RT					37													1				
D-70	316	326+40.00	326+40.00 IR 75	LT/RT					38													1				
		D1																								
D-71	318	50+37.00	51+00.00	RT				63													1					
D-72	318	51+00.00	51+75.00	RT						5											1					
D-73	318	51+75.00	51+75.00	RT				74													1					
		VISTA VIEW DR																								
D-74	304	401+75.00	315+99.53 RAMP C5	LT/RT			59											1								
D-75	304	402+15.00	401+75.00	LT/RT		58												1								
D-76	304	402+83.98	402+83.98	RT																					1	
D-77	304	402+83.98	403+00.00	LT/RT				24										1								
D-78	305	404+88.31	405+15.22	RT		27											1									
D-79	305	405+00.00	405+11.47	LT/RT		31												1								
D-80	305	405+11.47	405+11.47	RT																						1
D-81	305	405+11.47	405+15.22	RT		10																	1			
D-82	305	406+00.00	406+00.00	LT									18						1							
D-83	305	406+00.00	406+07.71	LT									15													1
D-84	305	407+62.30	407+62.30	LT											10								1			
D-85	305	407+62.30	407+62.30	RT									31				1									
D-86	305	407+62.30	407+62.30	LT/RT								30					1									
D-87	305	407+62.30	407+62.30	RT									5										1			
D-88	305	407+62.30	408+76.00	RT									116										1			
D-89	305	408+76.00	408+78.30	RT			5											1								
TOTALS CARRIED TO GENERAL SUMMARY					0.25	126	85	972	208	150	137	168	185	106	10	10	3	9	8	1	8	5	9	4	1	2

CALCULATED SNL
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REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 TIED CONCRETE BLOCK MAT, TYPE 2 (SQ YD)	660 SODDING REINFORCED (SQ YD)	835 EXFILTRATION TRENCH, TYPE B (FT)	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 (SQ YD)
D-90	314	298+78.00	298+90.00	LT			12	
D-91	314	298+78.00	298+90.00	RT			12	
D-92	315	315+68.00	315+92.00	LT			24	
D-93	315	315+68.00	315+92.00	RT			24	
D-94	315	316+63.13	316+67.13	LT			4	
D-95	315	316+63.13	316+67.13	RT			4	
D-96	316	316+97.13	317+01.13	LT			4	
D-97	316	316+97.13	317+01.13	RT			4	
D-98	316	317+72.00	317+92.00	LT			20	
D-99	316	317+72.00	317+92.00	RT			20	
D-100	315	315+50.00	317+00.00	RT		39		
D-101	315	314+64.21	316+82.13	RT		97		
D-102	315	316+82.13	317+00.00	RT				5
D-103	316	317+00.00	321+50.00	RT		200		
D-104	316	317+00.00	319+50.00	RT				105
D-105	316	317+61.24	317+70.49	LT	13			
TOTALS CARRIED TO GENERAL SUMMARY					13	336	128	110

CALCULATED SNL CHECKED KBJ

DRAINAGE SUBSUMMARY

MOT-75-12.00

DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	603 12" CONDUIT, TYPE B (FT)	603 12" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE B (FT)	603 18" CONDUIT, TYPE B (FT)	603 24" CONDUIT, TYPE B (FT)	603 27" CONDUIT, TYPE B (FT)	603 36" CONDUIT, TYPE B (FT)	603 42" CONDUIT, TYPE B (FT)	604 CATCH BASIN, NO. 3 (EACH)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 2-2B (EACH)	604 MANHOLE, NO. 3 (EACH)	604 MANHOLE RECONSTRUCTED TO GRADE (EACH)
		FIRST STREET															
D-106	271	102+10.72	102+23.21	RT		128								1			
D-107	271	102+23.21	173+78.02 (TURN LANE)	RT		179									1		
D-108	271	173+65.00 (TURN LANE)	173+78.02 (TURN LANE)	RT		22								1			
D-109	271	103+75.00	104+05.00	LT		29								1			
D-110	272	104+05.00	104+60.00	LT		52									1		
D-111	272	104+60.00	205+95.00 (SECOND ST)	LT	141								1				
D-112	272	106+65.00	107+56.89	LT		86								1			
D-113	272	107+55.00	107+56.89	LT		13								1			
D-114	272	107+56.89	108+45.00	LT&RT			98									1	
D-115	272	107+56.89	108+17.60	LT		57							1				
D-116	272	108+45.00	109+28.79	RT			86									1	
D-117	273	109+28.79		RT							6	6				1	
D-118	273	109+55.81	109+76.01	LT				26					1				
D-119	273	109+76.01		LT						6	6					1	
D-120	273	109+76.01	109+83.58	LT				8					1				
D-121	273	109+83.58	110+96.09	LT				123								1	
D-122	273	109+52.73		LT													1
D-123	273	110+05.00	110+10.75	LT & RT				6								1	
D-124	273	110+10.75	110+05.00	RT	31									1			
D-125	273	110+05.00	110+49.30	RT	42								1				
D-126	273	110+49.30	110+95.00	RT	43									1			
D-127		NOT USED															
D-128	273	110+10.75	111+32.67	RT				121								1	
D-129	273	111+22.69	112+05.00	LT			112	6						1			
D-130	273	111+32.67	111+69.00	RT	34									1			
D-131	273	111+69.00	113+25.56	LT	157												
D-132	273	112+05.00	112+83.00	LT	78									1			
		FIRST STREET TURN LANE															
D-133	277	174+80.00	175+05.00	LT&RT	58									1			
D-134	277	175+05.00	105+50.47 (FIRST ST)	LT	58										1		
D-135	277	175+05.00	175+25.00	LT		25								1			
		SECOND STREET															
D-136	277	220+36.00	220+96.00	RT					59							1	
TOTALS CARRIED TO GENERAL SUMMARY					642	591	296	290	59	6	12	6	5	12	3	8	1

CALCULATED MAG
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REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	603 12" CONDUIT, TYPE B FT	603 12" CONDUIT, TYPE C FT	603 18" CONDUIT, TYPE B FT	603 18" CONDUIT, TYPE C FT	604 24" CONDUIT, TYPE B EACH	603 24" CONDUIT, TYPE C FT	603 27" CONDUIT, TYPE B FT	603 36" CONDUIT, TYPE C FT		603 42" CONDUIT, TYPE C FT	603 54" CONDUIT, TYPE C FT		604 CATCH BASIN, NO. 3 EACH	604 CATCH BASIN, NO. 3A EACH	604 MANHOLE, NO. 3 EACH	604 CATCH BASIN, NO. 2-2B EACH			604 MANHOLE ADJUSTED TO GRADE EACH	604 MANHOLE RECONSTRUCTED TO GRADE EACH
		SECOND STREET																						
D-137	277	220+57.00	220+95.00	LT&RT	51													1						
D-138	277	220+95.00	220+96.00	RT		12												1						
D-139	277	220+96.00	222+27.00	RT						128									1					
D-140	278	222+27.00	207+80.00 (SALEM)	LT&RT							91								1					
D-141	278	222+27.00	222+55.56	RT		33											1							
D-142	278	208+38.00 (SALEM)	224+16.41	LT							99								1					
D-143	278	223+70.00	223+91.74	RT		27												1						
D-144	278	223+93.74		RT											12				1					
D-145	278	223+93.74	224+61.00	RT		70												1						
D-146	278	224+16.41		LT								6		6	6				1					
D-147	278	224+16.41	224+61.00	LT		54												1						
D-148	278	224+61.00	225+67.91	LT		108											1							
D-149	278	225+67.91	226+06.66	LT	39												1							
D-150	278	226+19.41		RT																				1
D-151	278	226+21.95	226+78.14	RT			71	5									1		1					
D-152	278	226+78.14	227+85.00	RT				124											2					
D-153	279	227+12.88	227+20.45	LT					23								1						1	
D-154	279	227+14.96	227+77.00	LT	57												1							
D-155	279	227+77.00	227+85.00	RT		11											1							
D-156	279	227+85.00	228+25.00	RT		45												1						
D-157	279	227+01.29	226+98.52	RT		8														1				
D-158	279	228+25.00	229+66.15	RT	142																			
D-159	279	228+51.00	228+56.90	LT	8													1					1	
D-160	279	228+51.00	229+30.00	LT	79													1						
		THIRD STREET																						
D-161	282	11+63.19	11+64.45	LT&RT	127													1						
D-162	282	11+64.45	13+20.00	RT	156													1						
D-163	283	13+20.00		RT		6												1						
D-164	283	13+20.00	14+52.00	RT		132													1					
D-165	283	13+53.00		LT		10												1						
D-166	283	13+53.00	14+47.00	LT		94													1					
D-167	283	14+47.00		LT		5												1						
D-168	283	14+47.00	15+47.00	LT		100													1					
D-169	283	14+52.00	15+40.00	RT		88													1					
TOTALS CARRIED TO GENERAL SUMMARY					659	803	71	129	23	128	190	6		6	18		7	13	12	1			2	1

CALCULATED MAG
CHECKED GKB

DRAINAGE SUBSUMMARY

MOT-75-12.00

DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	603 12" CONDUIT, TYPE B (FT)	603 12" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE B (FT)	603 18" CONDUIT, TYPE B (FT)	603 18" CONDUIT, TYPE C (FT)	603 66" CONDUIT, TYPE B (FT)	604 CATCH BASIN, NO. 3 (EACH)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 2-2B (EACH)	604 MANHOLE, NO. 3 (EACH)	604 MANHOLE ADJUSTED TO GRADE (EACH)	604 MANHOLE RECONSTRUCTED TO GRADE (EACH)
		THIRD STREET														
D-170	283	14+52.00		RT		5						1				
D-171	283	15+40.00		RT		5						1				
D-172	283	15+40.00	16+05.90	RT	69									1		
D-173	283	15+47.00		LT		5						1				
D-174	283	15+47.00	16+38.05	LT	96									1		
D-175	283	16+13.59	16+38.05	LT	54						1					
D-176	283	16+05.90	16+13.95	RT						26				1		
D-177	283	16+38.05		LT												1
D-178	283	16+30.00	16+32.13	RT		27						1				
D-179	283	16+05.90	16+32.13	RT					27					1		
D-180	283	16+88.80		LT												1
D-181	283	16+32.13	16+92.45	RT				83						1		
D-182	283	16+32.13	17+58.00	RT					129					1		
D-183	308	16+13.59	16+39.05	LT		66							1			
D-184	283	17+07.80	17+80.05	LT		73						1				
D-185	283	17+58.00		RT		5						1				
D-186	283	17+58.00	17+85.00	RT		39							1			
D-187	283	17+58.00	18+96.00	RT			138							1		
D-188	283	17+78.00		LT				12						1		
D-189	283	17+78.00	17+80.05	LT	24							1				
D-190	284	18+75.28		LT												1
D-191	284	18+80.57		RT												1
D-192	284	18+96.00		RT	6							1				
D-193	284	18+96.00	19+69.00	RT			73				1					
D-194	284	19+69.00	19+73.19	LT	15						1					1
D-195	284	19+83.21		RT											1	
		S. ROBERT DRIVE (SB)														
D-196	287	21+52.25	21+76.86	LT												3
D-197	287	21+73.01	22+40.00	RT	49	19						2				
D-198	288	24+03.00	24+48.66	RT		45						1				
D-199	288	24+71.49	24+97.00	RT		25								1	1	
D-200	288	24+97.00	25+05.00	RT		11						1				
D-201	288	24+97.00		RT		5							1			
D-202	288	24+97.00	26+85.00	RT		184								1		
D-203	288	26+85.00		RT		5						1				
D-204	288	26+85.00	28+75.00	RT		185								1		
D-205	289	28+75.00		LT&RT	46	5						1	1			
TOTALS CARRIED TO GENERAL SUMMARY					359	709	211	95	156	26	3	14	4	11	2	8

CALCULATED MAG CHECKED GKB

MOT-75-12.00

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	603 12" CONDUIT, TYPE B (FT)	603 12" CONDUIT, TYPE C (FT)	603 15" CONDUIT, TYPE B (FT)	603 15" CONDUIT, TYPE C (FT)	603 27" CONDUIT, TYPE C (FT)	603 48" CONDUIT, TYPE B (FT)	603 66" CONDUIT, TYPE C (FT)		603 CONDUIT, MISC.: 18" VALVE (EACH)		604 CATCH BASIN, NO. 3 (EACH)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 6 (EACH)	604 CATCH BASIN, NO. 2-2B (EACH)	604 MANHOLE, NO. 3 (EACH)	604 MANHOLE ADJUSTED TO GRADE (EACH)	604 MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN (EACH)			839 TRENCH DRAIN WITH PEDESTRIAN GRATE (FT)
		S. ROBERT DRIVE (NB)																						
D-207	292	41+82.35	42+40.00	RT	57											1								
D-208	292	42+49.95	43+84.29	LT	13																			142
D-209	293	43+36.07		LT&RT	23												1							
D-210	293	43+36.07		LT						12									1					
D-211	293	44+30.00	44+31.13	LT&RT	42											1				1				
D-212	293	45+30.00	46+48.00	RT		115										1								
D-213	293	46+48.00	47+60.00	RT		113										1								
D-214	293	47+60.00		RT		19										1								
D-215	293	47+60.00	47+60.61	RT		40													1					
D-216	293	47+60.00	48+60.00	RT		102													1					
D-217	294	48+60.00		RT		19										1								
D-218	293	46+11.55	46+48.00	LT&RT	53													1						
		SALEM AVENUE																						
D-219	297	202+12.67	203+44.26	LT		136										1								
D-220	297	202+87.93	203+44.26	LT		67													1					
D-221	297	203+44.26	203+55.00	LT		46										1								
D-222	297	203+44.26	203+65.00	LT		26												1						
D-223	298	204+43.45	104+60.00 (FIRST ST)	LT&RT	44											1								
D-224	298	105+50.47 (FIRST ST)	205+95.00	RT	42											1								
D-225	298	205+90.00	205+95.00	RT	25													1						
D-226	298	205+95.00	206+68.00	RT&LT			78												1					
D-227	298	206+55.00	206+68.00	LT		17										1								
D-228	298	206+68.00	207+80.00	LT				109											1					
D-229	298	207+80.00	208+38.00	LT					58										1					
D-230	298	207+80.00	207+90.00	LT		16										1								
D-231	298	208+05.00	208+38.00	LT		65												1						
D-232	298	208+38.00		LT		10									1									
		PED PATH 1																						
D-233	308	69+61.99	70+80.75	LT&RT				155																
D-234	306	62+59.60		LT									1											
D-235	306	62+62.30		LT																	1			
TOTALS CARRIED TO GENERAL SUMMARY					299	791	78	264	58	12	0		1		1	12	1	4	7	1	1			142

CALCULATED MAG
CHECKED GKB

DRAINAGE SUBSUMMARY

MOT-75-12.00

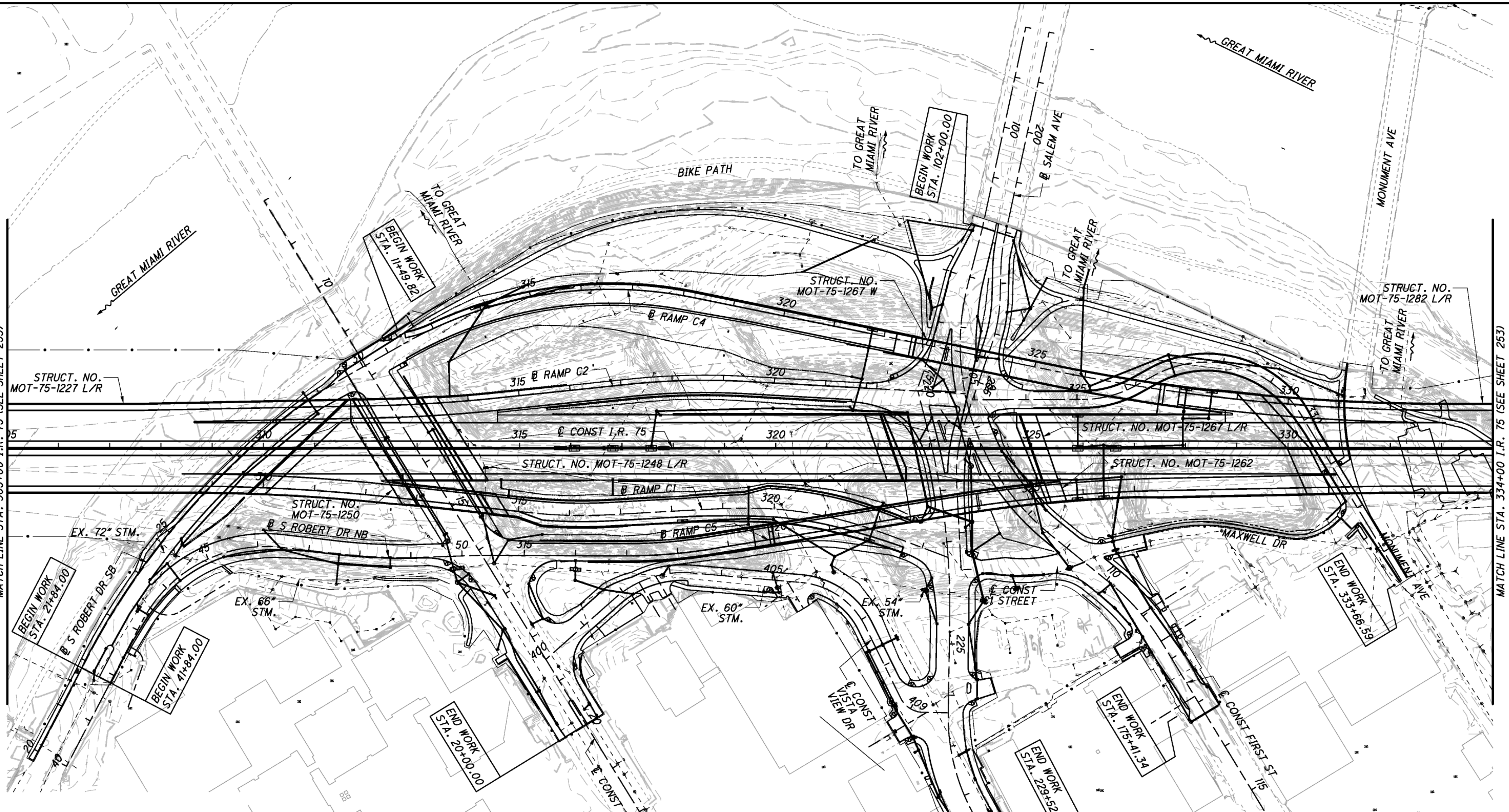
IP_PWP:dms10585\77247DS007.dgn 24-FEB-2012 3:53PM rgreenland

REF NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	604 CATCH BASIN, NO. 2-2B (EACH)	604 MANHOLE, NO. 3 (EACH)	604 CATCH BASIN, NO. 3A (EACH)	604 CATCH BASIN, NO. 3 (EACH)	603 12" CONDUIT, TYPE B (FT)	603 15" CONDUIT, TYPE B (FT)	603 15" CONDUIT, TYPE C (FT)	603 18" CONDUIT, TYPE C (FT)	603 42" CONDUIT, TYPE C (FT)	604 MANHOLE ADJUSTED TO GRADE (EACH)
		ROBERT DR.												
D-236	302	325+07.76	325+26.74	LT	1						30			
D-237	302	325+26.74	327+00.00	LT		1					166			
D-238	302	325+26.74	325+26.74	LT			1		8					
D-239	302	327+00.00	329+00.00	LT		1				218				
D-240	302	327+00.00	327+00.00	LT TO RT			1		40					
D-241	303	328+87.00	329+00.00	LT	1						131			
D-242	303	18+30.11	18+15.09	LT				1	16					
D-243	303	18+15.09	18+15.09	LT			1							
D-244	303	331+77.56	331+88.33	RT			1		50					
D-245	466	326+23.11	325+07.76	LT				1				161		
D-246	466	326+23.00	326+50.00	LT								37		
		C1 STREET												
D-247	301	1+30.00	1+40.31	RT				1	26					
D-248	301	0+74.00	1+30.00	RT			1		57					
D-249	301	1+30.00	1+92.00	RT			1		62					
D-250	301	1+35.30	1+45.44	RT		1							12	
		RED CROSS LANE												
D-251	301	111+39.57	111+39.57	RT										1
D-252	301	111+47.78	111+47.78	RT										1
TOTALS CARRIED TO GENERAL SUMMARY					2	3	6	3	259	218	327	198	12	2

CALCULATED LC CHECKED CS

DRAINAGE SUBSUMMARY

MOT-75-12.00



PROJECT DATA			
TOTAL AREA (RIGHT OF WAY)	60.1 AC.	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.79
PROJECT EARTH DISTURBED AREA	44.6 AC.	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.79
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	20.0 AC.	SOIL AND WATER CONSERVATION MAP PAGE	41 & 42
NOTICE OF INTENT EARTH DISTURBED AREA	64.6 AC.	IMMEDIATE RECEIVING WATERS	GREAT MIAMI RIVER
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	39.81 AC.	SUBSEQUENT RECEIVING WATERS	OHIO RIVER
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	39.69 AC.		

USGS QUADRANT NO. 39084-E1-TM-100
LONGITUDE: 84°12'00" W
LATITUDE: 39°46'00" N

PROJECT DESCRIPTION

RECONSTRUCTION OF 0.91 MILES OF URBAN INTERSTATE ON I-75. THE PROJECT INCLUDES THE RECONFIGURATION OF THE SERVICE INTERCHANGES IN DOWNTOWN DAYTON INTO ONE INTERCHANGE, WITH THE CONSTRUCTION OF THE FOLLOWING STRUCTURES: I-75 OVER FIRST, SECOND, THIRD ST, AND ROBERT DR; RAMP C5 OVER RAMP C1, SECOND ST, AND ROBERT DR; RAMP C4 OVER ROBERT DR ,SALEM AVE , AND FIRST ST; AND TWO I-75 STRUCTURES OVER THE GREAT MIAMI RIVER.

BEST MANAGEMENT PRACTICES (BMP)

PERMANENT EROSION CONTROL MEASURES AND PERMANENT STORM WATER BEST MANAGEMENT PRACTICES (BMP) UTILIZE VEGETATED BIOFILTERS AND EXFILTRATION TRENCHES. FOR EXFILTRATION TRENCH LOCATIONS, SEE SHEETS 254 TO 270.

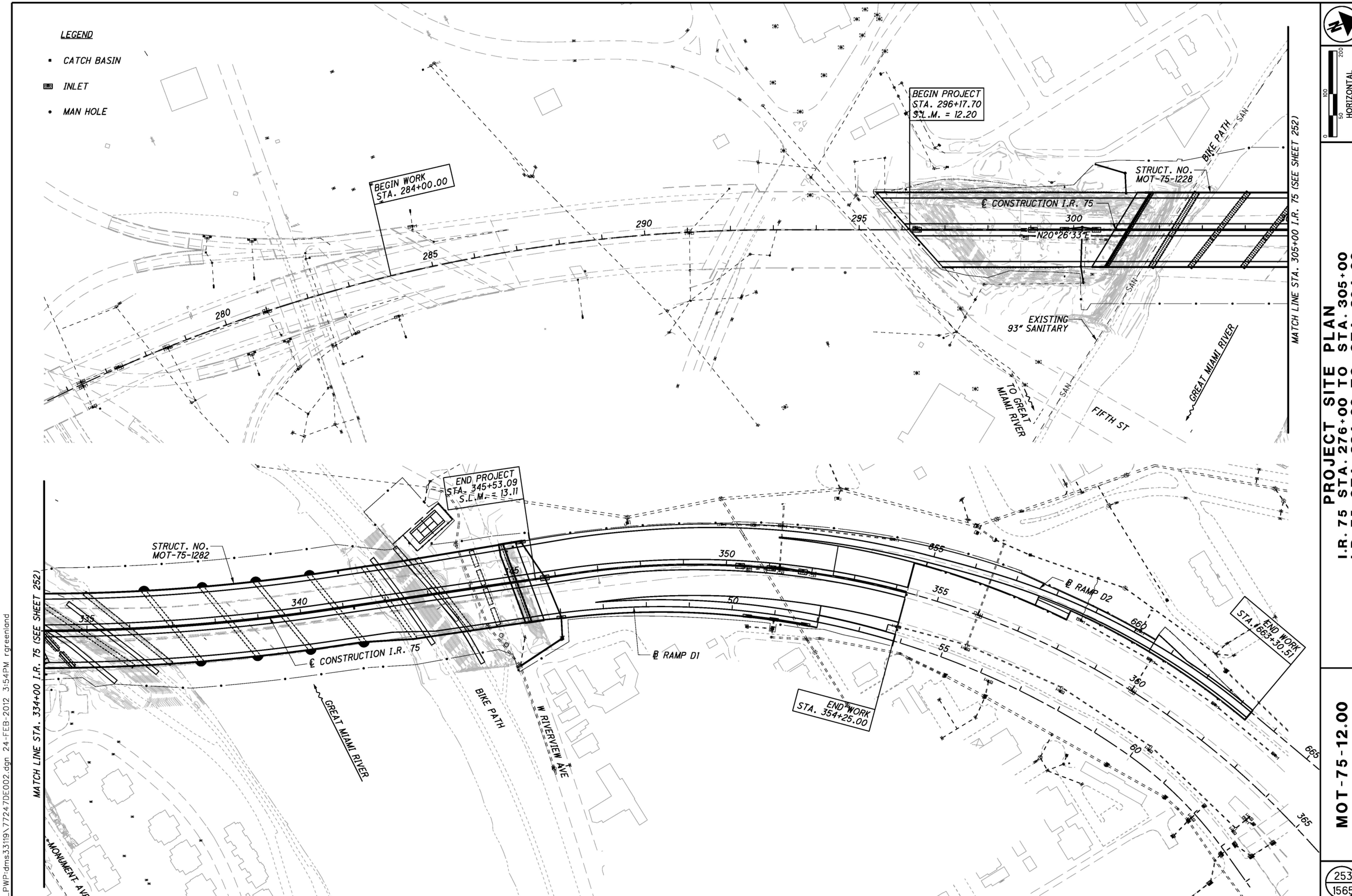
LEGEND

- CATCH BASIN
- INLET
- MAN HOLE

PROJECT SITE PLAN
I.R. 75 STA. 305+00 TO STA. 334+00

MOT-75-12.00

IP_PWP:dms33119\77247DE001.dgn 24-FEB-2012 3:54PM rgreenland



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PROJECT SITE PLAN
I.R. 75 STA. 276+00 TO STA. 305+00
I.R. 75 STA. 334+00 TO STA. 364+00

MOT-75-12.00

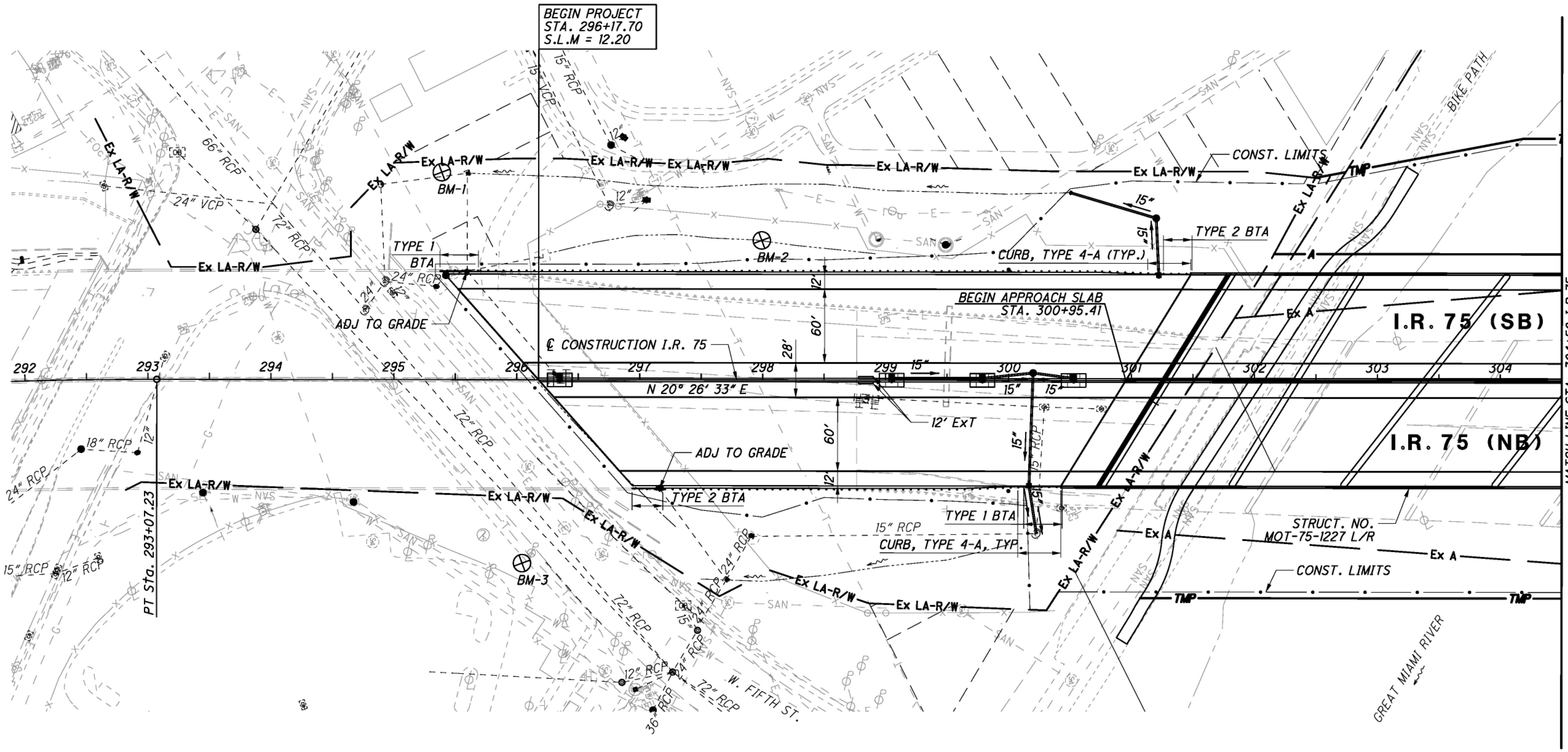
CURVE DATA (I.R. 75)

P.I. STA. 284+69.05
D = 25° 34′ 45″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 867.09′
L = 1,705.27′
E = 97.18′
(DESIGN SPEED = 60 MPH)

BENCHMARK BM-1:
¾″ IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.09 STA. 295+38.87
OFFSET 168.75′ LT.
I.R. 75

BENCHMARK BM-2:
¾″ IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 732.65 STA. 297+99.18
OFFSET 113.58′ LT.
I.R. 75

BENCHMARK BM-3:
¾″ IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 735.45 STA. 296+04.44
OFFSET 149.12′ RT.
I.R. 75



NOTES:
1. SEE SHEET 256 FOR PROFILE.
2. SEE SHEETS 539-544 FOR SEWER PROFILES.
3. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
4. SEE SHEETS 327-343 FOR NORTHBOUND CROSS SECTIONS.
5. SEE SHEETS 344-361 FOR SOUTHBOUND CROSS SECTIONS.
6. SEE SHEETS 564-572 FOR UNDERDRAIN PLAN & QUANTITIES.
7. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

PLAN I.R. 75
STA. 292+00.00 TO STA. 304+50

MOT-75-12.00

IP_PWP:dms33119\77247GP1001.dgn 24-FEB-2012 3:54PM rgreenland

BENCHMARK BM-5:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 738.12 STA. 307+81.96
OFFSET 188.24' RT.
I.R. 75

BENCHMARK BM-6:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 739.78 STA. 313+98.51
OFFSET 11.28' LT.
I.R. 75

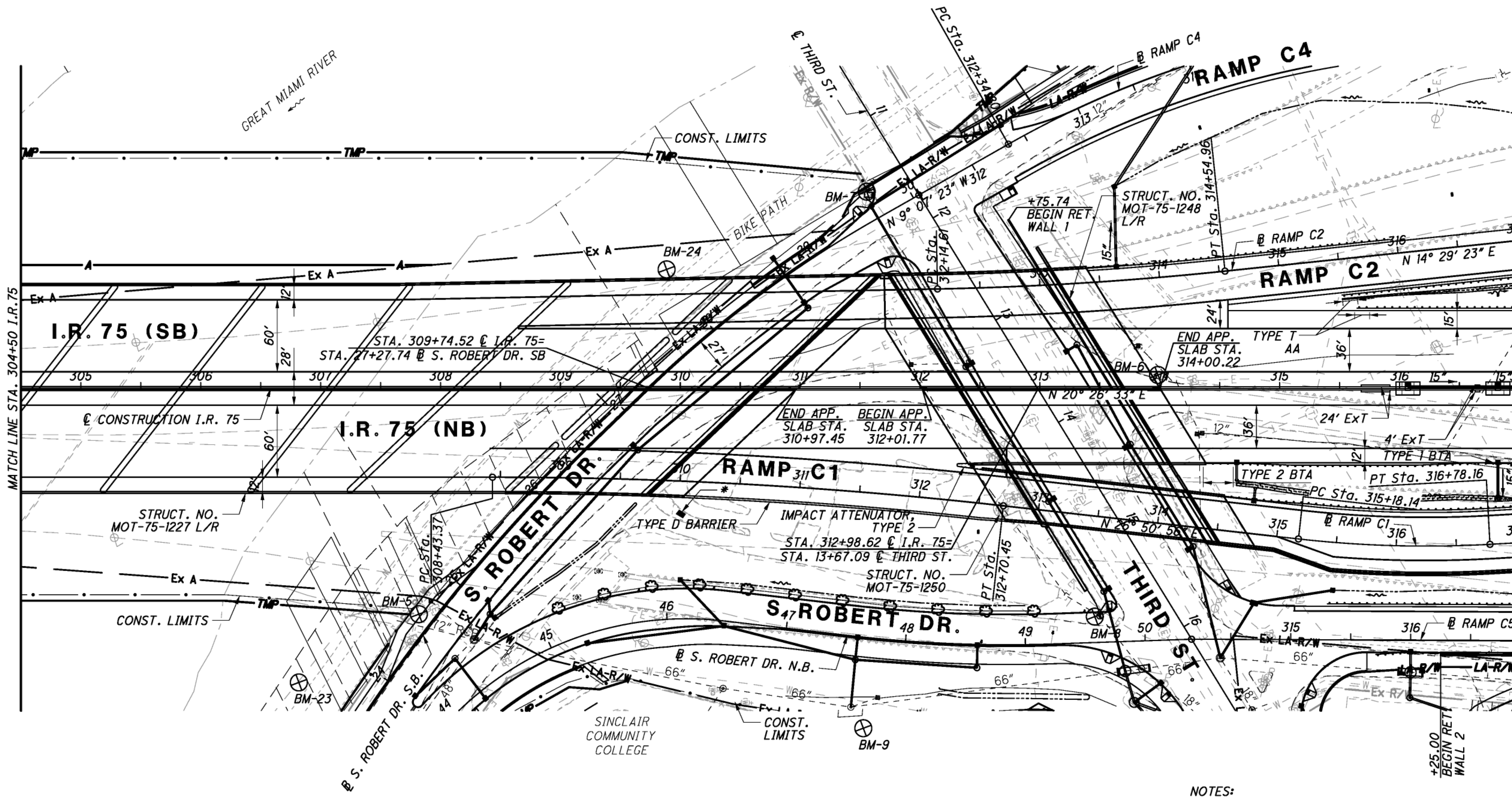
BENCHMARK BM-7:
BRASS DISC SET IN CONCRETE
ELEV. 747.07 STA. 311+55.56
OFFSET 164.13' LT.
I.R. 75

BENCHMARK BM-8:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 737.41 STA. 313+45.83
OFFSET 190.26' RT.
I.R. 75

BENCHMARK BM-9:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 733.57 STA. 311+52.72
OFFSET 283.33' RT.
I.R. 75

BENCHMARK BM-23:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 724.42 STA. 306+81.84
OFFSET 245.17' RT.
I.R. 75

BENCHMARK BM-24:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 723.85 STA. 309+88.61
OFFSET 99.31' LT.
I.R. 75



NOTES:
1. SEE SHEET 256 FOR PROFILE.
2. SEE SHEETS 539-544 FOR SEWER PROFILES.
3. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
4. SEE SHEETS 327-343 FOR NORTHBOUND CROSS SECTIONS.
5. SEE SHEETS 344-361 FOR SOUTHBOUND CROSS SECTIONS.
6. SEE SHEETS 564-572 FOR UNDERDRAIN PLAN & QUANTITIES.
7. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

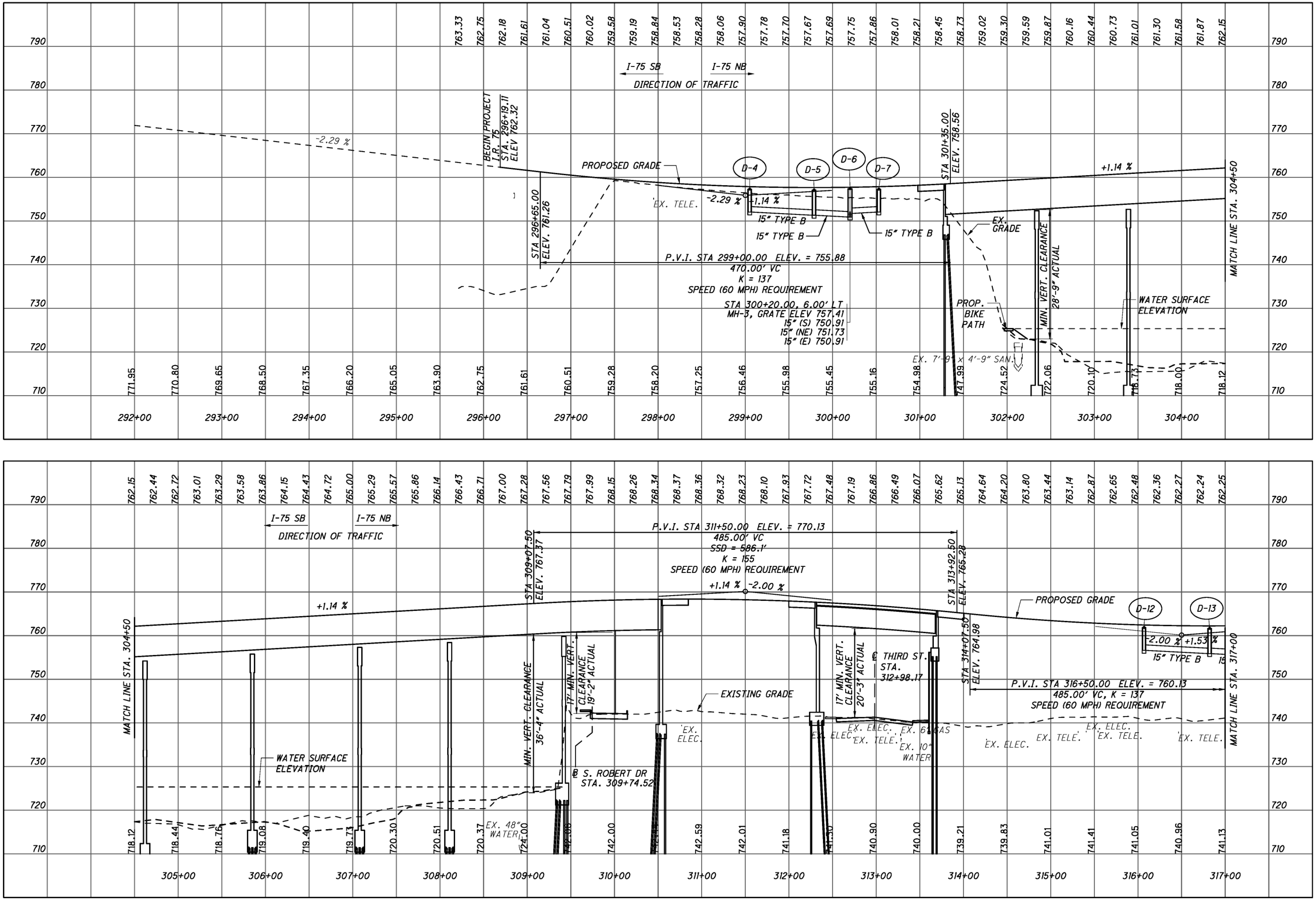
* - PARKING LOT ATTENDANT BOOTH, SECURITY GATE, AND BLUE LIGHT TO BE SALVAGED AND RETURNED TO SINCLAIR COMMUNITY COLLEGE. CONTRACTOR TO TAKE CARE NOT TO DAMAGE THESE ITEMS.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

PLAN I.R. 75
STA. 304+50 TO STA. 317+00

MOT-75-12.00



CALCULATED MAS
CHECKED RHW

PROFILE I.R. 75
STA. 292+00 TO STA. 317+00

MOT-75-12.00

BENCHMARK BM-12:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.89 STA. 319+00.01
OFFSET 16.88' LT.
I.R. 75

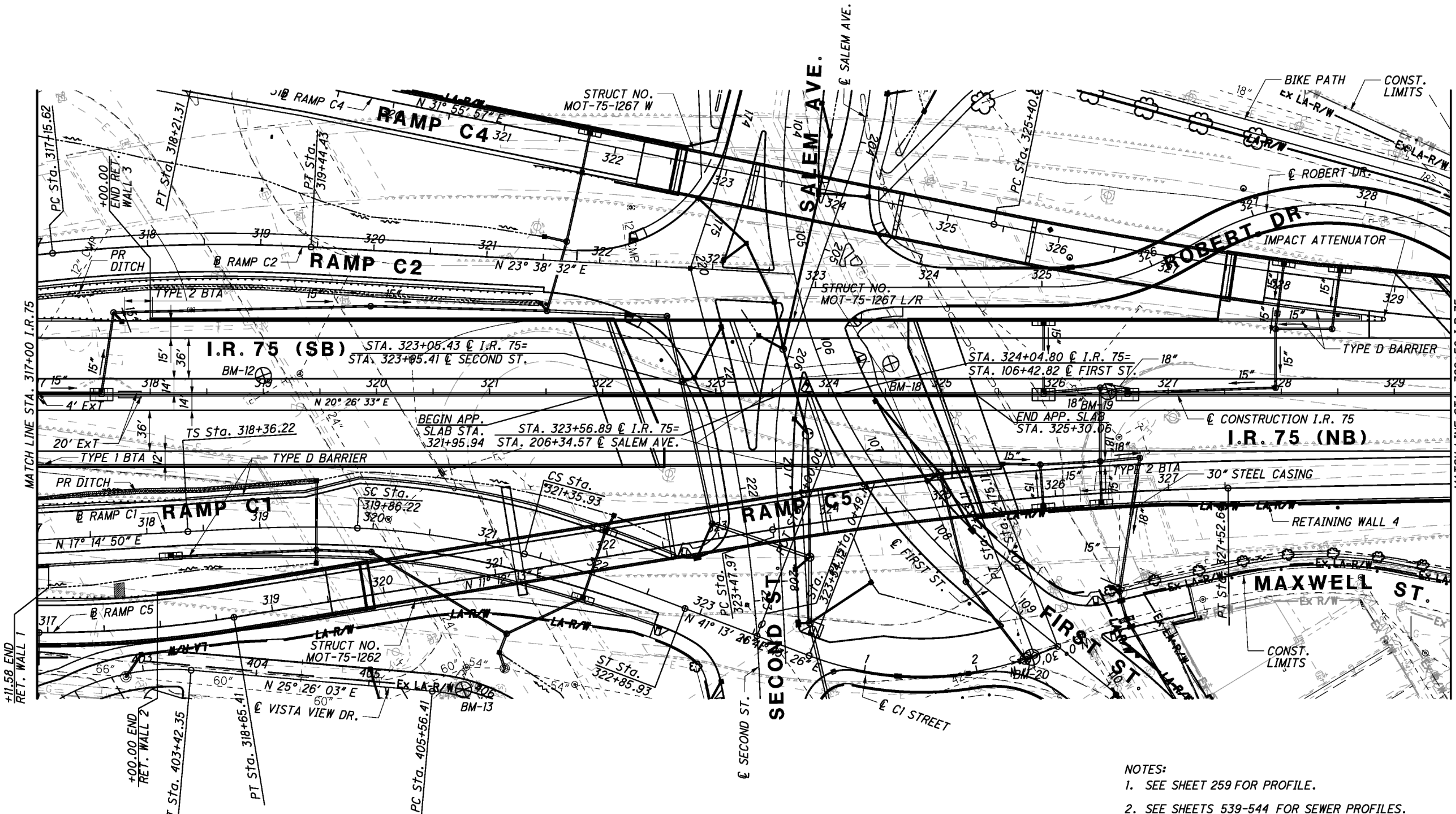
BENCHMARK BM-13:
CROSS-NOTCH IN CONCRETE
ELEV. 732.44 STA. 320+76.95
OFFSET 260.92' RT.
I.R. 75

BENCHMARK BM-17:
PK NAIL SET IN CONCRETE
ELEV. 745.00 STA. 324+61.57
OFFSET 336.41' LT.
I.R. 75

BENCHMARK BM-18:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 735.83 STA. 324+54.81
OFFSET 27.19' LT.
I.R. 75

BENCHMARK BM-19:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 741.99 STA. 326+46.88
OFFSET 2.60' LT.
I.R. 75

BENCHMARK BM-20:
PK NAIL SET IN CONCRETE
ELEV. 734.43 STA. 325+79.60
OFFSET 232.23' RT.
I.R. 75



NOTES:
1. SEE SHEET 259 FOR PROFILE.
2. SEE SHEETS 539-544 FOR SEWER PROFILES.
3. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
4. SEE SHEETS 327-343 FOR NORTHBOUND CROSS SECTIONS.
5. SEE SHEETS 344-361 FOR SOUTHBOUND CROSS SECTIONS.
6. SEE SHEETS 564-572 FOR UNDERDRAIN PLAN & QUANTITIES.
7. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

PLAN I.R. 75
STA. 317+00 TO STA. 329+50

MOT-75-12.00

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CURVE 4 DATA (I.R. 75)
P.I. STA. 337+23.99
D = 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
emax = 0.032
(DESIGN SPEED 60 MPH)

BENCHMARK BM-29:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 727.24 STA. 330+73.14
OFFSET 295.24' LT.
I.R. 75

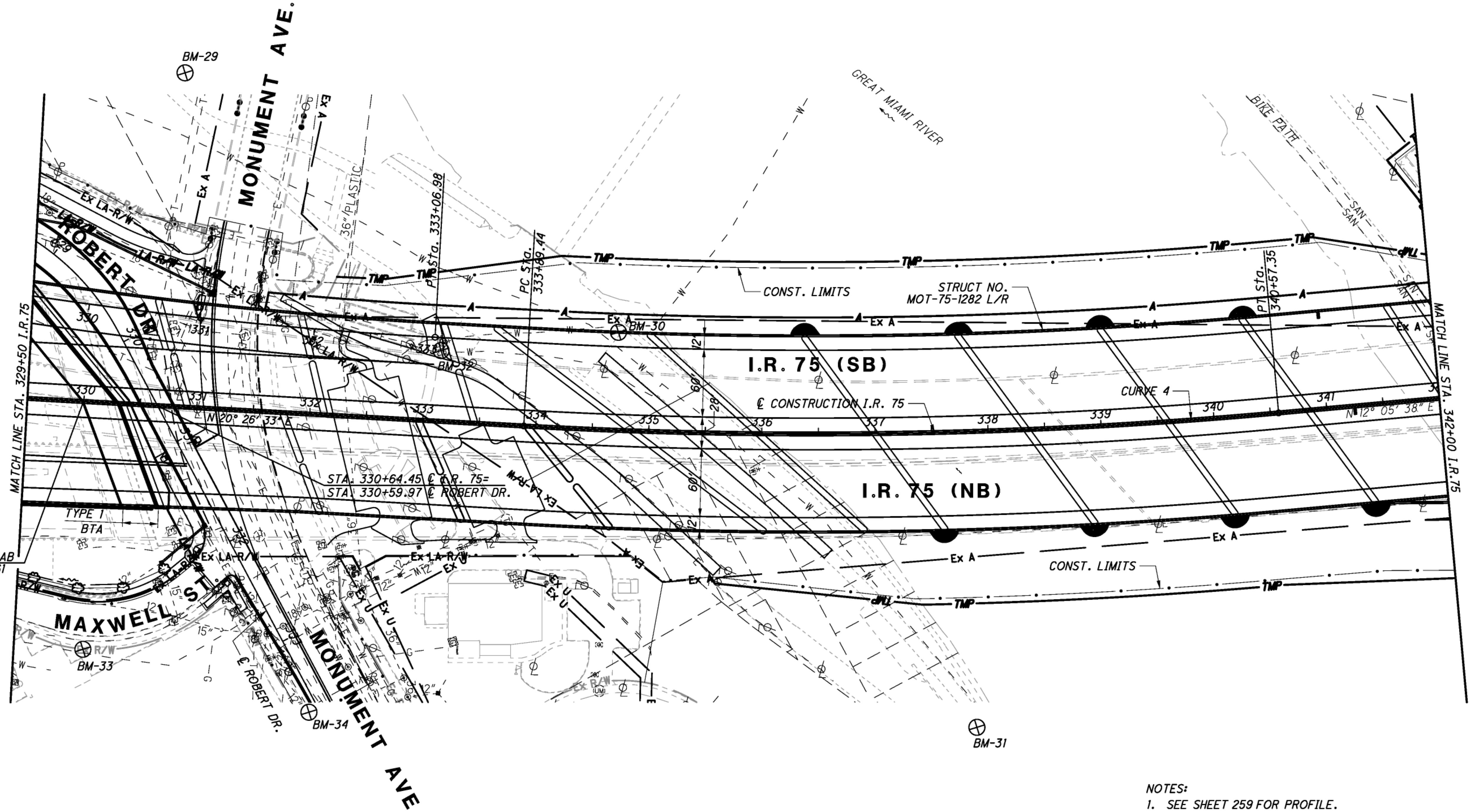
BENCHMARK BM-30:
PK NAIL SET IN CONCRETE
ELEV. 727.74 STA. 334+69.93
OFFSET 86.71' LT.
I.R. 75

BENCHMARK BM-31:
PK NAIL SET IN CONCRETE
ELEV. 727.84 STA. 337+82.27
OFFSET 261.64' RT.
I.R. 75

BENCHMARK BM-32:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 747.64 STA. 333+12.73
OFFSET 62.57' LT.
I.R. 75

BENCHMARK BM-33:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 737.45 STA. 330+11.28
OFFSET 218.84' RT.
I.R. 75

BENCHMARK BM-34:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 736.38 STA. 332+13.88
OFFSET 263.30' RT.
I.R. 75



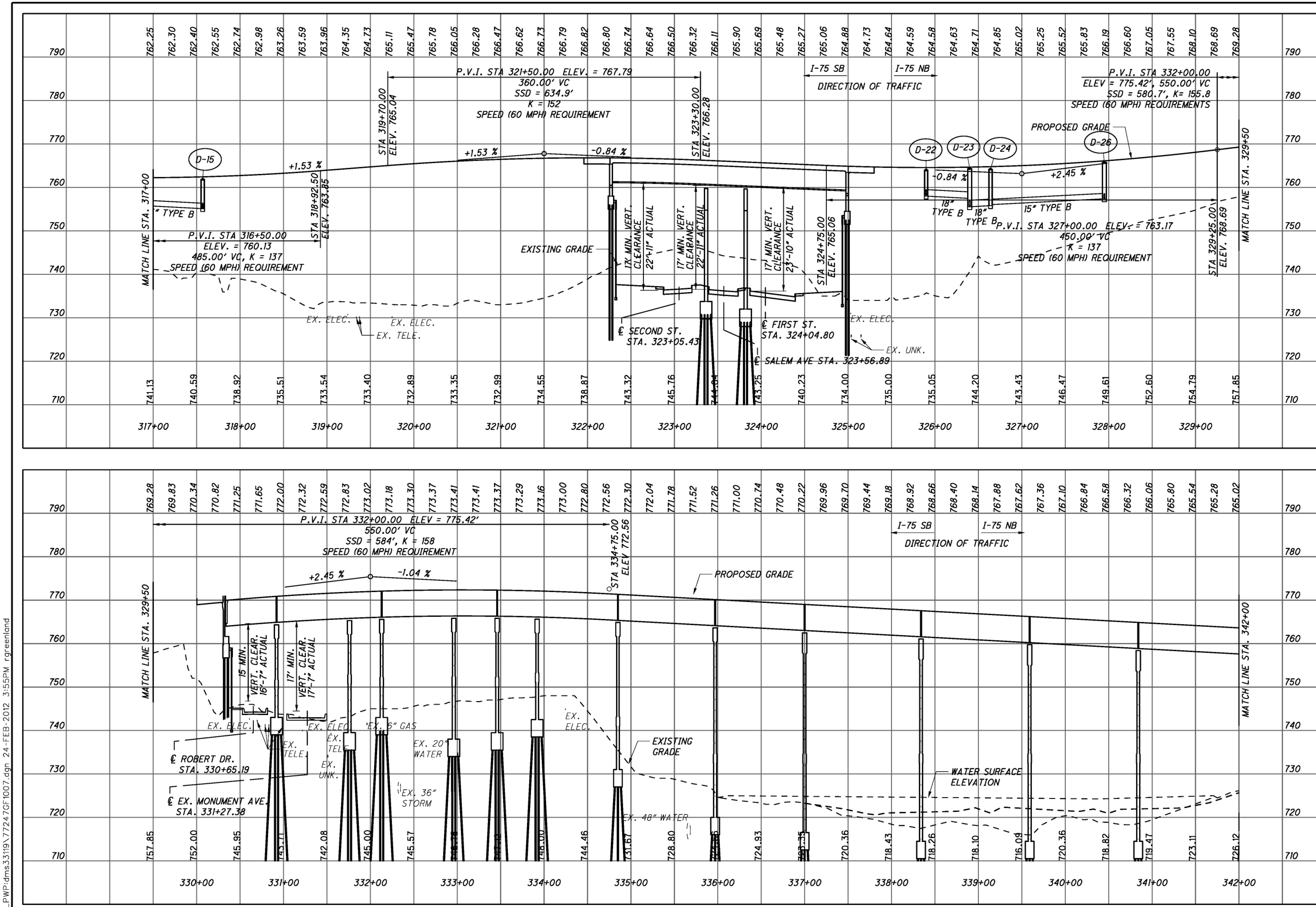
NOTES:
1. SEE SHEET 259 FOR PROFILE.
2. SEE SHEETS 539-544 FOR SEWER PROFILES.
3. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
4. SEE SHEETS 327-343 FOR NORTHBOUND CROSS SECTIONS.
5. SEE SHEETS 344-361 FOR SOUTHBOUND CROSS SECTIONS.
6. SEE SHEETS 564-572 FOR UNDERDRAIN PLAN & QUANTITIES.
7. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MAS
CHECKED KF

PLAN I.R. 75
STA. 329+50 TO STA. 342+00

MOT-75-12.00



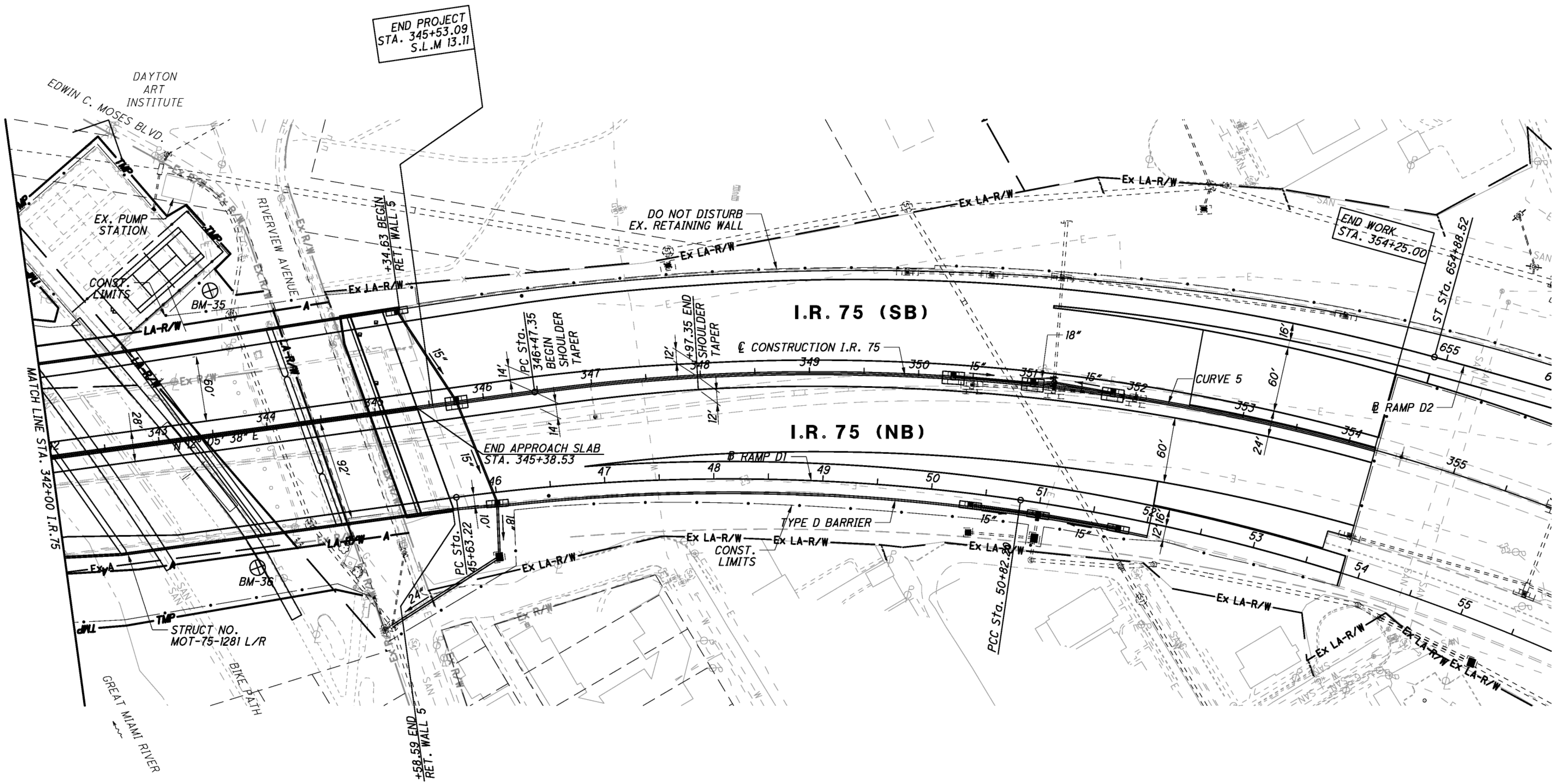
PROFILE I.R. 75
STA. 317+00 TO STA. 342+00

MOT-75-12.00

CALCULATED MAS
CHECKED RHW

BENCHMARK BM-35:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 743.42 STA. 343+64.96
OFFSET 132.07' LT.
I.R. 75

BENCHMARK BM-36:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 748.34 STA. 343+74.00
OFFSET 125.52' RT.
I.R. 75



CURVE 5 DATA (I.R. 75)

P.I. STA. 355+70.07
Δ= 51° 34' 25" (RT)
Dc = 3°00' 00"
R = 1,909.86'
T = 922.72'
L = 1,719.12'
E = 190.19'
emax = 0.055

CURVE DATA (RAMP D1)

P.I. STA. 48+24.41
D = 16° 00' 06.95" (RT)
Dc = 3° 05' 00"
R = 1,858.24'
T = 261.19'
L = 518.98'
E = 18.27'

NOTES:

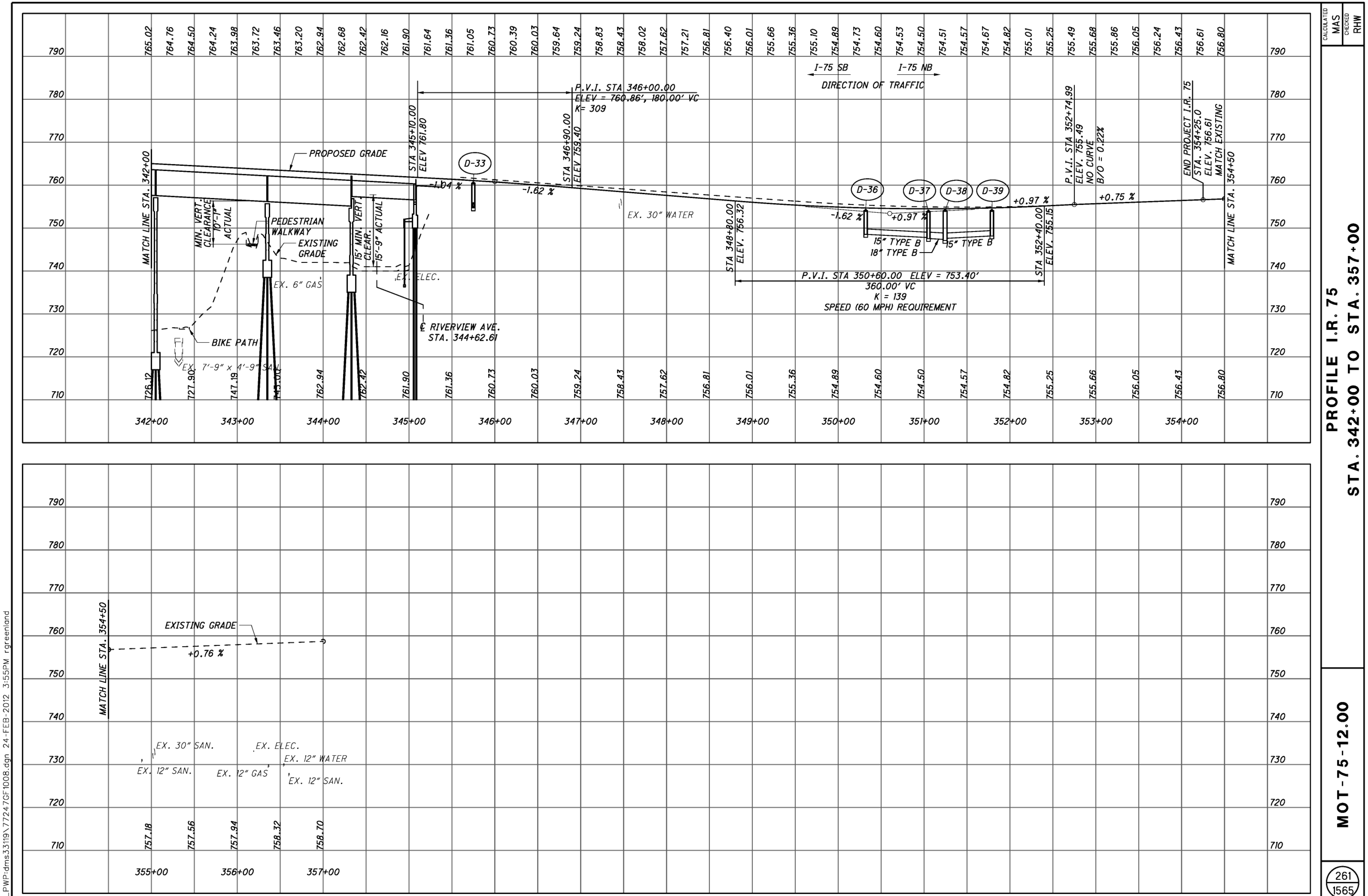
1. SEE SHEET 261 FOR PROFILE.
2. SEE SHEETS 539-544 FOR SEWER PROFILES.
3. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
4. SEE SHEETS 327-343 FOR NORTHBOUND CROSS SECTIONS.
5. SEE SHEETS 344-361 FOR SOUTHBOUND CROSS SECTIONS.
6. SEE SHEETS 564-572 FOR UNDERDRAIN PLAN & QUANTITIES.
7. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

HORIZONTAL SCALE IN FEET: 0 25 50 100

CALCULATED MAS
CHECKED KF

PLAN I.R. 75
STA. 342+00.00 TO STA. 354+50

MOT-75-12.00



PROFILE I.R. 75
STA. 342+00 TO STA. 357+00
MOT-75-12.00
CALCULATED MAS
CHECKED RHW
261
1565
P.V.I. STA 346+00.00
ELEV = 760.86', 180.00' VC
K= 309
I-75 SB
I-75 NB
DIRECTION OF TRAFFIC
PROPOSED GRADE
MATCH LINE STA. 342+00
MIN. VERT. CLEARANCE 10'-1" ACTUAL
PEDESTRIAN WALKWAY
EXISTING GRADE
15' MIN. VERT. CLEAR. 15'-9" ACTUAL
STA 345+10.00 ELEV 761.80
STA 346+90.00 ELEV 759.40
-1.04 %
-1.62 %
EX. 30" WATER
EX. 6" GAS
EX. ELEC.
℄ RIVERVIEW AVE. STA. 344+62.61
BIKE PATH
EX. 7'-9" x 4'-9" SAN.
D-33
D-36
D-37
D-38
D-39
+0.97 %
+0.75 %
15" TYPE B
18" TYPE B
STA 348+80.00 ELEV. 756.32
STA 352+40.00 ELEV. 755.15
P.V.I. STA 350+60.00 ELEV = 753.40'
360.00' VC
K = 139
SPEED (60 MPH) REQUIREMENT
P.V.I. STA 352+74.99 ELEV. 755.49 NO CURVE B/O = 0.22%
END PROJECT I.R. 75 STA. 354+25.0 ELEV. 756.61 MATCH EXISTING
MATCH LINE STA. 354+50
342+00
343+00
344+00
345+00
346+00
347+00
348+00
349+00
350+00
351+00
352+00
353+00
354+00
MATCH LINE STA. 354+50
EXISTING GRADE
+0.76 %
EX. 30" SAN.
EX. 12" SAN.
EX. 12" GAS
EX. ELEC.
EX. 12" WATER
EX. 12" SAN.
355+00
356+00
357+00
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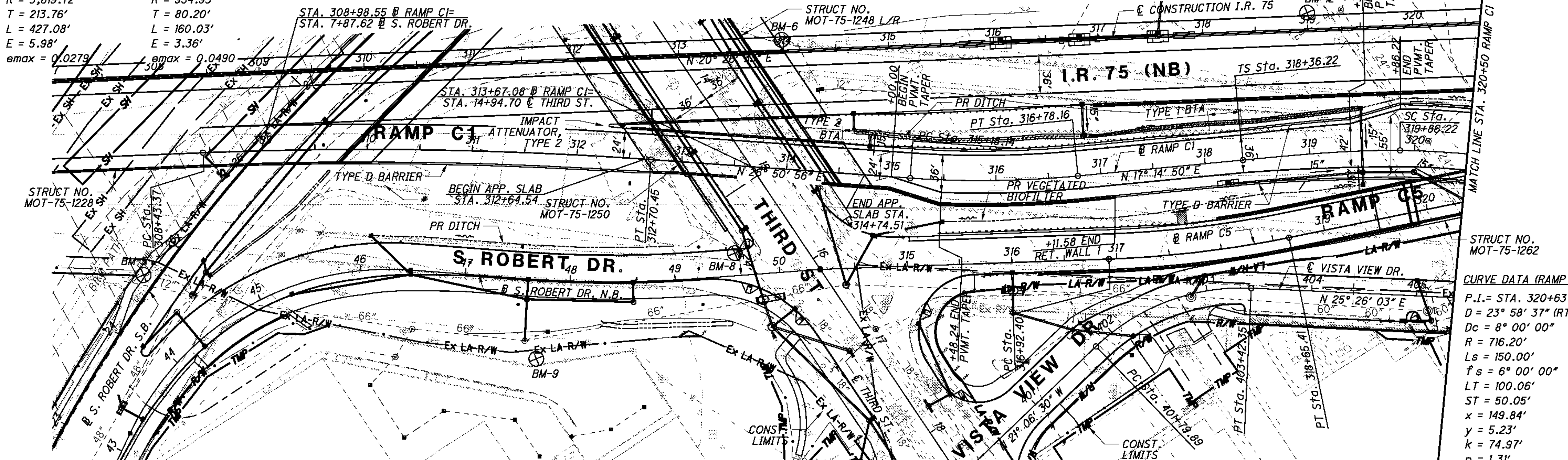
CURVE DATA (RAMP C1)
P.I.= STA. 310+57.13
D = 6° 24' 22" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 213.76'
L = 427.08'
E = 5.98'
emax = 0.0279

CURVE DATA (RAMP C1)
P.I.= STA. 315+98.34
D = 9° 36' 06" (LT)
Dc = 6° 00' 00"
R = 954.93'
T = 80.20'
L = 160.03'
E = 3.36'
emax = 0.0490

* - PARKING LOT ATTENDANT BOOTH, SECURITY GATE, AND BLUE LIGHT TO BE SALVAGED AND RETURNED TO SINCLAIR COMMUNITY COLLEGE. CONTRACTOR TO TAKE CARE NOT TO DAMAGE THESE ITEMS.



CURVE DATA (RAMP C1)
P.I.= STA. 320+63.55
D = 23° 58' 37" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 150.00'
f s = 6° 00' 00"
LT = 100.06'
ST = 50.05'
x = 149.84'
y = 5.23'
k = 74.97'
p = 1.31'
D c = 11° 58' 37" (RT)
Lc = 149.71'
Ts = 227.33'
Es = 17.31'
emax = 0.0410

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 362-366 FOR RAMP C1 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

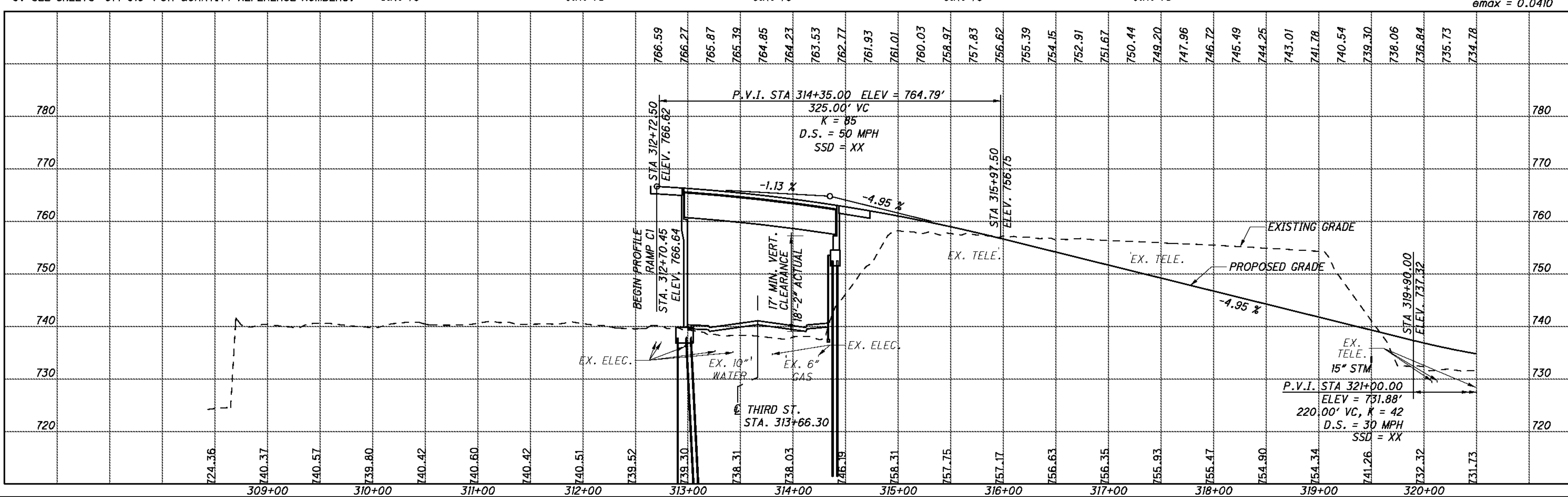
BENCHMARK BM-5:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 738.12 STA. 307+81.96
OFFSET 188.24' RT.
I.R. 75

BENCHMARK BM-6:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 739.78 STA. 313+98.51
OFFSET 11.28' LT.
I.R. 75

BENCHMARK BM-8:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 737.41 STA. 313+45.83
OFFSET 190.26' RT.
I.R. 75

BENCHMARK BM-9:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 733.57 STA. 311+52.72
OFFSET 283.33' RT.
I.R. 75

BENCHMARK BM-12:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.89 STA. 319+00.01
OFFSET 16.88' LT.
I.R. 75



0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

PLAN AND PROFILE RAMP C1
STA. 308+43.37 TO STA. 320+50

MOT-75-12.00

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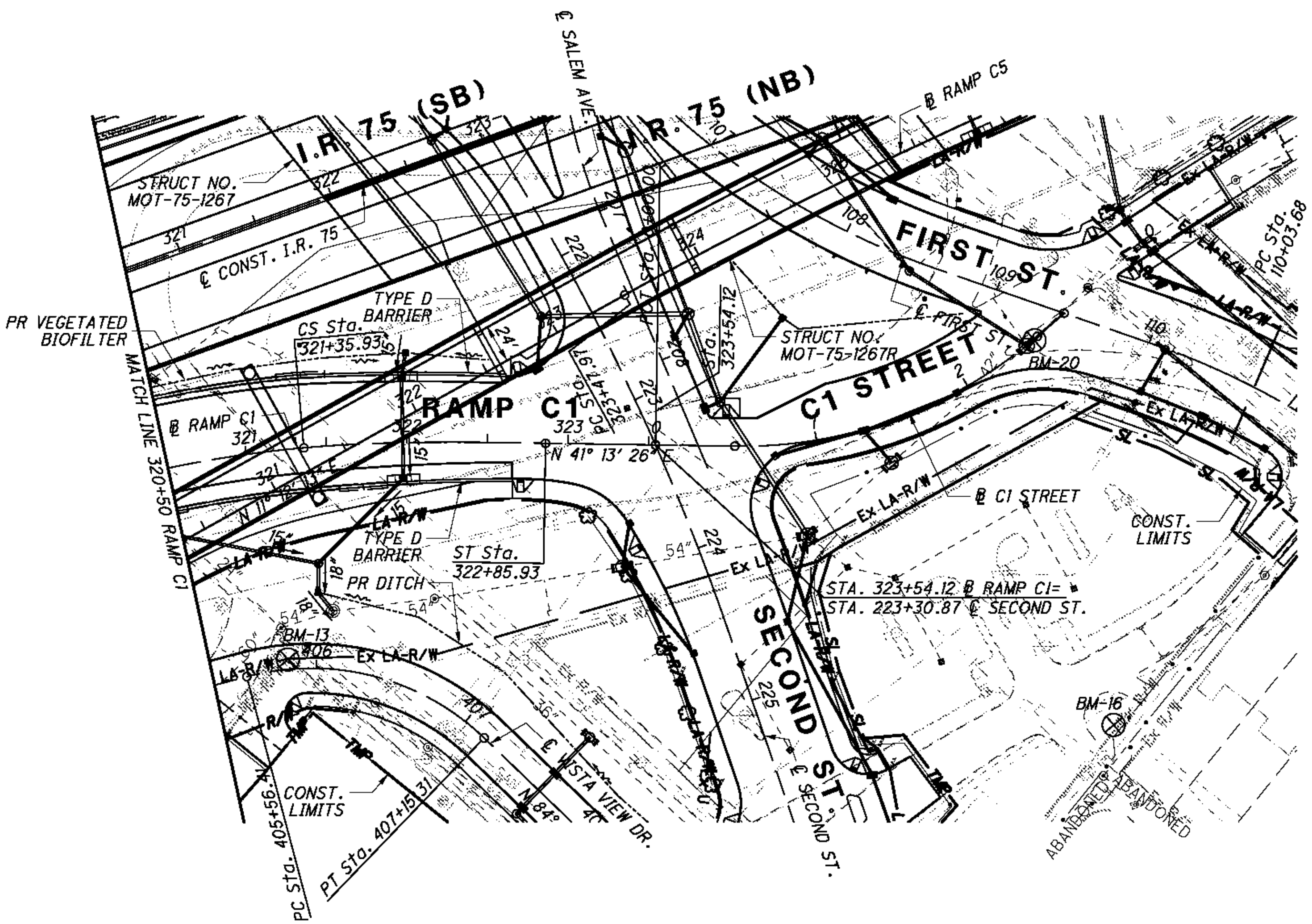
BENCHMARK BM-13:
CROSS-NOTCH IN CONCRETE
ELEV. 732.44 STA. 320+76.95
OFFSET 260.92' RT.
I.R. 75

BENCHMARK BM-16:
3/4" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.72 STA. 325+44.72
OFFSET 473.17' RT.
I.R. 75

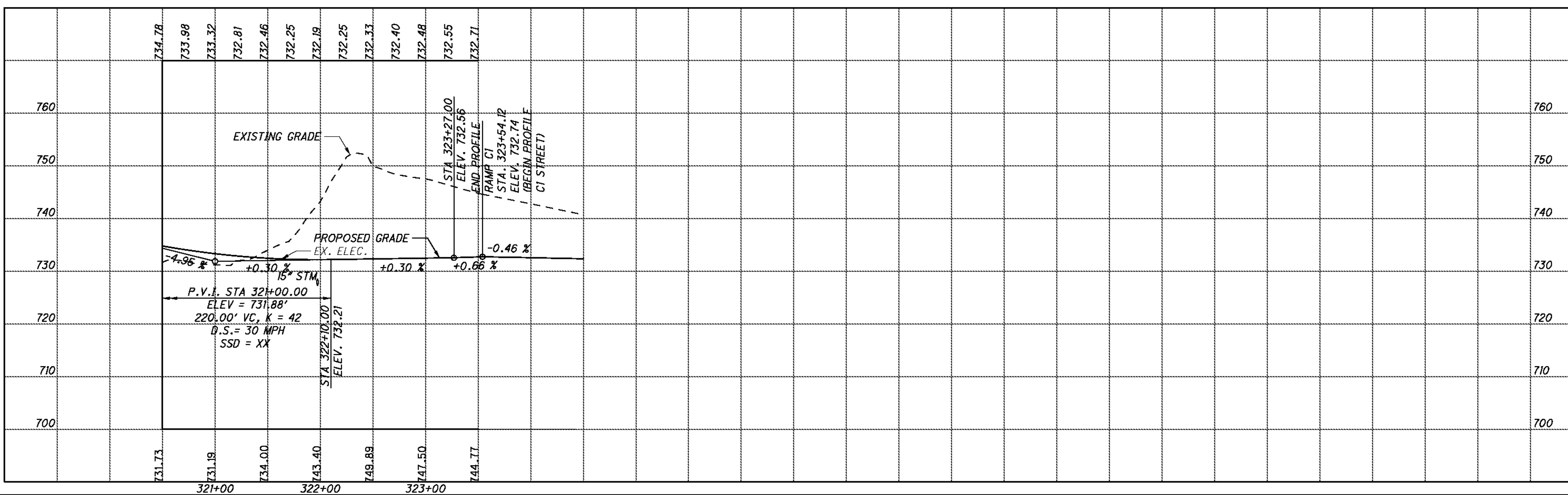
BENCHMARK BM-20:
PK NAIL SET IN CONCRETE
ELEV. 734.43 STA. 325+79.60
OFFSET 232.23' RT.
I.R. 75



CURVE DATA (RAMP C1)

P.I.= Sta. 320+63.55
D = 23° 58' 37" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 150.00'
θs = 6° 00' 00"
LT = 100.06'
ST = 50.05'
x = 149.84'
y = 5.23'
k = 74.97'
p = 1.31'
D c = 11° 58' 37" (RT)
Lc = 149.71'
Ts = 227.33'
Es = 17.31'
emax = 0.0410

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 362-366 FOR RAMP C1 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MAS
CHECKED KF

PLAN AND PROFILE RAMP C1
STA. 320+50 TO STA. 323+54.12

MOT-75-12.00

263/1565

IP_PWP:dms33119\77247GP1010.dgn 21-MAR-2012 3:09PM rgreenland

CURVE DATA (RAMP C2)
P.I. STA. 313+34.86
D = 4° 48' 26" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 120.25'
L = 240.35'
E = 2.52'
emax = 0.035

CURVE DATA (RAMP C2)
P.I. STA. 318+30.27
D = 9° 09' 09" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 114.65'
L = 228.81'
E = 4.58'
emax = 0.046

BENCHMARK BM-6:
¾" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
ELEV. 739.78 STA. 313+98.51
OFFSET 11.28' LT.
I.R. 75

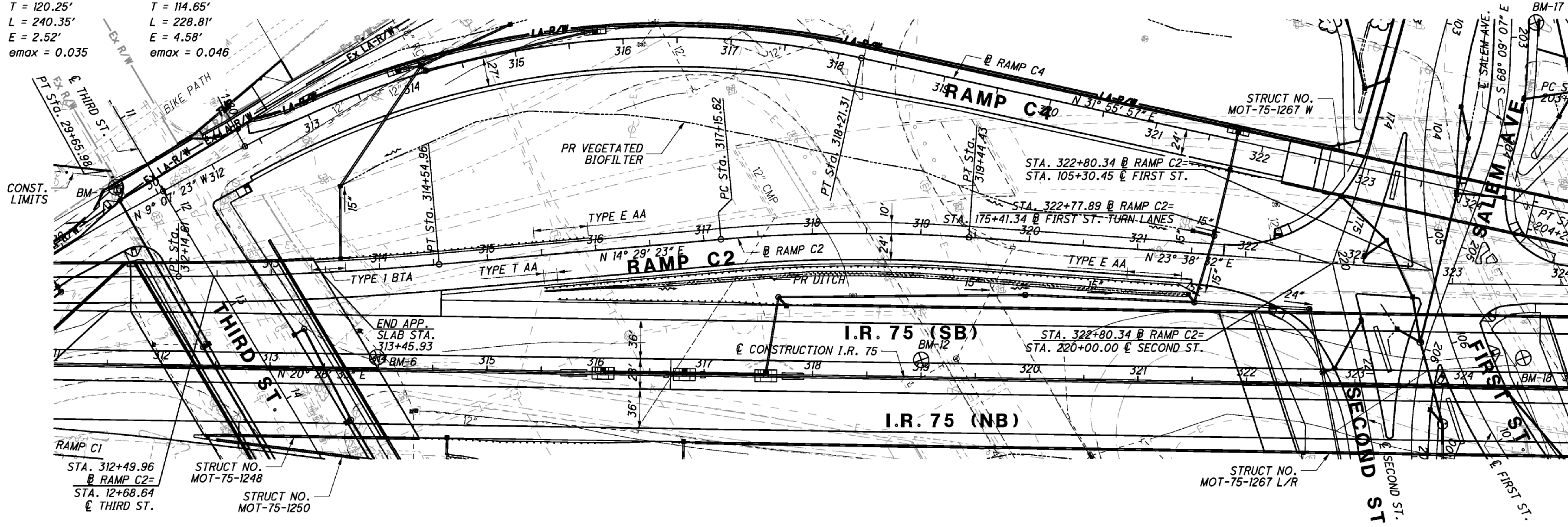
BENCHMARK BM-7:
BRASS DISC SET IN CONCRETE
ELEV. 747.07 STA. 311+55.56
OFFSET 164.13' LT.
I.R. 75

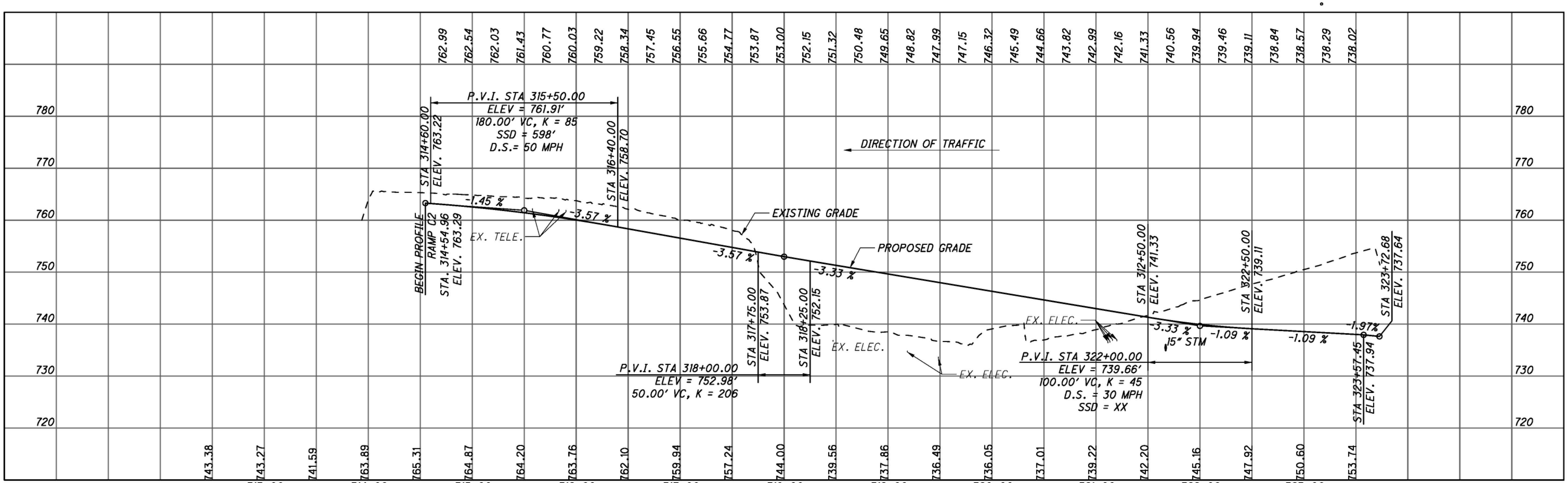
BENCHMARK BM-12:
¾" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
ELEV. 734.89 STA. 319+00.01
OFFSET 16.88' LT.
I.R. 75

BENCHMARK BM-17:
PK NAIL SET IN CONCRETE
ELEV. 745.00 STA. 324+61.57
OFFSET 336.41' LT.
I.R. 75

BENCHMARK BM-18:
¾" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.
ELEV. 735.83 STA. 324+54.81
OFFSET 27.19' LT.
I.R. 75

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 367-370 FOR RAMP C2 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.





HORIZONTAL SCALE IN FEET
0 25 50 100

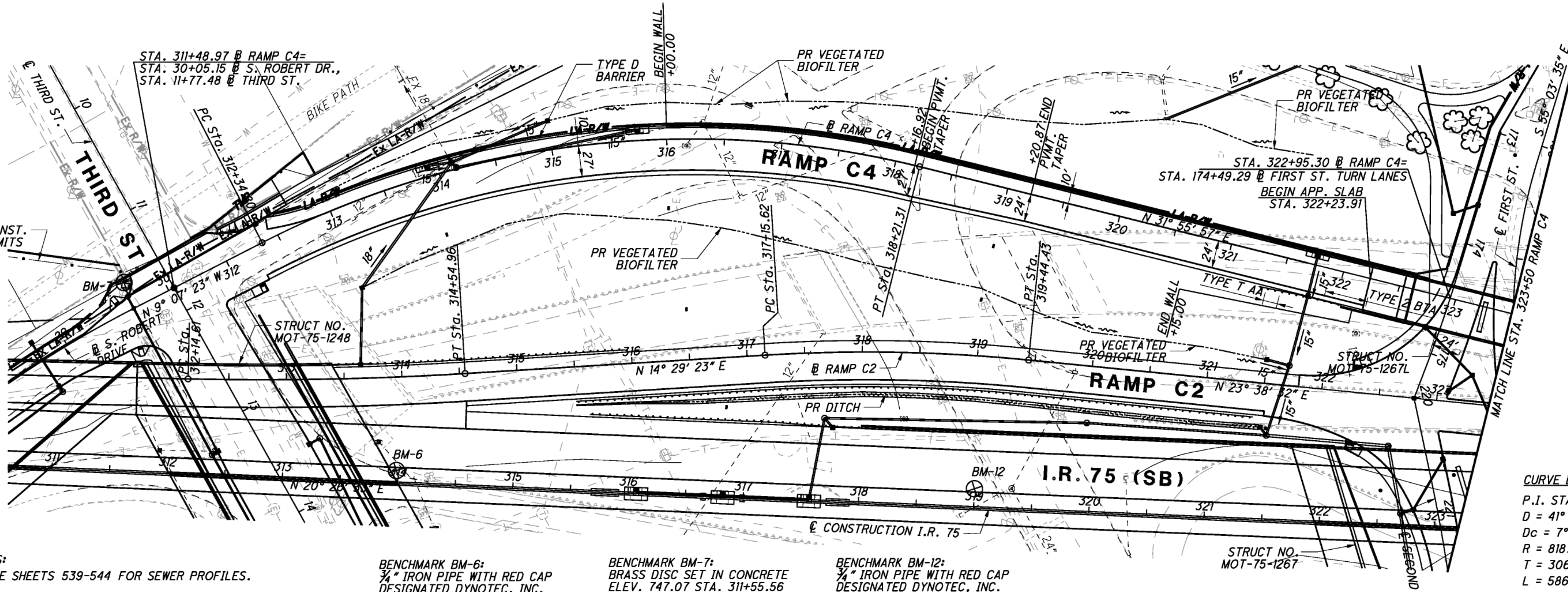
CALCULATED MAS
CHECKED KF

PLAN AND PROFILE RAMP C2
STA. 312+14.61 TO STA. 323+72.68

MOT-75-12.00

264
1565

IP_PWP:dms33119\77247GP1011.dgn 24-FEB-2012 3:56PM rgreenland



CURVE DATA (RAMP C4)

P.I. STA. 315+41.28
D = 41° 03' 19" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 306.48'
L = 586.51'
E = 55.50'
emax = 0.039

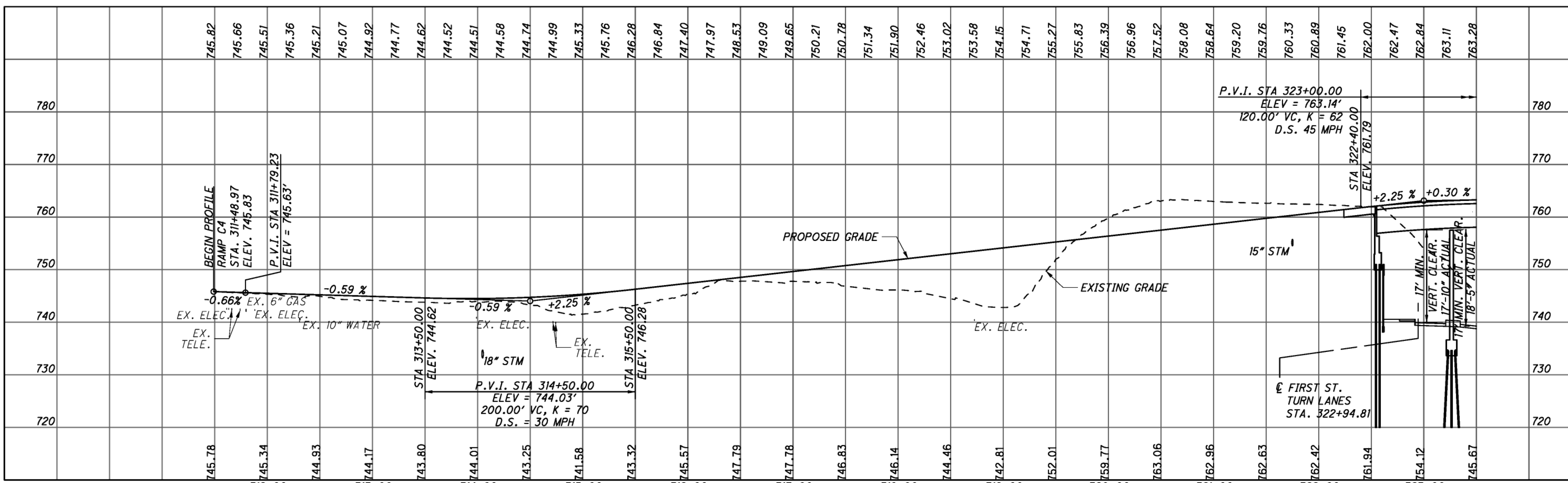
NOTES:

1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 371-375 FOR RAMP C4 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.

BENCHMARK BM-6:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 739.78 STA. 313+98.51
OFFSET 11.28' LT.
I.R. 75

BENCHMARK BM-7:
BRASS DISC SET IN CONCRETE
ELEV. 747.07 STA. 311+55.56
OFFSET 164.13' LT.
I.R. 75

BENCHMARK BM-12:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.89 STA. 319+00.01
OFFSET 16.88' LT.
I.R. 75



HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MAS
CHECKED KF

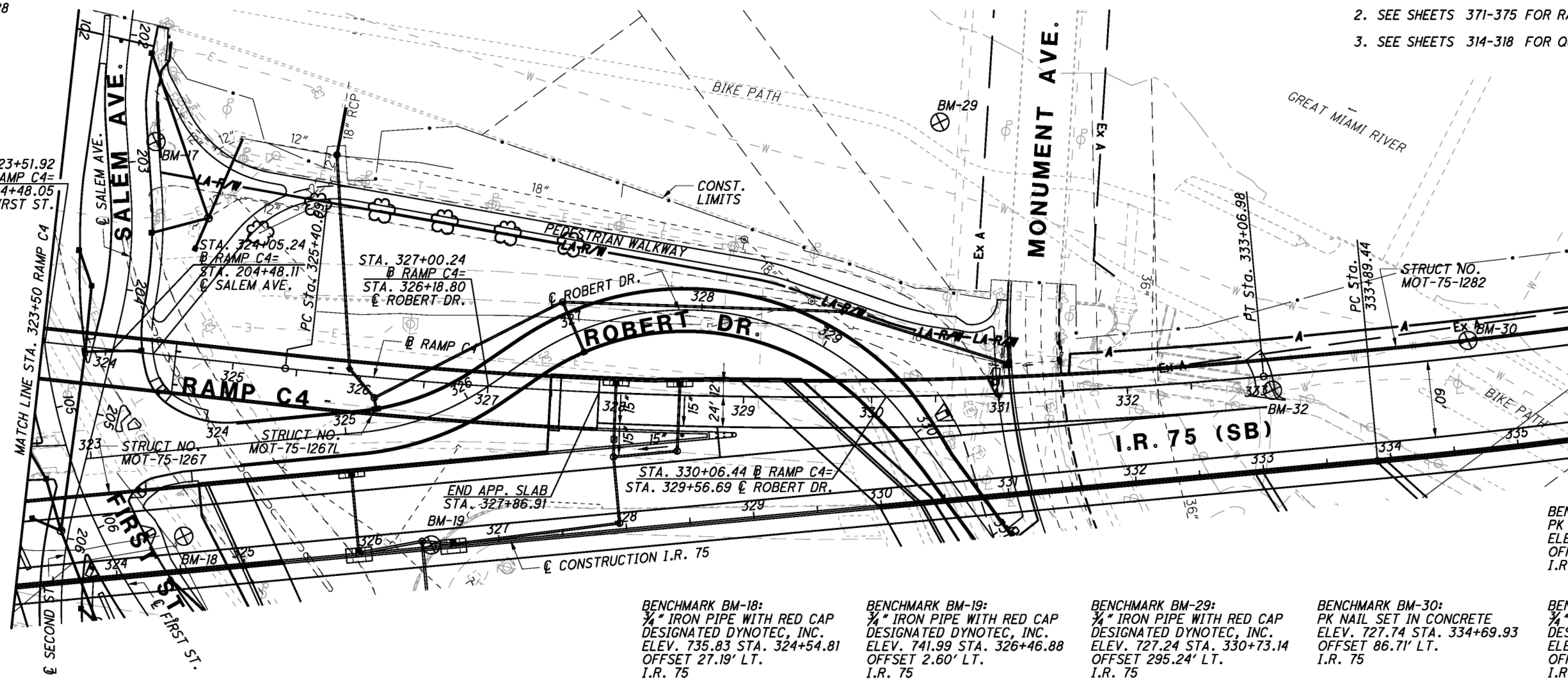
PLAN AND PROFILE RAMP C4
STA. 311+48.97 TO STA. 323+50

MOT-75-12.00

CURVE DATA (RAMP C4)

P.I. STA. 329+25.28
D = 11° 29' 23" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 384.28'
L = 765.98'
E = 19.28'
emax = 0.028

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 371-375 FOR RAMP C4 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.



BENCHMARK BM-17:
PK NAIL SET IN CONCRETE
ELEV. 745.00 STA. 324+61.57
OFFSET 336.41' LT.
I.R. 75

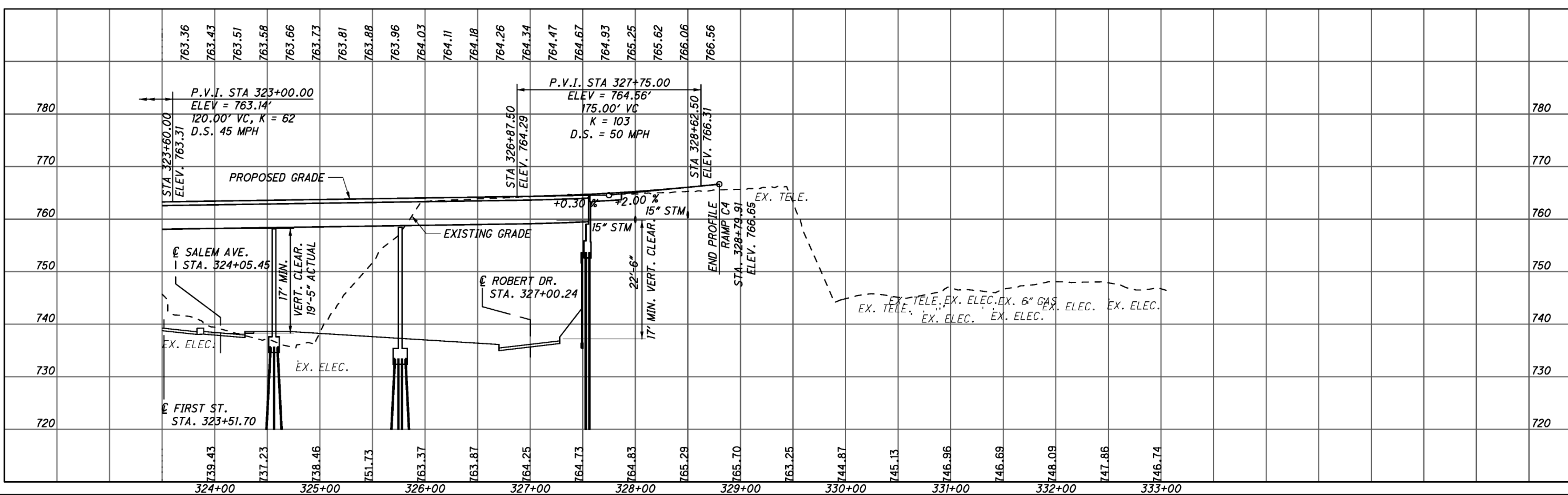
BENCHMARK BM-18:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 735.83 STA. 324+54.81
OFFSET 27.19' LT.
I.R. 75

BENCHMARK BM-19:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 741.99 STA. 326+46.88
OFFSET 2.60' LT.
I.R. 75

BENCHMARK BM-29:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 727.24 STA. 330+73.14
OFFSET 295.24' LT.
I.R. 75

BENCHMARK BM-30:
PK NAIL SET IN CONCRETE
ELEV. 727.74 STA. 334+69.93
OFFSET 86.71' LT.
I.R. 75

BENCHMARK BM-32:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 747.64 STA. 333+12.73
OFFSET 62.57' LT.
I.R. 75



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

PLAN AND PROFILE RAMP C4
STA. 323+50 TO STA. 333+06.98

MOT-75-12.00

IP_PWP:dms33119\77247GP1013.dgn 24-FEB-2012 3:56PM rgreenland

BENCHMARK BM-6:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 739.78 STA. 313+98.51
OFFSET 11.28' LT.
I.R. 75

BENCHMARK BM-8:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 737.41 STA. 313+45.83
OFFSET 190.26' RT.
I.R. 75

BENCHMARK BM-12:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 734.89 STA. 319+00.01
OFFSET 16.88' LT.
I.R. 75

BENCHMARK BM-13:
CROSS-NOTCH IN CONCRETE
ELEV. 732.44 STA. 320+76.95
OFFSET 260.92' RT.
I.R. 75

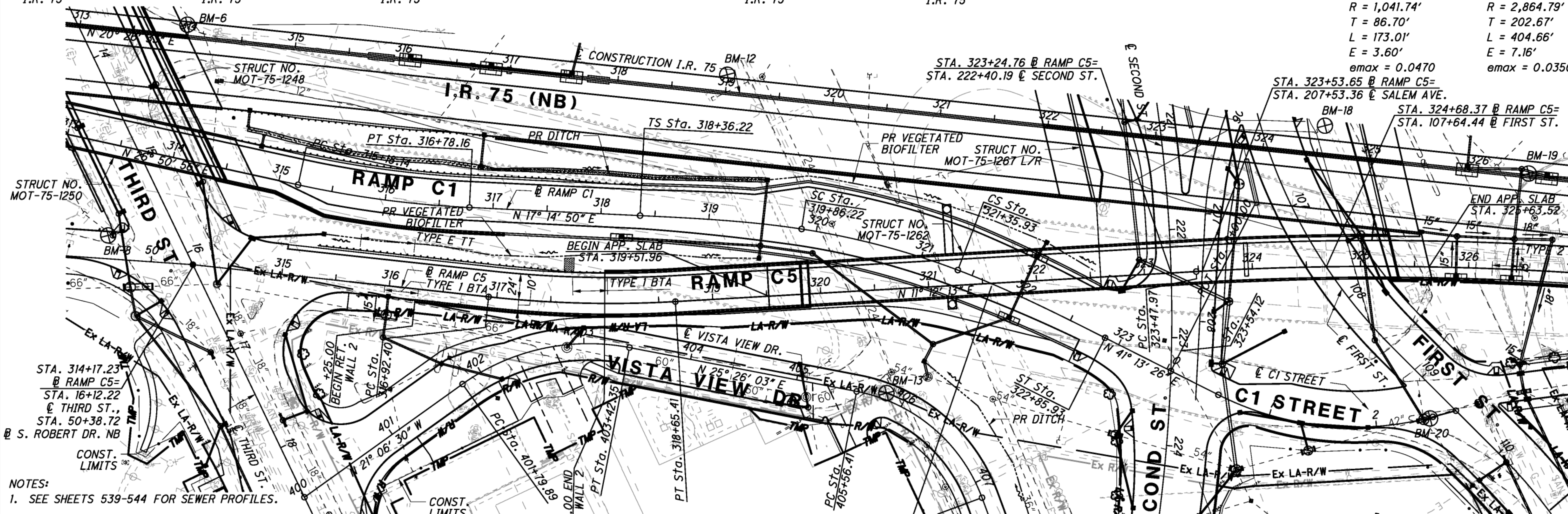
BENCHMARK BM-18:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 735.83 STA. 324+54.81
OFFSET 27.19' LT.
I.R. 75

BENCHMARK BM-19:
¾" IRON PIPE WITH RED CAP
DESIGNATED DYNOTEC, INC.
ELEV. 741.99 STA. 326+46.88
OFFSET 2.60' LT.
I.R. 75

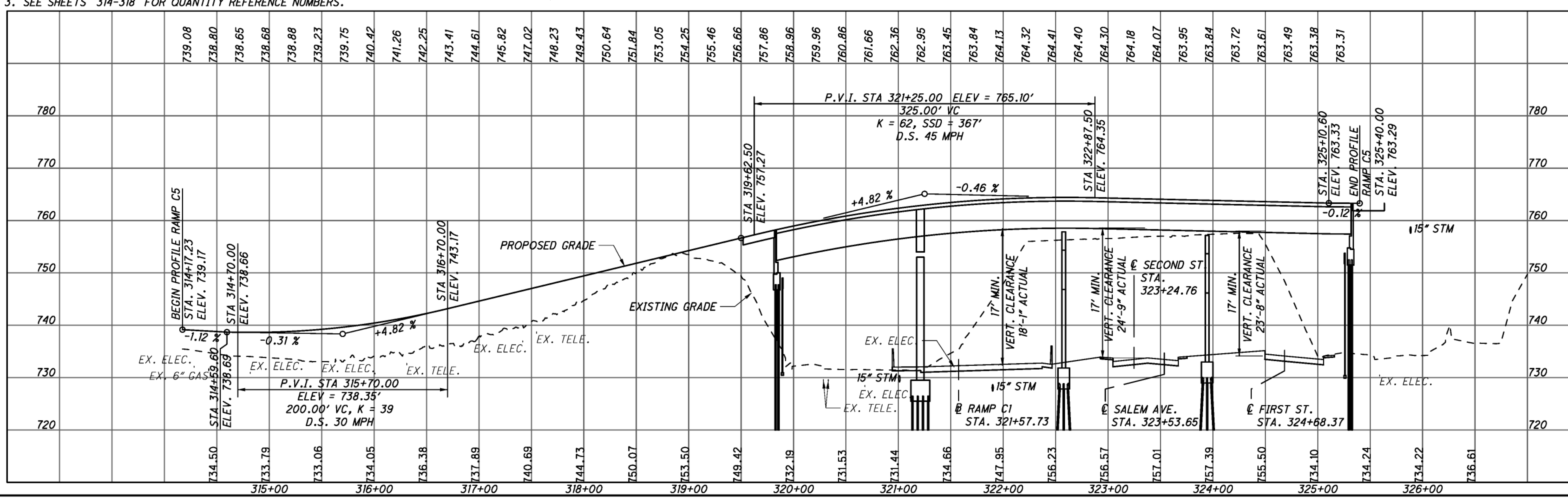
BENCHMARK BM-20:
PK NAIL SET IN CONCRETE
ELEV. 734.43 STA. 325+79.60
OFFSET 232.23' RT.
I.R. 75

CURVE DATA (RAMP C5)
P.I.= STA. 317+79.11
D = 9° 30' 56" (LT)
Dc = 5° 30' 00"
R = 1,041.74'
T = 86.70'
L = 173.01'
E = 3.60'
emax = 0.0470

CURVE DATA (RAMP C5)
P.I.= STA. 325+50.64
D = 8° 05' 36" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 202.67'
L = 404.66'
E = 7.16'
emax = 0.0350



NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 376-378 FOR RAMP C5 CROSS SECTIONS.
3. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.



0 25 50 100
HORIZONTAL SCALE IN FEET

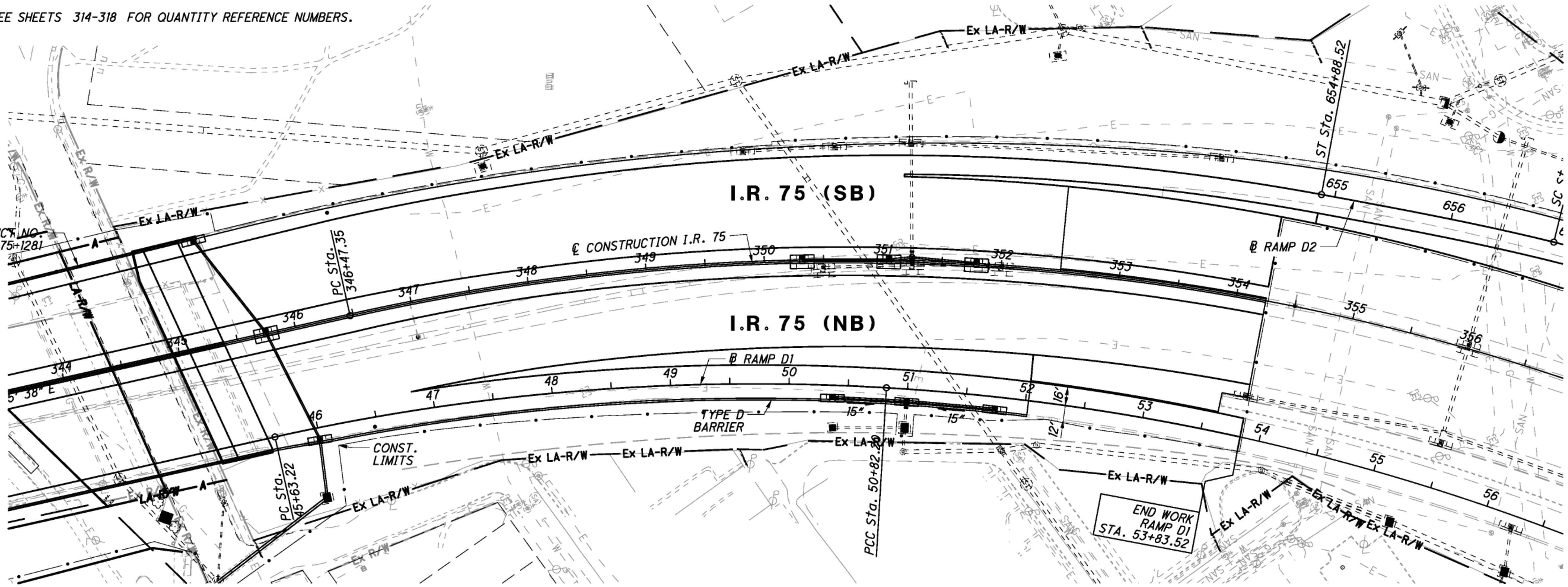
CALCULATED JAS
CHECKED KF

PLAN AND PROFILE RAMP C5
STA. 314+17.23 TO STA. 327+52.64

MOT-75-12.00

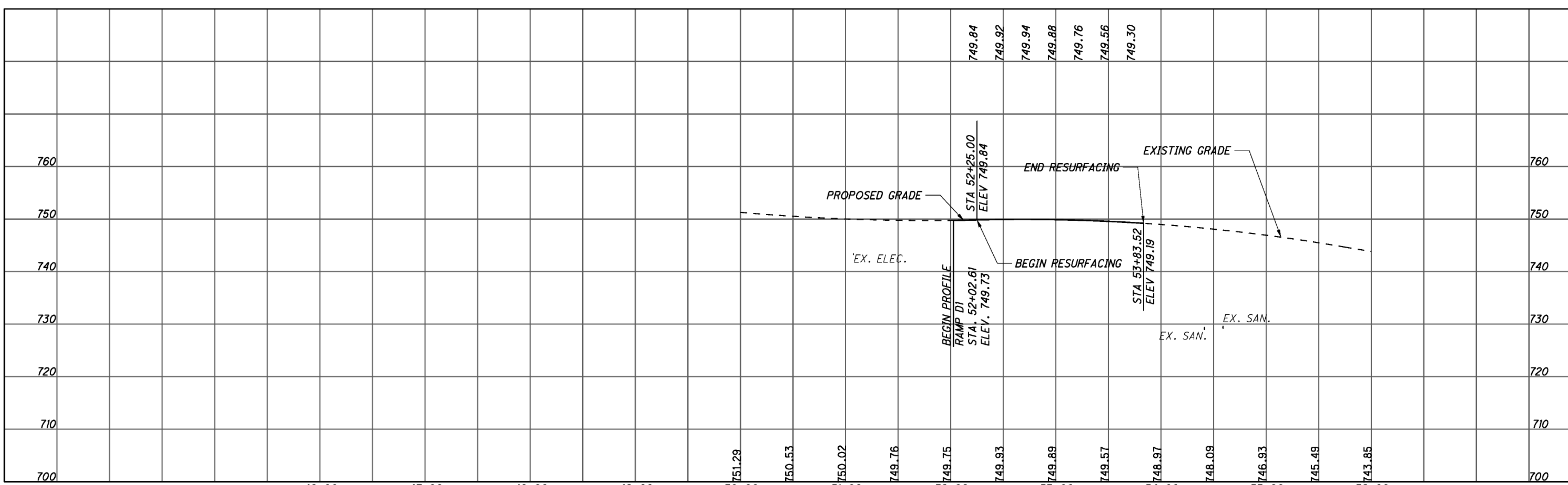
NOTES:

1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.



CURVE DATA (RAMP D1)
P.I.= Sta. 48+24.41
D = 16° 00' 07" (RT)
Dc = 3° 05' 00"
R = 1,858.24'
T = 261.19'
L = 518.98'
E = 18.27'
C = 517.30'
C.B. = N 20° 05' 41" E

CURVE DATA (RAMP D1)
P.I.= Sta. 55+40.13
D = 26° 57' 59" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 457.92'
L = 898.88'
E = 54.13'
C = 890.61'
C.B. = N 41° 34' 44" E



HORIZONTAL SCALE IN FEET 0 25 50 100

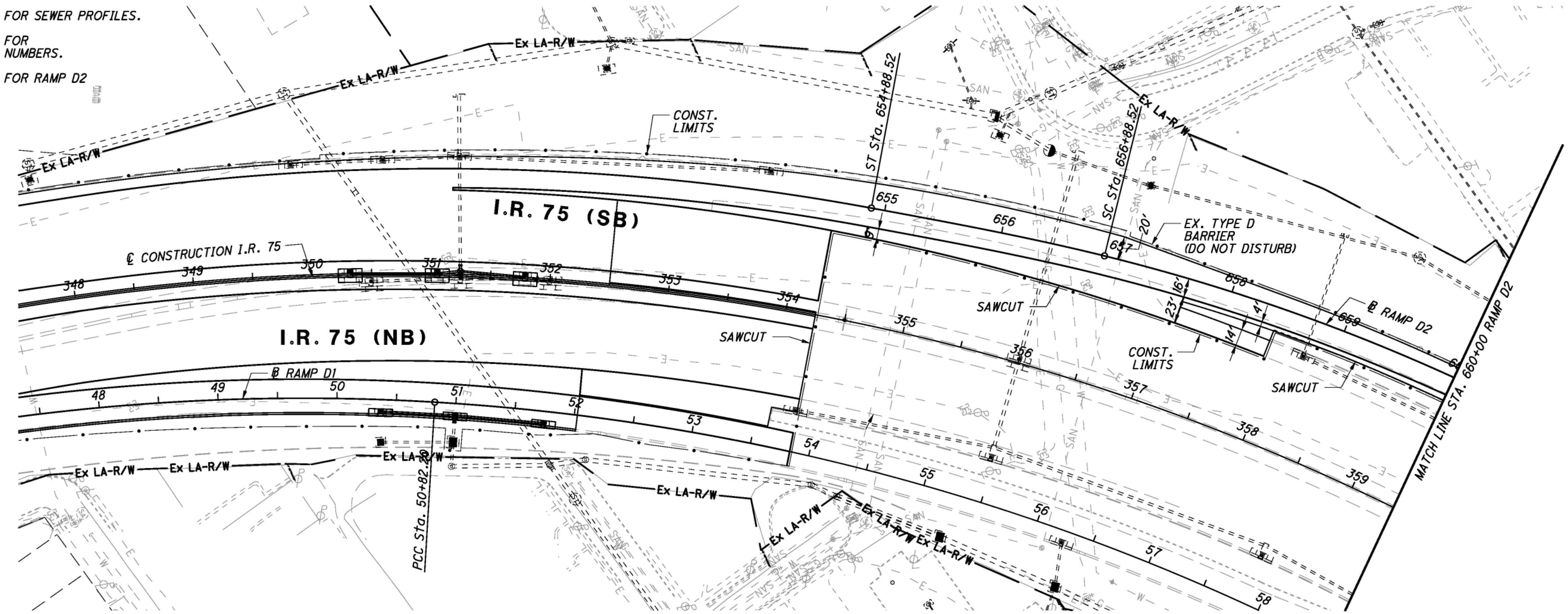
CALCULATED JAS
CHECKED KF

PLAN AND PROFILE RAMP D1
STA. 45+63.22 TO STA. 56+00.00

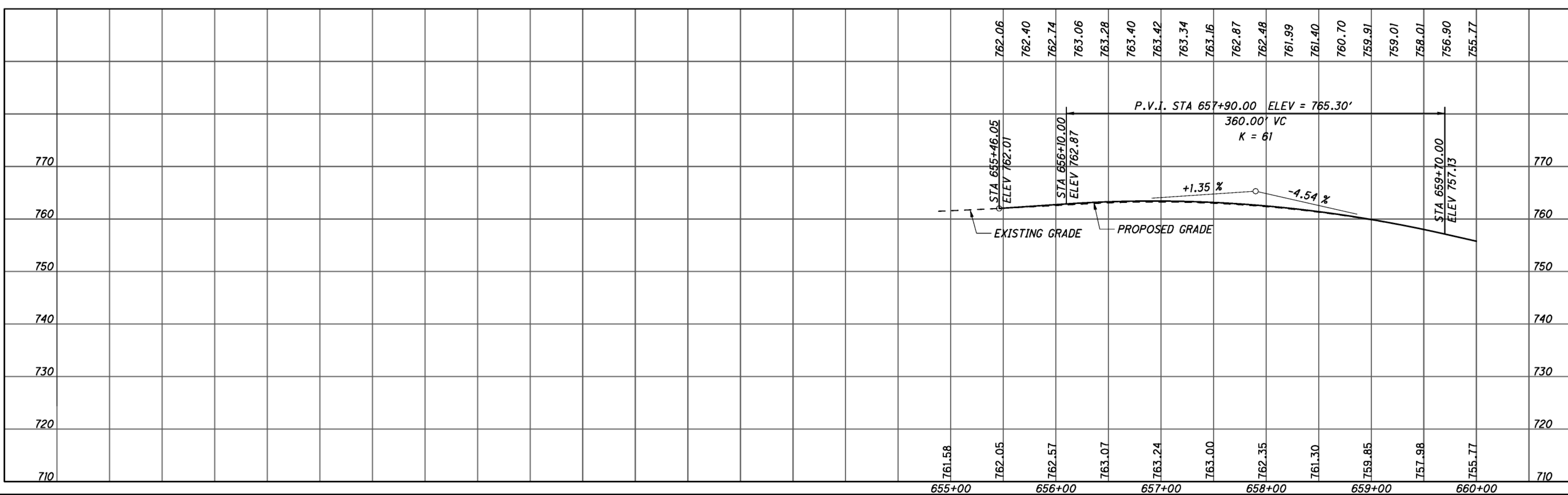
MOT-75-12.00

IP_PWP:dms33119\77247GP1015.dgn 24-FEB-2012 3:56PM rgreenland

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.
3. SEE SHEETS 379-382 FOR RAMP D2 CROSS SECTIONS



CURVE DATA (RAMP D2)
P.I.= Sta. 660+13.50
D = 21° 57′ 09″ (RT)
Dc = 3° 25′ 10″
R = 1,675.59′
D c = 21° 57′ 09″ (RT)
Lc = 641.99′
Es = 42.44′
C = 638.07′
C.B.1 = N 36° 16′ 46″ E
C.B. = N 49° 32′ 07″ E



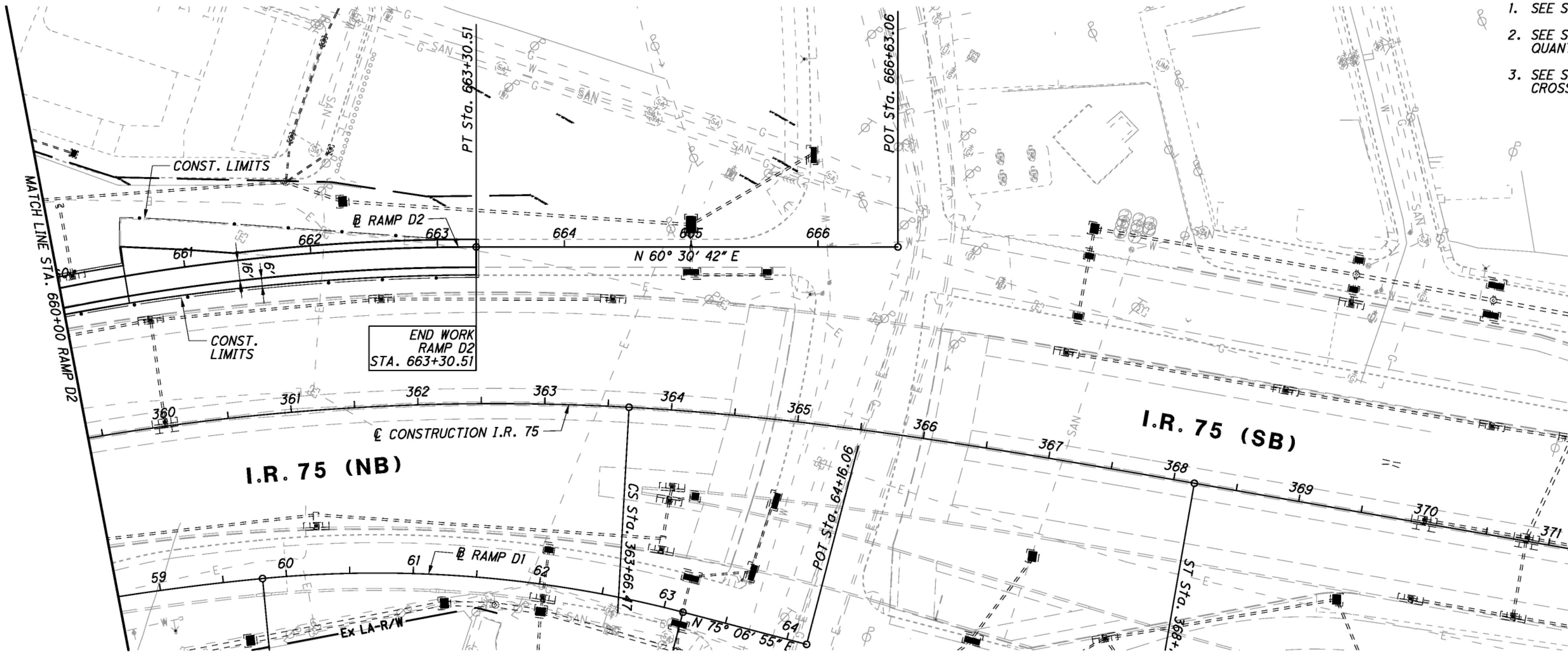
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

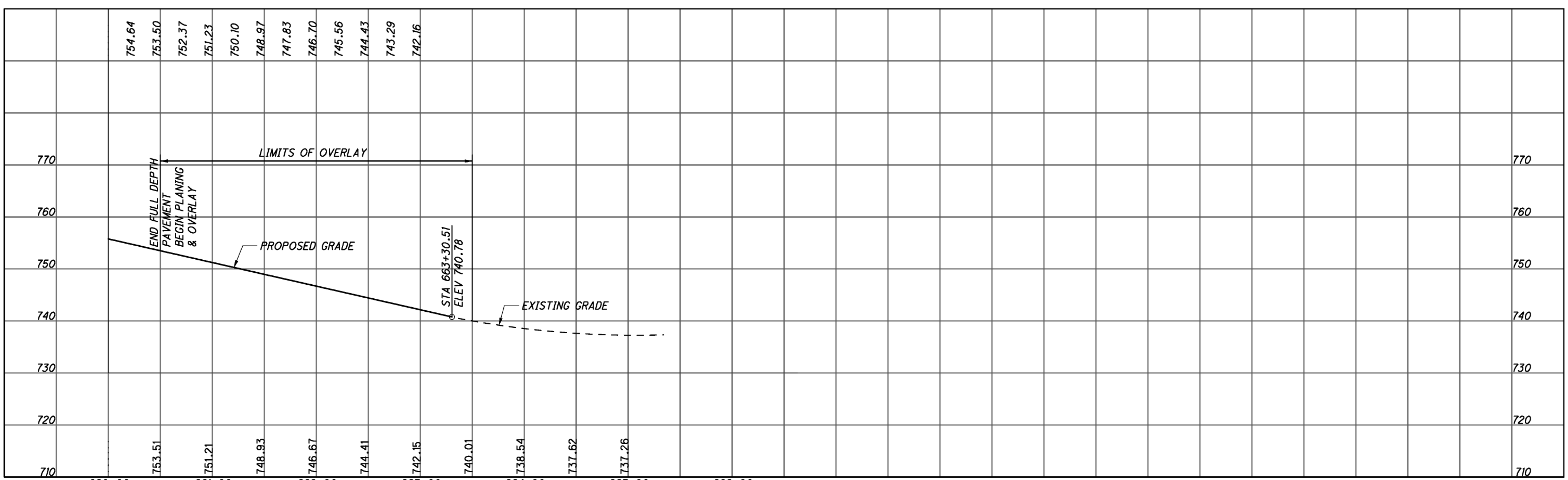
PLAN AND PROFILE RAMP D2
STA. 654+99.28 TO STA. 660+00.00

MOT-75-12.00

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 314-318 FOR QUANTITY REFERENCE NUMBERS.
3. SEE SHEETS 379-382 FOR RAMP D2 CROSS SECTIONS



RAMP D2
P.I.= Sta. 660+13.50
D = 21° 57′ 09″ (RT)
Dc = 3° 25′ 10″
R = 1,675.59′
Lc = 641.99′
Es = 42.44′
C = 638.07′
C.B.I = N 36° 16′ 46″ E
C.B. = N 49° 32′ 07″ E



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MAS
CHECKED KF

PLAN AND PROFILE RAMP D2
STA. 660+00.00 TO STA. 666+63.06

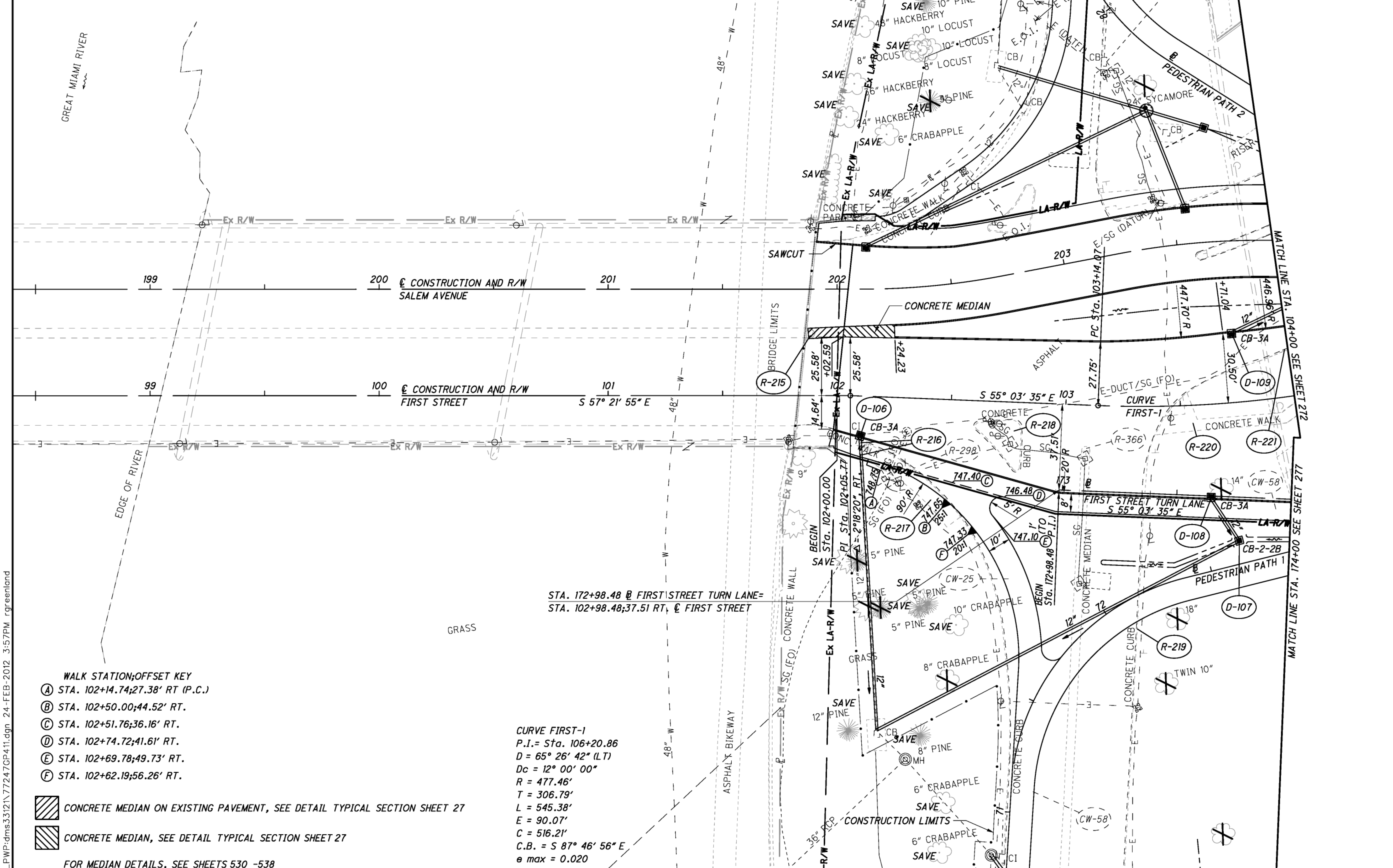
MOT-75-12.00

IP_PWP:dms33119\77247GP1017.dgn 24-FEB-2012 3:57PM rgreenland

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 274 -275 & 276 FOR PROFILES
3. SEE SHEETS 383 -391 & 392 -393 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



WALK STATION;OFFSET KEY

- (A) STA. 102+14.74;27.38' RT (P.C.)
- (B) STA. 102+50.00;44.52' RT.
- (C) STA. 102+51.76;36.16' RT.
- (D) STA. 102+74.72;41.61' RT.
- (E) STA. 102+69.78;49.73' RT.
- (F) STA. 102+62.19;56.26' RT.

CONCRETE MEDIAN ON EXISTING PAVEMENT, SEE DETAIL TYPICAL SECTION SHEET 27

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 -538

CURVE FIRST-1
P.I.= Sta. 106+20.86
D = 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E
e max = 0.020

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH CHECKED GKB

PLAN-FIRST ST. STA. 102+00.00 TO STA. 104+00
PLAN-FIRST ST. TURN LN. STA. 172+98.48 TO STA. 174+00

MOT-75-12.00

IP_PWP:dms33121\77247GP411.dgn 24-FEB-2012 3:57PM rgreenland

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

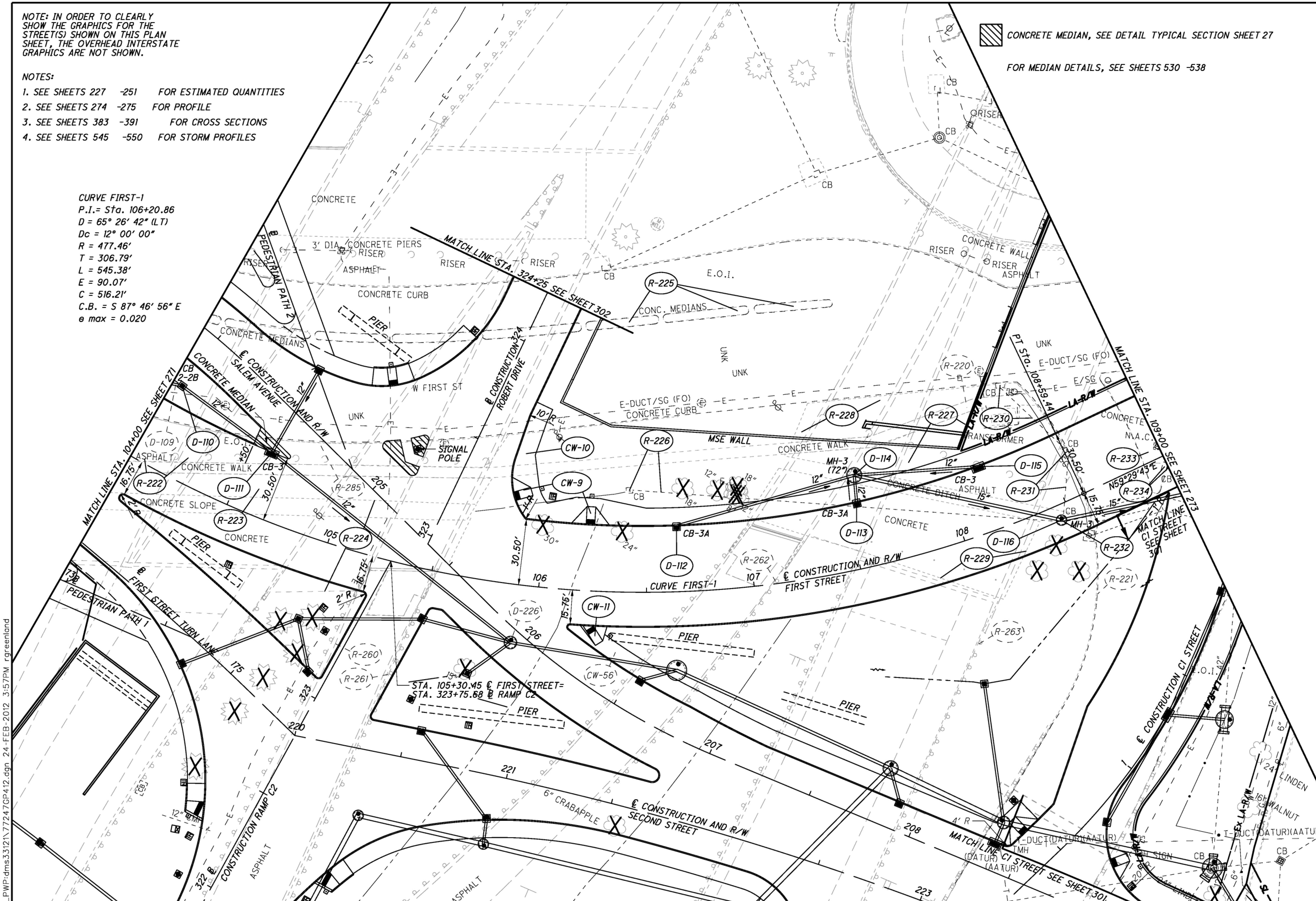
NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 274 -275 FOR PROFILE
3. SEE SHEETS 383 -391 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

CURVE FIRST-1
P.I.= Sta. 106+20.86
D = 65° 26′ 42″ (LT)
Dc = 12° 00′ 00″
R = 477.46′
T = 306.79′
L = 545.38′
E = 90.07′
C = 516.21′
C.B. = S 87° 46′ 56″ E
e max = 0.020

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 -538



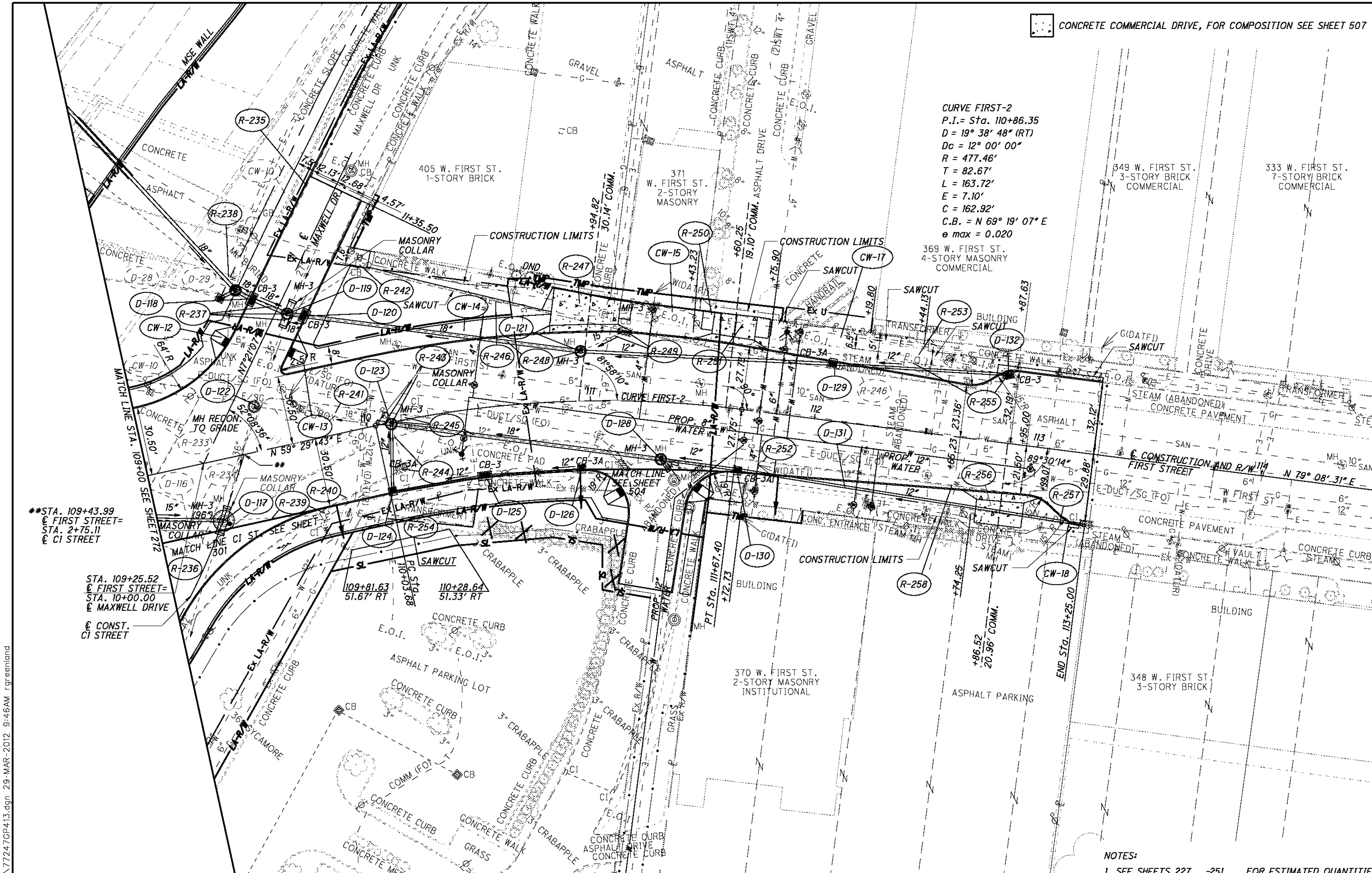
CALCULATED HGH
CHECKED GKB

HORIZONTAL SCALE IN FEET 0 10 20 40

PLAN - FIRST STREET
STA. 104+00.00 TO STA. 109+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GP412.dgn 24-FEB-2012 3:57PM rgreenland



NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 274 -275 FOR PROFILE
3. SEE SHEETS 383 -391 FOR CROSS SECTIONS
4. SEE SHEETS 530 -538 FOR MEDIAN DETAILS
5. SEE SHEETS 545 -550 FOR STORM PROFILES

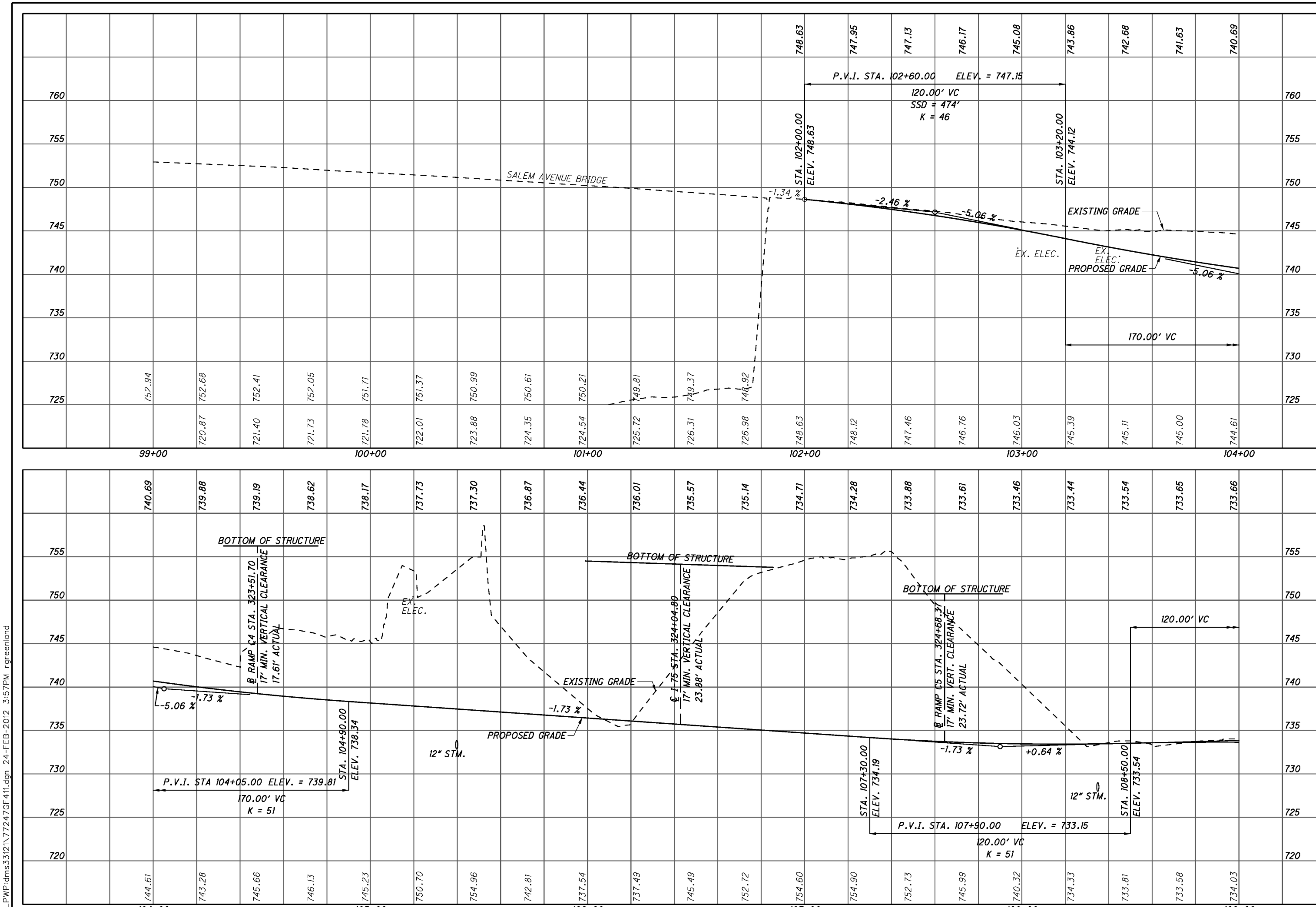
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH
CHECKED GKB

PLAN - FIRST STREET
STA. 109+00.00 TO STA 113+25.00

MOT-75-12.00

IP_PWP:dms33121\77247GP413.dgn 29-MAR-2012 9:46AM rgreenland



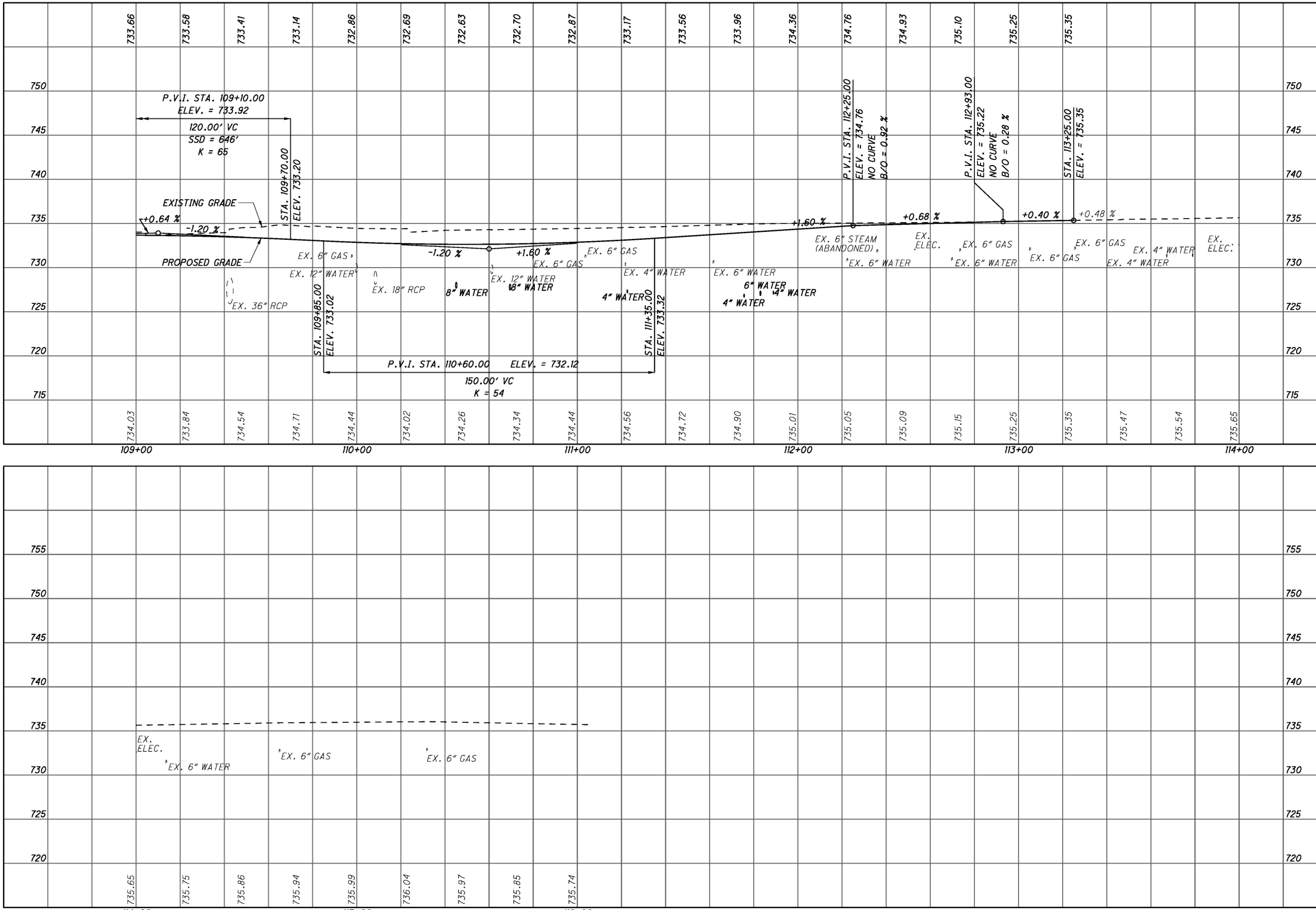
IP_PWP:dms33121\77247GF411.dgn 24-FEB-2012 3:57PM rgreenland

CALCULATED HGH
CHECKED GKB

PROFILE - FIRST STREET
STA. 102+00.00 TO STA. 109+00.00

MOT-75-12.00

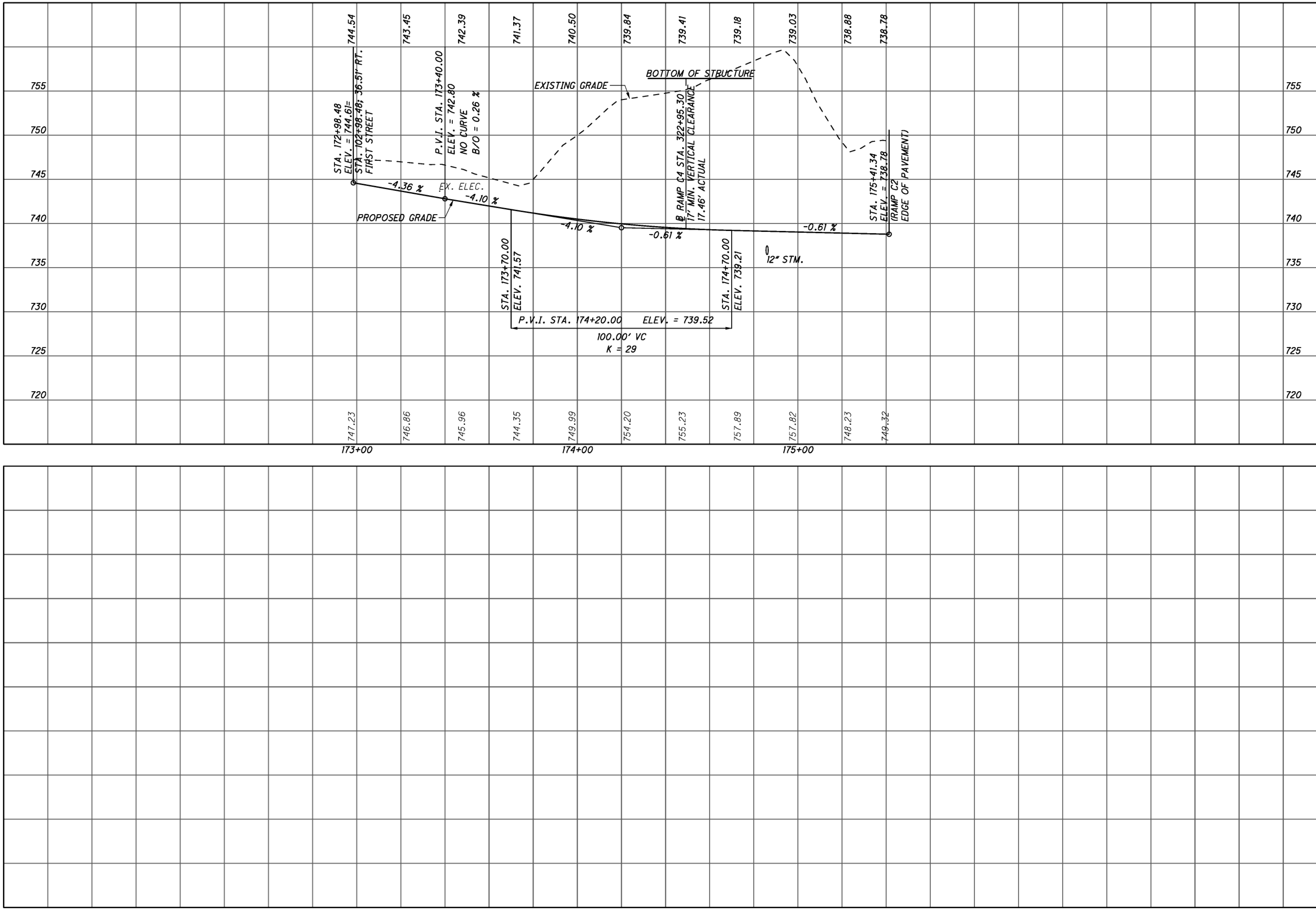
274
1565



PROFILE - FIRST STREET
STA. 109+00.00 TO STA. 113+25.00

MOT-75-12.00

CALCULATED HGH
CHECKED GKB



CALCULATED HGH
CHECKED GKB

PROFILE - FIRST STREET TURN LANE
STA. 172+98.48 TO STA. 175+41.34

MOT-75-12.00

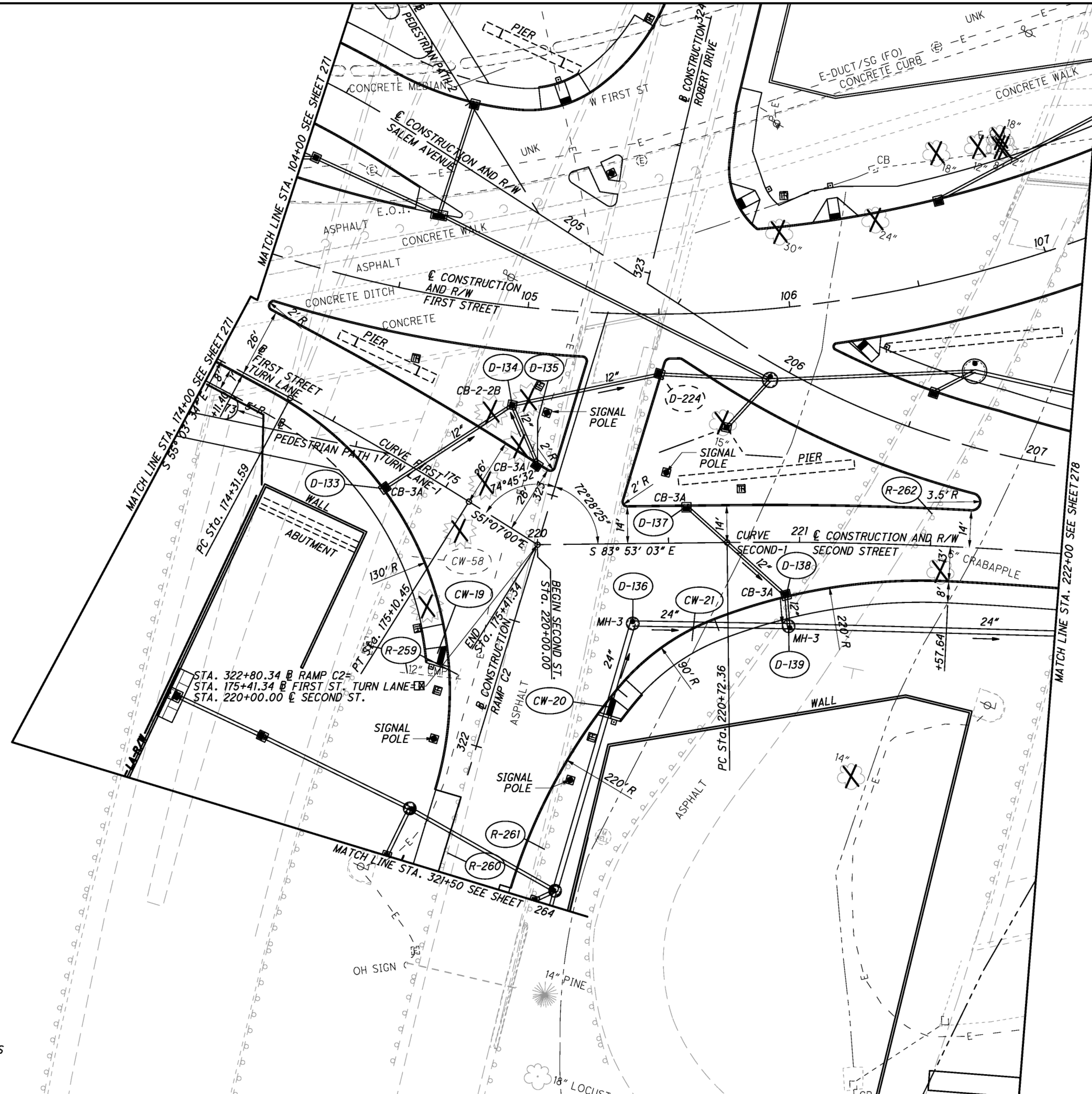
276
1565

IP_PWP:dms33121\77247GF461.dgn 24-FEB-2012 3:57PM rgreenland

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE SECOND-1
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E
e max = NC

CURVE FIRST TURN LANE-1
P.I.= Sta. 174+71.04
D = 3° 56' 35" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 39.44'
L = 78.86'
E = 0.68'
C = 78.84'
C.B. = S 53° 05' 17" E
e max = NC



NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 280 -281 & 276 FOR PROFILES
3. SEE SHEETS 394 -400 & 392 -393 FOR CROSS SECTIONS
4. SEE SHEETS 530 -538 FOR MEDIAN DETAILS
5. SEE SHEETS 545 -550 FOR STORM PROFILES

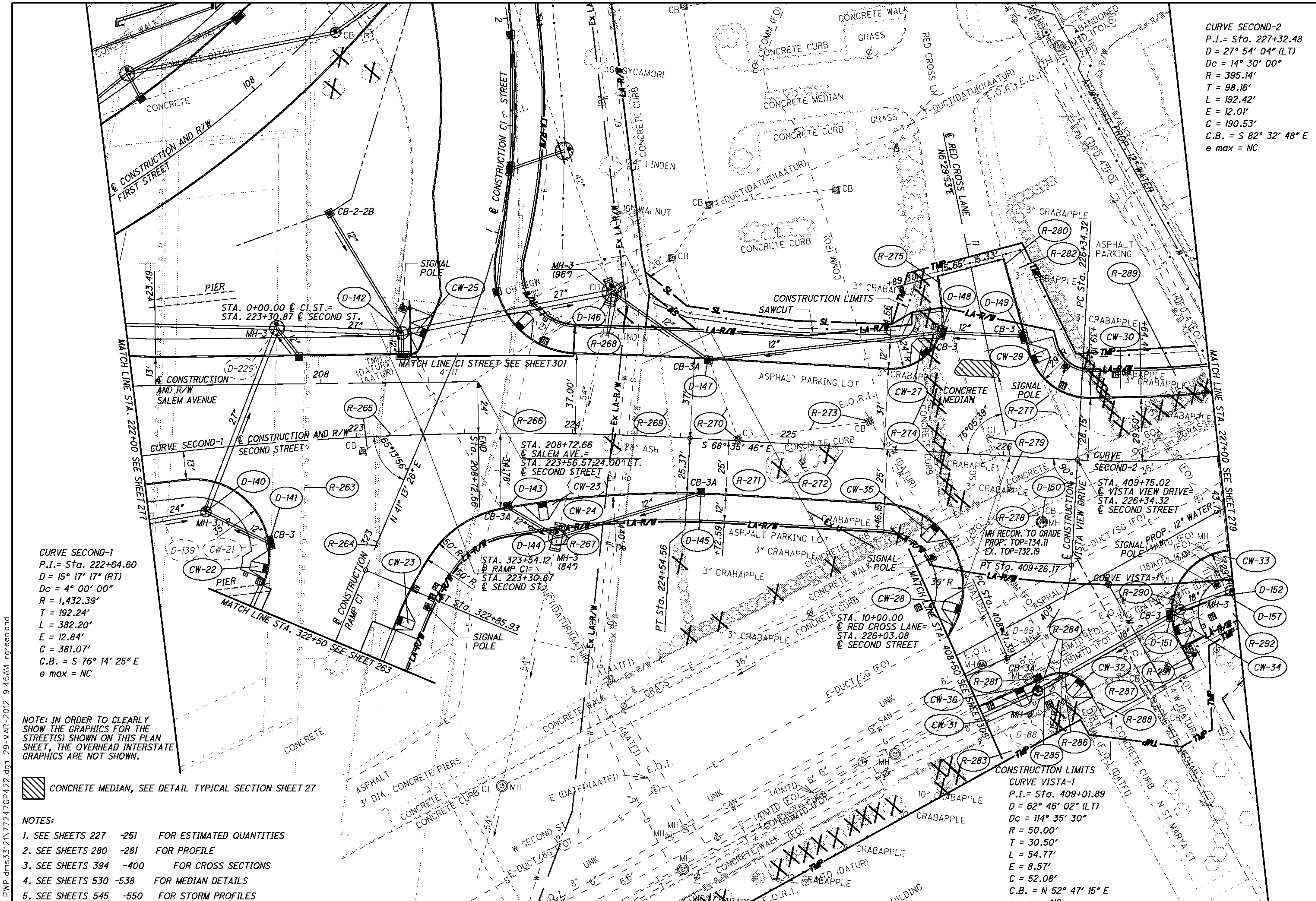
IP_PWP:dms33121\77247GP421.dgn 24-FEB-2012 3:58PM rgreenland

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH
CHECKED GKB

PLAN-SECOND ST. STA. 220+00 TO STA. 222+00
PLAN-FIRST ST. TURN LN. STA. 174+00 TO STA. 175+41.95

MOT-75-12.00



CURVE SECOND-2
P.I.= Sta. 227+32.48
D = 27° 54' 04" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E
e max = NC

CURVE SECOND-1
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E
e max = NC

CURVE VISTA-1
P.I.= Sta. 409+01.89
D = 62° 46' 02" (LT)
Dc = 114° 35' 30"
R = 50.00'
T = 30.50'
L = 54.77'
E = 8.57'
C = 52.08'
C.B. = N 52° 47' 15" E
e max = NC

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 280 -281 FOR PROFILE
3. SEE SHEETS 394 -400 FOR CROSS SECTIONS
4. SEE SHEETS 530 -538 FOR MEDIAN DETAILS
5. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH
CHECKED GKB

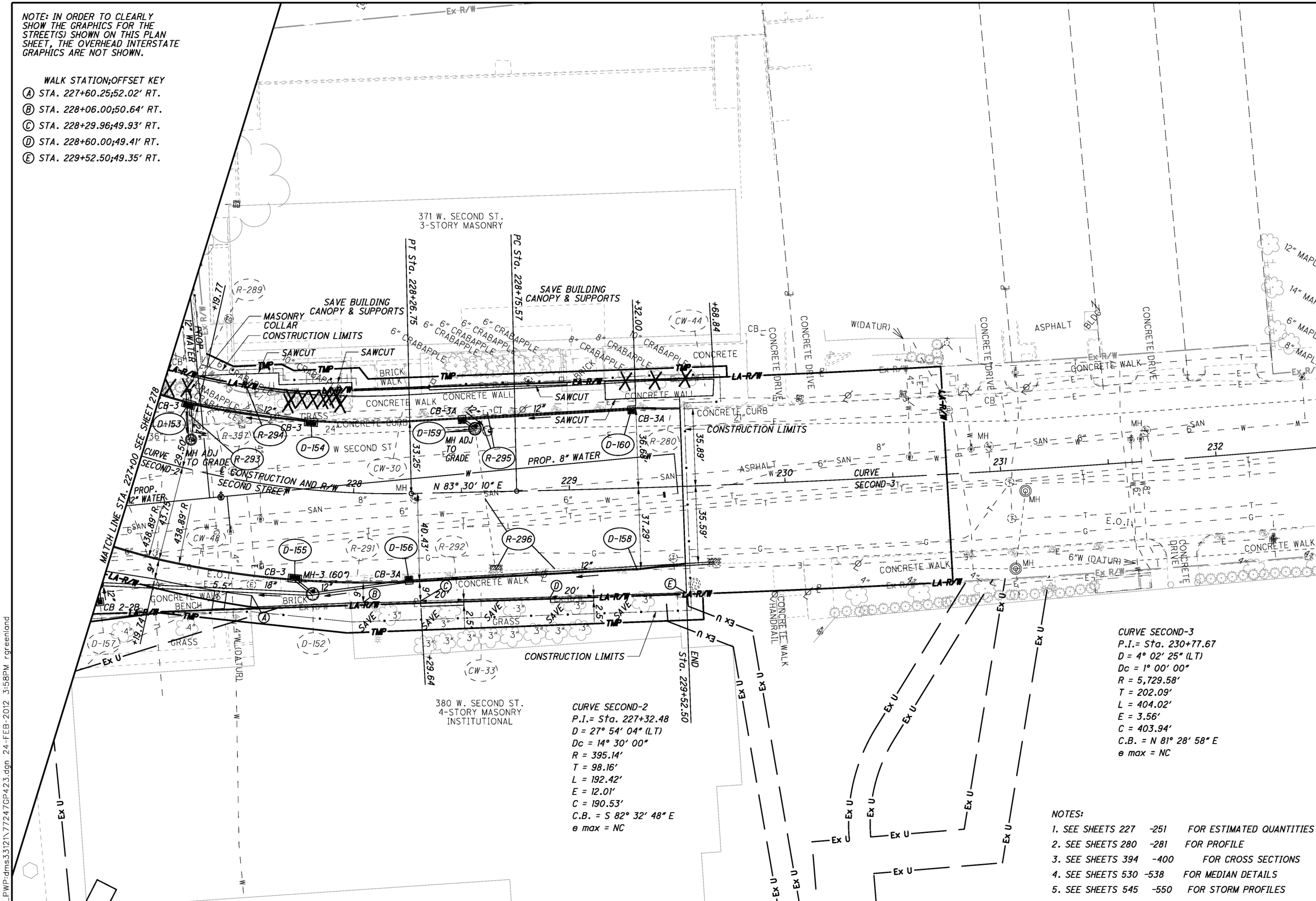
PLAN - SECOND STREET
STA. 222+00.00 TO STA. 227+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

WALK STATION;OFFSET KEY

- (A) STA. 227+60.25;52.02' RT.
- (B) STA. 228+06.00;50.64' RT.
- (C) STA. 228+29.96;49.93' RT.
- (D) STA. 228+60.00;49.41' RT.
- (E) STA. 229+52.50;49.35' RT.



CURVE SECOND-2
P.I.= Sta. 227+32.48
D = 27° 54' 04" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E
e max = NC

CURVE SECOND-3
P.I.= Sta. 230+77.67
D = 4° 02' 25" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 202.09'
L = 404.02'
E = 3.56'
C = 403.94'
C.B. = N 81° 28' 58" E
e max = NC

NOTES:

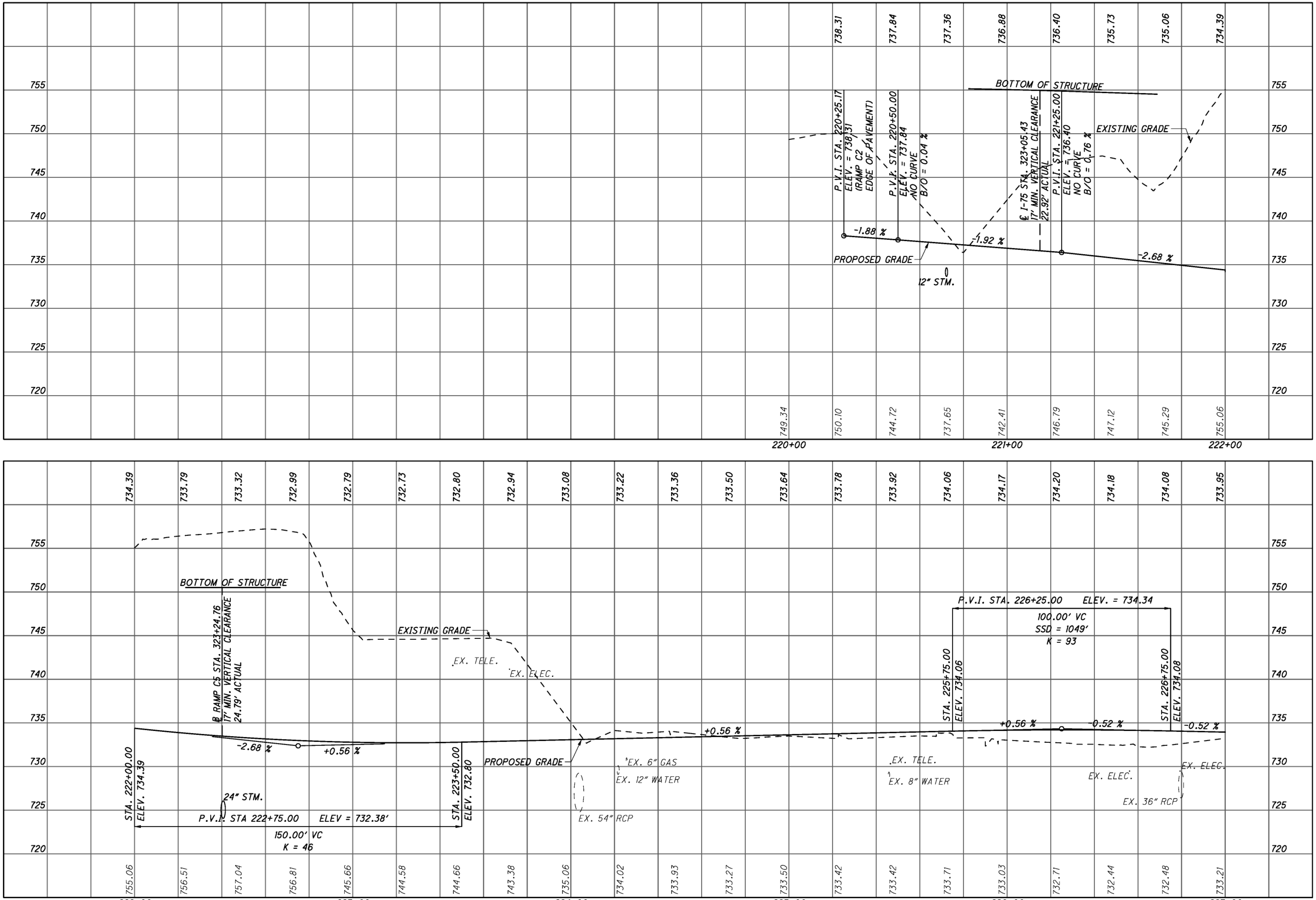
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 280 -281 FOR PROFILE
3. SEE SHEETS 394 -400 FOR CROSS SECTIONS
4. SEE SHEETS 530 -538 FOR MEDIAN DETAILS
5. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH
CHECKED GKB

PLAN - SECOND STREET
STA. 227+00.00 TO STA. 229+52.50

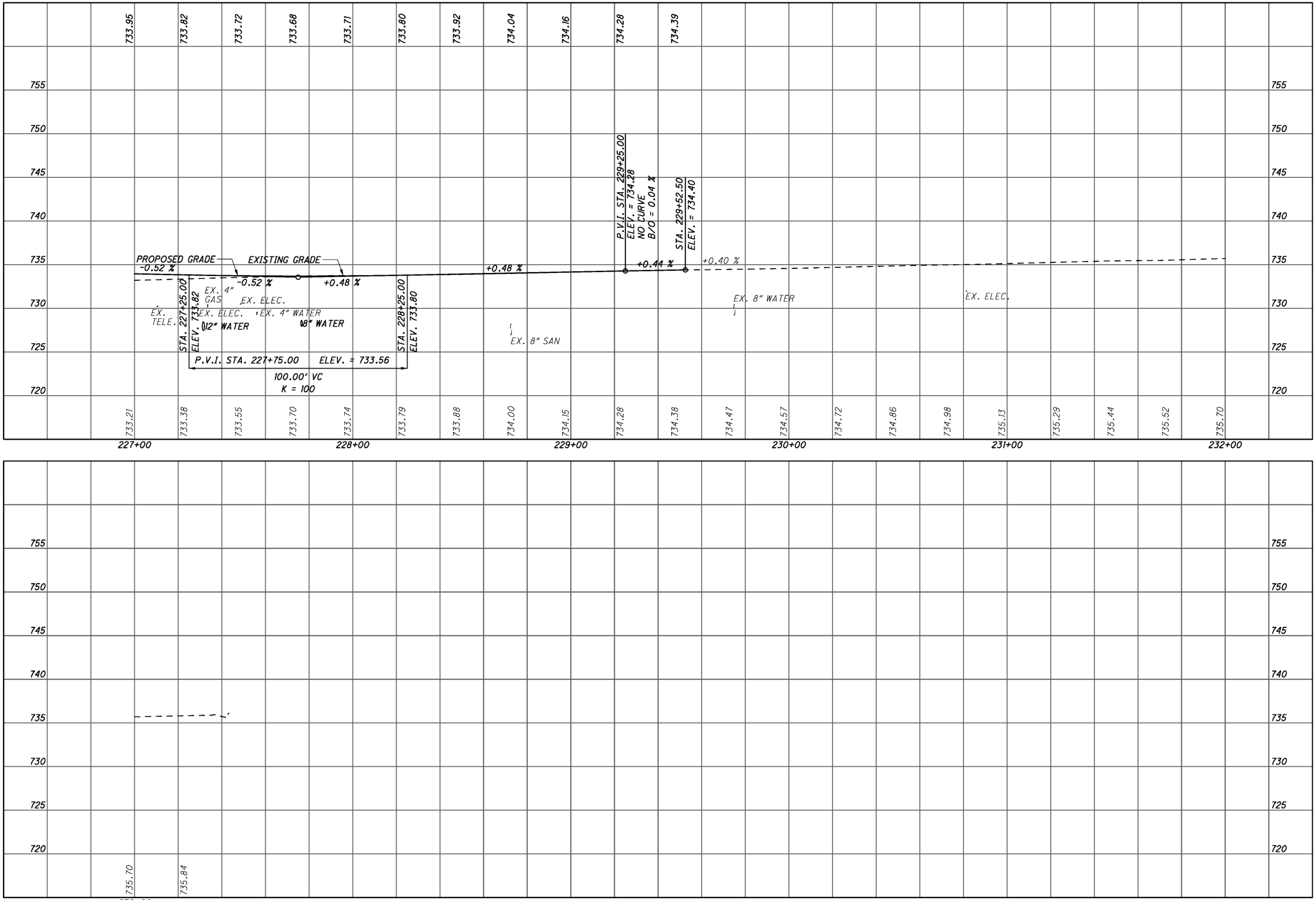
MOT-75-12.00



CALCULATED HGH
CHECKED GKB

PROFILE - SECOND STREET
STA. 220+25.17 TO STA. 227+00.00

MOT-75-12.00



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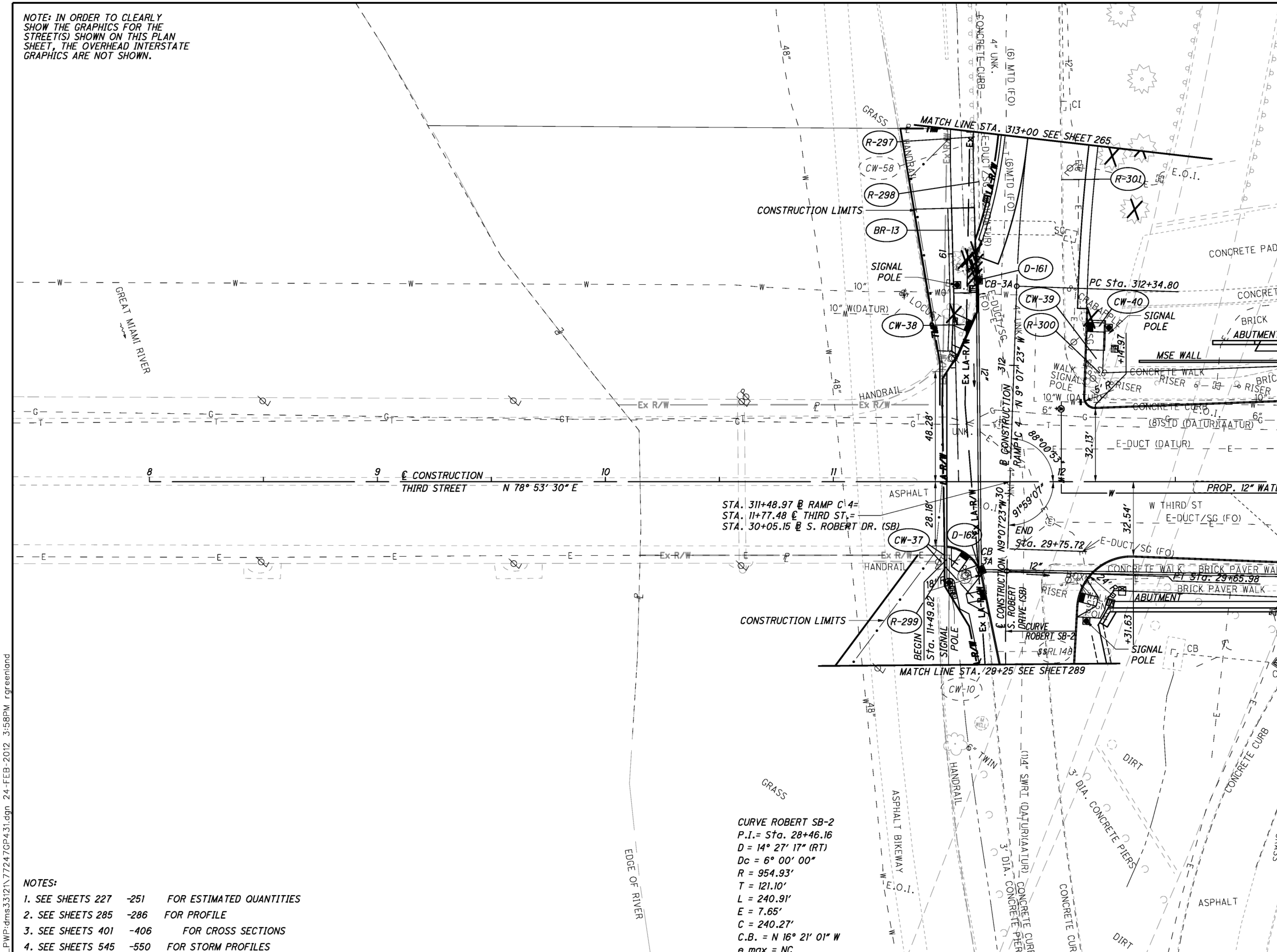
CALCULATED HGH
CHECKED GKB

PROFILE - SECOND STREET
STA. 227+00.00 TO STA. 229+52.50

MOT-75-12.00

281
1565

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



CURVE ROBERT SB-2
P.I.= Sta. 28+46.16
D = 14° 27′ 17″ (RT)
Dc = 6° 00′ 00″
R = 954.93′
T = 121.10′
L = 240.91′
E = 7.65′
C = 240.27′
C.B. = N 16° 21′ 01″ W
e max = NC

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 285 -286 FOR PROFILE
3. SEE SHEETS 401 -406 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

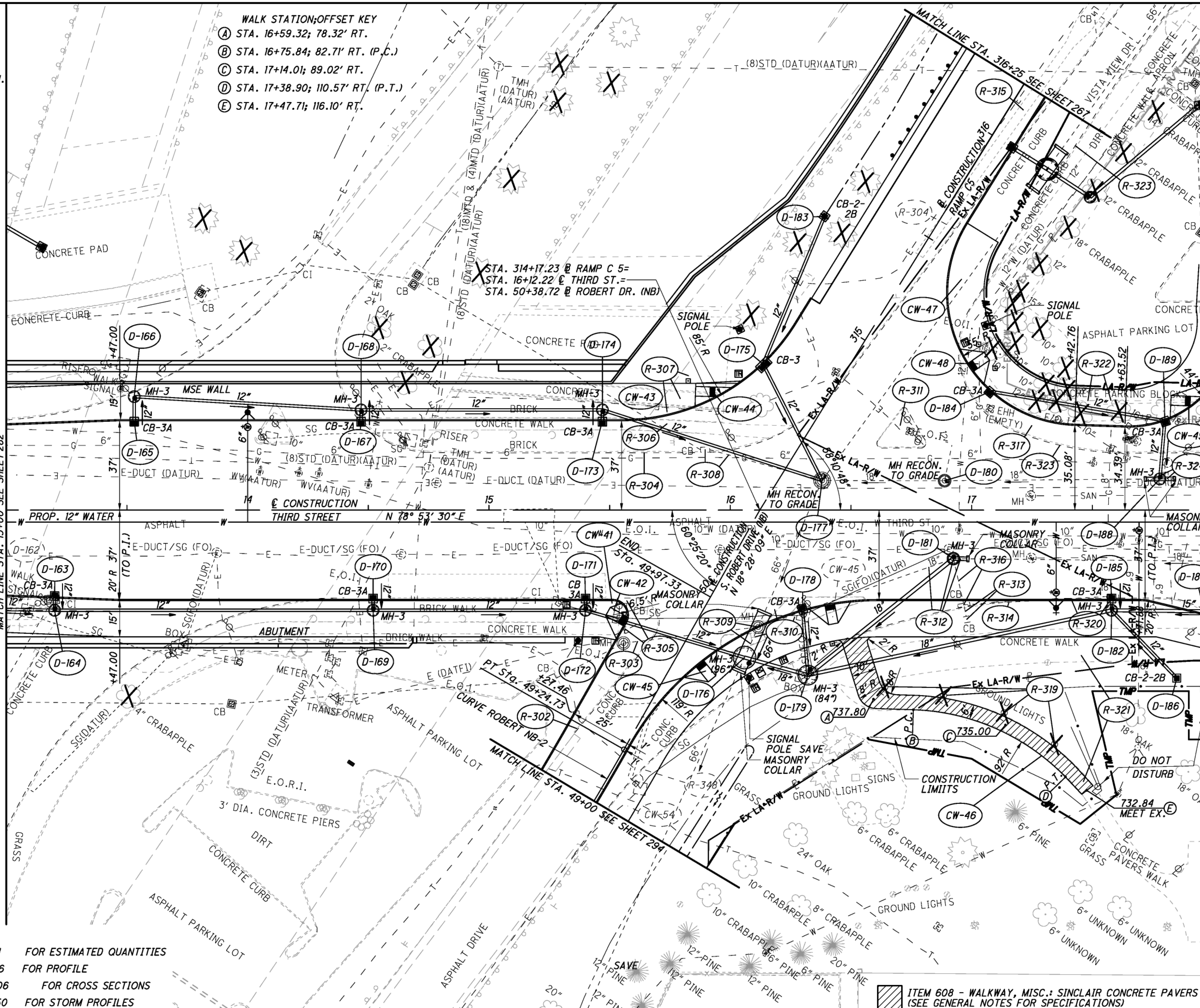
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - THIRD STREET
STA. 11+49.82 TO STA. 13+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 285 -286 FOR PROFILE
3. SEE SHEETS 401 -406 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

ITEM 608 - WALKWAY, MISC.: SINCLAIR CONCRETE PAVERS (SEE GENERAL NOTES FOR SPECIFICATIONS)

CURVE ROBERT NB-2
P.I.= Sta. 48+38.62
D = 8° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 86.44'
L = 172.56'
E = 3.26'
C = 172.40'
C.B. = N22°47'00"E
e max = NC

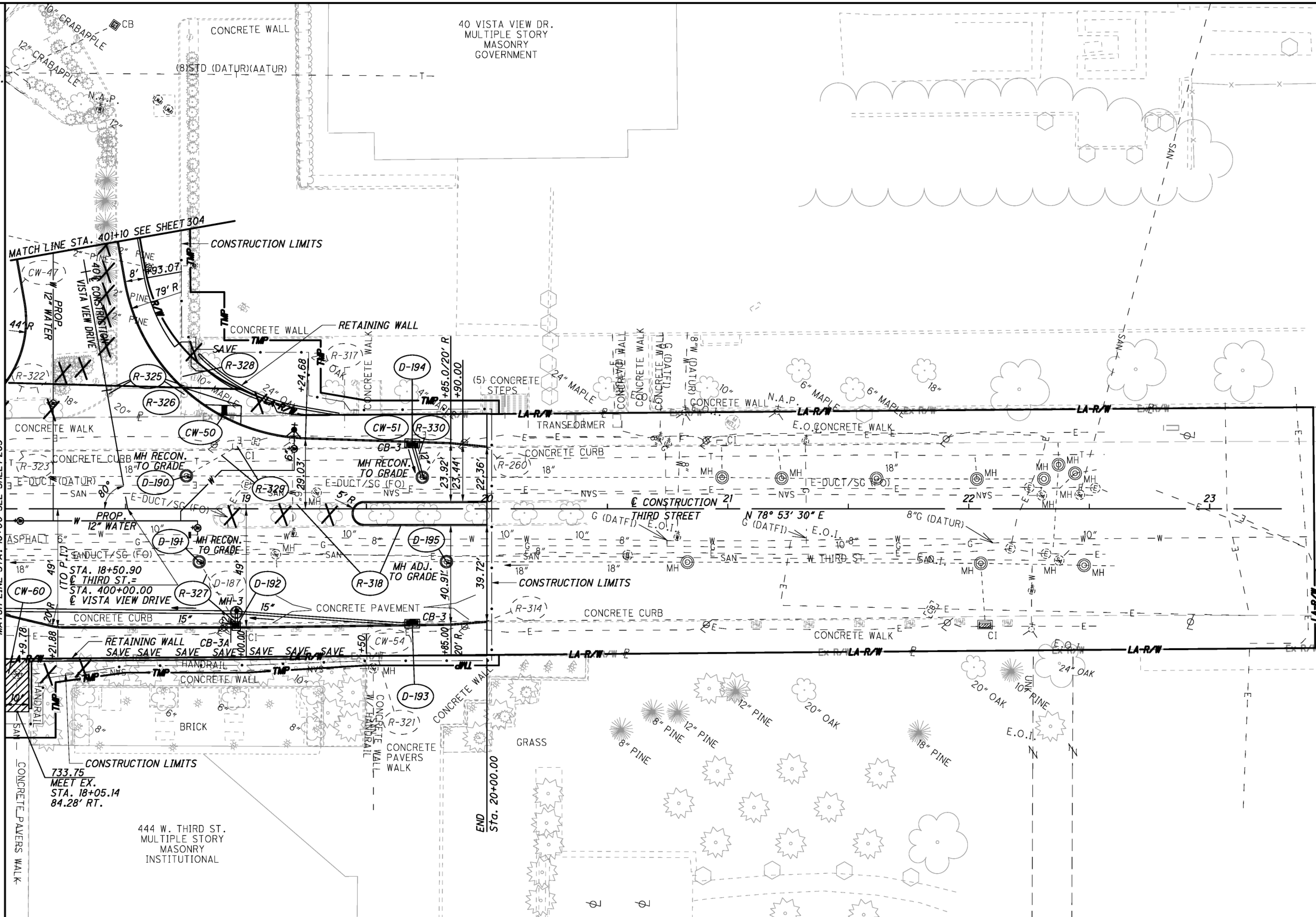
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - THIRD STREET
STA. 13+00.00 TO STA. 18+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



ITEM 608 - WALKWAY, MSC.: SINCLAIR CONCRETE PAVERS (SEE GENERAL NOTES FOR SPECIFICATIONS)

FOR WALL AND RAILING DETAILS, SEE SHEET 807

NOTES:

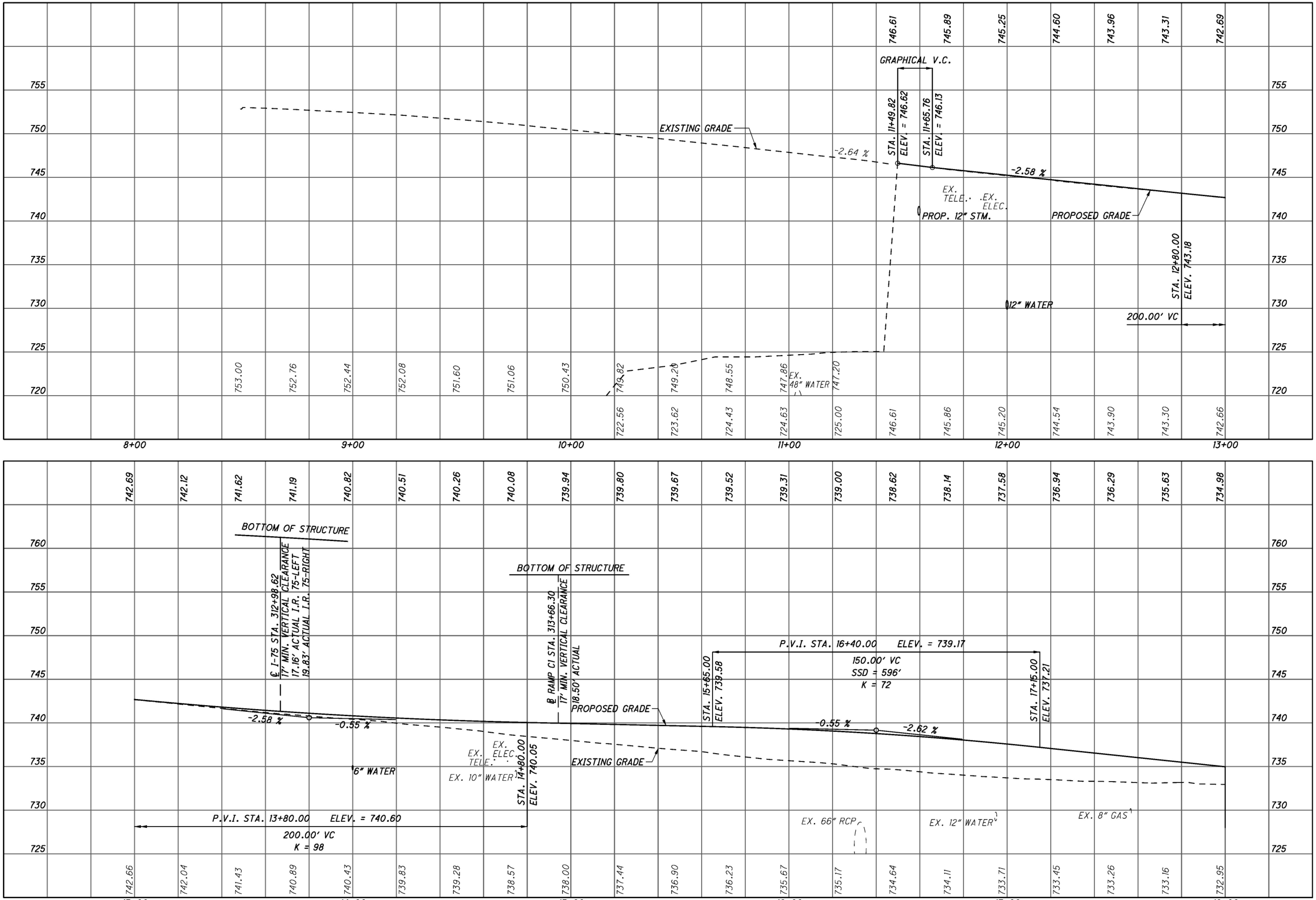
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 285 -286 FOR PROFILE
3. SEE SHEETS 401 -406 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG CHECKED GKB

PLAN - THIRD STREET
STA. 18+00.00 TO STA. 20+00.00

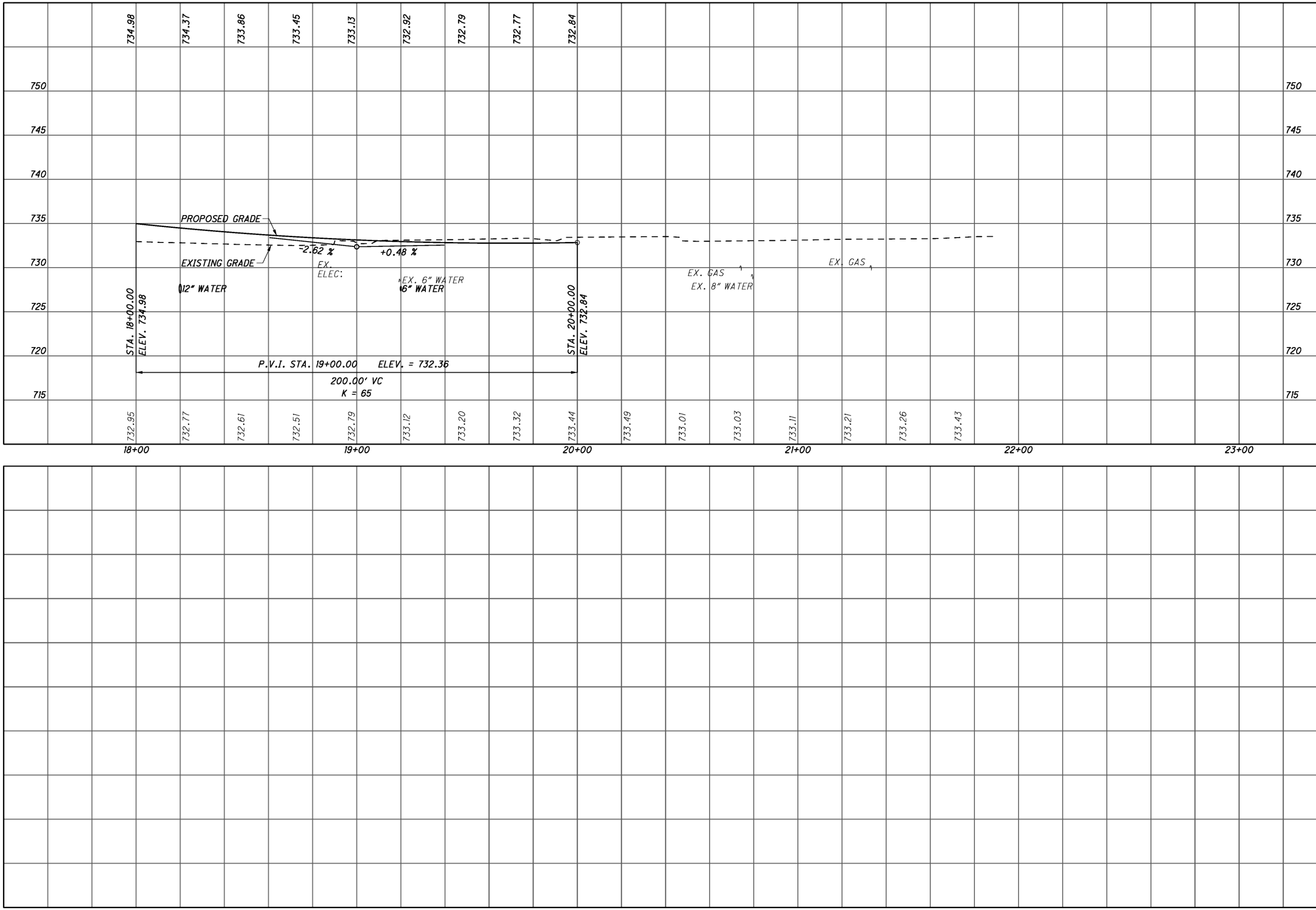
MOT-75-12.00



CALCULATED MAG
CHECKED GKB

PROFILE - THIRD STREET
STA. 11+49.82 TO STA. 18+00.00

MOT-75-12.00



CALCULATED MAG
CHECKED GKB

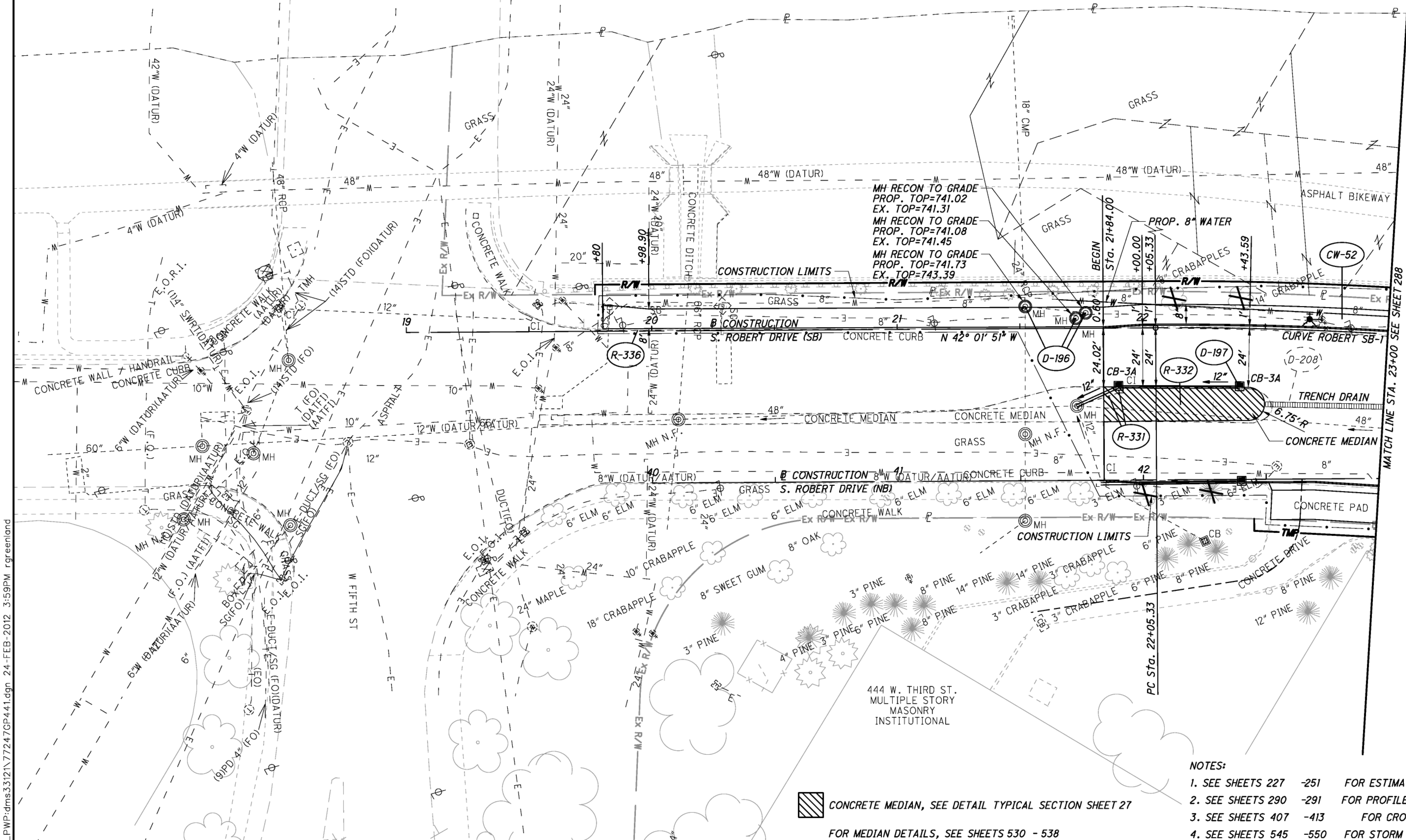
PROFILE - THIRD STREET
STA. 18+00.00 TO STA. 20+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GF432.dgn 24-FEB-2012 3:59PM rgreenland

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE ROBERT SB-1
P.I.= Sta. 24+38.01
D = 18° 27′ 11″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 232.68′
L = 461.33′
E = 18.78′
C = 459.34′
C.B. = N 32° 48′ 16″ W
e max = NC



CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 - 538

NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 290 -291 FOR PROFILE
3. SEE SHEETS 407 -413 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

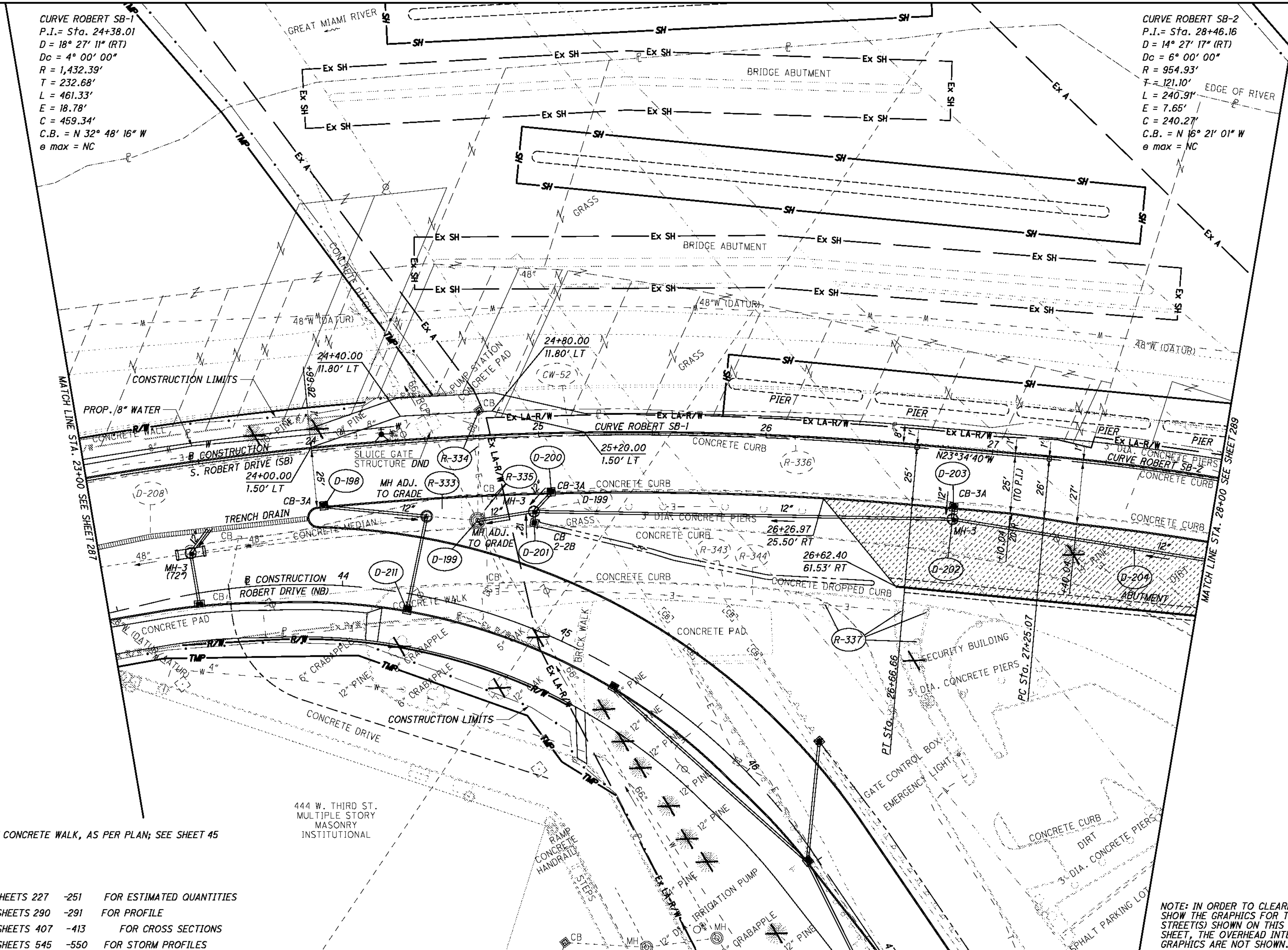
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - S. ROBERT DRIVE (SOUTHBOUND)
STA. 19+80.00 TO STA. 23+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GP441.dgn 24-FEB-2012 3:59PM rgreenland



4" CONCRETE WALK, AS PER PLAN; SEE SHEET 45

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 290 -291 FOR PROFILE
3. SEE SHEETS 407 -413 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

0 10 20 40 HORIZONTAL SCALE IN FEET

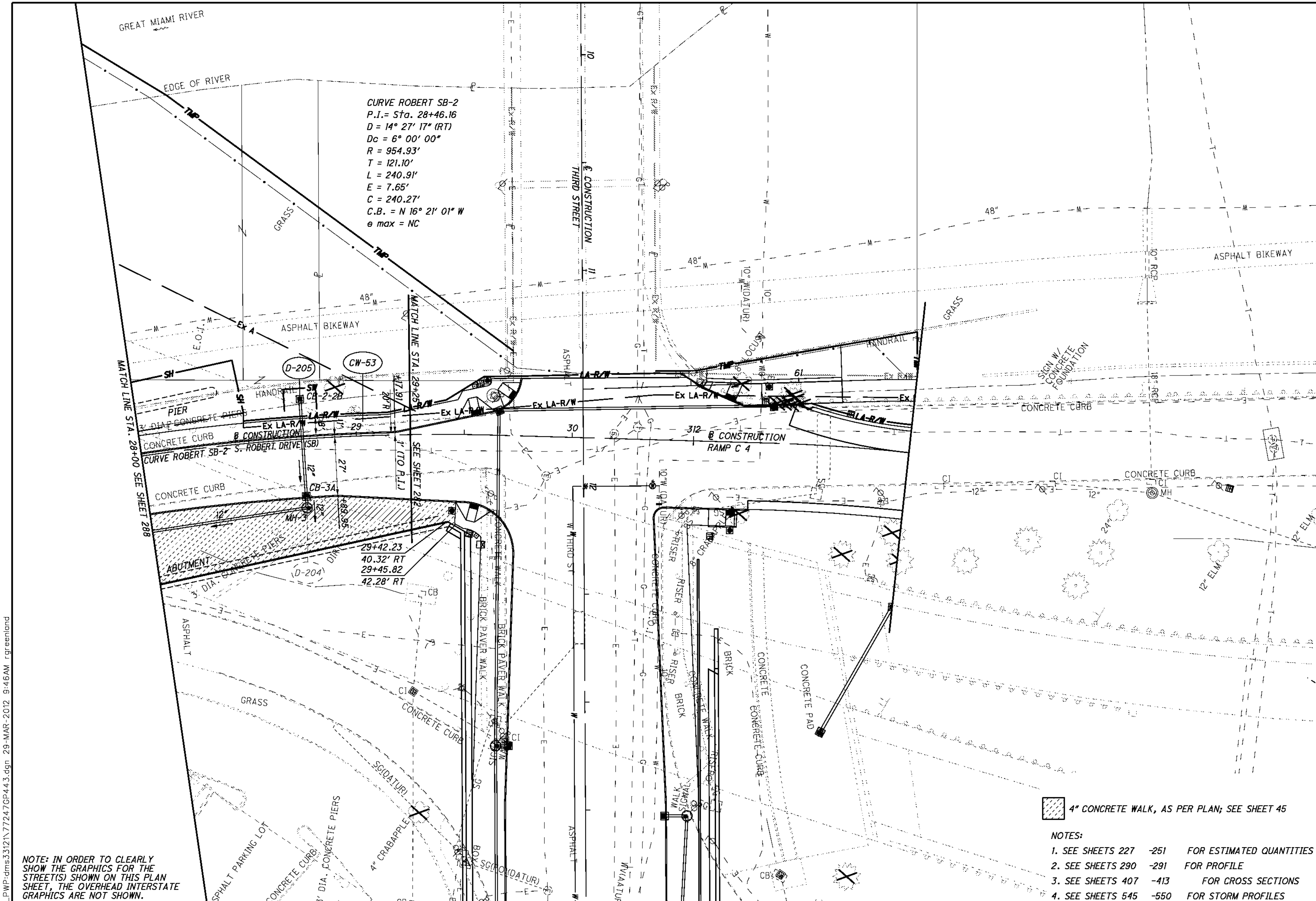
CALCULATED MAG
CHECKED GKB

PLAN - S. ROBERT DRIVE (SOUTHBOUND)
STA. 23+00.00 TO STA. 28+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GP442.dgn 29-MAR-2012 9:46AM rgreenland

PLAN - S. ROBERT DRIVE (SOUTHBOUND)
STA. 28+00.00 TO STA. 29+25.00



CURVE ROBERT SB-2
P.I.= Sta. 28+46.16
D = 14° 27' 17" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 121.10'
L = 240.91'
E = 7.65'
C = 240.27'
C.B. = N 16° 21' 01" W
e max = NC

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

4" CONCRETE WALK, AS PER PLAN; SEE SHEET 45

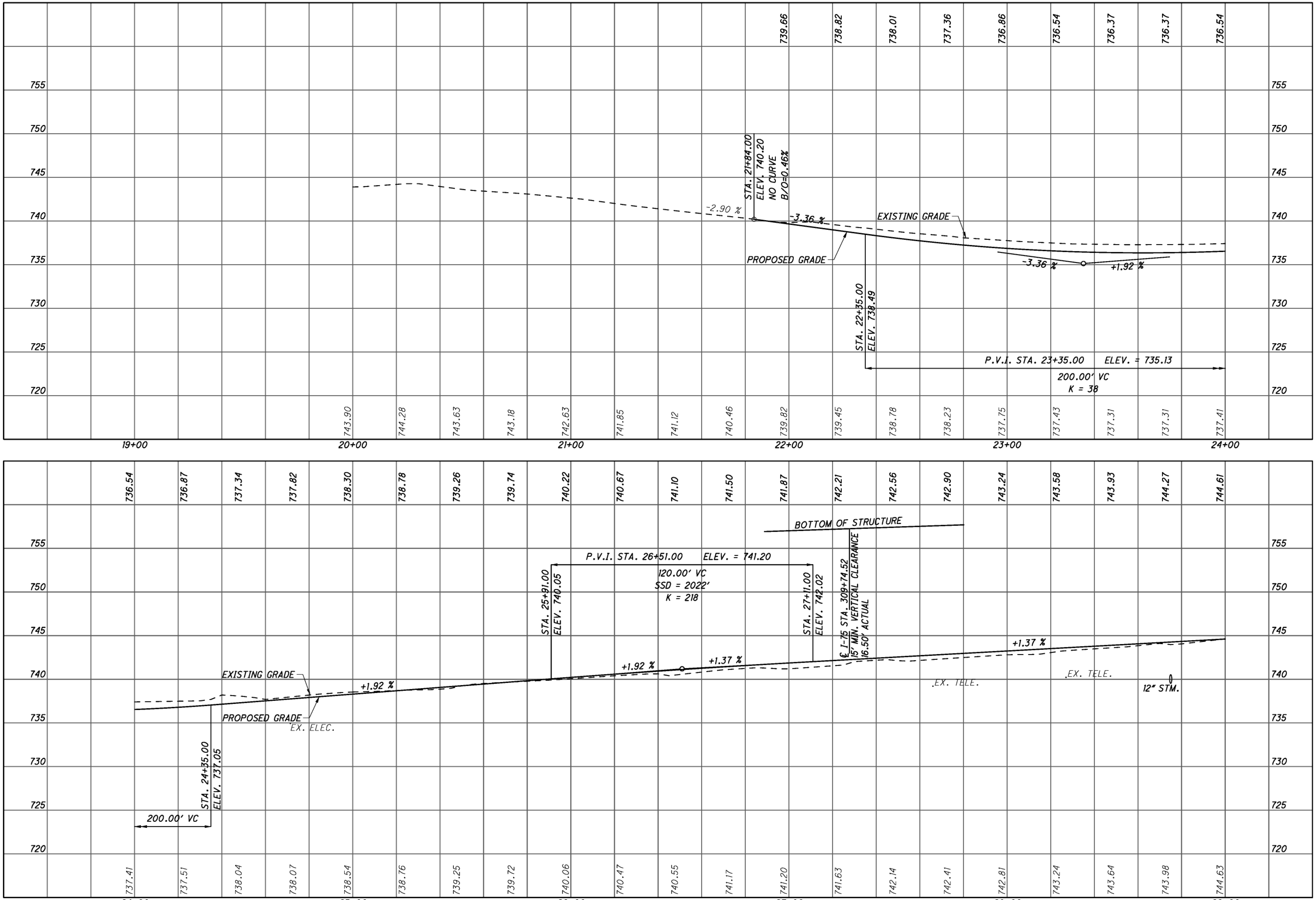
NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 290 -291 FOR PROFILE
3. SEE SHEETS 407 -413 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED MAG
CHECKED GKB

MOT-75-12.00



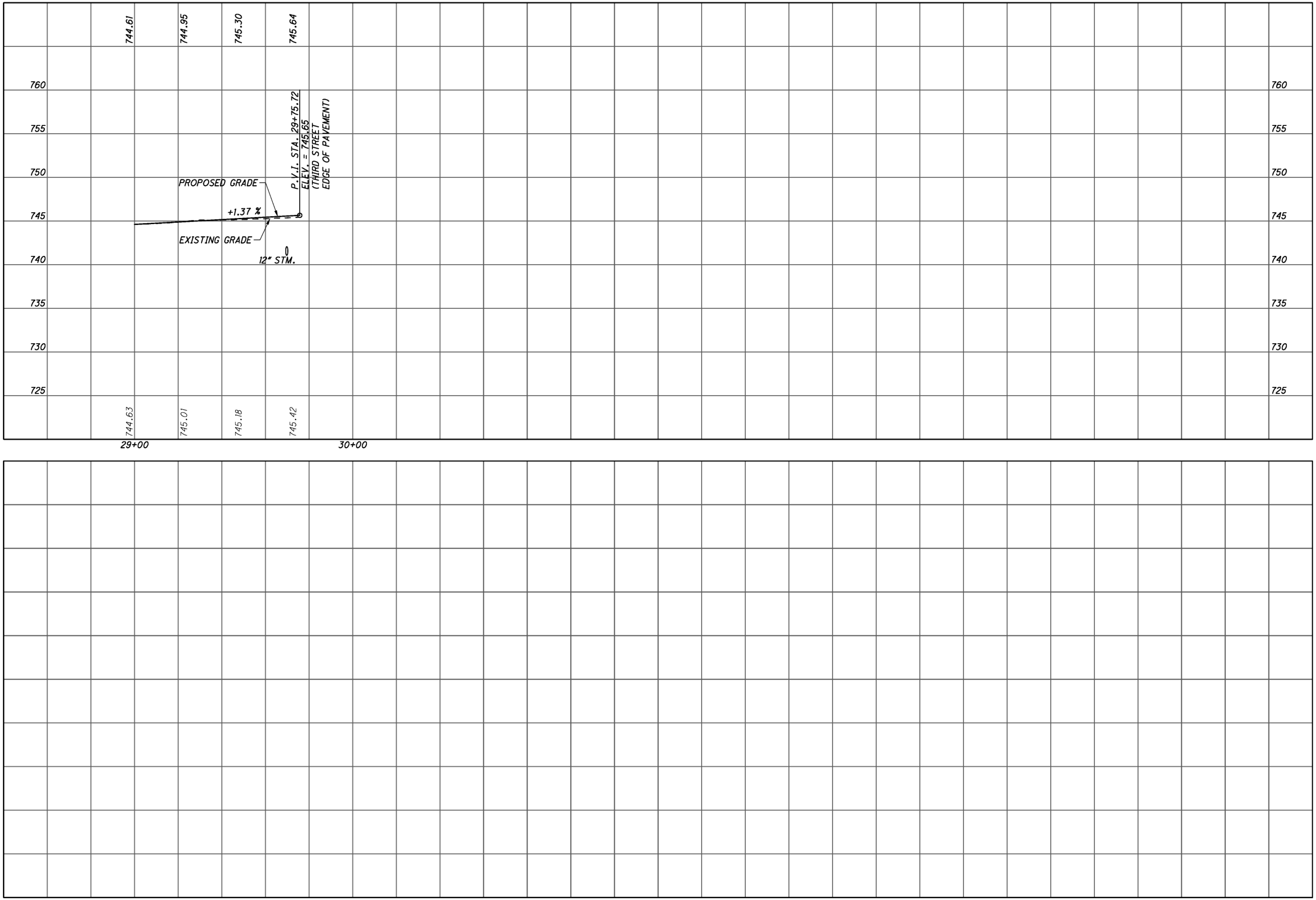
CALCULATED MAG
CHECKED GKB

PROFILE - S. ROBERT DRIVE (SOUTHBOUND)
STA. 21+84.00 TO STA. 29+00.00

MOT-75-12.00

290
1565

IP_PWP:dms33121\77247GF441.dgn 24-FEB-2012 3:59PM rgreenland

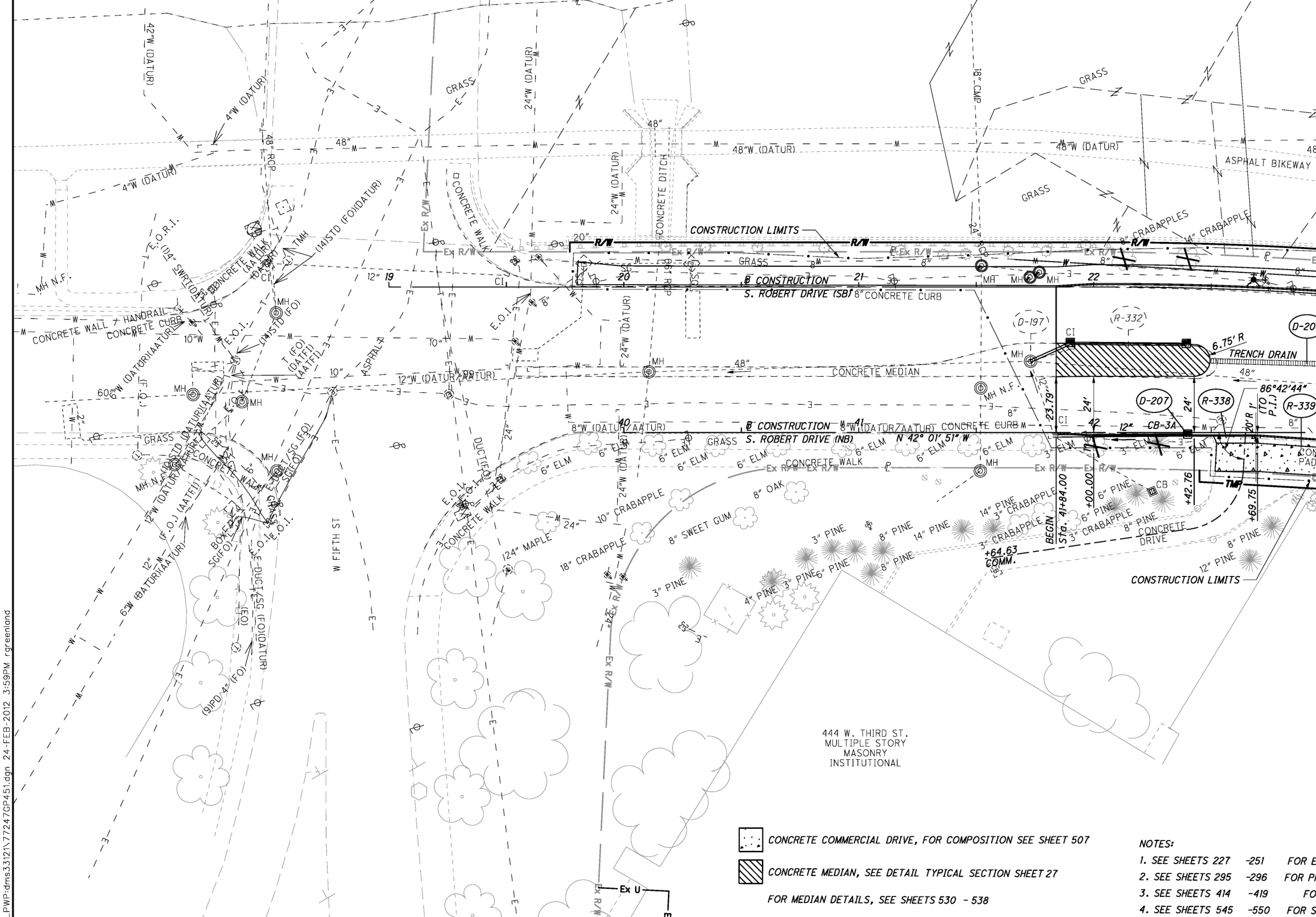


CALCULATED MAG
CHECKED GKB

PROFILE - S. ROBERT DRIVE (SOUTHBOUND)
STA. 29+00.00 TO STA. 29+75.72

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



CONCRETE COMMERCIAL DRIVE, FOR COMPOSITION SEE SHEET 507

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 - 538

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 295 -296 FOR PROFILE
3. SEE SHEETS 414 -419 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

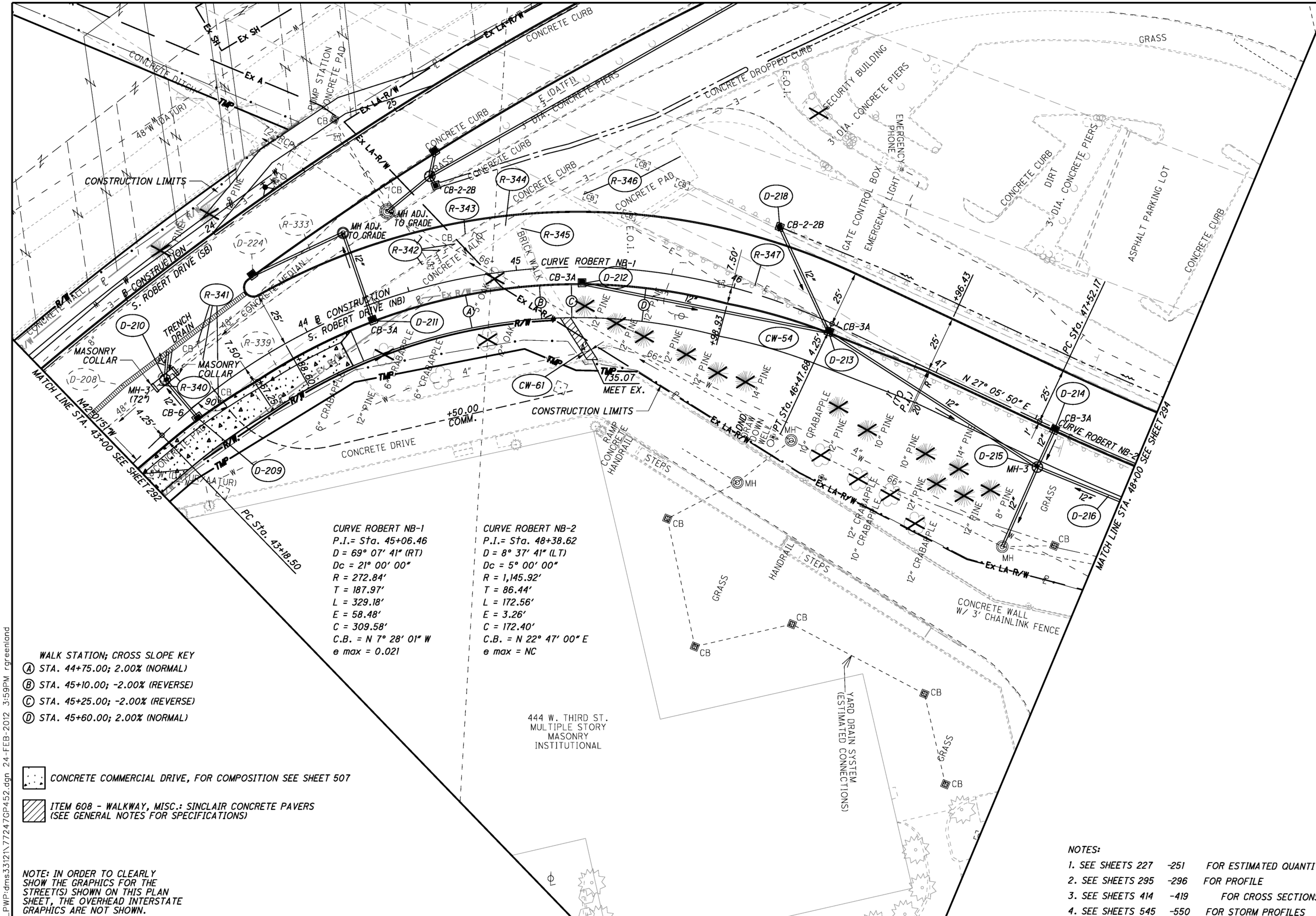
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MAG
CHECKED GKB

PLAN - S. ROBERT DRIVE (NORTHBOUND)
STA. 41+84.00 TO STA. 43+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GP451.dgn 24-FEB-2012 3:59PM rgreenland



CURVE ROBERT NB-1
P.I.= Sta. 45+06.46
D = 69° 07' 41" (RT)
Dc = 21° 00' 00"
R = 272.84'
T = 187.97'
L = 329.18'
E = 58.48'
C = 309.58'
C.B. = N 7° 28' 01" W
e max = 0.021

CURVE ROBERT NB-2
P.I.= Sta. 48+38.62
D = 8° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 86.44'
L = 172.56'
E = 3.26'
C = 172.40'
C.B. = N 22° 47' 00" E
e max = NC

WALK STATION; CROSS SLOPE KEY
A STA. 44+75.00; 2.00% (NORMAL)
B STA. 45+10.00; -2.00% (REVERSE)
C STA. 45+25.00; -2.00% (REVERSE)
D STA. 45+60.00; 2.00% (NORMAL)

CONCRETE COMMERCIAL DRIVE, FOR COMPOSITION SEE SHEET 507

ITEM 608 - WALKWAY, MISC.: SINCLAIR CONCRETE PAVERS (SEE GENERAL NOTES FOR SPECIFICATIONS)

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 295 -296 FOR PROFILE
3. SEE SHEETS 414 -419 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

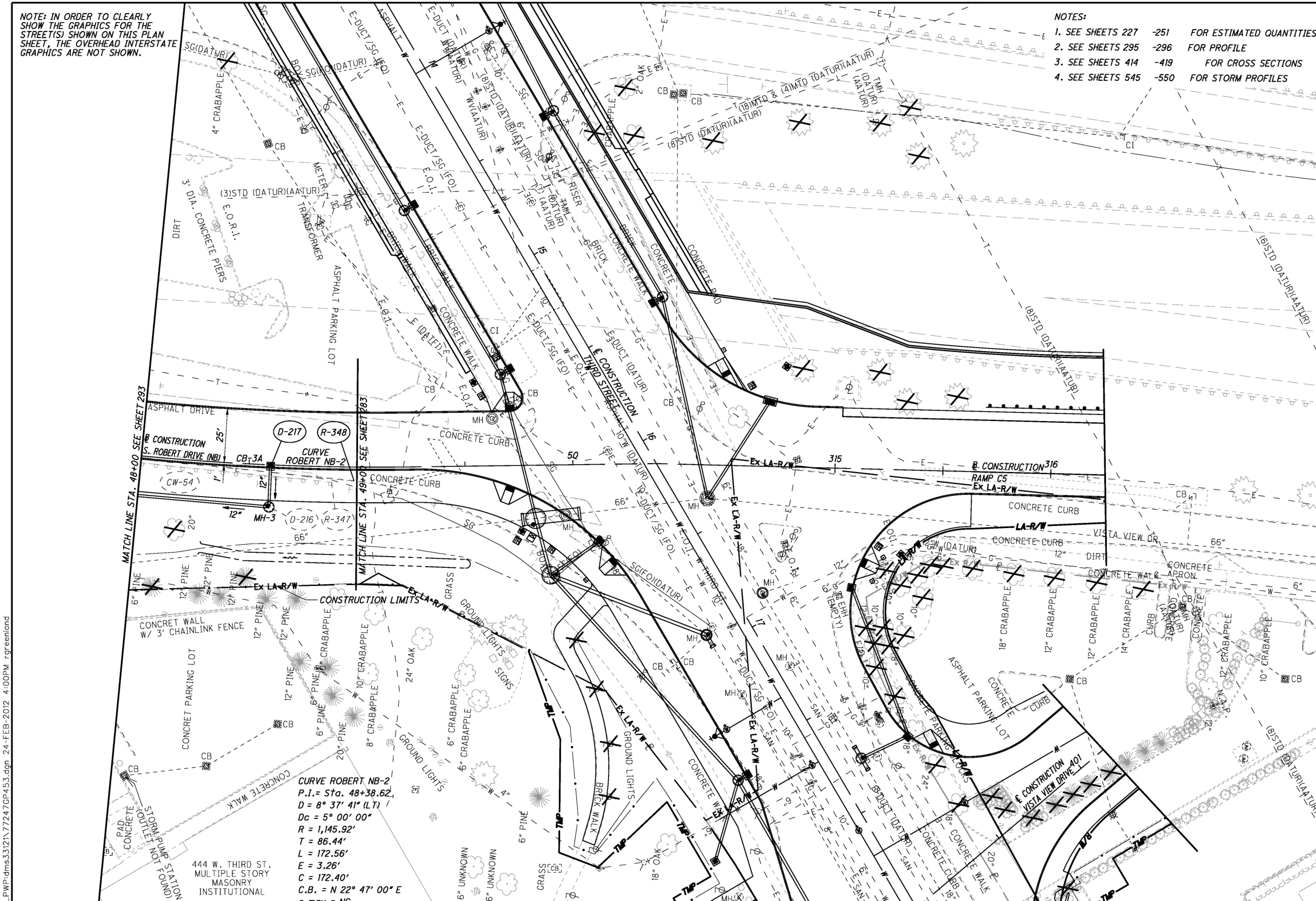
PLAN - S. ROBERT DRIVE (NORTHBOUND)
STA. 43+00.00 TO STA. 48+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 295 -296 FOR PROFILE
3. SEE SHEETS 414 -419 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES



CURVE ROBERT NB-2
P.I.= Sta. 48+38.62
D = 8° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 86.44'
L = 172.56'
E = 3.26'
C = 172.40'
C.B. = N 22° 47' 00" E
e max = NC

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - S. ROBERT DRIVE (NORTHBOUND)
STA. 48+00.00 TO STA. 49+00.00

MOT-75-12.00

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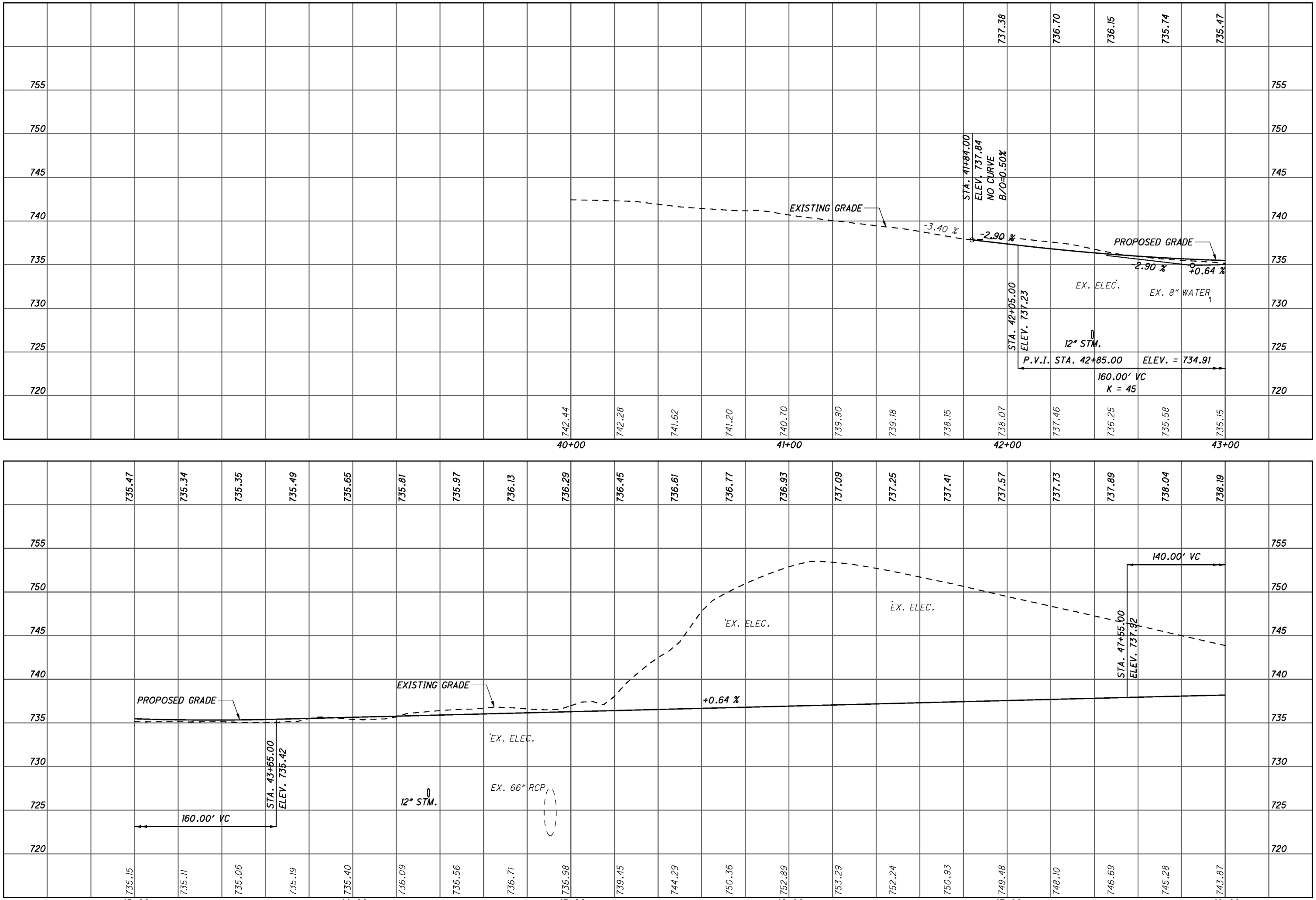
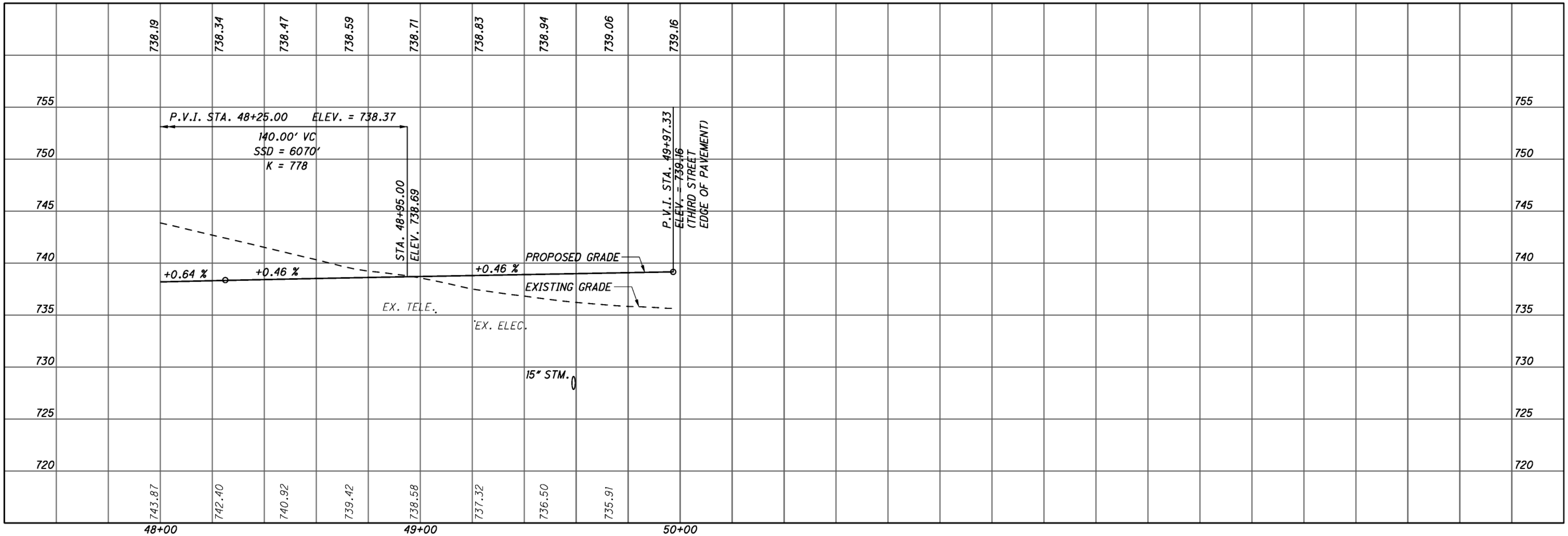


CALCULATED MAG
CHECKED GKB

PROFILE - S. ROBERT DRIVE (NORTHBOUND)
STA. 41+84.00 TO STA. 48+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GF451.dgn 24-FEB-2012 4:00PM rgreenland



CALCULATED MAG
CHECKED GKB

PROFILE - S. ROBERT DRIVE (NORTHBOUND)
STA. 48+00.00 TO STA. 49+97.33

MOT-75-12.00

IP_PWP:dms33121\77247GF452.dgn 24-FEB-2012 4:00PM rgreenland

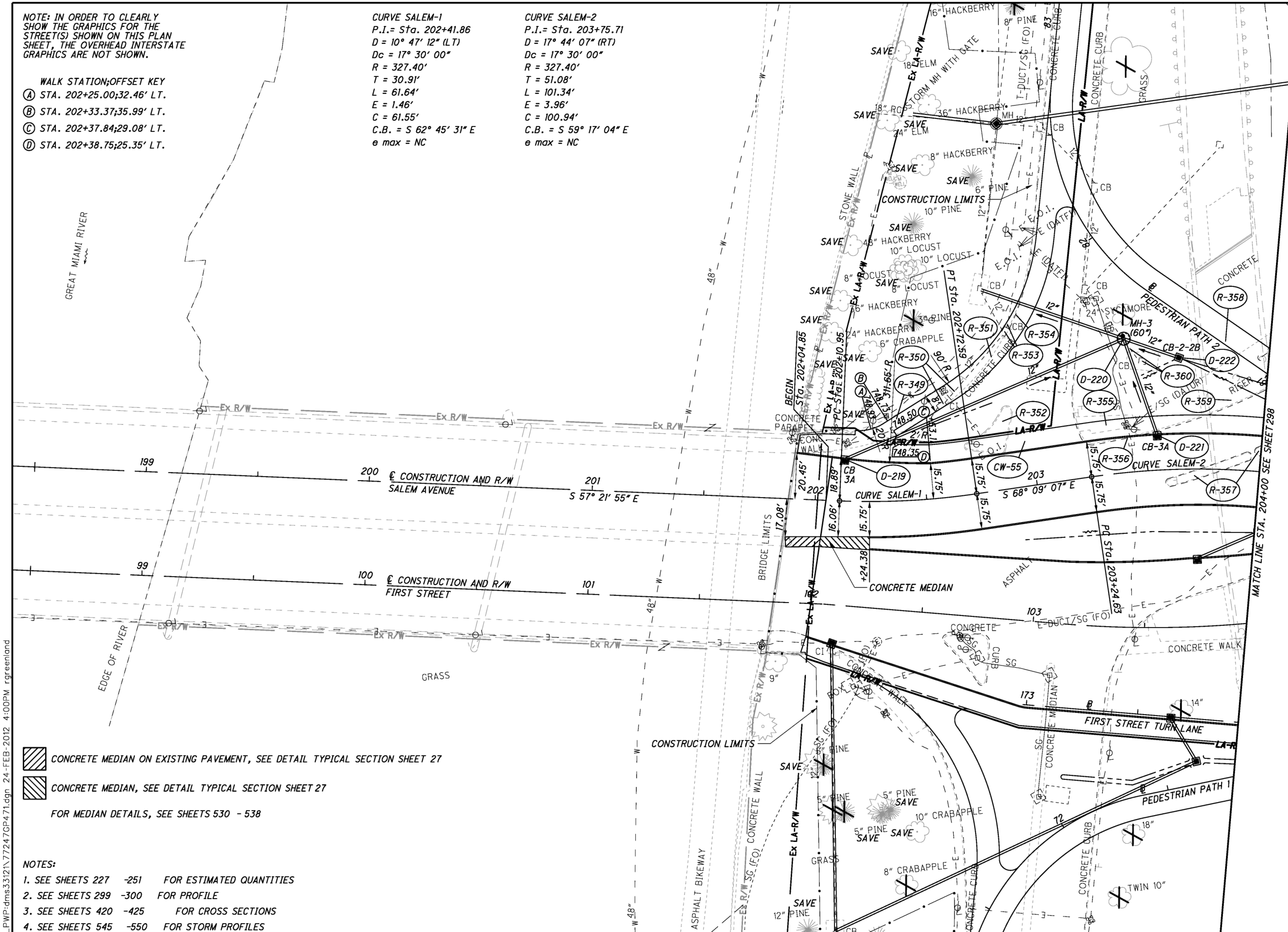
NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

WALK STATION;OFFSET KEY

- (A) STA. 202+25.00;32.46' LT.
- (B) STA. 202+33.37;35.99' LT.
- (C) STA. 202+37.84;29.08' LT.
- (D) STA. 202+38.75;25.35' LT.

CURVE SALEM-1
P.I.= Sta. 202+41.86
D = 10° 47' 12" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 30.91'
L = 61.64'
E = 1.46'
C = 61.55'
C.B. = S 62° 45' 31" E
e max = NC

CURVE SALEM-2
P.I.= Sta. 203+75.71
D = 17° 44' 07" (RT)
Dc = 17° 30' 00"
R = 327.40'
T = 51.08'
L = 101.34'
E = 3.96'
C = 100.94'
C.B. = S 59° 17' 04" E
e max = NC



CONCRETE MEDIAN ON EXISTING PAVEMENT, SEE DETAIL TYPICAL SECTION SHEET 27

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 - 538

NOTES:

1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 299 -300 FOR PROFILE
3. SEE SHEETS 420 -425 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

IP_PWP:dms33121\77247GP471.dgn 24-FEB-2012 4:00PM rgreenland

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED HGH CHECKED GKB

PLAN - SALEM AVENUE
STA. 202+04.85 TO STA. 204+00.00

MOT-75-12.00

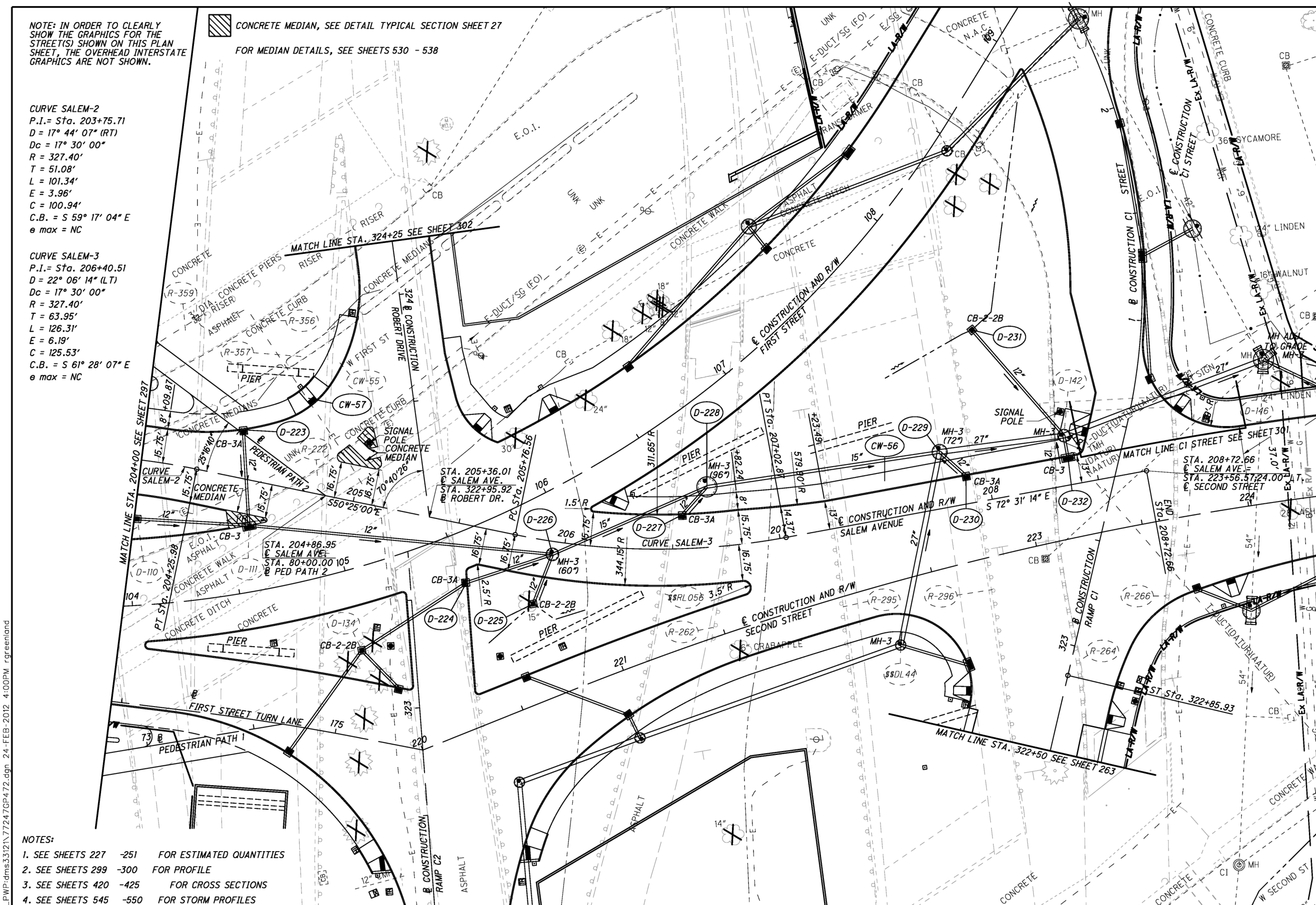
NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

FOR MEDIAN DETAILS, SEE SHEETS 530 - 538

CURVE SALEM-2
P.I.= Sta. 203+75.71
D = 17° 44' 07" (RT)
Dc = 17° 30' 00"
R = 327.40'
T = 51.08'
L = 101.34'
E = 3.96'
C = 100.94'
C.B. = S 59° 17' 04" E
e max = NC

CURVE SALEM-3
P.I.= Sta. 206+40.51
D = 22° 06' 14" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 63.95'
L = 126.31'
E = 6.19'
C = 125.53'
C.B. = S 61° 28' 07" E
e max = NC



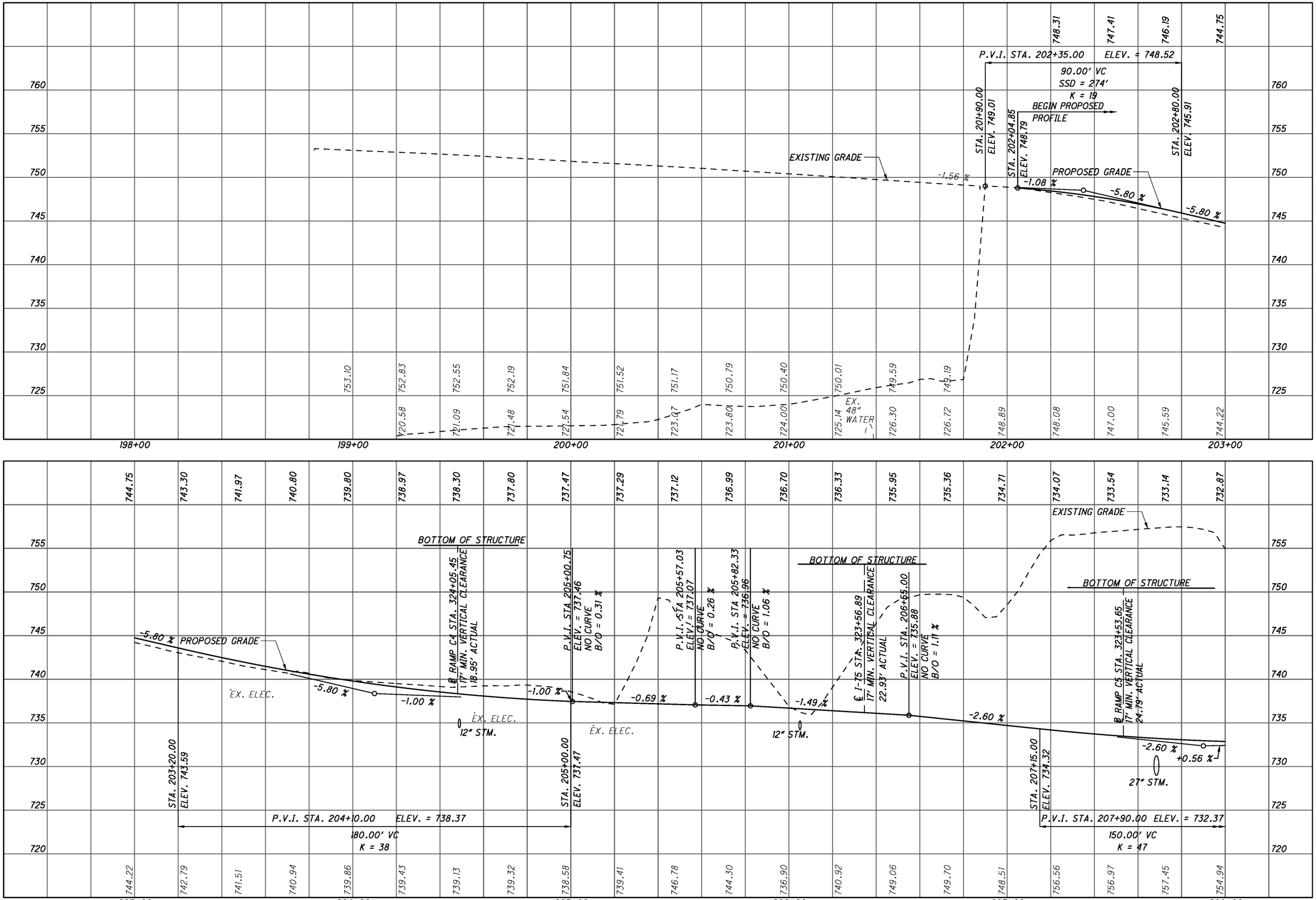
NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 299 -300 FOR PROFILE
3. SEE SHEETS 420 -425 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED HGH
CHECKED GKB

PLAN - SALEM AVENUE
STA. 204+00.00 TO STA. 208+72.66

MOT-75-12.00



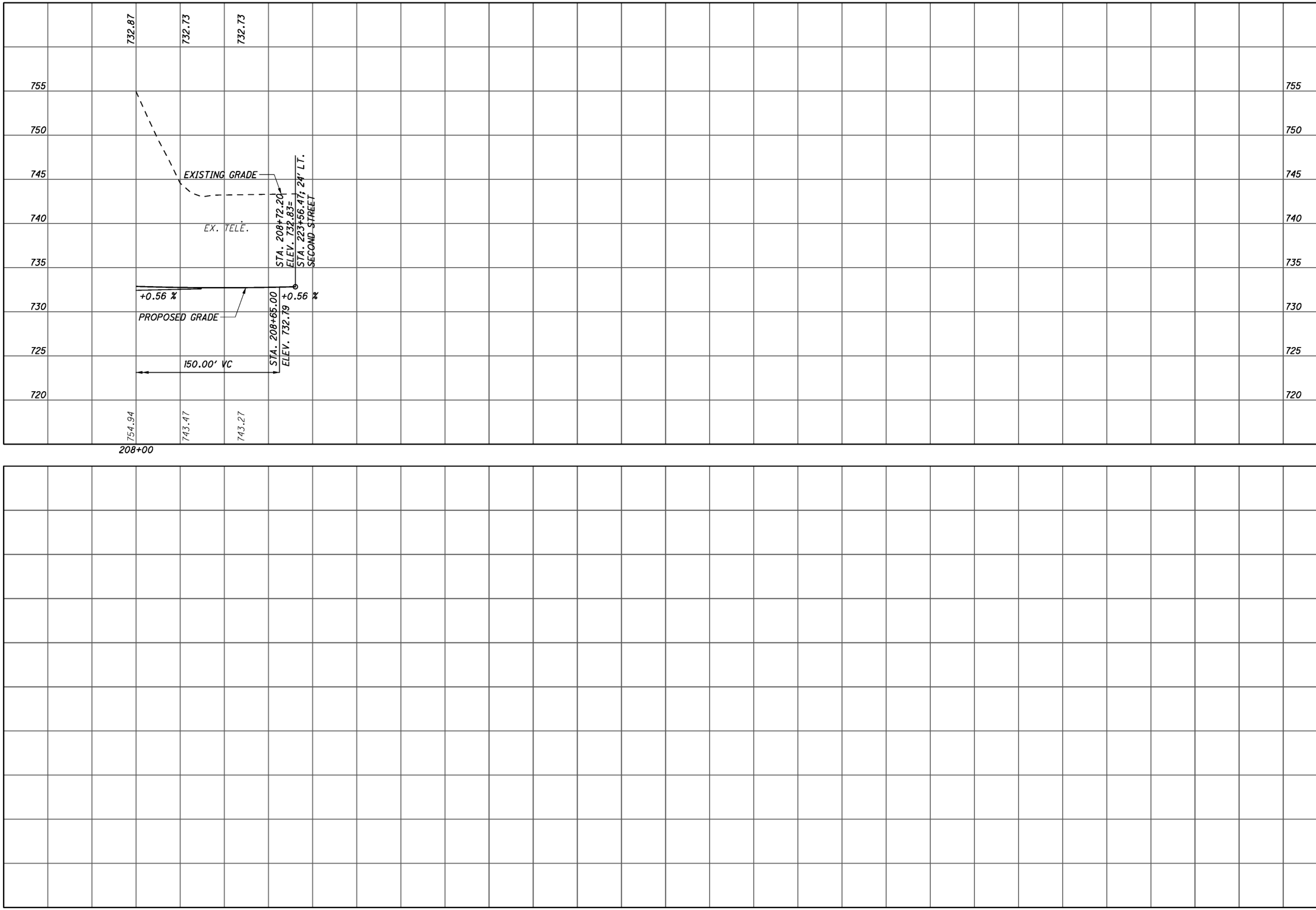
CALCULATED HGH
CHECKED GKB

PROFILE - SALEM AVENUE
STA. 202+04.85 TO STA. 208+00.00

MOT-75-12.00

299
1565

IP_PWP:dms33121\77247GF471.dgn 24-FEB-2012 4:00PM rgreenland

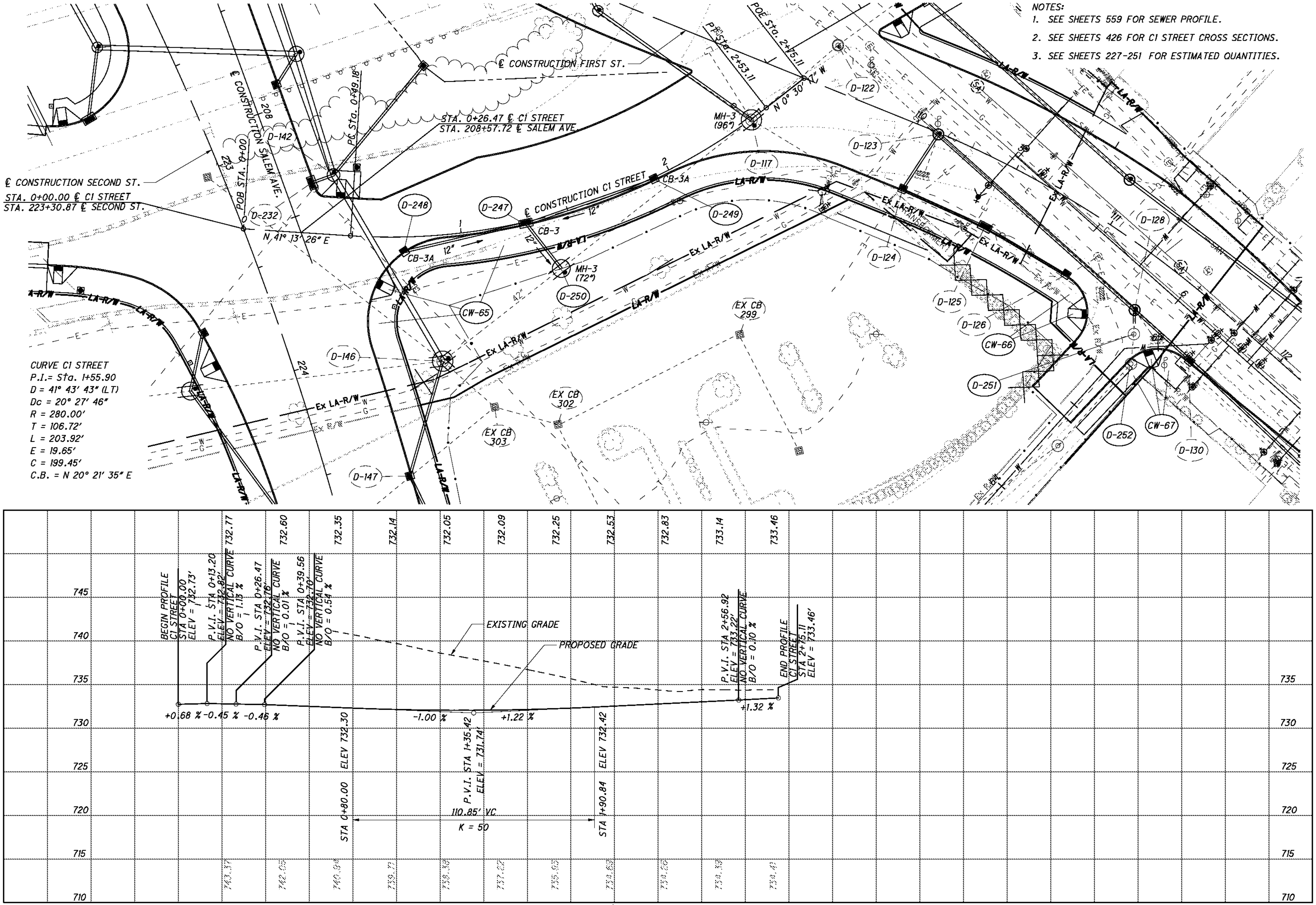


CALCULATED HGH
CHECKED GKB

PROFILE - SALEM AVENUE
STA. 208+00.00 TO STA. 208+72.20

MOT-75-12.00

NOTES:
1. SEE SHEETS 559 FOR SEWER PROFILE.
2. SEE SHEETS 426 FOR C1 STREET CROSS SECTIONS.
3. SEE SHEETS 227-251 FOR ESTIMATED QUANTITIES.



HORIZONTAL SCALE IN FEET 0 10 20 40

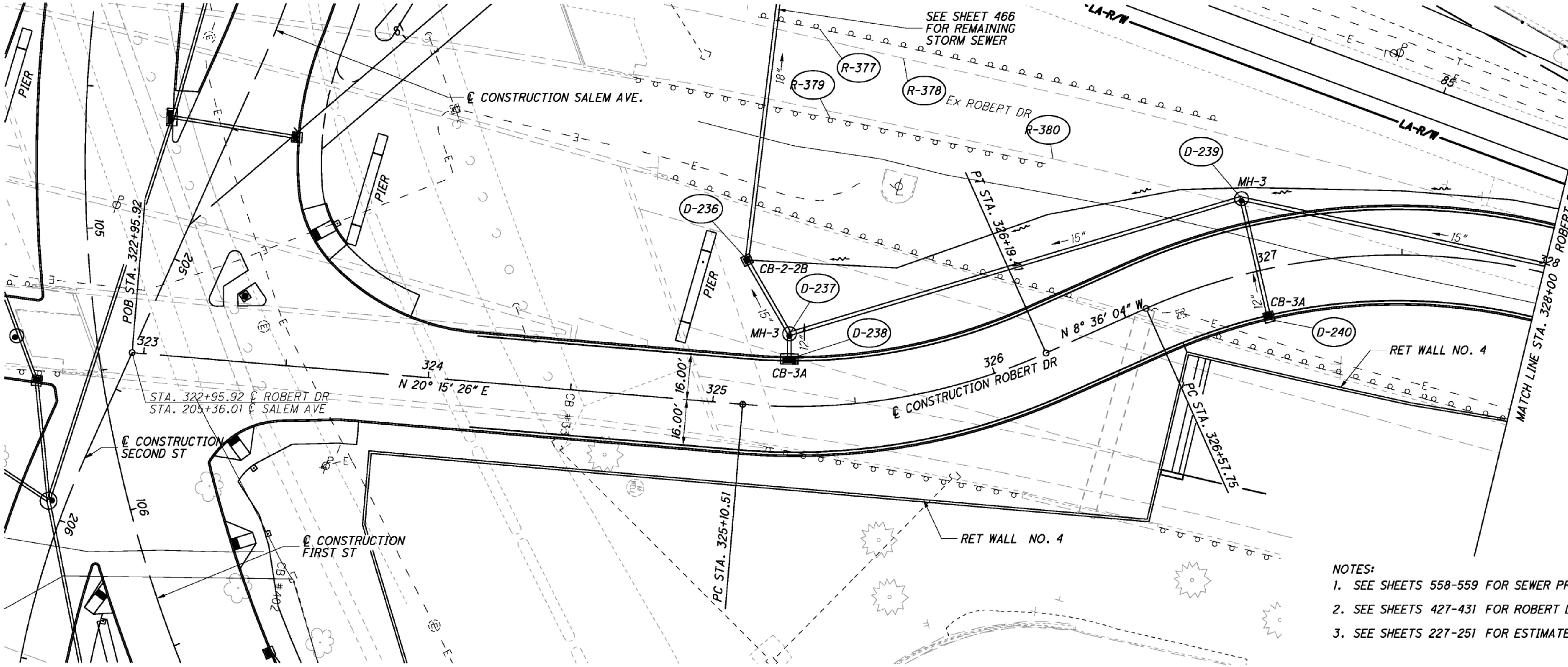
CALCULATED LJC CHECKED GE

PLAN AND PROFILE - C1 STREET
STA. 0+00.00 to STA. 2+75.11

MOT-75-12.00

301 / 1565

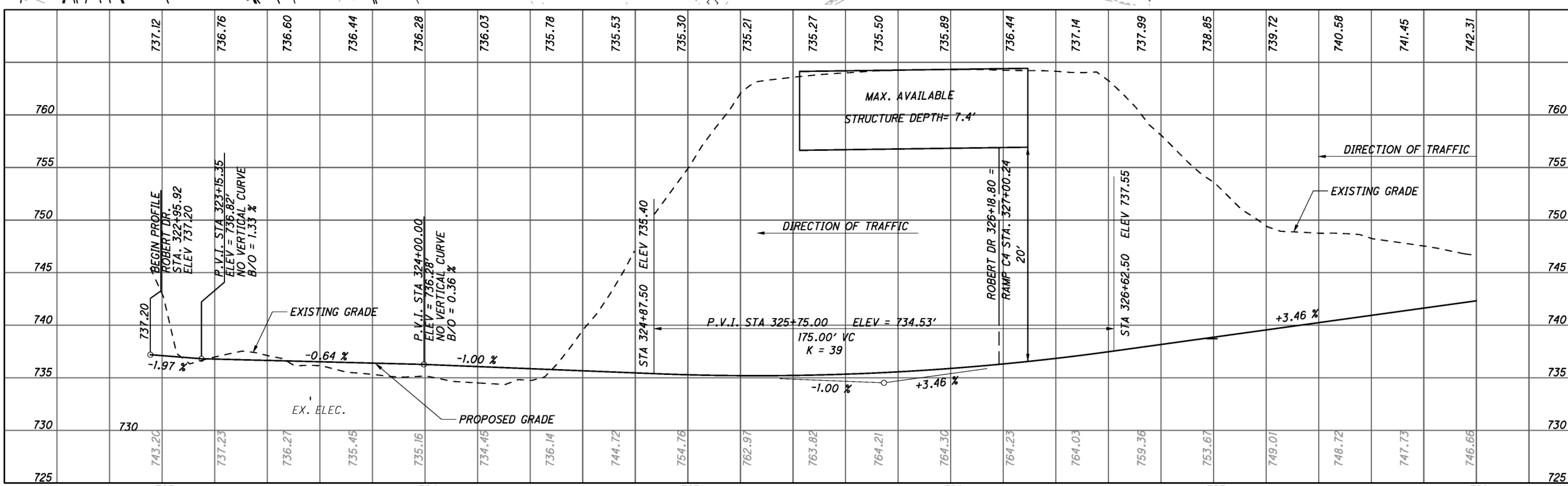
IP_PWP:dms33120\77247GP201.dgn 29-MAR-2012 9:45AM rgreenland



CURVE 1 ROBERT DR
P.I.= STA. 325+66.14
D = 28° 51' 30" (LT)
Dc = 26° 30' 00"
R = 216.21'
T = 55.63'
L = 108.90'
E = 7.04'
C = 107.75'
C.B. = N 5° 49' 41" E

CURVE 2 ROBERT DR
P.I.= STA. 328+66.21
D = 87° 54' 31" (RT)
Dc = 26° 30' 00"
R = 216.21'
T = 208.46'
L = 331.73'
E = 84.13'
C = 300.14'
C.B. = N 35° 21' 11" E

NOTES:
1. SEE SHEETS 558-559 FOR SEWER PROFILES.
2. SEE SHEETS 427-431 FOR ROBERT DR CROSS SECTIONS.
3. SEE SHEETS 227-251 FOR ESTIMATED QUANTITIES.



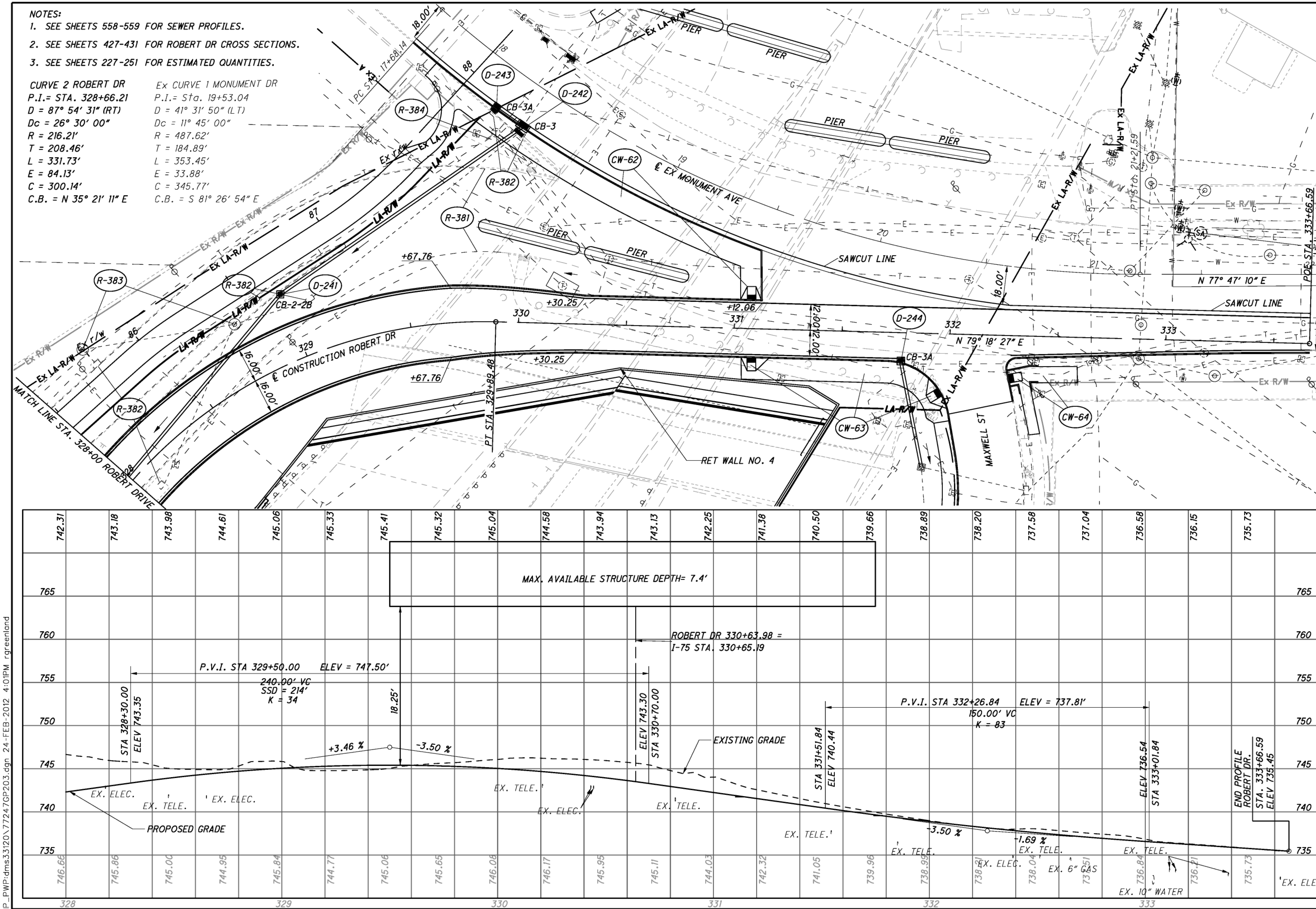
CALCULATED LJC
CHECKED GE

PLAN AND PROFILE - ROBERT DRIVE
STA. 322+95.92 to STA. 328+00.00

MOT-75-12.00

NOTES:
1. SEE SHEETS 558-559 FOR SEWER PROFILES.
2. SEE SHEETS 427-431 FOR ROBERT DR CROSS SECTIONS.
3. SEE SHEETS 227-251 FOR ESTIMATED QUANTITIES.

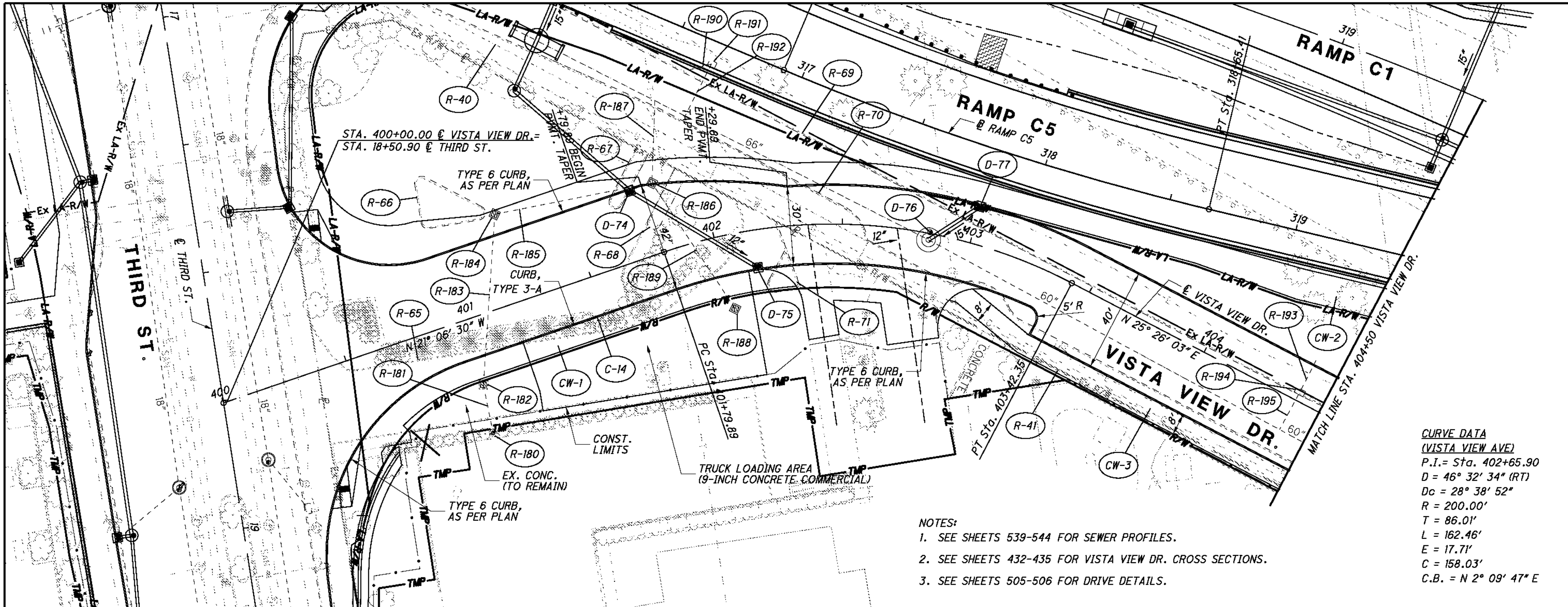
CURVE 2 ROBERT DR	Ex CURVE 1 MONUMENT DR
P.I.= STA. 328+66.21	P.I.= Sta. 19+53.04
D = 87° 54' 31" (RT)	D = 41° 31' 50" (LT)
Dc = 26° 30' 00"	Dc = 11° 45' 00"
R = 216.21'	R = 487.62'
T = 208.46'	T = 184.89'
L = 331.73'	L = 353.45'
E = 84.13'	E = 33.88'
C = 300.14'	C = 345.77'
C.B. = N 35° 21' 11" E	C.B. = S 81° 26' 54" E



CALCULATED LJC
CHECKED GE

PLAN AND PROFILE - ROBERT DRIVE
STA. 328+00.00 to STA. 333+66.59

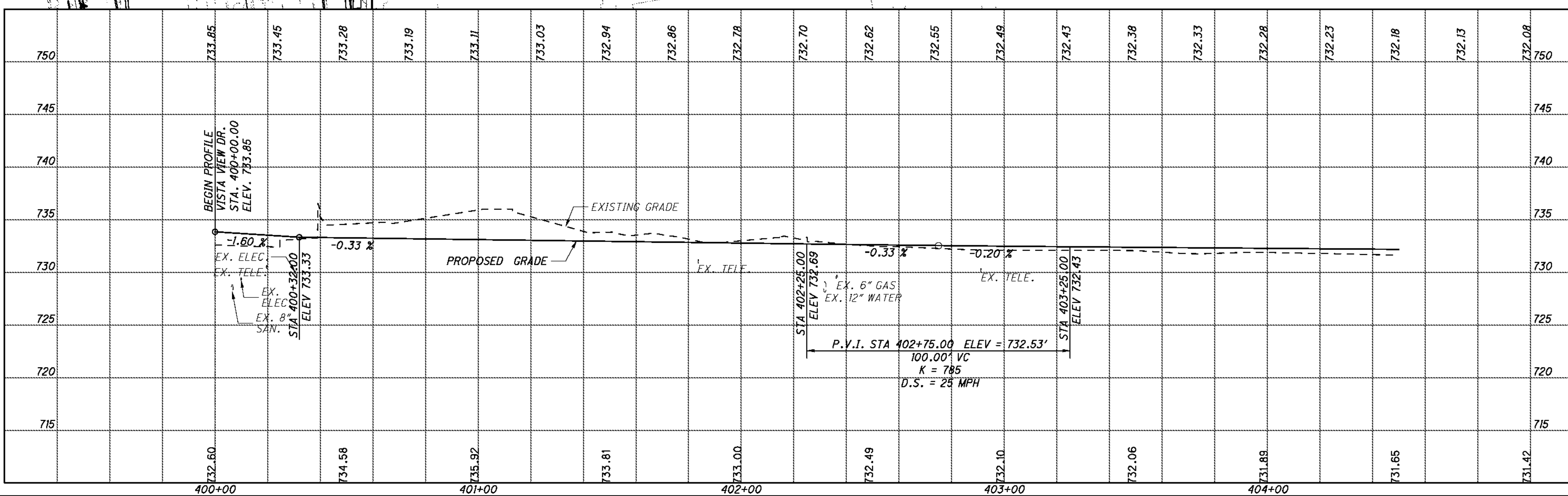
MOT-75-12.00



NOTES:

1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 432-435 FOR VISTA VIEW DR. CROSS SECTIONS.
3. SEE SHEETS 505-506 FOR DRIVE DETAILS.

CURVE DATA
(VISTA VIEW AVE)
P.I.= Sta. 402+65.90
D = 46° 32' 34" (RT)
Dc = 28° 38' 52"
R = 200.00'
T = 86.01'
L = 162.46'
E = 17.71'
C = 158.03'
C.B. = N 2° 09' 47" E



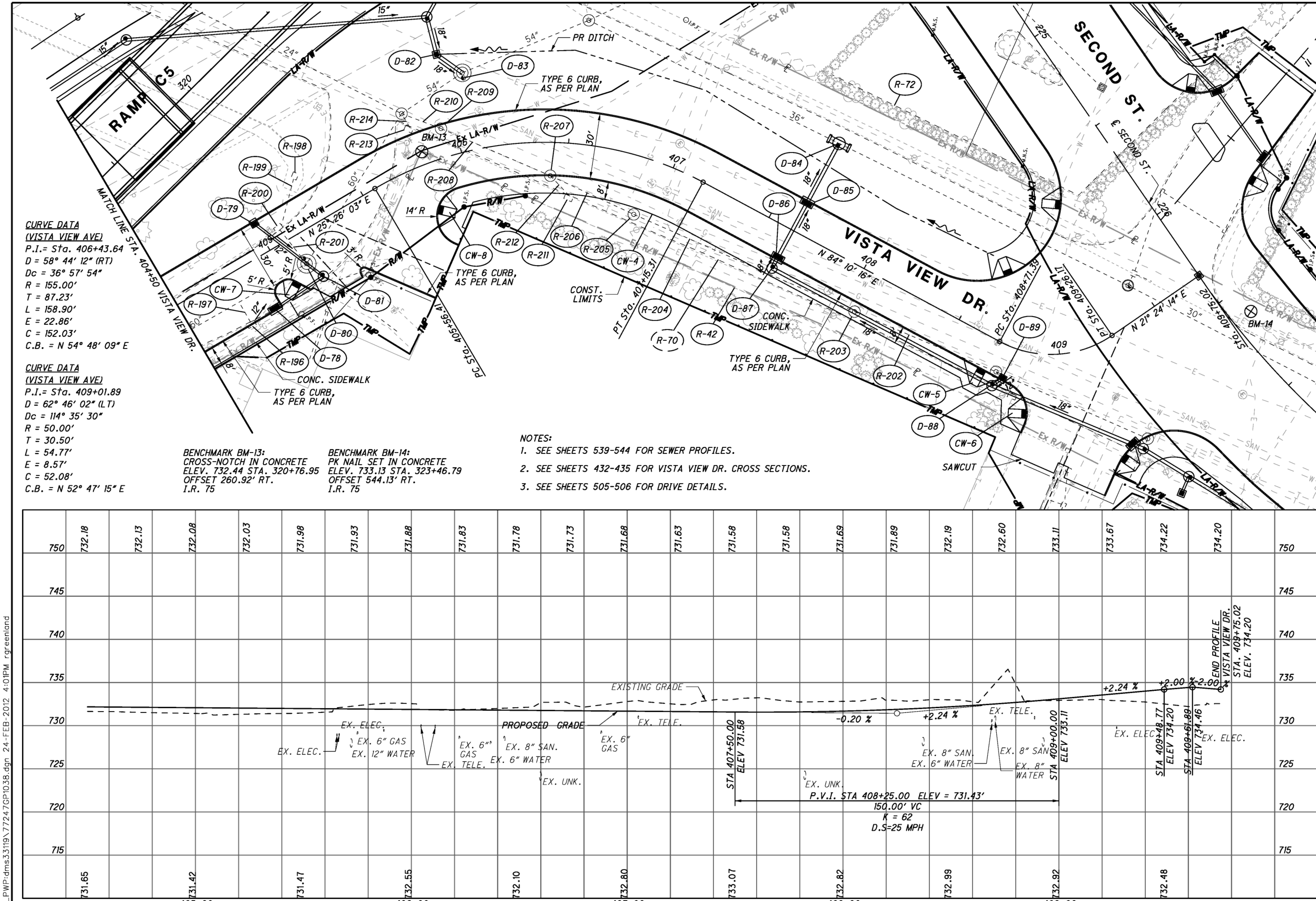
HORIZONTAL SCALE IN FEET

CALCULATED JAS
CHECKED KF

PLAN AND PROFILE VISTA VIEW DR.
STA.400+00 TO STA.404+50

MOT-75-12.00

IP_PWP:dms33119\77247GP1037.dgn 22-MAR-2012 4:05PM rgreenland



CURVE DATA
(VISTA VIEW AVE)
P.I.= Sta. 406+43.64
D = 58° 44' 12" (RT)
Dc = 36° 57' 54"
R = 155.00'
T = 87.23'
L = 158.90'
E = 22.86'
C = 152.03'
C.B. = N 54° 48' 09" E

CURVE DATA
(VISTA VIEW AVE)
P.I.= Sta. 409+01.89
D = 62° 46' 02" (LT)
Dc = 114° 35' 30"
R = 50.00'
T = 30.50'
L = 54.77'
E = 8.57'
C = 52.08'
C.B. = N 52° 47' 15" E

BENCHMARK BM-13:
CROSS-NOTCH IN CONCRETE
ELEV. 732.44 STA. 320+76.95
OFFSET 260.92' RT.
I.R. 75

BENCHMARK BM-14:
PK NAIL SET IN CONCRETE
ELEV. 733.13 STA. 323+46.79
OFFSET 544.13' RT.
I.R. 75

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 432-435 FOR VISTA VIEW DR. CROSS SECTIONS.
3. SEE SHEETS 505-506 FOR DRIVE DETAILS.

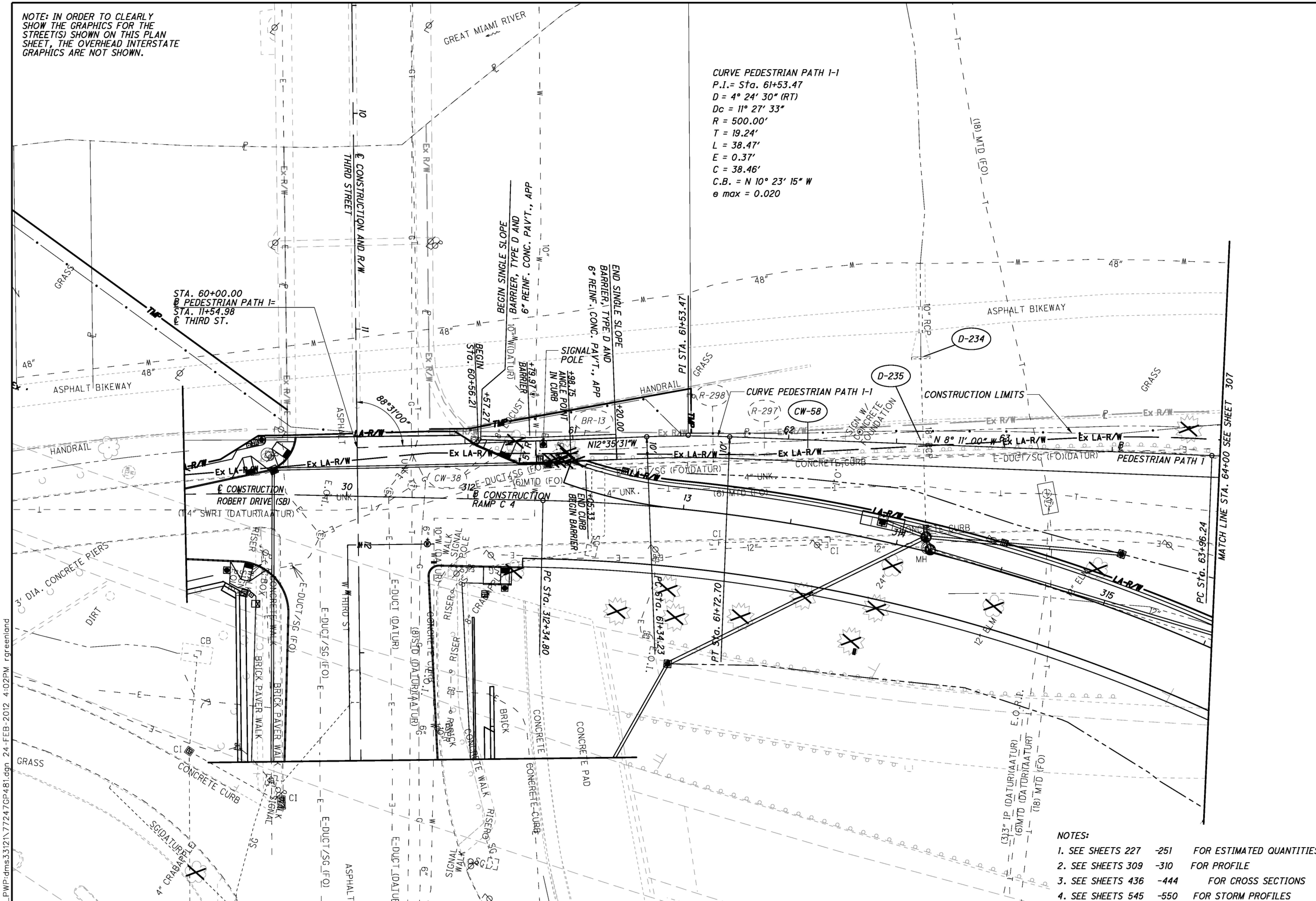
CALCULATED JAS
CHECKED KF

PLAN AND PROFILE VISTA VIEW DR.
STA.404+50 TO STA.409+75.02

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE PEDESTRIAN PATH 1-1
P.I.= Sta. 61+53.47
D = 4° 24' 30" (RT)
Dc = 11° 27' 33"
R = 500.00'
T = 19.24'
L = 38.47'
E = 0.37'
C = 38.46'
C.B. = N 10° 23' 15" W
e max = 0.020



NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 309 -310 FOR PROFILE
3. SEE SHEETS 436 -444 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

IP_PWP:dms33121\77247GP481.dgn 24-FEB-2012 4:02PM rgreenland

HORIZONTAL SCALE IN FEET 0 10 20 40

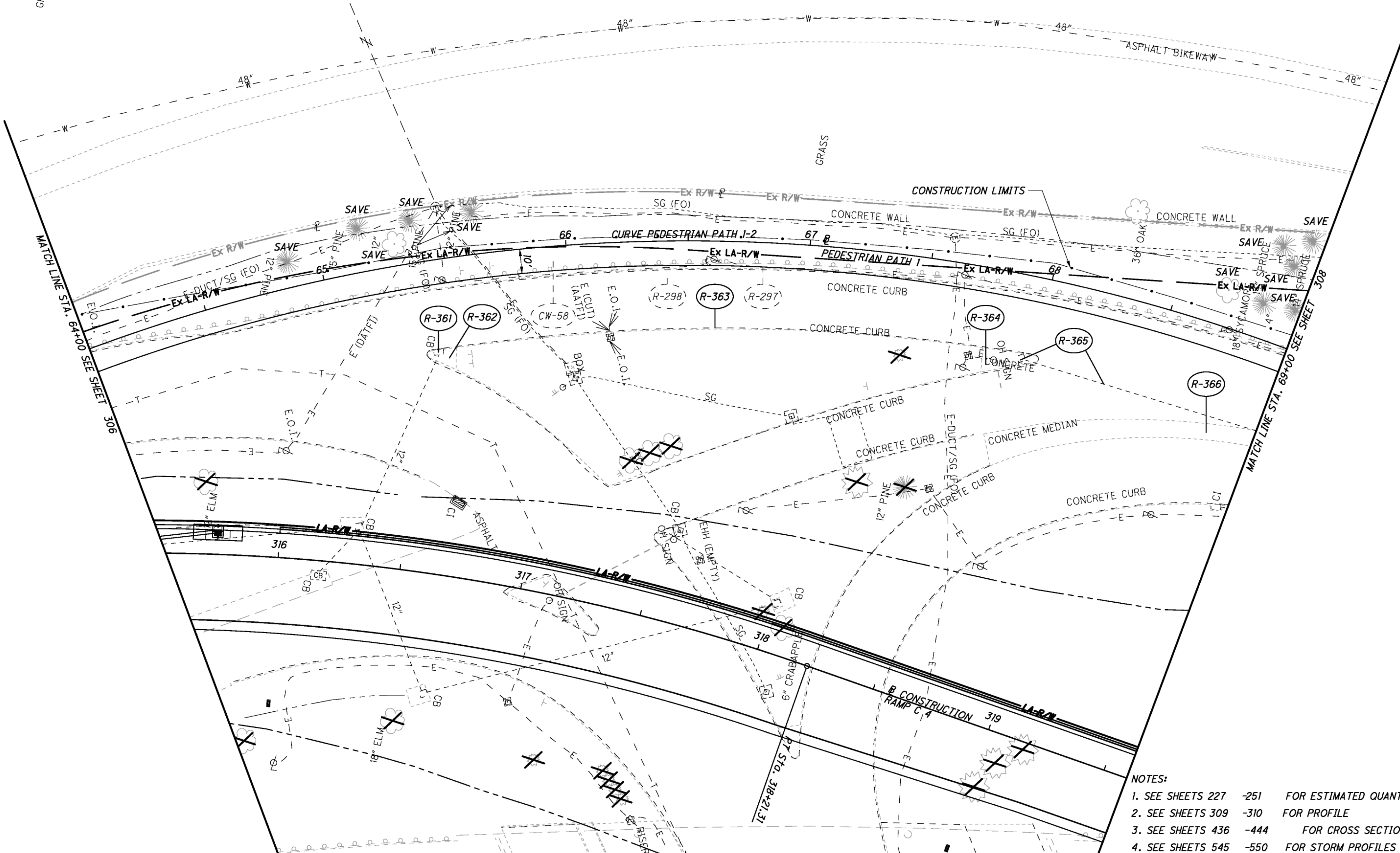
CALCULATED MAG CHECKED GKB

PLAN - PEDESTRIAN PATH 1
STA. 60+56.21 TO STA. 64+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE PEDESTRIAN PATH 1-2
P.I.= Sta. 66+81.21
D = 44° 18′ 07″ (RT)
Dc = 8° 11′ 06″
R = 700.00′
T = 284.97′
L = 541.25′
E = 55.78′
C = 527.87′
C.B. = N 13° 58′ 03″ E
e max = 0.020



NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 309 -310 FOR PROFILE
3. SEE SHEETS 436 -444 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

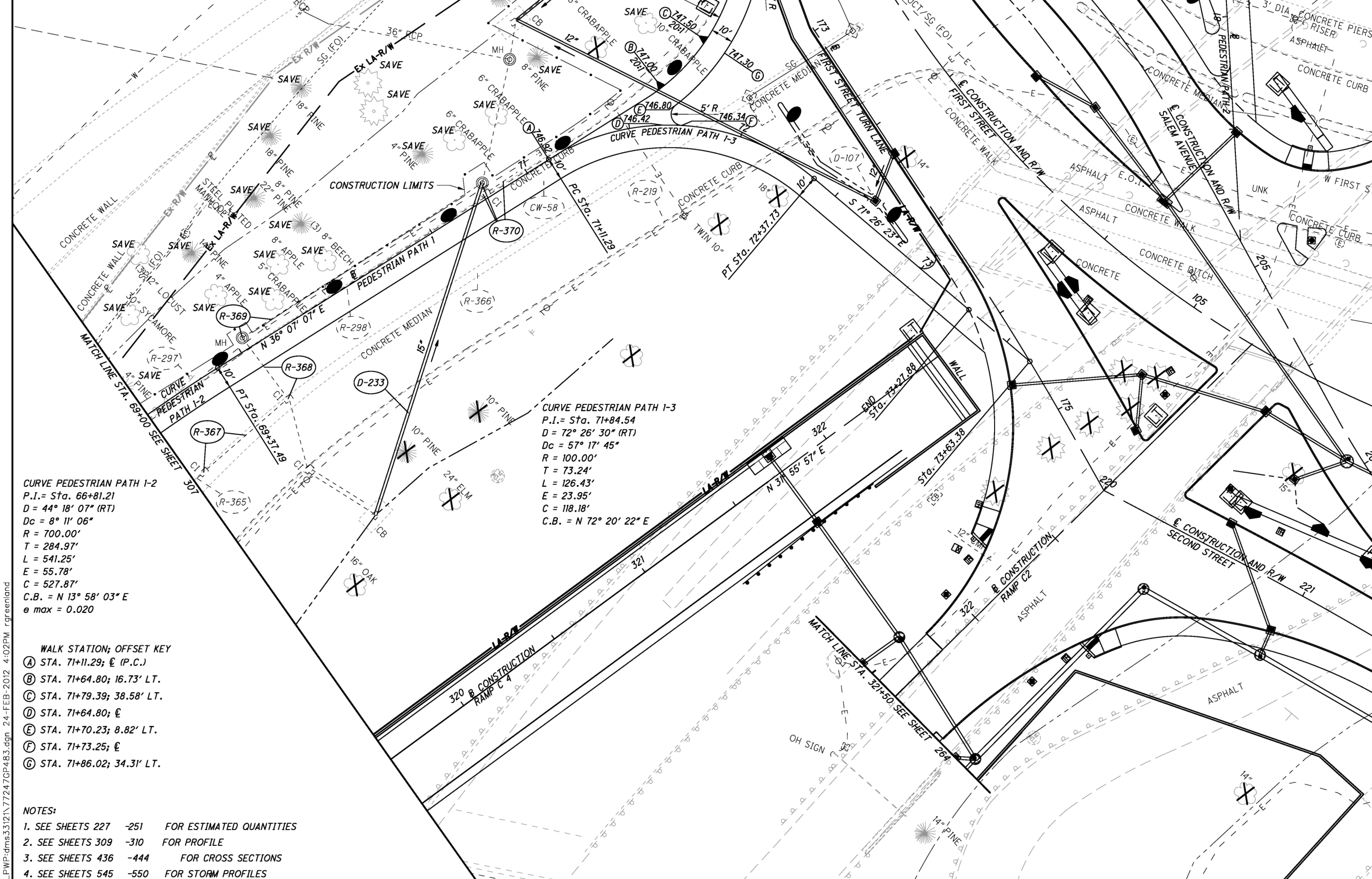
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - PEDESTRIAN PATH 1
STA. 64+00.00 TO STA. 69+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



CURVE PEDESTRIAN PATH 1-3
P.I.= Sta. 71+84.54
D = 72° 26' 30" (RT)
Dc = 57° 17' 45"
R = 100.00'
T = 73.24'
L = 126.43'
E = 23.95'
C = 118.18'
C.B. = N 72° 20' 22" E

CURVE PEDESTRIAN PATH 1-2
P.I.= Sta. 66+81.21
D = 44° 18' 07" (RT)
Dc = 8° 11' 06"
R = 700.00'
T = 284.97'
L = 541.25'
E = 55.78'
C = 527.87'
C.B. = N 13° 58' 03" E
e max = 0.020

WALK STATION; OFFSET KEY
- (A) STA. 71+11.29; ℄ (P.C.)
- (B) STA. 71+64.80; 16.73' LT.
- (C) STA. 71+79.39; 38.58' LT.
- (D) STA. 71+64.80; ℄
- (E) STA. 71+70.23; 8.82' LT.
- (F) STA. 71+73.25; ℄
- (G) STA. 71+86.02; 34.31' LT.

NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 309 -310 FOR PROFILE
3. SEE SHEETS 436 -444 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

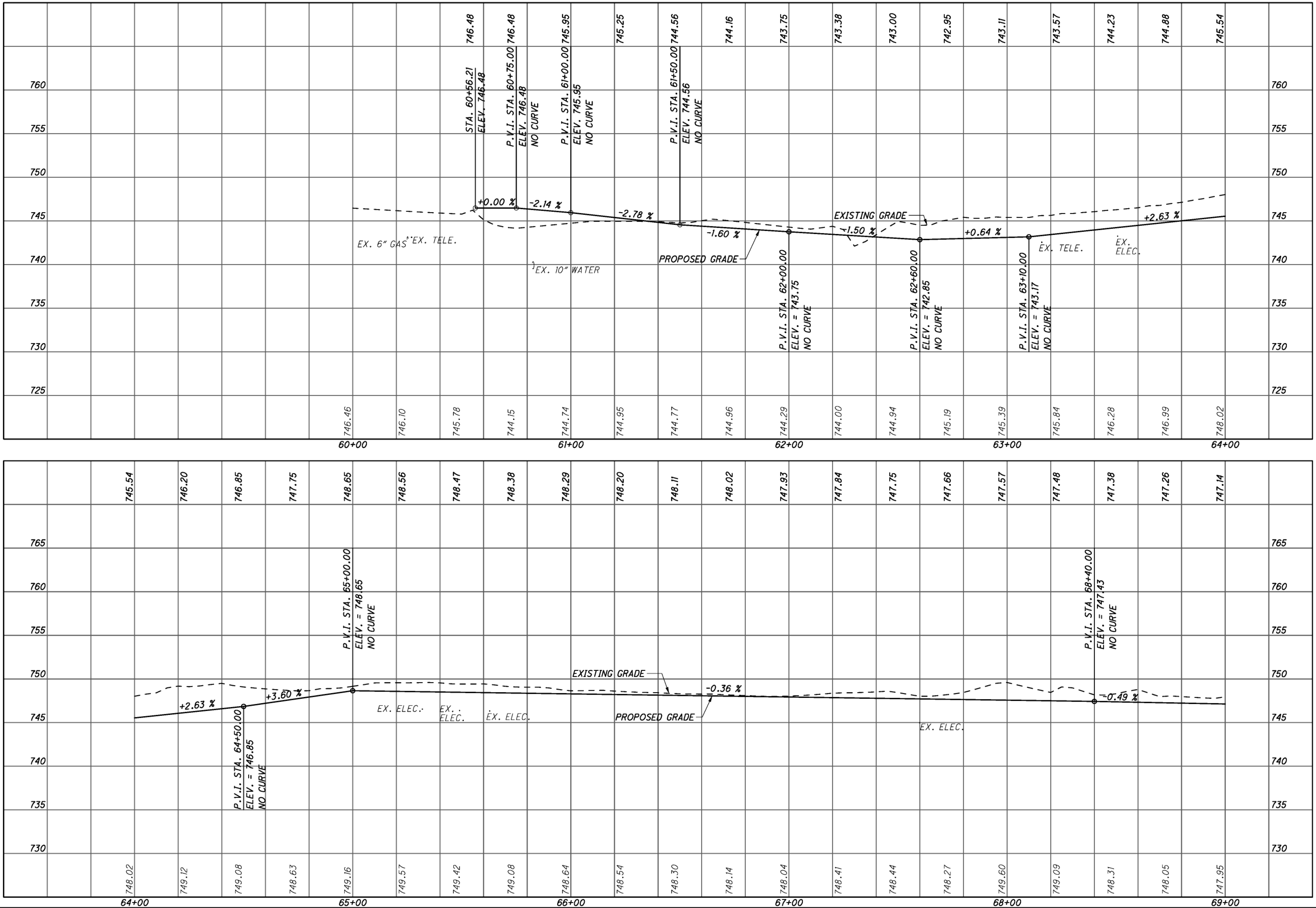
IP_PWP:dms33121\77247GP483.dgn 24-FEB-2012 4:02PM rgreenland

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - PEDESTRIAN PATH 1
STA. 69+00.00 TO STA. 73+27.88

MOT-75-12.00

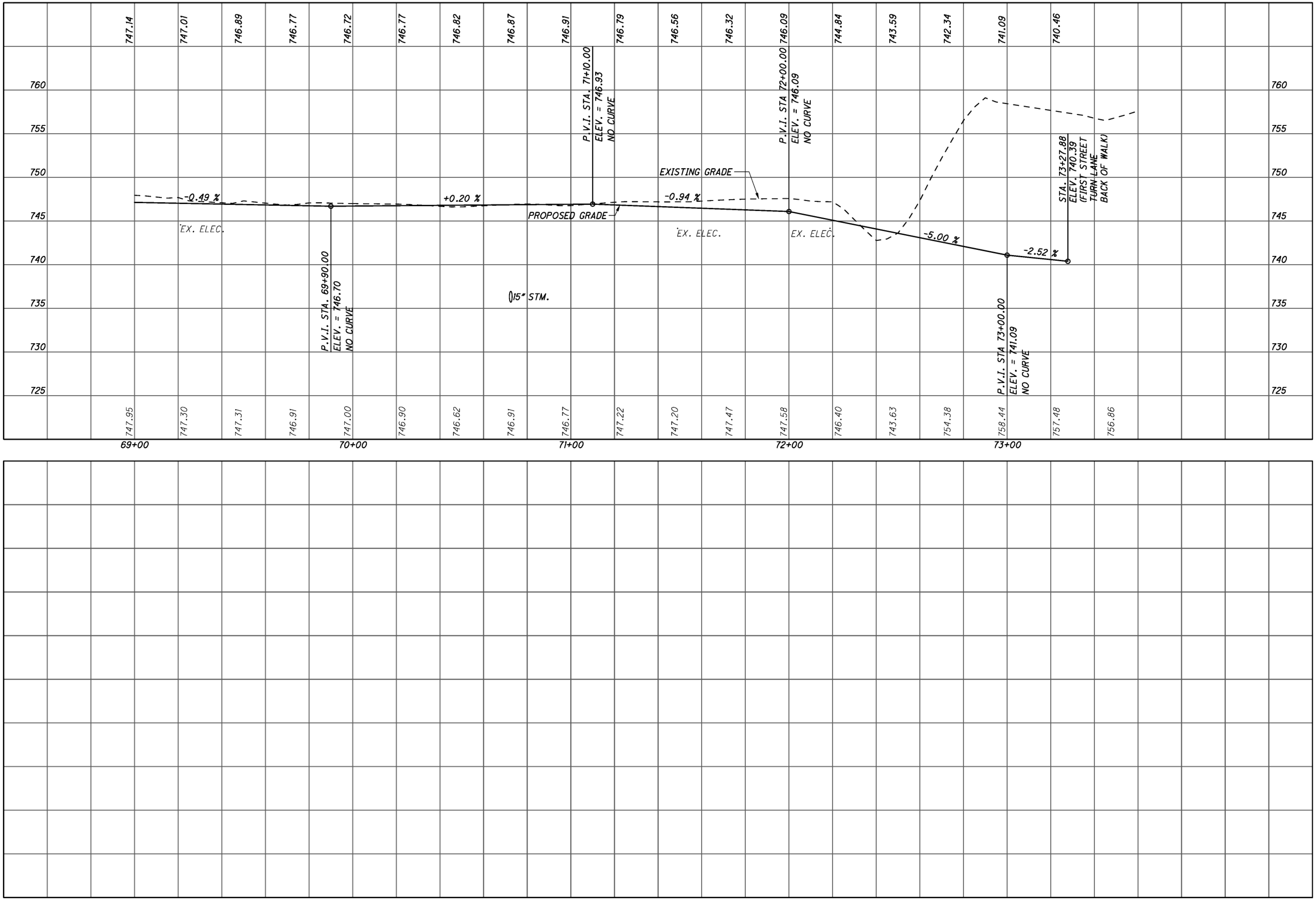


IP_PWP:dms33121\77247GF481.dgn 24-FEB-2012 4:02PM rgreenland

CALCULATED MAG
CHECKED GKB

PROFILE - PEDESTRIAN PATH 1
STA. 60+56.21 TO STA. 69+00.00

MOT-75-12.00



CALCULATED MAG
CHECKED GKB

PROFILE - PEDESTRIAN PATH 1
STA. 69+00.00 TO STA. 73+27.88

MOT-75-12.00

310
1565

IP_PWP:dms33121\77247GF482.dgn 24-FEB-2012 4:02PM rgreenland

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE PEDESTRIAN PATH 2-1
P.I.= Sta. 82+24.89
D = 61° 01' 03" (RT)
Dc = 57° 17' 45"
R = 100.00'
T = 58.93'
L = 106.50'
E = 16.07'
C = 101.53'
C.B. = N 5° 22' 11" E
e max = 0.020

WALK STATION; OFFSET KEY
Ⓐ STA. 202+79.53; 48.65' LT
Ⓑ STA. 202+75.37; 55.48' LT.
Ⓒ STA. 81+95.75; 31.75' LT.
Ⓓ STA. 82+15.60; 9.18' LT.
Ⓔ STA. 82+13.04; ℄
Ⓕ STA. 82+00.72; 36.18' LT.
Ⓖ STA. 82+19.31; 16.00' LT.
Ⓗ STA. 82+50.00; 2.58' LT.
Ⓘ STA. 82+72.46; ℄ (P.T.)

NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 313 FOR PROFILE
3. SEE SHEETS 445 -449 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

HORIZONTAL SCALE IN FEET

CALCULATED MAG
CHECKED GKB

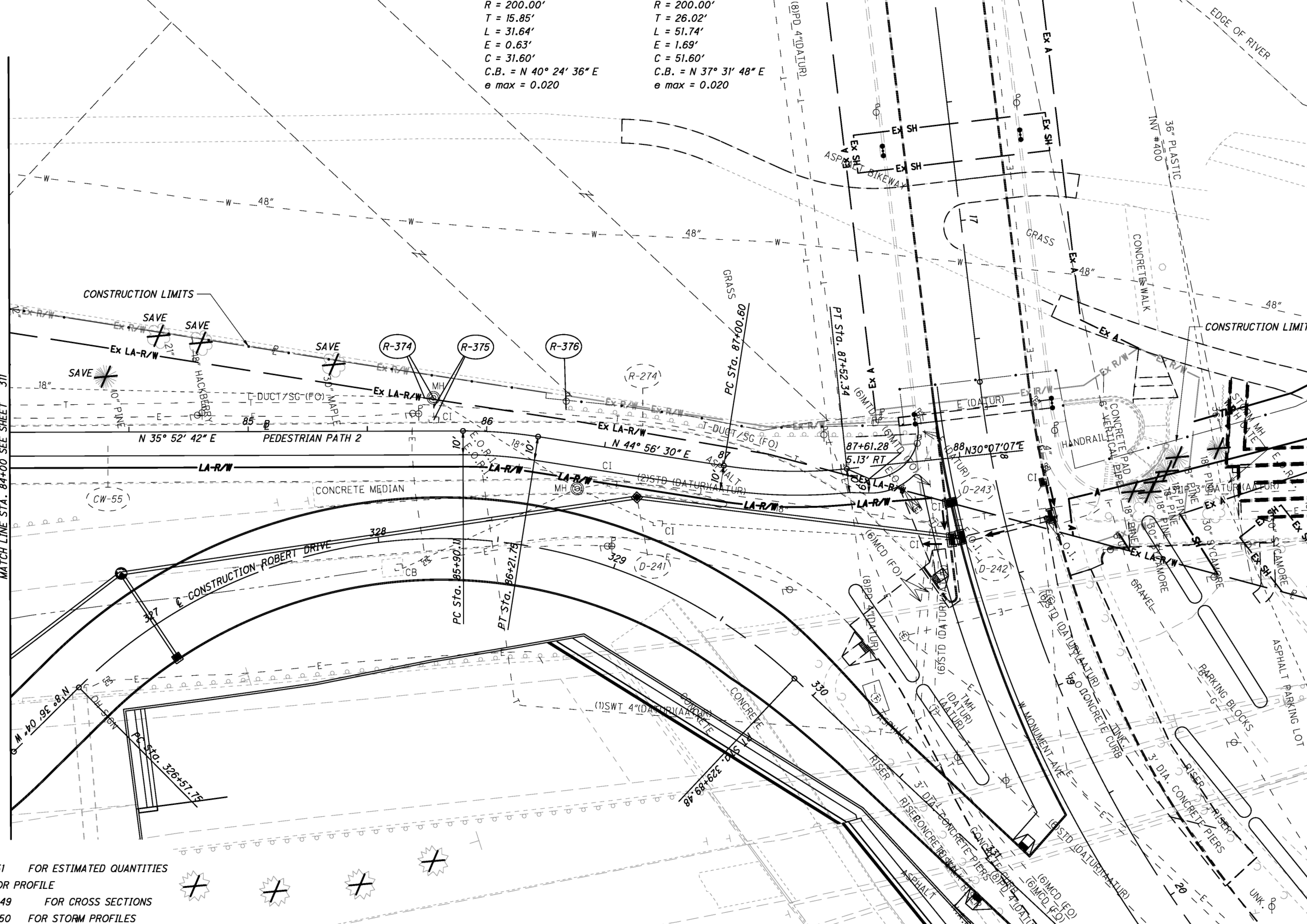
PLAN - PEDESTRIAN PATH 2
STA. 80+63.11 TO STA. 84+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

CURVE PEDESTRIAN PATH 2-2
P.I.= Sta. 86+05.97
D = 9° 03′ 47″ (RT)
Dc = 28° 38′ 52″
R = 200.00′
T = 15.85′
L = 31.64′
E = 0.63′
C = 31.60′
C.B. = N 40° 24′ 36″ E
e max = 0.020

CURVE PEDESTRIAN PATH 2-3
P.I.= Sta. 87+26.61
D = 14° 49′ 23″ (LT)
Dc = 28° 38′ 52″
R = 200.00′
T = 26.02′
L = 51.74′
E = 1.69′
C = 51.60′
C.B. = N 37° 31′ 48″ E
e max = 0.020



NOTES:
1. SEE SHEETS 227 -251 FOR ESTIMATED QUANTITIES
2. SEE SHEETS 313 FOR PROFILE
3. SEE SHEETS 445 -449 FOR CROSS SECTIONS
4. SEE SHEETS 545 -550 FOR STORM PROFILES

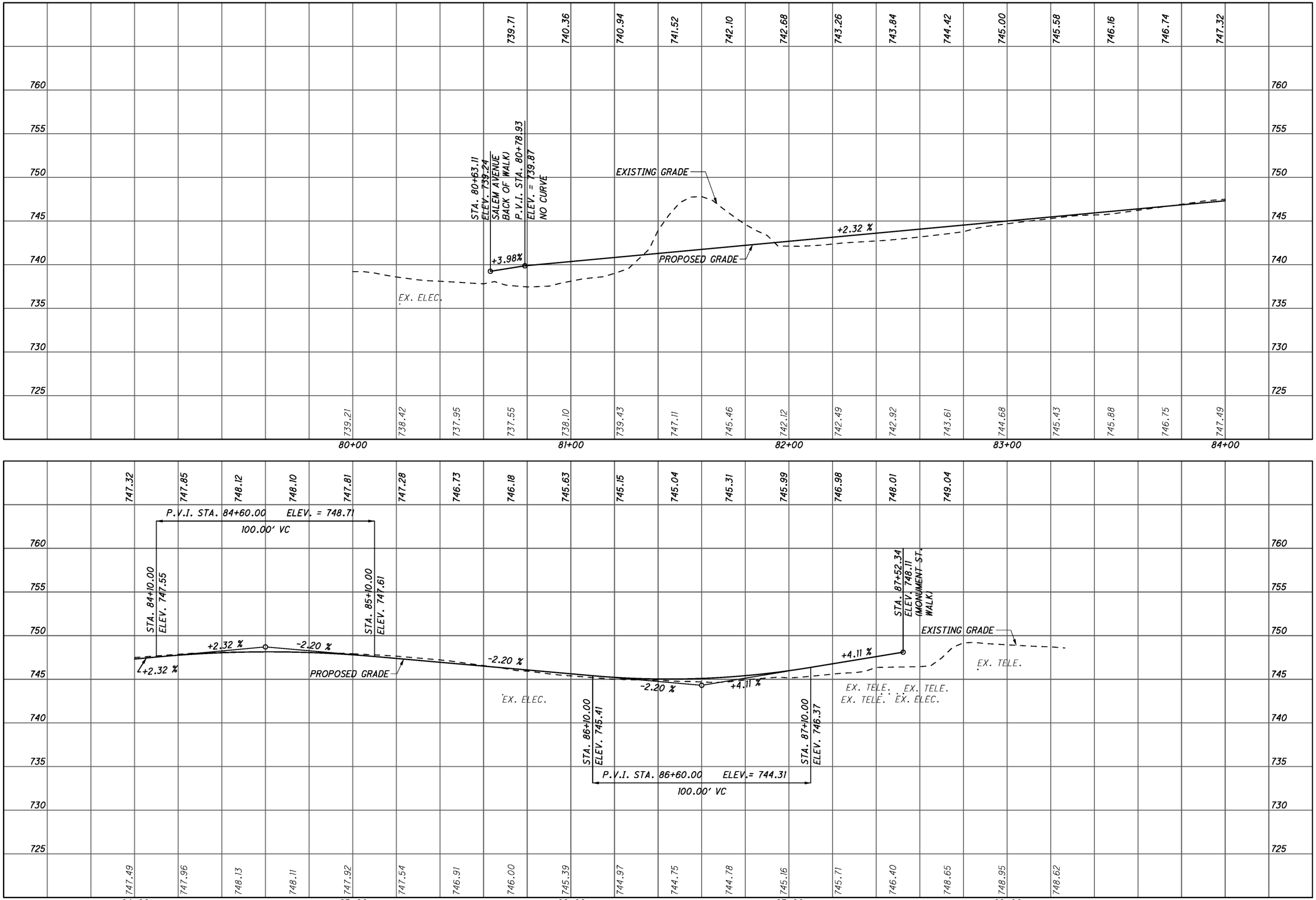
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MAG
CHECKED GKB

PLAN - PEDESTRIAN PATH 2
STA. 84+00.00 TO STA. 87+52.34

MOT-75-12.00

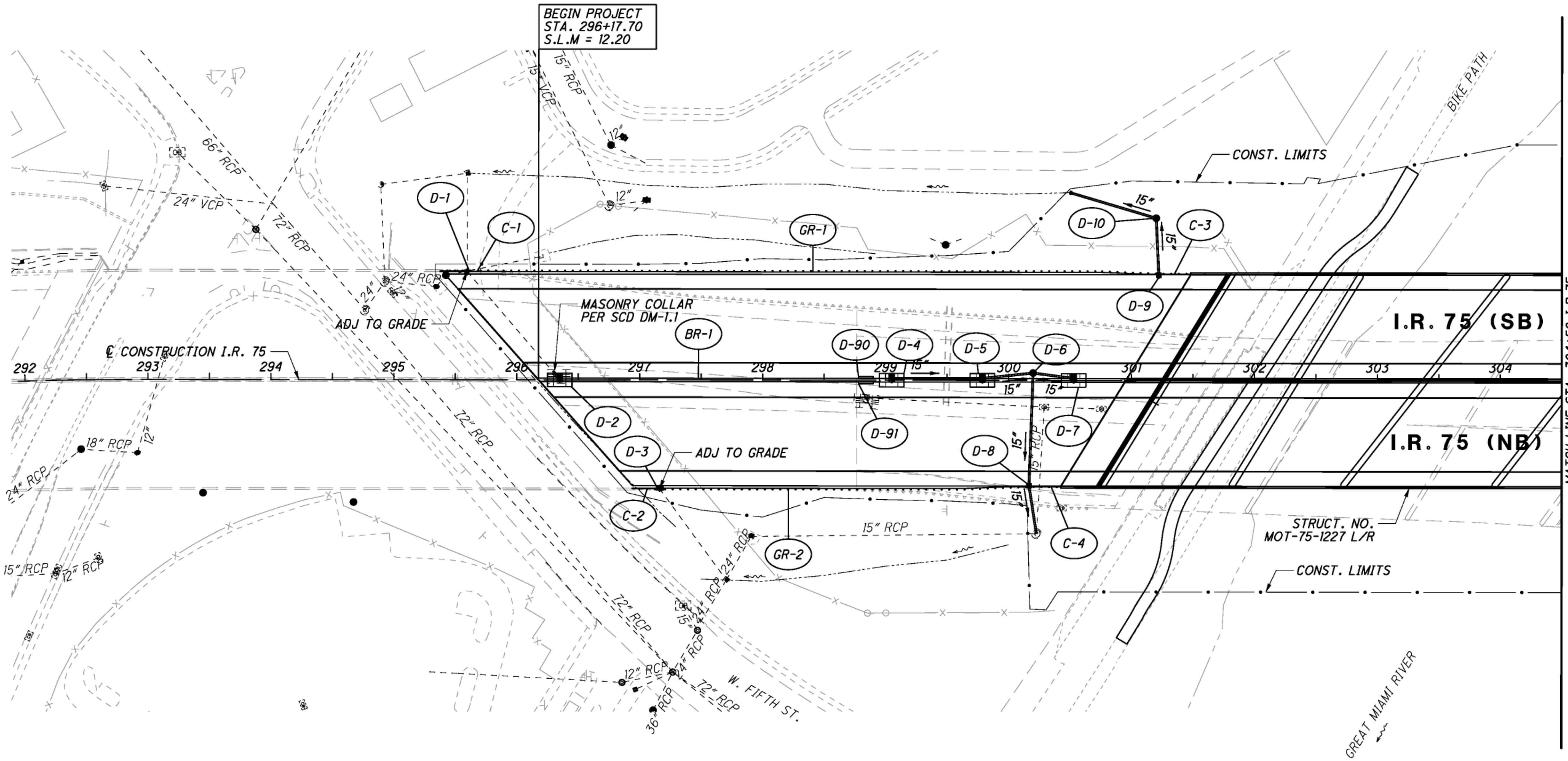
IP_PWP:dms33121\77247GP492.dgn 24-FEB-2012 4:02PM rgreenland



CALCULATED MAG
CHECKED GKB

PROFILE - PEDESTRIAN PATH 2
STA. 80+63.11 TO STA. 87+52.34

MOT-75-12.00



NOTES:

1. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

IP_PWP:dms33119\77247GP1051.dgn 24-FEB-2012 4:02PM rgreenland

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

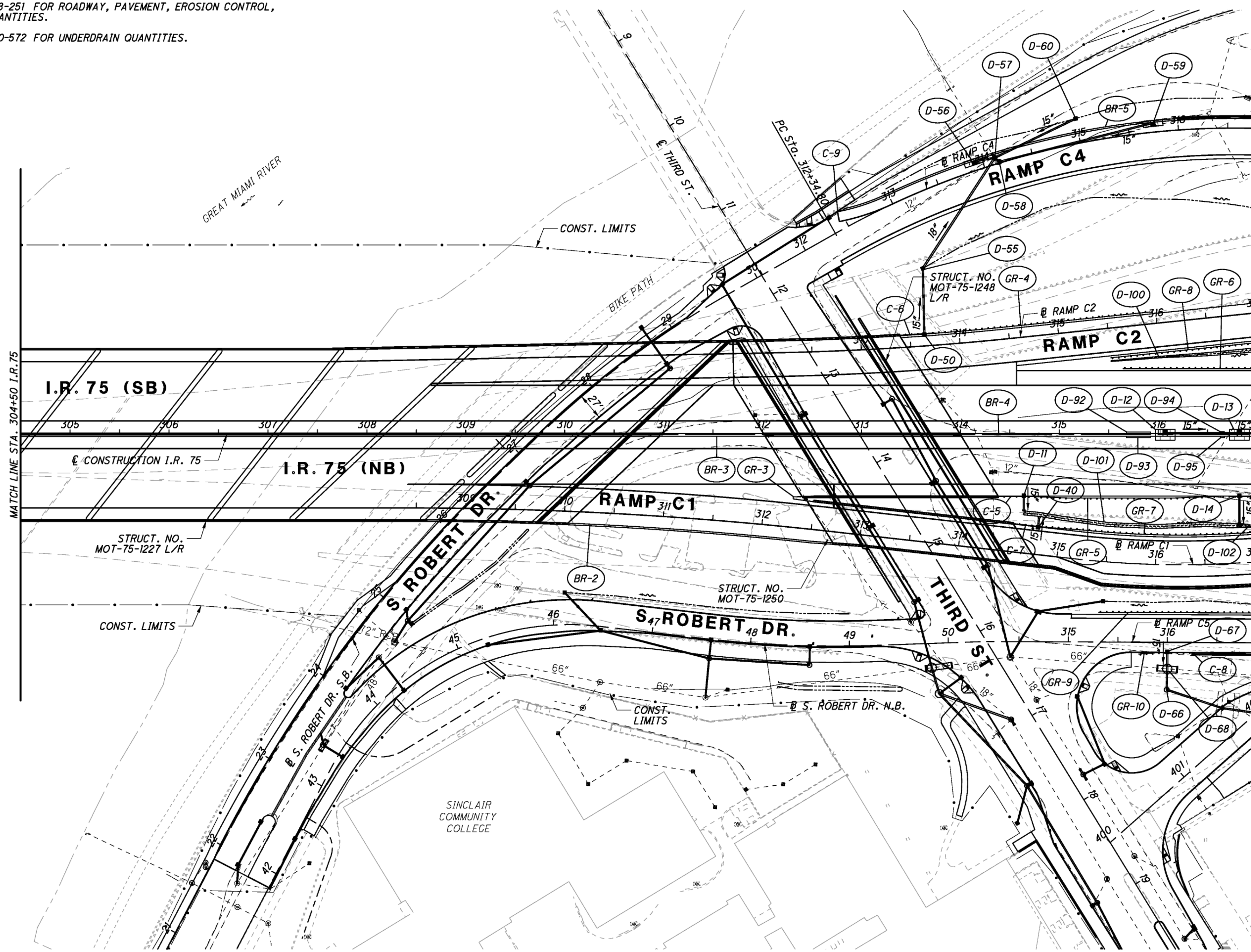
CALCULATED MAS

CHECKED KF

QUANTITIES PLAN
I.R. 75

MOT-75-12.00

NOTES:
1. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.



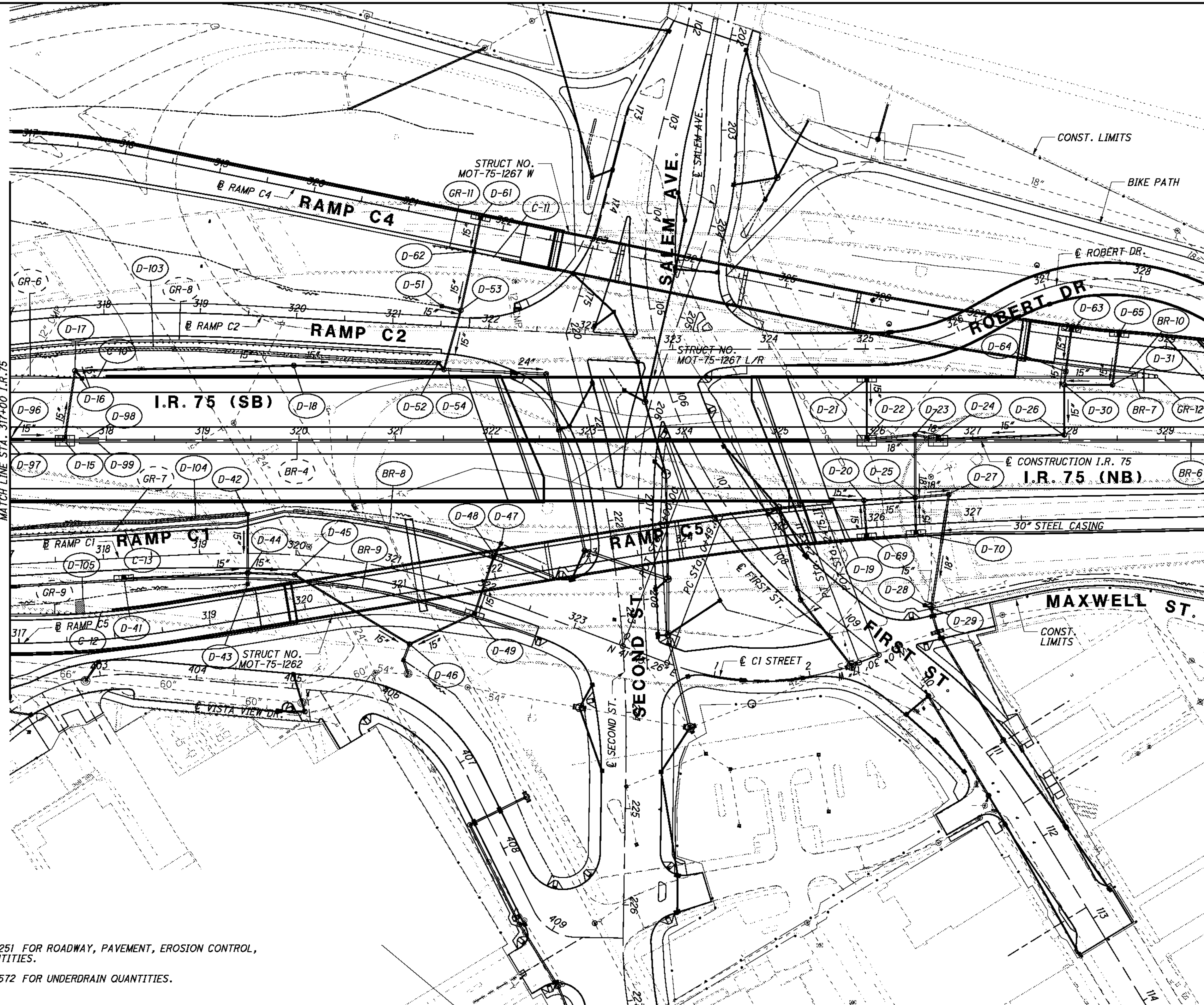
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MAS
CHECKED KF

QUANTITIES PLAN
I.R. 75, RAMP C1, RAMP C2, RAMP C4 & RAMP C5

MOT-75-12.00

IP_PWP:dms33119\77247GP1052.dgn 24-FEB-2012 4:03PM rgreenland



NOTES:
1. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

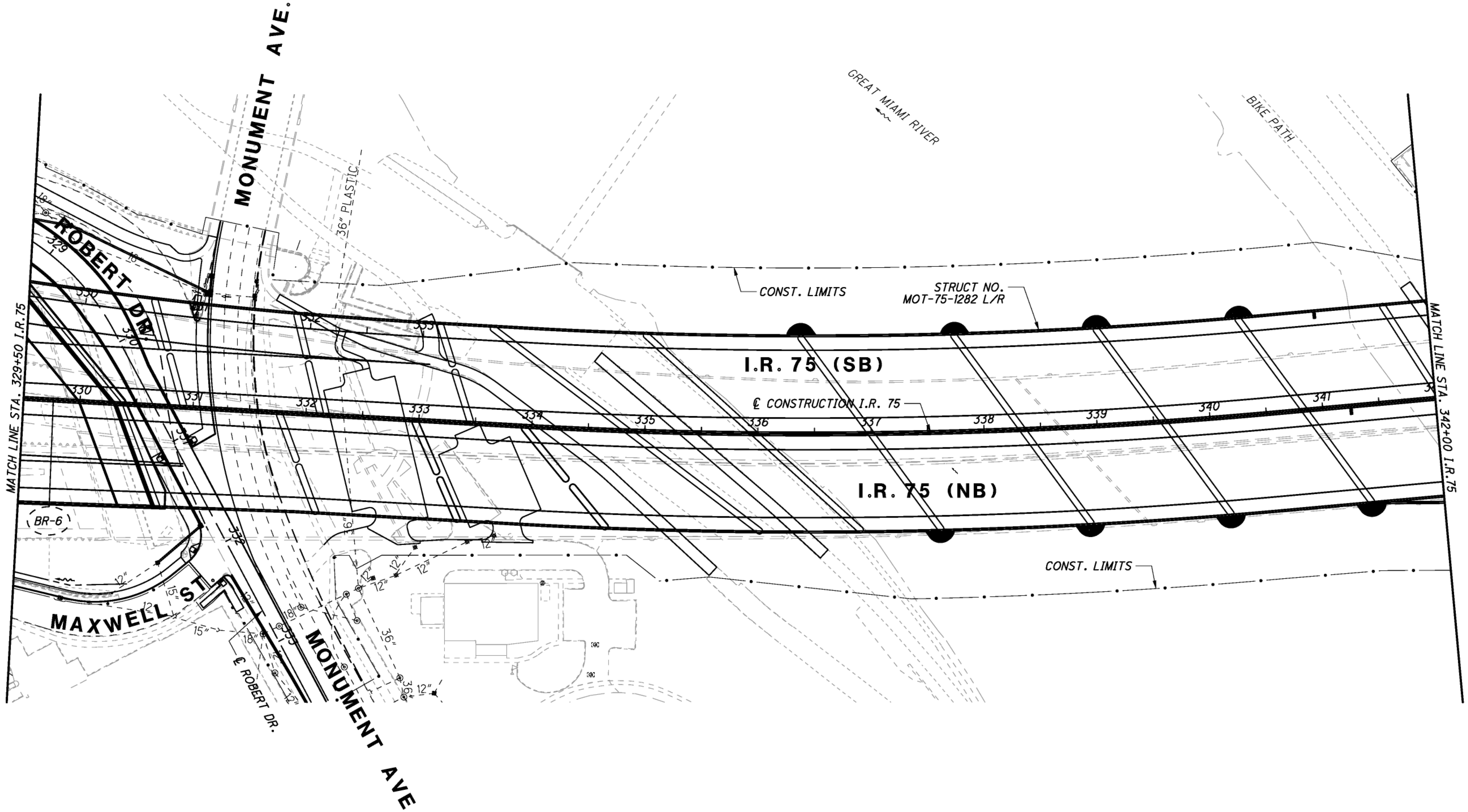
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MAS CHECKED KF

QUANTITIES PLAN
I.R. 75, RAMP C1, RAMP C2, RAMP C4 & RAMP C5

MOT-75-12.00

IP_PWP:dms33119\77247GP1053.dgn 21-MAR-2012 3:20PM rgreenland



NOTES:
1. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

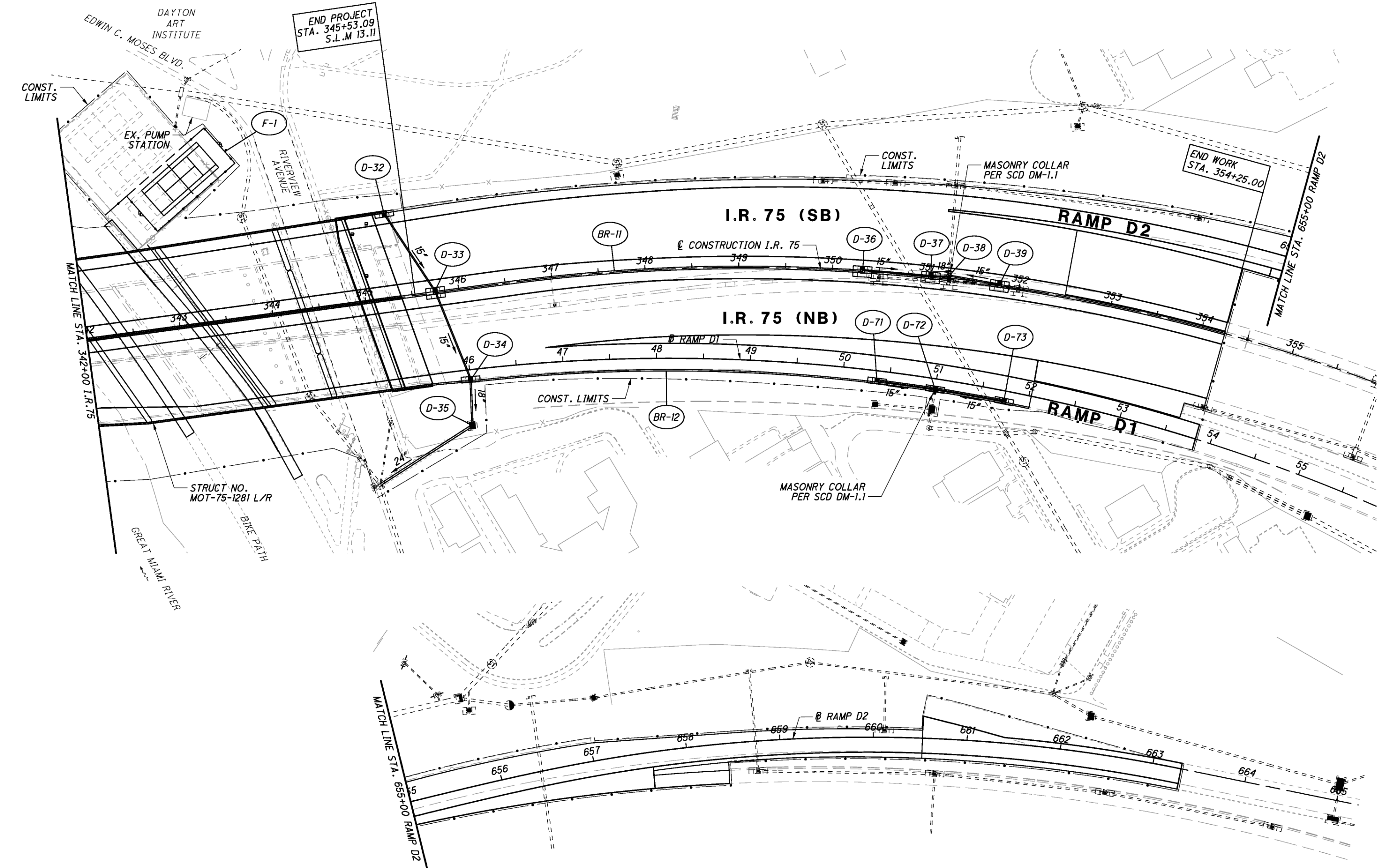
HORIZONTAL SCALE IN FEET: 0 25 50 100

CALCULATED MAS
CHECKED KF

QUANTITIES PLAN
I.R. 75

MOT-75-12.00

IP_PWP:dms33119\77247GP1054.dgn 24-FEB-2012 4:03PM rgreenland



NOTES:

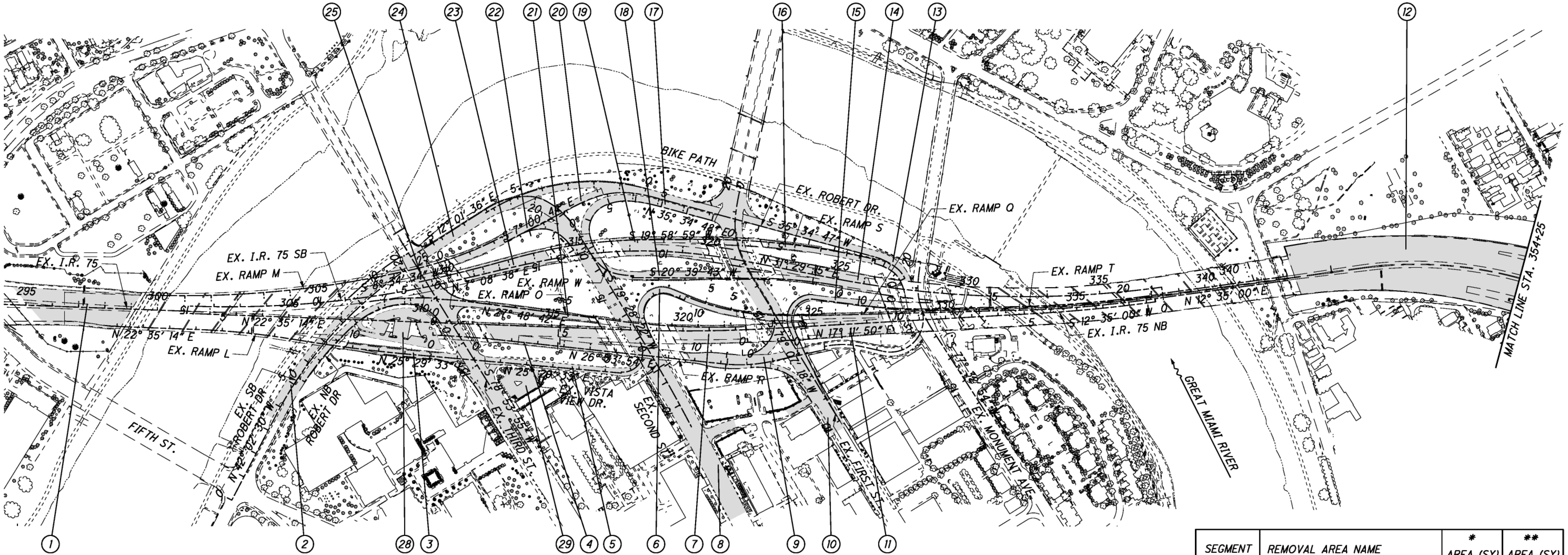
1. SEE SHEETS 238-251 FOR ROADWAY, PAVEMENT, EROSION CONTROL, & DRAINAGE QUANTITIES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

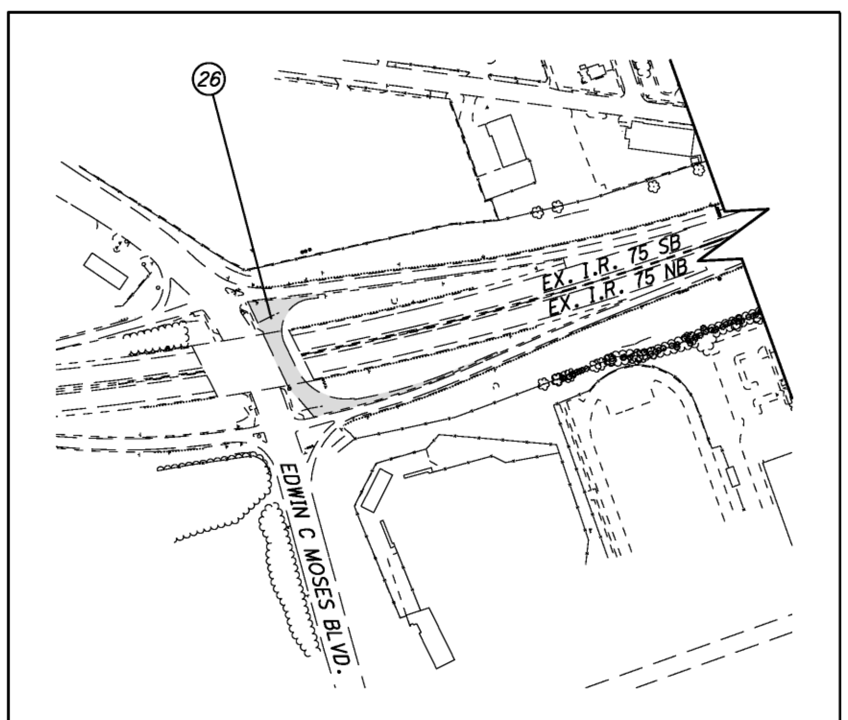
0 25 50 100
HORIZONTAL SCALE IN FEET

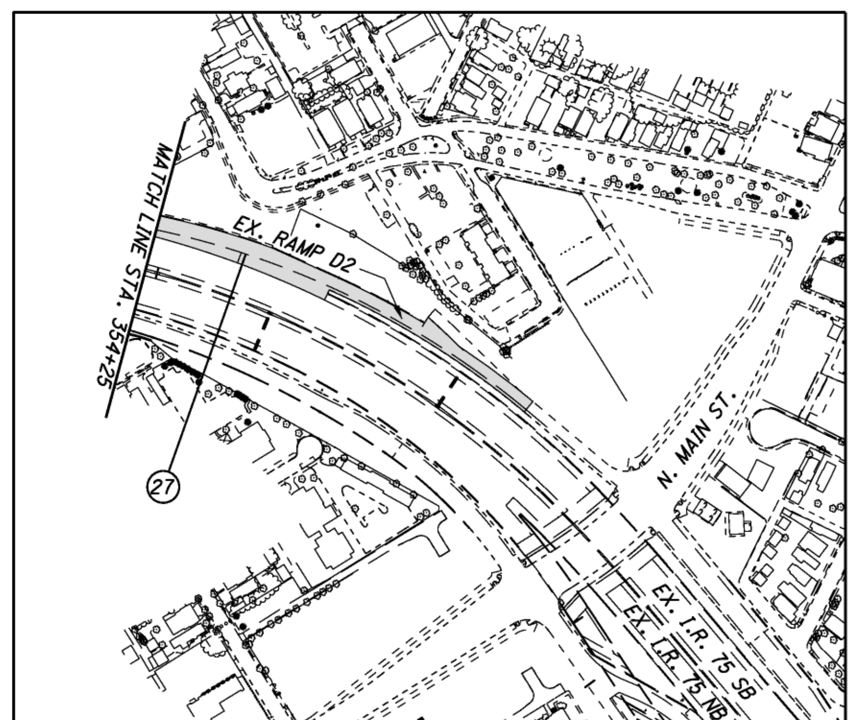
CALCULATED MAS
CHECKED KF

QUANTITIES PLAN
I.R. 75, RAMP D1 & RAMP D2

MOT-75-12.00







SEGMENT	REMOVAL AREA NAME	* AREA (SY)	** AREA (SY)
1	I.R. 75		5543
2	S. ROBERT DR.	4403	
3	RAMP L	1507	
4	I.R. 75 NB		3970
5	VISTA VIEW DR.	1603	
6	RAMP Q	1292	
7	I.R. 75 NB		1744
8	2ND ST.	12565	
9	RAMP R	1944	
10	1ST ST.	9000	
11	I.R. 75 NB		2631
12	I.R. 75		20985
13	ROBERT DR.	2041	
14	I.R. 75 SB		2627
15	RAMP T	1233	
16	RAMP S	1174	
17	2ND ST. TO ROBERT DR.	1707	
18	RAMP W	1388	
19	I.R. 75 SB		2490
20	RAMP M	482	
21	RAMP O	1710	
22	RAMP M	1385	
23	I.R. 75 SB		1991
24	ROBERT DR.	4091	
25	3RD ST.	7334	
26	EDWIN C MOSES BLVD.	1724	
27	RAMP D2	3829	
28	SINCLAIR COLLEGE PARKING	2911	
29	MONTGOMERY COUNTY PARKING	1175	
TOTALS CARRIED TO GENERAL SUMMARY		64498	41981

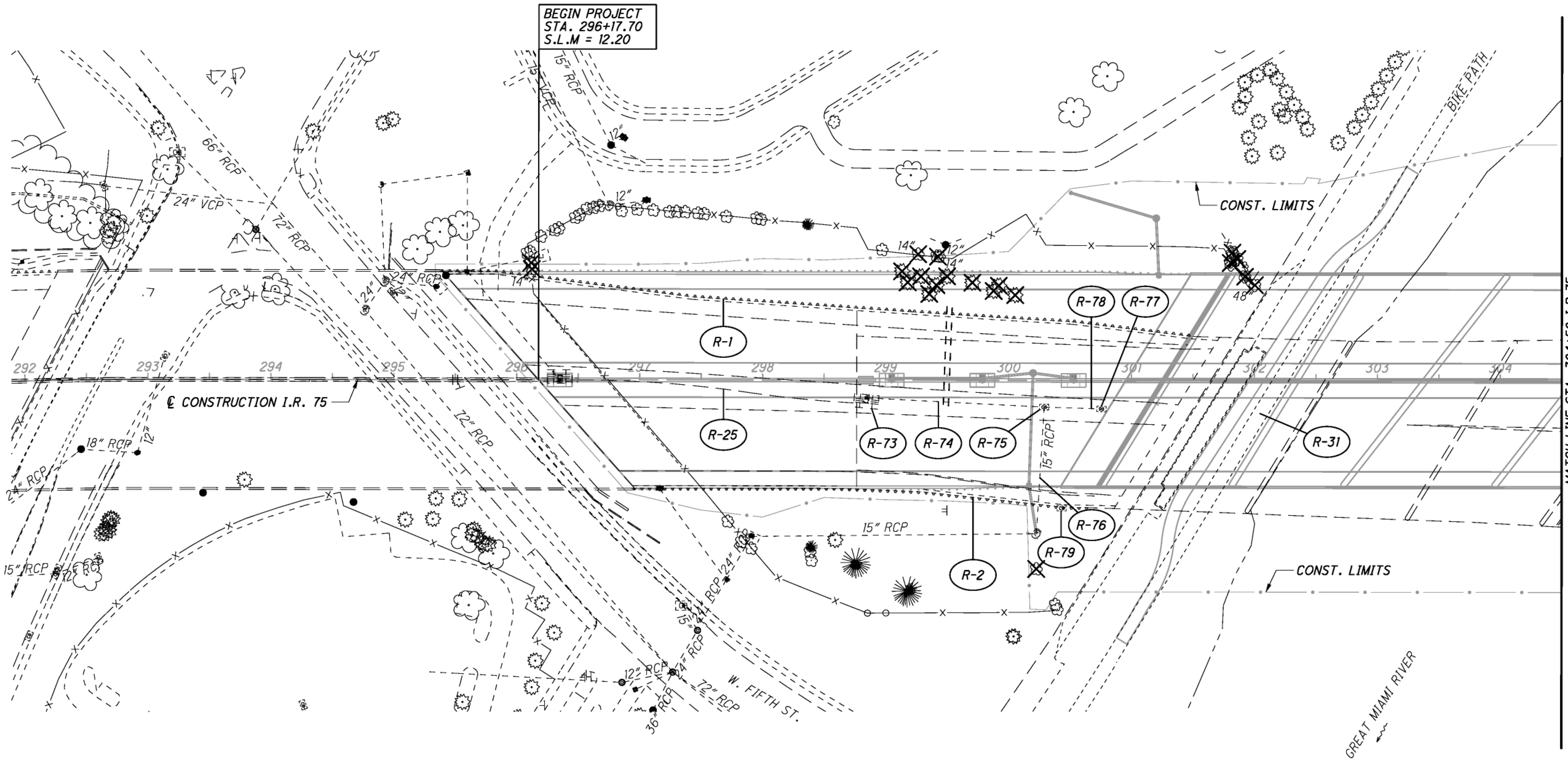
* - ITEM 202 PAVEMENT REMOVED
** - ITEM 202 PAVEMENT REMOVED, ASPHALT

0 100 200 400
HORIZONTAL SCALE IN FEET

CALCULATED RLG
CHECKED DLT

PAVEMENT REMOVAL PLAN
EXISTING CONDITIONS

MOT-75-12.00



NOTES:
1. SEE SHEETS 227-237 FOR REMOVAL QUANTITIES.

IP_PWP:dms33119\77247GV001.dgn 24-FEB-2012 4:03PM rgreenland

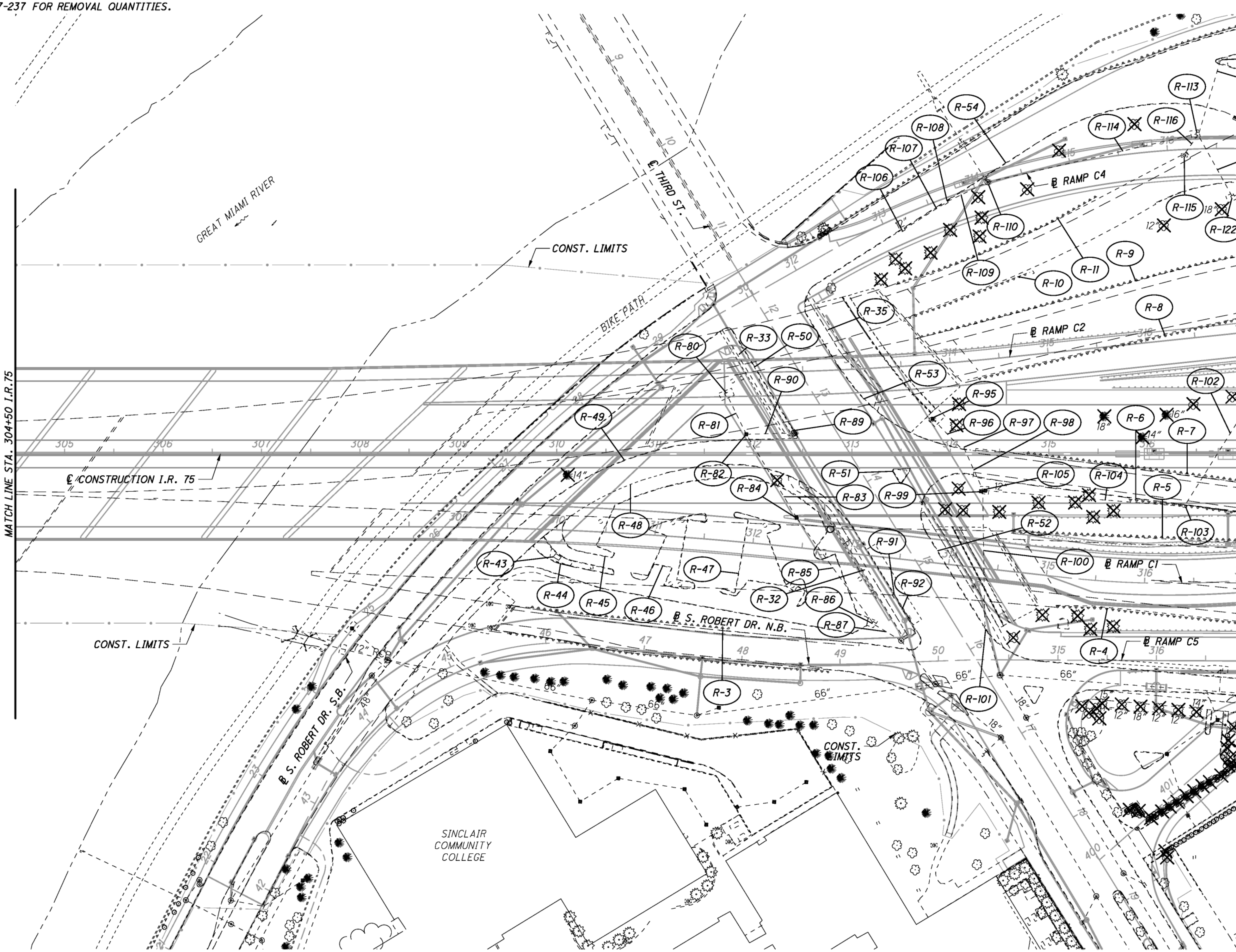
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

REMOVAL PLAN
I.R. 75

MOT-75-12.00

NOTES:
1. SEE SHEETS 227-237 FOR REMOVAL QUANTITIES.



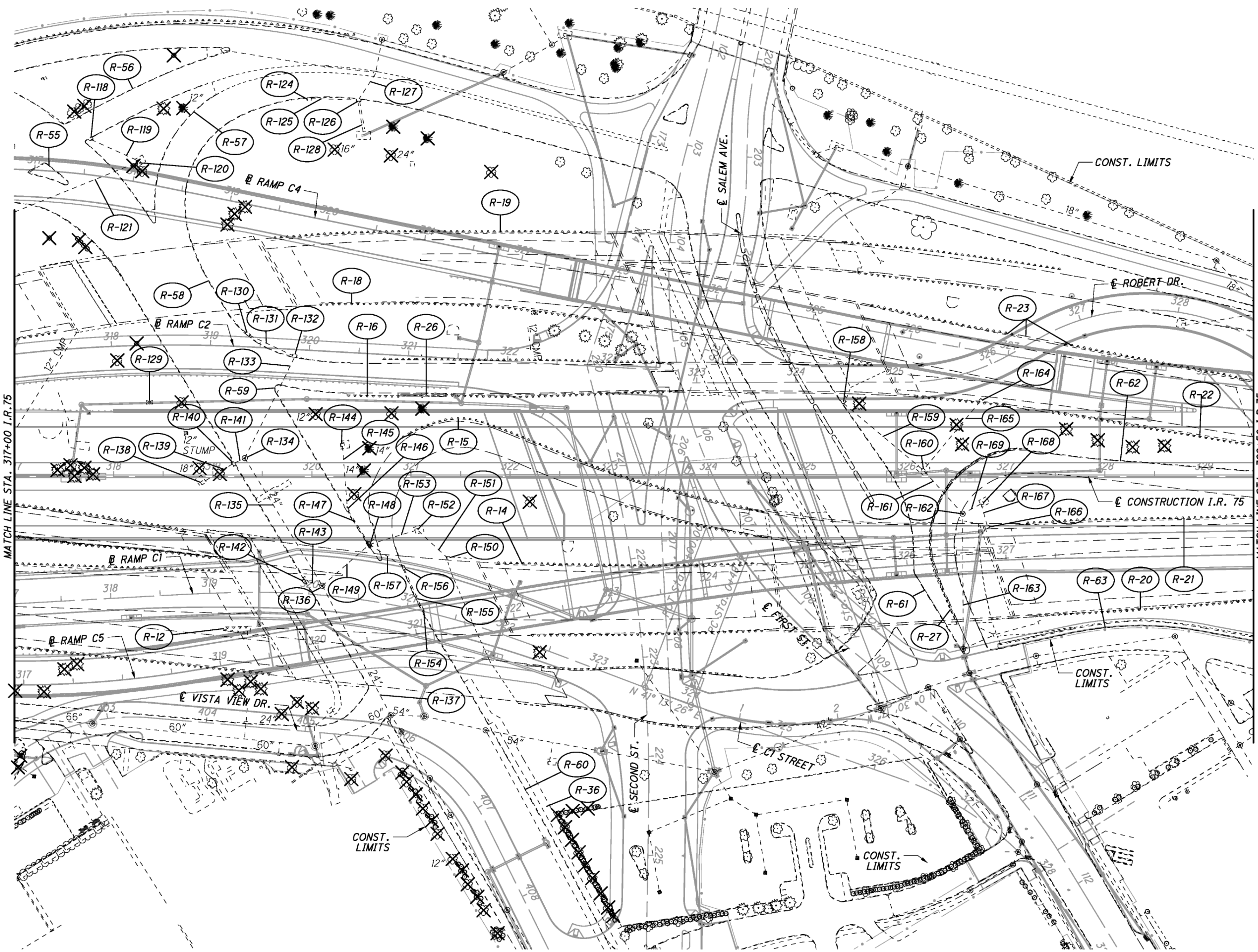
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

REMOVAL PLAN
I.R. 75, RAMP C1, RAMP C2, RAMP C4 & RAMP C5

MOT-75-12.00

IP_PWP:dms33119\77247GV002.dgn 24-FEB-2012 4:04PM rgreenland

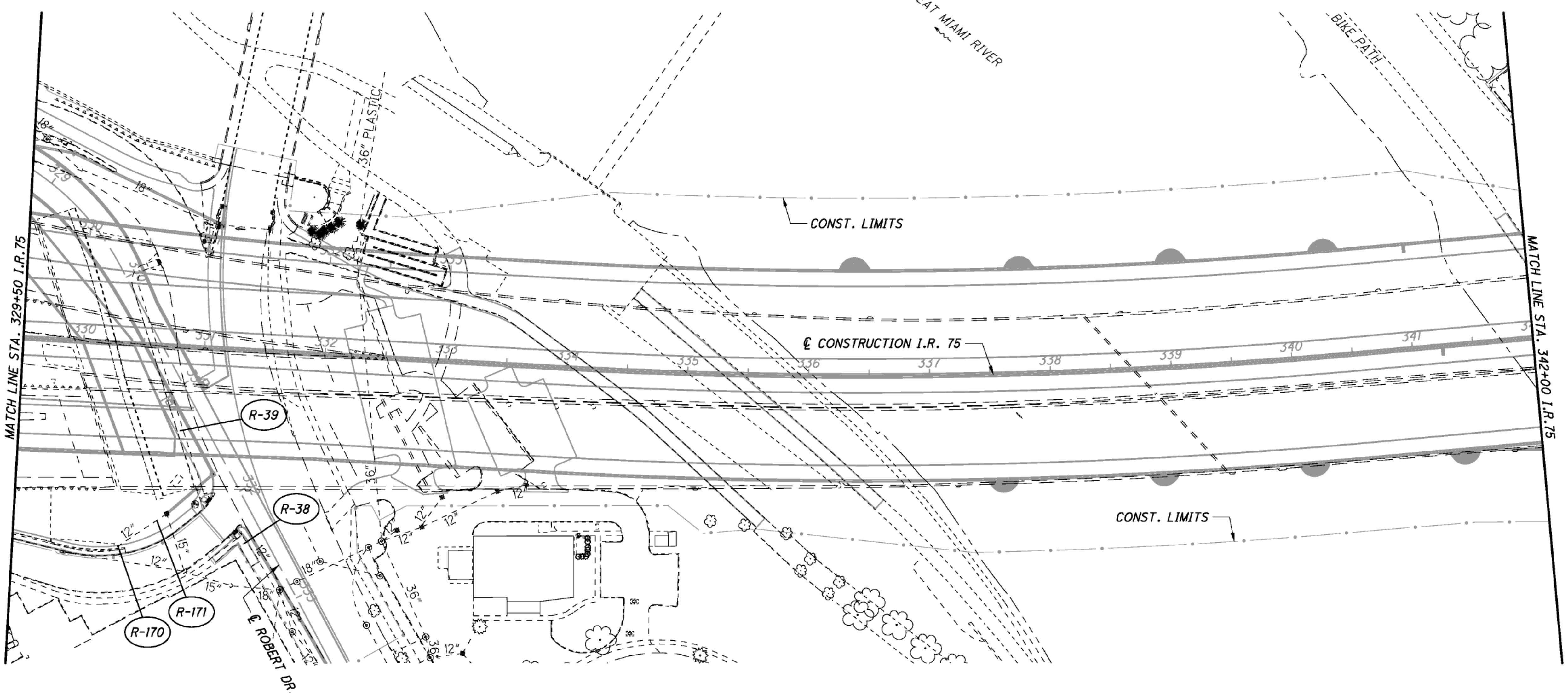


NOTES:
1. SEE SHEETS 227-237 FOR REMOVAL QUANTITIES.

CALCULATED MAS
CHECKED KF

REMOVAL PLAN
I.R. 75, RAMP C1, RAMP C2, RAMP C4 & RAMP C5

MOT-75-12.00



NOTES:
1. SEE SHEETS 227-237 FOR REMOVAL QUANTITIES.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED KF

REMOVAL PLAN I.R. 75

MOT-75-12.00

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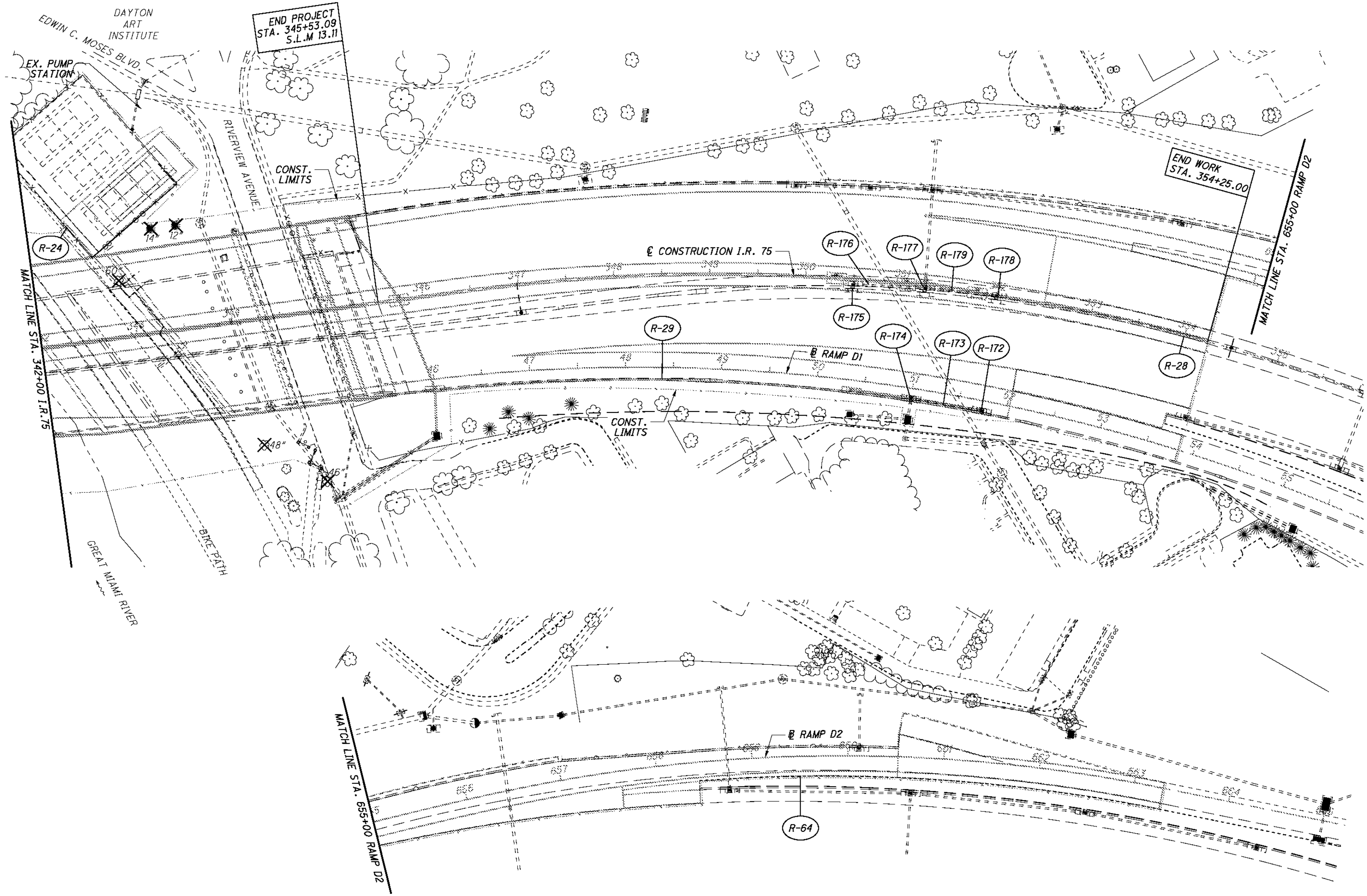


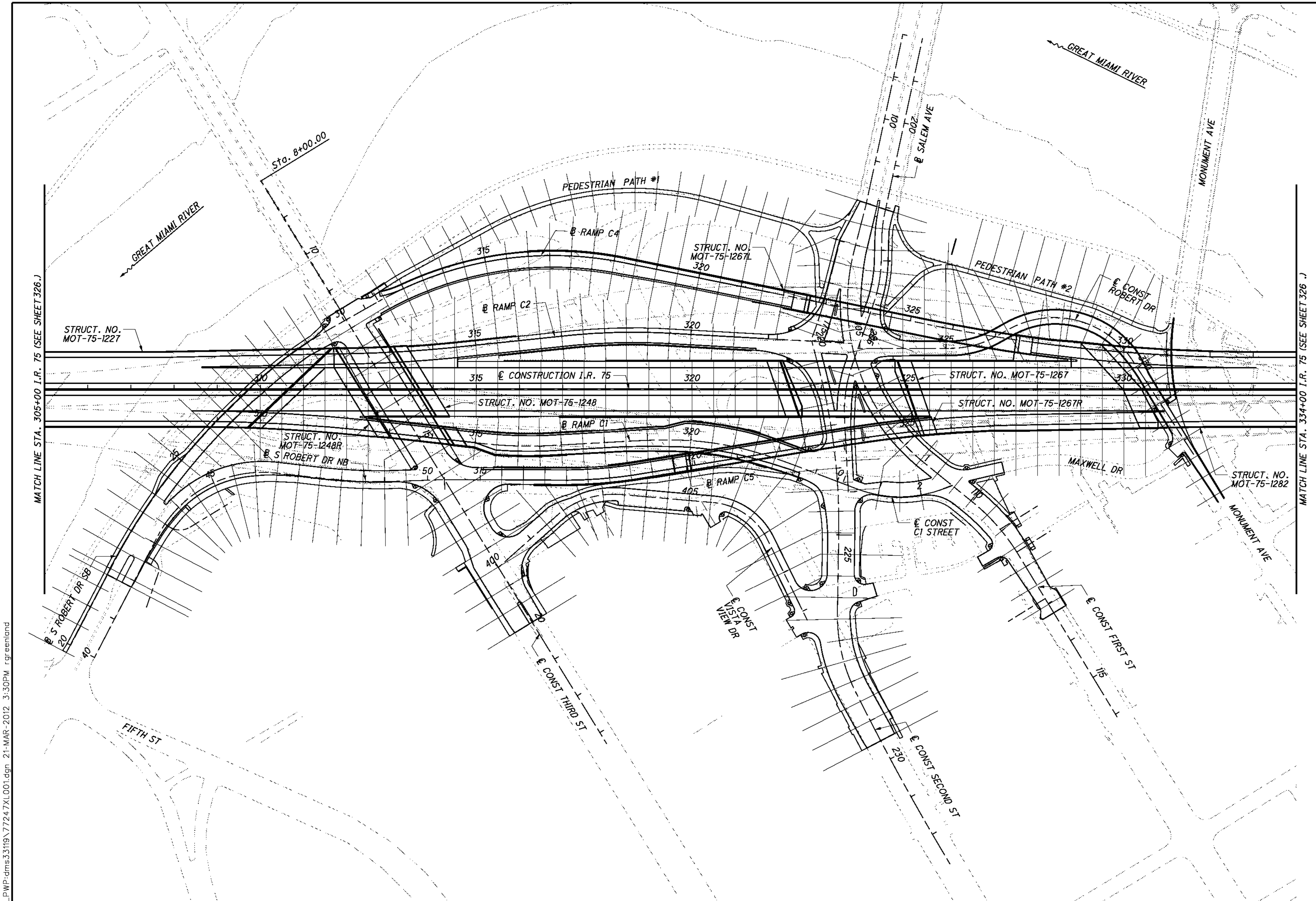
NOTES:
1. SEE SHEETS 227-237 FOR REMOVAL QUANTITIES.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MAS
CHECKED KF

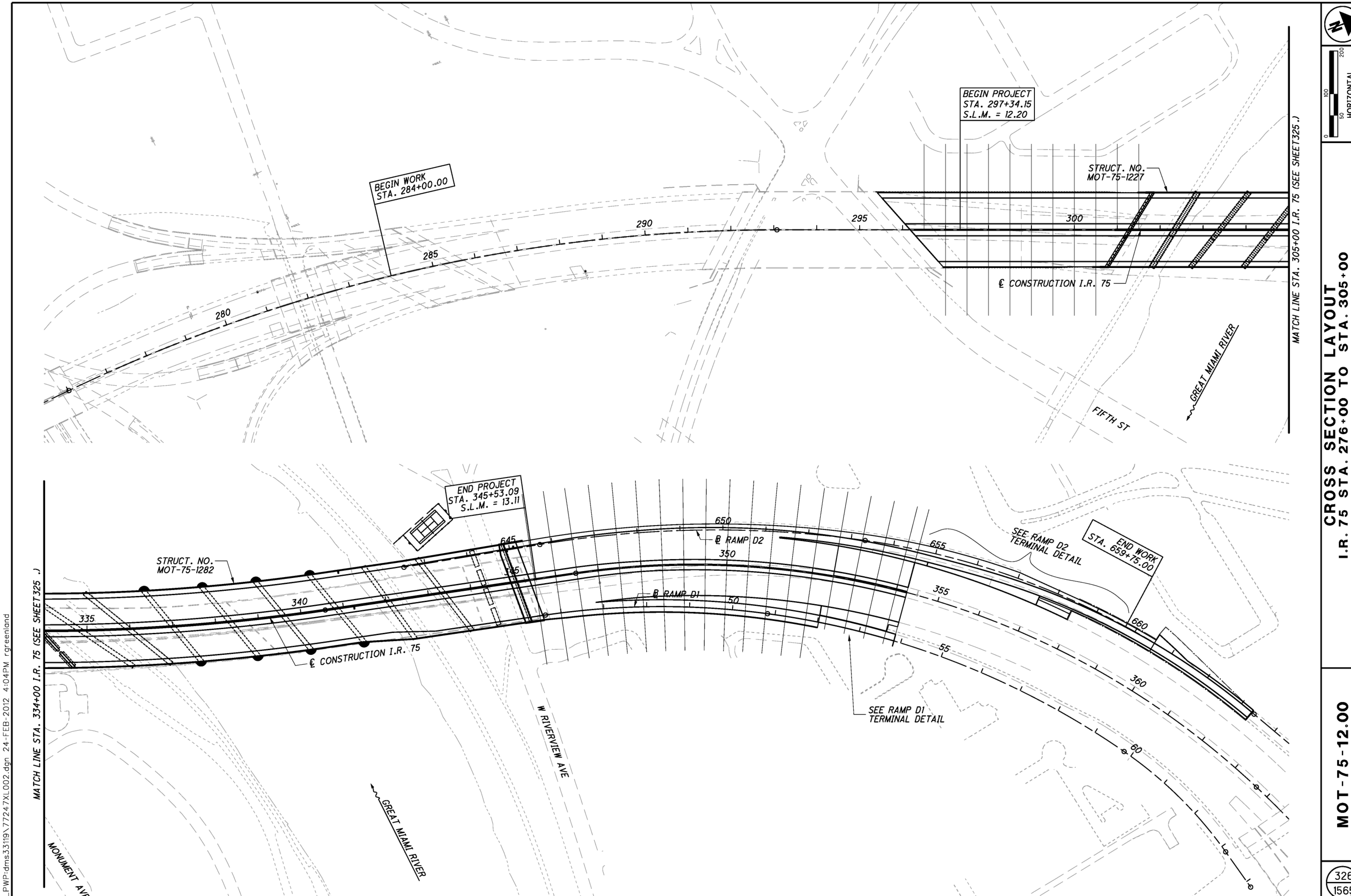
REMOVAL PLAN
I.R. 75, RAMP D1 & RAMP D2

MOT-75-12.00



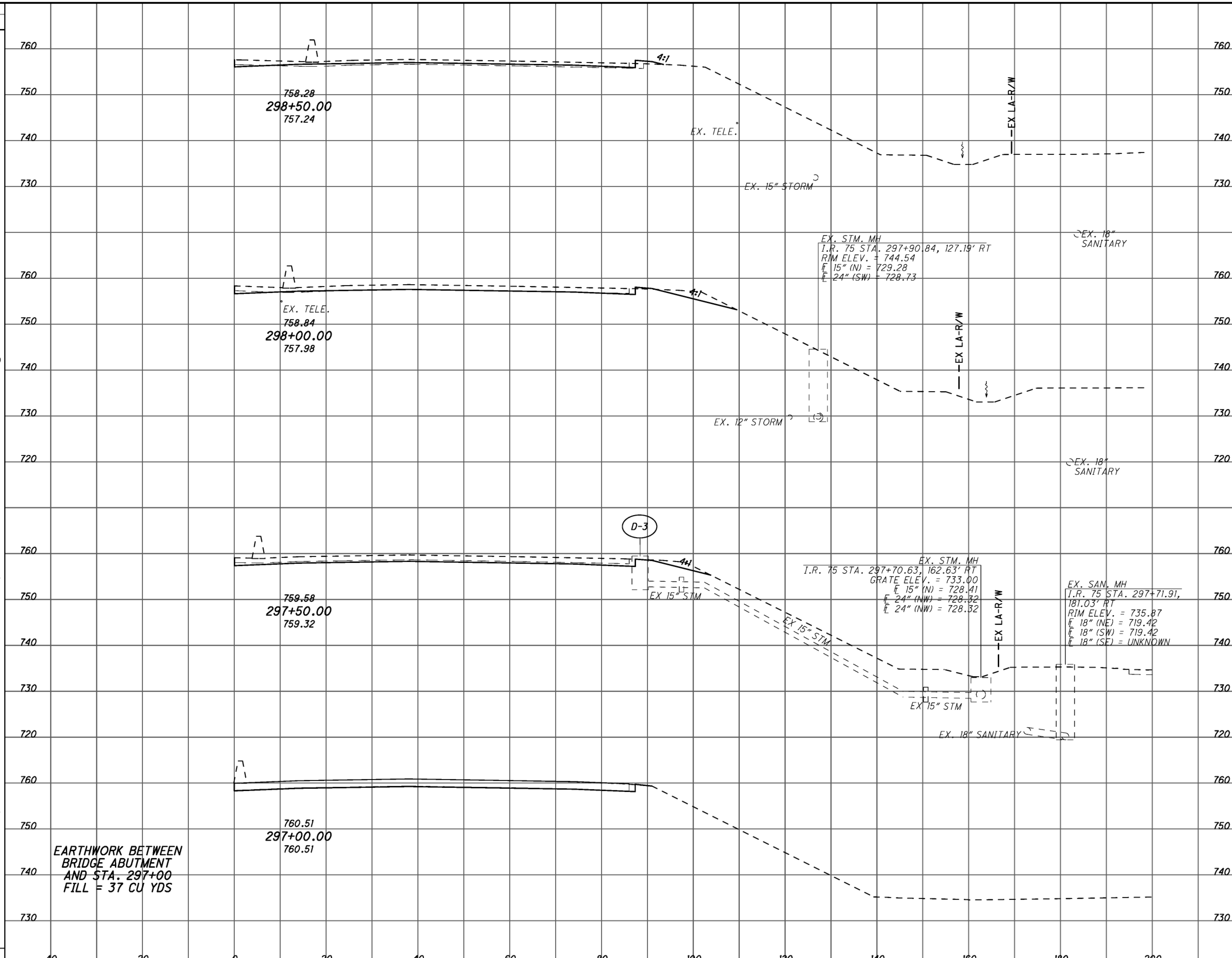
CROSS SECTION LAYOUT
I.R. 75 STA. 305+00 TO STA. 334+00

MOT-75-12.00



CROSS SECTION LAYOUT
I.R. 75 STA. 276+00 TO STA. 305+00
I.R. 75 STA. 334+00 TO STA. 364+00

MOT-75-12.00



SEEDING	
END WIDTH	SQ. YDS.
	525
88.56	
	460
77.01	
	453
86.17	
	253
5.02	
	1691

END AREA		VOLUME	
CUT	FILL	CUT	FILL
2	3		
		23	3
23	1		
		61	1
43	0		
		49	0
10	0		
		0	0
		133	41

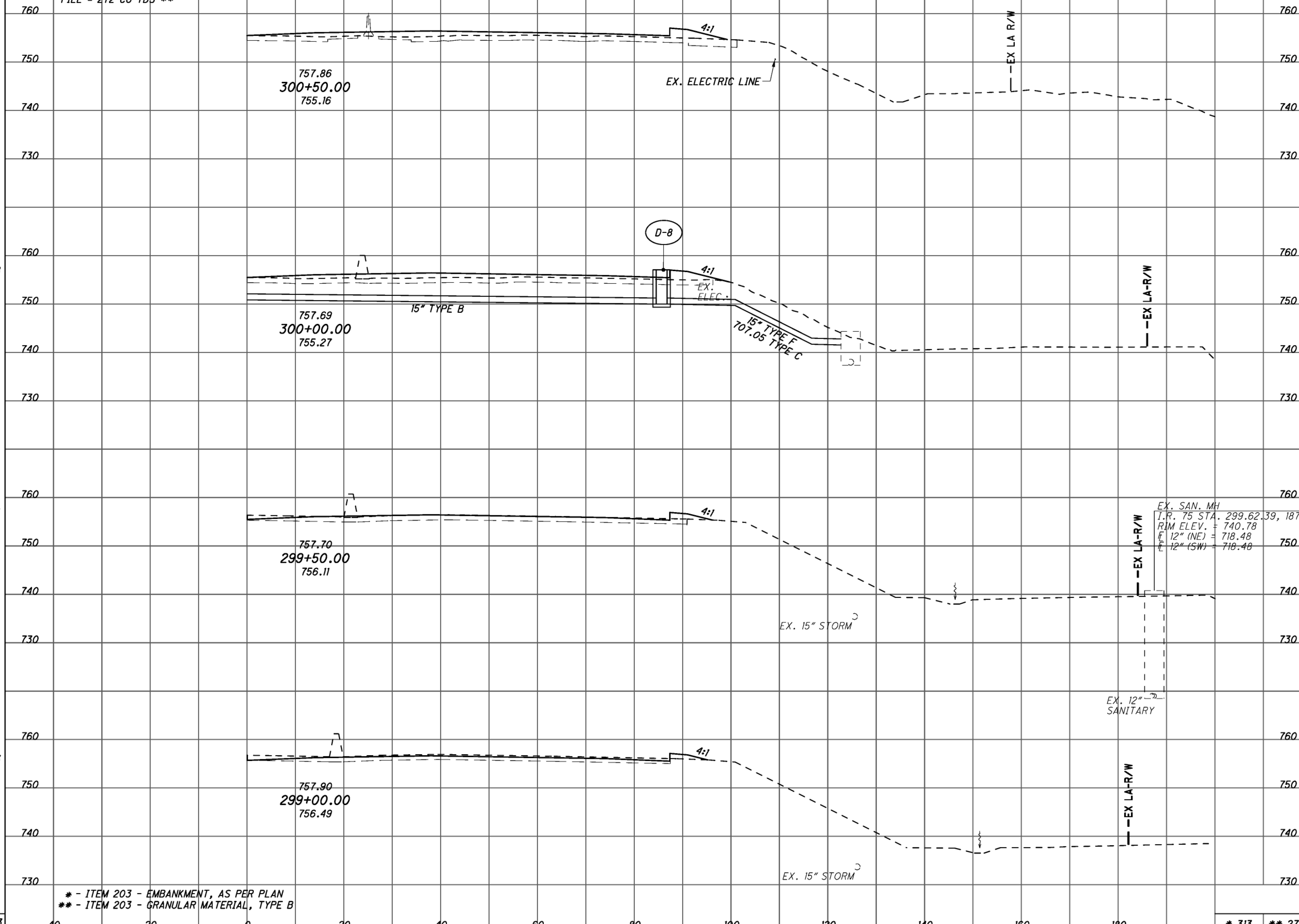
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 297+00.00 TO STA. 298+50.00

MOT-75-12.00

ITEM 203 - EMBANKMENT, AS PER PLAN
BETWEEN STA. 300+50 AND APPROACH SLAB,
FILL = 179 CU YDS *

ITEM 203 - GRANULAR MATERIAL, TYPE B
BETWEEN STA. 300+50 AND APPROACH SLAB,
FILL = 272 CU YDS **



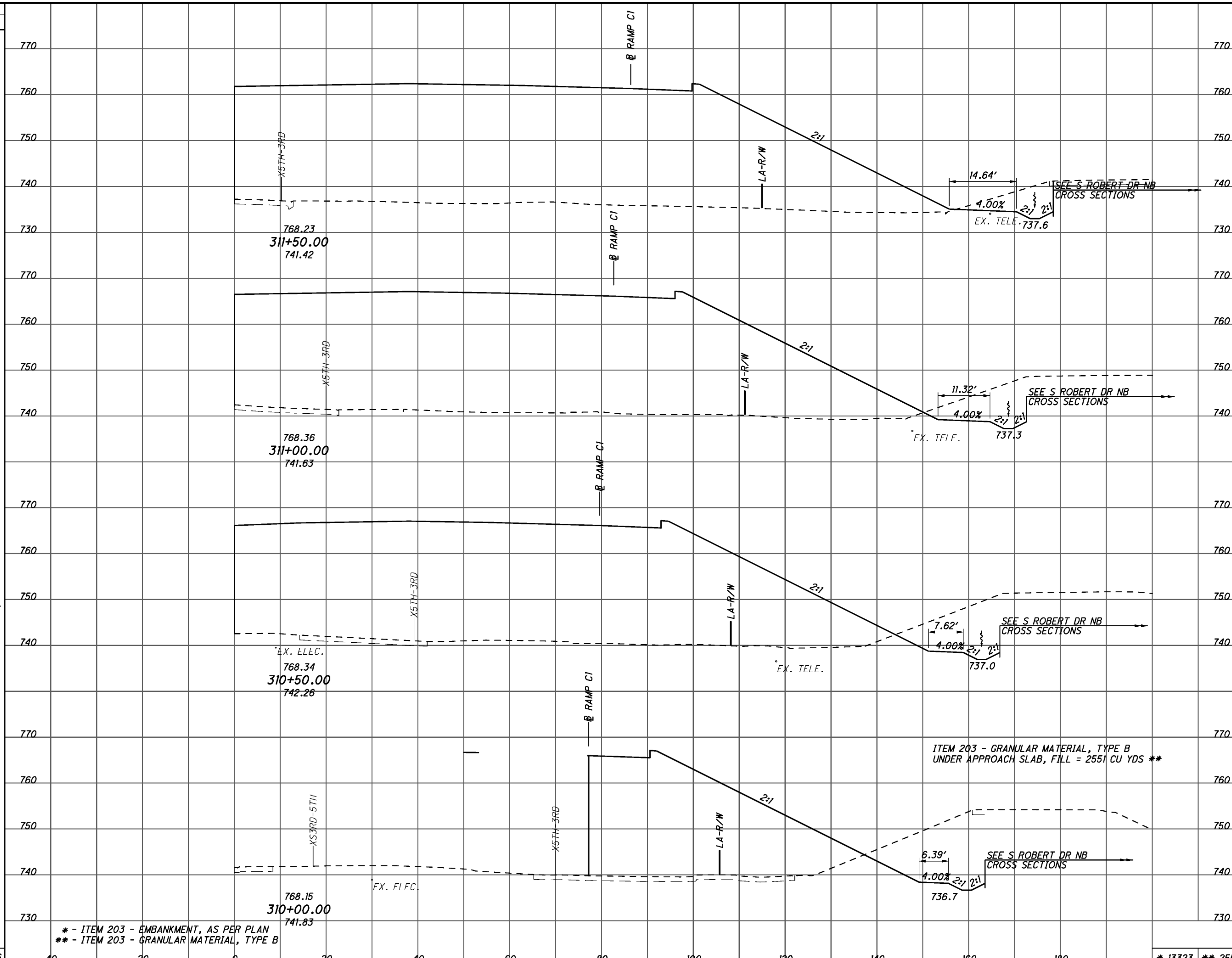
* - ITEM 203 - EMBANKMENT, AS PER PLAN
** - ITEM 203 - GRANULAR MATERIAL, TYPE B

Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
300+50.00		0	0	73		
	75.48				0	* 134
300+00.00		498	0	71		
	103.9				0	75
299+50.00		573	0	10		
	102.3				0	14
299+00.00		563	0	5		
	100.3				2	7
Total		1633	* 313	** 272	2	96

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 299+00.00 TO 300+50.00

MOT-75-12.00

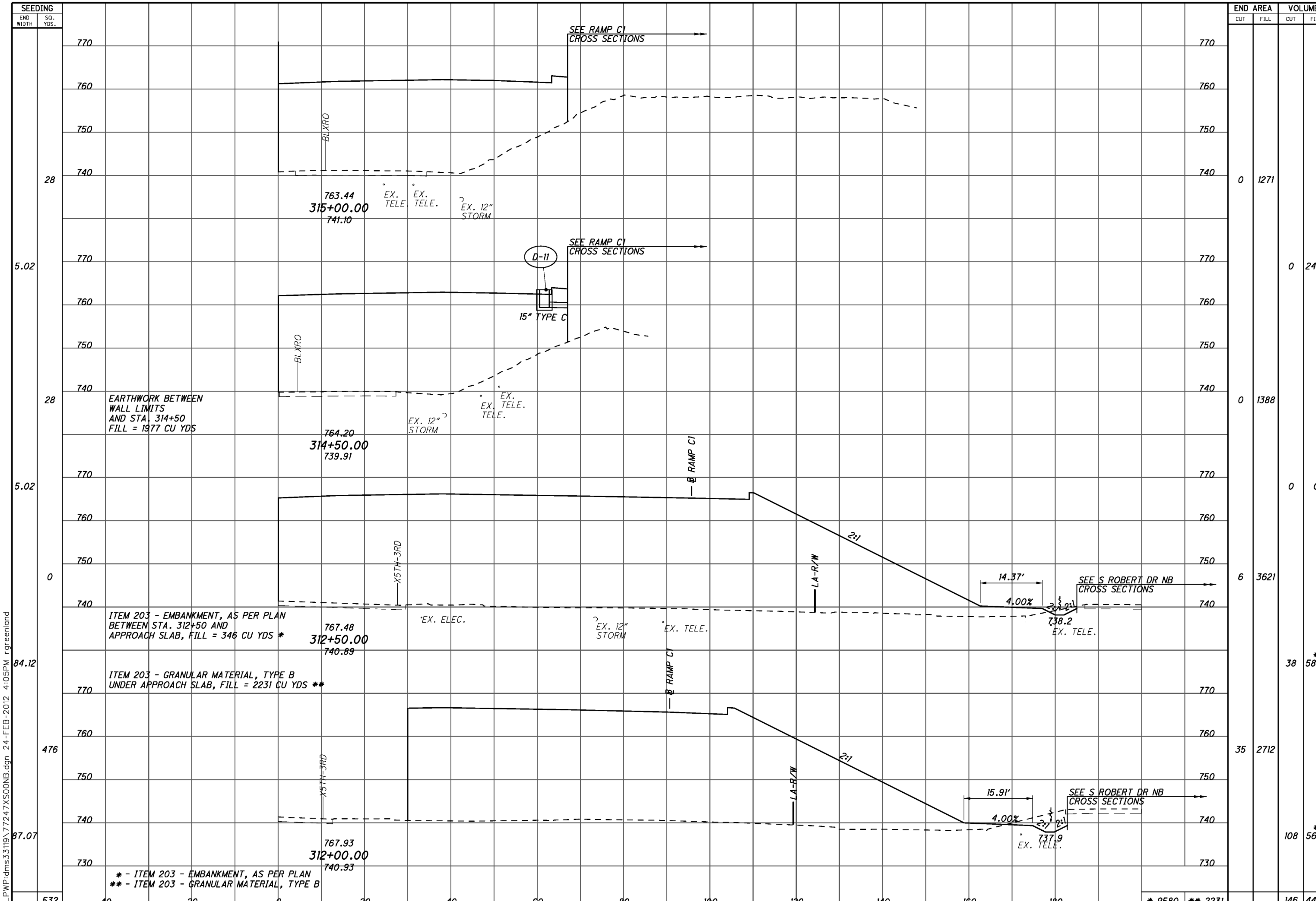


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	484	81	3337		
87.18				199	*6087
	479	133	3237		
85.22				289	*5890
	466	179	3125		
82.53				416	*3897
	457	270	1083		
81.82				0	0
	1886	* 13323	** 2551	904	0

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 310+00.00 TO STA. 311+50.00

MOT-75-12.00



CALCULATED MAS
CHECKED JAS

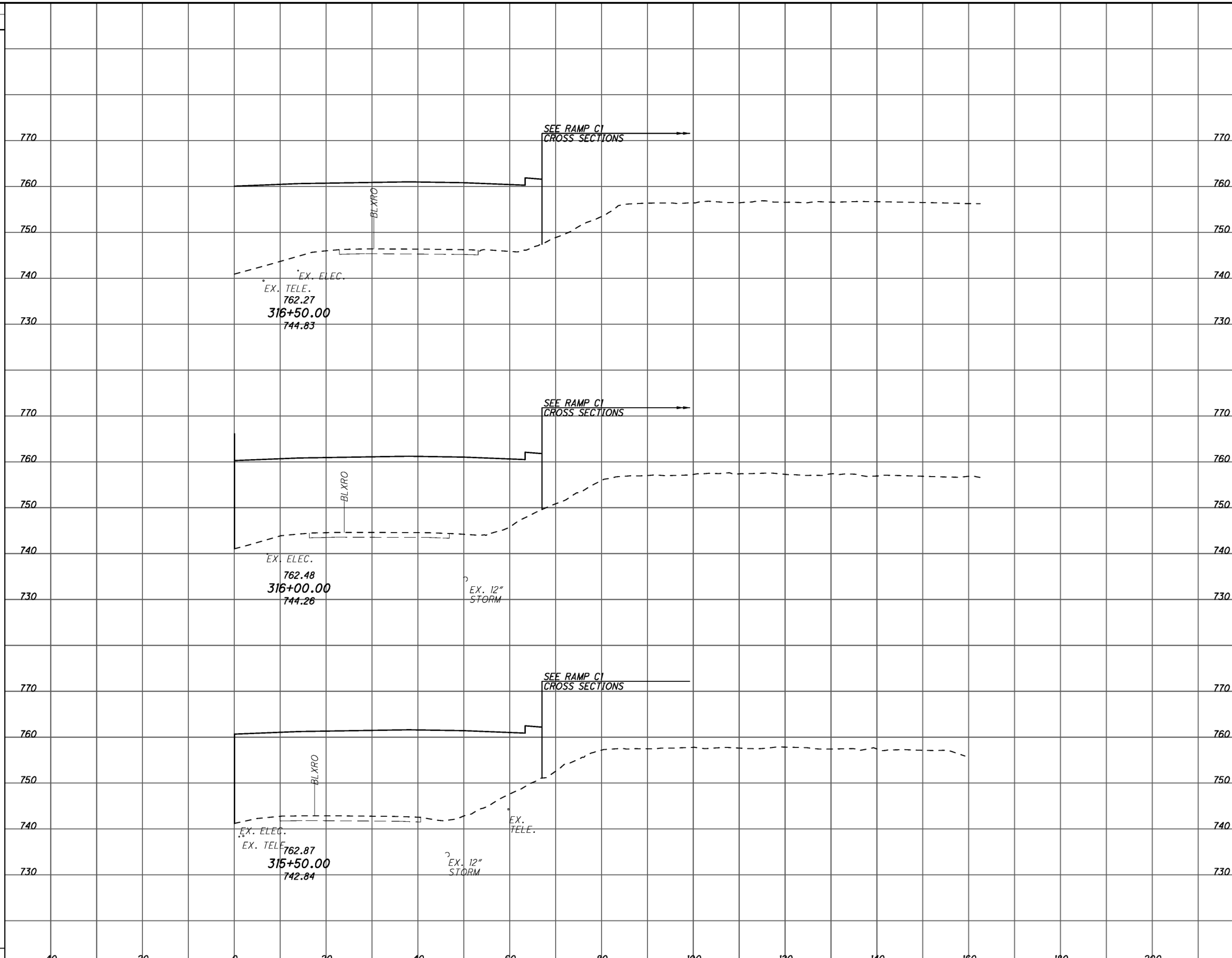
CROSS SECTIONS-I.R. 75NB
STA. 312+00.00 TO STA. 315+00.00

MOT-75-12.00

330
1565

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.
5.02	22
5.02	28
5.02	28
	78



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	1021		
		0	1964
0	1099		
		0	2117
0	1187		
		0	2276
		0	6357

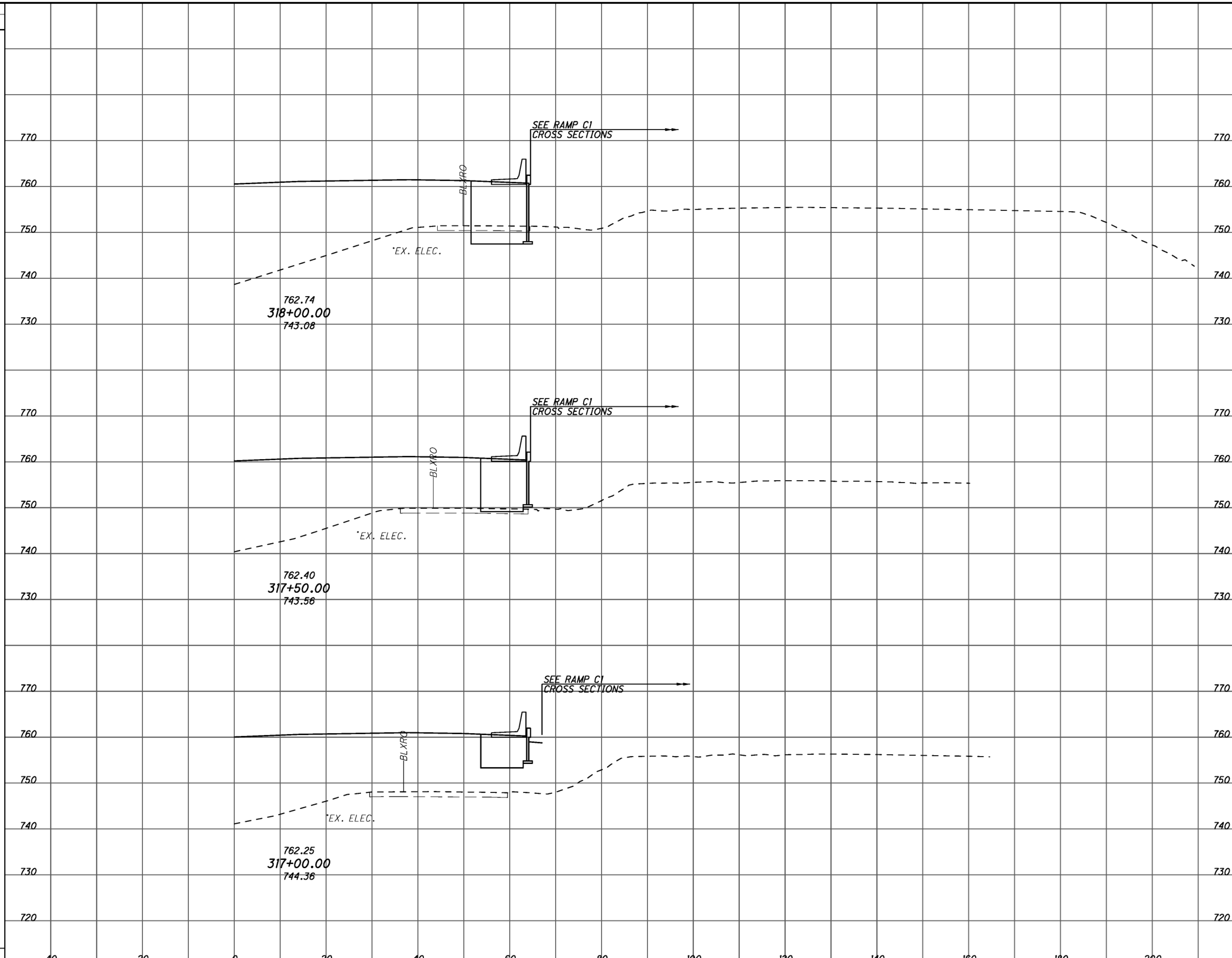
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 315+50.00 TO STA. 316+50.00

MOT-75-12.00

331
1565

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
	0
0.00	
	0
0.00	
	8
2.88	
	8

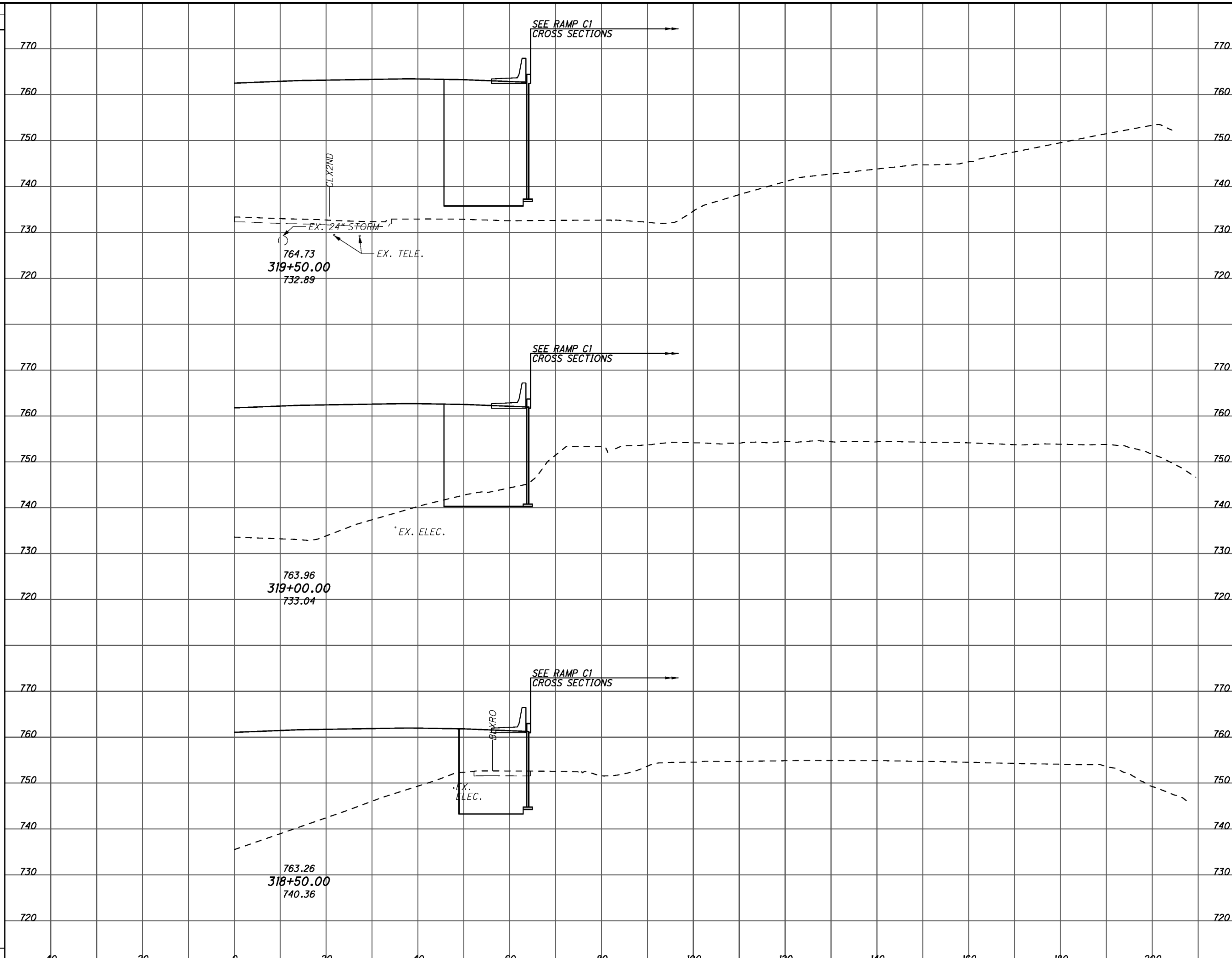
END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	752		
		0	1402
0	762		
		0	1512
0	871		
		0	1752
		0	4666

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 317+00.00 TO STA. 318+00.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
0.00	0
0.00	0
0.00	0
	0

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	1454		
		0	2469
0	1213		
		0	1917
0	858		
		0	1490
		0	5876

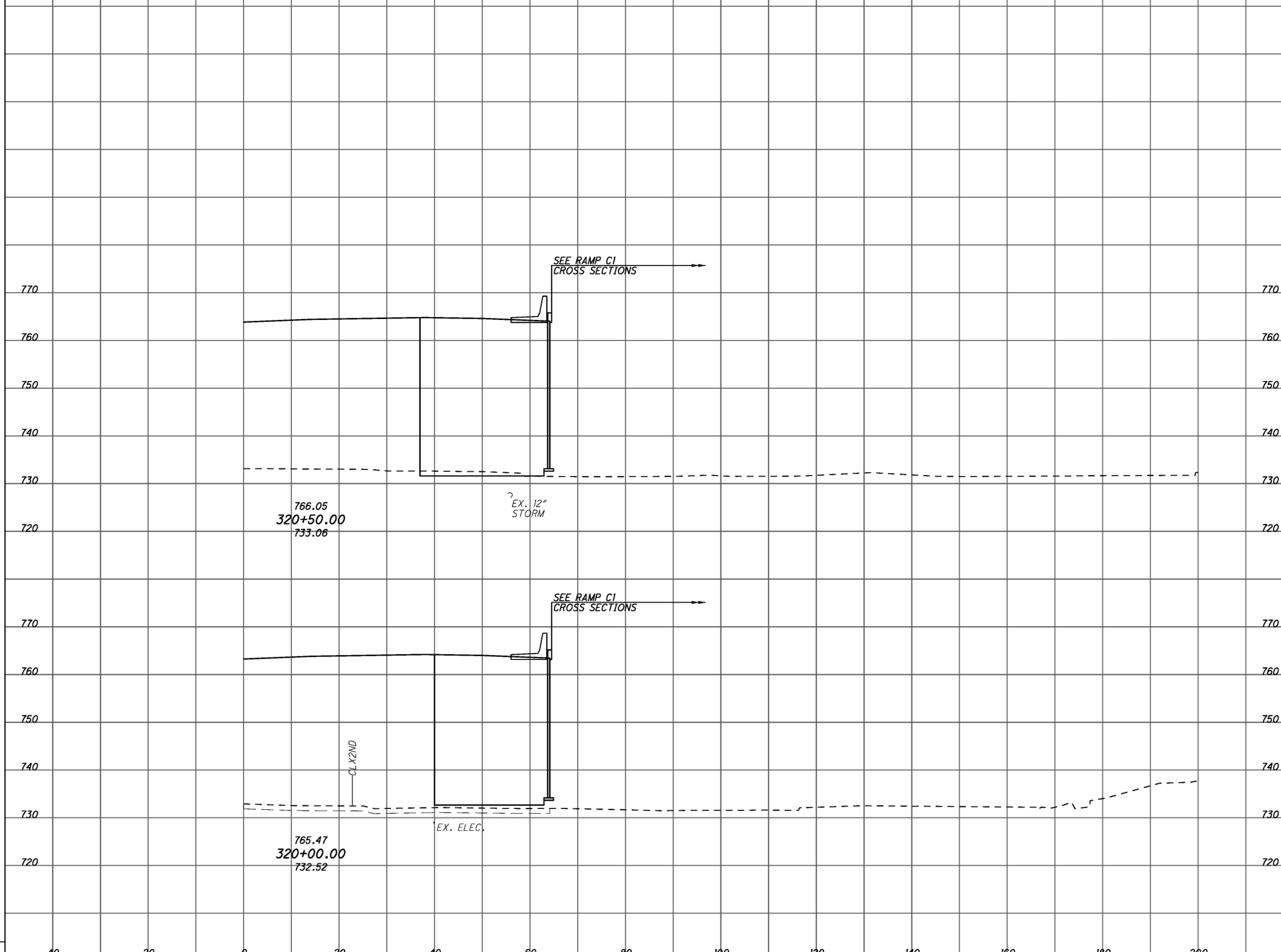
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 318+50.00 TO STA. 319+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
	0
0.00	
	0
0.00	
	0



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	1177		
		0	2352
0	1288		
		0	2539
		0	4644

CALCULATED MAS

CHECKED JAS

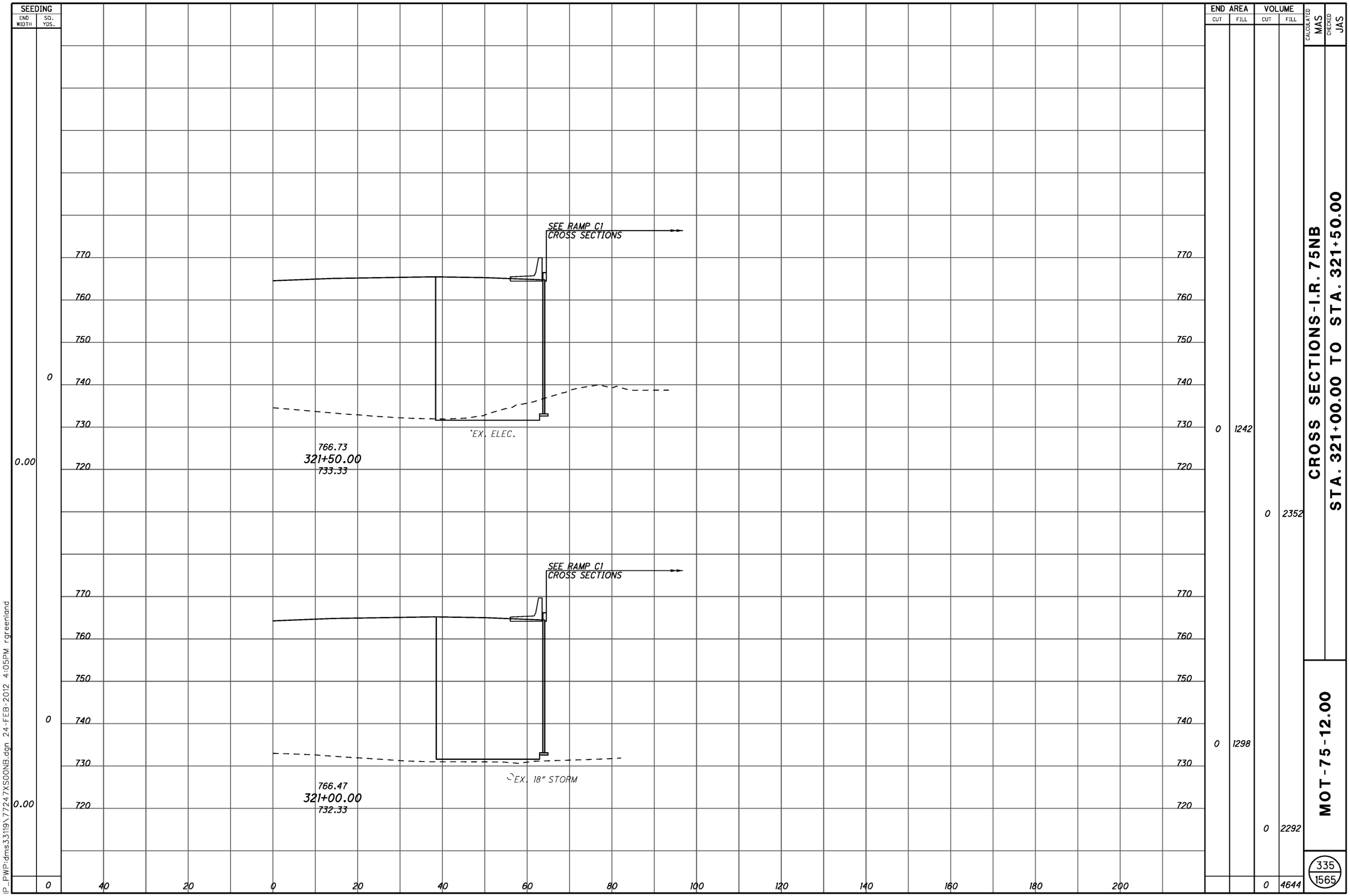
CROSS SECTIONS-I.R. 75NB

STA. 320+00.00 TO STA. 320+50.00

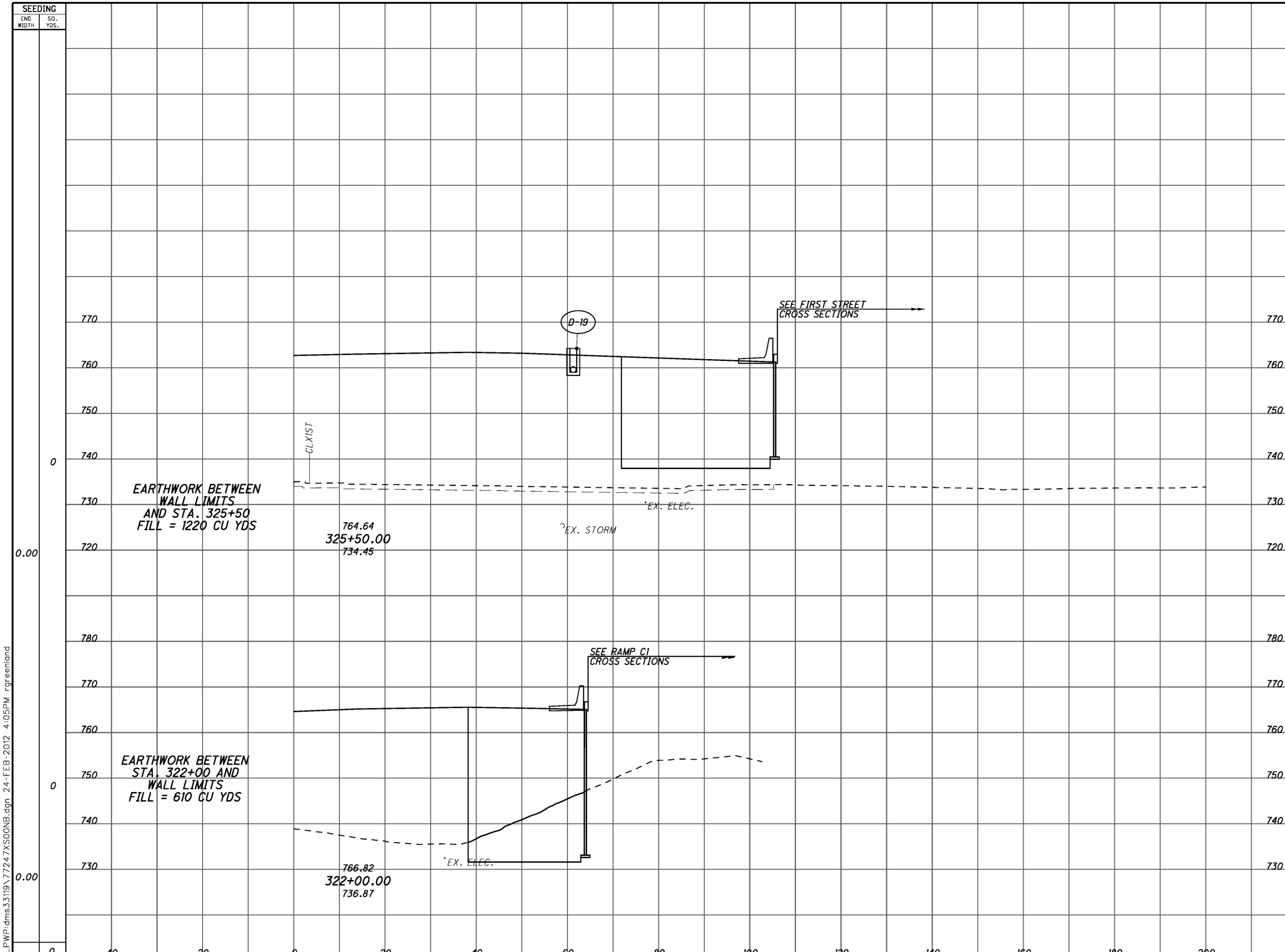
MOT-75-12.00

334
1565

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland



SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED MAS
CHECKED JAS
SEE RAMP C1
CROSS SECTIONS
EX. ELEC.
766.73
321+50.00
733.33
0.00
0
0
1242
0
2352
SEE RAMP C1
CROSS SECTIONS
EX. 18" STORM
766.47
321+00.00
732.33
0.00
0
0
1298
0
2292
0
0
4644
CROSS SECTIONS-I.R. 75NB
STA. 321+00.00 TO STA. 321+50.00
MOT-75-12.00
335
1565
IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland



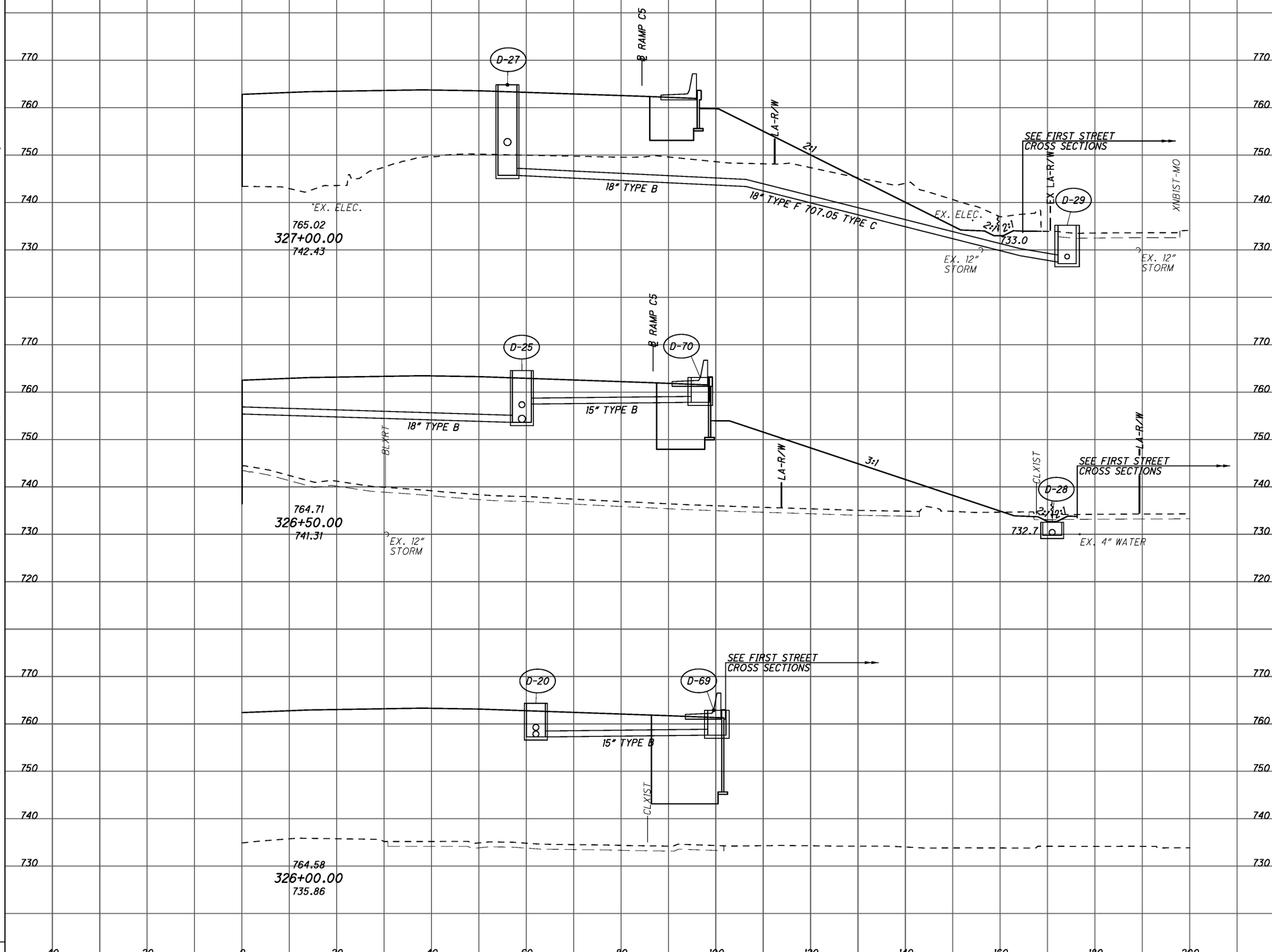
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	2216		
		0	0
0	1099		
		0	2167
		0	3997

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 322+00.00 TO 325+50.00

MOT-75-12.00

SEEDING END WIDTH	SEEDING SQ. YDS.
	403
80.84	
	486
94.23	
	262
0.00	
	1151



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
148	1573		
		141	4049
5	2800		
		4	4941
0	2536		
		0	4401
		145	13391

CALCULATED MAS
CHECKED JAS

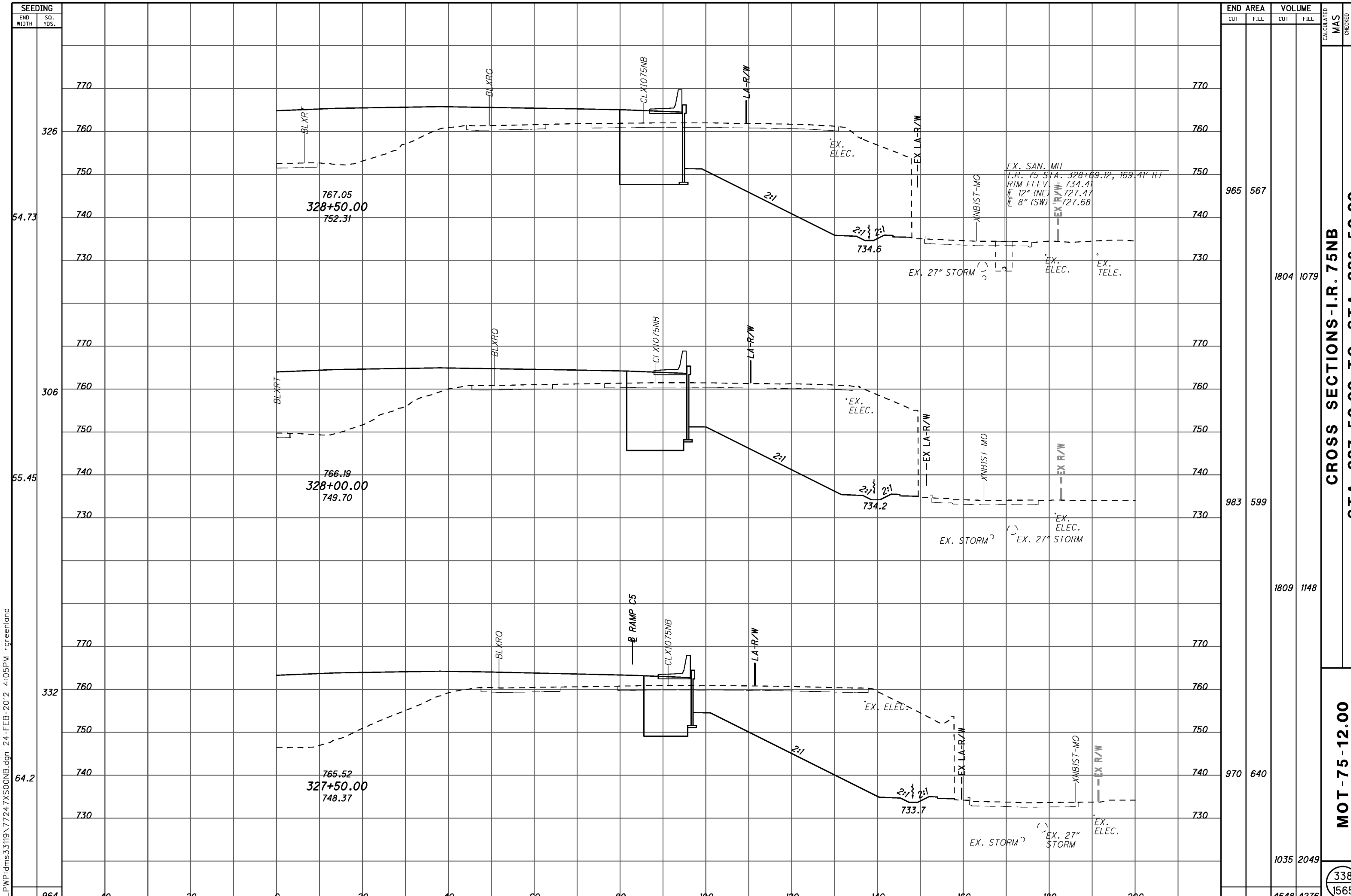
CROSS SECTIONS-I.R. 75NB
STA. 326+00.00 TO STA. 327+00.00

MOT-75-12.00

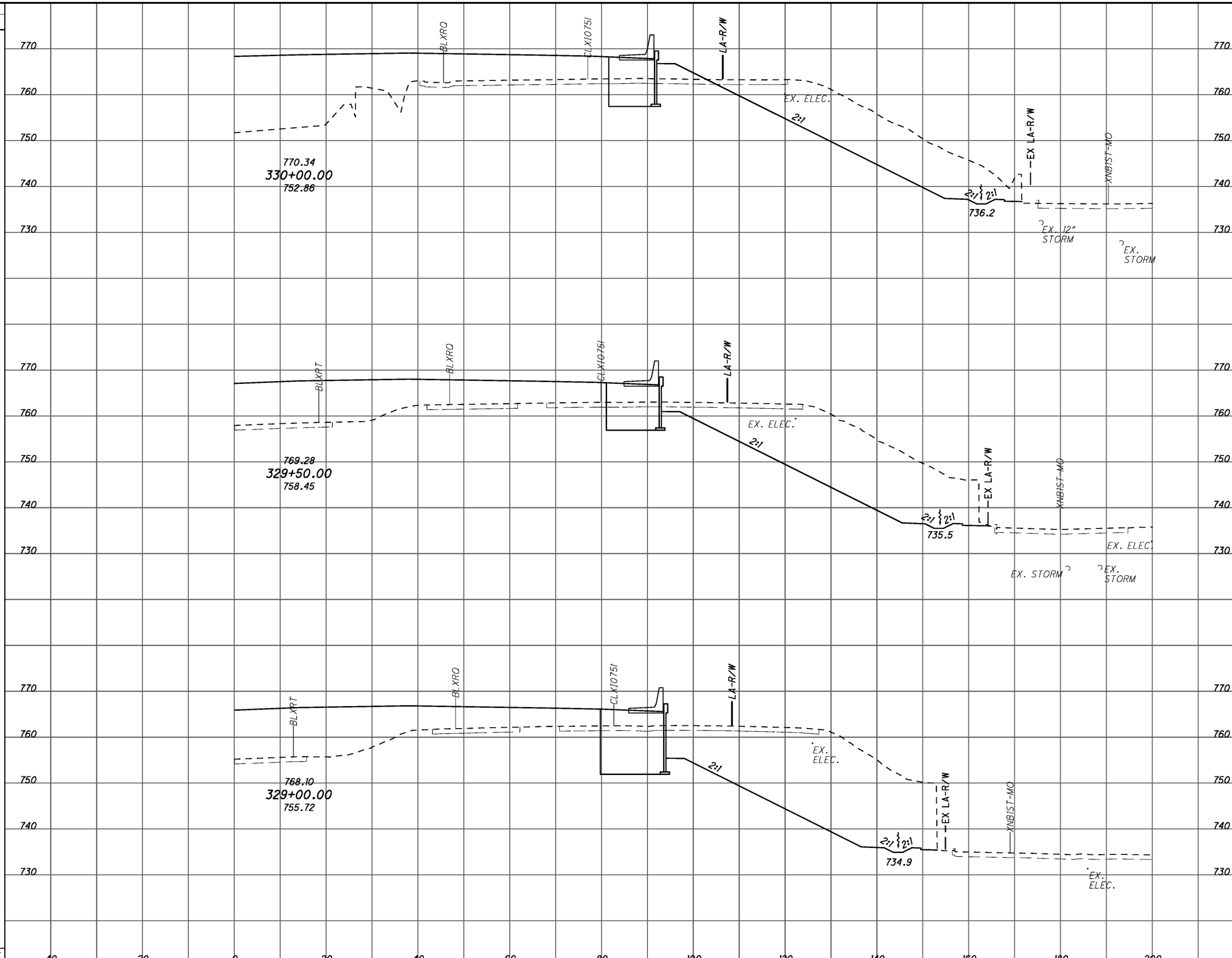
337
1565

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland

IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:05PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
85.14	465
71.82	436
62.59	373
	1275



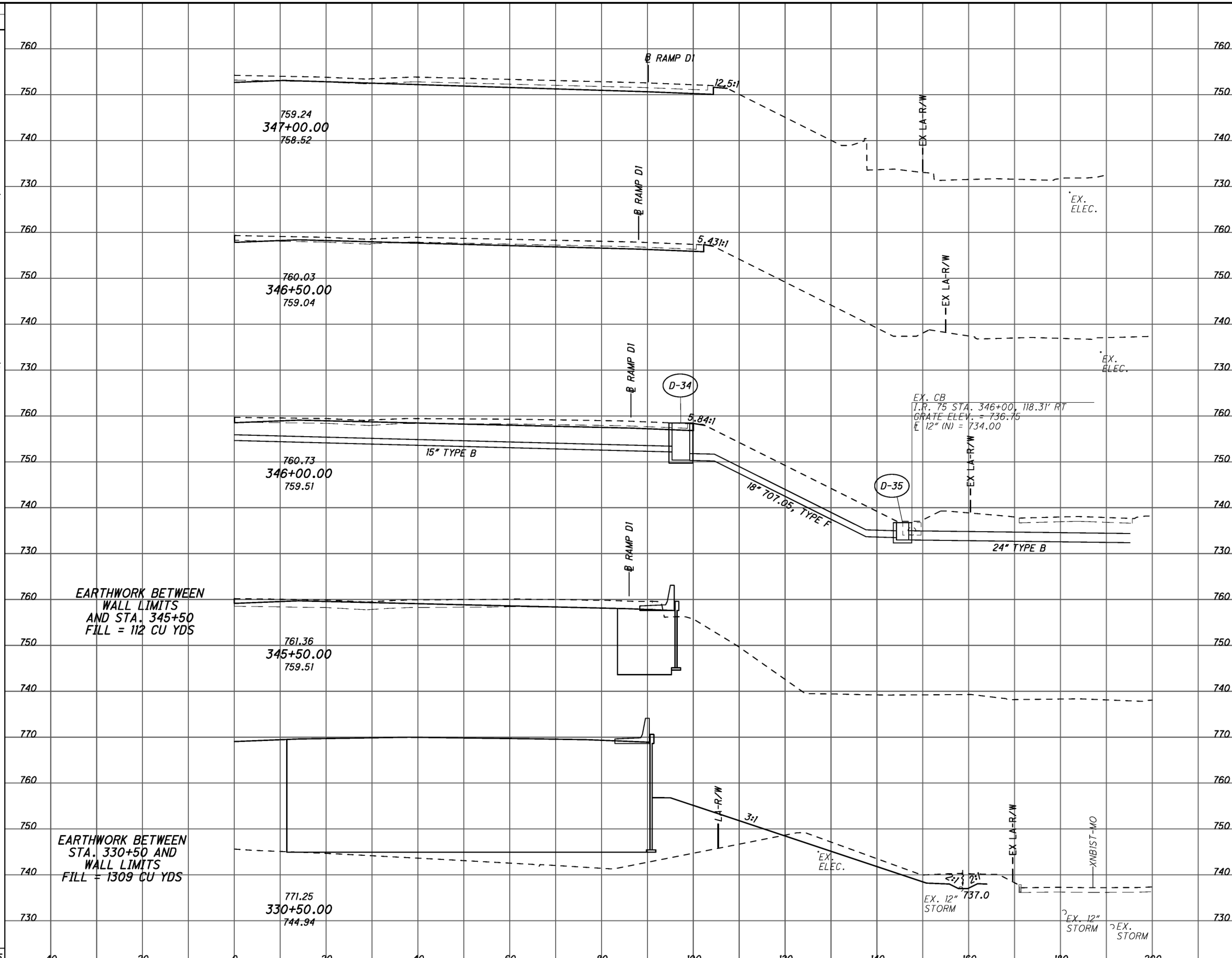
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
551	762		
		1199	1203
745	537		
		1511	1003
888	549		
		1716	1031
		4426	3237

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 329+00.00 TO STA. 330+00.00

MOT-75-12.00

SEEDING END WIDTH	SEEDING SQ. YDS.
	216
39.16	
	275
59.92	
	355
68.42	
	189
0.00	
	0
82.40	
	1035

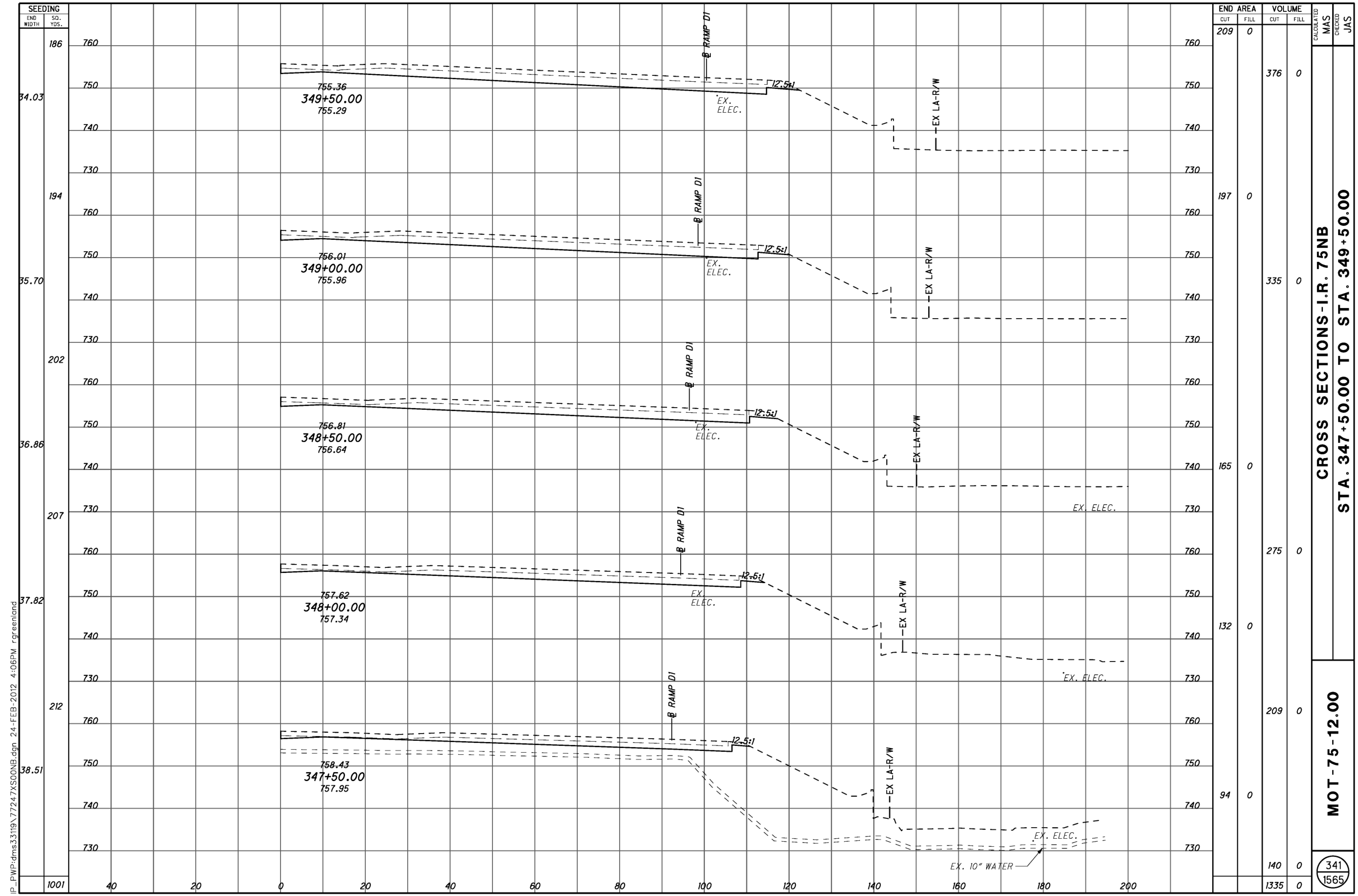


END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
57	0		
		79	0
28	0		
		44	0
20	0		
		22	3
4	4		
		0	0
98	644		
		601	1302
		825	1305

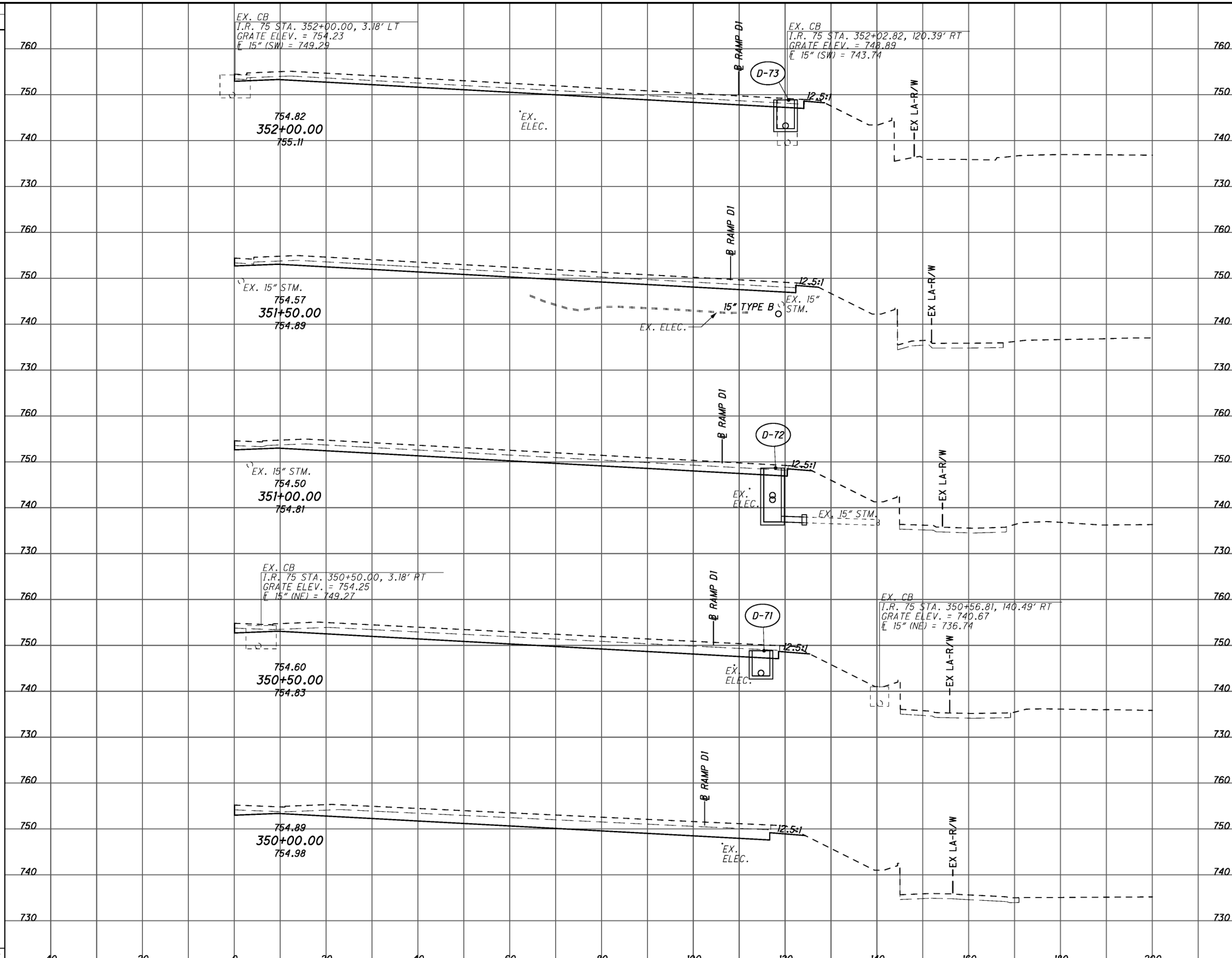
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 330+50.00 TO STA. 347+00.00

MOT-75-12.00


CROSS SECTIONS-I.R. 75NB
STA. 347+50.00 TO STA. 349+50.00
MOT-75-12.00
341
1565
CALCULATED MAS
CHECKED JAS
SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
209 0
376 0
197 0
335 0
165 0
275 0
132 0
209 0
94 0
140 0
1335 0
186
34.03
194
35.70
202
36.86
207
37.82
212
38.51
1001
755.36
349+50.00
755.29
756.01
349+00.00
755.96
756.81
348+50.00
756.64
757.62
348+00.00
757.34
758.43
347+50.00
757.95
℄ RAMP D1
12.5:1
EX. ELEC.
EX LA-R/W
EX. 10" WATER
760
750
740
730
40
20
0
20
40
60
80
100
120
140
160
180
200
IP_PWP:dms33119\77247XS00NB.dgn 24-FEB-2012 4:06PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.
	63
22.7	
	136
26.14	
	153
28.80	
	166
30.96	
	177
32.92	
	695



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
112	0		
		223	0
130	0		
		257	0
148	0		
		305	0
182	0		
		359	0
206	0		
		384	0
		1528	0

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 350+00.00 TO STA. 352+00.00

MOT-75-12.00

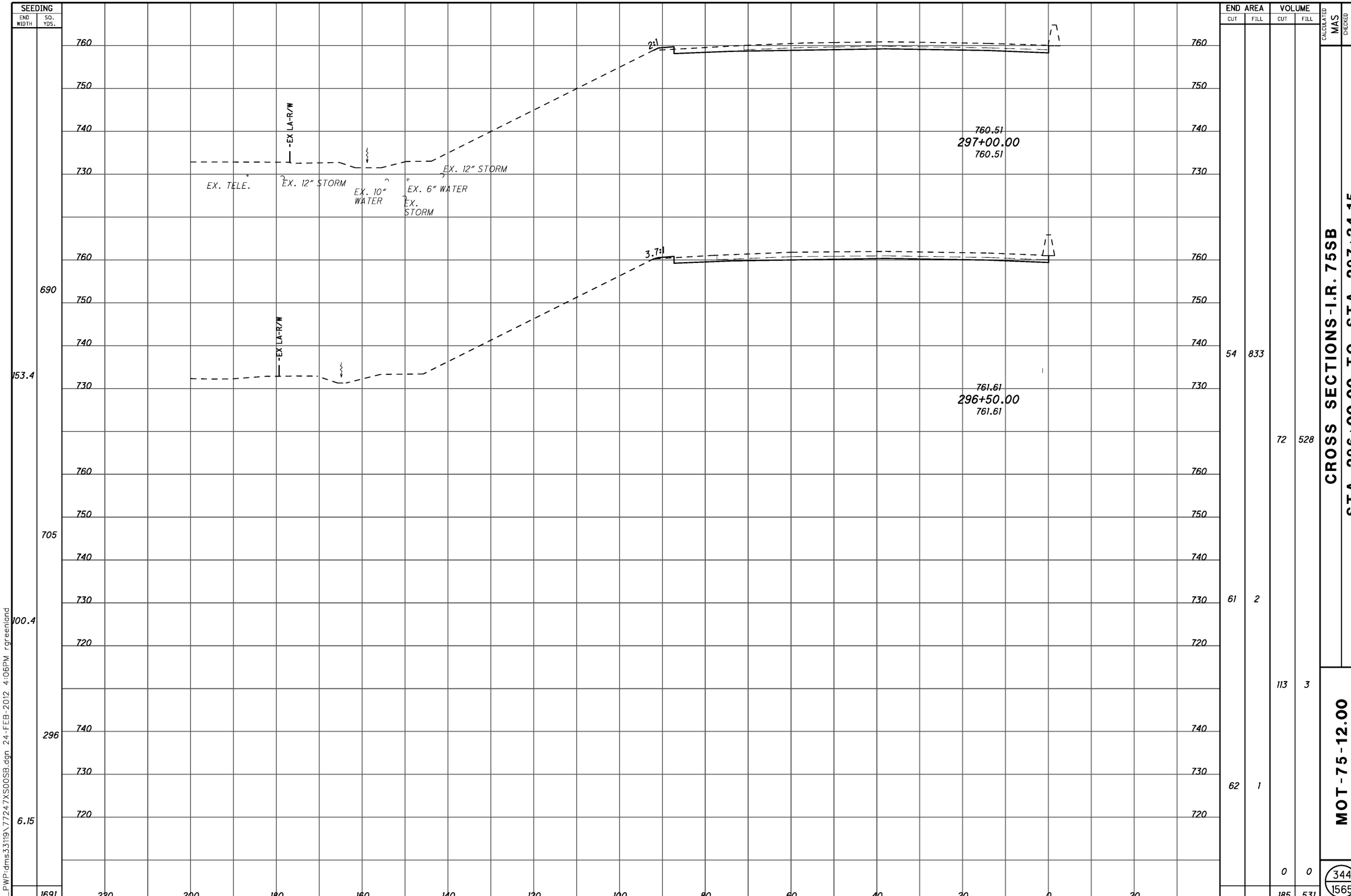
SEEDING END WIDTH	SEEDING SQ. YDS.
	0
0.00	
	0
0.00	
	0
0.00	
	0
0.00	
	0
0.00	
	0

STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
354+25.00	0	66		
			30	56
354+00.00	65	55		
			115	51
353+50.00	60	0		
			109	0
353+00.00	59	0		
			115	0
352+50.00	66	0		
			164	0
			533	107

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75NB
STA. 352+50.00 TO STA. 354+25.00

MOT-75-12.00



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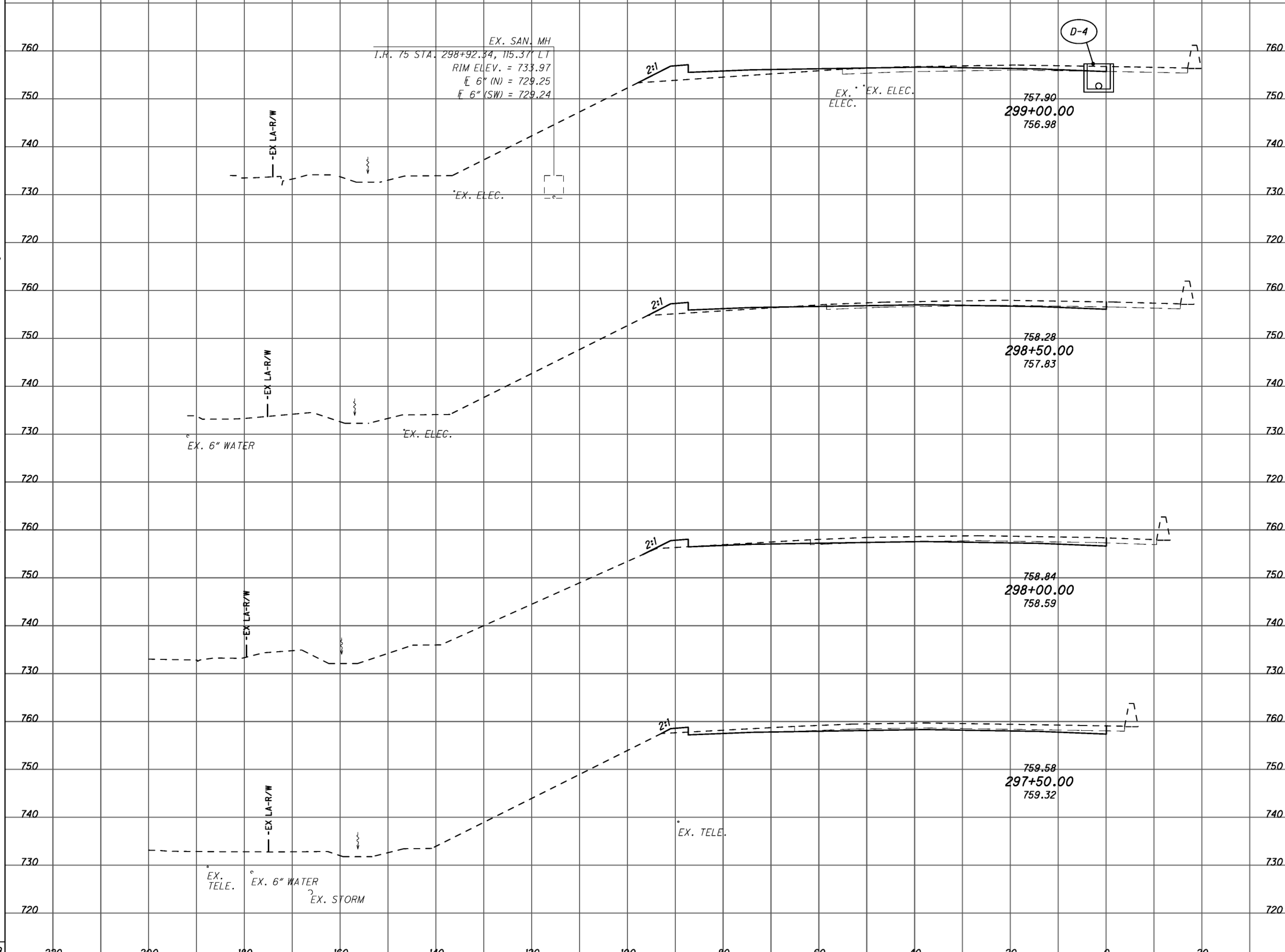


SEEDING END WIDTH	SEEDING SQ. YDS.
96.34	524
95.34	532
99.76	542
94.87	541
	2139

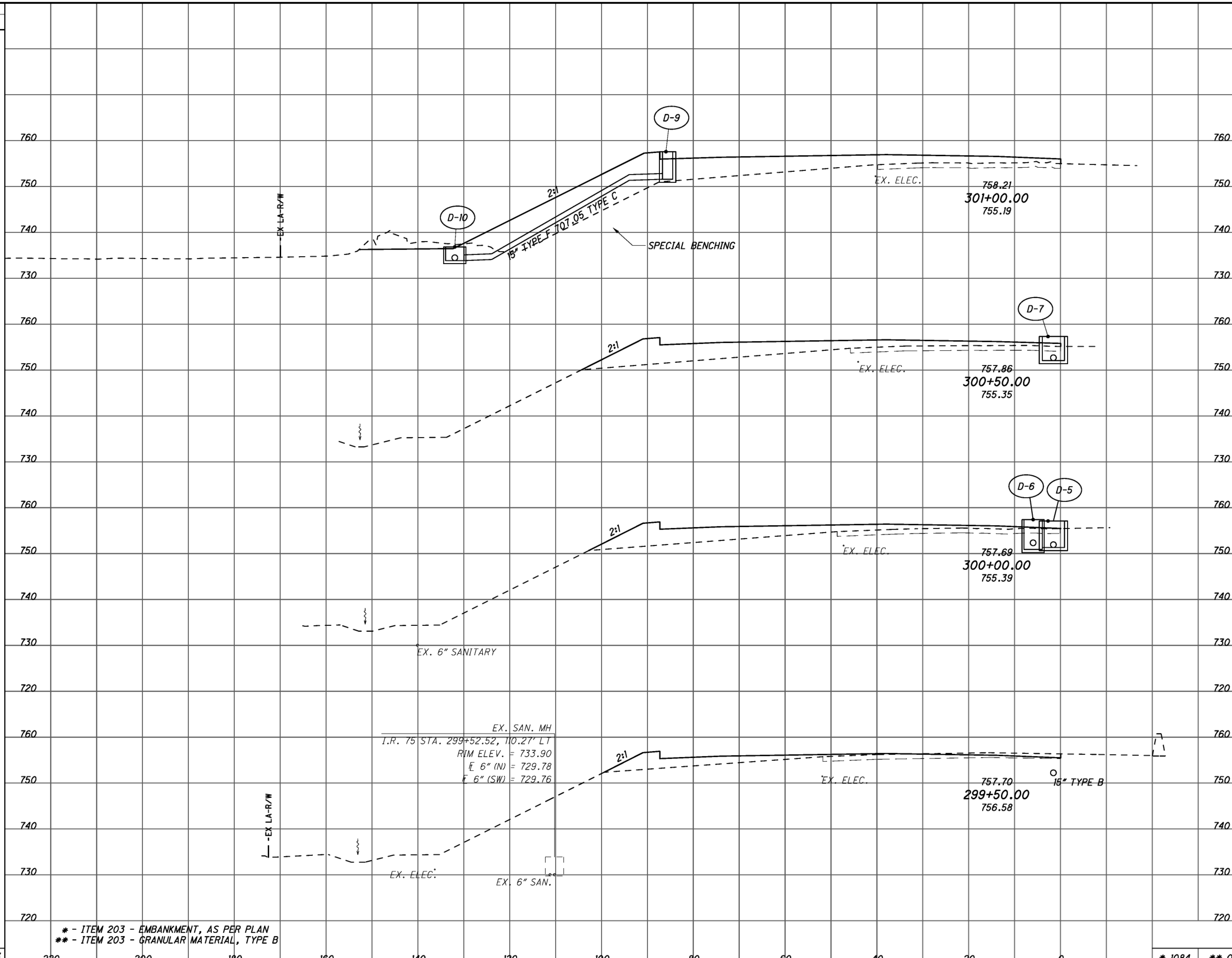
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	52		
		7	67
8	21		
		28	27
22	8		
		58	12
40	4		
		28	246
		121	352

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 297+50.00 TO STA. 299+00.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:06PM rgreenland



* - ITEM 203 - EMBANKMENT, AS PER PLAN
** - ITEM 203 - GRANULAR MATERIAL, TYPE B

SEEDING END WIDTH	SEEDING SQ. YDS.
	397
89.15	
	460
76.33	
	446
84.35	
	491
92.39	
	1793

Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
301+00.00	40	520		
			37	*697
300+50.00	0	233		
			0	*387
300+00.00	0	185		
			0	249
299+50.00	0	84		
			0	125
Total			37	374

* 1084 ** 0

CALCULATED MAS
CHECKED JAS

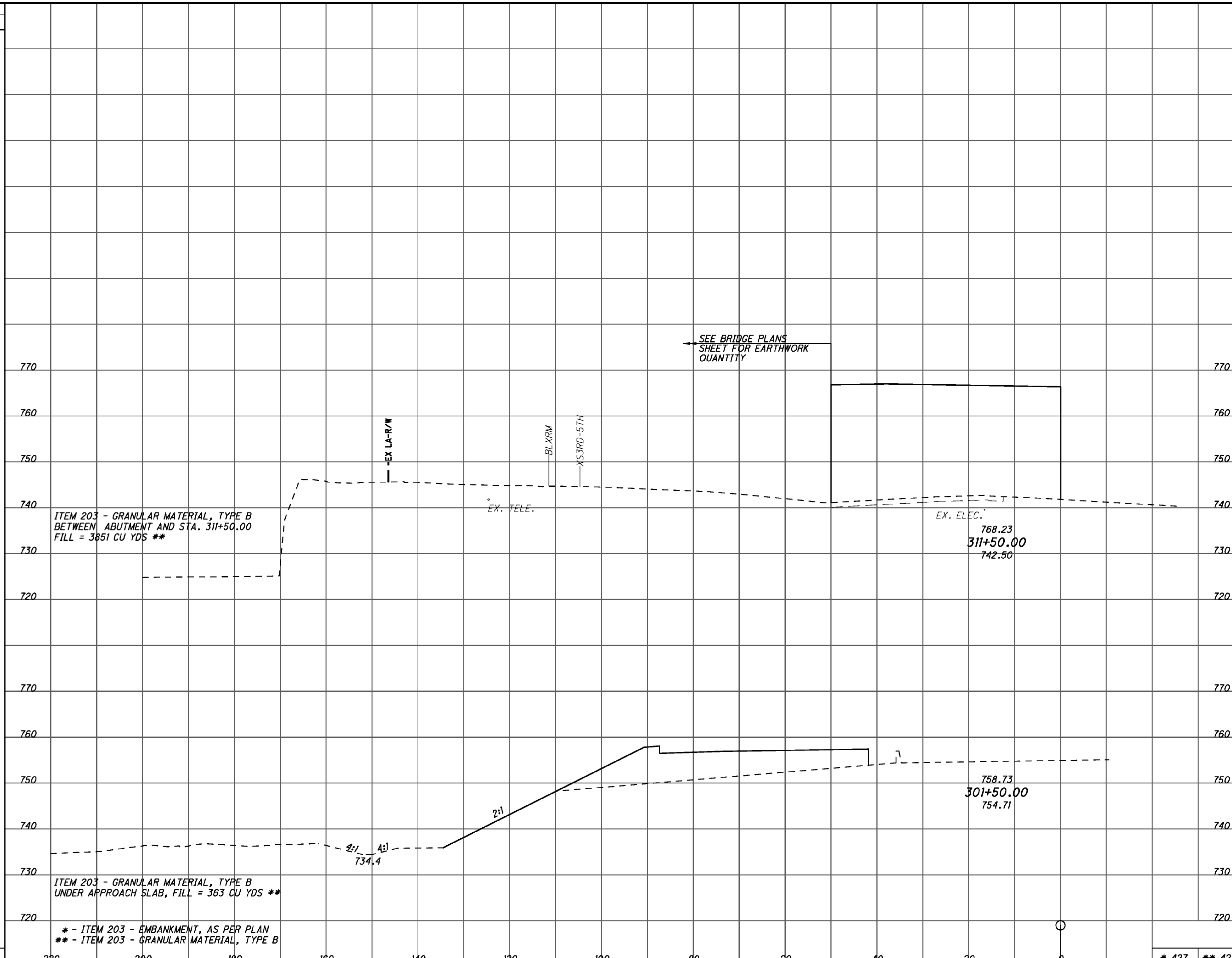
CROSS SECTIONS-I.R. 75SB
STA. 299+50.00 TO STA. 301+00.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:06PM rgreenland

CROSS SECTIONS-I.R. 75SB

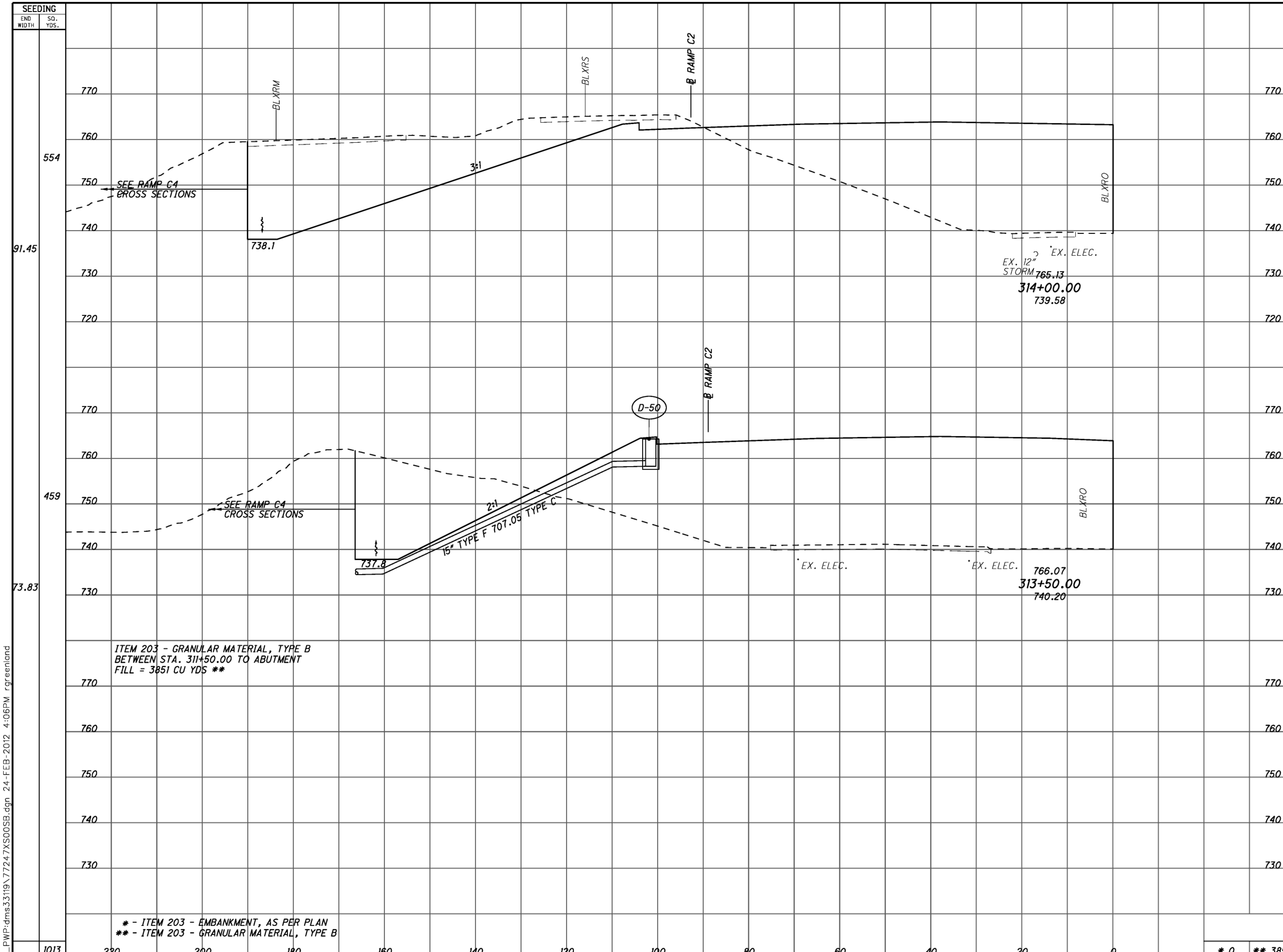
STA. 301+50.00 TO STA. 311+50.00



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
311+50.00		0	0	1232		
	0.00				0	0
301+50.00		0	0	333		
	53.68				37	* 427
Total		0			37	0

CALCULATED MAS
CHECKED JAS

MOT-75-12.00



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
974	1487		
		1401	3791
540	2608		
		0	0
		1401	3791

CALCULATED MAS

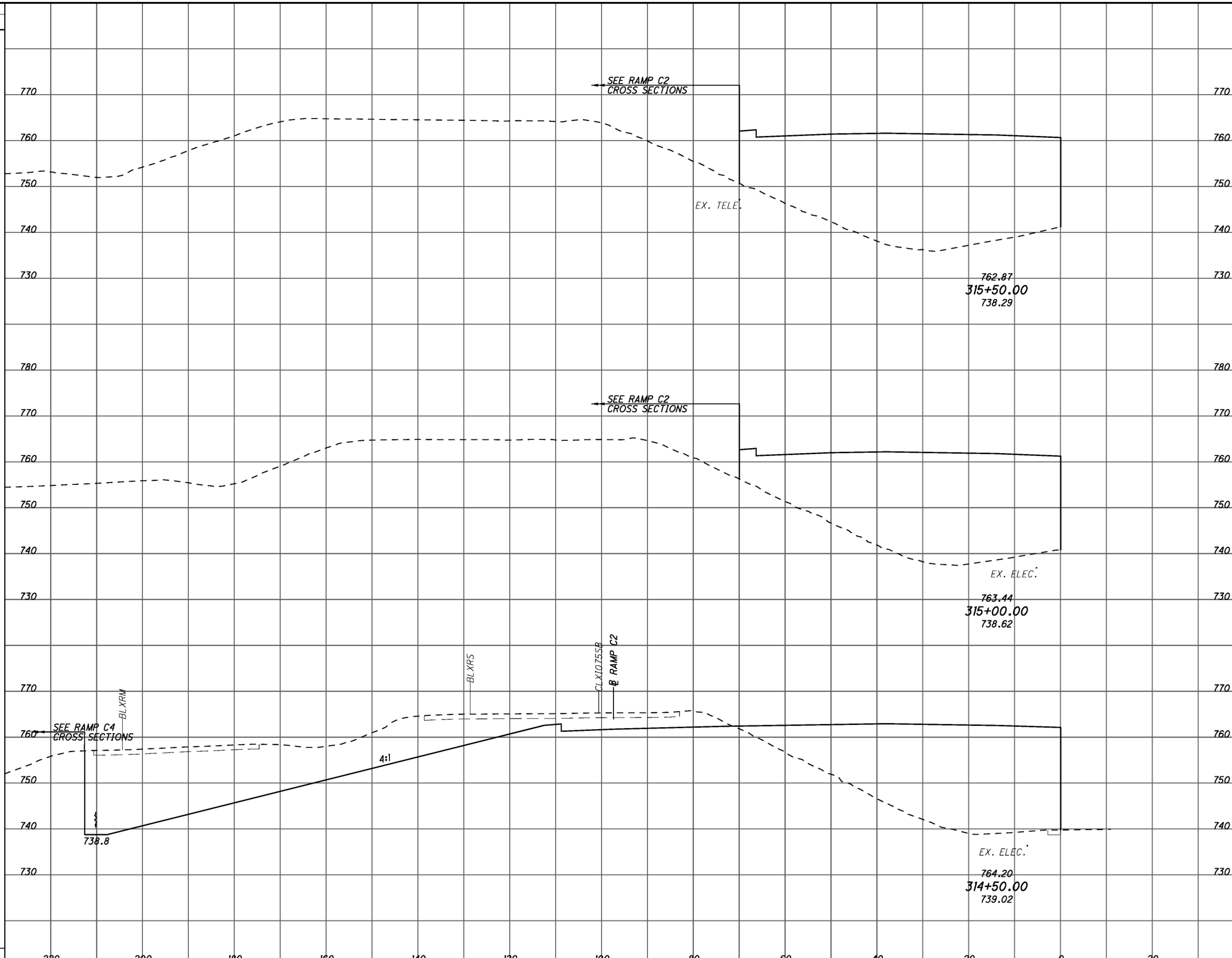
CHECKED JAS

CROSS SECTIONS-I.R. 75SB

STA. 312+50.00 TO STA. 314+00.00

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.
5.01	28
5.01	28
108.11	314
	370



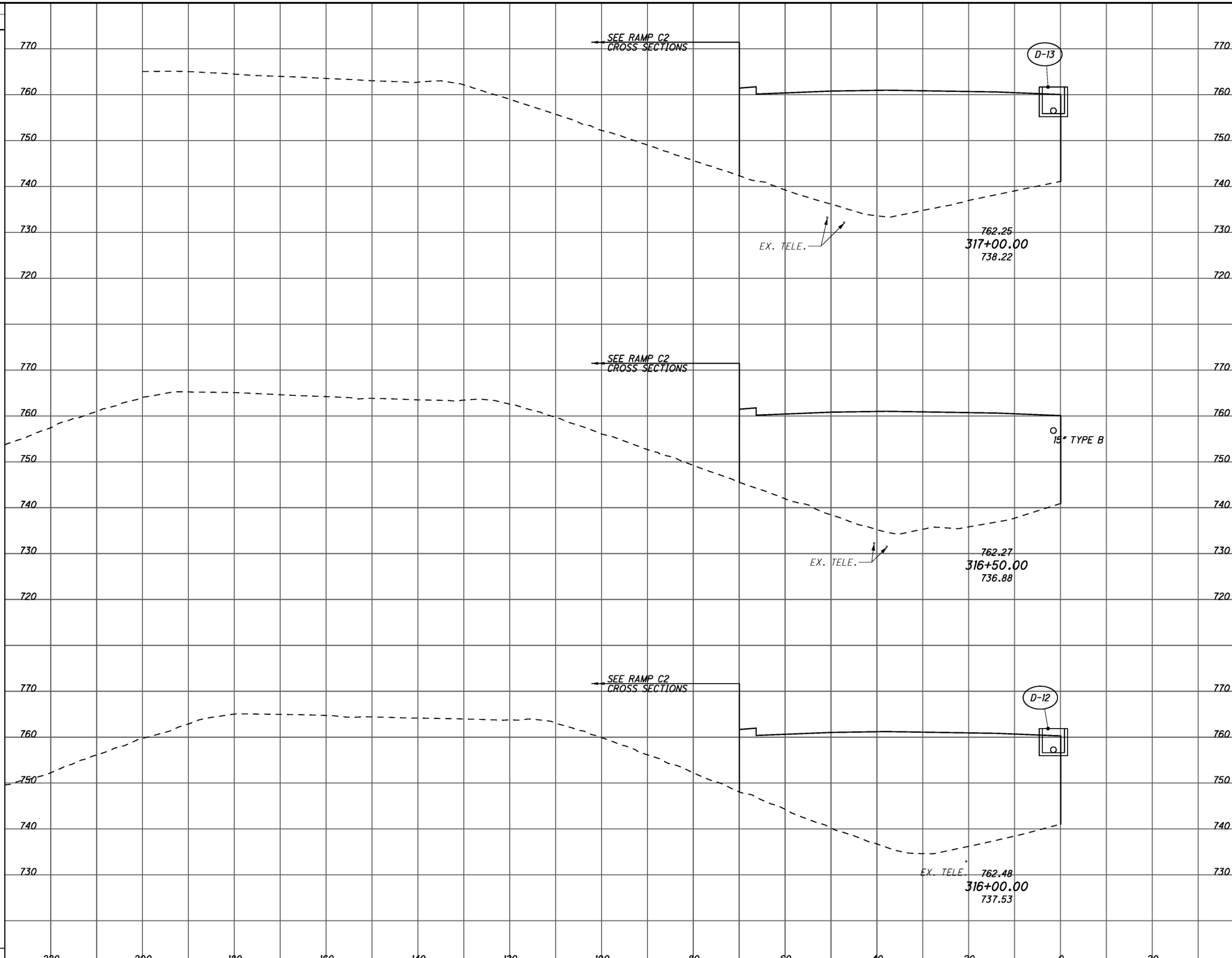
END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	1448		
		0	2543
0	1299		
		1081	2244
1167	1125		
		1982	2418
		3063	7205

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 314+50.00 TO STA. 315+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:06PM rgreenland



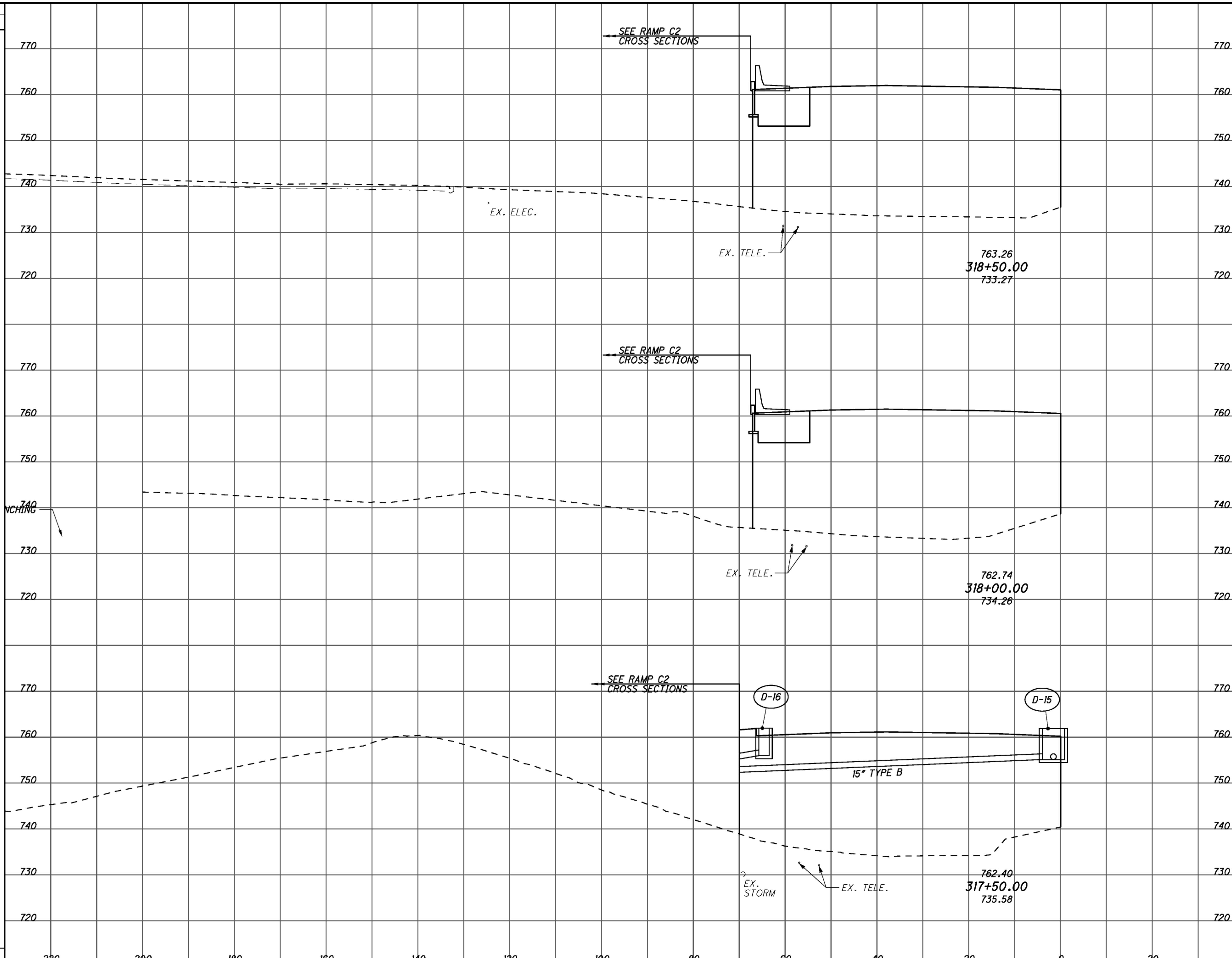
SEEDING END WIDTH	SEEDING SQ. YDS.
5.01	28
5.01	28
5.01	28
	84

STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
317+00.00	0	1638		
			0	2977
316+50.00	0	1577		
			0	2867
316+00.00	0	1520		
			0	2747
Total			0	8591

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 316+00.00 TO STA. 317+00.00

MOT-75-12.00

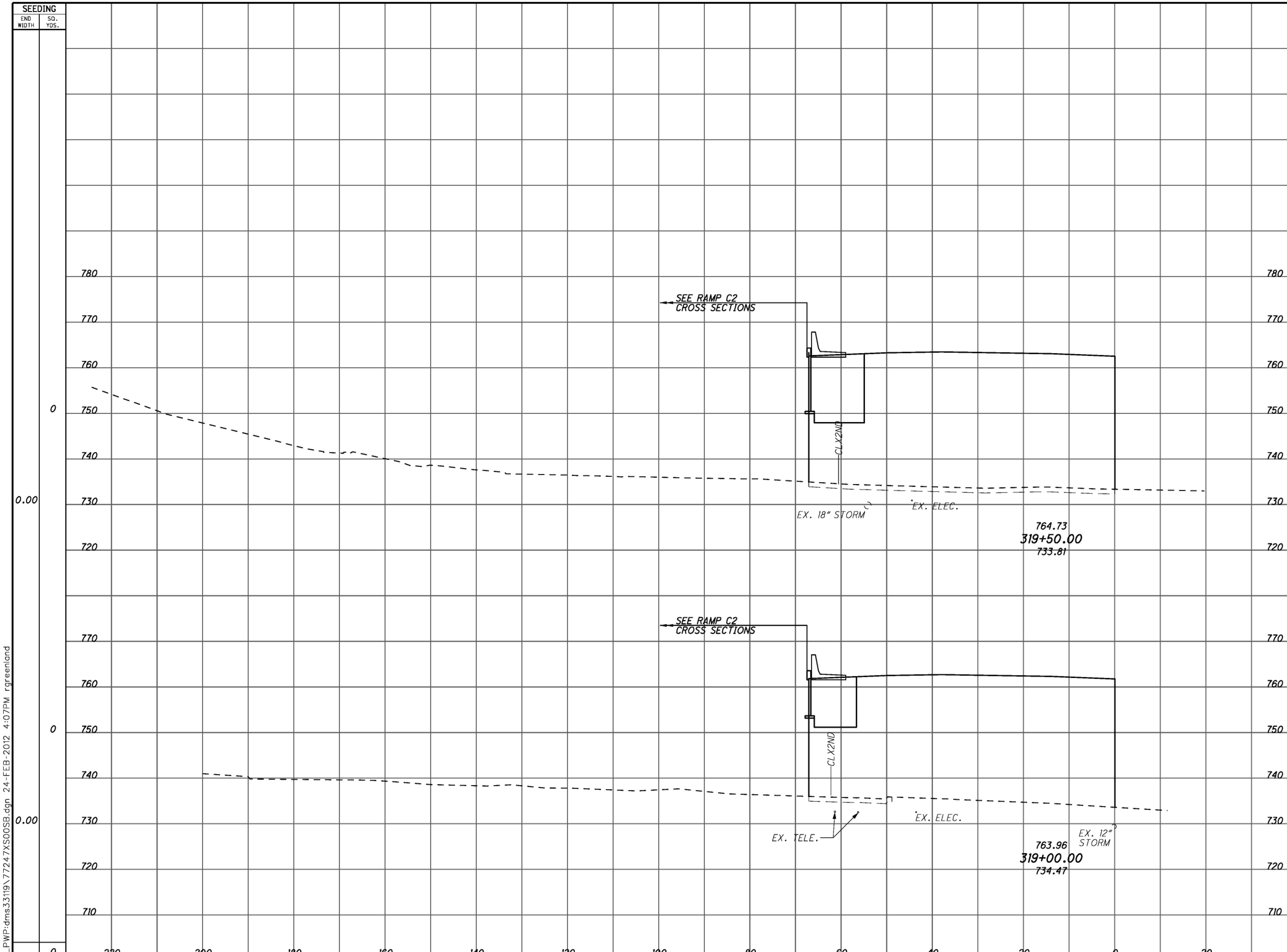


Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
318+50.00	0.00	0	0	1773		
					0	3224
318+00.00	0.00	0	0	1709		
					0	3204
317+50.00	5.01	14	0	1751		
					0	3138
Total		14			0	9566

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 317+50.00 TO STA. 318+50.00

MOT-75-12.00



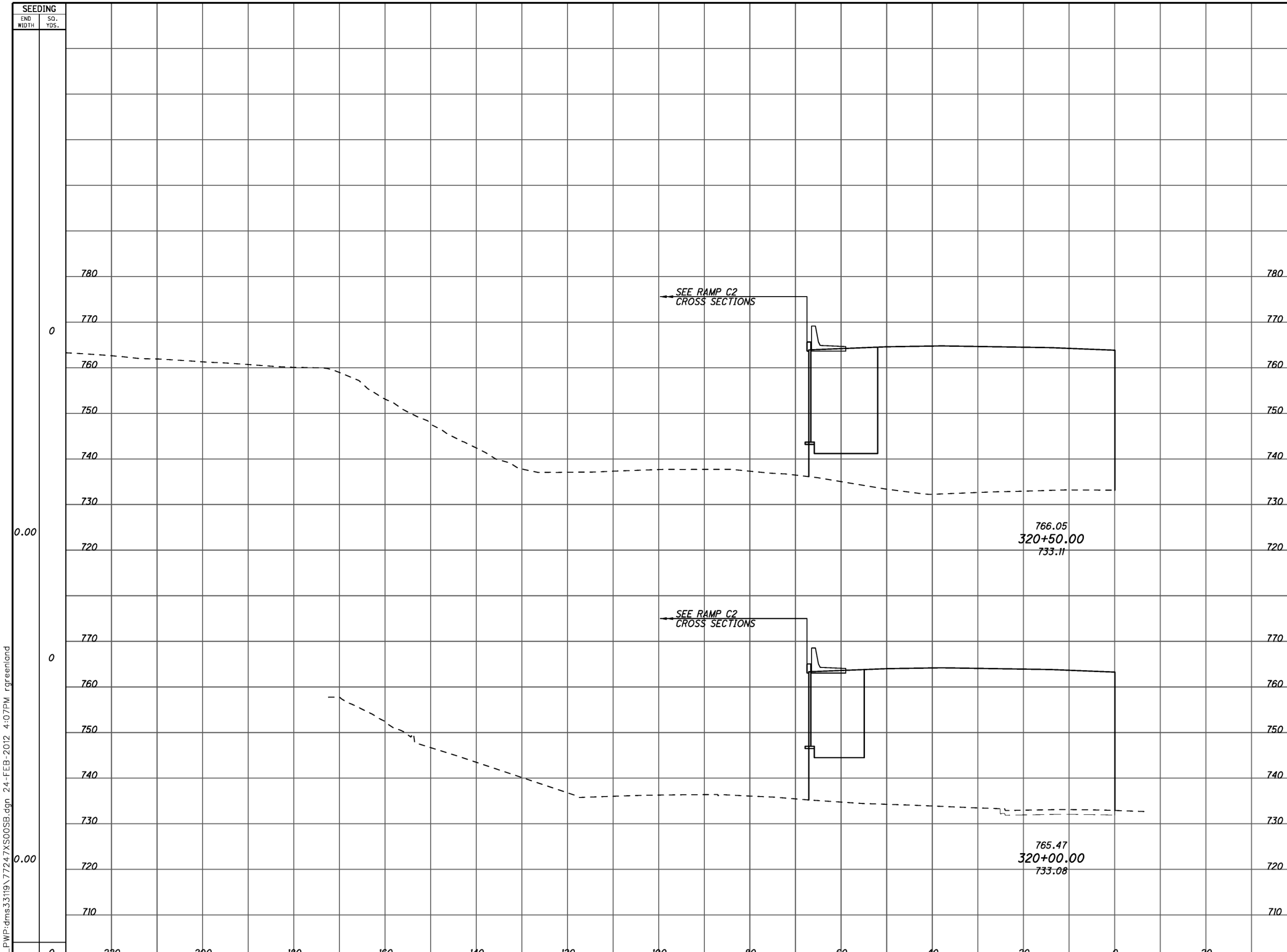
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	1888		
		0	3253
0	1725		
		0	3239
		0	6492

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 319+00.00 TO STA. 319+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS005B.dgn 24-FEB-2012 4:07PM rgreenland



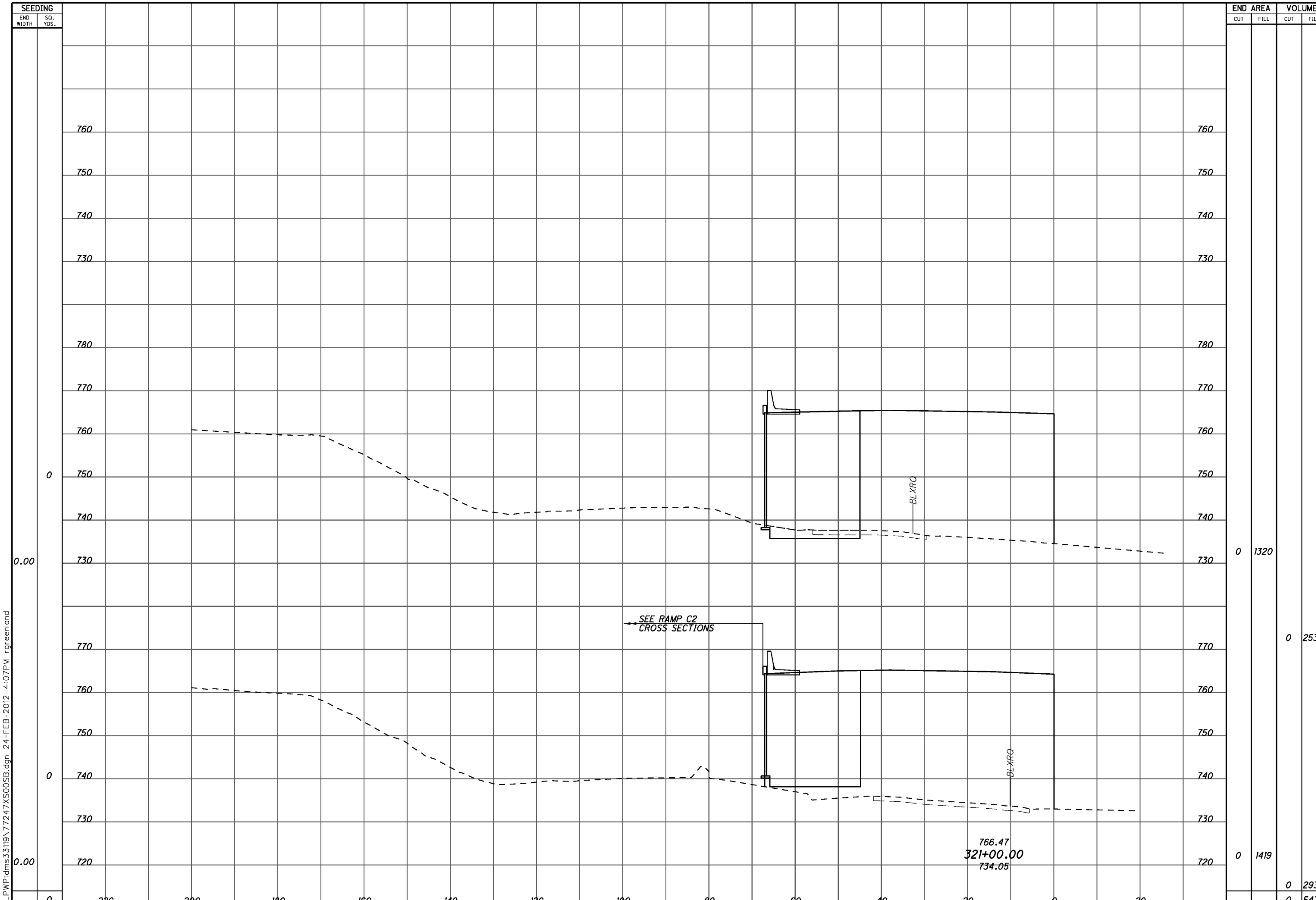
END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	1754		
		0	3294
0	1803		
		0	3325
		0	6619

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 320+00.00 TO STA. 320+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland



CALCULATED MAS
CHECKED JAS

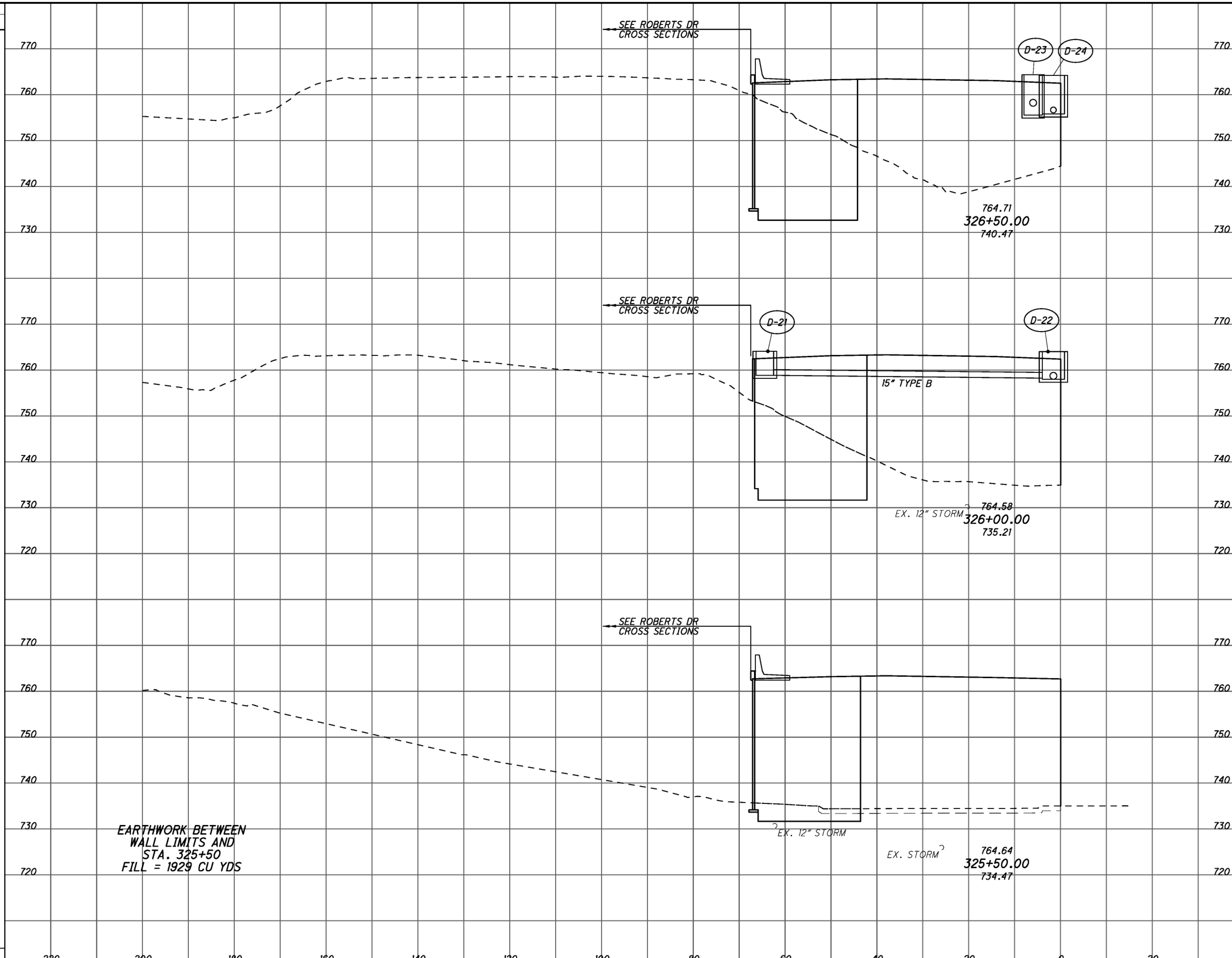
CROSS SECTIONS-I.R. 75SB
STA. 321+00.00 TO STA. 321+50.00

MOT-75-12.00

354
1565

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland

CROSS SECTIONS-I.R. 75SB
STA. 325+50.00 TO STA. 326+50.00



SEEDING

END WIDTH	SQ. YDS.
	6
0.00	
	0
0.00	
	0
0.00	
	6

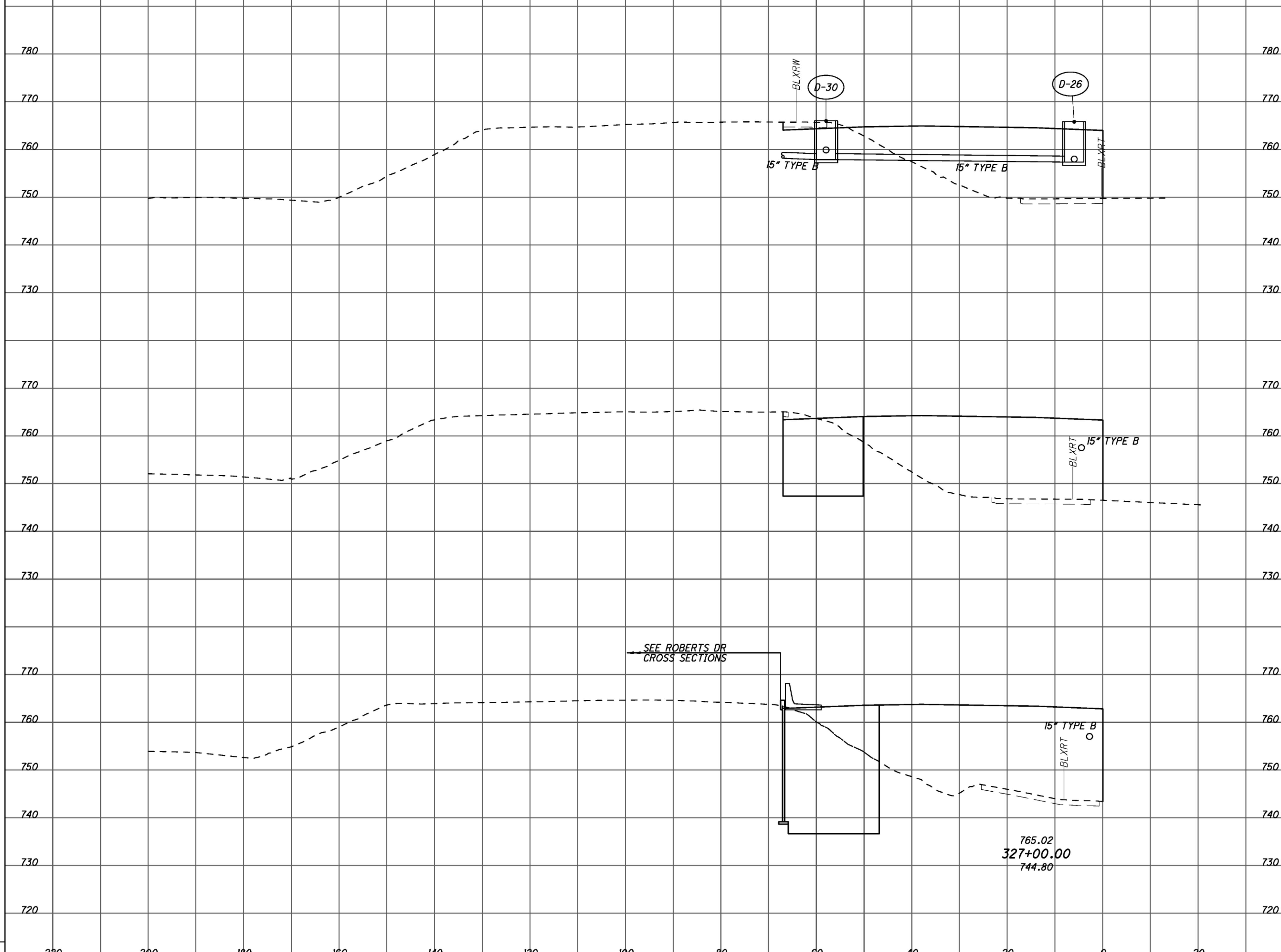
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	931		
		0	2011
0	1241		
		0	2317
0	1261		
		0	0
		0	6257

CALCULATED MAS
CHECKED JAS

MOT-75-12.00

355
1565

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
2.11	11
2.01	11
2.01	11
	33

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
7	585		
		12	1228
6	741		
		6	1447
0	821		
		0	1622
		18	4297

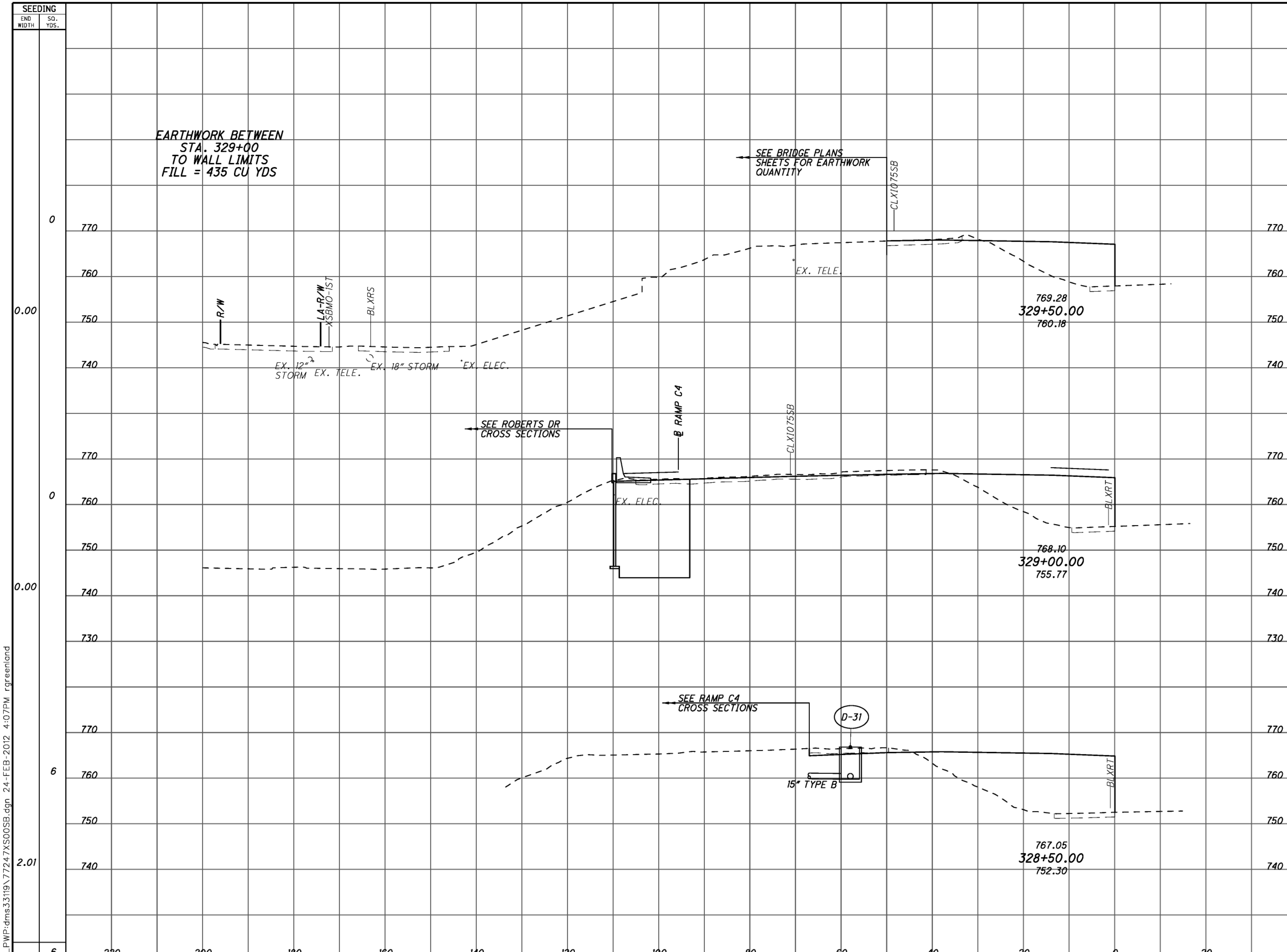
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 327+00.00 TO STA. 328+00.00

MOT-75-12.00

356
1565

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland

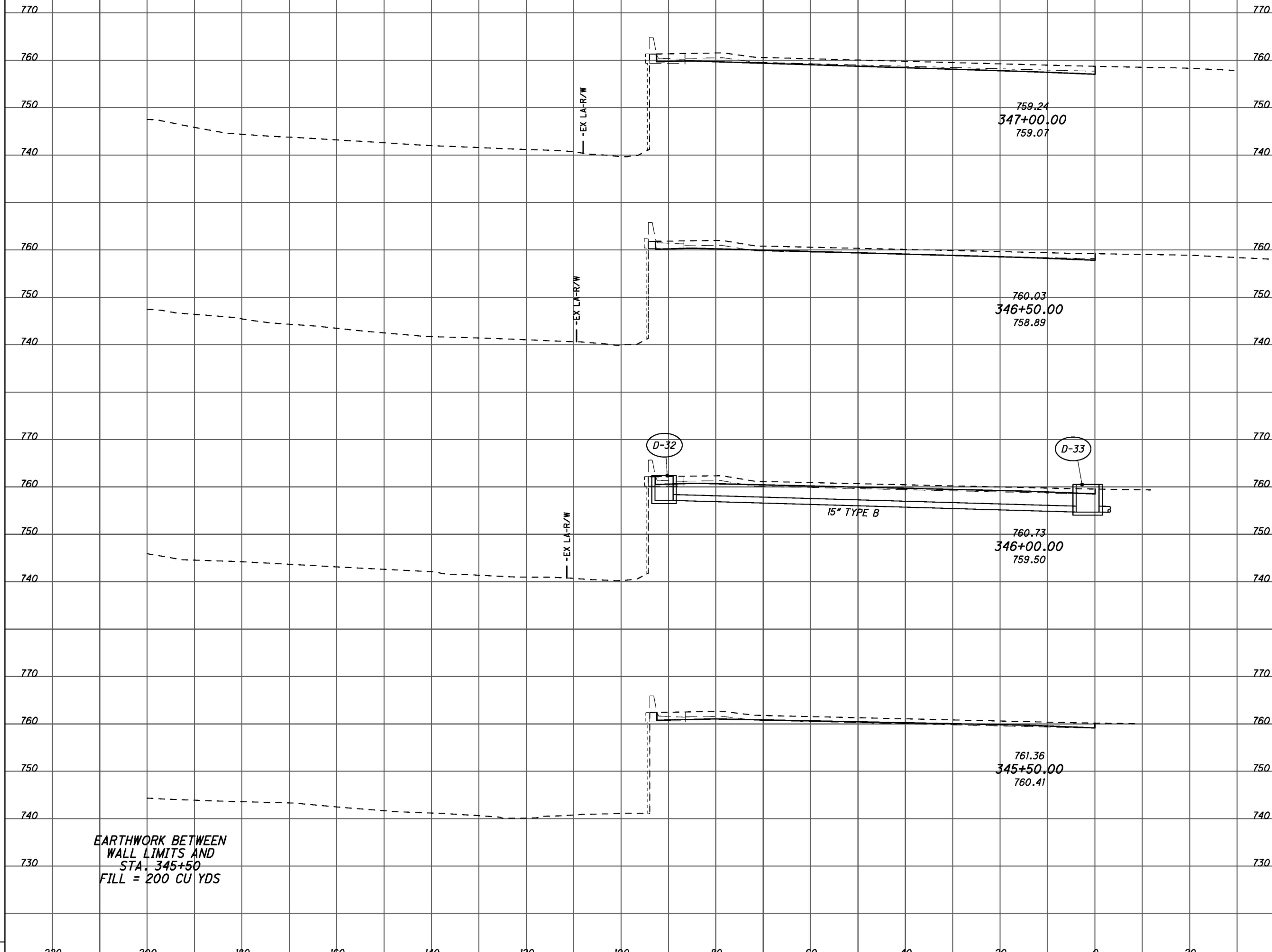


END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
6	179		
		36	423
33	278		
		37	641
8	414		
		14	925
		87	2032

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 328+50.00 TO STA. 329+50.00

MOT-75-12.00



SEEDING	
END WIDTH	SQ. YDS.
0	
	0.00
0	
	0.00
0	
	0.00
0	
	0.00
0	

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
43	0		
		59	0
20	0		
		33	0
16	0		
		29	0
16	0		
		0	0
		121	200

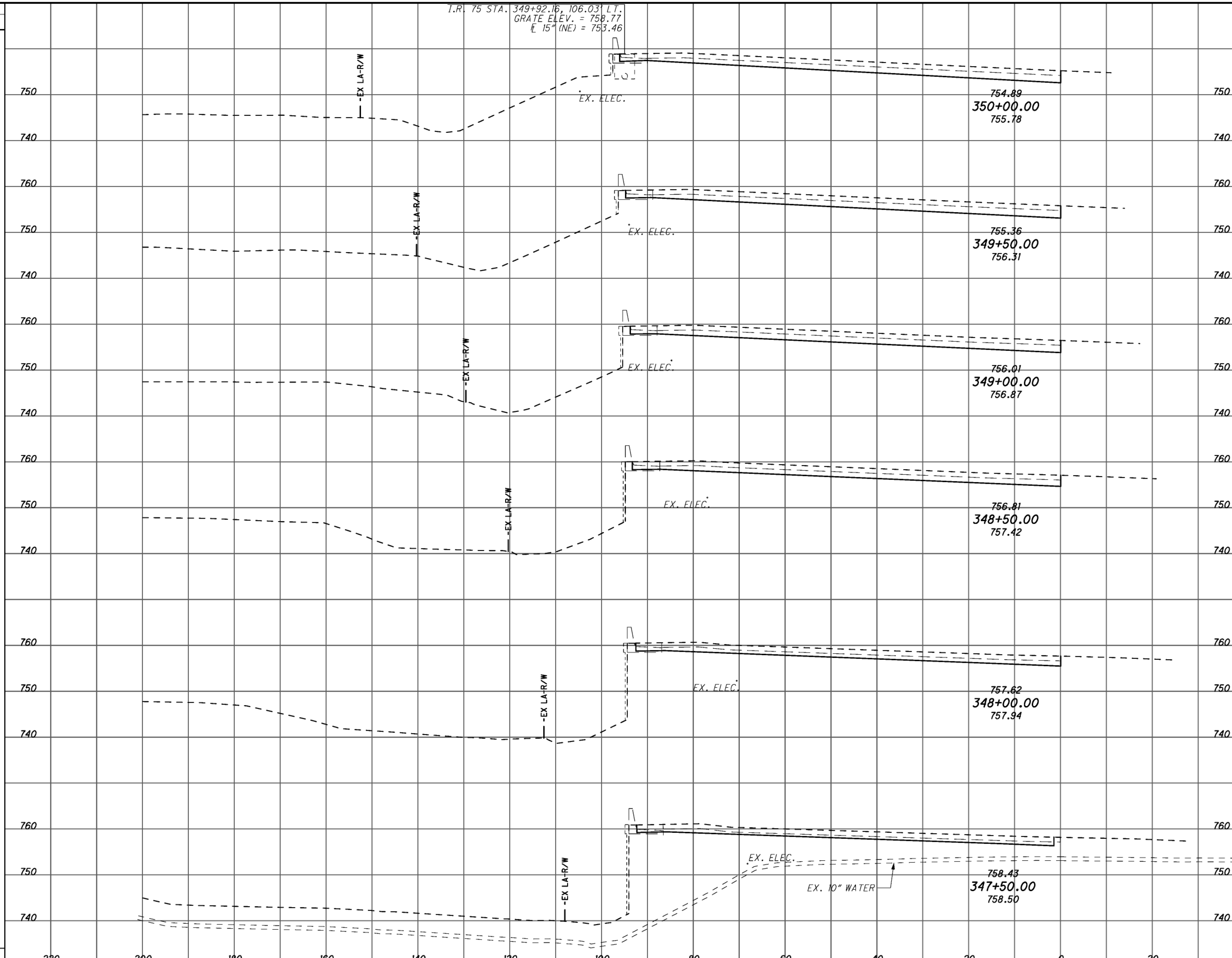
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 345+50.00 TO STA. 347+00.00

MOT-75-12.00

358
1565

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
	0
0.00	
	0
0.00	
	0
0.00	
	0
0.00	
	0
0.00	
	0
0.00	
	0

END AREA		VOLUME	
CUT	FILL	CUT	FILL
122	0		
		232	0
128	0		
		234	0
125	0		
		216	0
109	0		
		179	0
84	0		
		136	0
62	0		
		98	0
		1095	0

CALCULATED MAS
CHECKED JAS

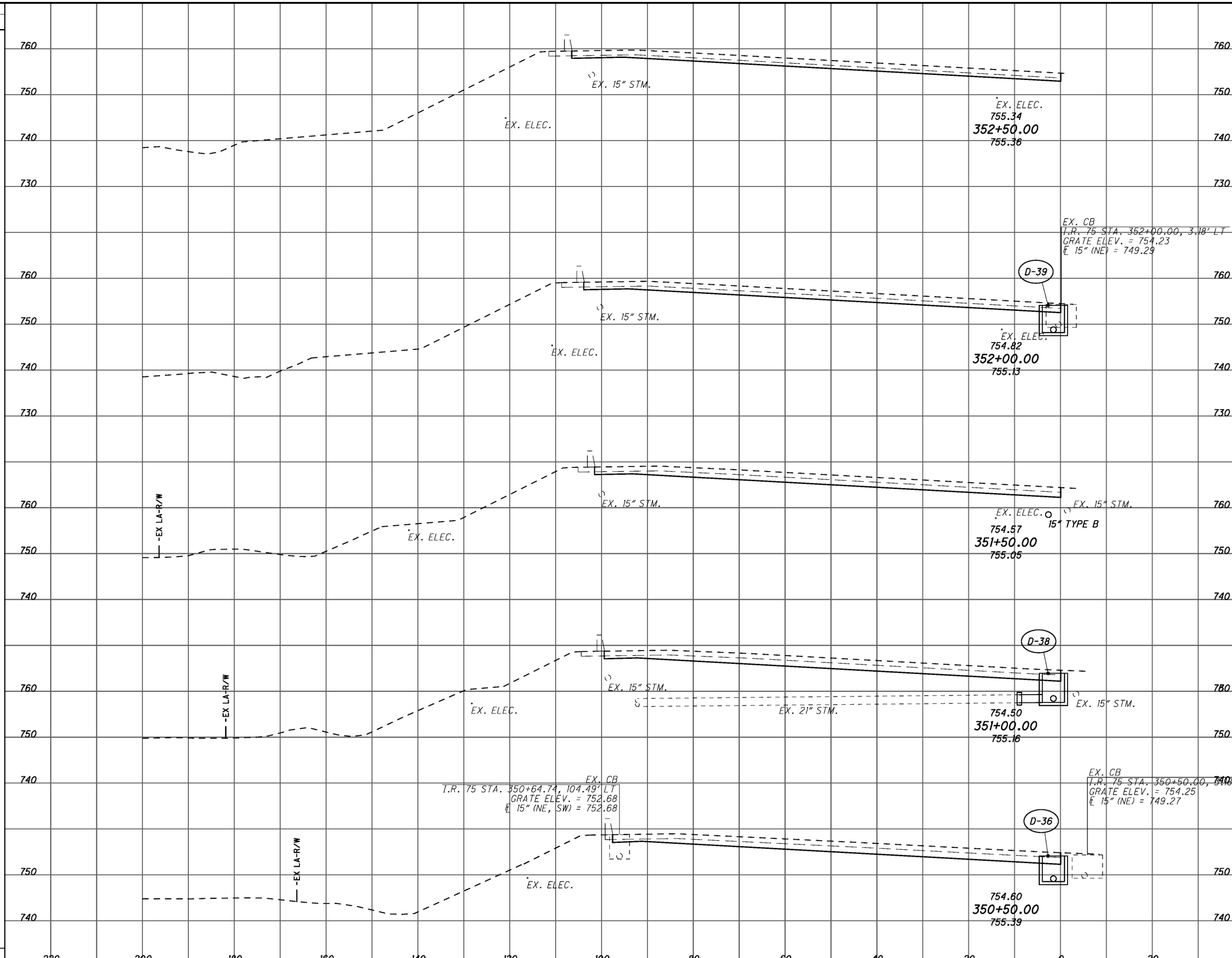
CROSS SECTIONS-I.R. 75SB

STA. 347+50.00 TO STA. 350+00.00

MOT-75-12.00

359
1565

IP_PWP:dms33119\77247XS00SB.dgn 24-FEB-2012 4:07PM rgreenland

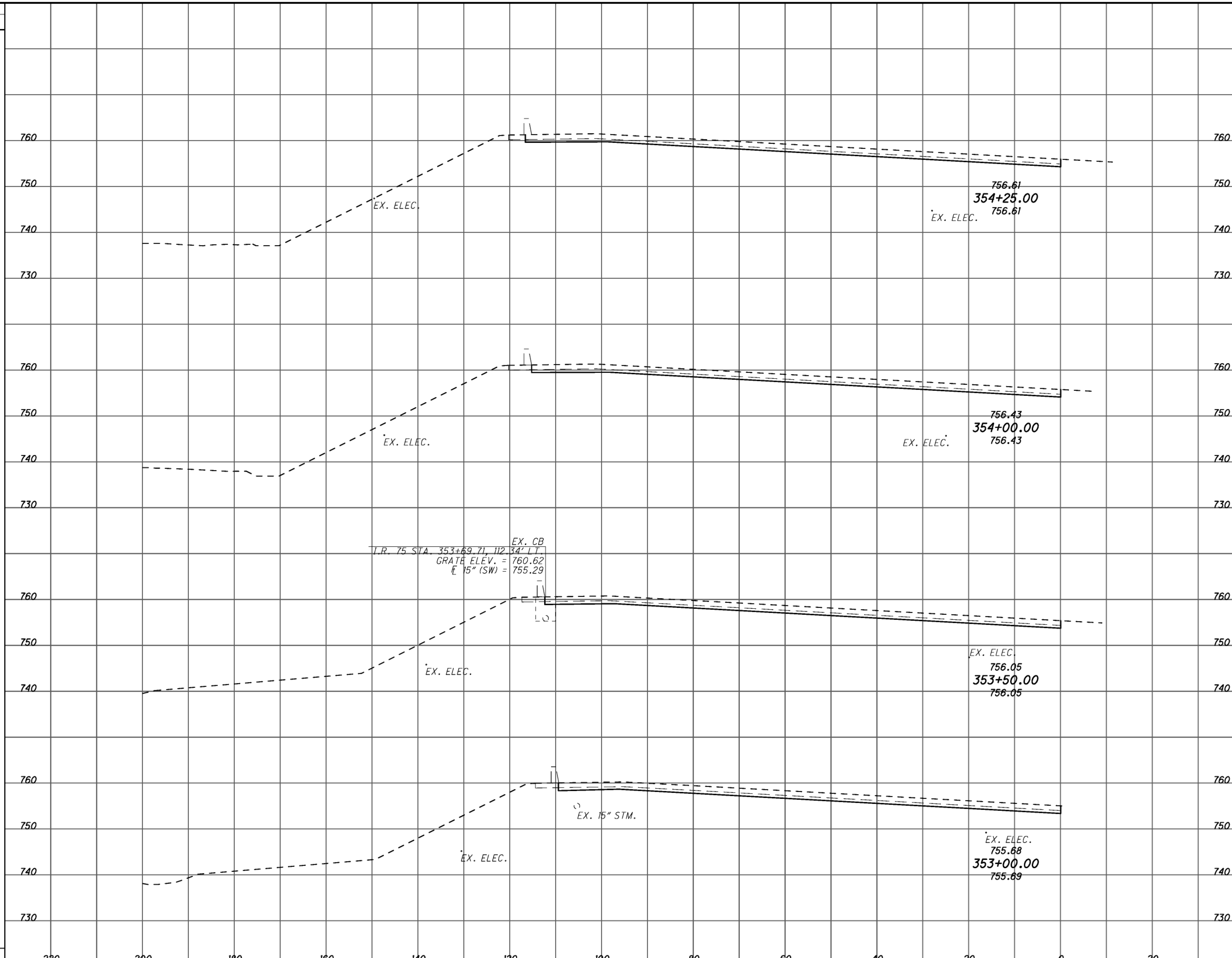


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	0				
0.00		72	0		
				151	0
	0				
0.00		91	0		
				180	0
	0				
0.00		104	0		
				204	0
	0				
0.00		116	0		
				215	0
	0				
0.00		116	0		
				220	0
	0			970	0

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 350+50.00 TO STA. 352+50.00

MOT-75-12.00

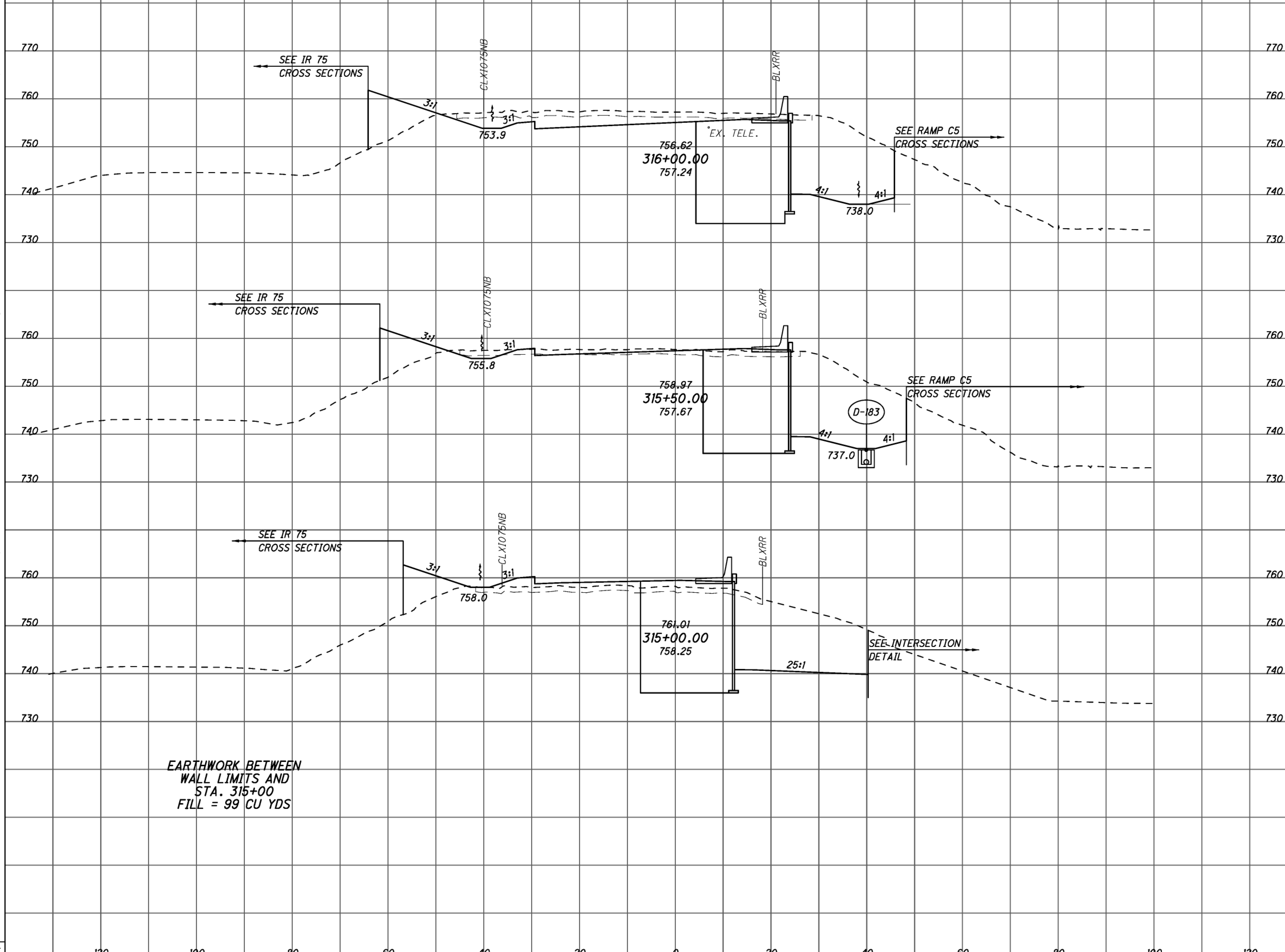


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	0				
0.00		71	0		
				65	0
	0				
0.00		70	0		
				127	0
	0				
0.00		68	0		
				125	0
	0				
0.00		68	0		
				130	0
	0			447	0

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-I.R. 75SB
STA. 353+00.00 TO STA. 354+25.00

MOT-75-12.00



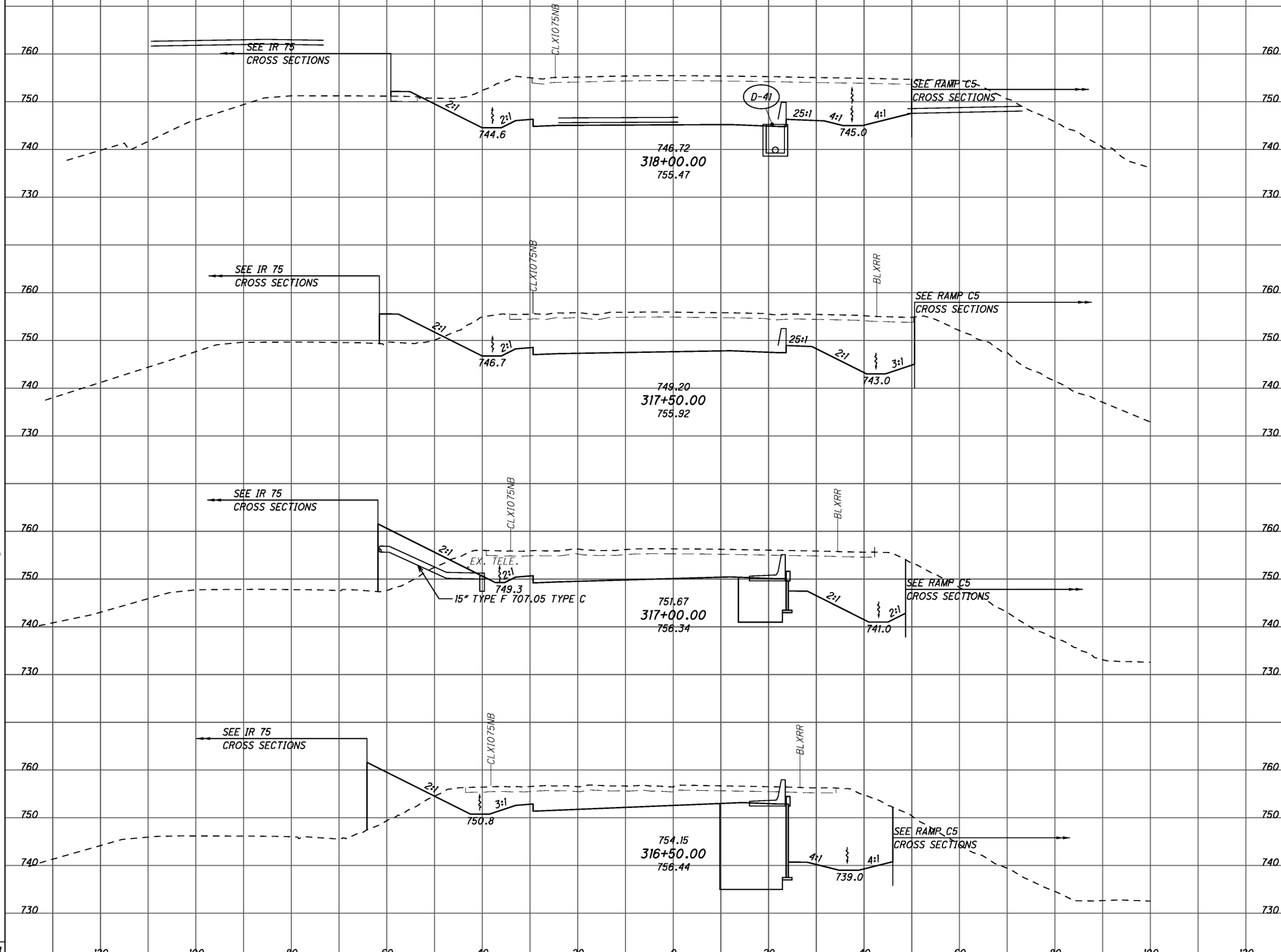
SEEDING END WIDTH	SEEDING SQ. YDS.
	336
59.71	
	332
59.70	
	326
57.83	
	161
0.00	
	1155

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
423	91		
		731	135
367	55		
		671	121
358	75		
		331	69
0	0		
		1733	325

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS- RAMP C1
STA. 315+00.00 TO STA. 316+00.00

MOT-75-12.00



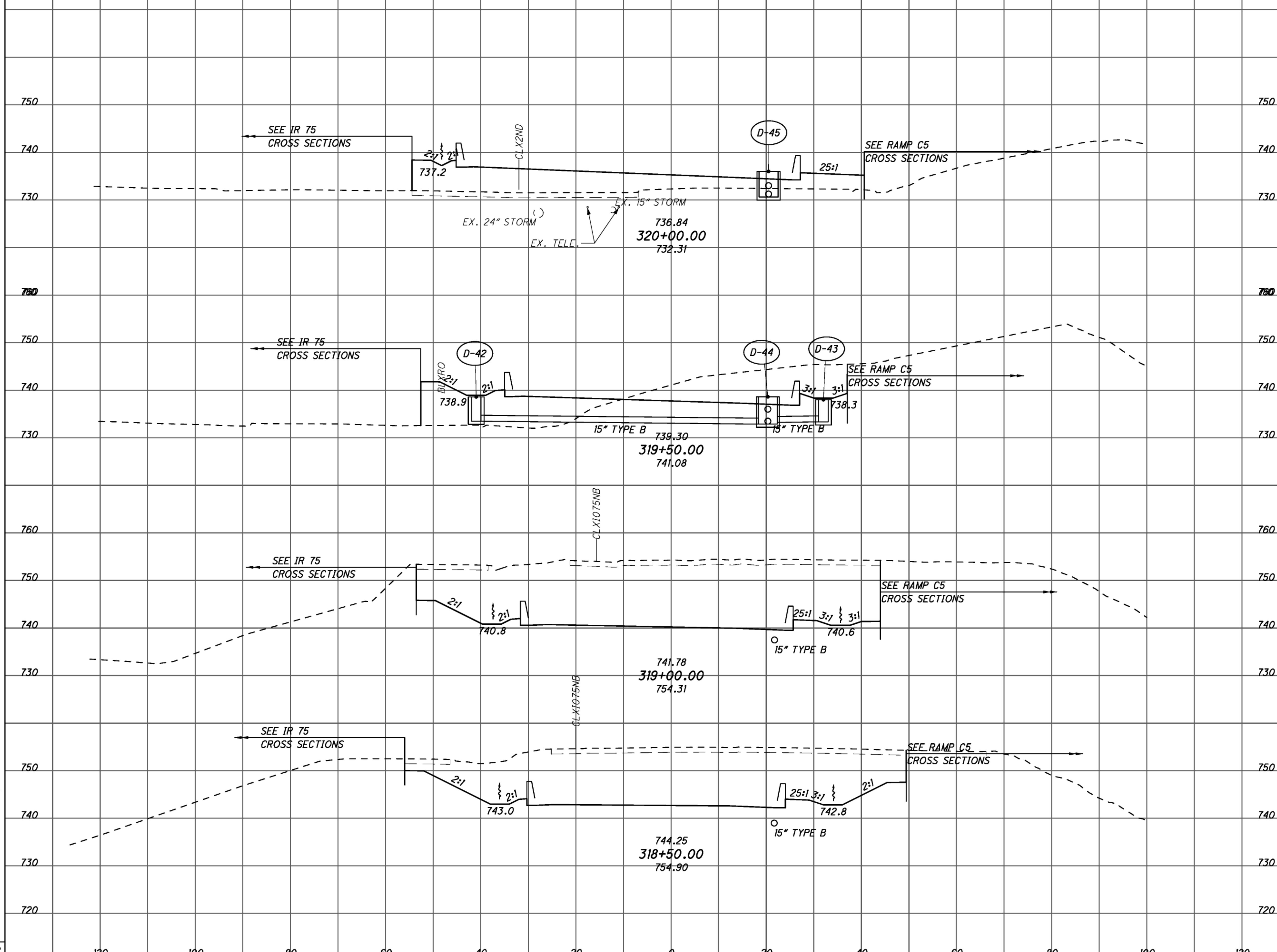
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	317				
60.07		834	5		
				1442	57
	346				
64.61		723	56		
				1244	158
	400				
79.35		620	114		
				1105	200
	391				
61.34		574	102		
				923	179
	1454			4714	594

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C1
STA. 316+50 TO STA. 318+00.00

MOT-75-12.00

363
1565



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	114				
23.25		0	366		
	145			234	565
28.90		253	244		
	196			1325	226
41.92		1178	0		
	267			1998	0
54.23		980	0	1679	5
	722			5236	596

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS - RAMP C1

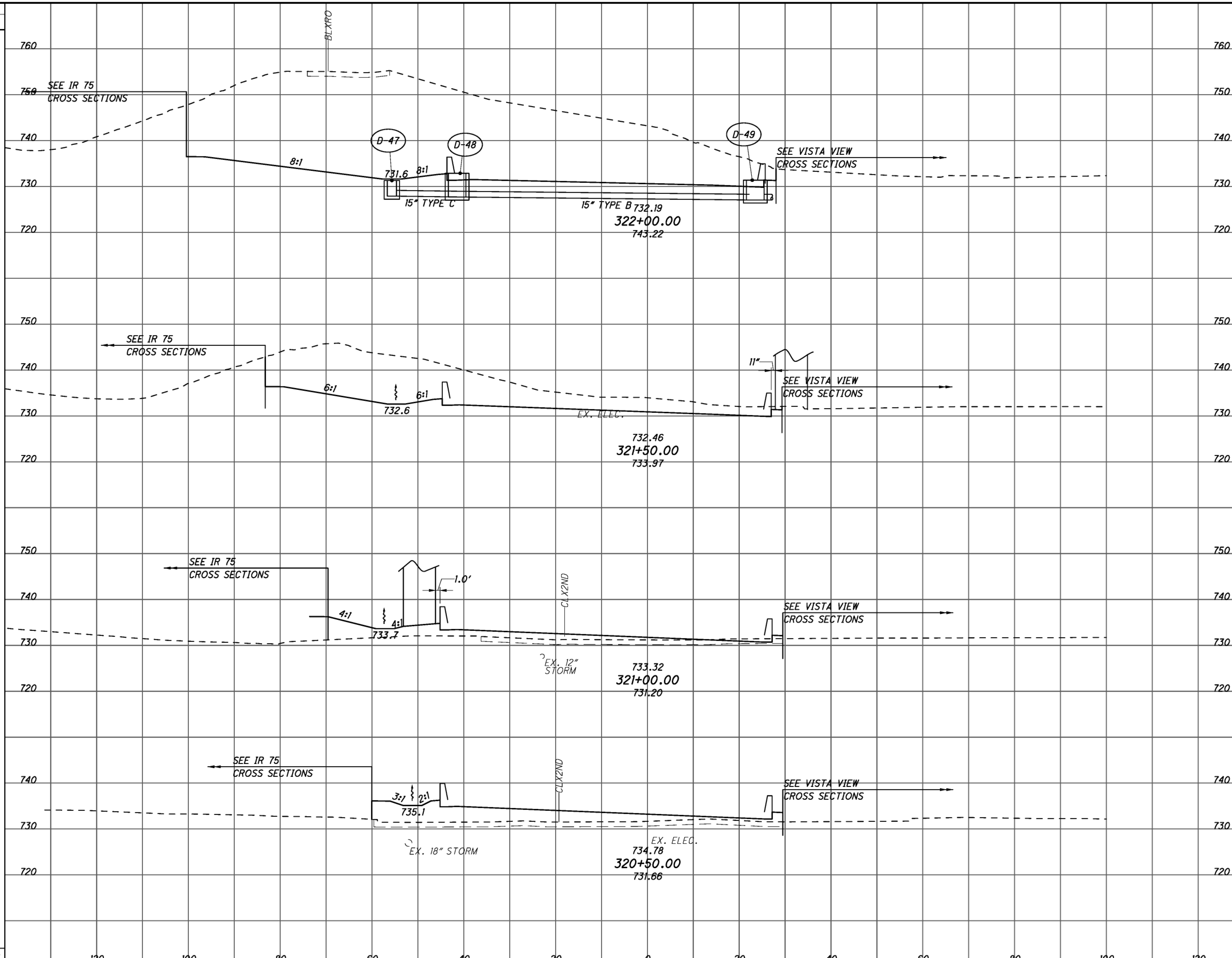
STA. 318+50.00 TO STA. 320+00.00

MOT-75-12.00

364/1565

IP_PWP:dms33119\77247XS002.dgn 24-FEB-2012 4:07PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
	299
59.81	
	282
41.64	
	191
27.20	
	124
17.62	
	896



END AREA		VOLUME	
CUT	FILL	CUT	FILL
2023	0		
		2472	0
647	0		
		599	122
0	132		
		0	312
0	205		
		0	529
		3071	1519

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS - RAMP C1

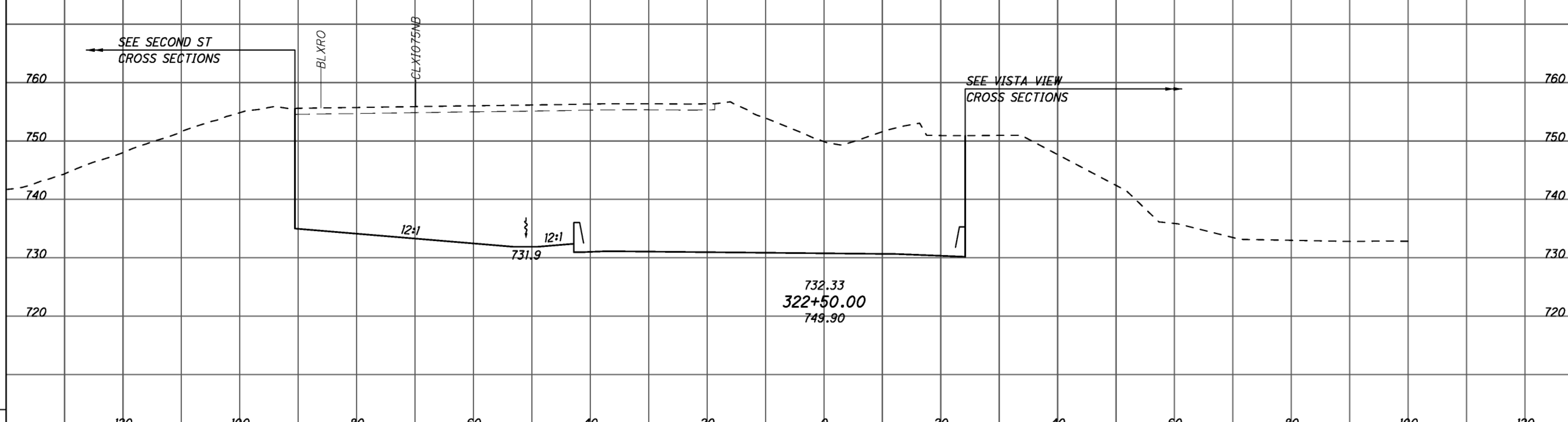
STA. 320+50.00 TO STA. 322+00.00

MOT-75-12.00

365
1565

IP_PWP:dms33119\77247XS002.dgn 24-FEB-2012 4:07PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
47.88	
	0

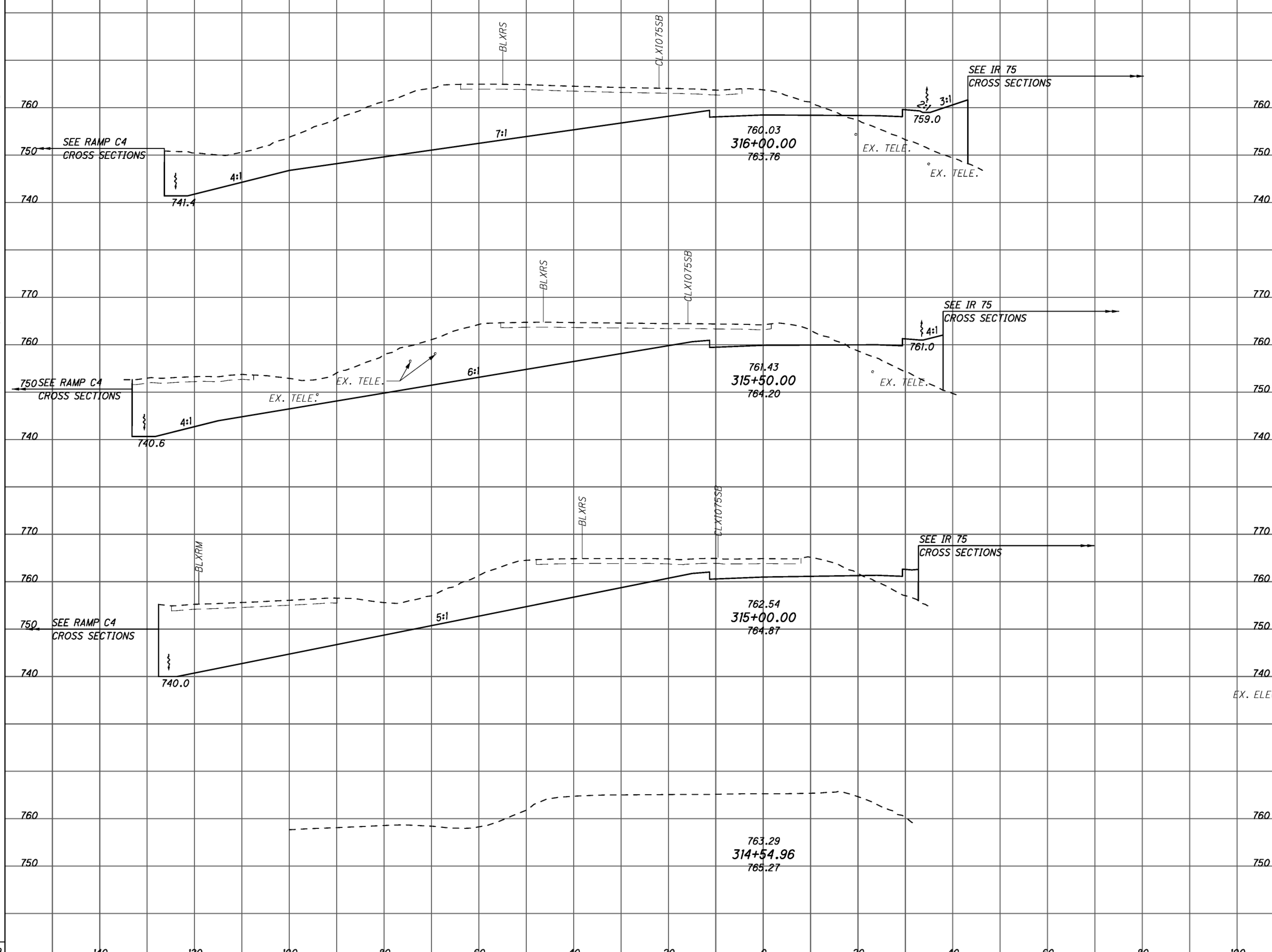


END AREA		VOLUME	
CUT	FILL	CUT	FILL
2545	0		
		4230	0
		4230	0

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS - RAMP C1
STA. 322+50.00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.
	740
133.65	
	746
135.10	
	721
124.53	
	312
0	
	2519

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
1104	153		
		1974	241
1027	107		
		1923	132
1050	36		
		0	0
		3897	373

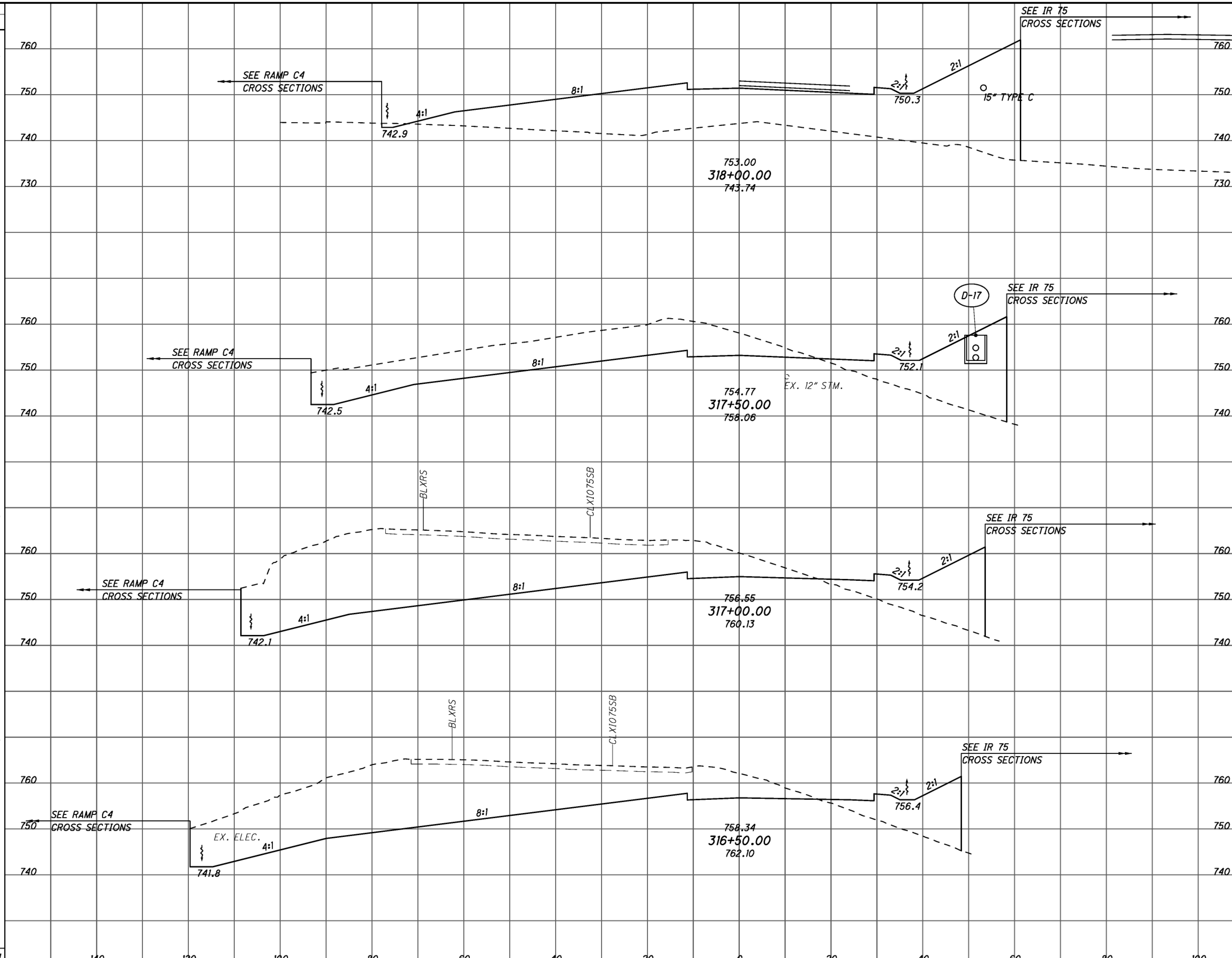
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS- RAMP C2
STA. 314+54.96 TO STA. 316+00.00

MOT-75-12.00

367
1565

IP_PWP:dms33119\77247XS003.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	563				
104.98		4	1225		
				607	1480
	617				
117.09		652	373		
				1863	603
	678				
127.29		1360	278		
				2438	442
	723				
132.88		1273	199		
				2202	326
	2581			7110	2851

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS- RAMP C2
STA. 316+50.00 TO STA. 318+00.00

MOT-75-12.00

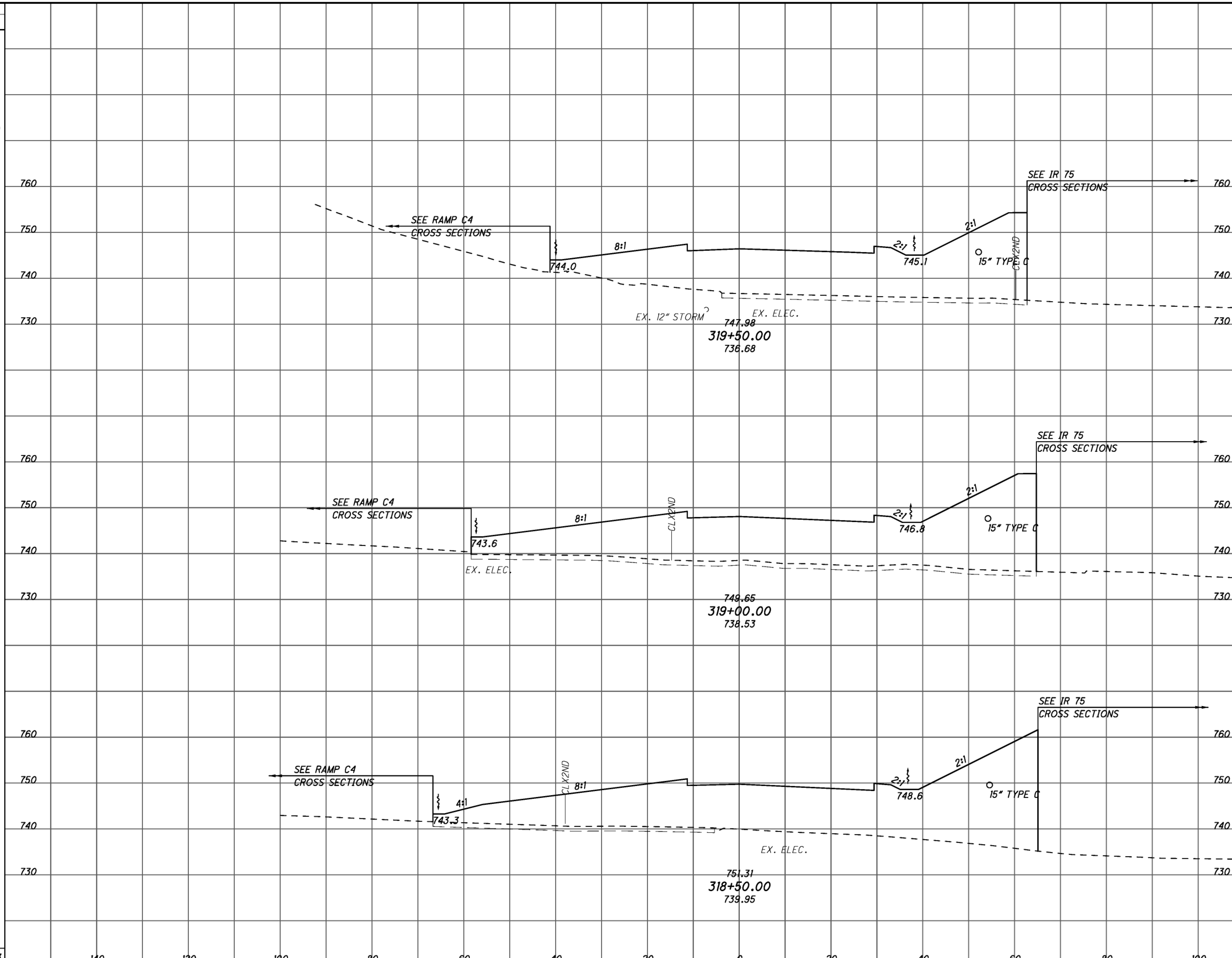
CROSS SECTIONS- RAMP C2

STA. 318+50.00 TO STA. 319+50.00

MOT-75-12.00

CALCULATED MAS
CHECKED JAS

SEEDING END WIDTH	SEEDING SQ. YDS.
	340
68.74	
	436
88.31	
	517
97.76	
	1293



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	1008		
		0	2069
0	1227		
		0	2382
0	1345		
		3	2380
		3	6831

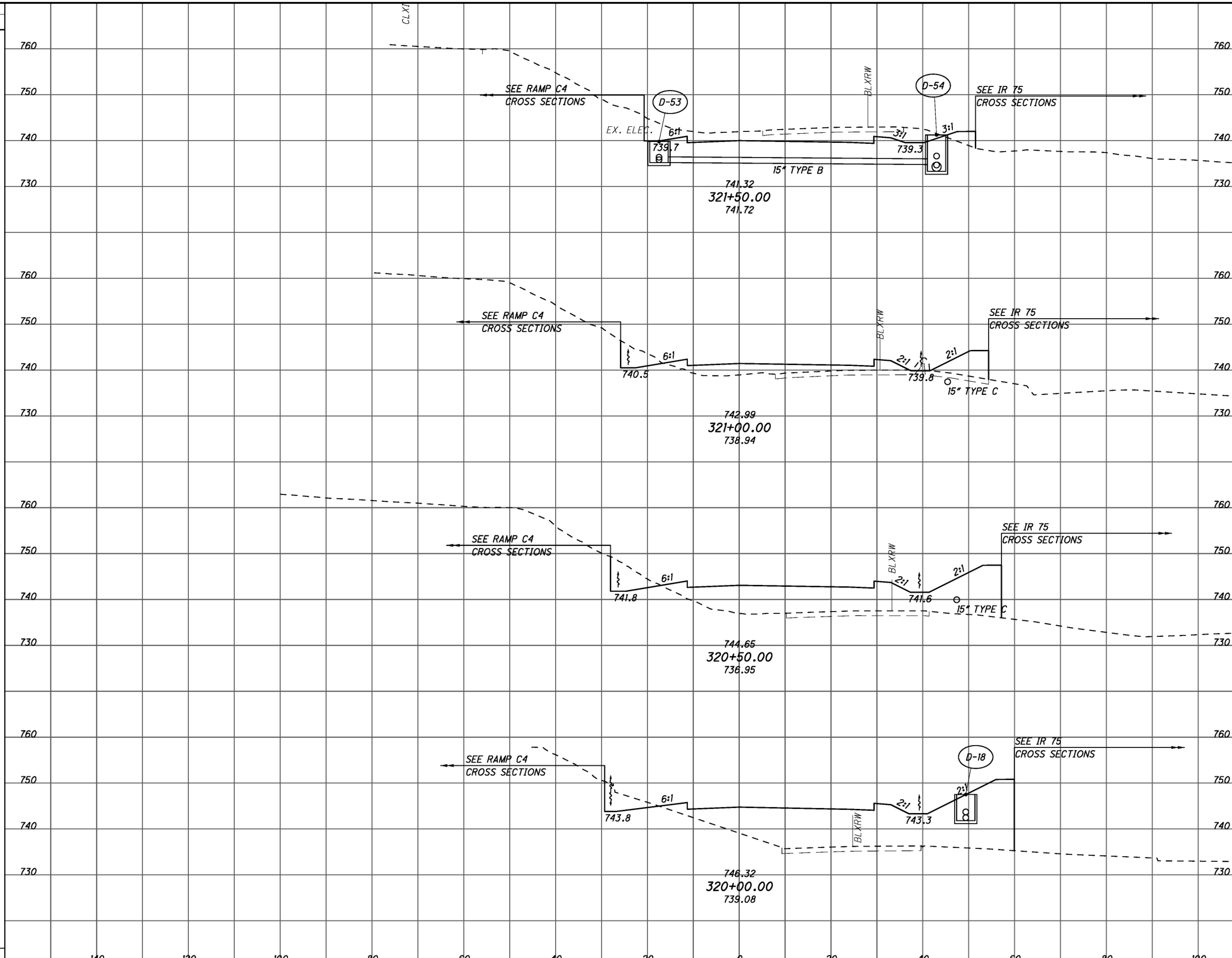
CROSS SECTIONS- RAMP C2
STA. 320+00.00 TO STA. 321+50.00

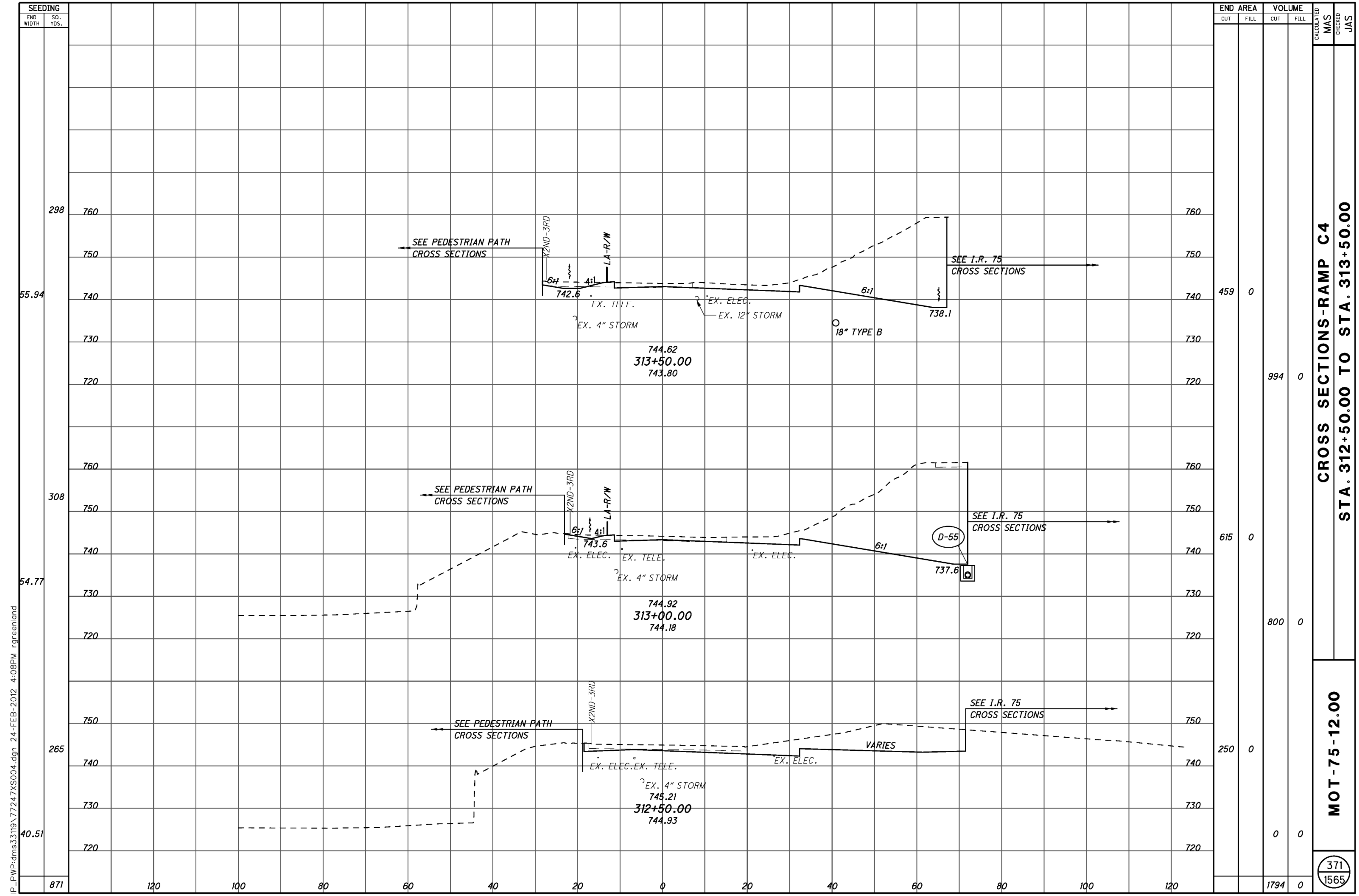
MOT-75-12.00

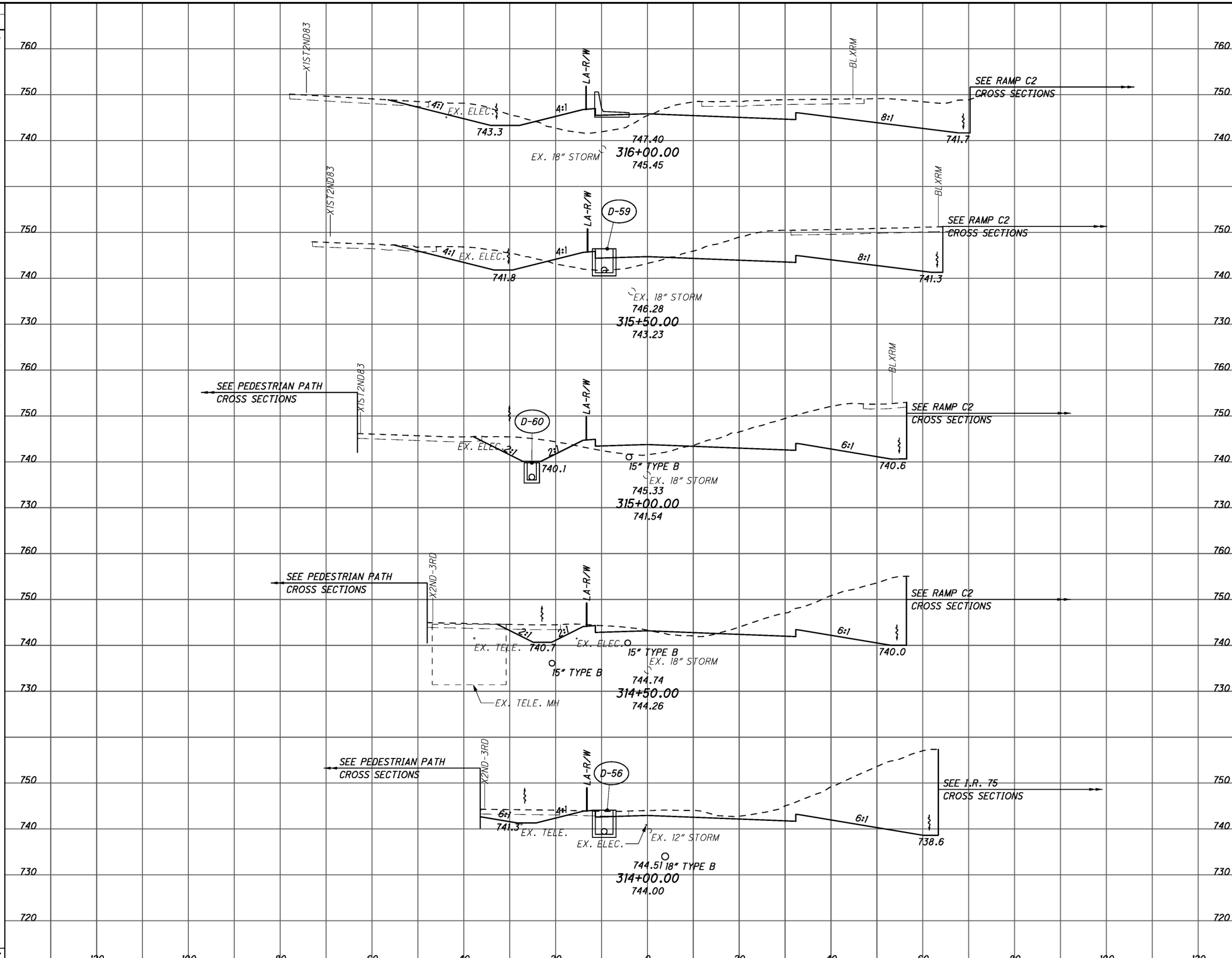
CALCULATED MAS | CHECKED JAS

SEEDING END WIDTH	SEEDING SQ. YDS.
	115
34.89	
	219
43.93	
	259
49.27	
	286
53.61	
	879

Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
321+50.00	139	15		
			158	143
321+00.00	31	140		
			68	523
320+50.00	43	425		
			71	953
320+00.00	34	604		
			31	1492
			328	3111




SEEDING
END WIDTH
SQ. YDS.
298
55.94
308
54.77
265
40.51
871
760
750
740
730
720
SEE PEDESTRIAN PATH
CROSS SECTIONS
X2ND-3RD
LA-R/W
6:1
4:1
742.6
EX. TELE.
EX. ELEC.
EX. 12" STORM
EX. 4" STORM
18" TYPE B
6:1
738.1
SEE I.R. 75
CROSS SECTIONS
744.62
313+50.00
743.80
SEE PEDESTRIAN PATH
CROSS SECTIONS
X2ND-3RD
LA-R/W
6:1
4:1
743.6
EX. ELEC.
EX. TELE.
EX. ELEC.
EX. 4" STORM
6:1
D-55
737.6
SEE I.R. 75
CROSS SECTIONS
744.92
313+00.00
744.18
SEE PEDESTRIAN PATH
CROSS SECTIONS
X2ND-3RD
EX. ELEC.
EX. TELE.
EX. ELEC.
VARIES
EX. 4" STORM
SEE I.R. 75
CROSS SECTIONS
745.21
312+50.00
744.93
120
100
80
60
40
20
0
20
40
60
80
100
120
END AREA
CUT
FILL
VOLUME
CUT
FILL
459 0
994 0
615 0
800 0
250 0
0 0
1794 0
CALCULATED MAS
CHECKED JAS
CROSS SECTIONS-RAMP C4
STA. 312+50.00 TO STA. 313+50.00
MOT-75-12.00
371
1565
IP_PWP:dms33119\77247XS004.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
	498
87.18	
	464
80.05	
	449
79.86	
	410
66.21	
	326
51.37	
	2147

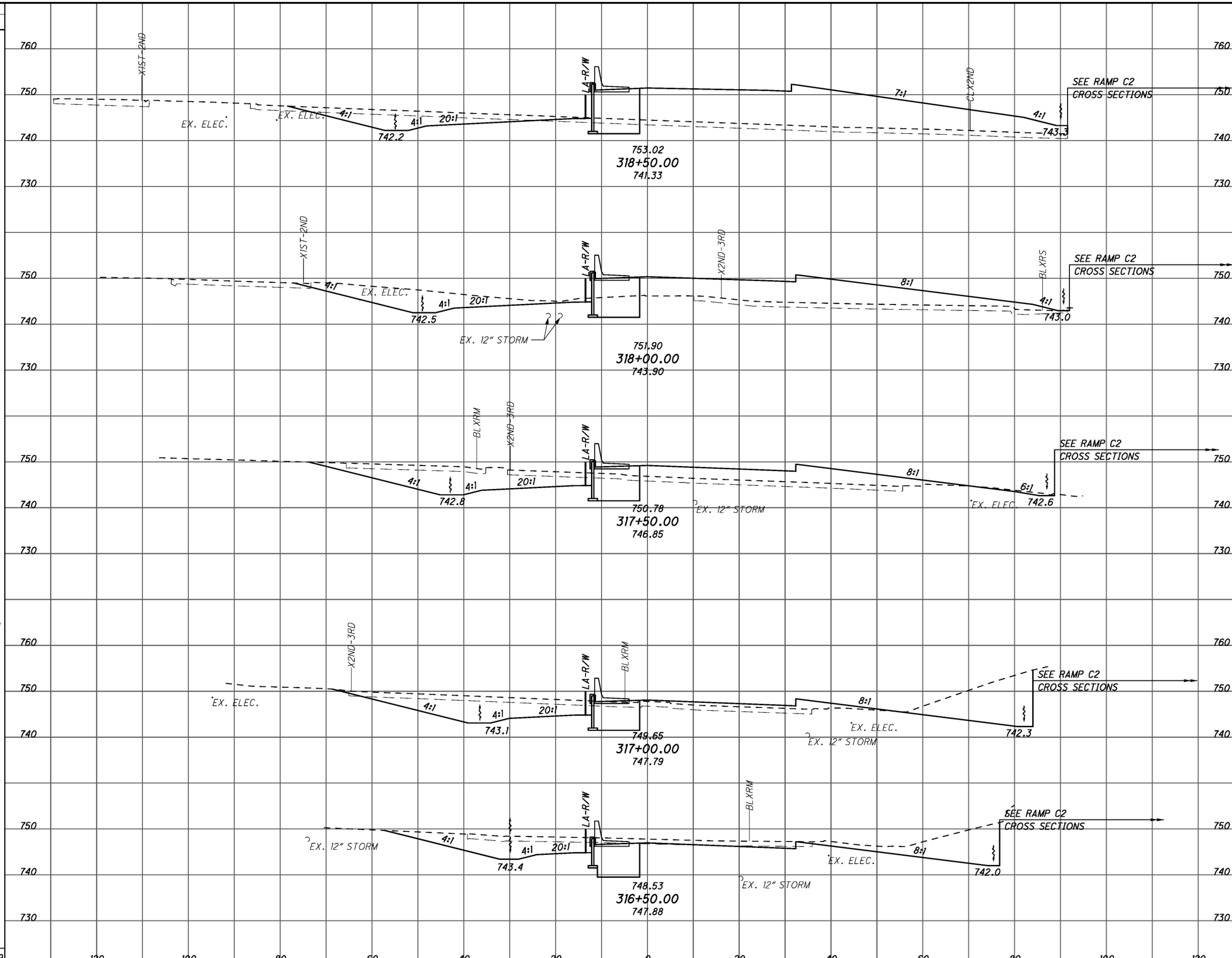
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
353	73		
		702	119
405	56		
		791	87
450	38		
		761	43
373	8		
		749	7
436	0		
		829	0
		3832	256

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C4
STA. 314+00.00 TO STA. 316+00.00

MOT-75-12.00

IP_PWP:dms33119\77247XS004.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	719					
29.30		318+50.00	80	575		
	713				214	831
27.32		318+00.00	151	323		
	689				311	448
20.74		317+50.00	186	161		
	644				474	186
110.89		317+00.00	326	41		
	564				548	38
92.08		316+50.00	266	0		
					573	68
	3329				2120	1571

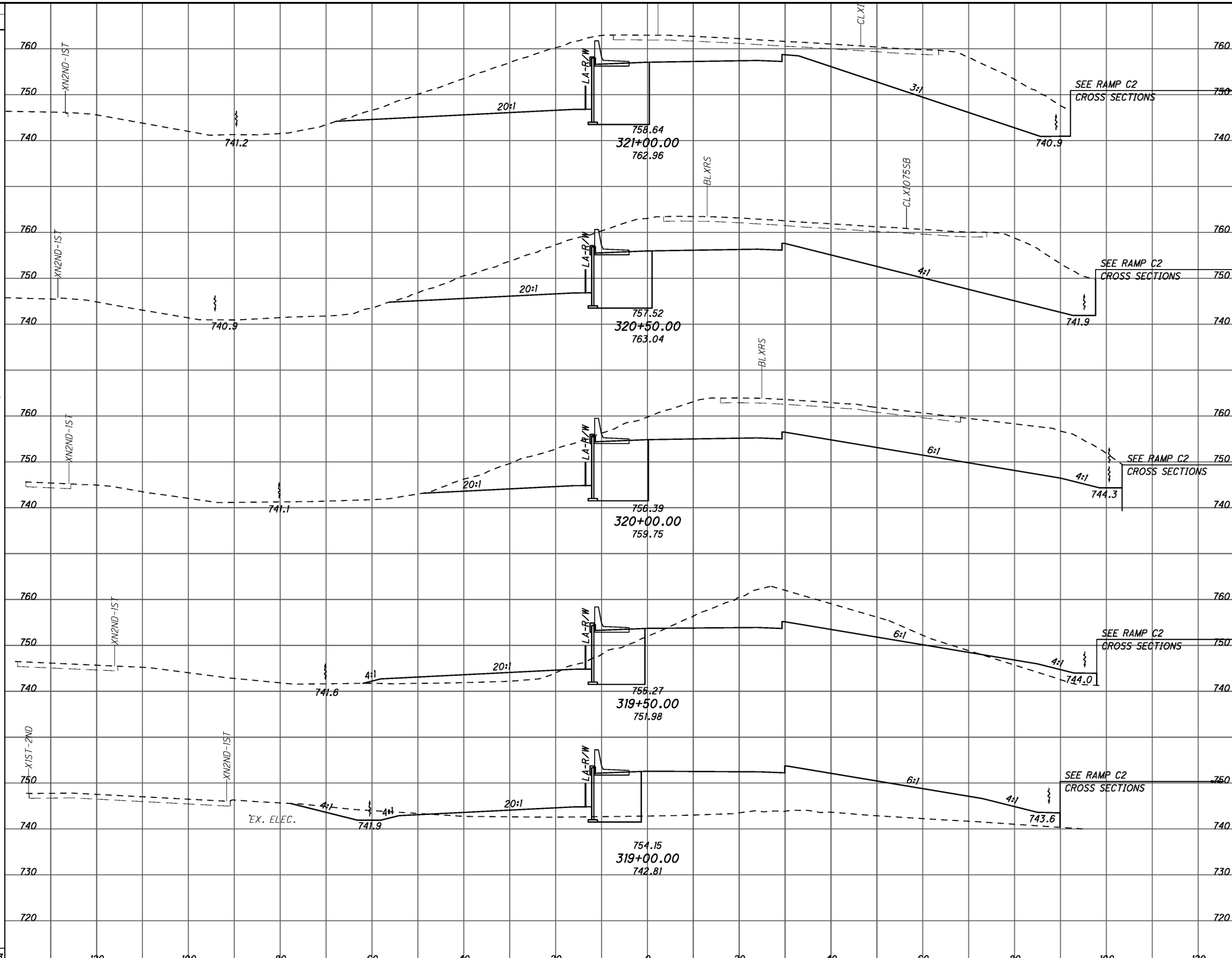
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C4
STA. 316+50.00 TO STA. 318+50.00

MOT-75-12.00

373
1565

IP_PWP:dms33119\77247XS004.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	718				
122.81		1116	0		
				2113	0
	663				
115.72		1166	0		
				2077	0
	636				
113.39		1078	0		
				1275	102
	651				
120.91		300	111		
	695			311	772
129.28		36	723		
				107	1201
	3363			5883	2075

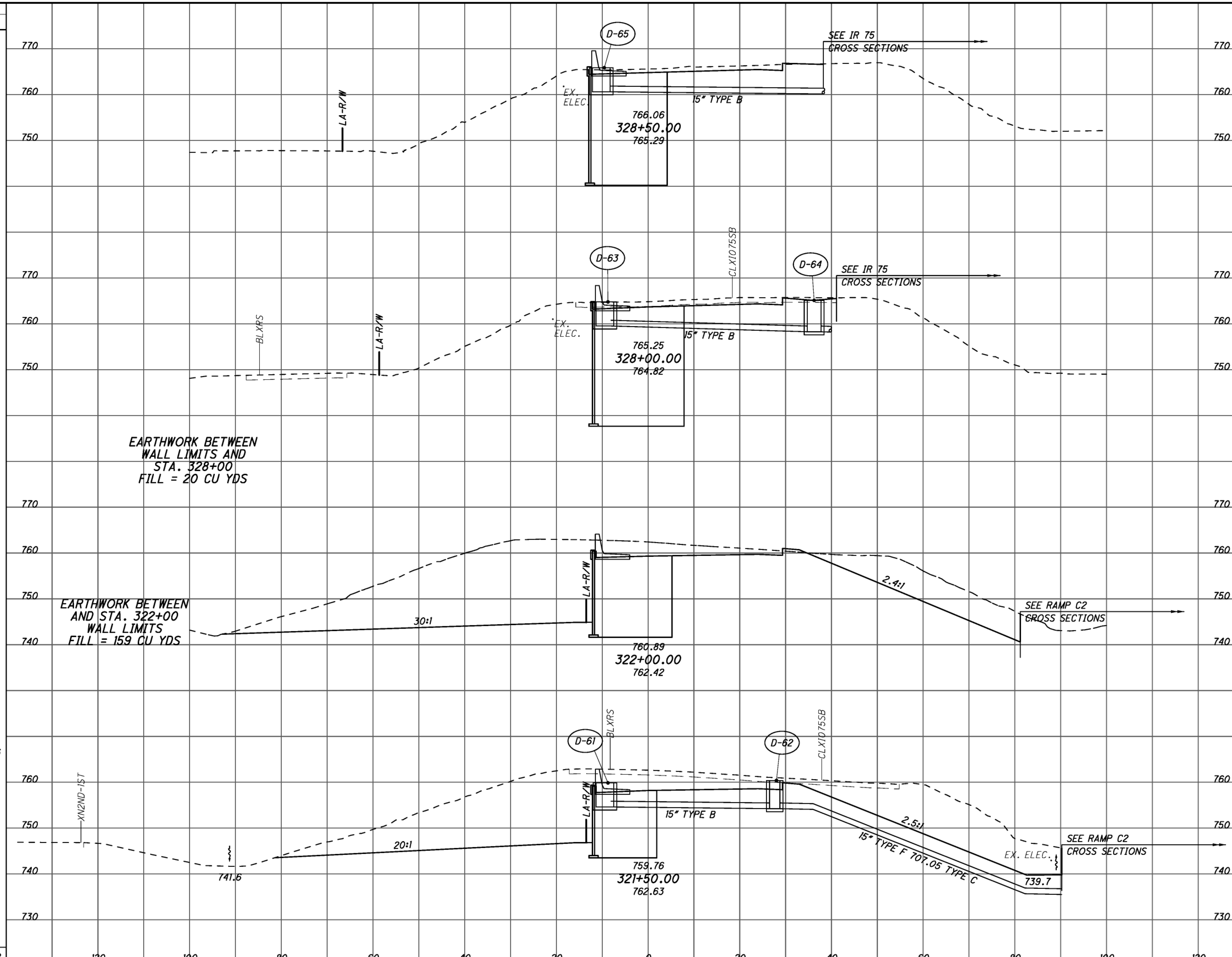
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C4
STA. 319+00.00 TO STA. 321+00.00

MOT-75-12.00

374
1565

IP_PWP:dms33119\77247XS004.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
	0
10.36	
	66
13.29	
	0
144.13	
	776
135.48	
	842

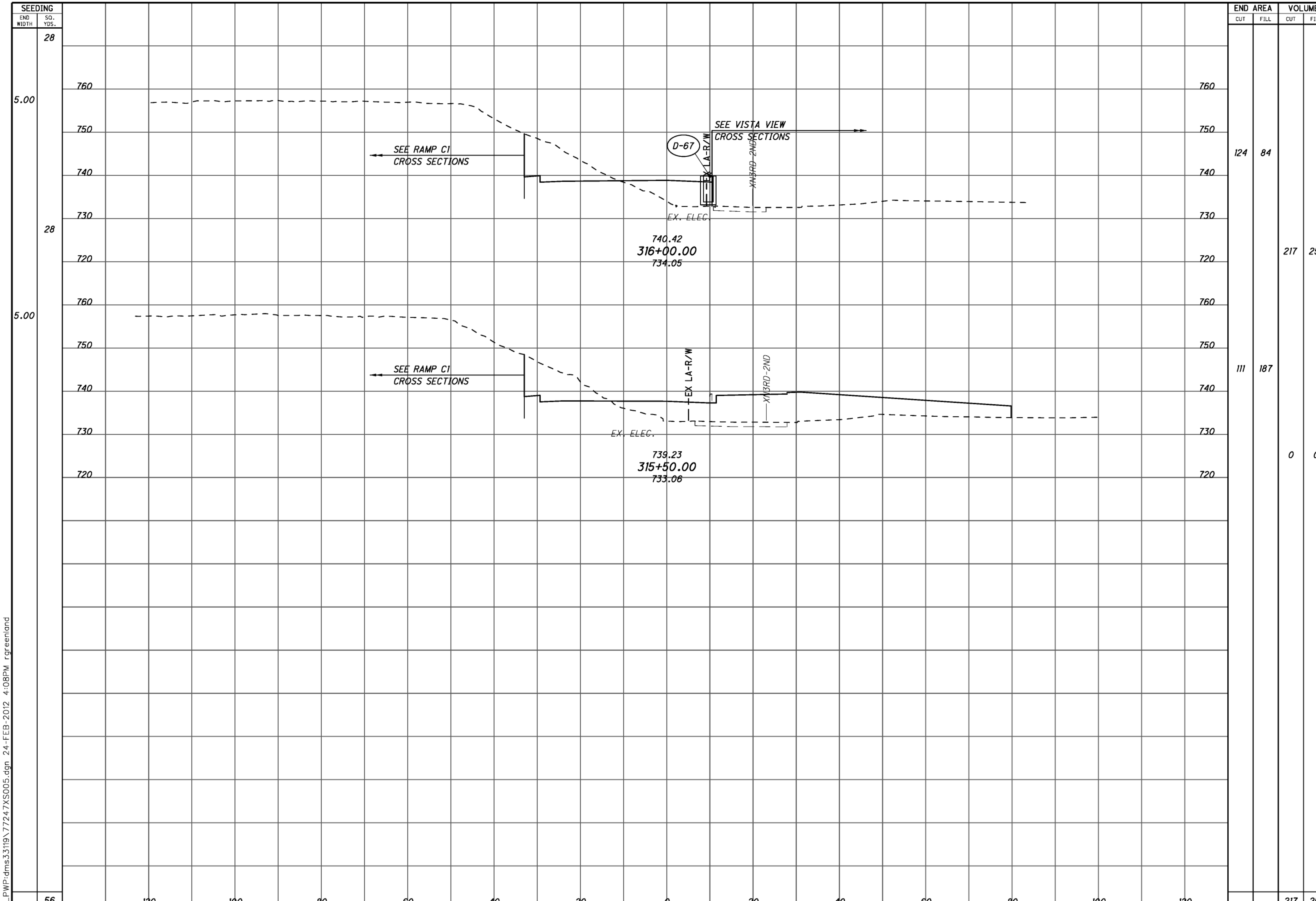
END AREA		VOLUME	
CUT	FILL	CUT	FILL
38	1		
		47	1
13	0		
		0	0
1235	2		
		2195	2
1135	0		
		2084	0
		4326	182

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C4
STA. 321+50.00 TO STA. 328+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS004.dgn 24-FEB-2012 4:08PM rgreenland



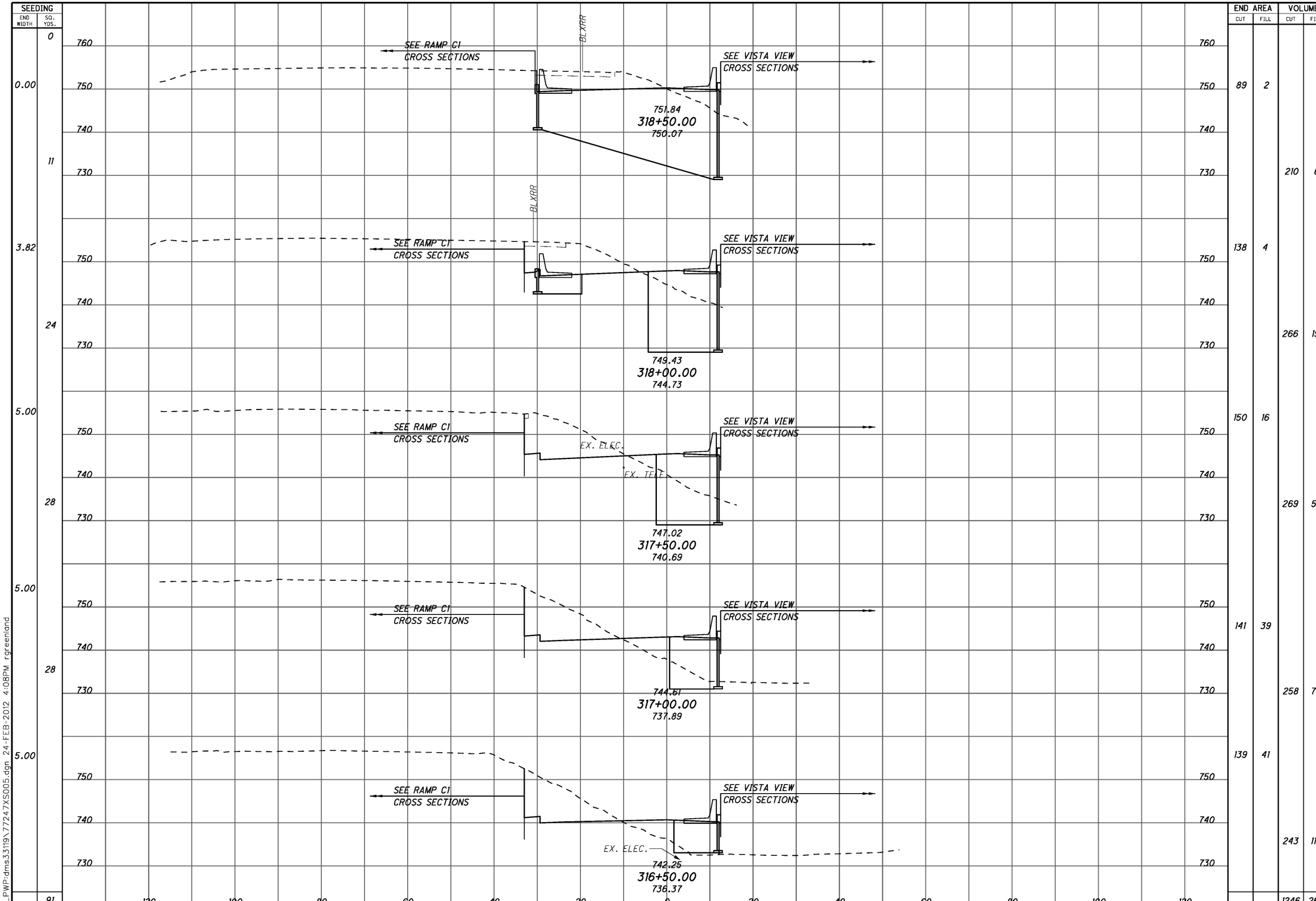
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-RAMP C5
STA. 315+50.00 TO STA. 316+00.00

MOT-75-12.00

376
1565

IP_PWP:dms33119\77247XS005.dgn 24-FEB-2012 4:08PM rgreenland



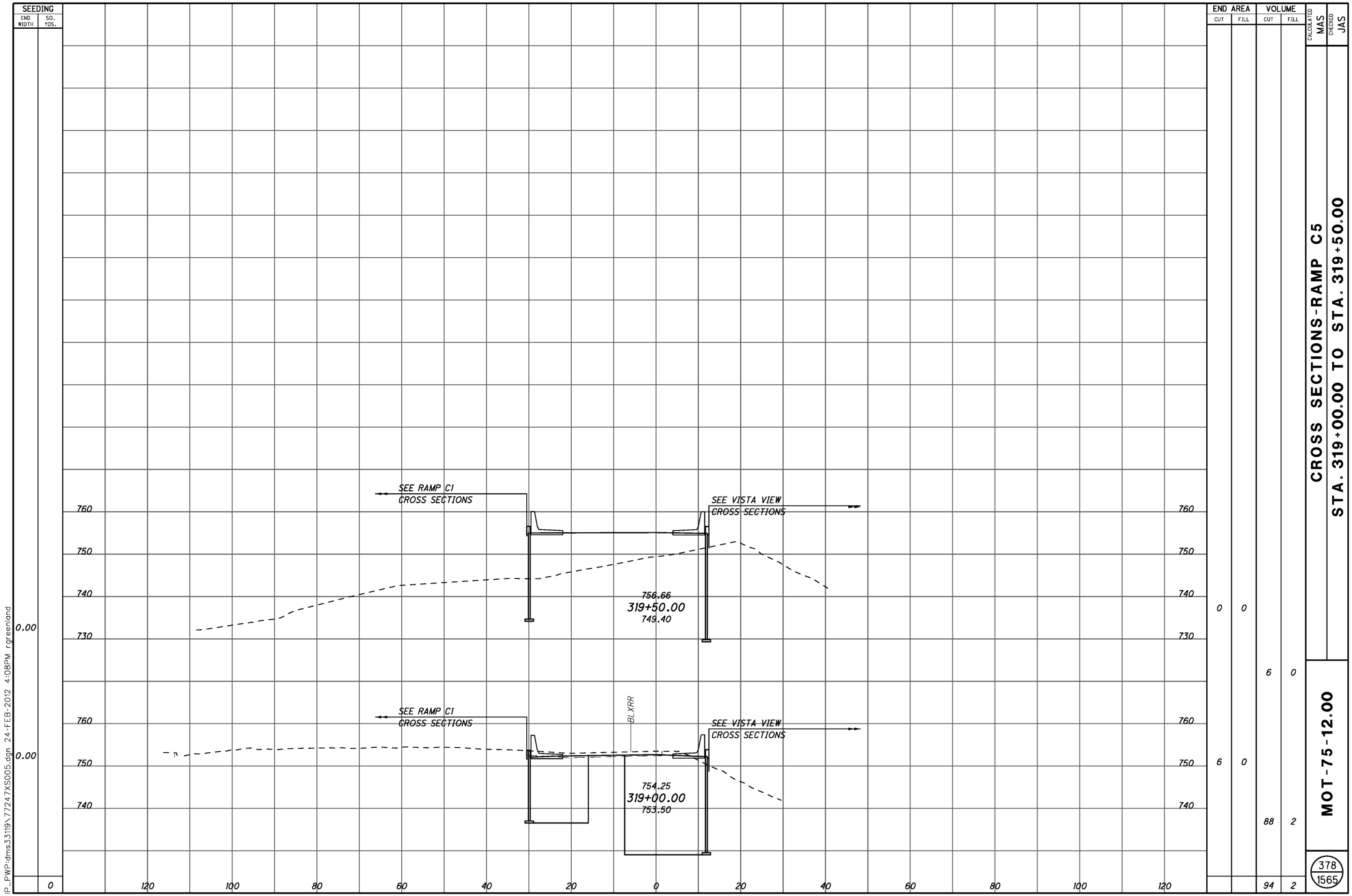
CALCULATED MAS

CHECKED JAS

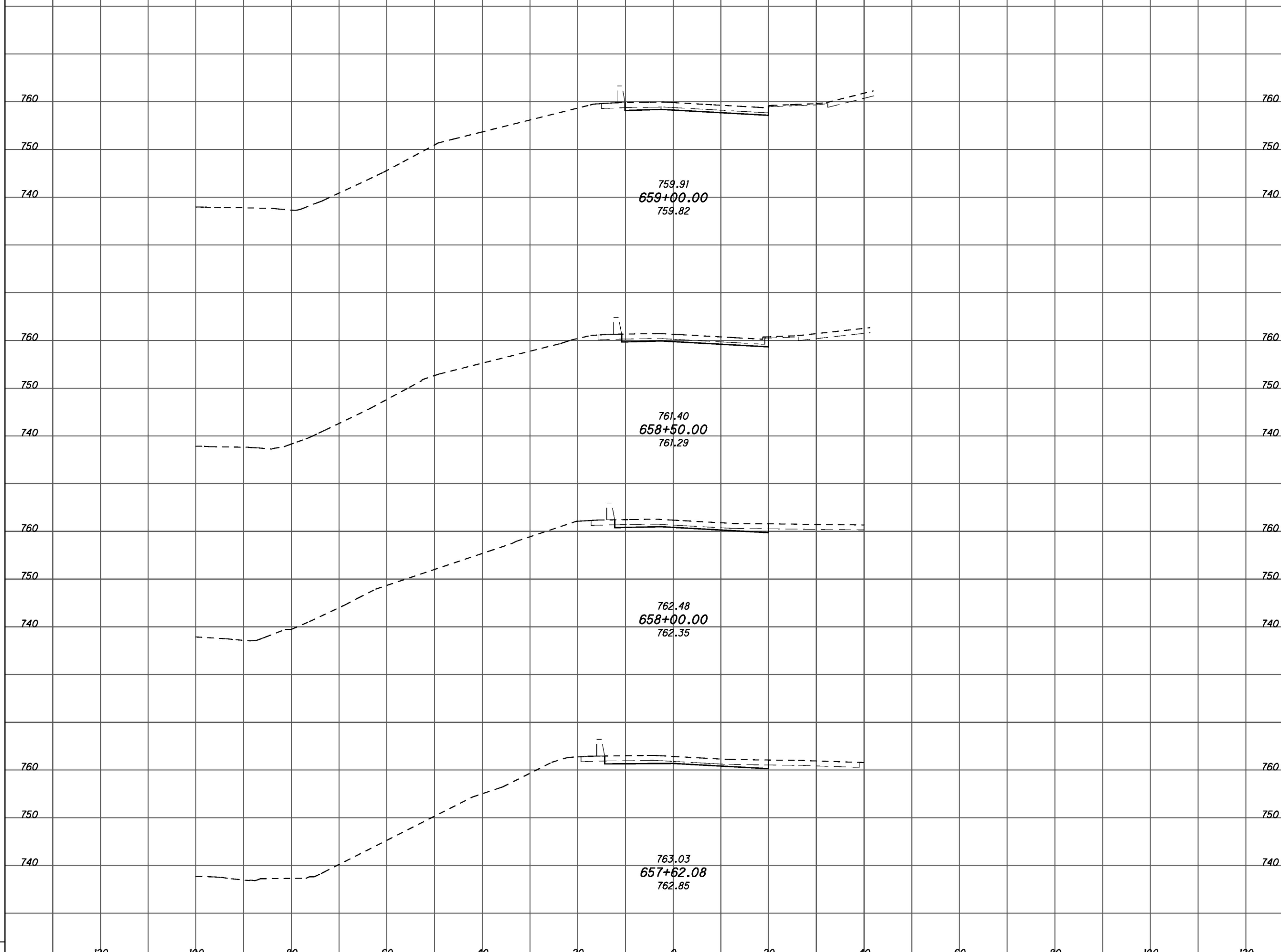
CROSS SECTIONS-RAMP C5

STA. 316+50.00 TO STA. 318+50.00

MOT-75-12.00



SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED MAS
CHECKED JAS
SEE RAMP C1 CROSS SECTIONS
SEE VISTA VIEW CROSS SECTIONS
756.66
319+50.00
749.40
BLXRR
754.25
319+00.00
753.50
0.00
0.00
0
0
0
6
0
6
0
88
2
94
2
760
750
740
730
120
100
80
60
40
20
0
20
40
60
80
100
120
CROSS SECTIONS-RAMP C5
STA. 319+00.00 TO STA. 319+50.00
MOT-75-12.00
378
1565
IP_PWP:dms33119\77247XS005.dgn 24-FEB-2012 4:08PM rgreenland



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
659+00.00	0.00	0	16	0	30	0
658+50.00	0.00	0	17	0	32	0
658+00.00	0.00	0	18	0	25	0
657+62.08	0.00	0	19	0	0	0
Total		0			87	0

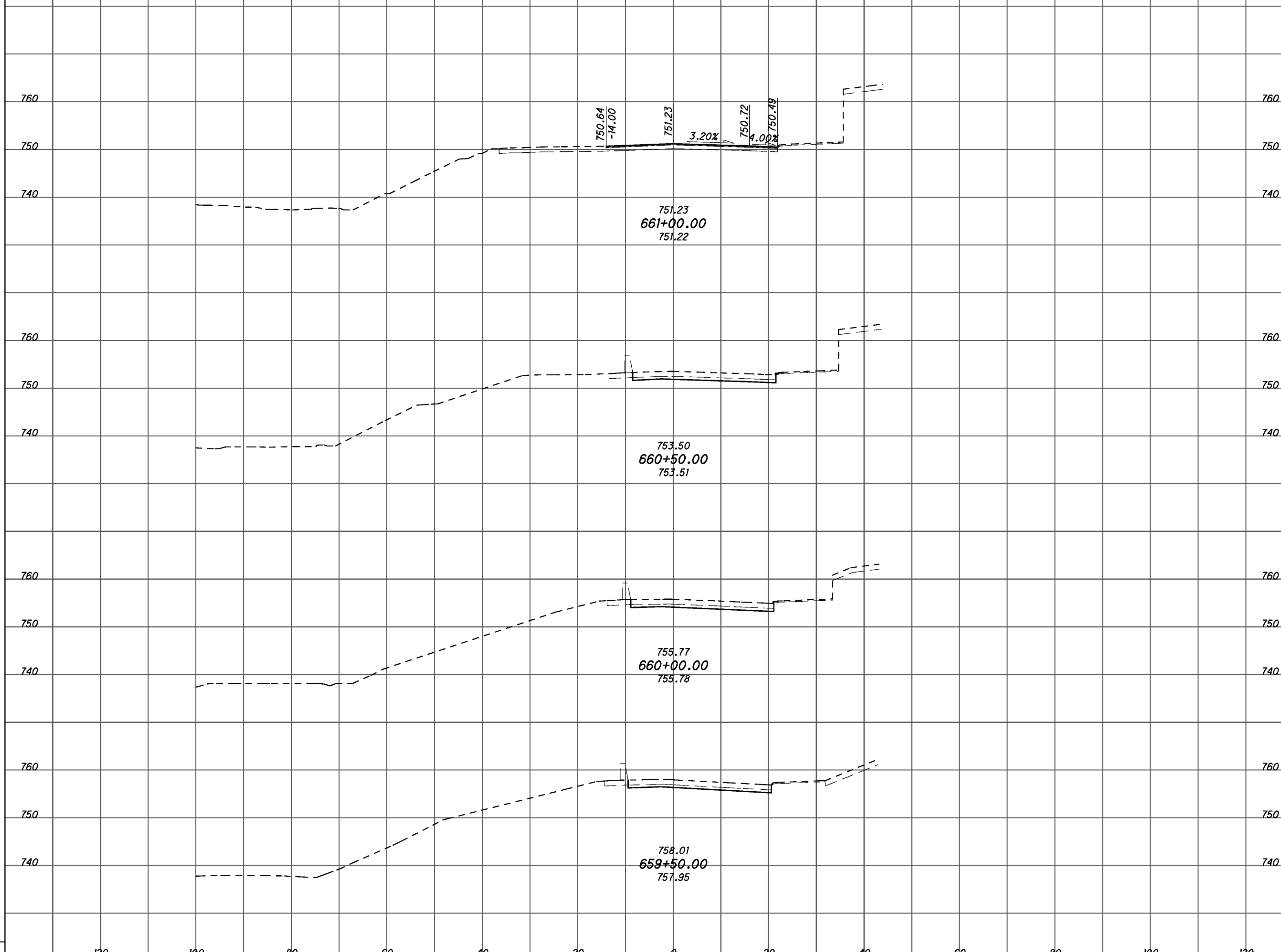
CALCULATED RLG
CHECKED MAS

CROSS SECTIONS - RAMP D2
STA. 657+62.08 TO STA. 659+00.00

MOT-75-12.00

379/1565

IP_PWP:dms33119\77247XS008.dgn 24-FEB-2012 4:08PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	0				
0.00					
	0	18	0		
0.00				34	0
	0	19	0		
0.00				33	0
	0	17	0		
0.00				30	0
	0			97	0

CALCULATED RLG
CHECKED MAS

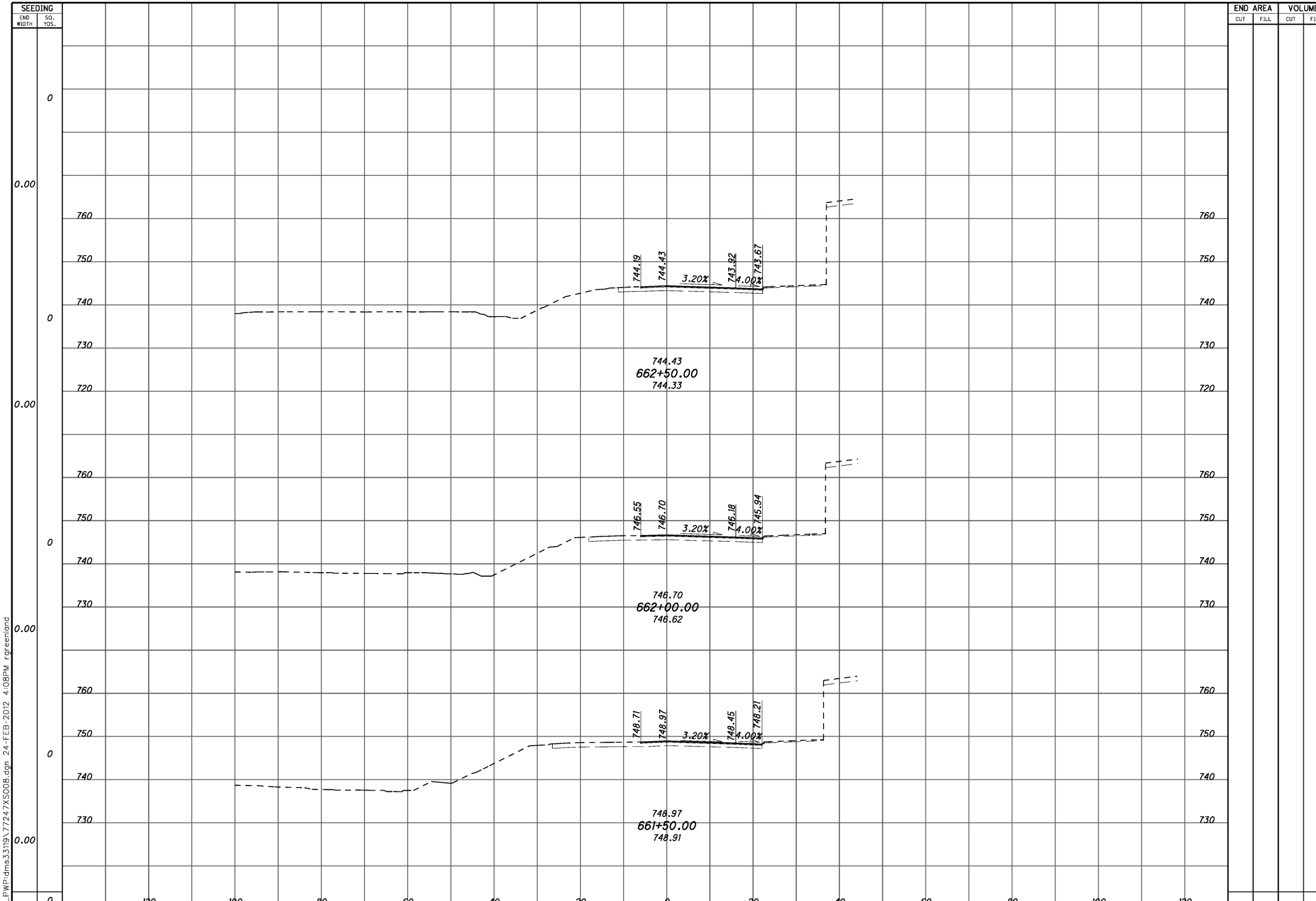
CROSS SECTIONS - RAMP D2

STA. 659+50.00 TO STA. 661+00.00

MOT-75-12.00

380
1565

IP_PWP:dms33119\77247XS008.dgn 24-FEB-2012 4:08PM rgreenland



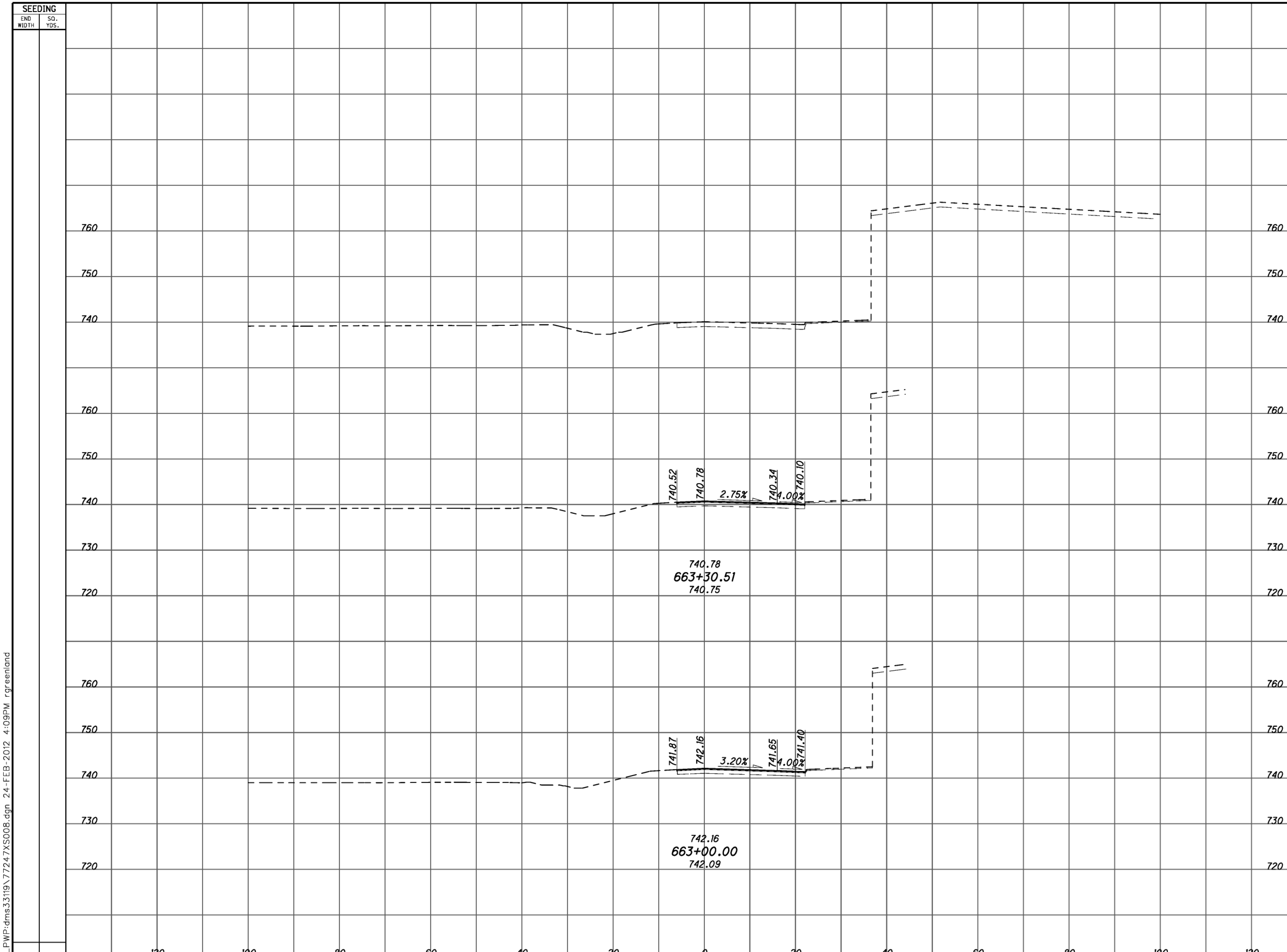
CALCULATED RLG
CHECKED MAS

CROSS SECTIONS - RAMP D2

STA. 661+50.00 TO STA. 662+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS008.dgn 24-FEB-2012 4:08PM rgreenland



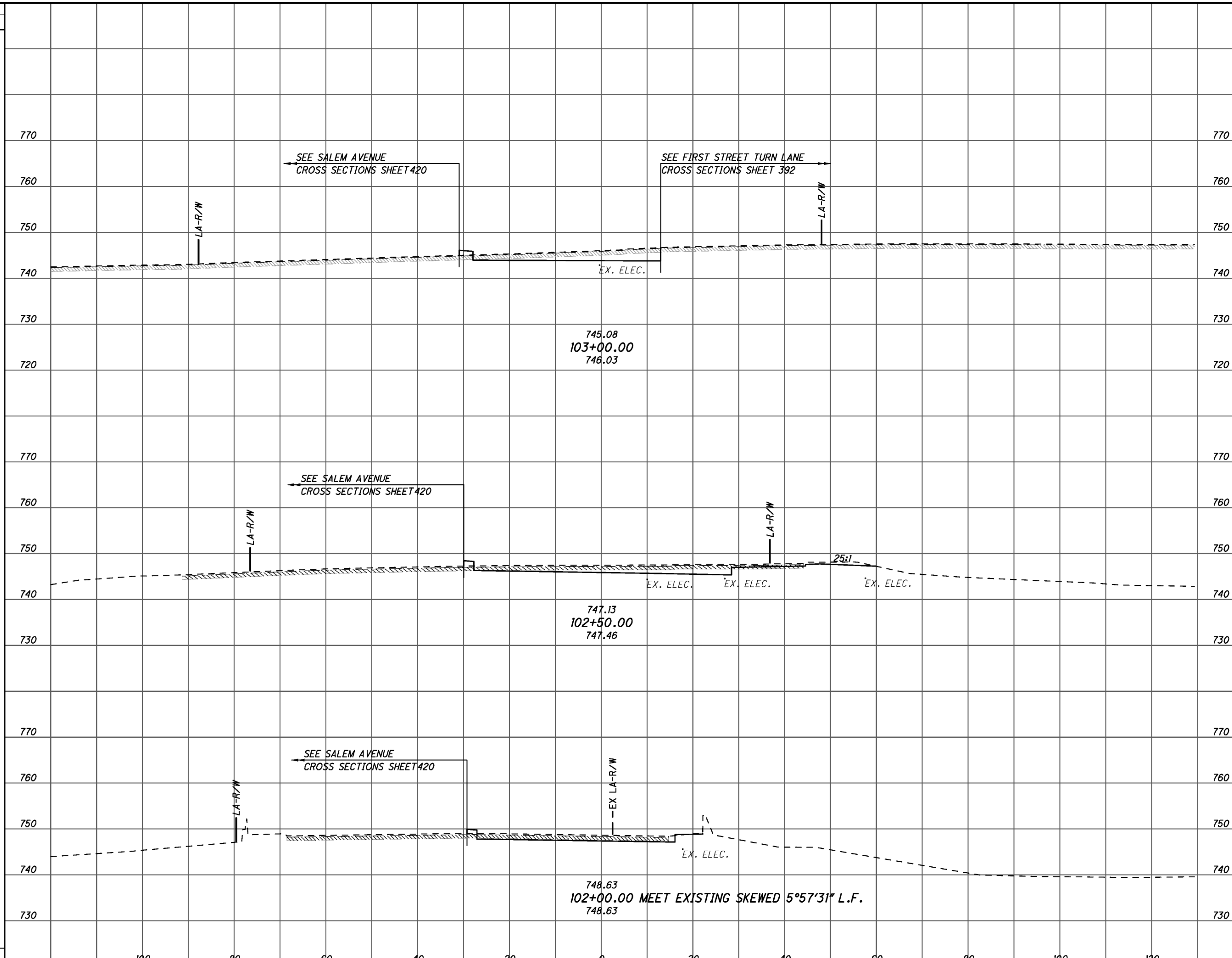
CALCULATED RLG
CHECKED MAS

CROSS SECTIONS - RAMP D2
STA. 663+00.00 TO STA. 663+30.51

MOT-75-12.00

IP_PWP:dms33119\77247XS008.dgn 24-FEB-2012 4:09PM rgreenland

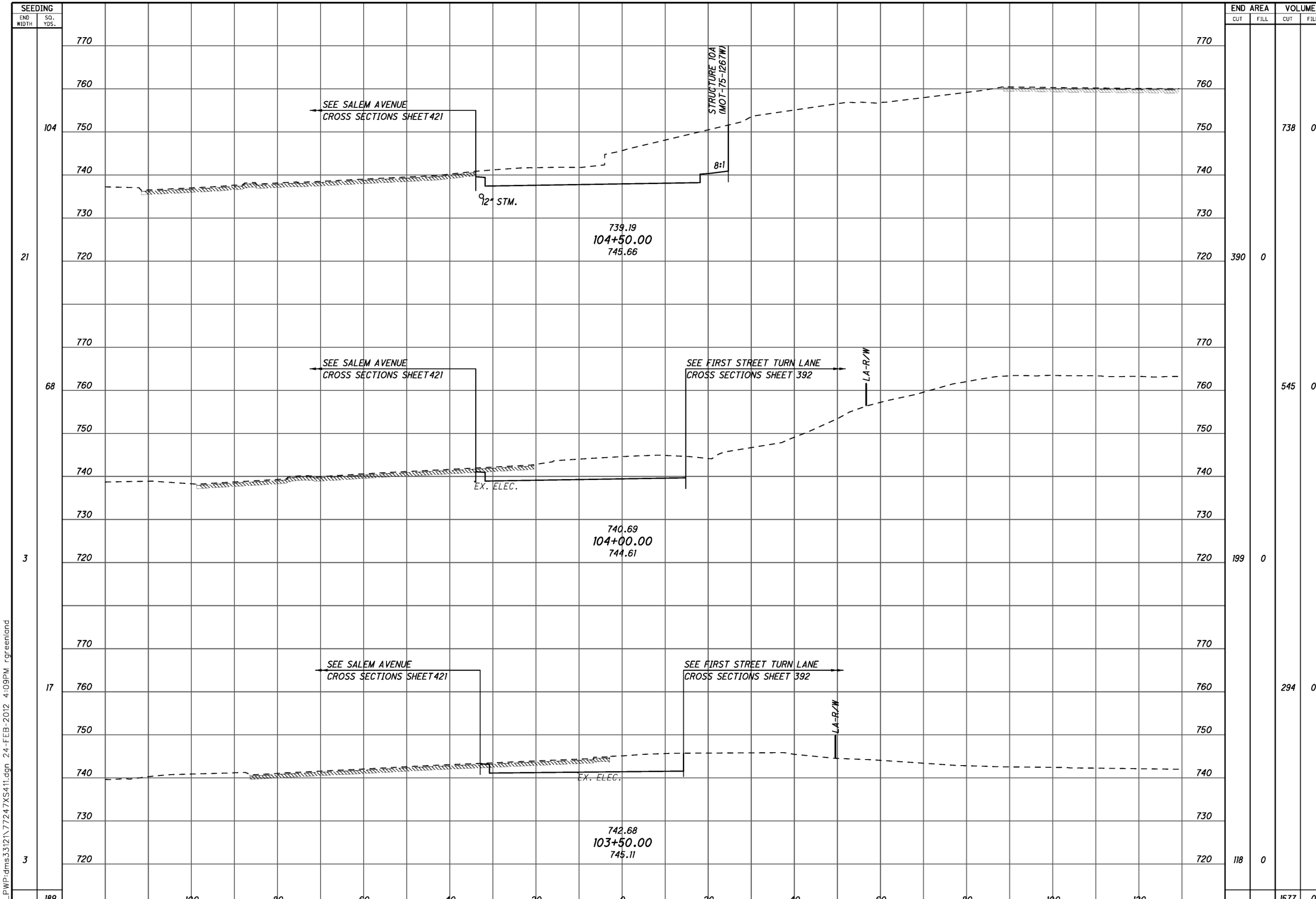
Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
		20			144	6
103+00.00	4		38	6		
		66			73	17
102+50.00	20		41	12		
		66			48	15
102+00.00	4		11	4		
Total		152			265	38



CALCULATED HGH
CHECKED AJS

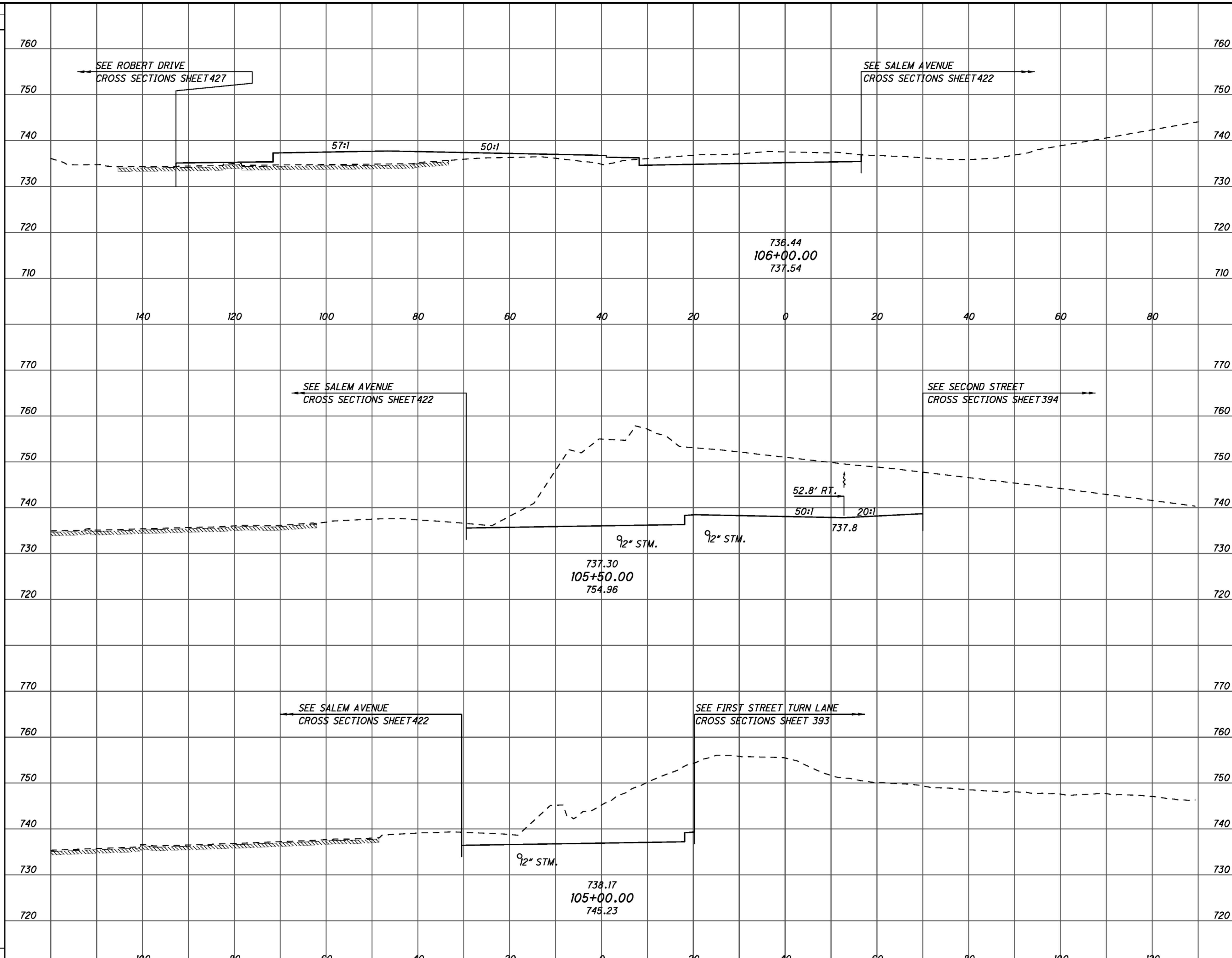
CROSS SECTIONS - FIRST STREET
STA. 102+00.00 TO STA. 103+00.00

MOT-75-12.00



CROSS SECTIONS - FIRST STREET
STA. 103+50.00 TO STA. 104+50.00

MOT-75-12.00



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
106+00.00	73	330	97	220	610	278
105+50.00	68	392	1226	0	1225	204
105+00.00	16	235	407	0	1512	0
Total		957			3347	482

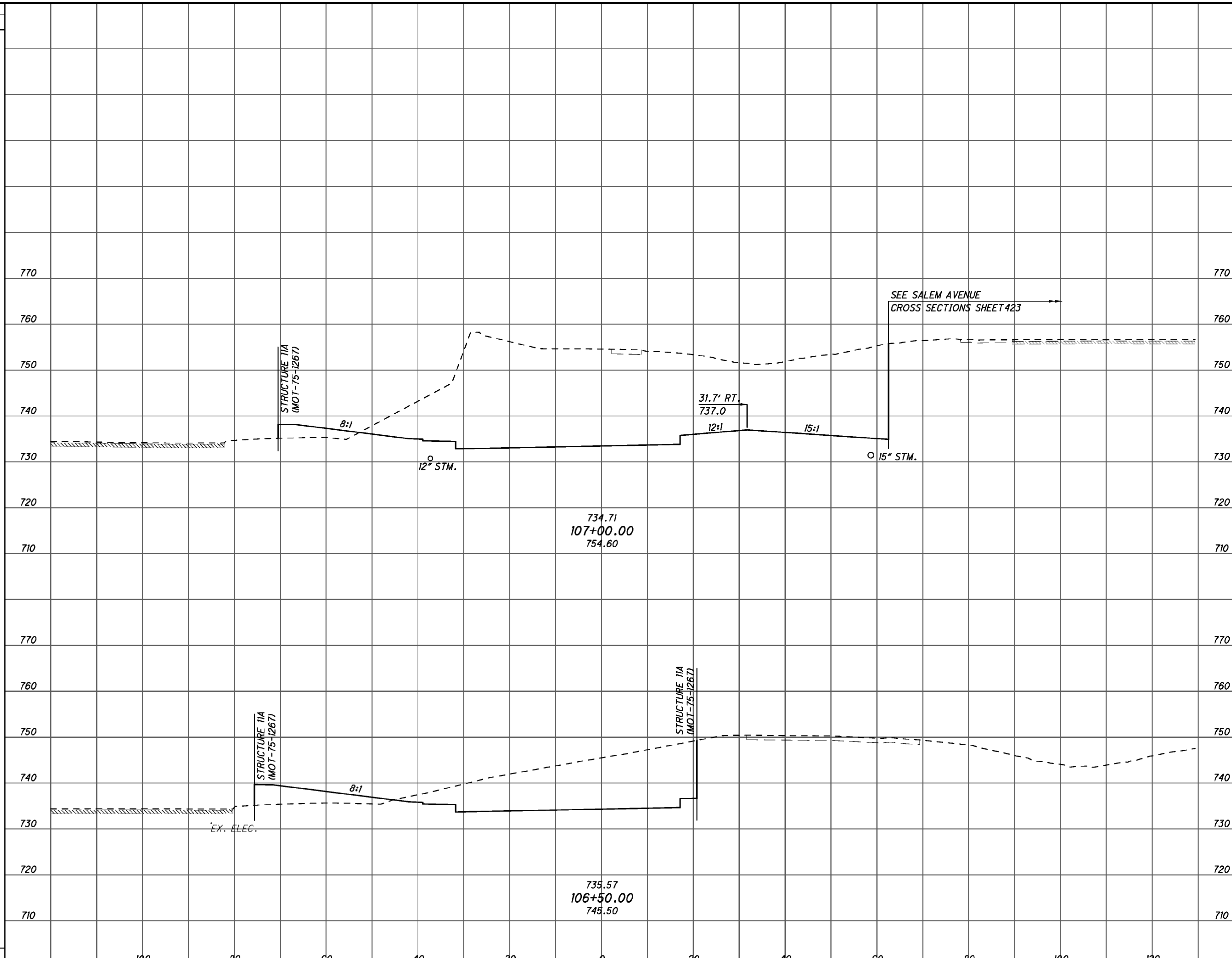
CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET
STA. 105+00.00 TO STA. 106+00.00

MOT-75-12.00

CROSS SECTIONS - FIRST STREET
STA. 106+50.00 TO STA. 107+00.00

SEEDING END WIDTH	SEEDING SQ. YDS.	Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	420	107+00.00			3319	46
86		107+00.00	1963	39		
	368	106+50.00			2338	110
46		106+50.00	562	80		
	788	Total			5657	156

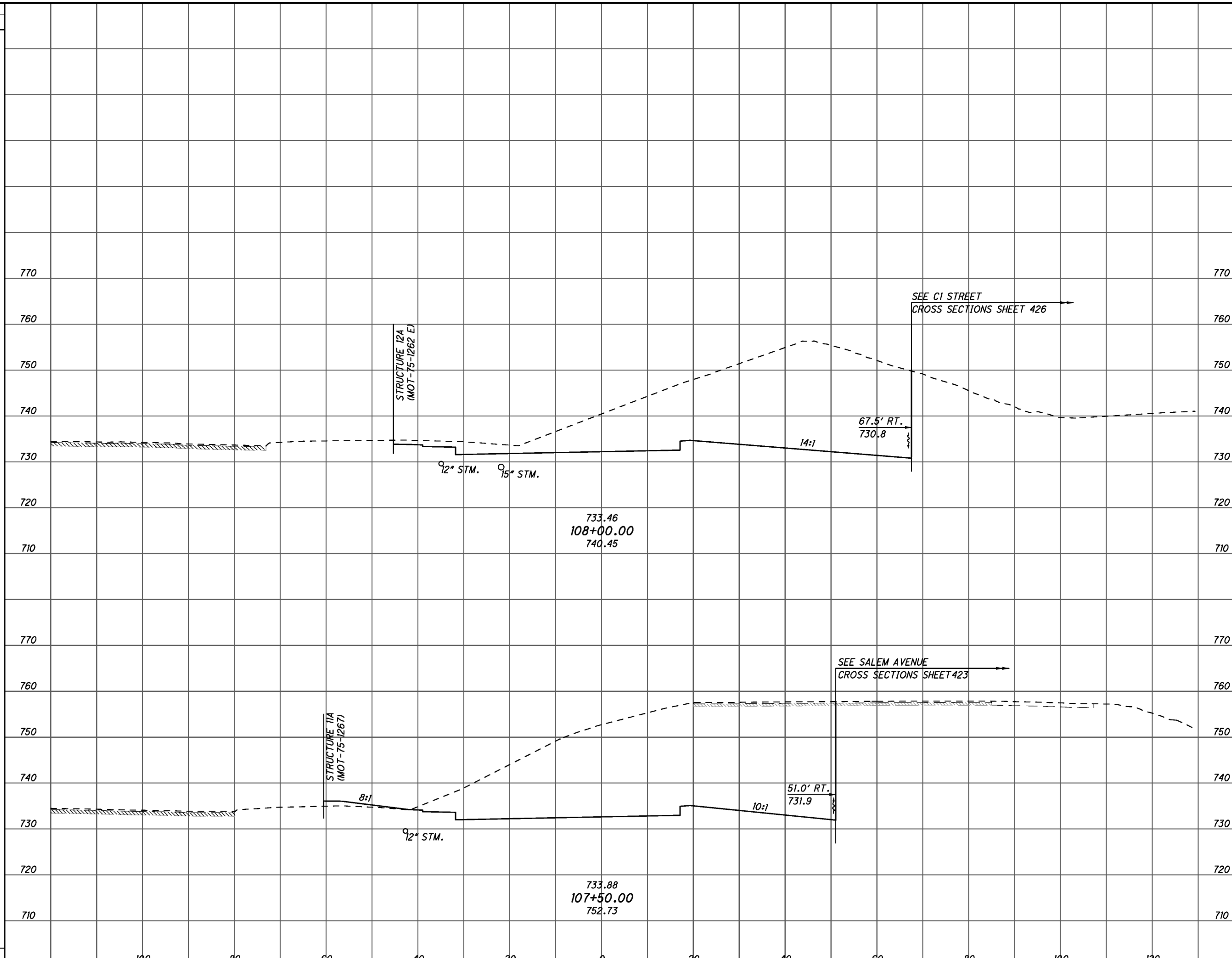


CALCULATED HGH
CHECKED GKB

MOT-75-12.00

IP_PWP:dms33121\77247XS411.dgn 24-FEB-2012 4:09PM rgreenland

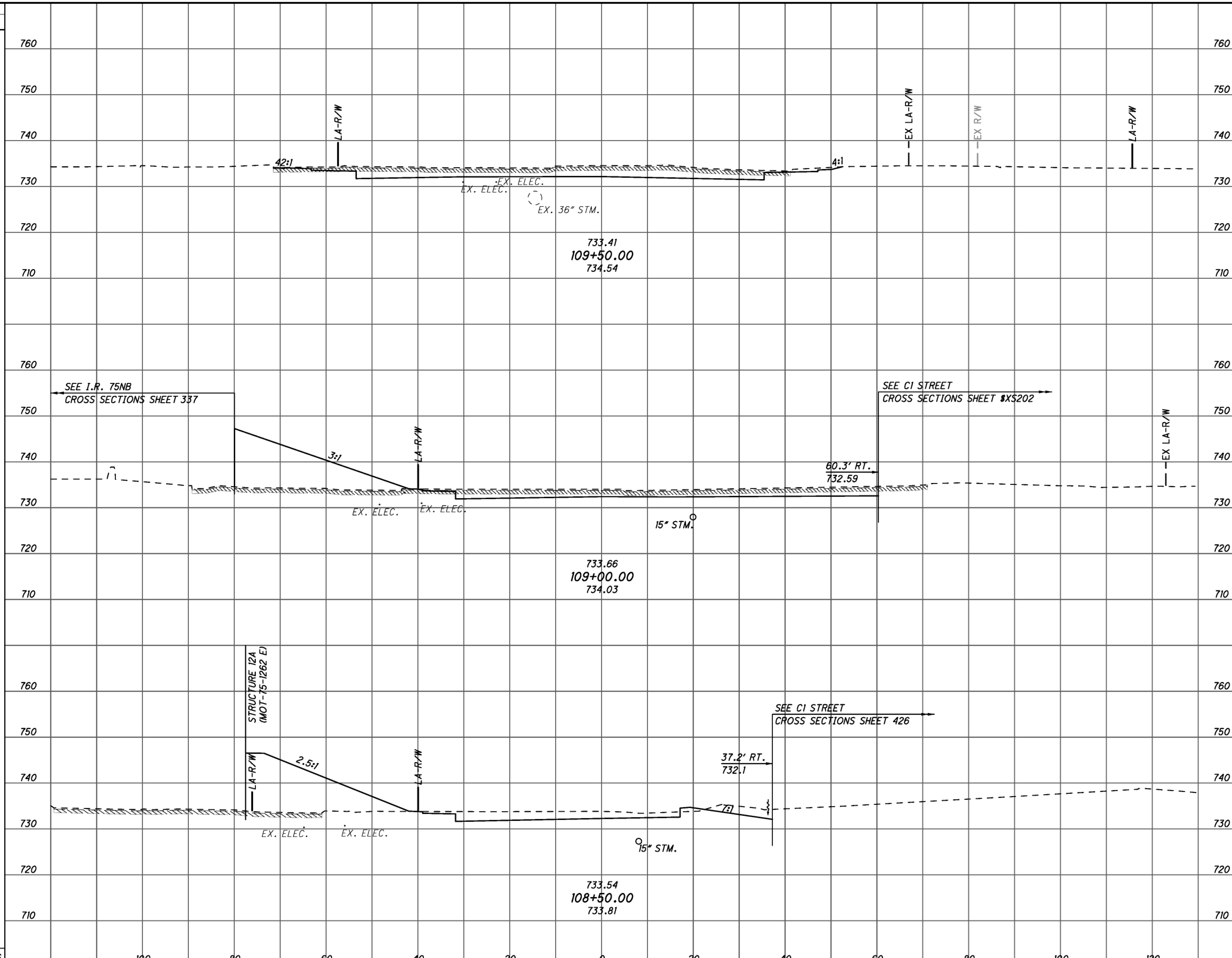
CROSS SECTIONS - FIRST STREET
STA. 107+50.00 TO STA. 108+00.00



SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
60		108+00.00	1312	0		
	423				1346	256
65		107+50.00	1621	11		
	347				2716	10
	770				4062	266

CALCULATED HGH
CHECKED GKB

MOT-75-12.00



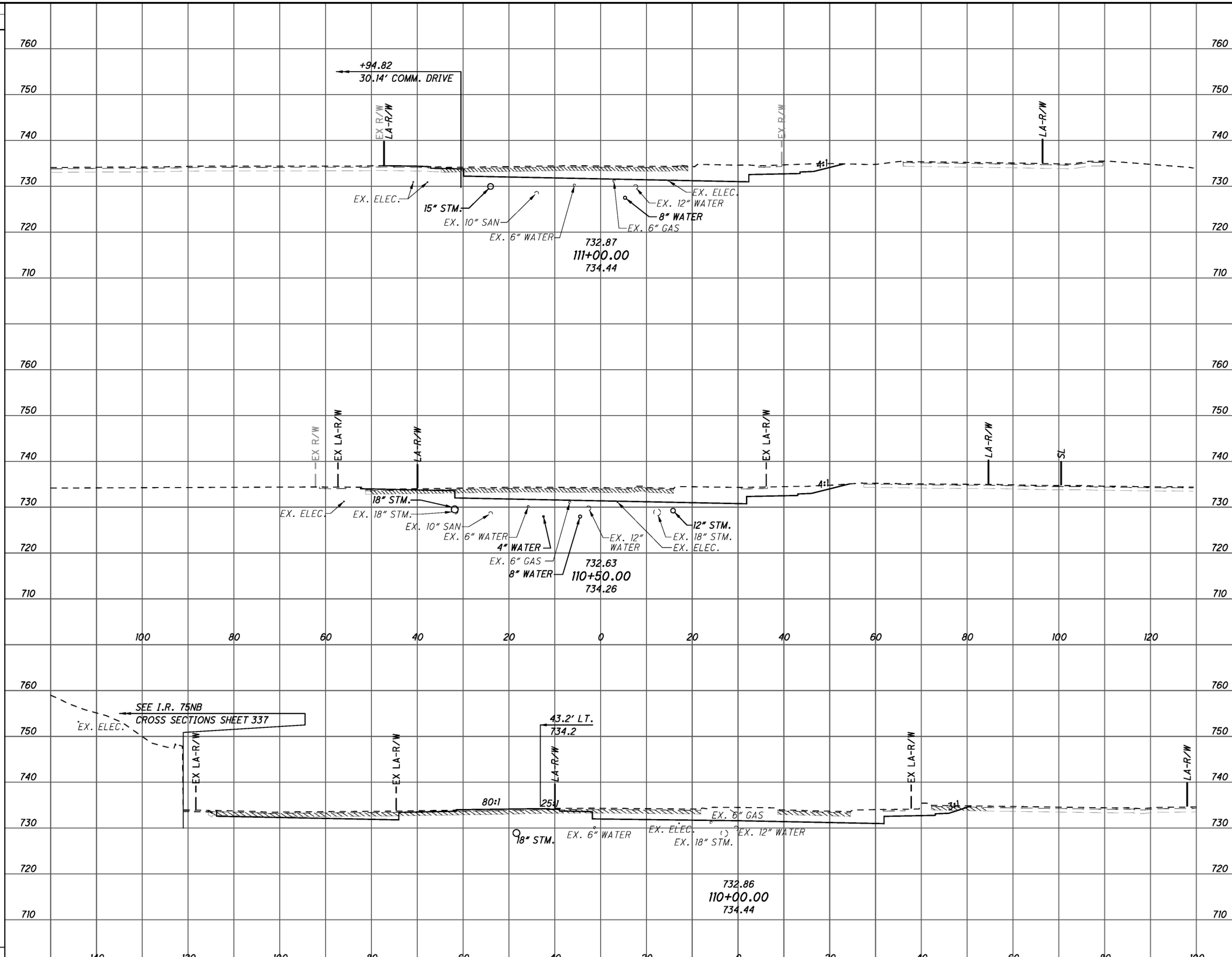
Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
109+50.00	34	212	90	18	209	52
109+00.00	90	346	49	311	129	305
108+50.00	92	508	142	277	177	544
Total		1066			515	901

CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET
STA. 108+50.00 TO STA. 109+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS411.dgn 24-FEB-2012 4:09PM rgreenland



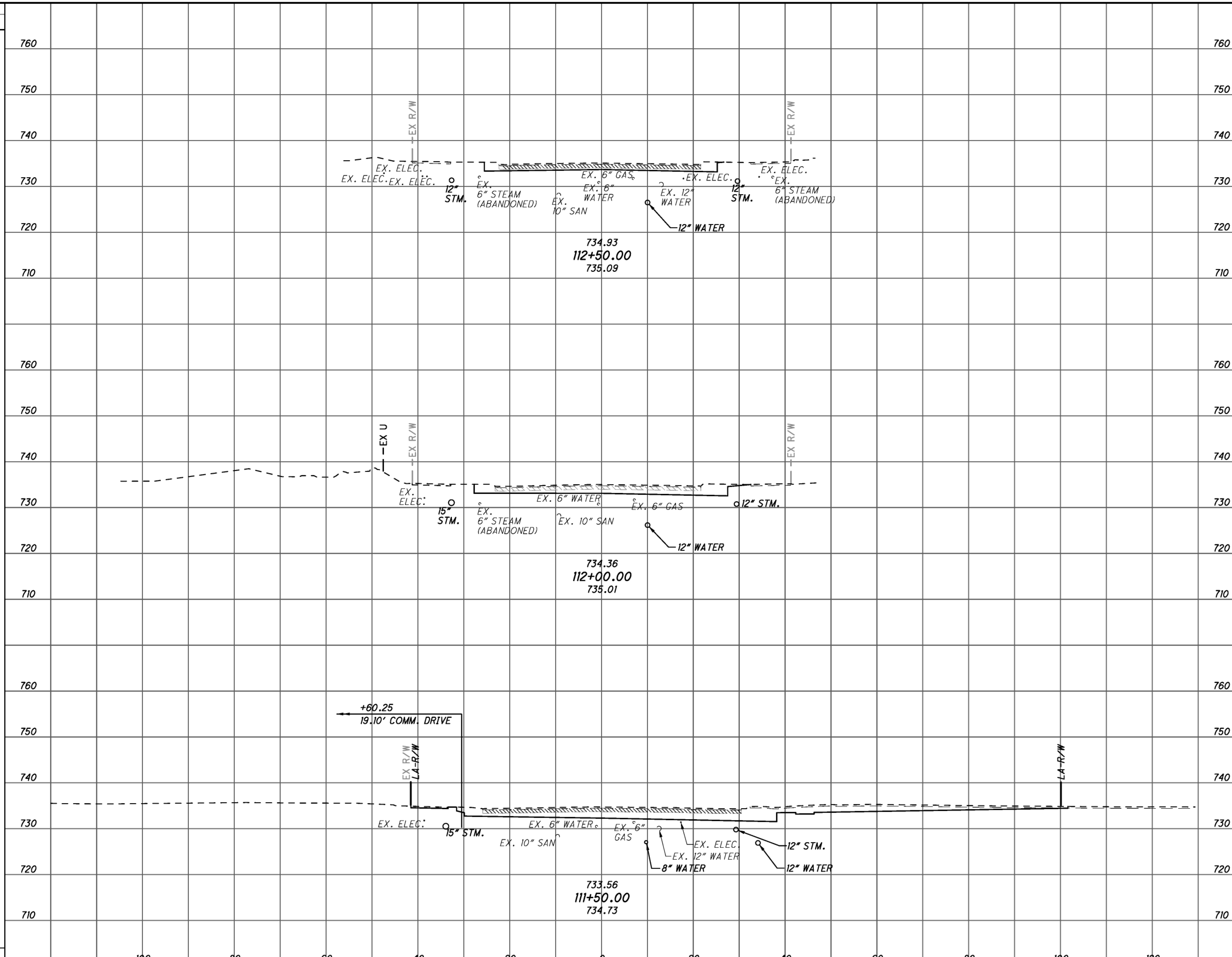
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	40			216	2
12		77	2		
	42			153	18
3		88	17		
	125			207	51
42		136	38		
	207			576	71

CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET
STA. 110+00.00 TO STA. 111+00.00

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.
	0
0	
	0
0	
	7
3	
	7



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		49	0
32	0		
		85	0
60	0		
		200	0
156	0		
		334	0

CALCULATED HGH
CHECKED GKB

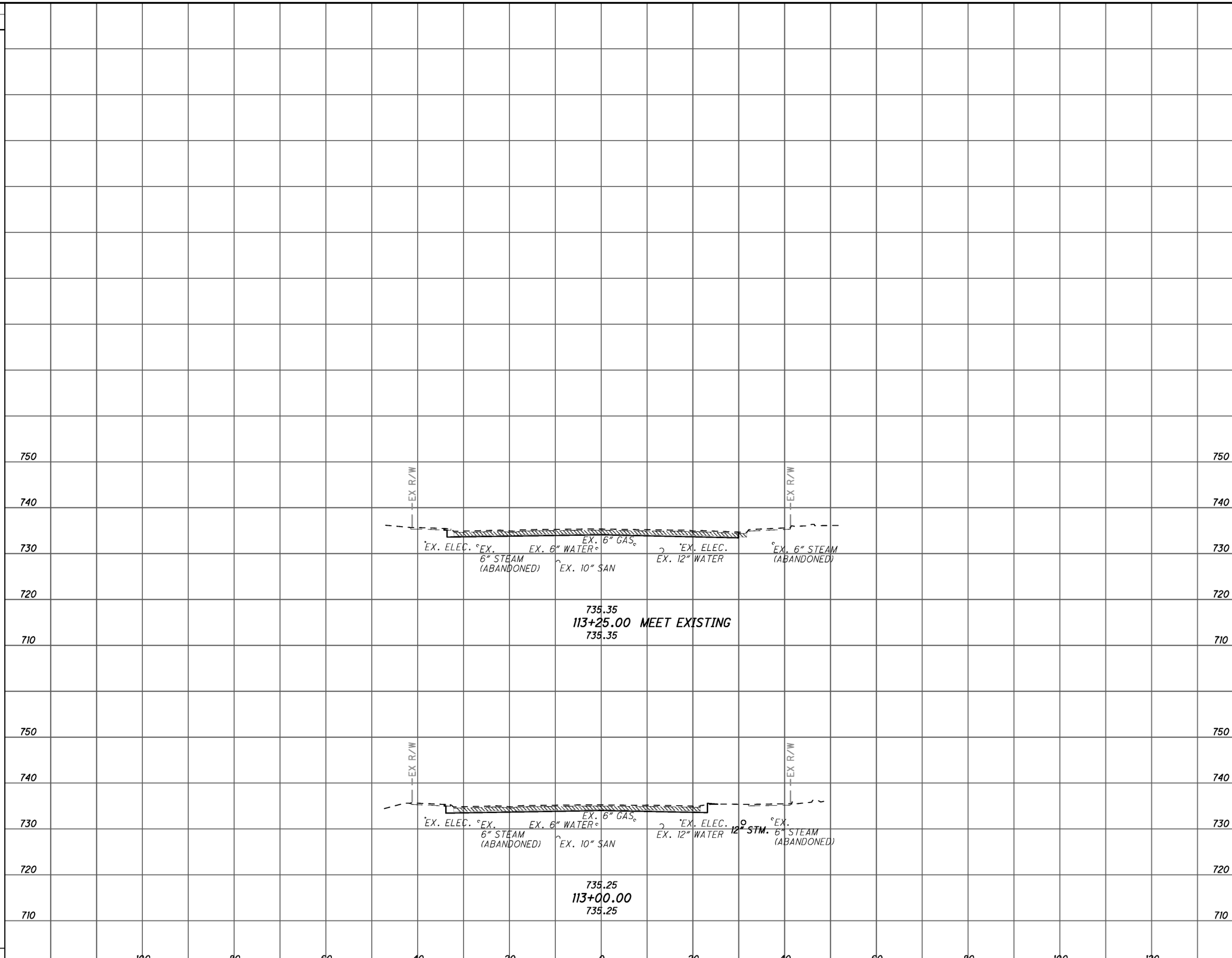
CROSS SECTIONS - FIRST STREET
STA. 111+50.00 TO STA. 112+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS411.dgn 24-FEB-2012 4:09PM rgreenland

IP_PWP:dms33121\77247XS411.dgn 24-FEB-2012 4:09PM rgreenland

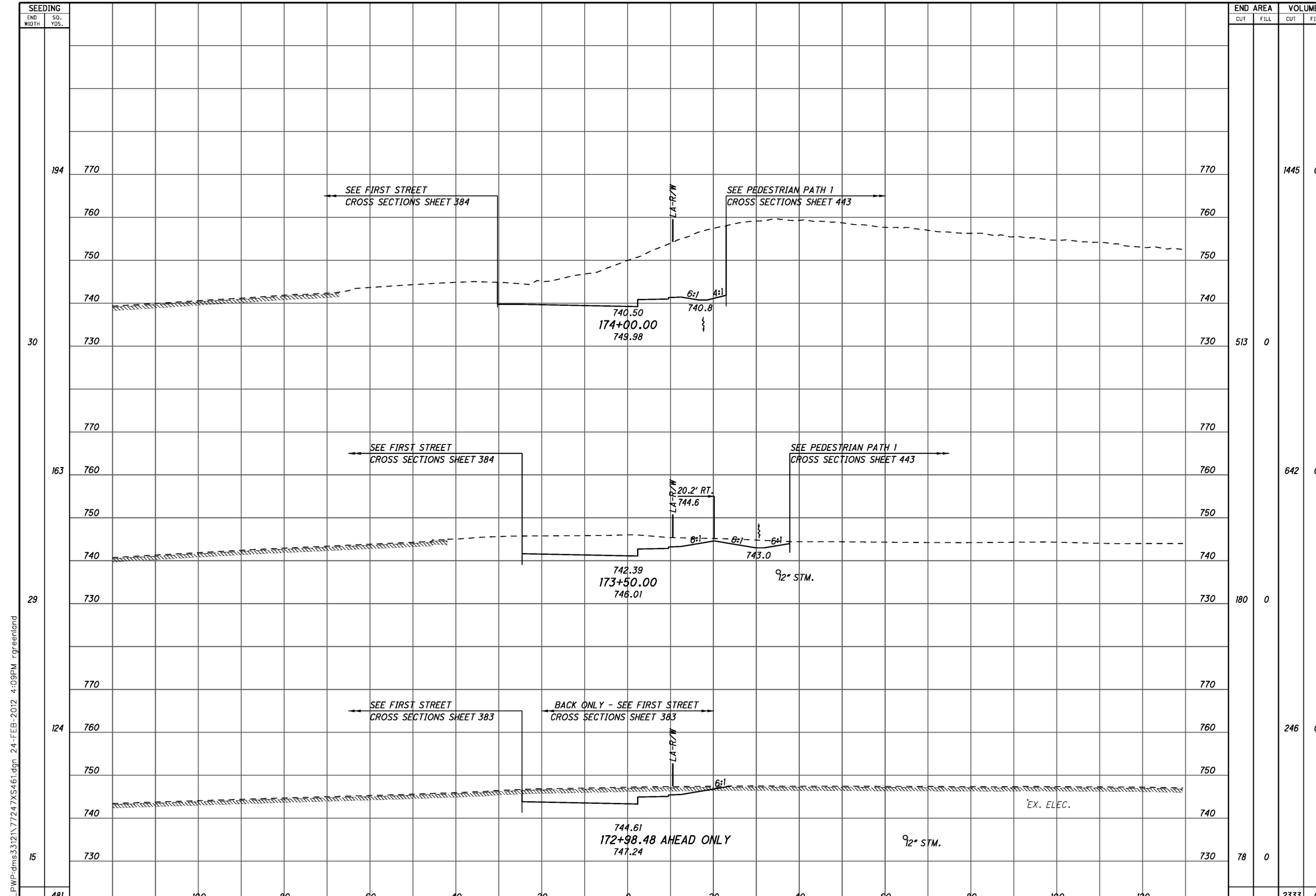
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
0		19	0		
	0			19	0
0		21	0		
	0			19	0



CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET
STA. 113+00.00 TO STA. 113+25.00

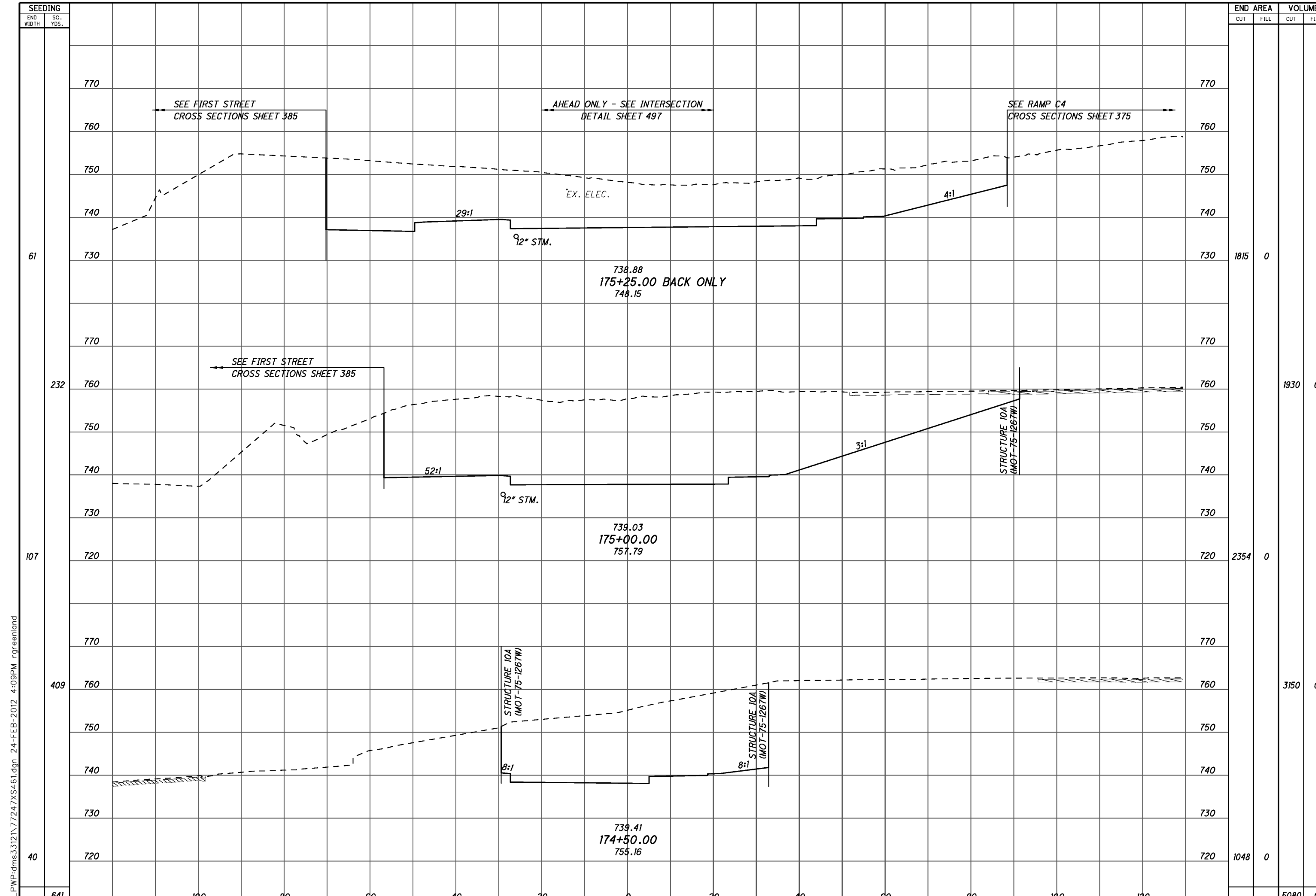
MOT-75-12.00



CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET TURN LANE
STA. 172+98.48 TO STA. 174+00.00

MOT-75-12.00

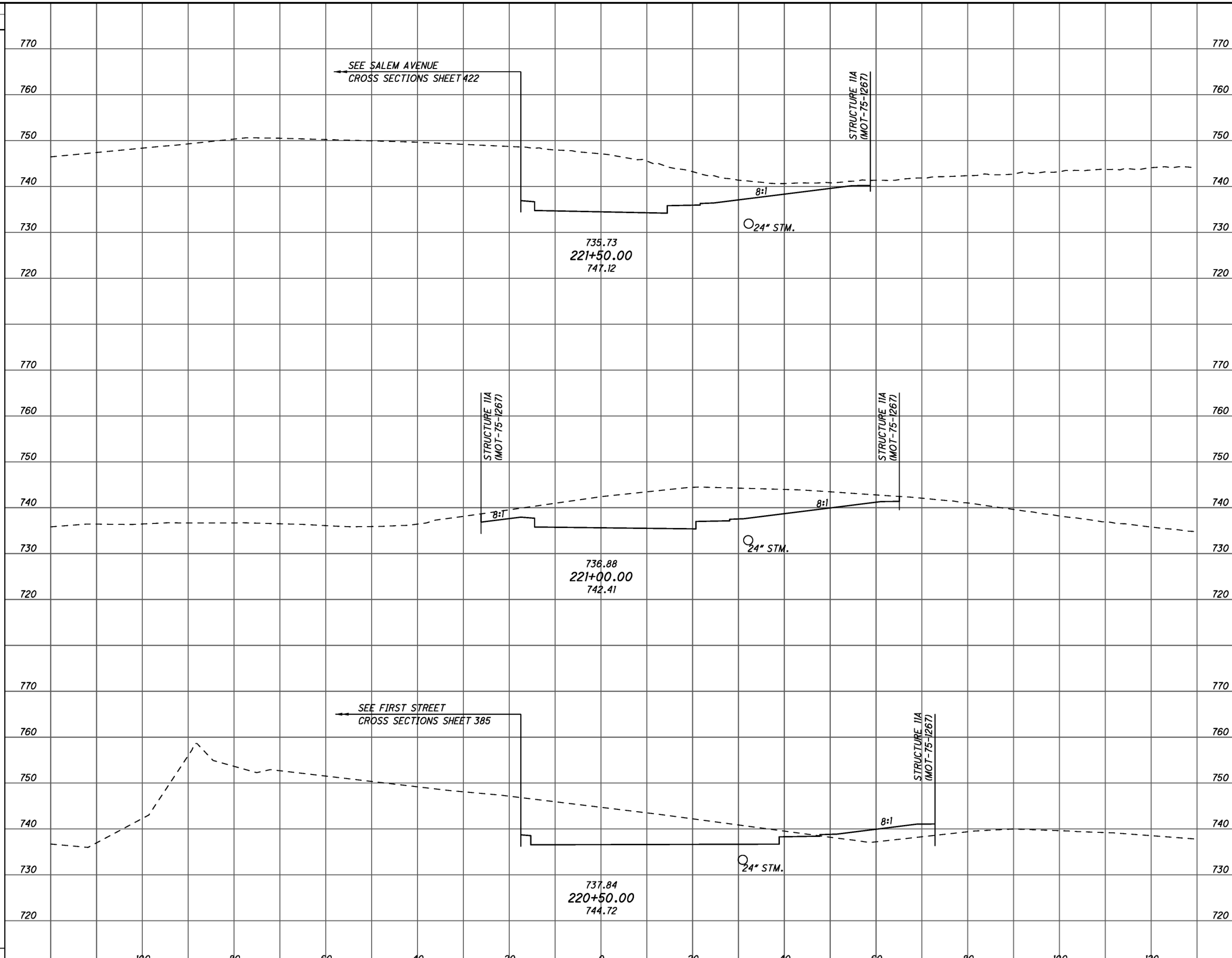


CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - FIRST STREET TURN LANE
STA. 174+50.00 TO STA. 175+25.00

MOT-75-12.00

393
1565



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	215			1805	0
41		553	0		
	254			951	0
51		474	0		
	220			792	50
28		381	54		
	689			3548	50

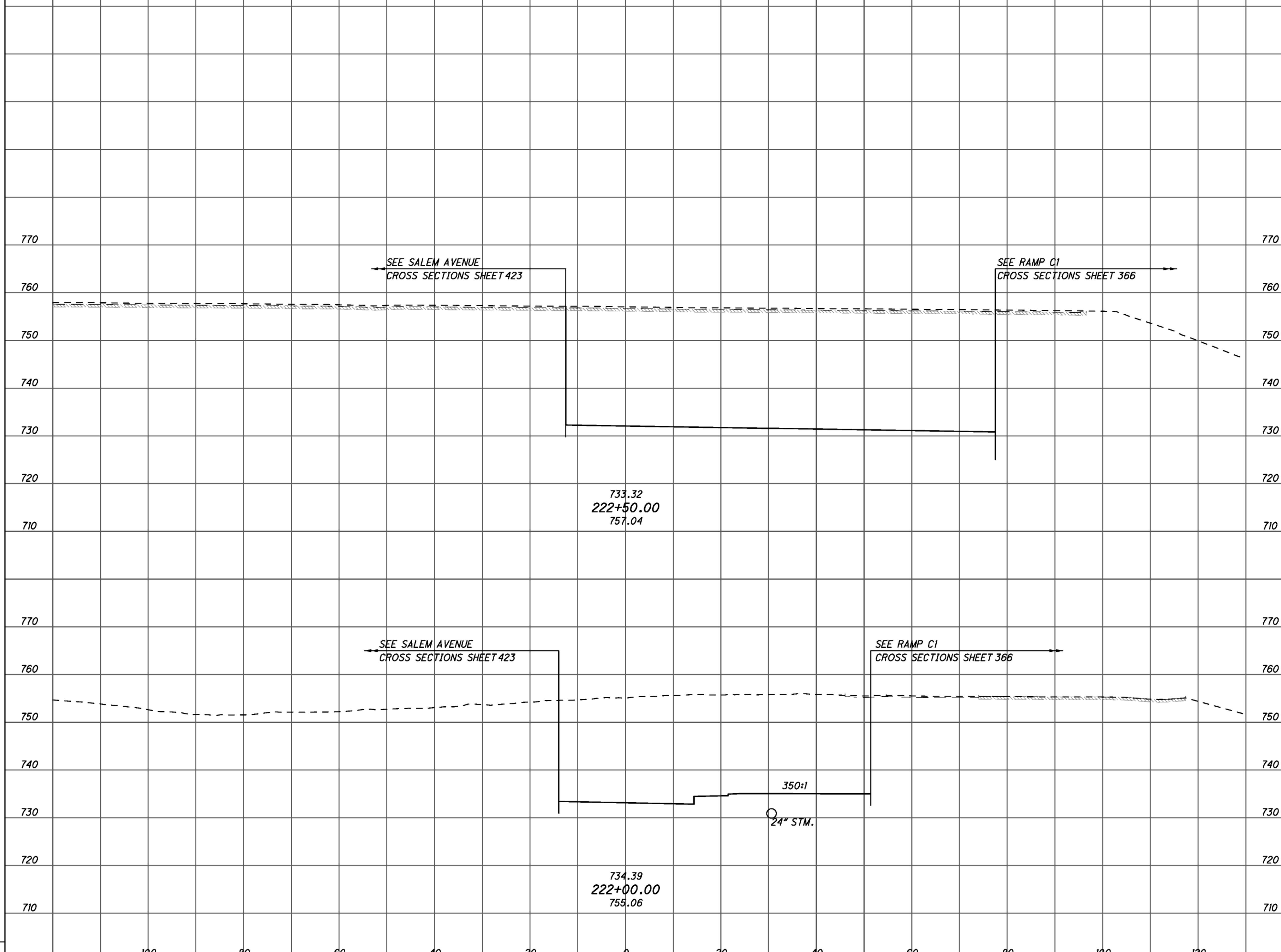
CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - SECOND STREET
STA. 220+50.00 TO STA. 221+50.00

MOT-75-12.00

CROSS SECTIONS - SECOND STREET
STA. 222+00.00 TO STA. 222+50.00

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	2			3674	0
1		2185	0		
	104			3316	0
37		1396	0		
	106			6990	0

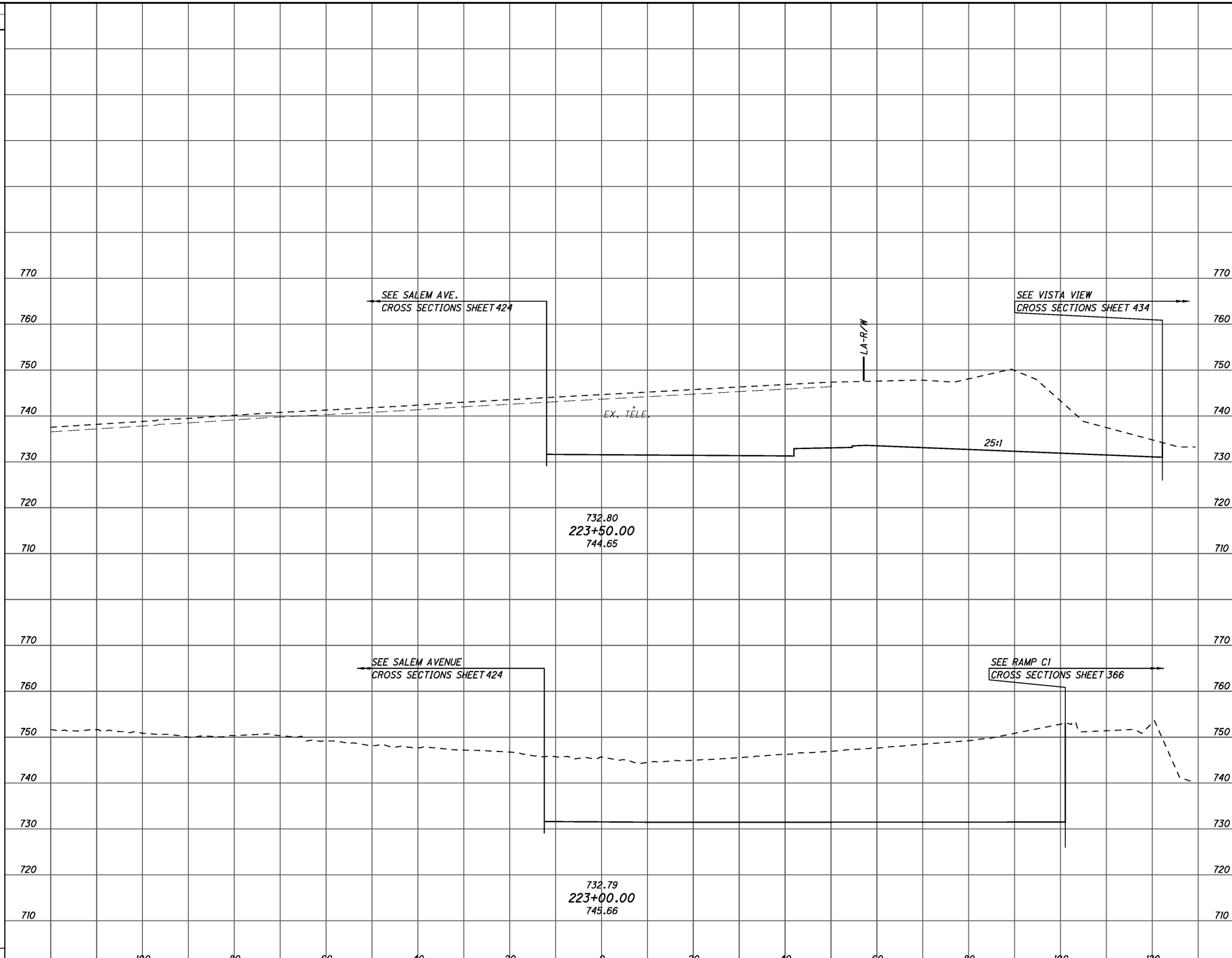


CALCULATED HGH
CHECKED GKB

MOT-75-12.00

CROSS SECTIONS - SECOND STREET
STA. 223+00.00 TO STA. 223+50.00

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	454			1869	0
71		1694	0		
	197			3219	0
0		1783	0		
	651			5088	0

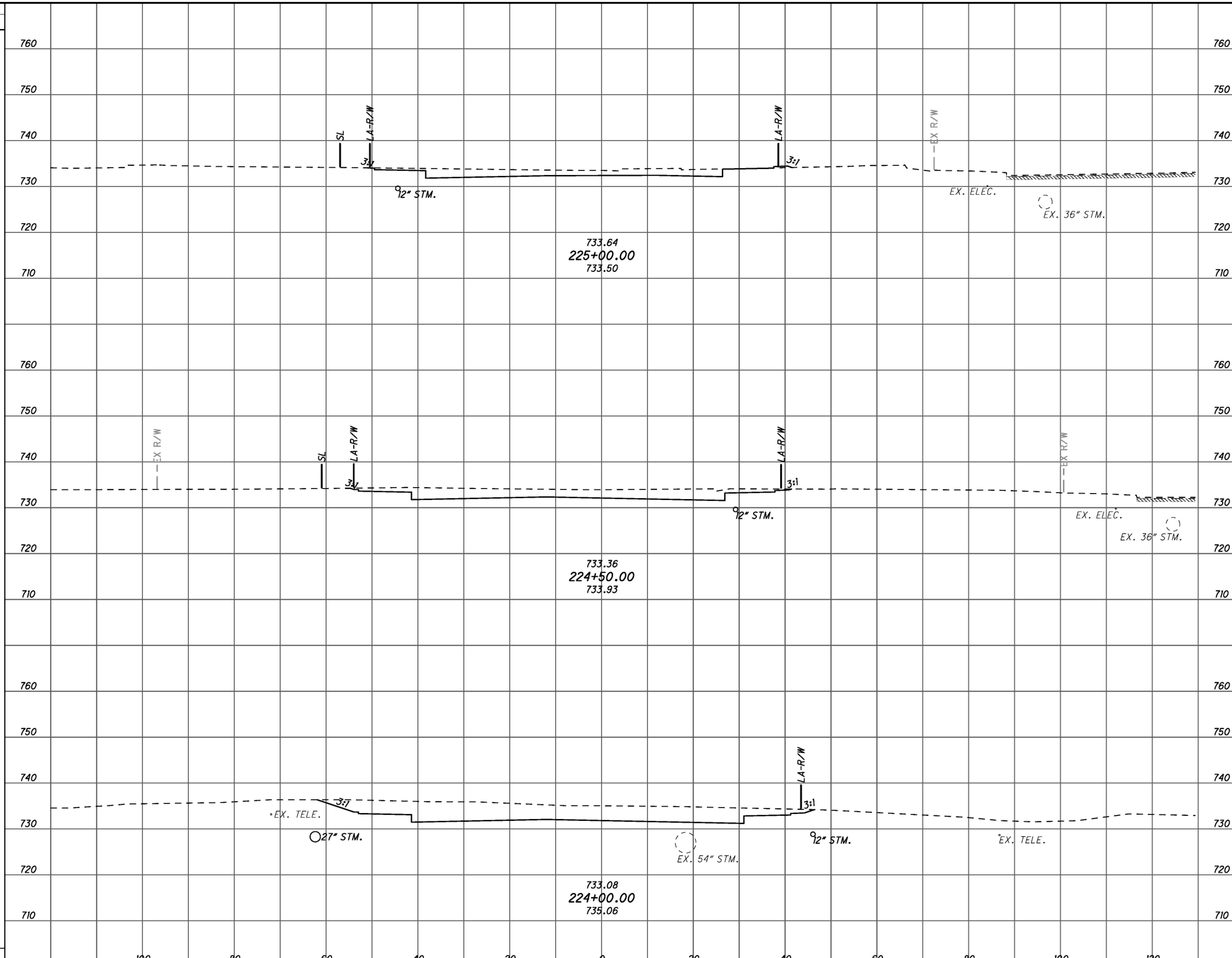


CALCULATED HGH
CHECKED GKB

MOT-75-12.00

IP_PWP:dms33121\77247XS421.dgn 24-FEB-2012 4:10PM rgreenland

Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
225+00.00	5	26	101	1	158	10
224+50.00	48	146	162	0	244	1
224+00.00	93	390	324	0	450	0
Total		562			852	11



CALCULATED HGH
CHECKED GKB

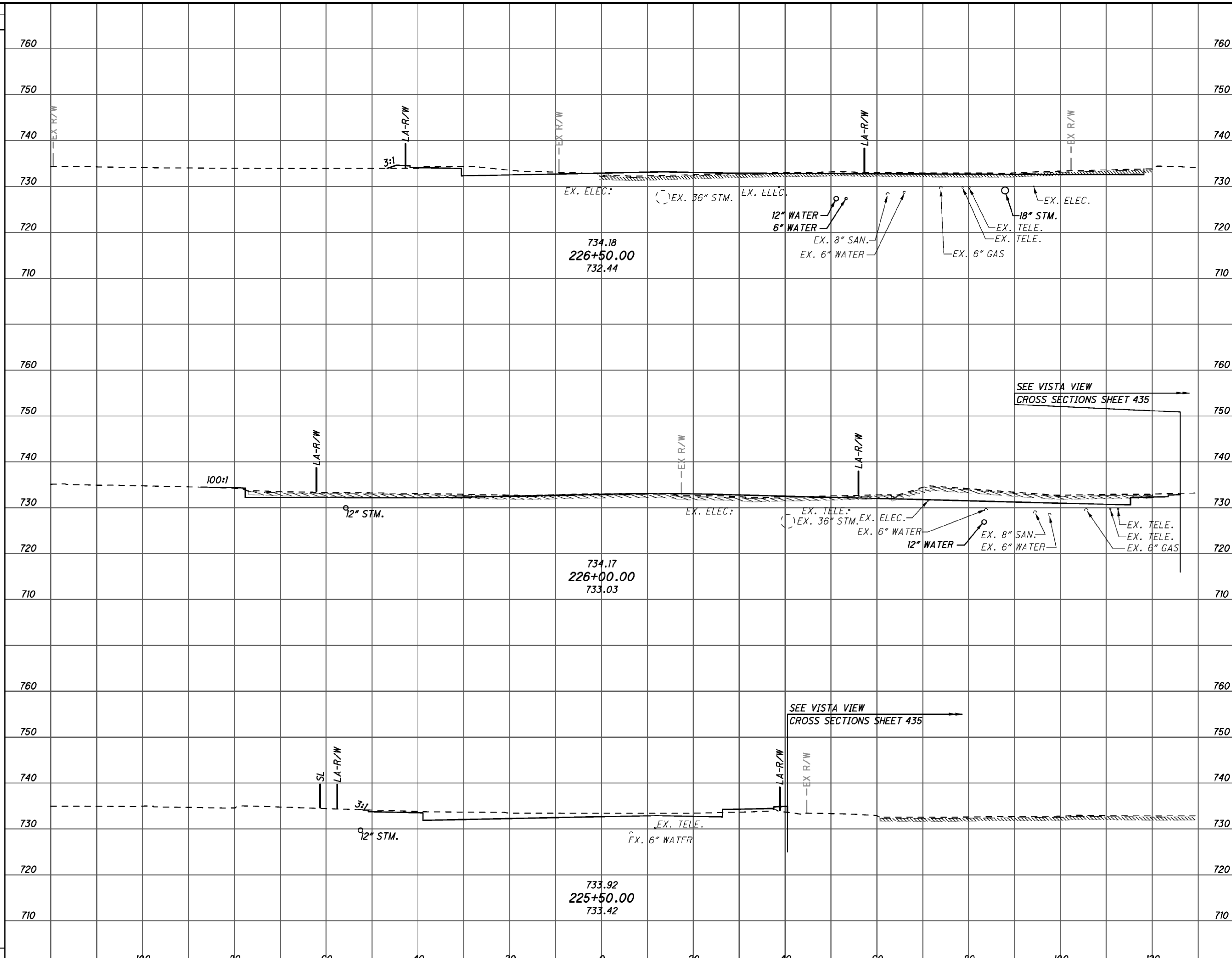
CROSS SECTIONS - SECOND STREET
STA. 224+00.00 TO STA. 225+00.00

MOT-75-12.00

397/1565

IP_PWP:dms33121\77247XS421.dgn 24-FEB-2012 4:10PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
	88
5	
	48
12	
	45
4	
	181



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		45	141
30	95		
		100	165
78	83		
		137	86
70	10		
		282	392

CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - SECOND STREET
STA. 225+50.00 TO STA. 226+50.00

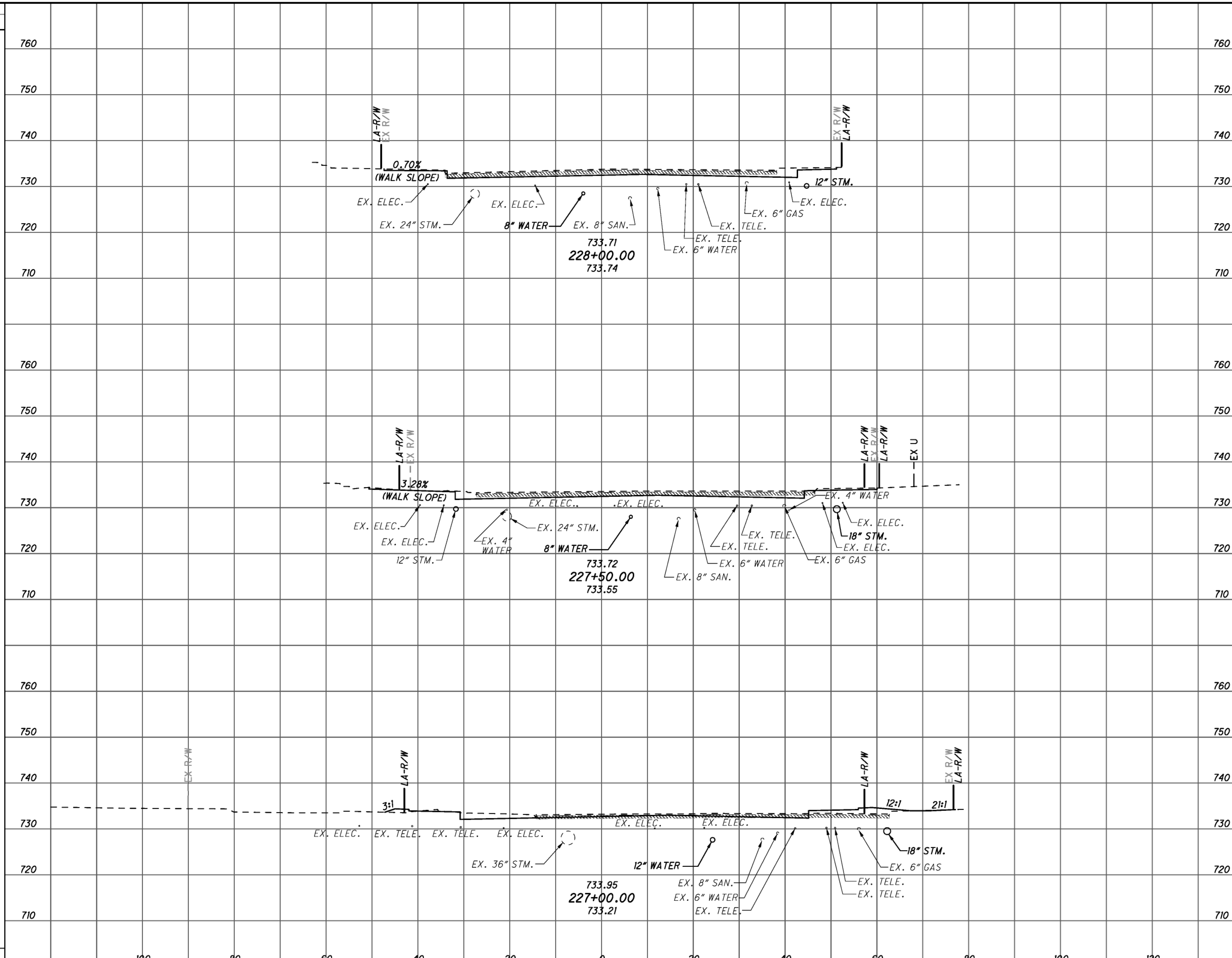
MOT-75-12.00

398
1565

CROSS SECTIONS - SECOND STREET
STA. 227+00.00 TO STA. 228+00.00

MOT-75-12.00

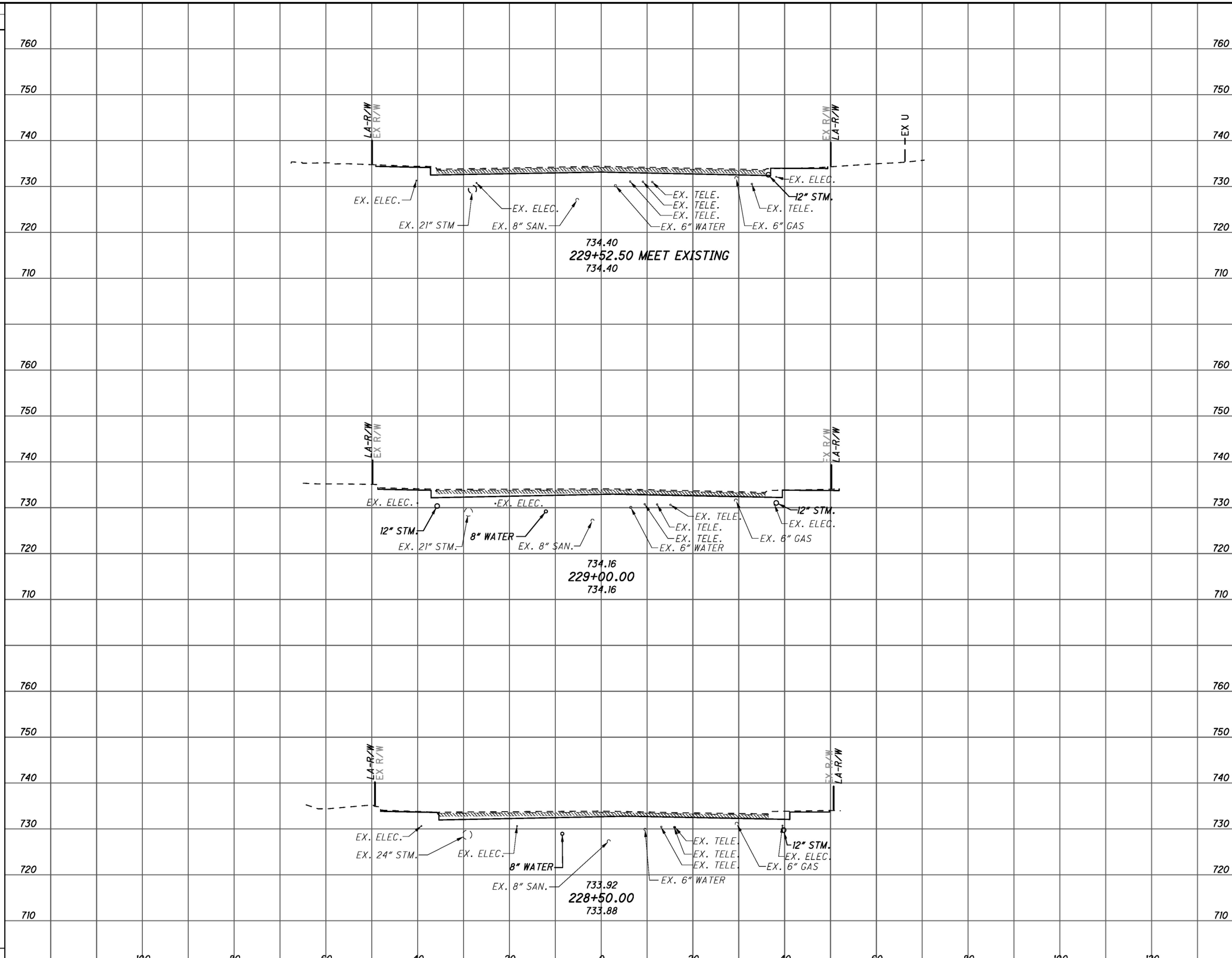
CALCULATED HGH | CHECKED GKB



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	0			69	1
0		38	1		
	0			66	3
0		33	2		
	74			48	55
27		19	57		
	74			183	59

IP_PWP:dms33121\77247XS421.dgn 24-FEB-2012 4:10PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
0	
	0
0	
	0
0	
	0



END AREA		VOLUME	
CUT	FILL	CUT	FILL
32	0		
		70	0
40	0		
		70	0
36	0		
		140	0

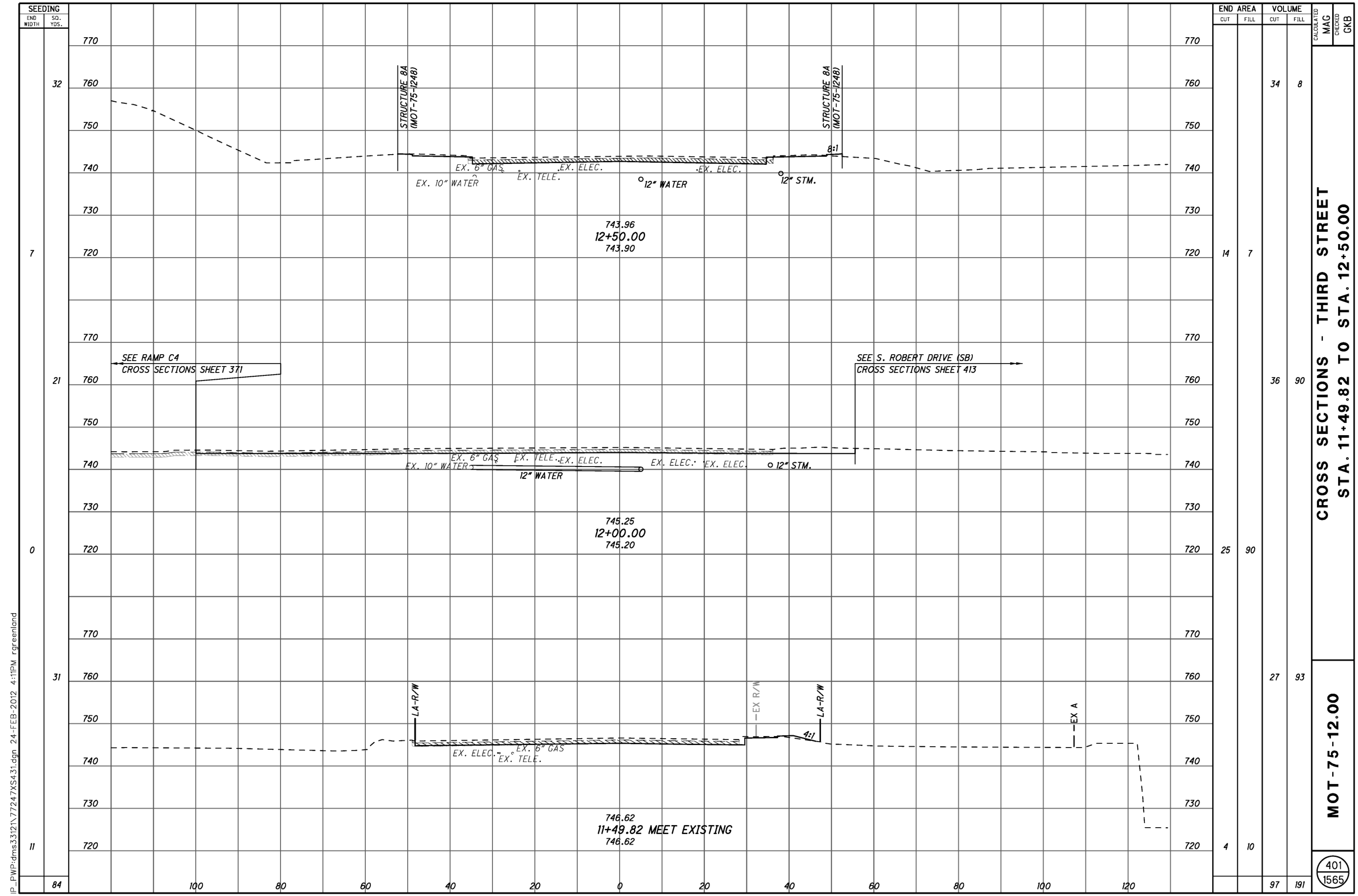
CALCULATED HGH
CHECKED GKB

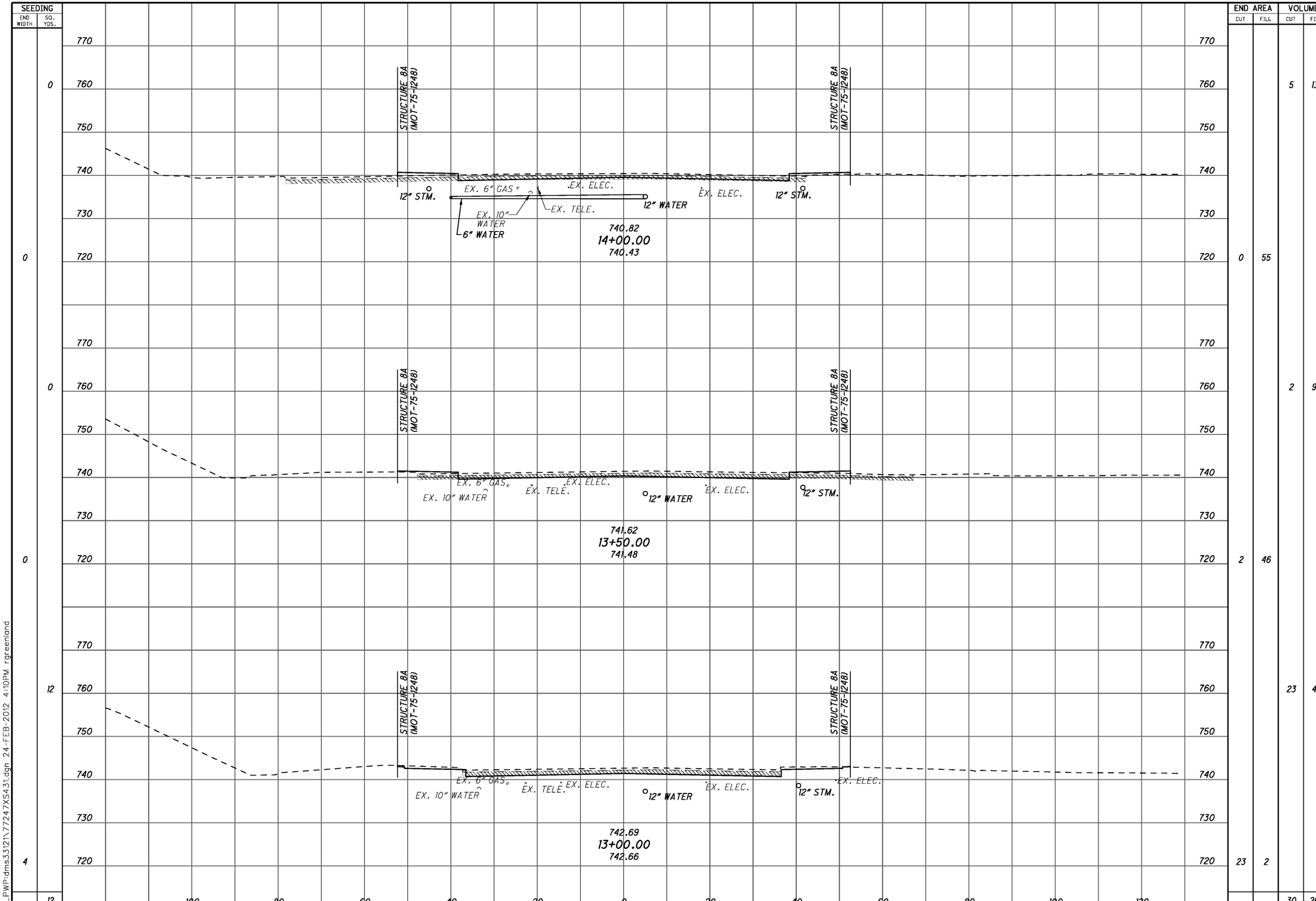
CROSS SECTIONS - SECOND STREET
STA. 228+50.00 TO STA. 229+52.50

MOT-75-12.00

400
1565

IP_PWP:dms33121\77247XS421.dgn 24-FEB-2012 4:10PM rgreenland

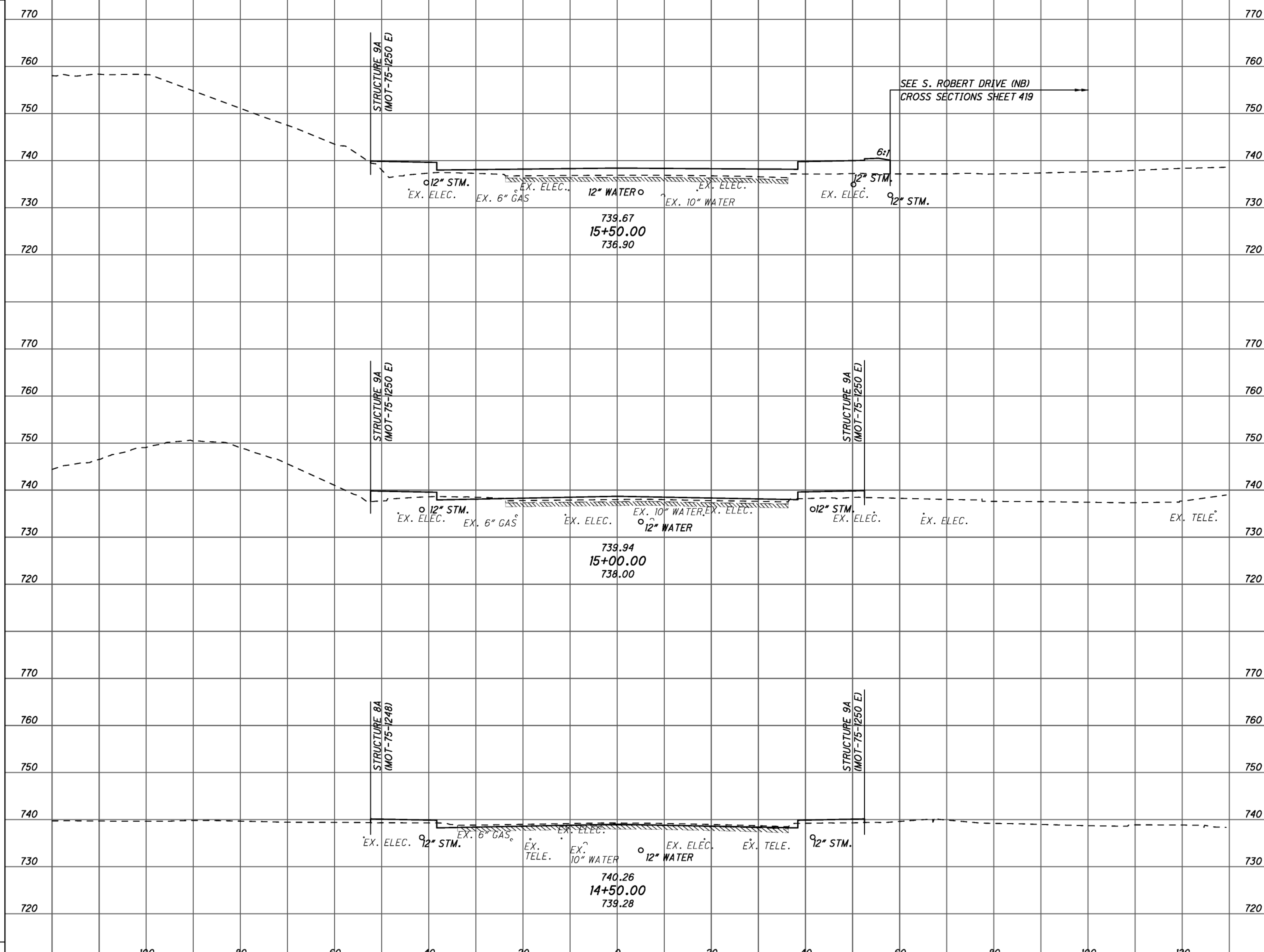

SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED MAG
CHECKED GKB
STRUCTURE 8A (MOT-75-1248)
STRUCTURE 8A (MOT-75-1248)
8:1
EX. 6" GAS
EX. ELEC.
EX. ELEC.
EX. TELE.
EX. 10" WATER
12" WATER
12" STM.
743.96
12+50.00
743.90
SEE RAMP C4
CROSS SECTIONS SHEET 371
SEE S. ROBERT DRIVE (SB)
CROSS SECTIONS SHEET 413
EX. 6" GAS
EX. TELE.
EX. ELEC.
EX. 10" WATER
12" WATER
EX. ELEC.
EX. ELEC.
12" STM.
745.25
12+00.00
745.20
LA-R/W
EX R/W
LA-R/W
4:1
EX A
EX. ELEC.
EX. 6" GAS
EX. TELE.
746.62
11+49.82 MEET EXISTING
746.62
32
7
21
0
31
11
84
14
7
25
90
4
10
34
8
36
90
27
93
97
191
CROSS SECTIONS - THIRD STREET
STA. 11+49.82 TO STA. 12+50.00
MOT-75-12.00
401
1565
IP_PWP:dms33121\77247XS431.dgn 24-FEB-2012 4:11PM rgreenland



CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - THIRD STREET
STA. 13+00.00 TO STA. 14+00.00

MOT-75-12.00



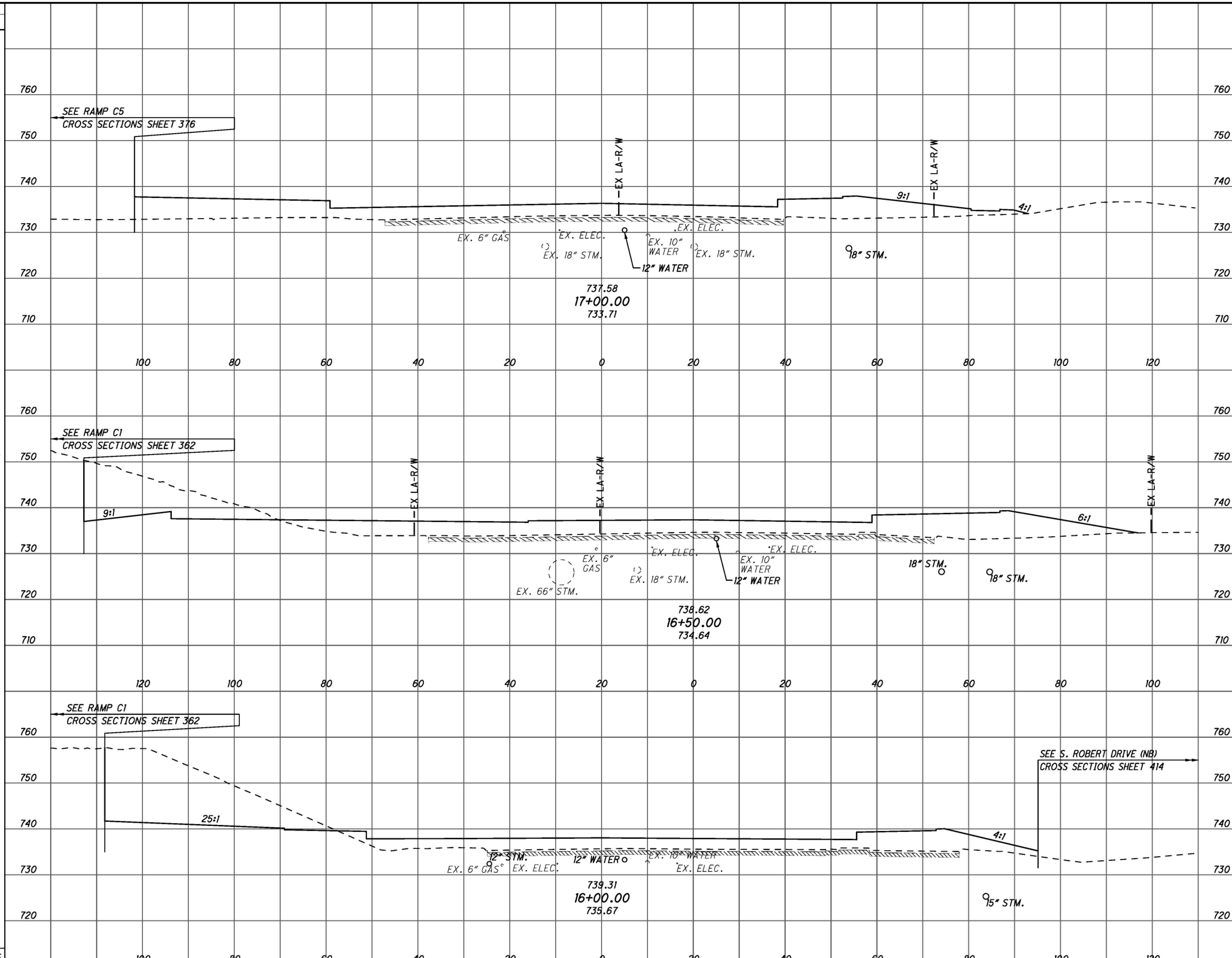
SEEDING END WIDTH	SEEDING SQ. YDS.
	237
7	
	20
0	
	0
0	
	257

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		451	732
0	271		
		6	392
6	152		
		10	220
5	86		
		467	1344

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - THIRD STREET
STA. 14+50.00 TO STA. 15+50.00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	386			0	986
45		0	708		
	308			255	1338
66		275	737		
	401			706	1164
78		487	520		
	1095			961	3488

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - THIRD STREET
STA. 16+00.00 TO STA. 17+00.00

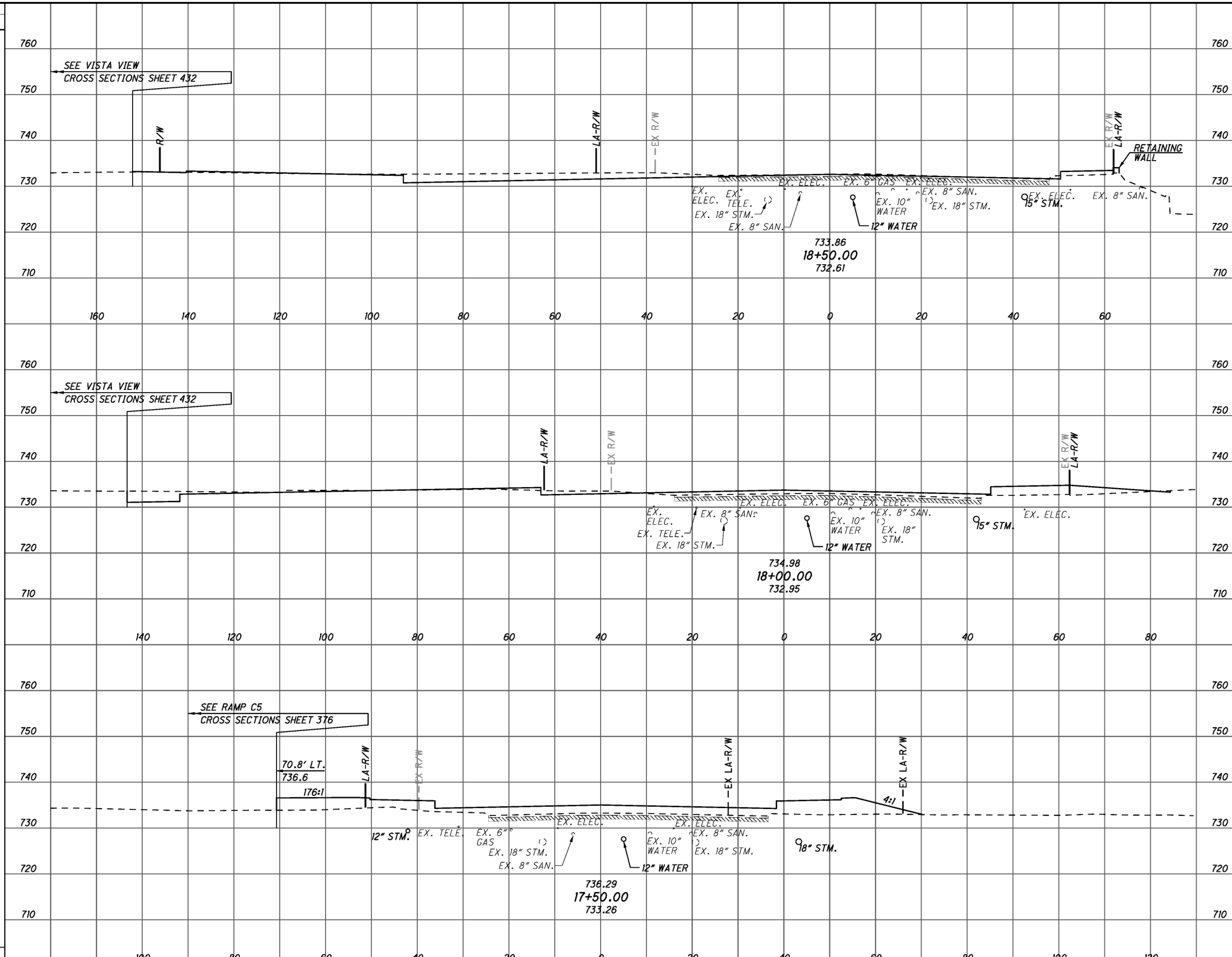
MOT-75-12.00

404
1565

IP_PWP:dms33121\77247XS431.dgn 24-FEB-2012 4:10PM rgreenland

CROSS SECTIONS - THIRD STREET
STA. 17+50.00 TO STA. 18+50.00

Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
18+50.00	0	22	95	104	146	140
18+00.00	0	0	50	198	134	280
17+50.00	95	263	0	357	46	514
Total		285			326	934

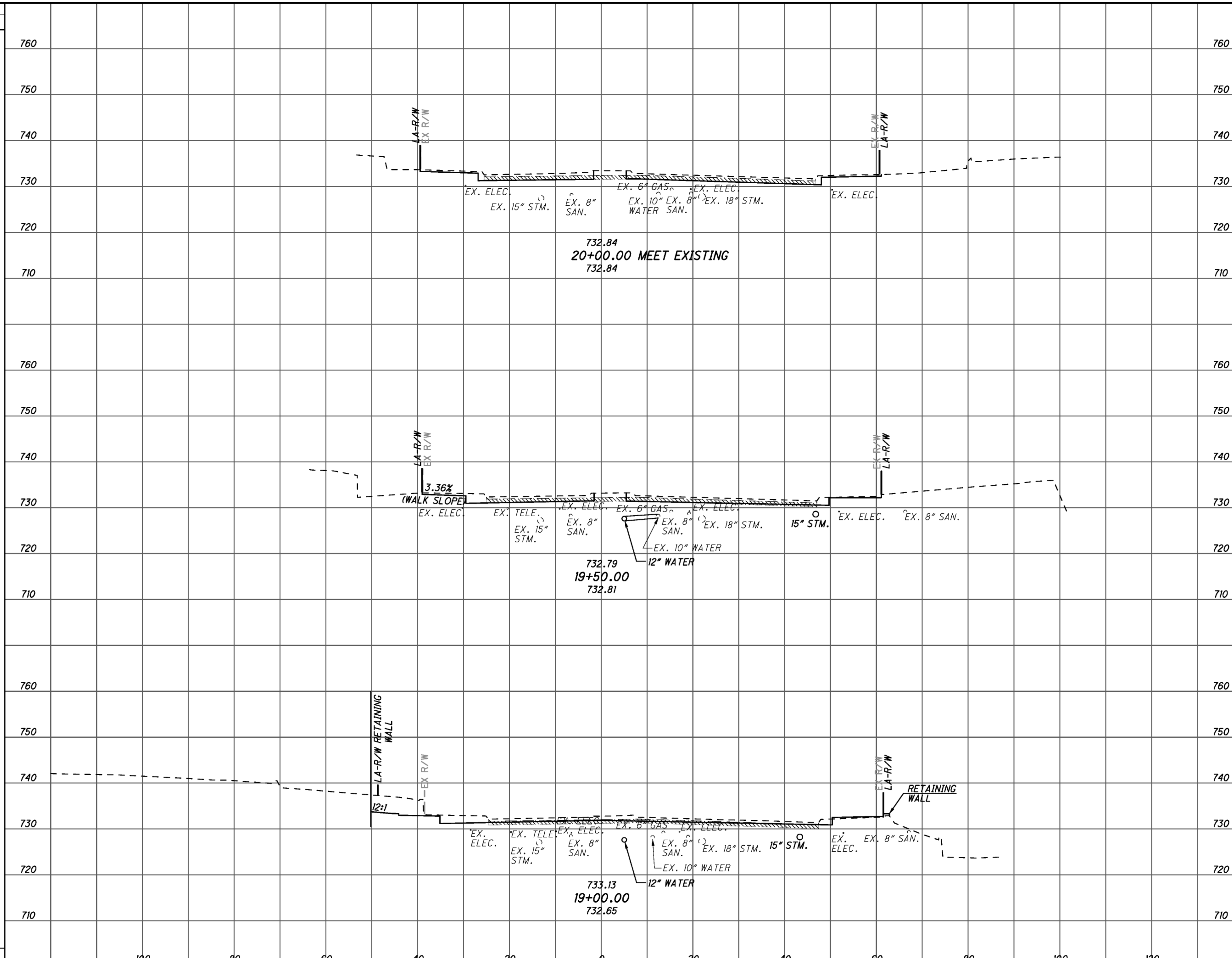


CALCULATED MAG
CHECKED GKB

MOT-75-12.00

405
1565

IP_PWP:dms33121\77247XS431.dgn 24-FEB-2012 4:10PM rgreenland



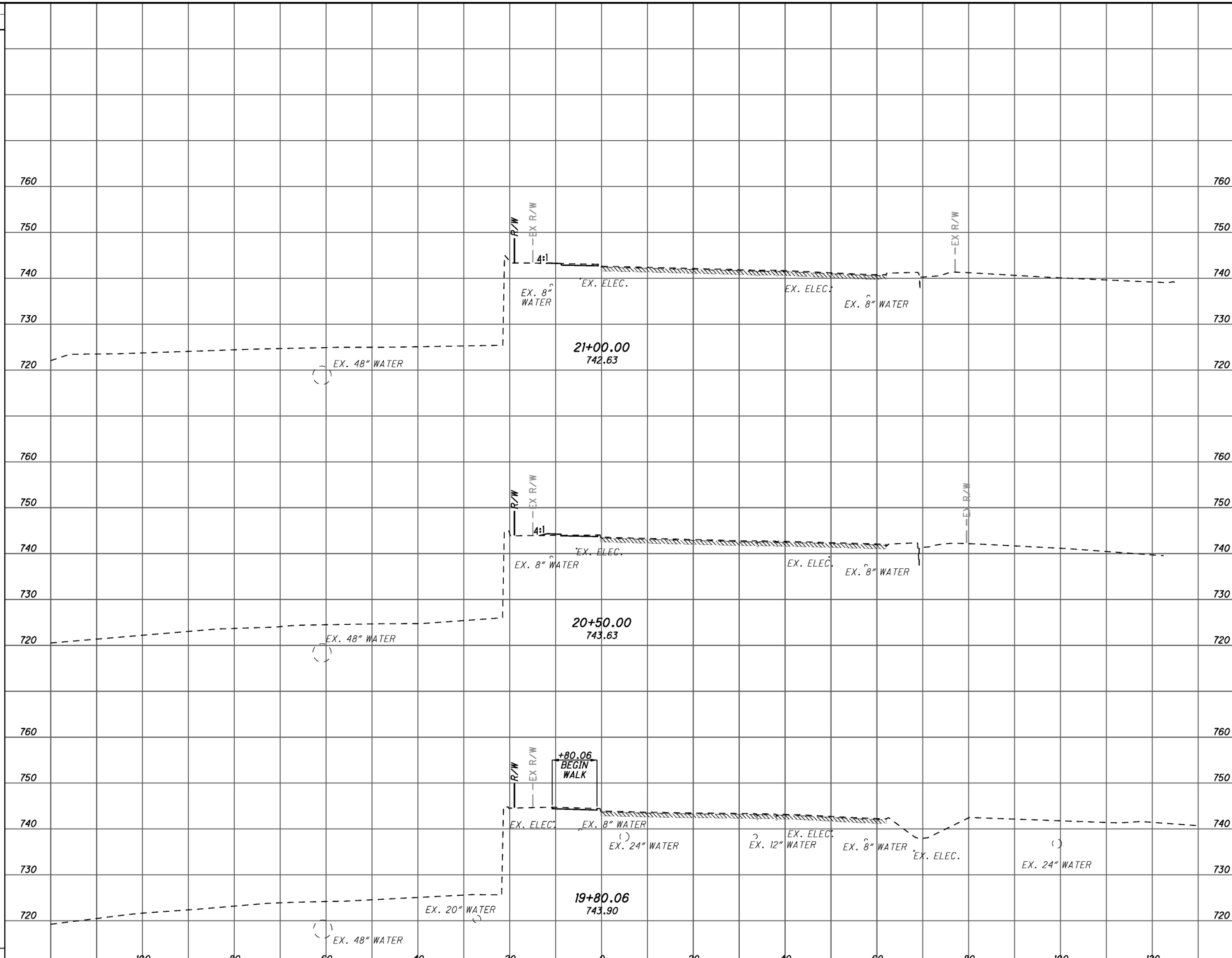
SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	0
0	
	22
8	
	22

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
14	2		
		31	11
20	10		
		77	53
63	47		
		108	64

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - THIRD STREET
STA. 19+00.00 TO STA. 20+00.00

MOT-75-12.00



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21+00.00	10	57	3	0	7	0
20+50.00	10	57	2	1	5	1
19+80.06	8	71	3	0	6	1
		185			18	2

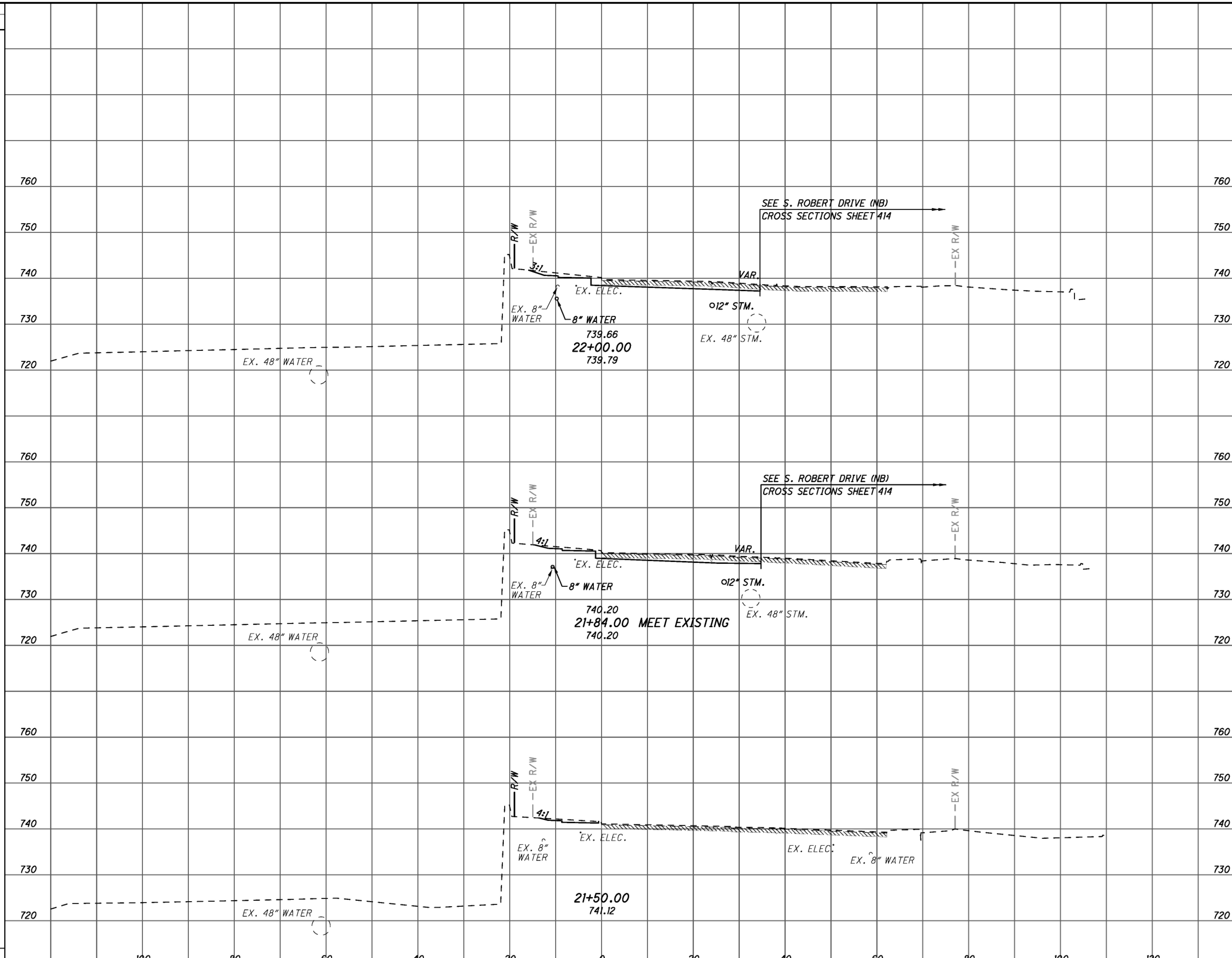
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 19+80.06 TO STA. 21+00.00

MOT-75-12.00

IP_PWP:dms33121\77247XS441.dgn 24-FEB-2012 4:11PM rgreenland

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
	56			75	9
11		38	10		
	19			22	9
11		35	20		
	42			25	6
10		5	0		
	117			122	24

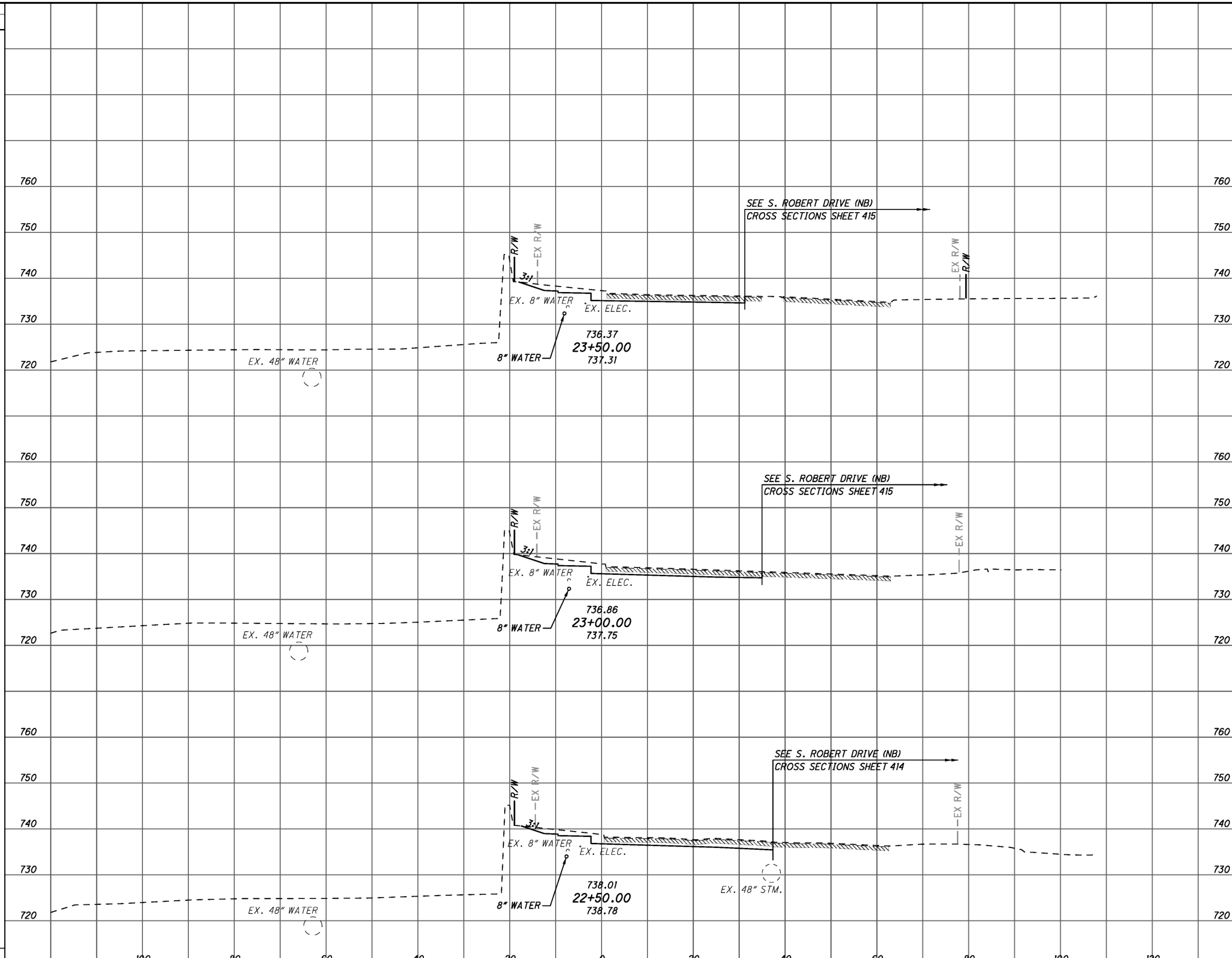


CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 21+50.00 TO STA. 22+00.00

MOT-75-12.00

IP_PWP:dms33121\77247XS441.dgn 24-FEB-2012 4:11PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
	68
10	
	54
10	
	54
10	
	176

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		60	6
35	0		
		69	0
39	0		
		76	0
43	0		
		205	6

CALCULATED MAG
CHECKED GKB

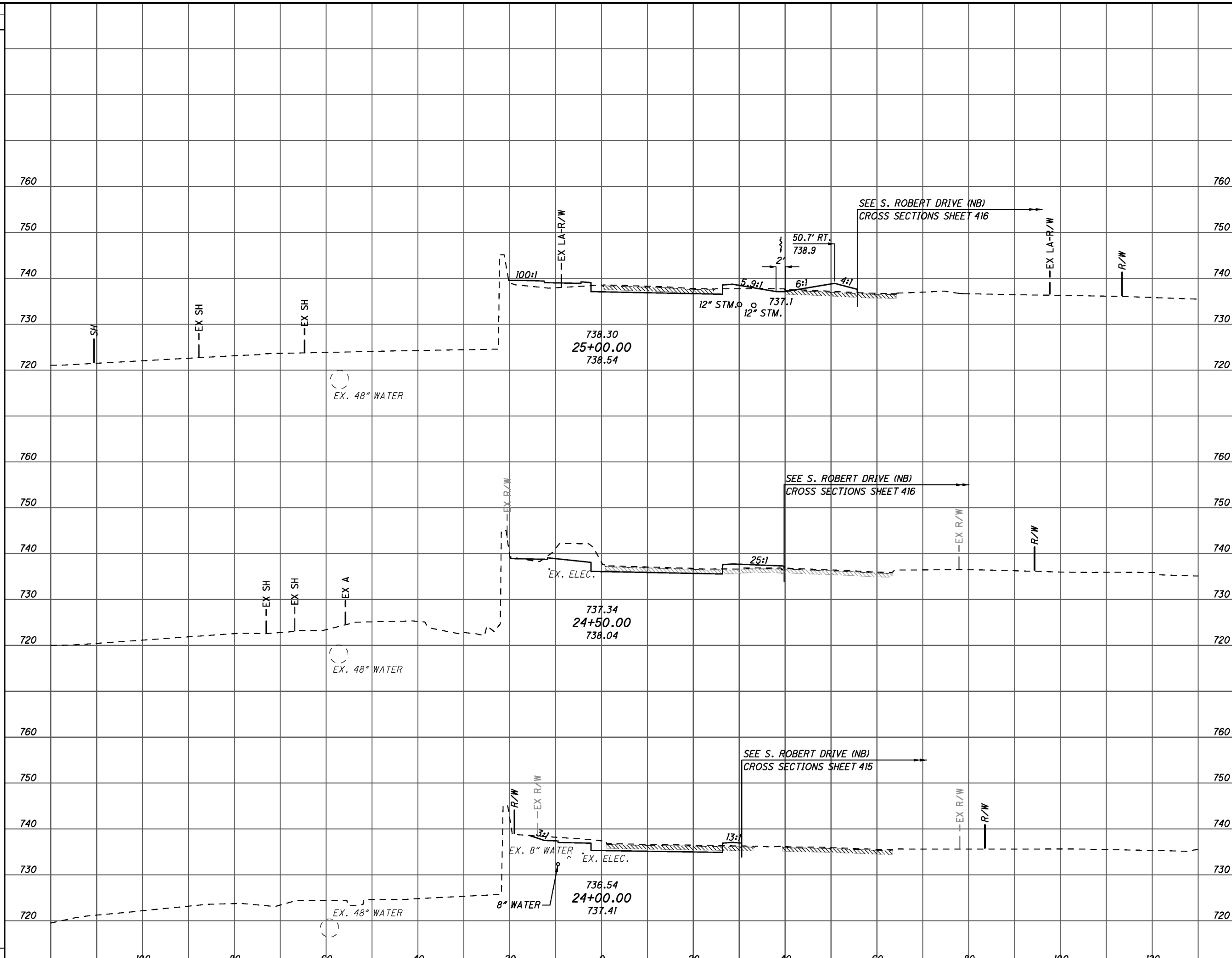
CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 22+50.00 TO STA. 23+50.00

MOT-75-12.00

409
1565

IP_PWP:dms33121\77247XS441.dgn 24-FEB-2012 4:11PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	299				33	109
42		25+00.00	16	49		
	187				62	68
25		24+50.00	51	24		
	112				75	29
15		24+00.00	30	7		
	598				170	206



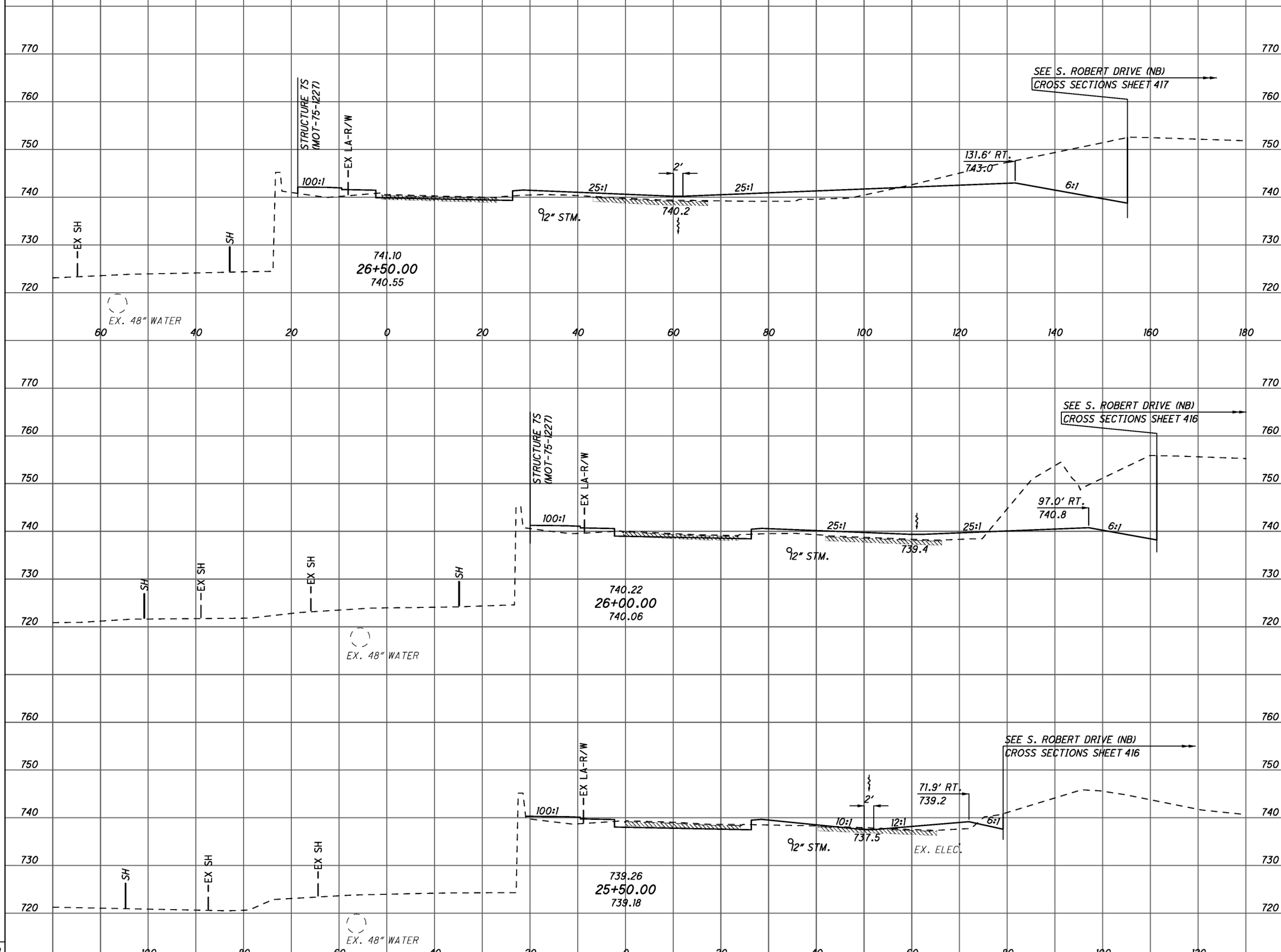
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 24+00.00 TO STA. 25+00.00

MOT-75-12.00

410
1565

IP_PWP:dms33121\77247XS441.dgn 24-FEB-2012 4:11PM rgreenland



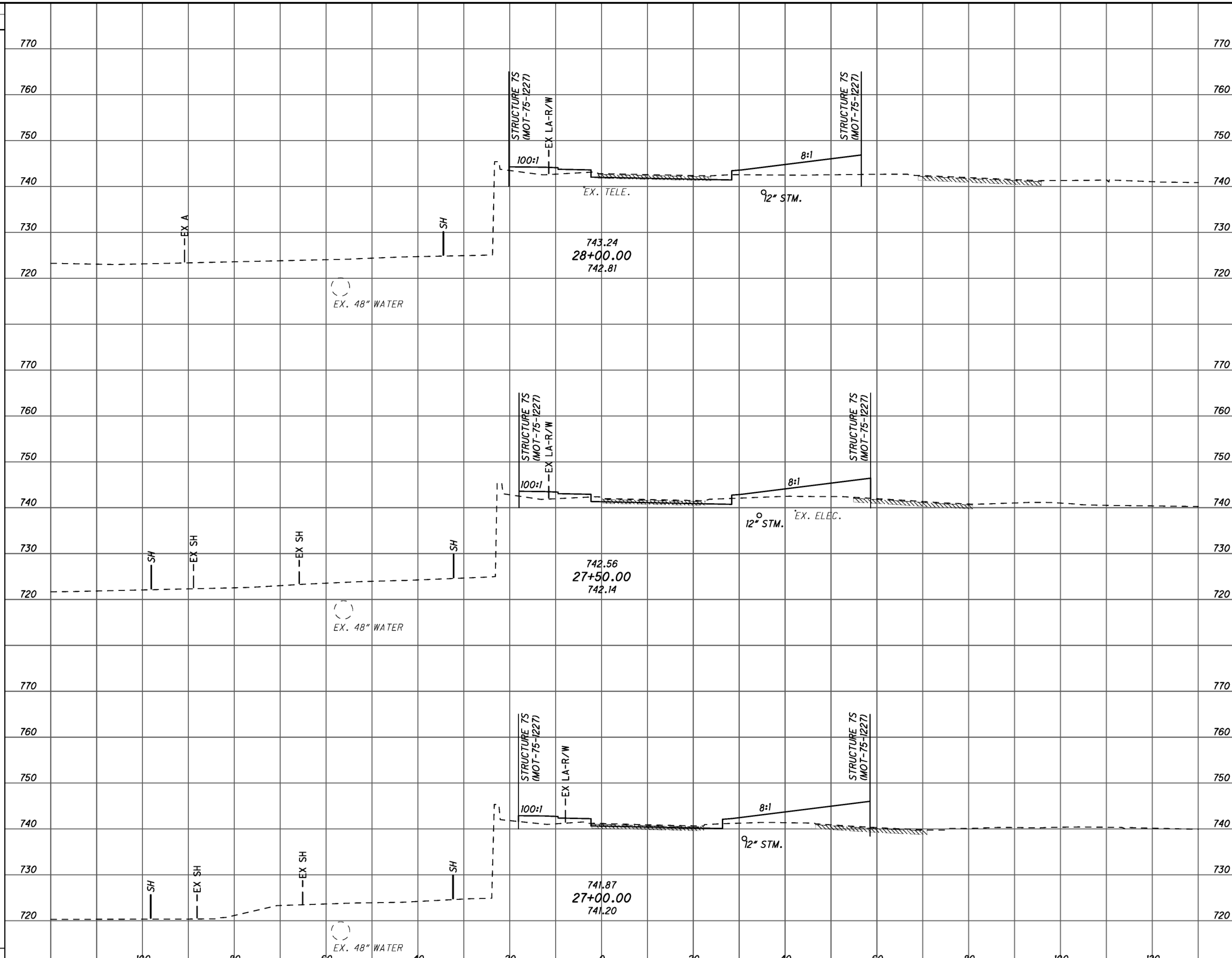
SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
142	515	26+50.00	279	152	262	270
104	683	26+00.00	383	104	613	237
65	470	25+50.00	20	69	373	160
	1668				1248	667

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 25+50.00 TO STA. 26+50.00

MOT-75-12.00

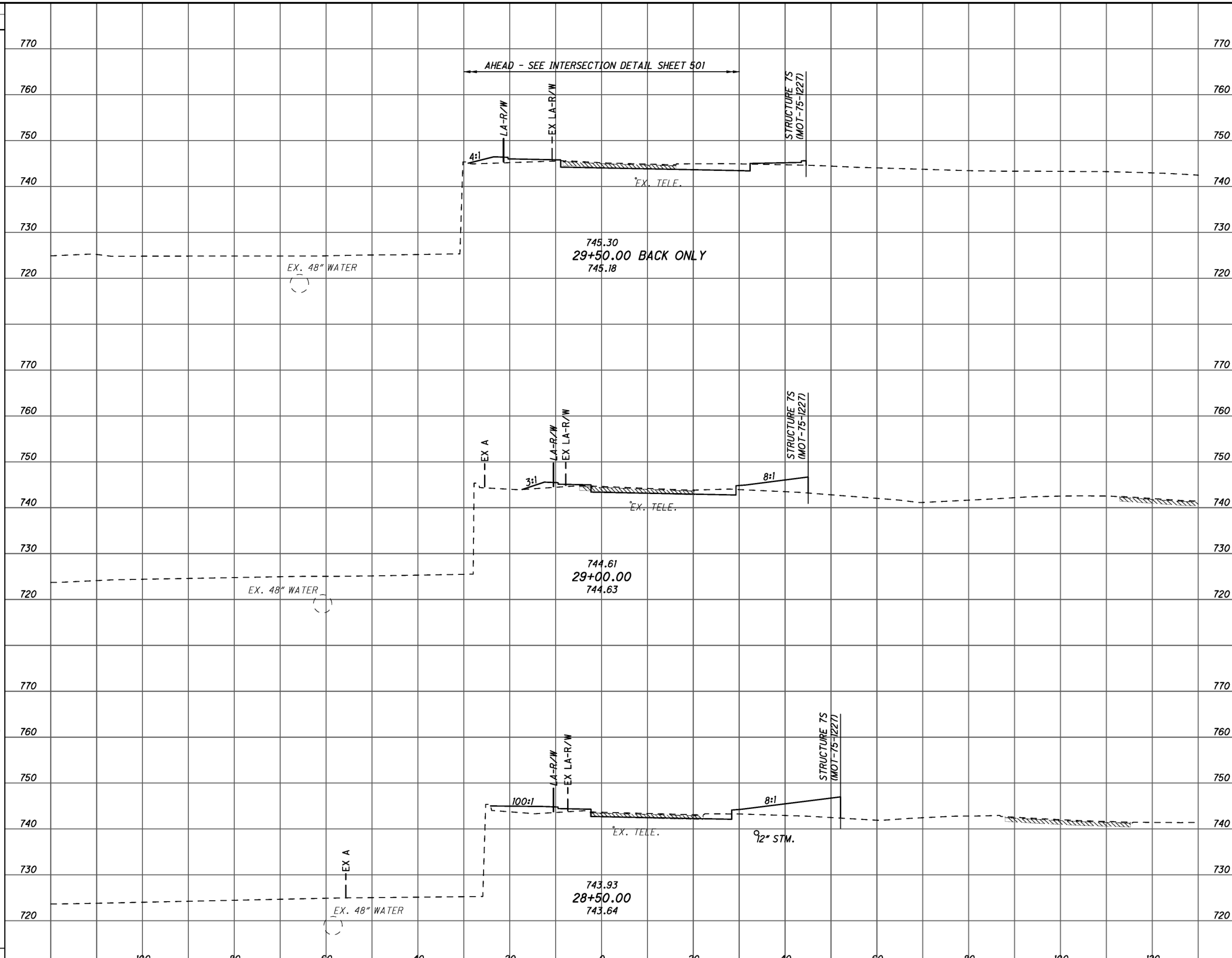
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
	224			12	173
41		6	98		
	228			14	181
41		9	98		
	234			12	220
43		4	140		
	686			38	574



CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 27+00.00 TO STA. 28+00.00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.
10	
	120
33	
	202
40	
	322

Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
29+50.00	25	20		
			34	60
29+00.00	12	45		
			18	124
28+50.00	7	89		
Total			52	184

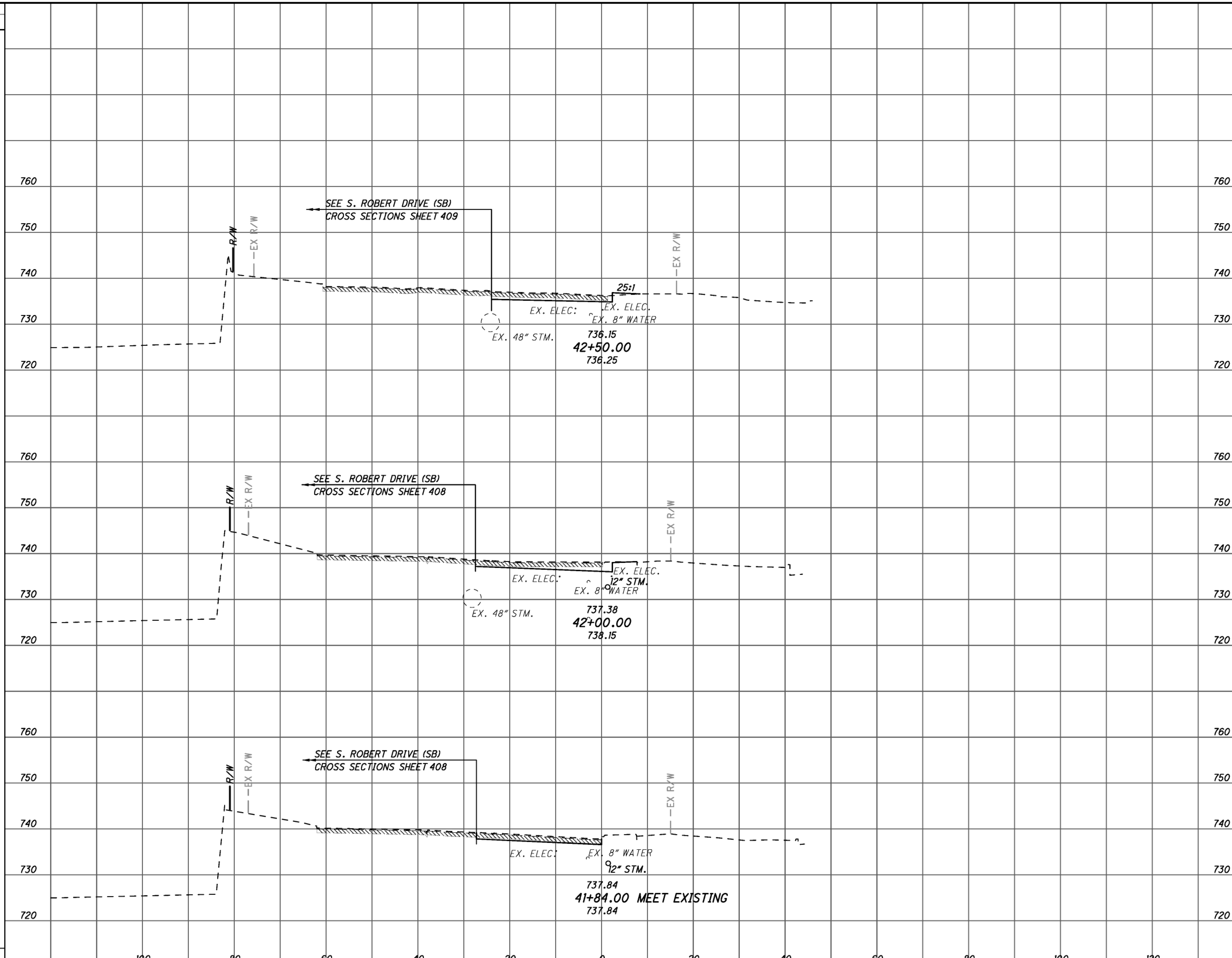
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 28+50.00 TO STA. 29+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS441.dgn 24-FEB-2012 4:11PM rgreenland

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 41+84.00 TO STA. 42+50.00



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42+50.00	13	53	14	2	15	6
42+00.00	6	53	22	3	33	5
41+84.00	7	12	10	2	9	1
Total		118			57	12

CALCULATED MAG
CHECKED GKB

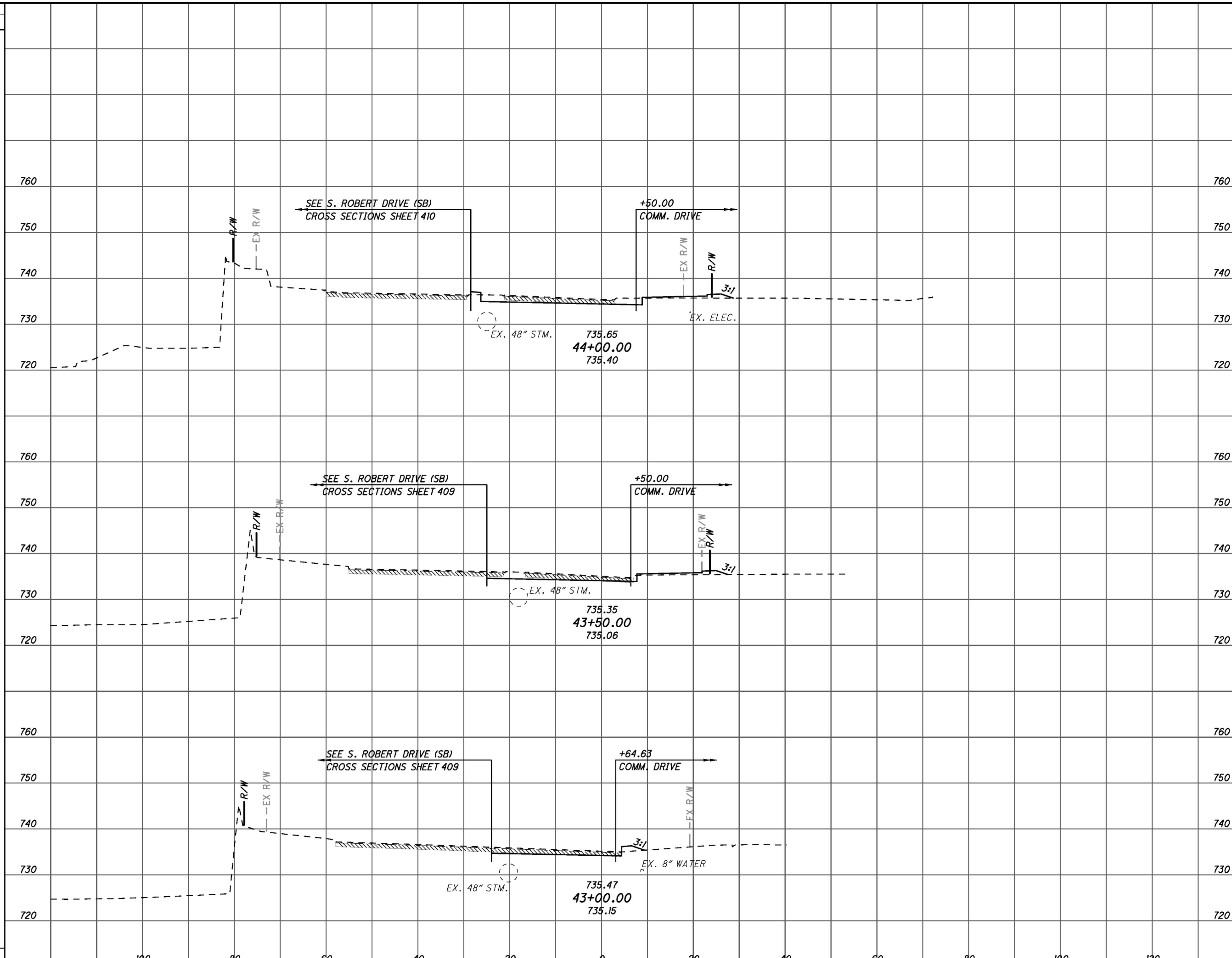
MOT-75-12.00

414
1565

IP_PWP:dms33121\77247XS451.dgn 24-FEB-2012 4:11PM rgreenland

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 43+00.00 TO STA. 44+00.00

SEEDING END WIDTH	SEEDING SQ. YDS.
	72
10	
	43
6	
	33
6	
	148



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		56	15
20	9		
		31	18
13	10		
		14	14
2	5		
		101	47

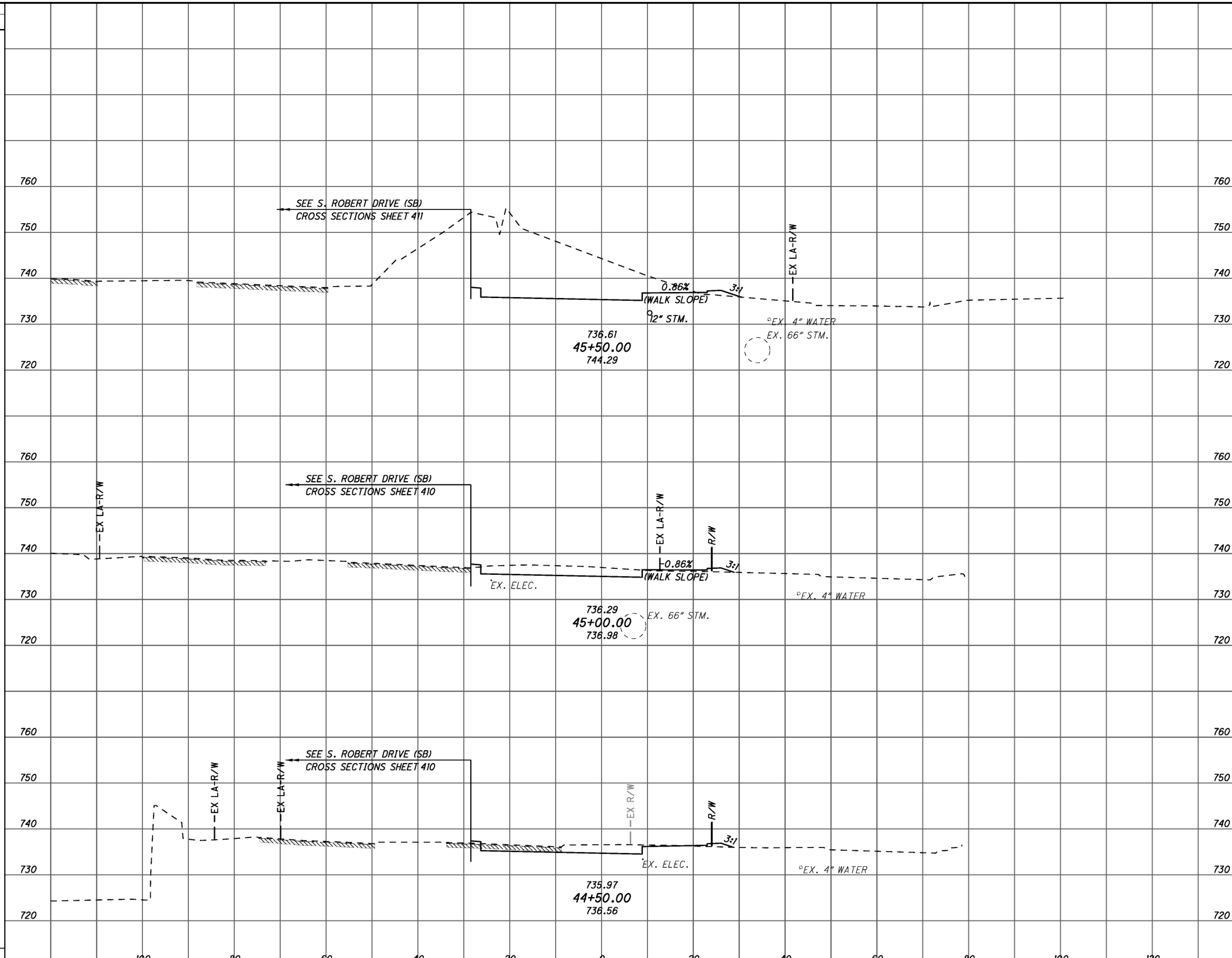
CALCULATED MAG
CHECKED GKB

MOT-75-12.00

415
1565

IP_PWP:dms33121\77247XS451.dgn 24-FEB-2012 4:11PM rgreenland

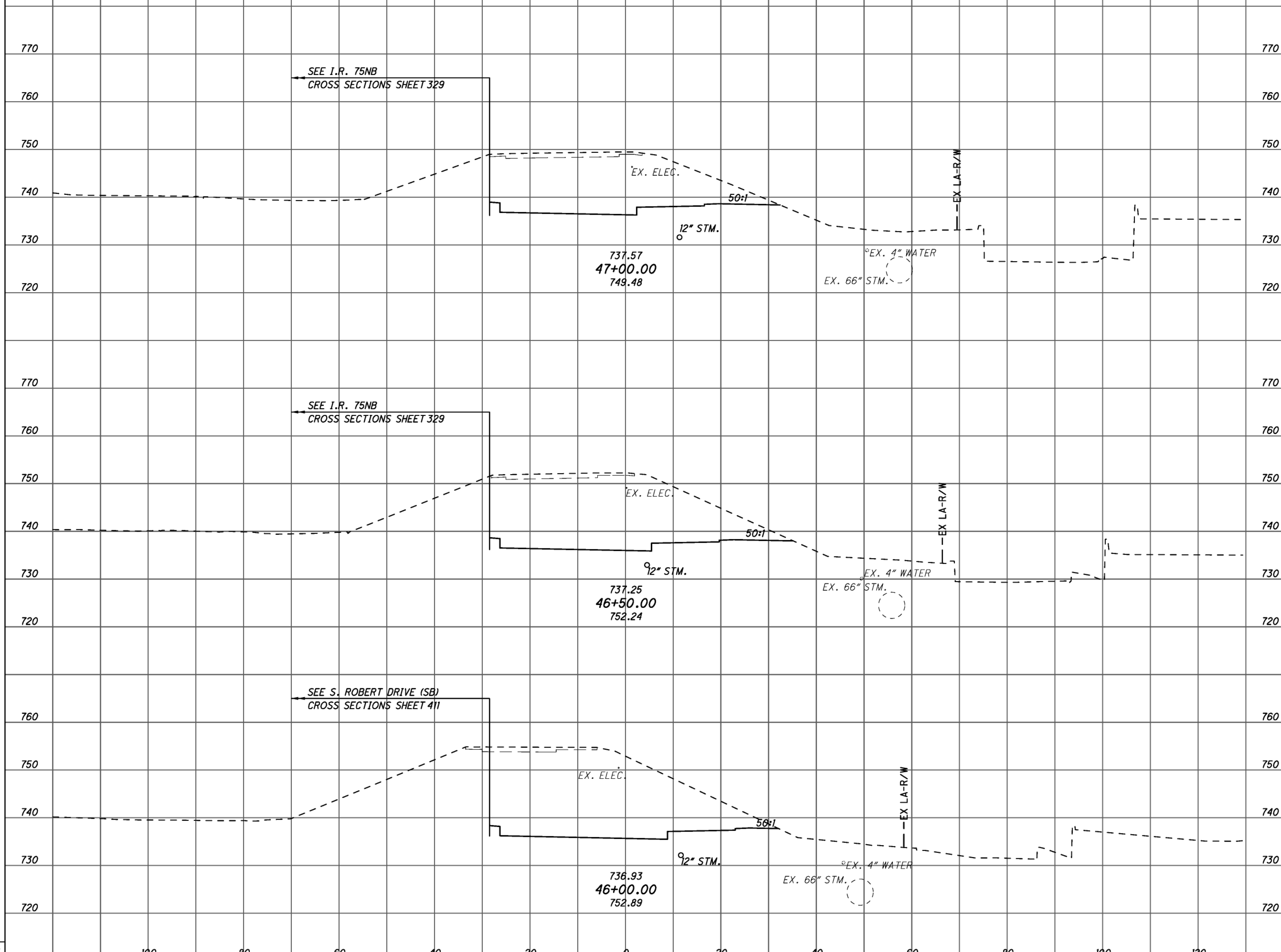
Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		182			1170	6
45+50.00	27		487	6		
		119			515	14
45+00.00	16		69	9		
		90			101	15
44+50.00	16		40	7		
		391			1786	35



CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 44+50.00 TO STA. 45+50.00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.	STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	368				845	0
67		47+00.00	544	0		
	363				1161	0
63		46+50.00	710	0		
	285				1377	0
39		46+00.00	777	0		
	1016				3383	0

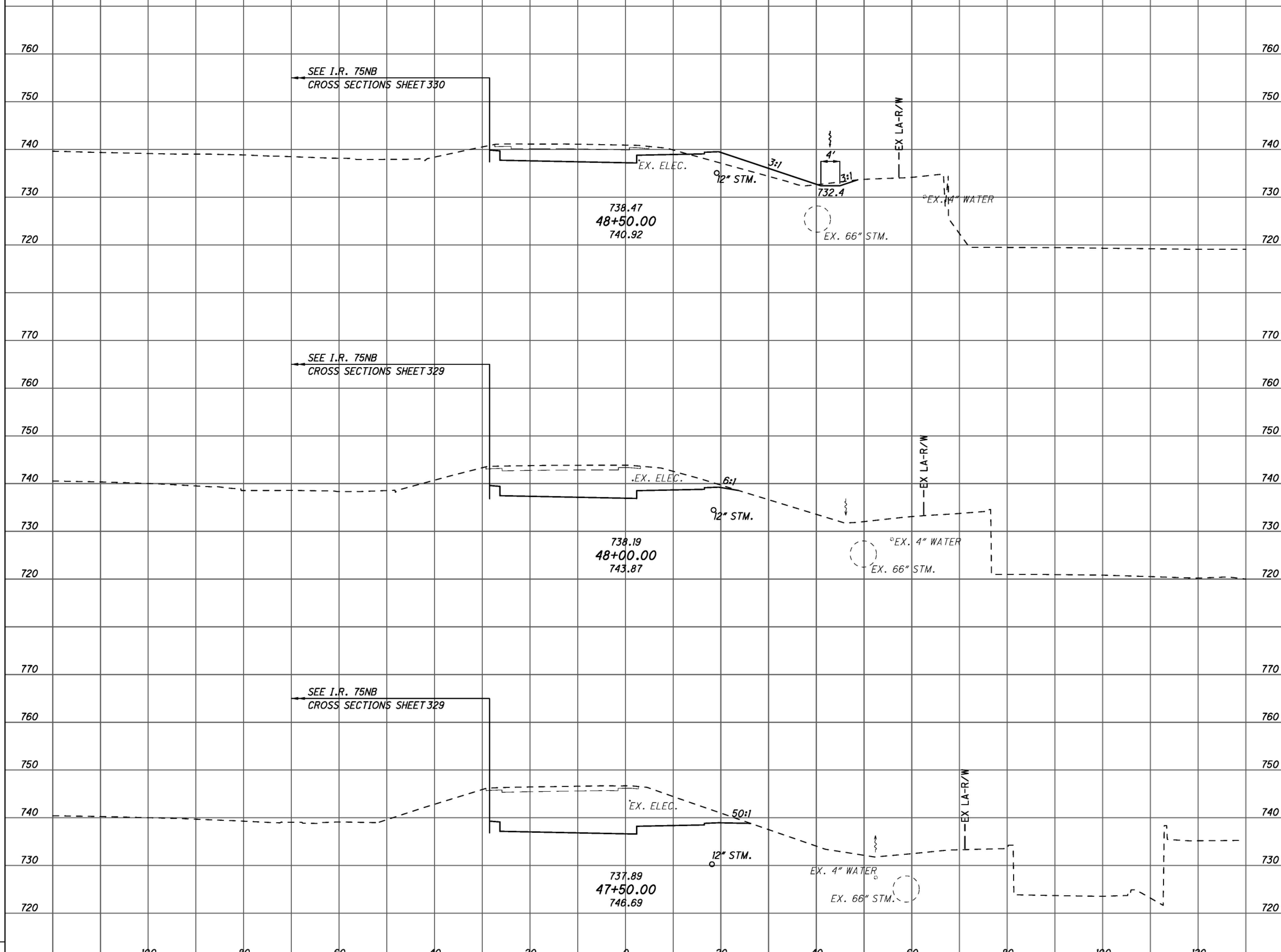
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 46+00.00 TO STA. 47+00.00

MOT-75-12.00

417
1565

IP_PWP:dms33121\77247XS451.dgn 24-FEB-2012 4:11PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
	253
46	
	279
54	
	333
66	
	865

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		96	106
95	40		
		302	37
231	0		
		556	0
369	0		
		954	143

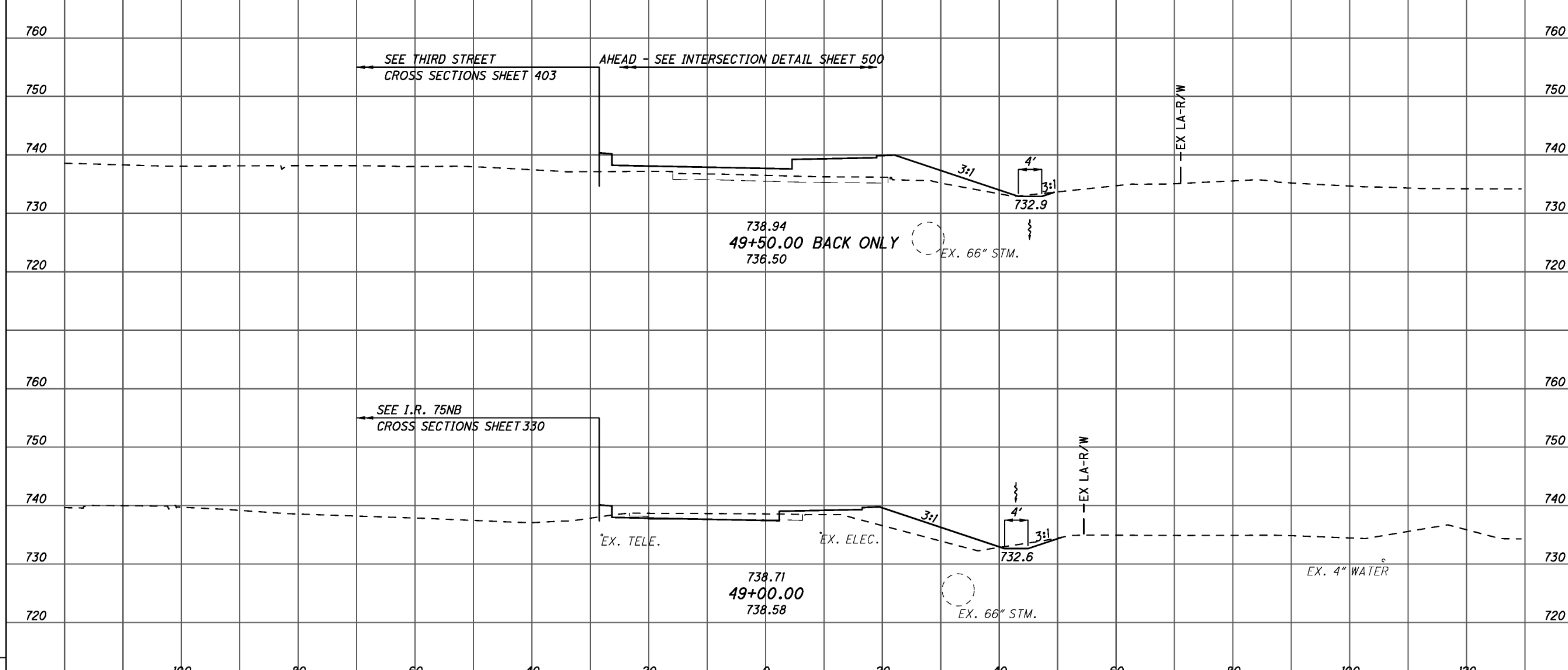
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 47+50.00 TO STA. 48+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS451.dgn 24-FEB-2012 4:11PM rgreenland

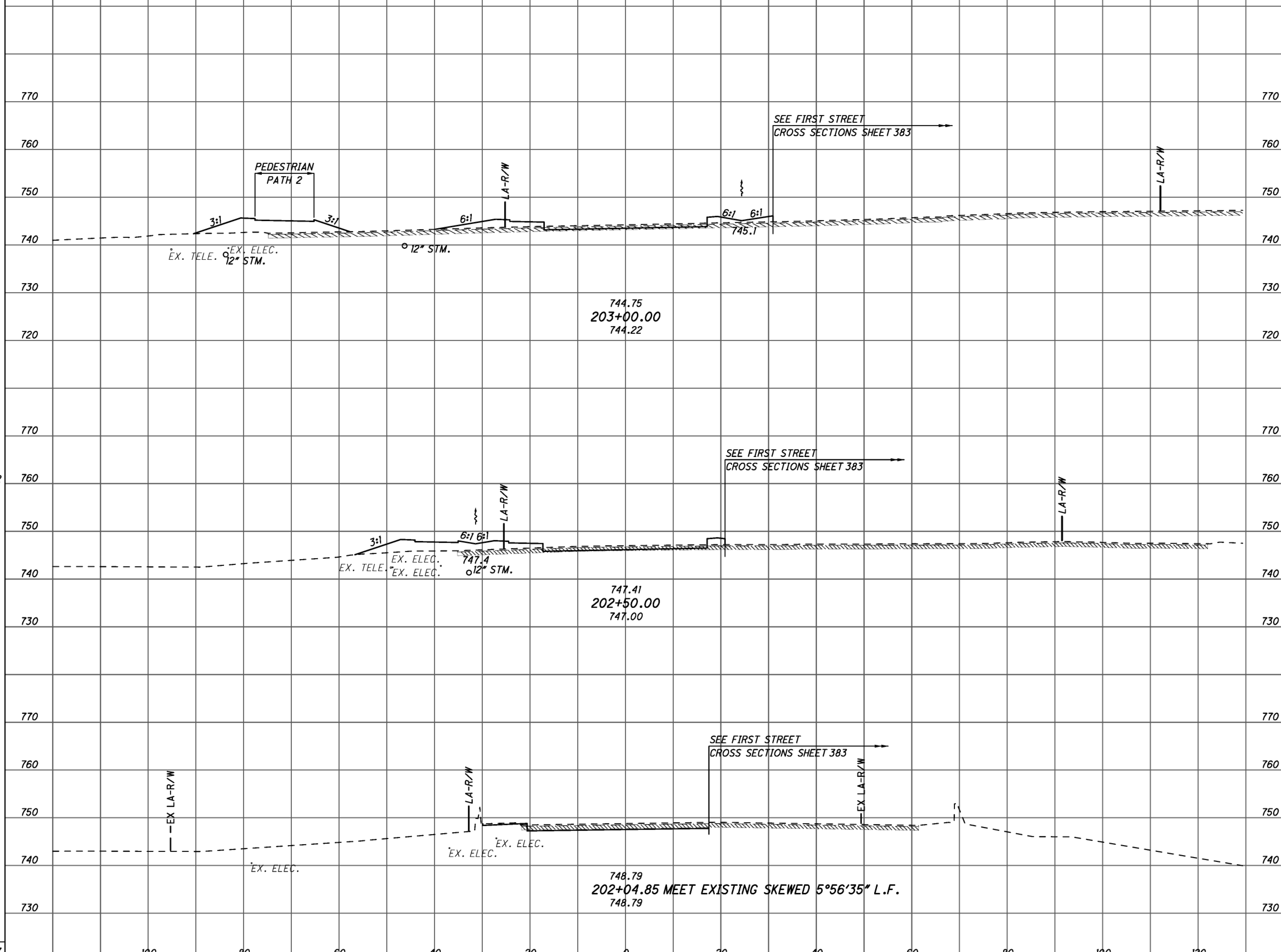
Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
49+50.00 BACK ONLY	60		2	174		
		290			10	230
49+00.00	45		9	74		
Total		290			10	230



CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - S. ROBERT DRIVE (NORTHBOUND)
STA. 49+00.00 TO STA. 49+50.00

MOT-75-12.00



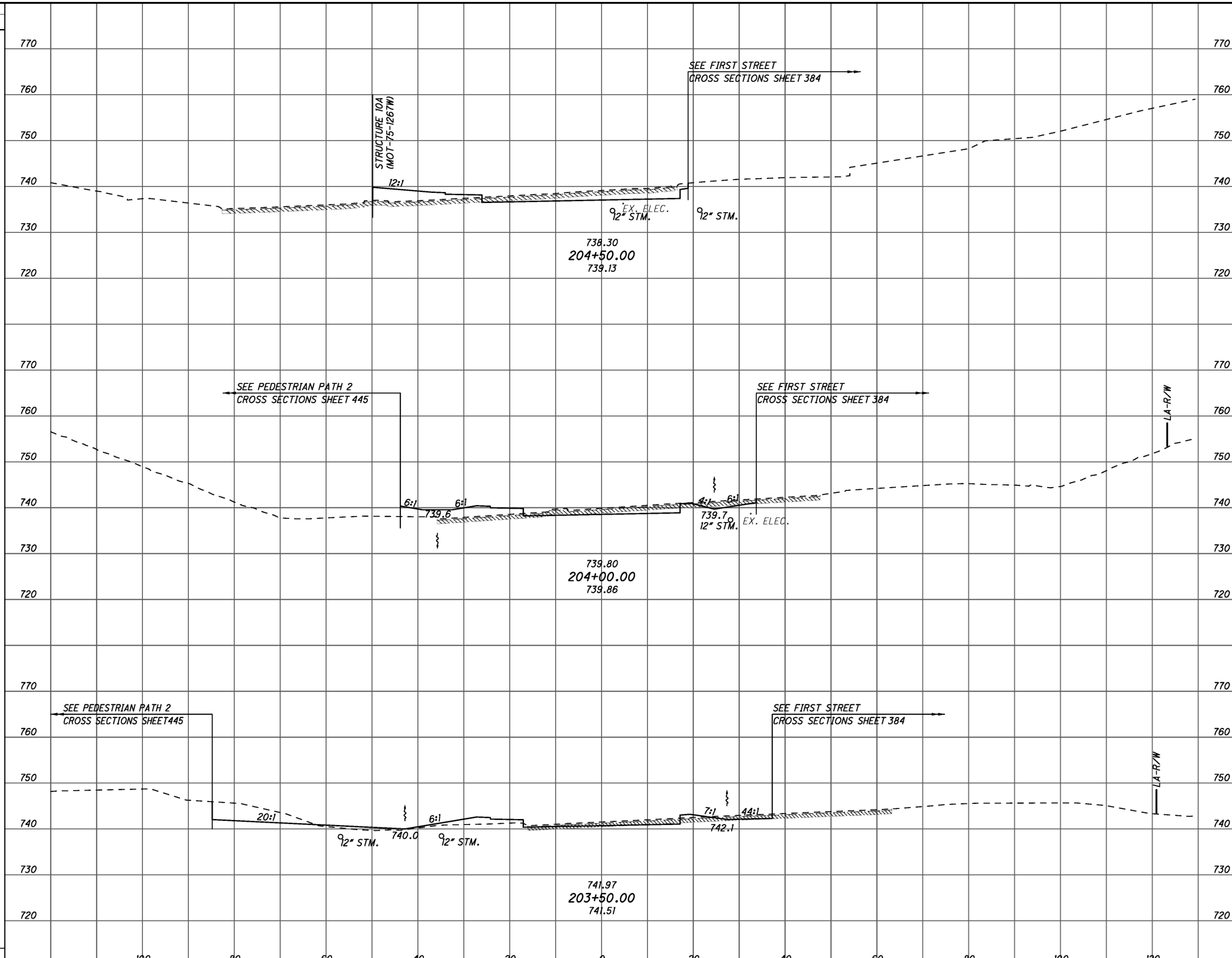
Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		897			56	220
203+00.00	237		0	186		
		1032			0	262
202+50.00	135		0	97		
		338			8	83
202+04.85	0		10	2		
Total		2267			64	565

CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - SALEM AVENUE
STA. 202+04.85 TO STA. 203+00.00

MOT-75-12.00

IP_PWP:dms33121\77247XS471.dgn 24-FEB-2012 4:11PM rgreenland

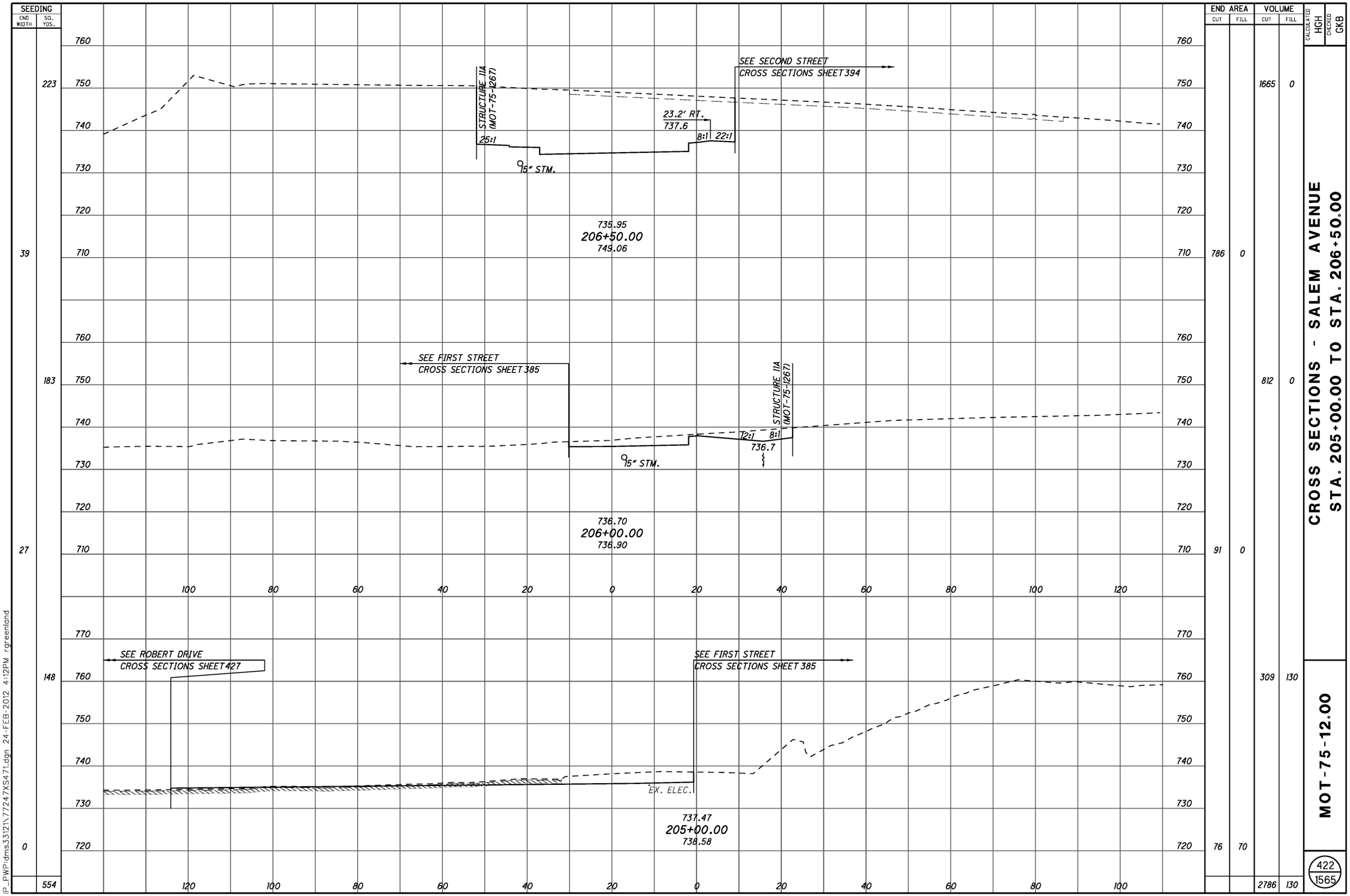


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	55			106	127
20		39	67		
	178			51	131
20		16	74		
	362			71	117
86		61	52		
	595			228	375

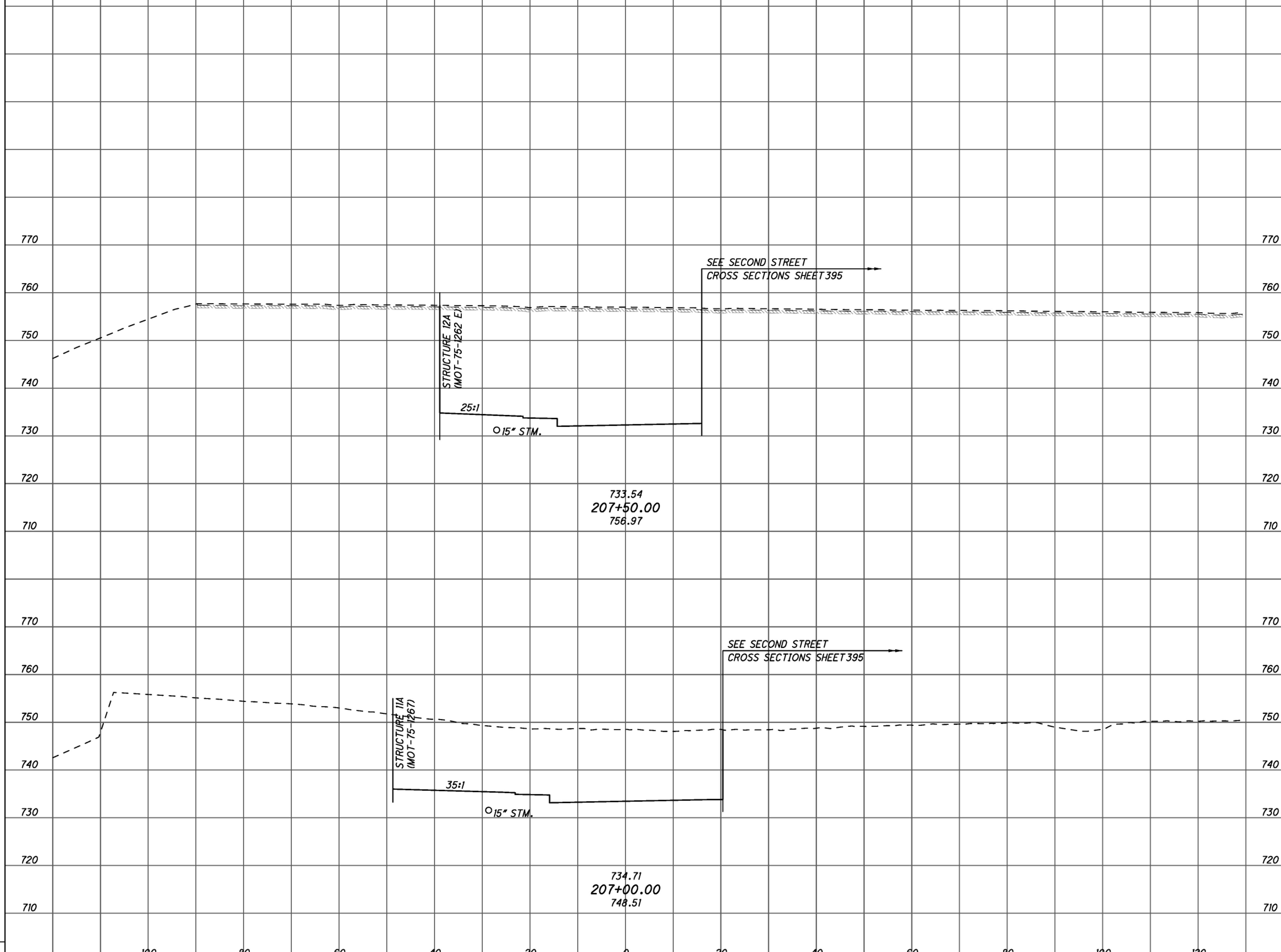
CALCULATED HGH CHECKED GKB

CROSS SECTIONS - SALEM AVENUE
STA. 203+50.00 TO STA. 204+50.00

MOT-75-12.00


SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED HGH
CHECKED GKB
SEE SECOND STREET
CROSS SECTIONS SHEET 394
STRUCTURE 11A (MOT-75-1267)
23.2' RT.
737.6
25:1
8:1
22:1
15" STM.
735.95
206+50.00
749.06
SEE FIRST STREET
CROSS SECTIONS SHEET 385
12:1
736.7
736.70
206+00.00
736.90
SEE ROBERT DRIVE
CROSS SECTIONS SHEET 427
EX. ELEC.
737.47
205+00.00
738.58
39
223
786
0
1665
0
183
27
91
0
812
0
148
0
76
70
309
130
554
2786
130
CROSS SECTIONS - SALEM AVENUE
STA. 205+00.00 TO STA. 206+50.00
MOT-75-12.00
422
1565
IP_PWP:dms33121\77247XS471.dgn 24-FEB-2012 4:12PM rgreenland

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
	340			3171	0
40		1260	0		
	226			2104	0
41		1012	0		
	566			5275	0

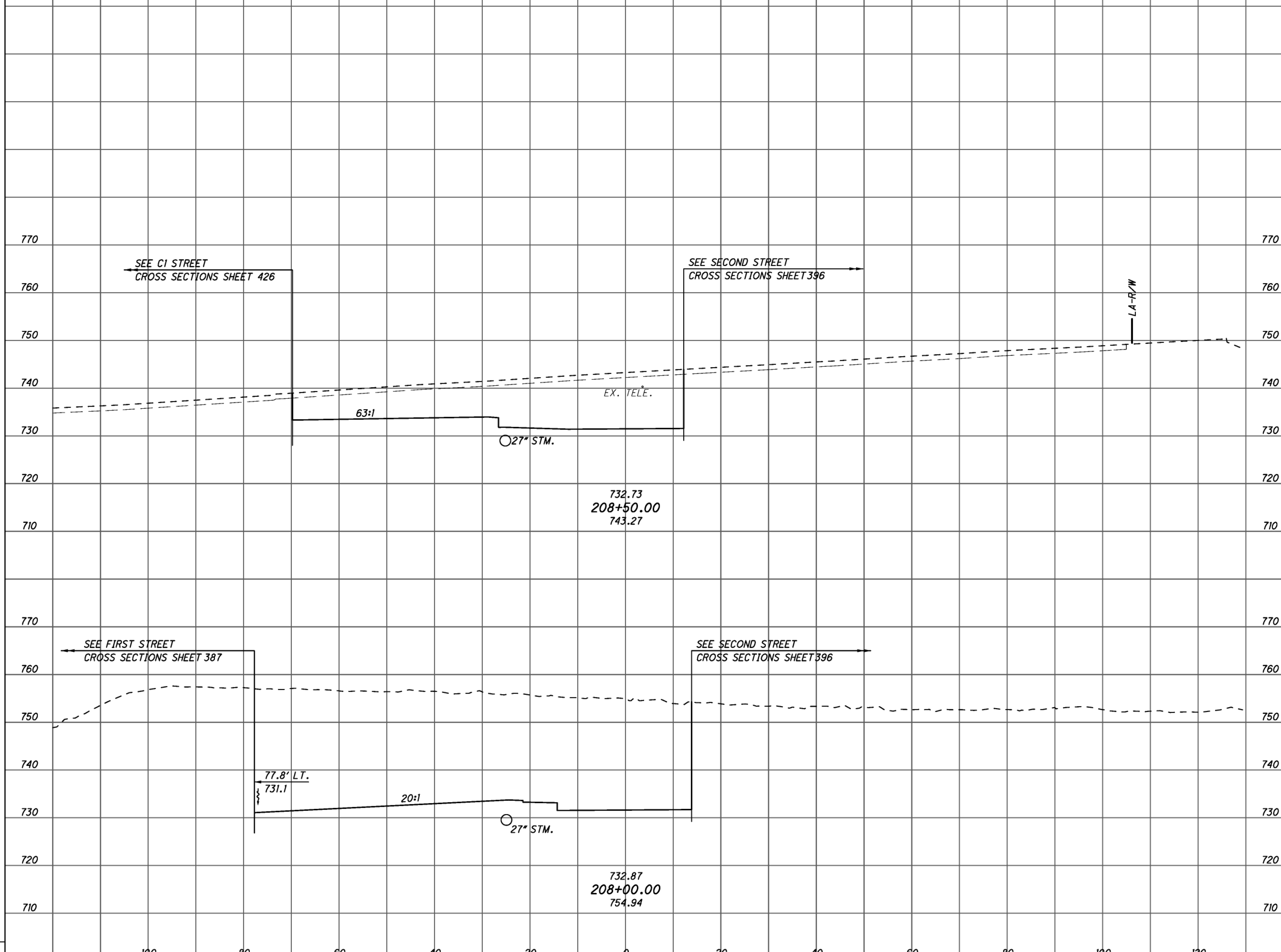


CALCULATED HGH
CHECKED GKB

CROSS SECTIONS - SALEM AVENUE
STA. 207+00.00 TO STA. 207+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS471.dgn 24-FEB-2012 4:12PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	59			462	0
58		642	0		
	389			2599	0
82		2165	0		
	448			3061	0

CALCULATED HGH
CHECKED GKB

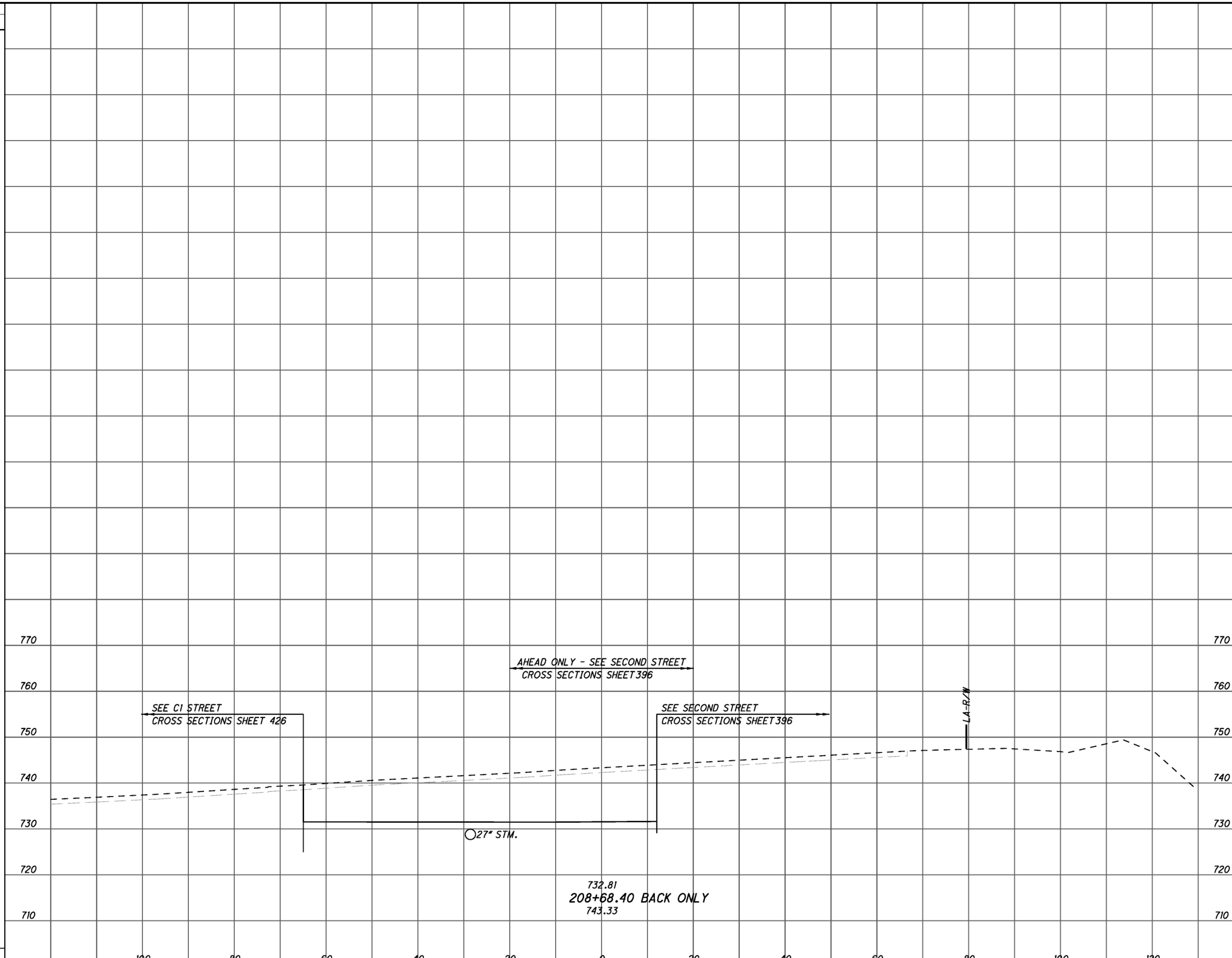
CROSS SECTIONS - SALEM AVENUE
STA. 208+00.00 TO STA. 208+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS471.dgn 24-FEB-2012 4:12PM rgreenland

CROSS SECTIONS - SALEM AVENUE
STA. 208+68.40

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
0	0	713	0	0	0

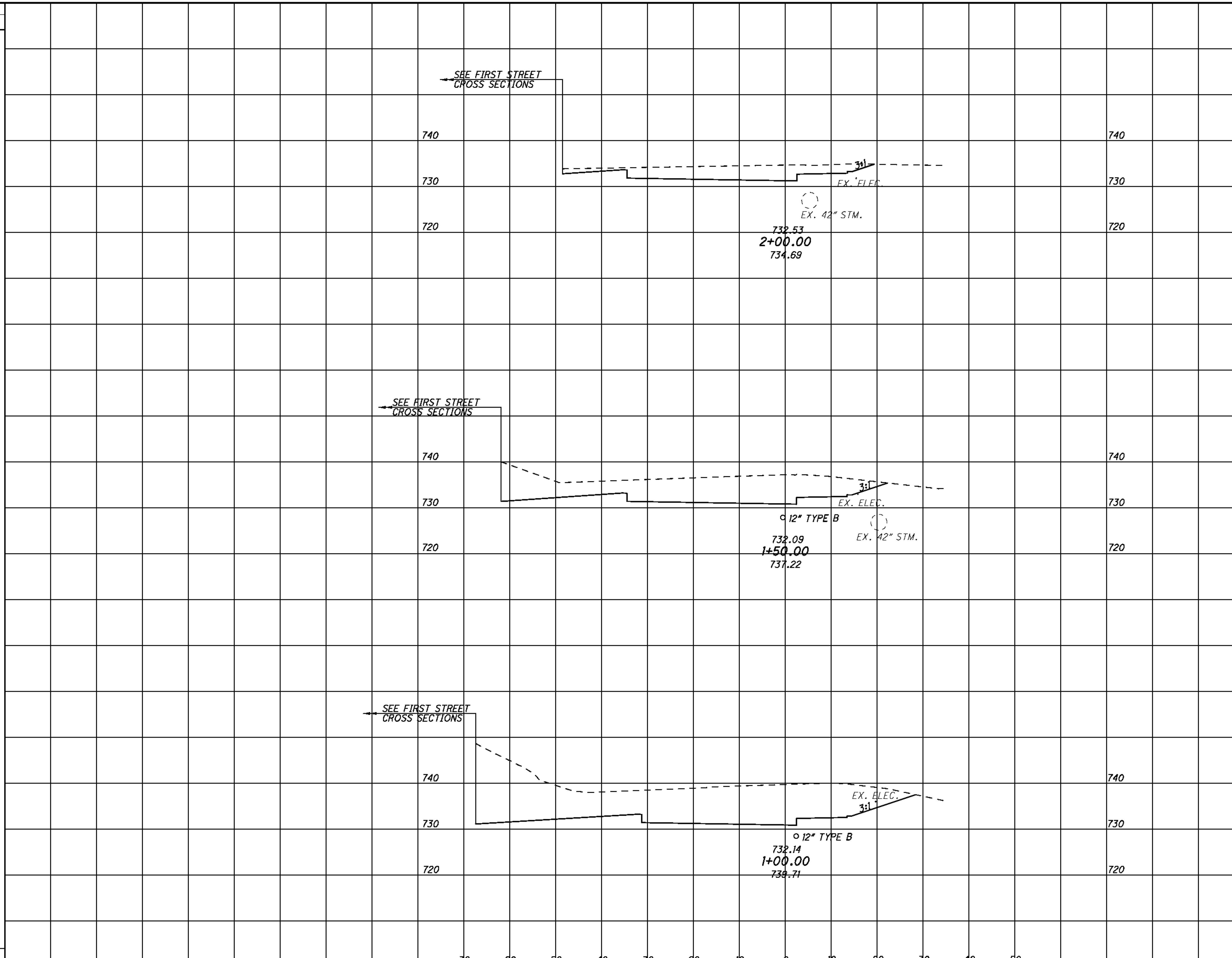


CALCULATED HGH
CHECKED GKB

MOT-75-12.00

IP_PWP:dms33121\77247XS471.dgn 24-FEB-2012 4:12PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
18.2	150	145	0		
				498	0
35.8	240	392	0		
				1042	0
50.6		733	0		
	390			1540	0

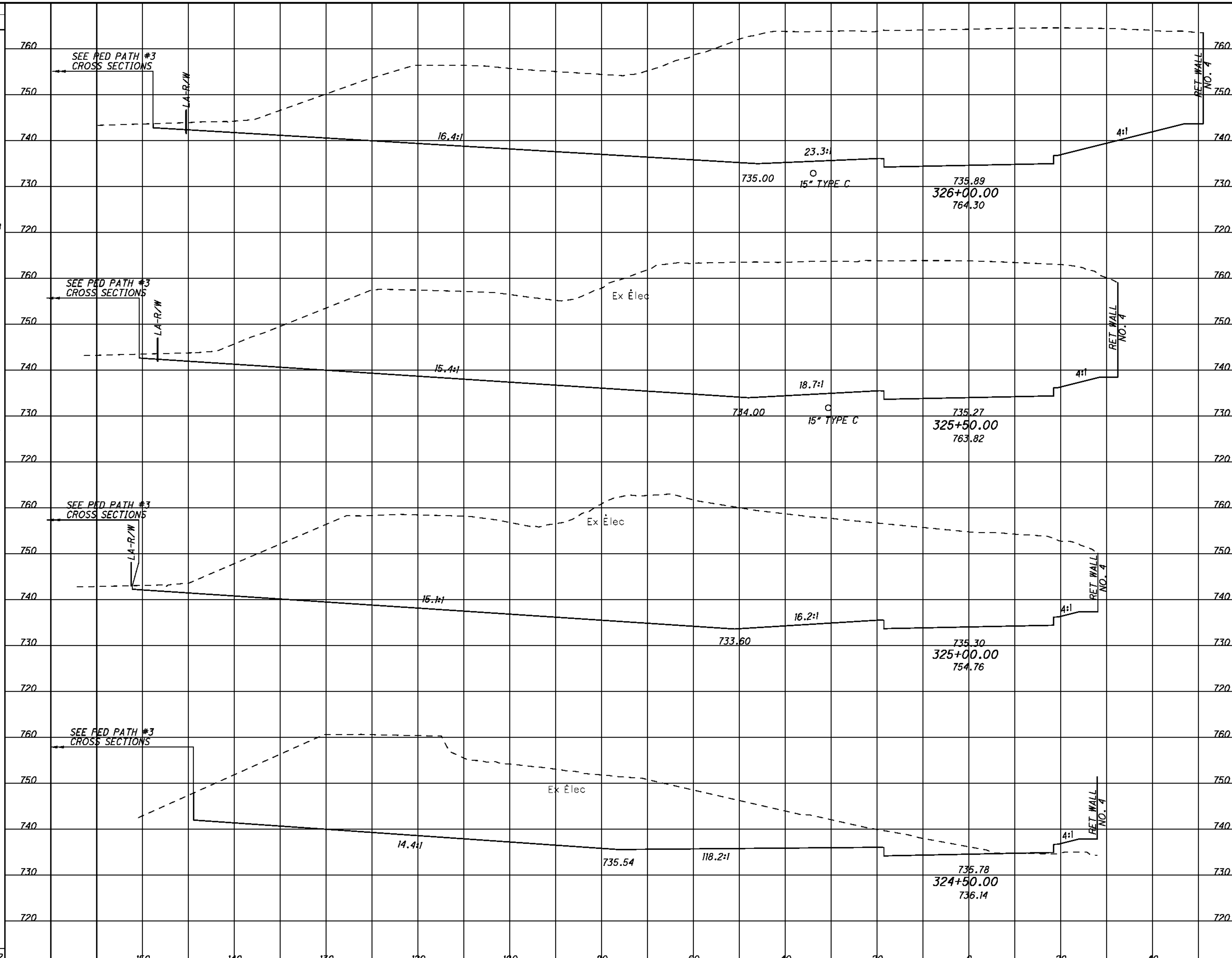


CALCULATED LC
CHECKED DV

CROSS SECTIONS - C1 STREET
STA. 1+00.00 TO STA. 2+00.00

MOT-75-12.00

CROSS SECTIONS - ROBERT DRIVE
STA. 324+50.00 TO STA. 326+00.00



SEEDING END WIDTH	SEEDING SQ. YDS.
194.9	
	1038
178.7	
	985
175.8	
	939
162.1	
	2962

STATION	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
			7691	0
326+00.00	4494	0		
			8315	0
325+50.00	4486	0		
			7870	0
325+00.00	4014	0		
			5781	0
324+50.00	2230	0		
			29657	0

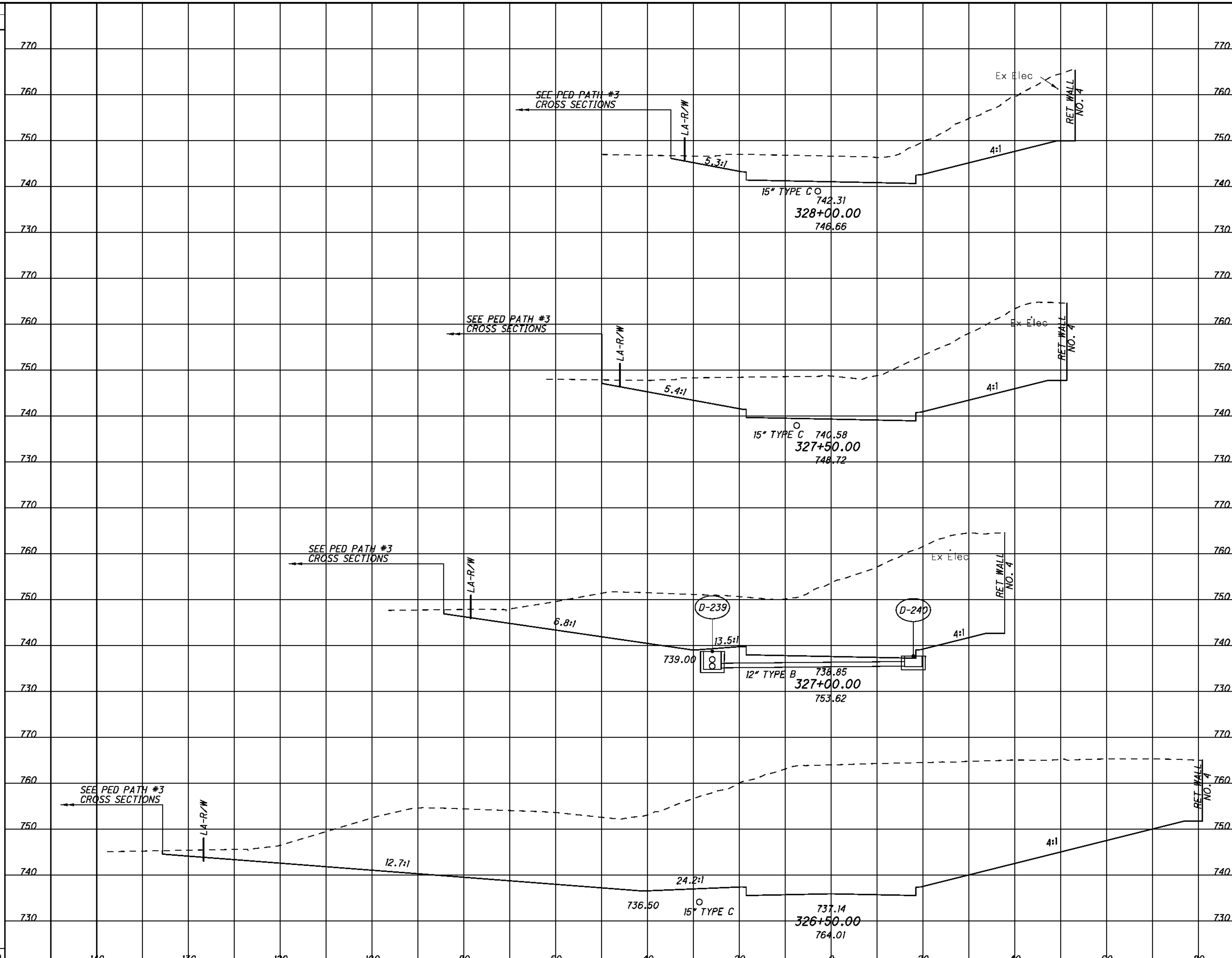
CALCULATED MSS
CHECKED GE

MOT-75-12.00

427
1565

IP_PWP:dms33120\77247XS204.dgn 24-FEB-2012 4:12PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.
	279
54.3	
	339
67.7	
	431
87.4	
	781
193.7	
	1830



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		972	0
633	0		
		1501	0
988	0		
		2352	0
1552	0		
		4967	0
3812	0		
		9792	0

CALCULATED MSS
CHECKED GE

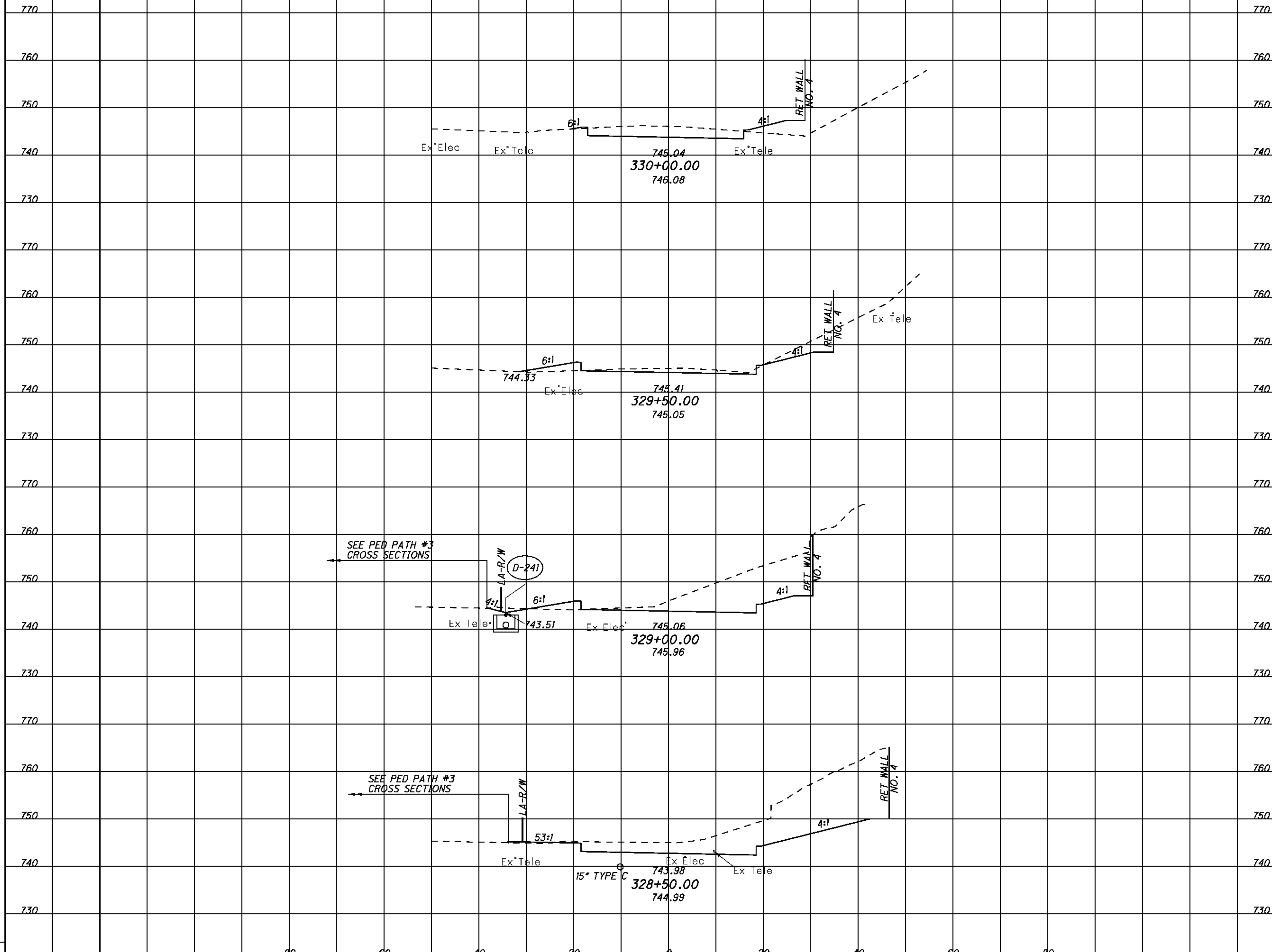
CROSS SECTIONS - ROBERT DRIVE
STA. 326+50.00 TO STA. 328+00.00

MOT-75-12.00

CROSS SECTIONS - ROBERT DRIVE
STA. 328+50.00 TO STA. 330+00.00

MOT-75-12.00

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	81			146	0
18.8		64	0		
	140			108	0
31.6		53	0		
	183			248	0
34.4		215	0		
	224			585	0
46.2		417	0		
	628			1087	0



CALCULATED MSS
CHECKED GE

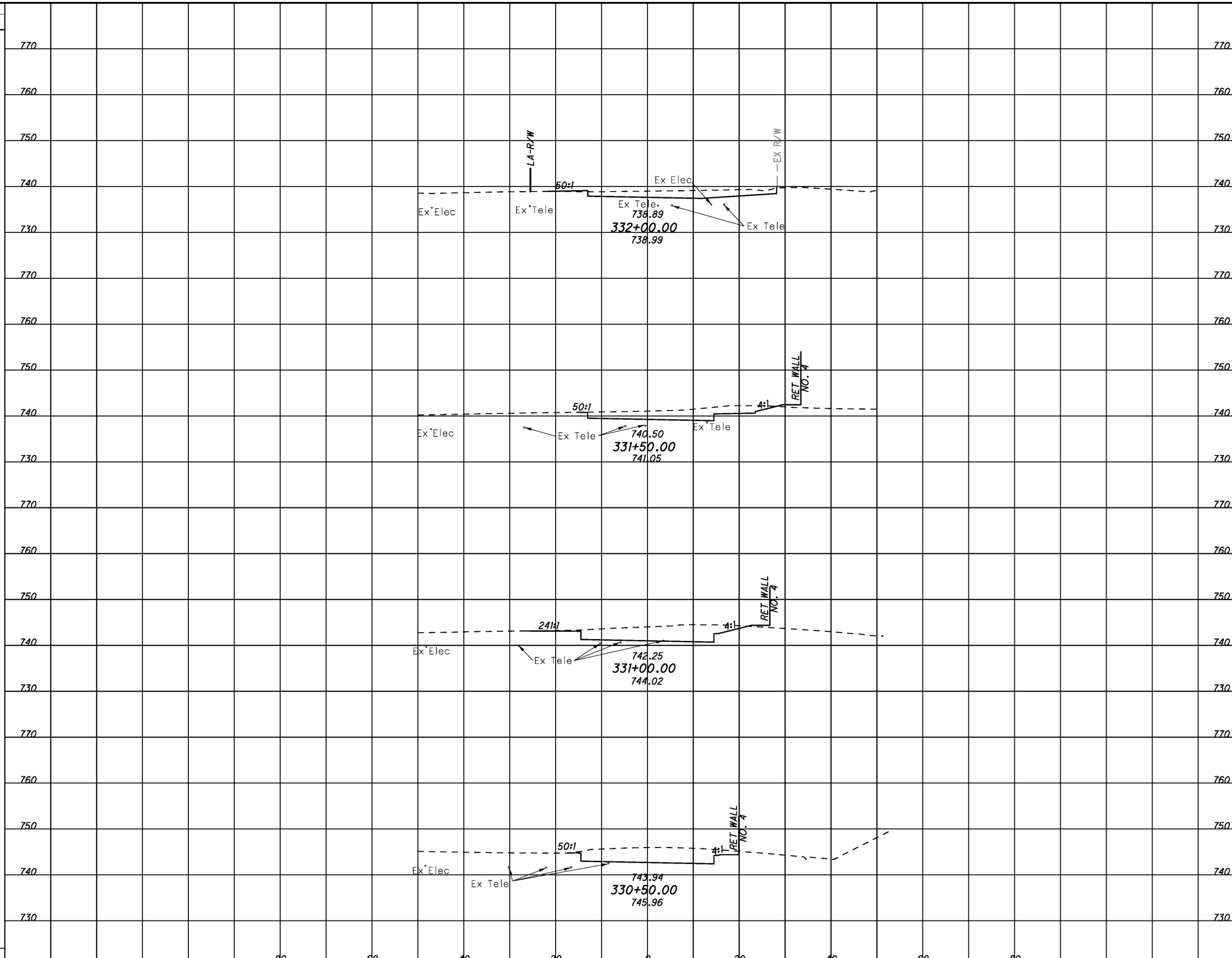
429
1565

IP_PWP:dms33120\77247XS206.dgn 24-FEB-2012 4:12PM rgreenland

CROSS SECTIONS - ROBERT DRIVE
STA. 330+50.00 TO STA. 332+00.00

CALCULATED MSS
CHECKED GE

SEEDING END WIDTH	SEEDING SQ. YDS.
	42
10.4	
	63
12.2	
	110
27.4	
	105
10.5	
	320

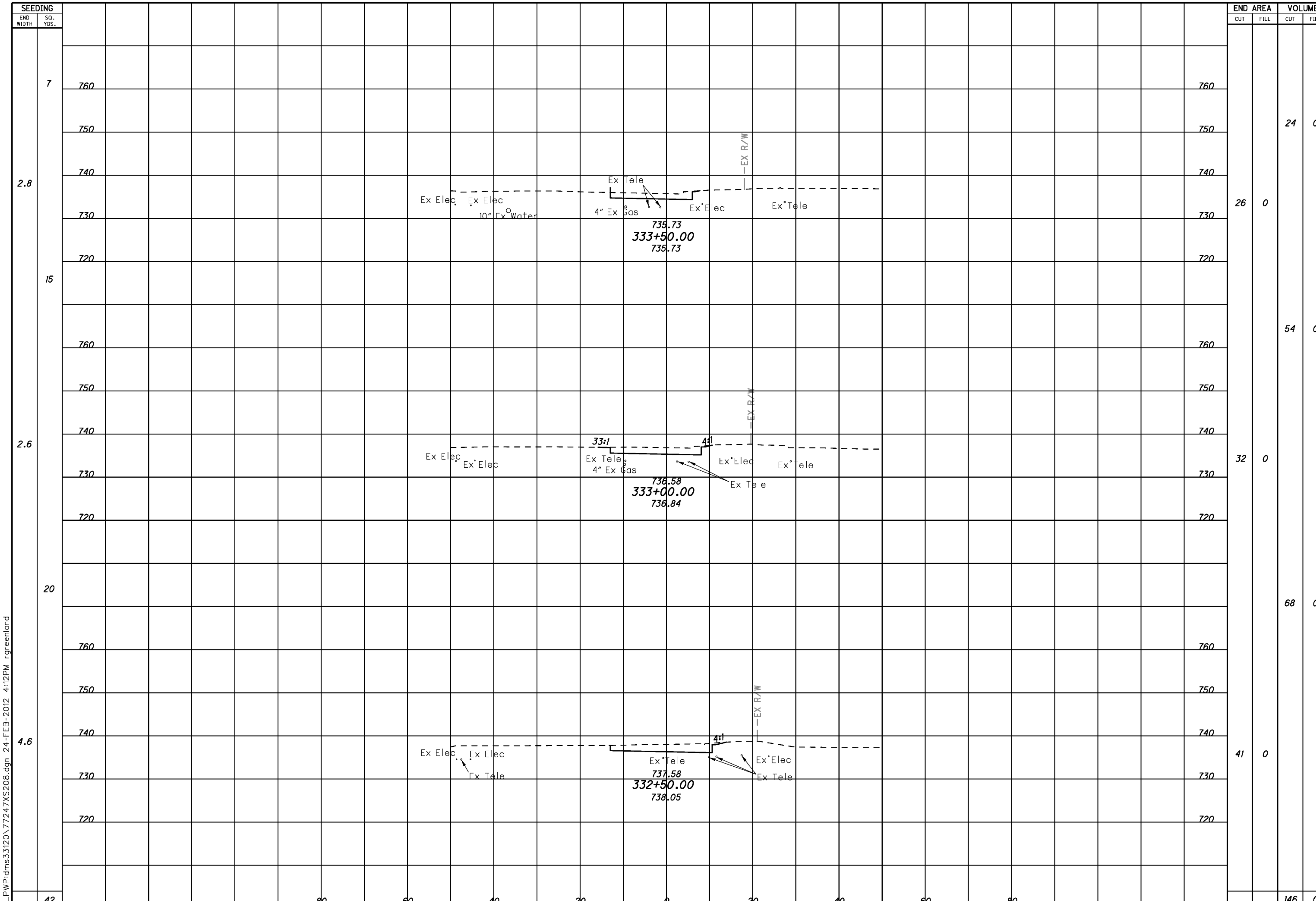


END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		91	0
57	0		
		119	0
71	0		
		156	0
98	0		
		178	0
94	0		
		544	0

MOT-75-12.00

430
1565

IP_PWP:dms33120\77247XS207.dgn 24-FEB-2012 4:12PM rgreenland



CALCULATED MSS
CHECKED GE

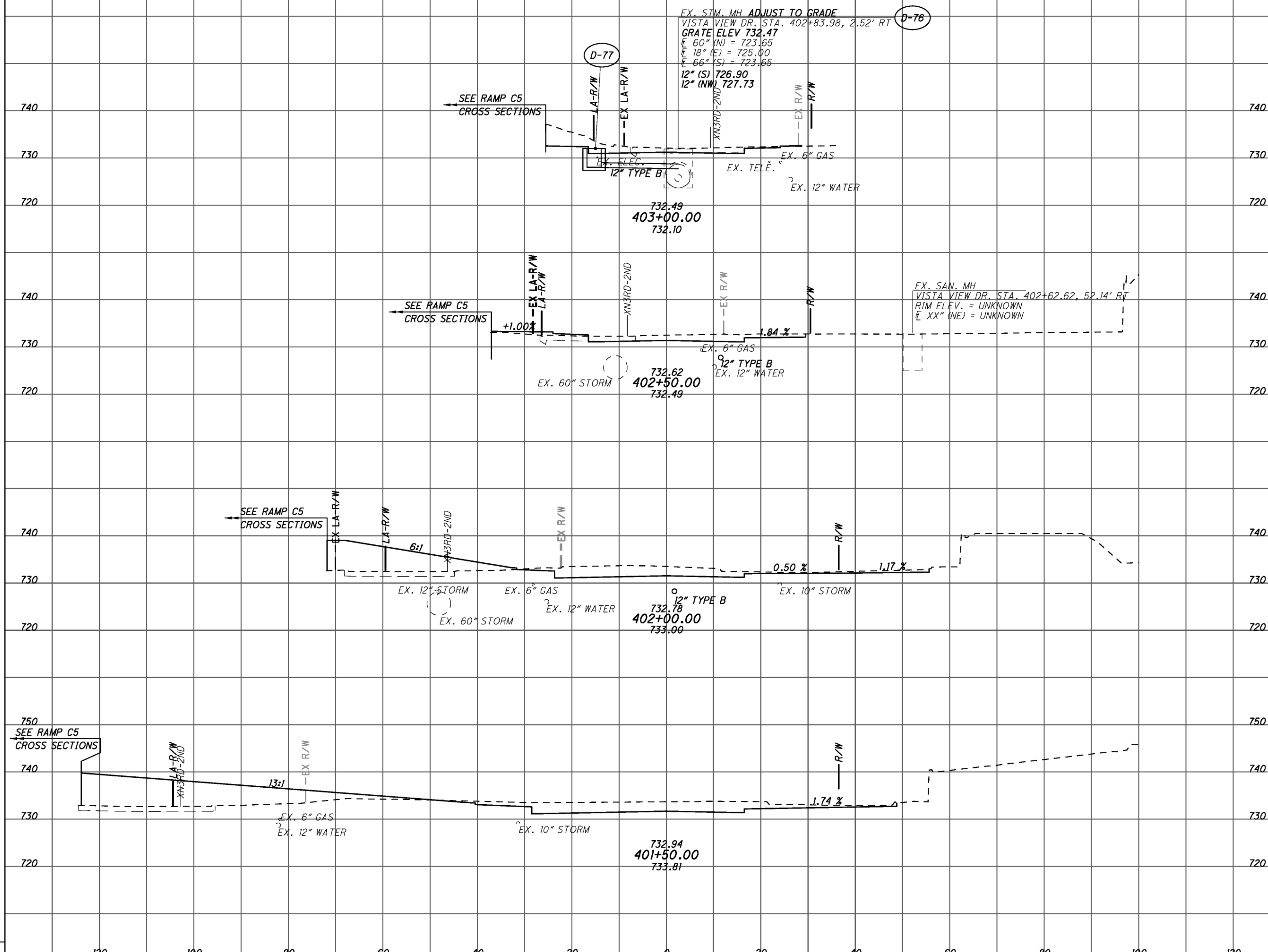
CROSS SECTIONS - ROBERT DRIVE
STA. 332+50.00 TO STA. 333+50.00

MOT-75-12.00

431
1565

IP_PWP:dms33120\77247XS208.dgn 24-FEB-2012 4:12PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.
	28
4.69	
	15
13.03	
	96
47.03	
	363
83.64	
	502



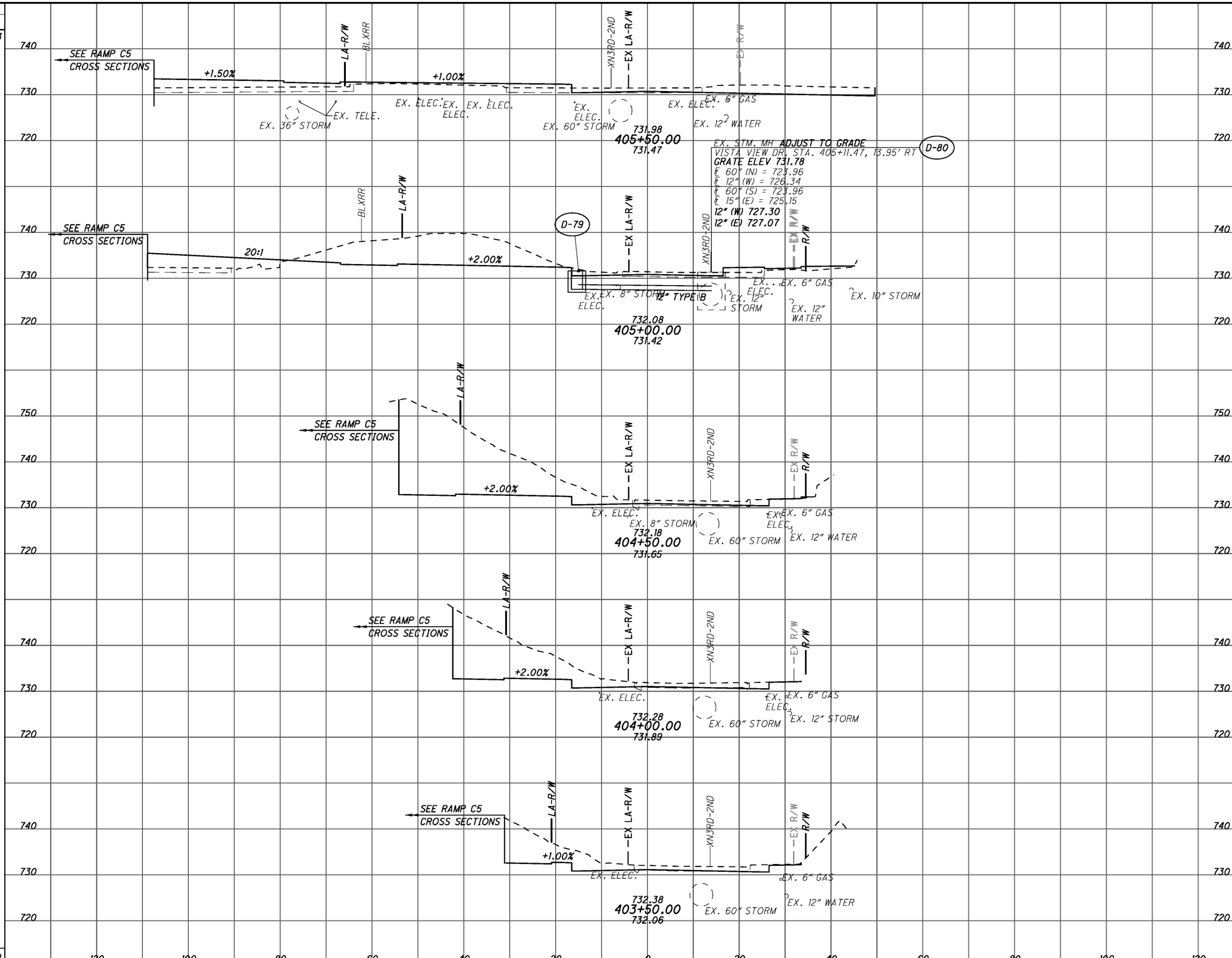
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
50	1		
		84	8
40	9		
		128	149
98	152		
		213	389
132	268		
		0	0
		425	546

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-VISTA VIEW DRIVE
STA. 401+50.00 TO STA. 403+00.00

MOT-75-12.00

IP_PWP:dms33119\77247XS006.dgn 24-FEB-2012 4:12PM rgreenland



SEEDING END WIDTH	SEEDING SQ. YDS.
	463
81.70	
	85
102.69	
	365
28.88	
	124
15.76	
	59
5.38	
	1059

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
66	85		
		319	163
279	91		
		713	85
492	1		
		706	1
271	0		
		369	0
128	0		
		165	1
		2272	250

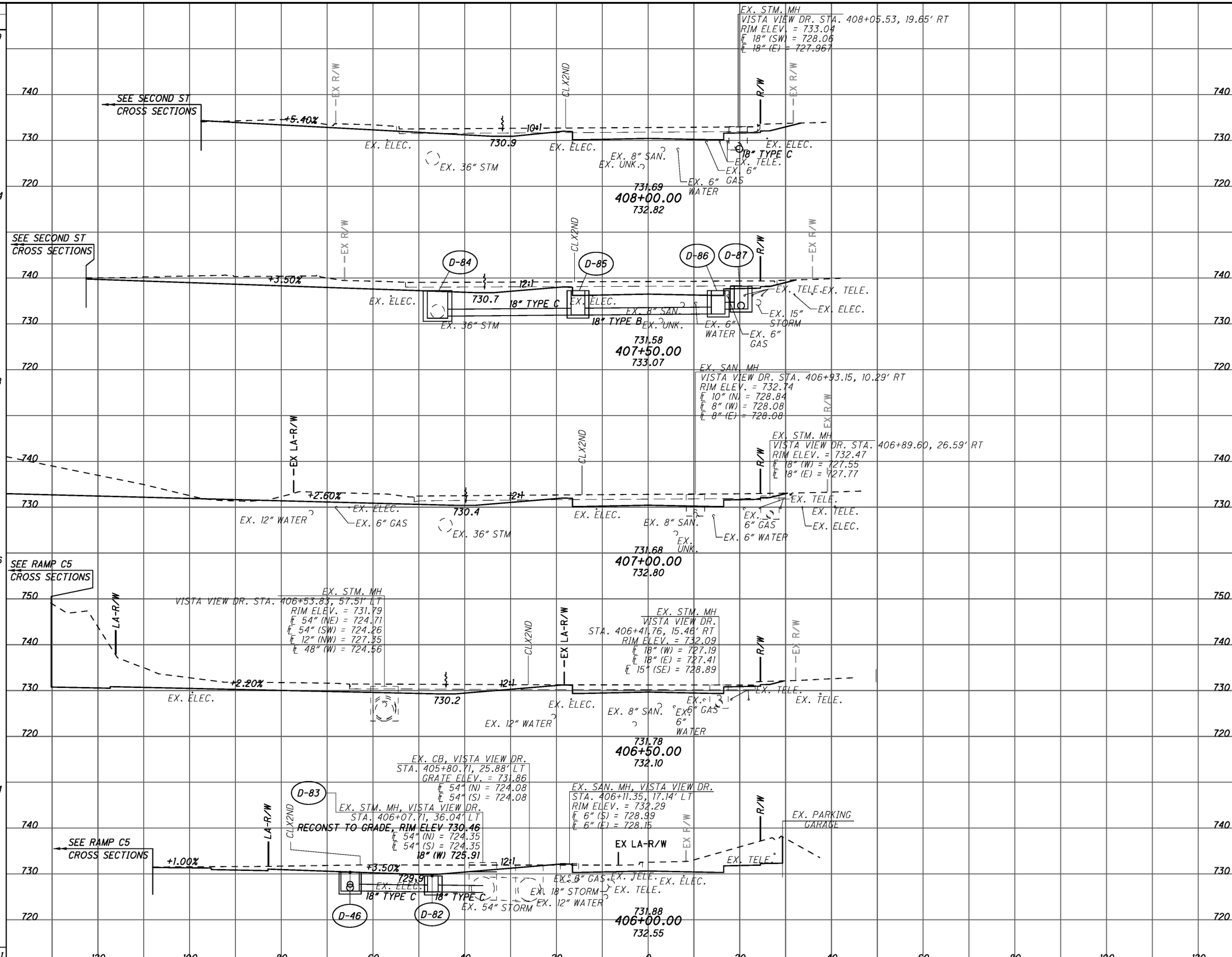
CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-VISTA VIEW DRIVE
STA. 403+50.00 TO STA. 405+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS006.dgn 24-FEB-2012 4:12PM rgreenland

SEEDING	
END WIDTH	SQ. YDS.
	409
91.52	
	574
115.17	
	728
147.04	
	706
107.18	
	534
85.13	
	2951

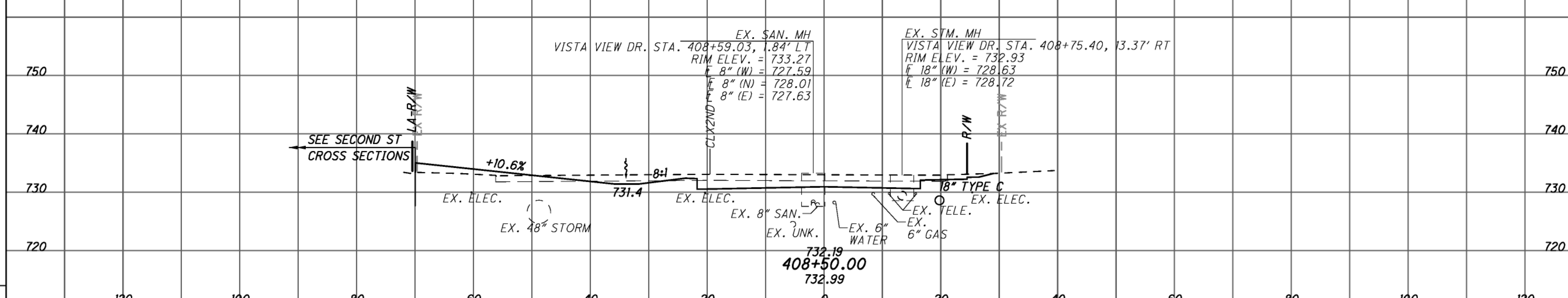


END AREA		VOLUME	
CUT	FILL	CUT	FILL
106	0		
		288	0
205	0		
		533	3
371	3		
		699	3
384	0		
		559	1
220	1		
		265	79
		2344	86

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-VISTA VIEW DRIVE
STA. 406+00.00 TO STA. 408+00.00

MOT-75-12.00



SEEDING	
END WIDTH	SQ. YDS.
55.71	
	0

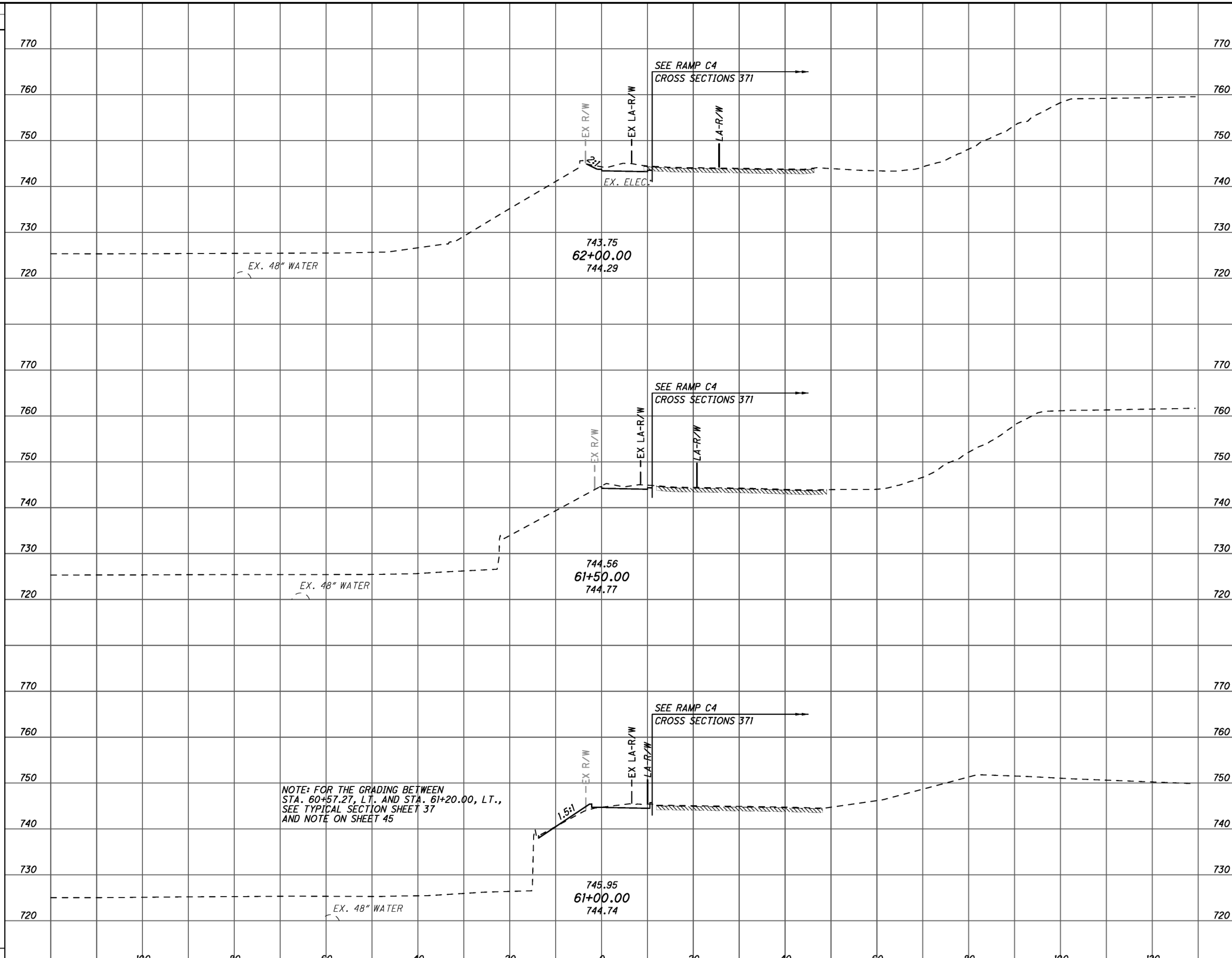
END AREA		VOLUME	
CUT	FILL	CUT	FILL
56	18		
		150	17
		150	17

CALCULATED MAS
CHECKED JAS

CROSS SECTIONS-VISTA VIEW DRIVE
STA. 408+50.00

MOT-75-12.00

IP_PWP:dms33119\77247XS006.dgn 24-FEB-2012 4:12PM rgreenland



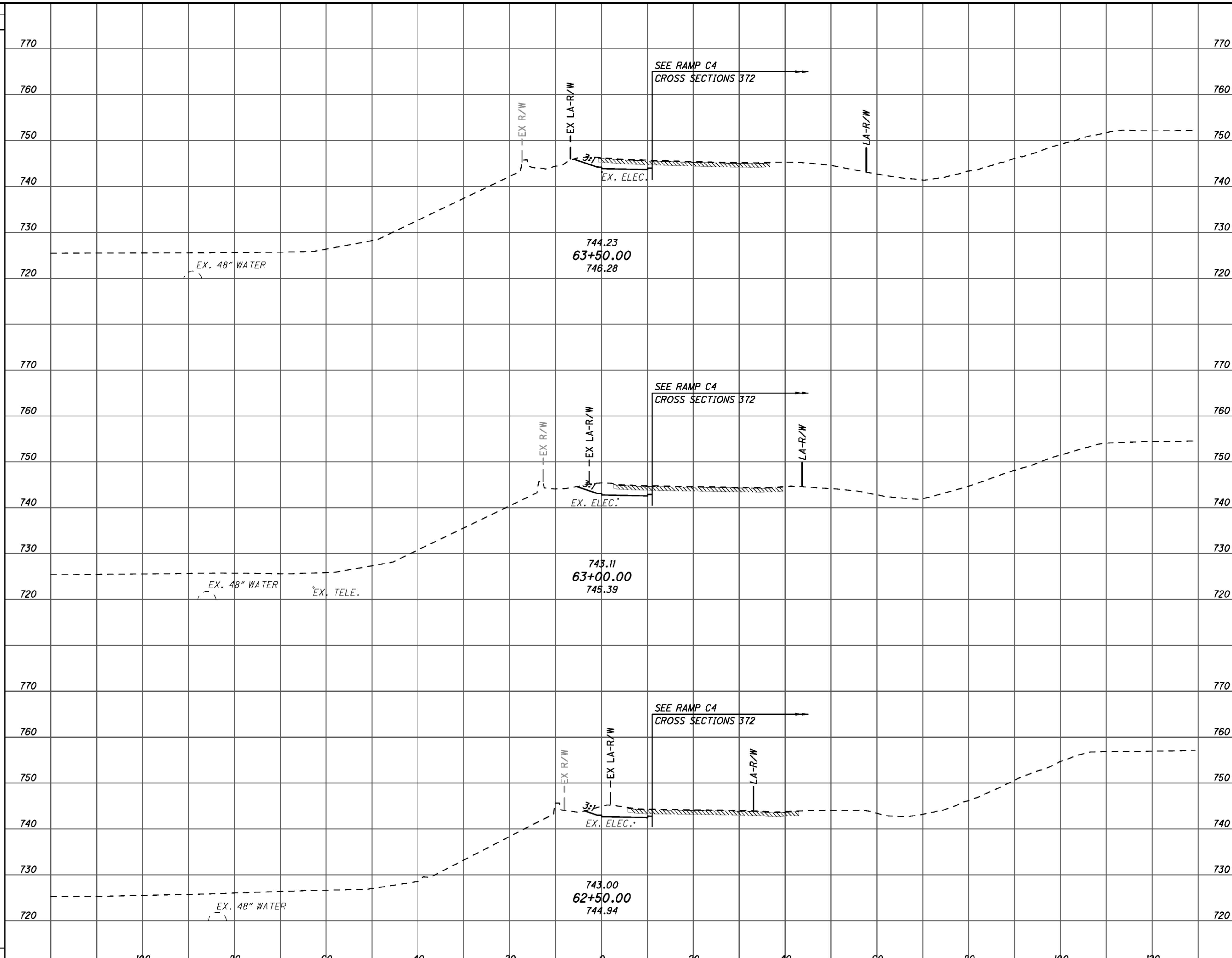
SEEDING END WIDTH	SEEDING SQ. YDS.
	43
5	
	20
3	
	9
1	
	72

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		33	0
14	0		
		20	0
8	0		
		15	4
8	4		
		68	4

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 61+00.00 TO STA. 62+00.00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.
	194
18	
	88
14	
	69
11	
	351

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		56	0
20	0		
		42	0
25	0		
		44	0
22	0		
		142	0

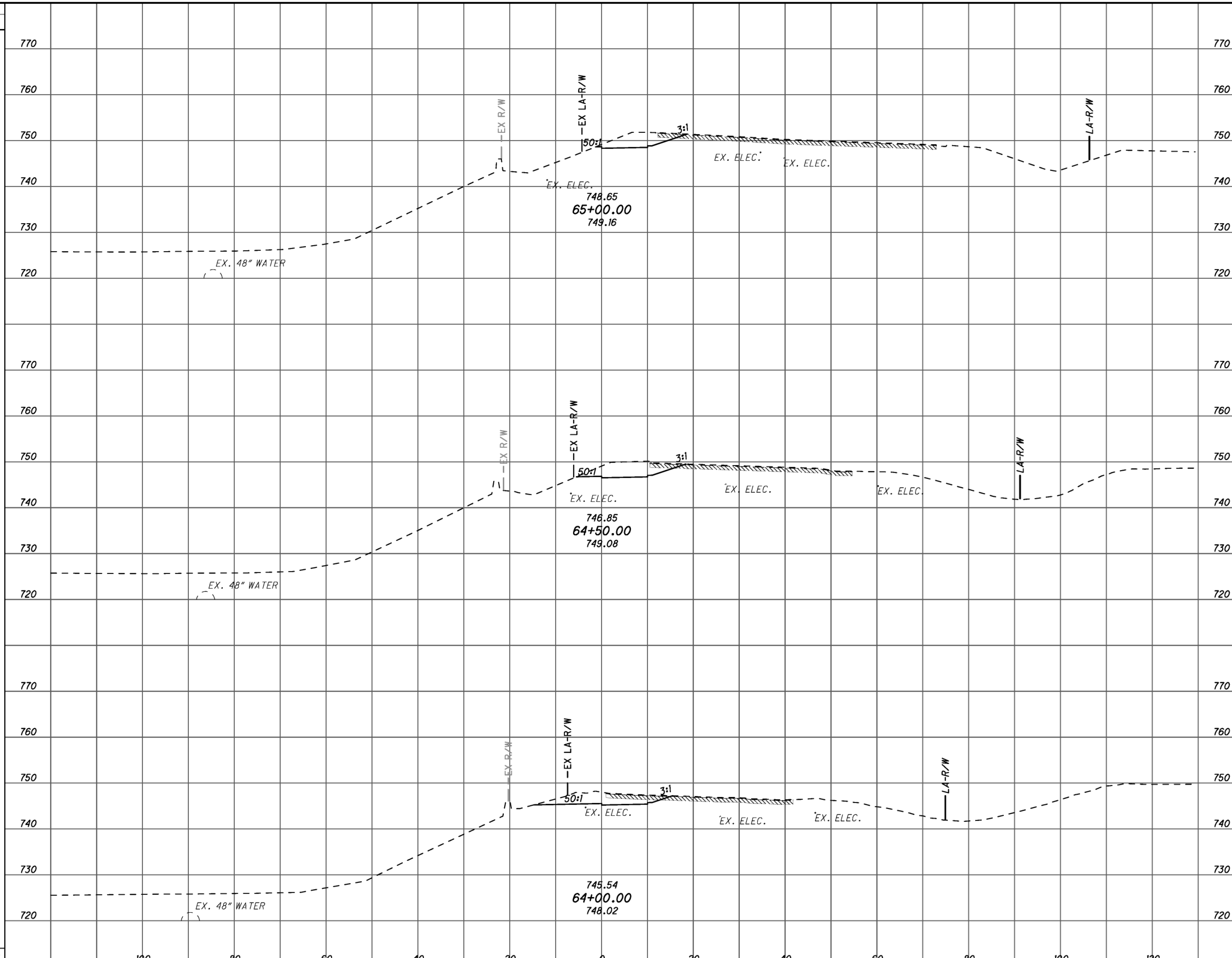
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 62+50.00 TO STA. 63+50.00

MOT-75-12.00

IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	378			77	0
86		34	0		
	427			73	0
67		45	0		
	331			79	0
52		40	0		
	1136			229	0

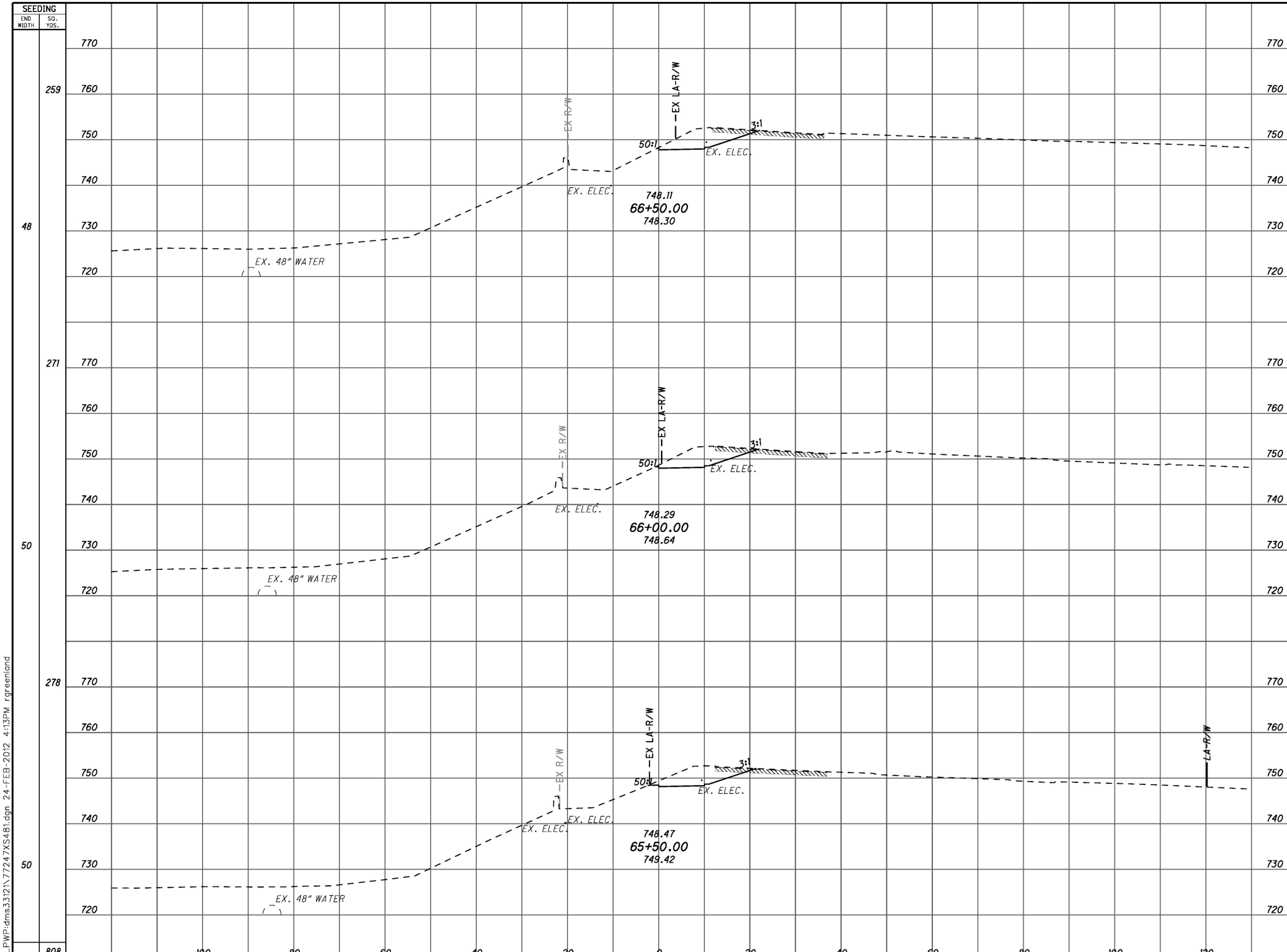


CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 64+00.00 TO STA. 65+00.00

MOT-75-12.00

IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		86	0
48	0		
		91	0
50	0		
		92	0
49	0		
		269	0

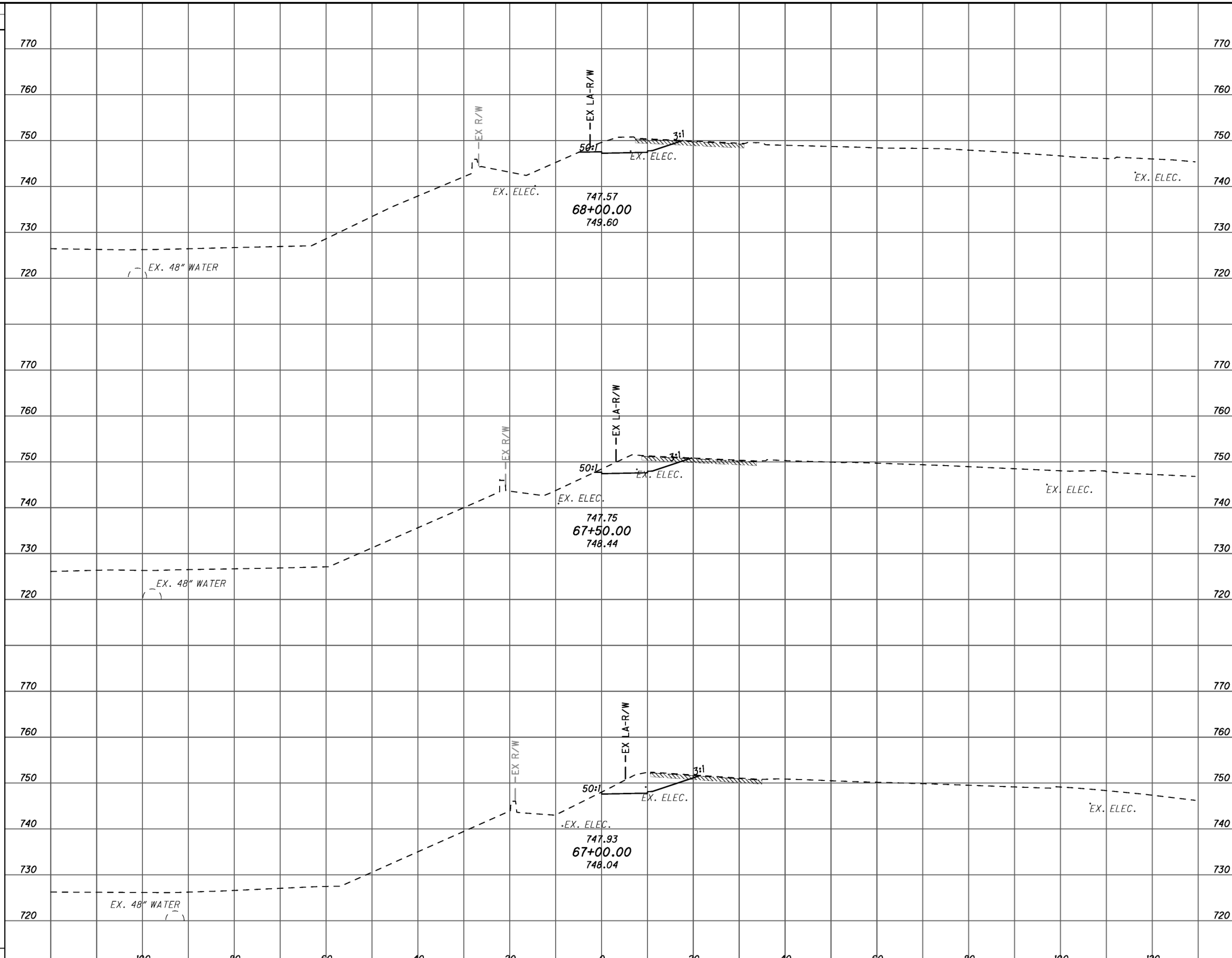
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 65+50.00 TO STA. 66+50.00

MOT-75-12.00

439
1565

IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland



Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
68+00.00	50	454	38	0	50	0
67+50.00	46	266	38	0	70	0
67+00.00	45	254	45	0	77	0
Total		954			197	0

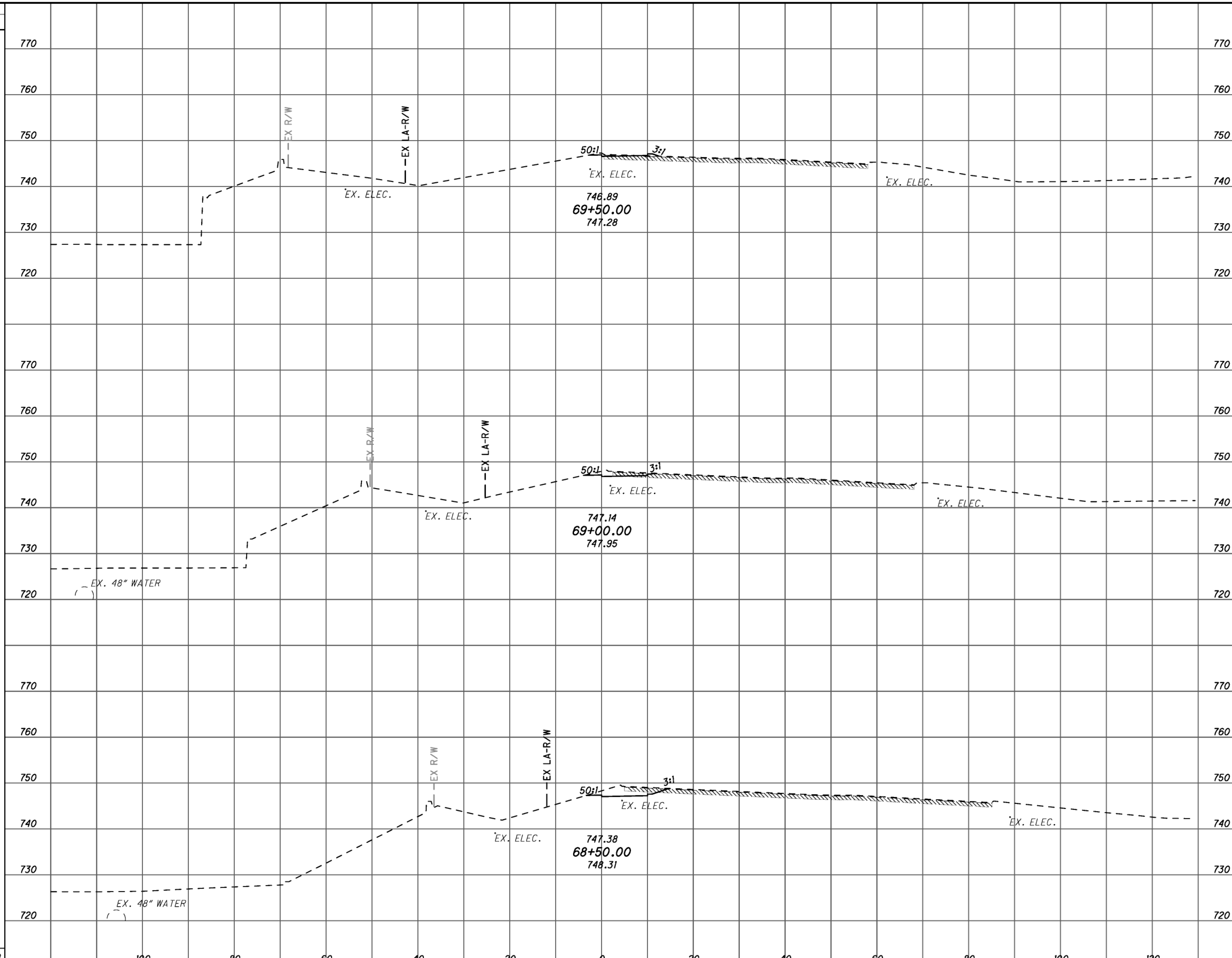
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 67+00.00 TO STA. 68+00.00

MOT-75-12.00

IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	687			3	18
117		1	11		
	631			6	13
110		5	3		
	620			19	3
114		16	0		
	1938			28	34



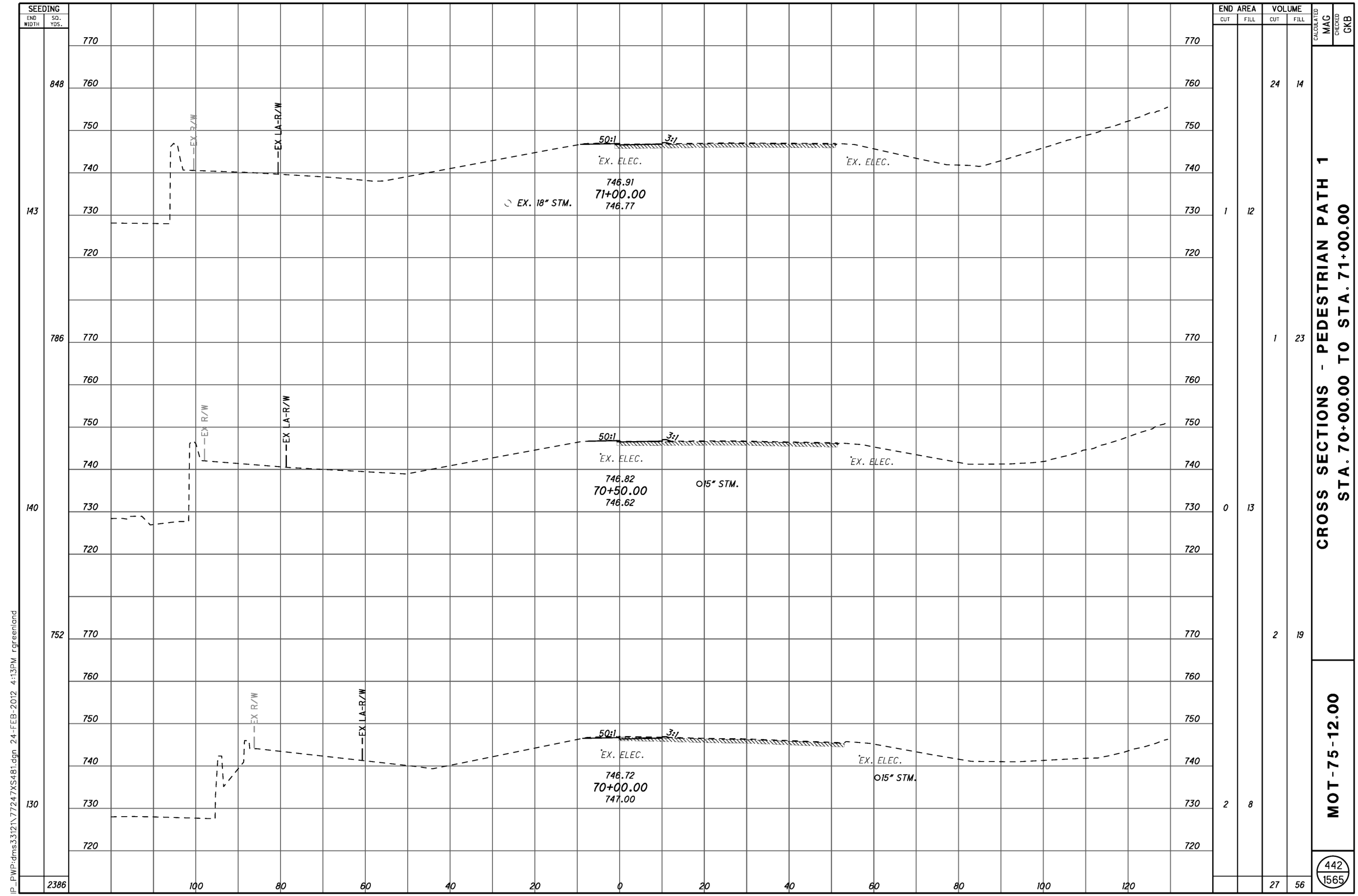
CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 68+50.00 TO STA. 69+50.00

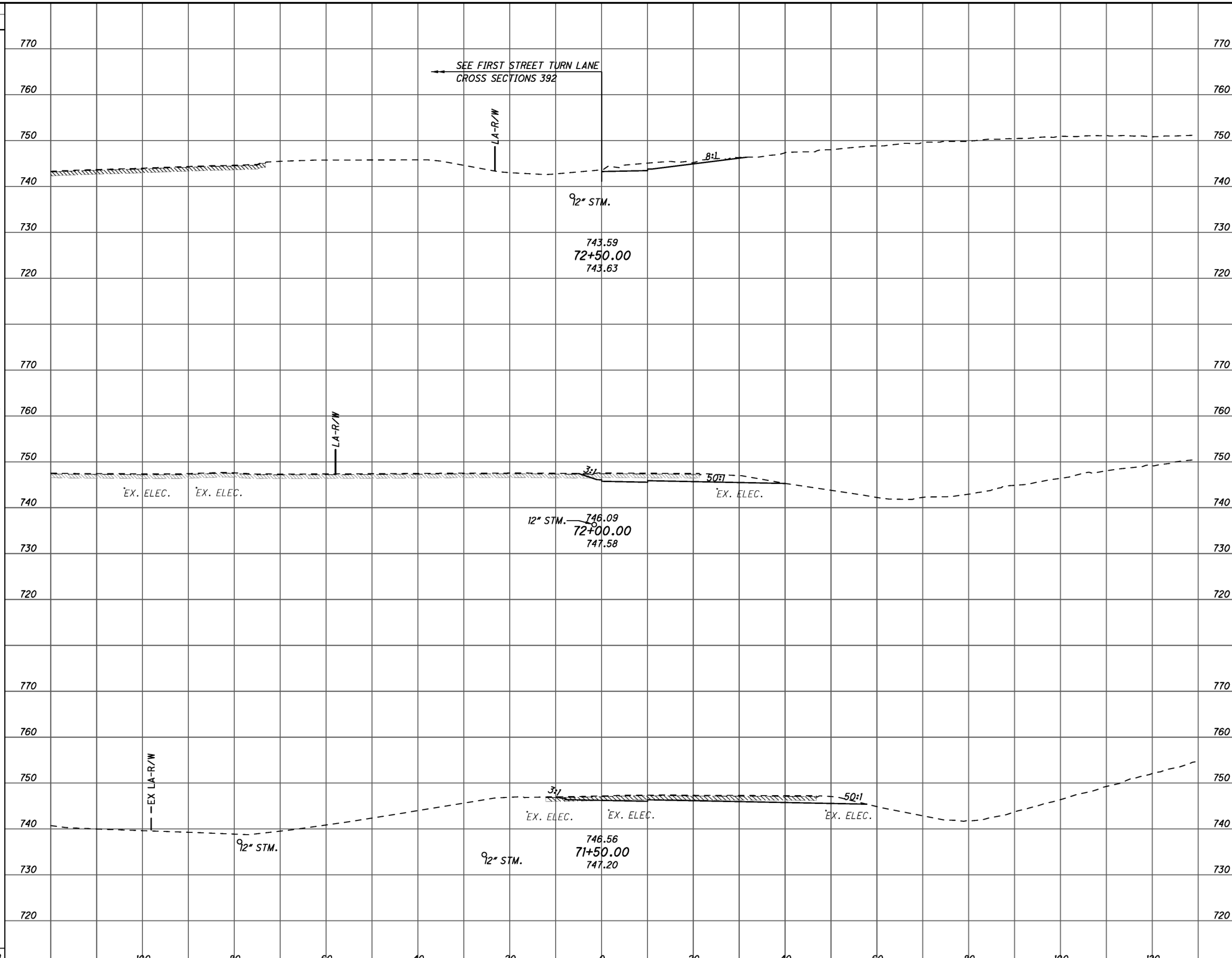
MOT-75-12.00

441 / 1565

IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland



SEEDING
END WIDTH
SQ. YDS.
848
143
786
140
752
130
2386
EX R/W
EX LA-R/W
50:1
3:1
EX. ELEC.
746.91
71+00.00
746.77
EX. 18" STM.
746.82
70+50.00
746.62
15" STM.
746.72
70+00.00
747.00
END AREA
CUT
FILL
VOLUME
CUT
FILL
24
14
1
12
1
23
0
13
2
19
2
8
27
56
CALCULATED MAG
CHECKED GKB
CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 70+00.00 TO STA. 71+00.00
MOT-75-12.00
442
1565
IP_PWP:dms33121\77247XS481.dgn 24-FEB-2012 4:13PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
	266
22	
	306
88	
	697
162	
	1269

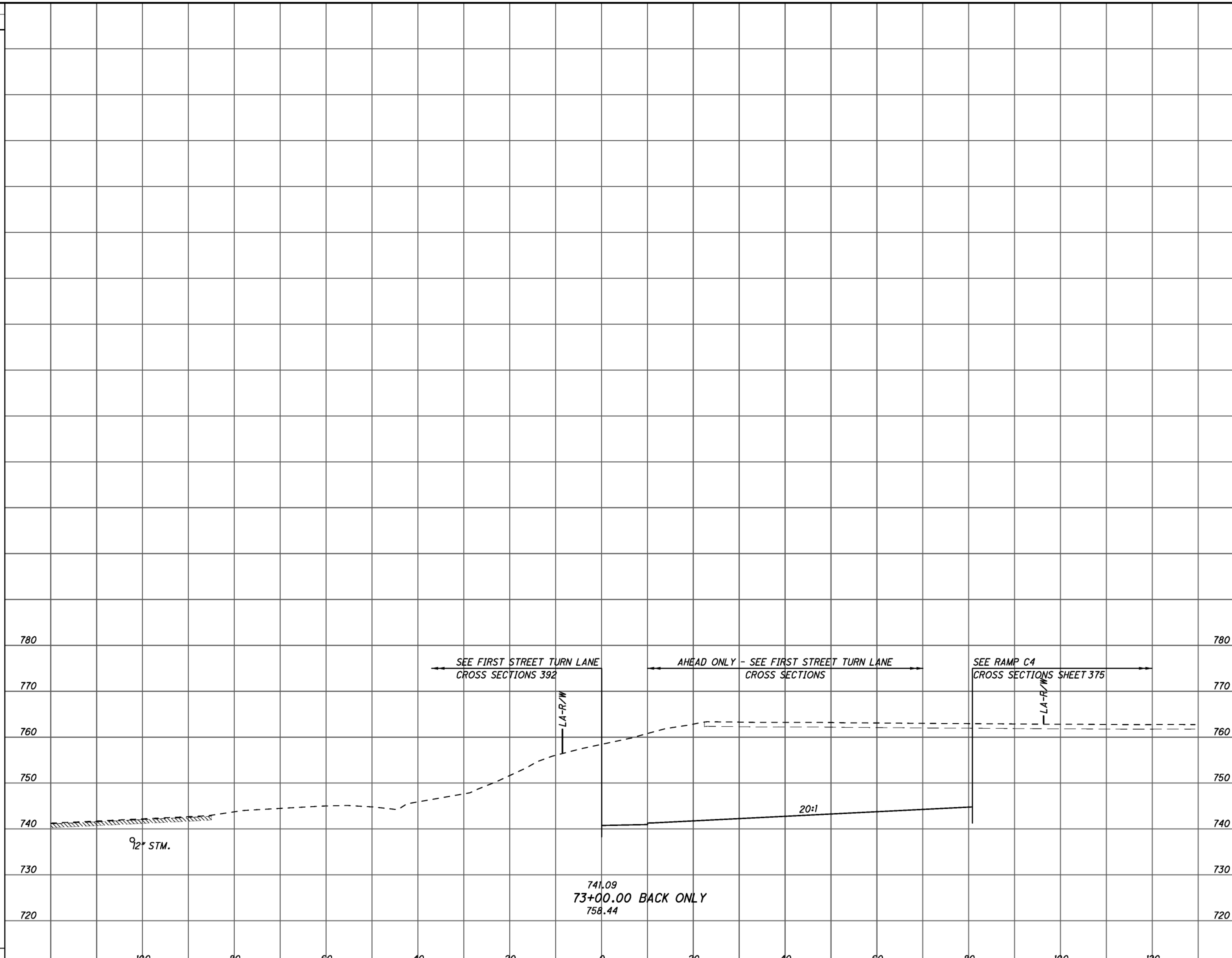
END AREA		VOLUME	
CUT	FILL	CUT	FILL
		1450	0
26	0		
		61	0
40	0		
		60	3
25	3		
		1571	3

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 71+50.00 TO STA. 72+50.00

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.
74	
	0

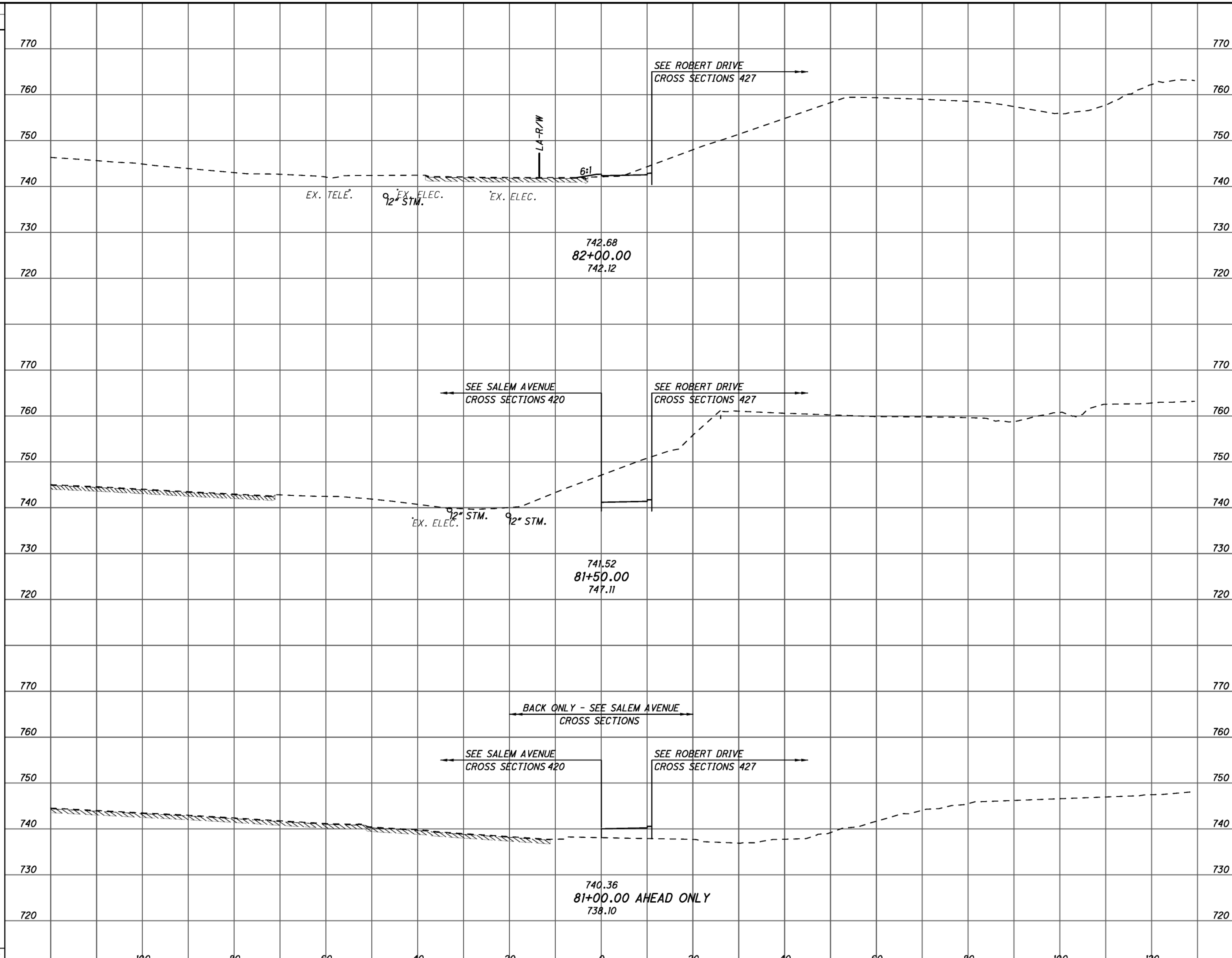


END AREA		VOLUME	
CUT	FILL	CUT	FILL
1540	0		
		0	0

CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRIAN PATH 1
STA. 73+00.00

MOT-75-12.00



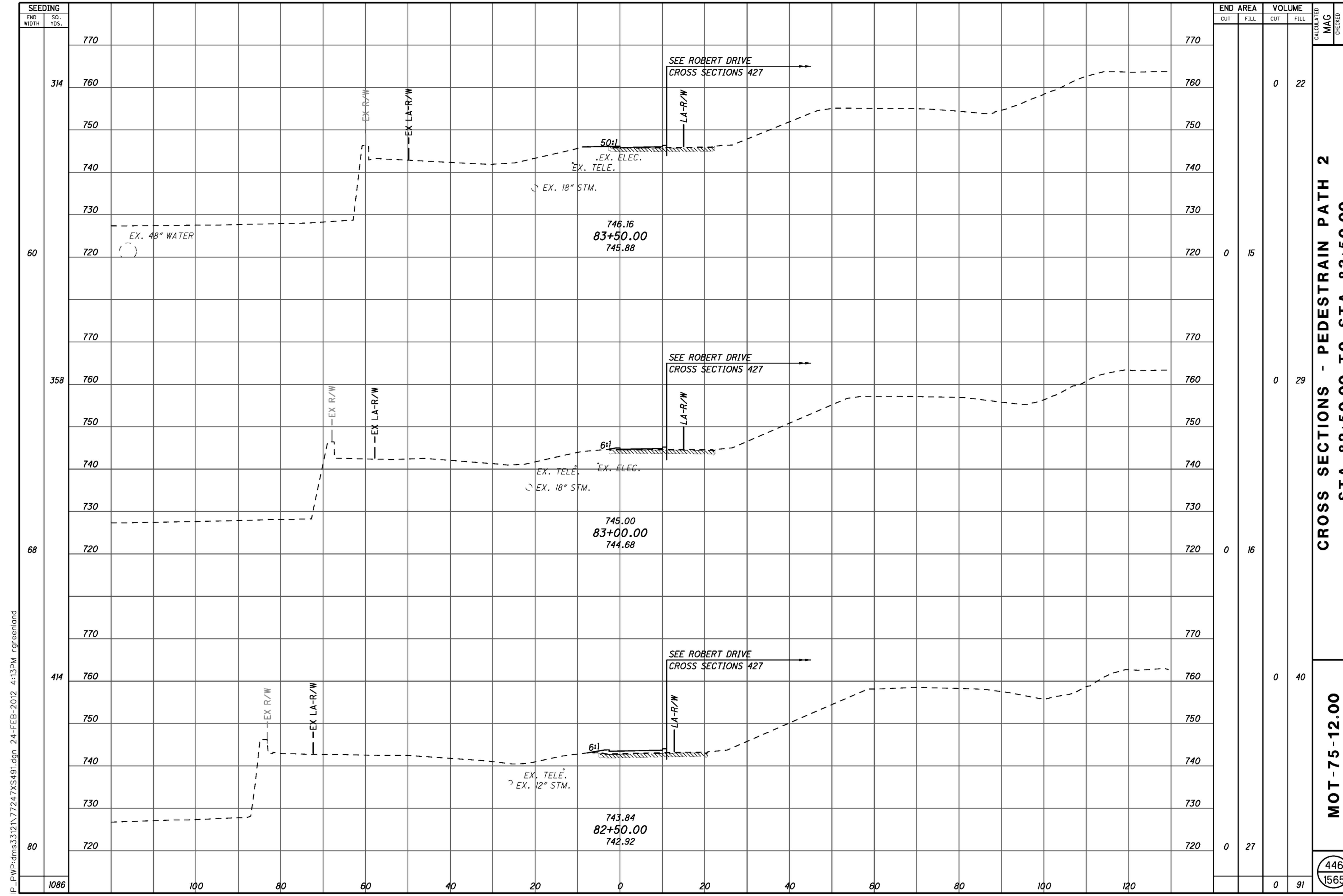
SEEDING END WIDTH	SEEDING SQ. YDS.
15	264
16	86
3	53
	403

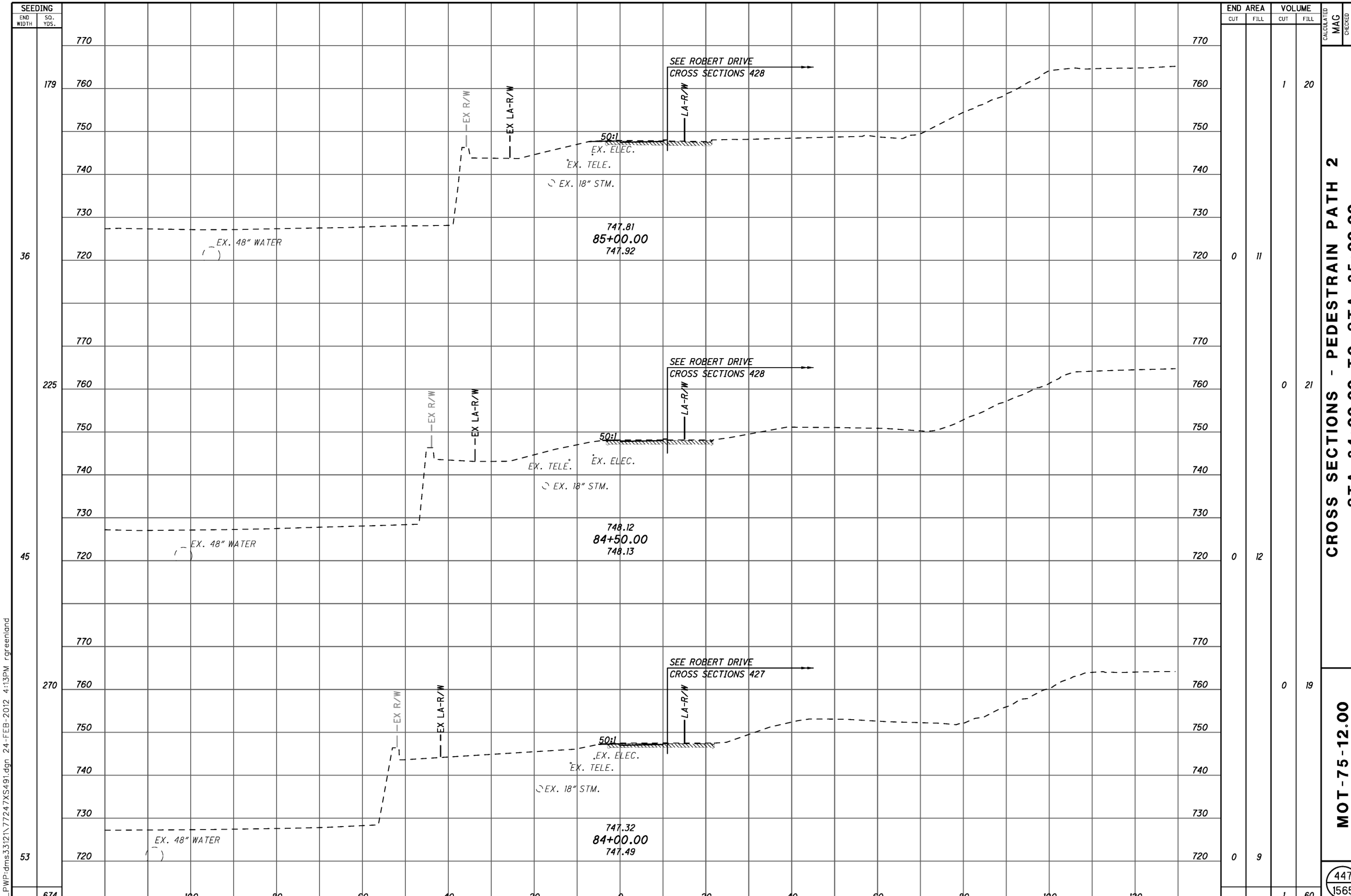
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		6	30
6	5		
		85	5
86	0		
		80	22
0	24		
		171	57

CALCULATED MAG
CHECKED GKB

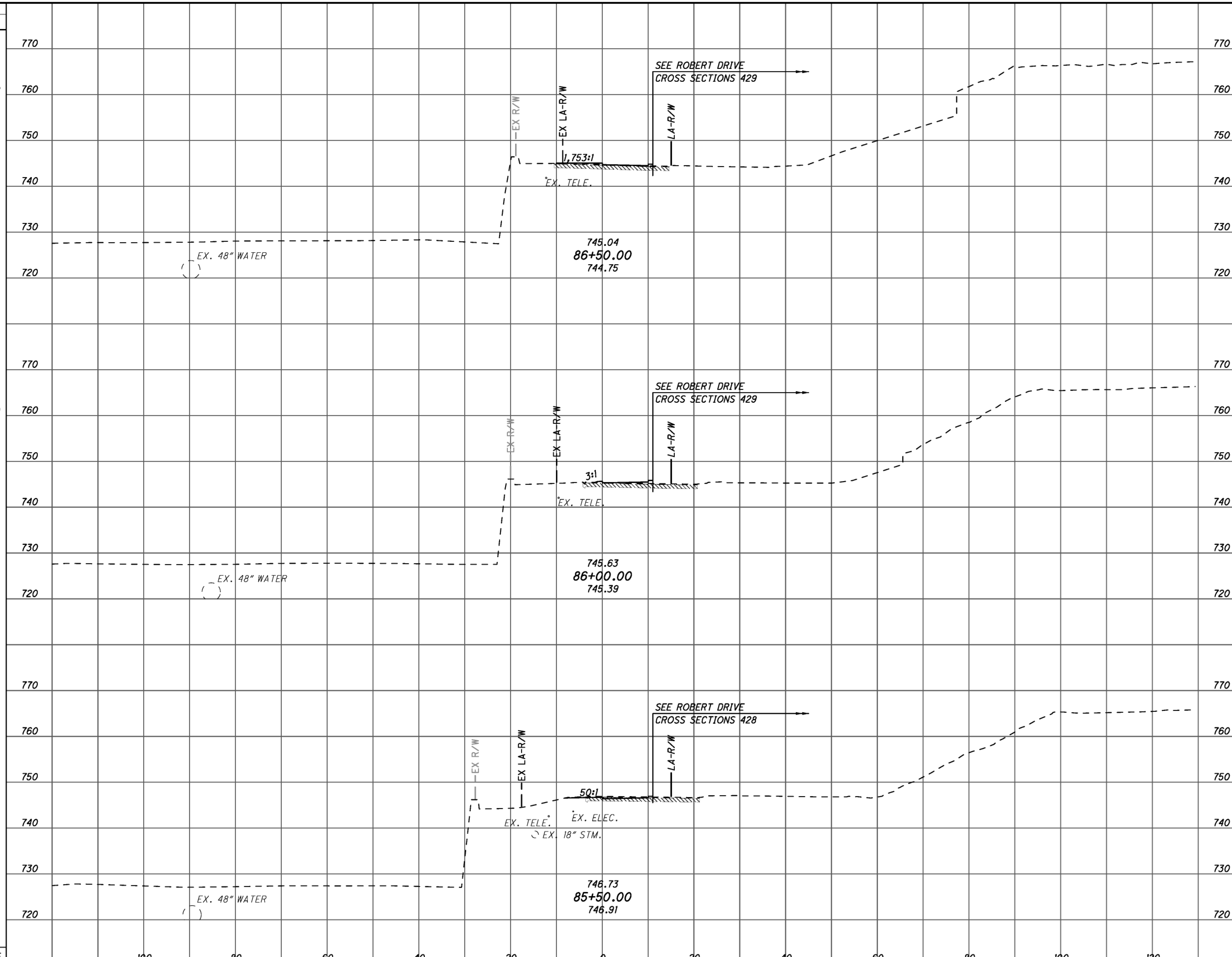
CROSS SECTIONS - PEDESTRAIN PATH 2
STA. 81+00.00 TO STA. 82+00.00

MOT-75-12.00


SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED MAG
CHECKED GKB
SEE ROBERT DRIVE
CROSS SECTIONS 427
EX R/W
EX LA-R/W
LA-R/W
50:1
.EX. ELEC.
EX. TELE.
EX. 18" STM.
EX. 48" WATER
746.16
83+50.00
745.88
6:1
EX. TELE.
EX. ELEC.
EX. 18" STM.
745.00
83+00.00
744.68
6:1
EX. TELE.
EX. 12" STM.
743.84
82+50.00
742.92
314
60
358
68
414
80
1086
0
22
0
15
0
29
0
16
0
40
0
27
0
91
770
760
750
740
730
720
100
80
60
40
20
0
20
40
60
80
100
120
CROSS SECTIONS - PEDESTRAIN PATH 2
STA. 82+50.00 TO STA. 83+50.00
MOT-75-12.00
446
1565
IP_PWP:dms33121\77247XS491.dgn 24-FEB-2012 4:13PM rgreenland



SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED MAG
CHECKED GKB
SEE ROBERT DRIVE CROSS SECTIONS 428
EX R/W
EX LA-R/W
LA-R/W
50:1
EX. ELEC.
EX. TELE.
EX. 18" STM.
EX. 48" WATER
747.81
85+00.00
747.92
748.12
84+50.00
748.13
SEE ROBERT DRIVE CROSS SECTIONS 427
747.32
84+00.00
747.49
179
36
225
45
270
53
674
1 20
0 11
0 21
0 12
0 19
0 9
1 60
770
760
750
740
730
720
100
80
60
40
20
0
20
40
60
80
100
120
CROSS SECTIONS - PEDESTRAIN PATH 2
STA. 84+00.00 TO STA. 85+00.00
MOT-75-12.00
447
1565
IP_PWP:dms33121\77247XS491.dgn 24-FEB-2012 4:13PM rgreenland



SEEDING	
END WIDTH	SQ. YDS.
	102
19	
	109
20	
	134
28	
	345

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	42
0	23		
		0	35
0	15		
		1	24
1	11		
		1	101

CALCULATED MAG
CHECKED GKB

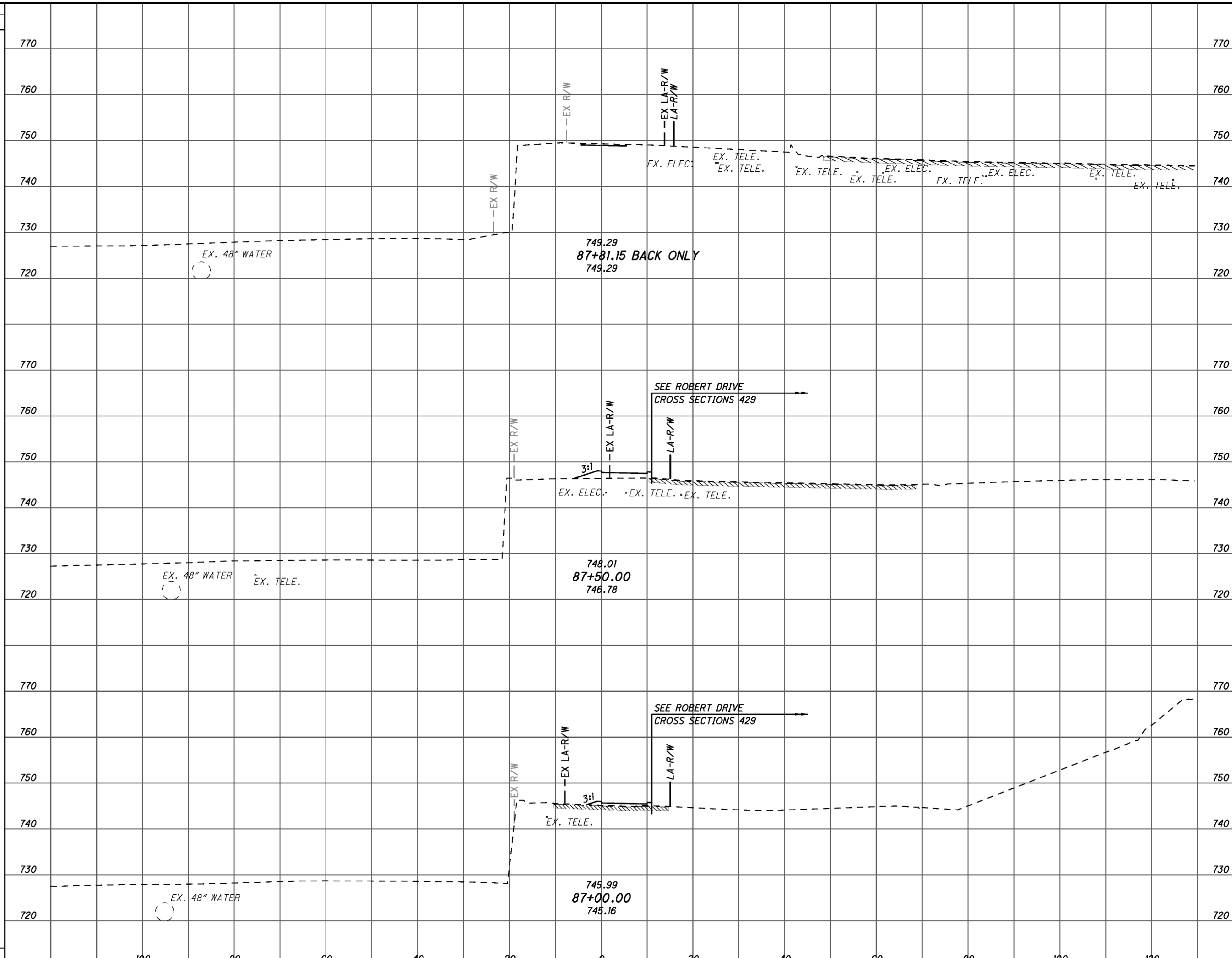
CROSS SECTIONS - PEDESTRAIN PATH 2
STA. 85+50.00 TO STA. 86+50.00

MOT-75-12.00

448
1565

IP_PWP:dms33121\77247XS491.dgn 24-FEB-2012 4:13PM rgreenland

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
14		3	0		
	59			2	11
20		0	19		
	105			0	38
18		0	22		
	164			2	49



CALCULATED MAG
CHECKED GKB

CROSS SECTIONS - PEDESTRAIN PATH 2

STA. 87+00.00 TO STA. 87+81.15

MOT-75-12.00

449
1565

IP_PWP:dms33121\77247XS491.dgn 24-FEB-2012 4:13PM rgreenland

SUPERELEVATION TABLE

I.R. 75 CURVE 4 P.I. STA. 337+23.99 | Dc = 1° 15′ 00″

REMARKS	STATION	OFFSET	PROFILE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	ELEVATION	NORTHBOUND OUTSIDE EDGE OF PAVEMENT — RAMP LANES: WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
	330+00.00	14.00	770.34	24.00	0.0160	0.38		770.72	12.00	-0.0160	-0.19		770.53						
	330+23.58	14.00	770.79	24.00	0.0160	0.38		771.17	12.00	-0.0160	-0.19	222:1	770.98						NC
	330+25.00	14.00	770.82	24.00	0.0160	0.38		771.20	12.00	-0.0158	-0.19	222:1	771.01						
	330+50.00	14.00	771.25	24.00	0.0160	0.38		771.64	12.00	-0.0129	-0.15	222:1	771.48						
	330+75.00	14.00	771.65	24.00	0.0160	0.38		772.03	12.00	-0.0101	-0.12	222:1	771.91						
	331+00.00	14.00	772.00	24.00	0.0160	0.38		772.39	12.00	-0.0072	-0.09	222:1	772.30						
	331+25.00	14.00	772.32	24.00	0.0160	0.38		772.70	12.00	-0.0043	-0.05	222:1	772.65						
	331+50.00	14.00	772.59	24.00	0.0160	0.38		772.98	12.00	-0.0014	-0.02	222:1	772.96						
	331+62.11	14.00	772.71	24.00	0.0160	0.38	222:1	773.09	12.00	0.0000	0.00	222:1	773.09						1/2 FLAT
	331+75.00	14.00	772.83	24.00	0.0160	0.38	222:1	773.21	12.00	0.0016	0.02	222:1	773.23						
	332+00.00	14.00	773.02	24.00	0.0160	0.38	222:1	773.40	24.00	0.0047	0.11	222:1	773.52	12.00	0.0047	0.06	222:1	773.57	
	332+25.00	14.00	773.18	24.00	0.0160	0.38	222:1	773.56	24.00	0.0078	0.19	222:1	773.75	12.00	0.0078	0.09	222:1	773.84	
	332+50.00	14.00	773.30	24.00	0.0160	0.38	222:1	773.68	24.00	0.0109	0.26	222:1	773.95	12.00	0.0109	0.13	222:1	774.08	
	332+75.00	14.00	773.37	24.00	0.0160	0.38	222:1	773.75	24.00	0.0140	0.34	222:1	774.09	12.00	0.0140	0.17	222:1	774.26	
	332+89.98	14.00	773.40	24.00	0.0160	0.38	222:2	773.78	24.00	0.0160	0.38	222:2	774.17	12.00	0.0160	0.19	222:2	774.36	
	333+00.00	14.00	773.41	24.00	0.0168	0.40	222:1	773.95	24.00	0.0168	0.40	222:3	774.35	12.00	0.0168	0.20	222:1	774.55	
	333+25.00	14.00	773.41	24.00	0.0186	0.45	222:1	773.98	24.00	0.0186	0.45	222:1	774.43	12.00	0.0186	0.22	222:1	774.65	
	333+50.00	14.00	773.37	24.00	0.0205	0.49	222:1	773.96	24.00	0.0205	0.49	222:1	774.45	12.00	0.0205	0.25	222:1	774.70	
	333+75.00	14.00	773.29	24.00	0.0224	0.54	222:1	773.91	24.00	0.0224	0.54	222:1	774.45	12.00	0.0224	0.27	222:1	774.72	
	333+89.44	14.00	773.22	24.00	0.0234	0.56	222:1	773.78	24.00	0.0234	0.56	222:1	774.34	12.00	0.0234	0.28	222:1	774.62	PC
	334+00.00	14.00	773.16	24.00	0.0241	0.58	222:1	773.74	24.00	0.0241	0.58	222:1	774.32	12.00	0.0241	0.29	222:1	774.61	
	334+25.00	14.00	773.00	24.00	0.0260	0.62	222:1	773.62	24.00	0.0260	0.62	222:1	774.25	12.00	0.0260	0.31	222:1	774.56	
	334+50.00	14.00	772.80	24.00	0.0277	0.66	222:1	773.46	24.00	0.0277	0.66	222:1	774.13	12.00	0.0277	0.33	222:1	774.46	
	334+75.00	14.00	772.56	24.00	0.0296	0.71	222:1	773.27	24.00	0.0296	0.71	222:1	773.98	12.00	0.0296	0.36	222:1	774.34	
	335+00.00	14.00	772.30	24.00	0.0314	0.75	222:1	773.05	24.00	0.0314	0.75	222:1	773.81	12.00	0.0314	0.38	222:1	774.18	
	335+03.10	14.00	772.27	24.00	0.0320	0.77	222:1	773.04	24.00	0.0320	0.77	222:1	773.81	12.00	0.0320	0.38	222:1	774.19	FS
	335+25.00	14.00	772.04	24.00	0.0320	0.77		772.81	36.00	0.0320	1.15							773.96	
	335+50.00	14.00	771.78	24.00	0.0320	0.77		772.55	36.00	0.0320	1.15							773.70	
	335+75.00	14.00	771.52	24.00	0.0320	0.77		772.29	36.00	0.0320	1.15							773.44	
	336+00.00	14.00	771.26	24.00	0.0320	0.77		772.03	36.00	0.0320	1.15							773.18	
	336+25.00	14.00	771.00	24.00	0.0320	0.77		771.77	36.00	0.0320	1.15							772.92	
	336+50.00	14.00	770.74	24.00	0.0320	0.77		771.51	36.00	0.0320	1.15							772.66	
	336+75.00	14.00	770.48	24.00	0.0320	0.77		771.25	36.00	0.0320	1.15							772.40	
	337+00.00	14.00	770.22	24.00	0.0320	0.77		770.99	36.00	0.0320	1.15							772.14	
	337+25.00	14.00	769.96	24.00	0.0320	0.77		770.73	36.00	0.0320	1.15							771.88	
	337+50.00	14.00	769.70	24.00	0.0320	0.77		770.47	36.00	0.0320	1.15							771.62	
	337+75.00	14.00	769.44	24.00	0.0320	0.77		770.21	36.00	0.0320	1.15							771.36	
	338+00.00	14.00	769.18	24.00	0.0320	0.77		769.95	36.00	0.0320	1.15							771.10	
	338+25.00	14.00	768.92	24.00	0.0320	0.77		769.69	36.00	0.0320	1.15							770.84	
	338+50.00	14.00	768.66	24.00	0.0320	0.77		769.43	36.00	0.0320	1.15							770.58	
	338+54.81	14.00	768.61	24.00	0.0320	0.77	222:1	769.38	36.00	0.0320	1.15	222:1						770.53	FS
	338+75.00	14.00	768.40	24.00	0.0305	0.73	222:1	769.13	36.00	0.0305	1.10	222:1						770.23	
	339+00.00	14.00	768.14	24.00	0.0286	0.69	222:1	768.83	36.00	0.0286	1.03	222:1						769.86	
	339+25.00	14.00	767.88	24.00	0.0267	0.64	222:1	768.52	36.00	0.0267	0.96	222:1						769.48	
	339+50.00	14.00	767.62	24.00	0.0249	0.60	222:1	768.22	36.00	0.0249	0.90	222:1						769.11	
	339+75.00	14.00	767.36	24.00	0.0230	0.55	222:1	767.91	36.00	0.0230	0.83	222:1						768.74	
	340+00.00	14.00	767.10	24.00	0.0211	0.51	222:1	767.61	36.00	0.0211	0.76	222:1						768.37	
	340+25.00	14.00	766.84	24.00	0.0192	0.46	222:1	767.30	36.00	0.0192	0.69	222:1						767.99	
	340+50.00	14.00	766.58	24.00	0.0173	0.42	222:1	767.00	36.00	0.0173	0.62	222:1						767.62	
	340+57.35	14.00	766.51	24.00	0.0168	0.40	222:1	766.91	36.00	0.0168	0.60	222:1						767.52	PT
	340+75.00	14.00	766.32	24.00	0.0155	0.37	222:1	766.69	36.00	0.0155	0.56	222:1						767.25	
	341+00.00	14.00	766.06	24.00	0.0136	0.33	222:1	766.39	36.00	0.0136	0.49	222:1						766.88	MATCH
	341+25.00	14.00	765.80	24.00	0.0117	0.28	222:1	766.08	36.00	0.0117	0.42	222:1						766.50	CURVE 5

CALCULATED DLT CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

I.R. 75 CURVE 4 P.I. STA. 337+23.99	Dc = 1° 15′ 00″

REMARKS	SOUTHBOUND OUTSIDE EDGE OF PAVEMENT																		REMARKS
	RAMP LANES																		
	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE ELEVATION	OFFSET	STATION	
						770.53		-0.19	-0.0160	12.00	770.72		0.38	0.0160	24.00	770.34	14.00	330+00.00	
						771.01		-0.19	-0.0160	12.00	771.20		0.38	0.0160	24.00	770.82	14.00	330+25.00	
						771.44		-0.19	-0.0160	12.00	771.64		0.38	0.0160	24.00	771.25	14.00	330+50.00	
						771.84		-0.19	-0.0160	12.00	772.03		0.38	0.0160	24.00	771.65	14.00	330+75.00	
						772.19		-0.19	-0.0160	12.00	772.39		0.38	0.0160	24.00	772.00	14.00	331+00.00	
						772.51		-0.19	-0.0160	12.00	772.70		0.38	0.0160	24.00	772.32	14.00	331+25.00	
						772.78		-0.19	-0.0160	12.00	772.98		0.38	0.0160	24.00	772.59	14.00	331+50.00	
						773.02		-0.19	-0.0160	12.00	773.21		0.38	0.0160	24.00	772.83	14.00	331+75.00	
						773.05		-0.19	-0.0160	12.00	773.25	222:1	0.38	0.0160	24.00	772.86	14.00	331+78.98	NC
						773.12		-0.19	-0.0160	12.00	773.31	222:1	0.29	0.0121	24.00	773.02	14.00	332+00.00	
						773.17		-0.19	-0.0160	12.00	773.36	222:1	0.18	0.0074	24.00	773.18	14.00	332+25.00	
						773.17		-0.19	-0.0160	12.00	773.36	222:1	0.06	0.0027	24.00	773.30	14.00	332+50.00	
						773.15		-0.19	-0.0160	12.00	773.35	222:1	0.00	0.0000	24.00	773.35	14.00	332+64.23	1/2 FLAT
						773.13		-0.19	-0.0160	12.00	773.33	222:1	-0.05	-0.0020	24.00	773.37	14.00	332+75.00	
						773.06		-0.19	-0.0160	12.00	773.25	222:1	-0.16	-0.0067	24.00	773.41	14.00	333+00.00	
	772.37		-0.67	0.0280	24.00	773.04		-0.19	-0.0160	12.00	773.23	222:2	-0.19	-0.0079	24.00	773.41	14.00	333+06.77	
	772.27		-0.67	-0.0280	24.00	772.94		-0.19	-0.0160	12.00	773.14	222:1	-0.27	-0.0114	24.00	773.41	14.00	333+25.00	
	772.12		-0.67	-0.0280	24.00	772.79		-0.19	-0.0160	12.00	772.99	222:2	-0.38	-0.0160	24.00	773.37	14.00	333+49.48	
	772.12		-0.67	-0.0280	24.00	772.79	222:1	-0.19	-0.0160	12.00	772.98	222:1	-0.39	-0.0161	24.00	773.37	14.00	333+50.00	
	771.92	222:1	-0.67	-0.0280	24.00	772.60	222:1	-0.23	-0.0192	12.00	772.83	222:1	-0.46	-0.0192	24.00	773.29	14.00	333+75.00	
	771.78	222:1	-0.68	-0.0285	24.00	772.46	222:1	-0.25	-0.0210	12.00	772.72	222:1	-0.50	-0.0210	24.00	773.22	14.00	333+89.44	PC
	771.67	222:1	-0.69	-0.0289	24.00	772.37	222:1	-0.26	-0.0220	12.00	772.63	222:1	-0.53	-0.0220	24.00	773.16	14.00	334+00.00	
	771.40	222:1	-0.71	-0.0297	24.00	772.11	222:1	-0.30	-0.0247	12.00	772.41	222:1	-0.59	-0.0247	24.00	773.00	14.00	334+25.00	
	771.15	222:2	-0.73	-0.0304	24.00	771.87	222:2	-0.32	-0.0269	12.00	772.20	222:2	-0.65	-0.0269	24.00	772.84	14.00	334+45.38	
	771.08	222:1	-0.73	-0.0306	24.00	771.81	222:1	-0.33	-0.0274	12.00	772.14	222:1	-0.66	-0.0274	24.00	772.80	14.00	334+50.00	
	770.73	222:1	-0.75	-0.0314	24.00	771.48	222:1	-0.36	-0.0300	12.00	771.84	222:1	-0.72	-0.0300	24.00	772.56	14.00	334+75.00	
	770.47	222:1	-0.77	-0.0320	24.00	771.24	222:1	-0.38	-0.0320	12.00	771.62	222:1	-0.77	-0.0320	24.00	772.39	14.00	334+91.74	FS
	770.38		-1.15						-0.0320	36.00	771.53		-0.77	-0.0320	24.00	772.30	14.00	335+00.00	
	770.12		-1.15						-0.0320	36.00	771.28		-0.77	-0.0320	24.00	772.04	14.00	335+25.00	
	769.86		-1.15						-0.0320	36.00	771.02		-0.77	-0.0320	24.00	771.78	14.00	335+50.00	
	769.60		-1.15						-0.0320	36.00	770.76		-0.77	-0.0320	24.00	771.52	14.00	335+75.00	
	769.34		-1.15						-0.0320	36.00	770.50		-0.77	-0.0320	24.00	771.26	14.00	336+00.00	
	769.08		-1.15						-0.0320	36.00	770.24		-0.77	-0.0320	24.00	771.00	14.00	336+25.00	
	768.82		-1.15						-0.0320	36.00	769.98		-0.77	-0.0320	24.00	770.74	14.00	336+50.00	
	768.56		-1.15						-0.0320	36.00	769.72		-0.77	-0.0320	24.00	770.48	14.00	336+75.00	
	768.30		-1.15						-0.0320	36.00	769.46		-0.77	-0.0320	24.00	770.22	14.00	337+00.00	
	768.04		-1.15						-0.0320	36.00	769.20		-0.77	-0.0320	24.00	769.96	14.00	337+25.00	
	767.78		-1.15						-0.0320	36.00	768.94		-0.77	-0.0320	24.00	769.70	14.00	337+50.00	
	767.52		-1.15						-0.0320	36.00	768.68		-0.77	-0.0320	24.00	769.44	14.00	337+75.00	
	767.26		-1.15						-0.0320	36.00	768.42		-0.77	-0.0320	24.00	769.18	14.00	338+00.00	
	767.00		-1.15						-0.0320	36.00	768.16		-0.77	-0.0320	24.00	768.92	14.00	338+25.00	
	766.74		-1.15						-0.0320	36.00	767.90		-0.77	-0.0320	24.00	768.66	14.00	338+50.00	
	766.69	222:1	-1.15						-0.0320	36.00	767.85	222:1	-0.77	-0.0320	24.00	768.61	14.00	338+54.81	FS
	766.57	222:1	-1.10						-0.0305	36.00	767.67	222:1	-0.73	-0.0305	24.00	768.40	14.00	338+75.00	
	766.43	222:1	-1.03						-0.0286	36.00	767.46	222:1	-0.69	-0.0286	24.00	768.14	14.00	339+00.00	
	766.28	222:1	-0.96						-0.0267	36.00	767.24	222:1	-0.64	-0.0267	24.00	767.88	14.00	339+25.00	
	766.13	222:1	-0.90						-0.0249	36.00	767.03	222:1	-0.60	-0.0249	24.00	767.62	14.00	339+50.00	
	765.98	222:1	-0.83						-0.0230	36.00	766.81	222:1	-0.55	-0.0230	24.00	767.36	14.00	339+75.00	
	765.84	222:1	-0.76						-0.0211	36.00	766.60	222:1	-0.51	-0.0211	24.00	767.10	14.00	340+00.00	
	765.69	222:1	-0.69						-0.0192	36.00	766.38	222:1	-0.46	-0.0192	24.00	766.84	14.00	340+25.00	
	765.54	222:1	-0.62						-0.0173	36.00	766.17	222:1	-0.42	-0.0173	24.00	766.58	14.00	340+50.00	
	765.50	222:1	-0.60						-0.0168	36.00	766.10	222:1	-0.40	-0.0168	24.00	766.51	14.00	340+57.35	PT
	765.40	222:1	-0.56						-0.0155	36.00	765.95	222:1	-0.37	-0.0155	24.00	766.32	14.00	340+75.00	
	765.25	222:1	-0.49						-0.0136	36.00	765.74	222:1	-0.33	-0.0136	24.00	766.06	14.00	341+00.00	MATCH
	765.10	222:1	-0.42						-0.0117	36.00	765.52	222:1	-0.28	-0.0117	24.00	765.80	14.00	341+25.00	CURVE 5

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CALCULATED DLT
CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

I.R. 75 CURVE 5 P.I. STA. 355+70.07 | Dc = 3° 00′ 00″

REMARKS	STATION	OFFSET	PROFILE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	ELEVATION	NORTHBOUND OUTSIDE EDGE OF PAVEMENT RAMP LANES WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
	341+50.00	14.00	765.54	24.00	0.0098	0.24	222:1	765.78	36.00	0.0098	0.35	222:1						766.13	MATCH
	341+75.00	14.00	765.28	24.00	0.0080	0.19	222:1	765.47	36.00	0.0080	0.29	222:1						765.76	CURVE 4
	342+00.00	14.00	765.02	24.00	0.0061	0.15	222:1	765.17	36.00	0.0061	0.22	222:1						765.39	
	342+25.00	14.00	764.76	24.00	0.0042	0.10	222:1	764.86	36.00	0.0042	0.15	222:1	765.01	2.39	0.0042	0.01	222:1	765.02	
	342+50.00	14.00	764.50	24.00	0.0023	0.06	222:1	764.56	36.00	0.0023	0.08	222:1	764.64	5.39	0.0023	0.01	222:1	764.65	
	342+75.00	14.00	764.24	24.00	0.0005	0.01	222:1	764.25	36.00	0.0005	0.02	222:1	764.27	8.39	0.0005	0.00	222:1	764.27	
	342+81.05	14.00	764.18	24.00	0.0000	0.00	222:1	764.18	36.00	0.0000	0.00	222:1	764.18	11.39	0.0000	0.00	222:1	764.18	FLAT
	343+00.00	14.00	763.98	24.00	-0.0014	-0.03	222:1	763.95	36.00	-0.0014	-0.05	222:1	763.90	12.00	-0.0014	-0.02	222:1	763.88	
	343+25.00	14.00	763.72	24.00	-0.0033	-0.08	222:1	763.64	36.00	-0.0033	-0.12	222:1	763.52	12.00	-0.0033	-0.04	222:1	763.48	
	343+50.00	14.00	763.46	24.00	-0.0052	-0.12	222:1	763.34	36.00	-0.0052	-0.19	222:1	763.15	12.00	-0.0052	-0.06	222:1	763.09	
	343+75.00	14.00	763.20	24.00	-0.0071	-0.17	222:1	763.03	36.00	-0.0071	-0.26	222:1	762.77	12.00	-0.0071	-0.09	222:1	762.69	
	344+00.00	14.00	762.94	24.00	-0.0089	-0.21	222:1	762.73	36.00	-0.0089	-0.32	222:1	762.41	12.00	-0.0089	-0.11	222:1	762.30	
	344+25.00	14.00	762.68	24.00	-0.0108	-0.26	222:1	762.42	36.00	-0.0108	-0.39	222:1	762.03	12.00	-0.0108	-0.13	222:1	761.90	
	344+50.00	14.00	762.42	24.00	-0.0127	-0.30	222:1	762.12	36.00	-0.0127	-0.46	222:1	761.66	12.00	-0.0127	-0.15	222:1	761.51	
	344+75.00	14.00	762.16	24.00	-0.0146	-0.35	222:1	761.81	36.00	-0.0146	-0.53	222:1	761.28	12.00	-0.0146	-0.18	222:1	761.11	
	345+00.00	14.00	761.90	24.00	-0.0164	-0.39	222:1	761.51	36.00	-0.0164	-0.59	222:1	760.92	12.00	-0.0164	-0.20	222:1	760.72	
	345+25.00	14.00	761.64	24.00	-0.0183	-0.44	222:1	761.20	36.00	-0.0183	-0.66	222:1	760.54	12.00	-0.0183	-0.22	222:1	760.32	
	345+50.00	14.00	761.36	24.00	-0.0202	-0.48	222:1	760.88	36.00	-0.0202	-0.73	222:1	760.15	12.00	-0.0202	-0.24	222:1	759.91	
	345+75.00	14.00	761.05	24.00	-0.0221	-0.53	222:1	760.52	36.00	-0.0221	-0.80	222:1	759.72	12.04	-0.0221	-0.27	222:1	759.46	
	346+00.00	14.00	760.73	24.00	-0.0239	-0.57	222:1	760.16	36.00	-0.0239	-0.86	222:1	759.30	12.36	-0.0239	-0.30	222:1	759.00	
	346+25.00	14.00	760.39	24.00	-0.0258	-0.62	222:1	759.77	36.00	-0.0258	-0.93	222:1	758.84	13.03	-0.0258	-0.34	222:1	758.51	
	346+47.35	14.00	760.07	24.00	-0.0275	-0.66	222:1	759.41	36.00	-0.0275	-0.99	222:1	758.42	13.91	-0.0275	-0.38	222:1	758.04	PC
	346+50.00	13.96	760.03	24.00	-0.0277	-0.66	222:1	759.37	36.00	-0.0277	-1.00	222:1	758.37	14.06	-0.0277	-0.39	222:1	757.98	
	346+75.00	13.63	759.64	24.00	-0.0295	-0.71	222:1	758.93	36.00	-0.0295	-1.06	222:1	757.87	15.47	-0.0295	-0.46	222:1	757.41	
	347+00.00	13.30	759.24	24.00	-0.0314	-0.75	222:1	758.49	36.00	-0.0314	-1.13	222:1	757.36	SEE TERMINAL DETAIL SHEET 494					
	347+25.00	12.96	758.84	24.00	-0.0333	-0.80	222:1	758.04	36.00	-0.0333	-1.20	222:1	756.84	SEE TERMINAL DETAIL SHEET 494					
	347+50.00	12.63	758.43	24.00	-0.0358	-0.86	222:1	757.57	36.00	-0.0358	-1.29	222:1	756.28	SEE TERMINAL DETAIL SHEET 494					
	347+75.00	12.30	758.02	24.00	-0.0371	-0.89	222:1	757.13	36.00	-0.0371	-1.34	222:1	755.79	SEE TERMINAL DETAIL SHEET 494					
	348+00.00	12.00	757.62	24.00	-0.0390	-0.94	222:1	756.68	36.00	-0.0390	-1.40	222:1	755.28	SEE TERMINAL DETAIL SHEET 494					
	348+25.00	12.00	757.21	24.00	-0.0408	-0.98	222:1	756.23	36.00	-0.0408	-1.47	222:1	754.76	SEE TERMINAL DETAIL SHEET 494					
	348+50.00	12.00	756.81	24.00	-0.0427	-1.02	222:1	755.79	36.00	-0.0427	-1.54	222:1	754.25	SEE TERMINAL DETAIL SHEET 494					
	348+75.00	12.00	756.40	24.00	-0.0446	-1.07	222:1	755.33	36.00	-0.0446	-1.61	222:1	753.72	SEE TERMINAL DETAIL SHEET 494					
	349+00.00	12.00	756.01	24.00	-0.0465	-1.12	222:1	754.89	36.00	-0.0465	-1.67	222:1	753.22	SEE TERMINAL DETAIL SHEET 494					
	349+25.00	12.00	755.66	24.00	-0.0483	-1.16	222:1	754.50	36.00	-0.0483	-1.74	222:1	752.76	SEE TERMINAL DETAIL SHEET 494					
	349+50.00	12.00	755.36	24.00	-0.0502	-1.20	222:1	754.16	36.00	-0.0502	-1.81	222:1	752.35	SEE TERMINAL DETAIL SHEET 494					
	349+75.00	12.00	755.10	24.00	-0.0521	-1.25	222:1	753.85	36.00	-0.0521	-1.88	222:1	751.97	SEE TERMINAL DETAIL SHEET 494					
	350+00.00	12.00	754.89	24.00	-0.0540	-1.30	222:1	753.59	36.00	-0.0540	-1.94	222:1	751.65	SEE TERMINAL DETAIL SHEET 494					
	350+13.65	12.00	754.80	24.00	-0.0550	-1.32	222:1	753.48	36.00	-0.0550	-1.98	222:1	751.50	SEE TERMINAL DETAIL SHEET 494					FS
	350+25.00	12.00	754.73	24.00	-0.0550	-1.32		753.41	36.00	-0.0550	-1.98		751.43	SEE TERMINAL DETAIL SHEET 494					
	350+50.00	12.00	754.60	24.00	-0.0550	-1.32		753.28	36.00	-0.0550	-1.98		751.30	SEE TERMINAL DETAIL SHEET 494					
	350+75.00	12.00	754.53	24.00	-0.0550	-1.32		753.21	36.00	-0.0550	-1.98		751.23	SEE TERMINAL DETAIL SHEET 495					
	351+00.00	12.00	754.50	24.00	-0.0550	-1.32		753.18	36.00	-0.0550	-1.98		751.20	SEE TERMINAL DETAIL SHEET 495					
	351+25.00	12.00	754.51	24.00	-0.0550	-1.32		753.19	36.00	-0.0550	-1.98		751.21	SEE TERMINAL DETAIL SHEET 495					
	351+50.00	12.00	754.57	24.00	-0.0550	-1.32		753.25	36.00	-0.0550	-1.98		751.27	SEE TERMINAL DETAIL SHEET 495					
	351+75.00	12.00	754.67	24.00	-0.0550	-1.32		753.35	36.00	-0.0550	-1.98		751.37	SEE TERMINAL DETAIL SHEET 495					
	352+00.00	12.00	754.82	24.00	-0.0550	-1.32		753.50	36.00	-0.0550	-1.98		751.52	SEE TERMINAL DETAIL SHEET 495					
	352+25.00	12.00	755.01	24.00	-0.0550	-1.32		753.69	36.00	-0.0550	-1.98		751.71	SEE TERMINAL DETAIL SHEET 495					
	352+50.00	12.00	755.25	24.00	-0.0550	-1.32		753.93	36.00	-0.0550	-1.98		751.95						
	352+75.00	12.00	755.49	24.00	-0.0550	-1.32		754.17	36.00	-0.0550	-1.98		752.19						
	353+00.00	12.00	755.68	24.00	-0.0550	-1.32		754.36	36.00	-0.0550	-1.98		752.38						
	353+25.00	12.00	755.86	24.00	-0.0550	-1.32		754.54	36.00	-0.0550	-1.98		752.56						
	353+50.00	12.00	756.05	24.00	-0.0550	-1.32		754.73	36.00	-0.0550	-1.98		752.75						
	353+75.00	12.00	756.24	24.00	-0.0550	-1.32		754.92	36.00	-0.0550	-1.98		752.94						
	354+00.00	12.00	756.43	24.00	-0.0550	-1.32		755.11	36.00	-0.0550	-1.98		753.13						
	354+25.00	12.00	756.61	24.00	-0.0550	-1.32		755.29	36.00	-0.0550	-1.98		753.31						

CALCULATED DLT
CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

I.R. 75 CURVE 5 P.I. STA. 355+70.07 | Dc = 3° 00′ 00″

REMARKS	SOUTHBOUND OUTSIDE EDGE OF PAVEMENT RAMP LANES EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	PROFILE ELEVATION	OFFSET	STATION	REMARKS
	764.95	222:1	-0.35						-0.0098	36.00	765.31	222:1	-0.24	-0.0098	24.00	765.54	14.00	341+50.00	MATCH
	764.81	222:1	-0.29						-0.0080	36.00	765.09	222:1	-0.19	-0.0080	24.00	765.28	14.00	341+75.00	CURVE 4
	764.66	222:1	-0.22						-0.0061	36.00	764.88	222:1	-0.15	-0.0061	24.00	765.02	14.00	342+00.00	
	764.51	222:1	0.00	-0.0042	0.22	764.51	222:1	-0.15	-0.0042	36.00	764.66	222:1	-0.10	-0.0042	24.00	764.76	14.00	342+25.00	
	764.36	222:1	0.00	-0.0023	0.72	764.36	222:1	-0.08	-0.0023	36.00	764.45	222:1	-0.06	-0.0023	24.00	764.50	14.00	342+50.00	
	764.22	222:1	0.00	-0.0005	1.22	764.22	222:1	-0.02	-0.0005	36.00	764.23	222:1	-0.01	-0.0005	24.00	764.24	14.00	342+75.00	
	764.18	222:1	0.00	0.0000	1.50	764.18	222:1	0.00	0.0000	36.00	764.18	222:1	0.00	0.0000	24.00	764.18	14.00	342+81.05	FLAT
	764.07	222:1	0.00	0.0014	1.72	764.07	222:1	0.05	0.0014	36.00	764.02	222:1	0.03	0.0014	24.00	763.98	14.00	343+00.00	
	763.93	222:1	0.01	0.0033	2.22	763.92	222:1	0.12	0.0033	36.00	763.80	222:1	0.08	0.0033	24.00	763.72	14.00	343+25.00	
	763.78	222:1	0.01	0.0052	2.72	763.77	222:1	0.19	0.0052	36.00	763.59	222:1	0.12	0.0052	24.00	763.46	14.00	343+50.00	
	763.65	222:1	0.02	0.0071	3.23	763.63	222:1	0.26	0.0071	36.00	763.37	222:1	0.17	0.0071	24.00	763.20	14.00	343+75.00	
	763.51	222:1	0.03	0.0089	3.73	763.48	222:1	0.32	0.0089	36.00	763.16	222:1	0.21	0.0089	24.00	762.94	14.00	344+00.00	
	763.37	222:1	0.05	0.0108	4.23	763.33	222:1	0.39	0.0108	36.00	762.94	222:1	0.26	0.0108	24.00	762.68	14.00	344+25.00	
	763.24	222:1	0.06	0.0127	4.73	763.18	222:1	0.46	0.0127	36.00	762.73	222:1	0.30	0.0127	24.00	762.42	14.00	344+50.00	
	763.11	222:1	0.08	0.0146	5.23	763.04	222:1	0.53	0.0146	36.00	762.51	222:1	0.35	0.0146	24.00	762.16	14.00	344+75.00	
	762.98	222:1	0.09	0.0164	5.73	762.89	222:1	0.59	0.0164	36.00	762.30	222:1	0.39	0.0164	24.00	761.90	14.00	345+00.00	
	762.85	222:1	0.11	0.0183	6.23	762.74	222:1	0.66	0.0183	36.00	762.08	222:1	0.44	0.0183	24.00	761.64	14.00	345+25.00	
	762.71	222:1	0.14	0.0202	6.73	762.57	222:1	0.73	0.0202	36.00	761.84	222:1	0.48	0.0202	24.00	761.36	14.00	345+50.00	
	762.54	222:1	0.16	0.0221	7.23	762.38	222:1	0.80	0.0221	36.00	761.58	222:1	0.53	0.0221	24.00	761.05	14.00	345+75.00	
	762.35	222:1	0.18	0.0239	7.73	762.16	222:1	0.86	0.0239	36.00	761.30	222:1	0.57	0.0239	24.00	760.73	14.00	346+00.00	
	762.15	222:1	0.21	0.0258	8.23	761.94	222:1	0.93	0.0258	36.00	761.01	222:1	0.62	0.0258	24.00	760.39	14.00	346+25.00	
	761.96	222:1	0.24	0.0275	8.67	761.72	222:1	0.99	0.0275	36.00	760.73	222:1	0.66	0.0275	24.00	760.07	14.00	346+47.35	PC
	761.93	222:1	0.24	0.0277	8.73	761.69	222:1	1.00	0.0277	36.00	760.69	222:1	0.66	0.0277	24.00	760.03	13.96	346+50.00	
	761.68	222:1	0.27	0.0295	9.23	761.41	222:1	1.06	0.0295	36.00	760.35	222:1	0.71	0.0295	24.00	759.64	13.63	346+75.00	
	761.43	222:1	0.31	0.0314	9.73	761.12	222:1	1.13	0.0314	36.00	759.99	222:1	0.75	0.0314	24.00	759.24	13.30	347+00.00	
	761.18	222:1	0.34	0.0333	10.23	760.84	222:1	1.20	0.0333	36.00	759.64	222:1	0.80	0.0333	24.00	758.84	12.96	347+25.00	
	760.96	222:1	0.38	0.0358	10.73	760.58	222:1	1.29	0.0358	36.00	759.29	222:1	0.86	0.0358	24.00	758.43	12.63	347+50.00	
	760.66	222:1	0.42	0.0371	11.23	760.25	222:1	1.34	0.0371	36.00	758.91	222:1	0.89	0.0371	24.00	758.02	12.30	347+75.00	
	760.42	222:1	0.46	0.0390	11.73	759.96	222:1	1.40	0.0390	36.00	758.56	222:1	0.94	0.0390	24.00	757.62	12.00	348+00.00	
	760.16	222:1	0.50	0.0408	12.23	759.66	222:1	1.47	0.0408	36.00	758.19	222:1	0.98	0.0408	24.00	757.21	12.00	348+25.00	
	759.92	222:1	0.54	0.0427	12.73	759.37	222:1	1.54	0.0427	36.00	757.83	222:1	1.02	0.0427	24.00	756.81	12.00	348+50.00	
	759.67	222:1	0.59	0.0446	13.23	759.08	222:1	1.61	0.0446	36.00	757.47	222:1	1.07	0.0446	24.00	756.40	12.00	348+75.00	
	759.44	222:1	0.64	0.0465	13.73	758.80	222:1	1.67	0.0465	36.00	757.13	222:1	1.12	0.0465	24.00	756.01	12.00	349+00.00	
	759.25	222:1	0.69	0.0483	14.23	758.56	222:1	1.74	0.0483	36.00	756.82	222:1	1.16	0.0483	24.00	755.66	12.00	349+25.00	
	759.11	222:1	0.74	0.0502	14.73	758.37	222:1	1.81	0.0502	36.00	756.56	222:1	1.20	0.0502	24.00	755.36	12.00	349+50.00	
	759.02	222:1	0.79	0.0521	15.23	758.23	222:1	1.88	0.0521	36.00	756.35	222:1	1.25	0.0521	24.00	755.10	12.00	349+75.00	
	758.98	222:1	0.85	0.0540	15.73	758.13	222:1	1.94	0.0540	36.00	756.19	222:1	1.30	0.0540	24.00	754.89	12.00	350+00.00	
	758.98	222:1	0.88	0.0550	16.00	758.10	222:1	1.98	0.0550	36.00	756.12	222:1	1.32	0.0550	24.00	754.80	12.00	350+13.65	FS
	758.92		0.89	0.0550	16.23	758.03		1.98	0.0550	36.00	756.05		1.32	0.0550	24.00	754.73	12.00	350+25.00	
	758.82		0.92	0.0550	16.73	757.90		1.98	0.0550	36.00	755.92		1.32	0.0550	24.00	754.60	12.00	350+50.00	
	758.78		0.95	0.0550	17.23	757.83		1.98	0.0550	36.00	755.85		1.32	0.0550	24.00	754.53	12.00	350+75.00	
	758.78		0.98	0.0550	17.73	757.80		1.98	0.0550	36.00	755.82		1.32	0.0550	24.00	754.50	12.00	351+00.00	
	758.81		1.00	0.0550	18.23	757.81		1.98	0.0550	36.00	755.83		1.32	0.0550	24.00	754.51	12.00	351+25.00	
	758.90		1.03	0.0550	18.73	757.87		1.98	0.0550	36.00	755.89		1.32	0.0550	24.00	754.57	12.00	351+50.00	
	759.03		1.06	0.0550	19.23	757.97		1.98	0.0550	36.00	755.99		1.32	0.0550	24.00	754.67	12.00	351+75.00	
	759.21		1.09	0.0550	19.73	758.12		1.98	0.0550	36.00	756.14		1.32	0.0550	24.00	754.82	12.00	352+00.00	
	759.42		1.11	0.0550	20.23	758.31		1.98	0.0550	36.00	756.33		1.32	0.0550	24.00	755.01	12.00	352+25.00	
	759.69		1.14	0.0550	20.73	758.55		1.98	0.0550	36.00	756.57		1.32	0.0550	24.00	755.25	12.00	352+50.00	
	759.96		1.17	0.0550	21.23	758.79		1.98	0.0550	36.00	756.81		1.32	0.0550	24.00	755.49	12.00	352+75.00	
	760.18		1.20	0.0550	21.73	758.98		1.98	0.0550	36.00	757.00		1.32	0.0550	24.00	755.68	12.00	353+00.00	
	760.38		1.22	0.0550	22.23	759.16		1.98	0.0550	36.00	757.18		1.32	0.0550	24.00	755.86	12.00	353+25.00	
	760.60		1.25	0.0550	22.73	759.35		1.98	0.0550	36.00	757.37		1.32	0.0550	24.00	756.05	12.00	353+50.00	
	760.82		1.28	0.0550	23.23	759.54		1.98	0.0550	36.00	757.56		1.32	0.0550	24.00	756.24	12.00	353+75.00	
	761.04		1.31	0.0550	23.73	759.73		1.98	0.0550	36.00	757.75		1.32	0.0550	24.00	756.43	12.00	354+00.00	
	761.24		1.33	0.0550	24.23	759.91		1.98	0.0550	36.00	757.93		1.32	0.0550	24.00	756.61	12.00	354+25.00	

CALCULATED DLT CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

RAMP C1 P.I. STA. 310+57.13 | Dc = 1° 30′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
767.02	377:1	0.38	0.0160	24.00	312+70.45 R 1	766.64				172:1		P.T./N.C.
766.96	377:1	0.37	0.0155	24.00	312+75.00 R 1	766.59				172:1		
766.57	377:1	0.30	0.0127	24.00	313+00.00 R 1	766.27				172:1		
766.11	377:1	0.24	0.0100	24.00	313+25.00 R 1	765.87				172:1		
765.56	377:1	0.17	0.0072	24.00	313+50.00 R 1	765.39				172:1		
764.96	377:1	0.11	0.0044	24.00	313+75.00 R 1	764.85				172:1		
764.27	377:1	0.04	0.0017	24.00	314+00.00 R 1	764.23				172:1		
763.82	377:1	0.00	0.0000	24.00	314+15.21 R 1	763.82				172:1		FLAT

SUPERELEVATION TABLE

RAMP C1 P.I. STA. 315+98.34 | Dc = 6° 00′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
763.82	172:1	0.00	0.0000	24.00	314+15.21 R 1	763.82				172:1		FLAT
763.53	172:1	-0.06	-0.0023	24.00	314+25.00 R 1	763.53				172:1		
762.57	172:1	-0.20	-0.0084	24.00	314+50.00 R 1	762.77				172:1		
761.58	172:1	-0.35	-0.0145	24.00	314+75.00 R 1	761.93				172:1		
760.52	172:1	-0.49	-0.0205	24.00	315+00.00 R 1	761.01				172:1		
759.71	172:1	-0.60	-0.0249	24.00	315+18.14 R 1	760.30	4.30	0.0244	0.10	172:1	760.41	P.C.
759.39	172:1	-0.64	-0.0266	24.00	315+25.00 R 1	760.03	5.96	0.0259	0.15	172:1	760.18	
758.18	172:1	-0.78	-0.0327	24.00	315+50.00 R 1	758.97	12.00	0.0326	0.39	172:1	759.36	
756.90	172:1	-0.93	-0.0387	24.00	315+75.00 R 1	757.83	12.00	0.0387	0.46	172:1	758.30	
755.55	172:1	-1.07	-0.0448	24.00	316+00.00 R 1	756.62	12.00	0.0448	0.54	172:1	757.16	
754.58	172:1	-1.18	-0.0490	24.00	316+17.48 R 1	755.76	12.00	0.0490	0.59	172:1	756.35	F.S.
754.25	172:1	-1.13	-0.0472	24.00	316+25.00 R 1	755.39	12.00	0.0472	0.57	172:1	755.95	
753.16	172:1	-0.99	-0.0411	24.00	316+50.00 R 1	754.15	12.00	0.0411	0.49	172:1	754.64	
752.07	172:1	-0.84	-0.0351	24.00	316+75.00 R 1	752.91	12.00	0.0351	0.42	172:1	753.33	
751.93	172:1	-0.82	-0.0343	24.00	316+78.16 R 1	752.76	12.00	0.0341	0.41	172:1	753.16	P.T.
750.98	172:1	-0.70	-0.0290	24.00	317+00.00 R 1	751.67	12.00	0.0290	0.35	172:1	752.02	
749.89	172:1	-0.55	-0.0230	24.00	317+25.00 R 1	750.44	12.00	0.0230	0.28	172:1	750.71	
748.79	172:1	-0.41	-0.0169	24.00	317+50.00 R 1	749.20	12.00	0.0169	0.20	172:1	749.40	
747.70	172:1	-0.26	-0.0108	24.00	317+75.00 R 1	747.96	12.00	0.0108	0.13	172:1	748.09	
746.61	172:1	-0.11	-0.0048	24.00	318+00.00 R 1	746.72	12.00	0.0048	0.06	172:1	746.78	
745.75	172:1	0.00	0.0000	24.00	318+19.75 R 1	745.75	12.00	0.0000	0.00	172:1	745.75	FLAT

SUPERELEVATION TABLE

RAMP C1 P.I. STA. 320+61.35 | Dc = 8° 00′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
745.75	152:1	0.00	0.0000	24.00	318+19.75 R 1	745.75	12.00	0.0000	0.00	172:1	745.75	FLAT
745.52	152:1	0.03	0.0013	24.00	318+25.00 R 1	745.49	12.00	-0.0013	-0.02	152:1	745.47	
745.03	152:1	0.10	0.0041	24.00	318+36.22 R 1	744.93	12.00	-0.0041	-0.05	152:1	744.88	T.S.
744.43	152:1	0.18	0.0074	24.64	318+50.00 R 1	744.25	12.35	-0.0074	-0.09	152:1	744.16	
743.36	152:1	0.35	0.0136	25.47	318+75.00 R 1	743.01	13.13	-0.0136	-0.18	152:1	742.83	
742.29	152:1	0.51	0.0197	26.00	319+00.00 R 1	741.78	13.99	-0.0197	-0.28	152:1	741.50	
741.22	152:1	0.68	0.0259	26.37	319+25.00 R 1	740.54	14.78	-0.0259	-0.38	152:1	740.16	
740.23	152:1	0.93	0.0321	29.16	319+50.00 R 1	739.30	15.35	-0.0321	-0.49	152:1	738.81	
739.44	152:1	1.38	0.0383	36.07	319+75.00 R 1	738.06	15.50	-0.0383	-0.59	152:1	737.47	
739.13	152:1	1.62	0.0410	39.50	319+86.22 R 1	737.51	15.50	-0.0410	-0.64	152:1	736.87	S.C./F.S.
738.46		1.62	0.0410	39.50	320+00.00 R 1	736.84	15.50	-0.0410	-0.64		736.20	
737.35		1.62	0.0410	39.50	320+25.00 R 1	735.73	15.50	-0.0410	-0.64		735.10	
736.40		1.62	0.0410	39.50	320+50.00 R 1	734.78	15.50	-0.0410	-0.64		734.15	
735.60		1.62	0.0410	39.50	320+75.00 R 1	733.98	15.50	-0.0410	-0.64		733.34	
734.94		1.62	0.0410	39.50	321+00.00 R 1	733.32	15.50	-0.0410	-0.64		732.68	
734.43		1.62	0.0410	39.50	321+25.00 R 1	732.81	15.50	-0.0410	-0.64		732.18	
734.26	152:1	1.62	0.0410	39.50	321+35.93 R 1	732.64	15.50	-0.0410	-0.64	152:1	732.00	C.S./F.S.
733.90	152:1	1.45	0.0371	39.02	321+50.00 R 1	732.46	15.32	-0.0371	-0.57	152:1	731.89	
733.41	152:1	1.16	0.0302	38.42	321+75.00 R 1	732.25	14.76	-0.0302	-0.45	152:1	731.80	
733.08	152:1	0.89	0.0234	38.00	322+00.00 R 1	732.19	14.01	-0.0234	-0.33	152:1	731.86	
732.88	152:1	0.63	0.0166	37.63	322+25.00 R 1	732.25	13.21	-0.0166	-0.22	152:1	732.03	
732.69	152:1	0.36	0.0098	37.15	322+50.00 R 1	732.33	12.52	-0.0098	-0.12	152:1	732.21	
732.51	152:1	0.09	0.0029	39.34	322+75.00 R 1	732.40	12.16	-0.0029	-0.04	152:1	732.36	
732.43	152:1	0.00	0.0000	45.94	322+85.93 R 1	732.43	13.24	0.0000	0.00	152:1	732.43	FLAT

CALCULATED DLT
CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

IP_PWP:dms33119\77247GE005.dgn 24-FEB-2012 4:14PM rgreenland

SUPERELEVATION TABLE

RAMP C2 P.I. STA. 318+30.27 | Dc = 4° 00′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					*							
					314+54.96 R 1	763.29	24.00	0.0250	0.60	200:1	763.89	P.T.
					314+75.00 R 1	762.99	24.00	0.0207	0.50	200:1	763.48	
					315+00.00 R 1	762.54	24.00	0.0154	0.37	200:1	762.91	
					315+25.00 R 1	762.03	24.00	0.0101	0.24	200:1	762.27	
					315+50.00 R 1	761.43	24.00	0.0048	0.12	200:1	761.55	
					315+72.65 R 1	760.84	24.00	0.0000	0.00	200:1	760.84	FLAT
					315+75.00 R 1	760.77	24.00	-0.0005	-0.01	200:1	760.76	
					316+00.00 R 1	760.03	24.00	-0.0062	-0.15	200:1	759.88	
					316+25.00 R 1	759.22	24.00	-0.0118	-0.28	200:1	758.94	
					316+50.00 R 1	758.34	24.00	-0.0174	-0.42	200:1	757.92	
					316+75.00 R 1	757.45	24.00	-0.0231	-0.55	200:1	756.90	
					317+00.00 R 1	756.56	24.00	-0.0287	-0.69	200:1	755.87	
					317+15.62 R 1	756.00	24.00	-0.0322	-0.77	200:1	755.23	P.C.
					317+25.00 R 1	755.66	24.00	-0.0343	-0.82	200:1	754.84	
					317+50.00 R 1	754.77	24.00	-0.0399	-0.96	200:1	753.81	
					317+75.00 R 1	753.88	24.00	-0.0456	-1.09	200:1	752.78	
					317+76.89 R 1	753.81	24.00	-0.0460	-1.10	200:1	752.71	F.S.
					318+00.00 R 1	753.00	24.00	-0.0460	-1.10		751.90	
					318+25.00 R 1	752.15	24.00	-0.0460	-1.10		751.05	
					318+50.00 R 1	751.32	24.00	-0.0460	-1.10		750.22	
					318+75.00 R 1	750.48	24.00	-0.0460	-1.10		749.38	
					318+83.16 R 1	750.21	24.00	-0.0460	-1.10	200:1	749.11	F.S.
					319+00.00 R 1	749.65	24.00	-0.0422	-1.01	200:1	748.64	
					319+25.00 R 1	748.82	24.00	-0.0366	-0.88	200:1	747.94	
					319+44.43 R 1	748.17	24.00	-0.0322	-0.77	200:1	747.40	P.T.
					319+50.00 R 1	747.99	24.00	-0.0309	-0.74	200:1	747.25	
					319+75.00 R 1	747.15	24.00	-0.0253	-0.61	200:1	746.54	
					320+00.00 R 1	746.32	24.00	-0.0197	-0.47	200:1	745.85	
					320+16.36 R 1	745.78	24.00	-0.0160	-0.38	200:1	745.40	N.C.

* - FOR DETAIL INFORMATION FROM STA. 313+25 TO STA. 314+50 SEE SHEET 492

CALCULATED DLT
CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

RAMP C4 P.I. STA. 315+41.28 | Dc = 7° 00′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					312+07.99 R 1	745.46	27.00	-0.0200	-0.54		744.92	
					312+25.00 R 1	745.36	27.00	-0.0247	-0.67		744.69	
					312+34.80 R 1	745.30	27.00	-0.0273	-0.74		744.56	P.C.
					312+50.00 R 1	745.21	27.00	-0.0315	-0.85		744.36	
					312+75.00 R 1	745.07	27.00	-0.0384	-1.04		744.03	
					312+77.48 R 1	745.05	27.00	-0.0390	-1.05		744.00	F.S.
					313+00.00 R 1	744.92	27.00	-0.0390	-1.05		743.87	
					313+25.00 R 1	744.77	27.00	-0.0390	-1.05		743.72	
					313+50.00 R 1	744.62	27.00	-0.0390	-1.05		743.57	
					313+75.00 R 1	744.52	27.00	-0.0390	-1.05		743.47	
					314+00.00 R 1	744.51	27.00	-0.0390	-1.05		743.46	
					314+25.00 R 1	744.58	27.00	-0.0390	-1.05		743.53	
					314+50.00 R 1	744.74	27.00	-0.0390	-1.05		743.69	
					314+75.00 R 1	744.99	27.00	-0.0390	-1.05		743.94	
					315+00.00 R 1	745.33	27.00	-0.0390	-1.05		744.28	
					315+25.00 R 1	745.76	27.00	-0.0390	-1.05		744.71	
					315+50.00 R 1	746.28	27.00	-0.0390	-1.05		745.23	
					315+75.00 R 1	746.84	27.00	-0.0390	-1.05		745.79	
					316+00.00 R 1	747.40	27.00	-0.0390	-1.05		746.35	
					316+25.00 R 1	747.97	27.00	-0.0390	-1.05		746.92	
					316+50.00 R 1	748.53	27.00	-0.0390	-1.05		747.48	
					316+75.00 R 1	749.09	27.00	-0.0390	-1.05		748.04	
					317+00.00 R 1	749.65	27.00	-0.0390	-1.05		748.60	
					317+25.00 R 1	750.21	27.00	-0.0390	-1.05		749.16	
					317+50.00 R 1	750.78	27.00	-0.0390	-1.05		749.73	
					317+75.00 R 1	751.34	27.00	-0.0390	-1.05		750.28	
					317+78.62 R 1	751.42	27.00	-0.0390	-1.05	152:1	750.35	F.S.
					318+00.00 R 1	751.90	27.00	-0.0331	-0.89	152:1	751.01	
					318+21.31 R 1	752.38	26.89	-0.0273	-0.73	152:1	751.65	P.T.
					318+25.00 R 1	752.46	25.78	-0.0263	-0.68	152:1	751.78	
					318+50.00 R 1	753.02	26.06	-0.0194	-0.51	152:1	752.51	
					318+75.00 R 1	753.58	25.33	-0.0126	-0.32	152:1	753.26	
					319+00.00 R 1	754.15	24.61	-0.0057	-0.14	152:1	754.01	
					319+20.89 R 1	754.62	24.00	0.0000	0.00	152:1	754.62	FLAT
					319+25.00 R 1	754.71	24.00	0.0011	0.02	152:1	754.73	
					319+50.00 R 1	755.27	24.00	0.0080	0.19	152:1	755.46	
					319+75.00 R 1	755.83	24.00	0.0148	0.36	152:1	756.19	
					319+79.26 R 1	755.93	24.00	0.0160	0.38	152:1	756.31	N.C.

SUPERELEVATION TABLE

RAMP C4 P.I. STA. 329+25.28 | Dc = 1° 30′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					325+23.51	763.80	24.00	0.0160	0.38	200:1	764.19	N.C.
					325+25.00	763.81	24.00	0.0163	0.39	200:1	764.20	
					325+40.99	763.86	24.00	0.0196	0.47	200:1	764.33	P.C.
					325+50.00	763.88	24.00	0.0215	0.52	200:1	764.40	
					325+75.00	763.96	24.00	0.0267	0.64	200:1	764.60	
					325+81.11	763.98	24.00	0.0280	0.67	200:1	764.65	F.S.
					326+00.00	764.03	24.00	0.0280	0.67		764.70	
					326+25.00	764.11	24.00	0.0280	0.67		764.78	
					326+50.00	764.18	24.00	0.0280	0.67		764.85	
					326+75.00	764.26	24.00	0.0280	0.67		764.93	
					327+00.00	764.34	24.00	0.0280	0.67		765.01	
					327+25.00	764.47	24.00	0.0280	0.67		765.15	
					327+50.00	764.67	24.00	0.0280	0.67		765.34	
					327+75.00	764.93	24.00	0.0280	0.67		765.60	
					328+00.00	765.25	24.00	0.0280	0.67		765.92	
					328+25.00	765.62	24.00	0.0280	0.67		766.30	
					328+50.00	766.06	24.00	0.0280	0.67		766.74	
					328+75.00	766.56	24.00	0.0280	0.67		767.23	
					328+79.70	766.65	24.00	0.0280	0.67		767.32	

CALCULATED DLT
CHECKED MAS

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION TABLE

RAMP C5 P.I. STA. 317+79.11 | Dc = 5° 30′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
739.05	172:1	0.38	0.0160	24.00	314+97.00 R 1	738.67						N.C.
739.05	172:1	0.37	0.0153	24.00	315+00.00 R 1	738.68						
739.10	172:1	0.22	0.0092	24.00	315+25.00 R 1	738.88						
739.31	172:1	0.08	0.0032	24.00	315+50.00 R 1	739.23						
739.48	172:1	0.00	0.0000	24.00	315+63.05 R 1	739.48						FLAT
739.68	172:1	-0.07	-0.0029	24.00	315+75.00 R 1	739.75						
740.21	172:1	-0.21	-0.0090	24.00	316+00.00 R 1	740.42						
740.90	172:1	-0.36	-0.0150	24.00	316+25.00 R 1	741.26						
741.75	172:1	-0.51	-0.0211	24.00	316+50.00 R 1	742.25						
742.76	172:1	-0.65	-0.0271	24.00	316+75.00 R 1	743.41						
743.56	172:1	-0.69	-0.0290	24.00	316+92.40 R 1	744.25						P.C.
743.82	172:1	-0.80	-0.0332	24.00	317+00.00 R 1	744.61						
744.88	172:1	-0.94	-0.0392	24.00	317+25.00 R 1	745.82						
745.94	172:1	-1.09	-0.0453	24.00	317+50.00 R 1	747.02						
746.24	172:1	-1.13	-0.0470	24.00	317+57.07 R 1	747.36						F.S.
746.78	172:1	-1.13	-0.0470	24.00	317+68.40 R 1	747.91						F.S.
747.14	172:1	-1.09	-0.0454	24.00	317+75.00 R 1	748.23						
748.49	172:1	-0.94	-0.0393	24.00	318+00.00 R 1	749.43						
749.84	172:1	-0.80	-0.0333	24.00	318+25.00 R 1	750.64						
751.19	172:1	-0.65	-0.0272	24.00	318+50.00 R 1	751.84						
752.03	172:1	-0.56	-0.0235	24.00	318+65.41 R 1	752.59						P.T.
752.54	172:1	-0.51	-0.0212	24.00	318+75.00 R 1	753.05						
753.89	172:1	-0.36	-0.0151	24.00	319+00.00 R 1	754.25						
755.24	172:1	-0.22	-0.0091	24.00	319+25.00 R 1	755.46						
756.59	172:1	-0.07	-0.0030	24.00	319+50.00 R 1	756.66						
757.26	172:1	0.00	0.0000	24.00	319+62.42 R 1	757.26						FLAT

SUPERELEVATION TABLE

RAMP C5 P.I. STA. 325+50.64 | Dc = 2° 00′ 00″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
757.26	200:1	0.00	0.0000	24.00	319+62.42 R 1	757.26						FLAT
757.88	200:1	0.02	0.0010	24.00	319+75.00 R 1	757.86						
759.03	200:1	0.07	0.0030	24.00	320+00.00 R 1	758.96						
760.08	200:1	0.12	0.0050	24.00	320+25.00 R 1	759.96						
761.03	200:1	0.17	0.0069	24.00	320+50.00 R 1	760.86						
761.88	200:1	0.21	0.0089	24.00	320+75.00 R 1	761.66						
762.62	200:1	0.26	0.0109	24.00	321+00.00 R 1	762.36						
763.26	200:1	0.31	0.0129	24.00	321+25.00 R 1	762.95						
763.81	200:1	0.36	0.0149	24.00	321+50.00 R 1	763.45						
764.25	200:1	0.40	0.0169	24.00	321+75.00 R 1	763.84						
764.59	200:1	0.45	0.0188	24.00	322+00.00 R 1	764.13						
764.82	200:1	0.50	0.0208	24.00	322+25.00 R 1	764.32						
764.96	200:1	0.55	0.0228	24.00	322+50.00 R 1	764.41						
764.99	200:1	0.59	0.0248	24.00	322+75.00 R 1	764.40						
764.94	200:1	0.64	0.0268	24.00	323+00.00 R 1	764.30						
764.87	200:1	0.69	0.0287	24.00	323+25.00 R 1	764.18						
764.81	200:1	0.73	0.0305	24.00	323+47.97 R 1	764.08						P.C.
764.81	200:1	0.74	0.0307	24.00	323+50.00 R 1	764.07						
764.74	200:1	0.78	0.0327	24.00	323+75.00 R 1	763.96						
764.67	200:1	0.83	0.0347	24.00	324+00.00 R 1	763.84						
764.66	200:1	0.84	0.0350	24.00	324+03.97 R 1	763.82						F.S.
764.57		0.84	0.0350	24.00	324+25.00 R 1	763.73						
764.45		0.84	0.0350	24.00	324+50.00 R 1	763.61						
764.34		0.84	0.0350	24.00	324+75.00 R 1	763.50						
764.22		0.84	0.0350	24.00	325+00.00 R 1	763.38						
764.18		0.84	0.0350	24.00	325+10.60 R 1	763.34						

CALCULATED DLT CHECKED MAS

SUPERELEVATION TABLE

MOT-75.12.00

SUPERELEVATION TABLE

RAMP D2 P.I. STA. 660+13.50 | Dc = 3° 25′ 09.96″

LEFT SIDE: EDGE ELEVATION	LEFT SIDE: TRANSITION RATE	LEFT SIDE: ELEVATION CORRECTION	LEFT SIDE: CROSS SLOPE	LEFT SIDE: WIDTH	CENTERLINE CONTROL: STATION	CENTERLINE CONTROL: PROFILE GRADE	RIGHT SIDE: WIDTH	RIGHT SIDE: CROSS SLOPE	RIGHT SIDE: ELEVATION CORRECTION	RIGHT SIDE: TRANSITION RATE	RIGHT SIDE: EDGE ELEVATION	REMARKS
					657+62.08 R 1	763.03	16.00	-0.0550	-0.88		762.15	
					657+75.00 R 1	762.87	16.00	-0.0550	-0.88		761.99	
					658+00.00 R 1	762.48	16.00	-0.0550	-0.88		761.60	
					658+25.00 R 1	761.99	16.00	-0.0550	-0.88		761.11	
					658+50.00 R 1	761.40	16.00	-0.0550	-0.88		760.52	
					658+75.00 R 1	760.70	16.00	-0.0550	-0.88		759.82	
					659+00.00 R 1	759.91	16.00	-0.0550	-0.88		759.03	
					659+25.00 R 1	759.01	16.00	-0.0550	-0.88		758.13	
					659+50.00 R 1	758.01	16.00	-0.0550	-0.88	161:1	757.13	
					659+75.00 R 1	756.90	16.00	-0.0493	-0.79	161:1	756.12	
					660+00.00 R 1	755.77	16.00	-0.0435	-0.70	161:1	755.07	
					660+25.00 R 1	754.64	16.00	-0.0378	-0.60	161:1	754.03	
					660+50.00 R 1	753.50	16.00	-0.0320	-0.51	161:1	752.99	
					660+75.00 R 1	752.37	16.00	-0.0320	-0.51		751.86	
					661+00.00 R 1	751.23	16.00	-0.0320	-0.51		750.72	
					661+25.00 R 1	750.10	16.00	-0.0320	-0.51		749.59	
					661+50.00 R 1	748.97	16.00	-0.0320	-0.51		748.45	
					661+75.00 R 1	747.83	16.00	-0.0320	-0.51		747.32	
					662+00.00 R 1	746.70	16.00	-0.0320	-0.51		746.19	
					662+25.00 R 1	745.56	16.00	-0.0320	-0.51		745.05	
					662+50.00 R 1	744.43	16.00	-0.0320	-0.51		743.92	
					662+75.00 R 1	743.29	16.00	-0.0320	-0.51		742.78	
					663+00.00 R 1	742.16	16.00	-0.0320	-0.51	161:1	741.65	
					663+25.00 R 1	741.03	16.00	-0.0283	-0.45	161:1	740.57	
					663+30.51 R 1	740.78	16.00	-0.0275	-0.44	161:1	740.34	P.T.

SUPERELEVATION TABLE

LEFT SIDE: EDGE ELEVATION	LEFT SIDE: TRANSITION RATE	LEFT SIDE: ELEVATION CORRECTION	LEFT SIDE: CROSS SLOPE	LEFT SIDE: WIDTH	CENTERLINE CONTROL: STATION	CENTERLINE CONTROL: PROFILE GRADE	RIGHT SIDE: WIDTH	RIGHT SIDE: CROSS SLOPE	RIGHT SIDE: ELEVATION CORRECTION	RIGHT SIDE: TRANSITION RATE	RIGHT SIDE: EDGE ELEVATION	REMARKS

CALCULATED MAS
CHECKED DLT

SUPERELEVATION TABLE

MOT-75-12.00

SUPERELEVATION AND PAVEMENT ELEVATION TABLE

LEFT SIDE									BASELINE CONTROL		RIGHT SIDE									
EDGE OF WIDENING ELEVATION	*ELEVATION CORRECTION	WIDENING SLOPE	WIDENING WIDTH (FEET)	EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	PAVEMENT SLOPE	BASELINE OFFSET (FEET)	STATION	PROFILE GRADE	BASELINE OFFSET (FEET)	PAVEMENT SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDENING WIDTH (FEET)	WIDENING SLOPE	*ELEVATION CORRECTION	EDGE OF WIDENING ELEVATION	REMARKS
									101+98.50											EXISTING
				748.87		0.39	0.0160	24.56	102+05.77	748.48	12.01	-0.0160	-0.19		748.29	3.64	-0.0160	-0.06	748.23	BEGIN REMOVED CROWN (1.60%)
				748.35		0.40	0.0160	24.96	102+25.00	747.95	12.00	-0.0160	-0.19		747.76	8.06	-0.0200	-0.16	747.59	
				747.54		0.41	0.0160	25.54	102+50.00	747.13	12.00	-0.0160	-0.19		746.94	13.99	-0.0200	-0.28	746.66	
				747.28	129.5:1	0.41	0.0160	25.61	102+57.08	746.87	12.00	-0.0160	-0.19	265:1	746.68	15.68	-0.0200	-0.31	746.36	END REMOVED CROWN (1.60%)
				746.46	129.5:1	0.29	0.0110	25.97	102+75.00	746.17	12.17	-0.0110	-0.13	265:1	746.04	19.76	-0.0200	-0.40	745.64	
				745.19	129.5:1	0.11	0.0040	26.47	103+00.00	745.08	12.94	-0.0040	-0.05	265:1	745.03	24.57	-0.0200	-0.49	744.54	
				744.41	129.5:1	0.00	0.0000	26.93	103+14.07	744.41	13.33	0.0000	0.00	265:1	744.41			0.00	744.41	FLAT
				743.78	129.5:1	-0.08	-0.0030	27.28	103+25.00	743.86	13.64	0.0030	0.04	265:1	743.91					
				742.40	129.5:1	-0.28	-0.0100	28.48	103+50.00	742.68	14.24	0.0100	0.14	265:1	742.83					
				741.31	129.5:1	-0.47	-0.0160	29.50	103+71.07	741.78	14.75	0.0160	0.24	265:1	742.02					BEGIN REMOVED CROWN (1.60%), ELEVATION
									-											
									-											
				736.40		-0.47	-0.0160	29.50	105+75.00	736.87	14.75	0.0160	0.24		737.11					
				736.13	167:1	-0.47	-0.0160	29.50	105+90.59	736.60	14.75	0.0160	0.24		736.84					END 1.60% LEFT
				735.91	167:1	-0.53	-0.0178	29.50	106+00.00	736.44	14.75	0.0160	0.24		736.67					
				735.66	167:1	-0.59	-0.0200	29.50	106+10.60	736.25	14.75	0.0160	0.24		736.49					BEGIN 2.00% LEFT
				735.58		-0.59	-0.0200	29.50	106+15.71	736.17	14.75	0.0160	0.24	166.5:1	736.41					END 1.60% RIGHT
				735.42		-0.59	-0.0200	29.50	106+25.00	736.01	14.75	0.0200	0.30	166.5:1	736.30					
				735.40		-0.59	-0.0200	29.50	106+25.71	735.99	14.75	0.0200	0.30	166.5:1	736.29					BEGIN REMOVED CROWN (2.00%)
				734.98		-0.59	-0.0200	29.50	106+50.00	735.57	14.75	0.0200	0.30		735.87					
									-											
									-											
									-											
				732.85		-0.59	-0.0200	29.50	108+25.00	733.44	14.75	0.0200	0.30		733.73					
				732.91		-0.59	-0.0200	29.50	108+43.50	733.50	14.75	0.0200	0.30	158.5:1	733.80					END REMOVED CROWN (2.00%)
				732.95		-0.59	-0.0200	29.50	108+50.00	733.54	14.75	0.0170	0.25	158.5:1	733.79					
				733.06		-0.59	-0.0200	29.50	108+75.00	733.65	14.75	0.0067	0.10	158.5:1	733.75					
				733.08	121:1	-0.59	-0.0200	29.50	108+84.75	733.67	14.75	0.0026	0.04	158.5:1	733.71					END 2.00% LEFT
				733.13	121:1	-0.54	-0.0183	29.50	108+91.00	733.67	14.75	0.0000	0.00	158.5:1	733.67					FLAT RIGHT
				733.20	121:1	-0.46	-0.0157	29.50	109+00.00	733.66	14.75	-0.0038	-0.06	158.5:1	733.61					
				733.33	121:1	-0.26	-0.0087	29.50	109+25.00	733.58	14.75	-0.0143	-0.21	158.5:1	733.37					
				733.36	121:1	-0.14	-0.0049	29.50	109+38.50	733.50	14.75	-0.0200	-0.30	158.5:1	733.21					
				733.36	121:1	-0.05	-0.0017	29.50	109+50.00	733.41	14.75	-0.0200	-0.30		733.11					
				733.35	121:1	0.00	0.0000	29.50	109+56.00	733.35	14.75	-0.0200	-0.30		733.06					FLAT LEFT
				733.30	121:1	0.16	0.0053	29.50	109+75.00	733.14	14.75	-0.0200	-0.30		732.85	14.75	-0.0200	-0.30	732.55	
				733.23	121:1	0.37	0.0124	29.50	110+00.00	732.86	14.75	-0.0200	-0.30		732.57	14.75	-0.0200	-0.30	732.27	
				733.26	121:1	0.57	0.0194	29.50	110+25.00	732.69	14.75	-0.0200	-0.30		732.39	14.75	-0.0200	-0.30	732.10	
				733.27	121:1	0.59	0.0200	29.50	110+27.25	732.68	14.75	-0.0200	-0.30		732.39	14.75	-0.0200	-0.30	732.09	BEGIN REMOVED CROWN (2.00%)
				733.22		0.59	0.0200	29.50	110+50.00	732.63	14.75	-0.0200	-0.30		732.34	14.75	-0.0200	-0.30	732.04	
				733.29		0.59	0.0200	29.50	110+75.00	732.70	14.75	-0.0200	-0.30		732.41	14.75	-0.0200	-0.30	732.11	
				733.46		0.59	0.0200	29.50	111+00.00	732.87	14.75	-0.0200	-0.30		732.58	14.75	-0.0200	-0.30	732.28	
				733.76		0.59	0.0200	29.50	111+25.00	733.17	14.75	-0.0200	-0.30		732.87	14.31	-0.0200	-0.29	732.59	
				733.95	127:1	0.49	0.0167	29.50	111+31.78	733.46	14.75	-0.0200	-0.30		733.17	14.10	-0.0200	-0.28	732.88	END REMOVED CROWN (2.00%)
				734.01	127:1	0.45	0.0149	30.50	111+50.00	733.56	14.75	-0.0200	-0.30		733.27	13.33	-0.0200	-0.27	733.00	
				734.17	127:1	0.21	0.0079	26.40	111+75.00	733.96	13.73	-0.0200	-0.27		733.69	12.65	-0.0200	-0.25	733.43	
				734.38	127:1	0.02	0.0008	25.29	112+00.00	734.36	12.42	-0.0200	-0.25		734.11	12.73	-0.0200	-0.25	733.86	
				734.41	127:1	0.00	0.0000	25.15	112+03.00	734.41	12.24	-0.0200	-0.24		734.17	12.77	-0.0200	-0.26	733.91	FLAT LEFT
				734.60	127:1	-0.16	-0.0062	25.17	112+25.00	734.76	12.11	-0.0200	-0.24		734.52	11.69	-0.0200	-0.23	734.28	
				734.63	127:1	-0.30	-0.0132	23.05	112+50.00	734.93	12.09	-0.0200	-0.24		734.69	10.61	-0.0200	-0.21	734.48	
				734.59	127:1	-0.50	-0.0200	24.84	112+74.25	735.09	12.06	-0.0200	-0.24		734.85	9.46	-0.0200	-0.19	734.66	
				734.57	109.5:1	-0.62	-0.0200	31.19	112+88.86	735.19	12.05	-0.0200	-0.24		734.95	8.75	-0.0200	-0.18	734.77	
				734.72	109.5:1	-0.53	-0.0170	31.18	112+98.90	735.25	12.04	-0.0200	-0.24	390:1	735.01	8.46	-0.0200	-0.17	734.84	NORMAL CROWN
				734.78	109.5:1	-0.57	-0.0184	31.12	113+25.00	735.35	12.00	-0.0197	-0.24	390:1	735.11	13.80	-0.0197	-0.27	734.84	

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE

CALCULATED CDR
CHECKED GKB

SUPERELEVATION TABLE - FIRST STREET

MOT-75-12.00

SUPERELEVATION AND PAVEMENT ELEVATION TABLE

LEFT SIDE									BASELINE CONTROL		RIGHT SIDE									
EDGE OF WIDENING ELEVATION	*ELEVATION CORRECTION	WIDENING SLOPE	WIDENING WIDTH (FEET)	EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	PAVEMENT SLOPE	BASELINE OFFSET (FEET)	STATION	PROFILE GRADE	BASELINE OFFSET (FEET)	PAVEMENT SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDENING WIDTH (FEET)	WIDENING SLOPE	*ELEVATION CORRECTION	EDGE OF WIDENING ELEVATION	REMARKS
									220+31.69	738.18										MEET EXISITNG, BEGIN CROSS SLOPE TRANSITION
																				SEE INTERSECTION DETAILS
				736.68		0.24	0.0200	12.00	221+23.00	736.44	13.75	-0.0200	-0.27		736.16					BEGIN REMOVED CROWN (2.00%)
				736.64		0.24	0.0200	12.00	221+25.00	736.40	13.53	-0.0200	-0.27		736.13					
									-											
									-											
									-											
				734.03		0.24	0.0200	12.00	222+25.00	733.79	12.00	-0.0200	-0.24		733.55					
				733.67	155:1	0.24	0.0200	12.00	222+43.38	733.43	12.00	-0.0200	-0.24	155:1	733.19					END REMOVED CROWN (2.00%)
				733.52	155:1	0.20	0.0164	12.00	222+50.00	733.32	12.00	-0.0164	-0.20	155:1	733.12					
				733.14	155:1	0.08	0.0065	12.00	222+68.18	733.06	12.00	-0.0065	-0.08	155:1	732.98					BEGIN REMOVED CROWN (0.65%)
				733.07		0.08	0.0065	12.00	222+75.00	732.99	12.00	-0.0065	-0.08		732.91					
									-											
									-											
									-											
									-											
				732.88		0.08	0.0065	12.00	223+50.00	732.80	12.00	-0.0065	-0.08		732.72					
732.73	-0.16	-0.0065	25.00	732.89	156.5:1	0.08	0.0065	12.00	223+52.25	732.81	12.00	-0.0065	-0.08	156.5:1	732.73					BEGIN TRANSITION
732.70	-0.47	-0.0188	25.00	733.17	156.5:1	0.23	0.0188	12.00	223+75.00	732.94	12.00	-0.0188	-0.23	156.5:1	732.71					
732.69	-0.50	-0.0200	25.00	733.19	156.5:1	0.24	0.0200	12.00	223+77.25	732.95	12.00	-0.0200	-0.24	156.5:1	732.71	20.00	-0.0200	-0.40	732.31	END TRANSITION
732.84	-0.48	-0.0200	24.00	733.32		0.24	0.0200	12.00	224+00.00	733.08	12.00	-0.0200	-0.24		732.84	16.81	-0.0200	-0.34	732.50	
732.98	-0.48	-0.0200	24.00	733.46		0.24	0.0200	12.00	224+25.00	733.22	12.00	-0.0200	-0.24		732.98	14.22	-0.0200	-0.28	732.70	
733.12	-0.48	-0.0200	24.00	733.60		0.24	0.0200	12.00	224+50.00	733.36	12.00	-0.0200	-0.24		733.12	12.61	-0.0200	-0.25	732.87	
733.15	-0.48	-0.0200	24.00	733.63	161.5:1	0.24	0.0200	12.00	224+54.56	733.39	12.00	-0.0200	-0.24	161.5:1	733.15	12.37	-0.0200	-0.25	732.90	
733.13	-0.48	-0.0200	24.00	733.61	161.5:1	0.11	0.0094	12.00	224+75.00	733.50	12.00	-0.0094	-0.11	161.5:1	733.39	12.00	-0.0200	-0.24	733.15	
733.16	-0.44	-0.0185	24.00	733.60	161.5:1	0.00	0.0000	12.00	224+93.28	733.60	12.00	0.0000	0.00	161.5:1	733.60	12.00	-0.0200	-0.24	733.36	FLAT
733.17	-0.43	-0.0180	24.00	733.60	161.5:1	-0.04	-0.0035	12.00	225+00.00	733.64	12.00	0.0035	0.04	161.5:1	733.68	12.00	-0.0200	-0.24	733.44	
733.21	-0.37	-0.0156	24.00	733.58	161.5:1	-0.20	-0.0164	12.00	225+25.00	733.78	12.00	0.0164	0.20	161.5:1	733.98	12.00	-0.0200	-0.24	733.74	
733.17	-0.41	-0.0172	24.00	733.58	161.5:1	-0.24	-0.0200	12.00	225+32.00	733.82	12.00	0.0200	0.24	161.5:1	734.06	12.00	-0.0200	-0.24	733.82	NORMAL CROWN
733.20	-0.48	-0.0200	24.00	733.68		-0.24	-0.0200	12.00	225+50.00	733.92	12.00	0.0200	0.24		734.16	12.19	-0.0200	-0.24	733.92	
									-											
									-											
733.57	-0.49	-0.0200	24.44	734.06		-0.22	-0.0200	11.12	229+25.00	734.28	1.07	0.0200	0.02		734.30	35.34	-0.0200	-0.71	733.59	NORMAL CROWN
733.65	-0.47	-0.0200	23.42	734.12	422.5:1	-0.24	-0.0200	11.96	229+44.05	734.36	0.05	-0.0200	0.00		734.36	35.13	-0.0200	-0.70	733.66	END NORMAL CROWN
733.78	-0.40	-0.0177	22.58	734.18	422.5:1	-0.22	-0.0177	12.31	229+52.50	734.40	0.00	-0.0177	0.00		734.40	34.59	-0.0177	-0.61	733.79	

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE

CALCULATED CDR
CHECKED GKB

SUPERELEVATION TABLE - SECOND STREET

MOT-75-12.00

SUPERELEVATION AND PAVEMENT ELEVATION TABLE

LEFT SIDE									BASELINE CONTROL		RIGHT SIDE									
EDGE OF WIDENING ELEVATION	*ELEVATION CORRECTION	WIDENING SLOPE	WIDENING WIDTH (FEET)	EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	PAVEMENT SLOPE	BASELINE OFFSET (FEET)	STATION	PROFILE GRADE	BASELINE OFFSET (FEET)	PAVEMENT SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDENING WIDTH (FEET)	WIDENING SLOPE	*ELEVATION CORRECTION	EDGE OF WIDENING ELEVATION	REMARKS
									21+84.00	740.20	23.98	-0.0400	-0.96	105:1	739.24					MEET EX., BEGIN TRANSITION, RT
									22+00.00	739.66	24.00	-0.0342	-0.82	105:1	738.84					
									22+11.36	739.28	24.00	-0.0300	-0.72	105:1	738.56					BEGIN 3% SLOPE RT
									22+25.00	738.82	24.00	-0.0300	-0.72		738.10					
									22+50.00	738.01	24.00	-0.0300	-0.72		737.29					
									22+75.00	737.36	24.00	-0.0300	-0.72		736.64					
									22+97.64	736.90	24.00	-0.0300	-0.72	114:1	736.18					END 3% SLOPE, BEGIN TRANSITION, RT
									23+00.00	736.86	24.00	-0.0291	-0.70	114:1	736.16					
									23+25.00	736.54	24.00	-0.0200	-0.48	114:1	736.06					
									23+38.68	736.43	24.00	-0.0150	-0.36	114:1	736.07					END TRANSITION, BEGIN 1.5% SLOPE, RT
									23+50.00	736.37	24.00	-0.0150	-0.36		736.01					
									23+75.00	736.37	24.00	-0.0150	-0.36		736.01					
									24+00.00	736.54	24.00	-0.0150	-0.36	114:1	736.18					END 1.5% SLOPE, BEGIN TRANSITION, RT
									24+13.68	736.70	24.00	-0.0200	-0.48	114:1	736.22					
									-											BEGIN 2% SLOPE RT
									-											
				744.61		0.00	0.0000	0.00	29+00.00	744.61	26.93	-0.0200	-0.54		744.07					BEGIN INTERSECTION TRANSITION:
									-											
									-											SEE INTERSECTION DETAIL
									29+72.00	745.60										

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE

CALCULATED CDR CHECKED GKB

SUPERELEVATION TABLE - S. ROBERT DRIVE (SB)

MOT-75-12.00

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SUPERELEVATION AND PAVEMENT ELEVATION TABLE

LEFT SIDE									BASELINE CONTROL		RIGHT SIDE									
EDGE OF WIDENING ELEVATION	*ELEVATION CORRECTION	WIDENING SLOPE	WIDENING WIDTH (FEET)	EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	PAVEMENT SLOPE	BASELINE OFFSET (FEET)	STATION	PROFILE GRADE	BASELINE OFFSET (FEET)	PAVEMENT SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDENING WIDTH (FEET)	WIDENING SLOPE	*ELEVATION CORRECTION	EDGE OF WIDENING ELEVATION	REMARKS
				738.92	114:1	1.08	0.0454	23.79	41+84.00	737.84	0.00	0.0000	0.00		737.84					MEET EXISTING, BEGIN TRANSITION, LT
				738.32	114:1	0.94	0.0393	24.00	42+00.00	737.38	0.00	0.0000	0.00		737.38					
				737.43	114:1	0.73	0.0304	24.00	42+25.00	736.70	0.00	0.0000	0.00		736.70					
				736.66	114:1	0.51	0.0213	24.00	42+50.00	736.15	0.00	0.0000	0.00		736.15					
				736.56	114:1	0.48	0.0200	24.00	42+53.49	736.08	0.00	0.0000	0.00		736.08					END TRANSITION, BEGIN 2.0% SLOPE LT
				736.22		0.48	0.0200	24.00	42+75.00	735.74	1.35	-0.0200	-0.03		735.71					
				735.95		0.48	0.0200	24.00	43+00.00	735.47	3.02	-0.0200	-0.06		735.41					
				735.84	137:1	0.48	0.0200	24.00	43+18.50	735.36	4.25	-0.0200	-0.08	274:1	735.28					END 2.0% SLOPE, BEGIN TRANSITION
				735.85	137:1	0.50	0.0210	24.00	43+21.24	735.35	4.44	-0.0210	-0.09	274:1	735.26					BEGIN FULL SUPER
				735.84		0.50	0.0210	24.00	43+25.00	735.34	4.69	-0.0210	-0.10		735.24					
									-											
									-											
				737.59		0.50	0.0210	24.00	46+25.00	737.09	4.76	-0.0210	-0.10		736.99					
				737.71	137:1	0.50	0.0210	24.00	46+44.94	737.21	3.43	-0.0210	-0.07	274:1	737.14					END FULL SUPER
				737.71	137:1	0.48	0.0200	24.00	46+47.68	737.23	3.25	-0.0200	-0.06	274:1	737.17					END TRANSITION
									-											
									-											
				739.19		0.48	0.0200	24.00	49+00.00	738.71	0.00	0.0000	0.00		738.71					
									-											SEE INTERSECTION DETAILS
									49+95.00	739.15										

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE

CALCULATED JHD CHECKED GKB

SUPERELEVATION TABLE - S. ROBERT DRIVE (NB)

MOT-75-12.00

SUPERELEVATION AND PAVEMENT ELEVATION TABLE

LEFT SIDE									BASELINE CONTROL		RIGHT SIDE									
EDGE OF WIDENING ELEVATION	*ELEVATION CORRECTION	WIDENING SLOPE	WIDENING WIDTH (FEET)	EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	PAVEMENT SLOPE	BASELINE OFFSET (FEET)	STATION	PROFILE GRADE	BASELINE OFFSET (FEET)	PAVEMENT SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDENING WIDTH (FEET)	WIDENING SLOPE	*ELEVATION CORRECTION	EDGE OF WIDENING ELEVATION	REMARKS
						0.00			202+04.85	748.82	15.35	0.0116	0.18	168:1	749.00					MEET EXISTING, BEGIN TRANSITION RT
				748.53	201:1	-0.22	-0.0121	18.20	202+06.85	748.75	15.21	0.0130	0.20	168:1	748.95					MEET EXISTING, BEGIN TRANSITION LT
				747.99	201:1	-0.31	-0.0186	16.84	202+25.00	748.31	14.75	0.0200	0.30	168:1	748.60					BEGIN 2.0% SLOPE RT
				747.86	201:1	-0.33	-0.0200	16.53	202+29.00	748.19	14.75	0.0200	0.30		748.49					BEGIN 2.0% SLOPE LT
				747.11		-0.30	-0.0200	14.98	202+50.00	747.41	14.75	0.0200	0.30		747.71					
				738.01		-0.30	-0.0200	14.75	204+50.00	738.30	14.75	0.0200	0.30		738.50					
				737.93		-0.30	-0.0200	14.75	204+53.50	738.22	14.75	0.0200	0.30	143.5:1	738.42					
				737.63		-0.30	-0.0200	14.75	204+67.87	737.93	14.75	0.0136	0.20	143.5:1	738.13					
				737.51		-0.30	-0.0200	14.75	204+75.00	737.80	14.75	0.0155	0.23		738.03					
				737.24		-0.30	-0.0200	14.75	204+93.44	737.54	14.75	0.0203	0.30		737.84					
																				SEE INTERSECTION DETAILS
				736.91		0.00		14.75	205+85.79	736.91	14.75	0.0200	0.30		737.21					
				736.70		0.00		14.75	206+00.00	736.70	14.75	0.0200	0.30		736.99					
				736.51	153:1	-0.08	-0.0051	14.75	206+07.56	736.59	14.75	0.0200	0.30		736.89					BEGIN TRANSITION LT TO 2%
				736.14	153:1	-0.19	-0.0128	14.75	206+25.00	736.33	14.75	0.0200	0.30		736.62					
				735.80	153:1	-0.30	-0.0200	14.75	206+41.20	736.09	14.75	0.0200	0.30		736.39					END TRANSITION, BEGIN 2% SLOPE LEFT
				735.66		-0.30	-0.0200	14.75	206+50.00	735.95	14.75	0.0200	0.30		736.25					
				735.07		-0.30	-0.0200	14.75	206+75.00	735.36	14.75	0.0200	0.30		735.66					
				734.44		-0.27	-0.0200	13.60	207+00.00	734.71	14.75	0.0200	0.30		735.01					
				733.82		-0.25	-0.0200	12.29	207+25.00	734.07	14.75	0.0200	0.30		734.37					
				733.30		-0.24	-0.0200	12.00	207+50.00	733.54	14.75	0.0200	0.30		733.83					END 2% SLOPE, BEGIN TRANSITION
				733.15	156.5:1	-0.24	-0.0200	12.00	207+58.68	733.39	14.75	0.0200	0.30	119:1	733.69					
				733.00	156.5:1	-0.13	-0.0112	12.00	207+75.00	733.14	14.75	0.0112	0.17	119:1	733.30					
				732.95	156.5:1	-0.08	-0.0065	12.00	207+83.68	733.03	14.59	0.0065	0.09	119:1	733.12					END TRANSITION, BEGIN 0.65% SLOPE
				732.79		-0.08	-0.0065	12.00	208+00.00	732.87	13.82	0.0065	0.09		732.96					
				732.66		-0.08	-0.0065	12.00	208+25.00	732.73	12.79	0.0065	0.08		732.82					
				732.65		-0.08	-0.0065	12.00	208+50.00	732.73	12.18	0.0065	0.08		732.81					
				732.73		-0.08	-0.0065	13.00	208+68.40	732.81	12.01	0.0065	0.08		732.89					
									-											
									-											
									-											

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE

CALCULATED CDR
CHECKED GKB

SUPERELEVATION TABLE - SALEM AVENUE

MOT-75-12.00

463
1565

SUPERELEVATION TABLE - ROBERT DR

CURVE 1 P.I.=325+66.14 CURVE 2 P.I.=328+66.21 | CURVE 1 & 2 Dc=26°30'00"

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
735.80		-0.32	-0.02	16.00	324+16.06	736.12	16.00	0.02	0.32		736.44	
735.71		-0.32	-0.02	16.00	324+25.00	736.03	16.00	0.02	0.32		736.35	
735.46		-0.32	-0.02	16.00	324+50.00	735.78	16.00	0.02	0.32		736.10	
735.21		-0.32	-0.02	16.00	324+75.00	735.53	16.00	0.02	0.32		735.85	
734.98		-0.32	-0.02	16.00	325+00.00	735.30	16.00	0.02	0.32		735.62	
734.92		-0.32	-0.02	16.00	325+10.51	735.24	16.00	0.02	0.32		735.56	P.C.
734.89		-0.32	-0.02	16.00	325+25.00	735.21	16.00	0.02	0.32		735.53	
734.95		-0.32	-0.02	16.00	325+50.00	735.27	16.00	0.02	0.32		735.59	
735.18		-0.32	-0.02	16.00	325+75.00	735.50	16.00	0.013	0.208	143:1	735.71	
735.57		-0.32	-0.02	16.00	326+00.00	735.89	16.00	0.0067	0.1072	143:1	736.00	
735.98		-0.32	-0.02	16.00	326+19.41	736.30	16.00	0.0016	0.0256	143:1	736.33	P.T.
736.12		-0.32	-0.02	16.00	326+25.00	736.44	16.00	0	0	143:1	736.44	
737.03	143:1	-0.1072	-0.0067	16.00	326+50.00	737.14	16.00	-0.0067	-0.1072	143:1	737.03	
737.35	143:1	-0.04	-0.0025	16.00	326+57.75	737.39	16.00	-0.0087	-0.1392	143:1	737.25	P.C.
738.10	143:1	0.1072	0.0067	16.00	326+75.00	737.99	16.00	-0.013	-0.208	143:1	737.78	
739.17		0.32	0.02	16.00	327+00.00	738.85	16.00	-0.02	-0.32		738.53	
740.04		0.32	0.02	16.00	327+25.00	739.72	16.00	-0.02	-0.32		739.40	
740.90		0.32	0.02	16.00	327+50.00	740.58	16.00	-0.02	-0.32		740.26	
741.77		0.32	0.02	16.00	327+75.00	741.45	16.00	-0.02	-0.32		741.13	
742.63		0.32	0.02	16.00	328+00.00	742.31	16.00	-0.02	-0.32		741.99	
743.50		0.32	0.02	16.00	328+25.00	743.18	16.00	-0.02	-0.32		742.86	
744.30		0.32	0.02	16.00	328+50.00	743.98	16.00	-0.02	-0.32		743.66	
744.93		0.32	0.02	16.00	328+75.00	744.61	16.00	-0.02	-0.32		744.29	
745.38		0.32	0.02	16.00	329+00.00	745.06	16.00	-0.02	-0.32		744.74	
745.65		0.32	0.02	16.00	329+25.00	745.33	16.00	-0.02	-0.32		745.01	
745.73		0.32	0.02	16.00	329+50.00	745.41	16.00	-0.02	-0.32		745.09	
745.63		0.3146	0.02	15.73	329+75.00	745.32	15.44	-0.02	-0.3088		745.01	
745.48		0.3014	0.02	15.07	329+89.48	745.18	14.39	-0.02	-0.2878		744.89	P.T.
745.33		0.2918	0.02	14.59	330+00.00	745.04	13.34	-0.02	-0.2668		744.77	
744.83		0.2502	0.02	12.51	330+25.00	744.58	12.08	-0.02	-0.2416		744.34	
744.18		0.24	0.02	12.00	330+50.00	743.94	12.00	-0.02	-0.24		743.70	
743.37		0.24	0.02	12.00	330+75.00	743.13	12.00	-0.02	-0.24		742.89	
742.49		0.24	0.02	12.00	331+00.00	742.25	12.00	-0.02	-0.24		742.01	
741.62		0.24	0.02	12.00	331+25.00	741.38	12.00	-0.02	-0.24		741.14	
740.74		0.24	0.02	12.00	331+50.00	740.50	12.00	-0.02	-0.24		740.26	
739.90		0.24	0.02	12.00	331+75.00	739.66	12.00	-0.02	-0.24		739.42	
739.13		0.24	0.02	12.00	332+00.00	738.89	12.00	-0.02	-0.24		738.65	
738.44		0.24	0.02	12.00	332+25.00	738.20	12.00	-0.02	-0.24		737.96	
737.82		0.24	0.02	12.00	332+50.00	737.58	8.00	-0.02	-0.16		737.42	
737.28		0.24	0.02	12.00	332+75.00	737.04	6.75	-0.02	-0.14		736.90	
736.82		0.24	0.02	12.00	333+00.00	736.58	5.50	-0.02	-0.11		736.47	
736.39		0.24	0.02	12.00	333+25.00	736.15	4.50	-0.02	-0.09		736.06	
735.97		0.24	0.02	12.00	333+50.00	735.73	3.50	-0.02	-0.07		735.66	

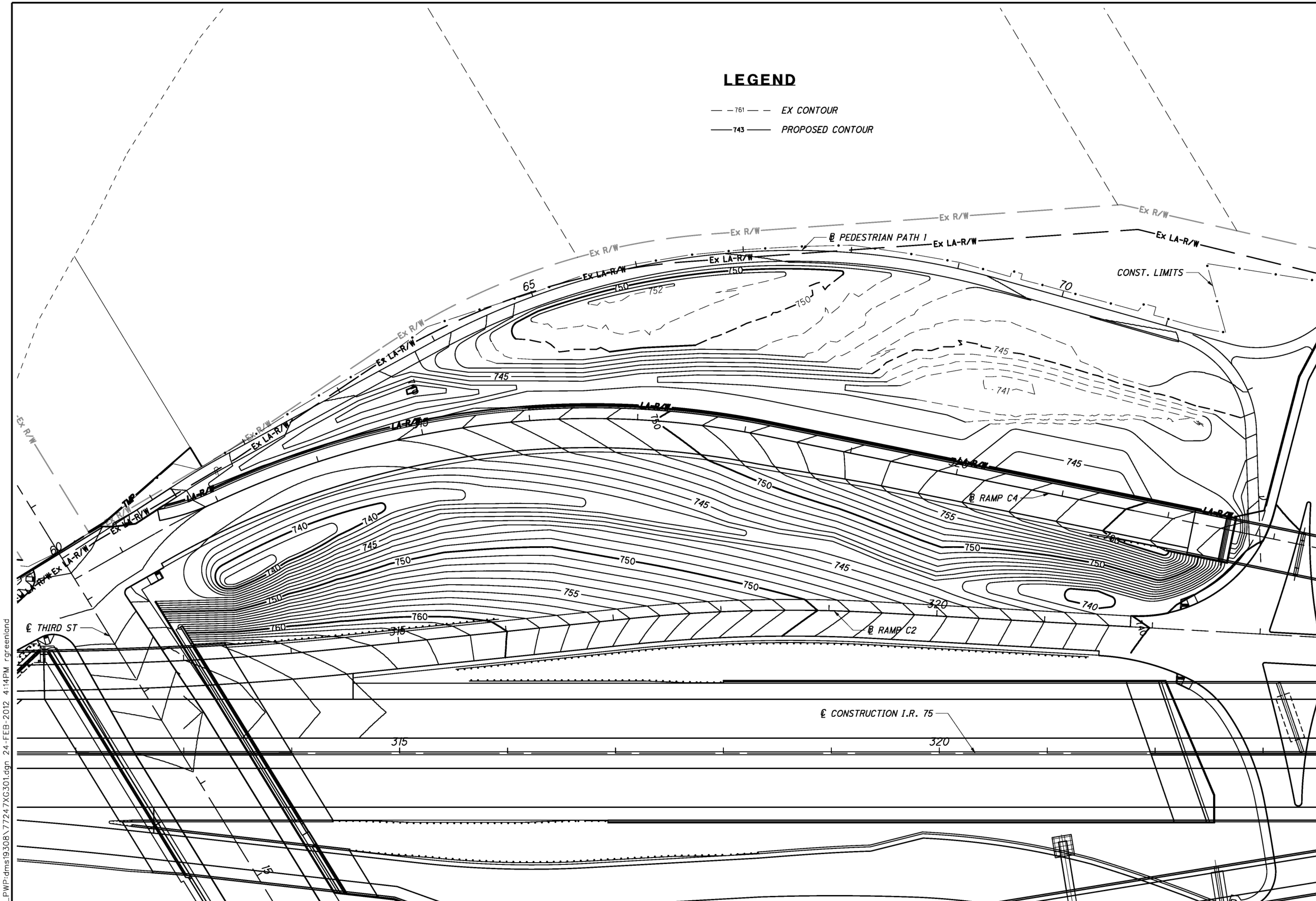
SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS

CALCULATED LJC
CHECKED GE

SUPERELEVATION TABLE
ROBERT DRIVE

MOT-75-12.00

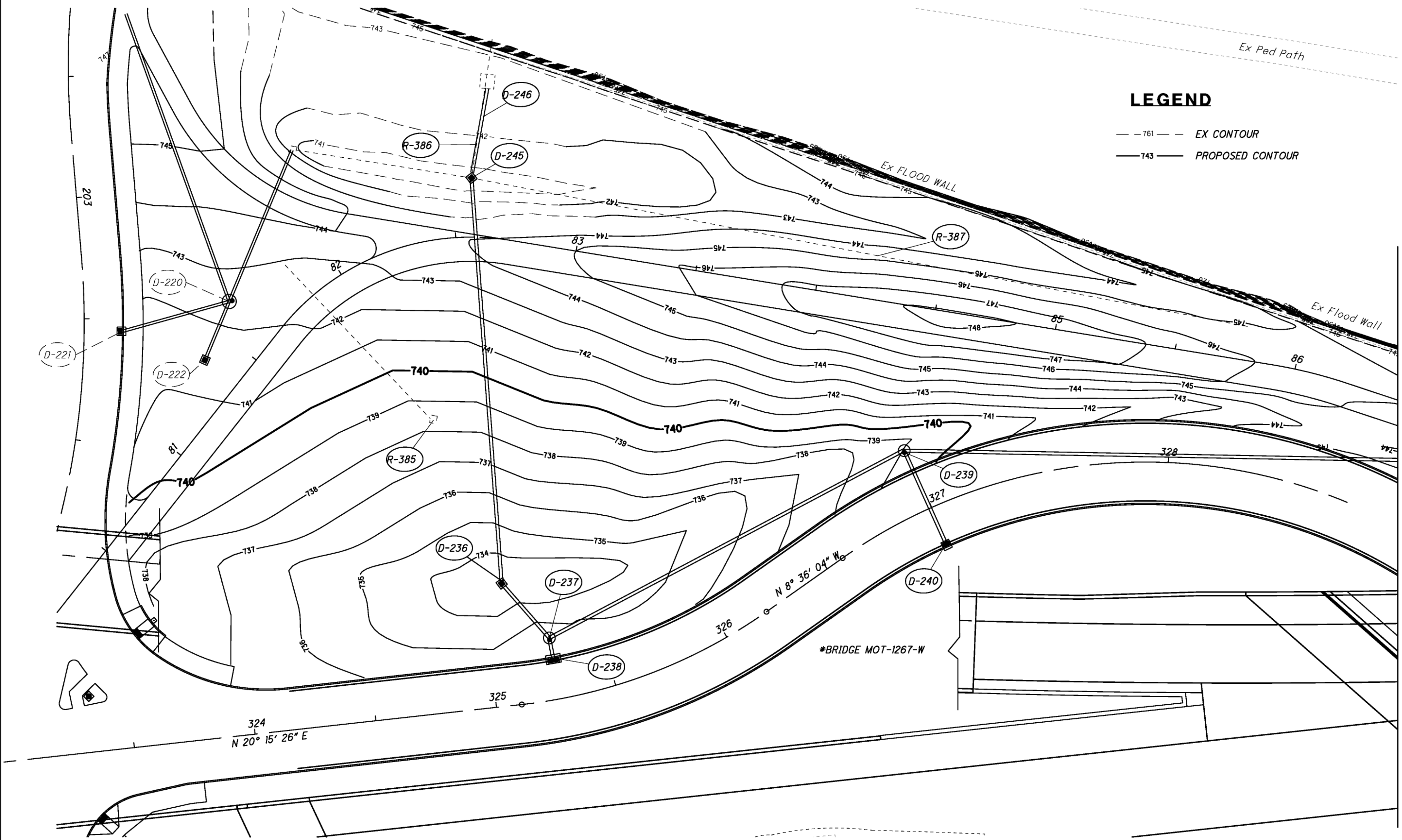


HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED KGJ
CHECKED DJW

GRADING PLAN
RAMP C2, C4 AND PEDESTRIAN PATH 1

MOT-75-12.00



*BRIDGE MOT-1267-W (RAMP C4) NOT SHOWN FOR CLARITY

HORIZONTAL SCALE IN FEET 0 10 20 40

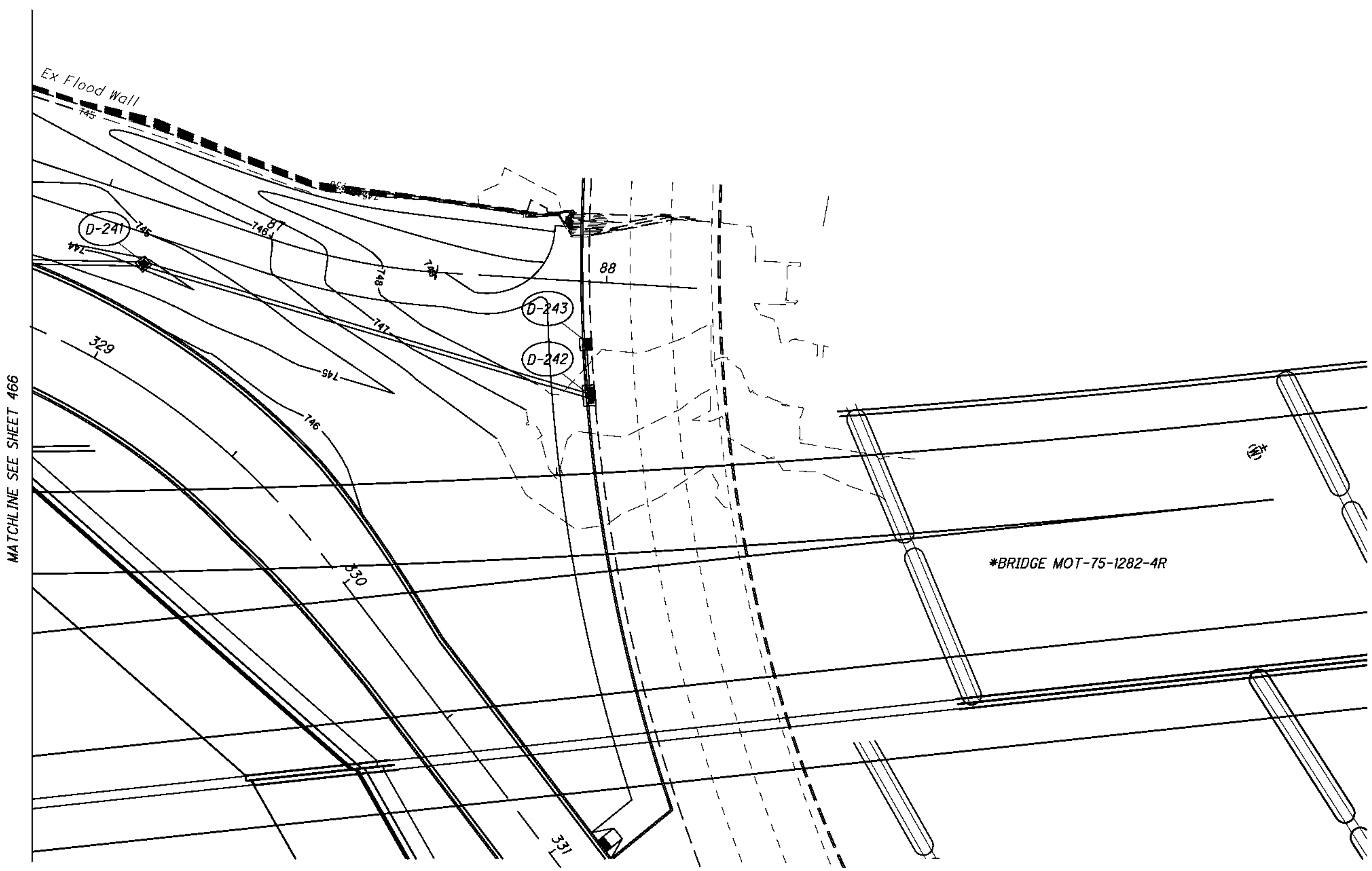
CALCULATED LJC
CHECKED GE

GRADING PLAN FOR AREA WEST OF PROPOSED ROBERT DRIVE

MOT-75-12.00

LEGEND

- — 761 — EX CONTOUR
- —— 743 —— PROPOSED CONTOUR



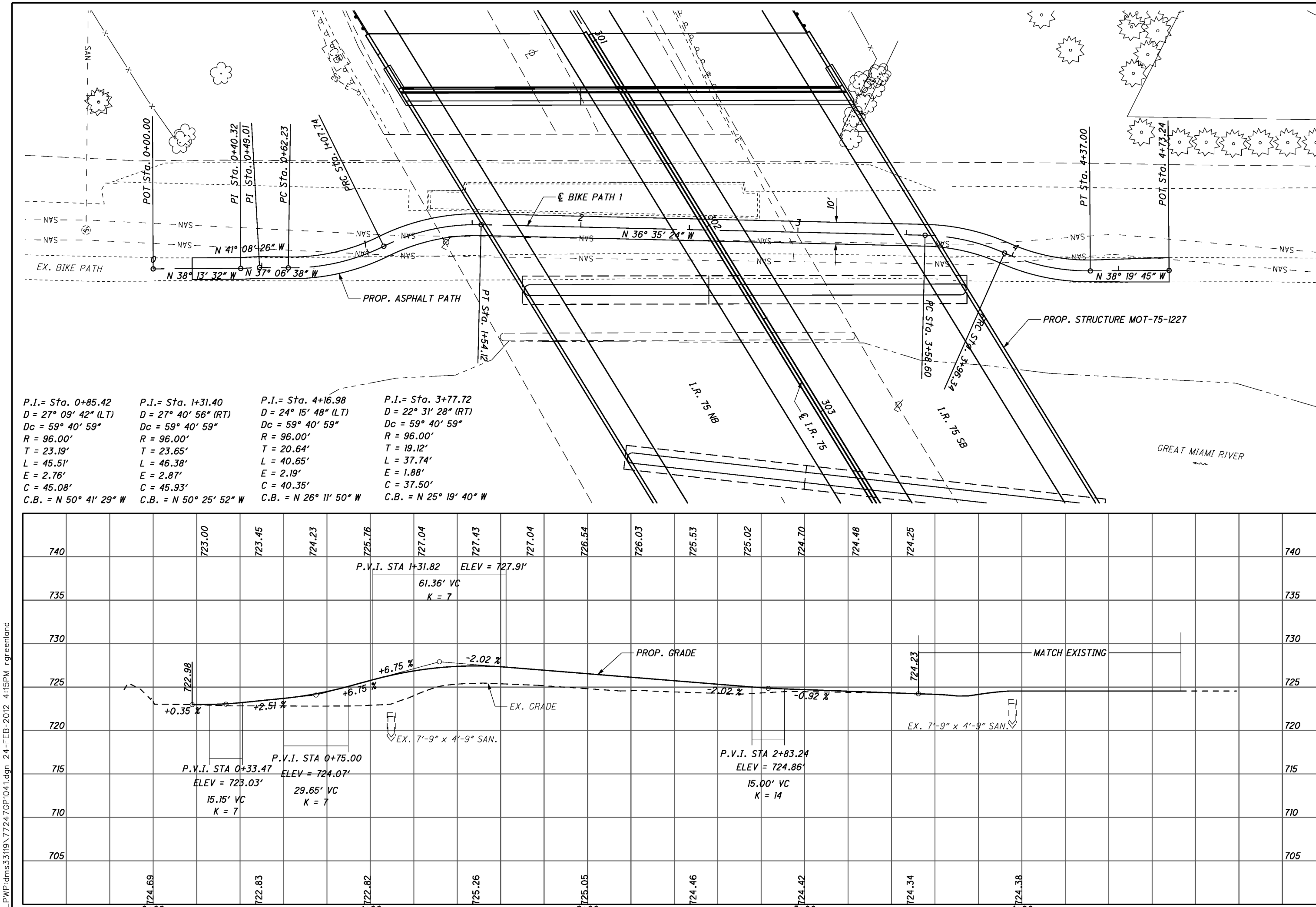
*BRIDGE MOT-75-1282-4R (I-75) NOT SHOWN FOR CLARITY

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED LJC CHECKED GE

GRADING PLAN FOR AREA WEST OF PROPOSED ROBERT DRIVE

MOT-75-12.00



HORIZONTAL SCALE IN FEET 0 10 20 40

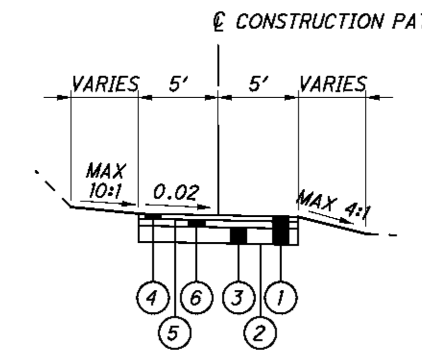
CALCULATED MAS
CHECKED DLT

PLAN AND PROFILE
BIKE PATH 1 UNDER STRUCTURE MOT-75-1227

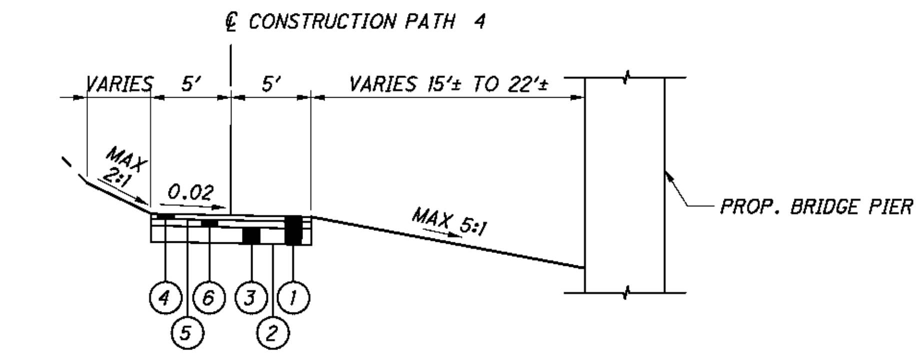
MOT-75-12.00

468
1565

IP_PWP:dms33119\77247GP1041.dgn 24-FEB-2012 4:15PM rgreenland



BIKE PATH 1 SECTION APPLIES:
STA. 0+17.97 TO STA. 1+73.90 = 155.93'
STA. 3+77.63 TO STA. 4+73.24 = 95.31'



BIKE PATH 1 SECTION APPLIES:
STA. 1+73.90 TO STA. 3+77.63 = 203.73'

NOTE: "A"
TRANSITION ALL PATH CROSS SLOPES FROM EXISTING TO PROPOSED AND PROPOSED TO EXISTING OVER 25' AT BEGINNING AND END OF CONSTRUCTION.

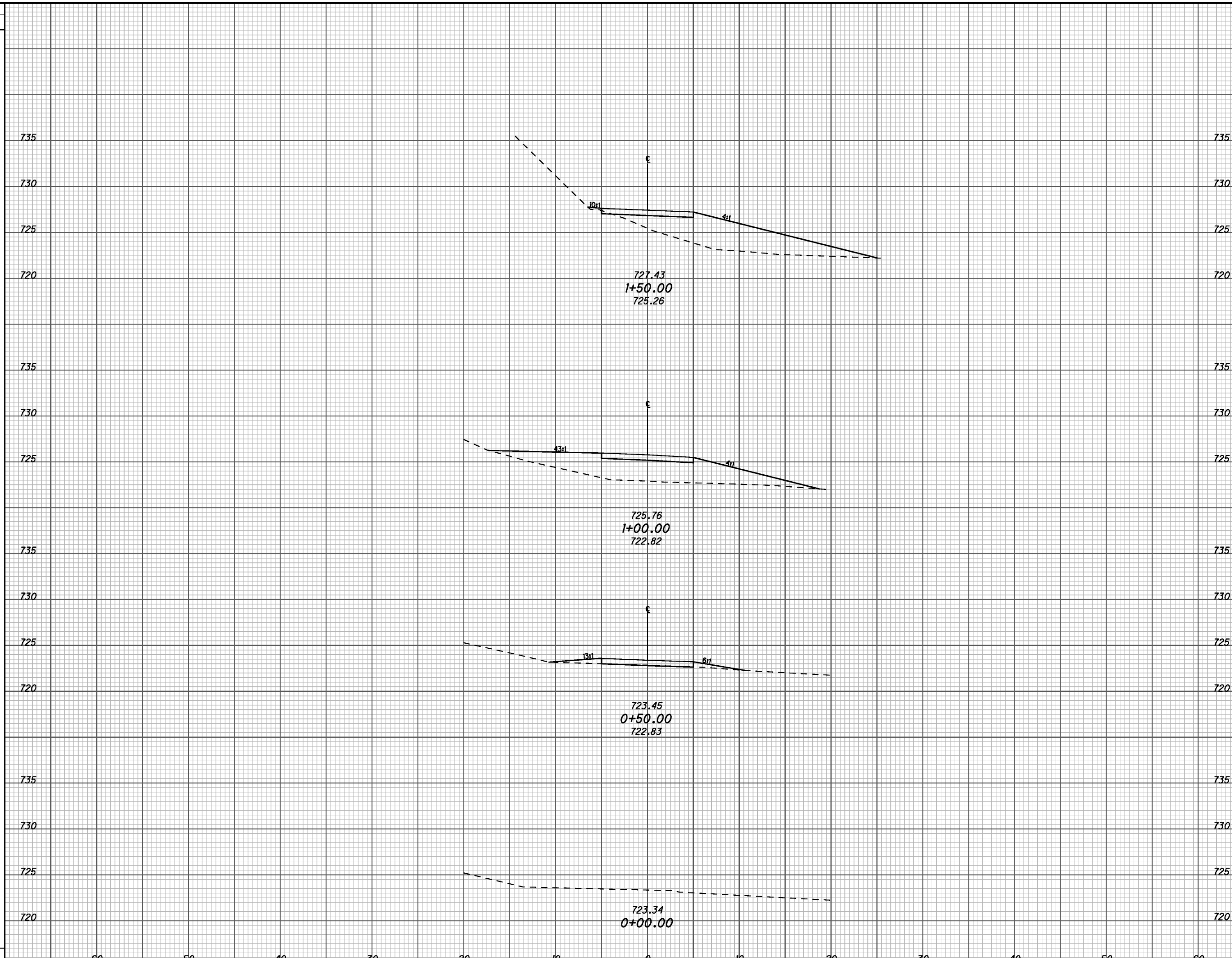
LEGEND

1. 203 EXCAVATION
2. 204 SUBGRADE COMPACTION
3. 304 4" AGGREGATE BASE
4. 448 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
5. 407 TACK COAT FOR INTERMEDIATE COURSE
6. 448 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22

TYPICAL SECTIONS
BIKE PATH 1 UNDER STRUCTURE MOT-75-1227

MOT-75-12.00

SEEDING	
END WIDTH	SQ. YDS.
22	137
27	109
12	34
	280



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	54		
		0	103
0	58		
		0	57
0	3		
		0	0
		0	160

CALCULATED MAS
CHECKED DLT

CROSS SECTION-BIKE PATH 1 UNDER STRUCT. MOT-75-1227

STA. 0+00.00 TO STA. 1+50.00

MOT-75-12.00

470
1565

IP_PWP:dms33119\77247XS009-1.dgn 24-FEB-2012 4:15PM rgreenland

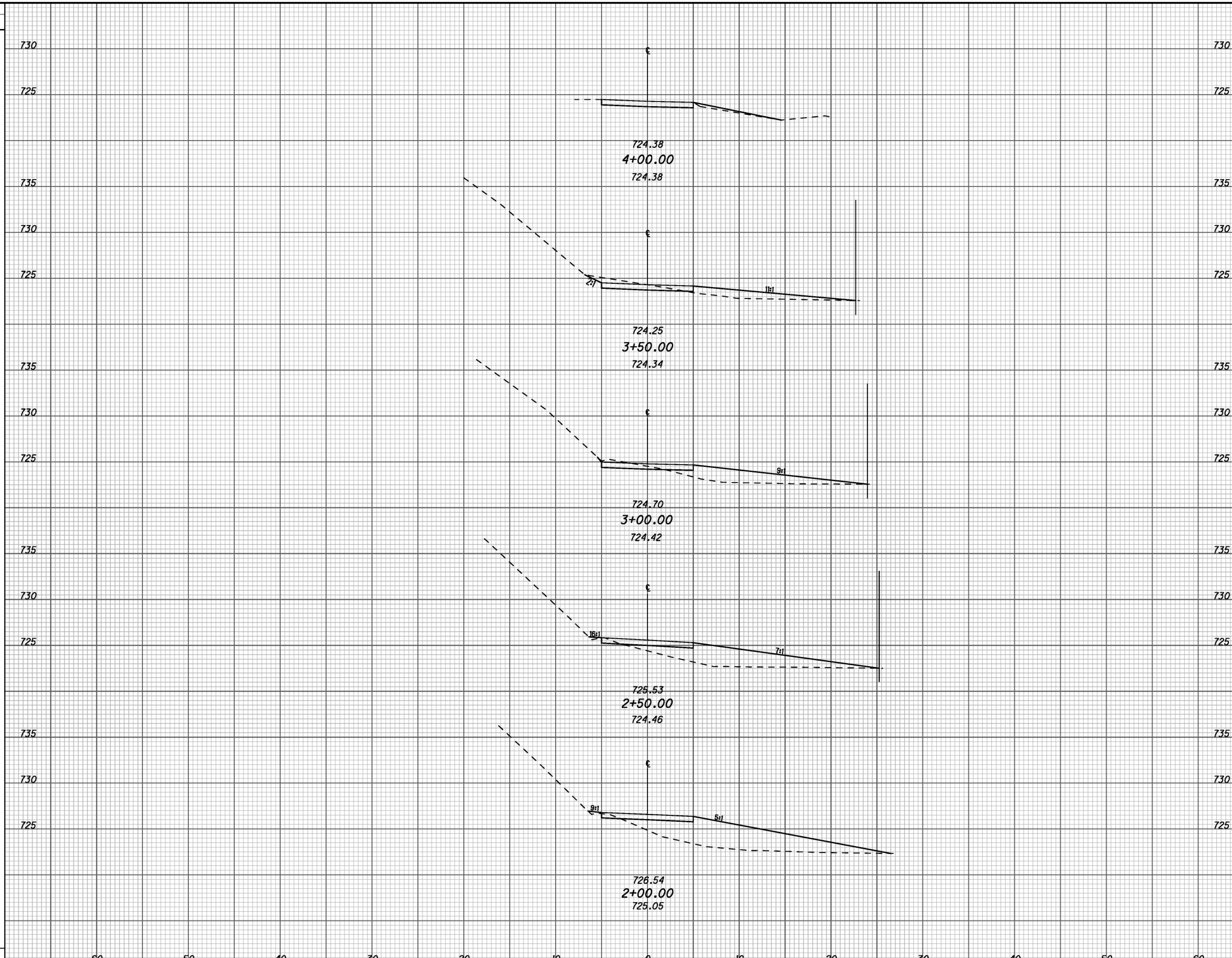
CROSS SECTIONS-BIKE PATH 1 UNDER STRUCT. MOT-75-1227

STA. 2+00.00 TO STA. 4+00.00

MOT-75-12.00

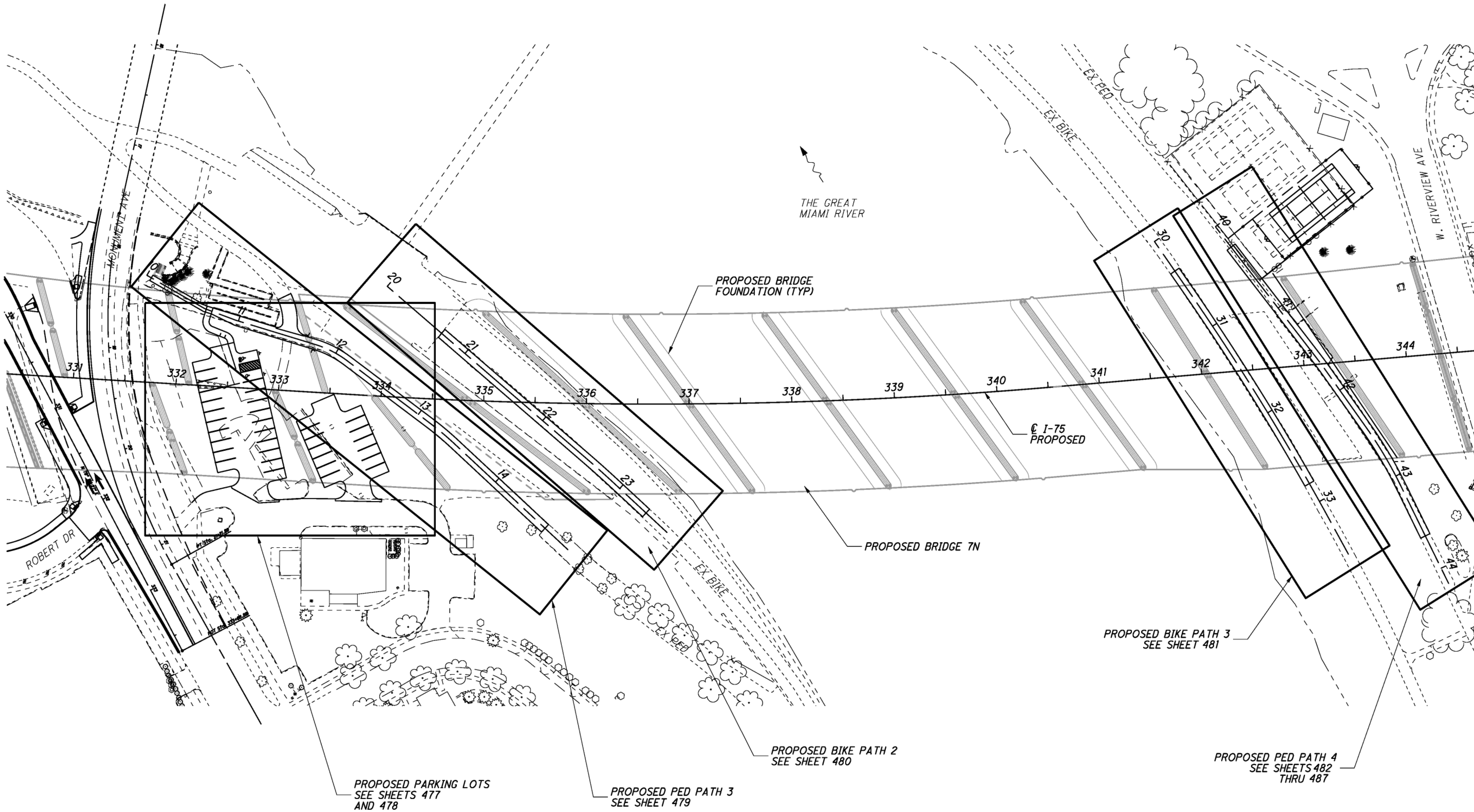
CALCULATED MAS
CHECKED DLT

SEEDING END WIDTH	SEEDING SQ. YDS.
0	28
10	84
20	112
20	117
22	125
23	125
	591



STATION	END AREA CUT	END AREA FILL
4+00.00	0	1
3+50.00	6	10
3+00.00	4	18
2+50.00	1	32
2+00.00	1	49

VOLUME CUT	VOLUME FILL
6	10
9	26
4	46
1	75
1	95
21	252



NOTE:

FOR TYPICAL SECTIONS SEE SHEETS 475 AND 476.

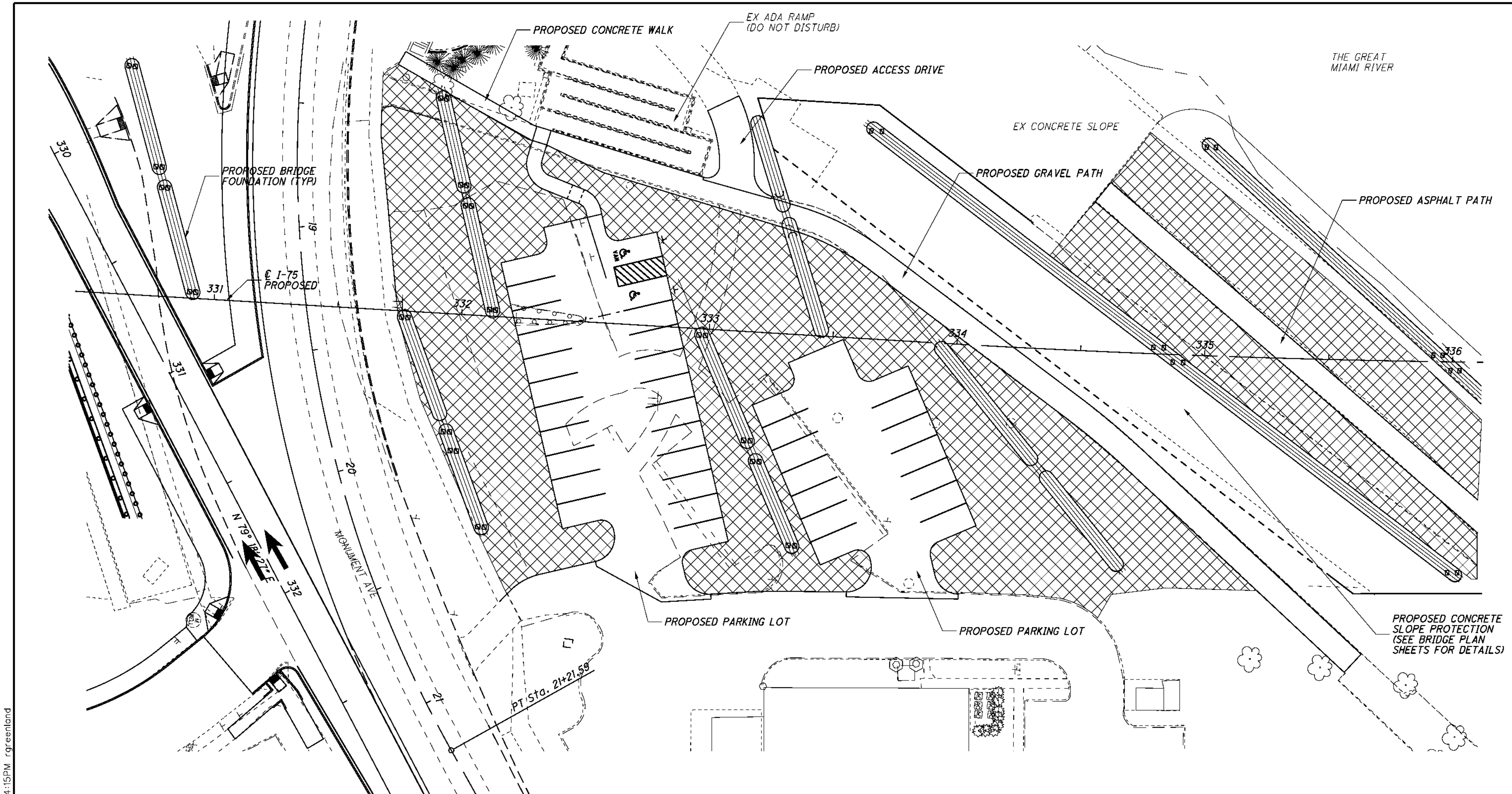
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PROPOSED CONSTRUCTION UNDER MOT-75-1282 L/R

MOT-75-12.00



NOTE:
EXISTING SURFACE UNDER BRIDGE IS MIX OF ASPHALT PAVEMENT AND GRAVEL

LEGEND

ITEM 601-ROCK CHANNEL PROTECTION (SEE BRIDGE PLANS FOR DETAILS)

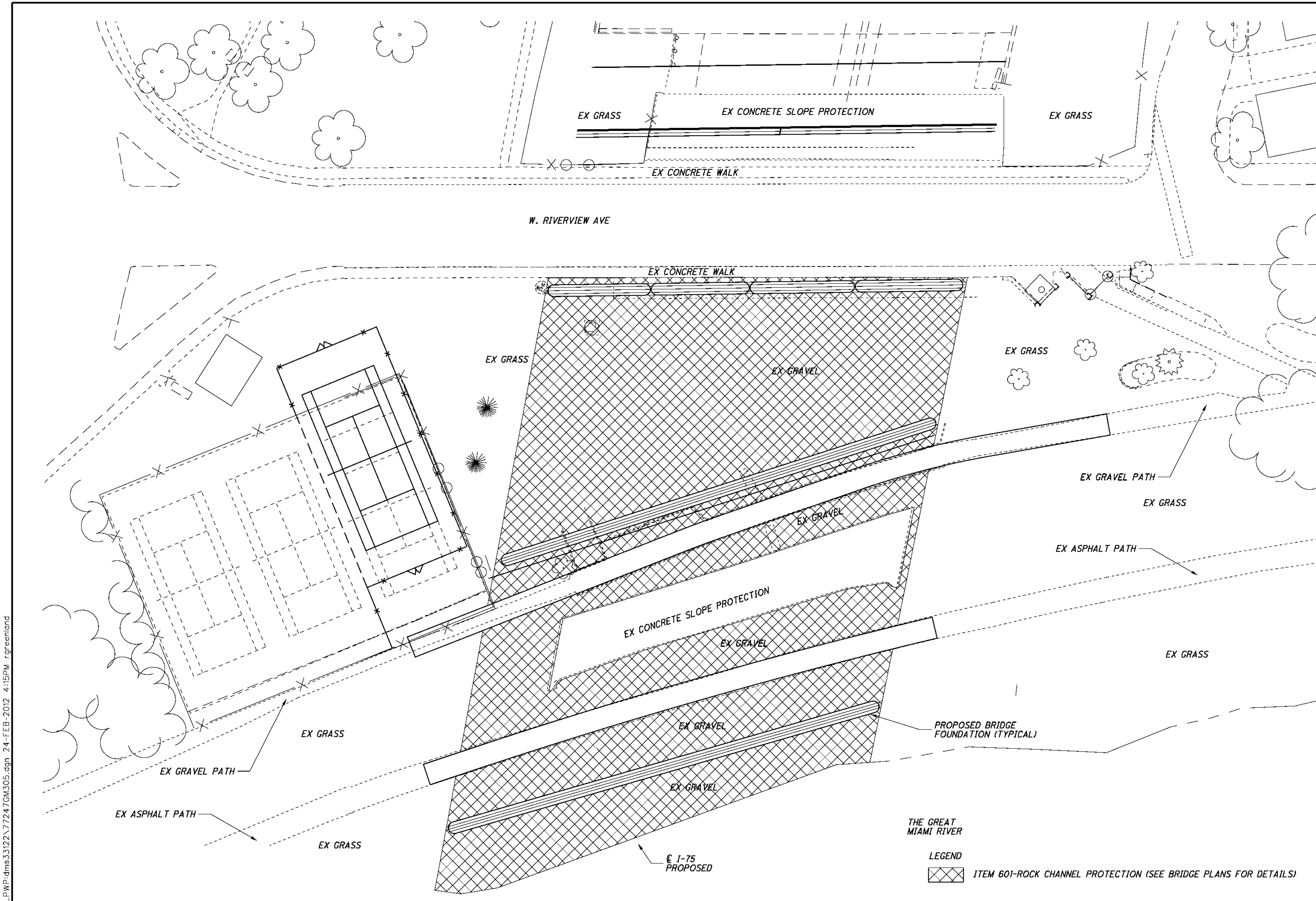
0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
CHECKED

RESTORATION EXHIBIT MOT-75-1282 L/R

MOT-75-12.00

IP_PWP:dms33122\77247GM304.dgn 24-FEB-2012 4:15PM rgreenland



N

0 10 20 40
HORIZONTAL
SCALE IN FEET

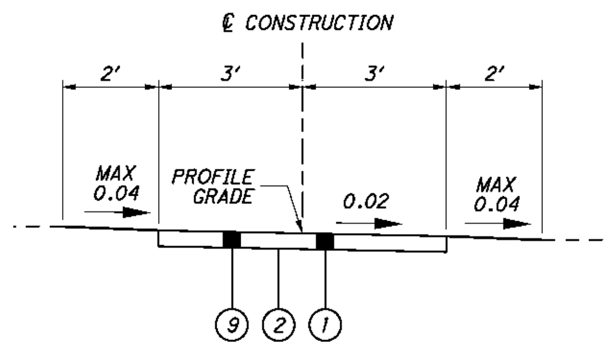
CALCULATED
CHECKED

RESTORATION EXHIBIT
W. RIVERVIEW AVE UNDER MOT-75-1282 L/R

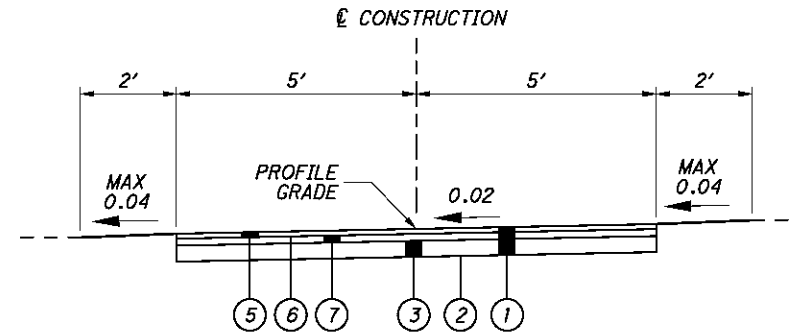
MOT-75-12.00

474
1565

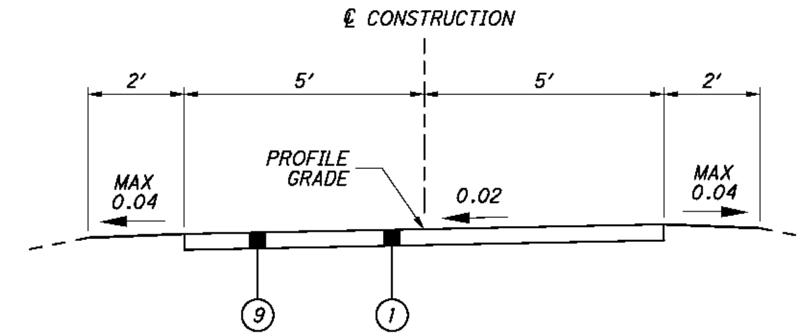
IP_PWP:dms33122\77247GM305.dgn 24-FEB-2012 4:15PM rgreenland



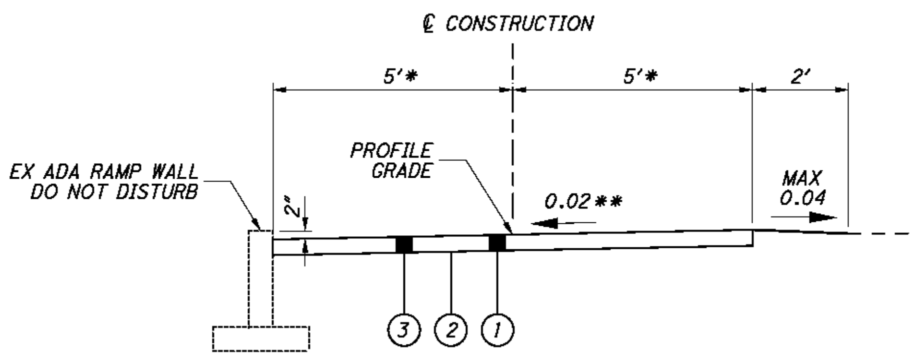
PED PATH 3 SECTION APPLIES:
STA. 10+05 TO STA. 10+71



BIKE PATH 2 SECTION APPLIES:
STA. 20+70 TO STA. 23+35



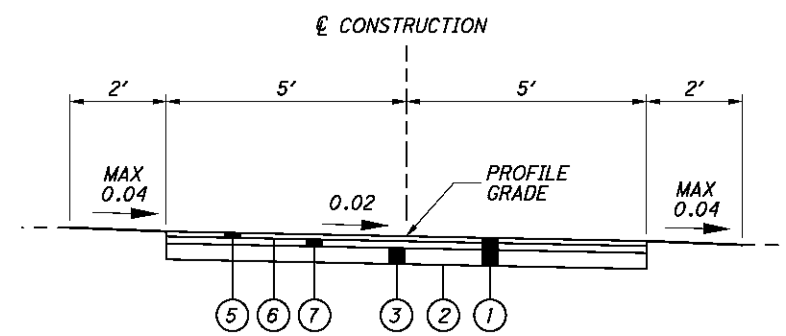
PED PATH 4 SECTION APPLIES:
STA. 40+25 TO STA. 40+37 AND
STA. 43+47 TO STA. 43+65



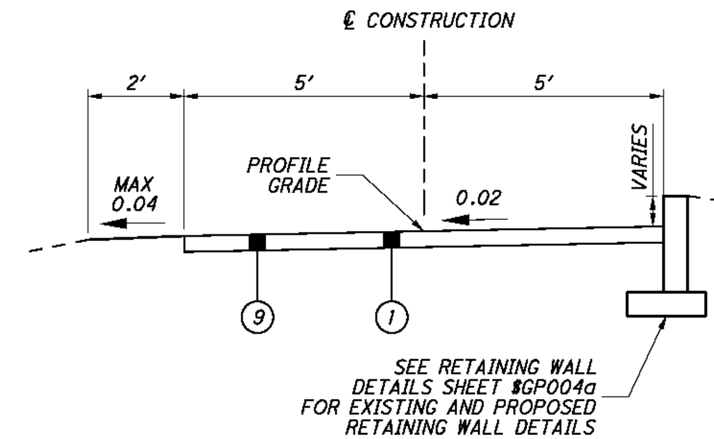
PED PATH 3 SECTION APPLIES:
STA. 10+71 TO STA. 11+36

* TOTAL WIDTH VARIES FROM 6' @ STA. 10+72.55
TO 10' @ STA. 10+97.55

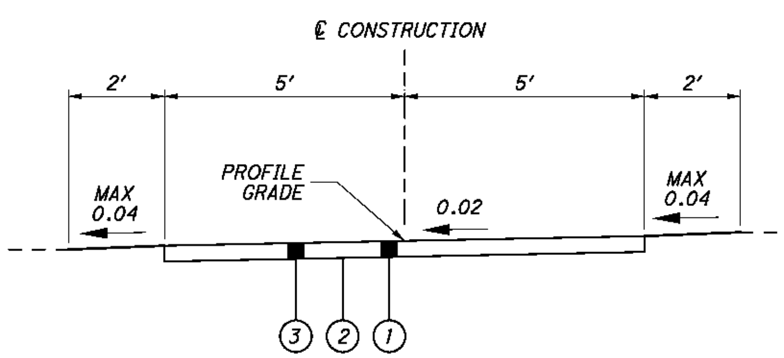
** CROSS SLOPE TRANSITIONS 0.02 AWAY FROM ADA RAMP
AT STA. 10+72.55 TO 0.02 TOWARD ADA RAMP AT STA. 10+97.55



BIKE PATH 3 SECTION APPLIES:
STA. 30+35 TO STA. 32+80



PED PATH 4 SECTION APPLIES:
STA. 40+37 TO STA. 43+47



PED PATH 3 SECTION APPLIES:
STA. 11+36 TO STA. 14+66

NOTE "A"
TRANSITION ALL PATH CROSS SLOPES FROM EXISTING TO PROPOSED AND PROPOSED TO EXISTING OVER 25' AT BEGINNING AND END OF CONSTRUCTION.

LEGEND

1. 203 EXCAVATION
2. 204 SUBGRADE COMPACTION
3. 304 4" AGGREGATE BASE
4. 304 6" AGGREGATE BASE
5. 448 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
6. 407 TACK COAT FOR INTERMEDIATE COURSE
7. 448 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
9. 608 4" CONCRETE WALK
10. 452 7" NON-REINFORCED CONCRETE PAVEMENT
11. 305 9" CONCRETE BASE

CALCULATED
CHECKED

TYPICAL SECTIONS
PATHS UNDER MOT-75-1282 L/R

MOT-75-12.00

475
1565

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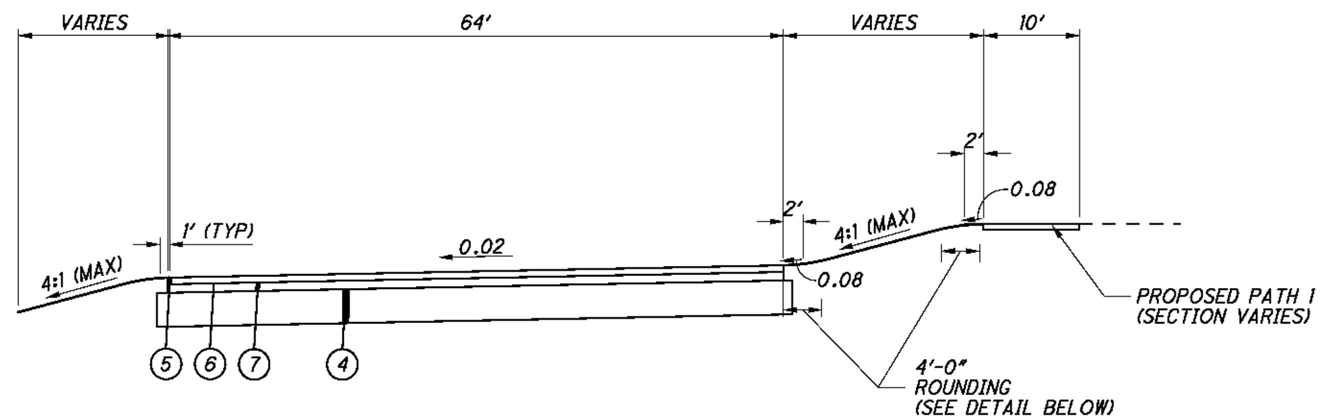
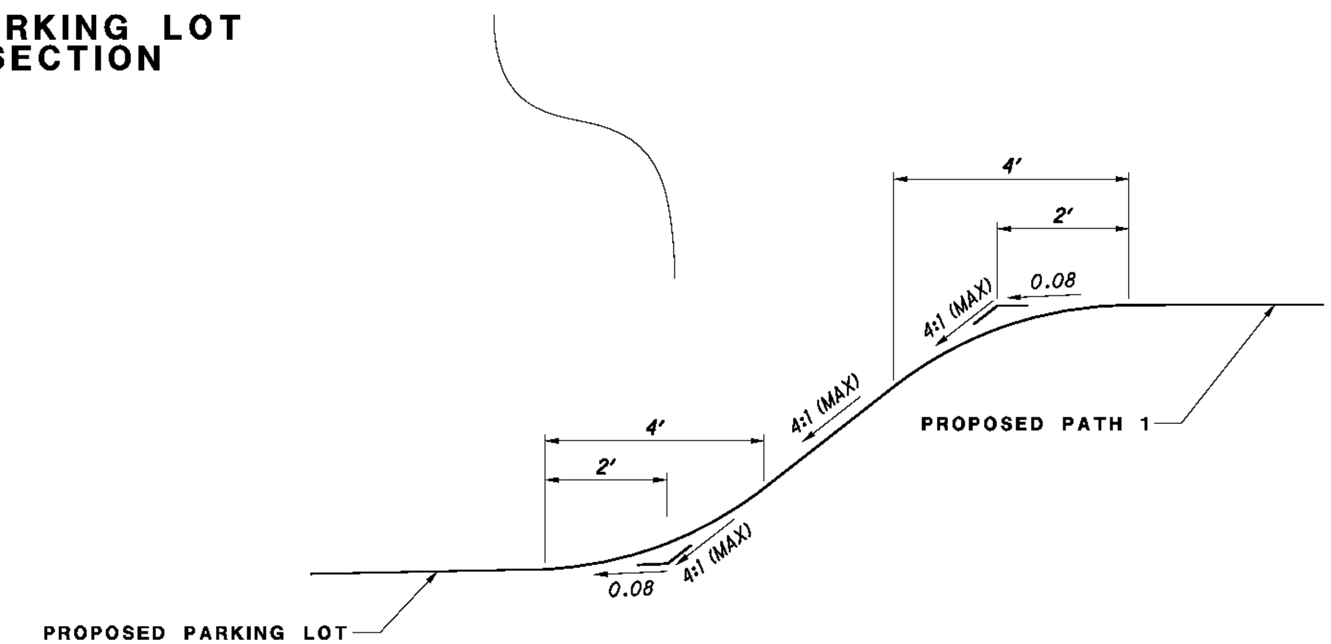


PROPOSED PARKING LOT TYPICAL SECTION

LEGEND

- (1) 203 EXCAVATION
- (2) 204 SUBGRADE COMPACTION
- (3) 304 4" AGGREGATE BASE
- (4) 304 6" AGGREGATE BASE
- (5) 448 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- (6) 407 TACK COAT FOR INTERMEDIATE COURSE
- (7) 448 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
- (9) 608 4" CONCRETE WALK
- (10) 452 7" NON-REINFORCED CONCRETE PAVEMENT
- (11) 305 9" CONCRETE BASE

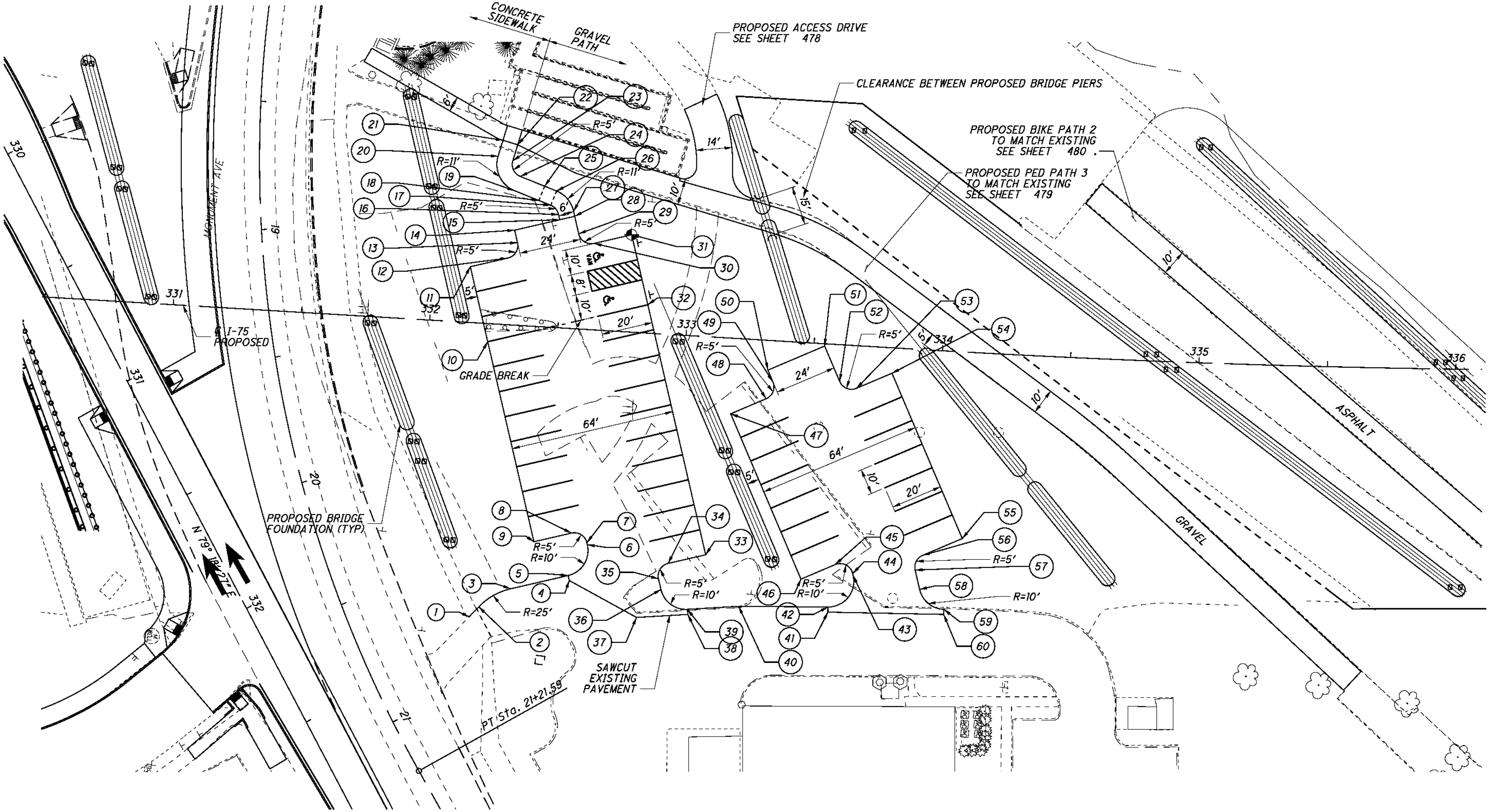


4'-0" ROUNDING DETAIL

CALCULATED
CHECKED

TYPICAL SECTION
PARKING UNDER MOT-75-1282 L/R

MOT-75-12.00



POINT OF MINIMUM VERTICAL CLEARANCE BETWEEN BRIDGE 7N AND PROPOSED PARKING LOTS

PROPOSED DETAIL GRADES

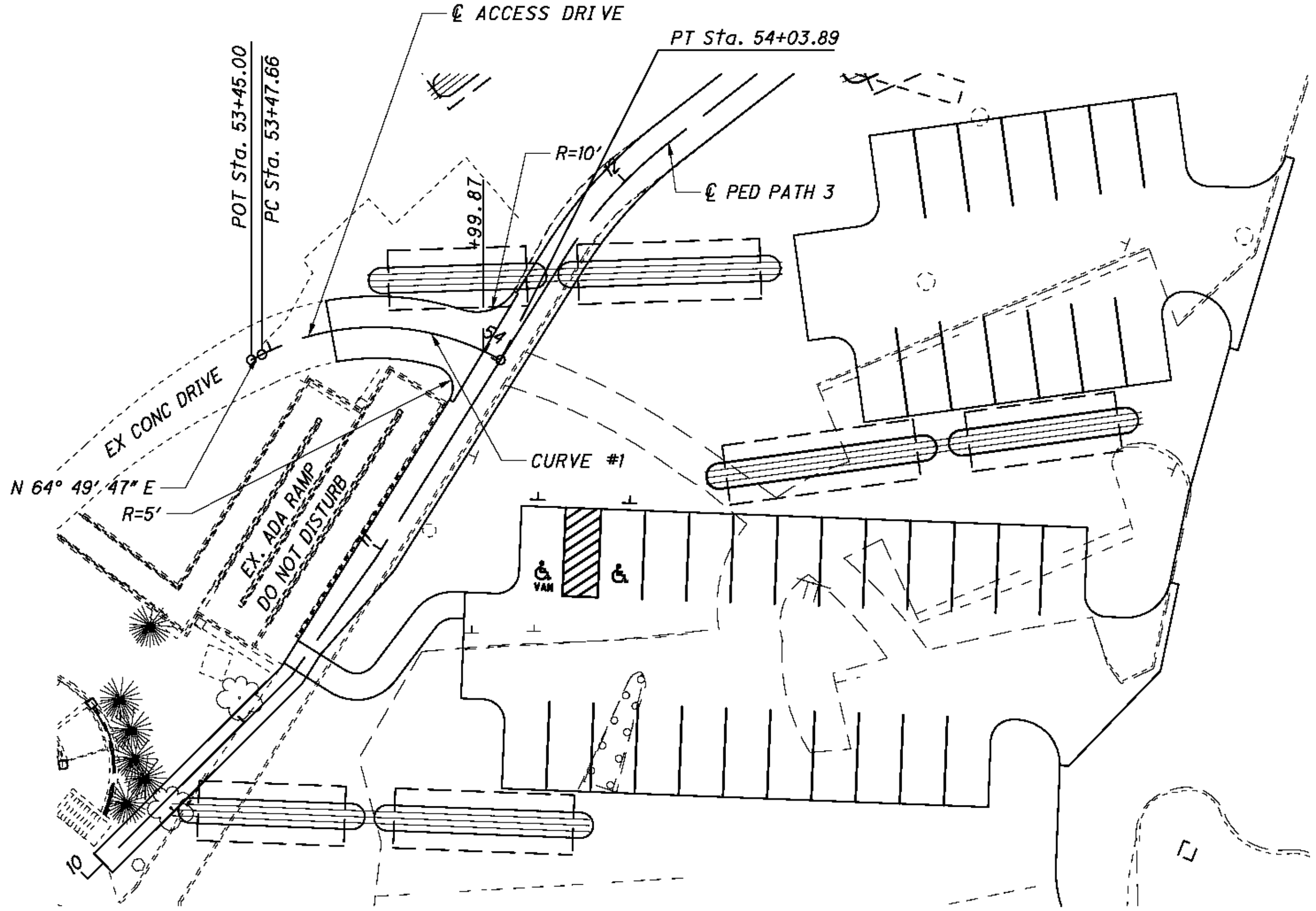
I.D.	Elev.	Northing	Easting
1	738.03	646542.05	1490774.47
2	738.13	646546.76	1490771.85
3	738.92	646560.65	1490768.76
4	739.80	646583.46	1490772.36
5	739.81	646583.60	1490770.37
6	740.21	646594.27	1490761.09
7	740.20	646594.33	1490760.27
8	740.12	646589.69	1490754.93
9	739.82	646574.73	1490753.88
10	743.42	646580.31	1490674.08
11	744.02	646582.40	1490644.15
12	744.32	646597.37	1490645.20
13	744.52	646602.70	1490640.56
14	744.62	646603.05	1490635.57
15	744.98	646621.01	1490636.83
16	745.00	646621.19	1490634.74
17	745.78	646619.35	1490630.42
18	745.88	646615.46	1490627.28
19	746.62	646607.52	1490620.85
20	747.28	646605.33	1490606.15
21	747.76	646607.24	1490603.32
22	747.76	646612.20	1490606.69
23	747.28	646610.30	1490609.51
24	746.74	646611.30	1490616.19
25	746.00	646619.24	1490622.61
26	745.90	646623.13	1490625.76
27	745.12	646627.16	1490635.26
28	745.10	646626.99	1490637.25
29	744.96	646626.50	1490644.23
30	744.96	646631.14	1490649.57
31	745.26	646646.11	1490650.61
32	744.70	646644.15	1490678.54
33	740.20	646637.18	1490778.30
34	739.90	646622.21	1490777.25
35	739.40	646616.88	1490781.89
36	739.12	646616.58	1490786.14
37	738.79	646604.29	1490793.79
38	738.16	646623.72	1490798.50
39	738.22	646624.20	1490796.56
40	738.59	646643.58	1490801.27
41	737.80	646676.15	1490813.60
42	738.06	646676.75	1490811.69
43	738.86	646689.72	1490802.85
44	738.90	646689.78	1490802.04
45	739.30	646684.27	1490796.71
46	739.00	646669.88	1490798.23
47	741.33	646662.56	1490728.61
48	741.63	646677.48	1490727.04
49	741.93	646681.93	1490721.55
50	742.13	646681.41	1490716.57
51	742.61	646705.28	1490714.07
52	742.01	646706.84	1490728.98
53	741.91	646712.34	1490733.43
54	742.21	646727.26	1490731.87
55	739.41	646734.57	1490801.48
56	739.07	646717.90	1490803.24
57	738.69	646713.43	1490807.86
58	738.27	646712.89	1490815.59
59	737.56	646719.64	1490825.76
60	737.49	646718.99	1490827.65

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED CHECKED

PROPOSED PARKING LOT DETAILS

MOT-75-12.00

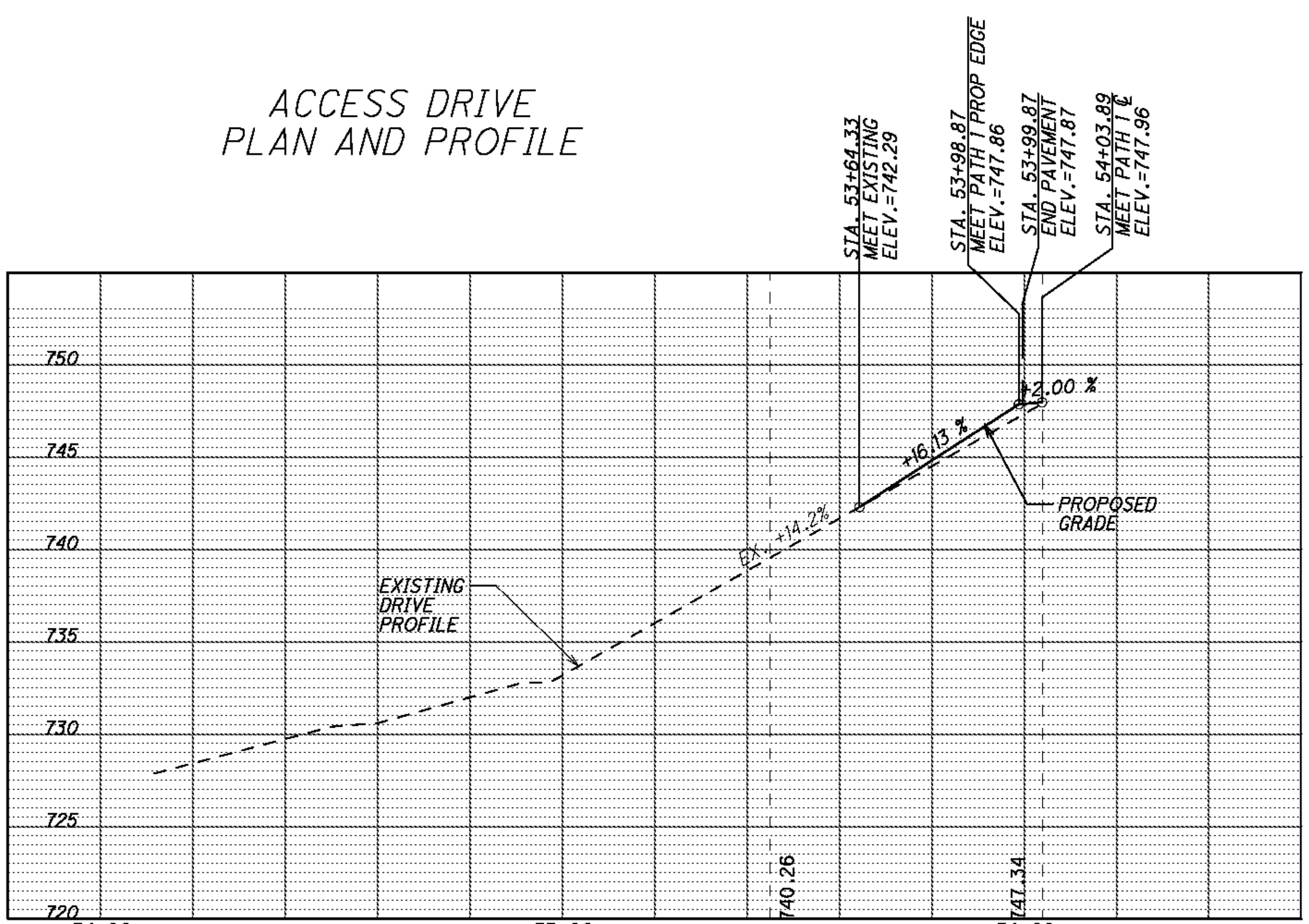


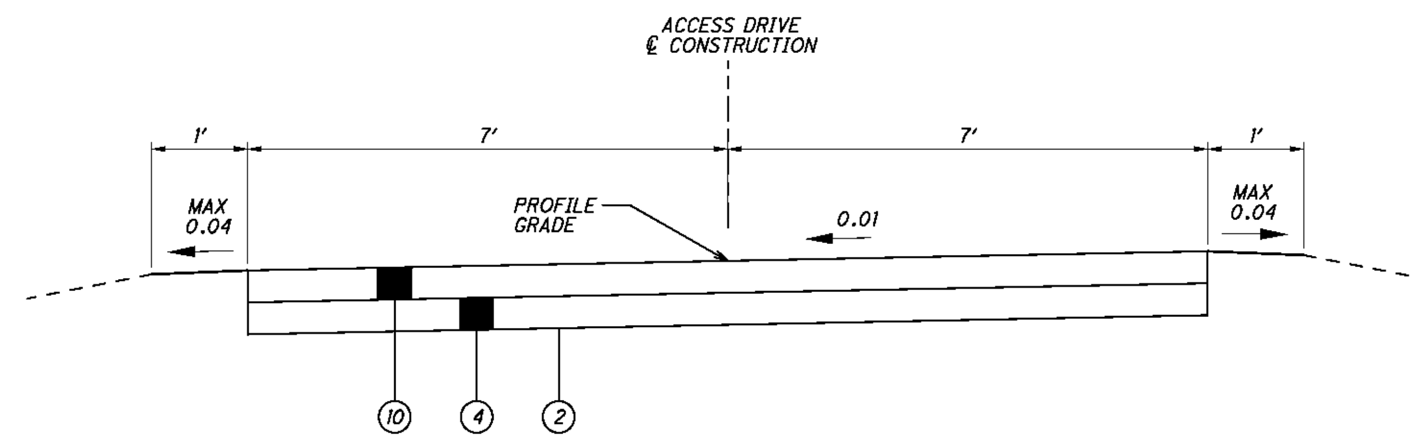
CURVE #1
P.I.= Sta. 53+78.30
D = 56° 31' 28" (RT)
Dc = 100° 31' 08"
R = 57.00'
T = 30.64'
L = 56.23'
E = 7.71'
C = 53.98'
C.B. = S 86° 54' 29" E

LEGEND

1. 203 EXCAVATION
2. 204 SUBGRADE COMPACTION
3. 304 4" AGGREGATE BASE
4. 304 6" AGGREGATE BASE
5. 448 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
6. 407 TACK COAT FOR INTERMEDIATE COURSE
7. 448 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
9. 608 4" CONCRETE WALK
10. 452 7" NON-REINFORCED CONCRETE PAVEMENT
11. 305 9" CONCRETE BASE

ACCESS DRIVE
PLAN AND PROFILE





ACCESS DRIVE TYPICAL SECTION
STA. 53+64.33 TO STA. 53+98.87

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED
CHECKED

ACCESS DRIVE DETAILS

MOT-75-12.00

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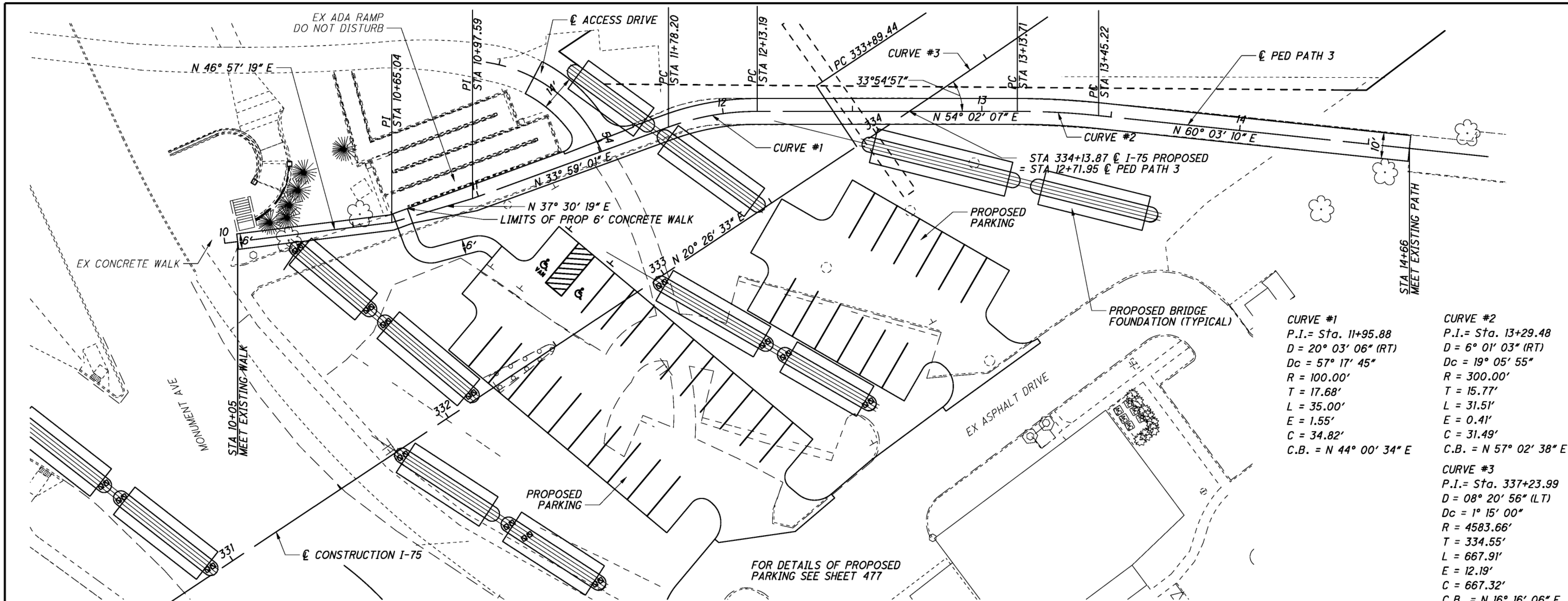
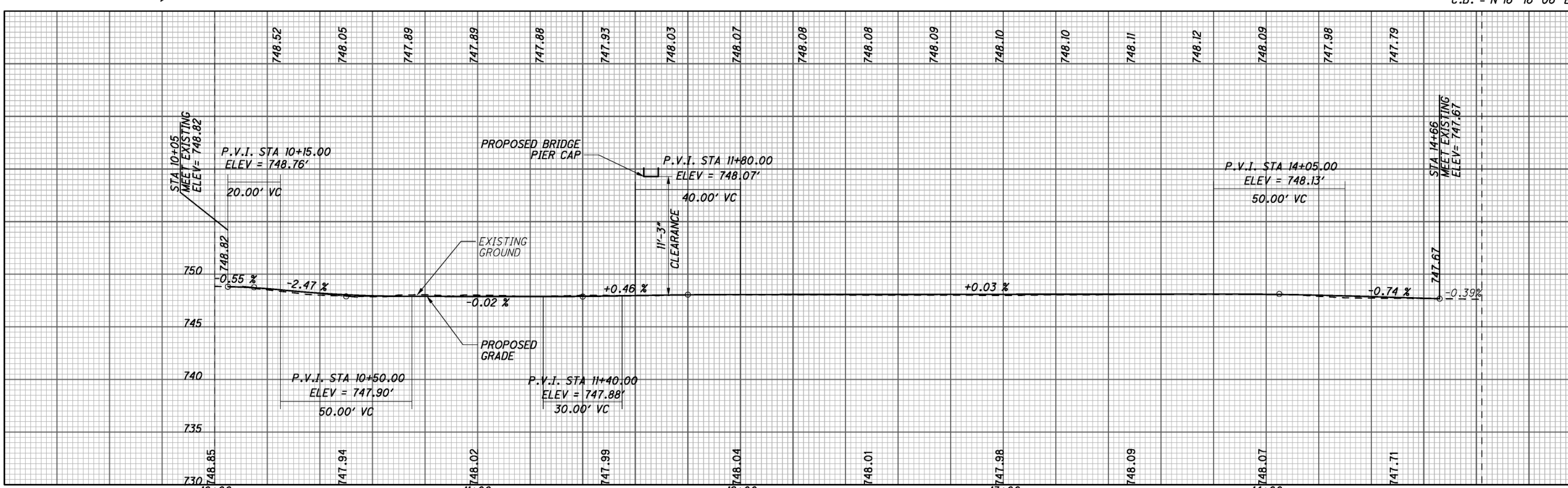


CURVE #1
P.I.= Sta. 11+95.88
D = 20° 03' 06" (RT)
Dc = 57° 17' 45"
R = 100.00'
T = 17.68'
L = 35.00'
E = 1.55'
C = 34.82'
C.B. = N 44° 00' 34" E

CURVE #2
P.I.= Sta. 13+29.48
D = 6° 01' 03" (RT)
Dc = 19° 05' 55"
R = 300.00'
T = 15.77'
L = 31.51'
E = 0.41'
C = 31.49'
C.B. = N 57° 02' 38" E

CURVE #3
P.I.= Sta. 337+23.99
D = 08° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4583.66'
T = 334.55'
L = 667.91'
E = 12.19'
C = 667.32'
C.B. = N 16° 16' 06" E



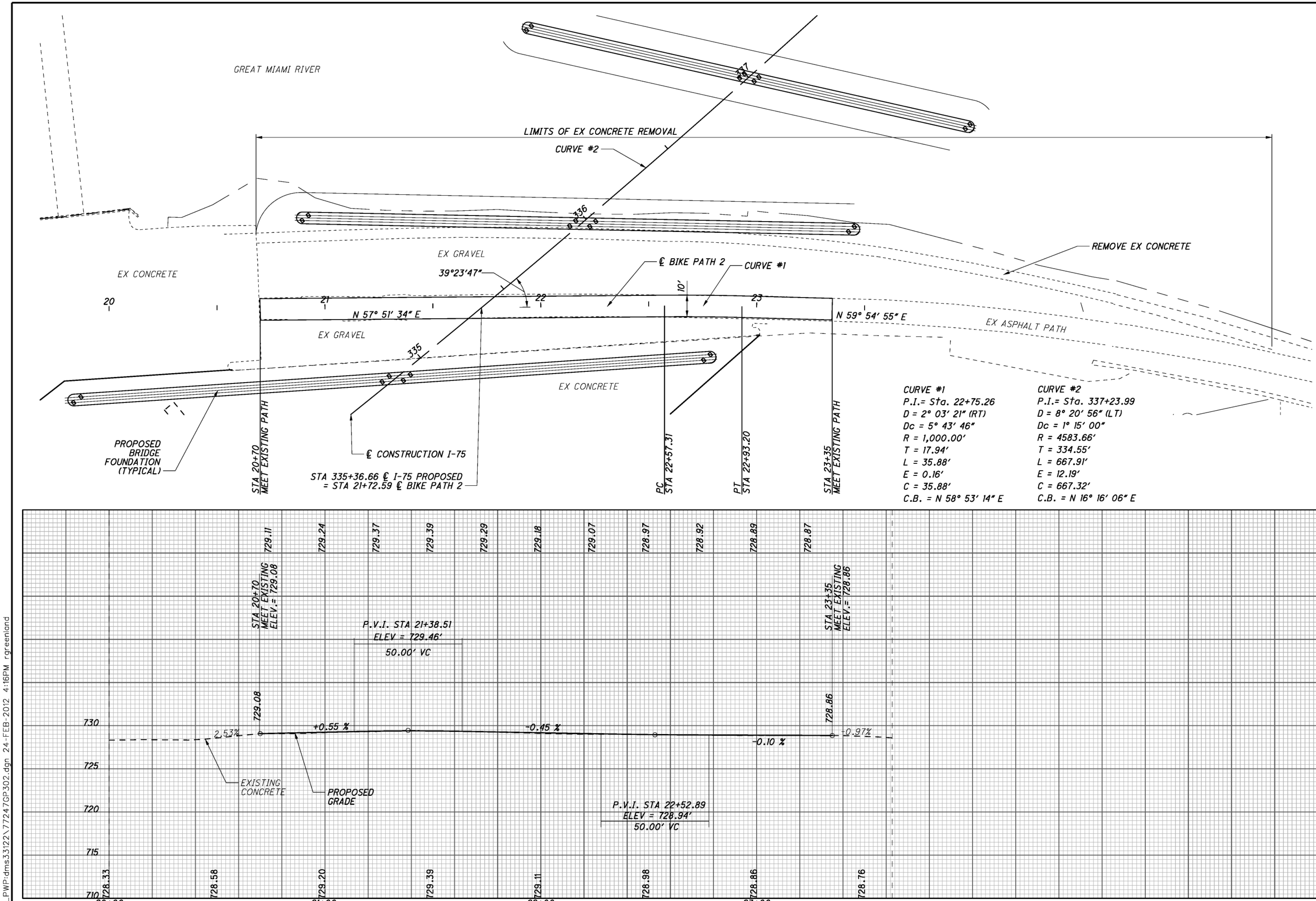
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED

CHECKED

PLAN AND PROFILE
PED PATH 3 UNDER MOT-75-1282 L/R

MOT-75-12.00



CALCULATED

CHECKED

PLAN AND PROFILE
BIKE PATH 2 UNDER MOT-75-1282 L/R

MOT-75-12.00

480
1565

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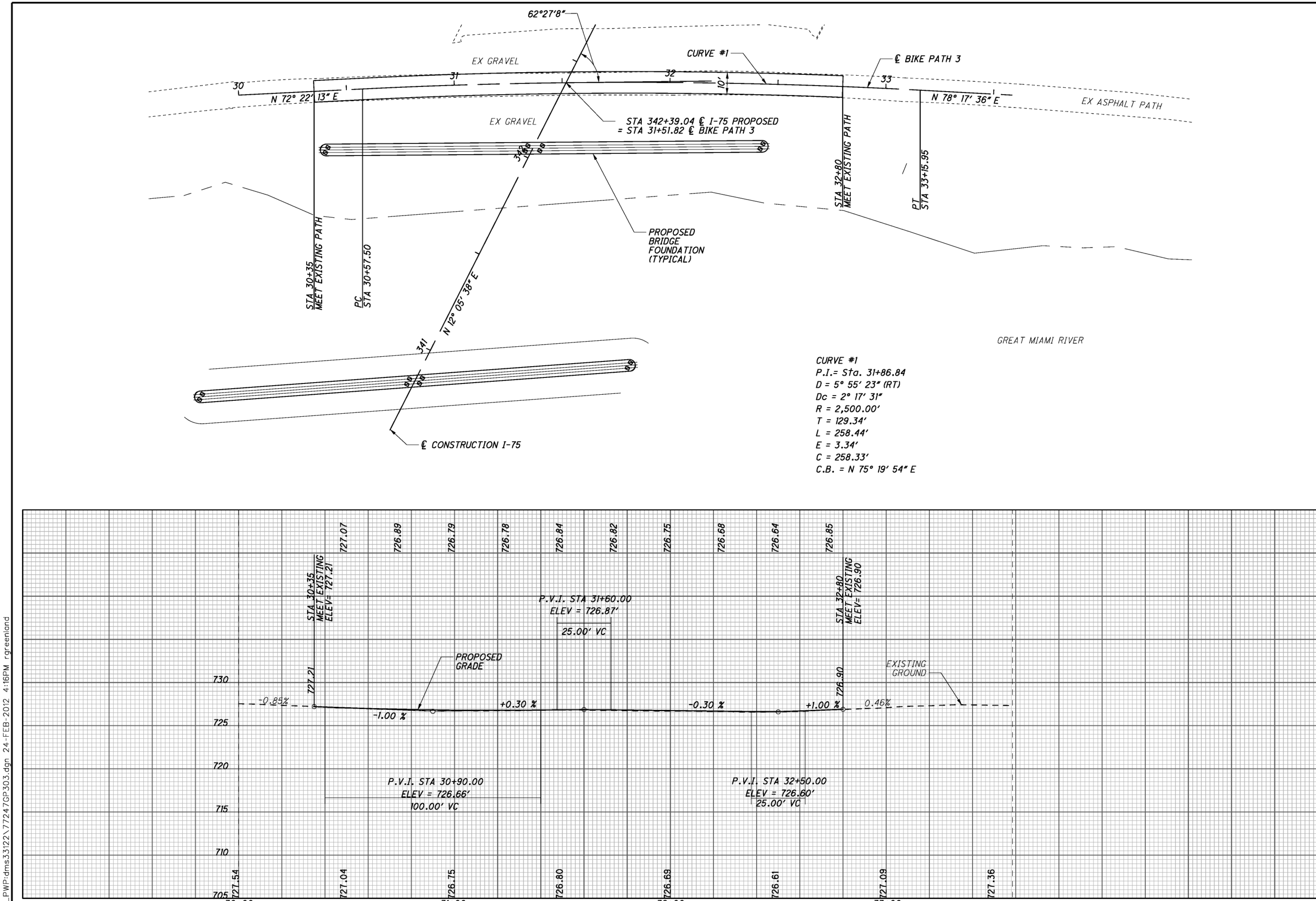
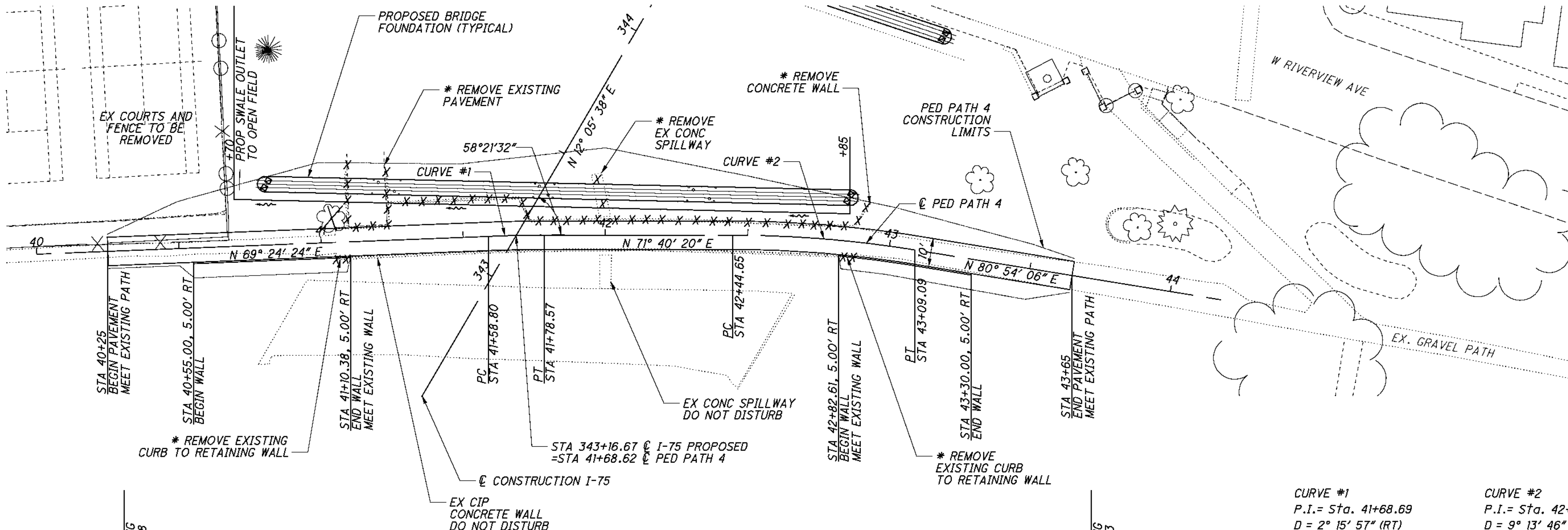


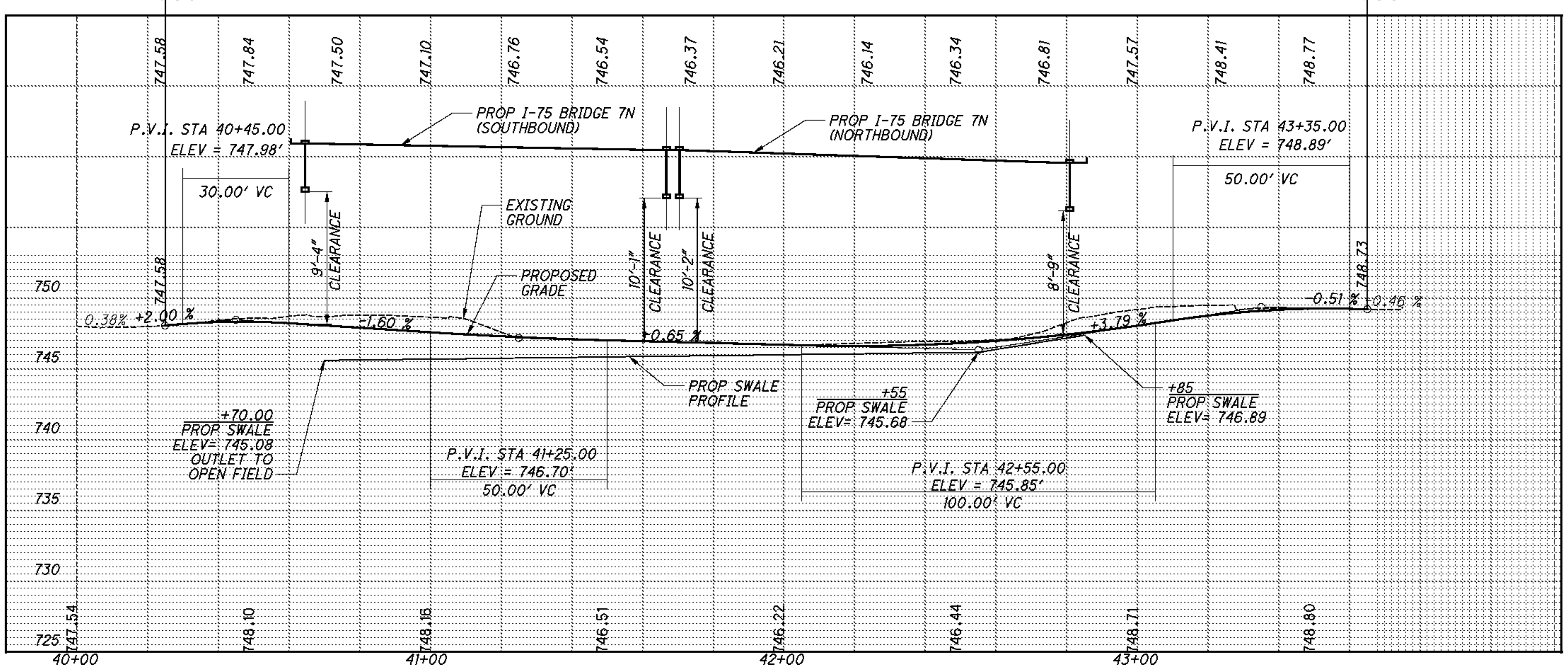
PLAN AND PROFILE
BIKE PATH 3 UNDER MOT-75-1282 L/R

MOT-75-12.00



CURVE #1
P.I.= Sta. 41+68.69
D = 2° 15' 57" (RT)
Dc = 11° 27' 33"
R = 500.00'
T = 9.89'
L = 19.77'
E = 0.10'
C = 19.77'
C.B. = N 70° 32' 22" E

CURVE #2
P.I.= Sta. 42+76.94
D = 9° 13' 46" (RT)
Dc = 14° 19' 26"
R = 400.00'
T = 32.29'
L = 64.43'
E = 1.30'
C = 64.36'
C.B. = N 76° 17' 13" E



LEGEND

X - REMOVE

NOTE:
MINIMUM VERTICAL CLEARANCE FOR MULTI-USE PATHS IS 8'-0"
(AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES)

* ITEM 202 STRUCTURE REMOVED, AS PER PLAN:

FOR DETAILS AND NOTE, SEE SHEET 487 .

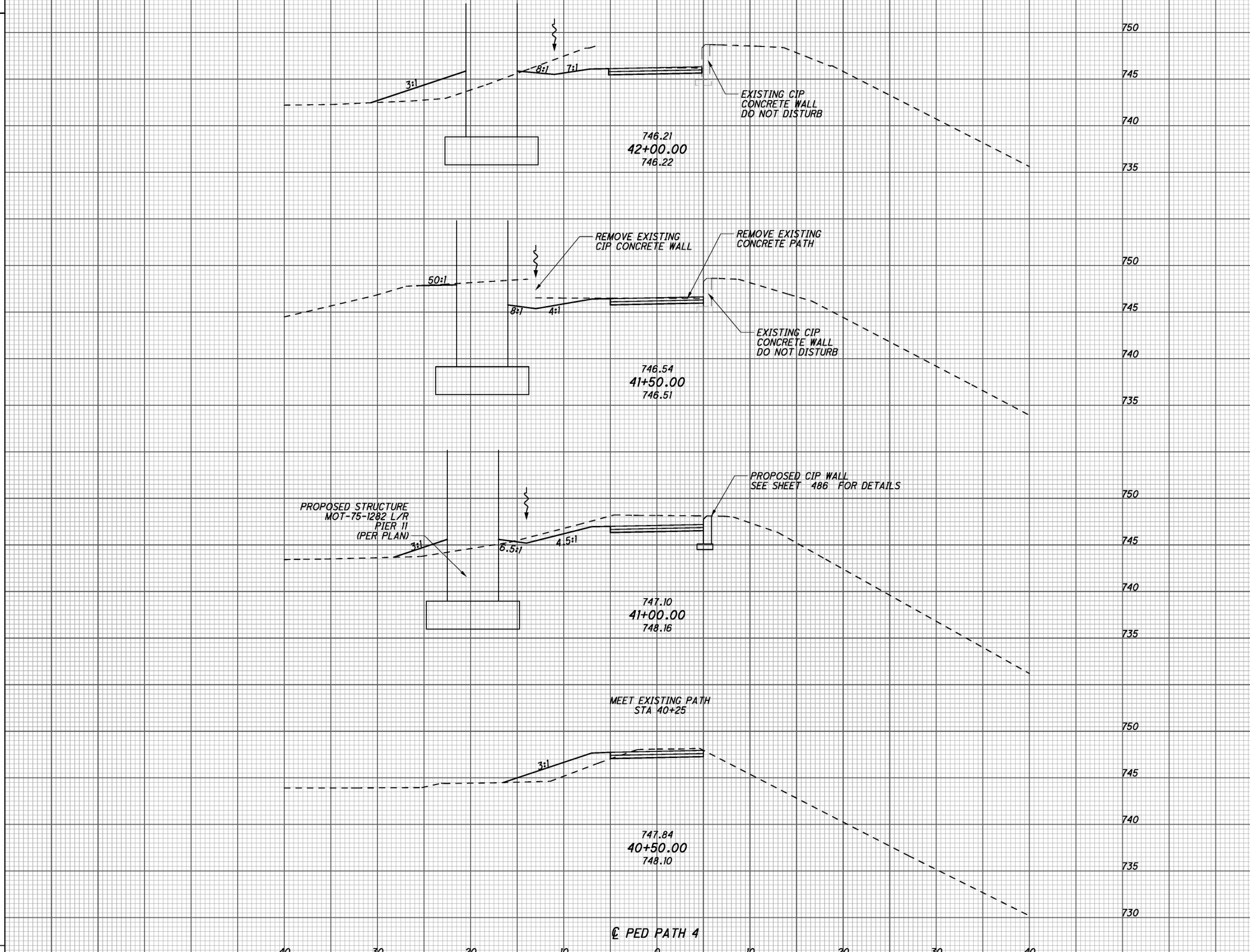
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED
CHECKED

PLAN AND PROFILE
PED PATH 4 UNDER MOT-75-1282 L/R

MOT-75-12.00

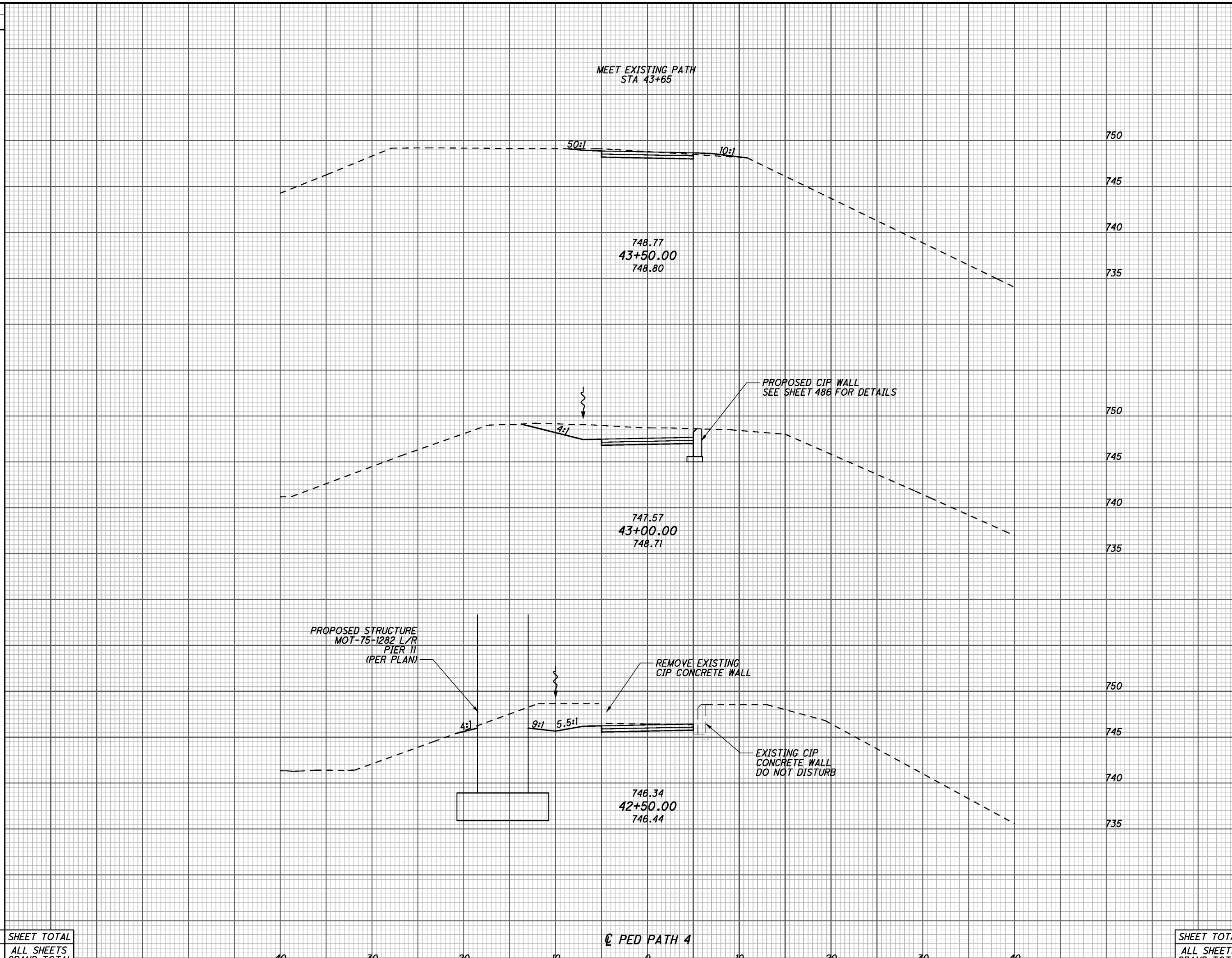
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
20.66		16	16		
	100			25	16
15.39		11	2		
	94			32	6
18.32		24	5		
	84			29	16
12.02		8	12		
	0			0	0
·	278	·	·	86	38



CALCULATED
CHECKED

CROSS SECTION SHEET
PED PATH 4 - BEGIN WORK TO STA. 42+00

MOT-75-12.00



SEEDING END WIDTH	SEEDING SQ. YDS.	Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
9.51		43+50.00	8	1		
	51				32	1
8.94		43+00.00	28	0		
	54				49	1
10.47		42+50.00	25	1		
	86				37	16
SHEET TOTAL	191				118	18
ALL SHEETS GRAND TOTAL	469				204	56

CALCULATED
CHECKED

CROSS SECTION SHEET
PED PATH 4 - STA. 42+50 TO END WORK

MOT-75-12.00

484
1565

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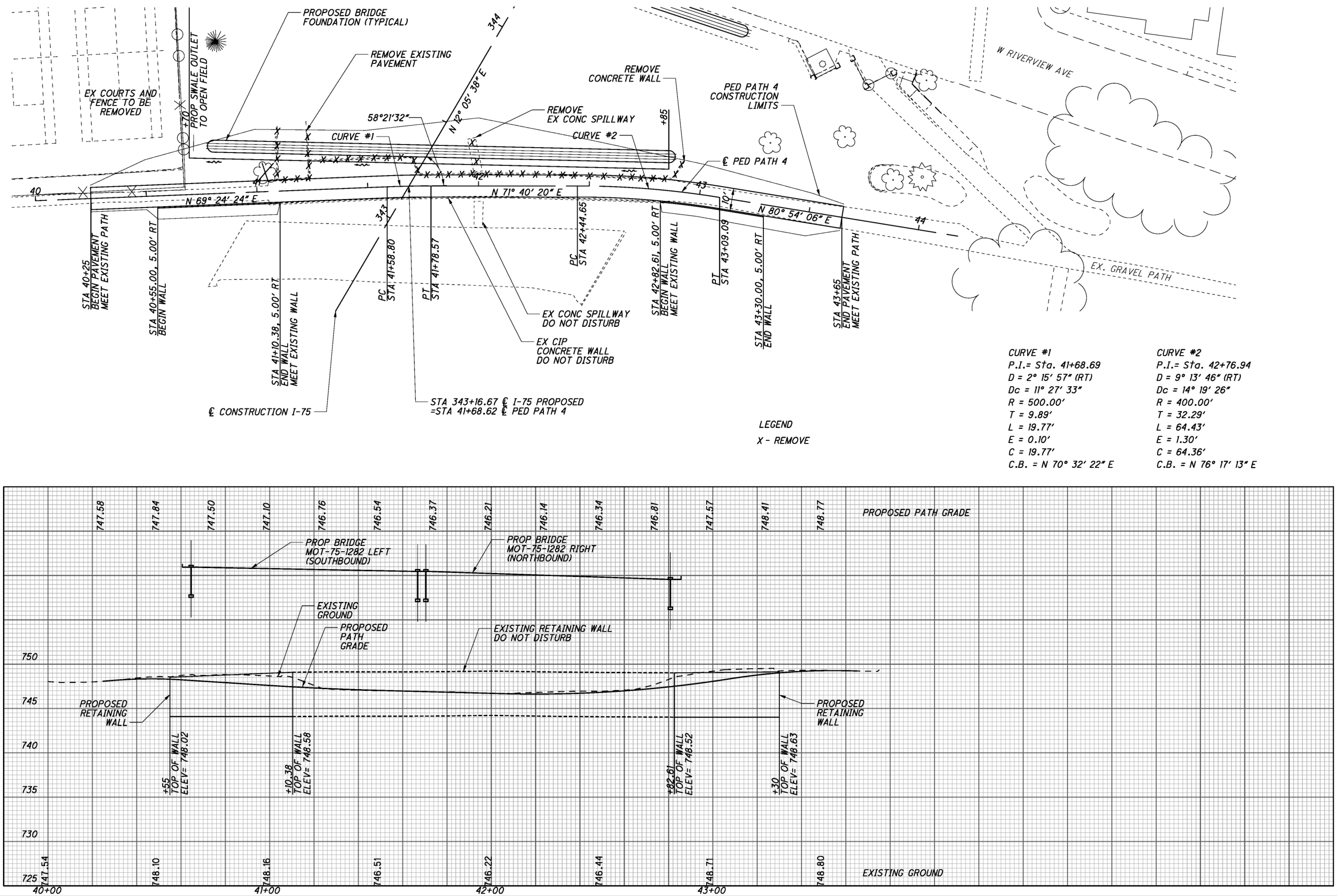
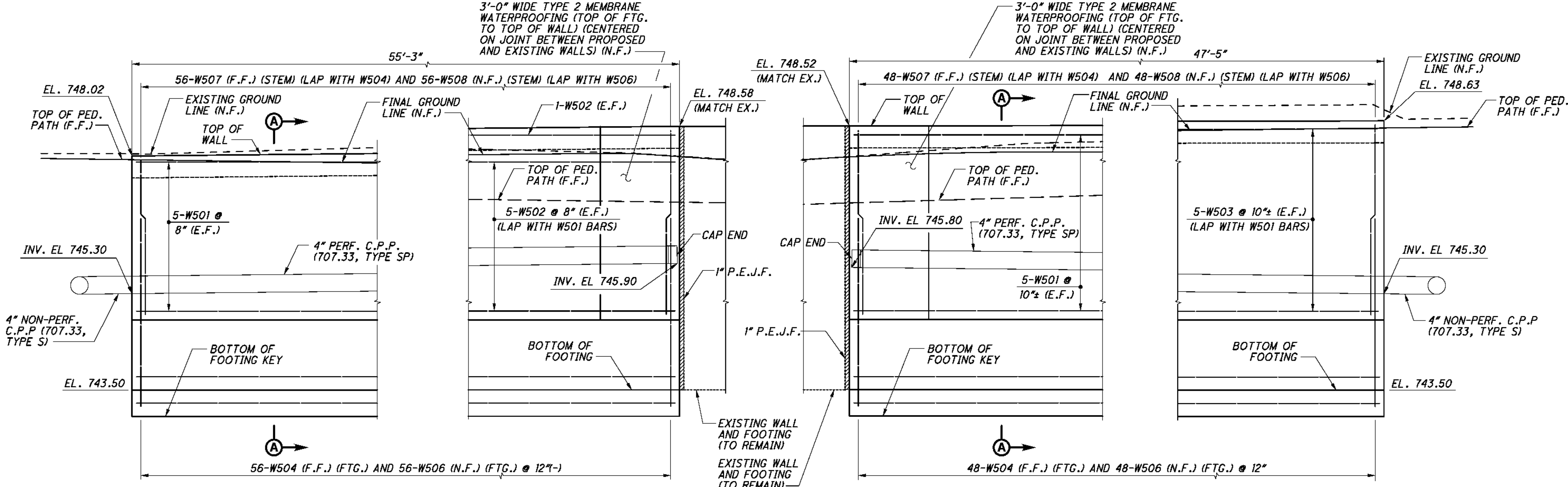


0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SAT
CHECKED JDH

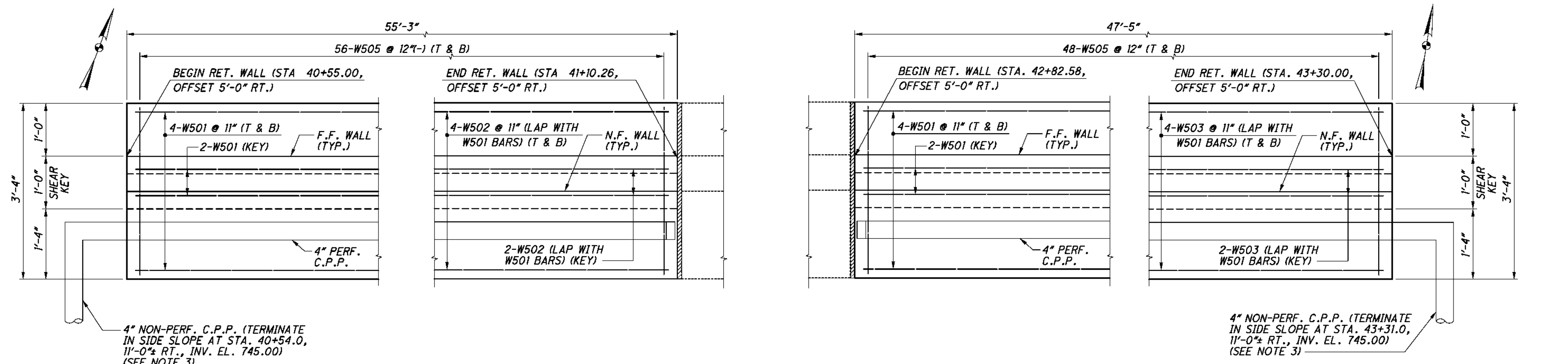
PLAN AND PROFILE RETAINING WALL ALONG PED PATH 4

MOT-75-12.00



PART WALL ELEVATION

PART WALL ELEVATION



PART FOOTING PLAN

PART FOOTING PLAN

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.

NOTES:

1. FOR REINFORCING STEEL LIST, ESTIMATED QUANTITIES, AND GENERAL NOTES SEE SHEET 487.
2. FOR SECTION A-A SEE SHEET 487.
3. FOR PIPE TERMINATION DETAIL, SEE ODOT STD. DRAWING A-1-69, SHEET 1 OF 5.
4. FOR LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SEE SECTION A-A AND GENERAL NOTES, SHEET 487.

CALCULATED JAH/JLV
CHECKED JDH

WALL PLAN AND ELEVATION PED PATH NO. 4 UNDER BRIDGE 7N

MOT-75-12.00

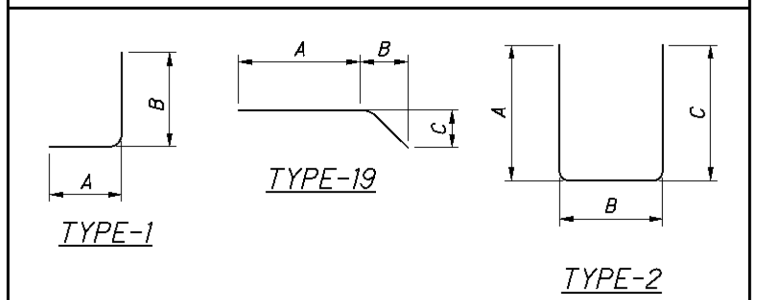
MADE BY: JLV DATE: 10/10/11
CHECK'D BY: MSL DATE: 10/10/11

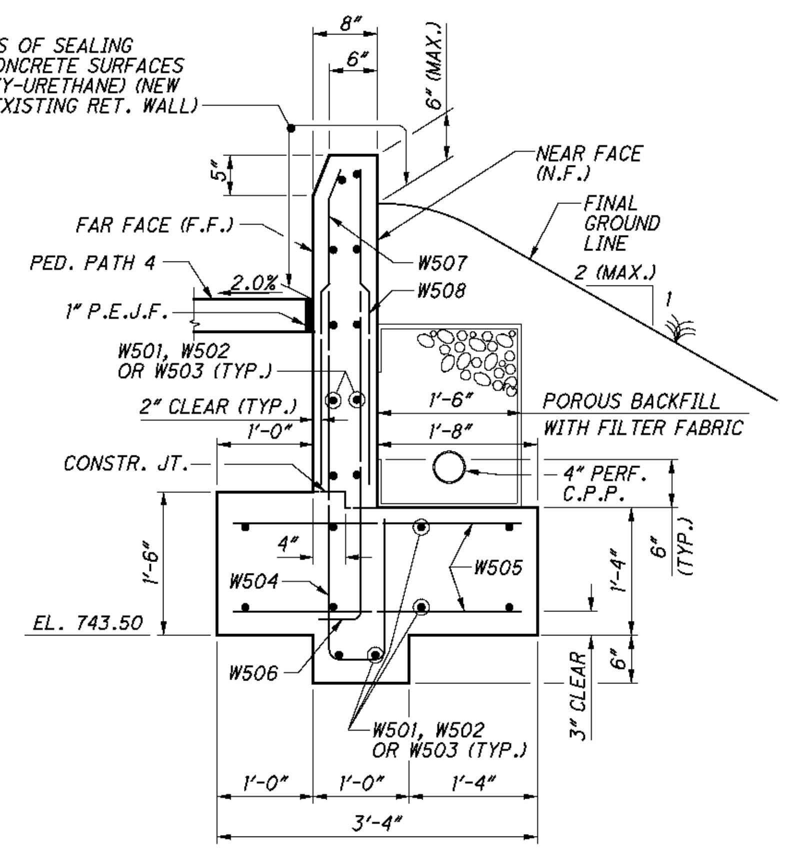
ESTIMATED QUANTITIES

ITEM	EXTENSION	PARTICIPATION IM ROAD	PARTICIPATION NHS ROAD	TOTAL	UNIT	DESCRIPTION	RETAINING WALL	REFERENCE SHEET NO.
202	11001	70%	30%	LUMP		STRUCTURE REMOVED, AS PER PLAN	LUMP	487
503	21301	70%	30%	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN	LUMP	487
509	10000	3338	1431	4769	POUND	EPOXY COATED REINFORCING STEEL	4769	
511	46200	20	9	29	CU YD	CLASS C CONCRETE	29	
512	10100	43	19	62	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	62	
512	33000	2	1	3	SQ YD	TYPE 2 WATERPROOFING	3	
516	13600	34	15	49	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	49	
518	21200	8	4	12	CU YD	POROUS BACKFILL WITH FILTER FABRIC	12	
518	39800	73	31	104	FT	4" PERFORATED CORRUGATED PLASTIC PIPE	104	
518	39900	8	4	12	FT	4" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	12	
601	20000	2	1	3	SQ YD	CRUSHED AGGREGATE SLOPE PROTECTION	3	

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C
W501	40	30'-0"	1252	STR			
W502	22	28'-0"	642	STR			
W503	20	20'-0"	417	STR			
W504	104	6'-3"	678	2	4'-7"	0'-6"	1'-5"
W505	208	3'-0"	651	STR			
W506	104	4'-9"	515	1	4'-1"	0'-10"	
W507	104	2'-10"	307	19	2'-5"	0'-5"	0'-2"
W508	104	2'-10"	307	STR			
		TOTAL	4769				

BAR BENDING DIAGRAMS





SECTION A-A

RETAINING WALL GENERAL NOTES

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM YIELD STRENGTH 60,000 PSI

ITEM 202, STRUCTURE REMOVED, AS PER PLAN

REMOVE THE EXISTING CONCRETE WALL, EXISTING CONCRETE SPILLWAY, EXISTING PAVEMENT AND EXISTING CURB AS SHOWN IN THE PLANS. REMOVAL OF THESE ITEMS MUST ACCOMMODATE THE CONSTRUCTION OF PROPOSED MOT-75-1282 L/R PIER 11 AND BE IN ACCORDANCE WITH CMS SECTION 202.03.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN

EXCAVATION TO CONSTRUCT THE PROPOSED RETAINING WALLS SHALL BE COORDINATED WITH THE MIAMI CONSERVANCY DISTRICT (MCD) AS THIS EXCAVATION WILL TEMPORARILY BREECH THE LEVEES. THE CONTRACTOR SHALL NOTIFY THE MCD AT LEAST 5 WORKING DAYS BEFORE PERFORMING THE WORK. THE CONTACT PERSON AT THE MCD IS: KURT RINEHART, CHIEF ENGINEER, 937-223-1278 x3242, KRINEHART@MIAMICONSERVANCY.ORG

UNCLASSIFED EXCAVATION SHALL BE MEASURED PER CMS 503.09.

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

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE NEW AND EXISTING CONCRETE RETANING WALL INCLUDING THE TOP, FAR SIDE OF WALL DOWN TO THE PEDESTRIAN PATH AND NEAR SIDE DOWN TO THE FINAL GROUND LINE. THE CONCRETE EPOXY-URETHANE SEALING FINISH COAT SHALL BE LIGHT NEUTRAL MEETING THE FEDERAL STANDARD COLOR NUMBER FS-595B-17778.

ABBREVIATIONS

B. = BOTTOM
E.F. = EACH FACE
EX. = EXISTING
F.F. = FAR FACE
MAX. = MAXIMUM
N.F. = NEAR FACE
NO. = NUMBER
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
PROP. = PROPOSED
T. = TOP
TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE

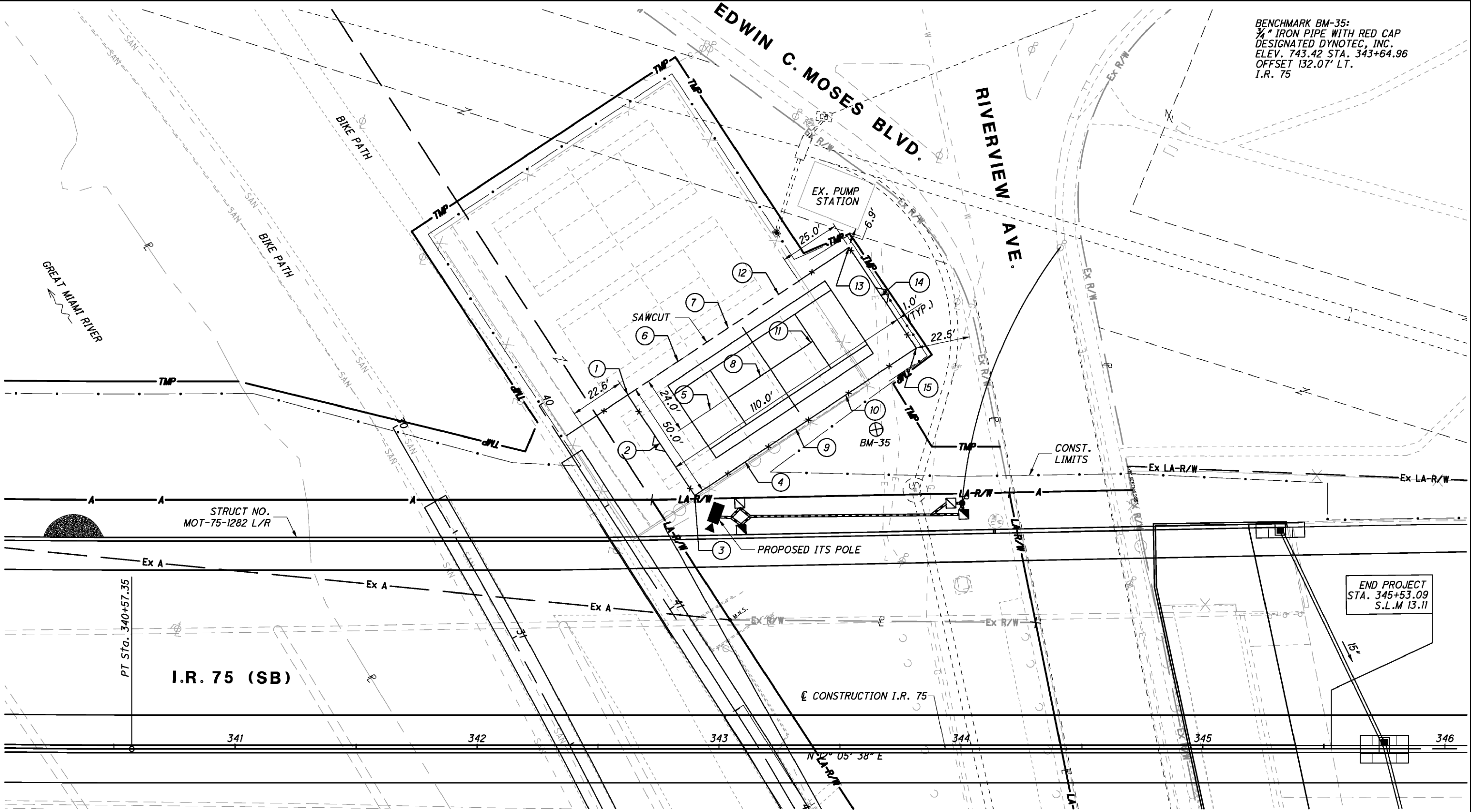
NOTES:

1. FOR FOOTING PLAN AND WALL ELEVATIONS SEE SHEET 486.
2. FOR LOCATION OF SECTION A-A, SEE SHEET 486.
3. POROUS BACKFILL SHALL EXTEND UP TO 1 FOOT BELOW THE FINAL GROUND LINE AND LATERALLY TO THE ENDS OF THE PROPOSED RETAINING WALLS.

CALCULATED JAH/JLV
CHECKED JDH

WALL ESTIMATED QUANTITIES, GENERAL NOTES, AND SECTION
PED PATH NO. 4 UNDER BRIDGE 7N

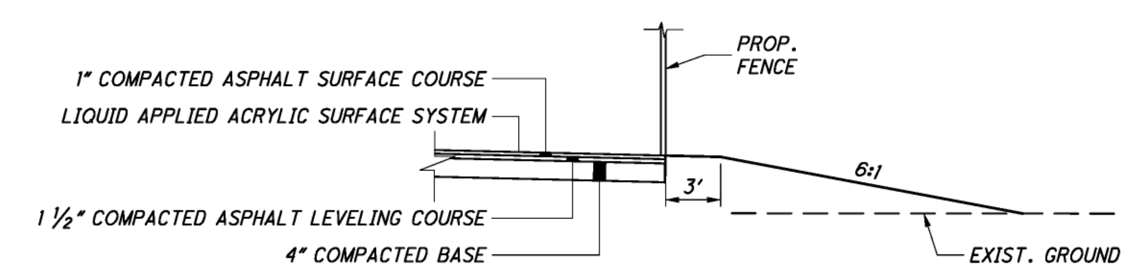
MOT-75-12.00



PROPOSED DETAIL GRADES

I.D.	ELEV.	NORTHING	EASTING
1	744.08	647610.32	1490812.35
2	744.28	647619.16	1490834.66
3	744.50	647628.73	1490858.84
4	744.41	647651.97	1490849.63
5	744.19	647642.40	1490825.46
6	743.99	647633.56	1490803.15
7	743.82	647656.81	1490793.94
8	744.02	647665.64	1490816.26
9	744.24	647675.22	1490840.43
10	744.03	647698.46	1490831.23

I.D.	ELEV.	NORTHING	EASTING
11	743.81	647688.89	1490807.05
12	743.61	647680.05	1490784.74
13	743.80	647712.59	1490771.85
14	744.00	647721.43	1490794.17
15	744.22	647731.00	1490818.34



GRADING DETAIL

HORIZONTAL SCALE IN FEET

0 10 20 100

CALCULATED MAS

CHECKED JAS

PROPOSED TENNIS COURT PLAN

MOT-75-12.00

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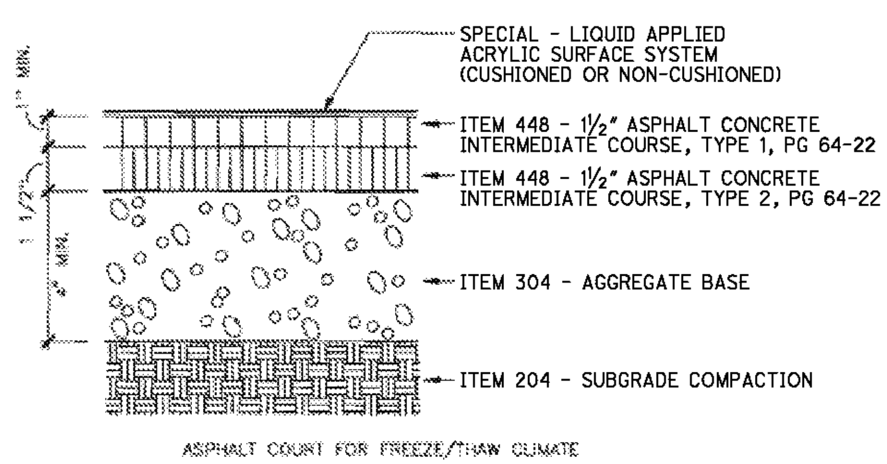
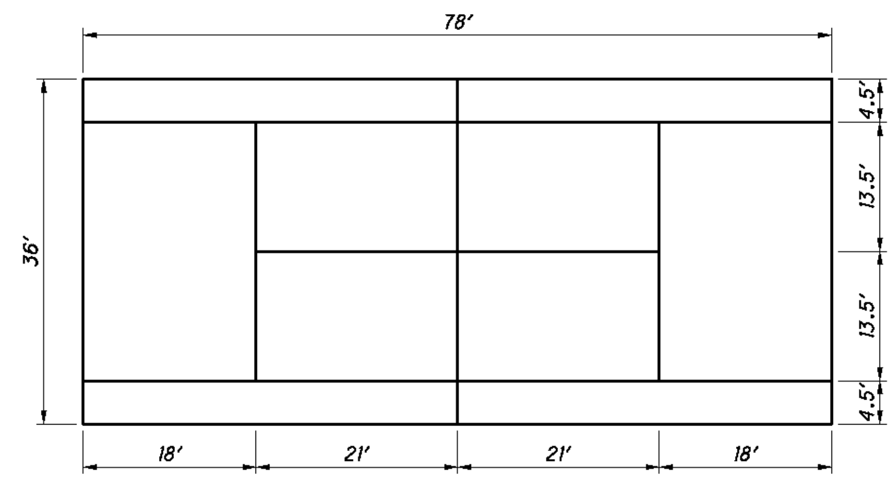


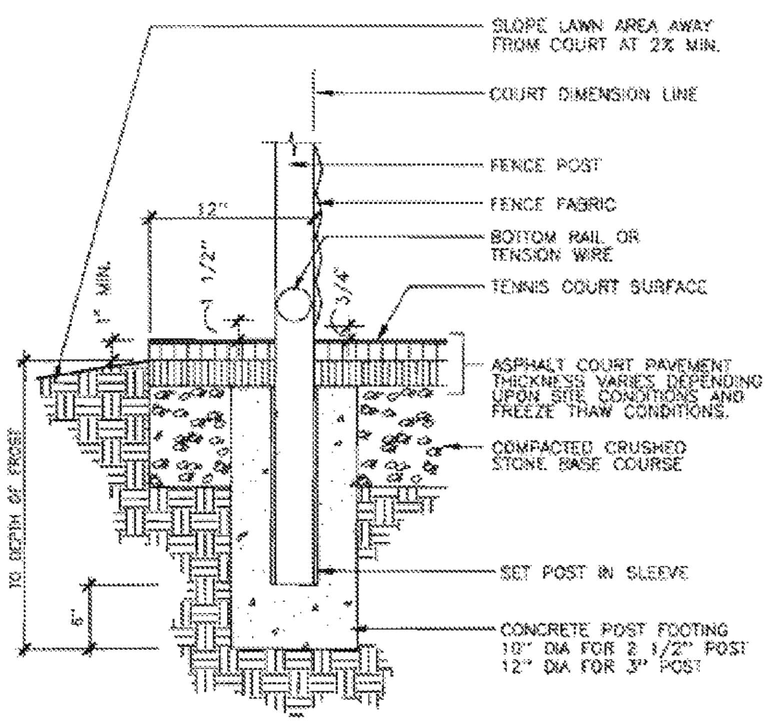
TYPICAL ASPHALT COURT SECTION

NOT TO SCALE



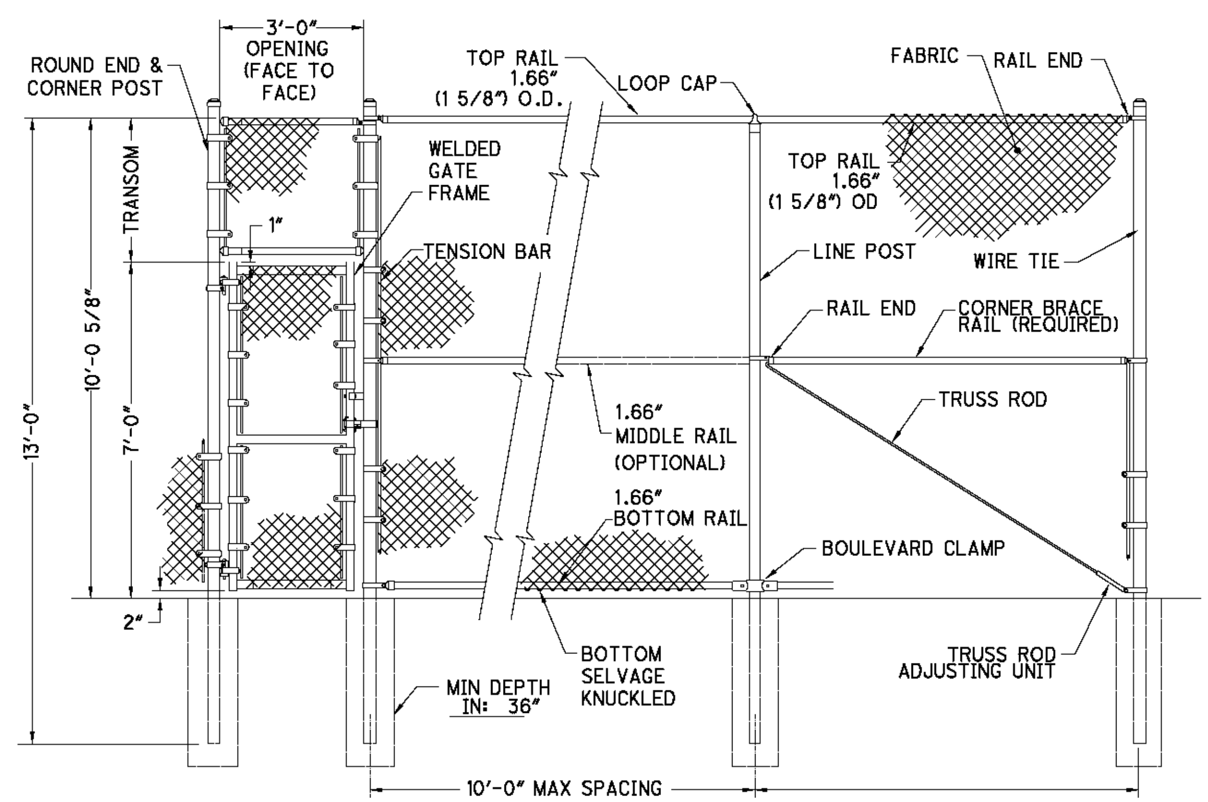
TENNIS COURT DIMENSIONS

NOT TO SCALE



SECTION EXTENDED APRON AT ASPHALT COURT EDGE

NOT TO SCALE



ITEM 607 - FENCE AND GATE, TYPE CL, AS PER PLAN

NOT TO SCALE

SPECIAL LIQUID APPLIED ACRYLIC SURFACE

APPLY SPORTMASTER COLOR CONCENTRATE WITH SAND OR APPROVED EQUAL IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
MANUFACTURER OR APPROVED EQUAL:

THORWORKS INDUSTRIES, INC.	NOVA SPORTS USA, INC.
PO BOX 2277	6 INDUSTRIAL RD., BUILDING #2
SANDUSKY, OH 44870	MILFORD, MA 01757

COLOR: TENNIS COURT SURFACE COLOR AND SURROUNDING AREAS SHALL MATCH IN LIKE KIND, THE EXISTING COLOR OF THE TWO EXISTING ADJACENT COURTS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT BID PRICE FOR "SPECIAL - LIQUID APPLIED ACRYLIC SURFACE" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE ENGINEER.

ITEM 202 REMOVAL MISC.: TENNIS POSTS NETTING AND RE-ERECTION

IN ADDITION TO THE REQUIREMENTS OF ITEM 202, WORK FOR THIS ITEM SHALL INCLUDE THE REMOVAL OF TENNIS NET AND POSTS, INCLUDING ALL HARDWARE, APPURTENANCES, AND INCIDENTALS REQUIRED TO PROPERLY ASSEMBLE THE TENNIS NET SYSTEM. MATERIALS SHALL BE REMOVED AND STORED SAFELY DURING CONSTRUCTION OPERATIONS SO AS TO RE-ERECT THE SYSTEM IN KIND. ALL MATERIALS ARE THE RESPONSIBILITY OF THE CONTRACTOR. PRIOR TO LAYING THE TENNIS COURT PAVEMENT, FOUNDATIONS FOR THE POSTS SHALL BE SET AS DETAILED IN THESE PLANS. FOUNDATIONS SHALL INCLUDE A SLEEVE, EXTENDING TO THE FINAL ELEVATION OF THE FINISHED TENNIS COURT SURFACE, IN WHICH TO SET THE POST. UPON COMPLETION OF THE TENNIS COURT CONSTRUCTION AND AFTER THE TENNIS COURT SURFACE HAS BEEN FINISHED WITH PAINT MARKINGS, POSTS SHALL BE RESET IN NEW POST FOUNDATION SLEEVES. NETTING SHALL BE HUNG WITH ALL REUSED HARDWARE, APPURTENANCES AND INCIDENTALS FROM THE ORIGINAL REMOVAL.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT BID PRICE FOR "ITEM 202, REMOVAL MISC.: TENNIS POSTS AND NETTING AND RE-ERECTION, LUMP" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202, REMOVAL MISC.:	
TENNIS POSTS AND NETTING AND RE-ERECTION	*LUMP*

ITEM 642 PAVEMENT MARKING, MISC.: TENNIS COURT LINE MARKING

WORK SHALL BE PERFORMED ACCORDING TO ITEM 642, WITH THE FOLLOWING MODIFICATIONS: THE MATERIAL SELECTED FOR THIS APPLICATION SHALL BE COMPLIANT AND COMPATIBLE WITH THE LIQUID APPLIED ACRYLIC SURFACE SYSTEM TO BE PLACED ON THE PROPOSED TENNIS COURTS. THE PAINT SHALL BE TEXTURIZED FOR SLIP RESISTANCE. COLOR OF THIS PAINT SHALL BE WHITE. CONTRACTOR SHALL BE REQUIRED TO OBTAIN APPROVAL OF THE MATERIAL, MANUFACTURER, AND COLOR FROM THE CITY OF DAYTON ENGINEER PRIOR TO CONSTRUCTION OPERATIONS. APPLICATION OF THIS ITEM SHALL BE PERFORMED WITH A PAINT ROLLER OR PAINT BRUSH. SPRAY APPLICATIONS ARE NOT ACCEPTABLE. THE STRIPS SHALL BE LAID 2 INCHES WIDE. CONTRACTOR SHALL FOLLOW REQUIREMENTS OF THE MANUFACTURER TO ENSURE PROPER APPLICATION AND CURING.

REFER TO THE TENNIS COURT DIMENSIONS SHOWN ON THIS SHEET FOR LINE LOCATIONS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT BID PRICE FOR "ITEM 642-PAVEMENT MARKING, MISC.: TENNIS COURT LINE MARKING, FEET" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

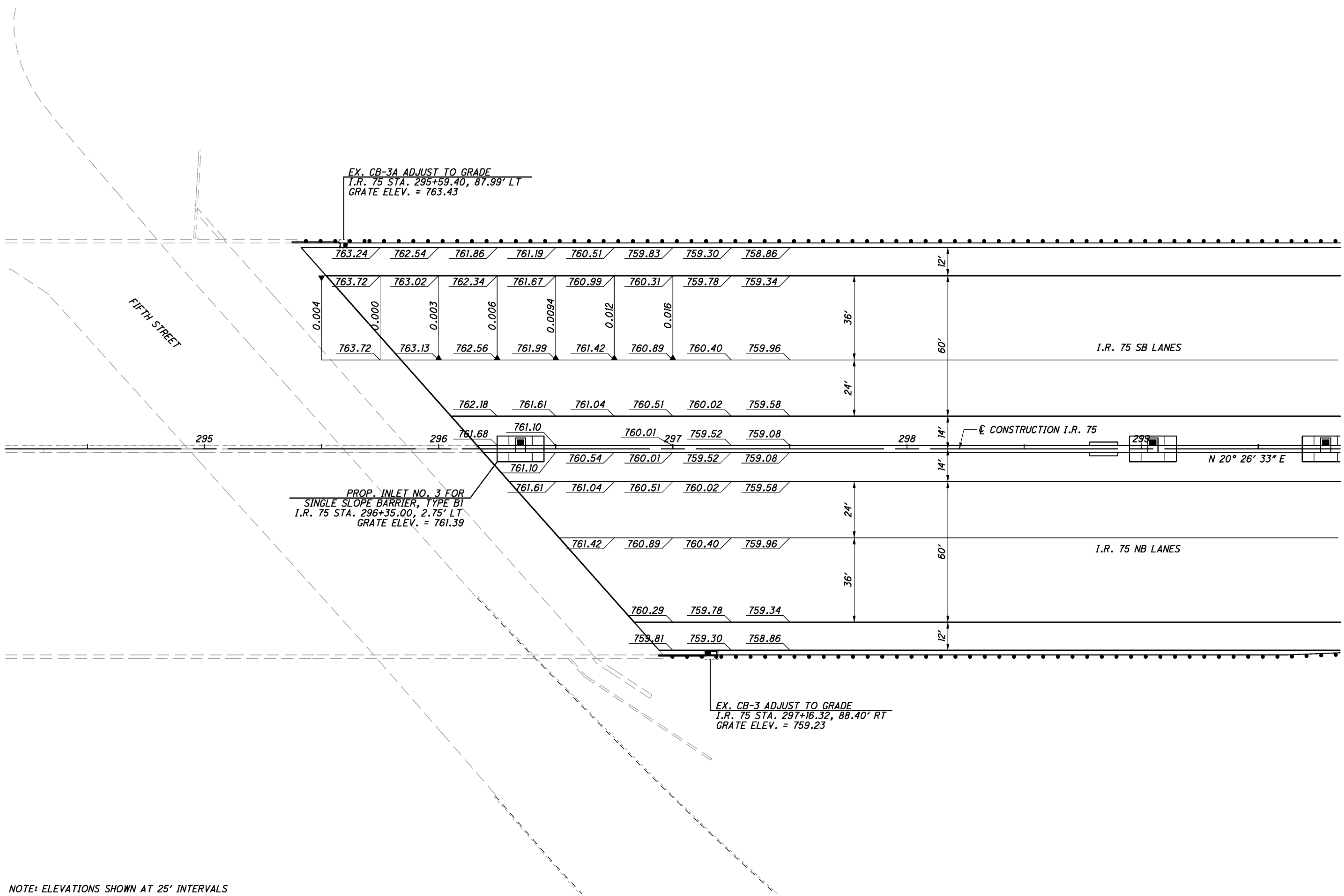
ITEM 642 - PAVEMENT MARKING, MISC.:	
TENNIS COURT LINE MARKING	*480 FT*

CALCULATED MAS CHECKED

PROPOSED TENNIS COURT DETAILS

MOT-75-12.00

IP_PWP:dms57665\77247GM002.dgn 01-AUG-2012 9:50AM rgreenland



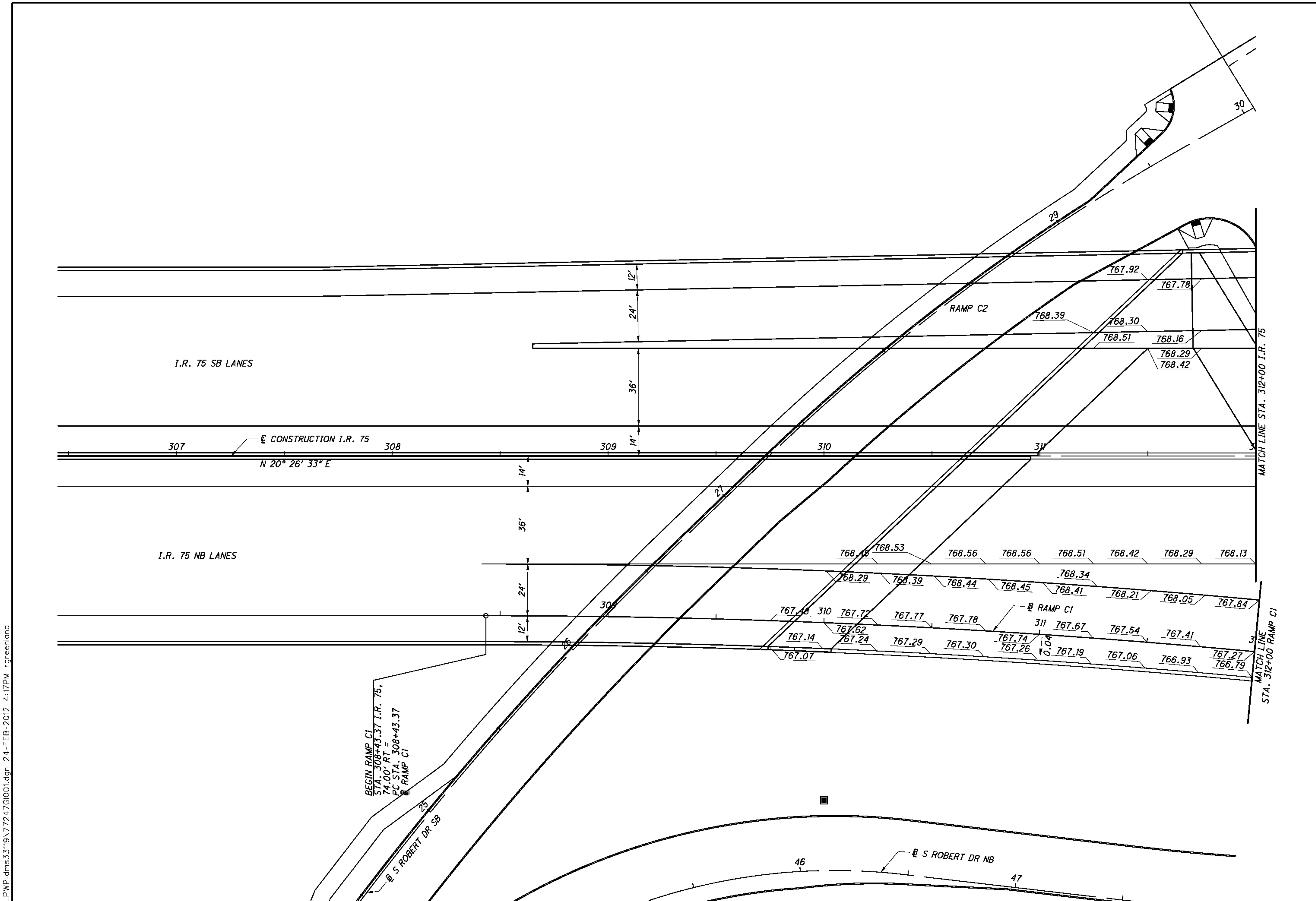
NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED DLT
CHECKED RAT

I.R. 75 - PAVEMENT TRANSITION

MOT-75-12.00

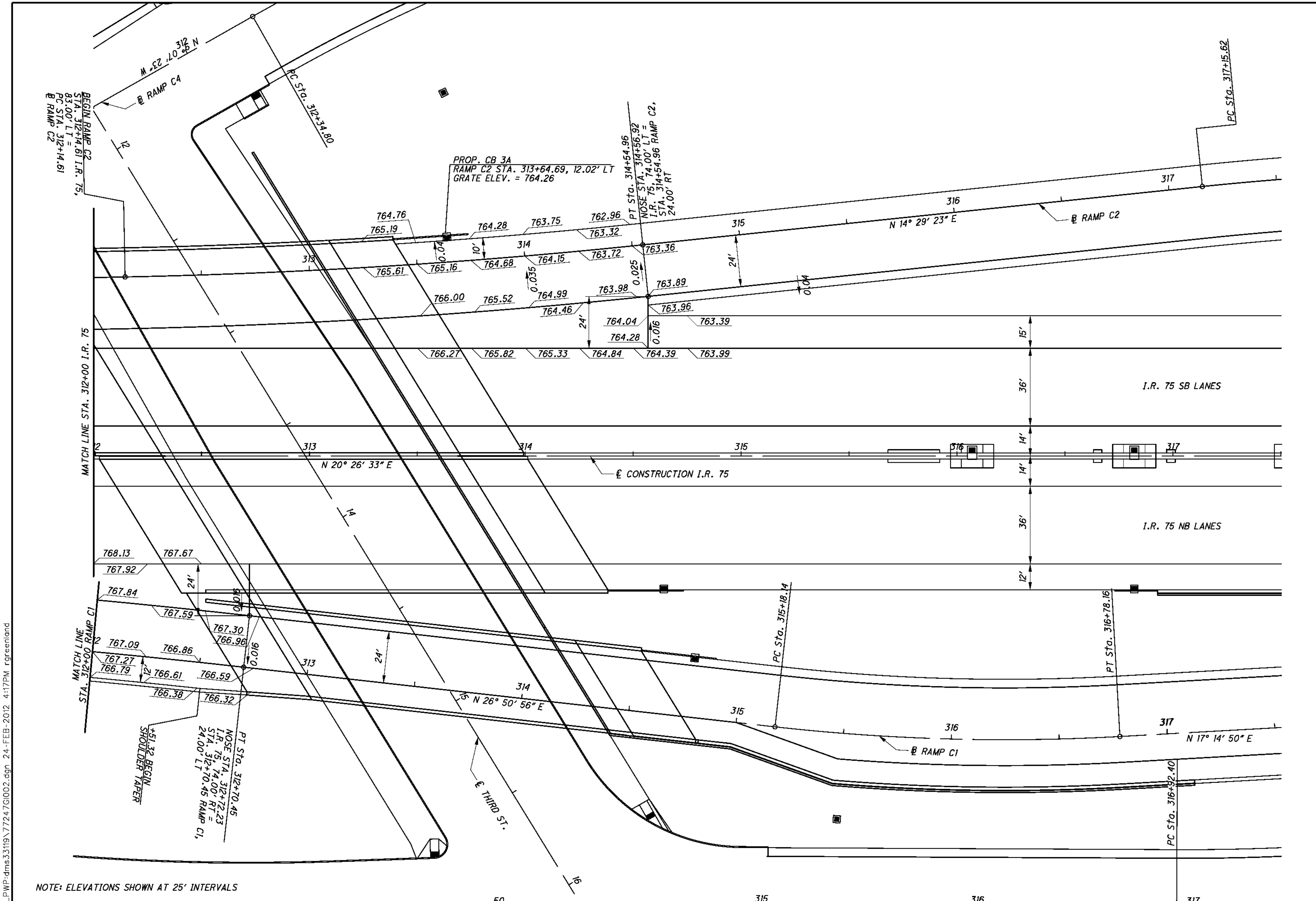


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLT
CHECKED RAT

TERMINAL DETAILS
RAMP C1 & RAMP C2

MOT-75-12.00

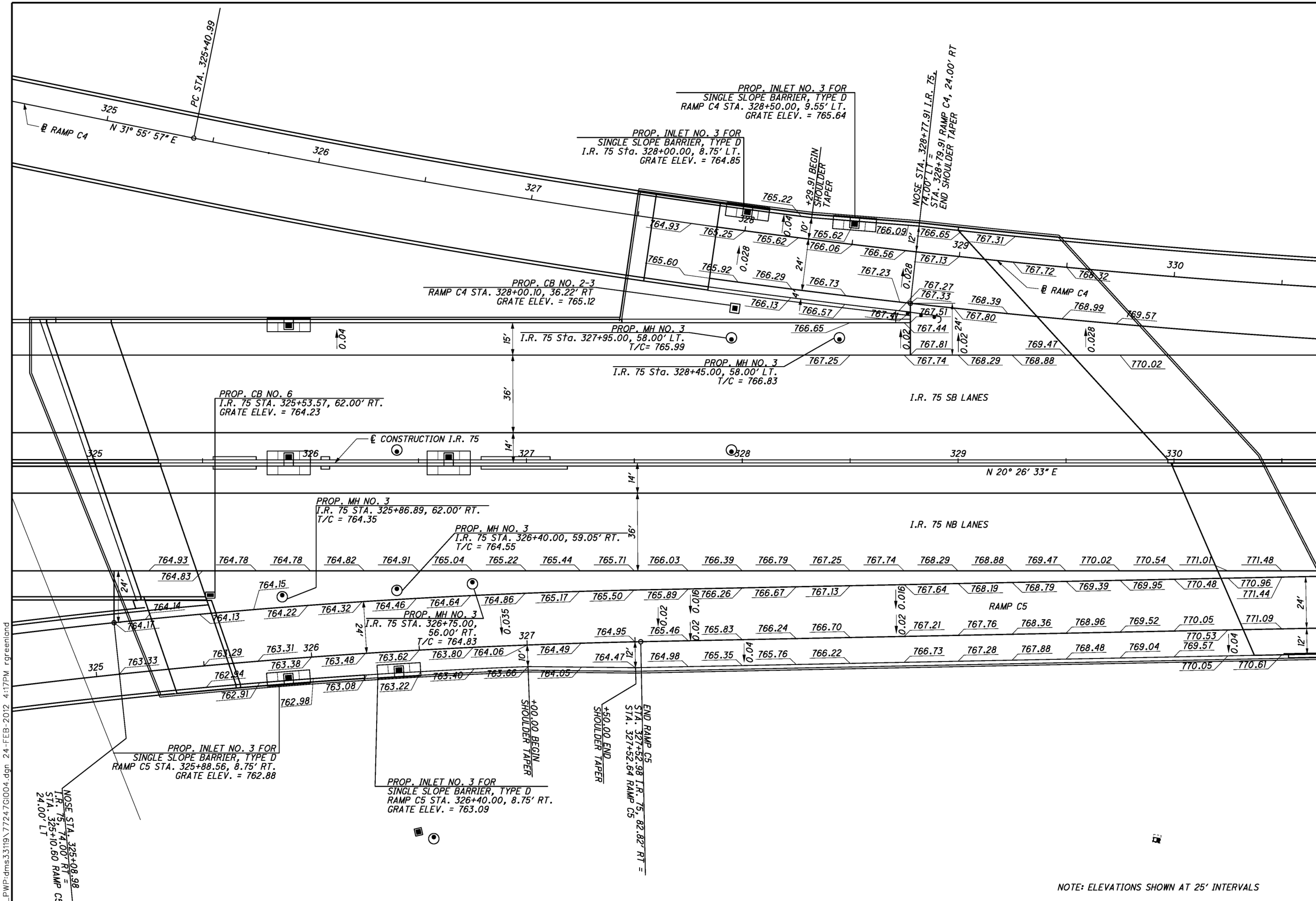


HORIZONTAL SCALE IN FEET

CALCULATED DLT
CHECKED RAT

TERMINAL DETAILS
RAMP C1 & RAMP C2

MOT-75-12.00



0 10 20 40
HORIZONTAL SCALE IN FEET

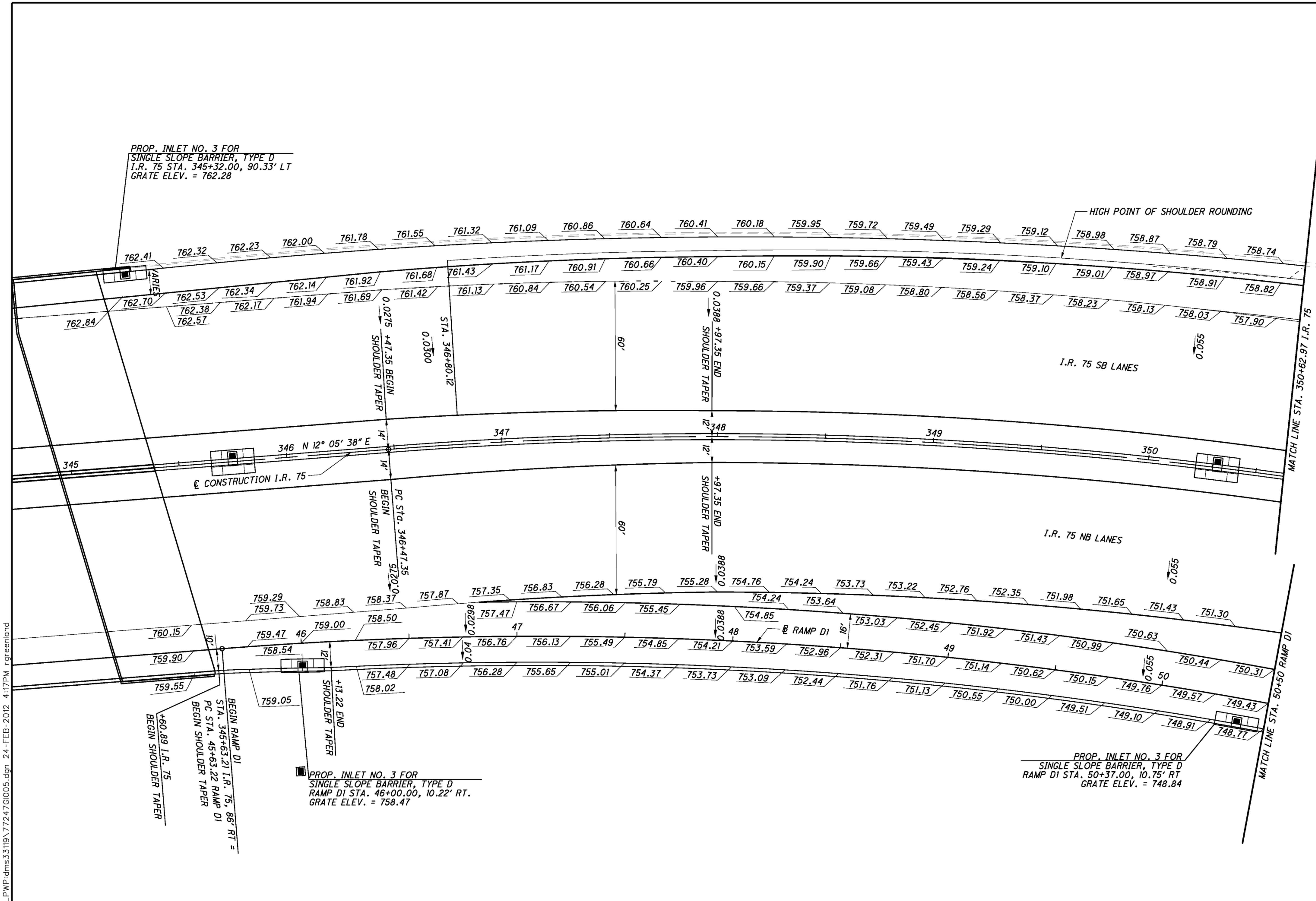
CALCULATED DLT
CHECKED RAT

TERMINAL DETAILS
RAMP C4 & RAMP C5

MOT-75-12.00

493
1565

IP_PWP:dms33119\77247GI004.dgn 24-FEB-2012 4:17PM rgreenland



HORIZONTAL SCALE IN FEET

0 10 20 40

CALCULATED NSP

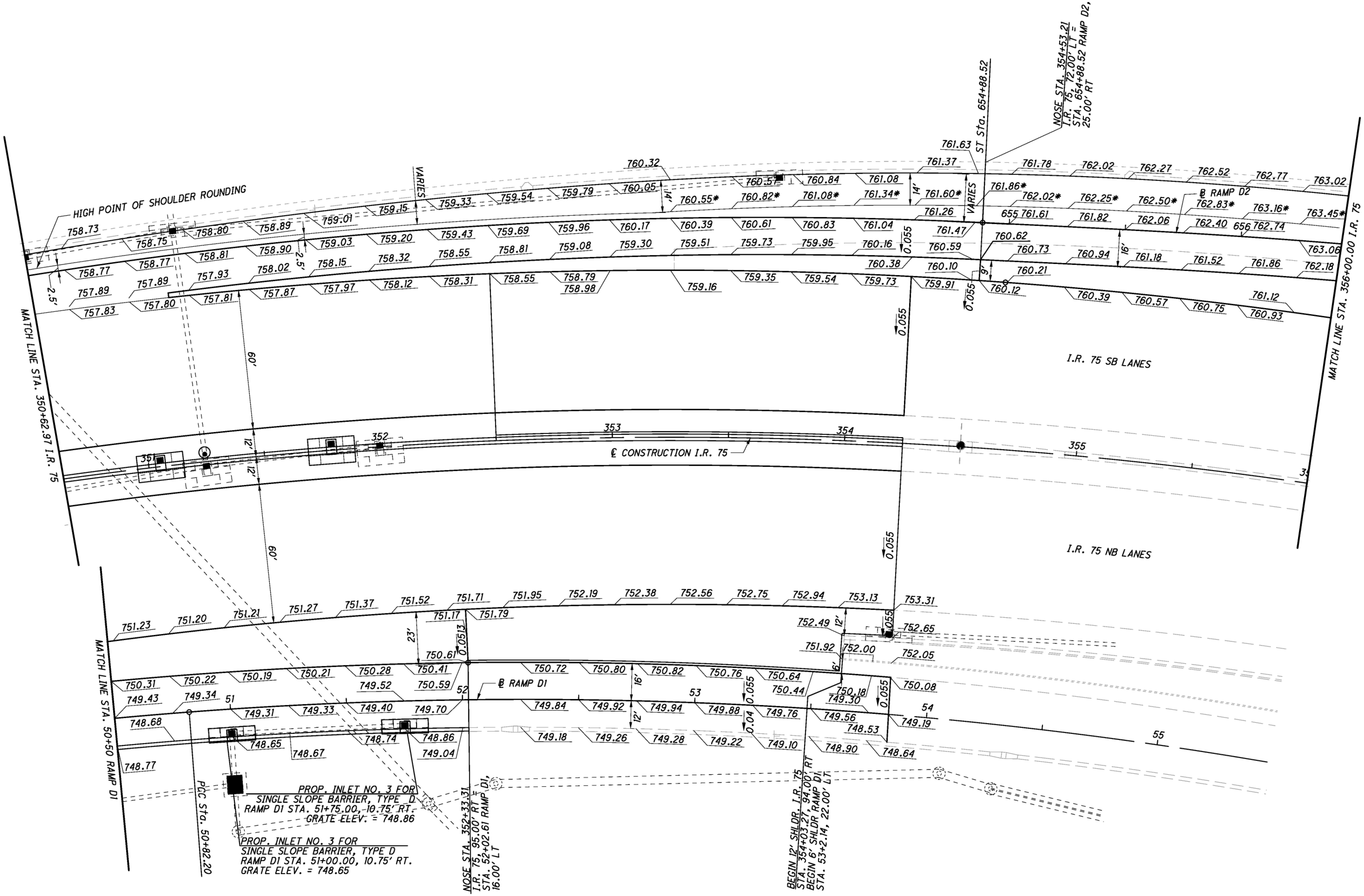
CHECKED DLT

TERMINAL DETAILS RAMP D1 & RAMP D2

MOT-75-12.00

IP_PWP:dms33119\77247GI005.dgn 24-FEB-2012 4:17PM rgreenland

* ELEVATION IS AT POINT OF INTERSECTION OF SHOULDER SLOPE AND ROADWAY SLOPE.
ACTUAL PAVEMENT ELEVATION IS LOWER DUE TO SHOULDER ROUNDING.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NSP
CHECKED DLT

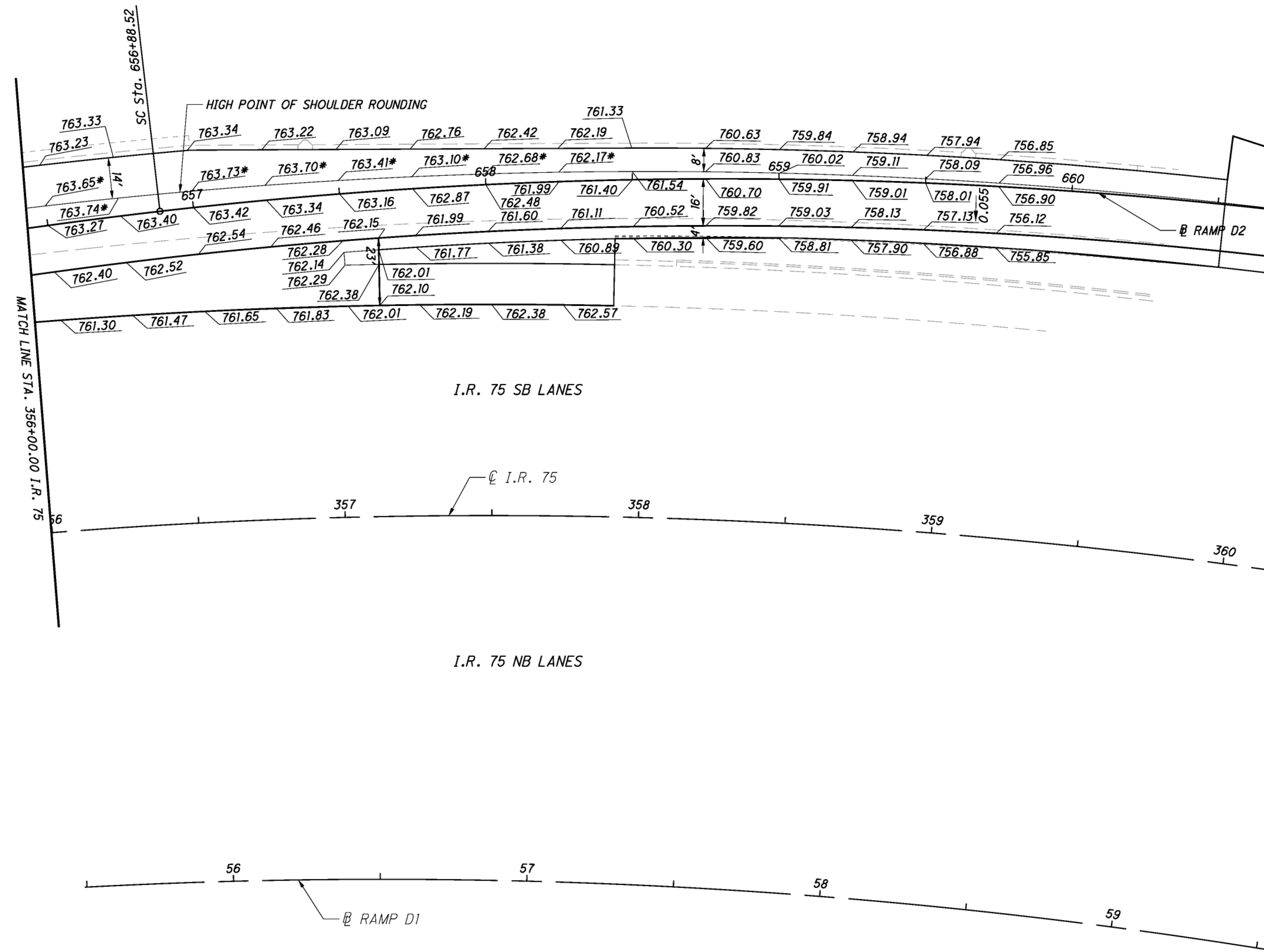
TERMINAL DETAILS
RAMP D1 & RAMP D2

MOT-75-12.00

495
1565

IP_PWP:dms33119\77247GI006.dgn 24-FEB-2012 4:17PM rgreenland

* ELEVATION IS AT POINT OF INTERSECTION OF SHOULDER SLOPE AND ROADWAY SLOPE.
ACTUAL PAVEMENT ELEVATION IS LOWER DUE TO SHOULDER ROUNDING.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED NSP
CHECKED DLT

TERMINAL DETAILS
RAMP D2

MOT-75-12.00

IP_PWP:dms33119\77247GI008.dgn 24-FEB-2012 4:18PM rgreenland

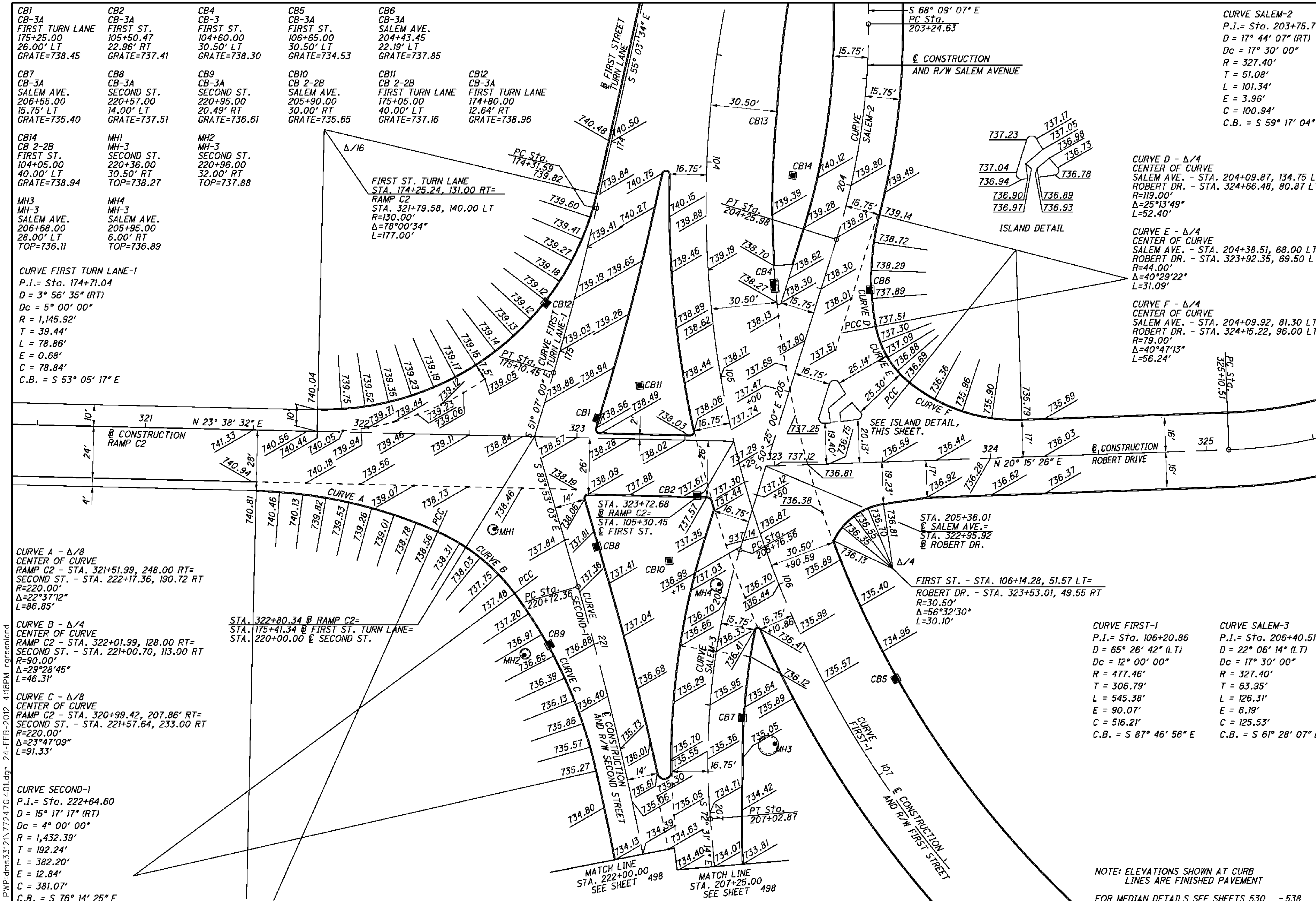
CB1	CB2	CB4	CB5	CB6
CB-3A	CB-3A	CB-3	CB-3A	CB-3A
FIRST TURN LANE	FIRST ST.	FIRST ST.	FIRST ST.	SALEM AVE.
175+25.00	105+50.47	104+60.00	106+65.00	204+43.45
26.00' LT	22.96' RT	30.50' LT	30.50' LT	22.19' LT
GRATE=738.45	GRATE=737.41	GRATE=738.30	GRATE=734.53	GRATE=737.85

CB7	CB8	CB9	CB10	CB11	CB12
CB-3A	CB-3A	CB-3A	CB 2-2B	CB 2-2B	CB-3A
SALEM AVE.	SECOND ST.	SECOND ST.	SALEM AVE.	FIRST TURN LANE	FIRST TURN LANE
206+55.00	220+57.00	220+95.00	205+90.00	175+05.00	174+80.00
15.75' LT	14.00' LT	20.49' RT	30.00' RT	40.00' LT	12.64' RT
GRATE=735.40	GRATE=737.51	GRATE=736.61	GRATE=735.65	GRATE=737.16	GRATE=738.96

CB14	MH1	MH2
CB 2-2B	MH-3	MH-3
FIRST ST.	SECOND ST.	SECOND ST.
104+05.00	220+36.00	220+96.00
40.00' LT	30.50' RT	32.00' RT
GRATE=738.94	TOP=738.27	TOP=737.88

MH3	MH4
MH-3	MH-3
SALEM AVE.	SALEM AVE.
206+68.00	205+95.00
28.00' LT	6.00' RT
TOP=736.11	TOP=736.89

CURVE FIRST TURN LANE-1
P.I.= Sta. 174+71.04
D = 3° 56' 35" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 39.44'
L = 78.86'
E = 0.68'
C = 78.84'
C.B. = S 53° 05' 17" E



CURVE A - Δ/8
CENTER OF CURVE
RAMP C2 - STA. 321+51.99, 248.00 RT=
SECOND ST. - STA. 222+17.36, 190.72 RT
R=220.00'
Δ=22°37'12"
L=86.85'

CURVE B - Δ/4
CENTER OF CURVE
RAMP C2 - STA. 322+01.99, 128.00 RT=
SECOND ST. - STA. 221+00.70, 113.00 RT
R=90.00'
Δ=29°28'45"
L=46.31'

CURVE C - Δ/8
CENTER OF CURVE
RAMP C2 - STA. 320+99.42, 207.86' RT=
SECOND ST. - STA. 221+57.64, 233.00 RT
R=220.00'
Δ=23°47'09"
L=91.33'

CURVE SECOND-1
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E

CURVE SALEM-2
P.I.= Sta. 203+75.71
D = 17° 44' 07" (RT)
Dc = 17° 30' 00"
R = 327.40'
T = 51.08'
L = 101.34'
E = 3.96'
C = 100.94'
C.B. = S 59° 17' 04" E

CURVE D - Δ/4
CENTER OF CURVE
SALEM AVE. - STA. 204+09.87, 134.75 LT=
ROBERT DR. - STA. 324+66.48, 80.87 LT
R=119.00'
Δ=25°13'49"
L=52.40'

CURVE E - Δ/4
CENTER OF CURVE
SALEM AVE. - STA. 204+38.51, 68.00 LT=
ROBERT DR. - STA. 323+92.35, 69.50 LT
R=44.00'
Δ=40°29'22"
L=31.09'

CURVE F - Δ/4
CENTER OF CURVE
SALEM AVE. - STA. 204+09.92, 81.30 LT=
ROBERT DR. - STA. 324+15.22, 96.00 LT
R=79.00'
Δ=40°47'13"
L=56.24'

CURVE FIRST-1
P.I.= Sta. 106+20.86
D = 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E

CURVE SALEM-3
P.I.= Sta. 206+40.51
D = 22° 06' 14" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 63.95'
L = 126.31'
E = 6.19'
C = 125.53'
C.B. = S 61° 28' 07" E

NOTE: ELEVATIONS SHOWN AT CURB LINES ARE FINISHED PAVEMENT

FOR MEDIAN DETAILS SEE SHEETS 530 - 538

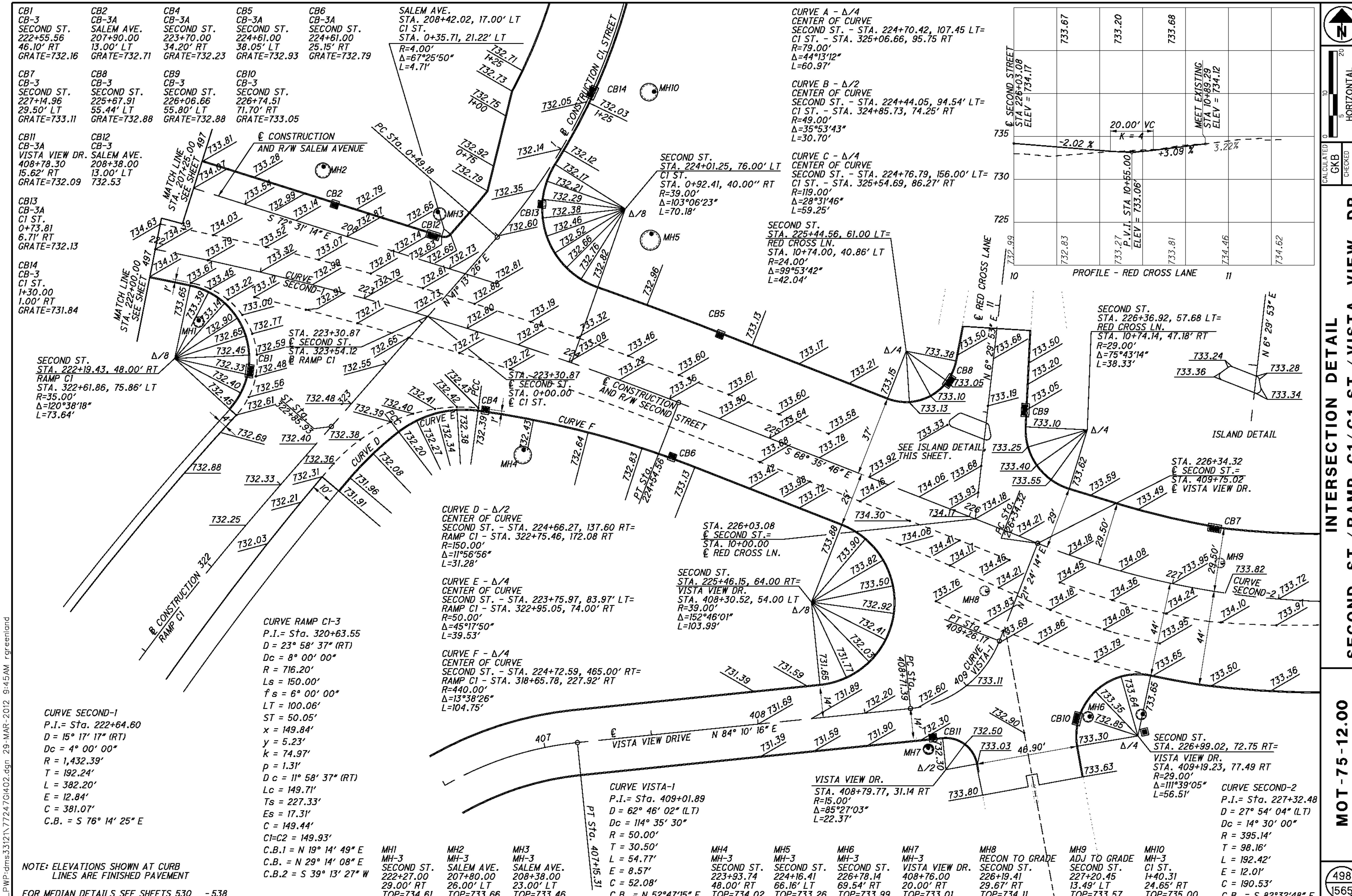
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB
CHECKED HGH

INTERSECTION DETAIL - RAMP C2/ SALEM AVE./FIRST ST./SECOND ST./ROBERT DR.

MOT-75-12.00

IP_PWP:dms33121\77247GI401.dgn 24-FEB-2012 4:18PM rgreenland



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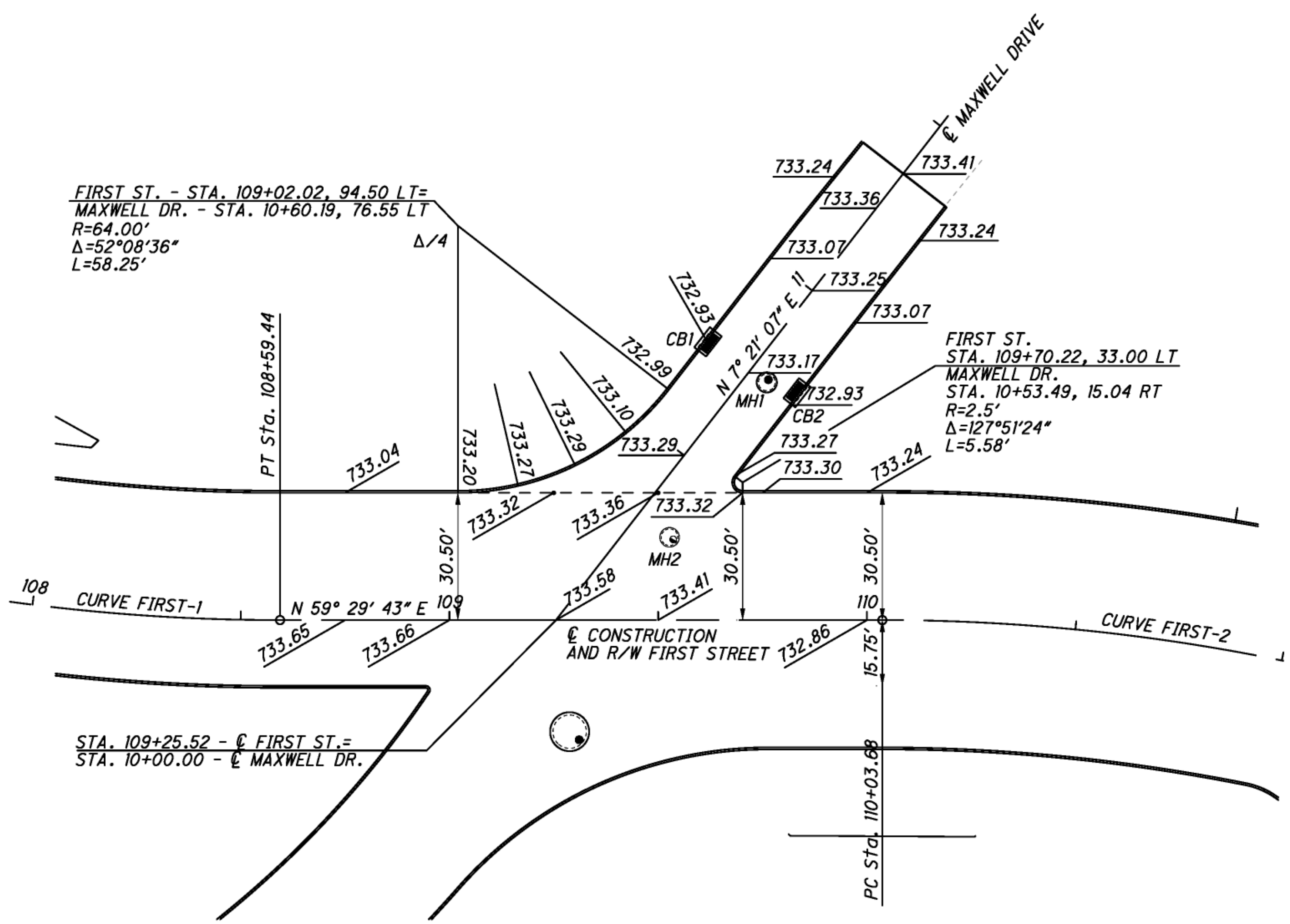
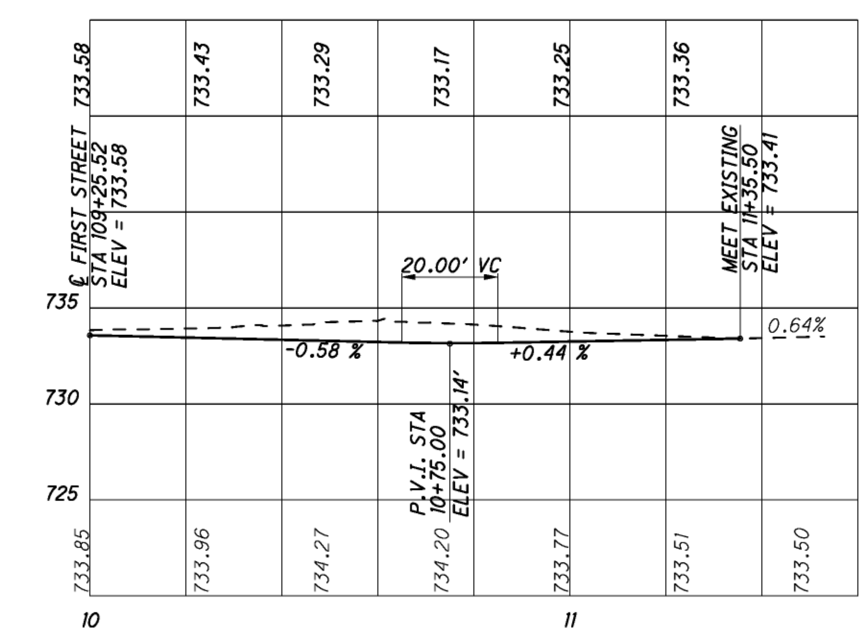
CURVE FIRST-1	CURVE FIRST-2
P.I.= Sta. 106+20.86	P.I.= Sta. 110+86.35
D = 65° 26′ 42″ (LT)	D = 19° 38′ 48″ (RT)
Dc = 12° 00′ 00″	Dc = 12° 00′ 00″
R = 477.46′	R = 477.46′
T = 306.79′	T = 82.67′
L = 545.38′	L = 163.72′
E = 90.07′	E = 7.10′
C = 516.21′	C = 162.92′
C.B. = S 87° 46′ 56″ E	C.B. = N 69° 19′ 07″ E

CB1	CB2	MH1	MH2
CB-3	CB-3	MH-3	RECON. TO GRADE
FIRST ST.	FIRST ST.	FIRST ST.	FIRST ST.
109+61.64	109+83.58	109+76.01	109+52.73
66.91′ LT	54.26′ LT	56.96′ LT	19.85′ LT
GRATE=732.77	GRATE=732.77	TOP=733.05	TOP=733.37





PROFILE - MAXWELL DRIVE

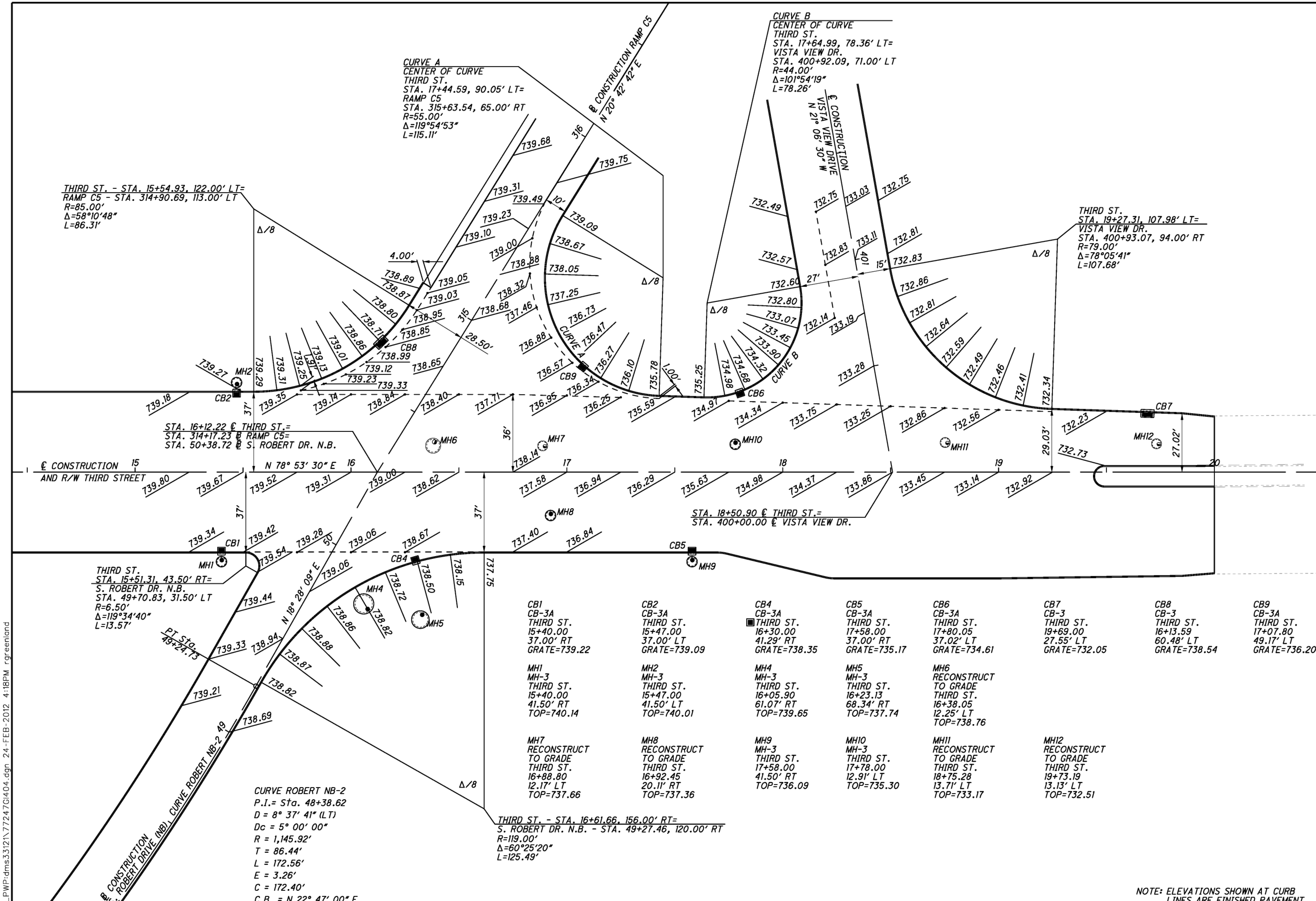
NOTE: ELEVATIONS SHOWN AT CURB LINES ARE FINISHED PAVEMENT

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB CHECKED HGH

INTERSECTION DETAIL FIRST ST. AND MAXWELL DR.

MOT-75-12.00



CB1	CB2	CB4	CB5	CB6	CB7	CB8	CB9
CB-3A	CB-3A	CB-3A	CB-3A	CB-3A	CB-3	CB-3	CB-3A
THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.
15+40.00	15+47.00	16+30.00	17+58.00	17+80.05	19+69.00	16+13.59	17+07.80
37.00' RT	37.00' LT	41.29' RT	37.00' RT	37.02' LT	27.55' LT	60.48' LT	49.17' LT
GRATE=739.22	GRATE=739.09	GRATE=738.35	GRATE=735.17	GRATE=734.61	GRATE=732.05	GRATE=738.54	GRATE=736.20

MH1	MH2	MH4	MH5	MH6
MH-3	MH-3	MH-3	MH-3	RECONSTRUCT TO GRADE
THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.
15+40.00	15+47.00	16+05.90	16+23.13	16+38.05
41.50' RT	41.50' LT	61.07' RT	68.34' RT	12.25' LT
TOP=740.14	TOP=740.01	TOP=739.65	TOP=737.74	TOP=738.76

MH7	MH8	MH9	MH10	MH11	MH12
RECONSTRUCT TO GRADE	RECONSTRUCT TO GRADE	MH-3	MH-3	RECONSTRUCT TO GRADE	RECONSTRUCT TO GRADE
THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.	THIRD ST.
16+88.80	16+92.45	17+58.00	17+78.00	18+75.28	19+73.19
12.17' LT	20.11' RT	41.50' RT	12.91' LT	13.71' LT	13.13' LT
TOP=737.66	TOP=737.36	TOP=736.09	TOP=735.30	TOP=733.17	TOP=732.51

NOTE: ELEVATIONS SHOWN AT CURB LINES ARE FINISHED PAVEMENT

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB
CHECKED HGH

INTERSECTION DETAIL - THIRD ST./ RAMP C5/VISTA VIEW DR./S. ROBERT DR. (NB)

MOT-75-12.00

CURVE PEDESTRIAN PATH 1-1
P.I.= Sta. 61+53.47
D = 4° 24' 30" (RT)
Dc = 11° 27' 33"
R = 500.00'
T = 19.24'
L = 38.47'
E = 0.37'
C = 38.46'
C.B. = N 10° 23' 15" W
e max = 0.020

CURVE RAMP C4-1
P.I.= Sta. 315+41.28
D = 41° 03' 19" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 306.48'
L = 586.51'
E = 55.50'
C = 574.04'
C.B. = N 11° 24' 17" E

CB1
CB-3A
THIRD ST.
11+63.19
88.43' LT
GRATE=745.26

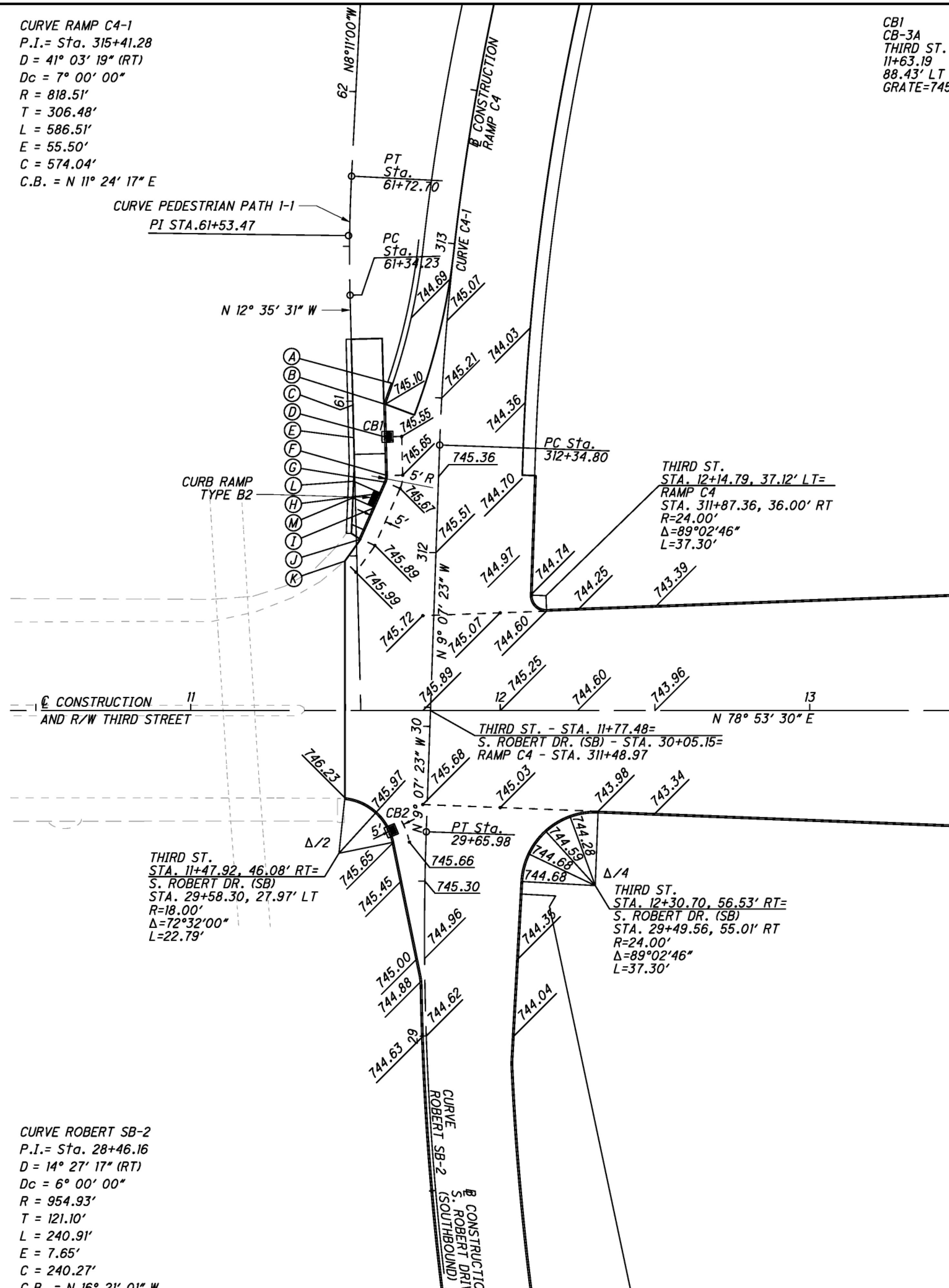
CB2
CB-3A
THIRD ST.
11+64.45
38.99' RT
GRATE=745.56

E/P ELEVATIONS AT FACE OF CURB

- (A) STA. 312+53.74, 16.07' LT., 745.00
- (F) STA. 312+24.35, 16.58' LT., 745.60
- (G) STA. 312+22.18, 16.94' LT., 745.62
- (H) STA. 312.18.53, 18.40' LT., 745.81
- (I) STA. 312+13.89, 20.27' LT., 745.81
- (J) STA. 312+03.52, 24.45' LT., 745.84
- (K) STA. 311+96.26, 29.32' LT., 745.94

PED PATH ELEVATIONS AT SURFACE OF SIDEWALK

- (B) STA. 312+47.17, 18.58' LT., 745.77 (STA. 60+98.84, 10.00' RT.)
- (C) STA. 312+46.35, 28.55' LT., 745.97 (STA. 60+98.75, ℄)
- (D) STA. 312+36.78, 17.84' LT., 746.09 (STA. 60+88.19, 10.00' RT.)
- (E) STA. 312+36.17, 27.82' LT., 746.20 (STA. 60+88.19, ℄)
- (L) STA. 312+22.14, 27.37' LT., 746.00 (STA. 60+74.12, 0.40' LT.)
- (M) STA. 312+16.77, 27.41' LT., 745.96 (STA. 60+68.75, 0.77' LT.)



CURVE ROBERT SB-2
P.I.= Sta. 28+46.16
D = 14° 27' 17" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 121.10'
L = 240.91'
E = 7.65'
C = 240.27'
C.B. = N 16° 21' 01" W

NOTE: THE PROFILE GRADE LINE FOR PEDESTRIAN PATH 1 FOLLOWS THE CENTERLINE OF CONSTRUCTION AND PROJECTS ACROSS THE CURB RAMPS. IT DOES NOT DIP DOWN THE SURFACE OF THE CURB RAMPS.

NOTE: ELEVATIONS SHOWN AT CURB LINES ARE FINISHED PAVEMENT

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED GKB
CHECKED HGH

INTERSECTION DETAILS
THIRD ST./ S. ROBERT DR. (SB)/RAMP C4

MOT-75-12.00

CB1
CB-3A
ROBERT DR. (SB)
21+90.00
23.98' RT
GRATE=738.92

CB2
CB-3A
ROBERT DR. (SB)
22+40.00
24.00' RT
GRATE=737.43

CB3
CB-3A
ROBERT DR. (NB)
42+40.00
1.00' RT
GRATE=736.16

CB4
CB-6
ROBERT DR. (NB)
43+36.07
5.42' RT
GRATE=735.18

CB5
CB-3A
ROBERT DR. (SB)
24+03.00
25.00' RT
GRATE=736.01

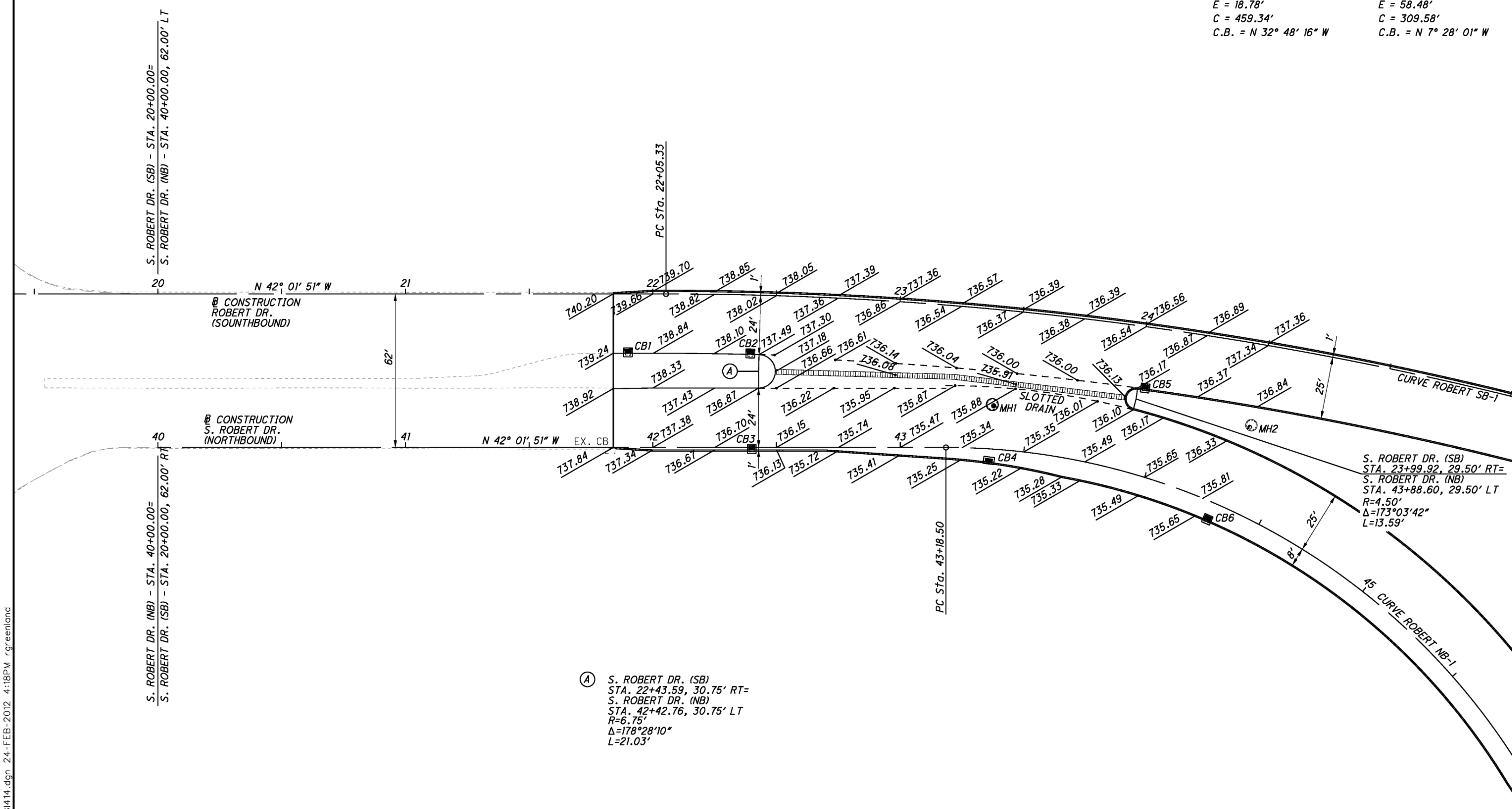
CB6
CB-3A
ROBERT DR. (NB)
44+30.00
7.51' RT
GRATE=735.51

MH1
ROBERT DR. (NB)
43+36.07
17.92' LT
TOP=735.71

MH2
EXISTING TO BE
ADJUSTED TO GRADE
ROBERT DR. (NB)
44+31.13
34.84' LT
TOP=738.70

CURVE ROBERT SB-1
P.I.= Sta. 24+38.01
D = 18° 27' 11" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 232.68'
L = 461.33'
E = 18.78'
C = 459.34'
C.B. = N 32° 48' 16" W

CURVE ROBERT NB-1
P.I.= Sta. 45+06.46
D = 69° 07' 41" (RT)
Dc = 21° 00' 00"
R = 272.84'
T = 187.97'
L = 329.18'
E = 58.48'
C = 309.58'
C.B. = N 7° 28' 01" W



(A) S. ROBERT DR. (SB)
STA. 22+43.59, 30.75' RT=
S. ROBERT DR. (NB)
STA. 42+42.76, 30.75' LT
R=6.75'
Δ=178°28'10"
L=21.03'

NOTE: ELEVATIONS SHOWN AT CURB LINES ARE FINISHED PAVEMENT

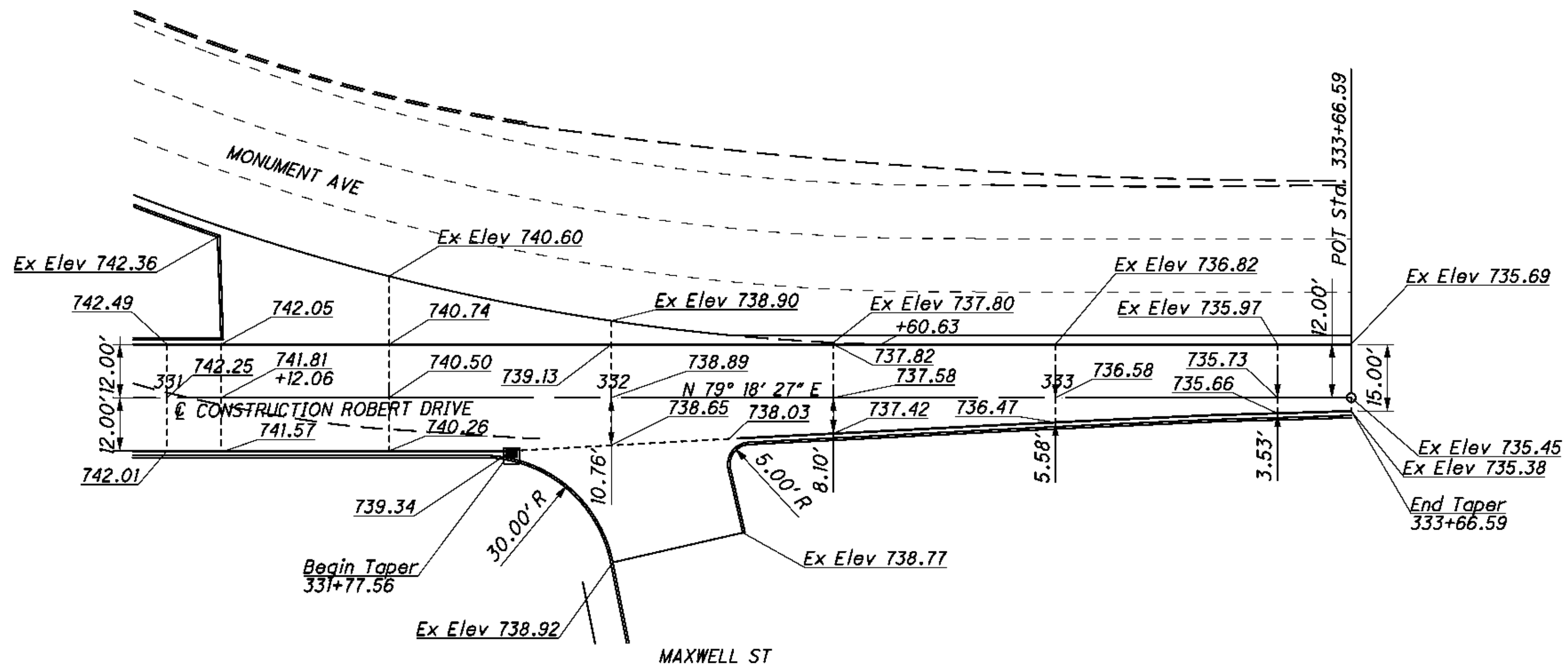
FOR MEDIAN DETAILS SEE SHEETS 530 - 538

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GKB
CHECKED HGH

INTERSECTION DETAIL
S. ROBERT DR. (SB AND NB) AT MEET EXISTING

MOT-75-12.00

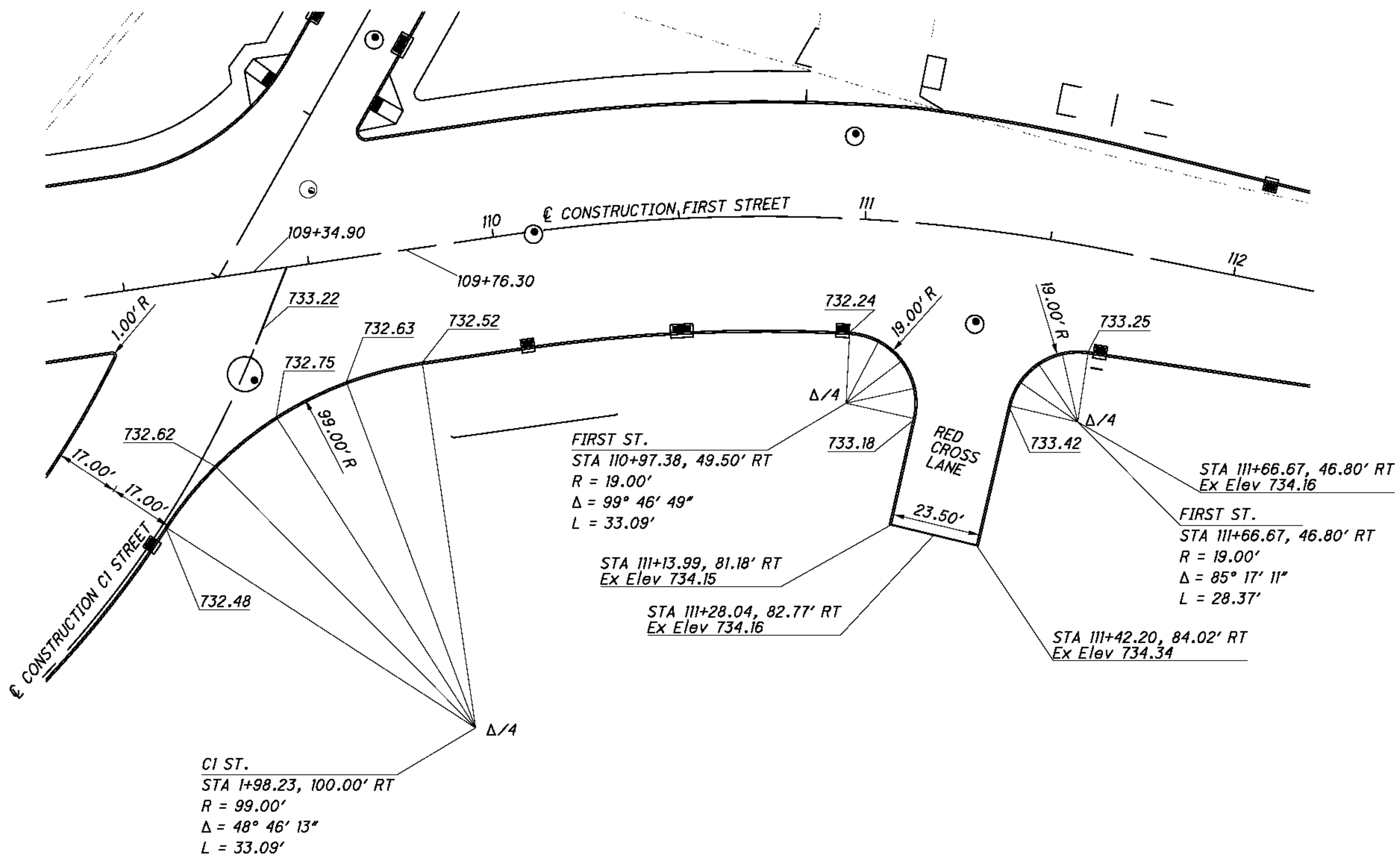


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LJC
CHECKED GE

INTERSECTION DETAILS
ROBERT DRIVE AT MONUMENT AVE

MOT-75-12.00



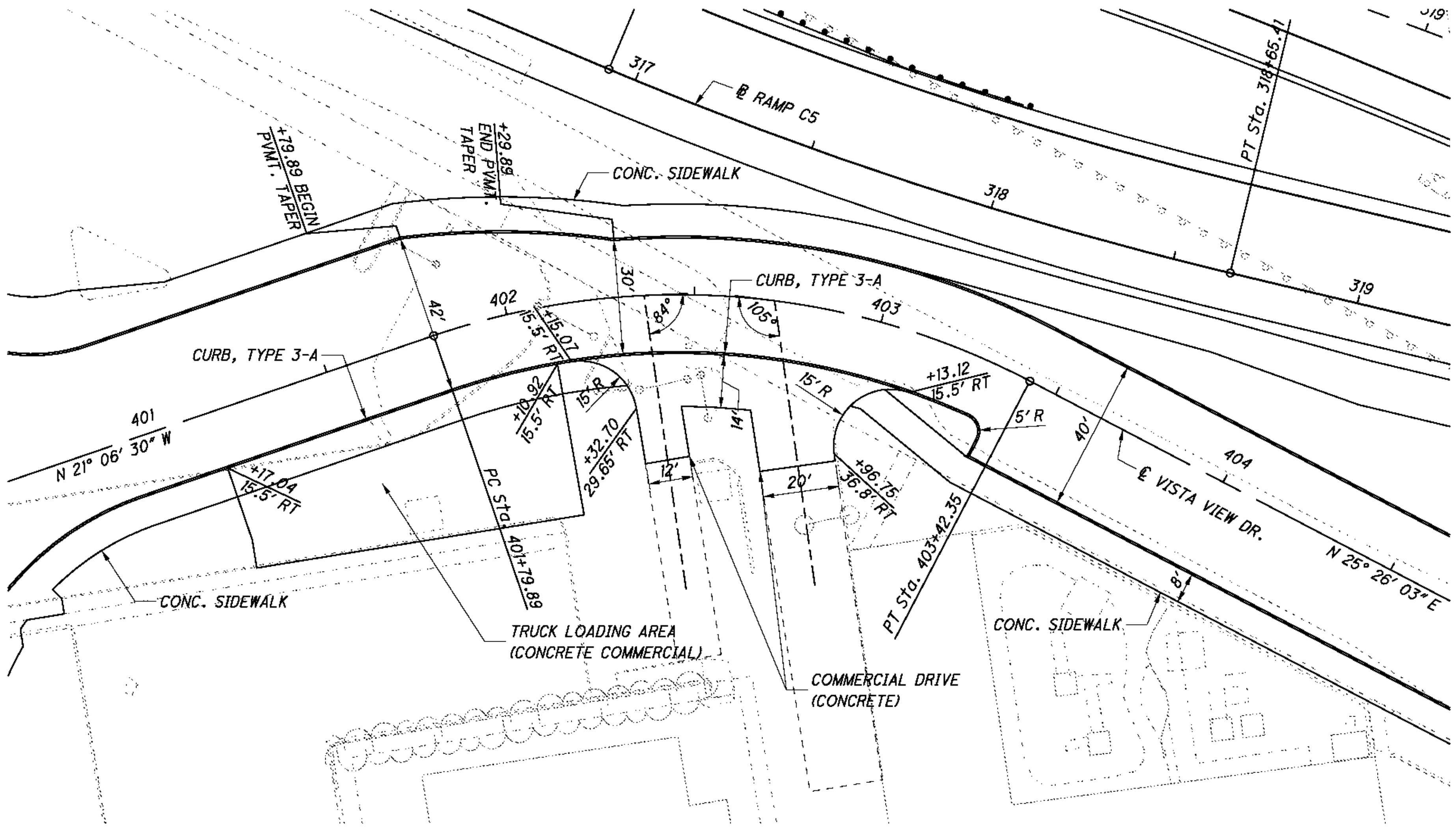
0 10 20 40
HORIZONTAL SCALE IN FEET

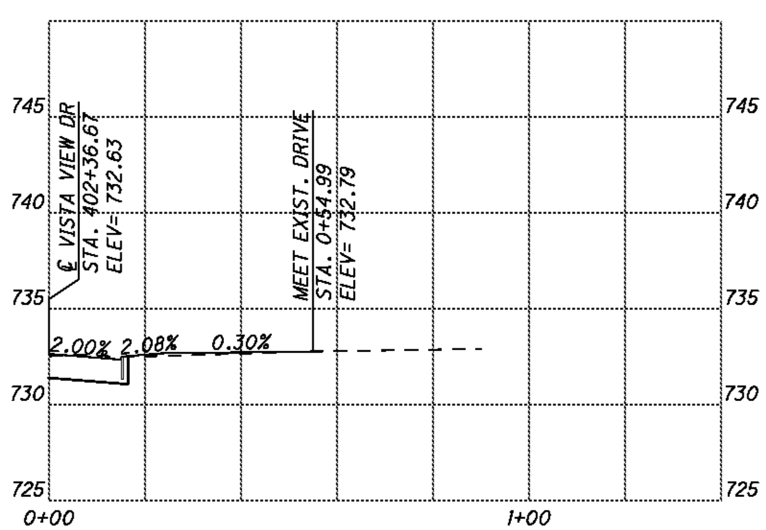
CALCULATED LJC
CHECKED GE

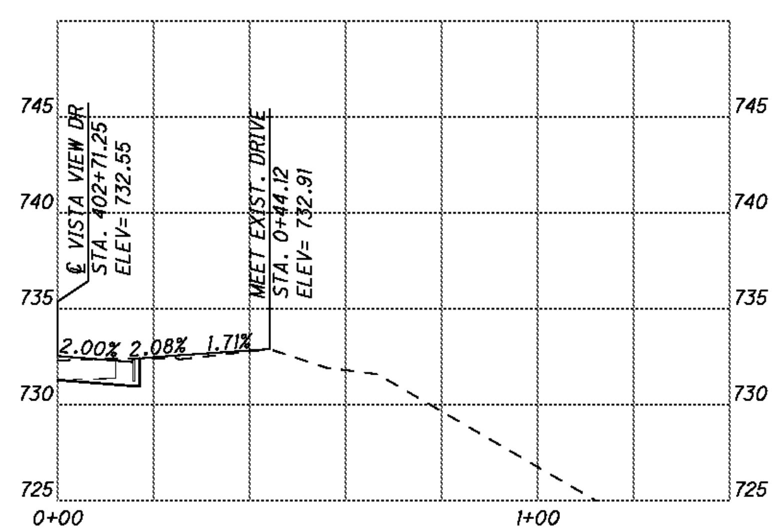
INTERSECTION DETAILS - C1 STREET AND RED CROSS LANE AT FIRST STREET

MOT-75-12.00

CURVE DATA
(VISTA VIEW AVE)
P.I.= Sta. 402+65.90
D = 46° 32' 34" (RT)
Dc = 28° 38' 52"
R = 200.00'
T = 86.01'
L = 162.46'
E = 17.71'



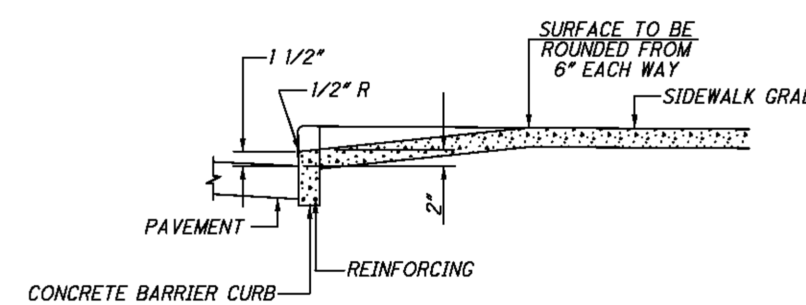




COMMERCIAL DRIVEWAY COMPOSITION

7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45



DROPPED CURB DETAIL

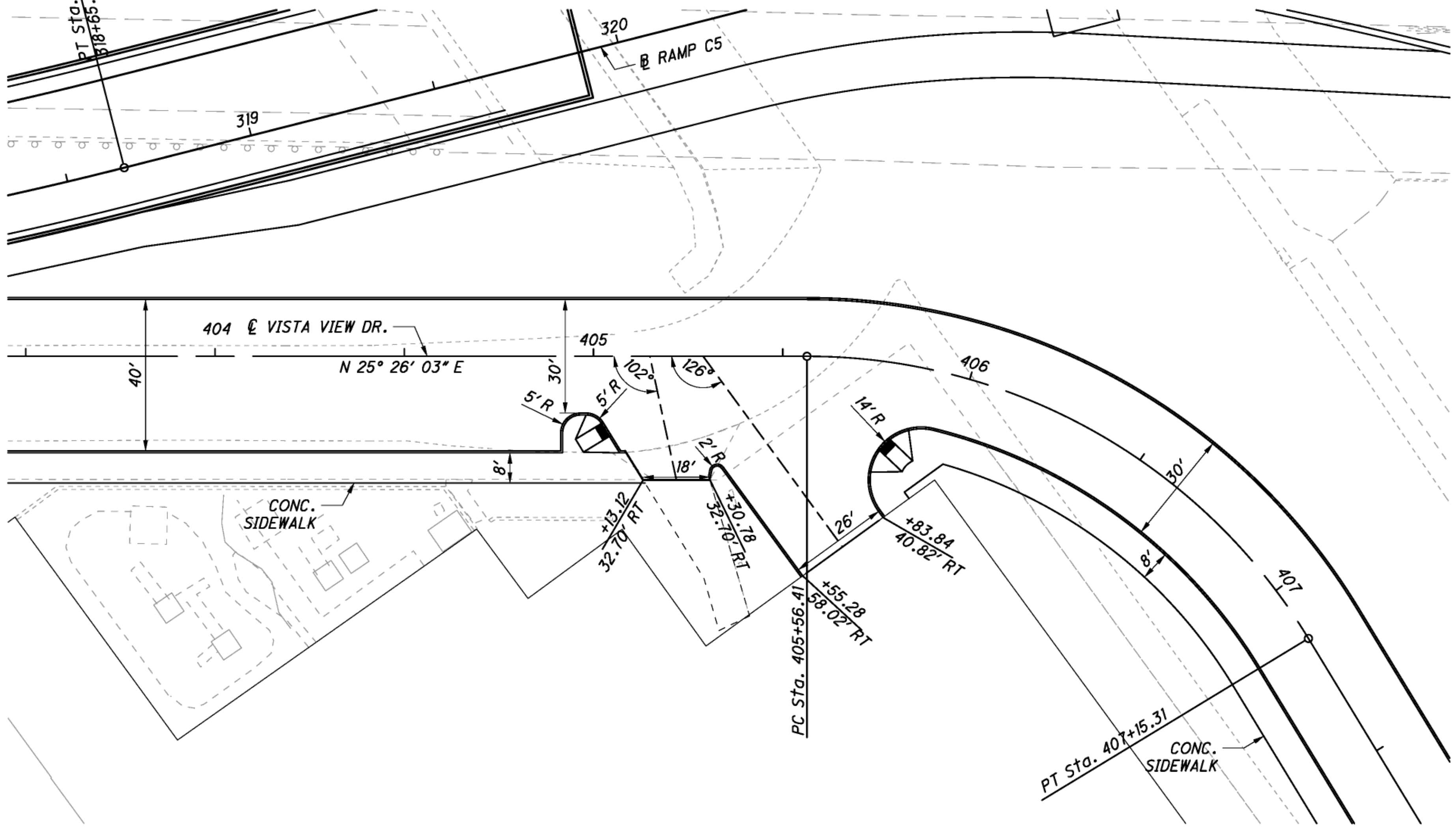
HORIZONTAL SCALE IN FEET 0 10 20 40

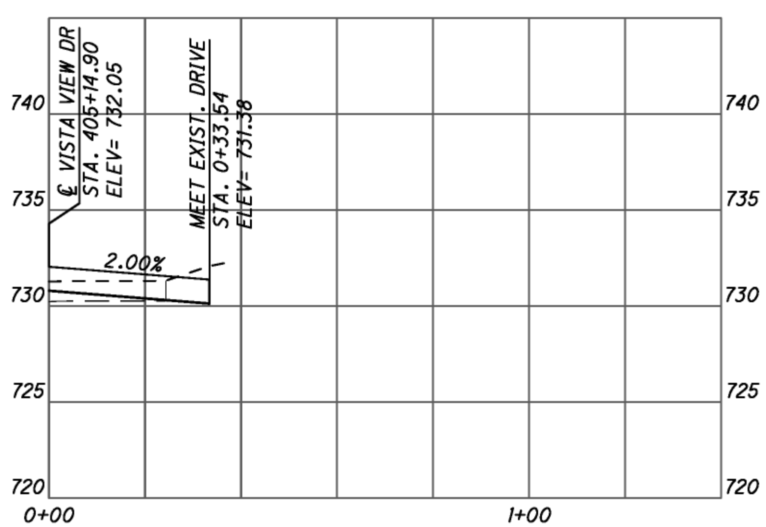
CALCULATED MAS
CHECKED JAS

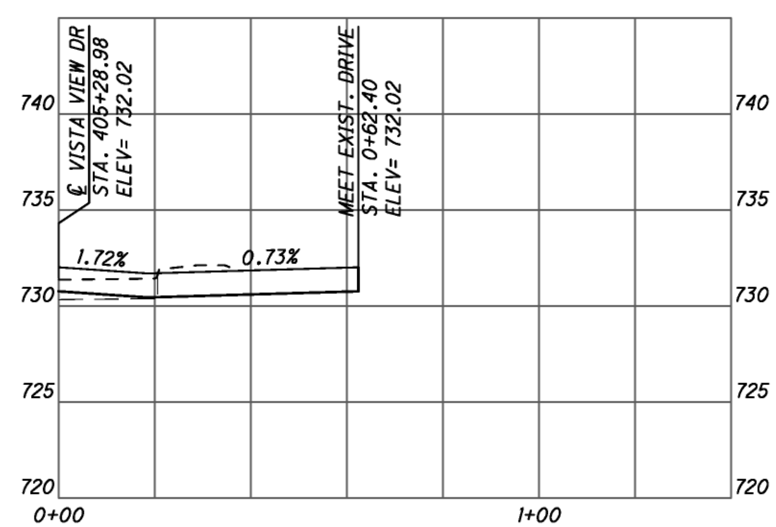
DRIVE DETAILS - VISTA VIEW DRIVE

MOT-75-12.00

CURVE DATA
(VISTA VIEW AVE)
P.I.= Sta. 406+43.64
D = 58° 44' 12" (RT)
Dc = 36° 57' 54"
R = 155.00'
T = 87.23'
L = 158.90'
E = 22.86'

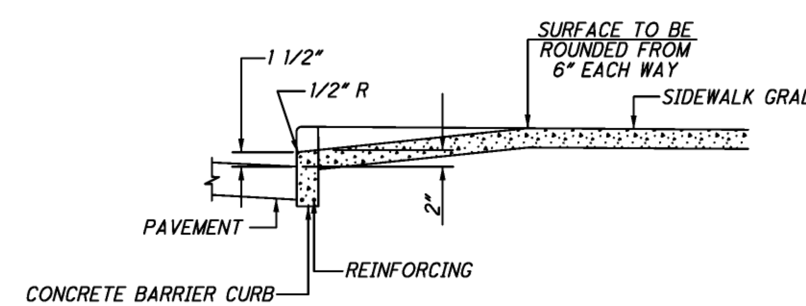






COMMERCIAL DRIVEWAY COMPOSITION
7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45



DROPPED CURB DETAIL

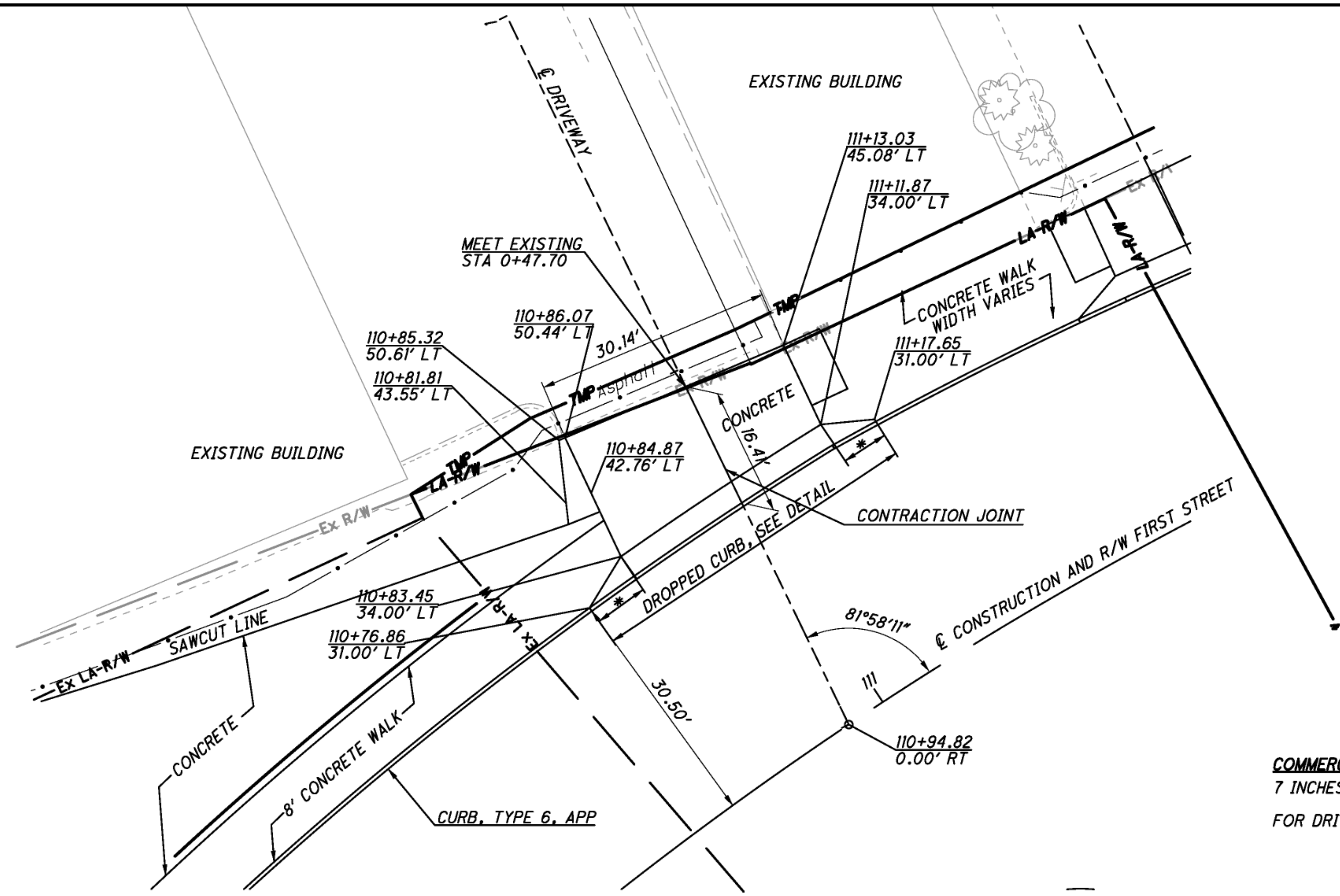
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MAS
CHECKED JAS

DRIVE DETAILS - VISTA VIEW DRIVE

MOT-75-12.00

TOTALS CARRIED TO SUBSUMMARY	
ITEM 203 - EXCAVATION	11 CU YD
ITEM 203 - EMBANKMENT	0 CU YD

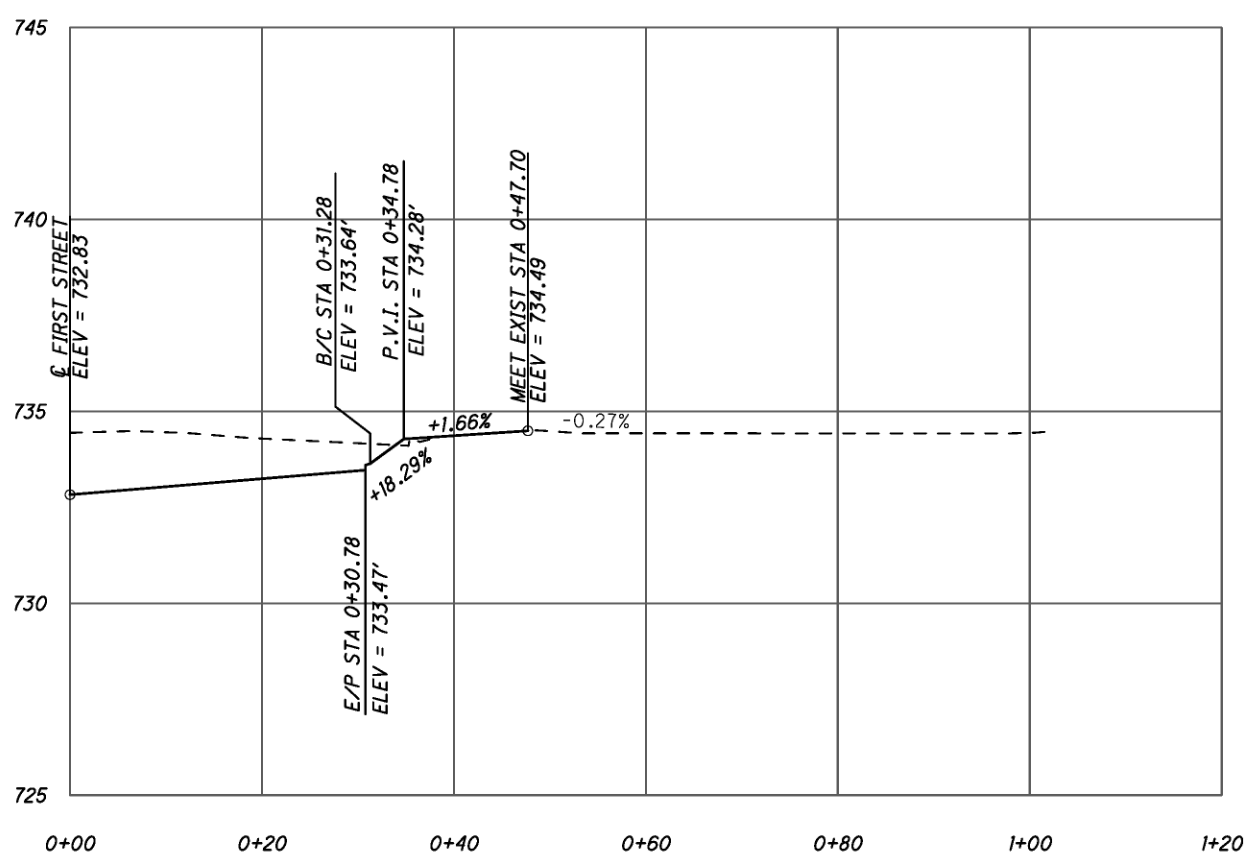


PLAN

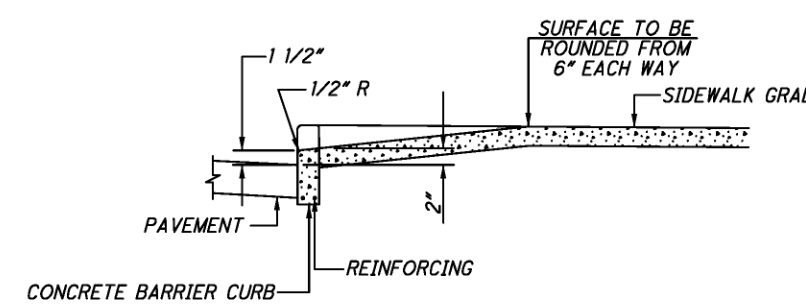
COMMERCIAL DRIVEWAY COMPOSITION

7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45



PROFILE



DROPPED CURB DETAIL

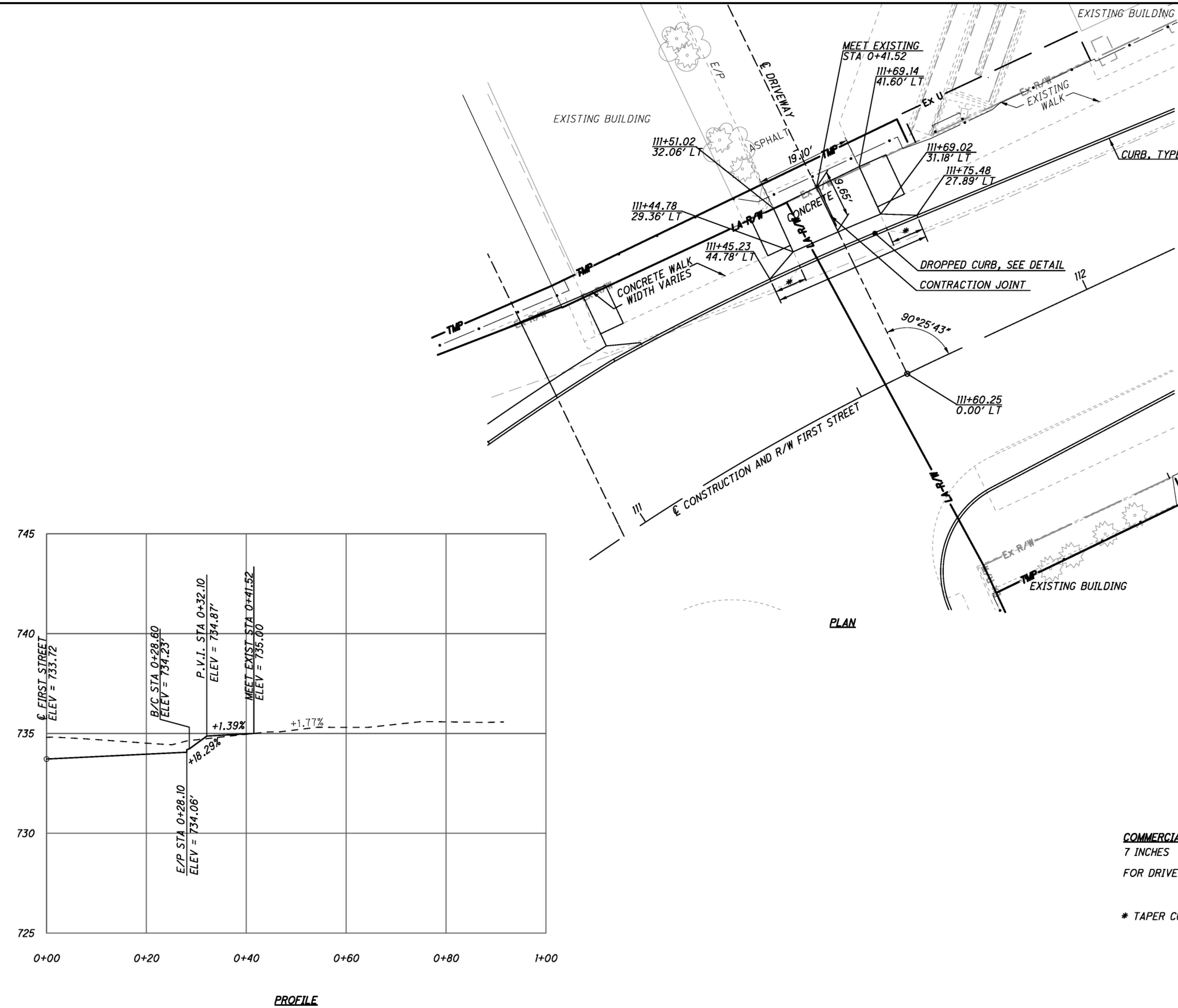
* TAPER CURB 8 INCHES TO 1.5 INCHES IN 6.5 FEET

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED CDR CHECKED GKB

DRIVEWAY DETAILS - FIRST STREET
STA 110+94.82 LT.

MOT-75-12.00



TOTALS CARRIED TO SUBSUMMARY

ITEM 203 - EXCAVATION	4 CU YD
ITEM 203 - EMBANKMENT	0 CU YD

COMMERCIAL DRIVEWAY COMPOSITION

7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45

* TAPER CURB 8 INCHES TO 1.5 INCHES IN 6.5 FEET

NOTE : FOR DROPPED CURB DETAIL, SEE SHEET 507

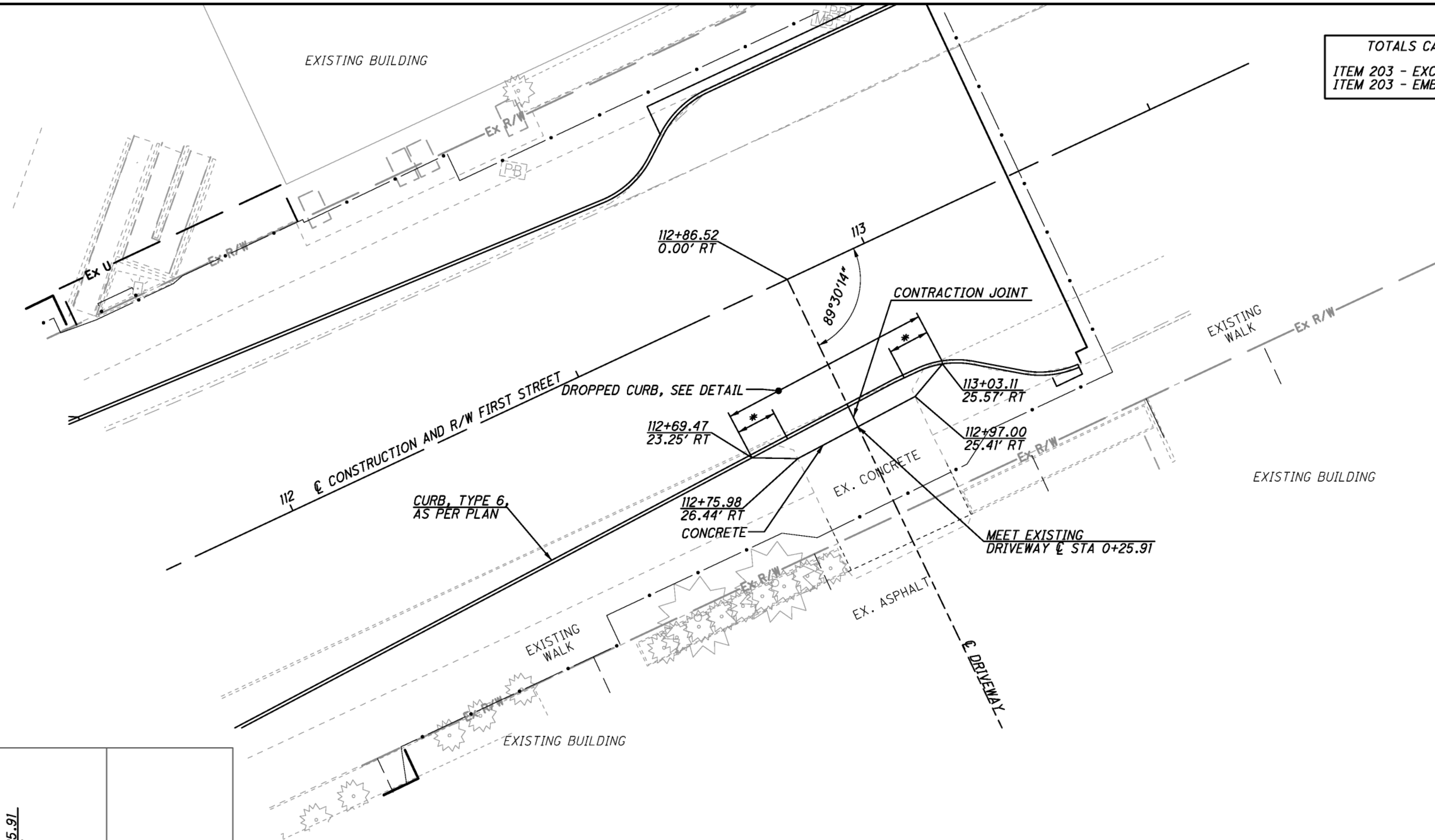
HORIZONTAL SCALE IN FEET 0 5 10 20

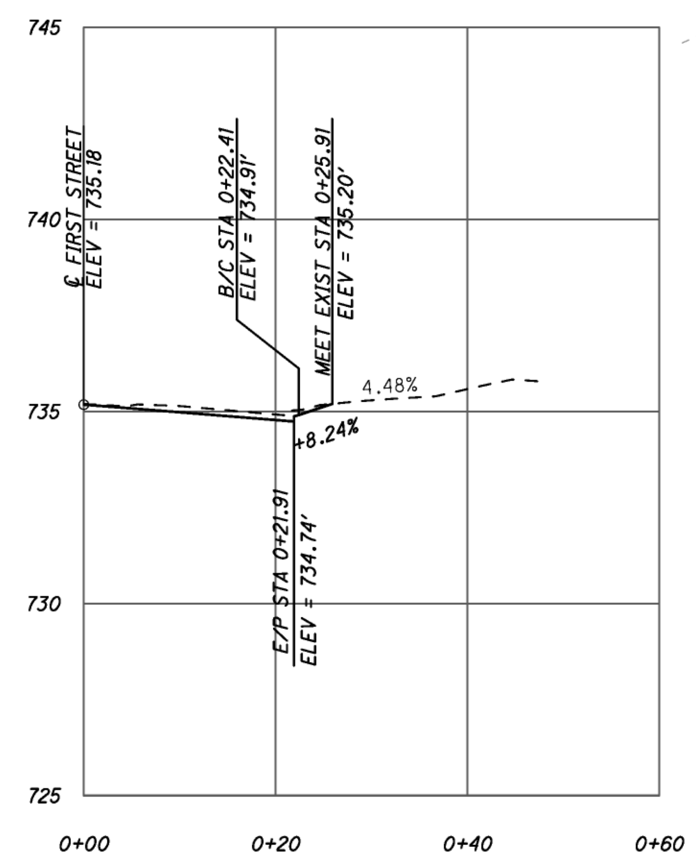
CALCULATED CDR CHECKED GKB

DRIVEWAY DETAILS - FIRST STREET
COMMERCIAL DRIVE STA. 111+60.25 LT.

MOT-75-12.00

TOTALS CARRIED TO SUBSUMMARY	
ITEM 203 - EXCAVATION	3 CU YD
ITEM 203 - EMBANKMENT	0 CU YD





COMMERCIAL DRIVEWAY COMPOSITION

7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45

* TAPER CURB 8 INCHES TO 1.5 INCHES IN 6.5 FEET

NOTE : FOR DROPPED CURB DETAIL, SEE SHEET 507

0 5 10 20 HORIZONTAL SCALE IN FEET

CALCULATED CDR CHECKED GKB

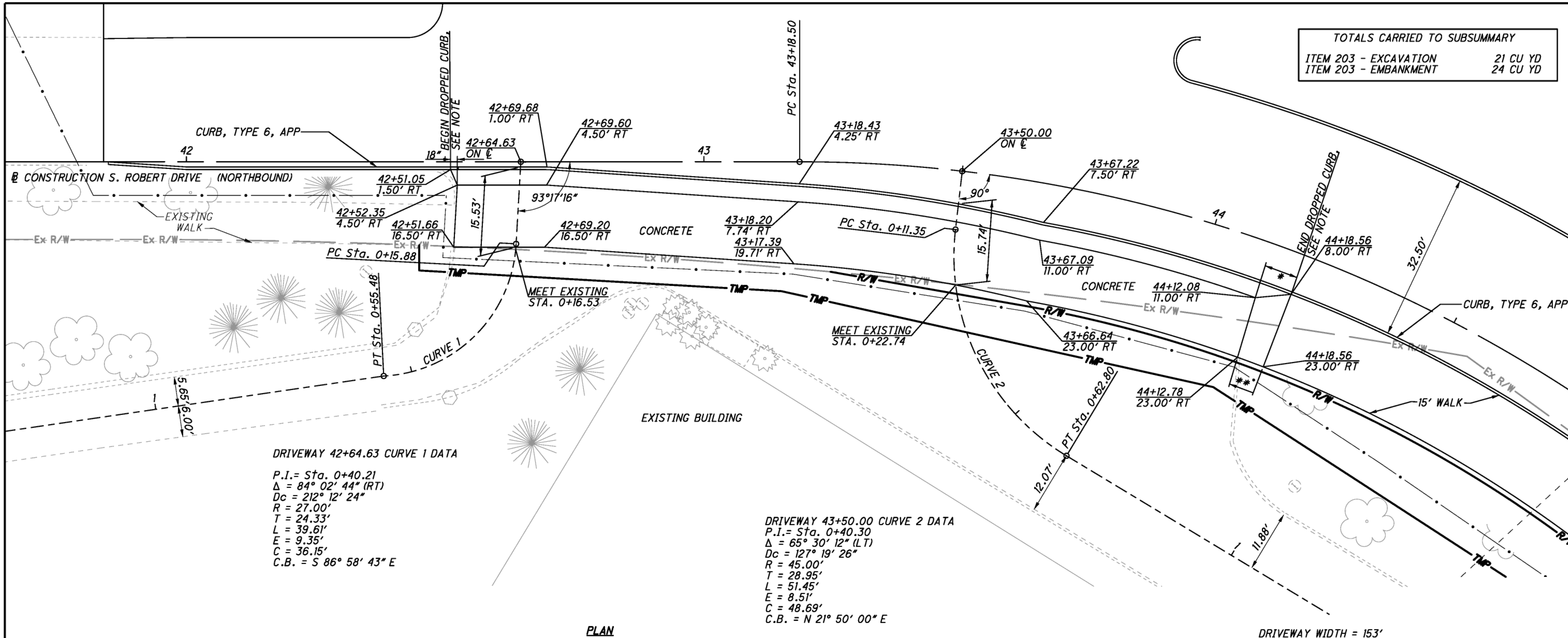
DRIVEWAY DETAILS FIRST STREET

MOT-75-12.00

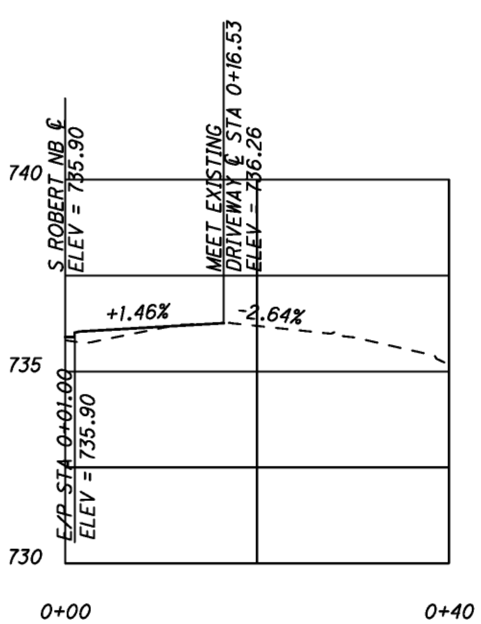
IP_PWP:dms33121\77247GD403.dgn 24-FEB-2012 4:19PM rgreenland

TOTALS CARRIED TO SUBSUMMARY

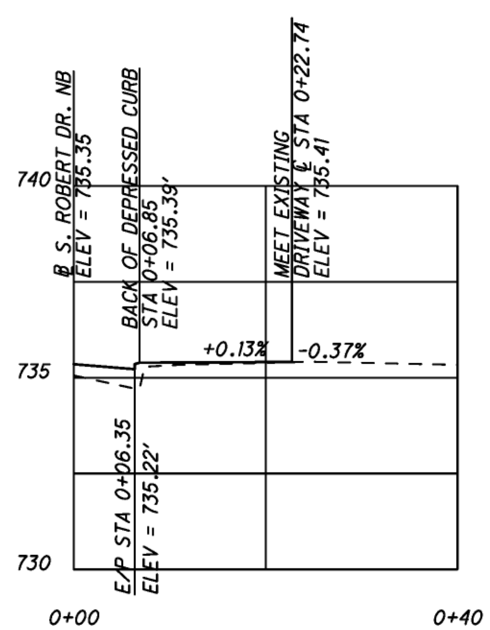
ITEM 203 - EXCAVATION	21 CU YD
ITEM 203 - EMBANKMENT	24 CU YD



PLAN



PROFILE AT STA 42+64.63



PROFILE AT STA 43+50.00

COMMERCIAL DRIVEWAY COMPOSITION

7 INCHES 452 NON-REINFORCED CONCRETE PAVEMENT

FOR DRIVEWAY DETAILS NOTE SEE GENERAL NOTES SHEET 45

* TAPER CURB 8 INCHES TO 1.5 INCHES IN 6.5 FEET.

** DROP SIDEWALK FROM NORMAL SLOPE TO MEET EXISTING GROUND AT DRIVE CURB.

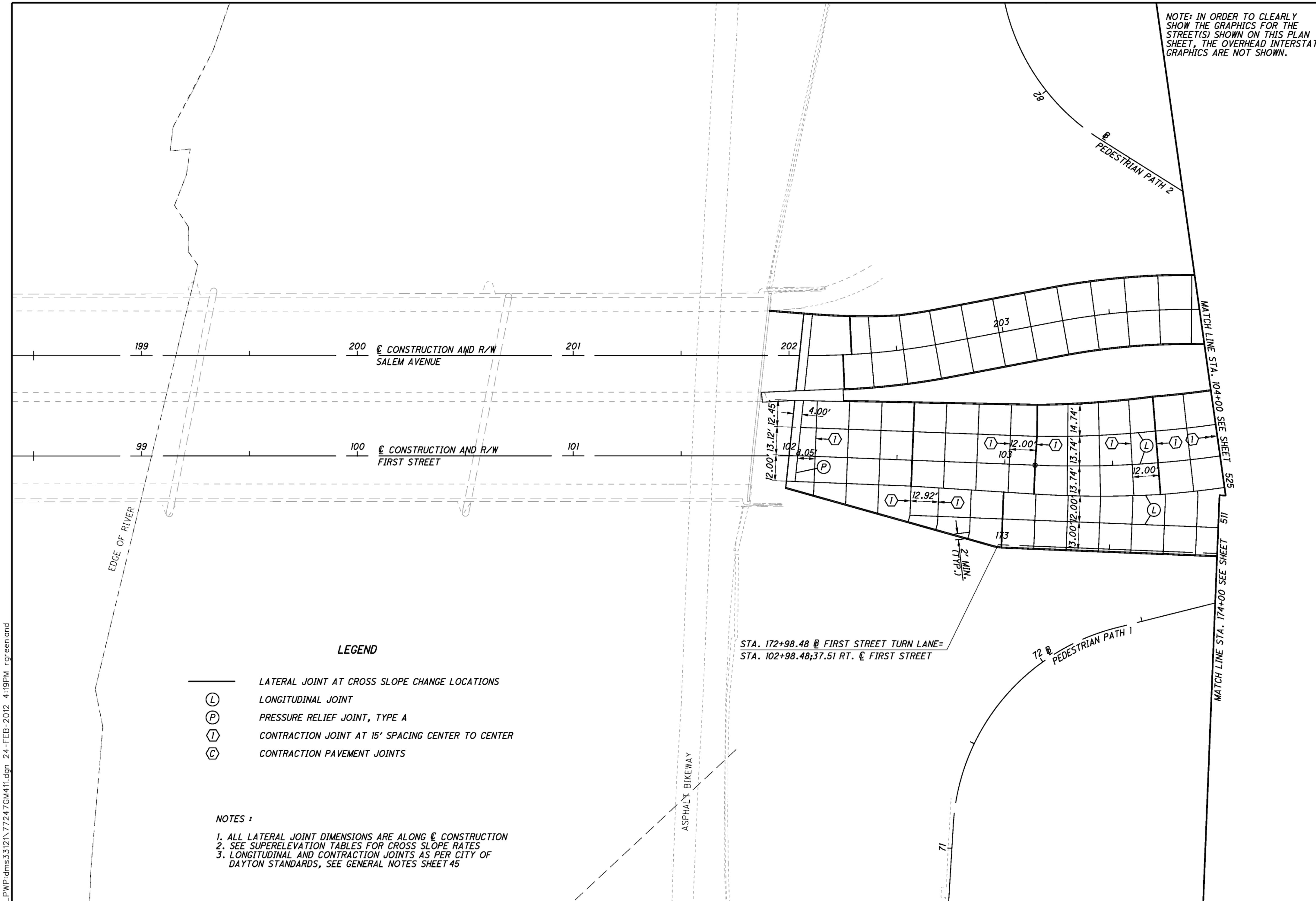
NOTE : FOR DROPPED CURB DETAIL, SEE SHEET 507

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED CDR
CHECKED GKB

DRIVEWAY DETAIL - S. ROBERT DRIVE (NB)
STA. 42+64.63 AND STA. 43+50.00 RT.

MOT-75-12.00



LEGEND

———	LATERAL JOINT AT CROSS SLOPE CHANGE LOCATIONS
(L)	LONGITUDINAL JOINT
(P)	PRESSURE RELIEF JOINT, TYPE A
(1)	CONTRACTION JOINT AT 15' SPACING CENTER TO CENTER
(C)	CONTRACTION PAVEMENT JOINTS

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. LONGITUDINAL AND CONTRACTION JOINTS AS PER CITY OF DAYTON STANDARDS, SEE GENERAL NOTES SHEET 45

HORIZONTAL SCALE IN FEET

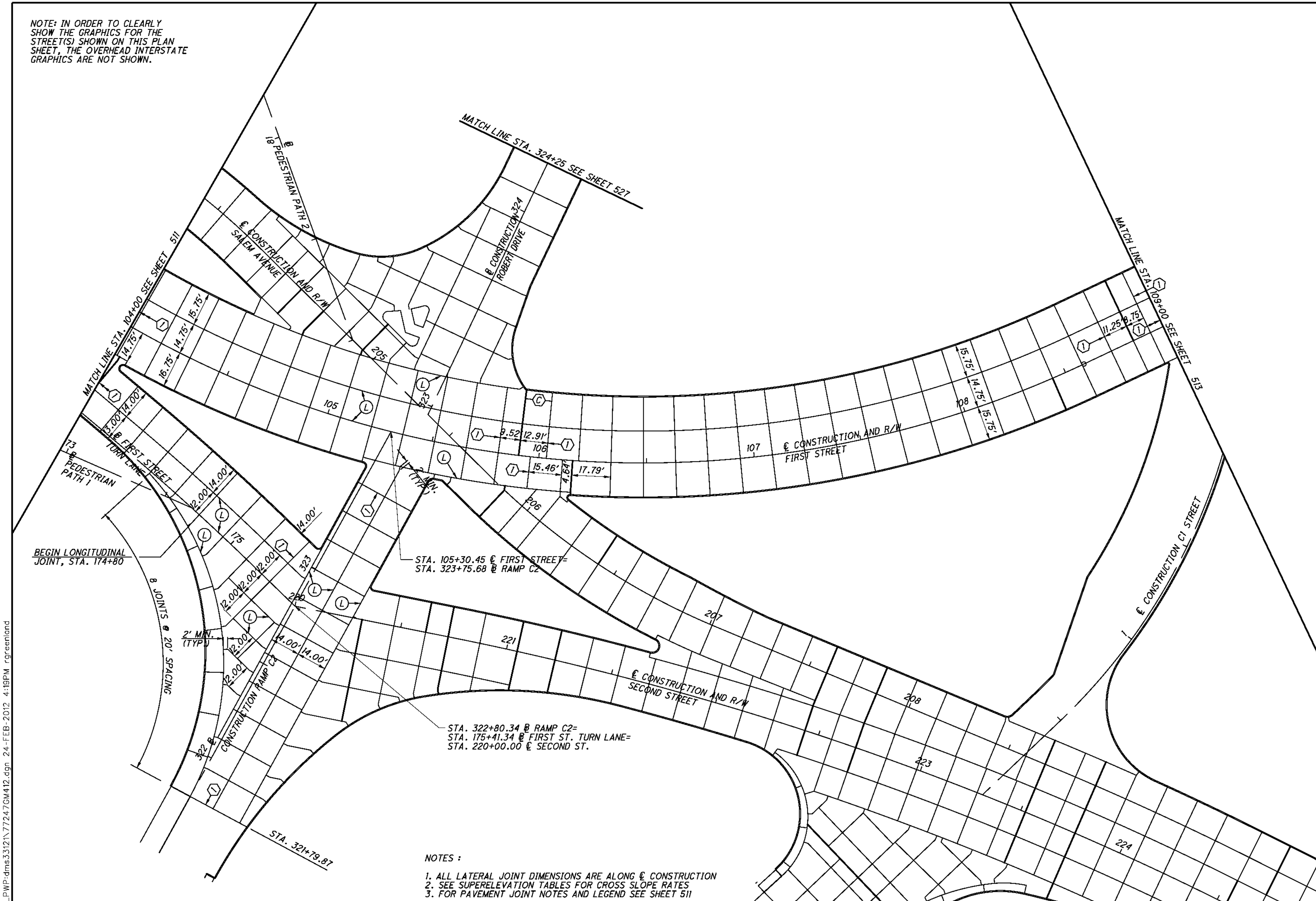
CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS-FIRST ST. STA. 102+00.00 TO STA. 104+00
PAVEMENT JOINT DETAILS-FIRST ST. TURN LN. STA. 172+98.48 TO STA. 174+00

MOT-75-12.00

IP_PWP:dms33121\77247GM411.dgn 24-FEB-2012 4:19PM rgreenland

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



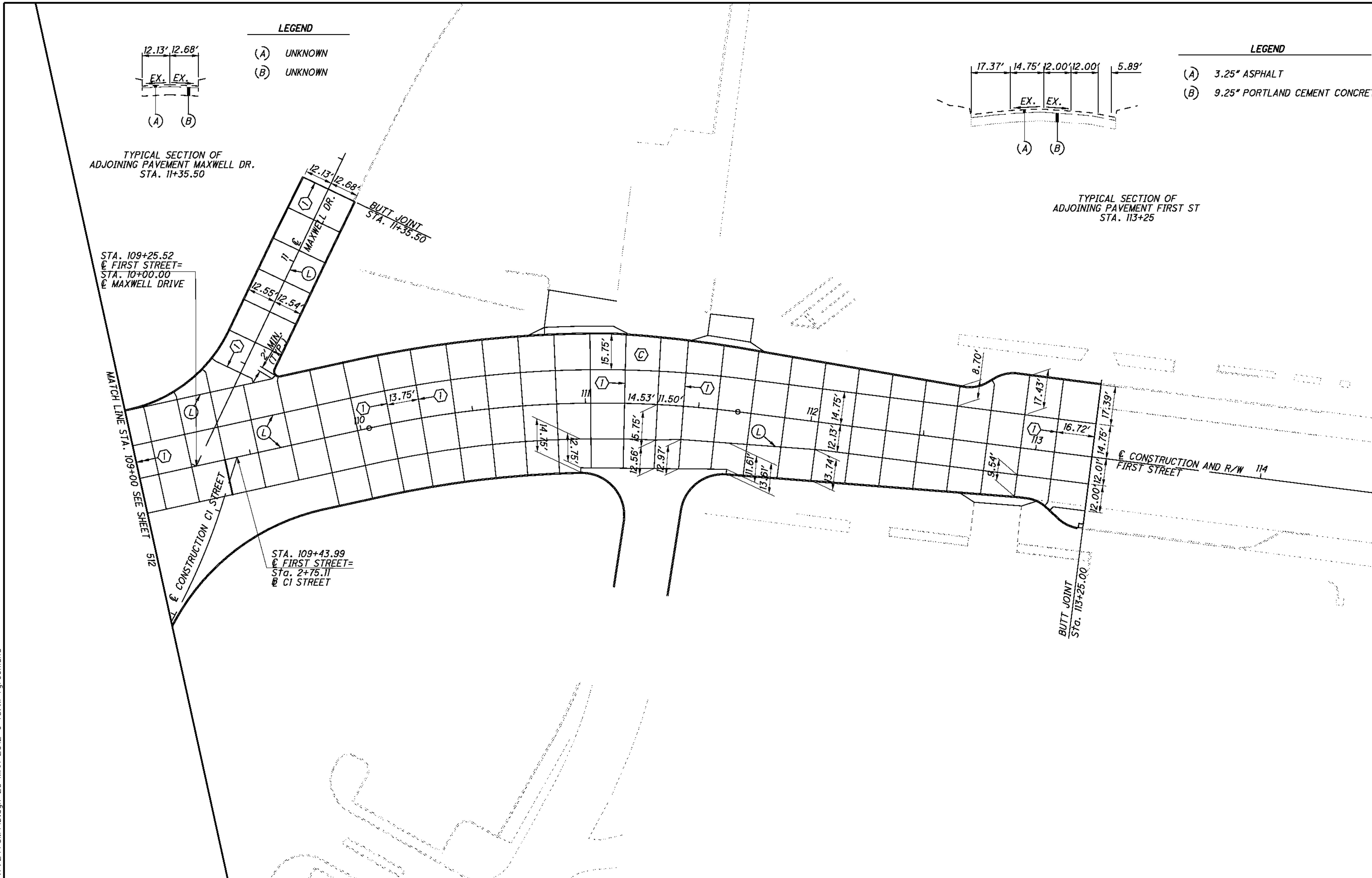
NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS FIRST ST. STA. 104+00.00 TO STA. 109+00.00
PAVEMENT JOINT DETAILS FIRST ST. TURN LN. STA. 174+00 TO STA. 175+41

MOT-75-12.00



NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT DETAIL C1 STREET SEE SHEET 526
4. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

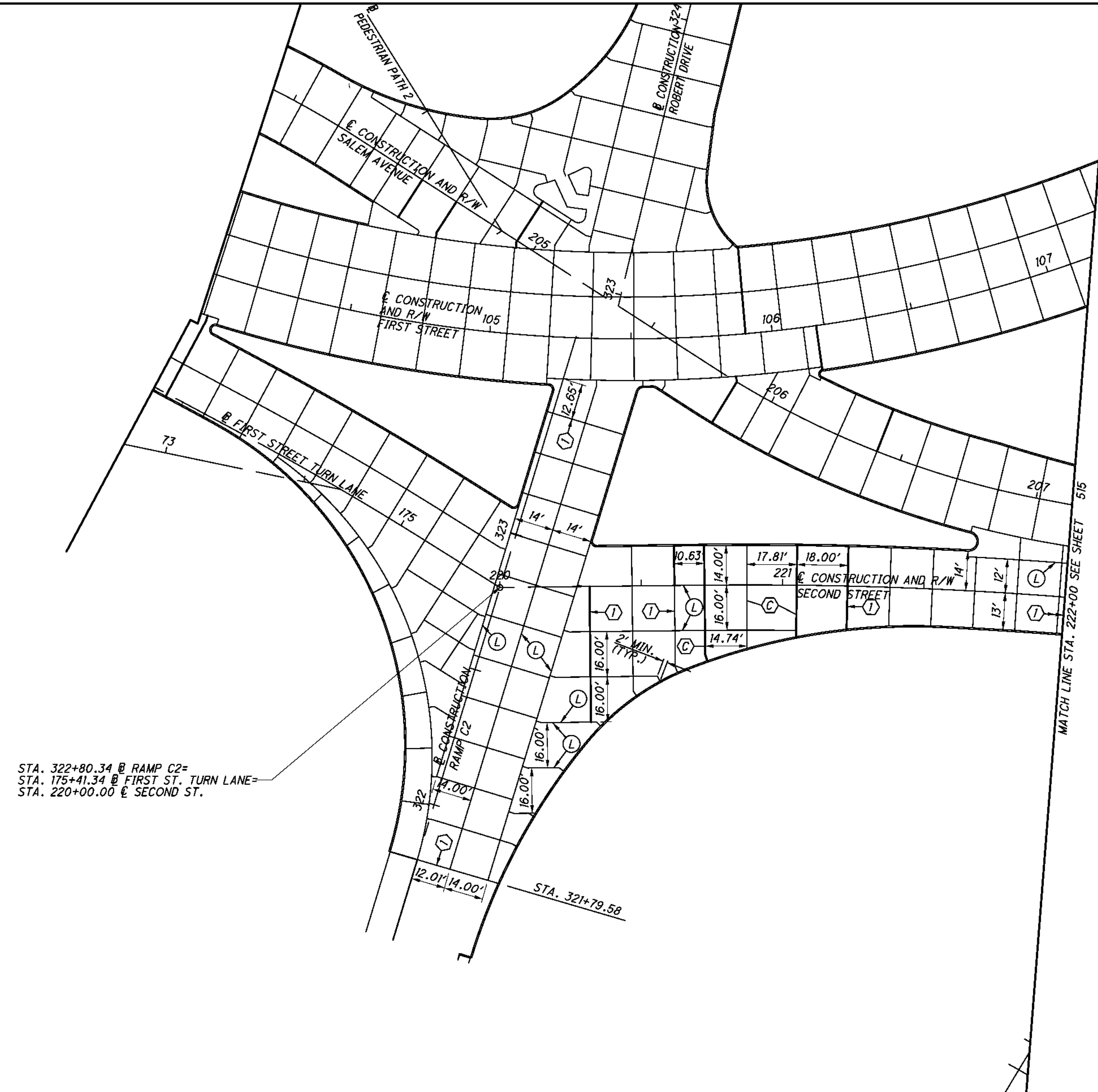
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS - FIRST STREET
STA. 109+00.00 TO STA 113+25.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



NOTES :

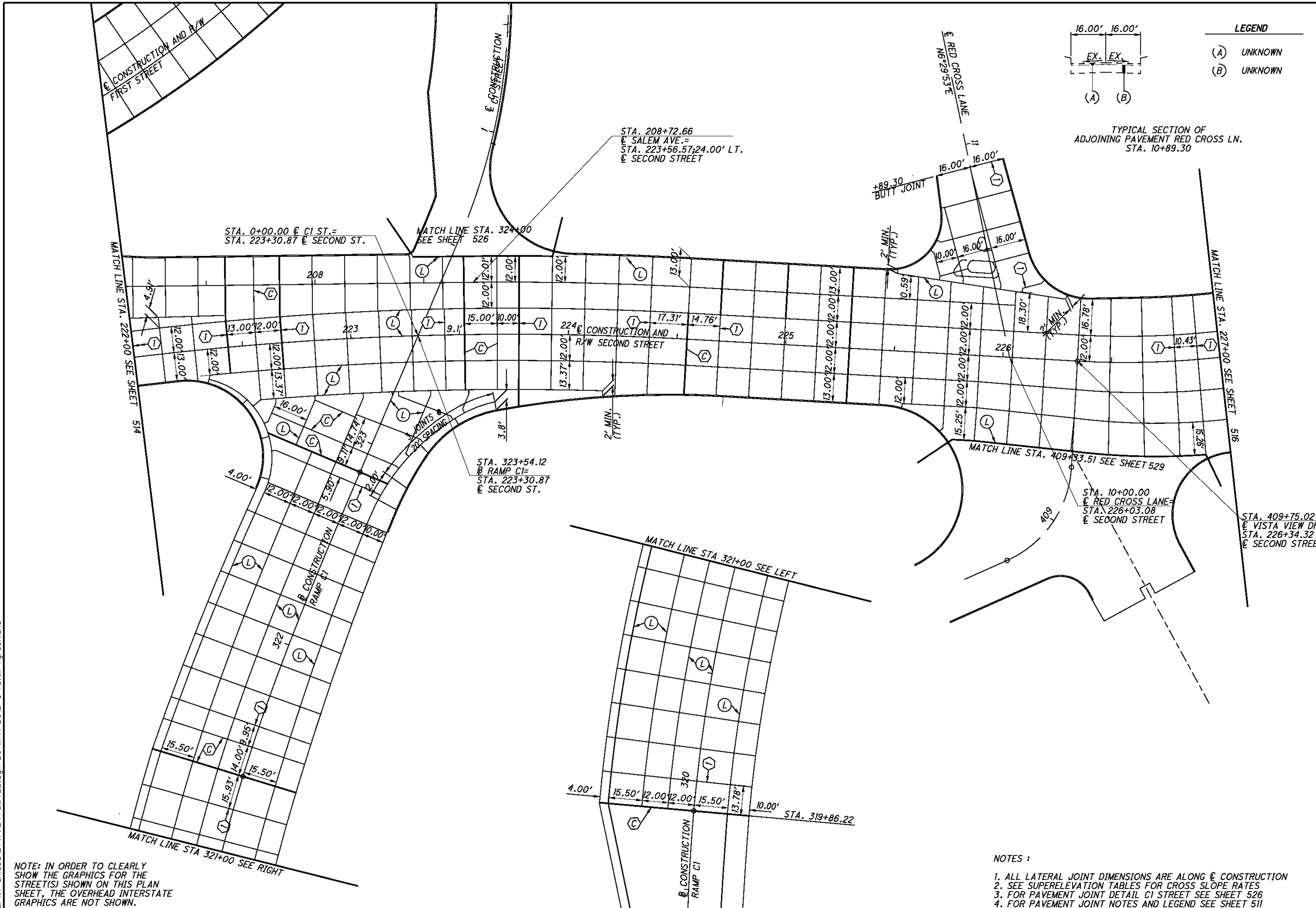
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

CALCULATED GKB
CHECKED CDR

0 10 20 40
HORIZONTAL SCALE IN FEET

PAVEMENT JOINT DETAILS - SECOND STREET
STA. 220+00.00 TO STA. 222+00.00

MOT-75-12.00



NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES :

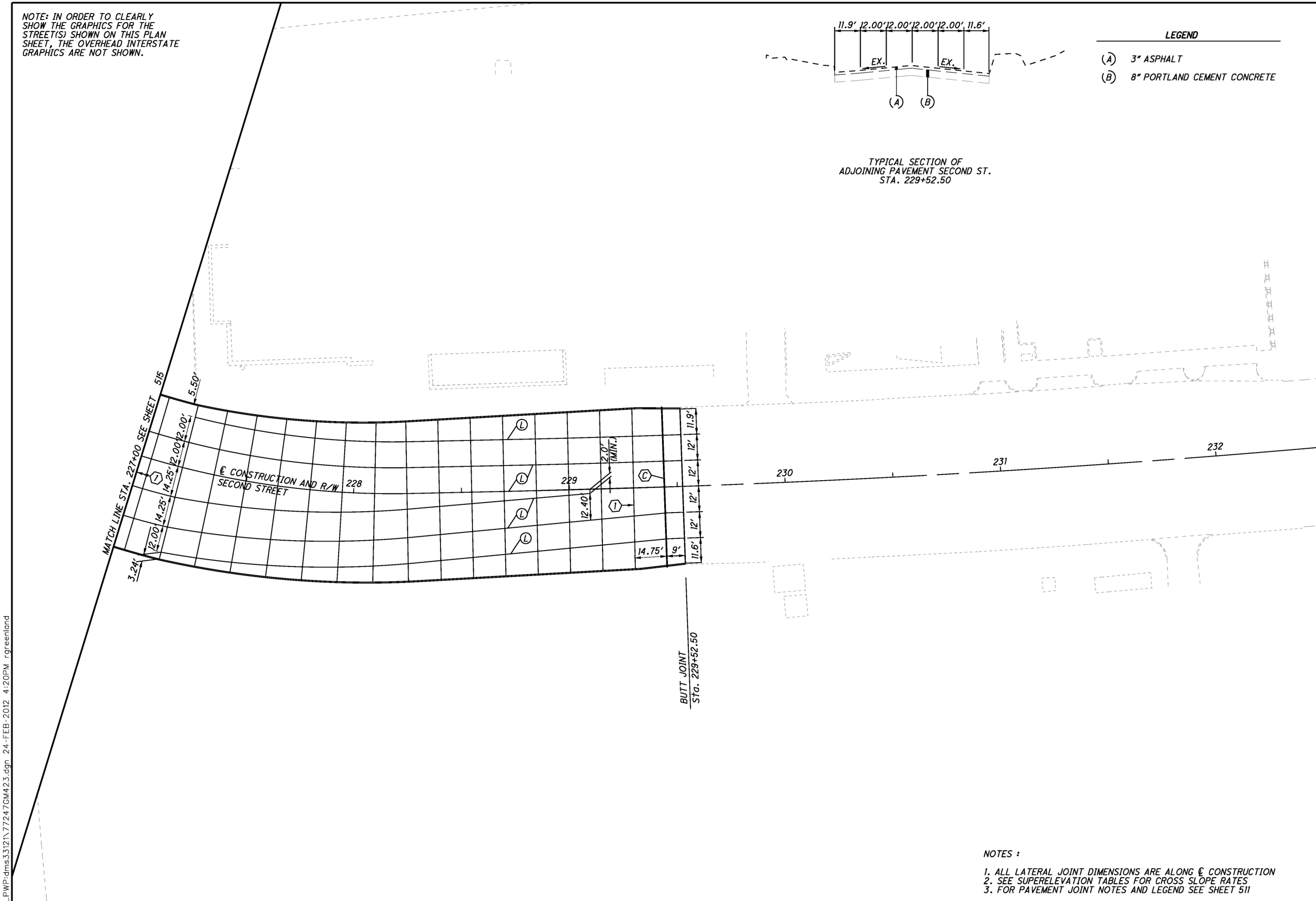
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT DETAIL C1 STREET SEE SHEET 526
4. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - SECOND STREET STA. 222+00.00 TO STA. 227+00.00
PAVEMENT JOINT DETAILS - RAMP C1 STA. 319+86.22 TO STA. 323+54.12

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



LEGEND

(A) 3" ASPHALT

(B) 8" PORTLAND CEMENT CONCRETE

HORIZONTAL SCALE IN FEET

0 10 20 40

CALCULATED GKB

CHECKED CDR

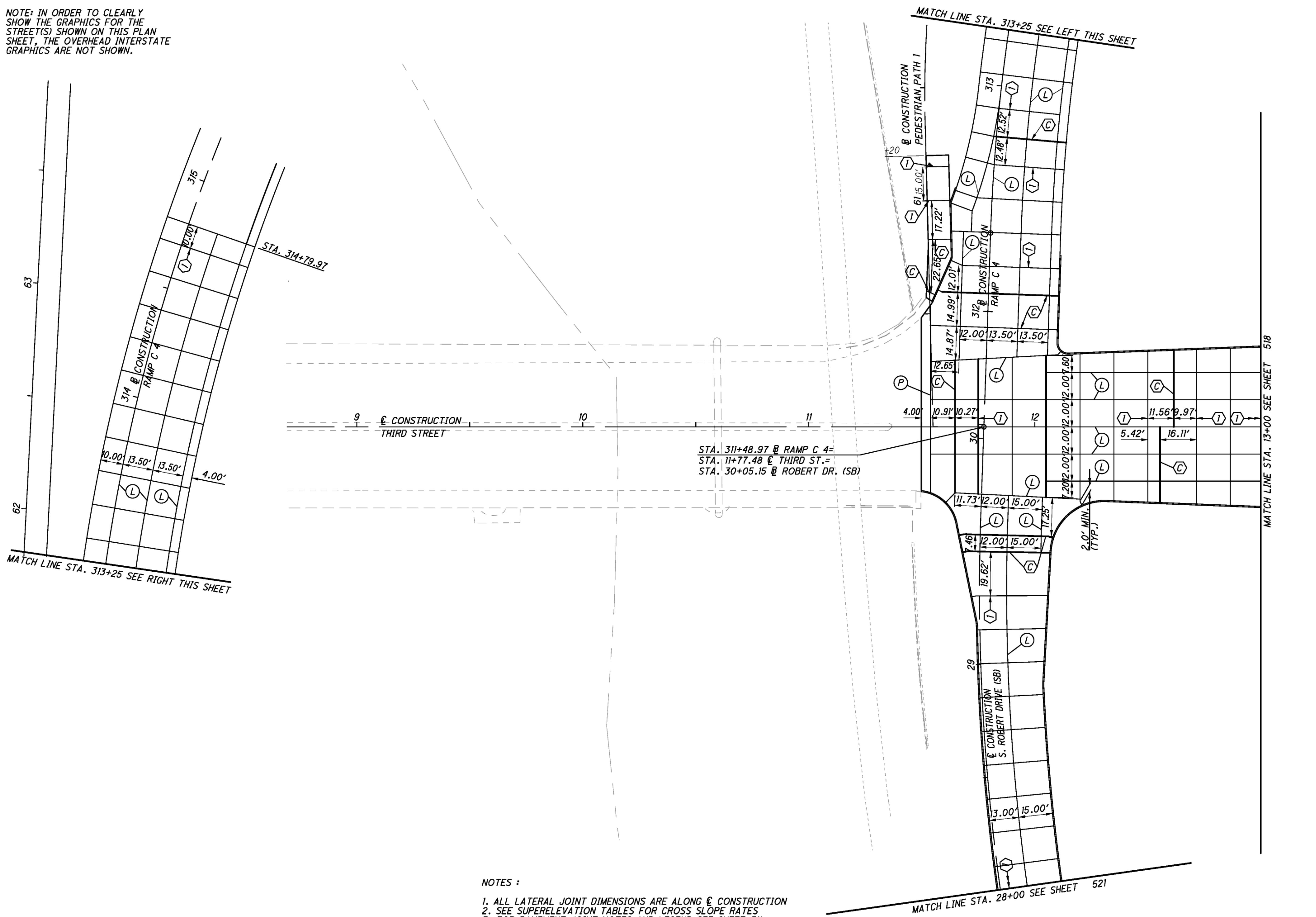
NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

PAVEMENT JOINT DETAILS - SECOND STREET
STA. 227+00.00 TO STA. 229+52.50

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

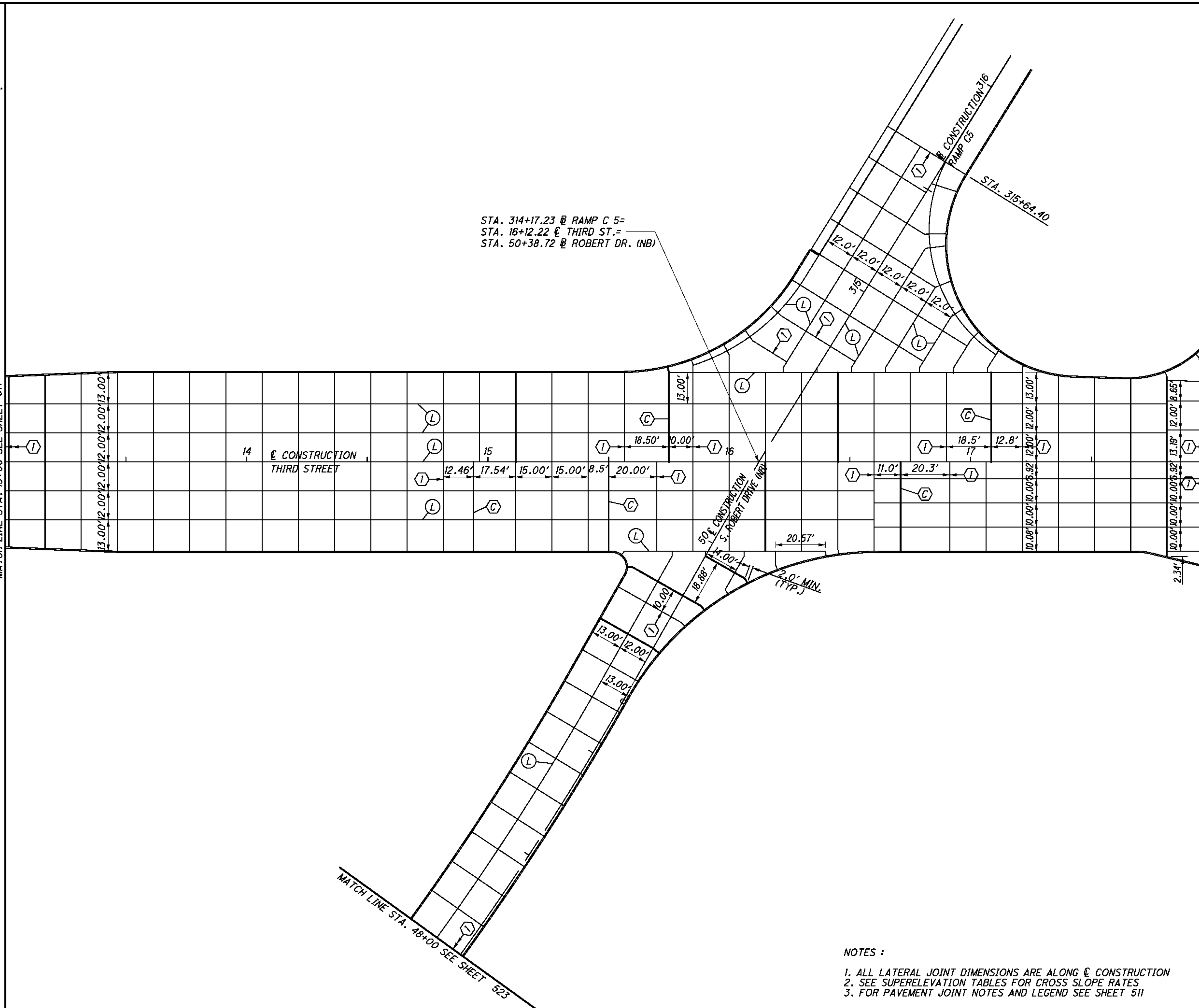
HORIZONTAL SCALE IN FEET

CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS - THIRD STREET STA. 11+49.82 TO STA. 13+00.00
PAVEMENT JOINT DETAILS - S. ROBERT DR. (SB) STA. 28+00 TO STA. 30+05.15
PAVEMENT JOINT DETAILS - RAMP C4 STA. 311+48.97 TO STA. 314+79.97

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

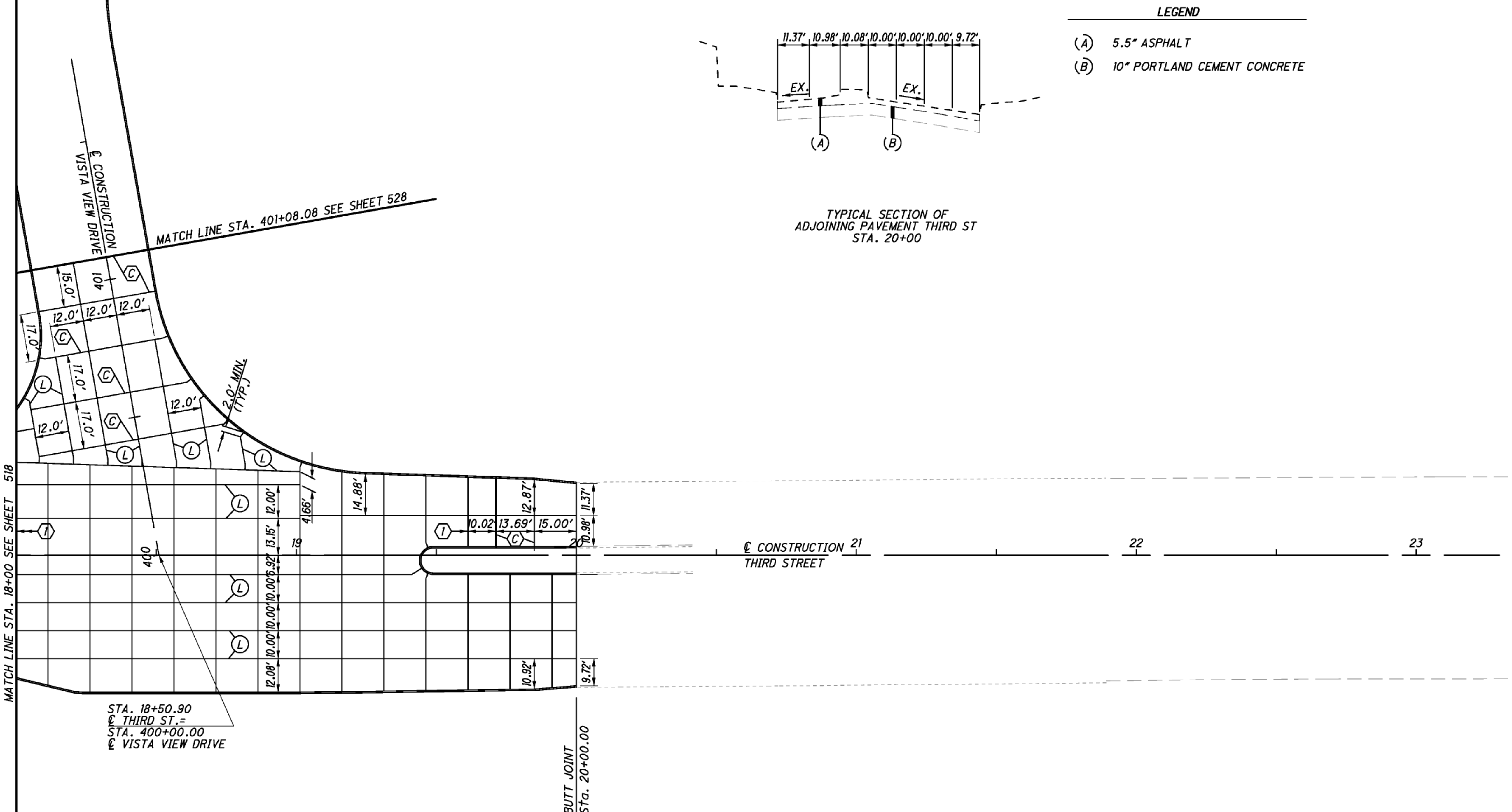
HORIZONTAL SCALE IN FEET

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - THIRD STREET STA. 13+00 TO STA. 18+00
PAVEMENT JOINT DETAILS - S. ROBERT DR. (NB) STA. 48+00 TO STA. 50+38.72

MOT-75-12.00

IP_PWP:dms33121\77247GM432.dgn 24-FEB-2012 4:20PM rgreenland



NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS - THIRD STREET
STA. 18+00.00 TO STA. 20+00.00

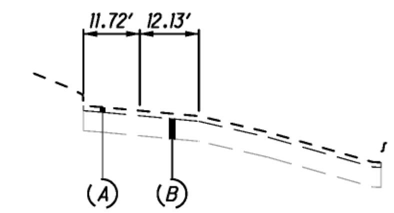
MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

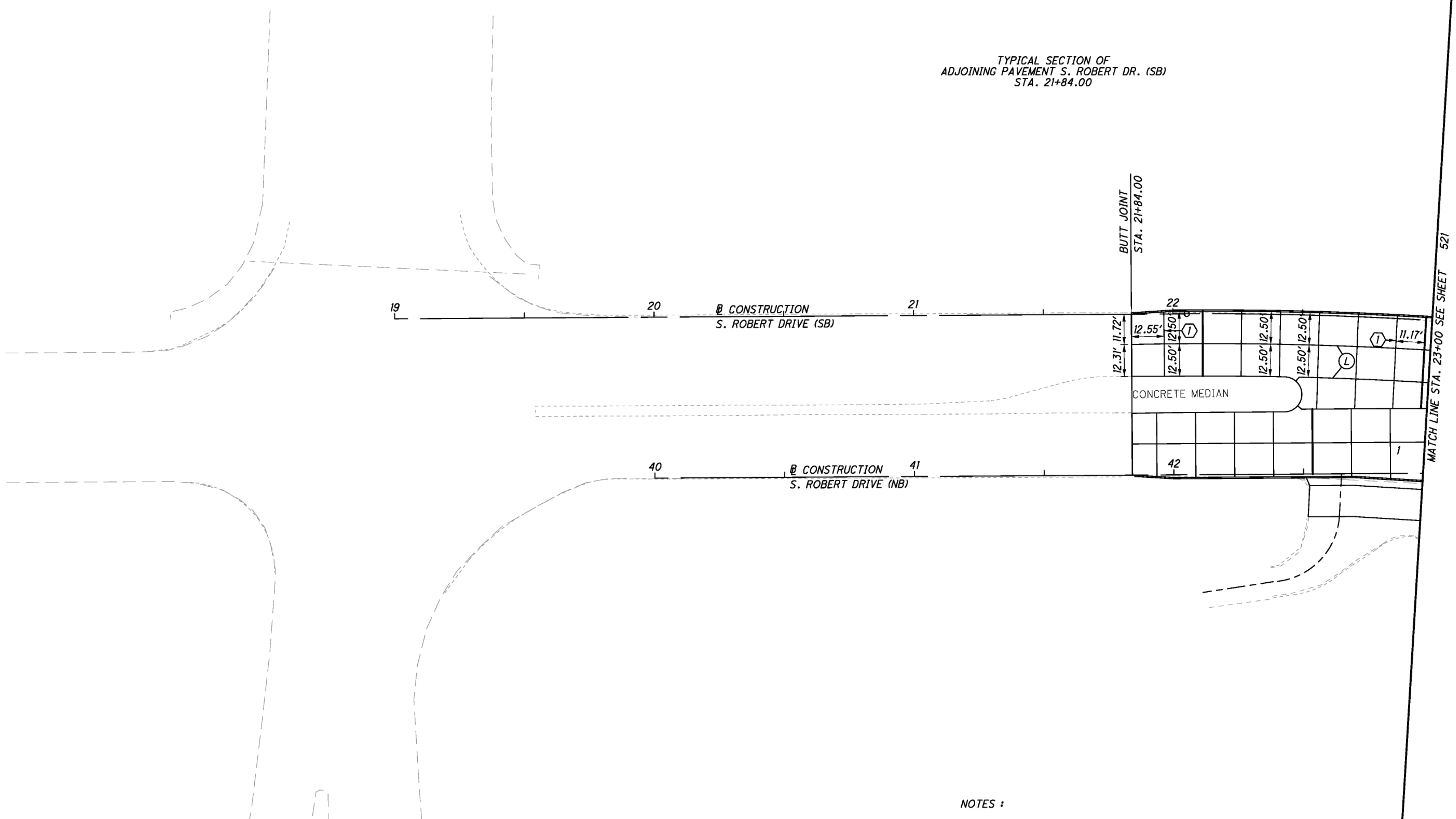
LEGEND

(A) 2.5" ASPHALT

(B) 10" PORTLAND CEMENT CONCRETE



TYPICAL SECTION OF
ADJOINING PAVEMENT S. ROBERT DR. (SB)
STA. 21+84.00



NOTES :

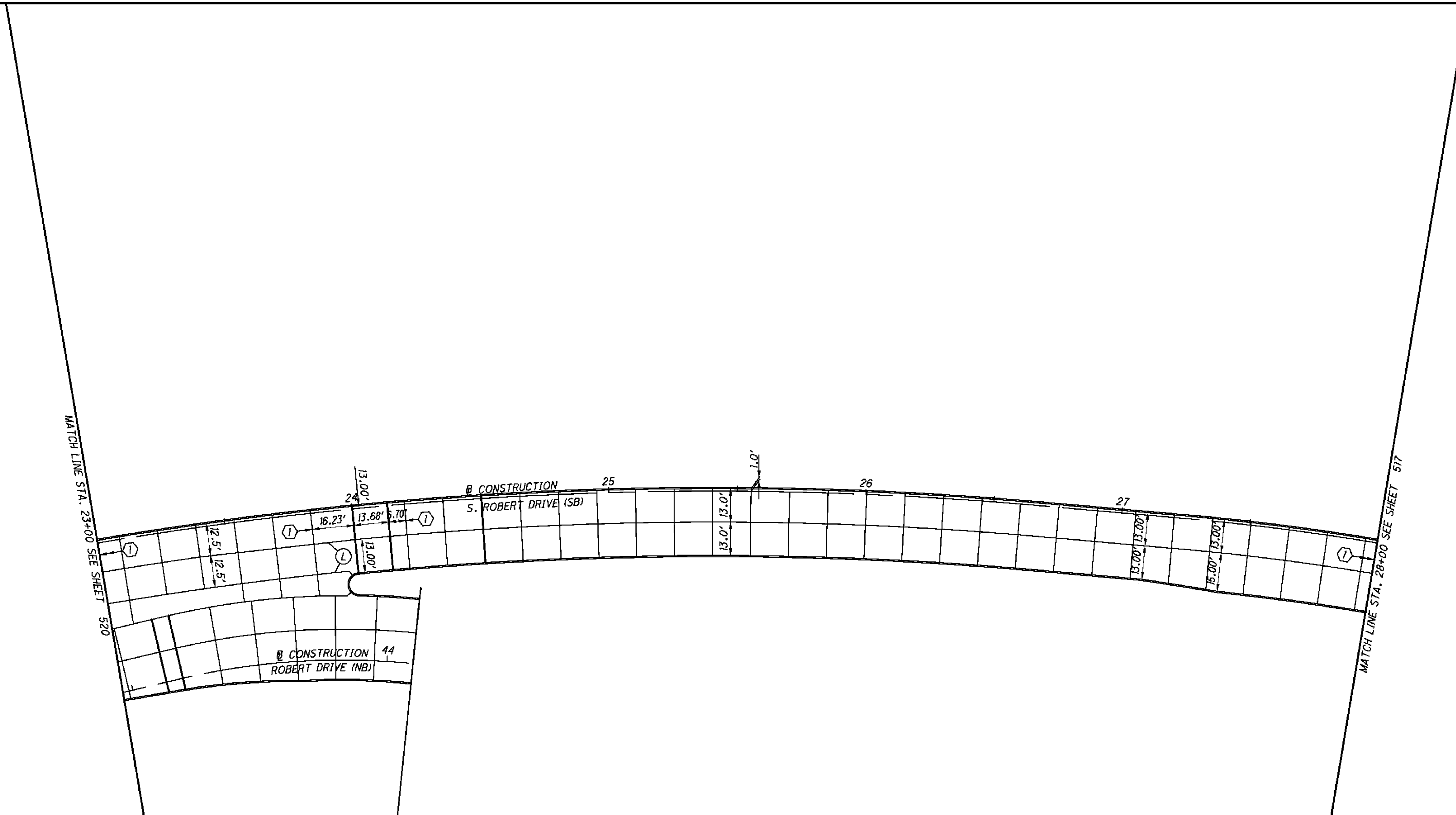
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - S. ROBERT DRIVE (SB)
STA. 21+84.00 TO STA. 23+00.00

MOT-75-12.00



NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - S. ROBERT DRIVE (SB)
STA. 23+00.00 TO STA. 28+00.00

MOT-75-12.00

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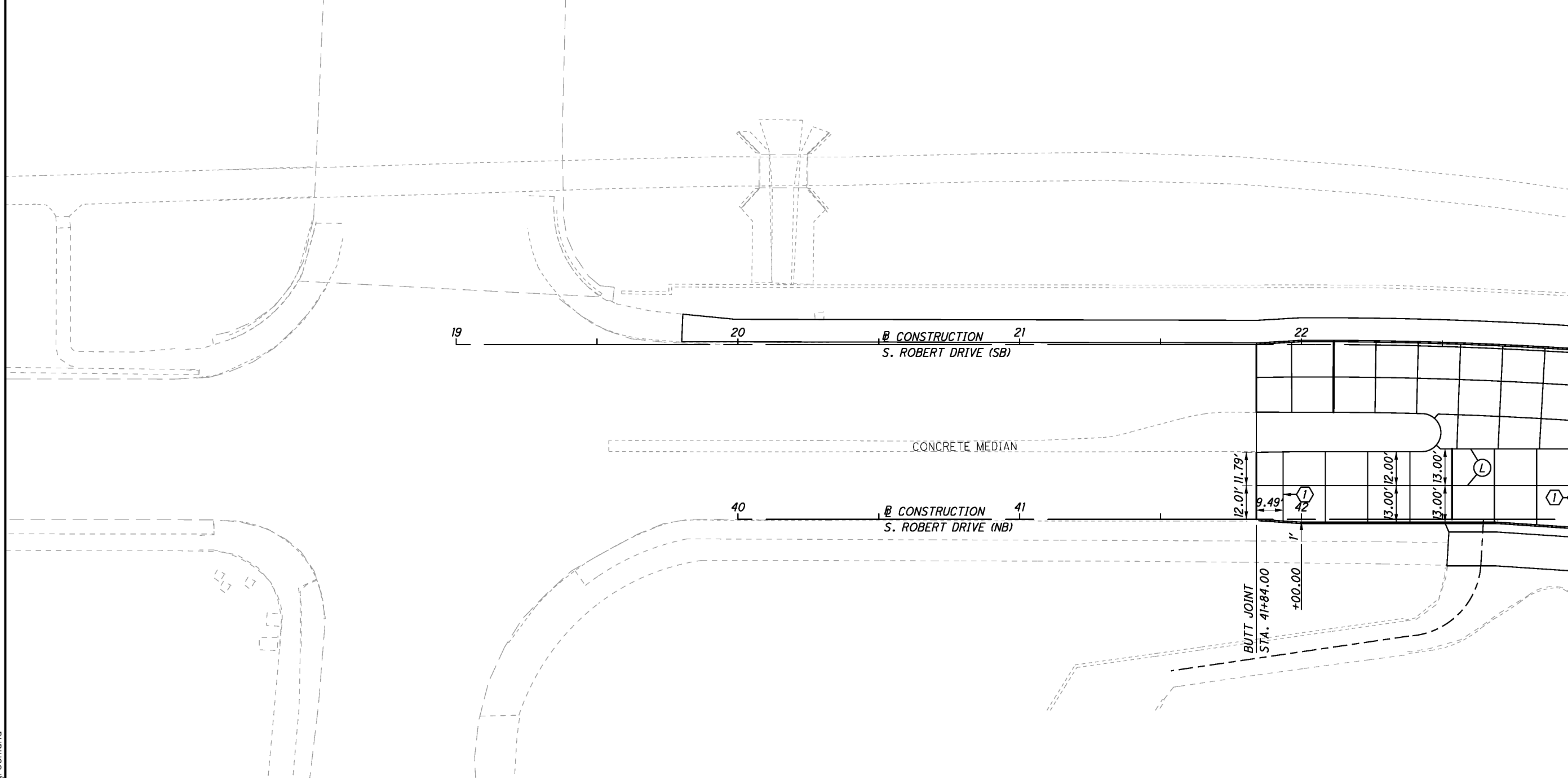
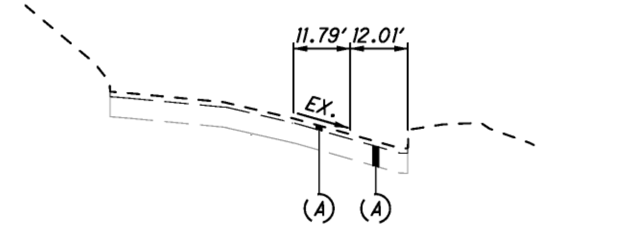
NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.





TYPICAL SECTION OF ADJOINING PAVEMENT S. ROBERT DR. (NB) STA. 41+84.00

LEGEND

(A) 3.25" ASPHALT

(B) 9.25" PORTLAND CEMENT CONCRETE

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

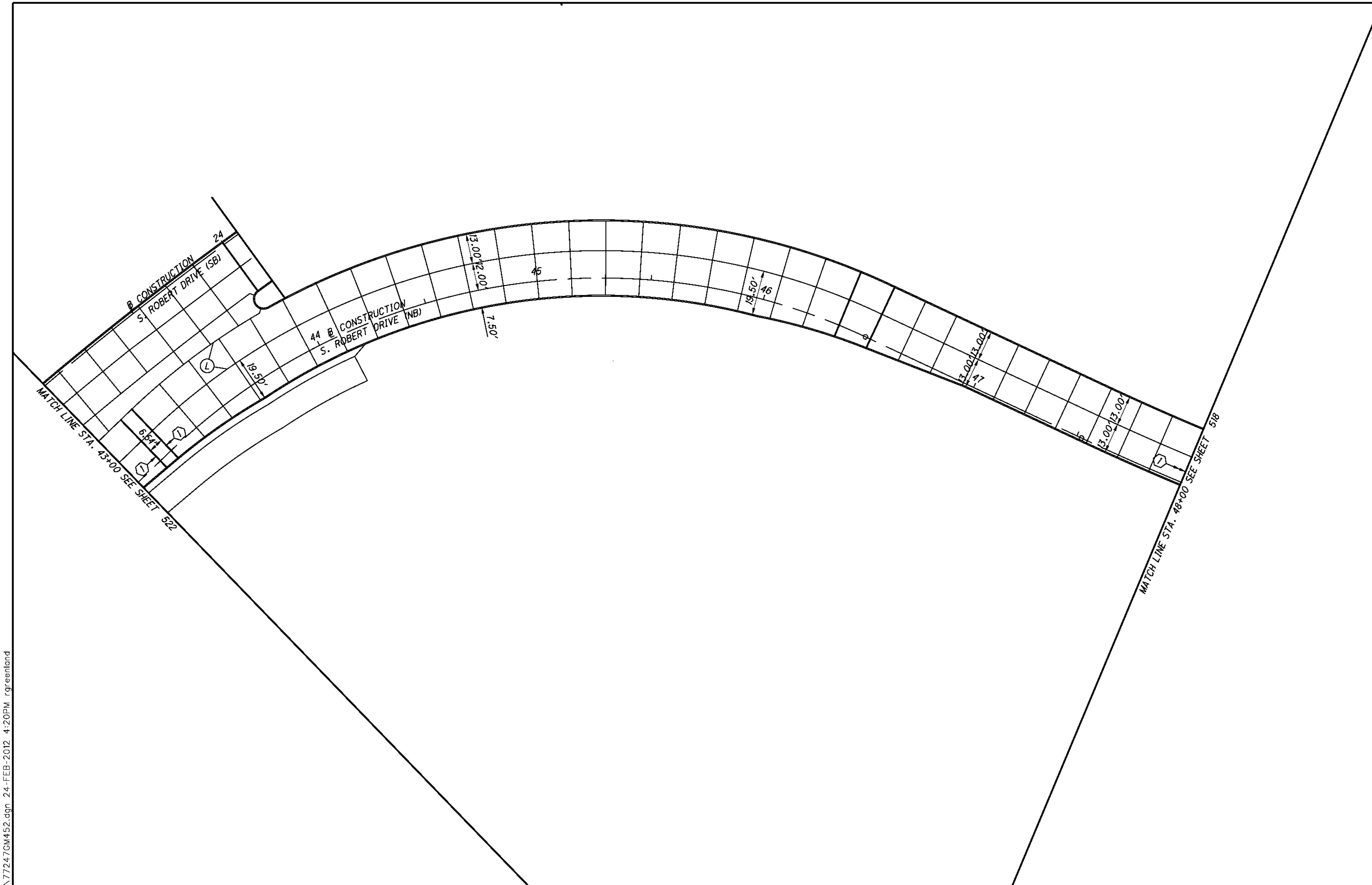
IP_PWP:dms33121\77247GM451.dgn 24-FEB-2012 4:20PM rgreenland

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED GKB CHECKED CDR

PAVEMENT JOINT DETAILS - S. ROBERT DRIVE (NB)
STA. 41+84.00 TO STA. 43+00.00

MOT-75-12.00



NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - S. ROBERT DRIVE (NB)
STA. 43+00.00 TO STA. 48+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.

NOTES :

1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

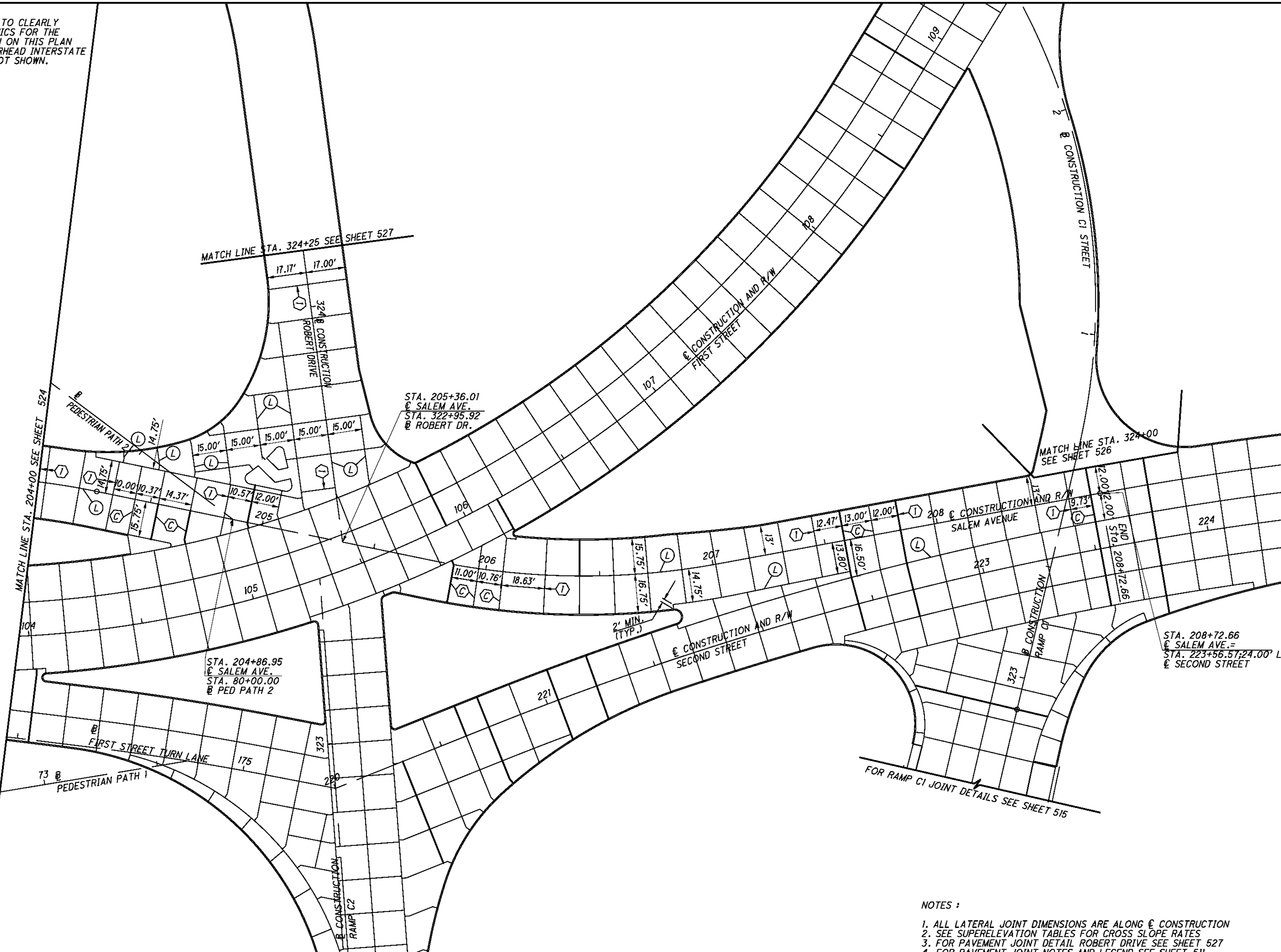
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED GKB
CHECKED CDR

PAVEMENT JOINT DETAILS - SALEM AVENUE
STA. 202+04.85 TO STA. 204+00.00

MOT-75-12.00

NOTE: IN ORDER TO CLEARLY SHOW THE GRAPHICS FOR THE STREET(S) SHOWN ON THIS PLAN SHEET, THE OVERHEAD INTERSTATE GRAPHICS ARE NOT SHOWN.



NOTES :

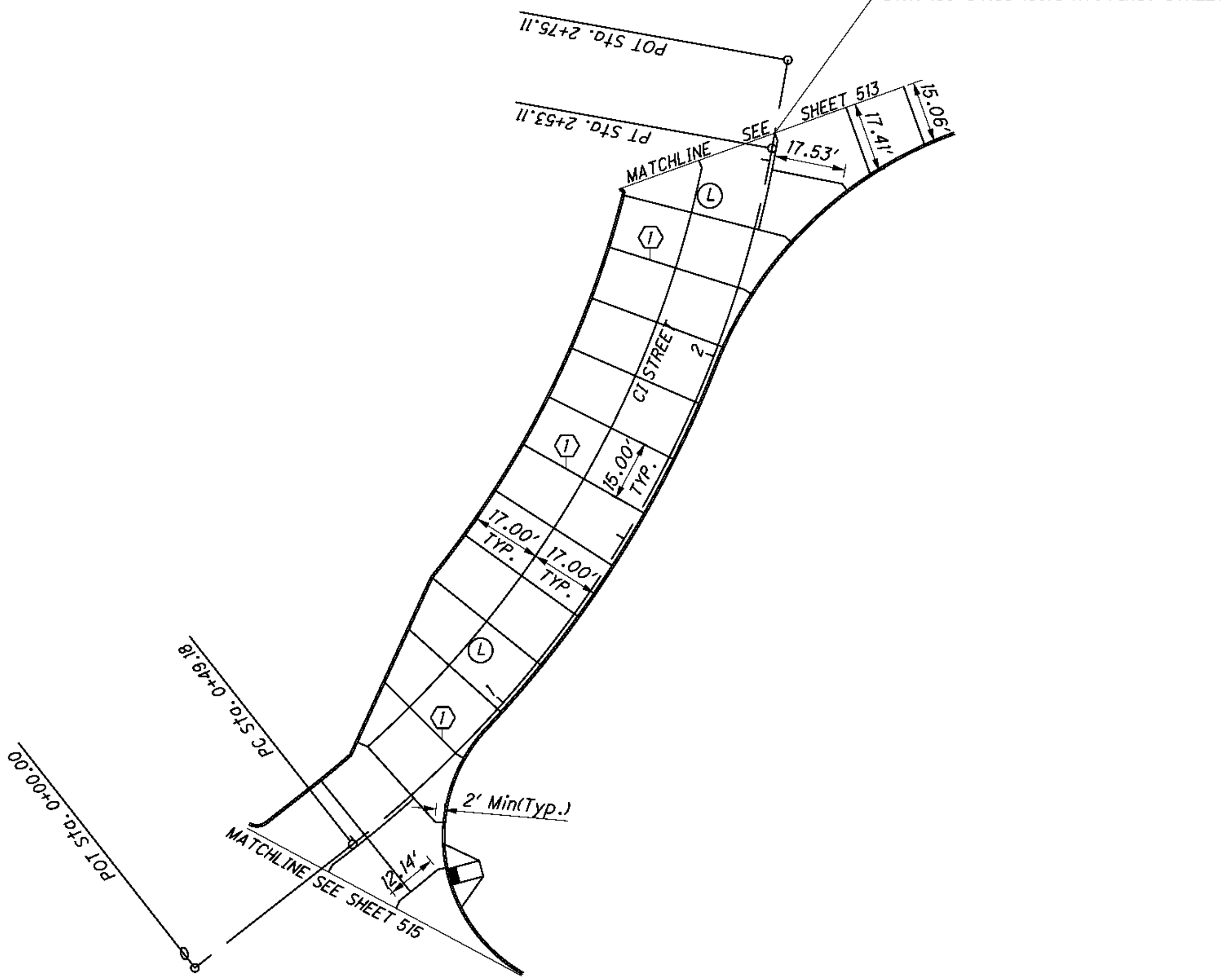
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT DETAIL ROBERT DRIVE SEE SHEET 527
4. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

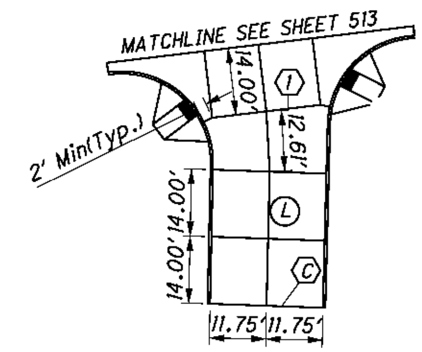
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED GKB
CHECKED CDR

JOINT DETAILS - SALEM AVENUE
STA. 204+00.00 TO STA. 208+72.66

MOT-75-12.00





NOTES :

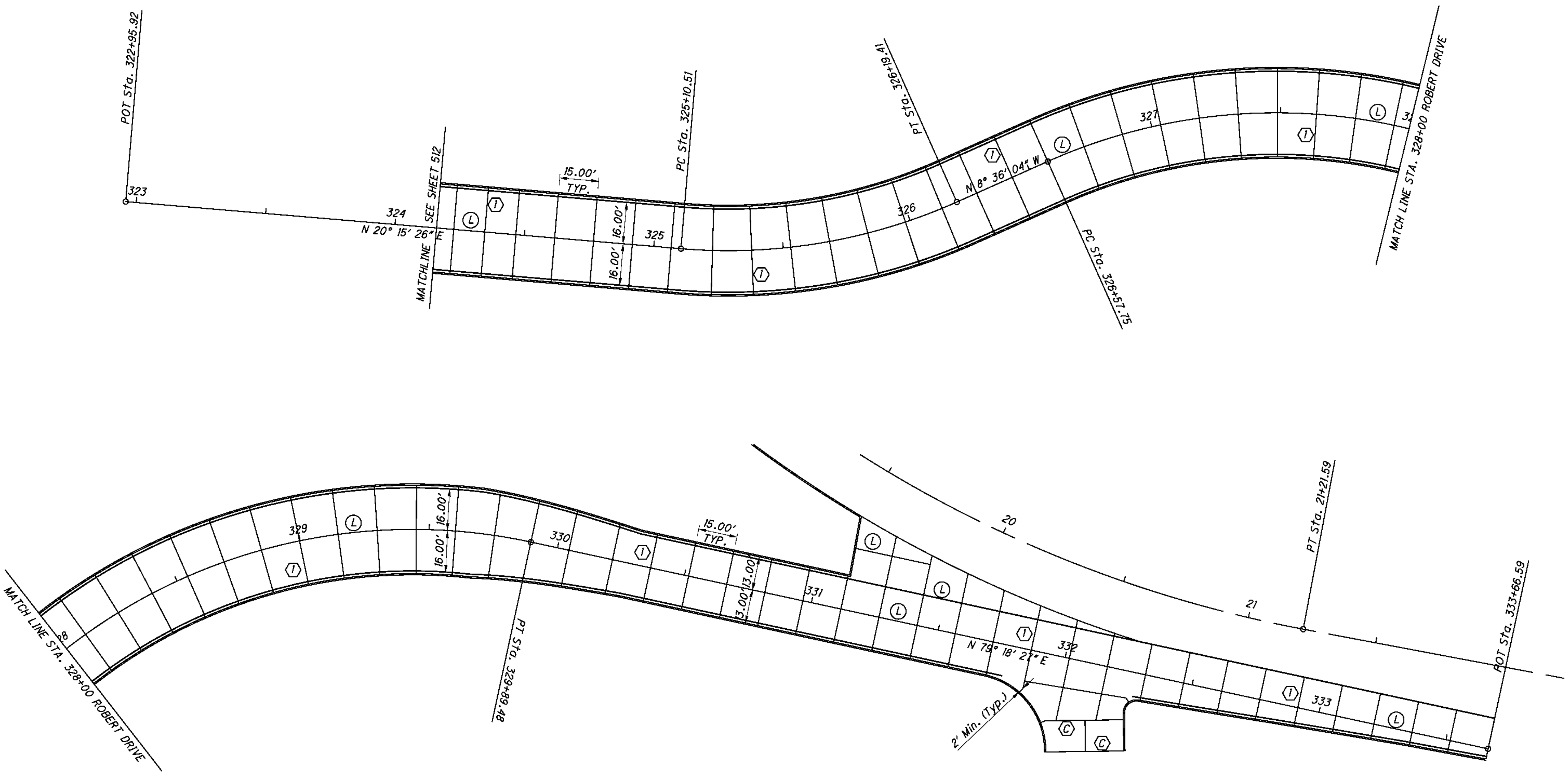
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT DETAIL FIRST STREET SEE SHEET 513
4. FOR PAVEMENT JOINT DETAIL SECOND STREET SEE SHEET 515
5. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED LJC
CHECKED GE

PAVEMENT JOINT DETAILS
C1 STREET

MOT-75-12.00



NOTES :

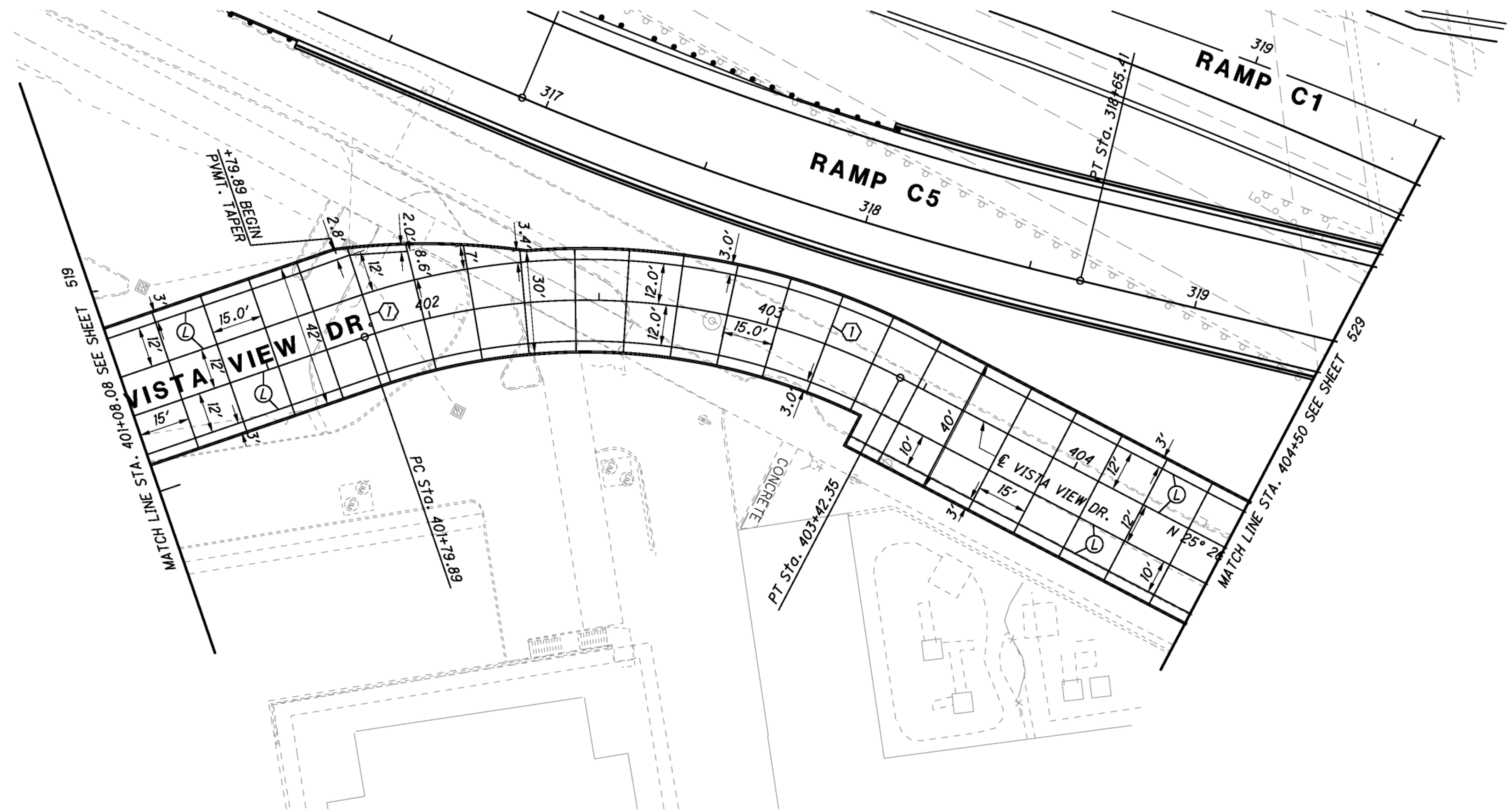
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT DETAIL SALEM AVE SEE SHEET 512
4. FOR PAVEMENT JOINT NOTES AND LEGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET

CALCULATED LJC
CHECKED GE

PAVEMENT JOINT DETAIL
ROBERT DRIVE

MOT-75-12.00



NOTES:

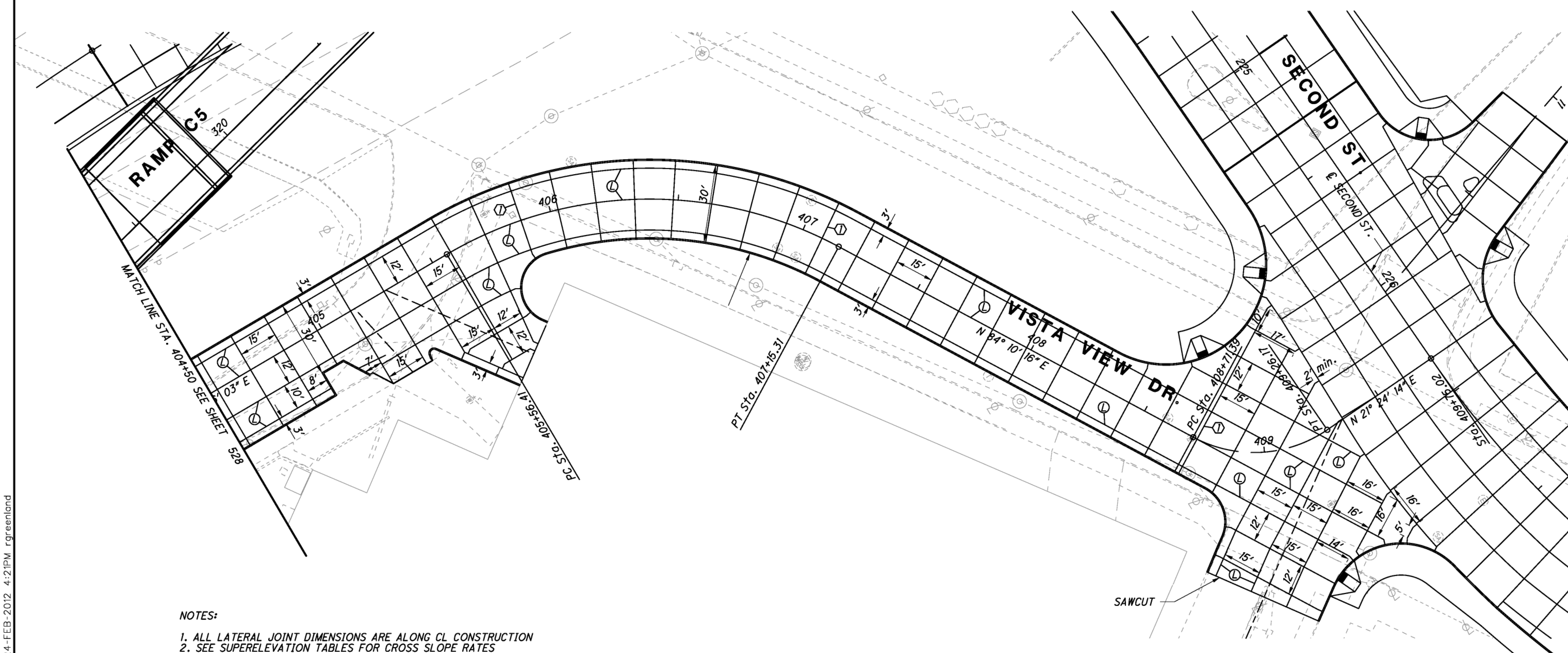
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG ℄ CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEDGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET

CALCULATED JMM
CHECKED MAS

PAVEMENT JOINT DETAILS - VISTA VIEW DR.
STA. 401+08.08 TO STA. 404+50

MOT-75-12.00



NOTES:

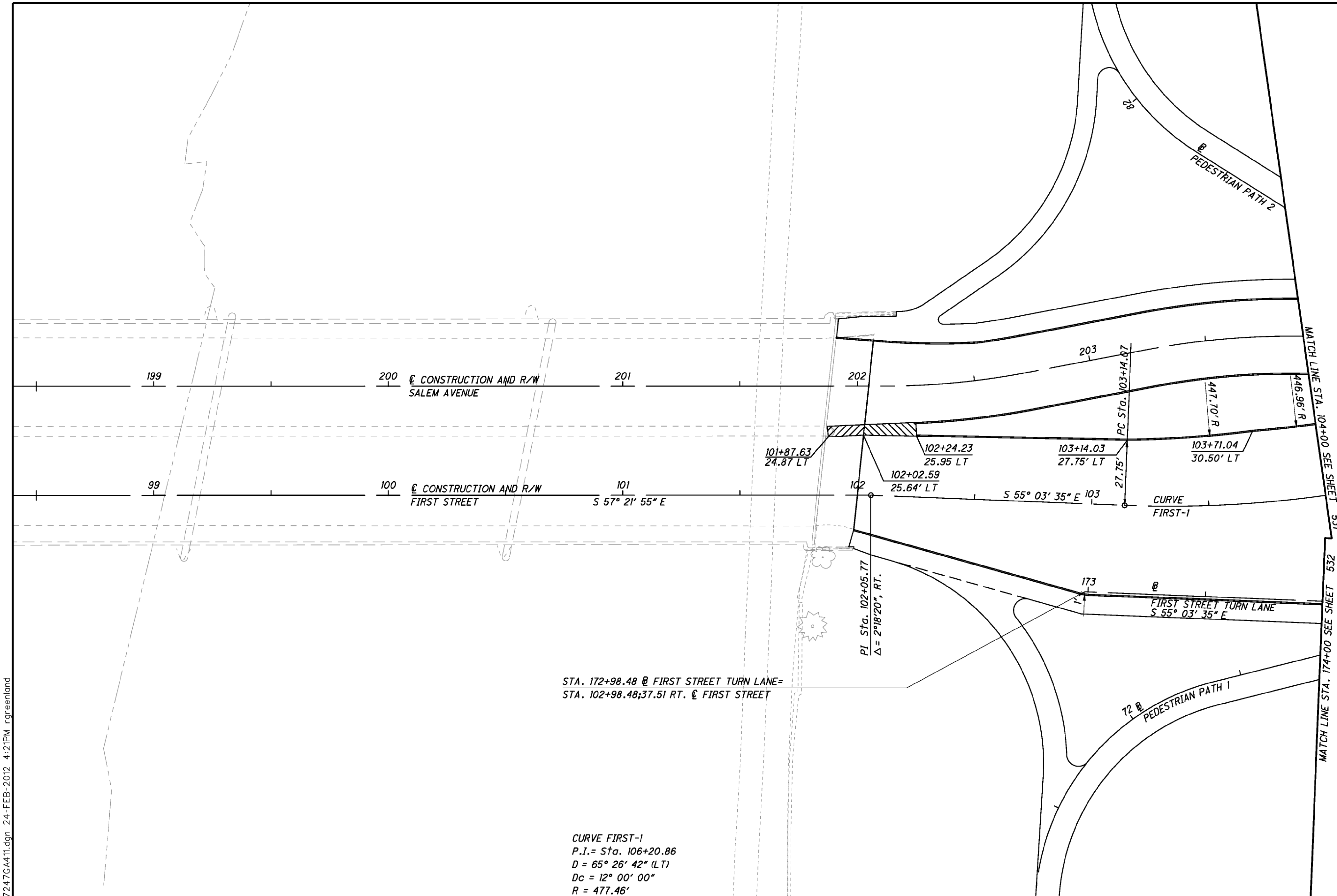
1. ALL LATERAL JOINT DIMENSIONS ARE ALONG CL CONSTRUCTION
2. SEE SUPERELEVATION TABLES FOR CROSS SLOPE RATES
3. FOR PAVEMENT JOINT NOTES AND LEDGEND SEE SHEET 511

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JMM
CHECKED MAS

PAVEMENT JOINT DETAILS - VISTA VIEW DR.
STA. 404+50 TO STA. 409+75.02

MOT-75-12.00



CONCRETE MEDIAN ON EXISTING PAVEMENT, SEE DETAIL TYPICAL SECTION SHEET 27

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

CURVE FIRST-1
P.I.= Sta. 106+20.86
D = 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E
e max = 0.020

NOTE :
ALL DIMENSIONS SHOWN ARE TO FACE OF CURB

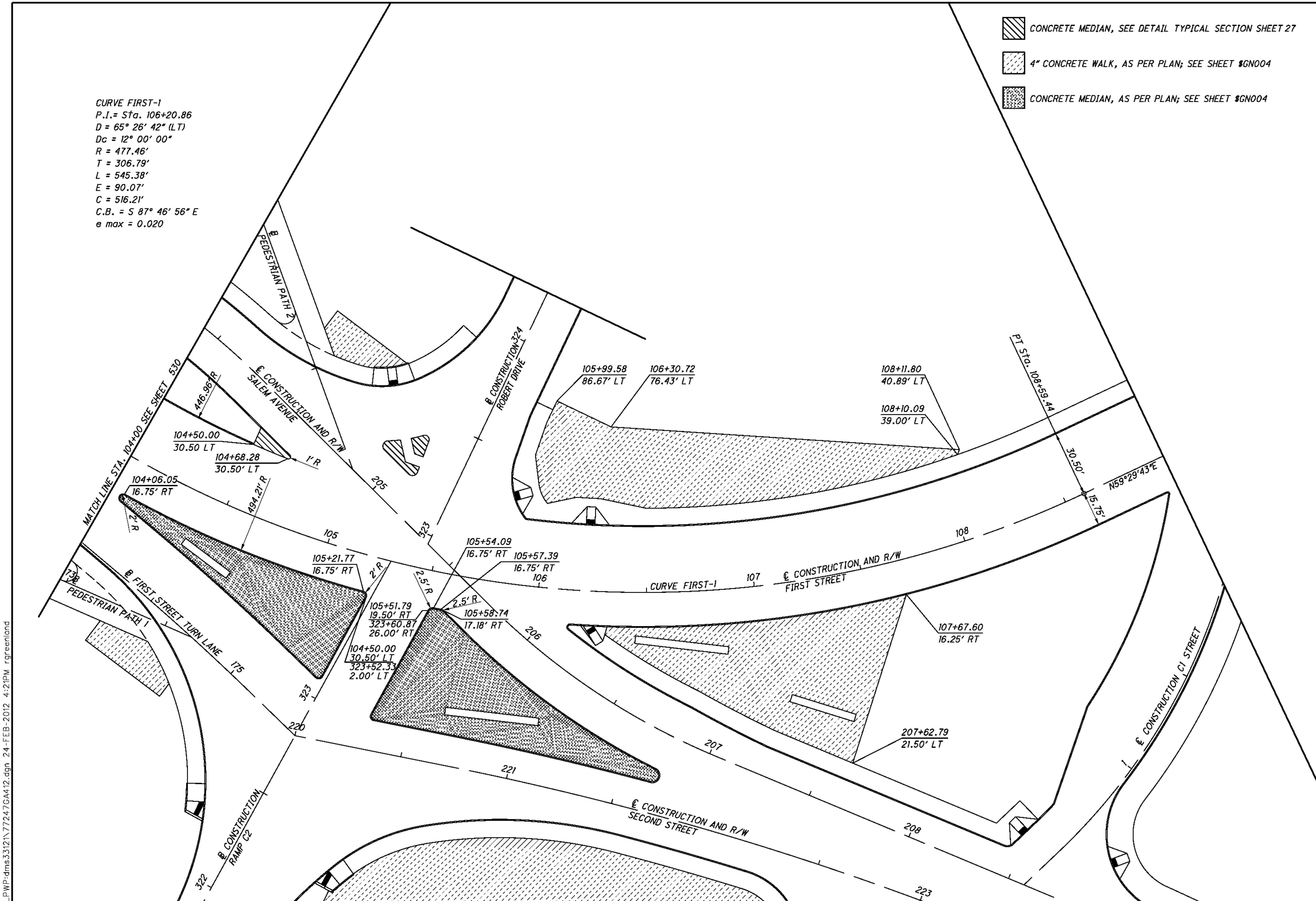
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS-FIRST ST. STA. 102+00.00 TO STA. 104+00
MEDIAN DETAILS-FIRST ST. TURN LN. STA. 172+98.48 TO STA. 174+00

MOT-75-12.00

IP_PWP:dms33121\77247GA411.dgn 24-FEB-2012 4:21PM rgreenland



0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MNM
CHECKED GKB

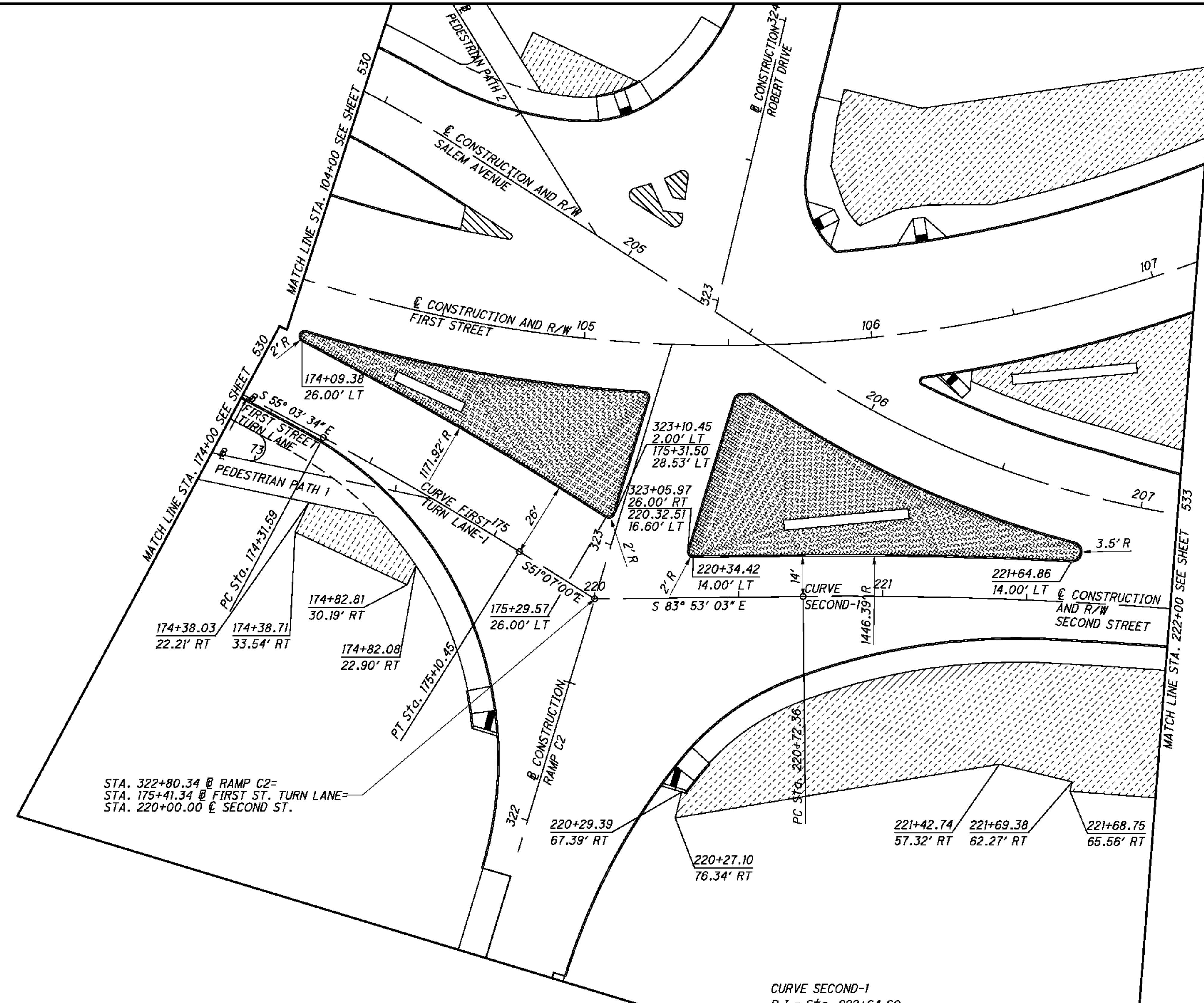
MEDIAN DETAILS - FIRST STREET
STA. 104+00.00 TO STA. 109+00.00

MOT-75-12.00

531
1565

IP_PWP:dms33121\77247GA412.dgn 24-FEB-2012 4:21PM rgreenland

CURVE FIRST TURN LANE-1
P.I.= Sta. 174+71.04
D = 3° 56' 35" (RT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 39.44'
L = 78.86'
E = 0.68'
C = 78.84'
C.B. = S 53° 05' 17" E
e max = NC



CURVE SECOND-1
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E
e max = NC

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

4" CONCRETE WALK, AS PER PLAN; SEE SHEET 45

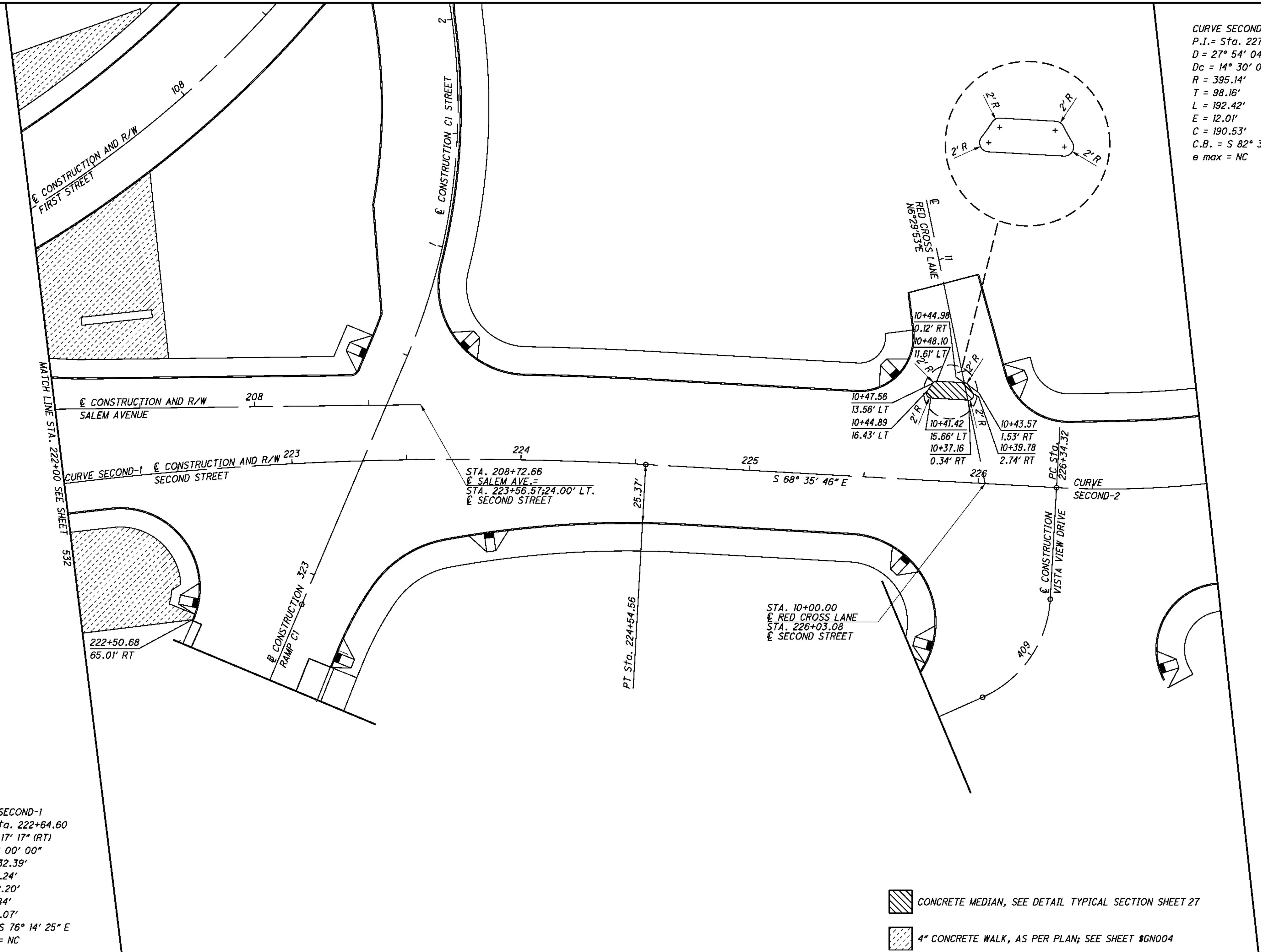
CONCRETE MEDIAN, AS PER PLAN; SEE SHEET 45

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS-SECOND ST. STA. 220+00 TO STA. 222+00
MEDIAN DETAILS-FIRST ST. TURN LN. STA. 174+00 TO STA. 175+41.95

MOT-75-12.00



CURVE SECOND-2
P.I.= Sta. 227+32.48
D = 27° 54' 04" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E
e max = NC

CURVE SECOND-1
P.I.= Sta. 222+64.60
D = 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E
e max = NC

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

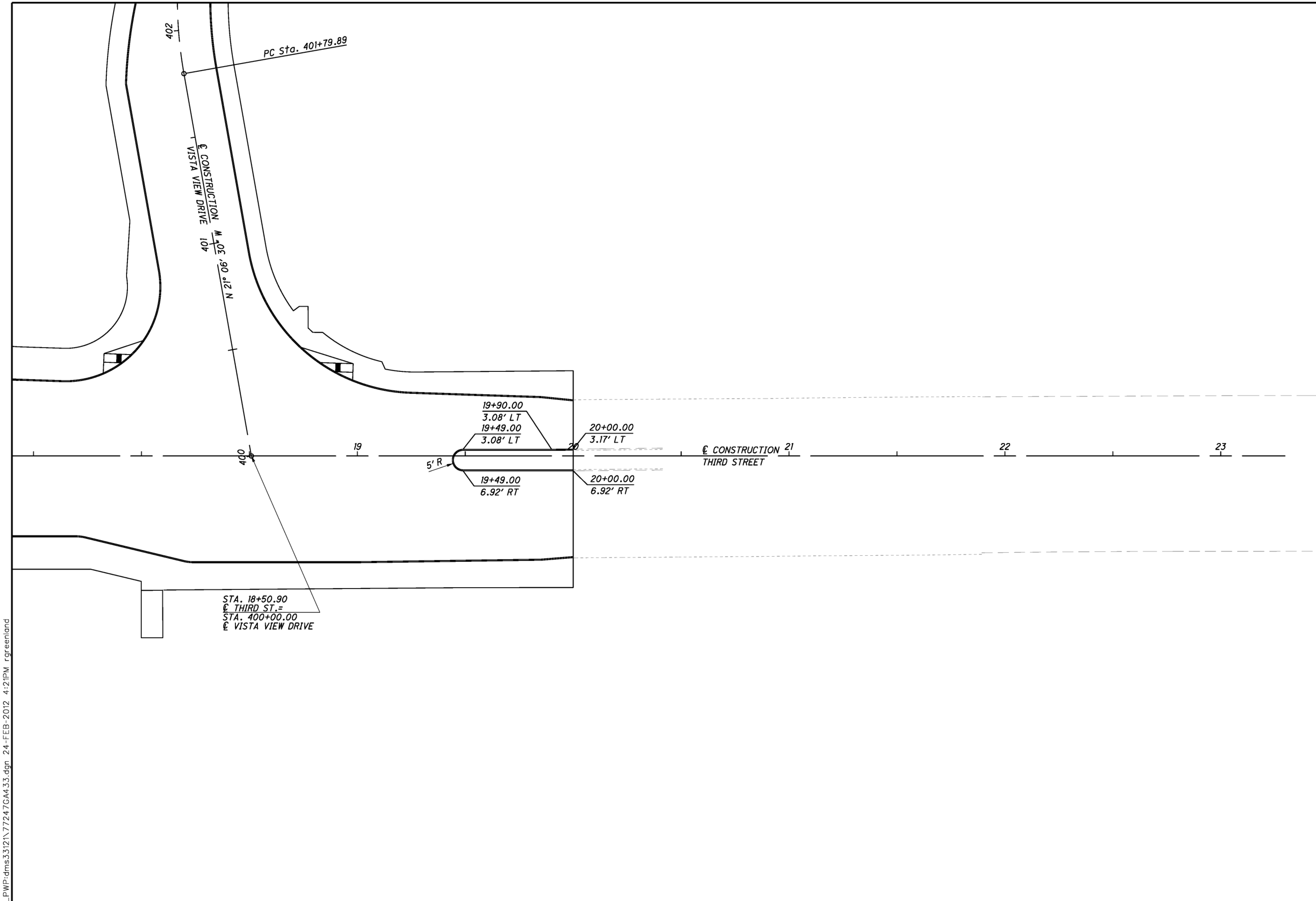
4" CONCRETE WALK, AS PER PLAN; SEE SHEET $GN004

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS - SECOND STREET
STA. 222+00.00 TO STA. 227+00.00

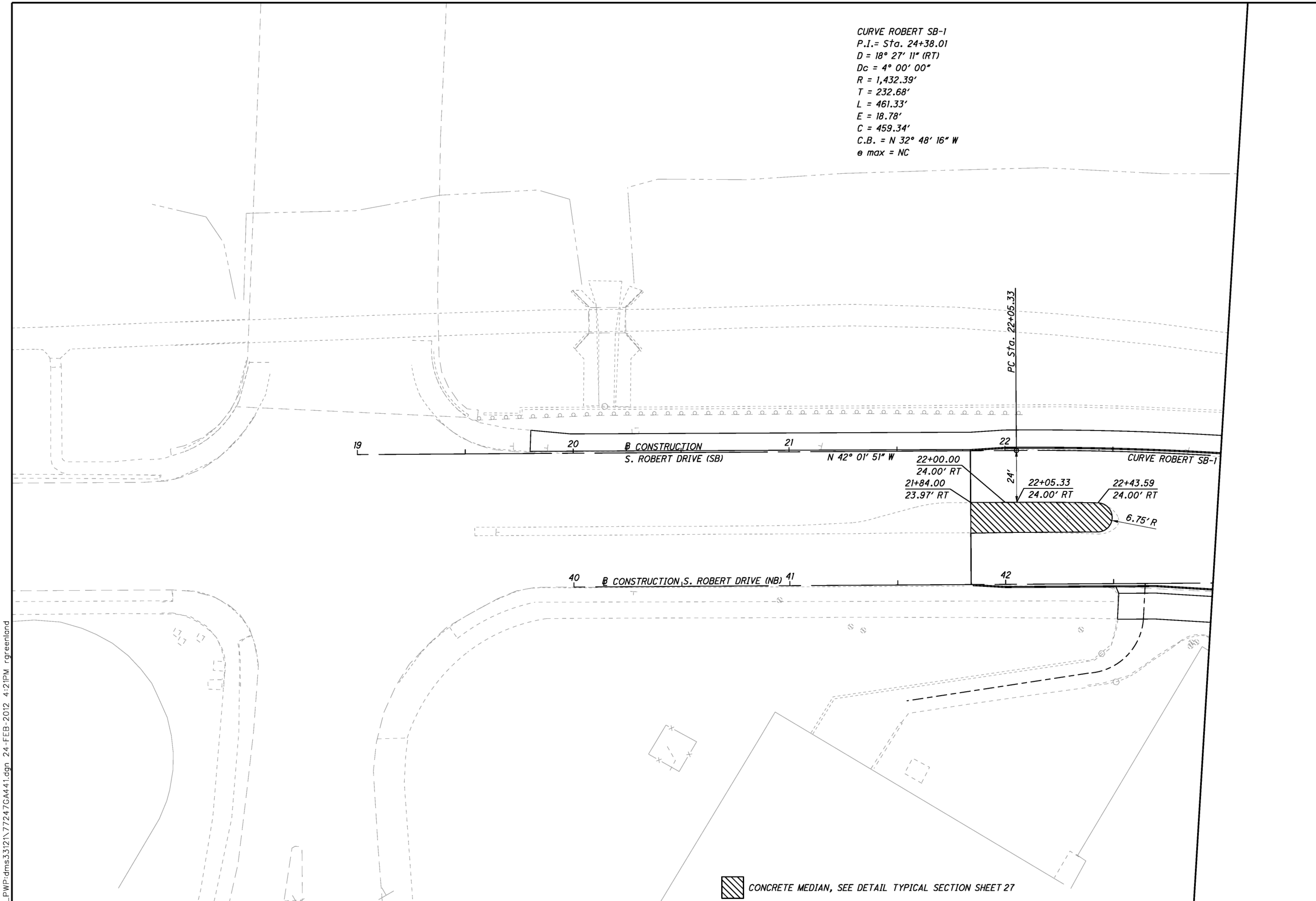
MOT-75-12.00



CALCULATED GKB
CHECKED CDR

MEDIAN DETAILS - THIRD STREET
STA. 17+50.00 TO STA. 20+00.00

MOT-75-12.00



CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

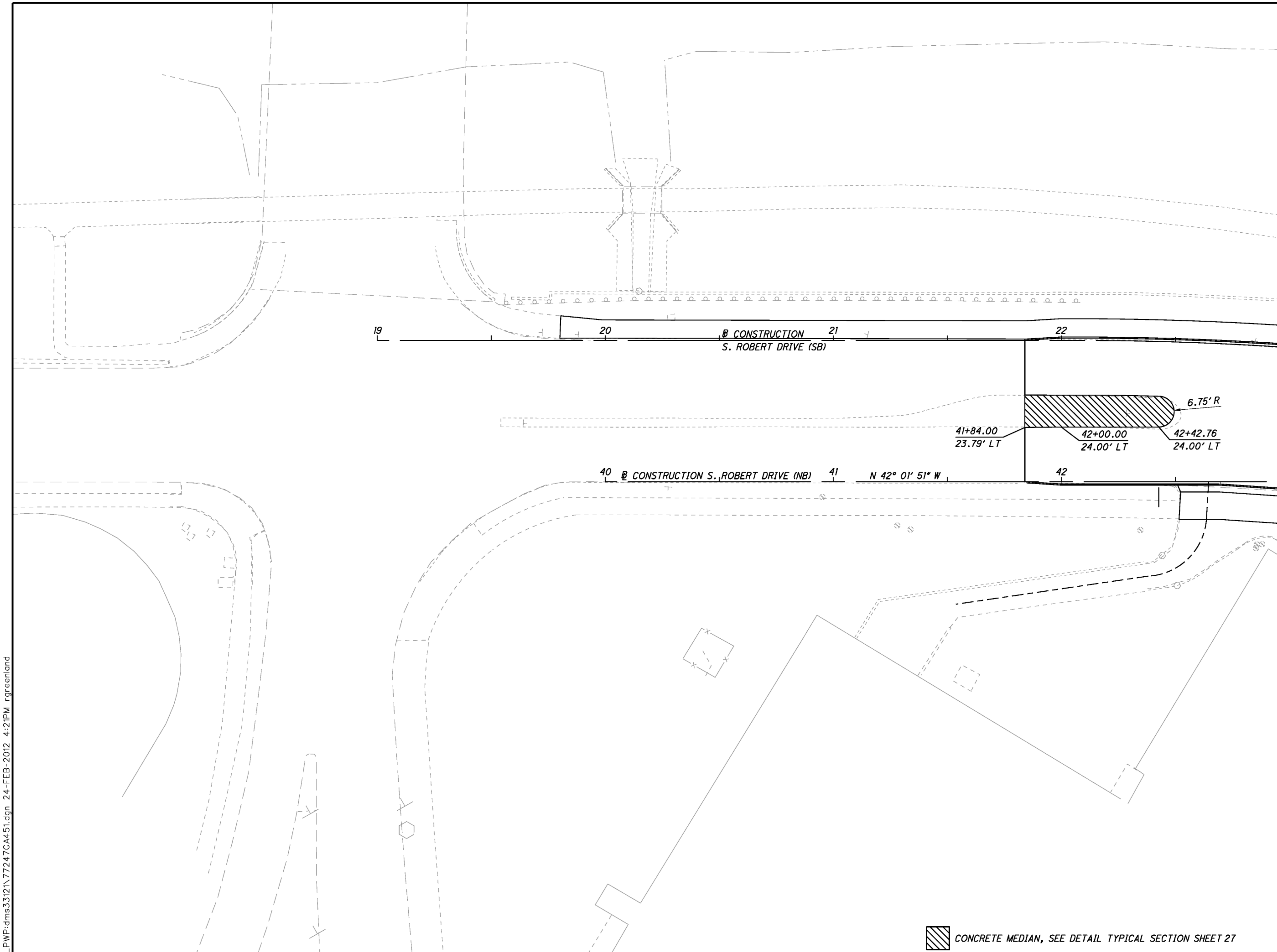
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS - S. ROBERT DRIVE (SOUTHBOUND)
STA. 21+84.00 TO STA. 23+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GA441.dgn 24-FEB-2012 4:21PM rgreenland

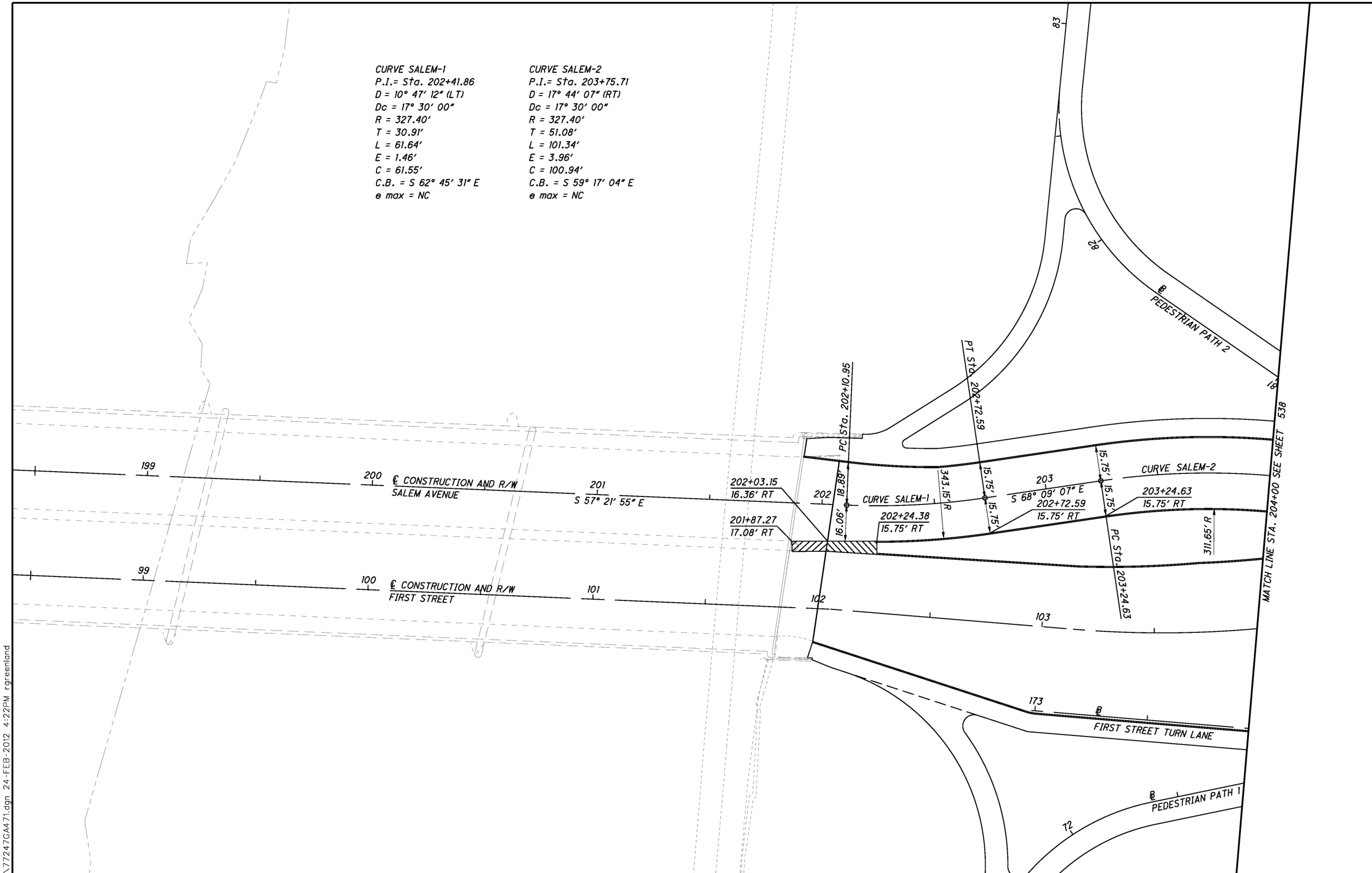


0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS - S. ROBERT DRIVE (NORTHBOUND)
STA. 41+84.00 TO STA. 43+00.00

MOT-75-12.00



CONCRETE MEDIAN ON EXISTING PAVEMENT, SEE DETAIL TYPICAL SECTION SHEET 27

CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MNM
CHECKED GKB

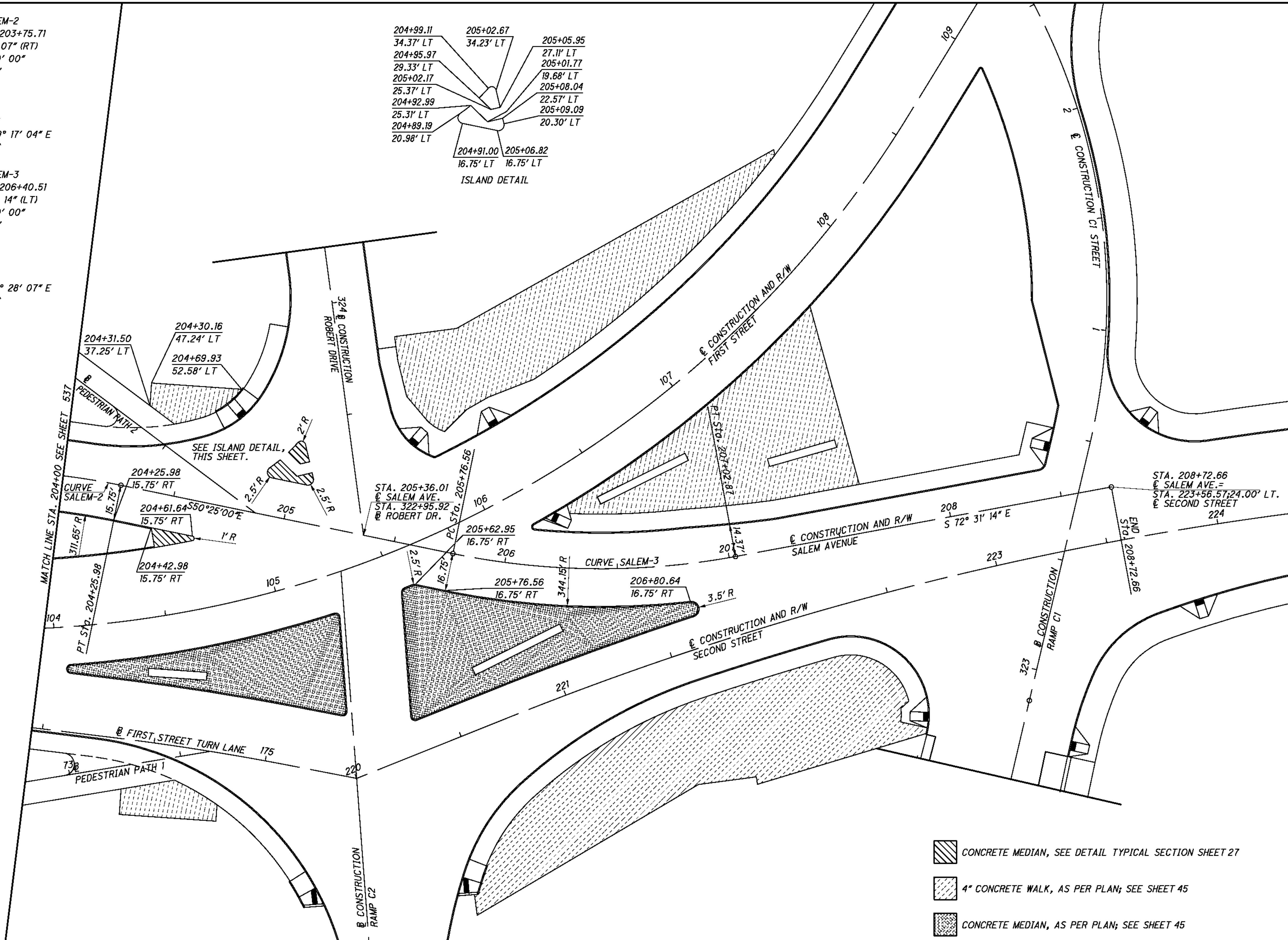
MEDIAN DETAILS - SALEM AVENUE
STA. 201+87.27 TO STA. 204+00.00

MOT-75-12.00

IP_PWP:dms33121\77247GA471.dgn 24-FEB-2012 4:22PM rgreenland

CURVE SALEM-2
P.I.= Sta. 203+75.71
D = 17° 44' 07" (RT)
Dc = 17° 30' 00"
R = 327.40'
T = 51.08'
L = 101.34'
E = 3.96'
C = 100.94'
C.B. = S 59° 17' 04" E
e max = NC

CURVE SALEM-3
P.I.= Sta. 206+40.51
D = 22° 06' 14" (LT)
Dc = 17° 30' 00"
R = 327.40'
T = 63.95'
L = 126.31'
E = 6.19'
C = 125.53'
C.B. = S 61° 28' 07" E
e max = NC



CONCRETE MEDIAN, SEE DETAIL TYPICAL SECTION SHEET 27

4" CONCRETE WALK, AS PER PLAN; SEE SHEET 45

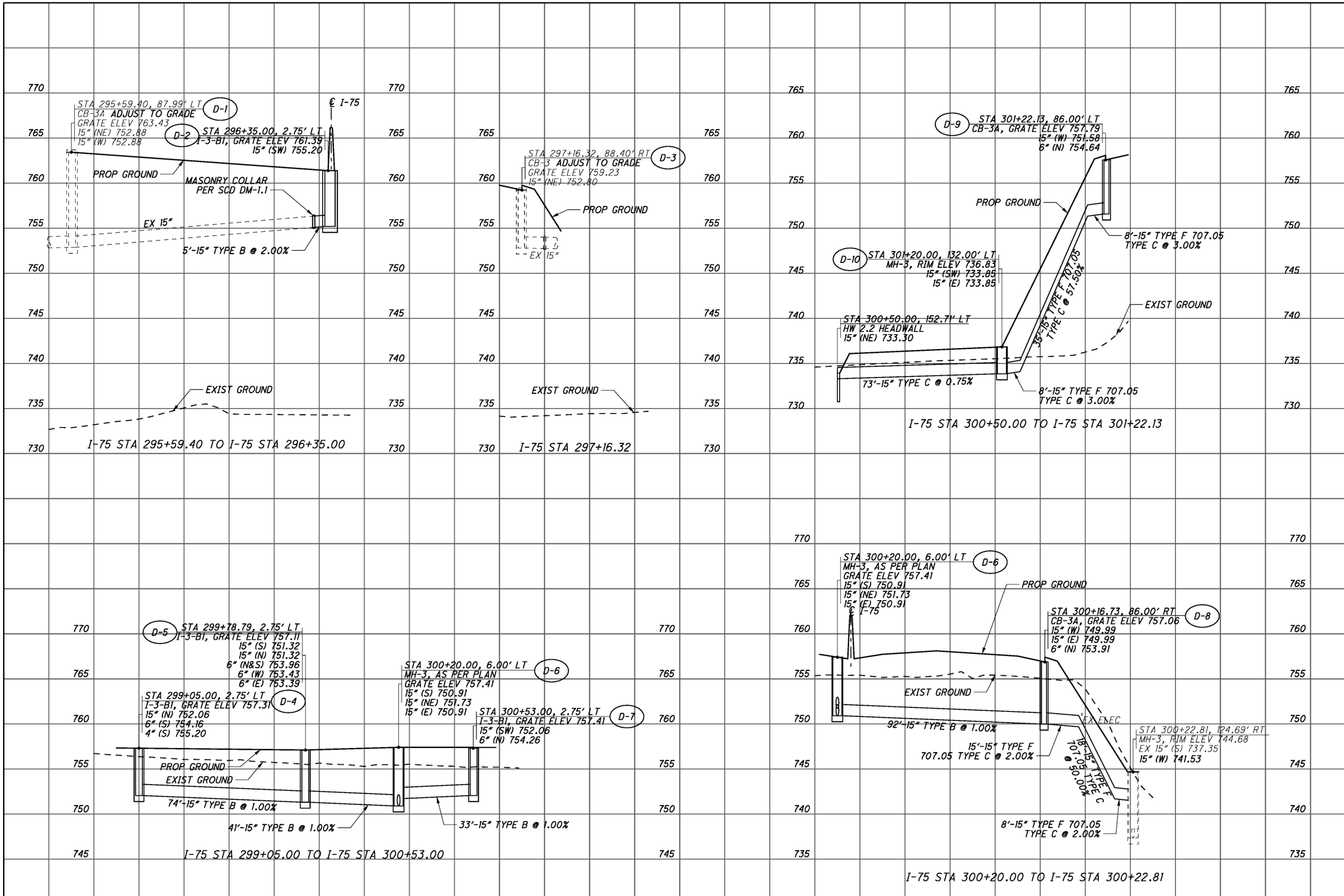
CONCRETE MEDIAN, AS PER PLAN; SEE SHEET 45

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MNM
CHECKED GKB

MEDIAN DETAILS - SALEM AVENUE
STA. 204+00.00 TO STA. 208+72.66

MOT-75-12.00

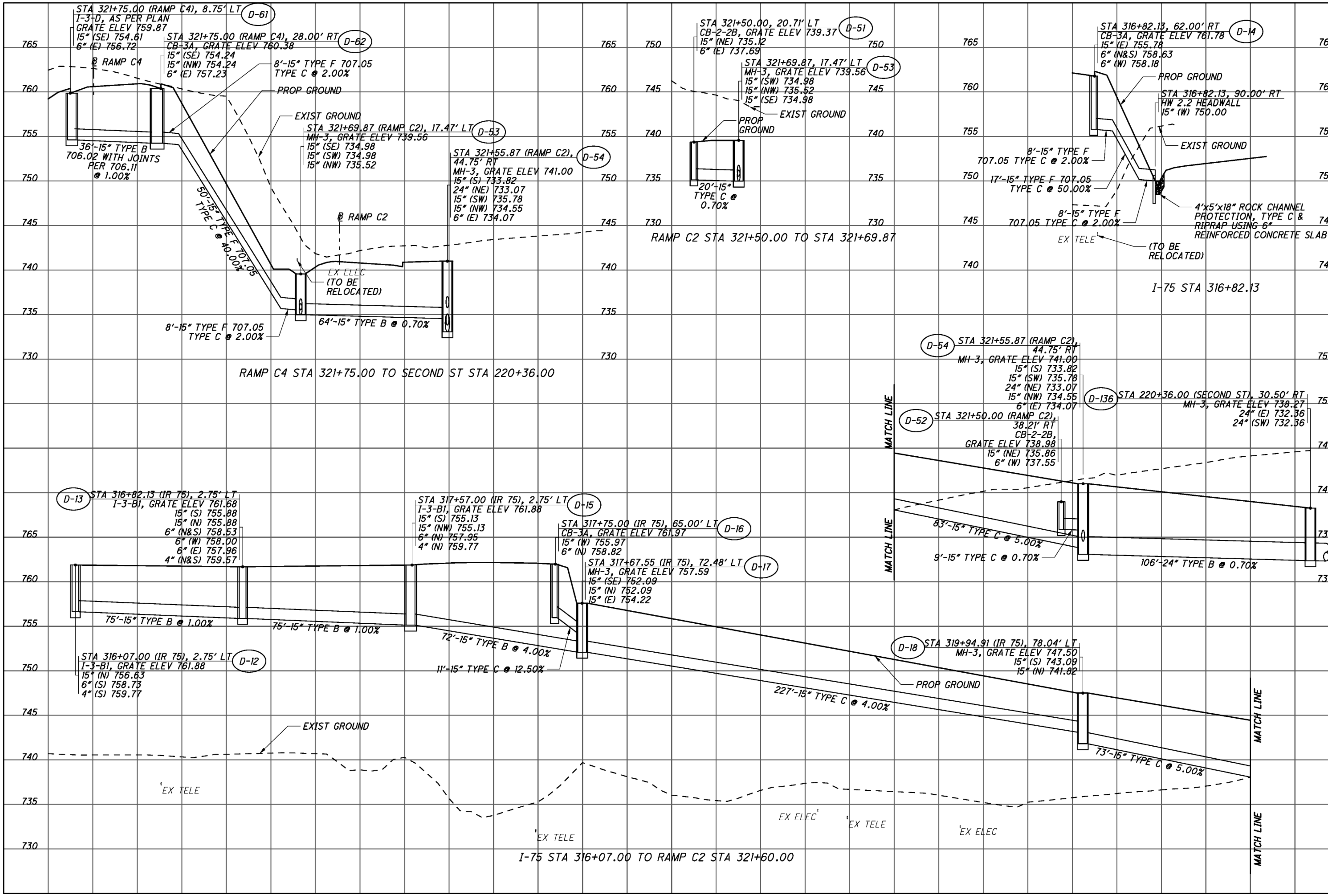


CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75

MOT-75-12.00

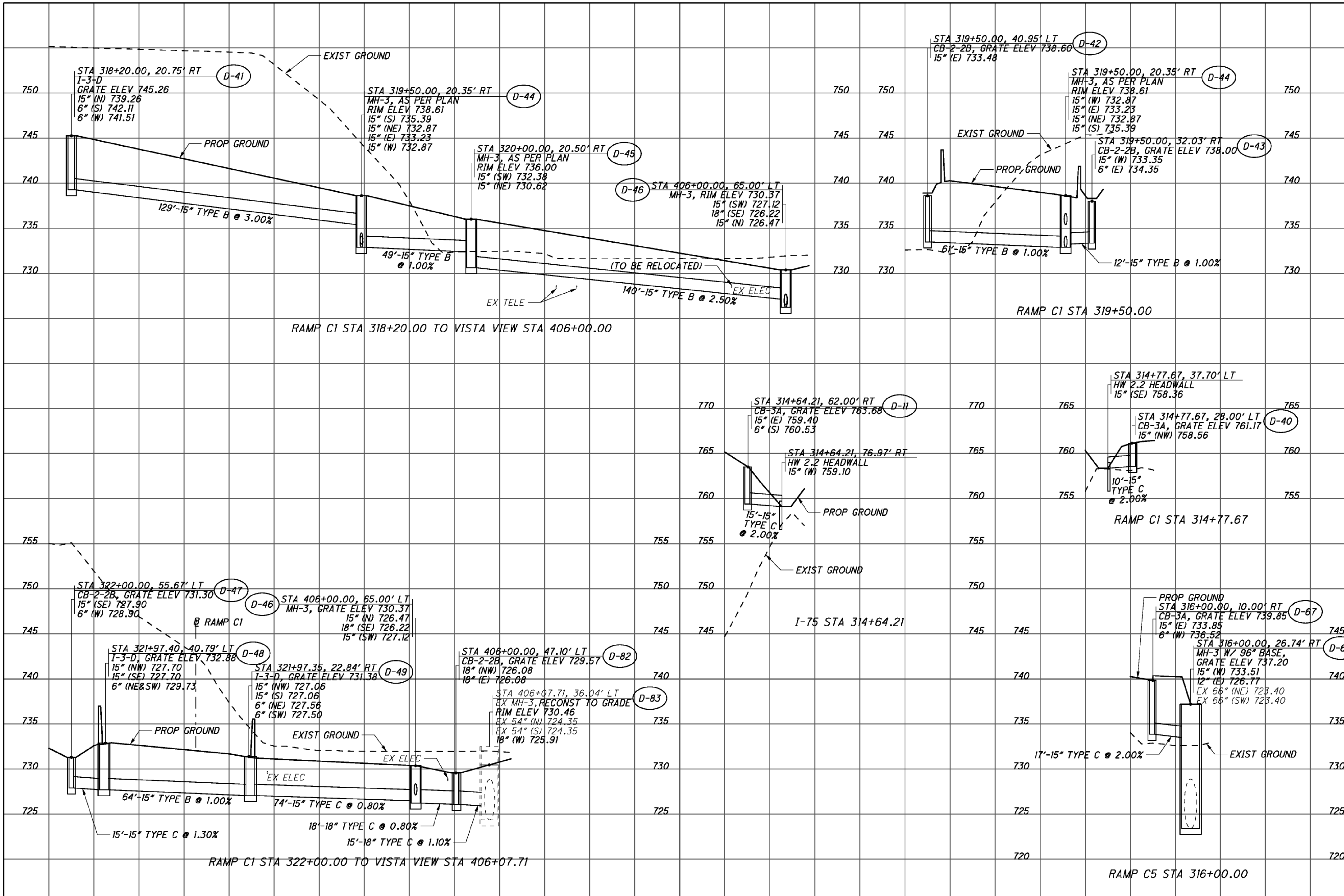
IP_PWP:dms19308\77247DF301.dgn 24-FEB-2012 4:22PM rgreenland



CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75, RAMP C2 & RAMP C4

MOT-75-12.00



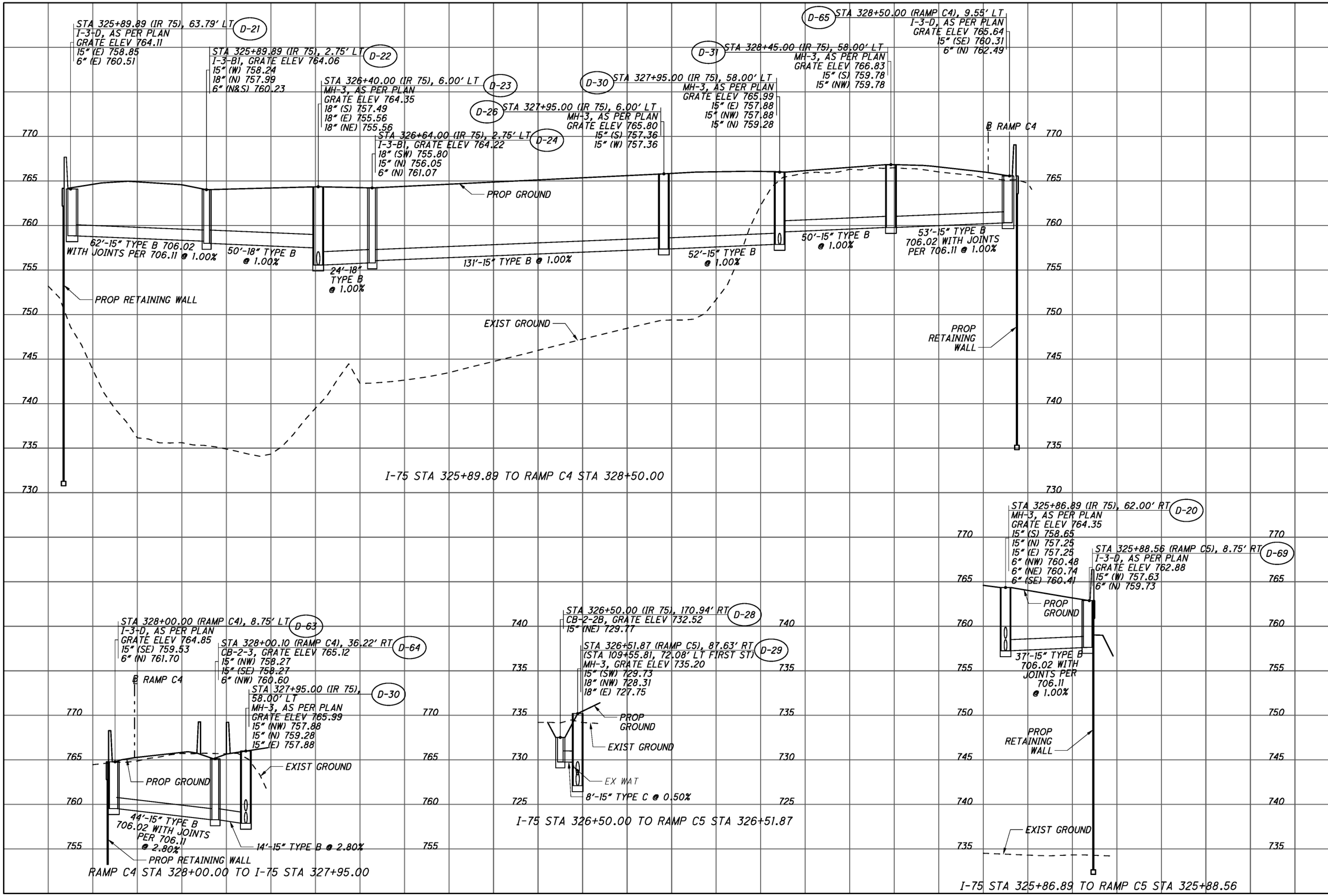
CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75, RAMP C1, & RAMP C5

MOT-75-12.00

541/1565

IP_PWP:dms19308\77247DF303.dgn 24-FEB-2012 4:22PM rgreenland



CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75, RAMP C4 & RAMP C5

MOT-75-12.00

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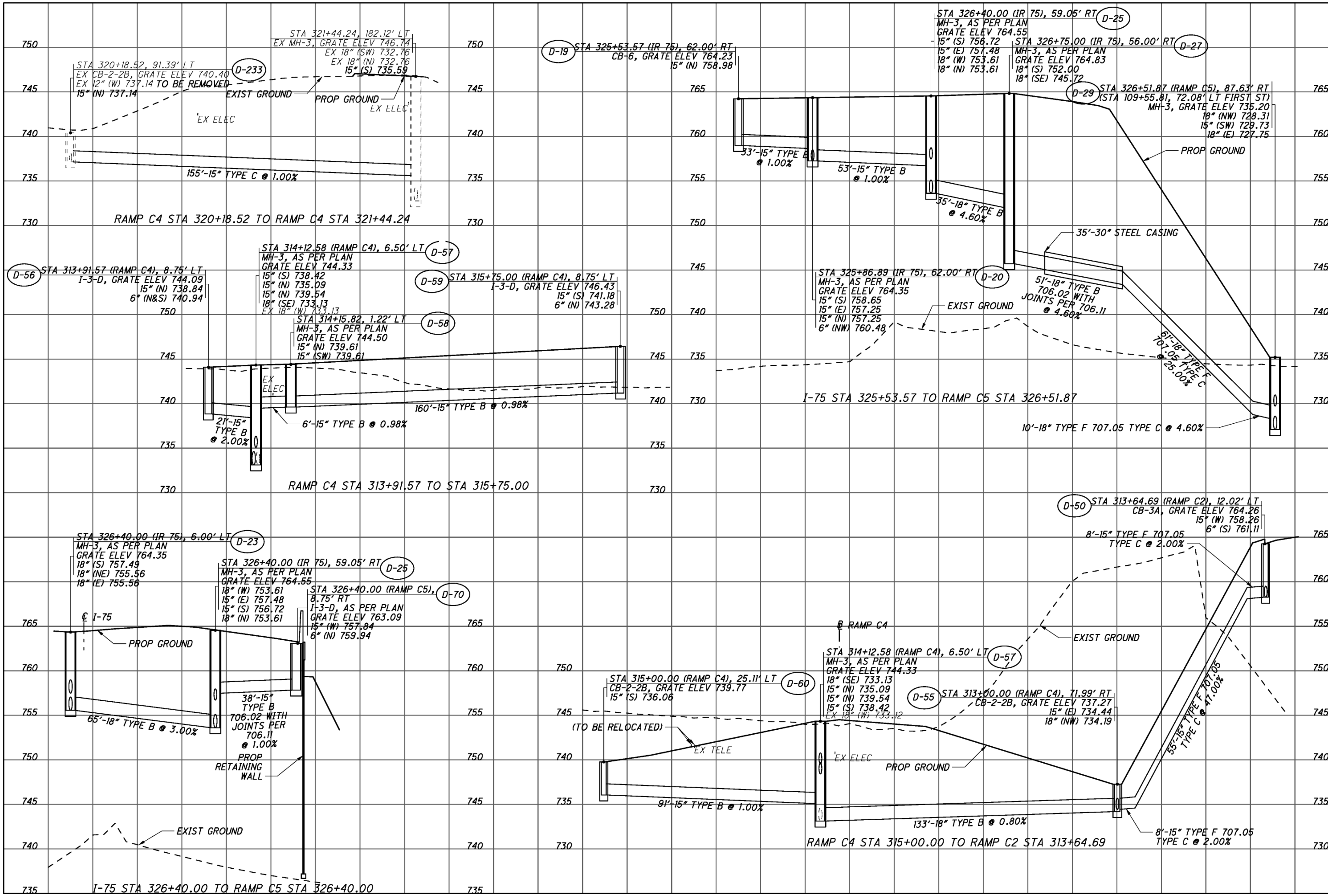

CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75, RAMP C2, RAMP C4, & RAMP C5

MOT-75-12.00

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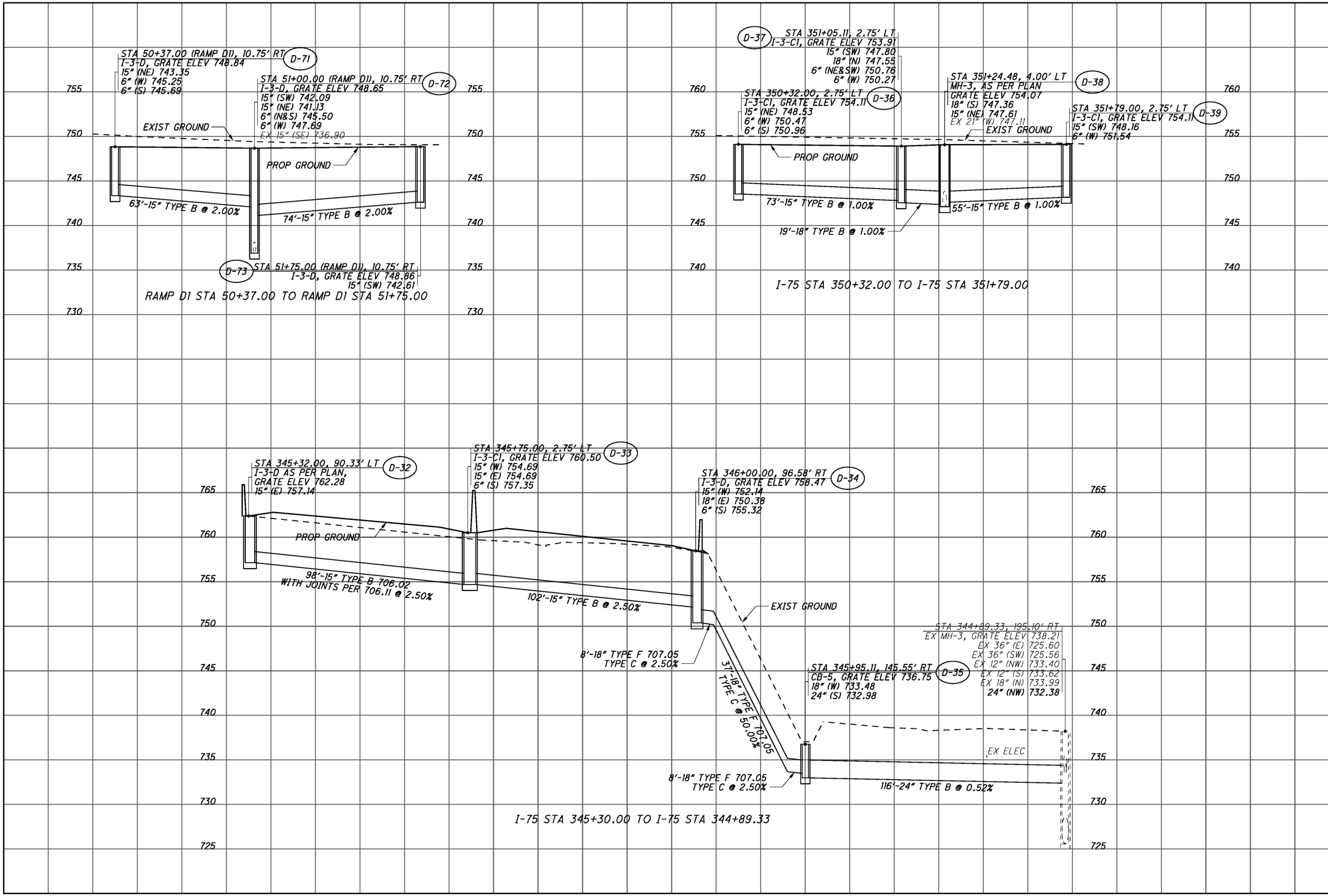
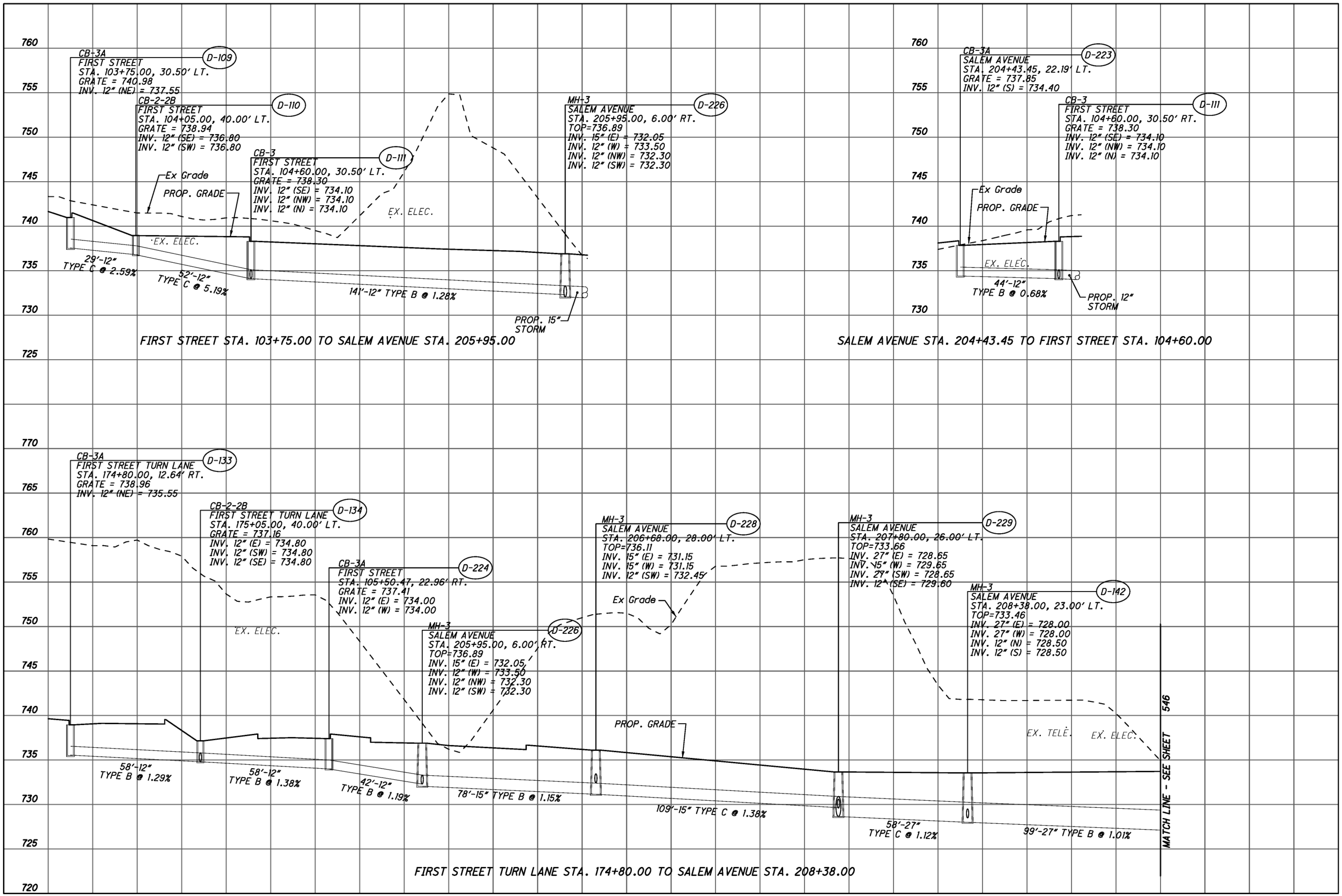


CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
I.R. 75 & RAMP D1

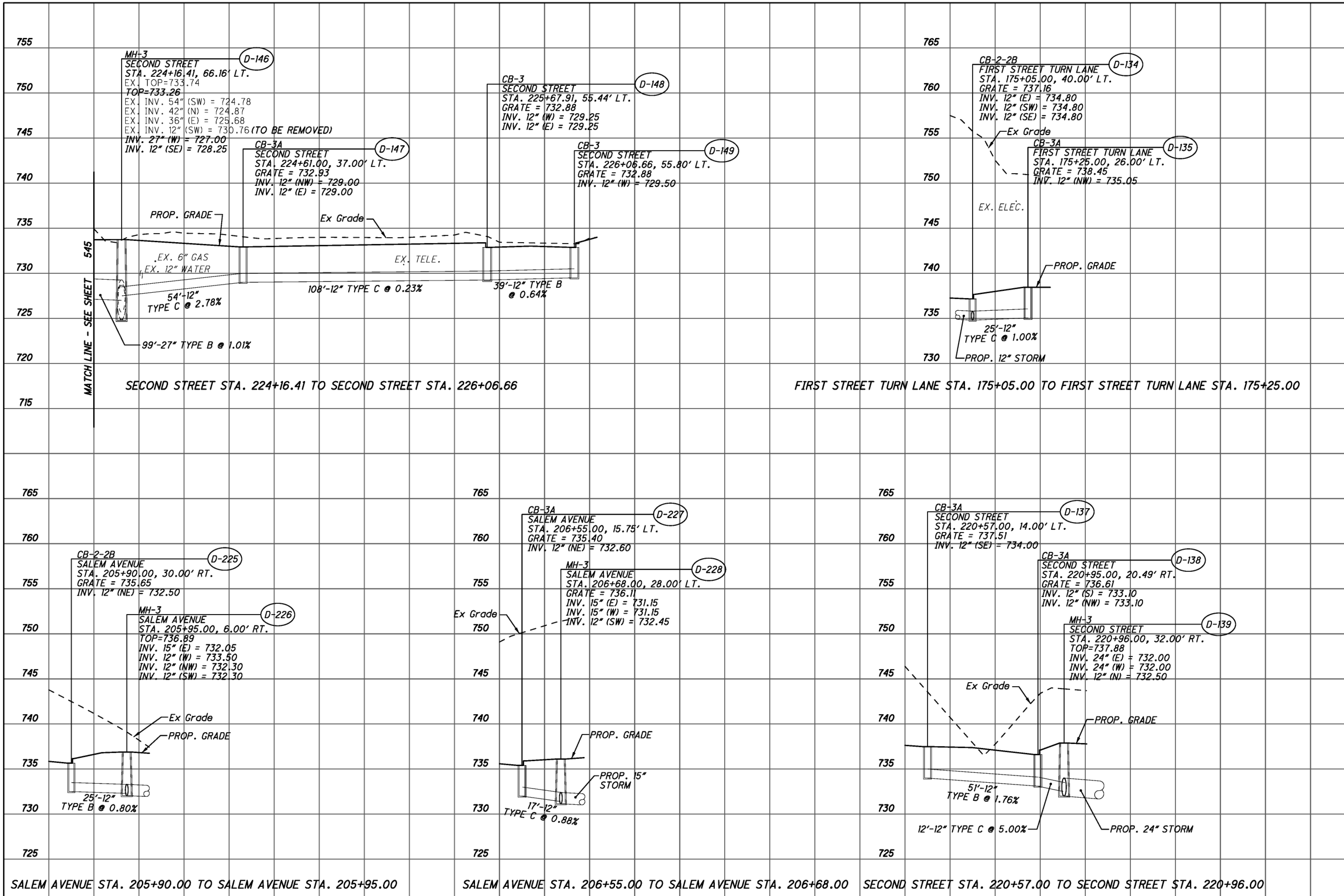
MOT-75-12.00



CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
FIRST ST., SALEM AVE. & FIRST ST. TURN LANE

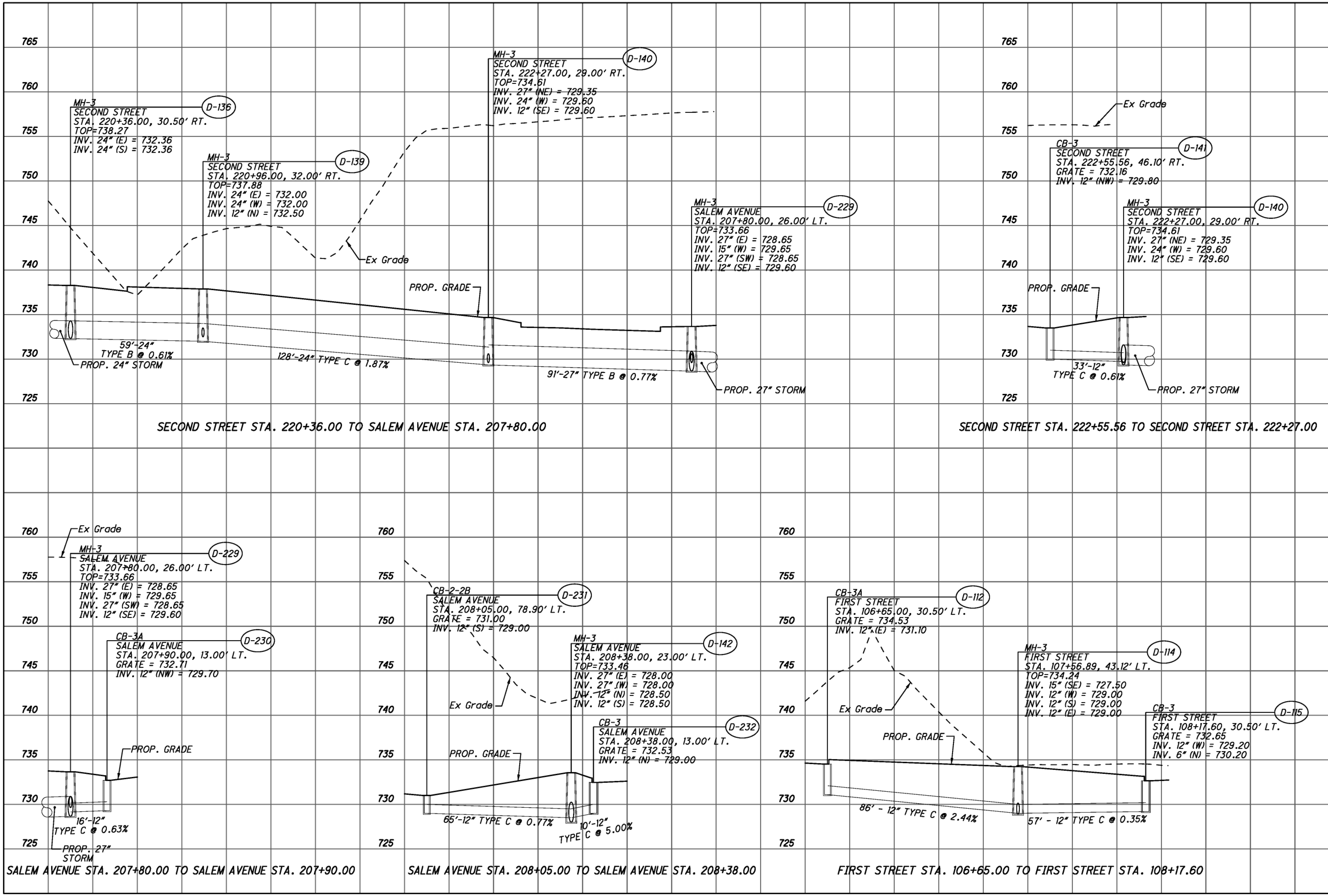
MOT-75-12.00



CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
SALEM AVE., SECOND ST., FIRST ST. TURN LANE

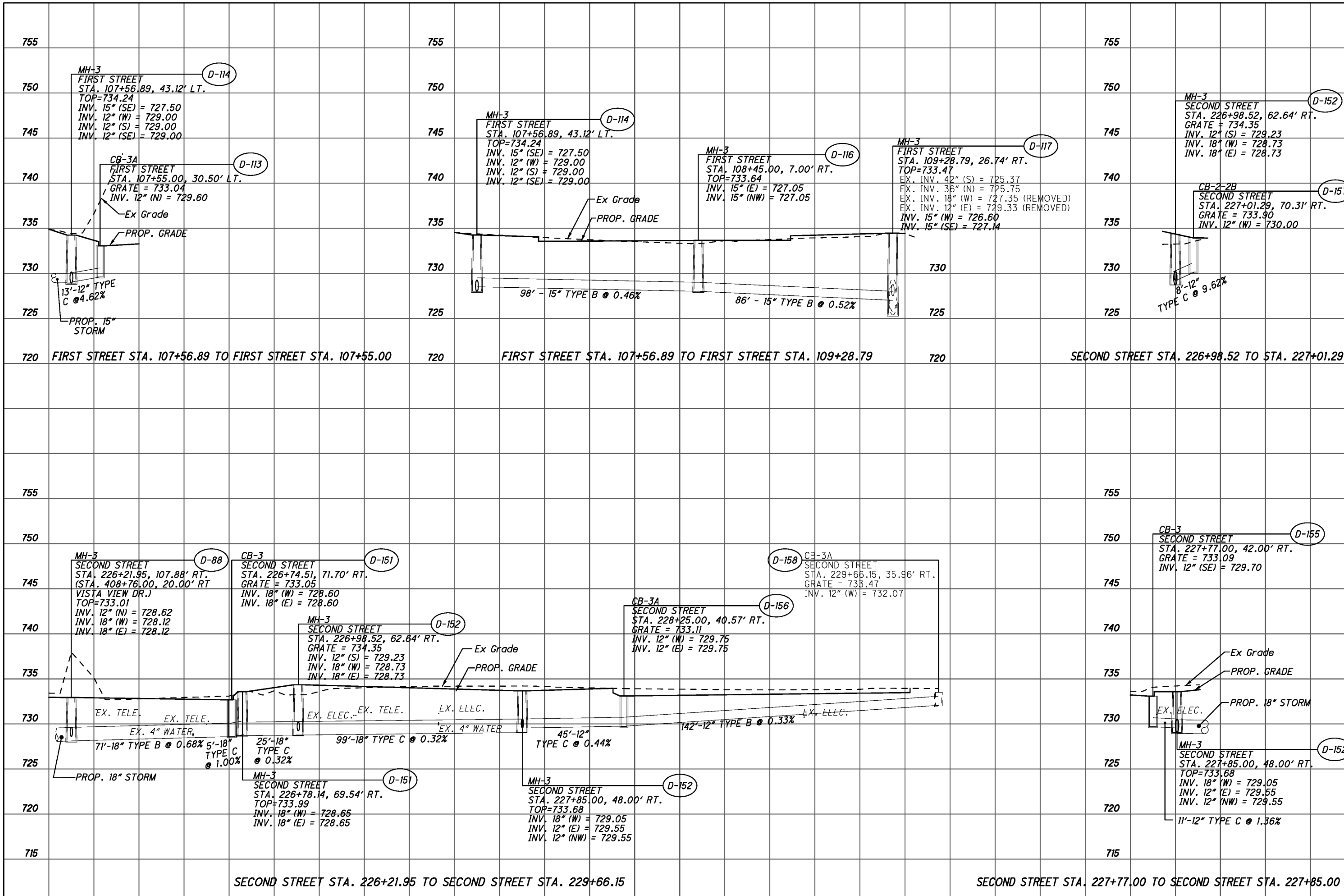
MOT-75-12.00



CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
FIRST ST., SECOND ST., SALEM AVE.

MOT-75-12.00

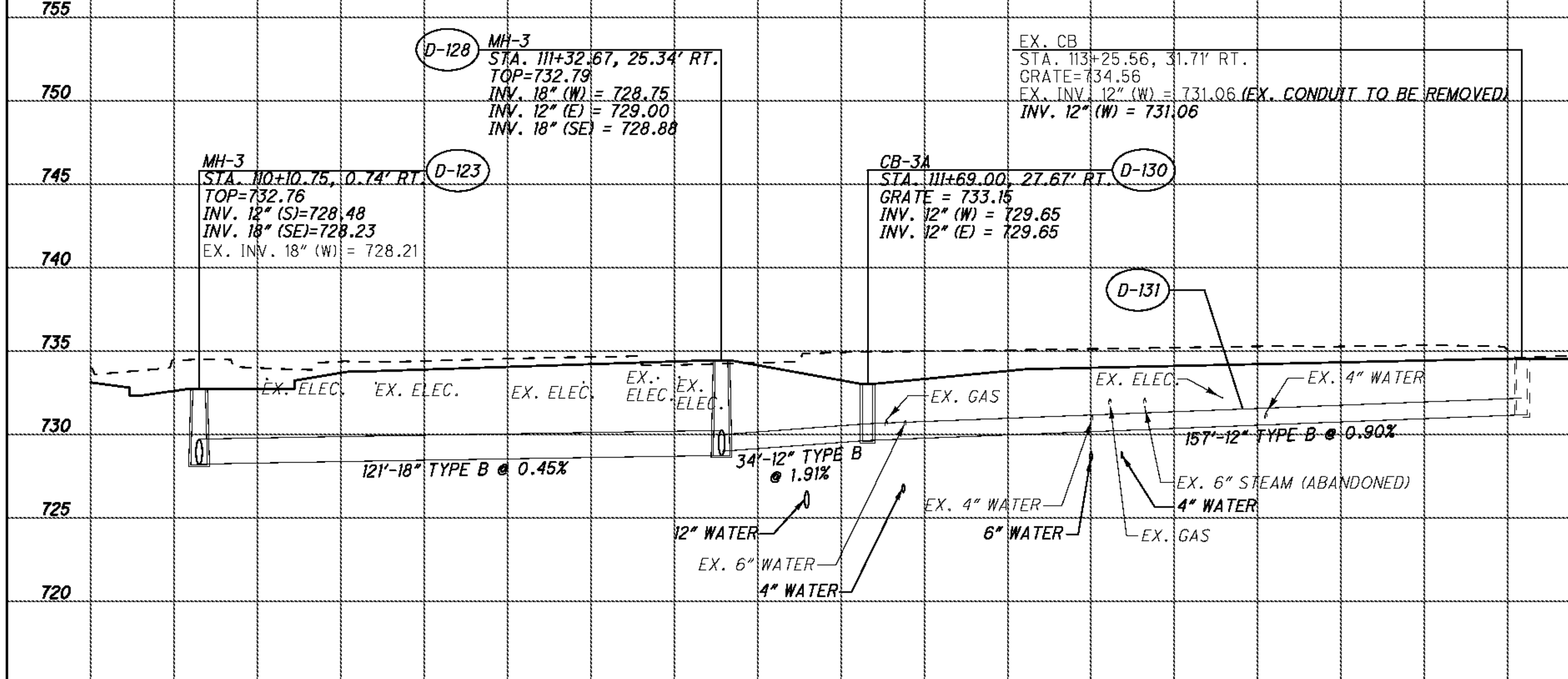


CALCULATED TAM
CHECKED MAG

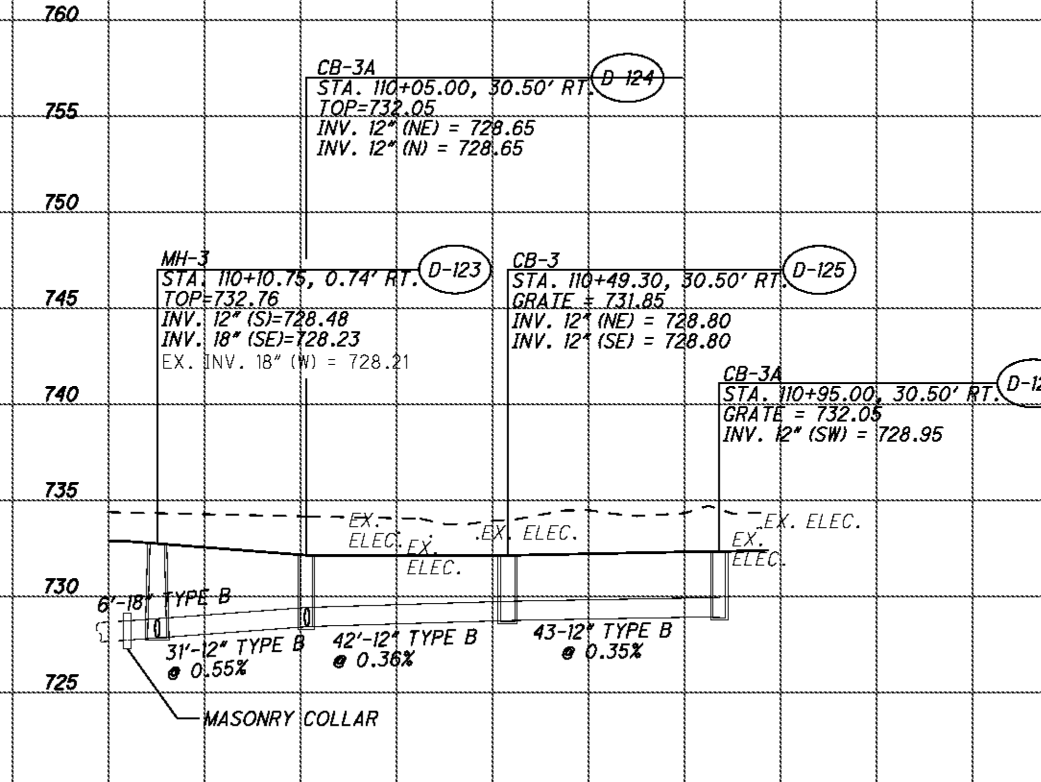
STORM SEWER PROFILES
FIRST ST. AND SECOND ST.

MOT-75-12.00

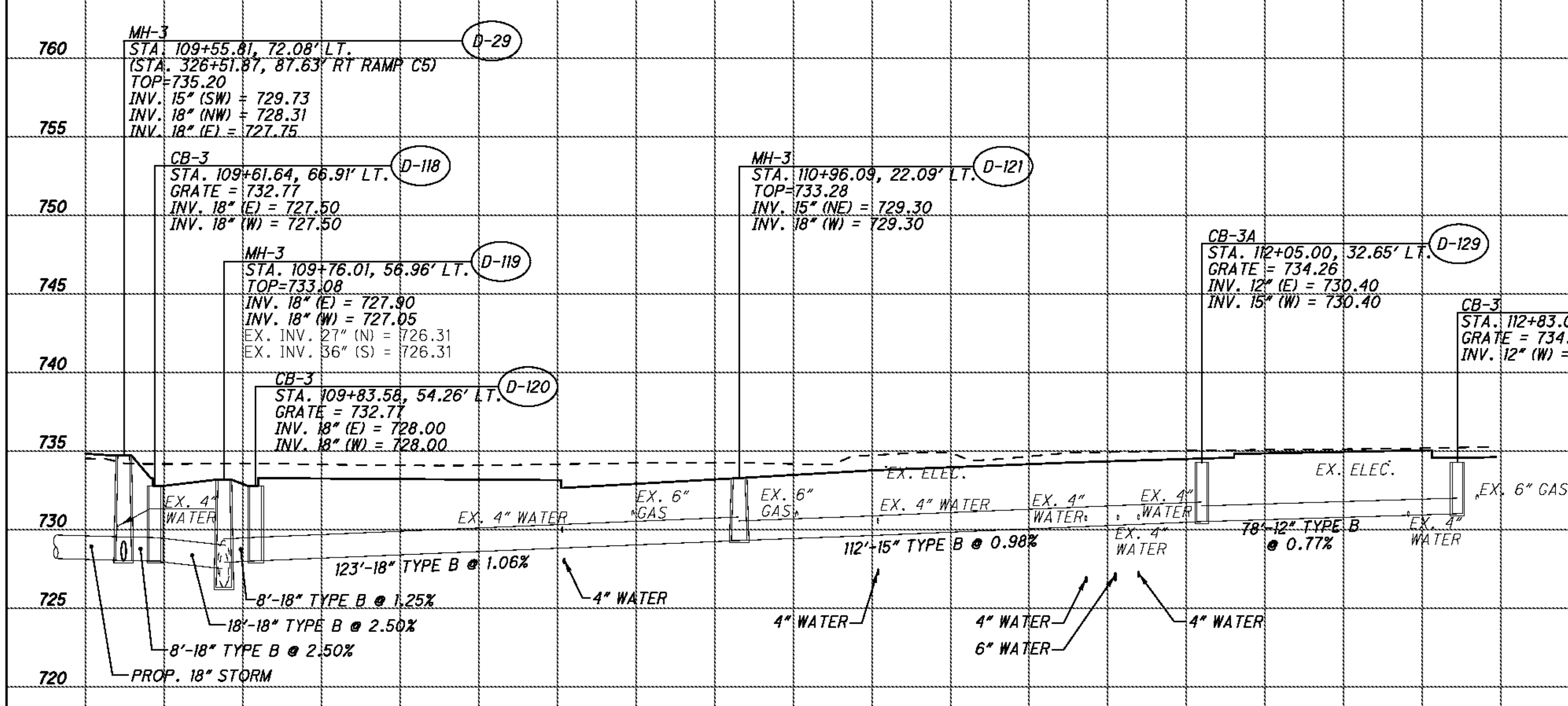
IP_PWP:dms21389\77247DF404.dgn 24-FEB-2012 4:22PM rgreenland



FIRST ST. STA. 110+10.75 TO FIRST ST. STA. 113+25.56



FIRST ST. STA. 110+10.75 TO FIRST ST. STA. 110+95.00



FIRST ST. STA. 109+76.01 TO FIRST ST. STA. 112+83.00

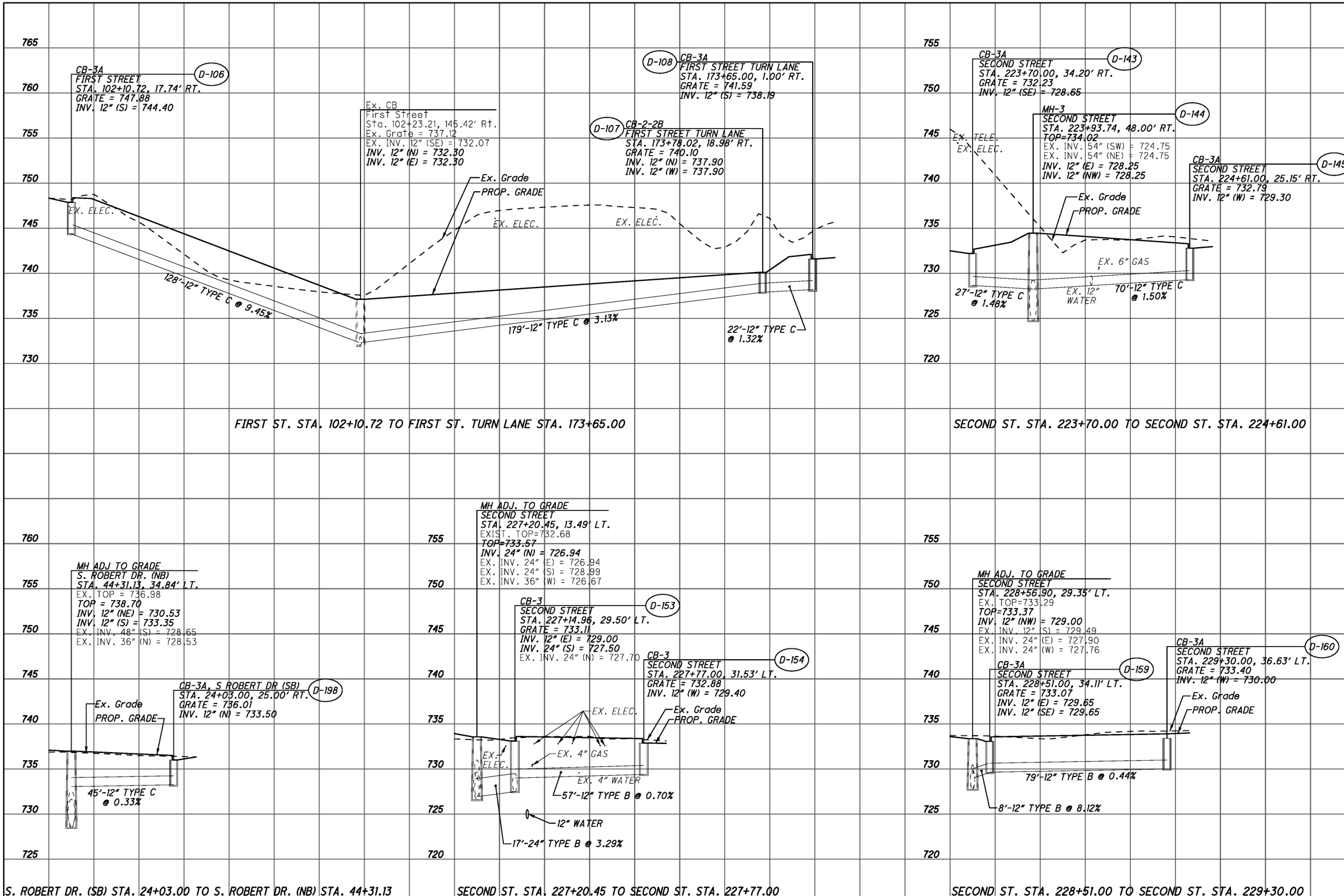
CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
FIRST ST.

MOT-75-12.00

549
1565

IP_PWP:dms21389\77247DF412.dgn 29-MAR-2012 9:44AM rgreenland

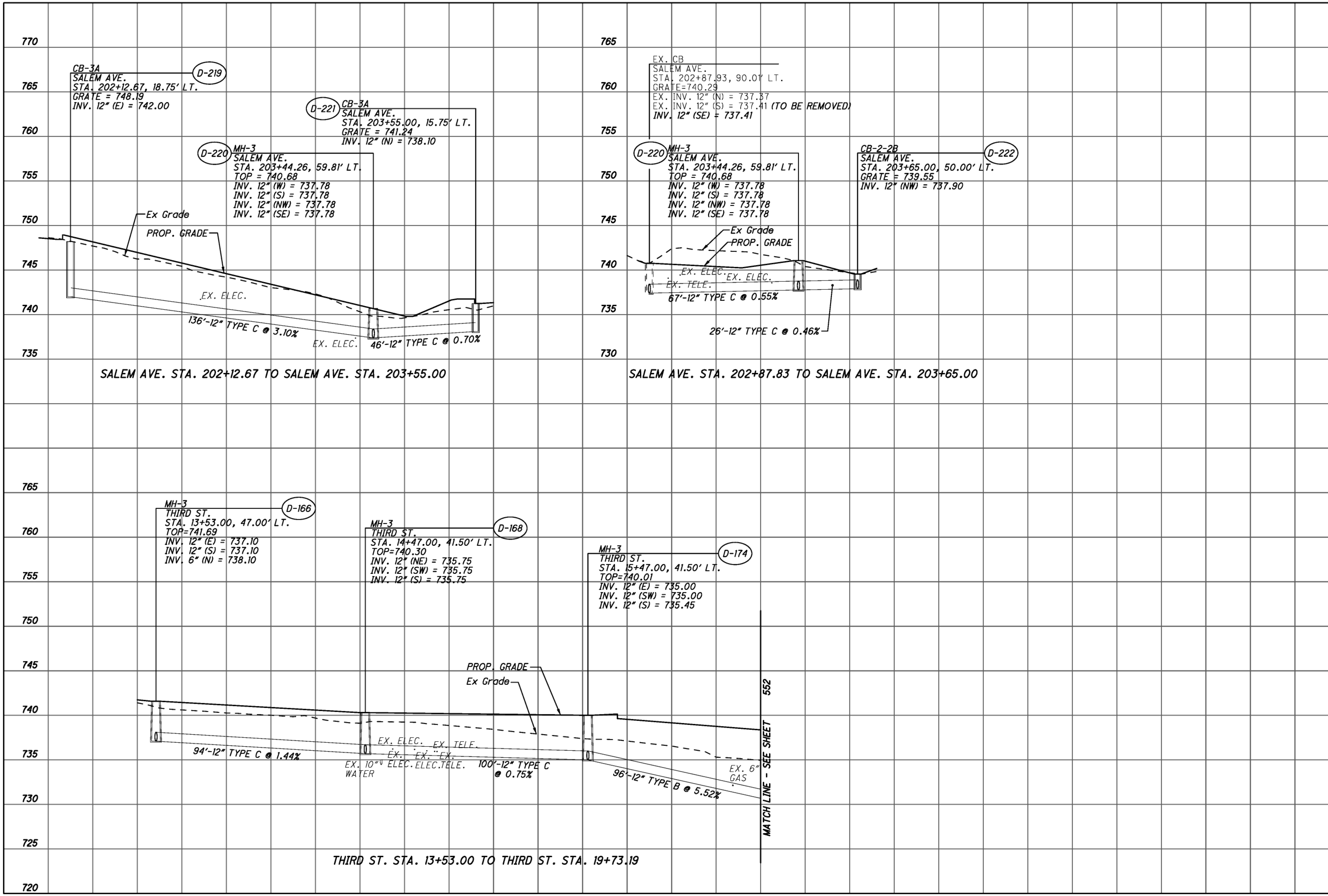


IP_PWP:dms21389\77247DF413.dgn 24-FEB-2012 4:22PM rgreenland

CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
S. ROBERT DR. (SB), (NB), FIRST ST., FIRST ST. TURN LANE, SECOND ST.

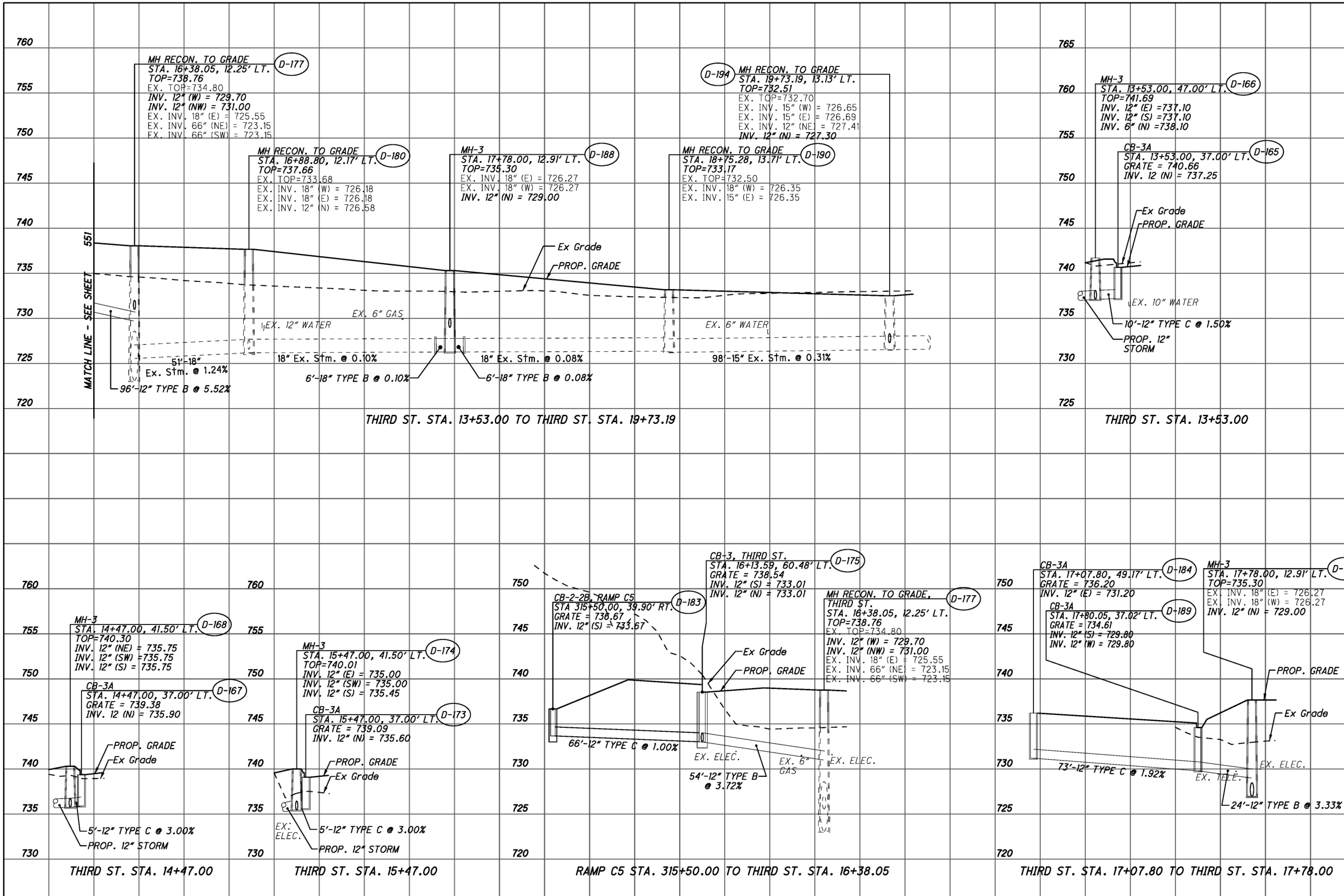
MOT-75-12.00



CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
SALEM AVE. AND THIRD ST.

MOT-75-12.00

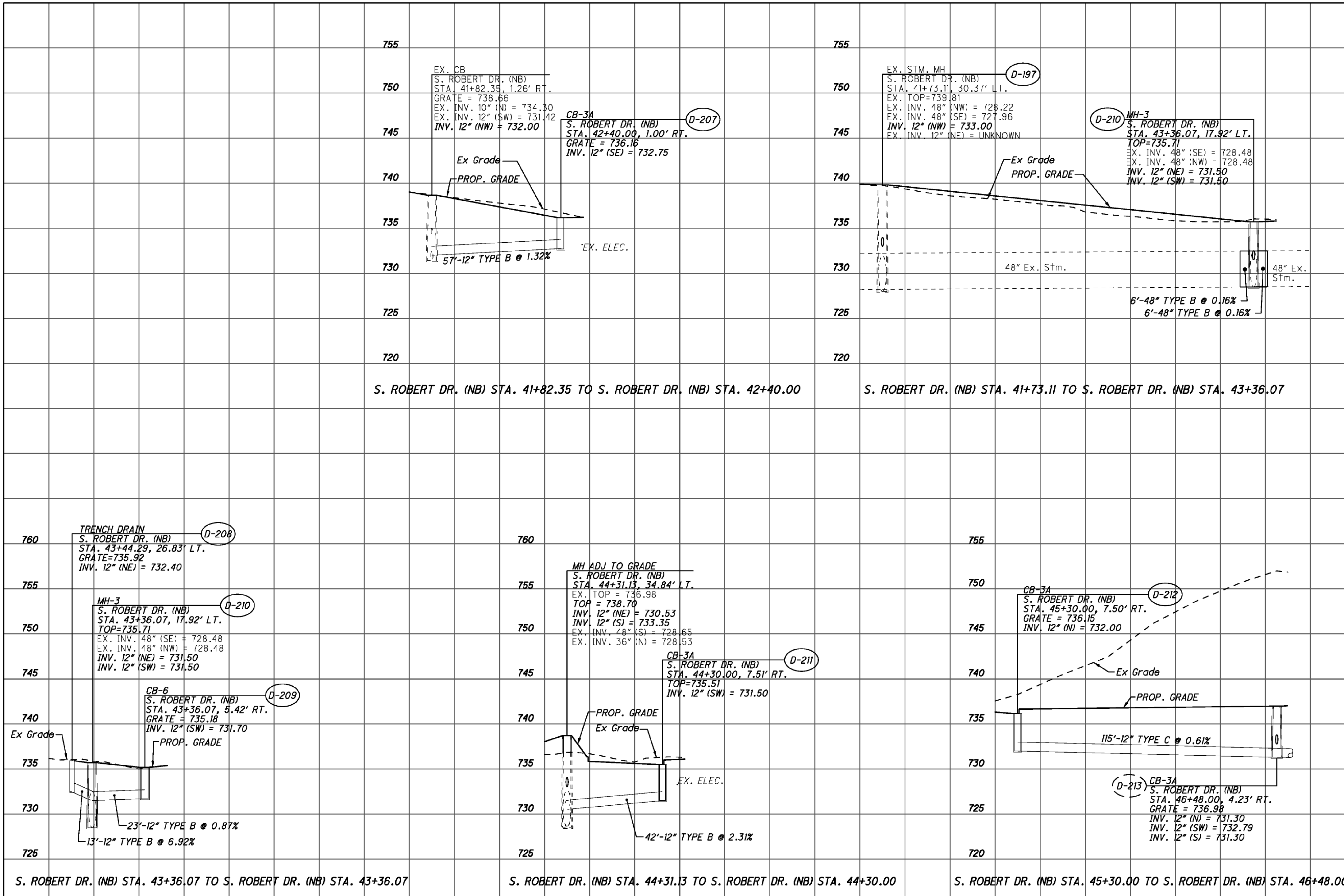


CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
THIRD ST. AND RAMP C5

MOT-75-12.00

IP_PWP:dms21389\77247DF406.dgn 24-FEB-2012 4:23PM rgreenland



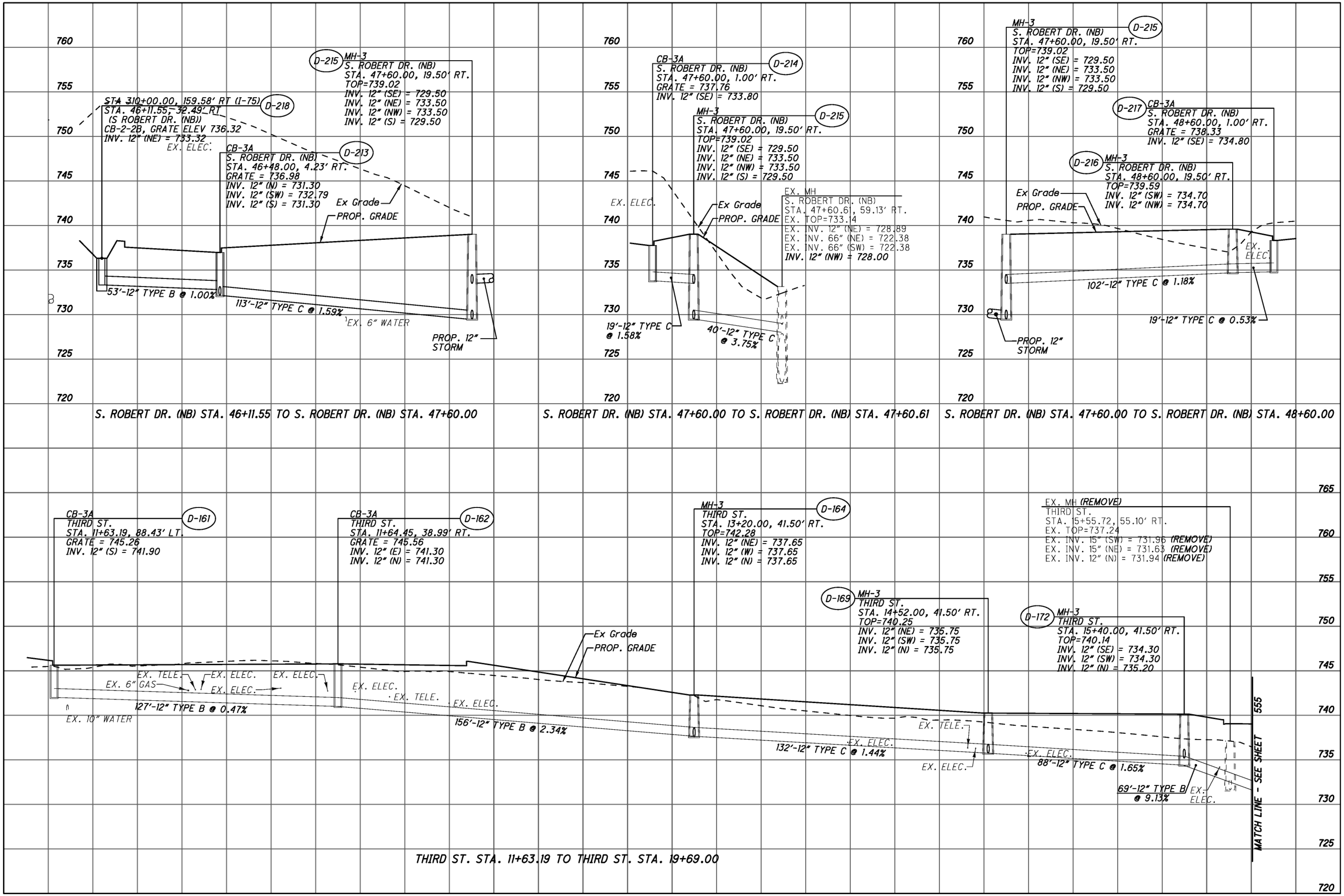
CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
S. ROBERT DRIVE (NB)

MOT-75-12.00

553
1565

IP_PWP:dms21389\77247DF407.dgn 24-FEB-2012 4:23PM rgreenland



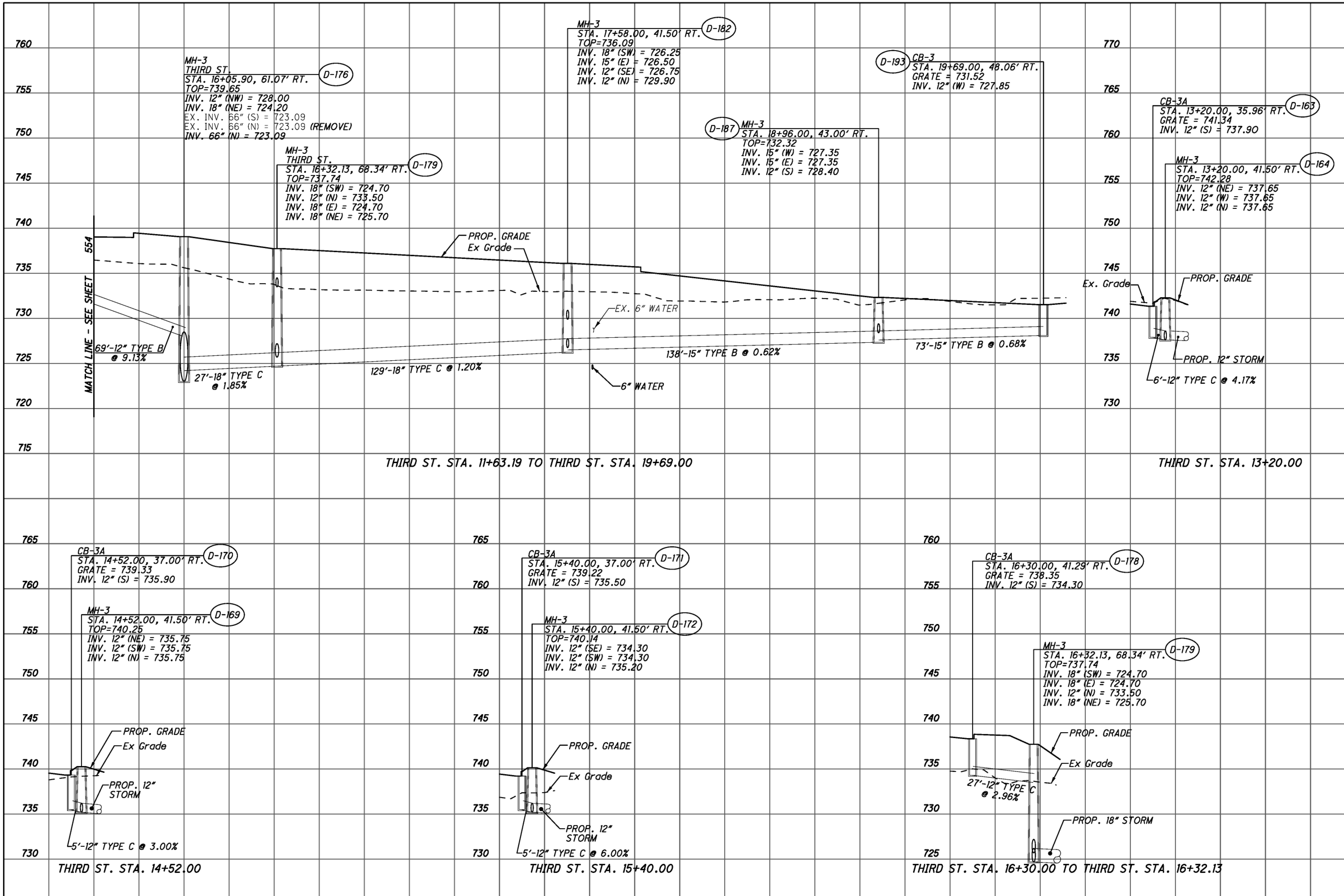
CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
S. ROBERT DR. (NB) AND THIRD ST.

MOT-75-12.00

554
1565

IP_PWP:dms21389\77247DF408.dgn 24-FEB-2012 4:23PM rgreenland



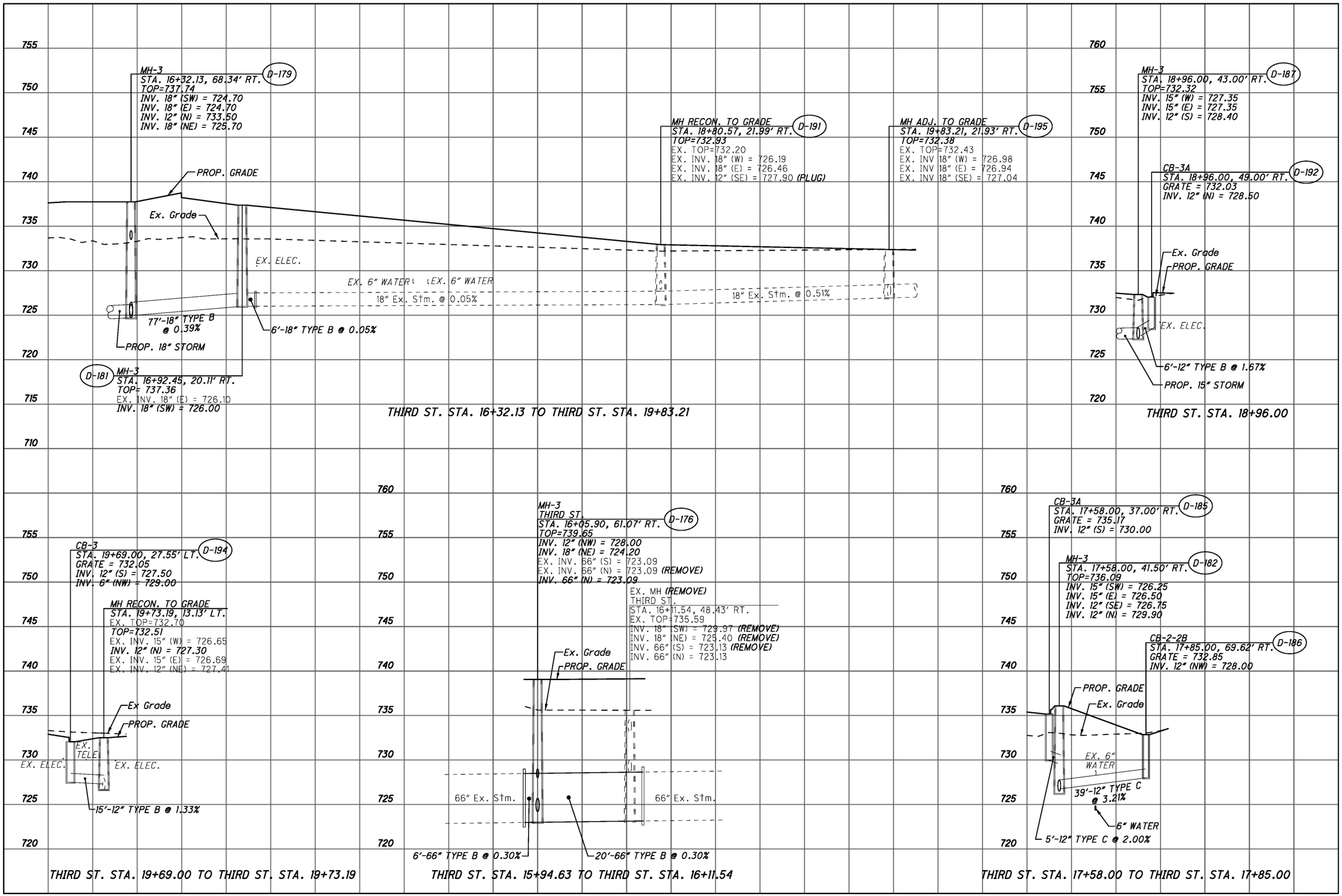
STORM SEWER PROFILES
THIRD ST.

MOT-75-12.00

CALCULATED TAM
CHECKED MAG

555
1565

IP_PWP:dms21389\77247DF409.dgn 24-FEB-2012 4:23PM rgreenland



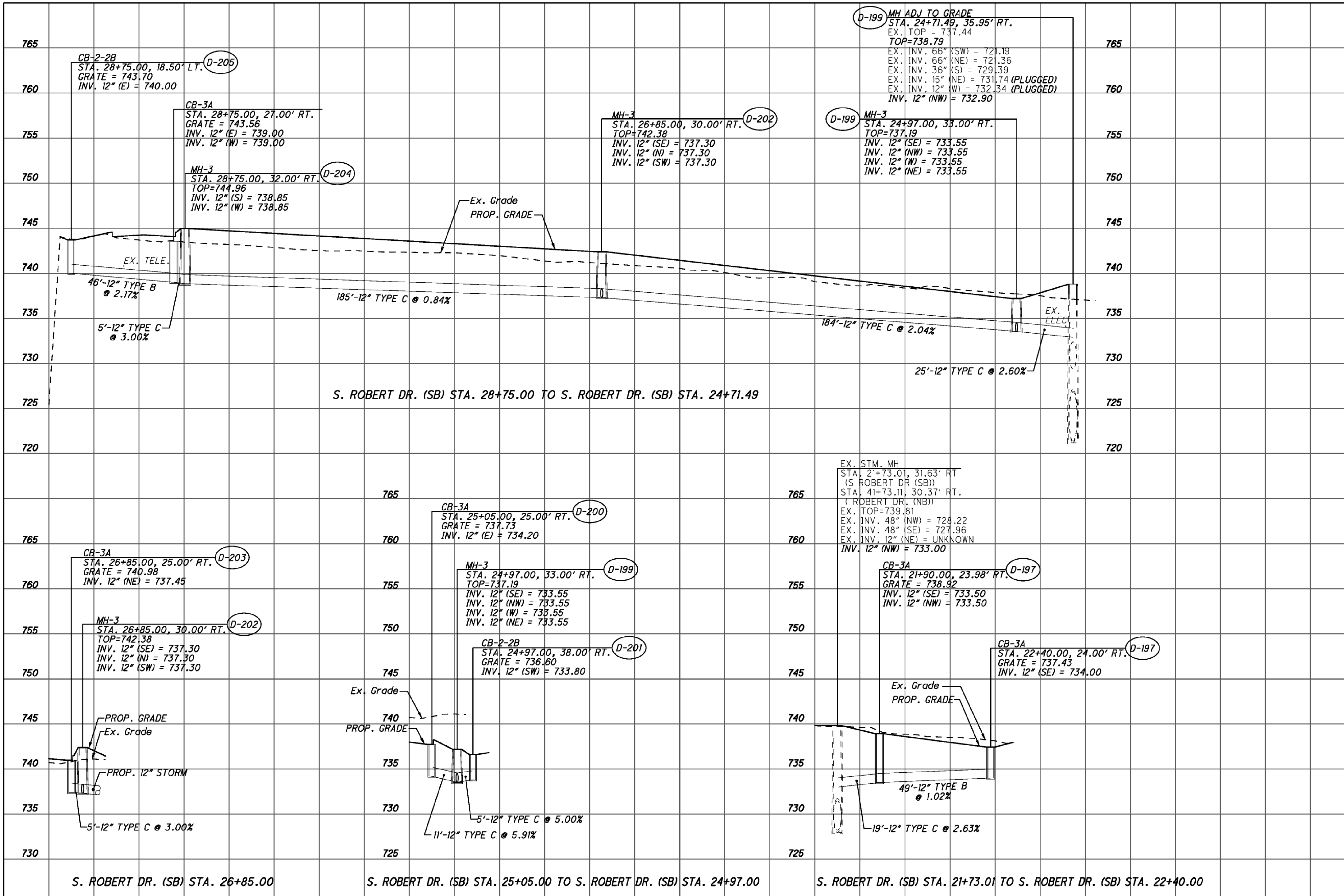
CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
THIRD ST.

MOT-75-12.00

556
1565

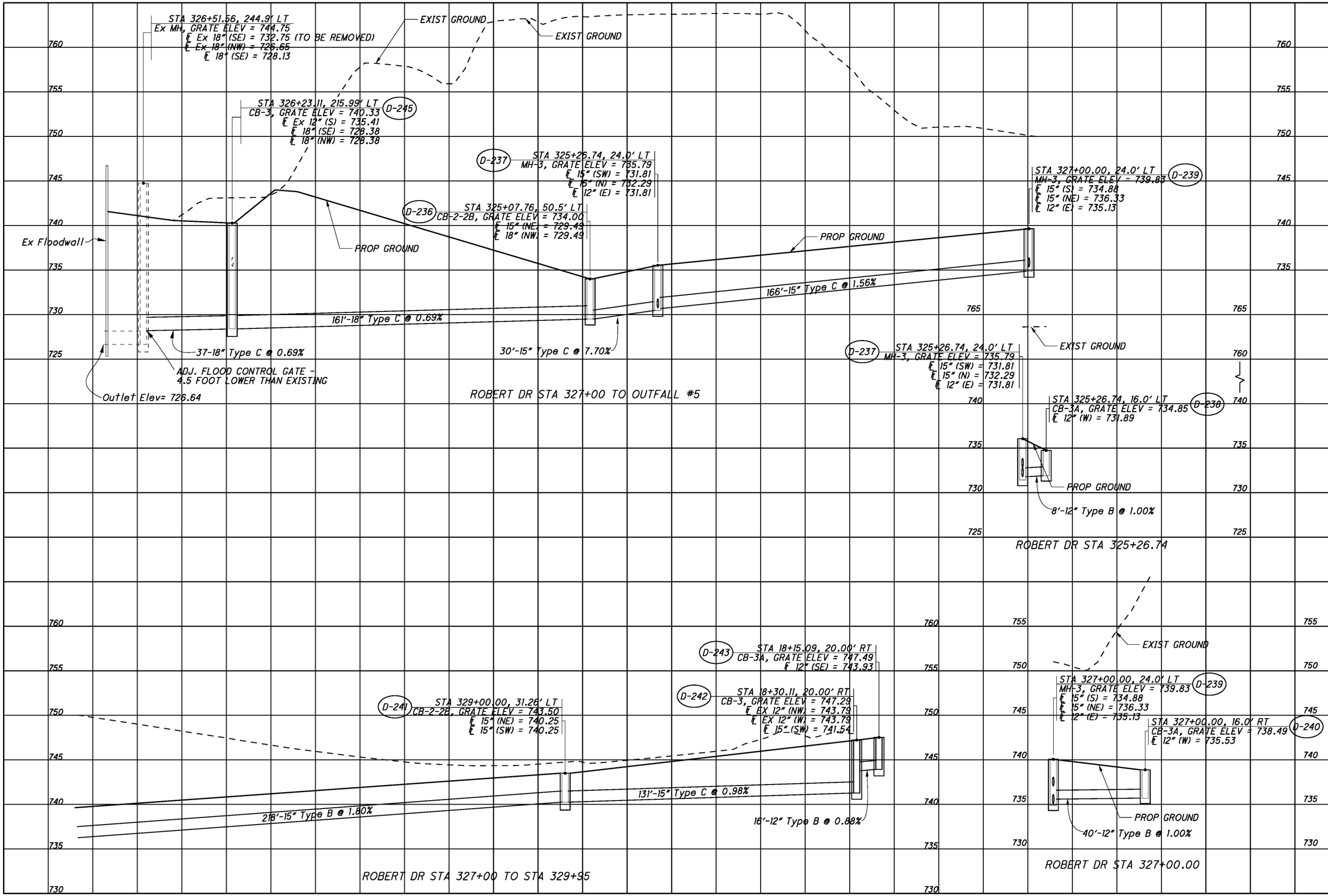
IP_PWP:dms21389\77247DF410.dgn 24-FEB-2012 4:23PM rgreenland



CALCULATED TAM
CHECKED MAG

STORM SEWER PROFILES
S. ROBERT DRIVE (SB)

MOT-75-12.00



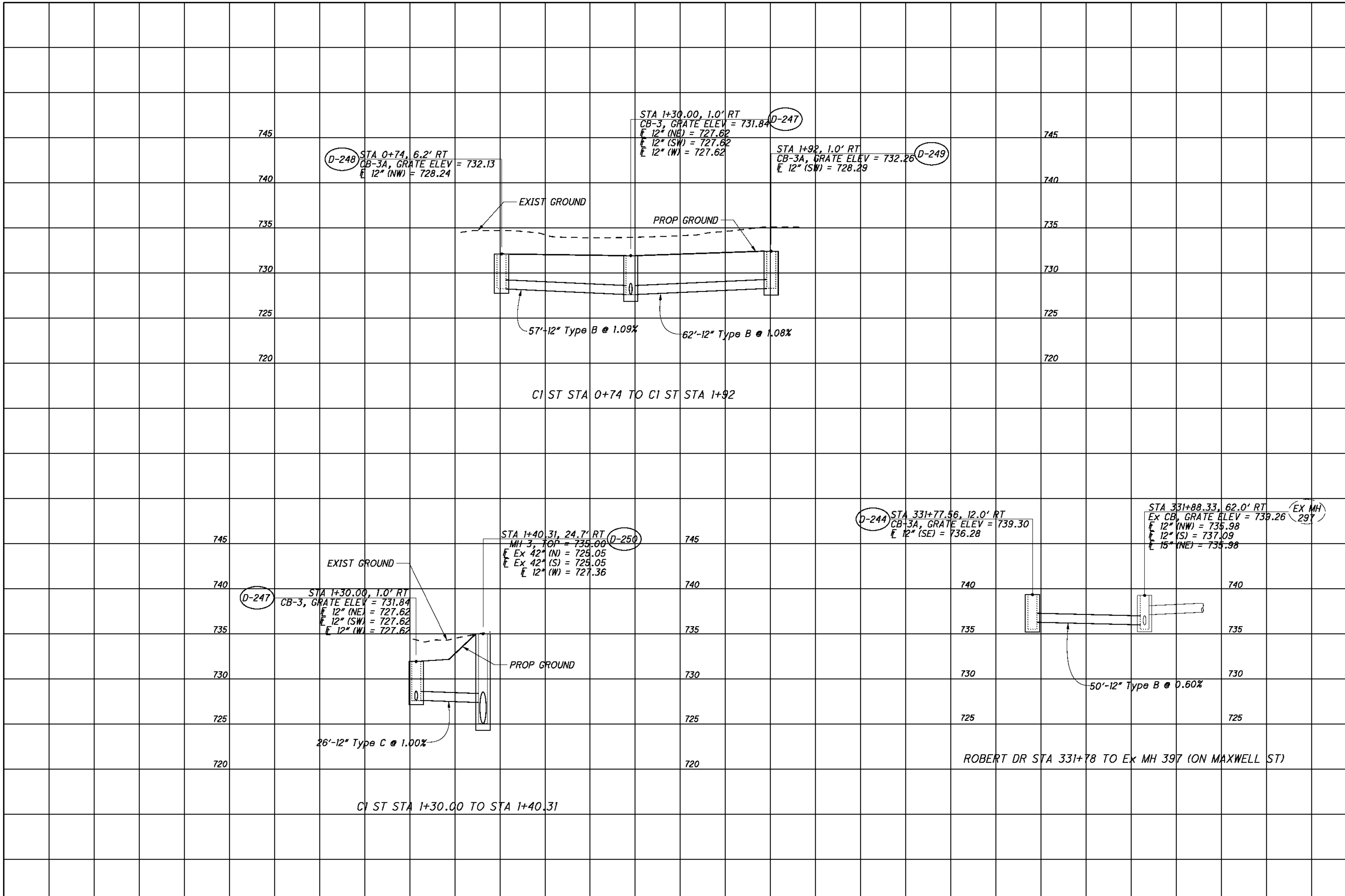
CALCULATED LJC
CHECKED GE

STORM SEWER PROFILES
ROBERT DRIVE

MOT-75-12.00

558
1565

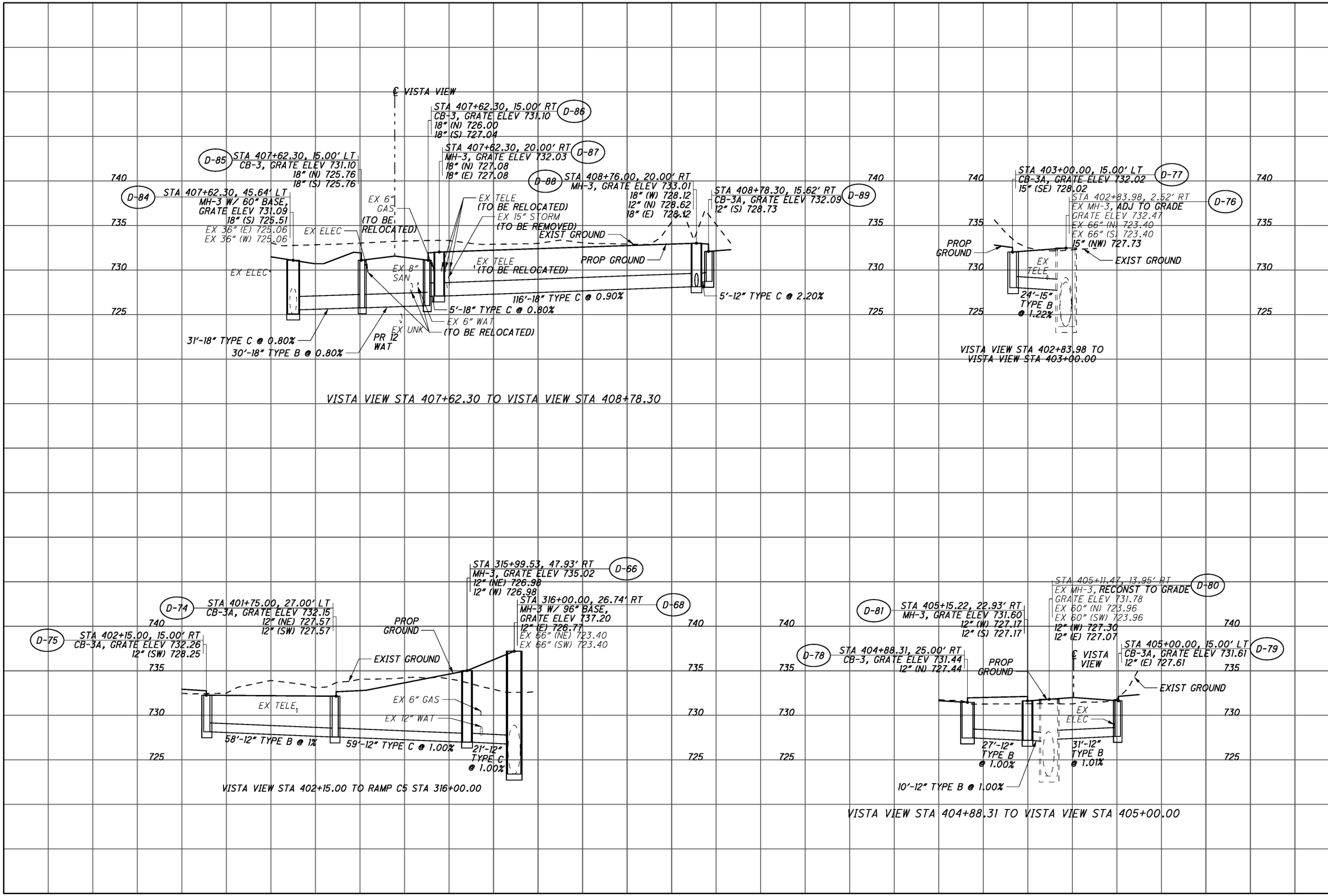
IP_PWP:dms33120\77247DF201.dgn 24-FEB-2012 4:23PM rgreenland



CALCULATED LJC
CHECKED GE

STORM SEWER PROFILES
C1 STREET & MAXWELL ST

MOT-75-12.00



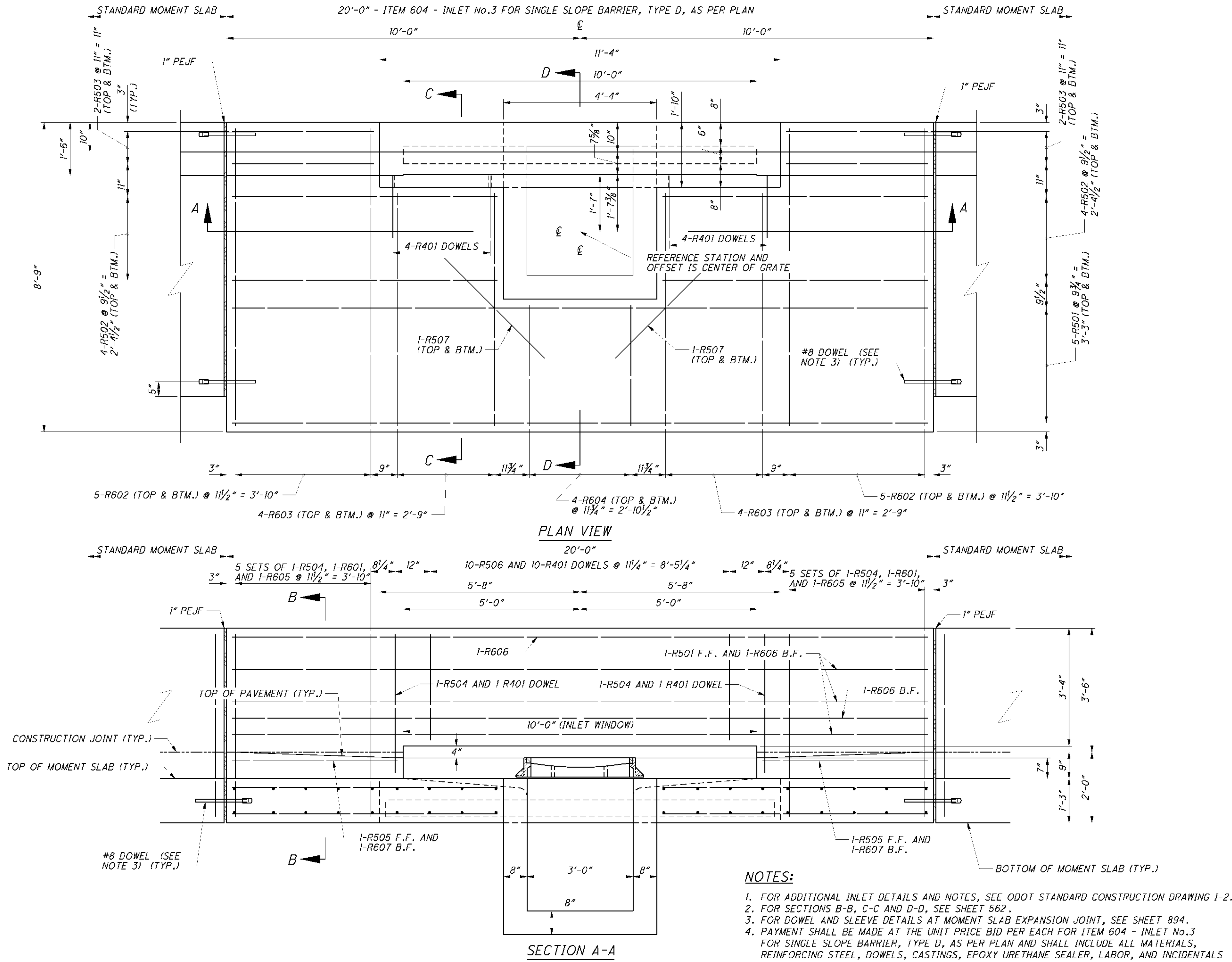
CALCULATED KGJ
CHECKED DJW

STORM SEWER PROFILES
VISTA VIEW DR.

MOT-75-12.00

560
1565

IP_PWP:dms19308\77247DF306.dgn 24-FEB-2012 4:23PM rgreenland



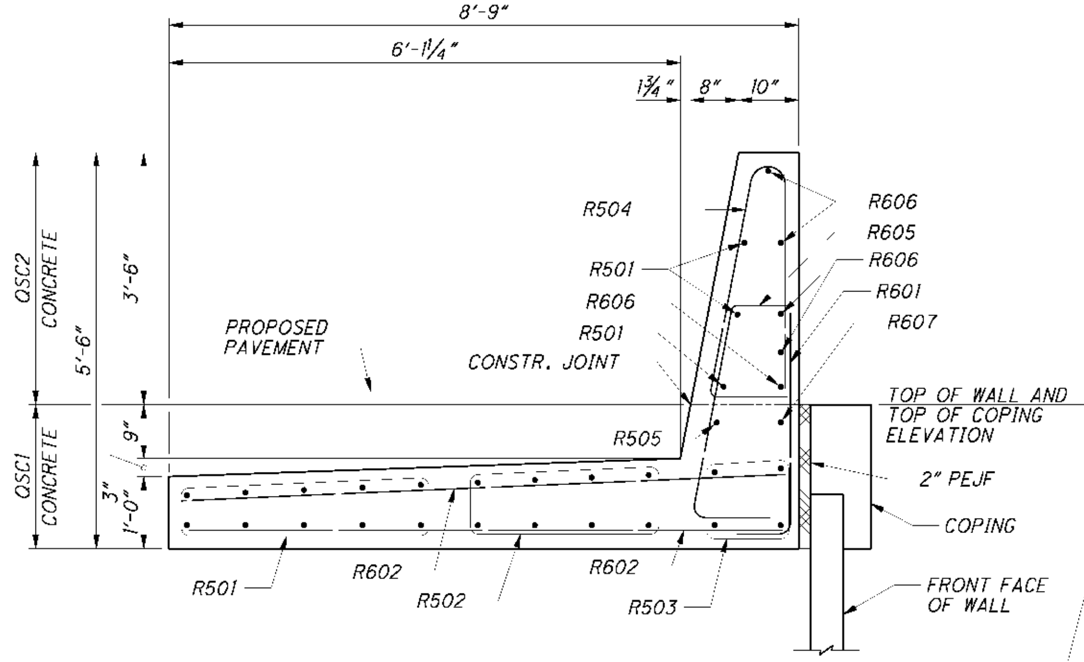
NOTES:

1. FOR ADDITIONAL INLET DETAILS AND NOTES, SEE ODOT STANDARD CONSTRUCTION DRAWING I-2.3
2. FOR SECTIONS B-B, C-C AND D-D, SEE SHEET 562.
3. FOR DOWEL AND SLEEVE DETAILS AT MOMENT SLAB EXPANSION JOINT, SEE SHEET 894.
4. PAYMENT SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM 604 - INLET No.3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN AND SHALL INCLUDE ALL MATERIALS, REINFORCING STEEL, DOWELS, CASTINGS, EPOXY URETHANE SEALER, LABOR, AND INCIDENTALS REQUIRED TO CONSTRUCT THE INLET AS SHOWN.

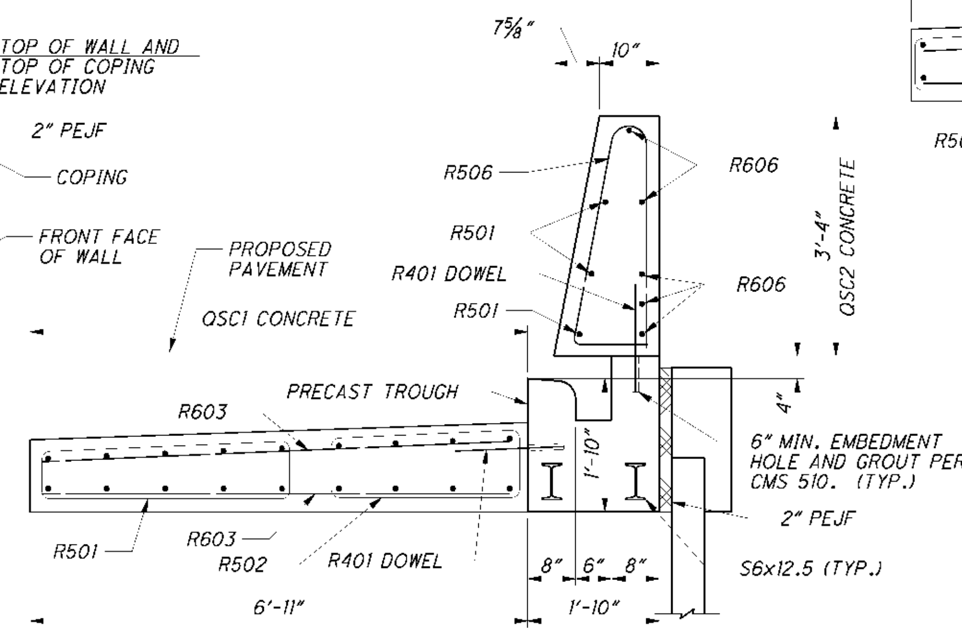
CALCULATED PJP
CHECKED FKL

DRAINAGE DETAILS I-3D, AS PER PLAN

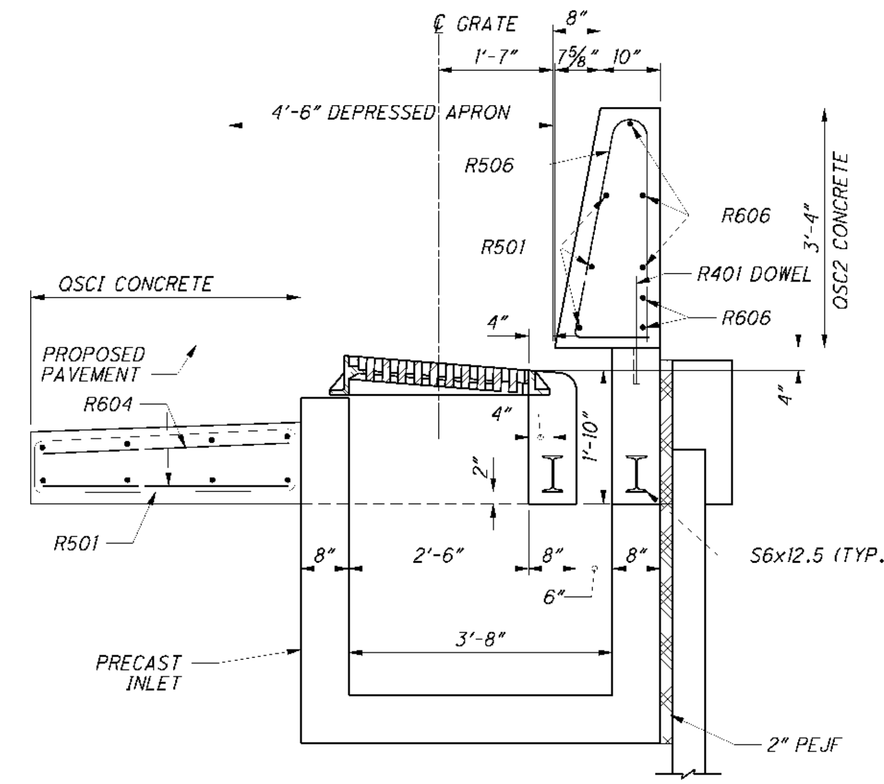
MOT-75-12.00



SECTION B-B



SECTION C-C

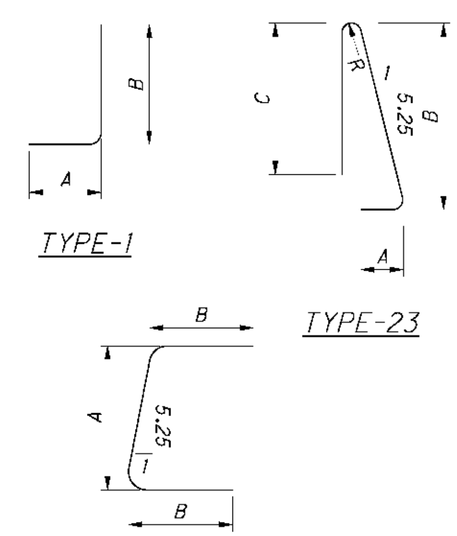


SECTION D-D

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
R401	20	1'-9"	23	STR							
R501	13	19'-8"	267	STR							
R502	16	7'-6"	125	STR							
R503	8	4'-0"	33	STR							
R504	12	7'-5"	93	23	1'-1"	3'-2"	3'-0"			0'-2 ¾"	
R505	2	4'-8"	10	STR							
R506	10	7'-0"	73	23	1'-1"	3'-0"	2'-10"			0'-2 ¾"	
R507	4	4'-0"	17	STR							
R601	10	4'-1"	61	1	1'-1"	3'-2"					
R602	20	8'-5"	253	STR							
R603	16	6'-7"	158	STR							
R604	8	3'-5"	41	STR							
R605	10	4'-5"	66	28	2'-8"	1'-0"					
R606	5	19'-8"	148	STR							
R607	2	4'-8"	14	STR							
R801	16	1'-6"	64	STR							
TOTAL			1,446 *								

* REINFORCING INCLUDED WITH ITEM 604 - INLET No.3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN

BAR BENDING DIAGRAMS



TYPE-1 TYPE-23 TYPE 28

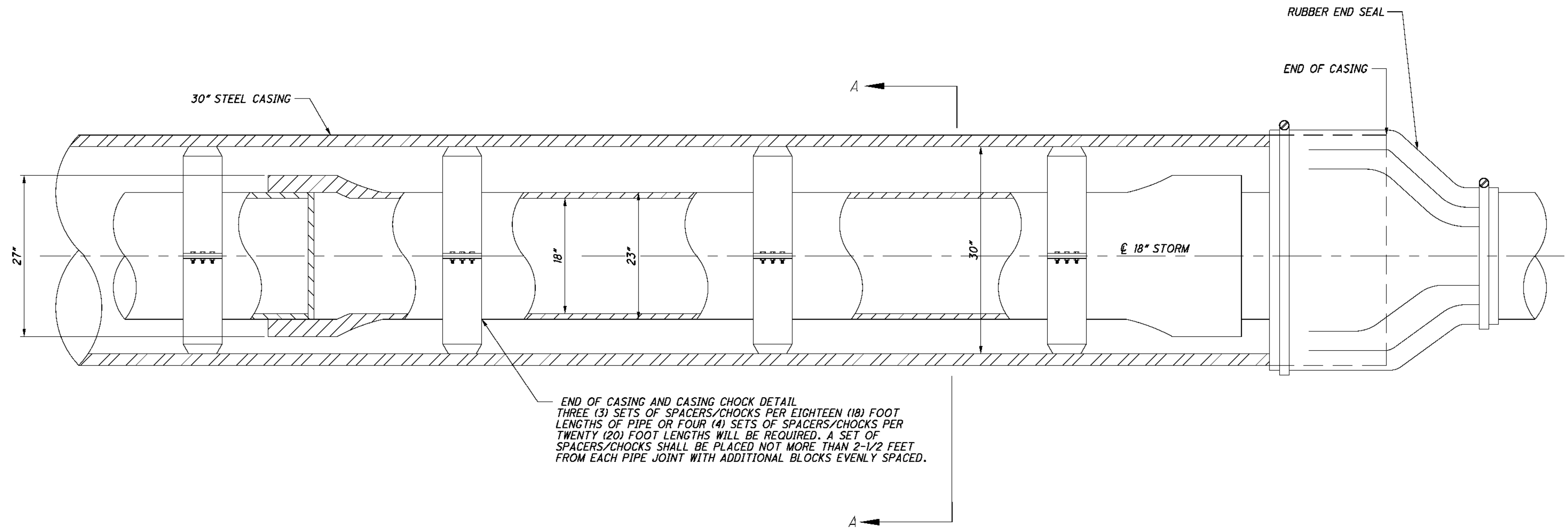
NOTES:

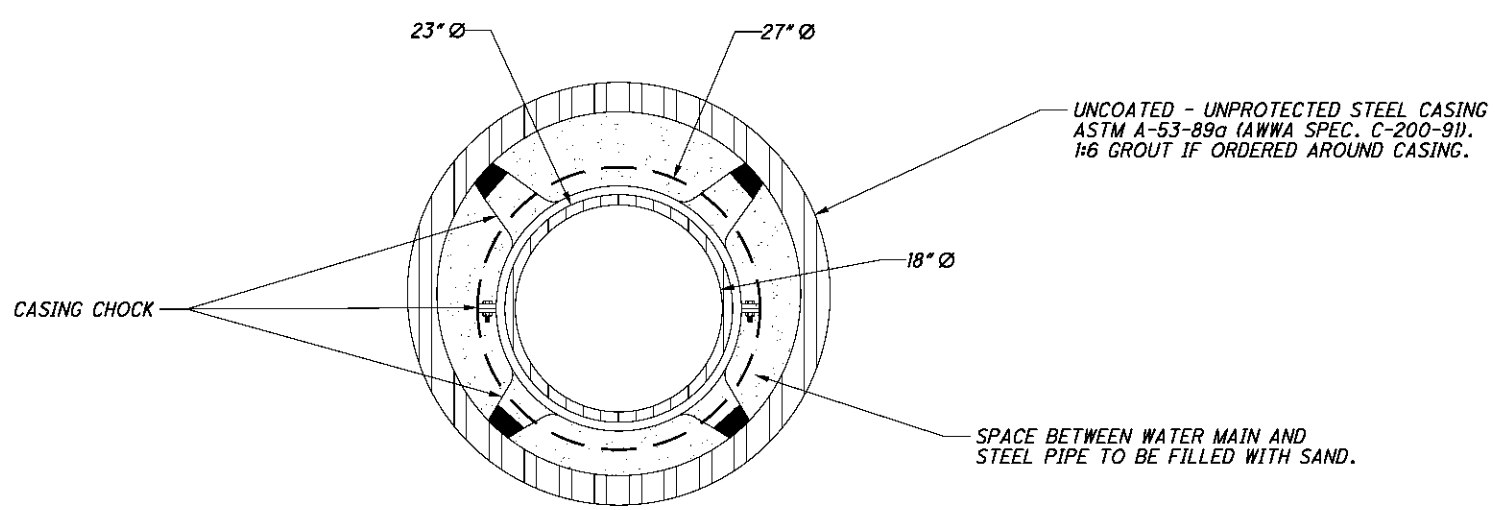
1. FOR ADDITIONAL INLET DETAILS AND NOTES, SEE ODOT STANDARD CONSTRUCTION DRAWING I-2.3
2. 2" PEJF INCLUDED WITH ITEM 604 FOR PAYMENT
3. SEAL EXPOSED CONCRETE SURFACES WITH EPOXY URETHANE SEALER AS PER CMS ITEM 512. THE TOP COAT COLOR SHALL MATCH THE ADJACENT WALL AND RAILING COLOR.

CALCULATED PJP
CHECKED FKL

DRAINAGE DETAILS
I-3D, AS PER PLAN

MOT-75-12.00





SECTION A-A

NOTES:
1. CONTRACTOR'S FAILURE TO MAINTAIN THE CASING PIPE ON THE LINE AND GRADE AS SHOWN OR DIRECTED WILL BE CAUSE FOR REJECTION OF CASING INSTALLATION.

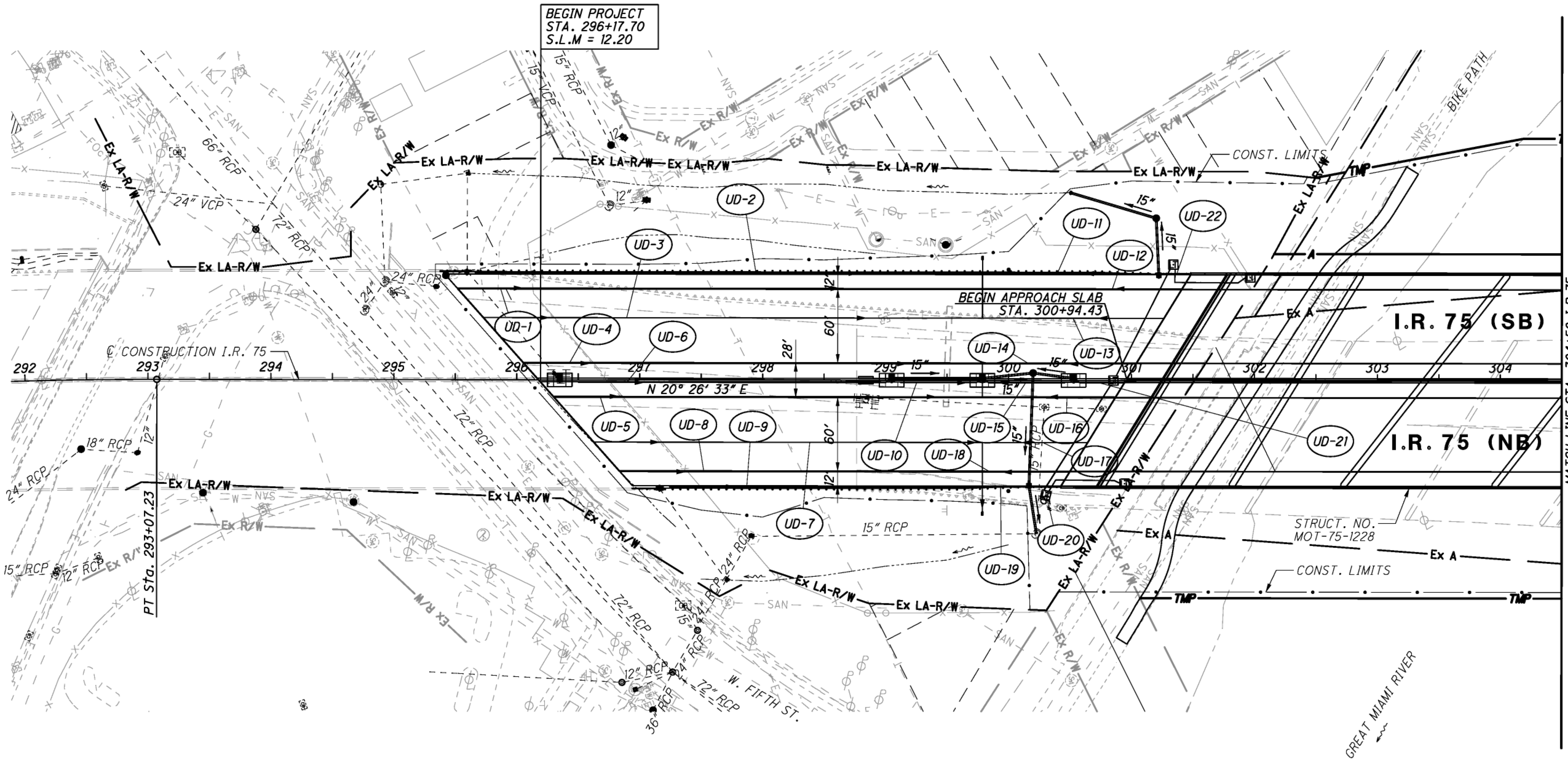
2. OUTSIDE DIAMETER OF BELL OF 18" CONCRETE PIPE MAY VARY WITH MANUFACTURE, THEREFORE, CONTRACTOR SHALL VERIFY O.D. OF BELL AND INCREASE SIZE OF STEEL CASING AS REQUIRED.

3. ALL MATERIALS AND LABOR, INCLUDING EXCAVATION AND BACKFULL, SHALL BE PAID FOR AT THE CONTRACT BID PRICE FOR ITEM 603- CONDUIT, MISC.: 30" STEEL CASING.

CALCULATED KGJ
CHECKED DJW

30" STEEL CASING DETAIL

MOT-75-12.00



NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

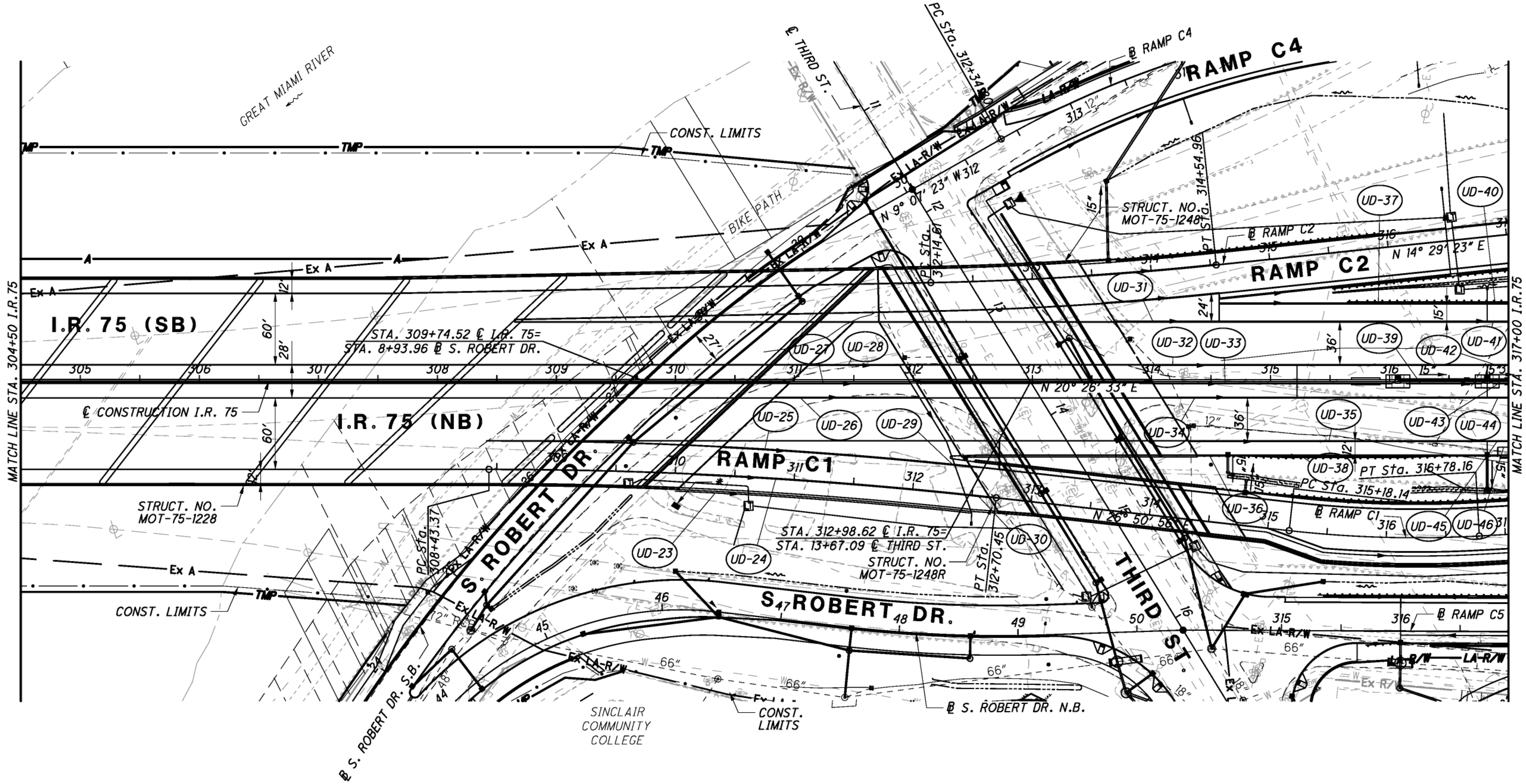
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RMP
CHECKED KGJ

UNDERDRAIN PLAN - I.R.75
STA. 292+00.00 TO STA. 304+50

MOT-75-12.00

IP_PWP:dms19308\77247DP301.dgn 24-FEB-2012 4:24PM rgreenland



NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

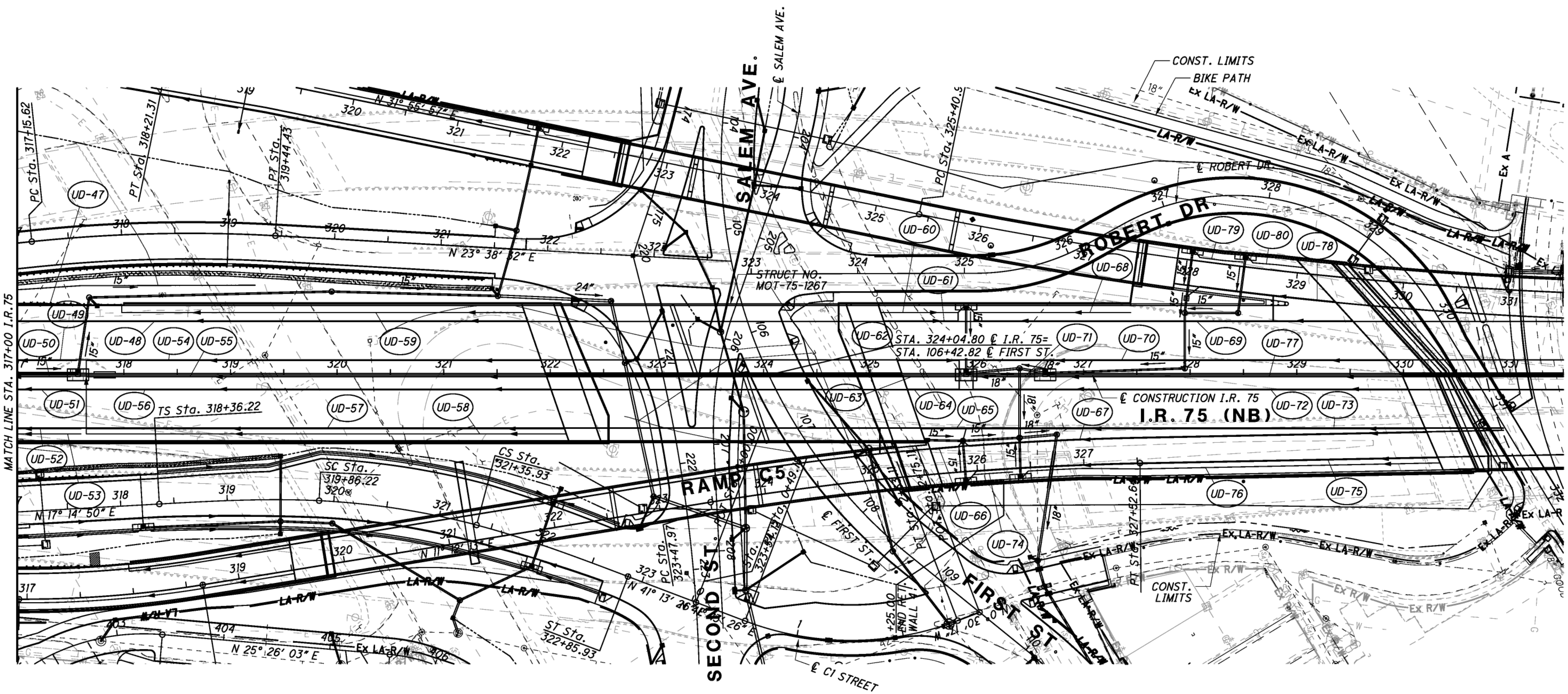
HORIZONTAL SCALE IN FEET: 0 25 50 100

CALCULATED RMP
CHECKED KGJ

UNDERDRAIN PLAN I.R. 75
STA. 304+50 TO STA. 317+00

MOT-75-12.00

IP_PWP:dms19308\77247DP302.dgn 24-FEB-2012 4:24PM rgreenland



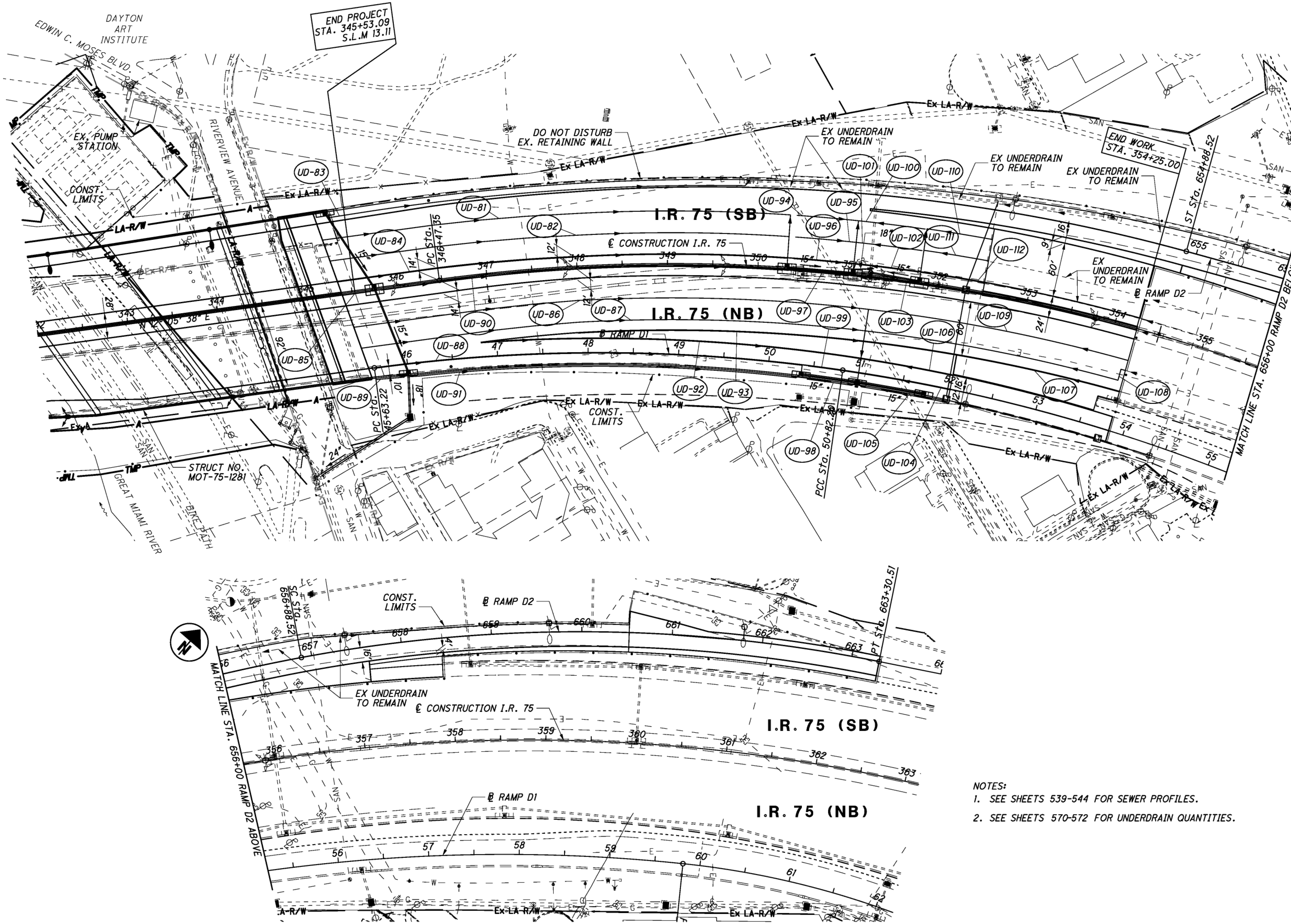
NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RMP
CHECKED KGJ

UNDERDRAIN PLAN I.R. 75
STA. 317+00 TO STA. 331+50

MOT-75-12.00



NOTES:

1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES.

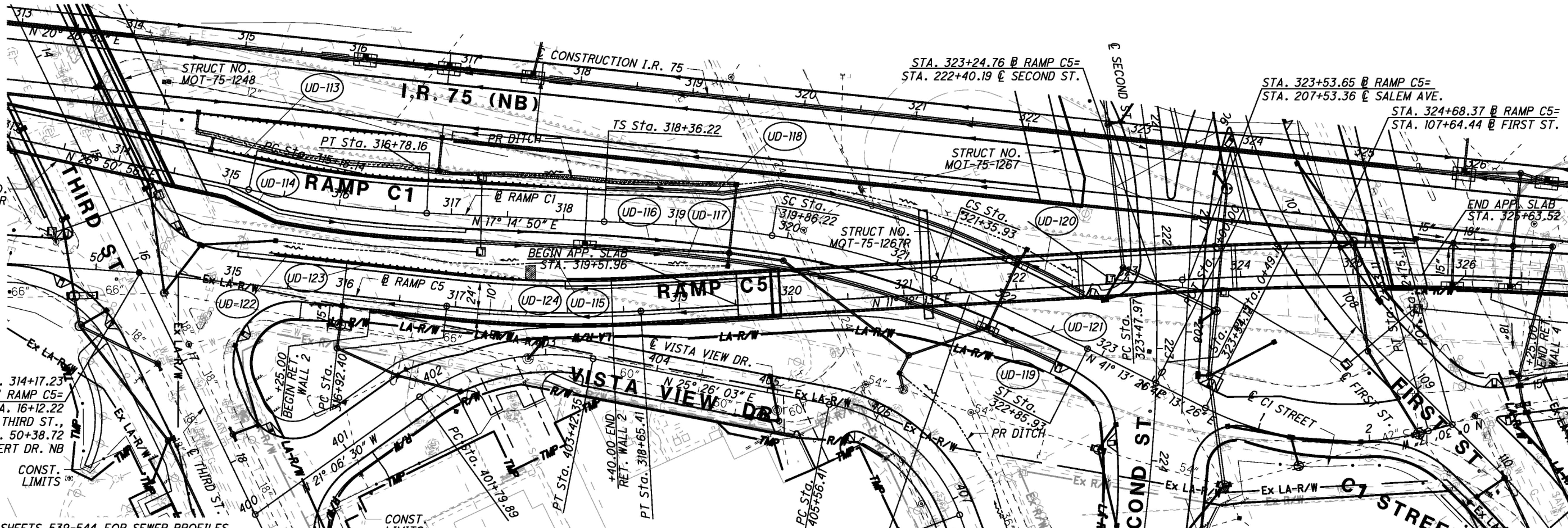
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RMP CHECKED KGJ

UNDERDRAIN PLAN I.R. 75
STA. 342+00.00 TO STA. 354+25

MOT-75-12.00

IP_PWP:dms19308\77247DP304.dgn 24-FEB-2012 4:24PM rgreenland



NOTES:

1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES

0 25 50 100
HORIZONTAL SCALE IN FEET

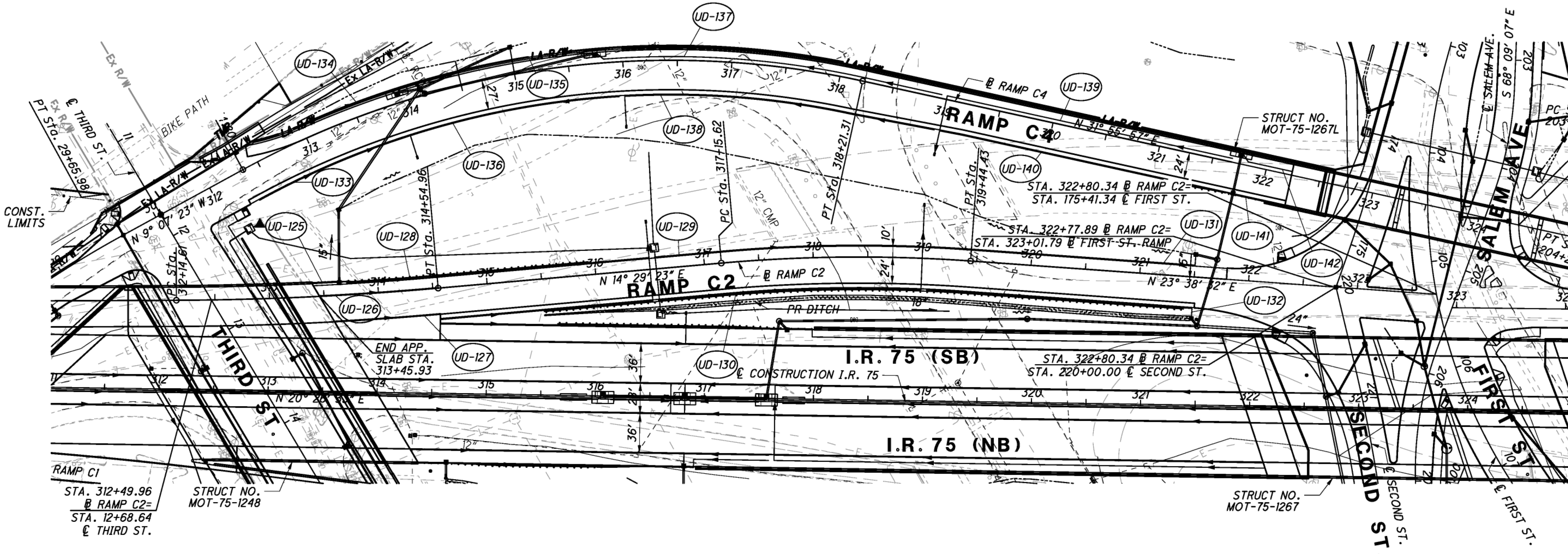
CALCULATED RMP
CHECKED KGJ

UNDERDRAIN PLAN
RAMPS C1 AND C5

MOT-75-12.00

IP_PWP:dms19308\77247DP305.dgn 24-FEB-2012 4:24PM rgreenland

NOTES:
1. SEE SHEETS 539-544 FOR SEWER PROFILES.
2. SEE SHEETS 570-572 FOR UNDERDRAIN QUANTITIES



UNDERDRAIN PLAN
RAMPS C2 AND C4

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RMP
CHECKED KGJ

MOT 75 12.00

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT, TYPE 1 (SQ YD)	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS (FT)	604 PRECAST REINFORCED CONCRETE OUTLET (EACH)	605 6" SHALLOW PIPE UNDERDRAINS (FT)	605 6" BASE PIPE UNDERDRAINS (FT)	605 6" UNCLASSIFIED PIPE UNDERDRAINS (FT)	BENDS AND BRANCHES FOR INFORMATION ONLY: 6" END CAP	6" 45° BEND	6" 90° BEND	6"X6" TEE	6"X6" WYE	6"X6" CROSS
		I.R. 75															
UD1	564	295+51.44	299+78.79	LT			10		427			1					1
UD2	564	295+66.15	299+78.79	LT			10			413		1	1			1	1
UD3	564	295+72.76	299+78.79	LT	753.09	1.8	48	1		406		1	2		1		
UD4	564	296+05.78	299+78.79	LT	753.43		10		373			1			1		
UD5	564	296+29.63	299+78.79	RT	753.39		13		349			1			1		
UD6	564	296+50.00	299+03.50	RT	754.16		10			245		1	1				
UD7	564	296+61.78	299+78.79	RT	753.00	1.8	57	1		316		1	2		1		
UD8	564	296+83.97	299+78.79	RT			10		295			1					1
UD9	564	297+24.36	299+78.79	RT			10			254		1	1		1	1	
UD10	564	299+12.17	299+78.79	RT	753.96		10			57		1	1				
UD11	564	299+78.79	301+15.38	LT						136		1					
UD12	564	299+78.79	301+40.13	LT					161			1					
UD13	564	299+78.79	301+26.40	LT						148		1					
UD14	564	299+78.79	301+02.65	LT					124			1					
UD15	564	299+78.79	300+54.50	RT	753.96		20			47		1	1				
UD16	564	299+78.79	300+86.21	RT			10		97			1					
UD17	564	299+78.79	300+64.41	RT			10			76		1					
UD18	564	299+78.79	300+48.75	RT			10		60			1					
UD19	564	299+78.79	300+09.98	RT						31		1					
UD20	564	300+18.19	300+41.73	RT	753.91		10			14		1	1				
UD21	564	300+54.50	300+93.21	RT	754.26		10			30		1	1				
UD22	564	301+23.55	301+47.13	LT	754.64		10			15		1	1				
UD23	565	309+99.82	312+48.97	RT			10			250		1				1	
UD24	565	310+14.79	312+43.65	RT			10		230			1					1
UD25	565	310+38.90	312+34.85	RT			10			197		1					1
UD26	565	310+82.94	312+05.01	RT			10		122			1				1	
UD27	565	310+94.99	311+97.99	RT			10			103		1				1	
UD28	565	311+11.23	312+48.62	LT	762.40	1.8	147	1	77			1	1				
UD29	565	312+34.85	312+48.19	RT	764.05		10				13	1					
UD30	565	312+43.65	312+64.07	RT	762.78		10				21	1					
UD31	565	313+69.16	316+82.13	LT	758.01	1.8	27	1	313			1			1		
UD32	565	313+91.98	316+82.13	LT	758.00		10		290			1			1		
UD33	565	314+01.44	316+05.50	RT	758.73		10			196		1	1				
UD34	565	314+08.46	316+82.13	RT	757.96		13		274			1			1		
UD35	565	314+31.28	316+82.13	RT	758.18		10		251			1			1		
UD36	565	314+38.86	314+62.78	RT	760.53		10			15		1	1				
UD37	565	314+56.92	316+82.13	LT			10			225		1	1		1	1	
UD38	565	314+70.96	316+82.13	RT	758.63		10			200		1	1				
UD39	565	316+14.17	316+82.13	RT	758.53		10			58		1	1				
UD40	565	316+82.13	317+00.00	LT						18							
UD41	565	316+82.13	317+00.00	LT					18								
UD42	565	316+82.13	317+00.00	LT					18								
UD43	565	316+82.13	317+00.00	RT	758.53		10			8			1			1	
UD44	565	316+82.13	317+00.00	RT					18								
UD45	565	316+82.13	317+00.00	RT					18								
UD46	565	316+82.13	317+00.00	RT	758.63		10			15			1	2			
UD47	566	317+00.00	317+68.25	LT			10			58		1					
UD48	566	317+00.00	321+78.53	LT			10		469			1					
UD49	566	317+00.00	317+55.90	LT					56			1					
UD50	566	317+00.00	317+49.83	RT						50		1					
TOTALS CARRIED TO SHEET 572						7.2	635	4	4040	3581	34	43	20	2	10	7	5

CALCULATED SNL
CHECKED KGJ

UNDERDRAIN SUBSUMMARY 1/3

MOT-75-12.00

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT, TYPE 1		603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS		604 PRECAST REINFORCED CONCRETE OUTLET		605 6" SHALLOW PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS			BENDS AND BRANCHES FOR INFORMATION ONLY 6" END CAP	6" 45° BEND	6" 90° BEND	6"X6" TEE	6"X6" WYE	6"X6" CROSS
						SQ YD		FT		EACH		FT	FT	FT								
UD51	566	317+00.00	317+59.78	RT								60					1					
UD52	566	317+00.00	317+59.78	RT								60					1					
UD53	566	317+00.00	317+59.78	RT								60					1					
UD54	566	317+58.50	321+91.32	LT	757.95			12				427					1		1	1		
UD55	566	317+64.78	321+96.63	RT									432				1	1		1		
UD56	566	317+64.78	322+00.56	RT								436					1			1		
UD57	566	317+64.78	322+13.36	RT								449					1			1		
UD58	566	317+64.78	322+15.03	RT				63					450				1	1	1			
UD59	566	317+76.08	317+75.83	LT	758.82			10					398				1	1	2			
UD60	566	325+09.94	325+89.89	LT	760.51			10					72				1	1			1	
UD61	566	325+12.64	325+89.89	LT				10				70					1		1			
UD62	566	325+25.44	325+89.89	LT	760.23			17				58					1		1	1		
UD63	566	325+30.74	325+83.39	RT									53				1	1		1		
UD64	566	325+34.68	325+83.39	RT				15				49					1		1			
UD65	566	325+47.47	325+89.89	RT	760.48			12				42					1			1		
UD66	566	325+56.30	325+86.89	RT	760.63			10						23			1	1				
UD67	566	325+86.89	330+22.03	RT	760.96			20					426				1	1				
UD68	566	325+89.89	327+44.25	LT	760.51			10					147				1	1			1	
UD69	566	325+89.89	329+52.36	LT				10				355					1		1			
UD70	566	325+89.89	329+86.34	LT	760.23			17				390					1		1	1		
UD71	566	325+89.89	326+56.83	RT									60				1	1		1		
UD72	566	325+89.89	330+04.43	RT				15				408					1		1			
UD73	566	325+89.89	330+20.54	RT								431					1					
UD74	566	325+91.34	326+33.49	RT	759.73			10					35				1				1	
UD75	566	325+91.34	330+32.35	RT				20				423					1	1				
UD76	566	326+42.49	330+34.43	RT	759.94			10					385				1	1				
UD77	566	326+65.37	329+99.47	RT	761.07			10					325				1	1				
		RAMP C4																				
UD78	566	327+96.78	329+35.96	RT	762.76			20					123				1	1				
UD79	566	328+01.50	328+48.04	LT	761.70			10					39				1	1				
UD80	566	328+51.48	329+05.65	LT	762.49			10					46				1	1				
		I.R. 75																				
UD81	567	345+25.37	350+32.00	LT	750.47			65					509				1		1			
UD82	567	345+30.52	350+32.00	LT				20					499				1			1		
UD83	567	345+35.06	349+85.85	LT	755.62			10					458				1	1				
UD84	567	345+35.15	350+32.00	LT				20				489					1			1		
UD85	567	345+38.96	345+73.50	RT	757.35			10					26				1	1				
UD86	567	345+46.80	351+26.76	RT	747.69			90					560				1			1		
UD87	567	345+51.94	351+25.83	RT				20					549				1					1
UD88	567	345+63.21	350+57.28	RT				20				463					1		1			
UD89	567	345+63.21	345+98.25	RT	755.32			10					27				1	1				
UD90	567	345+82.17	350+30.50	RT	750.96			10					439				1	1				
UD91	567	346+01.25	350+56.85	RT	745.69			10					422				1	1				
UD92	567	346+84.86	351+24.59	RT				10					421									1
UD93	567	347+97.35	351+25.36	RT				10				316					1					1
UD94	567	350+39.12	351+05.11	LT	750.27			55					68				1			1		
UD95	567	350+39.12	351+05.11	LT				10					67				1					1
UD96	567	350+39.12	351+05.11	LT				10				66					1					1
UD97	567	350+39.17	351+05.11	RT	750.76			10					56				1	1				
UD98	567	350+64.30	351+23.51	RT	745.50			10					45				1	1				
UD99	567	350+64.86	351+23.93	RT				10				56					1					1
UD100	567	351+05.11	351+77.07	LT									74				1					
TOTALS CARRIED TO SHEET 572						0.0		731		0		5108	7211	23			49	22	12	13	3	6

CALCULATED SNL CHECKED KGJ

UNDERDRAIN SUBSUMMARY 2/3

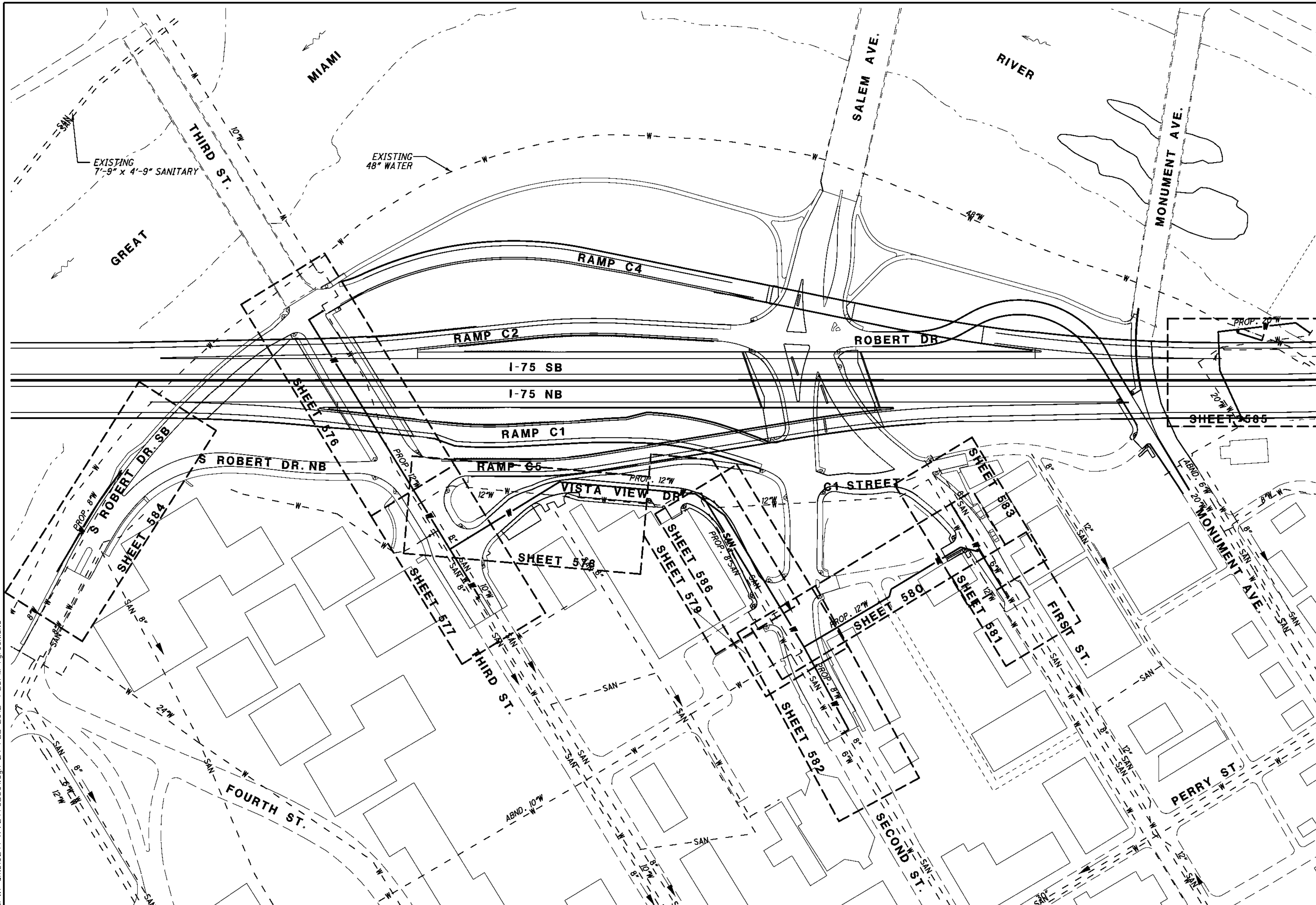
MOT-75-12.00

UNDERDRAIN SUBSUMMARY 3/3

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT, TYPE 1 (SQ YD)	603 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS (FT)	604 PRECAST REINFORCED CONCRETE OUTLET (EACH)	605 6" SHALLOW PIPE UNDERDRAINS (FT)	605 6" BASE PIPE UNDERDRAINS (FT)	605 6" UNCLASSIFIED PIPE UNDERDRAINS (FT)	BENDS AND BRANCHES FOR INFORMATION ONLY: 6" END CAP	6" 45° BEND	6" 90° BEND	6"X6" TEE	6"X6" WYE	6"X6" CROSS
UD101	567	351+05.11	351+77.07	LT						73		1					
UD102	567	351+05.11	351+77.07	LT					72			1					
UD103	567	351+05.11	354+25.00	RT	750.76		10			310		1	1				
UD104	567	351+23.93	352+33.31	RT					103			1					
UD105	567	351+23.93	352+33.31	RT	745.50		10			93		1	1				
UD106	567	351+24.59	352+33.31	RT						103		1					
UD107	567	351+25.36	354+25.00	RT						288		1					
UD108	567	351+25.83	354+25.00	RT						302				2			
UD109	567	351+26.76	354+25.00	RT						292		1					
UD110	567	351+79.00	352+50.00	LT	751.54		56			73		1		1			
UD111	567	351+79.00	352+50.00	LT			10			72					1		
UD112	567	351+79.00	352+50.00	LT			10		71			1			1		
		RAMP C1															
UD113	568	314+79.42	318+20.00	LT	741.51		48			331		1		1			
UD114	568	314+79.42	318+20.00	RT					350			1		2	1		
UD115	568	317+11.58	318+20.00	RT	742.11		10			98		1	1				
UD116	568	318+25.00	321+95.84	RT	727.50		24		350			1		1	1		
UD117	568	318+27.17	321+90.84	RT			24			333		1		1			
UD118	568	318+36.22	321+97.40	LT	729.73		20			360		1	1				
UD119	568	321+04.13	322+65.63	RT	727.56		4			61		1		1			
UD120	568	321+97.40	322+60.98	LT	729.73		10			55		1	1				
UD121	568	321+98.90	322+65.42	RT			14		61			1		1	1		
		RAMP C5															
UD122	568	315+35.00	316+00.00	LT	736.52		37			65		1			1		
UD123	568	316+00.00	319+51.96	LT						355		1		2			
UD124	568	316+00.00	319+51.96	RT						353		1			1		
		RAMP C2															
UD125	569	313+39.58	313+63.60	LT	761.11		10			14		1	1				
UD126	569	313+45.63	314+54.96	RT					120			1		1	1		
UD127	569	313+58.16	316+50.00	RT	753.89	1.8	72	1		298		1		3			
UD128	569	313+71.47	316+50.00	LT						278		1			1		
UD129	569	316+55.00	319+00.00	LT						246		1			1		
UD130	569	316+55.00	319+00.00	RT	744.55	1.8	77	1		241		1		1			
UD131	569	319+04.96	321+50.00	LT	737.69		10			244		1		1			
UD132	569	319+05.10	321+50.00	RT	737.55		10			242		1		1			
		RAMP C4															
UD133	569	312+34.80	313+91.57	RT	739.94	1.8	20	1		151		1			1		
UD134	569	312+54.54	313+91.57	LT	740.94		10			130		1	1				
UD135	569	313+91.57	3+16.00	LT	740.94		10			202		1	1				
UD136	569	313+91.57	315+94.80	RT						195		1					
UD137	569	315+76.48	318+95.00	LT	743.28		10			312		1	1				
UD138	569	316+00.00	318+95.00	RT	742.77	1.8	27	1		286		1		1			
UD139	569	319+00.00	321+67.83	LT	750.32	1.8	54	1		268		1		1			
UD140	569	319+00.00	321+67.83	RT						268		1			1		
UD141	569	321+76.08	322+23.91	RT	757.23		10			38		1	1				
UD142	569	321+76.50	322+23.91	LT	756.72		10			40		1	1				
TOTALS FROM THIS SHEET						9.0	617	5	1127	7070	0	40	11	21	12	0	0
TOTALS FROM SHEET 570						7.2	635	4	4040	3581	34	43	20	2	10	7	5
TOTALS FROM SHEET 571						0.0	731	0	5108	7211	23	49	22	12	13	3	6
TOTALS CARRIED TO GENERAL SUMMARY						16.2	1983	9	10275	17862	57						

CALCULATED SNL CHECKED KGJ

MOT-75-12.00



HORIZONTAL SCALE IN FEET

SCHEMATIC PUBLIC UTILITY PLAN

MOT-75-12.00

GENERAL

ALL EXISTING UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATION ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE REQUIRED TO FIELD LOCATE EXACT LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES PRIOR TO SETTING GRADE AND ALIGNMENT. THE CITY OF DAYTON AND THE DEPARTMENT OF WATER CANNOT GUARANTEE THE ACCURACY OR DEPTH OF THE UNDERGROUND FACILITIES SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS. IF DAMAGE IS CAUSED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF THE SAME AND FOR ANY RESULTING CONTINGENT DAMAGE. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. ALL COST FOR LOCATING, REMOVING AND REPLACING OR RELOCATING THESE UTILITIES SHALL BE INCIDENTAL TO CONSTRUCTION. ALL UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE UTILITY OWNER'S SATISFACTION. THE EXACT LOCATION OF EXISTING UTILITIES SHALL BE DETERMINED BY HAND DIGGING.

WHEN UNKNOWN OR INCORRECTLY LOCATED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER AND THE DEPARTMENT OF WATER.

ALL WORK SHALL CONFORM TO THE CITY OF DAYTON, CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION).

NO CONSTRUCTION SHALL COMMENCE UNTIL CITY OF DAYTON PERMITS HAVE BEEN ISSUED AS REQUIRED.

ALL PROJECT ORDERS (FIELD OR OFFICE), REQUESTS, CHANGES, ADDITIONS OR DELETIONS PERTAINING TO PUBLIC WATER MAIN, STORM SEWER, AND SANITARY SEWER FACILITIES SHALL BE ONLY BY DIRECTION OR REQUEST OF THE DEPARTMENT OF WATER.

THE CONTRACTOR SHALL NOTIFY RESIDENTS AND BUSINESSES AFFECTED BY STREET CLOSURES A MINIMUM OF 48 HOURS IN ADVANCE FOR THE ACTUAL STREET CLOSING.

ROADWAY RESTORATION WITHIN THE CITY OF DAYTON CORPORATION LIMITS SHALL BE DONE IN COMPLIANCE WITH THE DEPARTMENT OF PUBLIC WORKS "RULES AND REGULATIONS FOR MAKING OPENINGS IN A PUBLIC WAY" (LATEST EDITION).

FORTY-EIGHT HOURS PRIOR TO ANY CONSTRUCTION, EXCAVATION OR DIGGING, THE CONTRACTOR SHALL CALL AND NOTIFY THE OHIO UTILITIES PROTECTION SERVICE (OUPS) AT 1-800-362-2764 AND OIL & GAS PRODUCERS UNDERGROUND PROTECTION (OGPUPS) AT 1-800-925-0988. ALL OTHER AGENCIES, WHICH MIGHT HAVE UNDERGROUND UTILITIES IN THIS AREA AND ARE NOT MEMBERS OF OUPS, SHALL BE NOTIFIED DIRECTLY BY THE CONTRACTOR.

APPROVAL OF PLANS BY THE DEPARTMENT OF WATER DOES NOT RELIEVE THE DESIGNER, OWNER, OR PERSON IN CONTROL OF THE PROPERTY FROM LIABILITY FOR INJURY TO PERSONS OR PROPERTY.

APPROVAL OF THE PLANS SHALL BECOME VOID IF CONSTRUCTION HAS NOT COMMENCED WITHIN TWELVE (12) MONTHS FROM THE DATE APPROVED BY THE DEPARTMENT OF WATER. IN ADDITION, THE PLANS SHALL BECOME VOID IF CONSTRUCTION IS NOT COMPLETED WITHIN TWO (2) YEARS FROM THE DATE APPROVED BY THE DEPARTMENT OF WATER.

ALL FILLS (INCLUDING TRENCH BEDDING AND BACKFILL) INTENDED TO SUPPORT A WATER MAIN, SANITARY SEWER, STORM SEWER OR DRAINAGE CHANNEL SHALL BE COMPACTED TO NOT LESS THAN 90% MAXIMUM DENSITY (MODIFIED PROCTOR TEST ASTM D1557), UNLESS OTHERWISE NOTED. FIELD VERIFICATION AND FORMAL RESULT SUBMITTALS MAY BE REQUESTED (AS NECESSARY) BY THE DEPARTMENT OF WATER.

IN ADDITION TO THE NOTES ON THIS SHEET, CONTRACTOR'S ATTENTION SHALL BE DIRECTED TO THE NOTES ON THE ATTACHED SHEETS AS WELL.

COMPACTED FILLS ARE TO BE MADE TO A MINIMUM OF THREE FEET ABOVE THE CROWN OF ANY PROPOSED WATER LINE, SANITARY OR STORM SEWER LINES PRIOR TO CUTTING OF TRENCHES FOR PLACEMENT OF SAID LINES. ALL FILLS SHALL BE CONTROLLED, COMPACTED AND INSPECTED.

WATER WORKS

ALL WATER MAIN CONSTRUCTION AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CITY OF DAYTON CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION) AND DEPARTMENT OF WATER ENGINEERING STANDARDS FOR WATER, SANITARY SEWER, AND STORM SEWER FACILITIES (LATEST EDITION). FOR THE CITY OF DAYTON STANDARD DRAWINGS, SEE SHEETS $UD501 - $UD504.

WATER MAINS, BENDS AND FITTINGS 16" AND BELOW, SHALL BE DUCTILE CAST IRON PIPE AND CONFORM TO ANSI A-21.51 (AWWA C151), CLASS 51 (UNLESS OTHERWISE NOTED).

THRUST BLOCKS AND RESTRAINED JOINTS ARE REQUIRED AT ALL FITTINGS.

THE LENGTH OF RESTRAINED JOINT REQUIREMENTS ARE INDICATED ON SHEETS 588 AND 589.

WELDING OF PIPE AND/OR APPURTENANCES IS NOT PERMITTED WITHOUT WRITTEN APPROVAL OF THE CITY OF DAYTON, DEPARTMENT OF WATER.

WATER MAINS SHALL HAVE A MINIMUM COVER OF 4 FEET, 6 INCHES. WATER MAINS SHALL HAVE A MINIMUM OF 10 FEET HORIZONTAL SEPARATION (OUT-TO-OUT) FROM ANY STORM OR SANITARY SEWER UNLESS OTHERWISE SHOWN ON THE PLANS.

WATER MAINS CROSSING ANY AND ALL SEWERS SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN THE OUTSIDES OF THE PIPES (OUT TO OUT). ALSO, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED AT THE POINT OF CROSSING SUCH THAT BOTH JOINTS WILL BE OF EQUAL DISTANCE AND AS FAR FROM THE SEWER AS POSSIBLE. IF WATER MAIN CROSSES BELOW SANITARY SEWERS, THE SANITARY SEWER MUST BE WATER MAIN MATERIAL FOR THAT SPAN.

ONLY CITY OF DAYTON PERSONNEL SHALL OPERATE MAIN LINE WATER VALVES WITHIN THE DAYTON CORPORATION LIMITS.

ALL VALVE-OPERATION NUTS SHALL BE SET AT A MAXIMUM DEPTH OF 6 FEET. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROVED EXTENSIONS AS REQUIRED.

THE CONTRACTOR SHALL BE ADVISED THAT ANY CLOSURE PIECES OR SLEEVES REQUIRED TO CONNECT SECTIONS OF THE CONCRETE MAIN LINE OR DUCTILE IRON CONNECTIONS, OTHER THAN THOSE SPECIFICALLY SHOWN ON THE CONSTRUCTION DRAWINGS, SHALL BE AT HIS EXPENSE.

ALL TAPS TO EXISTING WATER MAINS WILL BE MADE BY THE CITY OF DAYTON AT THE CONTRACTOR'S EXPENSE. THIS WORK WILL INCLUDE FURNISHING AND INSTALLING THE TAPPING SLEEVE AND VALVE AND MAKING THE TAP. ALL OTHER WORK INCLUDING EXCAVATION, BACKFILL, AND RESTORATION OVER THE TAPPED MAIN SHALL BE BY THE CONTRACTOR. CONTACT WATER ENGINEERING AT (937) 333-3742.

SERVICE CONNECTIONS SHALL NOT BE MADE TO THE WATER MAIN UNTIL THE MAIN LINE HAS BEEN INSPECTED, TESTED, DISINFECTED AND RELEASED FOR TAPS. ALL WATER SERVICE CONNECTIONS SHALL BE A MINIMUM OF 1" DIAMETER AND MINIMUM OF 5/8" WATER METER AND CONFORM TO THE CITY OF DAYTON STANDARDS FOR TAPS, SERVICES, METERS, AND BACKFLOW PREVENTION, (LATEST EDITION).

NO WATER SERVICE BRANCH SHALL BE LAID IN THE SAME TRENCH WITH A SANITARY SEWER LATERAL.

FIRE HYDRANTS SHALL BE LOCATED 3-FEET FROM THE FACE OF THE CURB OR EDGE OF THE PAVEMENT AND 4-INCH OPENING TO FACE THE STREET. FIRE HYDRANTS LOCATED WITHIN THE WALK MUST COMPLY WITH ADA REGULATIONS.

NO ADDITIONS, DELETIONS, OR REVISIONS TO THE WATER MAIN ARE TO BE MADE WITHOUT WRITTEN APPROVAL BY THE DEPARTMENT OF WATER.

DEPARTMENT OF WATER PERSONNEL WILL INSPECT THE WATER MAIN INSTALLATION.

ALL WATER MAIN CONSTRUCTION AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CITY OF DAYTON CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION) AND DEPARTMENT OF WATER ENGINEERING STANDARDS FOR WATER, SANITARY SEWER, AND STORM SEWER FACILITIES (LATEST EDITION).

SANITARY SEWER

SANITARY SEWER PIPE, FITTINGS, AND PIPE JOINTS SPECIFICATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF DAYTON, CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION).

SANITARY SEWERS SHALL CONFORM TO THE FOLLOWING APPLICABLE ASTM TESTING STANDARDS:

ITEM	LEAKAGE TEST
CONCRETE MANHOLES	C1244

SANITARY MANHOLES SHALL BE EQUAL TO ASTM C-478, CITY OF DAYTON TYPE "A" MANHOLE.

FOR SANITARY MANHOLES, JOINTS BETWEEN PRECAST SECTIONS SHALL CONFORM TO ASTM C-443, "JOINTS FOR CIRCULAR CONCRETE SEWER AND CULVERT PIPE."

WHERE PRECAST BASES ARE USED FOR SANITARY MANHOLES, PIPE CONNECTIONS SHALL CONFORM TO ASTM C-23, "RESILIENT CONNECTIONS FOR REINFORCED CONCRETE MANHOLE STRUCTURES AND PIPES."

ROOF DRAINS: FOUNDATION DRAINS OR OTHER "CLEAN WATER" CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.

DEPARTMENT OF WATER PERSONNEL WILL INSPECT THE SANITARY SEWER INSTALLATION.

ALL SANITARY SEWER CONSTRUCTION AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CITY OF DAYTON CONSTRUCTION AND MATERIAL SPECIFICATIONS (LATEST EDITION) AND DEPARTMENT OF WATER ENGINEERING STANDARDS FOR WATER, SANITARY SEWER, AND STORM SEWER FACILITIES (LATEST EDITION).

ANY SANITARY SERVICE LINES CUT OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED ENTIRELY FROM THE SANITARY MAIN TO THE CLEAN OUT WITH EQUAL SIZE AND MATERIAL, IN ACCORDANCE WITH THE LATEST SPECIFICATIONS.

THE CONTRACTOR IS RESPONSIBLE FOR SANITARY LATERAL ADJUSTMENTS WHEN CONFLICTS ARE FOUND. NO SEPARATE PAYMENT SHALL BE MADE FOR SANITARY LATERAL ADJUSTMENTS. PAYMENT FOR ALL OPERATIONS SHALL BE INCLUDED IN THE PERTINENT SANITARY WORK, ITEM 603.

INSPECTION WORK

CONTRACTOR SHALL NOTIFY THE CITY OF DAYTON SANITARY ENGINEERING DEPARTMENT TEN (10) CALENDAR DAYS PRIOR TO COMMENCEMENT OF PROJECT ACTIVITIES. THIS IS TO PROVIDE ADEQUATE TIME TO LOCATE VALVES AND MANHOLES, CREATE WORK ORDERS, AND PERFORM REPAIRS IF NECESSARY IN A NON-EMERGENCY MODE.

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF TWENTY-FOUR (24) HOURS NOTICE OF ANY PLANNED TESTING OR TAPPING OF MAIN LINE UTILITIES OR THEIR APPURTENANCES. ALL REQUIRED PERMITS MUST BE OBTAINED PRIOR TO SCHEDULING.

THE CITY OF DAYTON WILL PROVIDE REPLACEMENT PARTS FOR BROKEN OR MISSING VALVE CAPS, VALVE BOXES, MANHOLE LIDS, MANHOLE CASTINGS, INOPERABLE FIRE HYDRANTS, ETC., PROVIDED THAT THESE ITEMS ARE IDENTIFIED PRIOR TO THE START OF CONSTRUCTION BY A "PROJECT WALK THROUGH" WITH THE ENGINEER, LOCAL GOVERNING AGENCIES, AND THE CONTRACTOR. REPLACEMENT PARTS WILL BE GIVEN TO THE CONTRACTOR SHORTLY AFTER COMPLETEION OF STATED WALK THROUGH FOR USE WHEN IDENTIFIED COMPONENT IS READY TO BE REPAIRED.

THE CONTRACTOR SHALL AT ALL TIMES PROTECT AND ENSURE THAT VALVES, MANHOLES, OR OTHER SUCH APPURTENANCES ARE ACCESSIBLE AND VISIBLE MARKED DURING THE LIFE OF THE PROJECT. FAILURE TO DO SO MAY CAUSE SAME TO BE MAINTAINED BY THE CITY OF DAYTON SANITARY ENGINEERING DEPARTMENT AT THE CONTRACTOR'S EXPENSE.

ALL WORK REQUIRING INSPECTION, ATTENTION OR PRESENCE FOR ANY REASON OF THE CITY OF DAYTON SANITARY ENGINEERING DEPARTMENT PERSONNEL SHALL BE PERFORMED DURING REGULAR WORKING HOURS. REGULAR WORKING HOURS ARE 7:30 A.M. TO 4:00 P.M. MONDAY THROUGH FRIDAY. IF THE CONTRACTOR WISHES TO PERFORM REGULAR WORK AT TIMES OTHER THAN REGULAR WORKING HOURS, THE CONTRACTOR SHALL BE REQUIRED TO PAY THE CITY OF DAYTON SANITARY ENGIEERING DEPARTMENT FOR SERVICES OF THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER AT ESTABLISHED RATES ON RECORD IN THE OFFICES OF THE CITY OF DAYTON SANITARY ENGINEERING DEPARTMENT. PAYMENT TO THE OWNER FOR THE ABOVE SERVICES SHALL BE FOR A MINIMUM OF EIGHT (8) HOURS, UNLESS ANOTHER AMOUNT IS MUTUALLY AGREED TO BY ENGINEER AND CONTRACTOR, AND BE PAID BY CHECK BEFORE 12:00 NOON THE WORKING DAY BEFORE PLANNED WORK IS TO OCCUR.

THE CONTRACTOR SHALL GIVE A MINIMUM OF FORTY-EIGHT (48) HOURS NOTICE OF INTENT TO WORK AT TIMES OTHER THAN REGULAR WORKING HOURS TO THE RESIDENT PROJECT REPRESENTATIVE AND ENGINEER. THE ENGINEER HAS THE RIGHT TO DENY PERMISSIONS, WITH DUE CAUSE, FOR THE CONTRACTOR TO WORK AT TIMES OTHER THAN REGULAR WORKING HOURS. IN THE EVENT OF AN EMERGENCY OR OTHER UNPLANNED EVENT DUE TO THE CONTRACTOR'S WORK, NEGLIGENCE OR OTHERWISE ATTRIBUTABLE TO THE CONTRACTOR, THE CONTRACTOR SHALL SUBMIT PAYMENT WITH EXACT HOURS OF OVERTIME WORKED BY THE CITY OF DAYTON SANITARY ENGINEERING DEPARTMENT PERSONNEL THE NEXT WORKING DAY.

THE CONTRACTOR SHALL PROVIDE ASSISTANCE TO GOVERNING AGENCIES PERSONNEL IN CASE OF EMERGENCY TO SHUTDOWN VALVES, ETC. IF NEED ARISES TO LIMITS EXCESSIVE DAMAGE OR LOSS.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF WATERLINES.

ITEM 448: 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1,
PG 64-22 = 225 CY
ITEM 452: 9" NON-REINFORCED CONCRETE PAVEMENT = 680 CY
ITEM 304: 6" AGGREGATE BASE = 300 CY

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 8 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 638 - WATER WORK, MISC.: 20" WATERLINE CONNECTIONS

THIS ITEM SHALL COVER THE CONNECTION OF THE PROPOSED 20" DUCTILE IRON PIPE TO THE EXISTING 20" DUCTILE IRON WATERLINE, AND 48" PCCP WATERLINE, INCLUDING ALL MATERIALS, LABOR AND INCIDENTALS IN ACCORDANCE WITH ITEM 638 AND THE NOTES AND DETAILS IN THE PLANS.

THE CONTRACTOR RESPONSIBLE FOR MAKING THE TAP IN THE 48" CONCRETE PRESSURE PIPE SHALL FOLLOW THE RECOMMENDATIONS FROM THE MANUFACTURER OF THE APPROPRIATE CONCRETE PIPE. THE PROCEDURE SHALL BE UNDERTAKEN BY SPECIALLY TRAINED PERSONNEL AND AUTHORIZED BY THE PIPE MANUFACTURER. THE CONTRACTOR'S MINIMUM REQUIRED EXPERIENCE QUALIFICATIONS SHALL INCLUDE 10 YEARS OF PRACTICAL KNOWLEDGE AND EXPERIENCE PERFORMING TAPS IN CONCRETE PRESSURE PIPE 20" OR LARGER IN DIAMETER.

THE CONTRACTOR RESPONSIBLE FOR INSTALLING THE 20" INSERT PLUGS SHALL FOLLOW THE RECOMMENDATIONS FROM THE MANUFACTURER OF THE APPROPRIATE DUCTILE IRON PIPE. THE PROCEDURE SHALL BE UNDERTAKEN BY SPECIALLY TRAINED PERSONNEL AND AUTHORIZED BY THE PIPE MANUFACTURER. THE CONTRACTOR'S MINIMUM REQUIRED EXPERIENCE QUALIFICATIONS SHALL INCLUDE 10 YEARS OF PRACTICAL KNOWLEDGE AND EXPERIENCE INSTALLING INSERT PLUGS IN DUCTILE IRON PIPE 20" OR LARGER IN DIAMETER.

THE COST FOR THE CONNECTIONS SHALL BE INCLUDED IN THE LUMP SUM PICE BID FOR ITEM 638 - WATER WORK, MISC.: 20" WATERLINE CONNECTIONS.

CITY OF DAYTON WATERLINE TAP SCHEDULE

TAP ID	LOCATION	SHEET	SIZE	REDUCER	COST
1	ROBERT DR AT THIRD ST	576	10" x 10" TAPPING SLEEVE	10" X 12"	$4,070
2	THIRD ST AT VISTA VIEW (STA. 18+80)	577	10" x 10" TAPPING SLEEVE	10" X 12"	$4,070
3	THIRD ST AT VISTA VIEW (STA. 17+85)	577	6" x 6" TAPPING SLEEVE	-	$2,907
4	VISTA VIEW DR AT SECOND ST	579	6" x 6" TAPPING SLEEVE	-	$2,907
5	FIRST ST AT STA. 113+00	581	12" x 12" TAPPING SLEEVE	-	$4,805
6	VISTA VIEW DR AT STA. 227+50	582	4" x 4" TAPPING SLEEVE	-	$2,611
7	SECOND ST AT STA. 229+40	582	6" x 6" TAPPING SLEEVE	6" X 8"	$2,983
8	S. ROBERT DR AT WL STA. 50+15	584	8" x 8" TAPPING SLEEVE	-	$3,695
9	S. ROBERT DR AT WL STA. 52+90	584	8" x 8" TAPPING SLEEVE	-	$3,695
				TOTAL =	$31,743

THE ITEMS ABOVE SHALL INCLUDE THE TAPPING SLEEVE, VALVE, VALVE BOX ASSOCIATED WITH THE WATERLINE TAP. IN ADDITION, THE EXISTING WATERLINE SHALL BE CUT AND PLUGGED BEYOND THE TAP, AND ADD REDUCERS WEHERE CALLED FOR ON THE PLANS. THE EXCEPTION TO THIS IS THE 20" DIP CONNECTION WHERE THE INSERTS ARE INSTALLED FIRST ALLOWING A DRY TAP WITH 20X20X20 TEE. THE COST OF THE TAPS SHALL BE CONSIDERED INCIDENTAL TO THE 638 ITEMS.

CALCULATED SJB CHECKED JSB

UTILITY GENERAL NOTES

MOT-75-12.00

WATERWORKS SUBSUMMARY

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	638 00100 4" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	638 00600 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	638 01200 8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	638 02400 12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	638 03400 20" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	638 07700 4" GATE VALVE AND VALVE BOX	638 07800 6" GATE VALVE AND VALVE BOX	638 07900 8" GATE VALVE AND VALVE BOX	638 08100 12" GATE VALVE AND VALVE BOX	638 08106 20" GATE VALVE AND VALVE BOX	638 10200 6" FIRE HYDRANT	638 10500 FIRE HYDRANT REMOVED AND RESET	638 10500 FIRE HYDRANT REMOVED	202 34900 PIPE REMOVED
					FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	EA	EA	EA	FT
		THIRD STREET																
W1	569	0+00	112+40.07	LT/RT				240					1					
W2	569	112+40.07		LT/RT		45					1				1			
W3	569	112+40.07	115+00	RT				260										
W4	569	112+94		LT													1	
W5	570	115+00	115+75.07	RT				75										
W6	570	115+75.07		RT		35					1							
W7	570	115+75.07	116+10	RT				35										
W8	570	116+10		RT		53					1							
W9	570	116+10	117+20.00	RT				117					2					
W10	570	116+15		RT													1	
W11	570	117+60.07		LT/RT		38									1		1	
		VISTA VIEW DRIVE																
W12	571	50+00	55+00	LT/RT				500					1					
W13	572	55+00	60+40.81	LT/RT				541										
W14	572	55+87		LT													1	
W15	572	55+36.71		RT		16					1				1			
W16	572	59+40		RT		74					2				1		1	40
		RED CROSS LANE / FIRST STREET																
W17	573	60+40.81	65+28.70	CL				488					1					
W18	573	65+28.70	65+50	RT				21										
W19	573	65+34.30		RT	51					1								
W20	573	65+36.30		RT	24					1								
W21	573	65+41.70		LT/RT		46					1				1		1	
W22	573	65+47.62		LT/RT	50					1								
W23	574	65+50	66+62	LT				112					1					
W24	574	65+81.10		RT		25					1							
W25	574	65+88.80		RT	25					1								
		VISTA VIEW DRIVE / SECOND STREET																
W26	575	20+00	22+35	LT/RT			235					1						
W27	575	20+08		RT	16													
		FIRST STREET																
W28	576	5+00		LT/RT		25					1				1			
W29	576	5+00	6+23.55	LT/RT			124											
W30	576	5+02		LT	37					1								
W31	576	5+76.30		LT/RT	52					1								
		S. ROBERTS DRIVE																
W32	577	50+15	52+90	LT			275									2		
W33	578	20+00	22+67	-		18			267		1			1	1			
W34	578	22+67	23+26	-					83					1				
W35	578	22+67	24+42	-					175									
W36	578	20+00	24+42	-														665
				SUBTOTAL	255	375	634	2389	525	6	10	1	6	2	7	2	6	705
				TOTALS CARRIED TO GENERAL SUMMARY	255	375	634	2389	525	6	10	1	6	2	7	2	6	705

SANITARY SUBSUMMARY

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 35100 PIPE REMOVED, 24" AND UNDER	202 58000 MANHOLE REMOVED	603 01900 8" CONDUIT, TYPE B, DUCTILE IRON PIPE ANSI CLASS 52, PUSH ON JOINTS AND FITTINGS	604 31640 MANHOLE, TYPE A (DAYTON 830)
					FT	EA	FT	EA
		VISTA VIEW DRIVE						
S1	579	10+00	12+52	LT/RT	252	4	252	2
				SUBTOTAL	252	4	252	2
				TOTALS CARRIED TO GENERAL SUMMARY	252	4	252	2

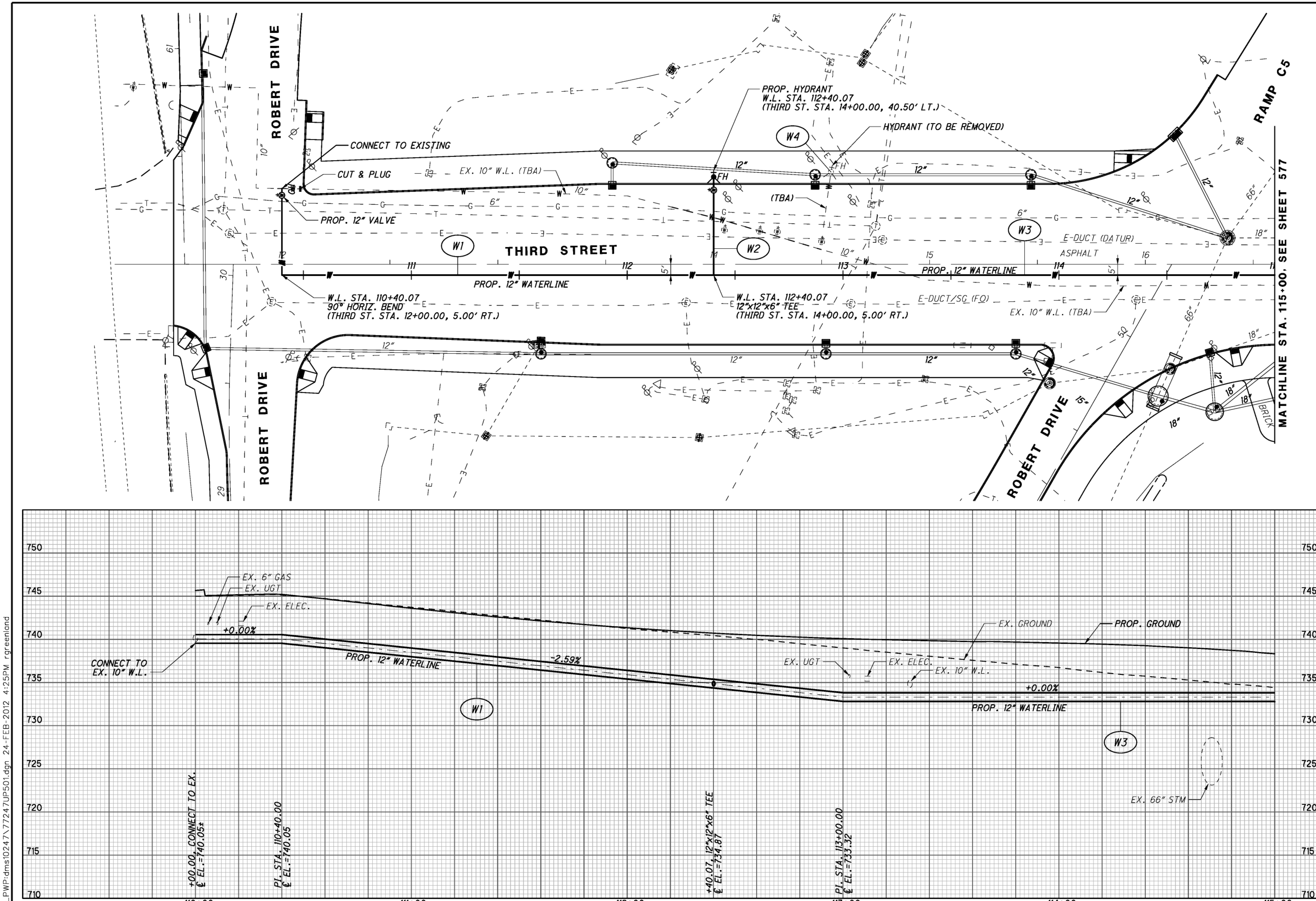
ADDITIONAL ITEMS

SEE SHEET	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
574	304	20000	300	CY	6" AGGREGATE BASE
574	448	47020	225	CY	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
574	452	13000	680	CY	9" NON-REINFORCED CONCRETE PAVEMENT
574	638	98100	LUMP	SUM	WATER WORK, MISC.: 20" WATERLINE CONNECTION

CALCULATED SJB CHECKED JSB

UTILITY SUBSUMMARY

MOT-75-12.00

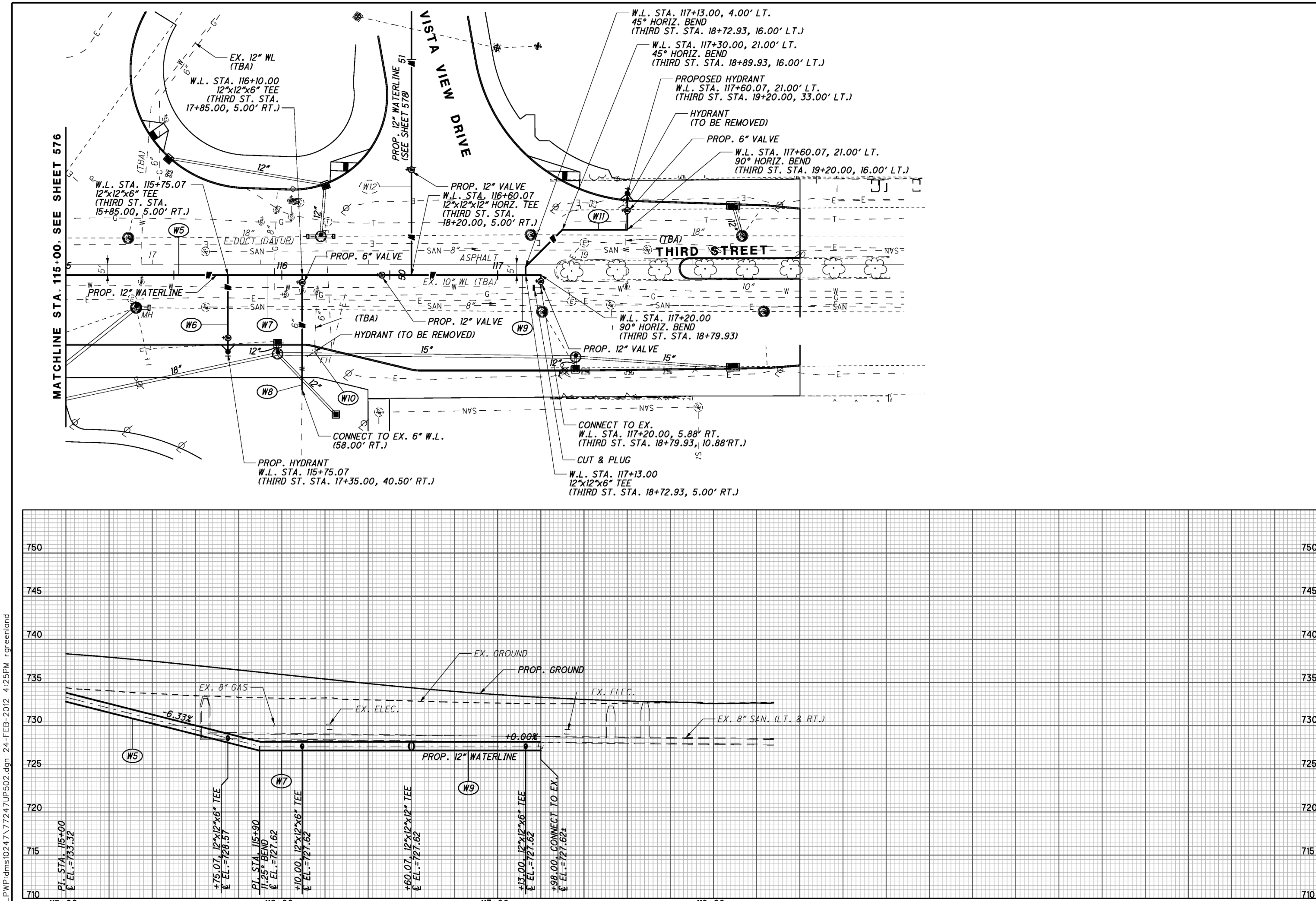


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - THIRD STREET
STA. 110+00 TO STA. 115+00

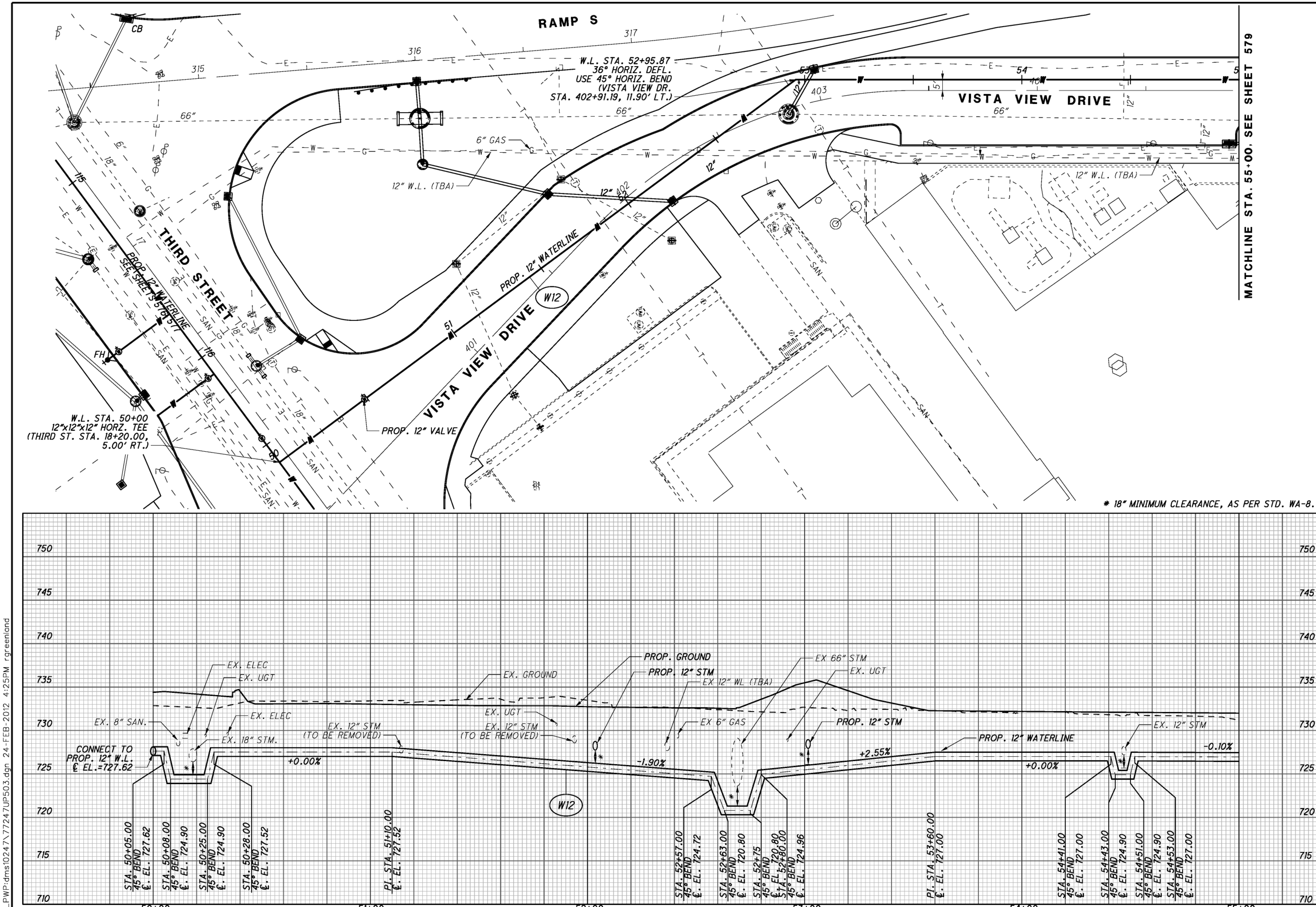
MOT-75-12.00



CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - THIRD STREET
STA. 115+00 TO STA. 118+00

MOT-75-12.00



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - VISTA VIEW DRIVE
STA. 50+00 TO STA. 55+00

MOT-75-12.00

578 / 1565

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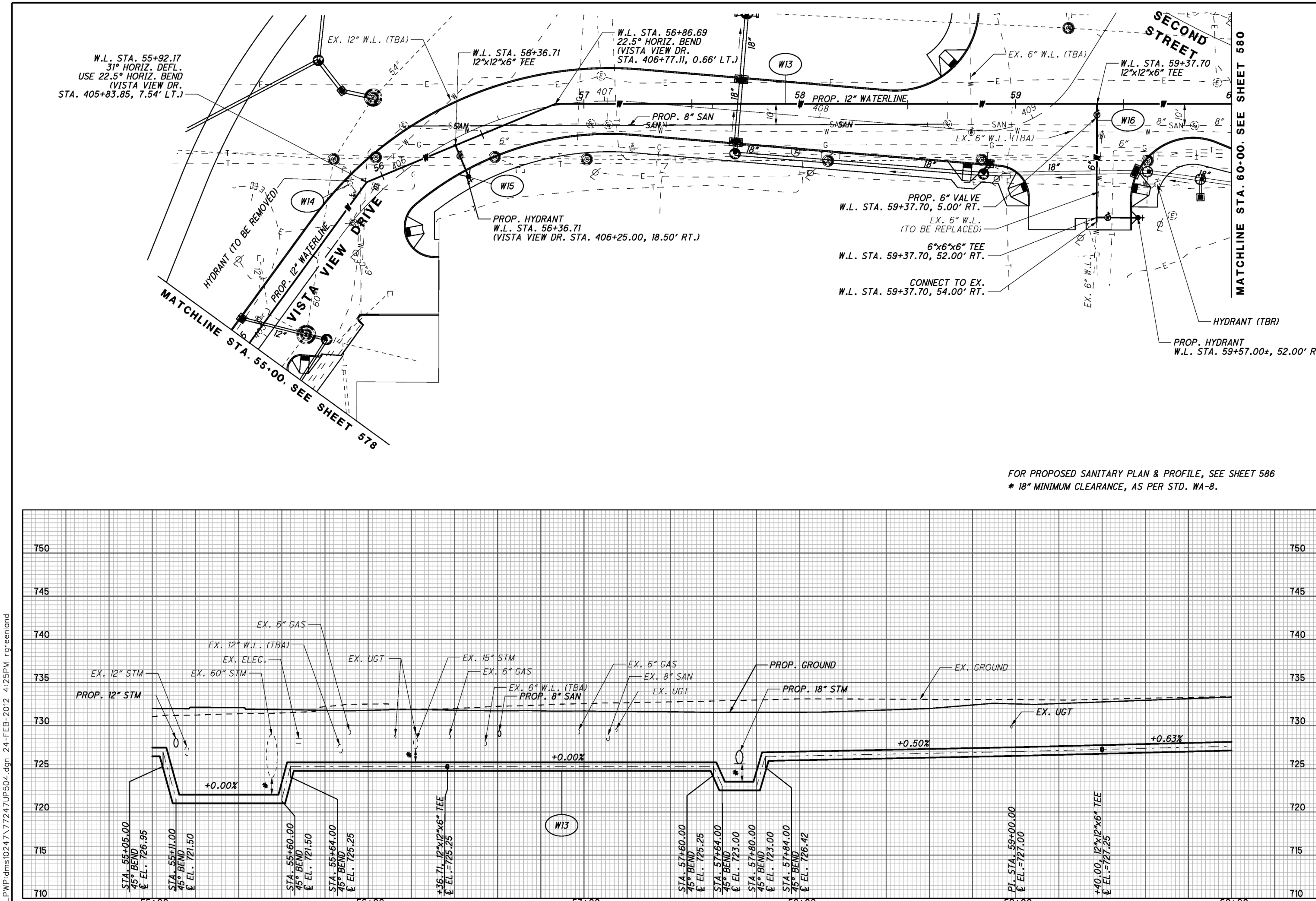
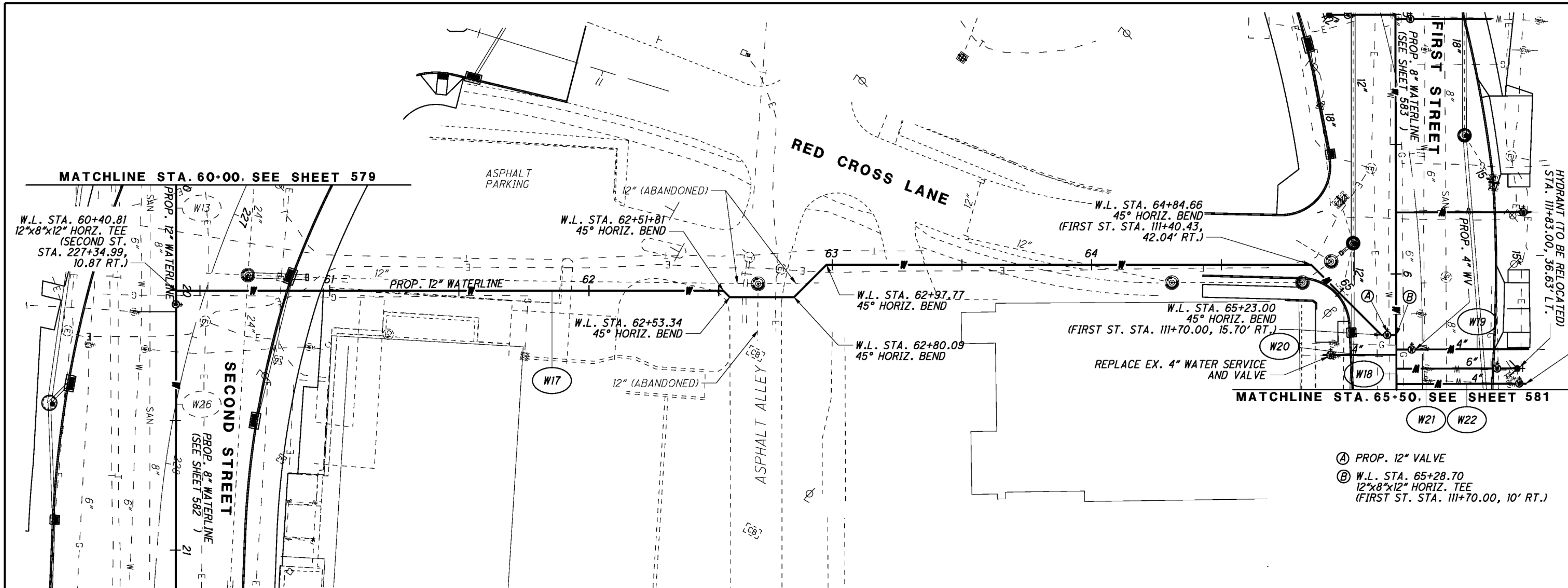


HORIZONTAL SCALE IN FEET 0 10 20 40

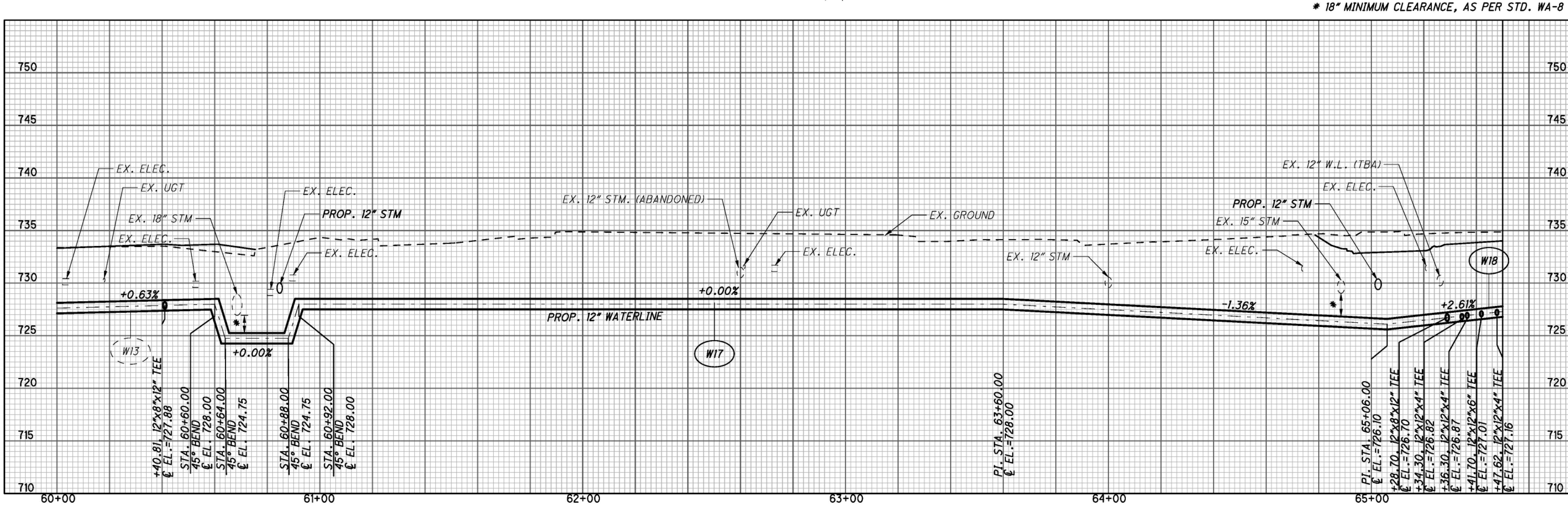
CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - VISTA VIEW DRIVE
STA. 55+00 TO STA 60+00

MOT-75-12.00



* 18" MINIMUM CLEARANCE, AS PER STD. WA-8



CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - RED CROSS LANE
STA. 60+00 TO STA 65+50

MOT-75-12.00

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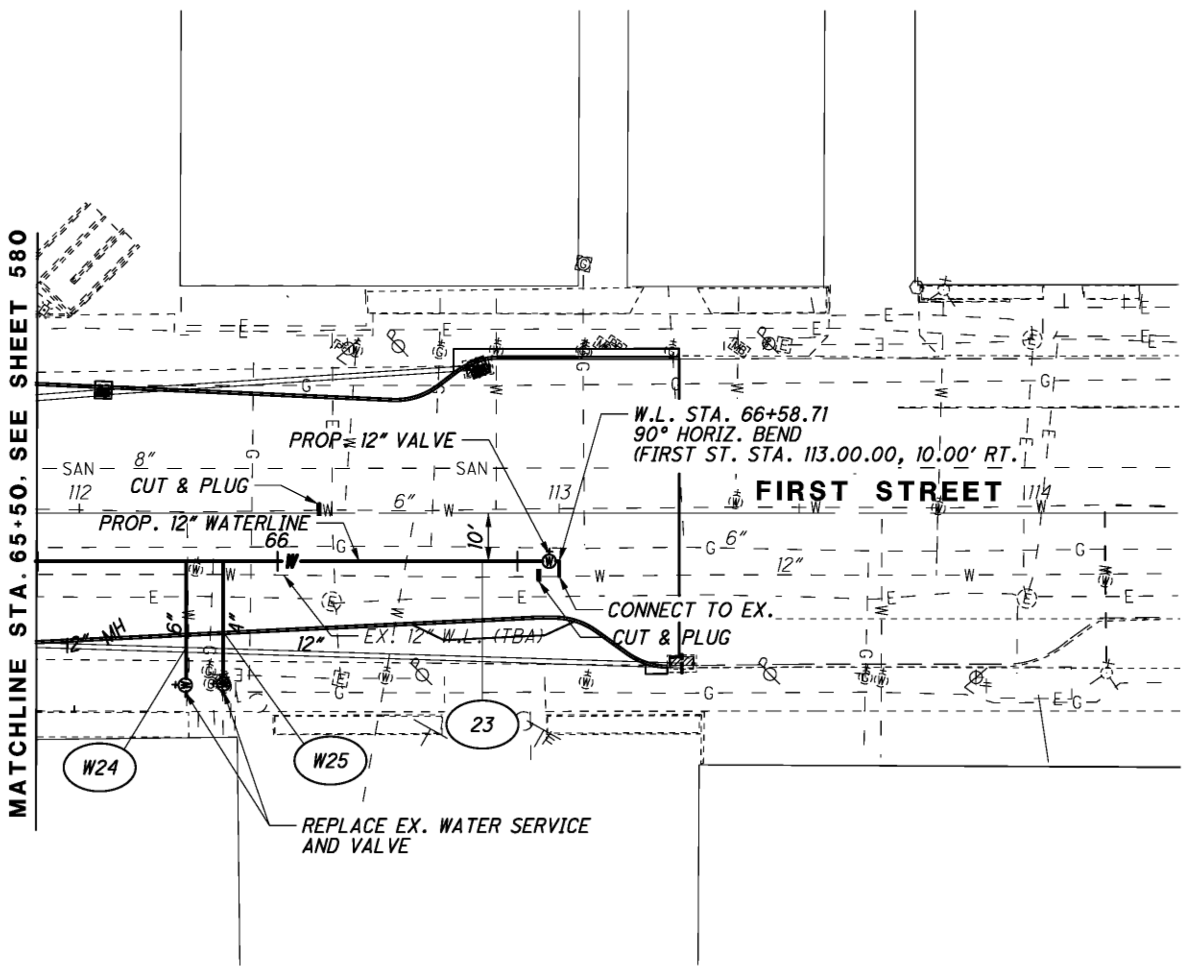
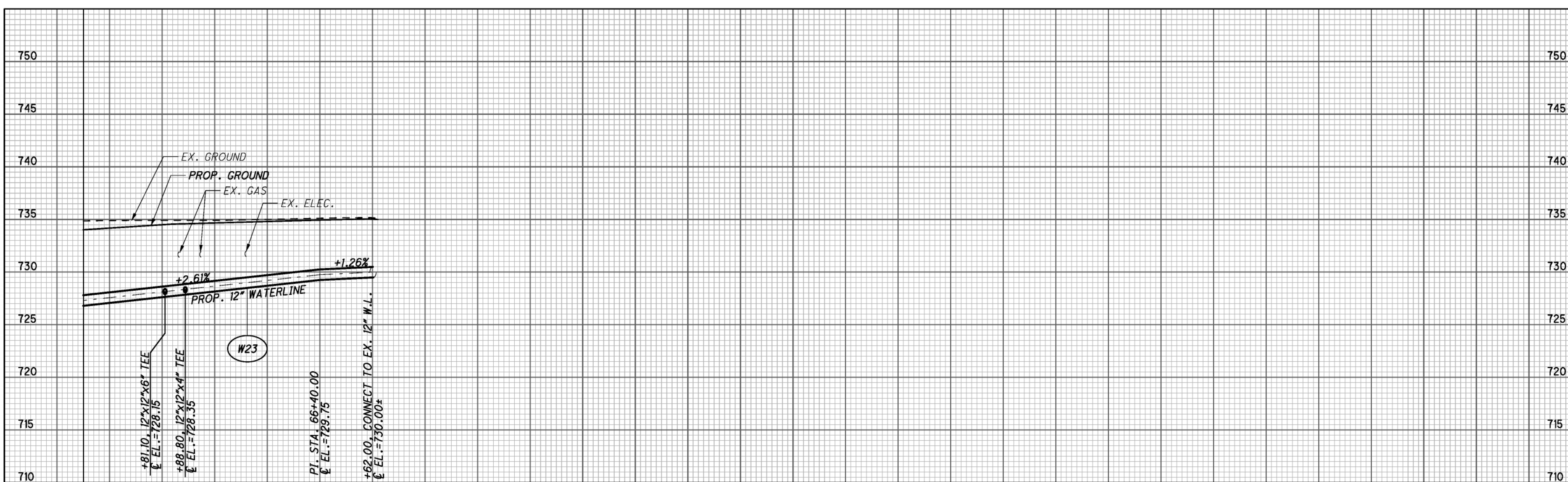


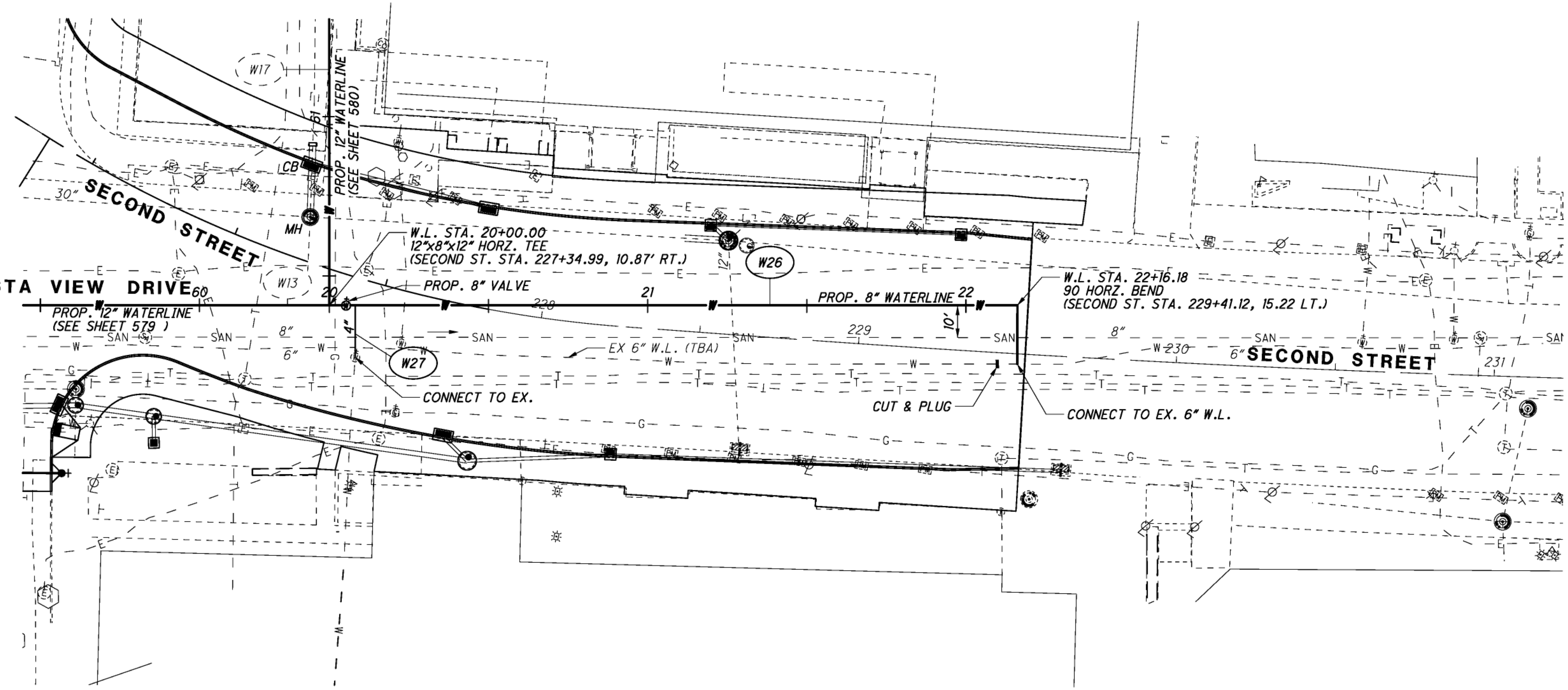


0 10 20 40
HORIZONTAL
SCALE IN FEET

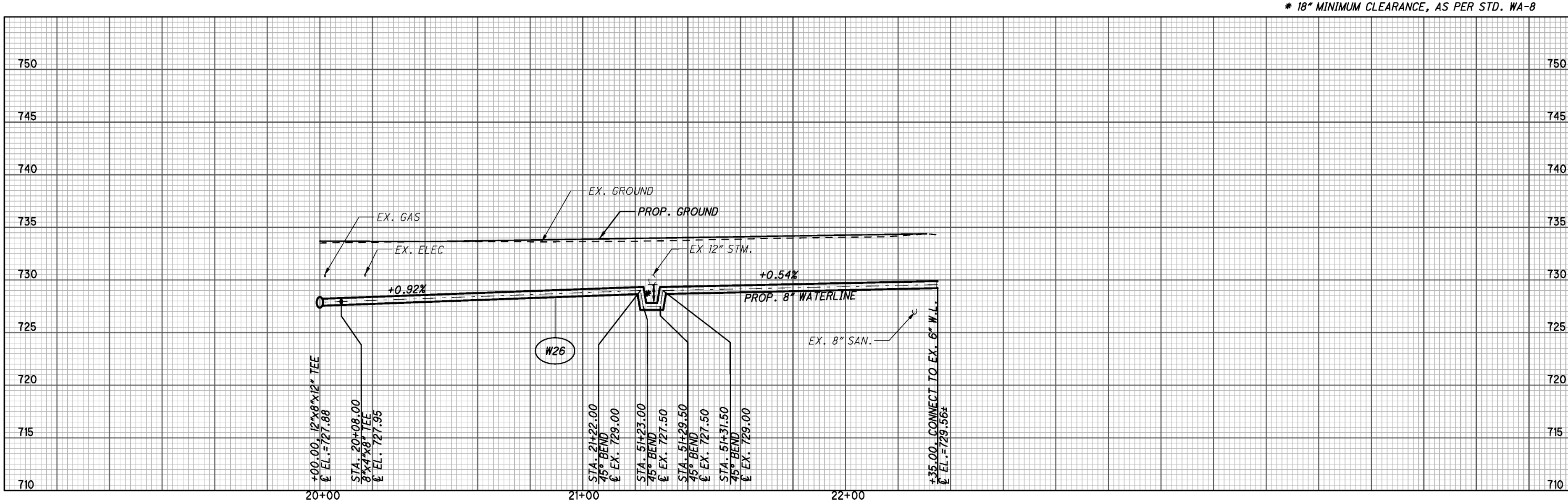
CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - FIRST STREET
STA. 65+50 TO END

MOT-75-12.00



* 18" MINIMUM CLEARANCE, AS PER STD. WA-8

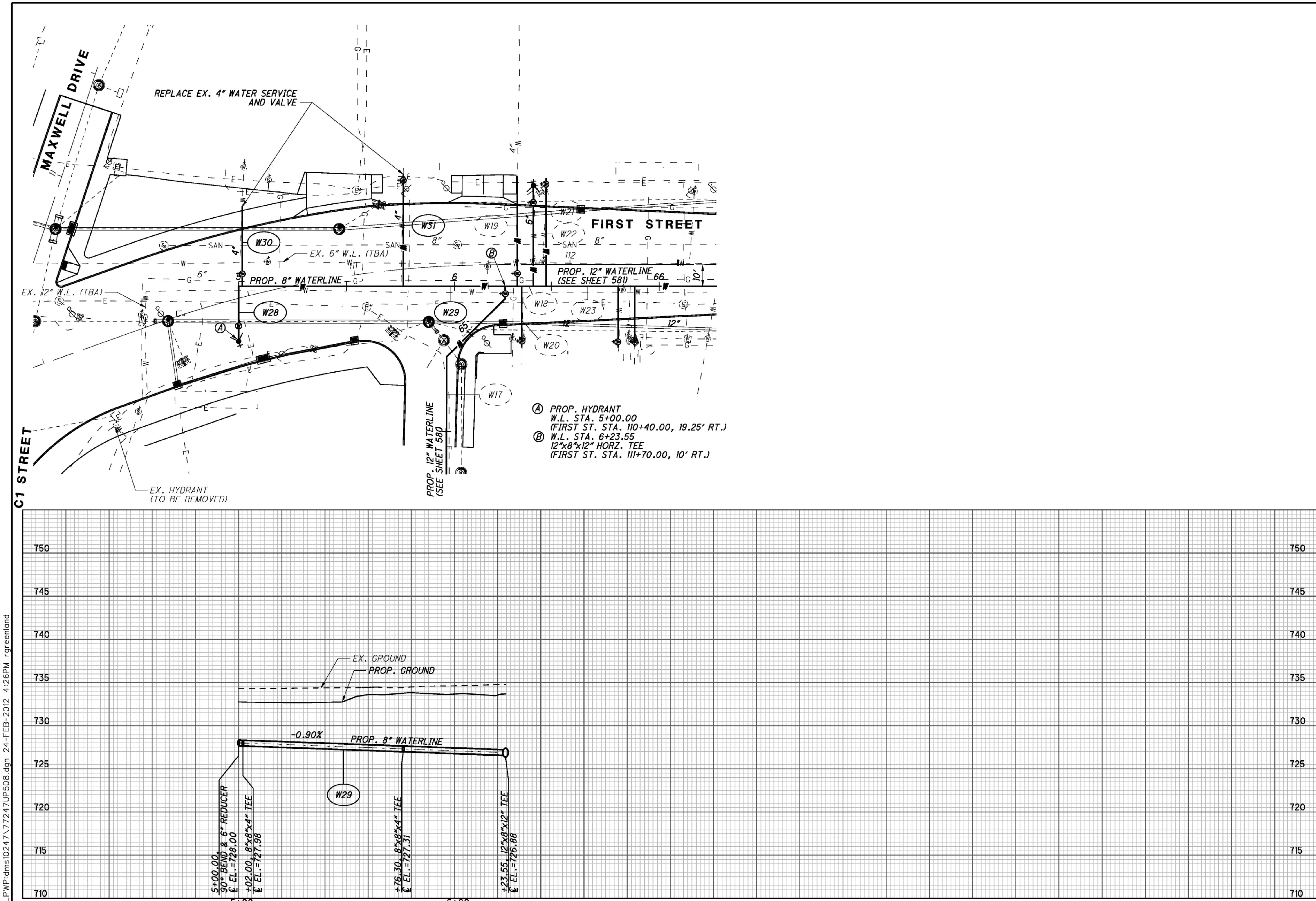


CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - VISTA VIEW DRIVE
STA. 20+00 TO END

MOT-75-12.00

IP_PWP:dms10247\77247UP507.dgn 24-FEB-2012 4:26PM rgreenland



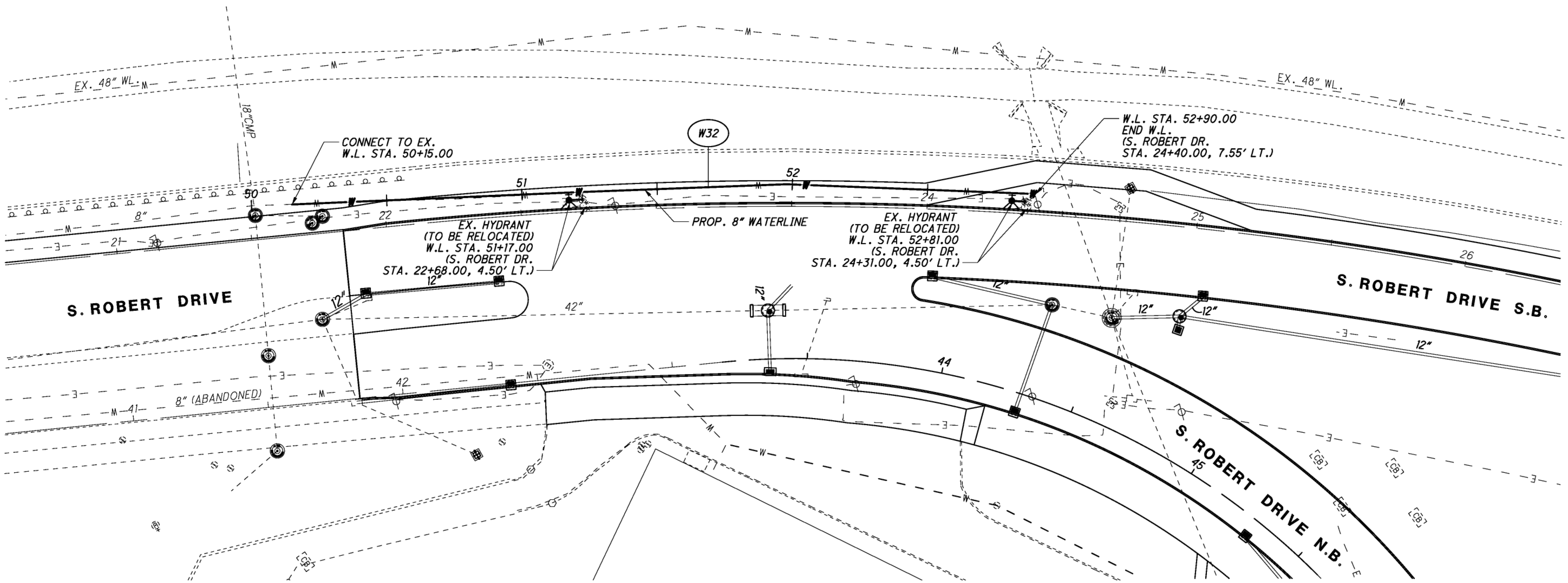
IP_PWP:dms10247\77247UP508.dgn 24-FEB-2012 4:26PM rgreenland

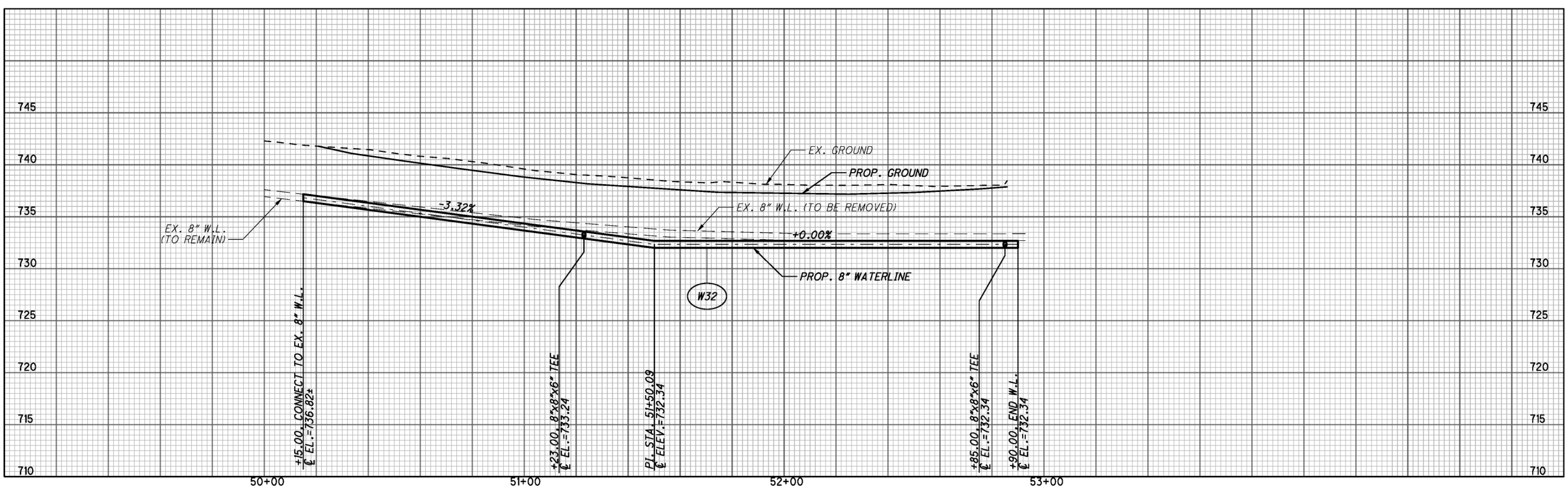
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - FIRST STREET
STA. 5+00 TO END

MOT-75-12.00





0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - S ROBERT DRIVE
STA. 50+00 TO END

MOT-75-12.00

584
1565

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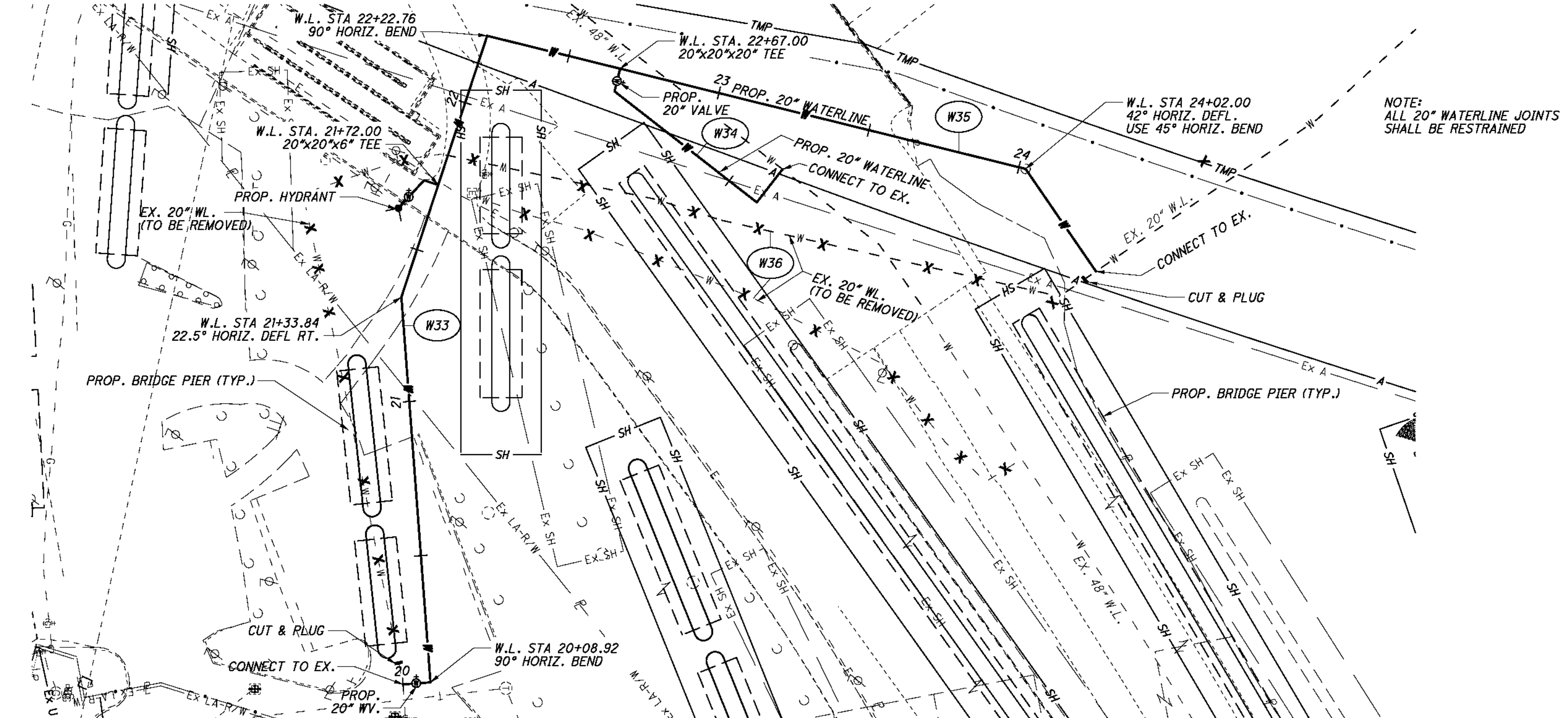
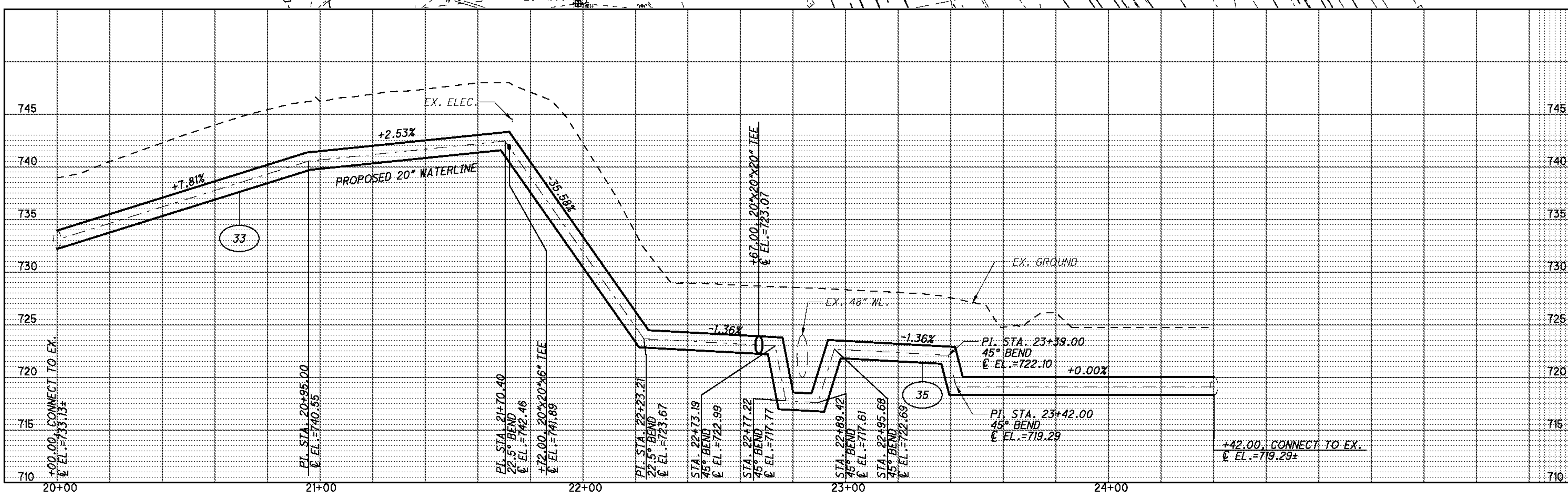
20" WATERLINE LOCATION TABLE

STATION	NORTHING	EASTING
20+08.92	646675.20	1490798.40
21+33.84	646665.79	1490673.84
21+72.00	646677.70	1490637.58
22+22.76	646693.54	1490589.35
22+67.00	646736.57	1490599.98
24+02.00	646867.75	1490632.38



NOTE:
ALL 20" WATERLINE JOINTS
SHALL BE RESTRAINED

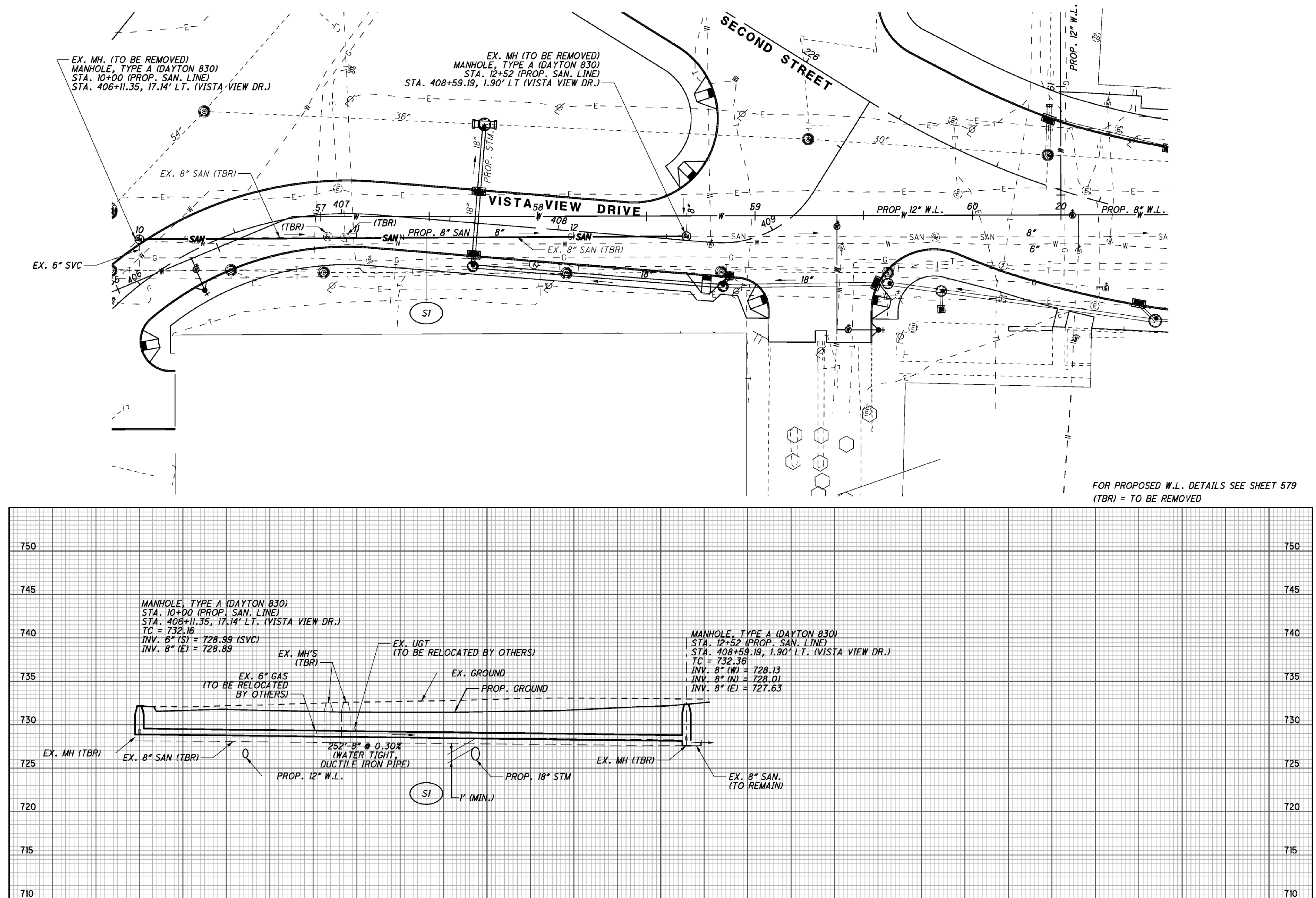
HORIZONTAL SCALE IN FEET 0 10 20 40



CALCULATED SJB
CHECKED JSB

WATER WORK PLAN - 20" WATERLINE
STA. 20+00 TO END

MOT-75-12.00



HORIZONTAL SCALE IN FEET

CALCULATED SJB
CHECKED JSB

SANITARY PLAN AND PROFILE
VISTA VIEW DRIVE

MOT-75-12.00

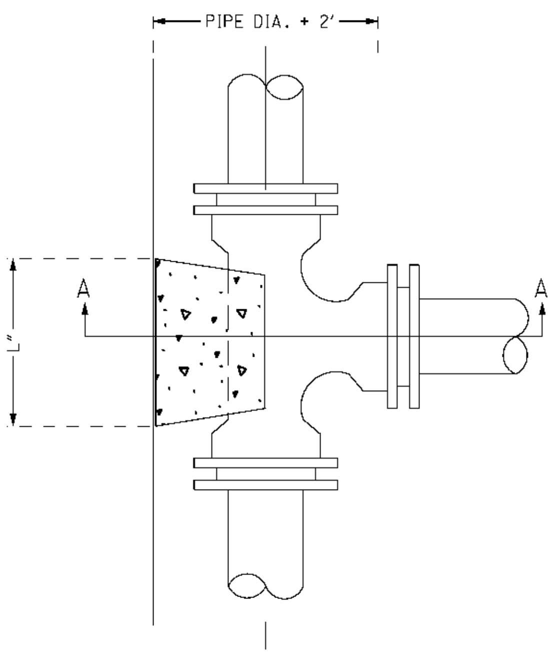
IP_PWP:dms10247\77247UP511.dgn 24-FEB-2012 4:26PM rgreenland

CITY OF DAYTON STANDARD WATER DETAILS

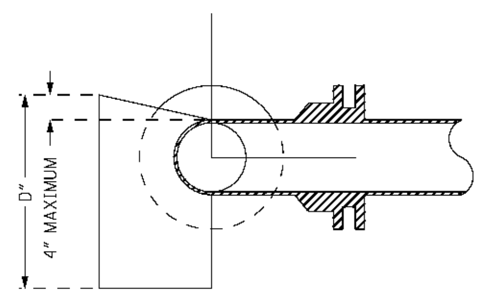
THRUST BLOCKING FOR TEES

	BRANCH																							
	3"			4"			6"			8"			10"+12"			16"			20"			24"		
RUN	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.
3"	12	5	0.5																					
4"	10	6	0.5	11	8	0.8																		
6"	9	7	0.5	11	8	0.8	18	12	1.9															
8"	8	8	0.5	10	9	0.7	18	12	1.9	23	16	3.5												
10"+12"	6	12	0.6	8	12	0.8	18	12	1.9	23	16	3.5	38	22	8.7									
16"	6	16	0.8	6	16	0.8	14	16	2.0	20	18	3.3	36	23	8.7	49	30	13.6						
20"	6	20	1.0	6	20	1.0	11	20	1.9	18	20	3.3	35	24	8.7	46	32	13.6	60	38	26.5			
24"	6	24	1.2	6	24	1.2	9	24	1.9	15	24	3.3	30	28	8.7	42	36	14.0	54	42	26.3	68	48	45.4

STEEL WILL BE USED AS REQUIRED BY THE ENGINEER



PLAN VIEW



SECTION A - A

NOTE:

1. BACKER DESIGN FOR 3000 PSF SOIL BEARING.
2. CONCRETE TO BE PLACED AGAINST UNDISTURBED EARTH.
3. PROVIDE CLEARANCE FOR REMOVAL OF BOLTS.

NO.	DATE	REVISIONS

THRUST BLOCKING FOR TEES

DRAWING NO. WA-1
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

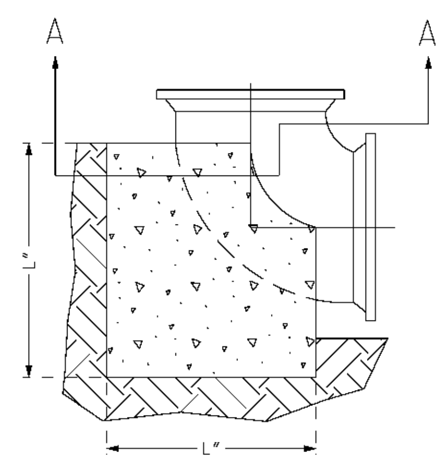
City of Dayton WATER

320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

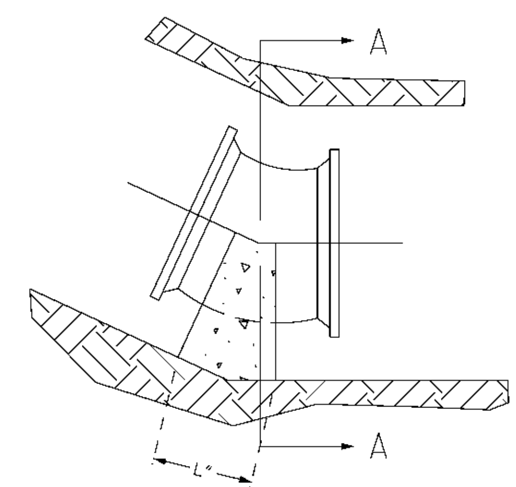
THRUST BLOCKING FOR BENDS

		DEGREE OF BEND											
		11 1/4°			22 1/2°			45°			90°		
		L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.	L"	D"	V c.f.
SIZE OF PIPE	3"	4	3	0.1	6	4	0.2	10	4	0.3	10	4	0.3
	4"	5	4	0.2	9	5	0.4	14	5	0.6	14	5	0.6
	6"	8	6	0.5	12	7	0.7	20	8	1.4	18	9	1.7
	8"	9	8	0.7	16	9	1.4	24	12	2.7	25	11	4.0
	10"+12"	14	12	1.8	24	14	3.6	36	18	6.9	32	18	10.7
	16"	18	16	3.4	32	18	6.7	36	32	13.4	41	26	25.4
	20"	25	20	6.4	30	30	11.5	49	36	20.5	50	32	46.5
	24"	27	24	9.0	39	34	18.4	60	42	35.0	58	40	77.7

STEEL WILL BE USED AS REQUIRED BY THE ENGINEER



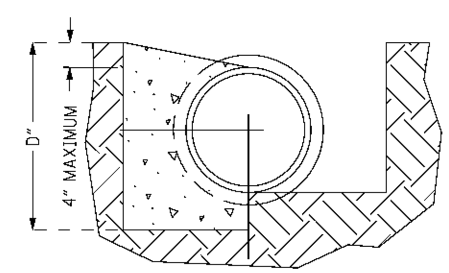
90° BENDS



BENDS LESS THAN 90°

NOTE:

1. BACKER DESIGN FOR 3000 PSF SOIL BEARING.
2. CONCRETE TO BE PLACED AGAINST UNDISTURBED EARTH.



SECTION A - A

NO.	DATE	REVISIONS

THRUST BLOCKING FOR BENDS

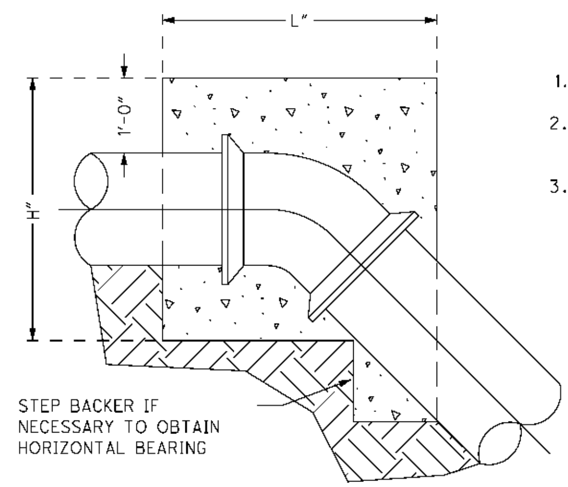
DRAWING NO. WA-2
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

City of Dayton WATER

320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

MOT-75-12.00

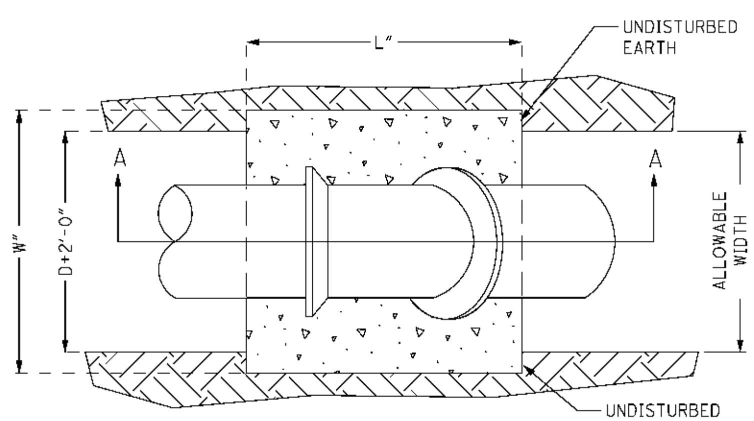
		DEGREE OF BEND															
		11 1/4°				22 1/2°				45°				90°			
		L"	W"	H"	Vol.	L"	W"	H"	Vol.	L"	W"	H"	Vol.	L"	W"	H"	Vol.
SIZE OF PIPE	3"	12	18	12	1.5	13	25	16	3.0	18	30	19	5.9	25	30	24	10.4
	4"	12	24	16	2.6	16	30	18	5.0	22	36	24	11.0	27	48	25	18.7
	6"	12	48	18	6.0	15	43	36	13.4	30	55	24	22.9	37	54	36	41.6
	8"	12	63	24	10.5	18	57	34	20.2	36	57	33	39.2	47	60	46	75.0
	10"+12"	20	54	36	22.6	37	62	37	49.0	48	62	51	87.9	66	66	66	166.4
	16"	31	65	38	44.3	60	65	39	88.1	65	65	65	159.2	72	96	72	28.0
	20"	45	70	40	72.8	56	70	60	136.2	72	76	78	247.0	86	108	84	451.8
	24"	41	72	54	92.3	67	74	69	198.0	88	84	84	359.1	96	120	96	640.0



SECTION A - A

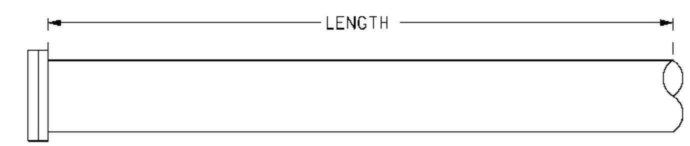
NOTE:

1. VOLUMES GIVEN IN CUBIC FEET.
2. BACKER TO BE CENTERED HORIZONTAL ON BEND.
3. STEEL WILL BE USED AS REQUIRED BY ENGINEER.

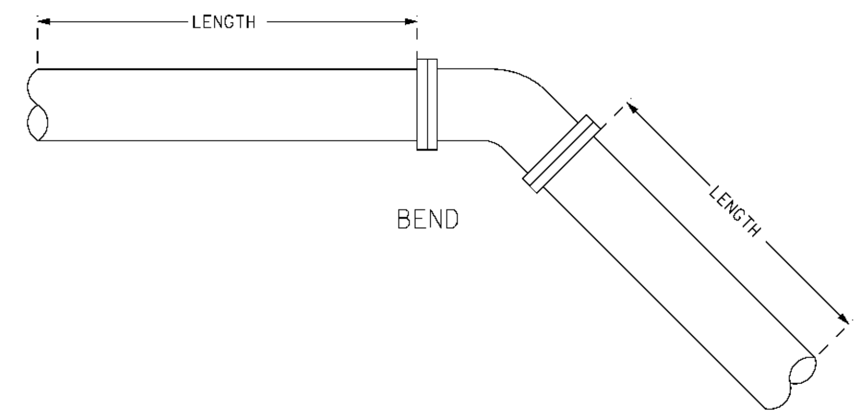


BENDS LESS THAN 90°

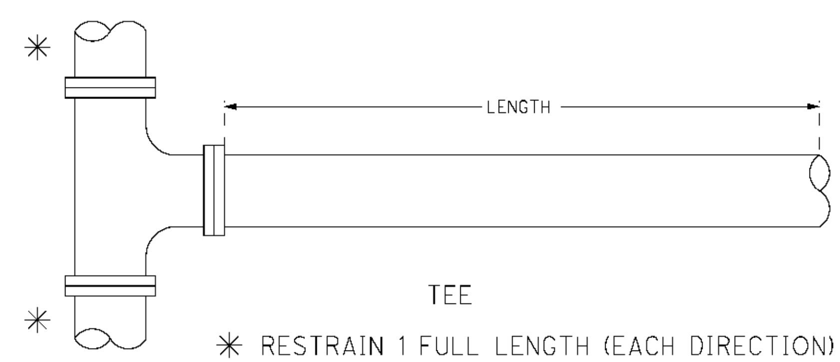
	4"	6"	8"	10"	12"	16"	LARGER THAN 16"
11 1/4°	2'	3'	4'	5'	6'	8'	CONSULT
22 1/2°	5'	7'	9'	11'	12'	16'	WATER
45°	10'	14'	19'	22'	25'	33'	ENGINEERING
90°	24'	33'	44'	53'	66'	98'	FOR
TEE							RESTRAINED
PLUG							LENGTHS



PLUG



BEND



TEE

* RESTRAIN 1 FULL LENGTH (EACH DIRECTION)

NO.	DATE	REVISIONS

THRUST BLOCKING FOR OVER VERTICAL BENDS (ONLY)

DRAWING NO. WA-3
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

City of Dayton WATER
320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

NO.	DATE	REVISIONS
1	3/09	EDIT LENGTH

RESTRAINED JOINT LENGTHS FOR WATER MAINS

DRAWING NO. WA-4
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

City of Dayton WATER
320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

CALCULATED SJB
CHECKED JSB

CITY OF DAYTON STANDARD WATER DETAILS

MOT-75-12.00

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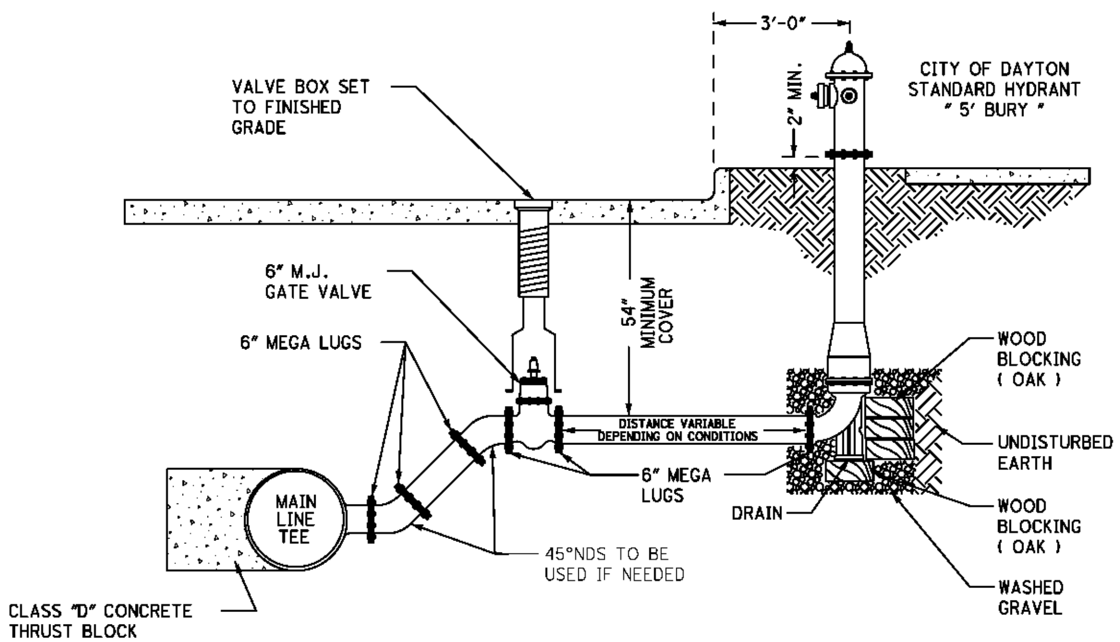


TYPICAL FIRE HYDRANT DETAIL

NO SCALE

NOTES:

1. 6" BRANCH LINE TO BE RESTRAINED FULL LENGTH.
2. CONCRETE THRUST BLOCK TO BE INSTALLED AT MAIN LINE TEE.
3. WOOD (OAK) THRUST BLOCK TO BE INSTALLED BEHIND INLET OF FIRE HYDRANT.
4. WASHED GRAVEL ¾" OR LARGER TO BE PUT AROUND DRAIN OF FIRE HYDRANT.
5. FOR DEPTHS GREATER THAN 54" MINIMUM, COVER TO THE TOP OF FIRE HYDRANT BRANCH, 45°BENDS AND FITTINGS SHALL BE USED TO BRING THE PIPING TO THE 54" COVER SO THAT THE 5'-0" STANDARD HYDRANT MAY BE USED. EXTENSIONS SHALL NOT BE PERMITED.
6. RESTRAIN MAIN RUN ON THE TEE, ONE FULL LENGTH EACH DIRECTION.
7. PAINT HYDRANT ABOVE GRADE WITH #515 ENSIGN YELLOW OR RUSTOLEUM YELLOW #944.

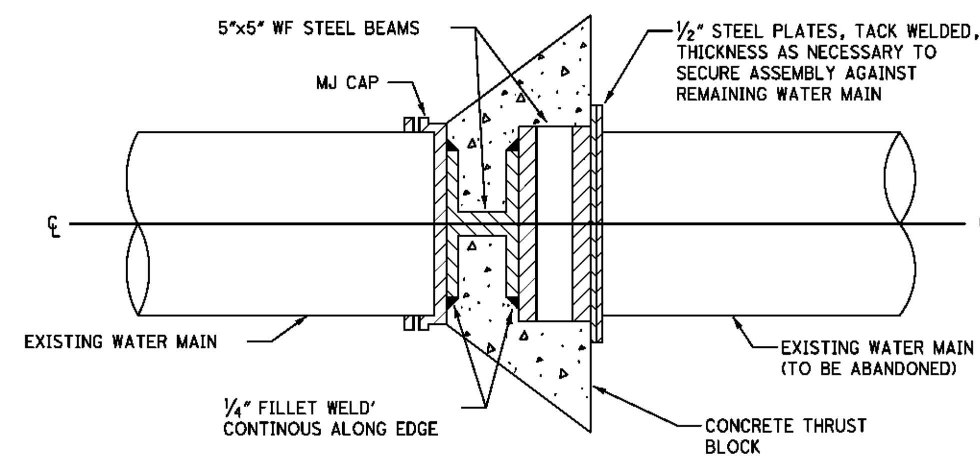
NO.	DATE	REVISIONS
1	4/07	EDIT NOTES
		ADD EARTH
2	3/09	NOTE 5
3	5/09	45°BENDS

FIRE HYDRANT

DRAWING NO. WA-5
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

City of Dayton WATER

320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING



NO.	DATE	REVISIONS
1	4/07	edit notes

WATER MAIN CUT & PLUG

DRAWING NO. WA-6
SCALE: NOT TO SCALE
DRAWN: MAY 2002 BY: JBS

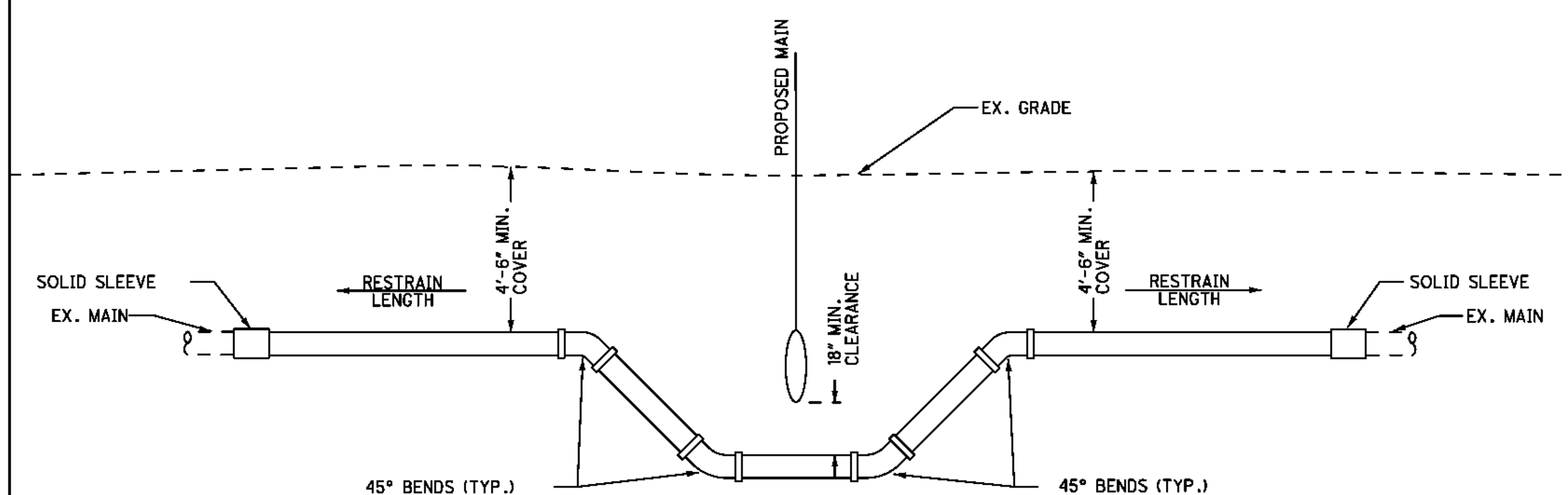
City of Dayton WATER

320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

CALCULATED SJB
CHECKED JSB

CITY OF DAYTON STANDARD WATER DETAILS

MOT-75-12.00



MAIN SIZE	RESTRAIN LENGTH (EACH SIDE OF 45° BENDS)
8"	19'
10"	22'
12"	25'
16"	33'

NOTE: RESTRAIN ALL NEW JOINTS.

NO.	DATE	REVISIONS

WATER MAIN LOWERING (TYPICAL)

DRAWING NO. WA-8
SCALE: NOT TO SCALE
DRAWN: JANUARY 2001 BY: JBS

City of Dayton WATER

320 W. MONUMENT AVE.
DAYTON, OHIO 45402
CITY OF DAYTON
DEPARTMENT OF WATER
DIVISION OF WATER ENGINEERING

CALCULATED SJB
CHECKED JSB

CITY OF DAYTON STANDARD WATER DETAILS

MOT-75-12.00

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SCOPE OF WORK

THIS CONTRACT IS TO UPGRADE THE SIGNING ON THE INTERSTATE, THE INTERSTATE RAMPS AND THE SIDE ROADS. THE WORK CONSISTS OF REPLACING SIGNS ON THEIR NEW/EXISTING SUPPORTS AND FABRICATED IN ACCORDANCE WITH SECTION 630.04.

IN NO CASE SHALL THE CONTRACTOR REMOVE ANY EXISTING SIGN UNTIL THE APPLICABLE REPLACEMENT SIGN CAN IMMEDIATELY THEREAFTER BE ERECTED. OVERHEAD SIGNS ON PROPOSED AND EXISTING SUPPORTS SHALL HAVE A MINIMUM CLEARANCE OF 17 FEET.

EXISTING SIGN STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING SIGN STRUCTURES (SIGNS, POSTS, BEAMS AND OVERHEAD SIGN SUPPORTS) HAVE BEEN OBTAINED FROM EXISTING SIGNING PLANS AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING SIGN STRUCTURES AND THE PROPOSED WORK, BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING SIGN STRUCTURES (SIGNS, POSTS, BEAMS AND OVERHEAD SIGN SUPPORTS). HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

SIGN SHOP DRAWINGS

THE CONTRACTOR SHALL SUBMIT A COMPLETE SET OF SIGN SHOP DRAWINGS TO THE PROJECT ENGINEER FOR APPROVAL BEFORE THE SIGNS ARE TO BE FABRICATED. THE PROJECT ENGINEER SHOULD FORWARD THE SIGN SHOP DRAWINGS TO THE DISTRICT 7 PLANNING & ENGINEERING DEPARTMENT, FOR REVIEW A MINIMUM OF 4 WEEKS PRIOR TO THE BEGINNING OF SIGN FABRICATION.

REFERENCE LOCATION SIGNS

THE LOCATION OF REFERENCE LOCATION SIGNS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF THE PLANNED DATE OF REFERENCE LOCATION SIGN INSTALLATION. THE ENGINEER WILL CONTACT THE OFFICE OF TECHNICAL SERVICES WHICH WILL LOCATE THE LONGITUDINAL POSITION OF REFERENCE LOCATION SIGNS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET REFERENCE LOCATION SIGNS FOR THE OPPOSITE ROADWAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITION FALLS WITHIN 50 FEET OF A REFERENCE LOCATION SIGN SHALL BE OMITTED.

630, RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 630 AND 730, THE RIGID OVERHEAD SIGN SUPPORT FOUNDATIONS SHALL BE ADAPTED TO ADEQUATELY SUPPORT THE SPECIFIED OVERHEAD SUPPORT AS SHOWN IN THESE PLANS. THIS ITEM SHALL INCLUDE END SUPPORT MOUNTING ON MSE WALLS, BRIDGE PARAPETS AND PEDESTALS ON PIER EXTENSIONS AND SHALL INCLUDE ANCHOR BOLTS.

WHEN A RIGID OVERHEAD SIGN SUPPORT IS MOUNTED ON A PILASTER ON A BRIDGE PARAPET OR ON A RETAINING WALL, THE REQUIRED ANCHOR BOLTS MAY DIFFER IN LENGTH AND/OR SHAPE FROM THOSE REQUIRED WHEN THE POLE IS MOUNTED ON A CAST-IN-PLACE DRILLED SHAFT FOUNDATION. THE COST DIFFERENTIAL FOR FURNISHING SUCH BOLTS IS INCLUDED HEREIN.

IN ADDITION, THERE IS NO FOUNDATION CONSTRUCTION ITEM IN WHICH TO INCLUDE THE SETTING OF THE ANCHOR BOLTS. THUS, THE SETTING OF THE ANCHOR BOLTS INTO THE WALL OR STRUCTURE CONCRETE IS ALSO PART OF THIS WORK.

PAYMENT WILL BE MADE AT EACH SUCH SUPPORT LOCATION AT THE UNIT PRICE BID FOR EACH CMS ITEM 630, "RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN" IN PLACE, INSPECTED AND ACCEPTED, AND SHALL BE FULL COMPENSATION FOR FURNISHING AND PLACING THE SET OF ANCHOR BOLTS REQUIRED.

631, REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN

THIS PAY ITEM IS BEING PROVIDED TO REMOVE THE SIGN SERVICE AND OTHER MISCELLANEOUS COMPONENTS FROM OVERHEAD AND STRUCTURE MOUNTED SIGN SUPPORTS.

IN THE CASE OF A STRUCTURE MOUNTED SUPPORT, THE CONTRACTOR SHALL ALSO REMOVE ANY REMOTE BALLASTS AND THEIR HOUSINGS AND ALL CONDUIT AND APPURTANCES ON THE STRUCTURE.

IF ANY SUPPORTS RECEIVE POWER FROM A NEARBY UTILITY POLE, THE CONTRACTOR SHALL REMOVE THE POWER DROP OR CONNECTION AND NOTIFY THE UTILITY THAT IT IS BEING DISCONNECTED.

ALSO, AS A PART OF THIS PAY ITEM THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL SIGN LIGHTING COMPONENTS FROM THE LUMINAIRES DOWN TO THE DISCONNECT SWITCH (INCLUDING THE DISCONNECT SWITCH). ITEMS REMOVED AND DISPOSED OF SHOULD INCLUDE BUT NOT BE LIMITED TO LUMINAIRES AND SUPPORT ARMS, STRUCTURAL STEEL TUBE, AND SIGN WIRING.

ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE OF EACH FOR ITEM 631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN.

REMOVE ALL EXISTING SIGN LIGHTING. THE REMOVAL WILL INCLUDE ALL LIGHTING MATERIALS FROM THE EXISTING SIGN BACK TO THE NEAREST PULLBOX OR LIGHTING CONTROLLER AND SHOULD BE REMOVED IN ACCORDANCE WITH THE TRAFFIC ENGINEERING MANUAL FOR DISCONNECTING AN EXISTING CIRCUIT.

631, REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS ITEM 631.10, THE REMOVAL SHALL ALSO INCLUDE GLARE SHIELDS AND FIXTURE SUPPORT ARMS.

MEASUREMENT FOR THIS ITEM SHALL BE ONE EACH PER LUMINAIRE. PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 631, "REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN" FOR EACH LUMINAIRE REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

632, PEDESTAL, MISC.: PARKING METER POST

CONTRACTOR SHALL INSTALL PARKING METER POST PER CITY OF DAYTON, OHIO TRAFFIC SIGNAL STANDARD NO. 14A-17113 (33 OF 45).

ITEMS SHALL INCLUDE BUT NOT BE LIMITED TO 4.5' OF 2" I.D. SCHEDULE 40, GALVANIZED STEEL PIPE, ½" BOLT AND THE CONCRETE FOUNDATION.

UPON INSTALLATION OF POSTS, THE CONTRACTOR SHALL CONTACT THE CITY OF DAYTON TRAFFIC SIGN SHOP AT (937-333-2444) FOR INSTALLATION OF THE PARKING METER.

ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE OF EACH FOR ITEM 632 PEDESTAL, MISC.: PARKING METER POST.

632, PEDESTAL, MISC.: PARKING METER/POST REMOVAL

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING PARKING METER POST AND FOUNDATION. THE POST SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF OF THE PROJECT SITE.

PRIOR TO POST REMOVAL, THE CONTRACTOR SHALL CONTACT THE CITY OF DAYTON TRAFFIC SIGN SHOP AT (937-333-2444) FOR REMOVAL OF THE PARKING METER.

REMOVE FOUNDATION TO A MINIMUM OF ONE FOOT BELOW FINISHED GRADE, OR REMOVING THE FOUNDATION COMPLETELY, BACKFILLING THE RESULTANT DEPRESSION WITH COMPACTED SOIL AND RESTORING THE DISTURBED AREA.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 632, "PEDESTAL, MISC.: PARKING METER/POST REMOVAL" FOR EACH POST REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

630, REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, AS PER PLAN

THIS ITEM OF WORK SHALL COVER THE REMOVAL OF AN EXISTING OVERHEAD SIGN SUPPORT AT APPROXIMATELY STA. 327+20 LT AND REERECTING THE TRUSS SUPPORT ON EXISTING FOUNDATIONS PLACED IN THE MOT-75-11.01 PROJECT AT STA. 254+00 LT.

THIS ITEM SHALL ALSO INCLUDE THE INSTALLATION OF THE SIGNS INTENDED IN THE MOT-75-11.01 PROJECT. THE CONTRACTOR SHALL COORDINATE WITH ODOT FOR LOCATION OF SIGNS AND ARRANGE FOR PICKUP. ODOT WILL PROVIDE ELEVATIONS AND PLACEMENT DETAILS AS WELL.

PAYMENT WILL BE MADE AT EACH SUCH SUPPORT LOCATION AT THE UNIT PRICE BID FOR EACH CMS ITEM 630, "REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, AS PER PLAN" IN PLACE, INSPECTED AND ACCEPTED.

PAVEMENT MARKINGS

ENTRANCE AND EXIT MARKINGS SHALL BE LOCATED AND INSTALLED PER STANDARD CONSTRUCTION DRAWING TC-72.20. PLAN DETAILS SHOWING GORE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ANY MEASUREMENTS AS NEEDED TO DETERMINE THE LOCATIONS OF THE MARKINGS.

AUXILIARY MARKINGS SHALL BE LOCATED AND INSTALLED AS PER STANDARD CONSTRUCTION DRAWING TC-71.10.

PAVEMENT MARKINGS ON CONCRETE

PAVEMENT MARKINGS BEING PLACED ON PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH ODOT CMS TYPE 646, EPOXY PAVEMENT MARKING.

644, CROSSWALK LINE, AS PER PLAN

CROSSWALK LINES SHALL BE SIX INCHES IN WIDTH. USE THE RATE FOR A SIX INCH SOLID LINE FOUND IN THE TABLES IN ODOT CMS SECTION 644.04.

644, DOTTED LINE, 4", AS PER PLAN

DOTTED LINES PLACED ON FINAL PAVEMENTS OF LOCAL STREETS WITHIN THESE PLANS SHALL BE IN ACCORDANCE WITH CMS 641, 644, AND 740. THE WIDTH SHALL CONSIST OF TWO FOUR-INCH WIDE LINES TO EXTEND DOUBLE YELLOW CENTER LINES, AND IS QUANTIFIED AS ITS SINGLE LENGTH. USE APPROPRIATE ASSOCIATED APPLICATION RATES.

CALCULATED RJB
CHECKED HJF

TRAFFIC CONTROL GENERAL NOTES

MOT-75-12.00

SHEET NUMBER													ITEM	ITEM EXT.	PARTICIPATION		GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
489	594	595	596	597	598	599	600	601	602	603	604	593			IM	NHS				
																			SIGNING	
				12		11		6		2			625	32000	22	9	31	EACH	GROUND ROD	
				130		7.5		254		114			630	02100	354	151.5	505.5	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
	36	68		84				159		44			630	03100	274	117	391	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
				36		36				16.75			630	04100	62	26.75	88.75	FT	GROUND MOUNTED SUPPORT, NO. 4 POST	
								45		15			630	08004	42	18	60	FT	ONE WAY SUPPORT, NO. 3 POST	
				4				10		3			630	08600	12	5	17	EACH	SIGN POST REFLECTOR	
								2					630	20300	1	1	2	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 3	
						1							630	20500	1		1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 5	
						1							630	20600	1		1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 6	
				4		3		2		1			630	45500	7	3	10	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8	
				5		4							630	55000	6	3	9	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TC-7.65	
				1		2							630	66500	2	1	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.115	
				33		35		2		2			630	75000	50	22	72	EACH	SIGN ATTACHMENT ASSEMBLY	
						3		3		5			630	79500	8	3	11	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
				4		1							630	79610	4	1	5	EACH	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED	
				156.5		30		212		110.45			630	80100	356	152.95	508.95	SQ FT	SIGN, FLAT SHEET	
				1958		2379		736		338			630	80224	3788	1623	5411	SQ FT	SIGN, OVERHEAD EXTRUSHEET	
					7.5		1						630	80400	6	2.5	8.5	SQ FT	SIGN, PERMANENT OVERLAY	
					6		4						630	81000	7	3	10	EACH	MAINLINE REFERENCE MARKER	
					4		4		5		2		630	84510	11	4	15	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
					2		4						630	84511	4	2	6	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN	591
	48	44	9		5		5						630	84900	78	33	111	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	6	5							14				630	85100	18	7	25	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
	7	4	1		3		1						630	85400	11	5	16	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
	58	51	12		5		3						630	86002	90	39	129	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	12	8	2		2		2						630	86102	18	8	26	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
					7		2						630	87100	6	3	9	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
	10	11	3		20		33						630	87400	54	23	77	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
	15	10	4										630	87500	20	9	29	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
							1						630	88901	1		1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, AS PER PLAN	591
					1								630	89500	1		1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, TYPE TC-15.115	
	3	1											630	89702	3	1	4	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	
	1	2					4						630	89706	5	2	7	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
		1			3		3						630	89802	5	2	7	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	
		1					1						630	89804	1	1	2	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	
	12	10	3						1		3		631	94201	20	9	29	EACH	REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN	591
	7	4	2						1		2		631	94413	11	5	16	EACH	REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN	591
																			PAVEMENT MARKINGS	
												12	620	11000	8	4	12	EACH	DELINEATOR, BRACKET MOUNTED	
												25	620	60000	18	7	25	EACH	REBOUNDABLE TUBULAR PYLON	
												778	621	00100	545	233	778	EACH	RPM	
												555	621	05400	389	166	555	EACH	RAISED PAVEMENT MARKER REMOVED	
												328	626	00100	230	98	328	EACH	BARRIER REFLECTOR	
			18										632	90010	13	5	18	EACH	PEDESTAL, MISC.: PARKING METER POST REMOVAL	591
												14	632	90010	10	4	14	EACH	PEDESTAL, MISC.: PARKING METER POST	591
480													642	50020	336	144	480	FT	PAVEMENT MARKING, MISC.: TENNIS COURT LINE MARKINGS	489
												0.14	644	00100	0.10	0.04	0.14	MILE	EDGE LINE, 4"	
												6.38	644	00101	4.47	1.91	6.38	MILE	EDGE LINE, 6"	
												1.16	644	00200	0.81	0.35	1.16	MILE	LANE LINE, 4"	
												6.31	644	00201	4.42	1.89	6.31	MILE	LANE LINE, 6"	
												0.52	644	00300	0.36	0.16	0.52	MILE	CENTER LINE	
												3342	644	00400	2339	1003	3342	FT	CHANNELIZING LINE, 8"	
												9222	644	00401	6455	2767	9222	FT	CHANNELIZING LINE, 12"	
												684	644	00500	479	205	684	FT	STOP LINE	
												2133	644	00601	1493	640	2133	FT	CROSSWALK LINE, AS PER PLAN	591
												672	644	00700	470	202	672	FT	TRANSVERSE/DIAGONAL LINE	
												680	644	01200	476	204	680	FT	PARKING LOT STALL MARKING	
												33	644	01300	23	10	33	EACH	LANE ARROW	
												216	644	01501	151	65	216	FT	DOTTED LINE, 4", AS PER PLAN	591
												1549	644	01514	1084	465	1549	FT	DOTTED LINE, 8"	
												4747	644	01520	3323	1424	4747	FT	DOTTED LINE, 12"	
												2	644	01600	1	1	2	EACH	HANDICAP SYMBOL MARKING	
												4.3	646	10001	3.01	1.29	4.3	MILE	EDGE LINE, 6"	
												5.08	646	10101	3.56	1.52	5.08	MILE	LANE LINE, 6"	
												5379	646	10301	3765	1614	5379	FT	CHANNELIZING LINE, 12"	
												325	646	10600	228	97	325	FT	TRANSVERSE/DIAGONAL LINE	
												4094	646	20501	2866	1228	4094	FT	DOTTED LINE, 12"	

CALCULATED ACW
CHECKED HJF

TRAFFIC CONTROL GENERAL SUMMARY

MOT-75-12.00

PAVEMENT MARKING SUBSUMMARY

SUBTOTALS CARRIED FROM SHEET NO.	644 EDGE LINE, AS PER PLAN, 6"	644 LANE LINE, AS PER PLAN, 6"	644 CHANNELIZING LINE, AS PER PLAN, 12"	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 DOTTED LINE, 12"	646 EDGE LINE, AS PER PLAN, 6"	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"
	MILE	MILE	FT	FT	FT	MILE	MILE	FT	FT	FT
605	0.52	0.52				0.13	0.13			
606	0.41	0.26	234			0.14	0.10			
607	0.48	0.69	867	46	417	0.22	0.25	1078	71	49
608	0.37	0.54			964	0.72	0.88			798
609	0.13	0.15	396	62		0.70	0.83	2297	24	208
610	1.36	0.77	417			0.19	0.25			
611	0.92	0.59	1868	37		0.43	0.13	38		
612	0.14	0.15	268			0.94	1.40	1397	230	1523
613	0.53	0.87	72		2083	0.28	0.42	72		1329
614	1.19	1.28	3861	366	1222	0.04	0.06			100
615	0.33	0.49	1239		61	0.51	0.63	497		87
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY	6.38	6.31	9222	511	4747	4.30	5.08	5379	325	4094

SUBTOTALS CARRIED FROM SHEET NO.	620 DELINEATOR, BRACKET MOUNTED	620 REBOUNDABLE TUBULAR PYLON	621 RPM	621 RAISED PAVEMENT MARKER REMOVED	626 BARRIER REFLECTOR	632 PEDESTAL, MISC.: PARKING METER POST	644 EDGE LINE	644 LANE LINE	644 CENTER LINE (YELLOW)	644 CHANNELIZING LINE	644 STOP LINE	644 CROSSWALK LINE, AS PER PLAN	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 PARKING LOT STALL MARKING	644 LANE ARROW	644 DOTTED LINE, 4", AS PER PLAN	644 DOTTED LINE, 8"	644 HANDICAP SYMBOL MARKING
	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	FT	FT	EACH
616								0.33	0.13	393	117	367			5			
617						5	0.01	0.17	0.13	686	126	697			8		114	
618							0.07	0.12		655	101	175	44		6		638	
619							0.03	0.03		483	150	187	69		8		383	
620							0.01	0.10	0.04	420	113	387				216	414	
621						6	0.02	0.24	0.11	675	77	320	48		4			
622						3		0.17	0.11	30					2			
623			328	151														
624			246	218														
625			290	186														
626					328													
627	12	25																
477														680				2
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY	12	25	864	555	328	14	0.14	1.16	0.52	3342	684	2133	161	680	33	216	1549	2

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
SIGN REMOVALS

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN	631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN
							FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
647	1	ROBERT DR		RT				1			1									
	2	ROBERT DR		RT				1			1									
	3	RAMP 53A-H		RT						2		2								
	4	RAMP 53A-H		RT				1			2									
	5	RAMP 53A-H		LT				1			2									
	6	RAMP 53A-H		RT				1			2									
	7	RAMP 53A-H		RT			12		3		2									
	8	RAMP 53A-H		RT			12		2		2									
	9	RAMP 53A-H		RT				2			2									
	10	RAMP 53A-H		LT				1			2									
	11	RAMP 53A-H		LT				3			1									
	12	RAMP 53A-H		RT				1			2									
	13	RAMP 53A-H		RT				2			1									
	14	RAMP 53A-H		RT				2			1									
	15	THIRD ST		RT										2						
	16	THIRD ST		LT				1			1									
	17	THIRD ST		LT										4					1	1
	18	VISTA VIEW DR		RT				1			1									
	19	THIRD ST		LT				4			1								1	1
	20	THIRD ST		LT						1		2								
	21	RAMP 53A-J		RT				2			2									
	22	RAMP 53A-J		LT				1			1									
	23	THIRD ST		LT									2		1				2	1
	24	THIRD ST		LT										4						
	25	THIRD ST		RT				1			1									
	26	THIRD ST		RT				2			2									
	27	THIRD ST		RT				2			2									
	28	THIRD ST		RT			12		1		2									
	29	THIRD ST	6+34	RT									1						1	1
	30	THIRD ST		LT				2			1									
	31	ROBERT DR		RT						1		2								
648	1	SECOND ST		LT/RT									3		1				3	1
	2	SECOND ST		LT										1						
	3	SECOND ST		RT										1						
	4	ROBERT DR		RT				1			2									
	5	ROBERT DR		LT				1			1									
	6	ROBERT DR		LT				1			1									
	7	ROBERT DR		RT				1			1									
	8	ROBERT DR		RT				1			1									
	9	SECOND ST		RT				1			2									
	10	ROBERT DR		LT				1			1									
	11	ROBERT DR		CL									2			1			2	1
	12	SECOND ST		RT						1		2								
	13	SECOND ST		LT				1			1									
	14	SECOND ST		LT										1						
	15	SECOND ST		LT				1			2									
	16	SECOND ST		LT				1			1									
	17	SECOND ST		LT						1		2								
	18	SECOND ST		RT				1			1									
	19	RAMP 53A-M		LT				1			2									
	20	RAMP 53A-M		LT				1			2									
	21	RAMP 53A-M		RT				1			2									
	22	RAMP 53A-M		RT				1			2									
	23	RAMP 53A-M		CL									2		1				2	1
	24	RAMP 53A-M		LT										1						
	25	RAMP 53A-M		RT										1						
	26	RAMP 53A-H		RT				1			1									
	27	RAMP 53A-H		RT						1		2								
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							36	48	6	7	58	12	10	15	3	1			12	7

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
SIGN REMOVALS

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 (FT)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (EACH)	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL (EACH)	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30 (EACH)	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65 (EACH)	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 (EACH)	631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN (EACH)	631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN (EACH)
648	28	ROBERT DR		RT						1		2								
	29	ROBERT DR		RT				1			1									
	30	ROBERT DR		RT				1			1									
	31	FIRST ST		RT				1			1									
	32	FIRST ST		RT										1						
	33	FIRST ST		RT									1		1					
	34	FIRST ST		LT										2						
	35	FIRST ST		LT										1						
	36	FIRST ST		LT				1			2									
	37	FIRST ST		LT				1			1									
	38	FIRST ST		LT				2			1									
	39	FIRST ST		LT				1			1									
	40	FIRST ST		LT				1			1									
	41	FIRST ST		CL				1			1									
	42	ROBERT DR		RT						1		2								
	43	ROBERT DR		LT				2			2									
649	1	VISTA VIEW DR		LT				1			1									
	2	VISTA VIEW DR		RT				1			1									
	3	VISTA VIEW DR		LT				1			1									
	4	VISTA VIEW DR		RT						1		2								
	5	VISTA VIEW DR		RT				1			1									
	6	VISTA VIEW DR		LT				1			1									
	7	VISTA VIEW DR		LT				1			1									
	8	VISTA VIEW DR		LT			12		1											
	9	SECOND ST		RT									1			1			1	1
	10	SECOND ST		LT									1			1			1	1
	11	SECOND ST		LT/RT									5					1	5	1
	12	SECOND ST		LT				1			1									
	13	SECOND ST		LT				1			1									
	14	SECOND ST		LT				1			1									
	15	SECOND ST		LT				1			1			1						
	16	SECOND ST		RT				1			2									
	17	SECOND ST		LT										1						
	18	SECOND ST		RT						1		2								
	19	RAMP 53B-J		RT				1			1									
	20	RAMP 53B-H		RT				1			1									
	21	RAMP 53B-H		RT				1			2									
	22	RAMP 53B-H		LT				1			2									
	23	RAMP 53B-H		LT/RT									3				1		3	1
	24	RAMP 53B-H		RT				1			2									
	25	RAMP 53B-H		LT			28		3		2									
	26	RAMP 53B-H		LT				1			1									
	27	RAMP 53B-H		LT				2			1									
	28	RAMP 53B-H		RT				2			1									
	29	RAMP 53B-H		RT			28		1		2									
	30	RAMP 53B-H		RT				2			1									
	31	RAMP 53B-H		LT				2			1									
	32	FIRST ST		RT										1						
	33	FIRST ST		LT				1			1									
	34	FIRST ST		LT										1						
	35	FIRST ST		LT										1						
	36	FIRST ST		LT										1						
	37	RAMP 53B-M		RT				1			1									
	38	RAMP 53B-M		RT				1			1									
	39	RAMP 53B-M		RT				1			2									
	40	RAMP 53B-M		RT				1			1									
	41	RAMP 53B-M		RT				1			2									
	42	RAMP 53B-M		LT				1			2									
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							68	44	5	4	51	8	11	10	1	2	1	1	10	4

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN	631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN	632 PEDESTAL,MISC.: PARKING METER POST REMOVAL	
							EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
650	1	RAMP 53B-M		LT			1		1											
	2	RAMP 53B-M		RT			1		1											
	3	RAMP 53B-M		RT			1		1											
	4	MAXWELL DR/ROBERT DR		LT			1		2											
	5	MAXWELL DR/ROBERT DR		RT			1		1											
	6	MAXWELL DR/ROBERT DR		RT			1		2											
	7	MAXWELL DR/ROBERT DR		RT								1								
	8	MONUMENT AVE		LT							1						1	1		
	9	MONUMENT AVE		LT							2						2	1		
	10	MONUMENT AVE		LT								2								
	11	MONUMENT AVE		LT								1								
	12	ROBERT DR		RT			1		2											
	13	ROBERT DR		LT				1		2										
	14	ROBERT DR		LT			1		1											
	15	ROBERT DR		LT			1		1											
640	1	THIRD ST	18+53 TO 19+39	RT															5	
643	1	SECOND ST	228+24 TO 229+24	LT/RT															9	
646	7	VISTA VIEW DR	404+27 TO 404+86	RT															4	
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							9	1	12	2	3	4					3	2	18	

CALCULATED ACW
CHECKED HJF

TRAFFIC CONTROL SUBSUMMARY
SIGN REMOVALS

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625 GROUND ROD EACH	630 GROUND MOUNTED SUPPORT, NO. 2 FT	630 GROUND MOUNTED SUPPORT, NO. 3 FT	630 GROUND MOUNTED SUPPORT, NO. 4 FT		630 SIGN POST REFLECTOR EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 3 EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8 EACH	630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TC-7.65 EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-15.115 EACH	630 SIGN ATTACHMENT ASSEMBLY EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT
651	ML-1	IR-75	264+00	RT	E1-H1	180 X 120														
				RT	E1-H5	84 X 24											2			
				RT	E1-H5	84 X 24											2			
				RT	REMOVAL												3			
	ML-2	IR-75	271+00	RT	OVERLAY	60 X 18														
				RT	E1-H5	84 X 24											2			
	ML-3	IR-75	290+50	RT	E6-H2	348 X 120											5			
				RT	E1-H1	204 X 132											3			
				RT	E1-H5	84 X 24											2			
				RT	REMOVAL															
	ML-4	IR-75	298+35	LT	E1-H1	120 X 144	2							1	1					
				LT	E1-H5	84 X 24											2			
				LT	E1-H1	168 X 156														
				LT	E1-H5	84 X 24											2			
	ML-5	IR-75	299+25	RT	REMOVAL															
	ML-6	IR-75	299+50	LT	REMOVAL															
652	ML-7	IR-75	305+40	RT	REMOVAL															
	ML-8	IR-75	306+24	RT	REMOVAL															
	ML-9	IR-75	306+51	CL	D10-5-18	18 X 60		7.5											1	
				CL	D10-5-18	18 X 60														
	ML-10	IR-75	306+76	LT	E1-H1	204 X 180	2							1	1					
				LT	E1-H5	84 X 24											2			
	ML-11	IR-75	311+50	RT	E1-H1	240 X 144	2								1	1				
					E1-H5	84 X 24											2			
					E1-H1	144 X 108														
					E1-H5	84 X 24											2			
					E1-H1	204 X 132														
					E1-H5	84 X 24											2			
	ML-12	IR-75	312+53	RT	E5-H1c-48	48 X 84				36										28
	ML-13	RAMP C1	315+50	LT	D10-H5A-30	30 X 30			12											6.25
	ML-14	IR-75	316+80	CL	D10-5-18	18 X 60		7.5											1	
				CL	D10-5-18	18 X 60														
	ML-15	IR-75	317+00	RT	REMOVAL															
	ML-16	RAMP C1	317+00	CL	REMOVAL															
	ML-17	RAMP C4	314+50	LT	D3-H3-72	72 X 24			36											12
				LT	D1-H6-72	72 X 48														24
				LT	D3-1-VAR	72 X 24														12
				LT	D1-H5-72	72 X 24														12
	ML-18	RAMP C4	315+50	LT	R5-1A-36	36 X 24		26				2								6
				RT	R5-1A-36	36 X 24		26				2								6
653	ML-19	RAMP C2	317+50	LT	D10-H5A-30	30 X 30			12											6.25
	ML-20	RAMP C1	317+25	LT	D1-H5-72	72 X 24		12												12
					D1-H6-72	72 X 24		12												12
	ML-21	RAMP C5	318+00	LT	D10-H5A-30	30 X 30			12											6.25
	ML-22	RAMP C2	320+50	LT	R5-10B-30	30 X 18		12												3.75
				RT	R5-10B-30	30 X 18		12												3.75
	ML-23	RAMP C4	320+50	LT	D10-H5A-30	30 X 30			12											6.25
	ML-24				NOT USED															
	ML-25	IR-75	327+05	LT	REMOVAL															
	ML-26	IR-75	326+10	LT	REMOVAL															
	ML-27	IR-75	326+10	RT	REMOVAL															
	ML-28	IR-75	327+00	CL	D10-5-18	18 X 60		7.5											1	
				CL	D10-5-18	18 X 60		7.5											1	
	ML-29	IR-75	327+34	LT	E1-H1	156 X 168	2							1	1					
				LT	E1-H5	84 X 24											2			
	ML-30	IR-75	327+20	LT	REMOVAL															
	ML-31	IR-75	328+30	RT	REMOVAL															
	ML-32	IR-75	328+82	LT	E5-H1c-48	48 X 84				36										28
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							8	130	84	72		4		3	4	1	33		4	184.5

CALCULATED ACW
CHECKED HJF

TRAFFIC CONTROL SUBSUMMARY PROPOSED SIGNS - MAINLINE

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 SIGN, PERMANENT OVERLAY SQ FT	630 MAINLINE REFERENCE MARKER EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30 EACH	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65 EACH	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 EACH
651	ML-1	IR-75	264+00	RT	E1-H1	180 X 120	150												
				RT	E1-H5	84 X 24	14												
				RT	E1-H5	84 X 24	14												
				RT	REMOVAL											5			
	ML-2	IR-75	271+00	RT	OVERLAY	60 X 18		7.5											
				RT	E1-H5	84 X 24	14									1			
	ML-3	IR-75	290+50	RT	E6-H2	348 X 120	290												
				RT	E1-H1	204 X 132	187												
				RT	E1-H5	84 X 24	14												
				RT	REMOVAL											4			
	ML-4	IR-75	298+35	LT	E1-H1	120 X 144	120			1									
				LT	E1-H5	84 X 24	14												
				LT	E1-H1	168 X 156	182												
				LT	E1-H5	84 X 24	14												
	ML-5	IR-75	299+25	RT	REMOVAL							1							
	ML-6	IR-75	299+50	LT	REMOVAL										4			1	
652	ML-7	IR-75	305+40	RT	REMOVAL											6		1	
	ML-8	IR-75	306+24	RT	REMOVAL						2		1						
	ML-9	IR-75	306+51	CL	D10-5-18	18 X 60			1										
				CL	D10-5-18	18 X 60			1										
	ML-10	IR-75	306+76	LT	E1-H1	204 X 180	255			1									
				LT	E1-H5	84 X 24	14												
	ML-11	IR-75	311+50	RT	E1-H1	240 X 144	240			1									
					E1-H5	84 X 24	14												
					E1-H1	144 X 108	108												
					E1-H5	84 X 24	14												
					E1-H1	204 X 132	187												
					E1-H5	84 X 24	14												
	ML-12	IR-75	312+53	RT	E5-H1c-48	48 X 84													
	ML-13	RAMP C1	315+50	LT	D10-H5A-30	30 X 30													
	ML-14	IR-75	316+80	CL	D10-5-18	18 X 60			1										
				CL	D10-5-18	18 X 60			1										
	ML-15	IR-75	317+00	RT	REMOVAL						1		2						
	ML-16	RAMP C1	317+00	CL	REMOVAL											4		1	
	ML-17	RAMP C4	314+50	LT	D3-H3-72	72 X 24													
				LT	D1-H6-72	72 X 48													
				LT	D3-1-VAR	72 X 24													
	ML-18	RAMP C4	315+50	LT	R5-1A-36	36 X 24													
				RT	R5-1A-36	36 X 24													
653	ML-19	RAMP C2	317+50	LT	D10-H5A-30	30 X 30													
	ML-20	RAMP C1	317+25	LT	D1-H5-72	72 X 24													
					D1-H6-72	72 X 24													
	ML-21	RAMP C5	318+00	LT	D10-H5A-30	30 X 30													
	ML-22	RAMP C2	320+50	LT	R5-10B-30	30 X 18													
				RT	R5-10B-30	30 X 18													
	ML-23	RAMP C4	320+50	LT	D10-H5A-30	30 X 30													
	ML-24				NOT USED														
	ML-25	IR-75	327+05	LT	REMOVAL							2		2					
	ML-26	IR-75	326+10	LT	REMOVAL						1		1						
	ML-27	IR-75	326+10	RT	REMOVAL						1		1						
	ML-28	IR-75	327+00	CL	D10-5-18	18 X 60			1										
				CL	D10-5-18	18 X 60			1										
	ML-29	IR-75	327+34	LT	E1-H1	156 X 168	182			1									
				LT	E1-H5	84 X 24	14												
	ML-30	IR-75	327+20	LT	REMOVAL											5		1	
	ML-31	IR-75	328+30	RT	REMOVAL											3	1		
	ML-32	IR-75	328+82	LT	E5-H1c-48	48 X 84													
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							2055	7.5	6	4	5	3	5	2	4	28	1	4	

CALCULATED ACW
CHECKED HJF

TRAFFIC CONTROL SUBSUMMARY PROPOSED SIGNS - MAINLINE

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
PROPOSED SIGNS - MAINLINE

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625 GROUND ROD EACH	630 GROUND MOUNTED SUPPORT, NO. 2 FT		630 GROUND MOUNTED SUPPORT, NO. 4 FT	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 5 EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 6 EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8 EACH	630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-15.115 EACH	630 SIGN ATTACHMENT ASSEMBLY EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT
653	ML-29	IR-75	327+34	LT	E1-H1	156 X 168	2						1	1						182
				LT	E1-H5	84 X 24										2				14
	ML-30	IR-75	327+20	LT	REMOVAL/REERECTION											8				
	ML-31	IR-75	328+30	RT	REMOVAL															
	ML-32	IR-75	328+56	LT	E5-H1c-48	48 X 84				36									28	
	ML-33	IR-75	329+37	RT	E6-H2	144 X 96	2						1	1						96
				RT	E1-H1	240 X 144														240
				RT	E1-H5	96 X 24										2				16
				RT	E1-H1	144 X 132														132
				RT	E1-H5	96 X 24										2				16
				RT	E3-H2	120 X 84														70
654	ML-34	IR-75	332+00	LT	E1-H1	204 X 84	2						1							119
				LT	E1-H5	84 X 24										2				14
				LT	E6-H2	348 X 120														290
	ML-35	IR-75	334+00	LT	REMOVAL															
	ML-36	IR-75	336+70	RT	REMOVAL															
	ML-54	IR-75	336+94.42	RT	W9-7	132 X 72					1									84
	ML-37	IR-75	337+00	CL	D10-5-18	18 X 60		7.5										1		
				CL	D10-5-18	18 X 60														
	ML-38	IR-75	339+85	RT	REMOVAL															
655	ML-39	IR-75	345+50	RT	REMOVAL															
	ML-40	IR-75	345+50	RT	REMOVAL															
	ML-41	IR-75	347+00	RT	REMOVAL															
	ML-42	IR-75	347+00	LT	E1-H1	216 X 60	2							1	1					90
				LT	E1-H5	84 X 24										2				14
				LT	E1-H1	204 X 84														119
				LT	E1-H5	84 X 24										2				14
	ML-43	IR-75	347+00	CL	D10-5-18	18 X 60											1			
	ML-44	IR-75	347+60	RT	E6-H2	300 X 108	2							1	1					225
				RT	E1-H3	240 X 144														240
				RT	E1-H5	96 X 24										2				16
				RT	E1-H1	168 X 96														112
				RT	E1-H5	96 X 24										2				16
	ML-45	IR-75	347+60	RT	D10-2-10	10 X 27											1		2	
	ML-46	IR-75	347+60	CL	D10-5-18	18 X 60											1			
	ML-47	IR-75	348+90	RT	REMOVAL															
	ML-48	IR-75	354+00	RT	REMOVAL															
	ML-49	IR-75	354+50	CL	REMOVAL	276 X 120										4				
656	ML-50	IR-75	361+00	LT	REMOVAL															
				LT	EXISTING															
				LT	E1-H1	144 X 72										3				160
				LT	E1-H5	84 X 24										2				14
657	ML-51	IR-75	386+25	LT	E1-H1	144 X 72	1					1								72
					E1-H5	84 X 24										2				14
	ML-52	IR-75	386+25	CL	REMOVAL															
	ML-53	IR-75	371+63	LT	REMOVAL															
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							11	7.5		36	1	1	3	4	2	35	3	1	30	2379

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY PROPOSED SIGNS - MAINLINE

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, PERMANENT OVERLAY	630 MAINLINE REFERENCE MARKER	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, AS PER PLAN	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115
							SQ FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
	ML-29	IR-75	327+34	LT	E1-H1	156 X 168				1										
				LT	E1-H5	84 X 24														
	ML-30	IR-75	327+20	LT	REMOVAL/REERECTION											5	1			
	ML-31	IR-75	328+30	RT	REMOVAL											3			1	
	ML-32	IR-75	328+82	LT	E5-H1c-48	48 X 84														
653	ML-33	IR-75	329+37	RT	E6-H2	144 X 96			1											
				RT	E1-H1	240 X 144														
				RT	E1-H5	96 X 24														
				RT	E1-H1	144 X 132														
				RT	E1-H5	96 X 24														
				RT	E3-H2	120 X 84														
654	ML-34	IR-75	332+00	LT	E1-H1	204 X 84				2										
				LT	E1-H5	84 X 24														
				LT	E6-H2	348 X 120														
	ML-35	IR-75	334+00	LT	REMOVAL											7				1
	ML-36	IR-75	336+70	RT	REMOVAL						2		1							
	ML-54	IR-75	336+94.42	RT	W9-7	132 X 72				1										
	ML-37	IR-75	337+00	CL	D10-5-18	18 X 60		1												
				CL	D10-5-18	18 X 60		1												
	ML-38	IR-75	339+85	RT	REMOVAL											3			1	
655	ML-39	IR-75	345+50	RT	REMOVAL						2		1							
	ML-40	IR-75	345+50	RT	REMOVAL						1		1							
	ML-41	IR-75	347+00	RT	REMOVAL											4		1		
	ML-42	IR-75	347+00	LT	E1-H1	216 X 60			1											
				LT	E1-H5	84 X 24														
				LT	E1-H1	204 X 84														
				LT	E1-H5	84 X 24														
	ML-43	IR-75	347+00	CL	D10-5-18	18 X 60		1												
	ML-44	IR-75	347+60	RT	E6-H2	300 X 108			1											
				RT	E1-H3	240 X 144														
				RT	E1-H5	96 X 24														
				RT	E1-H1	168 X 96														
				RT	E1-H5	96 X 24														
	ML-45	IR-75	347+60	RT	D10-2-10	10 X 27														
	ML-46	IR-75	347+60	CL	D10-5-18	18 X 60		1												
	ML-47	IR-75	348+90	RT	REMOVAL											5			1	
	ML-48	IR-75	354+00	RT	REMOVAL							1		2						
	ML-49	IR-75	354+50	CL	REMOVAL										1			1		
656	ML-50	IR-75	361+00	LT	REMOVAL		1									3				
				LT	EXISTING										1					
				LT	E1-H1	240 X 96														
				LT	E1-H5	84 X 24														
657	ML-51	IR-75	386+25	LT	E1-H1	144 X 72			1											
					E1-H5	84 X 24														
	ML-52	IR-75	386+25	CL	REMOVAL											2		1		
	ML-53	IR-75	371+63	LT	REMOVAL											1		1		
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							1	4	4	4	5	1	3	2	2	33	1	4	3	1

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
PROPOSED SIGNS - LOCAL STREETS

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625 GROUND ROD (EACH)	630 GROUND MOUNTED SUPPORT, NO. 2 (FT)	630 GROUND MOUNTED SUPPORT, NO. 3 (FT)	630 GROUND MOUNTED SUPPORT, NO. 4 (FT)	630 ONE WAY SUPPORT, NO. 3 POST (FT)	630 SIGN POST REFLECTOR (EACH)	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 3 (EACH)	630 OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8 (EACH)	630 SIGN ATTACHMENT ASSEMBLY (EACH)		630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED (EACH)		630 SIGN, FLAT SHEET (SQ FT)	630 SIGN, OVERHEAD EXTRUSHEET (SQ FT)
660	L-1	THIRD STREET	6+24	RT	E3-H1	96 X 72									1					48
	L-2	THIRD STREET	12+25	LT	R3-2-30	30 X 30		13											5	
	L-3	THIRD STREET	12+50	RT	M3-1-24	24 x 12			16										2	
				RT	M1-1-24-2	24 x 24													4	
				RT	M5-1L-24	24 x 18													3	
	L-4	THIRD STREET	13+15	RT	R3-H8DD-54	54 X 30		28											11.25	
	L-5	RAMP C4	312+29	LT	R10-6-24	24 X 36		13.5											6	
	L-6	RAMP C4	312+29	RT	R5-1-36	36 X 36			14		15	2							9	
				RT	R10-6-24	24 X 36													6	
				RT	R6-1R-36	36 X 12													3	
				RT	R6-1L-36	36 X 12													3	
	L-7	RAMP C4	312+33	LT	R5-1-36	36 X 36											1		9	
	L-8	RAMP C4	312+75	LT	R3-H8BN-36	36 X 30			13										7.5	
661	L-9	THIRD STREET	15+27	RT	R3-H8DD-54	54 X 30		28											11.25	
	L-10	THIRD STREET	17+45	LT	M2-H6	96 X 84	1						1							56
				LT	M2-H6	96 X 84														56
	L-11	ROBERT DR	49+50	LT	R5-1-30	36 X 36			14		15	2							6.25	
				LT	R6-1R-36	36 X 12													3	
				LT	R6-1L-36	36 X 12													3	
	L-12	RAMP C5	316+25	LT	R5-10B-30	30 X 18		12											3.75	
				RT	R5-10B-30	30 X 18		12											3.75	
662	L-13	THIRD STREET	19+25	LT	M4-5-24	24 X 12			32										2	
				LT	M3-1-24	24 X 12													2	
				LT	M1-1-24-2	24 X 24													4	
				LT	M6-H1IR	24 X 18													3	
	L-14	THIRD STREET	27+23	LT	E1-H1	96 X 72									1					48
			27+23	LT	REMOVAL															
	L-15	VISTA VIEW DR	400+65	LT	R1-1-30	30 X 30			16			1							6.25	
					D3-1-VAR	36 X 12													3	
					D3-1-VAR	36 X 12													3	
	L-15A	THIRD STREET	18+48	RT	RELOCATE			12												
	L-15B	THIRD STREET	19+51	RT	RELOCATE			12												
	L-16	VISTA VIEW DR	402+29	LT	R3-H8BD-30	30 X 30			13										6.25	
	L-16A	VISTA VIEW DR	403+34	RT	RELOCATE			12												
	L-16B	VISTA VIEW DR	404+17	RT	RELOCATE			12												
	L-16C	VISTA VIEW DR	404+85	RT	RELOCATE			12												
663	L-17	RAMP C1	319+75	LT/RT	E1-H1	192 X 72	2							1						96
				LT/RT	E1-H1	96 X 72														48
				LT/RT	E1-H1	204 X 72														102
	L-18	RAMP C1	320+55	LT	R5-1A-36	36 X 24		12.5				1							6	
				RT	R5-1A-36	36 X 24		12.5				1							6	
	L-19	RAMP C1	321+30	LT	R5-10B-30	30 X 18		12											3.75	
	L-20	RAMP C1	322+55	RT	R5-1-36	36 X 36			14		15	2							9	
				RT	R6-1R-36	36 X 12													3	
				RT	R6-1L-36	36 X 12													3	
	L-21	RAMP C1	322+63	LT	R5-1-36	36 X 36											1		9	
	L-22	SALEM AVE	207+75	LT	R3-H8DS-66	66 X 30			27										13.75	
	L-23	NOT USED																		
																	1		3	
	L-24	NOT USED																		
	L-25	SECOND ST	224+75	LT/RT	E1-H1	192 X 96	2							1						128
					E1-H1	192 X 48														64
					E1-H1	120 X 36														30
	L-25A	SECOND ST	224+75	LT	D3-H3A-24	24 X 12													2	
				LT	D1-H6-72	72 X 24													12	
664	L-26	RED CROSS LANE	10+65	LT	R10-H5A-24	24 X 36		13.5											6	
	L-26A	SECOND ST	228+32	LT	RELOCATE			12												
	L-26B	SECOND ST	228+06	RT	RELOCATE			12												
	L-27	RED CROSS LANE	10+65	LT	R1-1-30	30 X 30		13				1							6.25	
	L-28	SECOND ST	233+09	LT	E1-H1	120 X 72	1						1							60
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							6	254	159		45	10	2	2	2		3		212	736

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

IP_PWP:dms10255\77247TS305.dgn 29-MAR-2012 4:41PM rgreenland

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH		631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN EACH	631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN EACH
660	L-1	THIRD STREET	6+24	RT	E3-H1	96 X 72					
	L-2	THIRD STREET	12+25	LT	R3-2-30	30 X 30					
	L-3	THIRD STREET	12+50	RT	M3-1-24	24 x 12					
				RT	M1-1-24-2	24 x 24					
				RT	M5-1L-24	24 x 18					
	L-4	THIRD STREET	13+15	RT	R3-H8DD-54	54 X 30					
	L-5	RAMP C4	312+29	LT	R10-6-24	24 X 36					
	L-6	RAMP C4	312+29	RT	R5-1-36	36 X 36					
				RT	R10-6-24	24 X 36					
				RT	R6-1R-36	36 X 12					
				RT	R6-1L-36	36 X 12					
	L-7	RAMP C4	312+33	LT	R5-1-36	36 X 36					
	L-8	RAMP C4	312+75	LT	R3-H8BN-36	36 X 30					
661	L-9	THIRD STREET	15+27	RT	R3-H8DD-54	54 X 30					
	L-10	THIRD STREET	17+45	LT	M2-H6	96 X 84	1				
				LT	M2-H6	96 X 84					
	L-11	ROBERT DR	49+50	LT	R5-1-30	36 X 36					
				LT	R6-1R-36	36 X 12					
				LT	R6-1L-36	36 X 12					
	L-12	RAMP C5	316+25	LT	R5-10B-30	30 X 18					
				RT	R5-10B-30	30 X 18					
662	L-13	THIRD STREET	19+25	LT	M4-5-24	24 X 12					
				LT	M3-1-24	24 X 12					
				LT	M1-1-24-2	24 X 24					
				LT	M6-H1IR	24 X 18					
	L-14	THIRD STREET	27+23	LT	E1-H1	96 X 72					
			27+23	LT	REMOVAL					1	1
	L-15	VISTA VIEW DR	400+65	LT	R1-1-30	30 X 30					
					D3-1-VAR	36 X 12					
					D3-1-VAR	36 X 12					
	L-15A	THIRD STREET	18+48	RT	RELOCATE			2			
	L-15B	THIRD STREET	19+51	RT	RELOCATE			2			
	L-16	VISTA VIEW DR	402+29	LT	R3-H8BD-30	30 X 30					
	L-16A	VISTA VIEW DR	403+34	RT	RELOCATE			2			
	L-16B	VISTA VIEW DR	403+46	RT	RELOCATE			2			
	L-16C	VISTA VIEW DR	404+85	RT	RELOCATE			2			
663	L-17	RAMP C1	319+75	LT/RT	E1-H1	192 X 72	2				
				LT/RT	E1-H1	96 X 72					
				LT/RT	E1-H1	204 X 72					
	L-18	RAMP C1	320+55	LT	R5-1A-36	36 X 24					
				RT	R5-1A-36	36 X 24					
	L-19	RAMP C1	321+30	LT	R5-10B-30	30 X 18					
	L-20	RAMP C1	322+55	RT	R5-1-36	36 X 36					
				RT	R6-1R-36	36 X 12					
				RT	R6-1L-36	36 X 12					
	L-21	RAMP C1	322+63	LT	R5-1-36	36 X 36					
	L-22	SALEM AVE	207+75	LT	R3-H8DS-66	66 X 30					
	L-23	NOT USED									
	L-24	NOT USED									
	L-25	SECOND ST	224+75	LT/RT	E1-H1	192 X 96	2				
					E1-H1	192 X 48					
					E1-H1	120 X 36					
	L-25A	SECOND ST	224+75	LT	D3-H3A-24	24 X 12					
664	L-26	RED CROSS LANE	10+65	LT	R3-2-24	24 X 24					
	L-26A	SECOND ST	228+32	LT	RELOCATE			2			
	L-26B	SECOND ST	228+06	RT	RELOCATE			2			
	L-27	RED CROSS LANE	10+65	LT	R1-1-30	30 X 30					
	L-28	SECOND ST	233+09	LT	E1-H1	120 X 72					
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							5	14		1	1

CALCULATED ACW CHECKED HJF

TRAFFIC CONTROL SUBSUMMARY PROPOSED SIGNS - LOCAL STREETS

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
PROPOSED SIGNS - LOCAL STREETS

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625 GROUND ROD (EACH)	630 GROUND MOUNTED SUPPORT, NO. 2 (FT)	630 GROUND MOUNTED SUPPORT, NO. 3 (FT)	630 GROUND MOUNTED SUPPORT, NO. 4 (FT)	630 ONE WAY SUPPORT, NO. 3 POST (FT)	630 SIGN POST REFLECTOR (EACH)	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 3 (EACH)	630 OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8 (EACH)	630 SIGN ATTACHMENT ASSEMBLY (EACH)		630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED (EACH)		630 SIGN, FLAT SHEET (SQ FT)	630 SIGN, OVERHEAD EXTRUSHEET (SQ FT)
665	L-29	FIRST STREET	103+00	LT/RT	E1-H1	300 X 48	2							1						100
				LT/RT	E1-H1	192 X 96														128
	L-30	FIRST STREET	104+11	RT	W12-1-36	36 X 36			15										9	
	L-31	FIRST STREET	104+60	RT	R3-3-24	24 X 24		12.5											4	
	L-32	FIRST STREET	104+60	LT	R4-7-24	24 X 30		13											5	
					R3-3-24	24 X 24													4	
	L-33	FIRST STREET	106+19	RT	R4-8-24	24 X 30		13											5	
	L-34	FIRST ST TURN LANE	175+00	RT	R3-H8BF-30	30 X 30		13											6.25	
	L-35	FIRST ST TURN LANE	175+19	LT	R3-H8BF-30	30 X 30											1		6.25	
	L-36	SECOND ST	220+49	RT	R3-H8BE-30	30 X 30		13											6.25	
	L-37	SECOND ST	220+49	LT	R3-H8BE-30	30 X 30											1		6.25	
	L-38	SECOND ST	221+66	LT	W12-1-36	36 X 36			15										9	
	L-39	ROBERT DR	323+34	LT	M3-3-24	24 X 12											1		2	
				LT	M1-1-24-2	24 X 24											1		4	
				LT	M6-3-24	24 X 18											1		3	
	L-40	ROBERT DR	323+50	RT	R5-1-30	36 X 36			14		15	2							6.25	
				RT	R6-1R-36	36 X 12													3	
				RT	R6-1L-36	36 X 12													3	
666	L-41	ROBERT DR	324+25	LT	D1-H4-48	48 X 8		23.5											2.7	
	L-42	ROBERT DR	328+50	LT	W1-2L-36	36 X 36				16.75									9	
				LT	W13-1-24	24 X 24													4	
667	L-43	ROBERT DR	332+36	RT	E6-H6	120 X 60									1					50
				RT	REMOVAL															
	L-44	ROBERT DR	338+21	RT	E3-H1	120 X 72									1					60
				RT	REMOVAL															
668	L-45	NOT USED																		
	L-46	C1 STREET	2+20	LT	R1-1-30	30 X 30		13											6.25	
	L-47	C1 STREET	327+81	RT	R1-1-30	30 X 30		13				1							6.25	
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							2	114	44	16.75	15	3		1	2		5		110.45	338

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

TRAFFIC CONTROL SUBSUMMARY
PROPOSED SIGNS - LOCAL STREETS

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN EACH	631 REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN EACH
665	L-29	FIRST STREET	103+00	LT/RT	E1-H1	300 X 48	2		
				LT/RT	E1-H1	192 X 96			
	L-30	FIRST STREET	104+11	RT	W12-1-36	36 X 36			
	L-31	FIRST STREET	104+60	RT	R3-3-24	24 X 24			
	L-32	FIRST STREET	104+60	LT	R4-7-24	24 X 30			
					R3-3-24	24 X 24			
	L-33	FIRST STREET	106+19	RT	R4-8-24	24 X 30			
	L-34	FIRST ST TURN LANE	175+00	RT	R3-H8BF-30	30 X 30			
	L-35	FIRST ST TURN LANE	175+19	LT	R3-H8BF-30	30 X 30			
	L-36	SECOND ST	220+49	RT	R3-H8BE-30	30 X 30			
	L-37	SECOND ST	220+49	LT	R3-H8BE-30	30 X 30			
	L-38	SECOND ST	221+66	LT	W12-1-36	36 X 36			
	L-39	ROBERT DR	323+34	LT	M3-3-24	24 X 12			
				LT	M1-1-24-2	24 X 24			
				LT	M6-3-24	24 X 18			
	L-40	ROBERT DR	323+50	RT	R5-1-30	36 X 36			
				RT	R6-1R-36	36 X 12			
				RT	R6-1L-36	36 X 12			
666	L-41	ROBERT DR	324+25	LT	D1-H4-48	48 X 8			
	L-42	ROBERT DR	328+50	LT	W1-2L-36	36 X 36			
				LT	W13-1-24	24 X 24			
667	L-43	ROBERT DR	332+36	RT	E6-H6	120 X 60			
				RT	REMOVAL			2	1
	L-44	ROBERT DR	338+21	RT	E3-H1	120 X 72			
				RT	REMOVAL			1	1
	L-45	NOT USED							
	L-46	C1 STREET	2+20	LT	R1-1-30	30 X 30			
	L-47	C1 STREET	327+81	RT	R1-1-30	30 X 30			
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							2	3	2

CALCULATED ACW
CHECKED HJF

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE)	644 EDGE LINE, AS PER PLAN, 6" (YELLOW)	644 LANE LINE, AS PER PLAN, 6"		644 CHANNELIZING LINE, AS PER PLAN, 12"			644 TRANSVERSE/DIAGONAL LINE (WHITE)		644 LANE ARROW	644 DOTTED LINE, 12"		646 EDGE LINE, AS PER PLAN, 6" (WHITE)	646 EDGE LINE, AS PER PLAN, 6" (YELLOW)	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"	
			FROM	TO		MILE	MILE	MILE		FT			FT		EACH	FT		MILE	MILE	MILE	FT	FT	FT	
628	ELW-1	I.R. 75	265+22	268+06	RT	0.054																		
628	LL-1	I.R. 75	265+22	268+08	RT			0.054																
628	LL-2	I.R. 75	265+22	268+09	RT			0.054																
628	ELY-1	I.R. 75	265+22	268+10	RT		0.055																	
628	ELW-2*	I.R. 75	268+06	269+36	RT													0.025						
628	LL-3*	I.R. 75	268+08	269+38	RT															0.025				
628	LL-4*	I.R. 75	268+09	269+39	RT															0.025				
628	ELY-2*	I.R. 75	268+10	269+40	RT														0.025					
628	ELW-3	I.R. 75	269+36	274+66	RT	0.100																		
628	LL-5	I.R. 75	269+38	274+65	RT			0.100																
628	LL-6	I.R. 75	269+39	274+63	RT			0.099																
628	ELY-3	I.R. 75	269+40	274+62	RT		0.099																	
628	ELW-4*	I.R. 75	275+50	276+09	LT													0.011						
628	LL-7*	I.R. 75	275+50	276+10	LT															0.011				
628	LL-8*	I.R. 75	275+50	276+12	LT															0.012				
628	ELY-4*	I.R. 75	275+50	276+13	LT														0.012					
628	ELY-5*	I.R. 75	274+62	276+16	RT														0.029					
628	LL-9*	I.R. 75	274+63	276+17	RT															0.029				
628	LL-10*	I.R. 75	274+65	276+19	RT															0.029				
628	ELW-5*	I.R. 75	274+66	276+20	RT													0.029						
628	ELW-6	I.R. 75	276+09	279+00	LT	0.055																		
628	LL-11	I.R. 75	276+10	279+00	LT			0.055																
628	LL-12	I.R. 75	276+12	279+00	LT			0.055																
628	ELY-6	I.R. 75	276+13	279+00	LT		0.054																	
628	ELY-7	I.R. 75	276+16	279+00	RT		0.054																	
628	LL-13	I.R. 75	276+17	279+00	RT			0.054																
628	LL-14	I.R. 75	276+19	279+00	RT			0.053																
628	ELW-7	I.R. 75	276+20	279+00	RT	0.053																		
* ITEM 646 - EPOXY PAVEMENT MARKING																								
SUBTOTAL						0.262	0.262	0.524										0.065	0.066	0.131				
SUBTOTALS CARRIED TO SHEET 593						0.52		0.52										0.13		0.13				

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITIES

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	644 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	644 LANE LINE, AS PER PLAN, 6" MILE		644 CHANNELIZING LINE, AS PER PLAN, 12" FT			644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 12" FT		646 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	646 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	646 LANE LINE, AS PER PLAN, 6" MILE	646 CHANNELIZING LINE, AS PER PLAN, 12" FT	646 TRANSVERSE/DIAGONAL LINE (WHITE) FT	646 DOTTED LINE, 12" FT	
629	ELW-1	I.R. 75	279+00	281+30	LT	0.044																		
629	LL-1	I.R. 75	279+00	281+31	LT			0.044																
629	LL-2	I.R. 75	279+00	281+31	LT			0.044																
629	ELY-1	I.R. 75	279+00	281+32	LT		0.044																	
629	ELY-2	I.R. 75	279+00	281+33	RT		0.044																	
629	LL-3	I.R. 75	279+00	281+33	RT			0.044																
629	LL-4	I.R. 75	279+00	281+33	RT			0.044																
629	ELW-2	I.R. 75	279+00	281+34	RT	0.044																		
629	ELY-3	I.R. 75	278+98	281+24	RT		0.062																	
629	ELW-3	I.R. 75	279+15	281+37	RT	0.042																		
629	ELW-4*	I.R. 75	281+30	282+63	LT													0.025						
629	LL-5*	I.R. 75	281+31	282+64	LT															0.025				
629	LL-6*	I.R. 75	281+31	282+65	LT															0.025				
629	ELY-4*	I.R. 75	281+32	282+66	LT														0.025					
629	ELY-5*	I.R. 75	281+33	282+68	RT														0.026					
629	LL-7*	I.R. 75	281+33	282+69	RT															0.026				
629	LL-8*	I.R. 75	281+33	282+70	RT															0.026				
629	ELW-5*	I.R. 75	281+34	282+70	RT													0.026						
629	ELY-6*	I.R. 75	281+36	282+13	RT														0.015					
629	ELW-6*	I.R. 75	281+37	282+74	RT													0.026						
629	ELW-7	I.R. 75	282+63	283+14	LT	0.010																		
629	LL-10	I.R. 75	282+64	283+26	LT			0.012																
629	LL-11	I.R. 75	282+65	283+38	LT			0.014																
629	ELY-8	I.R. 75	282+66	283+50	LT		0.016																	
629	ELY-9	I.R. 75	282+68	283+80	RT		0.021																	
629	LL-12	I.R. 75	282+69	283+93	RT			0.023																
629	LL-13	I.R. 75	282+70	284+05	RT			0.026																
629	ELW-8	I.R. 75	282+70	284+18	RT	0.028																		
629	ELY-10	I.R. 75	282+72	284+00	RT		0.024																	
629	LL-14	I.R. 75	283+65	284+39	RT			0.014																
629	ELW-9	I.R. 75	282+74	284+51	RT	0.034																		
629	CH-3	I.R. 75	284+00	286+16	RT					216														
629	CH-4	I.R. 75	284+00	284+18	RT					18														
		SUBTOTAL				0.202	0.211	0.264		234								0.077	0.066	0.102				
		SUBTOTALS CARRIED TO SHEET 593				0.41		0.26		234								0.14		0.10				

* ITEM 646 - EPOXY PAVEMENT MARKING

PAVEMENT MARKING ESTIMATED QUANTITIES

MOT-75-12.00

CALCULATED RJB
CHECKED HJF

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	644	644	644		644			644		644	644		646	646	646	646	646	646	
			FROM	TO		EDGE LINE, AS PER PLAN, 6" (WHITE)	EDGE LINE, AS PER PLAN, 6" (YELLOW)	LANE LINE, AS PER PLAN, 6"		CHANNELIZING LINE, AS PER PLAN, 12"			TRANSVERSE/DIAGONAL LINE (WHITE)		LANE ARROW	DOTTED LINE, 12"		EDGE LINE, AS PER PLAN, 6" (WHITE)	EDGE LINE, AS PER PLAN, 6" (YELLOW)	LANE LINE, AS PER PLAN, 6"	CHANNELIZING LINE, AS PER PLAN, 12"	TRANSVERSE/DIAGONAL LINE (WHITE)	DOTTED LINE, 12"	
						MILE	MILE	MILE		FT			FT		EACH	FT		MILE	MILE	MILE	FT	FT	FT	
629	ELW-10*	I.R. 75	283+13	285+15	LT													0.038						
629	LL-15*	I.R. 75	283+26	285+28	LT															0.038				
629	ELW-11*	I.R. 75	283+37	284+71	LT													0.025						
629	LL-16*	I.R. 75	283+35	284+86	LT															0.029				
629	ELY-11	I.R. 75	283+34	284+00	LT		0.013																	
629	LL-17*	I.R. 75	283+38	285+42	LT															0.039				
629	ELY-12*	I.R. 75	283+50	285+56	LT														0.039					
629	ELY-13*	I.R. 75	283+80	285+88	RT														0.039					
629	LL-18*	I.R. 75	283+93	286+01	RT															0.039				
629	CH-1*	I.R. 75	284+00	288+11	LT																417			
629	TLW-1*	I.R. 75	284+00	285+04	LT																	71		
629	CH-2*	I.R. 75	284+00	285+15	LT																115			
629	LL-19*	I.R. 75	284+09	286+16	RT															0.039				
629	CH-5*	I.R. 75	284+18	286+31	RT																213			
629	CH-6*	I.R. 75	284+27	285+18	RT																91			
629	LL-20*	I.R. 75	284+39	286+47	RT															0.039				
629	ELW-12*	I.R. 75	284+51	286+61	RT													0.040						
629	ELW-16*	I.R. 75	281+23	282+13	RT													0.017						
629	ELW-13	I.R. 75	284+71	292+00	LT	0.138																		
629	LL-21	I.R. 75	284+86	292+00	LT			0.135																
629	CH-7	I.R. 75	285+00	286+88	LT					188														
629	CH-8	I.R. 75	285+15	291+11	LT					485														
629	TLW-2	I.R. 75	285+04	286+77	LT								46											
629	LL-22	I.R. 75	285+28	292+00	LT			0.127																
629	LL-23	I.R. 75	285+42	292+00	LT			0.125																
629	ELY-14	I.R. 75	285+56	291+94	LT		0.121																	
629	ELY-15	I.R. 75	285+56	291+88	RT		0.120																	
629	LL-24	I.R. 75	286+01	291+65	RT			0.107																
629	LL-25	I.R. 75	286+16	291+59	RT			0.103																
629	CH-9	I.R. 75	286+31	288+25	RT					194														
629	LL-26	I.R. 75	286+47	291+44	RT			0.094																
629	ELW-14	I.R. 75	286+61	291+37	RT	0.090																		
629	DLW-1	I.R. 75	288+25	291+51	RT											326								
629	DLW-2	I.R. 75	291+11	292+00	LT											91								
629	ELW-15*	I.R. 75	291+37	292+00	RT													0.012						
629	LL-27*	I.R. 75	291+44	292+00	RT															0.011				
629	DLW-3*	I.R. 75	291+51	292+00	RT																		49	
629	LL-28	I.R. 75	291+59	292+00	RT															0.008				
629	LL-29*	I.R. 75	291+65	292+00	RT															0.007				
629	ELY-17*	I.R. 75	291+72	292+00	RT														0.005					
629	ELY-16*	I.R. 75	291+88	292+00	LT														0.002					
629	LL-30	I.R. 75	291+94	292+00	LT															0.001				
629	CH-10*	I.R. 75	281+24	283+65	RT																242			
* ITEM 646 - EPOXY PAVEMENT MARKING																								
		SUBTOTAL				0.228	0.254	0.691		867			46			417		0.132	0.085	0.250	1078	71	49	
SUBTOTALS CARRIED TO SHEET 593						0.48		0.69		867			46			417		0.22		0.25	1078	71	49	

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITIES

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	644 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	644 LANE LINE, AS PER PLAN, 6" MILE		644 CHANNELIZING LINE, AS PER PLAN, 12" FT			644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 12" FT		646 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	646 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	646 LANE LINE, AS PER PLAN, 6" MILE	646 CHANNELIZING LINE, AS PER PLAN, 12" FT	646 TRANSVERSE/DIAGONAL LINE (WHITE) FT	646 DOTTED LINE, 12" FT	
630	ELW-1	I.R. 75	292+00	292+21	LT	0.004																		
630	LL-1	I.R. 75	292+00	292+14	LT			0.003																
630	DLW-1	I.R. 75	292+00	292+08	LT											8								
630	LL-2*	I.R. 75	292+00	295+84	LT															0.073				
630	LL-3*	I.R. 75	292+00	295+95	LT															0.075				
630	ELY-1*	I.R. 75	292+00	296+05	LT														0.077					
630	ELY-2*	I.R. 75	292+00	296+30	RT														0.081					
630	LL-4*	I.R. 75	292+00	296+41	RT															0.084				
630	LL-5*	I.R. 75	292+00	296+51	RT															0.085				
630	DLW-2*	I.R. 75	292+00	296+62	RT																		462	
630	LL-6*	I.R. 75	292+00	296+73	RT															0.090				
630	ELW-2*	I.R. 75	292+00	296+83	RT													0.091						
630	ELW-3*	I.R. 75	292+21	295+52	LT													0.063						
630	LL-7*	I.R. 75	292+14	295+63	LT															0.066				
630	DLW-3*	I.R. 75	292+37	295+73	LT																		336	
630	ELW-4	I.R. 75	295+52	301+41	LT	0.112																		
630	LL-8	I.R. 75	295+63	301+33	LT			0.108																
630	DLW-4	I.R. 75	295+73	301+26	LT											553								
630	LL-9	I.R. 75	295+84	301+19	LT			0.101																
630	LL-10	I.R. 75	295+95	301+11	LT			0.098																
630	ELY-3	I.R. 75	296+05	301+04	LT		0.095																	
630	ELY-4	I.R. 75	296+30	300+87	RT		0.087																	
630	LL-11	I.R. 75	296+51	300+72	RT			0.080																
630	LL-12	I.R. 75	296+51	300+72	RT			0.080																
630	DLW-5	I.R. 75	296+62	300+65	RT											403								
630	LL-13	I.R. 75	296+73	300+57	RT			0.073																
630	ELW-5	I.R. 75	296+83	300+50	RT	0.070																		
630	ELW-6*	I.R. 75	300+50	304+50	RT													0.076						
630	LL-14*	I.R. 75	300+57	304+50	RT															0.074				
630	DLW-6*	I.R. 75	300+65	304+50	RT													0.073						
630	LL-15*	I.R. 75	300+72	304+50	RT															0.072				
630	LL-16*	I.R. 75	300+79	304+50	RT															0.070				
630	ELY-5*	I.R. 75	300+87	304+50	RT														0.069					
630	ELY-6*	I.R. 75	301+04	304+50	LT														0.066					
630	LL-17*	I.R. 75	301+11	304+50	LT															0.064				
630	LL-18*	I.R. 75	301+19	304+50	LT															0.063				
630	DLW-7*	I.R. 75	301+26	304+50	LT													0.061						
630	LL-19*	I.R. 75	301+33	304+50	LT															0.060				
630	ELW-7*	I.R. 75	301+41	304+50	LT													0.059						
SUBTOTAL						0.186	0.182	0.543								964		0.423	0.293	0.876			798	
SUBTOTALS CARRIED TO SHEET 593						0.37		0.54								964		0.72		0.88			798	

* ITEM 646 - EPOXY PAVEMENT MARKING

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITIES

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	644 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	644 LANE LINE, AS PER PLAN, 6" MILE		644 CHANNELIZING LINE, AS PER PLAN, 12" FT			644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 12" FT		646 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	646 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	646 LANE LINE, AS PER PLAN, 6" MILE	646 CHANNELIZING LINE, AS PER PLAN, 12" FT	646 TRANSVERSE/DIAGONAL LINE (WHITE) FT	646 DOTTED LINE, 12" FT	
631	ELW-1*	I.R. 75	304+50	313+17	LT													0.164						
631	LL-1*	I.R. 75	304+50	313+24	LT															0.166				
631	DLW-1*	I.R. 75	304+50	305+65	LT																		115	
631	LL-2*	I.R. 75	304+50	311+37	LT															0.130				
631	LL-3*	I.R. 75	304+50	311+25	LT																			
631	ELY-1*	I.R. 75	304+50	311+12	LT														0.125					
631	ELY-2*	I.R. 75	304+50	310+83	RT														0.120					
631	LL-4*	I.R. 75	304+50	310+70	RT															0.117				
631	LL-5*	I.R. 75	304+50	310+57	RT															0.115				
631	DLW-2*	I.R. 75	304+50	305+43	RT																		93	
631	LL-6*	I.R. 75	304+50	310+27	RT															0.109				
631	ELW-2*	I.R. 75	304+50	310+15	RT													0.107						
631	CH-1*	I.R. 75	304+65	313+70	LT																905			
631	CH-2*	I.R. 75	305+43	310+45	RT																502			
631	CH-3*	I.R. 75	307+65	313+60	LT																595			
631	CH-4*	I.R. 75	309+67	310+39	RT																72			
631	TLW-1*	I.R. 75	309+78	310+39	RT																	24		
631	ELW-3	I.R. 75	310+15	312+64	RT	0.047																		
631	CH-5	I.R. 75	310+39	312+48	RT					209														
631	CH-6	I.R. 75	310+45	312+32	RT					187														
631	LL-8	I.R. 75	310+57	312+25	RT			0.032																
631	TLW-2	I.R. 75	310+60	312+07	RT								62											
631	LL-9	I.R. 75	310+70	312+18	RT			0.028																
631	ELY-4	I.R. 75	311+12	311+93	LT		0.015																	
631	LL-10	I.R. 75	311+25	311+86	LT			0.012																
631	LL-11	I.R. 75	311+37	311+78	LT			0.008																
631	LL-12*	I.R. 75	311+78	313+77	LT															0.038				
631	LL-13*	I.R. 75	311+86	313+84	LT															0.038				
631	ELY-4*	I.R. 75	311+93	313+92	LT														0.038					
631	ELY-5*	I.R. 75	312+10	314+09	RT														0.038					
631	LL-14*	I.R. 75	312+18	314+16	RT															0.038				
631	LL-15*	I.R. 75	312+25	314+24	RT															0.038				
631	CH-7*	I.R. 75	312+32	314+31	RT																199			
631	CH-8*	I.R. 75	312+48	312+72	RT																24			
631	LL-16*	I.R. 75	312+56	314+64	RT															0.039				
631	ELW-4*	I.R. 75	312+64	314+72	RT													0.039						
631	ELW-5*	I.R. 75	312+72	314+31	RT													0.030						
631	ELY-6*	I.R. 75	312+72	314+56	RT														0.035					
631	ELW-6	RAMP C2	313+46	317+02	CL	0.067																		
631	LL-17	RAMP C2	313+52	317+01	RT			0.066																
* ITEM 646 - EPOXY PAVEMENT MARKING																								
		SUBTOTAL				0.114	0.015	0.146		396			62					0.340	0.356	0.828	2297	24	208	
SUBTOTALS CARRIED TO SHEET 593						0.13		0.15		396			62					0.70		0.83	2297	24	208	

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITIES

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE)	644 EDGE LINE, AS PER PLAN, 6" (YELLOW)	644 LANE LINE, AS PER PLAN, 6"	644 CHANNELIZING LINE, AS PER PLAN, 12"	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 LANE ARROW	644 DOTTED LINE, 12"	646 EDGE LINE, AS PER PLAN, 6" (WHITE)	646 EDGE LINE, AS PER PLAN, 6" (YELLOW)	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"
						MILE	MILE	MILE	FT	FT	EACH	FT	MILE	MILE	MILE	FT	FT	FT
631	CH-9	RAMP C2	313+58	314+55	RT				97									
631	CH-10	I.R. 75	313+70	314+57	LT				87									
631	LL-18	I.R. 75	313+77	317+00	LT			0.061										
631	LL-19	I.R. 75	313+84	317+00	LT			0.060										
631	ELY-7	I.R. 75	313+92	317+00	LT		0.058											
631	ELY-8	I.R. 75	314+09	317+00	RT		0.055											
631	LL-20	I.R. 75	314+16	317+00	RT			0.054										
631	LL-21	I.R. 75	314+24	317+00	RT			0.052										
631	ELW-7	I.R. 75	314+31	317+00	RT	0.510												
631	ELY-9	RAMP C1	314+56	317+04	LT		0.046											
631	LL-22	RAMP C1	314+65	317+03	LT			0.045										
631	ELW-8	RAMP C1	314+75	317+02	LT/RT	0.044												
631	ELY-10	RAMP C2	314+55	316+99	RT		0.046											
631	ELW-9	I.R. 75	314+57	317+00	LT	0.044												
631	CH-11	RAMP C1	315+70	317+03	CL				133									
631	ELW-9	RAMP C4	312+24	316+80	CL	0.044												
631	LL-23	RAMP C4	312+24	316+80	RT			0.086										
631	ELY-11	RAMP C4	312+24	316+80	RT		0.086											
631	CH-12	RAMP C4	312+30	313+30	RT				100									
631	ELW-10	RAMP C5	315+69	316+91	CL	0.023												
631	LL-24	RAMP C5	314+77	316+91	LT			0.040										
631	ELY-12	RAMP C5	315+23	316+91	LT		0.032											
632	ELW-1	I.R. 75	317+00	321+79	LT	0.091												
632	LL-1	I.R. 75	317+00	321+83	LT			0.091										
632	LL-2	I.R. 75	317+00	321+87	LT			0.092										
632	ELY-1	I.R. 75	317+00	321+91	LT		0.093											
632	ELY-2	I.R. 75	317+00	322+01	RT		0.095											
632	LL-3	I.R. 75	317+00	322+05	RT			0.096										
632	LL-4	I.R. 75	317+00	322+09	RT			0.096										
632	ELW-2	I.R. 75	317+00	322+13	RT	0.097												
632	ELW-3*	I.R. 75	321+79	325+13	LT								0.063					
632	LL-5*	I.R. 75	321+83	325+17	LT										0.063			
632	LL-6*	I.R. 75	321+87	325+21	LT										0.063			
632	ELY-3*	I.R. 75	321+91	325+25	LT									0.063				
632	ELY-4*	I.R. 75	322+00	325+35	RT									0.063				
632	LL-7*	I.R. 75	322+05	325+39	RT										0.063			
632	LL-8*	I.R. 75	322+09	325+43	RT										0.063			
		SUBTOTAL				0.853	0.511	0.773	417				0.063	0.126	0.252			
		SUBTOTALS CARRIED TO SHEET 593				1.36		0.77	417				0.19		0.25			

* ITEM 646 - EPOXY PAVEMENT MARKING

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE)	644 EDGE LINE, AS PER PLAN, 6" (YELLOW)	644 LANE LINE, AS PER PLAN, 6"		644 CHANNELIZING LINE, AS PER PLAN, 12"			644 TRANSVERSE/DIAGONAL LINE (WHITE)		644 LANE ARROW	644 DOTTED LINE, 12"		646 EDGE LINE, AS PER PLAN, 6" (WHITE)	646 EDGE LINE, AS PER PLAN, 6" (YELLOW)	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"	
						MILE	MILE	MILE		FT			FT		EACH	FT		MILE	MILE	MILE	FT	FT	FT	
632	ELW-4*	I.R. 75	322+13	325+47	RT													0.063						
632	CH-1*	I.R. 75	325+09	325+47	RT																38			
632	ELW-5	I.R. 75	325+13	328+78	LT	0.069																		
632	LL-9	I.R. 75	325+17	329+50	LT			0.082																
632	LL-10	I.R. 75	325+21	329+50	LT			0.081																
632	ELY-5	I.R. 75	325+25	329+50	LT		0.080																	
632	ELY-6	I.R. 75	325+35	329+50	RT		0.079																	
632	LL-11	I.R. 75	325+39	329+50	RT			0.078																
632	LL-12	I.R. 75	325+43	329+50	RT			0.077																
632	CH-2	I.R. 75	325+47	329+50	RT					403														
632	CH-3	I.R. 75	328+78	329+50	LT					72														
632	ELW-6	RAMP C4	316+80	322+24	BL	0.103																		
632	LL-13	RAMP C4	316+80	322+24	RT			0.103																
632	ELY-7	RAMP C4	316+80	322+24	RT		0.103																	
632	ELW-7*	RAMP C4	322+24	327+87	BL													0.107						
632	LL-14*	RAMP C4	322+24	327+87	RT															0.107				
632	ELY-8*	RAMP C4	322+24	327+87	RT														0.107					
632	ELW-8*	RAMP C4	327+87	329+12	RT													0.024						
632	LL-15*	RAMP C4	327+87	329+25	RT															0.026				
632	ELY-9*	RAMP C4	327+87	328+80	RT														0.018					
632	CH-4	RAMP C4	328+80	329+38	RT					58														
632	TLW-1	RAMP C4	328+98	329+51	RT								37											
632	ELW-9	RAMP C2	317+02	321+81	BL	0.091																		
632	LL-16	RAMP C2	317+01	321+81	RT			0.091																
632	ELY-10	RAMP C2	316+99	321+81	RT		0.091																	
632	ELY-11	RAMP C1	317+04	322+60	LT		0.105																	
632	LL-17	RAMP C1	317+03	318+36	LT			0.025																
632	CH-5	RAMP C1	317+03	322+60	BL					557														
632	ELW-10	RAMP C1	317+02	322+60	RT	0.106																		
632	CH-6	RAMP C1	318+36	322+60	LT					424														
632	CH-7	RAMP C1	320+06	322+60	LT					254														
632	ELY-12	RAMP C5	316+91	319+52	LT		0.049																	
632	LL-18	RAMP C5	316+91	319+52	LT			0.049																
632	ELW-11	RAMP C5	316+91	319+52	BL	0.049																		
632	ELY-13*	RAMP C5	319+52	325+11	LT														0.106					
632	CH-11	RAMP C2	321+24	322+24	RT					100														
SUBTOTAL						0.418	0.507	0.586		1868			37					0.194	0.231	0.133	38			
SUBTOTALS CARRIED TO SHEET 593						0.92		0.59		1868			37					0.43		0.13	38			

* ITEM 646 - EPOXY PAVEMENT MARKING

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE)	644 EDGE LINE, AS PER PLAN, 6" (YELLOW)	644 LANE LINE, AS PER PLAN, 6"	644 CHANNELIZING LINE, AS PER PLAN, 12"	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 LANE ARROW	644 DOTTED LINE, 12"	646 EDGE LINE, AS PER PLAN, 6" (WHITE)	646 EDGE LINE, AS PER PLAN, 6" (YELLOW)	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"
						MILE	MILE	MILE	FT	FT	EACH	FT	MILE	MILE	MILE	FT	FT	FT
632	LL-19*	RAMP C5	319+52	325+61	LT										0.115			
632	ELW-12*	RAMP C5	319+52	325+64	BL								0.116					
632	CH-8*	RAMP C5	325+11	325+58	LT											47		
632	CH-9	RAMP C5	325+58	327+53	LT				195									
632	LL-20	RAMP C5	325+61	327+53	LT			0.036										
632	ELW-13	RAMP C5	325+64	327+53	BL	0.036												
632	ELW-14*	RAMP C4	329+11	329+50	RT								0.007					
632	LL-21*	RAMP C4	329+25	329+51	RT										0.005			
632	CH-10*	RAMP C4	329+38	329+52	RT											14		
632	TLW-2*	RAMP C4	329+45	329+53	RT												8	
633	CH-1	I.R. 75	329+50	329+53	LT				3									
633	LL-1	I.R. 75	329+50	329+64	LT			0.003										
633	LL-2	I.R. 75	329+50	329+75	LT			0.005										
633	ELY-1	I.R. 75	329+50	329+86	LT		0.007											
633	ELY-2	I.R. 75	329+50	330+05	RT		0.010											
633	LL-3	I.R. 75	329+50	330+10	RT			0.011										
633	LL-4	I.R. 75	329+50	330+15	RT			0.012										
633	CH-2	I.R. 75	329+50	330+20	RT				70									
633	CH-3*	I.R. 75	329+50	335+81	LT											631		
633	LL-5*	I.R. 75	329+64	342+00	LT										0.234			
633	LL-6*	I.R. 75	329+75	342+00	LT										0.232			
633	ELY-3*	I.R. 75	329+86	342+00	LT									0.230				
633	ELY-4*	I.R. 75	330+05	342+00	RT									0.226				
633	LL-7*	I.R. 75	330+10	342+00	RT										0.225			
633	LL-8*	I.R. 75	330+15	342+00	RT										0.224			
633	CH-4*	I.R. 75	330+20	333+94	RT											374		
633	LL-9*	I.R. 75	330+94	342+00	RT										0.209			
633	ELW-1*	I.R. 75	330+94	342+00	RT								0.209					
633	ELW-2*	I.R. 75	333+83	342+00	LT								0.155					
633	LL-10*	I.R. 75	333+83	342+00	LT										0.155			
633	DLW-1*	I.R. 75	333+83	342+00	LT													817
633	ELW-3	RAMP C4 (I.R. 75)	329+50	333+84	LT	0.082												
633	LL-11	RAMP C4 (I.R. 75)	329+50	333+84	LT			0.082										
633	CH-5*	RAMP C4 (I.R. 75)	329+50	332+81	LT											331		
633	TLW-1*	RAMP C4 (I.R. 75)	329+50	331+72	LT												222	
633	DLW-2*	I.R. 75	334+94	342+00	RT													706
		SUBTOTAL				0.118	0.017	0.149	268				0.487	0.456	1.399	1397	230	1523
		SUBTOTALS CARRIED TO SHEET 593				0.14		0.15	268				0.94		1.40	1397	230	1523

* ITEM 646 - EPOXY PAVEMENT MARKING

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE)	644 EDGE LINE, AS PER PLAN, 6" (YELLOW)	644 LANE LINE, AS PER PLAN, 6"		644 CHANNELIZING LINE, AS PER PLAN, 12"			644 TRANSVERSE/DIAGONAL LINE (WHITE)		644 LANE ARROW	644 DOTTED LINE, 12"		646 EDGE LINE, AS PER PLAN, 6" (WHITE)	646 EDGE LINE, AS PER PLAN, 6" (YELLOW)	646 LANE LINE, AS PER PLAN, 6"	646 CHANNELIZING LINE, AS PER PLAN, 12"	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 DOTTED LINE, 12"	
						MILE	MILE	MILE		FT			FT		EACH	FT		MILE	MILE	MILE	FT	FT	FT	
633	CH-6	RAMP C5 (I.R. 75)	329+50	330+22	RT					72														
633	LL-12	RAMP C5 (I.R. 75)	329+50	330+27	RT			0.015																
633	ELW-4	RAMP C5 (I.R. 75)	329+50	330+32	RT	0.016																		
633	CH-7*	RAMP C5 (I.R. 75)	330+22	330+94	RT																72			
633	LL-13*	RAMP C5 (I.R. 75)	330+27	330+94	RT															0.013				
633	ELW-5*	RAMP C5 (I.R. 75)	330+32	330+94	RT													0.012						
634	ELW-1*	I.R. 75	342+00	345+37	LT													0.064						
634	LL-1*	I.R. 75	342+00	345+41	LT															0.065				
634	DLW-1*	I.R. 75	342+00	345+43	LT																		343	
634	LL-2*	I.R. 75	342+00	345+46	LT															0.066				
634	LL-3*	I.R. 75	342+00	345+48	LT															0.066				
634	ELY-1*	I.R. 75	342+00	345+50	LT														0.066					
634	ELY-2*	I.R. 75	342+00	345+56	RT														0.067					
634	LL-4*	I.R. 75	342+00	345+58	RT															0.068				
634	LL-5*	I.R. 75	342+00	345+61	RT															0.068				
634	DLW-2*	I.R. 75	342+00	345+63	RT																		363	
634	LL-6*	I.R. 75	342+00	345+66	RT															0.069				
634	ELW-2*	I.R. 75	342+00	345+71	RT													0.070						
634	DLW-3*	I.R. 75	342+33	345+38	LT																		305	
634	ELW-3	RAMP D2 (I.R. 75)	345+37	354+50	LT	0.173																		
634	DLW-4*	I.R. 75	342+50	345+68	RT																		318	
634	DLW-5	I.R. 75	345+38	348+27	LT											289								
634	LL-7	I.R. 75	345+41	354+50	LT			0.172																
634	DLW-6	I.R. 75	345+43	354+50	LT											907								
634	LL-8	I.R. 75	345+46	354+50	LT			0.171																
634	LL-9	I.R. 75	345+48	354+50	LT			0.171																
634	ELY-3	I.R. 75	345+50	354+50	LT		0.170																	
634	ELY-4	I.R. 75	345+56	354+50	RT		0.169																	
634	LL-10	I.R. 75	345+58	354+50	RT			0.169																
634	LL-11	I.R. 75	345+61	354+50	RT			0.168																
634	DLW-7	I.R. 75	345+63	354+50	RT											887								
* ITEM 646 - EPOXY PAVEMENT MARKING																								
		SUBTOTAL				0.189	0.339	0.866		72						2083		0.146	0.133	0.415	72		1329	
SUBTOTALS CARRIED TO SHEET 593						0.53		0.87		72						2083		0.28		0.42	72		1329	

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	644 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	644 LANE LINE, AS PER PLAN, 6" MILE		644 CHANNELIZING LINE, AS PER PLAN, 12" FT			644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 12" FT		646 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	646 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	646 LANE LINE, AS PER PLAN, 6" MILE	646 CHANNELIZING LINE, AS PER PLAN, 12" FT	646 TRANSVERSE/DIAGONAL LINE (WHITE) FT	646 DOTTED LINE, 12" FT	
634	LL-12	I.R. 75	345+66	354+50	RT			0.167																
634	DLW-8	I.R. 75	345+68	346+85	RT											117								
634	ELW-4	I.R. 75	345+71	354+19	RT	0.161																		
634	CH-1	I.R. 75	346+85	352+33	RT					548														
634	TLW-1	I.R. 75	347+32	352+23	RT								216											
634	CH-2	I.R. 75	346+85	352+33	RT					548														
634	CH-3	I.R. 75	348+27	354+50	LT					623														
634	CH-4	RAMP D2 (I.R. 75)	351+16	354+50	LT					334														
634	ELW-5	I.R. 75	352+33	354+50	RT	0.041																		
634	ELY-5	I.R. 75	352+33	354+20	RT		0.035																	
635	ELW-1	RAMP D2 (I.R. 75)	354+50	362+47	LT	0.151																		
635	CH-1	RAMP D2 (I.R. 75)	354+50	357+13	LT					263														
635	CH-2	I.R.75	354+50	357+13	LT					263														
635	LL-1	I.R.75	354+50	364+51	LT			0.190																
635	DLW-1	I.R.75	354+50	364+50	LT											1000								
635	LL-3	I.R.75	354+50	364+49	LT			0.189																
635	LL-4	I.R.75	354+50	364+48	LT			0.189																
635	ELY-1	I.R.75	354+50	364+47	LT		0.189																	
635	ELY-2	I.R.75	354+50	364+45	RT		0.188																	
635	LL-5	I.R.75	354+50	364+45	RT			0.188																
635	LL-6	I.R.75	354+50	364+45	RT			0.188																
635	DLW-2	I.R.75	354+50	355+55	RT											105								
635	LL-7	I.R.75	354+50	363+45	RT			0.170																
635	ELW-2	I.R.75	354+50	363+44	RT	0.169																		
635	CH-3	I.R.75	355+55	363+46	RT					791														
635	ELY-3	I.R.75	357+13	362+47	LT		0.101																	
635	ELW-3	I.R.75	357+13	364+52	LT	0.140																		
635	CH-4	I.R.75	358+55	363+46	RT					491														
635	TLW-1	I.R.75	359+23	363+08	RT								150											
635	ELW-4	I.R.75	363+46	364+45	RT	0.019																		
635	ELY-5*	I.R.75	364+47	365+50	LT														0.020					
635	LL-8*	I.R.75	364+48	365+50	LT															0.019				
635	LL-9*	I.R.75	364+49	365+50	LT															0.019				
635	DLW-3*	I.R.75	364+50	365+50	LT																		100	
635	LL-10*	I.R.75	364+51	365+50	LT															0.019				
635	ELW-5*	I.R.75	364+52	365+50	LT													0.019						
		SUBTOTAL				0.681	0.513	1.281		3861			366			1222		0.019	0.020	0.057			100	
		SUBTOTALS CARRIED TO SHEET 593				1.19		1.28		3861			366			1222		0.04		0.06			100	

* ITEM 646 - EPOXY PAVEMENT MARKING

CALCULATED RJB CHECKED HJF

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	644 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	644 LANE LINE, AS PER PLAN, 6" MILE		644 CHANNELIZING LINE, AS PER PLAN, 12" FT			644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 12" FT		646 EDGE LINE, AS PER PLAN, 6" (WHITE) MILE	646 EDGE LINE, AS PER PLAN, 6" (YELLOW) MILE	646 LANE LINE, AS PER PLAN, 6" MILE	646 CHANNELIZING LINE, AS PER PLAN, 12" FT	646 TRANSVERSE/DIAGONAL LINE (WHITE) FT	646 DOTTED LINE, 12" FT	
636	ELW-1*	I.R. 75	365+50	366+38	LT													0.017						
636	LL-1*	I.R. 75	365+50	366+38	LT															0.017				
636	DLW-1*	I.R. 75	365+50	366+37	LT																		87	
636	LL-2*	I.R. 75	365+50	366+37	LT															0.016				
636	LL-3*	I.R. 75	365+50	374+62	LT															0.173				
636	ELY-1*	I.R. 75	365+50	366+36	LT														0.016					
636	ELW-2	I.R. 75	366+38	374+63	LT	0.156																		
636	LL-4	I.R. 75	366+38	374+64	LT			0.156																
636	DLW-2	I.R. 75	366+37	366+98	LT											61								
636	LL-5	I.R. 75	366+37	374+63	LT			0.156																
636	LL-6	I.R. 75	366+37	374+62	LT			0.156																
636	ELY-2	I.R. 75	366+36	374+61	LT		0.156																	
636	CH-1	I.R. 75	366+98	374+64	LT					766														
636	CH-2	RAMP E2 (I.R. 75)	369+93	374+66	LT					473														
636	LL-7*	RAMP E2 (I.R. 75)	374+64	379+50	LT															0.092				
636	ELY-3*	RAMP E2 (I.R. 75)	374+61	379+50	LT														0.093					
636	LL-8*	I.R. 75	374+62	379+50	LT															0.092				
636	LL-9*	I.R. 75	374+63	379+50	LT															0.092				
636	ELW-3*	I.R. 75	374+64	379+50	LT													0.092						
636	ELY-4*	I.R. 75	374+66	379+50	LT														0.092					
637	ELW-1*	I.R. 75	379+50	381+00	LT													0.028						
637	LL-1*	I.R. 75	379+50	381+00	LT															0.028				
637	LL-2*	I.R. 75	379+50	381+00	LT															0.028				
637	ELY-1*	I.R. 75	379+50	381+00	LT														0.028					
637	CH-1*	RAMP E2 (I.R. 75)	379+50	384+47	LT																497			
637	LL-3*	RAMP E2 (I.R. 75)	379+50	384+47	LT															0.094				
637	ELY-2*	RAMP E2 (I.R. 75)	379+50	385+31	LT														0.110					
637	ELW-2*	RAMP E2 (I.R. 75)	384+47	385+26	LT													0.015						
637	ELW-3	RAMP E2 (I.R. 75)	385+26	386+26	LT													0.019						
637	LL-4	RAMP E2 (I.R. 75)	385+29	386+22	LT			0.018																
637	ELY-3	RAMP E2 (I.R. 75)	385+31	386+17	LT		0.016																	
		SUBTOTAL				0.156	0.172	0.486		1239						61		0.171	0.339	0.632	497		87	
		SUBTOTALS CARRIED TO SHEET 593				0.33		0.49		1239						61		0.51		0.63	497		87	

* ITEM 646 - EPOXY PAVEMENT MARKING

PAVEMENT MARKING ESTIMATED QUANTITES

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE		644 EDGE LINE (WHITE) MILE	644 EDGE LINE (YELLOW) MILE	644 LANE LINE MILE	644 CENTER LINE, DOUBLE SOLID (YELLOW) MILE	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE, AS PER PLAN FT	644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 4", AS PER PLAN FT	644 DOTTED LINE, 8" FT
638	LL-1	S. ROBERT DR. (SB)	21+84	27+00	RT				0.097									
638	CL-1	S. ROBERT DR. (SB)	22+44	24+00	RT					0.029								
638	LL-2	S. ROBERT DR. (NB)	41+84	48+00	LT				0.119									
638	CL-2	S. ROBERT DR. (NB)	42+43	43+89	LT					0.029								
639	LL-1	S. ROBERT DR. (SB)	27+00	29+50	RT				0.047									
639	XW-1	S. ROBERT DR. (SB)	29+50		LT/RT								39					
639	XW-2	S. ROBERT DR. (SB)	29+60		LT/RT								43					
639	CH-1	THIRD ST.	11+00	11+49	RT						49							
639	LL-2	THIRD ST.	11+00	11+49	LT				0.009									
639	CL-1	THIRD ST.	11+37	11+49	RT					0.002								
639	CL-2	THIRD ST.	11+37	11+49	LT					0.003								
639	SL-1	THIRD ST.	11+49		RT							52						
639	XW-3	THIRD ST.	11+55		LT/RT								85					
639	XW-4	THIRD ST.	11+65		LT/RT								106					
639	SL-2	THIRD ST.	12+24		LT							25						
639	CH-2	THIRD ST.	12+24	13+36	LT						112							
639	CL-3	THIRD ST.	12+24	13+47	RT					0.028								
639	CL-4	THIRD ST.	12+24	14+50	LT					0.043								
639	LL-3	THIRD ST.	12+38	14+29	RT				0.036									
639	CH-3	THIRD ST.	13+70	14+50	RT						133							
639	LA-1	THIRD ST.	13+31		RT											1		
639	LL-4	THIRD ST.	13+37	14+50	LT				0.021									
639	CH-4	THIRD ST.	13+72	14+50	RT						78							
639	LA-2	THIRD ST.	13+86		RT											1		
639	LA-3	THIRD ST.	13+86		RT											1		
639	CH-5	THIRD ST.	14+29	14+50	RT						21							
639	LA-4	THIRD ST.	14+50		RT											1		
639	LA-5	THIRD ST.	14+50		RT											1		
639	XW-5	RAMP C4	312+14		LT/RT								46					
639	XW-6	RAMP C4	312+24		LT/RT								48					
639	SL-3	RAMP C4	312+30		LT/RT							40						
		SUBTOTAL							0.329	0.134	393	117	367			5		
		SUBTOTALS CARRIED TO SHEET 593							0.33	0.13	393	117	367			5		

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITES

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	632 PEDESTAL, MISC.: PARKING METER POST (EACH)	644 EDGE LINE (WHITE) (MILE)	644 EDGE LINE (YELLOW) (MILE)	644 LANE LINE (MILE)	644 CENTER LINE, DOUBLE SOLID (YELLOW) (MILE)	644 CHANNELIZING LINE (FT)	644 STOP LINE (FT)	644 CROSSWALK LINE, AS PER PLAN (FT)	644 TRANSVERSE/DIAGONAL LINE (WHITE) (FT)		644 LANE ARROW (EACH)	644 DOTTED LINE, 4", AS PER PLAN (FT)	644 DOTTED LINE, 8" (FT)
640	LL-1	THIRD ST.	14+50	15+27	LT				0.015									
640	CL-1	THIRD ST.	14+50	15+27	LT					0.015								
640	CH-1	THIRD ST.	14+50	15+27	CL						77							
640	CH-2	THIRD ST.	14+50	15+27	RT						77							
640	CH-3	THIRD ST.	14+50	15+27	RT						77							
640	LA-1	THIRD ST.	15+18		LT											1		
640	LA-2	THIRD ST.	15+18		RT											1		
640	SL-1	THIRD ST.	15+27		LT/RT							49						
640	CL-2	THIRD ST.	16+25	16+95	RT					0.017								
640	CL-3	THIRD ST.	16+36	16+83	LT					0.009								
640	XW-1	THIRD ST.	16+34	16+90	LT/RT								214					
640	XW-2	THIRD ST.	16+47	17+03	LT/RT								108					
640	CL-4	THIRD ST.	16+95	18+16	CL/LT					0.023								
640	CL-5	THIRD ST.	16+83	18+16	LT					0.026								
640	SL-2	THIRD ST.	16+83	17+06	LT							46						
640	CH-4	THIRD ST.	16+89	18+14	LT						125							
640	LL-2	THIRD ST.	16+54	20+00	RT				0.066									
640	LL-3	THIRD ST.	16+60	20+00	RT				0.064									
640	CH-7	THIRD ST.	17+15	18+11	RT						96							
640	CL-6	THIRD ST.	19+00	19+49	LT/RT					0.010								
640	CL-7	THIRD ST.	19+00	19+49	LT					0.009								
640	LL-4	THIRD ST.	19+49	20+00	LT				0.010									
640	LL-5	S. ROBERT DR. (NB)	48+00	48+53	LT				0.010									
640	CH-5	S. ROBERT DR. (NB)	48+53	49+60	LT						107							
640	SL-3	S. ROBERT DR. (NB)	49+61		LT/RT							31						
640	XW-3	S. ROBERT DR. (NB)	49+66		LT/RT								32					
640	XW-4	S. ROBERT DR. (NB)	49+76		LT/RT								39					
640	ELW-1	RAMP C5	315+11	315+23	RT		0.010											
640	XW-5	RAMP C5	314+39	315+03	LT/RT								214					
640	XW-6	RAMP C5	314+61	315+16	LT/RT								90					
640	CL-8	VISTA VIEW DR.	400+50	401+50	BL					0.019								
640	CH-6	VISTA VIEW DR.	400+53	401+80	LT						127							
640	DLW-1	THIRD ST.	15+29	16+27	LT													114
640	LA-3	VISTA VIEW DR.	400+75		LT											1		
640	LA-4	VISTA VIEW DR.	400+75		LT											1		
640	LA-5	VISTA VIEW DR.	401+27		LT											1		
640	LA-6	VISTA VIEW DR.	401+27		LT											1		
640	LA-7	THIRD ST.	17+50		RT											1		
640	LA-8	THIRD ST.	18+00		RT											1		
640	2	THIRD ST.	18+53		RT	1												
640	3	THIRD ST.	18+77		RT	1												
640	4	THIRD ST.	19+01		RT	1												
640	5	THIRD ST.	19+21		RT	1												
640	6	THIRD ST.	19+39		RT	1												
		SUBTOTAL				5	0.010		0.165	0.128	686	126	697			8		114
		SUBTOTALS CARRIED TO SHEET 593				5	0.01		0.17	0.13	686	126	697			8		114

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITES

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE (WHITE)	644 EDGE LINE (YELLOW)	644 LANE LINE	644 CENTER LINE, DOUBLE SOLID (YELLOW)	644 CHANNELIZING LINE	644 STOP LINE	644 CROSSWALK LINE, AS PER PLAN	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 LANE ARROW	644 DOTTED LINE, 4", AS PER PLAN	644 DOTTED LINE, 8"
						MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	FT	FT
641	LL-1	SALEM AVE. (EB)	102+00	103+55	LT			0.029								
641	LL-2	SALEM AVE. (EB)	102+01	103+55	LT			0.029								
641	LL-3	SALEM AVE. (WB)	202+05	204+66	LT			0.049								
641	CH-1	SALEM AVE. (EB)	103+01	104+06	RT					105						
641	CH-2	SALEM AVE. (EB)	103+22	104+87	RT					165						
641	CH-3	SALEM AVE. (EB)	103+25	104+06	RT					81						
641	CH-4	SALEM AVE. (EB)	103+55	104+55	LT					100						
641	CH-5	SALEM AVE. (EB)	103+55	104+55	LT					100						
641	LA-1	SALEM AVE. (TURN)	173+69		LT									1		
641	LA-2	SALEM AVE. (TURN)	173+69		LT									1		
641	TLW-1	SALEM AVE. (EB)	103+64	104+03	RT								24			
641	ELW-1	SALEM AVE. (EB)	104+06	105+27	RT	0.023										
641	ELY-1	SALEM AVE. (TURN)	174+09	175+35	LT		0.024									
641	LA-3	SALEM AVE. (TURN)	174+35		LT									1		
641	LA-4	SALEM AVE. (TURN)	174+35		LT									1		
641	SL-1	SALEM AVE. (EB)	104+55		LT/RT						45					
641	DLW-1	SALEM AVE. (EB)	104+56	106+17	LT											161
641	DLW-2	SALEM AVE. (EB)	104+56	106+18	CL											162
641	DLW-3	SALEM AVE. (WB)	204+66	206+22	CL											156
641	CH-6	SALEM AVE. (WB)	204+66	205+14	LT					48						
641	CH-7	SALEM AVE. (WB)	204+66	204+99	LT					56						
641	TLW-2	SALEM AVE. (WB)	204+70	204+83	LT								20			
641	XW-1	SALEM AVE. (WB)	204+70	204+91	LT							26				
641	XW-2	SALEM AVE. (WB)	204+76	204+97	LT							25				
641	LA-5	SALEM AVE. (TURN)	175+02		LT									1		
641	LA-6	SALEM AVE. (TURN)	175+02		RT									1		
641	SL-2	SALEM AVE. (TURN)	175+06	175+14	LT/RT						56					
641	ELW-2	SALEM AVE. (EB)	105+15	105+27	RT	0.010										
641	DLW-4	SALEM AVE. (TURN)	175+10	175+41	LT/RT											94
641	XW-3	SALEM AVE. (C2)	322+34		LT/RT							66				
641	XW-4	SALEM AVE. (C2)	322+24		LT/RT							58				
641	DLW-5	SALEM AVE. (2ND ST.)	220+00	220+32	RT											65
641	LL-4	SALEM AVE. (EB)	105+25	105+38	RT			0.010								
641	ELY-2	SALEM AVE. (EB)	105+35	105+51	RT		0.012									
		SUBTOTAL				0.033	0.036	0.117		655	101	175	44	6		638
		SUBTOTALS CARRIED TO SHEET 593				0.07		0.12		655	101	175	44	6		638

CALCULATED RJB CHECKED HJF

MOT-75-12.00

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PAVEMENT MARKING ESTIMATED QUANTITES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	644 EDGE LINE (WHITE) MILE	644 EDGE LINE (YELLOW) MILE	644 LANE LINE MILE	644 CENTER LINE, DOUBLE SOLID (YELLOW) MILE	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE, AS PER PLAN FT	644 TRANSVERSE/DIAGONAL LINE (WHITE) FT	644 LANE ARROW EACH	644 DOTTED LINE, 4", AS PER PLAN FT	644 DOTTED LINE, 8" FT
641	ELY-3	SALEM AVE. (WB)	205+55	206+81	RT		0.025									
641	ELW-3	SALEM AVE. (2ND ST.)	220+29	221+65	LT											
641	SL-3	SALEM AVE. (2ND ST.)	220+34		LT/RT						65					
641	LA-7	SALEM AVE. (2ND ST.)	220+43		RT									1		
641	LA-8	SALEM AVE. (2ND ST.)	220+43		RT									1		
641	LA-9	SALEM AVE. (2ND ST.)	221+10		RT									1		
641	LA-10	SALEM AVE. (2ND ST.)	221+10		LT									1		
641	LA-11	SALEM AVE. (2ND ST.)	221+54		RT									1		
641	LA-12	SALEM AVE. (2ND ST.)	221+54		LT									1		
641	CH-10	SALEM AVE. (2ND ST.)	221+65	221+83	LT					18						
641	CH-12	SALEM AVE. (WB)	206+81	207+00	LT					19						
641	TLW-4	SALEM AVE. (WB)	206+91		RT								12			
641	CH-11	SALEM AVE. (WB)	206+24	207+00	LT					76						
641	SL-6	SALEM AVE. (WB)	206+24		LT/RT						31					
641	XW-7	SALEM AVE. (1ST ST.)	106+18		LT/RT							47				
641	XW-8	SALEM AVE. (1ST ST.)	106+28		LT/RT							47				
641	LL-5	SALEM AVE. (1ST ST.)	106+28	107+00	CL			0.014								
641	LL-6	SALEM AVE. (1ST ST.)	106+28	107+00	LT			0.014								
641	CH-13	ROBERT DR.	323+42	324+42	CL					100						
641	CH-8	ROBERT DR.	323+17	323+63	LT					46						
641	TLW-3	ROBERT DR.	323+40	323+57	LT								22			
641	SL-4	ROBERT DR.	323+42		LT/RT						37					
641	SL-5	ROBERT DR.	323+49		LT						17					
641	XW-5	ROBERT DR.	323+26		LT/RT							50				
641	XW-6	ROBERT DR.	323+36		LT/RT							43				
642	CH-1	SALEM AVE.	207+00	207+56	CL					56						
642	CH-2	SECOND ST.	221+83	222+39	LT					56						
642	TLW-1	SECOND ST.	221+83	222+39	LT								35			
642	CH-3	SECOND ST.	221+83	222+39	LT					56						
642	CH-4	SECOND ST.	221+83	222+39	RT					56						
642	LA-1	SECOND ST.	222+31		RT									1		
642	LA-2	SECOND ST.	222+31		RT									1		
642	DLW-1	SALEM AVE.	207+56	207+92	RT											130
642	DLW-2	SALEM AVE.	207+56	208+73	CL											117
642	DLW-3	SECOND ST.	222+39	223+75	LT											136
SUBTOTAL							0.025	0.028		483	150	187	69	8		383
SUBTOTALS CARRIED TO SHEET 593							0.03	0.03		483	150	187	69	8		383

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE		644 EDGE LINE (WHITE) MILE	644 EDGE LINE (YELLOW) MILE	644 LANE LINE MILE	644 CENTER LINE, DOUBLE SOLID (YELLOW) MILE	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE, AS PER PLAN FT	644 TRANSVERSE/DIAGONAL LINE (WHITE) FT		644 LANE ARROW EACH	644 DOTTED LINE, 4", AS PER PLAN FT	644 DOTTED LINE, 8" FT
642	DLW-4	SECOND ST.	222+39	223+31	LT													92
642	DLW-5	SECOND ST.	222+39	223+77	CL													138
642	DLY-1	SECOND ST.	222+39	223+55	RT												116	
642	XW-1	SECOND ST.	223+56		LT/RT								77					
642	XW-2	SECOND ST.	223+66		LT/RT								75					
642	SL-1	SECOND ST.	223+70		LT/RT							48						
642	CH-5	SECOND ST.	223+86	224+91	LT						105							
642	CH-6	SECOND ST.	223+86	224+91	LT						105							
642	CH-7	SECOND ST.	223+86	224+91	LT						105							
642	CL-1	SECOND ST.	223+86	225+57	RT					0.032								
642	LL-1	SECOND ST.	224+91	225+58	LT				0.013									
642	LL-2	SECOND ST.	224+91	225+60	LT				0.013									
642	LL-3	SECOND ST.	224+91	225+89	CL				0.019									
642	SL-2	SECOND ST.	225+59	225+89	RT							16						
642	ELW-1	SECOND ST.	225+68	226+02	LT		0.006											
642	DLW-6	SECOND ST.	225+70	226+59	LT													89
642	DLW-7	SECOND ST.	225+71	226+66	CL													95
642	DLY-2	SECOND ST.	225+72	226+72	RT												100	
642	SL-3	SECOND ST.	226+73		LT/RT							49						
642	CH-8	SECOND ST.	226+62	227+00	LT						38							
642	CH-9	SECOND ST.	226+68	227+00	CL						32							
642	CL-2	SECOND ST.	226+79	227+00	RT					0.004								
642	LL-4	FIRST ST.	107+00	108+50	LT				0.028									
642	LL-5	FIRST ST.	107+00	108+50	CL				0.028									
642	CH-10	C1 STREET	1+14	1+50	LT						35							
642	XW-3	C1 STREET	00+38	00+56	LT/RT								41					
642	XW-4	C1 STREET	00+49	00+65	LT/RT								36					
642	ELY-2	RED CROSS LN.	10+33	10+78	RT			0.008										
642	XW-13	SECOND ST.	225+56	225+64	LT/RT								70					
642	XW-14	SECOND ST.	225+65	225+75	LT/RT								88					
SUBTOTAL							0.006	0.008	0.100	0.036	420	113	387					414
SUBTOTALS CARRIED TO SHEET 593							0.01		0.10	0.04	420	113	387				216	414

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITES

MOT-75-12.00

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	632 PEDESTAL, MISC.: PARKING METER POST	644 EDGE LINE (WHITE)	644 EDGE LINE (YELLOW)	644 LANE LINE	644 CENTER LINE, DOUBLE SOLID (YELLOW)	644 CHANNELIZING LINE	644 STOP LINE	644 CROSSWALK LINE, AS PER PLAN	644 TRANSVERSE/DIAGONAL LINE (WHITE)		644 LANE ARROW	644 DOTTED LINE, 4", AS PER PLAN	644 DOTTED LINE, 8"
						EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT		EACH	FT	FT
642	ELY-3	RED CROSS LN.	10+42	10+78	LT			0.009										
642	LA-4	RAMP C1	327+48		LT											1		
642	LA-5	RAMP C1	327+48		LT											1		
642	LA-6	RAMP C1	327+48		LT											1		
642	LA-7	RAMP C1	327+48		RT											1		
642	SL-6	RAMP C1	322+60		LT/RT							49						
642	XW-7	RAMP C1	322+64		LT/RT								63					
642	XW-8	RAMP C1	322+74		LT/RT								65					
642	CL-3	VISTA VIEW DR.	407+50	408+58	CL					0.020								
642	SL-4	VISTA VIEW DR.	408+58		RT							15						
642	XW-9	VISTA VIEW DR.	408+62		LT/RT								41					
642	XW-10	VISTA VIEW DR.	408+72		LT/RT								51					
642	XW-11	VISTA VIEW DR.	226+36	226+75	RT								53					
642	XW-12	VISTA VIEW DR.	226+43	226+77	RT								47					
642	CL-4	VISTA VIEW DR.	226+61		RT					0.001								
642	CL-5	VISTA VIEW DR.	226+63		RT					0.002								
642	SL-5	VISTA VIEW DR.	226+63		RT							13						
643	CH-1	SECOND ST.	227+00	227+83	LT						83							
643	CH-2	SECOND ST.	227+00	229+26	LT						226							
643	CL-1	SECOND ST.	227+00	230+32	RT					0.069								
643	CL-2	SECOND ST.	229+46	230+32	LT/RT					0.020								
643	LL-1	SECOND ST.	227+83	229+26	LT				0.027									
643	2	SECOND ST.	228+24		RT	1												
643	3	SECOND ST.	228+44		RT	1												
643	4	SECOND ST.	228+64		RT	1												
643	5	SECOND ST.	228+84		RT	1												
643	6	SECOND ST.	229+04		RT	1												
643	7	SECOND ST.	229+24		RT	1												
644	LL-1	FIRST ST.	108+50	113+25	LT				0.090									
644	LL-2	FIRST ST.	108+50	113+25	CL				0.090									
644	LL-3	FIRST ST.	111+50	113+25	RT				0.033									
644	CH-1	C1 ST.	01+50	02+48	LT						98							
644	CH-2	C1 ST./FIRST ST.	01+97	111+50	LT/RT						268							
644	ELW-1	C1 ST.	02+49	02+75	LT/RT		0.011											
644	TLW-1	C1 ST.	01+97	02+75	LT/RT									48				
		SUBTOTAL				6	0.011	0.009	0.240	0.112	675	77	320	48		4		
		SUBTOTALS CARRIED TO SHEET 593				6	0.02		0.24	0.11	675	77	320	48		4		

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING ESTIMATED QUANTITES

MOT-75-12.00

PAVEMENT MARKING ESTIMATED QUANTITES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	632 PEDESTAL, MISC.: PARKING METER POST (EACH)	644 EDGE LINE (WHITE) (MILE)	644 EDGE LINE (YELLOW) (MILE)	644 LANE LINE (MILE)	644 CENTER LINE, DOUBLE SOLID (YELLOW) (MILE)	644 CHANNELIZING LINE (FT)	644 STOP LINE (FT)	644 CROSSWALK LINE, AS PER PLAN (FT)	644 TRANSVERSE/DIAGONAL LINE (WHITE) (FT)		644 LANE ARROW (EACH)	644 DOTTED LINE, 4", AS PER PLAN (FT)	644 DOTTED LINE, 8" (FT)
645	LL-1	ROBERT DR.	324+50	330+50	CL				0.114									
645	LL-2	ROBERT DR.	330+50	333+67	CL				0.060									
646	CL-1	VISTA VIEW DR.	401+50	407+50	CL					0.114								
646	CH-1	VISTA VIEW DR.	401+50	401+80	LT						30							
646	LA-1	VISTA VIEW DR.	401+80		LT											1		
646	LA-2	VISTA VIEW DR.	401+80		LT											1		
646	1	VISTA VIEW DR.	404+38		RT	1												
646	2	VISTA VIEW DR.	404+62		RT	1												
646	3	VISTA VIEW DR.	404+82		RT	1												
SUBTOTAL						3			0.174	0.114	30					2		
SUBTOTALS CARRIED TO SHEET 593						3			0.17	0.11	30					2		

CALCULATED RJB
CHECKED HJF

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RAISED PAVEMENT MARKER ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	BEGIN	END	SIDE	621											TOTAL 621		REMARKS
					RPM ONE WAY WHITE (LANE LINES)	RPM TWO WAY YELLOW/RED (EDGE LINE)	RPM TWO WAY WHITE/RED (CHANNELIZING LINE)		RAISED PAVEMENT MARKER REMOVED							RAISED PAVEMENT MARKER REMOVED	RPM	
		FROM	TO		120'	80'	40'		EACH							EACH	EACH	
628	RPM-1	265+22	279+00	RT	11												11	I.R. 75 NB
628	RPM-2	265+22	279+00	RT	11												11	I.R. 75 NB
628	RPM-3	275+50	279+00	LT	3												3	I.R. 75 SB
628	RPM-4	275+50	279+00	LT	3												3	I.R. 75 SB
628	REMOVE	265+22	279+00	LT/RT					26							26		RPM REMOVAL
629	RPM-1	279+00	292+00	LT	11												11	I.R. 75 SB
629	RPM-2	279+00	292+00	LT	11												11	I.R. 75 SB
629	RPM-3	279+00	292+00	RT	11												11	I.R. 75 NB
629	RPM-4	279+00	292+00	RT	11												11	I.R. 75 NB
629	RPM-5	279+00	281+24	RT		5											5	I.R. 75 NB (RAMP)
629	RPM-6	282+12	284+00	RT		2											2	I.R. 75 NB (RAMP)
629	RPM-7	281+23	292+00	RT	8												8	I.R. 75 NB (RAMP)
629	RPM-8	283+34	292+00	LT	7												7	I.R. 75 SB (RAMP)
629	RPM-9	283+34	284+00	LT		2											2	I.R. 75 SB (RAMP)
629	RPM-10	284+00	288+11	LT			11										11	I.R. 75 SB (RAMP)
629	RPM-11	284+00	291+11	LT			18										18	I.R. 75 SB
629	RPM-12	284+00	289+16	RT			13										13	I.R. 75 NB (RAMP)
629	REMOVE	279+00	292+00	LT/RT					45							45		RPM REMOVAL
630	RPM-1	292+00	304+50	LT	10												10	I.R. 75 SB
630	RPM-2	292+00	304+50	LT	10												10	I.R. 75 SB
630	RPM-3	292+00	304+50	LT	10												10	I.R. 75 SB
630	RPM-4	292+00	304+50	RT	10												10	I.R. 75 NB
630	RPM-5	292+00	304+50	RT	10												10	I.R. 75 NB
630	RPM-6	292+00	304+50	RT	10												10	I.R. 75 NB
630	REMOVE	292+00	304+50	LT/RT					80							80		RPM REMOVAL
631	RPM-1	304+50	317+00	LT	10												10	I.R. 75 SB
631	RPM-2	304+50	317+00	LT	10												10	I.R. 75 SB
631	RPM-3	304+50	317+00	LT	10												10	I.R. 75 SB
631	RPM-4	304+50	317+00	RT	10												10	I.R. 75 NB
631	RPM-5	304+50	317+00	RT	10												10	I.R. 75 NB
631	RPM-6	304+50	317+00	RT	10												10	I.R. 75 NB
631	RPM-7	307+65	314+57	LT			17										17	I.R. 75 SB
631	RPM-8	308+43	312+72	RT			11										11	I.R. 75 NB
631	RPM-9	304+65	314+57	LT			24										24	I.R. 75 SB (RAMP C2)
631	RPM-10	305+43	312+72	RT			18										18	I.R. 75 NB (RAMP C1)
SUBTOTALS CARRIED TO SHEET			593													151	328	

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

RAISED PAVEMENT MARKER ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	BEGIN FROM	END TO	SIDE	621 RPM ONE WAY WHITE (LANE LINES) 120'	621 RPM TWO WAY YELLOW/RED (EDGE LINE) 80'	621 RPM TWO WAY WHITE/RED (CHANNELIZING LINE) 40'	621 RAISED PAVEMENT MARKER REMOVED EACH	TOTAL 621 RAISED PAVEMENT MARKER REMOVED EACH	TOTAL 621 RPM EACH	REMARKS
631	RPM-11	312+72	317+00	RT		5				5	I.R. 75 NB (RAMP C1)
631	RPM-12	314+57	317+00	LT		3				3	I.R. 75 SB (RAMP C2)
631	RPM-13	313+30	316+80	RT	3					3	RAMP C4
631	RPM-14	312+30	316+80	RT		6				6	RAMP C4
631	RPM-15	316+00	316+91	LT	1					1	RAMP C5
631	RPM-16	316+00	316+91	LT		1				1	RAMP C5
631	REMOVE	304+50	317+00	LT/RT				80	80		RPM REMOVAL
632	RPM-1	317+00	329+50	LT	10					10	I.R. 75 SB
632	RPM-2	317+00	329+50	LT	10					10	I.R. 75 SB
632	RPM-3	317+00	329+50	RT	10					10	I.R. 75 NB
632	RPM-4	317+00	329+50	RT	10					10	I.R. 75 NB
632	RPM-5	325+09	334+94	LT			29			29	RAMP C5
632	RPM-6	328+78	329+50	LT			2			2	I.R. 75 SB
632	RPM-7	316+80	329+51	RT	11					11	RAMP C4
632	RPM-8	316+80	328+80	RT		15				15	RAMP C4
632	RPM-9	328+80	329+52	RT			2			2	RAMP C4
632	RPM-10	317+01	321+81	RT	4					4	RAMP C2
632	RPM-11	317+00	321+81	RT		6				6	RAMP C2
632	RPM-12	317+05	322+59	LT		7				7	RAMP C1
632	RPM-13	317+03	318+36	LT	1					1	RAMP C1
632	RPM-14	316+91	325+11	LT		10				10	RAMP C5
632	RPM-15	316+91	327+53	LT	9					9	RAMP C5
632	REMOVE	317+00	329+50	LT/RT				75	75		RPM REMOVAL
633	RPM-1	329+50	332+81	LT			18			18	I.R. 75 SB
633	RPM-2	329+50	342+00	LT	10					10	I.R. 75 SB
633	RPM-3	329+50	342+00	LT	10					10	I.R. 75 SB
633	RPM-4	329+50	342+00	RT	10					10	I.R. 75 NB
633	RPM-5	329+50	342+00	RT	10					10	I.R. 75 NB
633	RPM-6	329+50	333+83	LT			9			9	I.R. 75 SB
633	RPM-7	329+50	330+94	RT			4			4	I.R. 75 NB
633	RPM-8	329+50	342+00	RT	10					10	I.R. 75 NB
633	RPM-9	329+50	342+00	LT	10					10	I.R. 75 SB
633	REMOVE	329+50	342+00	LT/RT				63	63		RPM REMOVAL
SUBTOTALS CARRIED TO SHEET			593						218	246	

CALCULATED RJB CHECKED HJF

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SHEET NO.	REFERENCE NO.	BEGIN FROM	END TO	SIDE	621 RPM ONE WAY WHITE (LANE LINES) 120'	621 RPM TWO WAY YELLOW/RED (EDGE LINE) 80'	621 RPM TWO WAY WHITE/RED (CHANNELIZING LINE) 40'		621 RAISED PAVEMENT MARKER REMOVED EACH							TOTAL 621 RAISED PAVEMENT MARKER REMOVED EACH	TOTAL 621 RPM EACH	REMARKS
634	RPM-1	342+00	354+50	LT	10												10	I.R. 75 SB
634	RPM-2	342+00	354+50	LT	10												10	I.R. 75 SB
634	RPM-3	342+00	354+50	LT	10												10	I.R. 75 SB
634	RPM-4	342+00	354+50	RT	10												10	I.R. 75 NB
634	RPM-5	342+00	354+50	RT	10												10	I.R. 75 NB
634	RPM-6	342+00	354+50	RT	10												10	I.R. 75 NB
634	RPM-7	346+85	352+33	RT			13										13	I.R. 75 NB
634	RPM-8	346+85	352+33	RT			13										13	I.R. 75 NB
634	RPM-9	348+27	354+50	LT			16										16	I.R. 75 SB
634	RPM-10	352+33	354+50	RT		3											3	I.R. 75 NB
634	REMOVE	342+00	354+50	LT/RT					80							80		RPM REMOVAL
635	RPM-1	354+50	357+13	LT			7										7	I.R. 75 SB
635	RPM-2	357+13	362+47	LT		7											7	I.R. 75 SB
635	RPM-3	354+50	365+50	LT	9												9	I.R. 75 SB
635	RPM-4	354+50	365+50	LT	9												9	I.R. 75 SB
635	RPM-5	354+50	365+50	LT	9												9	I.R. 75 SB
635	RPM-6	354+50	365+50	RT	9												9	I.R. 75 NB
635	RPM-7	354+50	365+50	RT	9												9	I.R. 75 NB
635	RPM-8	354+50	363+45	RT	7												7	I.R. 75 NB
635	RPM-9	355+55	363+46	RT			19										19	I.R. 75 NB
635	RPM-10	358+55	363+46	RT			12										12	I.R. 75 NB
635	REMOVE	354+50	365+50	LT/RT					60							60		RPM REMOVAL
636	RPM-1	365+50	379+50	LT	12												12	I.R. 75 SB
636	RPM-2	365+50	379+50	LT	12												12	I.R. 75 SB
636	RPM-3	365+50	379+50	LT	12												12	I.R. 75 SB
636	RPM-4	366+98	374+66	LT			19										19	I.R. 75 SB (RAMP E-2)
636	RPM-5	374+66	379+50	LT		6											6	I.R. 75 SB (RAMP E-2)
636	REMOVE								40							40		RPM REMOVAL
637	RPM-1	379+50	381+00	LT	1												1	I.R. 75 SB
637	RPM-2	379+50	381+00	LT	1												1	I.R. 75 SB
637	RPM-3	379+50	386+26	LT	5												5	I.R. 75 SB (RAMP E-2)
637	RPM-4	379+50	386+26	LT		8											8	I.R. 75 SB (RAMP E-2)
637	RPM-5	379+50	384+28	LT			12										12	I.R. 75 SB (RAMP E-2)
637	REMOVE	379+50	386+26	LT/RT					6							6		RPM REMOVAL
SUBTOTALS CARRIED TO SHEET			593													186	290	

CALCULATED RJB CHECKED HJF

RAISED PAVEMENT MARKER ESTIMATED QUANTITIES

MOT-75-12.00

BARRIER REFLECTORS ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	626 BARRIER REFLECTORS, TYPE A (EACH)	626 BARRIER REFLECTORS, TYPE B (EACH)
630	BR-1	IR-75 NB	296+16	304+50	CL		10
	BR-2	IR-75 SB	296+16	304+50	CL		10
	BR-3	IR-75 NB	296+94	300+43	RT	7	
	BR-4	IR-75 NB	300+43	304+50	RT		5
	BR-5	IR-75 SB	295+40	301+48	LT	7	
	BR-6	IR-75 SB	301+48	304+50	LT		4
631	BR-7	IR-75 NB	304+50	317+00	CL		13
	BR-8	IR-75 SB	304+50	317+00	CL		13
	BR-9	IR-75 NB	304+50	317+00	RT		18
	BR-10	IR-75 NB	312+52	314+58	RT		4
	BR-11	IR-75 NB	314+38	317+00	RT	3	
	BR-12	IR-75 NB	314+58	317+00	RT	3	
	BR-13	IR-75 SB	304+50	313+39	LT		9
	BR-14	IR-75 SB	313+39	315+92	LT	3	
	BR-15	IR-75 SB	315+52	317+00	LT	2	
	BR-16	IR-75 SB	315+63	317+00	LT	2	
	BR-17	RAMP C5	315+35	317+00	LT	2	
	BR-18	RAMP C5	315+71	316+25	RT	1	
	BR-19	RAMP C5	316+25	317+10	RT		2
	BR-20	RAMP C4	312+54	317+00	LT		8
632	BR-21	IR-75 NB	317+00	329+50	CL		13
	BR-22	IR-75 SB	317+00	329+50	CL		13
	BR-23	IR-75 NB	317+00	325+51	RT		10
	BR-24	RAMP C5	317+00	318+00	LT	1	
	BR-25	RAMP C5	318+00	325+50	LT		9
	BR-26	RAMP C5	317+00	326+24	RT		10
	BR-27	IR-75 SB	317+00	318+00	LT	1	
	BR-28	IR-75 SB	317+00	327+50	LT		10
	BR-29	RAMP C2	317+00	321+50	RT	5	
	BR-30	RAMP C4	317+00	329+50	LT		13
	BR-31	RAMP C4	321+32	322+07	RT	2	
	BR-32	RAMP C4	322+24	327+87	RT		6
	BR-33	RAMP C1	317+00	318+36	LT	2	
633	BR-34	IR-75 NB	329+50	342+00	CL		13
	BR-35	IR-75 SB	329+50	342+00	CL		13
	BR-36	IR-75 SB	329+50	342+00	LT		13
	BR-37	IR-75 NB	330+50	342+00	RT		12
634	BR-38	IR-75 NB	342+00	354+25	CL		13
	BR-39	IR-75 SB	342+00	354+25	CL		13
	BR-40	IR-75 NB	342+00	352+32	RT		11
	BR-41	IR-75 SB	342+00	354+50	LT		13
635	BR-42	IR-75 SB	354+50	359+83	LT		6
		SUBTOTAL				41	287
SUBTOTALS CARRIED TO SHEET 593						328	

CALCULATED RJB CHECKED HJF

MOT-75-12.00

SHEET NO.			STATION FROM	STATION TO	SIDE	DELINEATOR SPACING, FEET	DELINEATOR, BRACKET MOUNTED (WHITE) 620 EACH		REBOUNDABLE TUBULAR PYLON 620 EACH
			RAMP C4						
631	TO	632	312+35	325+42	RT	80	9		
			RAMP C5						
631	TO	632	316+92	318+65	RT	95	3		
			FIRST STREET						
644			109+75	111+50	RT	10			25
SUBTOTALS CARRIED TO SHEET 593							12		25

DELINEATOR ESTIMATED QUANTITIES

CALCULATED RJB
CHECKED HJF

MOT-75-12.00

PAVEMENT MARKING PLAN LEGEND

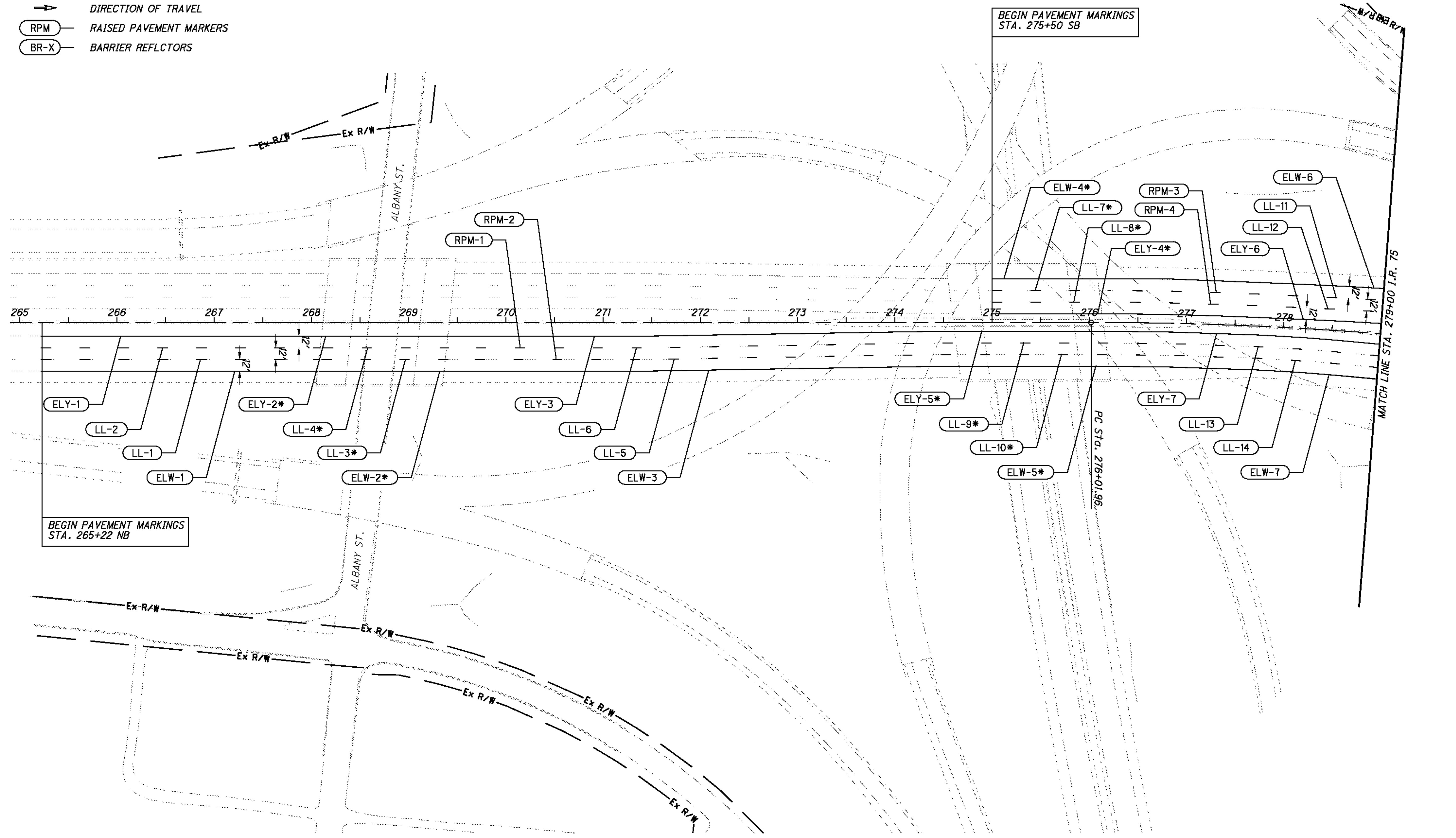
CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS

PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS *ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 265+22 TO STA. 279+00 - I.R. 75

MOT-75-12.00

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PAVEMENT MARKING PLAN SHEET NOTES

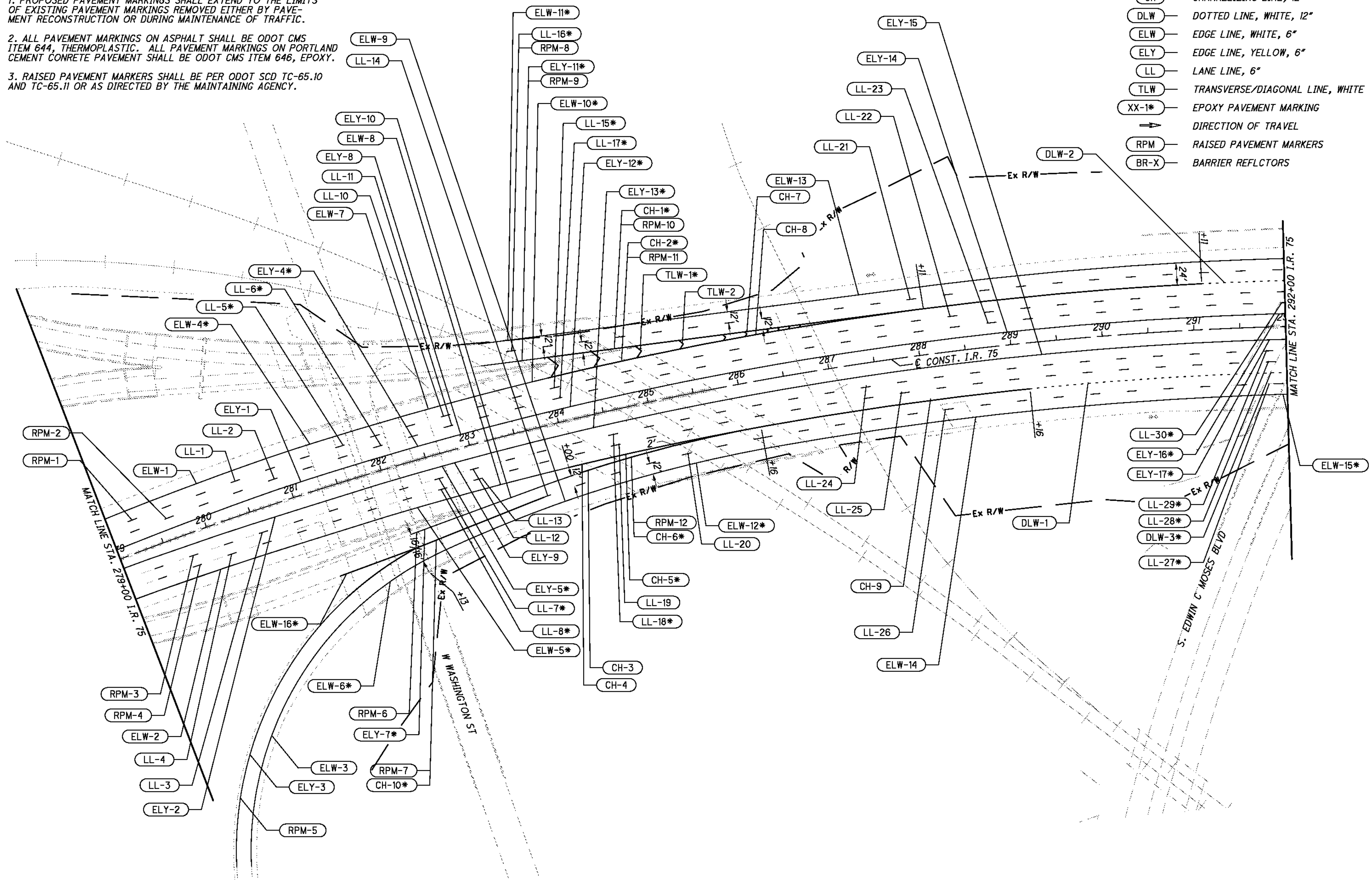
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 279+00 TO STA. 292+00 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

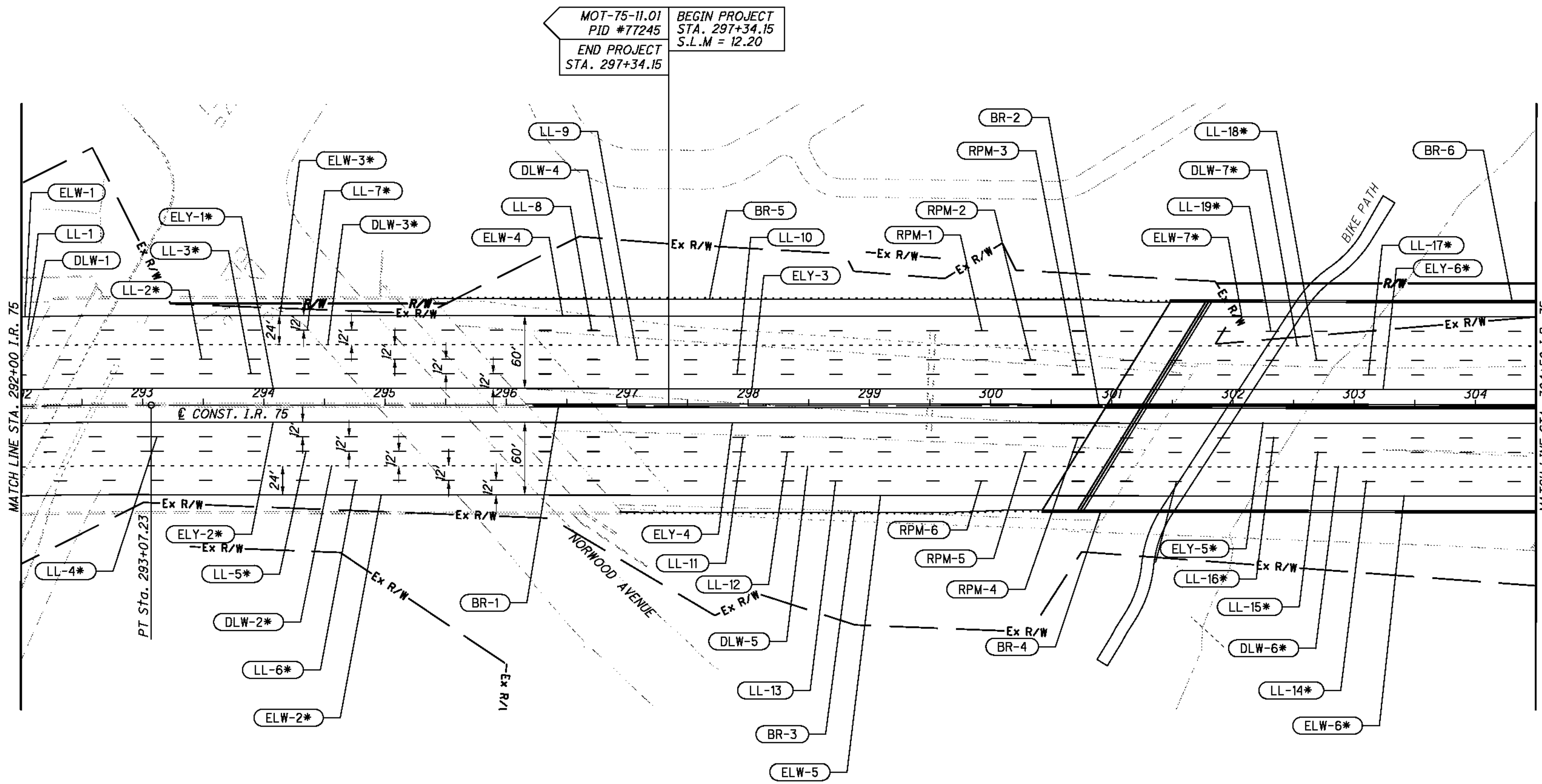
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
→	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



CALCULATED	RJB
CHECKED	HJF

0 25 50 100
HORIZONTAL SCALE IN FEET

PAVEMENT MARKING PLAN
STA. 292+00 TO STA. 304+50 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

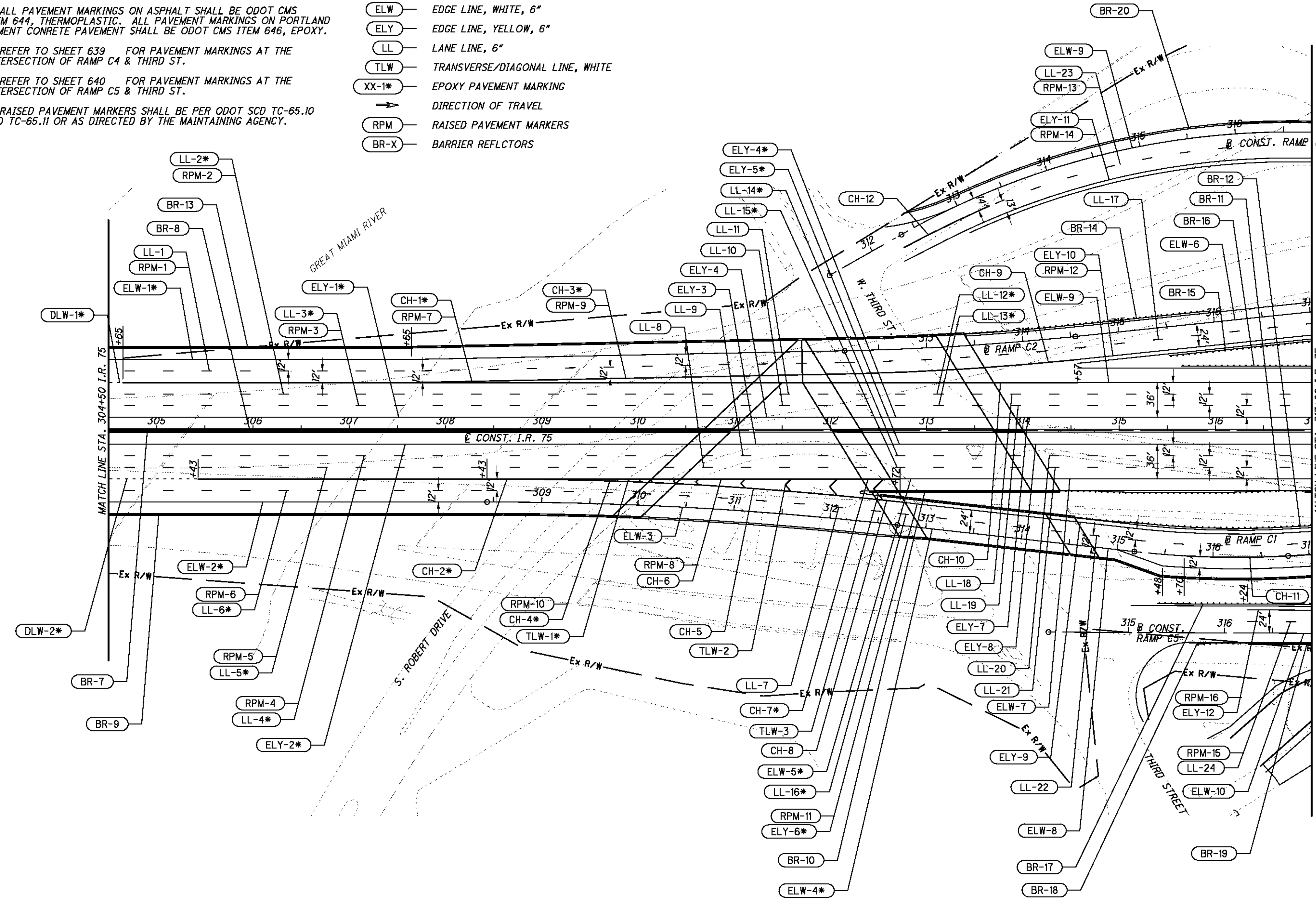
3. REFER TO SHEET 639 FOR PAVEMENT MARKINGS AT THE INTERSECTION OF RAMP C4 & THIRD ST.

4. REFER TO SHEET 640 FOR PAVEMENT MARKINGS AT THE INTERSECTION OF RAMP C5 & THIRD ST.

5. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 304+50 TO STA. 317+00 - I.R. 75

MOT-75-12.00

631 / 1565

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PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

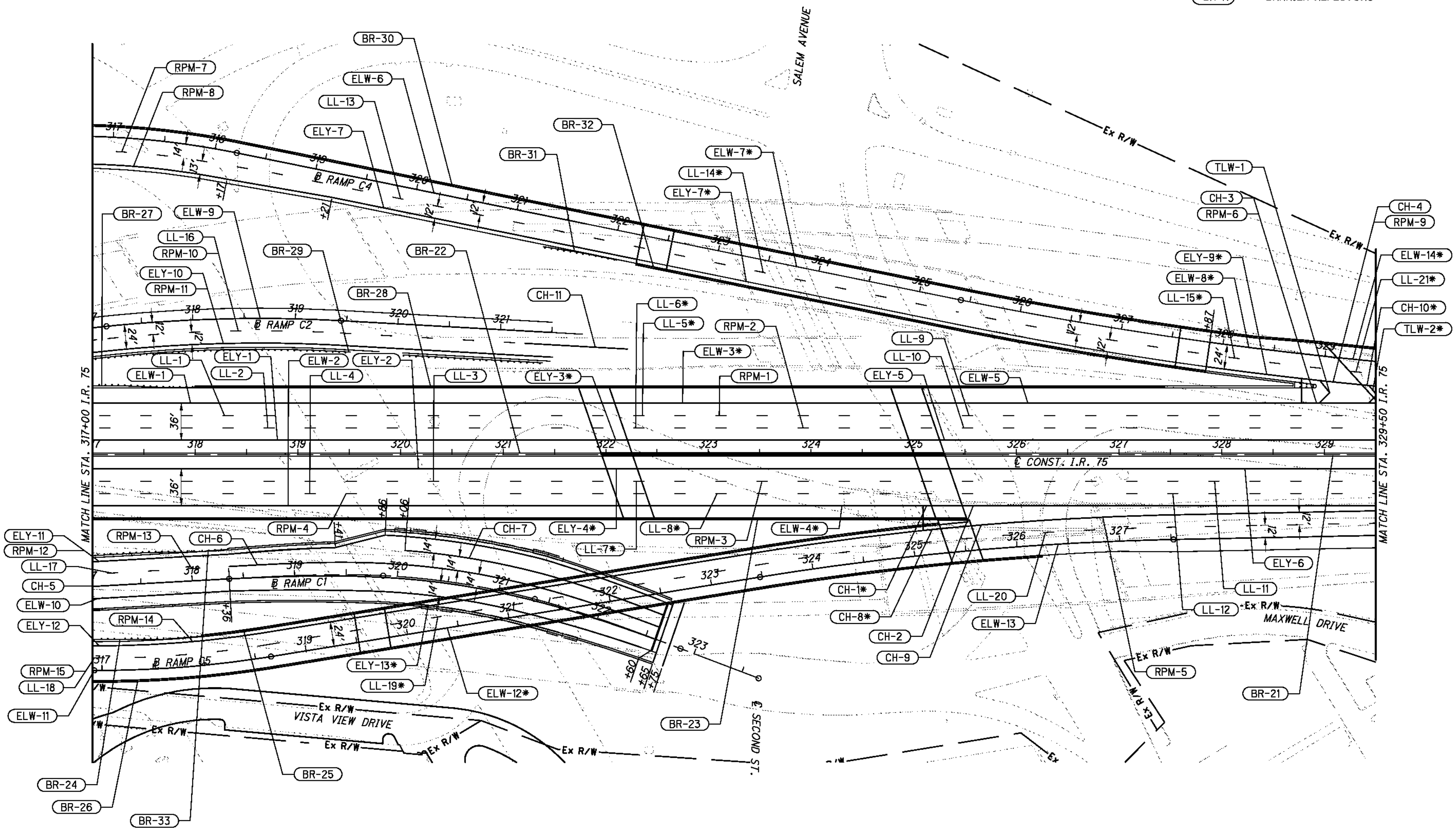
3. REFER TO SHEET 641 FOR PAVEMENT MARKINGS AT THE INTERSECTION OF RAMP C2 & FIRST/SECOND ST.

4. REFER TO SHEET 642 FOR PAVEMENT MARKINGS AT THE INTERSECTION OF RAMP C1 & SECOND ST.

5. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 317+00 TO STA. 329+50 - I.R. 75

MOT-75-12.00

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PAVEMENT MARKING PLAN SHEET NOTES

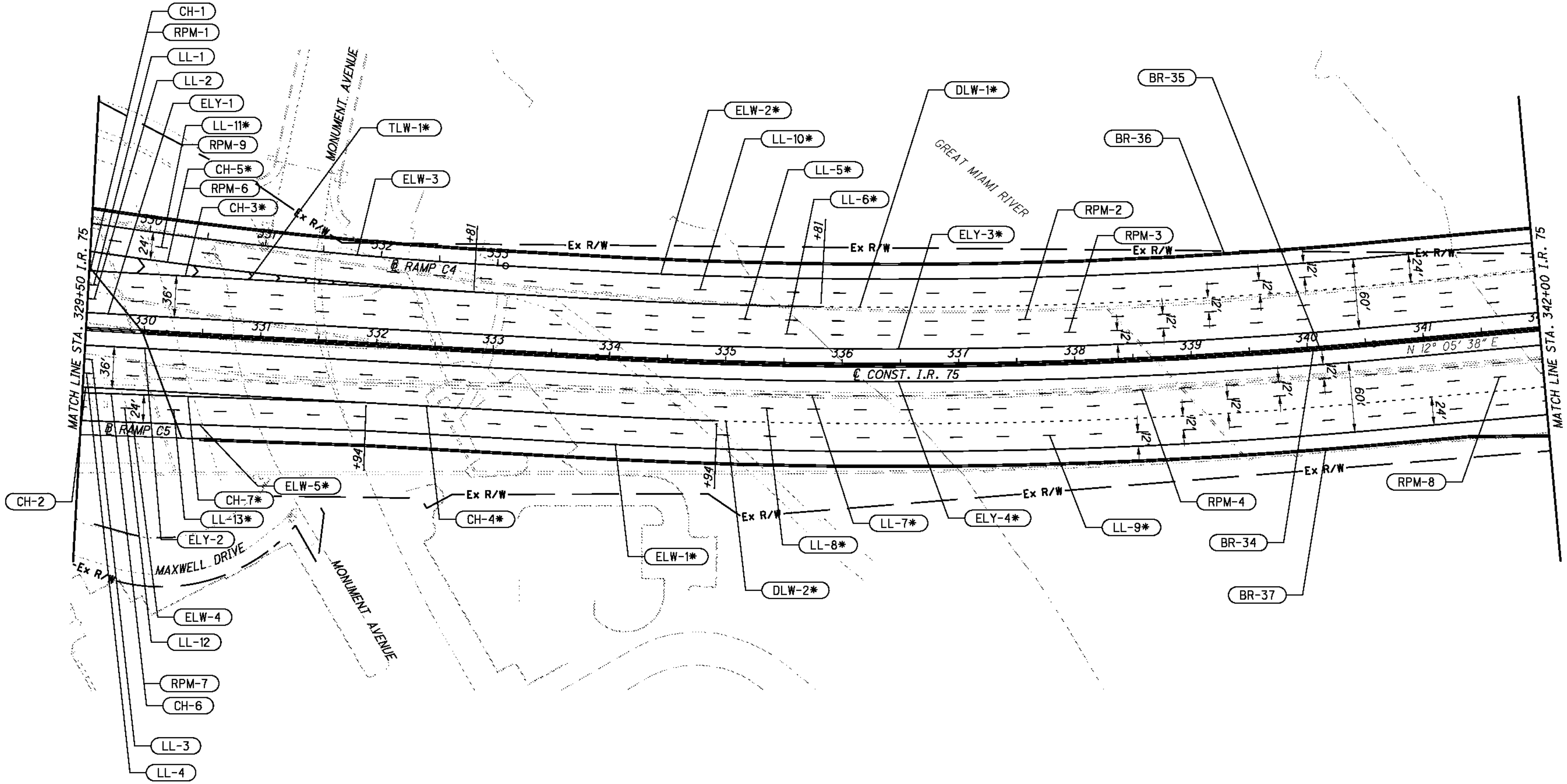
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN
STA. 329+50 TO STA. 342+00 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

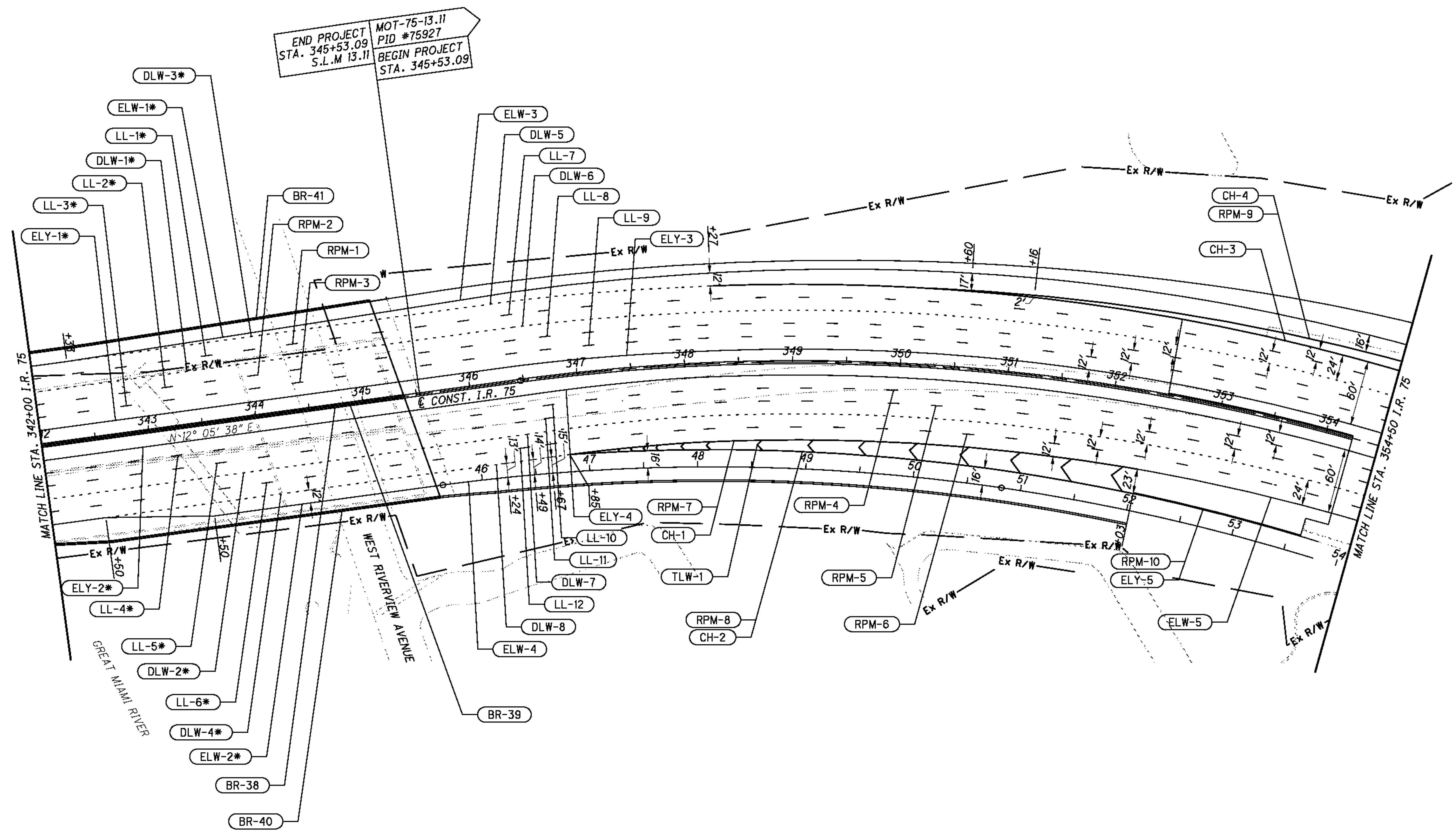
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN STA. 342+00 TO STA. 354+50 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

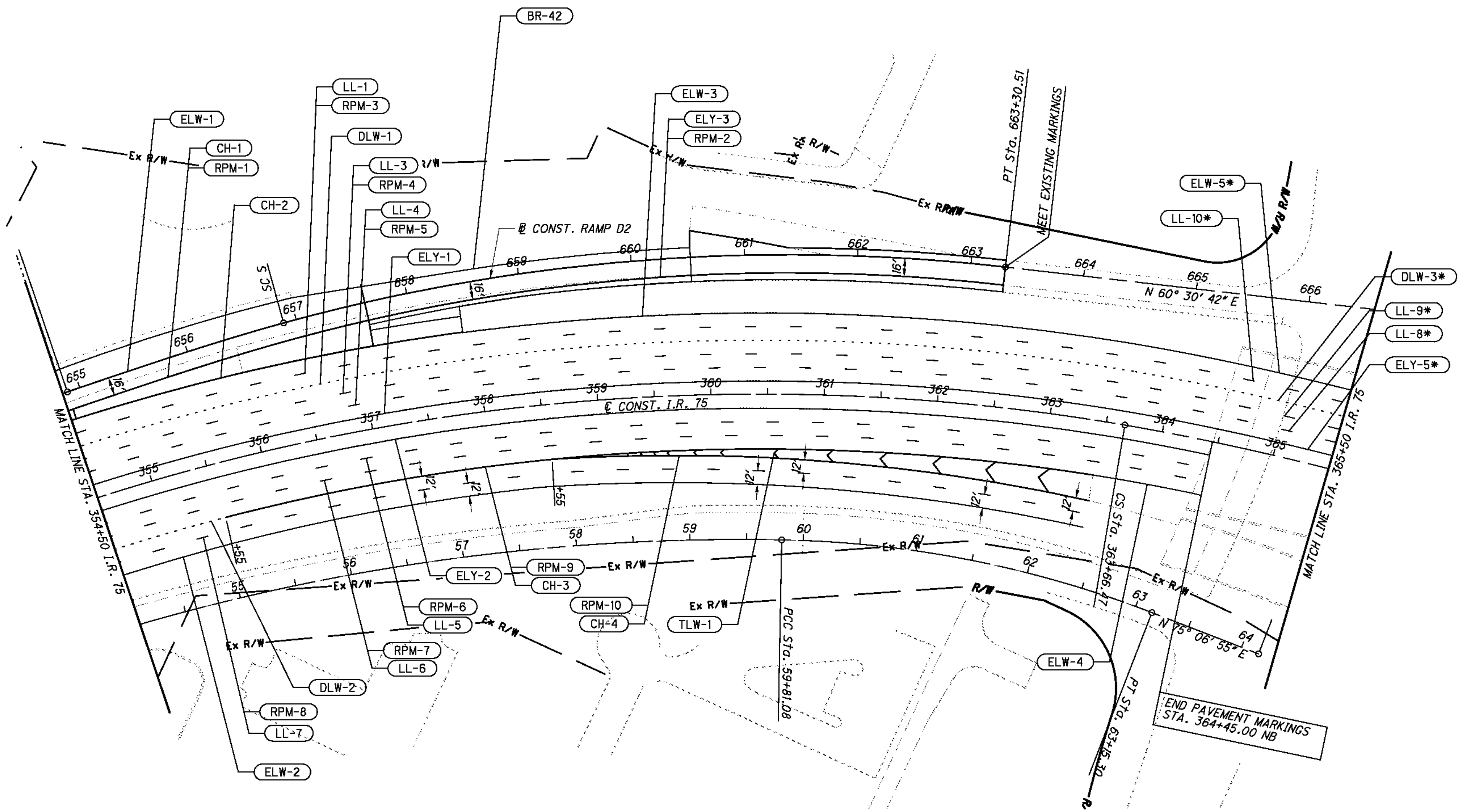
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 354+50 TO STA. 365+50 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

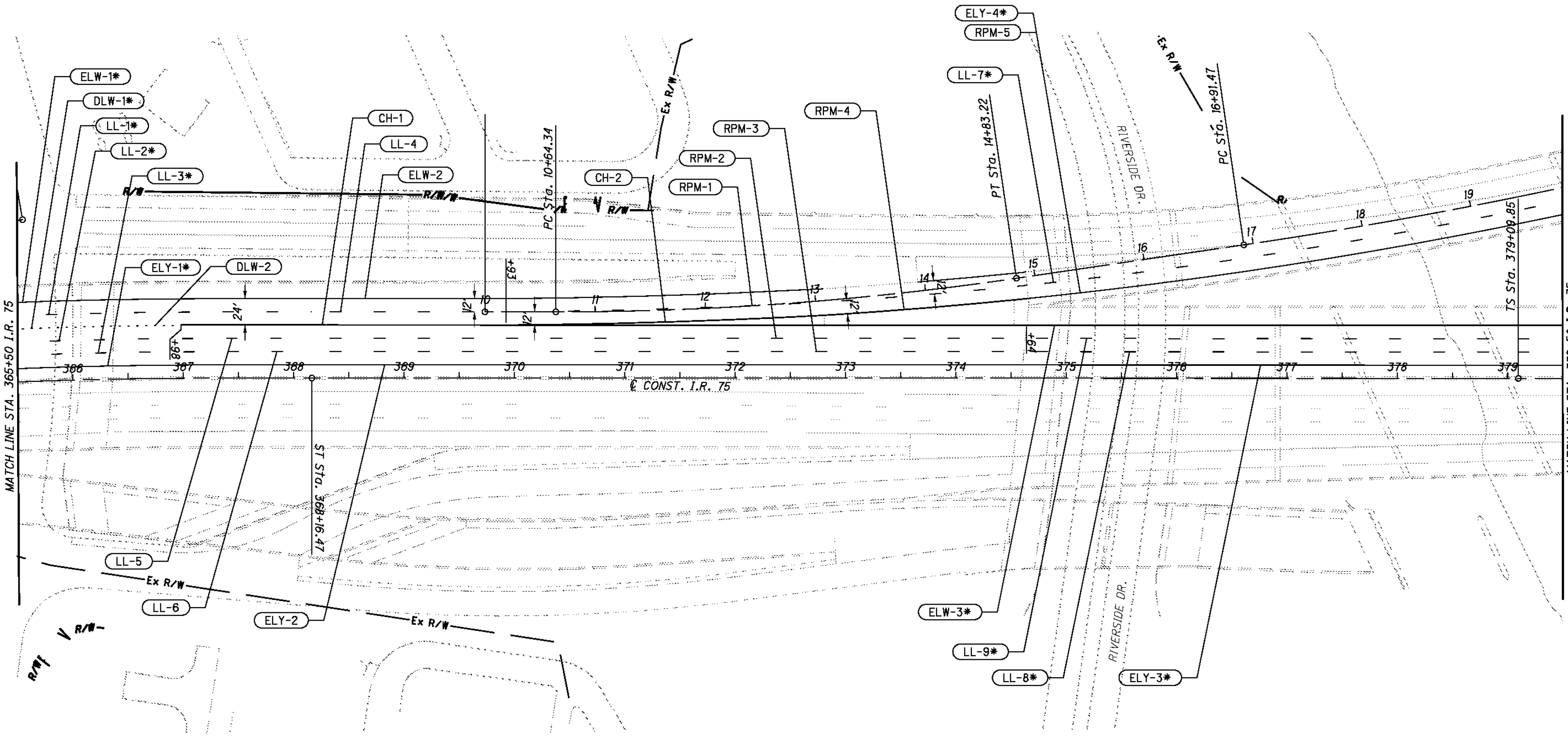
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 365+50 TO STA. 377+00 - I.R. 75

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

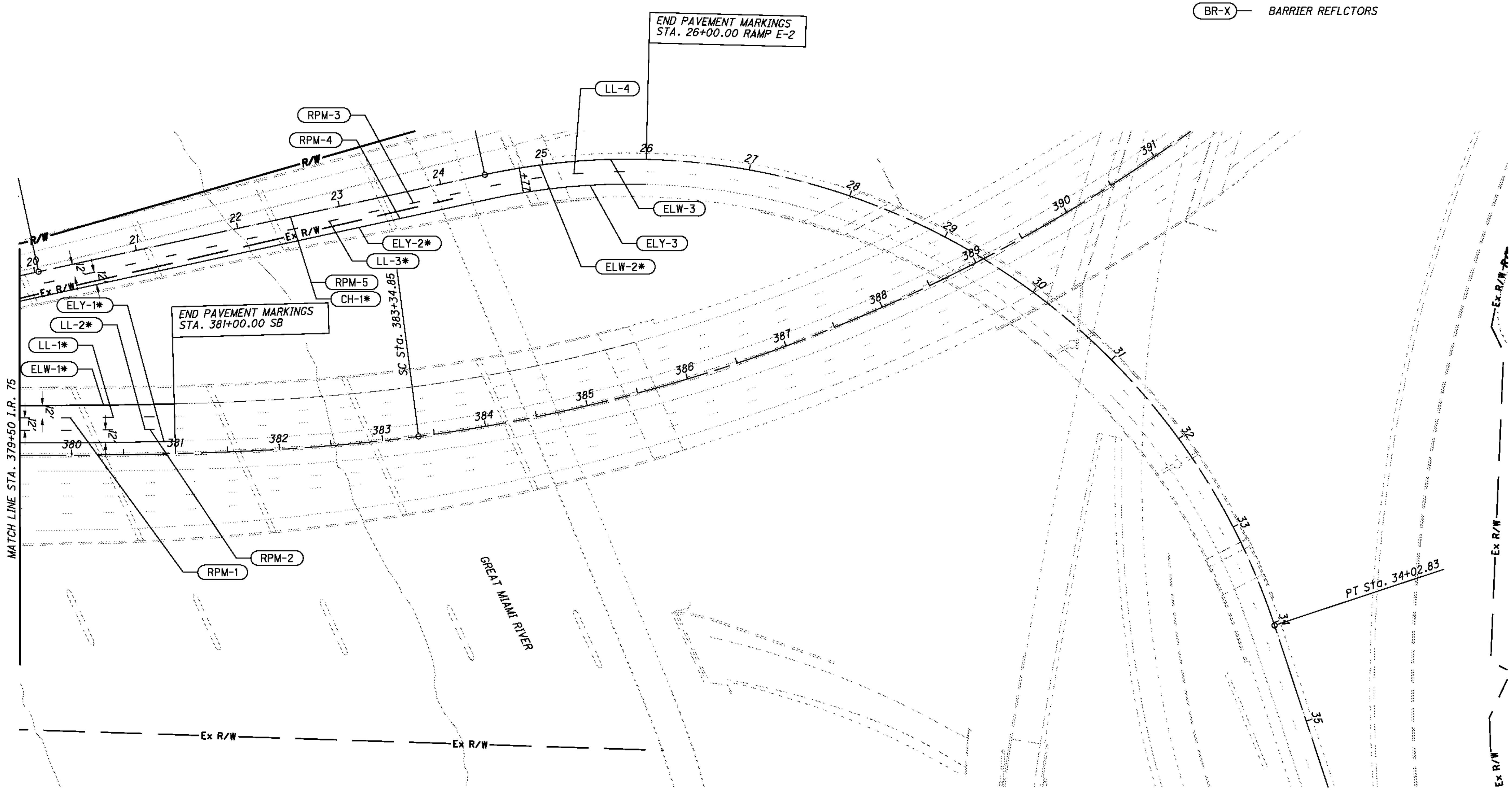
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. ALL PAVEMENT MARKINGS ON ASPHALT SHALL BE ODOT CMS ITEM 644, THERMOPLASTIC. ALL PAVEMENT MARKINGS ON PORTLAND CEMENT CONRETE PAVEMENT SHALL BE ODOT CMS ITEM 646, EPOXY.

3. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CH	CHANNELIZING LINE, 12"
DLW	DOTTED LINE, WHITE, 12"
ELW	EDGE LINE, WHITE, 6"
ELY	EDGE LINE, YELLOW, 6"
LL	LANE LINE, 6"
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
XX-1*	EPOXY PAVEMENT MARKING
⇒	DIRECTION OF TRAVEL
RPM	RAISED PAVEMENT MARKERS
BR-X	BARRIER REFLCTORS



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 379+50 TO STA. 391+00 - I.R. 75

MOT-75-12.00

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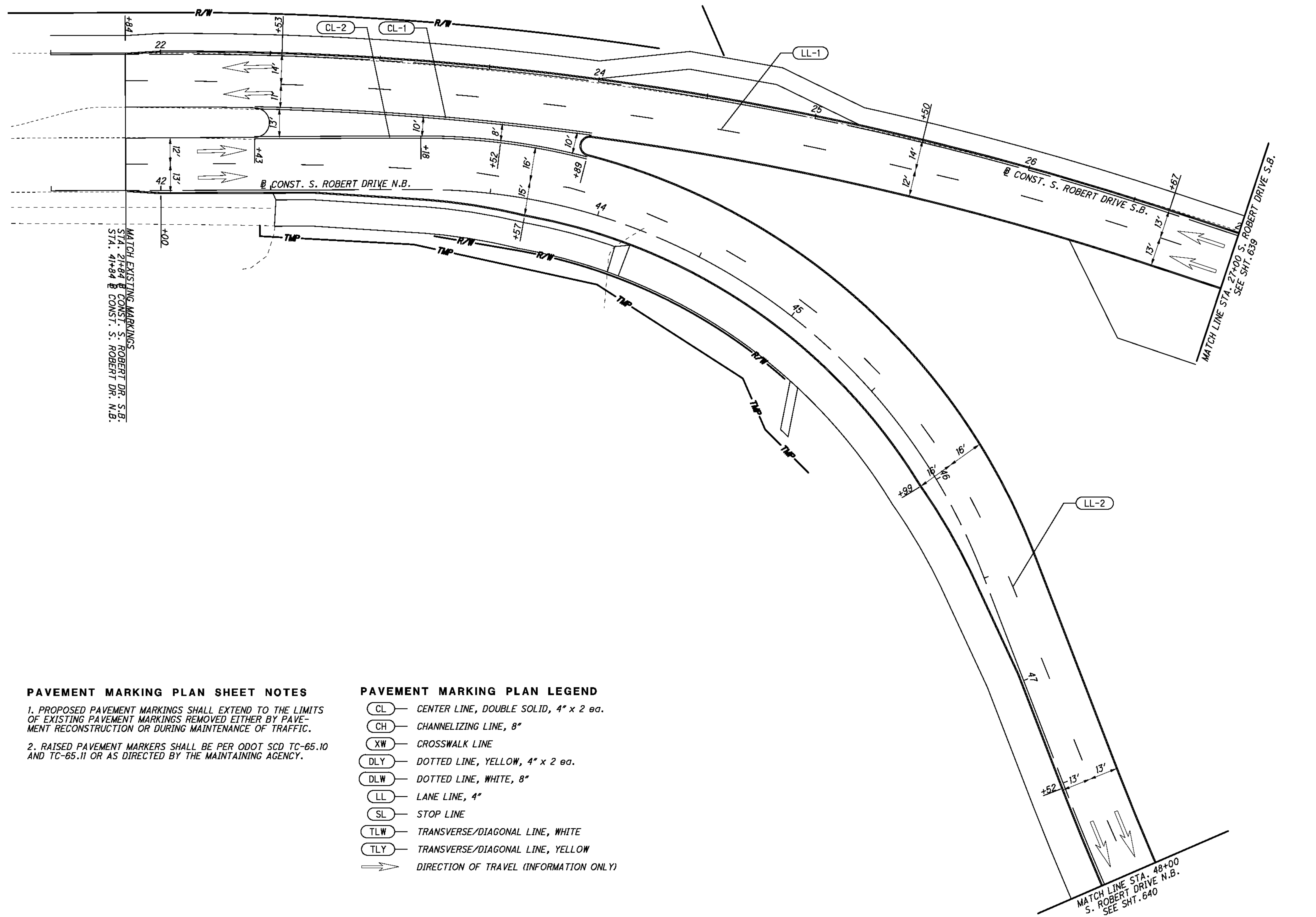


PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
⇒	DIRECTION OF TRAVEL (INFORMATION ONLY)

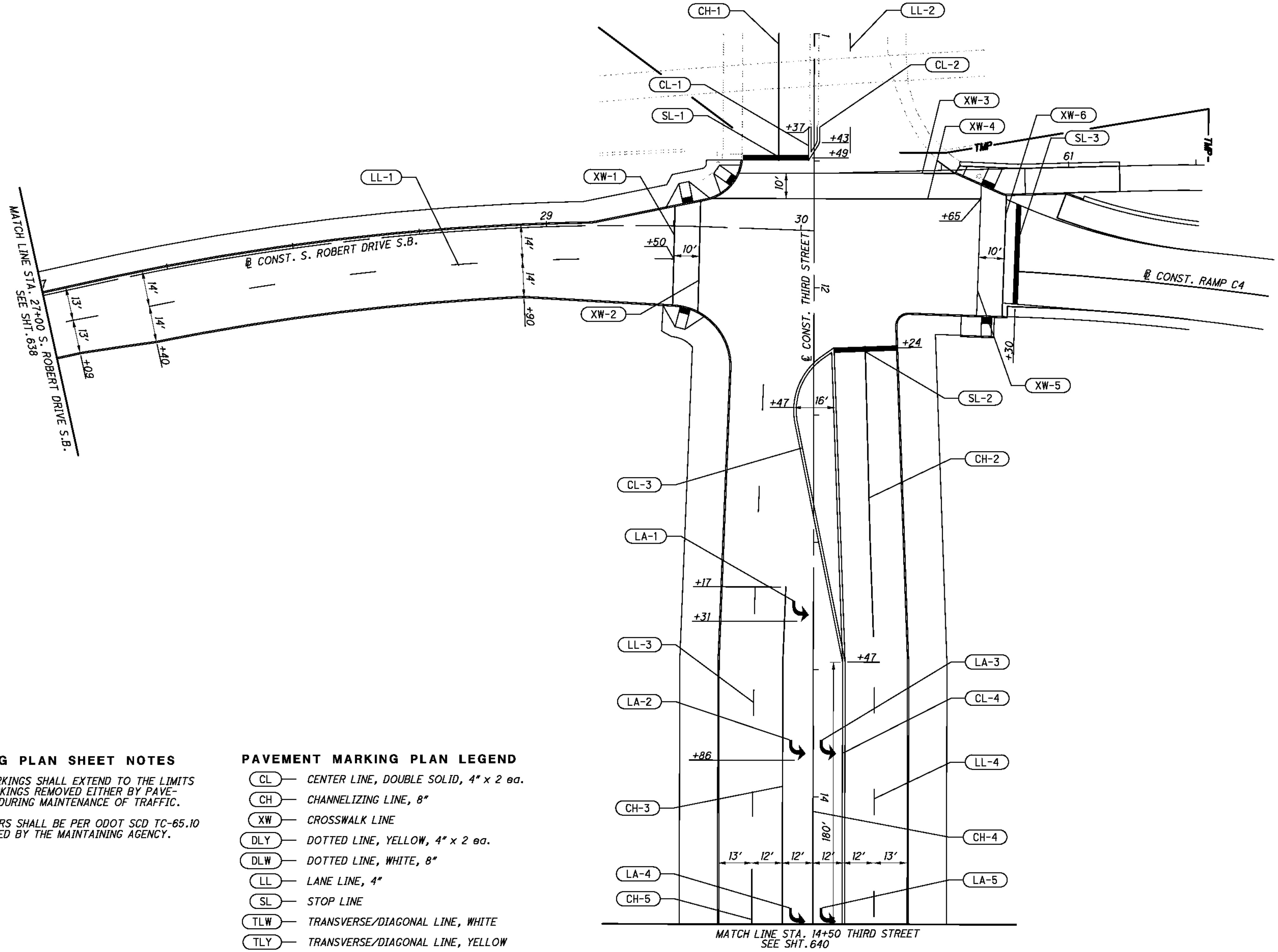
HORIZONTAL SCALE IN FEET

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN
S. ROBERT DRIVE N.B. & S.B.

MOT-75-12.00

IP_PWP:dms10255\77247TP306.dgn 29-MAR-2012 4:44PM rgreenland



PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
⟹	DIRECTION OF TRAVEL (INFORMATION ONLY)

HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
THIRD STREET AT S. ROBERT DRIVE S.B.

MOT-75-12.00

PAVEMENT MARKING PLAN LEGEND

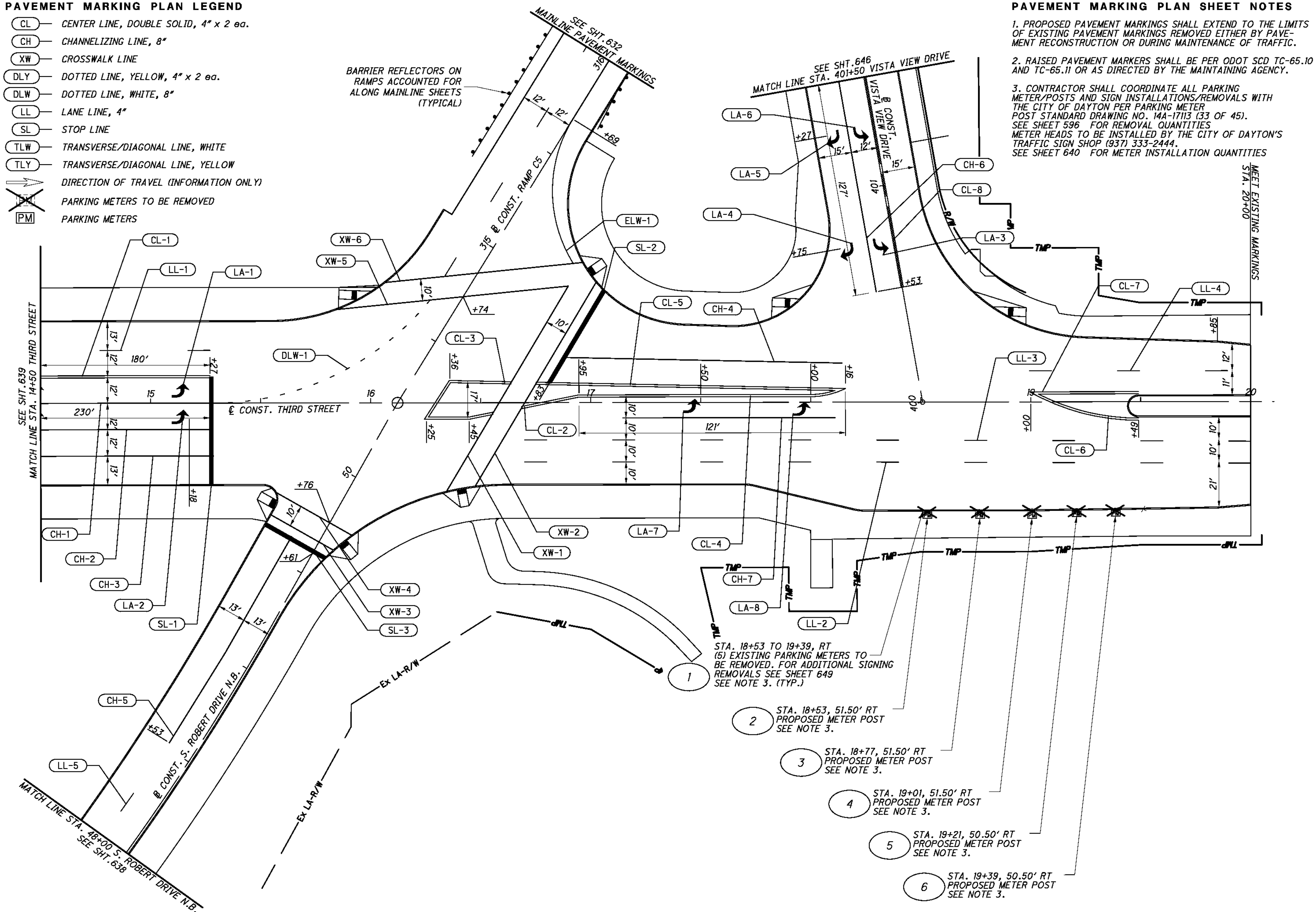
- CL — CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
- CH — CHANNELIZING LINE, 8"
- XW — CROSSWALK LINE
- DLY — DOTTED LINE, YELLOW, 4" x 2 ea.
- DLW — DOTTED LINE, WHITE, 8"
- LL — LANE LINE, 4"
- SL — STOP LINE
- TLW — TRANSVERSE/DIAGONAL LINE, WHITE
- TLY — TRANSVERSE/DIAGONAL LINE, YELLOW
- DIRECTION OF TRAVEL (INFORMATION ONLY)
- PM (crossed out) — PARKING METERS TO BE REMOVED
- PM — PARKING METERS

PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

3. CONTRACTOR SHALL COORDINATE ALL PARKING METER/POSTS AND SIGN INSTALLATIONS/REMOVALS WITH THE CITY OF DAYTON PER PARKING METER POST STANDARD DRAWING NO. 14A-17113 (33 OF 45). SEE SHEET 596 FOR REMOVAL QUANTITIES. METER HEADS TO BE INSTALLED BY THE CITY OF DAYTON'S TRAFFIC SIGN SHOP (937) 333-2444. SEE SHEET 640 FOR METER INSTALLATION QUANTITIES



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN
THIRD STREET AT S. ROBERT DRIVE N.B.

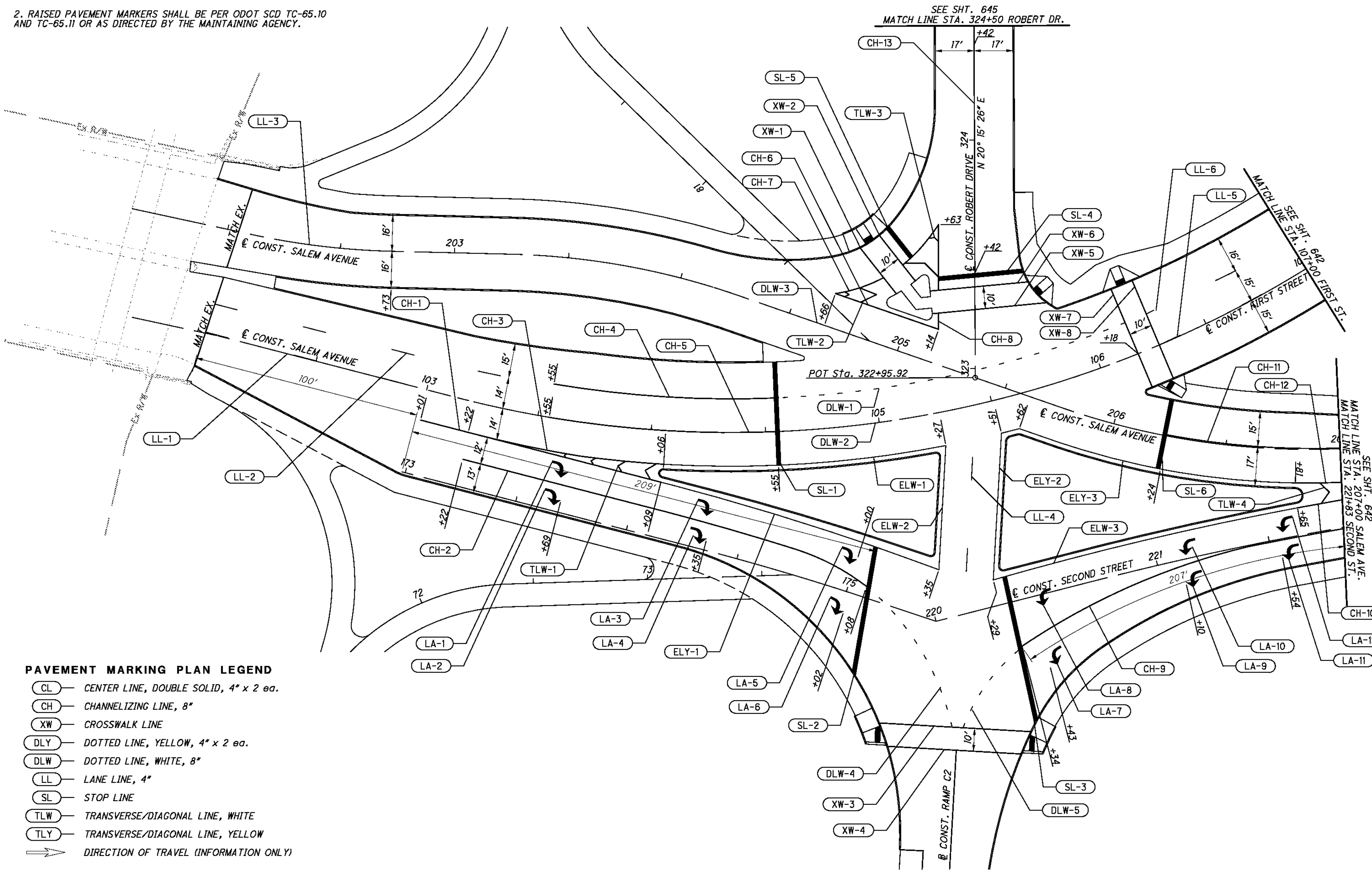
MOT-75-12.00

IP_PWP:dms10255\77247TP308.dgn 29-MAR-2012 4:44PM rgreenland

PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.



PAVEMENT MARKING PLAN LEGEND

- CL — CENTER LINE, DOUBLE SOLID, 4″ x 2 ea.
- CH — CHANNELIZING LINE, 8″
- XW — CROSSWALK LINE
- DLY — DOTTED LINE, YELLOW, 4″ x 2 ea.
- DLW — DOTTED LINE, WHITE, 8″
- LL — LANE LINE, 4″
- SL — STOP LINE
- TLW — TRANSVERSE/DIAGONAL LINE, WHITE
- TLY — TRANSVERSE/DIAGONAL LINE, YELLOW
- ⇨ DIRECTION OF TRAVEL (INFORMATION ONLY)

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
INTERSECTION OF FIRST, SECOND, & ROBERT DR

MOT-75-12.00

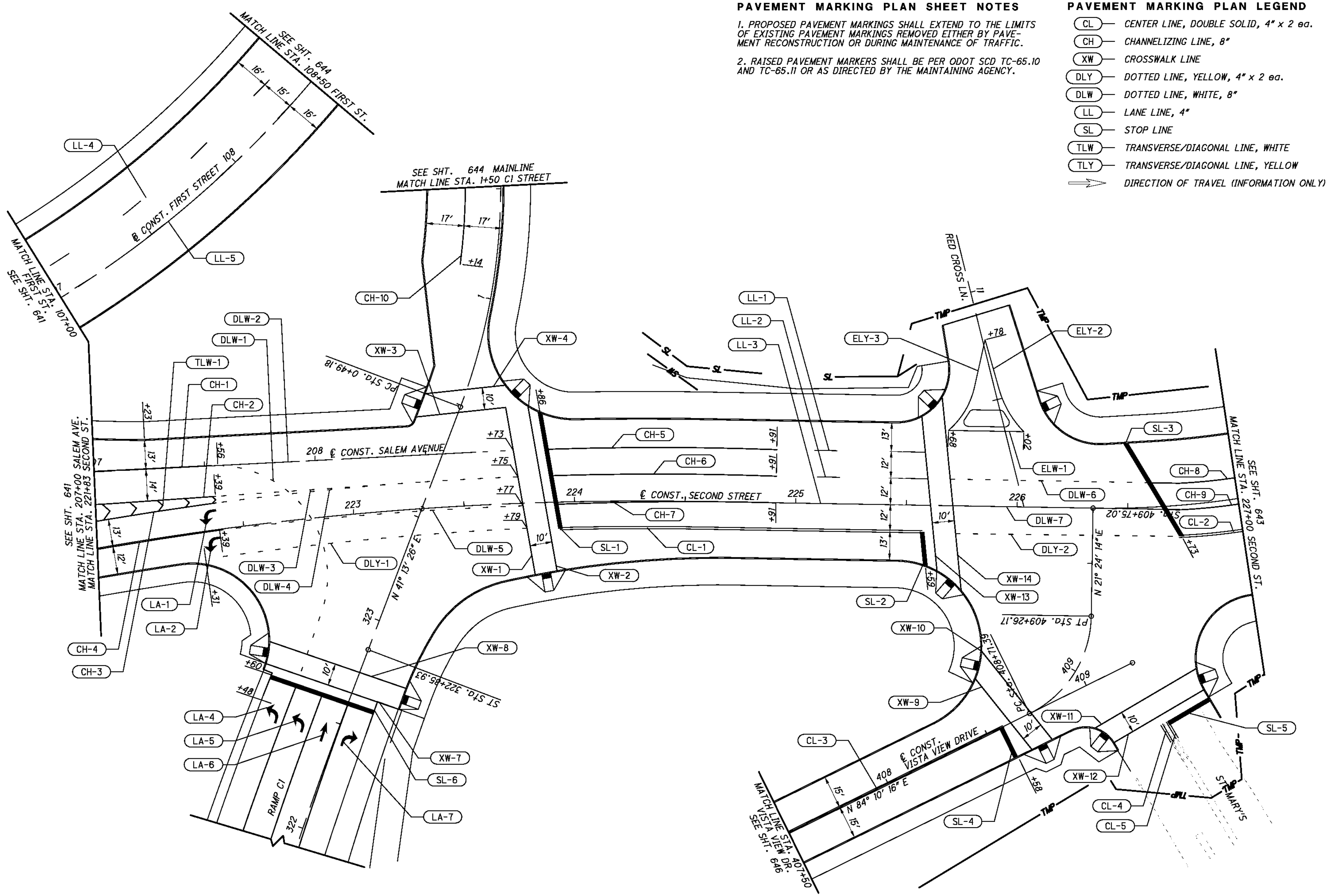
PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
⇒	DIRECTION OF TRAVEL (INFORMATION ONLY)



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN STA. 221+83 TO STA. 227+00 SECOND STREET

MOT-75-12.00

IP_PWP:dms10255\77247TP310.dgn 29-MAR-2012 4:44PM rgreenland

PAVEMENT MARKING PLAN SHEET NOTES

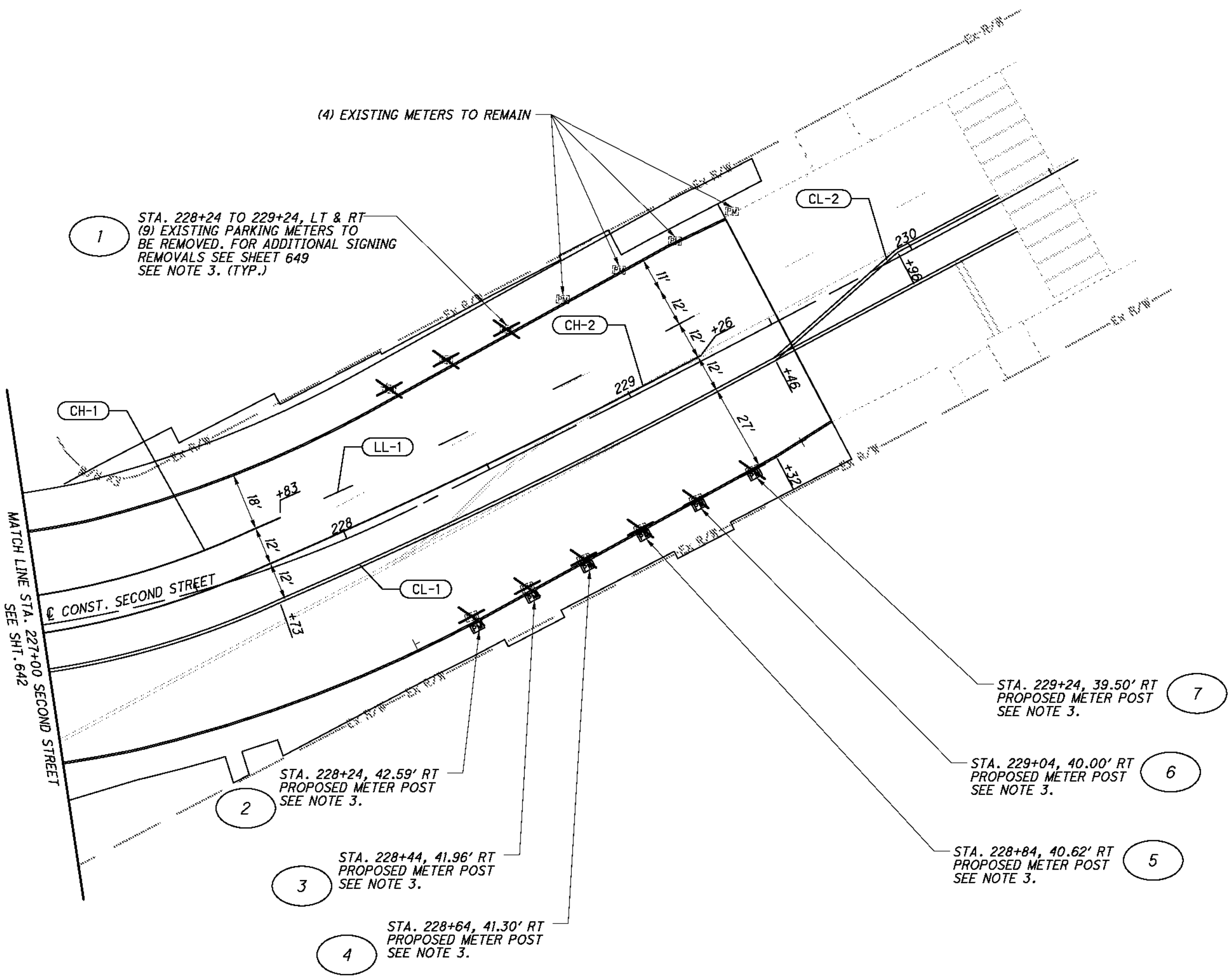
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

3. CONTRACTOR SHALL COORDINATE ALL PARKING METER/POSTS AND SIGN INSTALLATIONS/REMOVALS WITH THE CITY OF DAYTON PER PARKING METER POST STANDARD DRAWING NO. 14A-17113 (33 OF 45).
SEE SHEET FOR REMOVAL QUANTITIES
METER HEADS TO BE INSTALLED BY THE CITY OF DAYTON'S TRAFFIC SIGN SHOP (937) 333-2444.
SEE SHEET FOR METER INSTALLATION QUANTITIES

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL 536	STOP LINE
TLW 643	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
	DIRECTION OF TRAVEL (INFORMATION ONLY)
	PARKING METERS TO BE REMOVED
PM	PARKING METERS



HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN
STA. 227+00 TO STA. 230+00 SECOND STREET

MOT-75-12.00

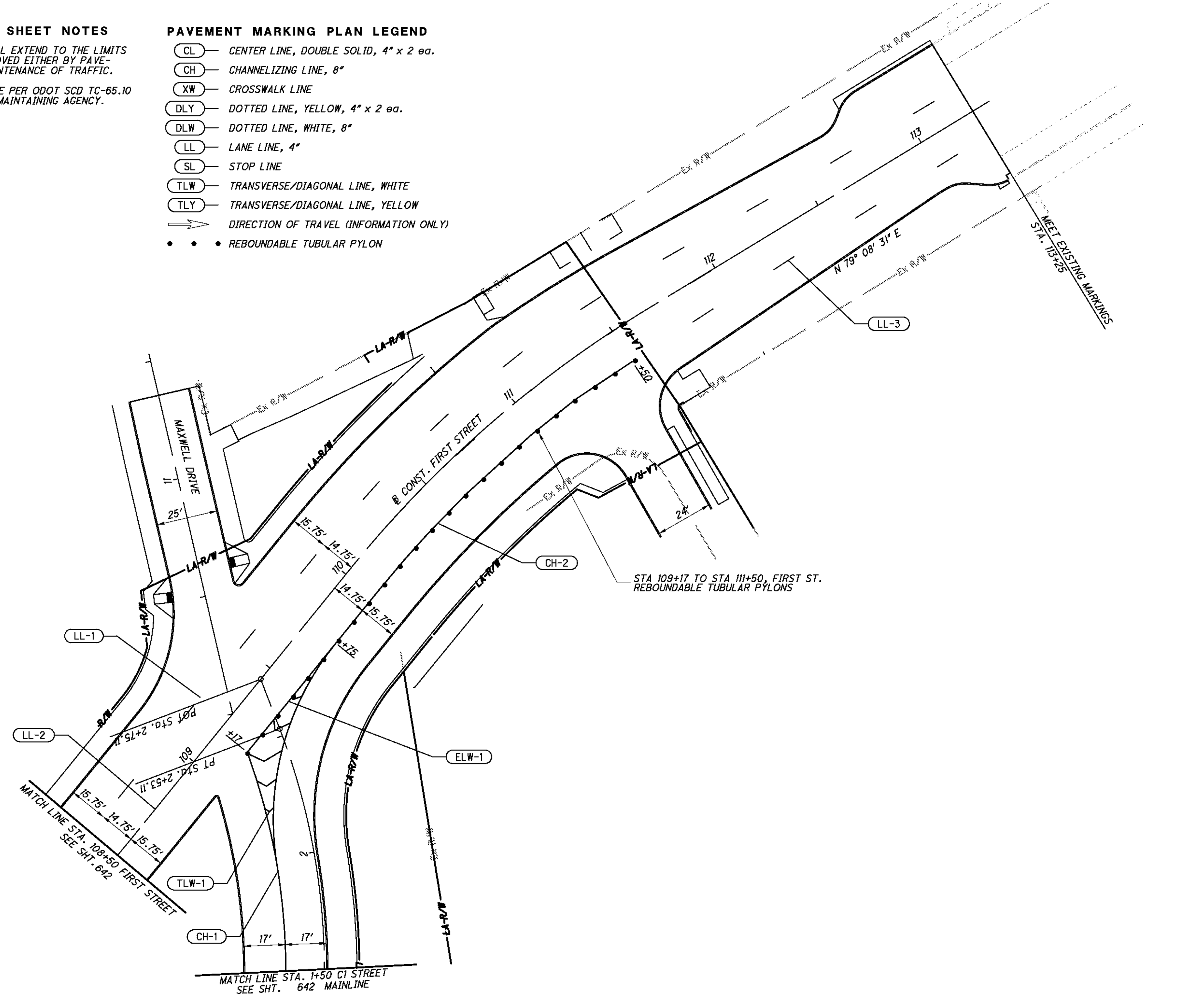
PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
⇒	DIRECTION OF TRAVEL (INFORMATION ONLY)
• • •	REBOUNDABLE TUBULAR PYLON

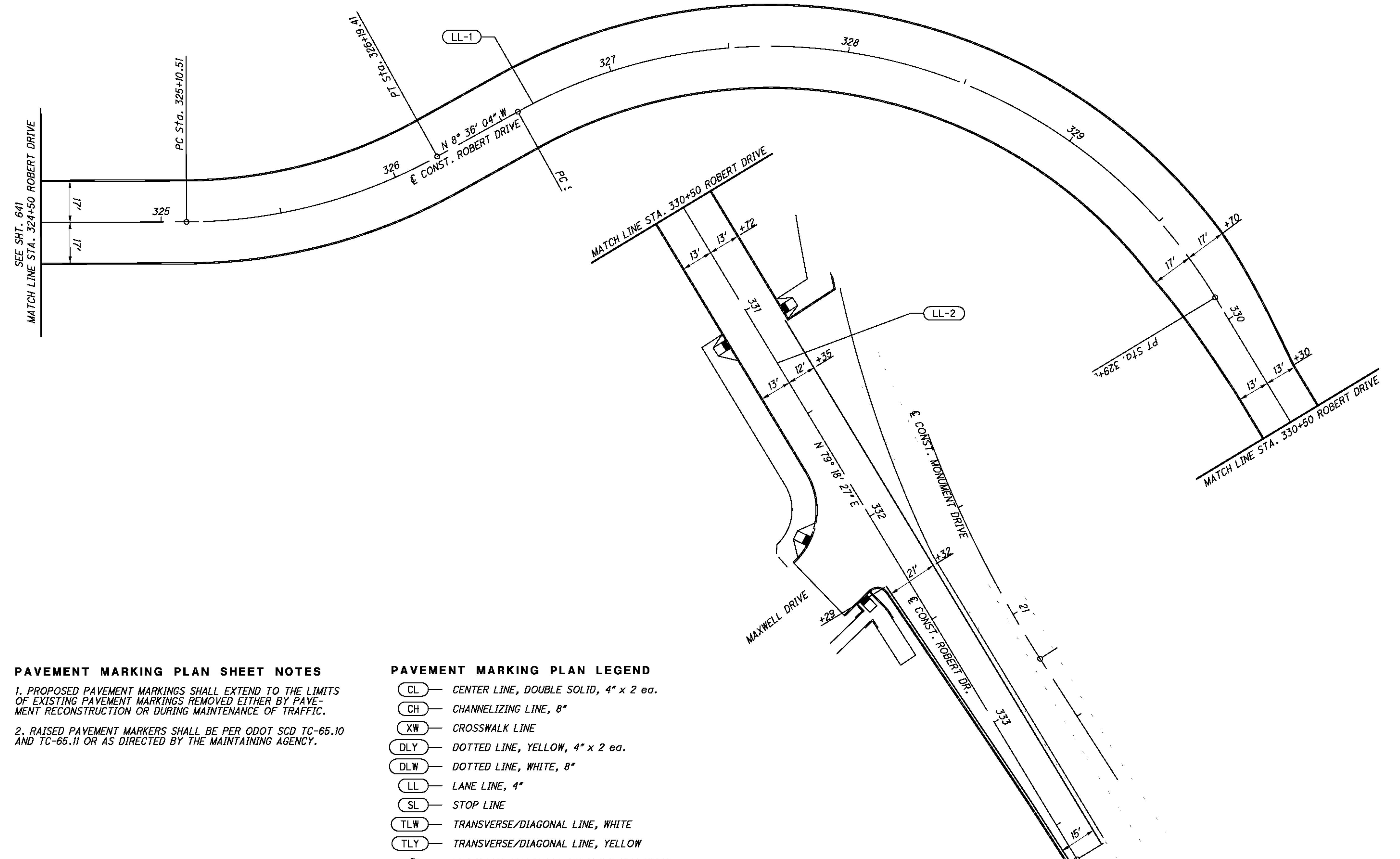


HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 108+50 TO STA. 113+25 FIRST STREET

MOT-75-12.00



PAVEMENT MARKING PLAN SHEET NOTES

1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
⟹	DIRECTION OF TRAVEL (INFORMATION ONLY)

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

PAVEMENT MARKING PLAN
STA. 324+50 TO STA. 333+67 ROBERT DRIVE

MOT-75-12.00

PAVEMENT MARKING PLAN SHEET NOTES

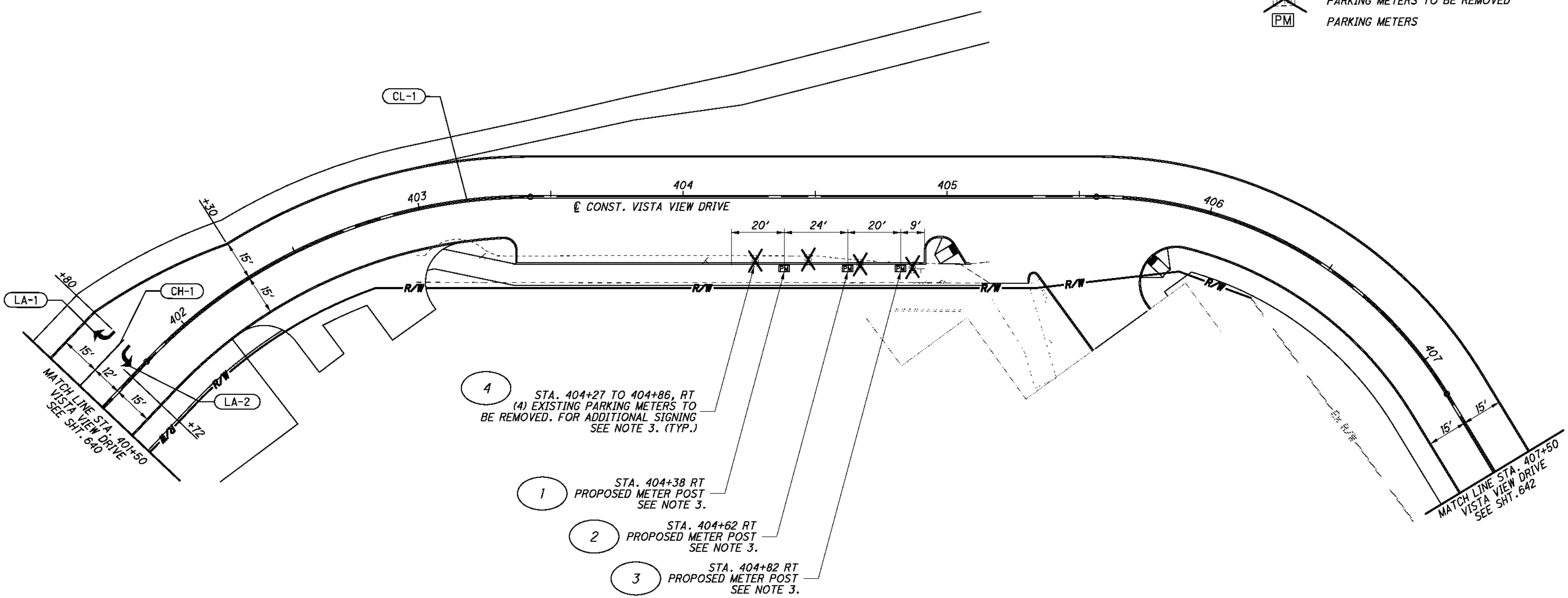
1. PROPOSED PAVEMENT MARKINGS SHALL EXTEND TO THE LIMITS OF EXISTING PAVEMENT MARKINGS REMOVED EITHER BY PAVEMENT RECONSTRUCTION OR DURING MAINTENANCE OF TRAFFIC.

2. RAISED PAVEMENT MARKERS SHALL BE PER ODOT SCD TC-65.10 AND TC-65.11 OR AS DIRECTED BY THE MAINTAINING AGENCY.

3. CONTRACTOR SHALL COORDINATE ALL PARKING METER/POSTS AND SIGN INSTALLATIONS/REMOVALS WITH THE CITY OF DAYTON PER PARKING METER POST STANDARD DRAWING NO. 14A-17113 (33 OF 45). SEE SHEET 596 FOR REMOVAL QUANTITIES. METER HEADS TO BE INSTALLED BY THE CITY OF DAYTON'S TRAFFIC SIGN SHOP (937) 333-2444. SEE SHEET 646 FOR METER INSTALLATION QUANTITIES

PAVEMENT MARKING PLAN LEGEND

CL	CENTER LINE, DOUBLE SOLID, 4" x 2 ea.
CH	CHANNELIZING LINE, 8"
XW	CROSSWALK LINE
DLY	DOTTED LINE, YELLOW, 4" x 2 ea.
DLW	DOTTED LINE, WHITE, 8"
LL	LANE LINE, 4"
SL	STOP LINE
TLW	TRANSVERSE/DIAGONAL LINE, WHITE
TLY	TRANSVERSE/DIAGONAL LINE, YELLOW
	DIRECTION OF TRAVEL (INFORMATION ONLY)
PM (crossed)	PARKING METERS TO BE REMOVED
PM	PARKING METERS



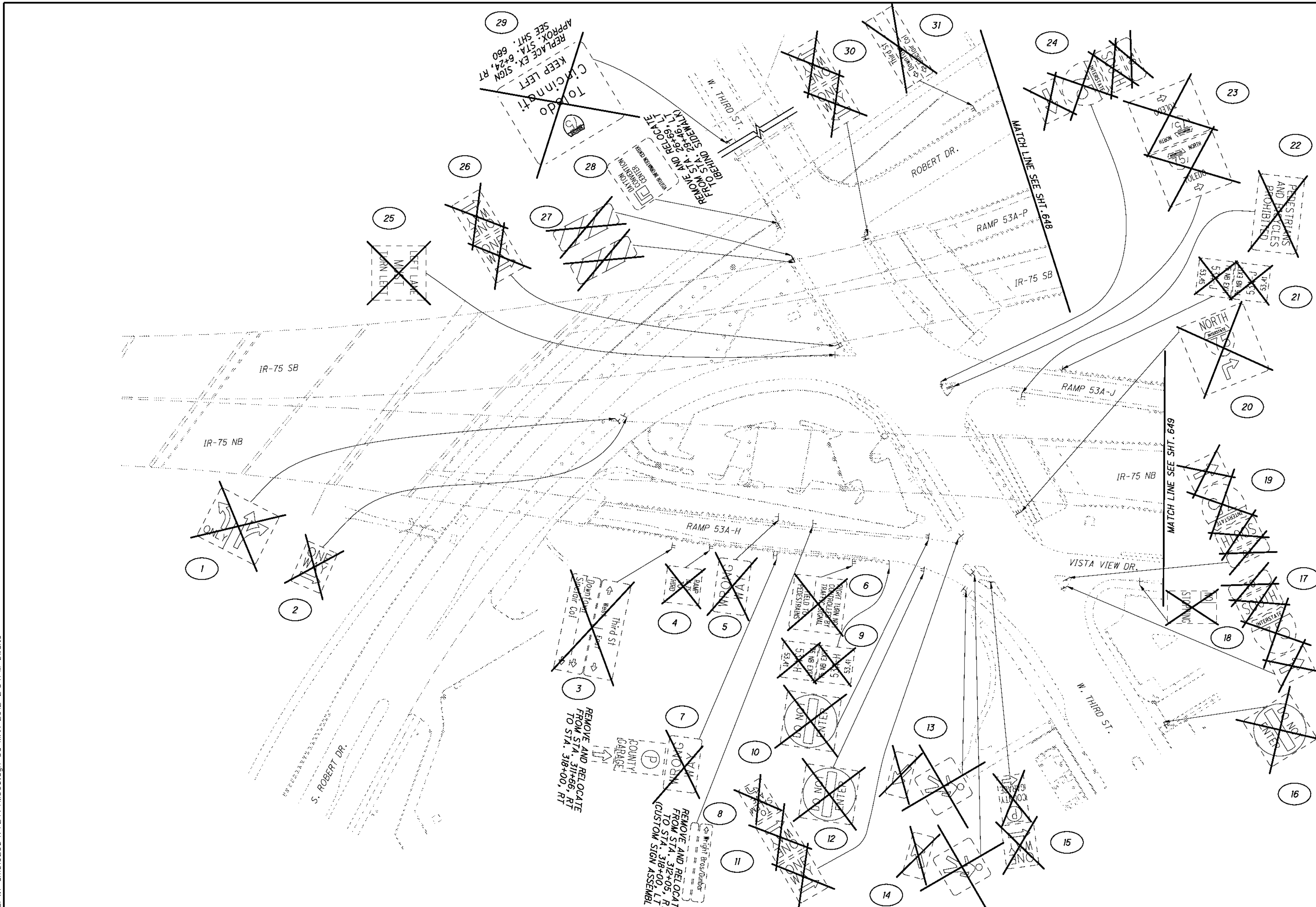
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED RJB CHECKED HJF

PAVEMENT MARKING PLAN
STA. 401+50 TO STA. 407+50 VISTA VIEW DRIVE

MOT-75-12.00

IP_PWP:dms10255\77247TP314.dgn 29-MAR-2012 4:44PM rgreenland

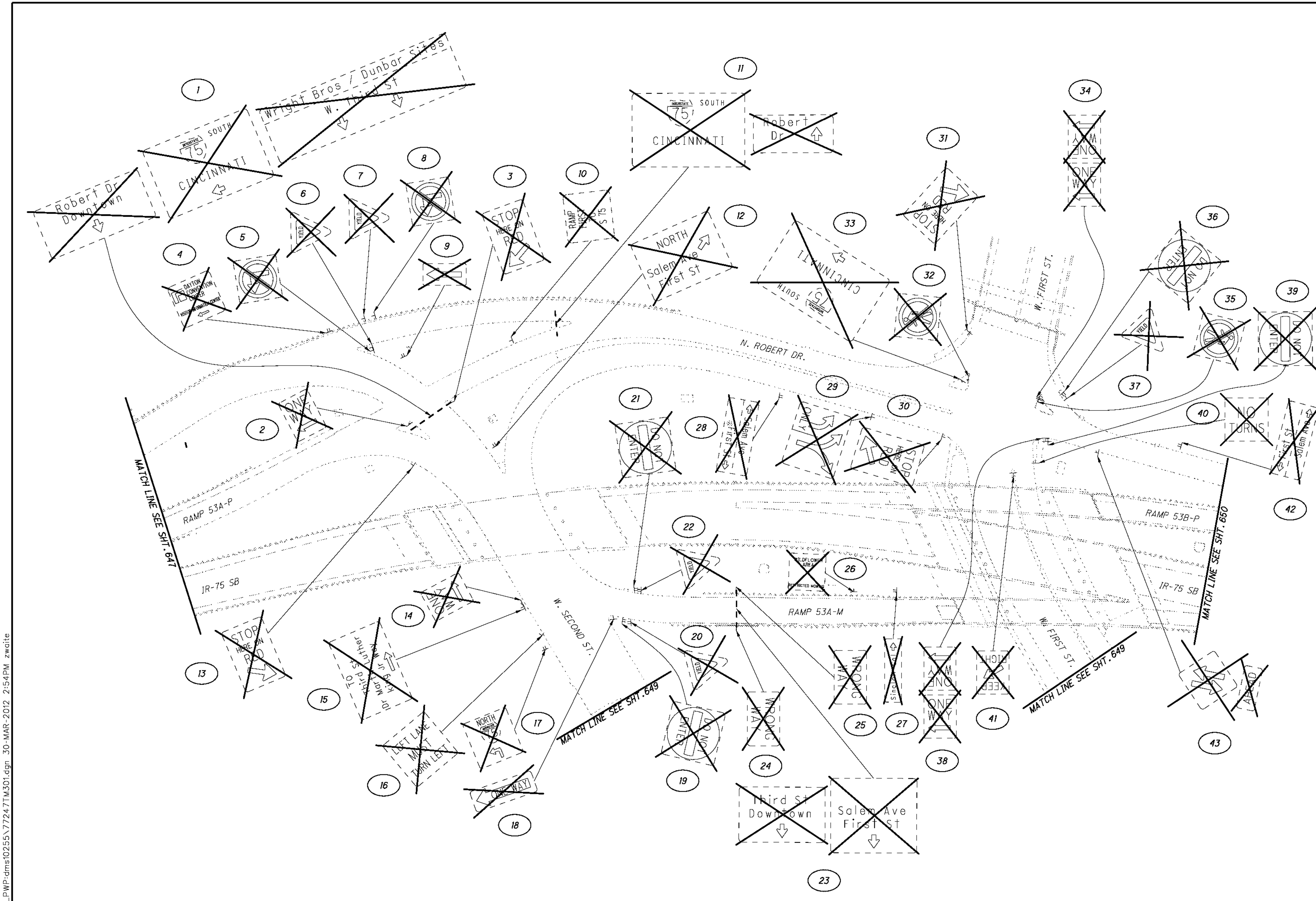


CALCULATED RJB
CHECKED HJF

0 25 50 100
HORIZONTAL SCALE IN FEET

SIGNING REMOVAL PLAN
LOCAL STREETS

MOT-75-12.00



0 25 50 100
HORIZONTAL SCALE IN FEET

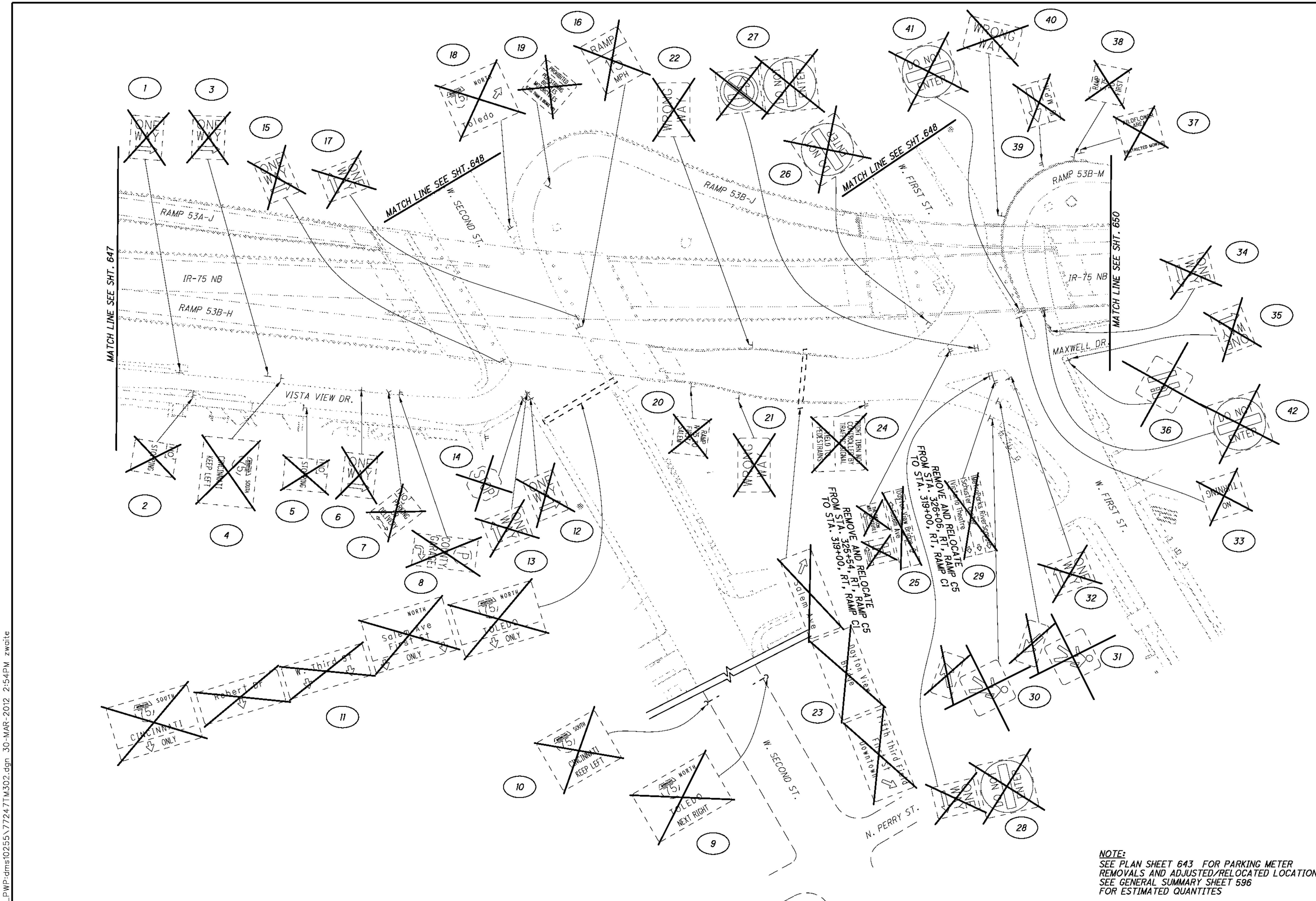
CALCULATED RJB
CHECKED HJF

SIGNING REMOVAL PLAN
LOCAL STREETS

MOT-75-12.00

648/1565

IP_PWP:dms10255\77247TM301.dgn 30-MAR-2012 2:54PM zwaite

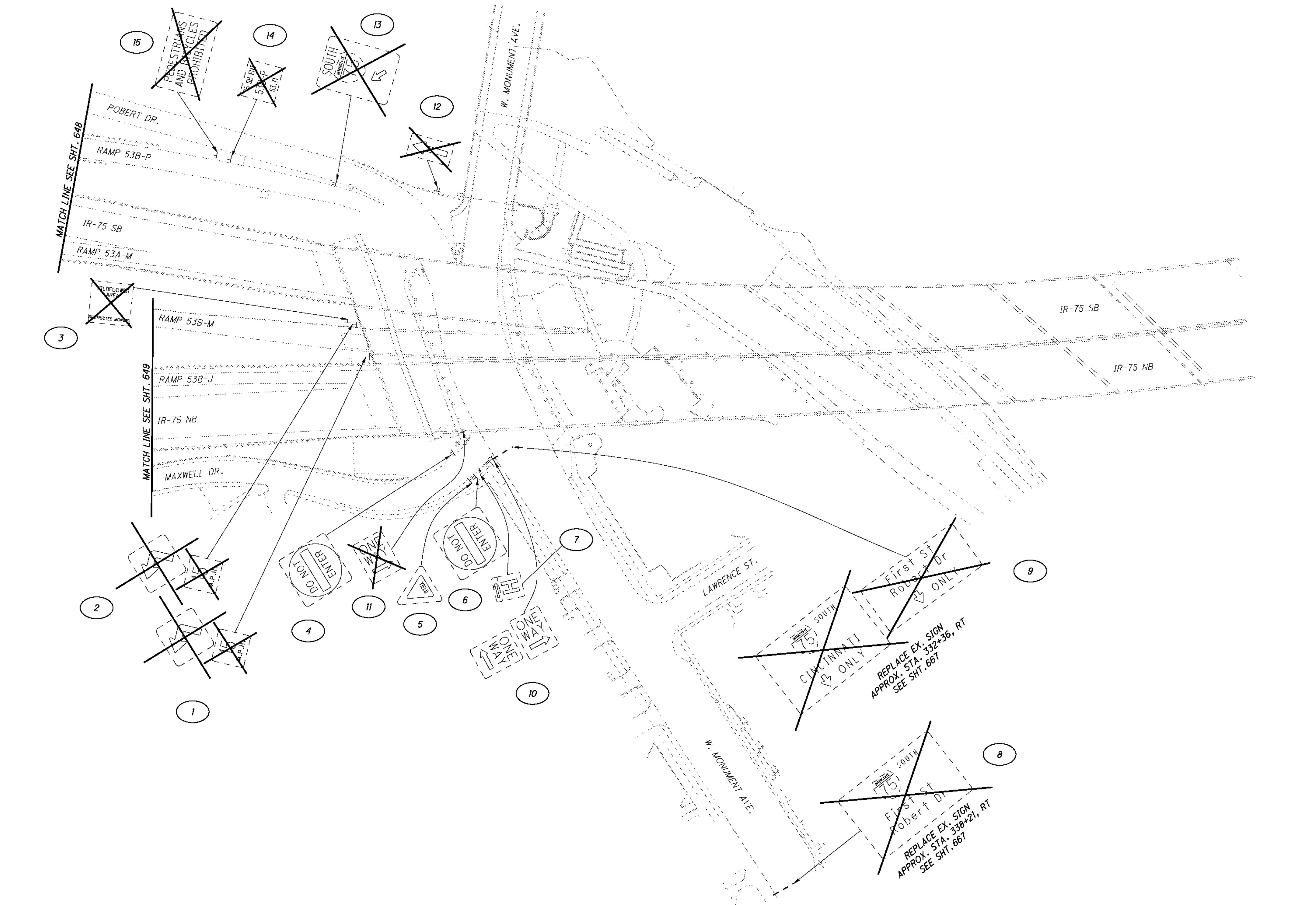


0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

SIGNING REMOVAL PLAN
LOCAL STREETS

MOT-75-12.00



HORIZONTAL SCALE IN FEET
0 25 50 100

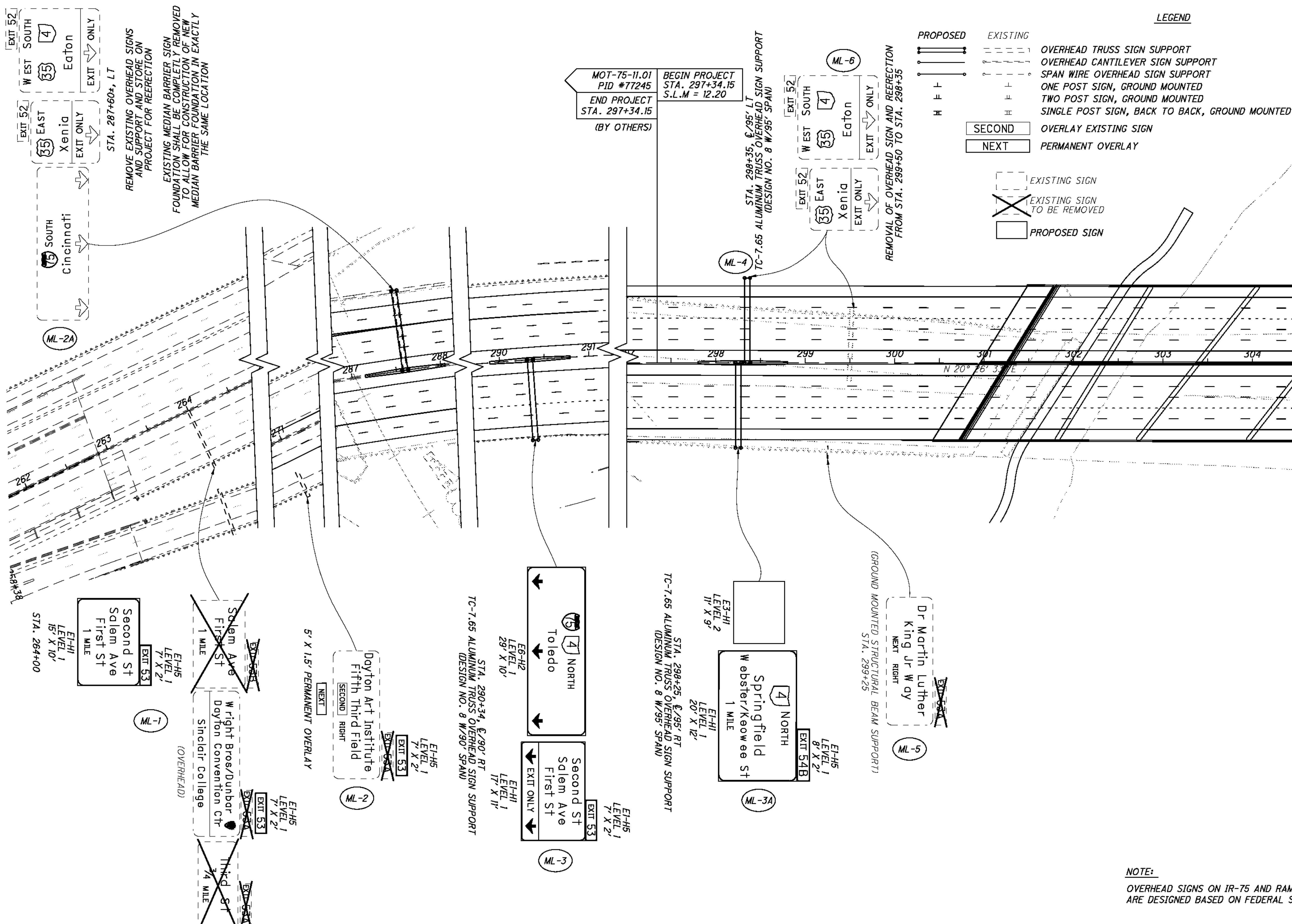
CALCULATED RJB
CHECKED HJF

SIGNING REMOVAL PLAN
LOCAL STREETS

MOT-75-12.00

650
1565

IP_PWP:dms10255\77247TM303.dgn 30-MAR-2012 2:54PM zwaite



LEGEND

PROPOSED	EXISTING	
		OVERHEAD TRUSS SIGN SUPPORT
		OVERHEAD CANTILEVER SIGN SUPPORT
		SPAN WIRE OVERHEAD SIGN SUPPORT
		ONE POST SIGN, GROUND MOUNTED
		TWO POST SIGN, GROUND MOUNTED
		SINGLE POST SIGN, BACK TO BACK, GROUND MOUNTED
SECOND		OVERLAY EXISTING SIGN
NEXT		PERMANENT OVERLAY

EXISTING SIGN

EXISTING SIGN TO BE REMOVED

PROPOSED SIGN

NOTE:
OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
STA. 264+00 TO STA. 304+50 - I.R. 75

MOT-75-12.00

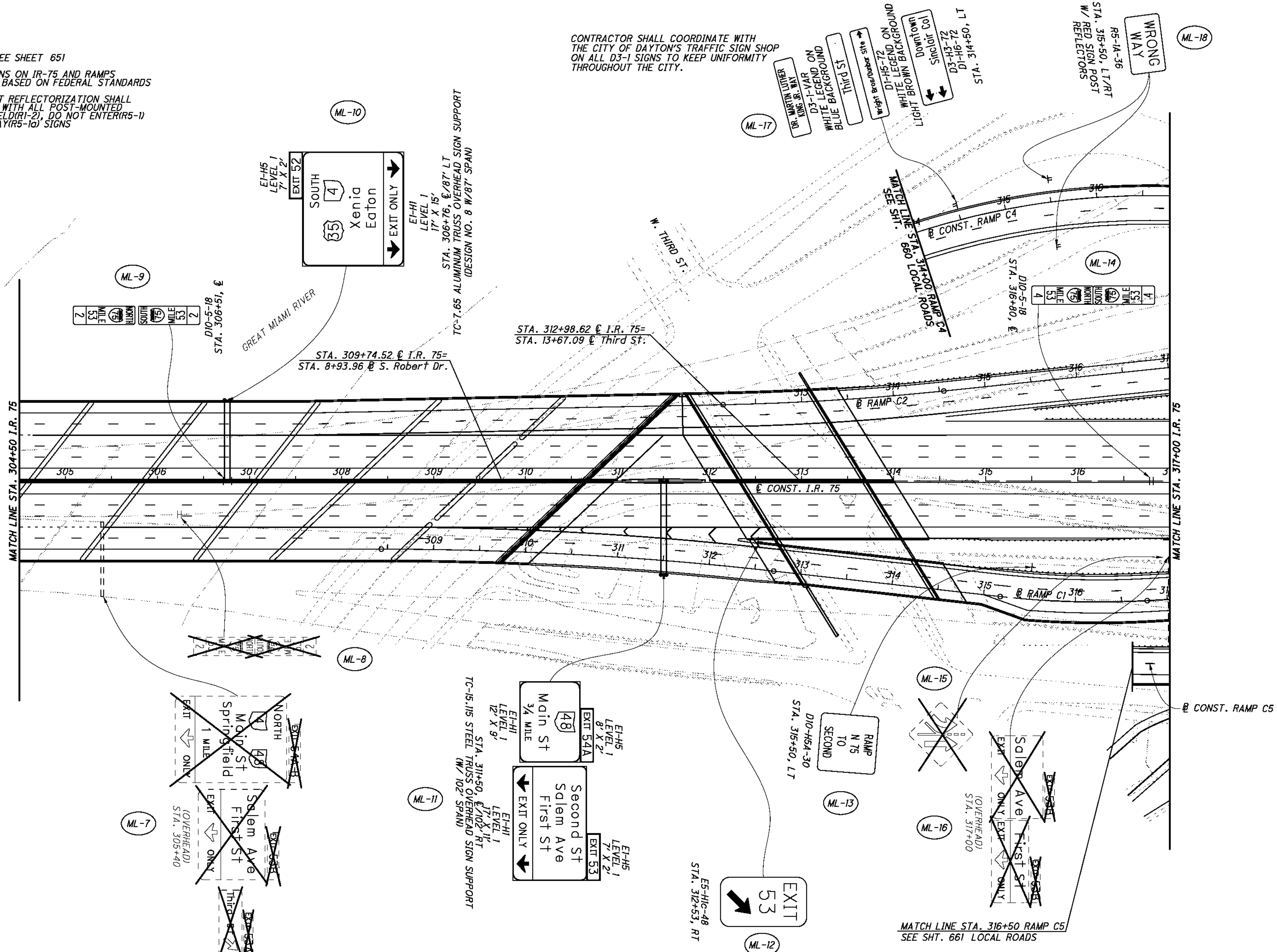
NOTE:

FOR LEGEND SEE SHEET 651

OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP(R1-1), YIELD(R1-2), DO NOT ENTER(R5-1) AND WRONG WAY(R5-1a) SIGNS

CONTRACTOR SHALL COORDINATE WITH THE CITY OF DAYTON'S TRAFFIC SIGN SHOP ON ALL D3-1 SIGNS TO KEEP UNIFORMITY THROUGHOUT THE CITY.



SIGNING PLAN

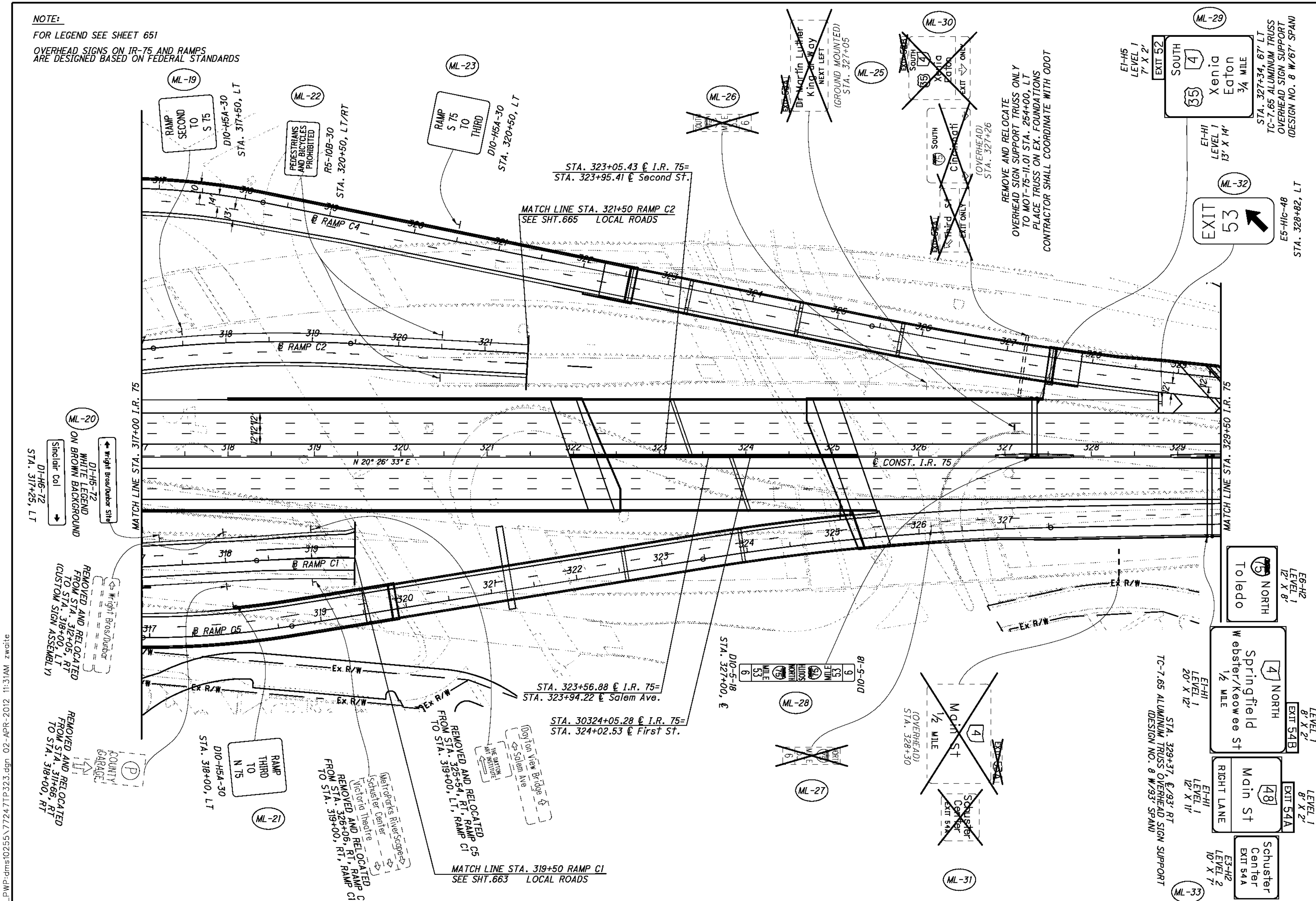
STA. 304+50 TO STA. 317+00 - I.R. 75

MOT-75-12.00

CALCULATED RJB

CHECKED HJF

HORIZONTAL SCALE IN FEET 0 25 50 100



SIGNING PLAN

STA. 317+00 TO STA. 329+50 - I.R. 75

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED RJB

CHECKED HJF

MOT-75-12.00

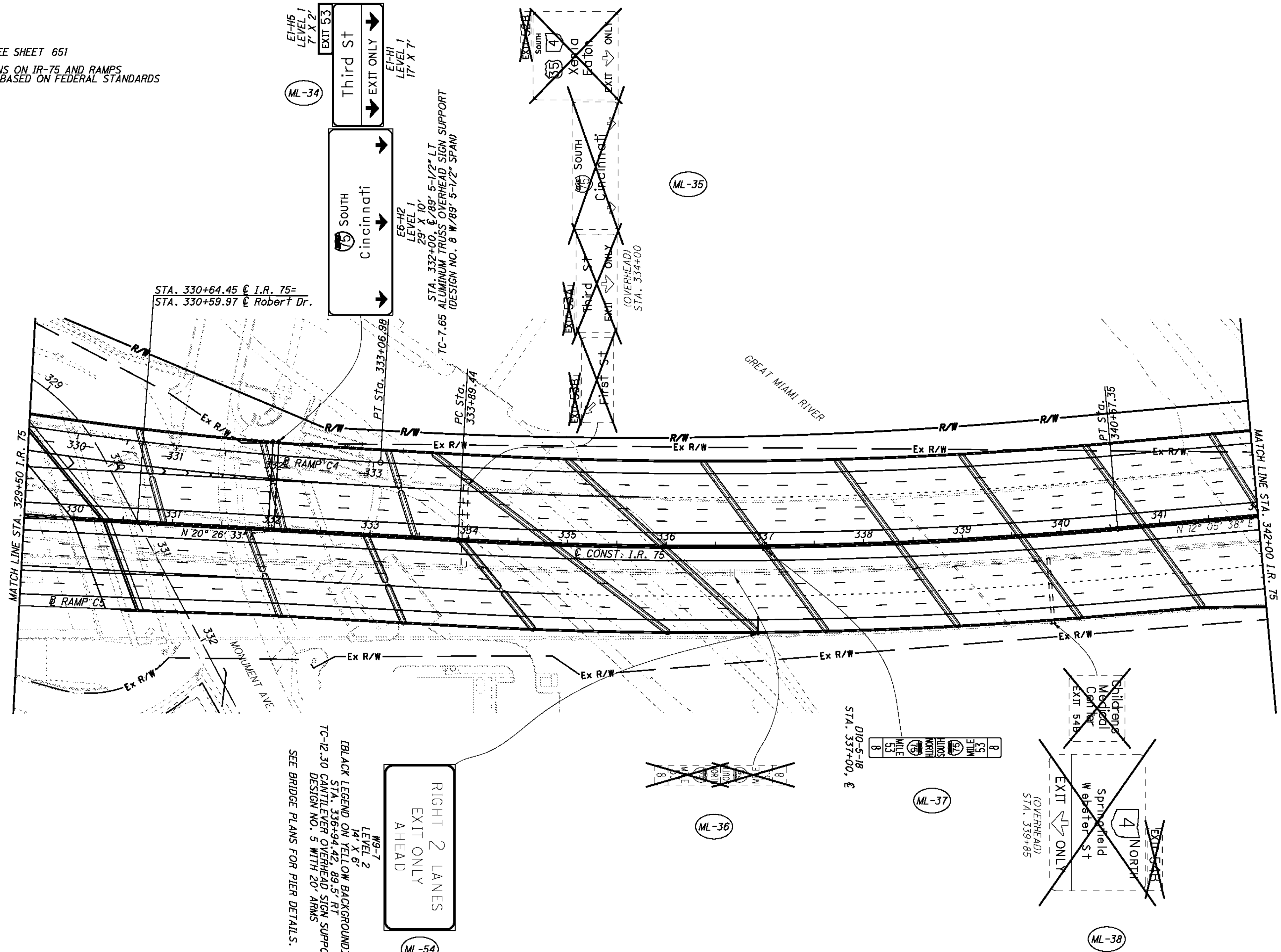
653 / 1565

IP_PWP:dms10255\77247TP323.dgn 02-APR-2012 11:31AM zwaite

NOTE:

FOR LEGEND SEE SHEET 651

OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS



CALCULATED RJB

CHECKED HJF

0 25 50 100

HORIZONTAL SCALE IN FEET

SIGNING PLAN

STA. 329+50 TO STA. 342+00 - I.R. 75

MOT-75-12.00

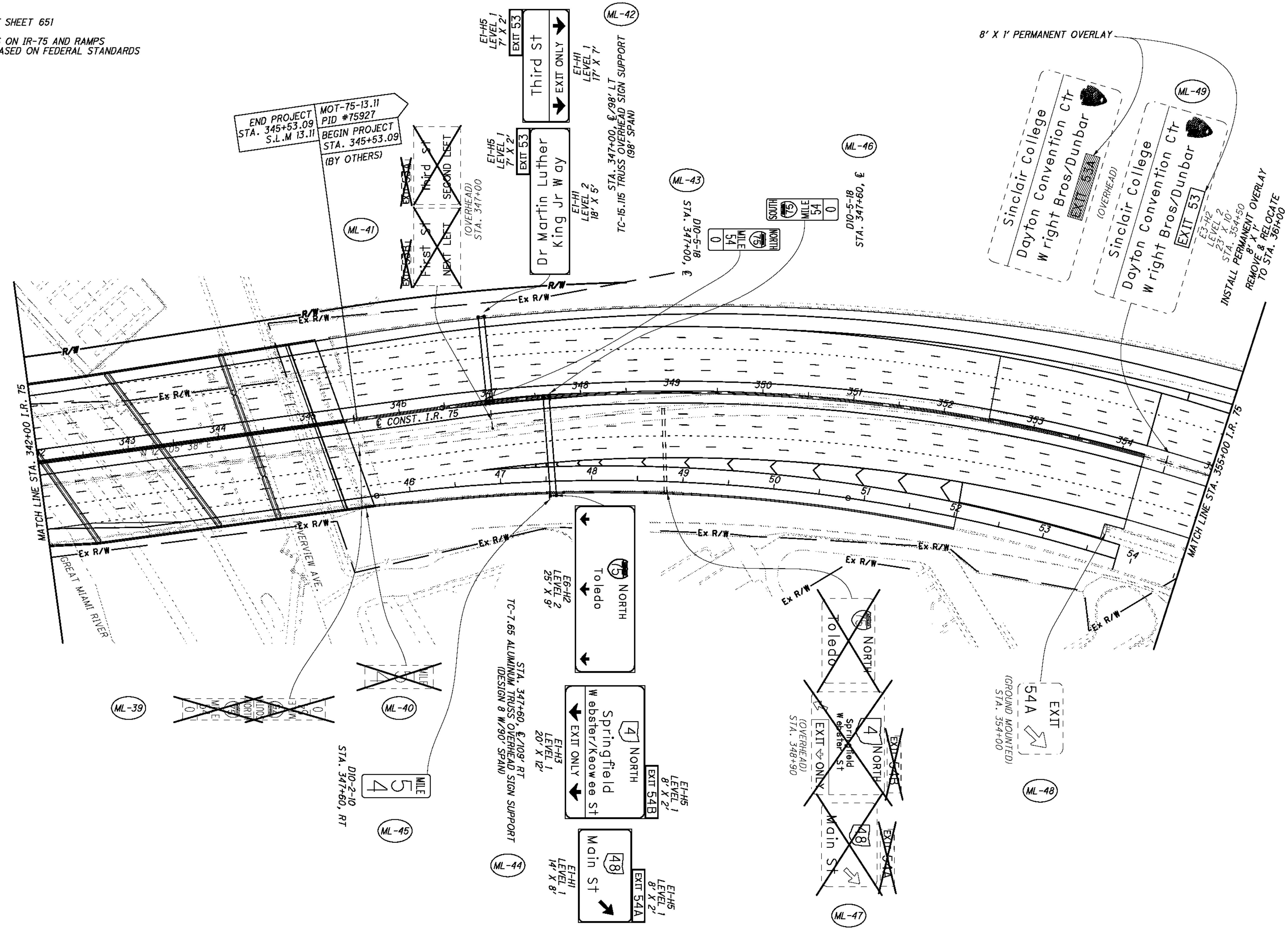
654/1565

IP_PWP:dms57613\77247TP324.dgn 19-JUL-2012 3:47PM rgreenland

NOTE:

FOR LEGEND SEE SHEET 651

OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS



CALCULATED RJB
CHECKED HJF

0 25 50 100
HORIZONTAL SCALE IN FEET

SIGNING PLAN
STA. 342+00 TO STA. 355+00 - I.R. 75

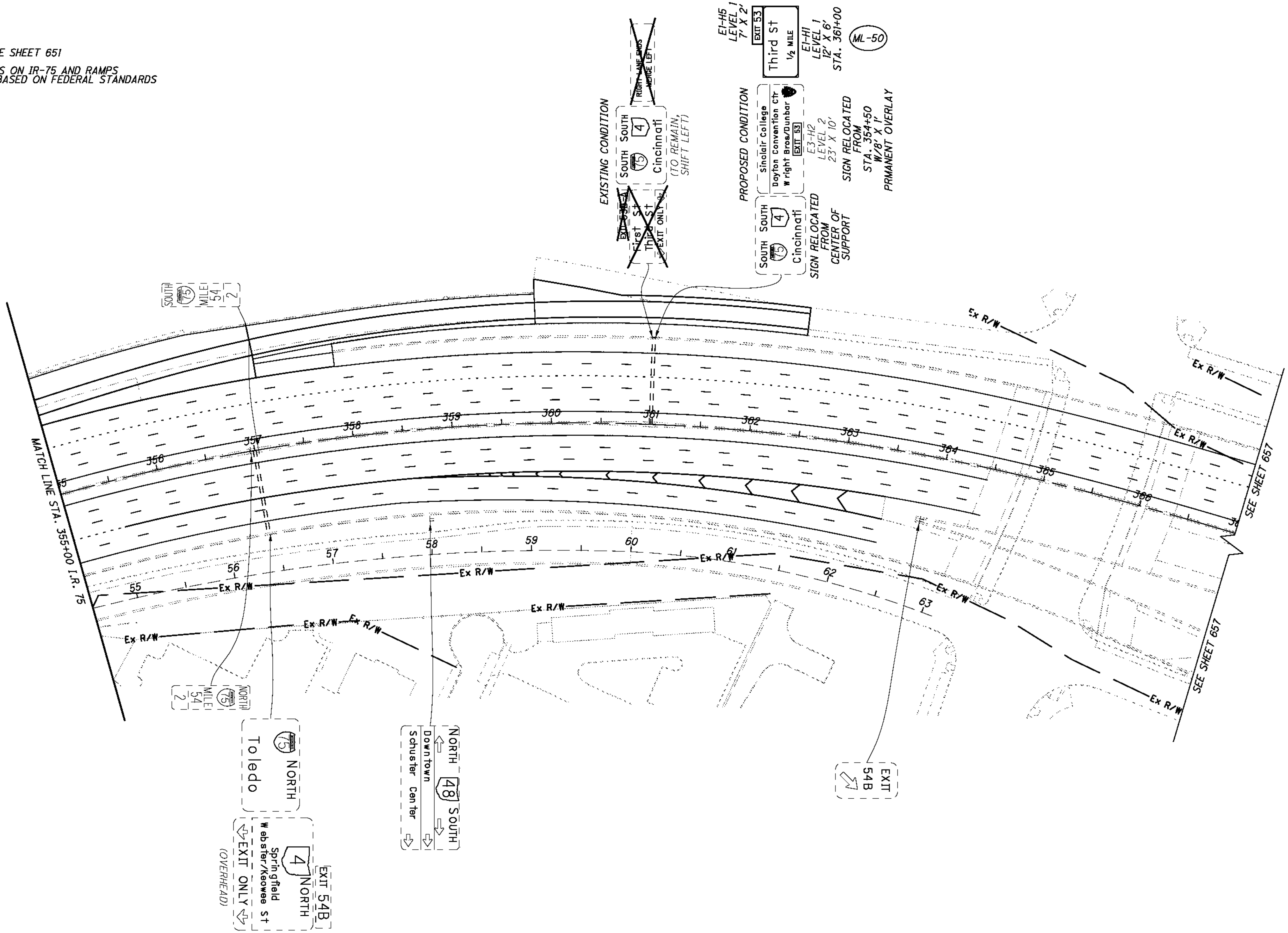
MOT-75-12.00

IP_PWP:dms57608\77247TP325.dgn 23-JUL-2012 3:01PM rgreenland

NOTE:

FOR LEGEND SEE SHEET 651

OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS



CALCULATED RJB
CHECKED HJF

HORIZONTAL SCALE IN FEET 0 25 50 100

SIGNING PLAN
STA. 355+00 TO STA. 367+00 - I.R. 75

MOT-75-12.00

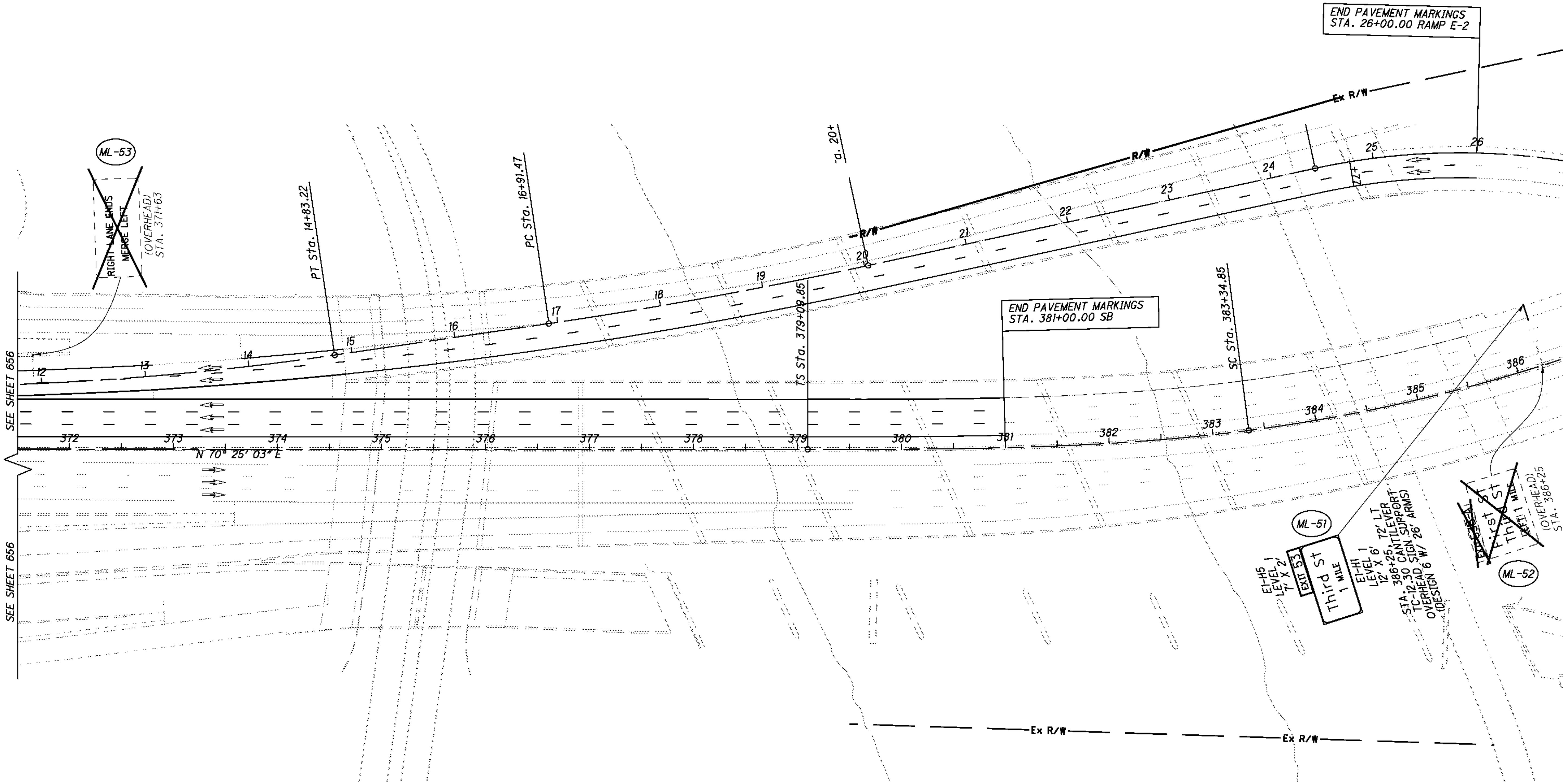
656 / 1565

IP_PWP:dms10255\77247TP326.dgn 30-MAR-2012 2:55PM zwaite

NOTE:

FOR LEGEND SEE SHEET 651

OVERHEAD SIGNS ON IR-75 AND RAMPS ARE DESIGNED BASED ON FEDERAL STANDARDS

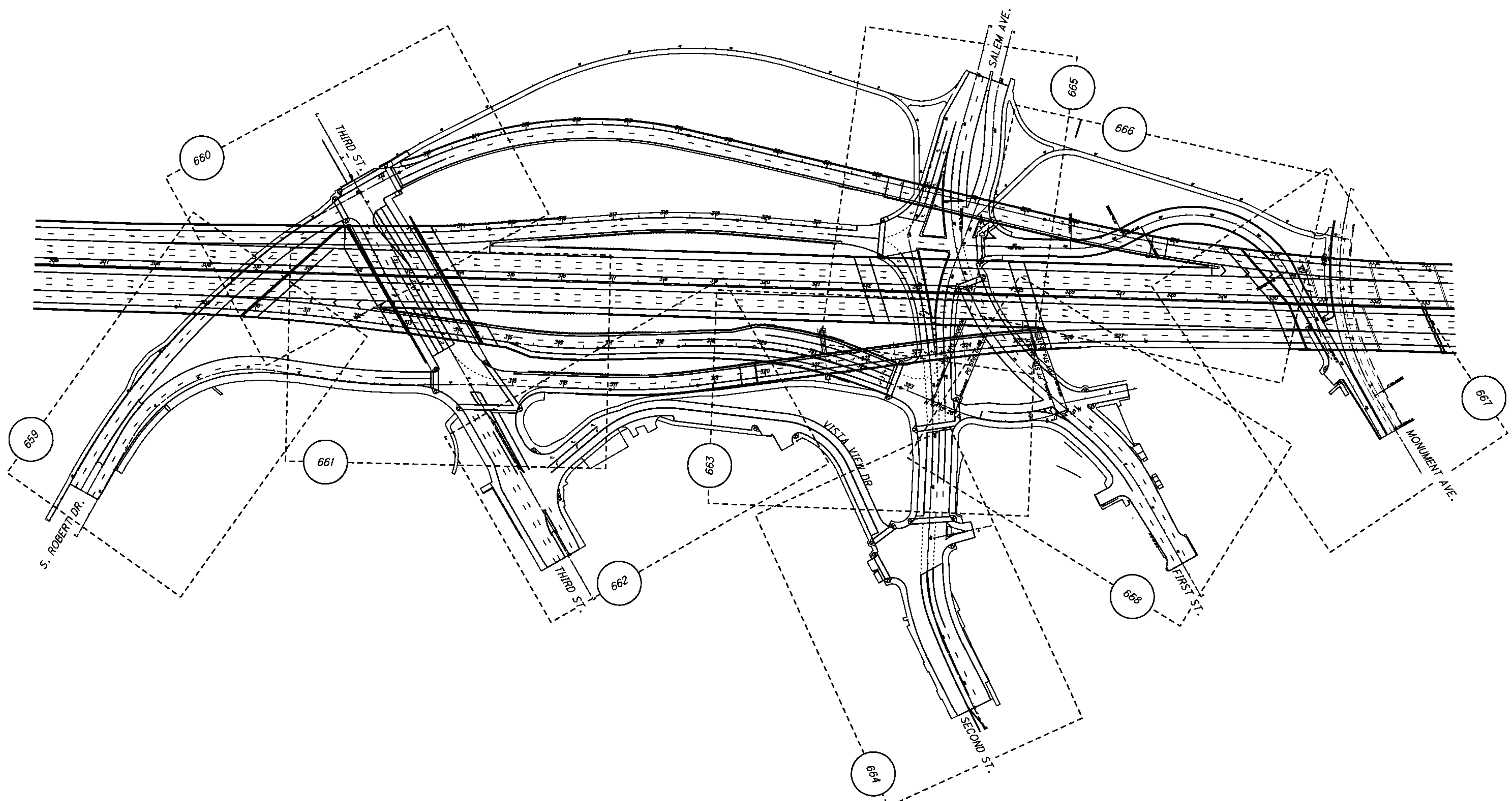


SIGNING PLAN
STA. 379+50 TO STA. 391+00 - I.R. 75

HORIZONTAL SCALE IN FEET: 0 25 50 100

CALCULATED RJB
CHECKED HJF

MOT-75-12.00



HORIZONTAL SCALE IN FEET
0 50 100 200

SIGNING SCHEMATIC PLAN - LOCAL ROADS

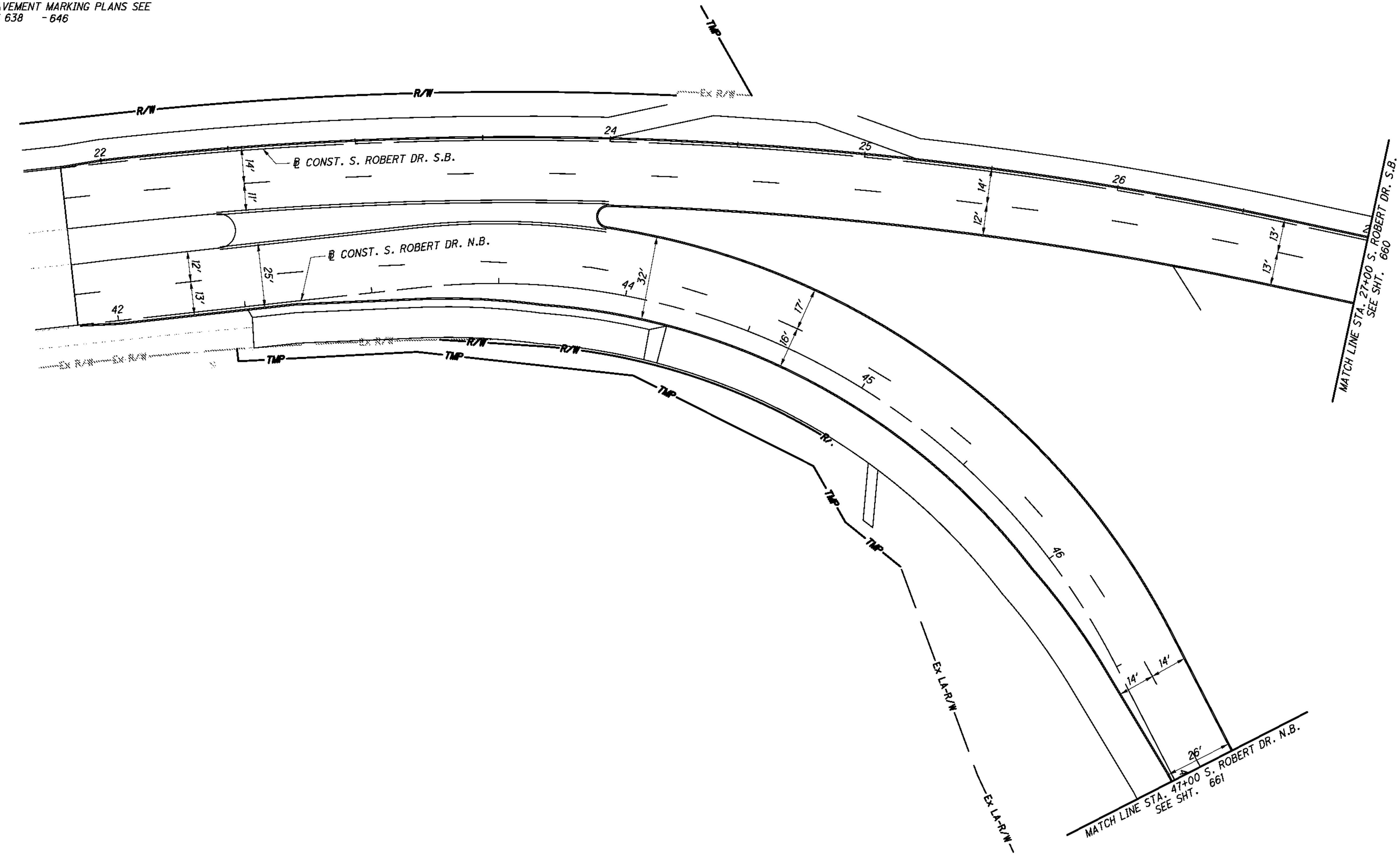
MOT-75-12.00

NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646



0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

SIGNING PLAN - S. ROBERT DR.
STA. 22+00 TO 27+00 & STA. 42+00 TO 47+00

MOT-75-12.00

IP_PWP:dms10255\77247TP330.dgn 30-MAR-2012 2:55PM zwaite

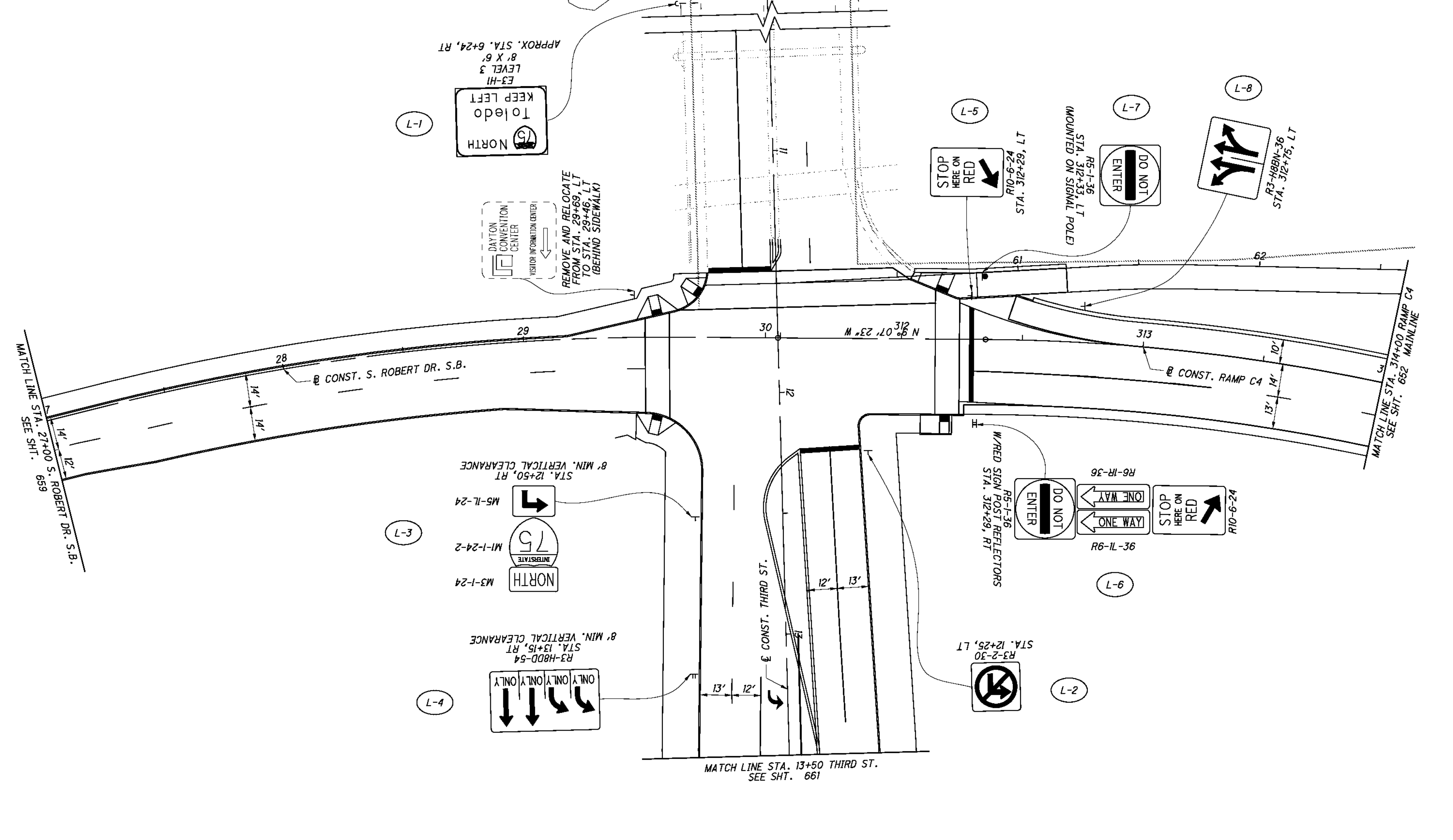
NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

FOR SIGNAL PLAN SEE SHEET 699



HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
THIRD STREET AT S. ROBERT DRIVE S.B.

MOT-75-12.00

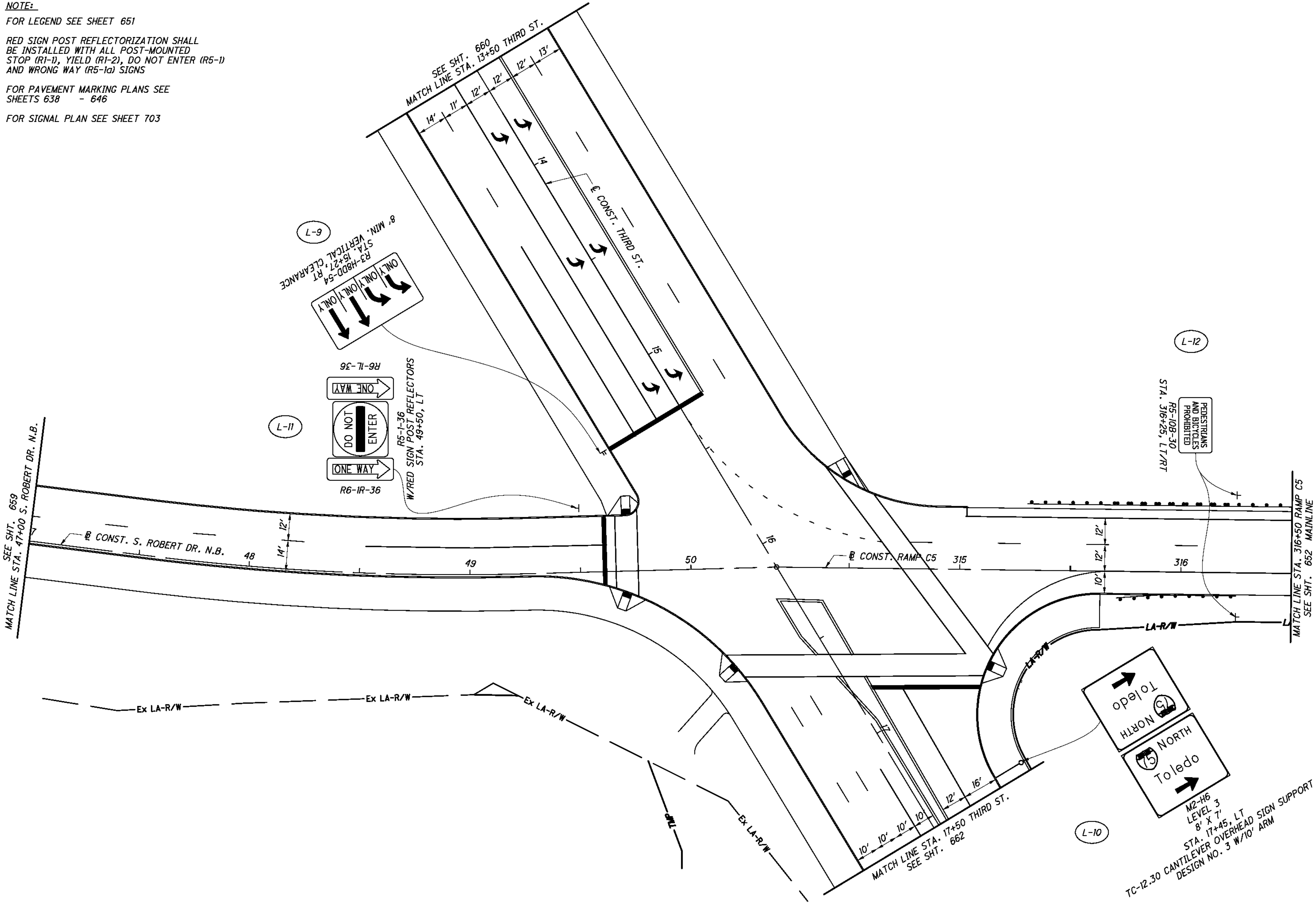
NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

FOR SIGNAL PLAN SEE SHEET 703



0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
INTERSECTION OF THIRD ST. & RAMP C5

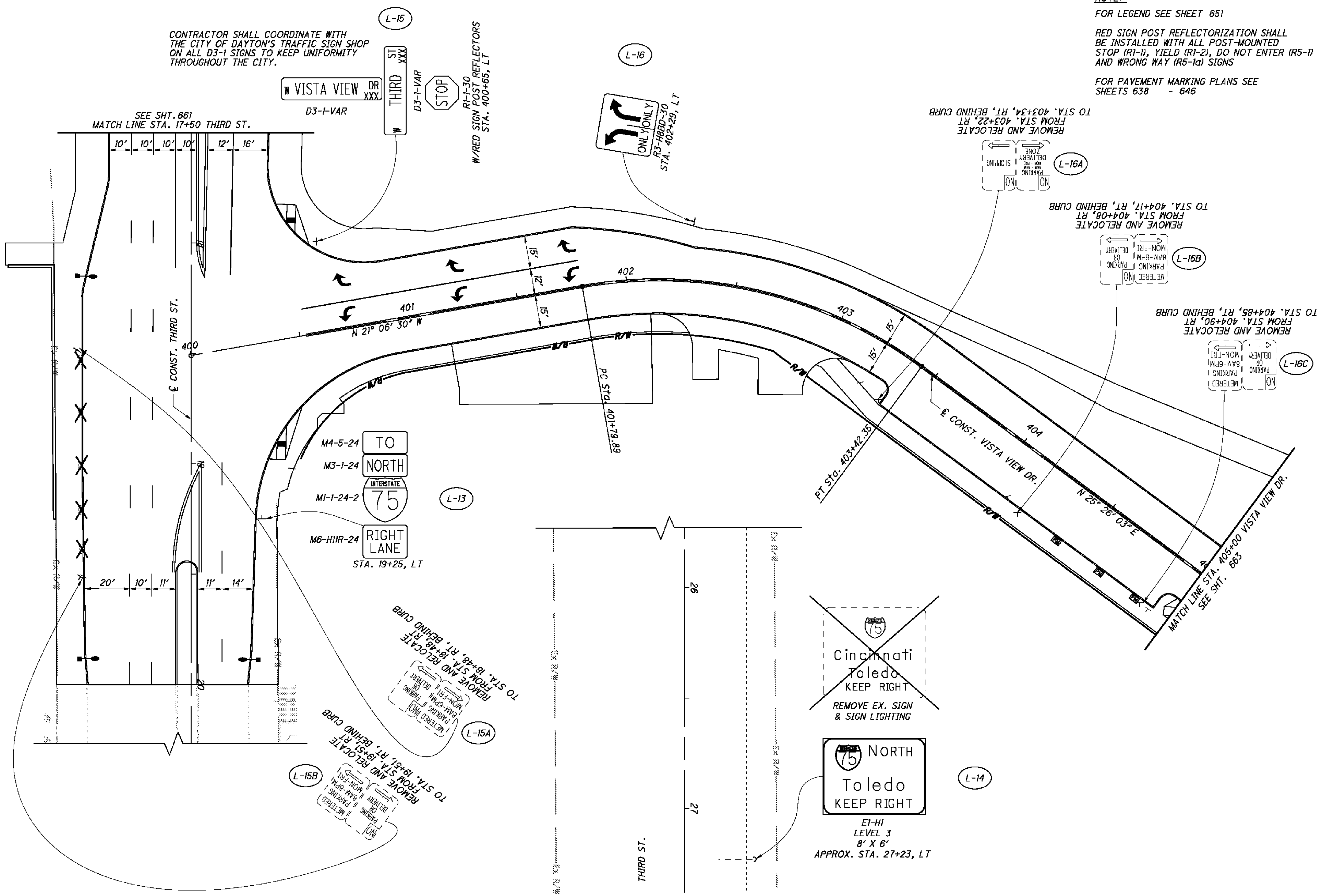
MOT-75-12.00

NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646



HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB CHECKED HJF

SIGNING PLAN
INTERSECTION OF THIRD ST. & VISTA VIEW DR.

MOT-75-12.00

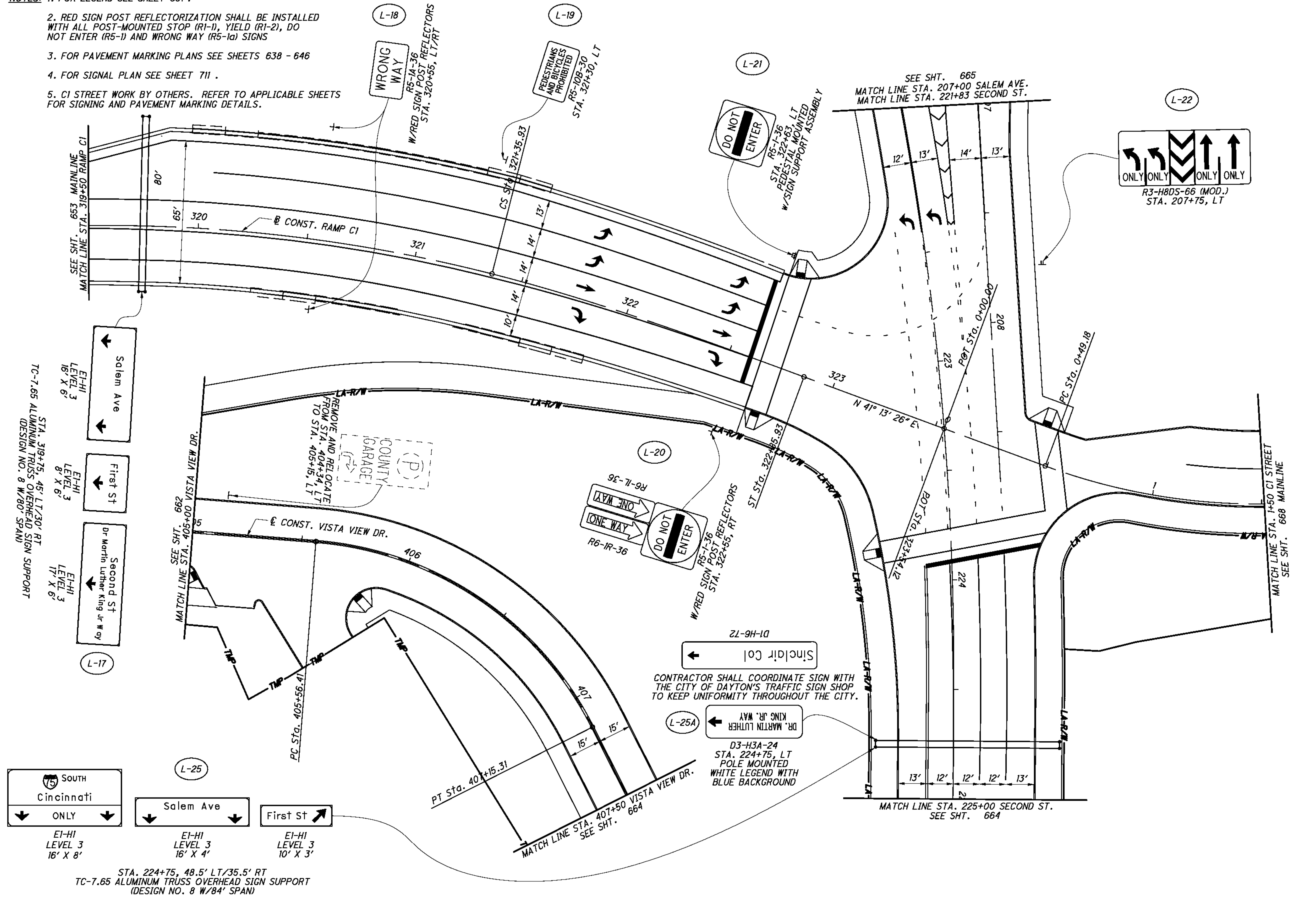
NOTES: 1. FOR LEGEND SEE SHEET 651 .

2. RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

3. FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

4. FOR SIGNAL PLAN SEE SHEET 711 .

5. C1 STREET WORK BY OTHERS. REFER TO APPLICABLE SHEETS FOR SIGNING AND PAVEMENT MARKING DETAILS.

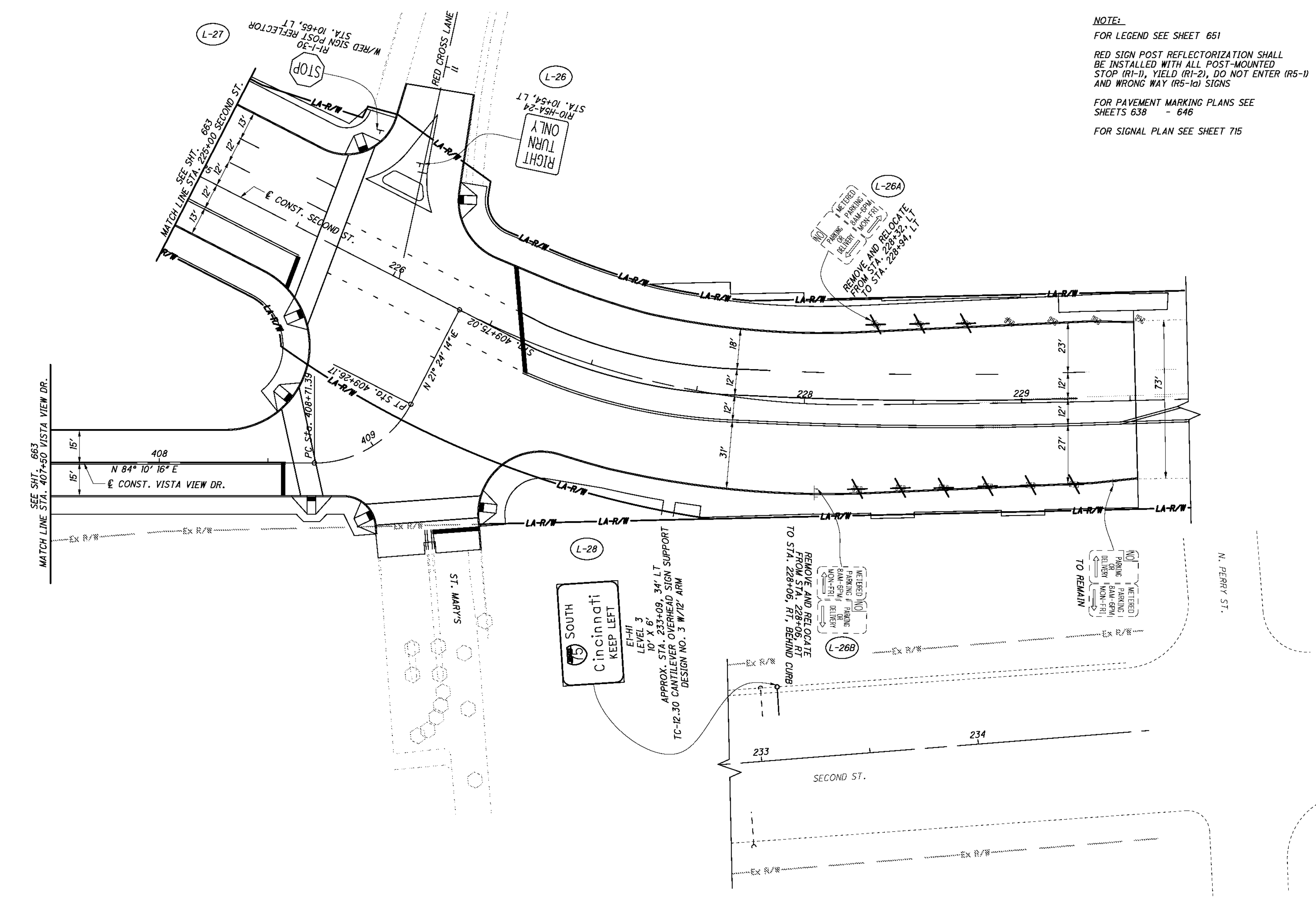


HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB CHECKED HJF

SIGNING PLAN
INTERSECTION OF SECOND ST. & RAMP C1

MOT-75-12.00



NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

FOR SIGNAL PLAN SEE SHEET 715

HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
INTERSECT. OF SECOND ST. & VISTA VIEW DR.

MOT-75-12.00

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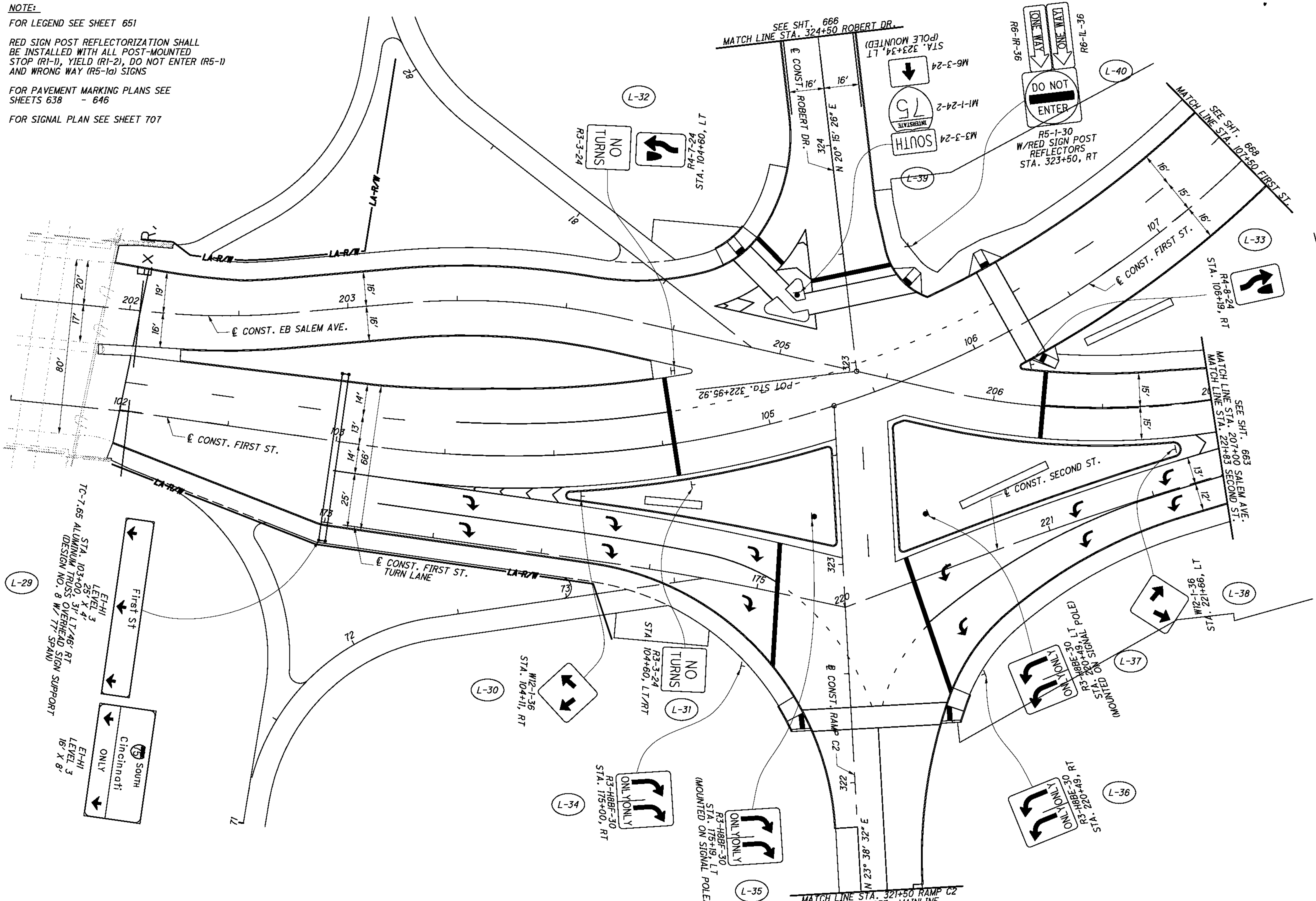
NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

FOR SIGNAL PLAN SEE SHEET 707



0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
INTERSECTION OF FIRST, SECOND, & ROBERT DR

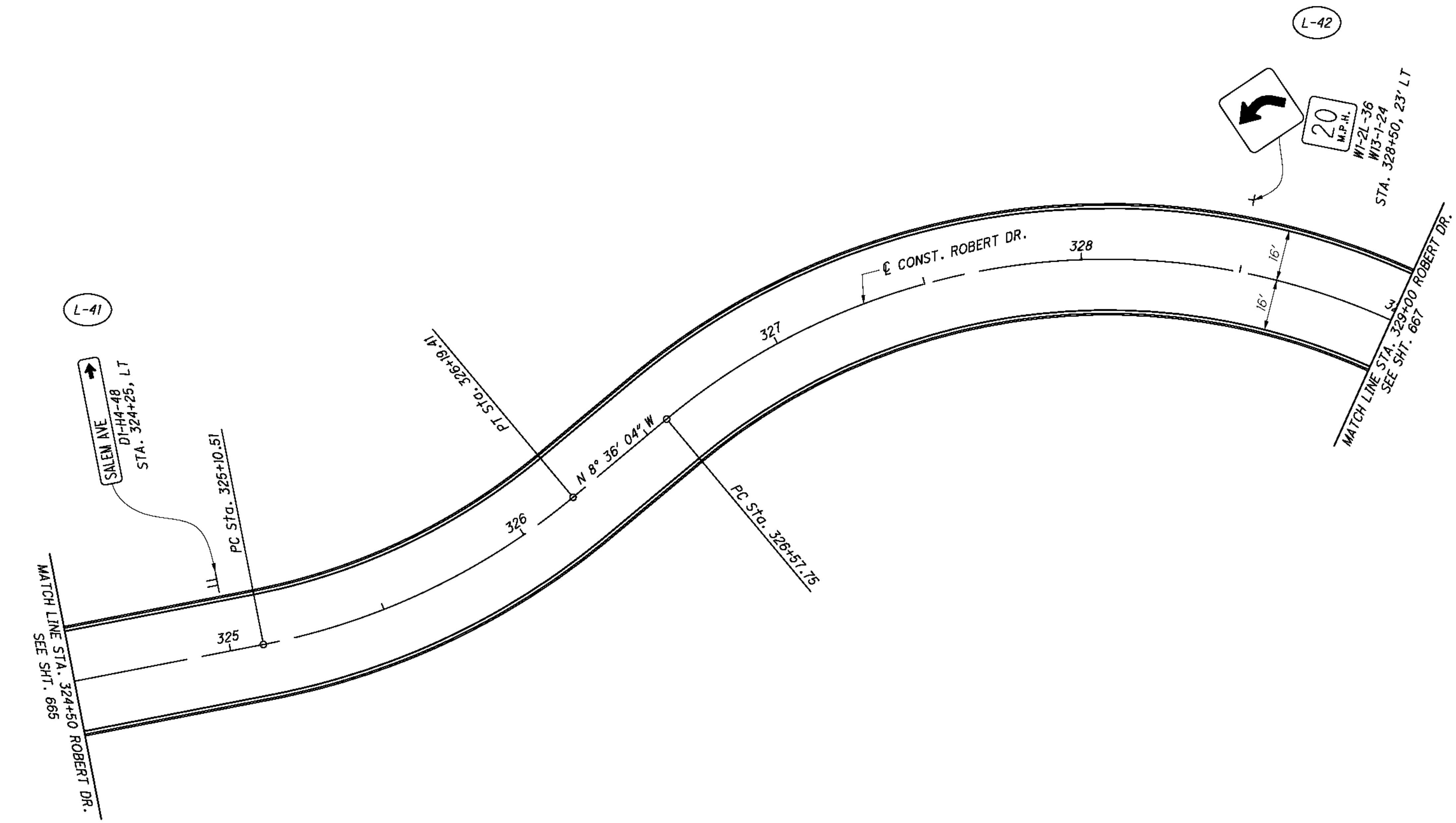
MOT-75-12.00

NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

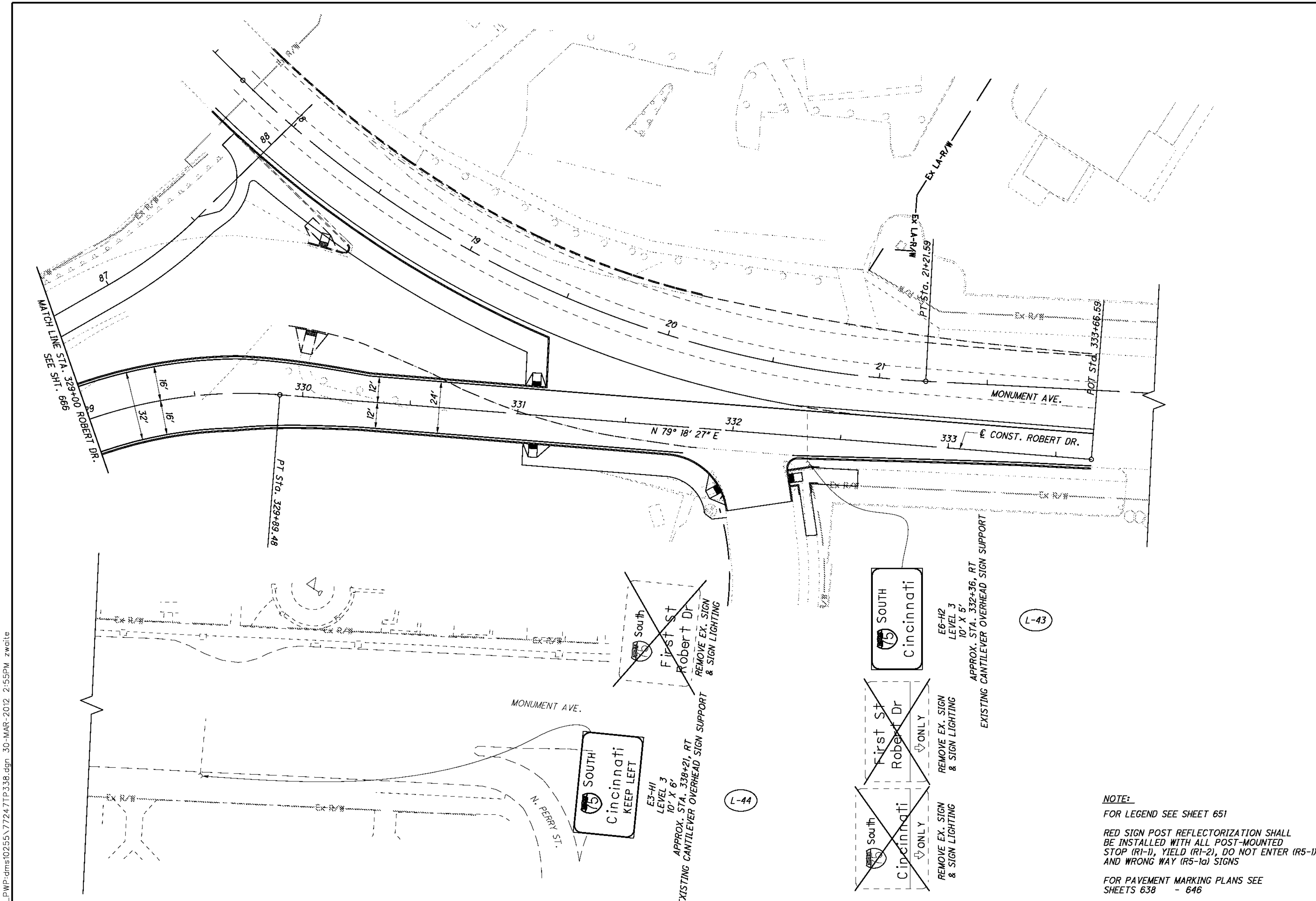


HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
ROBERT DR. - STA. 324+50 TO STA. 329+00

MOT-75-12.00



NOTE:

FOR LEGEND SEE SHEET 651

RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS

FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646

HORIZONTAL SCALE IN FEET 0 20 40

CALCULATED RJB
CHECKED HJF

SIGNING PLAN
ROBERT DR. - STA. 329+00 TO STA. 333+66.59

MOT-75-12.00

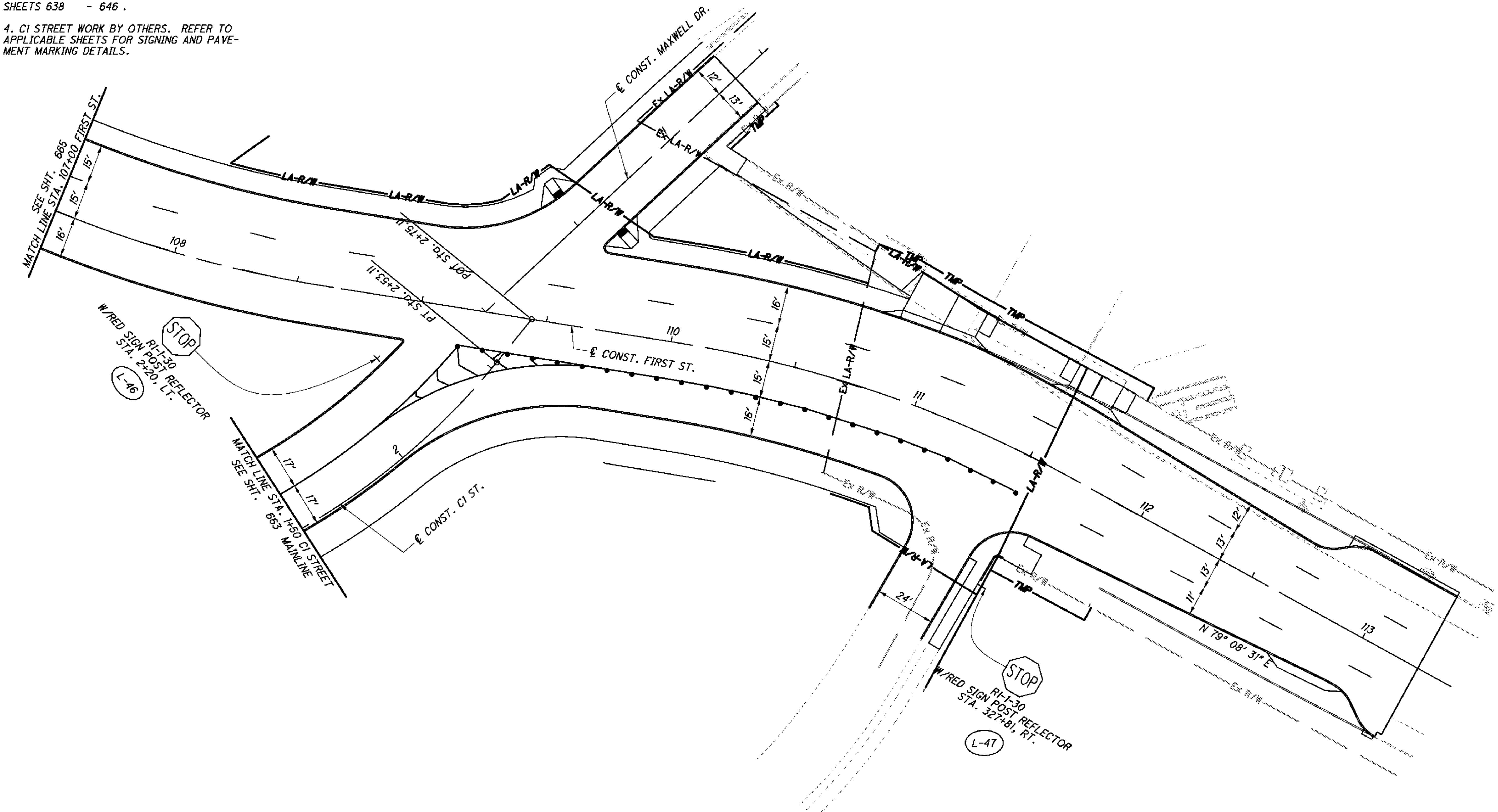
NOTES:

1. FOR LEGEND SEE SHEET 651 .

2. RED SIGN POST REFLECTORIZATION SHALL BE INSTALLED WITH ALL POST-MOUNTED STOP (R1-1), YIELD (R1-2), DO NOT ENTER (R5-1) AND WRONG WAY (R5-1a) SIGNS.

3. FOR PAVEMENT MARKING PLANS SEE SHEETS 638 - 646 .

4. C1 STREET WORK BY OTHERS. REFER TO APPLICABLE SHEETS FOR SIGNING AND PAVEMENT MARKING DETAILS.



N

0 20 40
HORIZONTAL SCALE IN FEET

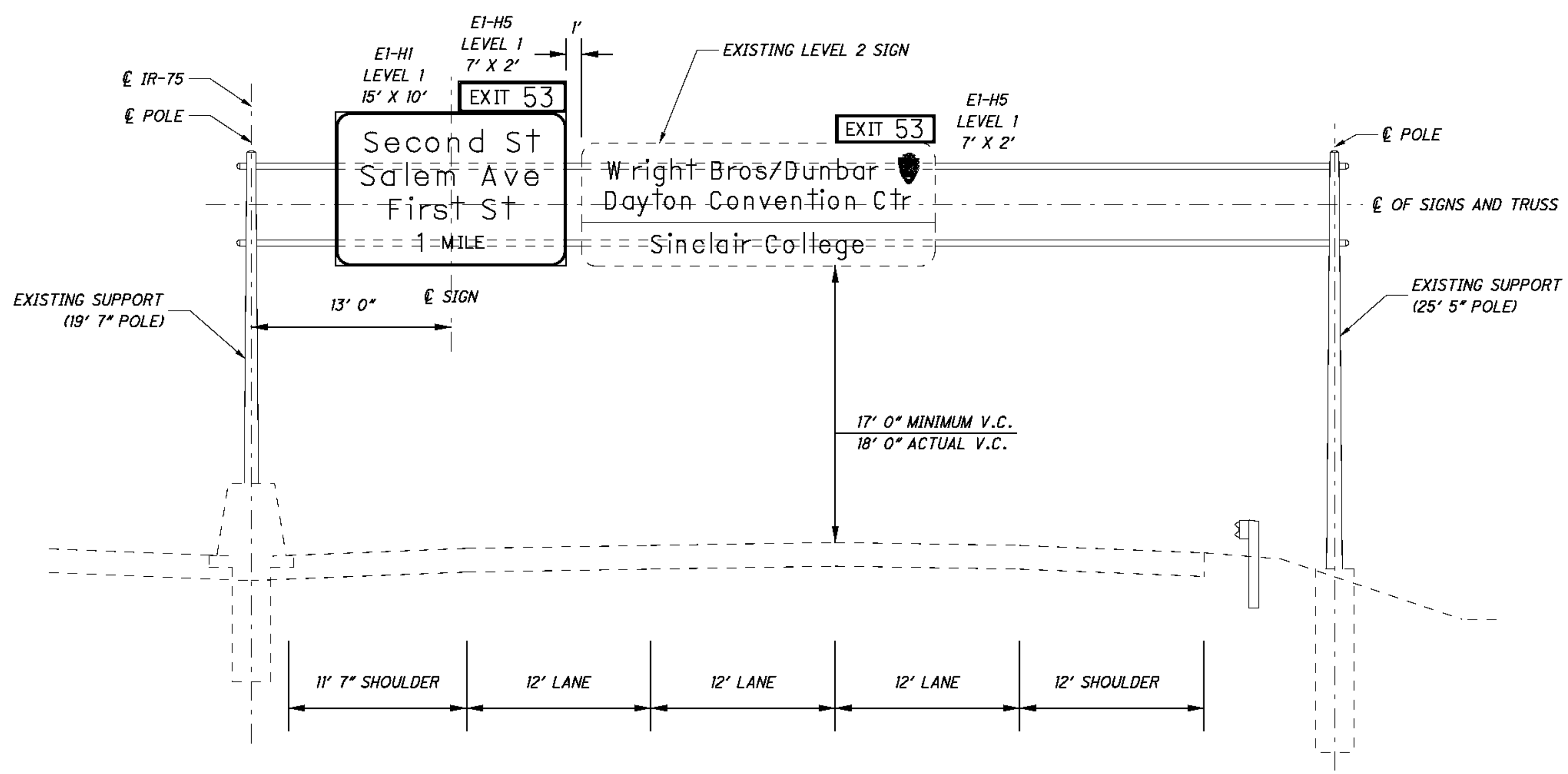
CALCULATED RJB
CHECKED HJF

SIGNING PLAN
INTERSECTION OF FIRST ST. & C1 ST.

MOT-75-12.00

668
1565

IP_PWP:dms10255\77247TP339.dgn 30-MAR-2012 2:56PM zwaite



STA. 264+00, ℄/70.5' RT
IR-75 NORTHBOUND MAINLINE
EXISTING TRUSS OVERHEAD SIGN SUPPORT
(EX. TC-7.65 DESIGN 8)

ML-1

NOTES:

1. DETAILS REGARDING EXISTING TRUSS OVERHEAD SIGN SUPPORT, EXISTING SIGNS AND VERTICAL CLEARANCES FROM MOT-75-11.01 (PID 77245) PROJECT.

2. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

3. FOR SIGN REMOVAL DETAILS, REFER TO SHEET 651 .

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

NOTES:

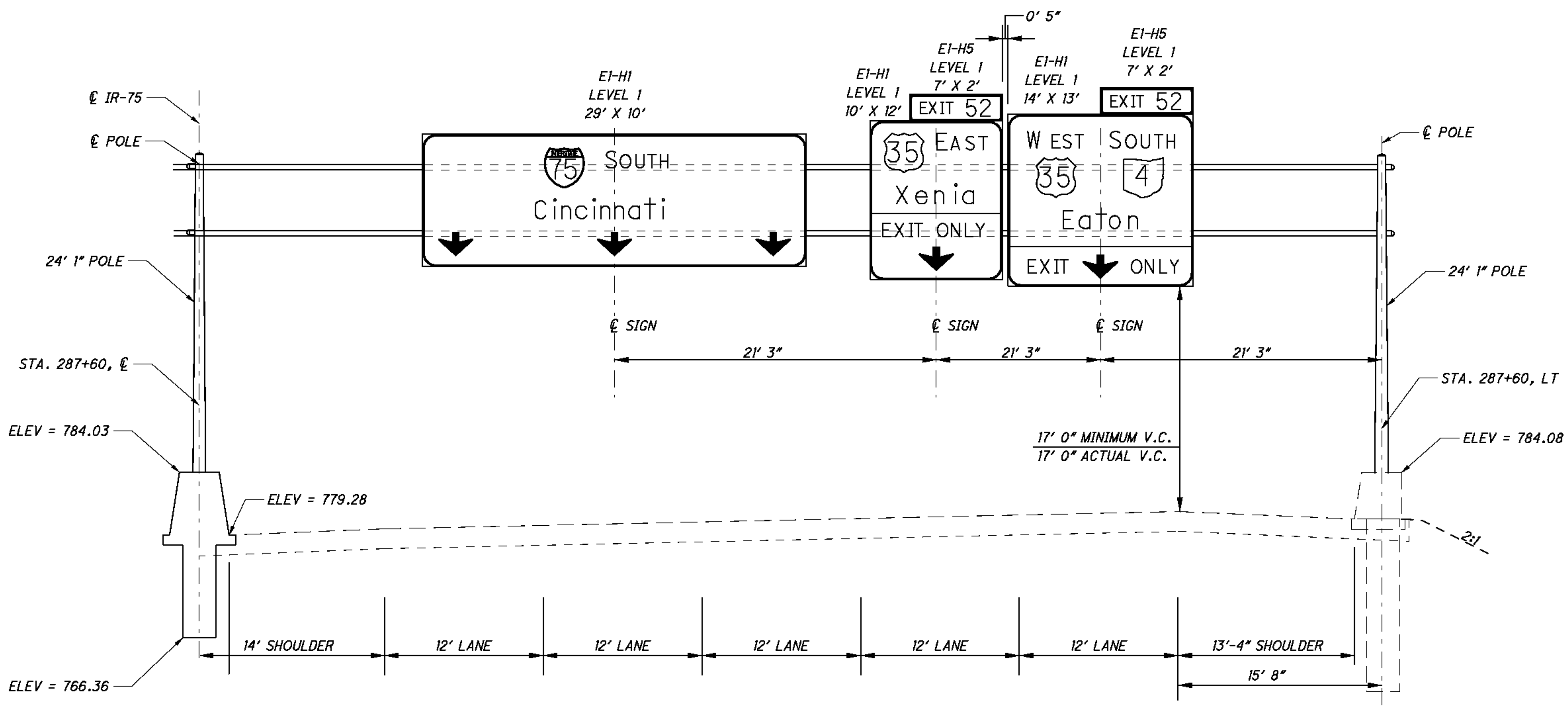
1. DETAILS REGARDING EXISTING TRUSS OVERHEAD SIGN SUPPORT AND EXISTING VERTICAL CLEARANCES FROM MOT-75-11.01 (PID 77245) PROJECT.

2. CONTRACTOR SHALL INSTALL THE PROPOSED SIGNS TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

3. FOR SIGN REMOVAL DETAILS, REFER TO SHEET 651 .

4. REMOVE EXISTING OVERHEAD SIGNS AND SUPPORT AND STORE ON PROJECT FOR REERECTION

5. EXISTING MEDIAN BARRIER SIGN FOUNDATION SHALL BE COMPLETLY REMOVED TO ALLOW FOR CONSTRUCTION OF NEW MEDIAN BARRIER FOUNDATION IN EXACTLY THE SAME LOCATION



STA. 287+60.00, ℄/90' LT
IR-75 SOUTHBOUND MAINLINE
TYPE TC-15.115, 90'-0" SPAN

ML-2A

HORIZONTAL SCALE IN FEET 0 2.5 5 10

CALCULATED ACW CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

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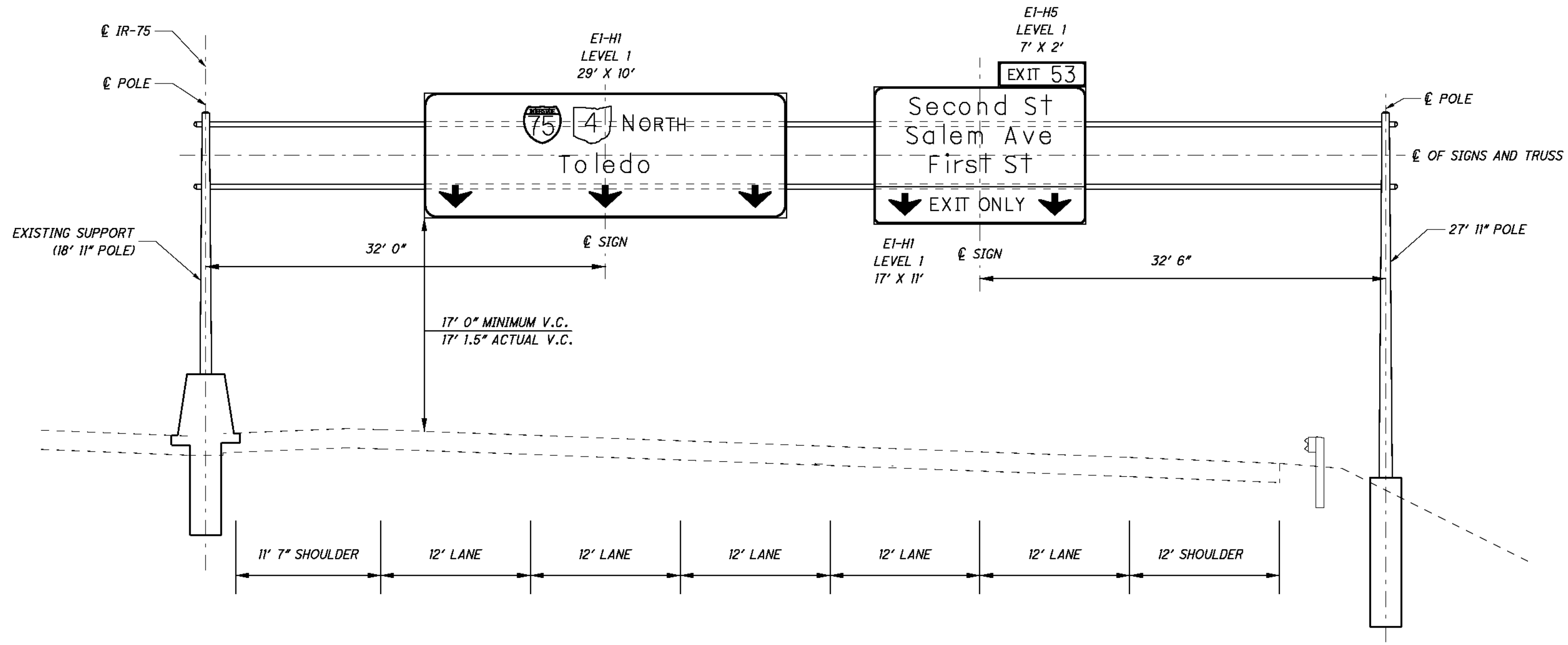


NOTES:

1. DETAILS REGARDING EXISTING TRUSS OVERHEAD SIGN SUPPORT AND EXISTING VERTICAL CLEARANCES FROM MOT-75-11.01 (PID 77245) PROJECT.

2. CONTRACTOR SHALL INSTALL THE PROPOSED SIGNS TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

3. FOR SIGN REMOVAL DETAILS, REFER TO SHEET 651 .

STA. 290+34, ℄/94.5' RT
IR-75 NORTHBOUND MAINLINE
EXISTING TRUSS OVERHEAD SIGN SUPPORT
(EX. TC-7.65 DESIGN 8)

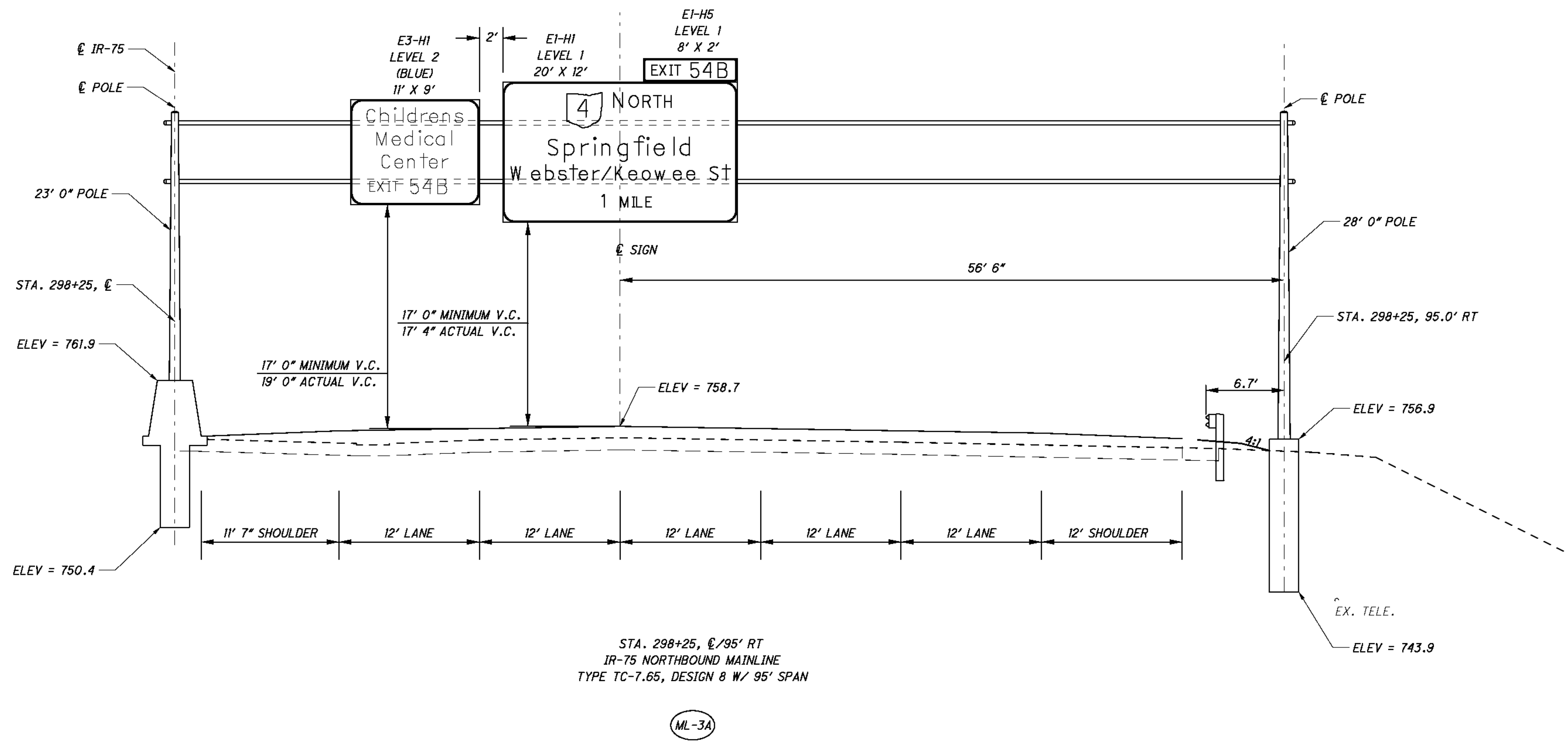
ML-3

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



0 2.5 5 10
HORIZONTAL
SCALE IN FEET

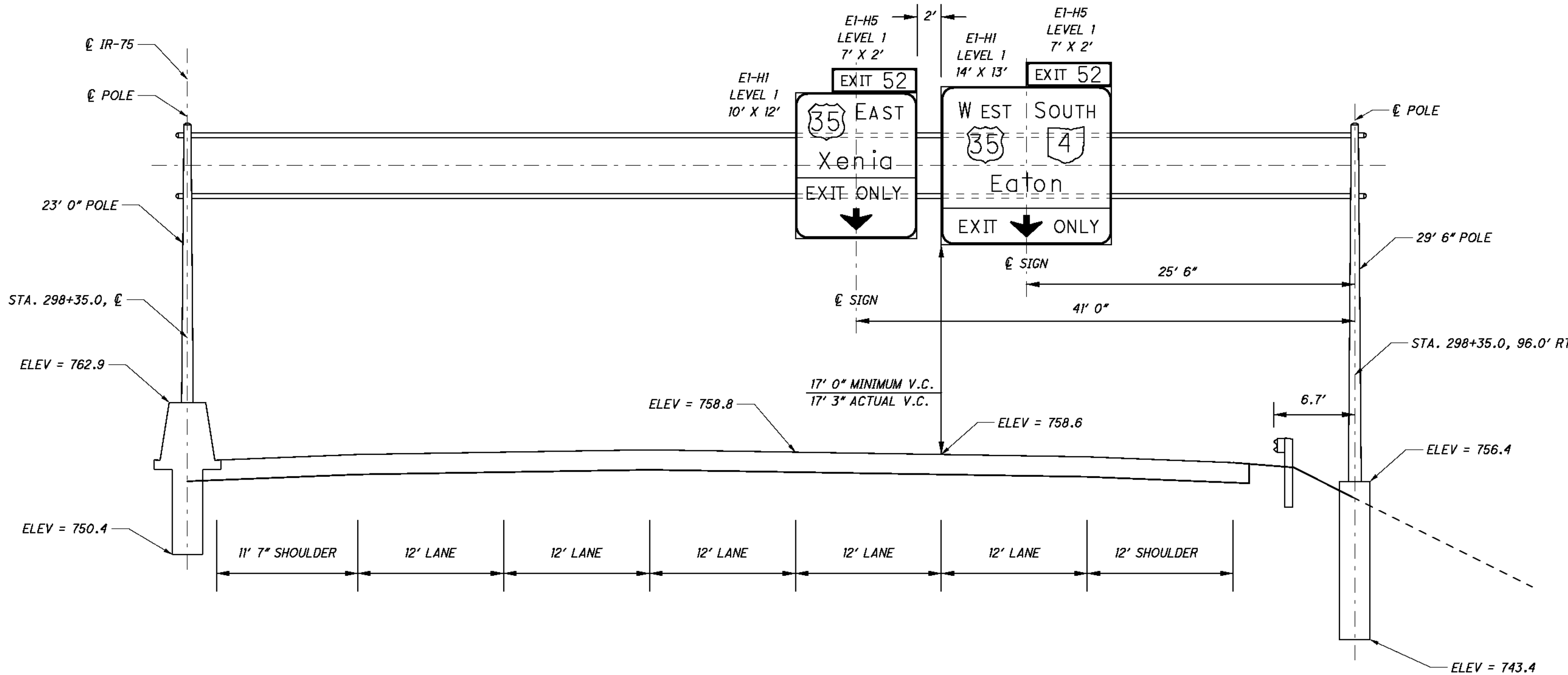
CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

670A
1565

IP_PWP:dms10255\77247TE320.dgn 30-MAR-2012 2:56PM zwaite



STA. 298+35, ℄/96' RT
IR-75 NORTHBOUND MAINLINE
TYPE TC-7.65, DESIGN 8 W/ 96' SPAN

ML-4

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

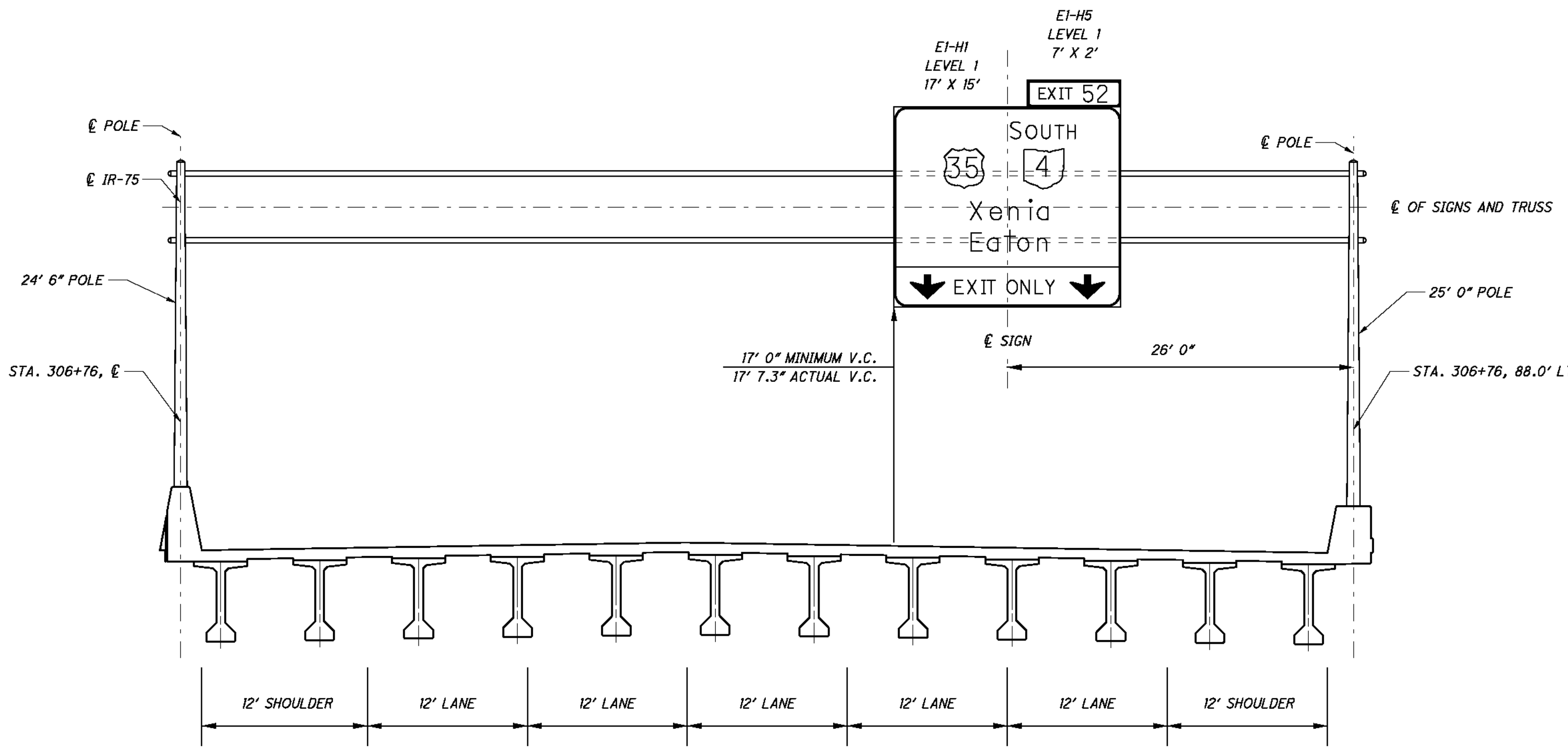
671
1565

IP_PWP:dms10255\77247TE316.dgn 30-MAR-2012 2:56PM zwaite

NOTES:

1. OVERHEAD SIGN SUPPORT IS MOUNTED ON BRIDGE STRUCTURE.

2. REFER TO BRIDGE DETAILS FOR NECESSARY MODIFICATIONS.



STA. 306+76, ℄/88' LT
IR-75 SOUTHBOUND MAINLINE
TYPE TC-7.65, DESIGN 8, 88' SPAN
(MOUNTED ON BRIDGE STRUCTURE)

ML-10

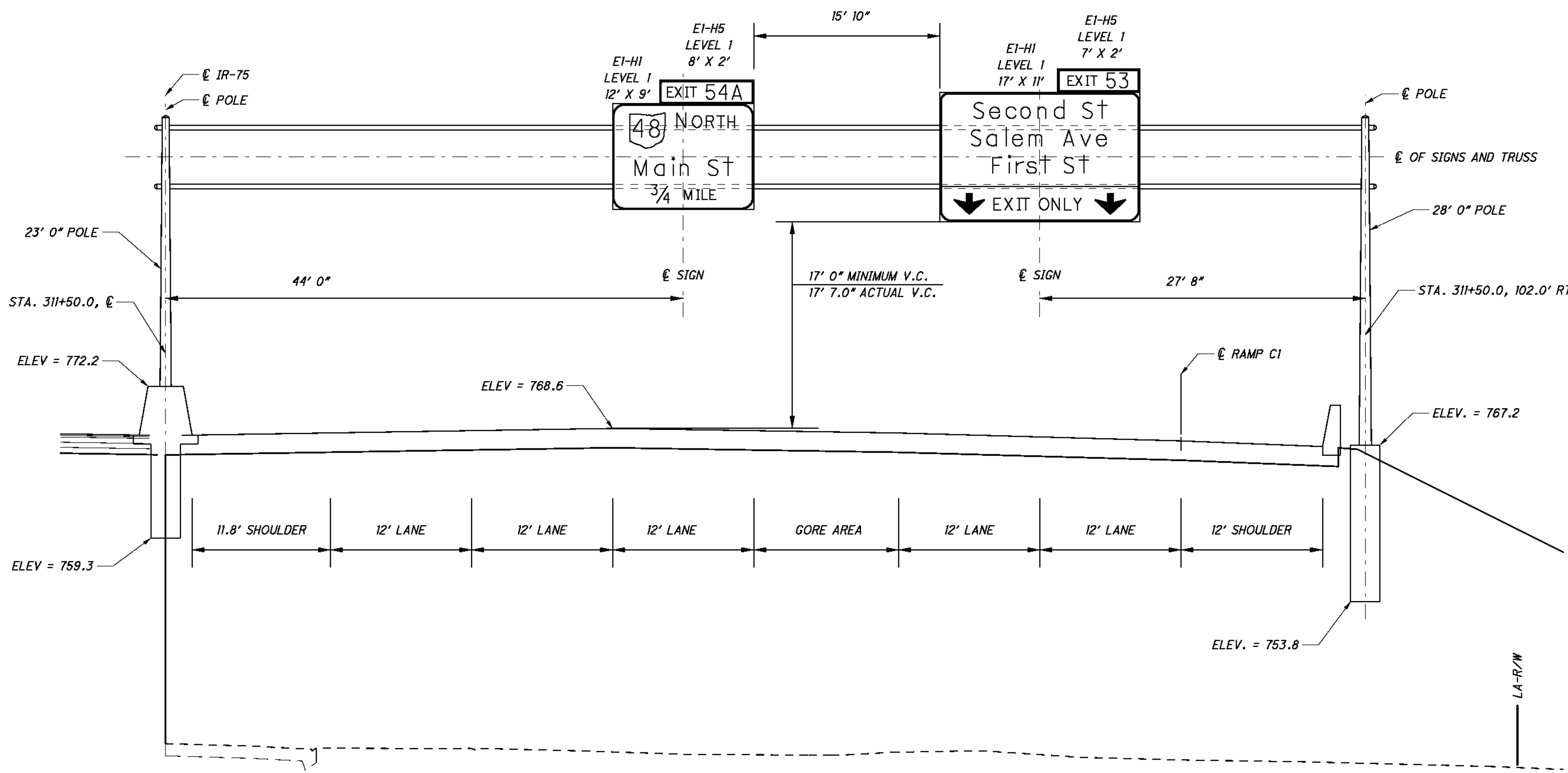
0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

IP_PWP:dms10255\77247TE301.dgn 30-MAR-2012 2:56PM zwaite



STA. 311+50, ℄/102' RT
IR-75 NORTHBOUND MAINLINE
TYPE TC-15.115, 102' SPAN

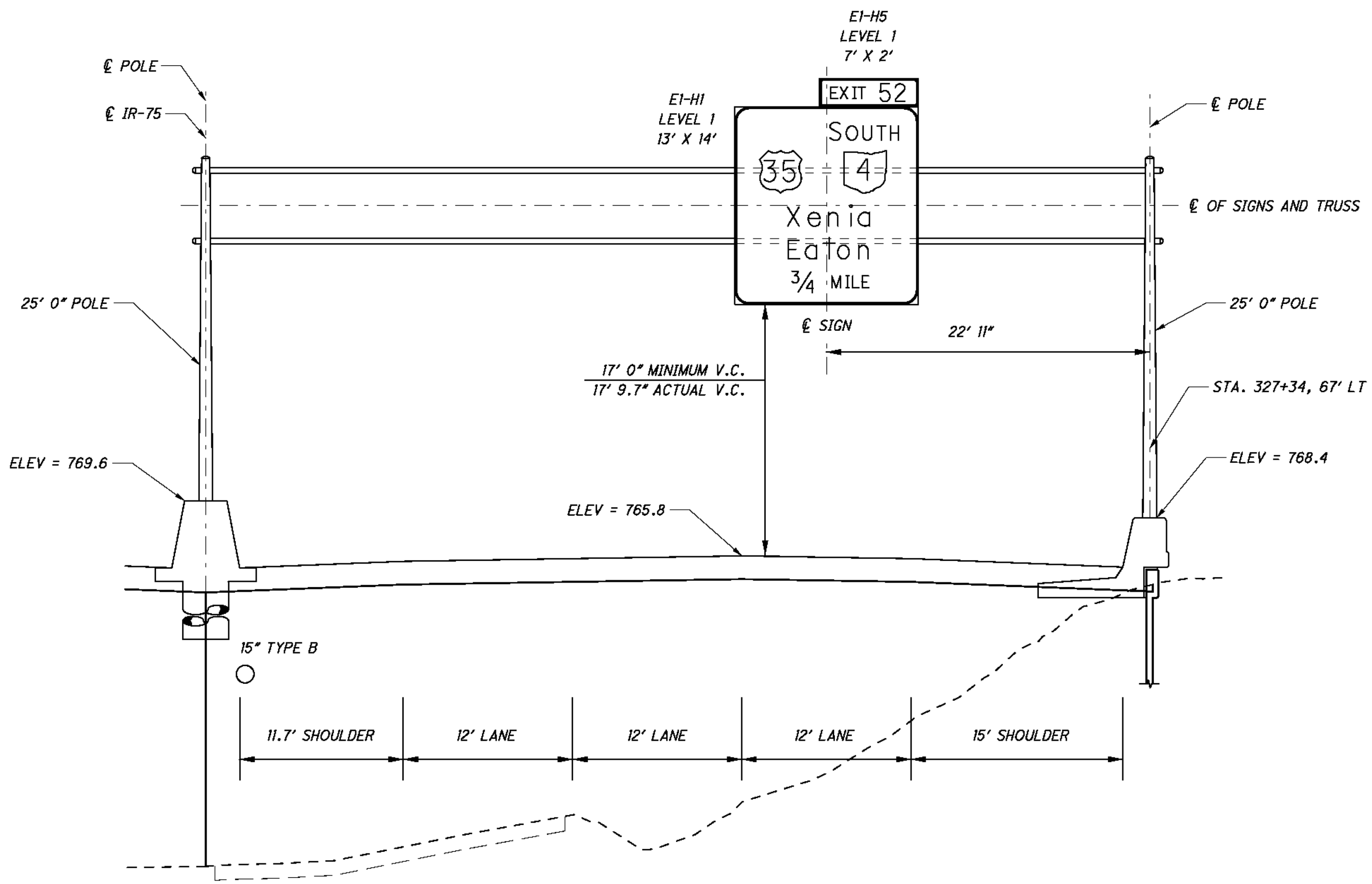
ML-11

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 327+34.0, 67.0' LT
IR-75 SOUTHBOUND MAINLINE
TYPE TC-7.65, DESIGN 8, 67' SPAN
(MOUNTED ON MSE STRUCTURE)

ML-29

HORIZONTAL SCALE IN FEET
0 2.5 5 10

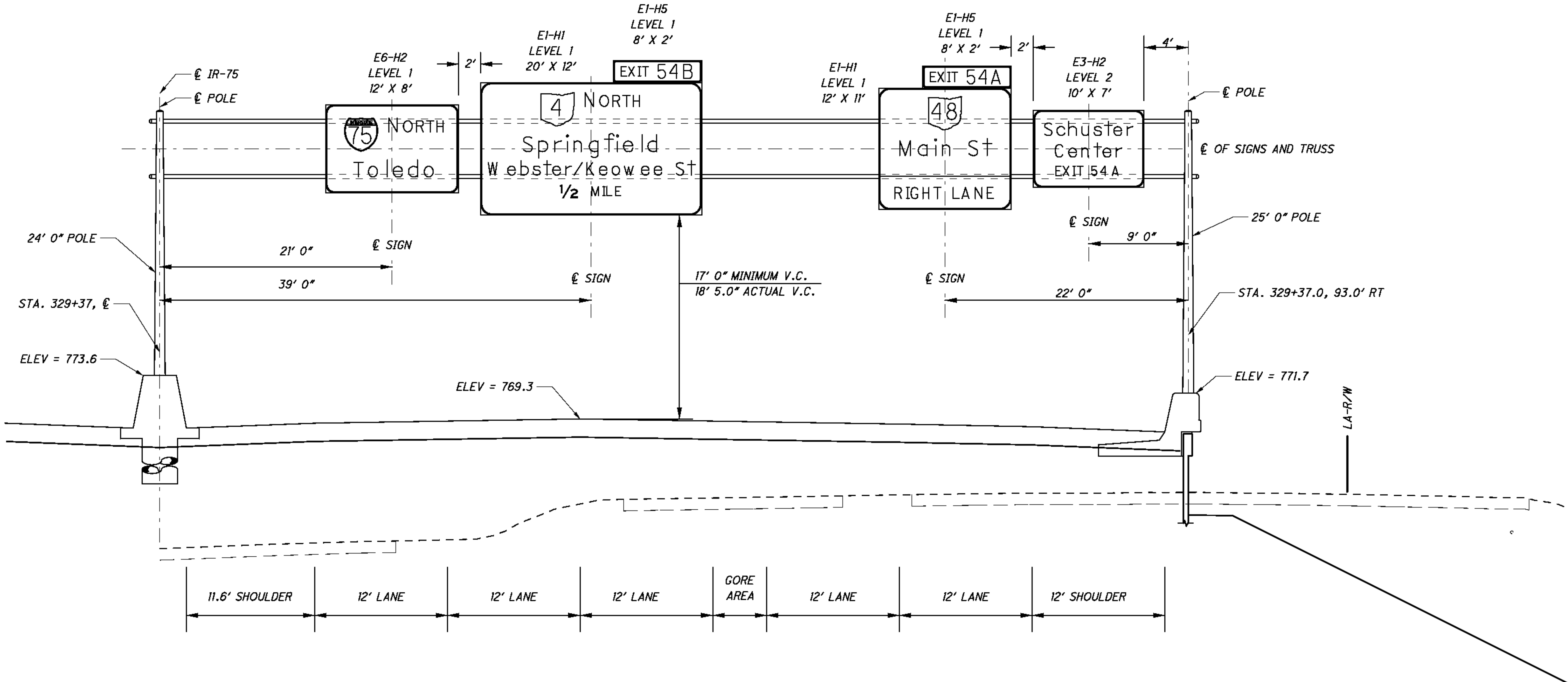
CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

674
1565

IP_PWP:dms10255\77247TE303.dgn 30-MAR-2012 2:56PM zwaite



STA. 329+37, ℄/93' RT
IR-75 NORTHBOUND MAINLINE
TYPE TC-7.65, DESIGN 8, 93' SPAN
(MOUNTED ON MSE STRUCTURE)

ML-33

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED ACW
CHECKED HJF

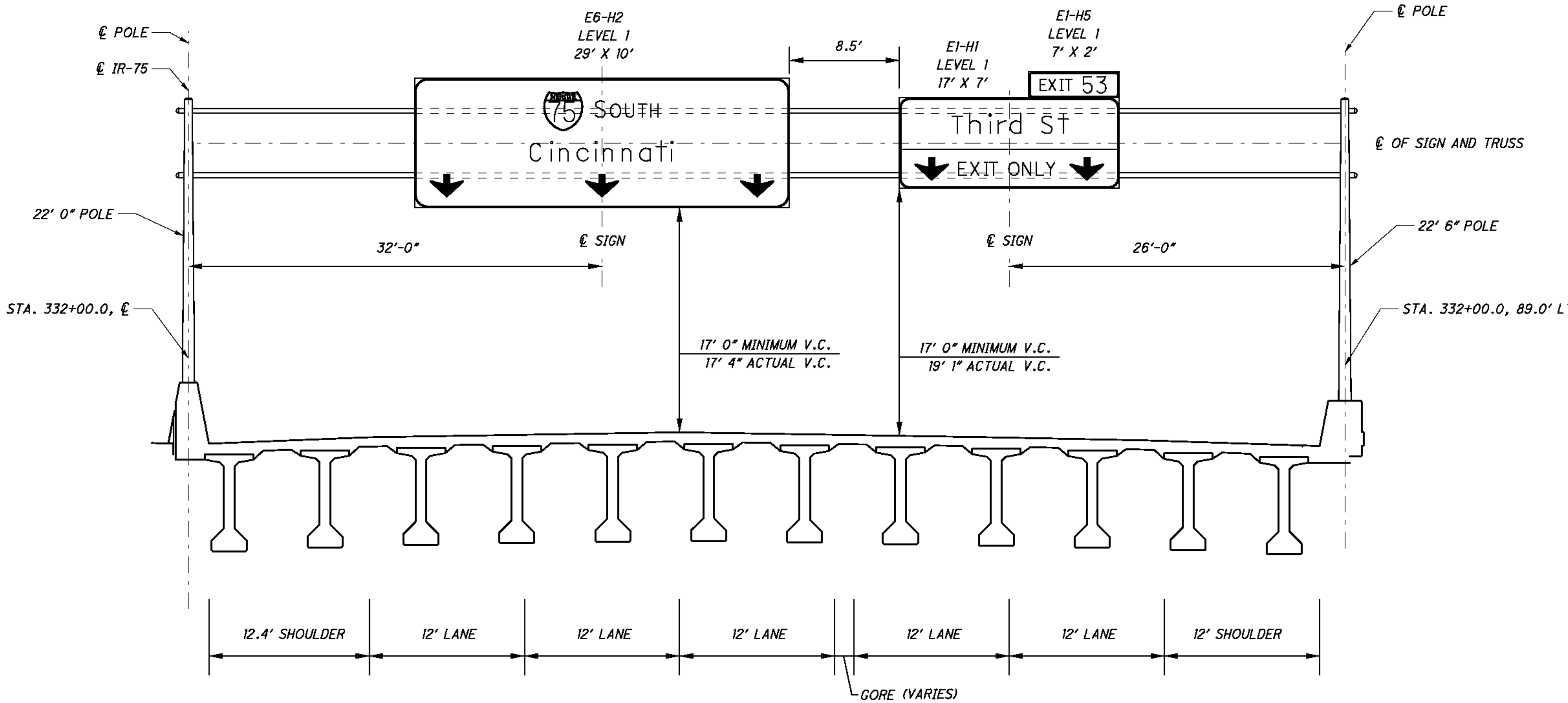
SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

NOTES:

1. OVERHEAD SIGN SUPPORT IS MOUNTED ON BRIDGE STRUCTURE.

2. REFER TO BRIDGE DETAILS FOR NECESSARY MODIFICATIONS.



STA. 332+00, ℄/89' LT
IR-75 SOUTHBOUND MAINLINE
TYPE TC-7.65, DESIGN 8, 89' SPAN
(MOUNTED ON BRIDGE STRUCTURE)

(ML-34)

HORIZONTAL SCALE IN FEET 0 2.5 5 10

CALCULATED ACW CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

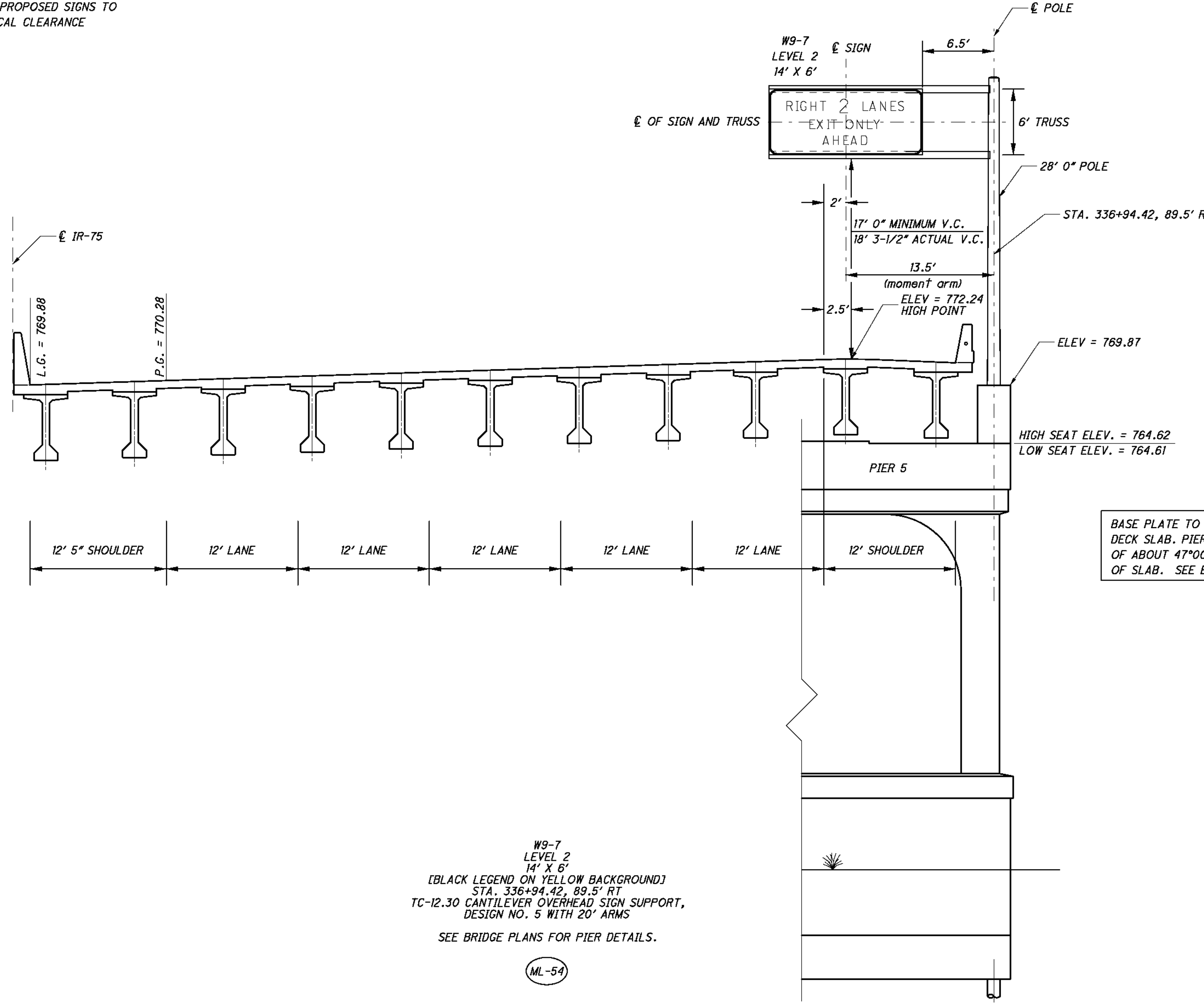
MOT-75-12.00

676
1565

IP_PWP:dms10255\77247TE305.dgn 30-MAR-2012 2:56PM zwaite

NOTES:

1. CONTRACTOR SHALL INSTALL THE PROPOSED SIGNS TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.



BASE PLATE TO BE SET NORMAL TO DECK SLAB. PIER 5 HAS A SKEW ANGLE OF ABOUT 47°00' TO THE RIGHT EDGE OF SLAB. SEE BRIDGE PLANS.

W9-7
LEVEL 2
14' X 6'
[BLACK LEGEND ON YELLOW BACKGROUND]
STA. 336+94.42, 89.5' RT
TC-12.30 CANTILEVER OVERHEAD SIGN SUPPORT,
DESIGN NO. 5 WITH 20' ARMS

SEE BRIDGE PLANS FOR PIER DETAILS.

ML-54

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED HJF
CHECKED ACW

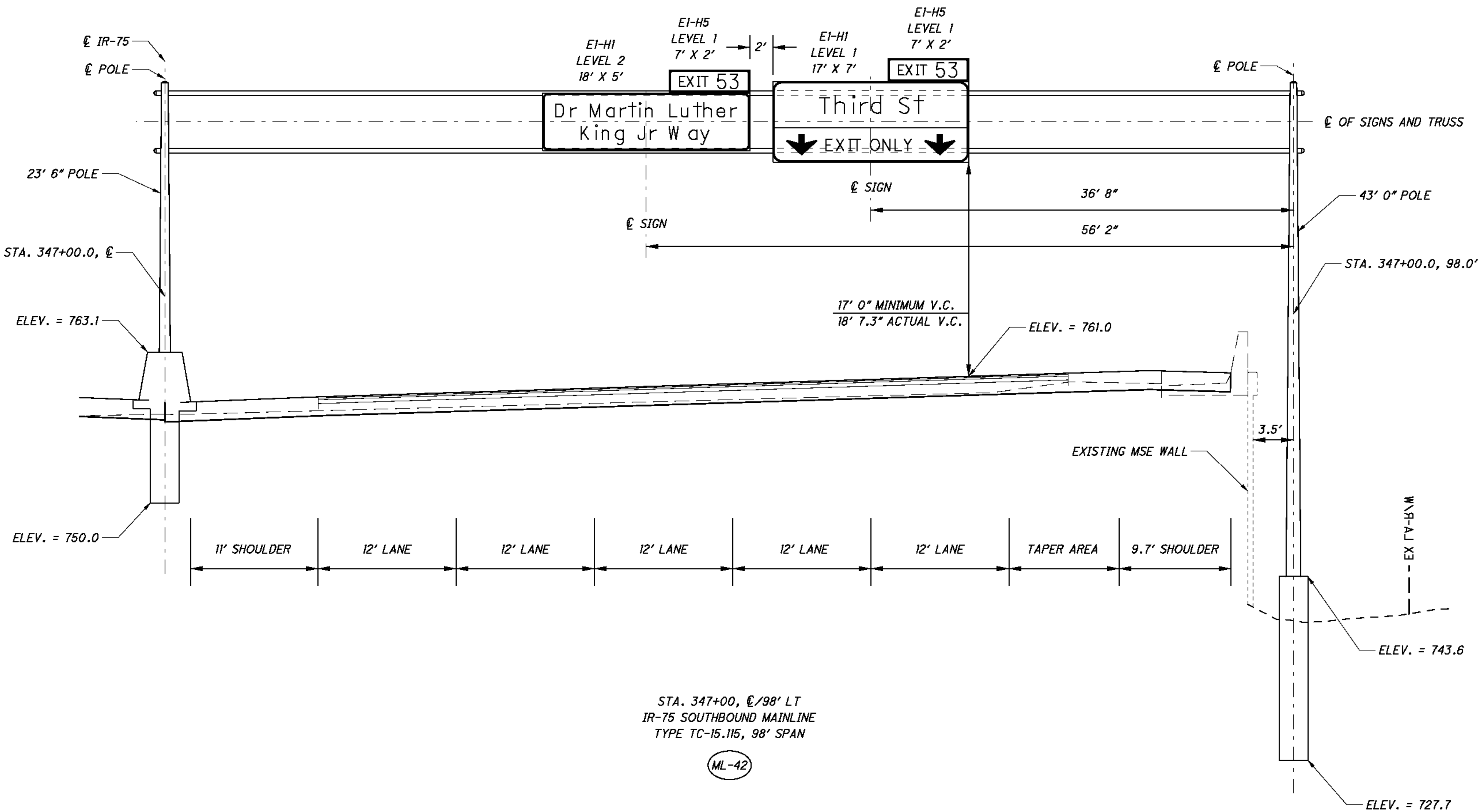
SIGN DETAILS - MAINLINE SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

NOTES:

1. CONSTRUCT LEFT SUPPORT OUTSIDE OF EXISTING MSE WALL.

2. VERTICAL CLEARANCE FOR OVERHEAD SIGNS BASED UPON A SIGN WITH A DESIGN HEIGHT OF 10 FOOT.



STA. 347+00, ℄/98' LT
IR-75 SOUTHBOUND MAINLINE
TYPE TC-15.115, 98' SPAN

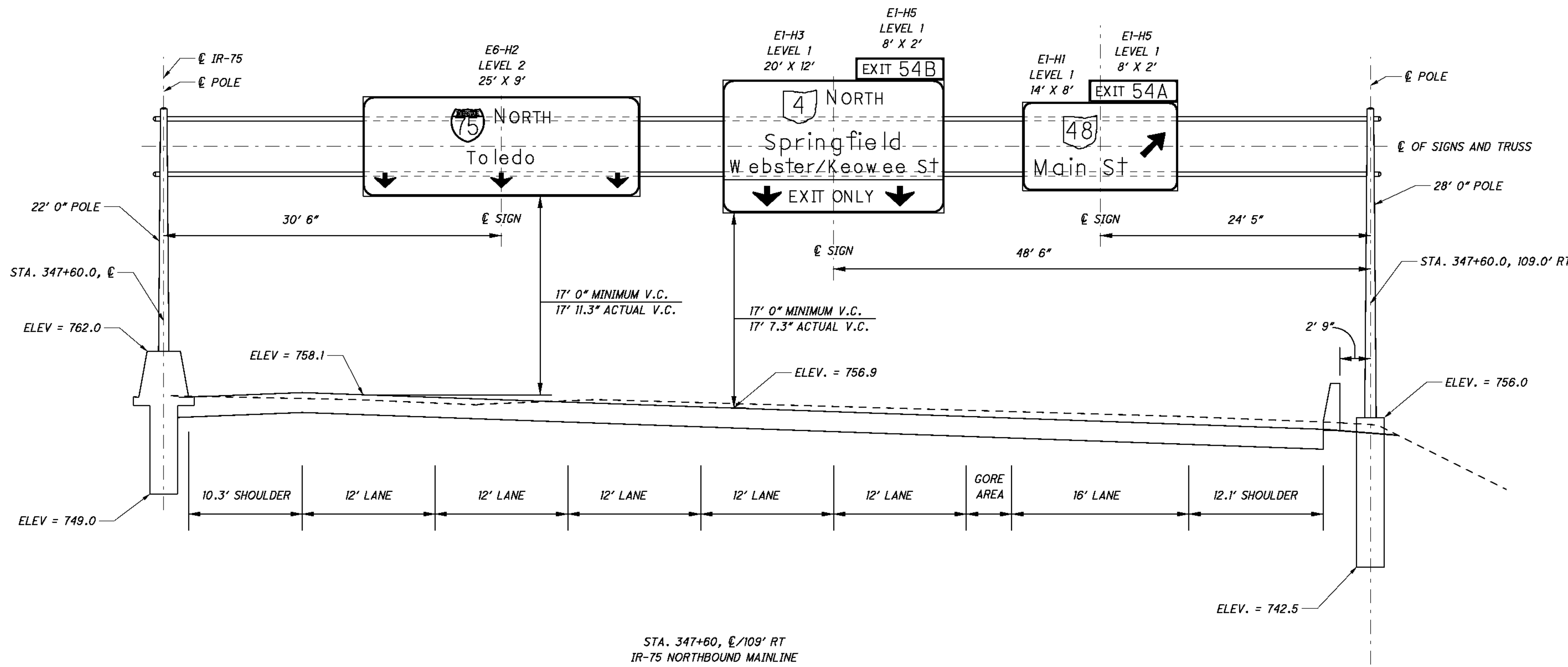
ML-42

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 347+60, ℄/109' RT
IR-75 NORTHBOUND MAINLINE
TYPE TC-15.115, 109' SPAN

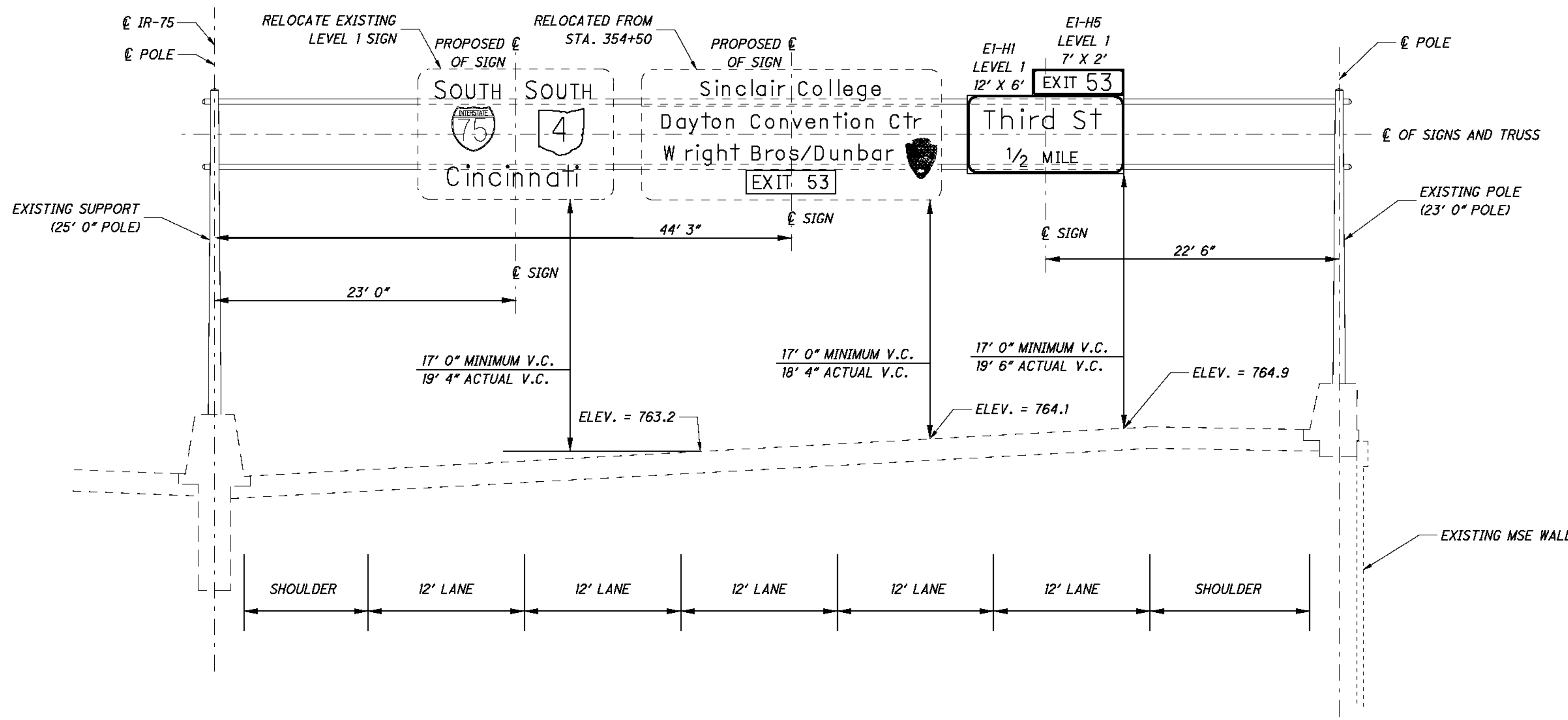
ML-44

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 361+00, ℄/86.25' LT
IR-75 SOUTHBOUND MAINLINE
EXISTING TRUSS OVERHEAD SIGN SUPPORT
(EX. TC-7.65, DESIGN 8)

ML-50

NOTES:

1. DETAILS REGARDING EXISTING TRUSS OVERHEAD SIGN SUPPORT AND EXISTING VERTICAL CLEARANCES FROM MOT-75-13.11 (PID 75927) PROJECT.

2. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

3. CONTRACTOR SHALL MOVE EXISTING PULL THROUGH SIGN 11.75' TOWARDS IR-75 CENTERLINE. SIGN SHALL BE CENTERED OVER LEFT 3 THROUGH LANES.

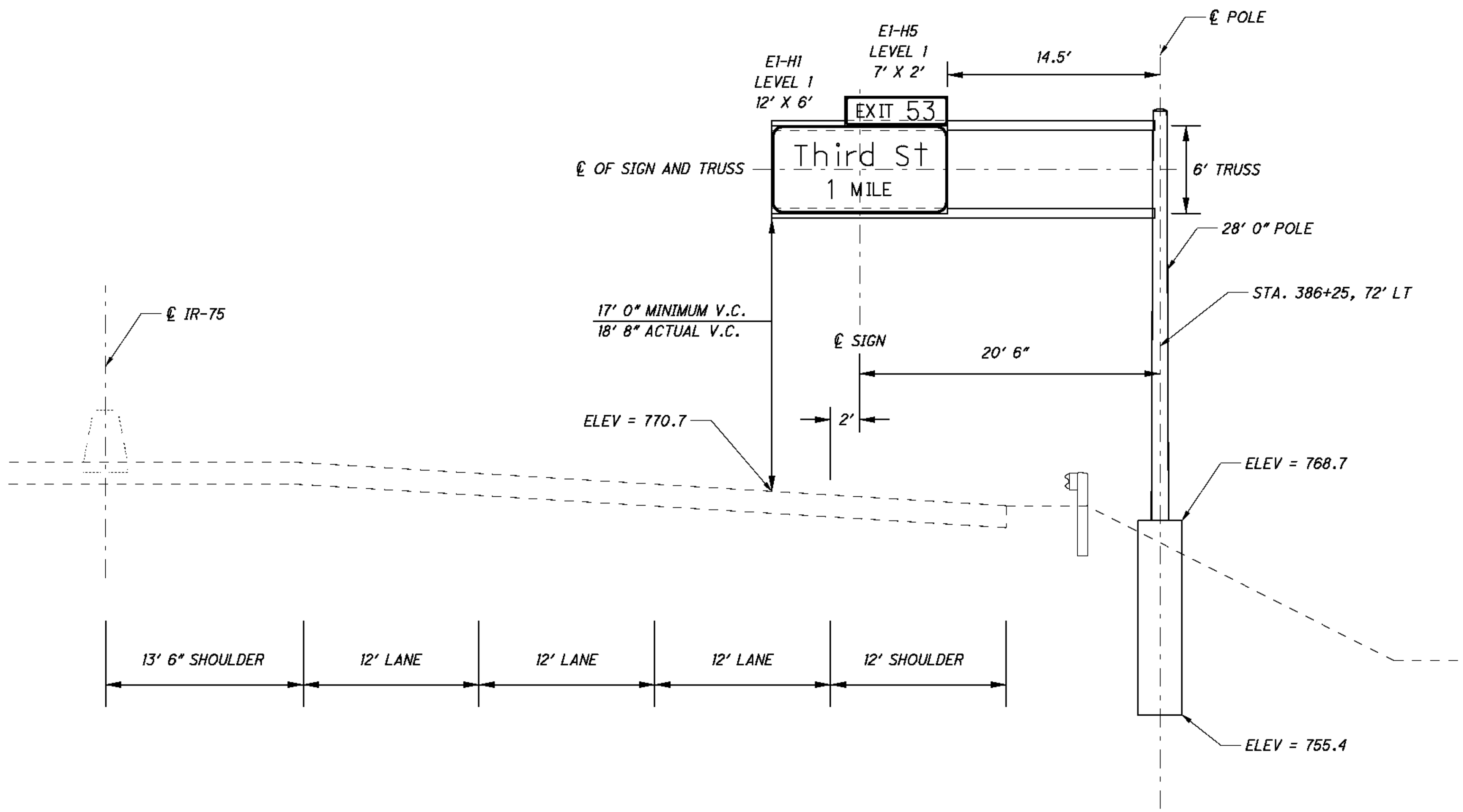
4. FOR SIGN REMOVAL DETAILS, REFER TO SHEET 656.

HORIZONTAL SCALE IN FEET 0 2.5 5 10

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 386+25, 72' LT
IR-75 SOUTHBOUND
TYPE TC-12.30, DESIGN 6, 28' POLE, 26' ARMS

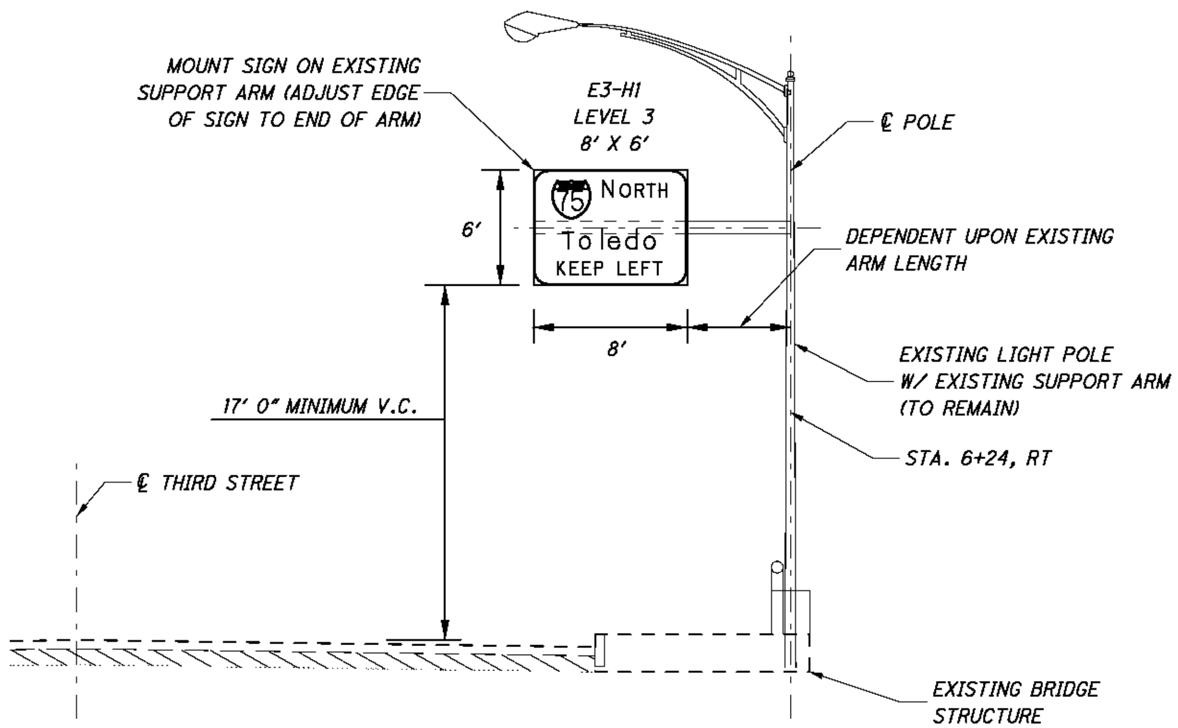
ML-51

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - MAINLINE SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

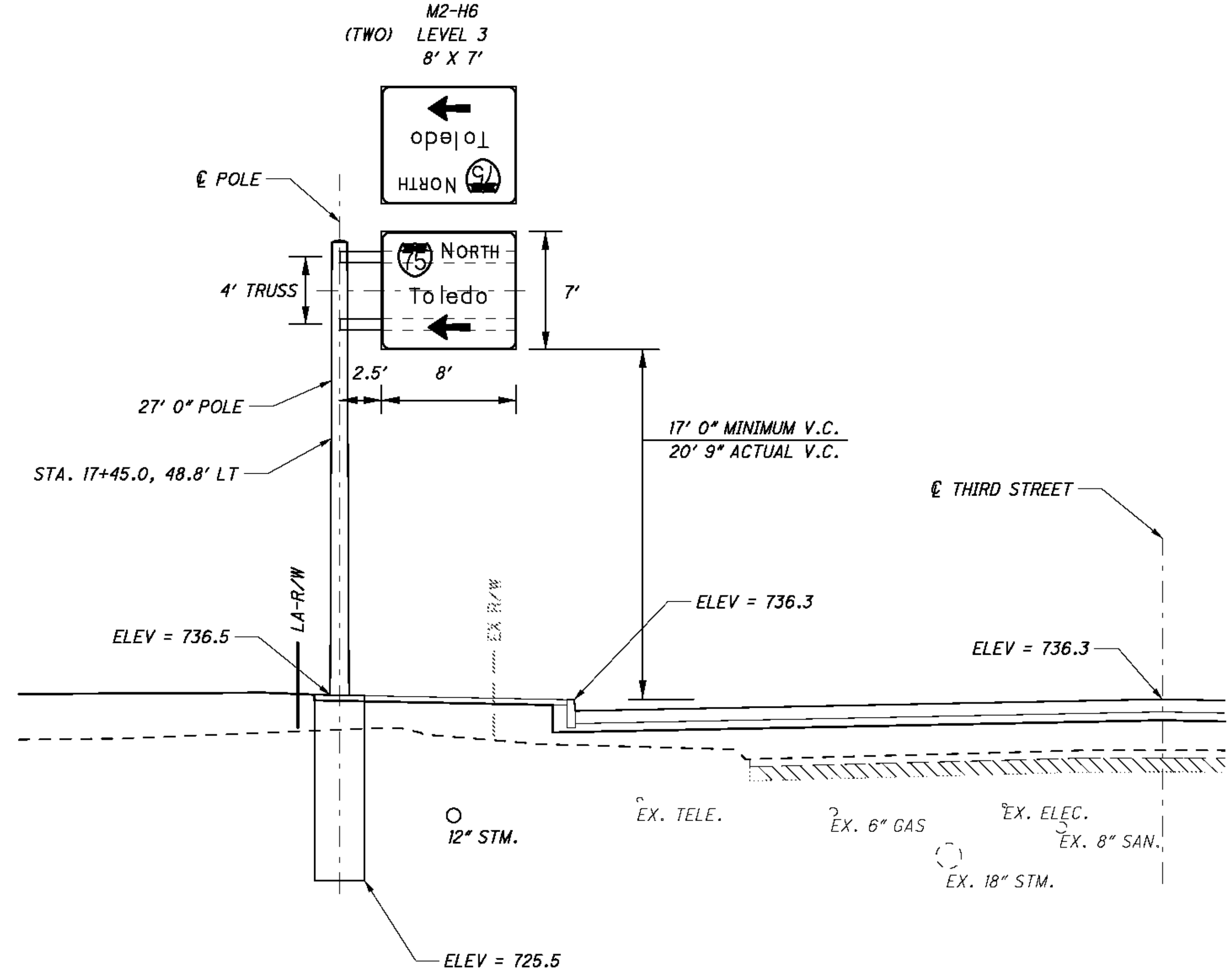


STA. 6+24, RT
THIRD STREET BRIDGE
EXISTING POLE EXTENSION
FOR LIGHTING LUMINAIRE

L-1

NOTE:

1. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.
2. PROPOSED SIGN IS SMALLER THAN EXISTING SIGN.
3. THE EXISTING SIGN SUPPORT IS THEORECTICALLY CAPABLE OF ADEQUATELY SUPPORTING SMALLER SIGN.
4. THIS LOCATION IS ON THE THIRD STREET BRIDGE OVER THE MIAMI RIVER.



STA. 17+45.0, 48.8' LT
THIRD STREET
TYPE TC-12.30, DESIGN 3, 27' POLE, 10' ARMS

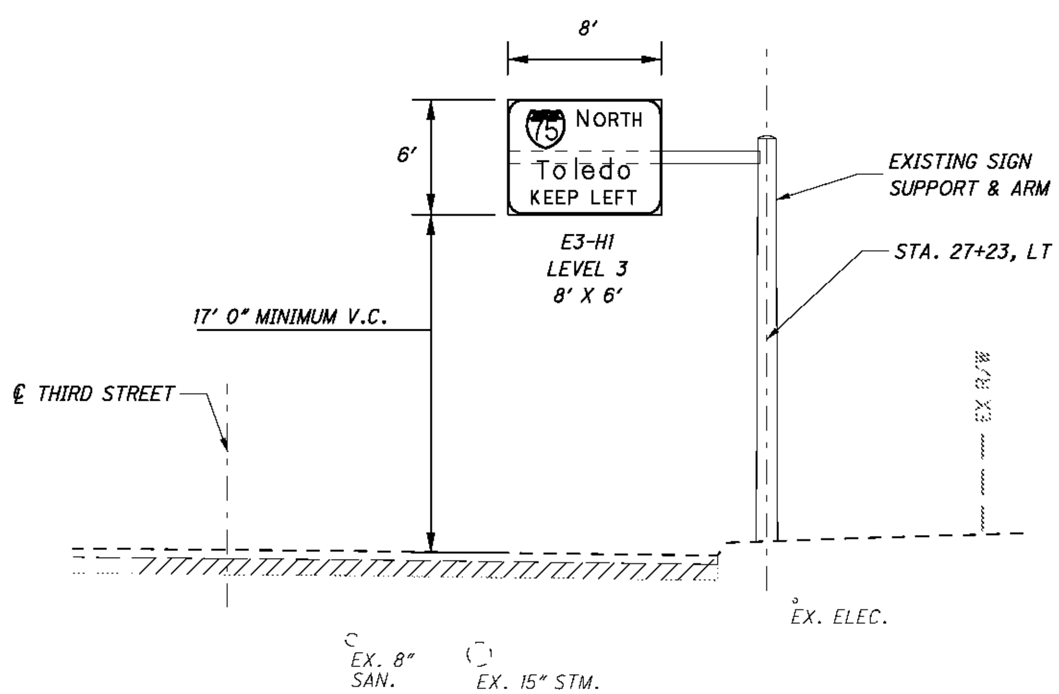
L-10

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

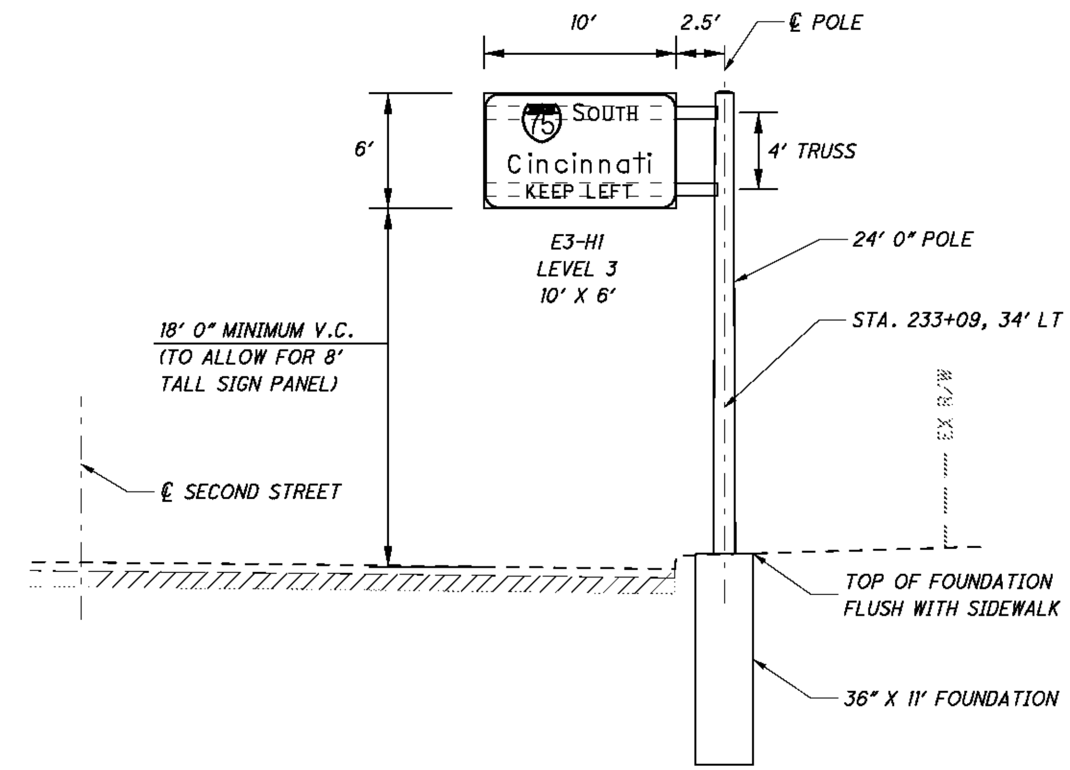
SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 27+23 LT
THIRD STREET
EXISTING OVERHEAD SIGN SUPPORT

L-14



STA. 233+09, 34' LT
SECOND STREET
TYPE TC-12.30, DESIGN 3, 24' POLE, 12' ARMS

L-28

NOTE:

1. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

2. ENSURE THAT THE OUTSIDE EDGE OF THE SIGN IS AT THE END OF THE EXISTING SUPPORT ARM.

3. PROPOSED SIGN IS SMALLER THAN EXISTING SIGN.

4. THE EXISTING SIGN SUPPORT IS THEORECTICALLY CAPABLE OF ADEQUATELY SUPPORTING SMALLER SIGN.

NOTE:

1. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO EXCAVATING FOUNDATION.

2. MINIMUM VERTICAL ROADWAY CLEARANCE UNDER SIGN IS 18 FEET TO ACCOUNT FOR THE DESIGN SIGN PANEL OF 10 FEET BY 8 FEET.

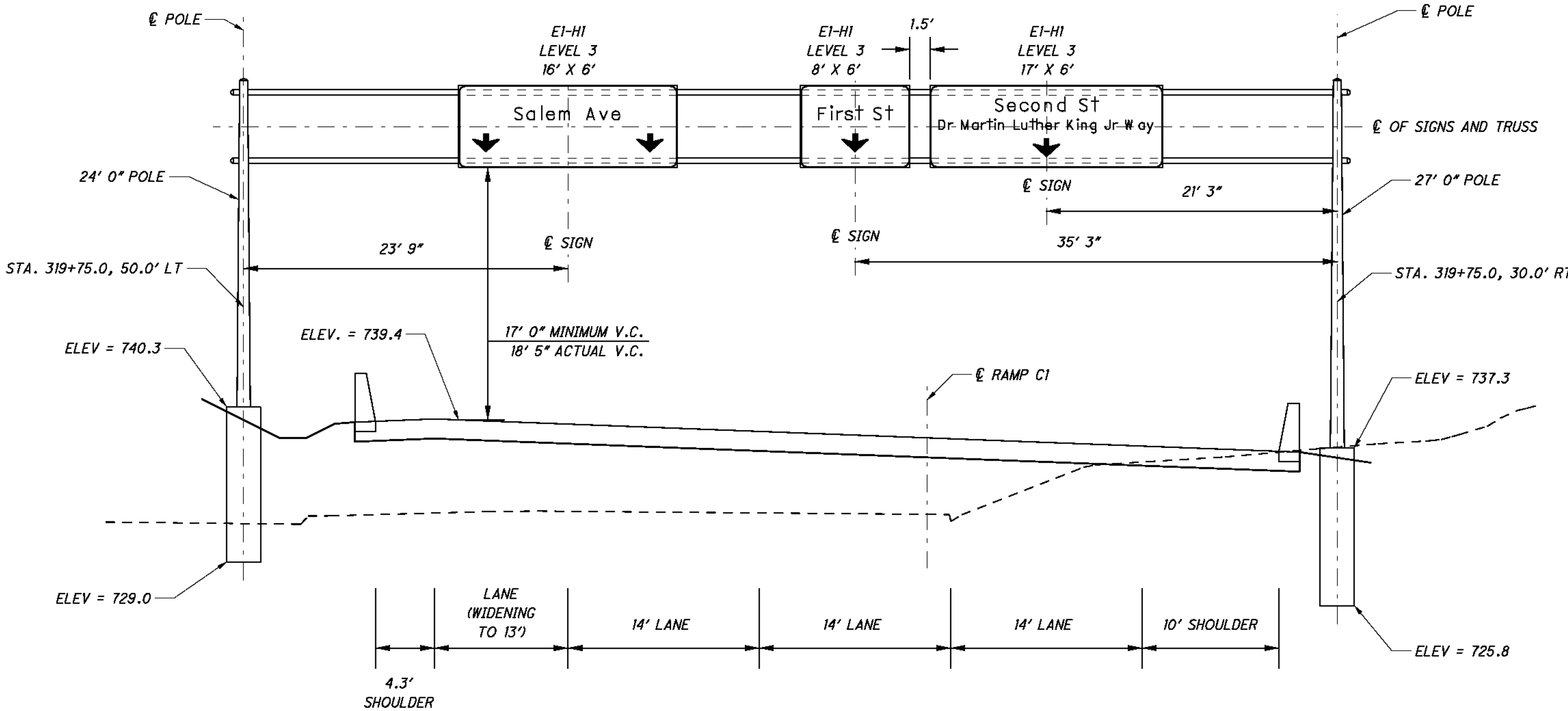
3. CONTRACTOR SHALL CONSTRUCT THE REQUIRED FOUNDATION WITH A MINIMUM BURIED DEPTH OF 11 FEET.

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 319+75, 50' LT / 30' RT
RAMP C1
TYPE TC-7.65, DESIGN 8, W/ 80' SPAN

L-17

NOTES:

1. SEE TC-7.65 AND TC-21.10 FOR POLE AND
   FOUNDATION DETAILS.

2. THE HEIGHT OF THE DESIGN SIGN IS 8 FEET.

SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED ACW
CHECKED HJF

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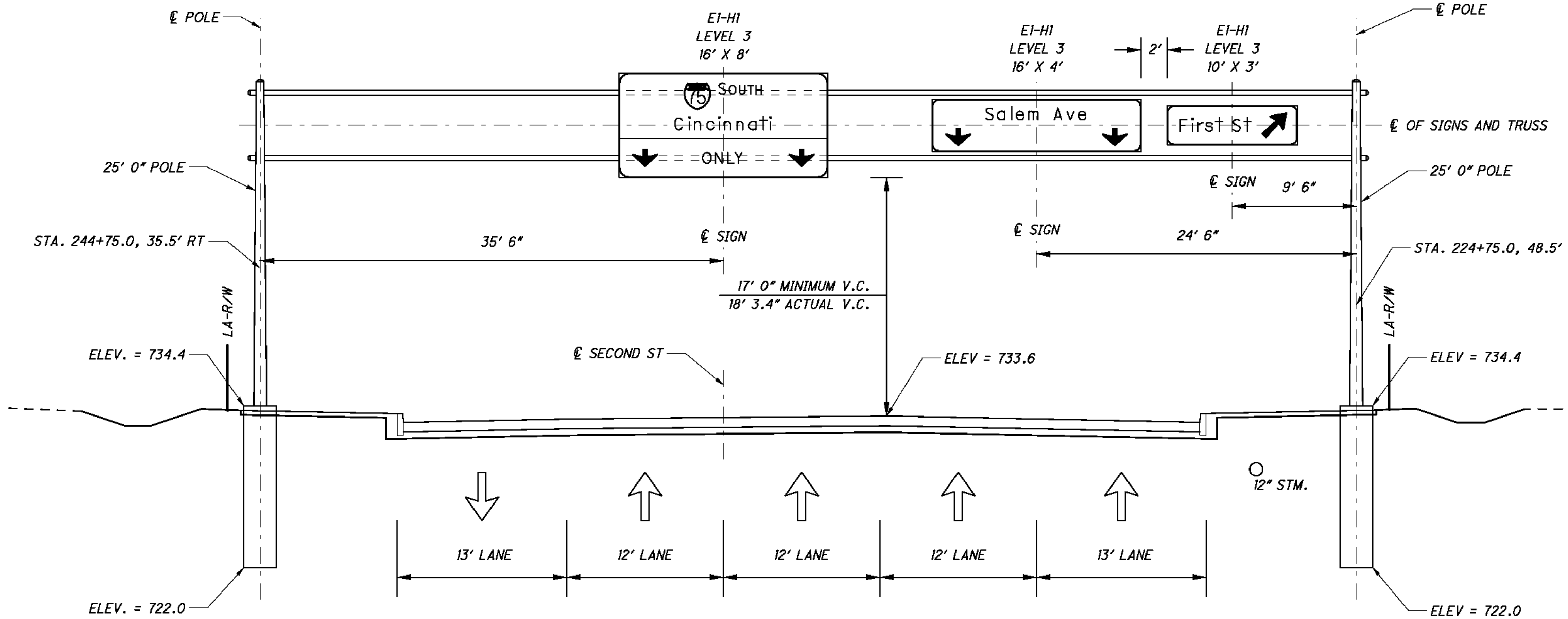


STA. 224+75, 48.5' LT / 35.5' RT
SECOND STREET
TYPE TC-7.65, DESIGN 8, W/ 84' SPAN

L-25

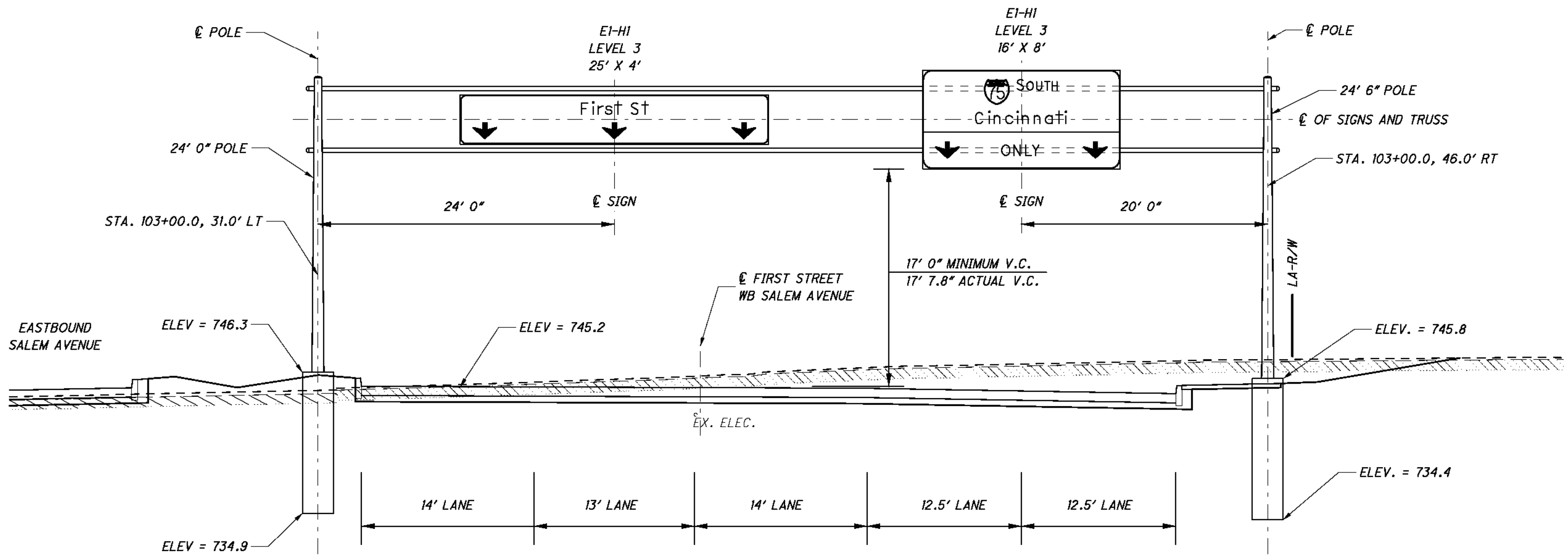
0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00

IP_PWP:dms10255\77247TE310.dgn 30-MAR-2012 2:56PM zwaite



STA. 103+00, 31' LT / 46' RT
FIRST STREET/WB SALEM AVENUE
TYPE TC-7.65, DESIGN 8, 77' SPAN

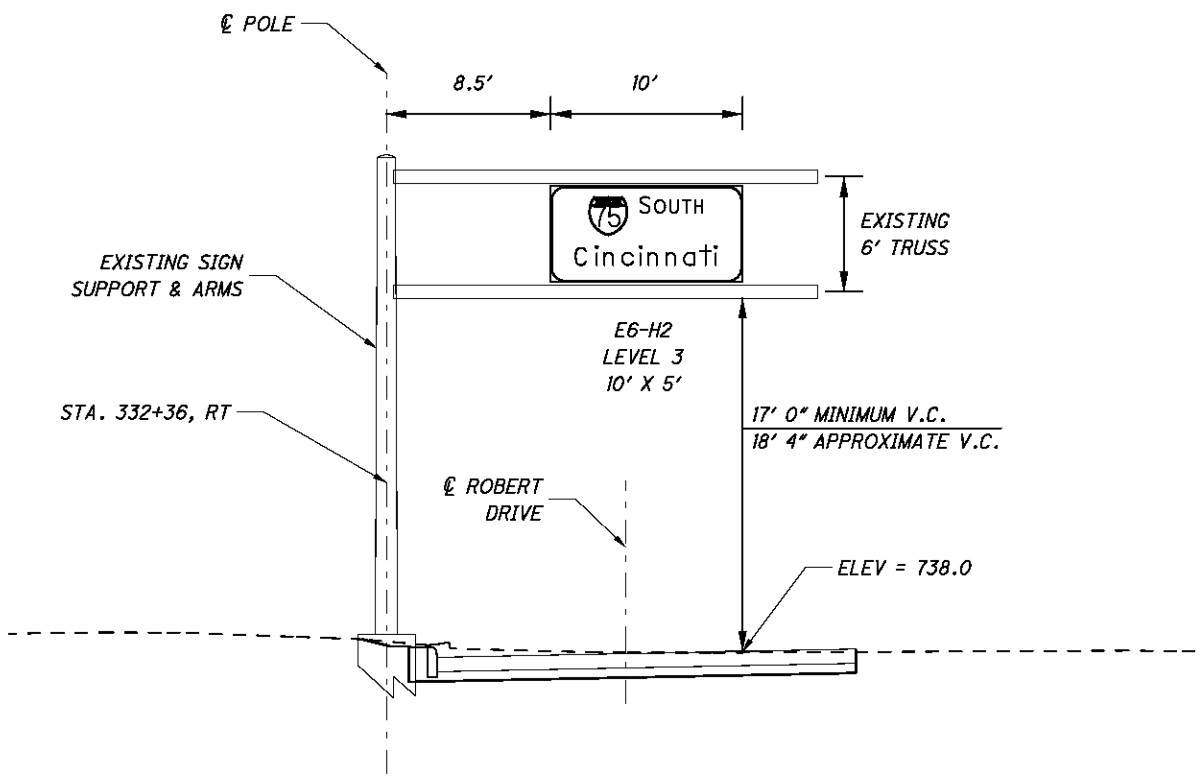
L-29

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



STA. 332+36 RT
ROBERT DRIVE
EXISTING OVERHEAD SIGN SUPPORT

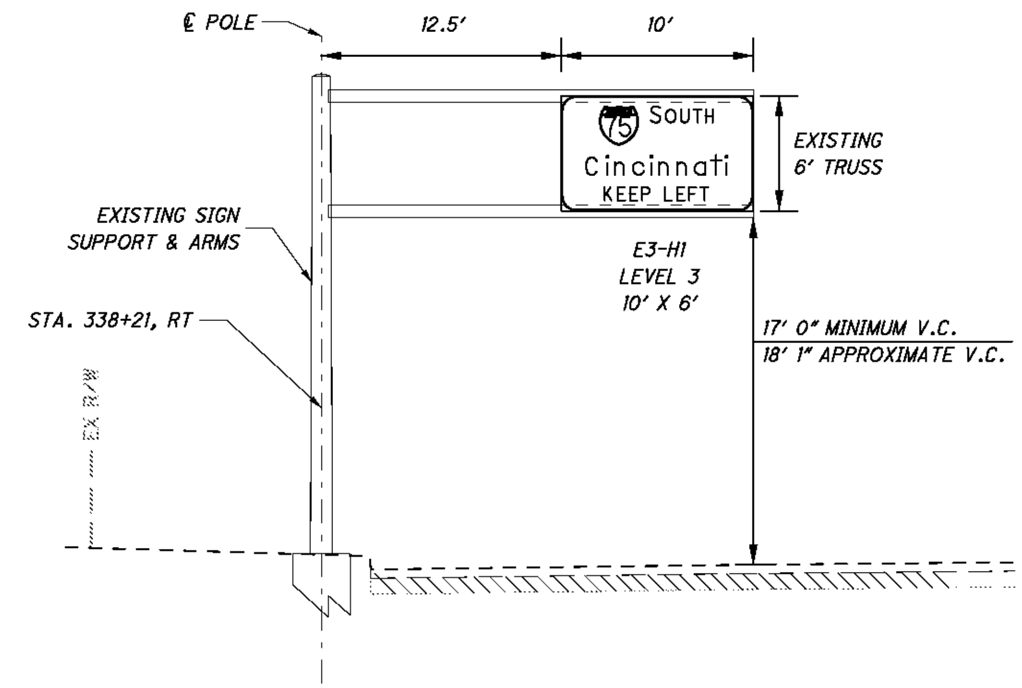
L-43

NOTE:

1. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

2. PROPOSED SIGN IS SMALLER THAN EXISTING SIGNS.

3. THE EXISTING SIGN SUPPORT IS THEORECTICALLY CAPABLE OF ADEQUATELY SUPPORTING SMALLER SIGN.



STA. 338+21 RT
MONUMENT AVENUE
EXISTING OVERHEAD SIGN SUPPORT

L-44

NOTE:

1. CONTRACTOR SHALL INSTALL THE PROPOSED SIGN TO PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE OVER ROADWAY.

2. ENSURE THAT THE OUTSIDE EDGE OF THE SIGN IS AT THE END OF THE EXISTING SUPPORT ARMS.

3. PROPOSED SIGN IS SMALLER THAN EXISTING SIGNS.

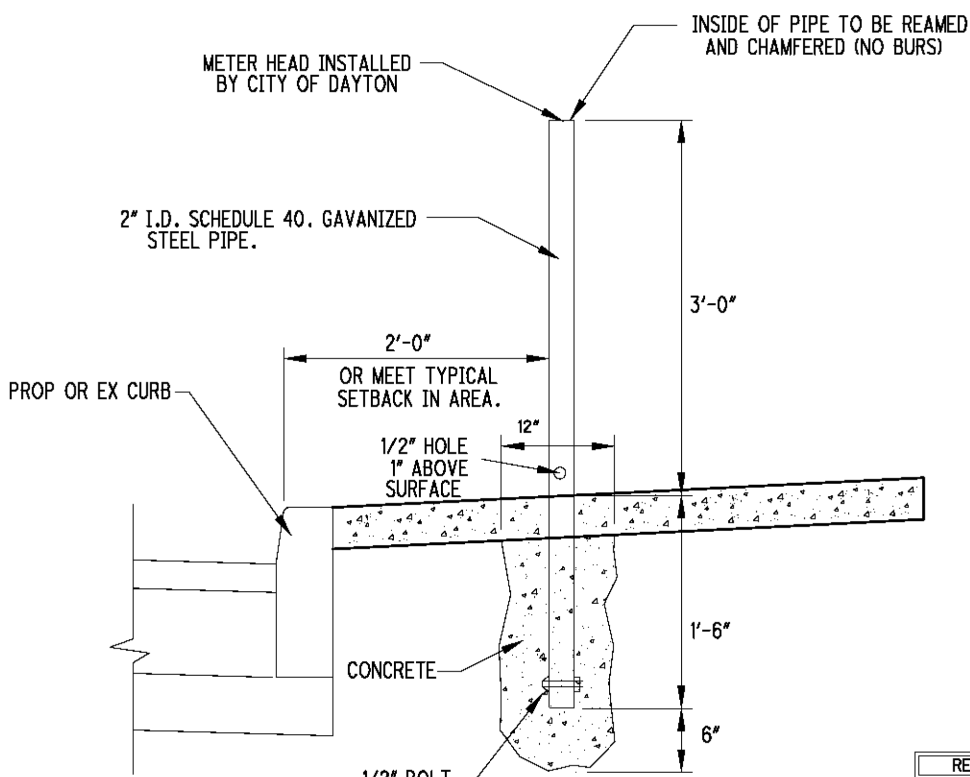
4. THE EXISTING SIGN SUPPORT IS THEORECTICALLY CAPABLE OF ADEQUATELY SUPPORTING SMALLER SIGN.

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CALCULATED ACW
CHECKED HJF

SIGN DETAILS - LOCAL STREETS
SIGN SUPPORT ELEVATION VIEWS

MOT-75-12.00



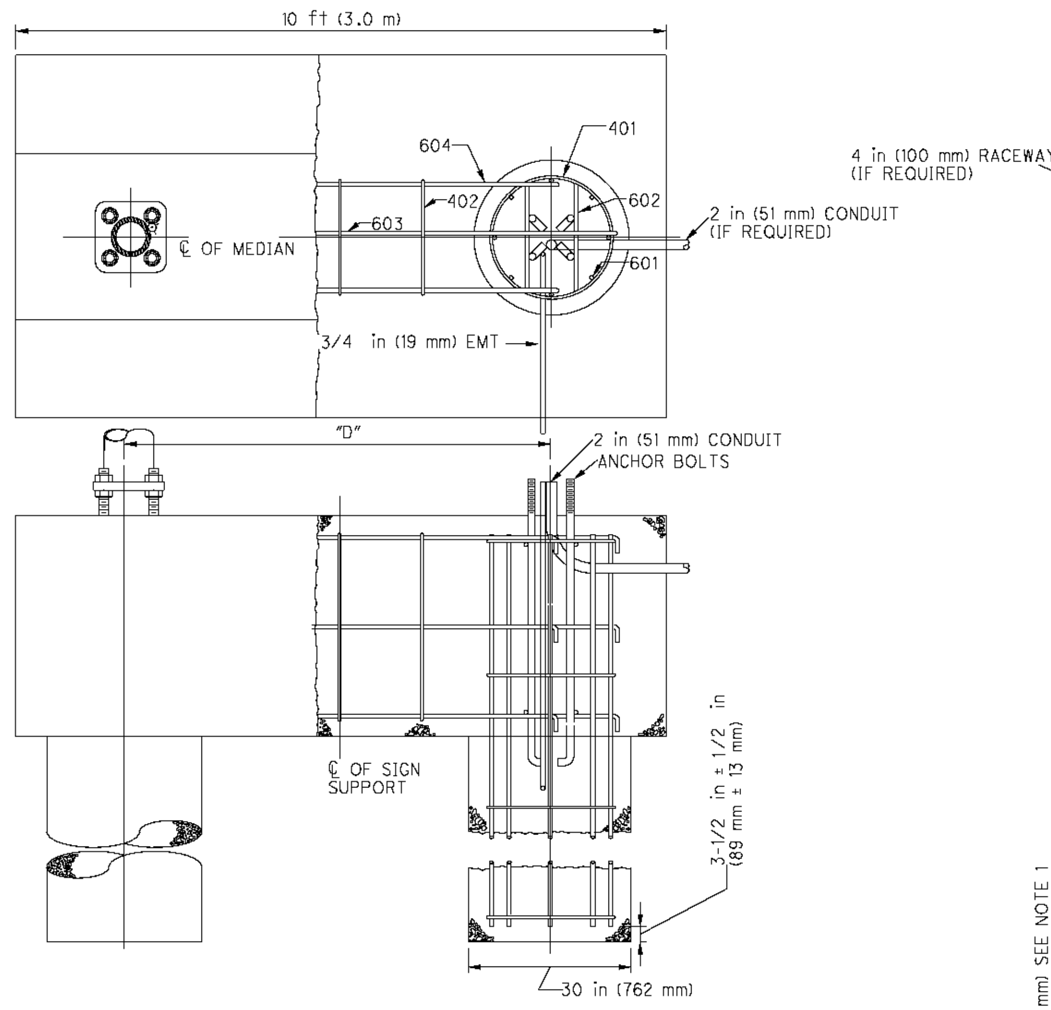
TYPICAL PARKING METER POST
INSTALLATION IN NEW SIDEWALK
NO SCALE

REVISIONS	STANDARDS FOR TRAFFIC SIGNAL
	PARKING METER POST
	CITY OF DAYTON, OHIO
	NO SCALE 14A-17113

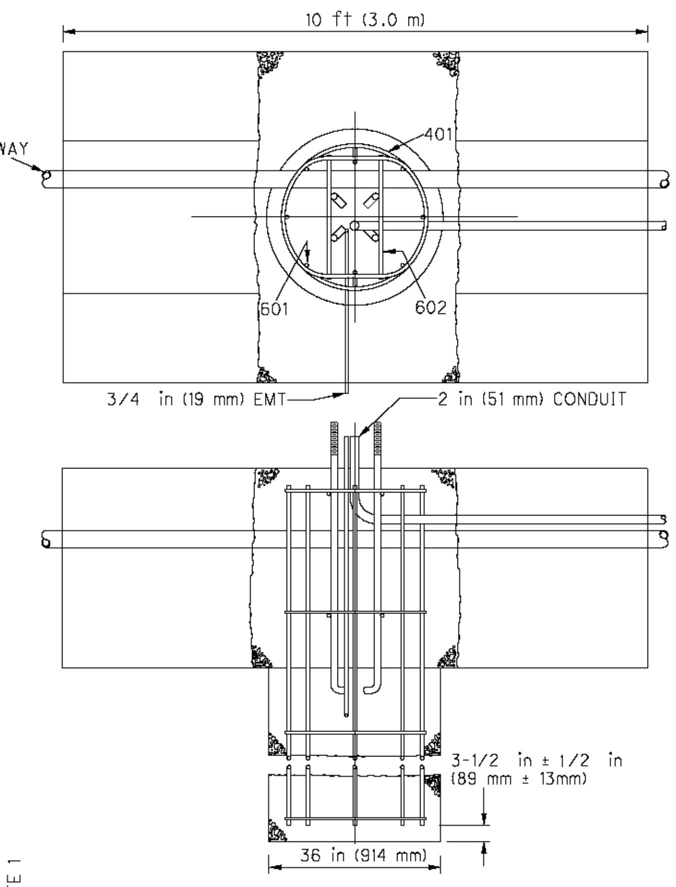
CALCULATED RJB CHECKED HJF

PARKING METER POST DETAIL
CITY OF DAYTON TRAFFIC SIGNAL STANDARDS

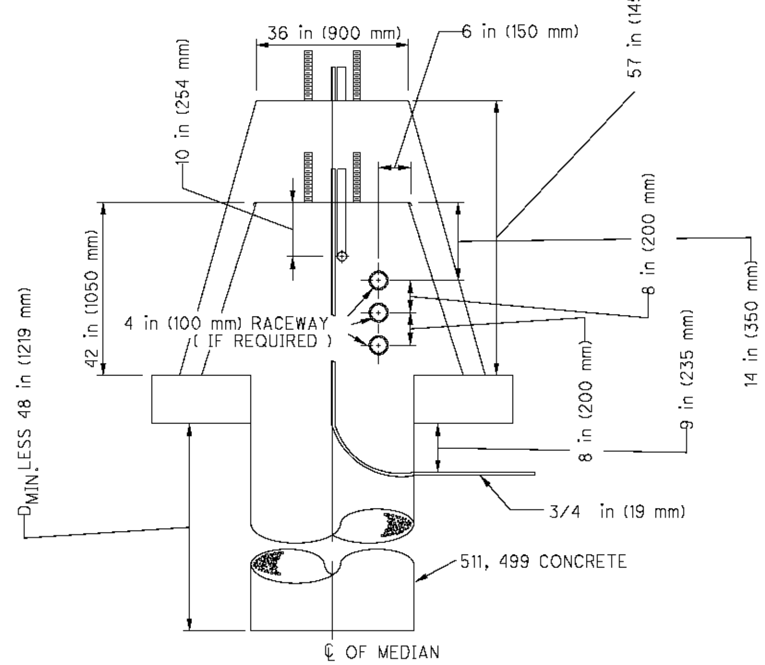
MOT-75-12.00



SPAN TYPE



CANTILEVER, BUTTERFLY
OR CENTER MOUNT TYPE



NOTES

1. If a 57 inch (1450 mm) wall is required the reinforcing steel and anchor bolts shall remain in the same position, relative to the top of the wall, as in the 42 inch (1050 mm) wall.

2. With the following modifications to the reinforcment chedules: refer to Standard Construction Drawings TC-21.10 and TC-32.10 for typical dimensions

   42 inch (1050 mm) WALL

   Mark 601 Length = D min. - 13 inches (330 mm)
   Mark 603 Number = 3
   Mark 604 Number = 6
   Mark 402 Vertical Dimension = 36 inches (900 mm)

   57 inch (1450 mm) WALL

   Mark 601 Length = D min +5 inches (127 mm)
   Mark 603 Number = 4
   Mark 604 Number = 8
   Mark 402 Vertical Dimension = 52 inches (1300 mm)

3. For information regarding the transition sections of the barrier wall, see Standard Construction Drawing RM-4.4.

4. For single slope concrete barrier shapes, see Standard Construction Drawing RM-4.3.

OFFICE OF TRAFFIC ENGINEERING

DESIGNED | REVIEWED LAM | REVISION DATE 11/27/06 | CHECKED | PIS NUMBER 202150

PLAN INSERT SHEET

CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATIONS (SINGLE SLOPE)

1 / 1

CALCULATED RJB | CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
ODOT SIGN SUPPORT FOUNDATIONS (SINGLE SLOPE)

MOT-75-12.00

688 / 1565

IP_PWP:dms10255\77247TD301.dgn 30-MAR-2012 2:57PM zwaite

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR REPECTIVE OWNERS.

TELEPHONE:
AT&T
3233 WOODMAN DR. RM. 225
DAYTON, OH 45420
DANIEL KELLY
(937) 296-3650

WATER:
CITY OF DAYTON
DEPARTMENT OF WATER
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

ELECTRIC:
DAYTON POWER AND LIGHT
1900 DRYDEN RD.
DAYTON, OH 45439
JOHN KENTON
(937) 331-4132

STREET LIGHTS:
CITY OF DAYTON STREET LIGHTS
1736 E. MONUMENT AVE.
DAYTON, OH 45402
DANIEL WHALLON
(937) 333-3850

CABLE:
TIME WARNER CABLE
SOUTHWEST OHIO
3691 TURNER RD.
DAYTON, OH 45415
TIM KUSS
(937) 425-8850

CABLE:
TIME WARNER TELECOM
2 PRESTIGE PL. STE 440
MIAMISBURG, OH 45342
WALTER TRACY
(937) 425-8247

MIAMI CONSERVANCY DISTRICT
38 E. MONUMENT AVE.
DAYTON, OH 45402
(937) 223-1271

TRAFFIC CONTROL:
CITY OF DAYTON
DEPARTMENT OF PUBLIC WORKS
PO BOX 22
DAYTON, OH 45401
JOHN ZELINSKI
(937) 333-4087

GAS:
VECTREN ENERGY DELIVERY
6500 CLYO RD.
CENTERVILLE, OH 45459
DON SPECHT
(937) 440-1965

GREATER DAYTON RTA
600 LONGWORTH ST.
DAYTON, OH 45402
ROB WILSON
(937) 425-8536

TELEPHONE:
MCI NETWORK SERVICES, INC.
2400 N. GLENVILLE
RICHARDSON, TX 75082
OSP NATIONAL SUPPORT/INVESTIGATIONS,
DEPT. 45864 LOC. 107
(972) 729-6016

SINCLAIR COMMUNITY COLLEGE
444 W. 3RD ST.
DAYTON, OH 45402
LIZ VERZI
(937) 512-3048

SANITARY SEWER:
CITY OF DAYTON
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 453.64 O.R.C.

POWER SUPPLY FOR TRAFFIC SIGNALS

ELECTRIC POWER SHALL BE OBTAINED FROM DAYTON POWER AND LIGHT AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120 VOLTS.

ITEM 625 JUNCTION BOX, 8" X 8" X 7", AS PER PLAN
ITEM 625 JUNCTION BOX, 12" X 12" X 6", AS PER PLAN

THIS WORK SHALL INCLUDE INSTALLATION OF A 8" X 8" X 7" PVC SPLICE BOX ON A STRAIN POLE AT A 20' MOUNTING HEIGHT. THIS JUNCTION BOX IS TO BE LOCATED AT STRAIN POLE LOCATIONS OTHER THAN THE POLE NEAREST THE MAIN CONTROLLER. A 12" X 12" X 6" PVC SPLICE BOX IS TO BE LOCATED AT THE STRAIN POLE NEAREST THE MAIN CONTROLLER.

TERMINAL STRIPS AND ANY OTHER CONNECTIONS OF SPLICES ARE INCIDENTAL TO THIS ITEM. JUNCTION BOX SHALL BE CARLIN, SCEPTOR, OR APPROVED EQUAL. PAYMENT FOR THIS ITEM WILL BE AT THE CONTRACT UNIT PRICE.

ITEM 625 GROUND ROD, AS PER PLAN

IN ADDITION TO CMS ITEM 625.09, THIS ITEM SHALL CONSIST OF FURNISHING AND RUNNING OF A SEVEN STRAND NO. 4 COPPER WIRE FROM THE TOP OF THE GROUND ROD AND ATTACHING IT TO THE NEUTRAL BAR IN THE CABINET.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH.

ITEM 632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION FOR STORAGE, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE TO REMOVE FOR STORAGE THE TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, STRAIN POLES, CABINET, CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH CMS 632.26 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE CITY OF DAYTON.

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

ITEM 632 PEDESTRIAN PUSHBUTTON, AS PER PLAN

PEDESTRIAN PUSHBUTTONS SHALL UTILIZE PRESSURE ACTIVATED PIEZO SWITCHES AND SHALL HAVE BUILT IN SURGE PROTECTION AND NO MOVING PLUNGER OR ELECTRICAL CONTACTS.

PEDESTRIAN PUSHBUTTON CAPS SHALL BE STAINLESS STEEL AND BE APPROXIMATELY TWO INCHES IN DIAMETER.

STRAIN POLE FOUNDATION ELEVATIONS

ELEVATIONS SHOWN IN THE PLANS FOR STRAIN POLE FOUNDATIONS ARE FOR COMPUTATIONAL PURPOSES ONLY. THE ACTUAL ELEVATION OF THE FOUNDATION SHALL BE IN ACCORDANCE WITH SCD TC-21.20 PROVIDED THE EXISTING SLOPE IS LESS THAN 6:1.

AT LOCATIONS WHERE THE EXISTING SLOPE IS 6:1 OR GREATER, THE BURIED DEPTH OF FOUNDATION, AS SHOWN IN SCD TC-21.20 SHALL APPLY TO THE LOW SIDE OF THE SLOPE. THE TOP OF THE FOUNDATION SHALL BE SET 2 INCHES ABOVE THE EXISTING SURFACE ON THE HIGH SIDE OF THE SLOPE. THE ADDITIONAL DEPTH OF FOUNDATION NECESSARY TO MEET THESE REQUIREMENTS SHALL BE ADDED TO THE FORMED TOP.

ITEM 632 VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:

LAMPS:
LIGHT EMITTING DIODE (LED), SIGNAL LAMP UNITS SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 872. ALL LAMP UNITS SHALL BE THE 12 INCH SIZE. LED SIGNAL LAMP UNITS SHALL BE PROVIDED FOR ALL SIGNAL LENS TYPES.

SIGNAL SECTIONS:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF POLYCARBONATE PLASTIC AND MEET ITE SPECIFICATIONS.
2. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.
3. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING. SIGNAL HEADS SHALL HAVE BLACK BODY, YELLOW DOOR, AND BLACK VISORS THAT ARE OPEN AT THE BOTTOM.

MOUNTING HARDWARE:

A. ALL UPPER SIGNAL SUPPORT HARDWARE AND PIPING UP TO AND INCLUDING THE WIRE INLET FITTING SHALL BE FERROUS METAL FOR SIGNAL DISPLAYS OF TWO OR MORE SECTIONS.

B. THE ENTRANCE FITTING SHALL BE OF THE TRI-STUD DESIGN WITH SERRATED RINGS IN ORDER TO ACHIEVE POSITIVE LOCKING.

C. ALL BALANCE ADJUSTERS SHALL HAVE A MINIMUM THREE-QUARTER INCH EYE BOLT AND THREE-QUARTER INCH WIDE SLOT. EYE BOLTS ARE CAST FROM 316 STAINLESS STEEL AND PROVIDED WITH A SATIN FINISH. THREE-QUARTER INCH BODY HALVES ARE CAST FROM AN MINIMUM 65-45-12 DUCTILE IRON AND PROVIDED WITH A BRIGHT ZINC FINISH (ZNI). BALANCE ADJUSTERS SHALL BE USED ON 1-WAY HEADS.

THE DEPARTMENT WILL MEASURE "VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN" BY THE NUMBER OF COMPLETE UNITS FURNISHED AND INSTALLED, AND WILL INCLUDE ALL SUPPORT AND MOUNTING HARDWARE, DISCONNECT HANGERS, CLOSURE CAPS, DIMMERS, AND LAMPS AS SPECIFIED. WHEN NOTED IN THE PLANS, LOUVERS SHALL BE INCLUDED.

ITEM 632 PEDESTRIAN SIGNAL, (LED), (COUNTDOWN), TYPE D2, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:

1. LED, LIGHT EMITTING DIODE, SIGNAL LAMP UNITS SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 872.
2. THE LED LAMP UNIT SHALL DISPLAY THE SYMBOLS FOR THE UPRAISED HAND OR THE WALKING PERSON.
3. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF POLYCARBONATE PLASTIC AND MEET ITE SPECIFICATIONS.
4. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.
5. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING. PEDESTRIAN SIGNAL HEAD BODY SHALL BE BLACK.
6. THE COUNTDOWN OPERATION SHALL MEET THE REQUIREMENTS DESCRIBED IN CMS ITEM 732.05, SECTION D. A TYPE D HOUSING SHALL BE USED FOR PEDESTRIAN SIGNALS.

THE DEPARTMENT WILL MEASURE "PEDESTRIAN SIGNAL HEAD, (LED), (COUNTDOWN), TYPE D2, AS PER PLAN" BY THE NUMBER OF COMPLETE UNITS FURNISHED AND INSTALLED, AND WILL INCLUDE ALL SUPPORT AND MOUNTING HARDWARE, CLOSURE CAPS, AND LAMPS AS SPECIFIED.

ITEM 632 MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN

ALL MESSENGER WIRE SHALL BE 3/8" COPPERCLAD, 7 STRAND, EXTRA HIGH STRENGTH, 40% CONDUCTIVITY. ALL LASHING ROD SHALL BE COPPERCLAD. STRAIN INSULATORS SHALL BE PROVIDED WHERE TROLLEY LINES EXIST. LASHING ROD AND STRAIN INSULATORS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 632 MESSENGER WIRE, AS PER PLAN.

ITEM 625 CONDUIT, MISC.: MULTICELL, 725.20, 4" WITH FOUR 1-1/2" INNER DUCTS

THIS ITEM SHALL INCLUDE THE FURNISHING AND INSTALLATION OF THE TWO 4" ITS MULTICELL CONDUITS TO BE PLACED IN THE MEDIAN STRUCTURE PARAPETS. CONDUIT SHALL CONFORM TO CM&S ITEM 725.20. THE STATION LIMITS FOR SEPARATE PAYMENT OF THIS CONDUIT BEYOND WHAT IS INCIDENTAL TO MEDIAN BARRIER IS AS FOLLOWS:

BRIDGE 1227; 300+95.41 TO 310+97.45 = 1002.04'; X2 = 2004.08'
BRIDGE 1248; 312+01.77 TO 314+00.22 = 198.45'; X2 = 396.9'
BRIDGE 1267; 321+95.94 TO 325+30.06 = 334.12'; X2 = 668.24'
BRIDGE 1282; 329+98.61 TO 345+38.53 = 1539.92'; X2 = 3079.84'

A TOTAL OF 6,149 LINEAL FEET HAS BEEN CARRIED TO THE TRAFFIC SIGNAL GENERAL SUMMARY. SEE SHEET 691.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT.

ITEM 632 SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG

THIS WORK SHALL INCLUDE INSTALLATION OF SIGNAL CABLE, 21 CONDUCTOR NO. 14 AWG, AS INDICATED ON THE PLANS.

ONE 21 CONDUCTOR SIGNAL CABLE IS REQUIRED FROM THE CONTROLLER TO THE 12"X 12" X 6" JUNCTION/SPLICE BOX ON THE SIGNAL POLE NEAREST THE CONTROLLER.

EACH CONDUCTOR SHALL BE COLOR-CODED ACCORDING TO THE FOLLOWING CHART:

RED	R	
ORANGE	Y	NORTHBOUND
GREEN	G	
RED/BLACK	R	
ORANGE/BLACK	Y	EASTBOUND
GREEN/BLACK	G	
RED/WHITE	R	
ORANGE/RED	Y	SOUTHBOUND
GREEN/WHITE	G	
RED/GREEN	R	
ORANGE/GREEN	Y	WESTBOUND
WHITE/RED	G	
WHITE/BLACK	DW	NORTH
WHITE	W	CROSSWALK
BLUE/BLACK	DW	SOUTH
BLUE	W	CROSSWALK
BLUE/RED	DW	WEST
BLUE/WHITE	W	CROSSWALK
BLACK/RED	DW	EAST
BLACK/WHITE	W	CROSSWALK
BLACK	GROUND	

MEASUREMENT WILL BE BASED UPON THE NUMBER OF FEET OF CMS ITEM 632, "SIGNAL CABLE, MISC." IN ACCORDANCE WITH THE METHOD DESCRIBED IN CMS 632.29.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT.

ITEM 632 POWER SERVICE, AS PER PLAN

POWER SERVICE SHALL BE AS PER CMS ITEM 632 AND SCD TC-83.10 WITH THE FOLLOWING EXCEPTIONS:

1. THE METER BASE MOUNTING HEIGHT SHALL BE NO MORE THAN 5 FEET HIGH TO THE CENTER OF THE METER BASE FROM THE GROUND.
2. THE CONTRACTOR SHALL SUPPLY THE NECESSARY METER BASES.
3. ALL POWER SERVICES SHALL BE METERED. THE METER SHALL HAVE A LEVER OPERATED BYPASS.

DISCONNECT SWITCH ENCLOSURES FURNISHED IN ACCORDANCE WITH CMS ITEM 632, POWER SERVICE, AS PER PLAN, SHALL INCLUDE A PADLOCK EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNON 660, WITH LOCK BODY OF BRONZE OR BRASS AND KEYING SHALL BE TO THE STATE MASTER.

THE CONTRACTOR SHALL CONTACT THE METER SECTION OF THE POWER COMPANY FOR INFORMATION REGARDING THE METER BASE INSTALLATION PRIOR TO ORDERING POLES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REQUESTING AND SCHEDULING ANY INSPECTIONS THE POWER COMPANY MAY REQUIRE FOR THE POWER SERVICE HOOK UP. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE POWER COMPANY FOR THE ELECTRICAL SERVICE CONNECTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR SPLICE POWER CABLE INTO THE POWER COMPANY'S CIRCUITS. THE VOLTAGE SUPPLIED SHALL BE NOMINALLY 120 VOLTS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND THE PAYING OF ALL FEES. THE CONTRACTOR SHALL PAY ALL POWER CHARGES UNTIL THE SIGNAL IS ACCEPTED BY THE MAINTAINING AGENCY.

ITEM 604 MANHOLE, MISC.: 10' X 6' X 7'

CONTRACTOR SHALL COORDINATE WITH ODOT AND DP&L PERSONNEL FOR COMPLETE CONSTRUCTION AND MATERIAL DETAILS FOR PROPOSED MANHOLES.

FOR THE PURPOSES OF THESE PLANS, MANHOLES SHALL BE PAID FOR UNDER ITEM 604, MANHOLE, MISC.: 10' X 6' X 7'.

ITEM 604 CONDUIT, MISC.: CONDUIT DUCT BANK, CONCRETE ENCASED

CONTRACTOR SHALL COORDINATE WITH ODOT AND DP&L PERSONNEL FOR COMPLETE CONSTRUCTION AND MATERIAL DETAILS FOR PROPOSED CONDUIT DUCT BANK.

FOR THE PURPOSES OF THESE PLANS, THE CONDUITS SHALL BE PAID FOR UNDER ITEM 625, CONDUIT MISC.: CONDUIT DUCT BANK, CONCRETE ENCASED NUMBER AND SIZES SHALL BE AS INDICATED IN THE PLANS.

ITEM 633 CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN

THE CONTROLLER SUPPLIED SHALL BE COMPLETE WITH THE SPECIFIED CABINET INCLUDING ALL NECESSARY COMPONENTS AND CABLES NOT SPECIFICALLY MENTIONED BELOW. ALL EQUIPMENT AND CABINETS SHALL CONFORM TO ODOT SPECIFICATIONS 633, 733 AND THE FOLLOWING:

THE CABINET SHALL BE APPROVED BY THE CITY OF DAYTON AND SHALL BE NON-ANODIZED ALUMINUM AND UNPAINTED. THE CABINET SHALL HAVE AN EAGLE TF5012 OR APPROVED EQUAL TWELVE POSITION LOAD BAY WHICH SHALL BE 100% COMPATIBLE WITH THE CONTROLLER SPECIFIED. THE CABINET SHALL BE EQUIPPED WITH A PLUG IN, REPLACEABLE LIGHTNING ARRESTOR. THE CABINET SHALL BE EQUIPPED WITH A SERIAL BUS AND ALL CABLING NECESSARY FOR COMMUNICATION BETWEEN A VENTRAL COMPUTER AND THE MMU AND ALL DETECTOR AMPLIFIERS. CABINET BACKBOARD PRINTS SHALL BE SUPPLIED TO THE CITY OF DAYTON IN THE FORM OF TWO PAPER COPIES AND ON A DISKETTE IN THE FORM OF A BENTLEY MICROSTATION COMPATIBLE FILE.

THE CONTROLLER SHALL BE BENCH TESTED AT THE CITY OF DAYTON TRAFFIC SIGNAL SHOP, 520 KISER STREET, PRIOR TO INSTALLATION.

THE TYPE OF CONTROLLER REQUIRED FOR THIS PROJECT IS A TS-2 TYPE 2 CONTROLLER IN A TS2 TYPE 1 CABINET. THE CONTROLLER SHALL BE AN EAGLE MODEL EPAC M52 CONTROLLER FULLY COMPATIBLE WITH EAGLE ACTRA RELEASE 3.3.4 SOFTWARE.

THE CABINET SHALL BE EQUIPPED WITH AN ENVIRONMENTALLY HARDENED ETHERNET SWITCH, A WALL-MOUNTABLE CONNECTOR HOUSING WITH TWO 12-FIBER ST PANELS, TWO 1-METER ST-SC SINGLE MODE DUPLEX PATCH CORDS AND A 1-METER CATAGORY 5 ETHERNET PATCH CORD.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE, IN PLACE, ALL CONNECTIONS MADE AND WIRING COMPLETED, TESTED AND ACCEPTED.

ITEM 804 FIBER OPTIC CABLE, MISC.: 6 FIBER SM/6 FIBER MM

THIS WORK SHALL INCLUDE INSTALLATION OF FIBER OPTIC INTERCONNECT CABLE AS INDICATED ON THE PLANS.

FIBER OPTIC CABLE SHALL BE COMPATIBLE WITH THE PLANNED CITY OF DAYTON FIBER OPTIC NETWORK ALONG FIRST, SECOND, AND THIRD STREETS WITHIN THE PROJECT LIMITS. FIBER OPTIC CABLE PLANNED FOR THIS NETWORK IS 6 FIBER SINGLE MODE (SM)/6 FIBER MULTI-MODE (MM) CONFORMING TO ODOT SUPPLEMENTAL SPECIFICATIONS 804 AND 904.

MEASUREMENT WILL BE BASED UPON THE NUMBER OF FEET OF CMS ITEM 804, "FIBER OPTIC CABLE, MISC.: 6 FIBER SM/6 FIBER MM" IN ACCORDANCE WITH THE METHOD DESCRIBED IN SUPPLEMENTAL SPECIFICATIONS 804.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT.

A CONTINGENCY QUANTITY OF 500 FEET HAS BEEN ADDED TO THE TRAFFIC SIGNAL INTERCONNECT SUBSUMMARY FOR:

804, FIBER OPTIC CABLE, MISC.: 6 FIBER SM/6 FIBER MM

ITEM 804 FIBER OPTIC CABLE, MISC.: 48 FIBER SM/12 FIBER MM

THIS WORK SHALL INCLUDE INSTALLATION OF FIBER OPTIC INTERCONNECT TRUNK CABLE AS INDICATED ON THE PLANS.

FIBER OPTIC CABLE SHALL BE COMPATIBLE WITH THE PLANNED CITY OF DAYTON FIBER OPTIC NETWORK ALONG SECOND, THIRD AND MONUMENT STREETS (TO CONNECT WITH EXISTING FIBER OPTIC TRUNK CABLES THAT CONTINUE ACROSS THE THIRD STREET AND SALEM AVENUE BRIDGES. FIBER OPTIC CABLE PLANNED FOR THIS NETWORK IS 48 FIBER SINGLE MODE (SM)/ 12 FIBER MULTI-MODE (MM) CONFORMING TO ODOT SUPPLEMENTAL SPECIFICATIONS 804 AND 904.

MEASUREMENT WILL BE BASED UPON THE NUMBER OF FEET OF CMS ITEM 804, "FIBER OPTIC CABLE, MISC.: 48 FIBER SM/12 FIBER MM" IN ACCORDANCE WITH THE METHOD DESCRIBED IN SUPPLEMENTAL SPECIFICATIONS 804.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT.

A CONTINGENCY QUANTITY OF 1000 FEET HAS BEEN ADDED TO THE TRAFFIC SIGNAL INTERCONNECT SUBSUMMARY FOR:

804, FIBER OPTIC CABLE, MISC.: 48 FIBER SM/12 FIBER MM

ITEM 804 FUSION SPLICE
ITEM 804 SPLICE ENCLOSURE

THESE ITEMS ARE FOR THE INSTALLATION ASSOCIATED WITH A RELOCATION TELECOM UTILITY LINES ON MONUMENT DUE TO THE CONSTRUCTION OF STRUCTURE 1282, PIER 1. THESE ITEMS SHALL ONLY BE USED AS DIRECTED BY THE ENGINEER. THE NUMBER OF ACTUAL SPLICES SHALL ALSO BE AS DIRECTED BY THE ENGINEER.

SPLICES AND ENCLOSURE SHALL BE COMPATIBLE WITH THE PLANNED CITY OF DAYTON FIBER OPTIC NETWORK ALONG MONUMNET STREET (TO CONNECT WITH EXISTING FIBER OPTIC TRUNK CABLE CONTINUING TO THE SALEM AVENUE BRIDGE CONFORMING TO ODOT SUPPLEMENTAL SPECIFICATIONS 804 AND 904.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH.

A CONTINGENCY QUANTITY HAS BEEN ADDED TO THE TRAFFIC SIGNAL INTERCONNECT SUBSUMMARY AS FOLLOWS FOR:

804, FUSION SPLICE	24 EACH
804, SPLICE ENCLOSURE	2 EACH

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL GENERAL NOTES

MOT-75-12.00

TRAFFIC SIGNAL GENERAL SUMMARY

SHEET NUMBER 702	706	710	714	718	693	694	695	696	697	698	692	ITEM	ITEM EXT.	PARTICIPATION IM	NHS	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
											4	604	32500	3	1	4	EACH	MANHOLE, MISC.: 10' X 6' X 7'	690
129	83	93	204	81								625	25802	413	177	590	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05	
339	368	703	331	410							1554	625	25802	2594	1111	3705	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05	
											879	625	25920	615	264	879	FT	CONDUIT, MISC.: CONDUIT DUCT BANK, CONCRETE ENCASED	690
401	490	851	425	518							2433	625	29000	3583	1535	5118	FT	TRENCH	
45	52		70	67								625	29400	164	70	234	FT	TRENCH IN PAVED AREAS	
2	2	4	1	2								625	29901	8	3	11	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN	689
1	1	1	1	1								625	29901	4	1	5	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN	689
2	3	2	3	4								625	30700	11	3	14	EACH	PULL BOX, 725.08, 18"	
3	2	4	1	3								625	30706	9	4	13	EACH	PULL BOX, 725.08, 24"	
1	1	2	1	1								625	30720	4	2	6	EACH	PULL BOX, 725.08, 36"	
7	9	12	7	9								625	32001	31	13	44	EACH	GROUND ROD, AS PER PLAN	689
468	490	851	495	518							1554	625	36000	3063	1313	4376	FT	PLASTIC CAUTION TAPE	
							1					625	39520	1		1	EACH	PULL BOX CLEANED	
2	4	4	1									630	79000	8	3	11	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE	
9	20	23	5									630	80100	40	17	57	SQ FT	SIGN, FLAT SHEET	
6	8	13	7	8								632	05005	29	13	42	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	689
6	6	8	6	6								632	20721	22	10	32	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN	689
6	8	13	7	8								632	25000	29	13	42	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
6	6	8	6	6								632	25010	22	10	32	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
6	6	8	6	6								632	26001	22	10	32	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	689
5	4	10	8	2								632	26500	20	9	29	EACH	DETECTOR LOOP	
390	436	425	139	363								632	30201	1227	526	1753	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN	689
326	675	796	384	444								632	40500	1838	787	2625	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
304	323	437	212	368								632	40700	1151	493	1644	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
471	530	1046	453	571								632	43300	2150	921	3071	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG	690
4	4	5	2	3								632	64000	13	5	18	EACH	STRAIN POLE FOUNDATION	
2	4	6	4	5								632	64020	15	6	21	EACH	PEDESTAL FOUNDATION	
1283	522	2165	668	430								632	65200	3548	1520	5068	FT	LOOP DETECTOR LEAD-IN CABLE	
20	20	20	20	20							949	632	67300	734	315	1049	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG	
75	95	350	395	135								632	69900	735	315	1050	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG	
1	1	1	1	1								632	70001	4	1	5	EACH	POWER SERVICE, AS PER PLAN	690
1		1										632	82600	1	1	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 6	
2	1	4										632	82700	5	2	7	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 7	
1												632	82800	1		1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 8	
	2			1								632	82900	2	1	3	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 9	
				2								632	83000	1	1	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 10	
	1		2									632	83100	2	1	3	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 11	
2	4	6	3	5								632	89900	14	6	20	EACH	PEDESTAL, 8', TRANSFORMER BASE	
			1									632	90000	1		1	EACH	PEDESTAL, 11', TRANSFORMER BASE	
					2	1	1	1	1	1		632	90103	5	2	7	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION FOR STORAGE, AS PER PLAN	689
1	1	1	1	1								633	01551	4	1	5	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN	690
1	1	1	1	1								633	67100	4	1	5	EACH	CABINET FOUNDATION	
1	1	1	1	1								633	67200	4	1	5	EACH	CONTROLLER WORK PAD	
1	1	1	1	1								633	75000	4	1	5	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT	
											5	804	30011	4	1	5	EACH	FAN-OUT KIT, 12 FIBER, AS PER PLAN	
											5	804	32000	4	1	5	EACH	DROP CABLE, 6 FIBER	
											124	804	35001	87	37	124	EACH	FUSION SPLICE, AS PER PLAN	
											31	804	36000	22	9	31	EACH	SLACK INSTALLATION	
											4	804	37000	3	1	4	EACH	SPLICE ENCLOSURE	
											40	804	37501	28	12	40	EACH	FIBER OPTIC CONNECTOR, AS PER PLAN	
											LUMP	804	37700	70%	30%	LUMP		FIBER OPTIC CABLE TESTING	
											2500	804	98000	1750	750	2500	FT	FIBER OPTIC CABLE, MISC.: 12 FIBER SM	690
											2560	804	98000	1792	768	2560	FT	FIBER OPTIC CABLE, MISC.: 60 FIBER SM	690
											2	804	98001	1	1	2	EACH	FIBER OPTIC CABLE, MISC.: REUSE OF EXISTING INTERCONNECT CENTER, AS PER PLAN	
											3	804	98001	2	1	3	EACH	FIBER OPTIC CABLE, MISC.: REUSE OF EXISTING SPLICE ENCLOSURE, AS PER PLAN	
											150	804	98001	105	45	150	FT	FIBER OPTIC CABLE, MISC.: REUSE OF FIBER OPTIC CABLE 48SM, AS PER PLAN	
											250	804	98001	175	75	250	FT	FIBER OPTIC CABLE, MISC.: REUSE OF FIBER OPTIC CABLE, 96SM, AS PER PLAN	

CALCULATED SSS
CHECKED HJF

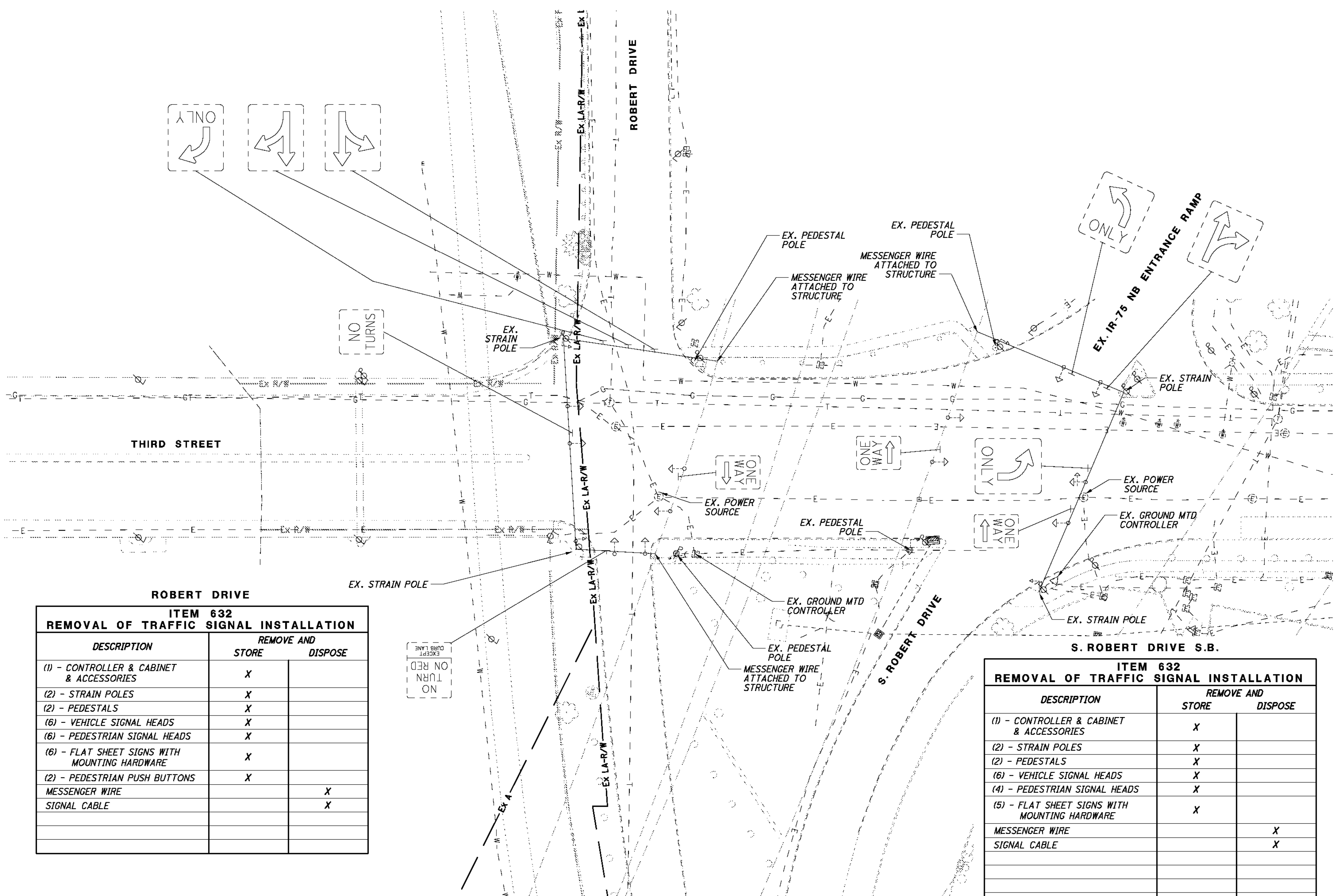
MOT-75-12.00

TRAFFIC SIGNAL INTERCONNECT SUBSUMMARY

SHEET NUMBER														ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
							690	719	720										
								2	2					604	32500	4	EACH	MANHOLE, MISC.: 10' X 6' X 7'	690
								444	1110					625	25802	1554	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05	
								274	605					625	25920	879	FT	CONDUIT, MISC.: CONDUIT DUCT BANK, CONCRETE ENCASED	690
								718	1715					625	29000	2433	FT	TRENCH	
								444	1110					625	36000	1554	FT	PLASTIC CAUTION TAPE	
								474	475					632	67300	949	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG	
								1	4					804	30011	5	EACH	FAN-OUT KIT, 12 FIBER, AS PER PLAN	
								1	4					804	32000	5	EACH	DROP CABLE, 6 FIBER	
							24	24	28					804	35001	76	EACH	FUSION SPLICE, AS PER PLAN	
								6	25					804	36000	31	EACH	SLACK INSTALLATION	
							2	1	1					804	37000	4	EACH	SPLICE ENCLOSURE	
								8	32					804	37501	40	EACH	FIBER OPTIC CONNECTOR, AS PER PLAN	
														804	37700	LUMP		FIBER OPTIC CABLE TESTING	
							500	500	1500					804	98000	2500	FT	FIBER OPTIC CABLE, MISC.: 12 FIBER SM	690
							1000	260	1300					804	98000	2560	FT	FIBER OPTIC CABLE, MISC.: 60 FIBER SM	690
							2							804	98001	2	EACH	FIBER OPTIC CABLE, MISC.: REUSE OF EXISTING INTERCONNECT CENTER, AS PER PLAN	
								2	1					804	98001	3	EACH	FIBER OPTIC CABLE, MISC.: REUSE OF EXISTING SPLICE ENCLOSURE, AS PER PLAN	
							150							804	98001	150	FT	FIBER OPTIC CABLE, MISC.: REUSE OF FIBER OPTIC ABLE 48SM, AS PER PLAN	
								250						804	98001	250	FT	FIBER OPTIC CABLE, MISC.: REUSE OF FIBER OPTIC CABLE, 96SM, AS PER PLAN	

CALCULATED HJF
CHECKED SSS

MOT-75-12.00



ITEM 632
REMOVAL OF TRAFFIC SIGNAL INSTALLATION

DESCRIPTION	REMOVE AND STORE	REMOVE AND DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(2) - STRAIN POLES	X	
(2) - PEDESTALS	X	
(6) - VEHICLE SIGNAL HEADS	X	
(6) - PEDESTRIAN SIGNAL HEADS	X	
(6) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
(2) - PEDESTRIAN PUSH BUTTONS	X	
MESSENGER WIRE		X
SIGNAL CABLE		X

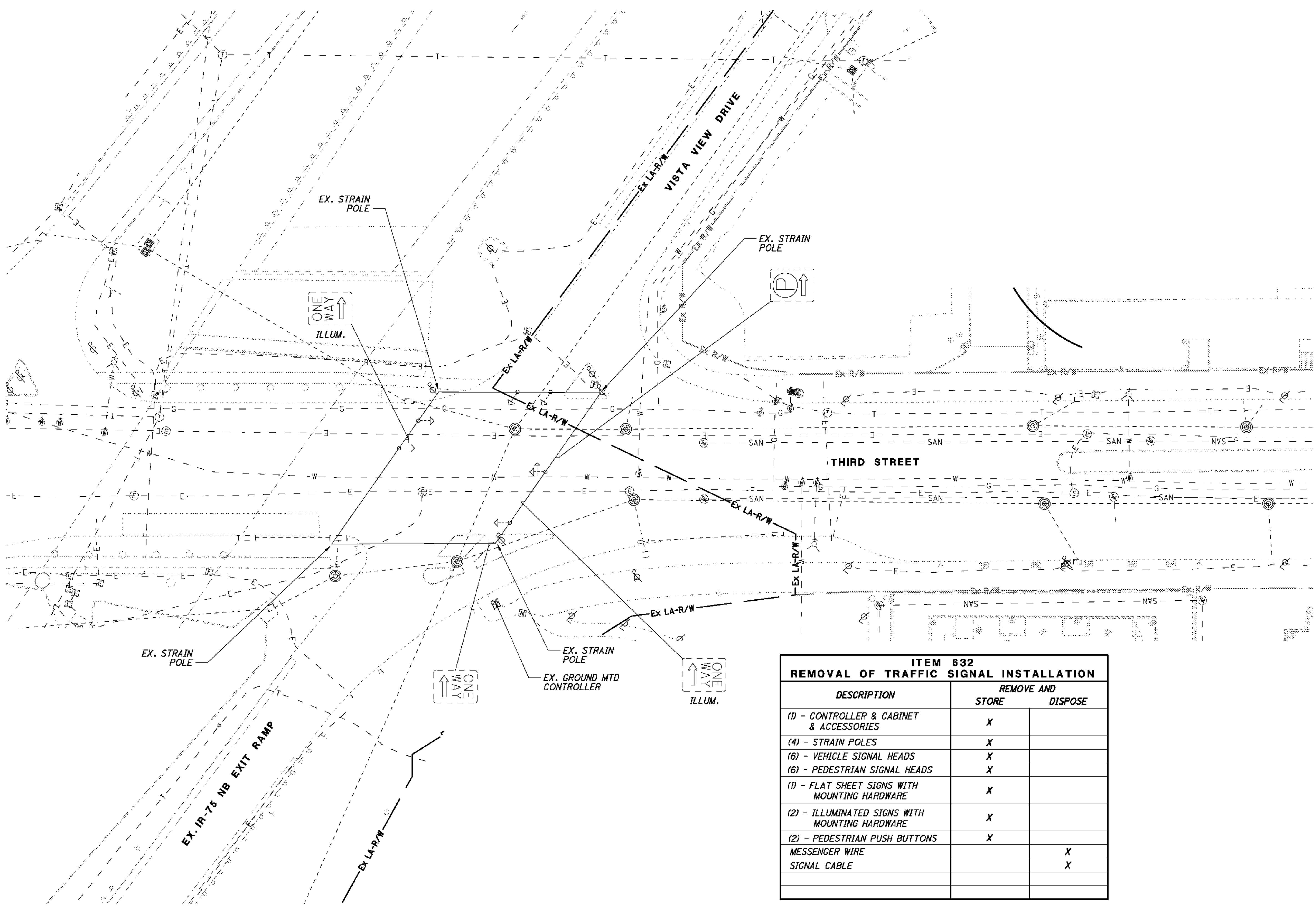
ITEM 632
REMOVAL OF TRAFFIC SIGNAL INSTALLATION

DESCRIPTION	REMOVE AND STORE	REMOVE AND DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(2) - STRAIN POLES	X	
(2) - PEDESTALS	X	
(6) - VEHICLE SIGNAL HEADS	X	
(4) - PEDESTRIAN SIGNAL HEADS	X	
(5) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
MESSENGER WIRE		X
SIGNAL CABLE		X

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL REMOVAL PLAN
THIRD ST AT ROBERT DR & S. ROBERT DR

MOT-75-12.00



ITEM 632
REMOVAL OF TRAFFIC SIGNAL INSTALLATION

DESCRIPTION	REMOVE AND STORE	DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(4) - STRAIN POLES	X	
(6) - VEHICLE SIGNAL HEADS	X	
(6) - PEDESTRIAN SIGNAL HEADS	X	
(1) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
(2) - ILLUMINATED SIGNS WITH MOUNTING HARDWARE	X	
(2) - PEDESTRIAN PUSH BUTTONS	X	
MESSENGER WIRE		X
SIGNAL CABLE		X

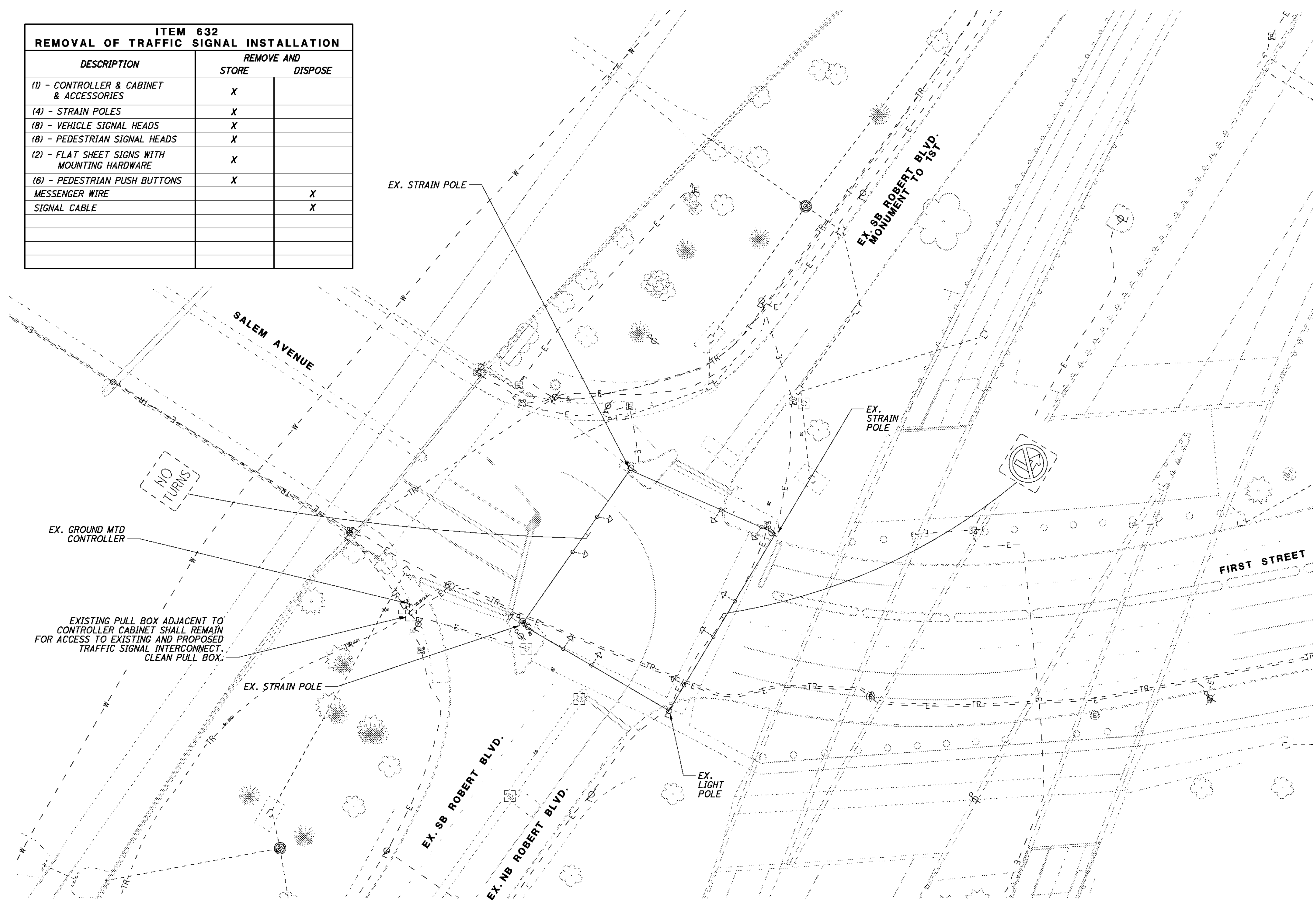
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL REMOVAL PLAN
THIRD STREET AT EX. IR-75 NB EXIT RAMP

MOT-75-12.00

ITEM 632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION		
DESCRIPTION	REMOVE AND STORE	REMOVE AND DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(4) - STRAIN POLES	X	
(8) - VEHICLE SIGNAL HEADS	X	
(8) - PEDESTRIAN SIGNAL HEADS	X	
(2) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
(6) - PEDESTRIAN PUSH BUTTONS	X	
MESSENGER WIRE		X
SIGNAL CABLE		X



N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL REMOVAL PLAN
SALEM AVENUE AND ROBERT DRIVE

MOT-75-12.00

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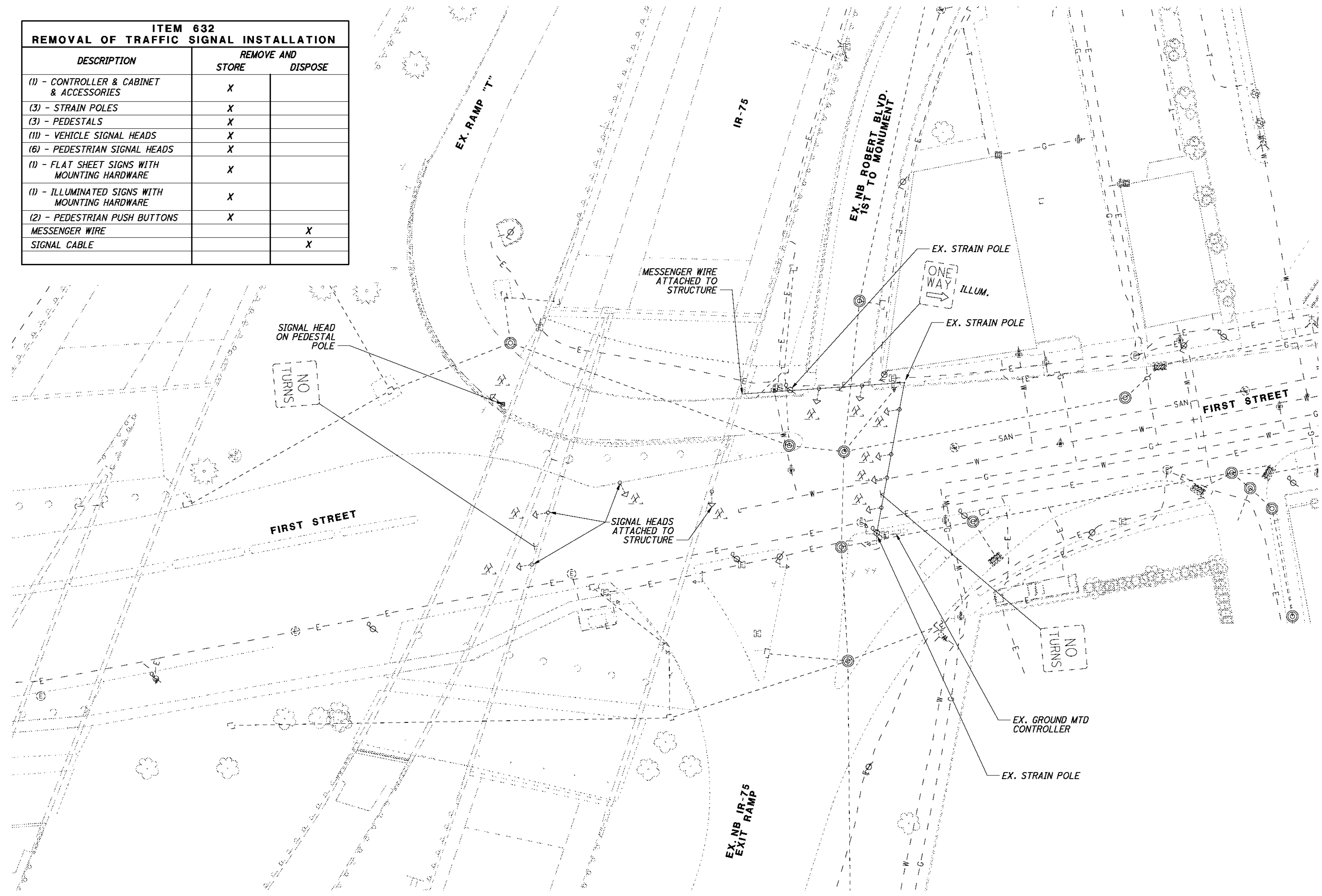
ITEM 632
REMOVAL OF TRAFFIC SIGNAL INSTALLATION

DESCRIPTION	REMOVE AND STORE	REMOVE AND DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(3) - STRAIN POLES	X	
(3) - PEDESTALS	X	
(11) - VEHICLE SIGNAL HEADS	X	
(6) - PEDESTRIAN SIGNAL HEADS	X	
(1) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
(1) - ILLUMINATED SIGNS WITH MOUNTING HARDWARE	X	
(2) - PEDESTRIAN PUSH BUTTONS	X	
MESSENGER WIRE		X
SIGNAL CABLE		X



0 10 20 40
HORIZONTAL SCALE IN FEET

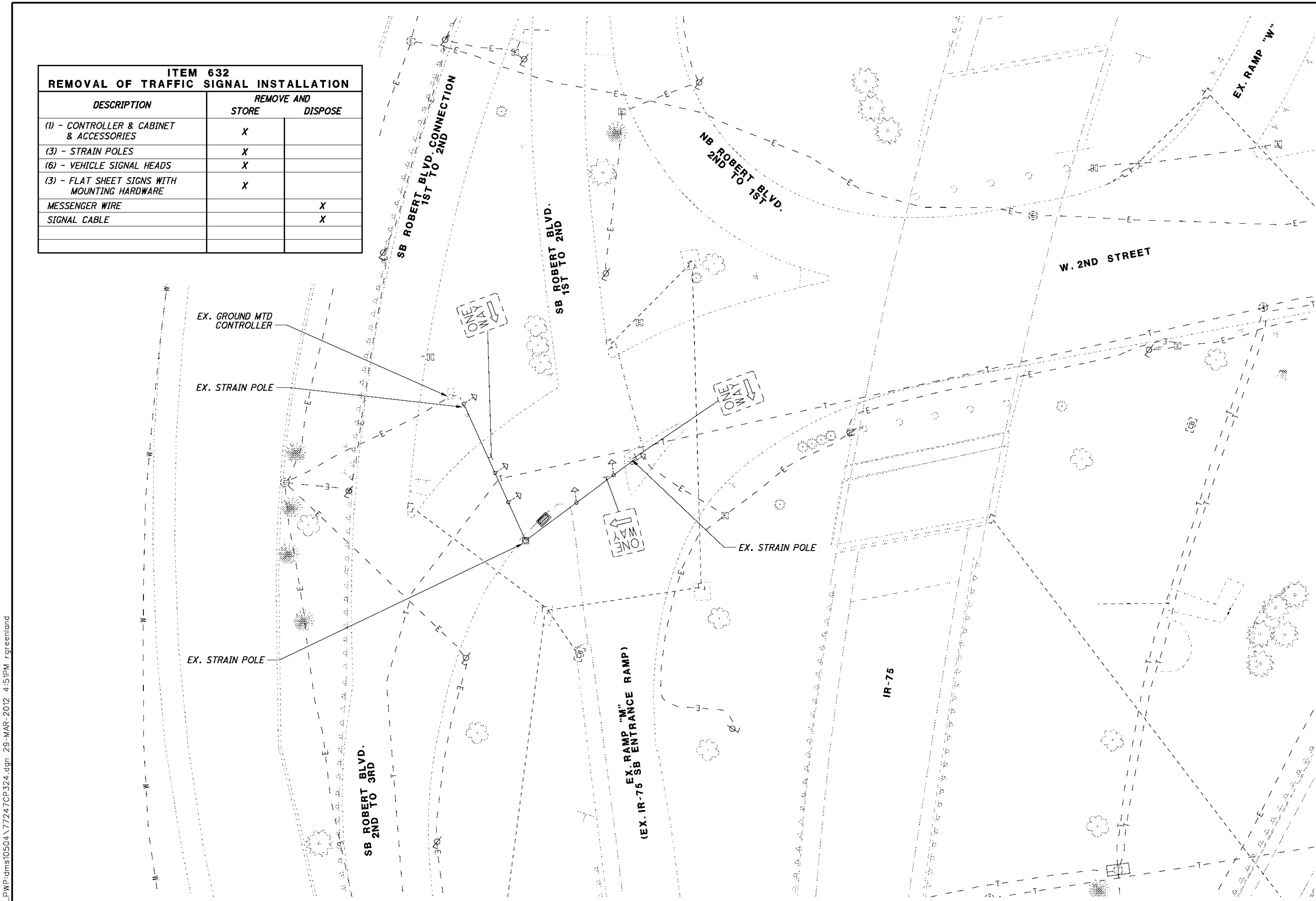
CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL REMOVAL PLAN
1ST ST AND ROBERT DR/IR-75 NB EXIT RAMP

MOT-75-12.00

IP_PWP:dms10504\77247CP323.dgn 29-MAR-2012 4:51PM rgreenland

ITEM 632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION		
DESCRIPTION	REMOVE AND STORE	 DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(3) - STRAIN POLES	X	
(6) - VEHICLE SIGNAL HEADS	X	
(3) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
MESSENGER WIRE		X
SIGNAL CABLE		X



CALCULATED SSS
CHECKED HJF

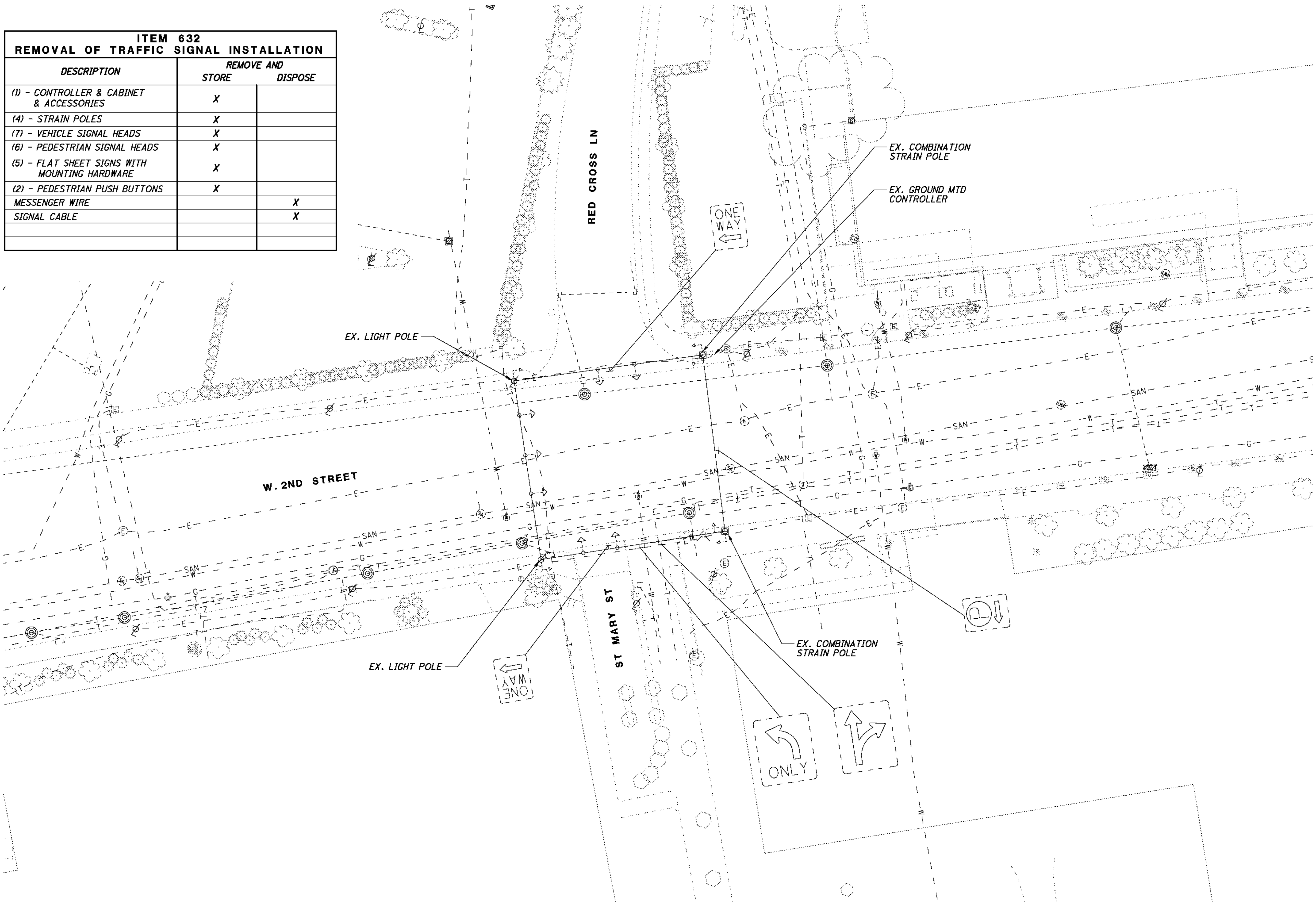
0 10 20 40
HORIZONTAL SCALE IN FEET

TRAFFIC SIGNAL REMOVAL PLAN
W. 2ND STREET AND IR-75 SB ENTRANCE RAMP

MOT-75-12.00

ITEM 632
REMOVAL OF TRAFFIC SIGNAL INSTALLATION

DESCRIPTION	REMOVE AND STORE	REMOVE AND DISPOSE
(1) - CONTROLLER & CABINET & ACCESSORIES	X	
(4) - STRAIN POLES	X	
(7) - VEHICLE SIGNAL HEADS	X	
(6) - PEDESTRIAN SIGNAL HEADS	X	
(5) - FLAT SHEET SIGNS WITH MOUNTING HARDWARE	X	
(2) - PEDESTRIAN PUSH BUTTONS	X	
MESSENGER WIRE		X
SIGNAL CABLE		X



0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SSS
CHECKED HJF

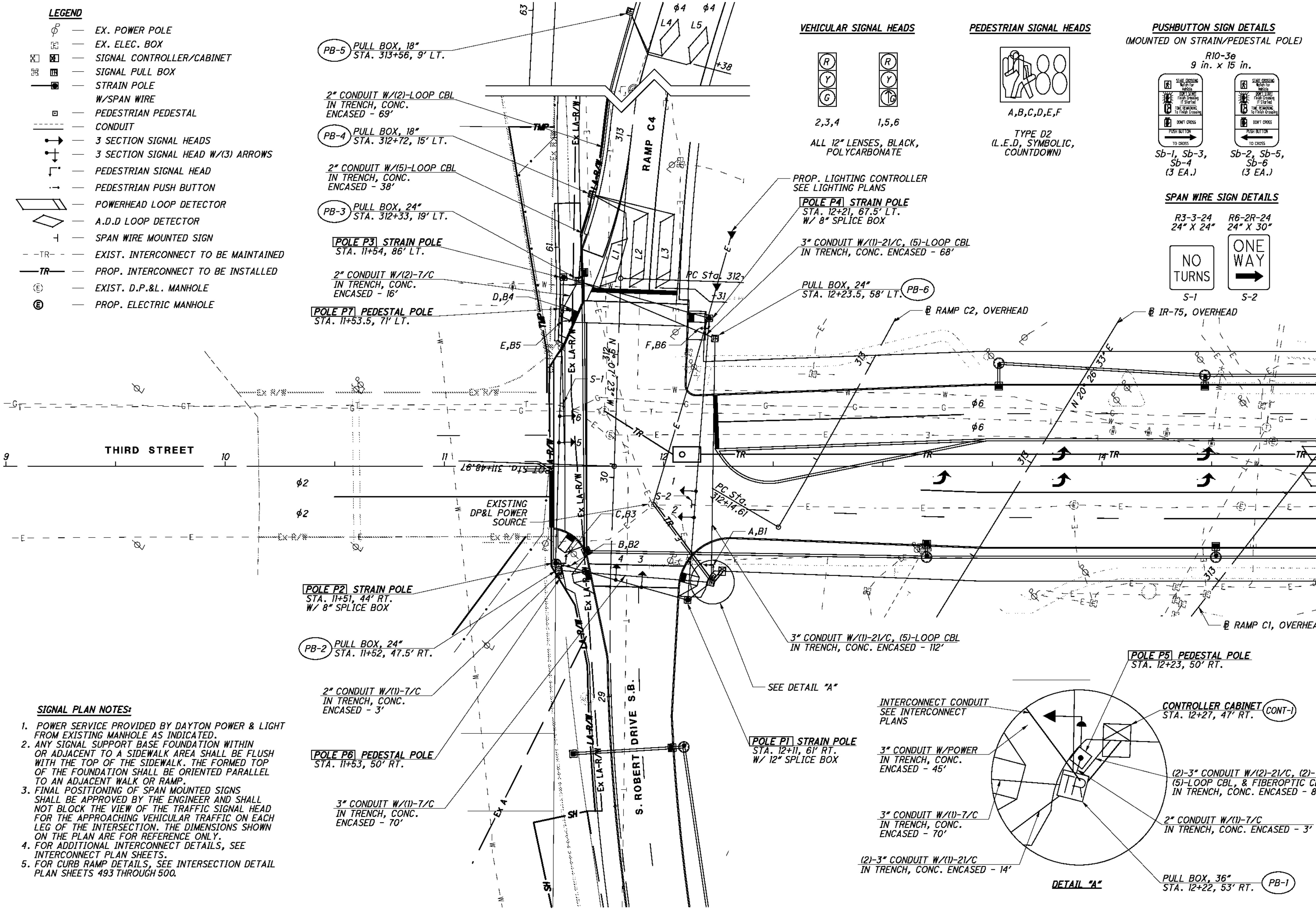
TRAFFIC SIGNAL REMOVAL PLAN
W. 2ND ST AND RED CROSS LN/ST. MARY ST

MOT-75-12.00

IP_PWP:dms10504\77247CP325.dgn 29-MAR-2012 4:51PM rgreenland

LEGEND

- EX. POWER POLE
- EX. ELEC. BOX
- SIGNAL CONTROLLER/CABINET
- SIGNAL PULL BOX
- STRAIN POLE W/SPAN WIRE
- PEDESTRIAN PEDESTAL
- CONDUIT
- 3 SECTION SIGNAL HEADS
- 3 SECTION SIGNAL HEAD W/(3) ARROWS
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- POWERHEAD LOOP DETECTOR
- A.D.D LOOP DETECTOR
- SPAN WIRE MOUNTED SIGN
- EXIST. INTERCONNECT TO BE MAINTAINED
- PROP. INTERCONNECT TO BE INSTALLED
- EXIST. D.P.&L. MANHOLE
- PROP. ELECTRIC MANHOLE



SIGNAL PLAN NOTES:

1. POWER SERVICE PROVIDED BY DAYTON POWER & LIGHT FROM EXISTING MANHOLE AS INDICATED.
2. ANY SIGNAL SUPPORT BASE FOUNDATION WITHIN OR ADJACENT TO A SIDEWALK AREA SHALL BE FLUSH WITH THE TOP OF THE SIDEWALK. THE FORMED TOP OF THE FOUNDATION SHALL BE ORIENTED PARALLEL TO AN ADJACENT WALK OR RAMP.
3. FINAL POSITIONING OF SPAN MOUNTED SIGNS SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BLOCK THE VIEW OF THE TRAFFIC SIGNAL HEAD FOR THE APPROACHING VEHICULAR TRAFFIC ON EACH LEG OF THE INTERSECTION. THE DIMENSIONS SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.
4. FOR ADDITIONAL INTERCONNECT DETAILS, SEE INTERCONNECT PLAN SHEETS.
5. FOR CURB RAMP DETAILS, SEE INTERSECTION DETAIL PLAN SHEETS 493 THROUGH 500.

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN
THIRD STREET AT S. ROBERT DRIVE S.B.

MOT-75-12.00

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: THIRD STREET AND ROBERT DR/RAMP C4

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 4
COLOR DISPLAYED __ GREEN; X YELLOW

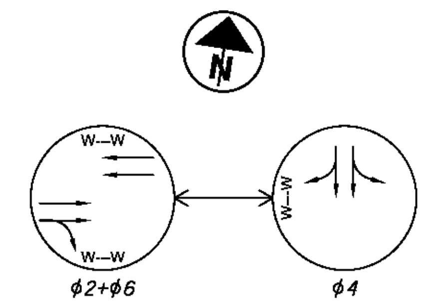
DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			EB		SB		WB		
MINIMUM GREEN (INITIAL)	(SEC.)		10		8		10		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)				3.0				
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		50		50		50		
MAXIMUM GREEN II	(SEC.)								
YELLOW CHANGE	(SEC.)		4.0		4.0		4.0		
ALL RED CLEARANCE	(SEC.)		2.0		2.0		2.0		
WALK	(SEC.)		7		7		7		
PEDESTRIAN CLEARANCE	(SEC.)		13		25		13		
RECALL — MAXIMUM	(ON/OFF)								
RECALL — MINIMUM	(ON/OFF)		ON		OFF		ON		
RECALL — PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)		OFF		OFF		OFF		
CALL TO NON ACTUATED	NO. 1		ON				ON		
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

PHASING DIAGRAM



RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

TRAFFIC SIGNAL DETECTOR CHART

LOOP	LOCATION	STATION (FRONT OF LOOP)	SIZE (FT.)	POWERHEAD LOOP	ANGULAR DESIGN DETECTION	NUMBER OF TURNS	AMPLIFIER MODE	DELAY (SEC.)	EXTENSION SEC.)	OVERRIDE PHASE	DETECTOR (UNIT # / 4-CHANNEL)	ASSOCIATED PHASE
L1	RAMP C4	312+31	6 X 20	YES	-	3+3	PRESENCE	4	-	8	1 / 1	8
L2	RAMP C4	312+31	6 X 30	YES	-	3+3	PRESENCE	4	-	8	1 / 2	8
L3	RAMP C4	312+31	6 X 30	YES	-	3+3	PRESENCE	4	-	8	1 / 3	8
L4	RAMP C4	313+38	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 1	8
L5	RAMP C4	313+38	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 2	8

DETECTOR NOTES:

1. INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL.
2. FOR ADDITIONAL POWERHEAD AND A.D.D. LOOP DETECTOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING TC-82.10.
3. STATIONING FOR LOOP DETECTORS ARE REFERENCED FROM THE RESPECTIVE ROADWAY LOCATION SPECIFIED.

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1,2 (EB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
3,4 (SB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
5,6 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G	ϕ6 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A,B (SOUTH)	WALK	ϕ2-W	OUT
	DON'T WALK	ϕ2-FDW	
C,D (WEST)	WALK	ϕ4-W	OUT
	DON'T WALK	ϕ4-FDW	
E,F (NORTH)	WALK	ϕ6-W	OUT
	DON'T WALK	ϕ6-FDW	

OLA = LS 9　　OLC = LS 11
OLB = LS 10　　OLD = LS 12

THIRD ST. AT I-75 SB OFF-RAMP (C4)

PLAN (cycle-secs.)	OFFSET secs. FROM ph.*	SPLITS (G+Y+AR) IN SECONDS							
			EB		NB		WB		
		Ph. 1	Ph. 2	Ph. 3	Ph. 4	Ph. 5	Ph. 6	Ph. 7	Ph. 8
(70) AM	0 from ph. 2/6	-	33	-	37	-	33	-	-
(70) PM	64 from ph. 2/6	-	24	-	46	-	24	-	-

GENERAL NOTES:

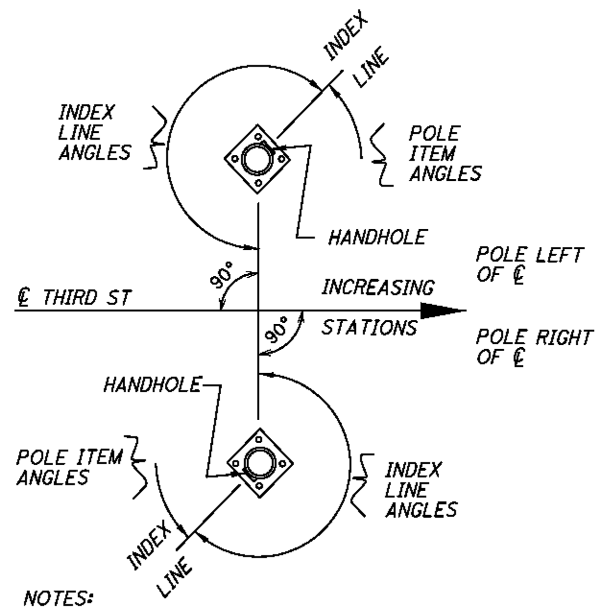
1. ALL OFFSETS ARE MEASURED FROM THE REFERENCED PHASE BEGINNING OF GREEN.
2. INHIBIT MAX GREEN DURING COORDINATION.

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND ROBERT DRIVE/RAMP C4

MOT-75-12.00

STRAIN POLE ORIENTATION DETAIL



NOTES:

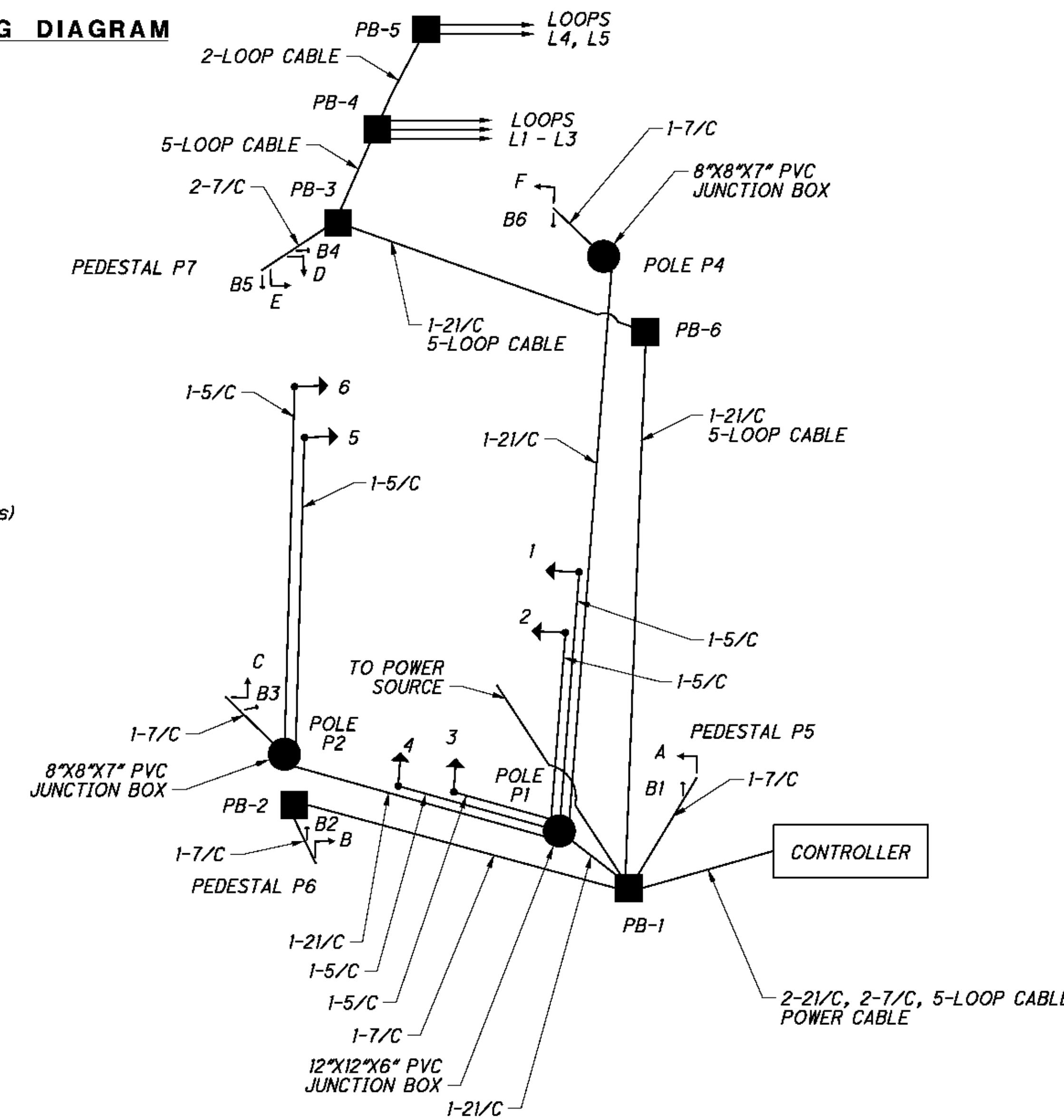
1. ALL ANGLES ARE MEASURED CLOCKWISE.
2. THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.

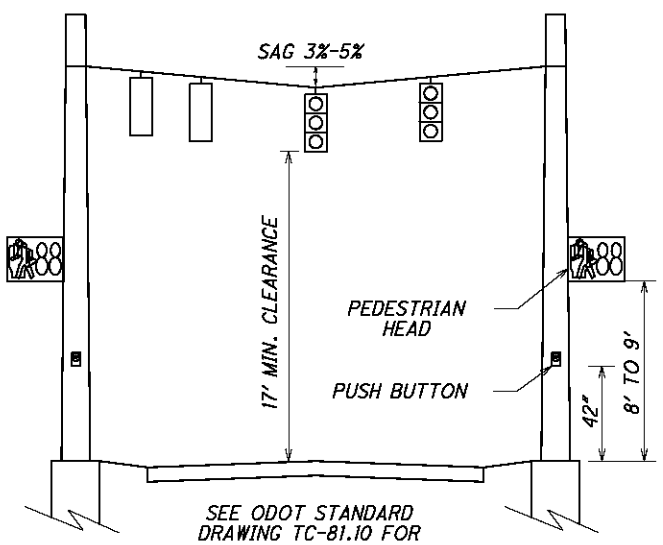
SIGNAL SUPPORT DATA

FROM SHEET NO.	STATION	OFFSET	POLE NO.	DESIGN NO.	POLE HEIGHT (FT)	FOUNDATION ELEV.		INDEX LINE ANGLE (DEGREES)	REFERENCE ANGLES (DEGREES) FROM INDEX LINE: PEDESTRIAN SIGNALS	PEDESTRIAN PUSH BUTTONS			CABLE ENTRANCE 12" FROM TOP	LUMINAIRE BRACKET	SIGNAL CABLE POLE SPLICE BOX	
699	STA. 12+11	61' RT	P1	8	30	NOTE 2		180					180		180	
699	STA. 11+51	44' RT	P2	7	30	NOTE 2		180	270	270			180		180	
699	STA. 11+54	86' LT	P3	7	30	NOTE 2		180								
699	STA. 12+21	65' LT	P4	6	30	NOTE 2		180	180	180			180		180	
699	STA. 12+23	50' RT	P5	PEDESTAL	8	NOTE 2		0	0	0						
699	STA. 11+53	50' RT	P6	PEDESTAL	8	NOTE 2		0	0	0						
699	STA. 11+53	71' LT	P7	PEDESTAL	8	NOTE 2		0	0/270	0/270						

NOTE:
1. REFER TO ODOT SCD TC-81.10 FOR POLE 1 THRU 4.
2. TOP OF STRAIN POLE FOUNDATION SHALL MATCH ELEVATION OF ADJACENT SIDEWALK.
3. REFERENCE ANGLES MEASURED FROM INDEX LINE (HANDHOLE = 0 DEGREES).

WIRING DIAGRAM





SEE ODOT STANDARD DRAWING TC-81.10 FOR ADDITIONAL POLE DATA

DRAWING TC-21.20 FOR FOUNDATION DETAILS.

THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17'. ADJUST THE SPAN ACCORDINGLY.

STRAIN POLE DETAIL

NOT TO SCALE

WIRING DIAGRAM LEGEND

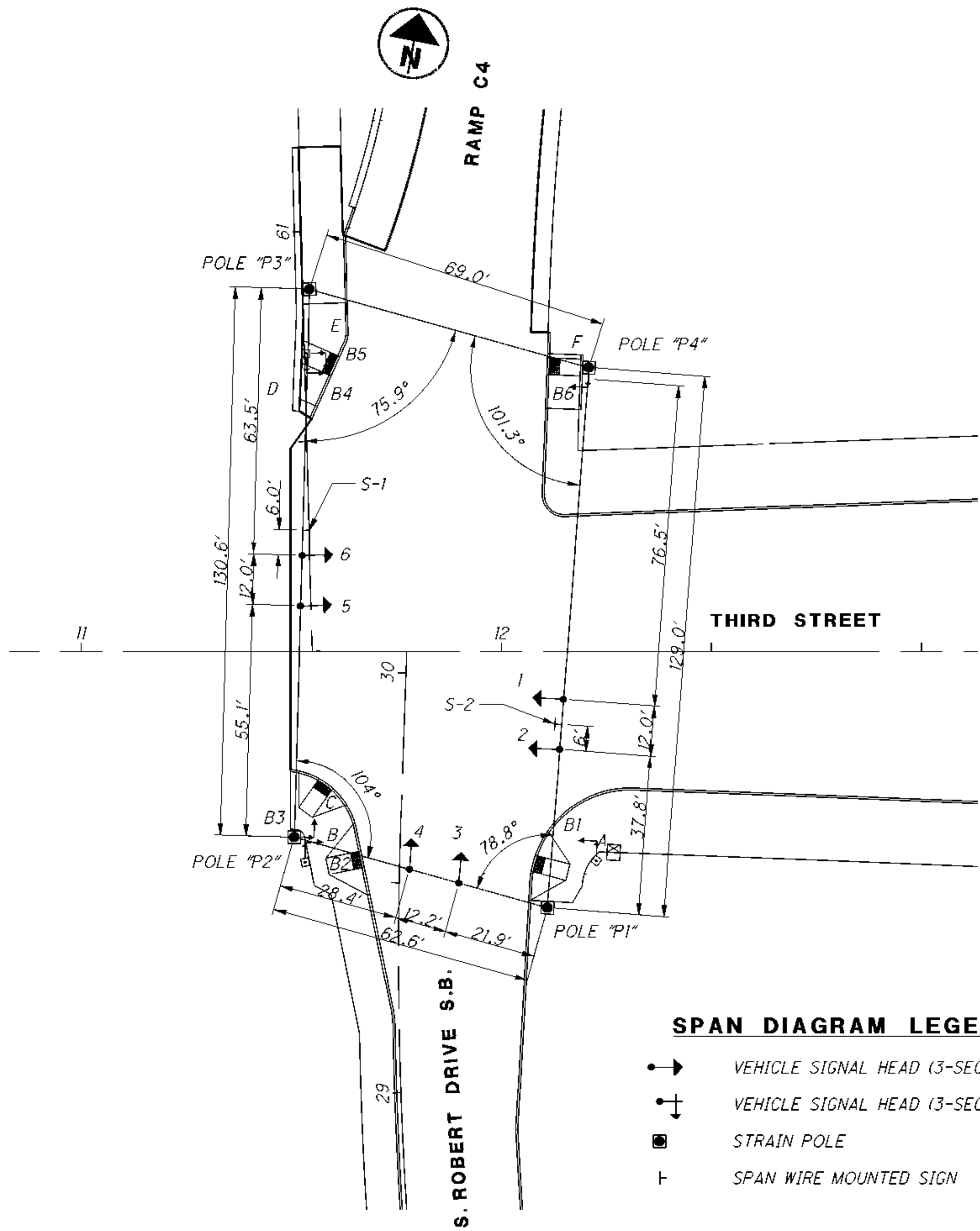
- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/(3) ARROWs)
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PVC SPLICE BOX (SIZE)
- PULL BOX

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND ROBERT DRIVE/RAMP C4

MOT-75-12.00

SPAN DIAGRAM



SPAN DIAGRAM LEGEND

- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/ ARROW)
- STRAIN POLE
- SPAN WIRE MOUNTED SIGN

TRAFFIC SIGNAL SUB-SUMMARY

ITEM	QTY.	UNIT	DESCRIPTION
625	129	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05
625	339	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05
625	401	FT	TRENCH
625	45	FT	TRENCH IN PAVED AREAS
625	2	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	1	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	2	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX, 725.08, 24"
625	1	EACH	PULL BOX, 725.08, 36"
625	7	EACH	GROUND ROD, AS PER PLAN
625	468	FT	PLASTIC CAUTION TAPE
630	2	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE
630	9	SQ FT	SIGN, FLAT SHEET
632	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN
632	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN
632	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	6	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN
632	5	EACH	DETECTOR LOOP
632	390	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN
632	326	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	304	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	471	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG
632	4	EACH	STRAIN POLE FOUNDATION
632	2	EACH	PEDESTAL FOUNDATION
632	1283	FT	LOOP DETECTOR LEAD-IN CABLE
632	20	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG
632	75	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
632	1	EACH	POWER SERVICE, AS PER PLAN
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 6
632	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 7
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 8
632	2	EACH	PEDESTAL, 8', TRANSFORMER BASE
633	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
633	1	EACH	CONTROLLER WORK PAD
633	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT

I:\PROJECTS\Mot\075\1200\pid77247\212.1 Final Tracings\040412 Submission\7-5-12 Revised DGNs_rhanke\77247CD303_rev.dgn 10-JUL-2012 1:46PM rhanke

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND ROBERT DRIVE/RAMP C4

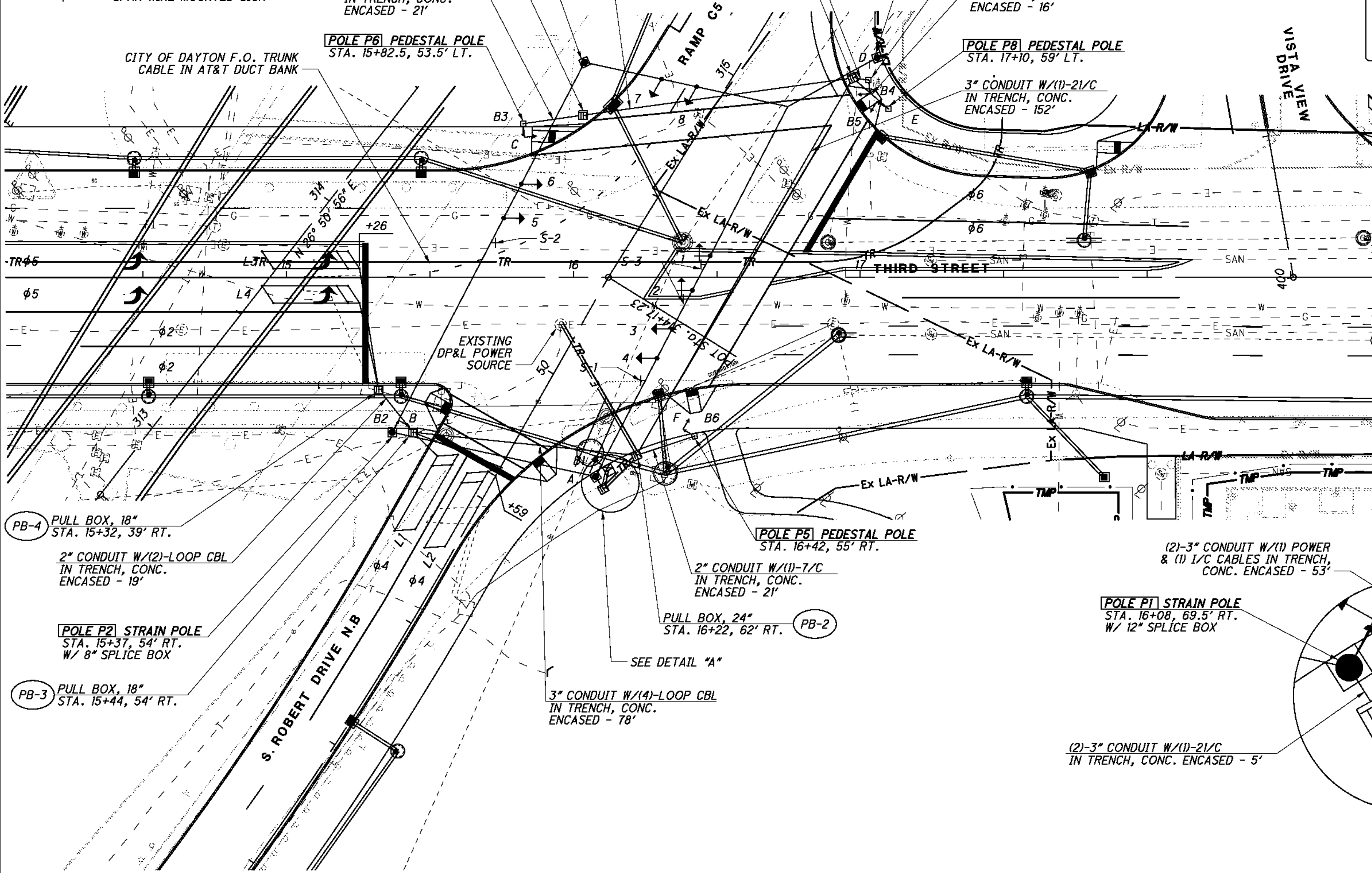
MOT-75-12.00

LEGEND

- EX. POWER POLE
- EX. ELEC. BOX
- SIGNAL CONTROLLER/CABINET
- SIGNAL PULL BOX
- STRAIN POLE W/SPAN WIRE
- PEDESTRIAN PEDESTAL
- CONDUIT
- 3 SECTION SIGNAL HEADS
- 3 SECTION SIGNAL HEAD W/(3) ARROWS
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- POWERHEAD LOOP DETECTOR
- A.D.D LOOP DETECTOR
- SPAN WIRE MOUNTED SIGN

LEGEND

- -TR- EXIST. INTERCONNECT TO BE MAINTAINED
- —TR— PROP. INTERCONNECT TO BE INSTALLED
- EXIST. D.P.&L. MANHOLE
- PROP. ELECTRIC MANHOLE



VEHICULAR SIGNAL HEADS

1,2 3,6,7,8 4,5

ALL 12" LENSES, BLACK, POLYCARBONATE

PUSHBUTTON SIGN DETAILS

(MOUNTED ON STRAIN/PEDESTAL POLE)

R10-3e
9 in. x 15 in.

Sb-2, Sb-3, Sb-6 (3 EA.)
Sb-1, Sb-4, Sb-5 (3 EA.)

SPAN WIRE SIGN DETAILS

R6-2L-24 24"X30"	R6-2R-24 24"X30"	R10-10L-24 24"X30"
ONE WAY	ONE WAY	LEFT TURN SIGNAL
S-1	S-2	S-3

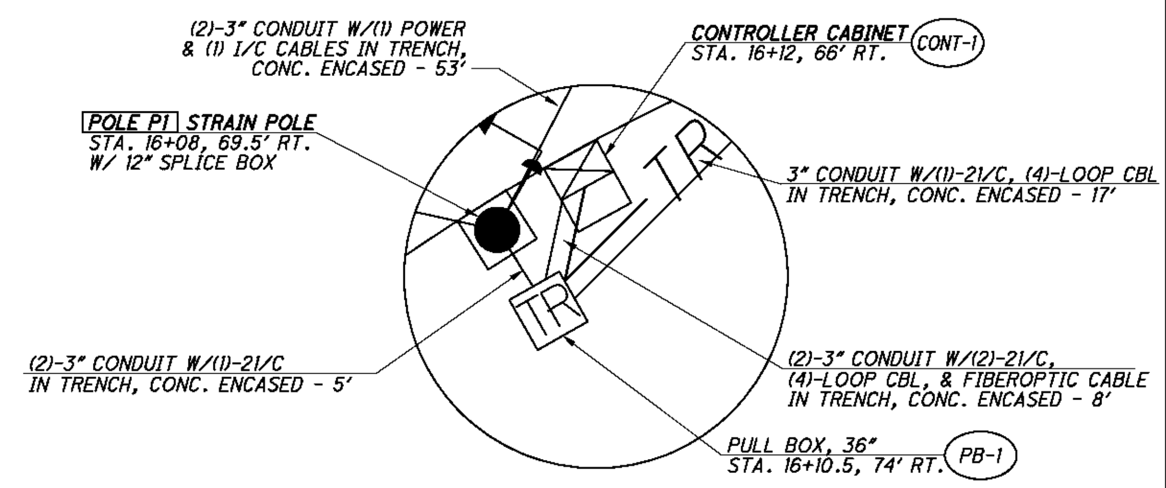
PEDESTRIAN SIGNAL HEADS

A,B,C,D,E,F

TYPE D2 (L.E.D, SYMBOLIC, COUNTDOWN)

SIGNAL PLAN NOTES:

1. POWER SERVICE PROVIDED BY DAYTON POWER & LIGHT FROM EXISTING MANHOLE AS INDICATED.
2. ANY SIGNAL SUPPORT BASE FOUNDATION WITHIN OR ADJACENT TO A SIDEWALK AREA SHALL BE FLUSH WITH THE TOP OF THE SIDEWALK. THE FORMED TOP OF THE FOUNDATION SHALL BE ORIENTED PARALLEL TO AN ADJACENT WALK OR RAMP.
3. FINAL POSITIONING OF SPAN MOUNTED SIGNS SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BLOCK THE VIEW OF THE TRAFFIC SIGNAL HEAD FOR THE APPROACHING VEHICULAR TRAFFIC ON EACH LEG OF THE INTERSECTION. THE DIMENSIONS SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.
4. FOR ADDITIONAL INTERCONNECT DETAILS, SEE INTERCONNECT PLAN SHEETS.
5. FOR CURB RAMP DETAILS, SEE INTERSECTION DETAIL PLAN SHEETS 493 THROUGH 500.



DETAIL "A"

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN
THIRD STREET AT S. ROBERT DRIVE N.B.

MOT-75-12.00

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: THIRD STREET AND ROBERT DR/RAMP C5

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 4
COLOR DISPLAYED __ GREEN; X YELLOW

DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

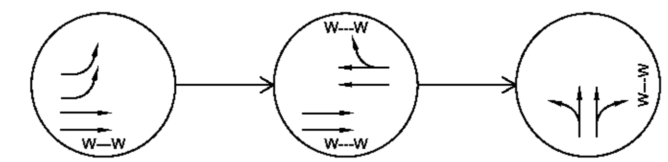
OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			EB		NB	EBLT	WB		
MINIMUM GREEN (INITIAL)	(SEC.)		10		8	5	10		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)				3.0	3.0			
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		50		40	25	50		
MAXIMUM GREEN II	(SEC.)								
YELLOW CHANGE	(SEC.)		3.0		4.0	3.6	4.0		
ALL RED CLEARANCE	(SEC.)		2.0		2.0	2.0	2.0		
WALK	(SEC.)		7		7		7		
PEDESTRIAN CLEARANCE	(SEC.)		9		29		26		
RECALL MAXIMUM	(ON/OFF)								
RECALL MINIMUM	(ON/OFF)		ON		OFF	OFF	ON		
RECALL PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)		OFF		OFF	OFF	OFF		
CALL TO NON ACTUATED	NO. 1		ON				ON		
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

PHASING DIAGRAM

N



$\phi 2+\phi 5$ $\phi 2+\phi 6$ $\phi 4$

RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

TRAFFIC SIGNAL DETECTOR CHART

LOOP	LOCATION	STATION (FRONT OF LOOP)	SIZE (FT.)	POWERHEAD LOOP	ANGULAR DESIGN DETECTION	NUMBER OF TURNS	AMPLIFIER MODE	DELAY (SEC.)	EXTENSION SEC.)	OVERRIDE PHASE	DETECTOR (UNIT # / 4-CHANNEL)	ASSOCIATED PHASE
L1	S. ROBERT DR NB	49+59	6 X 30	YES	-	3+3	PRESENCE	3	-	4	1 / 1	4
L2	S. ROBERT DR NB	49+59	6 X 30	YES	-	3+3	PRESENCE	3	-	4	1 / 2	4
L3	THIRD ST.	15+26	6 X 30	YES	-	3+3	PRESENCE	4	-	5	1 / 3	5
L4	THIRD ST.	15+26	6 X 30	YES	-	3+3	PRESENCE	4	-	5	1 / 4	5

DETECTOR NOTES:

1. INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL.
2. FOR ADDITIONAL POWERHEAD AND A.D.D. LOOP DETECTOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING TC-82.10.
3. STATIONING FOR LOOP DETECTORS ARE REFERENCED FROM THE RESPECTIVE ROADWAY LOCATION SPECIFIED.

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1,2 (EBLT)	←R	ϕ5 R	←R
	←Y	ϕ5 Y	
	←G	ϕ5 G	
3,4 (EB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
5,6 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G	ϕ6 G	
7,8 (NB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A,B (SOUTH)	WALK	ϕ2-W	OUT
	DON'T WALK	ϕ2-FDW	
C,D (NORTH)	WALK	ϕ6-W	OUT
	DON'T WALK	ϕ6-FDW	
E,F (EAST)	WALK	ϕ4-W	OUT
	DON'T WALK	ϕ4-FDW	

OLA = LS 9 OLC = LS 11
OLB = LS 10 OLD = LS 12

THIRD ST. AT I-75 NB OFF-RAMP (C5)

PLAN (cycle-secs.)	OFFSET secs. FROM ph.#	SPLITS (G+Y+AR) IN SECONDS Ph. 1	EB Ph. 2	Ph. 3	NB Ph. 4	EBLT Ph. 5	WB Ph. 6	Ph. 7	Ph. 8
(70) AM	46 from ph. 2/6	-	44	-	26	19	25	-	-
(70) PM	29 from ph. 2/6	-	44	-	26	13	31	-	-

GENERAL NOTES:

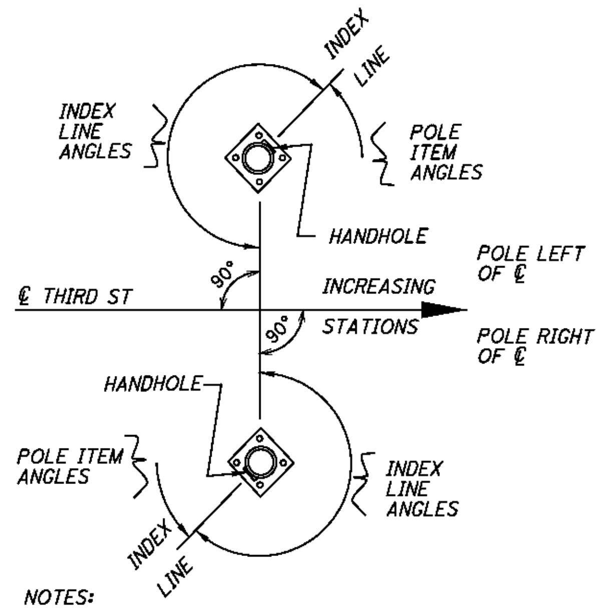
1. ALL OFFSETS ARE MEASURED FROM THE REFERENCED PHASE BEGINNING OF GREEN.
2. INHIBIT MAX GREEN DURING COORDINATION.

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND S. ROBERT DRIVE N.B./RAMP C5

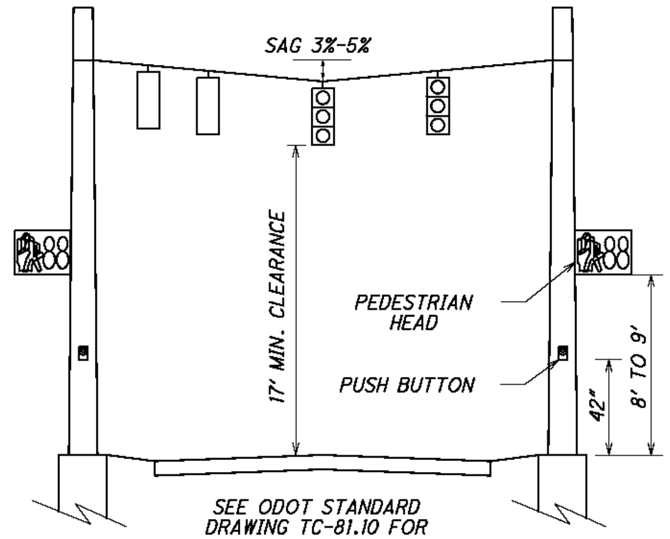
MOT-75-12.00

STRAIN POLE ORIENTATION DETAIL



NOTES:

1. ALL ANGLES ARE MEASURED CLOCKWISE.
2. THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.



SEE ODOT STANDARD DRAWING TC-81.10 FOR ADDITIONAL POLE DATA

DRAWING TC-21.20 FOR FOUNDATION DETAILS.

THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17'. ADJUST THE SPAN ACCORDINGLY.

STRAIN POLE DETAIL

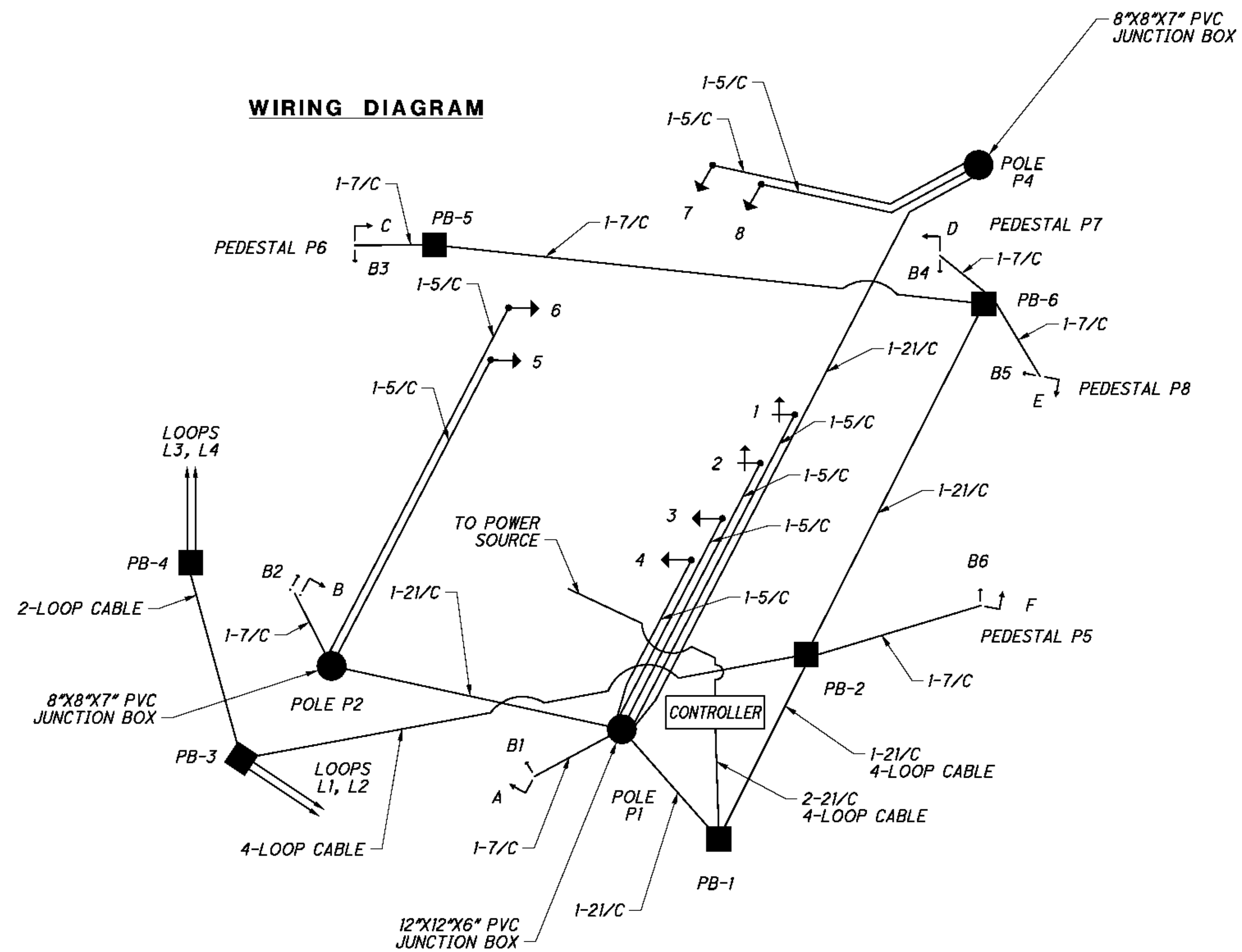
NOT TO SCALE

SIGNAL SUPPORT DATA

FROM SHEET NO.	STATION	OFFSET	POLE NO.	DESIGN NO.	POLE HEIGHT (FT)	FOUNDATION ELEV.		INDEX LINE ANGLE (DEGREES)	REFERENCE ANGLES (DEGREES) FROM INDEX LINE: PEDESTRIAN SIGNALS	PEDESTRIAN PUSH BUTTONS			CABLE ENTRANCE 12" FROM TOP		SIGNAL CABLE POLE SPLICE BOX	
703	STA. 16+08	69.5' RT	P1	9	32	NOTE 2		154	125	125			210		180	
703	STA. 15+37	54' RT	P2	7	32	NOTE 2		0	210	210			225		180	
703	STA. 16+04	75' LT	P3	9	32	NOTE 2		155								
703	STA. 17+06	77' LT	P4	11	32	NOTE 2		251					180		90	
703	STA. 16+42	55' RT	P5	PEDESTAL	8	NOTE 2		0	300	300						
703	STA. 15+82.5	53.5' LT	P6	PEDESTAL	8	NOTE 2		0	0	0						
703	STA. 17+03	68' LT	P7	PEDESTAL	8	NOTE 2		0	354	354						
703	STA. 17+10	59' LT	P8	PEDESTAL	8	NOTE 2		0	121	121						

NOTE:
1. REFER TO ODOT SCD TC-81.10 FOR POLE 1 THRU 4.
2. TOP OF STRAIN POLE FOUNDATION SHALL MATCH ELEVATION OF ADJACENT SIDEWALK.
3. REFERENCE ANGLES MEASURED FROM INDEX LINE (HANDHOLE = 0 DEGREES).

WIRING DIAGRAM



WIRING DIAGRAM LEGEND

- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/(3) ARROWS)
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PVC SPLICE BOX (SIZE)
- PULL BOX

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND S. ROBERT DRIVE N.B./RAMP C5

MOT-75-12.00

705
1565

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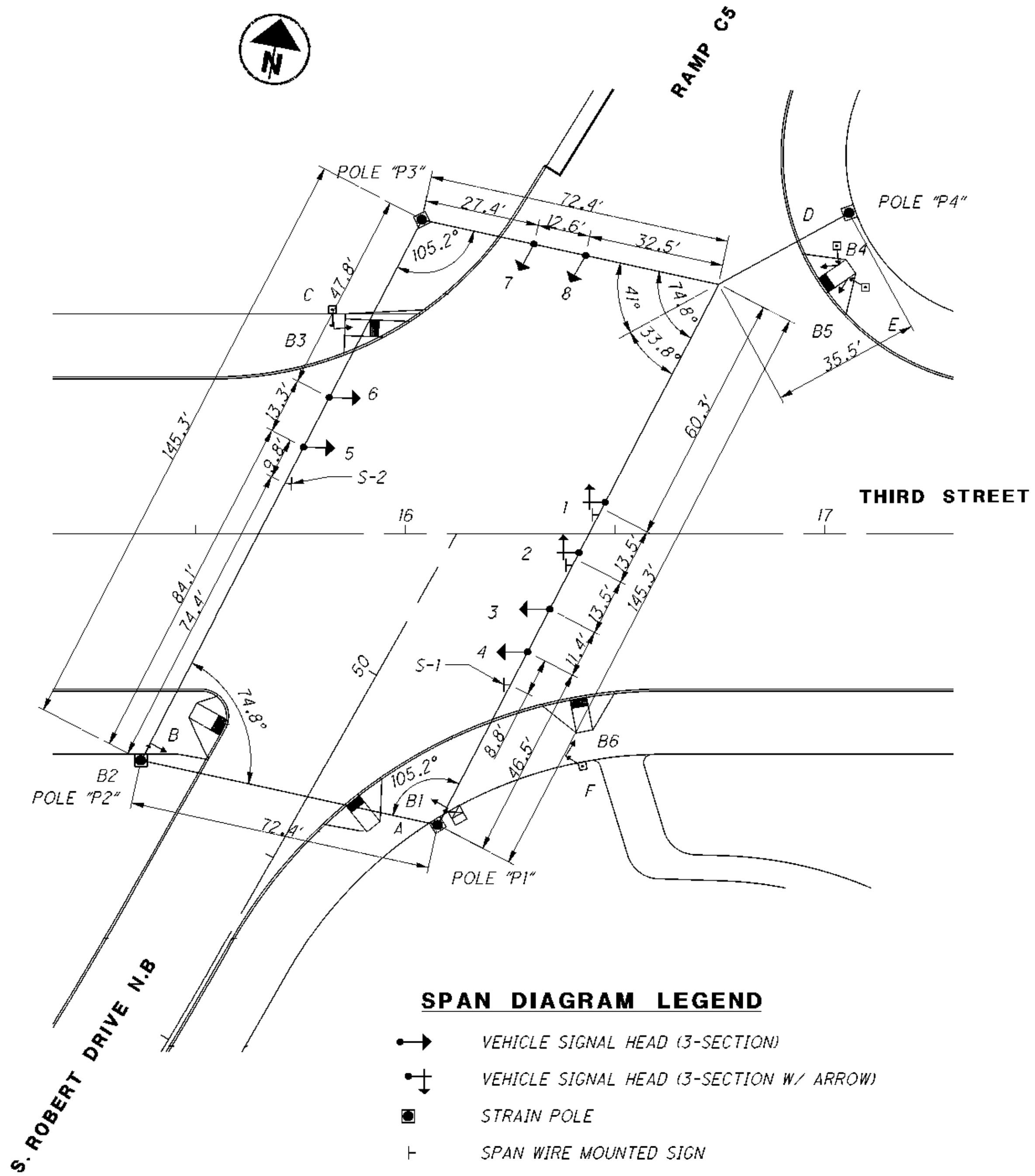
SPAN DIAGRAM



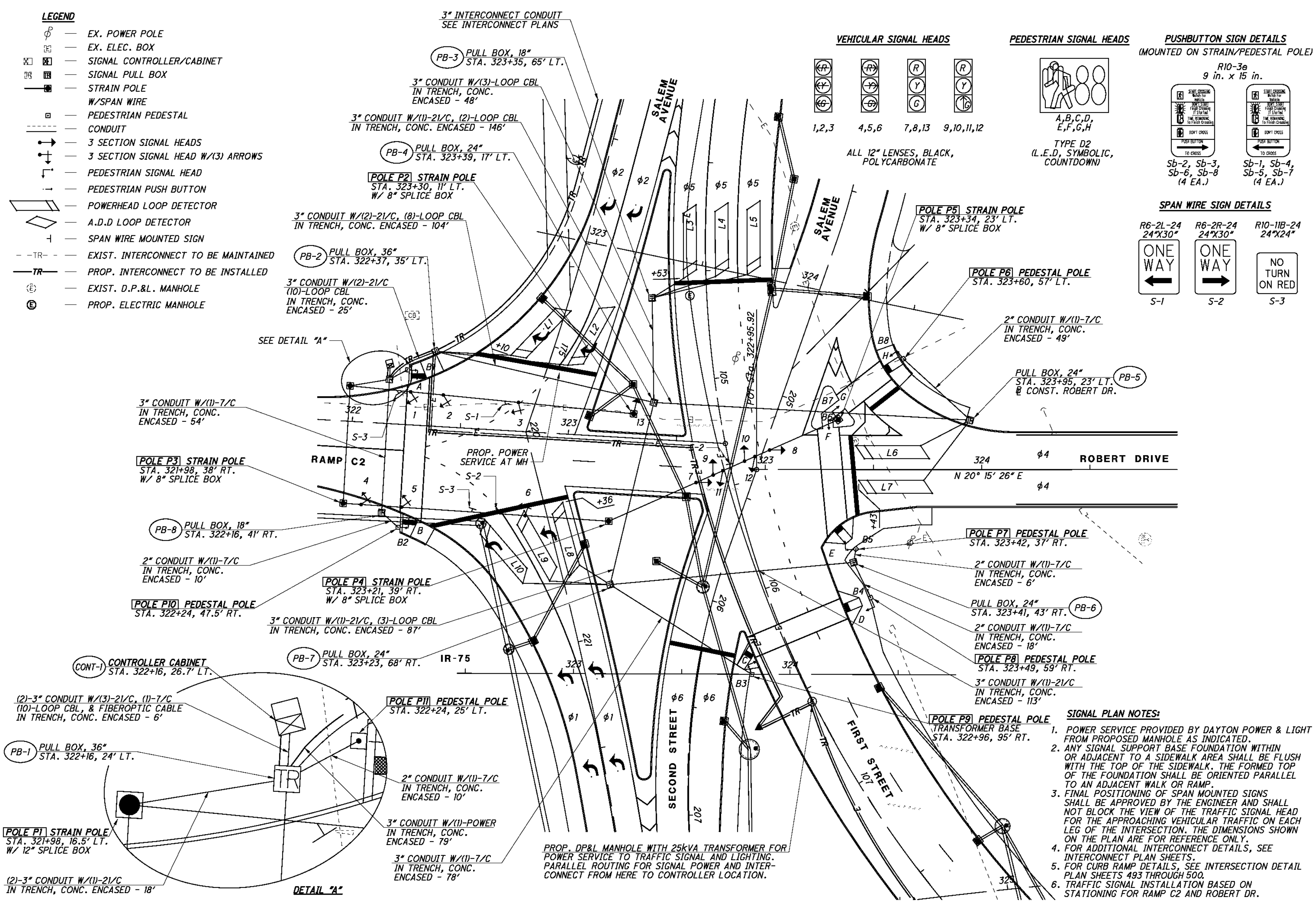
TRAFFIC SIGNAL SUB-SUMMARY

ITEM	QTY.	UNIT	DESCRIPTION
625	83	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05
625	368	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05
625	490	FT	TRENCH
625	52	FT	TRENCH IN PAVED AREAS
625	2	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	1	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	3	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX, 725.08, 24"
625	1	EACH	PULL BOX, 725.08, 36"
625	9	EACH	GROUND ROD, AS PER PLAN
625	490	FT	PLASTIC CAUTION TAPE
630	4	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE
630	20	SQ FT	SIGN, FLAT SHEET
632	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN
632	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN
632	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	6	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN
632	4	EACH	DETECTOR LOOP
632	436	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN
632	675	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	323	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	530	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG
632	4	EACH	STRAIN POLE FOUNDATION
632	4	EACH	PEDESTAL FOUNDATION
632	522	FT	LOOP DETECTOR LEAD-IN CABLE
632	20	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG
632	95	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
632	1	EACH	POWER SERVICE, AS PER PLAN
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 7
632	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 9
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 11
632	4	EACH	PEDESTAL, 8', TRANSFORMER BASE
633	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
633	1	EACH	CONTROLLER WORK PAD
633	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
THIRD STREET AND S. ROBERT DRIVE N.B./RAMP C5

MOT-75-12.00



SIGNAL PLAN NOTES:

1. POWER SERVICE PROVIDED BY DAYTON POWER & LIGHT FROM PROPOSED MANHOLE AS INDICATED.
2. ANY SIGNAL SUPPORT BASE FOUNDATION WITHIN OR ADJACENT TO A SIDEWALK AREA SHALL BE FLUSH WITH THE TOP OF THE SIDEWALK. THE FORMED TOP OF THE FOUNDATION SHALL BE ORIENTED PARALLEL TO AN ADJACENT WALK OR RAMP.
3. FINAL POSITIONING OF SPAN MOUNTED SIGNS SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BLOCK THE VIEW OF THE TRAFFIC SIGNAL HEAD FOR THE APPROACHING VEHICULAR TRAFFIC ON EACH LEG OF THE INTERSECTION. THE DIMENSIONS SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.
4. FOR ADDITIONAL INTERCONNECT DETAILS, SEE INTERCONNECT PLAN SHEETS.
5. FOR CURB RAMP DETAILS, SEE INTERSECTION DETAIL PLAN SHEETS 493 THROUGH 500.
6. TRAFFIC SIGNAL INSTALLATION BASED ON STATIONING FOR RAMP C2 AND ROBERT DR.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SSS CHECKED HJF

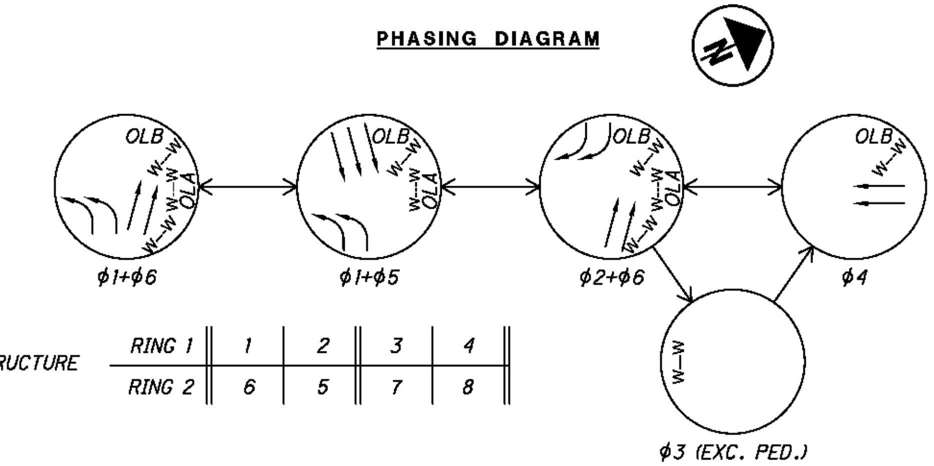
TRAFFIC SIGNAL PLAN
SALEM AVENUE AT RAMP C2/ROBERT DRIVE

MOT-75-12.00

TRAFFIC SIGNAL CONTROLLER TIMING CHART									
INTERSECTION: SALEM AVENUE AND ROBERT DR/RAMP C2									
MAINTAINING AGENCY: CITY OF DAYTON									
START UP START IN: __ Y/R FLASH OR X ALL RED TIME FOR FLASH OR ALL RED: 10 SEC. FIRST PHASE(S): 4 COLOR DISPLAYED __ GREEN; X YELLOW		DUAL ENTRY X REST IN RED: RING 1 __ RING 2 __							
		OVERLAP				A	B	C	D
		PHASES				1 & 6	1 & 4		
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
		WBLT	EBRT	EXC. PED.	SB	EB	WB		
MINIMUM GREEN (INITIAL)	(SEC.)	8	8		8	10	10		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)	3.0	3.0		3.0	3.0			
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)	30	30		30	50	50		
MAXIMUM GREEN II	(SEC.)								
YELLOW CHANGE	(SEC.)	3.5	3.5		3.0	4.0	4.0		
ALL RED CLEARANCE	(SEC.)	2.0	2.0		2.0	2.0	2.0		
WALK	(SEC.)	7		7	7		7		
PEDESTRIAN CLEARANCE	(SEC.)	12		16	7		12		
RECALL — MAXIMUM	(ON/OFF)								
RECALL — MINIMUM	(ON/OFF)	OFF	OFF		OFF	ON	ON		
RECALL — PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1					ON			
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

PHASING DIAGRAM



RING STRUCTURE					
	RING 1	1	2	3	4
	RING 2	6	5	7	8

TRAFFIC SIGNAL DETECTOR CHART

LOOP	LOCATION	STATION (FRONT OF LOOP)	SIZE (FT.)	POWERHEAD LOOP	ANGULAR DESIGN DETECTION	NUMBER OF TURNS	AMPLIFIER MODE	DELAY (SEC.)	EXTENSION SEC.)	OVERRIDE PHASE	DETECTOR (UNIT # / 4-CHANNEL)	ASSOCIATED PHASE
L1	SECOND ST	175+10	6 X 30	YES	-	3+3	PRESENCE	4	-	6	1 / 1	6
L2	SECOND ST	175+10	6 X 30	YES	-	3+3	PRESENCE	4	-	6	1 / 2	6
L3	FIRST ST	104+53	6 X 30	YES	-	3+3	PRESENCE	-	-	-	1 / 3	5
L4	FIRST ST	104+53	6 X 30	YES	-	3+3	PRESENCE	-	-	-	1 / 4	5
L5	FIRST ST	104+53	6 X 30	YES	-	3+3	PRESENCE	-	-	-	2 / 1	5
L6	ROBERT DR	323+43	6 X 30	YES	-	3+3	PRESENCE	4	-	4	2 / 2	4
L7	ROBERT DR	323+43	6 X 30	YES	-	3+3	PRESENCE	4	-	4	2 / 3	4
L8	SECOND ST	220+36	6 X 30	YES	-	3+3	PRESENCE	4	-	1	2 / 4	1
L9	SECOND ST	220+36	6 X 30	YES	-	3+3	PRESENCE	4	-	1	3 / 1	1
L10	SECOND ST	220+36	6 X 30	YES	-	3+3	PRESENCE	4	-	1	3 / 2	1

DETECTOR NOTES:

1. INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL.
2. FOR ADDITIONAL POWERHEAD AND A.D.D. LOOP DETECTOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING TC-82.10.
3. STATIONING FOR LOOP DETECTORS ARE REFERENCED FROM THE RESPECTIVE ROADWAY LOCATION SPECIFIED.

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1,2,3 (WBLT)	←R	ϕ1 R	←R
	←Y	ϕ1 Y	
	←G	ϕ1 G	
4,5,6 (EBRT)	R→	ϕ2 R	R→
	Y→	ϕ2 Y	
	G→	ϕ2 G	
7,8 (SB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
9,10 (EB)	R	ϕ5 R	R
	Y	ϕ5 Y	
	G↑	ϕ5 G	
13 (EB)	R	ϕ5 R	R
	Y	ϕ5 Y	
	G	ϕ5 G	
11,12 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G↑	ϕ6 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A,B (SOUTH)	WALK	ϕ3-W	OUT
	DON'T WALK	ϕ3-FDW	
C,D (EAST)	WALK	ϕ6-W	OUT
	DON'T WALK	ϕ6-FDW	
E,F (NORTH)	WALK	OLA-W	OUT
	DON'T WALK	OLA-FDW	
G,H (WEST)	WALK	OLB-W	OUT
	DON'T WALK	OLB-FDW	

OLA = LS 9 OLC = LS 11
OLB = LS 10 OLD = LS 12
OLA = ϕ5+ϕ6

SECOND ST. AT SALEM / RAMP C2 / ROBERTS

PLAN (cycle-secs.)	OFFSET secs. FROM ph.#	SPLITS (G+Y+AR) IN SECONDS							
		WB LT	EBLT	PED	SB	EB	WB		
		Ph. 1	Ph. 2	Ph. 3	Ph. 4	Ph. 5	Ph. 6	Ph. 7	Ph. 8
(120) AM	11 FROM ph. 1/6	42	34	24	20	40	36	-	-
(90) PM	28 FROM ph. 1/6	28	18	24	20	17	29	-	-

GENERAL NOTES:

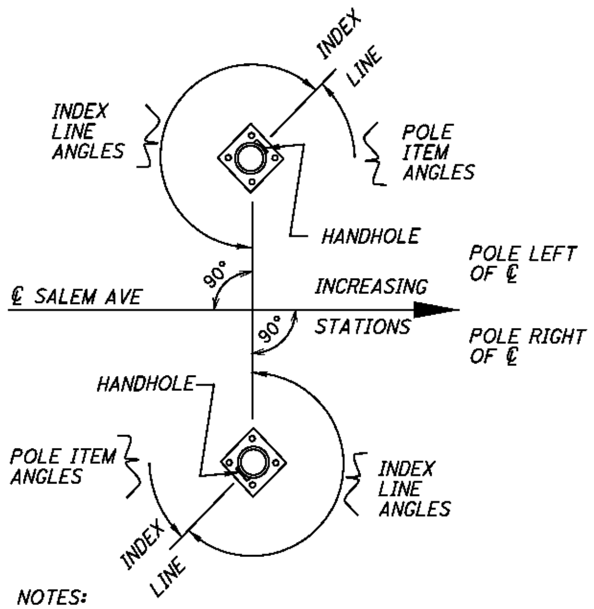
1. ALL OFFSETS ARE MEASURED FROM THE REFERENCED PHASE BEGINNING OF GREEN.
2. INHIBIT MAX GREEN DURING COORDINATION.

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SALEM AVENUE AND RAMP C2/ROBERT DRIVE

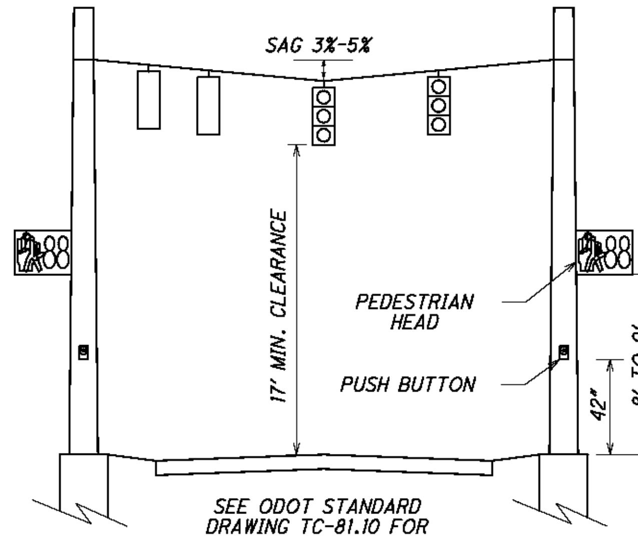
MOT-75-12.00

STRAIN POLE ORIENTATION DETAIL



NOTES:

1. ALL ANGLES ARE MEASURED CLOCKWISE.
2. THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.



SEE ODOT STANDARD DRAWING TC-81.10 FOR ADDITIONAL POLE DATA

DRAWING TC-21.20 FOR FOUNDATION DETAILS.

THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17'. ADJUST THE SPAN ACCORDINGLY.

STRAIN POLE DETAIL

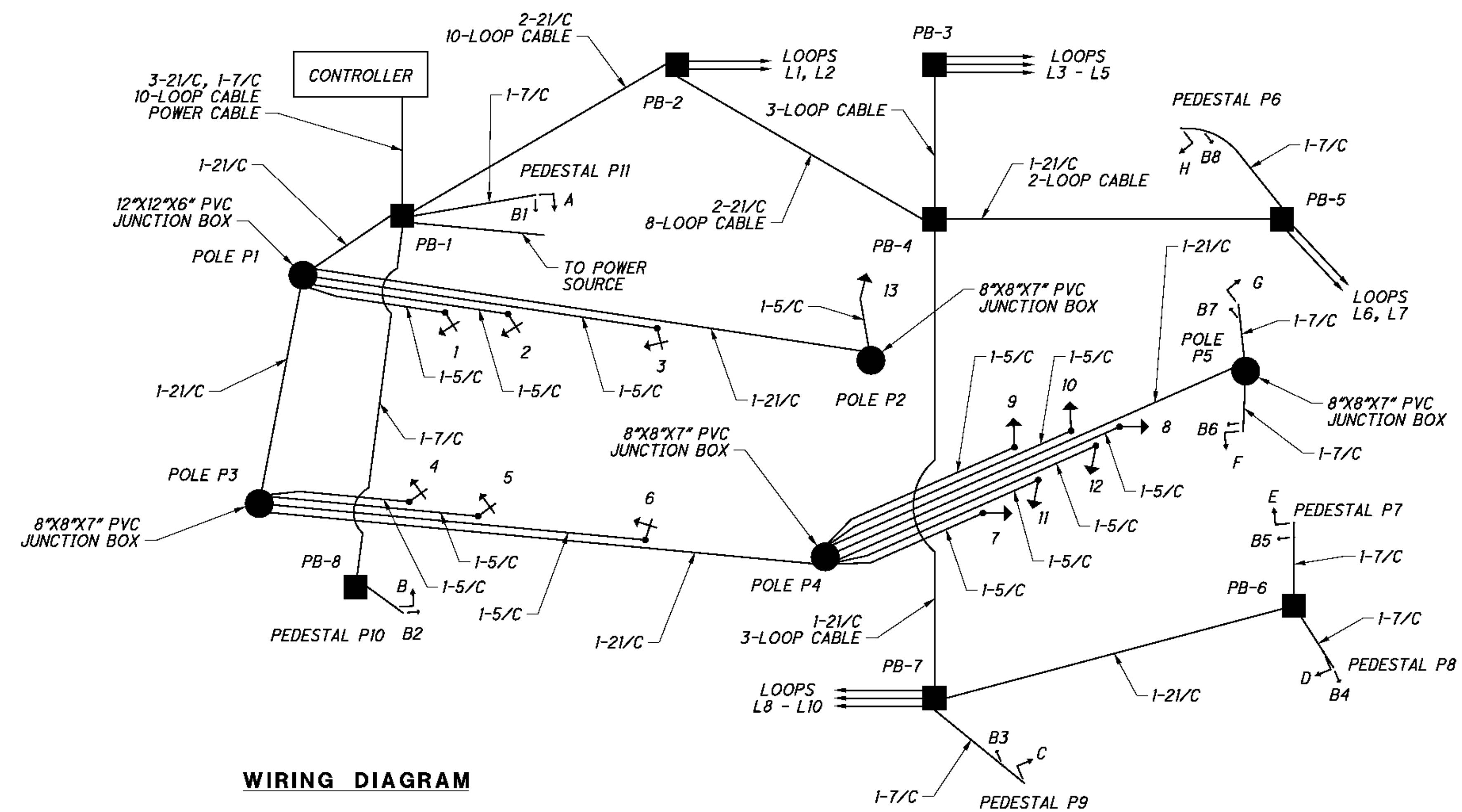
NOT TO SCALE

SIGNAL SUPPORT DATA

FROM SHEET NO.	STATION	OFFSET	POLE NO.	DESIGN NO.	POLE HEIGHT (FT)	FOUNDATION ELEV.		INDEX LINE ANGLE (DEGREES)	REFERENCE ANGLES (DEGREES) FROM INDEX LINE							
									PEDESTRIAN SIGNALS	PEDESTRIAN PUSH BUTTONS			CABLE ENTRANCE 12" FROM TOP		SIGNAL CABLE POLE SPLICE BOX	VEHICLE HEAD POLE MOUNTED
707	STA. 321+98	16.5' LT	P1	7	30	NOTE 2		180					135		90	
707	STA. 323+30	11' LT	P2	7	30	NOTE 2		180					210		180	0
707	STA. 321+98	38' RT	P3	6	30	NOTE 2		270					180		270	
707	STA. 323+21	39' RT	P4	7	30	NOTE 2		180					180		180	
707	STA. 323+34	23' LT	P5	7	30	NOTE 2		270	215/235	180/235			215		225	
707	STA. 323+60	57' LT	P6	PEDESTAL	8	NOTE 2		0	142	142						
707	STA. 323+42	37' RT	P7	PEDESTAL	8	NOTE 2		0	270	270						
707	STA. 323+49	59' RT	P8	PEDESTAL	8	NOTE 2		0	157	337						
707	STA. 322+96	95' RT	P9	PEDESTAL	8	NOTE 2		0	337	337						
707	STA. 322+24	47.5' RT	P10	PEDESTAL	8	NOTE 2		0	90	90						
707	STA. 322+24	25' LT	P11	PEDESTAL	8	NOTE 2		0	270	270						

NOTE:

1. REFER TO ODOT SCD TC-81.10 FOR POLE 1 THRU 4.
2. TOP OF STRAIN POLE FOUNDATION SHALL MATCH ELEVATION OF ADJACENT SIDEWALK.
3. REFERENCE ANGLES MEASURED FROM INDEX LINE (HANDHOLE = 0 DEGREES).
4. POLE P9 IS A TRANSFORMER BASE PEDESTAL POLE.



WIRING DIAGRAM LEGEND

- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/(3) ARROWS)
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PVC SPLICE BOX (SIZE)
- PULL BOX

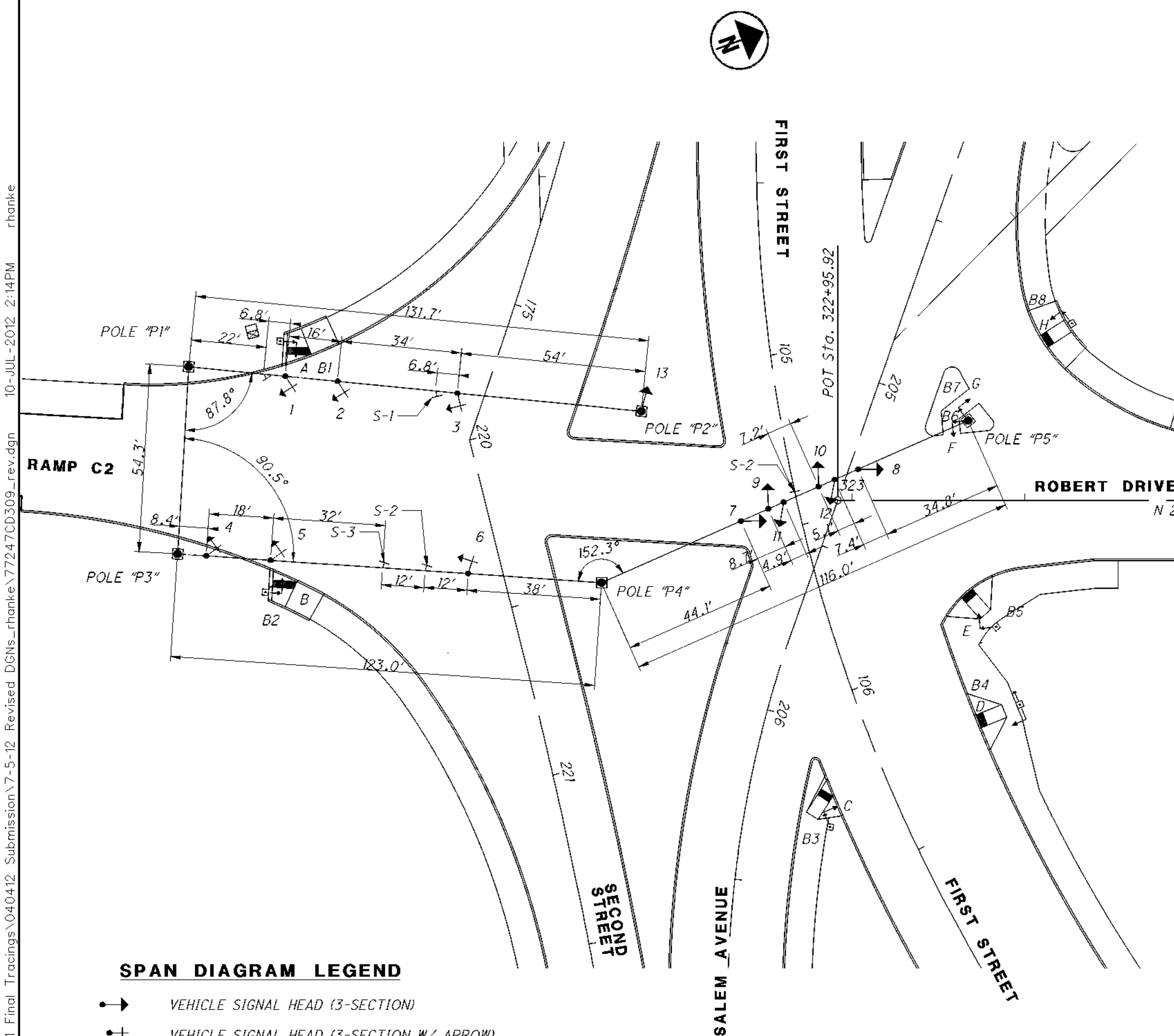
WIRING DIAGRAM

TRAFFIC SIGNAL PLAN DETAILS
SALEM AVENUE AND RAMP C2/ROBERT DRIVE

CALCULATED SSS
CHECKED HJF

MOT-75-12.00

SPAN DIAGRAM



SPAN DIAGRAM LEGEND

- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/ ARROW)
- STRAIN POLE
- SPAN WIRE MOUNTED SIGN

TRAFFIC SIGNAL SUB-SUMMARY			
ITEM	**QTY.**	**UNIT**	**DESCRIPTION**
625	93	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05
625	703	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05
625	851	FT	TRENCH
625	4	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	1	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	2	EACH	PULL BOX, 725.08, 18"
625	4	EACH	PULL BOX, 725.08, 24"
625	2	EACH	PULL BOX, 725.08, 36"
625	12	EACH	GROUND ROD, AS PER PLAN
625	851	FT	PLASTIC CAUTION TAPE
630	4	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE
630	23	SQ FT	SIGN, FLAT SHEET
632	13	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN
632	8	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN
632	13	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	8	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	8	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN
632	10	EACH	DETECTOR LOOP
632	425	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN
632	796	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	437	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	1046	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG
632	5	EACH	STRAIN POLE FOUNDATION
632	6	EACH	PEDESTAL FOUNDATION
632	2165	FT	LOOP DETECTOR LEAD-IN CABLE
632	20	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG
632	350	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
632	1	EACH	POWER SERVICE, AS PER PLAN
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 6
632	4	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 7
632	6	EACH	PEDESTAL, 8', TRANSFORMER BASE
633	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
633	1	EACH	CONTROLLER WORK PAD
633	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT

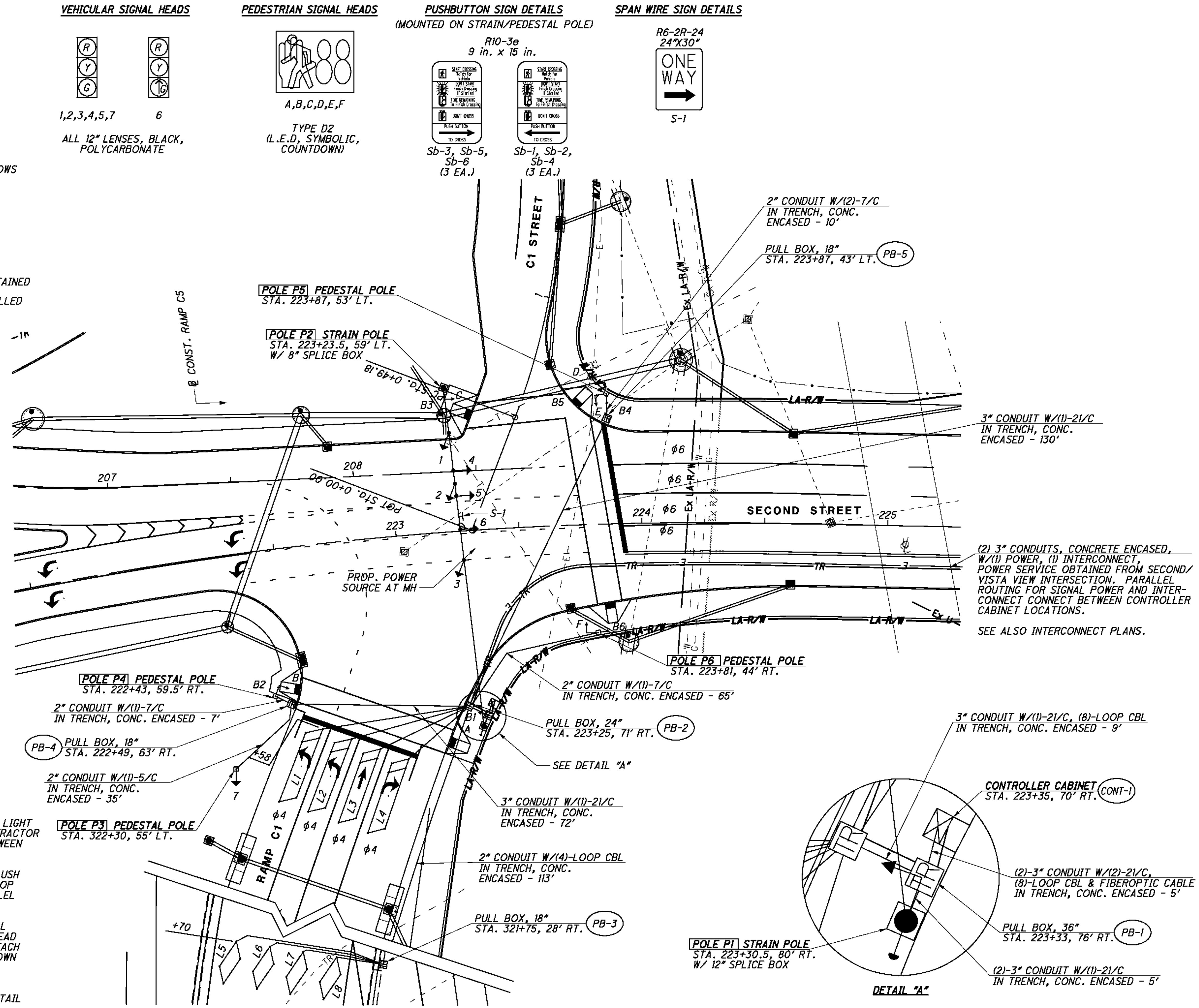
CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SALEM AVENUE AND RAMP C2/ROBERT DRIVE

MOT-75-12.00

LEGEND

- EX. POWER POLE
- EX. ELEC. BOX
- SIGNAL CONTROLLER/CABINET
- SIGNAL PULL BOX
- STRAIN POLE W/SPAN WIRE
- PEDESTRIAN PEDESTAL
- CONDUIT
- 3 SECTION SIGNAL HEADS
- 3 SECTION SIGNAL HEAD W/(3) ARROWS
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- POWERHEAD LOOP DETECTOR
- A.D.D LOOP DETECTOR
- SPAN WIRE MOUNTED SIGN
- EXIST. INTERCONNECT TO BE MAINTAINED
- PROP. INTERCONNECT TO BE INSTALLED
- EXIST. D.P.&L. MANHOLE
- PROP. ELECTRIC MANHOLE



SIGNAL PLAN NOTES:

1. POWER SERVICE PROVIDED BY DAYTON POWER & LIGHT TO CONTROLLER AT SECOND/VISTA VIEW. CONTRACTOR SHALL OBTAIN POWER VIA CONDUIT SYSTEM BETWEEN CONTROLLER CABINETS.
2. ANY SIGNAL SUPPORT BASE FOUNDATION WITHIN OR ADJACENT TO A SIDEWALK AREA SHALL BE FLUSH WITH THE TOP OF THE SIDEWALK. THE FORMED TOP OF THE FOUNDATION SHALL BE ORIENTED PARALLEL TO AN ADJACENT WALK OR RAMP.
3. FINAL POSITIONING OF SPAN MOUNTED SIGNS SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BLOCK THE VIEW OF THE TRAFFIC SIGNAL HEAD FOR THE APPROACHING VEHICULAR TRAFFIC ON EACH LEG OF THE INTERSECTION. THE DIMENSIONS SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.
4. FOR ADDITIONAL INTERCONNECT DETAILS, SEE INTERCONNECT PLAN SHEETS.
5. FOR CURB RAMP DETAILS, SEE INTERSECTION DETAIL PLAN SHEETS 493 THROUGH 500.

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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN
SECOND STREET AND C1 STREET/RAMP C1

MOT-75-12.00

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: SECOND STREET AND RAMP C1

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 4
COLOR DISPLAYED __ GREEN; X YELLOW

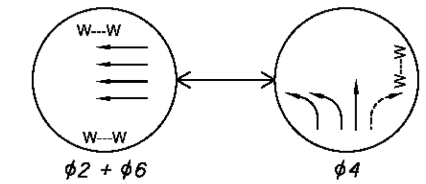
DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			EB		NB		WB		
MINIMUM GREEN (INITIAL)	(SEC.)				8		10		
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)				3.0				
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)				30		50		
MAXIMUM GREEN II	(SEC.)								
YELLOW CHANGE	(SEC.)				3.5		4.0		
ALL RED CLEARANCE	(SEC.)				2.0		2.0		
WALK	(SEC.)		7		7		7		
PEDESTRIAN CLEARANCE	(SEC.)		16		19		5		
RECALL	MAXIMUM (ON/OFF)								
RECALL	MINIMUM (ON/OFF)				OFF		ON		
RECALL	PEDESTRIAN (ON/OFF)								
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1						ON		
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

PHASING DIAGRAM



RING STRUCTURE

RING 1	1	2	3	4
RING 2	5	6	7	8

TRAFFIC SIGNAL DETECTOR CHART

LOOP	LOCATION	STATION (FRONT OF LOOP)	SIZE (FT.)	POWERHEAD LOOP	ANGULAR DESIGN DETECTION	NUMBER OF TURNS	AMPLIFIER MODE	DELAY (SEC.)	EXTENSION SEC.)	OVERRIDE PHASE	DETECTOR (UNIT # / 4-CHANNEL)	ASSOCIATED PHASE
L1	RAMP C1	322+58	6 X 30	YES	-	3+3	PRESENCE	4	-	4	1 / 1	4
L2	RAMP C1	322+58	6 X 30	YES	-	3+3	PRESENCE	4	-	4	1 / 2	4
L3	RAMP C1	322+58	6 X 30	YES	-	3+3	PRESENCE	4	-	4	1 / 3	4
L4	RAMP C1	322+58	6 X 30	YES	-	3+3	PRESENCE	12	-	4	1 / 4	4
L5	RAMP C1	321+70	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 1	4
L6	RAMP C1	321+70	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 2	4
L7	RAMP C1	321+70	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 3	4
L8	RAMP C1	321+70	4.5 X 9	-	YES	4	PULSE	-	3	-	2 / 4	4

DETECTOR NOTES:

1. INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL.
2. FOR ADDITIONAL POWERHEAD AND A.D.D. LOOP DETECTOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING TC-82.10.
3. STATIONING FOR LOOP DETECTORS ARE REFERENCED FROM THE RESPECTIVE ROADWAY LOCATION SPECIFIED.

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1,2,3,7 (NB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
4,5 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G	ϕ6 G	
6 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G↑	ϕ6 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A,B (SOUTH)	WALK	ϕ2-W	OUT
	DON'T WALK	ϕ2-FDW	
C,D (NORTH)	WALK	ϕ6-W	OUT
	DON'T WALK	ϕ6-FDW	
E,F (EAST)	WALK	ϕ4-W	OUT
	DON'T WALK	ϕ4-FDW	

OLA = LS 9 OLC = LS 11
OLB = LS 10 OLD = LS 12

SECOND ST. AT RAMP C1

PLAN (cycle-secs.)	OFFSET secs. FROM ph.#	SPLITS (G+Y+AR) IN SECONDS							
			PED		NB		WB		
		Ph. 1	Ph. 2	Ph. 3	Ph. 4	Ph. 5	Ph. 6	Ph. 7	Ph. 8
(120) AM	110 from ph. 6	-	40	-	80	-	40	-	-
(90) PM	84 from ph. 6	-	45	-	45	-	45	-	-

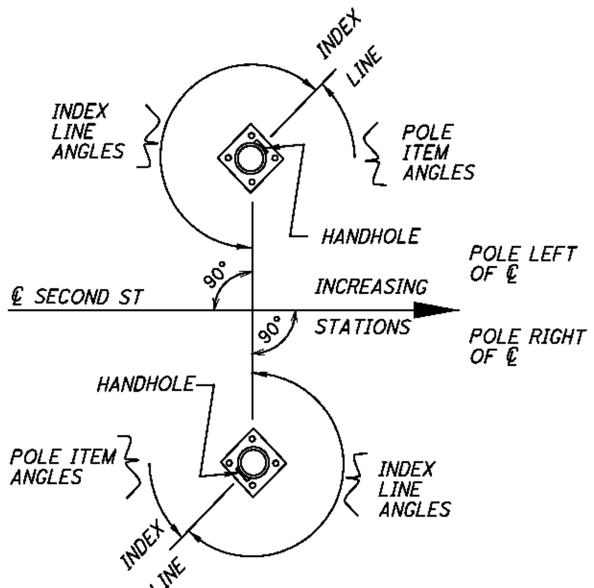
GENERAL NOTES:
1. ALL OFFSETS ARE MEASURED FROM THE REFERENCED PHASE BEGINNING OF GREEN.
2. INHIBIT MAX GREEN DURING COORDINATION.

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND C1 STREET/RAMP C1

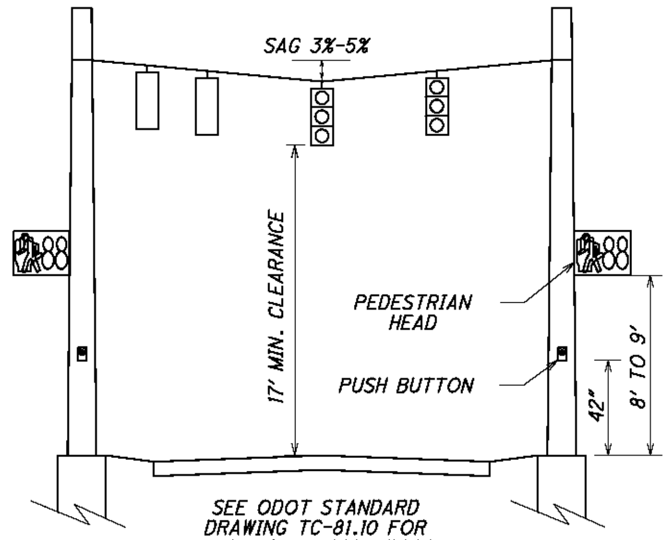
MOT-75-12.00

STRAIN POLE ORIENTATION DETAIL



NOTES:

1. ALL ANGLES ARE MEASURED CLOCKWISE.
2. THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.



SEE ODOT STANDARD DRAWING TC-81.10 FOR ADDITIONAL POLE DATA

DRAWING TC-21.20 FOR FOUNDATION DETAILS.

THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17'. ADJUST THE SPAN ACCORDINGLY.

STRAIN POLE DETAIL

NOT TO SCALE

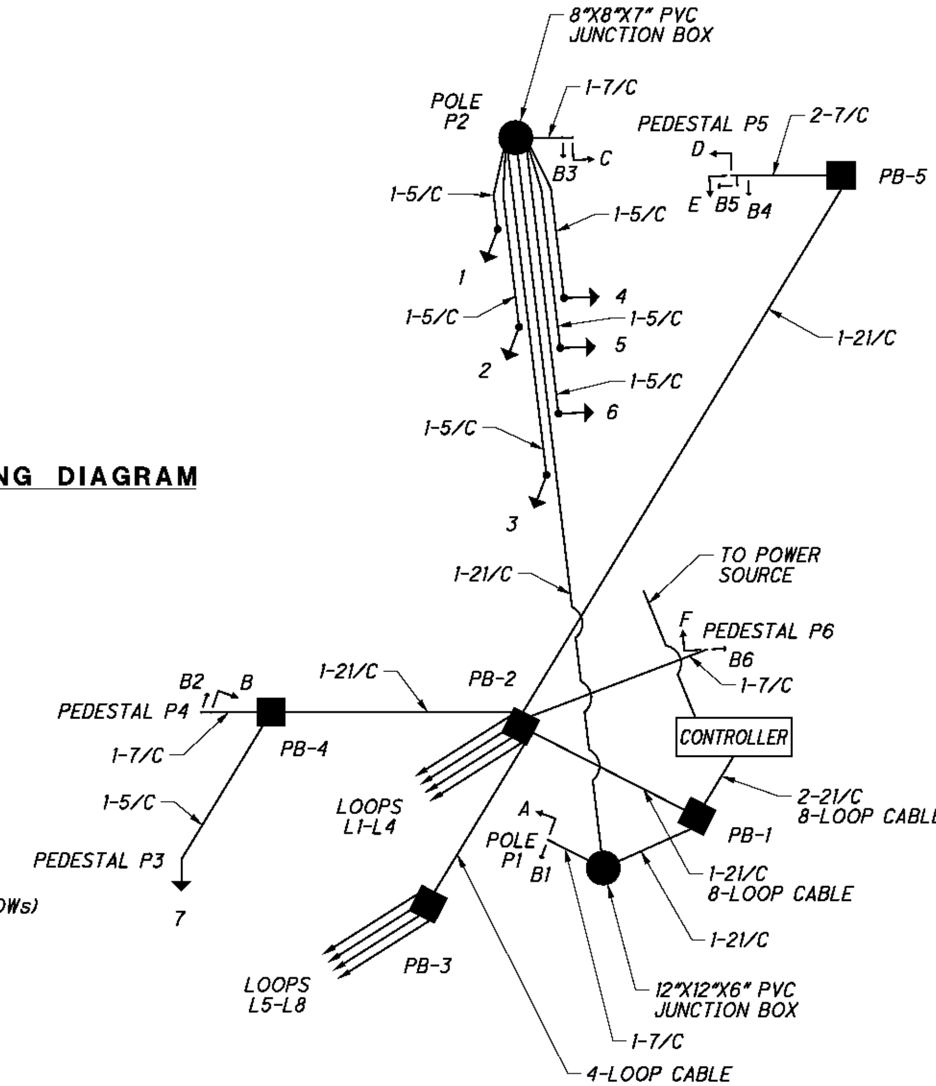
SIGNAL SUPPORT DATA

FROM SHEET NO.	STATION	OFFSET	POLE NO.	DESIGN NO.	POLE HEIGHT (FT)	FOUNDATION ELEV.		INDEX LINE ANGLE (DEGREES)	REFERENCE ANGLES (DEGREES) FROM INDEX LINE							
									PEDESTRIAN SIGNALS	PEDESTRIAN PUSH BUTTONS			CABLE ENTRANCE 12" FROM TOP		SIGNAL CABLE POLE SPLICE BOX	VEHICLE HEAD PEDESTAL MOUNTED
711	STA. 223+30.5	80' RT	P1	11	30	NOTE 2		117	270	90			180		180	
711	STA. 223+23.5	59' LT	P2	11	30	NOTE 2		114	247	247			243		180	
711	STA. 322+30	55' LT	P3	PEDESTAL	11	NOTE 2		0								90
711	STA. 222+43	59.5' RT	P4	PEDESTAL	8	NOTE 2		0	270	270						
711	STA. 223+87	53' LT	P5	PEDESTAL	8	NOTE 2		0	90/180	0/90						
711	STA. 223+81	44' RT	P6	PEDESTAL	8	NOTE 2		0	270	82						

NOTE:

1. REFER TO ODOT SCD TC-81.10 FOR POLE 1 THRU 2.
2. TOP OF STRAIN POLE FOUNDATION SHALL MATCH ELEVATION OF ADJACENT SIDEWALK.
3. REFERENCE ANGLES MEASURED FROM INDEX LINE (HANDHOLE = 0 DEGREES).

WIRING DIAGRAM



WIRING DIAGRAM LEGEND

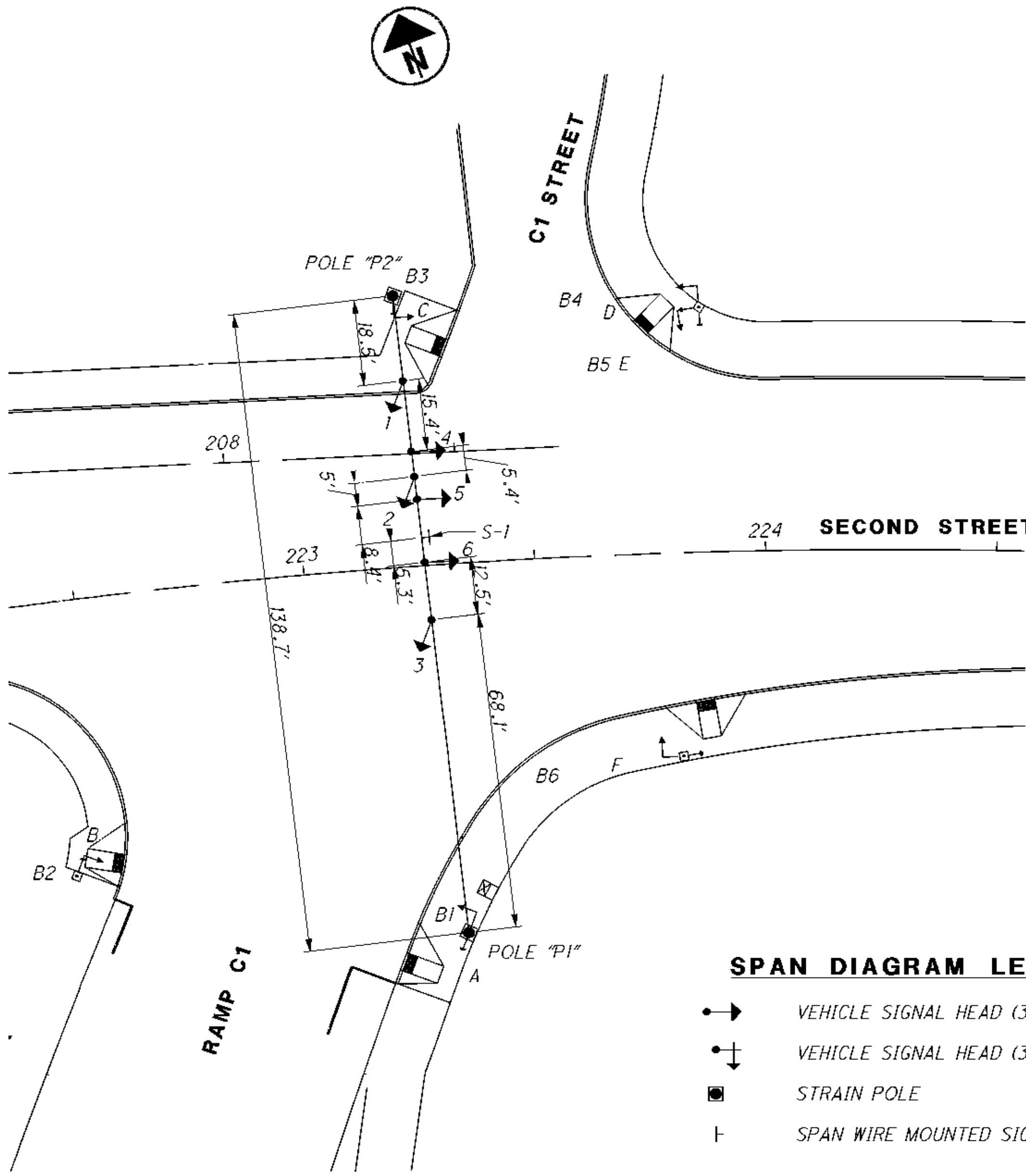
- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/(3) ARROWs)
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PVC SPLICE BOX (SIZE)
- PULL BOX

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND C1 STREET/RAMP C1

MOT-75-12.00

CALCULATED SSS
CHECKED HJF

SPAN DIAGRAM



SPAN DIAGRAM LEGEND

- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/ ARROW)
- STRAIN POLE
- SPAN WIRE MOUNTED SIGN

TRAFFIC SIGNAL SUB-SUMMARY

ITEM	QTY.	UNIT	DESCRIPTION
625	204	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05
625	331	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05
625	425	FT	TRENCH
625	70	FT	TRENCH IN PAVED AREAS
625	1	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	1	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	3	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX, 725.08, 24"
625	1	EACH	PULL BOX, 725.08, 36"
625	7	EACH	GROUND ROD, AS PER PLAN
625	495	FT	PLASTIC CAUTION TAPE
630	1	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE
630	5	SQ FT	SIGN, FLAT SHEET
632	7	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN
632	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN
632	7	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	6	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN
632	8	EACH	DETECTOR LOOP
632	139	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN
632	384	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	212	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	453	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG
632	2	EACH	STRAIN POLE FOUNDATION
632	4	EACH	PEDESTAL FOUNDATION
632	668	FT	LOOP DETECTOR LEAD-IN CABLE
632	20	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG
632	395	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
632	1	EACH	POWER SERVICE, AS PER PLAN
632	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 11
632	3	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	1	EACH	PEDESTAL, 11', TRANSFORMER BASE
633	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
633	1	EACH	CONTROLLER WORK PAD
633	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND C1 STREET/RAMP C1

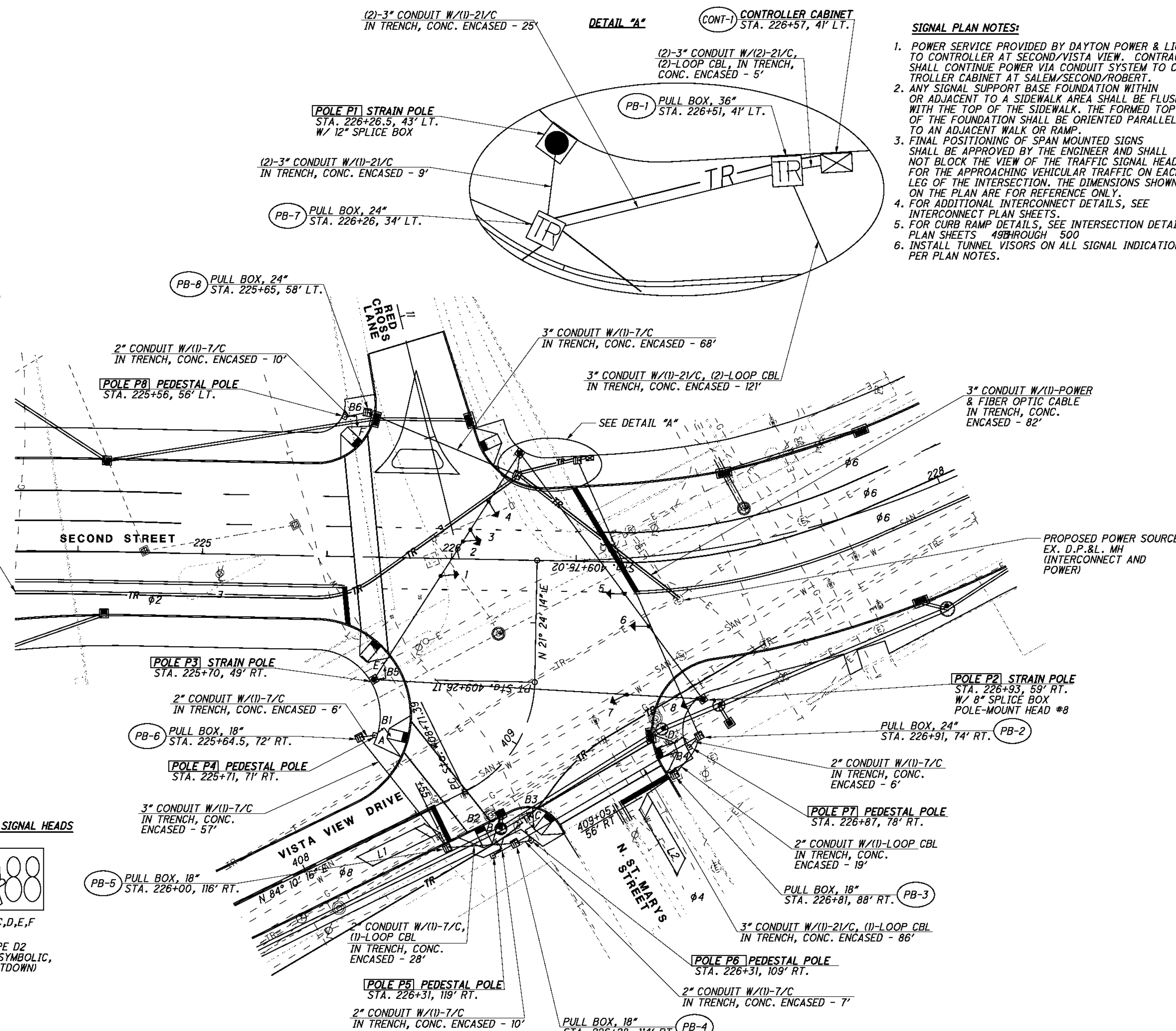
MOT-75-12.00

LEGEND

- EX. POWER POLE
- EX. ELEC. BOX
- SIGNAL CONTROLLER/CABINET
- SIGNAL PULL BOX
- STRAIN POLE W/SPAN WIRE
- PEDESTRIAN PEDESTAL
- CONDUIT
- 3 SECTION SIGNAL HEADS
- 3 SECTION SIGNAL HEAD W/(3) ARROWS
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- POWERHEAD LOOP DETECTOR
- A.D.D LOOP DETECTOR
- SPAN WIRE MOUNTED SIGN
- EXIST. INTERCONNECT TO BE MAINTAINED
- PROP. INTERCONNECT TO BE INSTALLED
- EXIST. D.P.&L. MANHOLE
- PROP. ELECTRIC MANHOLE

SIGNAL PLAN NOTES:

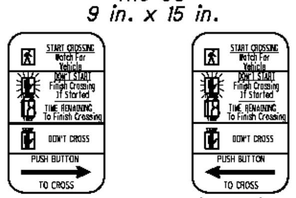
1. POWER SERVICE PROVIDED BY DAYTON POWER & LIGHT TO CONTROLLER AT SECOND/VISTA VIEW. CONTRACTOR SHALL CONTINUE POWER VIA CONDUIT SYSTEM TO CONTROLLER CABINET AT SALEM/SECOND/ROBERT.
2. ANY SIGNAL SUPPORT BASE FOUNDATION WITHIN OR ADJACENT TO A SIDEWALK AREA SHALL BE FLUSH WITH THE TOP OF THE SIDEWALK. THE FORMED TOP OF THE FOUNDATION SHALL BE ORIENTED PARALLEL TO AN ADJACENT WALK OR RAMP.
3. FINAL POSITIONING OF SPAN MOUNTED SIGNS SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BLOCK THE VIEW OF THE TRAFFIC SIGNAL HEAD FOR THE APPROACHING VEHICULAR TRAFFIC ON EACH LEG OF THE INTERSECTION. THE DIMENSIONS SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.
4. FOR ADDITIONAL INTERCONNECT DETAILS, SEE INTERCONNECT PLAN SHEETS.
5. FOR CURB RAMP DETAILS, SEE INTERSECTION DETAIL PLAN SHEETS 498 THROUGH 500
6. INSTALL TUNNEL VISORS ON ALL SIGNAL INDICATIONS PER PLAN NOTES.



PUSHBUTTON SIGN DETAILS

(MOUNTED ON STRAIN/PEDESTAL POLE)

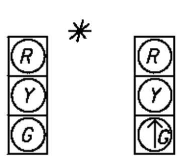
R10-3e
9 in. x 15 in.



Sb-4, Sb-5 (2 EA.)

Sb-1, Sb-2, Sb-3, Sb-6 (4 EA.)

VEHICULAR SIGNAL HEADS

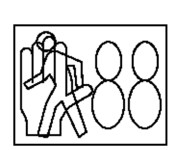


1,2,3,4,6,7,8 5

ALL 12" LENSES, BLACK, POLYCARBONATE

*ALL VEHICULAR SIGNAL HEADS SHALL BE LOUVERED

PEDESTRIAN SIGNAL HEADS



A,B,C,D,E,F

TYPE D2
(L.E.D, SYMBOLIC, COUNTDOWN)

HORIZONTAL SCALE IN FEET

CALCULATED SSS CHECKED HJF

TRAFFIC SIGNAL PLAN
SECOND STREET AND VISTA VIEW DRIVE

MOT-75-12.00

TRAFFIC SIGNAL CONTROLLER TIMING CHART

INTERSECTION: SECOND STREET AND VISTA VIEW DRIVE

MAINTAINING AGENCY: CITY OF DAYTON

START UP
START IN: __ Y/R FLASH OR X ALL RED
TIME FOR FLASH OR ALL RED: 10 SEC.
FIRST PHASE(S): 8
COLOR DISPLAYED __ GREEN; X YELLOW

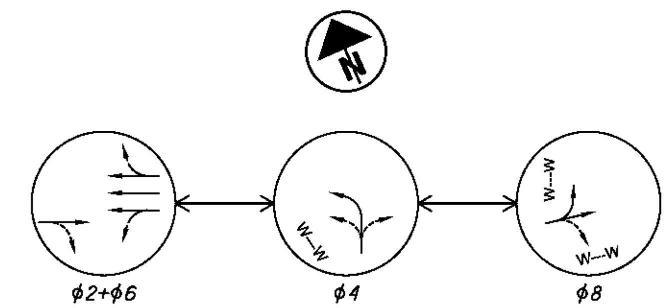
DUAL ENTRY X
REST IN RED: RING 1 __ RING 2 __

OVERLAP	A	B	C	D
PHASES				

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT		1	2	3	4	5	6	7	8
			EB		NB		WB		N-WB
MINIMUM GREEN (INITIAL)	(SEC.)		15		8		15		8
ADDED INITIAL	*(SEC./ACTUATION)								
PASSAGE TIME (PRESET GAP)	(SEC.)				3				3
TIME BEFORE REDUCTION	*(SEC.)								
MINIMUM GAP	*(SEC.)								
TIME TO REDUCE	*(SEC.)								
MAXIMUM GREEN I	(SEC.)		30		35		30		20
MAXIMUM GREEN II	(SEC.)								
YELLOW CHANGE	(SEC.)		3.6		3.6		3.6		3.6
ALL RED CLEARANCE	(SEC.)		2		2		2		2
WALK	(SEC.)				7				7
PEDESTRIAN CLEARANCE	(SEC.)				12				19
RECALL — MAXIMUM	(ON/OFF)		ON				ON		
RECALL — MINIMUM	(ON/OFF)								
RECALL — PEDESTRIAN	(ON/OFF)								
MEMORY	(ON/OFF)								
CALL TO NON ACTUATED	NO. 1								
CALL TO NON ACTUATED	NO. 2								

* VOLUME DENSITY CONTROLS

PHASING DIAGRAM



RING STRUCTURE						
RING 1	1	2	3	4	8
RING 2	5	6	7		

TRAFFIC SIGNAL DETECTOR CHART

LOOP	LOCATION	STATION (FRONT OF LOOP)	SIZE (FT.)	POWERHEAD LOOP	ANGULAR DESIGN DETECTION	NUMBER OF TURNS	AMPLIFIER MODE	DELAY (SEC.)	EXTENSION SEC.)	OVERRIDE PHASE	DETECTOR (UNIT # / 4-CHANNEL)	ASSOCIATED PHASE
L1	VISTA VIEW DR	408+55	6 X 30	YES	-	3+3	PRESENCE	4	-	8	1 / 1	8
L2	ST MARYS ST	*409+05, 56' RT	6 X 30	YES	-	3+3	PRESENCE	4	-	4	1 / 2	4

DETECTOR NOTES:

1. INHIBIT DELAY DURING ASSOCIATED PHASE GREEN INTERVAL.
2. FOR ADDITIONAL POWERHEAD AND A.D.D. LOOP DETECTOR DETAILS, SEE STANDARD CONSTRUCTION DRAWING TC-82.10.
3. STATIONING FOR LOOP DETECTORS ARE REFERENCED FROM THE RESPECTIVE ROADWAY LOCATION SPECIFIED.

* REFERENCED FROM VISTA VIEW DR

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
1,2 (WB)	R	ϕ6 R	R
	Y	ϕ6 Y	
	G	ϕ6 G	
3,4 (NB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
5,6 (EB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
7,8 (N-WB)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	

SIGNAL HEAD #	INDICATION	FIELD TERMINAL	FLASH
A,B (VISTA)	WALK	ϕ4-W	OUT
	DON'T WALK	ϕ4-FDW	
C,D (SOUTH)	WALK	ϕ8-W	OUT
	DON'T WALK	ϕ8-FDW	
E,F (WEST)	WALK	ϕ8-W	OUT
	DON'T WALK	ϕ8-FDW	

OLA = LS 9 OLC = LS 11
OLB = LS 10 OLD = LS 12

SECOND ST. AT VISTA VIEW

PLAN	OFFSET	SPLITS (G+Y+AR) IN SECONDS							
			EB		NB		WB		NEB
(cycle-secs.)	secs. FROM ph.#	Ph. 1	Ph. 2	Ph. 3	Ph. 4	Ph. 5	Ph. 6	Ph. 7	Ph. 8
(120) AM	0 from ph. 2/6	-	63	-	25	-	63	-	32
(90) PM	0 from ph. 2/6	-	33	-	25	-	33	-	32

GENERAL NOTES:

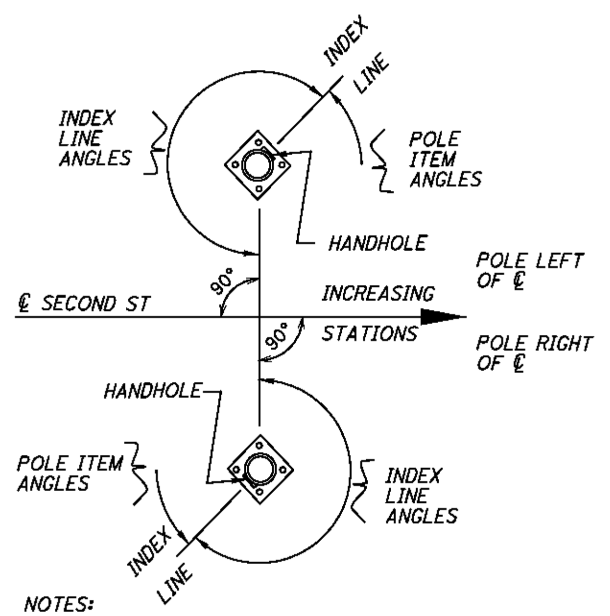
1. ALL OFFSETS ARE MEASURED FROM THE REFERENCED PHASE BEGINNING OF GREEN.
2. INHIBIT MAX GREEN DURING COORDINATION.

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND VISTA VIEW DRIVE

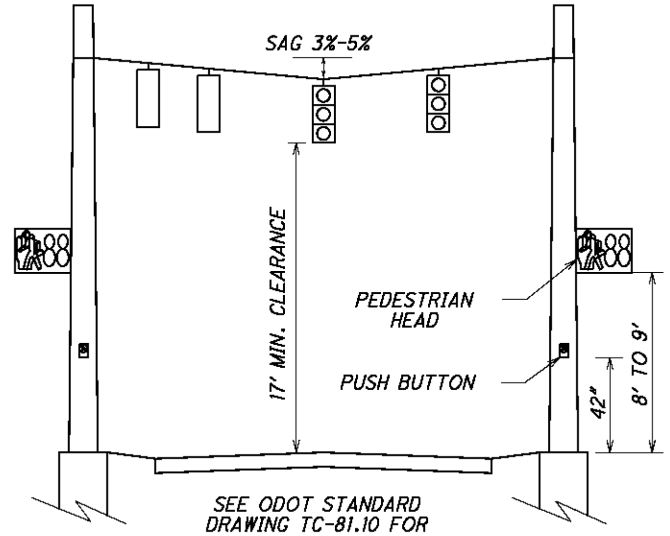
MOT-75-12.00

STRAIN POLE ORIENTATION DETAIL



NOTES:

1. ALL ANGLES ARE MEASURED CLOCKWISE.
2. THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.



SEE ODOT STANDARD DRAWING TC-81.10 FOR ADDITIONAL POLE DATA

DRAWING TC-21.20 FOR FOUNDATION DETAILS.

THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17'. ADJUST THE SPAN ACCORDINGLY.

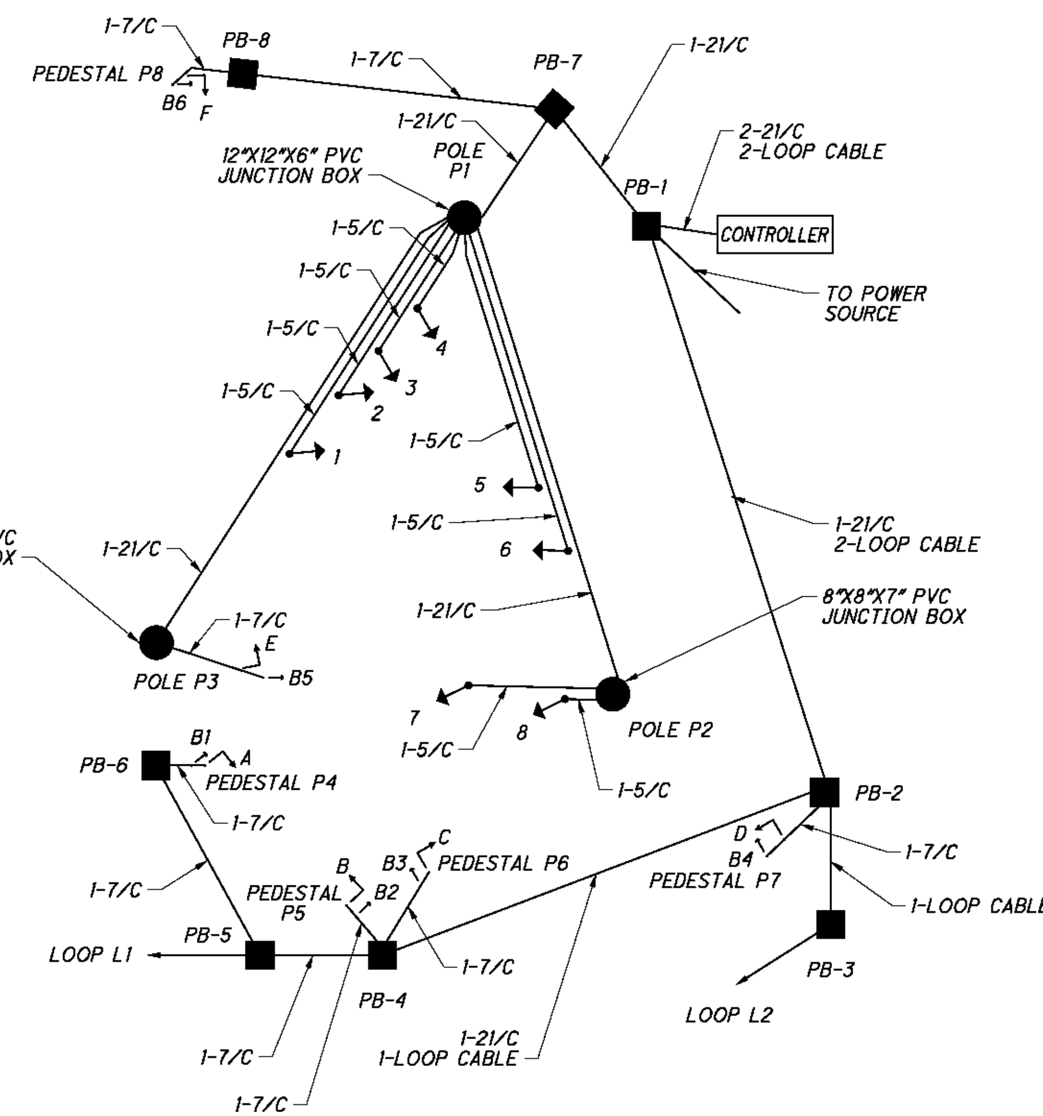
STRAIN POLE DETAIL

NOT TO SCALE

SIGNAL SUPPORT DATA

FROM SHEET NO.	STATION	OFFSET	POLE NO.	DESIGN NO.	POLE HEIGHT (FT)	FOUNDATION ELEV.		INDEX LINE ANGLE (DEGREES)	REFERENCE ANGLES (DEGREES) FROM INDEX LINE: PEDESTRIAN SIGNALS	PEDESTRIAN PUSH BUTTONS			CABLE ENTRANCE 12" FROM TOP		SIGNAL CABLE POLE SPLICE BOX
715	STA. 226+26.5	43' LT	P1	10	30	NOTE 2		214					180		90
715	STA. 226+93	59' RT	P2	9	30	NOTE 2		153					180		180
715	STA. 225+70	49' RT	P3	10	30	NOTE 2		238	206	206			180		180
715	STA. 225+71	71' RT	P4	PEDESTAL	8	NOTE 2		106	304	304					
715	STA. 226+31	119' RT	P5	PEDESTAL	8	NOTE 2		333	78	78					
715	STA. 226+34	112' RT	P6	PEDESTAL	8	NOTE 2		37	292	292					
715	STA. 226+87	78' RT	P7	PEDESTAL	8	NOTE 2		250	87	87					
715	STA. 225+65	58' LT	P8	PEDESTAL	8	NOTE 2		294	330	330					

NOTE:
1. REFER TO ODOT SCD TC-81.10 FOR POLE 1 THROUGH 3.
2. TOP OF STRAIN POLE FOUNDATION SHALL MATCH ELEVATION OF ADJACENT SIDEWALK.
3. REFERENCE ANGLES MEASURED FROM INDEX LINE (HANDHOLE = 0 DEGREES).



WIRING DIAGRAM

WIRING DIAGRAM LEGEND

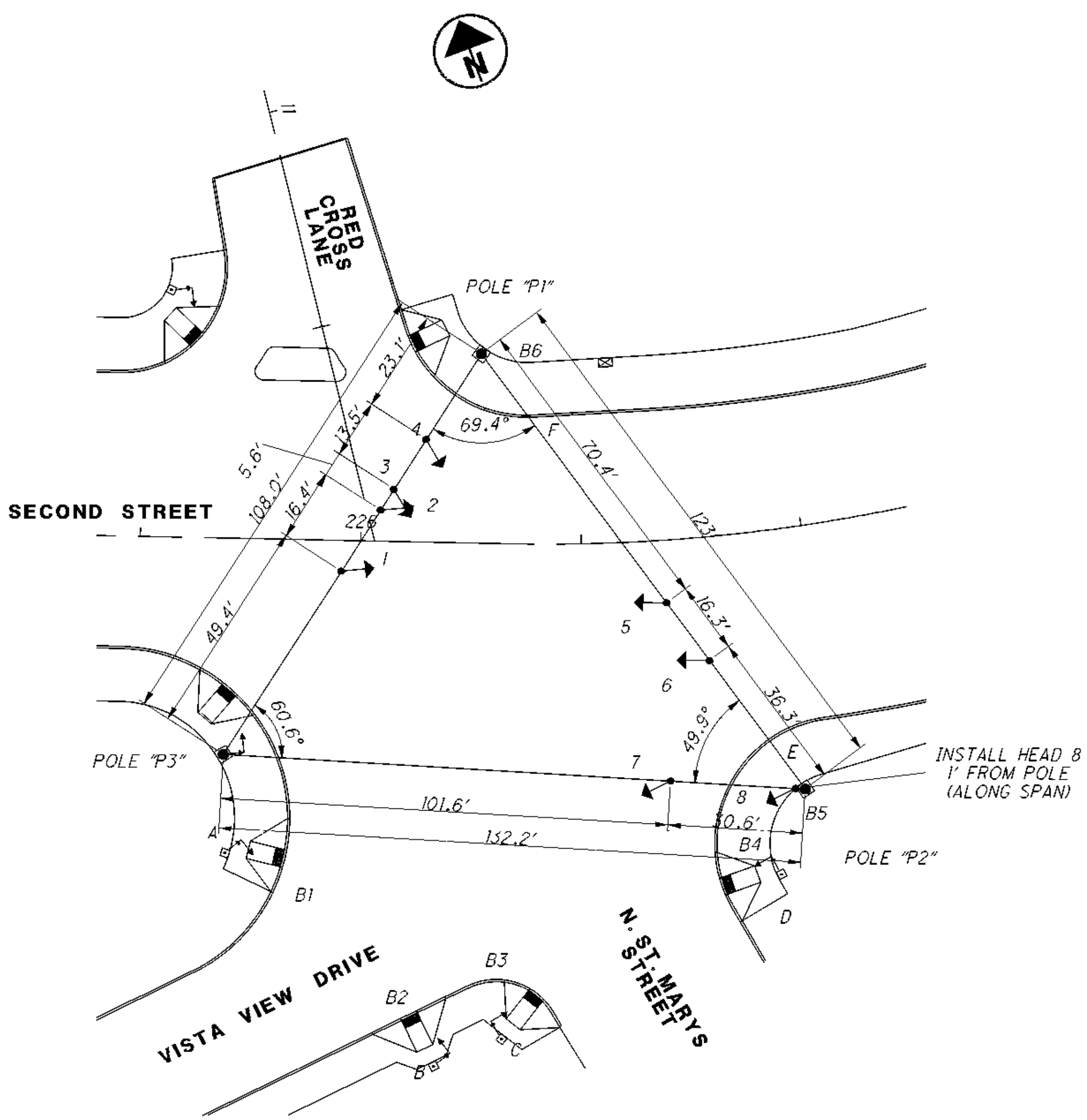
- VEHICLE SIGNAL HEAD (3-SECTION)
- VEHICLE SIGNAL HEAD (3-SECTION W/(3) ARROWS)
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PVC SPLICE BOX (SIZE)
- PULL BOX

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND VISTA VIEW DRIVE

MOT-75-12.00

CALCULATED SSS
CHECKED HJF

SPAN DIAGRAM



SPAN DIAGRAM LEGEND

VEHICLE SIGNAL HEAD (3-SECTION)
VEHICLE SIGNAL HEAD (3-SECTION W/ ARROW)
STRAIN POLE
SPAN WIRE MOUNTED SIGN

TRAFFIC SIGNAL SUB-SUMMARY

ITEM	QTY.	UNIT	DESCRIPTION
625	81	FT	CONDUIT, CONCRETE ENCASED, 2", 725.05
625	410	FT	CONDUIT, CONCRETE ENCASED, 3", 725.05
625	518	FT	TRENCH
625	67	FT	TRENCH IN PAVED AREAS
625	2	EACH	JUNCTION BOX, 8"X8"X7" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	1	EACH	JUNCTION BOX, 12"X12"X6" (SPECIAL - CITY OF DAYTON), AS PER PLAN
625	4	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX, 725.08, 24"
625	1	EACH	PULL BOX, 725.08, 36"
625	9	EACH	GROUND ROD, AS PER PLAN
625	518	FT	PLASTIC CAUTION TAPE
632	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN
632	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, AS PER PLAN
632	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD
632	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD
632	6	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN
632	2	EACH	DETECTOR LOOP
632	363	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES, AS PER PLAN
632	444	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG
632	368	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
632	571	FT	SIGNAL CABLE, MISC.: 21 CONDUCTOR, NO. 14 AWG
632	3	EACH	STRAIN POLE FOUNDATION
632	5	EACH	PEDESTAL FOUNDATION
632	430	FT	LOOP DETECTOR LEAD-IN CABLE
632	20	FT	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG
632	135	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
632	1	EACH	POWER SERVICE, AS PER PLAN
632	1	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 9
632	2	EACH	STRAIN POLE, TYPE TC-81.10, DESIGN 10
632	5	EACH	PEDESTAL, 8', TRANSFORMER BASE
633	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS2, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
633	1	EACH	CONTROLLER WORK PAD
633	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
SECOND STREET AND VISTA VIEW DRIVE

MOT-75-12.00

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LEGEND

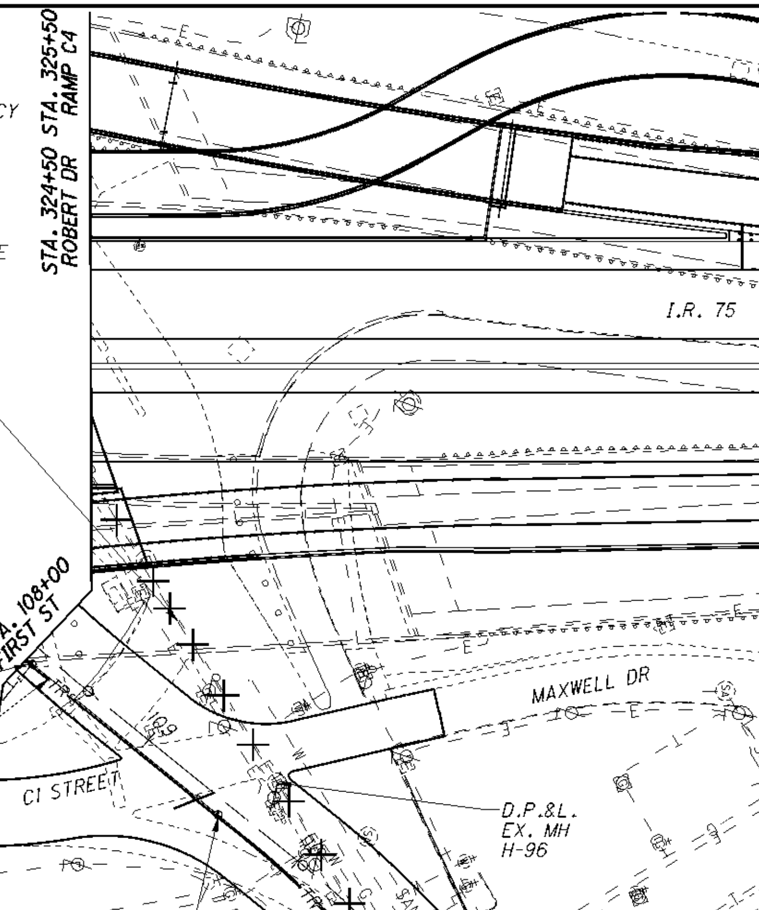
- EX. POWER POLE
- EX. ELEC. BOX
- SIGNAL CONTROLLER/CABINET
- SIGNAL PULL BOX
- STRAIN POLE W/ SPAN WIRE
- PEDESTRIAN PEDESTAL
- CONDUIT (EX. - PROP.)
- 3 SECTION SIGNAL HEADS
- 3 SECTION SIGNAL HEAD W/ ARROWS
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- POWERHEAD LOOP DETECTOR
- A.D.D LOOP DETECTOR
- SPAN WIRE MOUNTED SIGN
- —TR— EXIST. INTERCONNECT CABLE TO BE REMOVED AND CONDUIT ABANDONED
- - -TR- - EXIST. INTERCONNECT CABLE TO BE MAINTAINED
- —TR— PROP. INTERCONNECT TO BE INSTALLED
- (E) EXIST. D.P.&L. MANHOLE
- (E) PROP. D.P.&L. MANHOLE

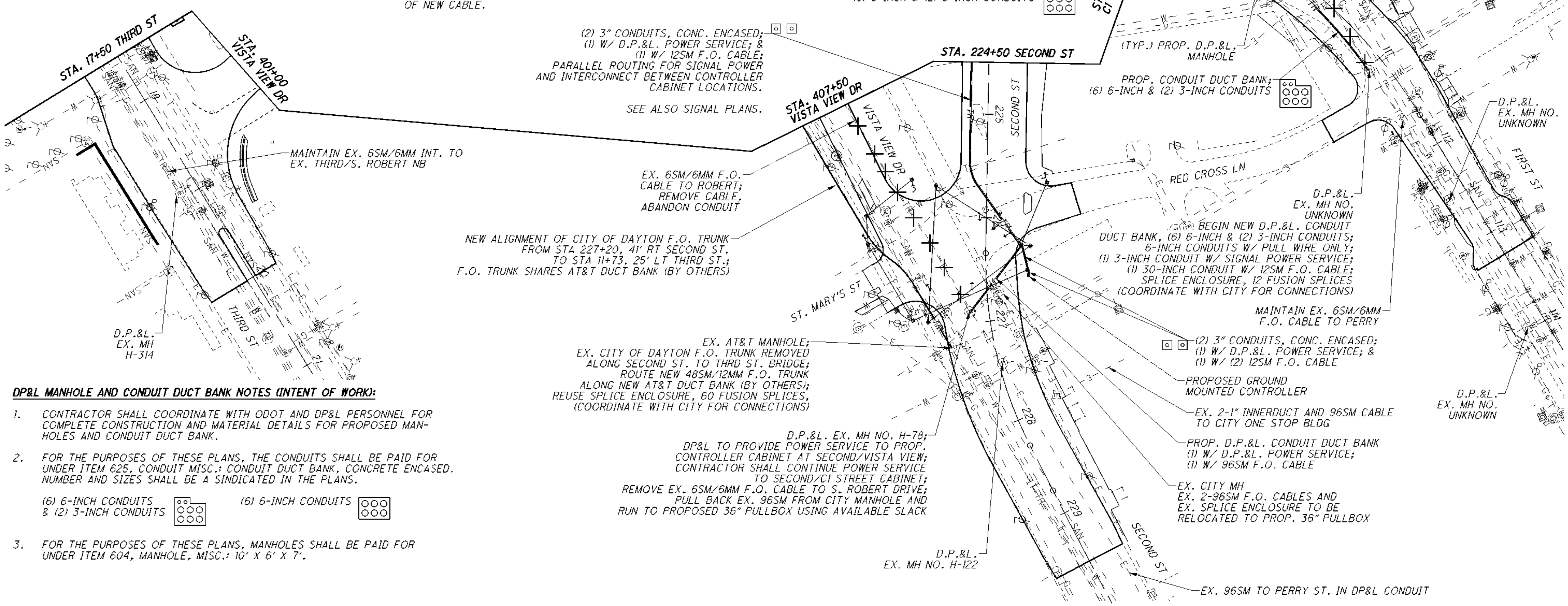
TRAFFIC SIGNAL INTERCONNECT NOTES (INTENT OF WORK):

1. SEE TRAFFIC SIGNAL PLAN SHEETS FOR DETAIL ROUTING AND CONNECTIONS AT TRAFFIC SIGNAL INSTALLATIONS.
2. EXACT LOCATION OF IN-ROAD DAYTON LIGHTING AND POWER SERVICES SHALL BE COORDINATED WITH ROADWAY CONSTRUCTION. ELEMENTS OF THIS GRID SYSTEM SHOWN FOR ILLUSTRATION OF POWER SERVICE AND INTERCONNECT ROUTING.
3. INTERCONNECT EQUIPMENT AT CONTROLLER CABINETS SHALL INCLUDE, PER EACH:
   (1) FAN OUT KIT, 12 F.O. (2) F.O. OPTIC PATCH CORDS, 4 F.O.
   (8) F.O. OPTIC CONNECTORS (1) TERMINATION PANEL
   (1) DROP CABLE, 6 F.O. (1) F.O. OPTIC CABLE MODEM
4. FUSION SPLICES AND SPLICE ENCLOSURES SHALL BE USED IN MANHOLES AND PULL BOXES AS NEEDED.
5. SLACK INSTALLATION SHALL BE AT EACH MANHOLE/PULL BOX AND EACH CABINET.
6. THIRD STREET CBD F.O. EXISTING CONDUIT SYSTEM TO REMAIN ALONG THIRD STREET. REMOVE EX. F.O. CABLE FROM 17+00 TO ROBERT DRIVE. NEW 3" CONDUITS FOR POWER SERVICE AND INTERCONNECT SHALL BE INSTALLED FROM EX. D.P.&L. MANHOLES TO PROPOSED CONTROLLER CABINETS AS INDICATED IN THE PLANS. NEW INTERCONNECT CABLE SHALL BE RUN FROM APPROXIMATELY STA 11+95 RT TO STA 16+10 RT.
7. SECOND STREET CBD F.O. REMOVE CABLE AND ABANDON CONDUIT ALONG EXISTING SECOND STREET ALIGNMENT AS INDICATED. NEW INTERCONNECT CABLE SHALL BE RUN TO THE INTERSECTIONS OF ST. MARY'S/VISTA VIEW AND THEN TO RAMP C1. CONDUITS BETWEEN EX. DP&L MANHOLES AND THESE TWO INTERSECTIONS SHALL BE BY CONTRACTOR AS NOTED.
8. FIRST STREET CBD F.O. REMOVE CABLE AND ABANDON CONDUIT ALONG EXISTING FIRST STREET ALIGNMENT AS INDICATED. D.P.&L. WILL HAVE NEW MANHOLES AND CONDUIT DUCT BANK INSTALLED (STA 111+04 TO SALEM AVENUE). NEW INTERCONNECT CABLE SHALL BE RUN BEYOND THE INTERSECTION OF SALEM/FIRST/SECOND AS INDICATED.
9. F.O. TRUNK TO THIRD STREET BRIDGE. NEW ALIGNMENT OF CITY OF DAYTON F.O. TRUNK FROM STA 227+20, 41' RT SECOND ST. TO STA 11+73, 25' LT THIRD ST.; F.O. TRUNK SHARES PROP. AT&T DUCT BANK.
10. REMOVAL OF EX. INTERCONNECT CABLE SHALL BE INCIDENTAL TO REPLACEMENT OF NEW CABLE.

TRAFFIC SIGNAL INTERCONNECT NOTES (CON'T):

11. THE FULL EXTENT OF DISTURBANCE TO THE EXISTING FIBER OPTIC TRUNK LINE ON MONUMENT STREET IS UNKNOWN. CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE TRAFFIC SIGNAL GENERAL SUMMARY TO COVER THIS WORK. THESE ITEMS SHALL BE USED AS DIRECTED BY THE ENGINEER. IT IS ANTICIPATED THAT THE TRUNK LINE WILL ACCOMPANYING TELECOMMUNICATION DUCTS UPON RELOCATION. RELOCATION PLANS HAVE NOT BEEN PROVIDED. CONTRACTOR SHALL COORDINATE WITH ODOT FOR LOCATION.





DP&L MANHOLE AND CONDUIT DUCT BANK NOTES (INTENT OF WORK):

1. CONTRACTOR SHALL COORDINATE WITH ODOT AND DP&L PERSONNEL FOR COMPLETE CONSTRUCTION AND MATERIAL DETAILS FOR PROPOSED MANHOLES AND CONDUIT DUCT BANK.
2. FOR THE PURPOSES OF THESE PLANS, THE CONDUITS SHALL BE PAID FOR UNDER ITEM 625, CONDUIT MISC.: CONDUIT DUCT BANK, CONCRETE ENCASED. NUMBER AND SIZES SHALL BE A SINDICATED IN THE PLANS.

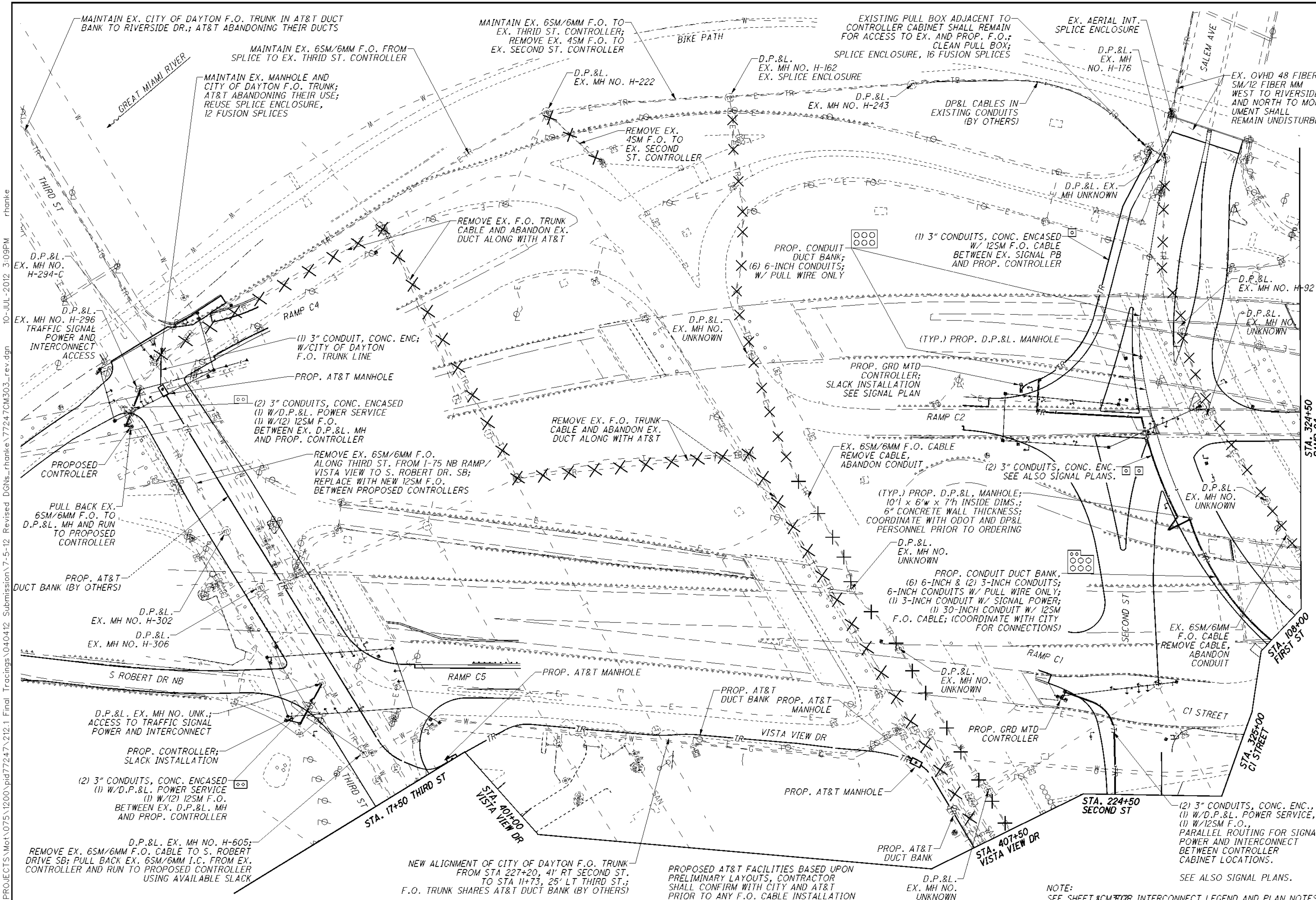
   (6) 6-INCH CONDUITS & (2) 3-INCH CONDUITS   (6) 6-INCH CONDUITS

3. FOR THE PURPOSES OF THESE PLANS, MANHOLES SHALL BE PAID FOR UNDER ITEM 604, MANHOLE, MISC.: 10' X 6' X 7'.

0 25 50 100 HORIZONTAL SCALE IN FEET

TRAFFIC SIGNAL INTERCONNECT PLAN

MOT-75-12.00



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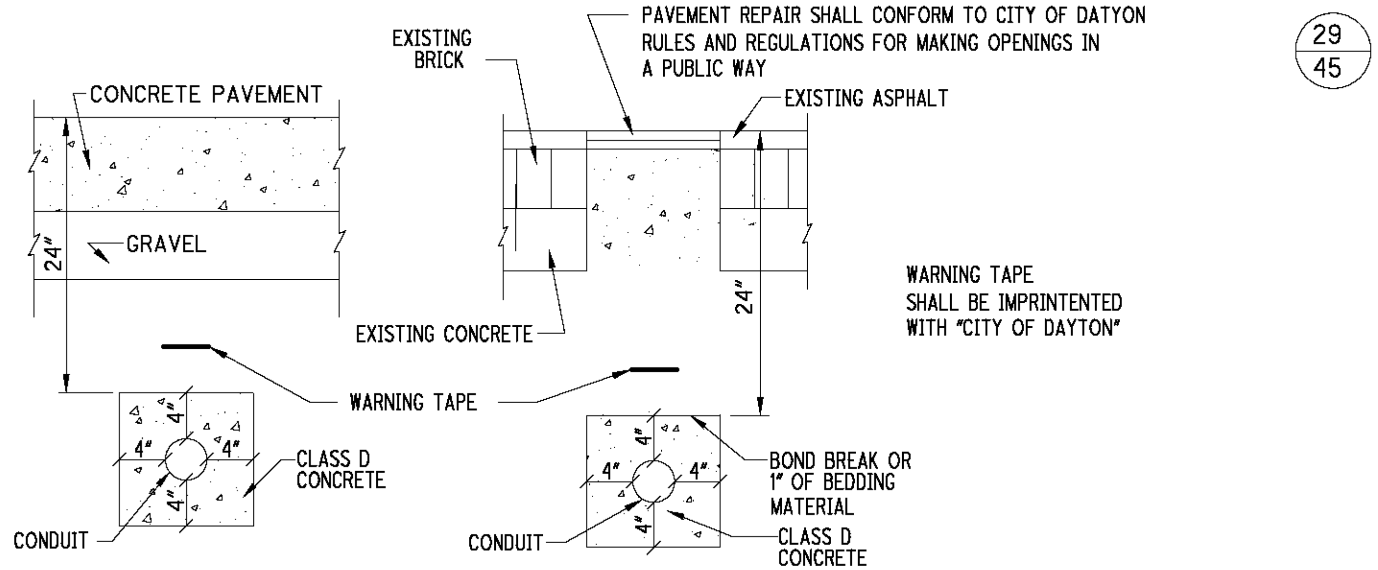
TRAFFIC SIGNAL INTERCONNECT PLAN

MOT-75-12.00

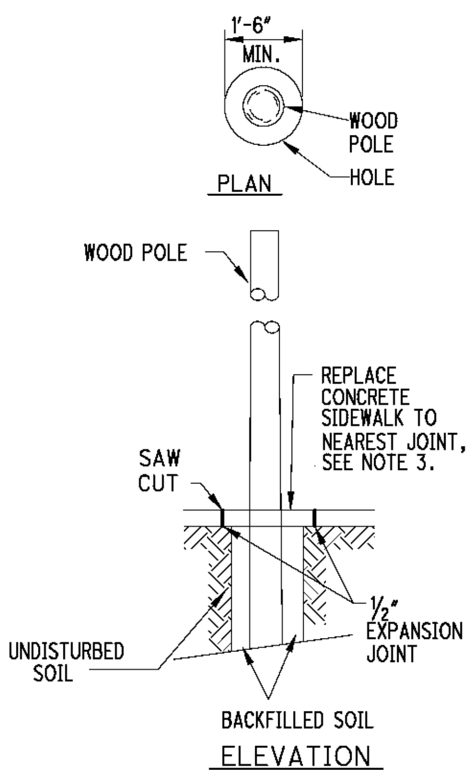
720
1565



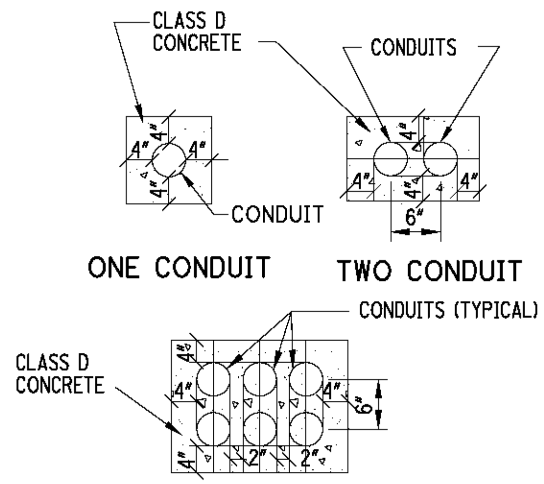
CONDUIT UNDER NEW PAVEMENT

CONDUIT UNDER EXISTING PAVEMENT

ALL NEW ITEMS SHOWN ARE INCLUDED IN THE BID PRICE FOR THE CONDUIT.



TYPE B WOOD POLE
(NON-LOAD)
ITEM 625
DETAILS OF
POLE INSTALLATION



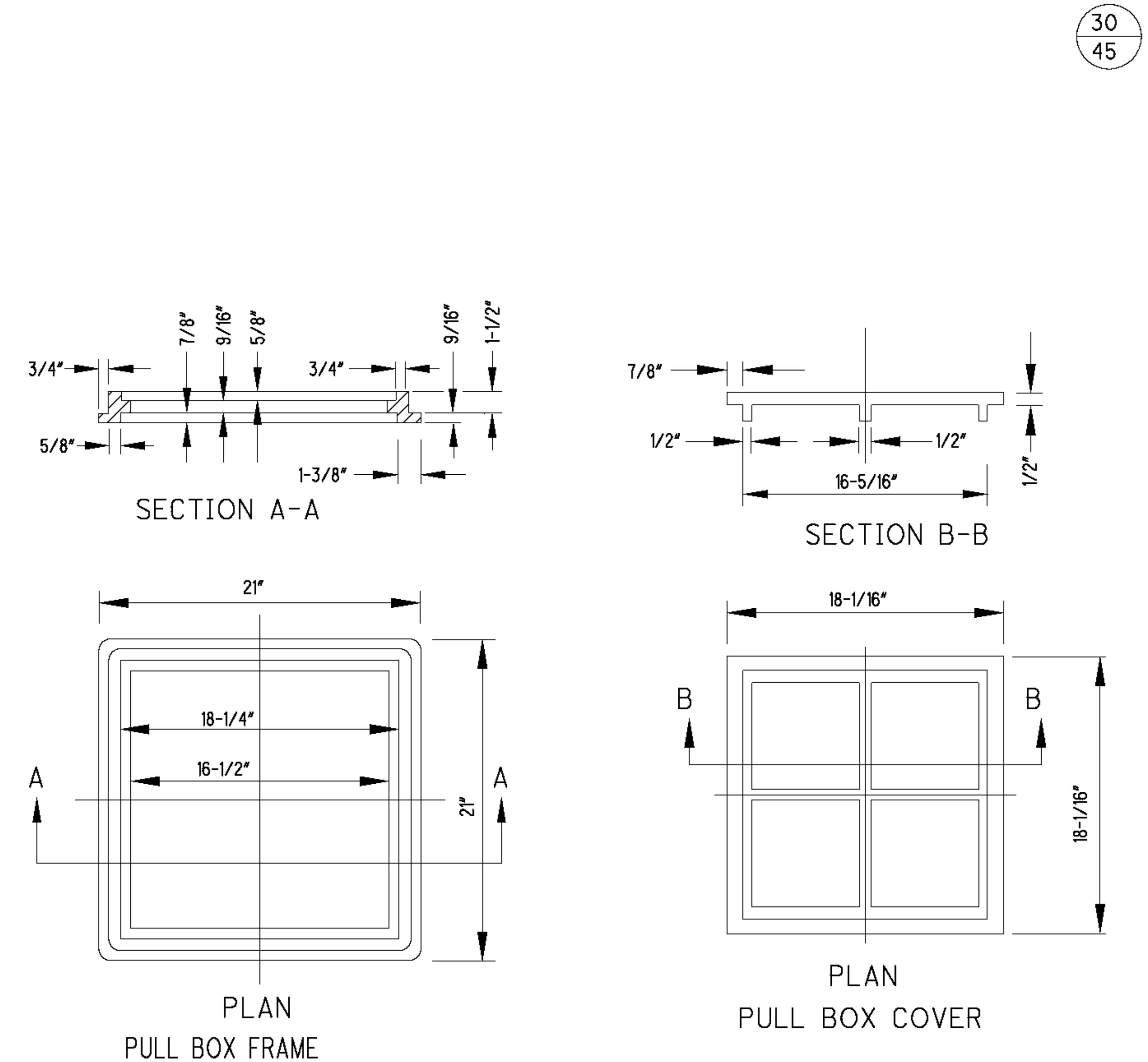
MULTIPLE CONDUITS

POLE INSTALLATION NOTES

1. WOOD POLES SHALL MEET THE CITY OF DAYTON SPECIFICATION 713.19 AND ATI'S SPECIFICATION ADOPTED MARCH 2002.
2. HOLES ARE TO BE EXCAVATED TO A DEPTH OF 6' FOR 35' LENGTH POLES, 5'-6" FOR 30' POLES AND 5' FOR 25' POLES.
3. OPENINGS IN CONCRETE SIDEWALKS SHALL BE JOINT TO JOINT AND SAWCUT.
4. RAKE OF POLES IS TO BE SPECIFIED BY THE CITY OF DAYTON.
5. BACKFILL SOIL SHALL BE PROPERLY COMPACTED WITH TAMPING TOOLS.
6. NO LOAD SHALL BE PUT ON THE POLE FOR A PERIOD OF 48 HOURS AFTER INSTALLATION.

REVISIONS

STANDARDS FOR TRAFFIC SIGNAL DETAILS OF POLE INSTALLATIONS AND CONDUIT ENCASEMENT
CITY OF DAYTON
NO SCALE 14A-17113



PULL BOX FRAME AND COVER

A. DEPTH OF PULL BOX TO BE 30" WHEN CONDUIT ENTERS UNDER PAVEMENT, 24" DEPTH OTHERWISE.
B. PULL BOXES ARE NOT TO BE USED ON TRAFFIC BEARING SURFACES.
C. PULL BOX FRAME & COVER IS TO BE MOUNTED IN CONCRETE AS PER PULL BOX DETAIL (SHEET 28).

REVISIONS

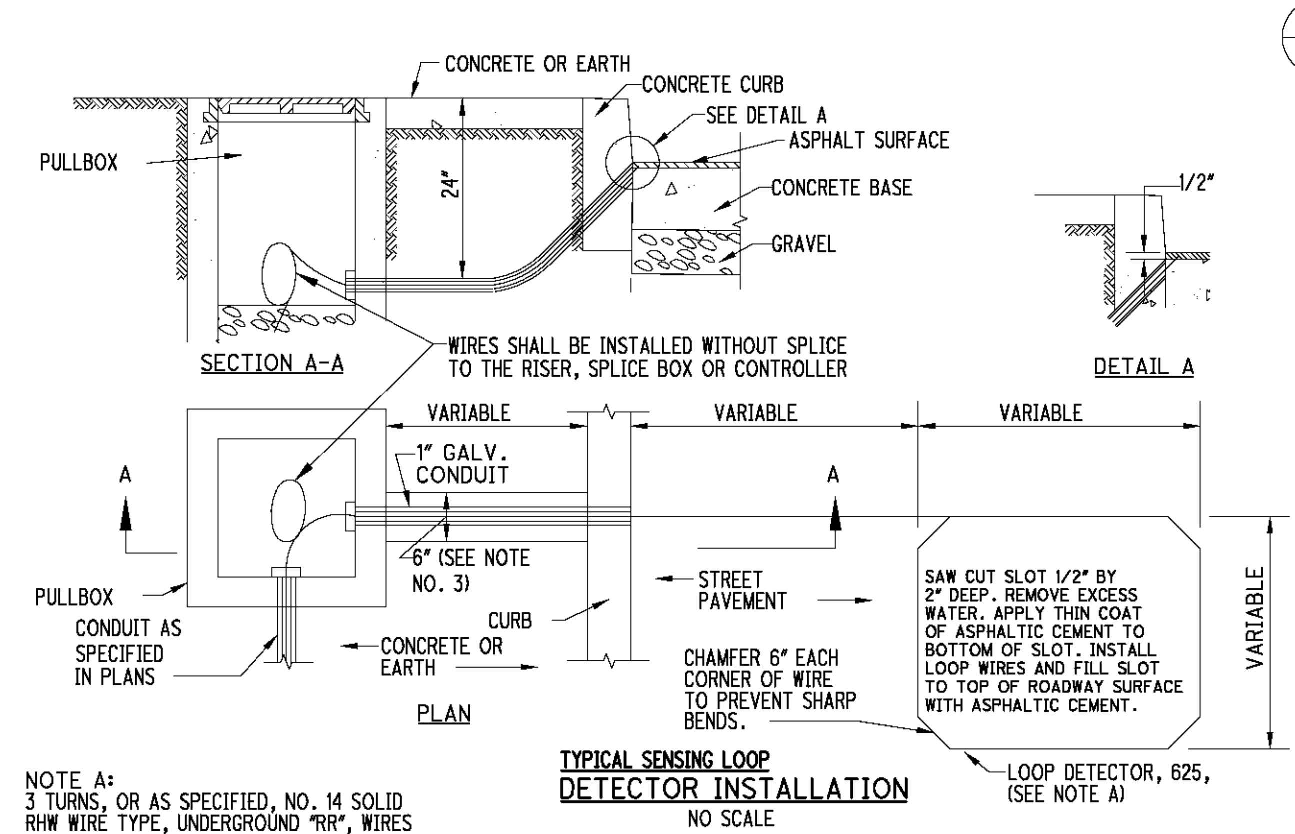
STANDARDS FOR TRAFFIC SIGNAL DETAILS OF PULL BOX FRAME AND COVER
CITY OF DAYTON
NO SCALE 14A-17113

CALCULATED SSS
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
CITY OF DAYTON TRAFFIC SIGNAL STANDARDS

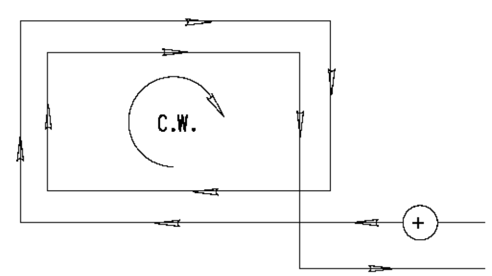
MOT-75-12.00

31/45



TYPICAL SENSING LOOP
DETECTOR INSTALLATION
NO SCALE

NOTE A:
3 TURNS, OR AS SPECIFIED, NO. 14 SOLID RHW WIRE TYPE, UNDERGROUND "RR", WIRES ARE NOT TO BE TWISTED. USE WOOD STICK TO PUSH WIRES IN SLOT, AS SHARP TOOLS MAY PUNCTURE INSULATION. NO SPLICES PERMITTED IN RHW WIRE, MINIMUM RESISTENCE BETWEEN LOOP AND GROUND SHALL NOT BE LESS THAN INFINITY AND SHALL BE TESTED IN THE PRESENCE OF A REPRESENTATIVE OF THE BUREAU OF TRAFFIC ENGINEERING.



WIRING LAYOUT AND POLARITY

LOOP CONSTRUCTION	
LOOP PERIMETER	NUMBER OF TURNS
LESS THAN 40 FT	4
40 FTTO 160 FT	3
OVER 160 FT	2

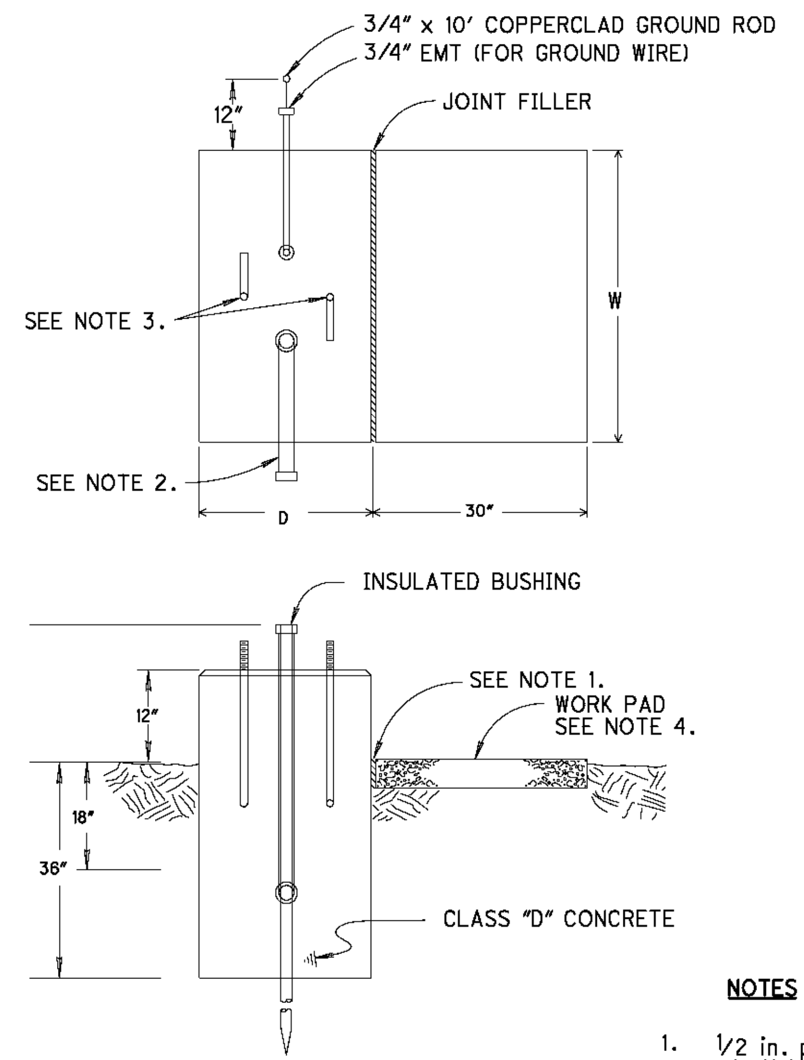
TYPICAL DETECTOR LOOP DETAILS

NOTES FOR SENSING LOOP DETECTOR INSTALLATION

1. IN THE CASE OF NEW CURB, INSTALL 1" GALVANIZED CONDUIT AND PULLBOX BEFORE THE CURB IS POURED,
2. IN THE CASE OF EXISTING CURB, DRILL A CLEARANCE HOLE FOR 1" GALVANIZED CONDUIT, OR REMOVE A MINIMUM OF 5' SECTION OF CURB (JOINT TO JOINT), CENTERED ON 1" CONDIUT, OR AS DIRECTED BY THE ENGINEER. REPLACE CURB IF SECTION IS REMOVED.
3. IN THE CASE OF EXISTING CONCRETE WALK, REMOVE JOINT TO JOINT CONCRETE SECTION CENTERED ON 1" GALVANIZED CONDUIT. SAW CUT IS TO BE MADE 1" DEEP ON EITHER SIDE OF SECTION.
4. FOR LOOP DIMENSIONS, SEE EACH INDIVIDUAL INTERSECTION PLACEMENT PLAN.
5. NEW LOOP CONDUIT SHALL BE 1" GALVANIZED OR AS SPECIFIED IN THE PLAN.
6. LOOP WIRE SHALL BE TWISTED 5 TIMES PER FOOT IN CONDUITS.

REVISIONS	STANDARDS FOR TRAFFIC SIGNAL DETECTOR INSTALLATION DETAILS, CONDUIT, AND CONDUIT RISER
	CITY OF DAYTON NO SCALE 14A-17113

32/45



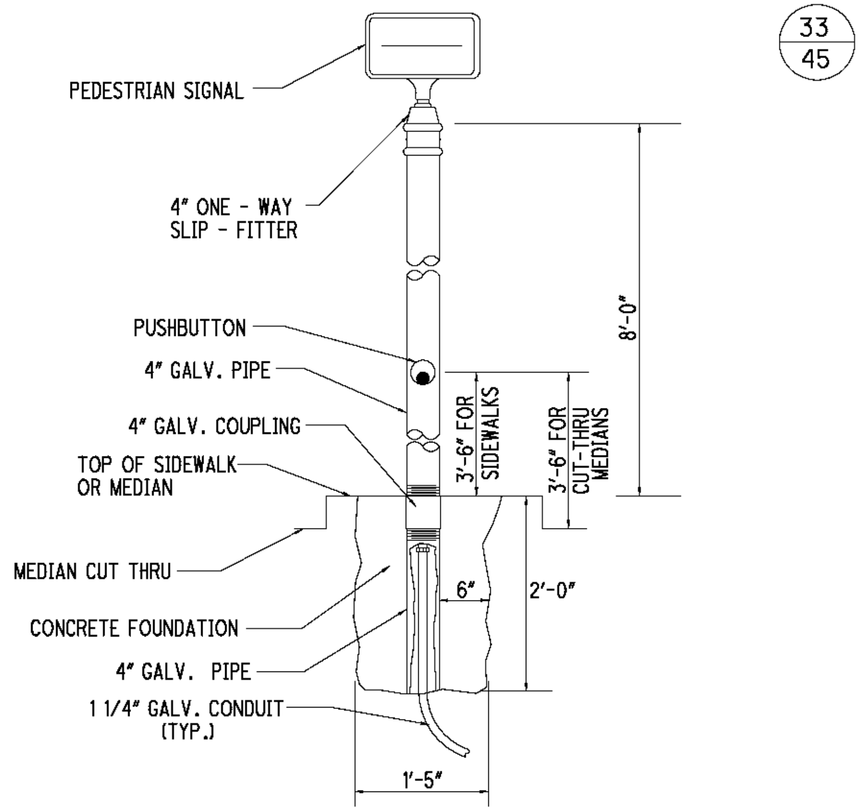
TYPE	W	D	FOUNDATION CONCRETE	WORK PAD
1	40"	24"	0.99 C.Y.	8.4 S.F.
2	50"	36"	1.85 C.Y.	10.4 S.F.

GROUND MOUNTED NEMA
CABINET FOUNDATION

NOTES

1. 1/2 in. preformed joint filler as per 705.03 shall be used between foundations and adjacent paved areas.
2. The size, number and orientation of conduit ells shall be as shown in the plan, except that an 3/4 in. EMT shall be installed in each foundation.
3. The size, number and location of anchor bolts shall be in accordance with the manufacturer's recommendations.
4. A 4 in. thick work pad shall be provided unless in an otherwise paved area. When required, this item shall be paid for under Item 633 Controller Work Pad. In level areas the top of the pad shall be 1 in. above the ground line. In steeply sloped areas the pad's location shall be adjusted to provide access and drainage.
5. Ground mounted controller cabinets shall be sealed to the foundation with a flexible weatherproof clear, silicon caulking compound.

REVISIONS	STANDARDS FOR TRAFFIC SIGNAL CONTROLLER CABINET BASE DETAILS
	CITY OF DAYTON, OHIO NO SCALE 14A-17113



PEDESTRIAN SIGNAL PEDESTAL ASSEMBLY

NO SCALE

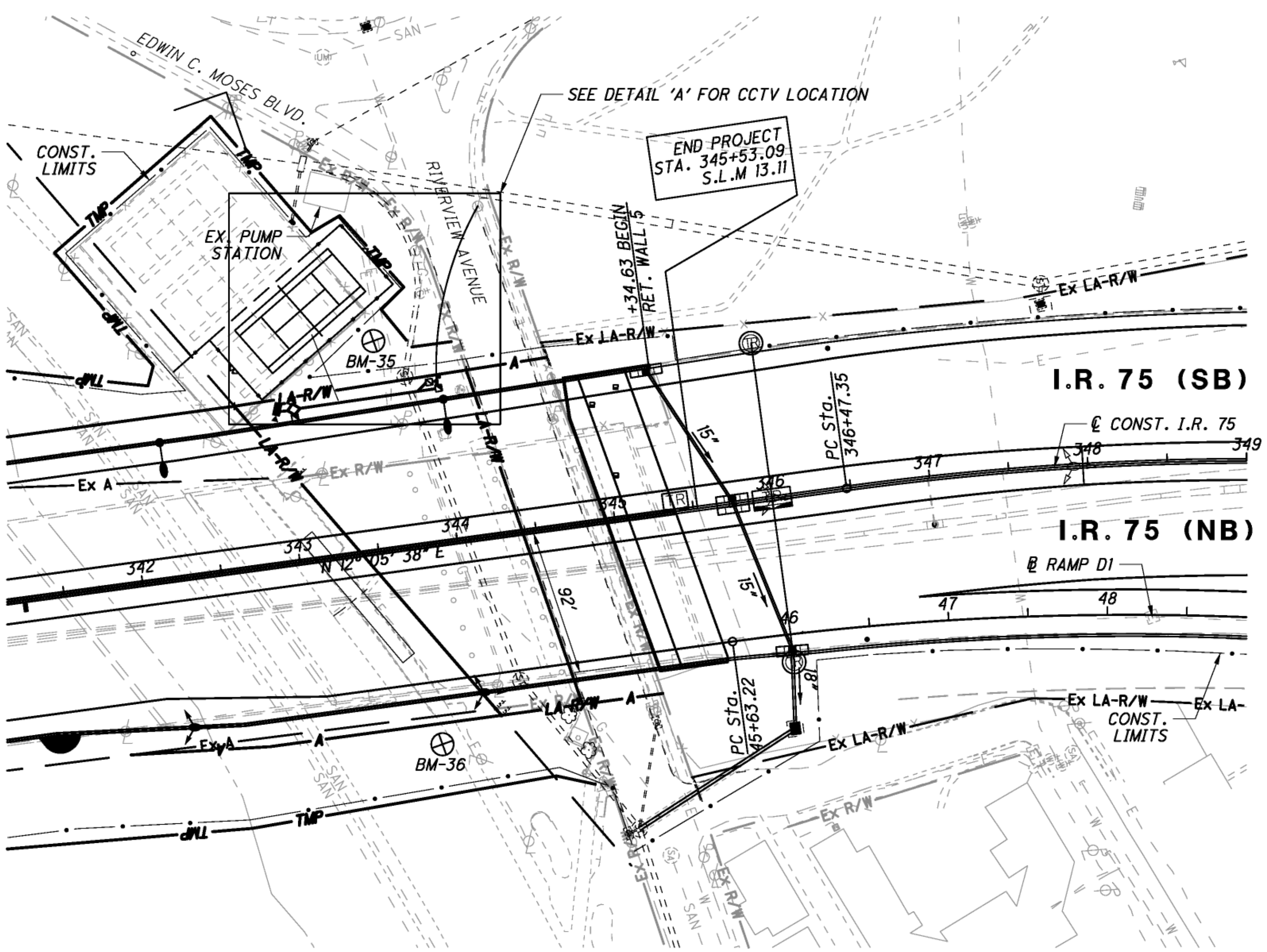
REVISIONS	STANDARDS FOR TRAFFIC SIGNAL PEDESTRIAN SIGNAL PEDESTAL
	CITY OF DAYTON, OHIO
	NO SCALE 14A-17113

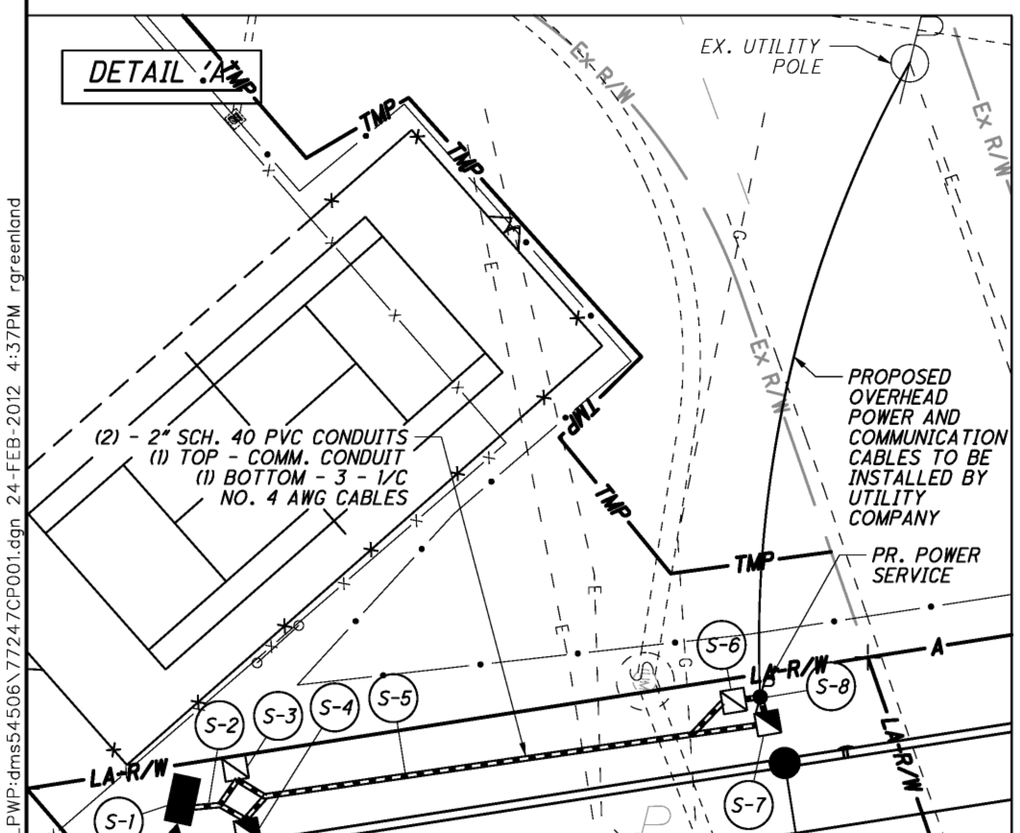
CALCULATED RJB
CHECKED HJF

TRAFFIC SIGNAL PLAN DETAILS
CITY OF DAYTON TRAFFIC SIGNAL STANDARDS

MOT-75-12.00

723
1565





TRAFFIC SURVEILLANCE QUANTITIES

REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	625 PULL BOX, 725.08, 18"	625 PULL BOX, 725.08, 32", TRAFFIC	625 MEDIAN JUNCTION BOX, AS PER PLAN	625 CONDUIT, 2", 725.04	625 CONDUIT, 4", 725.04, JACKED & DRILLED	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 POWER SERVICE	625 TRENCH, 48" DEEP	632 CCTV POLE, 70 FT, CONCRETE, W/ LOWERING DEVICE	632 CCTV POLE CAMERA ASSEMBLY
					EACH	EACH	EACH	FT	FT	FT	EACH	FT	EACH	EACH
S-1	I-75	342+98		LT									1	1
S-2	I-75	342+98	343+09	LT				12		36		17		
	I-75	342+98	343+09	LT				12						
S-3	I-75	342+98		LT	1					15				
S-4	I-75	342+98		LT		1								
S-5	I-75	343+09	343+96	LT				88		264		102		
		343+09	344+01	LT				92						
S-6	I-75	343+96		LT	1					15				
S-7	I-75	344+01		LT		1								
S-8	I-75	344+00		LT							1			
S-9	I-75	300+00		LT		1								
S-10	I-75	300+00	300+00	LT					92					
S-11	I-75	300+00		℄			1							
S-12	I-75	300+00	300+00	RT					92					
S-13	I-75	300+00		RT		1								
S-14	I-75	315+00		LT		1								
S-15	I-75	315+00	315+00	LT					70					
S-16	I-75	315+00		℄			1							
S-17	I-75	315+00	315+00	RT					68					
S-18	I-75	315+00		RT		1								
S-19	I-75	329+00		℄			1							
S-20	I-75	346+00		LT		1								
S-21	I-75	346+00	346+00	LT					98					
S-22	I-75	346+00		℄			1							
S-23	I-75	346+00	346+00	RT					104					
S-24	I-75	346+00		RT		1								
S-25	I-75	301+22		LT			2							
S-26	I-75	310+70		LT			2							
S-27	I-75	312+29		LT			1							
S-28	I-75	312+29		RT			1							
S-29	I-75	313+72		LT			1							
S-30	I-75	313+72		RT			1							
S-31	I-75	321+94.65		LT			1							
S-32	I-75	321+95.74		RT			1							
S-33	I-75	325+30.26		LT			1							
S-34	I-75	325+31.35		RT			1							
S-35	I-75	330+26		LT			2							
S-36	I-75	345+39.29		LT			2							
TOTALS CARRIED TO GENERAL SUMMARY					2	8	20	204	524	330	1	119	1	1

NOTES:
1. FOR CCTV CAMERA AND CAMERA POLE DETAILS SEE SHEETS 726-727
2. FOR THE LOCATION OF ITEMS S-9 THROUGH S-36 SEE SHEET 725

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED MAS
CHECKED KF

ITS CCTV PLAN I.R. 75
STA. 341+50 TO STA. 349+00

MOT-75-12.00

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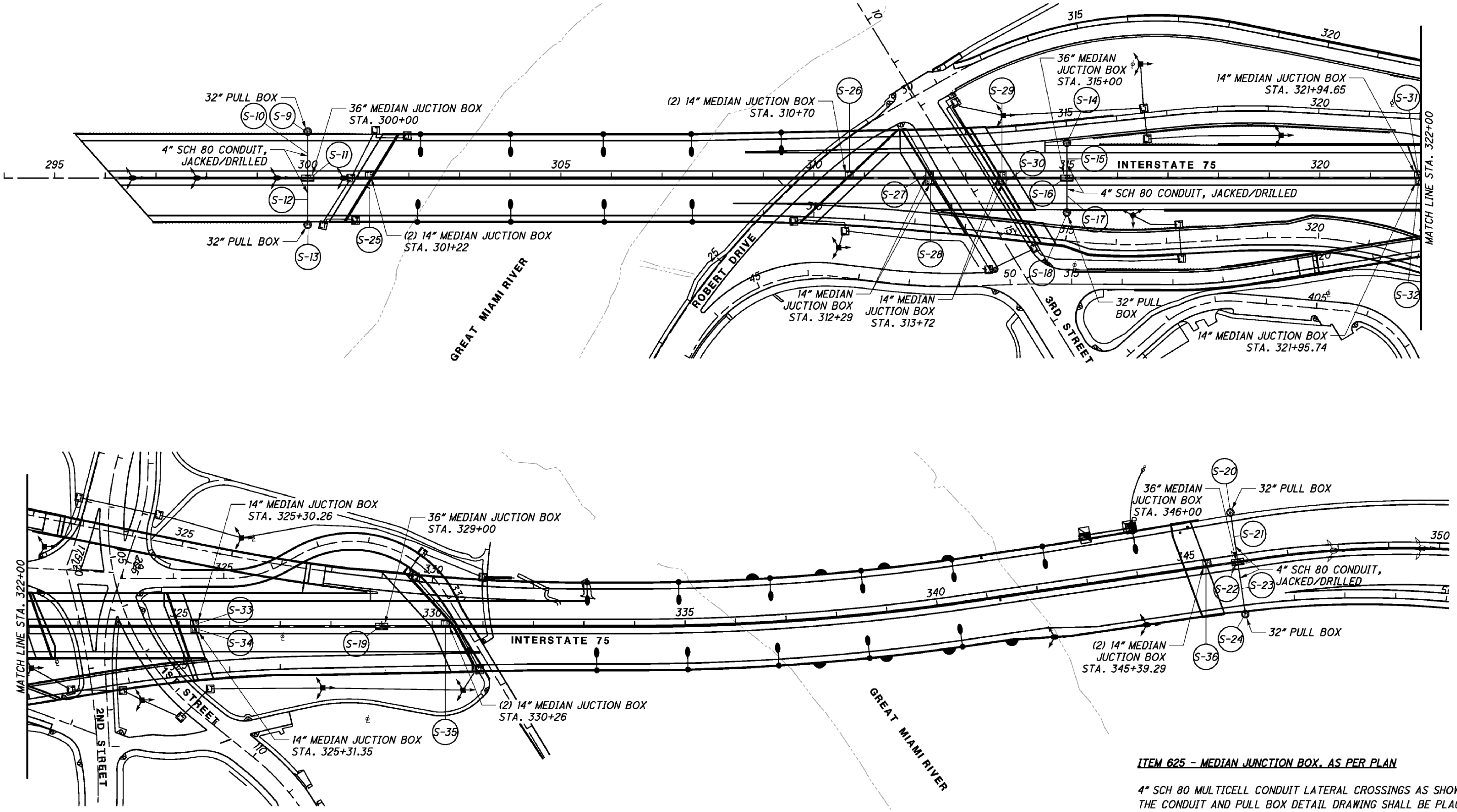

NOTES:

1. FOR MEDIAN BARRIER JUNCTION BOX DETAILS SEE SHEET 728
2. FOR SUBSUMMARY SEE SHEET 724

ITEM 625 - MEDIAN JUNCTION BOX, AS PER PLAN

4" SCH 80 MULTICELL CONDUIT LATERAL CROSSINGS AS SHOWN IN THE CONDUIT AND PULL BOX DETAIL DRAWING SHALL BE PLACED APPROXIMATELYEVERY 1500 FT AND SHALL CONNECT TO A 36" PULL BOX ON THE SHOULDERS. THE CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING THE PULL BOX AS SHOWN IN THE 36" MEDIAN BARRIER PULL BOX DETAIL OR BY INSTALLING A PRE CONSTRUCTED BOX THAT MEETS THE FOLLOWING SPECIFICATIONS:

1. TYPE: POLYMER CONCRETE STACKABLE BOX (17" H X 30" W)
2. MINIMUM WALL THICKNESS: 3/4"
3. MINMUM LID THICKNESS: 2"
4. ANSI TIER 22 RATING WITH A MINIMUM DESIGN LOAD OF 22,000 POUNDS
5. LID SHALL BE MARKED "TRAFFIC"
6. THE MEDIAN BARRIER WALL JUNCTION BOX SHALL BE SECURED IN THE MEDIAN BARRIER WALL USING DOWELS. (NON-SHRINK GROUT MAY BE USED WHEN NECESSARY)

ITS INTERCONNECT LAYOUT

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED MJG
CHECKED MAS

MOT-75-12.00

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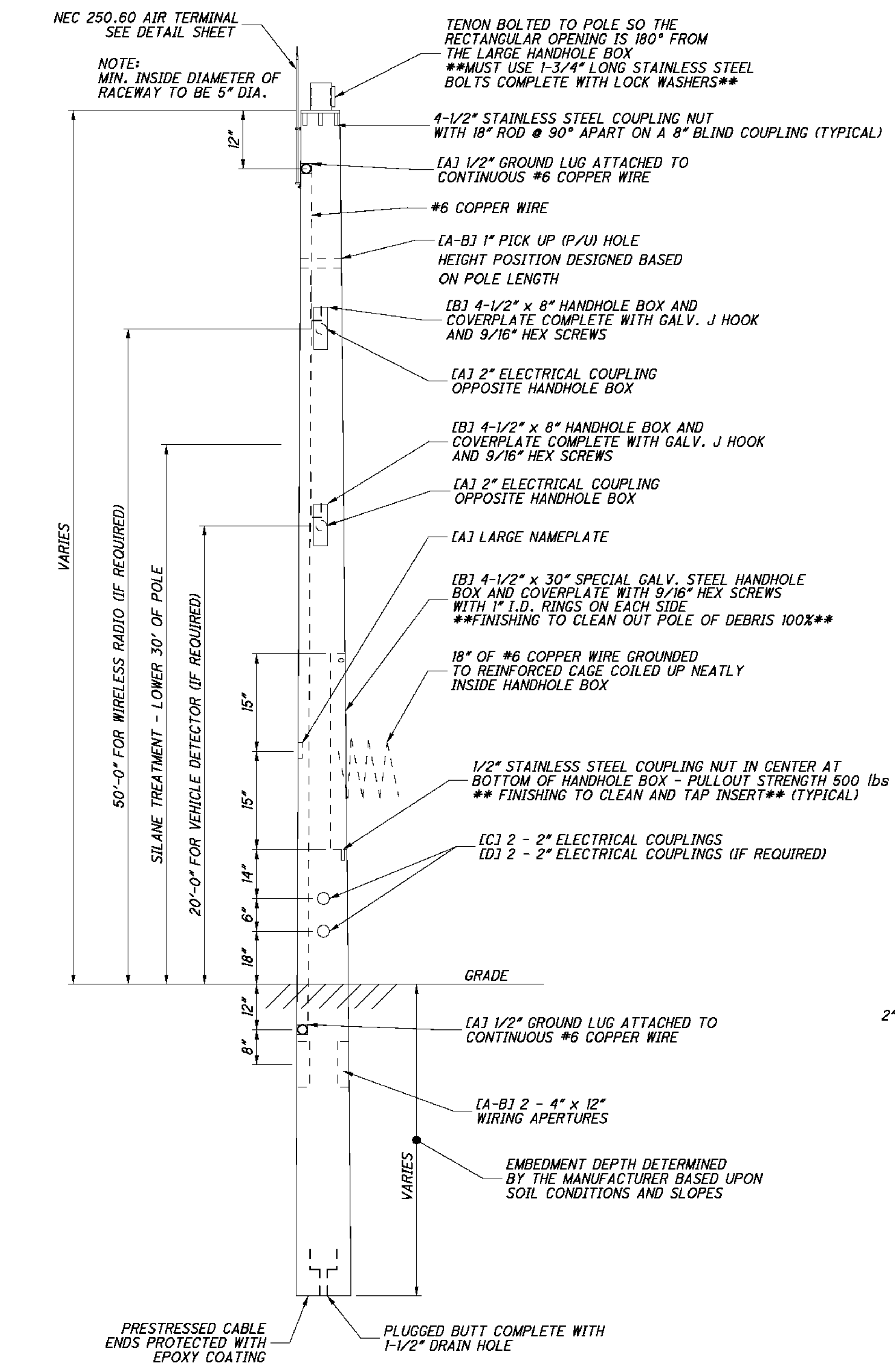

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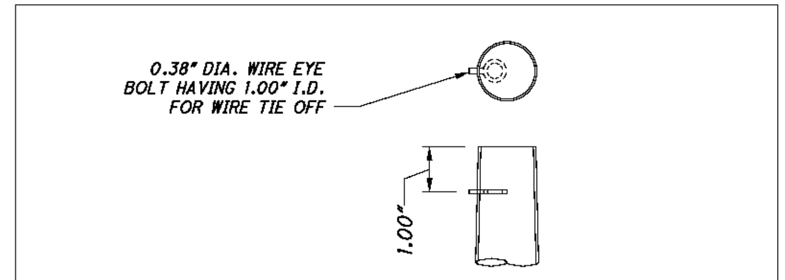
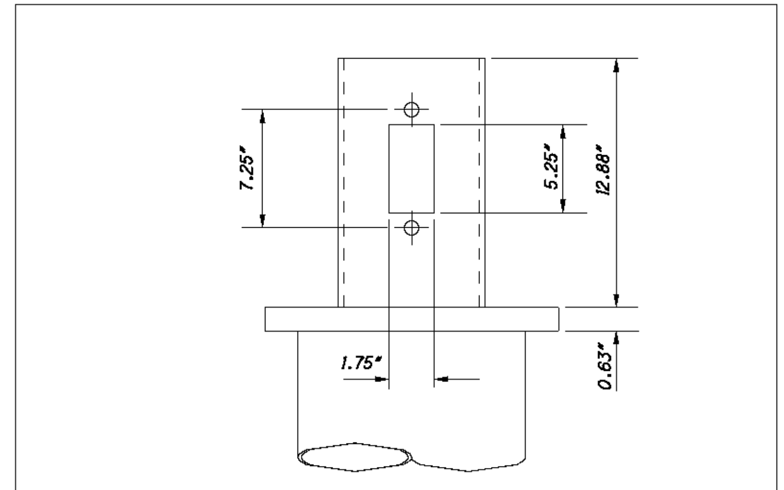


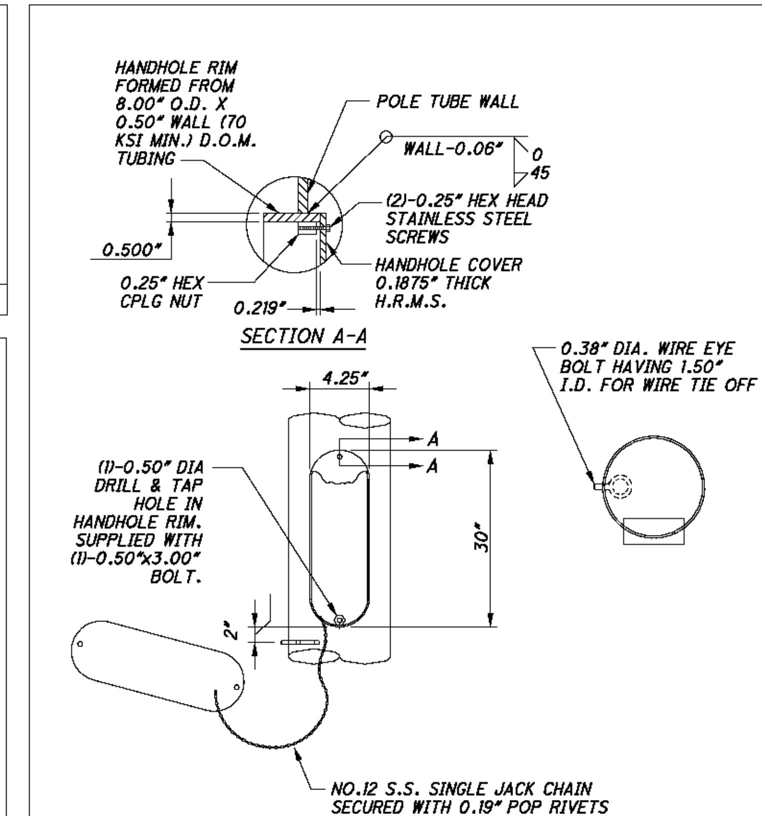
DETAIL 1 — TENON TOP



SEE POLE SCHEDULE & ORIENTATION VIEW
FOR QTY. REQ'D AND PROPER ORIENTATIONS

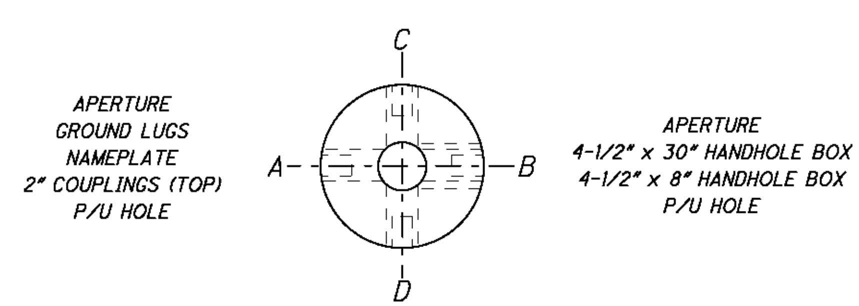
TENON TIP SHALL BE SIZED
TO HOUSE CAMERA SELECTED

DETAIL 2 — POLE TENON



4-1/2" x 8" HANDHOLES SHALL HAVE SAME REQUIREMENTS
WITH DIMENSIONS ADJUSTED ACCORDINGLY (IF REQUIRED)

DETAIL 3 — 4-1/2" x 30" HANDHOLE



ORIENTATION

NOTES:

1. ITS CABINET SHALL BE ORIENTED ON SIDE [C] OF POLE, ABOVE 2" COUPLINGS.
2. COMM CABINET SHALL BE ORIENTED ON SIDE [D] OF POLE, ABOVE 2" COUPLINGS (IF REQUIRED).
3. LOWERING DEVICE WITH CAMERA ARM SHALL BE ORIENTED ON SIDE [A] OF POLE OR OFFSET ANGLE ALLOWABLE UP TO 45 DEGREES TOWARD SIDE [C] OR [D], TO AVOID LOWERING CAMERA INTO THE POLE-MOUNTED CABINETS, APPROVED BY ENGINEER.
4. MAXIMUM HORIZONTAL DEFLECTION IS 1 (ONE) INCH FOR A SUSTAINED 30 MPH WIND VELICITY WITH NO GUST.
5. LOADING AND ALLOWING STRESS CRITERIA: 1994 AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS."

CALCULATED MJG
CHECKED MAS

CONCRETE CCTV CAMERA POLE TYPICAL

MOT-75-12.00

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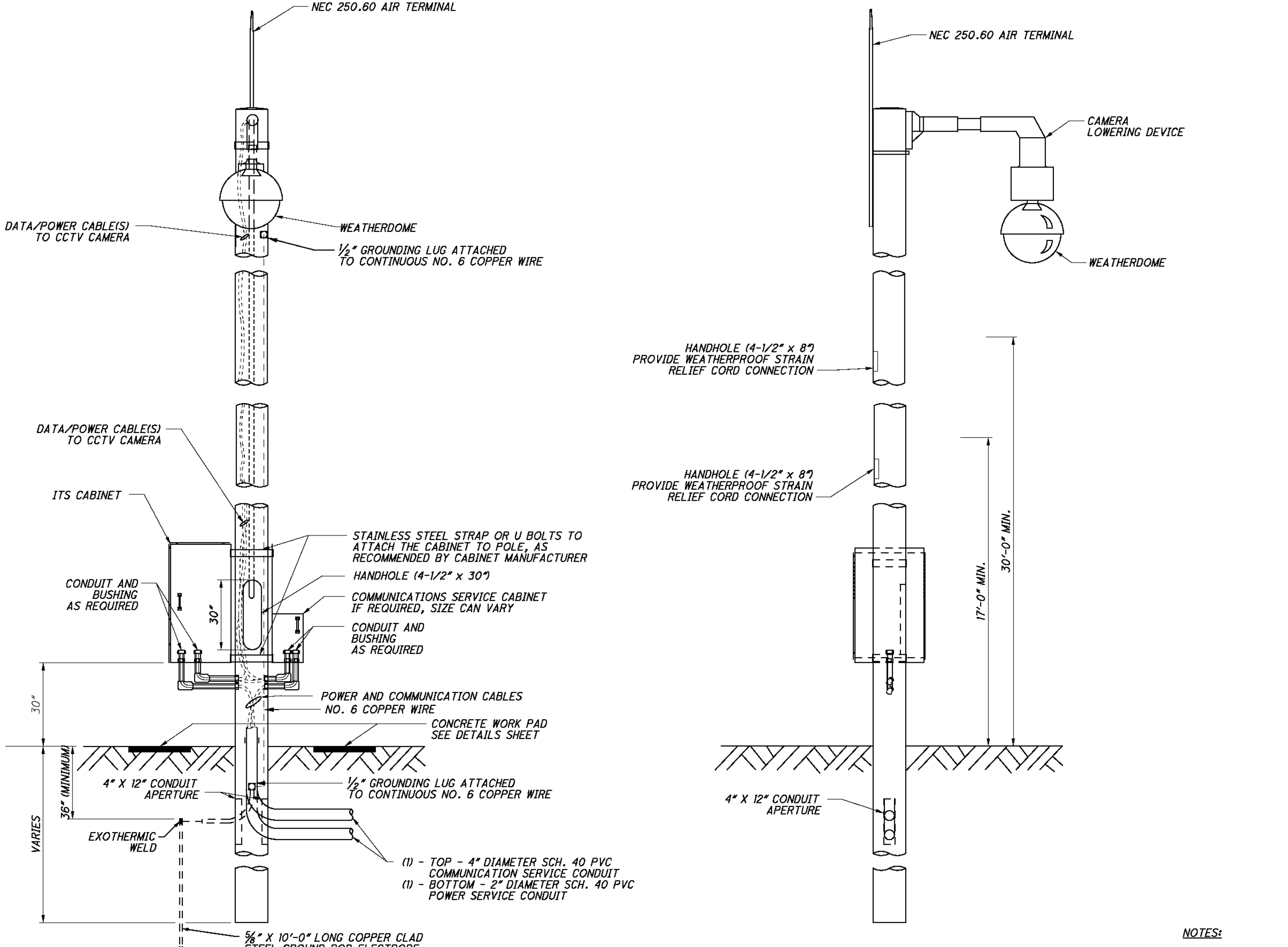


CCTV CAMERA ASSEMBLY (TYPICAL)
NOT TO SCALE

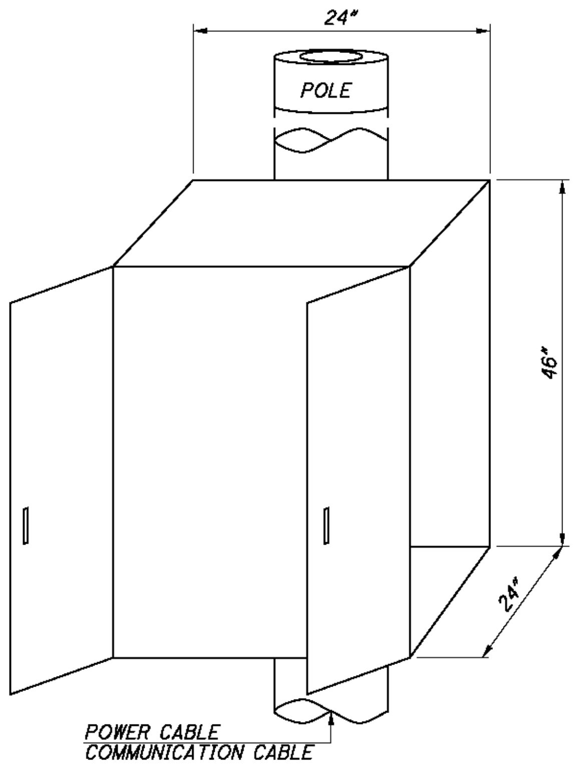
NOTES:

1. SUPPORT HOOKS SHOULD BE APPROPRIATELY SIZED FOR THE NUMBER AND SIZE OF CONDUCTORS TO BE SUPPORTED. SUPPORT ELECTRICAL AND COMMUNICATION CABLES WITH SEPARATE HOOKS.
2. RUN ALL WIRING INSIDE THE POLE AND PROVIDE STRAIN RELIEF AND SUPPORT FOR ALL CONTROL CABLES.

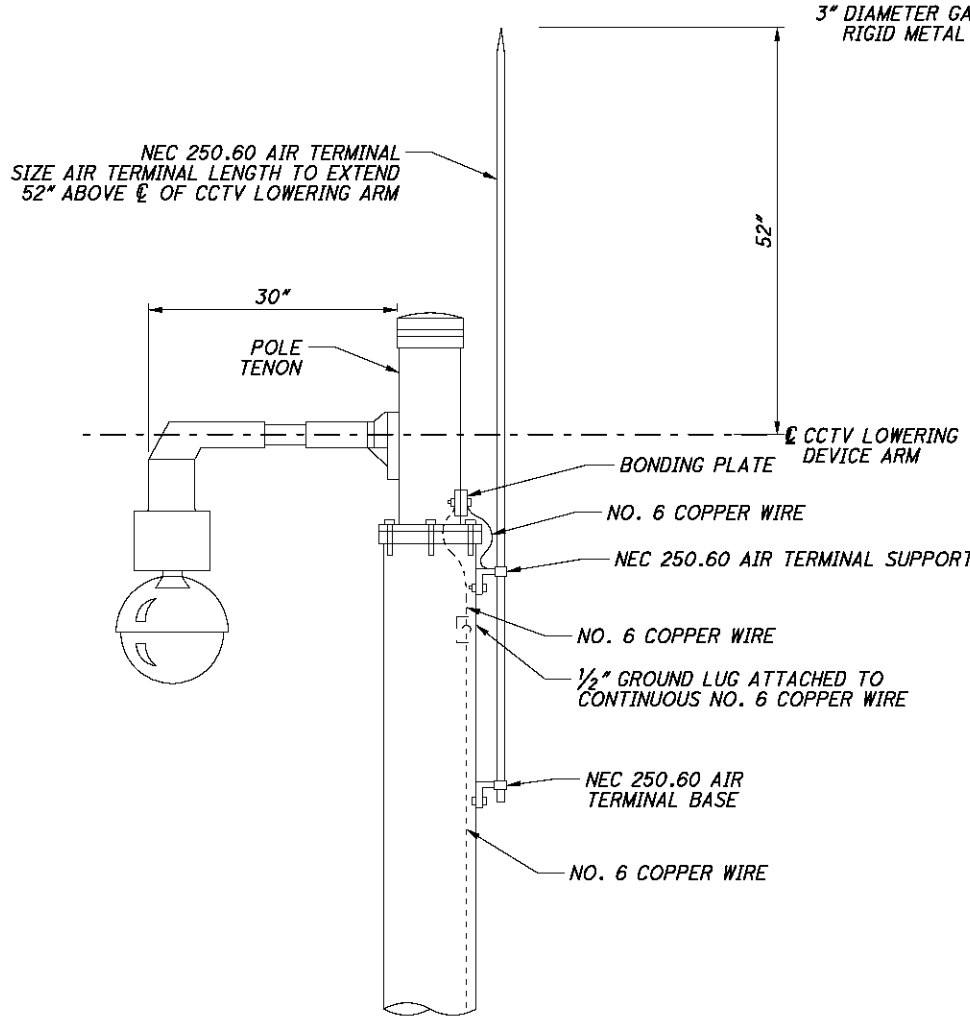
CALCULATED MJG
CHECKED MAS

CCTV ASSEMBLY DETAILS

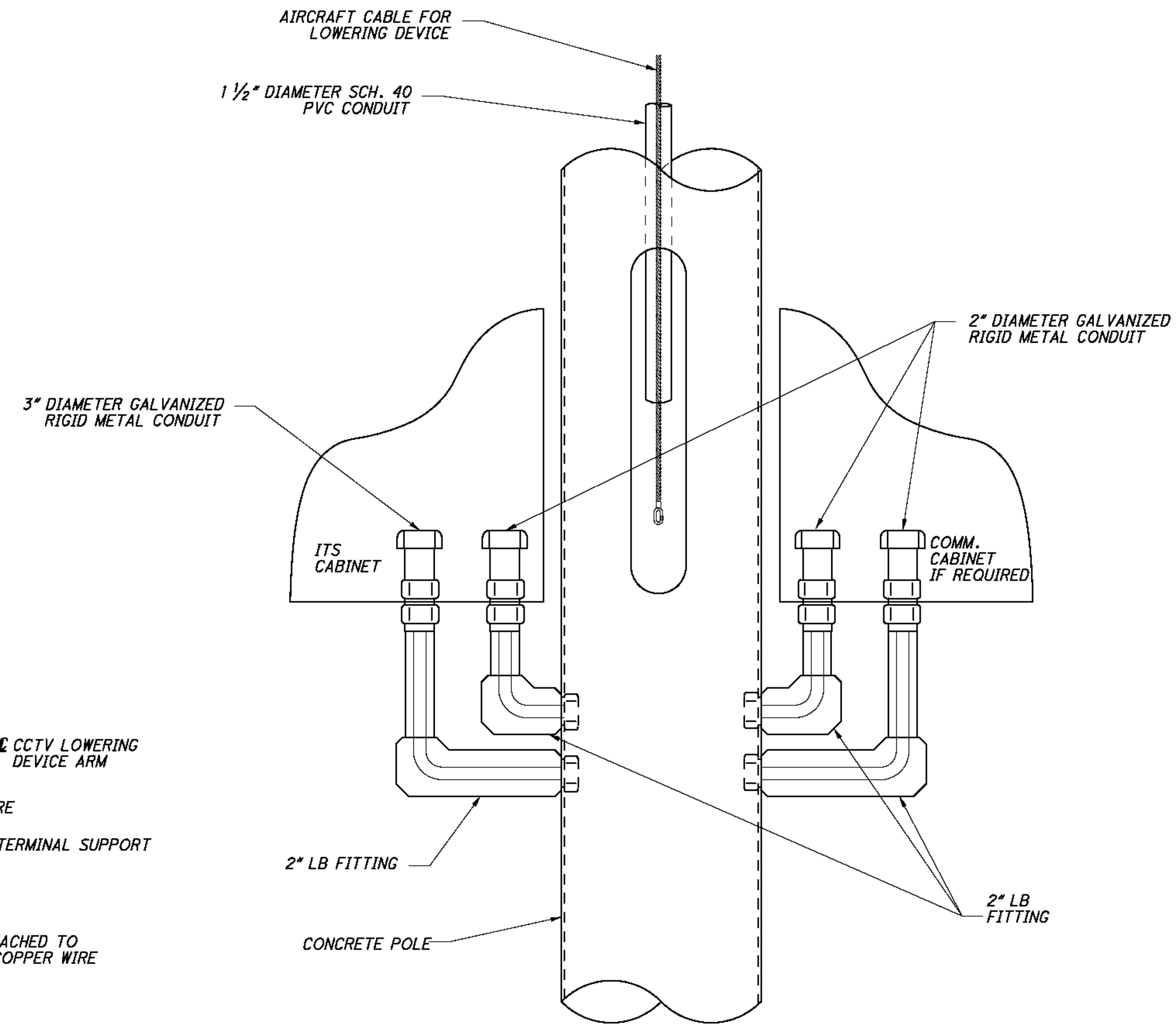
MOT-75-12.00



DETAIL 'A'
ITS CABINET
NOT TO SCALE



DETAIL 'B'
AIR TERMINAL
NOT TO SCALE



DETAIL 'C'
CONDUITS
NOT TO SCALE

CALCULATED MJG
CHECKED MAS

CCTV ASSEMBLY DETAILS

MOT-75-12.00

727A
1565

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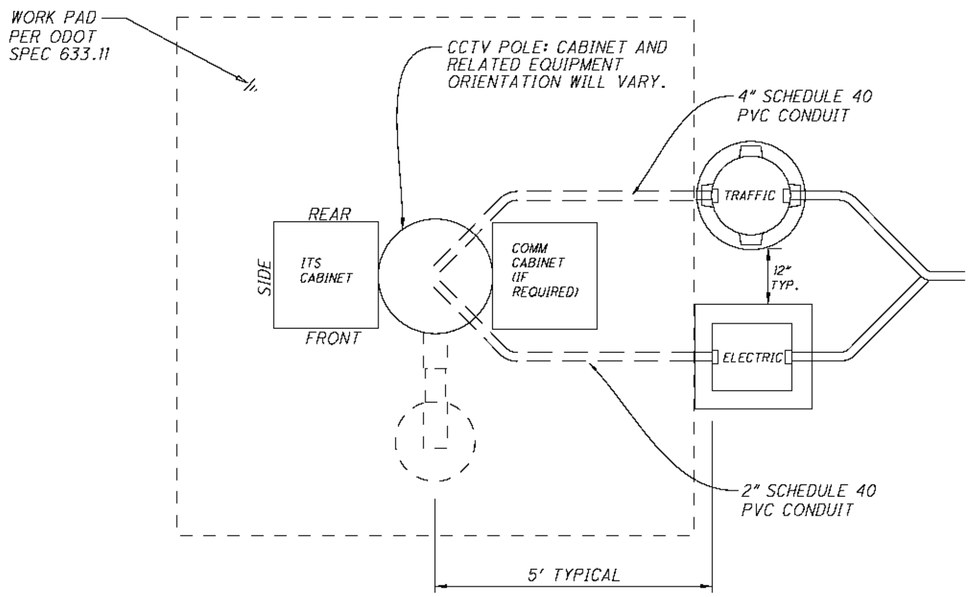
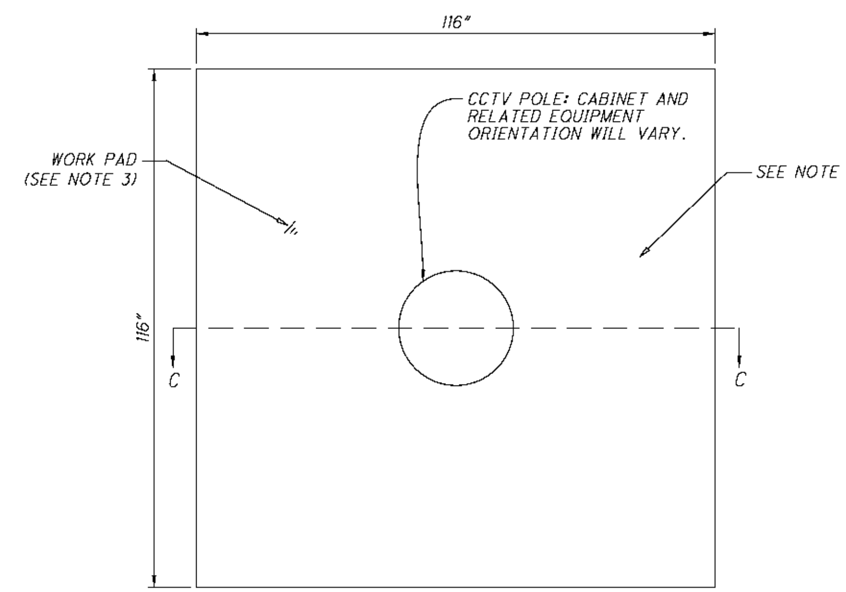
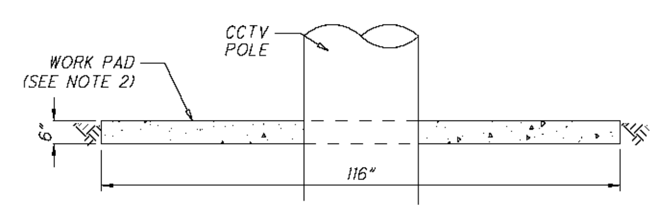


TYPICAL CCTV CAMERA POLE LOCATION
PULL BOX LAYOUT
PLAN VIEW
NOT TO SCALE



DETAIL
DEVICE WORK PAD
(116"x116"x6")
PLAN VIEW
(CCTV DEVICE TYP.)



CROSS-SECTION C-C
DEVICE WORK PAD
(116"x116"x6")
ELEVATION VIEW

NOTES:

1. ½" PREFORMED JOINT FILLER AS PER 705.03 SHALL BE USED BETWEEN CONCRETE POLE AND ADJACENT PAVED AREAS.

2. A MINIMUM OF ONE DEVICE WORK PAD SHALL BE LOCATED AT GROUND LEVEL BELOW EACH POLE MOUNTED CABINET UNLESS LOCATED IN AN OTHERWISE PAVED AREA OR AS INDICATED ON THE SITE PLAN. IN SOME LOCATIONS IT MAY NOT BE POSSIBLE FOR THE CONTRACTOR TO PLACE THE FULL SIZE WORK PAD(S) AS DETAILED ON THIS SHEET. AT THESE LOCATIONS THE CONTRACTOR SHALL NOTIFY THE DISTRICT CONSTRUCTION ENGINEER AND THE SIZE OF THE WORK PAD(S) SHALL BE DETERMINED BASED ON FIELD CONDITIONS WITH THE APPROVAL OF THE DISTRICT CONSTRUCTION ENGINEER. DEVICE WORK PADS SHALL BE PAID FOR AS INCIDENTAL TO THE DEVICE PAY ITEM.

3. A 6" THICK WORK PAD WITH DIMENSIONS SHOWN ON DETAILS SHALL BE PROVIDED UNLESS IN AN OTHERWISE PAVED AREA. IN LEVEL AREAS, THE TOP OF THE PAD SHALL BE 1" ABOVE THE GROUND LINE. IN STEEPLY SLOPED AREAS, THE PAD'S DESIGN SHALL BE ADJUSTED TO PROVIDE ACCESS, DRAINAGE, AND SAFETY. SEE SHEET 10 FOR SLOPED AREA DEVICE WORK PAD DESIGN DETAILS.

CALCULATED MJG
CHECKED MAS

PULL BOX AND CONDUIT DETAILS (CCTV TYPICAL)

MOT-75-12.00

727B
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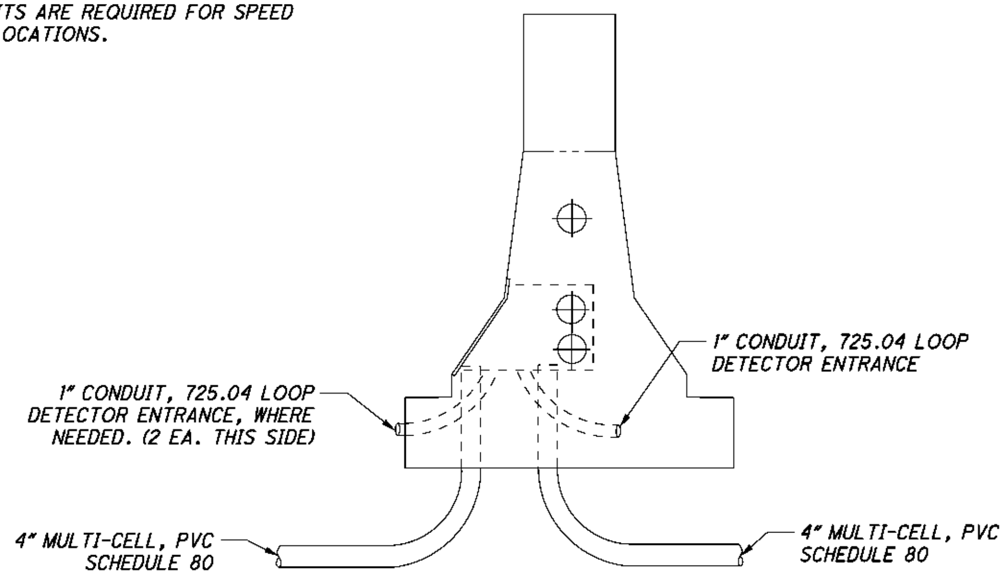
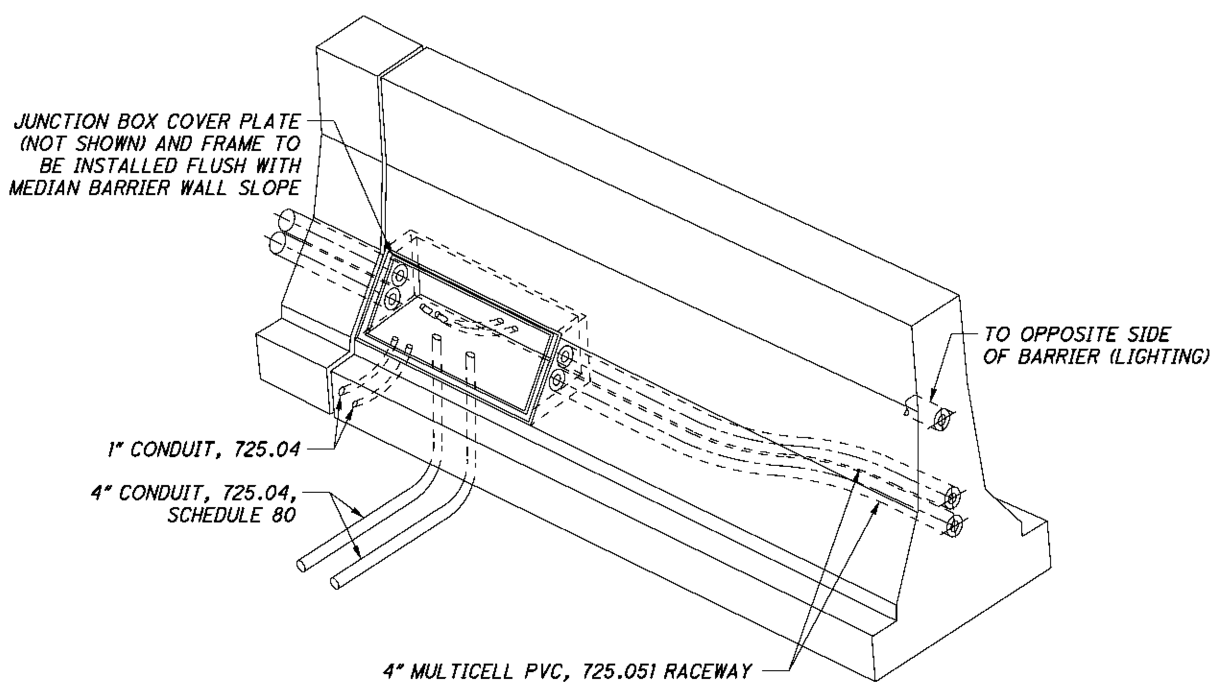
NOTE:
FOR EACH SIDE, ONE (1) 1" CONDUIT FOR EACH SENSOR AT DETECTOR STATION LOCATIONS. TWO (2) 1" CONDUITS ARE REQUIRED FOR SPEED TRAP LOCATIONS.

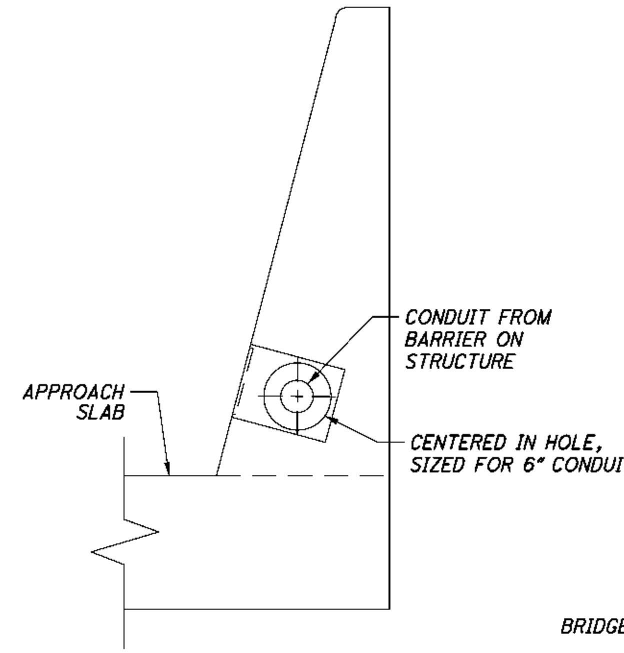




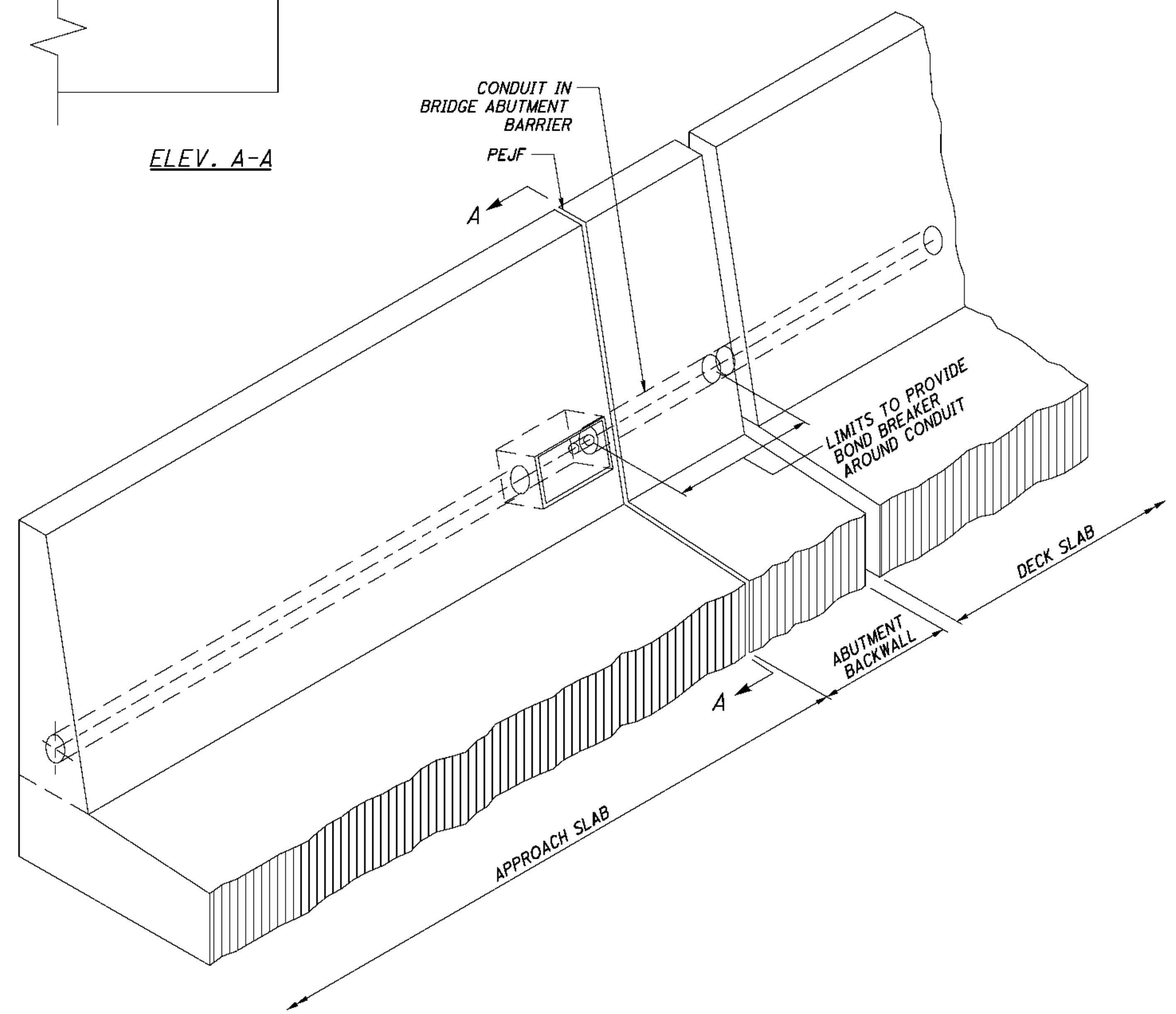
NOTE:
REFINISHING AROUND BOX IS INCIDENTAL TO THE COST OF INSTALLATION.

36" MEDIAN BARRIER WALL JUNCTION BOX AND LATERAL CONDUIT DETAILS

NOTES:
1. FOR ADDITIONAL INFORMATION SEE ODOT STANDARD DRAWING HL-30.33
2. FOR BRIDGE LOCATIONS MOT-75-1227 L/R AND MOT-75-1282 L/R, A SECOND JUNCTION BOX IS REQUIRED



ELEV. A-A



14" MEDIAN BARRIER WALL JUNCTION BOX AND STRUCTURE CONDUIT DETAILS

CALCULATED MJG
CHECKED MAS

TRAFFIC SURVEILLANCE DETAILS

MOT-75-12.00

CONDUIT EXPANSION AND DEFLECTION

EXPANSION FITTINGS SHALL BE OZ TYPE AX, CROUSE HINDS TYPE XJG, APPLETON TYPE AX, OR EQUAL APPROVED BY THE ENGINEER. EACH EXPANSION FITTING SHALL PROVIDE EITHER 4 OR 8 INCHES (100 OR 200 MILLIMETERS) TOTAL MOVEMENT AS SPECIFIED BY THE PLAN DETAILS AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS. DEFLECTION COUPLINGS SHALL BE OZ TYPE DX, CROUSE HINDS TYPE XD, APPLETON TYPE DF, OR EQUAL APPROVED BY THE ENGINEER. EACH DEFLECTION COUPLING SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

LAMPS

HIGH PRESSURE SODIUM LAMPS SHALL BE GENERAL ELECTRIC LUCALOX, OSRAM SYLVANIA LUMALUX, PHILIPS CERAMALUX, OR EQUAL APPROVED BY THE ENGINEER. METAL HALIDE LAMPS SHALL BE OSRAM SYLVANIA METALARC, GENERAL ELECTRIC, PHILIPS OR EQUAL APPROVED BY THE ENGINEER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH CMS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

ITEM 625 - LUMINAIRE, BY TYPE

LUMINAIRES- CONVENTIONAL

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS WITH AN IES II-M-SC DISTRIBUTION AND 250 WATT HIGH PRESSURE SODIUM LAMPS SHALL BE AMERICAN ELECTRIC "SERIES 125" WITH PHOTOMETRIC DISTRIBUTION AE38491, COOPER "OVD" WITH PHOTOMETRIC DISTRIBUTION OVD2S2F, GENERAL ELECTRIC "M-400" WITH PHOTOMETRIC DISTRIBUTION 1014, OR EQUAL AS APPROVED BY THE ENGINEER.

LUMINAIRES - LOW MAST

LUMINAIRES FOR LOW-MAST LIGHTING UNITS WITH SYMMETRIC DISTRIBUTION SHALL BE 400W HIGH PRESSURE SODIUM AND SHALL BE HOLOPHANE "HMST" WITH PHOTOMETRIC DISTRIBUTION 36383, GENERAL ELECTRIC "HM" WITH PHOTOMETRIC DISTRIBUTION 6312, OR COOPER "HMX" WITH PHOTOMETRIC DISTRIBUTION HMX4SDW, OR EQUAL AS APPROVED BY THE ENGINEER. IN ADDITION, OTHER LUMINAIRES WILL BE CONSIDERED IF THE DESIGNED INTENSITY AND UNIFORMITY ARE PROVIDED USING THE DESIGNED POLE LOCATIONS AND THE DESIGNED NUMBER AND TYPE OF FIXTURES PER POLE.

LUMINAIRES - HIGH MAST

LUMINAIRES FOR HIGH MAST LIGHTING UNITS SHALL BE 400W HIGH PRESSURE SODIUM. LUMINAIRES WITH SYMMETRIC DISTRIBUTION SHALL BE HOLOPHANE "HMST" WITH PHOTOMETRIC DISTRIBUTION 36383, GENERAL ELECTRIC "HM" WITH PHOTOMETRIC DISTRIBUTION 6312, OR COOPER "HMX" WITH PHOTOMETRIC DISTRIBUTION HMX4SDW, OR EQUAL AS APPROVED BY THE ENGINEER. IN ADDITION, OTHER LUMINAIRES WILL BE CONSIDERED IF THE DESIGNED INTENSITY AND UNIFORMITY ARE PROVIDED USING THE DESIGNED POLE LOCATIONS AND THE DESIGNED NUMBER AND TYPE OF FIXTURES PER POLE.

LUMINAIRES - UNDERPASS

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR UNDERPASS LIGHTING UNITS SHALL BE 150W METAL HALIDE AND SHALL BE AS FOLLOWS: LUMINAIRES FOR UNDERPASS LIGHTING UNITS SHALL BE COOPER STREETWORKS WALLPACK WKP WITH IES TYPE IV DISTRIBUTION, HOLOPHANE WALLPACK IV WITH PHOTOMETRIC DISTRIBUTION 55120, OR EQUAL AS APPROVED BY THE ENGINEER. LUMINAIRES SHALL HAVE A CWI OR MAG-REG BALLAST. LUMINAIRES FOR UNDERPASS LIGHTING UNIT WHICH ARE WALL MOUNTED SHALL BE FURNISHED WITH AN INTEGRAL FUSE HOLDER AND 10-AMPERE FUSES.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, LUMINAIRE, UNDERPASS, AS PER PLAN, FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

LUMINAIRES - POST TOP, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR DECORATIVE POST TOP UNITS SHALL BE AS FOLLOWS: LUMINAIRES FOR DECORATIVE POST TOP UNITS SHALL HAVE A 100W PULSE START METAL HALIDE LAMP, IES TYPE V SYMMETRIC DISTRIBUTION AND BE HOLOPHANE WASHINGTON POST LIGHT MODEL# AW10D, COOPER STREETWORKS ACORN MODEL# ANE10P, OR GENERAL ELECTRIC AMERICANA MODEL# AM8X100P.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, LUMINAIRE, POST TOP, AS PER PLAN FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

LUMINAIRE MISC: 4' DECORATIVE LED

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR DECORATIVE LED UNITS SHALL BE AS FOLLOWS: LUMINAIRE MISC: 4' DECORATIVE LED UNITS SHALL BE 4' LINEAR LED TYPE, MULTI COLOR PROGRAMMABLE LUMINAIRES. LUMINAIRES SHALL BE PHILIPS COLOR KINETICS COLORGRAZE POWERCORE, 4', 70W WITH 30x60 DEGREE BEAM ANGLE; INSIGHT LIGHTING TRE'O-TE, OR LUMENPULSE LUMENFACADE RGB OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, LUMINAIRE MISC: 4' DECORATIVE LED, AS PER PLAN FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

LUMINAIRE MISC: DECORATIVE FLOOD LED

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRE MISC: DECORATIVE FLOOD LED UNITS SHALL BE AS FOLLOWS: LUMINAIRES SHALL BE ROUND FLOOD LED, MULTI COLOR PROGRAMMABLE LUMINAIRES. LUMINAIRES SHALL BE AIMABLE AND HAVE A 6-10 DEGREE BEAM ANGLE. LUMINAIRES SHALL BE PHILIPS COLOR KINETICS COLORBURST POWERCORE, 30W WITH 8 DEGREE BEAM ANGLE; INSIGHT LIGHTING MASQUE WITH 36W LED AND NARROW WASH, OR LUMENPULSE LUMENBEAM RGB OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, LUMINAIRE MISC: DECORATIVE FLOOD LED, AS PER PLAN FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 SPECIAL - MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT,THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS CAUSED BY THE GENERAL PUBLIC. KNOCKDOWNS CAUSED BY ACTION OF THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "A" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

ITEM 625 - POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED:

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

DAYTON POWER AND LIGHT
1900 DRYDEN ROAD
DAYTON, OHIO 45439
CONTACT: MR. GREG WEATHERS
TELEPHONE NO. (937) 331-4278

THE ENGINEER SHALL ENSURE THAT EACH POWER ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A RE-ASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

THE CONTRACTOR IS RESPONSIBLE TO OBTAIN THE RESPONSIBLE UTILITY OWNER'S SPECIFICATIONS AS IT RELATES TO AN ACCEPTED POWER SERVICE. IN ADDITION TO THE ITEMS INCLUDED UNDER ITEM 625, "POWER SERVICE", THE CONTRACTOR WILL BE RESPONSIBLE TO SUPPLY AND INSTALL ALL APPURTENANCES REQUIRED BY THE POWER COMPANY, INCLUDING BUT NOT LIMITED TO A SECOND DISCONNECT SWITCH.

THE CONTRACTOR SHALL INSTALL CONCRETE EQUIPMENT MAINTAINANCE PADS IN FRONT OF CABINET DOORS FOR ELECTRICAL POWER SERVICES IN GRASS AREAS. GROUND MOUNTED SERVICES SHALL BE ORIENTED SO AS TO PROVIDE A VIEW OF THE LIGHTS IN SERVICE FROM THE POWER SERVICE LOCATION.

THE ELECTRIC COMPANY WILL SUPPLY 240/480 VOLT SINGLE PHASE 3 WIRE GROUNDED NEUTRAL OR 120/208 VOLT THREE PHASE, 4 WIRE POWER SERVICES AS INDICATED BY THE PLAN.

THE CONTRACTOR SHALL MAINTAIN ALL NEW OR MODIFIED STREET CIRCUITS, INCLUDING POWER BILLS, FOR THE ENTIRETY OF THE PROJECT, WITH THE RESPONSIBILITY TURNED OVER TO ODOT ONLY WHEN THE ENTIRE PROJECT HAS BEEN COMPLETED AND ACCEPTED IN FULL BY ODOT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH CMS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS

REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHTING, MISC.: UNDERPASS LIGHTING REMOVED

THIS ITEM OF WORK SHALL CONSIST OF REMOVING EXISTING UNDERPASS LIGHTING AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO, LUMINAIRES, CONDUIT, WIRES, CABLE, RISER, AND DISCONNECT SWITCHES. ALL MATERIAL REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE PROPERLY DISPOSED OF OFF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625 "LIGHTING, MISC.: UNDERPASS LIGHTING" FOR EACH UNDERPASS LIGHTING SYSTEM REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - SERVICE TO UNDERPASS LIGHTING, AS PER PLAN

SERVICE TO UNDERPASS LIGHTING SHALL PROVIDE A COMPLETE ELECTRICAL SYSTEM FOR THE UNDERPASS LIGHTING SYSTEM, EXCEPT FOR LUMINAIRES AND STRUCTURE GROUNDING. THIS SHALL INCLUDE ALL CONDUIT, CONDUIT GROUNDING, MOUNTINGS, FITTINGS, JUNCTION BOXES, DISCONNECT SWITCHES, CABLES, CONDUCTORS AND ALL INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION ARE INCLUDED AS PART OF THE SERVICE TO UNDERPASS LIGHTING, AS PER PLAN.

ITEM 625 - LIGHT POLE, DECORATIVE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LIGHT POLE, DECORATIVE SHALL BE STEEL MONOTUBE CONSTRUCTION OR EXTRUDED ALUMINUM, STRAIGHT FLUTED STYLE WITH CAST IRON FLUTED BASE. POLE SHALL BE HOLOPHANE WASHINGTON STEEL, STERNBERG 6100 DOVER, OR COOPER WASHINGTON 3.

CALCULATED JCS
CHECKED LH

LIGHTING GENERAL NOTES

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ITEM 625 - LIGHTING MISC: SERVICE TO DECORATIVE LIGHTING, AS PER PLAN

LIGHTING MISC: SERVICE TO DECORATIVE LIGHTING SHALL PROVIDE A COMPLETE ELECTRICAL SYSTEM FOR THE DECORATIVE LED LIGHTING SYSTEM, EXCEPT FOR LUMINAIRES. ALL CONTROL CABINETS, CONTROLLER HARDWARE INCLUDING DATA SPLITTERS, DATA REPEATERS, DATA ENABLERS, INPUT KEYPADS AND DISPLAYS, CONDUIT, CONDUIT GROUNDING, MOUNTINGS, FITTINGS, JUNCTION BOXES, DISCONNECT SWITCHES, POWER CABLES AND WIRING, DATA AND COMMUNICATIONS WIRING AND ANY OTHER EQUIPMENT OR INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION ARE INCLUDED AS PART OF THE LIGHTING MISC: SERVICE TO DECORATIVE LIGHTING, AS PER PLAN.

CONTRACTOR MUST SECURE A SYSTEMS INTEGRATOR QUALIFIED FOR WORK WITH THE CHOSEN DECORATIVE LIGHTING SYSTEM MANUFACTURER. THE SYSTEMS INTEGRATOR SHALL BE RESPONSIBLE FOR DESIGN OF THE LIGHTING CONTROLS AND ANY MODIFICATIONS REQUIRED TO THE LAYOUT, DEVICES, WIRING AND MEANS AND METHODS OF INSTALLATION. THESE SERVICES SHALL BE INCLUDED AS PART OF THE LIGHTING MISC: SERVICE TO DECORATIVE LIGHTING, AS PER PLAN. COORDINATION AND CONTROL DRAWINGS MUST BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OHIO AND SHALL BE PROVIDED PRIOR TO THE ORDERING OF MATERIALS OR THE CONSTRUCTION OF THIS PAY ITEM.

ADDITIONALLY, ALL LABOR AND COORDINATION REQUIRED TO INSTALL THE DECORATIVE LED LIGHTING SYSTEM, INCLUDING BUT NOT LIMITED TO, CONCEALING CONDUIT BEHIND MSE WALLS, SECURING CONDUIT, BOXES, DISCONNECT SWITCHES AND LUMINAIRES TO WALLS, STRUCTURES OR ABUTMENTS, AND COORDINATING FOR THE CASTING OF JUNCTION BOXES IN MSE WALL PANELS SHALL BE THE RESPONSIBILITY OF THIS CONTRACTOR AND SHALL BE INCLUDED AS PART OF THE SERVICE TO DECORATIVE LIGHTING, AS PER PLAN.

ANY CONDUIT POSITIONED IN SELECT GRANUAL BACKFILL AND THROUGH MSE WALL PANELS SHALL BE ENCASED IN PROTECTIVE CASING AS PER SECTION 301.7 OF THE ODOT BRIDGE DESIGN MANUAL. ALL WALL PENETRATIONS SHALL BE SEALED WATER TIGHT. PAYMENT FOR THIS PROTECTIVE CASING AND SEALING SHALL BE INCIDENTAL TO THE COST OF THE SERVICE TO DECORATIVE LIGHTING, AS PER PLAN.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625 "LIGHTING MISC.: SERVICE TO DECORATIVE LIGHTING, AS PER PLAN" FOR EACH DECORATIVE LIGHTING SYSTEM INSTALLED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - REMOVAL OF LUMINAIRE AND REERECTION

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LUMINAIRE AND PROPERLY STORING IT ON THE PROJECT SITE UNTIL PROPERLY RE-ERECTING THE LUMINAIRE DURING A LATER STAGE OF CONSTRUCTION.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "REMOVAL OF LUMINAIRE AND REERECTION" FOR EACH LUMINAIRE REMOVED, STORED AND REERECTED, WHICH SHALL BE FULL COMPENSATIONFOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHT POLE REMOVED

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE, INCLUDING BRACKET ARM(S) AND TRANSFORMER BASE (IF ANY). THE LIGHT POLE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF OF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHT POLE REMOVED" FOR EACH POLE REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHT POLE REMOVED FOR STORAGE

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE INCLUDING THE BRACKET ARM(S), TRANSFORMER BASE (IF ANY) AND PROPERLY STORING THIS ASSEMBLY ON THE PROJECT SITE UNTIL RE-ERECTED.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHT POLE REMOVED FOR STORAGE," FOR EACH POLE REMOVED AND STORED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - RE-ERECT EXISTING LIGHT POLE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF RE-ERECTING AN EXISTING LIGHT POLE REMOVED FROM A PREVIOUS LOCATION ON THE PROJECT SITE. THE LIGHT POLE WILL BE INSTALLED ON A NEW FOUNDATION AS INDICATED IN THE PLAN.

WHERE THE POLE WILL BE INSTALLED ON A NEW FOUNDATION, NEW ANCHOR BOLTS SHALL BE FURNISHED.

IN ADDITION, THE EXISTING LIGHT POLE IDENTIFICATION DECAL SHALL BE REMOVED, AND A NEW DECAL FOR THE NEW IDENTIFICATION NUMBER FURNISHED AND INSTALLED.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "RE-ERECT EXISTING LIGHT POLE, AS PER PLAN" FOR EACH POLE RE-ERECTED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - CONDUIT CLEANED AND CABLES REMOVED

THIS ITEM SHALL CONSIST OF CLEANING AN EXISTING CONDUIT BY REMOVING EXISTING CABLES, MUD AND DEBRIS SO THAT NEW CABLE CAN BE INSTALLED. INCIDENTAL TO THE CLEANING IS THE INSTALLATION OF BUSHINGS AND/OR COUPLINGS ON THE ENDS OF EXISTING CONDUIT AS REQUIRED. MATERIALS RE-MOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR PROPER DISPOSAL OFF OF THE PROJECT SITE. DISTURB-ED AREAS SHALL BE PROPERLY RESTORED.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "CONDUIT CLEANED AND CABLES REMOVED" PER FOOT OF CONDUIT CLEANED WHICH SHALL BE FULL COMPENSA-TION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMAN-LIKE MANNER.

ITEM 625 - DISCONNECT EXISTING CIRCUIT, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE DISCONNECTION OF AN EXISTING LIGHT CIRCUIT AT A PULL BOX, LIGHT POLE OR TRANSFORMER BASE.

DISCONNECTION AT A PULL BOX SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL SPLICE KITS. ANY CABLE THAT IS TO BE ABANDONED SHALL BE TERMINATED FROM THE PULL BOX SO THAT NO CABLE IS LEFT IN THE BOX.

DISCONNECTION AT A TRANSFORMER BASE OR LIGHT POLE SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL CONNECTOR KITS. ALL DUCT-CABLE OR DISTRIBUTION CABLE NOT TO BE REUSED SHALL BE REMOVED FROM THE TRANSFORMER BASE AND THE EXISTING CONDUIT IN THE FOUNDATION SHALL BE CLEANED OF ALL CABLE AND DEBRIS SO THAT THE NEW DUCT-CABLE OR DISTRIBUTION CABLE CAN BE INSTALLED. ALL EXISTING CABLE TO REMAIN ACTIVE SHALL BE CUT IN A MANNER SO THAT THERE IS SUFFICIENT CABLE LEFT FOR RE-CONNECTION.

THOSE WIRES THAT ARE TO REMAIN ON ACTIVE CIRCUITS SHALL HAVE A WATER-RESISTANT SEAL AT THE CUT END. THE WATER-RESISTANT SEAL SHALL BE ACCOMPLISHED BY PLUGGING THE DEACTIVATED PORT OF AN EXISTING CONNECTOR KIT OR BY INSTALLING A CABLE SPLICE KIT ON THE CUT END OF THE CABLE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE UNDER CMS ITEM 625, "DISCONNECT EXISTING CIRCUIT, AS PER PLAN" AT EACH LOCATION WHERE DISCONNECTION IS REQUIRED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHTING MISC.: LIGHT POLE, INCLUDING ANCHOR BOLTS, AS PER PLAN

THE DEPARTMENT HAS PURCHASED LIGHT POLES AND ANCHOR BOLTS TO BE USED AT THE CORRESPONDING PLAN LOCATIONS, IDENTIFIED AS "LIGHT POLE, INCLUDING ANCHOR BOLTS, AS PER PLAN" IN THE LIGHTING PLAN.

THE CONTRACTOR IS DIRECTED TO MAKE INQUIRY PRIOR TO THE PROJECT SALE DATE AS TO THE LOCATION OF THE POLE AND ANCHOR BOLTS BY CONTACTING THE DEPARTMENT AT 937-497-6722. ADDITIONALLY THE CONTRACTOR CAN CONTACT THE DISTRICT OFFICE AT 937-492-1141.

IN ADDITION TO ALL INSTALLATION COST AS REQUIRED IN ITEM 625 OF THE SPECIFICATION, THIS PAY ITEM WILL INCLUDE ALL COSTS ASSOCIATED WITH LOCATING, PICKING UP, STORAGE AND MOBILIZING THE POLES TO THE LOCATIONS SHOWN IN THE PLANS. ALL COSTS DETAILED ABOVE ARE INCLUDED IN LIGHTING MISC.: LIGHT POLE, INCLUDING ANCHOR BOLTS, AS PER PLAN.

ITEM 625 - POWER SERVICE REMOVED, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF AN EXISTING POWER SERVICE.

INCLUDED FOR REMOVAL WILL BE ALL POWER SERVICE COM-PONENTS SUCH AS THE WOOD POLE, WEATHER HEAD AND ALL ABOVE GRADE WIRING, CONTROL CENTER ENCLOSURE, PHOTOELECTRIC CELL AND ALL OTHER APPURTENANCES. THE CABLE ENCLOSED IN THE 2-INCH CONDUIT WHICH RUNS INTO THE GROUND SHALL BE CUT WHERE IT EXITS THE 2-INCH CON-DUIT, APPROXIMATELY 2 FEET BELOW THE GROUND, AND SHALL BE REMOVED WITH THE 2-INCH CONDUIT. THE REMAINING BURIED CABLE SHALL BE ABANDONED. ALL DISTURBED AREAS SHALL BE RESTORED TO MATCH THE SURROUNDING AREA.

ALL POWER SERVICE COMPONENTS INCLUDING THE CONTROL CENTER, POLE, PHOTOELECTRIC CELL, 2-INCH CONDUIT, WEATHER HEAD AND ALL ABOVE-GROUND WIRING SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF THE PROJECT SITE.

THIS ITEM WILL ALSO COMPENSATE THE CONTRACTOR FOR COORDINATING WITH THE POWER COMPANY TO INSURE THAT THE COMPANY DISCONNECTS THE SERVICE, AND THAT ITEMS WHICH BELONG TO THE POWER COMPANY AND ARE REMOVED BY THE CONTRACTOR SUCH AS THE METER BASE SHALL BE RETURNED TO THE POWER COMPANY.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "POWER SERVICE REMOVED, AS PER PLAN" FOR EACH SERVICE REMOVED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHT POLE FOUNDATION REMOVED

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT POLE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW FINISHED GRADE, OR REMOVING THE FOUNDATION COMPLETELY, BACKFILLING THE RESULTANT DEPRESSION WITH COMPACTED SOIL AND RESTORING THE DISTURBED AREA.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHT POLE FOUNDATION REMOVED" FOR EACH FOUNDATION REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHT TOWER FOUNDATION REMOVED, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AN EXISTING LIGHT TOWER FOUNDATION TO A MINIMUM OF 1 FOOT BELOW FINISHED GRADE, OR REMOVING THE FOUNDATION COMPLETELY, BACKFILLING THE RESULTANT DEPRESSION WITH COMPACTED SOIL AND RESTORING THE DISTURBED AREA.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHT TOWER FOUNDATION REMOVED, AS PER PLAN" FOR EACH FOUNDATION REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LUMINAIRE, INSTALLATION ONLY, AS PER PLAN

THE DEPARTMENT HAS PURCHASED 400W LOW MAST LUMINAIRES TO BE USED AT THE PLAN LOCATIONS IDENTIFIED AS "LIGHT POLE, INCLUDING ANCHOR BOLTS, AS PER PLAN.

THE CONTRACTOR IS DIRECTED TO MAKE INQUIRY PRIOR TO THE PROJECT SALE DATE AS TO THE LOCATION OF THE LUMINAIRES BY CONTACTING THE DEPARTMENT AT 937-497-6722. ADDITIONALLY THE CONTRACTOR CAN CONTACT THE DISTRICT OFFICE AT 937-492-1141.

IN ADDITION TO ALL INSTALLATION COST AS REQUIRED IN ITEM 625 OF THE SPECIFICATION, THIS PAY ITEM WILL INCLUDE ALL COSTS ASSOCIATED WITH LOCATING, PICKING UP, STORAGE AND MOBILIZING THE LUMINAIRES TO THE LOCATIONS SHOWN IN THE PLANS. ALL COSTS DETAILED ABOVE ARE INCLUDED IN LUMINAIRES, INSTALLATION ONLY, AS PER PLAN.

ITEM 625 - CONDUIT MISC.: CONDUIT REMOVED

THIS ITEM OF WORK SHALL CONSIST OF TRENCHING EARTH OR PAVEMENT AND REMOVING EXISTING CONDUIT BELOW GRADE AND BACKFILLING THE RESULTANT TRENCH WITH COMPACTED SOIL AND RESTORING THE DISTURBED AREA.

PAYMENT SHALL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "CONDUIT MISC.: CONDUIT REMOVED" FOR EACH LINEAR FOOT OF CONDUIT REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

CALCULATED JCS
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LIGHTING GENERAL NOTES

MOT-75-12.00

SHEET NUMBER												PARTIC.		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
732A	733	734	735	736	737	738	739	740	741	742	743	IM ROAD	NHS ROAD						
8	34	16	24	28	12	46	26	-				136	58	625	00450	194	EACH	CONNECTION, FUSED PULL APART	
9	-	-	-	3	12	-	-	-				17	7	625	00470	24	EACH	CONNECTION, UNFUSED, BOLTED	
6	15	9	21	18	9	9	3	-				63	27	625	00480	90	EACH	CONNECTION, UNFUSED PERMANENT	
-	-	-	-	-	-	21	13	-				24	10	625	10481	34	EACH	LIGHT POLE, DECORATIVE, DESIGN AON12, AS PER PLAN	729
-	4	8	12	-	-	2	-	-				18	8	625	10490	26	EACH	LIGHT POLE, CONVENTIONAL, DESIGN A12B30	
-	9	-	-	12	-	-	-	-				15	6	625	10490	21	EACH	LIGHT POLE, CONVENTIONAL, DESIGN A15B40	
-	-	-	-	2	-	-	-	-				1	1	625	10494	2	EACH	LIGHT POLE, LOW MAST, DESIGN ALM40	
-	36	-	-	56	-	-	-	-				64	28	625	10614	92	EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE	
-	-	2	-	-	-	-	-	-				1	1	625	13200	2	EACH	LIGHT TOWER BBBB100	
-	-	-	1	-	-	-	-	-				1	0	625	13208	1	EACH	LIGHT TOWER BBBB120	
-	-	1	-	-	-	-	-	-				1	0	625	13400	1	EACH	LIGHT TOWER BBBBBB100	
-	-	1	-	-	-	-	-	-				1	0	625	13404	1	EACH	LIGHT TOWER BBBBBB110	
-	1	-	1	1	-	-	-	-				2	1	625	13406	3	EACH	LIGHT TOWER BBBBBB120	
-	-	-	-	3	-	-	-	-				2	1	625	13410	3	EACH	LIGHT TOWER BBBBBB130	
-	4	8	12	-	-	23	13	-				42	18	625	14000	60	EACH	LIGHT POLE FOUNDATION, 24"x6' DEEP	
3	4	-	-	0	5	-	-	-				8	4	625	14306	12	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	
-	1	4	2	1	-	-	-	-				6	2	625	15300	8	EACH	LIGHT TOWER FOUNDATION, 36"X30'	
-	-	-	-	3	-	-	-	-				2	1	625	15500	3	EACH	LIGHT TOWER FOUNDATION, 42"X30'	
-	666	3624	732	2079	4032	-	-	258				7974	3417	625	23200	11391	FT	NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	
3015	-	-	-	-	-	-	-	-				2111	904	625	23300	3015	FT	NO. 2 AWG 5000 VOLT DISTRIBUTION CABLE	
-	9957	3720	7323	10173	1491	845	696	30				23965	10270	625	23302	34235	FT	NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	
-	-	-	-	-	-	-	-	607				425	182	625	23304	607	FT	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	
300	1726	672	1008	1480	510	882	442	-				4914	2106	625	23400	7020	FT	NO. 10 AWG POLE AND BRACKET CABLE	
-	693	821	838	767	-	-	-	-				2183	936	625	24320	3119	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	
-	-	-	-	-	-	1439	1108	0				1783	764	625	24400	2547	FT	DUCT CABLE MISC: 1-1/2" DUCT CABLE WITH THREE NO. 6 AWG 5000 VOLT CABLES	
-	-	-	-	284	-	-	-	-				199	85	625	25400	284	FT	CONDUIT, 2", 725.04	
30	1758	-	-	2750	-	-	-	-				3177	1361	625	25500	4538	FT	CONDUIT, 3", 725.04	
-	1112	2278	2389	643	553	238	212	1598				6316	2707	625	25802	9023	FT	CONDUIT, CONCRETE ENCASED, 3"	
-	-	-	63	-	-	-	-	-				44	19	625	25902	63	FT	CONDUIT, 3", JACKED OR DRILLED, 725.04	
796									-	-	319	781	334	625	25910	1115	FT	CONDUIT CLEANED AND CABLES REMOVED	
535												375	160	625	25920	535	FT	CONDUIT MISC.: CONDUIT REMOVED	730
-	13	8	12	12	-	2	-					33	14	625	26251	47	EACH	LUMINAIRE, CONVENTIONAL, 250W HPS, ASYMMETRIC, AS PER PLAN	729
-	6	20	10	24	-	-	-					42	18	625	26261	60	EACH	LUMINAIRE, HIGH MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	729
-	0	-	-	2	-	-	-					1	1	625	26271	2	EACH	LUMINAIRE, LOW MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	729
-	-	-	-	-	-	21	13					24	10	625	27401	34	EACH	LUMINAIRE, POST TOP, 100W MH, 208V, AS PER PLAN	729
-	-	-	-	-	36	-	-					25	11	625	27501	36	EACH	LUMINAIRE, UNDERPASS, 100W MH, 208V, AS PER PLAN	729
-									-	-	5	4	1	625	27520	5	EACH	REMOVAL OF LUMINAIRE AND REERECTION	
3	4	-	-	-	4	-	-	-				8	3	625	27561	11	EACH	LUMINAIRE, INSTALLATION ONLY, AS PER PLAN	730
-	-	-	-	-	-	-	-	129				90	39	625	27600	129	EACH	LUMINAIRE MISC: 4' DECORATIVE LED	729
-	-	-	-	-	-	-	-	110				77	33	625	27600	110	EACH	LUMINAIRE MISC: DECORATIVE FLOOD LED	729
15	1165	2687	3197	1370	533	1483	978	1420				8994	3854	625	29000	12848	FT	TRENCH	
-	-	-	-	-	1	-	-	-				1	0	625	29910	1	EACH	TRANSITION JUNCTION BOX	
-	3	-	-	2	-	-	-	-				4	1	625	29920	5	EACH	STRUCTURE JUNCTION BOX	
2	1	-	-	-	1	-	-	-				3	1	625	29930	4	EACH	MEDIAN JUNCTION BOX	
-	-	-	-	-	1	-	-	-				1	0	625	29940	1	EACH	BARRIER JUNCTION BOX	
-	4	6	6	4	6	1	1	6				24	10	625	30700	34	EACH	PULL BOX, 725.08, 18"	
-	3	1	1	2	2	1	-	-				7	3	625	30706	10	EACH	PULL BOX, 725.08, 24"	
-	-	-	-	-	1	-	-	-				1	0	625	30720	1	EACH	PULL BOX, 725.08, 36"	
2									-	-	-	1	1	625	31510	2	EACH	PULL BOX REMOVED	
3	10	16	16	8	5	23	13	-				66	28	625	32000	94	EACH	GROUND ROD	
-	-	-	-	-	11	-	-	-				8	3	625	33000	11	EACH	STRUCTURE GROUNDING SYSTEM	
-	-	1	1	-	2	1	-	-				4	1	625	34001	5	EACH	POWER SERVICE, AS PER PLAN	729
-	-	-	-	-	1	-	-	-				1	0	625	35001	1	EACH	RE-ERECT EXISTING LIGHT POLE, AS PER PLAN	730
15	1165	2687	3197	1370	533	1483	978	1420				8994	3854	625	36000	12848	EACH	PLASTIC CAUTION TAPE	
-	-	-	-	-	6	-	-	-				4	2	625	37101	6	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	729
												70%	30%	SPECIAL	625E40000	LUMP		MAINTAIN EXISTING LIGHTING	729

CALCULATED JCS
CHECKED LH

LIGHTING GENERAL SUMMARY

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SHEET NUMBER												PARTIC.		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
732A	733	734	735	736	737	738	739	740	741	742	743	IM ROAD	NHS ROAD						
									-	-	5	4	1	625	60010	5	EACH	LIGHT POLE REMOVED FOR REERECTION	
									9	3	-	8	4	625	75350	12	EACH	LIGHT TOWER REMOVED	
									40	33	-	51	22	625	75400	73	EACH	LIGHT POLE REMOVED	
									33	26	5	45	19	625	75500	64	EACH	LIGHT POLE FOUNDATION REMOVED	
									58	43	-	71	30	625	75506	101	EACH	LUMINAIRE REMOVED	
									2	1	-	2	1	625	75511	3	EACH	POWER SERVICE REMOVED, AS PER PLAN	730
									9	3	-	8	4	625	75541	12	EACH	LIGHT TOWER FOUNDATION REMOVED, AS PER PLAN	730
									0	-	909	636	273	625	75550	909	FT	DISTRIBUTION CABLE REMOVED	
6									49	40	18	79	34	625	75801	113	EACH	DISCONNECT CIRCUIT, AS PER PLAN	730
-									6	3	-	6	3	625	98000	9	EACH	LIGHTING, MISC.: UNDERPASS LIGHTING, REMOVED	
-									-	4	-	3	1	625	98000	4	EACH	LIGHTING, MISC.: BRACKET ARM REMOVED, AS PER PLAN	747
-								6	-	-	-	4	2	625	98000	6	EACH	LIGHTING, MISC.: SERVICE TO DECORATIVE LIGHTING, AS PER PLAN	730
3	4	-	-	-	4	-	-	-				8	3	625	98000	11	EACH	LIGHTING, MISC.: LIGHT POLE, INCLUDING ANCHOR BOLTS, AS PER PLAN	730
								1708	-	-	-	1196	512	625	98100	1708	FT	LIGHTING, MISC.: CAT 6 DATA CABLE	730

CALCULATED JCS
CHECKED LH

LIGHTING GENERAL SUMMARY

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LIGHTING SUBSUMMARY

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	625 CONNECTION, FUSED, PULL APART	625 CONNECTION, UNFUSED, PERMANENT	625 CONNECTION, UNFUSED, BOLTED	625 LIGHTING MISC.: LIGHT POLE, INCLUDING ANCHOR BOLTS, APP	625 MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	625 NO. 10 AWG POLE AND BRACKET CABLE	625 NO. 2 AWG 5000 VOLT DISTRIBUTION CABLE	625 CONDUIT, 3", 725.04	625 LUMINAIRE, INSTALLATION ONLY, AS PER PLAN	625 TRENCH	625 MEDIAN JUNCTION BOX	625 GROUND ROD	625 PLASTIC CAUTION TAPE	625 PULL BOX REMOVED	625 CONDUIT CLEANED AND CABLES REMOVED	625 CONDUIT MISC.: CONDUIT REMOVED	625 DISCONNECT CIRCUIT, AS PER PLAN
				* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	EACH	FT	EACH	EACH	FT	EACH	FT	FT	EACH
744A	LT	I.R. 75	STA. 289+00	EX-PB																	1
744A	LT/℄	I.R. 75	STA. 289+00 TO STA. 289+00	EX-PB TO EX-PB															90	5	
744A	℄	I.R. 75	STA. 289+00	EX-PB														1			1
744A	℄	I.R. 75	STA. 289+00 TO STA. 286+20	EX-PB TO J1-10															280	280	
744A	℄	I.R. 75	STA. 286+20	J1-10																	1
744A	℄	I.R. 75	STA. 289+00 TO STA. 291+40	EX-PB TO EX-PB															240	240	
744A	℄	I.R. 75	STA. 291+40	EX-PB														1			1
744A	℄/LT	I.R. 75	STA. 291+40 TO STA. 291+40	EX-PB TO EX-BJB															90	5	
744A	LT	I.R. 75	STA. 291+40	EX-BJB																	1
744A	℄/RT	I.R. 75	STA. 291+40 TO STA. 291+17	EX-PB TO EX-PB															96	5	
744A	RT	I.R. 75	STA. 291+17	EX-PB																	1
754A	LT	I.R. 75	STA. 289+00	EX-PB		3															
754A	LT/℄	I.R. 75	STA. 289+00 TO STA. 289+00	EX-PB TO MJB-3							648	10		5			5				
754A	℄	I.R. 75	STA. 289+00	MJB-3			3								1						
754A	℄	I.R. 75	STA. 289+00 TO STA. 288+23	MJB-3 TO J1-11							261										
754A	℄	I.R. 75	STA. 288+23	J1-11	2			1	1	100			1			1					
754A	℄	I.R. 75	STA. 288+23 TO STA. 286+20	J1-11 TO J1-10							609										
754A	℄	I.R. 75	STA. 286+20	J1-10	2																
754A	℄	I.R. 75	STA. 289+00 TO STA. 289+85	MJB-3 TO J2-1							285										
754A	℄	I.R. 75	STA. 289+85	J2-1	2			1	1	100			1			1					
754A	℄	I.R. 75	STA. 289+85 TO STA. 291+40	J2-1 TO MJB-4							495										
754A	℄	I.R. 75	STA. 291+40	MJB-4			3								1						
754A	℄/LT	I.R. 75	STA. 291+40 TO STA. 291+40	MJB-4 TO EX-BJB							300	10		5			5				
754A	LT	I.R. 75	STA. 291+40	EX-BJB			3														
754A	℄/RT	I.R. 75	STA. 291+40 TO STA. 291+17	MJB-4 TO EX-PB							318	10		5			5				
754A	RT	I.R. 75	STA. 291+17	EX-PB		3															
754A	℄	I.R. 75	STA. 291+40 TO STA. 291+63	MJB-4 TO J2-2							99										
754A	℄	I.R. 75	STA. 291+63	J2-2	2			1	1	100			1			1					
TOTALS CARRIED TO GENERAL SUMMARY					8	6	9	3	3	300	3015	30	3	15	2	3	15	2	796	535	6

CALCULATED JCS CHECKED LH

MOT-75-12.00

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	CONNECTION, FUSED, PULL APART	CONNECTION, UNFUSED, PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN A15B40	LIGHT POLE, CONVENTIONAL, DESIGN A12B30	LIGHTING MISC.: LIGHT POLE, INCLUDING ANCHOR BOLTS, APP	LIGHT POLE ANCHOR BOLTS ON STRUCTURE	LIGHT TOWER BBBBBB120	LIGHT POLE FOUNDATION, 24"x6' DEEP	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	LIGHT TOWER FOUNDATION, 36"x30'	NO. 10 AWG POLE AND BRACKET CABLE	NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	CONDUIT, 3", 725.04	CONDUIT, CONCRETE ENCASED, 3"	LUMINAIRE, CONVENTIONAL, 250W HPS, ASSYMMETRIC	LUMINAIRE, LOW MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	LUMINAIRE, HIGH MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	LUMINAIRE, INSTALLATION ONLY, AS PER PLAN	TRENCH	STRUCTURE JUNCTION BOX	MEDIAN JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	GROUND ROD	PLASTIC CAUTION TAPE
					625	625	625	625	625	625	625	625	625	625	625	625	625	625	625		625	625	625	625	625	625	625	625	625	625	625
				* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	FT
755	LT	I.R. 75	STA. 309+35	MB-9	2		1			4					110						1										
755	LT	I.R. 75	STA. 309+35 TO STA. 307+58	MB-9 TO MB-8												564			178												
755	LT	I.R. 75	STA. 307+58	MB-8	2		1			4					110						1										
755	LT	I.R. 75	STA. 307+58 TO STA. 305+84	MB-8 TO MB-7												552			174												
755	LT	I.R. 75	STA. 305+84	MB-7	2		1			4					110						1										
755	LT	I.R. 75	STA. 305+84 TO STA. 304+00	MB-7 TO MB-6												582			184												
755	LT	I.R. 75	STA. 304+00	MB-6	2		1			4					110						1										
755	LT	I.R. 75	STA. 304+00 TO STA. 302+23	MB-6 TO MB-5												564			178												
755	LT	I.R. 75	STA. 302+23	MB-5	2		1			4					110						1										
755	LT	I.R. 75	STA. 302+23 TO STA. 301+34	MB-5 TO PB-2												360			110						24	1					24
755	LT	I.R. 75	STA. 301+34	PB-2																								1			
755	LT/℄	I.R. 75	STA. 301+34 TO STA. 300+85	PB-2 TO MJB-1												348				106					106						106
755	℄	I.R. 75	STA. 296+54	MB-13	2				1				1		100									1						1	
755	℄	I.R. 75	STA. 296+54 TO STA. 297+76	MB-13 TO MB-12												396															
755	℄	I.R. 75	STA. 297+76	MB-12	2				1				1		100									1						1	
755	℄	I.R. 75	STA. 297+76 TO STA. 299+39	MB-12 TO MB-11												519															
755	℄	I.R. 75	STA. 299+39	MB-11	2				1				1		100									1						1	
755	℄	I.R. 75	STA. 299+39 TO STA. 300+71	MB-11 TO MB-10												426															
755	℄	I.R. 75	STA. 300+71	MB-10	2				1				1		100									1						1	
755	℄	I.R. 75	STA. 300+71 TO STA. 300+85	MB-10 TO MJB-1												72															
755	℄	I.R. 75	STA. 300+85	MJB-1		3																					1				
755	℄/RT	I.R. 75	STA. 300+85 TO STA. 300+29	MJB-1 TO PB-1												357				109											
755	RT	I.R. 75	STA. 300+29	PB-1																								1			
755	RT	I.R. 75	STA. 300+29 TO STA. 302+23	PB-1 TO MB-4												630			200						24	1					24
755	RT	I.R. 75	STA. 302+23	MB-4	2		1			4					110						1										
755	RT	I.R. 75	STA. 302+23 TO STA. 304+00	MB-4 TO MB-3												585			185												
755	RT	I.R. 75	STA. 304+00	MB-3	2		1			4					110						1										
755	RT	I.R. 75	STA. 304+00 TO STA. 305+84	MB-3 TO MB-2												585			185												
755	RT	I.R. 75	STA. 305+84	MB-2	2		1			4					110						1										
755	RT	I.R. 75	STA. 305+84 TO STA. 307+58	MB-2 TO MB-1												552			174												
755	RT	I.R. 75	STA. 307+58	MB-1	2		1			4					110						1										
755	RT	I.R. 75	STA. 307+58 TO STA. 309+50	MB-1 TO *												585			190												
755	RT	NB S ROBERT	STA. 42+19	PE-9	2			1				1			84						1									1	
755	RT	NB S ROBERT	STA. 42+19 TO STA. 43+15	PE-9 TO PB-27												321				97					97						97
755	RT	NB S ROBERT	STA. 44+52	PE-8	2			1				1			84						1									1	
755	RT	NB S ROBERT	STA. 44+52 TO STA. 43+15	PE-8 TO PB-27												423				131					131						131
755	RT	NB S ROBERT	STA. 43+15	PB-27		3																						1			
755	RT/LT	S ROBERT	STA. 43+15 TO STA. 23+20	PB-27 TO PE-7												252				74					74						74
755	LT	SB S ROBERT	STA. 23+20	PE-7	2			1				1			84						1									1	
755	LT	SB S ROBERT	STA. 23+20 TO STA. 25+21	PE-7 TO PE-6												633				201					201						201
755	LT	SB S ROBERT	STA. 25+21	PE-6	2			1				1			84						1									1	
755	LT	SB S ROBERT	STA. 25+21 TO STA. 25+73	PE-6 TO PB-25												204				58					58						58
755	LT	SB S ROBERT	STA. 25+73	PB-25																								1			
756	RT	RAMP C1	STA. 309+50 TO STA. 310+61	* TO PB-4												447				134						1					
756	RT	RAMP C1	STA. 310+52	MA-1							1			1									6							2	
756	RT	RAMP C1	STA. 310+52 TO STA. 310+63	MA-1 TO PB-4														45							35						35
756	RT	RAMP C1	STA. 310+63	PB-4																									1		
756	RT/LT	R. C1/ROBERT	STA. 310+63 TO STA. 49+58.6	PB-4 TO PB-5														648							314						314
756	LT	NB S ROBERT	STA. 49+58.6	PB-5		6																							1		
756	LT/RT	ROB./3RD	STA. 49+58.6 TO STA. 15+57.4	PB-5 TO PB-8													666			202					101						101
756	RT	3RD ST.	STA. 15+57.4	PB-8		3																							1		
TOTALS CARRIED TO GENERAL SUMMARY					34	15	9	4	4	36	1	4	4	1	1726	9957	666	693	1758	1112	13	0	6	4	1165	3	1	4	3	10	1165

CALCULATED JCS
CHECKED LH

LIGHTING SUBSUMMARY

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SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	CONNECTION, FUSED, PULL APART	CONNECTION, UNFUSED, PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN A12B30	LIGHT TOWER BBBB100	LIGHT TOWER BBBBB100	LIGHT TOWER BBBBBB110	LIGHT POLE FOUNDATION, 24"x6' DEEP	LIGHT TOWER FOUNDATION, 36"x30'	NO. 10 AWG POLE AND BRACKET CABLE	NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	CONDUIT, 3", 725.04	CONDUIT, CONCRETE ENCASED, 3"	LUMINAIRE, CONVENTIONAL, 250W HPS, ASSYMMETRIC	LUMINAIRE, HIGH MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	TRENCH	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	GROUND ROD	PLASTIC CAUTION TAPE	POWER SERVICE, AS PER PLAN
					625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625
				* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	FT	EACH
756	RT	I.R. 75	STA. 316+30	MA-2				1				1								4				2		
756	RT/LT	IR75/R. C1	STA. 316+30 TO STA. 317+26	MA-2 TO PB-14												106					96				96	
756	LT	RAMP C1	STA. 317+26	PB-14		3																1				
756	LT/RT	RAMP C1	STA. 317+26 TO STA. 317+28	PB-14 TO PB-13											231			67			67				67	
756	RT	RAMP C1	STA. 317+28	PB-13																		1				
756	RT/LT	R. C1/3RD ST	STA. 317+28 TO STA. 15+57.4	PB-13 TO PB-8											930			300			300				300	
756	LT	3RD STREET	STA. 15+57.4 TO STA. 12+30	PB-8 TO PB-9											2130			690			328				328	
756	LT	3RD STREET	STA. 12+30	PB-9																			1			
756	LT	I.R. 75	STA. 319+23	MA-3						1		1								6				2		
756	LT/RT	IR75/R. C2	STA. 319+23 TO STA. 316+56	MA-3 TO PB-12												275					265				265	
756	RT	RAMP C2	STA. 316+56	PB-12		3																1				
756	RT/LT	RAMP C2	STA. 316+56 TO STA. 316+56	PB-12 TO PB-11											213			61			61				61	
756	LT	RAMP C2	STA. 316+58	MA-5				1				1								4				2		
756	LT	RAMP C2	STA. 316+58 TO STA. 316+56	MA-5 TO PB-11												98					88				88	
756	LT	RAMP C2	STA. 316+56	PB-11		3																1				
756	LT	RAMP C2	STA. 316+56 TO STA. 313+77	PB-11 TO MA-4												288					278				278	
756	LT	RAMP C2	STA. 313+77	MA-4					1			1								6				2		
756	LT/RT	R. C2/R. C4	STA. 313+77 TO STA. 12+30	MA-4 TO PB-9												54					44				44	
756	RT	RAMP C4	STA. 12.30 TO STA. 312+24.3	PB-9 TO PS 'M'											120			10			10				10	
756	RT	RAMP C4	STA. 312+24.3	PWR SVC 'M'																						1
756	RT	VISTA VIEW	STA. 404+35	PF-17	2		1				1		84						1					1		
756	RT	VISTA VIEW	STA. 404+35 TO STA. 400+95	PF-17 TO PF-16										1005				325			325				325	
756	RT	VISTA VIEW	STA. 400+95	PF-16	2		1				1		84						1					1		
756	RT/LT	VISTA/3RD ST	STA. 400+95 TO STA. 19+88	PF-16 TO PF-15										531				167			167				167	
756	LT	3RD STREET	STA. 19+88	PF-15	2		1				1		84						1					1		
756	LT	3RD STREET	STA. 19+88 TO STA. 19+88	PF-15 TO PF-14										273				81			81				81	
756	RT	3RD STREET	STA. 19+88	PF-14	2		1				1		84						1					1		
756	RT	3RD STREET	STA. 19+88 TO STA. 18+15	PF-14 TO PF-13										552				174			174				174	
756	RT	3RD STREET	STA. 18+15	PF-13	2		1				1		84						1					1		
756	RT	3RD STREET	STA. 18+15 TO STA. 16+57	PF-13 TO PF-12										507				159			159				159	
756	RT	3RD STREET	STA. 16+57	PF-12	2		1				1		84						1					1		
756	RT	3RD/ROBERT	STA. 16+57 TO STA. 49+19.3	PF-12 TO PB-30										399				123			123				123	
756	RT	NB S ROBERT	STA. 49+19.3	PB-30																		1				
756	RT/LT	NB S ROBERT	STA. 49+19.3 TO STA. 49+20	PB-30 TO PF-11										147				39			39				39	
756	LT	NB S ROBERT	STA. 49+20	PF-11	2		1				1		84						1					1		
756	LT	ROBERT/3RD	STA. 49+20 TO STA. 15.33.7	PF-11 TO PB-29										159				43			43				43	
756	RT	3RD	STA. 15+33.7	PB-29																		1				
756	LT	SB S ROBERT	STA. 29+26	PE-5	2		1				1		84						1					1		
756	LT/RT	SB S ROBERT	STA. 29+26 TO STA. 29+39	PE-5 TO *										147				39			39				39	
TOTALS CARRIED TO GENERAL SUMMARY					16	9	8	2	1	1	8	4	672	3720	3624	821	0	2278	8	20	2687	6	1	16	2687	1

CALCULATED JCS
CHECKED LH

LIGHTING SUBSUMMARY

MOT-75-12.00

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES * = MATCH LINE / CONTINUATION	625 CONNECTION, FUSED, PULL APART	625 CONNECTION, UNFUSED, PERMANENT	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30	625 LIGHT TOWER BBBB120	625 LIGHT TOWER BBBBBB120	625 LIGHT POLE FOUNDATION, 24"x6' DEEP	625 LIGHT TOWER FOUNDATION, 36"x30'	625 NO. 10 AWG POLE AND BRACKET CABLE	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	625 CONDUIT, 3", JACKED OR DRILLED, 725.04	625 CONDUIT, CONCRETE ENCASED, 3"	625 LUMINAIRE, CONVENTIONAL, 250W HPS, ASSYMMETRIC	625 LUMINAIRE, HIGH MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	625 TRENCH	625 PULL BOX, 725.08, 24"	625 PULL BOX, 725.08, 18"	625 GROUND ROD	625 PLASTIC CAUTION TAPE	625 POWER SERVICE, AS PER PLAN
					EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	FT	EACH
757	RT	SECOND ST	STA. 229+33	QG-14	2		1			1		84						1					1		
757	RT	SECOND ST	STA. 229+33 TO STA. 227+52	QG-14 TO QG-13									603				191			191				191	
757	RT	SECOND ST	STA. 227+52	QG-13	2		1			1		84						1					1		
757	RT	2ND/VISTA V.	STA. 227+52 TO STA. 408+81	QG-13 TO QG-12									501				157			157				157	
757	RT	VISTA VIEW	STA. 408+81	QG-12	2		1			1		84						1					1		
757	RT	VISTA VIEW	STA. 408+81 TO STA. 407+17	QG-12 TO QG-11									540				170			170				170	
757	RT	VISTA VIEW	STA. 407+17	QG-11	2		1			1		84						1					1		
757	RT/LT	VISTA VIEW	STA. 407+17 TO STA. 407+17	QG-11 TO PB-36									150				40			40				40	
757	LT	SECOND ST.	STA. 228+35	QG-15	2		1			1		84						1					1		
757	LT	SECOND ST.	STA. 228+35 TO STA. 226+73	QG-15 TO QG-16									477				149			149				149	
757	LT	SECOND ST.	STA. 226+73	QG-16	2		1			1		84						1					1		
757	LT	SECOND ST.	STA. 226+73 TOP STA. 225+52	QG-16 TO QG-17									384				118			118				118	
757	LT	SECOND ST.	STA. 225+52	QG-17	2		1			1		84						1					1		
757	LT	2ND/VISTA V.	STA. 225+52 TO STA. 407+17	QG-17 TO PB-36									756				242			242				242	
757	LT	VISTA VIEW	STA. 407+17	PB-36		3																1			
757	LT	VISTA V./C1	STA. 407+17 TO STA. 322+52	PB-36 TO *									681				217			217				217	
757	LT	FIRST ST	STA. 111+27	1S-1	2		1			1		84						1					1		
757	LT	FIRST ST	STA. 111+27 TO STA. 112+51	1S-1 TO PB-1A									399				123			123				123	
757	LT	FIRST ST	STA. 112+51	PB-1A		3																1			
757	RT	FIRST ST	STA. 113+04	1S-2	2		1			1		84						1					1		
757	RT	FIRST ST	STA. 113+04 TO STA. 113+85	1S-2 TO EX POLE									273				81			81				81	
757	RT	ROBERT DR	STA. 323+82	PB-47																		1			
757	RT	ROBERT DR	STA. 323+82 TO STA. 325+05	PB-47 TO QH-8									402				124			124				124	
757	RT	ROBERT DR	STA. 325+05	QH-8	2		1			1		84						1					1		
757	RT	ROBERT DR	STA 325+05 TO STA 326+86.4	QH-8 TO PB-48									570				190			190				190	
757	LT	ROBERT DR	STA. 328+77	QH-10	2		1			1		84						1					1		
757	LT	ROBERT DR	STA. 328+77 TO STA. 326+92	QH-10 TO QH-9									621				197			197				197	
757	LT	ROBERT DR	STA. 326+92	QH-9	2		1			1		84						1					1		
757	LT	ROBERT DR	STA 326+92 TO STA 326+86.4	QH-9 TO PB-48									159				43			43				43	
757	RT	ROBERT DR	STA. 326+86.4	PB-48		3																1			
757	RT	ROBERT DR	STA 326+86.4 TO STA 328+93	PB-48 TO *									588				186			186				186	
757	RT	RAMP C4	STA. 322+34	NC-6				1			1								4				2		
757	RT	R. C4/1ST TL	STA. 322+34 TO STA. 173+96	NC-6 TO PB-23											139					129				129	
757	RT	1ST TURN LN	STA. 173+96	PB-23		3																1			
757	RT/LT	1ST TL/SALEM	STA. 173+96 TO STA. 203+95	PB-23 TO PB-22										513			161			161				161	
757	LT	SALEM AVE	STA. 203+95	PB-22		3																1			
757	LT	SALEM/ROB.	STA. 203+95 TO STA. 325+50	PB-22 TO NC-5											180					170				170	
757	LT	ROBERT DR	STA. 325+50	NC-5					1		1								6				2		
757	LT	ROBERT DR	STA 325+50 TO STA 329+98.4	NC-5 TO PB-54											519					509				509	
757	LT	ROBERT DR	STA. 329+98.4	PB-54		6															1				
757	LT	ROBERT DR	STA 329+98.4 TO STA 330+32	PB-54 TO PS 'N'									219	219		63									
757	LT	ROBERT DR	STA. 330+32	PWR SVC 'N'																					1
TOTALS CARRIED TO GENERAL SUMMARY					24	21	12	1	1	12	2	1008	7323	732	838	63	2389	12	10	3197	1	6	16	3197	1

CALCULATED JCS
CHECKED LH

LIGHTING SUBSUMMARY

MOT-75-12.00

735
1565

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SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	625 CONNECTION, FUSED, PULL APART	625 CONNECTION, UNFUSED, BOLTED	625 CONNECTION, UNFUSED, PERMANENT	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B40	625 LIGHT POLE, LOW MAST, DESIGN ALM40	625 LIGHT TOWER BBBBBB120	625 LIGHT TOWER BBBBBB130	625 LIGHT POLE ANCHOR BOLTS ON STRUCTURE	625 MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	625 LIGHT TOWER FOUNDATION, 36"x30'	625 LIGHT TOWER FOUNDATION, 42"x30'	625 NO. 10 AWG POLE AND BRACKET CABLE	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	625 CONDUIT, 2", 725.04	625 CONDUIT, 3", 725.04	625 CONDUIT, CONCRETE ENCASED, 3"	625 LUMINAIRE, CONVENTIONAL, 250W HPS, ASSYMMETRIC	625 LUMINAIRE, LOW MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	625 LUMINAIRE, HIGH MAST, 400W HPS, SYMMETRIC, 480V, AS PER PLAN	625 TRENCH	625 STRUCTURE JUNCTION BOX	625 PULL BOX, 725.08, 18"	625 PULL BOX, 725.08, 24"	625 GROUND ROD	625 PLASTIC CAUTION TAPE
				* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	FT
757	RT	I.R. 75	STA. 322+09	NC-4							1				1										6					2	
757	RT	IR75/2ND ST	STA. 322+09 TO STA. 222+33	NC-4 TO PB-15															100							90					90
757	RT	SECOND ST	STA. 222+33	PB-15			3																					1			
757	RT/LT	SECOND ST	STA. 222+33 TO STA. 222+51	PB-15 TO PB-16														336				102				102					102
757	LT	SECOND ST	STA. 222+51	PB-16			3																					1			
757	LT/RT	2ND/R. C5	STA. 222+51 TO STA. 324+20	PB-16 TO NC-3															53							43					43
757	RT	RAMP C5	STA. 324+20	NC-3							1				1										6					2	
757	RT	R. C5/1ST ST	STA. 324+20 TO STA. 108+41	NC-3 TO PB-17															94							84					84
757	RT	FIRST ST	STA. 108+41	PB-17			3																					1			
757	RT/LT	FIRST ST	STA. 108+41 TO STA. 108+49	PB-17 TO PB-18														273				81				81					81
757	LT	FIRST ST	STA. 108+49	PB-18			3																					1			
757	LT/RT	1ST ST/IR75	STA. 108+49 TO STA. 327+84	PB-18 TO NC-2															233							223					223
757	RT	I.R. 75	STA. 327+84	NC-2						1				1											6					2	
757	RT	I.R. 75	STA. 327+84 TO STA. 330+61	NC-2 TO NC-1															287							277					277
757	RT	I.R. 75	STA. 330+61	NC-1							1				1										6					2	
757	RT	IR75/ROBERT	STA. 330+61 TO STA. 329+02	NC-1 TO PB-20														879				283				283					283
757	RT	ROBERT DR	STA. 329+02	PB-20			6																						1		
757	RT/LT	ROBERT DR	STA. 329+02 TO STA. 329+02	PB-20 TO PB-19													174	174				48				48					48
757	LT	ROBERT DR	STA. 329+02	PB-19																									1		
757	LT	ROBERT DR	STA. 329+02 TO STA. 329+82	PB-19 TO PB-54													417	417				129				129					129
757	RT	I.R. 75	STA. 334+50 TO STA. 333+25	* TO ND-1													396				127										
757	RT	I.R. 75	STA. 333+25	ND-1	2			1				4				110							1								
757	RT	I.R. 75	STA. 333+25 TO STA. 330+94	ND-1 TO SJB													726				232										
757	RT	I.R. 75	STA. 330+94	SJB																							1				
757	RT/LT	I.R. 75	STA. 330+94 TO STA. 329+66	SJB TO SJB													732			234											
757	LT	I.R. 75	STA. 334+50 TO STA. 333+06	* TO ND-2													444				143										
757	LT	I.R. 75	STA. 333+06	ND-2	2			1				4				110							1								
757	LT	I.R. 75	STA. 333+06 TO STA. 329+66	ND-2 TO SJB													1047				339										
757	LT	I.R. 75	STA. 329+66	SJB		3																					1				
757	LT/RT	IR75/ROBERT	STA. 329+66 TO STA. 329+02	SJB TO PB-20													180			50						10					10
758	LT	I.R. 75	STA. 334+50 TO STA. 334+89	* TO ND-4													129				38										
758	LT	I.R. 75	STA. 334+89	ND-4	2			1				4				110							1								
758	LT	I.R. 75	STA. 334+89 TO STA. 336+73	ND-4 TO ND-6													573				181										
758	LT	I.R. 75	STA. 336+73	ND-6	2			1				4				110							1								
758	LT	I.R. 75	STA. 336+73 TO STA. 338+57	ND-6 TO ND-8													573				181										
758	LT	I.R. 75	STA. 338+57	ND-8	2			1				4				110							1								
758	LT	I.R. 75	STA. 338+57 TO STA. 340+41	ND-8 TO ND-10													573				181										
758	LT	I.R. 75	STA. 340+41	ND-10	2			1				4				110							1								
758	LT	I.R. 75	STA. 340+41 TO STA. 342+22	ND-10 TO ND-12													573				181										
758	LT	I.R. 75	STA. 342+22	ND-12	2			1				4				110							1								
758	LT	I.R. 75	STA. 342+22 TO STA. 344+03	ND-12 TO ND-14													573				181										
758	LT	I.R. 75	STA. 344+03	ND-14	2			1				4				110							1								
758	RT	I.R. 75	STA. 334+50 TO STA. 335+03	* TO ND-3													177				54										
758	RT	I.R. 75	STA. 335+03	ND-3	2			1				4				110							1								
758	RT	I.R. 75	STA. 335+03 TO STA. 336+80	ND-3 TO ND-5													570				180										
758	RT	I.R. 75	STA. 336+80	ND-5	2			1				4				110							1								
758	RT	I.R. 75	STA. 336+80 TO STA. 338+57	ND-5 TO ND-7													570				180										
758	RT	I.R. 75	STA. 338+57	ND-7	2			1				4				110							1								
758	RT	I.R. 75	STA. 338+57 TO STA. 340+38	ND-7 TO ND-9													585				185										
758	RT	I.R. 75	STA. 340+38	ND-9	2			1				4				110							1								
758	RT	I.R. 75	STA. 340+38 TO STA. 342+21	ND-9 TO ND-11													579				183										
758	RT	I.R. 75	STA. 342+21	ND-11	2				1			4				80								1							
758	RT	I.R. 75	STA. 342+21 TO STA. 344+03	ND-11 TO ND-13													582				184										
758	RT	I.R. 75	STA. 344+03	ND-13	2				1			4				80								1							
TOTALS CARRIED TO GENERAL SUMMARY					28	3	18	12	2	1	3	56	0	1	3	1480	10173	2079	767	284	2750	643	12	2	24	1370	2	4	2	8	1370

CALCULATED JCS
CHECKED LH

LIGHTING SUBSUMMARY

MOT-75-12.00

LIGHTING SUBSUMMARY

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES (* = MATCH LINE / CONTINUATION)	625 CONNECTION, FUSED, PULL APART (EACH)	625 CONNECTION, UNFUSED, PERMANENT (EACH)	625 CONNECTION, UNFUSED, BOLTED (EACH)	625 RE-ERECT EXISTING LIGHT POLE, AS PER PLAN (EACH)	625 LIGHTING MISC.: LIGHT POLE INCLUDING ANCHOR BOLTS, APP (EACH)	625 MEDIAN LIGHT POLE FOUNDATION, 10' DEEP (EACH)	625 NO. 10 AWG POLE AND BRACKET CABLE (FT)	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE (FT)	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE (FT)	625 CONDUIT, CONCRETE ENCASED, 3" (EACH)	625 LUMINAIRE, UNDERPASS, 100W METAL HALIDE, 208V (EACH)	625 LUMINAIRE, INSTALLATION ONLY, AS PER PLAN (EACH)	625 TRENCH (FT)	625 TRANSITION JUNCTION BOX (EACH)	625 MEDIAN JUNCTION BOX (EACH)	625 BARRIER JUNCTION BOX (EACH)	625 PULL BOX, 725.08, 18" (EACH)	625 PULL BOX, 725.08, 24" (EACH)	625 PULL BOX, 725.08, 36" (EACH)	625 GROUND ROD (EACH)	625 PLASTIC CAUTION TAPE (FT)	625 POWER SERVICE, AS PER PLAN (EACH)	625 STRUCTURE GROUNDING SYSTEM (EACH)	625 SERVICE TO UNDERPASS LIGHTING, AS PER PLAN (EACH)
758	℄	I.R. 75	STA. 345+94	E1-1	2				1	1	100					1								1				
758	℄	I.R. 75	STA. 345+94 TO STA. 347+00	E1-1 TO *									315															
759	℄	I.R. 75	STA. 347+00 TO STA. 348+07	* TO E1-2									363															
759	℄	I.R. 75	STA. 348+07	E1-2	2				1	1	100					1								1				
759	℄	I.R. 75	STA. 348+07 TO STA. 349+65	E1-2 TO E1-3									495															
759	℄	I.R. 75	STA. 349+65	E1-3	2				1	1	100					1								1				
759	℄	I.R. 75	STA. 349+65 TO STA. 351+43	E1-3 TO E1-4									564															
759	℄	I.R. 75	STA. 351+43	E1-4	2				1	1	100					1								1				
759	℄	I.R. 75	STA. 351+43 TO STA. 352+31	E1-4 TO MJB-2									294															
759	RT	RAMP D1	STA. 54+35 TO STA. 52+23	E1-12 TO E1-11									663					1										
759	RT	RAMP D1	STA. 52+23	E1-11	2			1		1	110													1				
759	RT	RAMP D1	STA. 52+23 TO STA. 52+00	E1-11 TO BJB-2									99															
759	RT	RAMP D1	STA. 52+00	BJB-2			3													1								
759	RT/℄	R. D1/IR75	STA. 52+00 TO STA. 352+31	BJB-2 TO MJB-2									411	127			127								127			
759	℄	I.R. 75	STA. 353+77	E1-5	2																							
759	℄	I.R. 75	STA. 353+77 TO STA. 352+31	E1-5 TO MJB-2									474															
759	℄	I.R. 75	STA. 352+31	MJB-2			6												1									
759	℄/LT	I.R. 75	STA. 352+31 TO STA. 352+49	MJB-2 TO EX-JB									354	108			108								108			
759	LT	I.R. 75	STA. 352+49	EX-JB			3																					
760	RT	SB ROBERT	STA. 29+98	PWR SVC 'P'																						1		
760	RT	SB ROBERT	STA. 29+98 TO STA. 29+39	PS 'P' TO PB-33								60		10			10								10			
760	RT	SB ROBERT	STA. 29+39 TO STA. 29+39	* TO PB-33								45		5			5								5			
760	RT	SB ROBERT	STA. 29+39	PB-33		3															1							
760	RT	SB ROBERT	STA. 29+39 TO STA. 29+33	PB-33 TO U.PASS								60		10			10								10			
760	LT	SB ROBERT	STRUCTURE MOT-75-1227L/R	UNDERPASS											4						1						2	1
760	LT	SB ROBERT	STA. 25+90 TO 25+73	U.PASS TO *								60		10			10								10			
760	RT	ROBERT/3RD	STA. 29+98 TO STA. 12+20	PS 'P' TO PB-34								57		9			9								9			
760	RT	THIRD ST.	STA. 12+20	PB-34																		1						
760	RT	THIRD ST.	STA. 12+20 TO STA. 12+25	PB-34 TO U.PASS								60		10			10								10			
760	LT/RT	THIRD ST.	STRS MOT-75-1248L/R / 1250E	UNDERPASS											10												3	1
760	RT	THIRD ST.	STA. 15+00 TO 15+30	U.PASS TO *								150		40			20								20			
761	LT	SALEM AVE	STA. 206+43	PWR. SVC 'Q'																						1		
761	LT/RT	SALEM/1ST	STA. 206+43 TO STA. 106+35	PS 'Q' TO PB-43								114		9			9								9			
761	RT	FIRST ST.	STA. 106+35	PB-43		3																	1					
761	RT/LT	1ST/2ND	STA. 106+35 TO STA. 221+28	PB-43 TO PB-44								171		47			47								47			
761	LT	SECOND ST.	STA. 221+28	PB-44																		1						
761	N/A	MULTIPLE	STRUCTURE MOT-75-1267L/R	UNDERPASS											8												2	1
761	LT	SALEM AVE	STA. 207+00 TO STA. 207+11	U.PASS TO PB-42								78		16			16								16			
761	LT	SALEM AVE	STA. 207+11	PB-42																	1							
761	LT	SALEM AVE	STA. 207+11 TO STA. 207+20	PB-42 TO U.PASS								78		16			16								16			
761	N/A	MULTIPLE	STRUCTURE MOT-75-1262E	UNDERPASS											7												1	1
761	LT	RAMP C1	STA. 322+52 TO STA. 322+52	U.PASS TO *								102		24			24								24			
761	LT	SECOND ST	STA. 220+54 TO STA. 220+51	U.PASS TO PB-45								39		3			3								3			
761	LT	SECOND ST	STA. 220+51	PB-45																	1							
761	LT	2ND/1ST TL	STA. 220+51 TO STA. 175+24	PB-45 TO PB-46								177		49			49								49			
761	LT	1ST TURN LN	STA. 175+24	PB-46																	1							
761	LT	1ST TURN LN	STA. 175+24 TO STA. 174+77	PB-46 TO U.PASS								195		55			55								55			
761	N/A	MULTIPLE	STRUCTURE MOT-75-1267W	UNDERPASS											3												1	1
762	RT	ROBERT DR	STA. 328+93 TO STA. 328+98	* TO PB-50								45		5			5								5			
762	RT	ROBERT DR	STA. 328+98	PB-50		3															1							
762	RT	ROBERT DR	STRUCTURE MOT-75-1282L/R	UNDERPASS											4												2	1
TOTALS CARRIED TO GENERAL SUMMARY					12	9	12	1	4	5	510	1491	4032	553	36	4	533	1	1	1	6	2	1	5	533	2	11	6

CALCULATED JCS
CHECKED LH

MOT-75-12.00

LIGHTING SUBSUMMARY

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	625 CONNECTION, FUSED, PULL APART	625 CONNECTION, UNFUSED, PERMANENT	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30	625 LIGHT POLE, DECORATIVE, DESIGN AON12, AS PER PLAN	625 LIGHT POLE FOUNDATION, 24"x6' DEEP	625 NO. 10 AWG POLE AND BRACKET CABLE	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	625 DUCT CABLE, MISC: 1-1/2" DUCT CABLE W (3) NO. 6 AWG CABLES	625 CONDUIT, CONCRETE ENCASED, 3"	625 LUMINAIRE, CONVENTIONAL, 250W HPS, ASSYMETRIC	625 LUMINAIRE, POST TOP, 100W MH, SYMMETRIC, 208V, AS PER PLAN	625 TRENCH	625 PULL BOX, 725.08, 18"	625 PULL BOX, 725.08, 24"	625 GROUND ROD	625 PLASTIC CAUTION TAPE	625 POWER SERVICE, AS PER PLAN
				* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	FT	EACH
763	LT	℄ WALK	STA. 61+00	HR-1	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 61+00 TO STA. 61+60	HR-1 TO HR-2								70				60				60	
763	LT	℄ WALK	STA. 61+60	HR-2	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 61+60 TO STA. 62+20	HR-2 TO HR-3								70				60				60	
763	LT	℄ WALK	STA. 62+20	HR-3	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 62+20 TO STA. 62+80	HR-3 TO HR-4								70				60				60	
763	LT	℄ WALK	STA. 62+80	HR-4	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 62+80 TO STA. 63+40	HR-4 TO HR-5								70				60				60	
763	LT	℄ WALK	STA. 63+40	HR-5	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 63+40 TO STA. 64+00	HR-5 TO HR-6								70				60				60	
763	LT	℄ WALK	STA. 64+00	HR-6	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 64+00 TO STA. 64+60	HR-6 TO HR-7								70				60				60	
763	LT	℄ WALK	STA. 64+60	HR-7	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 64+60 TO STA. 65+20	HR-7 TO HR-8								70				60				60	
763	LT	℄ WALK	STA. 65+20	HR-8	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 65+20 TO STA. 65+80	HR-8 TO HR-9								70				60				60	
763	LT	℄ WALK	STA. 65+80	HR-9	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 65+80 TO STA. 66+40	HR-9 TO HR-10								70				60				60	
763	LT	℄ WALK	STA. 66+40	HR-10	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 66+40 TO STA. 67+00	HR-10 TO HR-11								70				60				60	
763	LT	℄ WALK	STA. 67+00	HR-11	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 67+00 TO STA. 67+60	HR-11 TO HR-12								70				60				60	
763	LT	℄ WALK	STA. 67+60	HR-12	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 67+60 TO STA. 68+20	HR-12 TO HR-13								70				60				60	
763	LT	℄ WALK	STA. 68+20	HR-13	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 68+20 TO STA. 68+80	HR-13 TO HR-14								70				60				60	
763	LT	℄ WALK	STA. 68+80	HR-14	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 68+80 TO STA. 69+40	HR-14 TO HR-15								70				60				60	
763	LT	℄ WALK	STA. 69+40	HR-15	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 69+40 TO STA. 70+00	HR-15 TO HR-16								70				60				60	
763	LT	℄ WALK	STA. 70+00	HR-16	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 70+00 TO STA. 70+60	HR-16 TO HR-17								70				60				60	
763	LT	℄ WALK	STA. 70+60	HR-17	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 70+60 TO STA. 71+20	HR-17 TO HR-18								70				60				60	
763	LT	℄ WALK	STA. 71+20	HR-18	2			1	1	34					1				1		
763	LT	℄ WALK	STA. 71+20 TO STA. 71+50	HR-18 TO *								35				30				30	
764	LT	℄ WALK	STA. 71+50 TO STA. 71+68	* TO HR-19								40				30				30	
764	LT	℄ WALK	STA. 71+68	HR-19	2			1	1	34					1				1		
764	LT/RT	WALK/1ST ST	STA. 71+68 TO STA. 102+65	HR-19 TO PB-51							41					31				31	
764	LT	℄ WALK	STA. 72+75	HR-21	2			1	1	34					1				1		
764	LT	℄ WALK	STA. 72+75 TO STA. 72+16	HR-21 TO HR-20								73				63				63	
764	LT	℄ WALK	STA. 72+16	HR-20	2			1	1	34					1				1		
764	LT/RT	WALK/1ST ST	STA. 72+16 TO STA. 102+65	HR-20 TO PB-51							216		62			62				62	
764	RT	FIRST ST	STA. 102+65	PB-51		6												1			
764	RT	FIRST ST	STA. 102+65 TO STA. 102+48	PB-51 TO PS 'H'								33				23				23	
764	RT	FIRST ST	STA. 102+48	PWR SVC 'H'																	1
764	RT	FIRST ST	STA. 102+48 TO STA. 102+26	PS 'H' TO HS-15								40				30				30	
764	RT	FIRST ST	STA. 102+26	HS-15	2		1		1	84				1					1		
764	RT	FIRST ST	STA. 102+26 TO STA. 102+09	HS-15 TO PB-52								28				18				18	
764	RT	FIRST ST.	STA. 102+09	PB-52		3											1				
764	LT	SALEM AVE.	STA. 102+09 TO STA. 202+28	PB-52 TO HS-14							357		109			109				109	
764	LT	SALEM AVE.	STA. 202+28	HS-14	2		1		1	84				1					1		
764	LT	SALEM AVE.	STA. 202+28 TO STA. 202+85	HS-14 TO PB-54							231		67			67				67	
TOTALS CARRIED TO GENERAL SUMMARY					46	9	2	21	23	882	845	1439	238	2	21	1483	1	1	23	1483	1

CALCULATED JCS
CHECKED LH

MOT-75-12.00

IP_PWP:dms10566\77247LS006.dgn 24-FEB-2012 4:38PM rgreenland

SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	625 CONNECTION, FUSED, PULL APART	625 CONNECTION, UNFUSED, PERMANENT	625 LIGHT POLE, DECORATIVE, DESIGN AO112, AS PER PLAN	625 LIGHT POLE FOUNDATION, 24"x6' DEEP	625 NO. 10 AWG POLE AND BRACKET CABLE	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	625 DUCT CABLE, MISC: 1-1/2" DUCT CABLE W (3) NO. 6 AWG CABLES	625 CONDUIT, CONCRETE ENCASED, 3"	625 LUMINAIRE, POST TOP, 100W MH, SYMMETRIC, 208V, AS PER PLAN	625 TRENCH	625 PULL BOX, 725.08, 18"	625 GROUND ROD	625 PLASTIC CAUTION TAPE
				* = MATCH LINE	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH	EACH	FT
764	LT	℄ WALK	STA. 81+66	HS-13	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 81+66 TO STA. 81+10	HS-13 TO HS-12							67			57			57
764	LT	℄ WALK	STA. 81+10	HS-12	2		1	1	34				1			1	
764	LT	WALK/SALEM	STA. 81+10 TO STA. 203+07	HS-12 TO HS-11							97			87			87
764	LT	SALEM AVE.	STA. 203+07	HS-11	2		1	1	34				1			1	
764	LT	SALEM AVE.	STA. 203+07 TO STA. 202+85	HS-11 TO PB-54						120		30		30			30
764	LT	SALEM AVE.	STA. 202+85	PB-54		3									1		
764	LT	SALEM/WALK	STA. 202+85 TO STA. 82+16	PB-54 TO HS-10							66			56			56
764	LT	℄ WALK	STA. 82+16	HS-10	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 82+16 TO STA. 82+67	HS-10 TO HS-9							70			60			60
764	LT	℄ WALK	STA. 82+67	HS-9	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 82+67 TO STA. 83+27	HS-9 TO HS-8							70			60			60
764	LT	℄ WALK	STA. 83+27	HS-8	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 83+27 TO STA. 83+87	HS-8 TO HS-7							70			60			60
764	LT	℄ WALK	STA. 83+87	HS-7	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 83+87 TO STA. 84+47	HS-7 TO HS-6							70			60			60
764	LT	℄ WALK	STA. 84+47	HS-6	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 84+47 TO STA. 85+07	HS-6 TO HS-5							70			60			60
764	LT	℄ WALK	STA. 85+07	HS-5	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 85+07 TO STA. 85+68	HS-5 TO HS-4							73			61			61
764	LT	℄ WALK	STA. 85+68	HS-4	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 85+68 TO STA. 86+30	HS-4 TO HS-3							76			62			62
764	LT	℄ WALK	STA. 86+30	HS-3	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 86+30 TO STA. 86+91	HS-3 TO HS-2							76			62			62
764	LT	℄ WALK	STA. 86+91	HS-2	2		1	1	34				1			1	
764	LT	℄ WALK	STA. 86+91 TO STA. 87+50	HS-2 TO HS-1							204			58			58
764	LT	℄ WALK	STA. 87+50	HS-1	2		1	1	34				1			1	
764	LT	1ST ST.	STA. 102+48 TO STA. 102+65	PS 'H' TO PB-51							99			23			23
764	LT	1ST/R. C4	STA. 102+65 TO STA. 322+54	PB-51 TO *						576		182		182			182
TOTALS CARRIED TO GENERAL SUMMARY					26	3	13	13	442	696	1108	212	13	978	1	13	978

CALCULATED JCS
CHECKED LH

LIGHTING SUBSUMMARY

MOT-75-12.00

739
1565

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SHEET NO.	SIDE	ROADWAY	STATION TO STATION	CIRCUIT NODES	625 NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	625 NO. 6 AWG 5000 VOLT DISTRIBUTION CABLE	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 DUCT CABLE, MISC: 1-1/2" DUCT CABLE W (3) NO. 6 AWG CABLES	625 LIGHTING, MISC.: CAT 6 DATA CABLE	625 CONDUIT, CONCRETE ENCASED, 3"	625 LUMINAIRE, MISC: 4' DECORATIVE LED	625 LUMINAIRE MISC: DECORATIVE FLOOD LED	625 TRENCH	625 PULL BOX, 725.08, 18"	625 PULL BOX, 725.08, 24"	625 GROUND ROD	625 PLASTIC CAUTION TAPE	625 LTG, MISC: SERVICE TO DECORATIVE LIGHTING, AS PER PLN
				* = MATCH LINE	FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	FT	EACH
765	LT	RAMP C4	STA. 322+54	PB-56										1				
765	LT	RAMP C4	STA. 322+54 TO MSE WALL #6	PB-56 TO D.LTG		30			10	20			10				10	
765	LT	RAMP C4	MSE WALL #6	DECORATIVE LTG							38							1
765	RT	RAMP C4	STA. 322+54 TO STA 321+93	PB-56 TO PB-58					145	135			135				135	
765	RT	RAMP C4	STA. 321+93	PB-58										1				
765	RT	R. C4/R. C2	STA 321+93 TO STA 322+00.6	PB-58 TO *					150	70			70				70	
765	RT	RAMP C4	STA. 321+93 TO STA. 318+28	PB-58 TO PB-59					325	315			315				315	
765	RT	RAMP C4	STA. 318+28	PB-59										1				
765	RT	RAMP C4	STA. 318+28 TO STA. 315+37	PB-59 TO PB-60					338	328			328				328	
765	RT	RAMP C4	STA. 315+37	PB-60										1				
765	RT	RAMP C4	STA. 315+37 TO STA. 315+00	PB-60 TO *					42	37			37				37	
766	RT	RAMP C2	STA 322+00.6 - STA 322+02.6	* TO PB-57					86	38			38				38	
766	RT	RAMP C2	STA. 322+02.6	PB-57										1				
766	RT	RAMP C2	STA. 322+02.6 TO 322+18.9	PB-57 TO LT. CC					82	31			24				24	
766	LT	SALEM/1ST	STA. 206+43 TO STA. 106+35	P.S. Q TO PB-43	72		108			24			8				8	
766	LT	1ST STREET	STA. 106+35	PB-43 TO D. LTG	100		150		25	60			5				5	
766	LT/RT	1ST STREET	STRUCTURE 1267L/R, MSE #4	DECORATIVE LTG							91	32						3
766	LT	1ST/2ND	STA. 106+35 TO STA. 221+28	PB-43 TO PB-44	224				56	92			46				46	
766	LT	2ND ST.	STA. 221+28	PB-44 TO D. LTG	75				25	30			10				10	
766	LT/RT	2ND ST.	STRUCTURE 1267L/R	DECORATIVE LTG								32						1
767	RT	RAMP C4	STA. 315+00 TO STA. 311+94	* TO PB-61					304	294			294				294	
767	RT	RAMP C4	STA. 311+94	PB-61										1				
767	RT	R. C4/3RD	STA. 311+94 TO STA. 12+20	PB-61 TO PB-34					105	95			95				95	
767	RT	ROBERT/3RD	STA. 29+98 TO STA. 12+20	P.S. 'P' TO PB-34	76					9								
767	RT	3RD STREET	STA. 12+20	PB-34 TO D. LTG	60				15	20			5				5	
767	LT/RT	3RD STREET	STRUCTURES 1248L/R / 1250	DECORATIVE LTG								46						1
TOTALS CARRIED TO GENERAL SUMMARY					607	30	258	0	1708	1598	129	110	1420	6	0	0	1420	6

CALCULATED JCS
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LIGHTING SUBSUMMARY

MOT-75-12.00

IP_PWP:dms10566\77247LS008.dgn 24-FEB-2012 4:38PM rgreenland

SHEET NO.	SIDE	ROADWAY	CIRCUIT NODES OR REMOVAL REFERENCE ✱ = MATCH LINE	625 DISCONNECT CIRCUIT, AS PER PLAN EACH	625 LIGHT TOWER REMOVED EACH	625 LIGHT POLE REMOVED EACH	625 LIGHT TOWER FOUNDATION REMOVED, AS PER PLAN EACH	625 LIGHT POLE FOUNDATION REMOVED EACH	625 LUMINAIRE REMOVED EACH	625 POWER SERVICE REMOVED, AS PER PLAN EACH	625 LIGHTING MISC: UNDERPASS LIGHTING, REMOVED EACH	625 DISTRIBUTION CABLE REMOVED FT
745	LT	I.R. 75	J2-1E	1		1			1			
745	LT	I.R. 75	J2-2E	1		1			1			
745	LT	I.R. 75	J2-3E	1		1			1			
745	RT	I.R. 75	J2-4E	1		1			1			
745	RT	I.R. 75	J2-5E	1		1			1			
745	RT	I.R. 75	J2-6E	1		1			1			
745	RT	I.R. 75	J2-7E	1		1			1			
745	LT	S. ROBERT DR.	W3	1		1		1	1			
745	LT	S. ROBERT DR.	W1	1		1		1	1			
745	LT	S. ROBERT DR.	REFERENCE R-1	1		1		1	1			
745	RT	S. ROBERT DR.	E4	1		1		1	1			
745	RT	S. ROBERT DR.	E2	1		1		1	1			
745	RT	S. ROBERT DR.	REFERENCE R-2	1		1		1	1			
745	LT/RT	S. ROBERT DR.	UNDERPASS LIGHTING								1	
746	RT	ROBERT DR.	G2-36	1	1		1		2			
746	LT/RT	ROBERT DR.	UNDERPASS LIGHTING								1	
746	LT	ROBERT DR.	REFERENCE R-3	1		1		1	1			
746	RT	ROBERT DR.	3T-5	1		1		1	1			
746	RT	ROBERT DR.	3T-6	1		1		1	1			
746	RT	ROBERT DR.	3T-7	1		1		1	1			
746	RT	ROBERT DR.	3T-8	1		1		1	1			
746	RT	ROBERT DR.	3T-9	1		1		1	1			
746	LT	ROBERT DR.	H9-30	1		1		1	1			
746	LT	ROBERT DR.	H9-29	1		1		1	1			
746	RT	ROBERT DR.	H9-28	1		1		1	1			
746	LT	ROBERT DR.	H9-27	1		1		1	1			
746	LT	ROBERT DR.	H9-26	1		1		1	1			
746	LT	ROBERT DR.	H9-25	1		1		1	1			
746	RT	ROBERT DR.	H9-21	1		1		1	1			
746	RT	ROBERT DR.	H9-19	1		1		1	1			
746	RT	ROBERT DR.	H9-18	1		1		1	1			
746	RT	ROBERT DR.	H9-17	1		1		1	1			
746	RT	ROBERT DR.	H9-16	1		1		1	1			
746	RT	VISTA VIEW DR.	G1-1	1	1		1		2			
746	LT/RT	THIRD ST.	UNDERPASS LIGHTING								1	
746	RT	THIRD ST.	REFERENCE R-4							1		
746	RT	THIRD ST.	G2-1	1	1		1		2			
746	LT	THIRD ST.	G2-3	1	1		1		2			
746	RT	THIRD ST.	UNDERPASS LIGHTING								1	
746	RT	THIRD ST.	REFERENCE R-5							1		
746	RT	THIRD ST.	S20	1		1		1	1			
746	RT	THIRD ST.	S22	1		1		1	1			
746	RT	THIRD ST.	S24	1		1		1	1			
746	LT	THIRD ST.	N17	1		1		1	1			
746	LT	THIRD ST.	N19	1		1		1	1			
746	LT	THIRD ST.	N21	1		1		1	1			
746	LT	VISTA VIEW DR.	G1-2	1	1		1		2			
746	RT	VISTA VIEW DR.	E6	1		1		1	1			
746	RT	VISTA VIEW DR.	E4	1		1		1	1			
746	RT	VISTA VIEW DR.	E2	1		1		1	1			
746	LT	VISTA VIEW DR.	G1-3	1	1		1		2			
746	LT/RT	SECOND ST.	UNDERPASS LIGHTING								1	
746	RT	SECOND ST.	G2-11	1	1		1		2			
746	RT	SECOND ST.	G2-12	1	1		1		2			
746	LT/RT	SECOND ST.	UNDERPASS LIGHTING								1	
746	RT	SECOND ST.	S2	1		1		1	1			
746	LT	I.R. 75 (SB)	F1-2	1	1		1		2			
TOTALS CARRIED TO GENERAL SUMMARY				49	9	40	9	33	58	2	6	0

CALCULATED JCS
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LIGHTING SUBSUMMARY

MOT-75-12.00

LIGHTING SUBSUMMARY

SHEET NO.	SIDE	ROADWAY	CIRCUIT NODES OR REMOVAL REFERENCE	625 DISCONNECT CIRCUIT, AS PER PLAN	625 LIGHT TOWER REMOVED	625 LIGHT POLE REMOVED	625 LIGHT TOWER FOUNDATION REMOVED, AS PER PLAN	625 LIGHT POLE FOUNDATION REMOVED	625 LUMINAIRE REMOVED	625 POWER SERVICE REMOVED, AS PER PLAN	625 LIGHTING MISC: UNDERPASS LIGHTING, REMOVED	625 LIGHTING MISC: BRACKET ARM REMOVED, AS PER PLAN
			* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
747	LT	SECOND ST.	N1	1		1		1	1			
747	LT	SECOND ST.	N3	1		1		1	1			1
747	LT	SECOND ST.	REFERENCE R-7	1					1			1
747	LT	SECOND ST.	REFERENCE R-9	1					1			
747	LT	SECOND ST.	N7	1		1		1	1			
747	LT	SECOND ST.	N9	1		1		1	1			
747	LT	SECOND ST.	N11	1		1		1	1			
747	RT	SECOND ST.	S4	1		1		1	1			
747	RT	SECOND ST.	REFERENCE R-6	1					1			1
747	RT	SECOND ST.	REFERENCE R-8	1					1			1
747	RT	SECOND ST.	S8	1		1		1	1			
747	RT	SECOND ST.	S12	1		1		1	1			
747	LT	I.R. 75 NB	F2-5	1	1		1		2			
747	LT	I.R. 75 NB	F2-1	1	1		1		2			
747	RT	I.R. 75 NB	F2-6	1		1			1			
747	RT	I.R. 75 NB	F2-7	1		1			1			
747	RT	I.R. 75 SB	F1-4	1		1			1			
747	LT	I.R. 75 SB	F1-11	1		1			1			
747	LT	I.R. 75 SB	F1-10	1		1			1			
747	RT	I.R. 75 SB	F1-3	1		1			1			
747	RT	I.R. 75 SB	F1-1	1	1		1		2			
747	LT	ROBERT DR.	H9-24	1		1		1	1			
747	RT	ROBERT DR.	H9-15	1		1		1	1			
747	RT	ROBERT DR.	H9-14	1		1		1	1			
747	RT	ROBERT DR.	H9-13	1		1		1	1			
747	LT	ROBERT DR.	S4	1		1		1	1			
747	LT	ROBERT DR.	REFERENCE R-11	1		1		1	1			
747	LT	ROBERT DR.	H9-11	1		1		1	1			
747	LT	ROBERT DR.	H9-10	1		1		1	1			
747	LT	ROBERT DR.	H9-9	1		1		1	1			
747	LT	ROBERT DR.	H9-8	1		1		1	1			
747	LT	ROBERT DR.	H9-7	1		1		1	1			
747	RT	ROBERT DR.	H1-22	1		1		1	1			
747	RT	ROBERT DR.	H1-17	1		1		1	1			
747	RT	ROBERT DR.	F2-4	1		1			1			
747	LT	ROBERT DR.	REFERENCE R-10	1		1		1	1			
747	RT	ROBERT DR.	REFERENCE R-12	1		1		1	1			
747	RT	ROBERT DR.	H1-4	1		1		1	1			
747	LT	ROBERT DR.	REFERENCE R-13							1		
747	LT/RT	FIRST ST.	UNDERPASS LIGHTING								2	
747	RT	FIRST ST.	F2-3	1		1		1	1			
747	LT	FIRST ST.	F2-2	1		1		1	1			
747	LT/RT	MONUMENT AVE.	UNDERPASS LIGHTING								1	
TOTALS CARRIED TO GENERAL SUMMARY				40	3	33	3	26	43	1	3	4

CALCULATED JCS
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MOT-75-12.00

LIGHTING SUBSUMMARY

SHEET NO.	SIDE	ROADWAY	CIRCUIT NODES OR REMOVAL REFERENCE	625 DISCONNECT CIRCUIT, AS PER PLAN	625 REMOVAL OF LUMINAIRE AND REERECTION	625 LIGHT POLE REMOVED	625 LIGHT POLE REMOVED FOR RE-ERECTION	625 LIGHT POLE FOUNDATION REMOVED	625 LUMINAIRE REMOVED	625 CONDUIT CLEANED AND CABLES REMOVED	625 DISTRIBUTION CABLE REMOVED
			* = MATCH LINE	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT
748	LT	I.R. 75	F1-5	1		1			1		
748	LT	I.R. 75	F1-6	1		1			1		
748	LT	I.R. 75	F1-7	1		1			1		
748	LT	I.R. 75	F1-8	1		1			1		
748	LT	I.R. 75	F1-9	1		1			1		
748	RT	I.R. 75	F2-8	1		1			1		
748	RT	I.R. 75	F2-9	1		1			1		
748	RT	I.R. 75	F2-10	1		1			1		
748	RT	I.R. 75	F2-11	1		1			1		
748	RT	I.R. 75	F2-12	1		1			1		
748	℄	I.R. 75	E1-1	1	1		1	1			
748	℄	I.R. 75	E1-1 TO E1-2								190
748	℄	I.R. 75	E1-2	1	1		1	1			
748	℄	I.R. 75	E1-2 TO *								43
749	℄	I.R. 75	* TO E1-3								130
749	℄	I.R. 75	E1-3	1	1		1	1			
749	℄	I.R. 75	E1-3 TO E1-4								176
749	℄	I.R. 75	E1-4	1	1		1	1			
749	℄	I.R. 75	E1-4 TO E1-5								235
749	℄	I.R. 75	E1-5	1							
749	℄/RT	I.R. 75 / RAMP D1	REFERENCE R-15 TO E1-11								135
749	RT	RAMP D1	E1-11	1	1		1	1			
749	RT	RAMP D1	E1-11 TO E1-12							211	
749	RT	RAMP D1	E1-12	1							
749	℄/LT	I.R. 75 / RAMP D2	REF. R-15 TO REF. R-14							108	
749	LT	RAMP D2	REFERENCE R-14	1							
TOTALS CARRIED TO GENERAL SUMMARY				18	5	10	5	5	10	319	909

CALCULATED JCS
CHECKED LH

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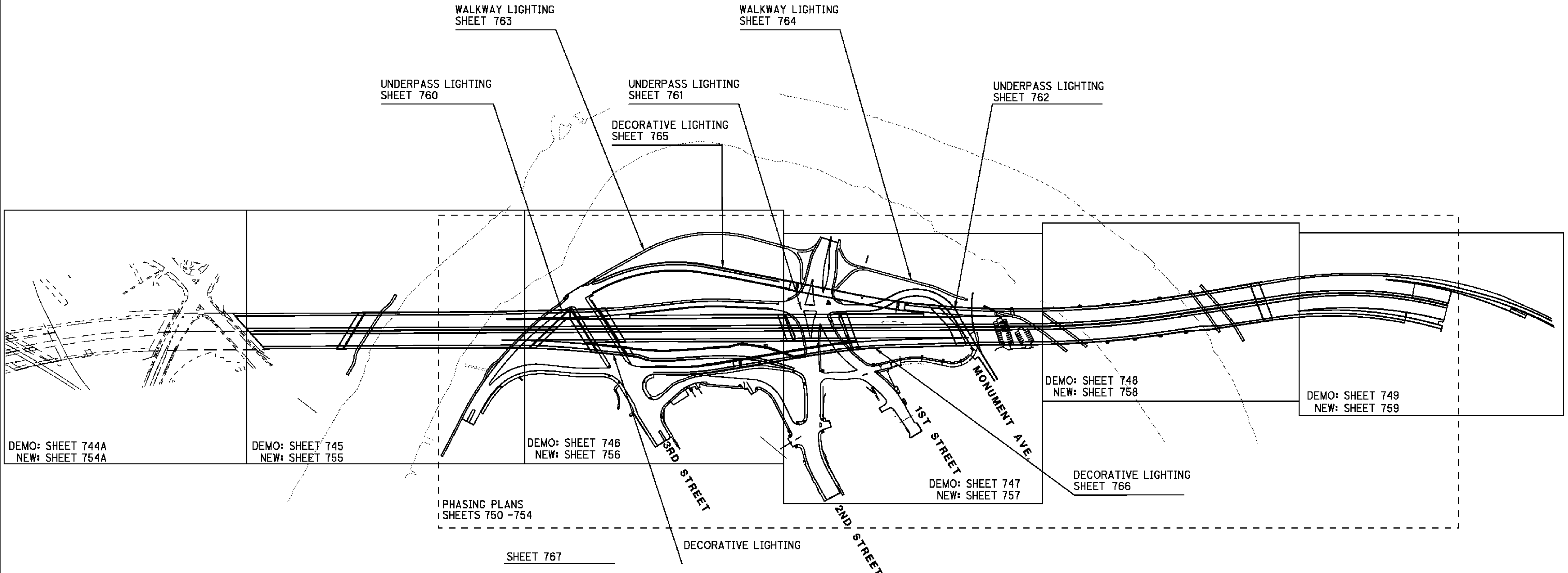

POLE IDENTIFICATION INFORMATION

AB - 1
- POLE NUMBER
- CIRCUIT NAME
- POWER SERVICE NAME

HIGH MAST LIGHT INFORMATION

BBBBBB 100
- NUMBER OF LUMINAIRES
- TOWER HEIGHT

LIGHT POLE INFORMATION

AT 20B 40
- BASE TYPE
  - A = ANCHOR
  - AT = ALUMINUM TRANSFORMER
- BRACKET ARMS
  - 'B' = SINGLE ARM
  - 'BB' = DOUBLE ARM
  - (IF UNEQUAL ARMS, EX. 10B15B)
  - 'LM' = LOW MAST
  - 'ON' = POST TOP
- POLE HEIGHT

LEGEND

NEW HIGH MAST LIGHT TOWER, SYMMETRIC DISTRIBUTION, WITH 400W HPS LUMINAIRES	4' DECORATIVE LED LUMINAIRE (PLAN VIEW), RGB PROGRAMMABLE. CONNECTED TO DATA ENABLERS	PB-1 NEW LIGHTING PULL BOX OR JUNCTION BOX WITH IDENTIFICATION NUMBER (PB=PULL BOX, MJB=MEDIAN JUNCTION BOX, BJB=BARRIER JUNCTION BOX, TJB=TRANSITION JUNCTION BOX, SJB=STRUCTURE JUNCTION BOX)
EXISTING HIGH MAST LIGHT TOWER WITH LUMINAIRES	DECORATIVE FLOOD LED LUMINAIRE, RGB PROGRAMMABLE. CONNECTED TO DATA ENABLERS	PB-1 EXISTING LIGHTING PULL BOX OR JUNCTION BOX WITH IDENTIFICATION NUMBER (PB=PULL BOX, MJB=MEDIAN JUNCTION BOX, BJB=BARRIER JUNCTION BOX, TJB=TRANSITION JUNCTION BOX, SJB=STRUCTURE JUNCTION BOX)
NEW LOW MAST LIGHT POLE, SYMMETRIC DISTRIBUTION, WITH 400W HPS LUMINAIRE	X 4' DECORATIVE LED LUMINAIRE (ELEVATION VIEW) X=NUMBER OF DATA ENABLER POWERING LUMINAIRE ("DE-X")	EXISTING LIGHTING CIRCUIT
EXISITNG LOW MAST POLE AND LUMINAIRE	DE-1 DECORATIVE LIGHTING DATA ENABLER - 120-240V	AB No. 2 NEW LIGHTING CIRCUIT, NUMBER OF CONDUCTORS (HASHES), CIRCUIT NAME AND CONDUCTOR SIZE.
NEW CONVENTIONAL LIGHT POLE, IES TYPE III DISTRIBUTION, WITH 250W HPS LUMINAIRE	NEW POWER SERVICE, 240/480V, 1 PHASE, 3 WIRE OR 120/208V, 3 PHASE, 4 WIRE, AS NOTED	1-1/2" DUCT CABLE IN 24" DEEP TRENCH
EXISTING CONVENTIONAL LIGHT POLE AND LUMINAIRE	EXISTING POWER SERVICE, AS NOTED	PROPOSED LIGHTING CONDUIT, 3", 725.04 (UNLESS NOTED OTHERWISE)
NEW DECORATIVE LIGHT POLE, IES TYPE V DISTRIBUTION WITH 100W METAL HALIDE LUMINAIRE	AB-1 TOWER/POLE IDENTIFICATION NUMBER (TO BE CONSTRUCTED IN ENTIRETY)	PROPOSED LIGHTING CONDUIT, 3", 725.04 (UNLESS NOTED OTHERWISE), JACKED OR DRILLED UNDER PAVEMENT
EXISTING POST TOP POLE AND LUMINAIRE	AB-1 TOWER/POLE IDENTIFICATION NUMBER (EXISTING)	
EXISTING POLE, TOWER OR CIRCUIT TO BE REMOVED.	R-1 REMOVAL REFERENCE NUMBER	
NEW UNDERPASS LUMINAIRE, 150W METAL HALIDE LAMP, IES TYPE IV DISTRIBUTION	STRUCTURE GROUNDING SYSTEM	
EXISTING UNDERPASS LUMINAIRE		

0 125 250 500
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING SHEET INDEX AND LEGEND

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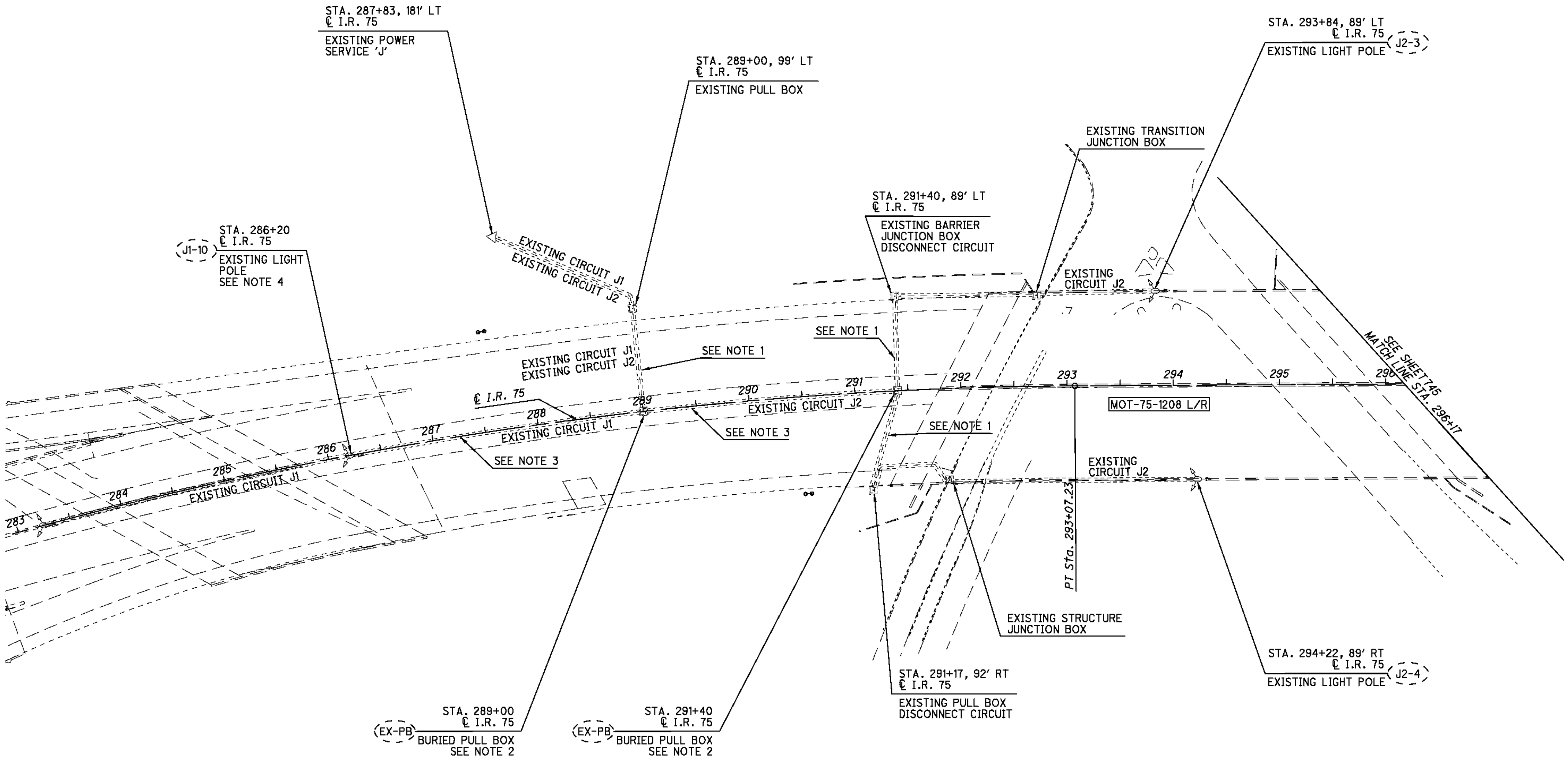


NOTES:

1. REMOVE EXISTING CONDUCTORS FROM CONDUIT AND CLEAN CONDUIT. CLEANLY CUT CONDUIT BELOW GRADE 5 FEET FROM BURIED PULL BOX FOR CONNECTION TO NEW MEDIAN JUNCTION BOX IN NEW CONSTRUCTION. COVER AND PROTECT CONDUIT END. SEE SHEET 75 FOR NEW WORK.

2. UNCOVER EXISTING BURIED PULL BOX IN CROSSOVER AREA. DISCONNECT CABLES FOR REMOVAL (SEE NOTES 1 AND 3.) REMOVE BURIED PULL BOX. COORDINATE WITH OTHER TRADES AS REQUIRED FOR FILL IN OF EARTH TO MEET ROAD REQUIREMENTS AFTER WORK IN THIS AREA IS PERFORMED. SEE SHEET 75 FOR NEW WORK RELATED TO INSTALLATION OF MEDIAN JUNCTION BOX IN LOCATION OF EXISTING BURIED PULL BOX.

3. REMOVE ALL UNDERGROUND CABLES AND CONDUIT.

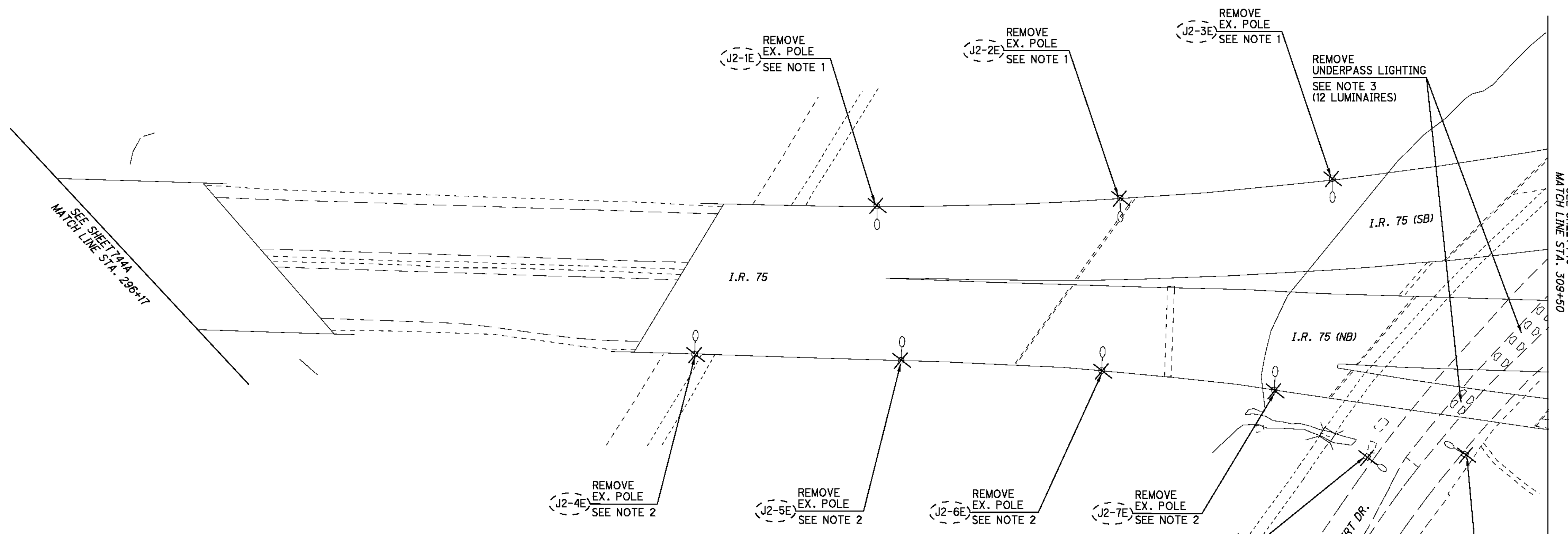
4. DISCONNECT CONDUCTORS TO NORTH OF POLE FOR REMOVAL. SEE NOTE 3. CIRCUIT TO SOUTH TO BE MAINTAINED.

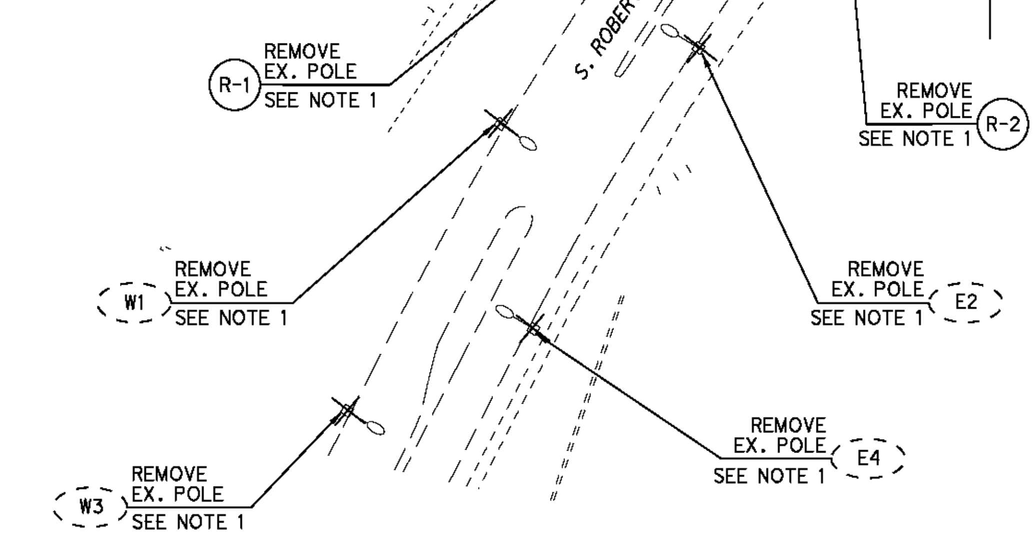
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JCS
CHECKED LH

LIGHTING DEMOLITION PLAN
STA. 283+00 TO STA. 296+17

MOT-75-12.00





NOTES:

1. REMOVE LIGHT POLE AND DISCONNECT CIRCUIT DURING PHASE 2 OF CONSTRUCTION.
2. REMOVE LIGHT POLE AND DISCONNECT CIRCUIT DURING PHASE 5 OF CONSTRUCTION. POLES WILL BE WITHOUT POWER AS OF PHASE 2 CONSTRUCTION DUE TO DISCONNECTION OF CIRCUIT. POLES MAY BE REFED WITH TEMPORARY POWER SOURCE TO MAINTAIN LIGHTING UNTIL PHASE 5.
3. REMOVE UNDERPASS LUMINAIRES, SURFACE MOUNTED CONDUIT AND BOXES DURING PHASE 2 CONSTRUCTION.

GENERAL NOTES:

A. REFER TO CIVIL DRAWINGS FOR MAINTENANCE OF TRAFFIC AND CONSTRUCTION PHASING PLANS.
B. POLES UNLABELED ON THE PLAN DO NOT HAVE VERIFIABLE POLE NUMBERS IN THE FIELD OR ON EXISTING PLANS.
C. ALL DISCONNECTED UNDERGROUND OR IN-STRUCTURE CIRCUITS TO BE ABANDONED IN PLACE AFTER DISCONNECTION. ALL DISCONNECTED ABOVE GROUND CIRCUITS AND CONDUIT TO BE REMOVED.

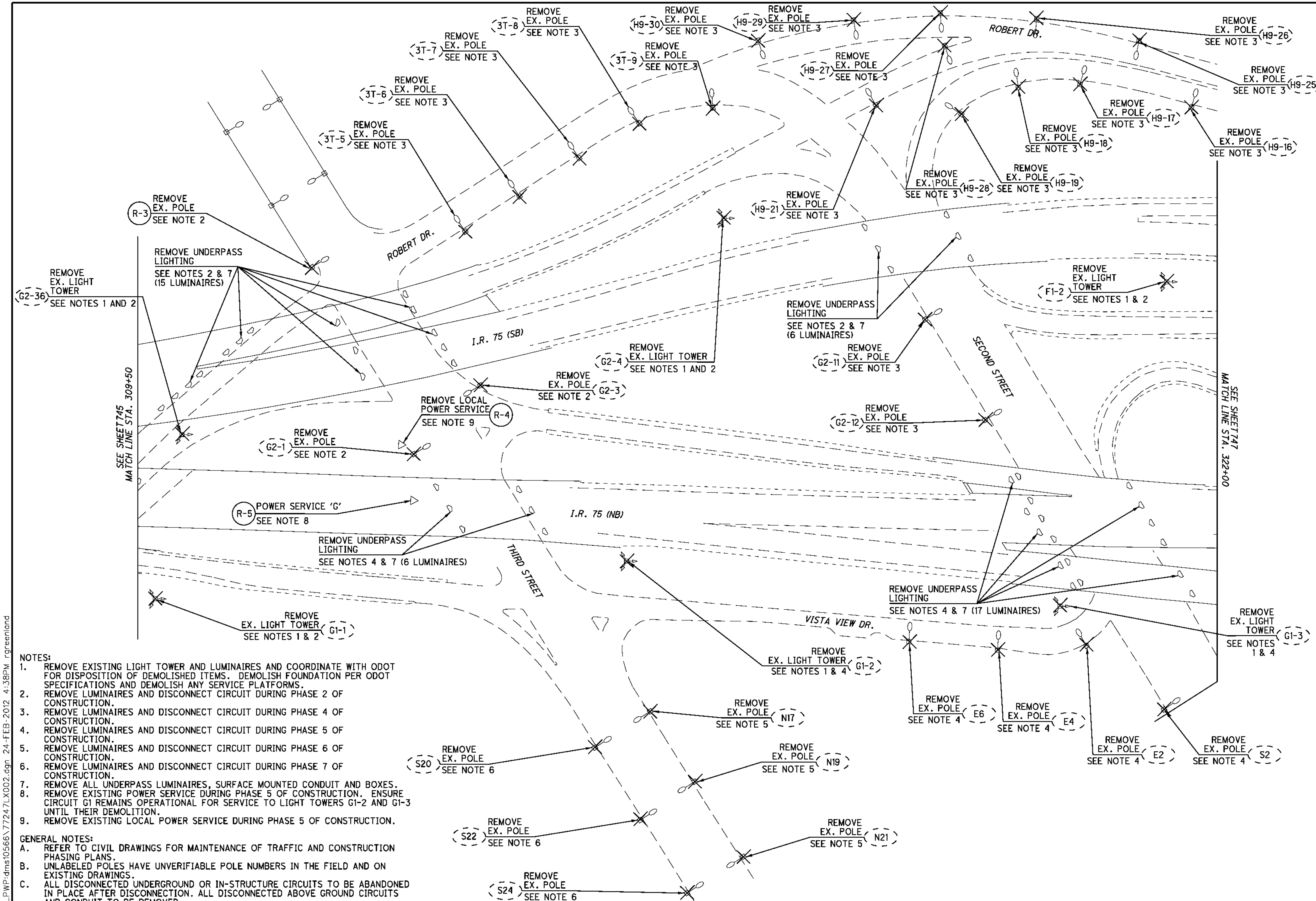
N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING DEMOLITION PLAN STA. 296+17 TO STA. 309+50

MOT-75-12.00



NOTES:

1. REMOVE EXISTING LIGHT TOWER AND LUMINAIRES AND COORDINATE WITH ODOT FOR DISPOSITION OF DEMOLISHED ITEMS. DEMOLISH FOUNDATION PER ODOT SPECIFICATIONS AND DEMOLISH ANY SERVICE PLATFORMS.
2. REMOVE LUMINAIRES AND DISCONNECT CIRCUIT DURING PHASE 2 OF CONSTRUCTION.
3. REMOVE LUMINAIRES AND DISCONNECT CIRCUIT DURING PHASE 4 OF CONSTRUCTION.
4. REMOVE LUMINAIRES AND DISCONNECT CIRCUIT DURING PHASE 5 OF CONSTRUCTION.
5. REMOVE LUMINAIRES AND DISCONNECT CIRCUIT DURING PHASE 6 OF CONSTRUCTION.
6. REMOVE LUMINAIRES AND DISCONNECT CIRCUIT DURING PHASE 7 OF CONSTRUCTION.
7. REMOVE ALL UNDERPASS LUMINAIRES, SURFACE MOUNTED CONDUIT AND BOXES.
8. REMOVE EXISTING POWER SERVICE DURING PHASE 5 OF CONSTRUCTION. ENSURE CIRCUIT G1 REMAINS OPERATIONAL FOR SERVICE TO LIGHT TOWERS G1-2 AND G1-3 UNTIL THEIR DEMOLITION.
9. REMOVE EXISTING LOCAL POWER SERVICE DURING PHASE 5 OF CONSTRUCTION.

GENERAL NOTES:

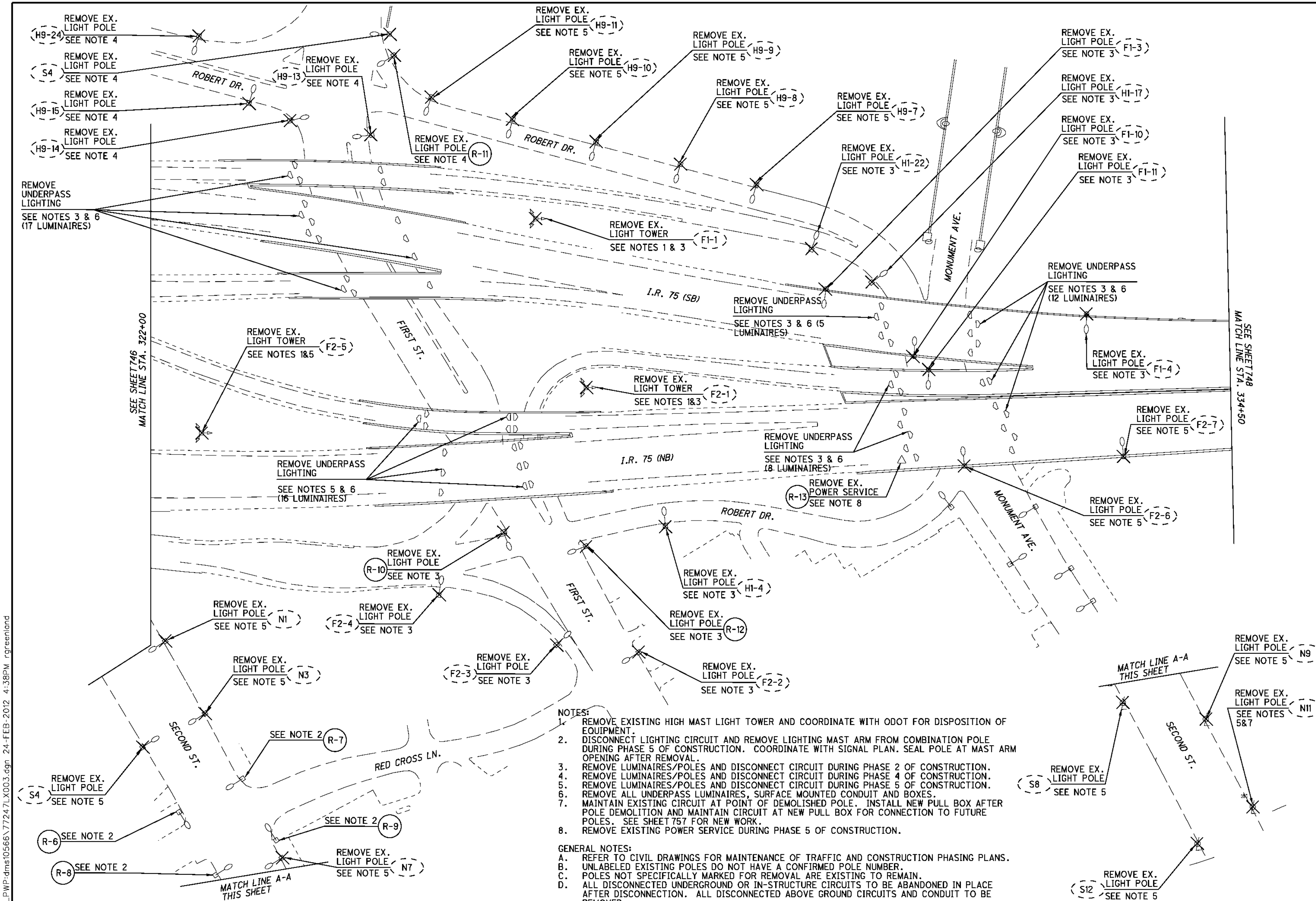
A. REFER TO CIVIL DRAWINGS FOR MAINTENANCE OF TRAFFIC AND CONSTRUCTION PHASING PLANS.
B. UNLABELED POLES HAVE UNVERIFIABLE POLE NUMBERS IN THE FIELD AND ON EXISTING DRAWINGS.
C. ALL DISCONNECTED UNDERGROUND OR IN-STRUCTURE CIRCUITS TO BE ABANDONED IN PLACE AFTER DISCONNECTION. ALL DISCONNECTED ABOVE GROUND CIRCUITS AND CONDUIT TO BE REMOVED.

0 25 50 100 HORIZONTAL SCALE IN FEET

CALCULATED JCS CHECKED LH

LIGHTING DEMOLITION PLAN STA. 309+50 TO STA. 322+00

MOT-75-12.00



NOTES:
1. REMOVE EXISTING HIGH MAST LIGHT TOWER AND COORDINATE WITH ODOT FOR DISPOSITION OF EQUIPMENT.
2. DISCONNECT LIGHTING CIRCUIT AND REMOVE LIGHTING MAST ARM FROM COMBINATION POLE DURING PHASE 5 OF CONSTRUCTION. COORDINATE WITH SIGNAL PLAN. SEAL POLE AT MAST ARM OPENING AFTER REMOVAL.
3. REMOVE LUMINAIRES/POLES AND DISCONNECT CIRCUIT DURING PHASE 2 OF CONSTRUCTION.
4. REMOVE LUMINAIRES/POLES AND DISCONNECT CIRCUIT DURING PHASE 4 OF CONSTRUCTION.
5. REMOVE LUMINAIRES/POLES AND DISCONNECT CIRCUIT DURING PHASE 5 OF CONSTRUCTION.
6. REMOVE ALL UNDERPASS LUMINAIRES, SURFACE MOUNTED CONDUIT AND BOXES.
7. MAINTAIN EXISTING CIRCUIT AT POINT OF DEMOLISHED POLE. INSTALL NEW PULL BOX AFTER POLE DEMOLITION AND MAINTAIN CIRCUIT AT NEW PULL BOX FOR CONNECTION TO FUTURE POLES. SEE SHEET 757 FOR NEW WORK.
8. REMOVE EXISTING POWER SERVICE DURING PHASE 5 OF CONSTRUCTION.

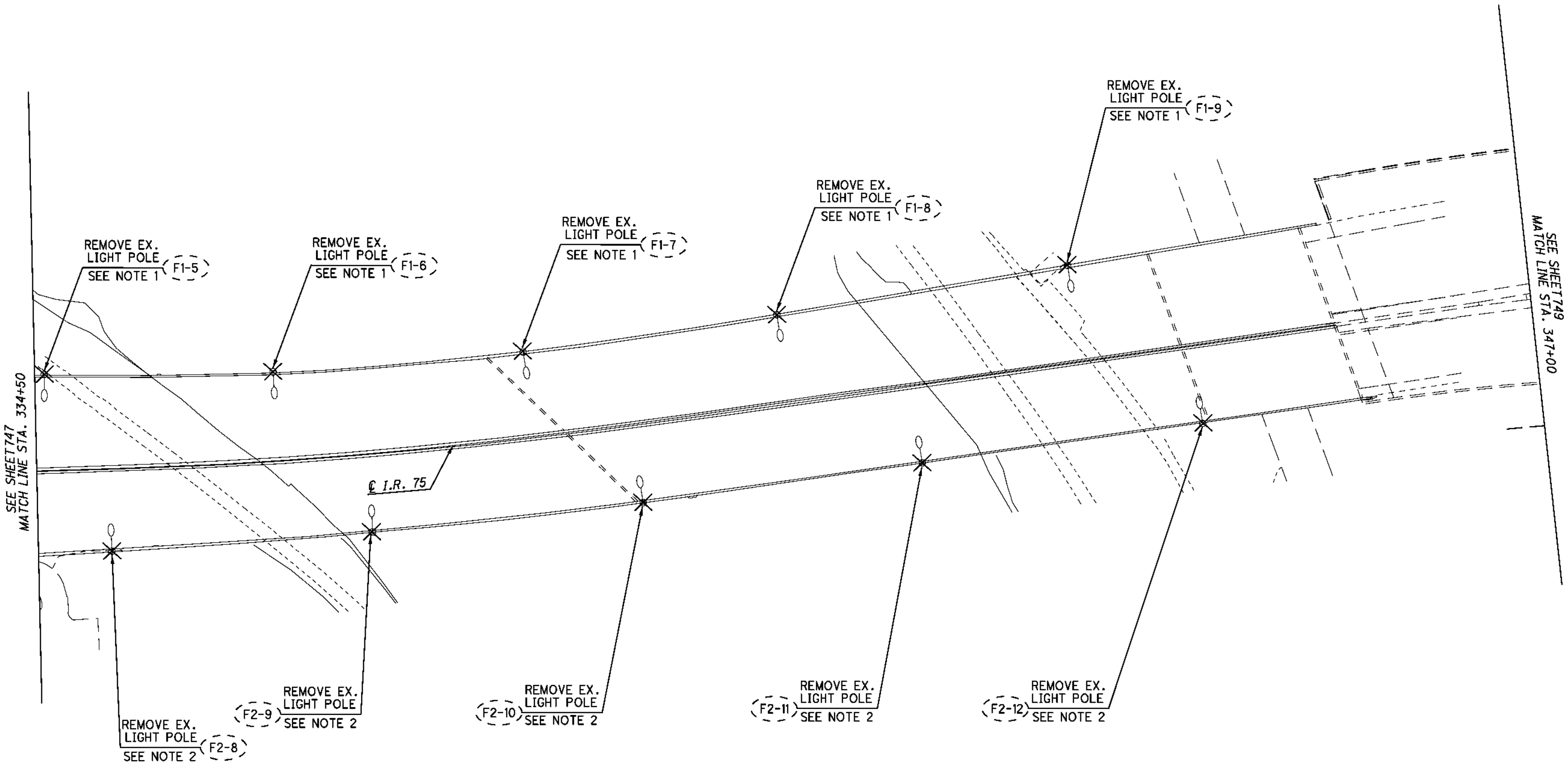
GENERAL NOTES:
A. REFER TO CIVIL DRAWINGS FOR MAINTENANCE OF TRAFFIC AND CONSTRUCTION PHASING PLANS.
B. UNLABELED EXISTING POLES DO NOT HAVE A CONFIRMED POLE NUMBER.
C. POLES NOT SPECIFICALLY MARKED FOR REMOVAL ARE EXISTING TO REMAIN.
D. ALL DISCONNECTED UNDERGROUND OR IN-STRUCTURE CIRCUITS TO BE ABANDONED IN PLACE AFTER DISCONNECTION. ALL DISCONNECTED ABOVE GROUND CIRCUITS AND CONDUIT TO BE REMOVED.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING DEMOLITION PLAN STA. 322+00 TO STA. 334+50

MOT-75-12.00



NOTES:
1. REMOVE POLES AND DISCONNECT CIRCUIT DURING PHASE 2 OF CONSTRUCTION.
2. REMOVE POLES AND DISCONNECT CIRCUIT DURING PHASE 5 OF CONSTRUCTION.

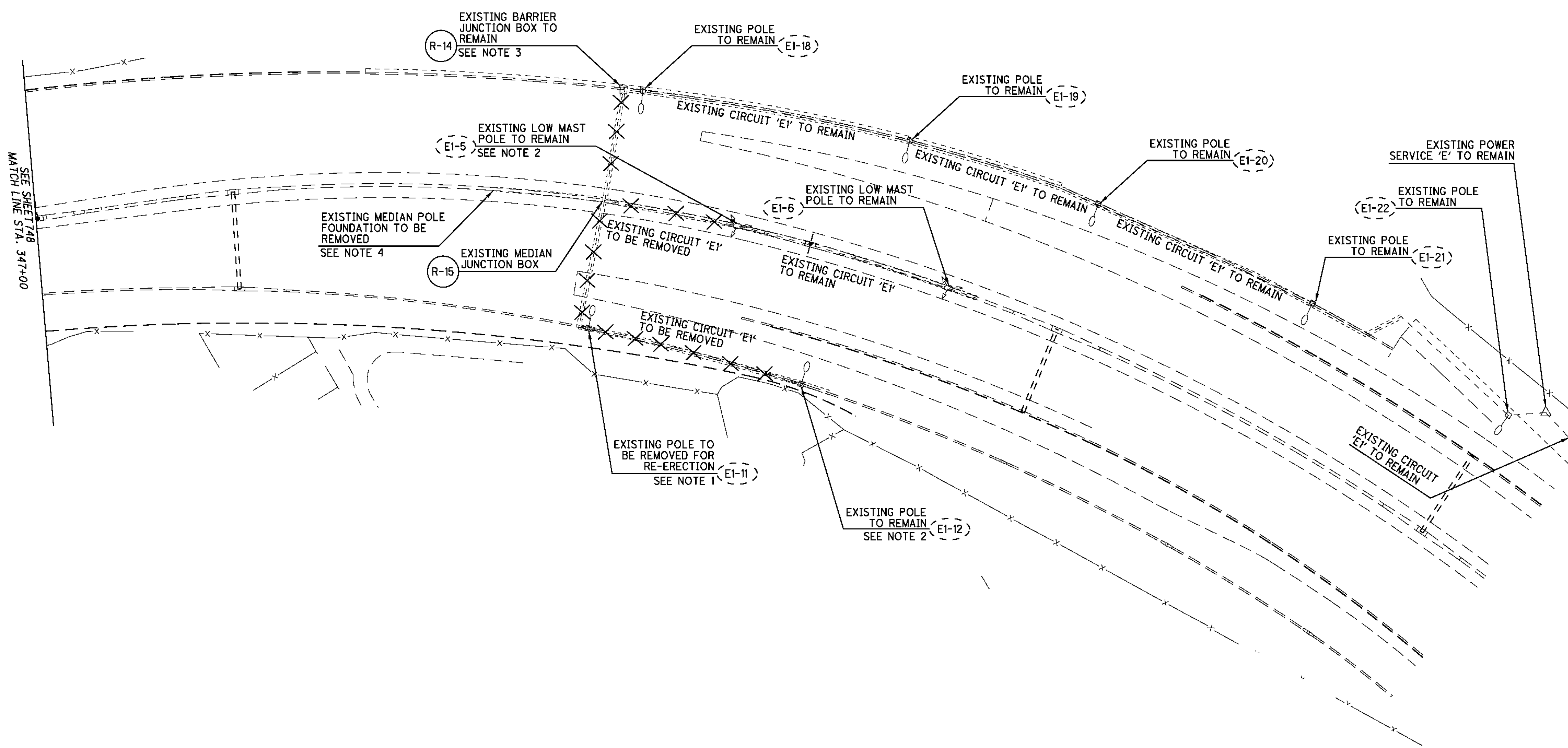
GENERAL NOTES:
A. REFER TO CIVIL DRAWINGS FOR MAINTENANCE OF TRAFFIC AND CONSTRUCTION PHASING PLANS.
B. ALL DISCONNECTED IN-STRUCTURE CIRCUITS TO BE ABANDONED IN PLACE AFTER DISCONNECTION.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING DEMOLITION PLAN
STA. 334+50 TO STA. 347+00

MOT-75-12.00



NOTES:

1. REMOVE EXISTING LIGHT POLE AND LUMINAIRE FOR RE-ERECTION DURING NEW CONSTRUCTION. ENSURE CIRCUIT IS PROPERLY DISCONNECTED PRIOR TO REMOVAL AND USE ALL CARE REQUIRED IN REMOVAL AND STORAGE TO KEEP POLE AND LUMINAIRE IN SERVICABLE CONDITION. REPAIR OR REPLACE ITEMS AS REQUIRED IF POLE OR LUMINAIRE IS DAMAGED PRIOR TO OR DURING REMOVAL. DEMOLITION TO OCCUR DURING STAGE 8A OF CONSTRUCTION

2. EXISTING POLE TO REMAIN. DISCONNECT CIRCUIT TO BE REMOVED AND REMOVE CABLES. CIRCUIT TO REMAIN SHALL BE PRESERVED FOR SPLICING TO NEW CONDUCTORS DURING NEW CONSTRUCTION. DEMOLITION TO OCCUR DURING STAGE 8A OF CONSTRUCTION

3. DISCONNECT CIRCUIT IN EXISTING BARRIER JUNCTION BOX. CUT CONDUIT BELOW GRADE, LEAVING A CLEAN OPENING FOR RECONNECTION TO NEW CONDUIT DURING NEW CONSTRUCTION. CIRCUIT TO REMAIN SHALL BE PRESERVED FOR SPLICING TO NEW CONDUCTORS DURING NEW CONSTRUCTION. DEMOLITION TO OCCUR DURING STAGE 8A OF CONSTRUCTION

4. EXISTING MEDIAN POLE FOUNDATION TO BE REMOVED. DEMOLISH FOUNDATION TO 12" BELOW GRADE.

GENERAL NOTES:

A. REFER TO CIVIL DRAWINGS FOR MAINTENANCE OF TRAFFIC AND CONSTRUCTION PHASING PLANS.

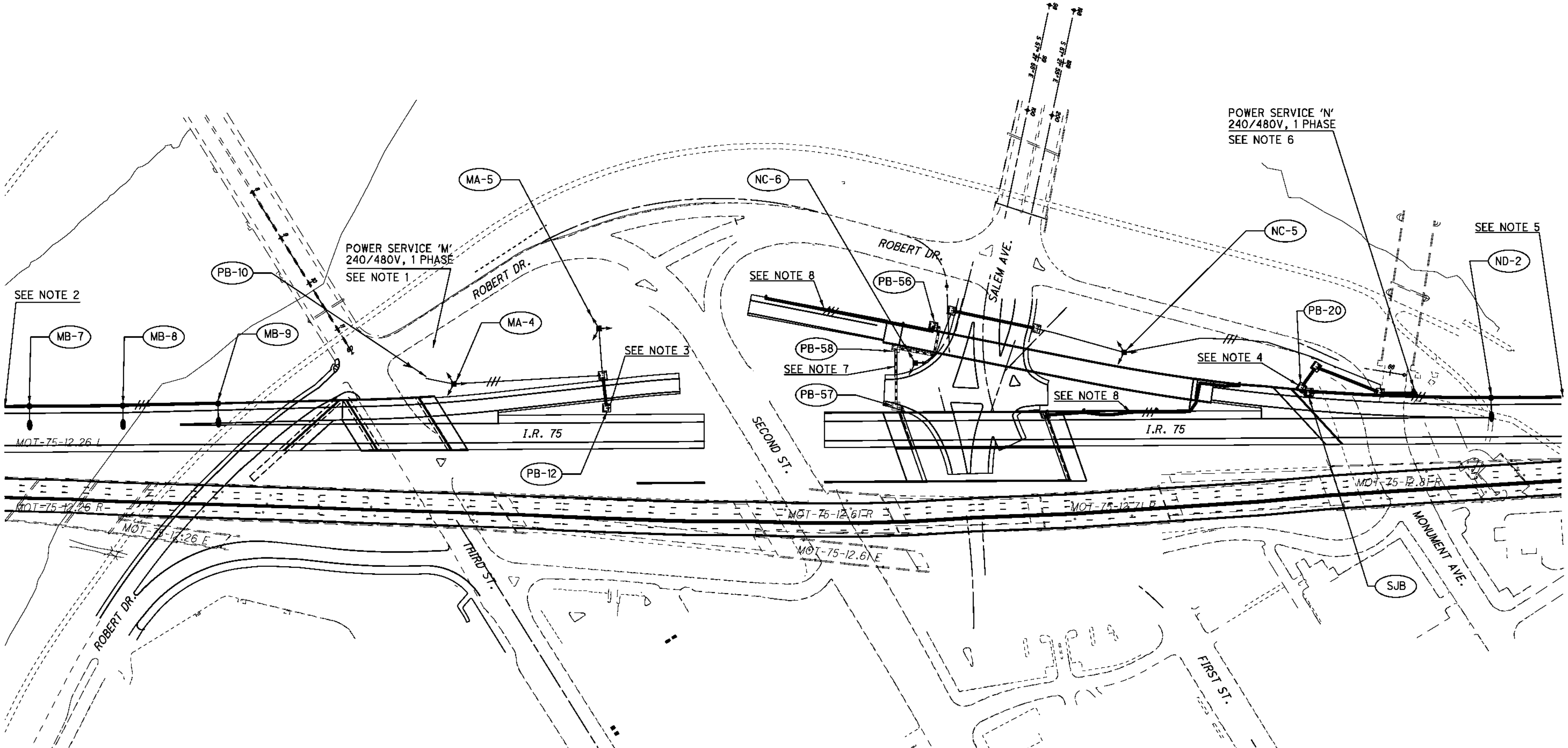
B. ALL DISCONNECTED UNDERGROUND OR IN-STRUCTURE CIRCUITS TO BE ABANDONED IN PLACE AFTER DISCONNECTION. ALL DISCONNECTED ABOVE GROUND CIRCUITS AND CONDUIT TO BE REMOVED.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING DEMOLITION PLAN STA. 347+00 TO STA. 361+50

MOT-75-12.00



NOTES:

1. INSTALL POWER SERVICE AND RUN CIRCUITS MA AND MB TO PULL BOX PB-10. COIL WIRE FOR CIRCUITS MA AND MB IN PULL BOX FOR CONNECTION DURING PHASE 6 CONSTRUCTION.
2. CIRCUIT CONTINUES TO THE SOUTH. INSTALL WEST BRIDGE LIGHT POLES (MB-5 THROUGH MB-9) AND RUN WIRE TO PULL BOX PB-2 SOUTH OF BRIDGE. COIL WIRE IN PULL BOX PB-2 FOR CONNECTION DURING PHASE 6 CONSTRUCTION.
3. COIL WIRE IN PULL BOX PB-12 FOR CONNECTION TO LIGHT TOWER MA-3 DURING PHASE 4 CONSTRUCTION.
4. COIL WIRE FOR CIRCUIT NC IN PULL BOX PB-20 FOR CONNECTION DURING PHASE 6 CONSTRUCTION.
5. CIRCUIT CONTINUES TO THE NORTH. INSTALL POLES (ND-2, ND-4, ND-6, ND-8, ND-10, ND-12) AND RUN WIRE ON THE WESTERN SIDE OF THE BRIDGE. COIL WIRE IN STRUCTURE JUNCTION BOX FOR CONNECTION DURING PHASE 6 CONSTRUCTION.
6. INSTALL PROPOSED POWER SERVICE 'N' AND CONSTRUCT CIRCUIT NC TO POLE NC-6 AND EAST TO PULL BOX PB-20. CONSTRUCT CIRCUIT ND TO WEST SIDE OF BRIDGE.
7. INSTALL PULL BOXES PB-57 AND PB-58 AND CONDUIT UNDER RAMP C2 BETWEEN THEM FOR DMX DATA. RUN CONDUIT TO PULL BOX PB-56.
8. INSTALL DATA ENABLER BOXES ON MSE WALLS AND INSTALL CONDUITS FOR DATA AND POWER BEHIND MSE WALL FOR DECORATIVE LIGHTING. COORDINATE WITH WALL AND ROADWAY CONSTRUCTION.

GENERAL NOTES:

A. SEE LIGHTING PLAN SHEETS FOR POLE LOCATIONS, WIRE SIZING AND ADDITIONAL REQUIREMENTS.

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0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PHASING SCHEMATIC PLAN
PHASE 3 CONSTRUCTION

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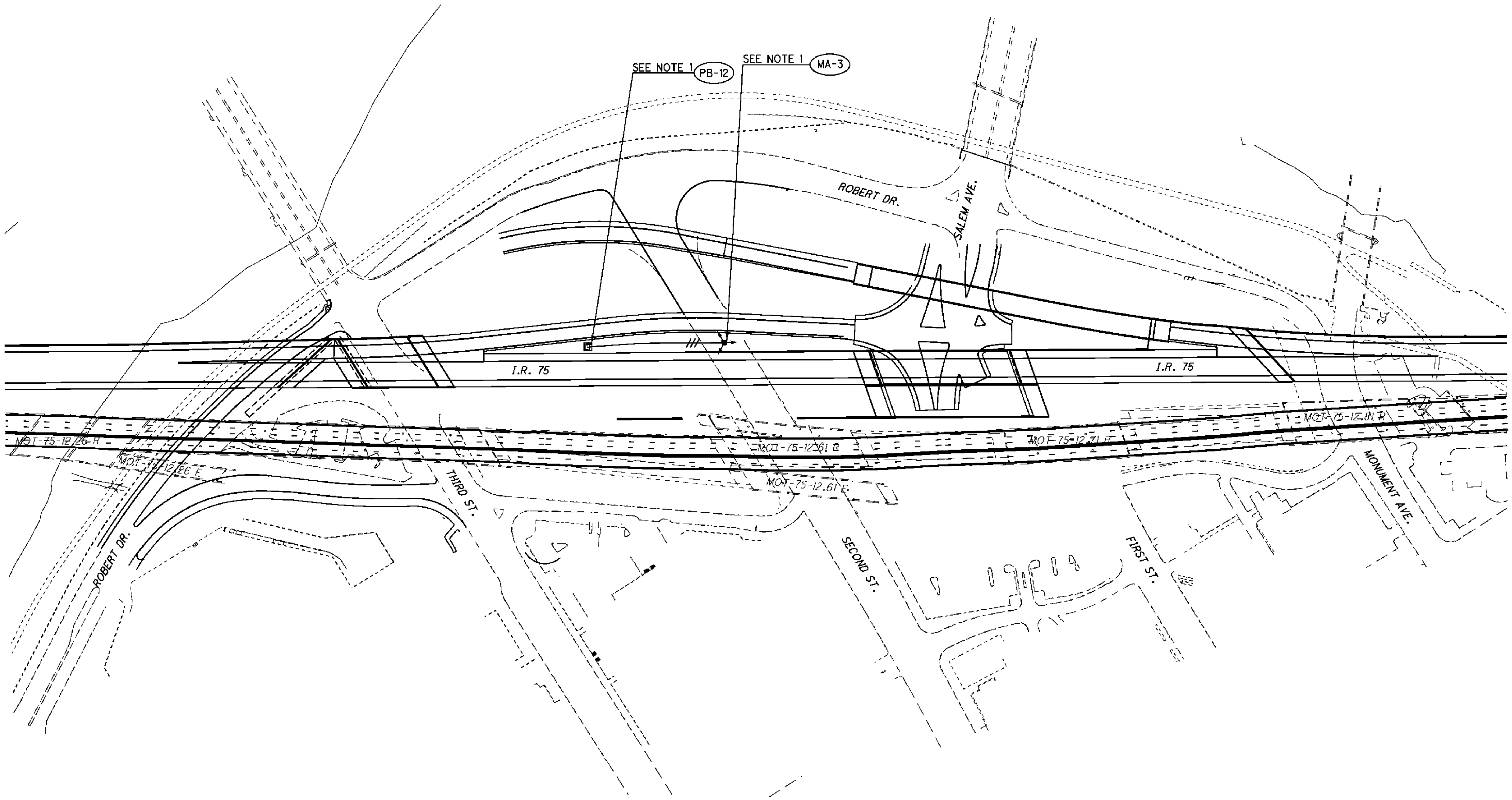


NOTES:
1. INSTALL LIGHT TOWER MA-3 AFTER COMPLETION OF SECOND STREET DEMOLITION AND NEW GRADING. CONNECT TO CIRCUIT MA IN PULL BOX PB-12, CONSTRUCTED IN PHASE 3 CONSTRUCTION.

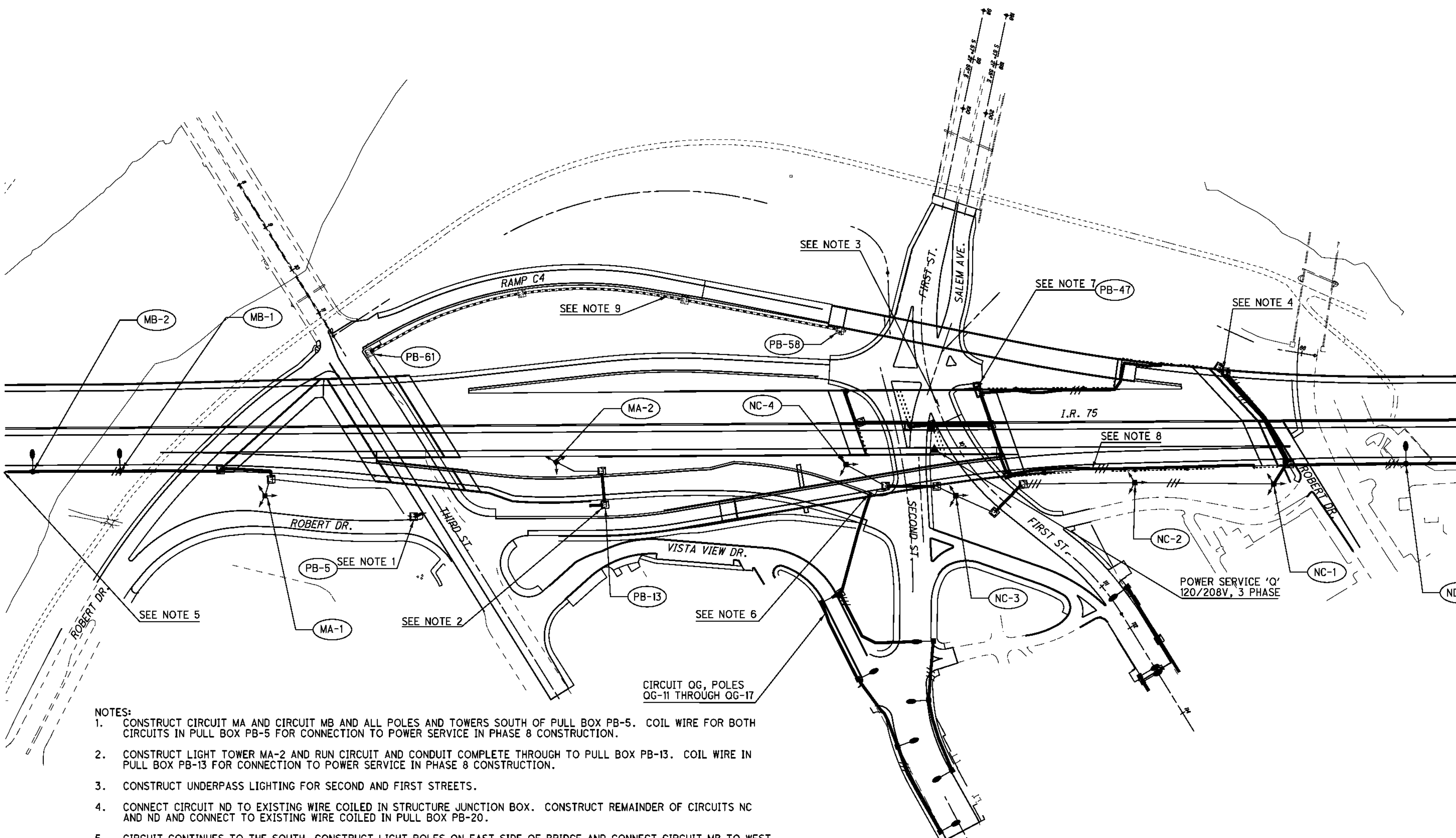
GENERAL NOTES:
A. SEE LIGHTING PLAN SHEETS FOR POLE LOCATIONS, WIRE SIZING AND ADDITIONAL REQUIREMENTS.

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PHASING SCHEMATIC PLAN
PHASE 4 CONSTRUCTION

MOT-75-12.00



NOTES:

1. CONSTRUCT CIRCUIT MA AND CIRCUIT MB AND ALL POLES AND TOWERS SOUTH OF PULL BOX PB-5. COIL WIRE FOR BOTH CIRCUITS IN PULL BOX PB-5 FOR CONNECTION TO POWER SERVICE IN PHASE 8 CONSTRUCTION.
2. CONSTRUCT LIGHT TOWER MA-2 AND RUN CIRCUIT AND CONDUIT COMPLETE THROUGH TO PULL BOX PB-13. COIL WIRE IN PULL BOX PB-13 FOR CONNECTION TO POWER SERVICE IN PHASE 8 CONSTRUCTION.
3. CONSTRUCT UNDERPASS LIGHTING FOR SECOND AND FIRST STREETS.
4. CONNECT CIRCUIT ND TO EXISTING WIRE COILED IN STRUCTURE JUNCTION BOX. CONSTRUCT REMAINDER OF CIRCUITS NC AND ND AND CONNECT TO EXISTING WIRE COILED IN PULL BOX PB-20.
5. CIRCUIT CONTINUES TO THE SOUTH. CONSTRUCT LIGHT POLES ON EAST SIDE OF BRIDGE AND CONNECT CIRCUIT MB TO WEST LIGHT POLES CIRCUIT IN PULL BOX PB-2 SOUTH OF BRIDGE.
6. CONSTRUCT CIRCUIT QG AND CONNECT TO UNDERPASS LIGHTING IN THIS AREA.
7. RUN CIRCUIT QH FROM UNDERPASS LIGHTING TO PULL BOX AND LEAVE WIRE COILED IN PULL BOX PB-47 FOR CONNECTION TO LOCAL POLES AND ROBERT DR. UNDERPASS LIGHTING IN PHASE 7 CONSTRUCTION.
8. INSTALL DATA ENABLER BOXES ON MSE WALL #4 AND RUN POWER AND DATA CONDUITS BEHIND MSE WALL. COMPLETE DECORATIVE LIGHTING FOR FIRST AND SECOND STREET UNDERPASSES AND MSE WALL #4.
9. INSTALL PULL BOXES AND DATA CONDUIT TO PB-61 FROM PB-58.

GENERAL NOTES:

A. SEE LIGHTING PLAN SHEETS FOR COMPLETE CONSTRUCTION INFORMATION, STATIONS, POLE, TOWER AND LUMINAIRE DETAILS.

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PHASING SCHEMATIC PLAN
PHASE 6 CONSTRUCTION

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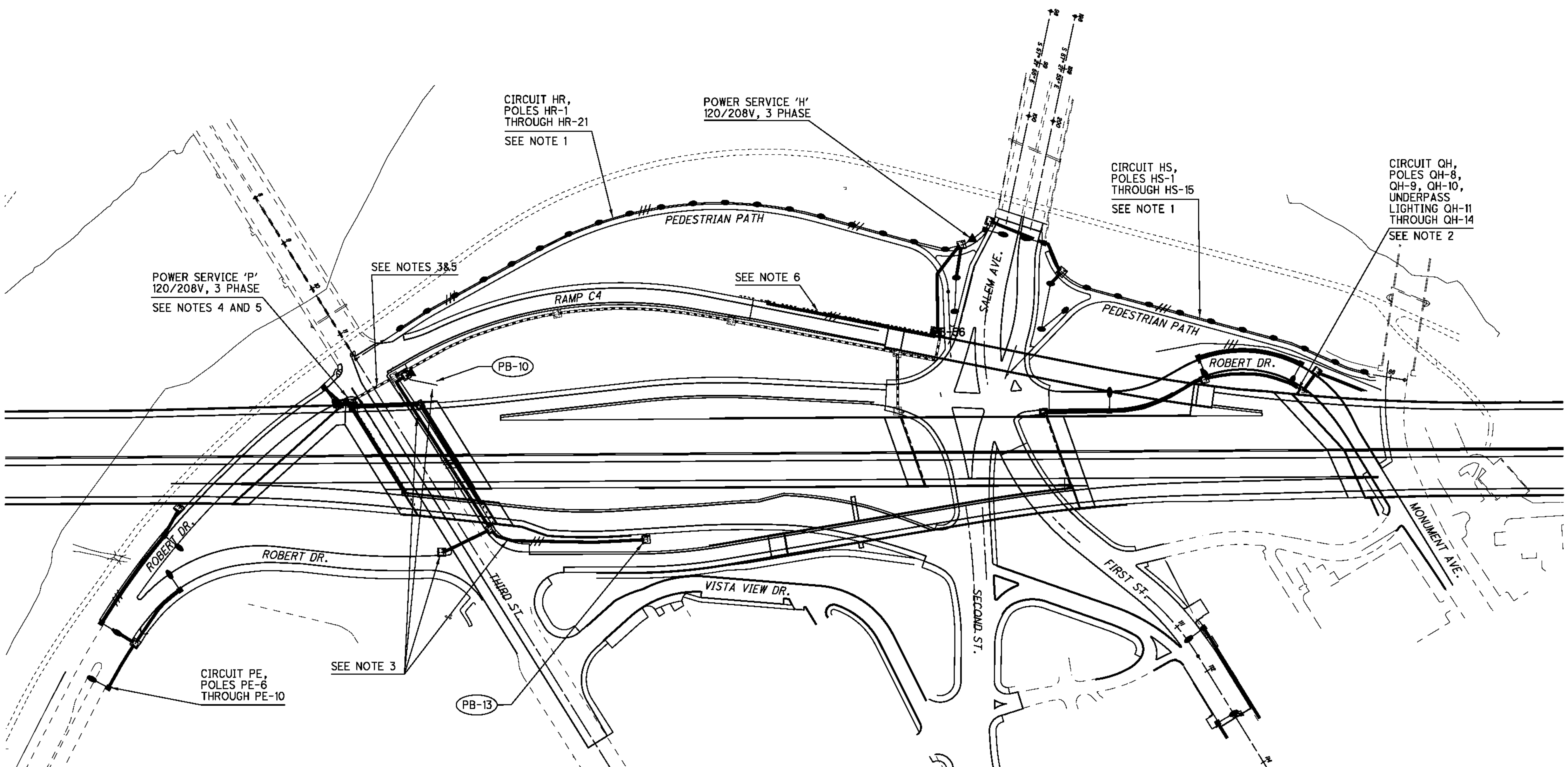

NOTES:
1. CONSTRUCT PEDESTRIAN PATH LIGHTING AND CIRCUITS HR AND HS IN THEIR ENTIRETY. CONSTRUCTION TO TAKE PLACE DURING PHASE 7 CONSTRUCTION.
2. CONSTRUCT ROBERT DRIVE LOCAL STREET LIGHTING (CIRCUIT QH) AND MONUMENT AVE. UNDERPASS LIGHTING. CONNECT TO UNDERPASS LIGHTING CIRCUIT QH IN PULL BOX PB-47 ON FIRST STREET/SALEM AVE. CONSTRUCTION TO TAKE PLACE DURING PHASE 7 CONSTRUCTION.
3. COORDINATE CONSTRUCTION OF REMAINDER OF CIRCUITS MA, MB, AND DMX CONDUIT WITH ROADWAY CONSTRUCTION. FINAL CONSTRUCTION OF THESE CIRCUITS WILL OCCUR IN BOTH PHASES 7 AND 8. MAKE FINAL CONNECTIONS IN PREVIOUSLY CONSTRUCTED PULL BOXES TO COMPLETE CIRCUITS MA AND MB.
4. INSTALL POWER SERVICE P AND CONSTRUCT LOCAL CIRCUITS AND UNDERPASS AND DECORATIVE LIGHTING ON CIRCUITS PE, PF AND PL. CONSTRUCTION TO TAKE PLACE DURING PHASES 7 AND 8. COORDINATE TIMELINE WITH OTHER TRADES.
5. AFTER COMPLETION OF DMX CONDUIT, PULL ALL DATA CABLING TO THIRD STREET UNDERPASS AND COMPLETE DECORATIVE LIGHTING.
6. INSTALL AND COMPLETE DECORATIVE LIGHTING FOR MSE WALL 6.

GENERAL NOTES:
A. SEE LIGHTING PLAN SHEETS FOR COMPLETE CONSTRUCTION INFORMATION, STATIONS, POLE, TOWER AND LUMINAIRE DETAILS.

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PHASING SCHEMATIC PLAN
PHASES 7 & 8 CONSTRUCTION

MOT-75-12.00

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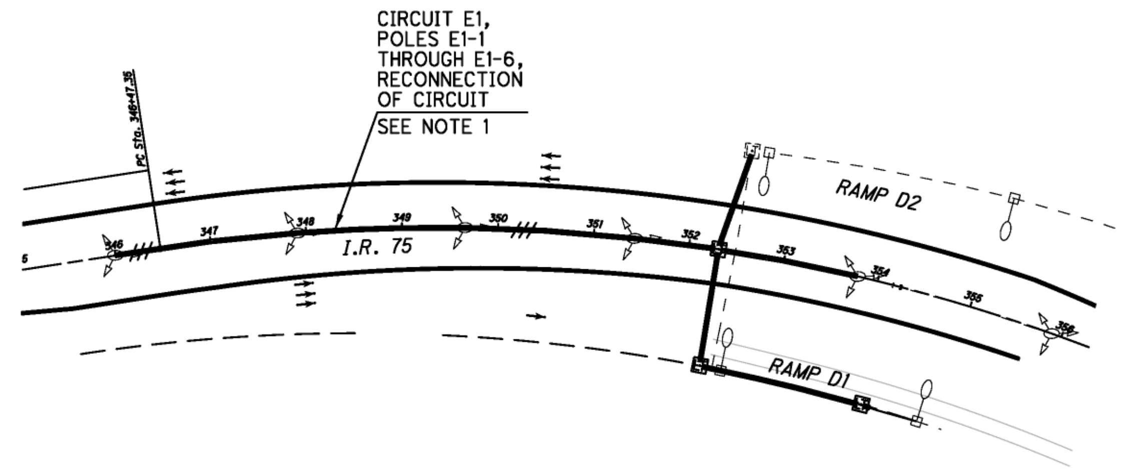

NOTES:
1. RE-ERECT LOW MAST LIGHT POLES AND RAMP D1 LIGHT POLES AND RUN NEW CIRCUIT LEGS TO MAINTAIN CIRCUIT E1. CONSTRUCTION TO TAKE PLACE DURING PHASES 8A AND 8B OF CONSTRUCTION.

GENERAL NOTES:
A. SEE LIGHTING PLAN SHEETS FOR COMPLETE CONSTRUCTION INFORMATION, STATIONS, POLE, TOWER AND LUMINAIRE DETAILS.

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PHASING SCHEMATIC PLAN PHASES 8A AND 8B CONSTRUCTION

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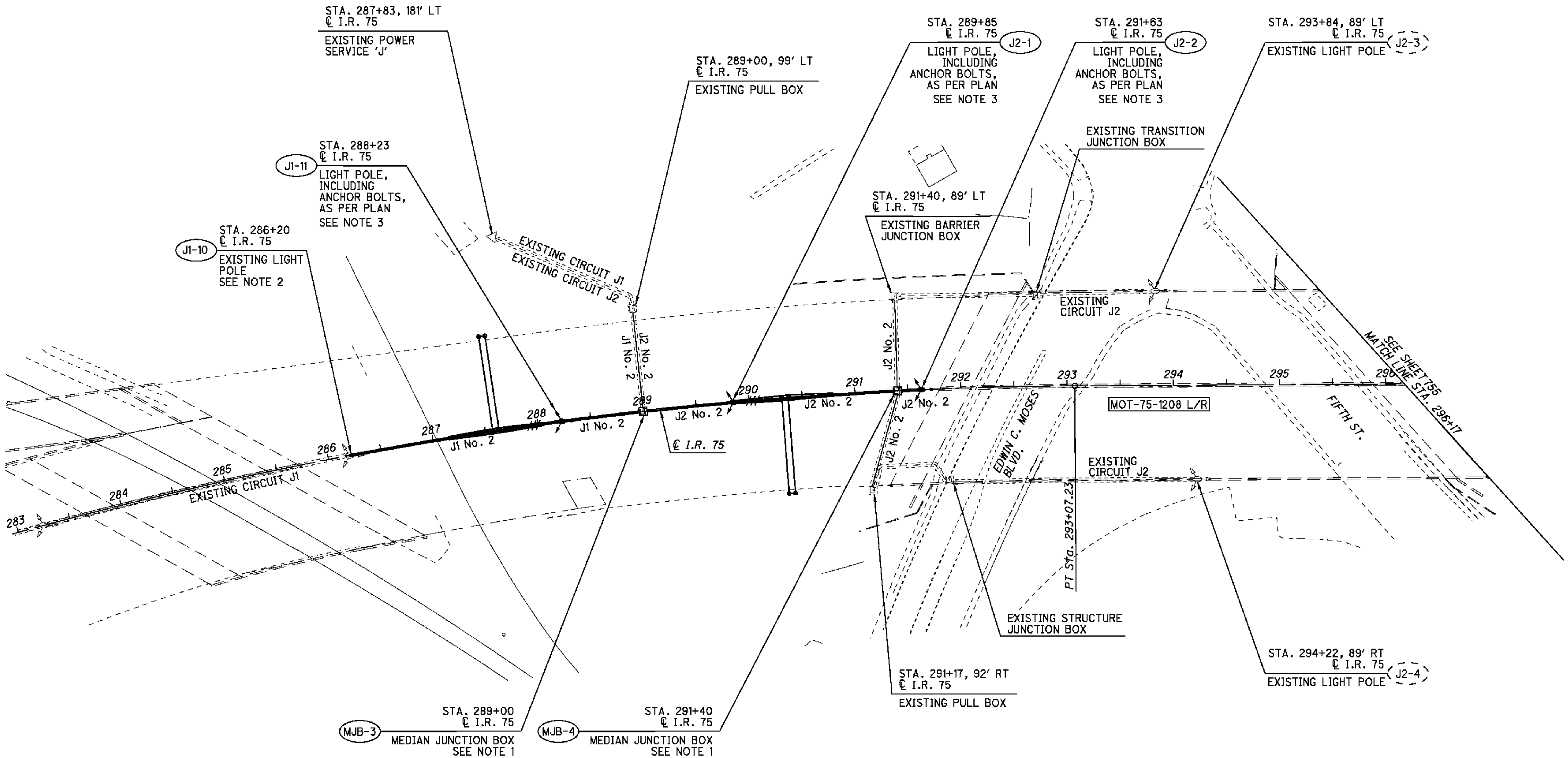

NOTES:
1. NEW MEDIAN JUNCTION BOX TO BE INSTALLED DURING CONSTRUCTION OF MEDIAN BARRIER. INTERCEPT EXISTING CONDUIT AND BRING INTO BARRIER TO MEDIAN JUNCTION BOX. RE-PULL CONDUCTORS TO MEDIAN JUNCTION BOX FROM NEAREST SPLICE POINT.
2. EXISTING LIGHT POLE. CONNECT NEW CONDUCTORS FROM POLE J1-11 TO FUSED PULL-APART CONNECTION IN POLE BASE.
3. ERECT STORED LIGHT POLE AND LUMINAIRE. CONSTRUCT NEW MEDIAN POLE FOUNDATION. POLE AND LUMINAIRE ARE STORED IN ODOT STORAGE AT 7130 SHULL ROAD, HUBER HEIGHTS, OHIO 45424.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PLAN
STA. 283+00 TO STA. 296+17

MOT-75-12.00

754A
1565

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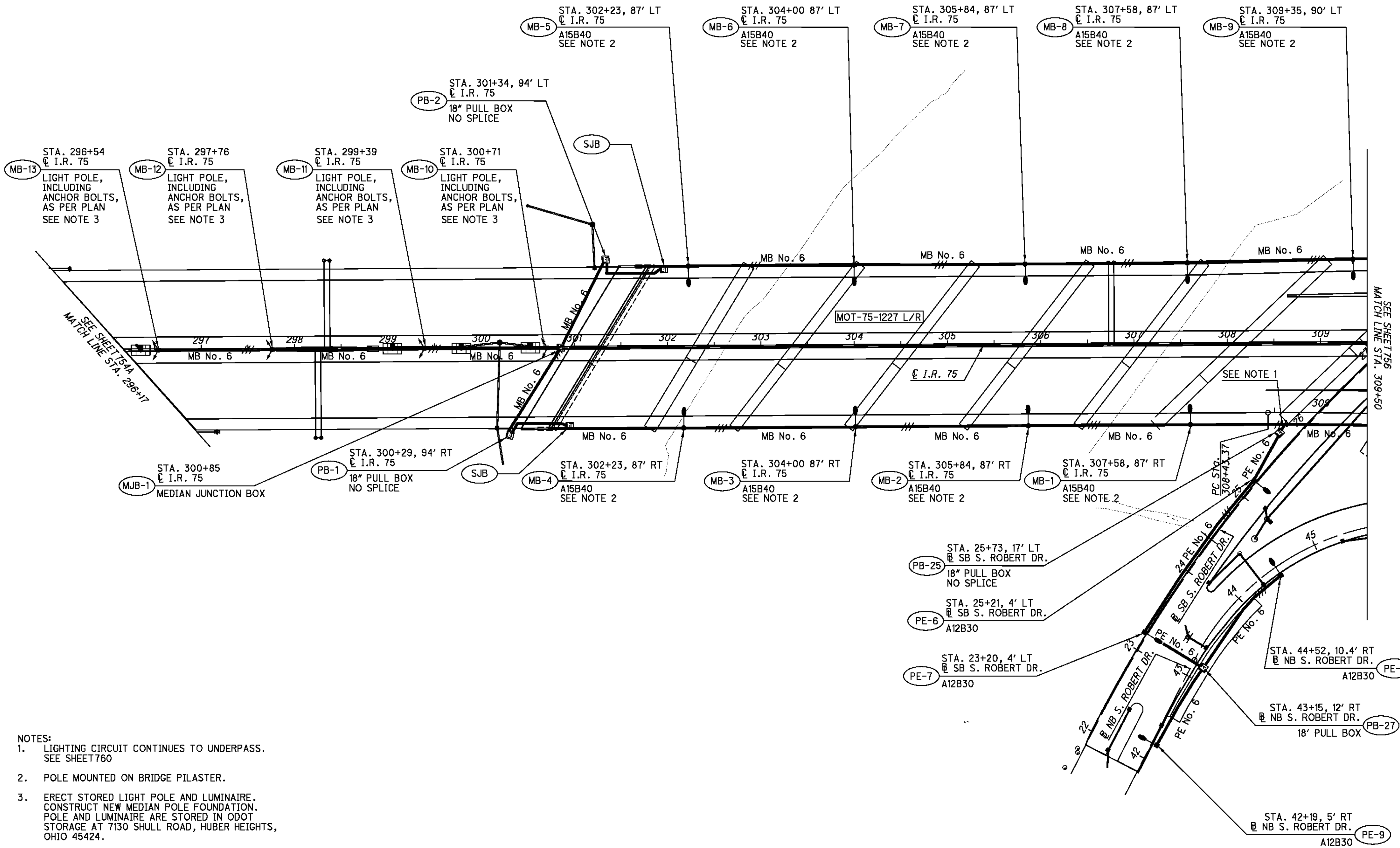


NOTES:
1. LIGHTING CIRCUIT CONTINUES TO UNDERPASS. SEE SHEET760
2. POLE MOUNTED ON BRIDGE PILASTER.
3. ERECT STORED LIGHT POLE AND LUMINAIRE. CONSTRUCT NEW MEDIAN POLE FOUNDATION. POLE AND LUMINAIRE ARE STORED IN ODOT STORAGE AT 7130 SHULL ROAD, HUBER HEIGHTS, OHIO 45424.

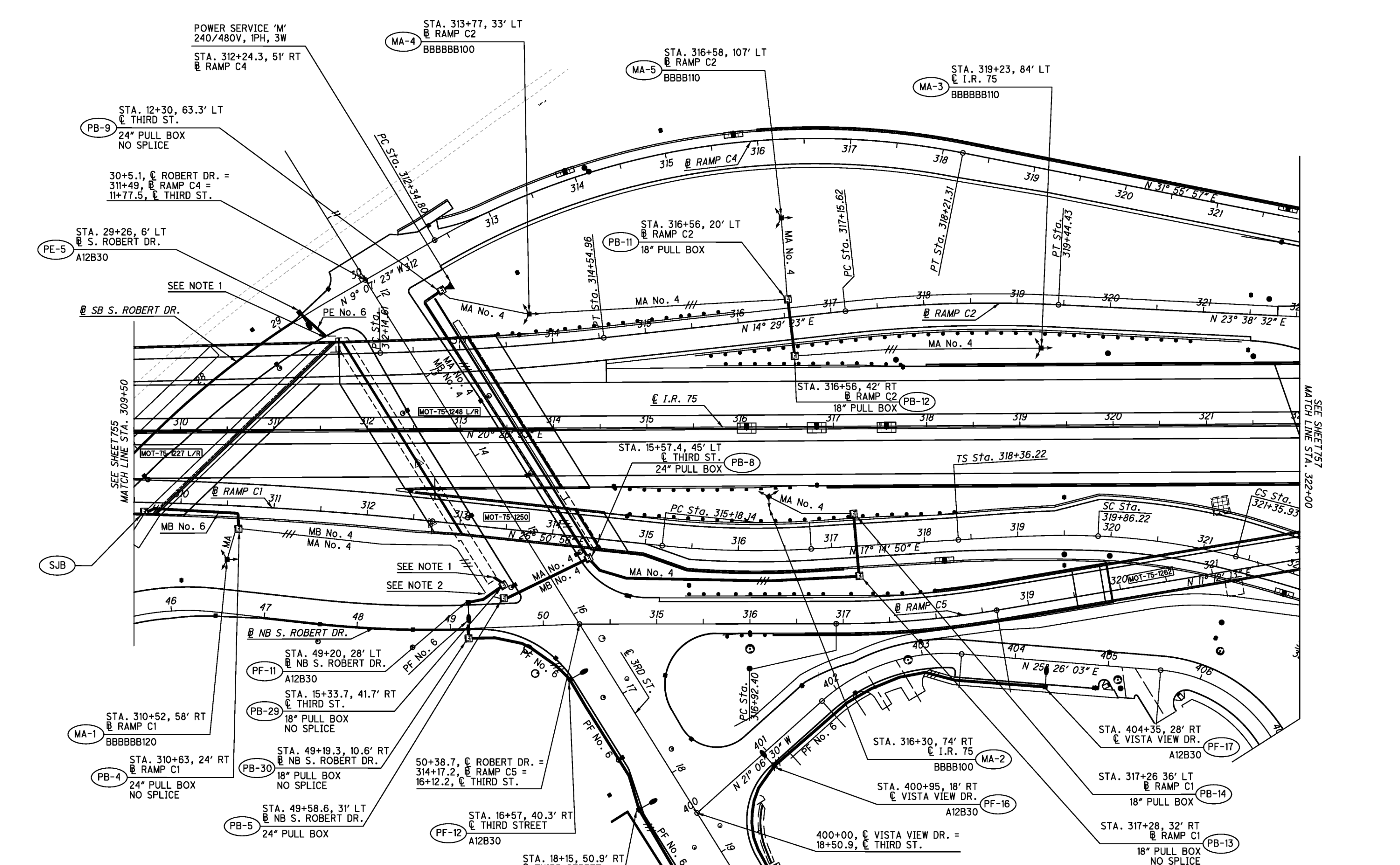
GENERAL NOTES:
1. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED JCS CHECKED LH

LIGHTING PLAN
STA. 296+17 TO STA. 309+50

MOT-75-12.00



NOTES:
1. LIGHTING CIRCUIT CONTINUES TO UNDERPASS. SEE SHEET 760
2. DUCT CABLE (CIRCUITS MA AND MB) TO RUN UNDER CONDUIT (CIRCUIT PF).

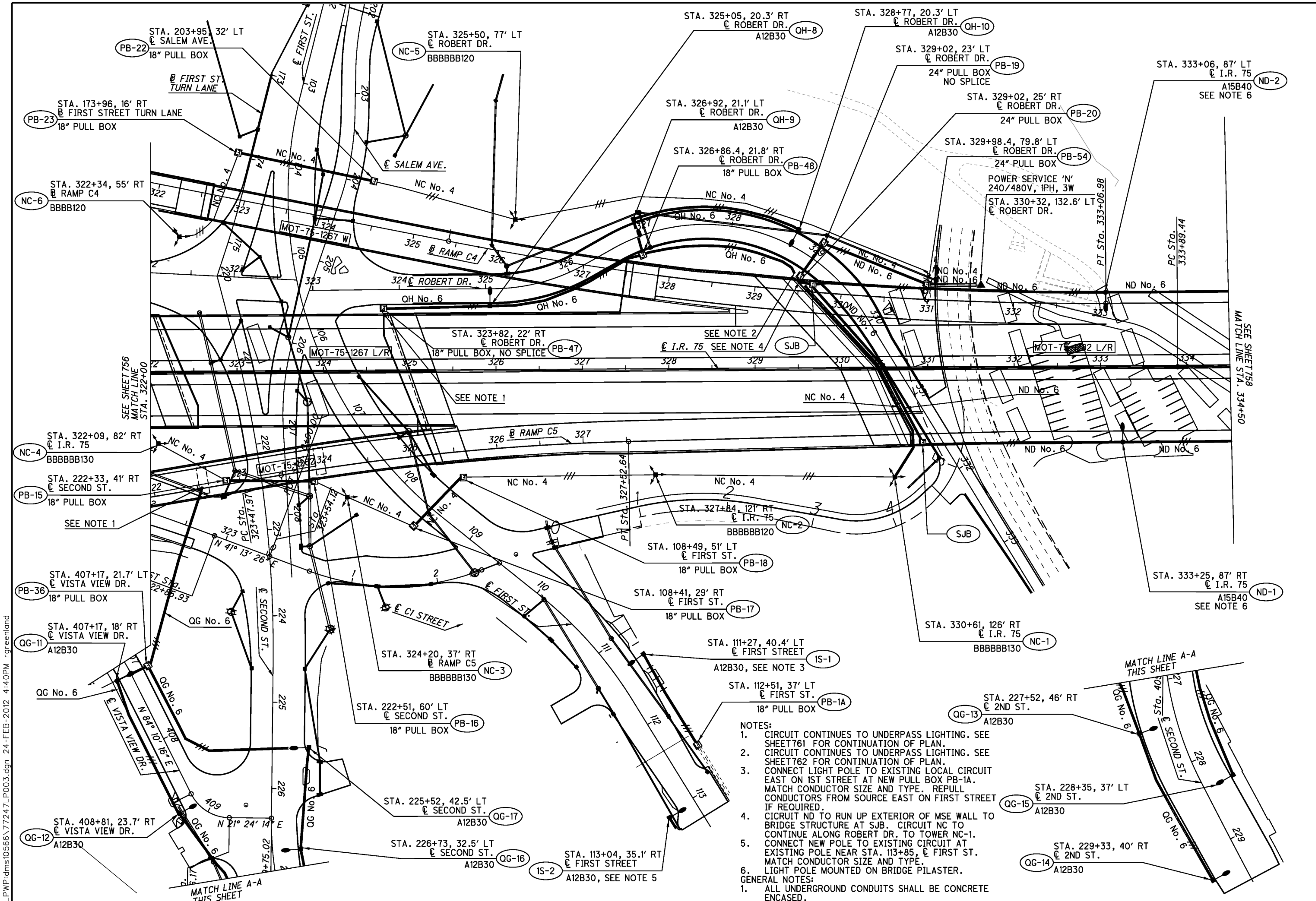
GENERAL NOTES:
1. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED JCS CHECKED LH

LIGHTING PLAN STA. 309+50 TO STA. 322+00

MOT-75-12.00



NOTES:
1. CIRCUIT CONTINUES TO UNDERPASS LIGHTING. SEE SHEET761 FOR CONTINUATION OF PLAN.
2. CIRCUIT CONTINUES TO UNDERPASS LIGHTING. SEE SHEET762 FOR CONTINUATION OF PLAN.
3. CONNECT LIGHT POLE TO EXISTING LOCAL CIRCUIT EAST ON 1ST STREET AT NEW PULL BOX PB-1A. MATCH CONDUCTOR SIZE AND TYPE. REPULL CONDUCTORS FROM SOURCE EAST ON FIRST STREET IF REQUIRED.
4. CIRCUIT ND TO RUN UP EXTERIOR OF MSE WALL TO BRIDGE STRUCTURE AT SJB. CIRCUIT NC TO CONTINUE ALONG ROBERT DR. TO TOWER NC-1.
5. CONNECT NEW POLE TO EXISTING CIRCUIT AT EXISTING POLE NEAR STA. 113+85, ℄ FIRST ST. MATCH CONDUCTOR SIZE AND TYPE.
6. LIGHT POLE MOUNTED ON BRIDGE PILASTER.

GENERAL NOTES:
1. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JCS
CHECKED LH

LIGHTING PLAN
STA. 322+00 TO STA. 334+50

MOT-75-12.00

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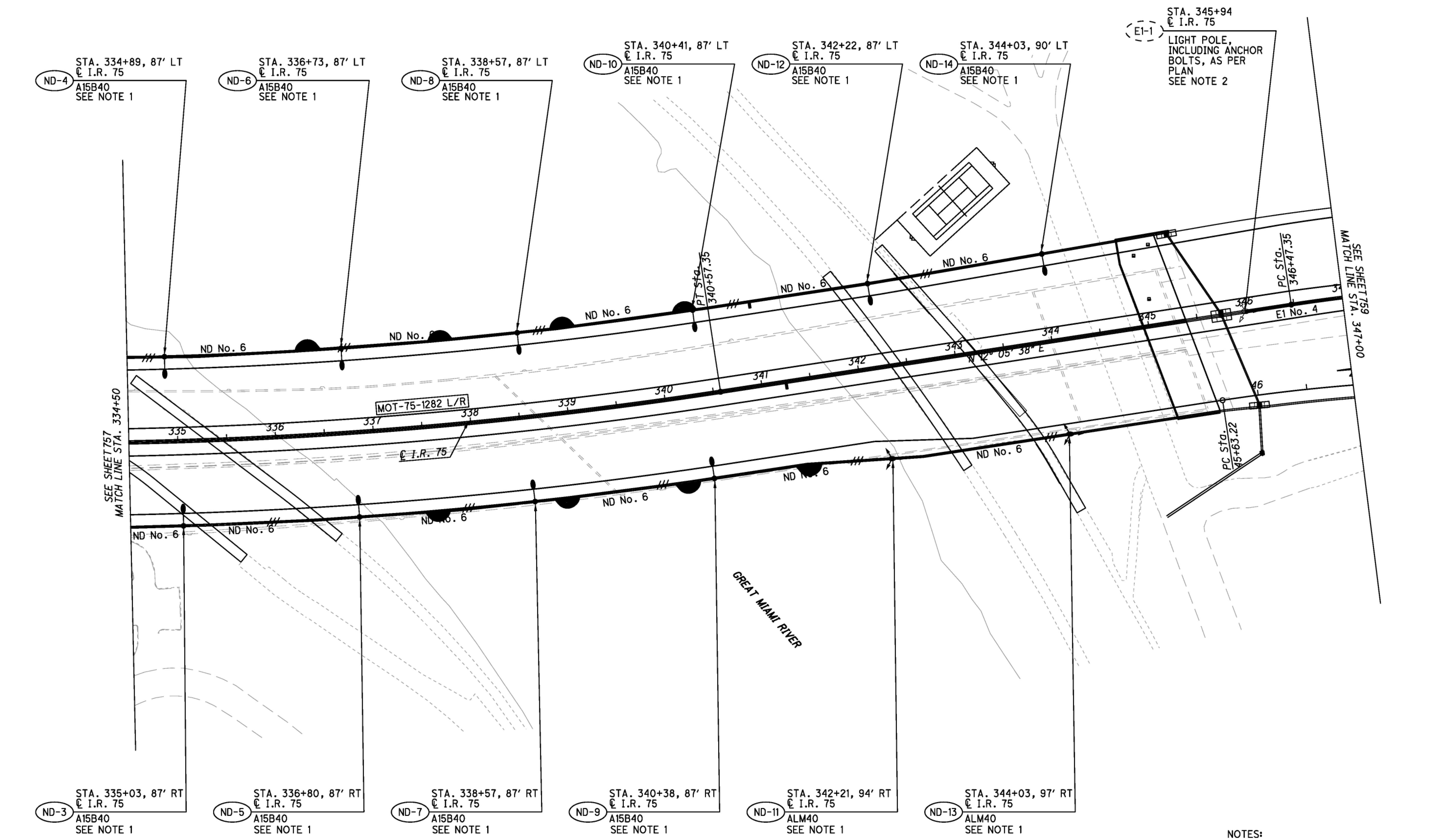


NOTES:
1. POLE MOUNTED ON BRIDGE PILASTER.
2. ERECT STORED LIGHT POLE AND LUMINAIRE. CONSTRUCT NEW MEDIAN POLE FOUNDATION. POLE AND LUMINAIRE ARE STORED IN ODOT STORAGE AT 7130 SHULL ROAD, HUBER HEIGHTS, OHIO 45424.

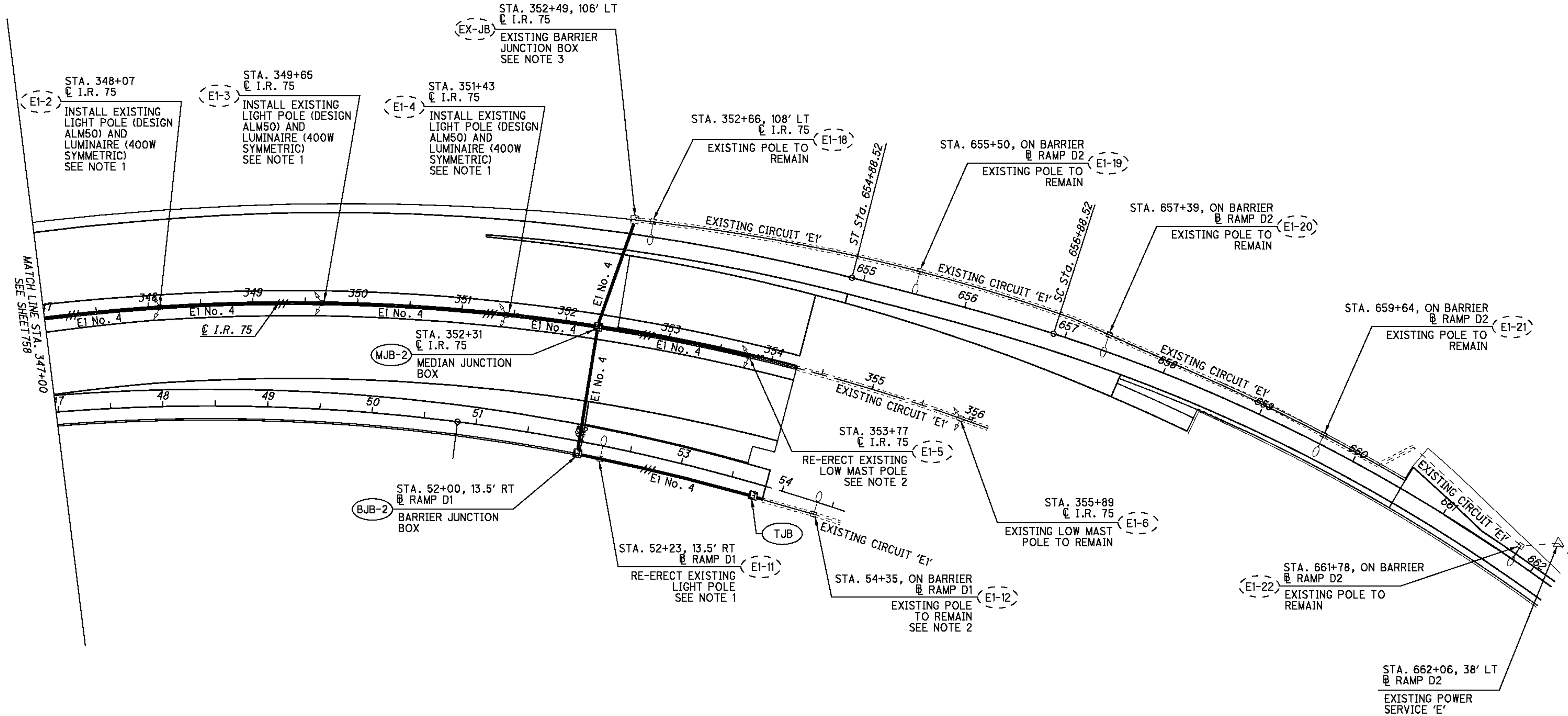
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED JCS
CHECKED LH

LIGHTING PLAN
STA. 334+50 TO STA. 347+00

MOT-75-12.00

IP_PWP:dms10566\77247LP004.dgn 24-FEB-2012 4:40PM rgreenland



NOTES:

1. ERECT STORED LIGHT POLE AND LUMINAIRE. CONSTRUCT NEW MEDIAN POLE FOUNDATION. POLE AND LUMINAIRE ARE STORED IN ODOT STORAGE AT 7130 SHULL ROAD, HUBER HEIGHTS, OHIO 45424.
2. EXISTING POLE TO REMAIN. CONNECT NEW CIRCUIT TO EXISTING POLE WITH NEW FUSED PULL-APART CONNECTIONS. SPLICE TO EXISTING CIRCUIT IN BASE OF POLE TO ENSURE REMAINDER OF EXISTING CIRCUIT 'E1' REMAINS IN SERVICE.
3. CONNECT NEW CONDUIT TO CONDUIT ENTRANCE IN EXISTING BARRIER JUNCTION BOX. RUN NEW CONDUCTORS FROM MJB-2 TO EXISTING JUNCTION BOX AND SPLICE TO EXISTING CIRCUIT 'E1' IN BARRIER JUNCTION BOX.

GENERAL NOTES:

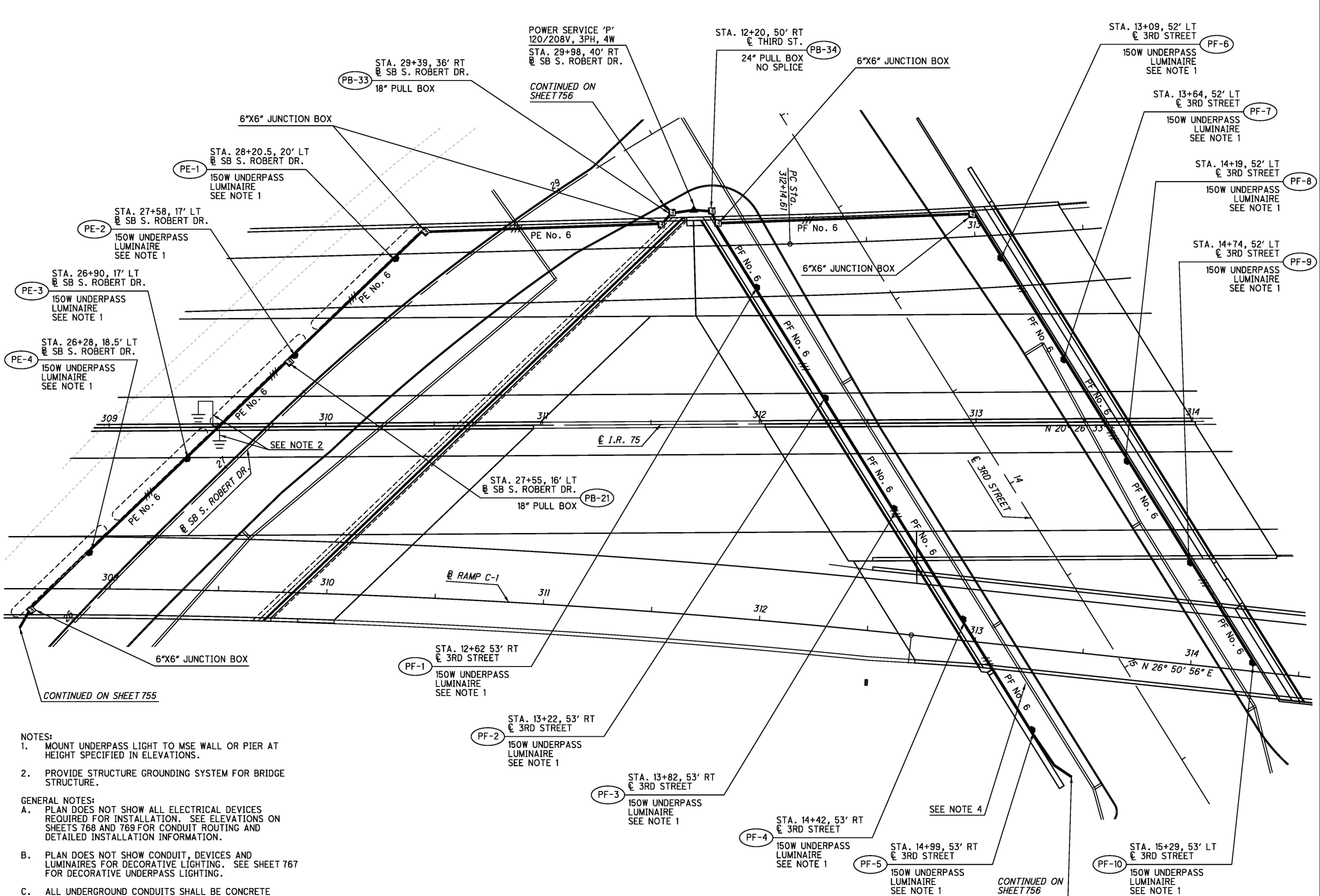
1. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED JCS CHECKED LH

LIGHTING PLAN STA. 347+00 TO STA. 360+80

MOT-75-12.00



NOTES:
1. MOUNT UNDERPASS LIGHT TO MSE WALL OR PIER AT HEIGHT SPECIFIED IN ELEVATIONS.
2. PROVIDE STRUCTURE GROUNDING SYSTEM FOR BRIDGE STRUCTURE.

GENERAL NOTES:
A. PLAN DOES NOT SHOW ALL ELECTRICAL DEVICES REQUIRED FOR INSTALLATION. SEE ELEVATIONS ON SHEETS 768 AND 769 FOR CONDUIT ROUTING AND DETAILED INSTALLATION INFORMATION.
B. PLAN DOES NOT SHOW CONDUIT, DEVICES AND LUMINAIRES FOR DECORATIVE LIGHTING. SEE SHEET 767 FOR DECORATIVE UNDERPASS LIGHTING.
C. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING PLAN
S. ROBERT DR. - THIRD ST.

MOT-75-12.00

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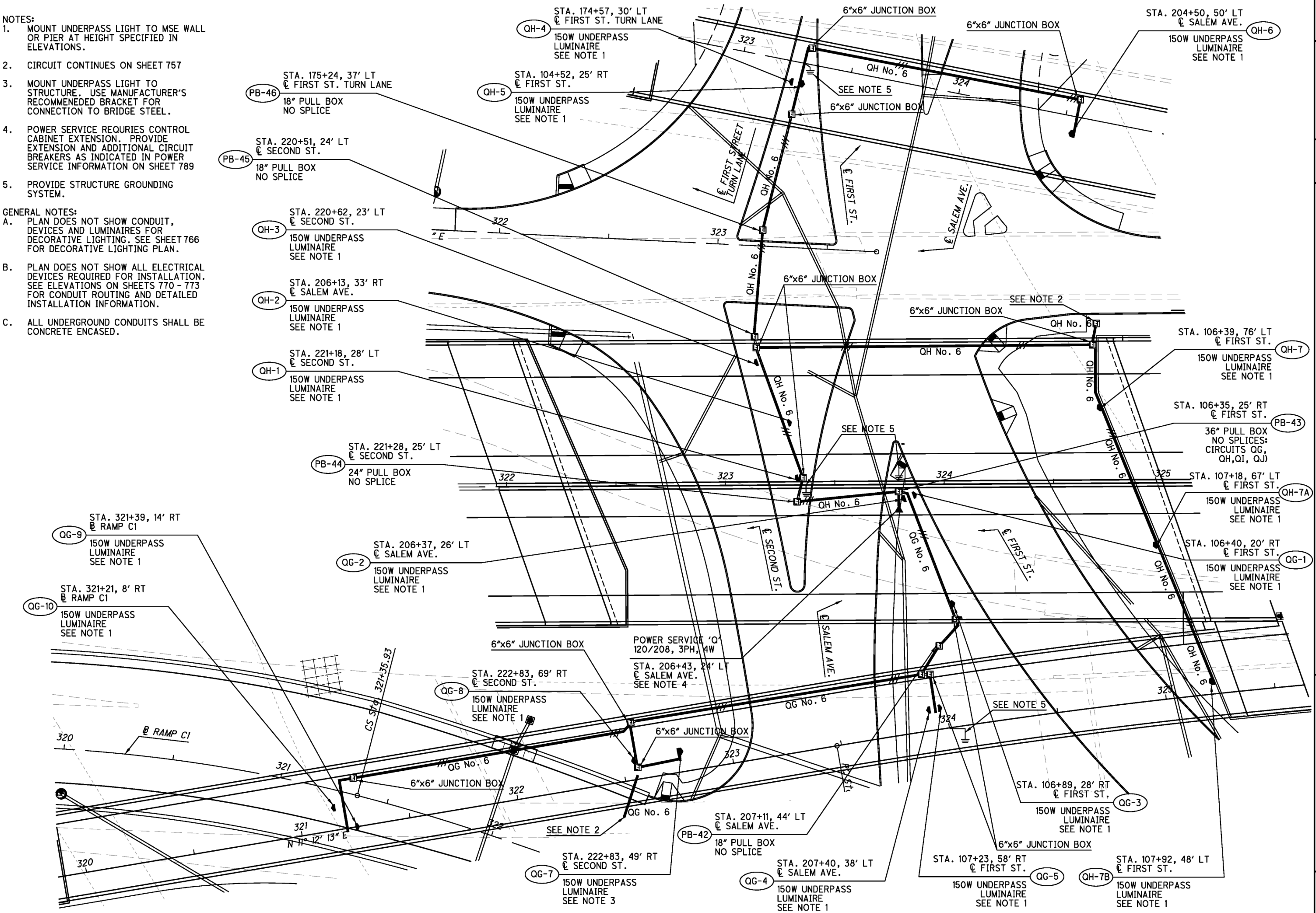
NOTES:
1. MOUNT UNDERPASS LIGHT TO MSE WALL OR PIER AT HEIGHT SPECIFIED IN ELEVATIONS.
2. CIRCUIT CONTINUES ON SHEET 757
3. MOUNT UNDERPASS LIGHT TO STRUCTURE. USE MANUFACTURER'S RECOMMENEDED BRACKET FOR CONNECTION TO BRIDGE STEEL.
4. POWER SERVICE REQURIES CONTROL CABINET EXTENSION. PROVIDE EXTENSION AND ADDITIONAL CIRCUIT BREAKERS AS INDICATED IN POWER SERVICE INFORMATION ON SHEET 789
5. PROVIDE STRUCTURE GROUNDING SYSTEM.

GENERAL NOTES:
A. PLAN DOES NOT SHOW CONDUIT, DEVICES AND LUMINAIRES FOR DECORATIVE LIGHTING. SEE SHEET 766 FOR DECORATIVE LIGHTING PLAN.
B. PLAN DOES NOT SHOW ALL ELECTRICAL DEVICES REQUIRED FOR INSTALLATION. SEE ELEVATIONS ON SHEETS 770 - 773 FOR CONDUIT ROUTING AND DETAILED INSTALLATION INFORMATION.
C. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.



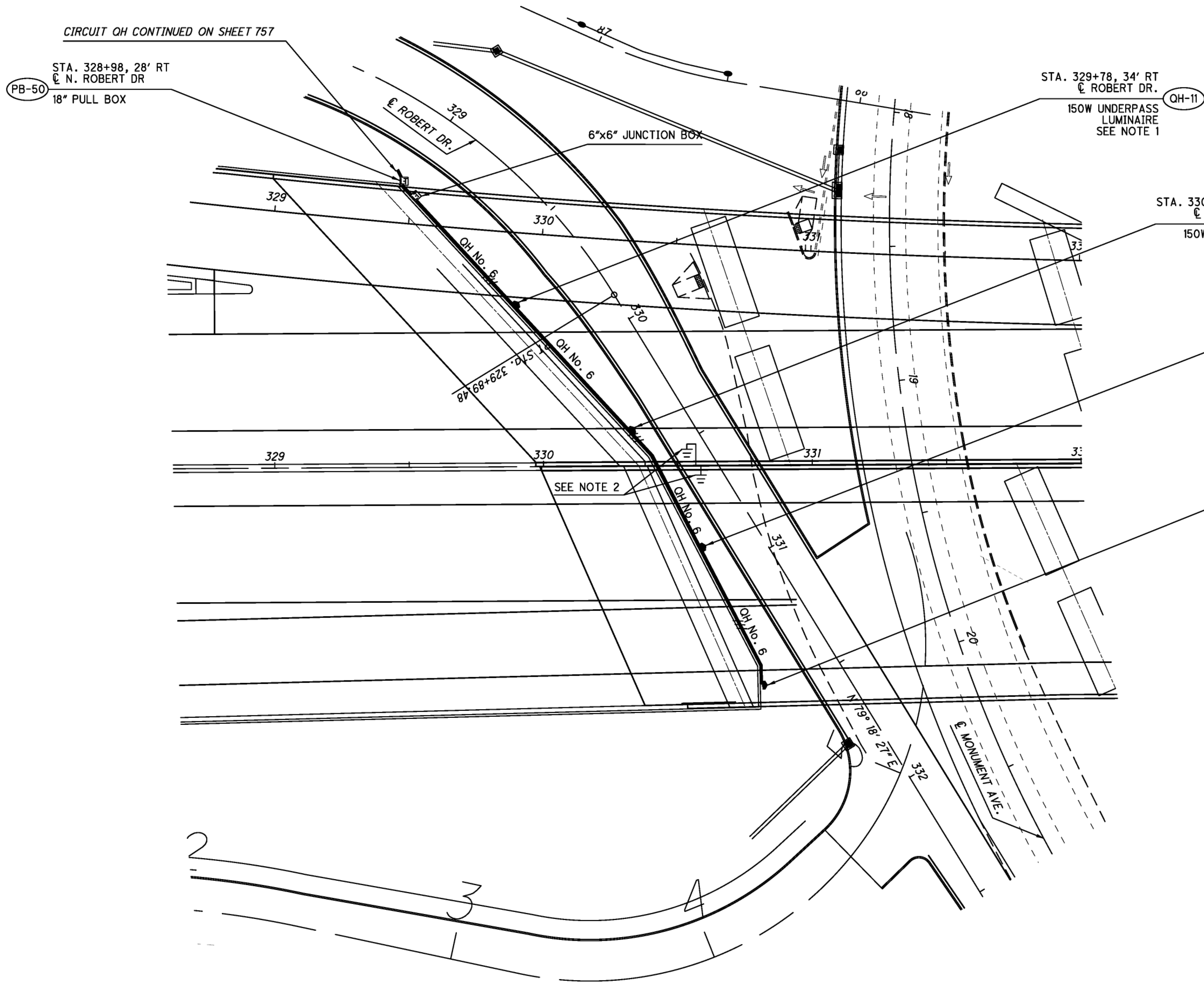
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED JCS CHECKED LH

UNDERPASS LIGHTING PLAN
SALEM AVE. - FIRST ST. - SECOND ST.

MOT-75-12.00

IP_PWP:dms10566\77247LP007.dgn 24-FEB-2012 4:40PM rgreenland



NOTES:
1. MOUNT UNDERPASS LIGHT TO MSE WALL AT HEIGHT SPECIFIED IN ELEVATIONS
2. PROVIDE STRUCTURE GROUNDING SYSTEM.

GENERAL NOTES:
A. PLAN DOES NOT SHOW ALL ELECTRICAL DEVICES REQUIRED FOR INSTALLATION. SEE ELEVATION ON SHEET 774 FOR CONDUIT ROUTING AND DETAILED INSTALLATION INFORMATION.
B. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

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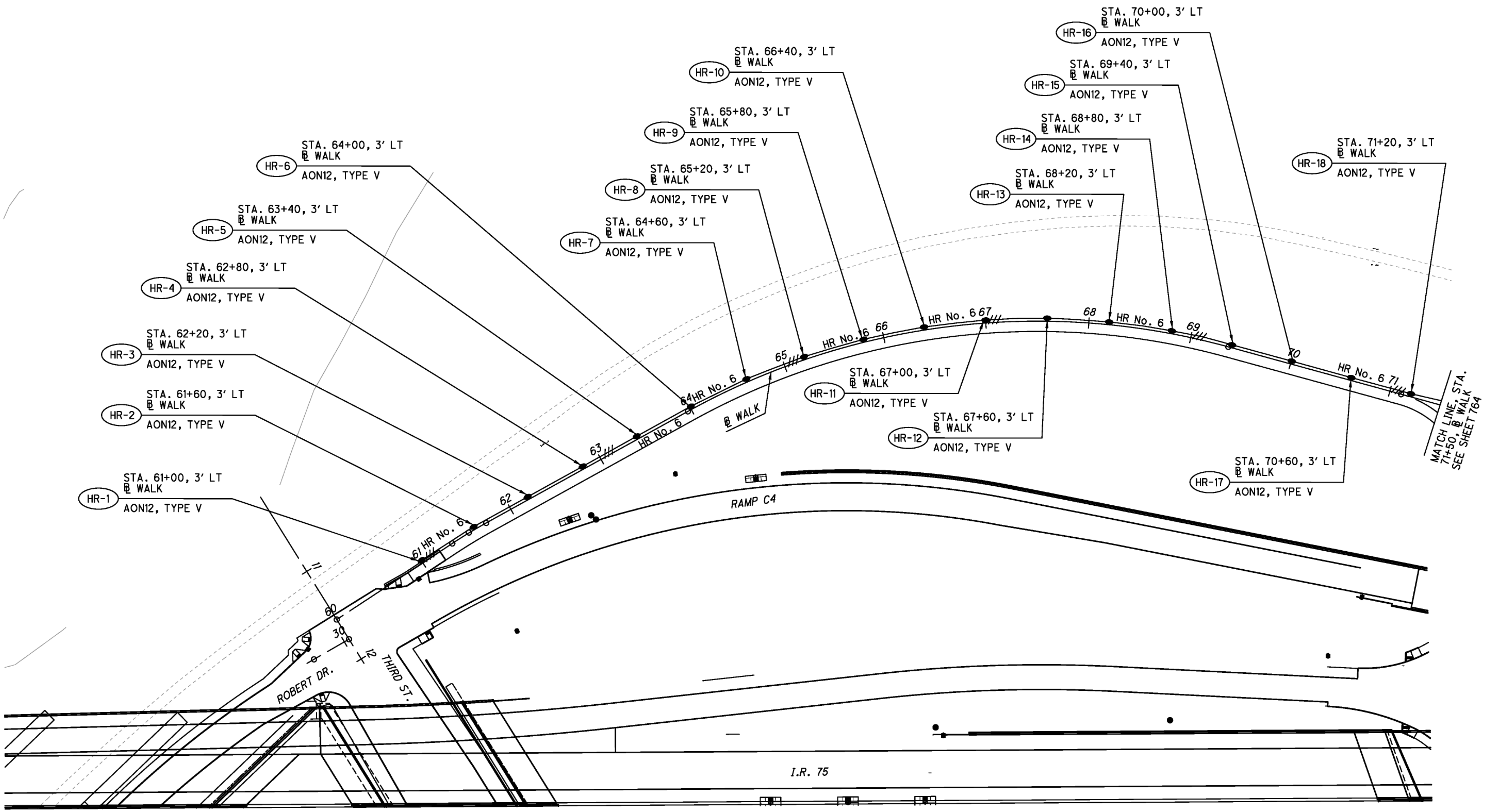
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING PLAN
MONUMENT AVE. - ROBERT DR.

MOT-75-12.00



GENERAL NOTES:

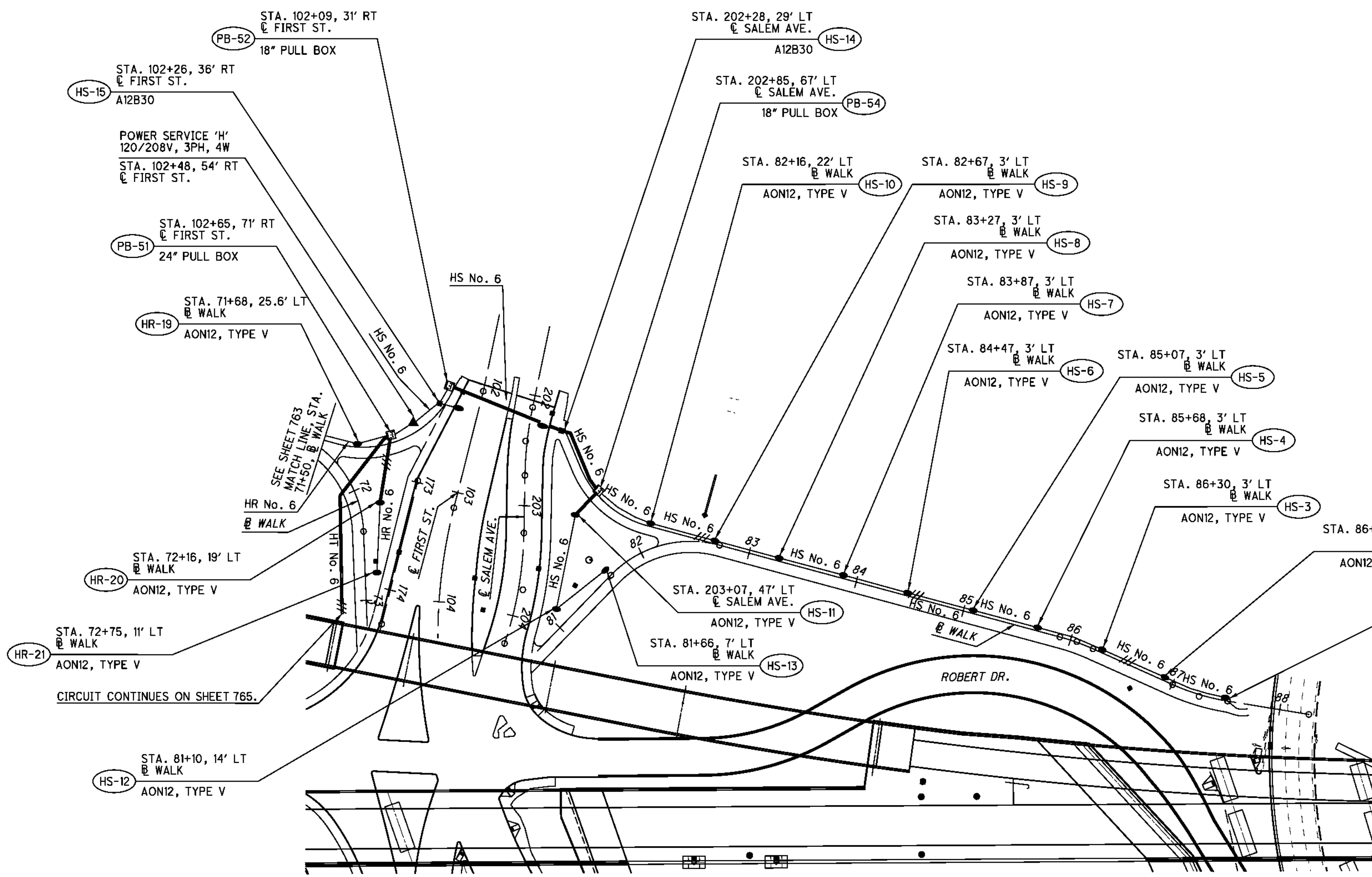
A. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PLAN - WALKWAY
STA. 60+00 TO STA. 71+50

MOT-75-12.00



0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING PLAN - WALKWAY
STA. 71+50 TO STA. 88+00

MOT-75-12.00

GENERAL NOTES:

A. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

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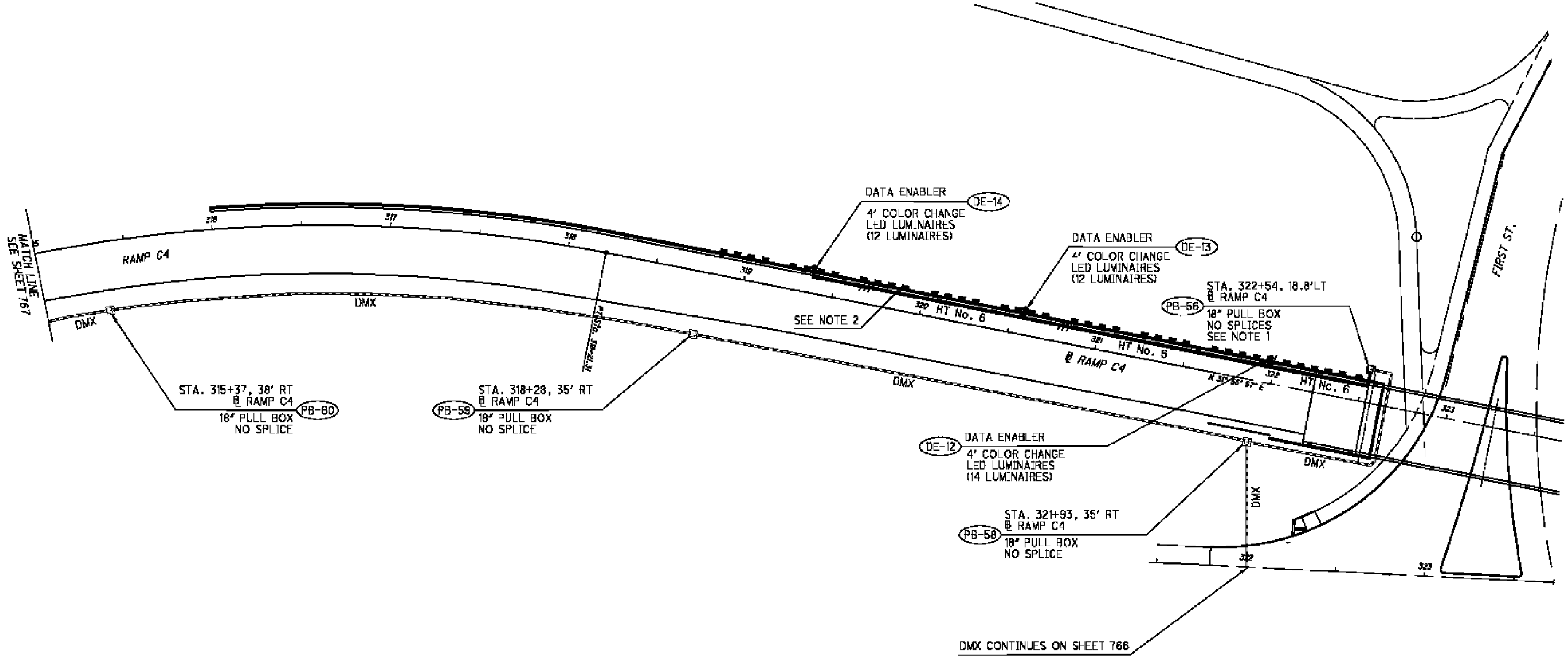


NOTE:

1. CIRCUIT HT CONTINUES TO THE WEST. SEE SHEET 764 FOR CONTINUATION OF CIRCUIT.

2. (2) 1-1/2", 725.04 POWER AND DATA CONDUITS RUN BEHIND MSE WALL AT ELEVATION OF DATA ENABLERS. CORE DRILL MSE WALL TO DATA ENABLER BOX. SEE ELEVATIONS FOR ENABLER LOCATIONS. COORDINATE CONSTRUCTION OF CONDUITS WITH OTHER TRADES AND WALL CONSTRUCTION.

GENERAL NOTES:

A. PLAN DOES NOT SHOW ALL ELECTRICAL DEVICES REQUIRED FOR INSTALLATION. SEE SHEET 775 FOR DECORATIVE LIGHTING ELEVATION, CONDUIT ROUTING AND DETAILED INSTALLATION INFORMATION.

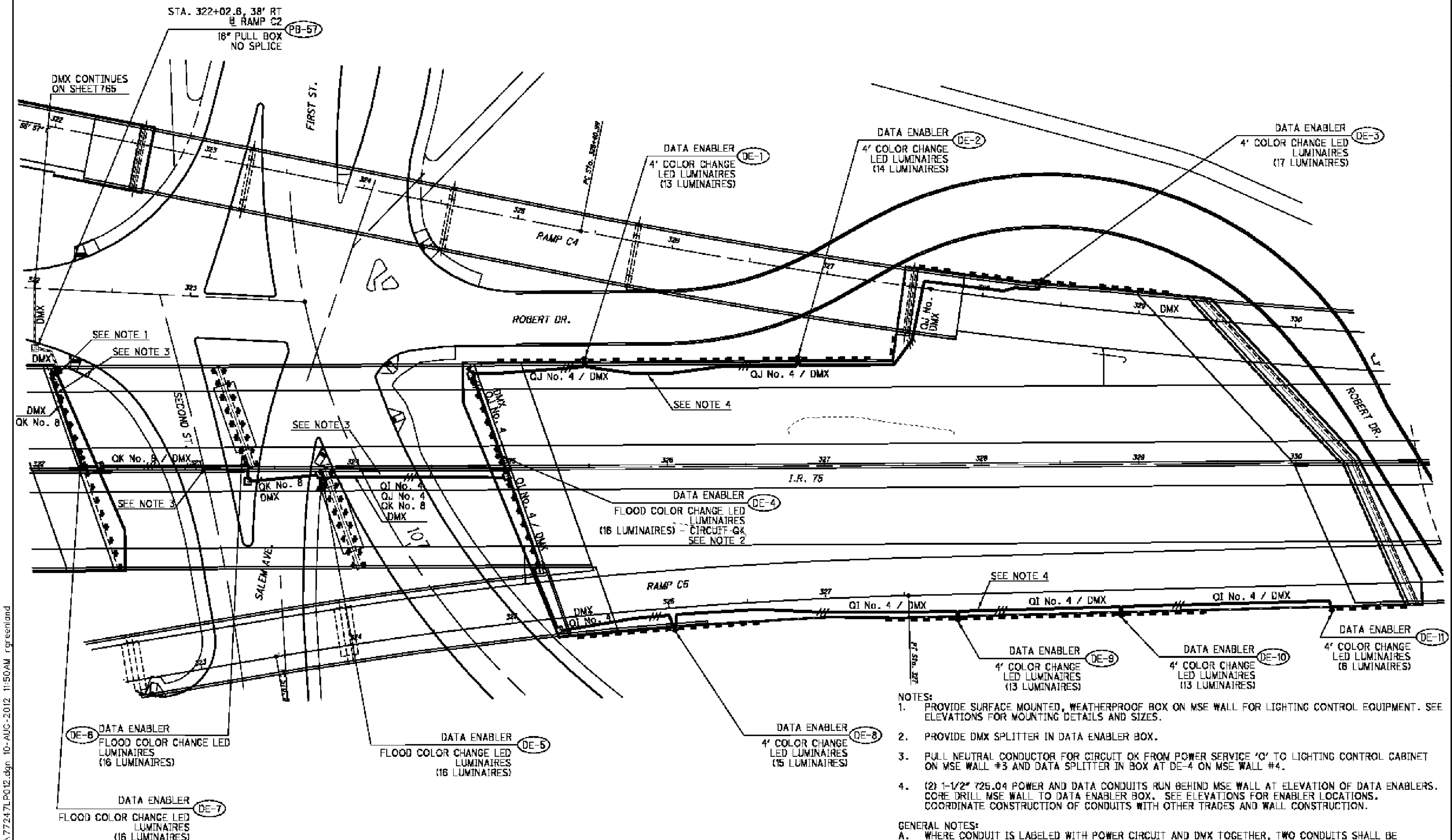
B. ALL UNDERGROUND CONDUITS, EXCEPT THOSE IN GRANULAR BACKFILL BEHIND MSE WALLS, SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JCS CHECKED LH

DECORATIVE LIGHTING MSE WALL NO. 6

MOT-75-12.00



NOTES:

1. PROVIDE SURFACE MOUNTED, WEATHERPROOF BOX ON MSE WALL FOR LIGHTING CONTROL EQUIPMENT. SEE ELEVATIONS FOR MOUNTING DETAILS AND SIZES.
2. PROVIDE DMX SPLITTER IN DATA ENABLER BOX.
3. PULL NEUTRAL CONDUCTOR FOR CIRCUIT QK FROM POWER SERVICE 'Q' TO LIGHTING CONTROL CABINET ON MSE WALL #3 AND DATA SPLITTER IN BOX AT DE-4 ON MSE WALL #4.
4. (2) 1-1/2" 725.04 POWER AND DATA CONDUITS RUN BEHIND MSE WALL AT ELEVATION OF DATA ENABLERS. CORE DRILL MSE WALL TO DATA ENABLER BOX. SEE ELEVATIONS FOR ENABLER LOCATIONS. COORDINATE CONSTRUCTION OF CONDUITS WITH OTHER TRADES AND WALL CONSTRUCTION.

GENERAL NOTES:

A. WHERE CONDUIT IS LABELED WITH POWER CIRCUIT AND DMX TOGETHER, TWO CONDUITS SHALL BE PROVIDED: ONE FOR POWER AND ONE FOR DMX DATA.

B. PLAN DOES NOT SHOW ALL ELECTRICAL DEVICES REQUIRED FOR INSTALLATION. SEE MSE WALL 3 AND 4 UNDER BRIDGE ELEVATIONS ON SHEET 777. PIER ELEVATIONS ON SHEETS 778 AND 779. MSE WALL 4 WEST ELEVATION ON SHEET 780. MSE WALL 4 EAST ELEVATION ON SHEET 781.

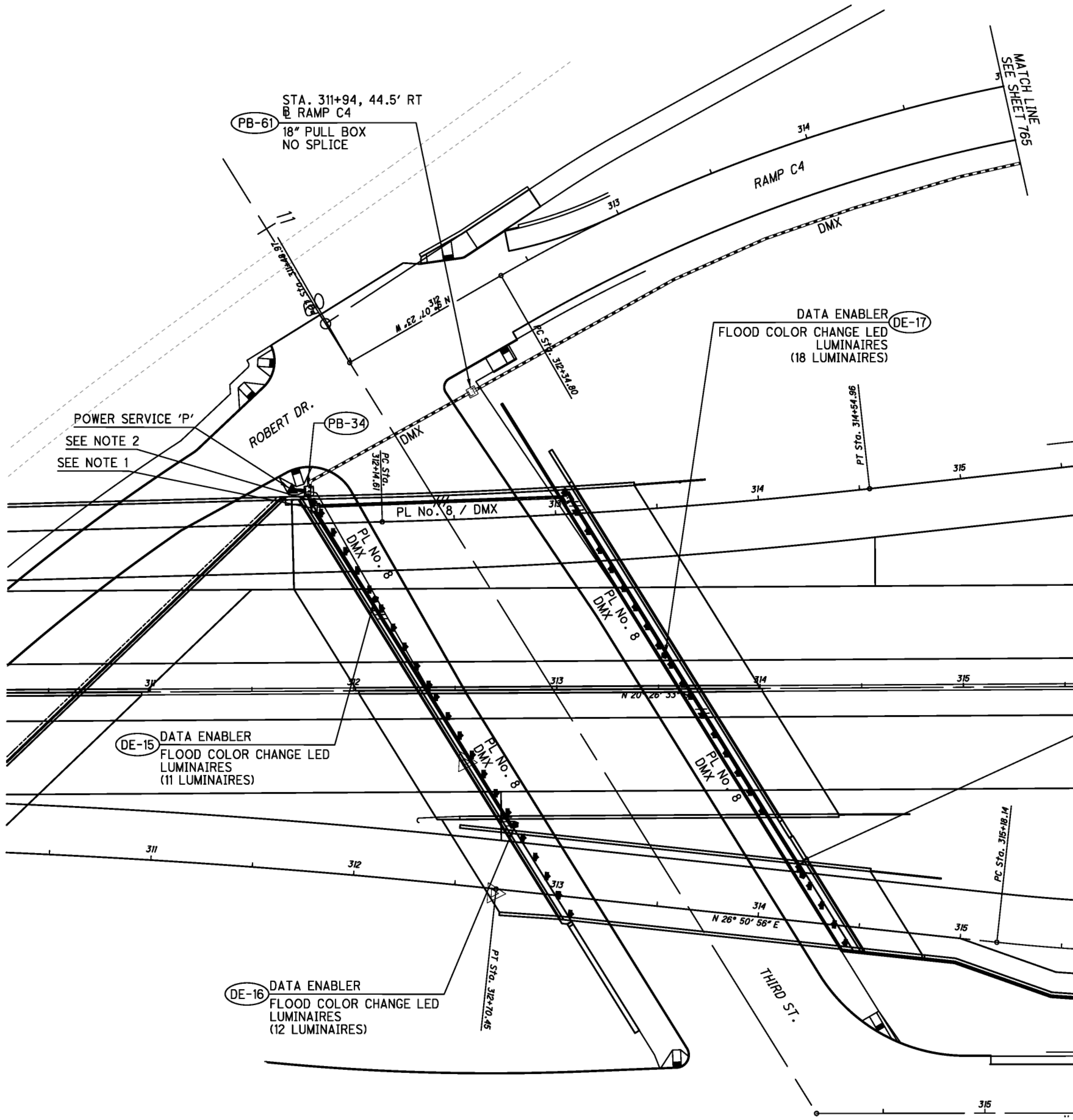
C. ALL UNDERGROUND CONDUITS, EXCEPT THOSE IN GRANULAR BACKFILL BEHIND MSE WALLS, SHALL BE CONCRETE ENCASED.

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING MSE WALLS NO. 3 AND 4

MOT-75-12.00



NOTES:
1. PROVIDE DMX SPLITTER IN WEATHERPROOF BOX.
2. PULL NEUTRAL CONDUCTOR WITH CIRCUIT 'PL' TO DMX SPLITTER.

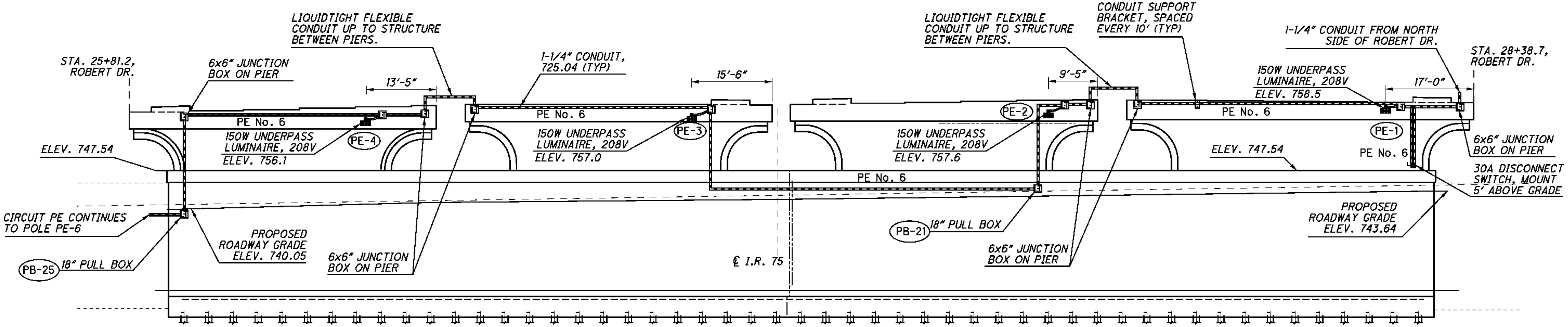
GENERAL NOTES:
A. SEE SHEET 776 FOR ELEVATIONS.
B. ALL UNDERGROUND CONDUITS SHALL BE CONCRETE ENCASED.

HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING MSE WALL NO.1

MOT-75-12.00



GENERAL NOTES:

A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRES BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

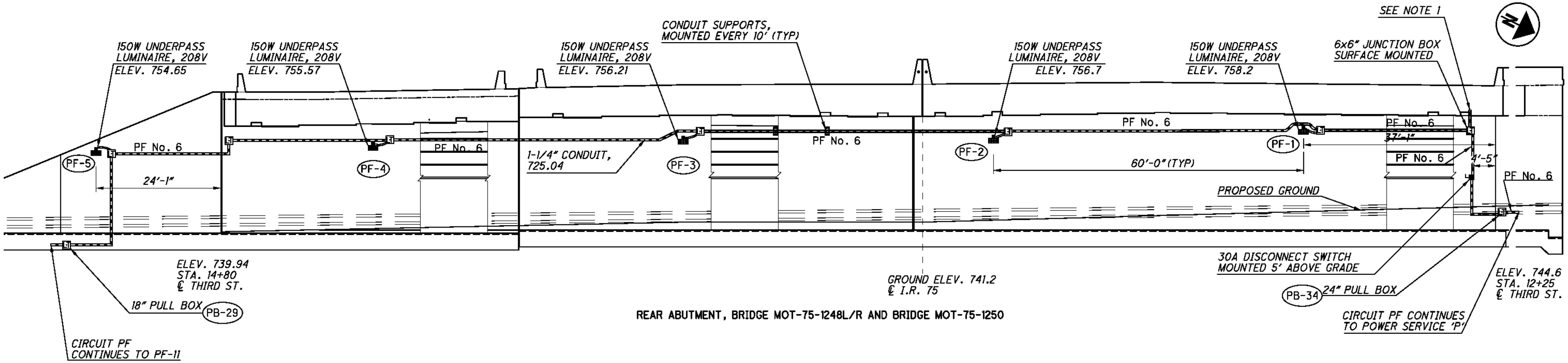
C. SEE SHEET 760 FOR PLAN VIEW.

HORIZONTAL SCALE IN FEET 0 5 10 20

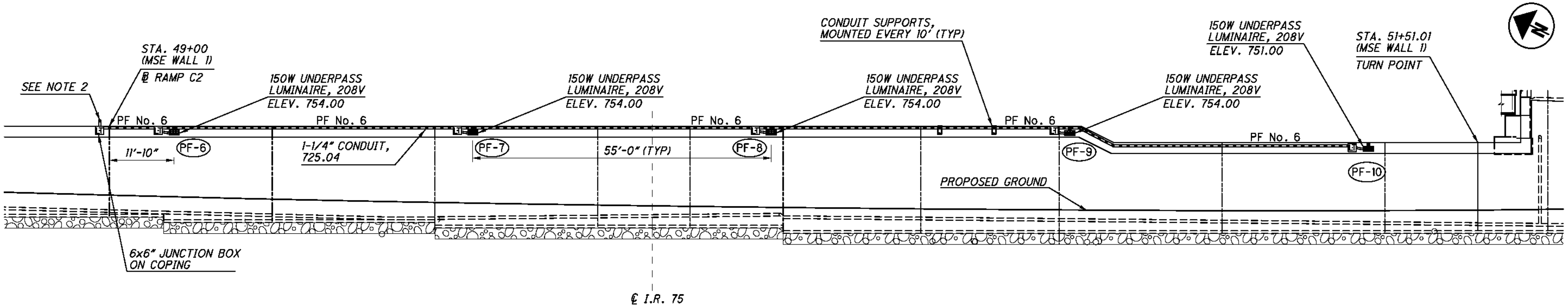
CALCULATED JCS CHECKED LH

UNDERPASS LIGHTING ELEVATION
S. ROBERT DR. - SOUTHBOUND

MOT-75-12.00



REAR ABUTMENT, BRIDGE MOT-75-1248L/R AND BRIDGE MOT-75-1250



MSE WALL NO. 1

NOTES:
1. CONDUIT AND CIRCUIT PF CONTINUES ALONG BRIDGE STRUCTURE TO JUNCTION BOX ON MSE WALL NO. 1
2. CONDUIT AND CIRCUIT PF FROM SOUTH SIDE OF THIRD STREET. SEE NOTE 1 ABOVE.

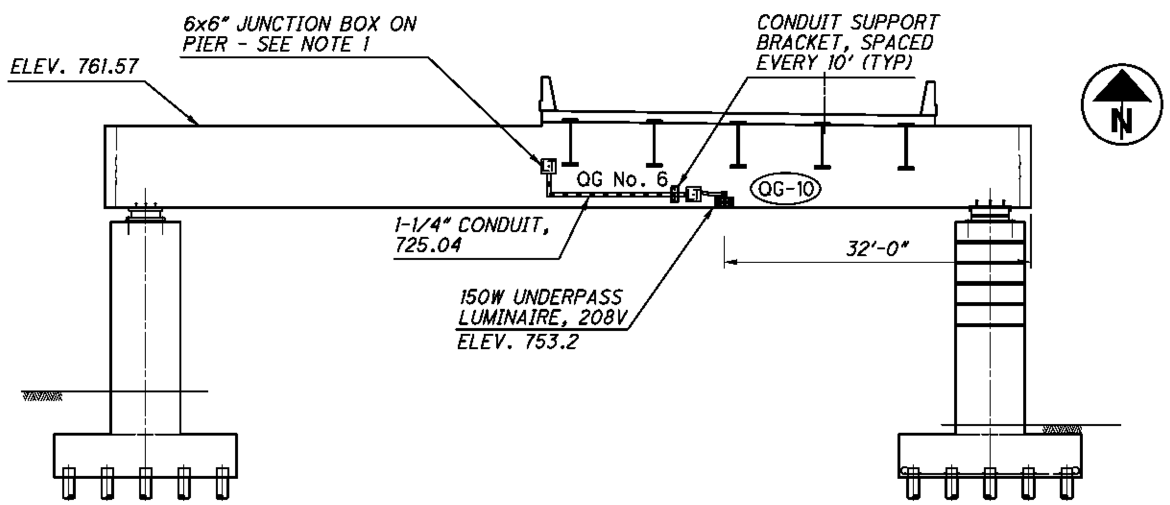
GENERAL NOTES:
A. LUMINAIRES, CONDUIT AND BOXES FOR LED DECORATIVE LIGHTING ARE NOT SHOWN ON THIS ELEVATION FOR CLARITY. FOR AESTHETIC LIGHTING ELEVATION, SEE SHEET 776.
B. SEE SHEET 760FOR PLAN VIEW.
C. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.
D. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.
E. CONDUIT ON SURFACE OF MSE WALL SHALL BE PAINTED TO MATCH FINISH OF WALL.

HORIZONTAL SCALE IN FEET 0 5 10 20

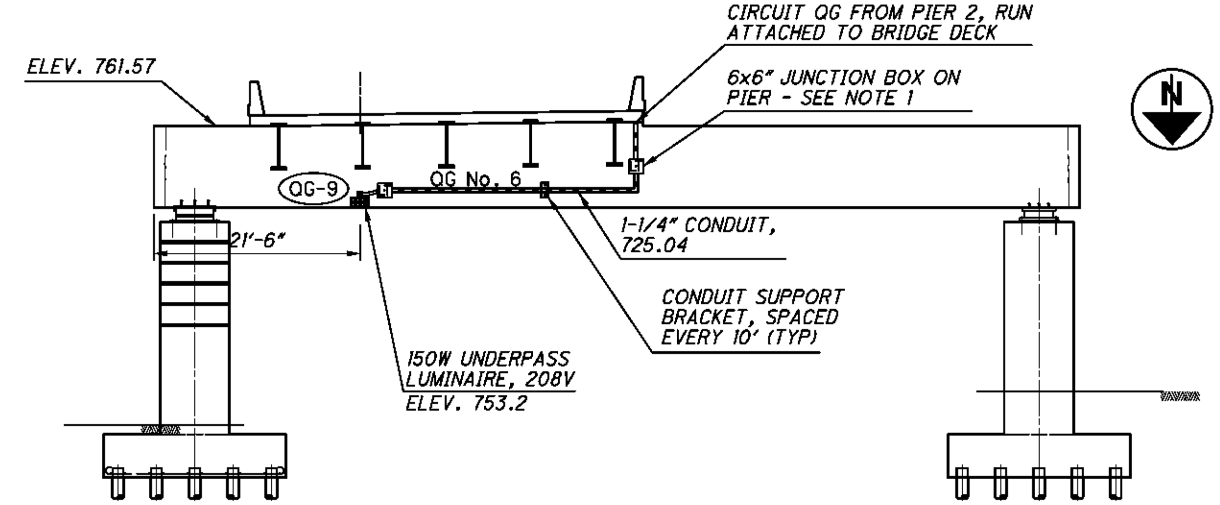
CALCULATED JCS CHECKED LH

UNDERPASS LIGHTING ELEVATIONS THIRD STREET

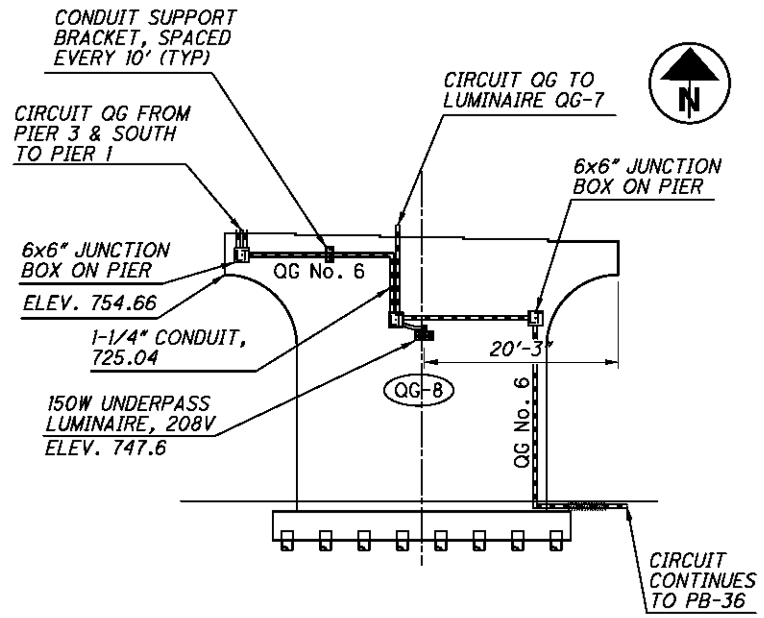
MOT-75-12.00



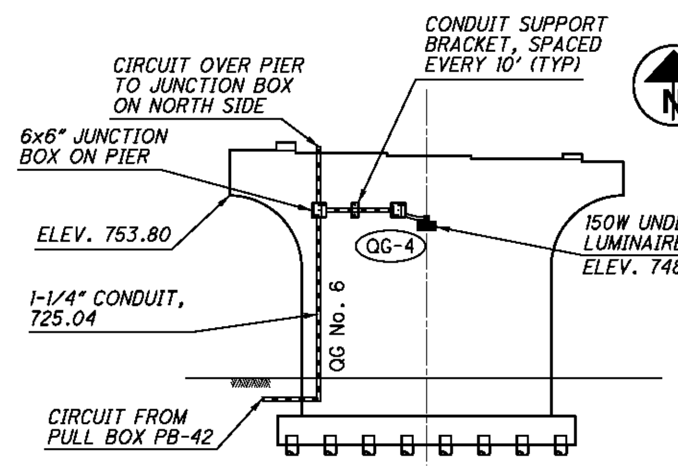
MOT-75-1262, PIER 1 (SOUTH)



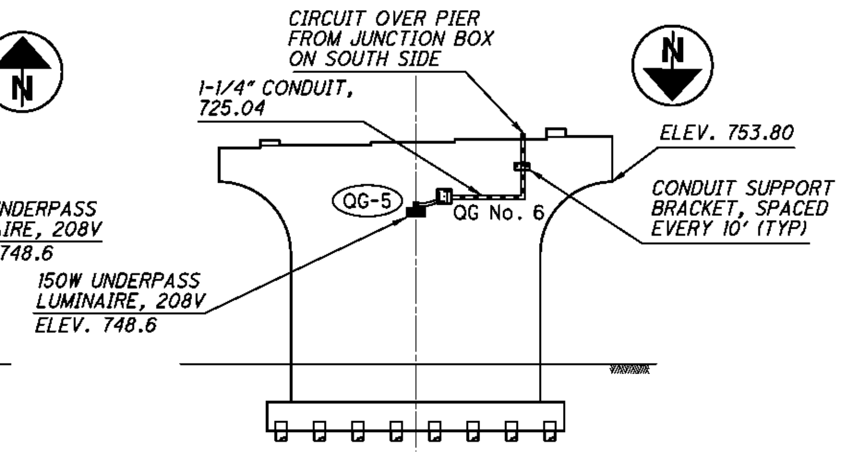
MOT-75-1262, PIER 1 (NORTH)



MOT-75-1262, PIER 2 (SOUTH)



MOT-75-1262, PIER 3 (SOUTH)



MOT-75-1262, PIER 3 (NORTH)

NOTES:
1. CORE DRILL THROUGH PIER CAP AND PUNCH IN TO BACK OF JUNCTION BOXES ON EITHER SIDE OF PIER. RUN CIRCUIT THROUGH PIER TO FEED LUMINAIRES ON SOUTH SIDE OF PIER.

GENERAL NOTES:
A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

C. SEE SHEET 761 FOR PLAN VIEW.

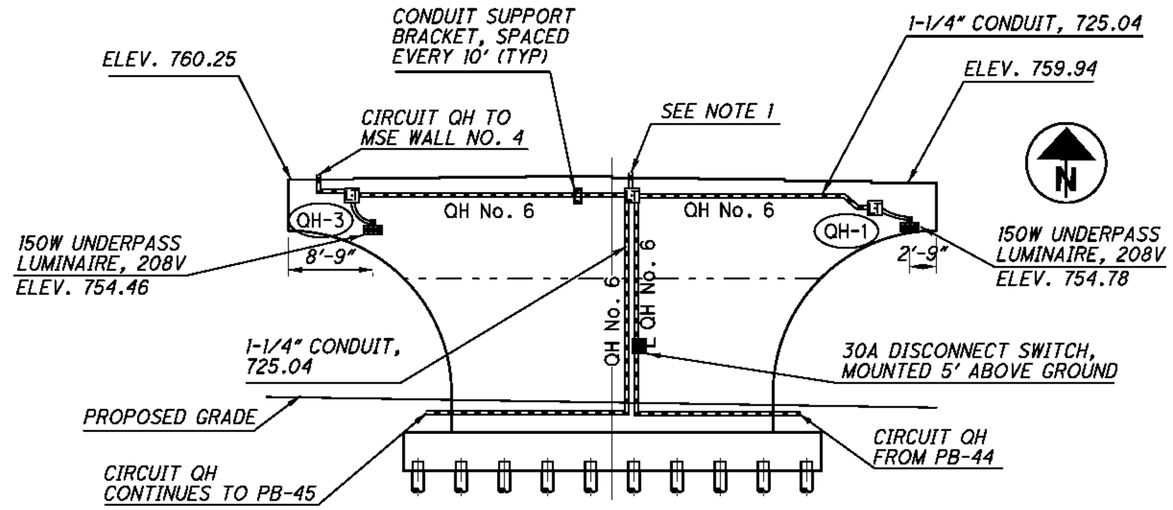
0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

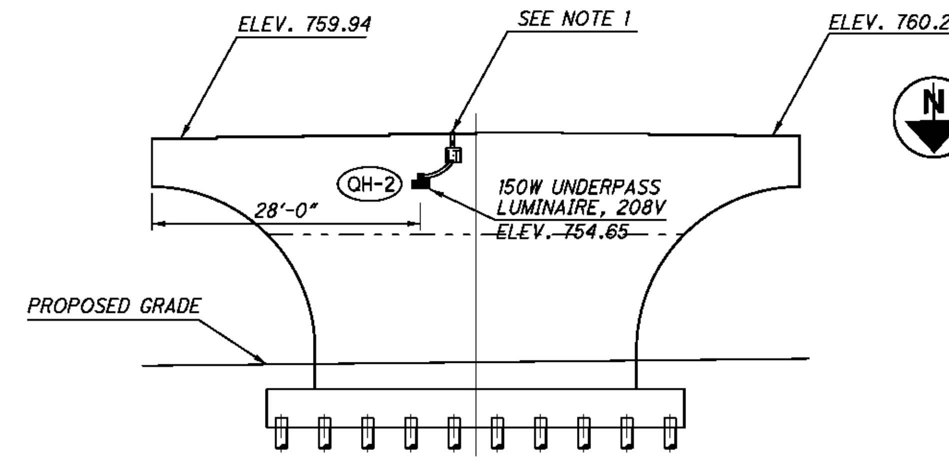
UNDERPASS LIGHTING ELEVATIONS ROADWAYS UNDER RAMP C5

MOT-75-12.00

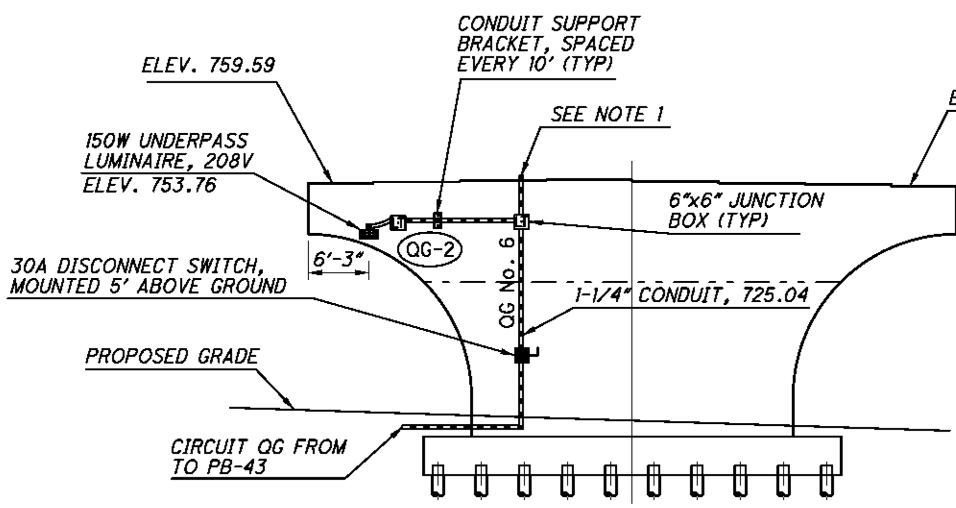
UNDERPASS LIGHTING ELEVATIONS
PIERS UNDER I.R. 75 - BRIDGE MOT-75-1267L/R



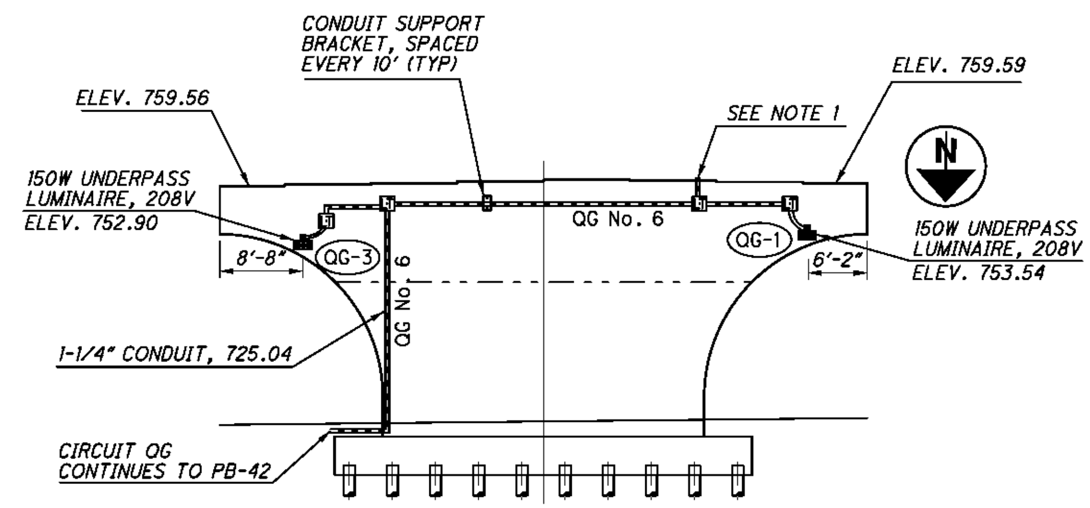
MOT-75-1267 L/R, PIER 1 LEFT (SOUTH)



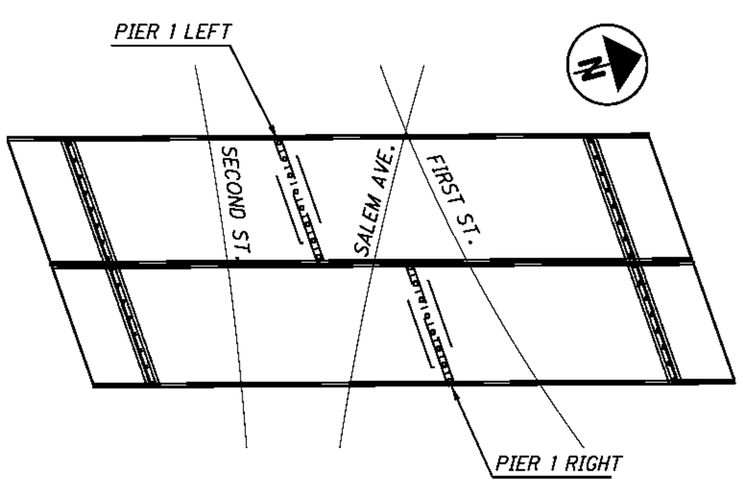
MOT-75-1267 L/R, PIER 1 LEFT (NORTH)



MOT-75-1267 L/R, PIER 1 RIGHT (SOUTH)



MOT-75-1267 L/R, PIER 1 RIGHT (NORTH)



MOT-75-1267 L/R
PIER KEYPLAN

NOTES:
1. CONDUIT OVER PIER CAP TO JUNCTION BOX ON OPPOSITE SIDE OF PIER.

GENERAL NOTES:
A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

C. CONDUIT, BOXES AND LUMINAIRES RELATED TO DECORATIVE LED LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR DECORATIVE LIGHTING ELEVATIONS, SEE SHEETS 778 - 779.

D. SEE SHEET 761 FOR PLAN VIEW.

0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

MOT-75-12.00

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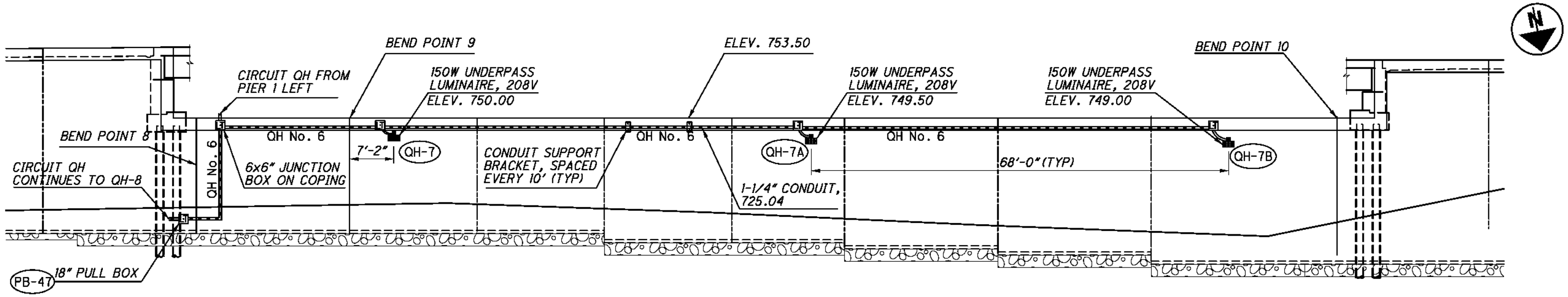


MSE WALL NO. 4 ELEVATION

GENERAL NOTES:
A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

C. CONDUIT, BOXES AND LUMINAIRES RELATED TO DECORATIVE LED LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR DECORATIVE LIGHTING ELEVATIONS, SEE SHEET 777 .

D. SEE SHEET 761 FOR PLAN VIEW.

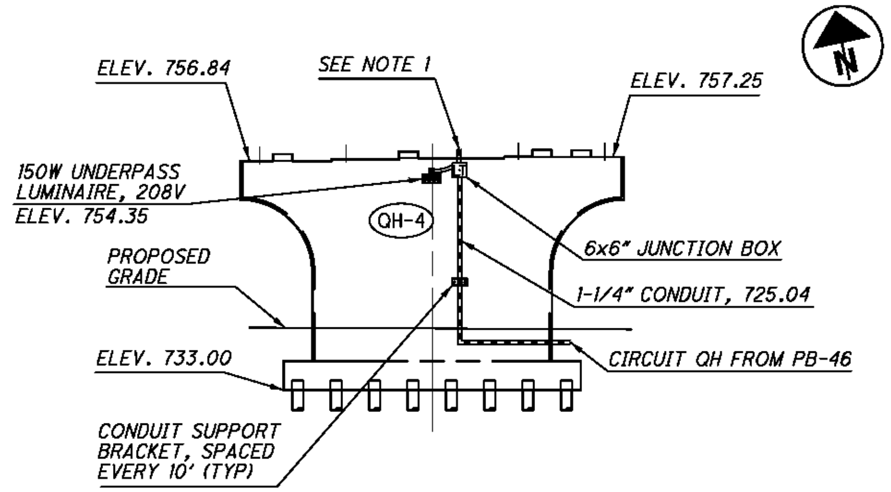
E. CONDUIT ON SURFACE OF MSE WALL SHALL BE PAINTED TO MATCH WALL.

0 5 10 20
HORIZONTAL SCALE IN FEET

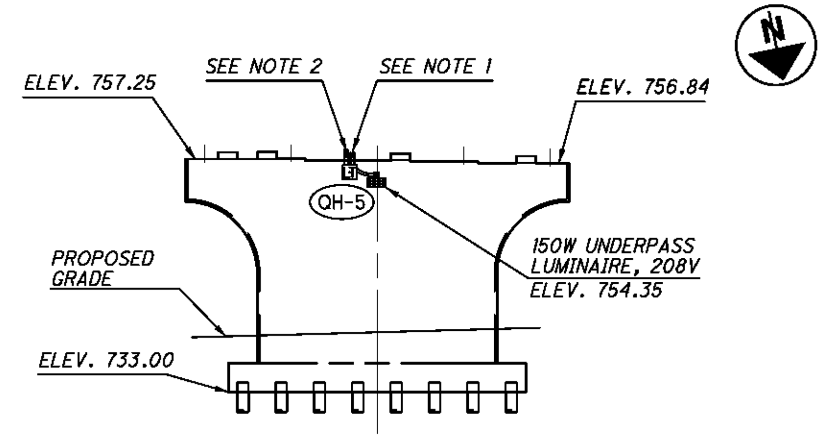
CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING ELEVATION
MSE WALL NO. 4 - FIRST STREET

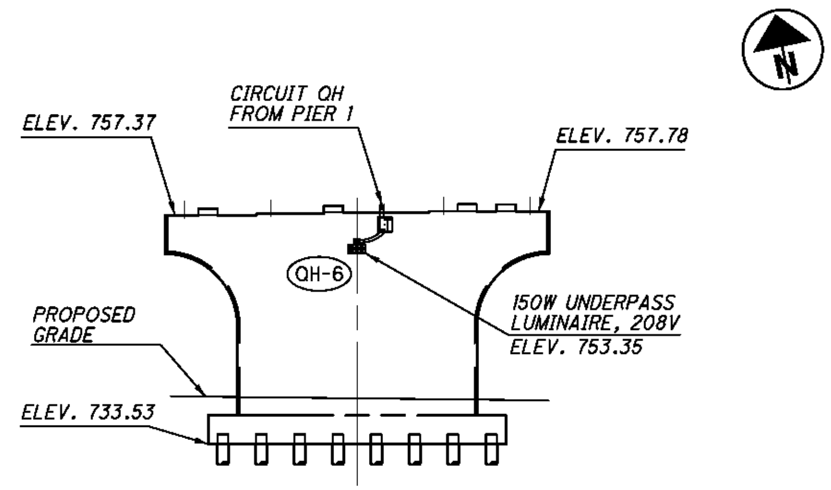
MOT-75-12.00



MOT-75-1267W PIER 1 (SOUTH)



MOT-75-1267W PIER 1 (NORTH)



MOT-75-1267W PIER 2 (SOUTH)

NOTES:
1. CONDUIT UP OVER PIER TO JUNCTION BOX ON OPPOSITE SIDE OF PIER.

2. CONDUIT UP TO BRIDGE STRUCTURE. RUN ALONG BRIDGE STRUCTURE TO PIER 2.

GENERAL NOTES:
A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

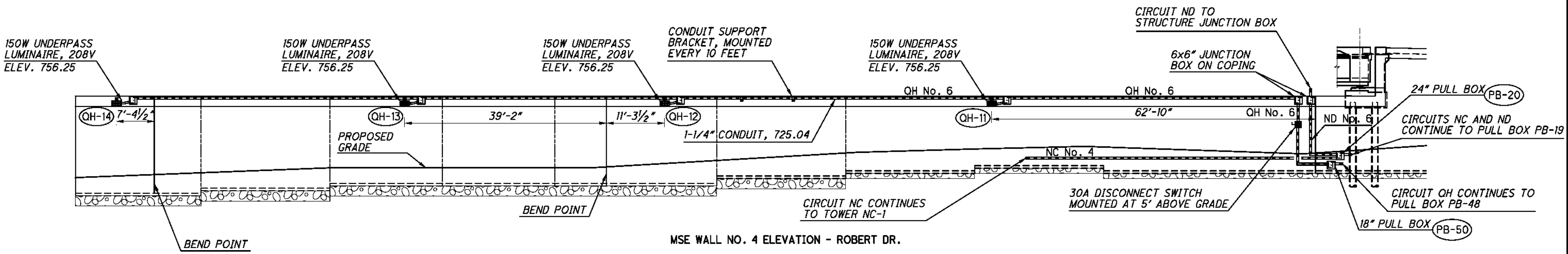
C. SEE SHEET 761 FOR PLAN VIEW.

0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING ELEVATION
PIERS 1 AND 2 - FIRST ST., SALEM AVE.

MOT-75-12.00



MSE WALL NO. 4 ELEVATION - ROBERT DR.

GENERAL NOTES:

A. ALL LUMINAIRE ELEVATIONS ARE TO THE BOTTOM OF THE FIXTURE.

B. CONNECT CIRCUIT TO LUMINAIRE BY SPLICING TO #10 AWG CONDUCTORS IN 6X6" JUNCTION BOX AT EACH LUMINAIRE. CONNECT TO LUMINAIRE VIA LIQUIDTIGHT FLEXIBLE CONDUIT.

C. SEE SHEET 762 FOR PLAN VIEW.

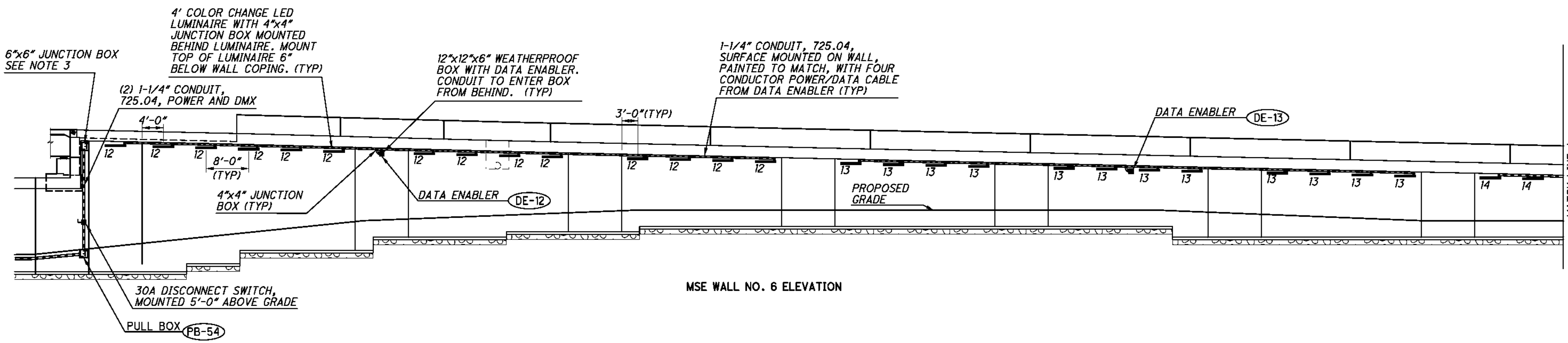
D. CONDUIT ON SURFACE OF MSE WALL SHALL BE PAINTED TO MATCH WALL.

0 5 10 20
HORIZONTAL SCALE IN FEET

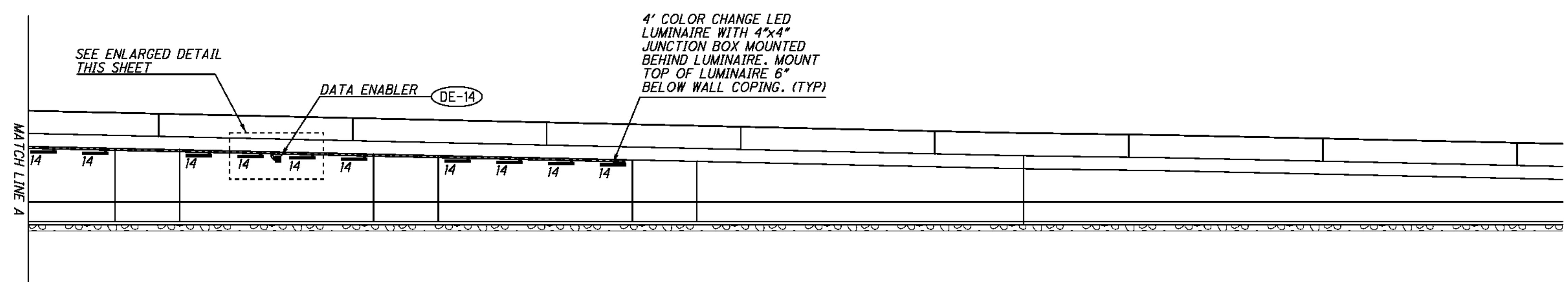
CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING ELEVATION MSE WALL NO. 4 - ROBERT DR.

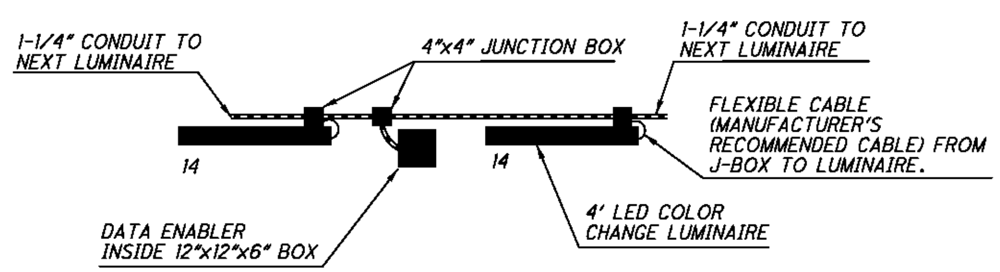
MOT-75-12.00



MSE WALL NO. 6 ELEVATION

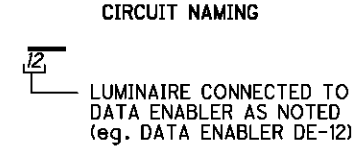


MSE WALL NO. 6 ELEVATION



ENLARGED DETAIL, LUMINAIRE/DATA ENABLER CONNECTIONS
(TYPICAL OF ALL DATA ENABLERS)

LED LUMINAIRE
CIRCUIT NAMING



GENERAL NOTES:

A. POWER AND DATA CONDUITS TO RUN BEHIND MSE WALL. SEE SHEET 765 FOR CONDUIT ROUTING. CONDUITS TO ENTER DATA ENABLER BOX FROM BEHIND. CORE DRILL MSE WALL FOR CONDUIT PENETRATION.

B. ALL CONDUIT SHOWN ON ELEVATIONS IS SURFACE MOUNTED, PAINTED TO MATCH. CONDUIT RUNNING BEHIND MSE WALL IS NOT SHOWN ON ELEVATIONS.

C. POWER AND DATA CONDUITS ENTER BEHIND MSE WALL AND RUN TO DATA ENABLERS.

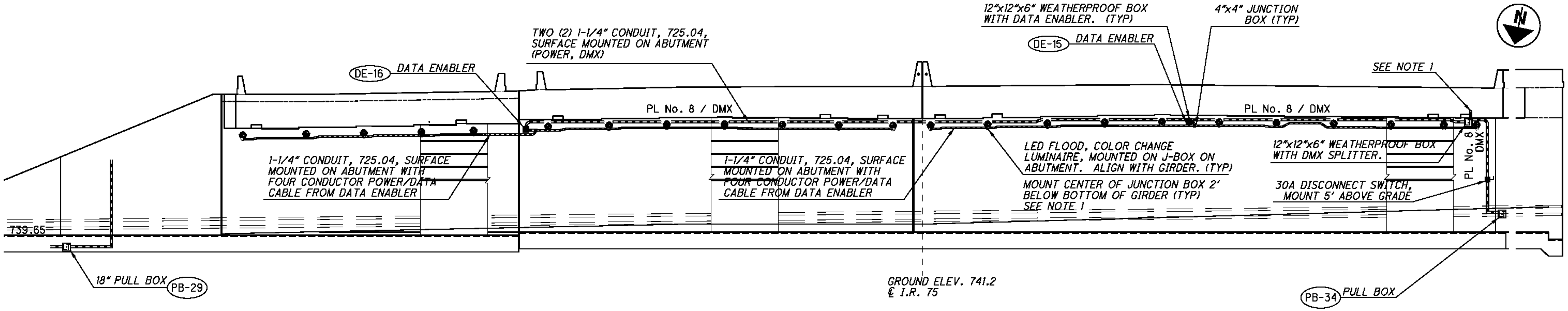
D. SEE SHEET 765 FOR PLAN VIEW.

HORIZONTAL SCALE IN FEET (0 5 10 20)

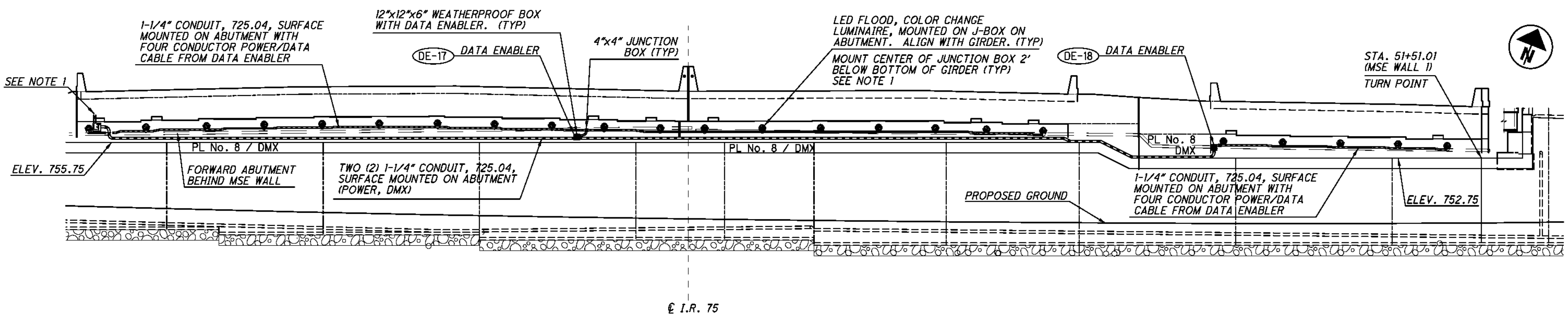
CALCULATED JCS
CHECKED LH

LED DECORATIVE LIGHTING ELEVATION
MSE WALL NO. 6

MOT-75-12.00



REAR ABUTMENT, BRIDGE MOT-75-1248L/R AND BRIDGE MOT-75-1250



MSE WALL NO. 1

NOTES:
1. TWO (2) CONDUITS FROM OPPOSITE SIDE OF BRIDGE, RUN ALONG GIRDER.

GENERAL NOTES:
A. EXACT ALIGNMENT OF LUMINAIRES TO BE DETERMINED IN THE FIELD. LUMINAIRES SHALL BE MOUNTED ON 4"x4" JUNCTION BOXES. BOXES SHALL BE SEALED WITH RTV SILICONE. LUMINAIRES SHALL BE LOCATED DIRECTLY BELOW BRIDGE GIRDERS WITH THE MOUNTING JUNCTION BOX POSITIONED 2.0' BELOW THE BOTTOM OF THE GIRDER. ELEVATION IS TO THE CENTER OF FIXTURE JUNCTION BOX. AIM LUMINAIRES TO ILLUMINATE THE ENTIRE LENGTH OF THE UNDERSIDE OF THE GIRDER. SEE DETAIL ON SHEET 787 FOR AIMING AND MOUNTING REQUIREMENTS.

B. CONDUIT, BOXES AND LUMINAIRES RELATED TO UNDERPASS LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR UNDERPASS LIGHTING ELEVATIONS, SEE SHEET 769.

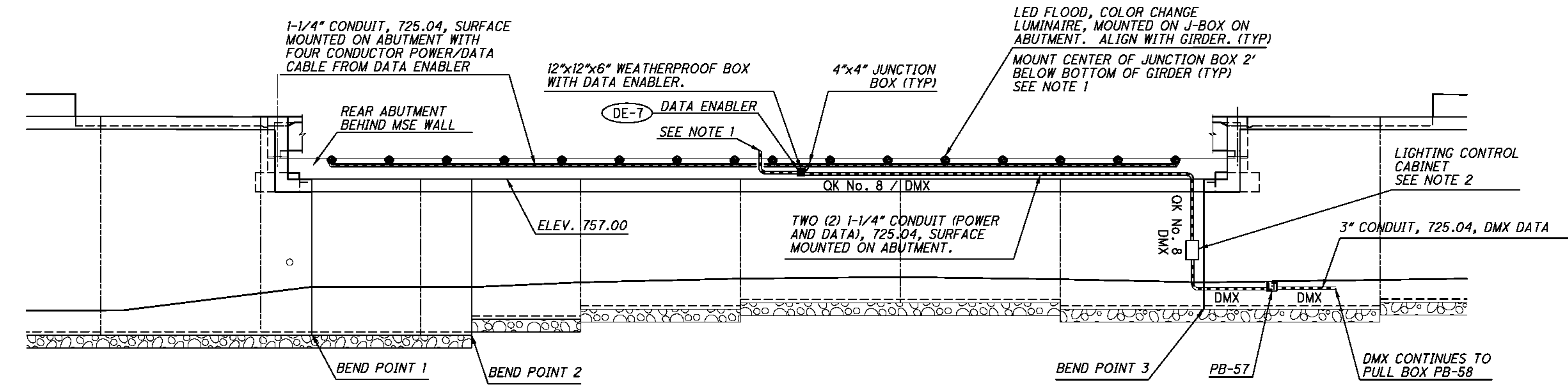
C. SEE SHEET 767 FOR PLAN VIEW.

0 5 10 20
HORIZONTAL SCALE IN FEET

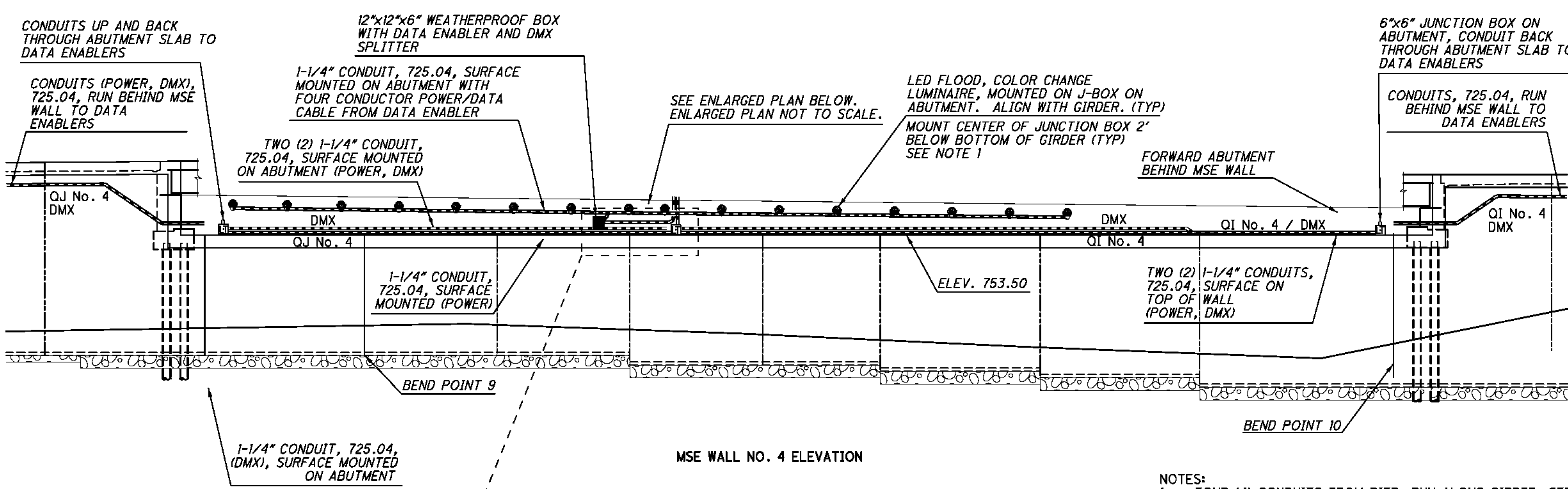
CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING ELEVATIONS
THIRD STREET

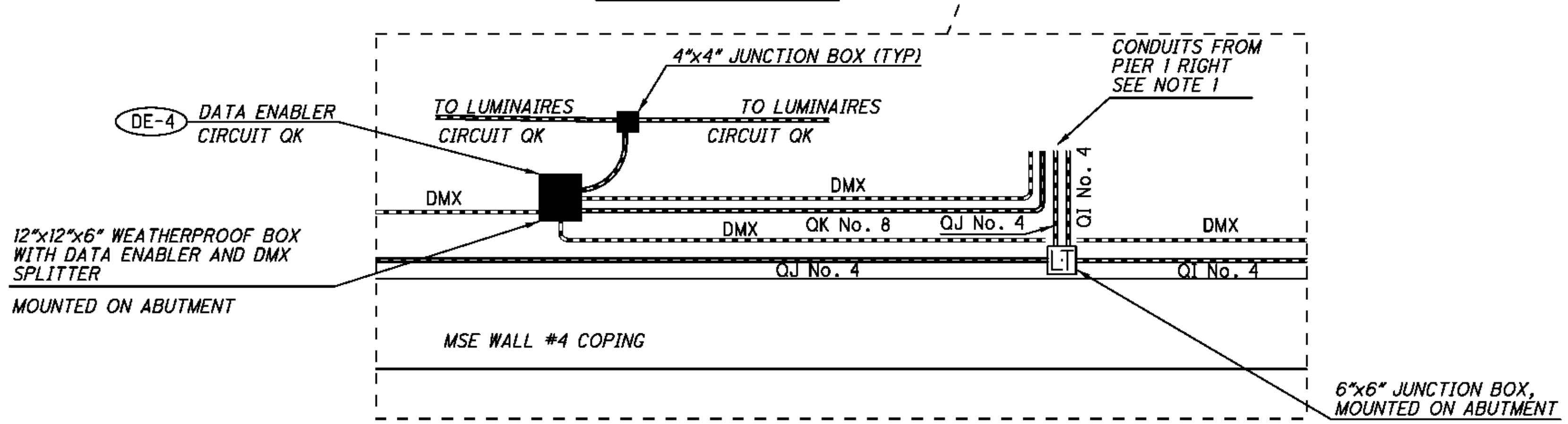
MOT-75-12.00



MSE WALL NO. 3 ELEVATION



MSE WALL NO. 4 ELEVATION



NOTES:

1. FOUR (4) CONDUITS FROM PIER, RUN ALONG GIRDER. SEE SHEET 778.
2. PROVIDE VENTILATED, LOCKABLE, NEMA 3R STAINLESS STEEL CABINET, SIZE 18"x24"x10", FOR LIGHTING CONTROL HARDWARE AND KEYPAD. CABINET SHALL BE SURFACE MOUNTED ON WALL. SEE DETAIL ON SHEET 786 FOR LIGHTING CONTROL CABINET COMPONENTS AND LAYOUT.

GENERAL NOTES:

A. EXACT ALIGNMENT OF LUMINAIRES TO BE DETERMINED IN THE FIELD. LUMINAIRES SHALL BE MOUNTED ON 4"x4" JUNCTION BOXES. BOXES SHALL BE SEALED WITH RTV SILICONE. LUMINAIRES SHALL BE LOCATED DIRECTLY BELOW BRIDGE GIRDERS WITH THE MOUNTING JUNCTION BOX POSITIONED 2.0' BELOW THE BOTTOM OF THE GIRDER. ELEVATION IS TO THE CENTER OF FIXTURE JUNCTION BOX. AIM LUMINAIRES TO ILLUMINATE THE ENTIRE LENGTH OF THE UNDERSIDE OF THE GIRDER. SEE DETAIL ON SHEET 787 FOR AIMING AND MOUNTING REQUIREMENTS.

B. CONDUIT, BOXES AND LUMINAIRES RELATED TO UNDERPASS LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR UNDERPASS LIGHTING ELEVATIONS, SEE SHEET 772 .

C. SEE SHEET 766 FOR PLAN VIEW.

0 5 10 20 HORIZONTAL SCALE IN FEET

CALCULATED JCS CHECKED LH

DECORATIVE LIGHTING ELEVATION MSE WALL NO. 4 - FIRST STREET

MOT-75-12.00

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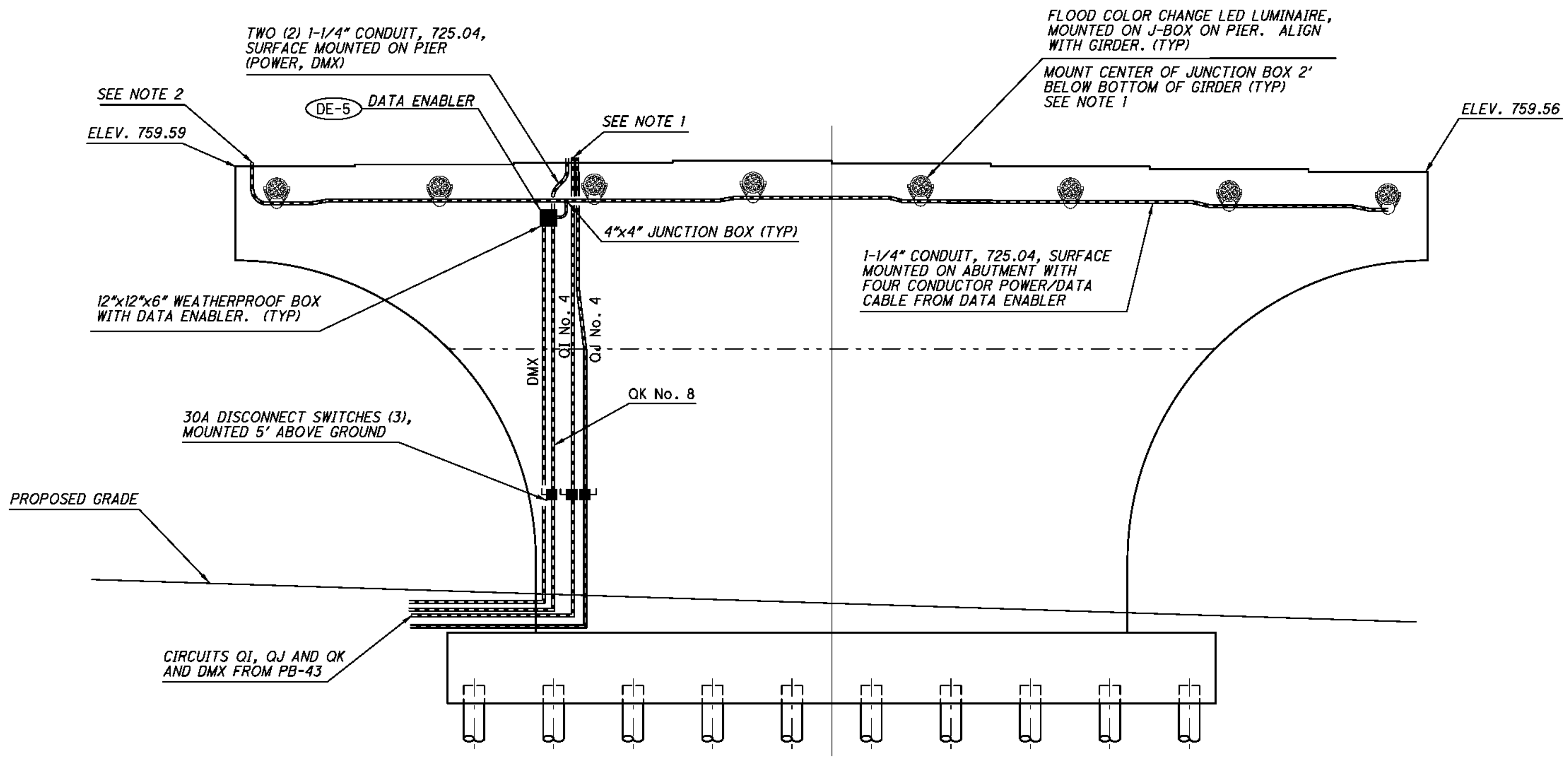
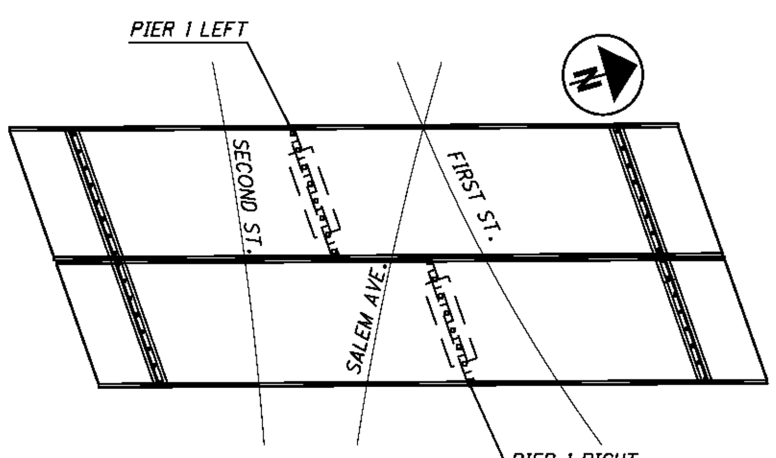


MOT-75-1267 L/R, PIER 1 RIGHT (SOUTH)



MOT-75-1267 L/R
PIER KEYPLAN

NOTES:
1. CONDUITS (CIRCUITS QJ, QI, QK AND DMX) TO MSE WALL #4/FORWARD ABUTMENT. CONDUITS TO RUN ALONG GIRDER. SEE SHEET 777.
2. 1-1/4" CONDUIT WITH FOUR CONDUCTOR POWER AND DATA FROM DATA ENABLER, OVER PIER TO DECORATIVE LUMINAIRES ON NORTH SIDE OF PIER.

GENERAL NOTES:
A. EXACT ALIGNMENT OF LUMINAIRES TO BE DETERMINED IN THE FIELD. LUMINAIRES SHALL BE MOUNTED ON 4"x4" JUNCTION BOXES. BOXES SHALL BE SEALED WITH RTV SILICONE. LUMINAIRES SHALL BE LOCATED SO THE LUMINAIRE IS DIRECTLY BELOW THE BRIDGE GIRDER WHEN AIMED, WITH THE MOUNTING JUNCTION BOX POSITIONED 2.0' BELOW THE BOTTOM OF THE GIRDER. ELEVATION IS TO THE CENTER OF FIXTURE JUNCTION BOX. AIM LUMINAIRES TO ILLUMINATE THE ENTIRE LENGTH OF THE UNDERSIDE OF THE GIRDER. SEE DETAIL ON SHEET 787 FOR AIMING AND MOUNTING REQUIREMENTS.
B. CONDUIT, BOXES AND LUMINAIRES RELATED TO UNDERPASS LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR UNDERPASS LIGHTING ELEVATIONS, SEE SHEET 771.
C. SEE SHEET 766 FOR PLAN VIEW.

0 2 4 8
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING ELEVATIONS
PIER 1 RIGHT, SOUTH - BRIDGE MOT-75-1267L/R

MOT-75-12.00

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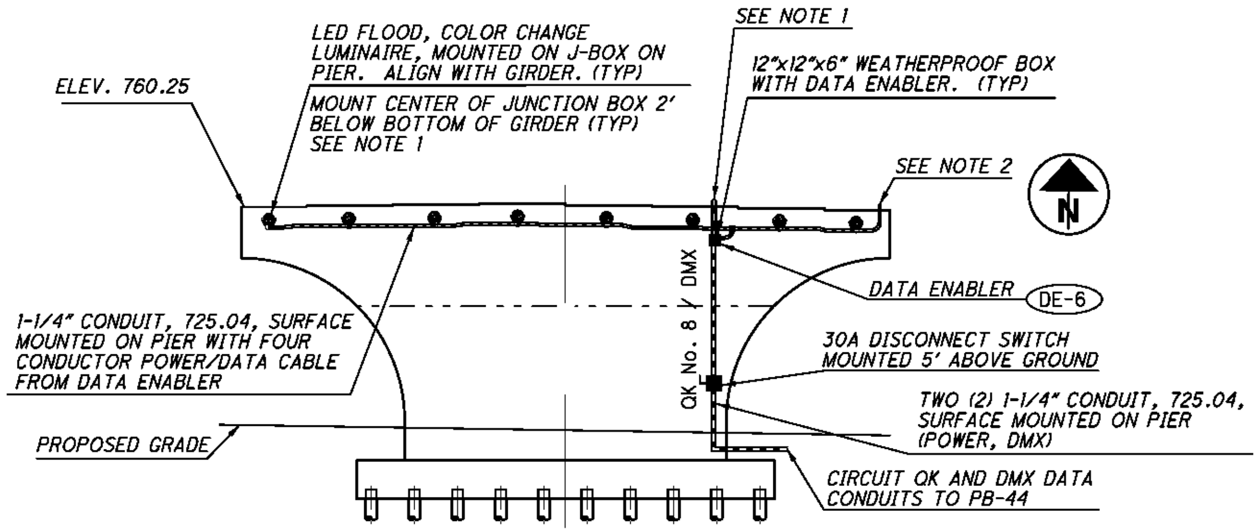
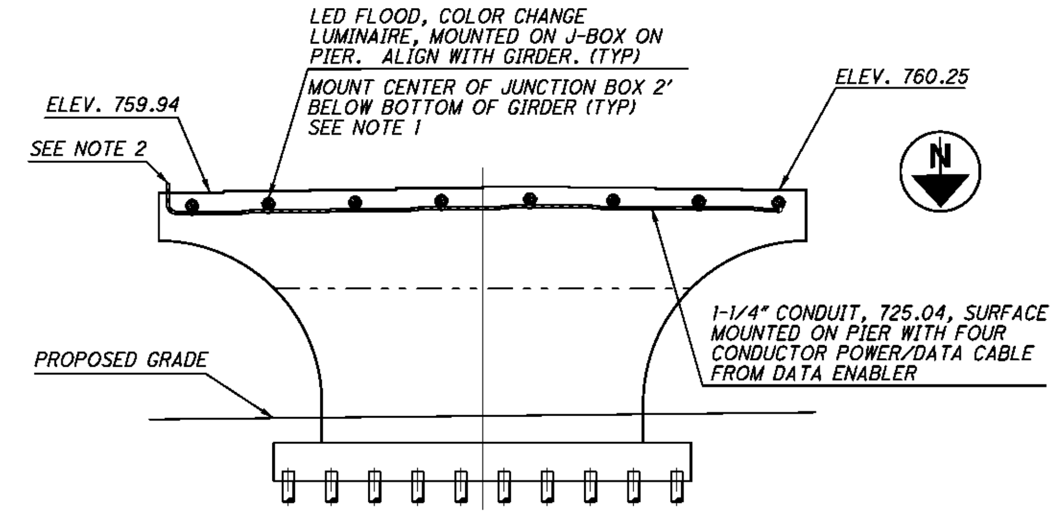
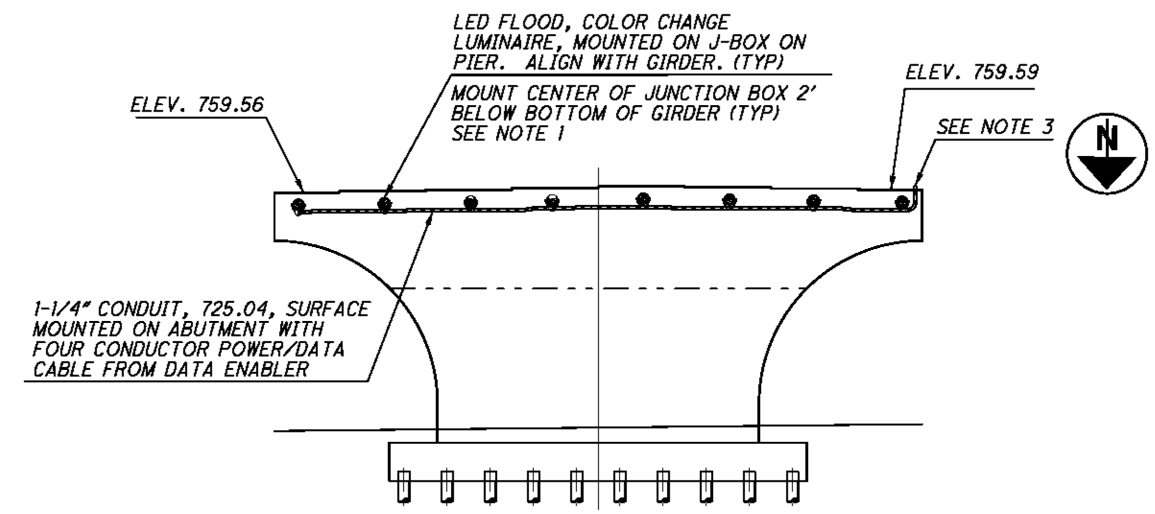


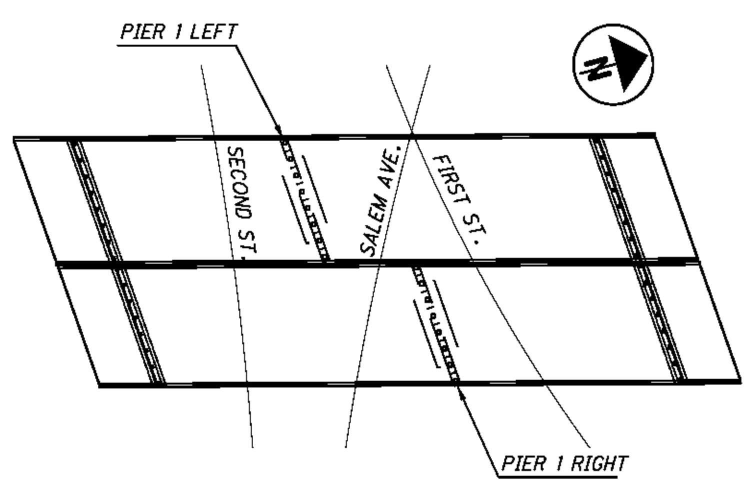
MOT-75-1267 L/R, PIER 1 LEFT (SOUTH)



MOT-75-1267 L/R, PIER 1 LEFT (NORTH)



MOT-75-1267 L/R, PIER 1 RIGHT (NORTH)



MOT-75-1267 L/R
PIER KEYPLAN

NOTES:

1. CONDUITS (CIRCUIT QK AND DMX) TO MSE WALL #3/REAR ABUTMENT. CONDUITS TO RUN ALONG GIRDER. SEE SHEET 777.
2. 1-1/4" CONDUIT WITH FOUR CONDUCTOR POWER AND DATA FROM DATA ENABLER, OVER PIER TO DATA ENABLER ON NORTH SIDE OF PIER.
3. 1-1/4" CONDUIT WITH FOUR CONDUCTOR POWER AND DATA FROM SOUTH SIDE OF PIER.

GENERAL NOTES:

A. EXACT ALIGNMENT OF LUMINAIRES TO BE DETERMINED IN THE FIELD. LUMINAIRES SHALL BE MOUNTED ON 4"x4" JUNCTION BOXES. BOXES SHALL BE SEALED WITH RTV SILICONE. LUMINAIRES SHALL BE LOCATED DIRECTLY BELOW BRIDGE GIRDERS WITH THE MOUNTING JUNCTION BOX POSITIONED 2.0' BELOW THE BOTTOM OF THE GIRDER. ELEVATION IS TO THE CENTER OF FIXTURE JUNCTION BOX. AIM LUMINAIRES TO ILLUMINATE THE ENTIRE LENGTH OF THE UNDERSIDE OF THE GIRDER. SEE DETAIL ON SHEET 787 FOR AIMING AND MOUNTING REQUIREMENTS.

B. CONDUIT, BOXES AND LUMINAIRES RELATED TO UNDERPASS LIGHTING ARE NOT INCLUDED IN THIS ELEVATION FOR CLARITY. FOR UNDERPASS LIGHTING ELEVATIONS, SEE SHEET 771.

C. SEE SHEET 766 FOR PLAN VIEW.

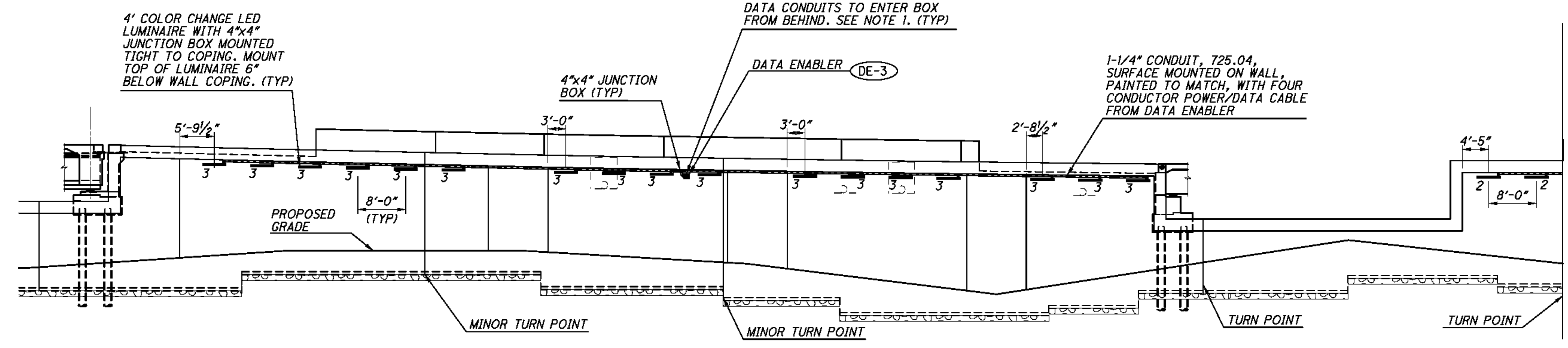
D. ELEVATION FOR PIER 1 RIGHT, SOUTH ON SHEET 765.

0 5 10 20
HORIZONTAL SCALE IN FEET

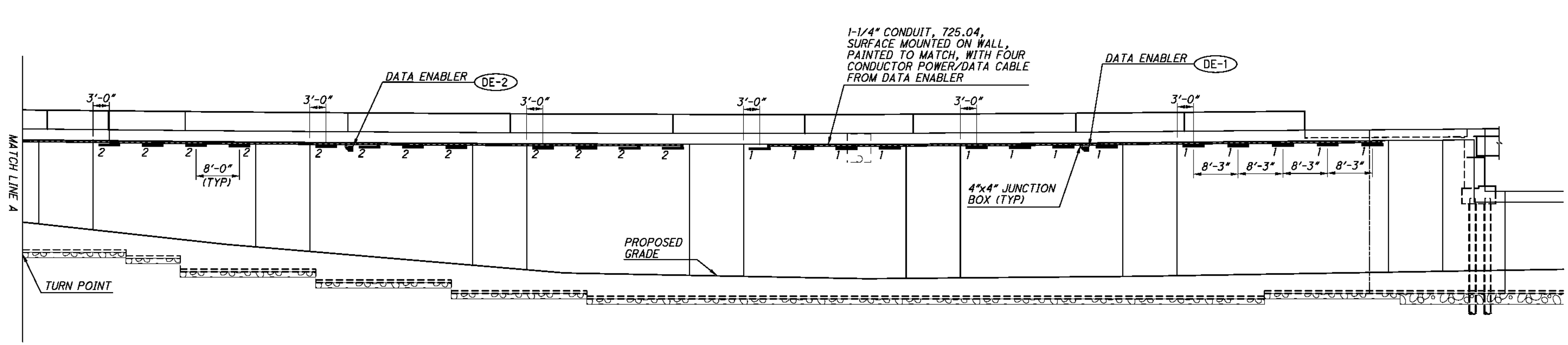
CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING ELEVATIONS
PIERS UNDER I.R. 75 - BRIDGE MOT-75-1267L/R

MOT-75-12.00



MSE WALL NO. 4 ELEVATION - WEST FACE



MSE WALL NO. 4 ELEVATION - WEST FACE

NOTES:
1. POWER AND DATA CONDUITS TO RUN BEHIND MSE WALL. SEE SHEET 766 FOR CONDUIT ROUTING. CONDUITS TO ENTER DATA ENABLER BOX FROM BEHIND. CORE DRILL MSE WALL FOR CONDUIT PENETRATION.

GENERAL NOTES:
A. ALL CONDUIT SHOWN ON ELEVATIONS IS SURFACE MOUNTED, PAINTED TO MATCH. CONDUIT RUNNING BEHIND MSE WALL IS NOT SHOWN ON ELEVATIONS.

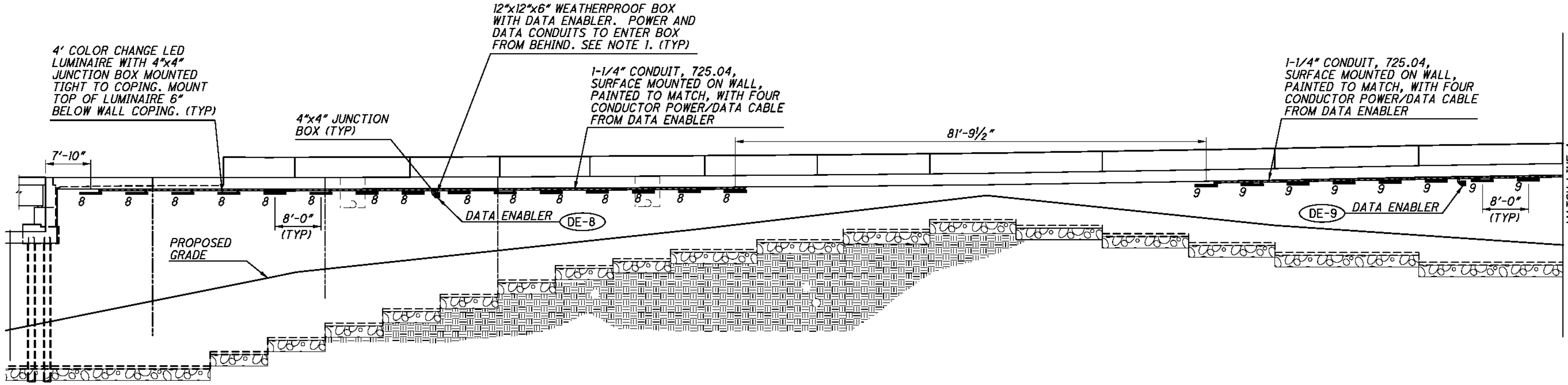
B. SEE SHEET 766 FOR PLAN VIEW.

HORIZONTAL SCALE IN FEET 0 5 10 20

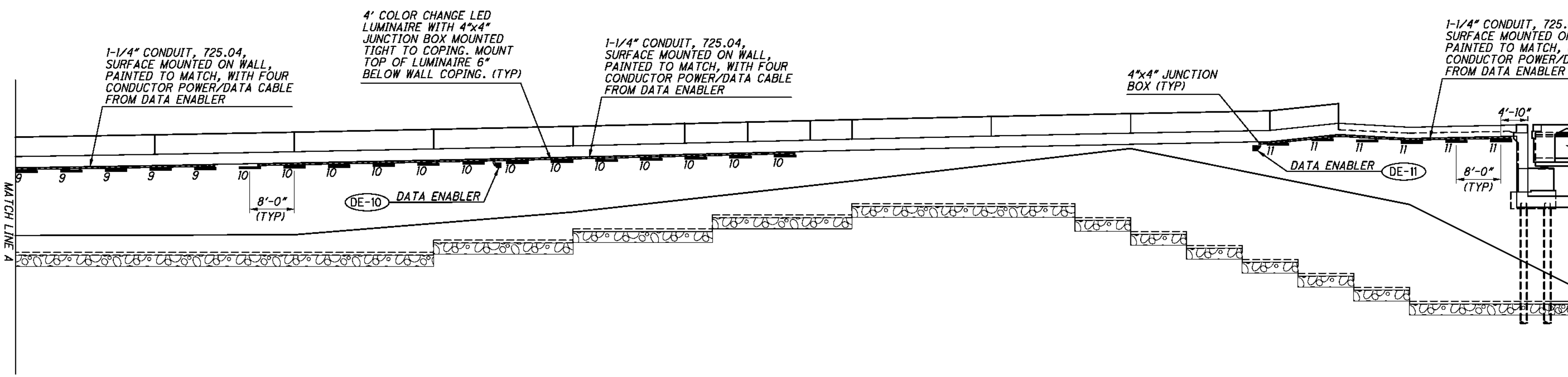
CALCULATED JCS
CHECKED LH

UNDERPASS LIGHTING ELEVATION
MSE WALL NO. 4 - ROBERT DR.

MOT-75-12.00



MSE WALL NO. 4 ELEVATION - EAST FACE



MSE WALL NO. 4 ELEVATION - EAST FACE

NOTES:
1. POWER AND DATA CONDUITS TO RUN BEHIND MSE WALL. SEE SHEET 766 FOR CONDUIT ROUTING. CONDUITS TO ENTER DATA ENABLER BOX FROM BEHIND. CORE DRILL MSE WALL FOR CONDUIT PENETRATION.

GENERAL NOTES:
A. ALL CONDUIT SHOWN ON ELEVATIONS IS SURFACE MOUNTED, PAINTED TO MATCH. CONDUIT RUNNING BEHIND MSE WALL IS NOT SHOWN ON ELEVATIONS.

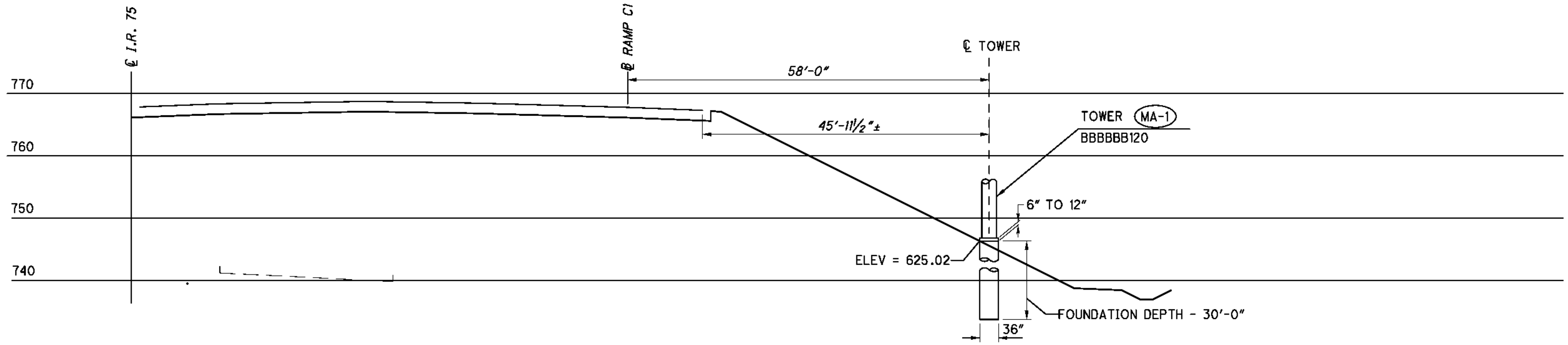
B. SEE SHEET 766 FOR PLAN VIEW.

0 5 10 20
HORIZONTAL SCALE IN FEET

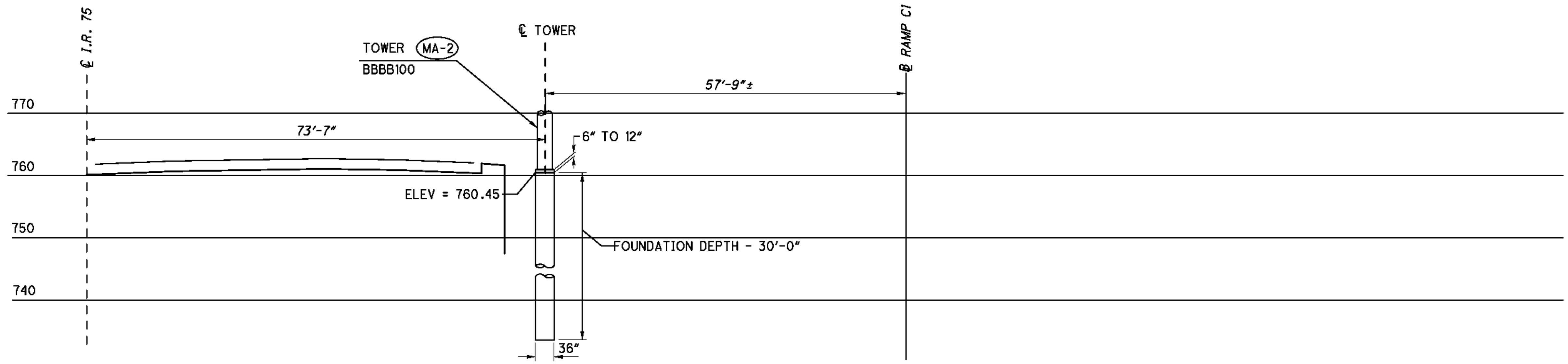
CALCULATED JCS
CHECKED LH

DECORATIVE LIGHTING ELEVATION
MSE WALL NO. 4 - EAST FACE

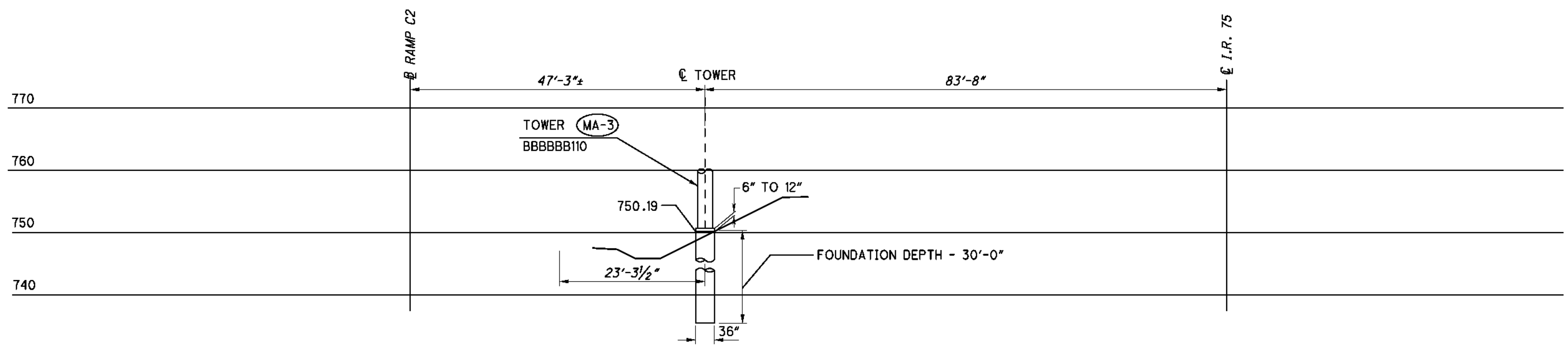
MOT-75-12.00



STA. 310+52, ℄ RAMP C1



STA. 316+30, I.R. 75



STA. 319+23, I.R. 75

NOTES:
1. SEE SHEET 756 FOR PLAN VIEWS.

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JCS CHECKED LH

LIGHTING ELEVATIONS HIGH MAST TOWERS

MOT-75-12.00

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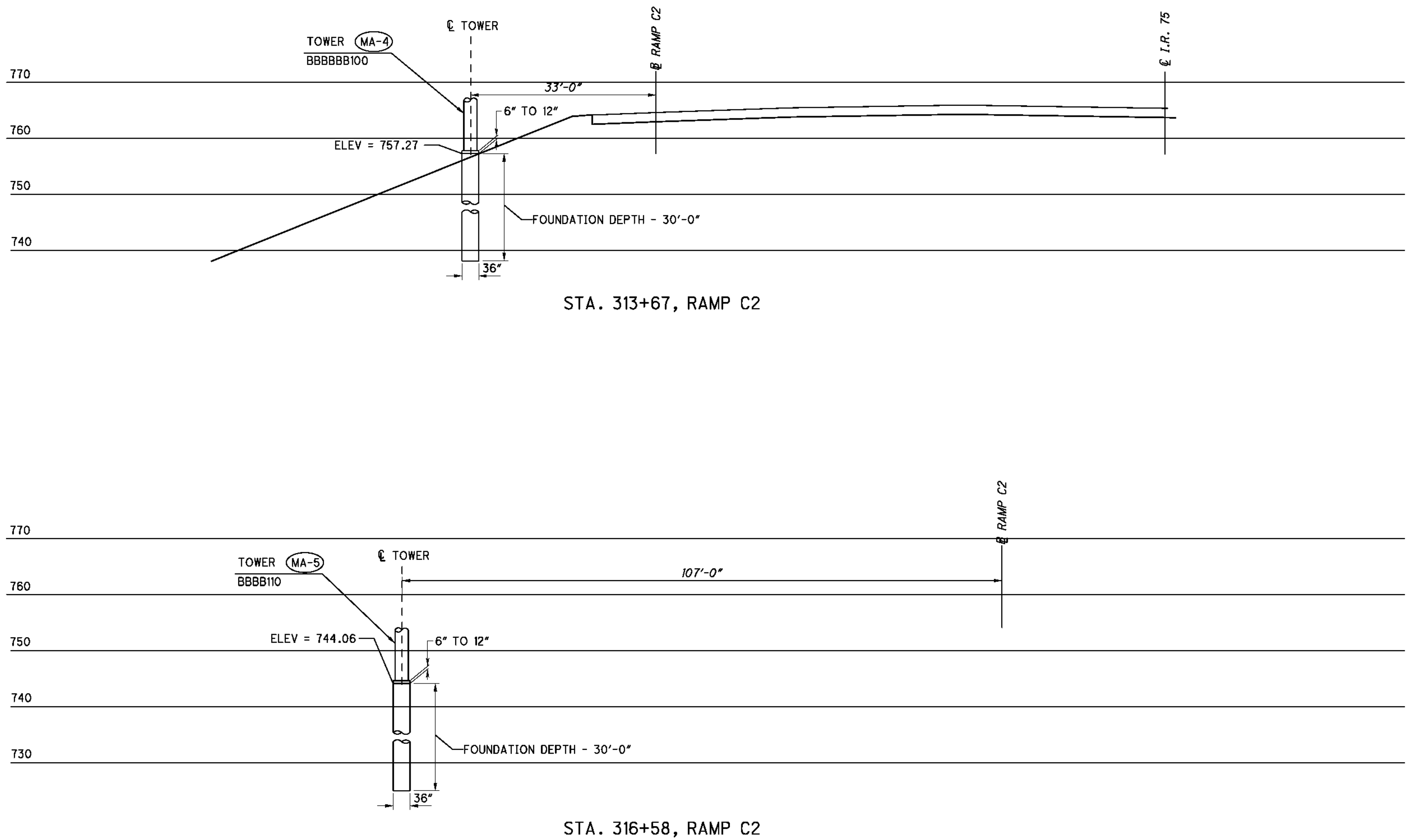


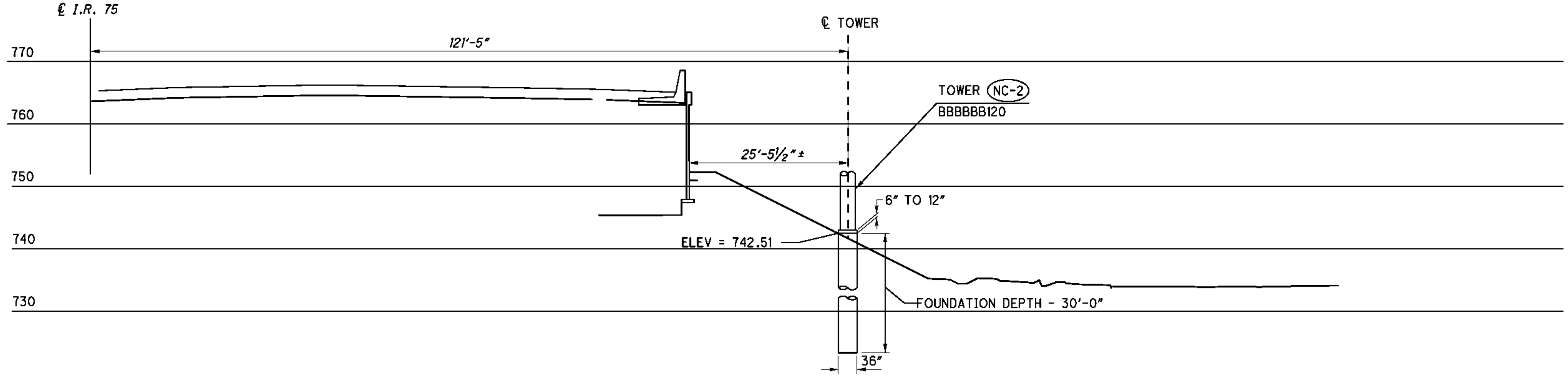
NOTES:
1. SEE SHEET 756 FOR PLAN VIEWS.

HORIZONTAL SCALE IN FEET 0 5 10 20

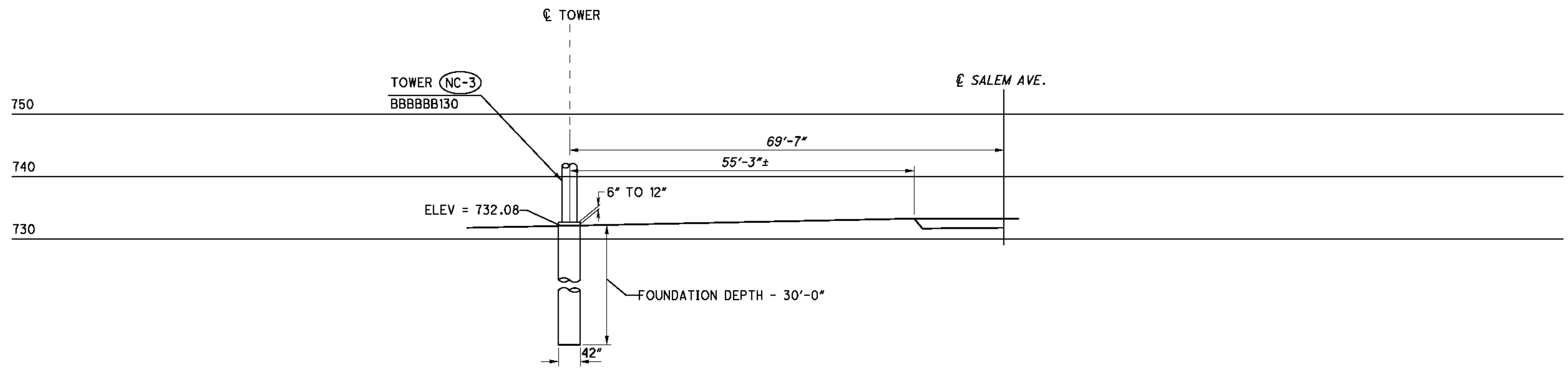
CALCULATED JCS
CHECKED LH

LIGHTING ELEVATIONS
HIGH MAST TOWERS

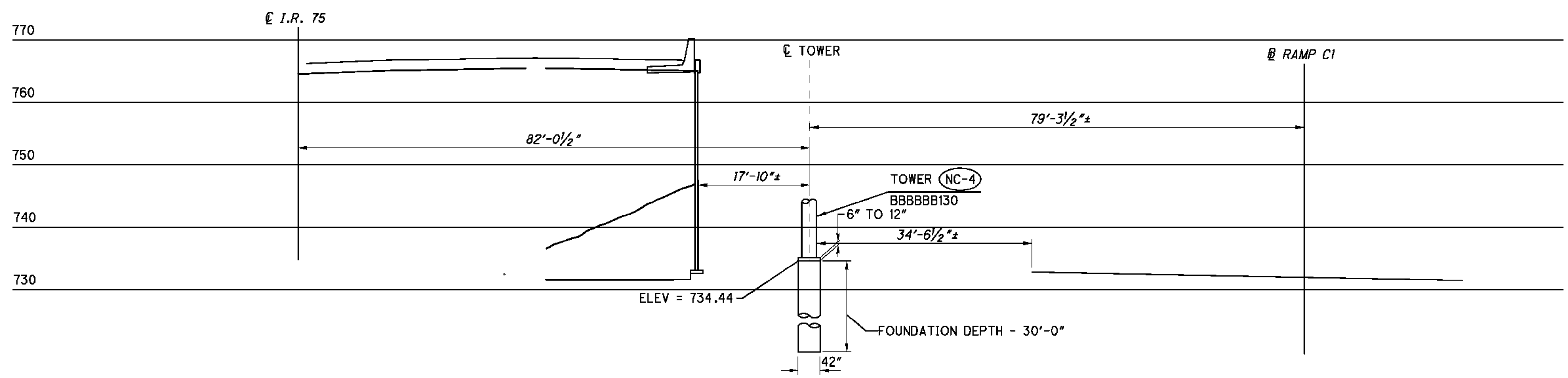
MOT-75-12.00



STA. 327+84, I.R. 75



STA. 207+83.74, I.R. 75



STA. 322+09, I.R. 75

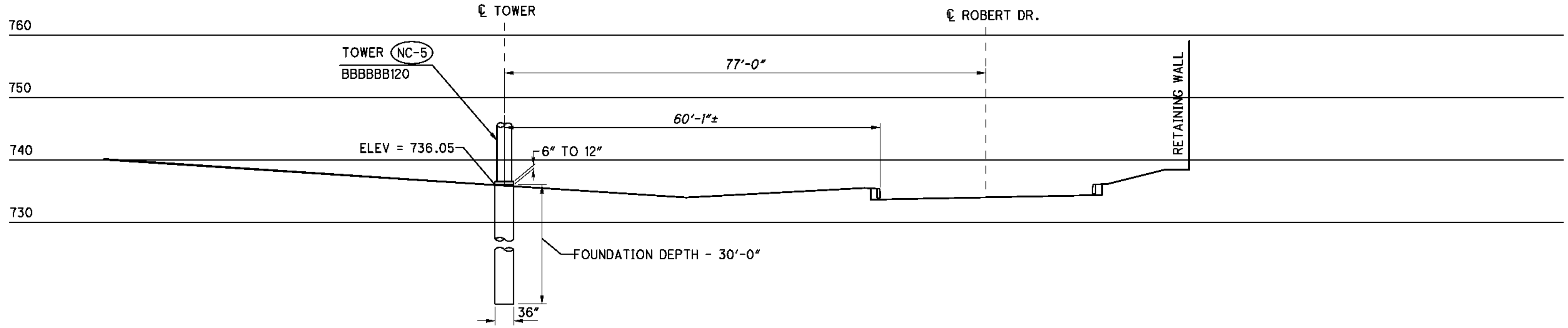
NOTES:
1. SEE SHEET 757 FOR PLAN VIEWS.

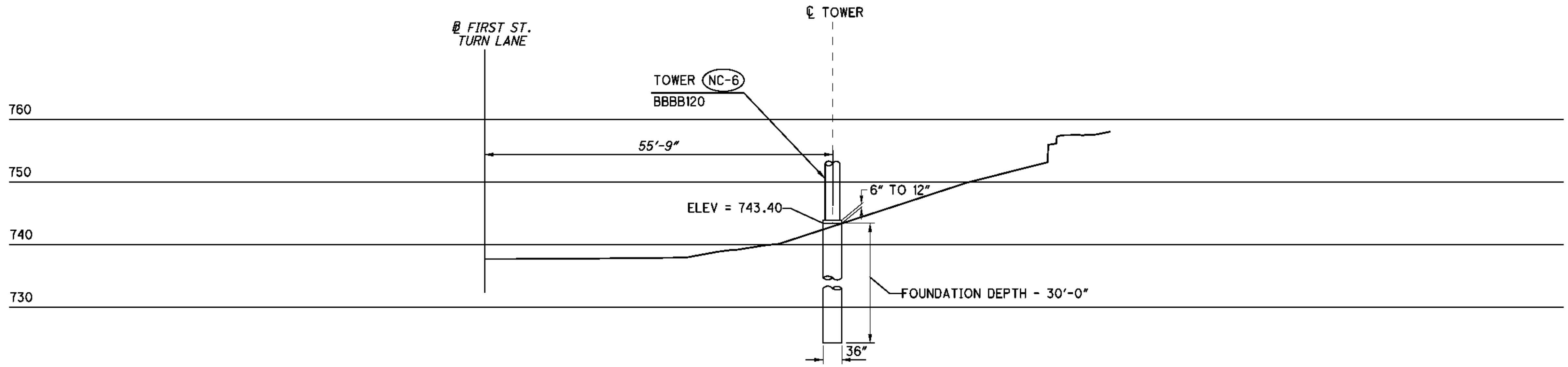
HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED JCS
CHECKED LH

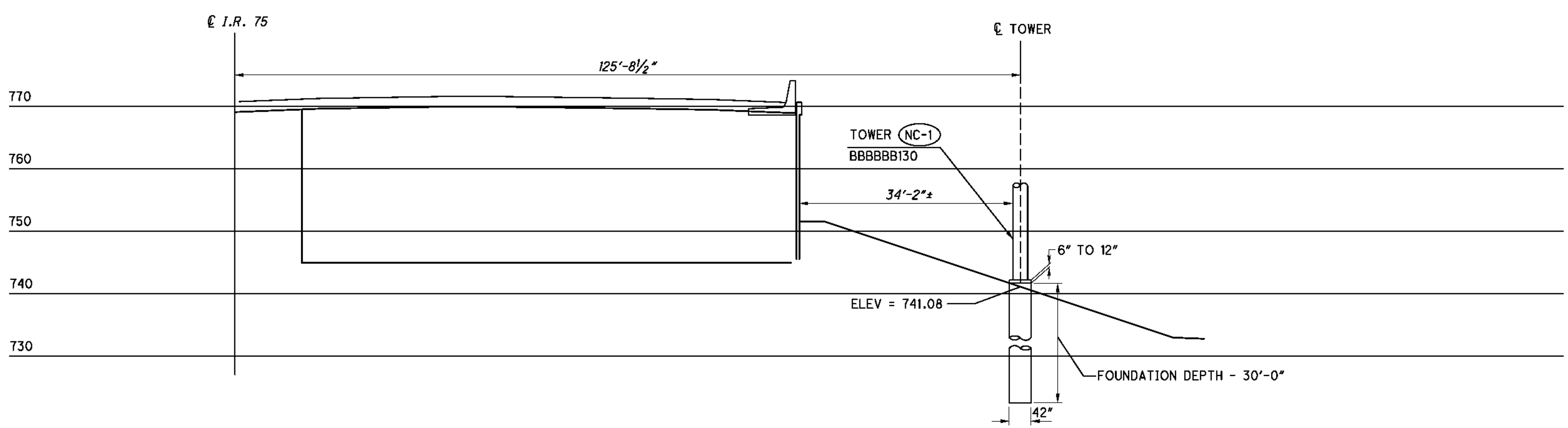
LIGHTING ELEVATIONS HIGH MAST TOWERS

MOT-75-12.00





STA. 175+11.53, FIRST ST. TURN LANE



STA. 330+61.11, I.R. 75

NOTES:
1. SEE SHEET 757 FOR PLAN VIEWS.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED JCS
CHECKED LH

LIGHTING ELEVATIONS
HIGH MAST TOWERS

MOT-75-12.00

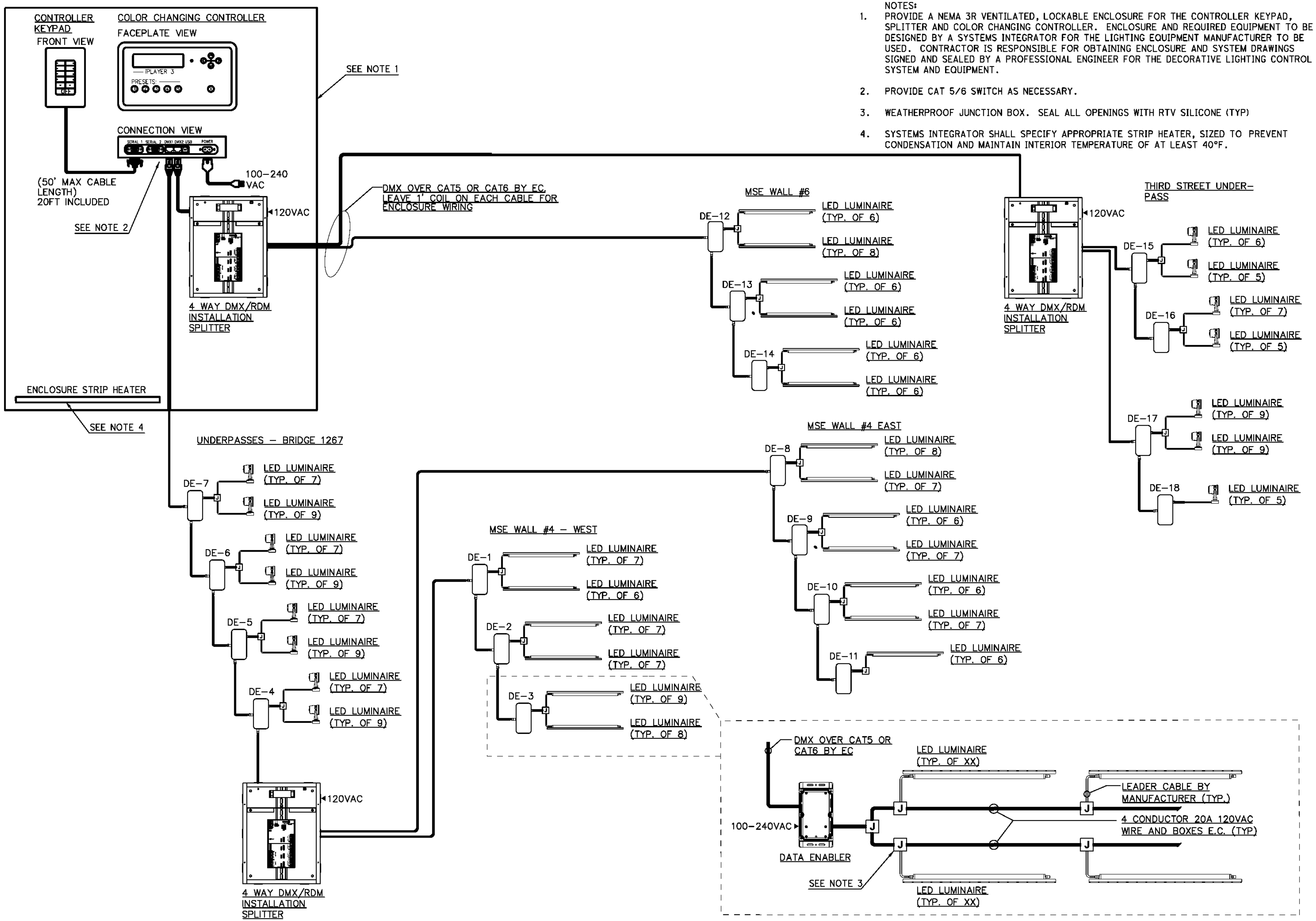
NOTES:

1. PROVIDE A NEMA 3R VENTILATED, LOCKABLE ENCLOSURE FOR THE CONTROLLER KEYPAD, SPLITTER AND COLOR CHANGING CONTROLLER. ENCLOSURE AND REQUIRED EQUIPMENT TO BE DESIGNED BY A SYSTEMS INTEGRATOR FOR THE LIGHTING EQUIPMENT MANUFACTURER TO BE USED. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ENCLOSURE AND SYSTEM DRAWINGS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER FOR THE DECORATIVE LIGHTING CONTROL SYSTEM AND EQUIPMENT.

2. PROVIDE CAT 5/6 SWITCH AS NECESSARY.

3. WEATHERPROOF JUNCTION BOX. SEAL ALL OPENINGS WITH RTV SILICONE (TYP)

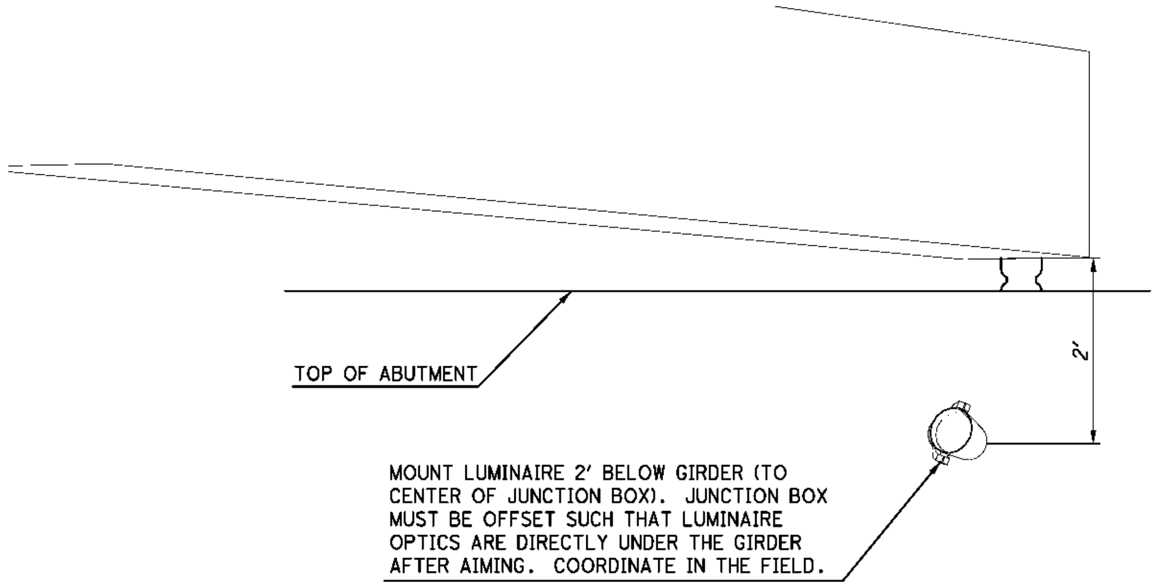
4. SYSTEMS INTEGRATOR SHALL SPECIFY APPROPRIATE STRIP HEATER, SIZED TO PREVENT CONDENSATION AND MAINTAIN INTERIOR TEMPERATURE OF AT LEAST 40°F.



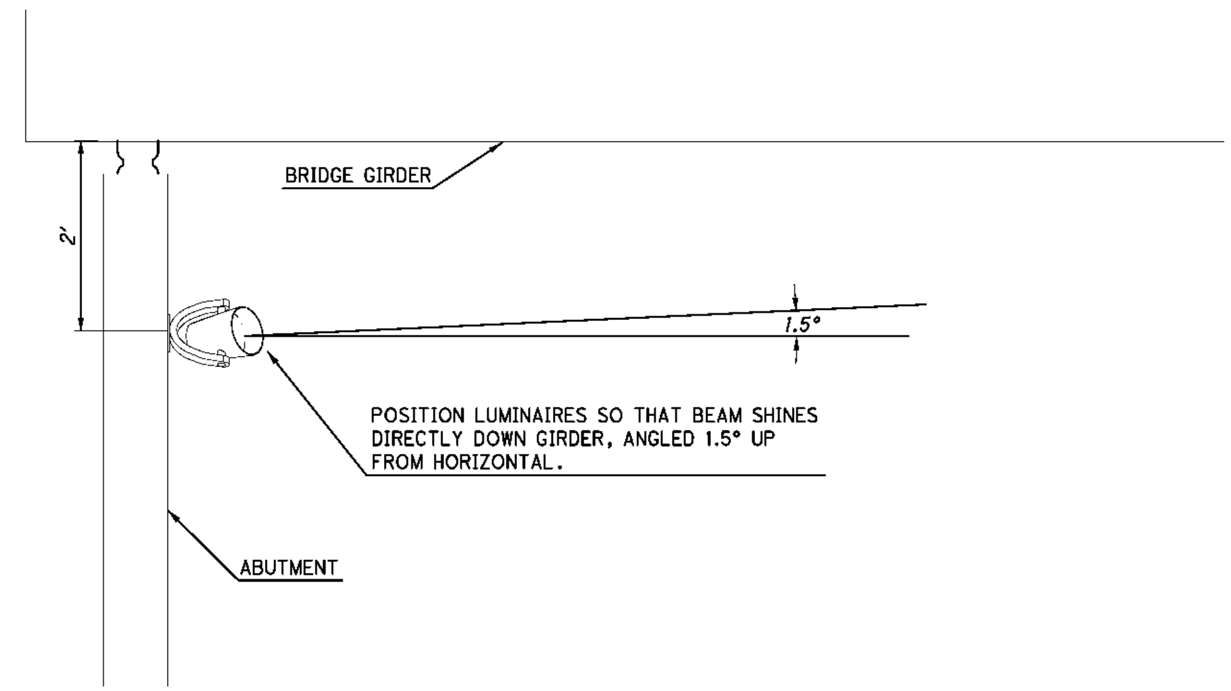
CALCULATED JCS
CHECKED LH

DECORATIVE LED CONTROL/POWER RISER DIAGRAM

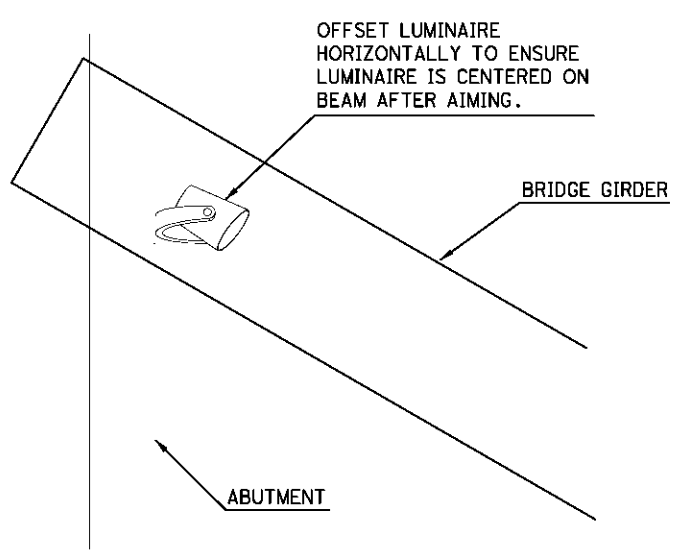
MOT-75-12.00



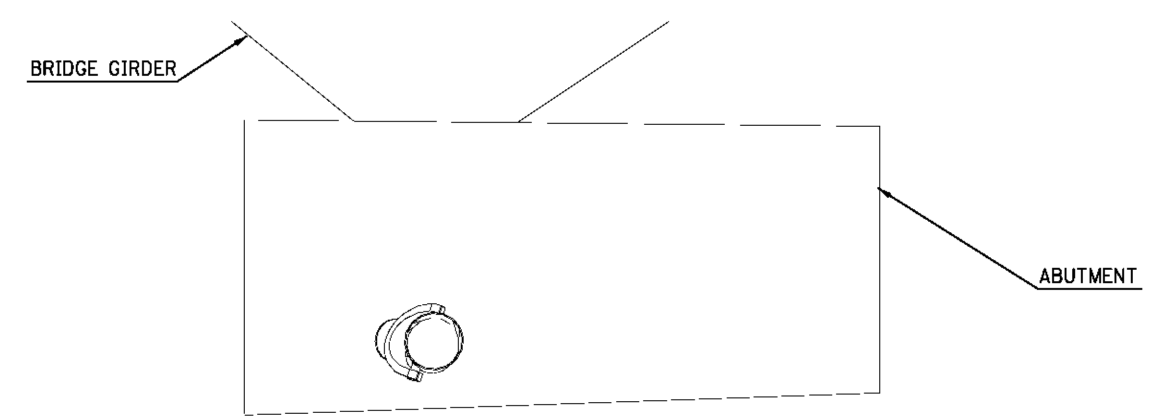
DECORATIVE FLOOD LED AIMING DETAIL - WALL VIEW



DECORATIVE FLOOD LED AIMING DETAIL - SIDE VIEW OF WALL



DECORATIVE FLOOD LED AIMING DETAIL - TOP VIEW



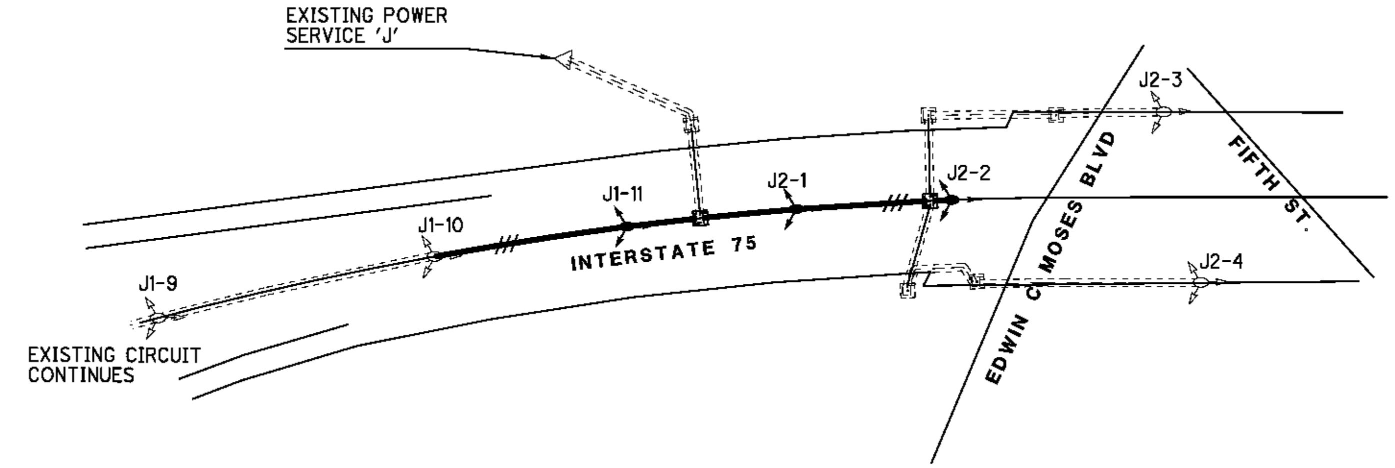
DECORATIVE FLOOD LED AIMING DETAIL - VIEW DOWN GIRDER

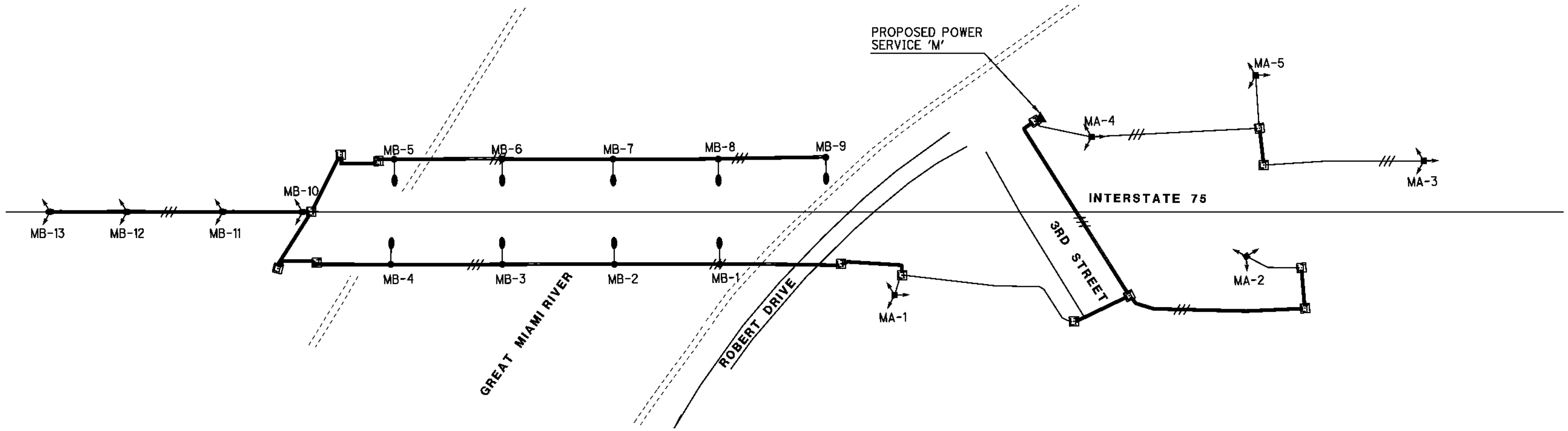
CALCULATED JCS
CHECKED LH

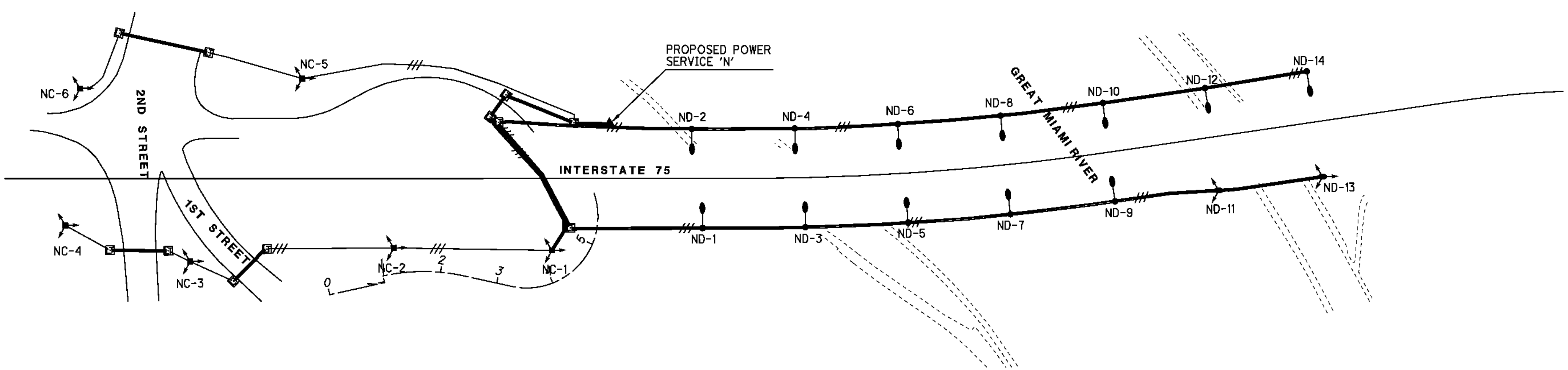
DECORATIVE FLOOD LED AIMING DETAILS

MOT-75-12.00

CONTROL CENTER DATA									
CONTROL CENTER	LINE VOLTAGE, PHASE	CONNECTED LOAD (KVA)	ENCLOSURE RATING (AMPS)	SERVICE ENTRANCE CONDUCTOR SIZE (AWG)	CIRCUIT NAME	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
EXISTING 'J'	240/480V 1 PHASE 3 WIRE	7.54 kVA	100	#1/0	1	11.5	30	2	ODOT
					2	4.2	30	2	ODOT
PROPOSED 'M'	240/480V 1 PHASE 3 WIRE	18.9 kVA	60	#1/0	A	28.6	50	4	ODOT
					B	10.7	30	4, 6	ODOT
PROPOSED 'N'	240/480V 1 PHASE 3 WIRE	22.7 kVA	100	#1/0	C	37.4	50	4	ODOT
					D	9.8	30	6	ODOT



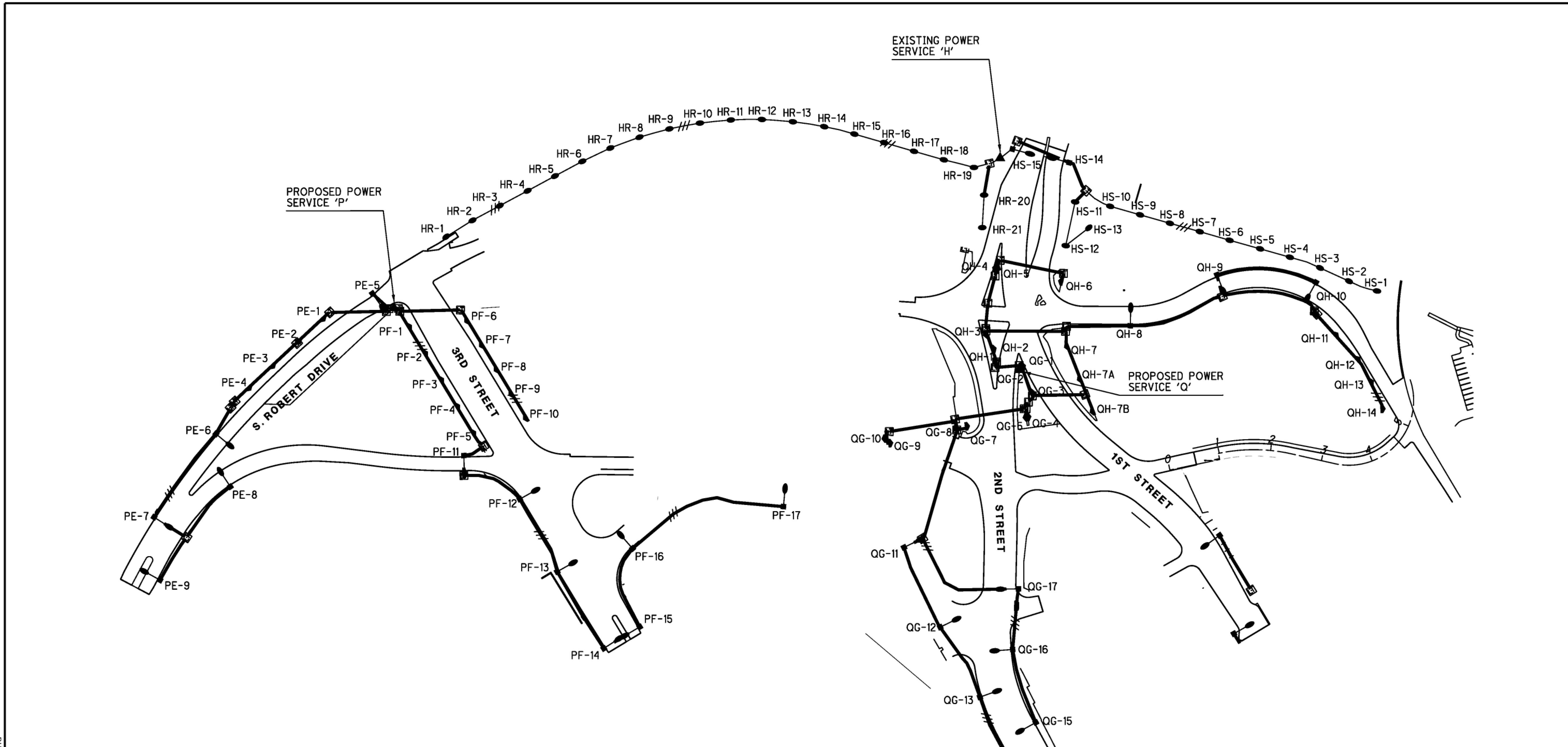




HORIZONTAL SCALE IN FEET
0 50 100 200

LIGHTING CIRCUIT DIAGRAM
INTERSTATE 75

MOT-75-12.00



CONTROL CENTER DATA

CONTROL CENTER	LINE VOLTAGE, PHASE	CONNECTED LOAD (KVA)	ENCLOSURE RATING (AMPS)	SERVICE ENTRANCE CONDUCTOR SIZE (AWG)	CIRCUIT VOLTAGE, PHASE	CIRCUIT NAME	PHASE CONDUCTORS USED	CIRCUIT LOAD (AMPS)	CIRCUIT BREAKER SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
PROPOSED 'P'	120/208V 3 PHASE 4 WIRE	7.5 kVA	100	#1/0	208V, 1PH	E	A, B	10.6	30	6	CITY OF DAYTON
					208V, 1PH	F	B, C	17.6	30	6	CITY OF DAYTON
					208V, 1PH	L*†	C, A	7.6	30	8	CITY OF DAYTON
PROPOSED 'Q'	120/208V 3 PHASE 4 WIRE	16.3 kVA	100	#1/0	208V, 1PH	G	A, B	17.0	30	6	CITY OF DAYTON
					208V, 1PH	H	B, C	13.1	30	6	CITY OF DAYTON
					208V, 1PH	I*	C, A	16.6	30	4	CITY OF DAYTON
					208V, 1PH	J*	A, B	15.6	30	4	CITY OF DAYTON
					208V, 1PH	K*†	B, C	16.0	30	8	CITY OF DAYTON
PROPOSED 'H'	120/208V 3 PHASE 4 WIRE	11.3 kVA	60	#1/0	208V, 1PH	R	A, B	13.4	30	6	CITY OF DAYTON
					208V, 1PH	S	B, C	9.6	30	6	CITY OF DAYTON
					208V, 1PH	T*	C, A	13.6	30	6	CITY OF DAYTON

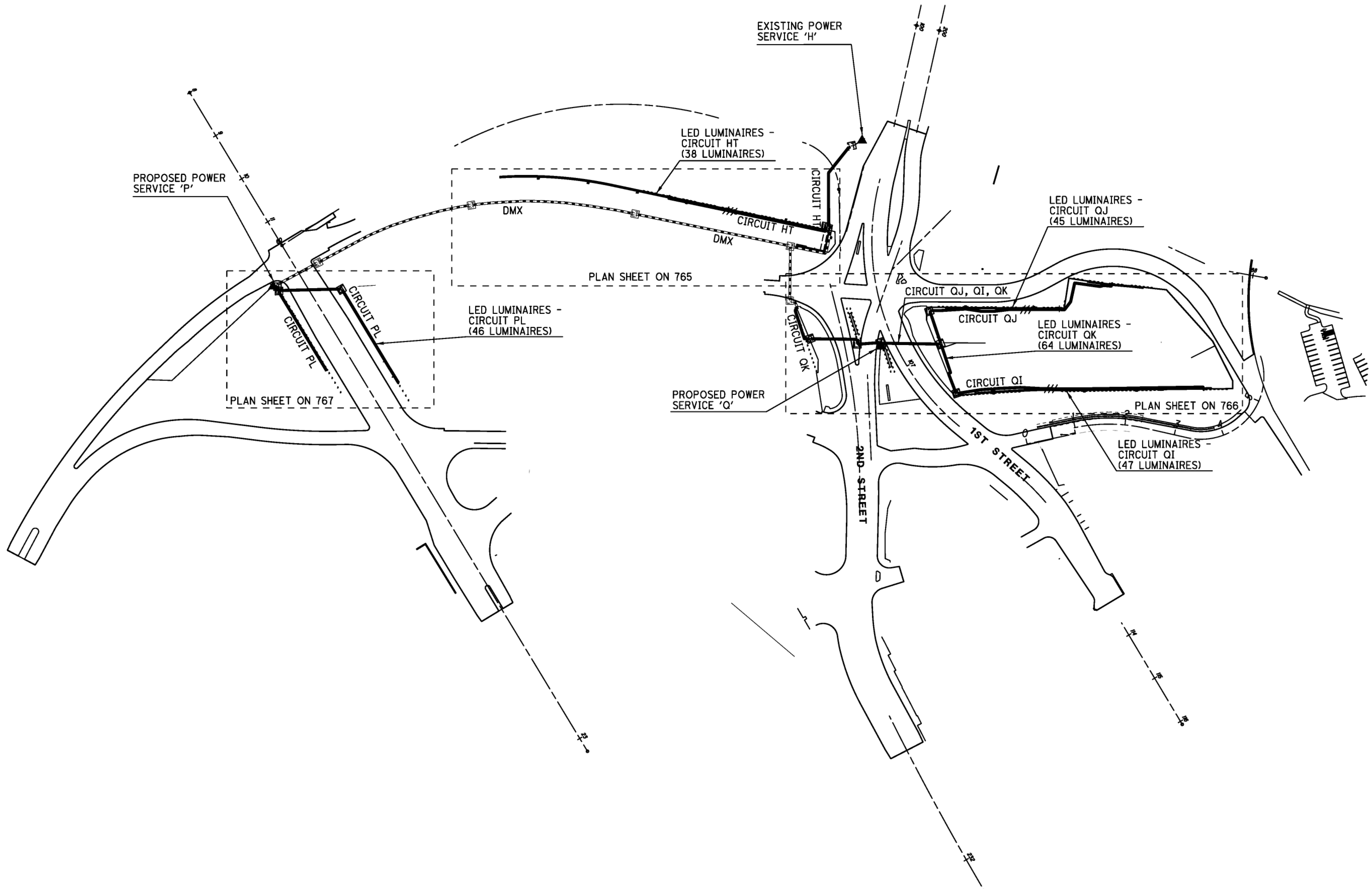
NOTE: BRANCH CIRCUITS TO BE PULLED WITH THREE CONDUCTORS EXCEPT WHERE NOTED (TWO PHASE CONDUCTORS, ONE GROUND CONDUCTOR).
* = CIRCUIT NOT SHOWN ON THIS SHEET. SEE SHEET 790 FOR DECORATIVE LIGHTING CIRCUITS
† = CIRCUIT REQUIRES NEUTRAL CONDUCTOR FOR PORTION OF CIRCUIT. SEE PLAN SHEETS FOR NEUTRAL REQUIREMENTS.

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JCS
CHECKED LH

LIGHTING CIRCUIT DIAGRAM
LOCAL ROADS

MOT-75-12.00



NOTES:
1. POWER SERVICE INFORMATION FOR DECORATIVE LIGHTING ON SHEET 789.

HORIZONTAL SCALE IN FEET: 0 50 100 200

CALCULATED JCS
CHECKED LH

LIGHTING CIRCUIT DIAGRAM
DECORATIVE LIGHTING

MOT-75-12.00

790 / 1565

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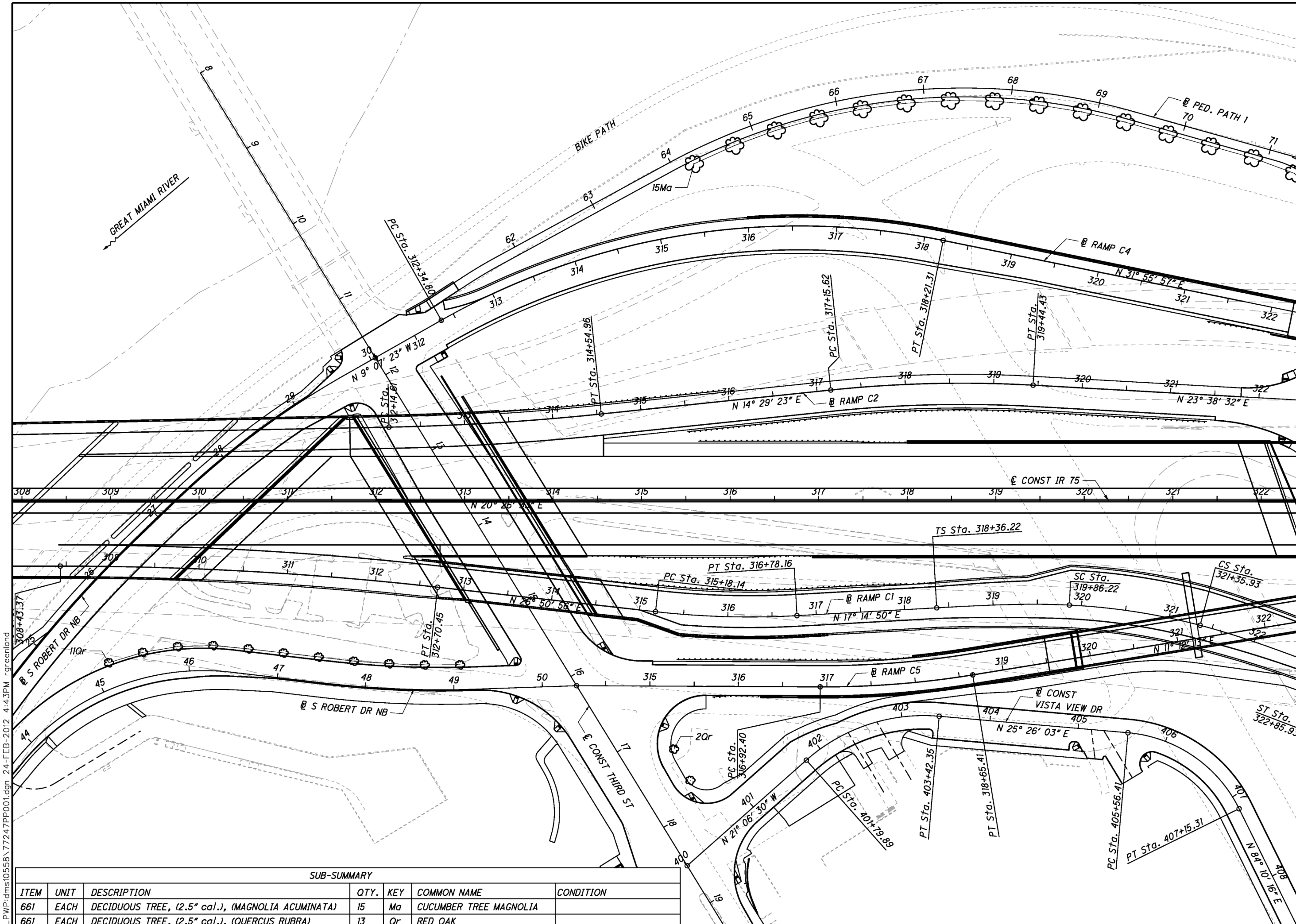


SUB-SUMMARY

ITEM	UNIT	DESCRIPTION	QTY.	KEY	COMMON NAME	CONDITION
661	EACH	DECIDUOUS TREE, (2.5" cal.), (MAGNOLIA ACUMINATA)	15	Ma	CUCUMBER TREE MAGNOLIA	
661	EACH	DECIDUOUS TREE, (2.5" cal.), (QUERCUS RUBRA)	13	Qr	RED OAK	

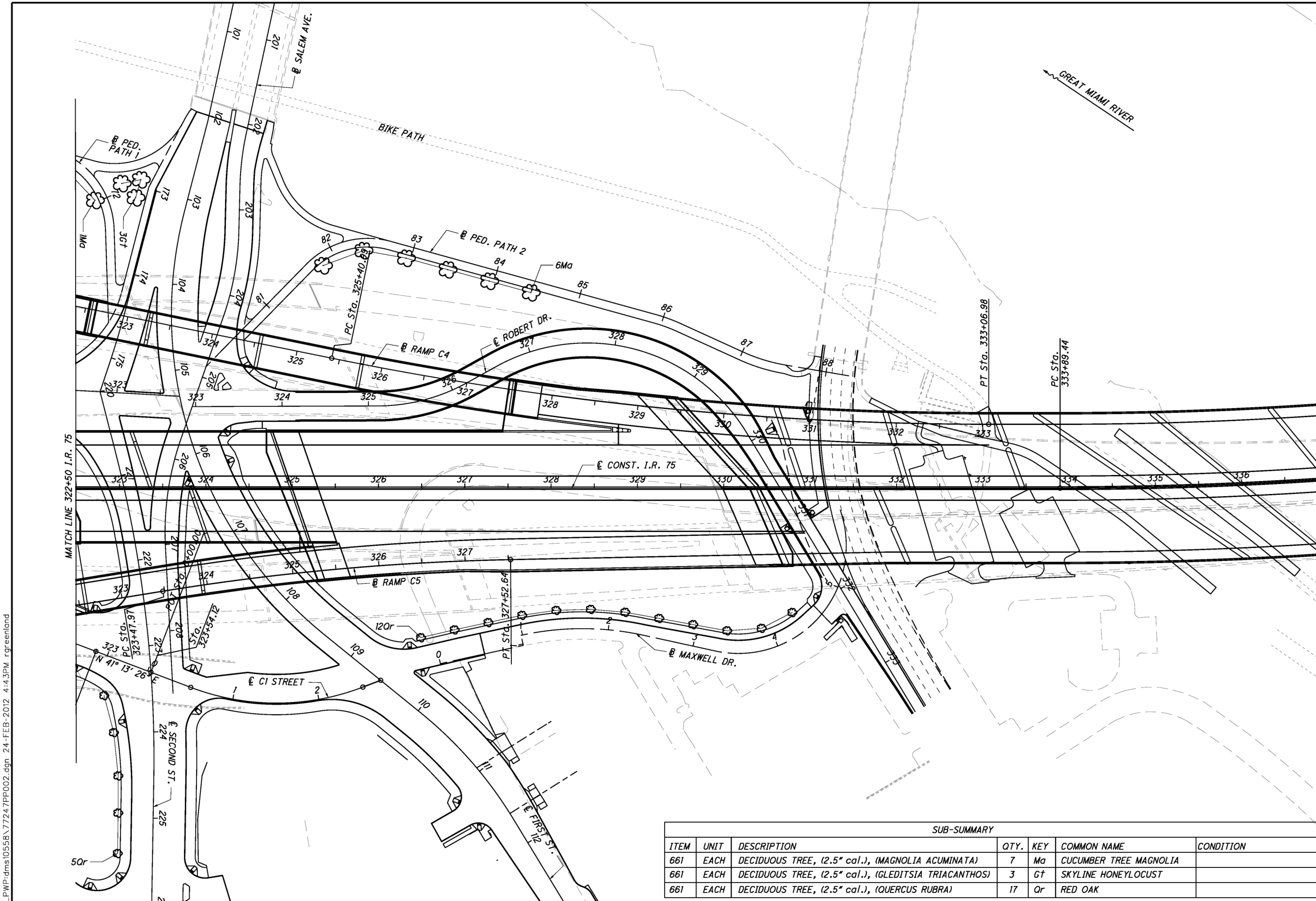
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED DLT
CHECKED

LANDSCAPING PLAN
I.R. 75 BEGIN TO STA. 322+50

MOT-75-12.00

IP_PWP:dms10558\77247PP001.dgn 24-FEB-2012 4:43PM rgreenland



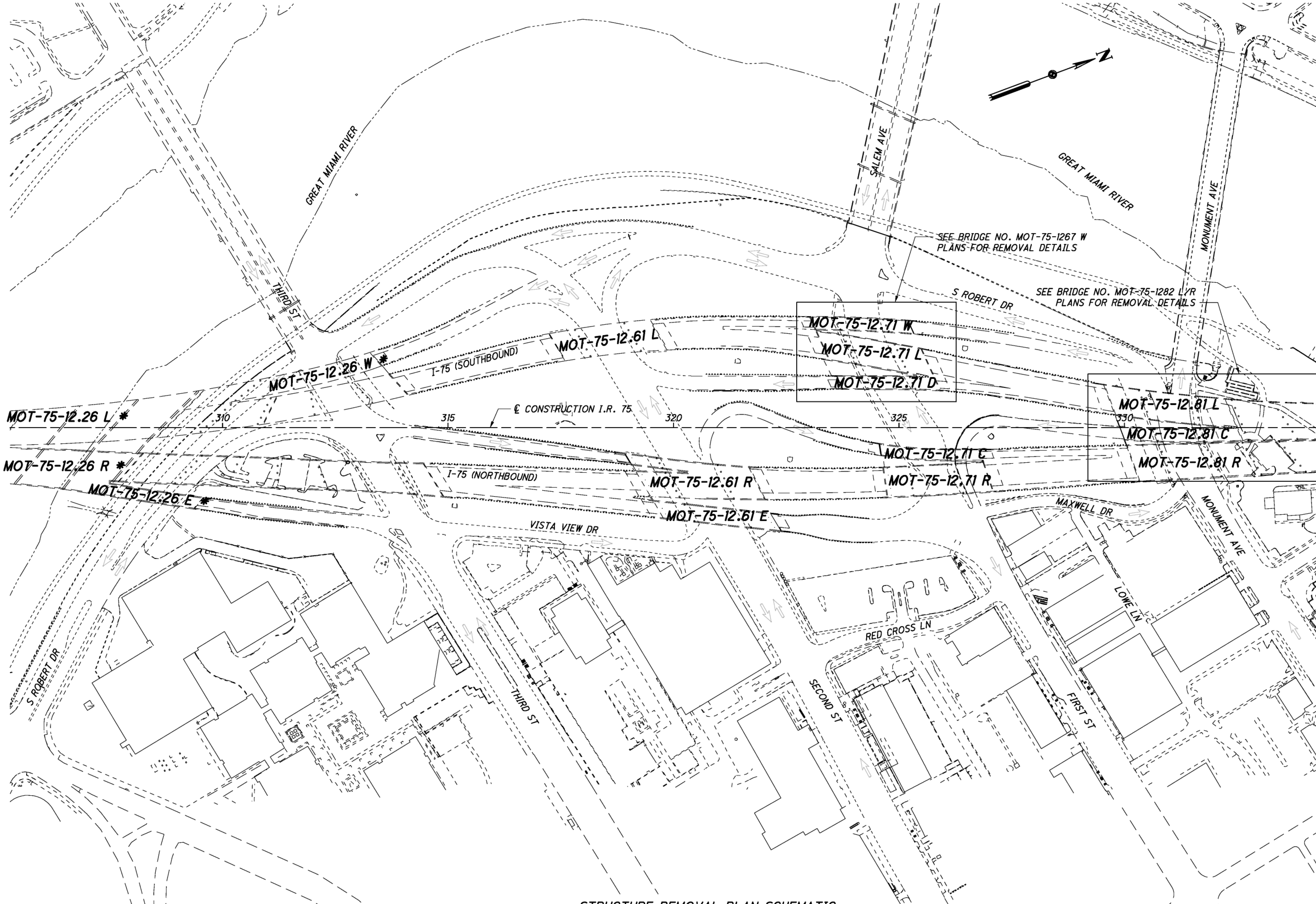
SUB-SUMMARY						
ITEM	UNIT	DESCRIPTION	QTY.	KEY	COMMON NAME	CONDITION
661	EACH	DECIDUOUS TREE, (2.5" cal.), (MAGNOLIA ACUMINATA)	7	Ma	CUCUMBER TREE MAGNOLIA	
661	EACH	DECIDUOUS TREE, (2.5" cal.), (GLEDITSIA TRIACANTHOS)	3	Gt	SKYLINE HONEYLOCUST	
661	EACH	DECIDUOUS TREE, (2.5" cal.), (QUERCUS RUBRA)	17	Qr	RED OAK	

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED DLT
CHECKED

LANDSCAPING PLAN
I.R. 75 STA. 322+50 TO END

MOT-75-12.00



STRUCTURE REMOVAL PLAN SCHEMATIC

* - PAYMENT FOR REMOVAL OF THESE STRUCTURES SHALL BE INCLUDED UNDER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.26)

IP_PWP:dms40142\075_REMOVAL_PS001.dgn 27-FEB-2012 11:14AM jwroten

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
PPA	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

STRUCTURE REMOVAL PLAN SCHEMATIC
MOT-75-12.00
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247

MADE BY: PPA DATE: 12/08/10
CHECKED BY: JOL DATE: 10/10/11

ESTIMATED QUANTITIES

ITEM	EXT.	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	GENERAL	AS PER PLAN REFERENCE SHEET NUMBER
202	11002	70%	30%	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, (EXISTING STRUCTURE MOT-75-12.61 L)		
202	11003	70%	30%	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.26)		2 AND 3/14
202	11003	70%	30%	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.61 R & E)		2 AND 10/14
202	11003	70%	30%	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.71 C & R)		2 AND 13/14
202	22900	462	198	660	SQ YD	APPROACH SLAB REMOVED, (EXISTING STRUCTURE MOT-75-12.26)	660	
202	22900	193	82	275	SQ YD	APPROACH SLAB REMOVED, (EXISTING STRUCTURE MOT-75-12.61 L)	275	
202	22900	301	129	430	SQ YD	APPROACH SLAB REMOVED, (EXISTING STRUCTURE MOT-75-12.61 R & E)	430	
202	22900	249	106	355	SQ YD	APPROACH SLAB REMOVED, (EXISTING STRUCTURE MOT-75-12.71 C & R)	355	
202	98100	17	7	24	EACH	REMOVAL MISC.: PILE REMOVED, EXISTING STRUCTURE MOT-75-12.26	24	
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXISTING STRUCTURE MOT-75-12.61 R & E	5	
202	98100	6	2	8	EACH	REMOVAL MISC.: PILE REMOVED, EXISTING STRUCTURE MOT-75-12.71 C & R	8	

STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS WORK CONSISTS OF REMOVAL OF EXISTING STRUCTURES AS PER CMS SECTION 202.03, WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, AND THE FOLLOWING ADDITIONAL REMOVAL WORK:

1. REMOVAL OF EXISTING FOOTINGS AND PARTIAL REMOVAL OF EXISTING PILES TO 2'-0" BELOW PROPOSED BOTTOM OF FOOTING WHERE THERE ARE CONFLICTS BETWEEN PROPOSED AND EXISTING FOUNDATIONS.
2. REMOVAL OF EXISTING FOOTINGS AND PILES TO 2'-0" BELOW THE MSE WALL UNDERCUT.
3. REMOVAL OF EXISTING FOOTINGS AND PILES TO 1'-0" BELOW THE BOTTOMS OF PROPOSED PIPE TRENCHES.
4. REMOVAL OF EXISTING FOOTINGS AND PILES TO 1'-0" BELOW THE BOTTOM OF PROPOSED ROADWAY SUBGRADE.
5. REMOVAL OF EXISTING FLOODWALL TO 2'-0" BELOW PROPOSED BOTTOM OF FOOTING.

COMPLETE REMOVAL OF EXISTING PILES WHERE THERE ARE CONFLICTS BETWEEN PROPOSED AND EXISTING PILES WILL BE PAID FOR SEPARATELY.

REMOVAL LIMITS SHOWN ARE THE MINIMUM LIMITS. THE CONTRACTOR MAY CHOOSE TO REMOVE BEYOND THESE LIMITS. HOWEVER, NO ADDITIONAL PAYMENT WILL BE MADE FOR THE ADDITIONAL REMOVAL.

LOCATIONS OF EXISTING FOUNDATIONS ARE TAKEN FROM EXISTING PLANS. FIELD VERIFY THE LOCATIONS AND SHIFT THE REMOVAL PORTION AS REQUIRED.

FOR ADDITIONAL REMOVAL LIMITS AND PHASED REMOVAL LIMITS, SEE INDIVIDUAL STRUCTURE PLAN SHEETS.

REMOVAL LEGEND:

⊗ INDICATES COMPLETE REMOVAL OF EXISTING PILE

INDICATES PORTION OF EXISTING FOOTING AND PILES TO BE REMOVED A MINIMUM OF 2'-0" BELOW PROPOSED BOTTOM OF FOOTING OR 1'-0" BELOW PROPOSED GROUND SURFACE, ROADWAY SUBGRADE OR BOTTOM OF PIPE TRENCH

INDICATES PORTION OF EXISTING FOOTING AND PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY TO BE REMOVED 2'-0" BELOW THE MSE WALL UNDERCUT

INDICATES PORTION OF EXISTING FLOODWALL TO BE REMOVED 2'-0" BELOW PROPOSED BOTTOM OF FOOTING

3 INDICATES EXISTING FOOTING NUMBER

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED RSB DATE 2/20/12 STRUCTURE FILE NUMBER

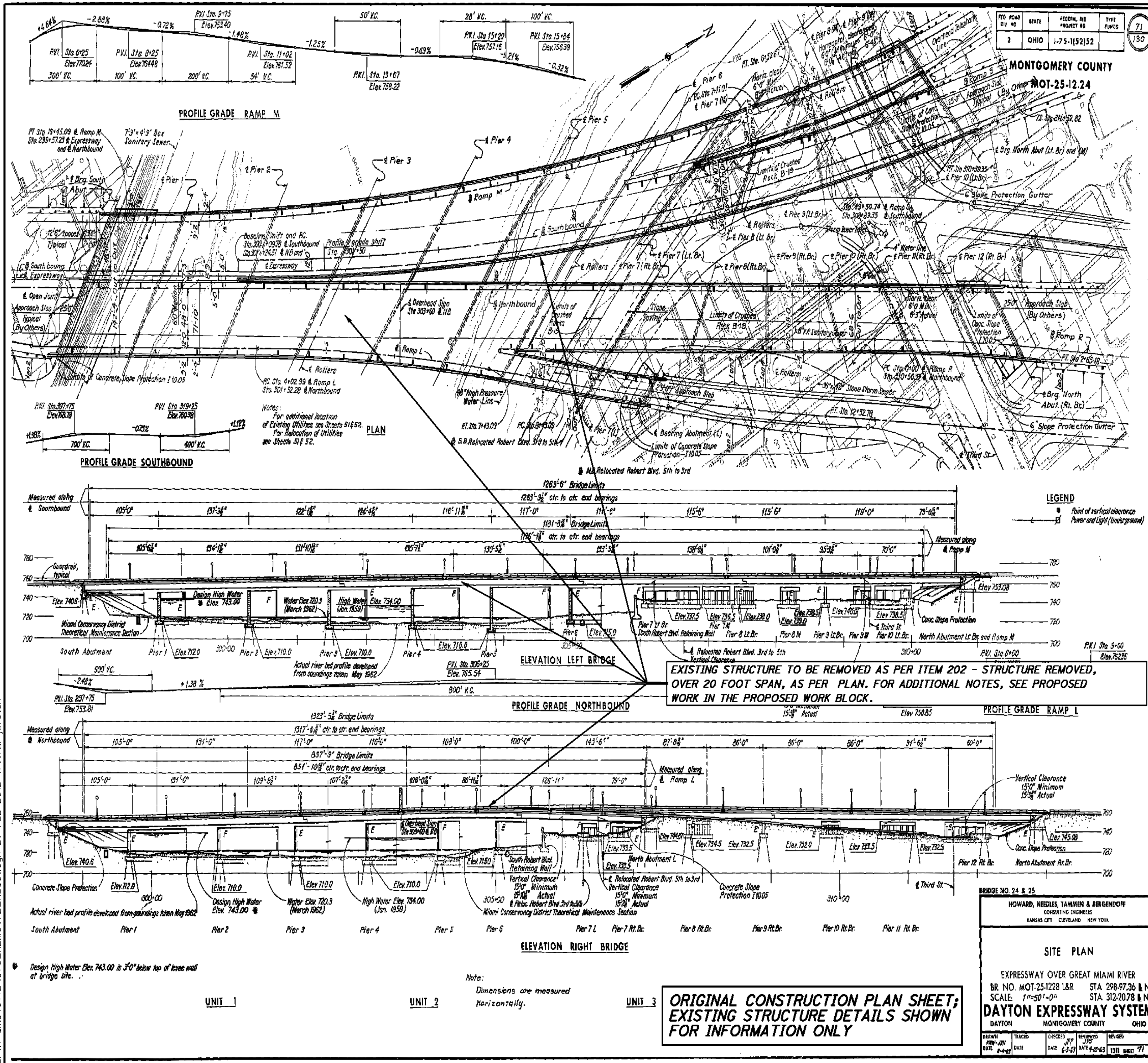
DRAWN PPA REVISED

DESIGNED PPA CHECKED JOL

ESTIMATED QUANTITIES
MOT-75-12.00
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247

IP_PWP:dms40142\075_REMOVAL_EQ001.dgn 27-FEB-2012 11:14AM jwroten



EXISTING STRUCTURE

TYPE: 13 SPAN N.B., 11 SPAN S.B. CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 105'-0", 138'-0", 122'-0", 124'-0", 117'-0", 117'-0", 112'-0", 116'-0", 115'-0", 119'-0" AND 79'-0" LEFT BRIDGE
105'-0", 131'-0", 116'-0", 116'-0", 108'-0", 100'-0", 144'-0", 88'-0", 86'-0", 86'-0", 86'-0", 92'-0" AND 60'-0" RT. BR.

ROADWAY: VARIES WITH 1'-2" SAFETY CURBS

LOADING: CF2000(57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: VARIES 0° TO 62°±

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (AS-1-54)

ALIGNMENT: VARIES

PROPOSED WORK

THE EXISTING STRUCTURE IS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

PROPOSED WORK: IN ADDITION TO THE REQUIREMENTS OF ITEM 202, THE FOLLOWING ITEMS ARE TO BE INCLUDED:

1. REMOVE PORTIONS OF EXISTING FOOTINGS AND PILES.
2. COMPLETELY REMOVE EXISTING PILES AT LOCATIONS SHOWN IN PLANS.

NOTE: SEE MOT-75-1227 L/R, MOT-75-1248 L/R AND MOT-75-1250 FOR PHASED CONSTRUCTION REMOVAL LIMITS

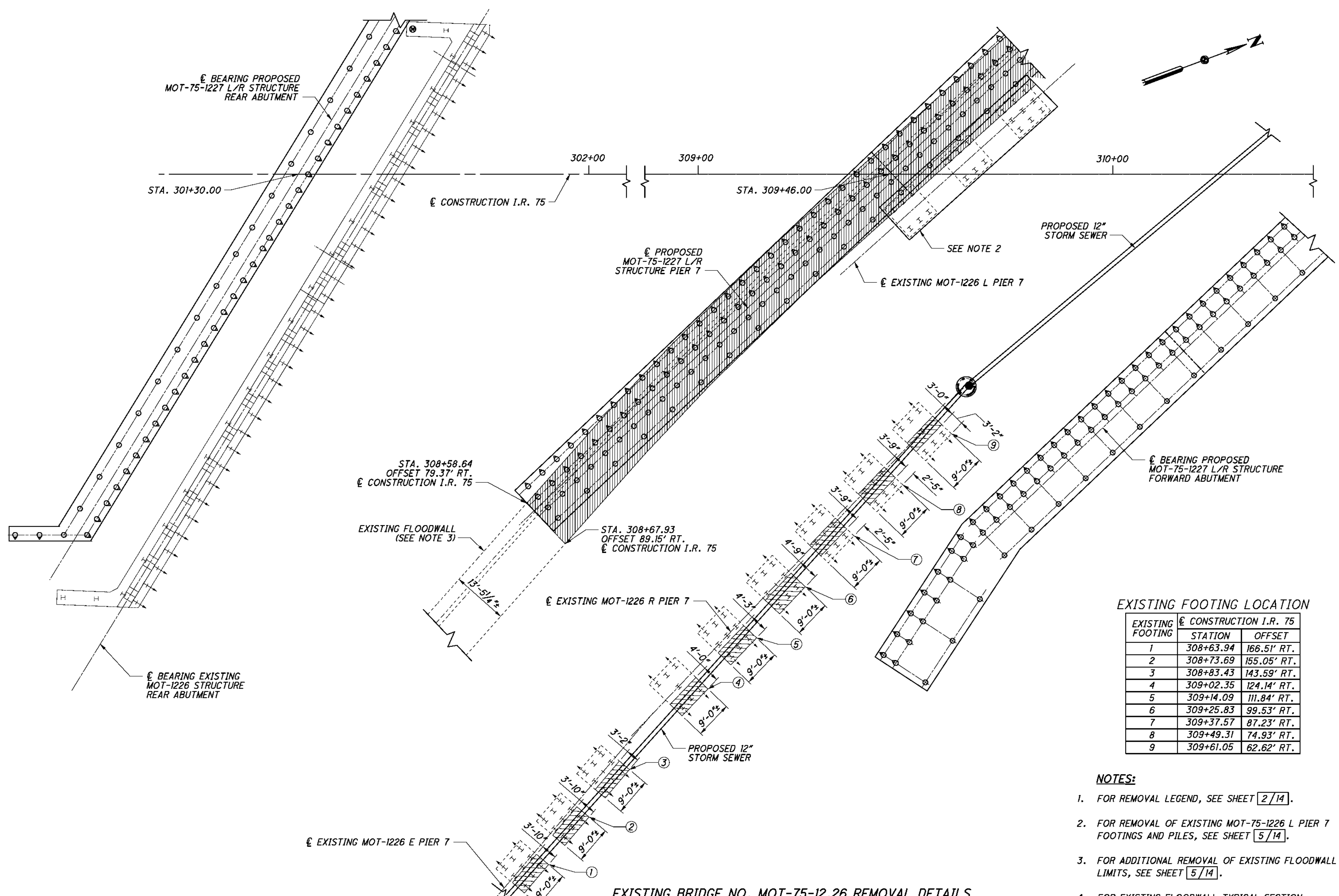
HNTB

1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
PPA	ZTW	RSB	2/20/12
CHECKED JOL	REVISED	STRUCTURE FILE NUMBER	

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247



EXISTING BRIDGE NO. MOT-75-12.26 REMOVAL DETAILS

EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ CONSTRUCTION I.R. 75 STATION	OFFSET
1	308+63.94	166.51' RT.
2	308+73.69	155.05' RT.
3	308+83.43	143.59' RT.
4	309+02.35	124.14' RT.
5	309+14.09	111.84' RT.
6	309+25.83	99.53' RT.
7	309+37.57	87.23' RT.
8	309+49.31	74.93' RT.
9	309+61.05	62.62' RT.

NOTES:

1. FOR REMOVAL LEGEND, SEE SHEET 2/14.
2. FOR REMOVAL OF EXISTING MOT-75-1226 L PIER 7 FOOTINGS AND PILES, SEE SHEET 5/14.
3. FOR ADDITIONAL REMOVAL OF EXISTING FLOODWALL LIMITS, SEE SHEET 5/14.
4. FOR EXISTING FLOODWALL TYPICAL SECTION, SEE SHEET 5/14.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED PPA | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER

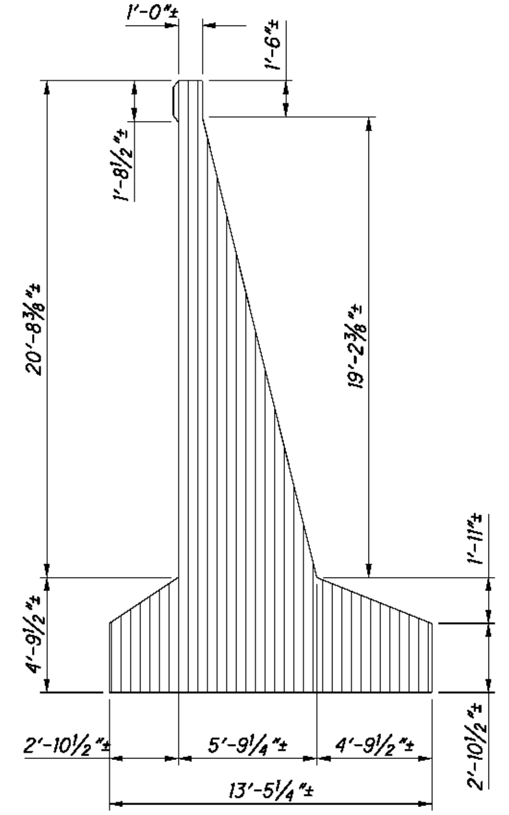
REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247

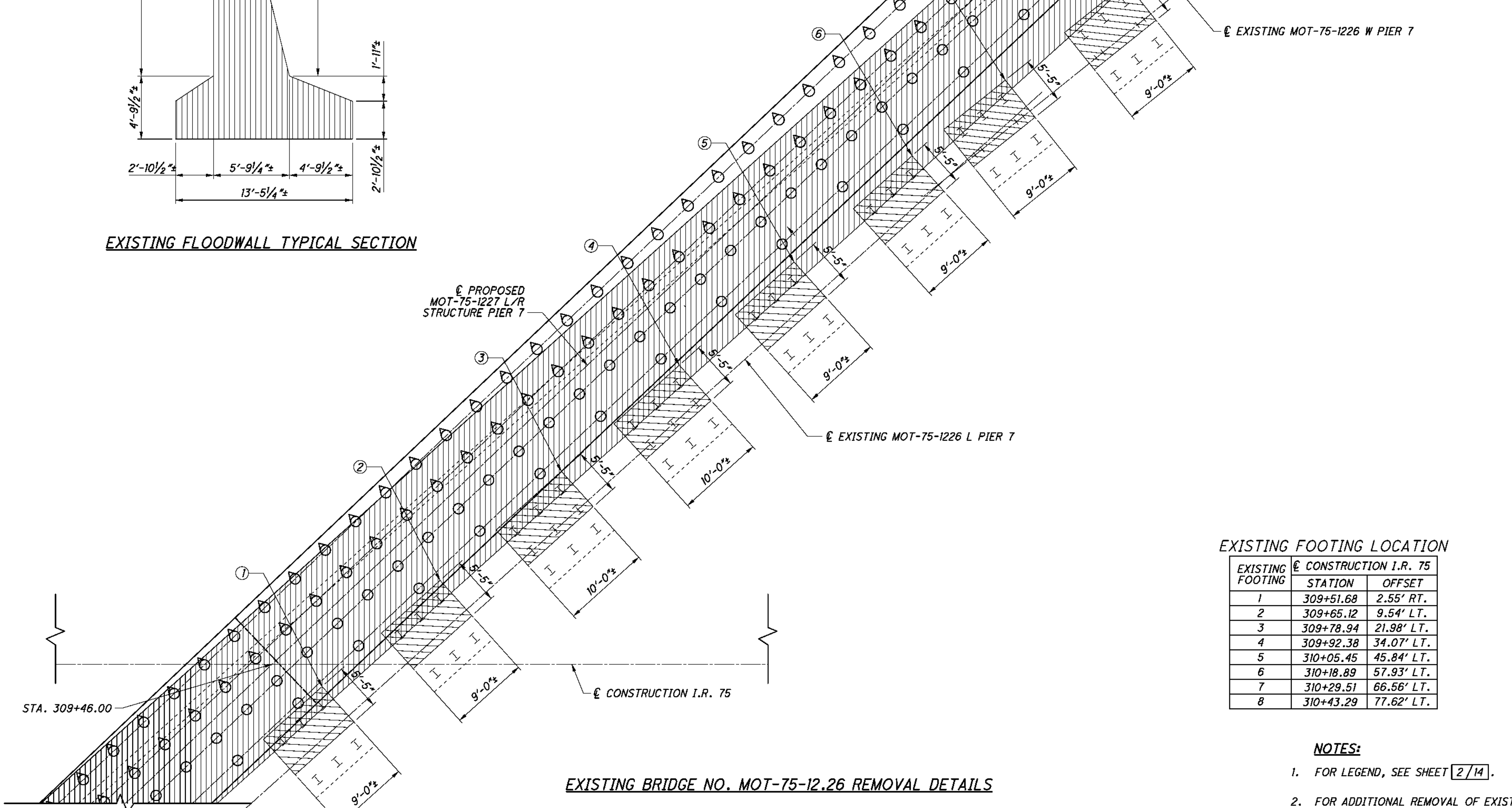
4/14

796/1565

IP_PWP:dms40142\075_REMOVAL_RE002.dgn 27-FEB-2012 11:14AM jwroten



EXISTING FLOODWALL TYPICAL SECTION



EXISTING BRIDGE NO. MOT-75-12.26 REMOVAL DETAILS

EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ CONSTRUCTION I.R. 75	
	STATION	OFFSET
1	309+51.68	2.55' RT.
2	309+65.12	9.54' LT.
3	309+78.94	21.98' LT.
4	309+92.38	34.07' LT.
5	310+05.45	45.84' LT.
6	310+18.89	57.93' LT.
7	310+29.51	66.56' LT.
8	310+43.29	77.62' LT.

NOTES:

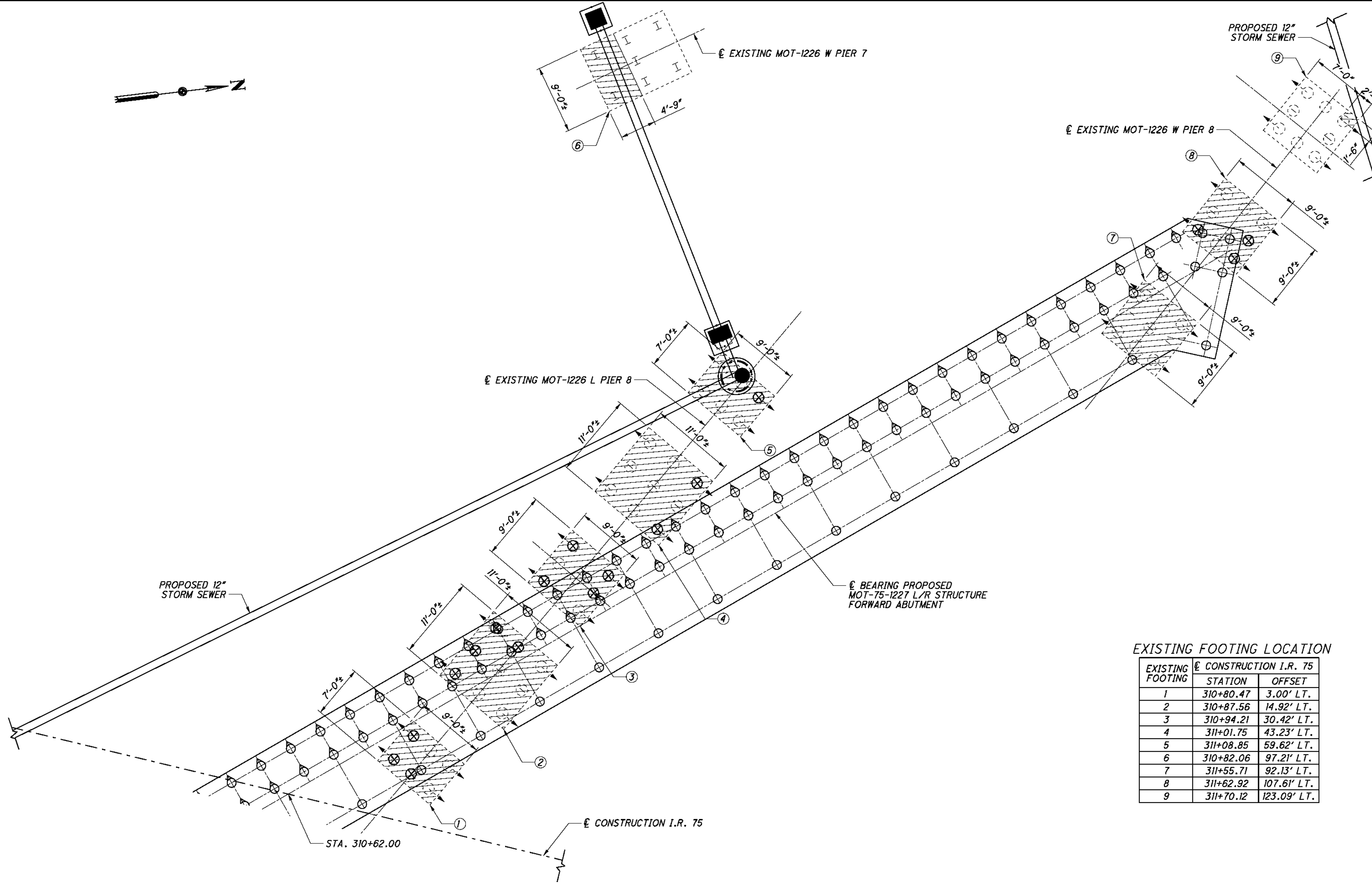
1. FOR LEGEND, SEE SHEET 2/14.
2. FOR ADDITIONAL REMOVAL OF EXISTING FLOODWALL LIMITS, SEE SHEET 4/14.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
PPA	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247



EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ CONSTRUCTION I.R. 75 STATION	OFFSET
1	310+80.47	3.00' LT.
2	310+87.56	14.92' LT.
3	310+94.21	30.42' LT.
4	311+01.75	43.23' LT.
5	311+08.85	59.62' LT.
6	310+82.06	97.21' LT.
7	311+55.71	92.13' LT.
8	311+62.92	107.61' LT.
9	311+70.12	123.09' LT.

EXISTING BRIDGE NO. MOT-75-12.26 REMOVAL DETAILS

NOTES:

1. FOR LEGEND, SEE SHEET 2/14.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED PPA | DRAWN PPA | REVIEWED RSB | DATE 2/20/12 | CHECKED JOL | REVISED | STRUCTURE FILE NUMBER

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247

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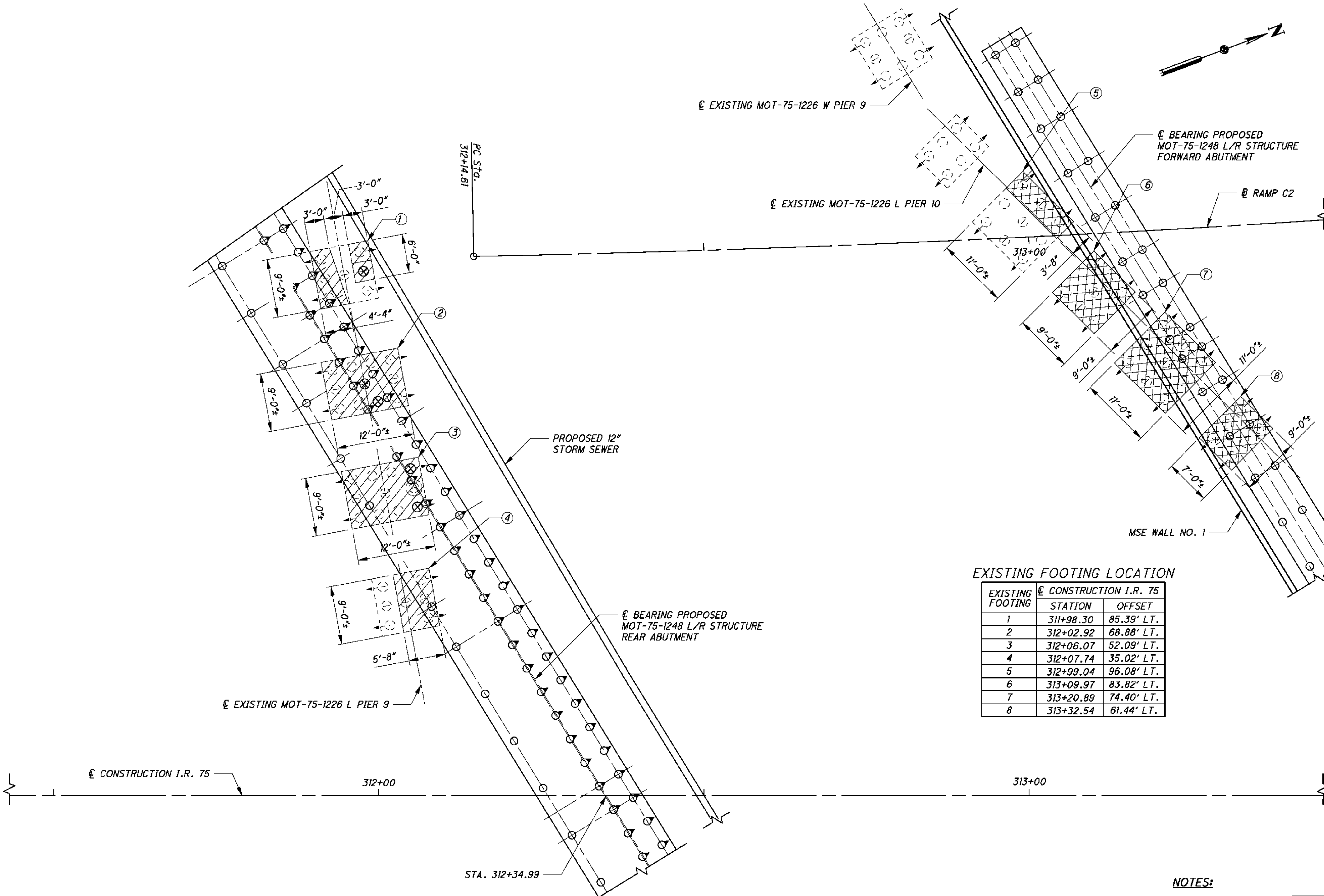


EXISTING FOOTING LOCATION

EXISTING FOOTING	€ CONSTRUCTION I.R. 75 STATION	OFFSET
1	311+98.30	85.39' LT.
2	312+02.92	68.88' LT.
3	312+06.07	52.09' LT.
4	312+07.74	35.02' LT.
5	312+99.04	96.08' LT.
6	313+09.97	83.82' LT.
7	313+20.89	74.40' LT.
8	313+32.54	61.44' LT.

EXISTING BRIDGE NO. MOT-75-12.26 REMOVAL DETAILS

NOTES:

1. FOR LEGEND, SEE SHEET 2/14.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

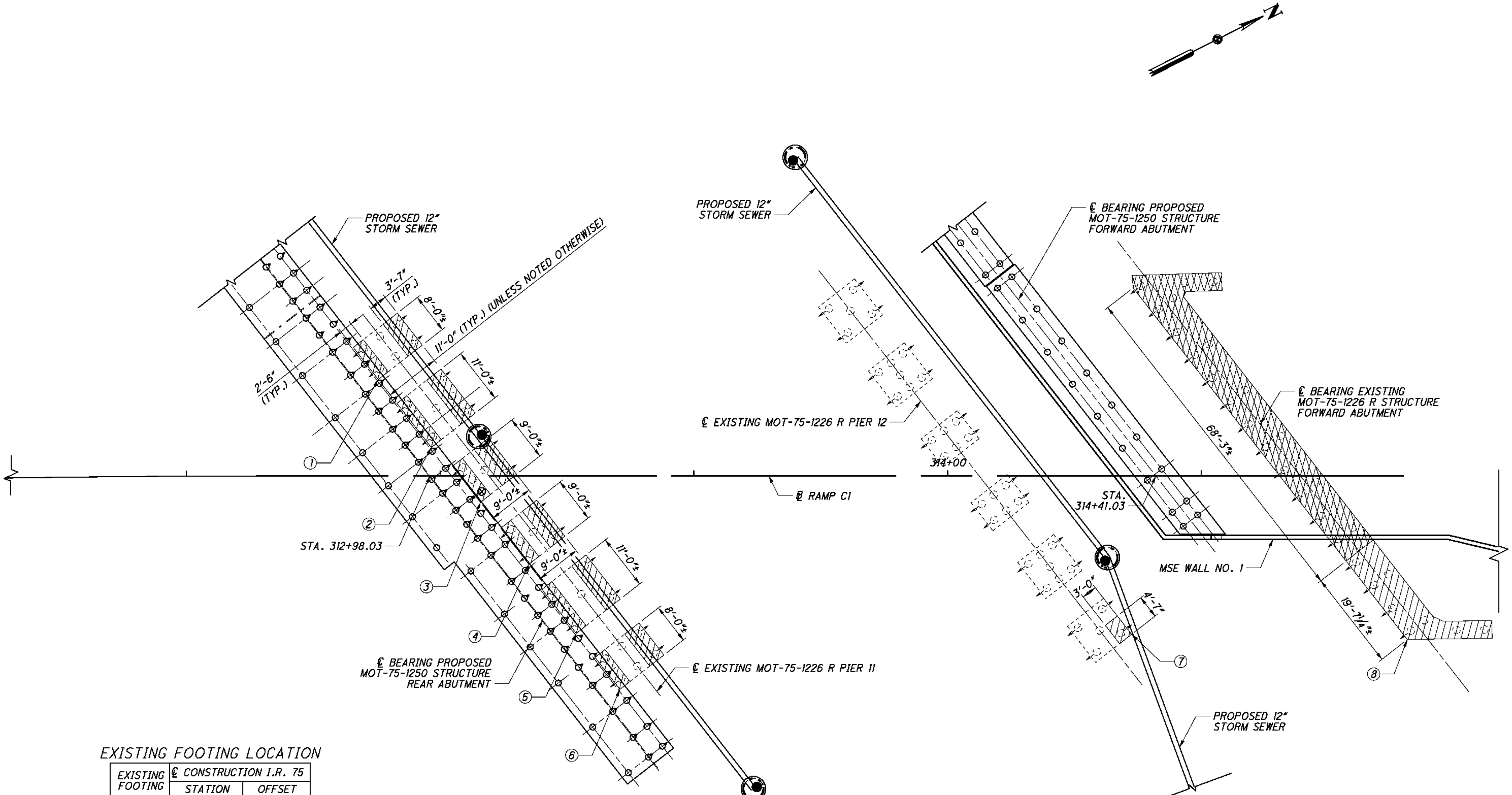
DESIGNED PPA | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

MOT-75-12.00
PID No. 77247

7/14

799/1565



EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ CONSTRUCTION I.R. 75	
	STATION	OFFSET
1	312+88.95	80.91' RT.
2	312+97.83	95.38' RT.
3	313+06.26	107.20' RT.
4	313+14.36	120.40' RT.
5	313+22.13	134.97' RT.
6	313+29.45	146.89' RT.
7	314+30.85	147.37' RT.
8	314+84.72	154.44' RT.

EXISTING BRIDGE NO. MOT-75-12.26 REMOVAL DETAILS

NOTES:

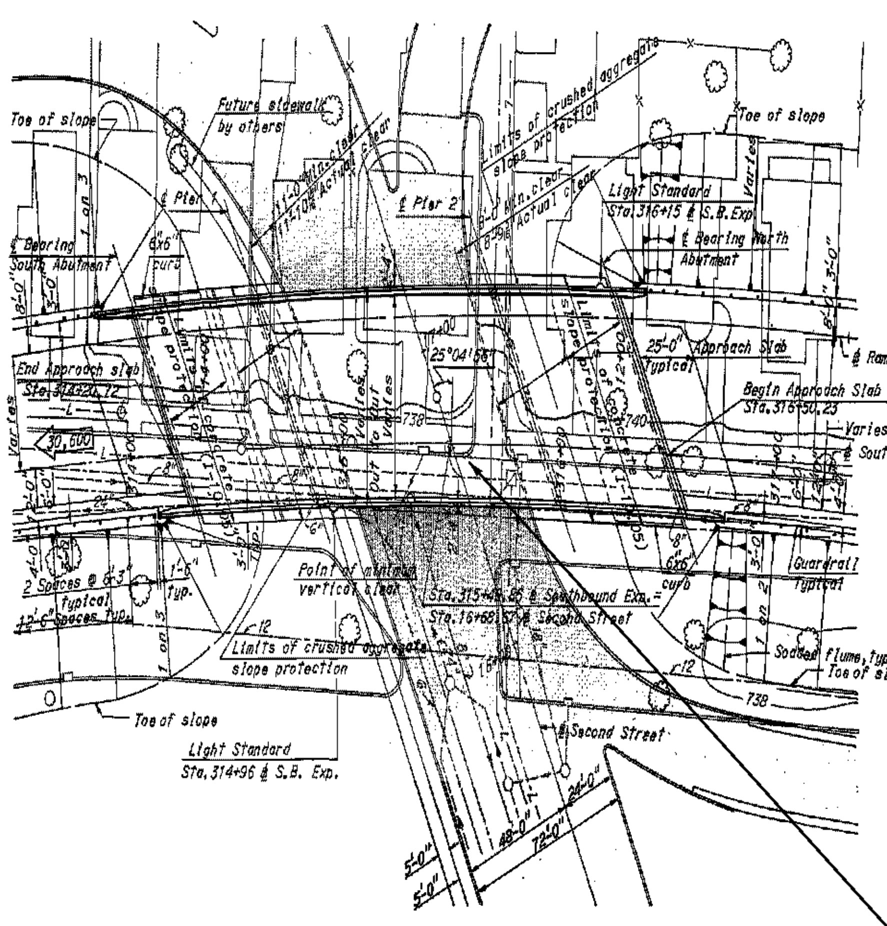
1. FOR LEGEND, SEE SHEET 2/14.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2537

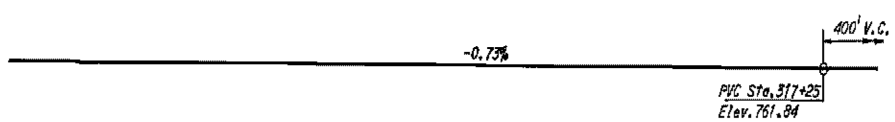
DESIGNED	DRAWN	REVIEWED	DATE
PPA	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.26
I.R. 75 OVER THE MIAMI RIVER

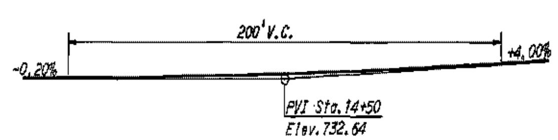
MOT-75-12.00
PID No. 77247



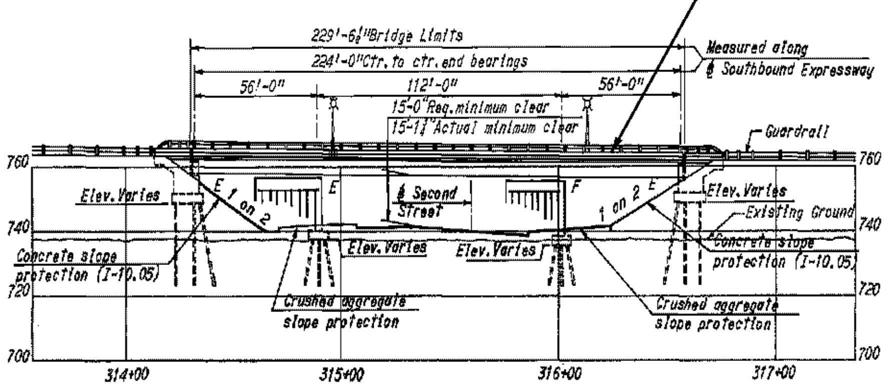
PLAN



PROFILE GRADE SOUTHBOUND EXPRESSWAY



PROFILE GRADE SECOND STREET



ELEVATION

CURVE DATA

RAMP S

Δ = 15°23'45.7"
D = 3°00'00.0"
R = 1909.859'
L = 513.201'
T = 258.156'
PI = Sta. 13+29.322

EXPRESSWAY

Δ = 24°20'37.2"
θs = 4°30'00.0"
Ls = 300'
Ts = 562.333'
Δs = 15°20'37.2"
Dc = 3°00'00.0"
Rc = 1909.859'
Lc = 511.455'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	TYPE FUNDS
2	OHIO		

88 / 168

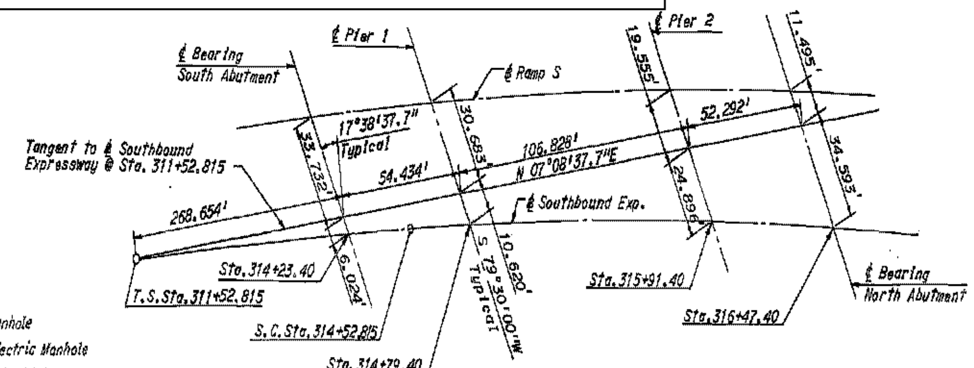
MONTGOMERY COUNTY
MOT-25-12.49

ORIGINAL CONSTRUCTION PLAN SHEET; EXISTING STRUCTURE DETAILS SHOWN FOR INFORMATION ONLY

ESTIMATED QUANTITIES

ITEM	DESCRIPTION	UNIT	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	TOTAL		
E-2	Unclassified Excavation	Cu. Yd.	420	215			635		
I-10	Concrete Slope Protection (I-10.05)	Sq. Yd.				560	560		
S-1	Class "C" Concrete (Superstructure)	Cu. Yd.			480		480		
S-1	Class "C" Concrete (Pier Caps and Columns)	Cu. Yd.		100			100		
S-1	Class "E" Concrete (Pier and Abutment Footings)	Cu. Yd.	131	96			227		
S-1	Class "E" Concrete (Abutments above Footings)	Cu. Yd.	194				194		
S-3	Waterproofing Premolded Sealing Strip	Lin. Ft.	22				22		
S-4	Reinforcing Steel	Lbs.	20,180	36,700	134,440		191,320		
S-7	Structural Steel	Lbs.			496,000		496,000		
S-8	Field Painting of Structural Steel	Lbs.			496,000		496,000		
S-9	½" Preformed Expansion Joint Filler	Sq. Ft.	83				83		
S-14	Railing (Type A Aluminum Rail, Supports and Concrete Parapet)	Lin. Ft.	67		451		518		
S-18	Steel Piles (12BP53)	Lin. Ft.	1290	1258			2548		
S-25	For Lighting Details and Quantities see Sheet 48								
S-29	Scuppers, Type 2, (Including Supports)	Each			12		12		
S-29	6" Perforated Helical C.M.P. M-6.4(h) Including Specials	Lin. Ft.	133				133		
S-29	6" Helical C.M.P. M-6.4(h) Including Specials, non-perforated	Lin. Ft.	122				122		
S-29	Porous Backfill	Cu. Yd.	71				71		
S-101	Water Reducing, Set-retarding Admixture	Each			480		480		

EXISTING STRUCTURE TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN.



LAYOUT SKETCH
No Scale

UTILITY LEGEND

Water Line
Gas
Storm Sewer — Manhole
Sanitary Sewer
Power and Light (Underground) — Electric Manhole — Street Light Pole

Notes:
The following items are not included in the bridge plans. See roadway plans for details.
Removal of existing pavements, utilities etc.
Approach grading, pavements and slabs.
Guardrails.
Foundation design and foundation quantities are based on a study of Standard Penetration Test Borings made at the site. This boring information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.
Piles shall be 12BP53 with an estimated average length of 30' for abutments and 17' for piers. These estimates are based on boring data and are approximate only. The contractor shall assume full responsibility for length of piling selected for driving.
00,000 denotes one way 1975 average daily traffic.

PROPOSED STRUCTURE

Type: Three span continuous welded girders with reinforced concrete deck and substructure.
Spans: 56'-0", 112'-0", 56'-0" = 224'-0" ctr. to ctr. end bearings.
Roadway: Varies 61'-2"± to 64'-9"± face to face of 1'-2" safety curbs.
Out to Out of Structure: Varies 65'-10¼" to 69'-5½"
Loading: CF2000(57)-Adequate for AASHO alternate loading.
Skew: 25°04'56" Southbound Expressway.
Wearing Surface: 1" Monolithic concrete.
Approach Slabs: 25'-0" (AS-1-54).
Alignment: Spiral and 3° curve right Southbound Expressway.

H.N.T.B. BRIDGE NO. 27
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN

SOUTHBOUND LANES OVER SECOND ST.
BR. NO. MOT-25-1262L STA. 314+20.72
SCALE 1"=30' STA. 316+50.23
DAYTON EXPRESSWAY SYSTEM
DAYTON MONTGOMERY COUNTY OHIO
SHEET 88

EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 56'-0", 112'-0" AND 56'-0"

ROADWAY: VARIES 61'-2"± TO 64'-9"± FACE TO FACE OF 1'-2" SAFETY CURBS

LOADING: CF2000(57) ADEQUATE FOR AASHTO ALTERNATE LOADING
SKEW: 25°04'56"
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 25'-0" (AS-1-54)
ALIGNMENT: SPIRAL AND 3° CURVE RIGHT

PROPOSED WORK

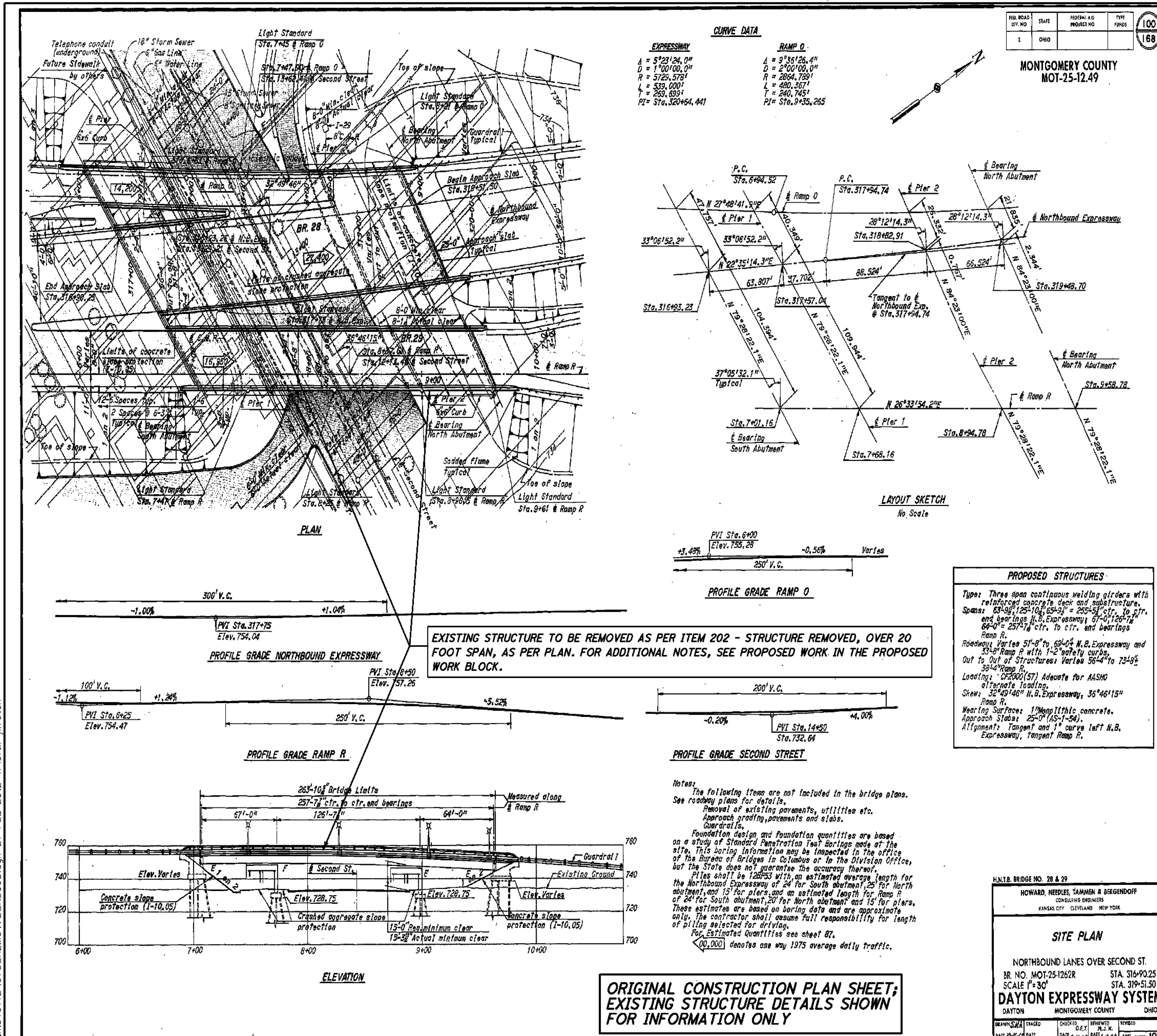
THE EXISTING STRUCTURE IS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
PPA	ZTW	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.61 L
I.R. 75 OVER SECOND STREET

MOT-075-12.00
PID No. 77247



EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 63'-9", 125'-10 7/16" AND 65'-9 1/2" N.B. EXPRESSWAY;
67'-0", 126'-7 7/16" AND 64'-0" RAMP R

ROADWAY: VARIES 51'-8" TO 69'-0"± N.B. EXPRESSWAY AND 33'-8" RAMP R WITH 1'-2" SAFETY CURBS

LOADING: CF2000(57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: 32°49'46" N.B. EXPRESSWAY, 36°46'15" RAMP R

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (AS-1-54)

ALIGNMENT: TANGENT AND 1° CURVE LEFT N.B. EXPRESSWAY, TANGENT RAMP R

PROPOSED WORK

THE EXISTING STRUCTURE IS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

PROPOSED WORK: IN ADDITION TO THE REQUIREMENTS OF ITEM 202, THE FOLLOWING ITEMS ARE TO BE INCLUDED:

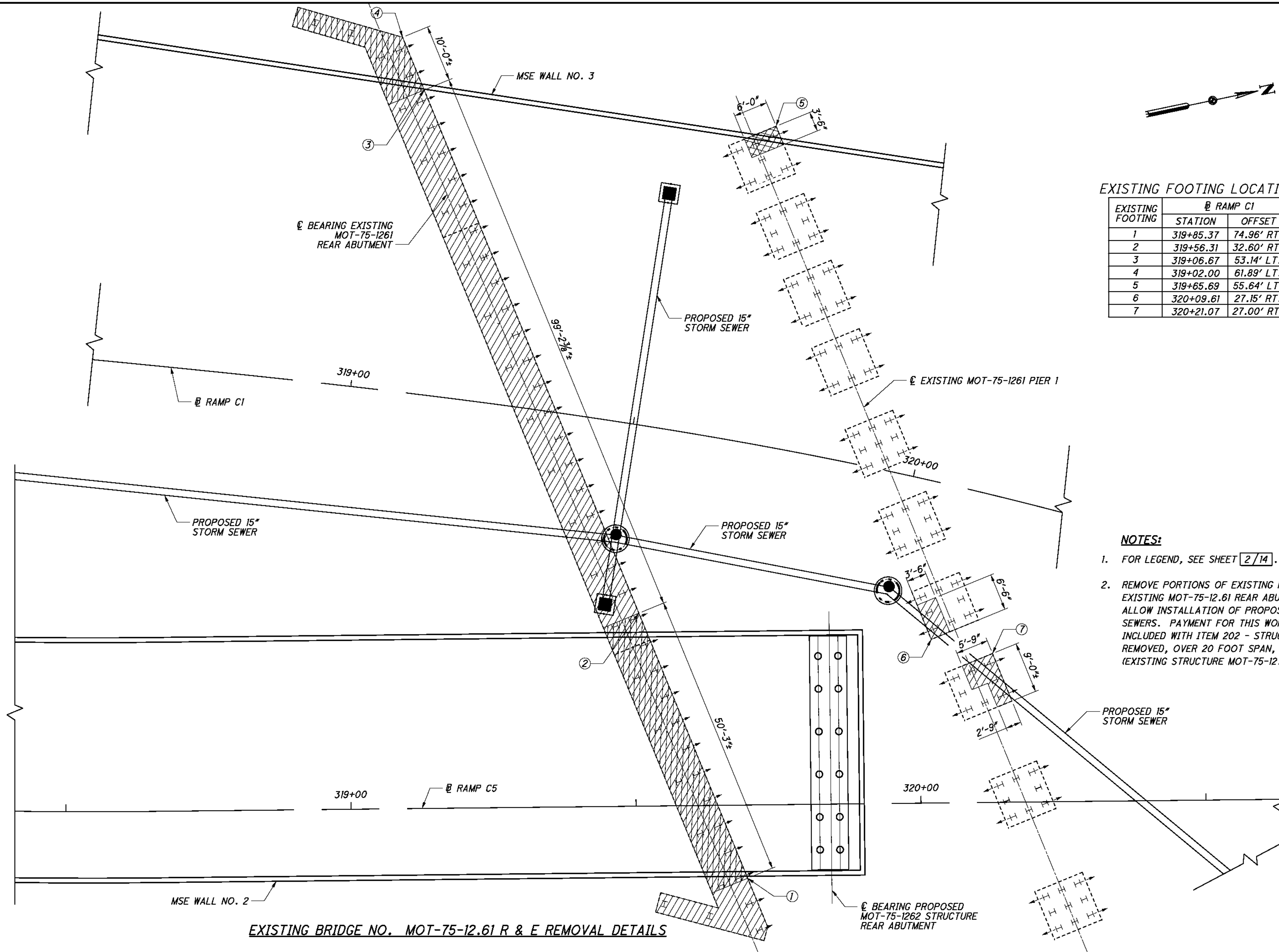
1. REMOVE PORTIONS OF EXISTING FOOTINGS AND PILES.
2. COMPLETELY REMOVE EXISTING PILES AT LOCATIONS SHOWN IN PLANS.

HNTB
DESIGN AGENCY
100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
PPA	ZTW	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.61 R & E
I.R. 75 OVER SECOND STREET

MOT-75-12.00
PID No. 77247



EXISTING BRIDGE NO. MOT-75-12.61 R & E REMOVAL DETAILS

EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ RAMP C1	
	STATION	OFFSET
1	319+85.37	74.96' RT.
2	319+56.31	32.60' RT.
3	319+06.67	53.14' LT.
4	319+02.00	61.89' LT.
5	319+65.69	55.64' LT.
6	320+09.61	27.15' RT.
7	320+21.07	27.00' RT.

NOTES:

1. FOR LEGEND, SEE SHEET 2/14.
2. REMOVE PORTIONS OF EXISTING PILES AT THE EXISTING MOT-75-12.61 REAR ABUTMENT TO ALLOW INSTALLATION OF PROPOSED STORM SEWERS. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.61 R & E).

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
PPA	PPA	RSB	2/20/12
CHECKED JOL	REVISED	STRUCTURE FILE NUMBER	

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.61 R & E
I.R. 75 OVER SECOND STREET

MOT-75-12.00
PID No. 77247

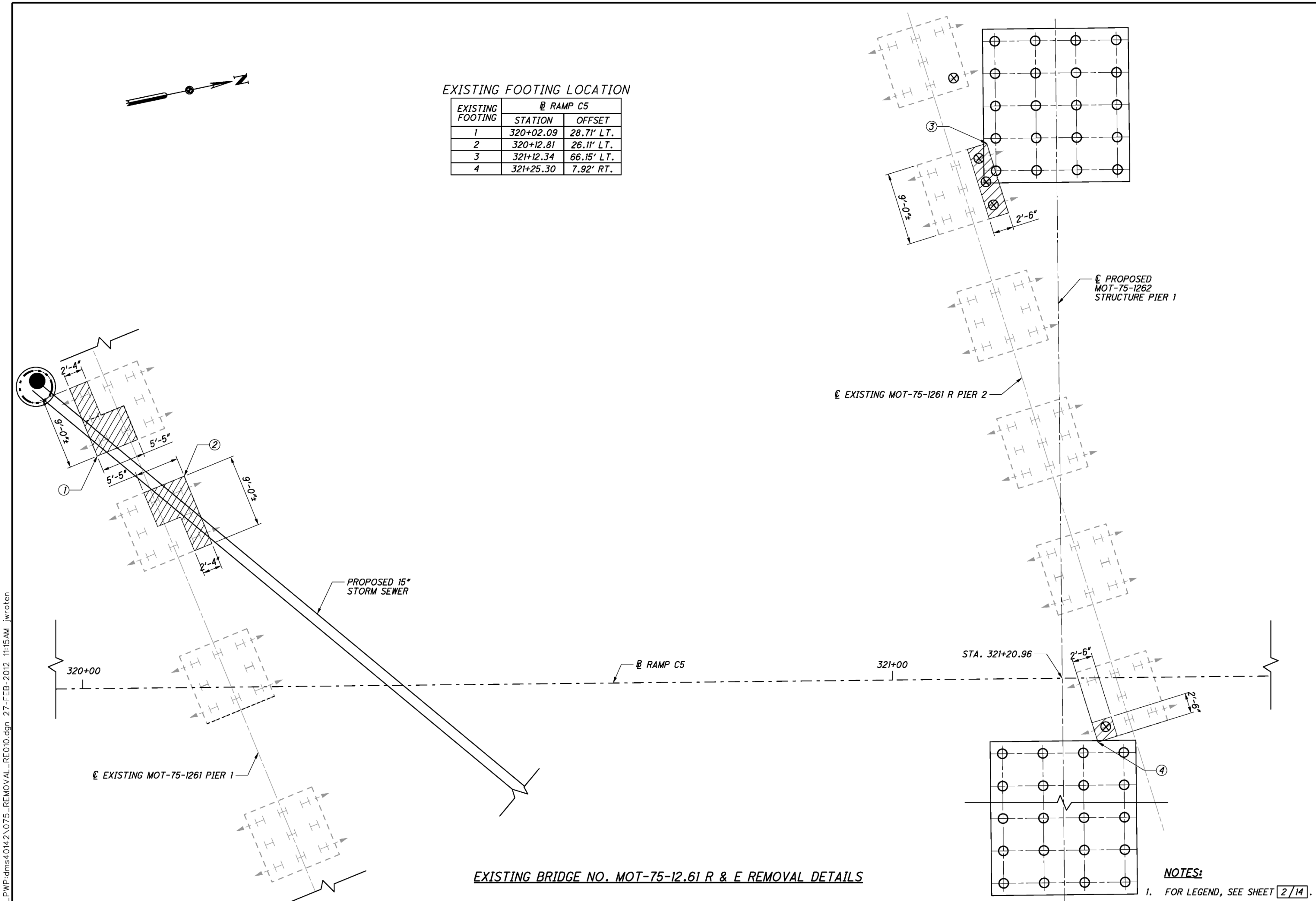
11/14

803/1565

IP_PWP:dms40142\075_REMOVAL_RE009.dgn 14-MAR-2012 9:03AM zwaite

EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ RAMP C5 STATION	℄ RAMP C5 OFFSET
1	320+02.09	28.71' LT.
2	320+12.81	26.11' LT.
3	321+12.34	66.15' LT.
4	321+25.30	7.92' RT.



EXISTING BRIDGE NO. MOT-75-12.61 R & E REMOVAL DETAILS

NOTES:

1. FOR LEGEND, SEE SHEET 2/14.

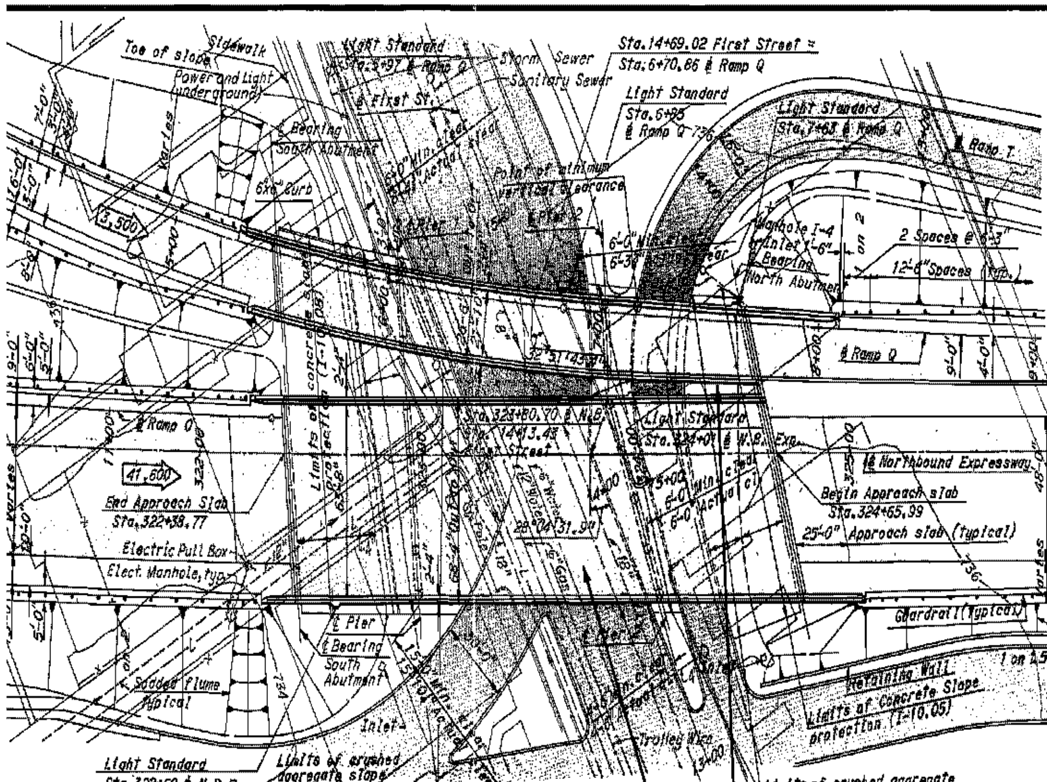
DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED PPA | DRAWN PPA | REVIEWED RSB | DATE 2/20/12 | CHECKED JOL | REVISED | STRUCTURE FILE NUMBER

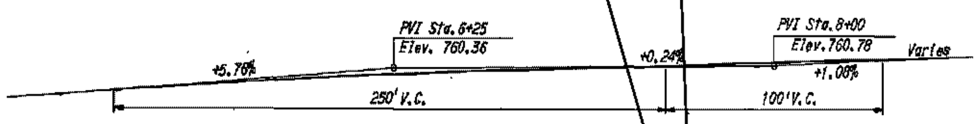
REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.61 R & E
I.R. 75 OVER SECOND STREET

MOT-75-12.00
PID No. 77247

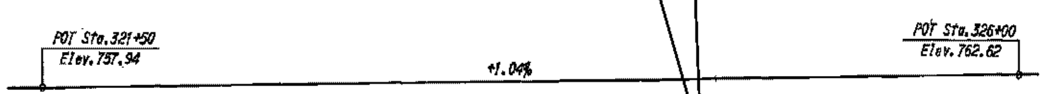
ORIGINAL CONSTRUCTION PLAN SHEET; EXISTING STRUCTURE DETAILS SHOWN FOR INFORMATION ONLY



PLAN

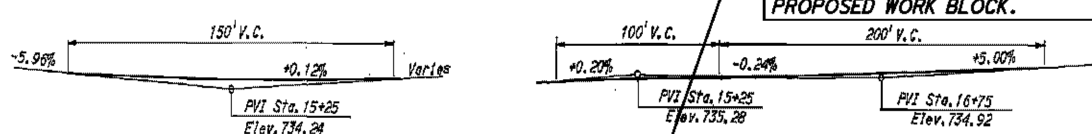


PROFILE GRADE RAMP-Q



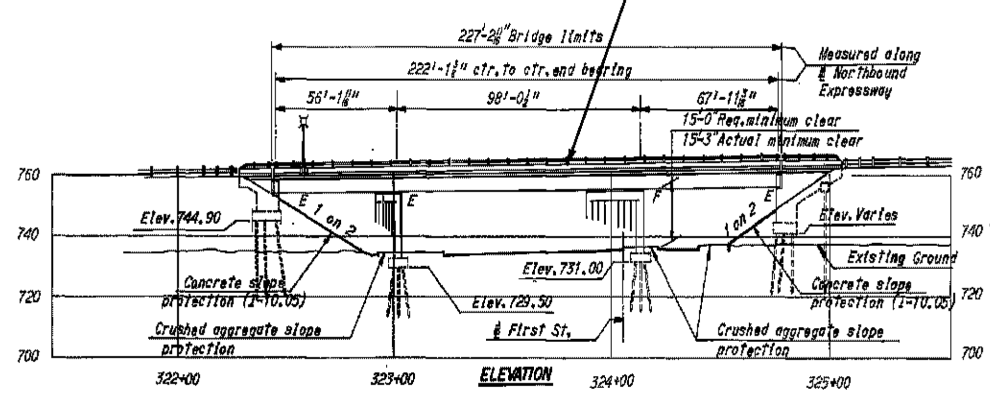
PROFILE GRADE NORTHBOUND EXPRESSWAY

EXISTING STRUCTURE TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN AS PER PLAN. FOR ADDITIONAL NOTES, SEE PROPOSED WORK IN THE PROPOSED WORK BLOCK.



PROFILE GRADE RAMP-T

PROFILE GRADE FIRST STREET



ELEVATION

CURVE DATA

RAMP - Q	RAMP - Q	EXPRESSWAY
Δ = 21°49'54.1"	Δ = 2°12'58.0"	Δ = 5°23'24.0"
D = 6°00'00.0"	D = 1°00'00.0"	D = 1°00'00.0"
R = 954.930'	R = 5729.578'	R = 5729.578'
L = 363.861'	L = 221.612'	L = 539.0[illegible]'
T = 184.164'	T = 110.816'	T = 269.6[illegible]'
PI = 5+05.090	PI = 7+95.603	PI = 320+6[illegible]

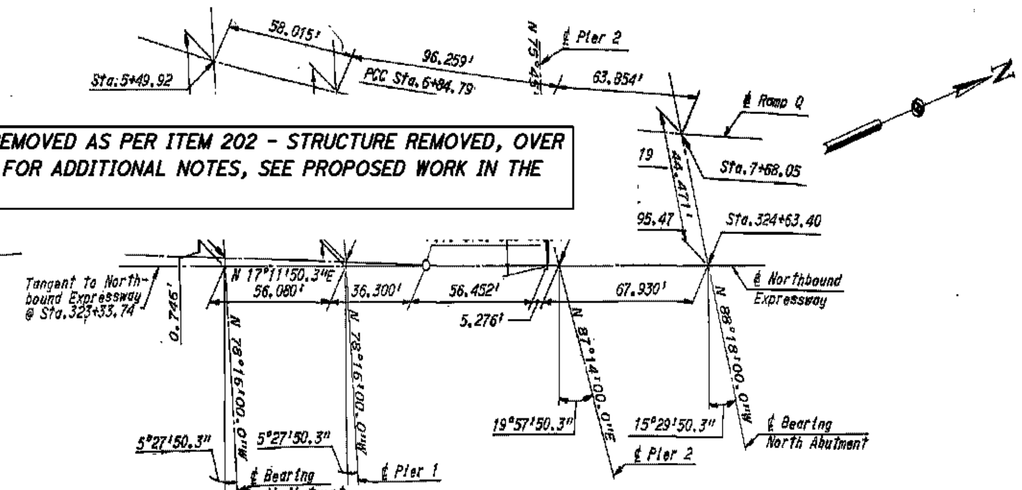
FED ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO	TYPE FUNDS
2	OHIO		

145 / 168

MONTGOMERY COUNTY
MOT-25-12.49

ESTIMATED QUANTITES

ITEM	DESCRIPTION	UNIT	ABUTMENTS	WINGWALLS	PIERS	SUPER-STRUCTURE	GENERAL	TOTAL
E-2	Unclassified Excavation	Cu.Yd.	690	96	317			1103
I-10	Concrete Slope Protection (I-10.05)	Sq.Yd.					640	640
S-1	Class "C" Concrete (Superstructure)	Cu.Yd.				687		687
S-1	Class "C" Concrete (Pier Caps and Columns)	Cu.Yd.			142			142
S-1	Class "E" Concrete (Pier and Abutment Footing)	Cu.Yd.	216	15	144			375
S-1	Class "E" Concrete (Abutments above Footing)	Cu.Yd.	401	47				448
S-3	Waterproofing Premolded Sealing Strip	Lin.Ft.	90					90
S-4	Reinforcing Steel	Lbs.	48,800	6310	51,520	190,570		297,200
S-7	Structural Steel	Lbs.				623,000		623,000
S-8	Field Painting of Structural Steel	Lbs.				623,000		623,000
S-9	½" Preformed Expansion Joint Filler	Sq.Ft.	98					98
S-14	Railing (Type A Aluminum Rail; Supports and Concrete Parapet)	Lin.Ft.	63	72		898		1033
S-18	Steel Piles (12BP53)	Lin.Ft.	2070	290	1696			4056
S-25	For Lighting Details and Quantities see Sheet 48							
S-29	Scuppers, Type 2 (Including Supports)	Each				2		2
S-29	Type 3 Scuppers (Including Supports) as per plan	Each				12		12
S-29	6" Perforated Helical C.M.P. M-6.4(h) Including Specials	Lin.Ft.	81					81
S-29	6" Helical C.M.P. M-6.4(h) including Specials, non-perforated	Lin.Ft.	74					74
S-29	8" Bituminous Coated C.M.P. (Including Specials)	Lin.Ft.	24					24
S-29	8" Bituminous Coated Perforated C.M.P. (Incl. Specials)	Lin.Ft.	95	62				157
S-29	Porous Backfill	Cu.Yd.	153	56				209
S-101	Water Reducing, Set-retarding Admixture	Each				687		687
S-9	1" Preformed Expansion Joint Filler	Sq.Ft.	79					79



LAYOUT SKETCH

Notes:

<000 denotes one way 1975 average daily traffic.

The following items are not included in the bridge plans, see roadway plans for details.
Removal of existing pavements, utilities etc.
Approach grading pavements and slabs.
Guardrails.

Foundation design and foundation quantities are based on a study of Standard Penetration Test Borings made at the site. This boring information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.

Piles shall be 12BP53 with an estimated average length for Ramp Q of 23' for South abutment, 16' for piers, 17' for North Abutment and 28' for Northwest wingwall and an estimated length for Northbound expressway of 27' for South abutment, 16' for piers, 19' for North abutment, and 33' for Northeast wingwall. These estimates are based on boring data and are approximate only. The contractor shall assume full responsibility for length of piling selected for driving.

PROPOSED STRUCTURE

Type: Three span continuous welded girders with reinforced concrete deck and substructure.
Span: 56'-1⅛", 98'-0½", 67'-11⅞" = 222'-1⅛" ctr. to ctr. end bearing along ℄ Northbound Expressway.
58'-0⅜", 96'-3⅛", 63'-10¼" = 218'-1⅝" ctr. to ctr. end bearing along ℄ Ramp Q
Roadway: 63'-8" N.B. Expressway with 1'-2" safety curbs.
21'-10" Ramp Q with 1'-2" safety curbs.
Out to Out of Structures: 68'-4" N.B. Expressway
26'-6" Ramp Q.
Loading: CF2000(57) Adequate for AASHO alternate loading.
Skew: 28°04'31.9" N.B. Expressway, 32°51'43.4" Ramp Q.
Wearing Surface: 1" Monolithic concrete.
Approach Slabs: 25'-0" (AS-1-54)
Alignment: Tangent and 1° curve left N.B. Expressway
1° curve and 6° curve left Ramp Q.

H.N.T.B. BRIDGE NO. 33

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN

NORTHBOUND LANES OVER FIRST ST.
BR. NO. MOT-25-1273R STA. 322+38.77
SCALE: 1" = 30' STA. 324+65.99
DAYTON EXPRESSWAY SYSTEM
DAYTON MONTGOMERY COUNTY OHIO

DRAWN G.R.A.	TRACED	CHECKED D.E.J.	REVIEWED H.J.K.	REVISED
DATE 2-23-64	DATE	DATE 5-20-64	DATE 6-2-64	138 SHEET 145

EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 56'-1⅛", 98'-0½" AND 67'-11⅞" N.B. EXPRESSWAY;
58'-0⅜", 96'-3⅛" AND 63'-10¼" RAMP Q

ROADWAY: 63'-8" N.B. EXPRESSWAY WITH 1'-2" SAFETY CURBS
21'-10" RAMP Q WITH 1'-2" SAFETY CURBS

LOADING: CF2000(57) ADEQUATE FOR AASHTO ALTERNATE LOADING
SKEW: 28°04'31" N.B. EXPRESSWAY, 32°51'43.4" RAMP Q
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 25'-0" (AS-1-54)
ALIGNMENT: TANGENT AND 1° CURVE LEFT N.B. EXPRESSWAY, 1° CURVE AND 6° CURVE LEFT RAMP Q

PROPOSED WORK

THE EXISTING STRUCTURE IS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

PROPOSED WORK: IN ADDITION TO THE REQUIREMENTS OF ITEM 202, THE FOLLOWING ITEMS ARE TO BE INCLUDED:

1. REMOVE PORTIONS OF EXISTING FOOTINGS AND PILES.
2. COMPLETELY REMOVE EXISTING PILES AT LOCATIONS SHOWN IN PLANS.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114

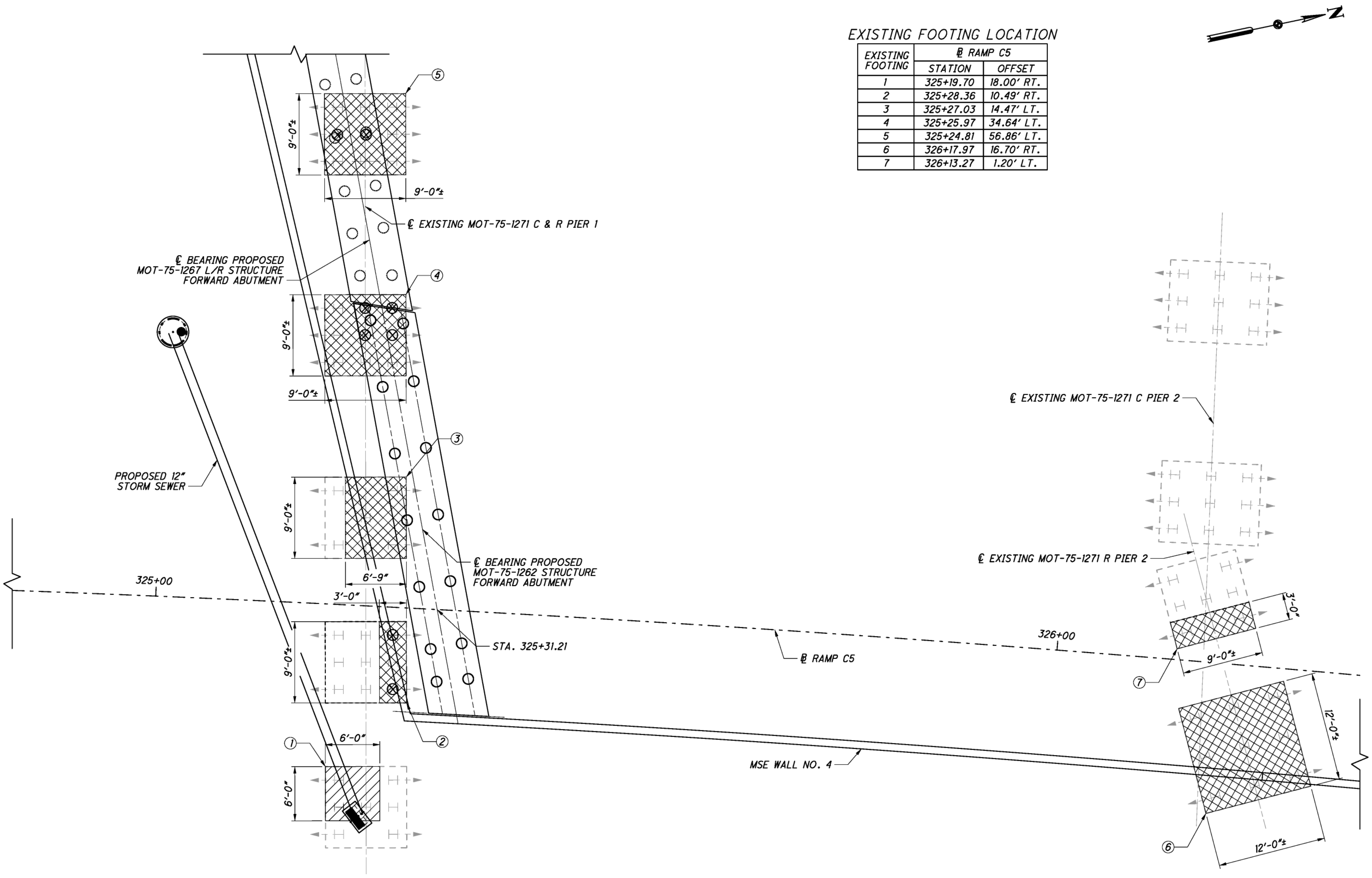
DESIGNED PPA	DRAWN ZTW	REVIEWED RSB	DATE 2/20/12
CHECKED JOL	REVISED		STRUCTURE FILE NUMBER

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.71 C & R
I.R. 75 OVER FIRST STREET

MOT-075-12.00
PID No. 77247

EXISTING FOOTING LOCATION

EXISTING FOOTING	℄ RAMP C5 STATION	OFFSET
1	325+19.70	18.00' RT.
2	325+28.36	10.49' RT.
3	325+27.03	14.47' LT.
4	325+25.97	34.64' LT.
5	325+24.81	56.86' LT.
6	326+17.97	16.70' RT.
7	326+13.27	1.20' LT.



EXISTING BRIDGE NO. MOT-75-12.71 C & R REMOVAL DETAILS

NOTES:

1. FOR LEGEND, SEE SHEET 2/14.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
PPA	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

REMOVAL DETAILS
EXISTING BRIDGE NO. MOT-75-12.71 C & R
I.R. 75 OVER FIRST STREET

MOT-75-12.00
PID No. 77247

14/14

806/1565

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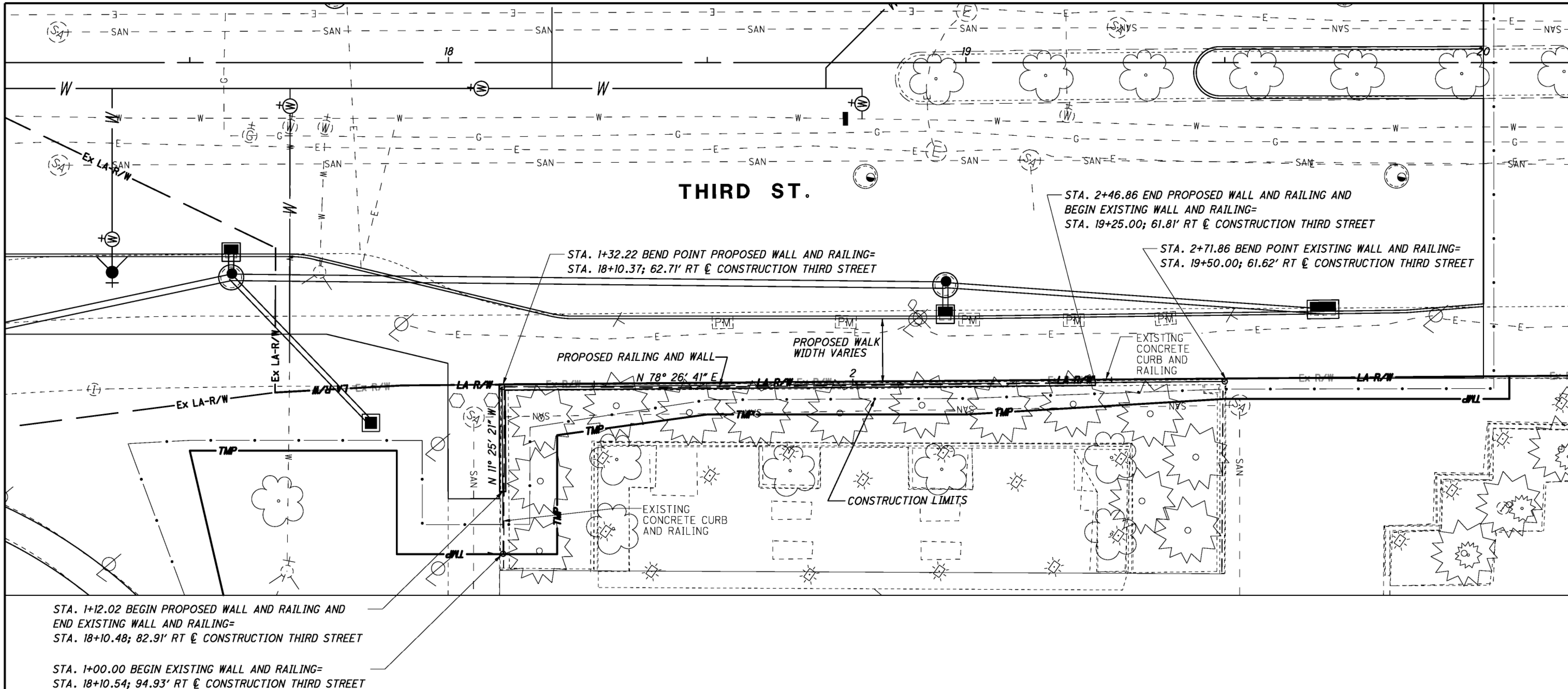
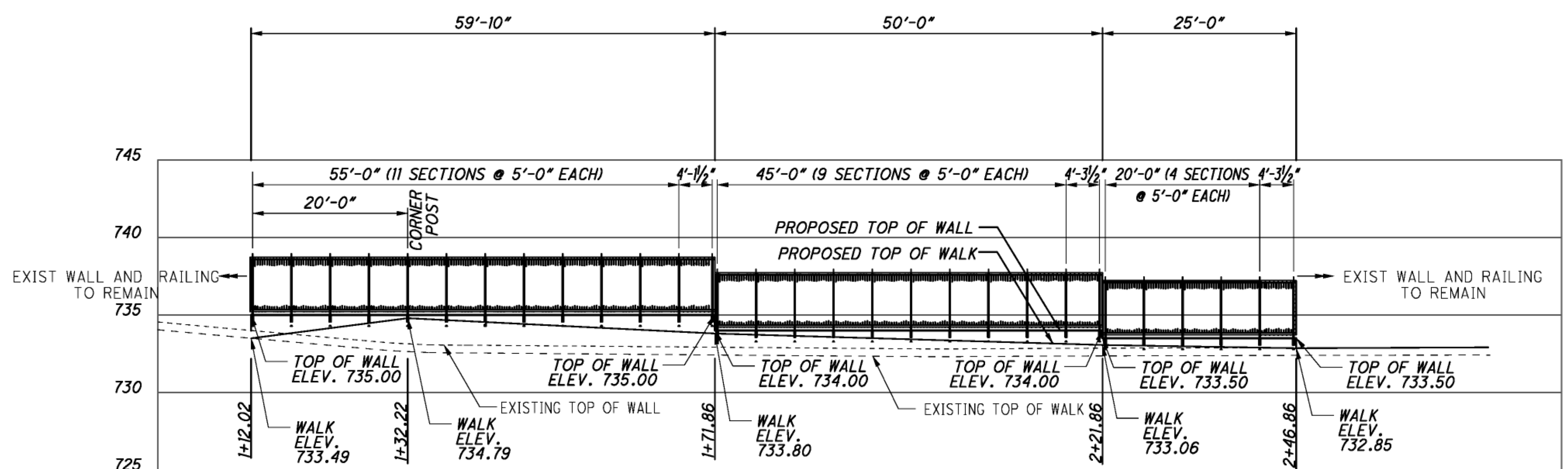




FOR WALL AND RAILING DETAILS, SEE SHEET 808

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED LDW

CHECKED MAG

WALL AND RAILING DETAILS - THIRD STREET

STA. 1+00.00 TO STA. 2+71.86

MOT-75-12.00

1/2

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
1. REMOVE ALL EXISTING STAINLESS STEEL POST RAILING AND SUBSURFACE FOUNDATION AROUND THE NORTH AND WEST PERIMETER OF THE COLLEGE CENTER COURTYARD, BETWEEN STA. 18+10.48, 82.91' RT AND ST. 19+25.00, 61.81' RT.
THESE STATIONS WHERE THE PROPOSED CURB WALL AND RAILING TERMINATES AT THE EXISTING RAILING ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY AND ADJUST LENGTH OF PROPOSED WALL AND RAILING SO THAT IT TERMINATES AT THE CLOSEST EXISTING RAILING POST.

2. REMOVE ADJACENT PLANT MATERIALS ONLY AS NECESSARY TO COMPLETE DEMOLITION AND NEW CONSTRUCTION.

3. REMOVE MISCELLANEOUS PAVEMENT.

ITEM 517 - RAILING, MISC.: 42" ALUMINUM RAILING, AS PER PLAN
ITEM 898 - QC/QA CONCRETE, MISC.: QSC1 CONCRETE CURB WALL
CONSTRUCTION NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL MEASUREMENTS PRIOR TO BEGINNING CONSTRUCTION AND FABRICATION OF RAILING.

2. PRIOR TO BEGINNING FABRICATION, CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALUMINUM RAILING TO ENGINEER AND SINCLAIR COMMUNITY COLLEGE FOR APPROVAL.

3. FINISH OF ALUMINUM RAILING TO BE CLEAR ANODIZED FINISH. CONTRACTOR TO SUBMIT TO ENGINEER AND SINCLAIR COMMUNITY COLLEGE A SAMPLE OF ALUMINUM RAILING FINISH FOR APPROVAL PRIOR TO FABRICATION.

4. ALUMINUM RAILING TO BE FORMED OF 6063 T6 EXTRUDED ALUMINUM ALLOYS, POST, TOP AND BOTTOM RAILS TO BE 1/8" THICKNESS ALUMINUM. PICKETS SHALL BE A MINIMUM OF 0.050" THICKNESS ALUMINUM.

5. RAILING FASTENERS TO BE CAST FROM ANSI 713 ALLOY. EXPOSED FASTENERS SHALL BE ALUMINUM OR STAINLESS STEEL.

6. ALL ALUMINUM PIECES TO BE SECURELY WELDED TOGETHER PER AMERICAN WELDING SOCIETY (AWS) STANDARDS.

7. PROTECT EXISTING ALUMINUM RAILING AND CONCRETE CURB WALL TO REMAIN

8. RAILING POST SPACING MAY BE ADJUSTED TO LESS THEN 5' CENTER AT CORNERS AND WHERE TERMINATING PROPOSED FENCE AT EXISTING FENCE.

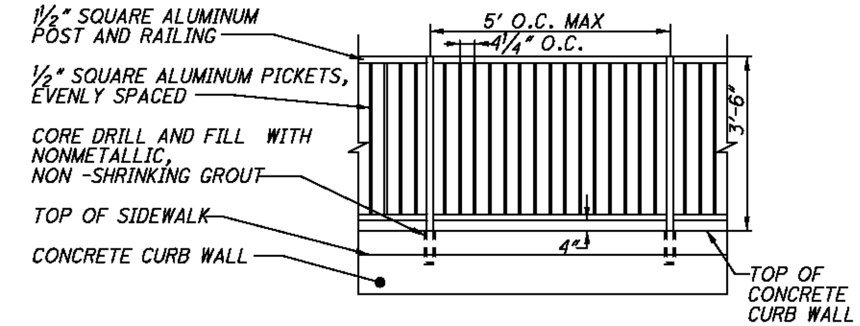
9. PROVIDE NECESSARY CONNECTORS AND HARDWARE TO SECURE AND MAKE SMOOTH, FLUSH , JOINT CONNECTIONS BETWEEN RAIL SECTIONS. SEAL ALL RAIL CONNECTIONS WITH EDX 100 EPOXY STRUCTURAL ADHESIVE SEALER OR EQUAL 3M PRODUCT.

10. EXPANSION JOINTS SHALL BE LOCATED IN THE CURB WALL AT EACH STEP IN THE CURB WALL.

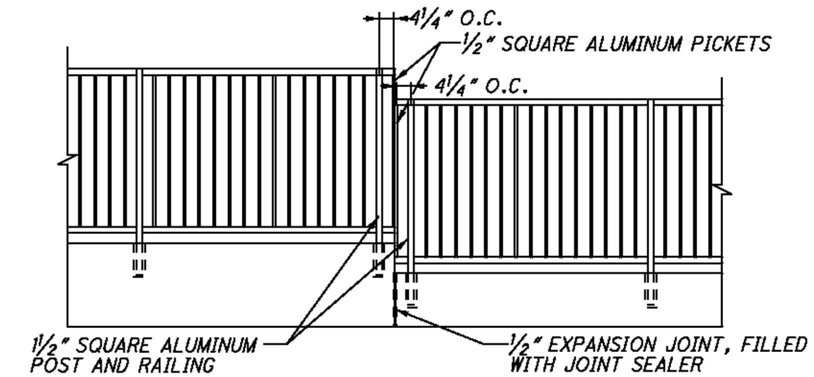
11. A TRANSVERSE JOINT SHALL BE CONTSTRUCTED THROUGH THE CURB WALL AT A MAXIMUM SPACING OF 15'. CONSTRUCT THE JOINT PER STANDARD CONTRUCTION DRAWING BP-2.2.

13. EXPANSION JOINT MATERIAL SHALL MEET THE REQUIREMENTS OF ITEM 705.03.

14. UTILIZE COMPACTED SUBGRADE TO GRADE FROM THE BACK OF PROPOSED CURB WALL DOWN TO THE EXISTING SLOPE. APPLY THREE INCHES OF ITEM 661 - MULCH TO ALL AREAS OF EXPOSED SOIL.

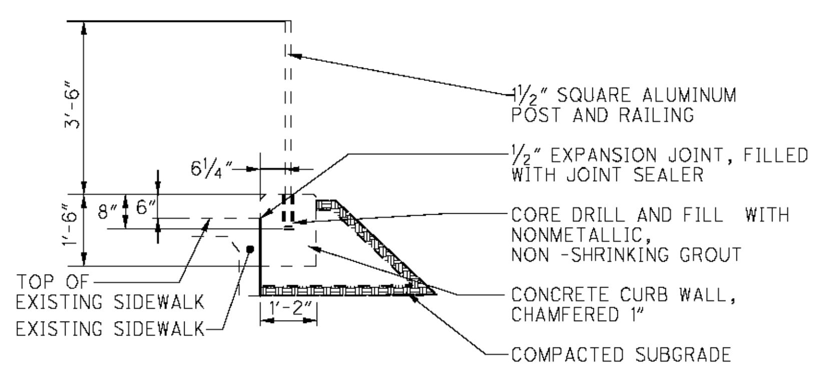


RAILING SECTION (EXISTING AND PROPOSED)

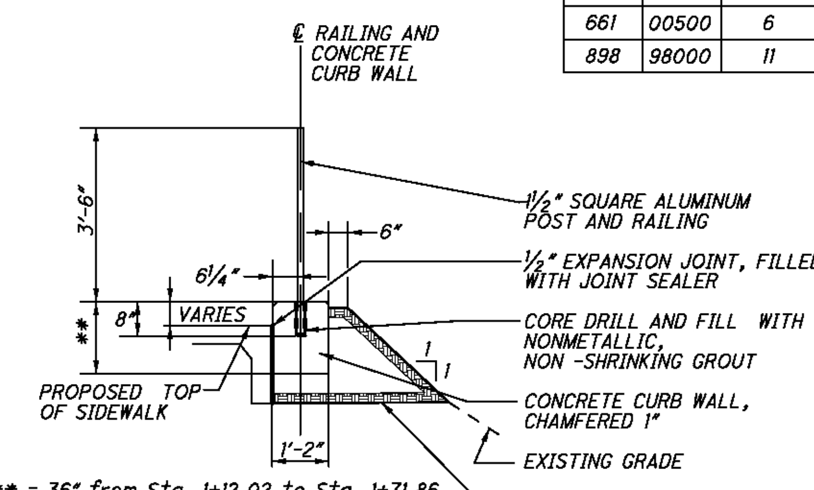


TYPICAL STEP RAILING SECTION

ESTIMATED QUANTITES							
ITEM	EXT.	PARTICIPATION		TOTAL	UNIT	DESCRIPTION
		IM ROAD	NHS ROAD			
202	11201	70%	30%	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
517	76300	95	40	135	FT	RAILING, MISC.: 42" ALUMINUM RAILING, AS PER PLAN
661	00500	6	2	8	CU YD	MULCH
898	98000	11	5	16	CU YD	QC/QA CONCRETE, MISC.: QSC1 CONCRETE CURB WALL



EXISTING CONCRETE CURB WALL AND RAILING SECTION



** = 36" from Sta. 1+12.02 to Sta. 1+71.86
= 24" from Sta. 1+71.86 to Sta. 2+21.86
= 18" from Sta. 2+21.86 to Sta. 2+46.86

PROPOSED CONCRETE CURB WALL AND RAILING SECTION

HORIZONTAL SCALE IN FEET 0 5 10 20

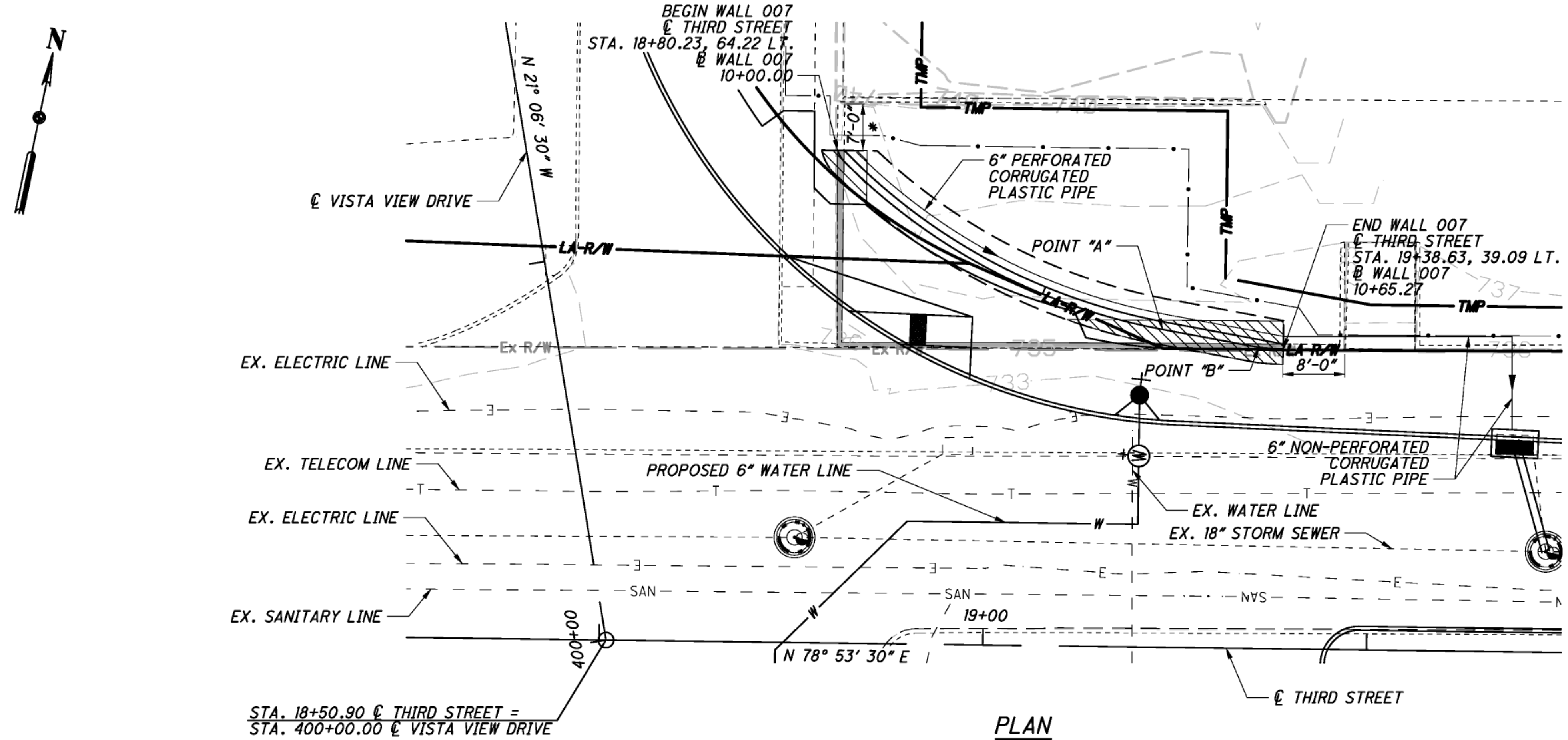
CALCULATED LDW CHECKED MAG

WALL AND RAILING DETAILS - THIRD STREET
STA. 1+00.00 TO STA. 2+71.86

MOT-75-12.00

2 / 2

808
1565



PLAN

* - REMOVE EXISTING FENCE

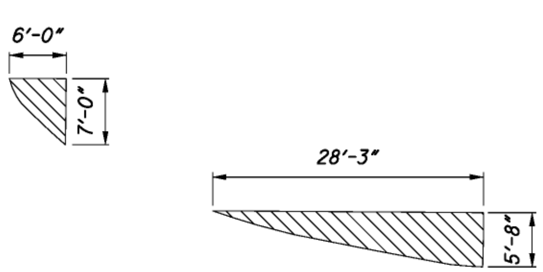
LEGEND:

EXISTING WALL REMOVAL LIMITS

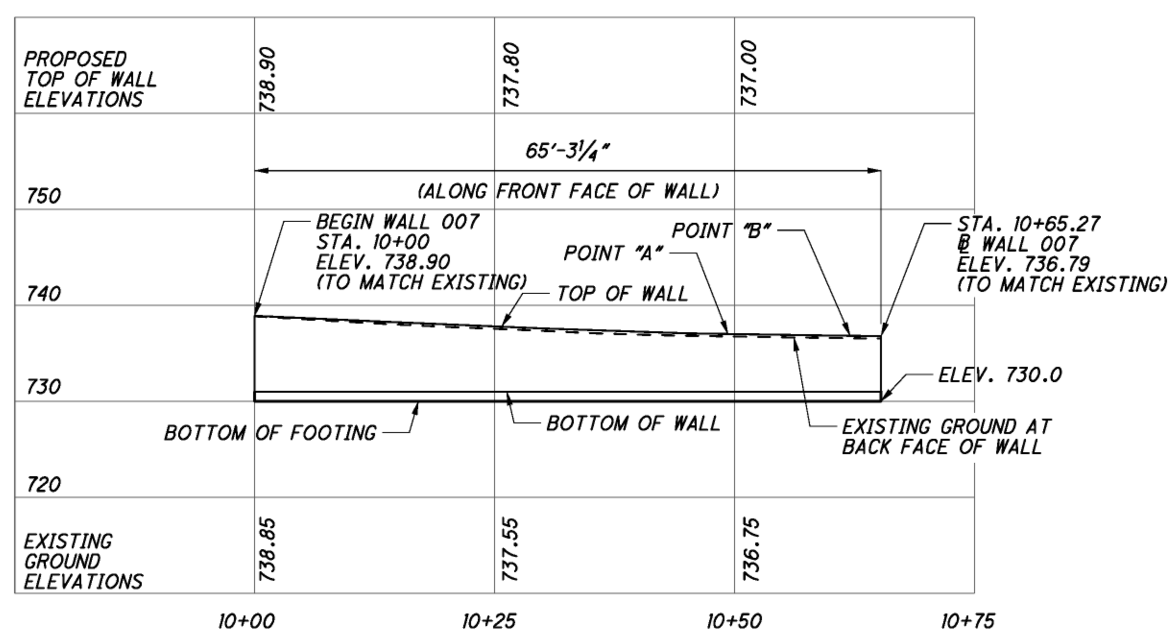
EXISTING FOOTING REMOVAL LIMITS

BENCHMARK DATA
BM-10 STA 315+58.34 (℄ CONSTRUCTION I.R. 75), ELEV. 732.21, OFFSET 519.80' RT., PK NAIL SET IN CONCRETE

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8/1565.



EXISTING FOOTING REMOVAL LIMITS



DEVELOPED RETAINING WALL 007 ELEVATION

RETAINING WALL GENERAL NOTES:

DESIGN SPECIFICATIONS:
THIS STRUCTURE CONFORMS TO THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, 2002, AND ODOT BRIDGE DESIGN MANUAL, 2004, WITH UPDATES THROUGH 2009.

DESIGN DATA:
CONCRETE CLASS QC/QA- COMPRESSIVE STRENGTH 4,000 PSI (RETAINING WALL)
CONCRETE CLASS QC/QA - COMPRESSIVE STRENGTH 4,000 PSI (FOOTING)
REINFORCING STEEL - ASTM A615, A616 OR A617
GRADE 60 MINIMUM YIELD STRENGTH - 60,000 PSI

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:
PORTIONS OF THE EXISTING RETAINING WALL AND FOOTING SHALL BE REMOVED AS INDICATED ON THESE PLANS AND DISPOSED OF PROPERLY. CUT AND CAP EXISTING DRAIN PIPE.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN
THIS ITEM SHALL INCLUDE RETAINING AND REPLACING THE EXISTING POROUS BACKFILL BEHIND THE EXISTING WALL. AS AN ALTERNATIVE, THE POROUS BACKFILL MAY BE REPLACED WITH NEW BACKFILL AT NO ADDITIONAL COST TO THE PROJECT.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN
THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLOR OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

WALL CURVE INFORMATION

CURVE 1:
THIRD ST.
STA. 18+84.17, 65.60' LT.
R=4.17'
Δ=21°45'14"
L=1.58'

CURVE 2:
THIRD ST.
STA. 19+36.31, 119.30' LT.
R=79.00'
Δ=34°37'10"
L=47.73'

CURVE 3:
THIRD ST.
STA. 19+39.42, 79.08' LT.
R=40.00'
Δ=4°36'21"
L=3.22'

TANGENT PORTION

POINT "A" = ℄ WALL 007
STA. 10+49.32 =
℄ THIRD STREET
STA. 19+22.88, 41.45' LT.

POINT "B" = ℄ WALL 007
STA. 10+62.05 =
℄ THIRD STREET
STA. 19+35.42, 39.28' LT.

CURVE INFORMATION AND POINTS "A" AND "B" REFER TO THE FRONT FACE OF THE WALL.

NOTES:

1. FOR REINFORCING SCHEDULE, SEE SHEET 2/4.
2. ALL EXISTING UTILITY LINES SHOWN ARE TO REMAIN.
3. TOP OF WALL ELEVATIONS AT THE BEGIN AND END OF WALL SHALL BE ADJUSTED AS REQUIRED TO MATCH THE EXISTING WALLS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/24/12
CHECKED JOL	REVISED	STRUCTURE FILE NUMBER	

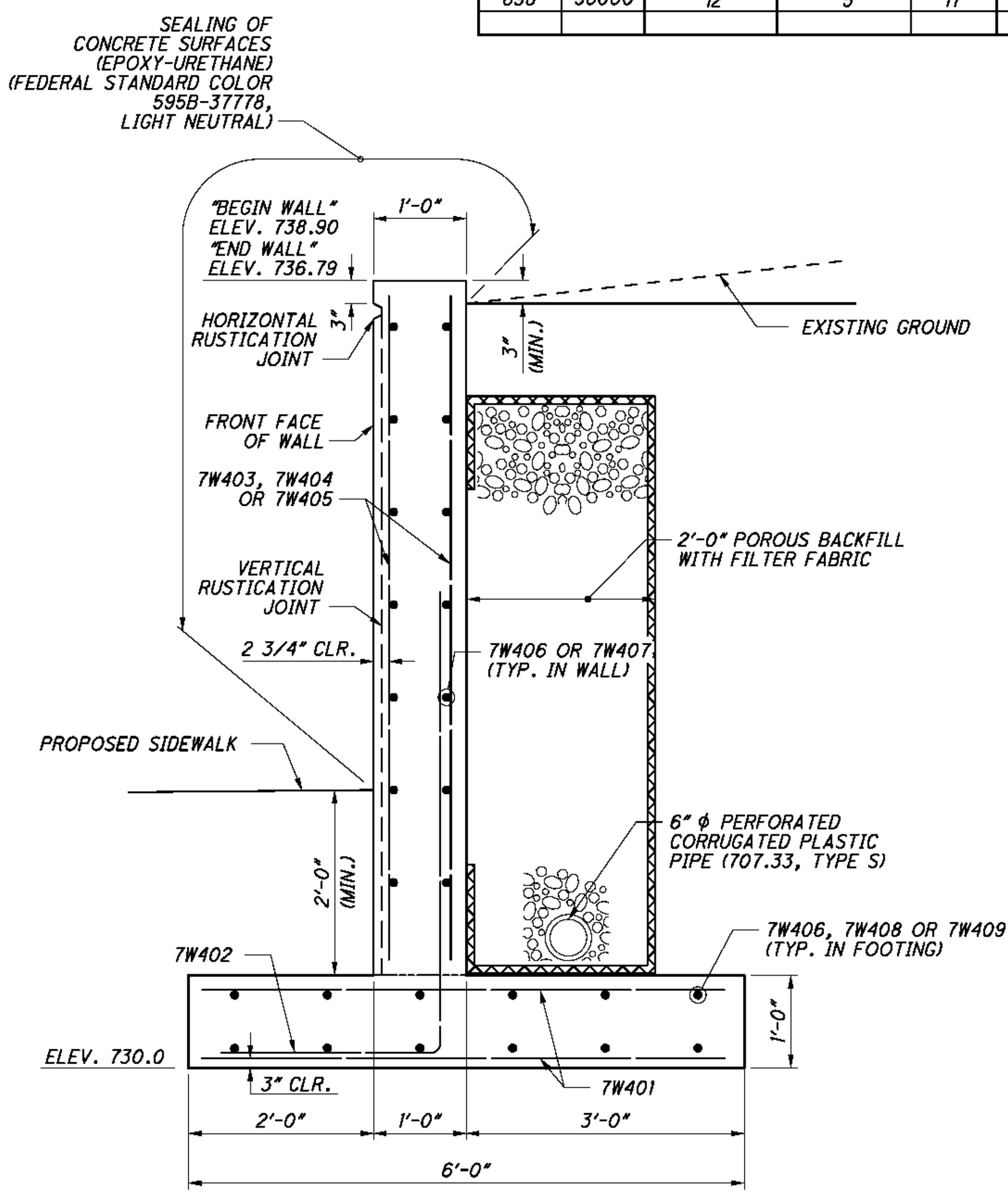
RETAINING WALL 007 SITE PLAN
RETAINING WALL 007
INTERSECTION OF VISTA VIEW AND THIRD STREET

MOT-75-12.00
PID No. 77247

MADE BY: PPA DATE: 01/25/11
CHECKED BY: JMS DATE: 10/13/11

ESTIMATED QUANTITIES

ITEM	EXT.	IM ROADWAY	NHS ROADWAY	TOTAL	UNIT	DESCRIPTION	RETAINING WALL	AS PER PLAN REFERENCE SHEET NUMBER
202	11201	70%	30%	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		1/4
503	21301	70%	30%	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN		1/4
509	10000	1811	776	2587	POUND	EPOXY COATED REINFORCING STEEL	2587	
512	10101	29	13	42	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	42	1/4
516	13600	18	8	26	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	26	
517	76300	50	22	72	FT	RAILING, MISC.: DECORATIVE METAL RAILING, AS PER PLAN	72	4/4
518	21200	21	9	30	CU YD	POROUS BACKFILL WITH FILTER FABRIC	30	
518	40000	44	19	63	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	63	
518	40012	31	13	44	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	44	
898	20300	11	4	15	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	15	
898	98000	12	5	17	CU YD	QC/QA CONCRETE MISC: RETAINING WALL	17	

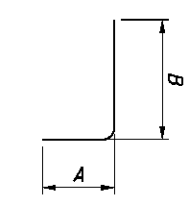


TYPICAL WALL SECTION

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
RETAINING WALL 007											
7W401	136	5'-6"	500	STR							
7W402	68	4'-7"	208	1	2'-0"	2'-9"					
	2	6'-4"									
7W403	SER OF	TO	309	STR							½"
	33	7'-8"									
7W404	32	5'-11"	126	STR							
7W405	32	5'-8"	121	STR							
7W406	60	17'-9"	711	STR							
7W407	28	17'-4"	324	STR							
7W408	12	19'-0"	152	STR							
7W409	12	17'-0"	136	STR							
		SUB-TOTAL	2587								

(Columns A–INC: DIMENSIONS)

BAR BENDING DIAGRAMS



TYPE-1

NOTES:

1. FOR RUSTICATION JOINT DETAIL, SEE SHEET 4/4.
2. SLOPE 6" ϕ PLASTIC PIPE 1/8" PER FOOT MINUMUM.

DESIGN AGENCY HNTB 330 W. Spring Street, Suite 310 Columbus, OH 43215-2390

DESIGNED NJ | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/24/12 | STRUCTURE FILE NUMBER

MISCELLANEOUS DETAILS
RETAINING WALL 007
INTERSECTION OF VISTA VIEW AND THIRD STREET

MOT-75-12.00
PID No. 77247

2/4

810/1565

IP_PWP:dms40076\075_007VVWD001.dgn 29-FEB-2012 4:46PM jwroten

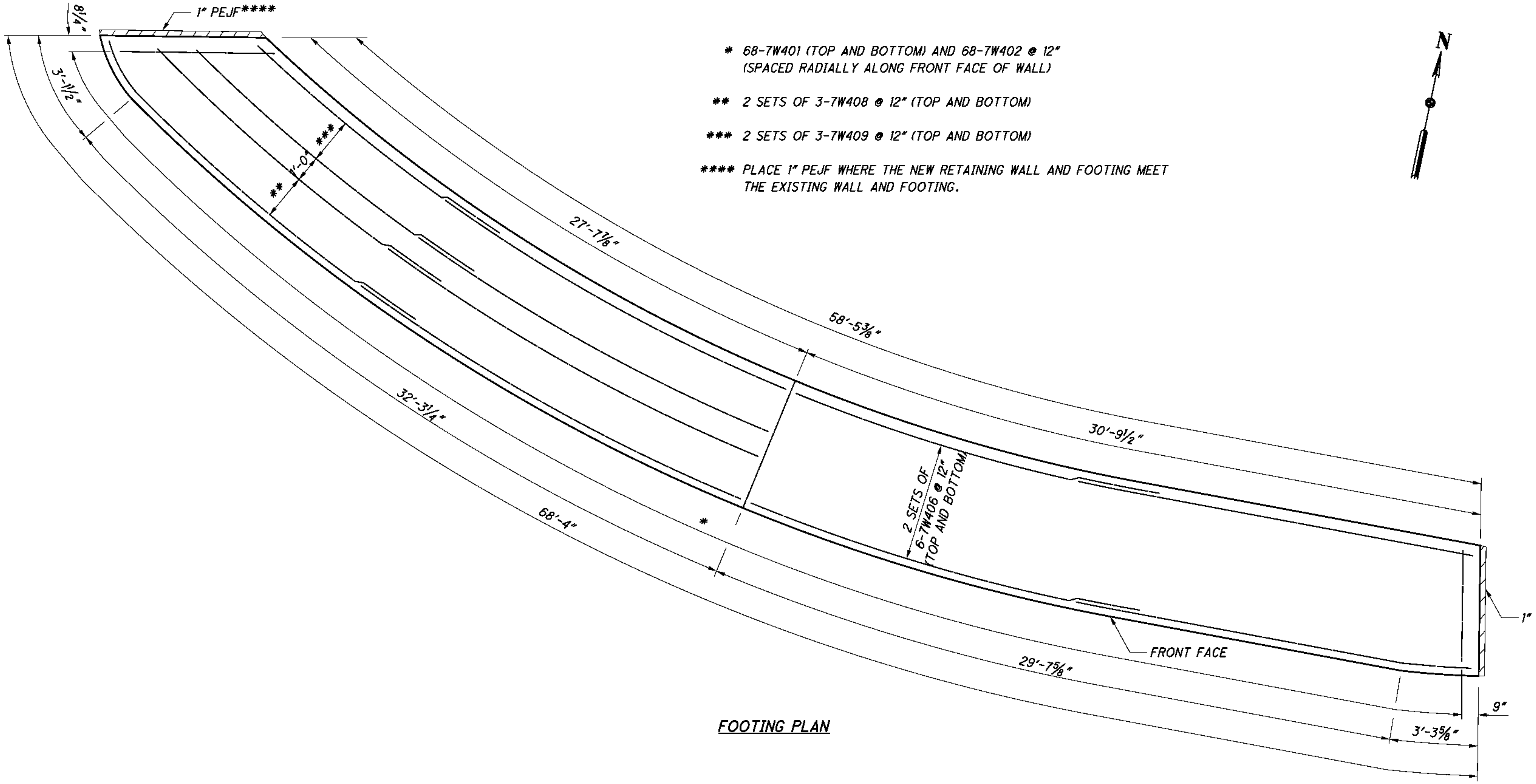
* 68-7W401 (TOP AND BOTTOM) AND 68-7W402 @ 12" (SPACED RADIALLY ALONG FRONT FACE OF WALL)

** 2 SETS OF 3-7W408 @ 12" (TOP AND BOTTOM)

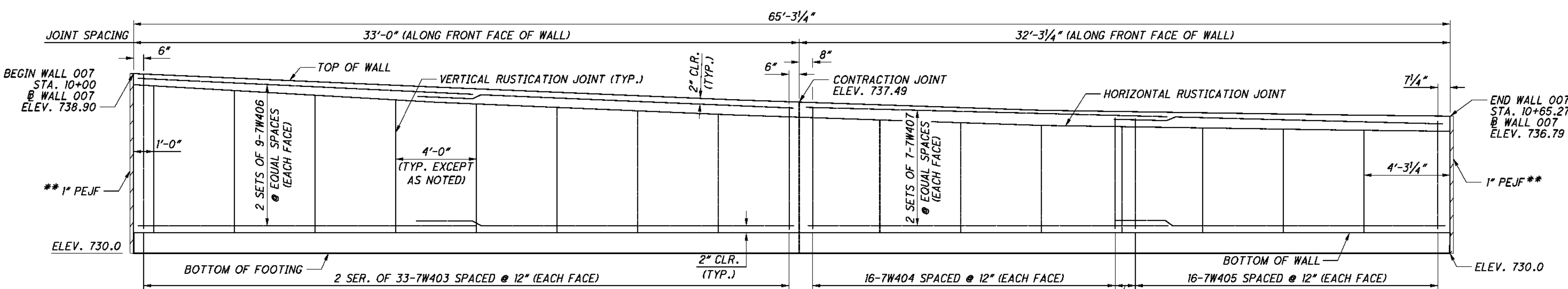
*** 2 SETS OF 3-7W409 @ 12" (TOP AND BOTTOM)

**** PLACE 1" PEJF WHERE THE NEW RETAINING WALL AND FOOTING MEET THE EXISTING WALL AND FOOTING.

REQUIRED MINIMUM LAP LENGTH	
NO. 4	2'-9"



FOOTING PLAN



DEVELOPED WALL ELEVATION

(FRONT FACE OF WALL SHOWN)

NOTES:

1. FOR REINFORCING SCHEDULE AND TYPICAL SECTION, SEE SHEET 2/4.
2. FIELD BEND HORIZONTAL BARS IN WALL OR FOOTING AS NEEDED.
3. FOR CONTRACTION JOINT DETAIL, SEE SHEET 4/4.
4. INCREASE LAP LENGTH AS REQUIRED TO MEET SPECIFIED CLEARANCE.

DESIGN AGENCY: HNTB, 330 W. Spring Street, Suite 310, Columbus, OH 43215-2390

DESIGNED NJ | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/24/12 | STRUCTURE FILE NUMBER

MISCELLANEOUS DETAILS - 2

RETAINING WALL 007

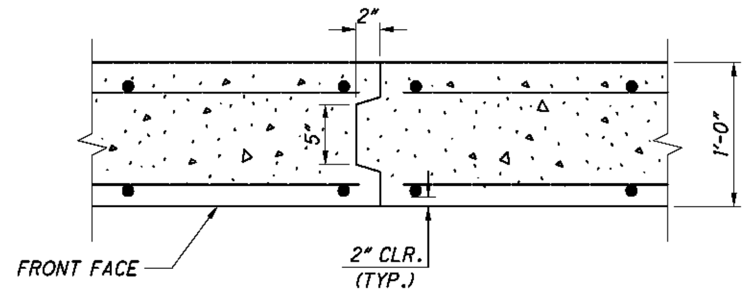
INTERSECTION OF VISTA VIEW AND THIRD STREET

MOT-75-12.00

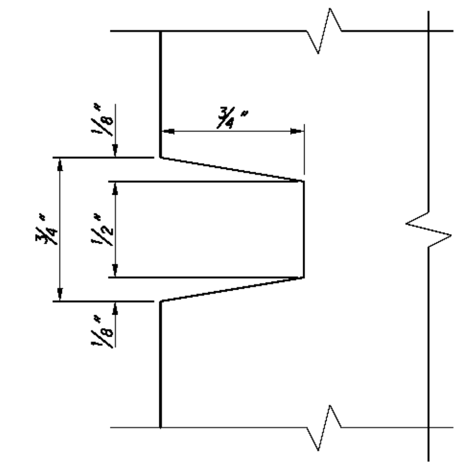
PID No. 77247

3/4

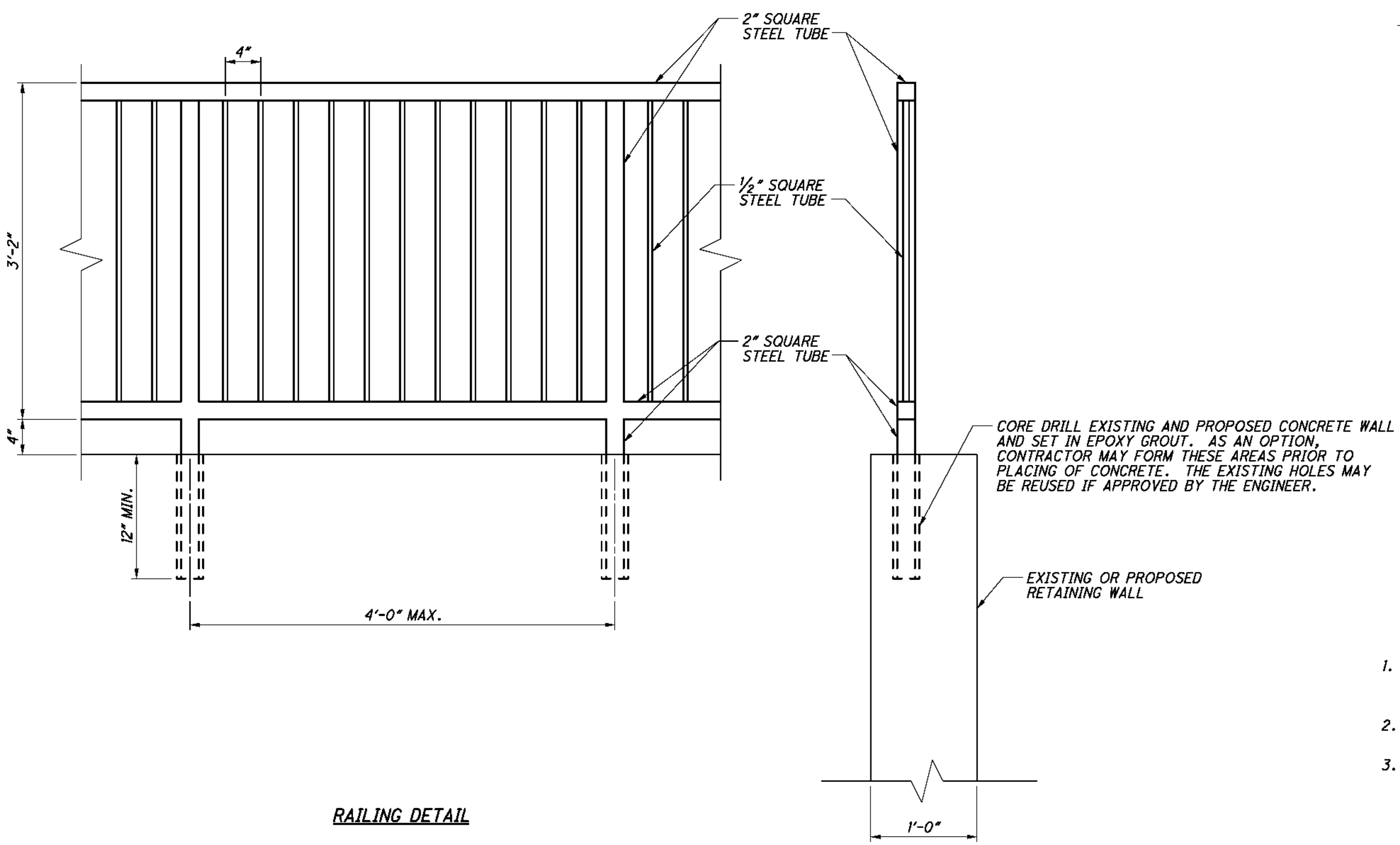
811/1565



CONTRACTION JOINT DETAIL



RUSTICATION JOINT



RAILING DETAIL

NOTES:

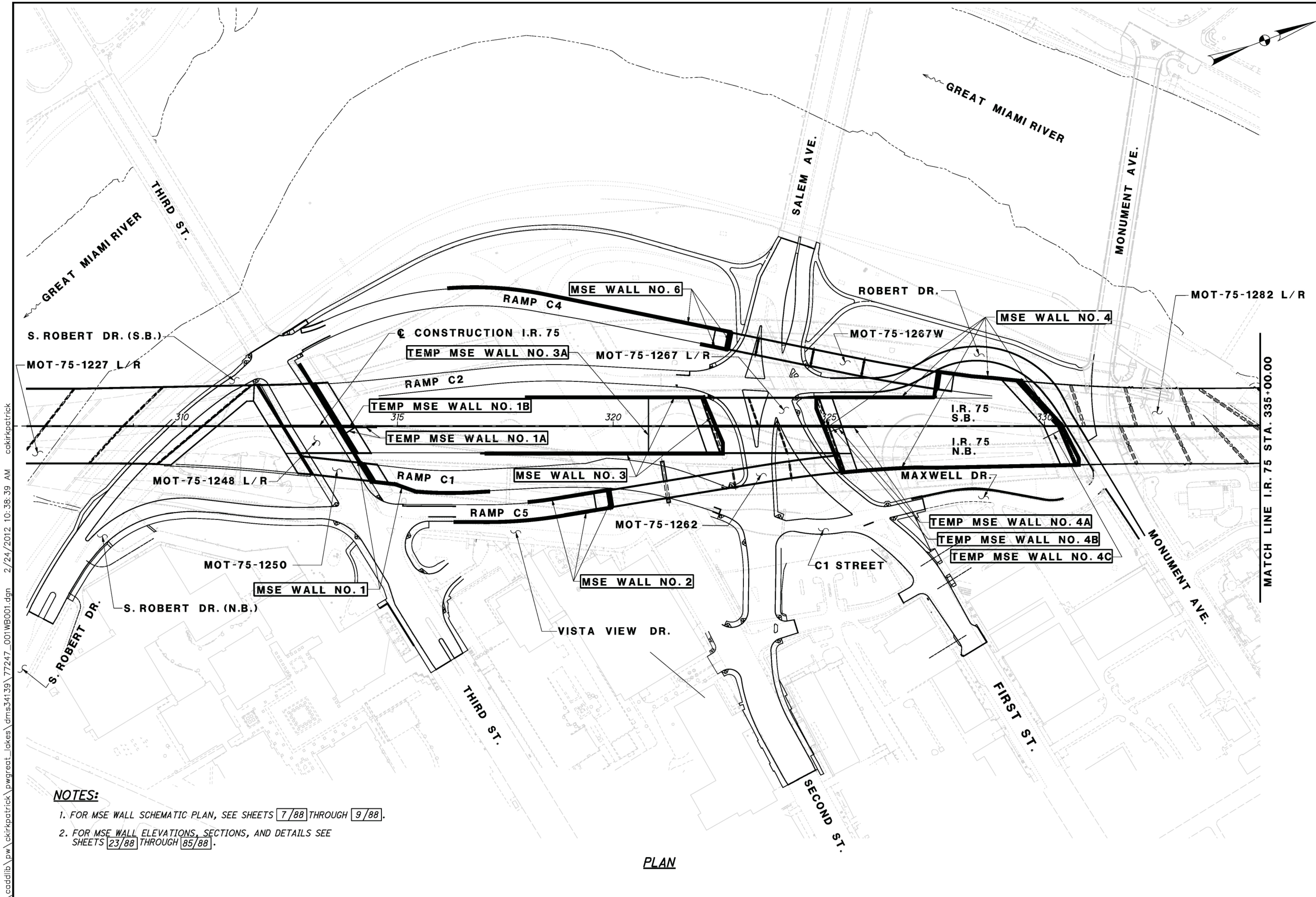
1. STRUCTURAL STEEL TUBING SHALL BE ASTM A500, GRADE B OR ASTM 501.
2. EPOXY RESIN SHALL BE AS PER 705.20.
3. DETAILS OF THE RAILING HAVE BEEN TAKEN FROM THE EXISTING PLANS OF THE MONTGOMERY COUNTY ADMINISTRATION BUILDING LOADING DOCK ENHANCEMENT PROJECT. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING DIMENSIONS AND ADJUST THE PLAN DIMENSIONS TO MATCH AS REQUIRED.
4. THE FINISH SHALL MATCH THE FINISH OF THE EXISTING RAILING ALONG PROPOSED VISTA VIEW DRIVE.
5. RAILING SHALL BE INSTALLED ON THE ENTIRE LENGTH OF THE PROPOSED WALL AND ON THE 7 FOOT PORTION OF THE EXISTING WALL WHERE THE RAILING IS SHOWN TO BE REMOVED.

DESIGN AGENCY
HNTB
330 W. Spring Street, Suite 310
Columbus, OH 43215-2390

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/24/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JOL			

MISCELLANEOUS DETAILS - 3
RETAINING WALL 007
INTERSECTION OF VISTA VIEW AND THIRD STREET

MOT-75-12.00
PID No. 77247



NOTES:

1. FOR MSE WALL SCHEMATIC PLAN, SEE SHEETS 7/88 THROUGH 9/88.
2. FOR MSE WALL ELEVATIONS, SECTIONS, AND DETAILS SEE SHEETS 23/88 THROUGH 85/88.

PLAN

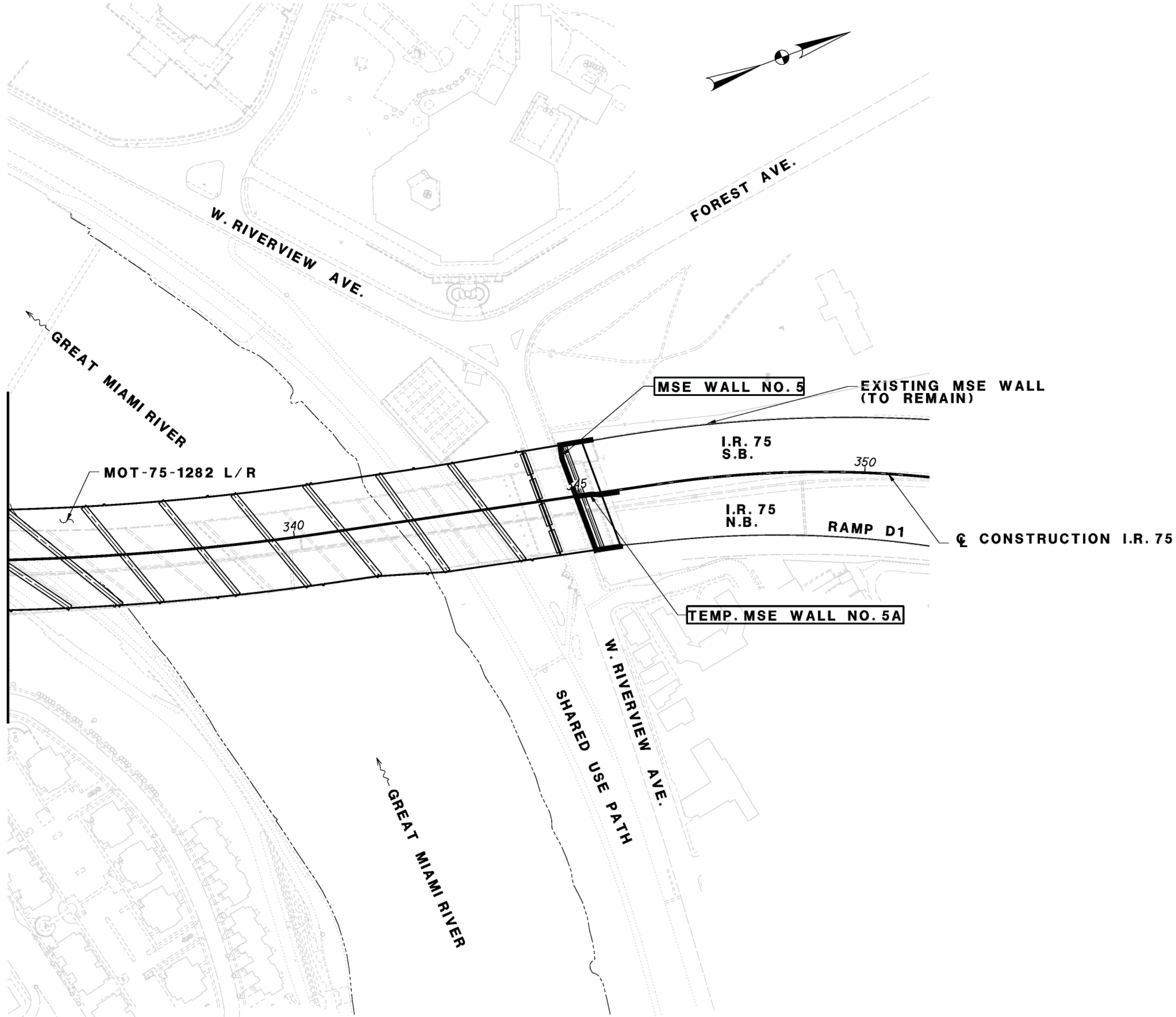
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL KEY PLAN

MOT-75-12.00

PID No. 77247



PLAN

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL KEY PLAN

MOT-75-12.00
PID No. 77247

GENERAL NOTES - MSE WALLS AND TEMPORARY MSE WALLS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

840	DATED	7/20/12
898	DATED	7/20/12

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION-2002, AND THE ODOT BRIDGE DESIGN MANUAL, 2004.

DESIGN DATA

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (CIP COPING)

CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4000 PSI (MOMENT SLAB)

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (PARAPET & OVERHEAD SIGN STRUCTURE PILASTER)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

UTILITY LINES:

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

WALL DESIGN CRITERIA:

THE ALLOWABLE BEARING CAPACITY FOR EACH WALL IS LISTED IN THE TABLE BELOW:

ALLOWABLE BEARING CAPACITIES

MSE WALL NUMBER	WALL LIMITS FROM STA.	TO STA.	
1	48+34.69	49+64.00	6,800
	49+64.00	54+25.00	5,100
2	46+22.19	48+00.00	3,900
	48+00.00	50+75.00	5,100
	50+75.00	52+17.02	3,900
3	43+71.76	49+75.00	6,100
	49+75.00	51+00.00	6,500
	51+00.00	54+81.80	6,200
4	49+00.64	53+40.00	5,300
	53+40.00	56+00.00	7,600
	56+00.00	59+50.00	6,100
	59+50.00	60+75.00	2,900
	60+75.00	62+25.00	8,100
	62+25.00	63+75.00	9,100
	63+75.00	64+04.47	5,300
5	48+51.96	51+52.40	4,600
6	49+13.68	51+50.00	7,400
	51+50.00	52+75.00	6,200
	52+75.00	56+76.48	5,900

MINIMUM SOIL REINFORCEMENT LENGTHS:

PROVIDE MINIMUM SOIL REINFORCEMENT LENGTHS ACCORDING TO SUPPLEMENTAL SPECIFICATION 840.04 EXCEPT FOR A PORTION OF MSE WALL NO. 4. THE MINIMUM SOIL REINFORCEMENT LENGTHS FOR MSE WALL NO. 4 ARE AS FOLLOWS:

MSE WALL NO. 4: THE MINIMUM SOIL REINFORCEMENT LENGTH SHALL BE 0.80H, BUT NOT LESS THAN 8 FT FROM WALL STA. 49+00.64 TO WALL STA. 51+50.00.

H = THE WALL HEIGHT AS DETERMINED ACCORDING TO SS 840.04.

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF THE MECHANICALLY STABILIZED EARTH (MSE) WALLS IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENTS AND INDEPENDENT RETAINING WALLS. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE UNFACTORED HORIZONTAL STRIP LOADS FROM THE SUPERSTRUCTURES LISTED IN THE TABLE ON THIS SHEET, APPLIED PERPENDICULAR TO THE FACE OF THE WALL AT THE BASE OF THE CONCRETE FOOTING.

BRIDGE SUPERSTRUCTURE LOADINGS

MSE WALL	BRIDGE NO.	LOCATION	HORIZONTAL LOAD (K/FT)
NO. 1	MOT-75-1248 L/R	FORWARD ABUTMENT	3.35
NO. 1	MOT-75-1250	FORWARD ABUTMENT	3.35
NO. 2	MOT-75-1262	REAR ABUTMENT	3.40
NO. 3	MOT-75-1267 L/R	REAR ABUTMENT	1.90
NO. 4	MOT-75-1282 L	REAR ABUTMENT	7.66
NO. 4	MOT-75-1282 R	REAR ABUTMENT	9.54
NO. 4	MOT-75-1267 W	FORWARD ABUTMENT	4.01
NO. 4	MOT-75-1267 L/R	FORWARD ABUTMENT	2.50
NO. 4	MOT-75-1262	FORWARD ABUTMENT	3.80
NO. 5	MOT-75-1282 L	FORWARD ABUTMENT	3.64
NO. 5	MOT-75-1282 R	FORWARD ABUTMENT	2.94
NO. 6	MOT-75-1267 W	REAR ABUTMENT	2.67

ITEM 203 - EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT ITEM 203 EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE WALL BACKFILL IN FRONT OF AND BEHIND THE MSE WALLS, AND WHERE SHOWN ON THE PLANS, FOR EMBANKMENT FILL BELOW THE MSE WALLS.
THE DEPARTMENT WILL MEASURE WALL EMBANKMENT FOR BACKFILL IN FRONT OF AND BEHIND MSE WALLS ACCORDING TO THE PAYMENT LIMITS SHOWN ON THE MSE WALL SECTION SHEETS. PAYMENT WILL BE BOUNDED ABOVE BY THE EXISTING OR PROPOSED SUBGRADE, WHICHEVER IS LOWER. PAYMENT WILL BE BOUNDED BELOW BY THE WALL EXCAVATION PAYMENT LIMITS.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

SEALING OF MSE WALL PANELS, COPING AND PARAPET SHALL BE PER ITEM 512. THE TOP COAT COLOR FOR THE EPOXY-URETHANE SEALER SHALL MEET THE FOLLOWING STANDARD COLOR NUMBERS:

FS-595B-37778	LIGHT NEUTRAL
FS-595B-33578	TAN
FS-595B-12160	BROWNISH RED
FS-595B-14241	GREY/GREEN

THE COST OF SEALING THE ADDITIONAL SURFACE AREA OF THE AESTHETIC TREATMENT WILL BE CONSIDERED INCIDENTAL TO THIS ITEM. FOR LOCATIONS AND LIMITS OF FINISH COAT COLORS, SEE AESTHETIC WALL DETAIL SHEETS. CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EXPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.

ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN:

USE STANDARD PANELS WITH MAXIMUM DIMENSIONS OF 5 FEET HIGH X 10 FEET WIDE.

CONSTRUCTION CONSTRAINTS:
NO SEPARATE PAYMENT WILL BE MADE TO EXCAVATE AND RE-COMPACT MATERIAL NECESSARY TO PLACE THE TOP PANEL OF THE MSE WALLS, BUT THE COST THEREOF SHALL BE INCLUDED WITH ITEM 840 - MECHANICALLY STABILIZED EARTH WALL FOR PAYMENT.

IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840, THE CONTRACTOR IS RESPONSIBLE FOR CHECKING WALL PLUMBNESS EVERY 10 FOOT VERTICALLY. THE PLUMBNESS CHECKS SHALL BE SUBMITTED TO THE ENGINEER ON A WEEKLY BASIS.

MSE WALL STAGED CONSTRUCTION:
WALLS NO. 1, 3, 4 AND 5 WILL BE CONSTRUCTED IN STAGES.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN:

PLACE A GEOTEXTILE FABRIC MEETING THE REQUIREMENTS OF SS 840.03 BEFORE PLACING THE GRANULAR MATERIAL TYPE C TO THE DEPTHS SHOWN ON THE PLANS.

ITEM 840 - DRAINAGE PIPE, AS PER PLAN:

PROVIDE A MINIMUM SLOPE OF 1.00% ON ALL MSE WALL DRAINS UNLESS NOTED OTHERWISE. PIPE LOCATED OUTSIDE THE FACE OF THE MSE WALL PANEL SHALL BE INCLUDED WITH ROADWAY QUANTITIES FOR PAYMENT.

LOCATE THE PIPE AS CLOSE AS POSSIBLE TO THE TOP OF LEVELING PAD. IT MAY BE LOCATED ABOVE THE BOTTOM ROW REINFORCING STRAPS. HOWEVER, AT NO TIME SHALL THE PIPE BE LOCATED WITHIN ONE FOOT OF THE PROPOSED GROUNDLINE.

ITEM 840 - CONCRETE COPING, AS PER PLAN:

PROVIDE EPOXY COATED REINFORCING AND CLASS C CONCRETE AS SHOWN IN THE PLANS. CONCRETE AND REINFORCING STEEL IN THE COPING, ADDITIONAL CONCRETE AND REINFORCING STEEL AT ROADWAY FEATURES, PEJF BETWEEN COPING AND BARRIER, AND EXPANSION AND CONTRACTION JOINTS SHALL BE INCLUDED IN THE UNIT BID PRICE PER FOOT FOR THIS ITEM.

ITEM 840 - AESTHETIC SURFACE TREATMENT:

THE ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES OF MSE WALLS AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

MSE WALL PANELS SHALL HAVE A SURFACE FINISH WITH A MINIMUM OF 1" AND A MAXIMUM OF 1½" RELIEF. FOR RELIEF THICKNESSES, REFER TO THE AESTHETIC PLANS. ALL MSE WALL BASELINES ARE ALONG THE STRUCTURAL BACK FACE OF A 5½" INCH MINIMUM THICKNESS FACING PANEL.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8" X 18" (CENTER-TO-CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.
ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF A HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

FOR LOCATIONS, LIMITS OF SURFACE FINISH PATTERNS AND FURTHER DETAILS, SEE MSE WALL AESTHETIC DETAIL SHEETS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 840, AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL MSE WALL PANELS SHALL BE INCLUDED IN ITEM 840, MECHANICALLY STABILIZED EARTH WALLS, AS PER PLAN.

ITEM 898 - QC/QA CONCRETE, MISC.: CLASS QSC1, SUBSTRUCTURE (MOMENT SLAB):

THIS ITEM IS FOR THE CIP MOMENT SLAB. PAYMENT SHALL INCLUDE CONCRETE AND JOINT MATERIAL AT EACH END AND WITHIN THE LIMITS OF THE MOMENT SLAB. THE MOMENT SLAB EXPANSION AND CONTRACTION JOINTS SHOULD LINE UP WITH THE PARAPET EXPANSION AND CONTRACTION JOINTS AS WELL AS THE MSE WALL AND COPING SLIP JOINTS.

ITEM 898 -QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET):

THIS ITEM IS FOR THE CIP BARRIER MOUNTED ON THE MOMENT SLAB. PAYMENT SHALL INCLUDE CONCRETE AND JOINT MATERIAL AT EACH END AND WITHIN THE LIMITS OF THE CIP BARRIER. FOR DETAILS, SEE SHEETS 82/88 THROUGH 85/88.
PARAPET EXPANSION AND CONTRACTION JOINTS SHOULD LINE UP WITH THE MOMENT SLAB EXPANSION AND CONTRACTION JOINTS AS WELL AS THE MSE WALL AND COPING SLIP JOINTS.

ITEM 898 -QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET), AS PER PLAN:
THIS ITEM IS FOR THE CONCRETE FOR THE OVERHEAD SIGN STRUCTURE PILASTER. FOR PILASTER DETAILS, SEE SHEET 86/88.

UNDERPASS LIGHTING ON MSE WALLS:

MSE WALLS DO NOT SHOW THE LOCATIONS OF CONDUITS, DEVICES, AND LUMINAIRES FOR UNDERPASS LIGHTING AND DECORATIVE LIGHTING. REFER TO THE UNDERPASS LIGHTING AND DECORATIVE LIGHTING DETAIL SHEETS TO COORDINATE THE LOCATIONS OF THESE LIGHTING ELEMENTS WITH MSE WALL ITEMS. ANY CONDUIT POSITIONED IN SELECT GRANULAR BACKFILL AND THROUGH MSE WALL PANELS SHALL BE ENCASED IN PROTECTIVE CASING AS PER SECTION 301.7 OF THE ODOT BRIDGE DESIGN MANUAL. PAYMENT FOR THIS PROTECTIVE CASING SHALL BE INCIDENTAL TO THE COST OF UNDERPASS LIGHTING OR DECORATIVE LIGHTING.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED CAK | CHECKED AFN | DRAWN JEB | REVISED | REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

GENERAL NOTES - MSE WALLS
MSE WALL NOS. 1, 2, 3, 4, 5, AND 6
TEMPORARY MSE WALL NOS. 1A, 3A, 4A, 4B, AND 5A

MOT-75-12.00
PID No. 77247

GENERAL NOTES - MSE WALLS AND TEMPORARY MSE WALLS (CONT.)

ITEM SPECIAL - RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL:

1.0 GENERAL

THIS WORK CONSISTS OF DESIGNING THE INTERNAL STABILITY OF THE WALL; PREPARING SHOP DRAWINGS; AND FABRICATING AND CONSTRUCTING THE TEMPORARY WIRE FACED MSE WALL. THIS WORK ALSO INCLUDES EXCAVATION FOR THE WALL. IN THIS SPECIFICATION, THE SUBJECT "THE BIDDER" OR "THE CONTRACTOR" IS UNDERSTOOD. THE TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (TWFMSE) SHALL BE ONE OF THE FOLLOWING PROPRIETARY SYSTEMS OR AN APPROVED EQUAL:

TERRATREL WALL SYSTEM AND
RETAINED EARTH WIRE FACED MSE WALL SYSTEM
THE REINFORCED EARTH COMPANY
1444 NORTH FARNSWORTH AVE., SUITE 505
AURORA, IL 60505
(630) 898-3334

WELDED WIRE WALL SYSTEM
T&B STRUCTURAL SYSTEMS
6800 MANHATTAN BLVD., SUITE 304
FORT WORTH, TX 76120
(817) 507-0200

WELDED WIRE WALL SYSTEM
EARTH TEC, INC.
413 BROWING COURT
PURCELLVILLE, VA 20132
(703) 771-7305

WELDED WIRE WALL SYSTEM
HILFIKER RETAINING WALLS
1902 HILFIKER LANE
EUREKA, CA 98803
(707) 443-5093

WELDED WIRE WALL SYSTEM
TRICON RETAINED SOIL
15055 HENRY ROAD
HOUSTON, TX 77060
(877) 387-4266

2.0 MATERIALS

FURNISH THE TWFMSE WALL, INCLUDING THE SOIL REINFORCEMENT, WIRE FACING PANELS, SOIL RETENTION FABRIC, JOINT MATERIALS, AND ALL NECESSARY INCIDENTALS FROM ONE OF THE PROPRIETARY MANUFACTURERS LISTED IN SECTION 1.0 OR AN APPROVED EQUAL.

2.1 WIRE FACING

WIRE FACING SHALL BE SHOP FABRICATED OF COLD DRAWN STEEL WIRE CONFORMING TO THE MINIMUM REQUIREMENTS OF ASTM A-82 AND WELDED INTO THE FINISHED CONFIGURATION IN ACCORDANCE WITH ASTM A-185.

2.2 SOIL REINFORCEMENT

SOIL REINFORCEMENTS MAY BE A STEEL STRIP OR WELDED WIRE GRID CONFORMING TO ONE OF THE FOLLOWING:

A. STEEL CONFORMING TO ASTM A572, GRADE 65, AND SHAPED ACCORDING TO THE SHOP DRAWINGS. THE FASTENERS SHALL BE 1/2" DIAMETER, HEXAGONAL CAP SCREW BOLTS AND NUTS, CONFORMING TO 711.09 (ASTM A325).
B. WELDED WIRE MESH CONFORMING TO THE REQUIREMENTS OF 709.10.

2.3 SOIL RETENTION FABRIC

THE INSIDE OF THE TWFMSE WALL SHALL HAVE A RETENTION OR FILTER FABRIC PLACED WITH IN THE REINFORCED FILL AS SHOWN IN THE PLANS. RETENTION FABRIC SHALL BE A WOVEN POLYPROPYLENE FABRIC. ACCEPTABLE FABRICS INCLUDE "CARTHAGE MILLS - CARTHAGE 15%", "US FABRICS - US 1540", "MIRAFI FW 402" OR APPROVED EQUAL.

2.4 SELECT GRANULAR BACKFILL, AS PER PLAN

THE SELECT GRANULAR BACKFILL MATERIAL IN THE REINFORCED SOIL MASS SHALL BE CMS 304 AGGREGATE BASE OR CMS 703.11 STRUCTURAL BACKFILL, TYPE 2 AND MEETING THE REQUIREMENTS LISTED IN THE SUPPLEMENTAL SPECIFICATION 840.

3.0 DETAIL DRAWINGS

PREPARE DETAIL DRAWINGS AND DESIGN CALCULATIONS IN ACCORDANCE TO THESE SPECIFICATIONS AND THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION-2002. IN THE EVENT OF A CONFLICT, THIS SPECIFICATION WILL GOVERN.

THE DETAIL DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
A. A SITE PLAN FOR THE FULL LENGTH OF THE RETAINING WALL.
B. AN ELEVATION VIEW FOR THE FULL LENGTH OF THE RETAINING WALL THAT SHOWS THE ENDS OF THE WALL AND ANY CHANGES IN ELEVATION AT THE TOP OR BOTTOM OF THE WALL.
C. THE SOIL REINFORCEMENT LENGTHS.
D. REPRESENTATIVE CROSS-SECTIONS AT EACH DESIGN CHANGE.
E. ACTUAL BEARING PRESSURES.
F. ALLOWABLE BEARING PRESSURES.
G. DESIGN LIFE.
H. ANGLE OF INTERNAL FRICTION OF SELECT GRANULAR MATERIAL.

AN OHIO REGISTERED ENGINEER SHALL SIGN, SEAL, AND DATE THE DETAIL DRAWINGS, DESIGN CALCULATIONS, AND ACCEPTANCE LETTER PROVIDED BY THE STATE.

THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF WALL CONSTRUCTION, SUBMIT TO THE ENGINEER: TWO COPIES OF THE DETAIL DRAWINGS ON 11" x 17" SHEETS; TWO COPIES OF THE DESIGN CALCULATIONS; AND THE SIGNED ACCEPTANCE LETTER. THE ENGINEER WILL SUBMIT THE DRAWINGS, CALCULATIONS, AND ACCEPTANCE LETTER TO THE OFFICE OF STRUCTURAL ENGINEERING (OSE) FOR INFORMATION. DEPARTMENT APPROVAL IS NOT REQUIRED.

ITEM SPECIAL - RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL (CONT.):

ENSURE THAT THE SHOP DRAWINGS MEET THE REQUIREMENTS FOR MATERIALS, FIELD MEASUREMENTS, CONSTRUCTION REQUIREMENTS, AND CONTRACT REQUIREMENTS. COORDINATE DETAILS OF THE WORK TO BE PERFORMED BY OTHER ENTITIES ON THE PROJECT. THE DEPARTMENT WILL NOT MAKE ALLOWANCE FOR ADDITIONAL COST OR DELAYS TO THE CONTRACTOR FOR INCORRECT FABRICATION AS A RESULT OF FAILURE TO COORDINATE OR PERFORM THIS COORDINATION. SUBMIT TWO COPIES OF THE SHOP DRAWINGS ON 11" x 17" SHEETS TO THE ENGINEER WITH THE DELIVERY OF THE MATERIALS TO THE PROJECT. DEPARTMENT APPROVAL OF THE SHOP DRAWINGS IS NOT REQUIRED.

4.0 CONSTRUCTION REQUIREMENTS

4.1 WALL EXCAVATION

PERFORM WALL EXCAVATION TO THE BOTTOM OF THE REINFORCED SOIL MASS IN ACCORDANCE WITH CMS 503.

4.2 FOUNDATION PREPARATION
FOR A WIDTH EQUAL TO OR EXCEEDING THE WIDTH OF THE REINFORCED SOIL MASS, LEVEL AND COMPACT THE FOUNDATION SOIL ACCORDING TO ITEM 203.05.

4.3 WALL ERECTION

FOR VERTICAL WALLS, VERTICAL TOLERANCES (PLUMBNESS) AND HORIZONTAL ALIGNMENT TOLERANCES SHALL NOT EXCEED 2 INCHES WHEN MEASURED ALONG A 10 FOOT STRAIGHT EDGE. FOR VERTICAL WALLS, THE OVERALL VERTICAL TOLERANCE OF THE WALL (PLUMBNESS FROM TOP TO BOTTOM) SHALL NOT EXCEED 2 INCHES PER 10 FEET OF WALL HEIGHT.

PLACE SOIL REINFORCEMENT PERPENDICULAR TO THE WALL FACING UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ATTACH THE REINFORCEMENT TO THE FACING AS DIRECTED BY THE MANUFACTURER'S GUIDELINES. PRIOR TO PLACEMENT OF THE GRANULAR BACKFILL, ENSURE THAT THE REINFORCEMENT IS CONTINUOUS FROM THE WIRE FACING TO THE END OF THE REINFORCING ZONE; PULLED TAUT WITH ENOUGH FORCE TO ELIMINATE WRINKLES OR FOLDS; AND HELD IN A MANNER APPROVED BY THE MANUFACTURER. DO NOT SPLICE THE SOIL REINFORCEMENT OR OPERATE EQUIPMENT DIRECTLY ON THE SOIL REINFORCEMENT.

4.4 SELECT GRANULAR BACKFILL PLACEMENT

PLACE THE SELECT GRANULAR BACKFILL MATERIAL LEVEL UP TO THE ELEVATION OF THE SOIL REINFORCEMENT BEFORE ATTACHING TO THE WIRE FACING. ATTACH AND PLACE SOIL REINFORCEMENTS ACCORDING TO THE RECOMMENDATIONS OF THE MANUFACTURER.

CONSTRUCT THE REINFORCED SOIL MASS ACCORDING TO CMS 203.06 AND 203.07. PLACE THE SELECT GRANULAR BACKFILL IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, BUT NOT TO EXCEED LOOSE LIFTS OF 10 INCHES. DECREASE THE LIFT THICKNESS AS NECESSARY TO OBTAIN THE SPECIFIED DENSITY.
AT THE END OF EACH DAY'S OPERATIONS, SHAPE THE LAST LEVEL OF BACKFILL TO RAPIDLY DIRECT RAIN WATER RUNOFF AWAY FROM THE WALL FACE. DO NOT ALLOW SURFACE RUNOFF FROM ADJACENT AREAS TO ENTER THE WALL CONSTRUCTION SITE.

COMPACT THE REINFORCED ZONE OF FILL WITHOUT DISTURBING OR DISTORTING THE SOIL REINFORCEMENT AND WIRE FACING. PLACE THE BACKFILL MATERIAL WITHIN 3 FEET OF THE BACK SIDE OF THE FACING IN 6 TO 8 INCH THICK LIFTS AND COMPACT THIS AREA BY AT LEAST 3 PASSES OF A LIGHT MECHANICAL TAMPER. THIS AREA DOES NOT HAVE TO SATISFY DENSITY TEST REQUIREMENTS.

4.5 EMBANKMENT CONSTRUCTION

CONSTRUCT EMBANKMENT WITHIN THE PLAN SPECIFIED LIMITS OF THE PROPRIETARY WALL EMBANKMENT AND OUTSIDE THE PLAN SPECIFIED LIMITS OF THE SELECT GRANULAR BACKFILL MATERIAL, ACCORDING TO CMS 203.

5.0 PROJECT INSPECTION

HIRE AN INDEPENDENT SOILS CONSULTANT TO ENSURE THE PLACEMENT AND COMPACTION OF THE SELECT GRANULAR BACKFILL MATERIAL IS IN COMPLIANCE WITH THE REQUIREMENTS OF THIS SPECIFICATION. THE SOILS CONSULTANT SHALL PROVIDE THE ENGINEER WITH TWO COPIES OF ALL INSPECTION REPORTS SIGNED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER.

THE ENGINEER WILL INSPECT THE MATERIAL DELIVERED TO THE SITE; REVIEW CERTIFIED TEST DATA; MONITOR THE ERECTION OF THE STRUCTURE AND PLACEMENT OF THE SELECT GRANULAR BACKFILL MATERIAL; AND CONSULT WITH THE SOILS CONSULTANT AND THE PROPRIETARY WALL MANUFACTURER AS NECESSARY FOR ACCEPTANCE TO THE REQUIREMENTS OF THIS SPECIFICATION.

6.0 DESIGN REQUIREMENTS FOR TEMPORARY WIRE FACED MSE WALLS

THE DESIGN OF THE TWFMSE WALL SHALL BE IN STRICT CONFORMANCE WITH THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION-2002, AND THE DESIGN REQUIREMENTS LISTED BELOW:

A. THE DESIGN SHALL MEET ALL PLAN REQUIREMENTS. THE RECOMMENDATIONS OF THE WALL SYSTEM SUPPLIERS SHALL NOT OVERRIDE THE MINIMUM PERFORMANCE REQUIREMENTS SHOWN HEREIN. OTHER SYSTEMS OFFERED BY THE APPROVED SUPPLIER SHALL NOT BE SUBMITTED IN LIEU OF THE SYSTEM WHICH IS CALLED FOR IN THE PLANS.

B. ONE HUNDRED PERCENT OF THE STEEL REINFORCING STRIPS WHICH ARE DESIGNED AND PLACED IN THE REINFORCED EARTH VOLUME SHALL EXTEND TO AND BE CONNECTED TO THE WIRE FACING ELEMENT AS RECOMMENDED BY THE MANUFACTURER. THE DEPARTMENT WILL ALLOW FIELD CUTTING OR BENDING OF THE SOIL REINFORCEMENT WHERE IT INTERFERES WITH AN OBSTACLE, PROVIDED THAT THE MANUFACTURER AND THE ENGINEER APPROVE OF THE CUTTING AND A DETAIL FOR THE PARTIAL REMOVAL OF THE REINFORCEMENT HAS BEEN DESIGNED AND SHOWN IN THE PLANS AND APPROVED SHOP DRAWINGS.

C. UNDER SERVICE LOADS, THE MINIMUM FACTOR OF SAFETY AT THE CONNECTION BETWEEN THE WIRE FACING AND THE STEEL REINFORCING STRIPS SHALL BE 1.5. THE MINIMUM FACTOR OF SAFETY AGAINST REINFORCEMENT PULLOUT SHALL BE 1.5 AT 1/2" DEFORMATION. THE MAXIMUM ALLOWABLE REINFORCEMENT TENSION SHALL NOT EXCEED TWO-THIRDS OF THE CONNECTION STRENGTH DETERMINED AT 1/2" DEFORMATION.

D. COMPUTE THE COEFFICIENT OF LATERAL EARTH PRESSURE Ka AND THE APPLICATION OF THE LATERAL FORCES TO THE REINFORCED SOIL MASS FOR EXTERNAL STABILITY ANALYSIS USING THE COULOMB METHOD, BUT ASSUMING NO WALL FRICTION.

E. SOIL PARAMETERS FOR USE IN DESIGN ARE AS FOLLOWS:

FILL ZONE	TYPE OF SOIL	SOIL UNIT WEIGHT (KCF)	FRICTION ANGLE	COHESION (KSF)
REINFORCED ZONE	COMPACTED GRANULAR EMBANKMENT LESS THAN 15% P200 MATERIAL	0.120	34°	0.0
RETAINED ZONE	ON SITE SOIL VARYING FROM SILTY SAND TO SANDY LEAN CLAY	0.120	30°	0.0

ITEM SPECIAL - RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL (CONT.):

F. THE ALLOWABLE REINFORCEMENT TENSION OF STEEL (INEXTENSIBLE) REINFORCEMENT ELEMENTS FOR STRUCTURAL DESIGN AND CONNECTION (PULLOUT) DESIGN SHALL BE BASED ON THE THICKNESS OF THE ELEMENTS AT THE END OF THE STRUCTURE'S DESIGN LIFE. IN ESSENCE, THE MINIMUM THICKNESS OF THE REINFORCEMENT ELEMENTS SHALL BE THAT THICKNESS WHICH WILL PROVIDE FOR THE STRUCTURAL REQUIREMENT PLUS THE SACRIFICED THICKNESS AT THE END OF THE DESIGN LIFE.

G. THE DESIGN LIFE OF THE TEMPORARY WIRE FACED MSE WALL SHALL BE THREE YEARS. STEEL ELEMENTS FOR THIS WALL ARE NOT REQUIRED TO BE GALVANIZED OR EPOXY COATED.

H. COMPUTE THE INTERNAL STABILITY, INCLUDING DEFINITION OF FAILURE PLANE AND LATERAL EARTH PRESSURE COEFFICIENT, FOR PROPRIETARY WALL MANUFACTURER ACCORDING TO AASHTO 5.8.4.1, INCLUDING THE USE OF THE COHERENT GRAVITY METHOD.

I. THE WALL HEIGHT FOR DESIGN PURPOSES SHALL BE MEASURED FROM THE BOTTOM OF THE WIRE FACING UNIT TO THE ELEVATION OF THE TOP WIRE FACING UNIT AT THE FACE OF THE WALL. WHEN THE WALL IS RETAINING A SLOPING SURCHARGE, THEN THE WALL HEIGHT SHALL BE DEFINED AS THE EQUIVALENT DESIGN HEIGHT (H) AS SHOWN IN AASHTO FIGURE 5.8.2.B. THE MINIMUM REINFORCING STRIP LENGTH SHALL BE 70 PERCENT OF THE WALL HEIGHT, AS APPROPRIATELY DEFINED FOR EITHER A LEVEL OR SLOPING BACKFILL, BUT NO LESS THAN THE MINIMUM STRIP LENGTH OF 8 FEET.

TEMP. MSE WALL NO. 4B: THE MINIMUM STRIP LENGTH SHALL BE 80 PERCENT OF THE WALL HEIGHT, BUT NO LESS THAN THE MINIMUM STRIP LENGTH OF 8 FEET.

J. THE YIELD STRENGTH (Fy) FOR THE METALLIC SOIL REINFORCEMENT SHALL BE 65 KSI.

K. THE ALLOWABLE BEARING CAPACITY FOR EACH TEMPORARY MSE WALL IS LISTED IN
THE TABLE BELOW:

ALLOWABLE BEARING CAPACITIES

TEMP. MSE WALL NUMBER	BEARING CAPACITY (PSF)
1A	5,100
1B	5,100
3A	6,100

ALLOWABLE BEARING CAPACITIES

TEMP. MSE WALL NUMBER	BEARING CAPACITY (PSF)
4A	5,300
4B	5,300
4C	5,300
5A	4,600

L. THE WALL SYSTEM SHALL ACCOMMODATE UP TO ONE PERCENT DIFFERENTIAL SETTLEMENT ALONG THE LENGTH OF THE WALL IN THE LONGITUDINAL DIRECTION.

M. COMPUTE THE VERTICAL STRESS AT EACH REINFORCEMENT LEVEL BY CONSIDERING LOCAL EQUILIBRIUM OF ALL THE FORCES ACTING ABOVE THE LEVEL UNDER INVESTIGATION. THE VERTICAL STRESS (BEARING PRESSURE) AT EACH REINFORCING LEVEL MAY BE COMPUTED USING THE MEYERHOF METHOD IN THE SAME MANNER AS THE BEARING PRESSURE COMPUTED FOR THE BASE OF THE WALL.

GENERAL NOTES - MSE WALLS AND TEMPORARY MSE WALLS (CONT.)

7.0 METHOD OF MEASUREMENT

THE DEPARTMENT WILL MEASURE THE TEMPORARY WIRE FACED MSE WALL SYSTEM AS A LUMP SUM.

8.0 BASIS OF PAYMENT

THE DEPARTMENT WILL PAY FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS REQUIRED TO DESIGN, FABRICATE, AND CONSTRUCT THE PROPOSED TEMPORARY MSE WALLS. THIS ITEM INCLUDES TEMPORARY FACING COMPONENTS, SOIL REINFORCEMENT, SELECT GRANULAR BACKFILL, FOUNDATION PREPARATION, AND RETAINING WALL REQUIRED IN ADDITION TO THOSE NEEDED FOR THE PERMANENT WALL SYSTEMS. PAYMENT FOR THIS ITEM SHALL INCLUDE THE EXTRA COST, IN EXCESS OF PERMANENT MSE WALL AND ROADWAY ITEM 203 COSTS, NECESSARY TO CONSTRUCT THE TEMPORARY MSE WALLS.

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

ITEM	UNIT	DESCRIPTION
SPECIAL	LUMP SUM	RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL

ITEM SPECIAL - SETTLEMENT PLATFORM:

SETTLEMENT PLATFORMS SHALL BE PLACED AT THE BOTTOM OF THE MSE WALL AT THE LOCATIONS INDICATED IN THE PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONTRACTOR HAS THE OPTION OF USING EITHER STEEL OR PLYWOOD PLATFORM BASE.

CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE WITH THE PVC SLEEVE THROUGH ENTIRE FILL.

SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.

SPECIFICATIONS:
DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER.

THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE OFFICE OF GEOTECHNICAL ENGINEERING, ATTENTION: GEOTECHNICAL DESIGN COORDINATOR, AFTER EACH SETTLEMENT READING IS RECORDED.

THE CONTRACTOR SHALL IDENTIFY, SET, AND MAINTAIN AN APPROPRIATE NUMBER OF FIXED BENCHMARKS, REFERENCE POINTS, ETC. TO FACILIATE THE SURVEYING OF THE SETTLEMENT PLATFORMS . ALL FIXED POINTS SHALL BE LOCATED NOT LESS THAN 150 FEET FROM TOE OF THE PROPOSED EMBANKMENT FILL AT ANY LOCATION.

MATERIALS:
SOUND LUMBER SUCH AS ¾" EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 2½" STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 3'-0" x 3'-0" X ⅛" MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION. THE PVC PIPE SHALL BE 3 ½" ϕ SCH 40.

CONSTRUCTION METHODS:
THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. IF EXISTING PAVEMENT IS ENCOUNTERED AT THE SPECIFIED LOCATIONS, THE PAVEMENT (INCLUDING ANY BASE MATERIAL) SHALL BE REMOVED AND THE SETTLEMENT PLATFORM SHALL BE SET ON THE EXPOSED SUBGRADE. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPE SHALL BE FIRMLY SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT INTERVALS TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL.

THE CONTRACTOR SHALL PROTECT SETTLEMENT PLATFORMS FROM CONSTRUCTION TRAFFIC/ACTIVITIES USING APPROPRIATE METHODS SUCH AS BARRICADES, CONES, ETC. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED. PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE.

PRIOR TO PAVING:
THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF TWO FEET BELOW THE FURNISHED SURFACE OF THE SUBGRADE OR FINISHED GROUND SURFACE, WHICHEVER IS APPLICABLE.

CRITERIA:
AS SOON AS THE SETTLEMENT INDICATORS ARE INSTALLED, THE ELEVATION OF EACH SETTLEMENT INDICATORS AND THE FILL HEIGHT BEHIND THE WALL SHALL BE SURVEYED AND THIS MEASUREMENT WILL SERVE AS THE "BASELINE" FOR FUTURE SETTLEMENT READINGS. THE ELEVATION OF THE SETTLEMENT INDICATORS AS WELL AS THE FILL HEIGHT BEHIND THE WALL SHALL BE RECORDED AT LEAST TWICE WEEKLY UNTIL THE FULL MSE WALL HEIGHT IS ACHIEVED AND THE ADJACENT SOIL IS BACK FILLED.

CRITERIA (CONT.):

THE SETTLEMENT MONITORING FREQUENCY SHALL THEN BE ADJUSTED TO ONCE WEEKLY AND CONTINUE AT THIS FREQUENCY UNTIL THE FOLLOWING THREE CRITERIA ARE MET: 1) WEEKLY SETTLEMENT MEASUREMENTS SHOW 1#4" OR LESS OF FOUR CONSECUTIVE WEEKS; 2) TOTAL SETTLEMENT DURING ANY LAST FOUR CONSECUTIVE WEEKS IS 1#2" OR LESS; AND 3) THE GEOTECHNICAL ENGINEER OF RECORD EVALUATES THE SETTLEMENT RATE AND CONFIRMS THAT THE PRIMARY CONSOLIDATION OR ELASTIC SETTLEMENT IS COMPLETE, THE RATE OF SETTLEMENT HAS STABILIZED, AND THAT THE REMAINING SETTLEMENT IS ESTIMATED TO BE TOLERABLE.

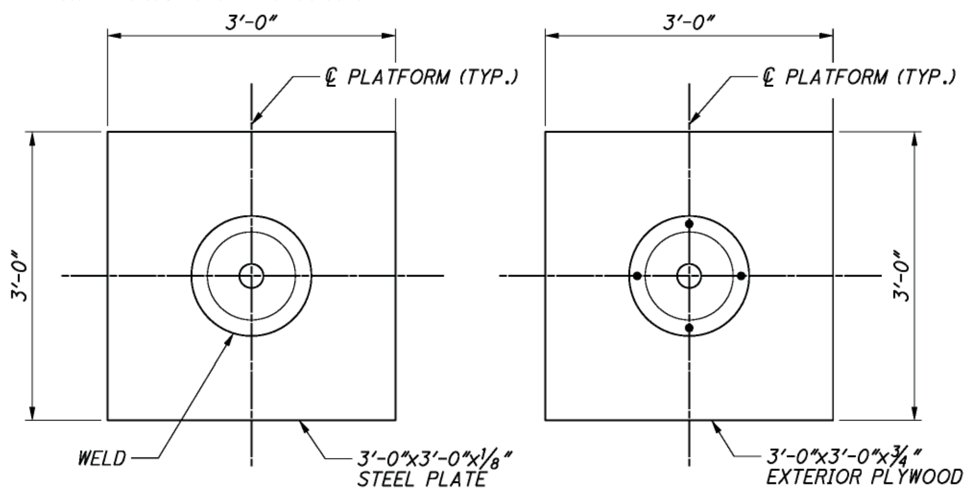
THE GEOTECHNICAL ENGINEER MAY CHANGE FREQUENCY OF THE SETTLEMENT READINGS AND THE SETTLEMENT CRITERIA FOR CONSTRUCTION AS DATA BECOMES AVAILABLE. SURVEY READINGS SHALL BE PROVIDED TO THE ENGINEER FOR EVALUATION AND DISPOSITION ONCE A WEEK DURING THIS MONITORING PERIOD.

FOR PILE DRIVING CONSTRAINTS SEE BRIDGE PLANS.

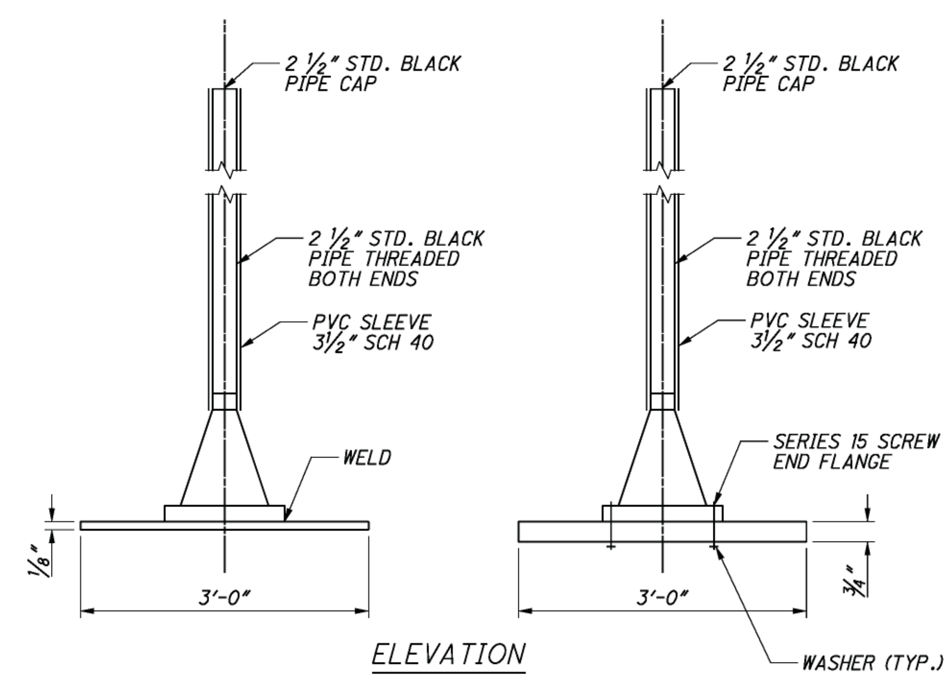
NO CONSTRUCTION OF STRUCTURES (INCLUDING FOUNDATIONS, PILE DRIVING, MSE WALL TOP PANELS, COPING, OR BARRIER AND MOMENT SLABS, ETC.) OR PAVING OF ROADWAYS SHALL BEGIN UNTIL CONFIRMATION HAS BEEN MADE FROM THE ENGINEER THAT THE SETTLEMENT CRITERIA HAVE BEEN MET.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH ITEM SPECIAL - SETTLEMENT PLATFORM WHICH IS COMPENSATION FOR CONSTRUCTING, MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK. PAYMENT WILL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS BECAUSE OF DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.



PLAN



ELEVATION

SETTLMENT PLATFORM DETAILS

SETTLEMENT PLATFORMS		
MSE WALL NO.	MSE WALL PLAN SHEET NO.	BRIDGE NO.
1	23/88	MOT-75-1248 L/R & MOT-75-1250
3	36/88	MOT-75-1267 L/R
5	61/88	MOT-75-1282 L

ABBREVIATIONS

@	AT	MH	MANHOLE
ADJ.	ADJUSTED	MAX.	MAXIMUM
A.P.P	AS PER PLAN	MIN.	MINIMUM
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS	MSE	MECHANICALLY STABILIZED EARTH
AVE.	AVENUE	NB	NORTHBOUND
℄	BASELINE	NF	NEAR FACE
BOT	BOTTOM	NO.	NUMBER
BRG	BEARING	NPCPP	NON-PERFORATED CORRUGATED PLASTIC PIPE
C	LONG CHORD	OFF.	OFFSET
CB	CATCH BASIN	P.C.	POINT OF CURVATURE
C.B.	CHORD BEAR	PCPP	PERFORATED CORRUGATED PLASTIC PIPE
CIP	CAST IN PLACE	PEJF	PREFORMED EXPANSION JOINT FILLER
C.J.	CONSTRUCTION JOINT	PERF	PERFORATED
℄	CENTERLINE	P.T.	POINT OF TANGENCY
CONSTR.	CONSTRUCTION	R	RADIUS
CU YD	CUBIC YARD	RT.	RIGHT
D	DELTA	R/W	RIGHT OF WAY
DIA.	DIAMETER	SB	SOUTHBOUND
E	EXTERNAL	SCH	SCHEDULE
EF	EACH FACE	SP	SETTLEMENT PLATFORM
EL.	ELEVATION	SQ FT	SQUARE FOOT
EXIST.	EXISTING	SQ YD	SQUARE YARD
FF	FAR FACE	STA.	STATION
FT.	FOOT	ST.	STREET
INV.	INVERT	STD	STANDARD
I.R.	INTERSTATE ROUTE	T	TANGENT
K/FT	KIP PER FOOT	TEMP.	TEMPORARY
L	LENGTH	TYP.	TYPICAL
LB	POUND		
LT.	LEFT		

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

GENERAL NOTES - MSE WALLS
MSE WALL NOS. 1, 2, 3, 4, 5, AND 6
TEMPORARY MSE WALL NOS. 1A, 3A, 4A, 4B, AND 5A

MOT-75-12.00
PID No. 77247

ESTIMATED QUANTITIES MSE WALLS

CALC. CAK | DATE 5/11 | CHK'D MSL | DATE 10/11

ITEM	ITEM EXT.	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	WALL NUMBER 1	2	3	4	5	6	AS PER PLAN REFERENCE SHEET
202	11000	70%	30%	LUMP		STRUCTURE REMOVED				LUMP			
203	20001	1,856	796	2,652	CU YD	EMBANKMENT, AS PER PLAN		68	2056	517		11	3/88
203	35110	5,232	2,242	7,474	CU YD	GRANULAR MATERIAL, TYPE B	1641	209	805	3521	1072	226	
SPECIAL	20365000	18	8	26	EA	SETTLEMENT PLATFORM	8		15		3		4/88 - 5/88
503	11100	70%	30%	LUMP		COFFERDAMS AND EXCAVATION BRACING			LUMP				
509	10000	123,691	53,010	176,701	LB	EPOXY COATED REINFORCING STEEL	13,839	28,676	53,429	43,311	225	37,221	
512	10101	7,720	3,309	11,029	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1,222	1,408	3,125	3,380	434	1,460	3/88
SPECIAL	61060000	70%	30%	LUMP		RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL	LUMP		LUMP	LUMP	LUMP		3/88 - 4/88
840	20001	63,578	27,247	90,825	SQ FT	MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	10,715	10,483	24,190	30,310	4,938	10,189	3/88
840	21000	25,258	10,825	36,083	CU YD	WALL EXCAVATION	5,277	7,370	2,940	12,671	1,986	5,839	
840	22001	7,616	3,264	10,880	SQ YD	FOUNDATION PREPARATION, AS PER PLAN	1,415	1,178	2,639	3,704	689	1,255	3/88
840	23000	44,291	18,982	63,273	CU YD	SELECT GRANULAR BACKFILL	7,549	6,517	18,099	22,509	3,429	5,170	
840	23050	18	8	26	CU YD	NATURAL SOIL	26						
840	25010	6,465	2,770	9,235	FT	6" DRAINAGE PIPE, PERFORATED	1,134	1,077	2,099	2,970	535	1,420	
840	25020	554	238	792	FT	6" DRAINAGE PIPE, NON-PERFORATED	42	115	128	282	100	125	
840	26001	3,396	1,456	4,852	FT	CONCRETE COPING, AS PER PLAN	590	595	1,110	1,504	290	763	3/88
840	26050	63,578	27,247	90,825	SQ FT	AESTHETIC SURFACE TREATMENT	10,715	10,483	24,190	30,310	4,938	10,189	
840	27000	6	2	8	DAY	ON-SITE ASSISTANCE							
840	28000	70%	30%	LUMP		SGB INSPECTION AND COMPACTION TESTING	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	
898	11000	328	140	468	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	37	76	142	113	1	99	
898	11001	3	1	4	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET), AS PER PLAN				4			86/88
898	98000	767	329	1,096	CU YD	QC/QA CONCRETE, MISC., CLASS QSC1, SUBSTRUCTURE (MOMENT SLAB)	87	177	333	266	1	232	

NOTE:

1. ITEM 202 STRUCTURE REMOVED INCLUDES THE REMOVAL OF THE EXISTING CIP RETAINING WALL AT MAXWELL DRIVE. SEE MSE WALL NO. 4 PLAN SHEETS $\boxed{45/88}$ AND $\boxed{46/88}$ FOR APPROXIMATE LIMITS OF THE EXISTING WALL TO BE REMOVED.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

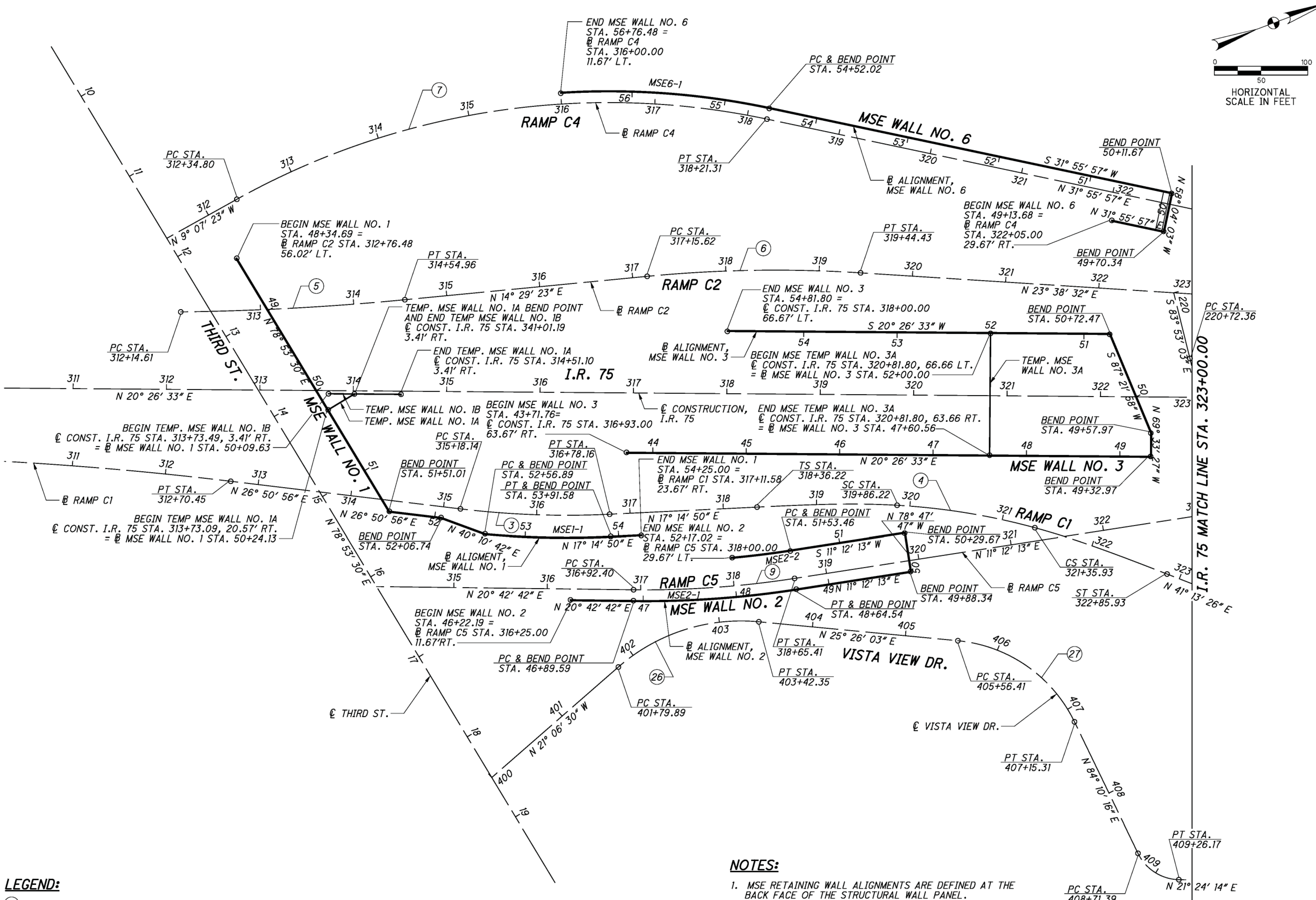
REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

DRAWN JEB REVISED

DESIGNED CAK CHECKED AFN

ESTIMATED QUANTITIES MSE WALLS

MOT-75-12.00 PID No. 77247



LEGEND:

(X) - ROADWAY HORIZONTAL CURVE DESIGNATION.
(SEE ROADWAY PLANS)

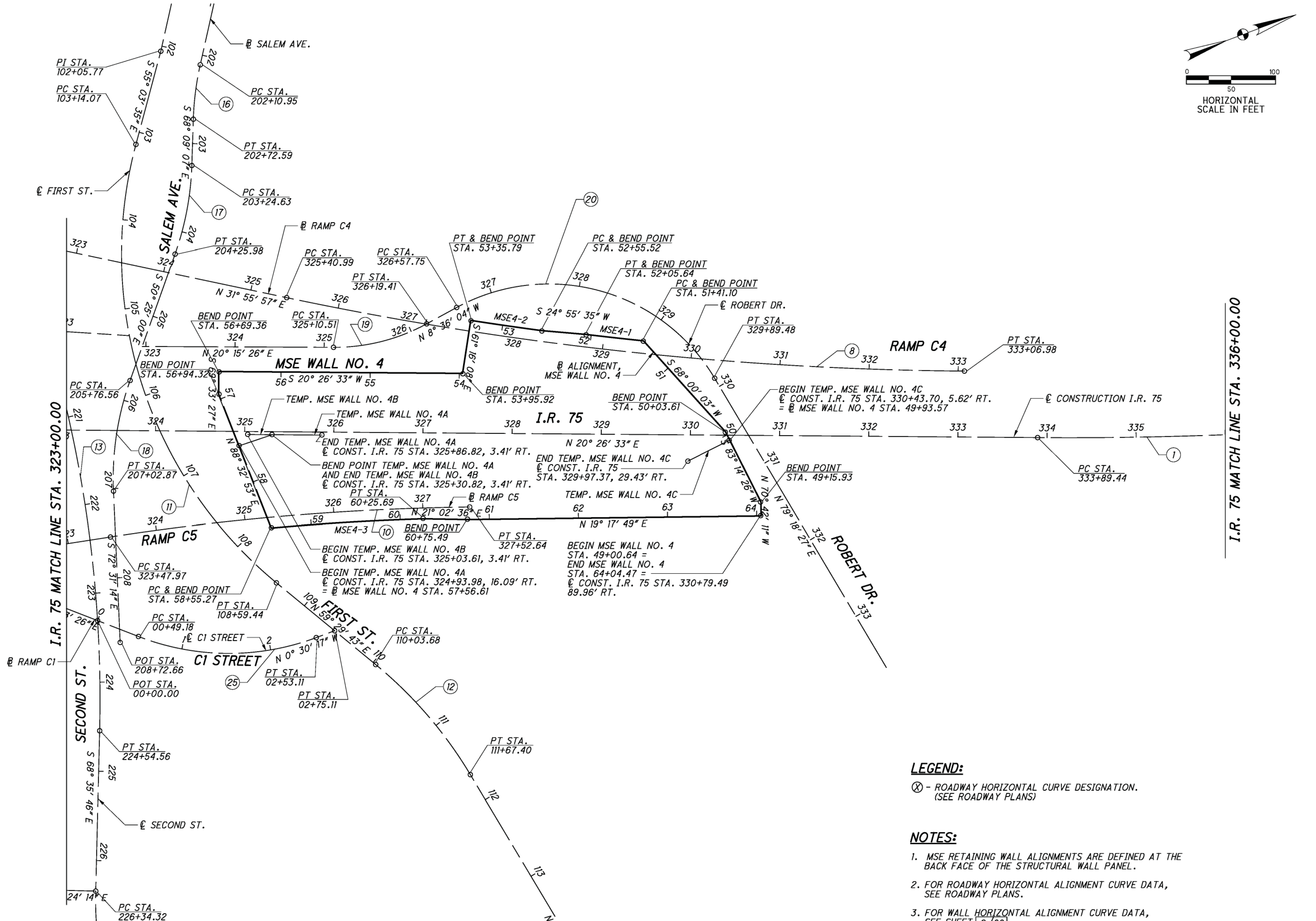
NOTES:

1. MSE RETAINING WALL ALIGNMENTS ARE DEFINED AT THE BACK FACE OF THE STRUCTURAL WALL PANEL.
2. FOR ROADWAY HORIZONTAL ALIGNMENT CURVE DATA, SEE ROADWAY PLANS.
3. FOR WALL HORIZONTAL ALIGNMENT CURVE DATA, SEE SHEET 9/88.

DESIGN AGENCY	TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113
REVIEWED	MSL
DATE	3/01/2012
STRUCTURE FILE NUMBER	
DRAWN	JEB
REVISED	
DESIGNED	CAK
CHECKED	DWC

WALL SCHEMATIC PLAN
I.R. 75 STA. 310+26.64 TO STA. 323+00.00

MOT-75-12.00
PID No. 77247



LEGEND:

Ⓧ - ROADWAY HORIZONTAL CURVE DESIGNATION. (SEE ROADWAY PLANS)

NOTES:

1. MSE RETAINING WALL ALIGNMENTS ARE DEFINED AT THE BACK FACE OF THE STRUCTURAL WALL PANEL.
2. FOR ROADWAY HORIZONTAL ALIGNMENT CURVE DATA, SEE ROADWAY PLANS.
3. FOR WALL HORIZONTAL ALIGNMENT CURVE DATA, SEE SHEET 9/88.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWC			

WALL SCHEMATIC PLAN
I.R. 75 STA. 323+00.00 TO STA. 336+00.00

MOT-75-12.00
PID No. 77247

8/88

820/1565

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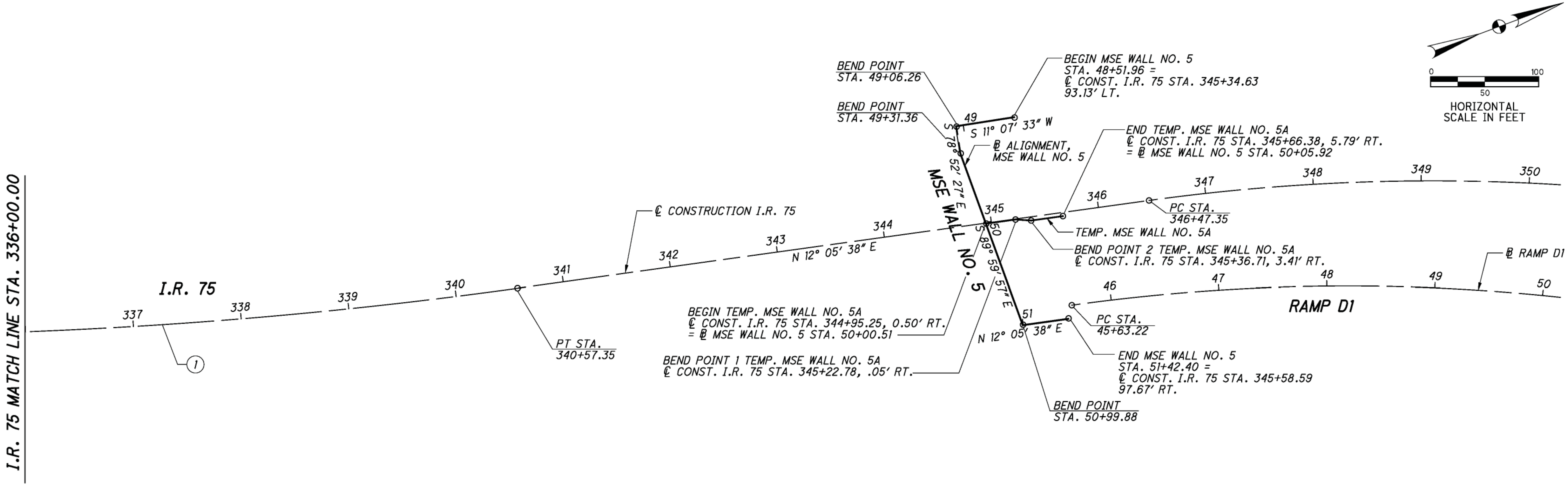


MSE WALL HORIZONTAL CURVE DATA

	MSE1-1	MSE2-1	MSE2-2	MSE4-1	MSE4-2	MSE4-3	MSE6-1
P.I.=	Sta. 53+24.34	Sta. 47+77.34	Sta. 51+85.25	Sta. 51+73.37	Sta. 52+95.66	Sta. 59+40.50	Sta. 55+64.94
D =	7° 53′ 10″ (LT)	9° 30′ 29″ (LT)	3° 35′ 52″ (RT)	0° 58′ 18″ (RT)	1° 12′ 28″ (RT)	3° 25′ 20″ (RT)	15° 29′ 29″ (LT)
Dc =	5° 51′ 18″	5° 26′ 21″	5° 39′ 40″	1° 30′ 19″	1° 30′ 17″	2° 00′ 29″	6° 54′ 56″
R =	978.60′	1,053.41′	1,012.07′	3,806.05′	3,808.05′	2,853.12′	830.18′
T =	67.45′	87.61′	31.79′	32.27′	40.14′	85.24′	112.92′
L =	134.69′	174.81′	63.55′	64.54′	80.28′	170.42′	224.46′
E =	2.32′	3.64′	0.50′	0.14′	0.21′	1.27′	7.64′
C =	134.59′	174.61′	24.69′	64.54′	80.28′	170.39′	223.78′
C.B. =	N 21° 11′ 25″ E	N 15° 57′ 27″ E	S 11° 54′ 09″ W	S 26° 21′ 48″ W	S 28° 12′ 09″ W	N 16° 31′ 56″ E	S 24° 11′ 12″ W
PC STA.	52+56.89	46+89.59	51+53.46	51+41.10	52+55.52	58+55.27	54+52.02
PT STA.	53+91.58	48+64.54	52+17.02	52+05.64	53+35.79	60+25.69	56+76.48

LEGEND:

(X) - ROADWAY HORIZONTAL CURVE DESIGNATION. (SEE ROADWAY PLANS)

NOTES:

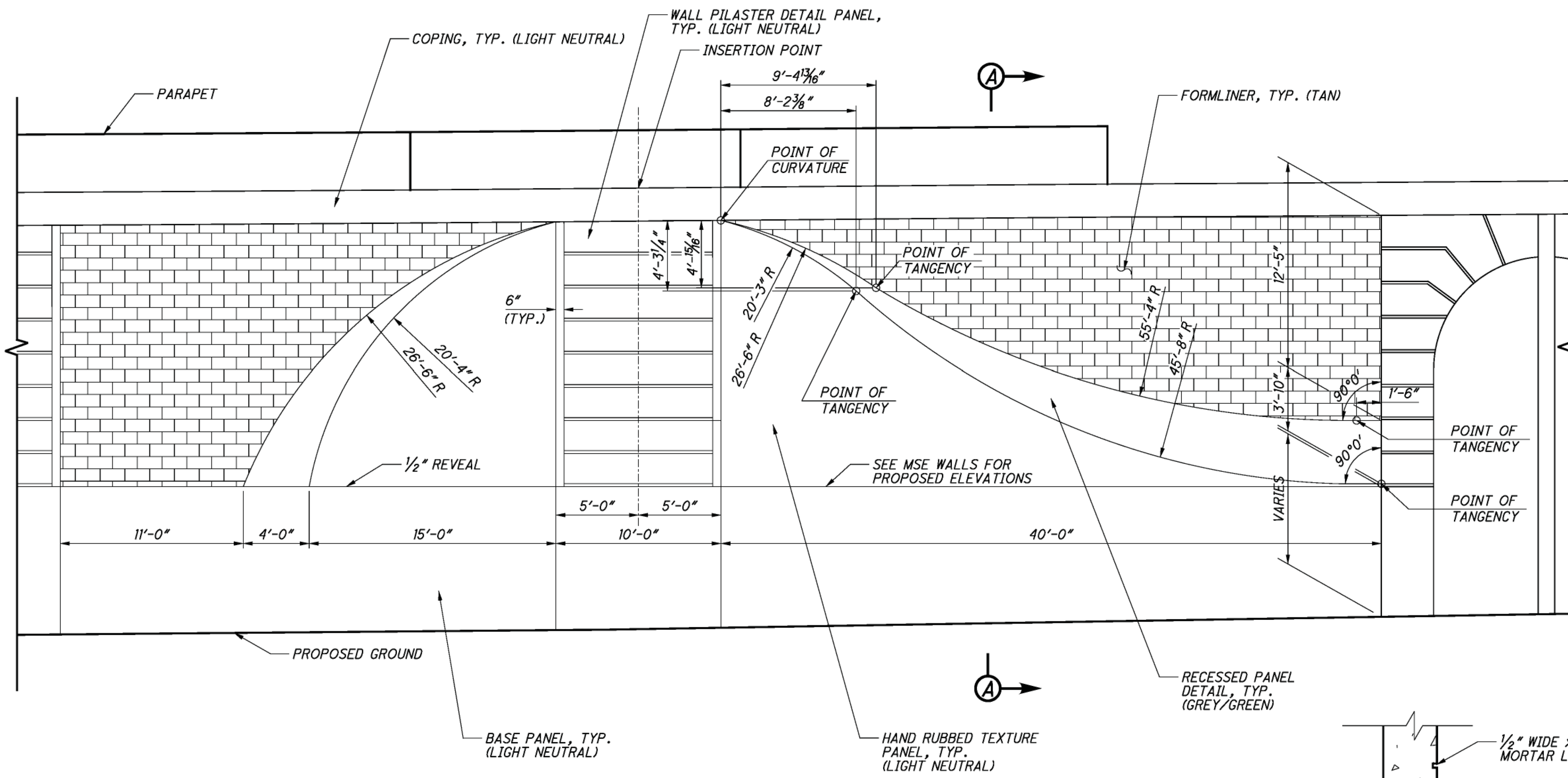
1. MSE RETAINING WALL ALIGNMENTS ARE DEFINED AT THE BACK FACE OF THE STRUCTURAL WALL PANEL.
2. FOR ROADWAY HORIZONTAL ALIGNMENT CURVE DATA, SEE ROADWAY PLANS.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

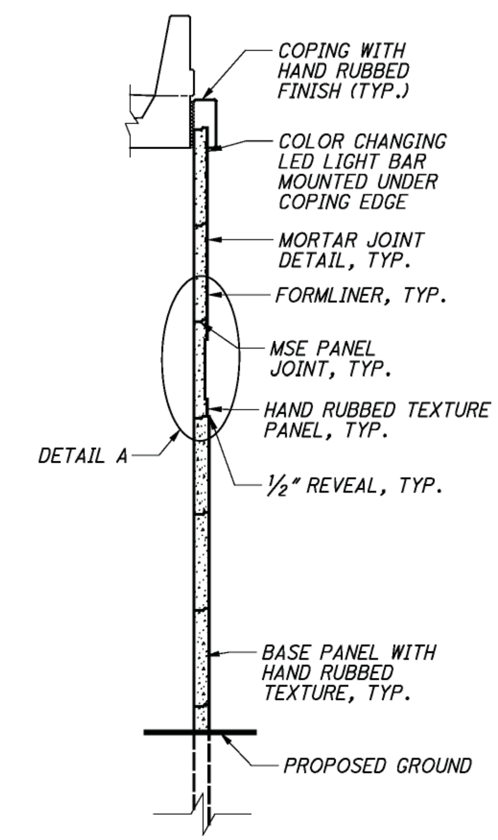
REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER
DRAWN JEB | REVISED
DESIGNED CAK | CHECKED DWC

WALL SCHEMATIC PLAN
I.R. 75 STA. 336+00.00 TO STA. 350+26.63

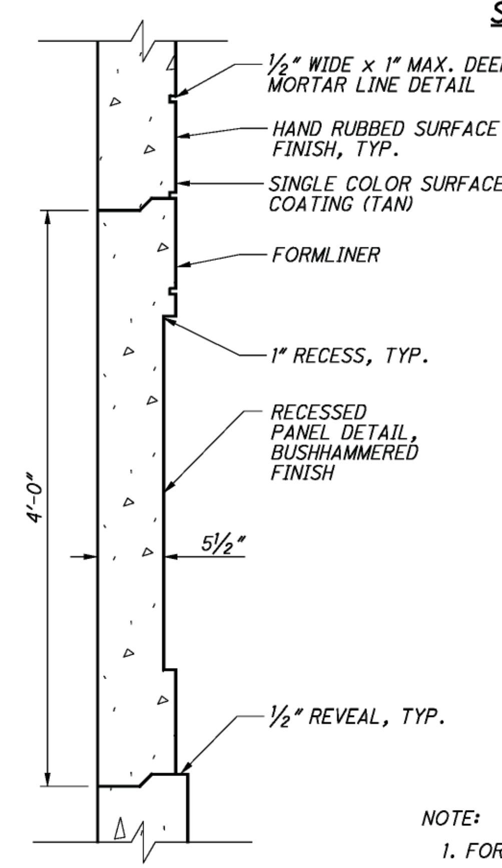
MOT-75-12.00
PID No. 77247



ELEVATION - MSE WALL AESTHETIC PANEL 1



SECTION A-A



DETAIL A

NOTE:

1. FOR WALL PILASTER DETAIL SEE SHEET 12/88.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
HNTB	HB	MSL	3/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NFF			

MSE WALL AESTHETIC DETAILS - I

MOT-75-12.00

PID No. 77247

10/88

822/1565

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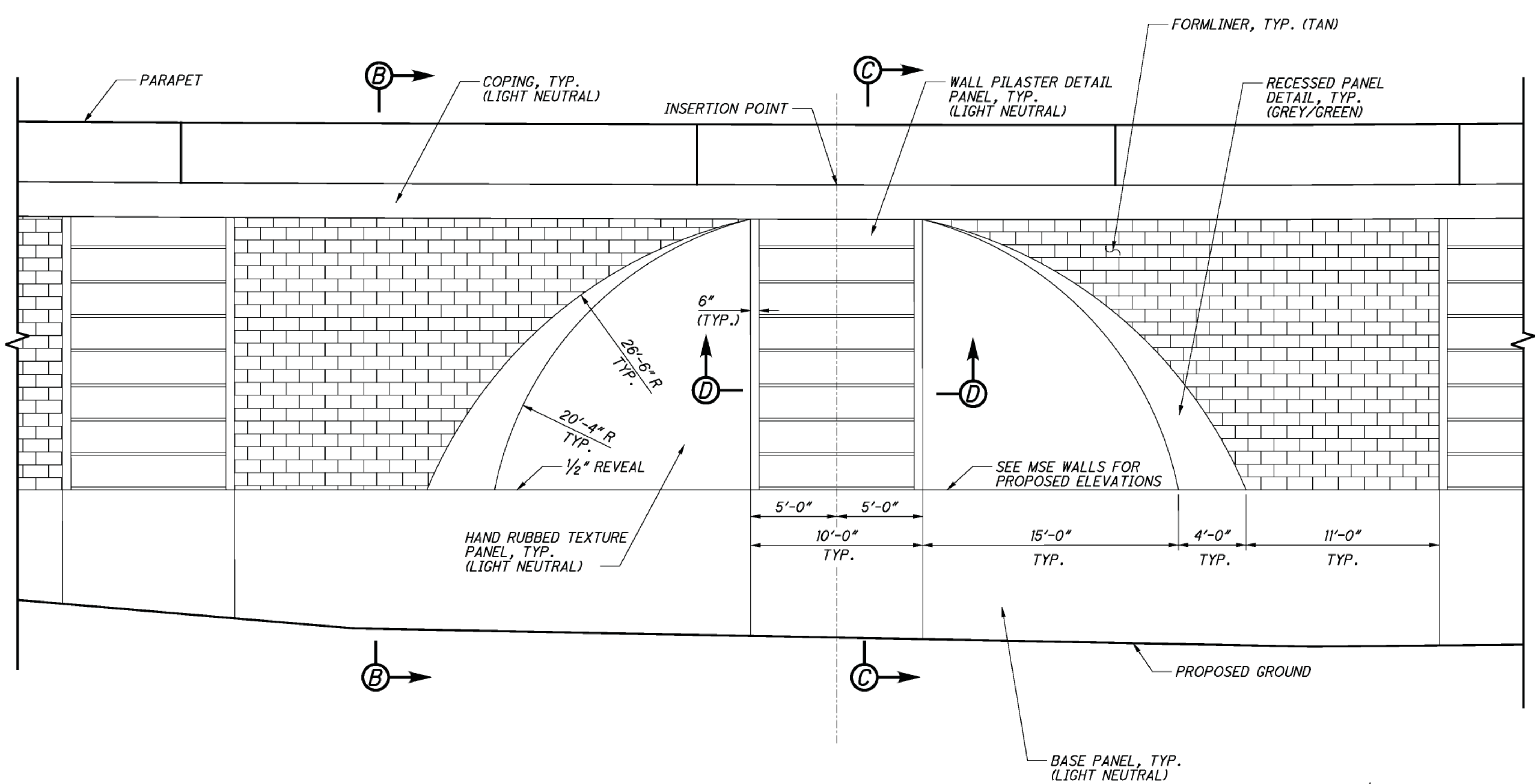
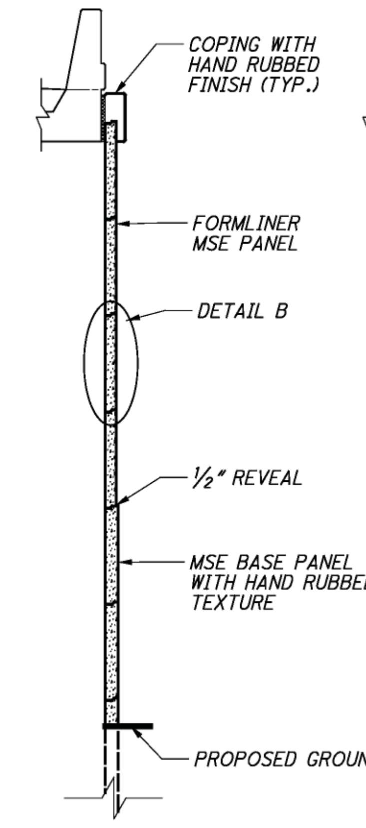
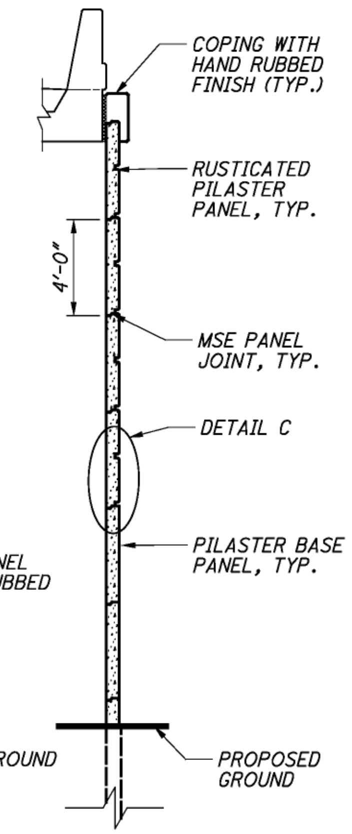


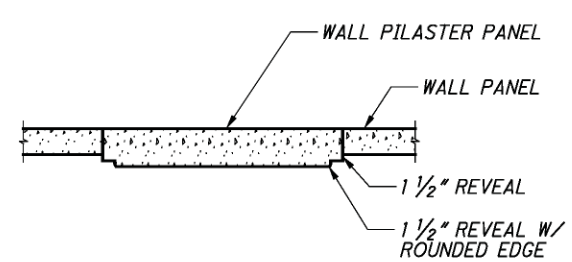
ELEVATION - MSE WALL AESTHETIC PANEL 2



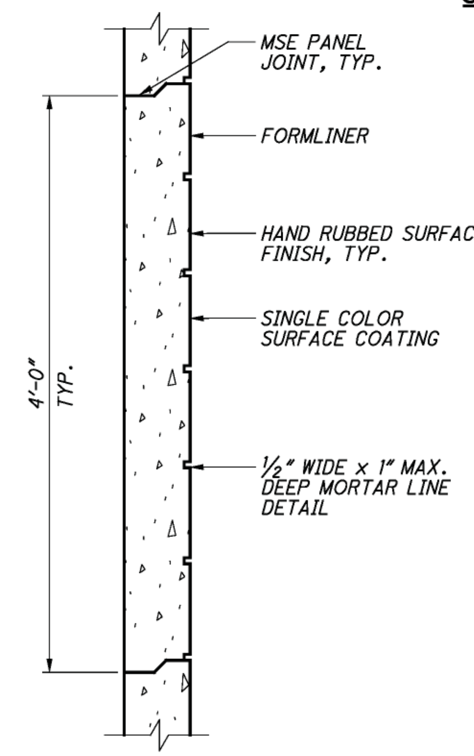
SECTION B-B



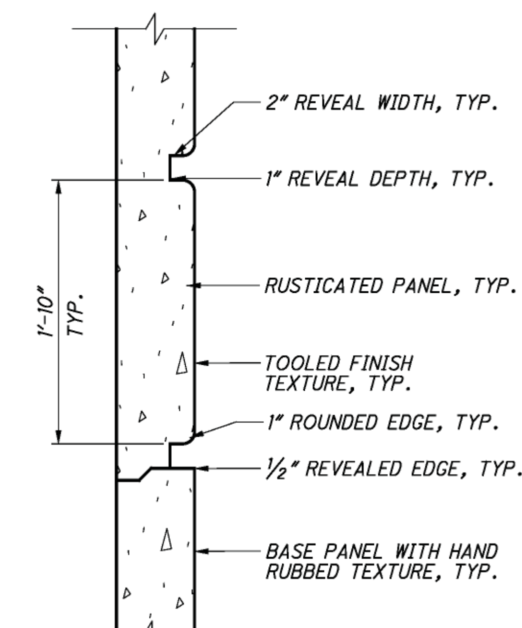
SECTION C-C



SECTION D-D



DETAIL B



DETAIL C

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

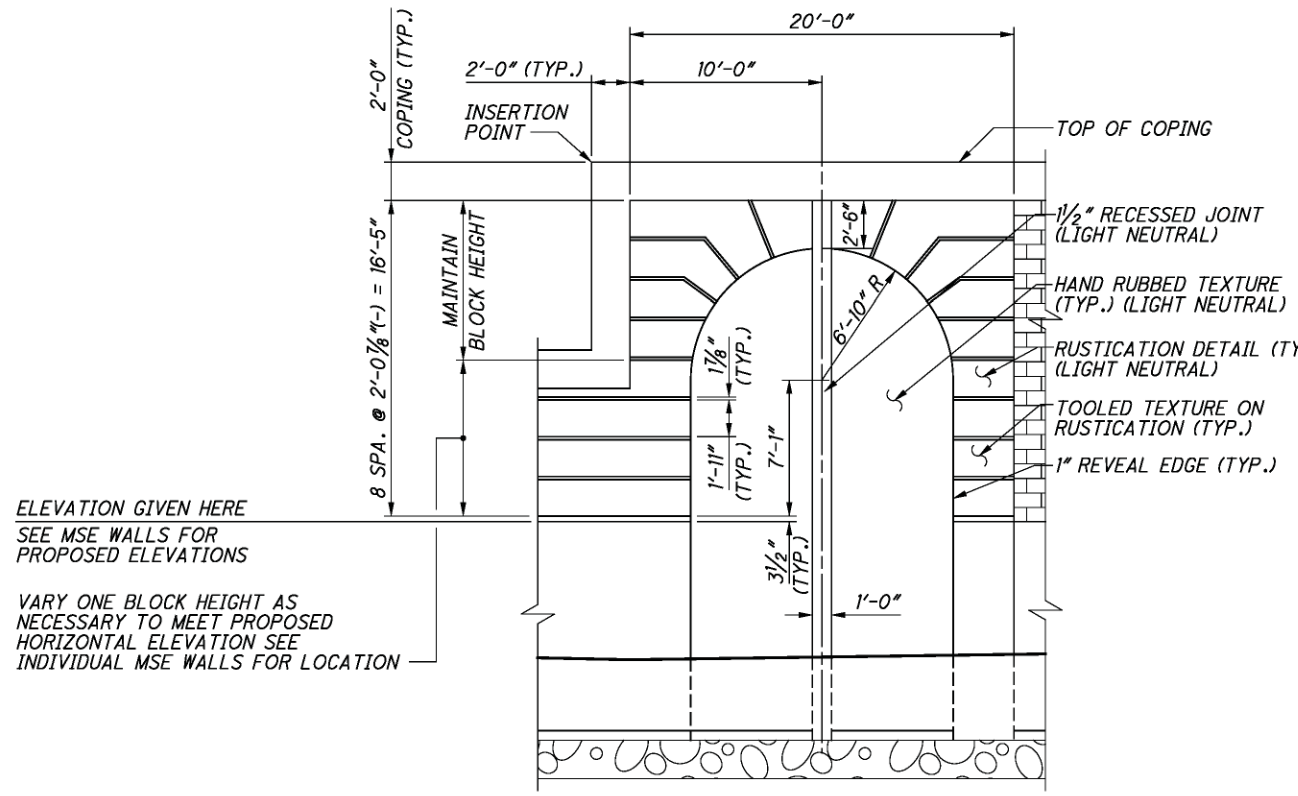
DESIGNED	DRAWN	REVIEWED	DATE
HNTB	HB	MSL	3/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NFF			

MSE WALL AESTHETIC DETAILS - II

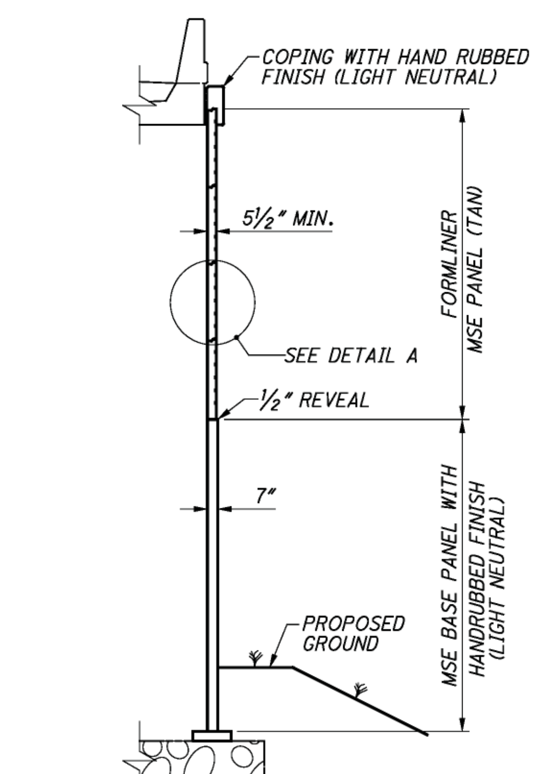
MOT-75-12.00
PID No. 77247

ABUTMENT PILASTER TREATMENTS

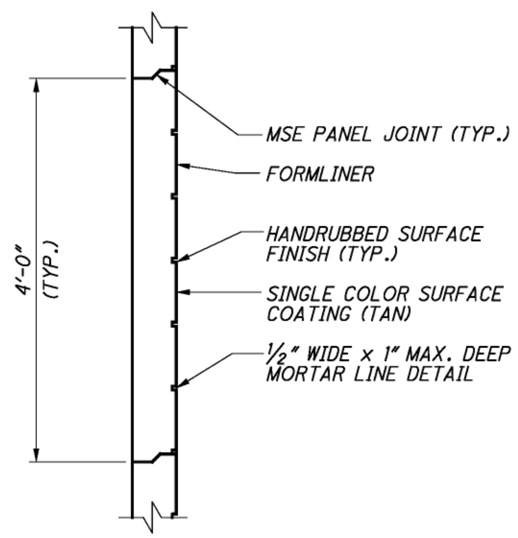
MOT-75-1248 L/R		MOT-75-1267 L/R		MOT-75-1282 L/R		MOT-75-1267 W	
LOCATION	TYPE	LOCATION	TYPE	LOCATION	TYPE	LOCATION	TYPE
REAR ABUTMENT, LEFT CORNER	FULL ARCH	REAR ABUTMENT, LEFT CORNER	FULL ARCH	REAR ABUTMENT, LEFT CORNER	FULL ARCH	REAR ABUTMENT, LEFT CORNER	FULL ARCH
REAR ABUTMENT, RIGHT CORNER	NONE	REAR ABUTMENT, RIGHT CORNER	FULL ARCH	REAR ABUTMENT, RIGHT CORNER	FULL ARCH	REAR ABUTMENT, RIGHT CORNER	NONE
FORWARD ABUTMENT, LEFT CORNER	NONE	FORWARD ABUTMENT, LEFT CORNER	FULL ARCH	FORWARD ABUTMENT, LEFT CORNER	NONE	FORWARD ABUTMENT, LEFT CORNER	NONE
FORWARD ABUTMENT, RIGHT CORNER	FULL ARCH	FORWARD ABUTMENT, RIGHT CORNER	FULL ARCH	FORWARD ABUTMENT, RIGHT CORNER	NONE	FORWARD ABUTMENT, RIGHT CORNER	NONE



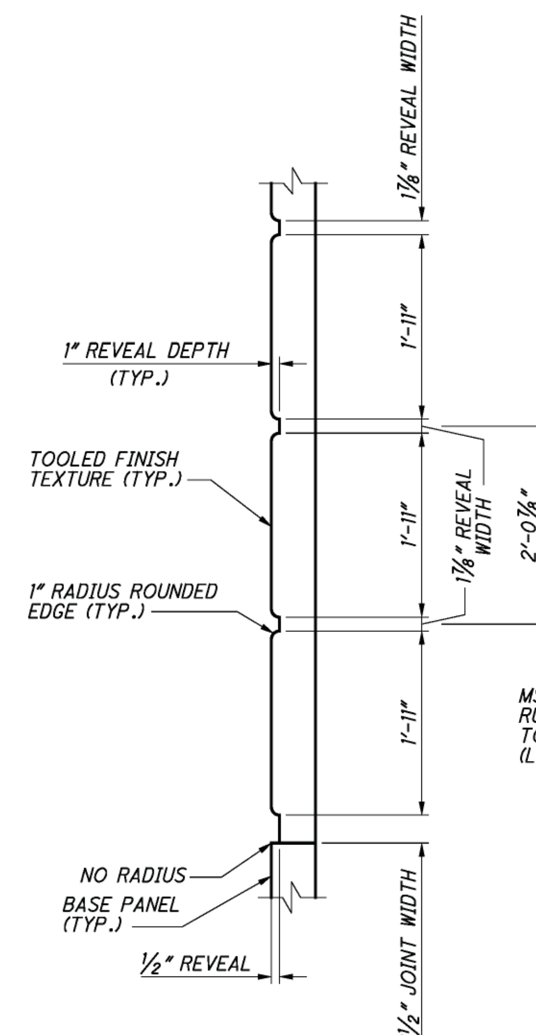
ABUTMENT PILASTER TREATMENT
FULL ARCH



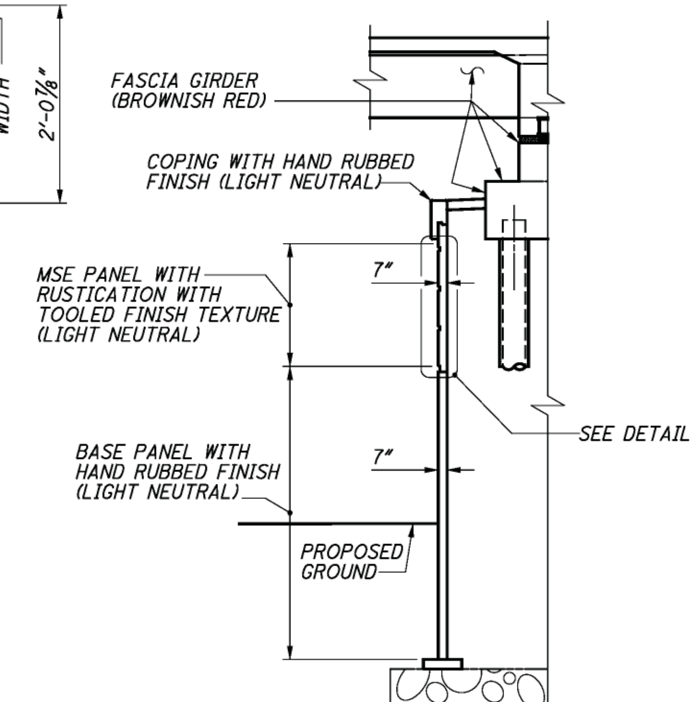
WALL AESTHETIC TREATMENT
TYPICAL SECTION



DETAIL A



DETAIL B



ABUTMENT AESTHETIC TREATMENT
TYPICAL SECTION

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

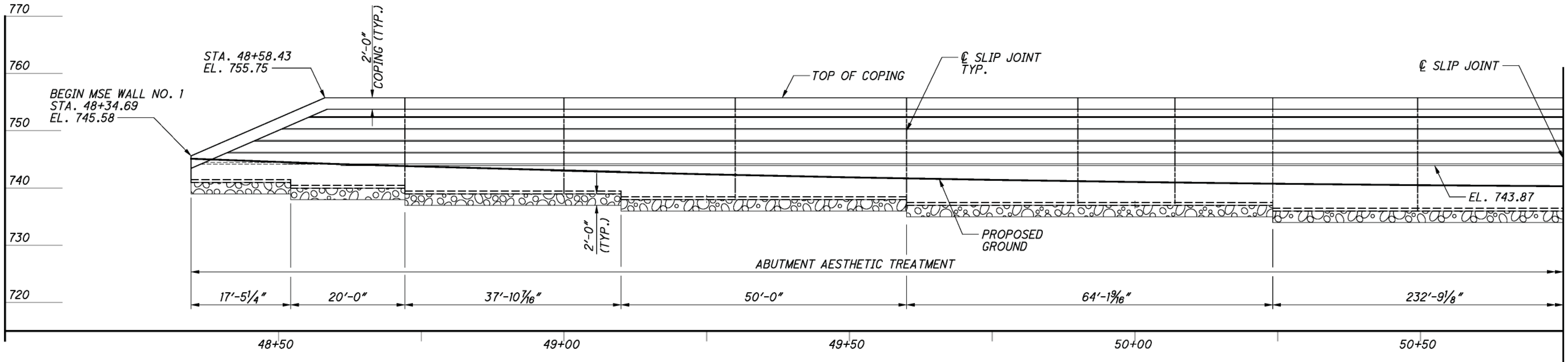
DESIGNED HNTB | CHECKED NFF | DRAWN BFG | REVISED | REVIEWED MSL | DATE 3/01/12 | STRUCTURE FILE NUMBER

MSE WALLS - AESTHETIC DETAILS - III

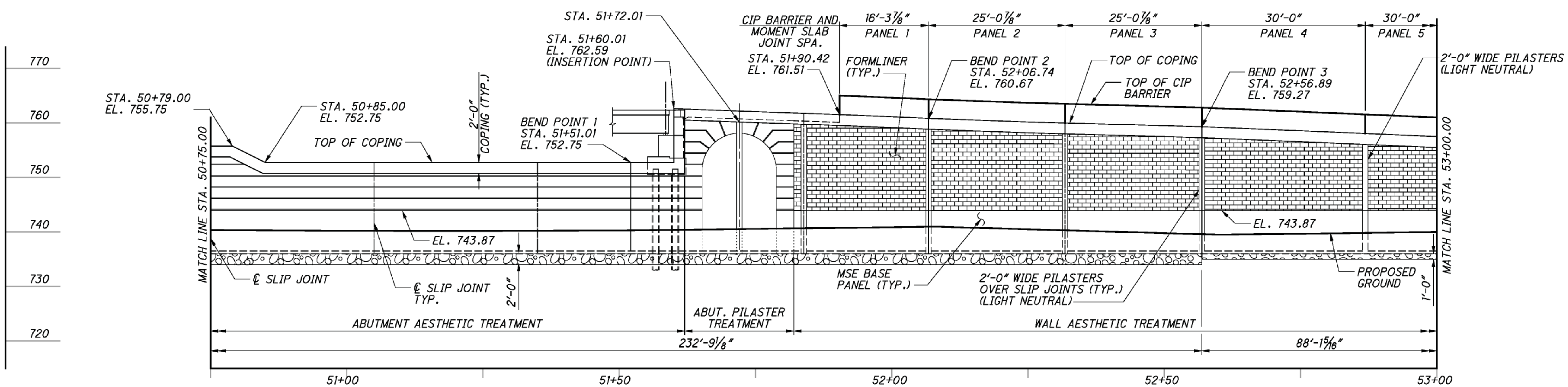
MOT-75-12.00
PID No. 77247

12 / 88

824 / 1565



MSE WALL NO. 1 AESTHETIC ELEVATION



MSE WALL NO. 1 AESTHETIC ELEVATION

NOTES:

1. FOR ABUTMENT & WALL AESTHETIC TREATMENTS AND ABUTMENT PILASTER DETAILS SEE SHEET 12/88 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
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MSE WALL NO. 1 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247

13 / 88

825 / 1565

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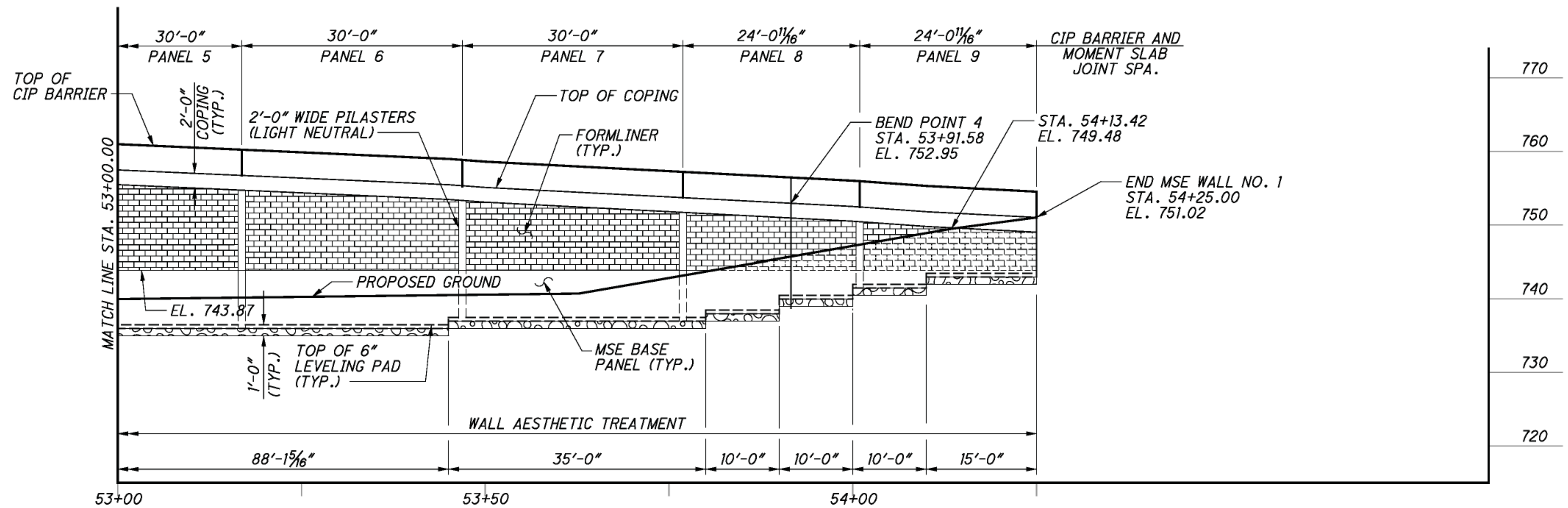

MSE WALL NO. 1 AESTHETIC ELEVATION

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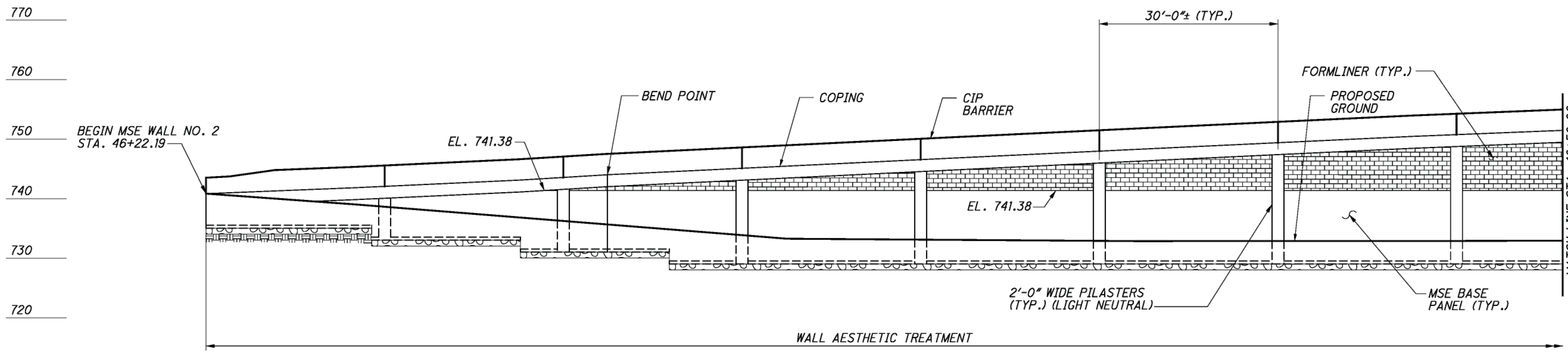
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

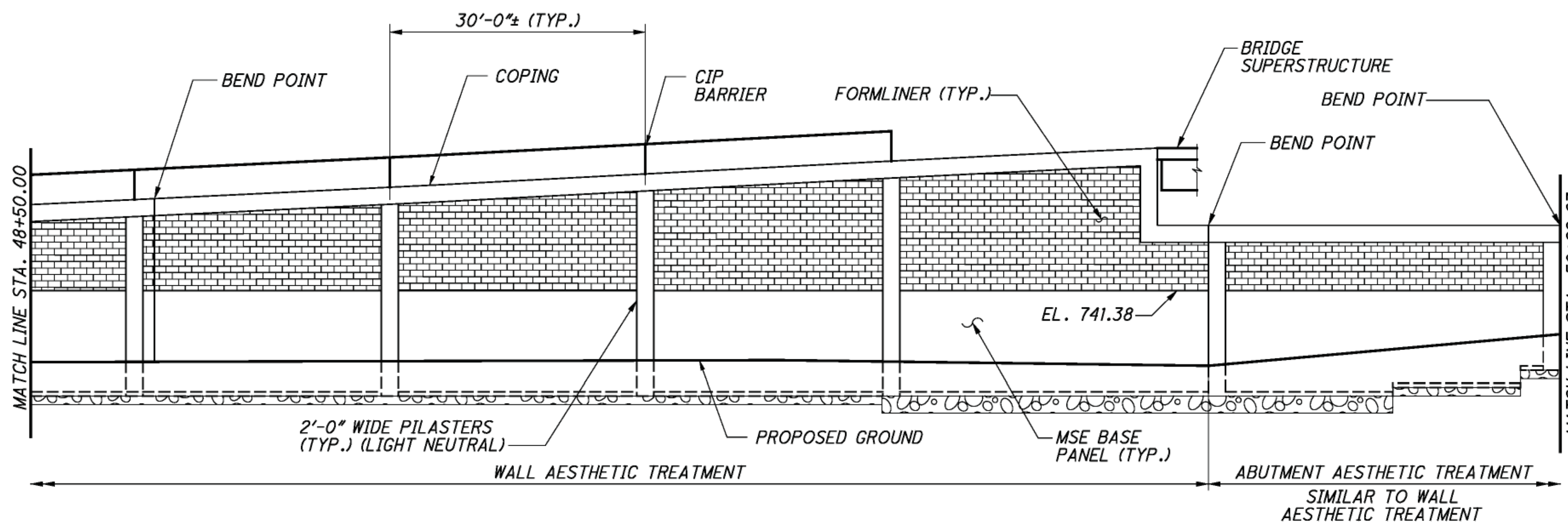
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
HNTB	NFF	HB		MSL	3/01/12	

MSE WALL NO. 1 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247



MSE WALL NO. 2 AESTHETIC ELEVATION



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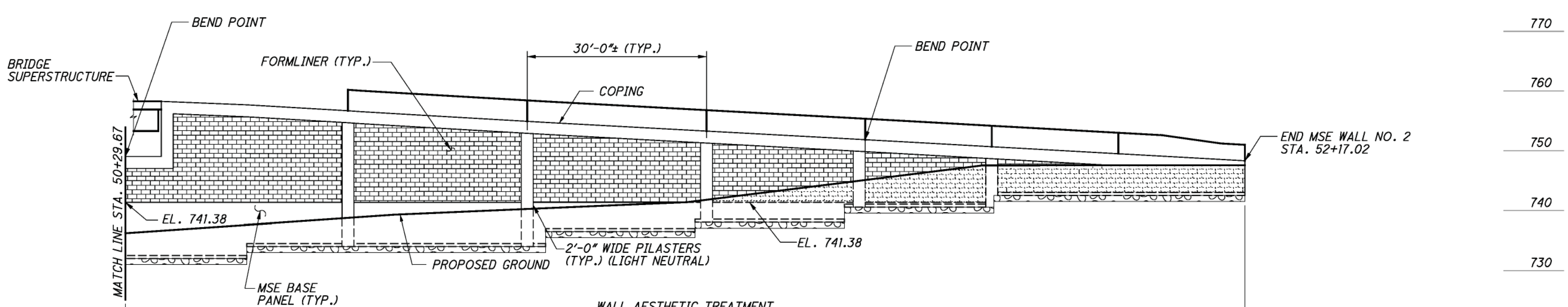

MSE WALL NO. 2 AESTHETIC ELEVATION

NOTE:

1. FOR WALL AESTHETIC TREATMENT TYPICAL SECTIONS, SEE SHEET 12/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	3/01/12
STRUCTURE FILE NUMBER	

DESIGNED	DRAWN
HNTB	BFG
CHECKED	REVISED
NFF	

MSE WALL NO. 2 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247

15/88

827/1565

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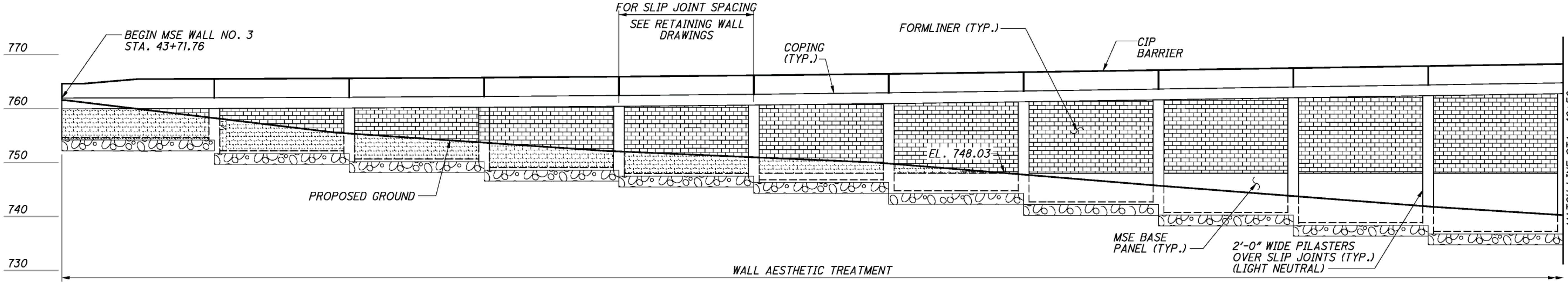
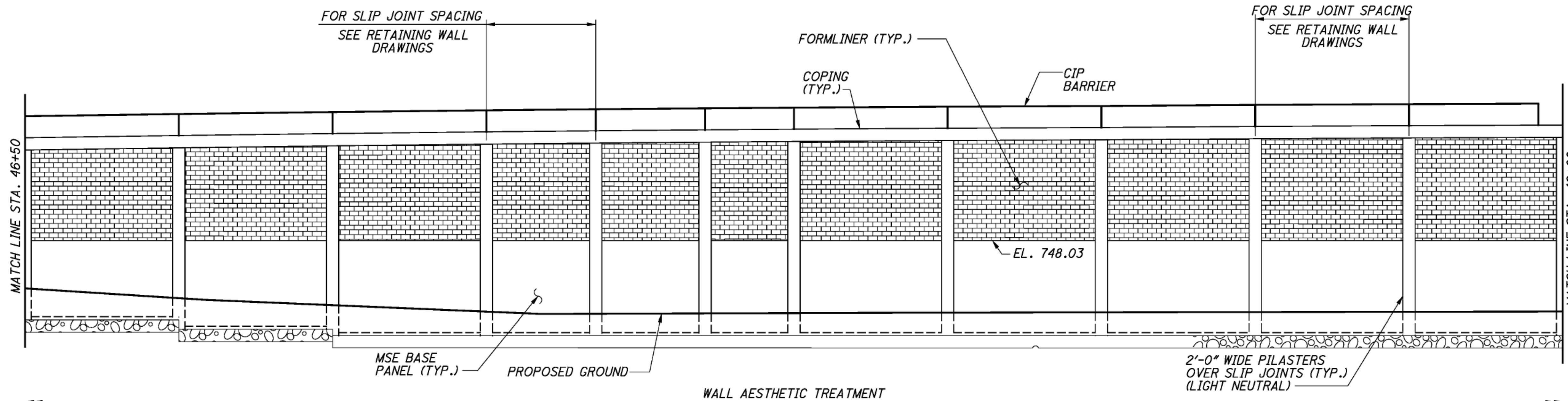
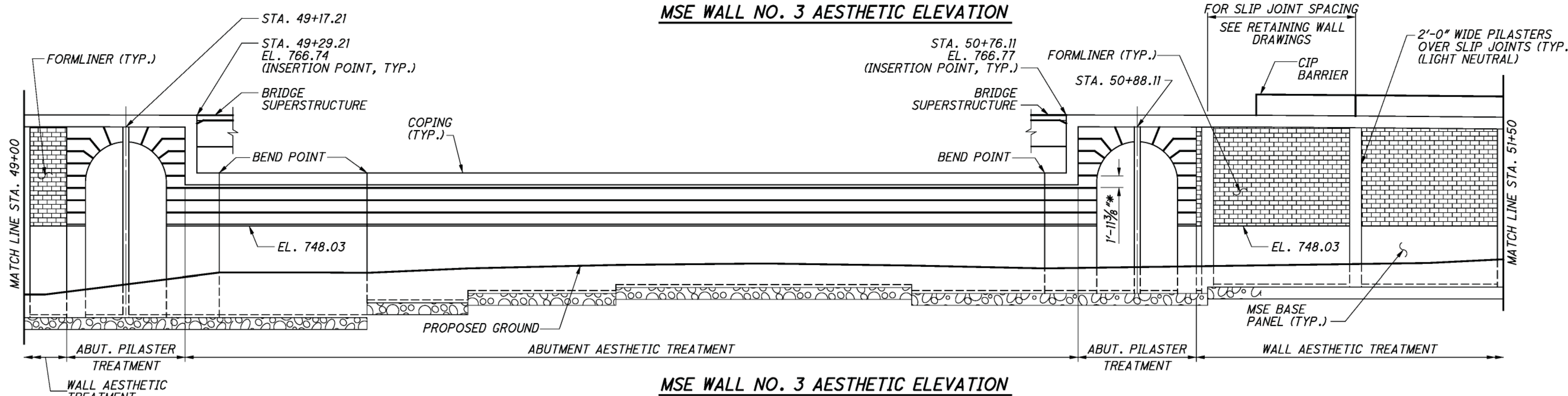


MSE WALL NO. 3 AESTHETIC ELEVATION



MSE WALL NO. 3 AESTHETIC ELEVATION



MSE WALL NO. 3 AESTHETIC ELEVATION

* ADJUST ARCH PANEL DIMENSION TO MATCH HORIZONTAL LINE FROM ABUTMENT AESTHETIC TREATMENT.

NOTES:

1. FOR NOTES AND LEGEND SEE SHEET 17/88 .

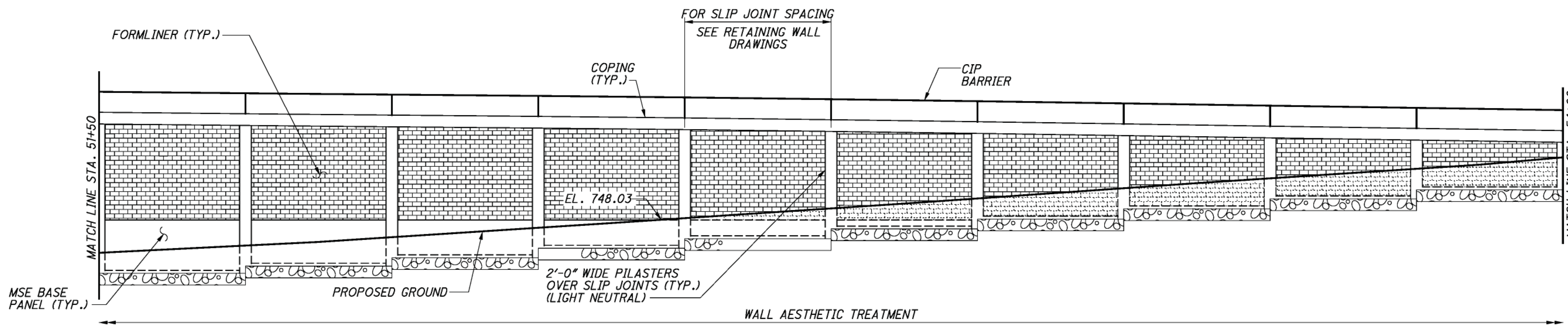
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	HNTB
CHECKED	NFF
DRAWN	BFG
REVISED	
REVIEWED	MSL
DATE	3/01/12
STRUCTURE FILE NUMBER	

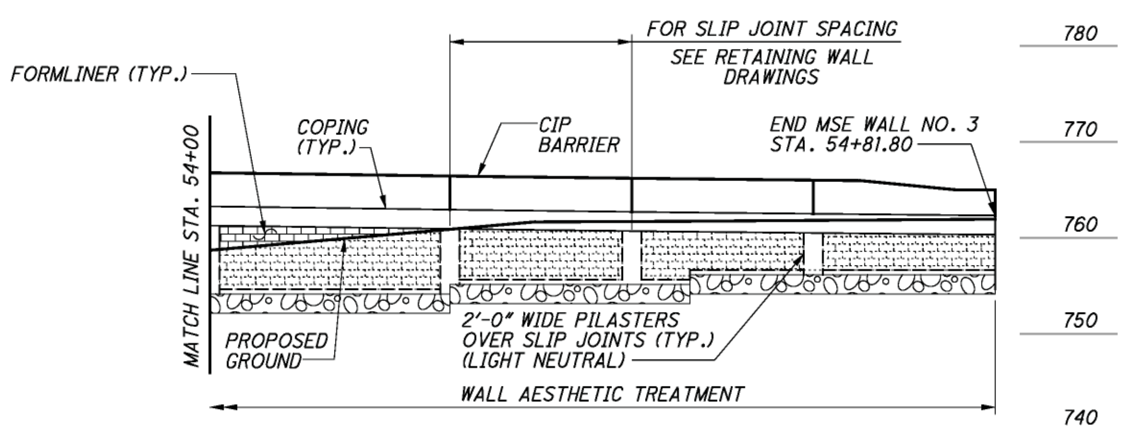
MSE WALL NO. 3 - AESTHETIC DETAILS

MOT-75-12.00

PID No. 77247



MSE WALL NO. 3 AESTHETIC ELEVATION



MSE WALL NO. 3 AESTHETIC ELEVATION

NOTES:

1. FOR ABUTMENT PILASTER TREATMENT FULL ARCH, SEE SHEET 5/88.
2. FOR SECTIONS SEE SHEET 5/88.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

REVIEWED: MSL | DATE: 3/01/12 | STRUCTURE FILE NUMBER

DRAWN: BFG | REVISED

DESIGNED: HNTB | CHECKED: NFF

MSE WALL NO. 3 - AESTHETIC DETAILS

MOT-75-12.00

PID No. 77247

17/88

829/1565

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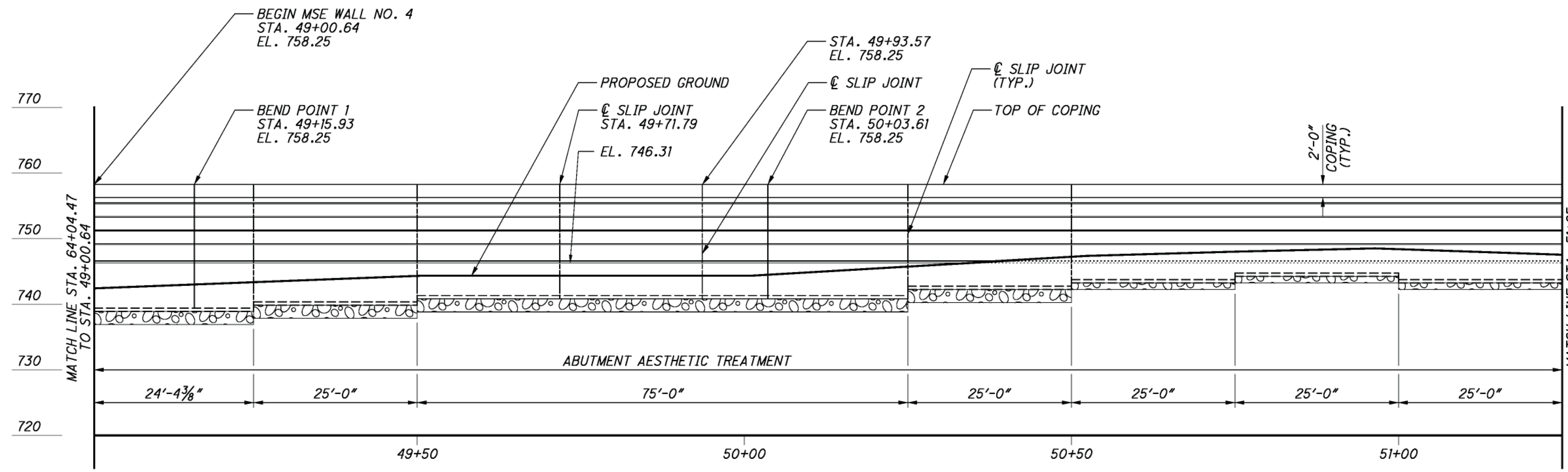
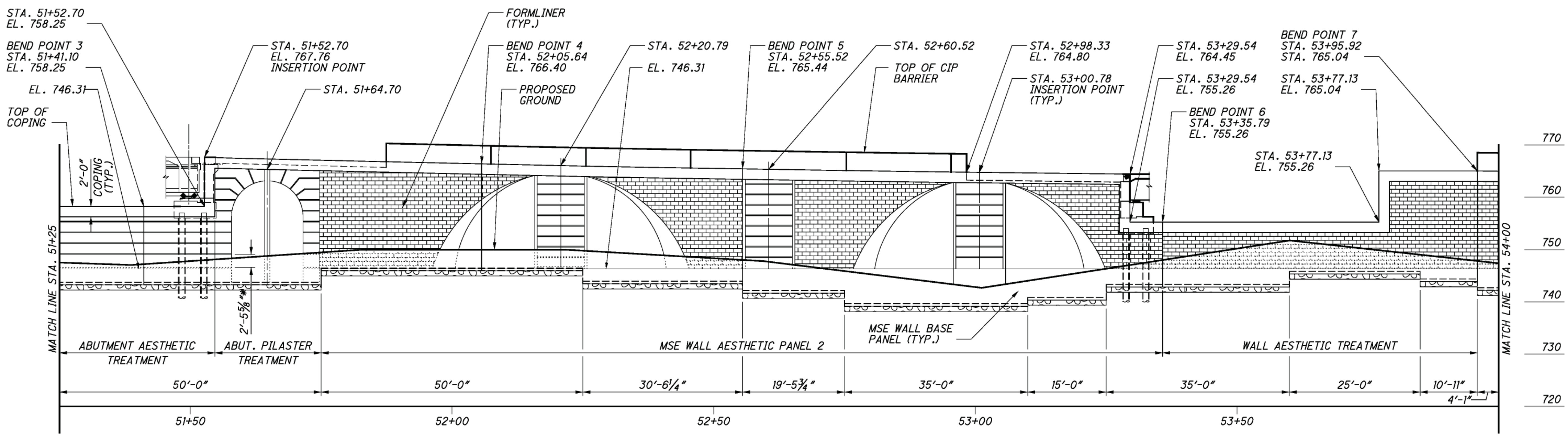


MSE WALL NO. 4 AESTHETIC ELEVATION



MSE WALL NO. 4 AESTHETIC ELEVATION

* ADJUST ARCH PANEL DIMENSION TO MATCH HORIZONTAL LINE FROM ABUTMENT AESTHETIC TREATMENT

NOTES:

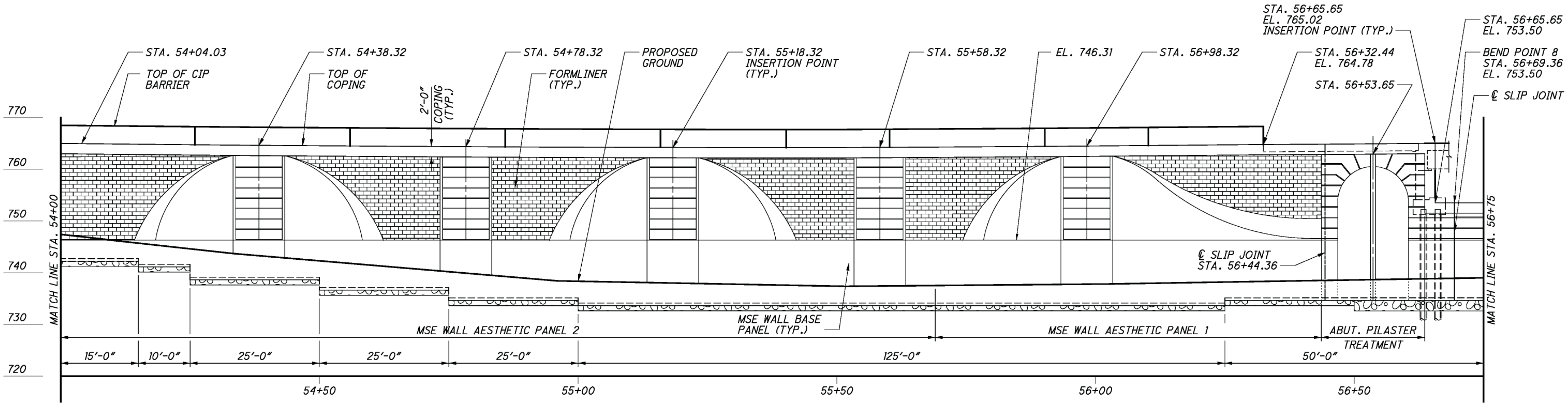
1. FOR ABUTMENT PILASTER, ABUTMENT AESTHETIC TREATMENT AND WALL AESTHETIC SEE SHEET 12/88 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

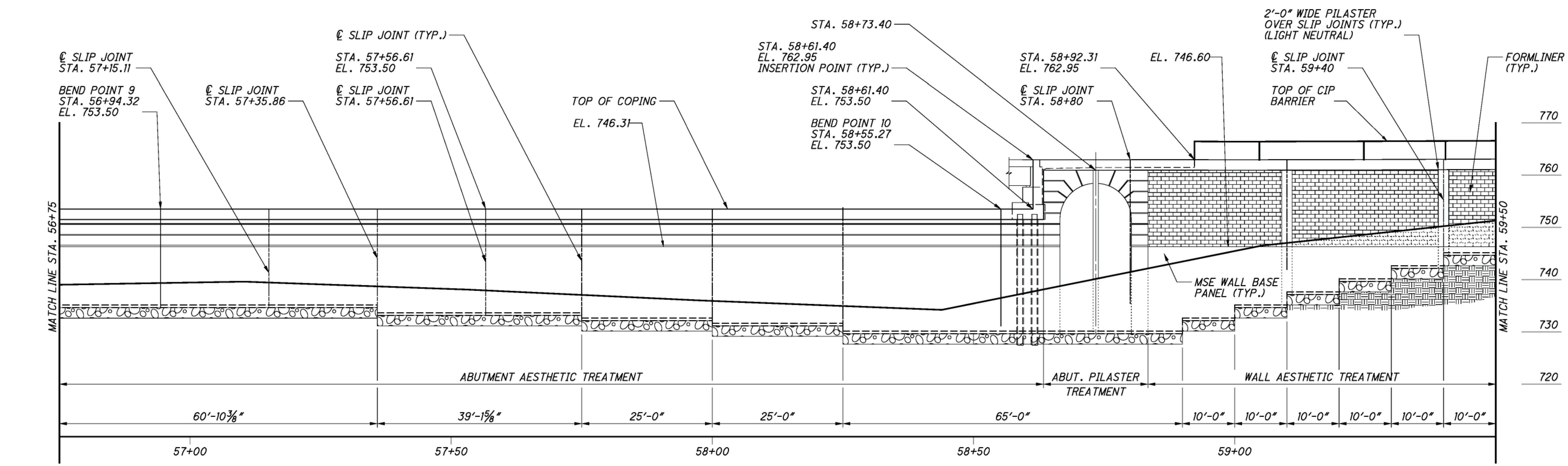
DESIGNED	DRAWN	REVIEWED	DATE
HNTB	GJZ	MSL	3/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NFF			

MSE WALL NO. 4 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247



MSE WALL NO. 4 AESTHETIC ELEVATION



MSE WALL NO. 4 AESTHETIC ELEVATION

NOTES:

1. FOR ABUTMENT PILASTER, ABUTMENT AESTHETIC TREATMENT AND WALL AESTHETIC SEE SHEET 12/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
HNTB	GJZ	MSL	3/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NFF			

MSE WALL NO. 4 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247

19/88

831/1565

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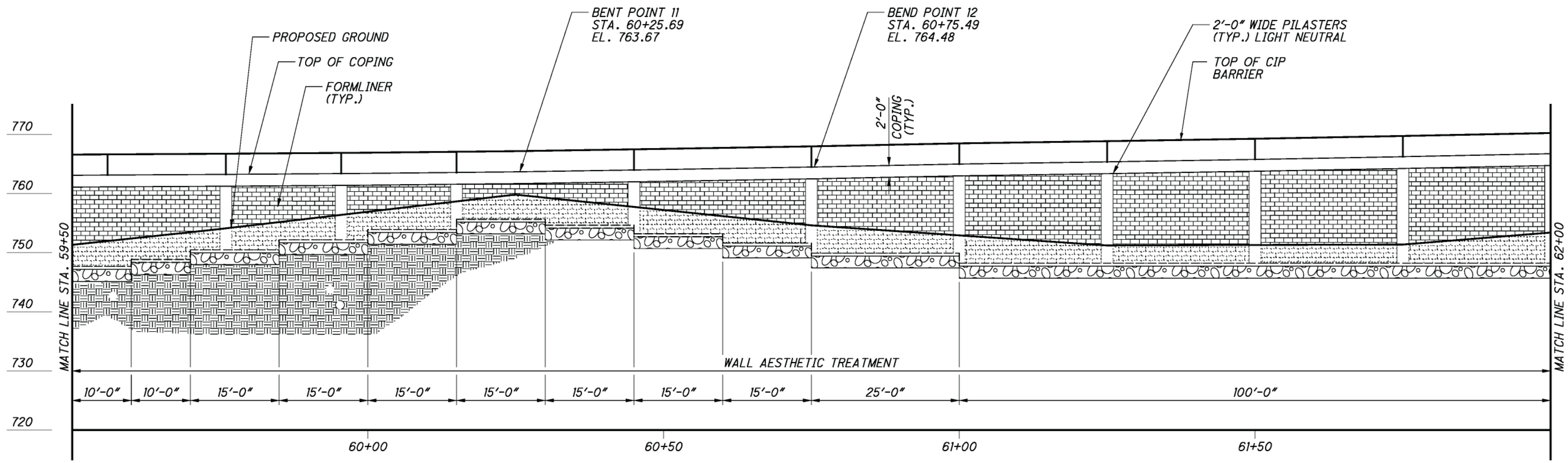
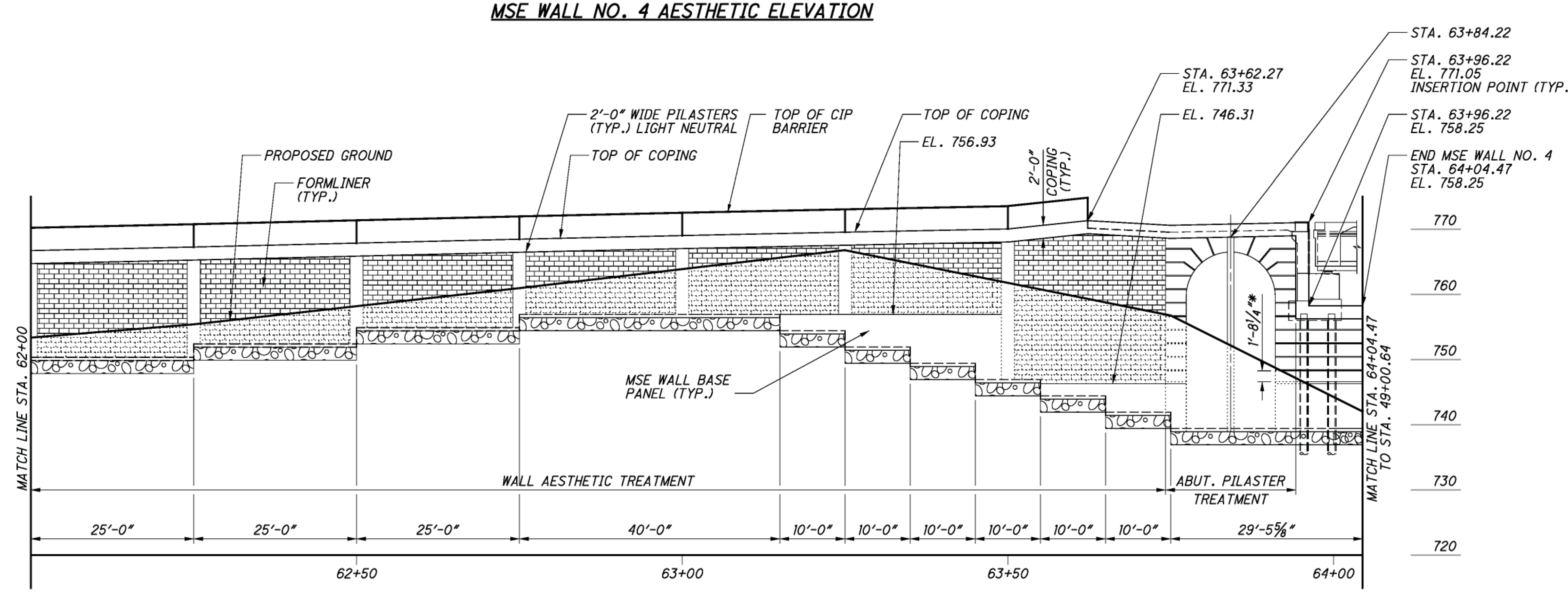


MSE WALL NO. 4 AESTHETIC ELEVATION



MSE WALL NO. 4 AESTHETIC ELEVATION

* ADJUST ARCH PANEL DIMENSION TO MATCH HORIZONTAL LINE FROM ABUTMENT AESTHETIC TREATMENT

NOTES:

1. FOR ABUTMENT PILASTER, ABUTMENT AESTHETIC TREATMENT AND WALL AESTHETIC SEE SHEET 12/88 .

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED HNTB	DRAWN GJZ	REVIEWED MSL	DATE 3/01/12
CHECKED NFF	REVISED	STRUCTURE FILE NUMBER	

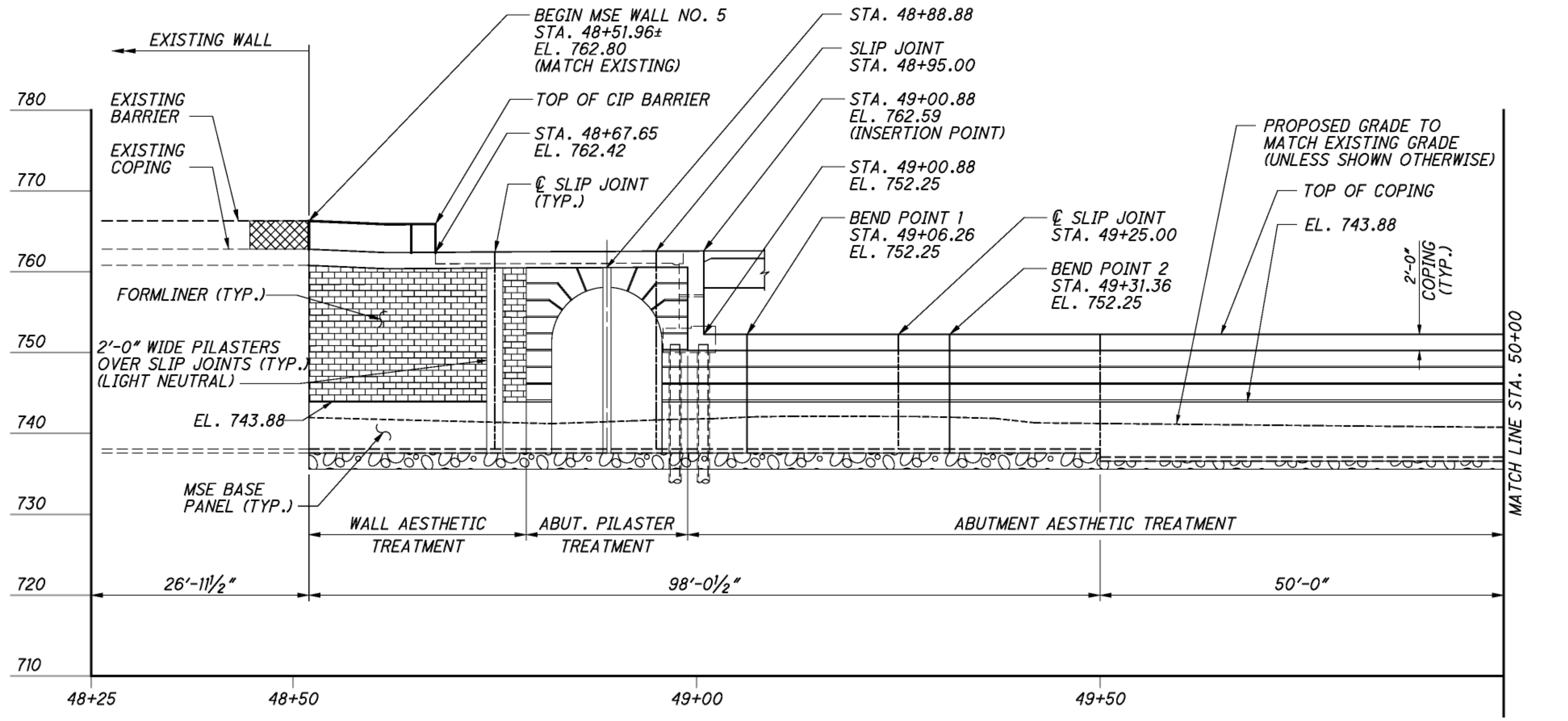
MSE WALL NO. 4 - AESTHETIC DETAILS

MOT-75-12.00

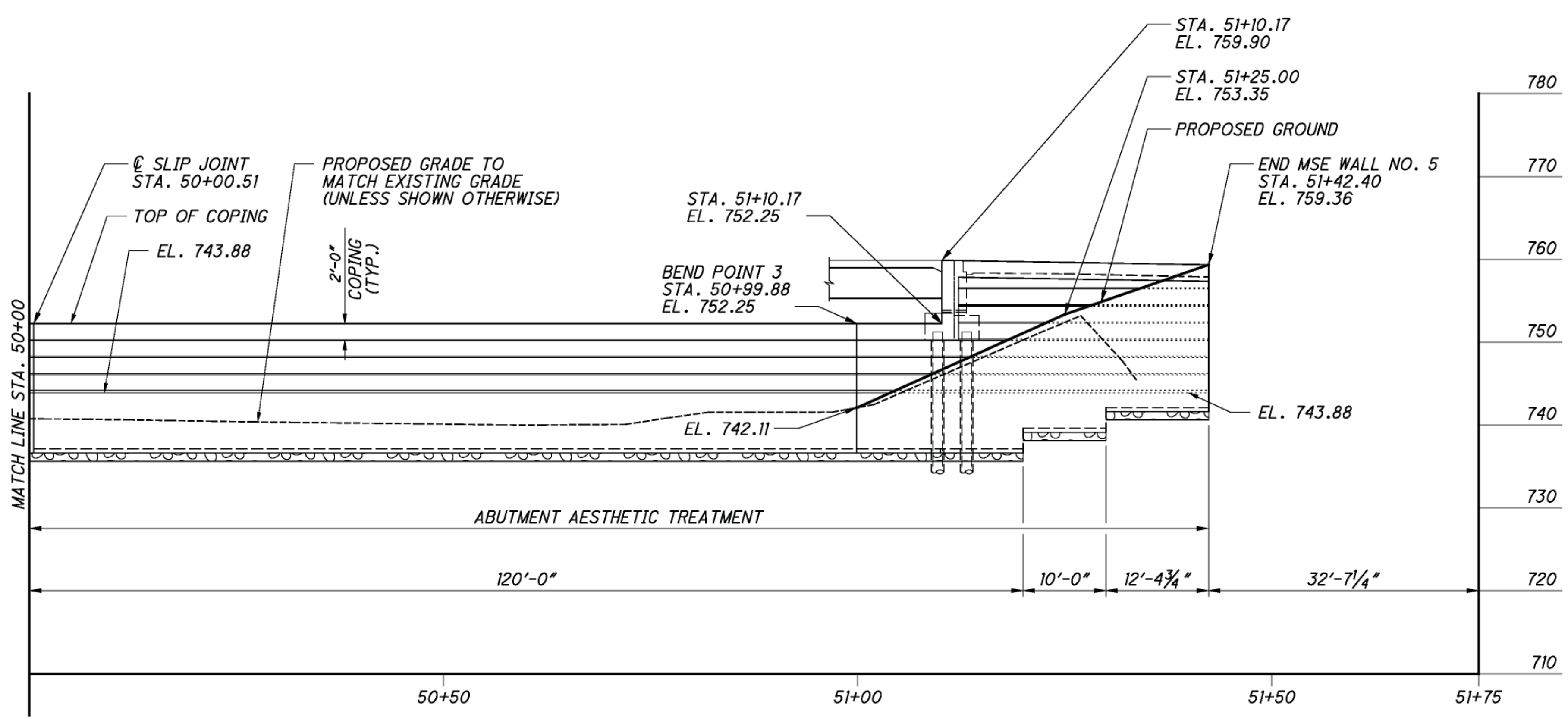
PID No. 77247

20/88

832/1565



MSE WALL NO. 5 AESTHETIC ELEVATION



MSE WALL NO. 5 AESTHETIC ELEVATION

NOTES:

1. FOR ABUTMENT PILASTER, ABUTMENT AESTHETIC TREATMENT AND WALL AESTHETIC TREATMENT SEE SHEET 12/88.

DESIGN AGENCY
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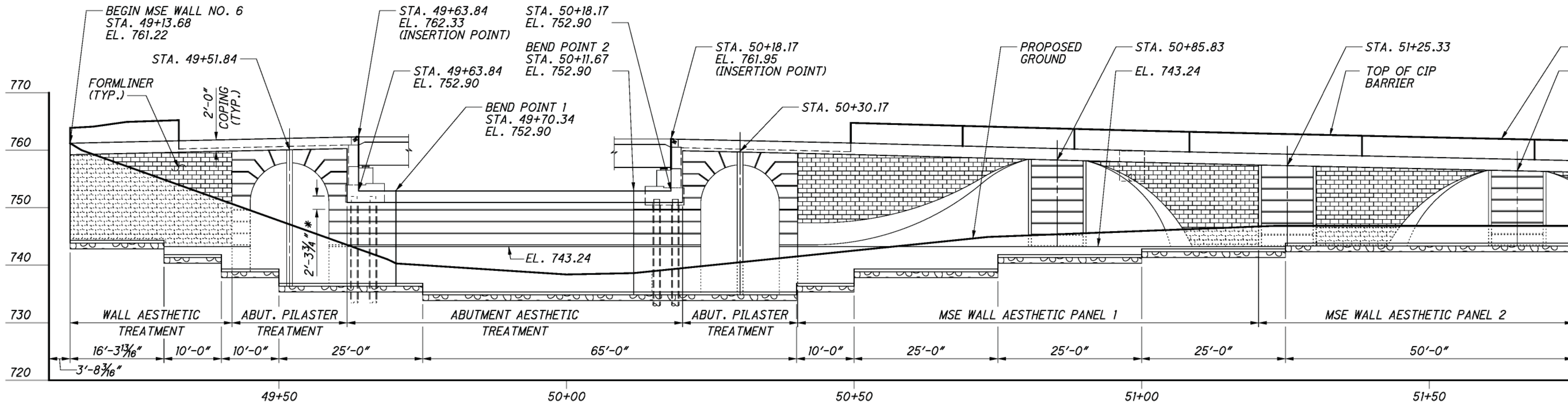
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

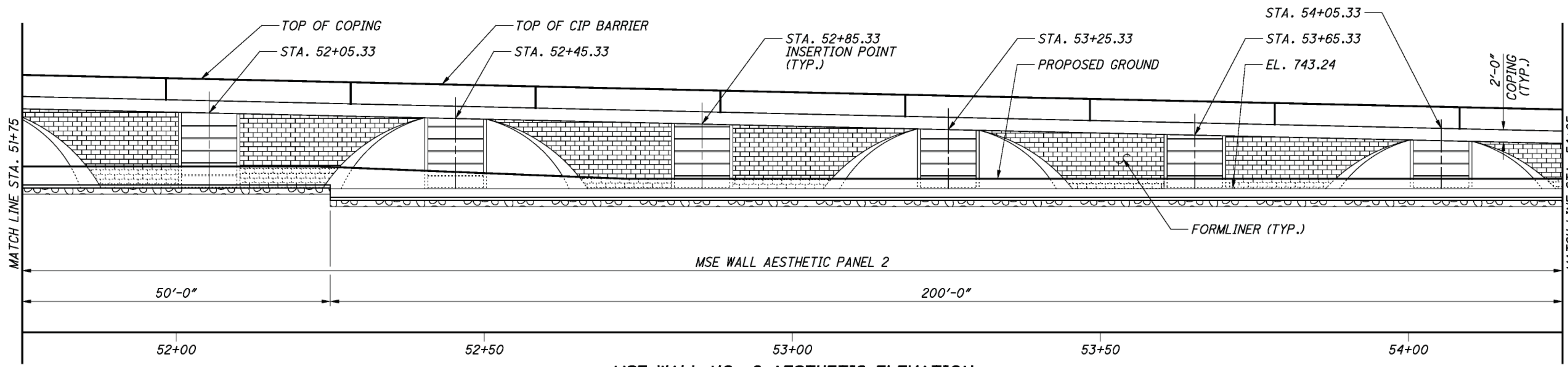
DESIGNED	DRAWN	REVIEWED	DATE
HNTB	GJZ	MSL	3/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NFF			

MSE WALL NO. 5 - AESTETIC DETAILS

MOT-75-12.00
PID No. 77247

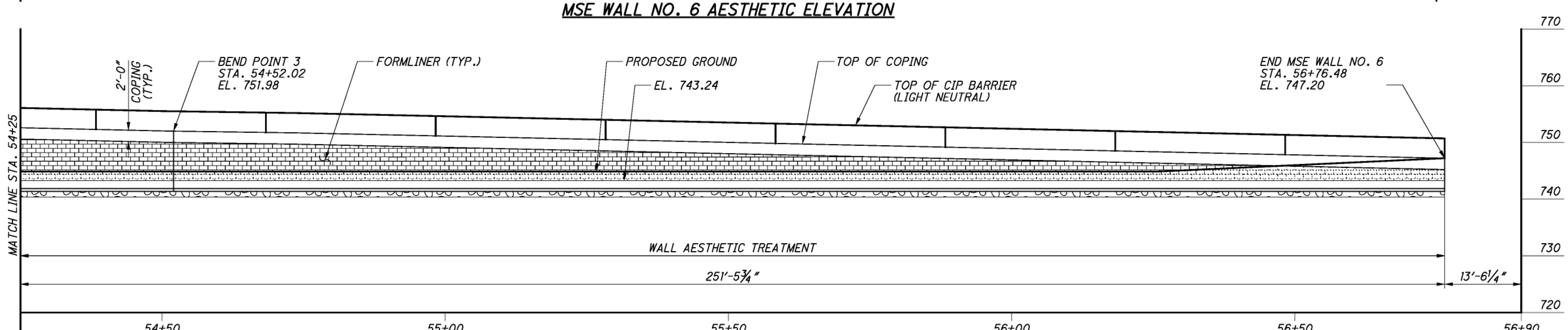


MSE WALL NO. 6 AESTHETIC ELEVATION



* ADJUST ARCH PANEL DIMENSION TO MATCH HORIZONTAL LINE FROM ABUTMENT AESTHETIC TREATMENT.

MSE WALL NO. 6 AESTHETIC ELEVATION



MSE WALL NO. 6 AESTHETIC ELEVATION

NOTES:

1. FOR ABUTMENT PILASTER TREATMENT SEE SHEET 12/88 .
2. FOR MSE WALL AESTHETIC PANEL 1 AND PANEL 2, SEE SHEETS 10/88 AND 11/88 .

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED HNTB | CHECKED NFF | DRAWN GJZ | REVISED | REVIEWED MSL | DATE 3/01/12 | STRUCTURE FILE NUMBER

MSE WALL NO. 6 - AESTHETIC DETAILS

MOT-75-12.00
PID No. 77247

22/88

834/1565

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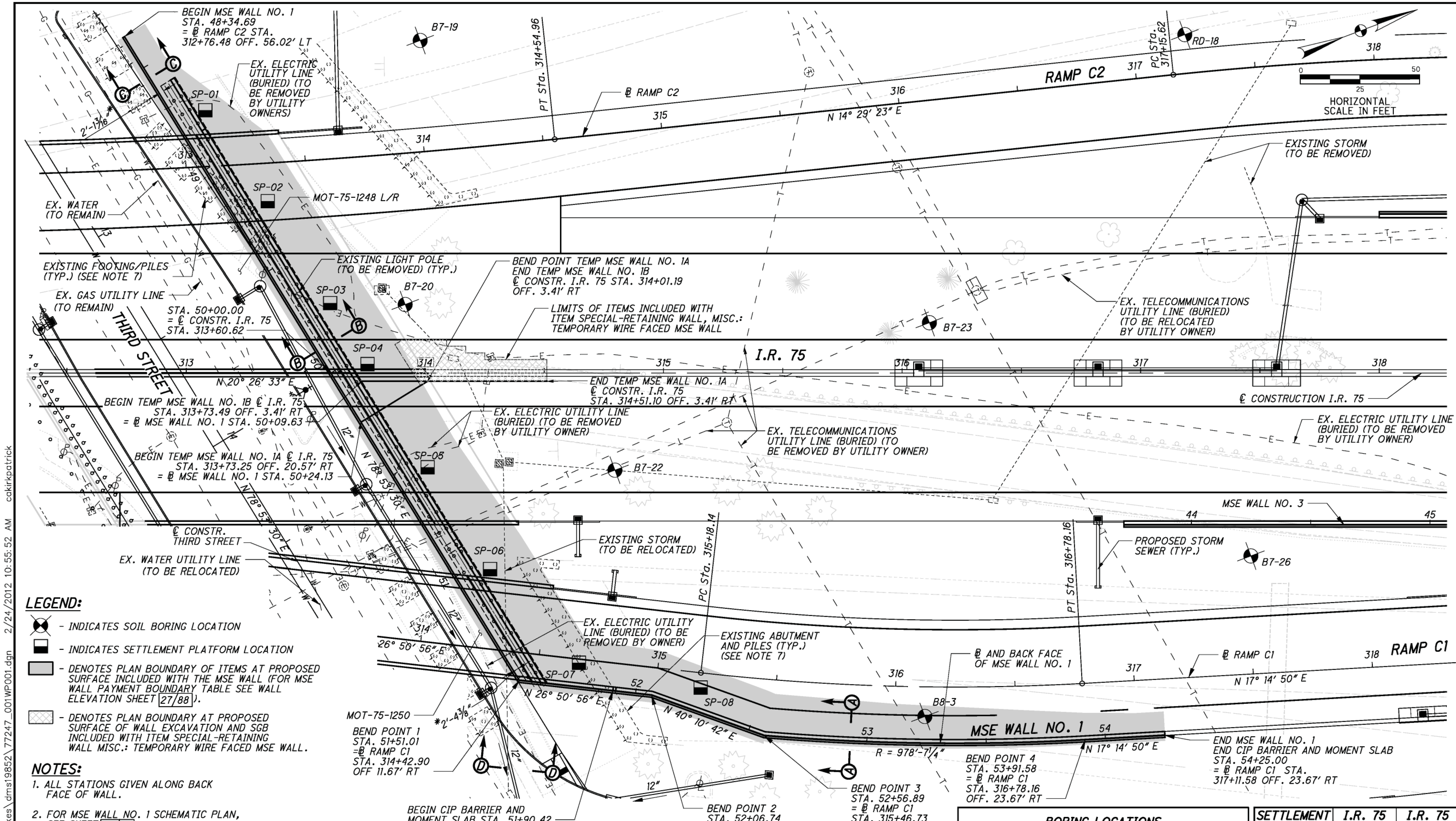


LEGEND:

- INDICATES SOIL BORING LOCATION
- INDICATES SETTLEMENT PLATFORM LOCATION
- DENOTES PLAN BOUNDARY OF ITEMS AT PROPOSED SURFACE INCLUDED WITH THE MSE WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 27/88).
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 1 SCHEMATIC PLAN, SEE SHEET 7/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 25/88 THROUGH 27/88.
4. FOR SECTIONS A-A, B-B, AND C-C AND VIEW D-D, SEE SHEET 28/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 24/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEET 28/88.
7. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2'-0" BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 25/88 THROUGH 27/88. FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEETS 1035/1565 AND 1070/1565. PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGES MOT-75-1248 L/R AND MOT-75-1250 E UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.

HORIZONTAL CURVE DATA:

RAMP C1
P.I.= Sta. 315+98.34
Δ = 9° 36' 06" (LT)
Dc = 6° 00' 00"
R = 954.93'
T = 80.20'
L = 160.03'
E = 3.36'
C = 159.84'
C.B. = N 22° 02' 53" E

* DIMENSIONS MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

PLAN

BENCHMARK DATA

BM-6 I.R. 75 STA. 313+98.51, EL. 739.78, OFFSET: 11.28' LT.
DESCRIPTION: 3/4" IRON PIPE WITH RED CAP

BM-8 I.R. 75 STA. 313+45.83, EL. 737.41, OFFSET: 190.26' RT.
DESCRIPTION: 3/4" IRON PIPE WITH RED CAP

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B7-22	314+79.68	40.68 RT.
B7-26	317+46.19	76.62 RT.
B8-3	316+09.57	143.80 RT.
RD-18	317+18.50	141.72 LT.
B7-19	313+98.06	139.27 LT.
B7-20	313+91.76	28.74 LT.
B7-23	316+11.46	21.10 LT.

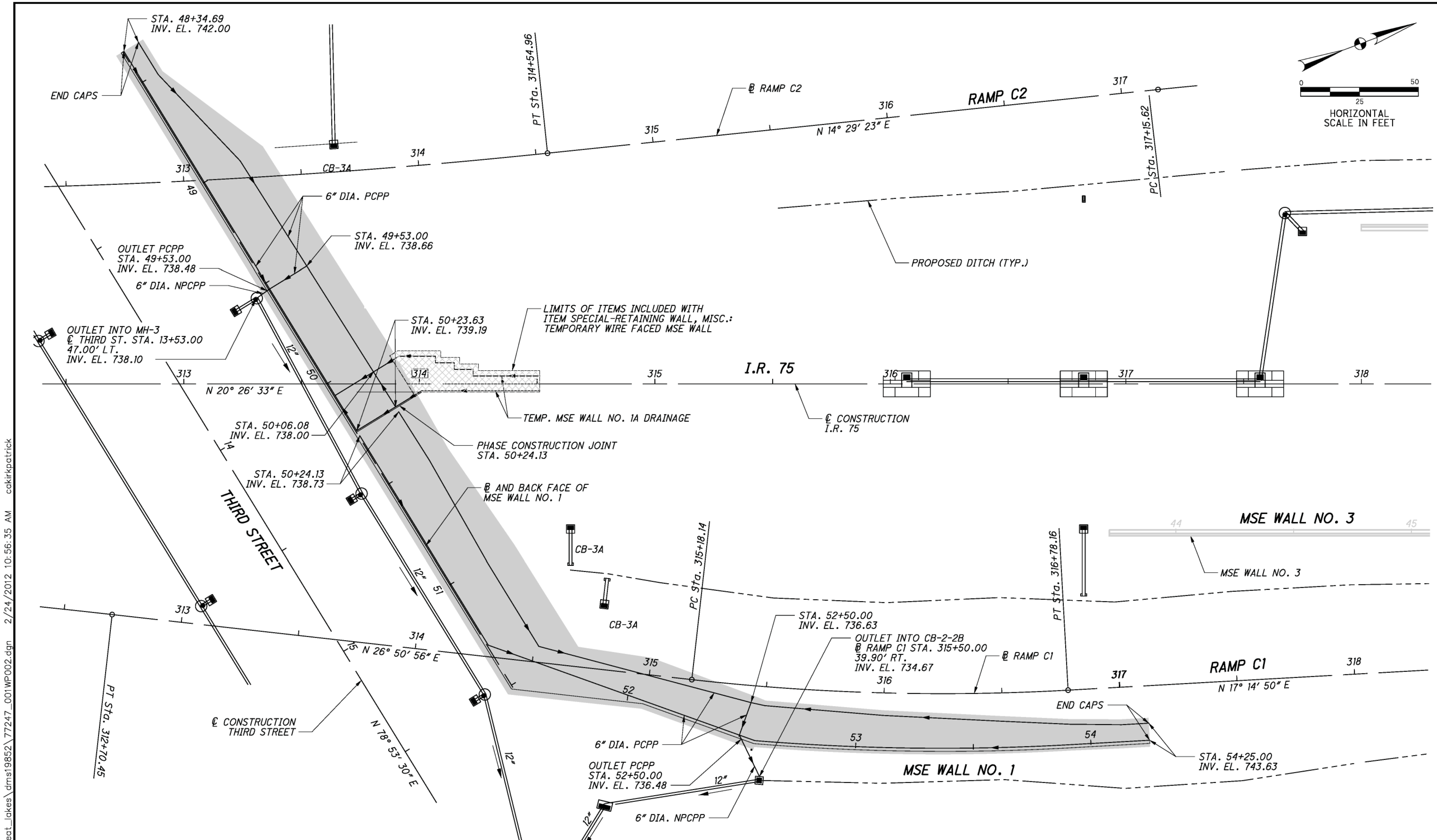
SETTLEMENT PLATFORM	I.R. 75 STATION	I.R. 75 OFFSET
SP-01	313+08.00	110.00 LT.
SP-02	313+34.15	71.91 LT.
SP-03	313+60.31	29.30 LT.
SP-04	313+76.00	3.77 LT.
SP-05	314+01.17	39.49 RT.
SP-06	314+22.33	82.10 RT.
SP-07	314+64.59	121.28 RT.
SP-08	315+15.58	131.66 RT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012
STRUCTURE FILE NUMBER
DRAWN JEB REVISED
DESIGNED CAK CHECKED AFN

MSE WALL NO. 1 - PLAN
(TEMPORARY MSE WALLS NO. 1A AND NO. 1B)

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 27/88).
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 23/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 25/88 THROUGH 27/88.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 1 - DRAINAGE PLAN

MOT-75-12.00

PID No. 77247

24/88

836/1565

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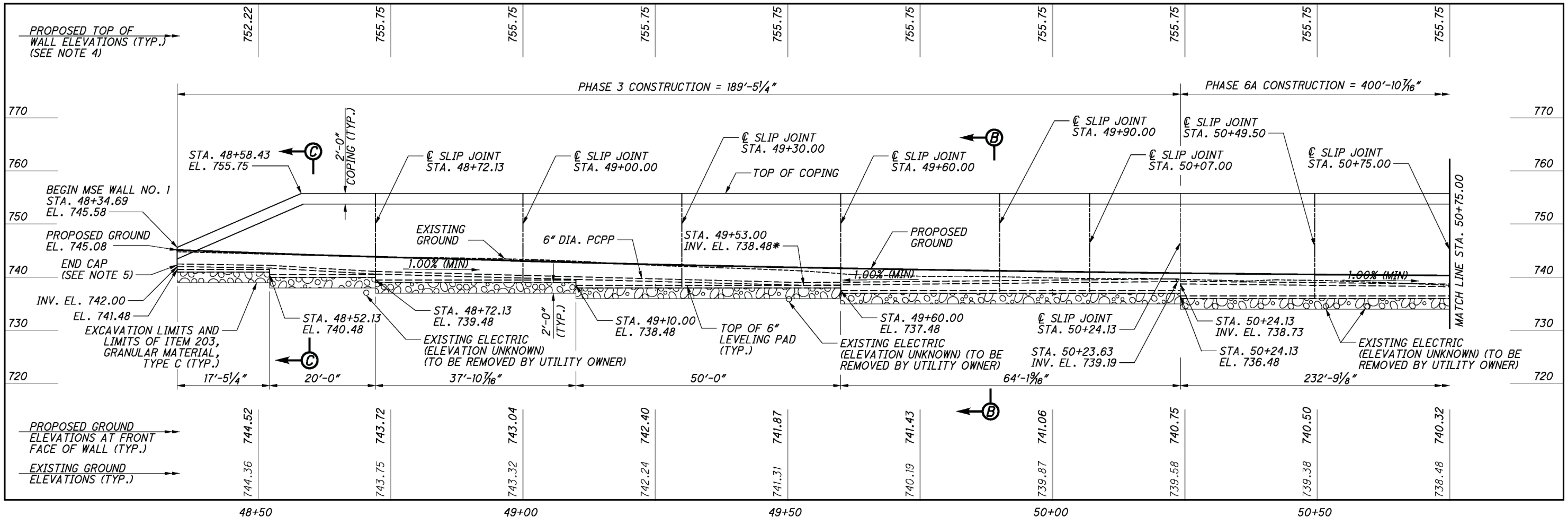


ELEVATION

* OUTLET TO MH-3
@ THIRD ST.
STA. 13+53.00, 47.00′ LT.
INV. EL. 738.10

LEGEND:

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

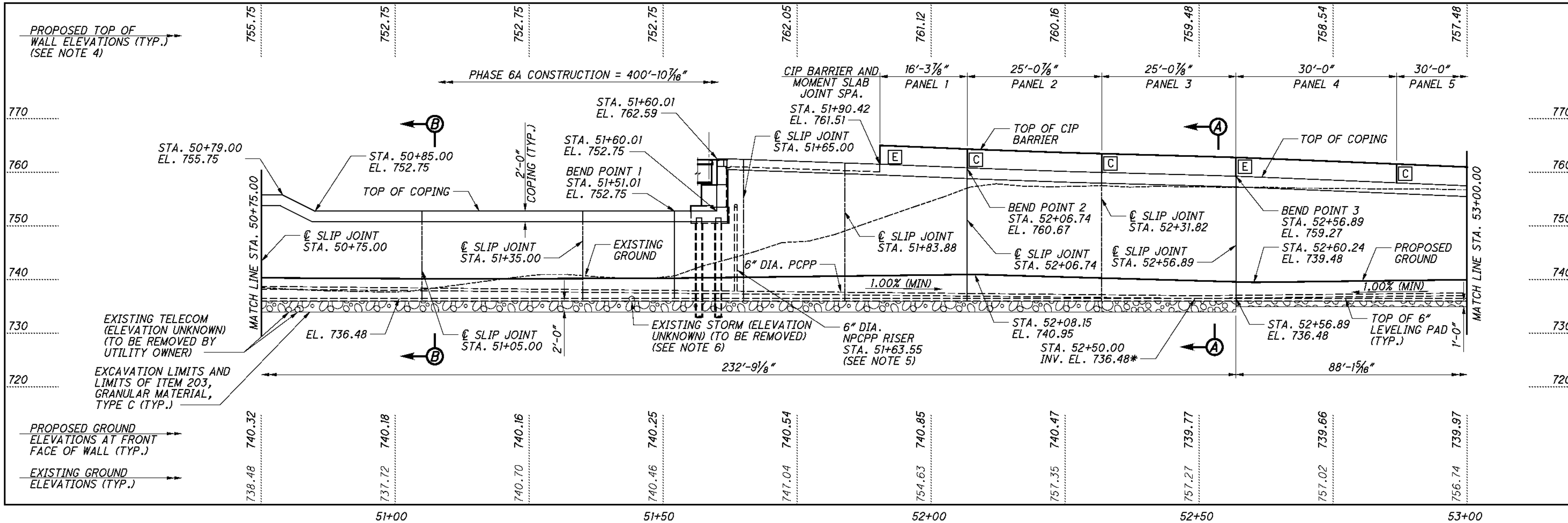
1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTIONS B-B AND C-C SEE SHEET 28/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2″ BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIERS ARE NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6″ DRAINAGE PIPE, PERFORATED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 1 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

* OUTLET TO CB2-2B
@ RAMP C1
STA. 315+50.00, 39.9' RT.
INV. EL. 734.67

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTIONS A-A AND B-B SEE SHEET 28/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIERS ARE NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. SEE MSE WALL DETAIL SHEET 77/88 FOR RISER DETAIL.
6. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

LEGEND:

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

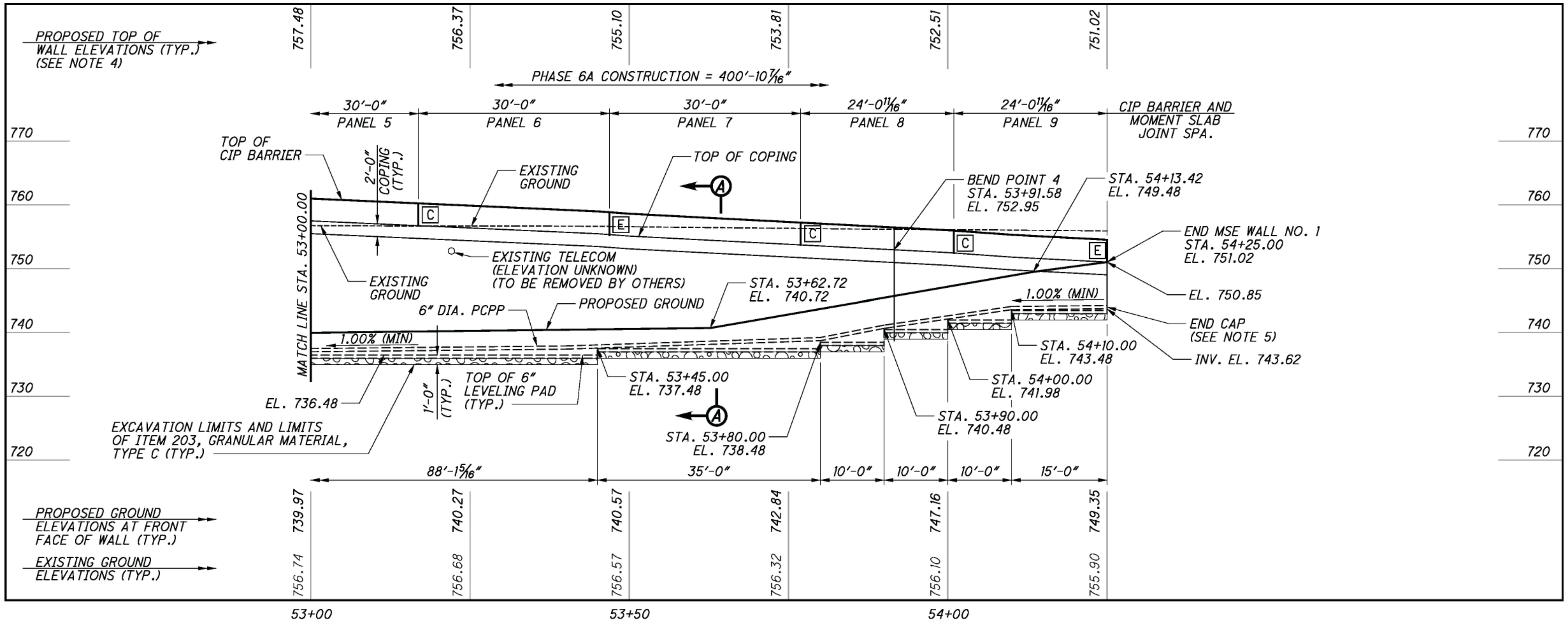
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
CAK	AFN	JEB		MSL	3/01/2012

STRUCTURE FILE NUMBER

MSE WALL NO. 1 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

MSE WALL NO. 1 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	RAMP C1 STATION	RAMP C1 OFFSET
52+06.74	22.16'	315+03.00	6.76' LT.
52+56.89	21.07'	315+46.73	4.83' RT.
52+60.24	19.97'	315+50.00	5.93' RT.
53+11.48	18.46'	316+00.00	7.44' RT.
53+62.72	15.98'	316+50.00	9.74' RT.
53+91.58	13.54'	316+78.16	12.36' RT.
54+13.42	12.23'	317+00.00	13.67' RT.
54+25.00	12.23'	317+11.58	13.67' RT.

MSE WALL NO. 1 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
48+34.69	13.23'	312+82.64	146.10' LT.
48+50.00	13.23'	312+90.90	132.66' LT.
49+00.00	32.80'	313+33.52	100.70' LT.
49+50.00	33.50'	313+60.28	58.46' LT.
50+00.00	34.42'	313+87.21	16.32' LT.
51+00.00	35.38'	314+40.36	68.39' RT.
51+51.01	35.38'	314+67.04	111.85' RT.

LEGEND:

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 28/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIERS ARE NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
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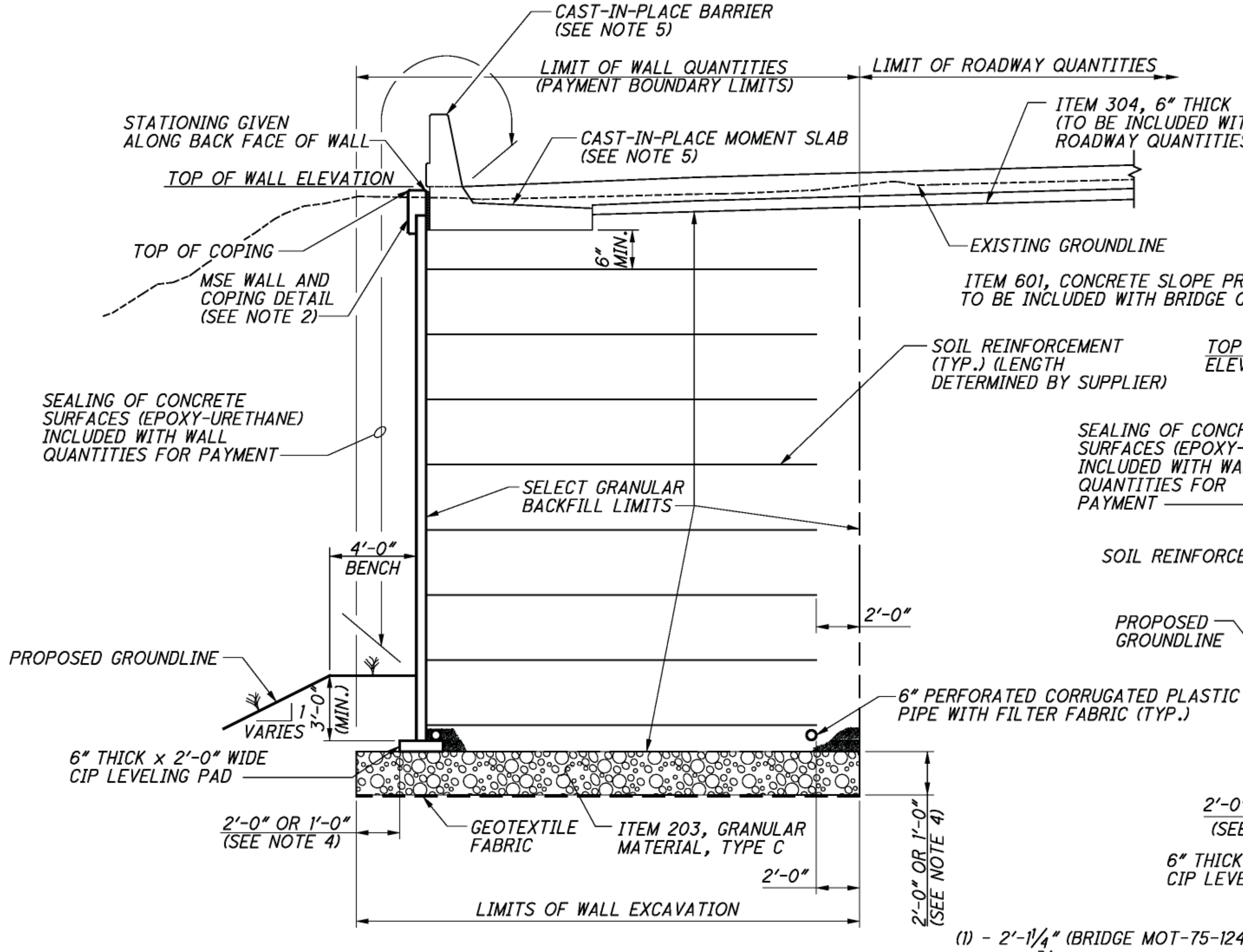
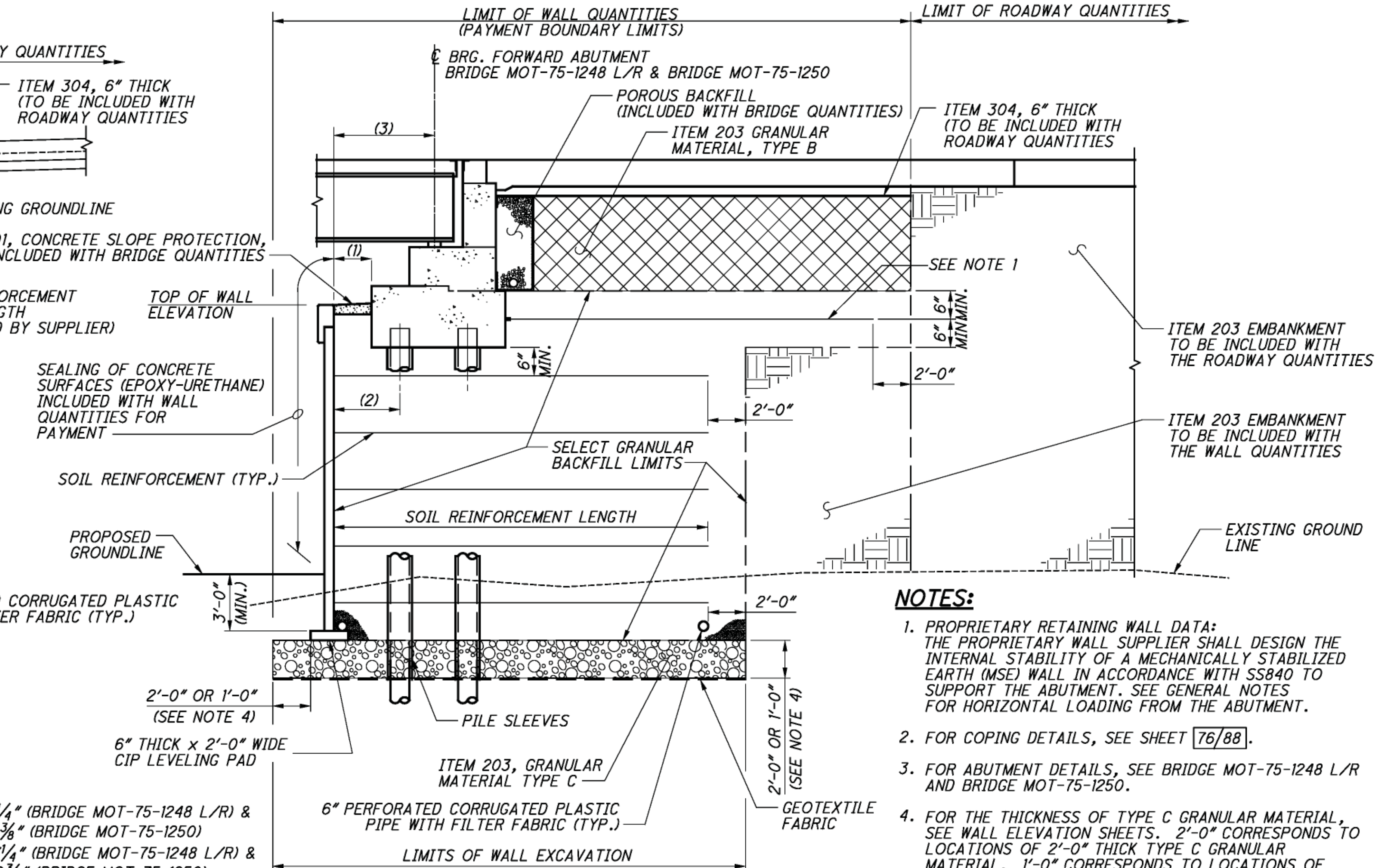
MSE WALL NO. 1 - ELEVATION



SECTION A-A



(1) - 2'-1¼" (BRIDGE MOT-75-1248 L/R) &
2'-4⅜" (BRIDGE MOT-75-1250)

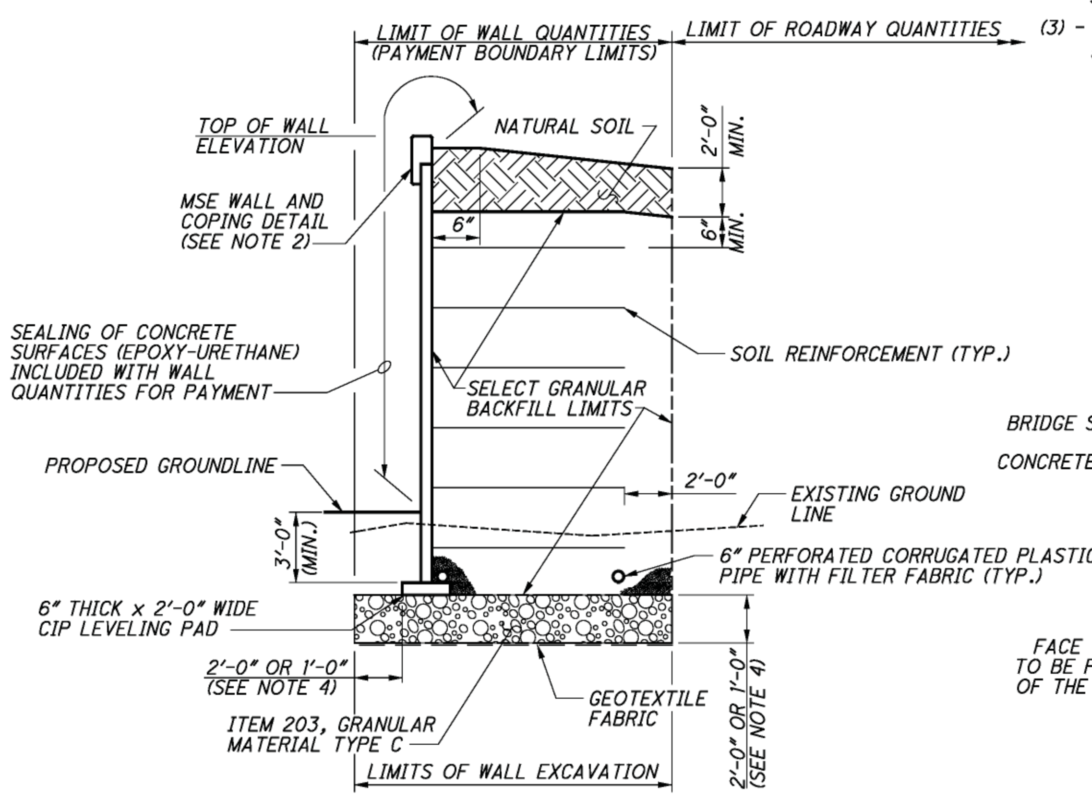
(2) - 3'-7¼" (BRIDGE MOT-75-1248 L/R) &
3'-10⅜" (BRIDGE MOT-75-1250)

(3) - 5'-5¼" (BRIDGE MOT-75-1248 L/R) &
5'-8⅜" (BRIDGE MOT-75-1250)

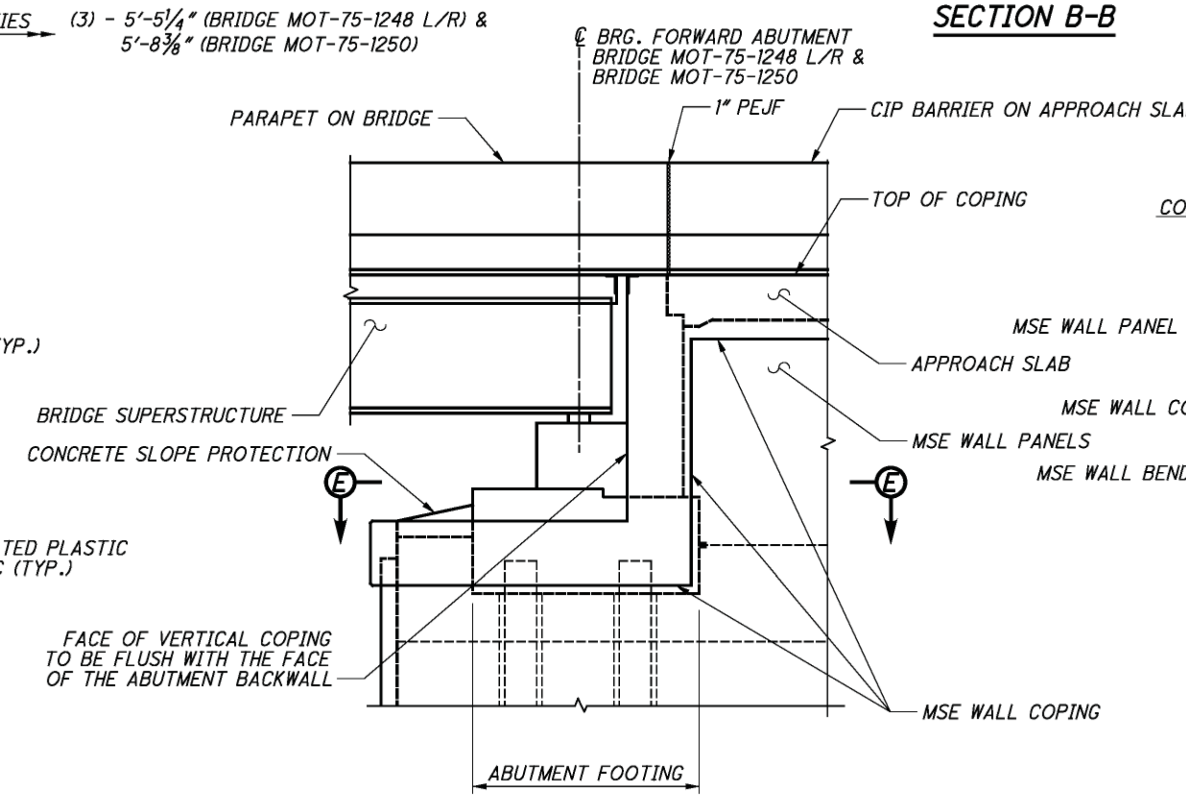
SECTION B-B

NOTES:

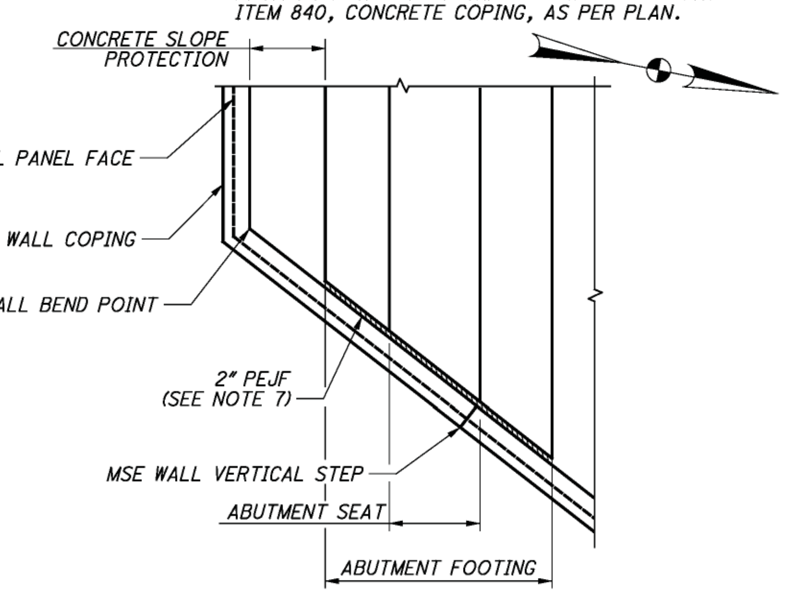
1. PROPRIETARY RETAINING WALL DATA:
THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR COPING DETAILS, SEE SHEET 76/88.
3. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1248 L/R AND BRIDGE MOT-75-1250.
4. FOR THE THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
5. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT SEE SHEET 82/88 THROUGH 85/88.
6. FOR LIMITS OF PAYMENT BOUNDARY SEE SHEET 23/88.
7. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.



SECTION C-C



VIEW D-D



SECTION E-E

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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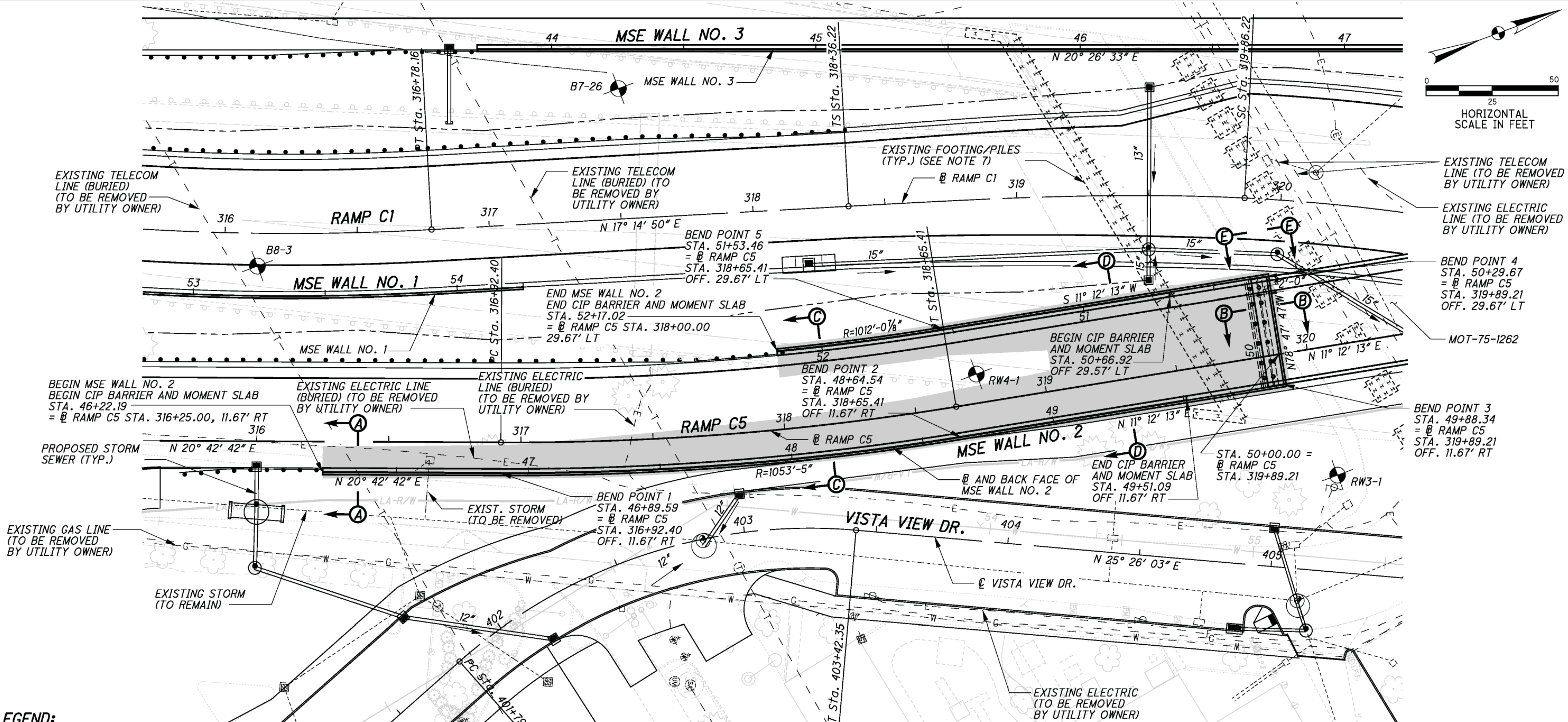
MSE WALL NO. 1 - SECTIONS

MOT-75-12.00

PID No. 77247



LEGEND:

- INDICATES SOIL BORING LOCATION

- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 33/88).

PLAN

* DIMENSION MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 2 SCHEMATIC PLAN, SEE SHEET 7/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 31/88 THROUGH 33/88.
4. FOR SECTIONS A-A AND B-B SEE SHEET 34/88, FOR SECTIONS C-C AND D-D AND VIEW E-E, SEE SHEET 35/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 30/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEETS 34/88 AND 35/88.
7. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2′-0″ BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 31/88 THROUGH 33/88. FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEET 1142/1565. PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGE MOT-75-1262, UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.

HORIZONTAL CURVE DATA:

RAMP C5

P.I.= Sta. 317+79.11
Δ = 9° 30′ 56″ (LT)
Dc = 5° 30′ 00″
R = 1,041.74′
T = 86.70′
L = 173.01′
E = 3.60′
C = 172.81′
C.B. = N 15° 57′ 41″ E

BENCHMARK DATA

BM-12 I.R. 75 STA. 319+00.01, EL. 734.89, OFFSET: 16.88′ LT.
DESCRIPTION: ¾″ IRON PIPE WITH RED CAP

BM-13 I.R. 75 STA. 320+76.95, EL. 732.44, OFFSET: 260.92′ RT.
DESCRIPTION: CROSS-NOTCH IN CONCRETE

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
RW3-1	320+18.36	222.77 RT
RW4-1	318+81.67	184.54 RT
B8-3	316+09.57	143.80 RT
B7-26	317+46.19	76.62 RT

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
CAK	AFN	JEB		MSL	3/01/2012

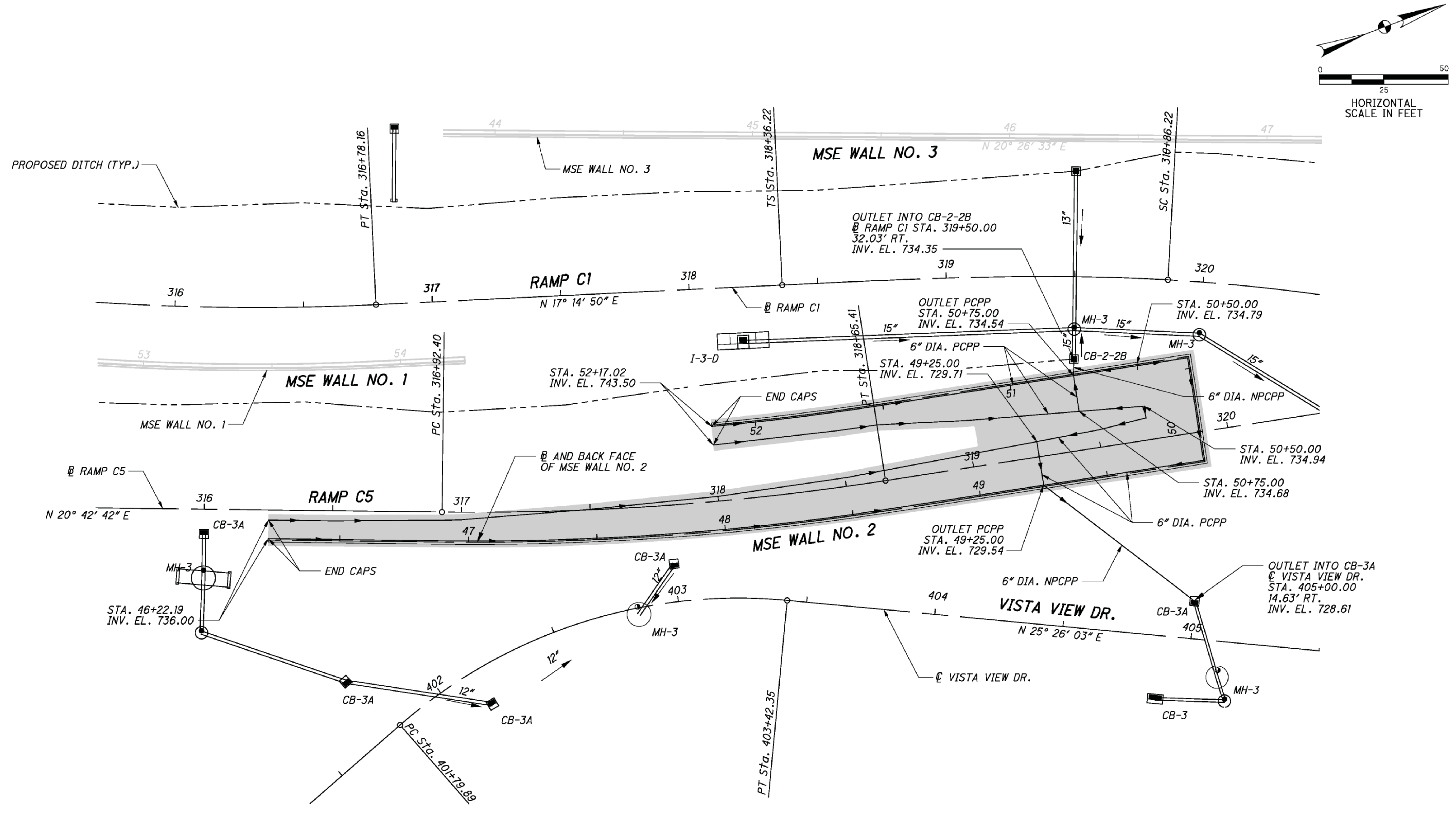
STRUCTURE FILE NUMBER

MSE WALL NO. 2 - PLAN

MOT-75-12.00
PID No. 77247

29/88

841/1565



PLAN

LEGEND:

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 33/88).

NOTES:

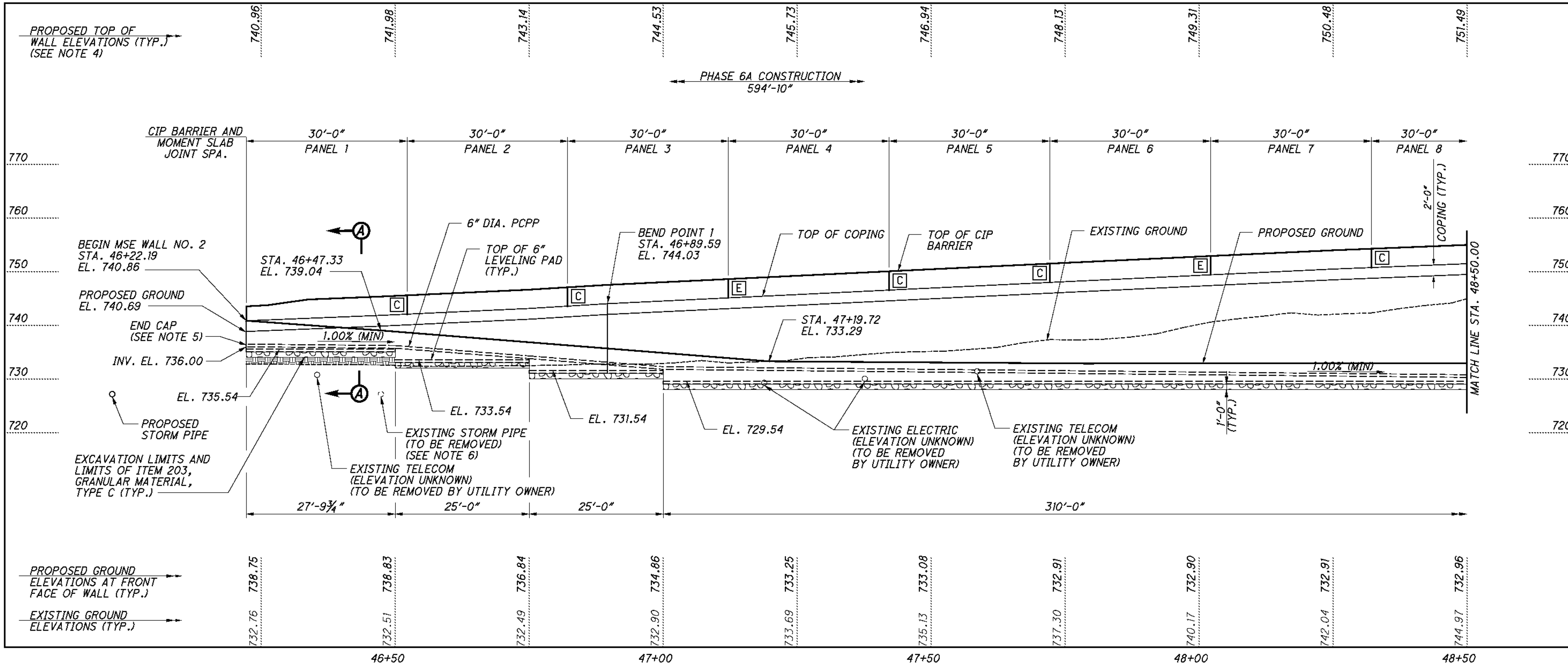
1. FOR MSE WALL PLAN, SEE SHEET 29/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 31/88 THROUGH 33/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL
DATE 3/01/2012
STRUCTURE FILE NUMBER
DRAWN JEB
REVISED
DESIGNED CAK
CHECKED AFN

MSE WALL NO. 2 - DRAINAGE PLAN

MOT-75-12.00
PID No. 77247



ELEVATION

NOTES:

1. SEE SHEET 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 34/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6' DRAINAGE PIPE, PERFORATED.
6. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

LEGEND:

- C — CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
- E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
- DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C
- DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	3/01/2012

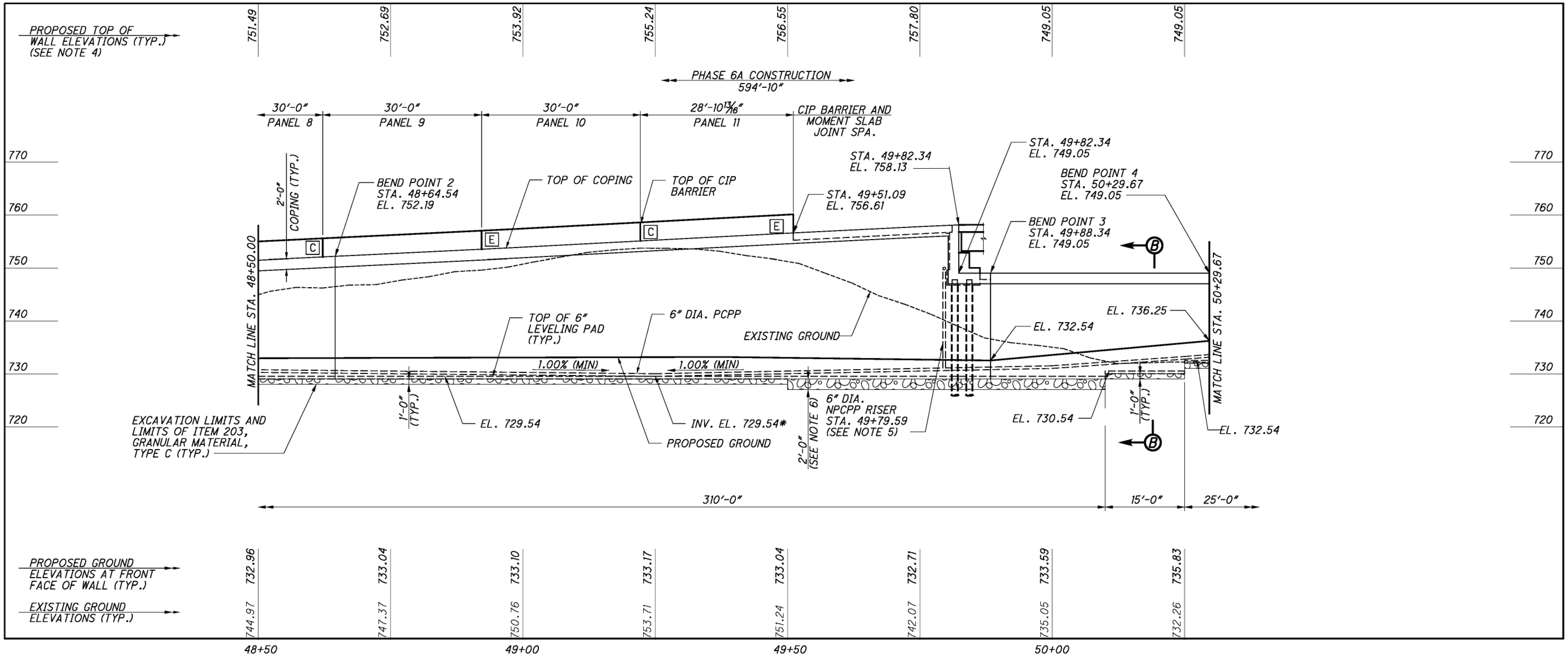
STRUCTURE FILE NUMBER

DRAWN	REVISED
JEB	

DESIGNED	CHECKED
CAK	AFN

MSE WALL NO. 2 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

* OUTLET TO CB-3A
℄ VISTA VIEW DRIVE
STA. 405+00.00, 14.63' RT.
INV. EL. 728.61

LEGEND:

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

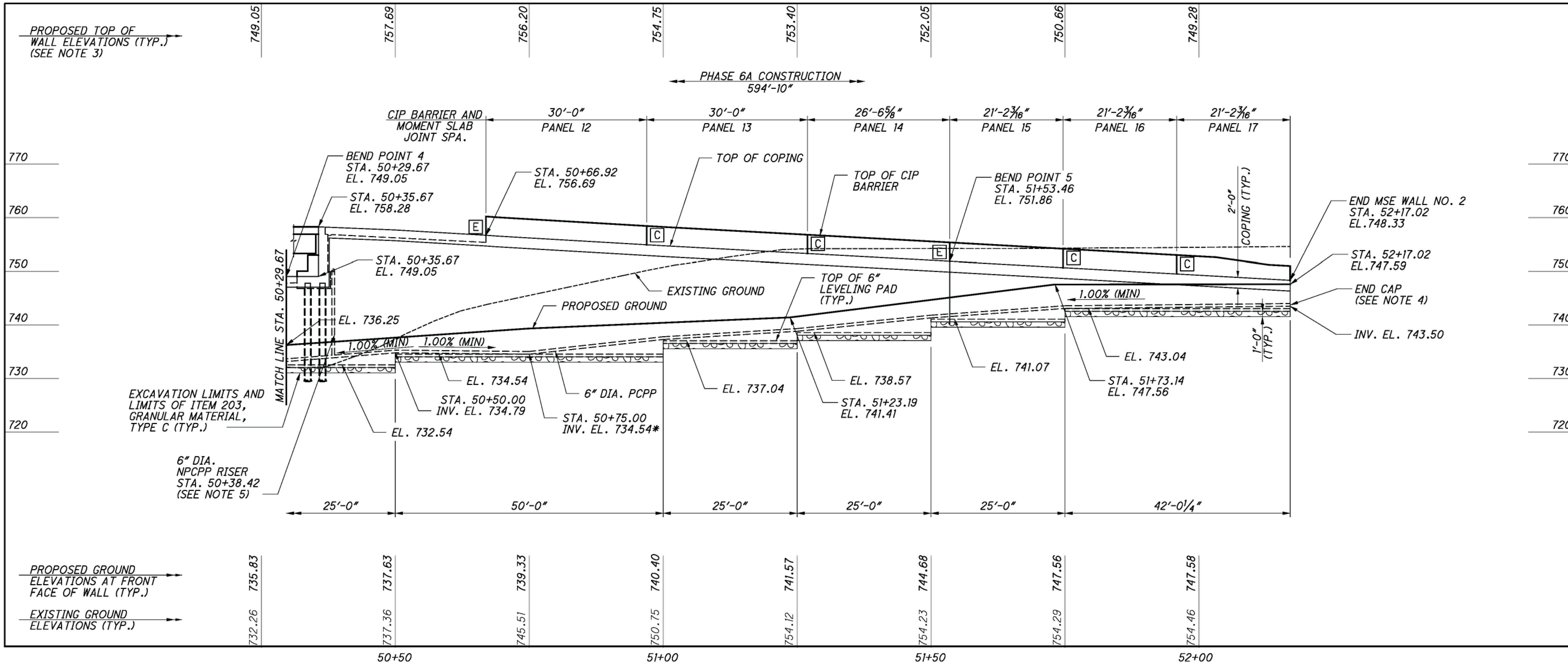
1. SEE SHEET 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION B-B SEE SHEET 34/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 77/88.
6. IF FILL IS ENCOUNTERED B/T STA. 49+50.00 AND 50+00.00, THE FILL SHALL BE REMOVED AND REPLACED WITH ITEM 203 GRANULAR MATERIAL, TYPE C.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 2 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

*OUTLET TO CB-2-2B
℄ RAMP C1
STA. 319+50.00, 32.03' RT.
INV. EL. 734.35

MSE WALL NO. 2 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	RAMP C5 STATION	RAMP C5 OFFSET
46+22.19	12.23'	316+25.00	1.67' RT.
46+47.19	12.23'	316+50.00	1.67' RT.
46+89.59	12.85'	316+92.40	1.05' RT.
46+97.27	13.11'	317+00.00	0.79' RT.
47+47.83	16.22'	317+50.00	2.32' LT.
47+98.39	17.90'	318+00.00	4.00' LT.
48+48.95	19.45'	318+50.00	5.55' LT.
48+64.54	19.96'	318+65.41	6.07' LT.
48+99.13	21.14'	319+00.00	7.24' LT.
49+02.13	45.63'	319+03.00	7.63' LT.
51+15.08	45.63'	319+03.00	15.63' LT.
51+18.88	15.80'	319+00.00	16.10' LT.
51+53.47	12.23'	318+65.41	19.67' LT.
51+68.44	12.23'	318+50.00	19.67' LT.
52+17.02	12.23'	318+00.00	19.67' LT.

LEGEND:

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

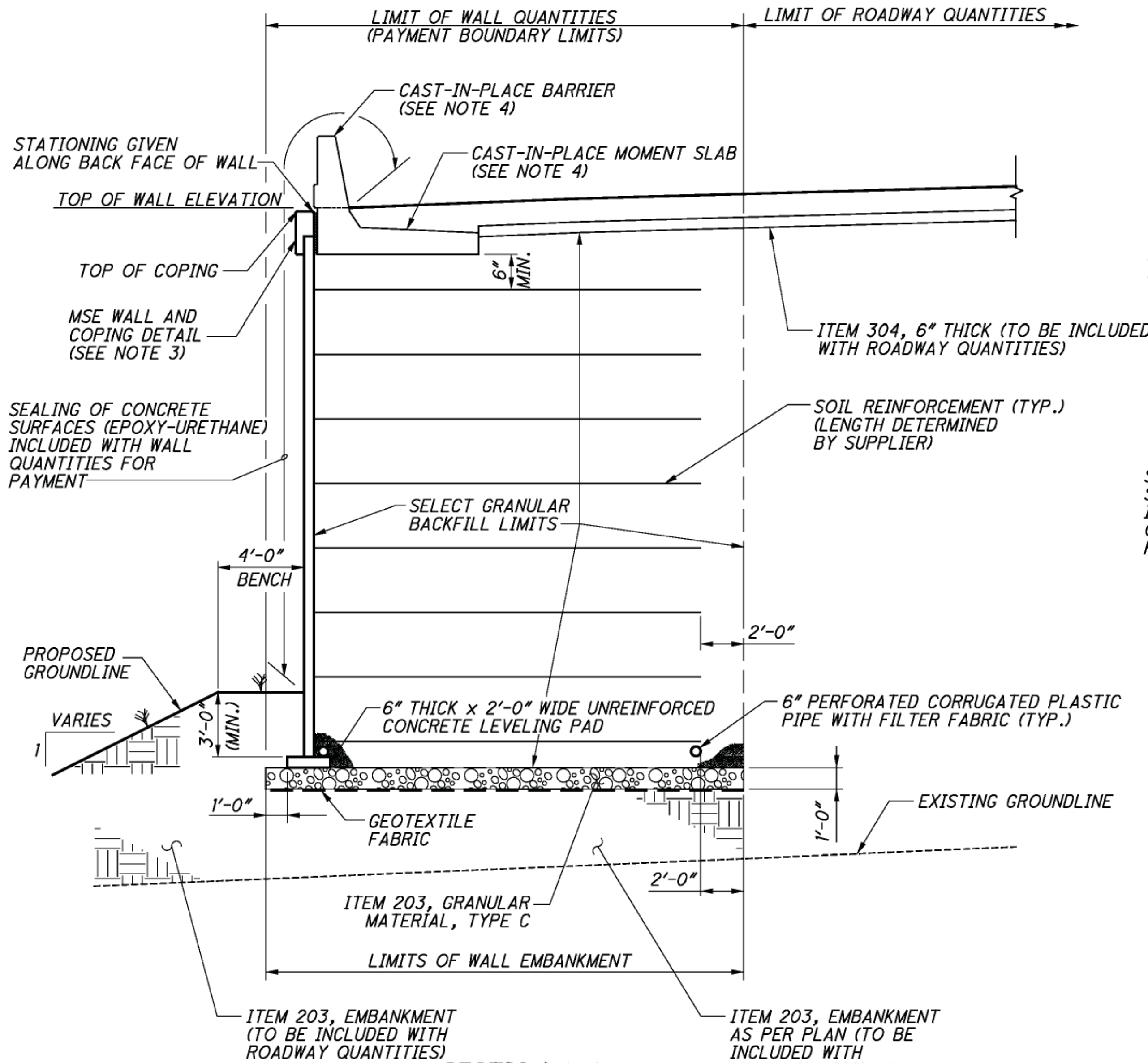
1. SEE SHEET 3/88 THROUGH 5/88 FOR NOTES.
2. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
3. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
4. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 77/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

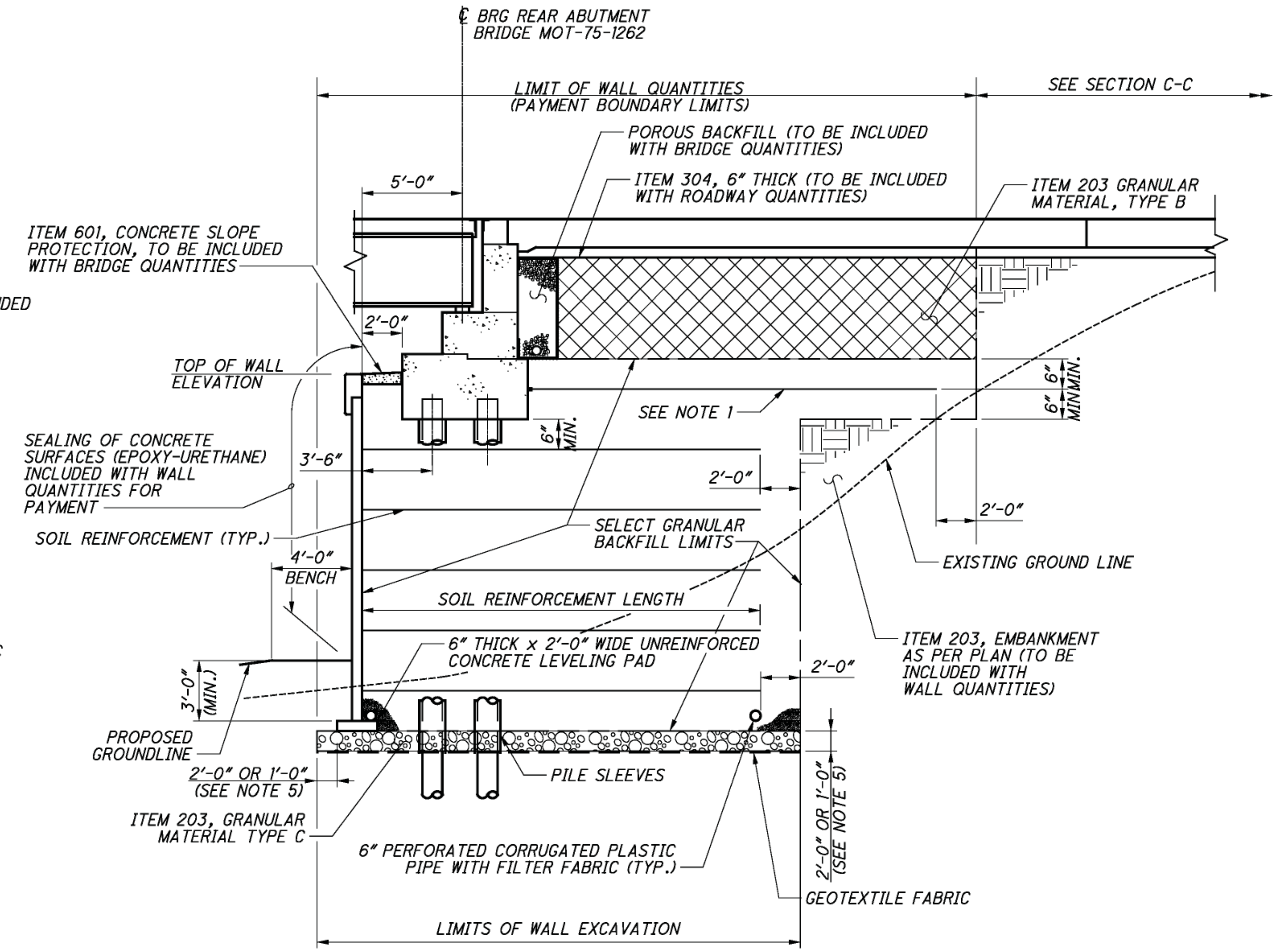
REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER
DRAWN JEB | REVISED
DESIGNED CAK | CHECKED AFN

MSE WALL NO. 2 - ELEVATION

MOT-75-12.00
PID No. 77247



SECTION A-A



SECTION B-B

NOTES:

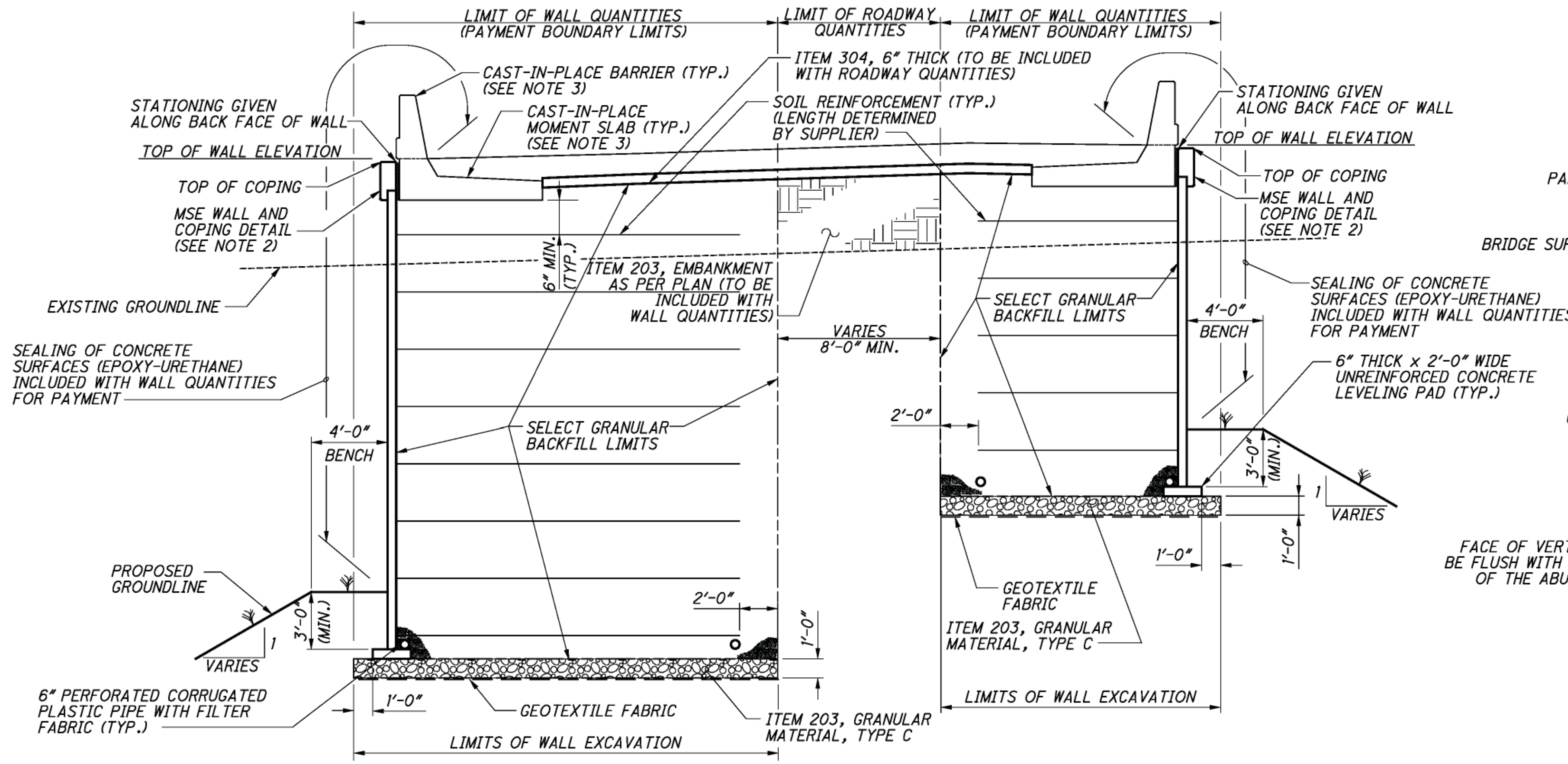
1. PROPRIETARY RETAINING WALL DATA:
   THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1262.
3. FOR COPING DETAILS, SEE SHEET 76/88.
4. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT SEE SHEETS 82/88 THROUGH 85/88.
5. FOR THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
6. FOR PLAN LIMITS OF PAYMENT BOUNDARIES SEE SHEET 29/88.

DESIGN AGENCY
TranSystems
1105 SCHROCK ROAD, SUITE 400
COLUMBUS, OHIO 43229

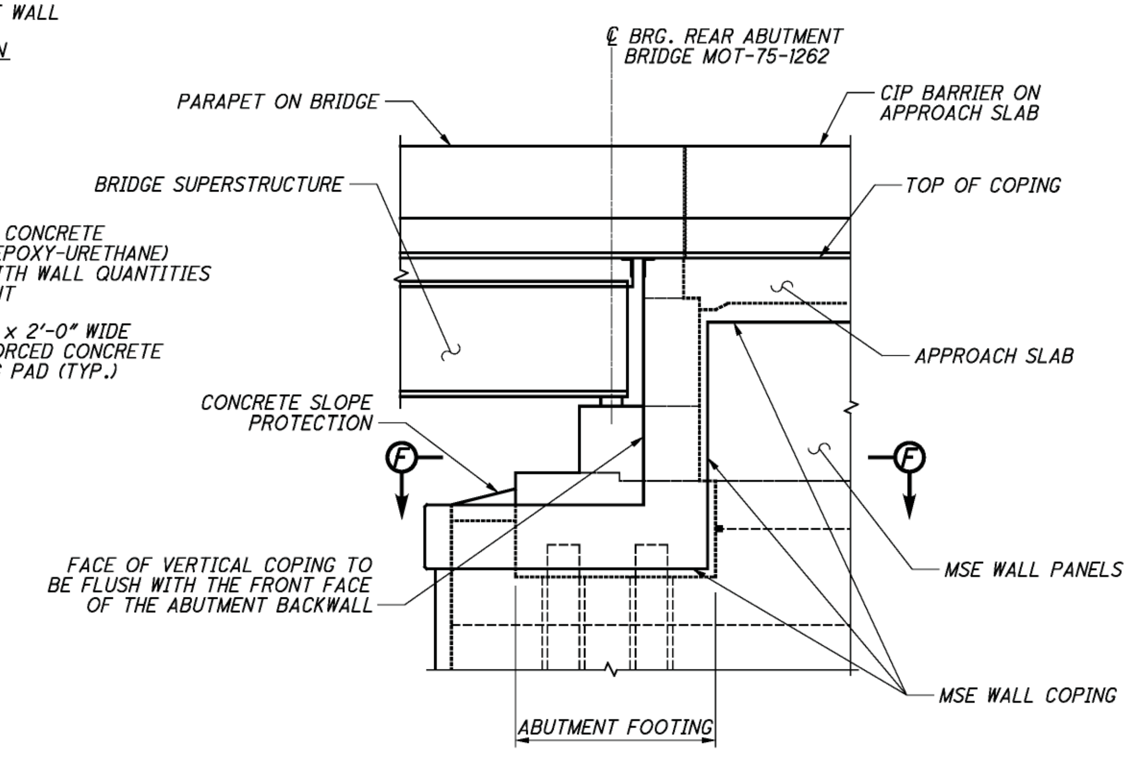
DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 2 - SECTIONS

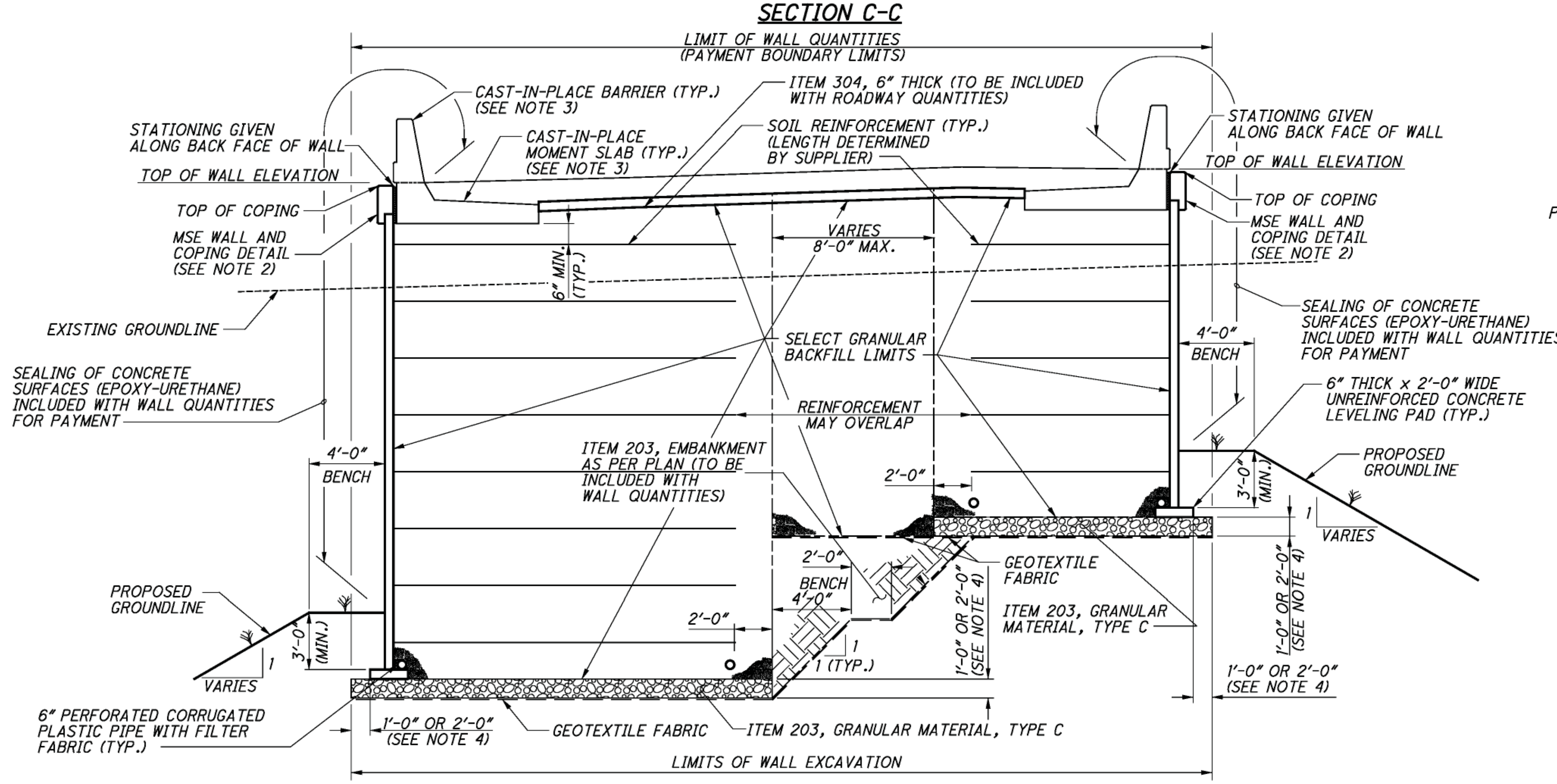
MOT-75-12.00
PID No. 77247



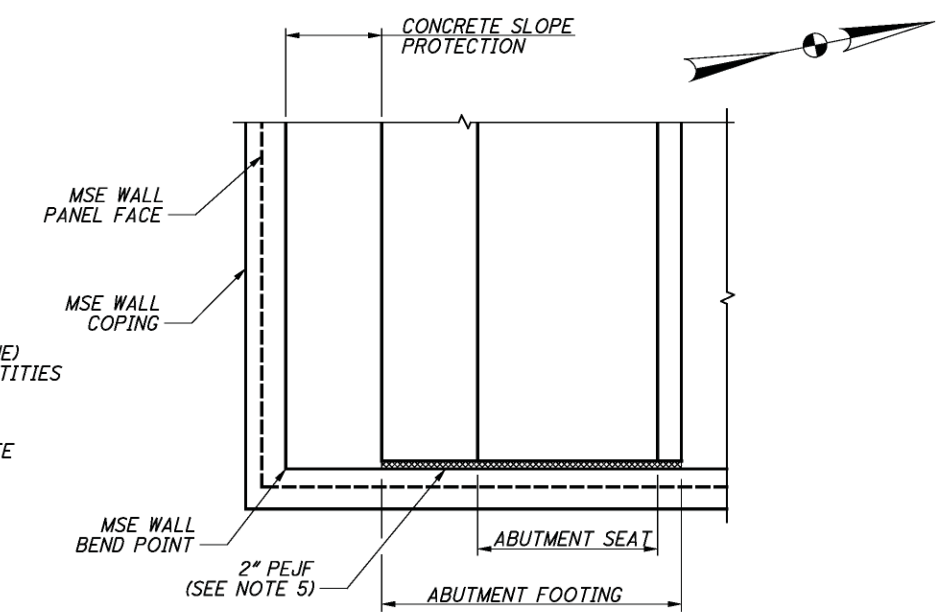
SECTION C-C



VIEW E-E



SECTION D-D



SECTION F-F

NOTES:

1. FOR ABUTMENT DETAILS SEE BRIDGE MOT-75-1262.
2. FOR COPING DETAILS, SEE SHEET 76/88.
3. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT SEE SHEETS 82/88 THROUGH 85/88.
4. FOR THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
5. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED CAK | DRAWN JEB | REVIEWED MSL | DATE 3/01/2012
CHECKED AFN | REVISED | STRUCTURE FILE NUMBER

MSE WALL NO. 2 - SECTIONS

MOT-75-12.00
PID No. 77247

35/88

847/1565

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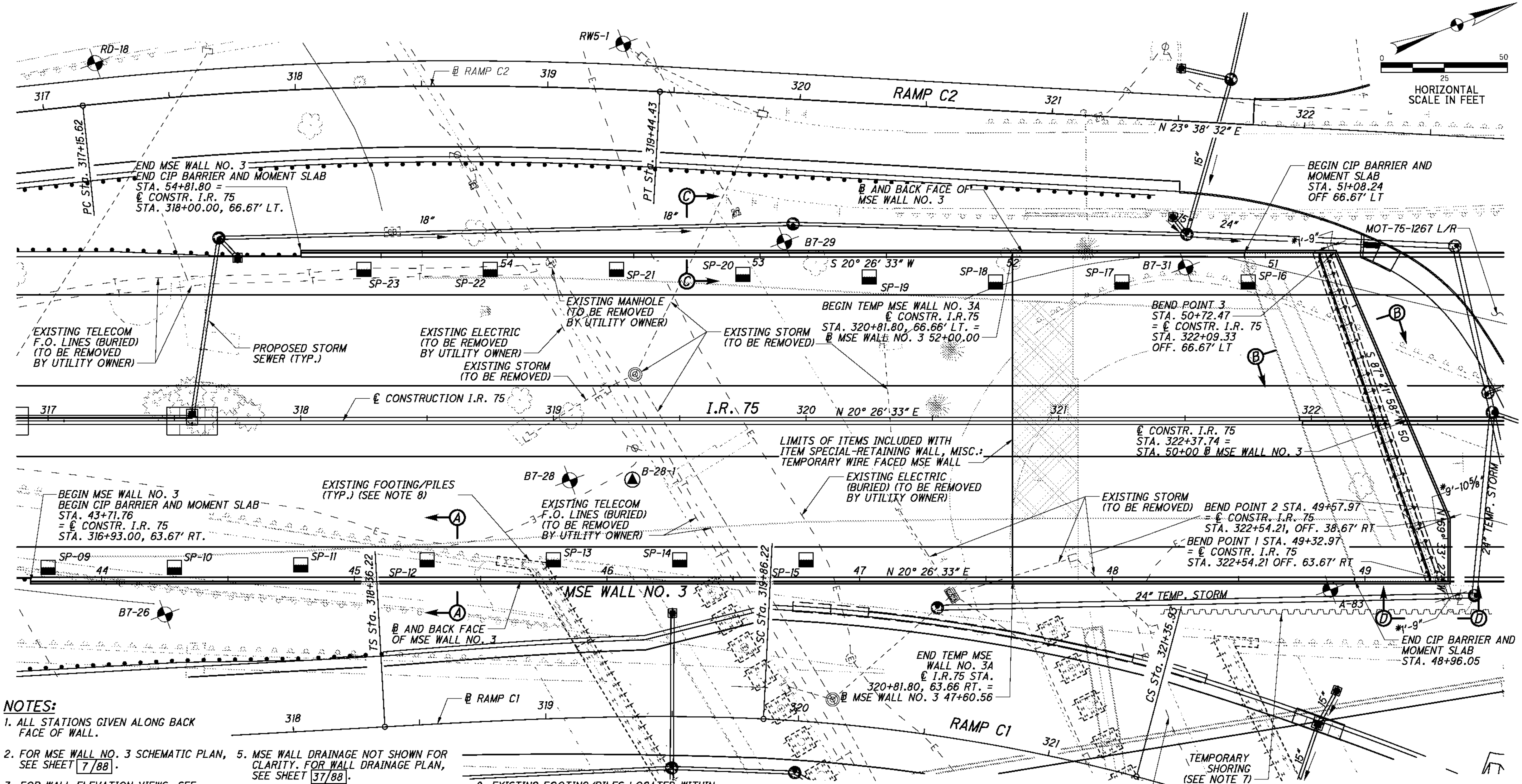


NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 3 SCHEMATIC PLAN, SEE SHEET 7/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 38/88 THROUGH 42/88.
4. FOR SECTIONS A-A AND B-B SEE SHEET 43/88 AND FOR SECTION C-C AND VIEW D-D, SEE SHEET 44/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 37/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEETS 43/88 AND 44/88.
7. PAYMENT FOR TEMPORARY SHORING SHALL BE INCLUDED WITH WALL QUANTITIES UNDER PAY ITEM 503, COFFERDAMS AND EXCAVATION BRACING.
8. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2'-0" BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 38/88 THROUGH 42/88. FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEETS 1035/1565 AND 1070/1565. PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGE MOT-75-1267 L/R, UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.

LEGEND:

- INDICATES SOIL BORING LOCATION
- INDICATES SETTLEMENT PLATFORM LOCATION
- INDICATES SOIL BORING LOCATION (BEFORE 2006)
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 42/88)
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

BENCHMARK DATA
BM-12 I.R. 75 STA. 319+00.01, EL. 734.89, OFFSET: 16.88' LT. DESCRIPTION: ¾" IRON PIPE WITH RED CAP
BM-13 I.R. 75 STA. 320+76.95, EL. 732.44, OFFSET: 260.92' RT. DESCRIPTION: CROSS-NOTCH IN CONCRETE

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B7-26	317+46.19	76.62 RT
B7-28	319+06.49	23.50 RT
B-28-1	319+31.28	23.27 RT
B7-29	319+91.44	70.94 LT
B7-31	321+50.28	60.79 LT
A-83	322+07.62	66.83 RT
RD-18	317+18.49	141.71 LT
RW5-1	319+27.64	149.35 LT

SETTLEMENT PLATFORM	I.R. 75 STATION	I.R. 75 OFFSET
SP-09	317+00.00	58.00 RT.
SP-10	317+50.00	58.00 RT.
SP-11	318+00.00	57.00 RT.
SP-12	318+50.00	55.00 RT.
SP-13	319+00.00	55.00 RT.
SP-14	319+50.00	55.00 RT.
SP-15	320+00.00	55.00 RT.
SP-16	321+75.00	55.00 LT.

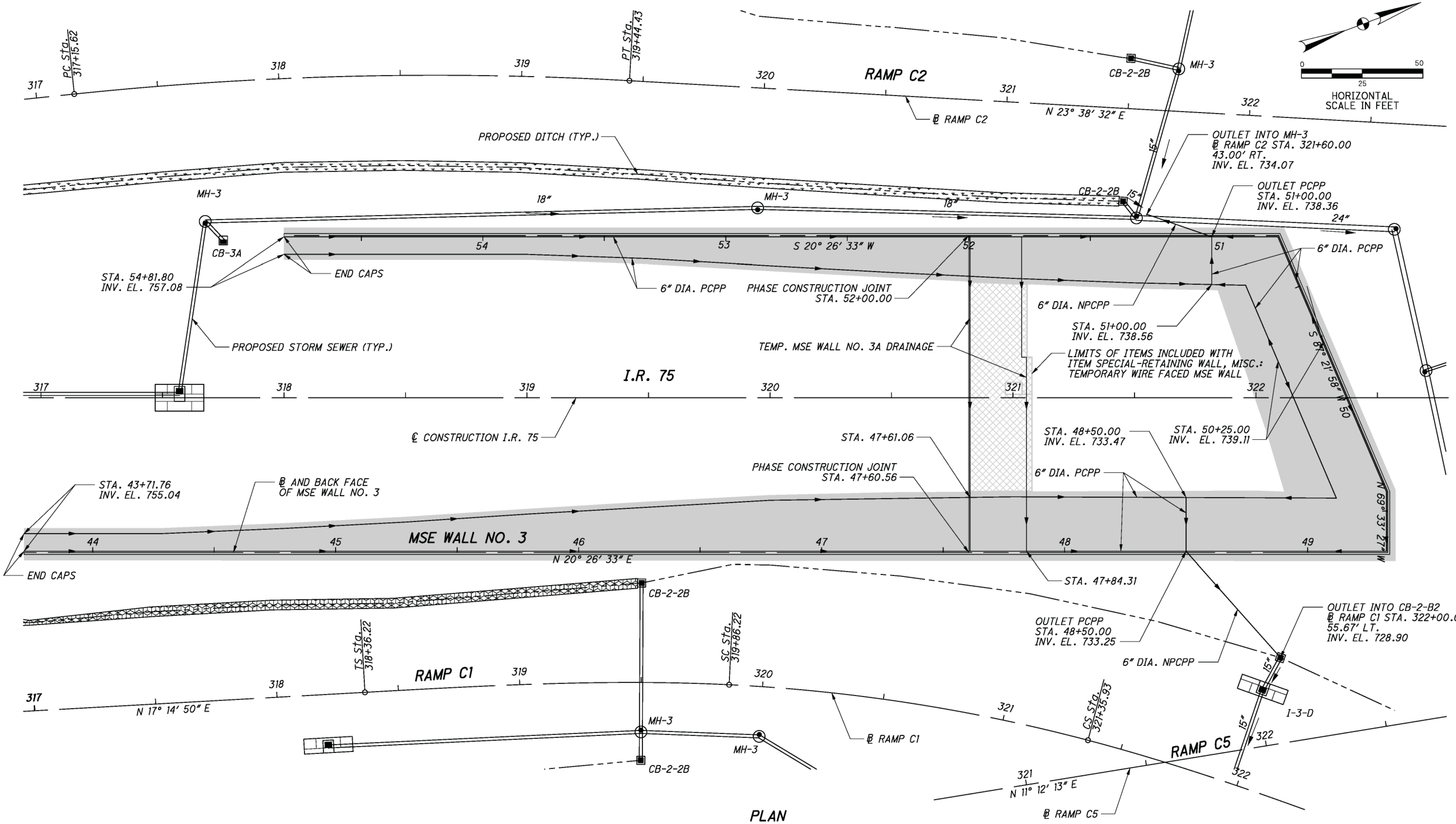
SETTLEMENT PLATFORM	I.R. 75 STATION	I.R. 75 OFFSET
SP-17	321+25.00	55.00 LT.
SP-18	320+75.00	55.00 LT.
SP-19	320+25.00	57.00 LT.
SP-20	319+75.00	58.00 LT.
SP-21	319+25.00	60.00 LT.
SP-22	318+75.00	60.00 LT.
SP-23	318+25.00	60.00 LT.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED CAK | CHECKED AFN | DRAWN JEB | REVISED | REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

MSE WALL NO. 3 - PLAN

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 42/88).

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 36/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 38/88 THROUGH 42/88.

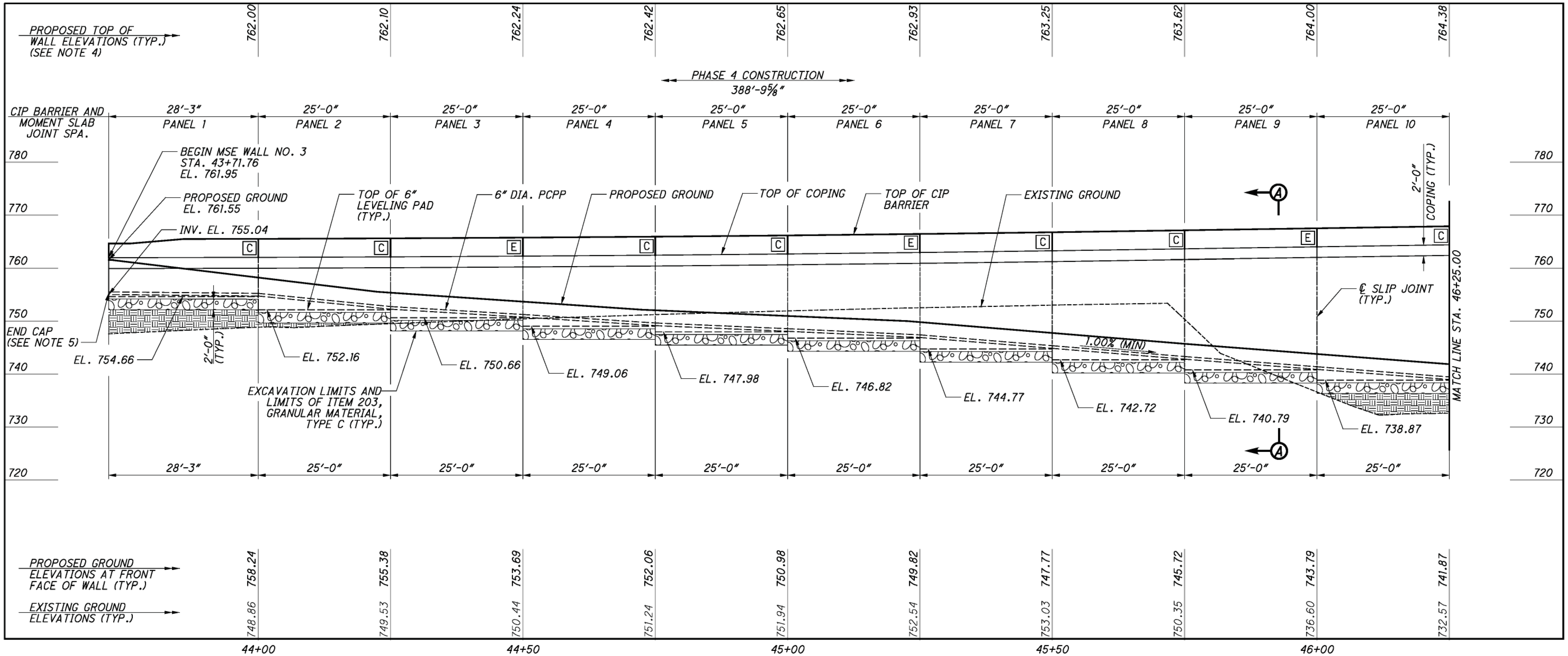
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL	DATE 3/01/2012	STRUCTURE FILE NUMBER	
DRAWN JEB	REVISED	DESIGNED CAK	CHECKED AFN

MSE WALL NO. 3 - DRAINAGE PLAN

MOT-75-12.00

PID No. 77247



ELEVATION

LEGEND

C	CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
E	EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
	DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C
	DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 43/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.

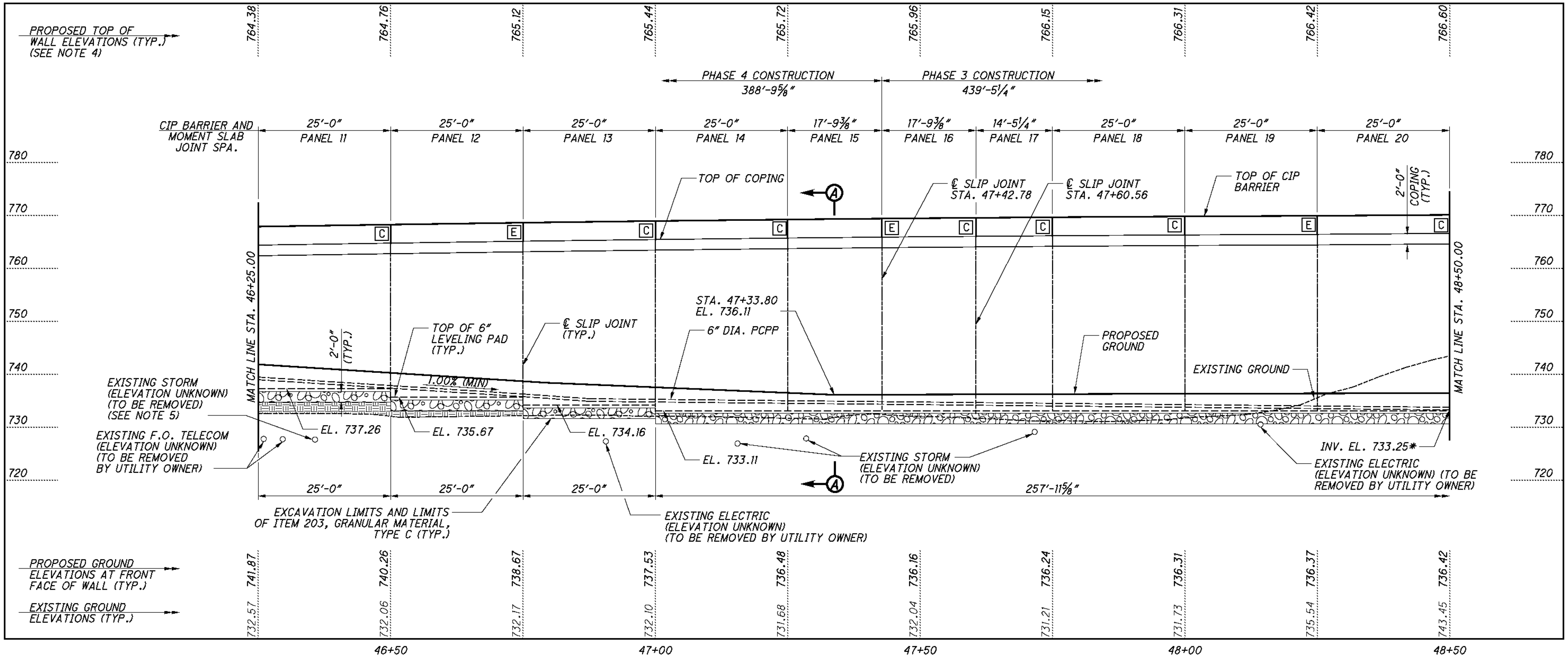
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
CAK	AFN	JEB		MSL	3/01/2012

STRUCTURE FILE NUMBER

MSE WALL NO. 3 - ELEVATION

MOT-75-12.00
PID No. 77247



* OUTLET TO CB-2-B2
℄ RAMP C1 STA. 322+00.00
55.67' LT.
INV. EL. 728.90

ELEVATION

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

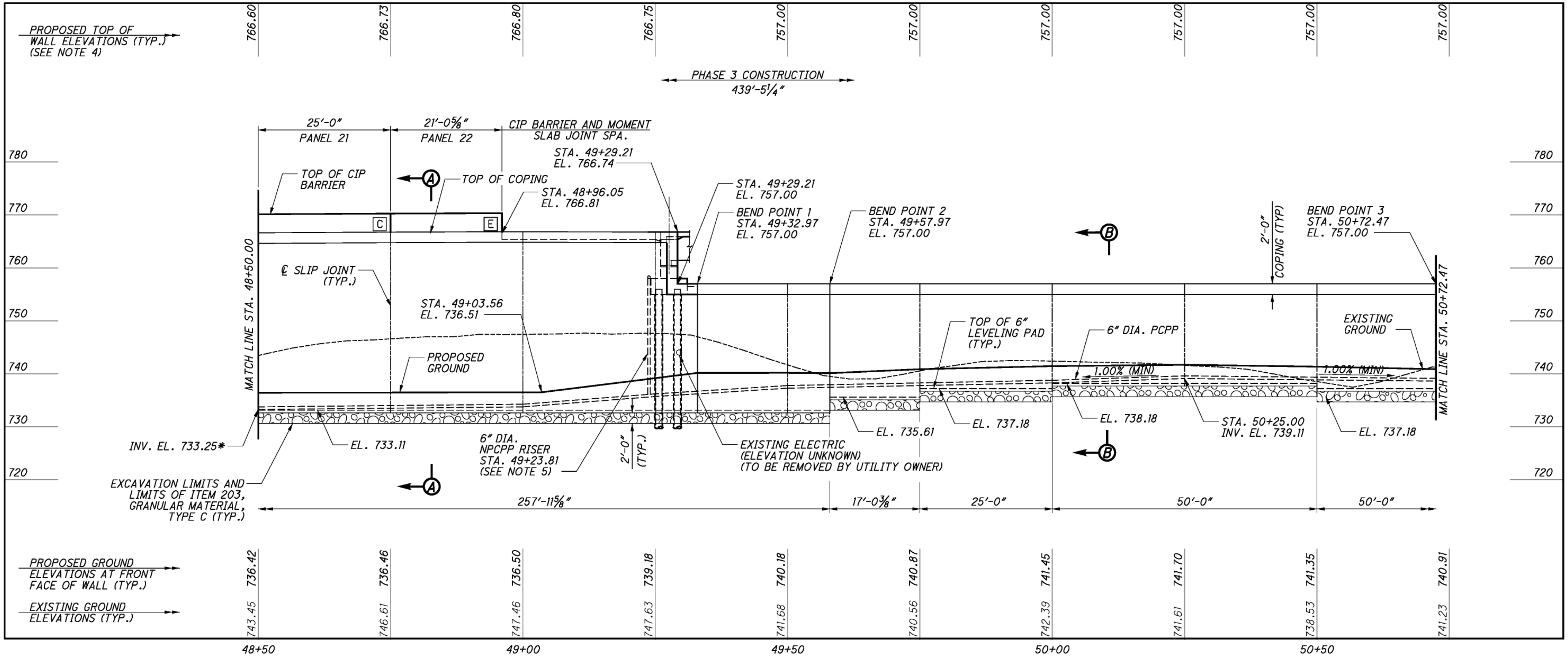
DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 43/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
DESIGNED CAK | CHECKED AFN | DRAWN JEB | REVISED | REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER
MSE WALL NO. 3 - ELEVATION
MOT-75-12.00
PID No. 77247



* OUTLET TO CB-2-B2
℄ RAMP C1 STA. 322+00.00
55.67' LT.
INV. EL. 728.90

ELEVATION

LEGEND

C	CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
E	EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
(granular hatch)	DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

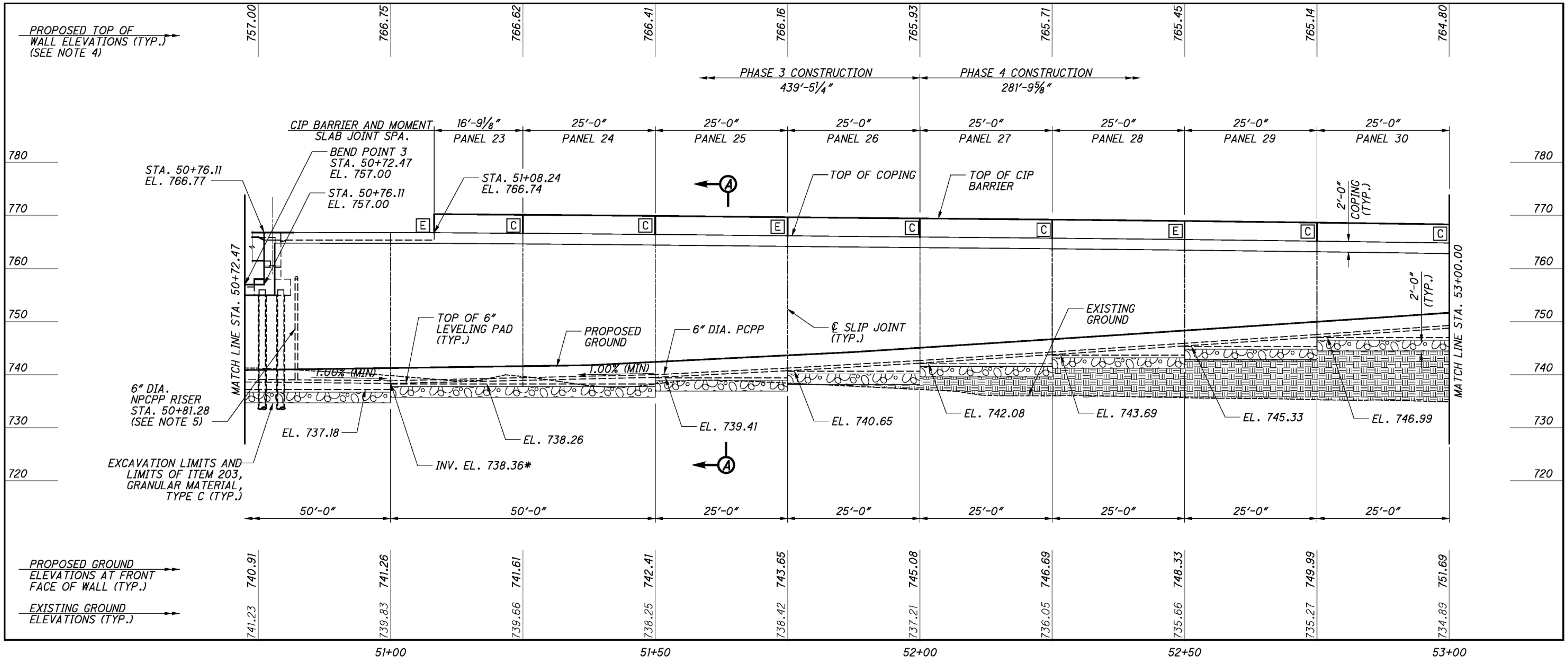
1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTIONS A-A AND B-B SEE SHEET 43/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 3 - ELEVATION

MOT-75-12.00
PID No. 77247



*OUTLET INTO MH-3
℄ RAMP C2 STA. 321+60.00
43.00' RT.
INV. EL. 734.07

ELEVATION

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DENOTES LIMITS OF ITEM 203, EMBANKMENT

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 43/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 AND 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

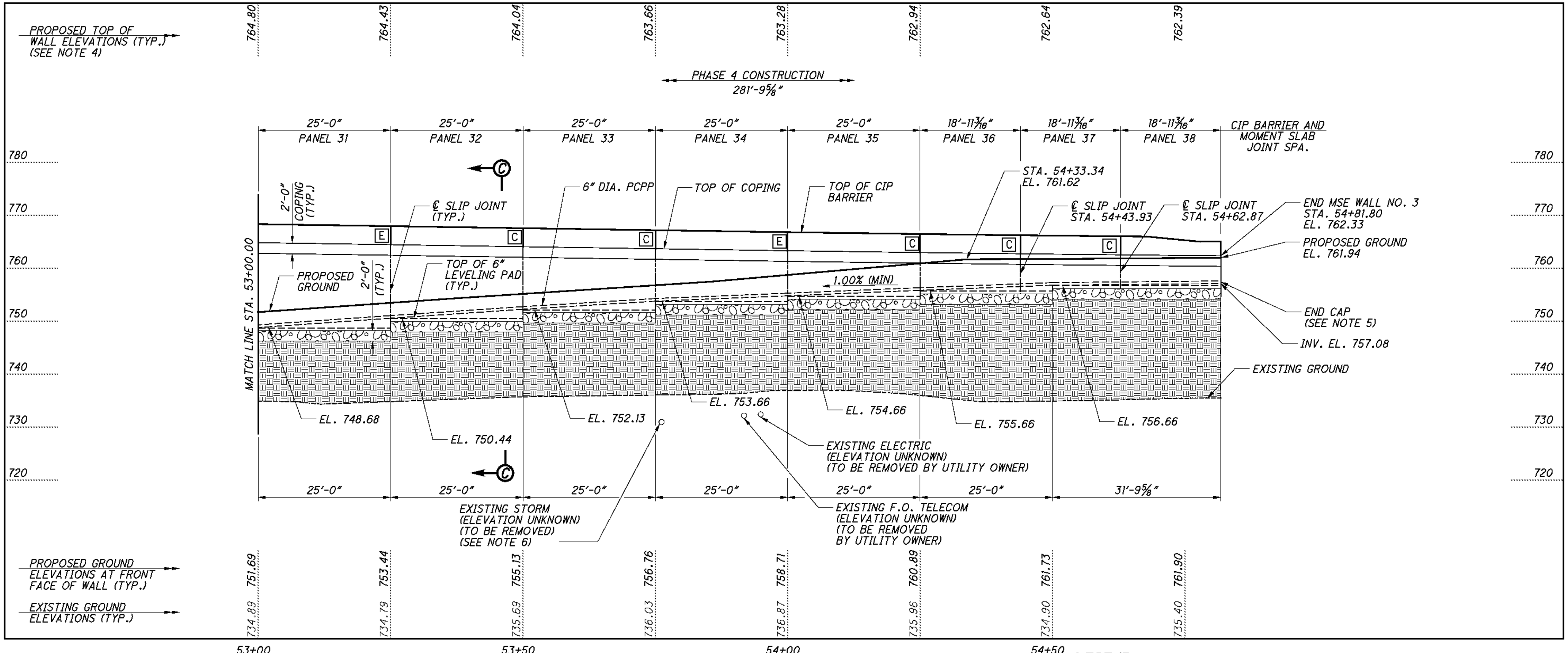
REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

DRAWN JEB REVISED

DESIGNED CAK CHECKED AFN

MSE WALL NO. 3 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

LEGEND

- C — CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
- E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
- DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C
- DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

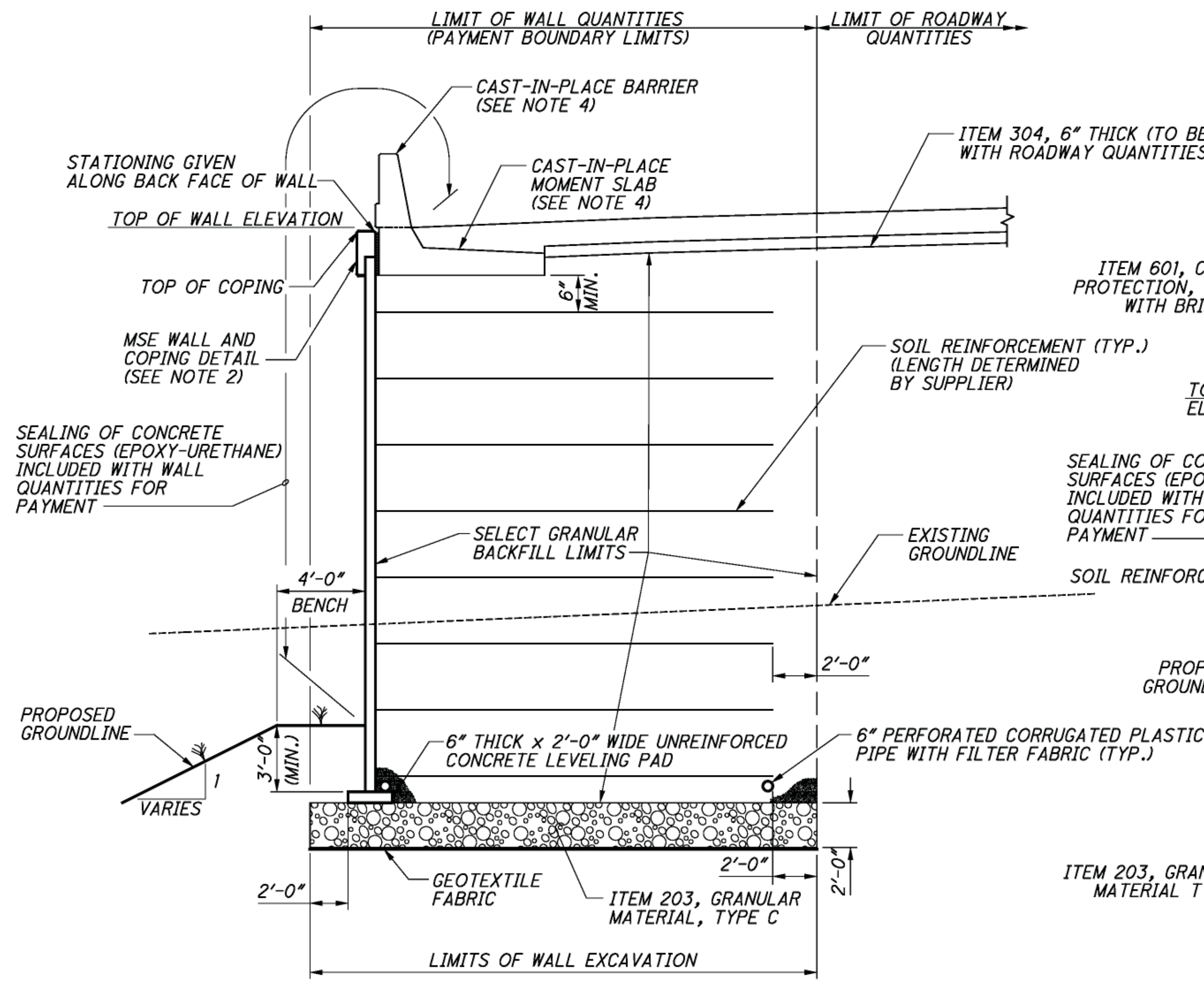
MSE WALL NO. 3 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
43+71.76	13.23'	316+93.00	53.67' RT.
44+28.76	13.23'	317+50.00	53.67' RT.
44+78.76	15.24'	318+00.00	51.65' RT.
45+28.76	17.86'	318+50.00	49.04' RT.
45+78.76	21.13'	319+00.00	45.77' RT.
46+28.76	24.14'	319+50.00	42.76' RT.
46+78.76	26.82'	320+00.00	40.08' RT.
47+28.76	27.97'	320+50.00	38.93' RT.
47+78.76	28.26'	321+00.00	38.64' RT.
48+28.76	28.45'	321+50.00	38.45' RT.
48+78.76	28.65'	322+00.00	38.25' RT.
49+28.76	28.65'	322+50.00	38.25' RT.

MSE WALL NO. 3 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
49+57.97	45.77'	322+54.21	38.67' RT.
50+00.00	39.45'	322+37.73	14.20' RT.
50+61.70	35.05'	321+84.27	44.29' LT.
50+81.80	25.83'	322+00.00	44.07' LT.
51+31.80	24.93	321+50.00	44.99' LT.
51+81.80	22.92	321+00.00	46.98' LT.
52+31.80	20.48'	320+50.00	49.42' LT.
52+81.80	17.76'	320+00.00	52.14' LT.
53+31.80	14.83'	319+50.00	55.07' LT.
53+81.80	13.23'	319+00.00	56.67' LT.
54+31.80	13.23'	318+50.00	56.67' LT.
54+81.80	13.23'	318+00.00	56.67' LT.

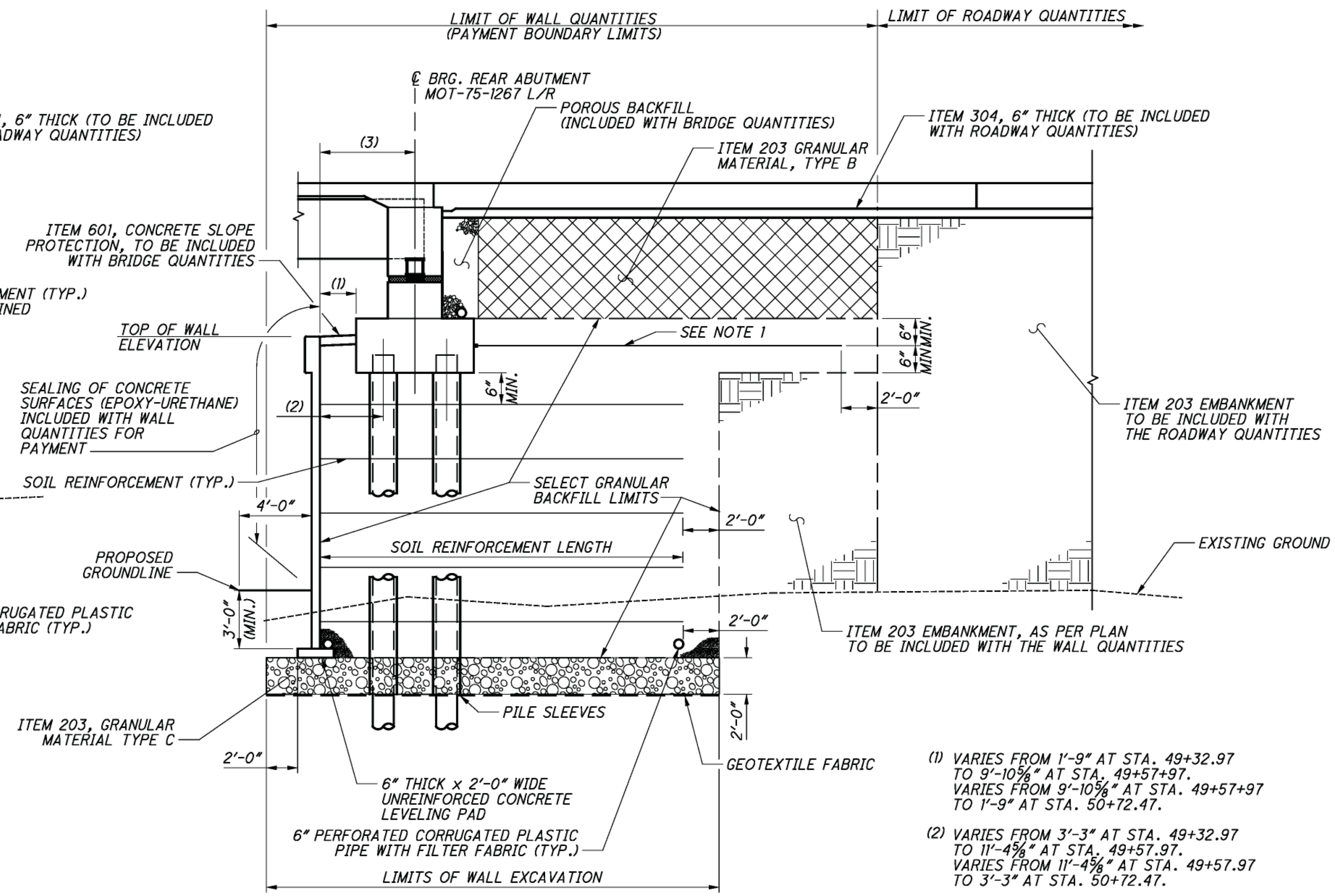
NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION C-C SEE SHEET 44/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.
6. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER
DRAWN JEB REVISED
DESIGNED CAK CHECKED AFN
MSE WALL NO. 3 - ELEVATION
MOT-75-12.00
PID No. 77247



SECTION A-A



SECTION B-B

(1) VARIES FROM 1'-9" AT STA. 49+32.97 TO 9'-10⅝" AT STA. 49+57+97.
VARIES FROM 9'-10⅝" AT STA. 49+57+97 TO 1'-9" AT STA. 50+72.47.

(2) VARIES FROM 3'-3" AT STA. 49+32.97 TO 11'-4⅝" AT STA. 49+57.97.
VARIES FROM 11'-4⅝" AT STA. 49+57.97 TO 3'-3" AT STA. 50+72.47.

(3) VARIES FROM 5'-0" AT STA. 49+32.97 TO 13'-1⅝" AT STA. 49+57.97.
VARIES FROM 13'-1⅝" AT STA. 49+57.97 TO 5'-0" AT STA. 50+72.47.

NOTES:

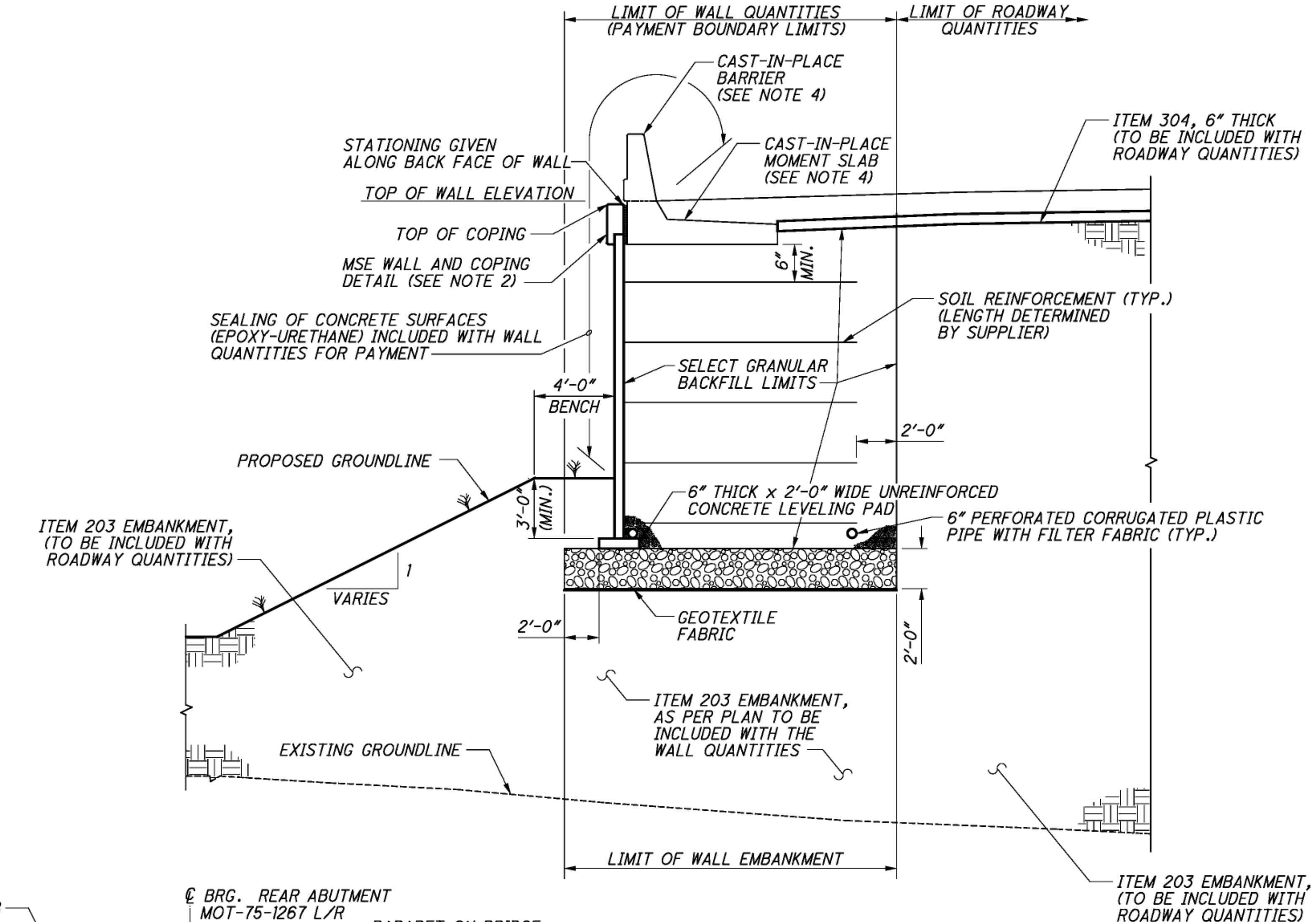
1. PROPRIETARY RETAINING WALL DATA:
   THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR COPING DETAILS, SEE SHEET 76/88.
3. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1267 L/R.
4. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
5. FOR PLAN LIMITS OF PAYMENT BOUNDRY SEE SHEET 36/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

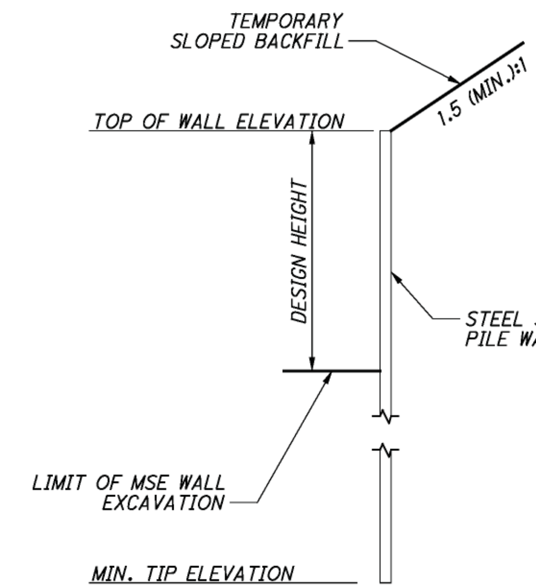
DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 3 - SECTIONS

MOT-75-12.00
PID No. 77247



SECTION C-C



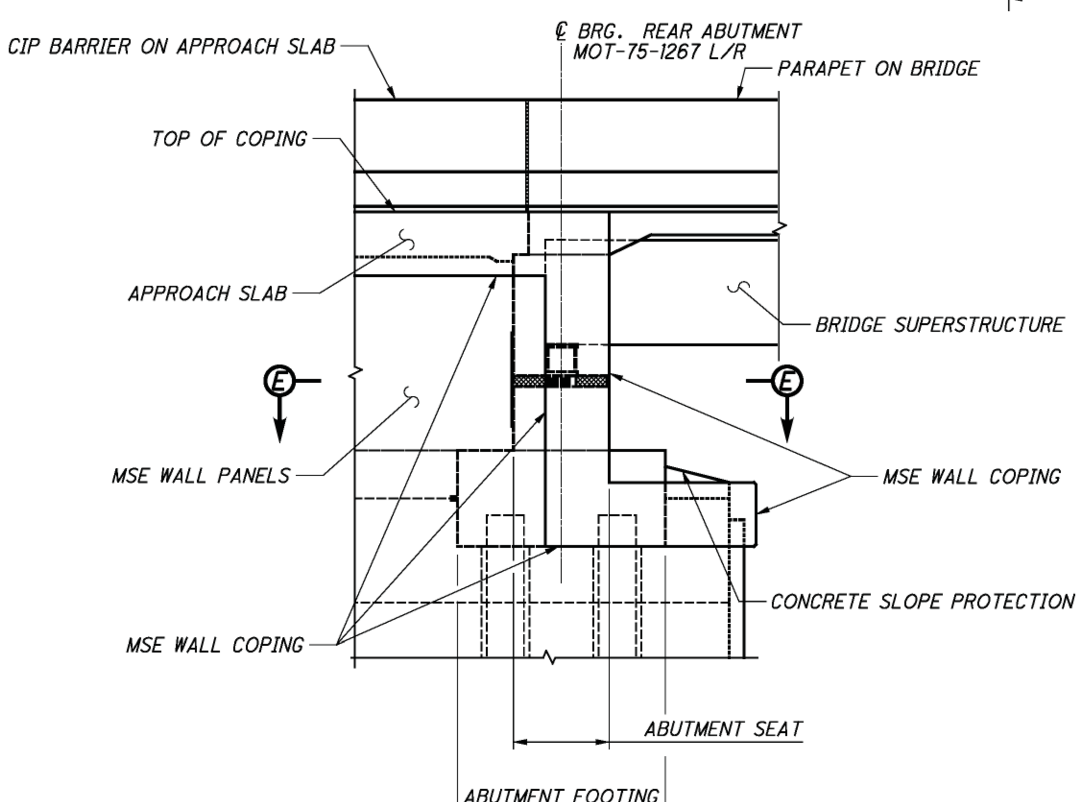
TYP. TEMPORARY SHORING SECTION

TEMPORARY SHORING NOTES:

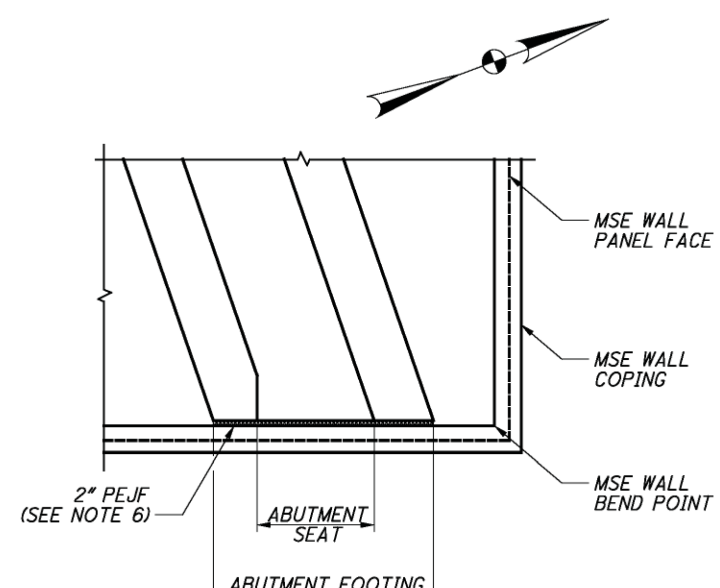
1. TEMPORARY SHORING IS REQUIRED ADJACENT TO MSE WALL NO. 3. THE MAXIMUM EXPOSED HEIGHT EXCEEDS 8 FEET AND SUPPORTS LIVE LOAD, THEREFORE A DESIGN IS PROVIDED ON THE PLANS. THE DESIGN IS BASED ON A MAXIMUM EXPOSED DESIGN HEIGHT EQUAL TO 10.89'.
2. THE STEEL SHEET PILING SHALL CONFORM TO ASTM A572.
3. THE TEMPORARY SHEET PILING INSTALLATION SHALL BE INCLUDED WITH THE WALLS UNDER PAY ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.
4. SHEET PILING SHALL MEET THE FOLLOWING PROPERTIES:

Fy	SECTION MODULUS IN^3/LF OF WALL
50	67
60	56

LOCATION	ELEVATION OF SHORING	
	TOP	MIN. TIP
WALL NO. 3	741.50	699.40



VIEW D-D



SECTION E-E

NOTES:

1. PROPRIETARY RETAINING WALL DATA:
   THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR COPING DETAILS, SEE SHEET 76/88.
3. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1267 L/R.
4. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
5. FOR PLAN LIMITS OF PAYMENT BOUNDRY SEE SHEET 36/88.
6. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

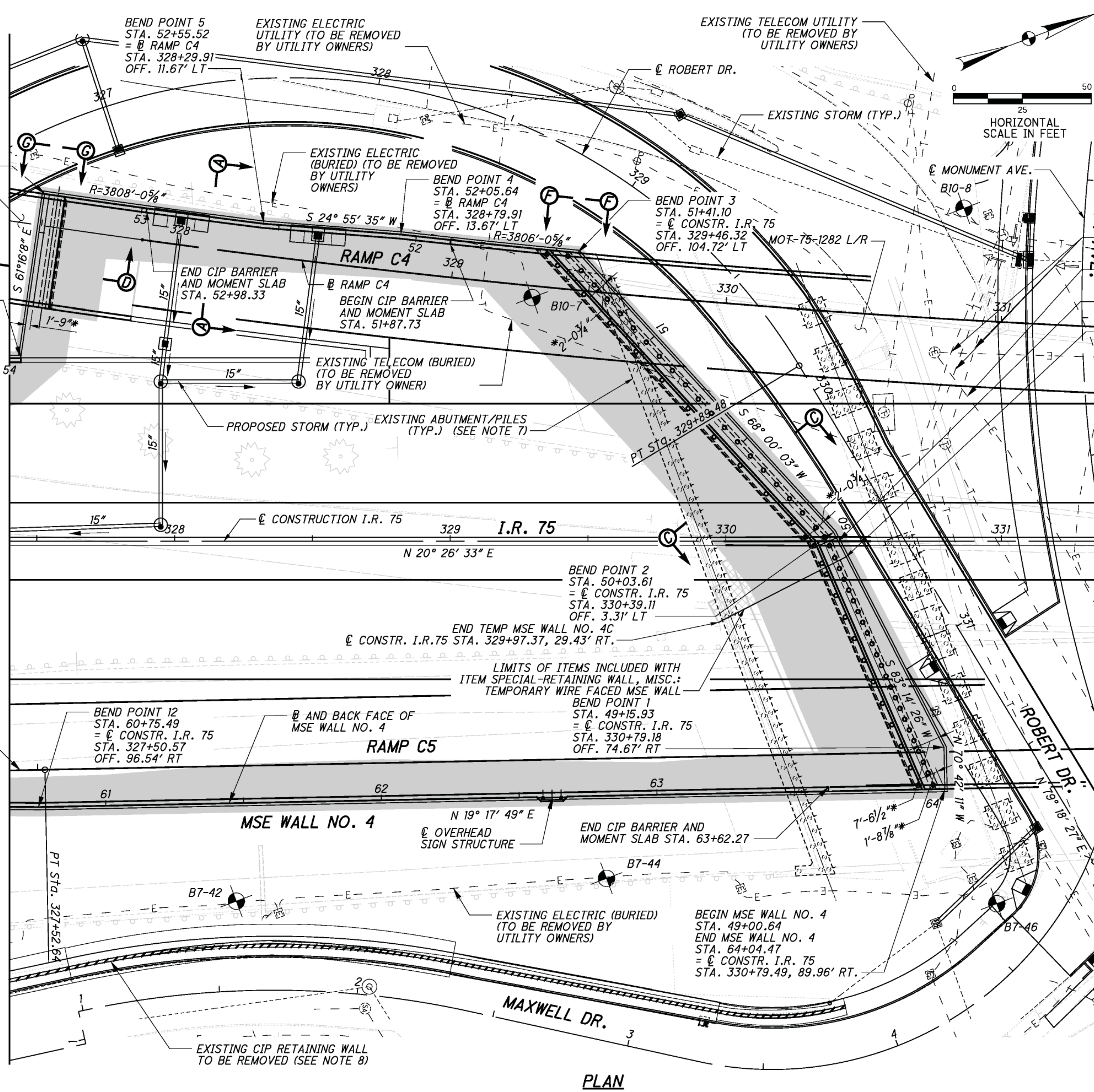
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 3 - SECTIONS

MOT-75-12.00

PID No. 77247



PLAN

* DIMENSIONS MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

BENCHMARK DATA

BM-29 I.R. 75 STA. 330+73.14, EL. 727.24, OFFSET: 295.24' LT.
DESCRIPTION: ¾" IRON PIPE WITH RED CAP

RAMP C4	RAMP C5
P.I. STA. = 329+25.28	P.I. STA. = 325+50.64
Δ = 11°29'23" (LT)	Δ = 8°05'36" (RT)
Dc = 1°30'00"	Dc = 2°00'00"
R = 3,819.72'	R = 2,864.79'
T = 384.28'	T = 202.67'
L = 765.98'	L = 404.66'
E = 19.28'	E = 7.16'
C = 764.70'	C = 404.32'
C.B. = N 26°11'15" E	C.B. = N 15°15'01" E

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B7-42	328+22.41	130.53' RT.
B10-7	329+29.71	88.40' LT.
B7-44	329+56.73	122.28' RT.
B10-8	330+86.41	120.80' LT.
B7-46	330+98.32	131.44' RT.

LEGEND:

- INDICATES SOIL BORING LOCATION
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.
- DENOTES LIMIT OF EXISTING CIP RETAINING WALL TO BE REMOVED PER ITEM 202 STRUCTURE REMOVED.

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 4 SCHEMATIC PLAN, SEE SHEET 8/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 49/88 THROUGH 56/88.
4. FOR SECTIONS A-A AND C-C SEE SHEET 57/88, FOR SECTION D-D SEE SHEET 58/88, AND FOR VIEWS F-F AND G-G, SEE SHEET 59/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 47/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEETS 57/88 AND 58/88.
7. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2'-0" BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 49/88 THROUGH 56/88.
   FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEETS 1266/1565 AND 1267/1565.
   PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGES MOT-75-1267 AND MOT-75-1282 L/R, UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.
8. REMOVAL OF EXISTING CIP RETAINING WALL SHALL BE PAID UNDER PAY ITEM 202, STRUCTURE REMOVED, TO 1'-0" BELOW THE EXISTING GROUND.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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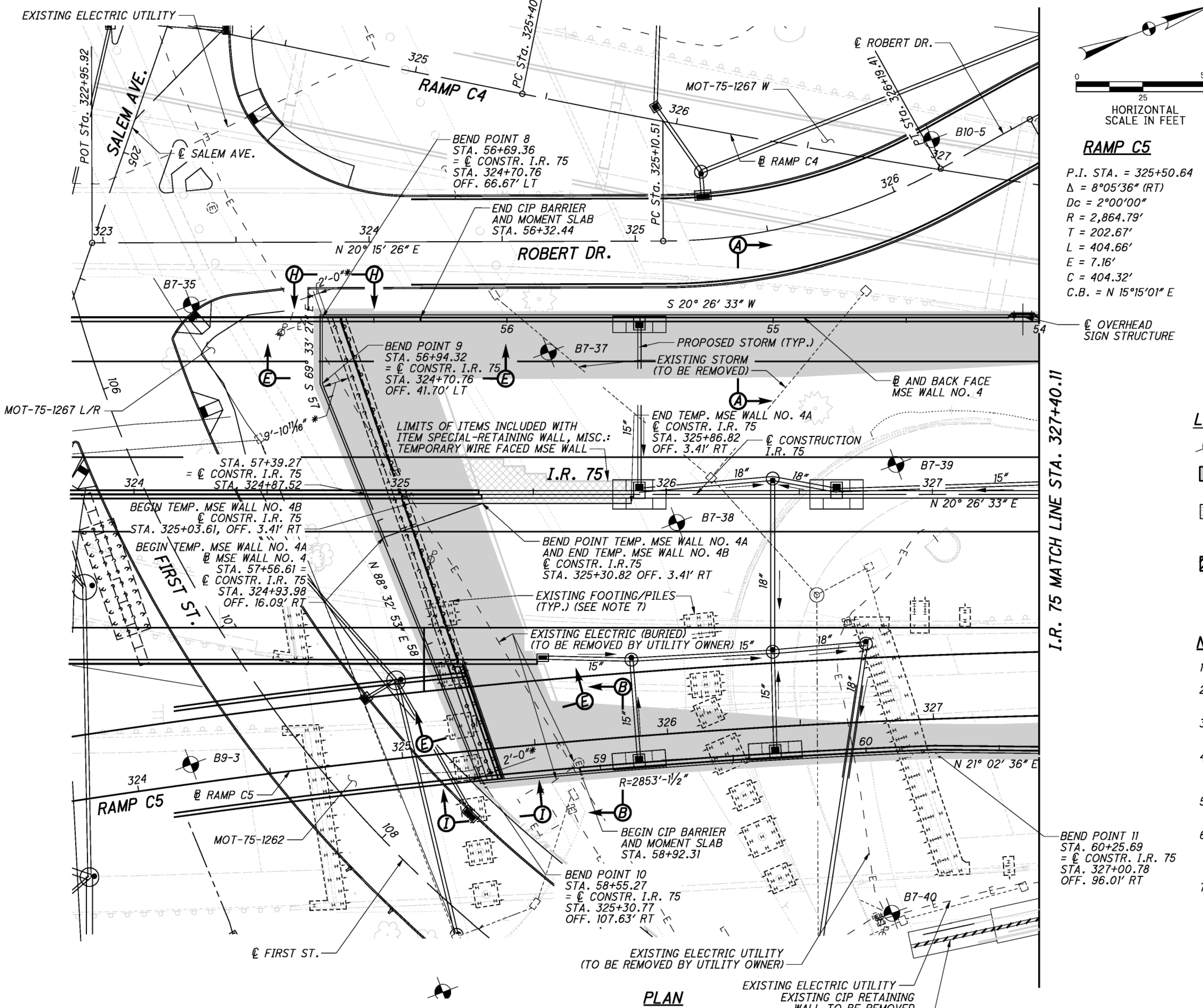
AFN			

MSE WALL NO. 4 - PLAN

MOT-75-12.00
PID No. 77247

BENCHMARK DATA

BM-18 I.R. 75 STA. 324+54.81, EL. 735.83, OFFSET: 27.19′ LT. DESCRIPTION: ¾″ IRON PIPE WITH RED CAP
BM-20 I.R. 75 STA. 325+79.60, EL. 734.43, OFFSET: 232.23′ RT. DESCRIPTION: PK NAIL SET IN CONCRETE



PLAN

* DIMENSIONS MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

RAMP C5

P.I. STA. = 325+50.64
Δ = 8°05′36″ (RT)
Dc = 2°00′00″
R = 2,864.79′
T = 202.67′
L = 404.66′
E = 7.16′
C = 404.32′
C.B. = N 15°15′01″ E

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B9-3	324+21.31	101.40′ RT
B7-35	324+21.51	71.27′ LT
B7-37	325+55.74	53.57′ LT
B7-38	326+03.94	10.54′ RT
B7-39	326+86.30	11.32′ LT
B7-40	326+84.78	157.39′ RT
B10-5	326+99.69	133.37′ LT

LEGEND:

- INDICATES SOIL BORING LOCATION
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.
- DENOTES LIMIT OF EXISTING CIP RETAINING WALL TO BE REMOVED PER ITEM 202 STRUCTURES REMOVED, AS PER PLAN.

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 4 SCHEMATIC PLAN, SEE SHEET 8/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 49/88 THROUGH 56/88.
4. FOR SECTIONS A-A AND B-B SEE SHEET 57/88, FOR SECTION E-E SEE SHEET 58/88, AND FOR VIEWS H-H AND I-I, SEE SHEET 60/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 48/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEETS 57/88 AND 58/88.
7. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2′-0″ BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 49/88 THROUGH 56/88.
   FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEETS 1183/1565 AND 1142/1565
   PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGES MOT-75-1262 AND MOT-75-1267 L/R, UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.
8. REMOVAL OF EXISTING CIP RETAINING WALL SHALL BE PAID FOR UNDER PAY ITEM 202, STRUCTURE REMOVED. REMOVE WALL TO 1′-0″ BELOW THE EXISTING GROUND.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

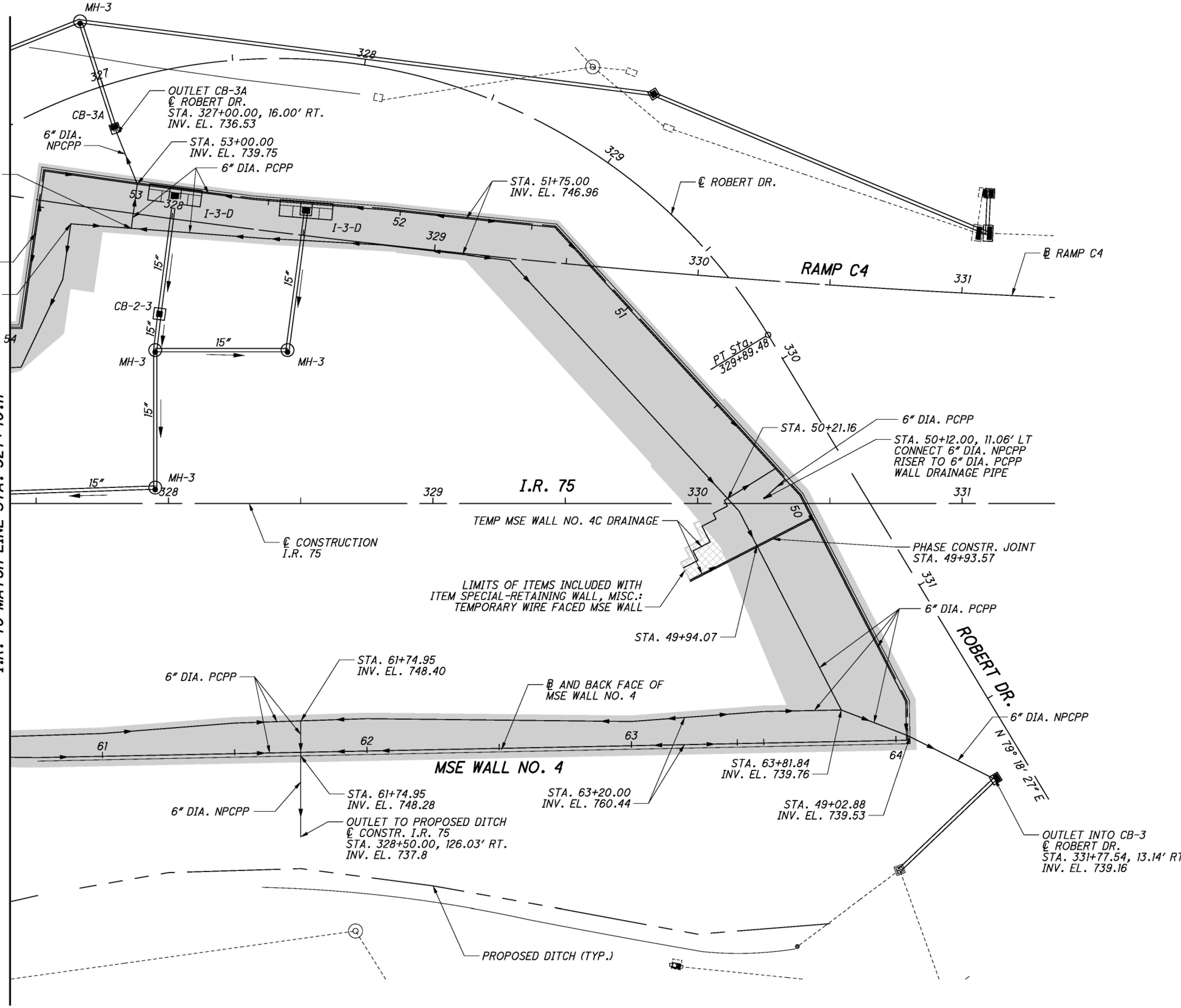
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
CAK	AFN	JEB		MSL	3/01/2012

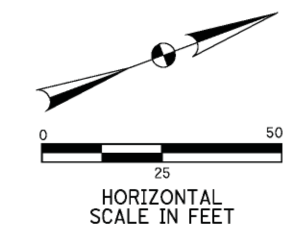
STRUCTURE FILE NUMBER

MSE WALL NO. 4 - PLAN

MOT-75-12.00

PID No. 77247





LEGEND:

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 56/88).

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 45/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 49/88 THROUGH 56/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
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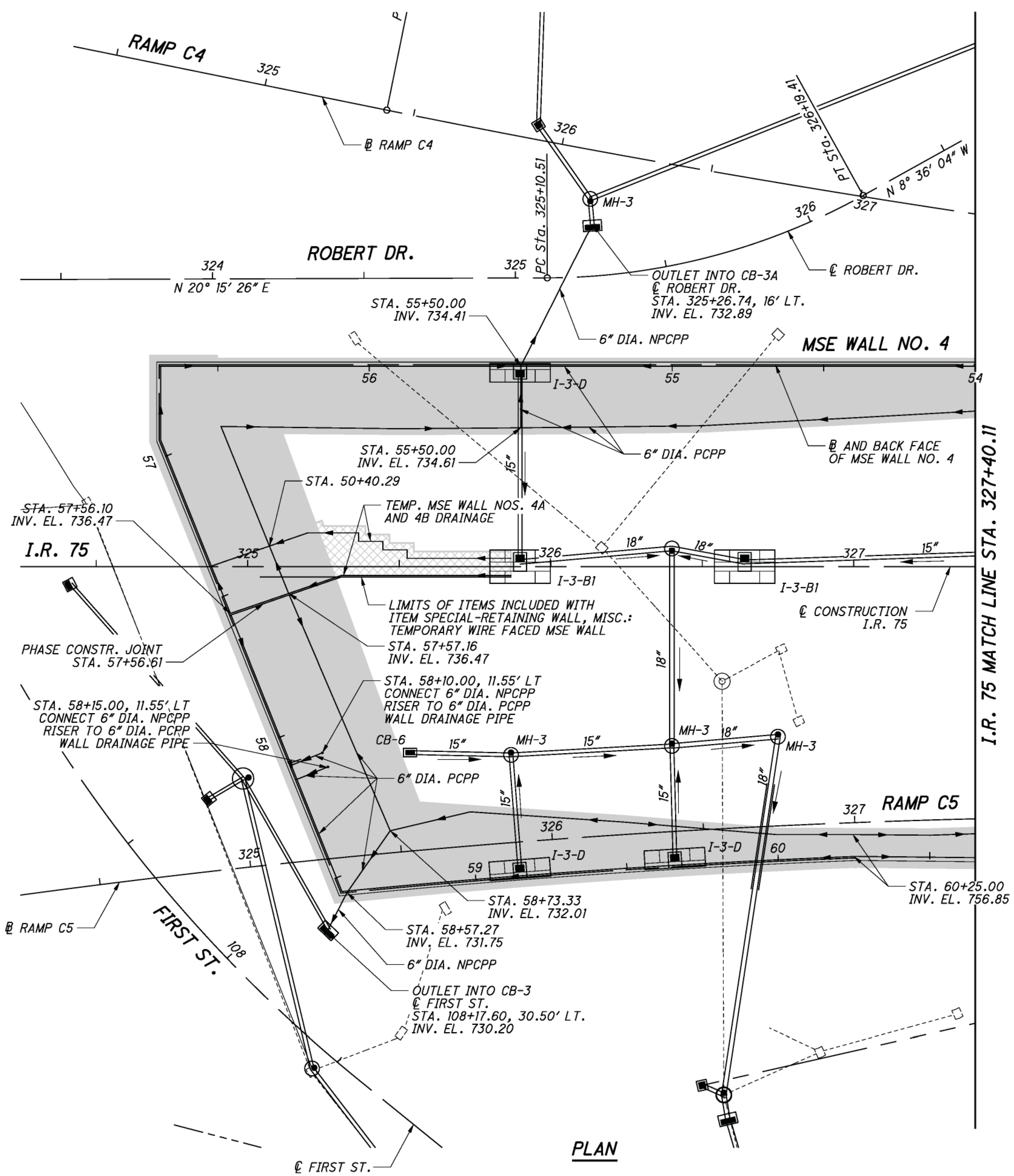
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL WALL NO. 4 - DRAINAGE PLAN

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 56/88).
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 46/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 49/88 THROUGH 56/88.

MSE WALL NO. 4 - DRAINAGE PLAN

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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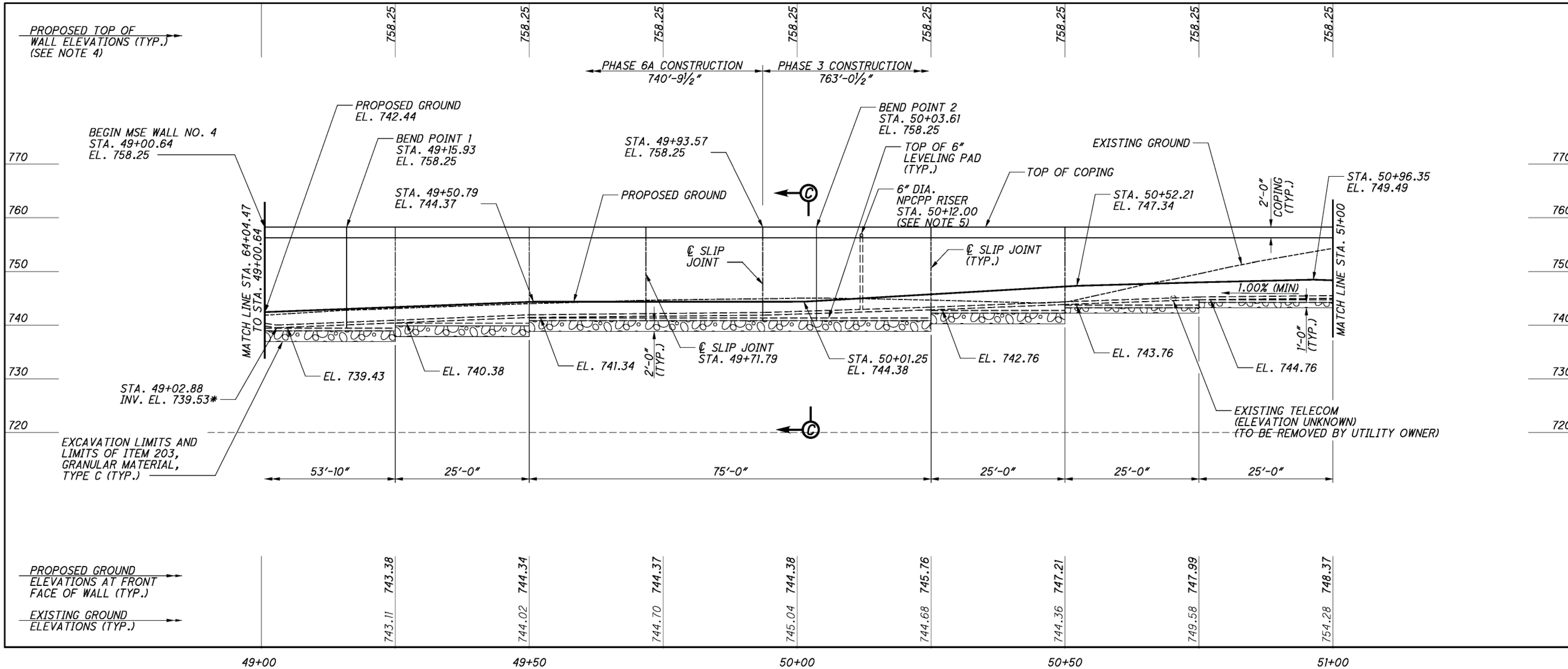
AFN			

MOT-75-12.00
PID No. 77247



ELEVATION

* OUTLET INTO CB-3
℄ ROBERT DRIVE
STA. 331+77.54, 13.14' RT.
INV. EL. 739.16

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION C-C SEE SHEET 57/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.

LEGEND

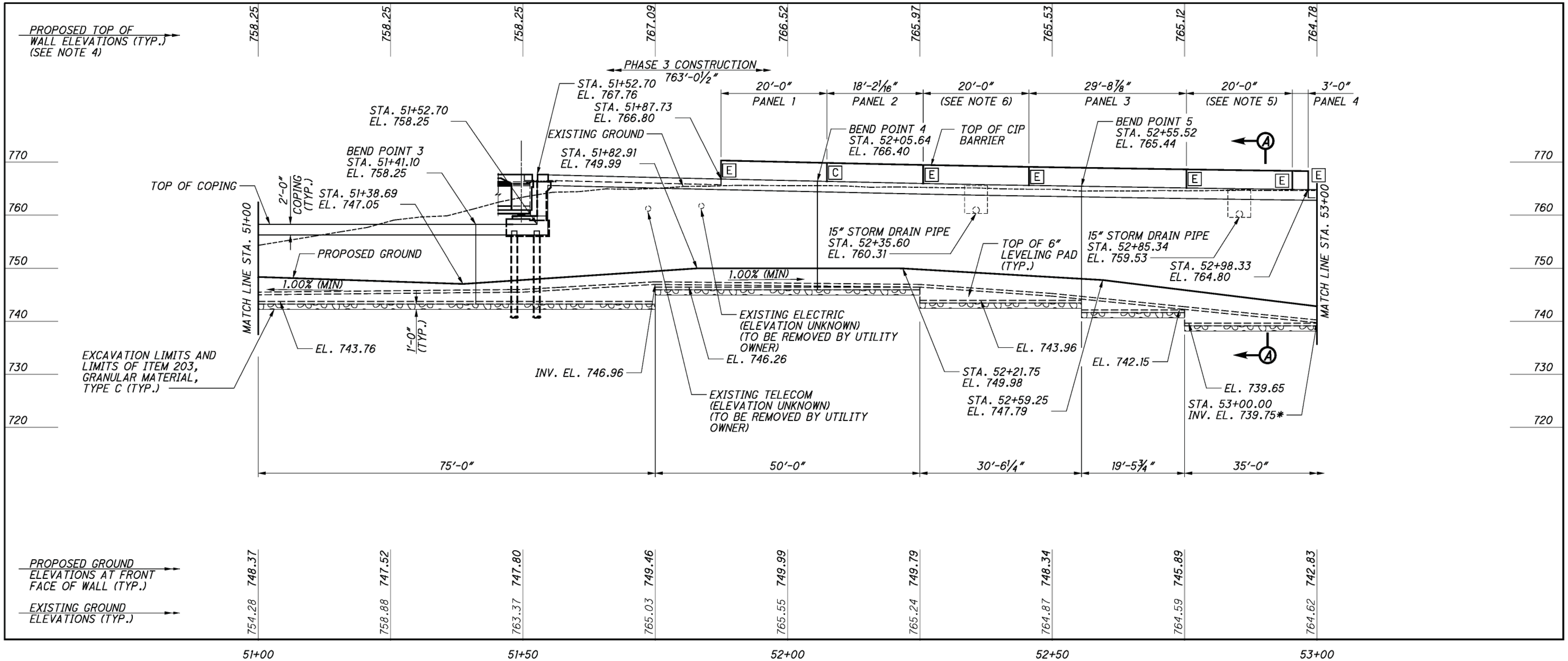
DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL	DATE 3/01/2012
	STRUCTURE FILE NUMBER
DRAWN JEB	REVISED
DESIGNED CAK	CHECKED AFN

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

* OUTLET INTO CB-3A
℄ ROBERT DR.
STA. 327+00.00, 16' RT.
INV. EL. 736.53

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 57/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. 3'-6" DEFLECTOR PARAPET ON AS PER PLAN DRAINAGE STRUCTURE. FOR AS PER PLAN DRAINAGE STRUCTURE SEE DETAILS, SHEETS 561/1565 AND 562/1565.

LEGEND

C — CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

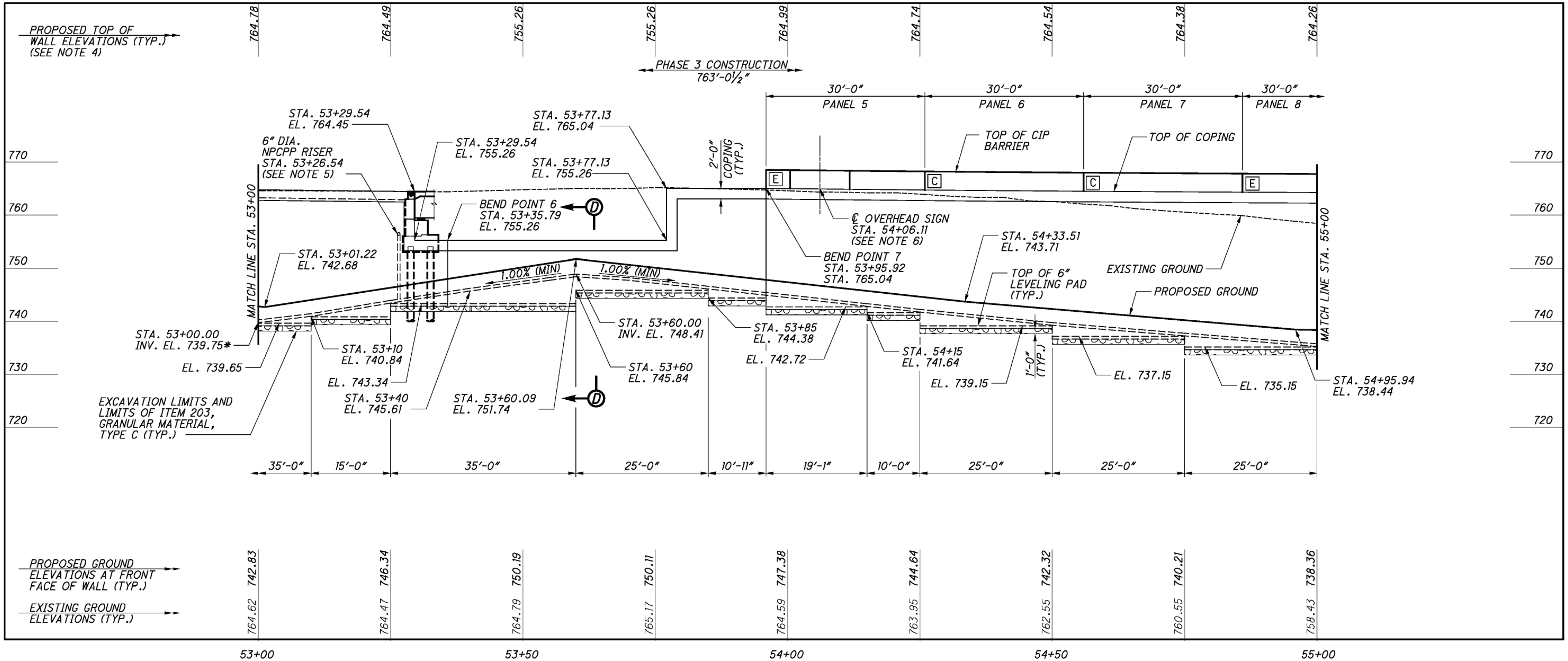
DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00
PID No. 77247

50/88

862/1565



ELEVATION

* OUTLET INTO CB-3A
€ ROBERT DR.
STA. 327+00.00, 16' RT.
INV. 736.53

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION D-D SEE SHEET 58/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.
6. FOR OVERHEAD SIGN SUPPORT PILASTER DETAILS SEE SHEET 86/88.

LEGEND

C — CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	3/01/2012

STRUCTURE FILE NUMBER

DESIGNED	DRAWN	REVISED
CAK	JEB	
CHECKED		
AFN		

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00
PID No. 77247

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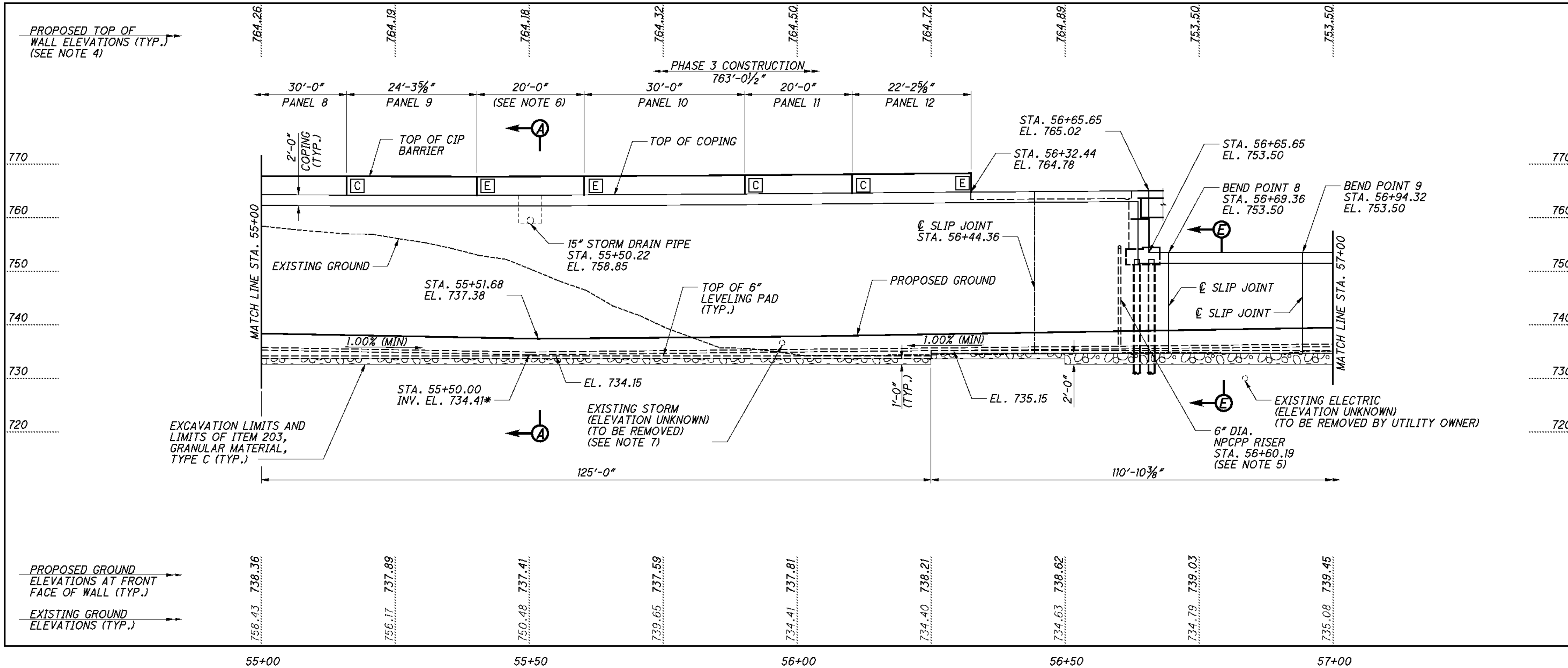


ELEVATION

* OUTLET INTO CB-3A
℄ ROBERT DR.
STA. 325+26.74, 16' LT.
INV. EL. 732.89

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 57/88 AND FOR SECTION E-E SEE SHEET 58/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.
6. 3'-6" DEFLECTOR PARAPET ON AS PER PLAN DRAINAGE STRUCTURE. FOR AS PER PLAN DRAINAGE STRUCTURE SEE DETAILS, SHEETS 561/1565 AND 562/1565.
7. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR THE LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

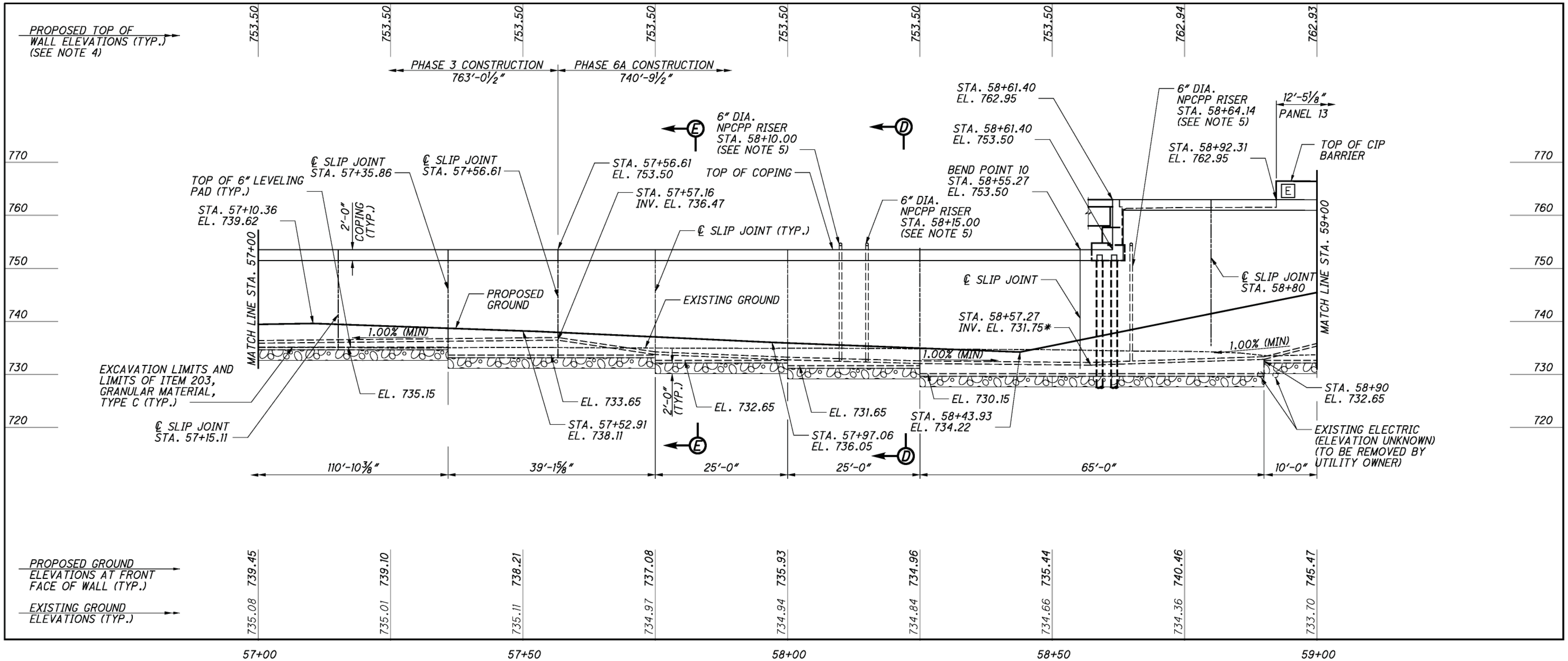
DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED CAK | CHECKED AFN | DRAWN JEB | REVISED | REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

* OUTLET INTO CB-3A
℄ FIRST STREET
STA. 108+17.60, 30.50' LT.
INV. EL. 730.20

LEGEND

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

NOTES:

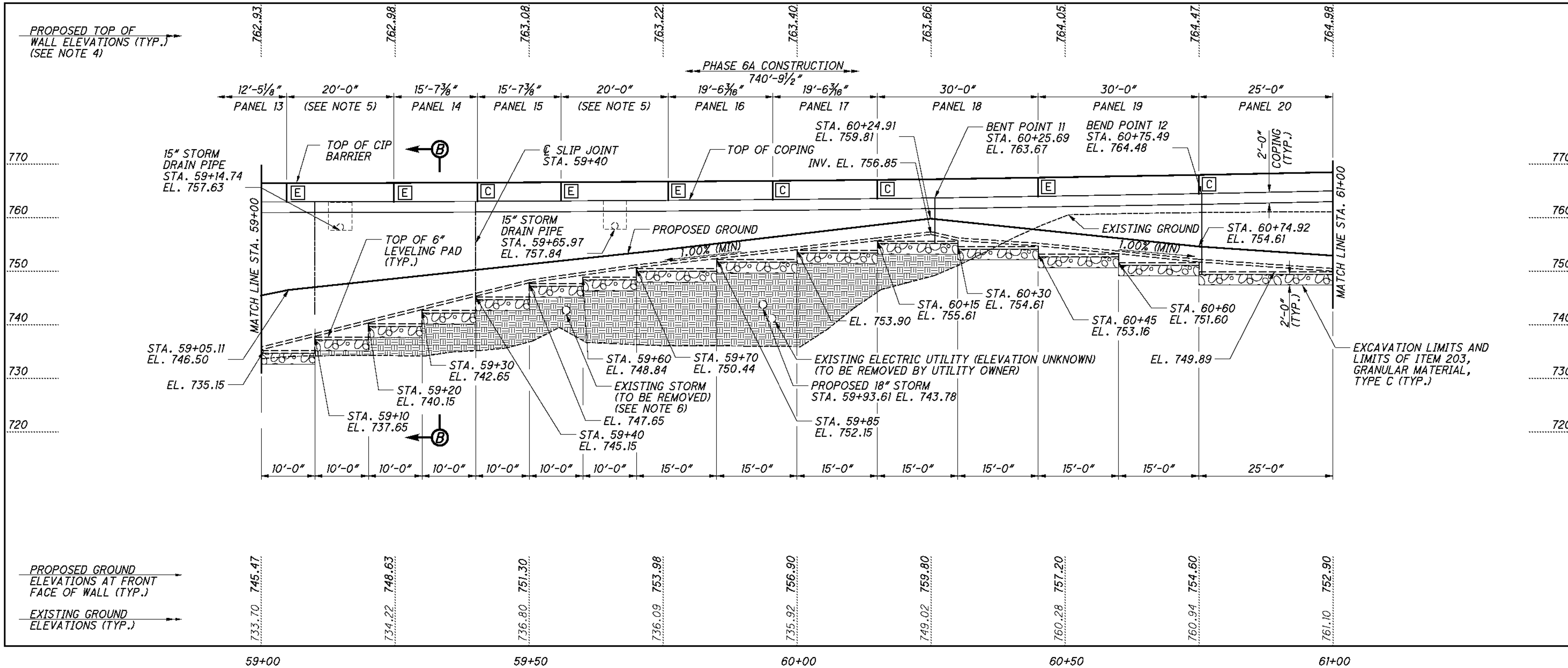
1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTIONS D-D AND E-E SEE SHEET 58/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION B-B SEE SHEET 57/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. 3'-6" DEFLECTOR PARAPET ON AS PER PLAN DRAINAGE STRUCTURE. FOR AS PER PLAN DRAINAGE STRUCTURE SEE DETAILS, SHEETS 561/1565 AND 562/1565.
6. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR THE LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

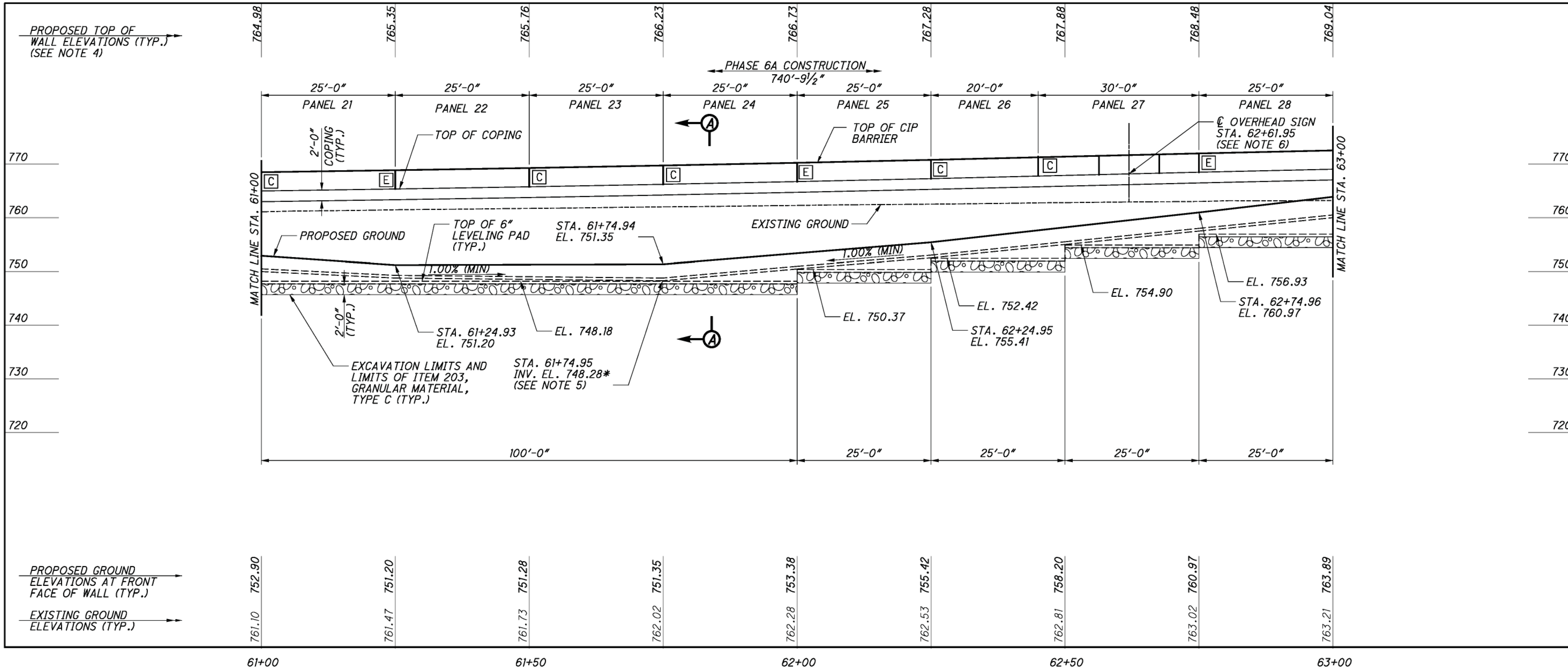
DRAWN JEB | REVISED

DESIGNED CAK | CHECKED AFN

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00

PID No. 77247



ELEVATION

* OUTLET TO PROPOSED DITCH
℄ CONSTR. I.R. 75
STA. 328+50.00, 126.03' RT.
INV. EL. 737.8

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 57/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR TERMINATION DETAIL OF 6" DIA. NON-PERFORATED CORRUGATED PLASTIC PIPE SEE OUTLET DETAIL IN STANDARD DM 1.1.
6. FOR OVERHEAD SIGN SUPPORT PILASTER DETAILS SEE SHEET 86/88.

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

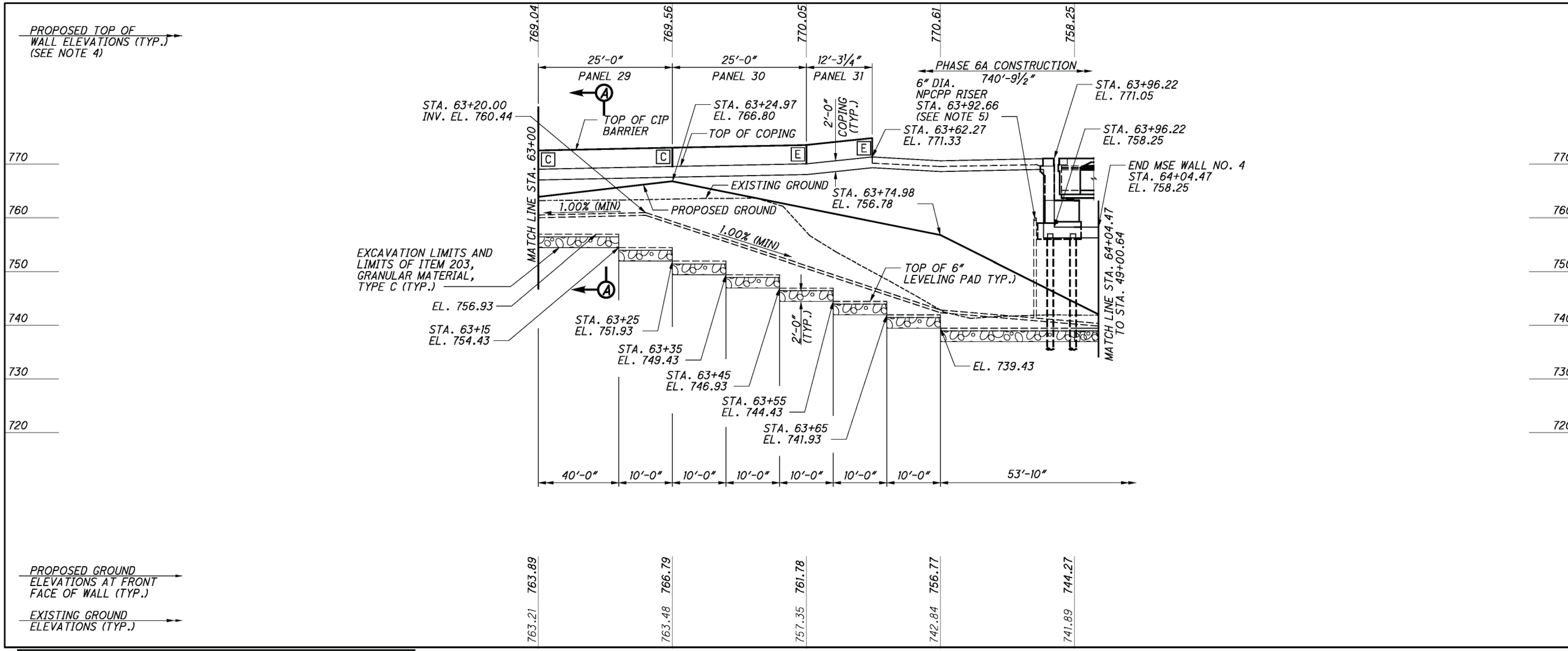
REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

DESIGNED CAK DRAWN JEB REVISED CHECKED AFN

MSE WALL NO. 4 - ELEVATION

MOT-75-12.00

PID No. 77247



ELEVATION

MSE WALL NO. 4 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
49+15.93	49.31'	330+33.48	75.59' RT.
49+50.00	43.36'	330+27.92	62.71' RT.
50+00.00	39.32'	330+08.66	16.40' RT.
50+50.00	36.09'	329+82.22	14.51' LT.
51+00.00	36.09'	329+49.07	51.59' LT.
51+41.10	36.09'	329+21.33	81.92' LT.
52+00.00	18.41'	328+85.95	94.72' LT.
52+05.63	18.33'	328+80.33	95.43' LT.
52+50.00	19.33'	328+36.56	97.85' LT.
52+55.51	19.27'	328+31.07	98.34' LT.
53+00.00	21.82'	327+85.63	101.72' LT.
53+50.00	27.65'	327+77.45	108.23' LT.
53+95.92	18.69'	327+60.48	64.30' LT.
54+40.11	22.05'	327+00.00	46.85' LT.
54+90.11	24.64'	326+50.00	44.26' LT.
55+40.11	25.25'	326+00.00	43.65' LT.
55+90.11	25.42'	325+50.00	43.48' LT.
56+40.11	25.00'	325+00.00	43.90' LT.

MSE WALL NO. 4 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
56+94.32	42.56'	325+07.25	56.37' LT.
57+00.00	42.27'	325+09.10	51.00' LT.
57+50.00	40.79'	325+26.37	4.05' LT.
58+00.00	39.17'	325+43.51	42.95' RT.
58+50.00	38.39'	325+61.43	89.63' RT.
58+55.27	38.12'	325+63.15	94.62' RT.
59+00.00	24.67'	325+73.26	78.69' RT.
59+50.00	16.03'	326+24.02	81.91' RT.
60+00.00	13.23'	326+74.58	86.06' RT.
60+50.00	13.23'	327+25.19	86.27' RT.
61+00.00	15.79'	327+74.85	84.68' RT.
61+50.00	14.57'	328+24.78	80.74' RT.
62+00.00	18.21'	328+74.76	79.07' RT.
62+50.00	16.05'	329+24.76	78.79' RT.
63+00.00	13.71'	329+74.80	80.15' RT.
63+50.00	21.41'	330+24.73	76.37' RT.
63+99.46	27.48'	330+43.99	65.81' RT.

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DENOTES LIMITS OF ITEM 203, EMBANKMENT, AS PER PLAN

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 57/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 76/88.

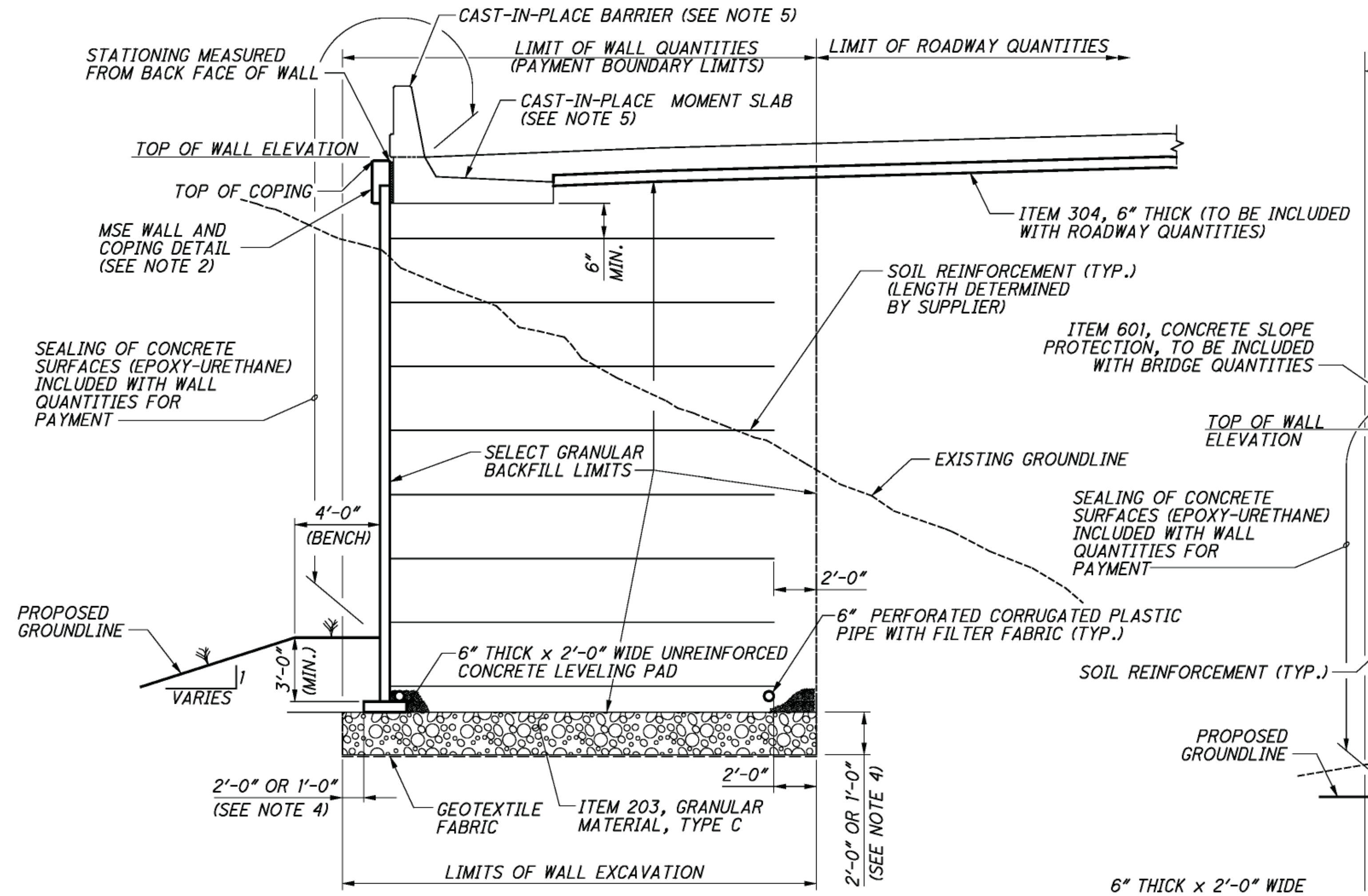
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

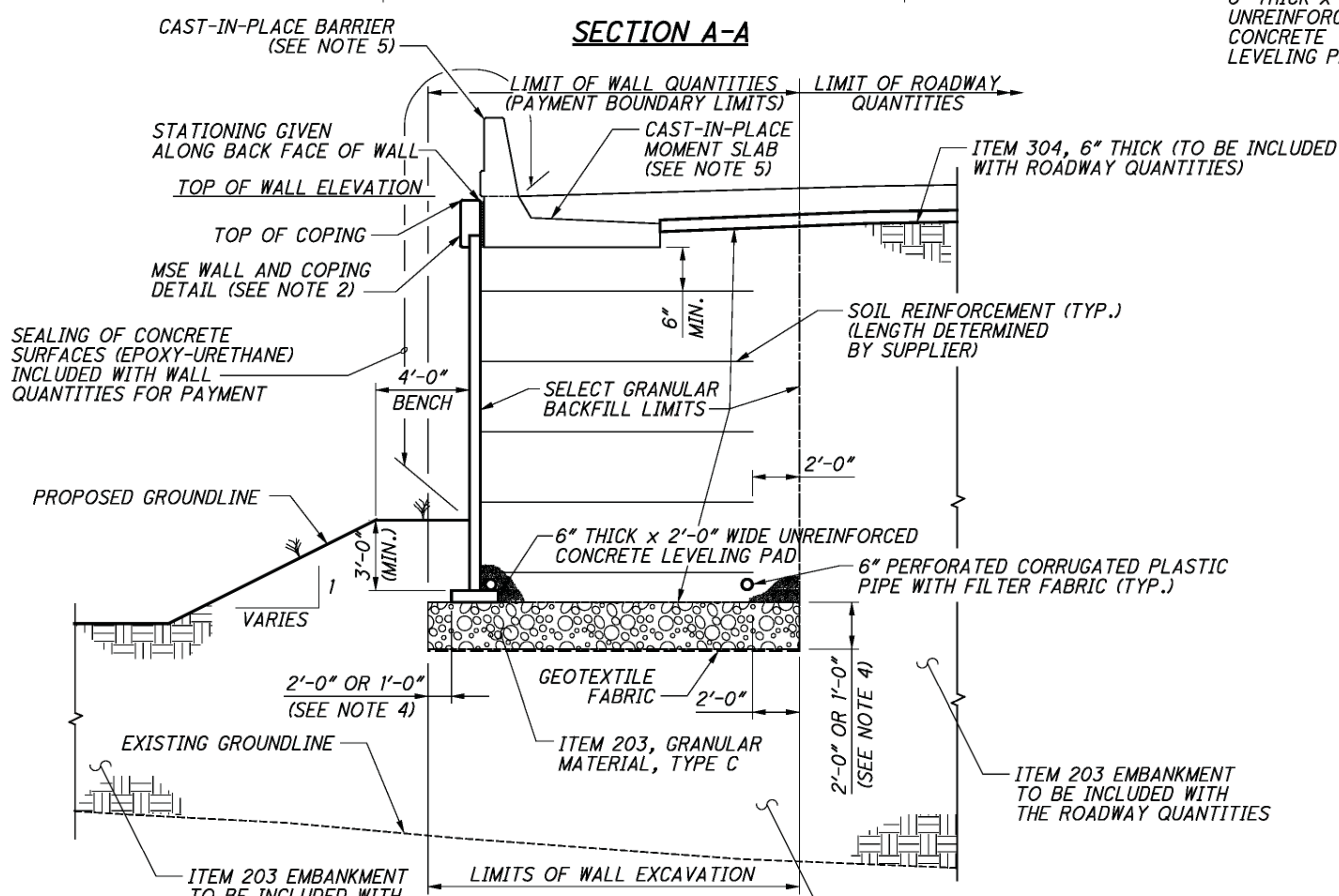
MSE WALL NO. 4 - ELEVATION

MOT-75-12.00

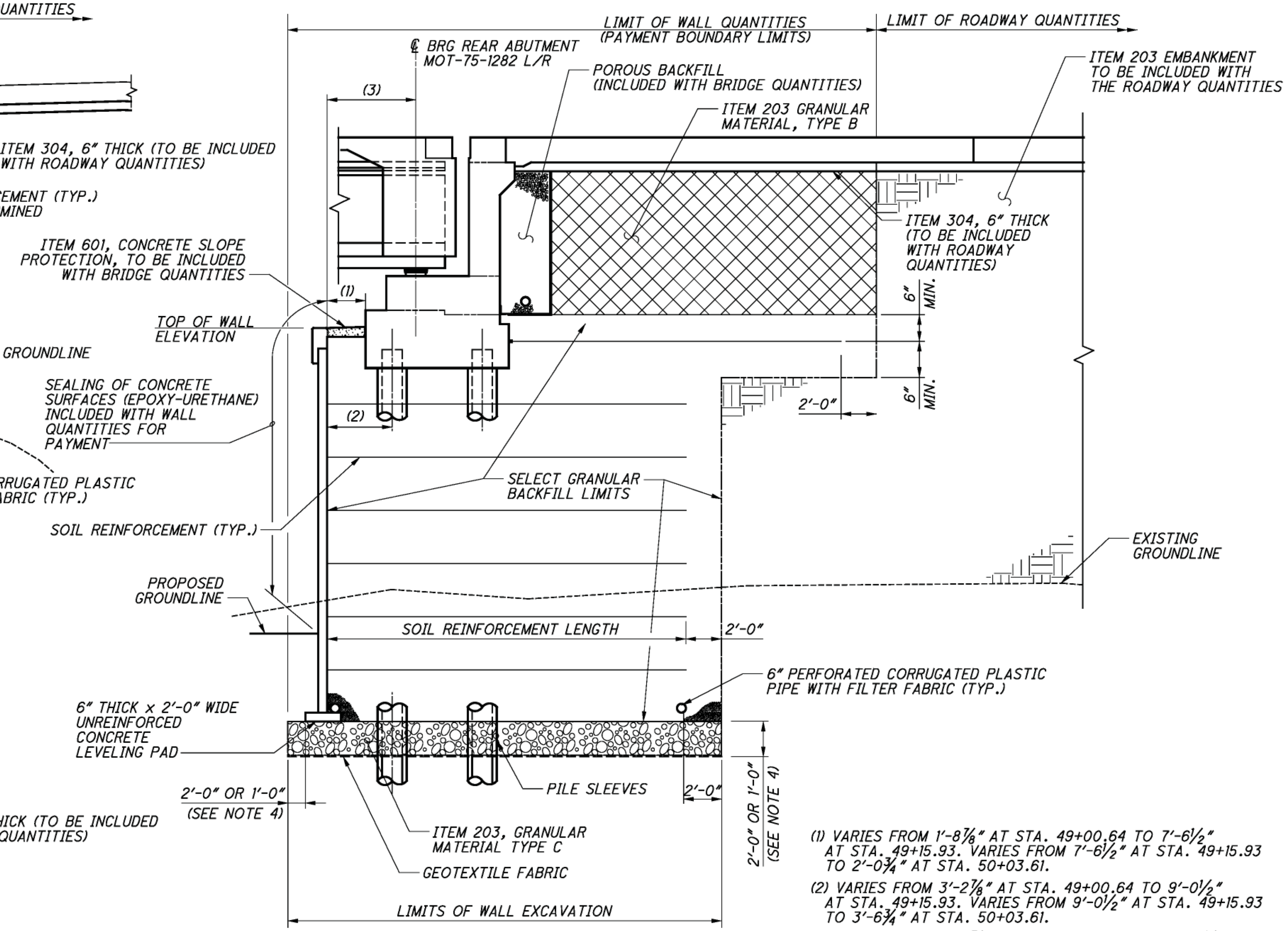
PID No. 77247



SECTION A-A



SECTION B-B



SECTION C-C

(1) VARIES FROM 1'-8⅞" AT STA. 49+00.64 TO 7'-6½" AT STA. 49+15.93. VARIES FROM 7'-6½" AT STA. 49+15.93 TO 2'-0¾" AT STA. 50+03.61.

(2) VARIES FROM 3'-2⅞" AT STA. 49+00.64 TO 9'-0½" AT STA. 49+15.93. VARIES FROM 9'-0½" AT STA. 49+15.93 TO 3'-6¾" AT STA. 50+03.61.

(3) VARIES FROM 4'-7⅞" AT STA. 49+00.64 TO 10'-4½" AT STA. 49+15.93. VARIES FROM 7'-6½" AT STA. 49+15.93 TO 4'-10¾" AT STA. 50+03.61.

NOTES:

1. PROPRIETARY RETAINING WALL DATA: THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR COPING DETAILS, SEE SHEET 76/88 .
3. FOR ABUTMENT DETAILS, SEE BRIDGES 1262 E, 1267 W, 1267 L/R, AND 1282 L/R.
4. FOR THE THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
5. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
6. FOR PLAN LIMITS OF PAYMENT BOUNDRIES SEE SHEETS 45/88 AND 46/88 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

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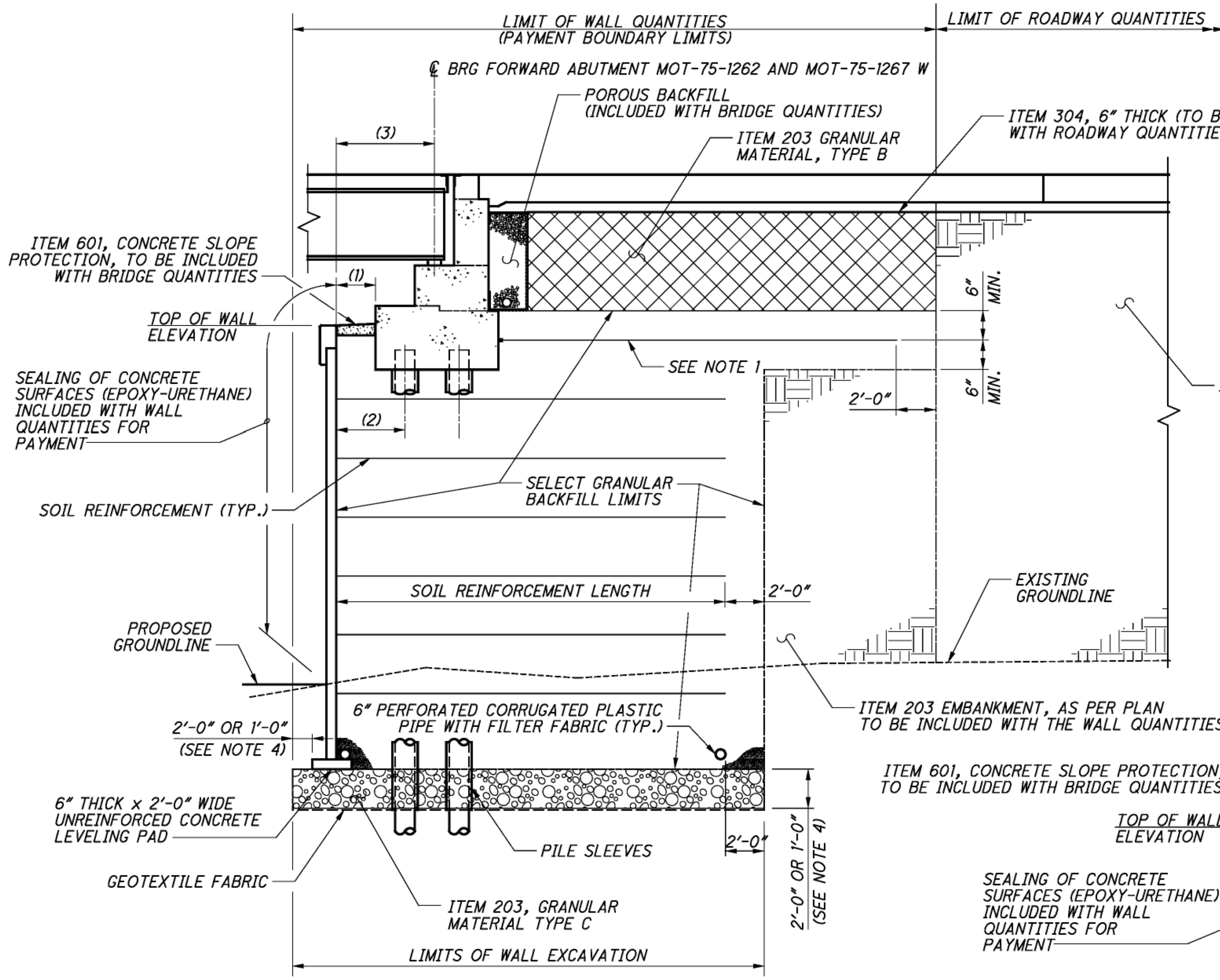
DRAWN JEB	REVISED		
DESIGNED CAK	CHECKED AFN		

MSE WALL NO. 4 - SECTIONS

MOT-75-12.00

PID No. 77247

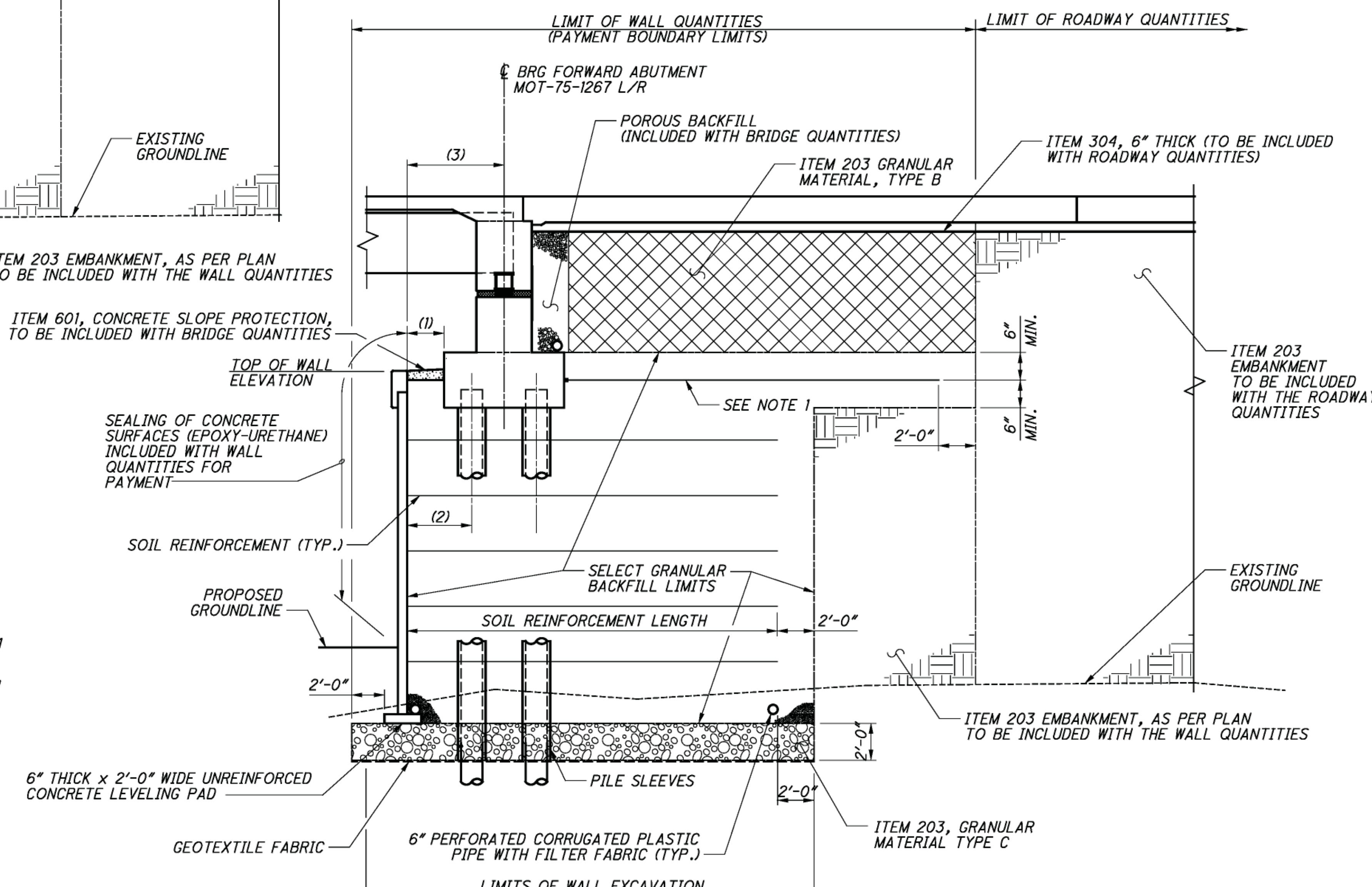


SECTION D-D

(1) 1'-9" (BRIDGE 1267 W); VARIES FROM 4'-3¾" AT STA. 58+09.61 TO 2'-0" AT STA. 58+55.27 (BRIDGE 1262).

(2) 3'-6" (BRIDGE 1267 W); VARIES FROM 5'-9¾" AT STA. 58+09.61 TO 3'-6" AT STA. 58+55.27 (BRIDGE 1262).

(3) 5'-0" (BRIDGE 1267 W); VARIES FROM 7'-3¾" AT STA. 58+09.61 TO 5'-0" AT STA. 58+55.27 (BRIDGE 1262).



SECTION E-E

(1) VARIES FROM 2'-0" AT STA. 56+69.36 TO 9'-10⅝" AT STA. 56+94.36. VARIES FROM 9'-10⅝" AT STA. 56+94.36 TO 4'-1" AT STA. 58+09.34.

(2) VARIES FROM 3'-6" AT STA. 56+69.36 TO 11'-4⅝" AT STA. 56+94.36. VARIES FROM 11'-4⅝" AT STA. 56+94.36 TO 5'-7" AT STA. 58+09.34.

(3) VARIES FROM 5'-3" AT STA. 56+69.36 TO 13'-1⅝" AT STA. 56+94.36. VARIES FROM 13'-1⅝" AT STA. 56+94.36 TO 7'-4" AT STA. 58+09.34.

NOTES:

1. PROPRIETARY RETAINING WALL DATA:
   THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR COPING DETAILS, SEE SHEET 76/88 .
3. FOR ABUTMENT DETAILS, SEE BRIDGES 1262, 1267 W, AND 1267 L/R.
4. FOR THE THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
5. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
6. FOR PLAN LIMITS OF PAYMENT BOUNDRIES SEE SHEETS 45/88 AND 46/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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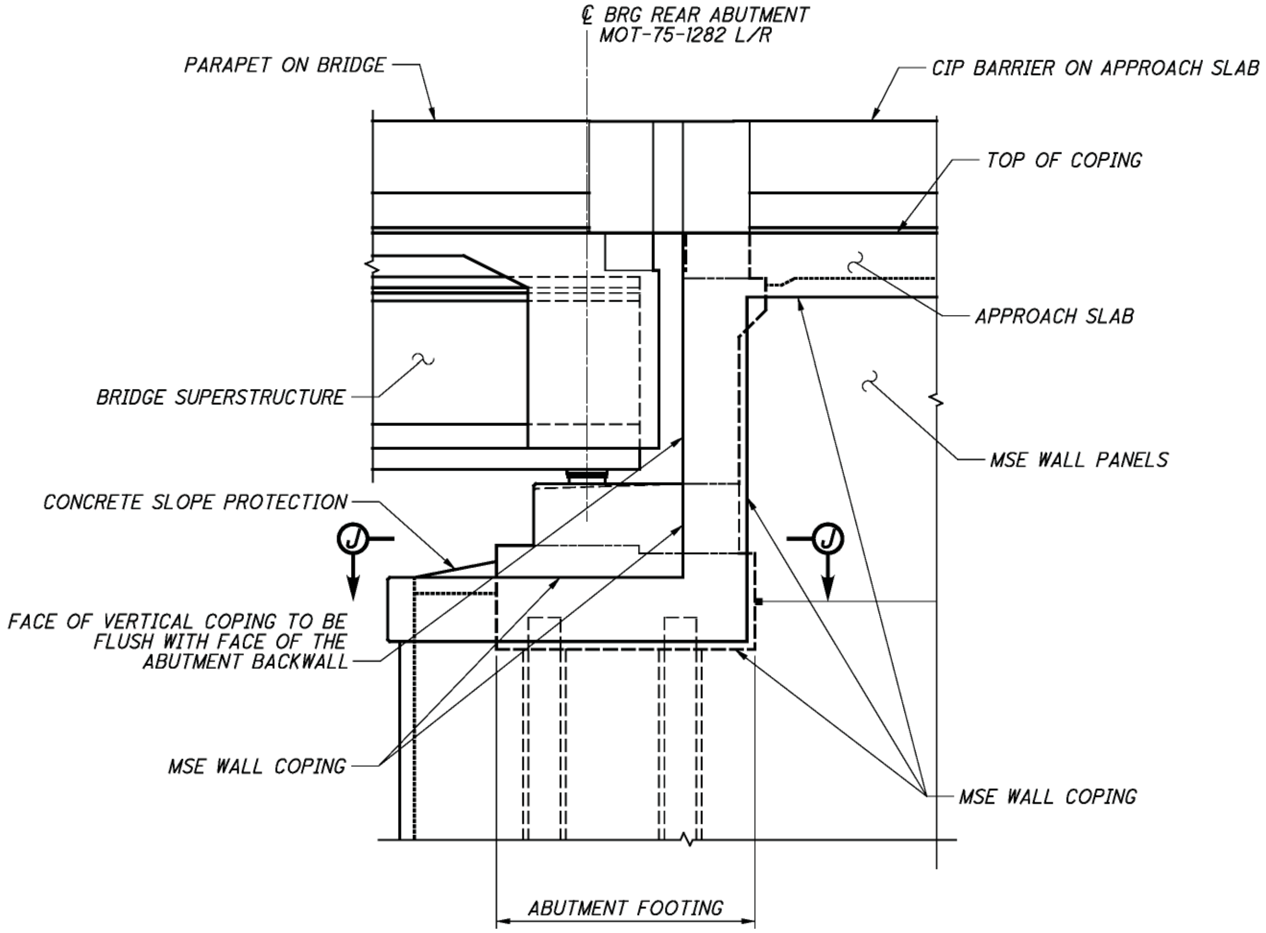
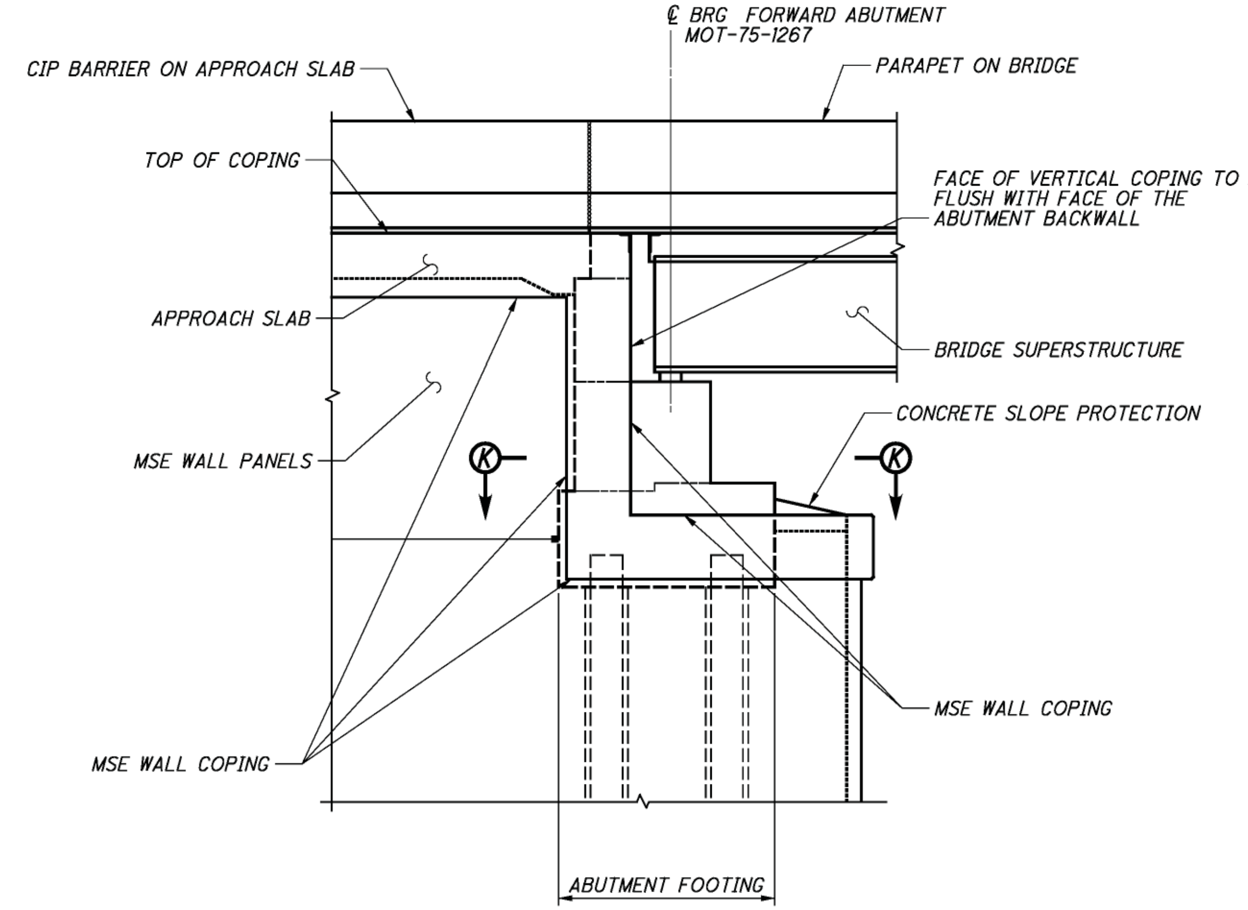
AFN			

MSE WALL NO. 4 - SECTIONS

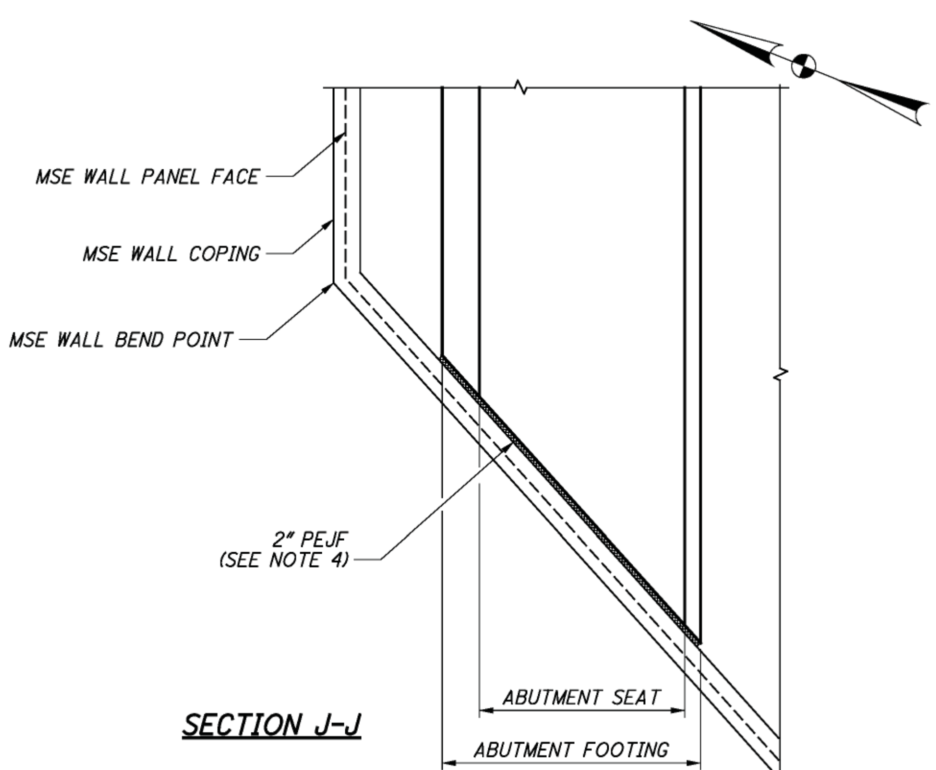
MOT-75-12.00
PID No. 77247



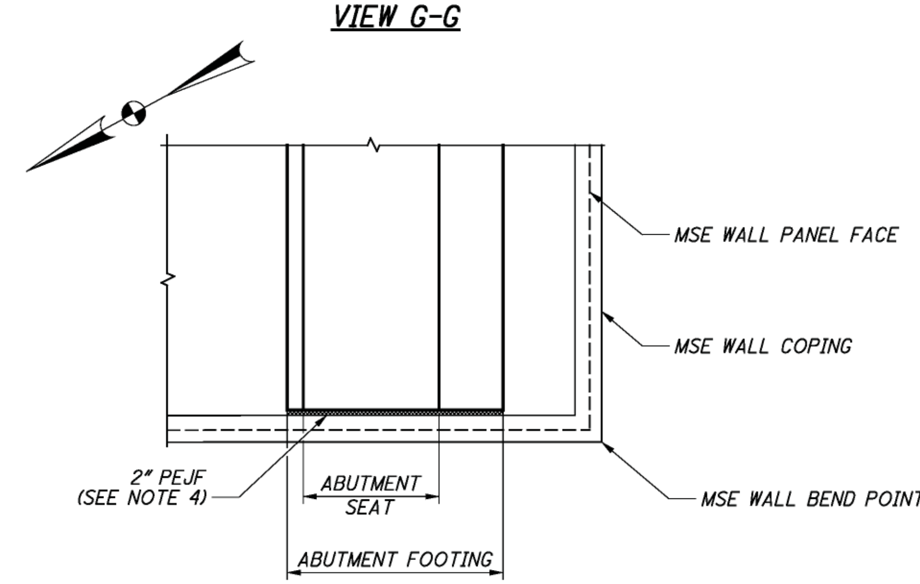
VIEW F-F



VIEW G-G



SECTION J-J



SECTION K-K

NOTES:

1. FOR COPING DETAILS, SEE SHEET 76/88.
2. FOR ABUTMENT DETAILS, SEE BRIDGES MOT-75-1267 AND MOT-75-1282 L/R.
3. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
4. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
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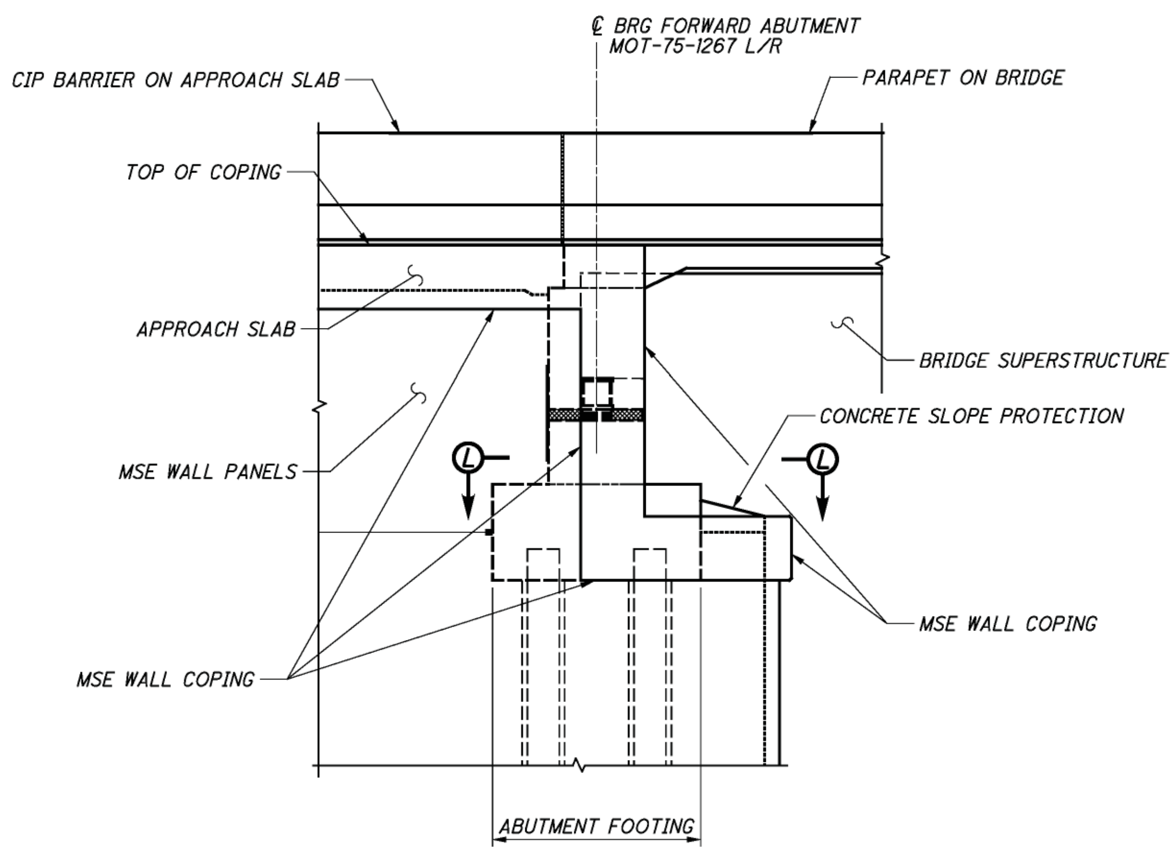
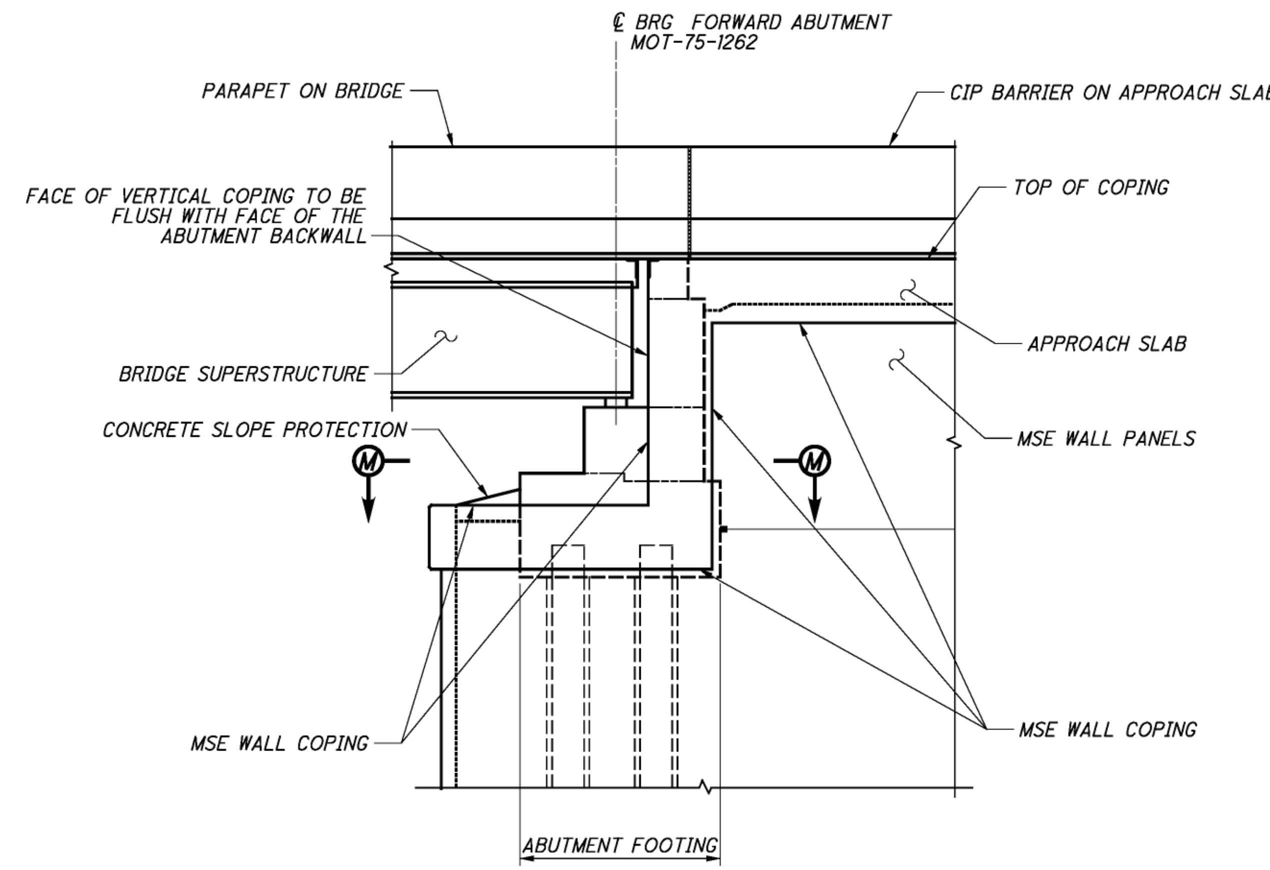
MSE WALL NO. 4 - SECTIONS

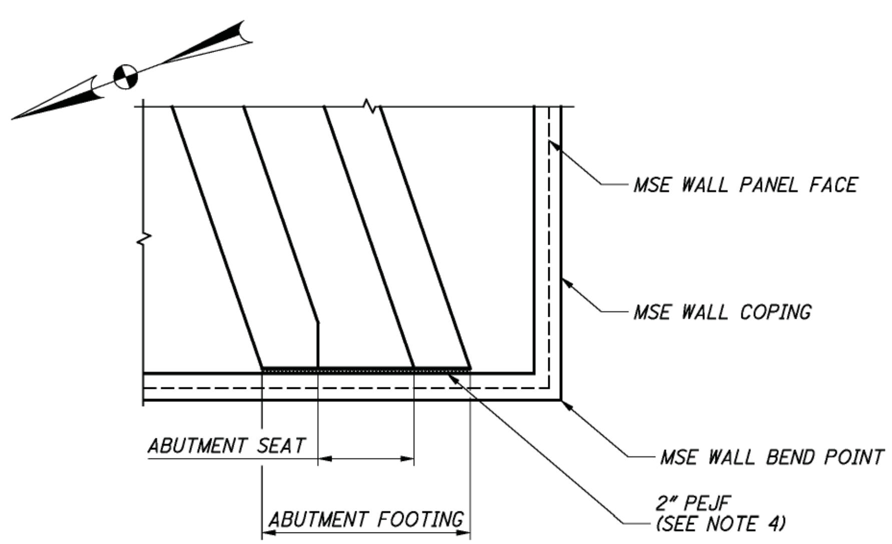
MOT-75-12.00
PID No. 77247



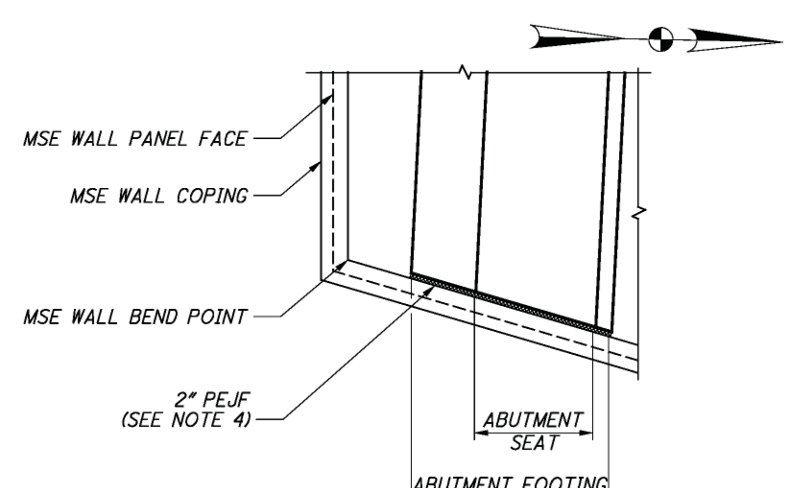
VIEW H-H



VIEW I-I



SECTION L-L



SECTION M-M

NOTES:

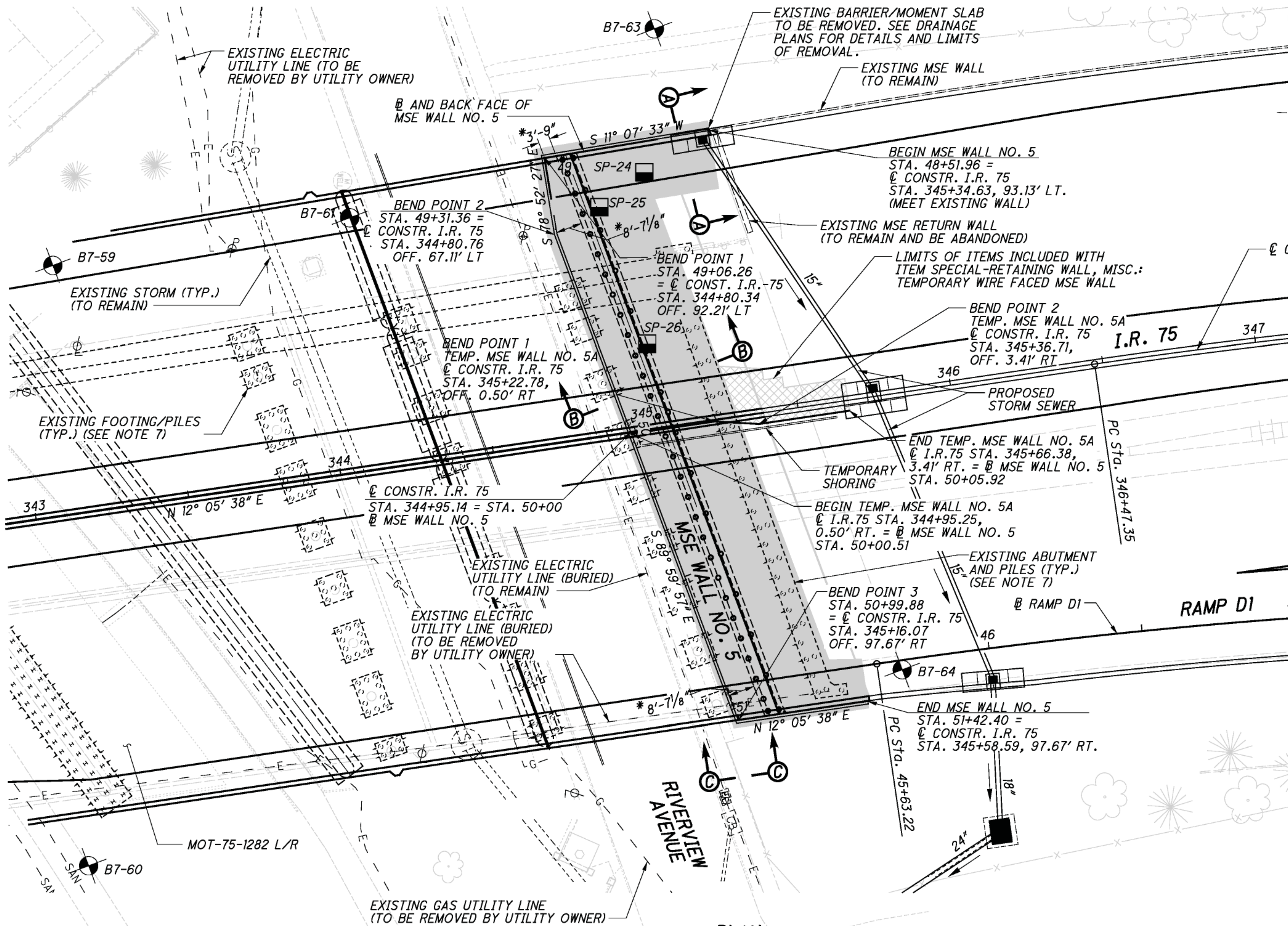
1. FOR COPING DETAILS, SEE SHEET 76/88.
2. FOR ABUTMENT DETAILS, SEE BRIDGES MOT-75-1262 AND MOT-75-1267 L/R.
3. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT, SEE SHEETS 82/88 THROUGH 85/88.
4. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

MSE WALL NO. 4 - SECTIONS

MOT-75-12.00
PID No. 77247



PLAN

* DIMENSIONS MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

BENCHMARK DATA

BM-35 I.R. 75 STA. 343+64.96, EL. 743.42, OFFSET: 132.07' LT.
DESCRIPTION: 3/4" IRON PIPE WITH RED CAP

BM-36 I.R. 75 STA. 343+74.00, EL. 748.34, OFFSET: 125.52' RT.
DESCRIPTION: 3/4" IRON PIPE WITH RED CAP

0 25 50
HORIZONTAL SCALE IN FEET

HORIZONTAL CURVE DATA

I.R. 75
P.I.= Sta. 355+70.07
Δ = 51° 34' 25" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 922.72'
L = 1,719.12
E = 211.22'
C = 1,661.67'
C.B. = N 37° 52' 50" E

HORIZONTAL CURVE DATA

RAMP D1
P.I.= Sta. 48+24.41
Δ = 16° 00' 07" (RT)
Dc = 3° 05' 00"
R = 1,858.24'
T = 261.19'
L = 518.98'
E = 18.27'
C = 517.30'
C.B. = N 20° 05' 41" E

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 5 SCHEMATIC PLAN, SEE SHEET 8/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 63/88 AND 64/88.
4. FOR SECTIONS A-A AND B-B AND VIEW C-C, SEE SHEET 65/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 62/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEET 65/88.
7. EXISTING FOOTING/PILES LOCATED WITHIN THE PROPOSED MSE WALL PLAN BOUNDARY SHALL BE REMOVED TO 2'-0" BELOW THE BOTTOM OF THE LIMITS OF MSE WALL EXCAVATION. FOR LIMITS OF MSE WALL EXCAVATION, SEE MSE WALL ELEVATION ON SHEETS 63/88 THROUGH 64/88. FOR PAYMENT OF REMOVAL OF FOOTINGS AND PILES, SEE BRIDGE PLAN SHEET 1276/1565. PAYMENT FOR REMOVAL OF FOUNDATION ELEMENTS SHALL BE INCLUDED WITH BRIDGE 1282 L/R, UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FT. SPAN, AS PER PLAN.

LEGEND:

- INDICATES SOIL BORING LOCATION
- INDICATES SETTLEMENT PLATFORM LOCATION
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B7-59	343+17.36	80.80' LT
B7-60	343+00.51	113.55' RT
B7-61	344+14.96	82.07' LT
B7-63	345+21.73	128.39' LT
B7-64	345+71.10	89.10' RT

SETTLEMENT PLATFORM	I.R. 75 STATION	I.R.75 OFFSET
SP-24	345+11.76	82.74' LT.
SP-25	344+95.65	73.73' LT.
SP-26	345+04.57	27.59' LT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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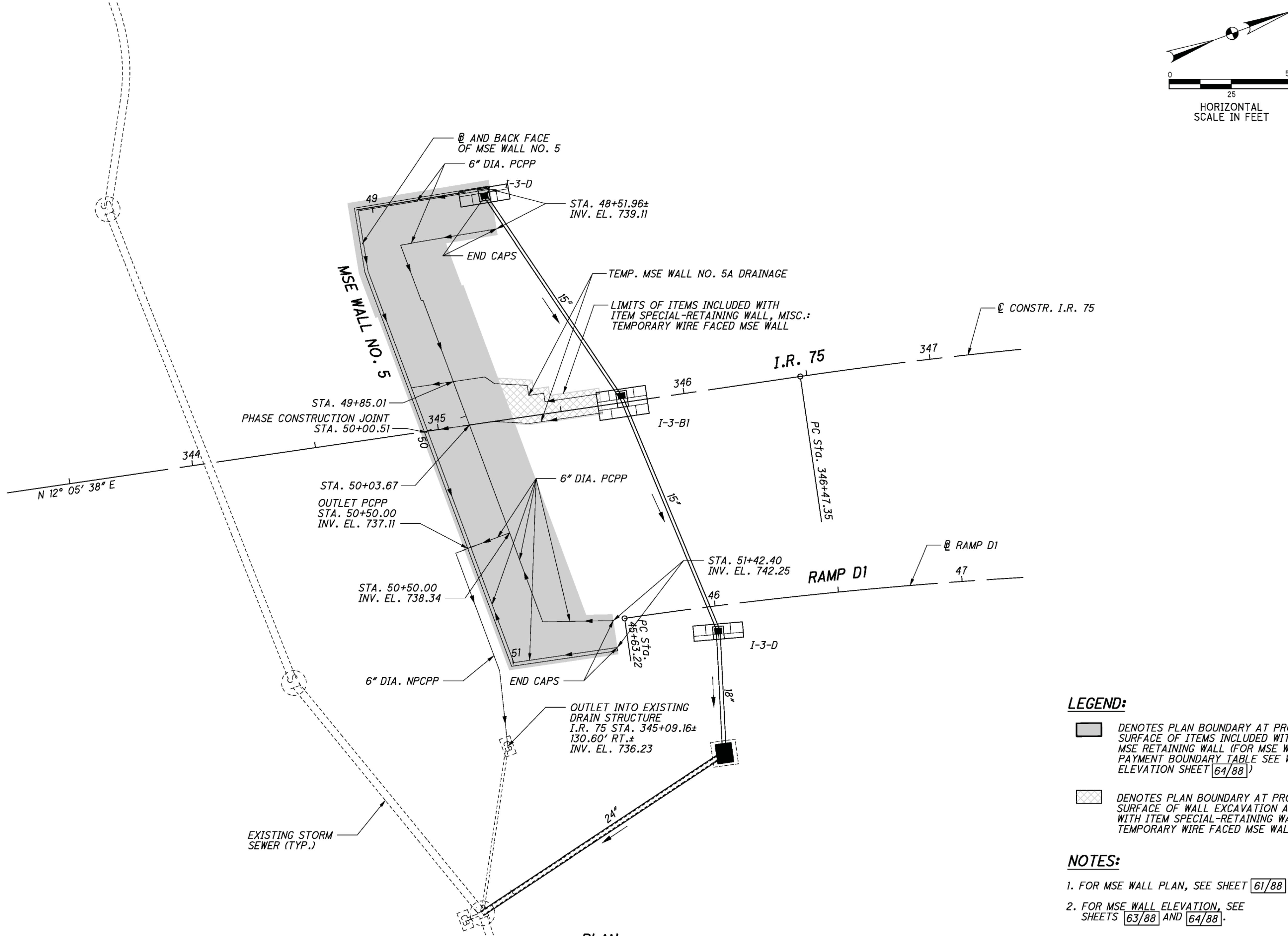
STRUCTURE FILE NUMBER

MSE WALL NO. 5 - PLAN

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 64/88)

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF WALL EXCAVATION AND SGB INCLUDED WITH ITEM SPECIAL-RETAINING WALL MISC.: TEMPORARY WIRE FACED MSE WALL.

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 61/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 63/88 AND 64/88.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CAK	DRAWN	JEB	REVIEWED	MSL	DATE	3/01/2012
CHECKED	AFN	REVISED		STRUCTURE FILE NUMBER			

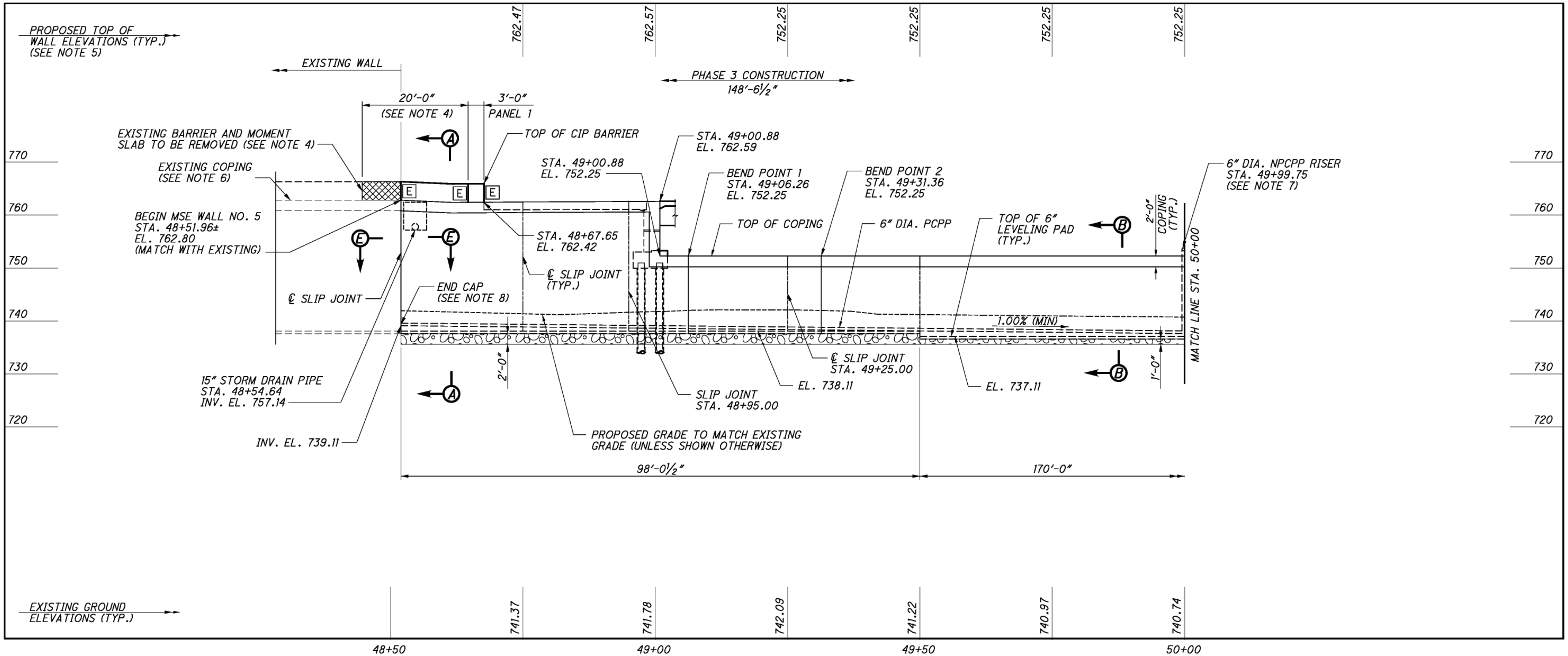
MSE WALL NO. 5 - DRAINAGE PLAN

MOT-75-12.00

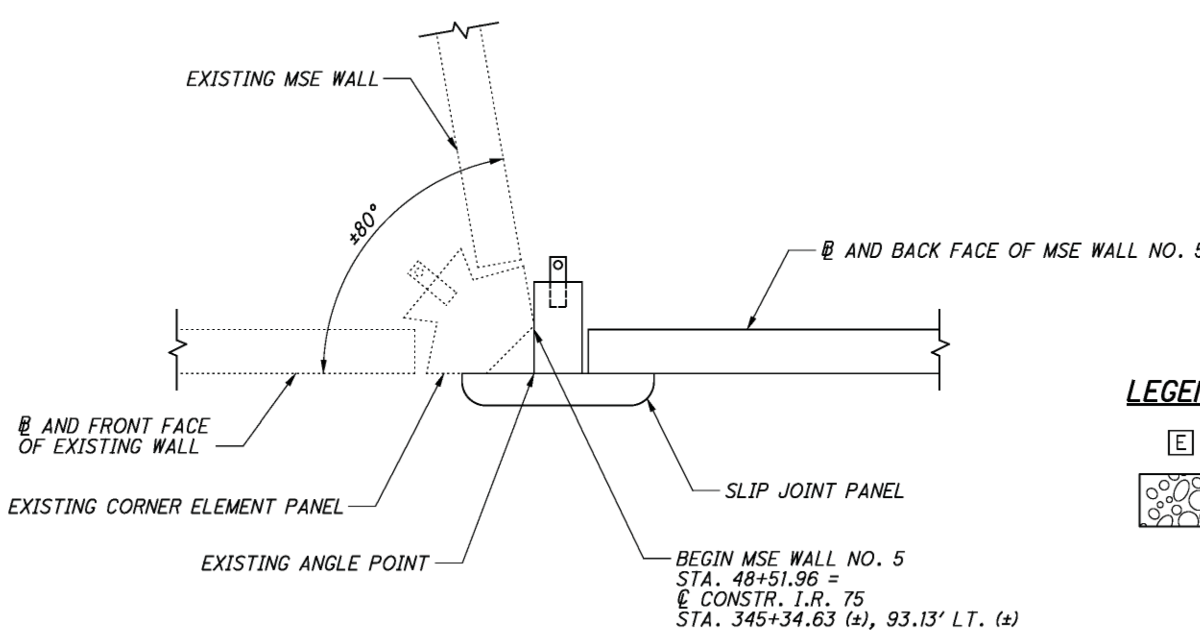
PID No. 77247

62/88

874/1565



ELEVATION



SECTION E-E

LEGEND

E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

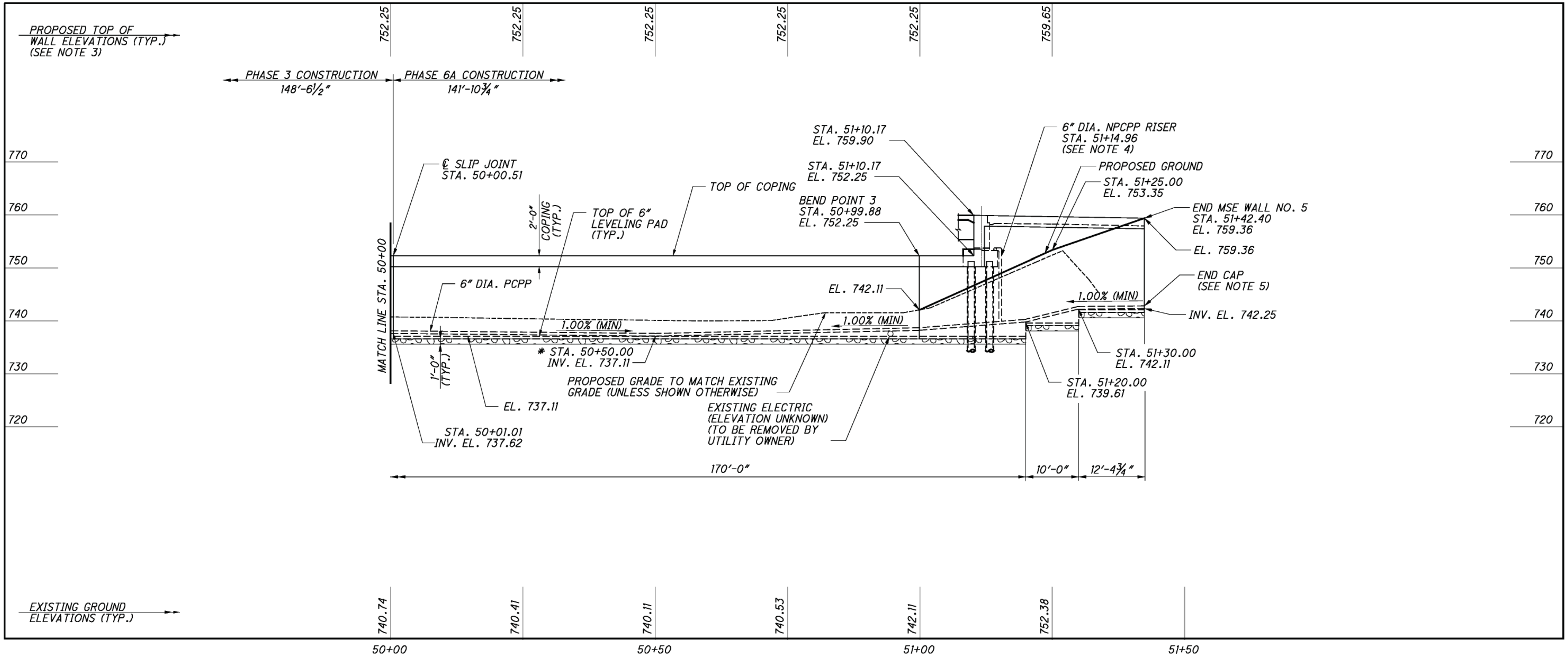
1. SEE SHEET 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTIONS A-A AND B-B SEE SHEET 65/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. 3'-6" DEFLECTOR PARAPET ON AS PER PLAN DRAINAGE STRUCTURE. FOR AS PER PLAN DRAINAGE STRUCTURE SEE DETAILS, SHEETS 561/1565 AND 562/1565.
5. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIERS ARE NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
6. COPING ON EXISTING MSE WALL IS 12" THICK. TRANSITION FROM 12" THICK COPING TO 10" THICK COPING ALONG MSE WALL NO. 5 IN 10'-0" LENGTH.
7. FOR RISER DETAILS, SEE MSE WALL DETAIL SHEET 77/88.
8. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED CAK | CHECKED AFN | DRAWN JEB | REVISED | REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

MSE WALL NO. 5 - ELEVATION

MOT-75-12.00
PID No. 77247



* OUTLET TO EXISTING DRAINAGE STRUCTURE ℄ I.R. 75 STA. 345+09.18±, 130.18' RT±. INV. EL. 736.23

ELEVATION

MSE WALL NO. 5 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	I.R. 75 STATION	I.R. 75 OFFSET
48+51.96	22.40'	345+34.95	74.00' LT
49+00.00	22.23'	344+86.92	73.32' LT
49+06.26	22.23'	344+80.66	73.22' LT
49+31.36	37.02'	345+13.81	74.19' LT
49+50.00	37.73'	345+18.40	56.11' LT
50+00.00	36.72'	345+28.87	7.22' LT
50+99.88	28.12'	345+49.80	90.44' RT
51+00.00	21.62'	345+16.19	78.27' RT
51+42.40	16.19'	345+58.59	83.71' RT

LEGEND

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. SEE SHEET 3/88 THROUGH 5/88 FOR NOTES.
2. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
3. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88. WHERE CIP BARRIERS ARE NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
4. FOR RISER DETAILS, SEE MSE WALL DETAIL SHEET 77/88.
5. END CAPS SHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.

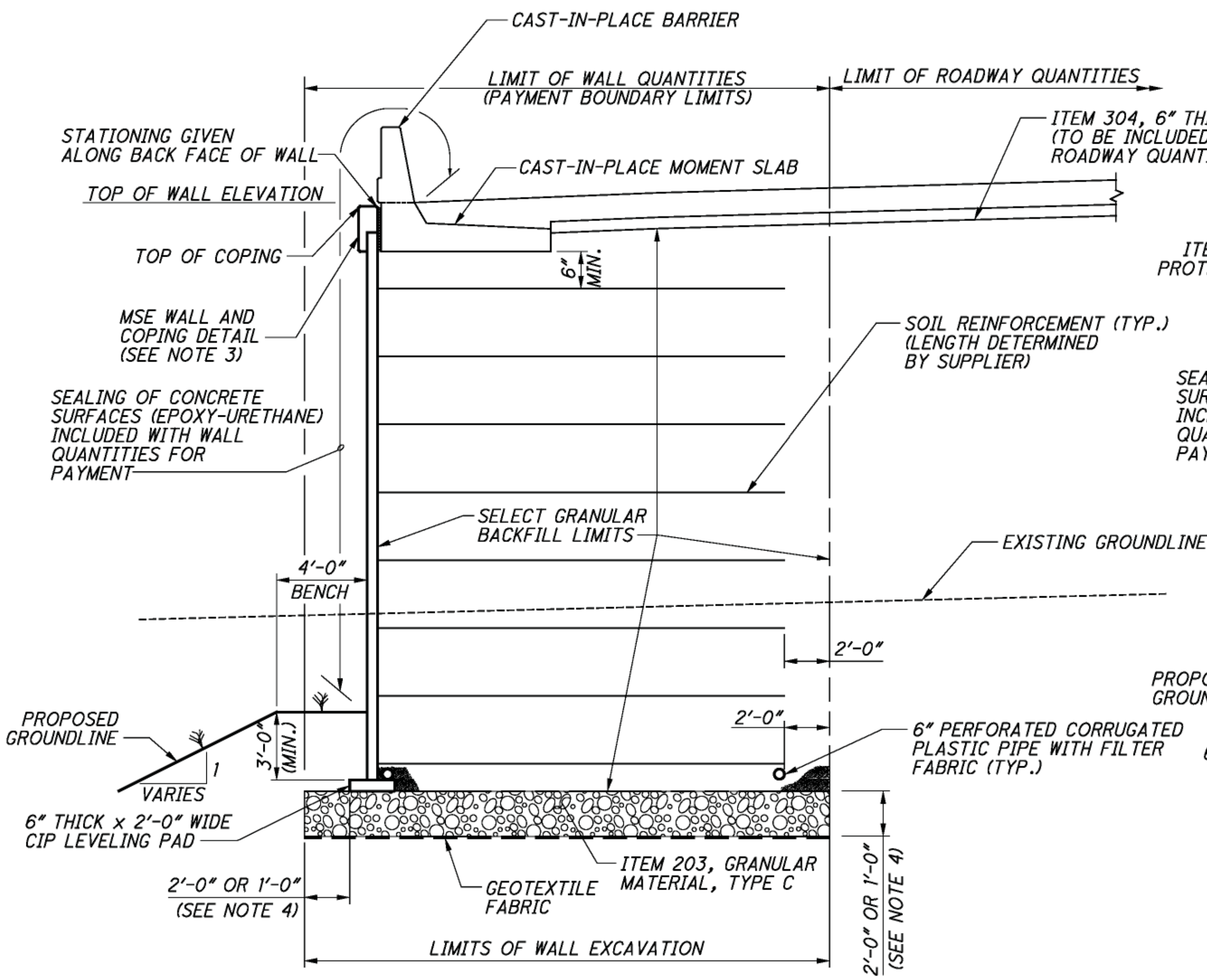
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

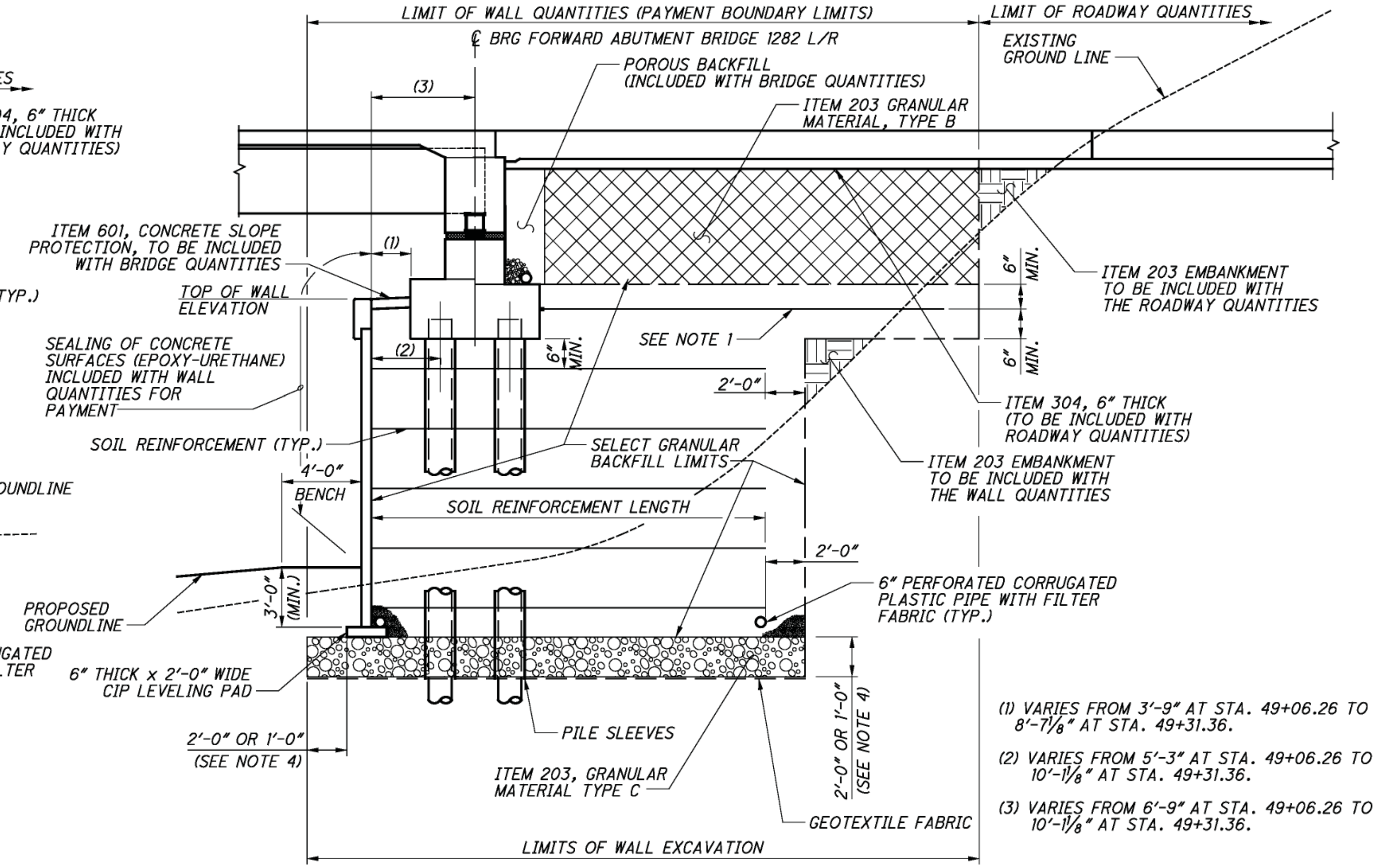
DESIGNED CAK DRAWN JEB REVISED CHECKED AFN

MSE WALL NO. 5 - ELEVATION

MOT-75-12.00 PID No. 77247



SECTION A-A

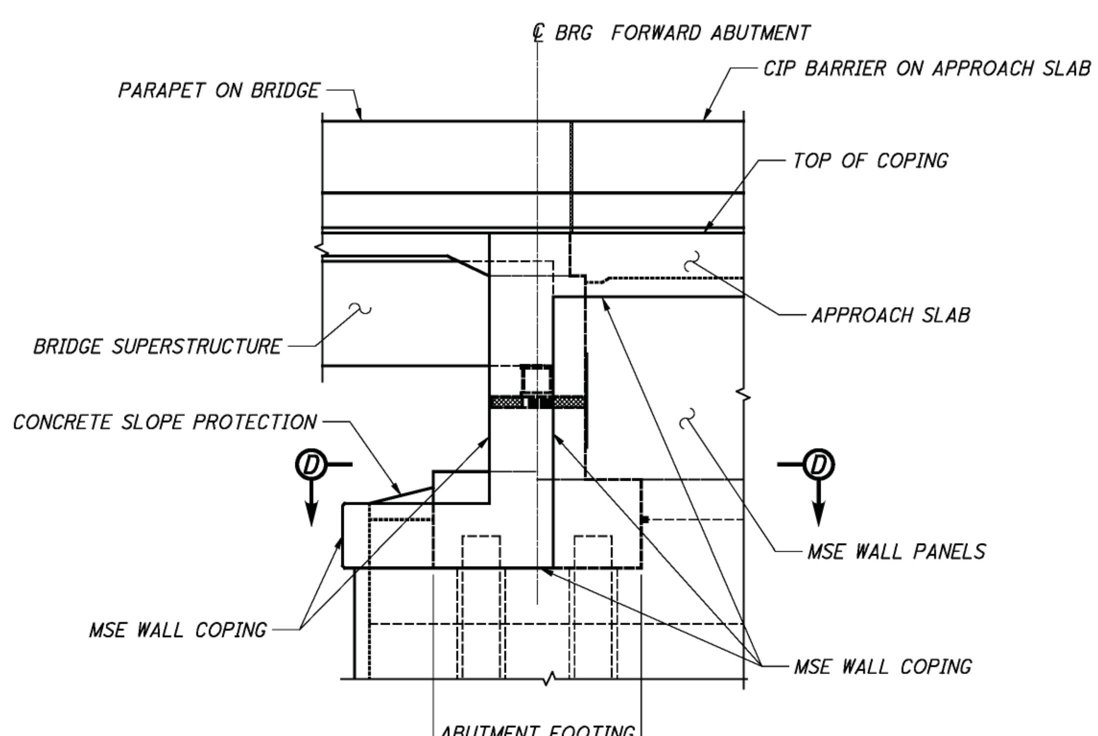


(1) VARIES FROM 3'-9" AT STA. 49+06.26 TO 8'-7⅛" AT STA. 49+31.36.

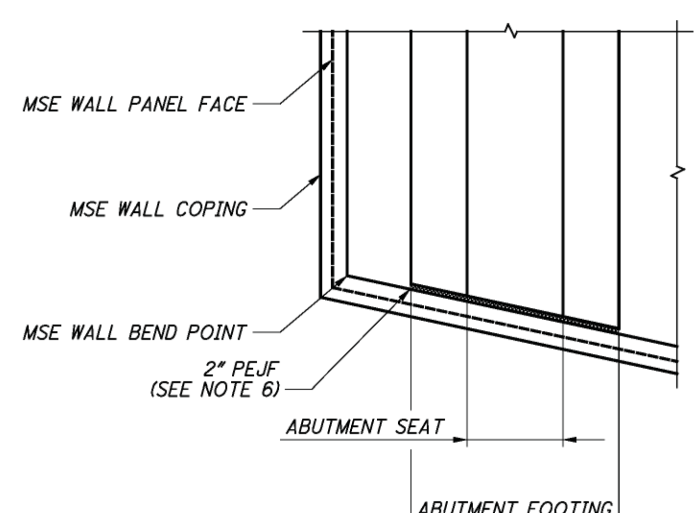
(2) VARIES FROM 5'-3" AT STA. 49+06.26 TO 10'-1⅛" AT STA. 49+31.36.

(3) VARIES FROM 6'-9" AT STA. 49+06.26 TO 10'-1⅛" AT STA. 49+31.36.

SECTION B-B



VIEW C-C



SECTION D-D

NOTES:

1. PROPRIETARY RETAINING WALL DATA: THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1282 L/R.
3. FOR COPING DETAILS, SEE SHEET 76/88.
4. FOR THE THICKNESS OF TYPE C GRANULAR MATERIAL, SEE WALL ELEVATION SHEETS. 2'-0" CORRESPONDS TO LOCATIONS OF 2'-0" THICK TYPE C GRANULAR MATERIAL. 1'-0" CORRESPONDS TO LOCATIONS OF 1'-0" THICK TYPE C GRANULAR MATERIAL.
5. FOR PLAN LIMITS OF PAYMENT BOUNDRY SEE SHEET 61/88.
6. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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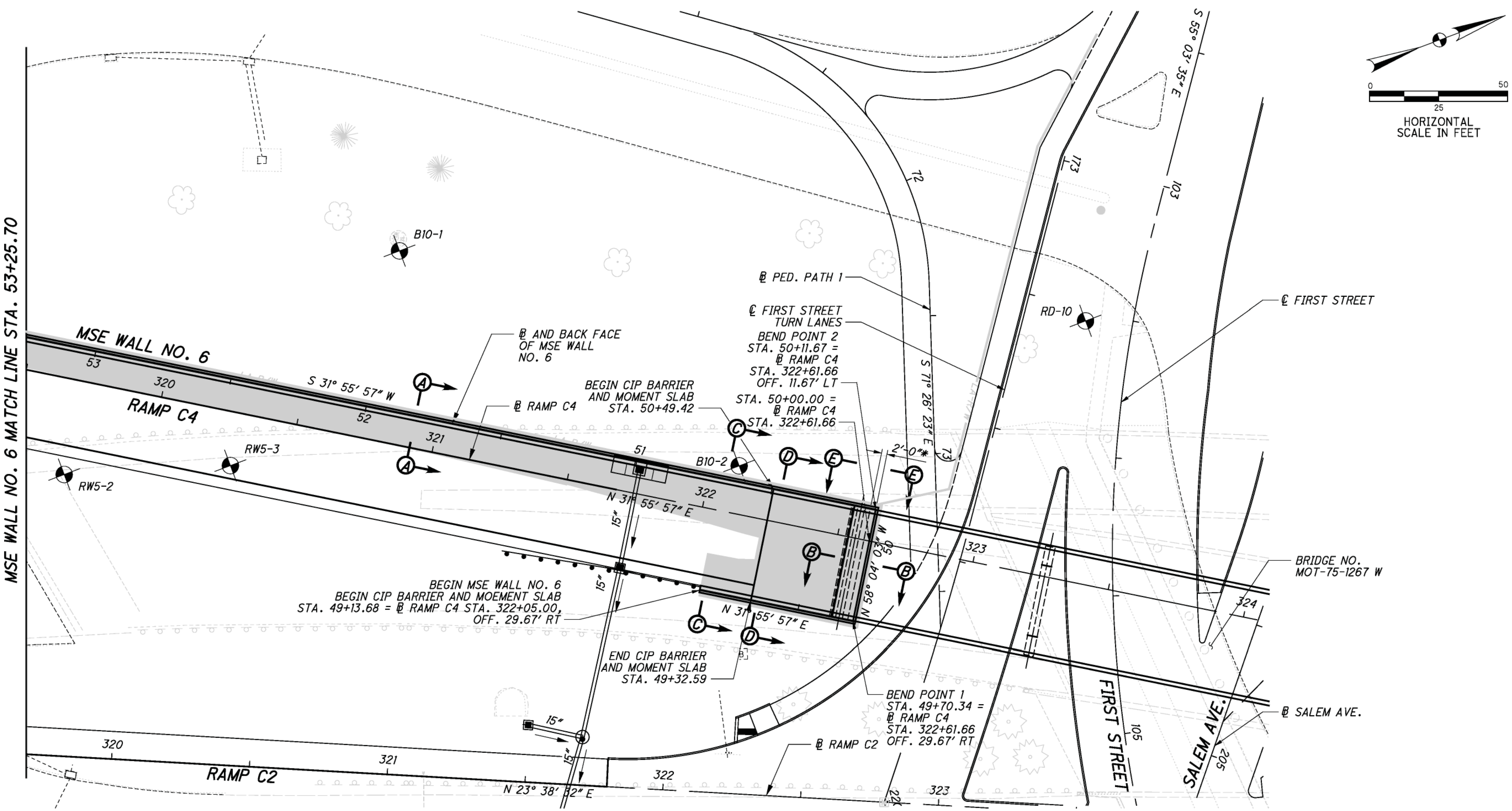
MSE WALL NO. 5 - SECTIONS

MOT-75-12.00
PID No. 77247



LEGEND:

- INDICATES SOIL BORING LOCATION
- DENOTES PLAN BOUNDARY OF ITEMS AT PROPOSED SURFACE INCLUDED WITH THE MSE WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 73/88).

PLAN

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 6 SCHEMATIC PLAN, SEE SHEET 7/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 70/88 THROUGH 73/88.
4. FOR SECTION A-A SEE SHEET 74/88 AND FOR SECTION C-C, SECTION D-D AND VIEW E-E, SEE SHEET 75/88.
5. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 68/88.
6. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEET 74/88 AND SHEET 75/88.

BENCHMARK DATA
BM-6 I.R. 75 STA. 313+98.51, EL. 739.78, OFFSET: 11.28′ LT. DESCRIPTION: ¾″ IRON PIPE WITH RED CAP
BM-7 I.R. 75 STA. 311+55.56, EL. 747.07, OFFSET: 164.13′ LT. DESCRIPTION: BRASS DISC SET IN CONCRETE
BM-12 I.R. 75 STA. 319+00.01, EL. 734.89, OFFSET: 16.88′ LT. DESCRIPTION: ¾″ IRON PIPE WITH RED CAP

*DIMENSION MEASURED FROM EDGE OF ABUTMENT FOOTING TO BACK FACE OF MSE WALL.

BORING LOCATIONS

BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
B10-1	321+01.97	311.25 LT.
B10-2	322+25.02	233.43 LT.
RD-10	323+50.52	285.96 LT.
RW5-2	319+80.48	230.30 LT.
RW5-3	320+40.20	233.53 LT.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

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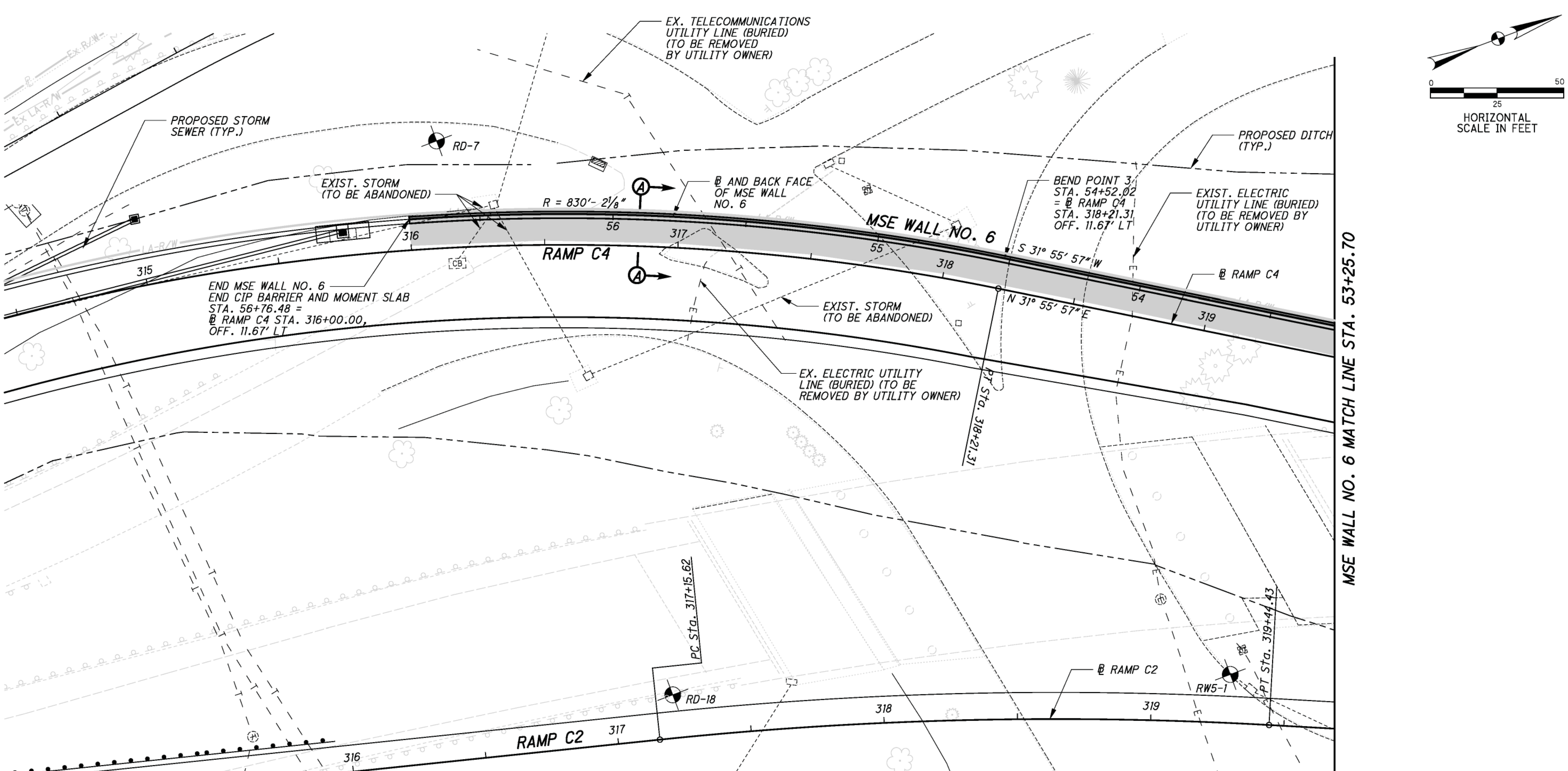
MSE WALL NO. 6 - PLAN

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

- INDICATES SOIL BORING LOCATION

- DENOTES PLAN BOUNDARY OF ITEMS AT PROPOSED SURFACE INCLUDED WITH THE MSE WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 73/88).

NOTES:

1. ALL STATIONS GIVEN ALONG BACK FACE OF WALL.
2. FOR MSE WALL NO. 6 SCHEMATIC PLAN, SEE SHEET 7/88.
3. FOR WALL ELEVATION VIEWS, SEE SHEETS 70/88 THROUGH 73/88.
4. MSE WALL DRAINAGE NOT SHOWN FOR CLARITY. FOR WALL DRAINAGE PLAN, SEE SHEET 69/88.
5. FOR DEFINITIONS OF WALL COMPONENTS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL, SEE SUPPLEMENTAL SPECIFICATIONS 840 AND SECTIONS ON SHEET 74/88 AND SHEET 75/88.
6. FOR SECTION A-A SEE SHEET 74/88.

HORIZONTAL CURVE DATA:

RAMP C4

P.I.= Sta. 315+41.28
Δ = 41° 03' 19" (RT)
Dc = 7° 00' 00"
R = 818.51'
T = 306.48'
L = 586.51'
E = 55.50'
C = 574.04'
C.B. = N 11° 24' 17" E

BORING LOCATIONS		
BORING	℄ CONSTR. I.R. 75 STATION	OFFSET TO ℄
RD-7	316+29.88	349.30 LT.
RD-18	317+18.50	141.72 LT.
RW5-1	319+27.64	149.36 LT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

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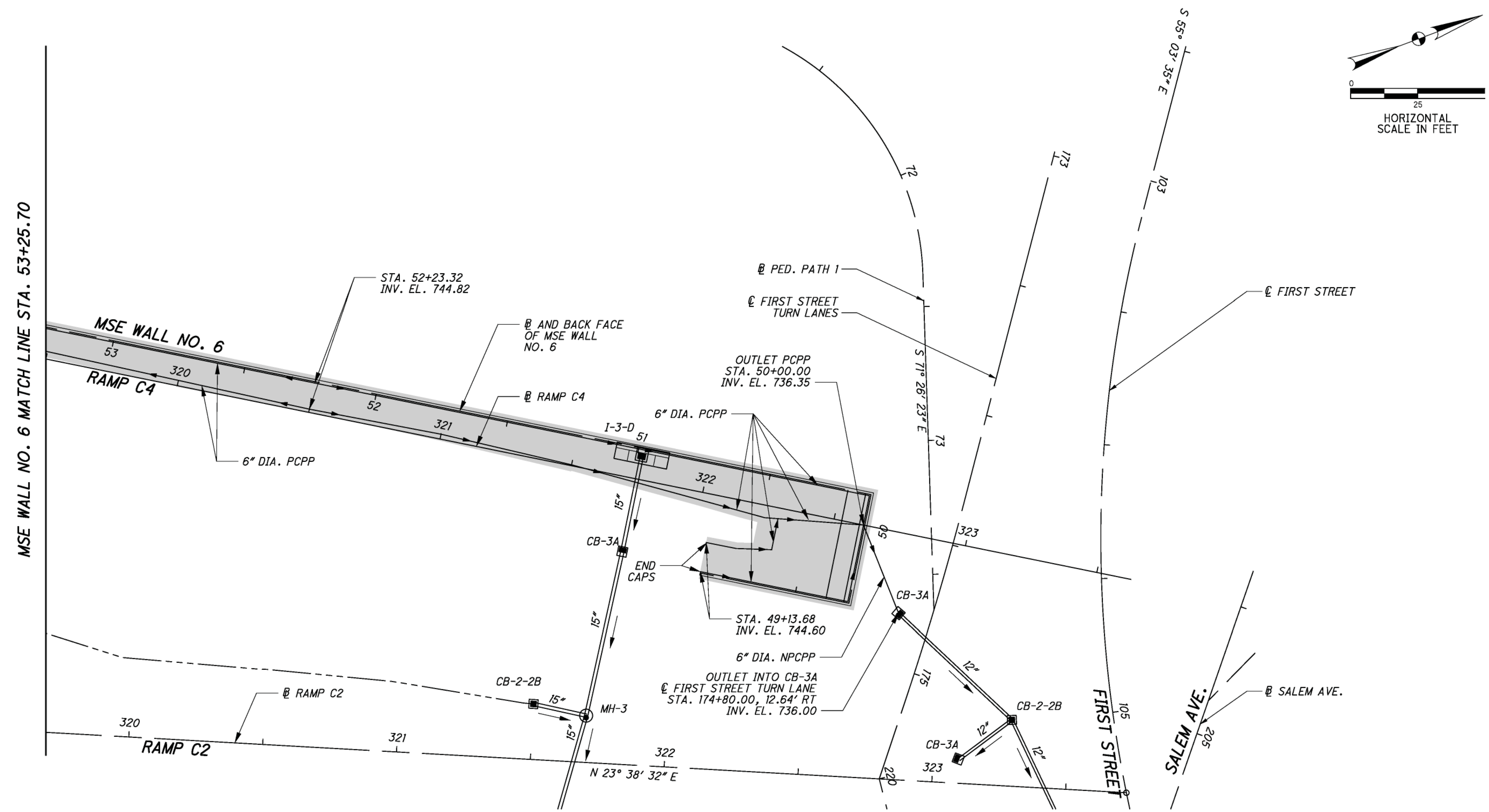
MSE WALL NO. 6 - PLAN

MOT-75-12.00
PID No. 77247



PLAN

LEGEND:

(shaded box)	DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 73/88)
PCPP	PERFORATED CORRUGATED PLASTIC PIPE
NPCPP	NON PERFORATED CORRUGATED PLASTIC PIPE

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 66/88.
2. FOR MSE WALL ELEVATION, SEE SHEETS 70/88 THROUGH 73/88.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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MSE WALL NO. 6 - DRAINAGE PLAN

MOT-75-12.00
PID No. 77247

68/88

880/1565

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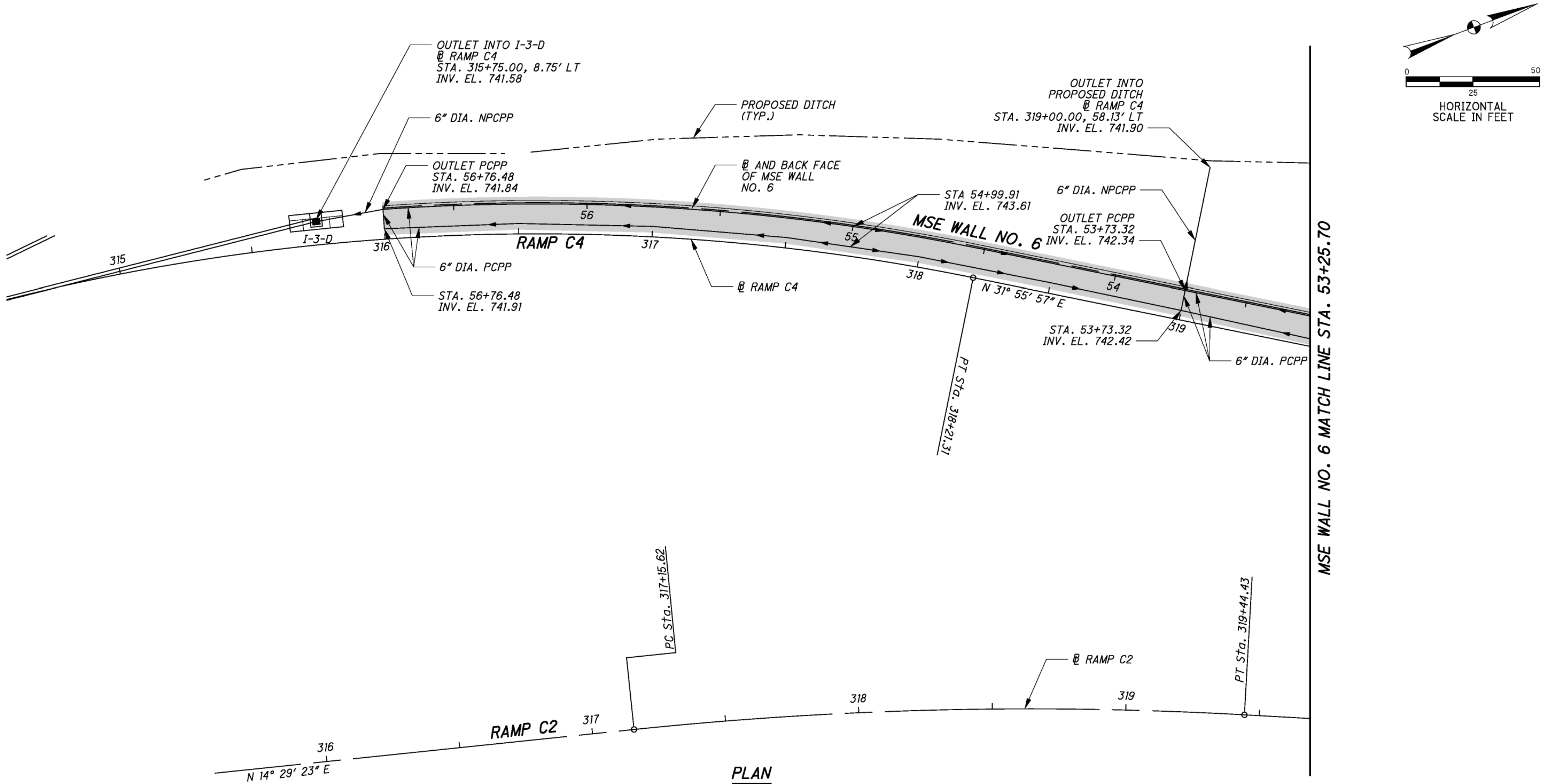

PLAN

LEGEND:

DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED WITH THE MSE RETAINING WALL (FOR MSE WALL PAYMENT BOUNDARY TABLE SEE WALL ELEVATION SHEET 73/88)

PCPP PERFORATED CORRUGATED PLASTIC PIPE

NPCPP NON PERFORATED CORRUGATED PLASTIC PIPE

NOTES:

1. FOR MSE WALL PLAN, SEE SHEET 67/88.

2. FOR MSE WALL ELEVATION, SEE SHEETS 70/88 THROUGH 73/88.

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DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

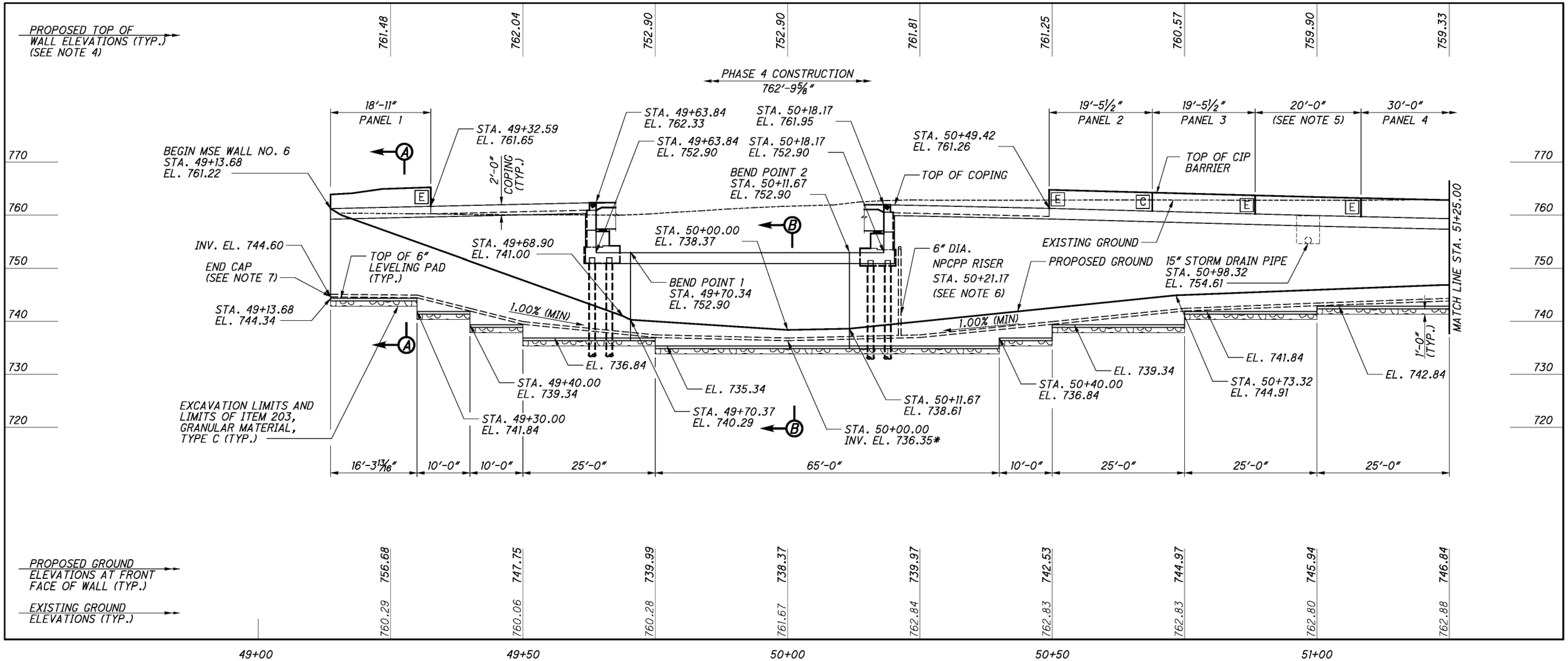
DRAWN JEB REVISED

DESIGNED CAK CHECKED AFN

MSE WALL NO. 6 - DRAINAGE PLAN

MOT-75-12.00

PID No. 77247



* OUTLET INTO CB-3A
℄ FIRST STREET TURN LANE
STA. 174+80.00, 12.64' RT
INV. EL. 736.00

ELEVATION

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A AND SECTION B-B SEE SHEET 74/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. 3'-6" DEFLECTOR PARAPET ON AS PER PLAN DRAINAGE STRUCTURE. FOR AS PER PLAN DRAINAGE STRUCTURE SEE DETAILS, SHEETS 561 / 1565 AND 562 / 1565.
6. FOR RISER DETAIL, SEE MSE WALL DETAIL SHEET 77/88.
7. END CAPS CHALL BE INSTALLED AT THE EXPOSED ENDS OF THE PIPES. PAYMENT SHALL BE INCLUDED IN PAY ITEM 840, 6" DRAINAGE PIPE, PERFORATED.

LEGEND

C	CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)
E	EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)
	DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

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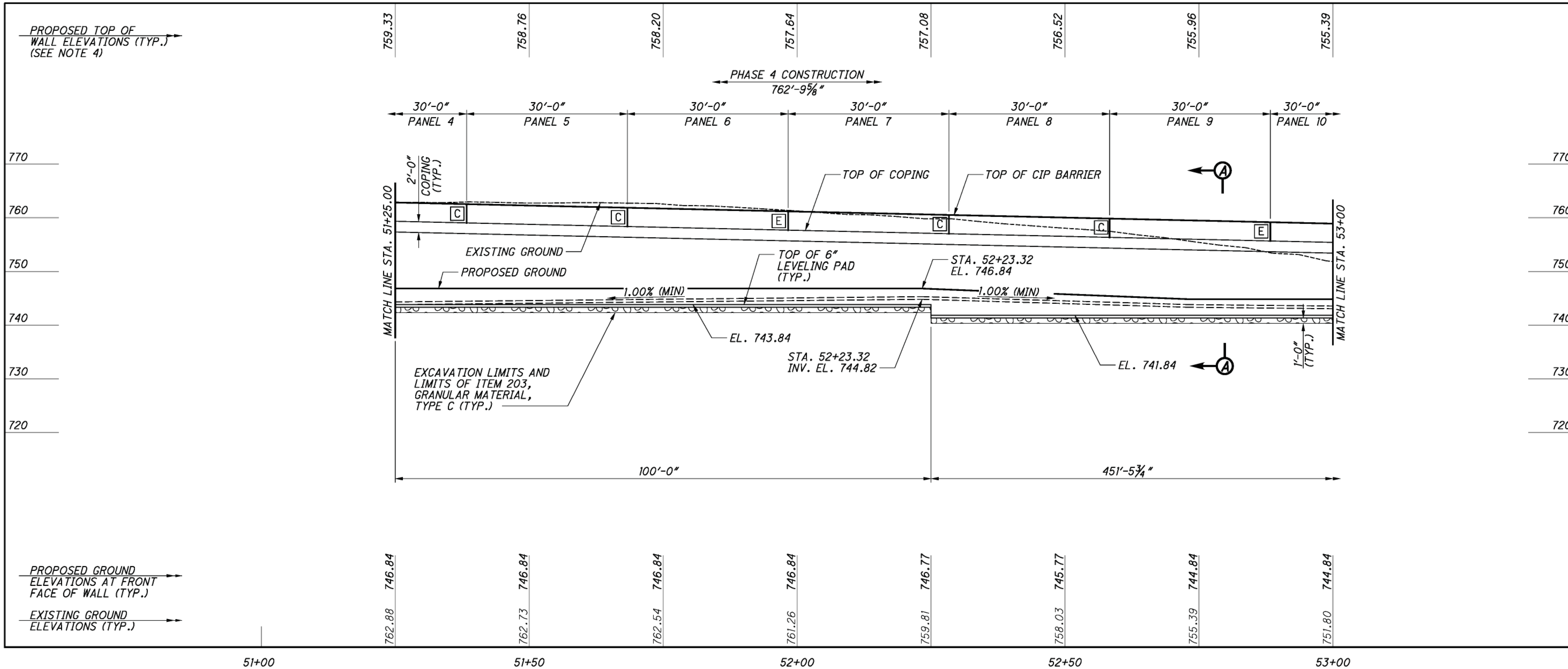
AFN			

MSE WALL NO. 6 - ELEVATION

MOT-75-12.00
PID No. 77247



ELEVATION

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 74/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.

   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.

LEGEND

C — CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E — EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

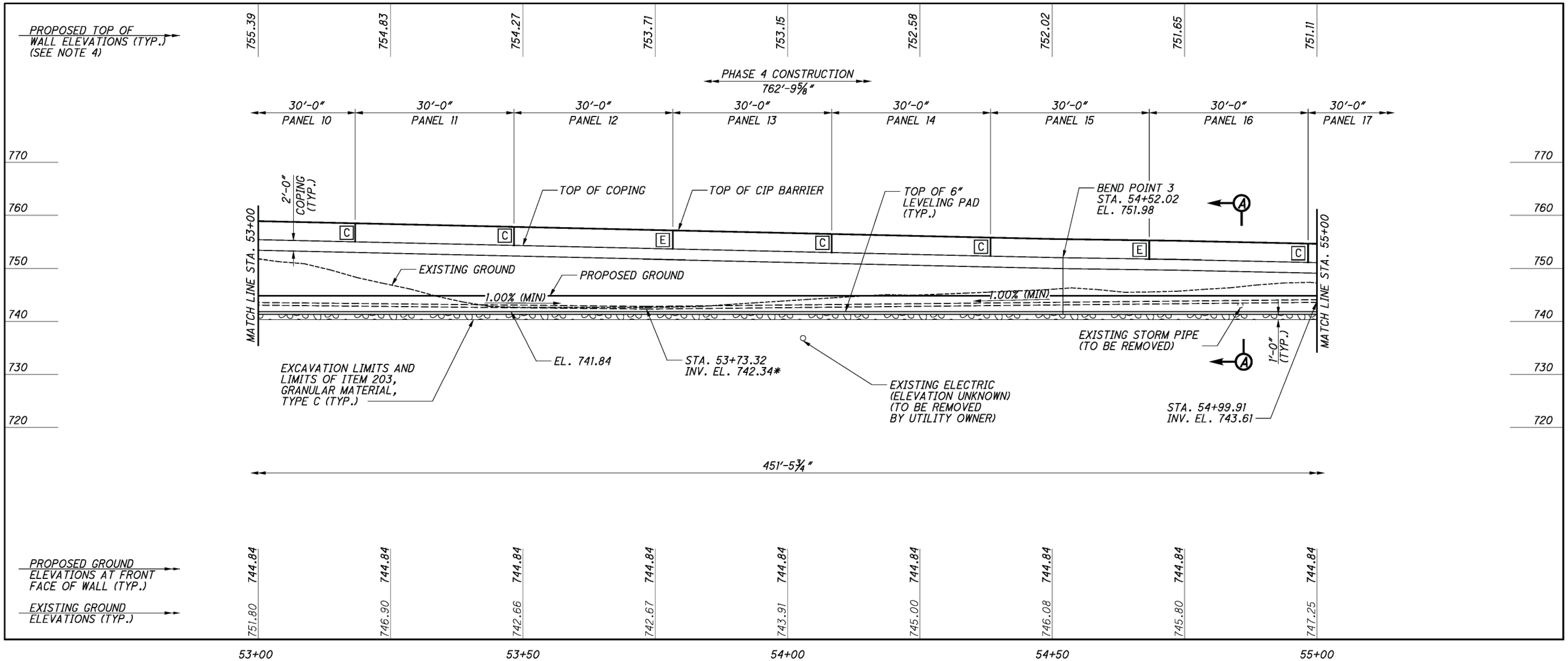
DRAWN JEB REVISED

DESIGNED CAK CHECKED AFN

MSE WALL NO. 6 - ELEVATION

MOT-75-12.00

PID No. 77247



* OUTLET INTO PROPOSED DITCH @ RAMP C4
STA. 319+00.00, 58.13' LT
INV. EL. 741.90

ELEVATION

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 74/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.

   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012 STRUCTURE FILE NUMBER

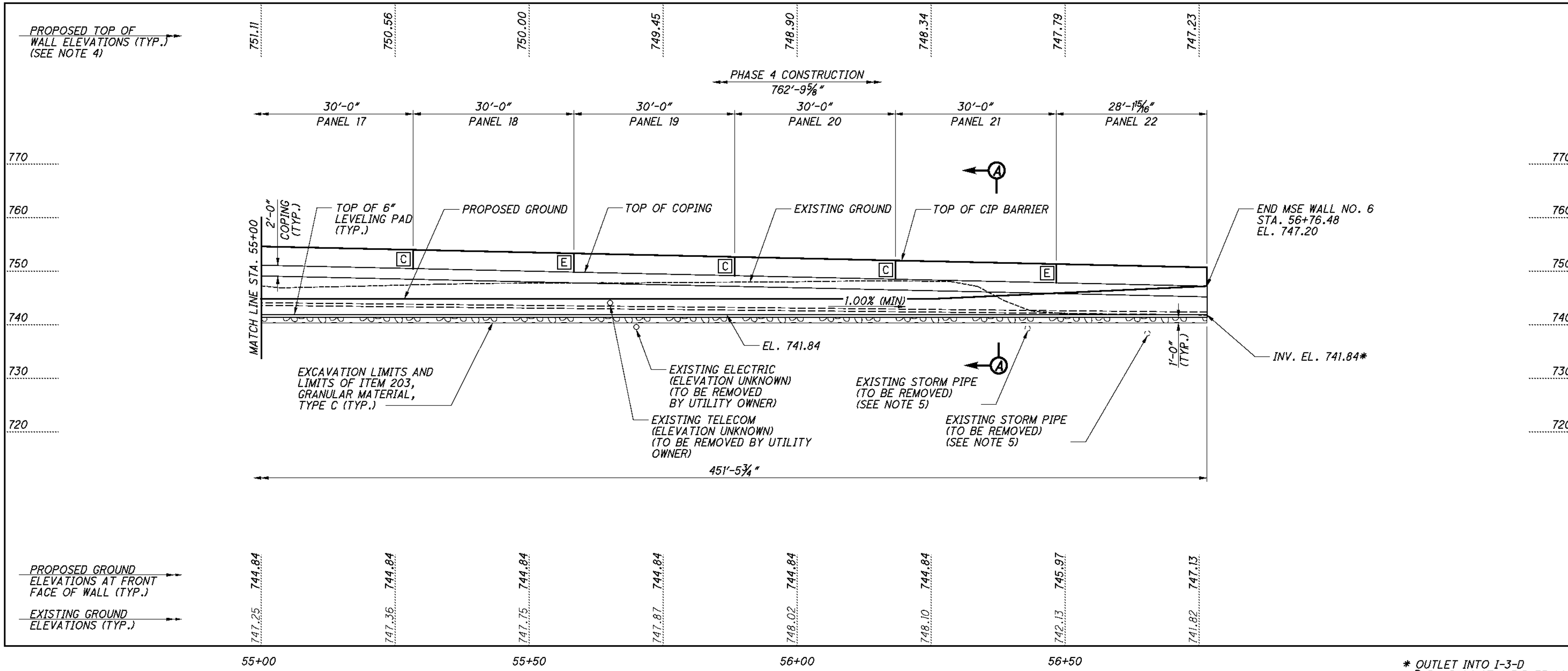
DRAWN JEB REVISED

DESIGNED CAK CHECKED AFN

MSE WALL NO. 6 - ELEVATION

MOT-75-12.00

PID No. 77247



* OUTLET INTO I-3-D @ RAMP C4 STA. 315+75.00, 8.75' LT. INV. EL. 741.58

ELEVATION

MSE WALL NO. 6 - PAYMENT BOUNDARY LIMITS			
MSE WALL STATION	MSE WALL PAYMENT WIDTH	RAMP C4 STATION	RAMP C4 OFFSET
49+13.68	15.93'	322+05.00	15.97' RT.
49+30.93	45.79'	322+22.25	14.77' RT.
50+51.07	45.79'	322+22.25	6.77' RT.
50+73.32	19.01'	322+00.00	5.11' RT.
51+23.32	15.68'	321+50.00	1.78' RT.
51+73.32	14.23'	321+00.00	0.30' RT.
52+23.32	13.41'	320+50.00	0.49' LT.
52+73.32	14.02'	320+00.00	0.12' RT.
53+23.32	13.23'	319+50.00	0.66' LT.
53+73.32	12.45'	319+00.00	1.45' LT.
54+23.32	12.23'	318+50.00	1.67' LT.
54+73.63	12.23'	318+00.00	1.67' LT.
55+24.34	12.23'	317+50.00	1.67' LT.
55+75.05	12.23'	317+00.00	1.67' LT.
56+25.77	12.23'	316+50.00	1.67' LT.
56+76.48	12.23'	316+00.00	1.67' LT.

LEGEND

C CONTRACTION JOINT (IN CIP BARRIER AND MOMENT SLAB)

E EXPANSION JOINT (IN CIP BARRIER AND MOMENT SLAB)

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. SEE SHEETS 3/88 THROUGH 5/88 FOR NOTES.
2. FOR SECTION A-A SEE SHEET 74/88.
3. MSE WALL ELEVATIONS ARE SHOWN VIEWED FROM THE EXPOSED FACE OF THE WALL.
4. WHERE CIP BARRIERS ARE CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS DEFINED AS THE GUTTER ELEVATION. AT THESE LOCATIONS, THE TOP OF THE CIP MSE WALL COPING SHALL BE CONSTRUCTED 2" BELOW THE GUTTER ELEVATION, SEE SHEETS 82/88 THROUGH 85/88.
   WHERE CIP BARRIER IS NOT CONSTRUCTED ALONG THE MSE WALL, THE TOP OF THE MSE WALL IS EQUIVALENT TO THE TOP OF COPING ELEVATIONS.
5. LOW STRENGTH MORTAR SHALL BE USED TO FILL THE RESULTING TRENCH CAUSED BY THE REMOVAL OF THE EXISTING STORM SEWERS FOR LOCATIONS BEYOND THE MSE WALL FOUNDATION PREPARATION LIMITS/EXCAVATION LIMITS. PAYMENT FOR THE LOW STRENGTH MORTAR SHALL BE INCIDENTAL TO ITEM 202 PIPE REMOVED ITEMS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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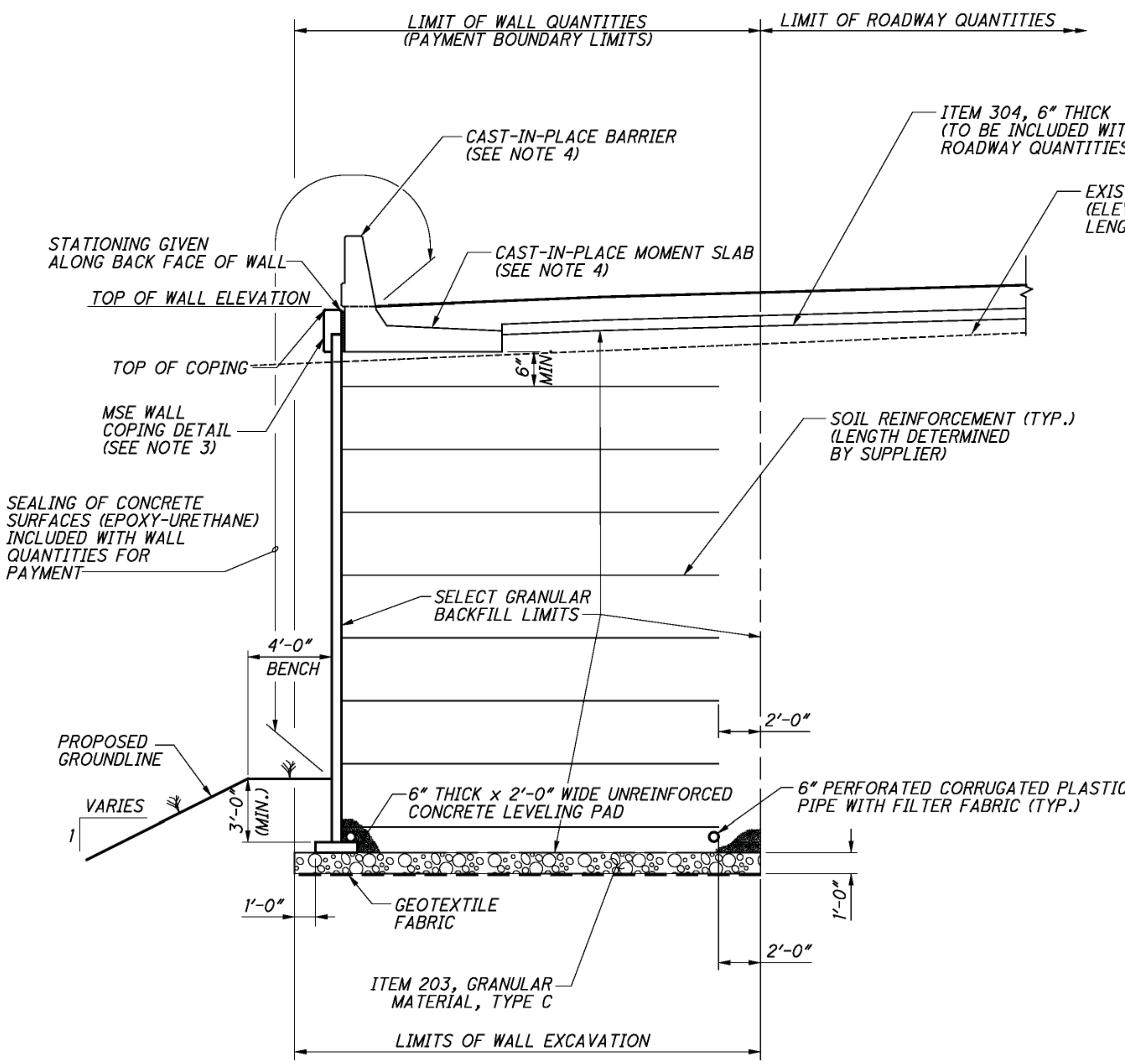
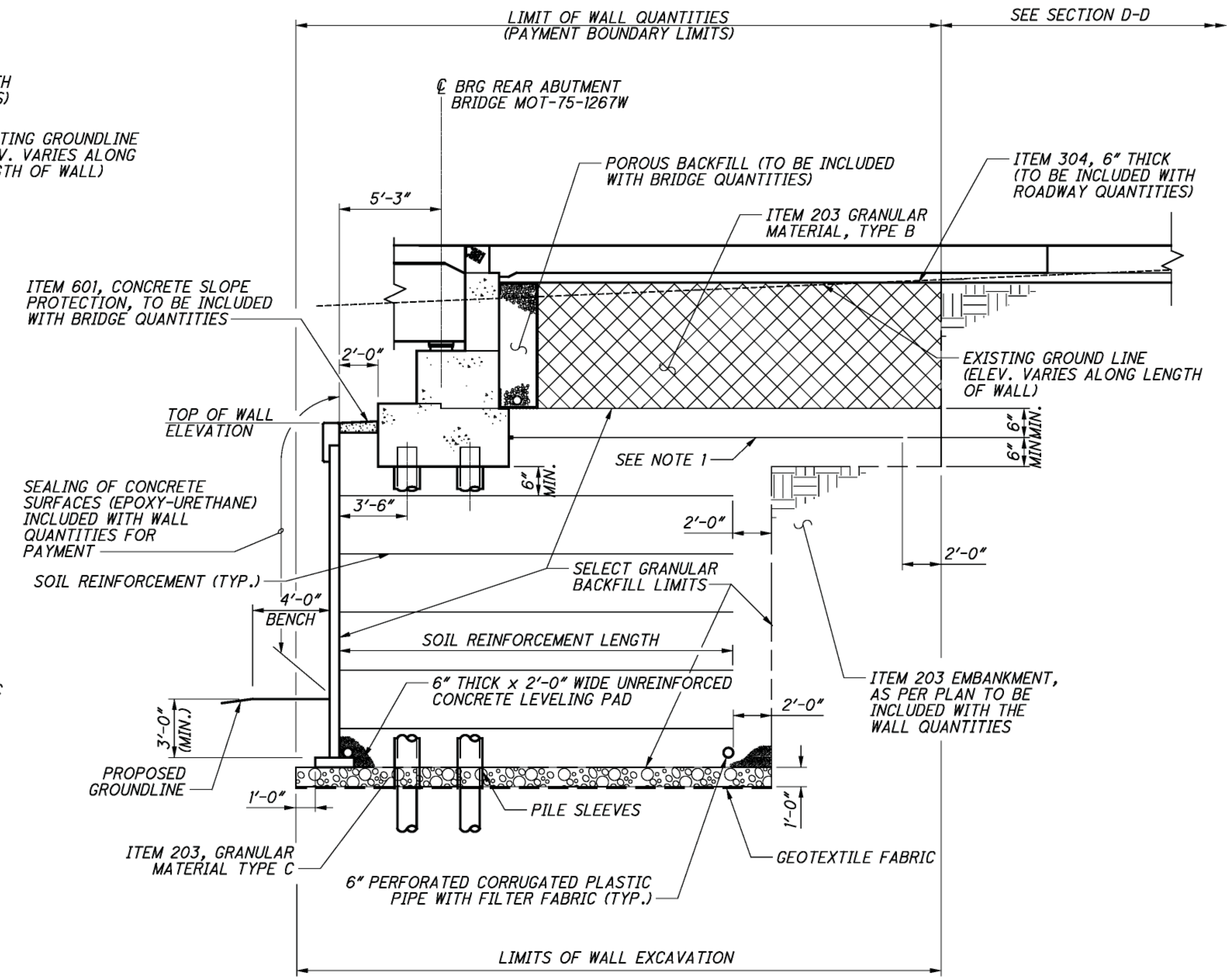
CHECKED AFN	REVISED	STRUCTURE FILE NUMBER	

MSE WALL NO. 6 - ELEVATION

MOT-75-12.00
PID No. 77247



SECTION A-A



SECTION B-B

NOTES:

1. PROPRIETARY RETAINING WALL DATA:
THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. SEE GENERAL NOTES FOR HORIZONTAL LOADING FROM THE ABUTMENT.
2. FOR ABUTMENT DETAILS, SEE BRIDGE MOT-75-1267W.
3. FOR COPING DETAILS, SEE SHEET 76/88.
4. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT SEE SHEETS 82/88 THROUGH 85/88.
5. FOR LOCATIONS OF SECTION A-A AND SECTION B-B, SEE SHEETS 70/88 THROUGH 72/88.
6. FOR SECTION D-D SEE SHEET 75/88.
7. FOR PLAN LIMITS OF PAYMENT BOUNDRY SEE SHEETS 66/88 AND 67/88.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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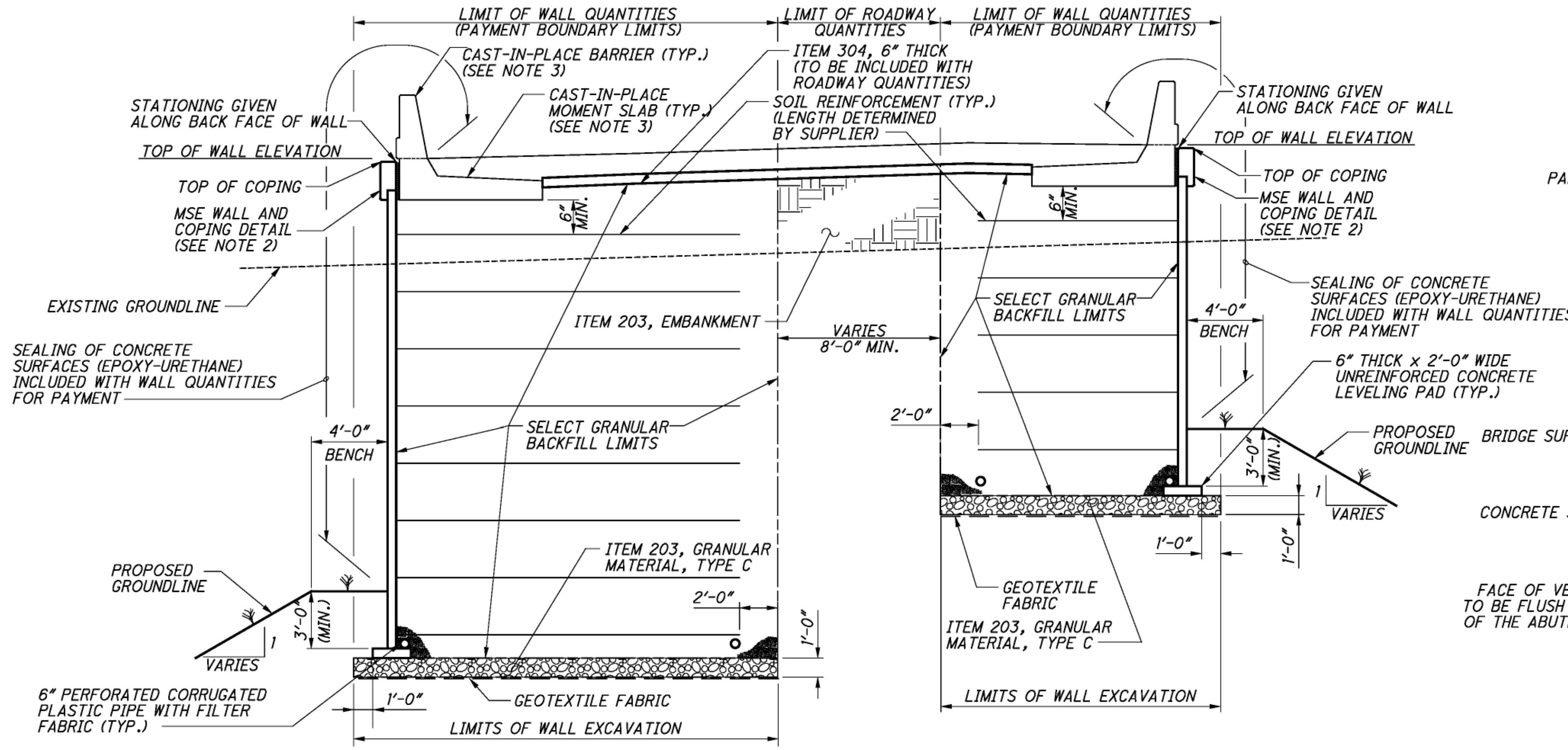
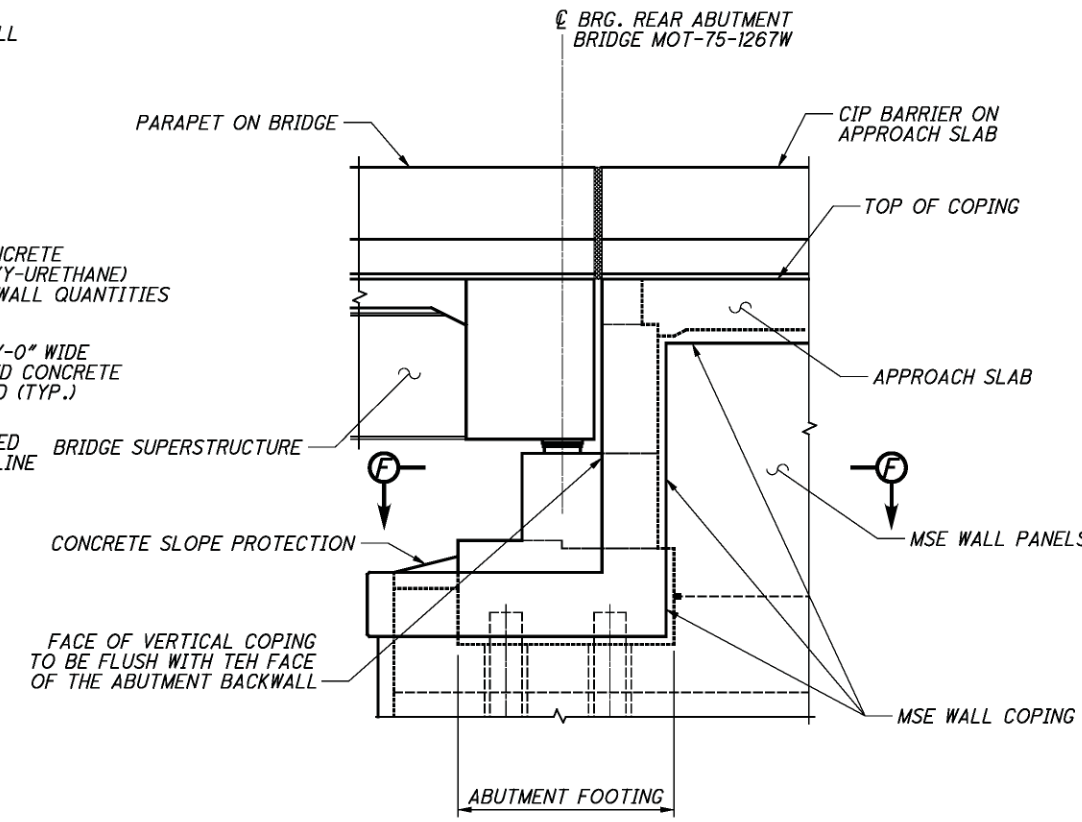
MSE WALL NO. 6 - SECTIONS

MOT-75-12.00
PID No. 77247

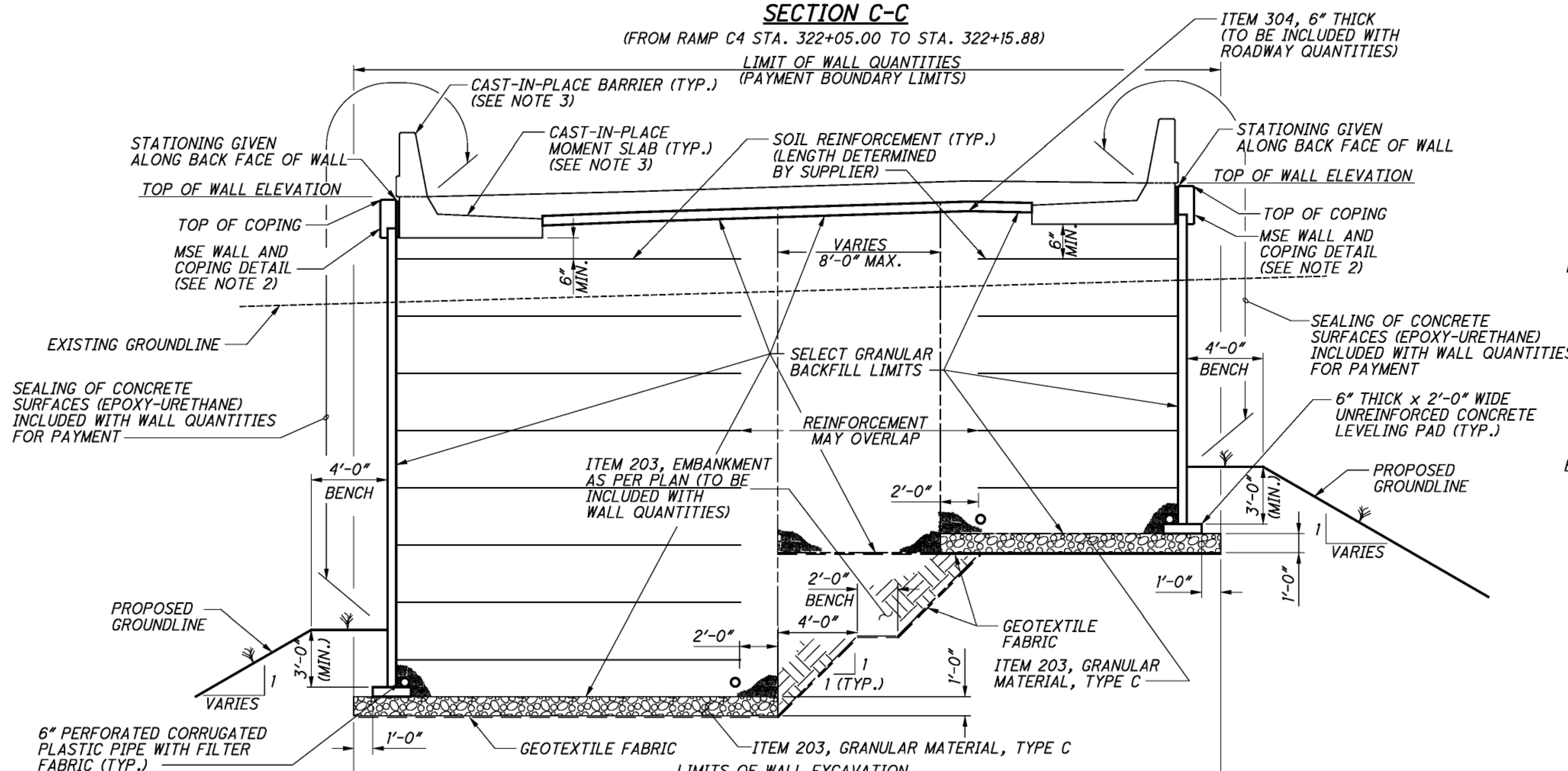


SECTION C-C

(FROM RAMP C4 STA. 322+05.00 TO STA. 322+15.88)

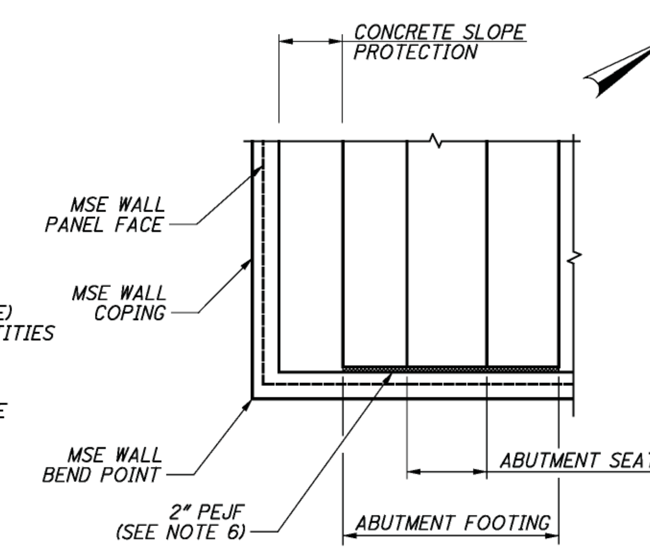


VIEW E-E



SECTION D-D

(FROM RAMP C4 STA. 322+15.88 TO STA. 322+61.66)



SECTION F-F

NOTES:

1. FOR ABUTMENT DETAILS SEE BRIDGE MOT-75-1267W.
2. FOR COPING DETAILS, SEE SHEET 76/88.
3. FOR CIP BARRIER AND MOMENT SLAB DETAILS AND PAYMENT SEE SHEETS 82/88 THROUGH 85/88.
4. FOR LOCATIONS OF SECTION C-C, SECTION D-D AND VIEW E-E, SEE SHEET 66/88.
5. FOR PLAN LIMITS OF PAYMENT BOUNDRIES SEE SHEETS 66/88 AND 67/88.
6. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
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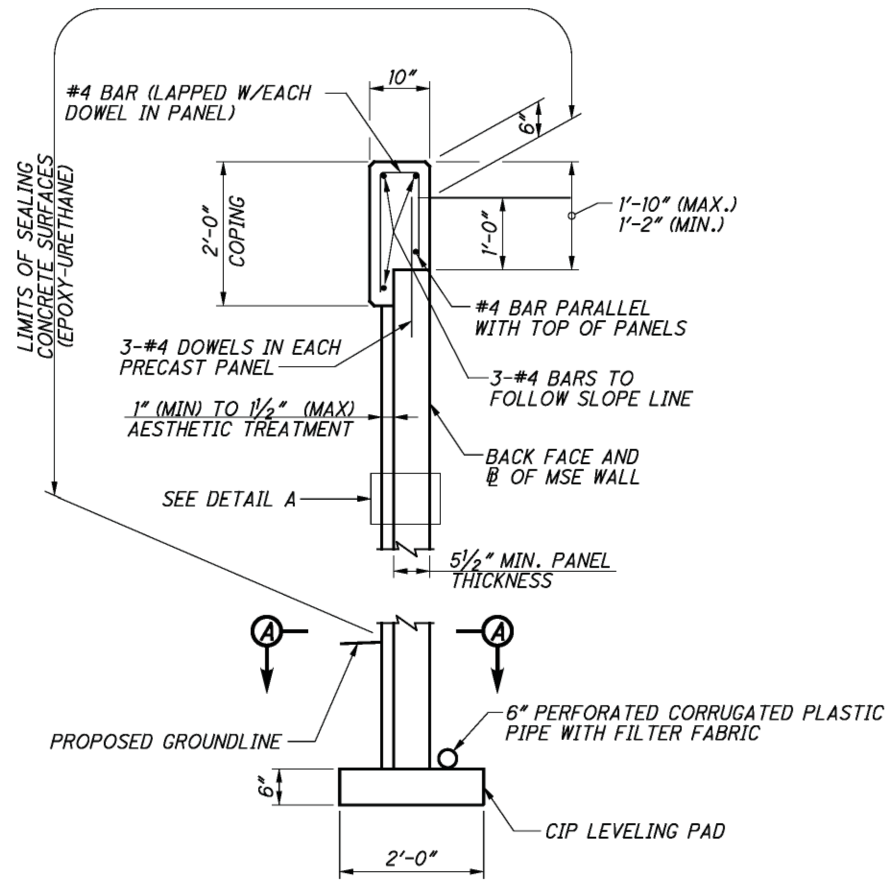
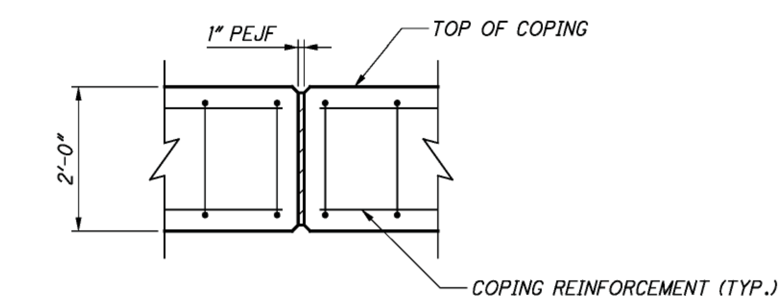
MSE WALL NO. 6 - SECTIONS

MOT-75-12.00

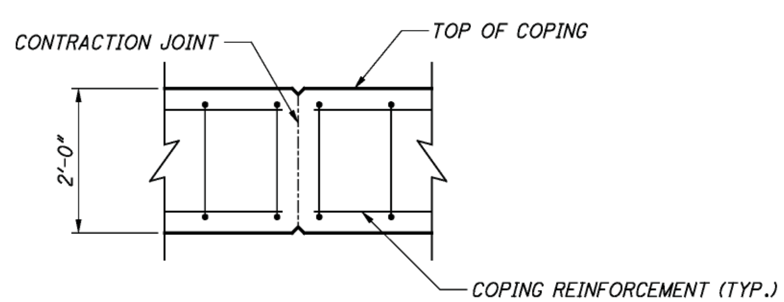
PID No. 77247



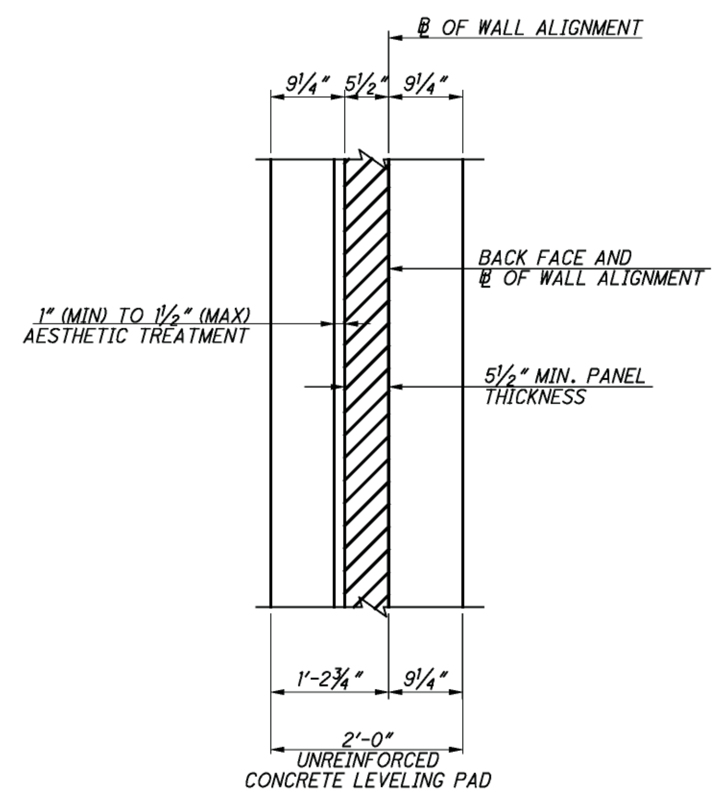
MSE WALL AND COPING DETAIL



COPING EXPANSION JOINT

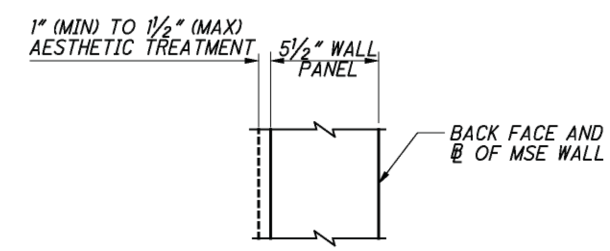


COPING CONTRACTION JOINT



SECTION A-A

PLAN AT LEVELING PAD



DETAIL A

NOTE:

1. ALL REINFORCING STEEL TO BE EPOXY COATED.

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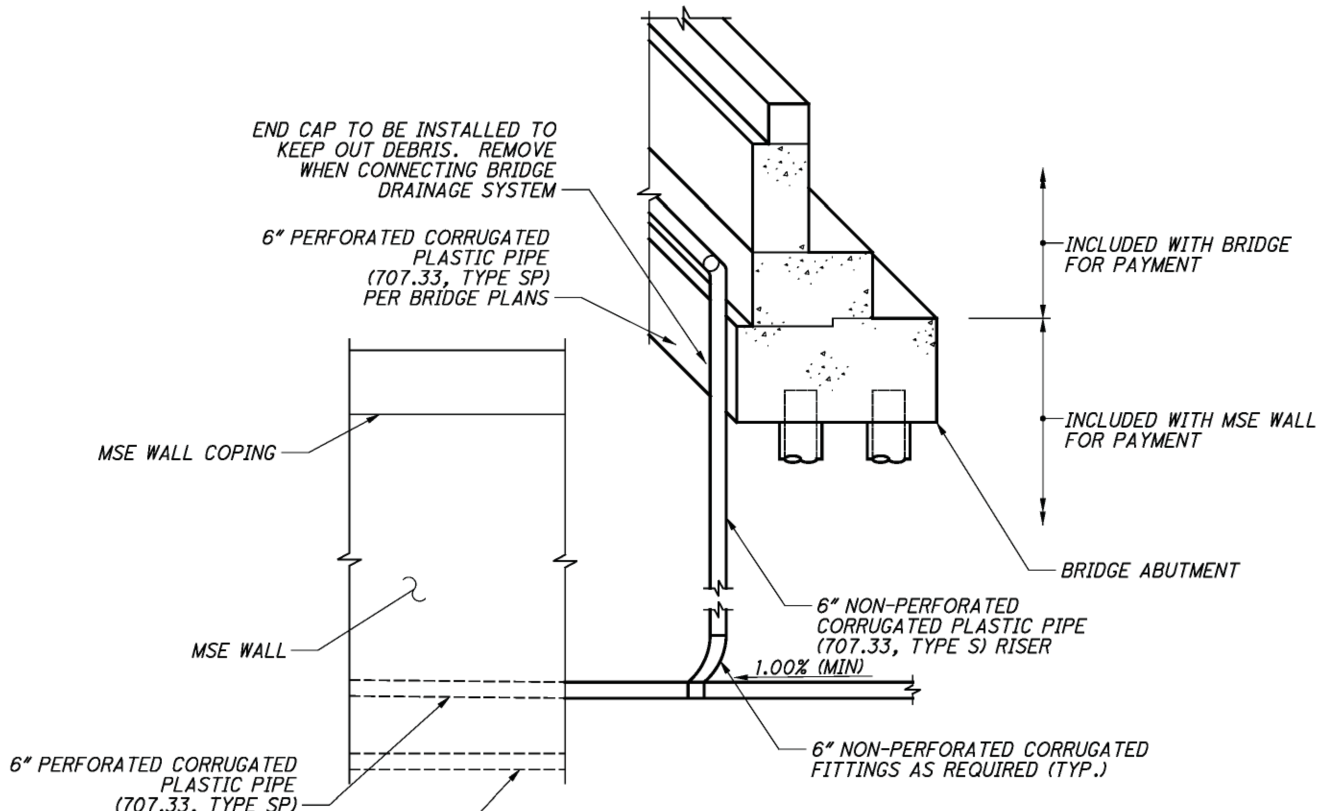
AFN			

MSE WALL DETAILS

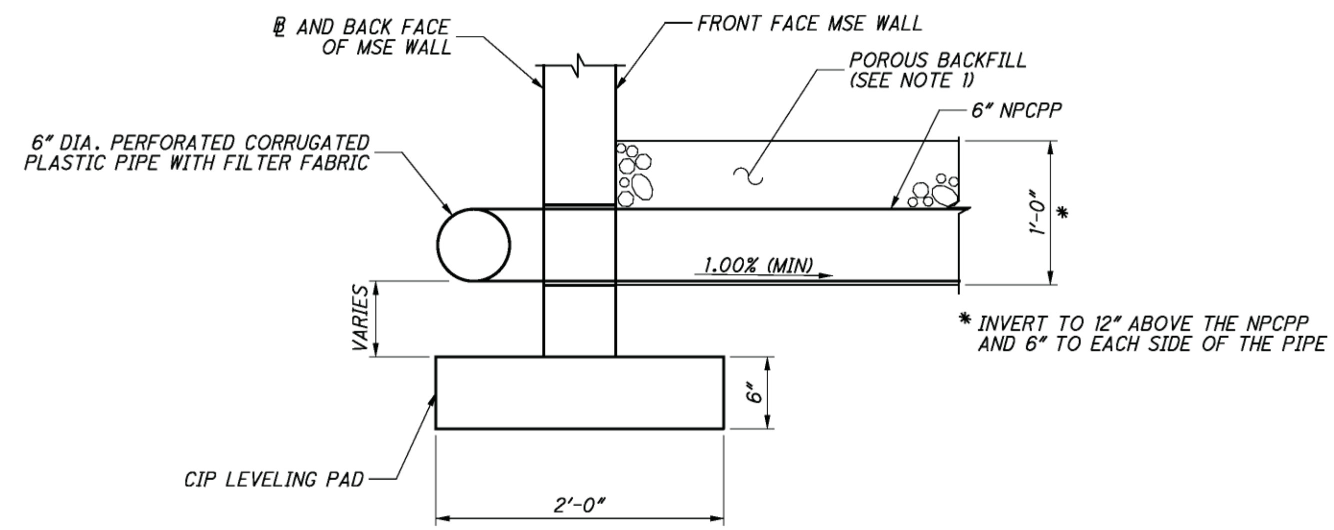
MOT-75-12.00

PID No. 77247



TYPICAL RISER DETAIL

(CONNECTION FROM BRIDGE DRAINAGE SYSTEM TO MSE WALL DRAINAGE)



MSE WALL DRAINAGE DETAIL

NOTE:

1. THE NON-PERFORATED CORRUGATED PLASTIC PIPE LOCATED OUTSIDE THE FRONT FACE OF THE MSE WALL SHALL BE INCLUDED WITH THE ROADWAY QUANTITIES. THE POROUS BACKFILL SHALL BE INCLUDED IN THE PAY ITEM FOR THE 6" DIA. NPCPP.

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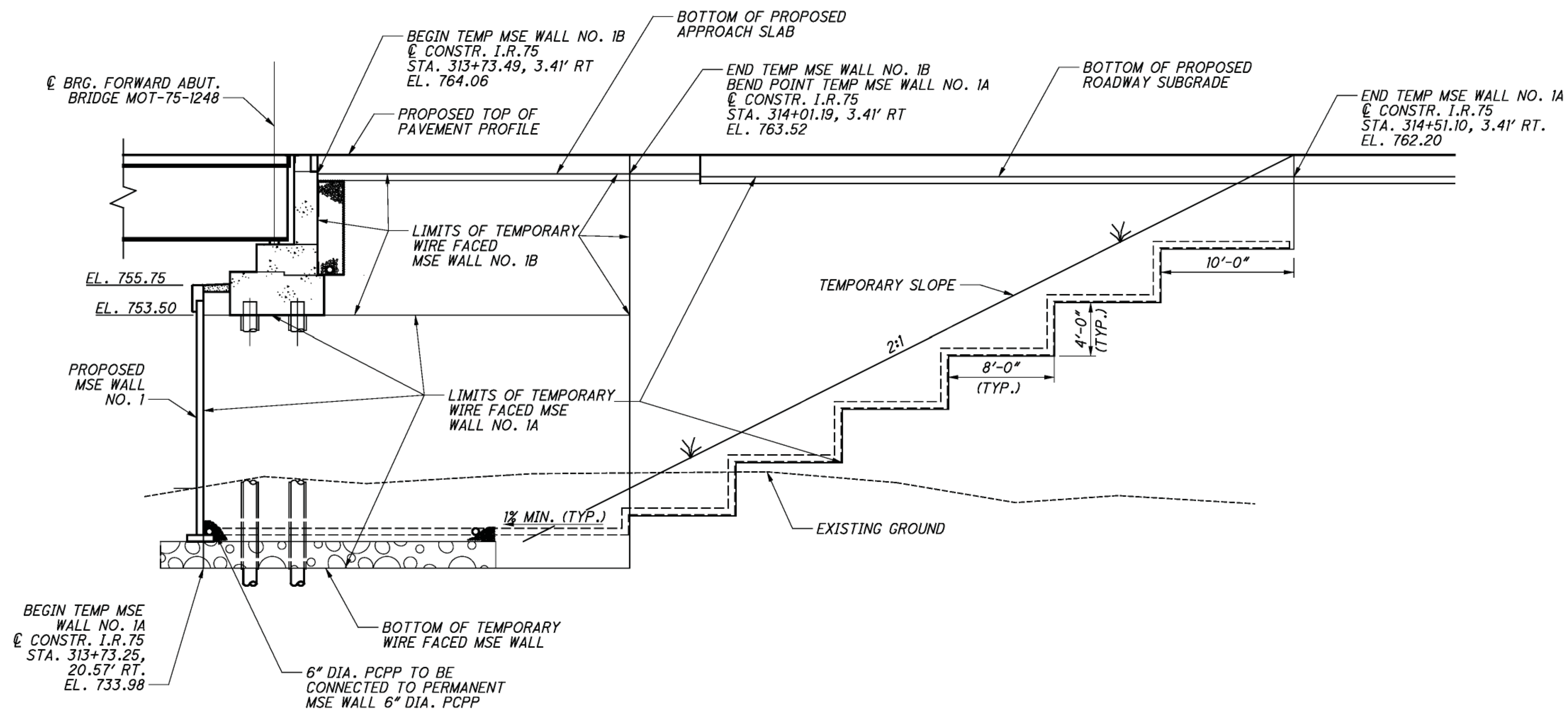
MSE WALL DETAILS

MOT-75-12.00

PID No. 77247



ELEVATION - TEMPORARY WIRE FACED MSE WALL NO. 1A & NO. 1B

LEGEND:

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. FOR LOCATION OF TEMPORARY MSE WALL 1A, SEE SHEET 23/88.
2. THE TOP OF THE TEMPORARY WIRE FACED MSE WALL SHALL BE LOCATED AT THE BOTTOM OF THE PROPOSED PAVEMENT OR AT THE BOTTOM OF THE APPROACH SLAB.

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55 PUBLIC SQUARE, SUITE 1900
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STRUCTURE FILE NUMBER

TEMPORARY MSE WALL DETAILS

MOT-75-12.00
PID No. 77247

78/88

890/1565

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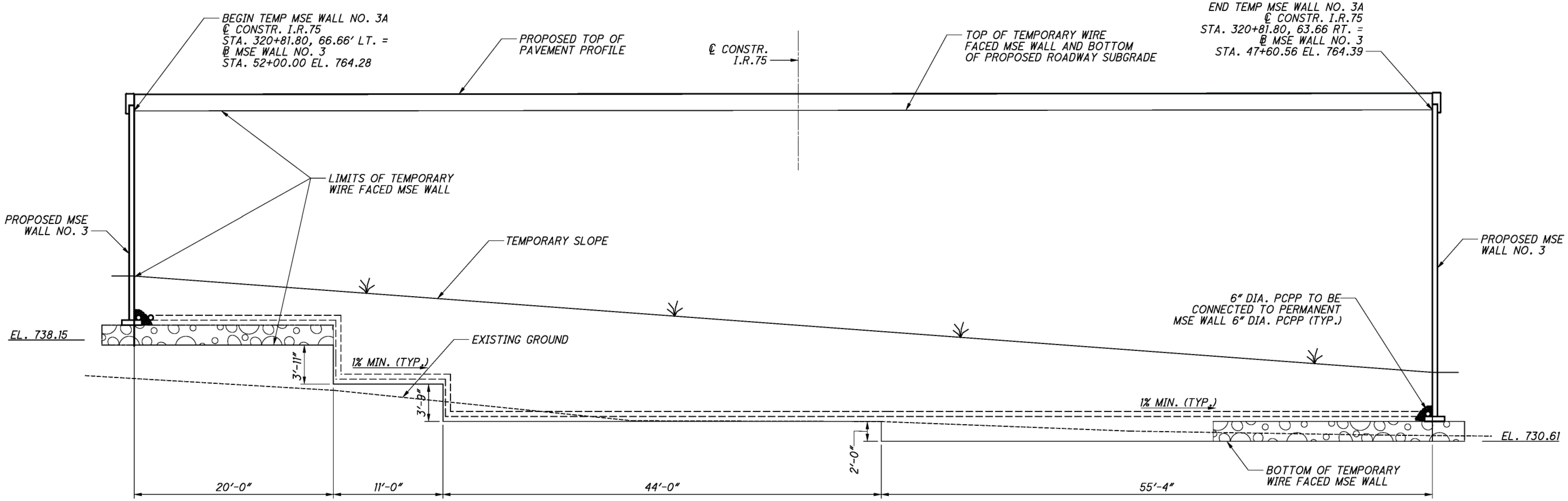

ELEVATION - TEMPORARY WIRE FACED MSE WALL NO. 3A

LEGEND:

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. FOR LOCATION OF TEMPORARY MSE WALL 3A, SEE SHEET 36/88.
2. THE TOP OF THE TEMPORARY WIRE FACED MSE WALL SHALL BE LOCATED AT THE BOTTOM OF THE PROPOSED PAVEMENT OR AT THE BOTTOM OF THE APPROACH SLAB.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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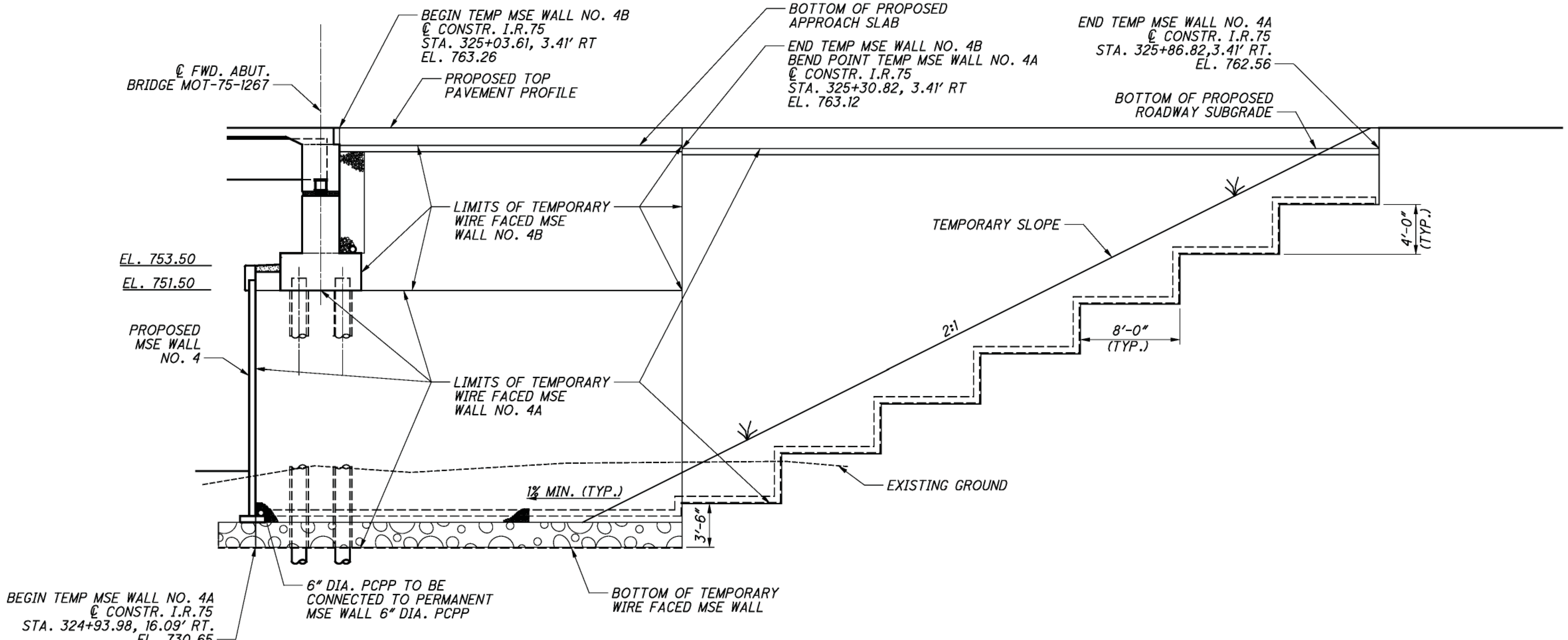
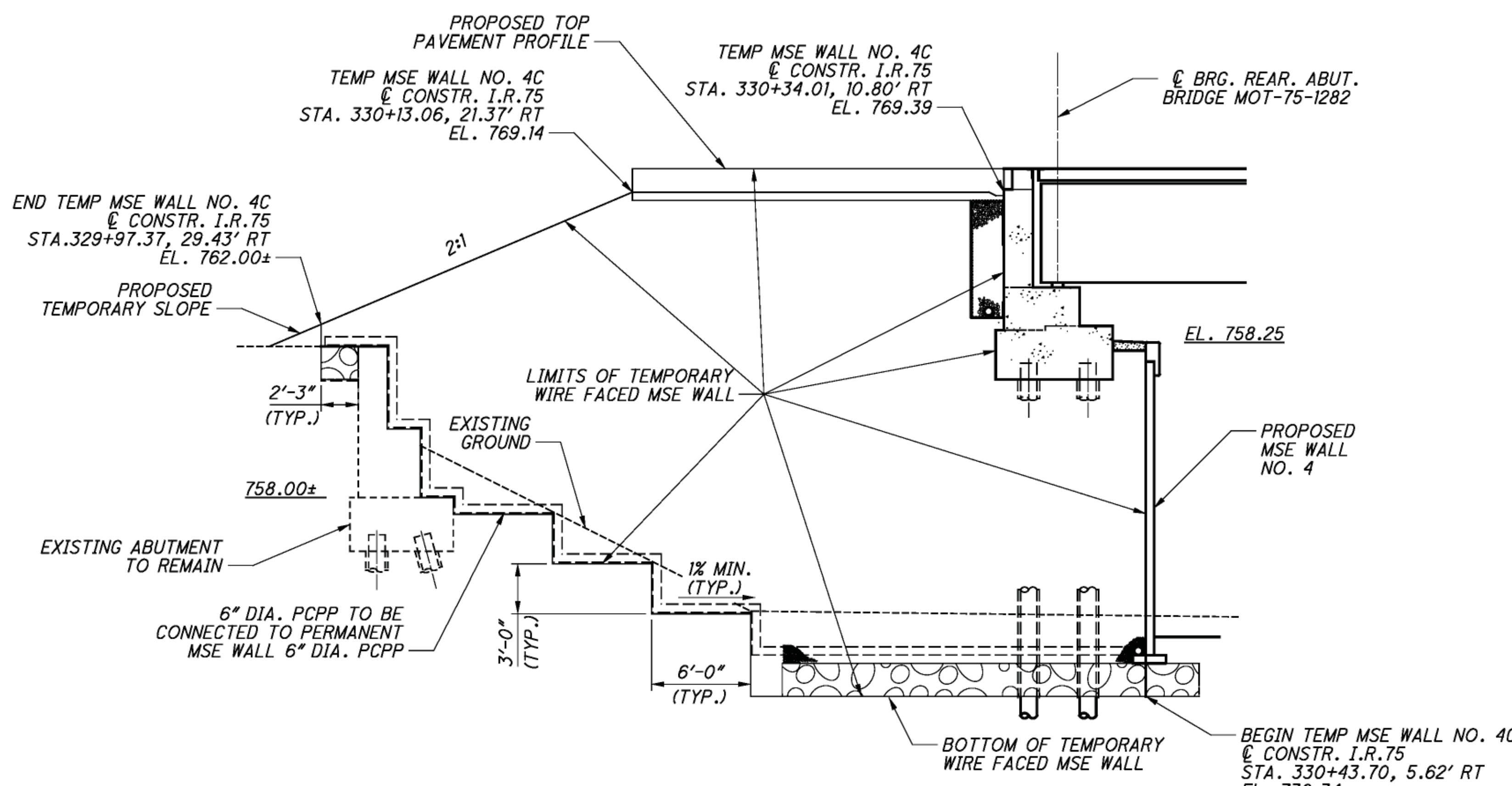
TEMPORARY MSE WALL DETAILS

MOT-75-12.00
PID No. 77247

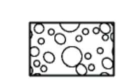


ELEVATION - TEMPORARY WIRE FACED MSE WALL NO. 4A & 4B



ELEVATION - TEMPORARY WIRE FACED MSE WALL NO. 4C

LEGEND:


DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. FOR LOCATION OF TEMPORARY WALL 4A, SEE SHEET 46/88.
2. FOR LOCATION OF TEMPORARY WALL 4B, SEE SHEET 45/88.
3. THE TOP OF THE TEMPORARY WIRE FACED MSE WALL SHALL BE LOCATED AT THE BOTTOM OF THE PROPOSED PAVEMENT OR AT THE BOTTOM OF THE APPROACH SLAB.

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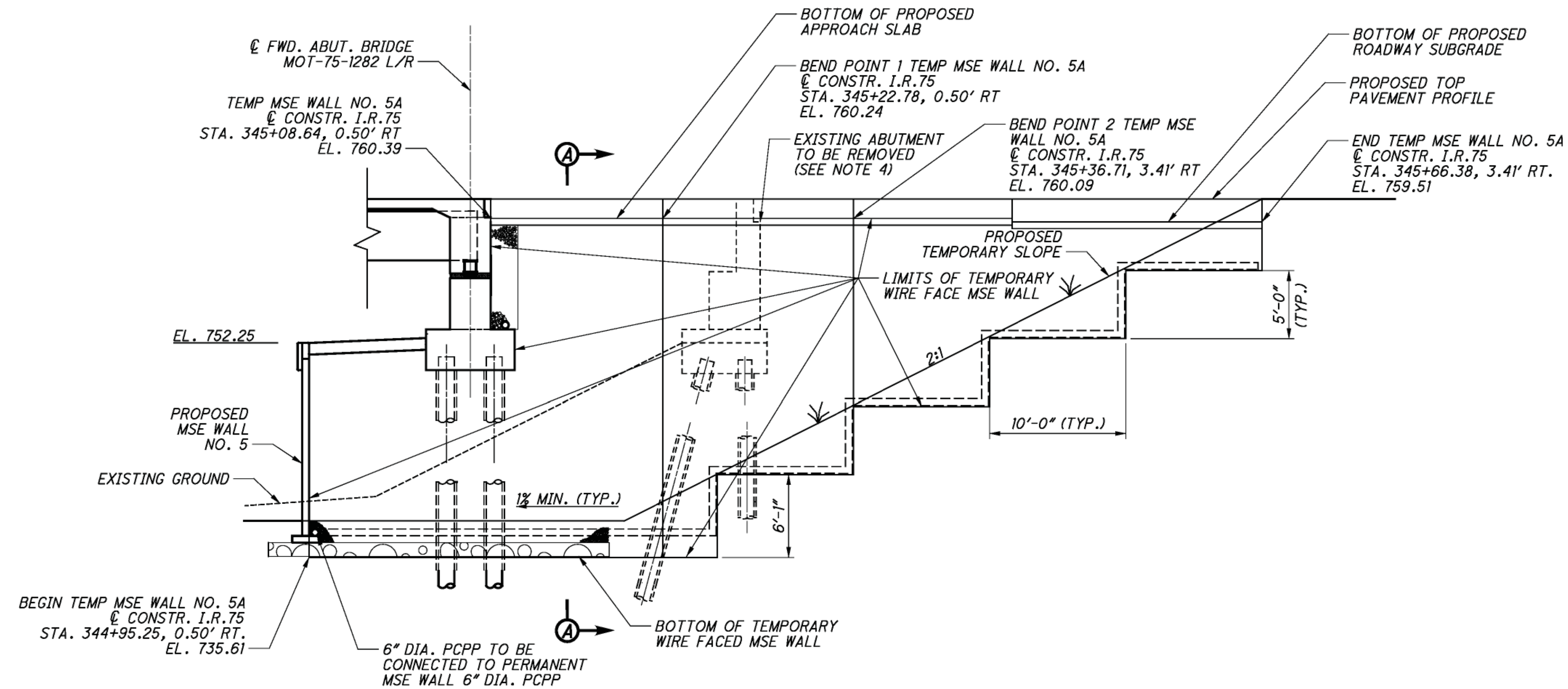
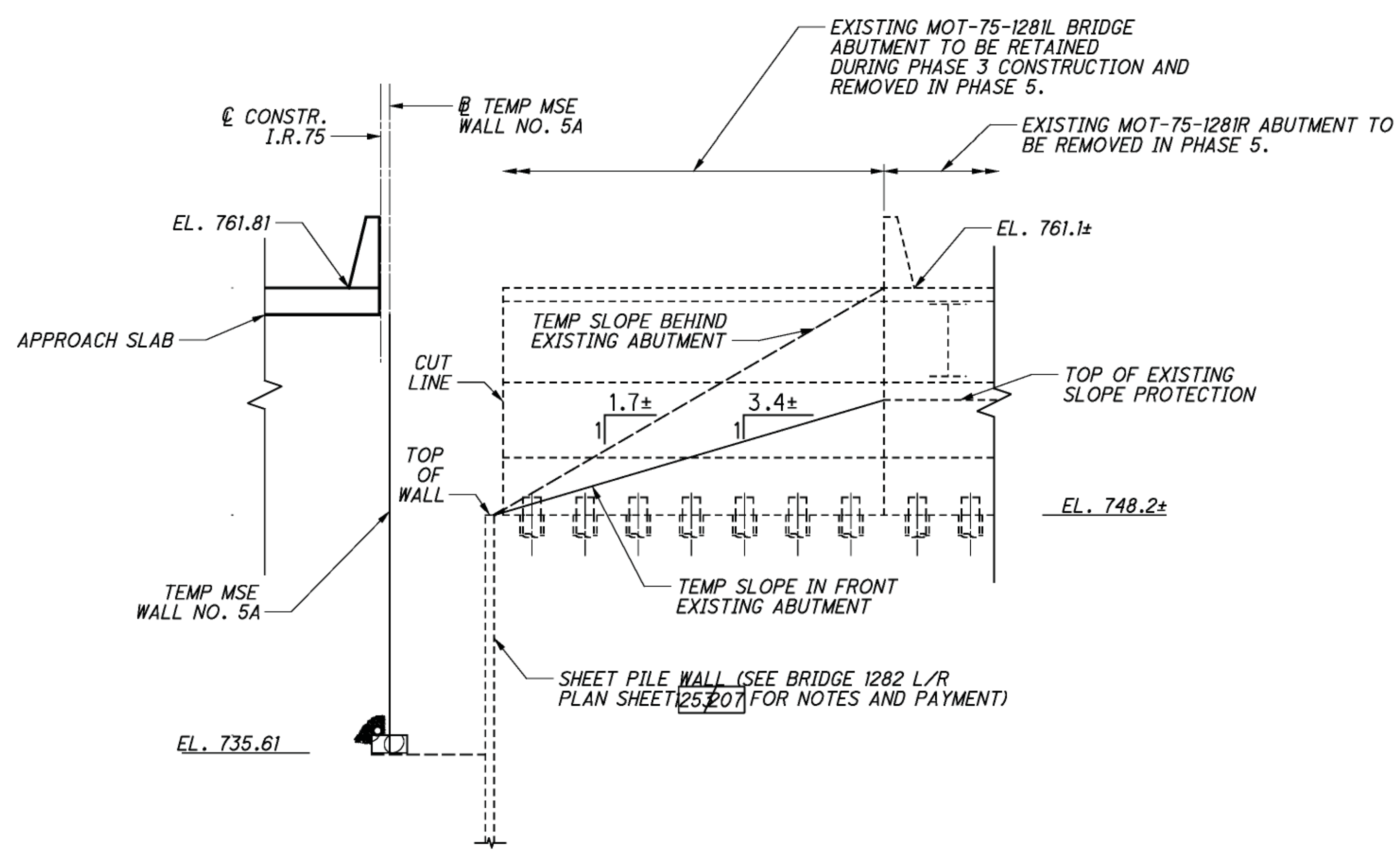
TEMPORARY MSE WALL DETAILS

MOT-75-12.00
PID No. 77247



ELEVATION - TEMPORARY WIRE FACED MSE WALL NO. 5A



SECTION A-A

LEGEND:

DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES:

1. FOR LOCATION OF TEMPORARY MSE WALL 5A, SEE SHEET 61/88.
2. EXISTING ABUTMENT TO BE RETAINED DURING PHASE 3 CONSTRUCTION AND REMOVED IN PHASE 5 REMOVAL.
3. THE TOP OF THE TEMPORARY WIRE FACED MSE WALL SHALL BE LOCATED AT THE BOTTOM OF THE PROPOSED PAVEMENT OR AT THE BOTTOM OF THE APPROACH SLAB.
4. THE EXISTING ABUTMENT FOOTING AND PILES SHALL BE REMOVED TO 2'-0" BELOW THE BOTTOM OF THE LIMITS OF THE MSE WALL EXCAVATION.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	DMP	MSL	3/1/2012
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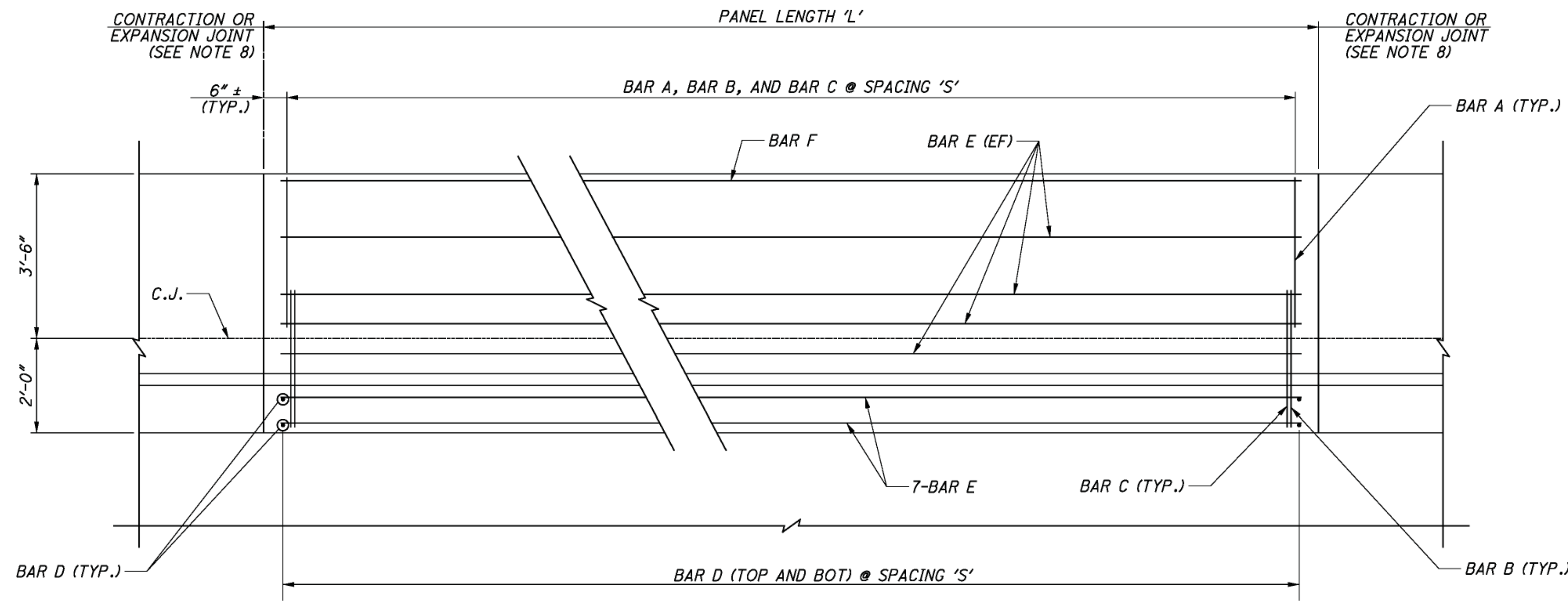
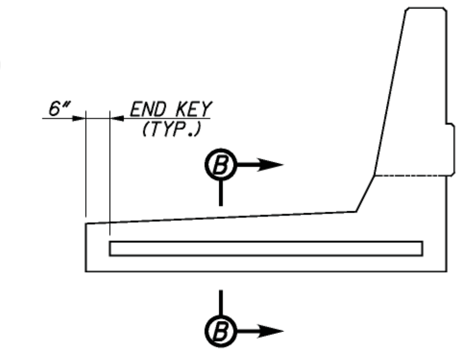
TEMPORARY MSE WALL DETAILS

MOT-75-12.00

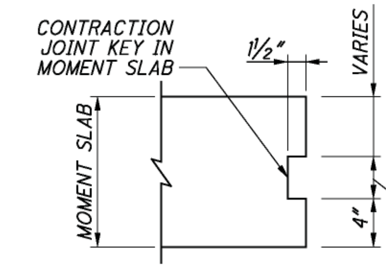
PID No. 77247



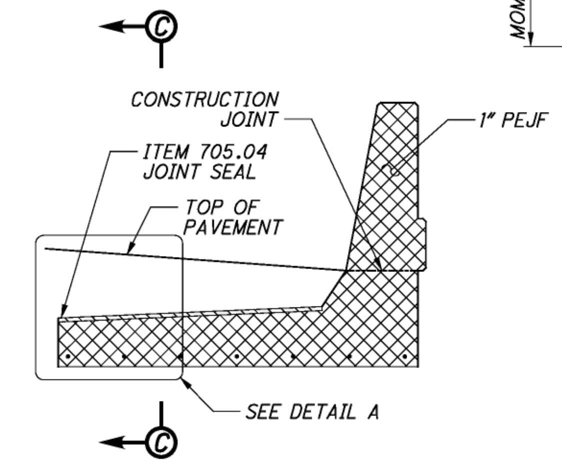
TYPICAL PANEL ELEVATION A-A



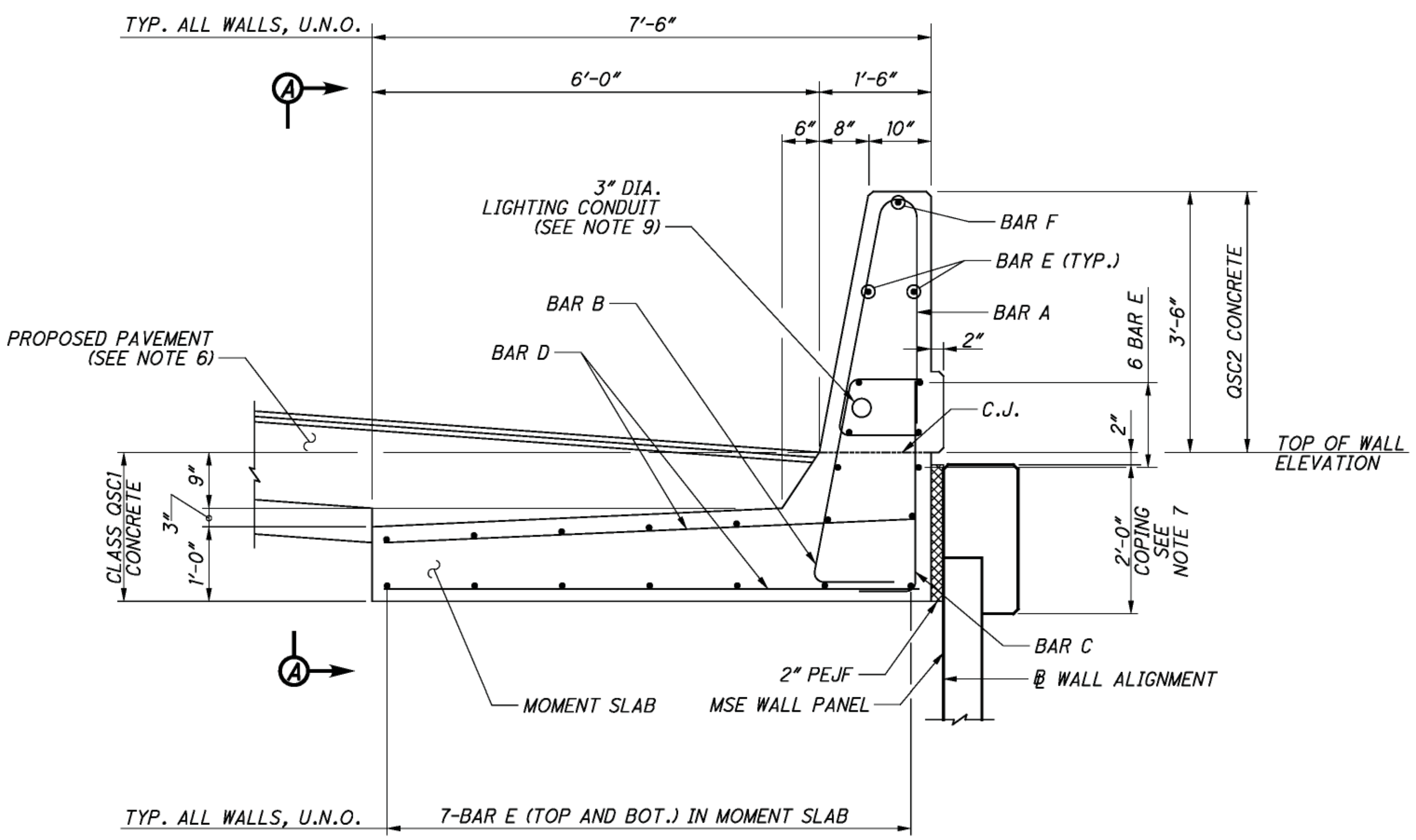
CONTRACTION JOINT DETAIL



SECTION B-B

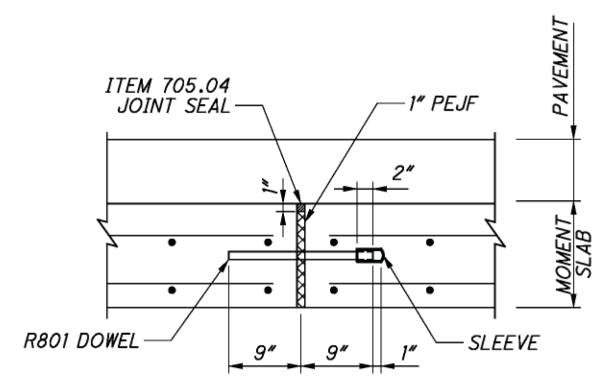


EXPANSION JOINT DETAIL

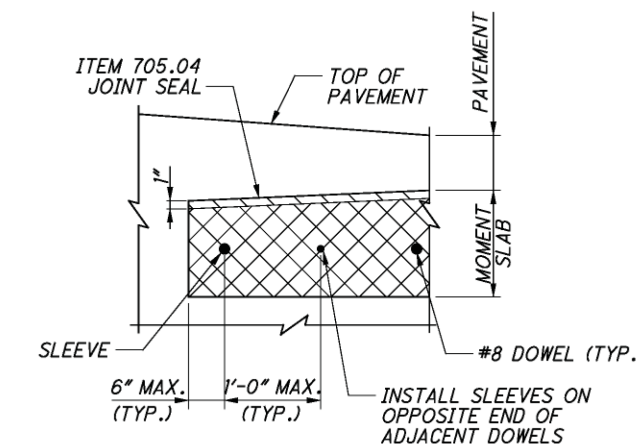


TYPICAL SECTION

(WALLS NO. 1 THROUGH 6)



SECTION C-C



DETAIL A

NOTES:

1. FOR TYPICAL PANEL REINFORCING STEEL SCHEDULES, SEE SHEETS 83/88.
2. FOR REINFORCING STEEL LIST, SEE SHEET 87/88 AND SHEET 88/88.
3. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.
4. PAYMENT FOR 1" PEJF AT VERTICAL EXPANSION JOINTS SHALL BE INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET).
5. PAYMENT FOR JOINT SEAL AND 1" PEJF AT VERTICAL EXPANSION JOINTS FOR MOMENT SLAB SHALL BE INCLUDED WITH ITEM 898 QC/QA CONCRETE, MISC.: CLASS QSC1, SUBSTRUCTURE (MOMENT SLAB).
6. FOR PAVEMENT CONSTRUCTION ABOVE MOMENT SLAB, SEE ROADWAY PLANS.
7. FOR CAST-IN-PLACE COPING DETAILS, SEE SHEET 76/88.
8. FOR LOCATIONS OF EXPANSION AND CONTRACTION JOINTS AND PANEL LENGTHS SEE WALL ELEVATIONS.
9. FOR LOCATIONS OF CIP BARRIER TO RECEIVE 3" DIA. LIGHTING CONDUIT, SEE HIGHWAY LIGHTING PLANS. FOR ADDITIONAL CIP BARRIER CONDUIT DETAILS AND NOTES, SEE STD. DWG. HL-30.32.
10. FOR CIP BARRIER DETAILS AND DIMENSIONS NOT SHOWN SEE STD. DWG SBR-1-99.
11. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
12. ALL REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
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AFN			

CIP BARRIER AND MOMENT SLAB DETAILS

MOT-75-12.00

PID No. 77247

82/88

894/1565

SBR-1-99 BARRIER - MSE WALL NO. 1

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1	16'-3 7/8"	17	R501	1'-0"	17	R601	1'-0"	17	R602	1'-0"	34	R502	1'-0"	22	R503	1	R603
2-3	25'-0 7/8"	25	R501	1'-0"	25	R601	1'-0"	25	R602	1'-0"	50	R502	1'-0"	22	R504	1	R604
4-7	30'-0"	30	R501	1'-0"	30	R601	1'-0"	30	R602	1'-0"	60	R502	1'-0"	22	R505	1	R605
8-9	24'-0 11/16"	24	R501	1'-0"	24	R601	1'-0"	24	R602	1'-0"	48	R502	1'-0"	22	R506	1	R606

SBR-1-99 BARRIER - MSE WALL NO. 2

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
2-10, 12-13	30'-0"	30	R501	1'-0"	30	R601	1'-0"	30	R602	1'-0"	60	R502	1'-0"	22	R505	1	R605
11	28'-10 13/16"	29	R501	1'-0"	29	R601	1'-0"	29	R602	1'-0"	58	R502	1'-0"	22	R507	1	R607
14	26'-6 5/8"	27	R501	1'-0"	27	R601	1'-0"	27	R602	1'-0"	54	R502	1'-0"	22	R508	1	R608
15-16	21'-2 3/16"	22	R501	1'-0"	22	R601	1'-0"	22	R602	1'-0"	44	R502	1'-0"	22	R509	1	R609

SBR-1-99 BARRIER - MSE WALL NO. 3

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
2-14, 18-21, 24-35	25'-0"	25	R501	1'-0"	25	R601	1'-0"	25	R602	1'-0"	50	R502	1'-0"	22	R510	1	R610
15-16	17'-9 3/8"	18	R501	1'-0"	18	R601	1'-0"	18	R602	1'-0"	36	R502	1'-0"	22	R511	1	R611
17	14'-5 1/4"	15	R501	1'-0"	15	R601	1'-0"	15	R602	1'-0"	30	R502	1'-0"	22	R512	1	R612
22	21'-0 5/8"	21	R501	1'-0"	21	R601	1'-0"	21	R602	1'-0"	42	R502	1'-0"	22	R513	1	R613
23	16'-9 1/8"	17	R501	1'-0"	17	R601	1'-0"	17	R602	1'-0"	34	R502	1'-0"	22	R514	1	R614
36-37	18'-11 3/16"	19	R501	1'-0"	19	R601	1'-0"	19	R602	1'-0"	38	R502	1'-0"	22	R515	1	R615

SBR-1-99 BARRIER - MSE WALL NO. 4

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1, 11, 26	20'-0"	20	R501	1'-0"	20	R601	1'-0"	20	R602	1'-0"	40	R502	1'-0"	22	R516	1	R616
2	18'-2 1/16"	19	R501	1'-0"	19	R601	1'-0"	19	R602	1'-0"	38	R502	1'-0"	22	R517	1	R617
3	29'-8 7/8"	30	R501	1'-0"	30	R601	1'-0"	30	R602	1'-0"	60	R502	1'-0"	22	R518	1	R618
4	3'-0"	3	R501	1'-0"	3	R601	1'-0"	3	R602	1'-0"	6	R502	1'-0"	22	R519	1	R619
5-8,10,18-19, 27	30'-0"	30	R501	1'-0"	30	R601	1'-0"	30	R602	1'-0"	60	R502	1'-0"	22	R505	1	R605
9	24'-3 5/8"	25	R501	1'-0"	25	R601	1'-0"	25	R602	1'-0"	50	R502	1'-0"	22	R520	1	R620
12	22'-2 5/8"	23	R501	1'-0"	23	R601	1'-0"	23	R602	1'-0"	46	R502	1'-0"	22	R521	1	R621
13	12'-5 1/8"	13	R501	1'-0"	13	R601	1'-0"	13	R602	1'-0"	26	R502	1'-0"	22	R522	1	R622
14-15	15'-7 3/8"	16	R501	1'-0"	16	R601	1'-0"	16	R602	1'-0"	32	R502	1'-0"	22	R523	1	R623
16-17	19'-6 3/16"	20	R501	1'-0"	20	R601	1'-0"	20	R602	1'-0"	40	R502	1'-0"	22	R524	1	R624
20-25, 28-30	25'-0"	25	R501	1'-0"	25	R601	1'-0"	25	R602	1'-0"	50	R502	1'-0"	22	R510	1	R610
31	12'-3 1/4"	13	R501	1'-0"	13	R601	1'-0"	13	R602	1'-0"	26	R502	1'-0"	22	R525	1	R625

SBR-1-99 BARRIER - MSE WALL NO. 5

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1	3'-0"	3	R501	1'-0"	3	R601	1'-0"	3	R602	1'-0"	6	R502	1'-0"	22	R519	1	R619

SBR-1-99 BARRIER - MSE WALL NO. 6

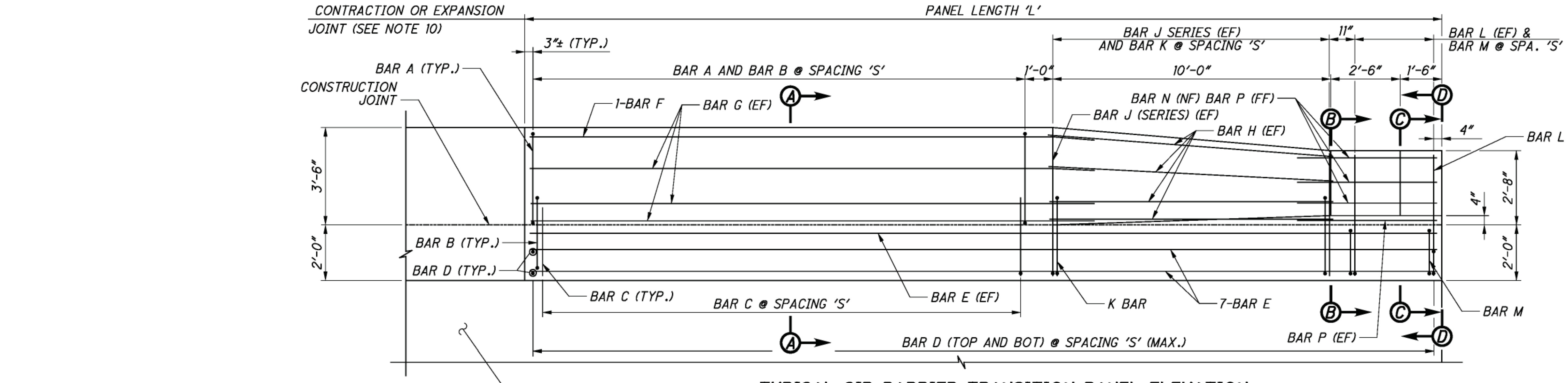
PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
2-3	19'-5 1/2"	20	R501	1'-0"	20	R601	1'-0"	20	R602	1'-0"	40	R502	1'-0"	22	R524	1	R624
4-21	30'-0"	30	R501	1'-0"	30	R601	1'-0"	30	R602	1'-0"	60	R502	1'-0"	22	R505	1	R605
22	28'-1 15/16"	29	R501	1'-0"	29	R601	1'-0"	29	R602	1'-0"	58	R502	1'-0"	22	R526	1	R626

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL
DATE 3/01/2012
STRUCTURE FILE NUMBER
DRAWN JEB
REVISED
DESIGNED CAK
CHECKED AFN

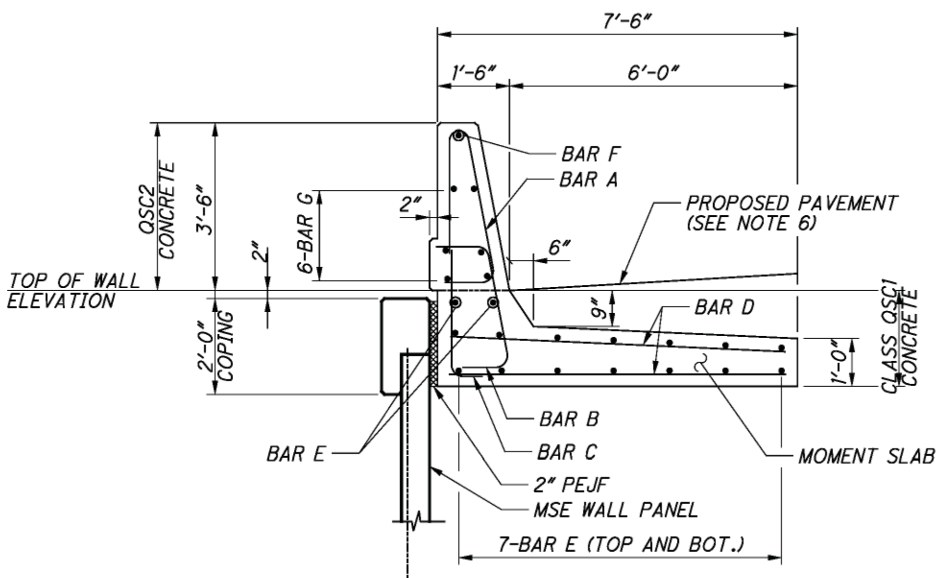
CIP BARRIER AND MOMENT SLAB REINFORCEMENT DETAILS

MOT-75-12.00
PID No. 77247

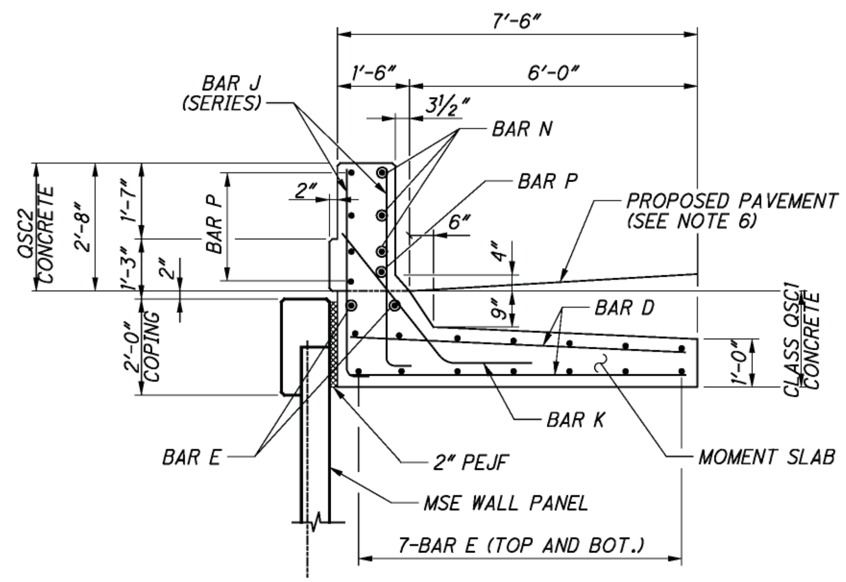


TYPICAL CIP BARRIER TRANSITION PANEL ELEVATION

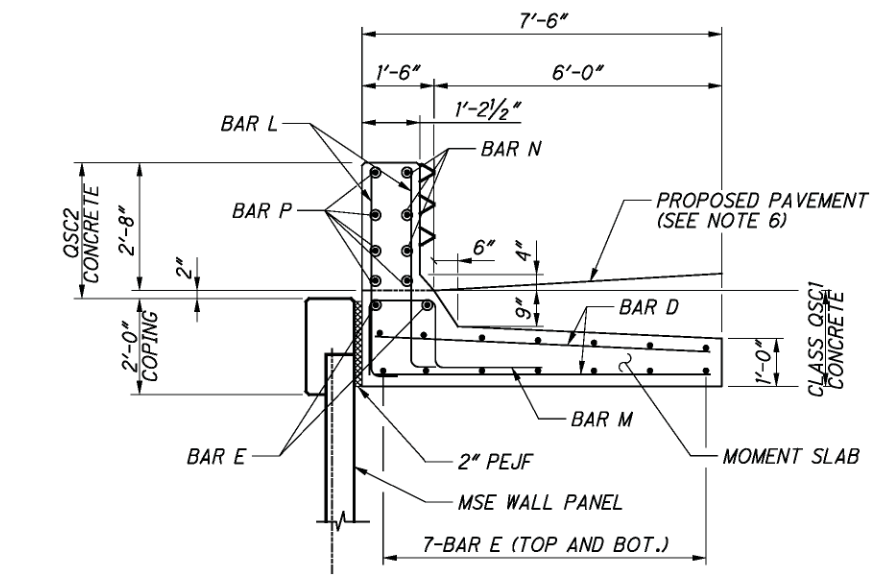
(WALL NOS. 2, 3 & 6)



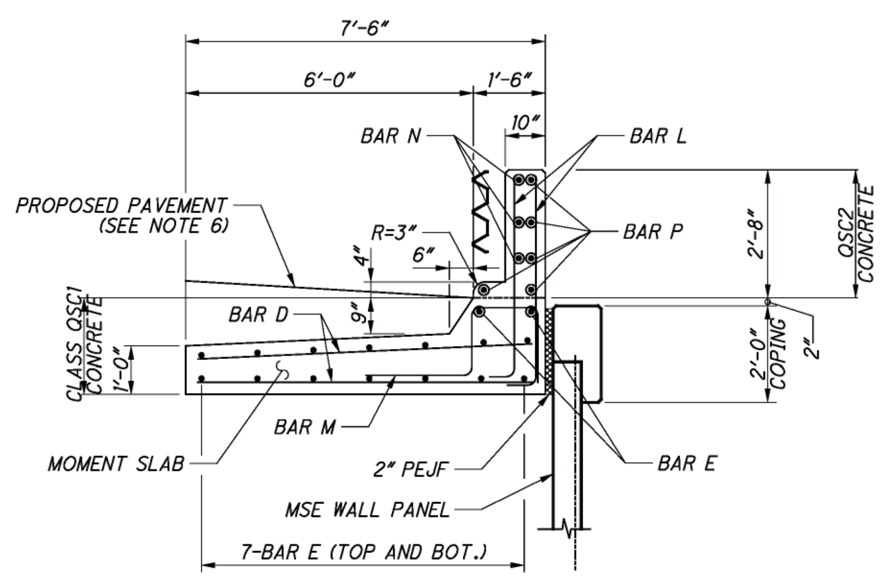
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

LEGEND:

NF - NEAR FACE

FF - FAR FACE

EF - EACH FACE

PEJF - PERFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR TYPICAL PANEL REINFORCING STEEL SCHEDULES, SEE SHEETS 85/88.
2. FOR REINFORCING STEEL LIST, SEE SHEET 87/88 AND SHEET 88/88.
3. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.
4. PAYMENT FOR 1" PEJF AT VERTICAL EXPANSION JOINTS SHALL BE INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET).
5. PAYMENT JOINT SEAL AND 1" PEJF AT VERTICAL EXPANSION JOINTS FOR MOMENT SLAB SHALL BE INCLUDED WITH ITEM 898 QC/QA CONCRETE, MISC.: CLASS QSC1, SUBSTRUCTURE (MOMENT SLAB).
6. FOR PAVEMENT CONSTRUCTION ABOVE MOMENT SLAB, SEE ROADWAY PLANS.
7. FOR CAST-IN-PLACE COPING DETAILS, SEE SHEET 76/88.
8. FOR LOCATIONS OF EXPANSION AND CONTRACTION JOINTS AND PANEL LENGTHS SEE WALL ELEVATIONS.
9. FOR CIP BARRIER DETAILS AND DIMENSIONS NOT SHOWN SEE STD. DWG SBR-1-99.
10. ALL REINFORCING STEEL SHALL BE EPOXY COATED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
CAK	JEB	MSL	3/01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN			

CIP BARRIER AND MOMENT SLAB DETAILS

MOT-75-12.00
PID No. 77247

SBR-1-99 BARRIER - MSE WALL NO. 2

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS		G BARS		H BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK
1	30'-0"	16	R501	1'-0"	16	R601	1'-0"	16	R602	1'-0"	60	R502	1'-0"	16	R505	1	R611	6	R511	8	R528
17	21'-2 3/16"	8	R501	1'-0"	8	R601	1'-0"	8	R602	1'-0"	44	R502	1'-0"	16	R509	1	R627	6	R527	8	R528

SBR-1-99 BARRIER - MSE WALL NO. 2

PANEL NUMBER	PANEL LENGTH	J BARS			K BARS			L BARS			M BARS			N BARS		P BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1	30'-0"	22	R628	1'-0"	11	R629	1'-0"	8	R630	1'-0"	4	R631	1'-0"	3	R529	5	R530
17	21'-2 3/16"	22	R628	1'-0"	11	R629	1'-0"	8	R630	1'-0"	4	R631	1'-0"	3	R529	5	R530

SBR-1-99 BARRIER - MSE WALL NO. 3

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS		G BARS		H BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK
1	28'-3"	15	R501	1'-0"	15	R601	1'-0"	15	R602	1'-0"	58	R502	1'-0"	16	R531	1	R632	6	R533	8	R528
38	18'-11 3/16"	5	R501	1'-0"	5	R601	1'-0"	5	R602	1'-0"	38	R502	1'-0"	16	R532	1	R633	6	R534	8	R528

SBR-1-99 BARRIER - MSE WALL NO. 3

PANEL NUMBER	PANEL LENGTH	J BARS			K BARS			L BARS			M BARS			N BARS		P BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1	28'-3"	22	R628	1'-0"	11	R629	1'-0"	8	R630	1'-0"	4	R631	1'-0"	3	R529	5	R530
38	18'-11 3/16"	22	R628	1'-0"	11	R629	1'-0"	8	R630	1'-0"	4	R631	1'-0"	3	R529	5	R530

SBR-1-99 BARRIER - MSE WALL NO. 6

PANEL NUMBER	PANEL LENGTH	A BARS			B BARS			C BARS			D BARS			E BARS		F BARS		G BARS		H BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK
1	18'-11"	5	R501	1'-0"	5	R601	1'-0"	5	R602	1'-0"	38	R502	1'-0"	16	R532	1	R633	6	R534	8	R528

SBR-1-99 BARRIER - MSE WALL NO. 6

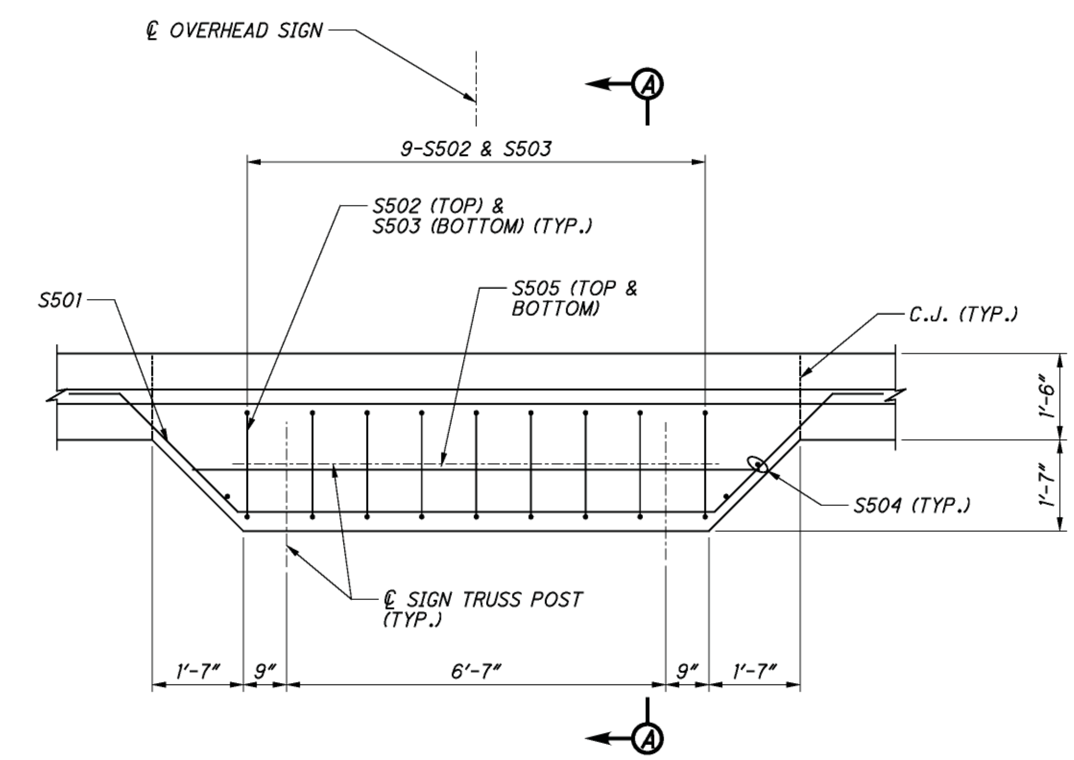
PANEL NUMBER	PANEL LENGTH	J BARS			K BARS			L BARS			M BARS			N BARS		P BARS	
		NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	SPACING "S"	NO.	MARK	NO.	MARK
1	18'-11"	22	R628	1'-0"	11	R629	1'-0"	8	R630	1'-0"	4	R631	1'-0"	3	R529	5	R530

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 3/01/2012
STRUCTURE FILE NUMBER
DRAWN JEB REVISED
DESIGNED CAK CHECKED AFN

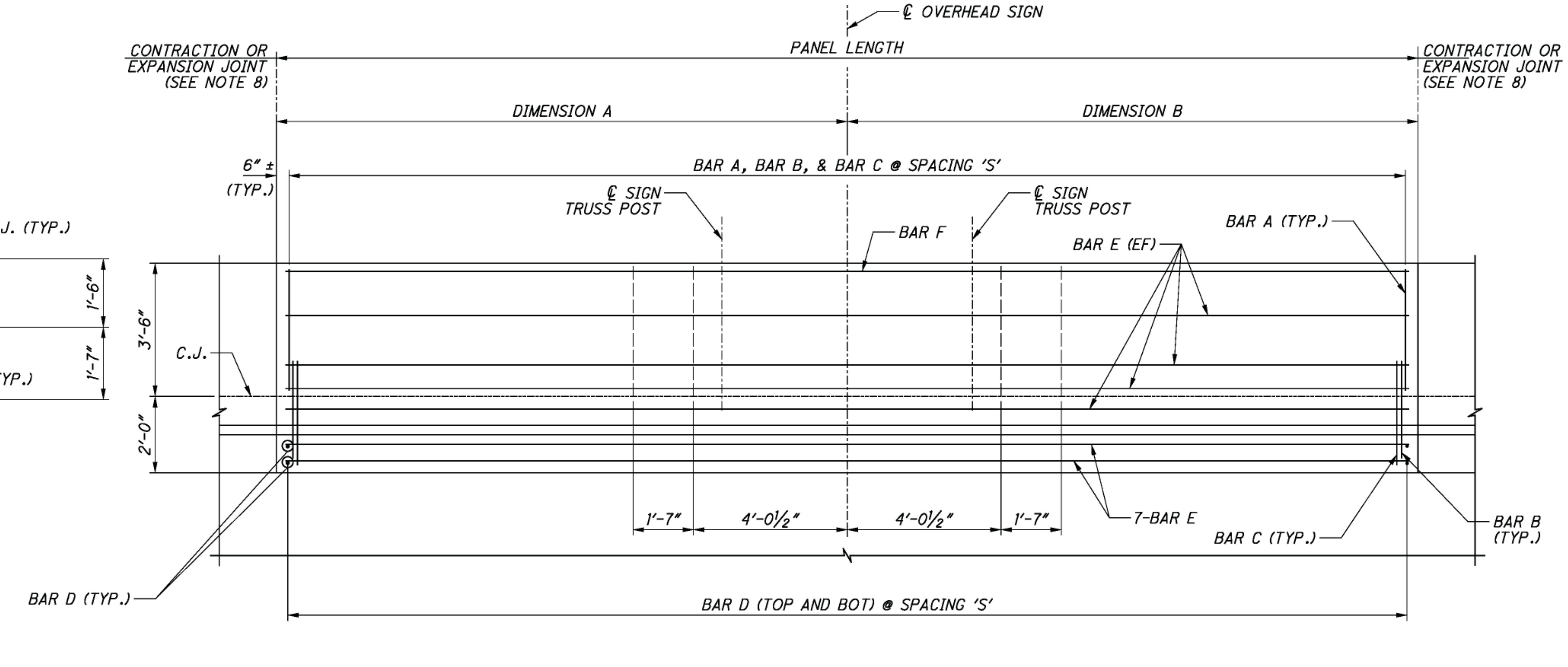
CIP BARRIER AND MOMENT SLAB REINFORCEMENT DETAILS

MOT-75-12.00
PID No. 77247

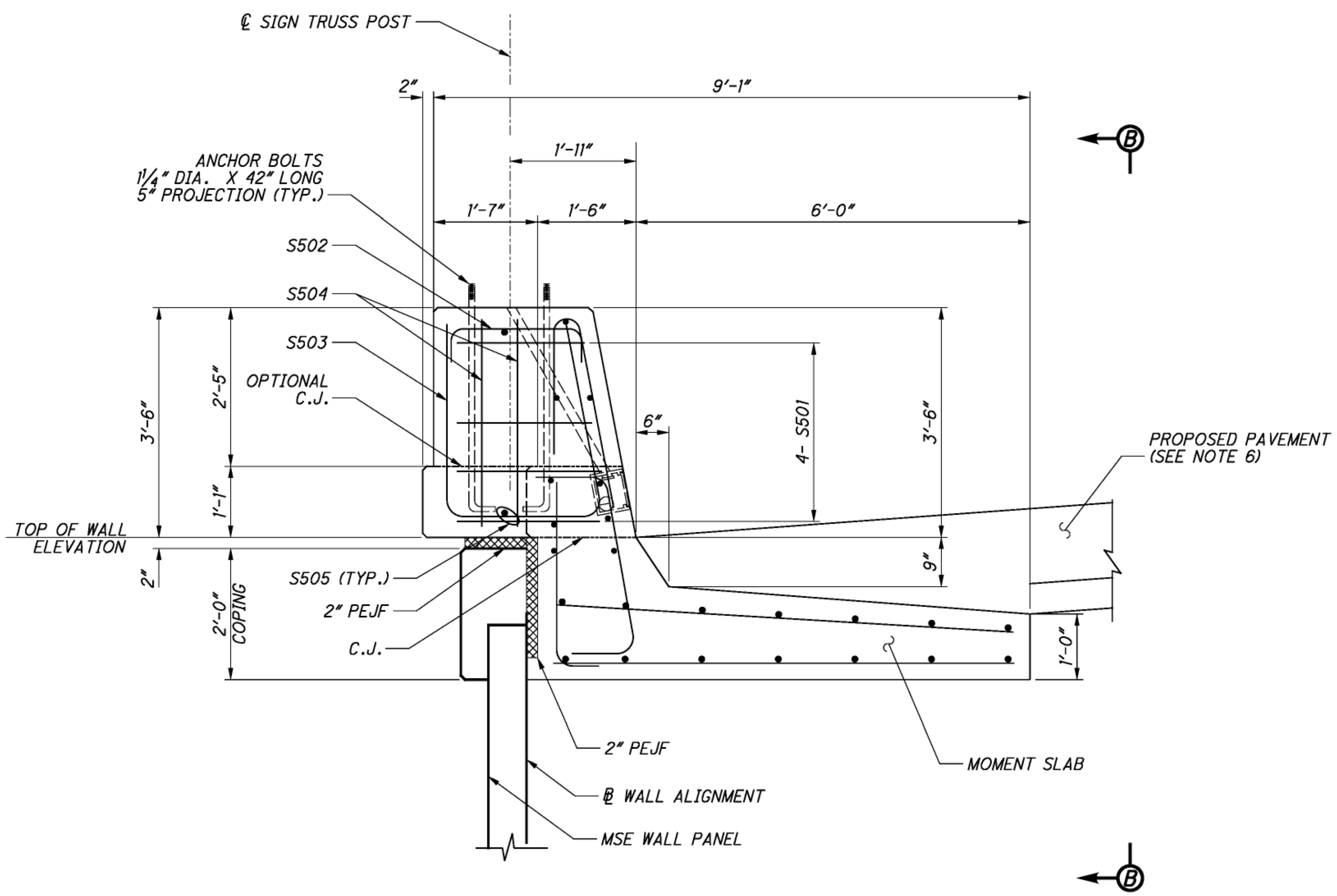


OVERHEAD SIGN SUPPORT PILASTER PLAN

(MOMENT SLAB NOT SHOWN FOR CLARITY)



TYPICAL PANEL ELEVATION B-B



SECTION A-A

(WALL NO. 4)

MSE WALL	PANEL NUMBER	DIMENSION A	DIMENSION B
NO. 4	5	19'-9¾"	10'-2¼"
NO. 4	27	13'-0½"	16'-11½"

1. FOR TYPICAL PANEL REINFORCING STEEL SCHEDULES, SEE SHEETS 83/88.
2. FOR REINFORCING STEEL LIST, SEE SHEET 87/88 AND SHEET 88/88.
3. THE OVERHEAD SIGN SUPPORT PILASTER SHALL BE INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET), AS PER PLAN.
4. PAYMENT FOR 2" PEJF SHALL BE INCLUDED WITH ITEM 840, CONCRETE COPING, AS PER PLAN.
5. PAYMENT FOR 1" PEJF AT VERTICAL EXPANSION JOINTS SHALL BE INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET).
6. PAYMENT FOR JOINT SEAL AND 1" PEJF AT VERTICAL EXPANSION JOINTS FOR MOMENT SLAB SHALL BE INCLUDED WITH ITEM 898 QC/QA CONCRETE, MISC.: CLASS QSC1, SUBSTRUCTURE (MOMENT SLAB).
7. FOR PAVEMENT CONSTRUCTION ABOVE MOMENT SLAB, SEE ROADWAY PLANS.
8. FOR CAST-IN-PLACE COPING DETAILS, SEE SHEET 76/88.
9. FOR LOCATIONS OF EXPANSION AND CONTRACTION JOINTS AND PANEL LENGTHS SEE WALL ELEVATIONS.
10. FOR LOCATIONS OF CIP BARRIER TO RECEIVE 3" DIA. LIGHTING CONDUIT, SEE HIGHWAY LIGHTING PLANS. FOR ADDITIONAL CIP BARRIER CONDUIT DETAILS AND NOTES, SEE STD. DWG. HL-30.32.
11. FOR CIP BARRIER DETAILS AND DIMENSIONS NOT SHOWN SEE STD. DWG SBR-1-99 AND SHEET 82/88.
12. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
13. ALL REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.
14. FOR EXPANSION AND CONTRACTION JOINT DETAILS, SEE SHEET 82/88.
15. FOR ADDITIONAL OVERHEAD SIGN SUPPORT DETAILS, SEE STD. DWG. TC-7.65.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 3/01/2012 | STRUCTURE FILE NUMBER

DRAWN CAK | REVISED

DESIGNED CAK | CHECKED AFN

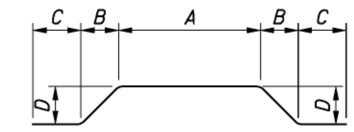
CIP BARRIER AND MOMENT SLAB DETAILS

MOT-75-12.00

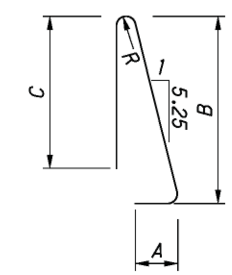
PID No. 77247

898
1565

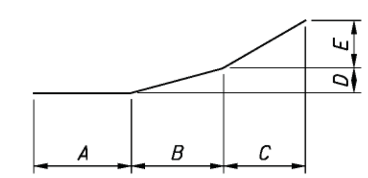
MARK	NUMBER							LENGTH	WEIGHT							TYPE	DIMENSIONS						
	WALL 1	WALL 2	WALL 3	WALL 4	WALL 5	WALL 6	TOTAL		WALL 1	WALL 2	WALL 3	WALL 4	WALL 5	WALL 6	TOTAL		A	B	C	D	E	R	INC
CAST-IN-PLACE BARRIER WITH MOMENT SLAB REINFORCING STEEL LIST																							
R501	235	454	872	723	3	614	2901	7'-5"	1818	3512	6745	5593	23	4750	22441	23	1'-1"	3'-2"	3'-0"			0'-2 3/4"	
R502	470	964	1800	1446	6	1256	5942	7'-2"	3513	7206	13455	10809	45	9388	44416	STR							
R503	22						22	16'-0"	367						367	STR							
R504	44						44	24'-9"	1136						1136	STR							
R505	88	258		154		396	896	29'-8"	2723	7983		4765		12253	27724	STR							
R506	44						44	23'-9"	1090						1090	STR							
R507		22					22	28'-7"		656					656	STR							
R508		22					22	26'-3"		602					602	STR							
R509		60					60	20'-10"		1304					1304	STR							
R510			638	242			880	24'-8"			16414	6226			22640	STR							
R511		6	44				50	18'-3"		114	838				952	STR							
R512			22				22	14'-1"			323				323	STR							
R513			22				22	20'-9"			476				476	STR							
R514			22				22	16'-5"			377				377	STR							
R515			44				44	18'-7"			853				853	STR							
R516				44			44	19'-8"				903			903	STR							
R517				22			22	17'-10"				409			409	STR							
R518				22			22	29'-5"				675			675	STR							
R519				22	22		44	2'-8"				61	61		122	STR							
R520				22			22	24'-0"				551			551	STR							
R521				22			22	21'-11"				503			503	STR							
R522				22			22	12'-1"				277			277	STR							
R523				44			44	15'-3"				700			700	STR							
R524				44		44	88	19'-2"				880		880	1760	STR							
R525				22			22	11'-11"				274			274	STR							
R526						22	22	27'-10"						639	639	STR							
R527		6					6	9'-5"		59					59	STR							
R528		16	16			8	40	10'-0"		167	167			83	417	STR							
R529		6	6			3	15	6'-4"		40	40			20	100	25	2'-5"	2'-5"	1'-5"	0'-1 1/2"	0'-5"		
R530		10	10			5	25	6'-3"		65	65			33	163	STR							
R531			16				16	27'-11"			466				466	STR							
R532			16			16	32	18'-7"			310			310	620	STR							
R533			6				6	16'-6"			103				103	STR							
R534			6	6			12	7'-2"			45	45			90	STR							
OVERHEAD SIGN SUPPORT PILASTER																							
S501				8				14'-11"				124			124	21	8'-3"	2'-0"	0'-6"	2'-0"			
S502				18				3'-0"				56			56	2	0'-7"	2'-1"	0'-7"				
S503				18				8'-10"				166			166	9	0'-7 1/4"	3'-2"	2'-9"	3'-2"			
S504				8				3'-2"				26			26	STR							
S505				4				9'-9"				41			41	STR							
								SHEET SUBTOTAL	10,647	21,708	40,677	33,084	129	28,356	134,601								



TYPE-21



TYPE-23



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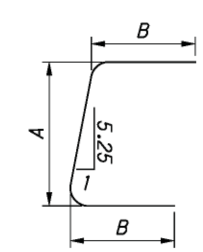
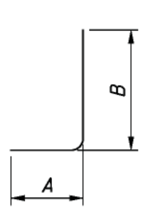
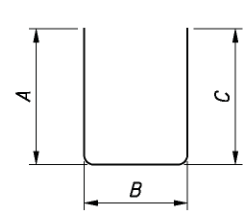


TYPE-28



TYPE-1



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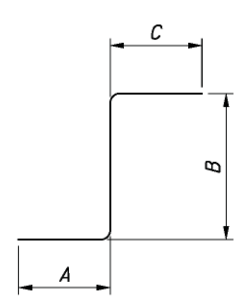

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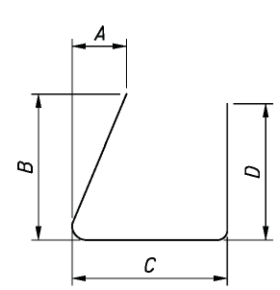

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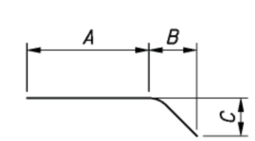


TYPE-19

NOTES:

1. ALL REINFORCING STEEL TO BE EPOXY COATED
2. 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.
3. PAYMENT FOR CIP BARRIER WITH MOMENT SLAB REINFORCING STEEL TO BE INCLUDED WITH ITEM 509 - EPOXY COATED REINFORCING STEEL.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
CAK	AFN	CAK		MSL	3/01/2012

STRUCTURE FILE NUMBER

REINFORCING STEEL LIST

MOT-75-12.00

PID No. 77247

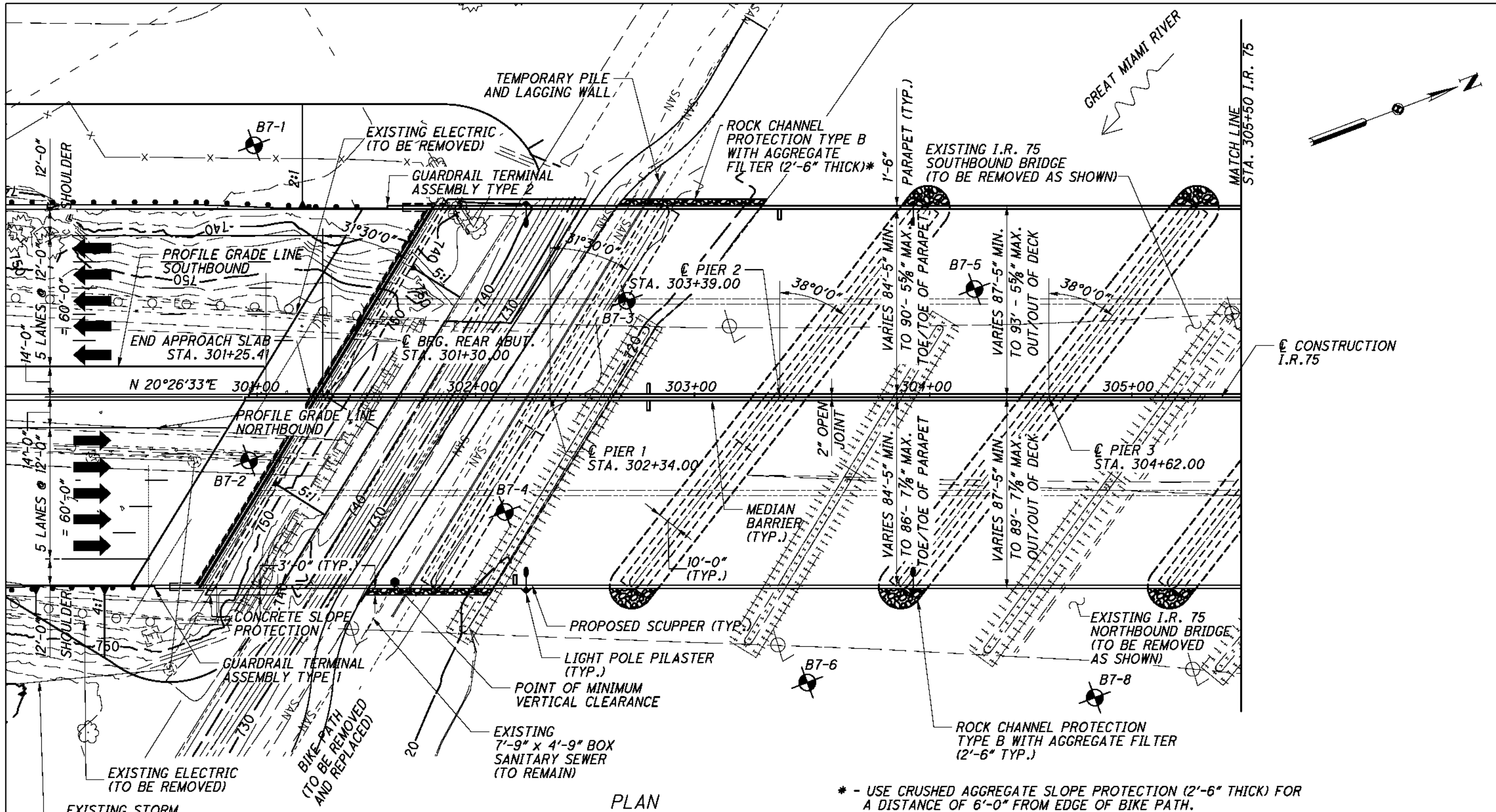
MARK	NUMBER							LENGTH	WEIGHT							TYPE	DIMENSIONS						
	WALL 1	WALL 2	WALL 3	WALL 4	WALL 5	WALL 6	TOTAL		WALL 1	WALL 2	WALL 3	WALL 4	WALL 5	WALL 6	TOTAL		A	B	C	D	E	R	INC
CAST-IN-PLACE BARRIER WITH MOMENT SLAB REINFORCING STEEL LIST																							
R601	235	454	872	723	3	614	2901	4'-5"	1559	3012	5785	4796	20	4073	19245	28	2'-8"	1'-0"					
R602	235	454	872	723	3	614	2901	3'-7"	1265	2444	4693	3891	16	3305	15614	1	1'-1"	2'-8"					
R603	1						1	16'-0"	24						24	STR							
R604	2						2	24'-9"	74						74	STR							
R605	4	11		7		18	40	29'-8"	178	490		312		802	1782	STR							
R606	1						1	23'-9"	36						36	STR							
R607		1					1	28'-7"		43					43	STR							
R608		1					1	26'-3"		39					39	STR							
R609		2					2	20'-10"		63					63	STR							
R610			29	11			40	24'-8"			1074	408			1482	STR							
R611		1	2				3	18'-3"		27	55				82	STR							
R612			1				1	14'-1"			21				21	STR							
R613			1				1	20'-9"			31				31	STR							
R614			1				1	16'-5"			25				25	STR							
R615			2				2	18'-7"			56				56	STR							
R616				2			2	19'-8"				59			59	STR							
R617				1			1	17'-10"				27			27	STR							
R618				1			1	29'-5"				44			44	STR							
R619				1	1		2	2'-8"				4	4		8	STR							
R620				1			1	24'-0"				36			36	STR							
R621				1			1	21'-11"				33			33	STR							
R622				1			1	12'-1"				18			18	STR							
R623				2			2	15'-3"				46			46	STR							
R624				2		2	4	19'-2"				58		58	116	STR							
R625				1			1	11'-11"				18			18	STR							
R626						1	1	27'-10"						42	42	STR							
R627		1					1	9'-5"		14					14	STR							
		4 SR	4 SR			2 SR	10 SR	5'-1"										4'-2"					
R628		OF	OF			OF	OF	TO		369	369			185	923	1	1'-1"	TO					0'-1"
		11	11			11	11	6'-0"										5'-1"					
R629		22	22			11	55	4'-11"		162	162			82	406	19	3'-10"	0'-9"	0'-10"				
R630		16	16			8	40	5'-1"		122	122			61	305	1	1'-1"	4'-2"					
R631		8	8			4	20	3'-7"		43	43			22	108	8	1'-2"	1'-7"	1'-2"				
R632			1				1	16'-6"			25				25	STR							
R633			1			1	2	7'-2"			11			11	22	STR							
R801	14	35	70	119	14	56	308	1'-6"	56	140	280	477	56	224	1233	STR							
								SHEET SUBTOTAL	3,192	6,968	12,752	10,227	96	8,865	42,100								
								TOTAL	13,839	28,676	53,429	43,311	225	37,221	176,701								

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED CAK
DRAWN CAK
REVIEWED MSL
DATE 3/01/2012
CHECKED AFN
REVISED
STRUCTURE FILE NUMBER

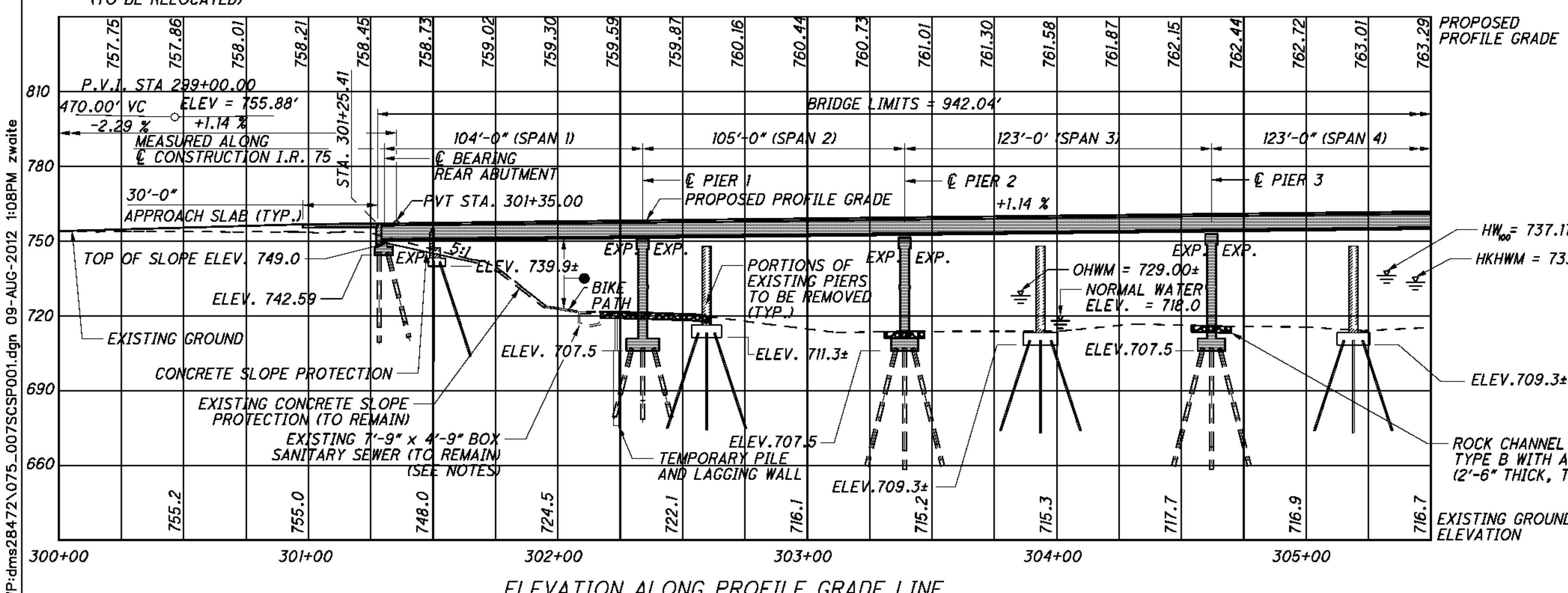
REINFORCING STEEL LIST

MOT-75-12.00
PID No. 77247



PLAN

* - USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM EDGE OF BIKE PATH.



ELEVATION ALONG PROFILE GRADE LINE

(EXISTING SUPERSTRUCTURE NOT SHOWN FOR CLARITY)

STATION OF FIRST ROADWAY GUARDRAIL POST ADJACENT TO BRIDGE

LOCATION	STATION
LEFT REAR	301+48.11
RIGHT REAR	300+42.71

FOUNDATION DATA:

ALL SUBSTRUCTURE UNITS SHALL BE FOUNDED ON 14" ϕ C.I.P. PILES WITH AN ESTIMATED LENGTH AS NOTED IN THE CHART BELOW.

ESTIMATED AVERAGE PILE LENGTHS

LOCATION	ESTIMATED LENGTH		PILE TIP ELEV.	STEEL PILE POINT REQ'D
	VERTICAL	BATTERED		
REAR ABUTMENT	35 FT	40 FT	709.50	NONE
PIER 1	30 FT	35 FT	678.50	ALL PILES
PIER 2	50 FT	55 FT	658.50	ALL PILES
PIER 3	50 FT	55 FT	658.50	ALL PILES
PIER 4	50 FT	55 FT	658.50	ALL PILES
PIER 5	45 FT	50 FT	663.50	ALL PILES
PIER 6	40 FT	45 FT	668.50	NONE
PIER 7	30 FT	35 FT	690.50	NONE
FORWARD ABUTMENT	30 FT	35 FT	706.00	ALL PILES

NOTES

THE CONTRACTOR SHALL USE CAUTION AND MAKE PROVISIONS TO AVOID DAMAGE TO THE EXISTING SANITARY SEWER DURING CONSTRUCTION AND CRANE MOVEMENTS. THE LOCATION IS TO BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE START OF CONSTRUCTION.

EXISTING STRUCTURE

TYPE: 13-SPAN NORTHBOUND, 11-SPAN SOUTHBOUND CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE SLAB AND SUBSTRUCTURE.

SPANS: LEFT BR. - 105'-0", 138'-0", 122'-0", 124'-0", 117'-0", 117'-0", 112'-0", 116'-0", 115'-0", 119'-0", 79'-0"
RIGHT BR. - 105'-0", 131'-0", 116'-0", 116'-0", 108'-0" 100'-0, 144'-0", 88'-0", 86'-0", 86'-0", 86'-0", 92'-0", 60'-0".

ROADWAY:
ROADWAY: VARIES F/F SAFETY CURB

LOADING: CF2000 (57)

SKEW: VARIES 0° TO 62°±

APPROACH SLABS: AS-1-54 25'-0" LONG

ALIGNMENT: VARIES

CROWN: VARIES

STRUCTURAL FILE NUMBER: 5707749 SOUTHBOUND
5707773 NORTHBOUND

DATE BUILT: 1966

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 8-SPAN PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK ON STUB AND WALL-TYPE ABUTMENTS WITH WALL PIERS SUPPORTED ON PILES.

SPANS: 104'-0", 105'-0", 123'-0", 123'-0", 123'-0", 106'-0", 132'-0", 116'-0" C/C BEARING MEASURED ALONG ℄ CONSTRUCTION I.R. 75

ROADWAY: NORTHBOUND = VARIES 84'-5" MIN. TO 86'-0⅜" MAX. TOE/TOE OF PARAPET
SOUTHBOUND = VARIES 84'-5" MIN. TO 90'-2½" MAX. TOE/TOE OF PARAPET

LOADING: HS-25 AND THE ALTERNATE MILITARY LOADING, FWS = 60 PSF
SKEW: VARIES
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 30'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT AND VARIES
STRUCTURE FILE NUMBER: 5707803
COORDINATES: LATITUDE N39°45'19"
LONGITUDE W84°12'11"

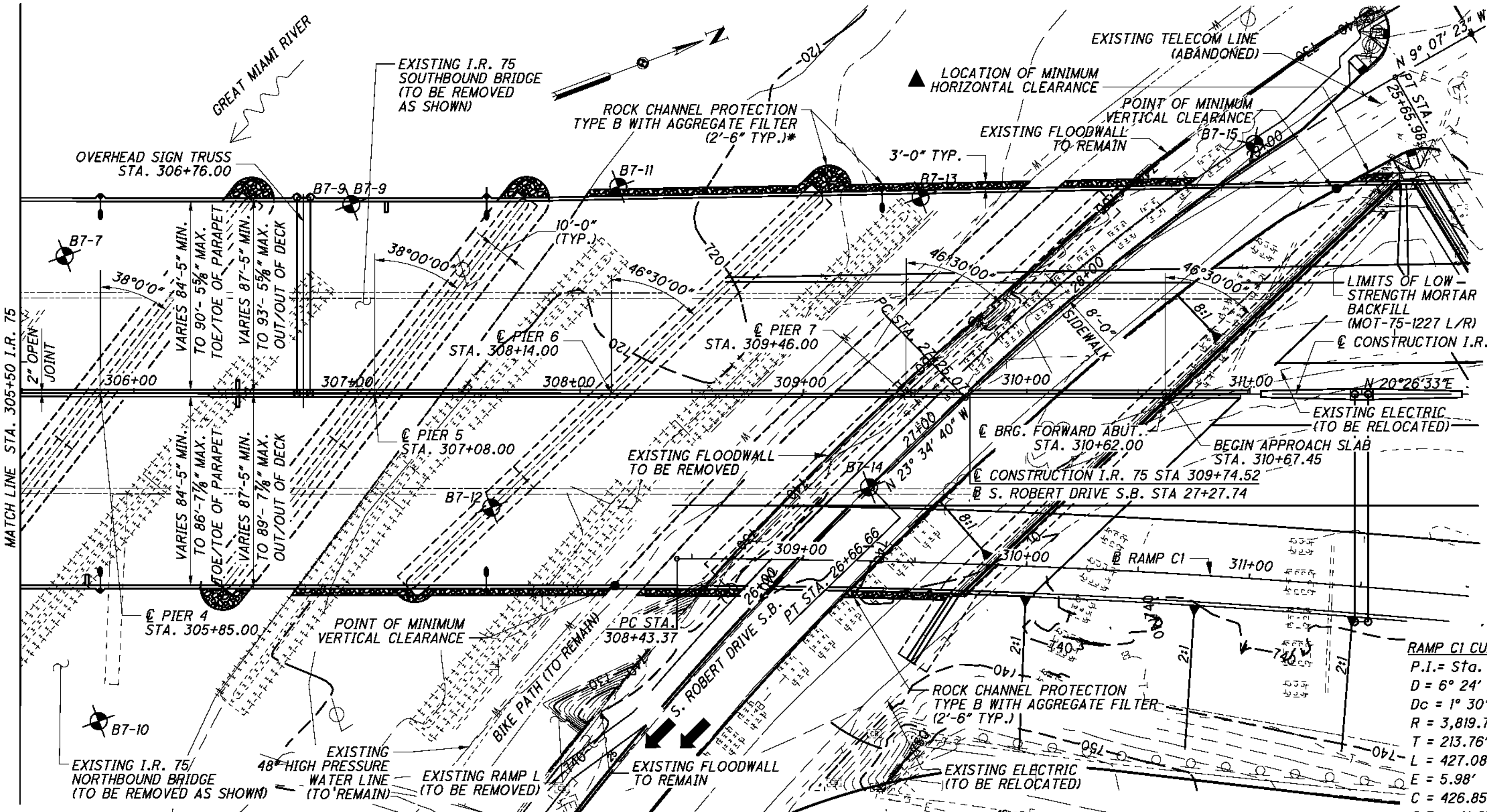
HNTB
DESIGN AGENCY
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED WAH	CHECKED DBT	DRAWN MLS	REVISED	REVIEWED JOL	DATE 2/21/2012	STRUCTURE FILE NUMBER 5707803

MONTGOMERY COUNTY
STA. 301+24.43
STA. 310+67.08

SITE PLAN (1 OF 2)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

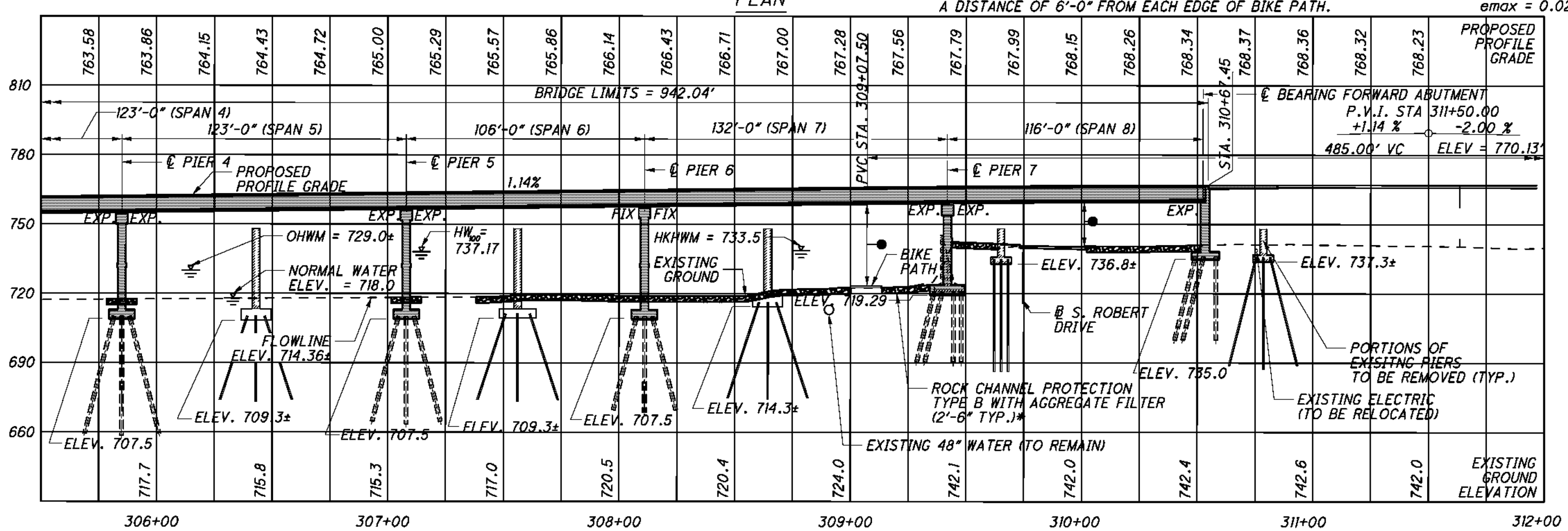
MOT-75-12.00
PID No. 77247



* - USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM EACH EDGE OF BIKE PATH.

PLAN

RAMP C1 CURVE DATA
P.I.= Sta. 310+57.13
D = 6° 24' 22" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 213.76'
L = 427.08'
E = 5.98'
C = 426.85'
C.B. = N 23° 38' 44" E
emax = 0.028



ELEVATION ALONG PROFILE GRADE LINE
(EXISTING SUPERSTRUCTURE NOT SHOWN FOR CLARITY)

BENCHMARK DATA

BM #2 STA. 297.99.18, ELEV. 732.65', OFFSET 113.58', LT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP
BM #9 STA. 311+52.72, ELEV. 733.57', OFFSET 283.33', RT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8/1565.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
ALL EXISITNG FOOTING ELEVATIONS WERE ADJUSTED TO THE CURRENT PROJECT SURVEY ELEVATIONS AND ARE APPROXIMATELY 0.67 FEET LOWER THAN EXISTING ELEVATIONS SHOWN ON ORIGINAL BRIDGE PLANS.

PAYMENT FOR REMOVAL OF EXISTING BRIDGE AND FLOODWALL SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL PLANS, UNDER PAY ITEM 202, STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN. FOR ADDITIONAL INFORMATION, SEE SHEET 794/1565 THRU 798/1565.

CONICAL PILE TIPS ARE REQUIRED FOR HARD DRIVING CONDITIONS AND DUE TO EXISTING PILE CONFLICTS. FOR NOTES, SEE SHEET 4/129.

DESIGN TRAFFIC:
2005 ADT = 128,200 2005 ADTT = 33,300
2025 ADT = 148,100 2025 ADTT = 38,500
DIRECTIONAL DISTRIBUTION = 51%

HYDRAULIC DATA

DRAINAGE AREA = 2,720 SQ. MILES
Q (50) = 78,000 CFS V (50) = 7.00 FT/S
Q (100) = 86,000 CFS V (100) = 7.33 FT/S
STRUCTURE CLEARS THE 100 YEAR
DESIGN HW BY 13.6 FEET.

LEGEND

● SOUTH ROBERT DRIVE S.B. VERTICAL CLEARANCE
15'-0" REQUIRED MINIMUM VERTICAL CLEARANCE
16'-6" PROPOSED MINIMUM VERTICAL CLEARANCE

● WEST BANK BIKE PATH VERTICAL CLEARANCE
10'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
28'-11" PROPOSED MINIMUM VERTICAL CLEARANCE

● EAST BANK BIKE PATH VERTICAL CLEARANCE
10'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
35'-1" PROPOSED MINIMUM VERTICAL CLEARANCE

▲ 1'-6" REQUIRED MINIMUM HORIZONTAL CLEARANCE
5'-10" ACTUAL MINIMUM HORIZONTAL CLEARANCE

OHWM = ORDINARY HIGH WATER MARK
HKHWM = HIGHEST KNOWN HIGH WATER MARK
HW_{100} = 100 YEAR HIGH WATER ELEVATION

⌖ BORING LOCATION

BORING LOCATIONS

BORING	STATION	OFFSET	TOP OF ROCK ELEVATION
B7-1	300+98.57	115.29 LT.	NOT ENCOUNTERED
B7-2	300+96.32	28.96 RT.	NOT ENCOUNTERED
B7-3	302+69.07	44.17 LT.	NOT ENCOUNTERED
B7-4	302+13.33	52.46 RT.	NOT ENCOUNTERED
B7-5	304+28.05	49.52 LT.	NOT ENCOUNTERED
B7-6	303+51.62	130.53 RT.	NOT ENCOUNTERED
B7-7	305+68.98	61.48 LT.	NOT ENCOUNTERED
B7-8	304+83.10	137.43 RT.	NOT ENCOUNTERED
B7-9	306+97.45	84.74 LT.	NOT ENCOUNTERED
B7-10	305+84.36	146.93 RT.	NOT ENCOUNTERED
B7-11	308+16.96	92.75 LT.	NOT ENCOUNTERED
B7-12	307+60.19	51.07 RT.	NOT ENCOUNTERED
B7-13	309+52.32	88.03 LT.	NOT ENCOUNTERED
B7-14	309+29.39	41.87 RT.	NOT ENCOUNTERED
B7-15	311+01.99	112.23 LT.	NOT ENCOUNTERED

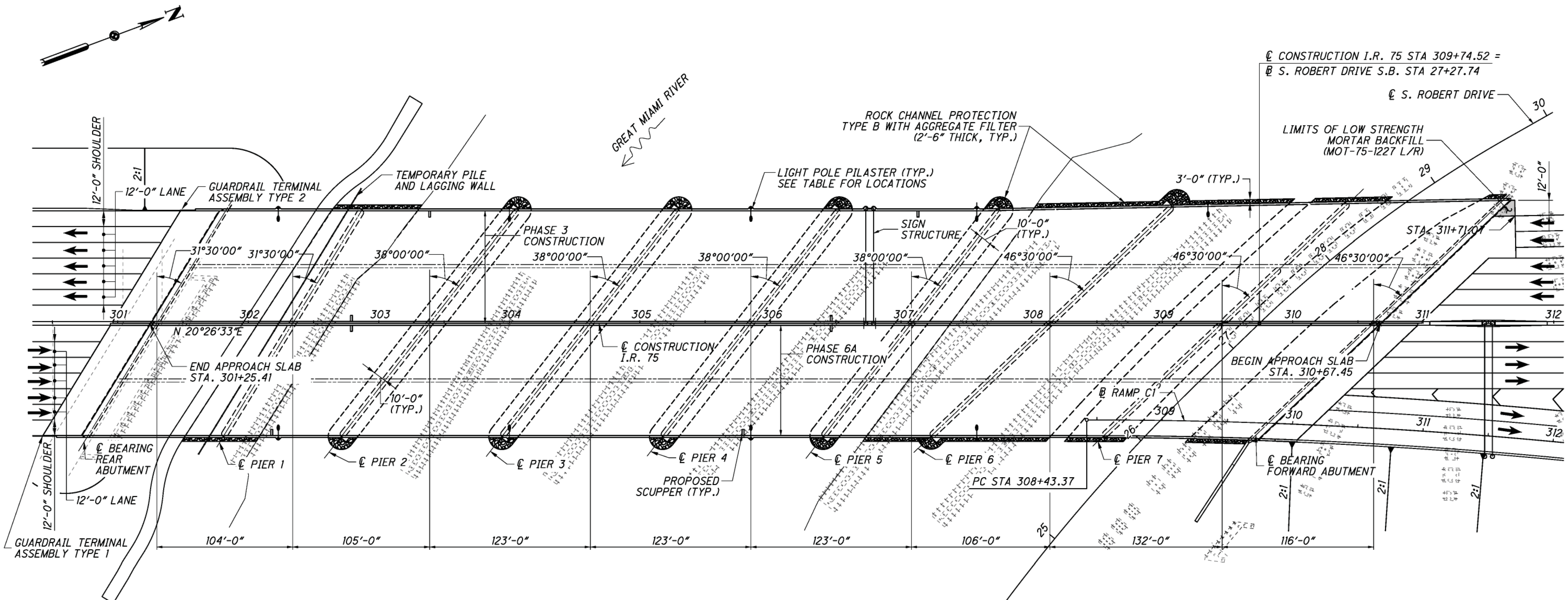
DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED DBT | DRAWN MLS | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

MONTGOMERY COUNTY
STA. 301+24.43
STA. 310+67.08

SITE PLAN (2 OF 2)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

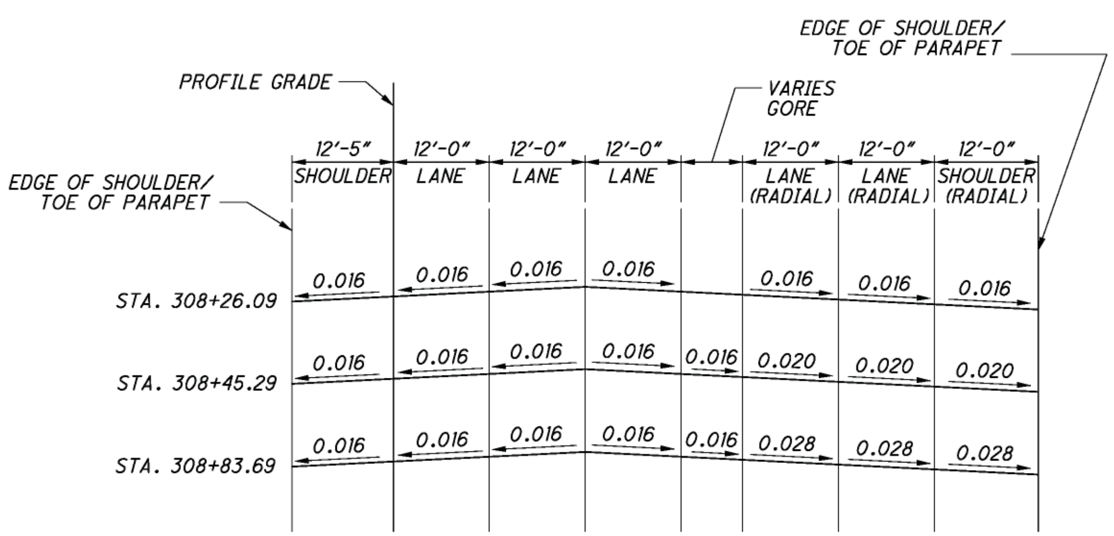
MOT-75-12.00
PID No. 77247



GENERAL PLAN

CURVE DATA (RAMP C1)

P.I. = STA. 310+57+13
D = 6°24'22"
Dc = 1°30'00"
R = 3,819.72
T = 213.76
L = 427.08'
E = 5.98'
C = 426.85'
CB = N23°38'44"
emax = 0.028
PC STA. = 308+43.37
PT STA. = 312+70.45



I.R. 75 N.B. CROSS SLOPE TRANSITION DIAGRAM

LIGHT POLE AND PILASTER LOCATIONS

STATION	OFFSET
302+23.00	87' LT
302+23.00	87' RT
304+00.00	87' LT
304+00.00	87' RT
305+85.00	87' LT
305+85.00	87' RT
307+58.00	87' LT
307+58.00	87' RT
309+35.00	90' LT

TABLE OF SUBSTRUCTURE ₵ STATION INTERSECTIONS

LOCATION	STATION
REAR ABUTMENT	301+30.00
PIER 1	302+34.00
PIER 2	303+39.00
PIER 3	304+62.00
PIER 4	305+85.00
PIER 5	307+08.00
PIER 6	308+14.00
PIER 7	309+46.00
FORWARD ABUTMENT	310+62.00

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
BDL	ENS	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

GENERAL PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

MOT-475-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-69	DATED/REVISED	07-19-02
AS-1-81	DATED/REVISED	07-19-02
EXJ-6-06	DATED/REVISED	01-20-06
GSD-1-96	DATED/REVISED	07-19-02
PSID-1-99	DATED/REVISED	07-18-08
SBR-1-99	DATED/REVISED	07-19-02
PCB-91	DATED/REVISED	07-19-02

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	7-20-12
832	DATED	5-5-09
898	DATED	7-15-11

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING

FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT

DESIGN DATA

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1- COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI
CONCRETE FOR PRESTRESSED BEAMS - COMPRESSIVE STRENGTH (FINAL) 7000 PSI
COMPRESSIVE STRENGTH (RELEASE) 5000 PSI
DIAPHRAGM CONCRETE - COMPRESSIVE STRENGTH 4500 PSI
PRESTRESSING STRAND - AREA = 0.167 SQ. IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)
STRUCTURAL STEEL - ASTM A709, GRADE 50, YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER

MONOLITHIC WEARING SURFACE

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

UTILITY LINES

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

ITEM 502, STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS WORK CONSISTS OF DESIGNING, PREPARING PLANS, PROVIDING, MAINTAINING, AND SUBSEQUENTLY REMOVING A TEMPORARY STRUCTURE TO PROTECT THE EXISTING 7'-9" X 4'-9" SANITARY SEWER ADJACENT TO PIER 1. PERFORM THE WORK IN ACCORDANCE WITH CMS ITEM 502 EXCEPT AS NOTED BELOW. DESIGN THE STRUCTURE TO SPAN OVER THE EXISTING SEWER AND PREVENT ANY ADDITIONAL LOAD ON THE SEWER. DESIGN THE STRUCTURE FOR THE DEAD LOAD OF THE PROPOSED CAUSEWAY AND THE LIVE LOAD OF ANY ANTICIPATED CONSTRUCTION LOADINGS OR THE LIVE LOADING SPECIFIED IN CMS 502, WHICHEVER IS GREATER. INCLUDE STRUCTURE SELF WEIGHT IN THE DESGN DEAD LOAD. AT LEAST 60 DAYS PRIOR TO STARTING CONSTRUCTION ON THE TEMPORARY STRUCTURE, SUBMIT CALCULATIONS SEALED BY AN OHIO PROFESSIONAL ENGINEER TO THE DEPARTMENT FOR REVIEW AND APPROVAL. NO WORK MAY BEGIN UNTIL WRITTEN APPORVAL HAS BEEN RECIEVED FROM THE DEPARTMENT. INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO DESIGN, FURNISH, INSTALL, MAINTAIN AND REMOVE THE TEMPORARY STRUCTURE.

PRIOR TO STARTING WORK AND AT THE COMPLETION OF THE PROJECT, THE EXISTING SEWER SHALL BE INSPECTED. REFER TO THE "REVIEW OF DRAINAGE FACILITIES" NOTE IN THE ROADWAY GENERAL NOTES FOR ADDITIONAL INFORMATION AND PAYMENT.

EXISTING STRUCTURE PLANS:

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

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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION AT PIER 1 IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT PIER 1 AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

FRICTION TYPE PILES:

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

REAR ABUTMENT PILES:
24 14" C.I.P. PILES (VERTICAL) 40 FEET LONG ORDER LENGTH
51 14" C.I.P. PILES (BATTERED) 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 95 TONS PER PILE
1 DYNAMIC LOAD TESTING ITEM
PIER 1 PILES:
48 14" C.I.P. PILES (VERTICAL) 35 FEET LONG ORDER LENGTH
96 14" C.I.P. PILES (BATTERED) 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
2 DYNAMIC LOAD TESTING ITEMS, 2 RESTRIKES
1 STATIC LOAD TESTING ITEM
PIER 2 PILES:
45 14" C.I.P. PILES (VERTICAL) 55 FEET LONG ORDER LENGTH
90 14" C.I.P. PILES (BATTERED) 60 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
PIER 3 PILES:
45 14" C.I.P. PILES (VERTICAL) 55 FEET LONG ORDER LENGTH
90 14" C.I.P. PILES (BATTERED) 60 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 4 PILES:
45 14" C.I.P. PILES (VERTICAL) 55 FEET LONG ORDER LENGTH
90 14" C.I.P. PILES (BATTERED) 60 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
2 DYNAMIC LOAD TESTING ITEMS, 2 RESTRIKES
1 SUBSEQUENT STATIC LOAD TESTING ITEM
PIER 5 PILES:
45 14" C.I.P. PILES (VERTICAL) 50 FEET LONG ORDER LENGTH
90 14" C.I.P. PILES (BATTERED) 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
2 DYNAMIC LOAD TESTING ITEMS, 2 RESTRIKES
1 SUBSEQUENT STATIC LOAD TESTING ITEM
PIER 6 PILES:
57 14" C.I.P. PILES (VERTICAL) 45 FEET LONG ORDER LENGTH
114 14" C.I.P. PILES (BATTERED) 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 7 PILES:
77 14" C.I.P. PILES (VERTICAL) 35 FEET LONG ORDER LENGTH
102 14" C.I.P. PILES (BATTERED) 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
2 DYNAMIC LOAD TESTING ITEMS, 2 RESTRIKES
1 STATIC LOAD TESTING ITEM
FORWARD ABUTMENT PILES:
37 14" C.I.P. PILES (VERTICAL) 35 FEET LONG ORDER LENGTH
133 14" C.I.P. PILES (BATTERED) 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 103 TONS PER PILE
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 AN EFFICIENCY FACTOR (D). COMPUTE THE EFFICIENCY FACTOR (D) AS FOLLOWS:

$D = (1-UG)/(1+G^2)^{0.5}$

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 (1/4)

STATIC LOAD TEST, AS PER PLAN FOR PILES:

STATIC LOAD TESTS ARE REQUIRED, ONE AT PIER 1 AND PIER 7. PERFORM DYNAMIC TESTING ON THE FIRST TWO PRODUCTION PILES TO DETERMINE THE REQUIRED BLOW COUNT FOR THE SPECIFIED ULTIMATE BEARING VALUE. PERFORM THE STATIC LOAD TEST ON EITHER PILE. DO NOT OVER-DRIVE THE SELECTED PILE. DRIVE THE THIRD AND FOURTH PRODUCTION PILES TO 75% AND 85% OF THE DETERMINED BLOW COUNT, RESPECTIVELY. THE TEST PILES AND THE REDUCED CAPACITY PILES SHALL NOT BE BATTERED. AFTER INSTALLATION OF THE FIRST FOUR PRODUCTION PILES, CEASE ALL DRIVING OPERATIONS ON PILING REPRESENTED BY THE STATIC LOAD TESTING FOR A MINIMUM OF 7 DAYS. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKES TEST ITEMS). THE ENGINEER WILL REVIEW THE RESULTS OF THE PILE RESTRIKES AND ESTABLISH THE DRIVING CRITERIA FOR THE REMAINING PILING REPRESENTED BY THE TESTING. SUBMIT ALL TEST RESULTS TO THE OFFICE OF STRUCTURAL ENGINEERING.

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

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

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN

WHERE INDICATED ON THE PLANS, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC.,
301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721
FAX: (704)821-8201

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES,
NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE.,
PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES,
1704 TOWER INDUSTRIAL DR., MONROE, NORTH
CAROLINA 28110,
PHONE: (800)280-9950, (704)225-1566
FAX:(704)225-1567

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

DESIGN AGENCY: HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED DBT | CHECKED VWR | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

GENERAL NOTES
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

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. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN

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

THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLORS OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)
FEDERAL STANDARD COLOR 595B-33578 (TAN)
FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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

FOR BEARING REQUIREMENTS SEE SHEETS 113/129 THRU 114/129.

ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STRUCTURAL STEEL OR CAST-IN-PLACE CONCRETE AS SHOWN ON STANDARD DRAWING PSID-1-99. THE SQUARE PLATE WASHERS, HIGH STRENGTH BOLTS, ROUND WASHERS, AND NUTS ON THE EXTERIOR SIDE OF THE FASCIA BEAMS SHALL BE PAINTED WITH A FINISH COAT TO MATCH THE COLOR OF THE CONCRETE SEALER USED ON THE PRESTRESSED BEAMS. PREPARATION OF GALVANIZED STEEL FOR PAINTING SHALL BE IN ACCORDANCE WITH ASTM D6386. FIELD PAINTING SHALL BE PER ITEM 514.

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

ITEM 613 - LOW STRENGTH MORTAR BACKFILL, AS PER PLAN

PLACEMENT OF LOW STRENGTH MORTAR SHALL NOT EXCEED PLACEMENT OF EMBANKMENT MATERIAL BY MORE THAN ONE LIFT (6 INCHES).

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS AND STRUCTURE PHASE CONSTRUCTION DETAILS.

DIMENSIONS

DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE

IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72"), AS PER PLAN:

TEMPORARY STABILITY FOR DECK PLACEMENT: THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF SUFFICIENT ADDITIONAL DIAPHRAGMS, SUPPORTS, AND BRACING TO ASSURE THAT THE I-BEAMS WILL STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE DECK CONCRETE. THE ADDITIONAL SUPPORT DESIGN SHALL CONSIDER THE WEIGHT OF THE WET CONCRETE IN THE DECK OVERHANGS, THE DECK FINISHING MACHINE, AND ALL OTHER CONSTRUCTION LOADS PRESENT DURING PLACEMENT OF THE DECK CONCRETE. THE CONTRACTOR IS RESPONSIBLE FOR CORRECTING ANY DEFICIENCIES RESULTING FROM INSTABILITY OF THE I-BEAMS DUE TO INADEQUATE TEMPORARY CONSTRUCTION SUPPORT, TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8" X 18" (CENTER-TO-CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

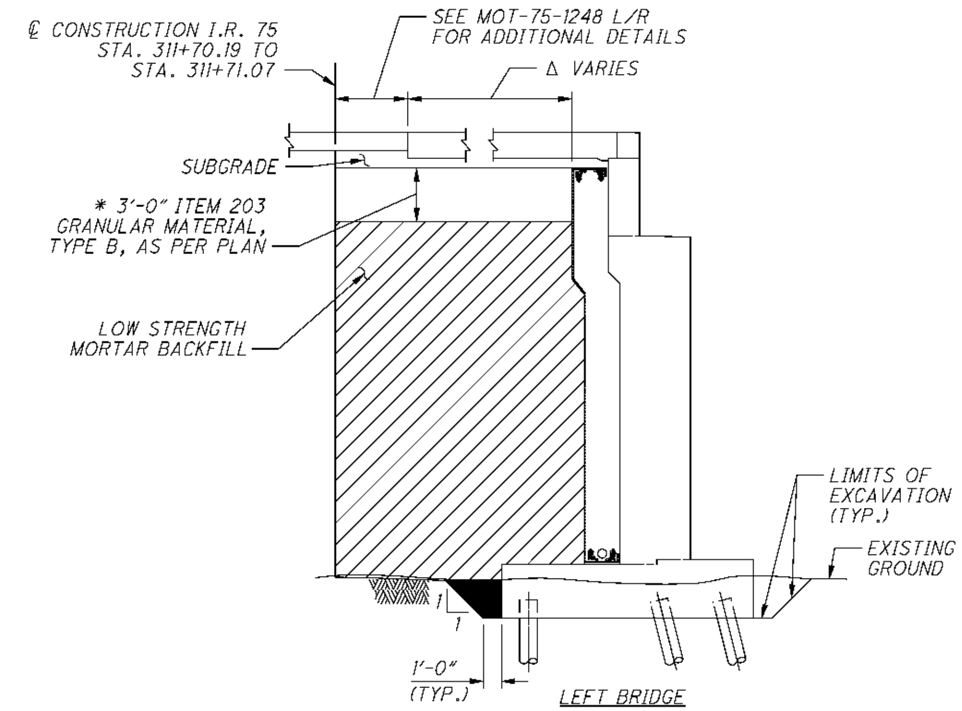
HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

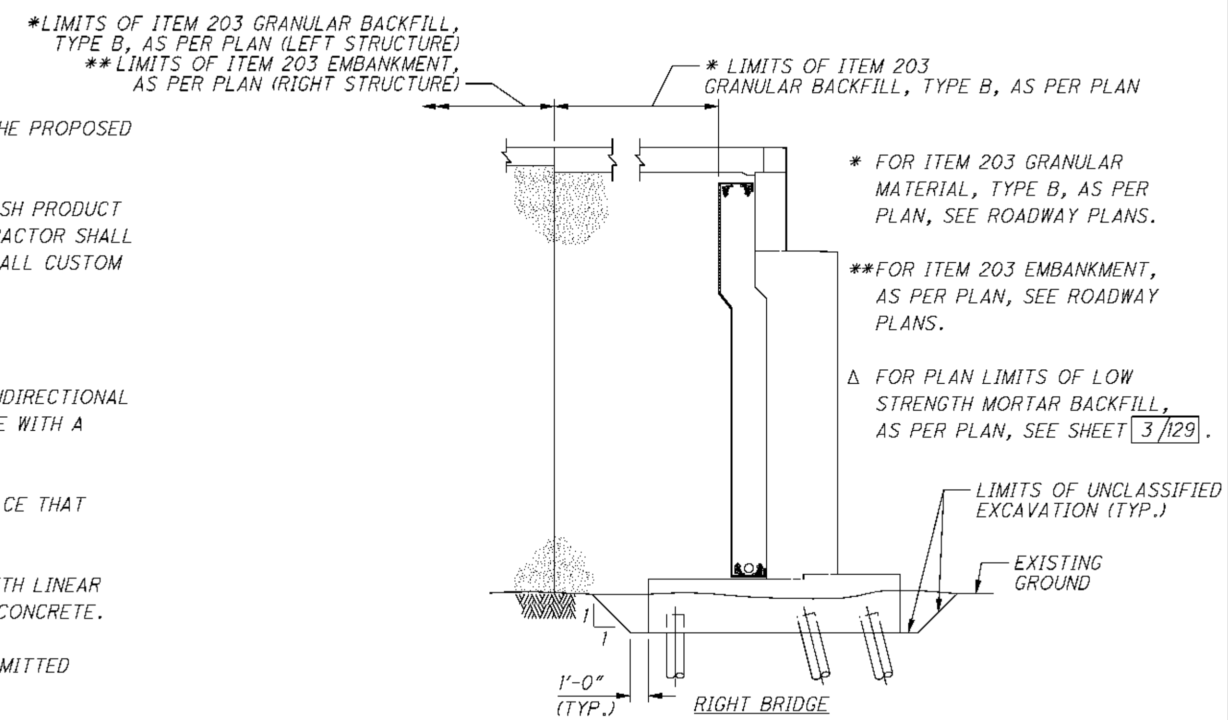
ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT OF PIERS 1 THRU 6 BASED ON THE SURFACE AREA OF THE PIERS FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. FOR PIER 7 AREA OF AESTHETICS TREATMENT, SEE SECTION A-A OF THE PIER 7 AESTHETICS DETAIL SHEET. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.



ITEM 503 UNCLASSIFIED EXCAVATION
AND ITEM 613 LOW STRENGTH MORTAR BACKFILL DIAGRAM



* FOR ITEM 203 GRANULAR MATERIAL, TYPE B, AS PER PLAN, SEE ROADWAY PLANS.

**FOR ITEM 203 EMBANKMENT, AS PER PLAN, SEE ROADWAY PLANS.

Δ FOR PLAN LIMITS OF LOW STRENGTH MORTAR BACKFILL, AS PER PLAN, SEE SHEET 3/129.

UNCLASSIFIED EXCAVATION
AND ITEM 203 EMBANKMENT DIAGRAM

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
DBT	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

GENERAL NOTES
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

THE JOINT SHALL BE A WATSON BOWMAN ACME WABO MODULAR D-600, TECHSTAR INC. LG SYSTEM, DS BROWN D-160, OR APPROVED ALTERNATE.

THE MANUFACTURER SHALL SUBMIT DESIGN CALCULATIONS SHOWING THAT THE DEVICE CAN MEET THE IMPACT AND FATIGUE DESIGN REQUIREMENTS SET FORTH BY AASHTO AS WELL AS THE HS-25 LOADING AND 100% IMPACT REQUIREMENT OF THE OHIO BRIDGE DESIGN MANUAL.

A. DESCRIPTION

FURNISH ALL MATERIALS, SERVICES, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO DESIGN, FABRICATE, INSPECT, TEST AND INSTALL MODULAR EXPANSION JOINTS IN ACCORDANCE WITH THE PLANS AND THESE NOTES. ALL REQUIREMENTS OF 513, UF LEVEL FABRICATION APPLY, UNLESS MODIFIED BY THESE NOTES.

B. DESIGN

1. PREPARE AND CHECK THE DESIGN UNDER THE AUTHORITY OF AN OHIO REGISTERED PROFESSIONAL ENGINEER. THE REGISTERED ENGINEER SHALL SEAL, SIGN AND DATE THE DESIGN CALCULATIONS AND SHOP DRAWINGS.

2. INCLUDE DESIGN CALCULATIONS WITH THE CONTRACTOR'S SUBMISSION OF SHOP DRAWINGS PER 513.06.

3. PROVIDE A DETAILED INSTALLATION PROCEDURE AND INCLUDE ANY SPECIFIC MANUFACTURER'S NOTES NECESSARY FOR COMPLETION OF THE WORK.

4. DESIGN AND TEST THE MODULAR JOINT COMPONENTS, JOINT ARMOR AND ANCHORAGES ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 "FATIGUE DESIGN OF MODULAR BRIDGE EXPANSION JOINTS" APPENDIX A AND B.

5. DESIGN TEMPORARY AND FIELD CONNECTIONS TO THE BRIDGE TO ACCOMMODATE ADJUSTMENTS FOR ROADWAY GEOMETRY AND VARYING TEMPERATURE.

6. DESIGN FOR THE PLAN SPECIFIED MOVEMENT FOR A COLD CLIMATE FOR CONCRETE STRUCTURES AS SPECIFIED BY 2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES SECTION 3.16.

7. SUPPLY SUPPORT BAR BEARINGS TO TRANSFER THE LOAD FROM THE SUPPORT BARS TO THE JOINT ARMOR.

8. SUPPLY EQUALIZATION SPRINGS TO COUNTER THE COMPRESSION FORCES FROM THE SEALING ELEMENTS AND MAINTAIN EQUAL EXPANSION PROPERTIES FOR EACH SEALING ELEMENT ACROSS THE JOINT.

9. SUPPLY CONTROL SPRINGS WHICH WORK LONGITUDINALLY TO MAINTAIN EQUIDISTANT SPACING BETWEEN TRANSVERSE SEPARATION BEAMS.

10. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO LIMIT TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

11. SUPPLY A STRIP SEAL TYPE SEAL CONNECTED TO MATCHING RETAINERS CONNECTED TO THE JOINT ARMOR AND THE SEPARATION BEAMS. DO NOT EXCEED 3.15 INCHES OF TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

12. SUPPLY REMOVABLE AND REPLACEABLE NEOPRENE SEALS, SUPPORT BAR BEARINGS AND EQUALIZATION SPRINGS.

13. SET SEALS AND RETAINERS 1/8" LOWER THAN THE ROADWAY SURFACE.

14. DESIGN AND FABRICATE THE MODULAR JOINT AS A CONTINUOUS FULL LENGTH MEMBER WITHOUT FIELD SPLICES, UNLESS PHASED CONSTRUCTION OR EXCESSIVE LENGTHS (GREATER THAN 70'-0") PROHIBITS MONOLITHIC FABRICATION.

15. SUPPLY A SLIDING STEEL COVER PLATE AT SIDEWALKS.

C. MATERIALS

1. SUPPLY STRUCTURAL STEEL MEETING ASTM A709 GRADE 50. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/ CENTER BEAMS, EDGE BEAMS AND JOINT ARMOR MEETING CHARPY V NOTCH IMPACT REQUIREMENTS PER ASTM A709 TABLE S1.2 ZONE 2 TEMPERATURE RANGE. SUPPLY TUBE SECTIONS MEETING ASTM A501 OR A500 GRADE B.

2. SUPPLY ASTM A240, TYPE 304 STAINLESS STEEL, 13 GAGE MINIMUM THICKNESSES WITH NO. 8 FINISH FOR SLIDING SURFACES IN CONTACT WITH PTFE.

3. SUPPLY TESTING AND REPORTS BY THE MANUFACTURER OR AN INDEPENDENT TESTING LABORATORY FOR ALL ELASTOMERIC, PTFE, URETHANE AND PREFORMED FABRIC MATERIALS USED IN ALL BEARINGS AND SPRINGS. THE SUBMISSION OF MATERIAL CERTIFICATION AND TESTING DATA SHALL BE PER 513.08. THESES MATERIALS SHALL BE TESTED ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 APPENDIX A "A GUIDELINE FOR DURABILITY TESTING OF SPRINGS AND BEARINGS FOR MBEJ."

4. SUPPLY STRIP SEALS CONFORMING TO ASTM D5973. SUBMIT CERTIFIED TEST DATA PER 513.08 FROM THE MANUFACTURER OR AN ACCREDITED LABORATORY. D5973 SECTION 8, LOT SIZE IS ONE SAMPLE PER JOINT. A SAMPLE IS A PIECE 4 FEET LONG WITH ALL MANUFACTURES' MARKINGS. THE SEAL AND RETAINER ARE AN INTEGRAL SYSTEM SUPPLIED BY ONE MANUFACTURER.

5. SEAL RETAINERS: EXTRUDE, HOT ROLL OR MACHINE, STEEL RETAINERS INTO A SOLID SHAPE. RETAINERS MANUFACTURED FROM BENT PLATE OR BUILT UP PIECES ARE NOT ACCEPTABLE. THE INTERNAL DIMENSIONS OF THE RETAINER SHALL BE SPECIFIED BY THE MANUFACTURER TO ACHIEVE POSITIVE SEAL ANCHORAGE.

6. SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS SHALL BE A SOLID, NON WELDED MACHINED OR EXTRUDED STEEL SECTION.

7. LUBRICANT - ADHESIVE. ONE PART MOISTURE CURING POLYURETHANE COMPOUND MEETING THE REQUIREMENTS OF ASTM D4070 AND AS SPECIFIED BY THE SEAL MANUFACTURER.

8. HARDWARE SHALL BE ASTM A325 TYPE ONE, GALVANIZED OR A449 GALVANIZED.

D. FABRICATION

1. THE MODULAR JOINTS SHALL BE FABRICATED ACCORDING TO 513.

2. SHOP ASSEMBLE THE MODULAR JOINT WITH ALL COMPONENTS EXCEPT, NEOPRENE SEALS, PER 513.24 EXCEPT THAT FULL ASSEMBLY IS REQUIRED WITH PHASED CONSTRUCTION.

3. JOINTS IN STRIP SEALS: NO JOINTS ARE ALLOWED.

4. JOINTS IN RETAINERS: WELDS ARE WATER TIGHT, PARTIAL PENETRATION WELDS AROUND THE OUTER PERIPHERY OF THE ABUTTING SURFACES. MAKE SPLICES ONLY IN COMPRESSION ZONES OF THE JOINT ARMOR. GRIND FLUSH ALL WELDS IN CONTACT WITH THE SEAL AND JOINT ARMOR. DO NOT USE SHORT PIECES OF RETAINERS LESS THAN 6'-0" LONG, UNLESS REQUIRED AT CURBS OR SIDEWALKS. DO NOT PROVIDE ADDITIONAL SPLICES IN RETAINERS AT CURB OR SIDEWALK SECTIONS OTHER THAN REQUIRED FOR GEOMETRY.

5. SHOP OR FIELD WELDS OF CENTER BEAMS AND JOINT ARMOR, SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100 % ULTRASONICALLY TESTED PER AASHTO/ AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

6. THE SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO SUPPORT BAR CONNECTIONS SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100% ULTRASONICALLY TESTED PER AASHTO/AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

7. TEMPORARY SUPPORTS: FABRICATOR DESIGNED AND INSTALLED SUPPORTS ARE REQUIRED TO SUPPORT SHIPPING, ERECTION AND CONSTRUCTION FORCES WITHOUT DAMAGE TO THE STEEL ARMOR OR COATINGS. THESE SUPPORTS SHALL BE ADJUSTABLE FOR FIELD TEMPERATURE SETTING.

E. COATING

1. GALVANIZE OR METALIZE ALL STEEL SURFACES AND COMPONENTS, EXCEPT AT STAINLESS STEEL AND PTFE SLIDING SURFACES. THESE COATING MAY BE MIXED ON ONE ASSEMBLY, IF ALL SIMILAR COMPONENTS OF THE ASSEMBLY HAVE THE SAME COATING TYPE.

2. PROVIDE A GALVANIZED COATING PER ASTM A123, WITH A MINIMUM THICKNESS OF 4 MILS. CLEAN EXCESSIVE GALVANIZING AS NECESSARY TO ACHIEVE MECHANICAL MOVEMENT AND SEAL INSTALLATION.

3. PROVIDE A METALIZED COATING PER SOCIETY FOR PROTECTIVE COATINGS (SSPC) SPECIFICATION SSPC-CS23.00 (MARCH 17, 2003) FOR THERMAL SPRAY METALLIC COATINGS. THE COATING SHALL BE A MINIMUM OF 8 MILS THICK. THE METALIZING WIRE SHALL BE 100% ZINC. AREAS OF STRUCTURAL STEEL THAT ARE IN CONTACT WITH CAST-IN-PLACE CONCRETE SHALL HAVE AN ADDITIONAL COATING. THE COATING SHALL BE THE EPOXY INTERMEDIATE COAT SPECIFIED IN C&MS 514. THE COATING THICKNESS WILL COVER ALL PEAKS, VALLEYS AND SURFACE ROUGHNESS ATTRIBUTED TO METALIZING.

4. COATING REPAIRS: DAMAGED COATINGS SHALL BE REPAIRED BY ASTM A780, ANNEX "A1. REPAIR USING ZINC BASED ALLOYS". THE PROCEDURE SHALL BE AS FOLLOWS: REMOVE SURFACE CONTAMINATES, PREHEAT TO 600 DEGREES F, AND APPLY ZINC COATING BY RUBBING WITH A PURE ZINC STICK OR SPRINKLING ZINC POWDER ON THE PREHEATED SURFACE, TO ACHIEVE A MINIMUM COATING THICKNESS OF 6 MILS.

5. THE GALVANIZED OR METALIZED COATINGS SHOULD NOT BE FIELD PAINTED, EXCEPT FOR AREAS DAMAGED BY CONNECTION TO PAINTED SUPERSTRUCTURE STEEL MEMBERS. THESE AREAS SHALL BE PAINTED USING THE SAME SYSTEM SPECIFIED FOR THE SUPERSTRUCTURE.

6. PRIOR TO SHIPPING RETAINER GROOVES SHALL BE PROTECTED FROM CONSTRUCTION DEBRIS BY THE INSTALLATION OF BACKER RODS OR OTHER EFFECTIVE MASKING TECHNIQUES.

F. INSTALLATION

1. PROVIDE A JOINT MANUFACTURER'S TECHNICAL REPRESENTATIVE TO PHYSICALLY OVERSEE THE FABRICATION, INSTALLATION, ADJUSTMENT AND TESTING DURING ALL OPERATIONS. WHERE SPECIAL INSTRUCTIONS ARE NOT CONTAINED HEREIN OR ELSEWHERE IN THESE NOTES, DIRECTION FOR THE INSTALLATION SHALL BE ACCORDING TO THE RECOMMENDATIONS OF THE TECHNICAL REPRESENTATIVE.

2. COORDINATE AND SCHEDULE THE TECHNICAL REPRESENTATIVE.

3. INSTALL THE SUPERSTRUCTURE SUPPORTING UNITS BEFORE INSTALLING THE MODULAR JOINT. POSITION THE JOINT TO MATCH ROADWAY GEOMETRY, SUPERSTRUCTURE CONNECTIONS AND TEMPERATURE OPENING. TAKE CARE TO MAINTAIN EXACT ALIGNMENT OF ADJACENT ENDS OF THE ARMOR AND SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS FOR FIELD WELDED UNITS. PROVIDE TEMPORARY SUPPORTS AS DIRECTED BY THE MANUFACTURER TO MAINTAIN THE PROPER POSITIONING. FOR PHASED CONSTRUCTION, THE CONTRACTOR'S METHODS FOR INSTALLATION AND TEMPORARY SUPPORTS SHALL ACHIEVE SEPARATION OF THE PHASES AND UNRESTRICTED TEMPERATURE MOVEMENT.

4. PERFORM CONCRETE PLACEMENT USING VIBRATION AND HAND WORK AS NECESSARY TO ACHIEVE CONSOLIDATION AND ELIMINATE AIR VOIDS.

5. PLACE THE DECK CONCRETE FIRST. CHECK THE ABUTMENT OR ADJACENT SPAN SIDE OF THE MODULAR JOINT FOR ALIGNMENT AND TEMPERATURE ADJUSTMENT. TEMPERATURE SHALL BE MEASURED AT THE UNDERSIDE OF THE CONCRETE DECK AT EACH END AND MID-SPAN TO ACHIEVE THE AVERAGE SUPER STRUCTURE TEMPERATURE. PLACE THE BACKWALL OR ADJACENT SPAN CONCRETE SECOND. THE MANUFACTURER'S REPRESENTATIVE SHALL CHECK THAT TEMPERATURE MOVEMENT HAS NOT CAUSED ANY DAMAGE TO THE BOND BETWEEN THE JOINT AND THE CONCRETE.

6. EXAMINE SEAL RETAINERS FOR SOIL OR DEFECTS THAT CAN DAMAGE THE SEAL. REPAIR ANY DEFECTS AS DIRECTED BY THE MANUFACTURER'S REPRESENTATIVE.

7. SOLVENT CLEAN THE NEOPRENE SEAL ELEMENTS AND THE RETAINER GROOVES TO REMOVE OIL, GREASE OR OTHER SOIL IMMEDIATELY PRIOR TO INSTALLING THE SEALS. INSTALL SEALS USING PROCEDURES AND ADHESIVE SPECIFIED BY THE JOINT MANUFACTURER. KEEP THE BONDING SURFACES CLEAN, DRY AND WARMER THAN 45°F.
8. TEST THE INSTALLED MODULAR JOINT FOR LEAKS. FLOOD THE TOTAL EXPANSION JOINT LENGTH WITH WATER FOR A PERIOD OF NOT LESS THAN ONE HOUR. COVER THE ENTIRE JOINT SYSTEM BY EITHER PONDING OR FLOWING WATER. LOCATE ANY POINTS OF LEAKAGE AND TAKE ANY AND ALL MEASURES NECESSARY TO STOP THE LEAKAGE. PERFORM THIS WORK AT THE CONTRACTOR'S EXPENSE. PERFORM A SECOND WATER TEST AFTER ALL REPAIRS HAVE BEEN MADE.

G. METHOD OF MEASUREMENT

INCLUDE THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO DESIGN, SUPPLY, INSTALL AND TEST A MODULAR EXPANSION JOINT ACCORDING TO THE PLANS AND THESE NOTES.

H. BASIS OF PAYMENT

PAYMENT WILL BE MADE AT CONTRACT PRICES FOR:

ITEM	UNIT	DESCRIPTION
513E17001	FT	ITEM 513 STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

HNTB
DESIGN AGENCY

DESIGNED	DRAWN	REVIEWED	DATE
DBT	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

GENERAL NOTES
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MADE BY: ENH DATE: 09/13/2011
CHECKED BY: VWR DATE: 09/14/2011

ESTIMATED QUANTITIES

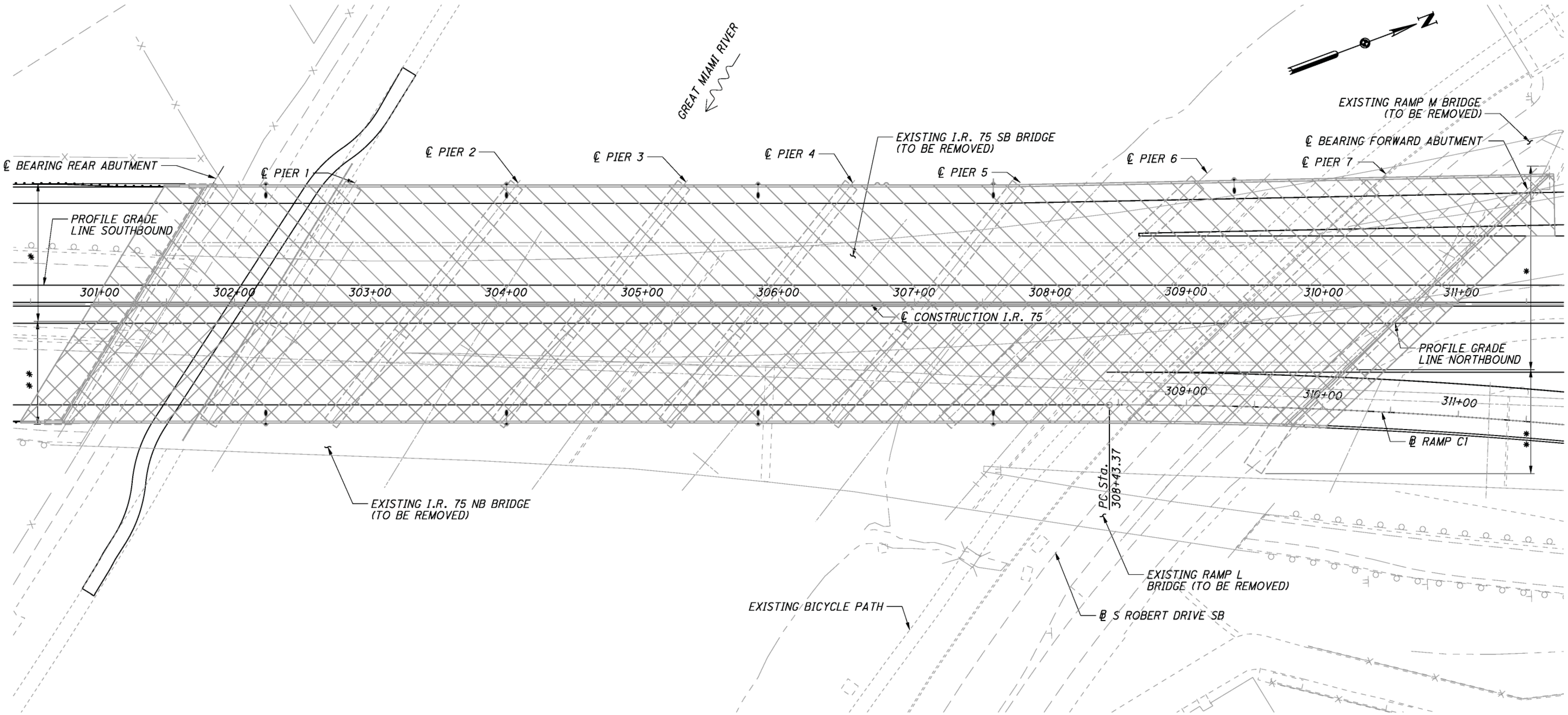
ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REF. SHEET NO.
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE				5	
502	11101	70%	30%	1	LUMP	STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN				LUMP	4/129
503	11100	70%	30%	1	LUMP	COFFERDAMS AND EXCAVATION BRACING				LUMP	
503	11101	70%	30%	1	LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN				LUMP	4/129
503	21300	70%	30%	1	LUMP	UNCLASSIFIED EXCAVATION				LUMP	
505	11100	70%	30%	1	LUMP	PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
506	11101	70%	30%	1	LUMP	STATIC LOAD TEST, AS PER PLAN				LUMP	4/129
506	12200	1	1	2	EACH	SUBSEQUENT STATIC LOAD TEST		2			
507	00600	38402	16458	54860	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	8645	46215			
507	00650	42879	18376	61255	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	9870	51385			
507	93301	598	256	854	EACH	STEEL POINTS OR SHOES, AS PER PLAN	170	684			4/129
509	10000	2659883	1139949	3,799,832	POUND	EPOXY COATED REINFORCING STEEL	224,472	1,876,387	1,698,973		
512	10101	13501	5785	19286	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1183	12495	5608		5/129
512	10401	12440	5331	17771	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN			17771		68, 70/129
512	33000	42	18	60	SQ YD	TYPE 2 WATERPROOFING	45	15			
513	17001	332	142	474	FT	STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN	474				6/129
515	15051	136	58	194	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN			194		5, 51/129
515	20001	375	160	535	EACH	INTERMEDIATE DIAPHRAMS, AS PER PLAN			535		5/129
516	13600	48	20	68	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	24	44			
516	13900	150	63	213	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	213				
516	44001	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 1.92" WITH 18.5" X 26" TAPERED LOAD PLATE)		24			5/129
516	44101	42	18	60	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 2.55" WITH 18.5" X 26" TAPERED LOAD PLATE)		60			5/129
516	44101	9	3	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 19" X 2.55" WITH 18.5" X 26" TAPERED LOAD PLATE)		12			5/129
516	44201	60	25	85	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 3.17" WITH 18.5" X 26" TAPERED LOAD PLATE)		85			5/129
516	44201	27	11	38	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 19" X 3.17" WITH 18.5" X 26" TAPERED LOAD PLATE)		38			5/129
516	44201	42	18	60	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 3.80" WITH 18.5" X 26" TAPERED LOAD PLATE)		60			5/129
516	44301	18	7	25	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 4.42" WITH 18.5" X 26" TAPERED LOAD PLATE)	13	12			5/129
516	44301	9	3	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 19" X 4.42" WITH 18.5" X 26" TAPERED LOAD PLATE)	12				5/129
516	44401	34	14	48	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 5.05" WITH 18.5" X 26" TAPERED LOAD PLATE)		48			5/129
516	44401	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17.5" X 17.5" X 5.67" WITH 18.5" X 26" TAPERED LOAD PLATE)	24				5/129
518	12301	6	2	8	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			8		117/129
518	21200	852	364	1216	CU YD	POROUS BACKFILL WITH FILTER FABRIC	862	354			
518	40001	567	243	810	FT	6" PERFORATED CORRUGATED PLASTIC PIPE, AS PER PLAN	565	245			47/129
518	40010	49	21	70	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	70				
523	20000	7	3	10	EACH	DYNAMIC LOAD TESTING	2	8			
523	20500	6	2	8	EACH	RESTRIKE		8			
SPECIAL	53000600	97824	41924	139748	SQ FT	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT	6670	133078			
601	20010	292	125	417	CU YD	CRUSHED AGGREGATE SLOPE PROTECTION		417			
601	21000	791	339	1130	SQ YD	CONCRETE SLOPE PROTECTION	1130				
601	32110	4332	1857	6189	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH AGGREGATE FILTER	717	5472			
613	41201	54	23	77	CU YD	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	77				5/129
898	10211	4440	1902	6342	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	27		6315		5, 67/129
898	10709	819	351	1170	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN			1170		5/129
898	11000	474	202	676	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)			676		
898	20100	6022	2580	8602	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)		8602			
898	20150	780	333	1113	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT)	1113				
898	20160	392	167	559	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	559				
898	20300	2442	1046	3488	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	668	2820			

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED DBT CHECKED VWR DRAWN ENH REVISED REVIEWED JOL DATE 02/21/2012
STRUCTURE FILE NUMBER 5707803/5707811

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



CONSTRUCTION SEQUENCE PLAN

SUGGESTED CONSTRUCTION SEQUENCE:

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

PHASE 2 REMOVAL:

1. BUILD THE TEMPORARY CAUSEWAY AS SHOWN ON PLAN SHEET TITLED "TEMPORARY CAUSEWAY DETAILS" IN STAGES AS NECESSARY TO MAINTAIN WATER FLOW THROUGH THE GREAT MIAMI RIVER.
2. REMOVE EXISTING BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE TO THE LIMITS SHOWN IN THESE PLANS AND THE STRUCTURE REMOVAL PLANS ON SHEET 794/1565 THRU 798/1565 .

PHASE 3 CONSTRUCTION:

1. CONSTRUCT THE PORTIONS OF THE SUBSTRUCTURE UNITS INDICATED AS PHASE 3 CONSTRUCTION. FOR PIER PHASED CONSTRUCTION DETAILS, SEE SHEET 32/129 THRU 46/129.
2. CONSTRUCT THE SOUTHBOUND SUPERSTRUCTURE AND DECK.

PHASE 5 REMOVAL:

1. REMOVE REMAINING PORTIONS OF EXISTING BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE TO THE LIMITS SHOWN IN THESE PLANS AND THE STRUCTURE REMOVAL PLANS ON SHEET 794/1565 THRU 798/1565 .

PHASE 6A CONSTRUCTION

1. CONSTRUCT THE PORTIONS OF THE SUBSTRUCTURE UNITS INDICATED AS PHASE 6A CONSTRUCTION.
2. CONSTRUCT THE NORTHBOUND SUPERSTRUCTURE AND DECK.
3. REMOVE TEMPORARY CAUSEWAY.

LEGEND:

- PHASE 3 CONSTRUCTION
- PHASE 6A CONSTRUCTION

* PHASE 3 ABUTMENT CONSTRUCTION

** PHASE 6A ABUTMENT CONSTRUCTION

NOTES:

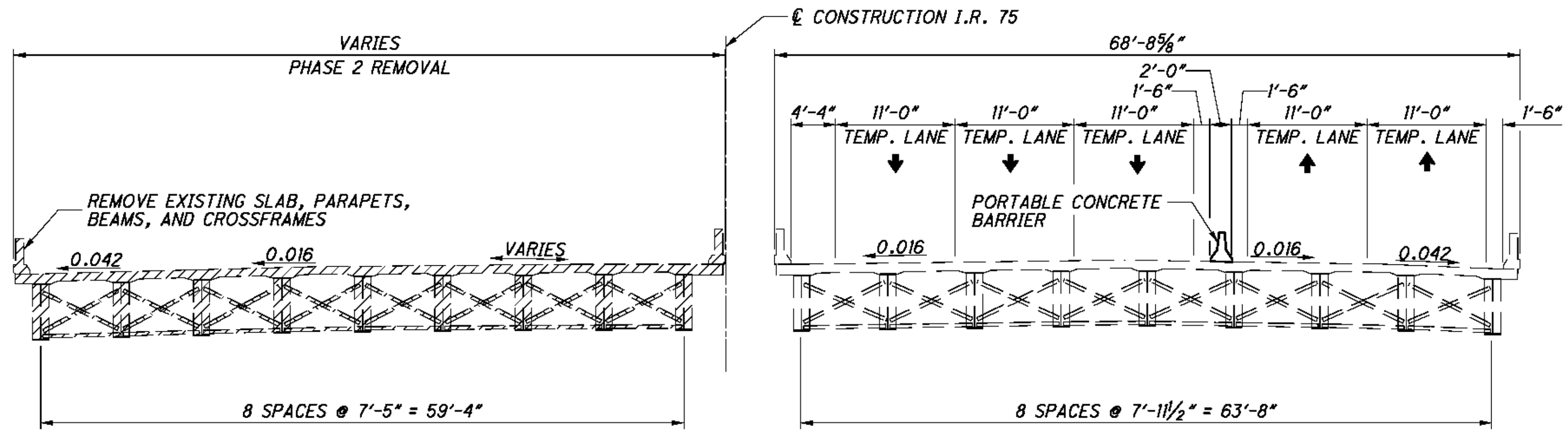
1. FOR ADDITIONAL MAINTENANCE OF TRAFFIC STAGING DETAILS, SEE MAINTENANCE OF TRAFFIC SHEETS.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
WAH	DBT	SJG		JOL	2/21/2012	5707803/5707811

PHASED CONSTRUCTION PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



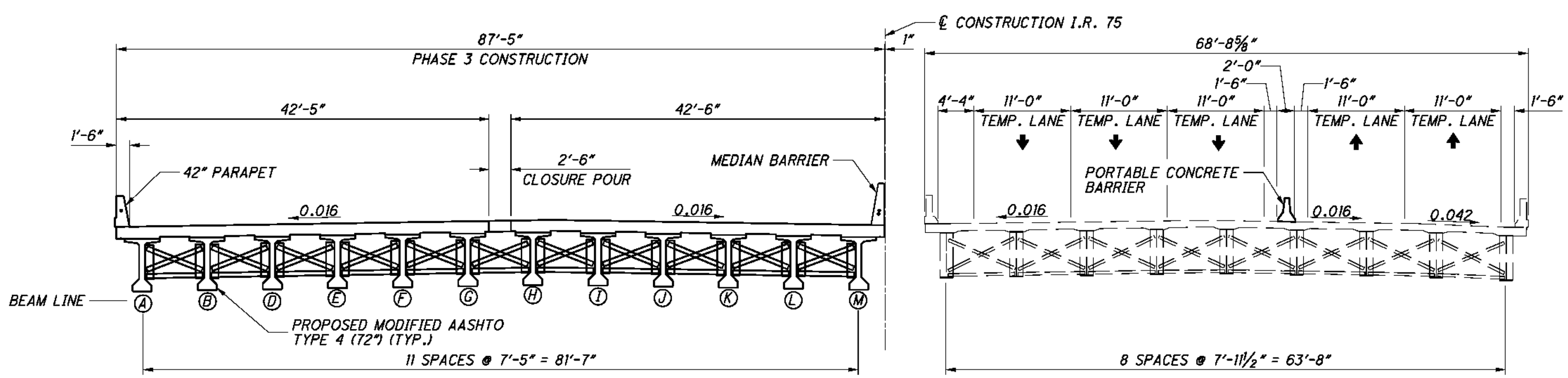
LEFT STRUCTURE
(SOUTHBOUND)

RIGHT STRUCTURE
(NORTHBOUND)

PHASE 2 REMOVAL

LEGEND:

LIMITS OF REMOVAL



LEFT STRUCTURE
(SOUTHBOUND)

RIGHT STRUCTURE
(NORTHBOUND)

PHASE 3 CONSTRUCTION
(SPANS 1 THRU 6 SHOWN)

NOTES:

1. PORTABLE CONCRETE BARRIER SHALL BE PAID FOR UNDER ROADWAY ITEM 622.
2. SEE ROADWAY PLANS FOR OTHER TEMPORARY BARRIER DETAILS.
3. FOR BARRIER DETAILS, SEE STANDARD DRAWING PCB - 91.
4. FOR STRUCTURE REMOVAL PLANS, SEE SHEETS 794/1565 THRU 798/1565 .
5. BEAM LINE C IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB

DESIGNED	DRAWN	REVIEWED	DATE
WAH	ENS	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

PHASED CONSTRUCTION DETAILS
BRIDGE NO. MOT-75-1227L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

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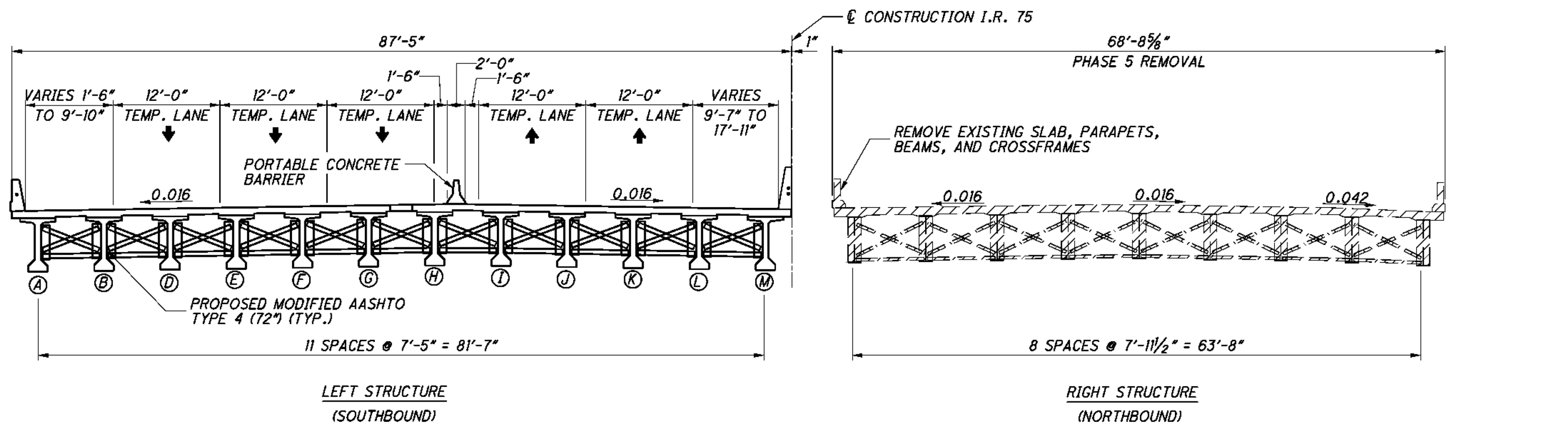
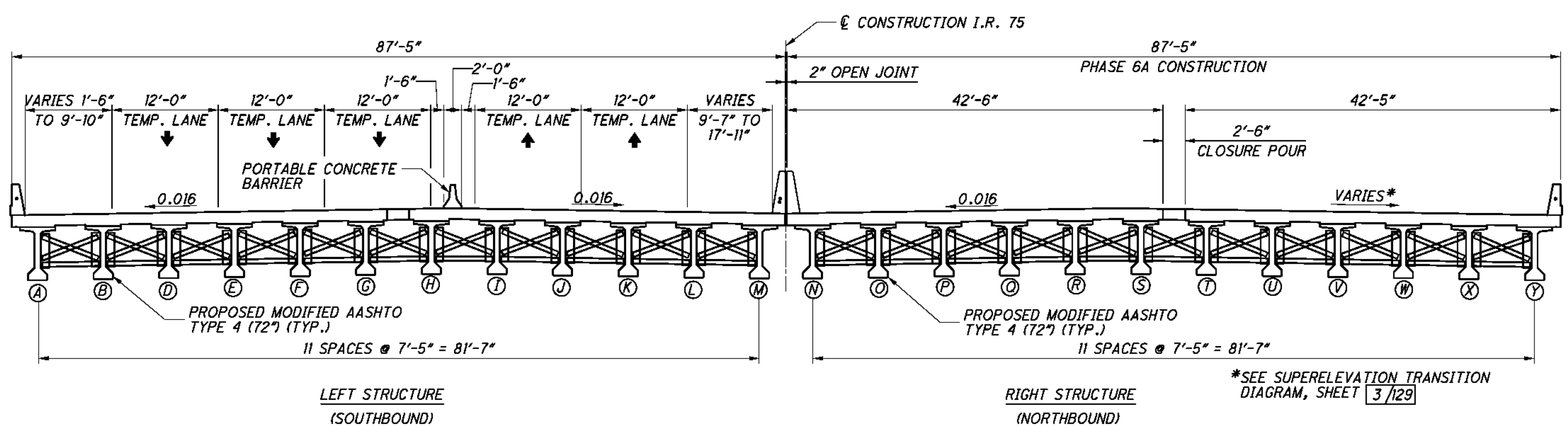


PHASE 5 REMOVAL

(SPANS 1 THRU 6 SHOWN)

LEGEND:

▨ LIMITS OF REMOVAL



*SEE SUPERELEVATION TRANSITION DIAGRAM, SHEET 3/129

PHASE 6A CONSTRUCTION

(SPANS 1 THRU 6 SHOWN)

NOTES:

1. PORTABLE CONCRETE BARRIER SHALL BE PAID FOR UNDER ROADWAY ITEM 622.
2. SEE ROADWAY PLANS FOR OTHER TEMPORARY BARRIER DETAILS.
3. FOR BARRIER DETAILS, SEE STANDARD DRAWING PCB - 91.
4. FOR STRUCTURE REMOVAL PLANS, SEE SHEETS 794/1565 THRU 797/1565 .
5. BEAM LINE C IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY: HNTB — 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED DBT | DRAWN ENS | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

PHASED CONSTRUCTION DETAILS

BRIDGE NO. MOT-75-1227L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

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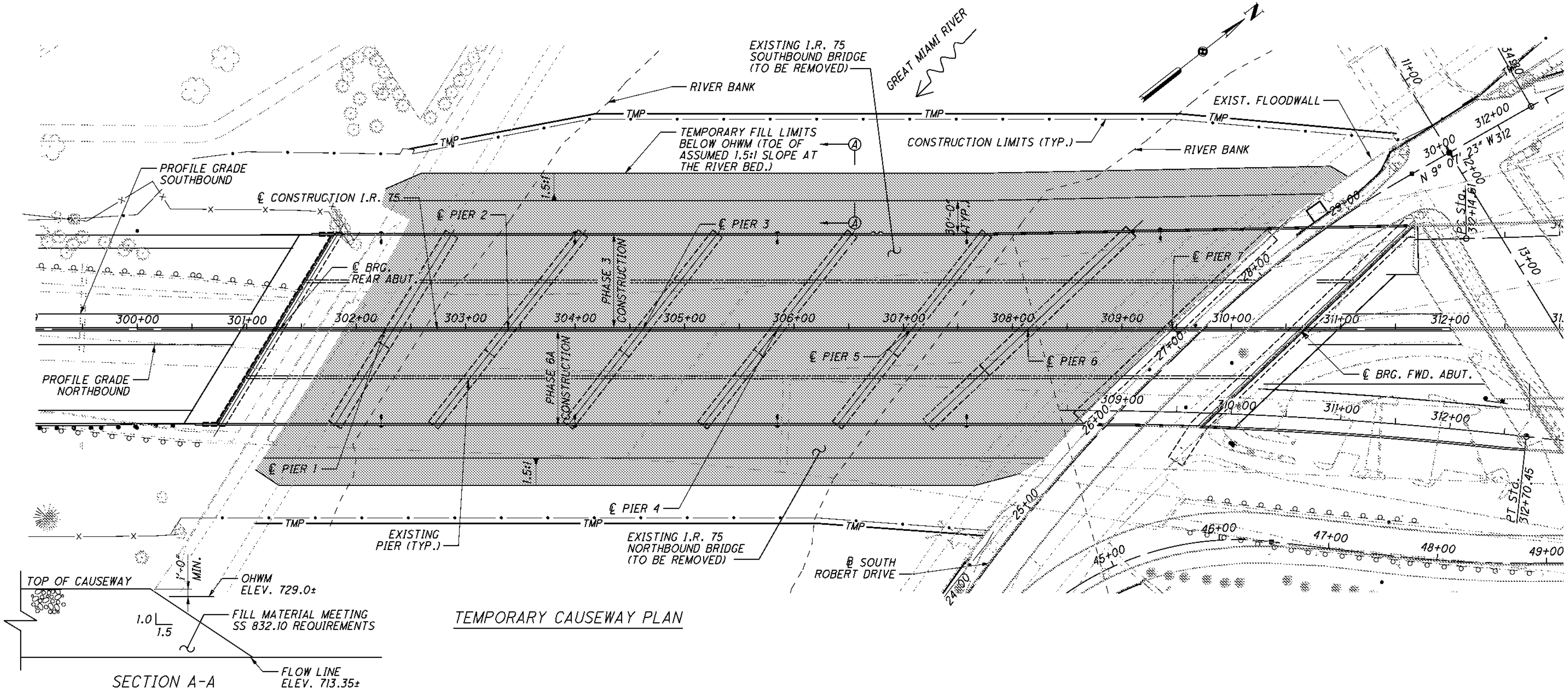


TEMPORARY CAUSEWAY PLAN

SECTION A-A

NOTES:

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

FOR THIS PROJECT, PERMITS FOR SECTIONS 401 AND 404 OF THE CLEAN WATER ACT ARE BASED ON THE LIMITS OF TEMPORARY CONSTRUCTION FILL PLACED IN "WATERS OF THE UNITED STATES" AS SHOWN BELOW. IF EITHER OF THE LIMITS PROVIDED ARE EXCEEDED, THEN A 404/401 PERMIT MODIFICATION WILL BE REQUIRED. IF A PERMIT MODIFICATION IS REQUIRED, REFER TO SUPPLEMENTAL SPECIFICATION 832.06 FOR THE APPLICATION REQUIREMENTS.

THE TOTAL AREA (VOLUME) BELOW THE OHWM OF TEMPORARY PLAN AREA FILL MATERIAL IS 5.00 ACRES (120,000 CY). 50% OF THIS AMOUNT IS THE MAXIMUM THAT CAN BE PLACED IN THE RIVER BELOW THE OHWM AT ANY TIME AND WILL BE USED FOR THE 404/401 PERMIT APPLICATIONS.

THE USE OF CULVERT PIPES TO MAINTAIN RIVER FLOW AS DESCRIBED IN SS 832.07 WILL NOT BE ALLOWED. MAINTENANCE OF RIVER FLOW AND PASSAGE OF AQUATIC SPECIES SHALL BE ACHIEVED THROUGH THE USE OF PHASED CONSTRUCTION OF CAUSEWAYS. AT NO TIME SHALL CAUSEWAYS OR TEMPORARY BRIDGES EXTEND FROM THE INTERSECTION OF THE O.H.W.M AND THE RIVER BANK MORE THAN 50 PERCENT OF THE WIDTH OF THE RIVER. THIS WIDTH IS MEASURED AT THE O.H.W. ELEVATION.

THE TEMPORARY CAUSEWAY PLAN AND DETAILS SHOWN ON THIS SHEET IS INTENDED ONLY FOR THE PURPOSE OF ESTIMATING SURFACE AREA AND VOLUME OF TEMPORARY FILL, AND FOR SUBMITTING USACE 404 AND OEPA 401 PERMIT APPLICATIONS.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ACTUAL CAUSEWAY AND PIER WORK PAD GEOMETRY, LAYOUT, STAGING, AND CONSTRUCTION DETAILS SUBJECT TO ALL CONSTRAINTS AND REQUIREMENTS LISTED IN, OR INCORPORATED BY, THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL COORDINATE ALL CAUSEWAY AND BRIDGE CONSTRUCTION WITH THE MAINTENANCE OF TRAFFIC PLAN REQUIREMENTS.

MODIFICATIONS TO CAUSEWAY DETAILS RESULTING IN PERMITTED LIMITS BEING EXCEEDED SHALL BE DIRECTED TO THE ODOT OFFICE OF ENVIRONMENTAL SERVICES FOR REVIEW. NO DELAYS WILL BE GRANTED WITH RESPECT TO CONTRACTOR MODIFICATIONS TO CAUSEWAYS RESULTING IN PERMITTED LIMITS BEING EXCEEDED.

NO WORK SHALL BE PERFORMED IN THE WATERWAY FROM APRIL 15 THROUGH JUNE 30. HOWEVER, WORK ON A COMPLETED CAUSEWAY WILL BE ALLOWED.

SUGGESTED CAUSEWAY AND BRIDGE CONSTRUCTION PROCEDURE:

REMOVE/CONSTRUCT PORTIONS OF THE STRUCTURE THAT ARE TO BE REMOVED/CONSTRUCTED DURING MOT PHASE 2 AND 3 IN TWO SEPARATE PHASES. THE FIRST PHASE (PHASE A) WILL INCLUDE PART WIDTH CONSTRUCTION OF PIER 4 THROUGH THE FORWARD ABUTMENT. THE SECOND PHASE (PHASE B) WILL INCLUDE THE PART WIDTH CONSTRUCTION OF PIER 3 THROUGH THE REAR ABUTMENT.

1. CONSTRUCT CAUSEWAYS AND PIER WORK PADS IN ACCORDANCE WITH SS 832 AND 404/401 PERMITS AND ALL CONTACT DOCUMENTS TO SUPPORT CONTRACTOR'S OPERATION AND EQUIPMENT.

2. REMOVE EXISTING SUPERSTRUCTURE AND PIERS PER ITEM 202 AND PER THE LIMITS SHOWN IN THE STRUCTURAL REMOVAL PLANS WHICH IS ACCESSIBLE IN EACH PHASE.

3. DRIVE SHEET PILING FOR COFFERDAMS (IF APPLICABLE) IN EACH PHASE.

4. DRIVE BRIDGE PILING ACCESSIBLE IN EACH PHASE.

5. CONSTRUCT FOOTINGS, STEMS, AND CAPS.

6. SET STRUCTURAL BEAMS AVAILABLE IN EACH PHASE.

SUGGESTED CAUSEWAY AND BRIDGE CONSTRUCTION PROCEDURE CONT'D:

7. COMPLETE SUPERSTRUCTURE TO BE CONSTRUCTED DURING THE MOT PHASE 3 ONCE ITEMS 1-6 ABOVE HAVE BEEN COMPLETED FOR BOTH PHASE A AND PHASE B.

8. WHEN NO LONGER REQUIRED IN EACH PHASE REMOVE CAUSEWAYS AND PIER WORK PADS IN ACCORDANCE WITH SS 832, 401/404 PERMITS AND ALL CONTRACT DOCUMENTS.

ALL COSTS ASSOCIATED WITH CONSTRUCTING THE TEMPORARY CONSTRUCTION ACCESS FILLS SHALL BE PAID FOR BY THE CONTRACTOR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 832.14.

NOTE IT MAY BE NECESSARY TO REINSTALL A PORTION OF THE PHASE A CAUSEWAY TO REMOVE TEMPORARY DECK FALSEWORK.

THE ABOVE PROCEDURE SHOULD BE REPEATED FOR THE PORTIONS OF STRUCTURE TO BE REMOVED/COMPLETED DURING MOT PHASE 6A.

LEGEND:

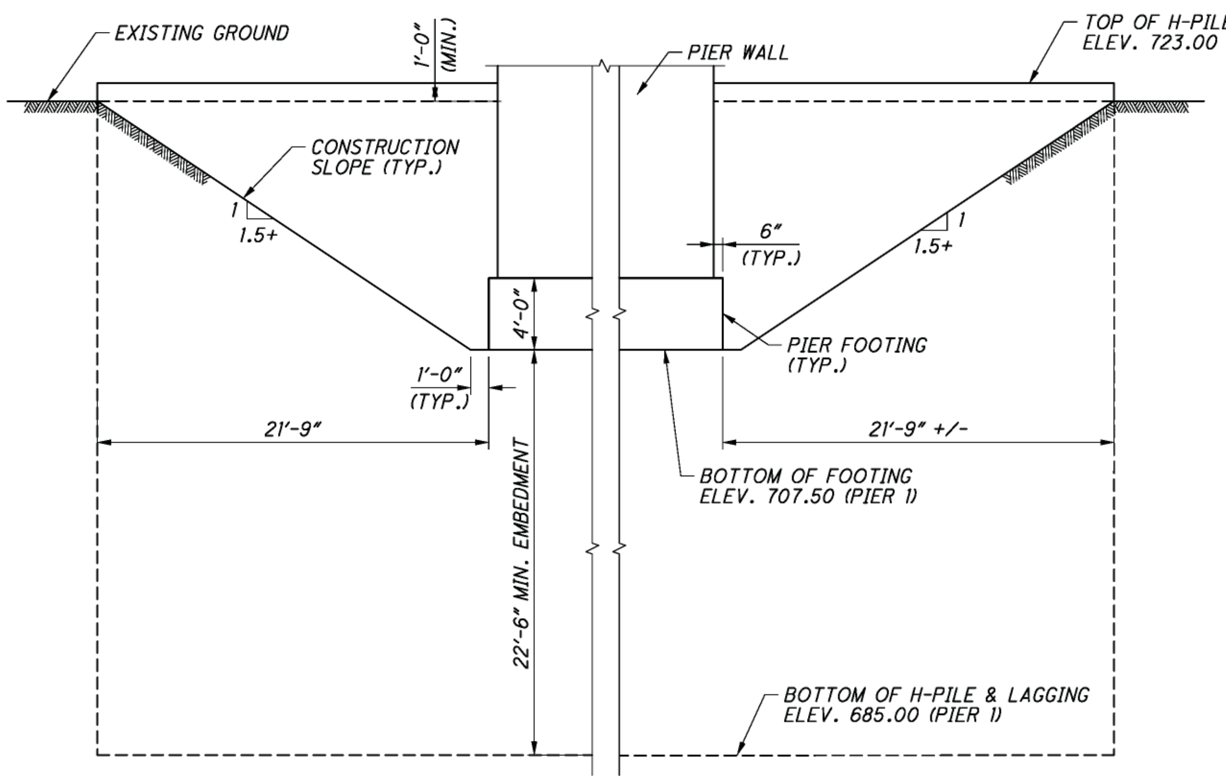
- APPROXIMATE LIMITS OF TEMPORARY CAUSEWAY AND PIER WORKPADS

TEMPORARY CAUSEWAY DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

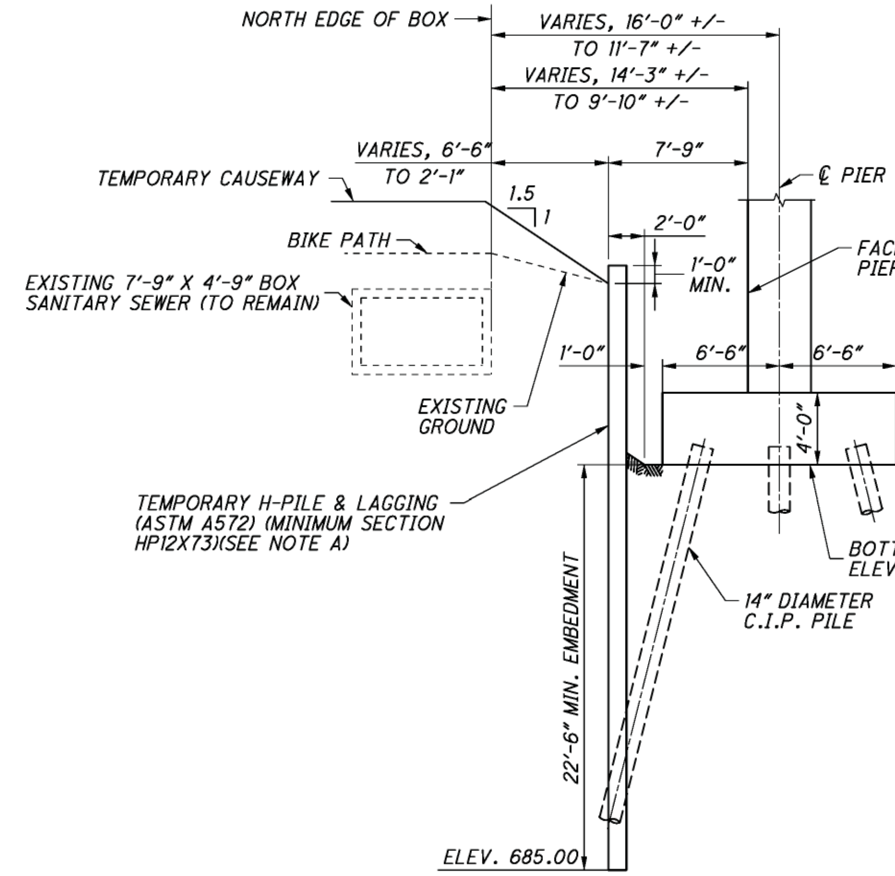
DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

MOT-75 12.00
PID No. 77247



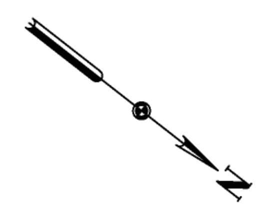
PART ELEVATION AT EXTERIOR PIER 1

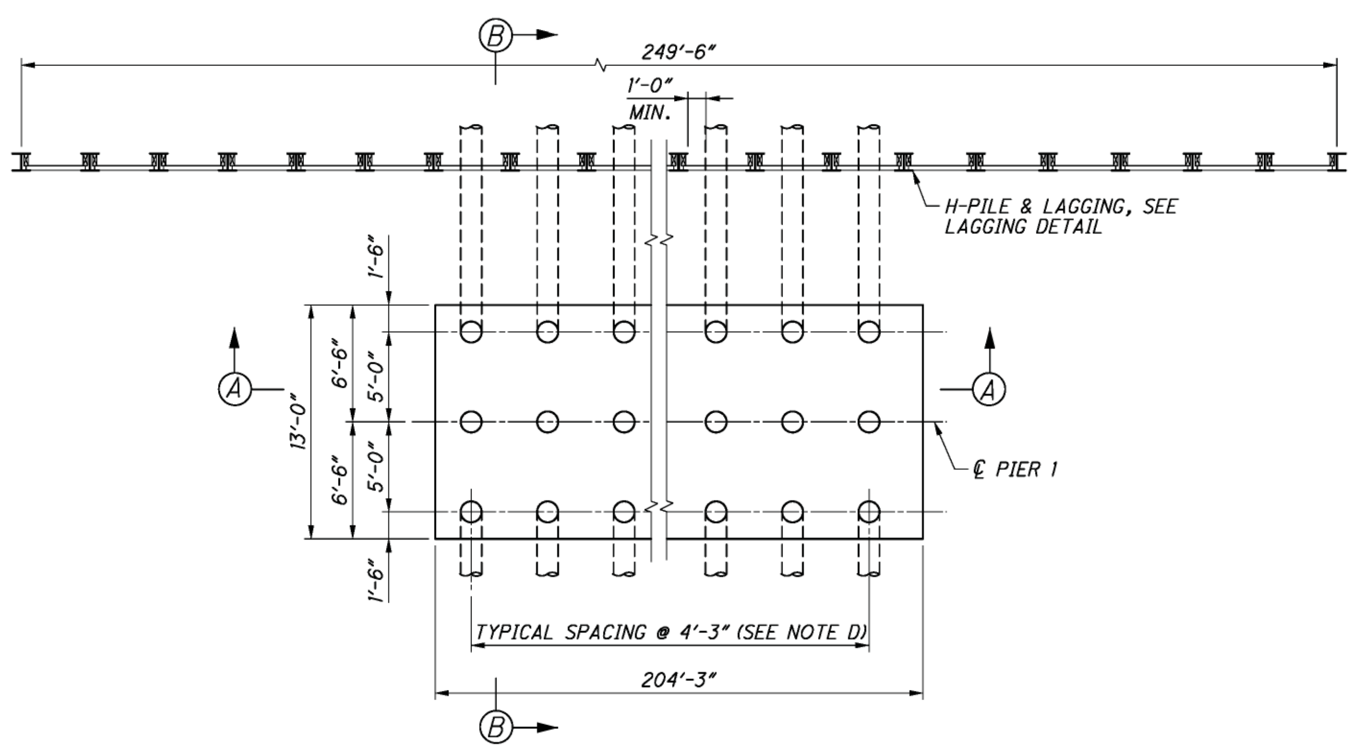
(PILES NOT SHOWN FOR CLARITY)



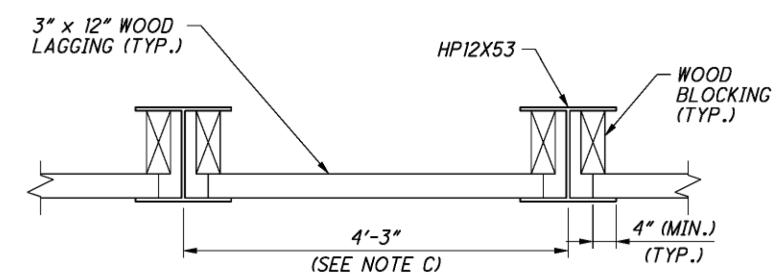
SECTION B-B

(LOOKING NORTH)





H-PILE AND LAGGING PLAN



LAGGING DETAIL

NOTE A:
THE CONTRACTOR MAY ELECT TO USE A DESIGN DIFFERENT THAN THE ONE SHOWN ON THESE PLANS, PROVIDED THE DESIGN IS PREPARED AND SUBMITTED IN ACCORDANCE WITH CMS 501.05. PILES SHALL BE PREBORED IN ACCORDANCE WITH CMS 507.11. PILE POINTS SHALL BE USED TO ENSURE PILES ARE DRIVEN PLUMB.

NOTE B:
PRIOR TO DRIVING SHEETING AND/OR EXCAVATION, THE CONTRACTOR WILL LAY OUT PROPOSED SHORING AND PIER FOOTING EXCAVATION LIMITS AND CONFIRM THE SANITARY SEWER BOX LOCATION HAS BEEN MARKED.

NOTE C:
THE H-PILE LAYOUT IS DETAILED AT 4'-3" TO AVOID THE PROPOSED 14 INCH DIAMETER C.I.P. PILES IN THE PIER 1 FOUNDATION. HOWEVER, THE HP12X73 PILES CAN BE ADJUSTED TO A MAXIMUM PILE SPACING OF 6'-0", IF NECESSARY. H-PILES SHALL BE PLACED TO PROVIDE A 1'-0" MINIMUM CLEARANCE FROM PROPOSED 14 INCH DIA. C.I.P. PILES IN PIER 1 FOUNDATION.

NOTE D:
SEE SHEET 34/129 FOR PIER 1 FOOTING PLAN.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
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DESIGNED	DRAWN	REVIEWED	DATE
CAB	CDD	JOL	2/21/2012
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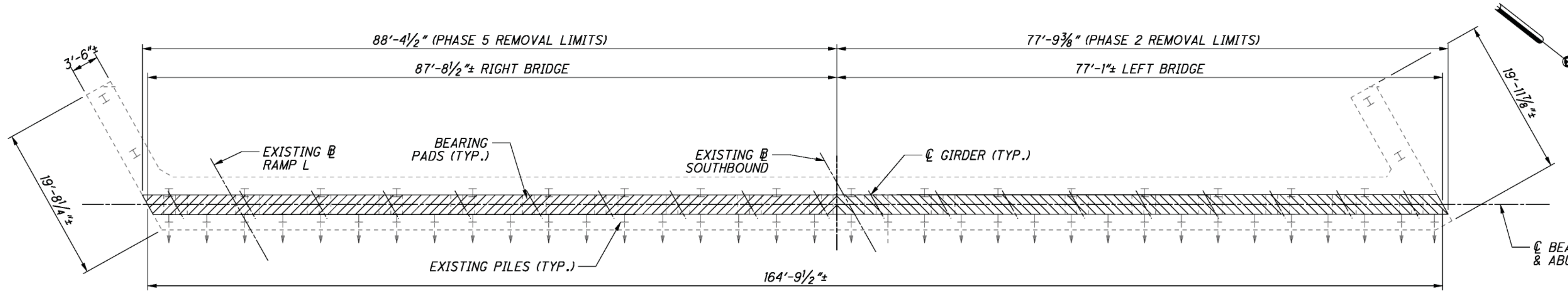
VWR		5707803/5707811	

TEMPORARY PILE AND LAGGING WALL DETAILS - PIER 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

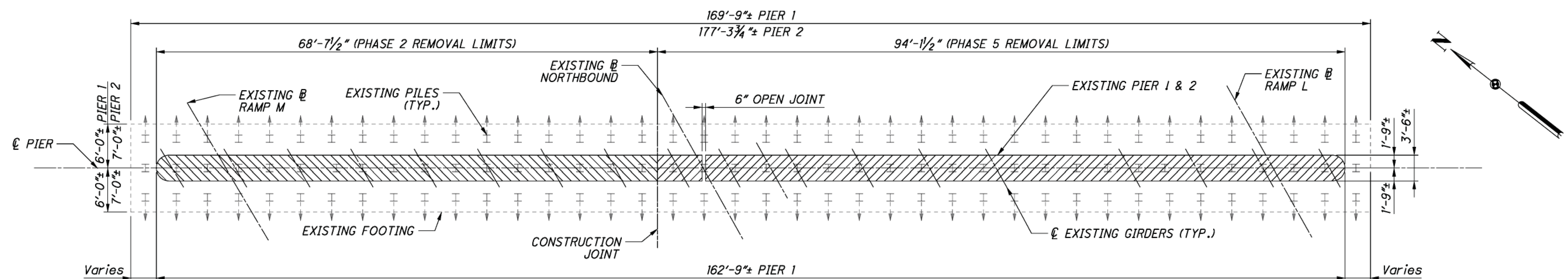


SOUTH ABUTMENT EXISTING

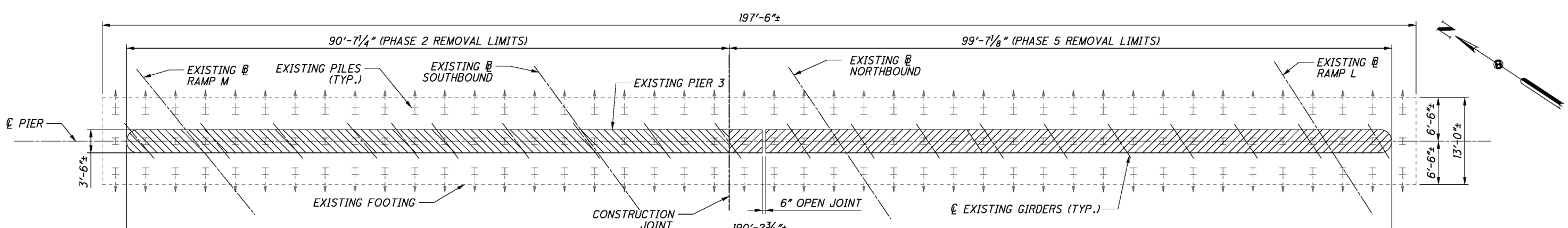
PHASE 2 - REMOVAL LIMITS

PHASE 5 - REMOVAL LIMITS

1. FOR PHASED CONSTRUCTION DETAILS, SEE SHEET 8/129.
2. PAYMENT FOR REMOVAL OF THE EXISTING ABUTMENTS, PIER FOOTINGS AND PILES SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL PLANS. SEE SHEET 794/1565 THRU 798/1565.



PIER 1 & 2 EXISTING



PIER 3 EXISTING

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DESIGNED	DRAWN	REVIEWED	DATE
WAH	CDD	JOL	2/21/2012
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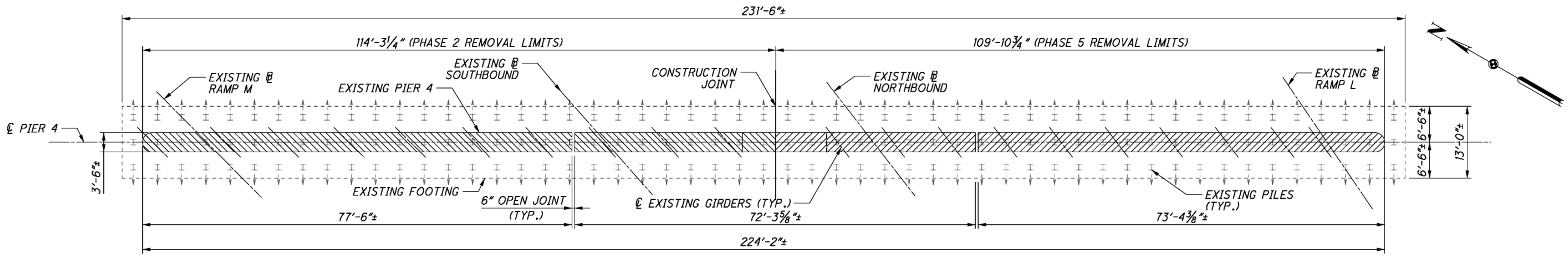
DBT		5707803/5707811	

REMOVAL DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. I75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



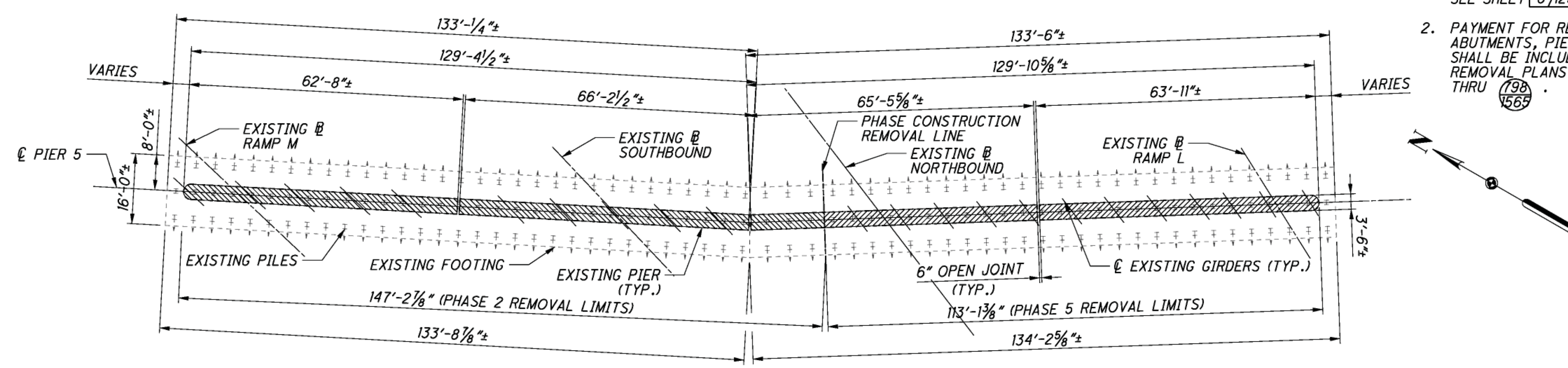
PIER 4 EXISTING

PHASE 2 - REMOVAL LIMITS

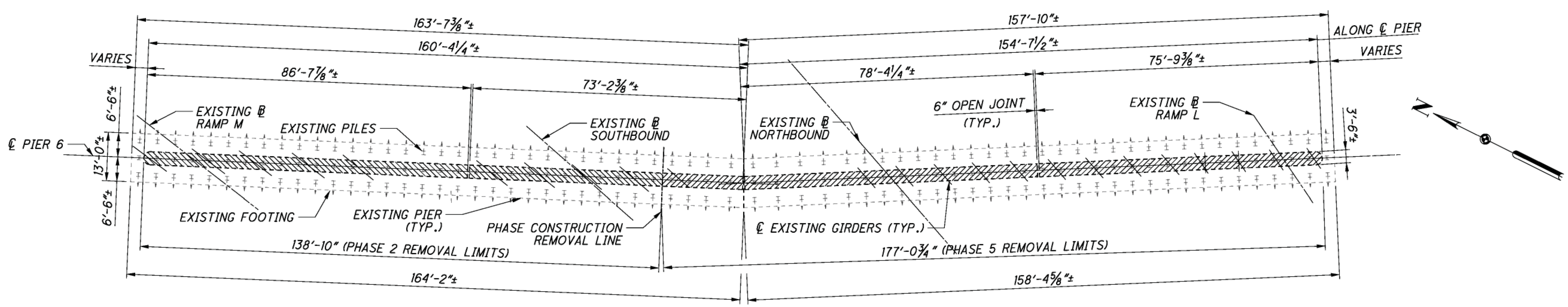
PHASE 5 - REMOVAL LIMITS

NOTE:

1. FOR PHASED CONSTRUCTION DETAILS, SEE SHEET 8/129.
2. PAYMENT FOR REMOVAL OF THE EXISTING ABUTMENTS, PIER FOOTINGS AND PILES SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL PLANS. SEE SHEET 794/1565 THRU 798/1565.



PIER 5 EXISTING



PIER 6 EXISTING

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Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DRAWN CDD REVISED
DESIGNED WAH CHECKED DBT

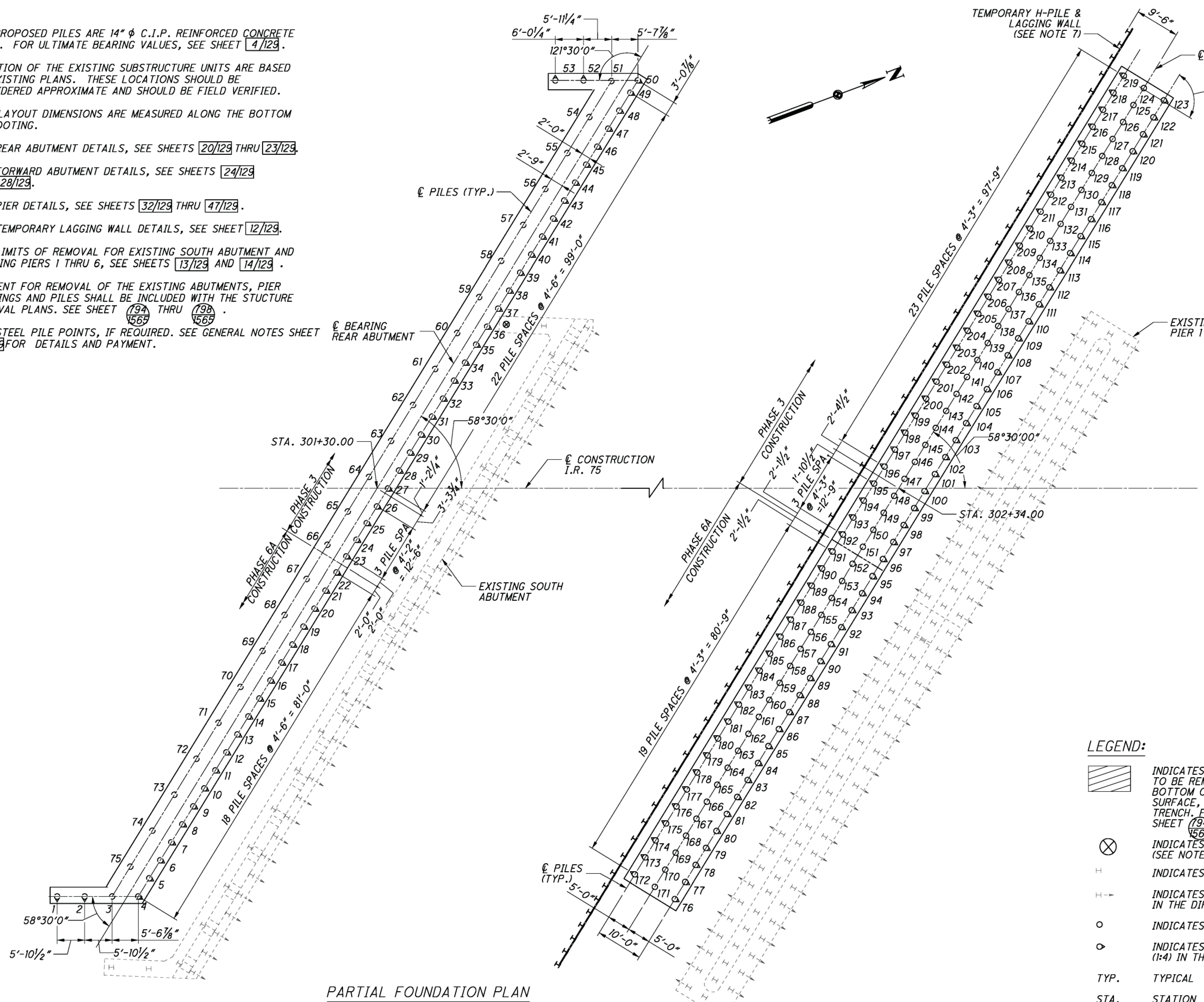
REMOVAL DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. I75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B

MOT-75-12.00
PID No. 77247

14/129
914/1565

NOTES:

1. ALL PROPOSED PILES ARE 14" ϕ C.I.P. REINFORCED CONCRETE PILES. FOR ULTIMATE BEARING VALUES, SEE SHEET 4/129.
2. LOCATION OF THE EXISTING SUBSTRUCTURE UNITS ARE BASED ON EXISTING PLANS. THESE LOCATIONS SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED.
3. PILE LAYOUT DIMENSIONS ARE MEASURED ALONG THE BOTTOM OF FOOTING.
4. FOR REAR ABUTMENT DETAILS, SEE SHEETS 20/129 THRU 23/129.
5. FOR FORWARD ABUTMENT DETAILS, SEE SHEETS 24/129 THRU 28/129.
6. FOR PIER DETAILS, SEE SHEETS 32/129 THRU 47/129.
7. FOR TEMPORARY LAGGING WALL DETAILS, SEE SHEET 12/129.
8. FOR LIMITS OF REMOVAL FOR EXISTING SOUTH ABUTMENT AND EXISTING PIERS 1 THRU 6, SEE SHEETS 13/129 AND 14/129.
9. PAYMENT FOR REMOVAL OF THE EXISTING ABUTMENTS, PIER FOOTINGS AND PILES SHALL BE INCLUDED WITH THE STUCTURE REMOVAL PLANS. SEE SHEET 794/1565 THRU 798/1565.
10. FOR STEEL PILE POINTS, IF REQUIRED. SEE GENERAL NOTES SHEET 4/129 FOR DETAILS AND PAYMENT.



PARTIAL FOUNDATION PLAN

LEGEND:

(hatched)	INDICATES PORTION OF EXISTING FOOTING AND PILES TO BE REMOVED A MINIMUM OF 2'-0" BELOW PROPOSED BOTTOM OF FOOTING OR 1'-0" BELOW PROPOSED GROUND SURFACE, ROADWAY SUBGRADE, OR BOTTOM OF PIPE TRENCH. FOR STRUCTURE REMOVAL PLANS, SEE SHEET 794/1565 THRU 798/1565.
⊗	INDICATES EXISTING HP PILE TO BE REMOVED (SEE NOTE 9)
H	INDICATES EXISTING VERTICAL HP PILE
H→	INDICATES EXISTING BATTERED HP PILE (1:4) IN THE DIRECTION SHOWN
○	INDICATES PROPOSED VERTICAL CIP PILE
○→	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN
TYP.	TYPICAL
STA.	STATION
SPA.	SPACES

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH/CAB	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

FOUNDATION PLAN

BRIDGE NO. MOT-75-1227 L/R

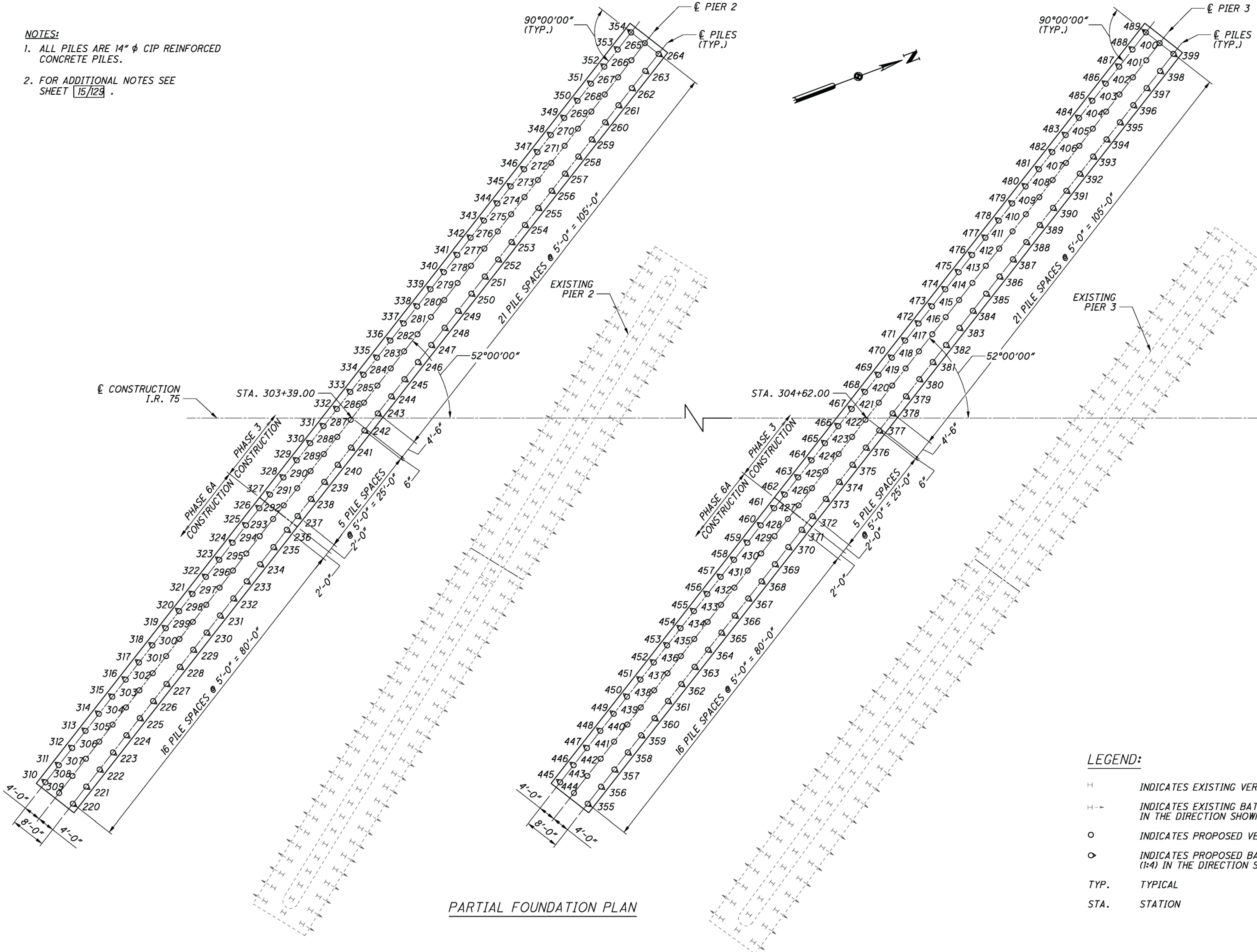
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247

NOTES:

1. ALL PILES ARE 14" φ CIP REINFORCED CONCRETE PILES.
2. FOR ADDITIONAL NOTES SEE SHEET 15/129 .



PARTIAL FOUNDATION PLAN

LEGEND:

⊢	INDICATES EXISTING VERTICAL HP PILE
⊢→	INDICATES EXISTING BATTERED HP PILE (1:4) IN THE DIRECTION SHOWN
○	INDICATES PROPOSED VERTICAL CIP PILE
○>	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN
TYP.	TYPICAL
STA.	STATION

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

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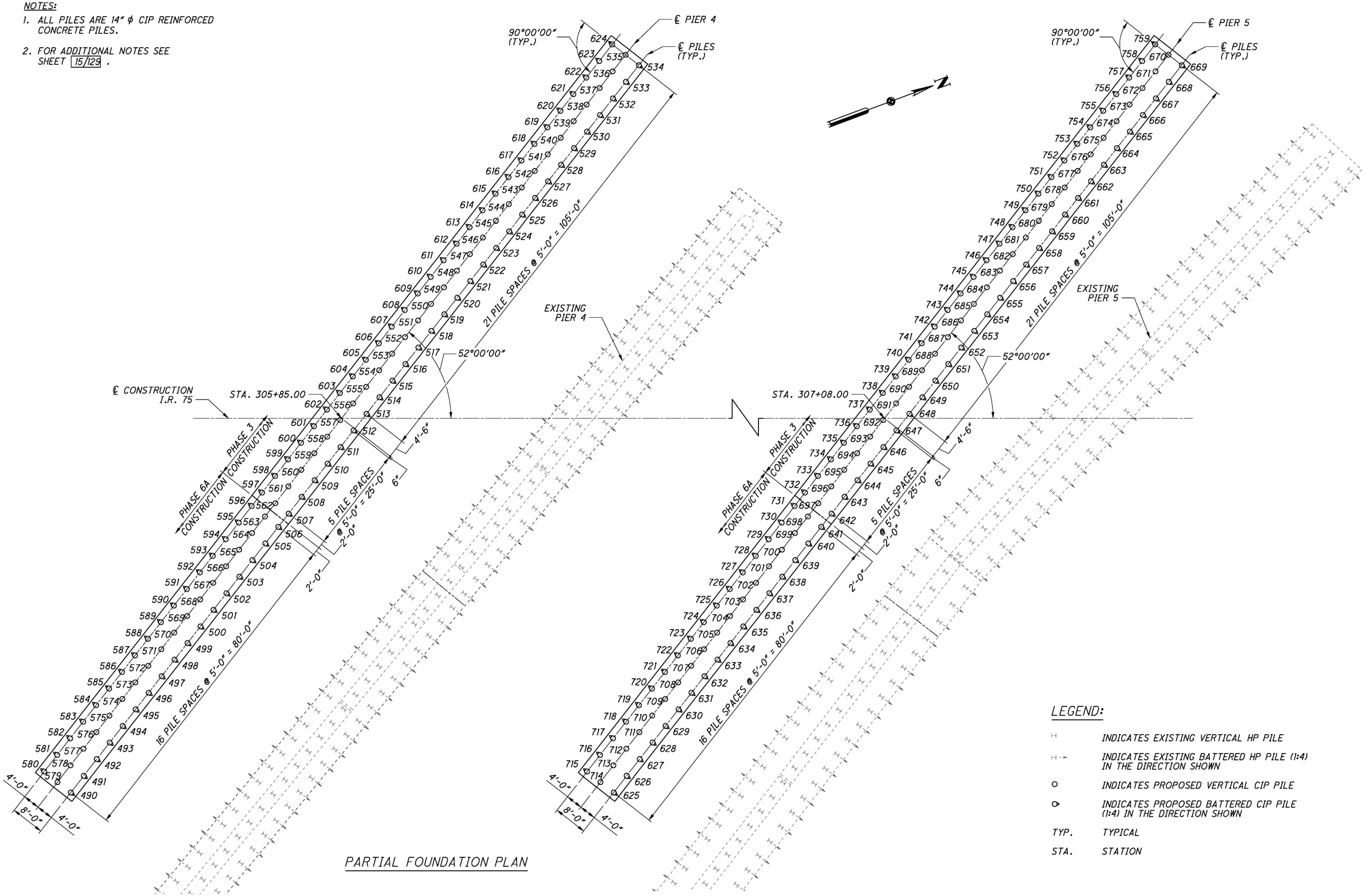
FOUNDATION PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

NOTES:

1. ALL PILES ARE 14" ϕ CIP REINFORCED CONCRETE PILES.
2. FOR ADDITIONAL NOTES SEE SHEET 15/129 .



PARTIAL FOUNDATION PLAN

LEGEND:

⊢	INDICATES EXISTING VERTICAL HP PILE
⊢→	INDICATES EXISTING BATTERED HP PILE (1:4) IN THE DIRECTION SHOWN
○	INDICATES PROPOSED VERTICAL CIP PILE
○→	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN
TYP.	TYPICAL
STA.	STATION

DESIGN AGENCY
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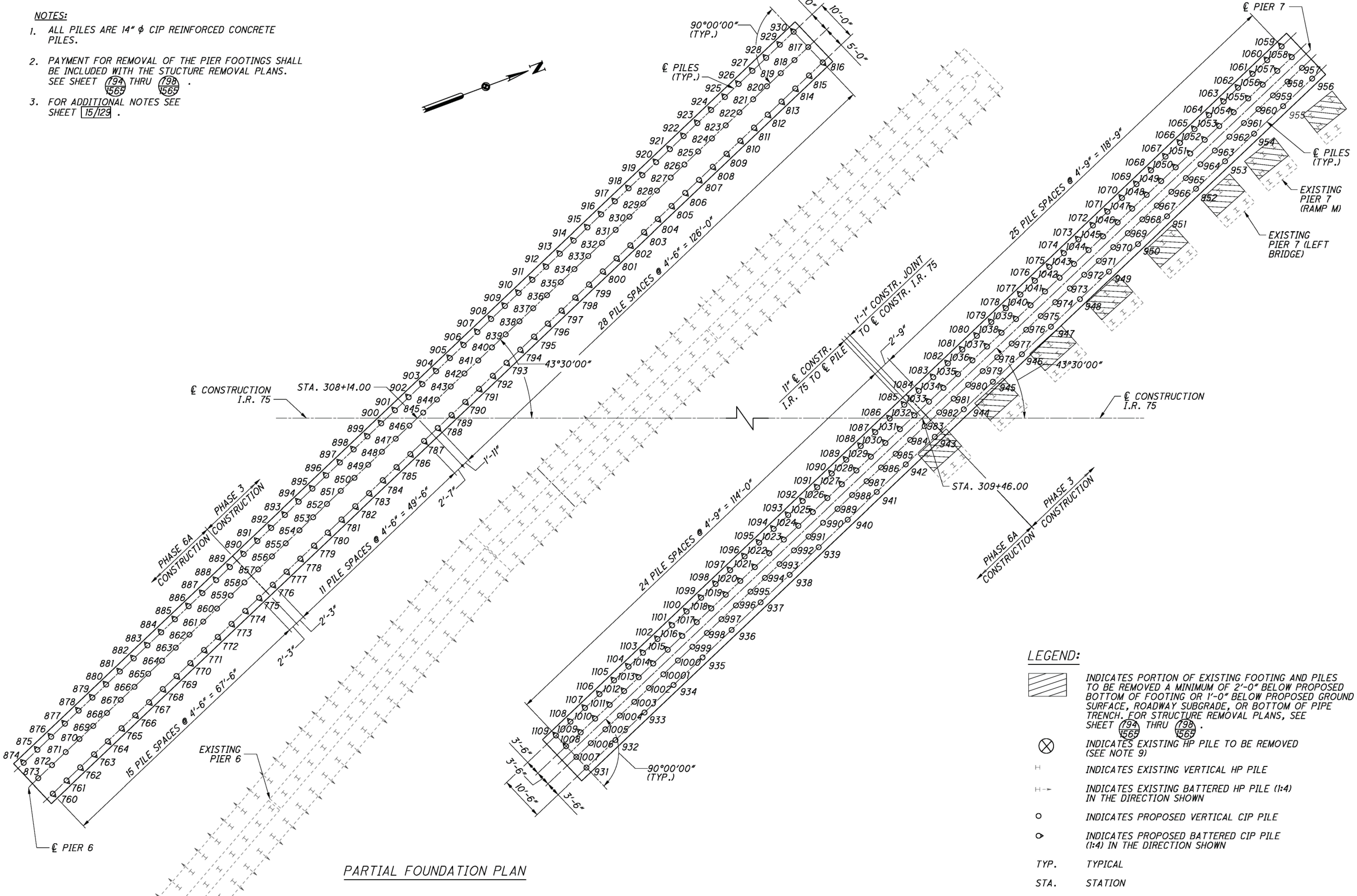
FOUNDATION PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

NOTES:

1. ALL PILES ARE 14" ϕ CIP REINFORCED CONCRETE PILES.
2. PAYMENT FOR REMOVAL OF THE PIER FOOTINGS SHALL BE INCLUDED WITH THE STUCTURE REMOVAL PLANS. SEE SHEET 794/1565 THRU 798/1565 .
3. FOR ADDITIONAL NOTES SEE SHEET 15/129 .



PARTIAL FOUNDATION PLAN

LEGEND:

(hatched)	INDICATES PORTION OF EXISTING FOOTING AND PILES TO BE REMOVED A MINIMUM OF 2'-0" BELOW PROPOSED BOTTOM OF FOOTING OR 1'-0" BELOW PROPOSED GROUND SURFACE, ROADWAY SUBGRADE, OR BOTTOM OF PIPE TRENCH. FOR STRUCTURE REMOVAL PLANS, SEE SHEET 794/1565 THRU 798/1565 .
⊗	INDICATES EXISTING HP PILE TO BE REMOVED (SEE NOTE 9)
H	INDICATES EXISTING VERTICAL HP PILE
H→	INDICATES EXISTING BATTERED HP PILE (1:4) IN THE DIRECTION SHOWN
o	INDICATES PROPOSED VERTICAL CIP PILE
o>	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN
TYP.	TYPICAL
STA.	STATION
SPA.	SPACES

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED VWR | CHECKED DBT | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

FOUNDATION PLAN

BRIDGE NO. MOT-75-1227 L/R

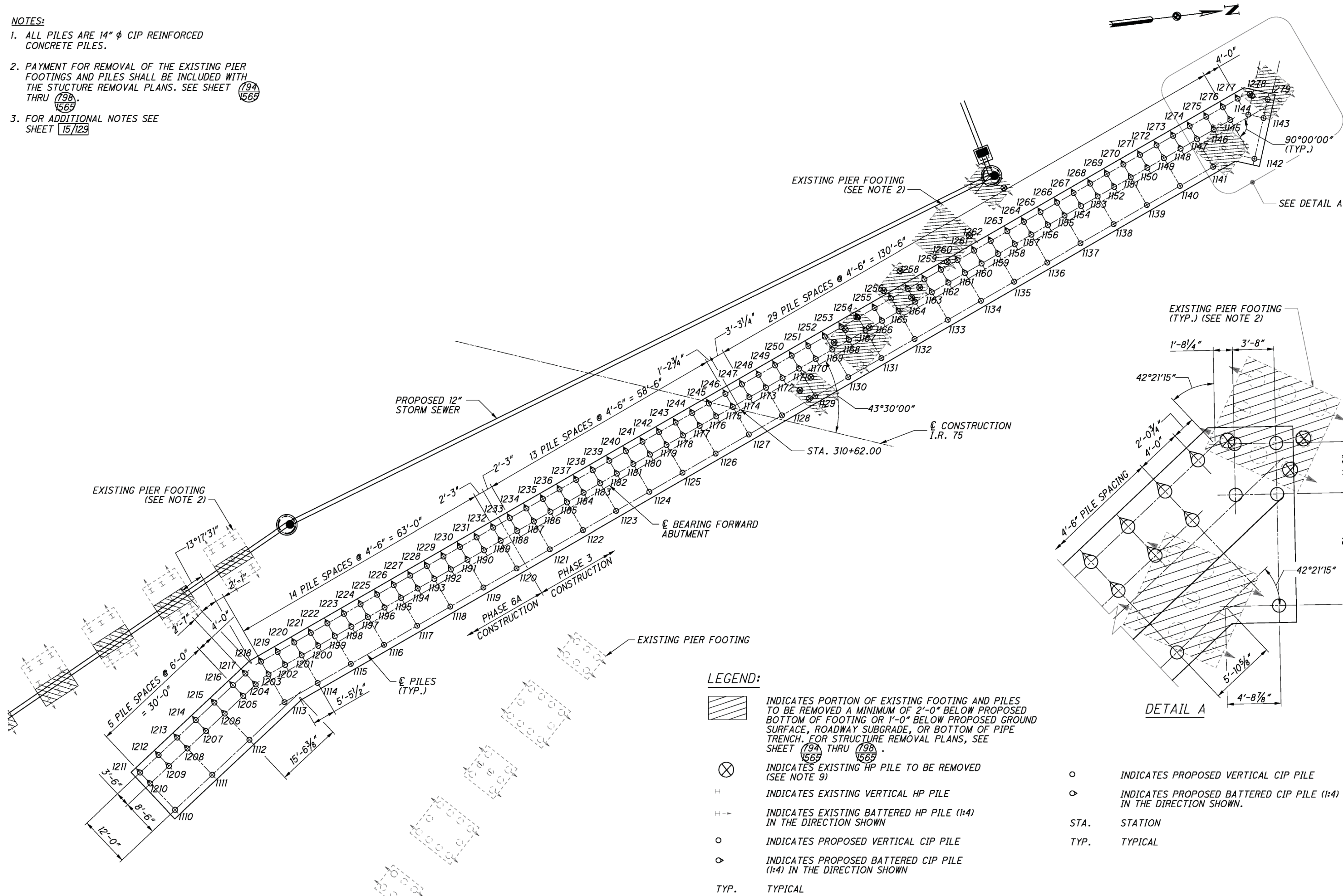
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247

NOTES:

1. ALL PILES ARE 14" ϕ CIP REINFORCED CONCRETE PILES.
2. PAYMENT FOR REMOVAL OF THE EXISTING PIER FOOTINGS AND PILES SHALL BE INCLUDED WITH THE STUCTURE REMOVAL PLANS. SEE SHEET 794/1565 THRU 798/1565.
3. FOR ADDITIONAL NOTES SEE SHEET 15/129



LEGEND:

(hatch)	INDICATES PORTION OF EXISTING FOOTING AND PILES TO BE REMOVED A MINIMUM OF 2'-0" BELOW PROPOSED BOTTOM OF FOOTING OR 1'-0" BELOW PROPOSED GROUND SURFACE, ROADWAY SUBGRADE, OR BOTTOM OF PIPE TRENCH. FOR STRUCTURE REMOVAL PLANS, SEE SHEET 794/1565 THRU 798/1565.
⊗	INDICATES EXISTING HP PILE TO BE REMOVED (SEE NOTE 9)
	INDICATES EXISTING VERTICAL HP PILE
	INDICATES EXISTING BATTERED HP PILE (1:4) IN THE DIRECTION SHOWN
○	INDICATES PROPOSED VERTICAL CIP PILE
	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN
TYP.	TYPICAL
STA.	STATION
SPA.	SPACES

○	INDICATES PROPOSED VERTICAL CIP PILE
	INDICATES PROPOSED BATTERED CIP PILE (1:4) IN THE DIRECTION SHOWN.
STA.	STATION
TYP.	TYPICAL

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED JRE | DRAWN ENH | REVIEWED JOL | DATE 2/21/2012
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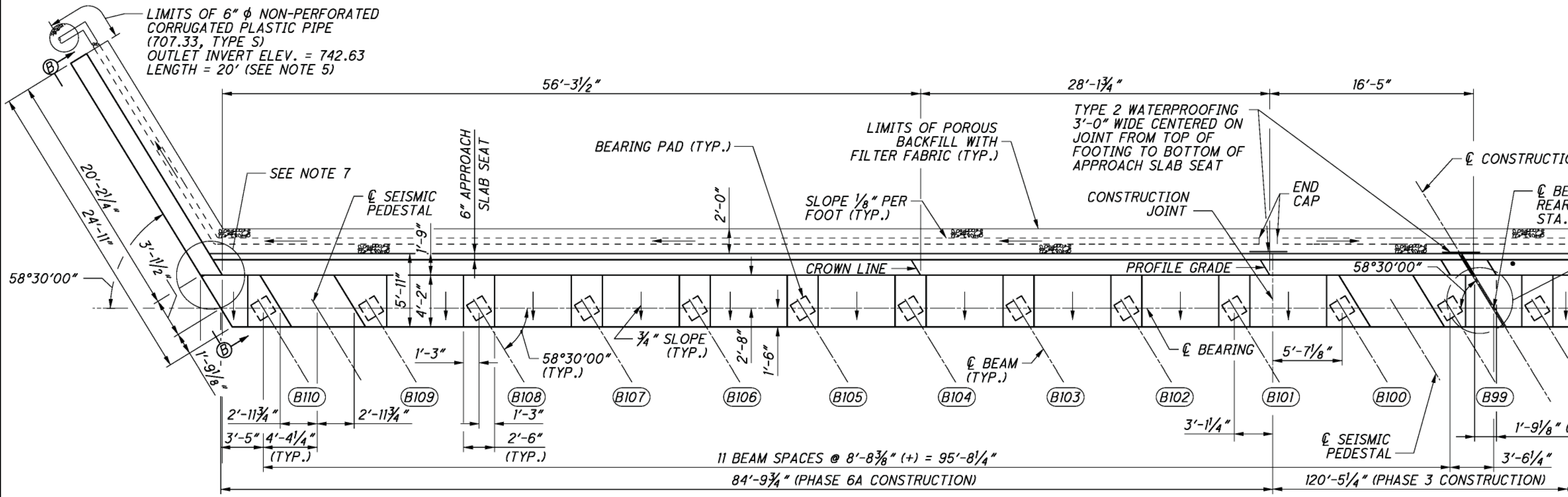
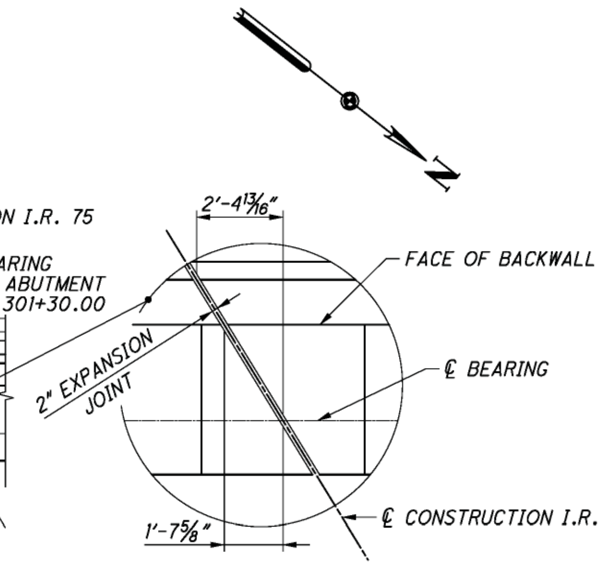
FOUNDATION PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

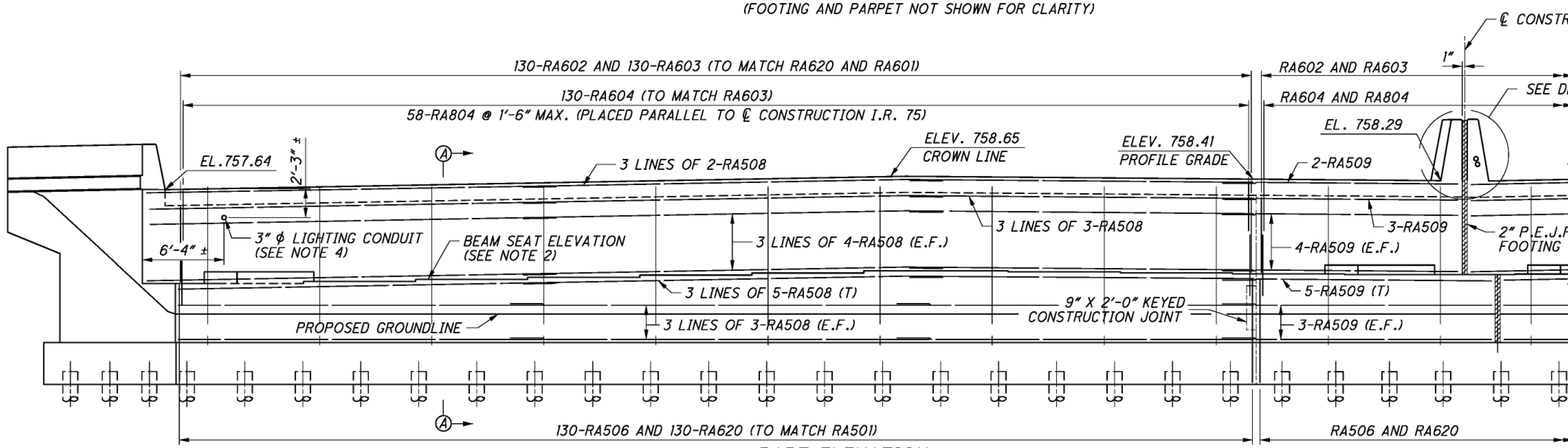
MOT-75-12.00
PID No. 77247



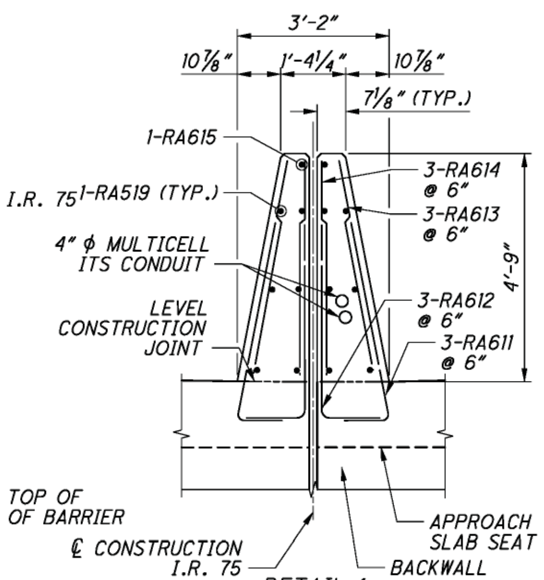
PART PLAN

(FOOTING AND PARPET NOT SHOWN FOR CLARITY)





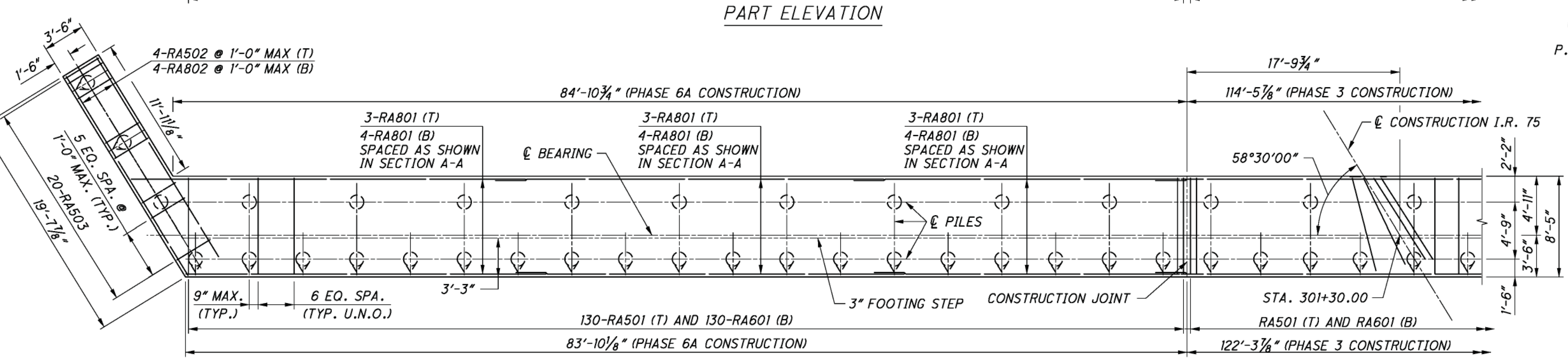
PART ELEVATION



DETAIL 1

MEDIAN BARRIER

(REINFORCING IS PERPENDICULAR TO FACE OF BARRIER AND SYMMETRIC ABOUT ℄ CONSTRUCTION I.R. 75)



PART FOOTING

LEGEND:

- BXX = BEAM NUMBER
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- C.P.P. = CORRUGATED PLASTIC PIPE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
- T = TOP
- B = BOTTOM
- EQ. = EQUAL
- SPA. = SPACES
- U.N.O. = UNLESS NOTED OTHERWISE

NOTES:

1. FOR CONTINUATION OF ABUTMENT, SEE SHEET 21/129.
2. FOR SECTION A-A, SEISMIC PEDESTAL DETAILS, AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 22/129.
3. FOR LAP LENGTH TABLE, SEE SHEET 21/129.
4. FOR ADDITIONAL NOTES, SEE SHEET 21/129.
5. FOR TERMINATION OF 6" ϕ NON-PERFORATED CORRUGATED PLASTIC PIPE, SEE CRUSHED AGGREGATE SLOPE PROTECTION DETAIL IN ODOT STANDARD DRAWING A-1-69.
6. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.
7. FOR CORNER DETAILS, SEE SHEET 119/129.

DESIGNED	CHECKED	DRAWN	REVIEWED	DATE	STRUCTURE FILE NUMBER
ENH	DBT	CDD	JOL	2/21/2012	5707803/5707811

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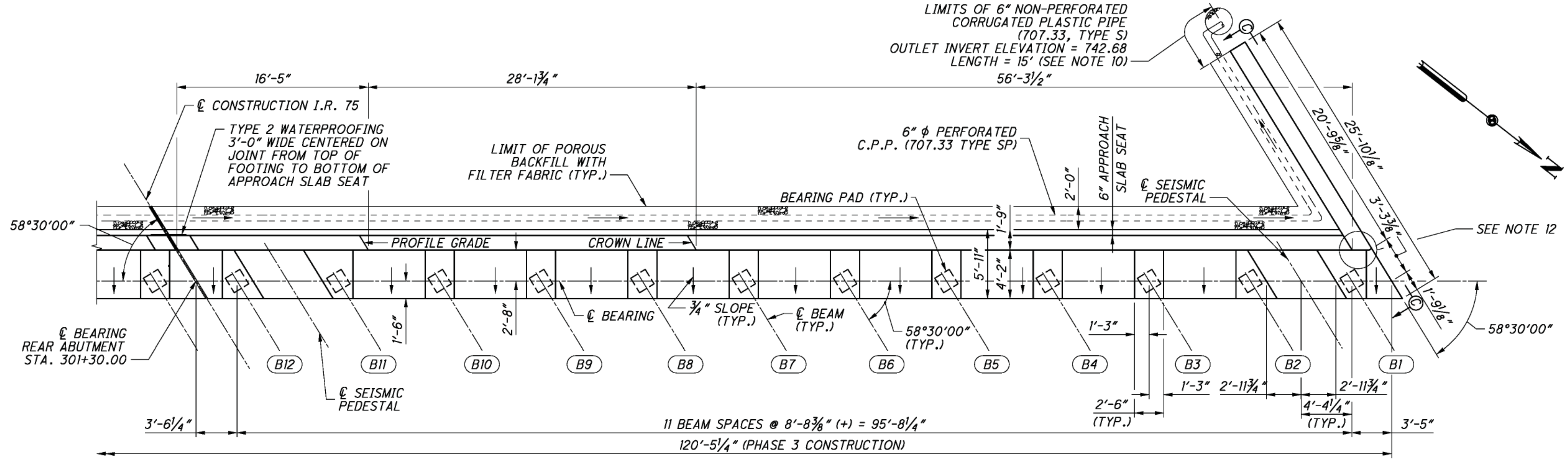
REAR ABUTMENT PLANS AND ELEVATIONS

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

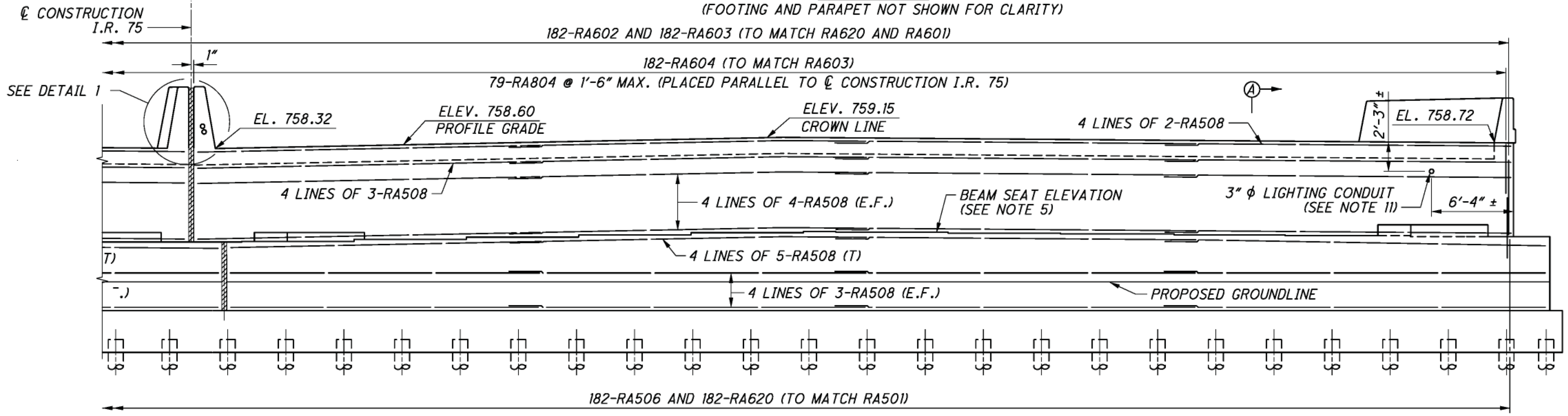
MOT-75-12.00

PID No. 77247

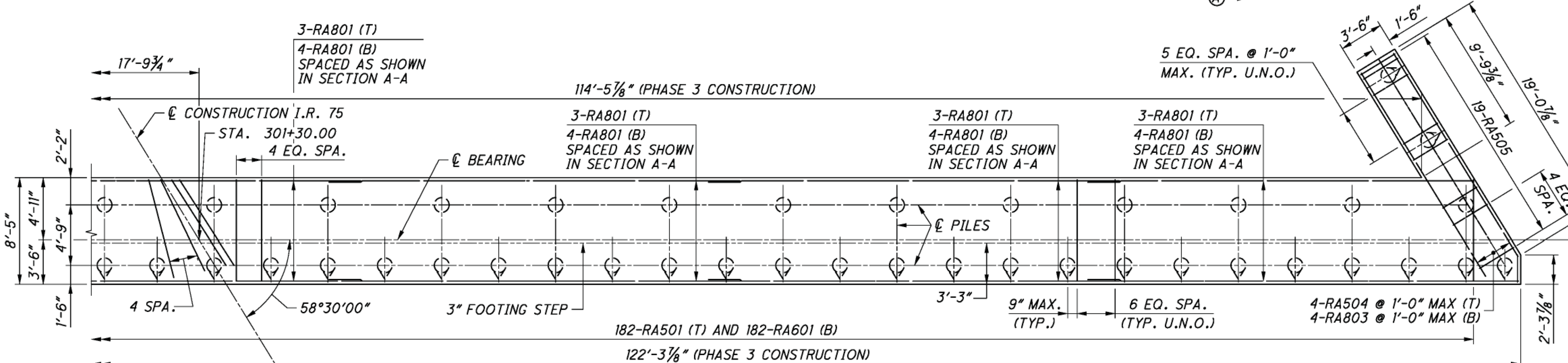


PART PLAN

(FOOTING AND PARAPET NOT SHOWN FOR CLARITY)



PART ELEVATION



PART FOOTING

LEGEND:

(BXX) = BEAM NUMBER
E.F. = EACH FACE
F.F. = FAR FACE
N.F. = NEAR FACE
C.P.P. = CORRUGATED PLASTIC PIPE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
T = TOP
B = BOTTOM
EQ. = EQUAL
SPA. = SPACES
U.N.O. = UNLESS NOTED OTHERWISE

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

NOTES:

1. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
2. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
3. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
4. FOR CONTINUATION OF ABUTMENT AND DETAIL 1, SEE SHEET 20/129.
5. FOR SEISMIC PEDESTAL DETAILS, SECTION A-A, AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 22/129.
6. FOR BEARING DETAILS, SEE SHEETS 113/129 AND 114/129.
7. FOR APPROACH SLAB DETAILS, SEE SHEETS 119/129 AND 120/129.
8. FOR PILE LOCATIONS, SEE SHEET 15/129.
9. FOR REINFORCING STEEL LIST, SEE SHEET 123/129.
10. FOR TERMINATION OF 6" ϕ NON-PERFORATED CORRUGATED PLASTIC PIPE, SEE CRUSHED AGGREGATE SLOPE PROTECTION DETAIL IN ODOT STANDARD DRAWING A-1-69.
11. ADJUST CONDUIT LOCATION OR REBAR TO AVOID CONFLICTS. SEE STANDARD DRAWING HL-30.31 FOR ADDITIONAL DETAILS.
12. FOR CORNER DETAILS, SEE SHEET 119/129.

DESIGN AGENCY
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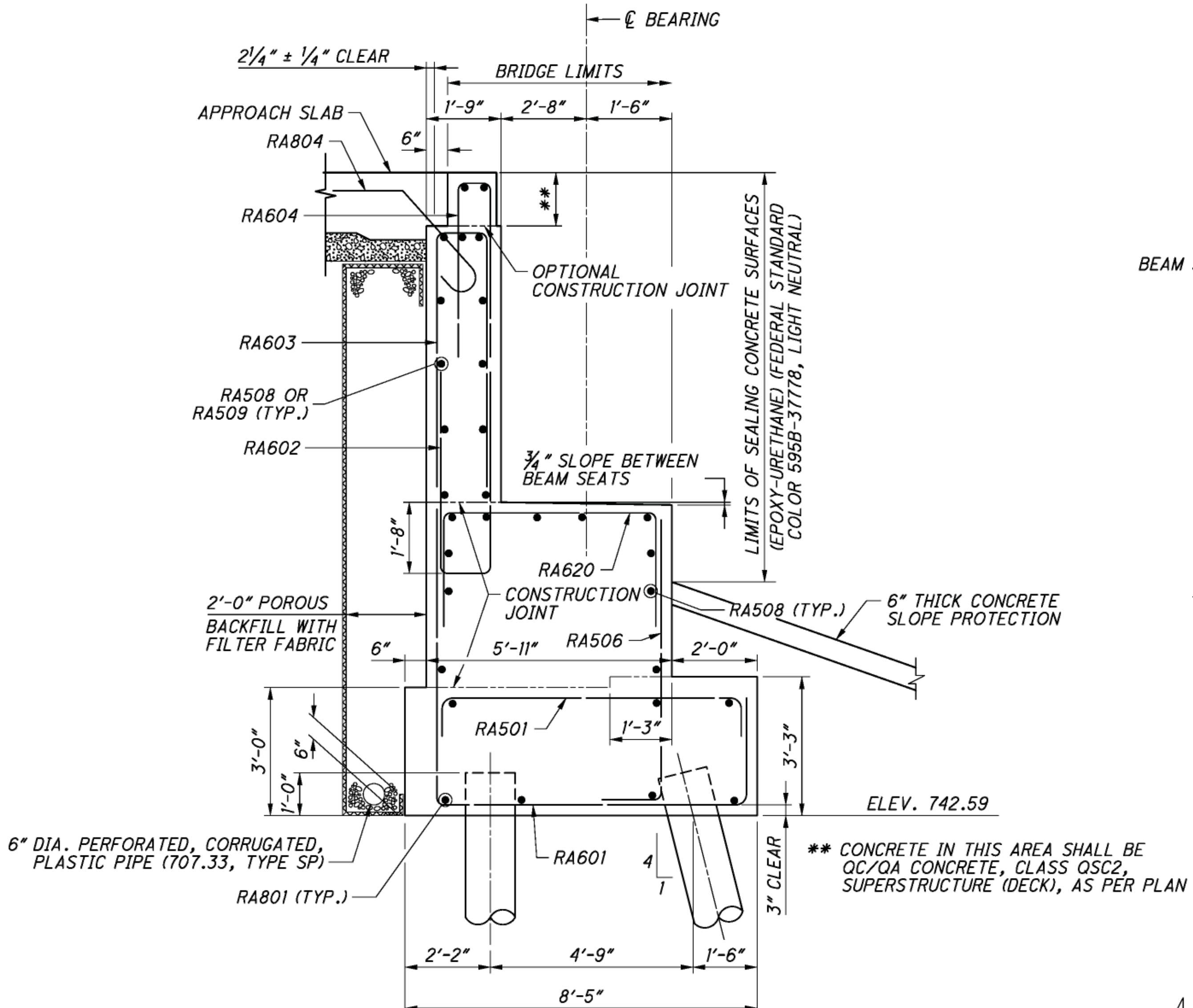
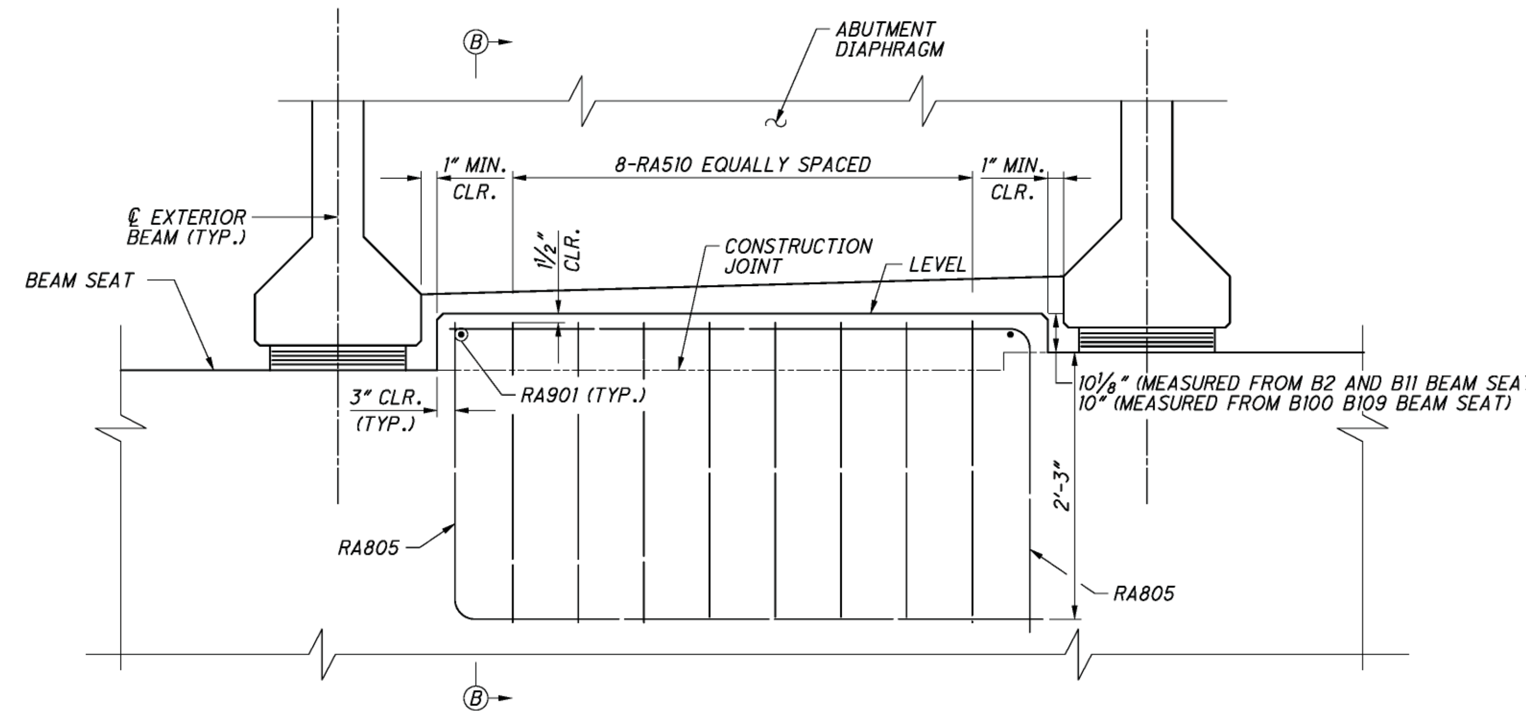
REAR ABUTMENT PLANS AND ELEVATIONS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



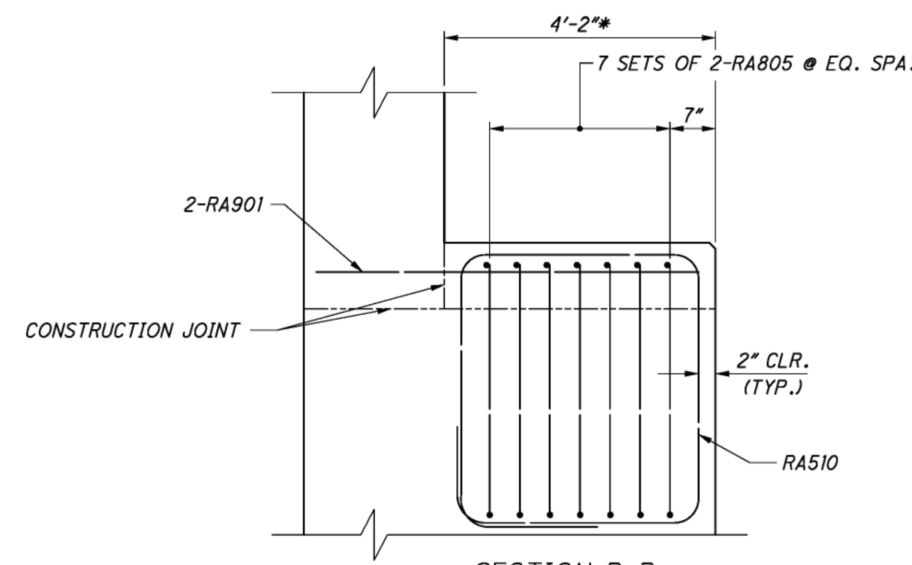
SECTION A-A



FRONT VIEW OF SEISMIC PEDESTAL

THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE ℄ BEARING. THE RA805 BARS SHALL BE PLACED PARALLEL TO THE ℄ BEARING. THE RA510 AND RA901 BARS SHALL BE PLACED PARALLEL TO THE ℄ SEISMIC PEDESTAL.

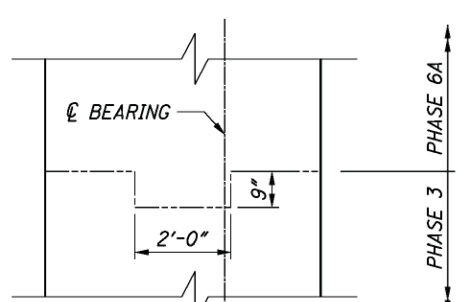
BEAM SEAT ELEVATIONS REAR ABUTMENT			
LEFT BRIDGE		RIGHT BRIDGE	
BEAM	ELEVATION	BEAM	ELEVATION
B1	751.21	B99	750.79
B2	751.28	B100	750.84
B3	751.34	B101	750.93
B4	751.41	B102	751.00
B5	751.48	B103	751.08
B6	751.54	B104	751.09
B7	751.61	B105	750.90
B8	751.51	B106	750.75
B9	751.34	B107	750.57
B10	751.17	B108	750.41
B11	751.00	B109	750.26
B12	750.83	B110	750.09



SECTION B-B

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE RA805 BARS.

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



VERTICAL CONSTRUCTION JOINT DETAIL

NOTES:

1. FOR ABUTMENT PLAN, ELEVATION AND FOOTING PLAN, SEE SHEETS 20/129 AND 21/129.
2. FOR ADDITIONAL NOTES AND LEGEND, SEE SHEET 21/129.
3. FOR LOCATION OF SEISMIC PEDESTALS, SEE SHEETS 20/129 AND 21/129.

DESIGN AGENCY
HNTB
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ENH	CDD	JOL	2/21/2012
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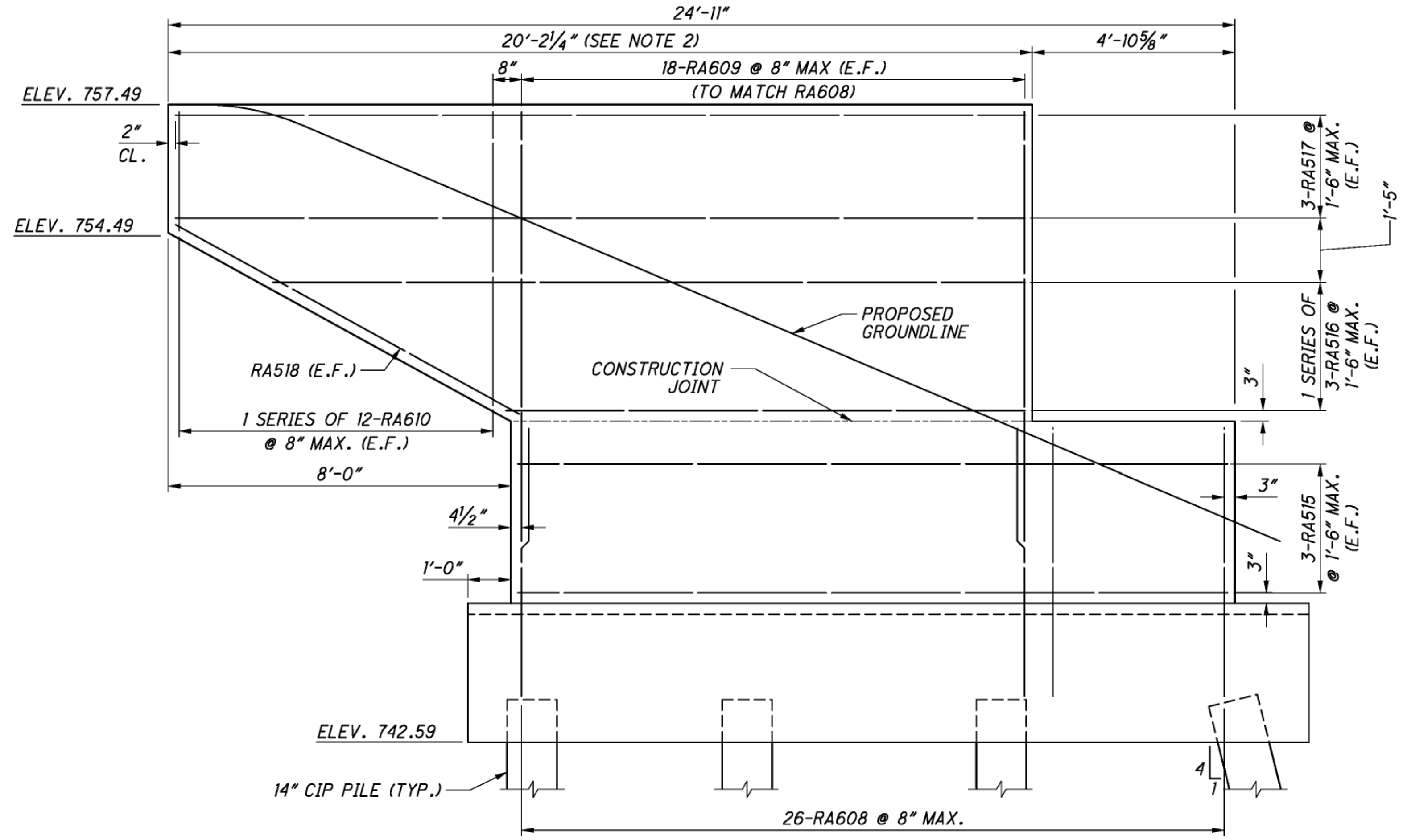
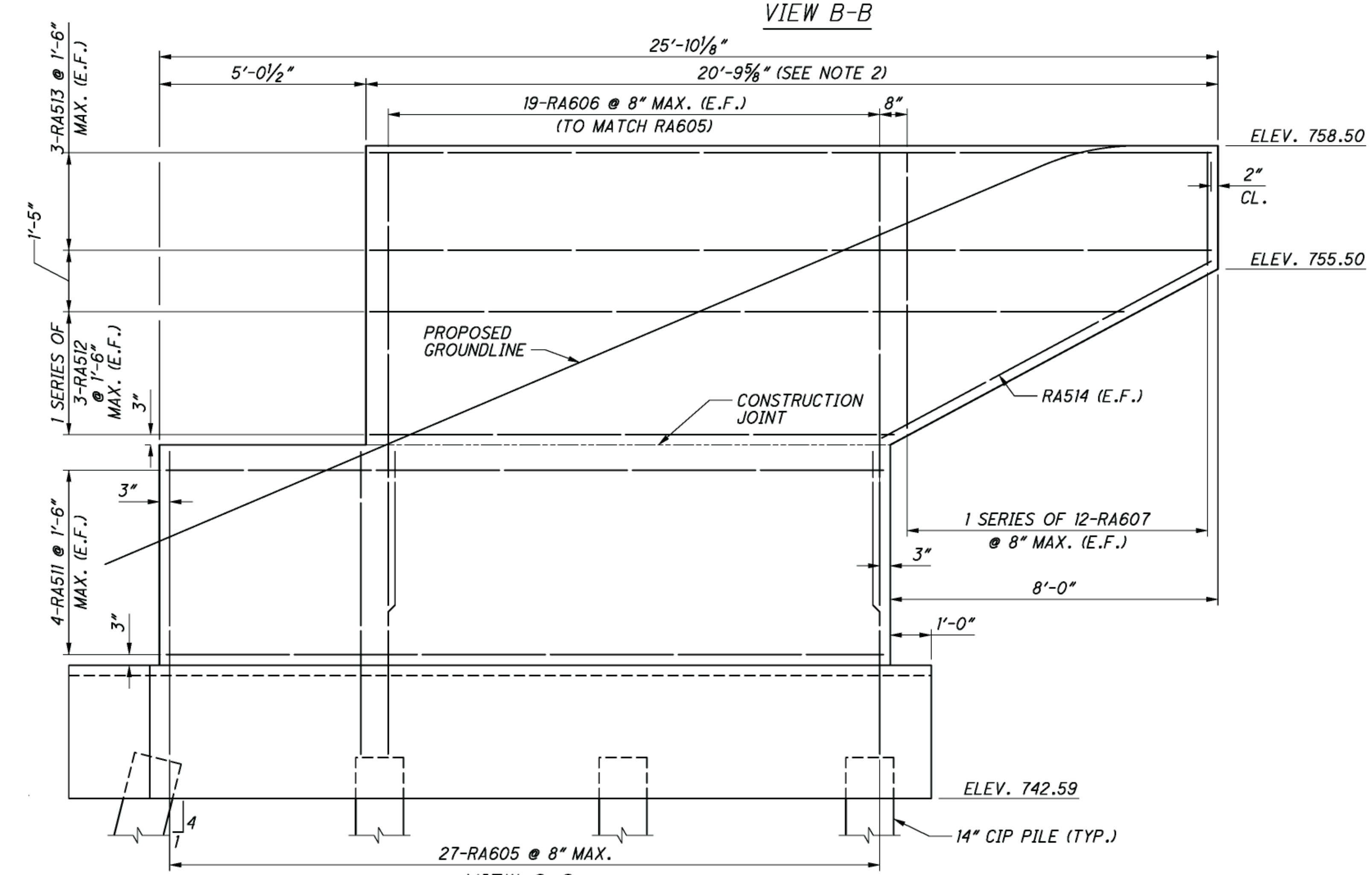
DBT		5707803/5707811	

REAR ABUTMENT SECTIONS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

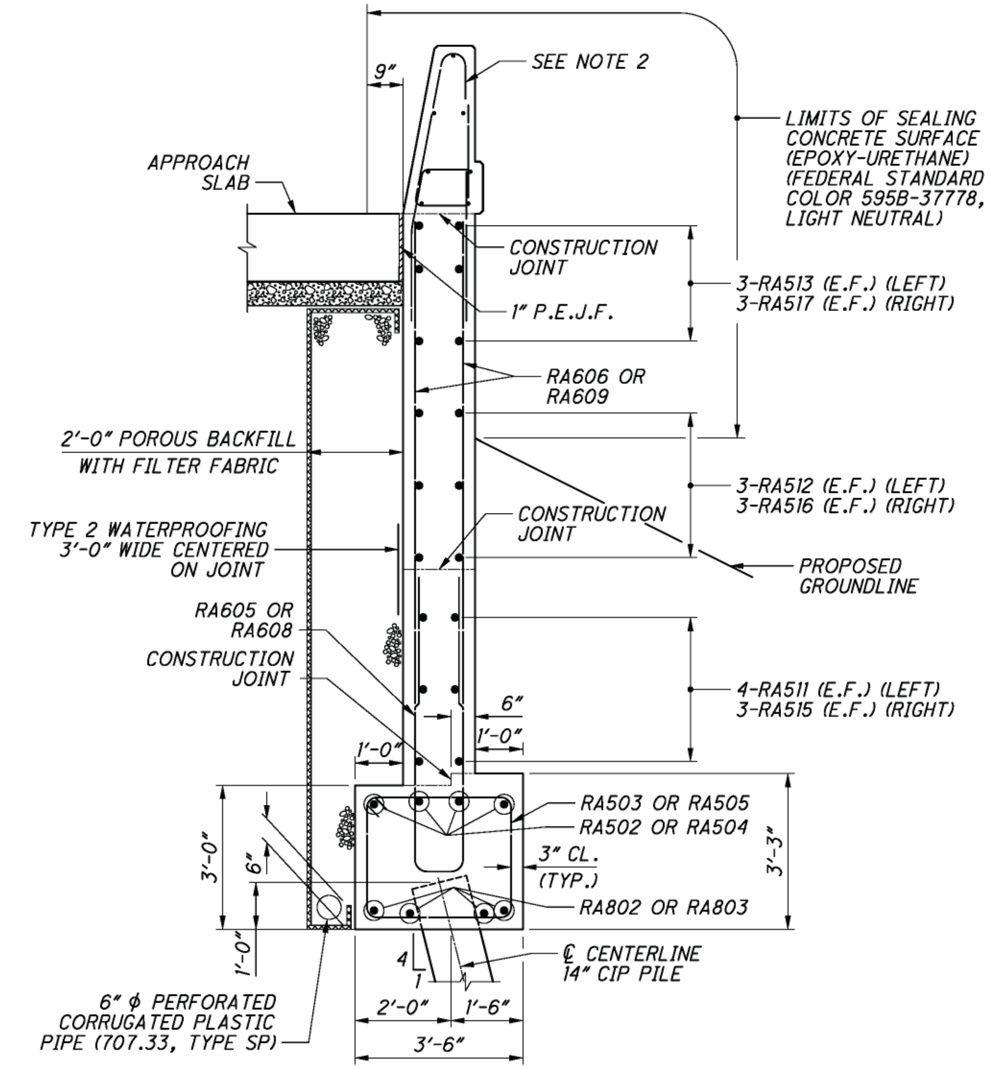
MOT-75-12.00
PID No. 77247



VIEW B-B



VIEW C-C



TYPICAL WINGWALL SECTION

(LEFT WINGWALL SHOWN
RIGHT WINGWALL SIMILAR EXCEPT OPPOSITE HAND)

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

LEGEND:

E.F. - EACH FACE
CL. - CLEAR
P.E.J.F. - PREFORMED ELASTOMERIC JOINT FILLER

NOTES:

1. FOR PLAN AND ELEVATION VIEWS OF THE REAR ABUTMENT, LOCATIONS OF SECTIONS A-A AND B-B, AND ADDITIONAL NOTES, SEE SHEETS 20/129 AND 21/129.
2. FOR PARAPET DETAILS AND REINFORCING, SEE SHEET 120/129.

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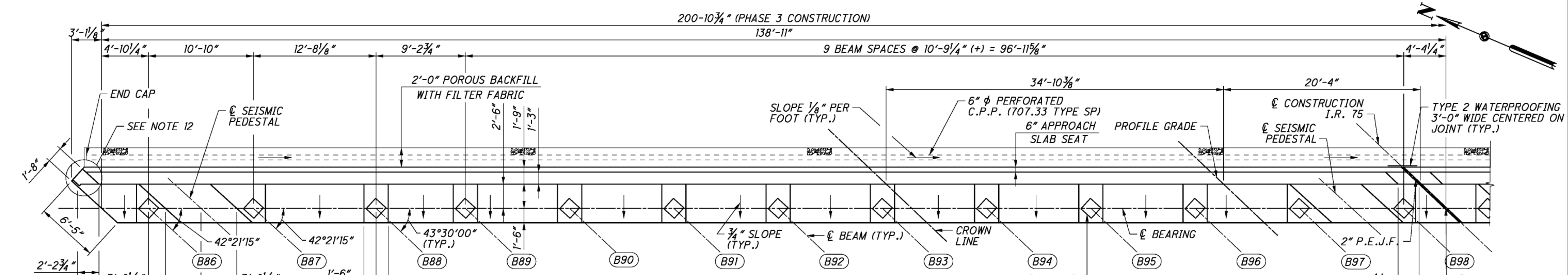
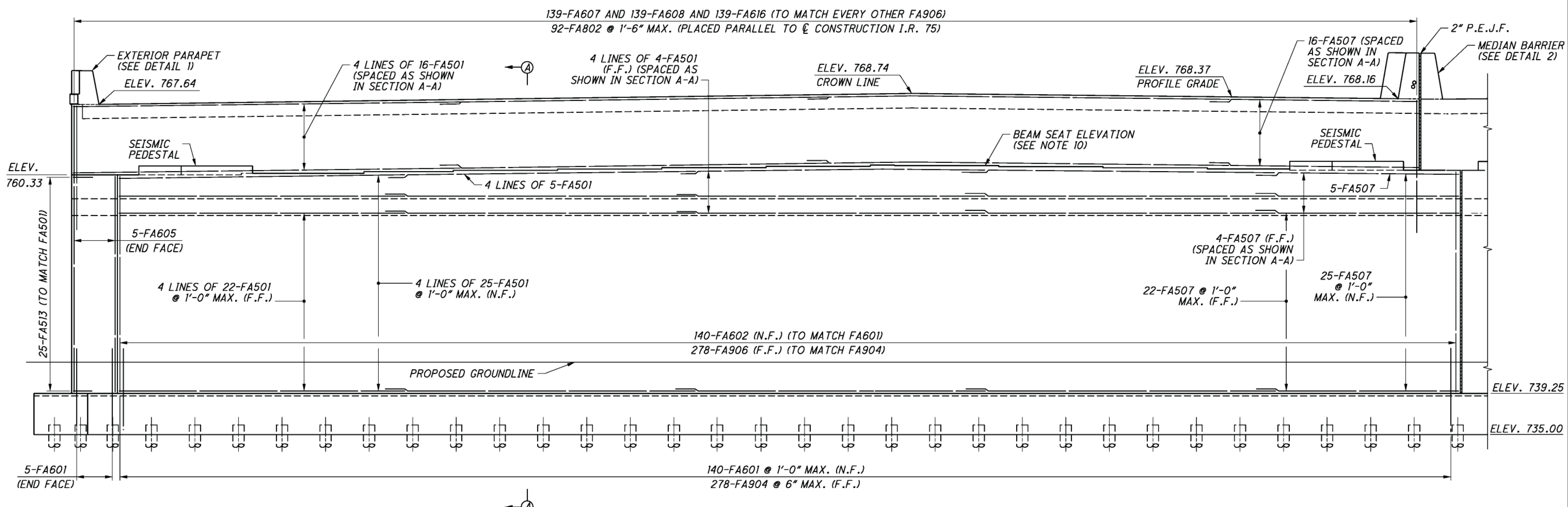
REAR ABUTMENT WINGWALL DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



PART PLAN

(FOOTING AND PARAPETS NOT SHOWN FOR CLARITY)



PART ELEVATION

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

LEGEND:

- BXX = BEAM NUMBER
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- C.P.P. = CORRUGATED PLASTIC PIPE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER

NOTES:

1. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
2. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
3. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
4. FOR CONTINUATION OF ABUTMENT, SEE SHEETS 25/129 AND 26/129.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 26/129.
6. FOR BEARING DETAILS, SEE SHEETS 113/129 AND 114/129.
7. FOR APPROACH SLAB DETAILS, SEE SHEETS 121/129 THRU 122/129.
8. FOR PILE LOCATIONS, SEE SHEET 19/129.
9. FOR REINFORCING STEEL LIST, SEE SHEET 123/129.
10. FOR DETAIL 1, DETAIL 2 AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 28/129.
11. BACKFILL MAY NOT BE PLACED ABOVE THE BEAM SEAT ELEVATION UNTIL THE SUPERSTRUCTURE BEAMS HAVE BEEN PLACED.
12. FOR CORNER DETAILS, SEE SHEET 121/129.
13. FOR AESTHETIC TREATMENT DETAILS, SEE SHEET 29/129.

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JRE	CDD	JOL	2/21/2012
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VWR		5707803	

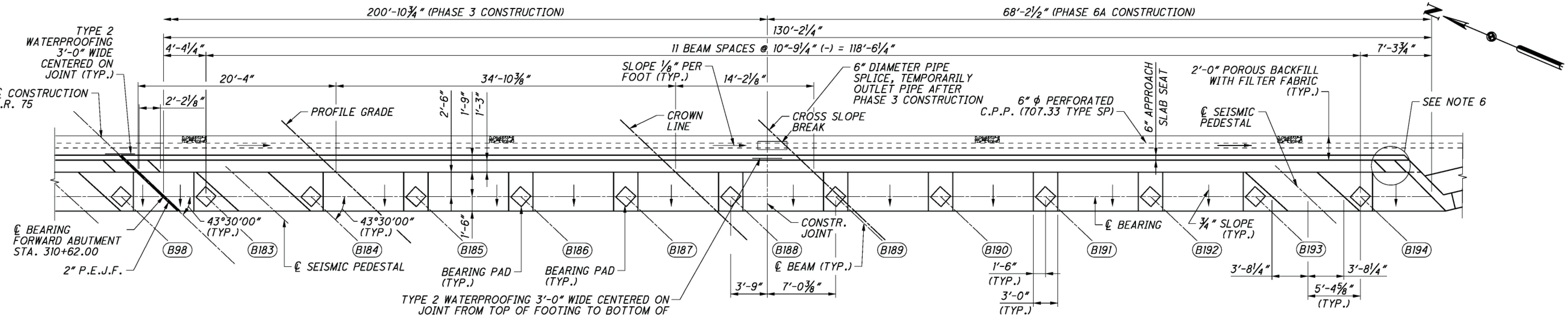
FORWARD ABUTMENT PLANS AND ELEVATIONS

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

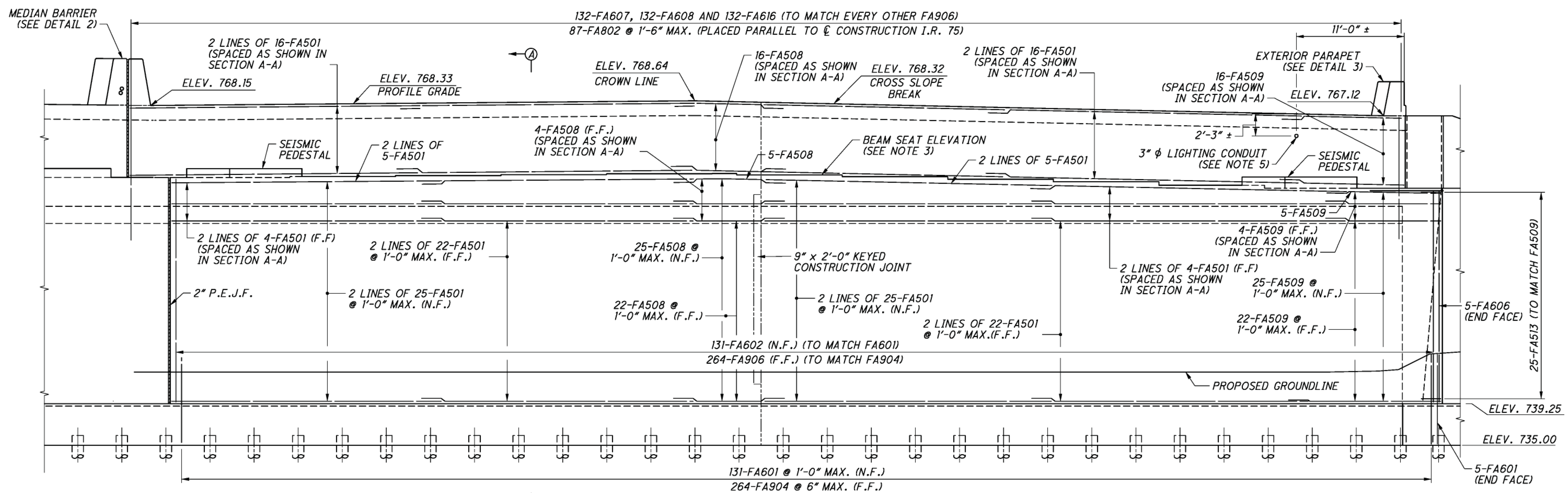
MOT-75-12.00

PID No. 77247

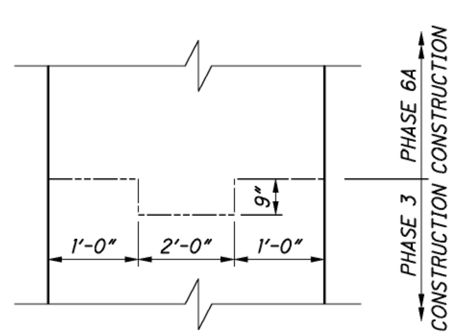


PART PLAN

(FOOTING AND PARAPET NOT SHOWN FOR CLARITY)



PART ELEVATION



VERTICAL CONSTRUCTION JOINT DETAIL

LEGEND:

(BXX) = BEAM NUMBER
E.F. = EACH FACE
F.F. = FAR FACE
N.F. = NEAR FACE
C.P.P. = CORRUGATED PLASTIC PIPE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
CONSTR. = CONSTRUCTION

NOTES:

1. FOR LEFT BRIDGE FORWARD ABUTMENT, ADDITIONAL NOTES, AND LAP LENGTH TABLE, SEE SHEET 24/129.
2. FOR WINGWALL PLAN AND ELEVATION, SEE SHEET 26/129.
3. FOR TABLE OF BEAM SEAT ELEVATIONS AND SECTION A-A, SEE SHEET 28/129.
4. FOR DETAIL 2 AND DETAIL 3, SEE SHEET 28/129.
5. ADJUST CONDUIT LOCATION OR REBAR TO AVOID CONFLICTS. SEE STANDARD DRAWING HL-31 FOR ADDITIONAL DETAILS.
6. FOR CORNER DETAILS, SEE SHEET 121/129.
7. FOR AESTHETIC TREATMENT DETAILS, SEE SHEET 29/129.

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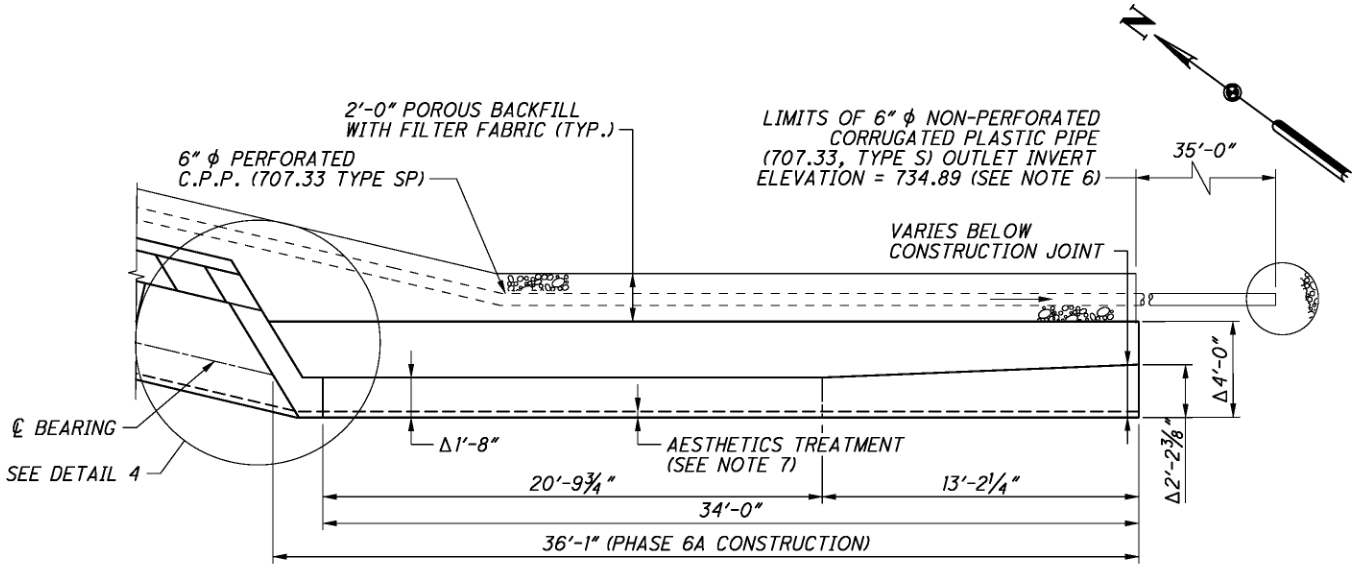
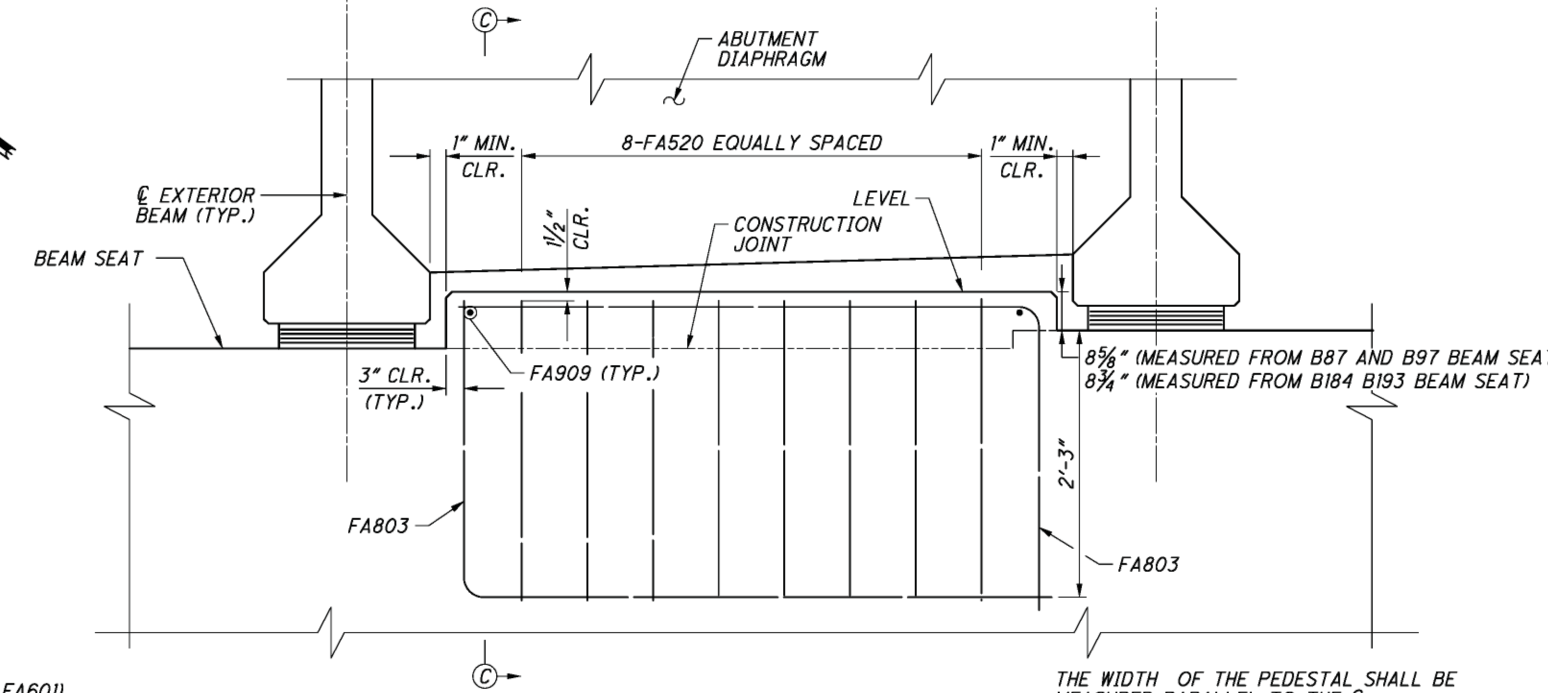
FORWARD ABUTMENT PLANS AND ELEVATIONS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

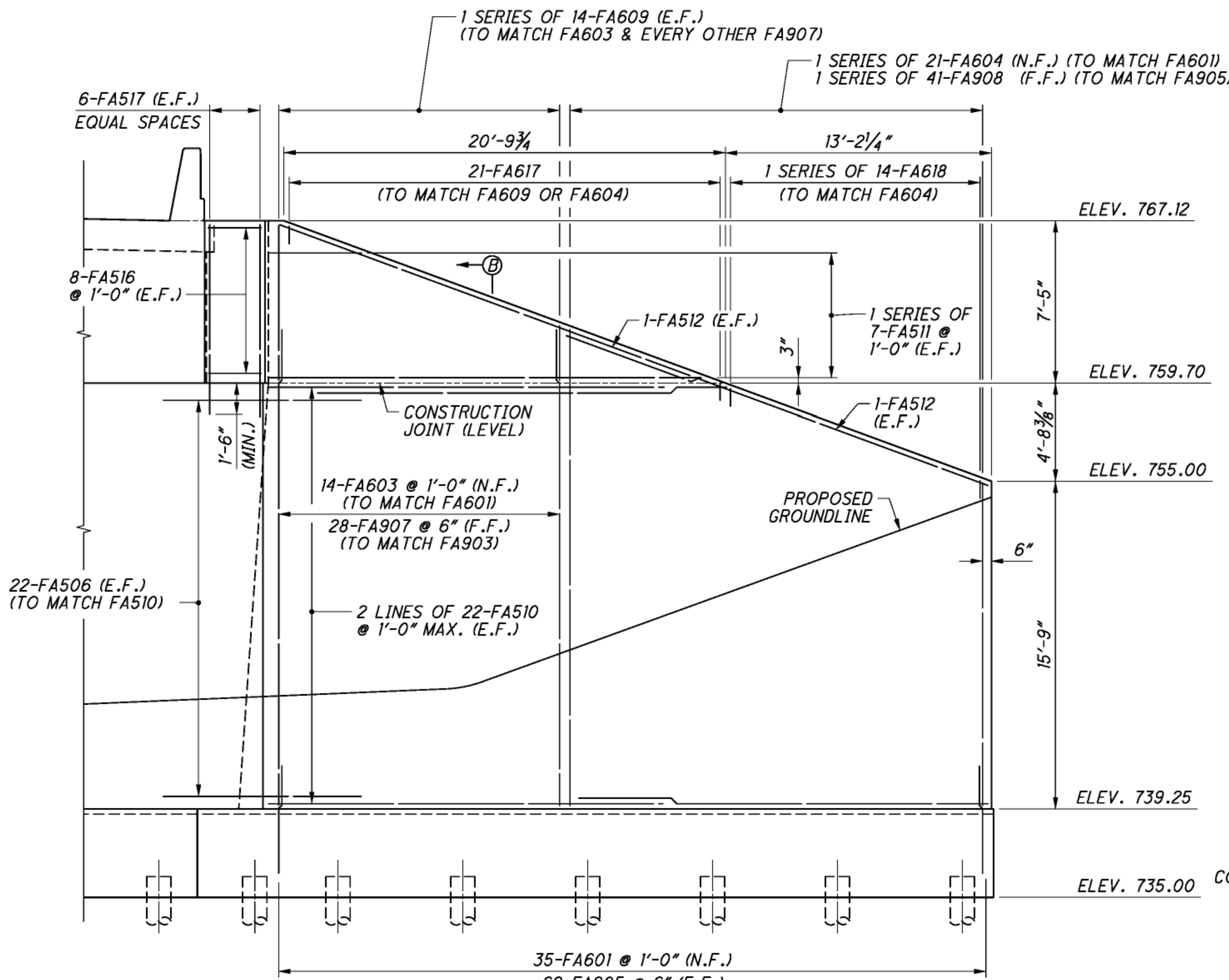


PART PLAN



FRONT VIEW OF SEISMIC PEDESTAL

THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE ℄ BEARING. THE FA803 BARS SHALL BE PLACED PARALLEL TO THE ℄ BEARING. THE FA520 AND FA909 BARS SHALL BE PLACED PARALLEL TO THE ℄ SEISMIC PEDESTAL.

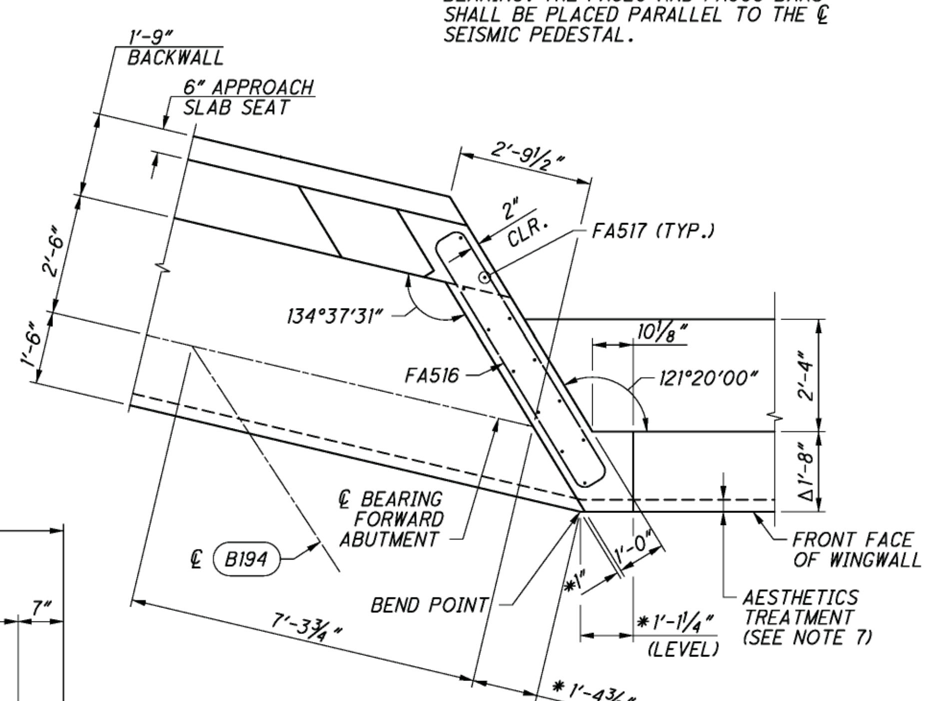


PART ELEVATION

LEGEND:

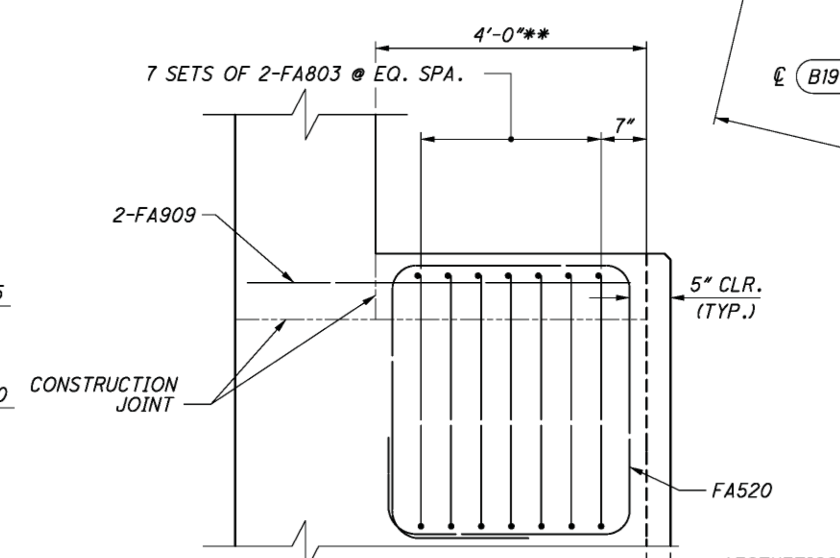
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- C.P.P. = CORRUGATED PLASTIC PIPE
- * = MEASURED TO BEND POINT
- Δ = MEASURED TO FRONT FACE OF COPING AT TOP OF WALL.

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#6	2'-5"
#9	6'-6"



DETAIL 4

(ABUTMENT AND WINGWALL REINFORCING NOT SHOWN FOR CLARITY)



SECTION C-C

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE FA803 BARS.

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

NOTES:

1. FOR FORWARD ABUTMENT LEFT SIDE PLAN AND ELEVATION, AND ADDITIONAL NOTES, SEE SHEET 24/129.
2. FOR FORWARD ABUTMENT RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 25/129.
3. FOR SECTION B-B, SEE SHEET 28/129.
4. FOR FOOTING PLAN, SEE SHEET 27/129.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
6. FOR TERMINATION OF 6" ϕ NON-PERFORATED CORRUGATED PLASTIC PIPE, SEE CRUSHED AGGREGATE SLOPE PROTECTION DETAIL IN ODOT STANDARD DRAWING A-1-69.
7. FOR AESTHETIC TREATMENT DETAILS, SEE SHEET 29/129.

DESIGNED	DRAWN	REVIEWED	DATE
JRE	CDD	JOL	2/21/2012
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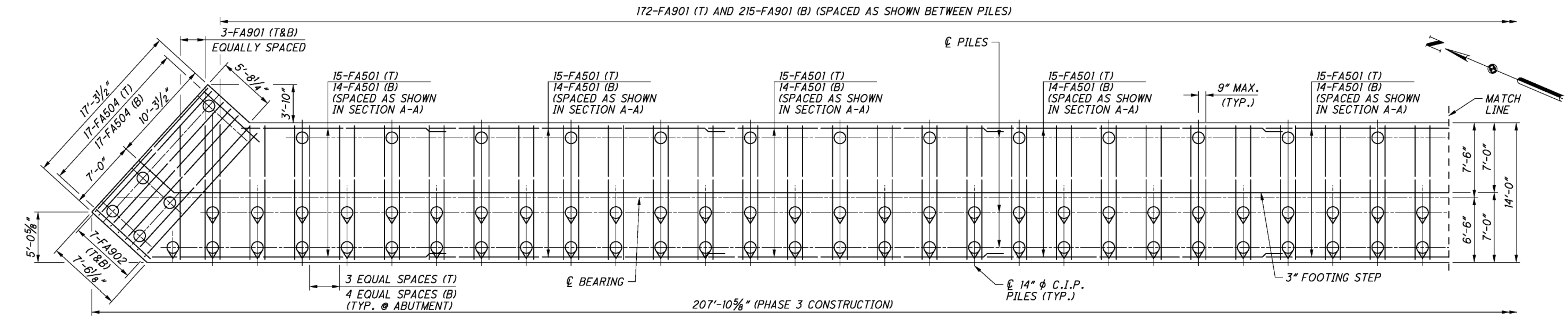
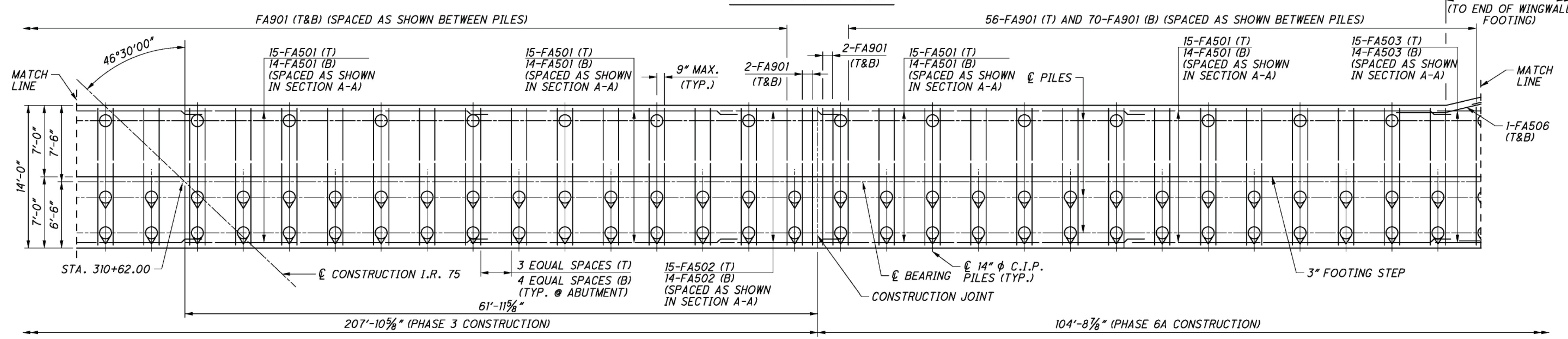
FORWARD ABUTMENT WINGWALL PLAN AND ELEVATION
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

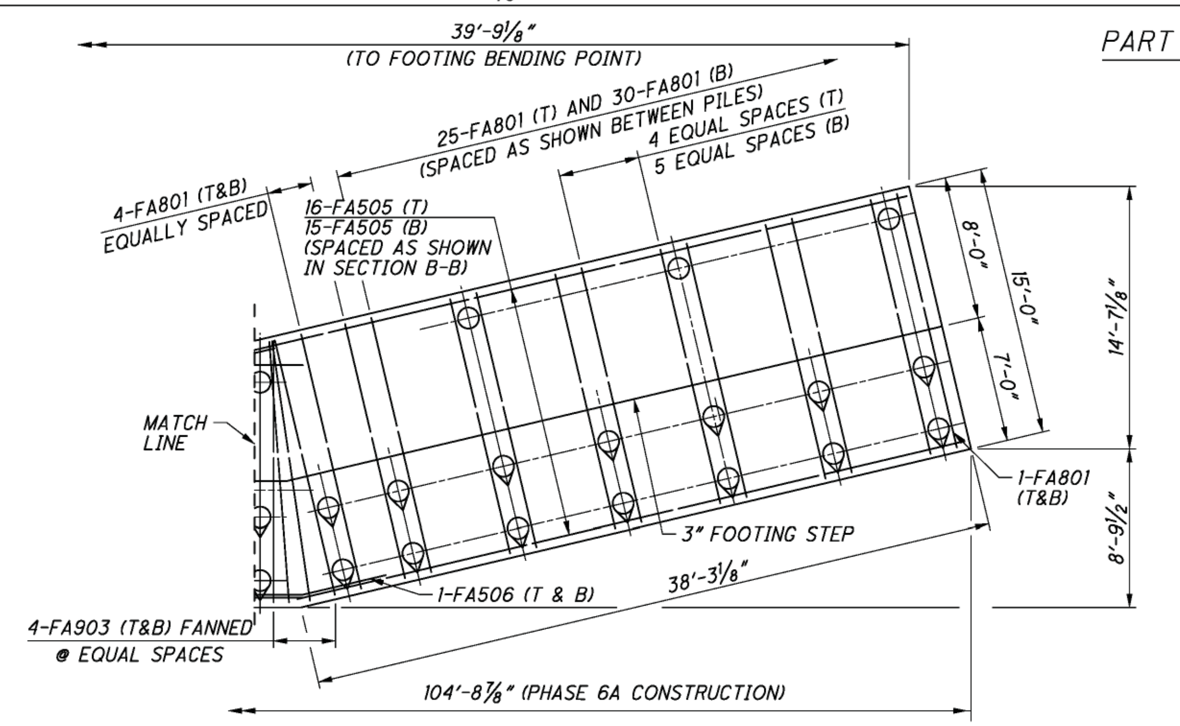
MOT-75-12.00
PID No. 77247



PART FOOTING PLAN



PART FOOTING PLAN



PART FOOTING PLAN

LEGEND:

STA. = STATION
T = TOP
B = BOTTOM
C.I.P. = CAST-IN-PLACE
⚲ = BATTERED PILE
○ = 14" φ C.I.P. PILE

NOTES:

1. FOR FORWARD ABUTMENT LEFT SIDE PLAN AND ELEVATION, LAP LENGTH TABLE, AND ADDITIONAL NOTES, SEE SHEET 24/129.
2. FOR FORWARD ABUTMENT RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 25/129.
3. FOR FORWARD ABUTMENT WINGWALL PLAN AND ELEVATION, SEE SHEET 26/129.
4. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
5. FOR SECTION A-A AND B-B AND, SEE SHEET 28/129.
6. FOR PILE LAYOUT AND NOTES, SEE SHEET 19/129.

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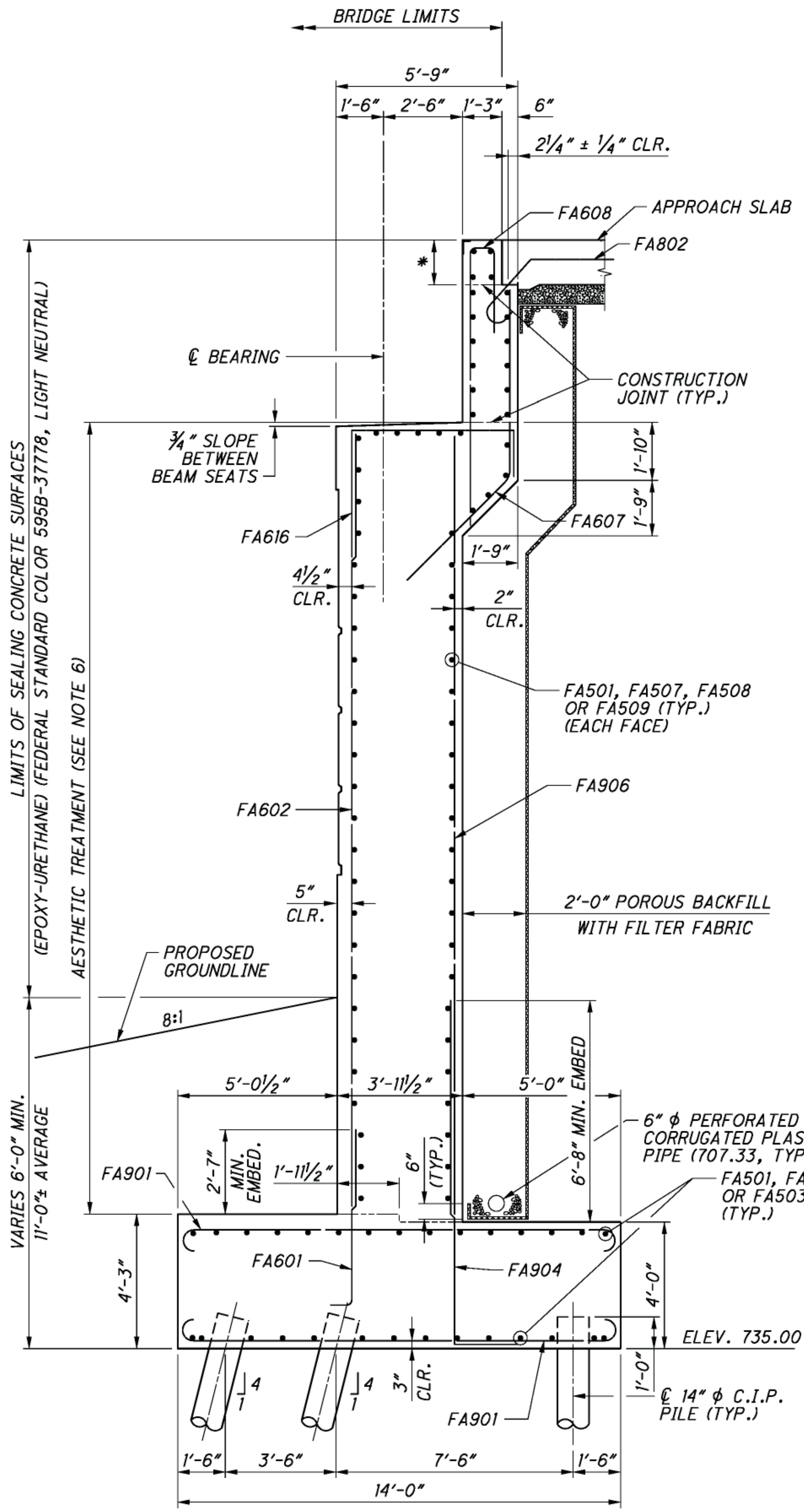
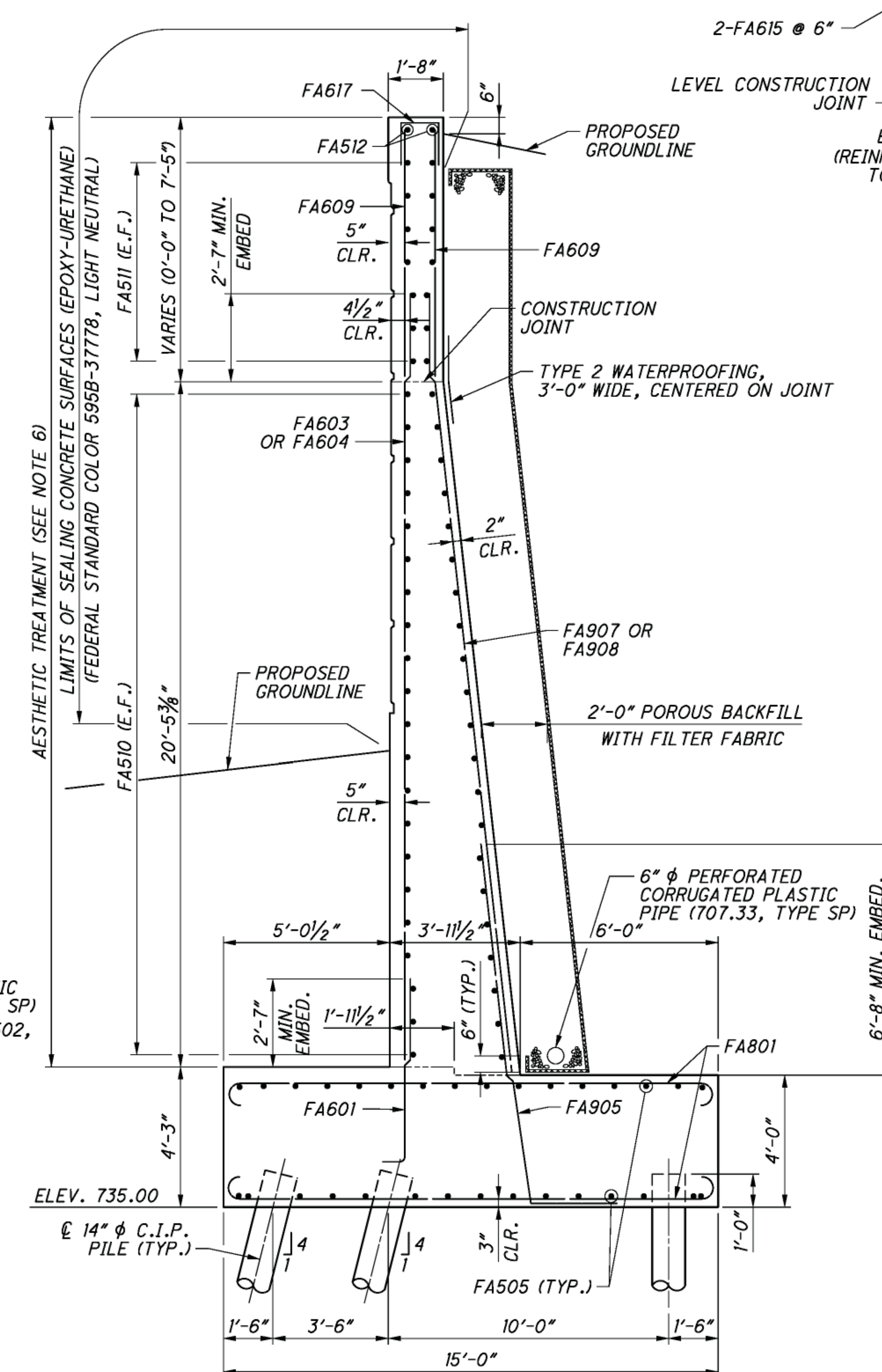
FORWARD ABUTMENT FOOTING PLAN
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



SECTION A-A

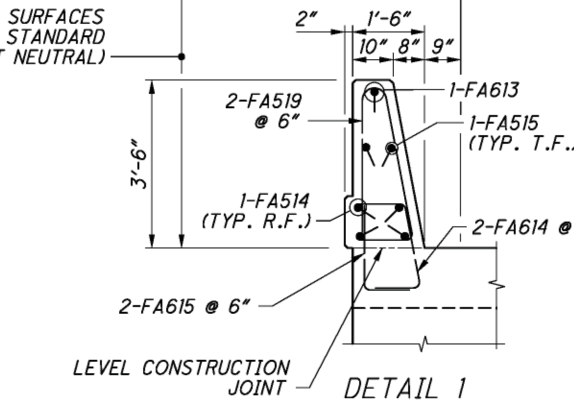
* - CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN



SECTION B-B

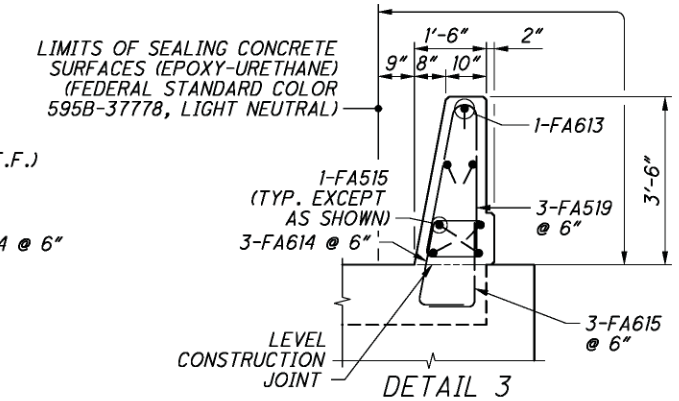
LEGEND:

C.I.P. = CAST-IN-PLACE
CLR. = CLEAR
E.F. = EACH FACE
T.F. = TRAFFIC FACE
R.F. = REAR FACE



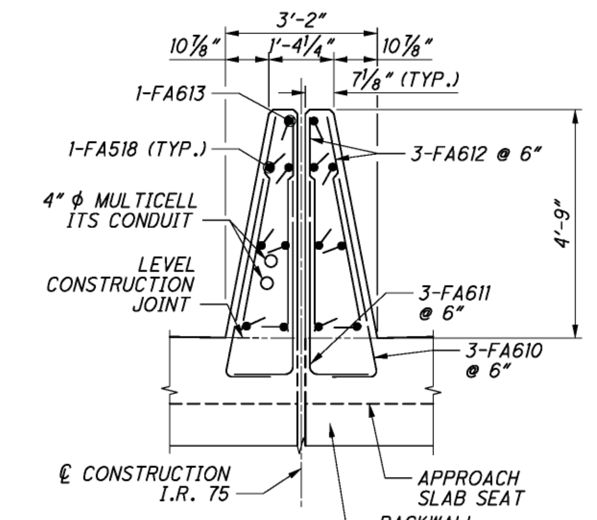
DETAIL 1

EXTERIOR PARAPET (REINFORCING PERPENDICULAR TO FACE OF PARAPET)



DETAIL 3

EXTERIOR PARAPET (REINFORCING PERPENDICULAR TO FACE OF PARAPET)



DETAIL 2

MEDIAN BARRIER (REINFORCING PERPENDICULAR TO FACE OF BARRIER AND SYMMETRIC ABOUT ℄ CONSTRUCTION I.R. 75)

BEAM SEAT ELEVATIONS FORWARD ABUTMENT

LEFT BRIDGE		RIGHT BRIDGE	
BEAM	ELEVATION	BEAM	ELEVATION
B86	760.33	B183	760.80
B87	760.49	B184	760.90
B88	760.66	B185	761.00
B89	760.79	B186	761.10
B90	760.93	B187	761.19
B91	761.07	B188	761.21
B92	761.21	B189	761.06
B93	761.34	B190	760.89
B94	761.29	B191	760.63
B95	761.18	B192	760.37
B96	761.06	B193	760.01
B97	760.94	B194	759.70
B98	760.81		

NOTES:

1. FOR PLAN AND ELEVATION VIEWS OF THE ABUTMENT AND ADDITIONAL NOTES, SEE SHEETS 24/129 THRU 26/129.
2. FOR FOOTING PLAN, SEE SHEET 27/129.
3. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99.
4. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARINGS IS MAINTAINED.
5. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.
6. FOR AESTHETIC TREATMENT DETAILS, SEE SHEET 29/129.

FORWARD ABUTMENT SECTIONS AND DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

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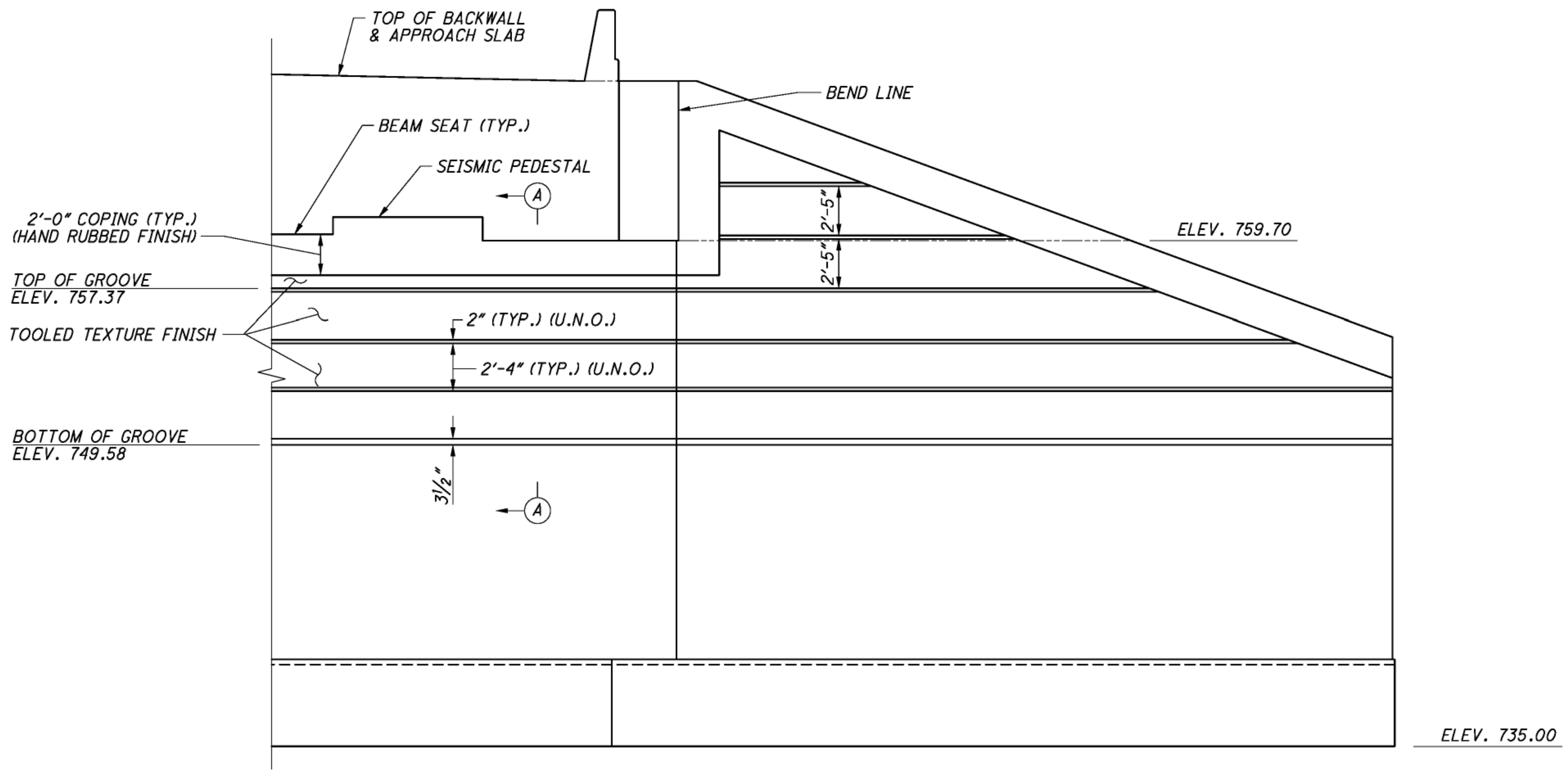
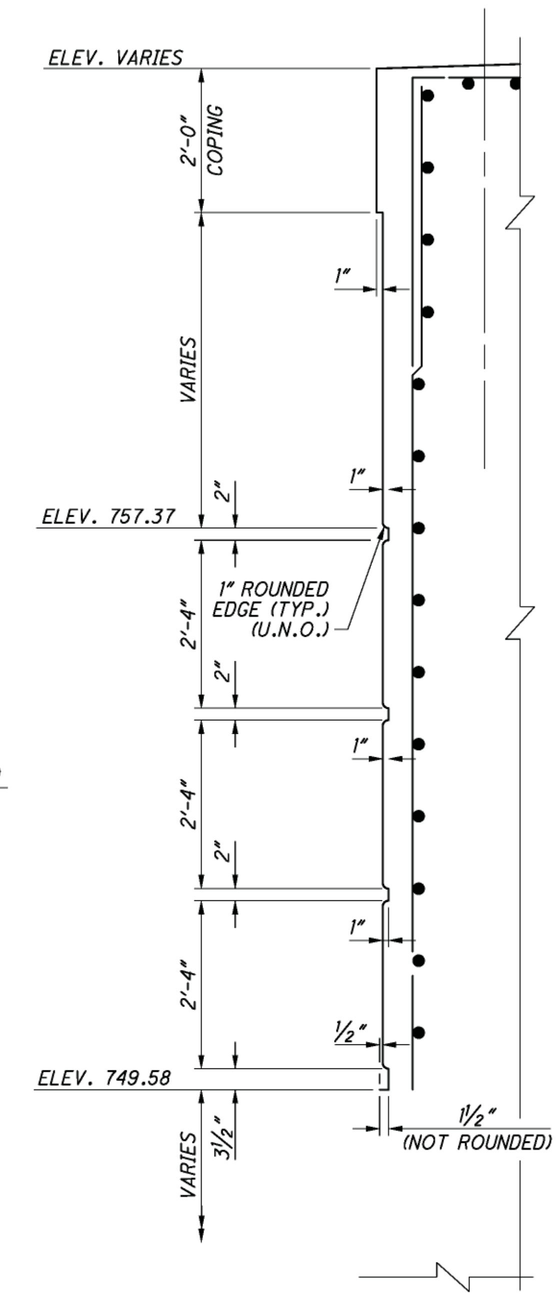
JRE	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

MOT-75-12.00
PID No. 77247



PARTIAL ABUTMENT AND WINGWALL ELEVATION
(SUPERSTRUCTURE NOT SHOWN FOR CLARITY)



SECTION A-A

NOTES:

1. FOR COORDINATION OF GROOVES WITH THE REAR ABUTMENT ON MOT-75-1248 L/R, SEE SHEET 1039/1565.
2. FOR ADDITIONAL INFORMATION REGARDING AESTHETIC TREATMENT, SEE GENERAL NOTES.
3. FOR ADDITIONAL FORWARD ABUTMENT DETAILS, SEE SHEETS 24/129 THRU 26/129.

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JRE	JRE	JOL	2/21/2012
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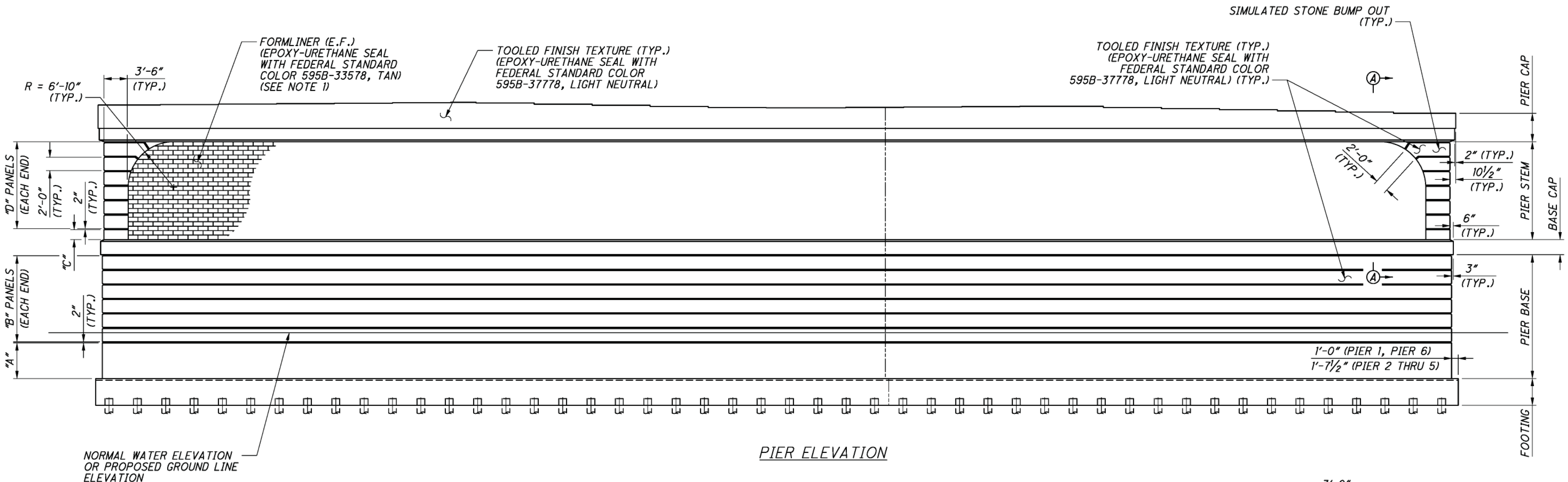
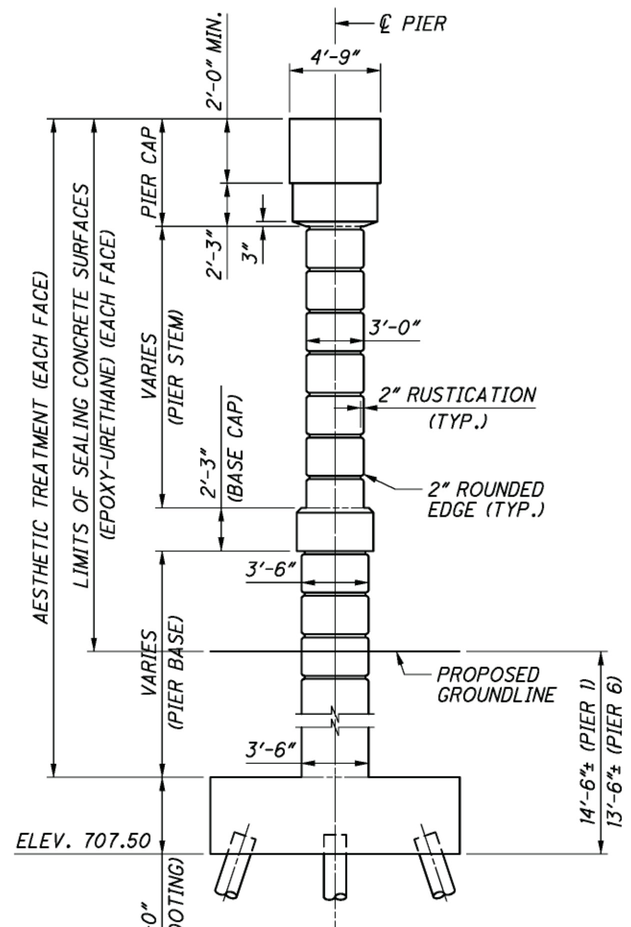
JTW		5707803/5707811	

FORWARD ABUTMENT AESTHETICS DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

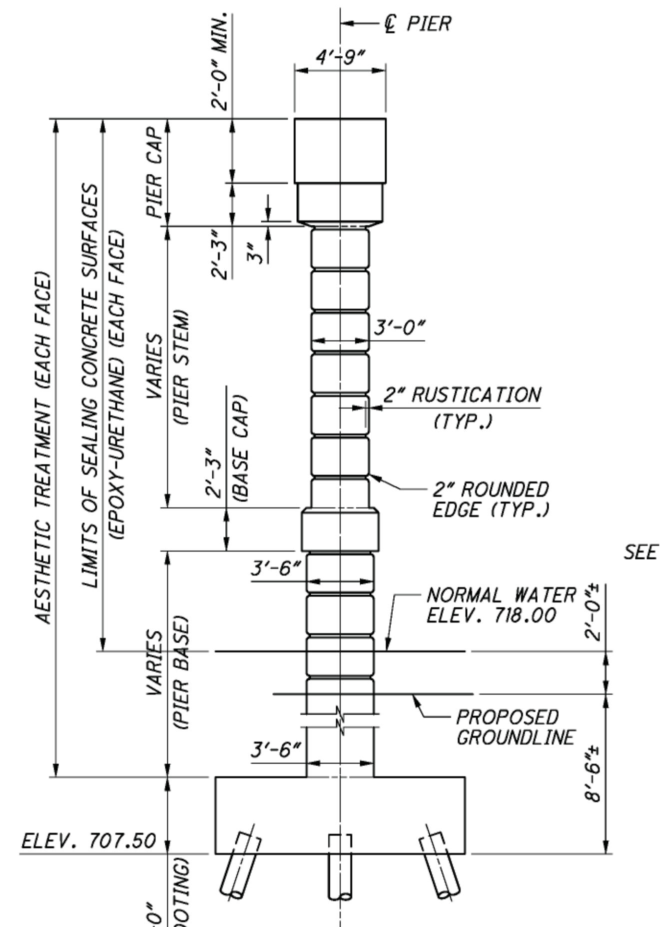
MOT-75-12.00
PID No. 77247



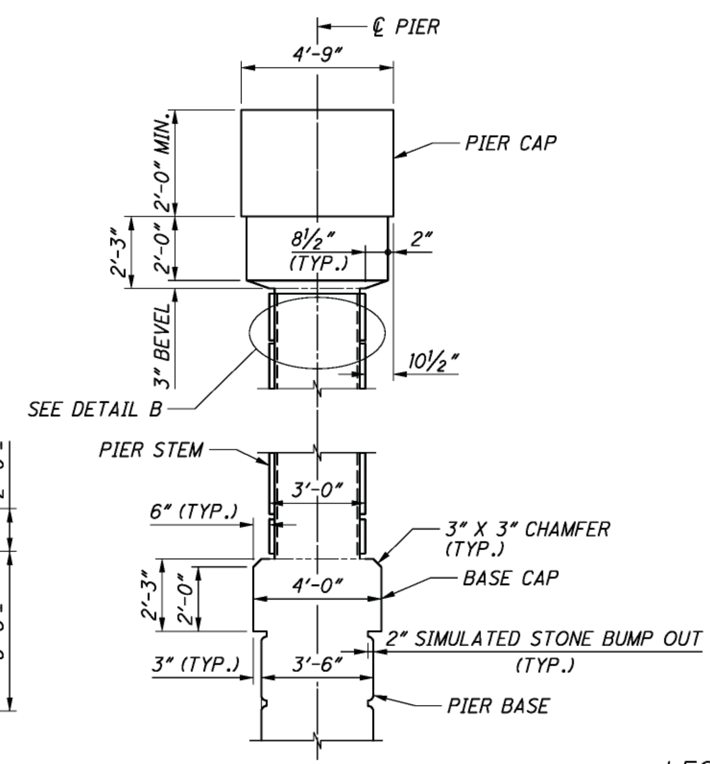
PIER ELEVATION



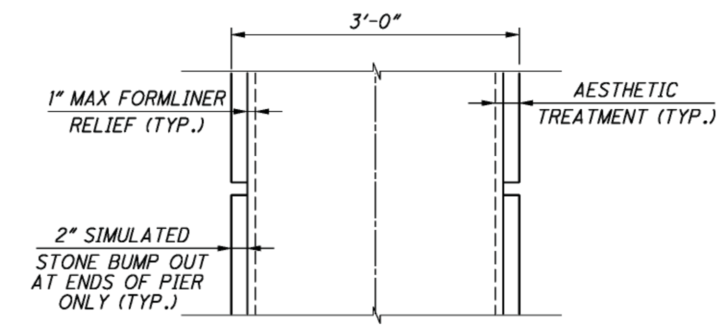
END VIEW
(PIER 1 AND PIER 6)



END VIEW
(PIER 2 THRU PIER 5)



SECTION A-A



DETAIL B

DIMENSIONS				
PIER	A	B	C	D
1	7'-6"	5	1'-6"	6
2	3'-6"	5	2'-3⅞"	8
3	3'-6"	5	1'-7¾"	9
4	3'-6"	5	1'-0⅝"	10
5	3'-6"	6	2'-2⅜"	10
6	6'-6"	5	2'-5⅞"	9

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL

NOTES:

1. SEE GENERAL NOTES, ITEM 530 - STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT, FOR FORMLINER AND TEXTURE REQUIRMENTS AND PAYMENT.

DESIGN AGENCY
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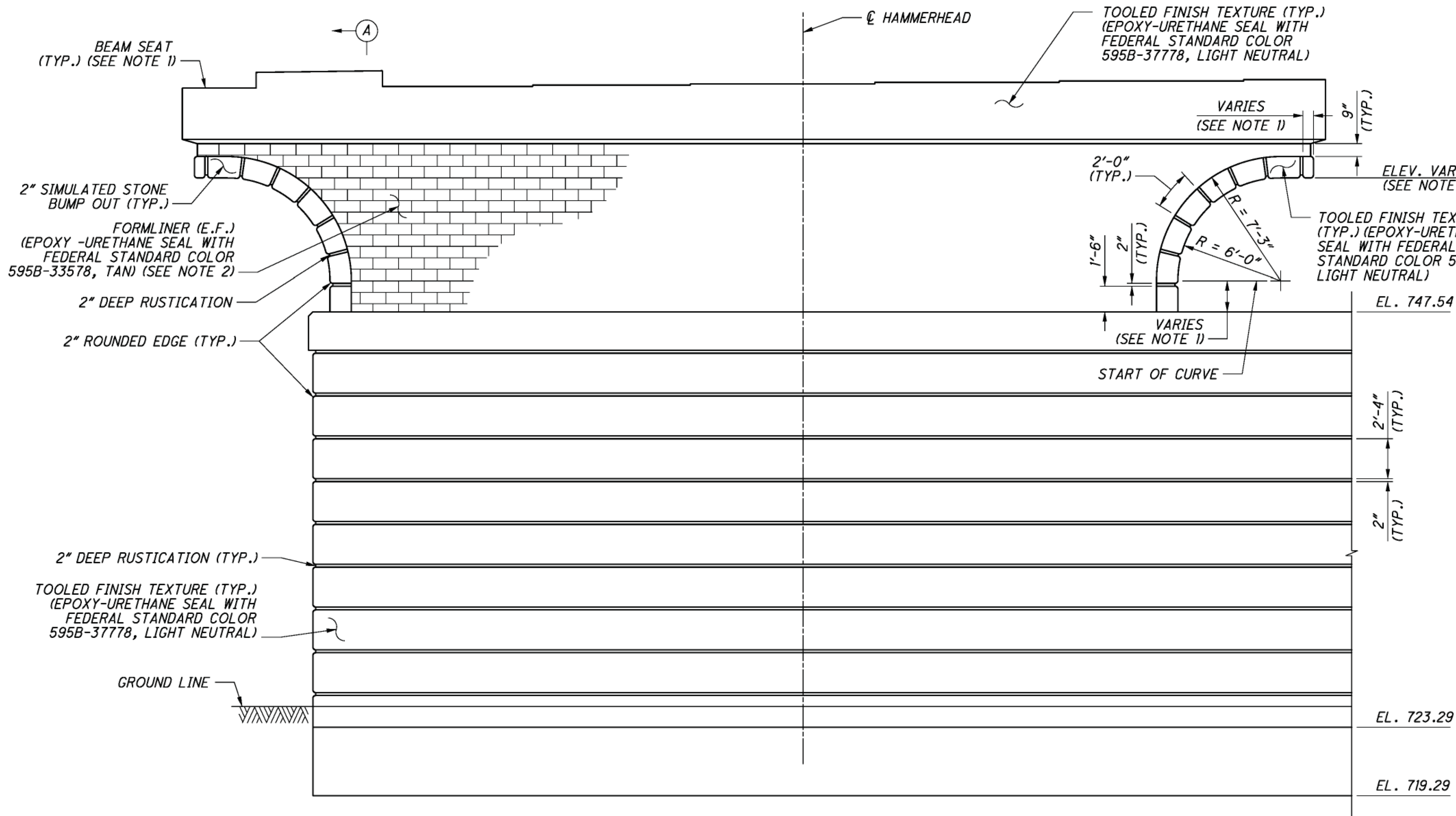
STRUCTURE FILE NUMBER	
5707803/5707811	

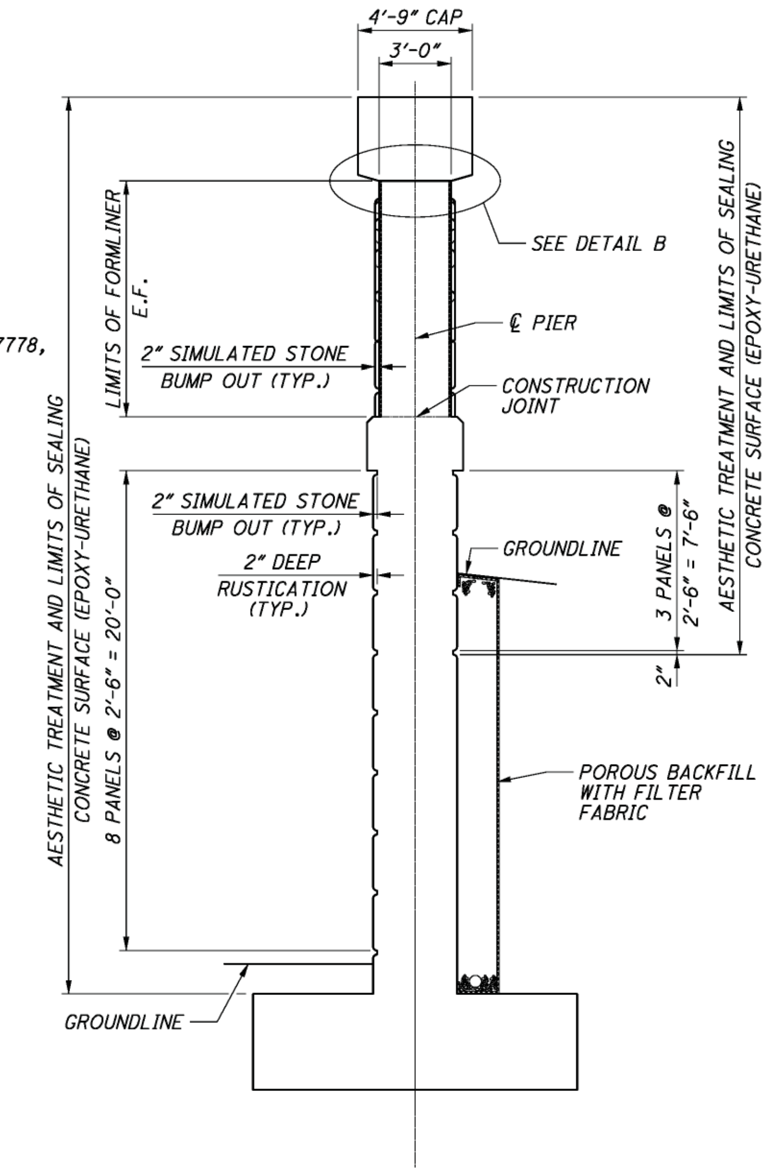
DESIGNED	DRAWN	CHECKED	REVISED
VWR	VWR	DBT	

PIERS 1 THRU 6 AESTHETIC DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

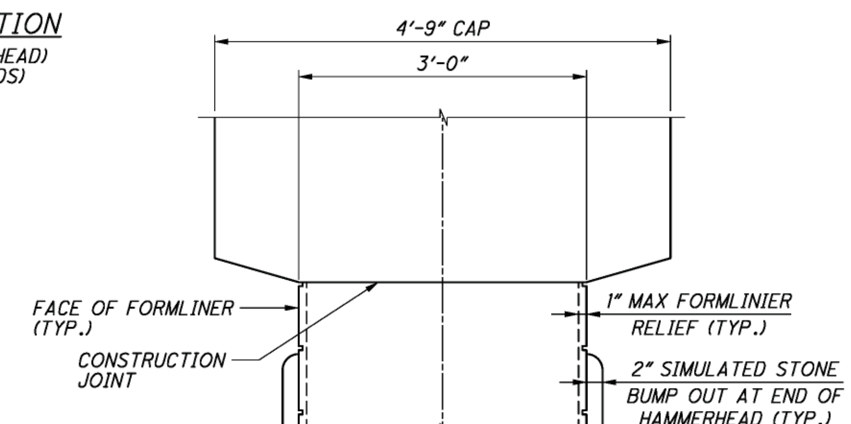
MOT-75-12.00
PID No. 77247



TYPICAL PARTIAL ELEVATION
(SYMMETRICAL ABOUT ℄ HAMMERHEAD)
(SIMILAR @ OTHER HAMMERHEADS)



SECTION A-A



DETAIL B

NOTES:
1. FOR ADDITIONAL PIER 7 DETAILS, SEE SHEETS 43/129 THRU 47/129.

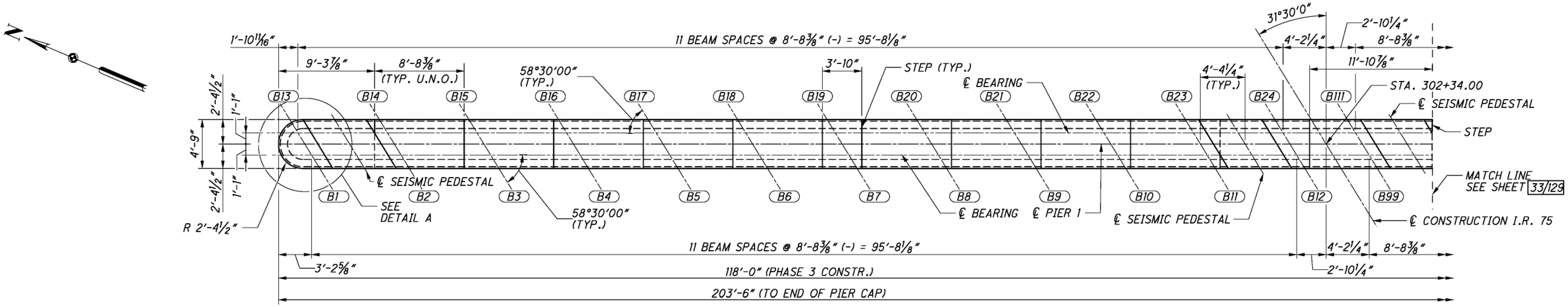
2. FOR ADDITIONAL FORMLINER DETAILS, SEE GENERAL NOTES, SHEET 4/39.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

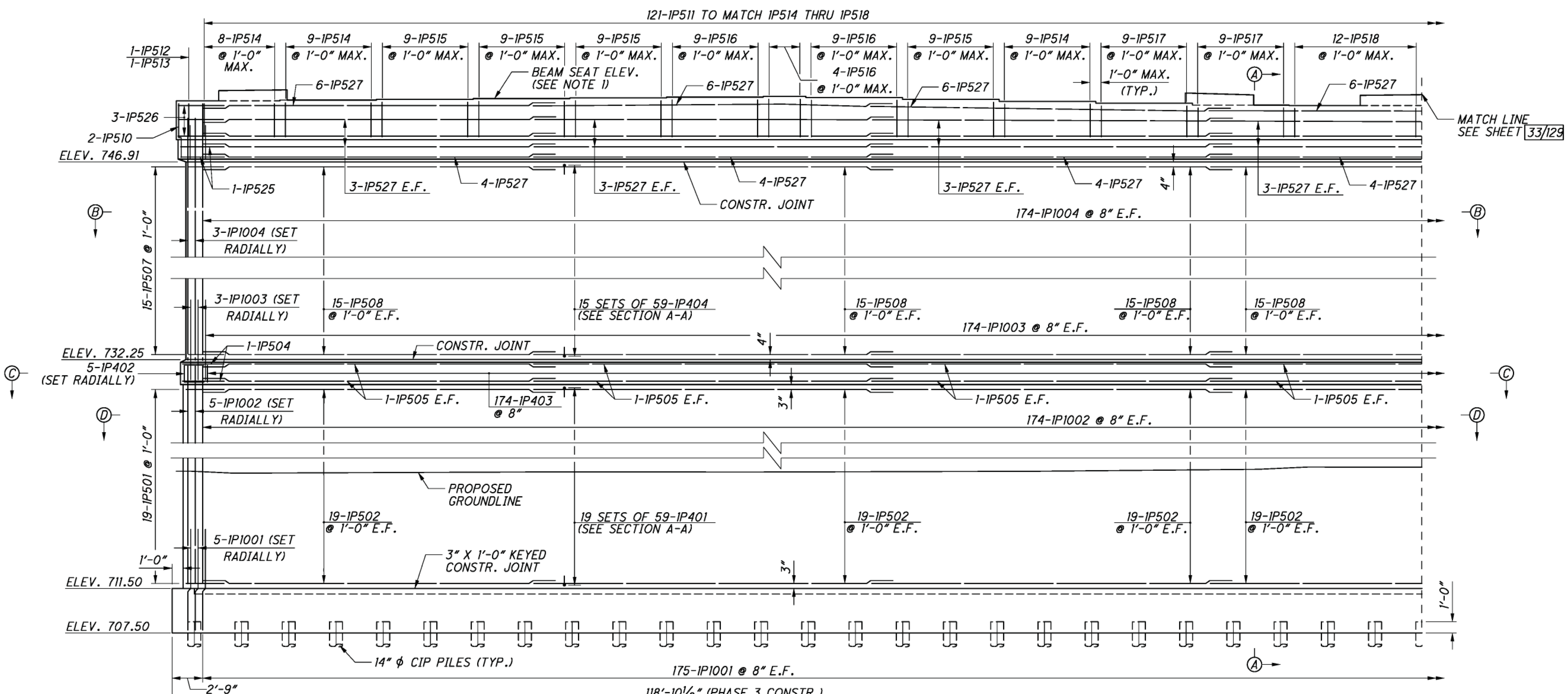
DESIGNED	DRAWN	REVIEWED	DATE
JRE	JRE	JOL	02/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTW		5707803/5707811	

PIER 7 AESTHETIC DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION

LEGEND:

(BXX)	= BEAM NUMBER	U.N.O.	= UNLESS NOTED OTHERWISE
MIN.	= MINIMUM	CONSTR.	= CONSTRUCTION
MAX.	= MAXIMUM	ELEV.	= ELEVATION
TYP.	= TYPICAL	STA.	= STATION
E.F.	= EACH FACE	R	= RADIUS
CIP	= CAST IN PLACE		

NOTES:

1. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 34/129.
2. FOR RIGHT SIDE OF PIER 1, SEE SHEET 33/129.
3. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 30/129.
4. FOR SECTIONS A-A THRU D-D AND DETAIL A, SEE SHEET 42/129.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 47/129.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" IN PIER CAP
#10	8'-6"

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
CAB	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

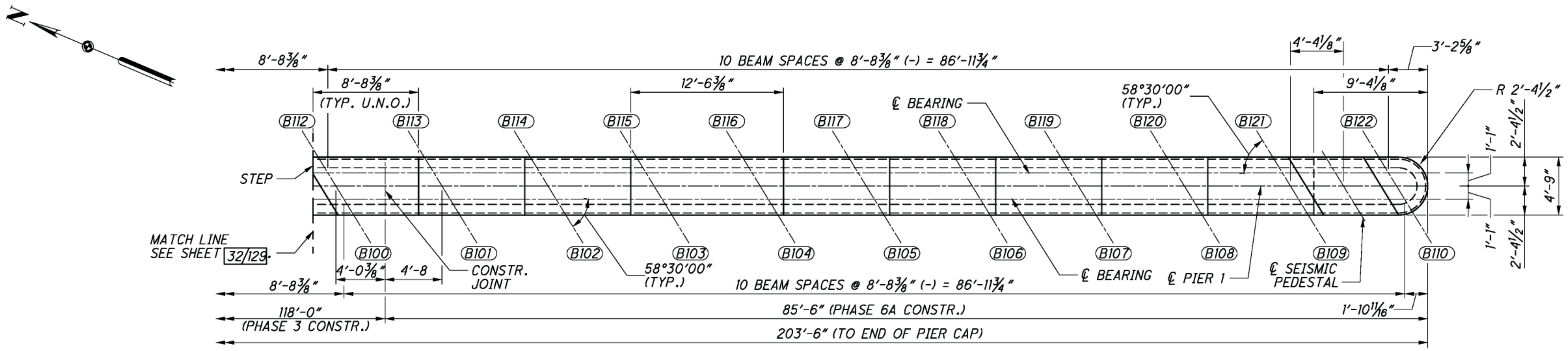
PIER 1 DETAILS

BRIDGE NO. MOT-75-1227 L/R

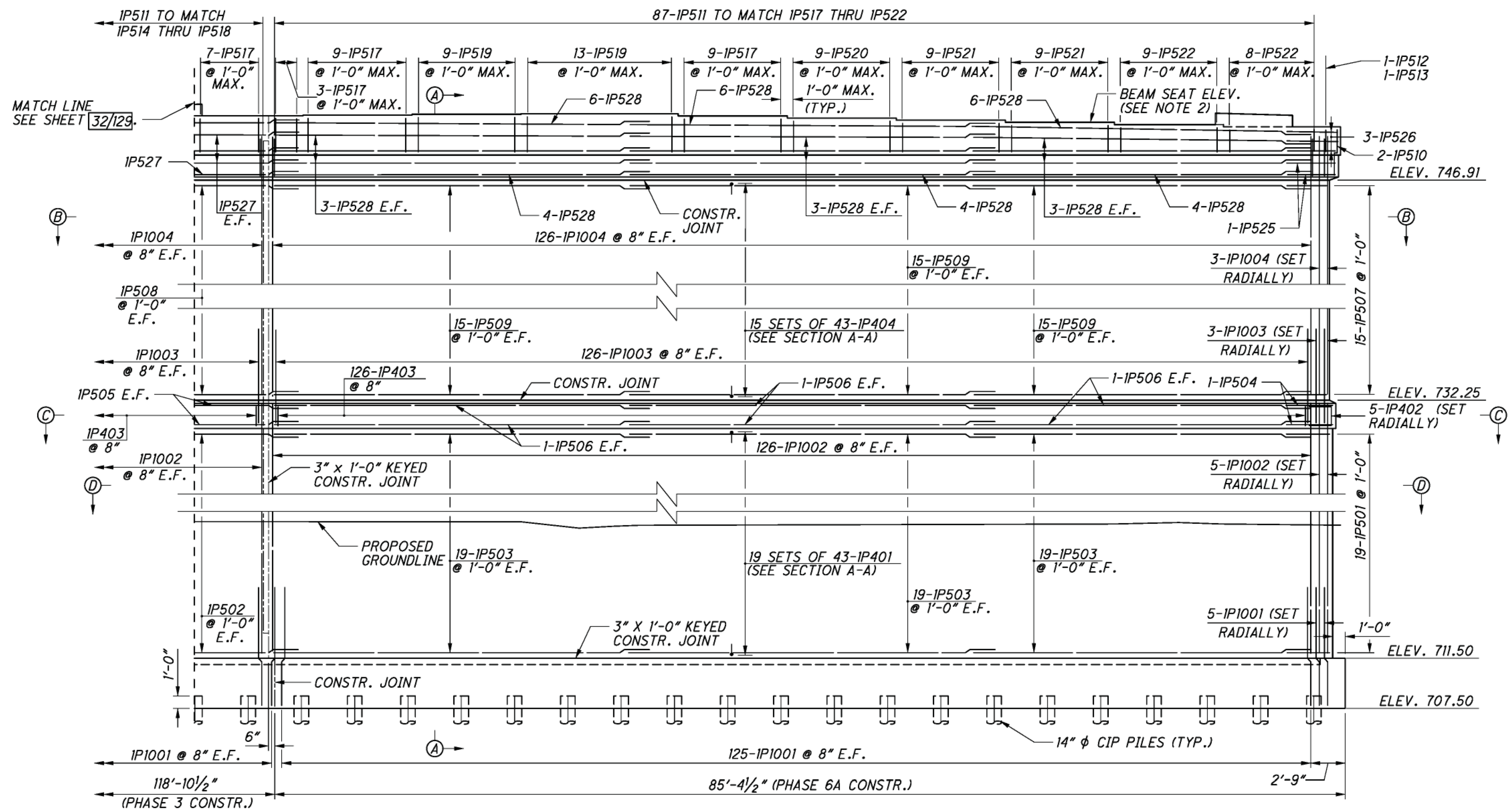
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75 12.00

PID No. 77247



PART PIER CAP PLAN



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" IN PIER CAP
#10	8'-6"

NOTES:

1. FOR LEFT SIDE OF PIER 1 SEE SHEET 32/129.
2. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 34/129.
3. FOR SECTION A-A THRU D-D, SEE SHEET 42/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED	DATE
JOL	2/21/2012

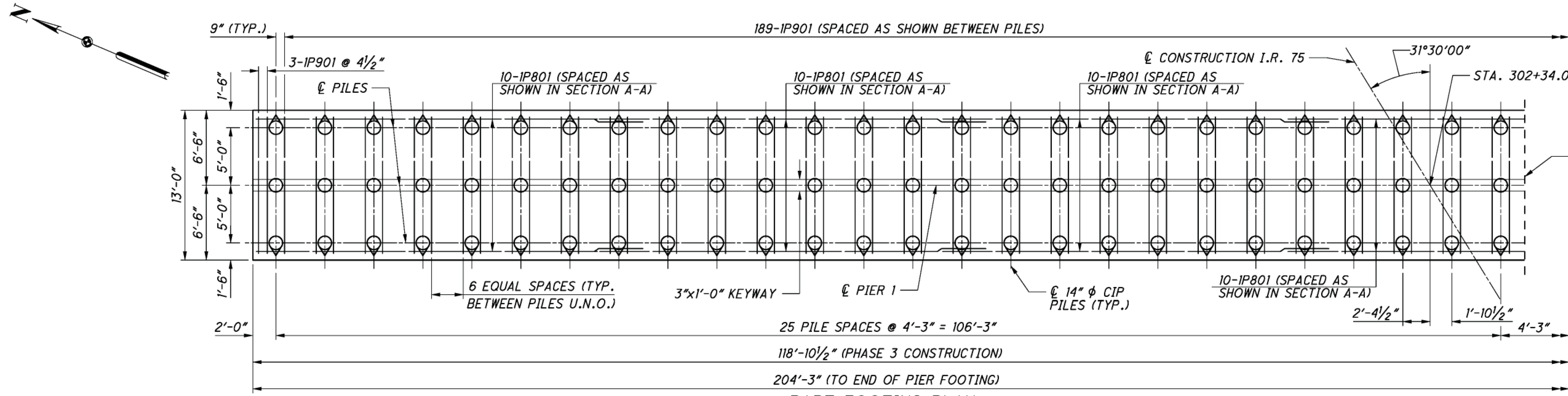
STRUCTURE FILE NUMBER
5707803/5707811

DRAWN	REVISED
ENH	

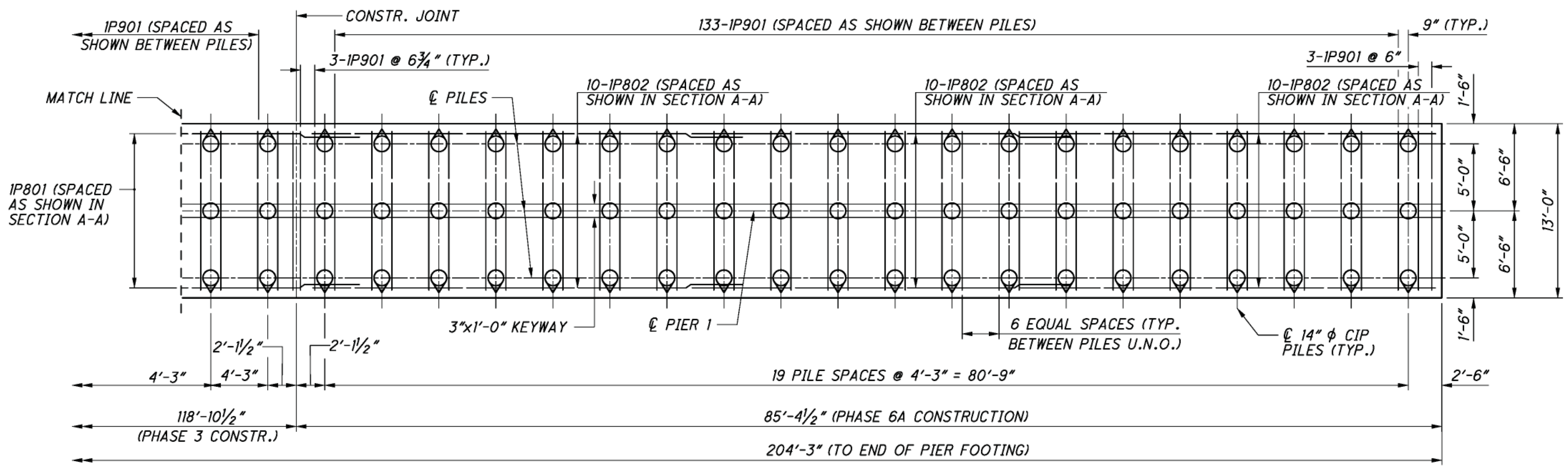
DESIGNED	CHECKED
CAB	DBT

PIER 1 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



PART FOOTING PLAN



PART FOOTING PLAN

BEAM SEAT ELEVATIONS							
BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B1	752.41	B99	751.98	B13	752.40	B111	751.98
B2	752.47	B100	752.05	B14	752.47	B112	752.05
B3	752.54	B101	752.09	B15	752.54	B113	752.09
B4	752.61	B102	752.16	B16	752.60	B114	752.16
B5	752.68	B103	752.21	B17	752.67	B115	752.20
B6	752.74	B104	752.21	B18	752.74	B116	752.20
B7	752.81	B105	752.04	B19	752.80	B117	752.03
B8	752.71	B106	751.87	B20	752.70	B118	751.86
B9	752.53	B107	751.70	B21	752.53	B119	751.69
B10	752.36	B108	751.53	B22	752.36	B120	751.52
B11	752.19	B109	751.33	B23	752.19	B121	751.33
B12	752.02	B110	751.16	B24	752.02	B122	751.16

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#8	4'-11"

LEGEND:

TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE
CIP = CAST IN PLACE
STA. = STATION
CONSTR. = CONSTRUCTION
SPA. = SPACES
= BATTERED PILE

NOTES:

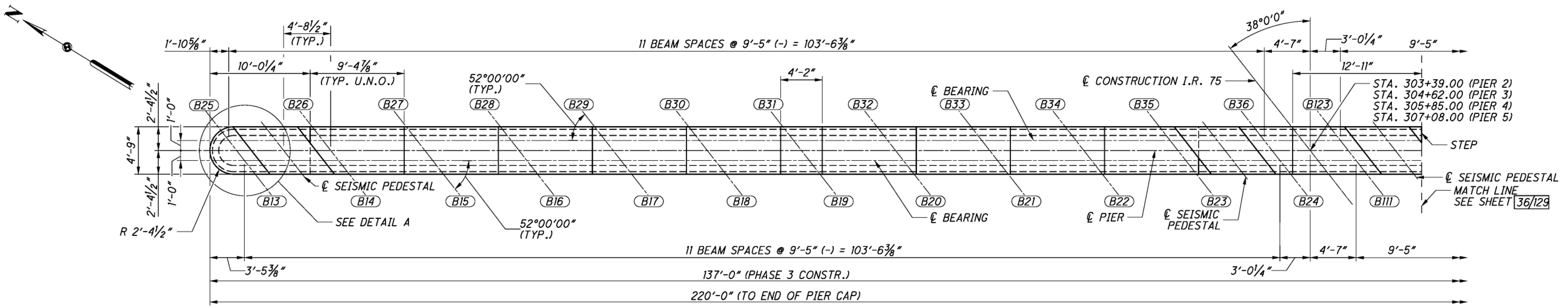
1. FOR PIER 1 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 32/129.
2. FOR PIER 1 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 33/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. FOR SECTION A-A, SEE SHEET 42/129.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
CAB	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

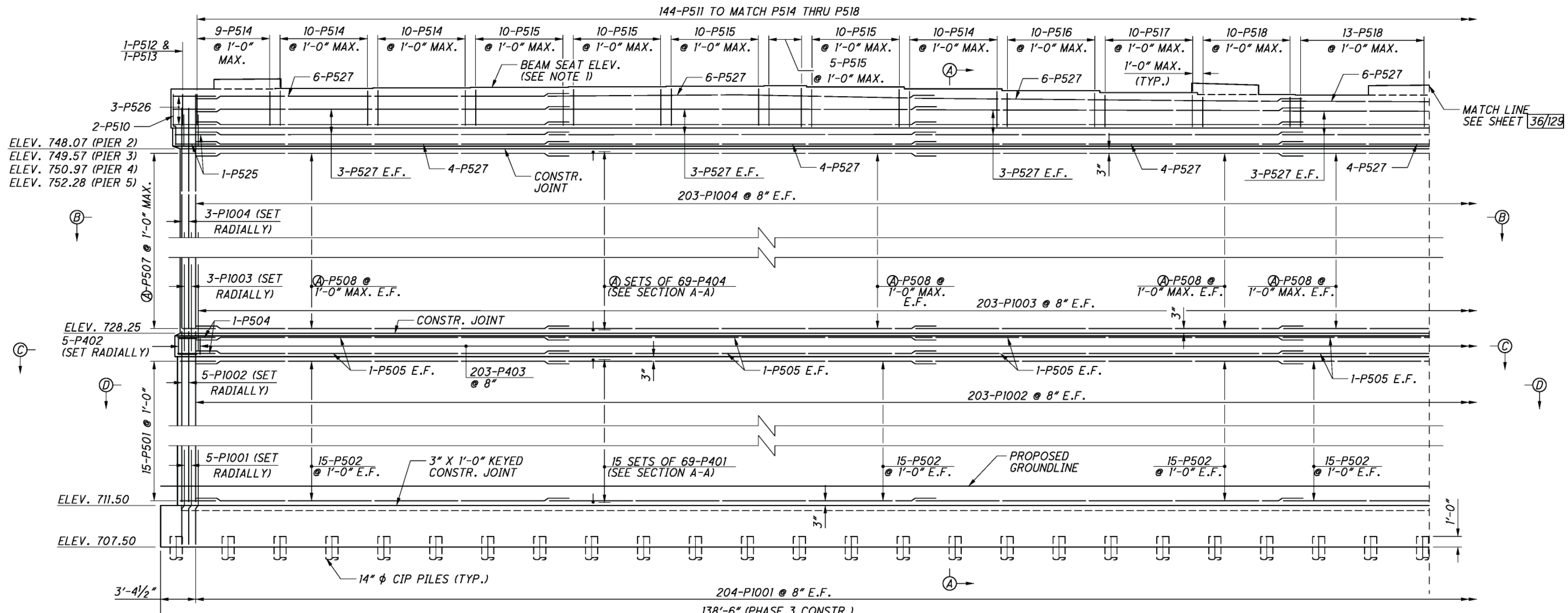
PIER 1 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75 12.00
PID No. 77247



PART PIER CAP PLAN

NOTE: PIER 2 BEAM NUMBERS SHOWN, FOR PIERS 3-5 BEAM NUMBERS SEE FRAMING PLAN SHEETS 48/129 THRU 51/129 .



PART ELEVATION

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- MAX. = MAXIMUM
- TYP. = TYPICAL
- E.F. = EACH FACE
- CIP = CAST IN PLACE
- R = RADIUS
- STA. = STATION
- U.N.O. = UNLESS NOTED OTHERWISE
- CONSTR. = CONSTRUCTION
- ELEV. = ELEVATION
- Ⓐ = 21 (PIER 2) 22 (PIER 3) 24 (PIER 4) 25 (PIER 5)

NOTES:

1. FOR FOOTING PLAN, SEE SHEET 37/129.
2. FOR RIGHT SIDE OF PIERS 2-5, SEE SHEET 36/129 .
3. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 30/129.
4. FOR DETAIL A AND SECTION A-A THRU D-D, SEE SHEET 42/129.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
6. PIER 2 BARS SHALL BE PREFIXED WITH 2. PIER 3 BARS SHALL BE PREFIXED WITH 3. PIER 4 BARS SHALL BE PREFIXED WITH 4. PIER 5 BARS SHALL BE PREFIXED WITH 5.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 47/129.
8. FOR TABLE OF BEAM SEAT ELEVATION, SEE SHEET 38/129.

LAP LENGTH TABLE

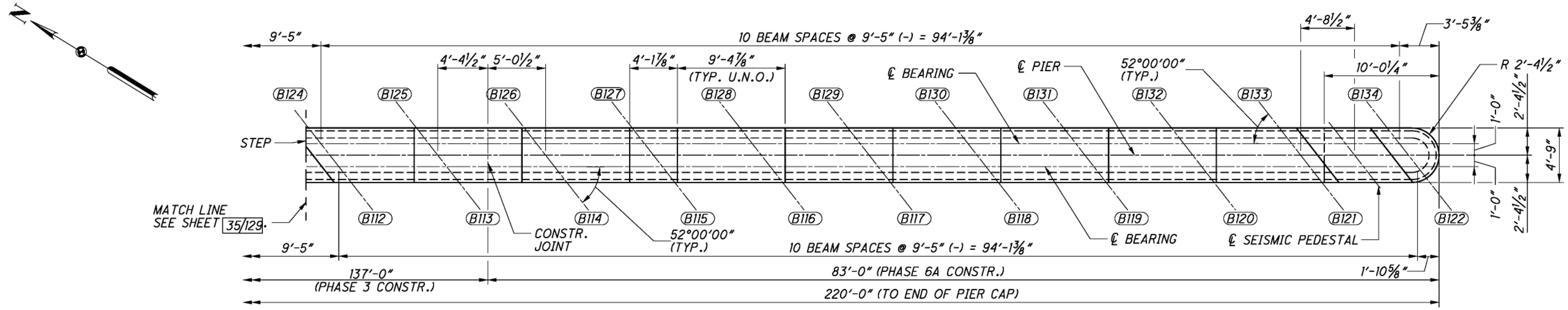
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" IN PIER CAP
#10	8'-6"

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DRAWN ENH REVISED
DESIGNED WAH CHECKED DBT

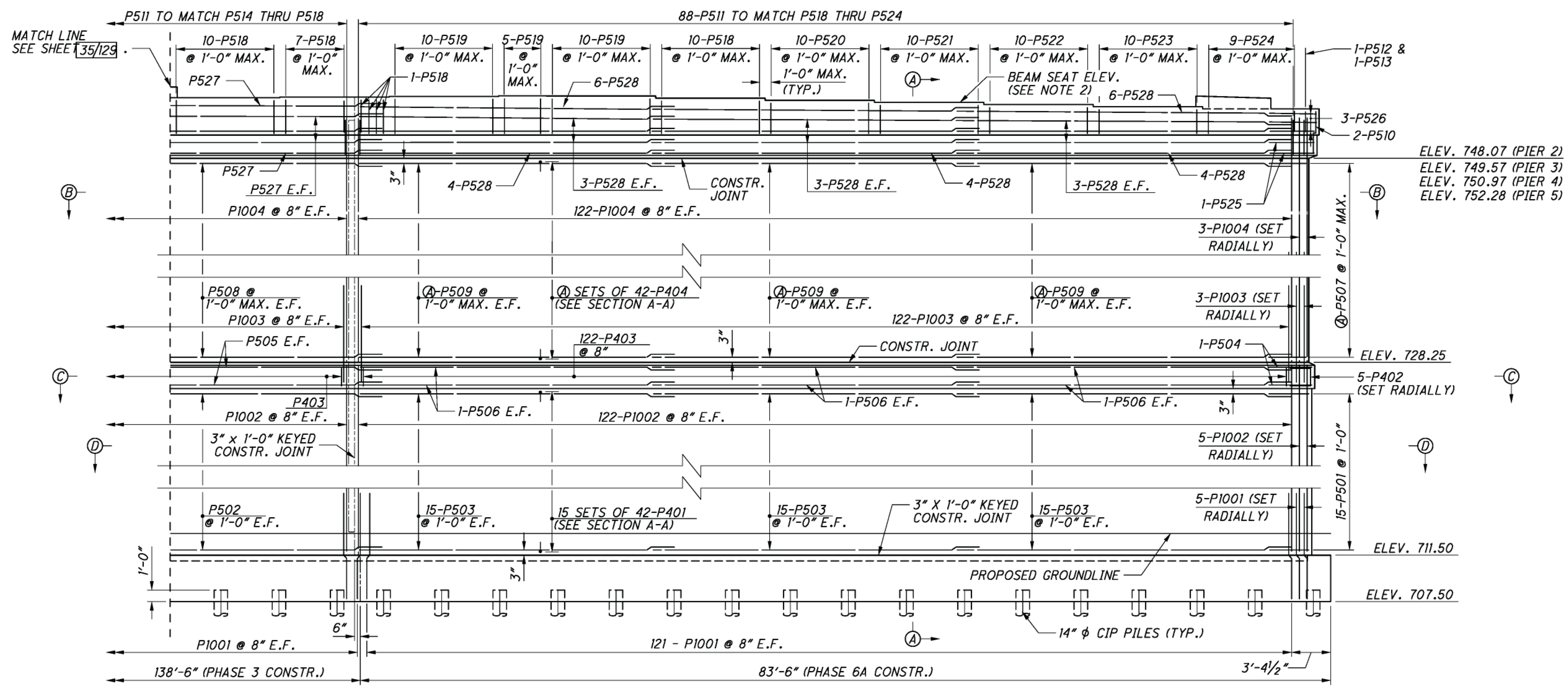
PIERS 2-5 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75 12.00
PID No. 77247



PART PIER CAP PLAN

NOTE: PIER 2 BEAM NUMBERS SHOWN, FOR PIERS 3-5 BEAM NUMBERS SEE FRAMING PLAN SHEETS 48/129 THRU 51/129.



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" IN PIER CAP
#10	8'-6"

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- MAX. = MAXIMUM
- TYP. = TYPICAL
- E.F. = EACH FACE
- CIP = CAST IN PLACE
- R = RADIUS
- STA. = STATION
- U.N.O. = UNLESS NOTED OTHERWISE
- CONSTR. = CONSTRUCTION
- ELEV. = ELEVATION
- A = 21 (PIER 2), 22 (PIER 3), 24 (PIER 4), 25 (PIER 5)

NOTES:

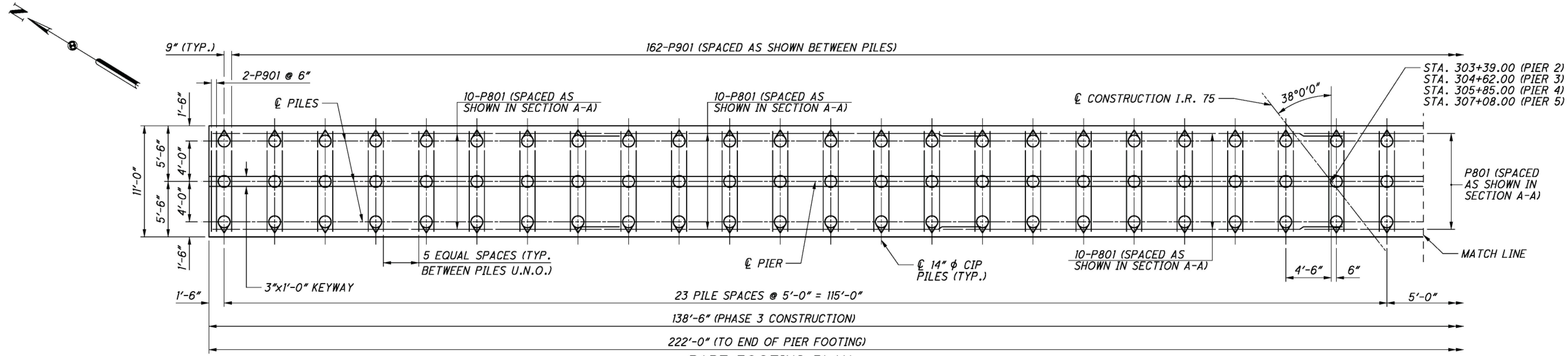
1. FOR LEFT SIDE OF PIERS 2-5 INCLUDING NOTES, SEE SHEET 35/129.
2. FOR FOOTING PLAN, SEE SHEET 37/129.
3. FOR SECTION A-A THRU D-D, SEE SHEET 42/129.
4. PIER 2 BARS SHALL BE PREFIXED WITH 2. PIER 3 BARS SHALL BE PREFIXED WITH 3. PIER 4 BARS SHALL BE PREFIXED WITH 4. PIER 5 BARS SHALL BE PREFIXED WITH 5.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 47/129.
6. FOR TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 38/129.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

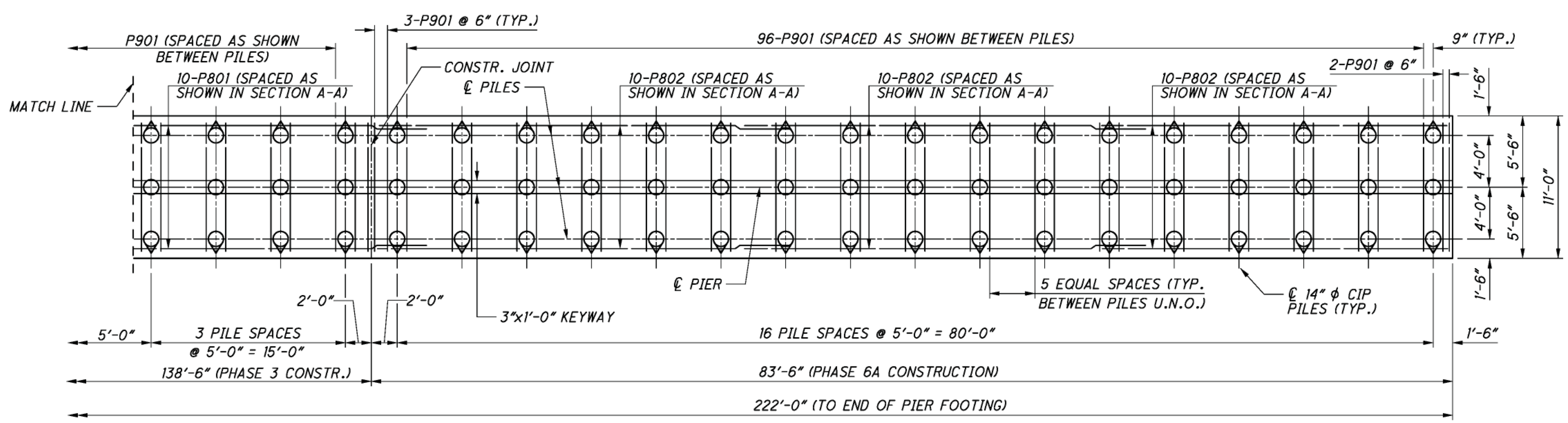
DESIGNED WAH | CHECKED DBT | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

PIERS 2-5 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



PART FOOTING PLAN



PART FOOTING PLAN

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#8	4'-11"

LEGEND:

TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE
CIP = CAST IN PLACE
CONSTR. = CONSTRUCTION
STA. = STATION
= BATTERED PILE

NOTES:

1. FOR PIERS 2-5 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 35/129.
2. FOR PIERS 2-5 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 36/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. FOR SECTION A-A, SEE SHEET 42/129.
5. PIER 2 BARS SHALL BE PREFIXED WITH 2. PIER 3 BARS SHALL BE PREFIXED WITH 3. PIER 4 BARS SHALL BE PREFIXED WITH 4. PIER 5 BARS SHALL BE PREFIXED WITH 5.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
WAH	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

PIERS 2-5 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75 12.00
PID No. 77247

BEAM SEAT ELEVATIONS - PIER 2

BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B13	753.83	B111	753.24	B25	753.82	B123	753.23
B14	753.89	B112	753.29	B26	753.87	B124	753.28
B15	753.94	B113	753.34	B27	753.93	B125	753.34
B16	753.99	B114	753.39	B28	753.98	B126	753.39
B17	754.04	B115	753.45	B29	754.03	B127	753.44
B18	754.10	B116	753.43	B30	754.09	B128	753.43
B19	754.15	B117	753.25	B31	754.14	B129	753.24
B20	754.03	B118	753.06	B32	754.02	B130	753.06
B21	753.85	B119	752.88	B33	753.83	B131	752.87
B22	753.66	B120	752.69	B34	753.65	B132	752.69
B23	753.48	B121	752.51	B35	753.47	B133	752.50
B24	753.29	B122	752.32	B36	753.28	B134	752.32

BEAM SEAT ELEVATIONS - PIER 3

BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B25	755.34	B123	754.74	B37	755.33	B135	754.73
B26	755.39	B124	754.79	B38	755.38	B136	754.79
B27	755.44	B125	754.85	B39	755.43	B137	754.84
B28	755.49	B126	754.90	B40	755.49	B138	754.89
B29	755.55	B127	754.95	B41	755.54	B139	754.94
B30	755.60	B128	754.94	B42	755.59	B140	754.93
B31	755.65	B129	754.75	B43	755.64	B141	754.75
B32	755.53	B130	754.57	B44	755.53	B142	754.56
B33	755.35	B131	754.38	B45	755.34	B143	754.38
B34	755.16	B132	754.20	B46	755.16	B144	754.19
B35	754.98	B133	754.01	B47	754.97	B145	754.01
B36	754.79	B134	753.83	B48	754.79	B146	753.82

BEAM SEAT ELEVATIONS - PIER 4

BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B37	756.79	B135	756.20	B49	756.68	B147	756.14
B38	756.84	B136	756.25	B50	756.73	B148	756.19
B39	756.90	B137	756.30	B51	756.79	B149	756.24
B40	756.95	B138	756.35	B52	756.84	B150	756.29
B41	757.00	B139	756.41	B53	756.89	B151	756.35
B42	757.05	B140	756.39	B54	756.94	B152	756.33
B43	757.11	B141	756.21	B55	757.00	B153	756.15
B44	756.99	B142	756.02	B56	756.88	B154	755.96
B45	756.80	B143	755.84	B57	756.69	B155	755.78
B46	756.62	B144	755.65	B58	756.51	B156	755.59
B47	756.43	B145	755.47	B59	756.32	B157	755.41
B48	756.25	B146	755.28	B60	756.14	B158	755.22

BEAM SEAT ELEVATIONS - PIER 5

BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B49	758.04	B147	757.44	B61	757.94	B159	757.49
B50	758.10	B148	757.49	B62	757.99	B160	757.54
B51	758.17	B149	757.54	B63	758.06	B161	757.59
B52	758.22	B150	757.60	B64	758.12	B162	757.65
B53	758.28	B151	757.65	B65	758.17	B163	757.70
B54	758.33	B152	757.64	B66	758.22	B164	757.69
B55	758.38	B153	757.45	B67	758.27	B165	757.50
B56	758.28	B154	757.27	B68	758.18	B166	757.32
B57	758.10	B155	757.08	B69	757.99	B167	757.13
B58	757.91	B156	756.90	B70	757.81	B168	756.95
B59	757.73	B157	756.71	B71	757.62	B169	756.76
B60	757.54	B158	756.53	B72	757.44	B170	756.58

NOTES:

1. FOR PIERS 2-5 PLAN AND ELEVATIONS, SEE SHEET 35/129 AND 36/129.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED WAH | DRAWN ENH | REVIEWED JOL | DATE 2/21/2012
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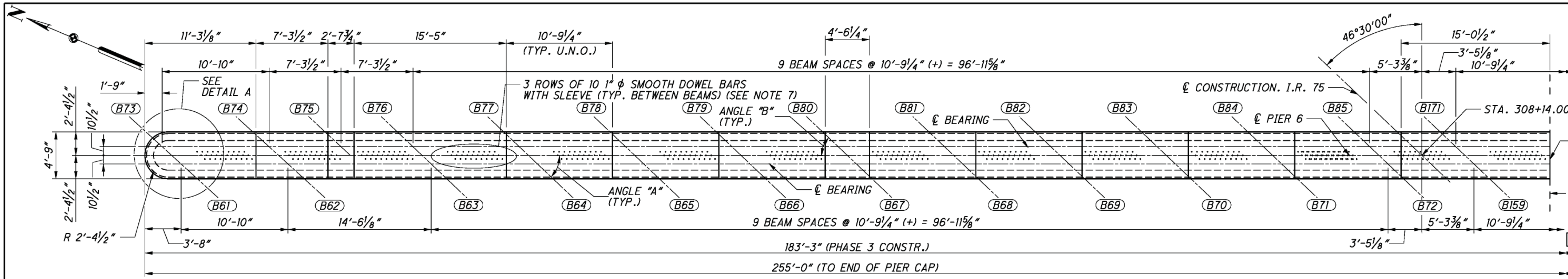
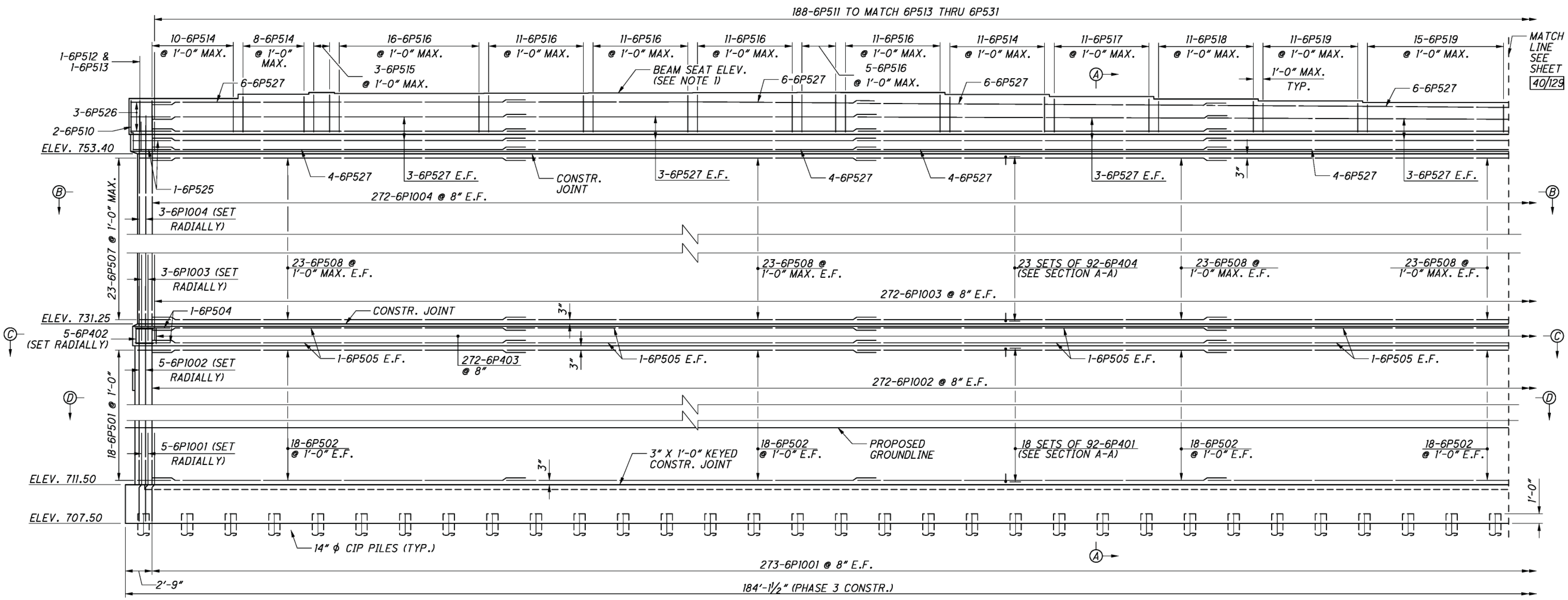
PIERS 2-5 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75 12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION

LEGEND:

(BXX) = BEAM NUMBER
MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
CIP = CAST IN PLACE
MAX. = MAXIMUM
R = RADIUS
STA. = STATION
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
ELEV. = ELEVATION

NOTES:

1. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 41/129.
2. FOR RIGHT SIDE OF PIER 6, SEE SHEET 40/129.
3. FOR TABLE OF BEAM ANGLES, SEE SHEET 40/129.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 30/129.
5. FOR DETAIL A AND SECTION A-A THRU D-D, SEE SHEET 42/129.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
7. 1" ϕ STAINLESS STEEL SMOOTH DOWEL BARS SHALL BE ASTM A311 CLASS A, GRADE 1018, WITH SLEEVE. FOR STAINLESS STEEL BARS PLAN DETAIL, SEE SHEET 40/129. INSTALL DOWEL ACCORDING TO ITEM 510 DOWEL HOLES WITH NONSHRINK, NON-METALLIC GROUT, 705.20. ALL COSTS ASSOCIATED WITH THE SMOOTH DOWEL BARS SHALL BE INCIDENTAL TO ITEM 515 DRAPED STRAND PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN.
8. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLAN FOR PAYMENT.

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" (IN PIER CAP)
#10	8'-6"

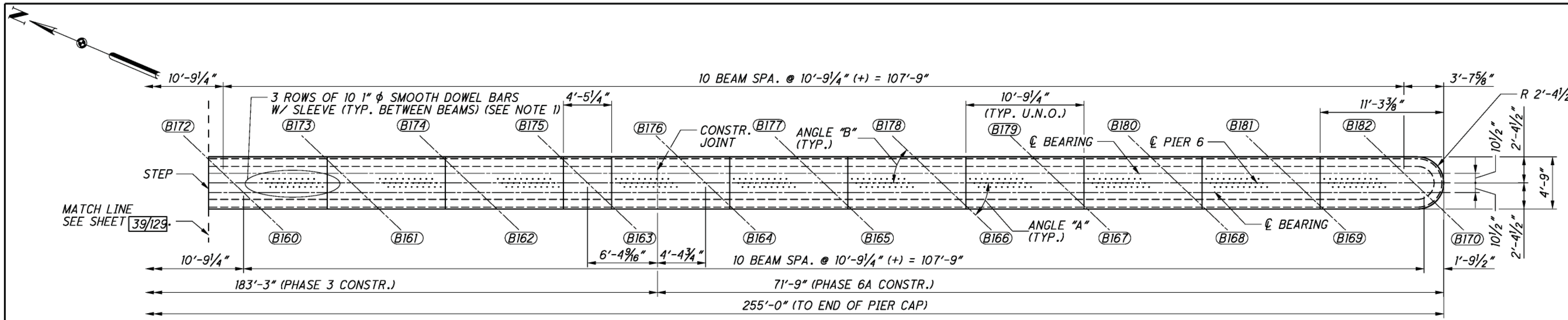
DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED VWR | CHECKED DBT | DRAWN ENH | REVISED ENH | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

PIER 6 DETAILS

BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

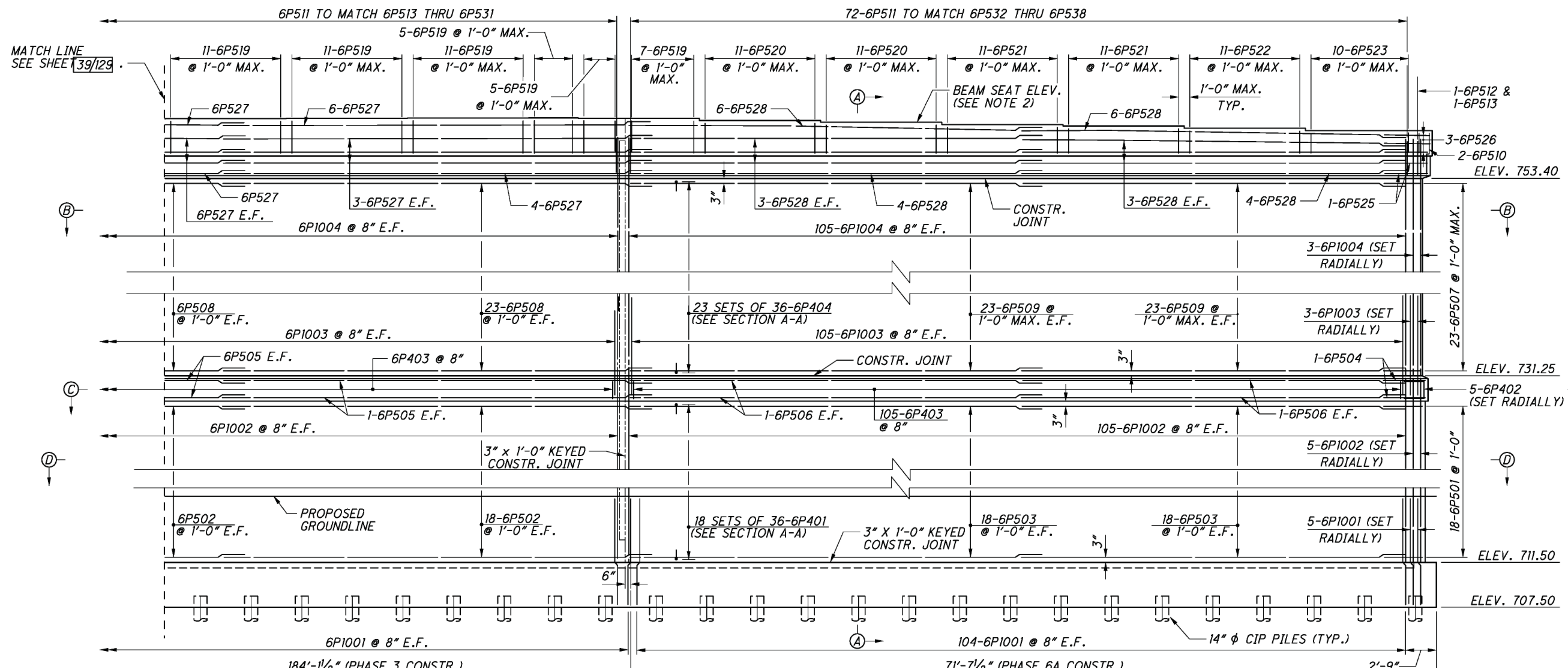
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN

ANGLE "A"	
BEAM	ANGLE
B61	42°21'15"
B62	42°21'15"
B63 - B72	43°30'00"
B159 - B170	43°30'00"

ANGLE "B"	
BEAM	ANGLE
B73	42°21'15"
B74	42°21'15"
B75	42°55'15"
B76 - B85	43°30'00"
B171 - B182	43°30'00"

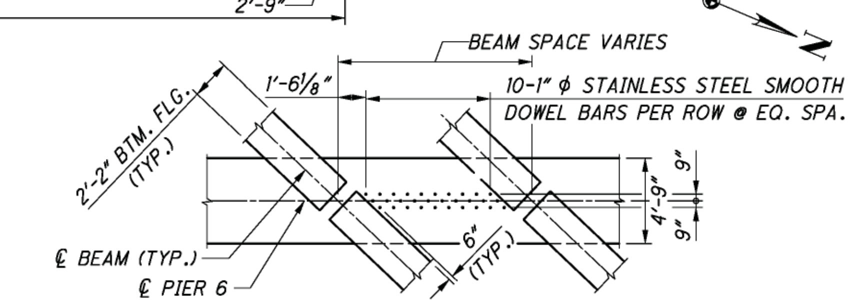


PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" (IN PIER CAP)
#10	8'-6"

NOTES:

1. FOR LEFT SIDE OF PIER 6 INCLUDING NOTES AND LEGEND, SEE SHEET 39/129.
2. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS SEE SHEET 41/129.
3. FOR SECTION A-A THRU D-D, SEE SHEET 42/129.



STAINLESS STEEL SMOOTH DOWEL BAR PLAN

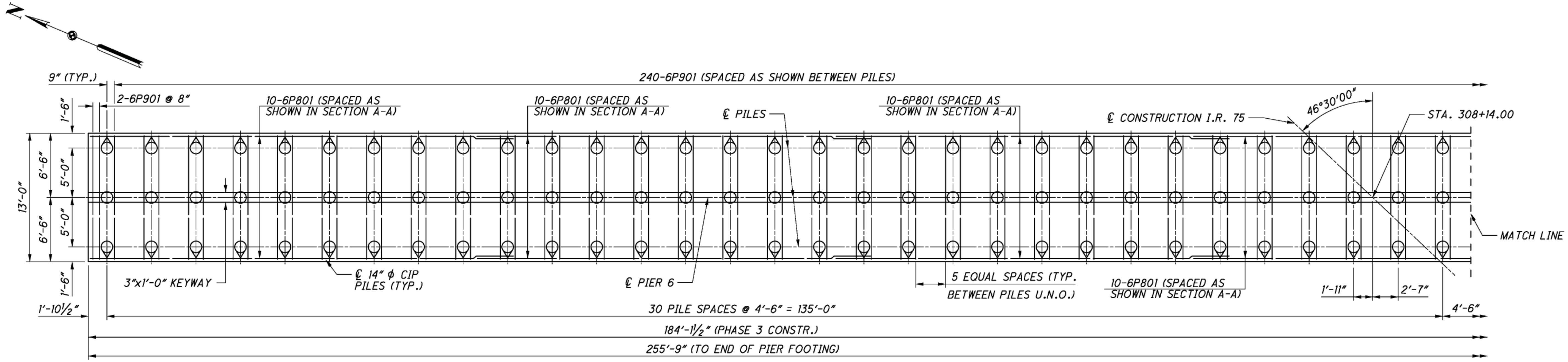
DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
VWR	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT	ENH	5707803/5707811	

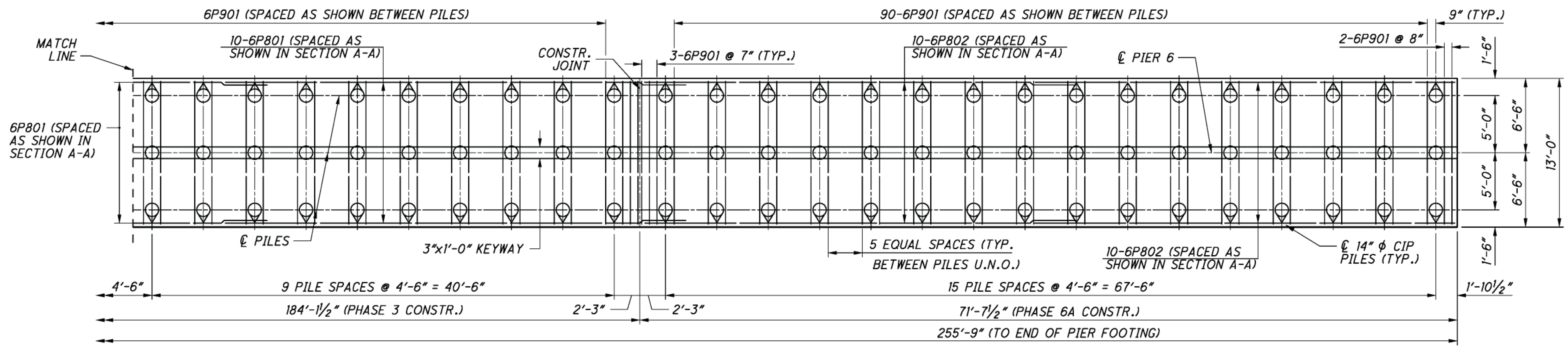
PIER 6 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

IP_PWP:dms28472\075_007SCPI003.dgn 24-FEB-2012 2:44PM cdock



PART FOOTING PLAN



PART FOOTING PLAN

BEAM SEAT ELEVATIONS

BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B61	759.57	B159	758.69	B73	759.51	B171	758.69
B62	759.60	B160	758.72	B74	759.54	B172	758.71
B63	759.67	B161	758.75	B75	759.72	B173	758.74
B64	759.70	B162	758.78	B76	759.61	B174	758.77
B65	759.73	B163	758.79	B77	759.64	B175	758.78
B66	759.76	B164	758.75	B78	759.67	B176	758.75
B67	759.79	B165	758.55	B79	759.70	B177	758.54
B68	759.77	B166	758.40	B80	759.73	B178	758.39
B69	759.57	B167	758.19	B81	759.71	B179	758.18
B70	759.36	B168	758.07	B82	759.51	B180	758.06
B71	759.11	B169	757.86	B83	759.30	B181	757.85
B72	758.90	B170	757.65	B84	759.05	B182	757.64
—	—	—	—	B85	758.84	—	—

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
#8	4'-11"

LEGEND:

TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
STA. = STATION
CIP = CAST IN PLACE
= BATTERED PILE

NOTES:

1. FOR PIER 6 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 39/129.
2. FOR PIER 6 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 40/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. FOR SECTION A-A, SEE SHEET 42/129.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

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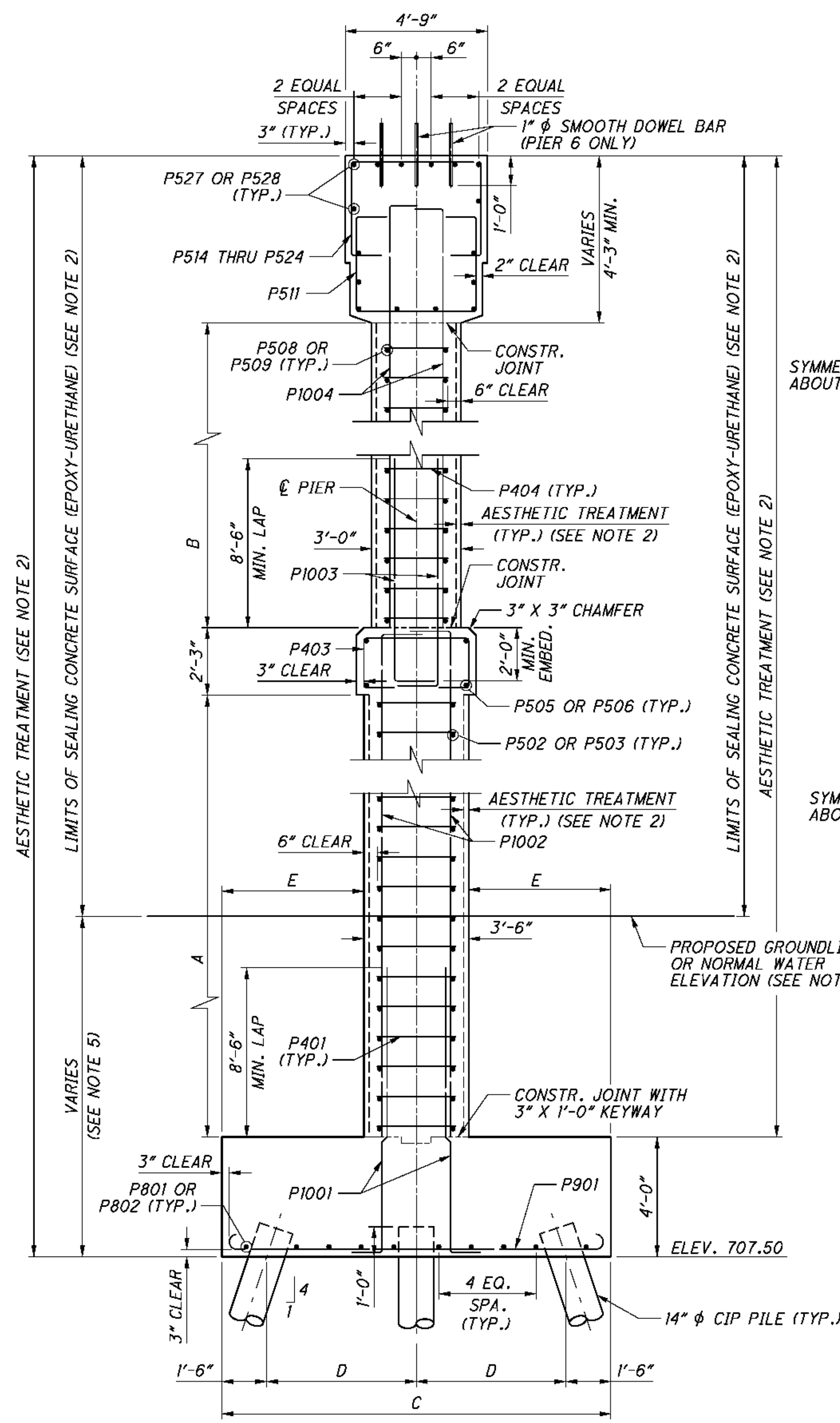
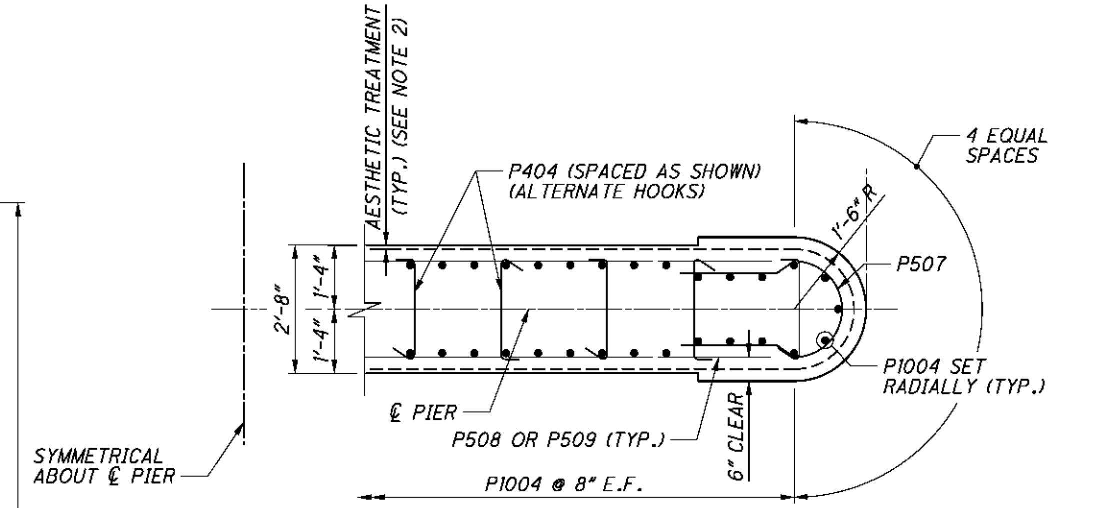
DBT	ENH	5707803/5707811	

PIER 6 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

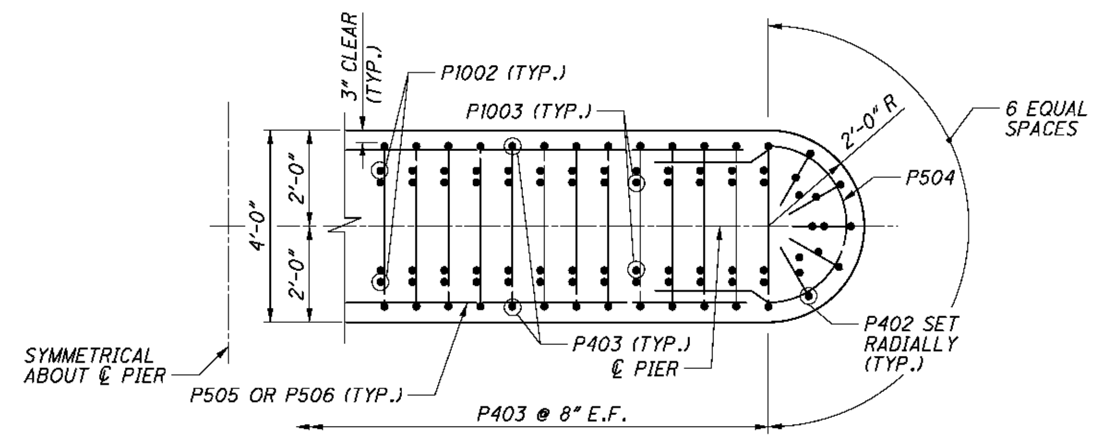
MOT-75-12.00
PID No. 77247



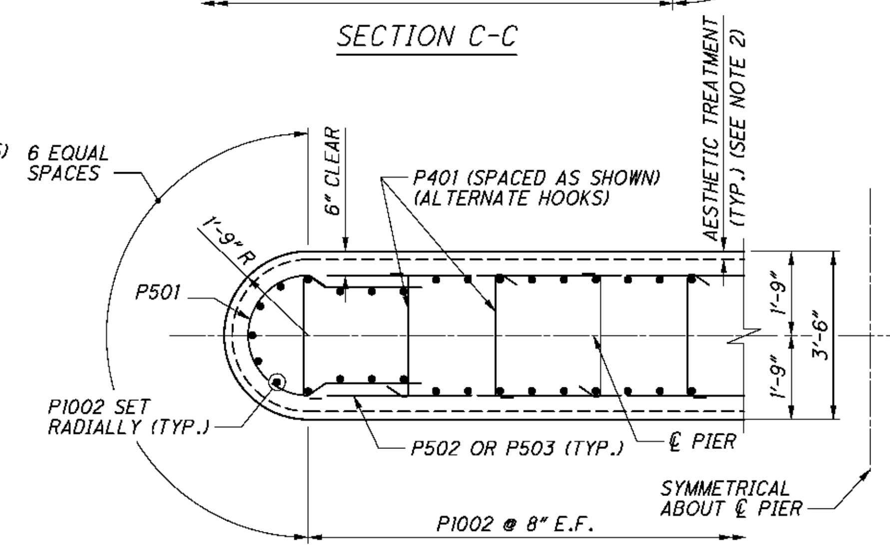
SECTION A-A



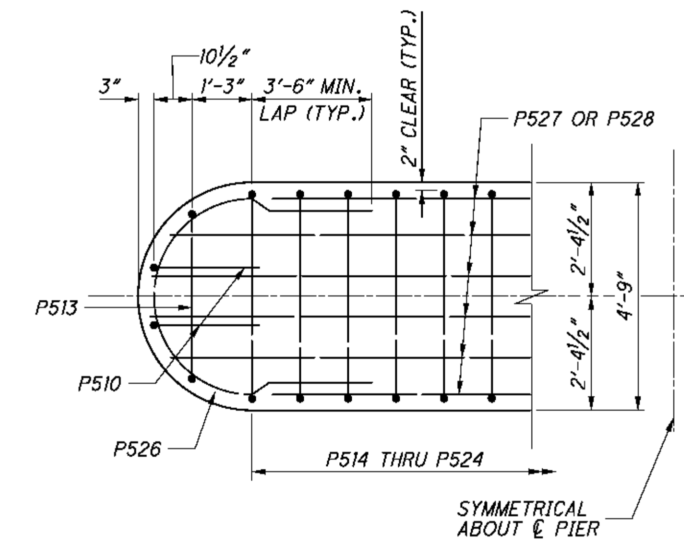
SECTION B-B



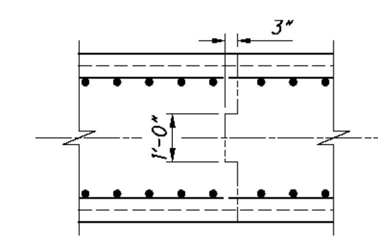
SECTION C-C



SECTION D-D



DETAIL A



VERTICAL CONSTRUCTION JOINT DETAIL

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	3'-6" IN PIER CAP
#8	6'-3"
#10	8'-6"

DIMENSIONS					
PIER	A	B	C	D	E
1	18'-6"	14'-7 15/16"	13'-0"	5'-0"	4'-9"
2	14'-6"	19'-9 13/16"	11'-0"	4'-0"	3'-9"
3	14'-6"	21'-3 13/16"	11'-0"	4'-0"	3'-9"
4	14'-6"	22'-8 5/8"	11'-0"	4'-0"	3'-9"
5	14'-6"	24'-0 3/8"	11'-0"	4'-0"	3'-9"
6	17'-6"	22'-1 13/16"	13'-0"	5'-0"	4'-9"

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
EQ. SPA. = EQUAL SPACES
CIP = CAST IN PLACE
CONSTR. = CONSTRUCTION
ELEV. = ELEVATION
U.N.O. = UNLESS NOTED OTHERWISE

NOTES:

1. FOR LOCATIONS OF DETAIL A AND SECTIONS A-A THRU D-D SEE SHEETS 32/129 THRU 40/129.
2. FOR ADDITIONAL PIER DIMENSIONS, PIER AESTHETIC TREATMENT DETAILS AND SEALING COLORS, SEE SHEET 30/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. PIER 1 BARS SHALL BE PREFIXED WITH 1. PIER 2 BARS SHALL BE PREFIXED WITH 2. PIER 3 BARS SHALL BE PREFIXED WITH 3. PIER 4 BARS SHALL BE PREFIXED WITH 4. PIER 5 BARS SHALL BE PREFIXED WITH 5. PIER 6 BARS SHALL BE PREFIXED WITH 6.
5. FOR DIMENSIONS TO PROPOSED GROUNDLINE OR NORMAL WATER ELEVATION, SEE SHEET 30/129.

DESIGN AGENCY
HNTB
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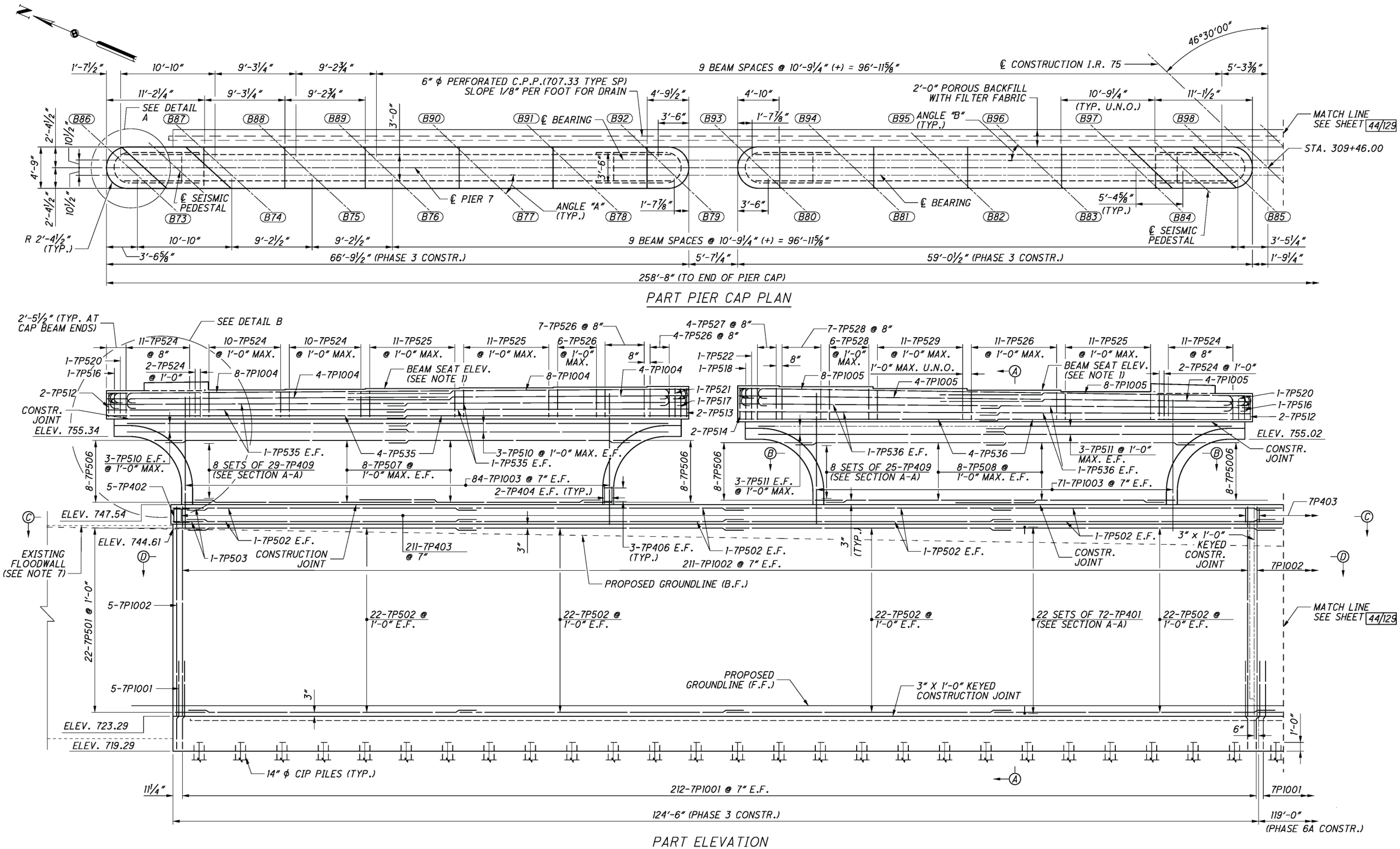
DBT		5707803/5707811	

PIERS 1 THRU 6 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEGEND:

(BXX) = BEAM NUMBER	U.N.O. = UNLESS NOTED OTHERWISE
MIN. = MINIMUM	CONSTR. = CONSTRUCTION
TYP. = TYPICAL	ELEV. = ELEVATION
E.F. = EACH FACE	CIP = CAST IN PLACE
R = RADIUS	C.P.P. = CORRUGATED PLASTIC PIPE
STA. = STATION	B.F. = BACK FACE
F.F. = FRONT FACE	

NOTES:

1. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 45/129.
2. FOR RIGHT SIDE OF PIER 7 AND LAP LENGTH TABLE, SEE SHEET 44/129.
3. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER AESTHETIC TREATMENT DETAILS, SEE SHEET 31/129.
4. FOR TABLE OF BEAM ANGLES, SECTION A-A, DETAIL A, AND DETAIL B, SEE SHEET 46/129.
5. FOR SECTIONS B-B THRU D-D AND SEISMIC PEDESTAL DETAILS, SEE SHEET 47/129.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
7. FOR EXISTING FLOODWALL DETAIL, SEE SHEET 47/129.

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DESIGNED VWR | CHECKED DBT | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

PIER 7 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

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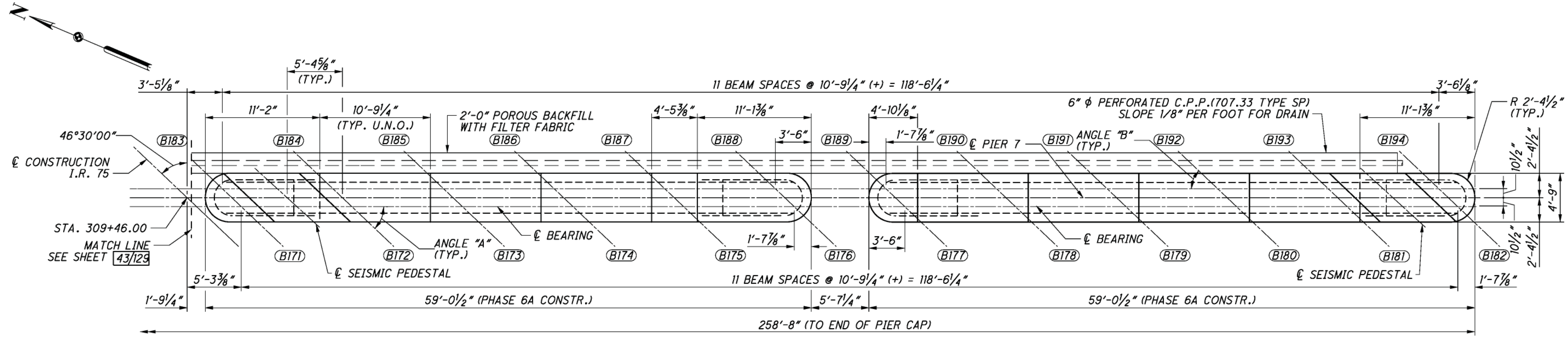
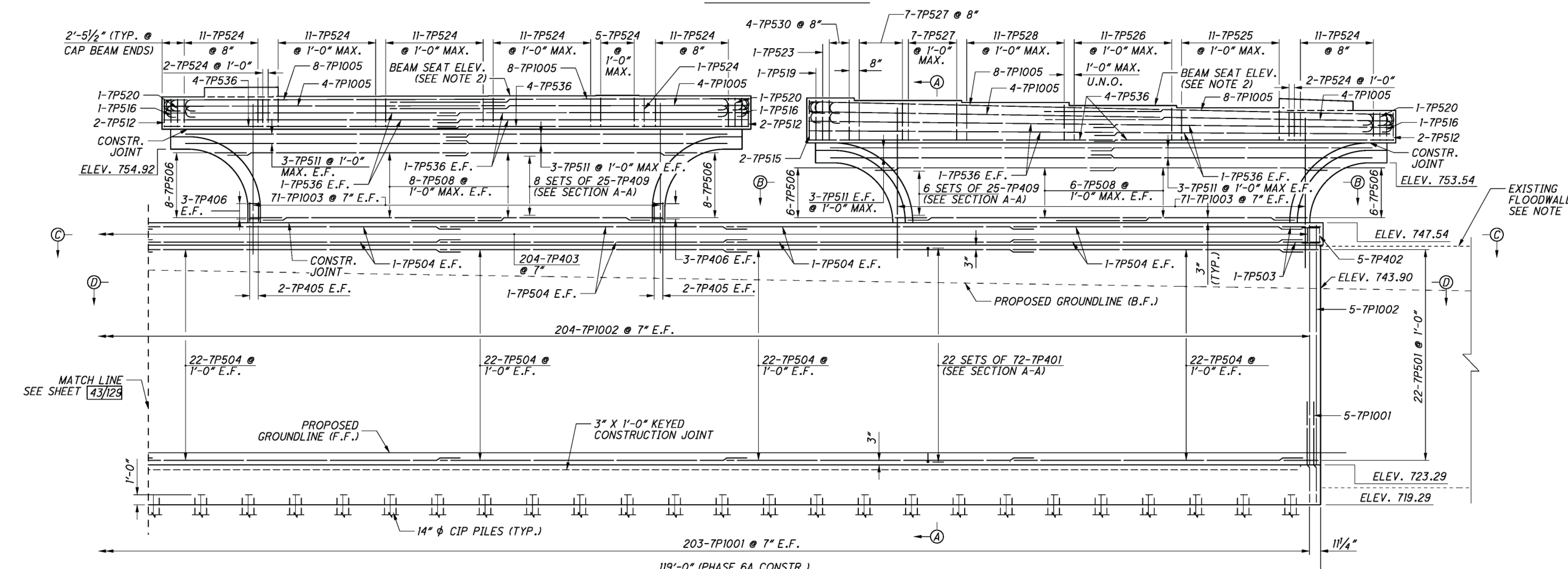


PART PIER CAP PLAN



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0" U.N.O.
#5	2'-6" (IN CAP BEAM)
#10	8'-3" (IN COLUMN)
#10	11'-8" (IN CAP BEAM)

NOTES:

1. FOR LEFT SIDE OF PIER 7 INCLUDING NOTES AND LEGEND, SEE SHEET 43/129.
2. FOR FOOTING PLAN AND TABLE OF BEAM SEAT ELEVATIONS, SEE SHEET 45/129.
3. FOR TABLE OF BEAM ANGLES, SECTION A-A, DETAIL A, AND DETAIL B, SEE SHEET 46/129.
4. FOR SECTIONS B-B THRU D-D AND SEISMIC PEDESTAL DETAILS, SEE SHEET 47/129.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
VWR	ENH	JOL	2/21/2012
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PIER 7 DETAILS
BRIDGE NO. MOT-75-1227 L/R
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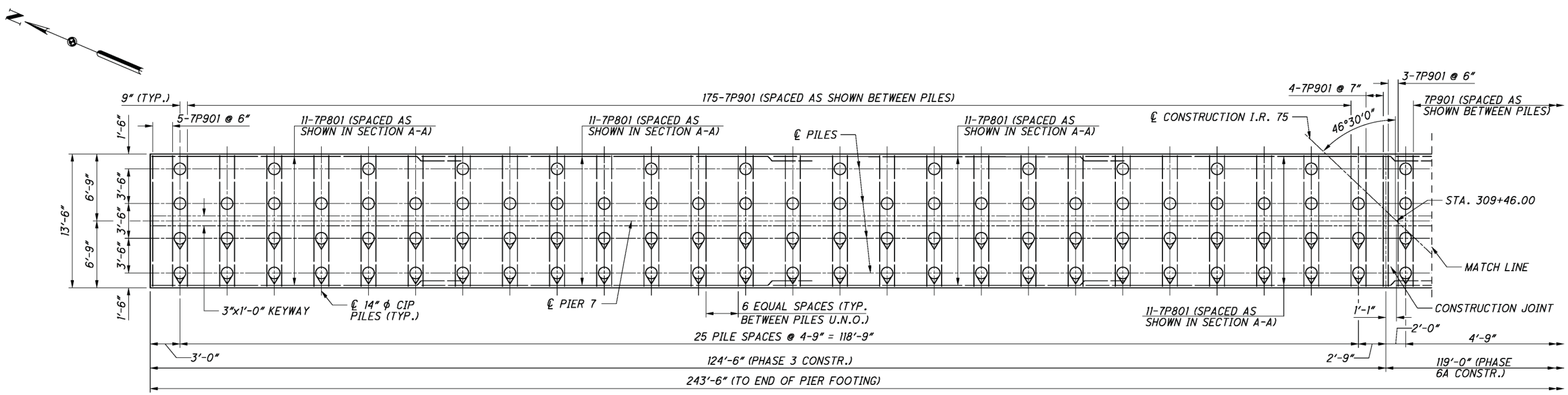
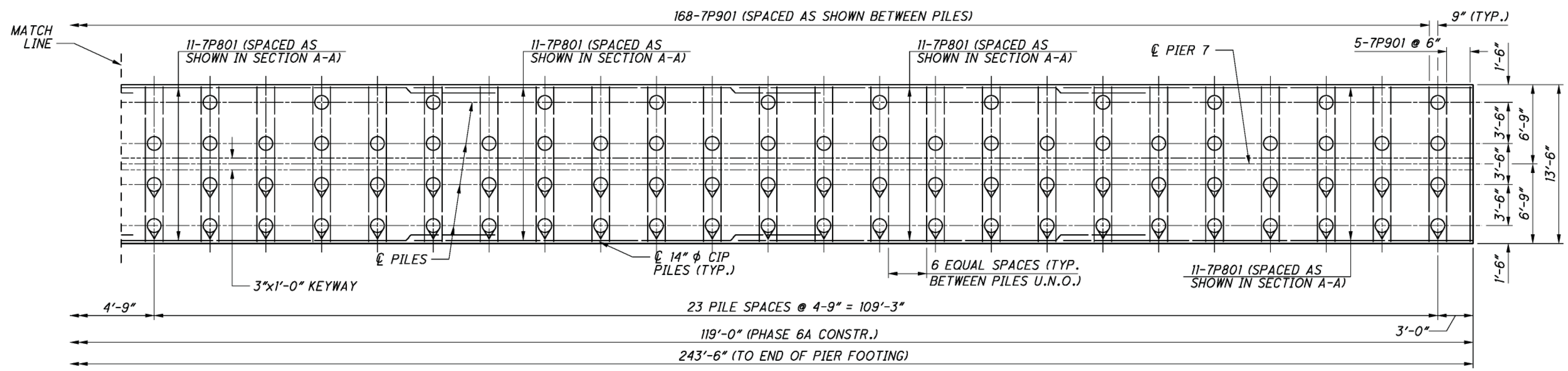
MOT-75-12.00
PID No. 77247



PART FOOTING PLAN



PART FOOTING PLAN

BEAM SEAT ELEVATIONS							
BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION	BEAM	ELEVATION
B73	760.59	B171	760.16	B86	760.59	B183	760.15
B74	760.69	B172	760.21	B87	760.69	B184	760.20
B75	760.77	B173	760.23	B88	760.76	B185	760.22
B76	760.84	B174	760.26	B89	760.84	B186	760.26
B77	760.93	B175	760.30	B90	760.92	B187	760.29
B78	761.01	B176	760.26	B91	761.00	B188	760.25
B79	761.08	B177	760.05	B92	761.08	B189	760.05
B80	761.16	B178	759.79	B93	761.15	B190	759.78
B81	761.05	B179	759.58	B94	761.05	B191	759.58
B82	760.84	B180	759.28	B95	760.84	B192	759.27
B83	760.66	B181	759.07	B96	760.66	B193	759.06
B84	760.48	B182	758.79	B97	760.48	B194	758.79
B85	760.28	—	—	B98	760.27	—	—

LEGEND:

TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE
STA. = STATION
= BATTERED PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#8	4'-11"

NOTES:

1. FOR PIER 7 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 43/129.
2. FOR PIER 7 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 44/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. FOR SECTION A-A SEE SHEET 46/129.

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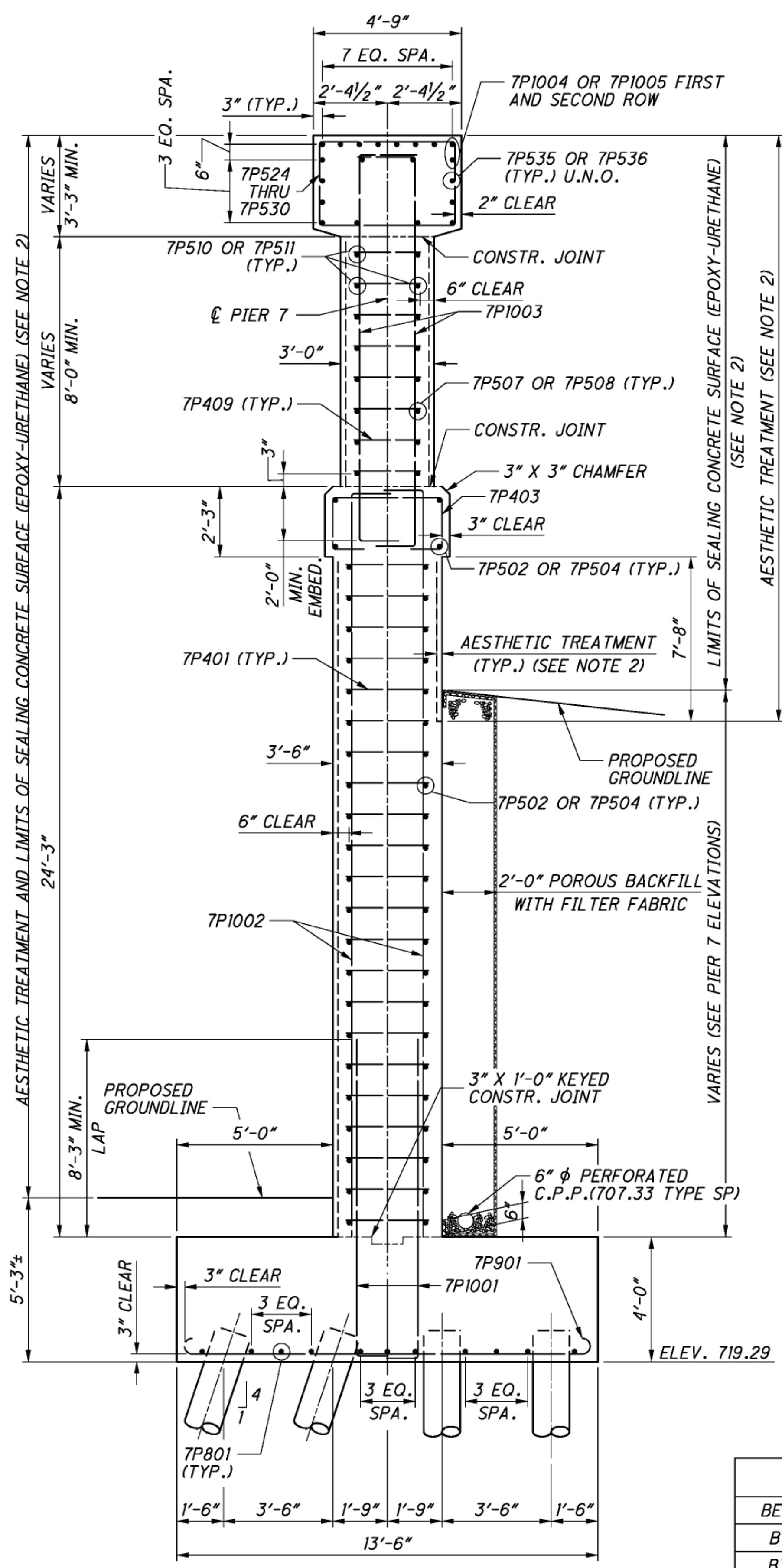
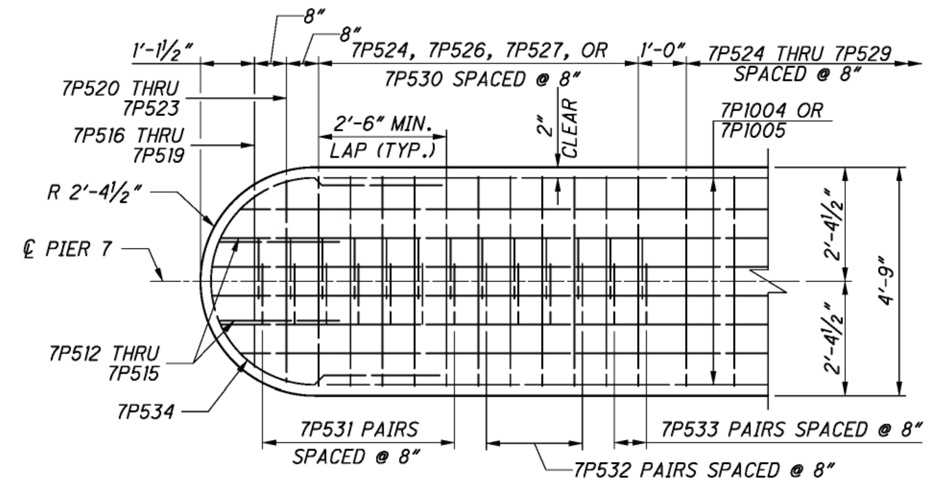
PIER 7 DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

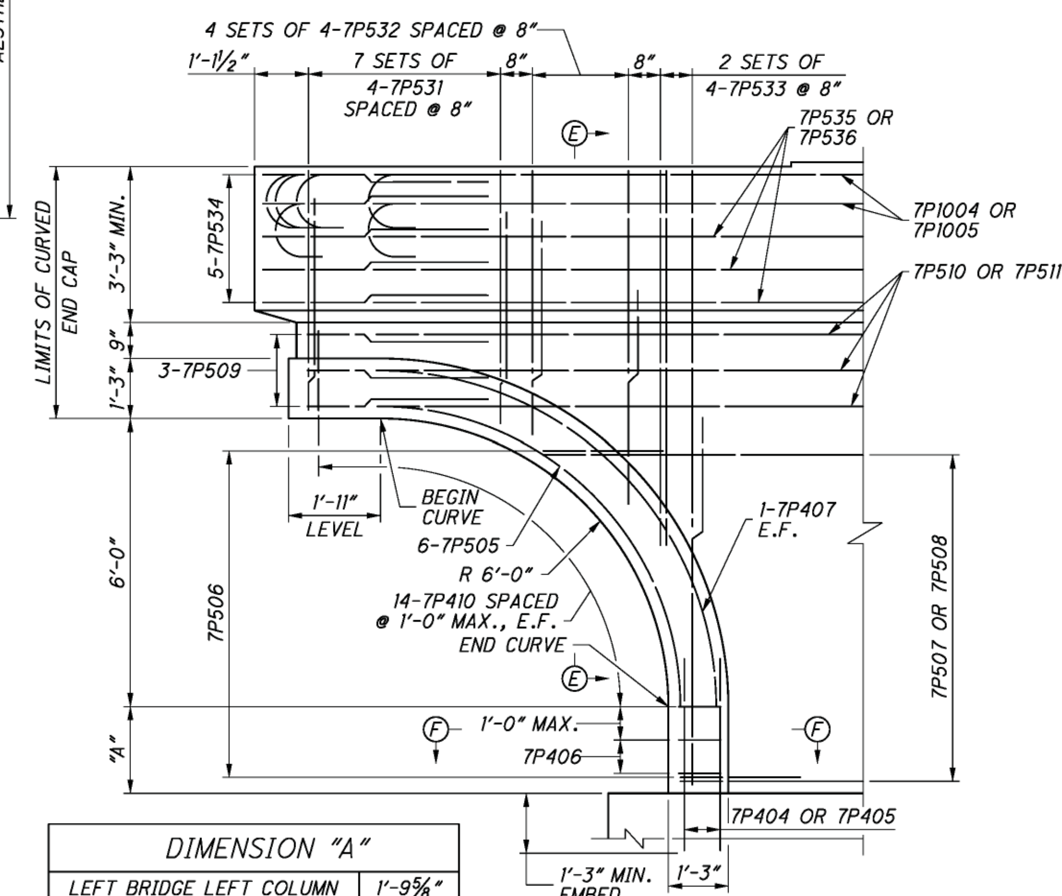
MOT-75-12.00
PID No. 77247



SECTION A-A

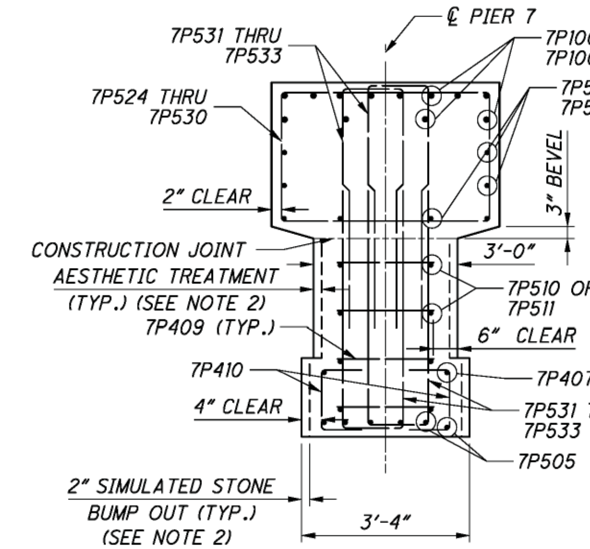


DETAIL A

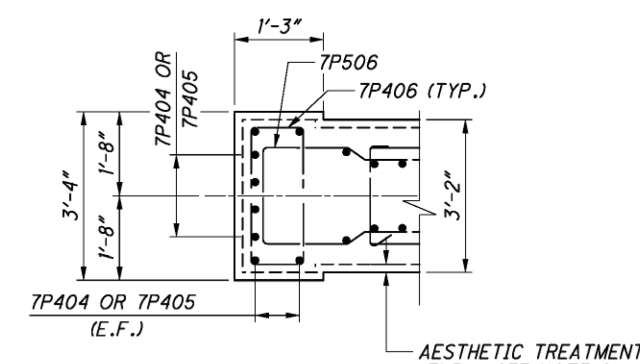


DETAIL B

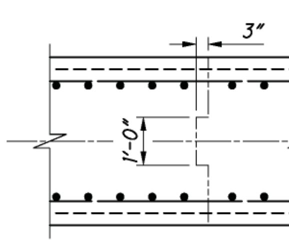
(7P512 THRU 7P530 NOT SHOWN)



SECTION E-E



SECTION F-F



VERTICAL CONSTRUCTION JOINT DETAIL

DIMENSION "A"	
LEFT BRIDGE LEFT COLUMN	1'-9⅝"
LEFT BRIDGE RIGHT COLUMN	1'-5¾"
RIGHT BRIDGE LEFT COLUMN	1'-4½"
RIGHT BRIDGE RIGHT COLUMN	0'-0"

ANGLE "A"

BEAM	ANGLE
B73	42°21'15"
B74	42°21'15"
B75	42°55'15"
B76-B85	43°30'00"
B171-B182	43°30'00"

ANGLE "B"

BEAM	ANGLE
B86	42°21'15"
B87	42°21'15"
B88-B98	43°30'00"
B183-B194	43°30'00"

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
#5	2'-0" (U.N.O.)
#5	2'-6" (IN CAP BEAM)
#8	4'-0"
#10	8'-3" (IN COLUMN)
#10	11'-8" (IN CAP BEAM)

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
EQ. SPA. = EQUAL SPACES
CONSTR. = CONSTRUCTION
U.N.O. = UNLESS NOTED OTHERWISE
E.F. = EACH FACE

NOTES:

1. FOR LOCATION OF SECTION A-A, DETAIL A, AND DETAIL B, SEE SHEETS 43/129 AND 44/129.
2. FOR ADDITIONAL PIER DIMENSIONS, PIER AESTHETIC TREATMENT DETAILS AND SEALING COLORS, SEE SHEET 31/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.

DESIGN AGENCY
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PIER 7 DETAILS
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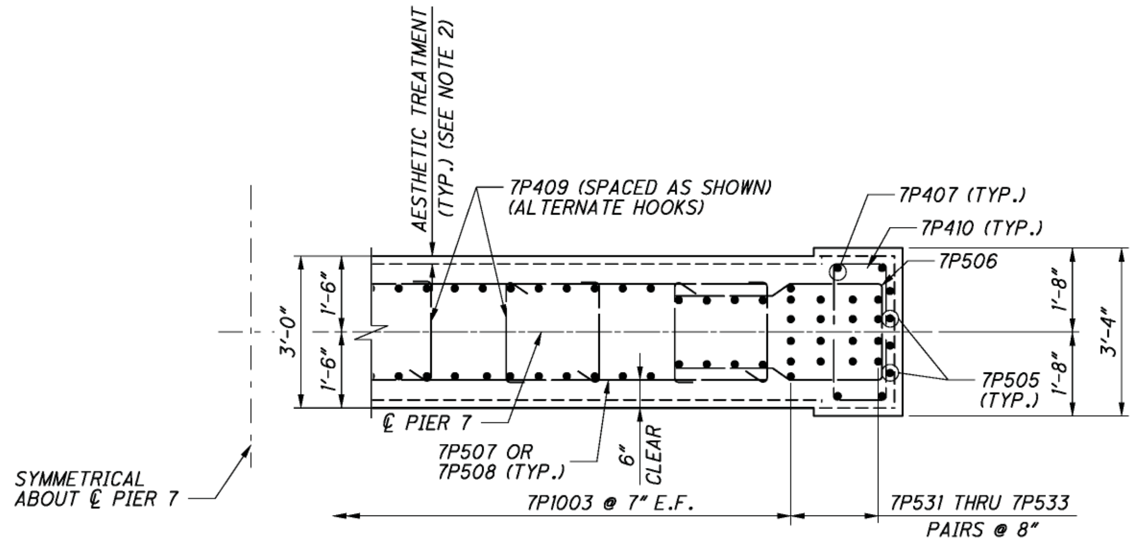
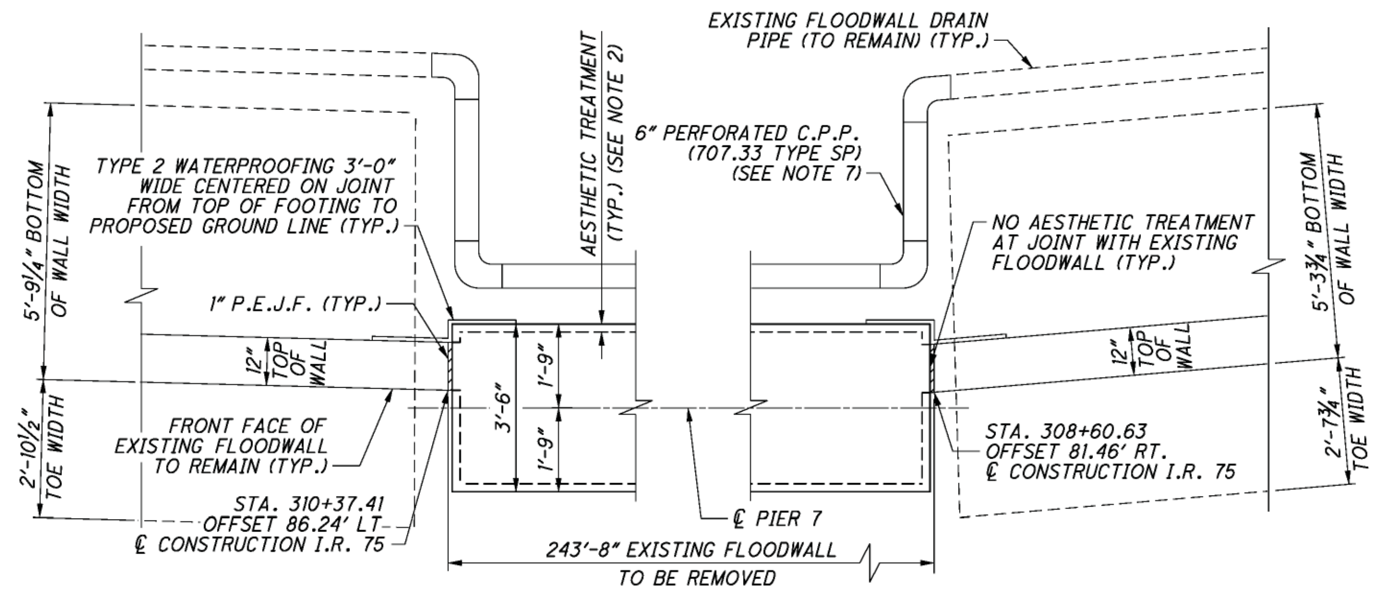


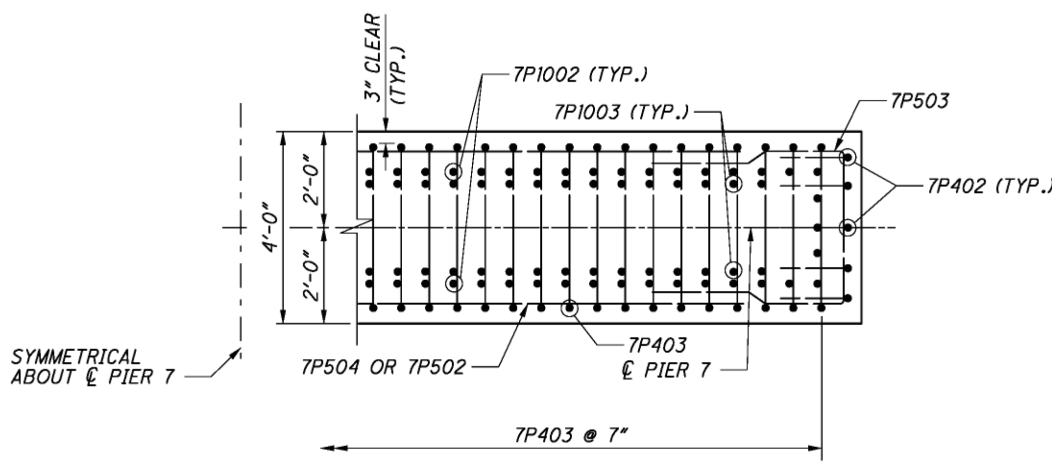
SECTION B-B

(PIER 7)



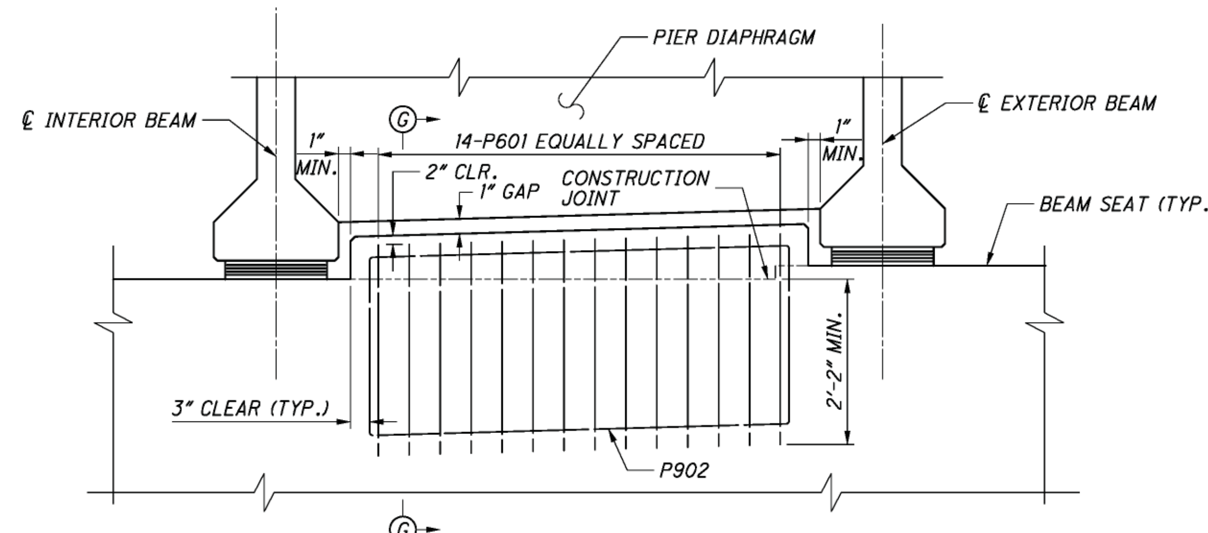
EXISTING FLOODWALL DETAIL

(2'-0" POROUS BACKFILL WITH FILTER FABRIC NOT SHOWN) (SEE NOTE 6 AND 7)



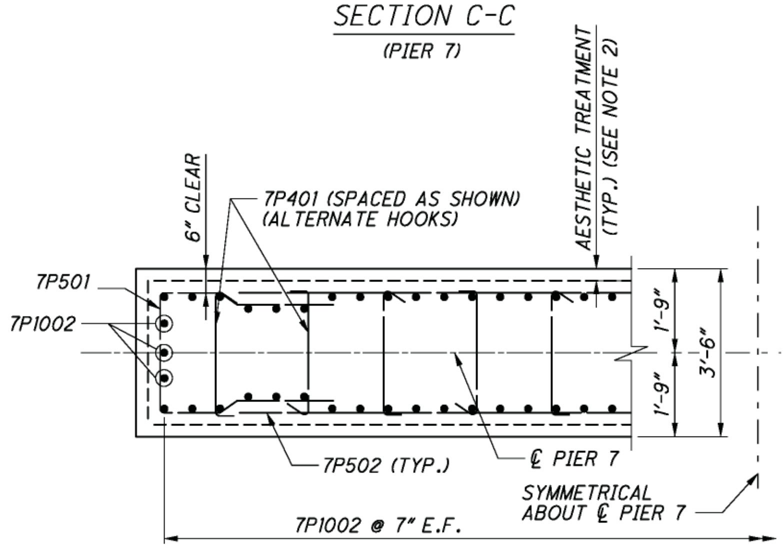
SECTION C-C

(PIER 7)



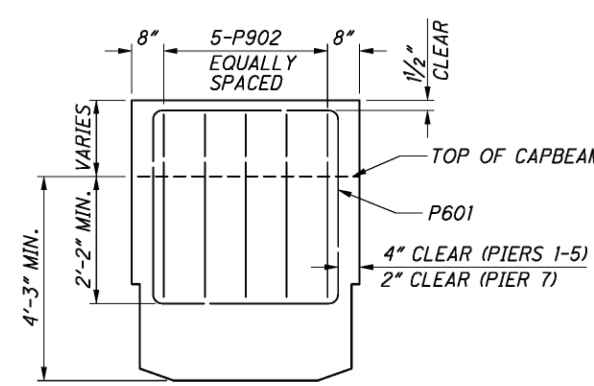
PIER SEISMIC PEDESTAL

THE P601 BARS SHALL BE PLACED PARALLEL TO THE ℄ OF THE SEISMIC PEDESTAL. THE P902 BARS SHALL BE PLACED PARALLEL TO THE ℄ OF THE PIER. SURFACE OF PIER CAPS AT INTERFACE WITH SEISMIC RESTRAINT SHALL BE CLEAN AND FREE OF LAITANCE, AND SHALL BE ROUGHENED TO A FULL AMPLITUDE OF ¼".



SECTION D-D

(PIER 7)



SECTION G-G

(PIERS 1-5 SHOWN, PIER 7 SIMILAR)

LEGEND:

TYP. = TYPICAL
E.F. = EACH FACE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
#5	2'-0"

NOTES:

1. FOR LOCATION OF SECTION B-B THRU D-D, SEE SHEETS 43/129 AND 44/129.
2. FOR ADDITIONAL PIER DIMENSIONS AND PIER AESTHETIC TREATMENT DETAILS, SEE SHEETS 30/129 AND 31/129.
3. FOR SEISMIC PEDESTAL LOCATIONS, SEE SHEETS 32/129 THRU 44/129.
4. PIER 1 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 1.
   PIER 2 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 2.
   PIER 3 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 3.
   PIER 4 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 4.
   PIER 5 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 5.
   PIER 7 SEISMIC PEDESTAL BARS SHALL BE PREFIXED WITH 7.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
6. PAYMENT FOR REMOVAL OF EXISTING FLOODWALL SHALL BE INCLUDED WITH THE STRUCTURE REMOVAL PLANS, UNDER PAY ITEM 202, STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN. FOR ADDITIONAL INFORMATION, SEE SHEET 794/1565 THRU 798/1565.
7. 6" φ PERFORATED C.P.P. SHALL TIE INTO EXISTING FLOODWALL DRAINAGE SYSTEM. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING FLOODWALL DRAINAGE SYSTEM WILL PROVIDE SUFFICIENT DRAINAGE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH ITEM 518, 6" PERFORATED CORRUGATED PLASTIC PIPE, AS PER PLAN.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

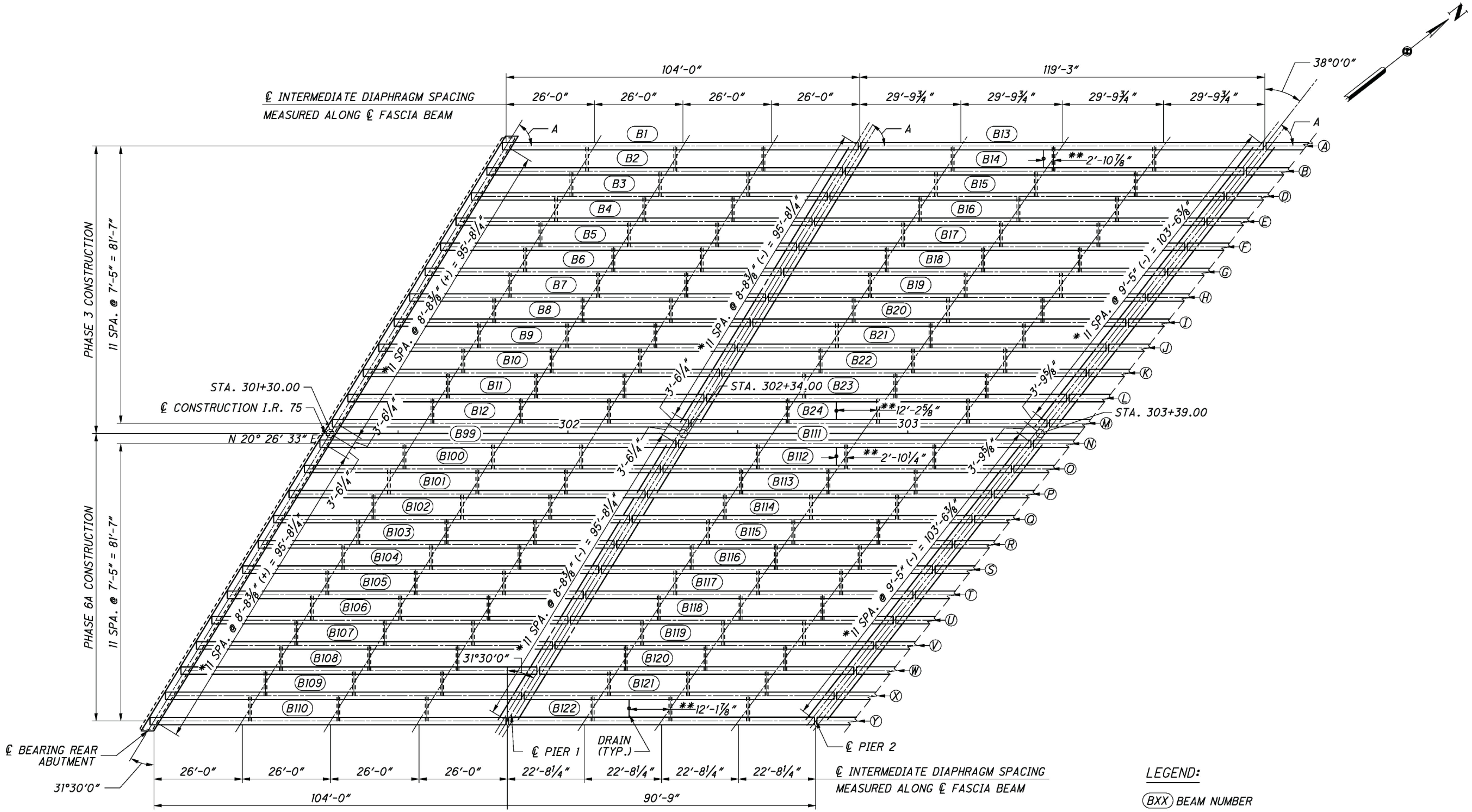
PIER DETAILS

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247



FRAMING PLAN - SPANS 1 & 2

* BEAM SPACES ARE MEASURED ALONG THE ₵ PIER. FOR BEAM SPACES ALONG THE ₵ BEARINGS, SEE PIER DETAIL SHEETS 32/129 THRU 47/129

** MEASURED PARALLEL TO ₵ CONSTRUCTION I.R. 75

LEGEND:

(BXX) BEAM NUMBER

DRAIN LOCATION

NOTES:

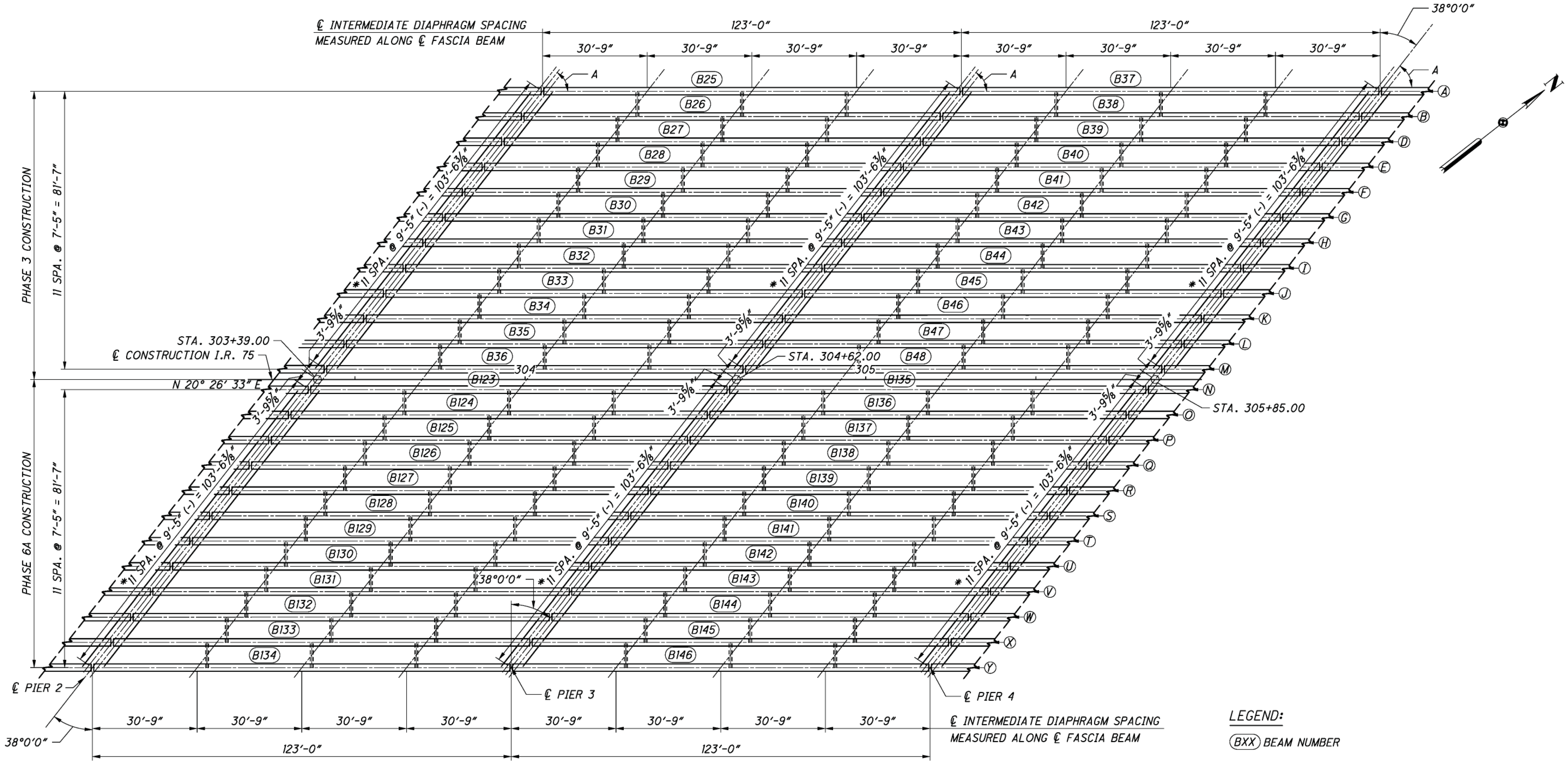
1. FOR PART FRAMING PLAN - SPANS 3 & 4 SEE SHEET 49/129.
2. FOR ADDITIONAL NOTES, SEE SHEET 52/129.
3. FOR DRAINAGE DETAILS, SEE SHEET 118/129.
4. FOR TRANSVERSE SECTIONS, SEE SHEET 68/129.
5. FOR STAGE CONSTRUCTION DETAILS SEE SHEET 8/129.
6. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE ODOT STD. DWG. PSID-1-99.
7. FOR ANGLE "A", SEE SHEET 51/129.
8. BEAM LINE Ⓨ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707803/5707811	

FRAMING PLAN (SPANS 1 & 2)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



FRAMING PLAN - SPANS 3 & 4

* BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 32/129 THRU 47/129

LEGEND:

(BXX) BEAM NUMBER

NOTES:

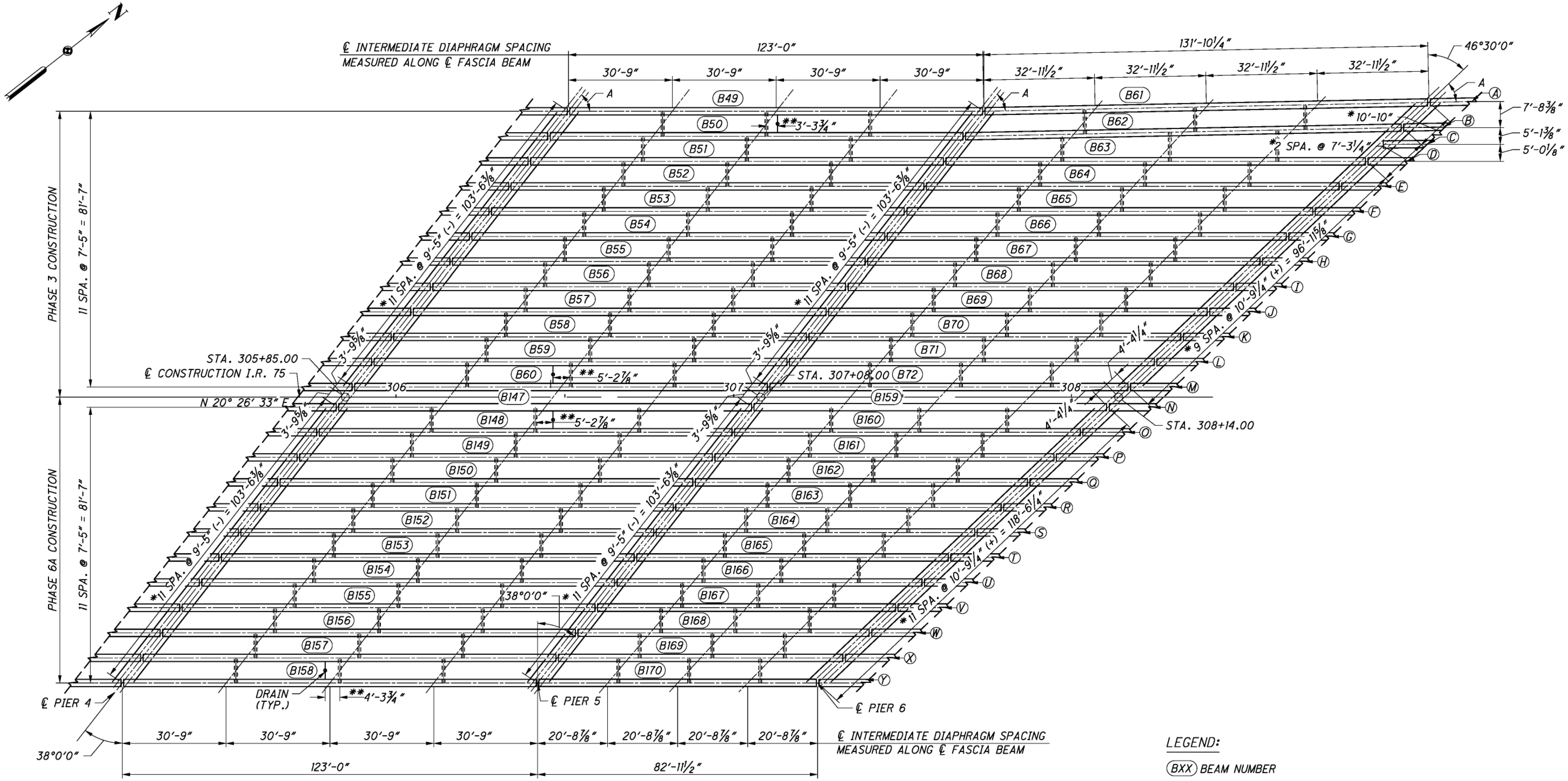
1. FOR PART FRAMING PLAN - SPANS 1 & 2 SEE SHEET 48/129.
2. FOR PART FRAMING PLANS SPANS 5 & 6 SEE SHEET 50/129.
3. FOR ADDITIONAL NOTES, SEE SHEET 52/129.
4. FOR DRAINAGE DETAILS, SEE SHEET 118/129.
5. FOR TRANSVERSE SECTIONS, SEE SHEET 68/129.
6. FOR STAGE CONSTRUCTION DETAILS SEE SHEET 8/129.
7. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE ODOT STD. DWG. PSID-1-99.
8. FOR ANGLE "A", SEE SHEET 51/129.
9. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707803/5707811	

FRAMING PLAN (SPAN 3 & 4)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



FRAMING PLAN - SPANS 5 & 6

* BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 32/129 THRU 47/129

** MEASURED PARALLEL TO ℄ CONSTRUCTION I.R. 75

LEGEND:

(BXX) BEAM NUMBER

DRAIN LOCATION

NOTES:

1. FOR PART FRAMING PLAN - SPANS 3 & 4 SEE SHEET 49/129.
2. FOR PART FRAMING PLANS SPANS 7 & 8 SEE SHEET 51/129.
3. FOR ADDITIONAL NOTES, SEE SHEET 52/129.
4. FOR DRAINAGE DETAILS, SEE SHEET 118/129.
5. FOR TRANSVERSE SECTIONS, SEE SHEET 68/129.
6. FOR STAGE CONSTRUCTION DETAILS SEE SHEET 8/129.
7. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE ODOT STD. DWG. PSID-1-99.
8. FOR ANGLE "A", SEE SHEET 51/129.
9. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531
DESIGNED NJK | DRAWN CDD | REVIEWED JOL | DATE 2/21/2012
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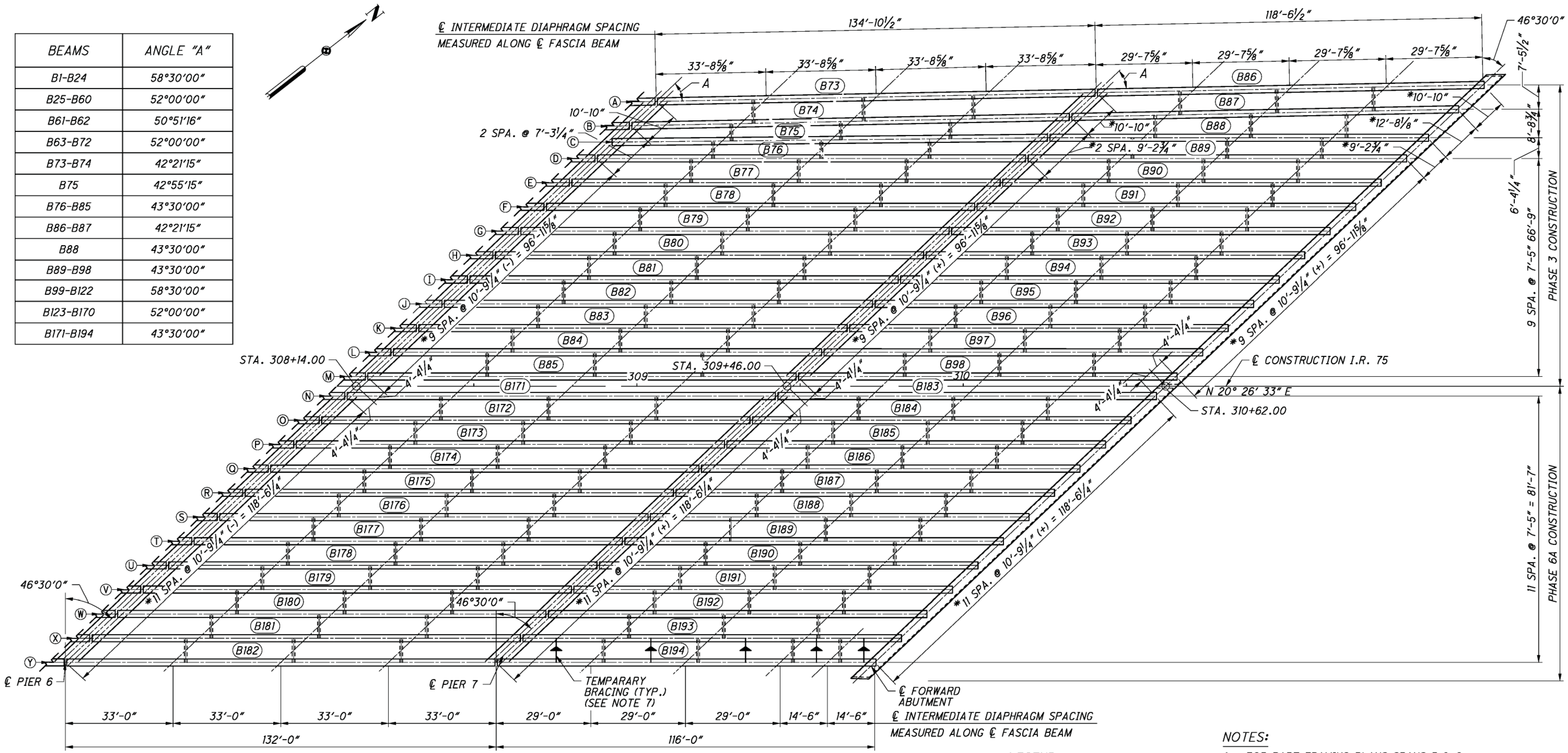
FRAMING PLAN (SPAN 5 & 6)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

BEAMS	ANGLE "A"
B1-B24	58°30'00"
B25-B60	52°00'00"
B61-B62	50°51'16"
B63-B72	52°00'00"
B73-B74	42°21'15"
B75	42°55'15"
B76-B85	43°30'00"
B86-B87	42°21'15"
B88	43°30'00"
B89-B98	43°30'00"
B99-B122	58°30'00"
B123-B170	52°00'00"
B171-B194	43°30'00"



FRAMING PLAN - SPANS 7 & 8

LEGEND:

(BXX) BEAM NUMBER

TEMPORARY BRACING

NOTES:

1. FOR PART FRAMING PLANS SPANS 5 & 6 SEE SHEET 50/129.
2. FOR ADDITIONAL NOTES, SEE SHEET 52/129.
3. FOR DRAINAGE DETAILS, SEE SHEET 118/129.
4. FOR TRANSVERSE SECTIONS, SEE SHEET 69/129.
5. FOR STAGE CONSTRUCTION DETAILS SEE SHEET 8/129.
6. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE ODOT STD. DWG. PSID-1-99.
7. PROVIDE TEMPORARY BRACING AT THE TOP AND BOTTOM FLANGES BETWEEN BEAMS B193 AND B194 AT MIDPOINTS BETWEEN PERMANENT DIAPHRAGMS AS MEASURED ALONG B194. TEMPORARY BRACING IS REQUIRED TO RESIST CONSTRUCTION LOADS FROM ADJACENT OVERHANG. TEMPORARY BRACING SHALL PROVIDE THE SAME RESISTANCE TO THE CONSTRUCTION LOADS AS THE PERMANENT INTERMEDIATE DIAPHRAGMS. ALL COSTS ASSOCIATED WITH THE TEMPORARY BRACING SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN. SEE GENERAL NOTES.

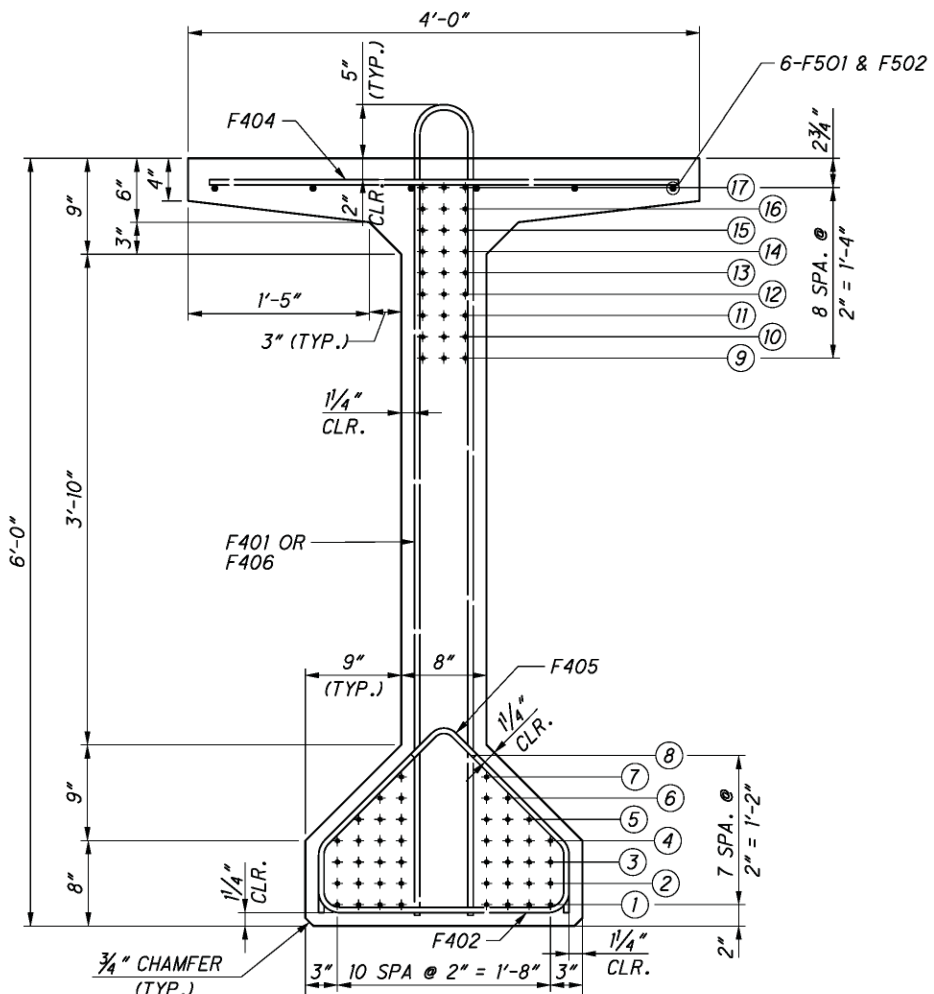
* BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 32/129 THRU 47/129

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707803/5707811	

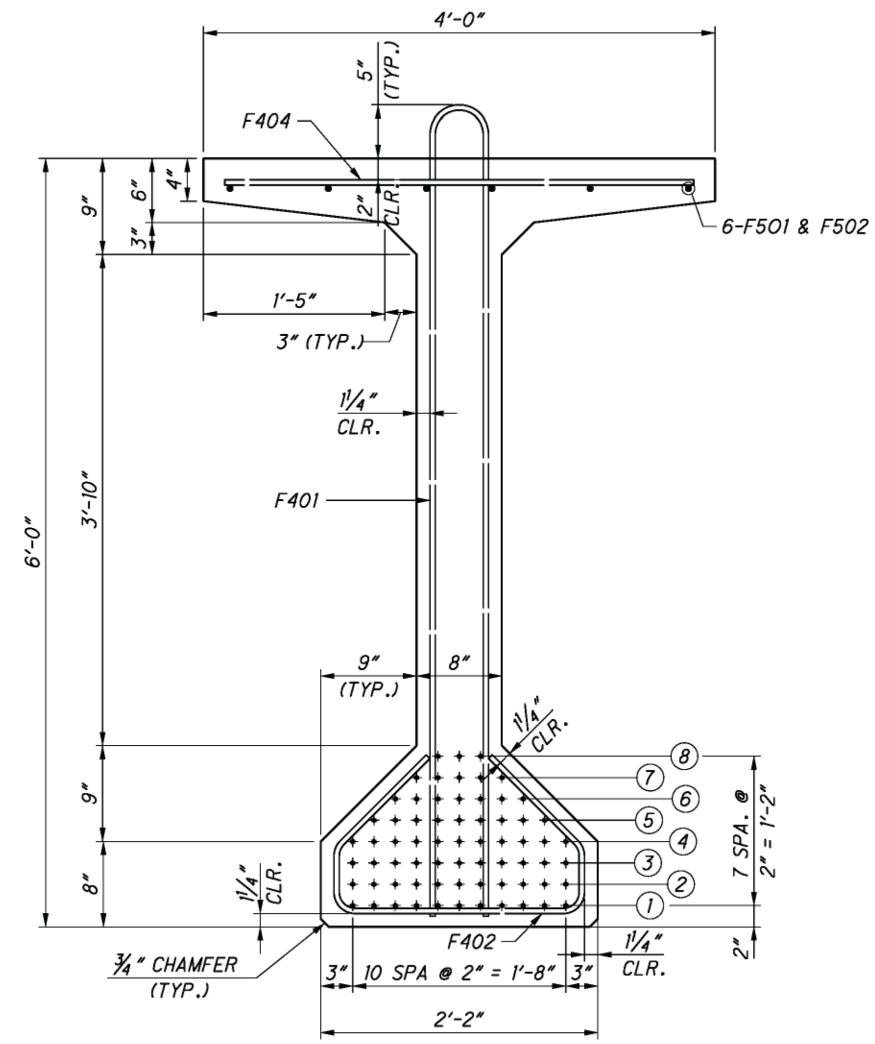
FRAMING PLAN (SPAN 7 & 8)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



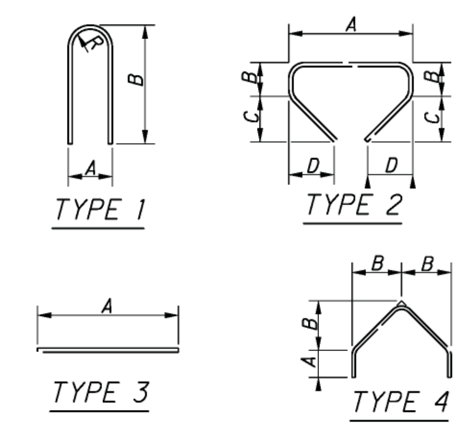
MODIFIED AASHTO TYPE 4 (72")

(AT BEAM ENDS)



MODIFIED AASHTO TYPE 4 (72")

(AT MID-SPAN)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS A	B	C	D	R
MODIFIED AASHTO TYPE 4 (72")						
F401	1	5½"	6'-4"			2¼"
F402	2	1'-11½"	6¼"	8½"	8½"	
F404	3	3'-8"				
F405	4	6¼"	11¾"			
F406	3	5'-8¾"				
F501	3	30'-0"				
F502	3	*				

* SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SEE SHEET 55/129 AND 56/129 .

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

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLE ON SHEET 53/129.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEET 54/129 .
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 33,818 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10'-0" AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DESIGNED NJK DRAWN CDD REVISED
CHECKED DWB

BEAM DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

IP_PWP:dms28472\075_007SCSD002.dgn 24-FEB-2012 2:45PM cdock

NUMBER OF STRANDS PER ROW - LEFT BRIDGE

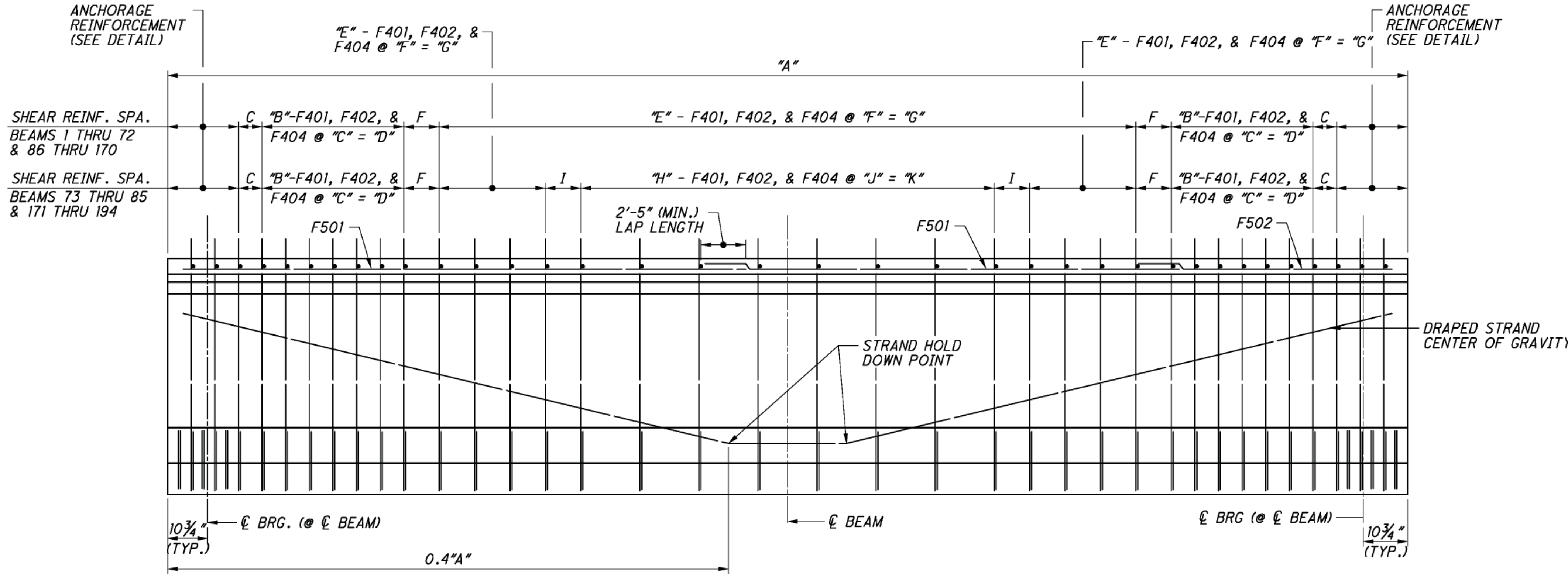
SPAN	BEAM NUMBER	AT BEAM ENDS ROW NUMBER ①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	AT BEAM ENDS TOTAL NUMBER OF STRANDS	AT MID-SPAN ROW NUMBER ①	②	③	④	⑤	⑥	⑦	⑧	⑯	⑰	AT MID-SPAN TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	CONCRETE STRENGTH (PSI) f'c
1	B1 THRU B12	11	11							3	3								28	11	11	3	3							28	5000	7000
2	B13 THRU B24	11	11	8						3	3	3							39	11	11	11	3	3						39	5000	7000
3	B25 THRU B36	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
4	B37 THRU B48	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
5	B49 THRU B60	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
6	B61 THRU B62	11	8	8	8	2					3	3	3	3	3				52	11	11	11	11	5	3					52	5000	7000
6	B63 THRU B67	11	8	8	8	2									3	3	3	3	49	11	11	11	11	5						49	5000	7000
6	B68 THRU B72	11	11	8											3	3	3		39	11	11	11	3	3						39	5000	7000
7	B73 THRU B85	11	11	8	6						3	3	3	3	3				51	11	11	11	9	3	3	3				51	5000	7000
8	B86 THRU B98	11	11	8										3	3	3			39	11	11	11	3	3						39	5000	7000

NUMBER OF STRANDS PER ROW - RIGHT BRIDGE

SPAN	BEAM NUMBER	AT BEAM ENDS ROW NUMBER ①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	AT BEAM ENDS TOTAL NUMBER OF STRANDS	AT MID-SPAN ROW NUMBER ①	②	③	④	⑤	⑥	⑦	⑧	⑯	⑰	AT MID-SPAN TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	CONCRETE STRENGTH (PSI) f'c
1	B99 THRU B110	11	8	4						3	3								29	11	11	7								29	5000	7000
2	B111 THRU B122	11	9							3	3								26	11	9	3	3							26	5000	7000
3	B123 THRU B134	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
4	B135 THRU B146	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
5	B147 THRU B158	11	8	8	6						3	3	3						42	11	11	11	9							42	5000	7000
6	B159 THRU B166	11	9							3	3								26	11	9	3	3							26	5000	7000
6	B167 THRU B170	11	11														2	2	26	11	11							2	2	26	5000	7000
7	B171 THRU B182	11	8	8	8					3	3	3	3	3					50	11	11	11	11	3	3					50	5000	7000
8	B183 THRU B194	11	11	9												3	3	3	40	11	11	9	3	3	3					40	5000	7000

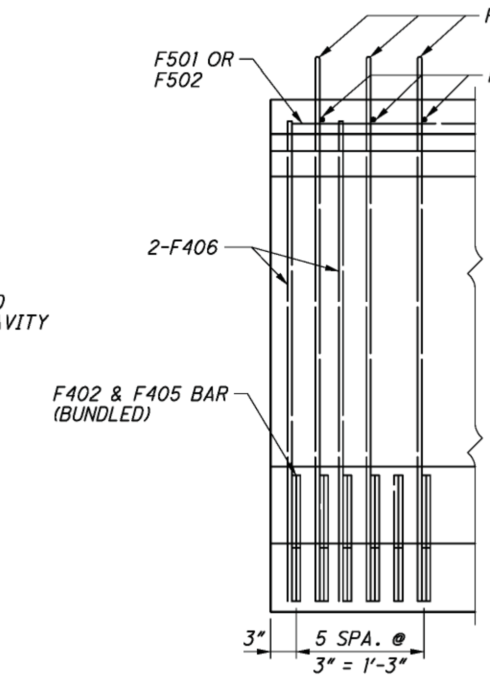
NOTE:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 52/129

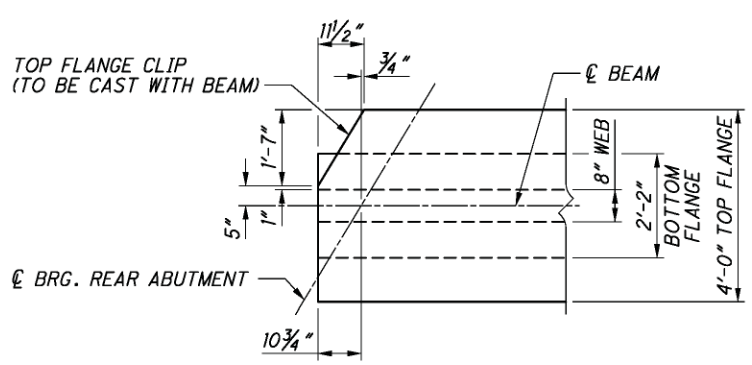


TYPICAL MODIFIED AASHTO TYPE 4 (72") BEAM ELEVATION

(THREADED INSERTS AND SLEEVES FOR DIAPHRAGMS NOT SHOWN FOR CLARITY, REFER TO FRAMING PLAN SHEETS 48/129 THRU 51/129 FOR LOCATIONS, FOR DIAPHRAGM DETAILS SEE SHEETS 59/129 THRU 61/129.)

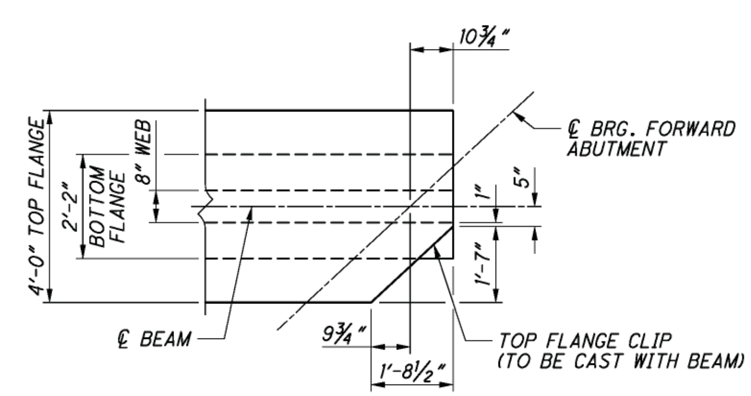


ANCHORAGE REINFORCEMENT DETAILS



BEAMS B1 THRU B12 & BEAMS B99 THRU B110

(REAR ABUTMENT END ONLY)



BEAMS B86 THRU B98 & BEAMS B183 THRU B194

(FORWARD ABUTMENT END ONLY)

TOP FLANGE CLIP DETAIL

NOTES:

1. FOR NUMBER OF STRANDS PER ROW, SEE SHEET 53/129.
2. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
3. THREADED INSERT LOCATIONS FOR DRAINAGE SUPPORT TO BE DETERMINED BY CONTRACTOR. SEE DRAINAGE DETAILS, SHEET 118/129, AND FRAMING PLAN, SHEETS 48/129 THRU 51/129, FOR MORE INFORMATION.
4. BEAMS SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION AT EACH END: BEAM NUMBER AND CORRESPONDING SUBSTRUCTURE UNIT.
5. FOR TABLE OF BEAM DIMENSIONS AND REINFORCEMENTS, SEE 55/129 AND 56/129.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
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DWB		5707803/5707811	

BEAM DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"	APPROXIMATE WEIGHT PER BEAM (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F404 BARS REQ'D	F405 BARS REQ'D	F406 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B1 THRU B12	12	104'-4 1/2"	5	12"	4'-0"	60	18"	88'-4 1/2"				112287	76	82	76	12	8	3	18	6	23'-1"
B13	1	118'-6"	7	12"	5'-6"	68	18"	99'-6"				127512	88	94	88	12	8	4	24	6	10'-2"
B14	1	117'-3"	7	12"	5'-6"	67	18"	98'-3"				126167	87	93	87	12	8	4	24	6	8'-11"
B15	1	116'-0"	7	12"	5'-6"	66	18"	97'-0"				124822	86	92	86	12	8	4	24	6	7'-8"
B16	1	114'-9"	7	12"	5'-6"	65	18"	95'-9"				123478	85	91	85	12	8	4	24	6	6'-5"
B17	1	113'-6"	7	12"	5'-6"	64	18"	94'-6"				122133	84	90	84	12	8	4	24	6	5'-2"
B18	1	112'-3"	7	12"	5'-6"	64	18"	93'-3"				120802	84	90	84	12	8	4	24	6	3'-11"
B19	1	111'-0"	7	12"	5'-6"	63	18"	92'-0"				119439	83	89	83	12	8	3	18	6	29'-8"
B20	1	109'-9"	7	12"	5'-6"	62	18"	90'-9"				118094	82	88	82	12	8	3	18	6	28'-5"
B21	1	108'-6"	7	12"	5'-6"	61	18"	89'-6"				116749	81	87	81	12	8	3	18	6	27'-2"
B22	1	107'-3"	7	12"	5'-6"	60	18"	88'-3"				115405	80	86	80	12	8	3	18	6	25'-11"
B23	1	106'-0"	7	12"	5'-6"	59	18"	87'-0"				114060	79	85	79	12	8	3	18	6	24'-8"
B24	1	104'-9"	7	12"	5'-6"	59	18"	85'-9"				112729	79	85	79	12	8	3	18	6	23'-5"
B25 THRU B60	36	122'-3"	9	12"	8'-0"	67	18"	98'-3"				131546	91	97	91	12	8	4	24	6	13'-11"
B61	1	131'-1 1/16"	8	9"	5'-3"	116	12"	114'-1 1/16"				141635	138	144	138	12	8	4	24	6	22'-10"
B62	1	129'-0 1/4"	8	9"	5'-3"	114	12"	112'-0 1/4"				139403	136	142	136	12	8	4	24	6	20'-9"
B63	1	124'-3"	8	9"	5'-3"	109	12"	107'-3"				134254	131	137	131	12	8	4	24	6	15'-11"
B64	1	122'-2 3/4"	8	9"	5'-3"	107	12"	105'-2 3/4"				132075	129	135	129	12	8	4	24	6	13'-11"
B65	1	120'-2 1/2"	8	9"	5'-3"	105	12"	103'-2 1/2"				129896	127	133	127	12	8	4	24	6	11'-11"
B66	1	118'-2 1/4"	8	9"	5'-3"	103	12"	101'-2 1/4"				127718	125	131	125	12	8	4	24	6	9'-11"
B67	1	116'-2 1/16"	8	9"	5'-3"	101	12"	99'-2 1/16"				125539	123	129	123	12	8	4	24	6	7'-11"
B68	1	114'-1 13/16"	8	9"	5'-3"	99	12"	97'-1 13/16"				123360	121	127	121	12	8	4	24	6	5'-10"
B69	1	112'-1 9/16"	8	9"	5'-3"	97	12"	95'-1 9/16"				121181	119	125	119	12	8	4	24	6	3'-10"
B70	1	110'-1 5/16"	8	9"	5'-3"	95	12"	93'-1 5/16"				118984	117	123	117	12	8	3	18	6	28'-10"
B71	1	108'-1 1/16"	8	9"	5'-3"	93	12"	91'-1 1/16"				116805	115	121	115	12	8	3	18	6	26'-10"
B72	1	106'-0 13/16"	8	9"	5'-3"	91	12"	89'-0 13/16"				114626	113	119	113	12	8	3	18	6	24'-9"
B73 & B74	2	133'-11 1/2"	6	9"	3'-9"	6	12"	5'-0"	73	18"	106'-11 1/2"	144183	103	109	103	12	8	4	24	6	25'-8"
B75	1	132'-6 1/4"	6	9"	3'-9"	6	12"	5'-0"	72	18"	105'-6 1/4"	142636	102	108	102	12	8	4	24	6	24'-3"
B76 THRU B85	10	131'-1 5/16"	6	9"	3'-9"	6	12"	5'-0"	71	18"	104'-1 5/16"	141120	101	107	101	12	8	4	24	6	22'-10"
B86 & B87	2	118'-10 13/16"	6	12"	5'-0"	69	18"	100'-10 13/16"				127923	87	93	87	12	8	4	24	6	10'-7"
B88 THRU B98	11	116'-4 9/16"	6	12"	5'-0"	67	18"	98'-4 9/16"				125212	85	91	85	12	8	4	24	6	8'-1"

NOTE:

1. FOR DIAGRAM OF BEAM VARIABLES, SEE SHEET 54/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED NJK | CHECKED DWB | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

BEAM DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS										APPROXIMATE WEIGHT PER BEAM (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F404 BARS REQ'D	F405 BARS REQ'D	F406 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"	"K"										
B99 THRU B110	12	104'-4 1/2"	5	12"	4'-0"	60	18"	88'-4 1/2"				112287	76	82	76	12	8	3	18	6	23'-1"
B111	1	103'-8 7/8"	5	12"	4'-0"	60	18"	87'-8 7/8"				111611	76	82	76	12	8	3	18	6	22'-5"
B112	1	102'-6"	5	12"	4'-0"	59	18"	86'-6"				110277	75	81	75	12	8	3	18	6	21'-2"
B113	1	101'-3"	5	12"	4'-0"	58	18"	85'-3"				108932	74	80	74	12	8	3	18	6	19'-11"
B114	1	100'-0"	5	12"	4'-0"	57	18"	84'-0"				107587	73	79	73	12	8	3	18	6	18'-8"
B115	1	98'-9"	5	12"	4'-0"	57	18"	82'-9"				106257	73	79	73	12	8	3	18	6	17'-5"
B116	1	97'-6"	5	12"	4'-0"	56	18"	81'-6"				104912	72	78	72	12	8	3	18	6	16'-2"
B117	1	96'-3"	5	12"	4'-0"	55	18"	80'-3"				103567	71	77	71	12	8	3	18	6	14'-11"
B118	1	95'-0"	5	12"	4'-0"	54	18"	79'-0"				102223	70	76	70	12	8	3	18	6	13'-8"
B119	1	93'-9"	5	12"	4'-0"	53	18"	77'-9"				100878	69	75	69	12	8	3	18	6	12'-5"
B120	1	92'-6"	5	12"	4'-0"	52	18"	76'-6"				99533	68	74	68	12	8	3	18	6	11'-2"
B121	1	91'-3"	5	12"	4'-0"	52	18"	75'-3"				98203	68	74	68	12	8	3	18	6	9'-11"
B122	1	90'-0"	5	12"	4'-0"	51	18"	74'-0"				96858	67	73	67	12	8	3	18	6	8'-8"
B123 THRU B158	36	122'-3"	9	12"	8'-0"	67	18"	98'-3"				131546	91	97	91	12	8	4	24	6	13'-11"
B159	1	104'-5 3/16"	5	12"	4'-0"	60	18"	88'-5 3/16"				112345	76	82	76	12	8	3	18	6	23'-2"
B160	1	102'-4 15/16"	5	12"	4'-0"	59	18"	86'-4 15/16"				110181	75	81	75	12	8	3	18	6	21'-1"
B161	1	100'-4 11/16"	5	12"	4'-0"	58	18"	84'-4 11/16"				108017	74	80	74	12	8	3	18	6	19'-1"
B162	1	98'-4 7/16"	5	12"	4'-0"	56	18"	82'-4 7/16"				105838	72	78	72	12	8	3	18	6	17'-1"
B163	1	96'-4 3/16"	5	12"	4'-0"	55	18	80'-4 3/16"				103674	71	77	71	12	8	3	18	6	15'-1"
B164	1	94'-3 15/16"	5	12"	4'-0"	54	18"	78'-3 15/16"				101510	70	76	70	12	8	3	18	6	13'-0"
B165	1	92'-3 3/4"	5	12"	4'-0"	52	18"	76'-3 3/4"				99331	68	74	68	12	8	3	18	6	11'-0"
B166	1	90'-3 1/2"	5	12"	4'-0"	51	18"	74'-3 1/2"				97167	67	73	67	12	8	3	18	6	9'-0"
B167	1	88'-3 1/8"	5	12"	4'-0"	50	18"	72'-3 1/8"				94992	66	72	66	12	8	3	18	6	7'-0"
B168	1	86'-2 7/8"	5	12"	4'-0"	48	18"	70'-2 7/8"				92813	64	70	64	12	8	3	18	6	4'-11"
B169	1	84'-2 5/8"	5	12"	4'-0"	47	18"	68'-2 5/8"				90649	63	69	63	12	8	3	18	6	2'-11"
B170	1	82'-2 3/8"	5	12"	4'-0"	46	18"	66'-2 3/8"				88466	62	68	62	12	8	2	12	6	27'-11"
B171 THRU B182	12	131'-3"	6	9"	3'-9"	6	12"	5'-0"	71	18"	104'-3"	141269	101	107	101	12	8	4	24	6	22'-11"
B183 THRU B194	12	116'-4 9/16"	8	9"	5'-3"	2	12"	1'-0"	64	18"	94'-4 9/16"	125285	90	96	90	12	8	4	24	6	8'-1"

NOTE:

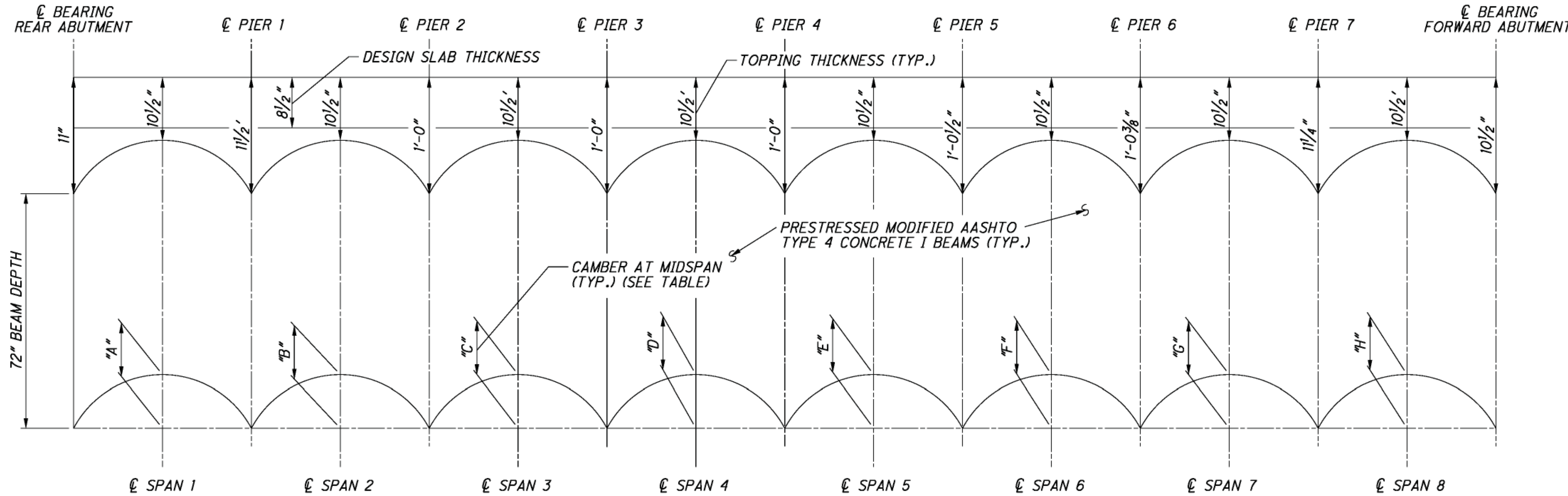
1. FOR DIAGRAM OF BEAM VARIABLES, SEE SHEET 54/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED NJK | CHECKED DWB | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707811

BEAM DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



BEAM CAMBER AND DECK THICKNESS DIAGRAM (LEFT BRIDGE)

	BEAM CAMBERS AT MIDSPAN																														
	SPAN 1 "A"	SPAN 2 "B"												SPAN 3 "C" THRU 5 "E"	SPAN 6 "F"													SPAN 7 "G"			SPAN 8 "H"	
	B1 THRU B12	B13	B14	B15	B16	B17	B18	B19	B20	B21	B22	B23	B24	B25 THRU B60	B61	B62	B63	B64	B65	B66	B67	B68	B69	B70	B71	B72	B73 AND B74	B75	B76 THRU B85	B86 AND B87	B88 THRU B98
CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	1 13/16"	3 1/8"	3"	2 15/16"	2 7/8"	2 13/16"	2 3/4"	2 11/16"	2 5/8"	2 9/16"	2 1/2"	2 7/16"	2 3/8"	3 1/2"	4 5/8"	4 1/2"	4"	3 7/8"	3 11/16"	3 9/16"	3 7/16"	2 13/16"	2 11/16"	2 5/8"	2 1/2"	2 7/16"	4 3/4"	4 5/8"	4 1/2"	3 1/16"	2 15/16"
DEFLECTION DUE TO SELF WEIGHT	15/16"	1 5/8"	1 9/16"	1 7/16"	1 3/8"	1 3/8"	1 5/16"	1 1/4"	1 3/16"	1 1/8"	1 1/16"	1"	1"	1 13/16"	2 3/8"	2 1/4"	1 15/16"	1 13/16"	1 11/16"	1 9/16"	1 1/2"	1 3/8"	1 1/4"	1 3/16"	1 1/8"	1"	2 5/8"	2 1/2"	2 3/8"	1 5/8"	1 1/2"
CAMBER AT TIME OF RELEASE (NET)	7/8"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 7/16"	1 7/16"	1 7/16"	1 7/16"	1 7/16"	1 11/16"	2 1/4"	2 1/4"	2 1/16"	2 1/16"	2"	2"	2"	1 7/16"	1 7/16"	1 7/16"	1 7/16"	1 3/8"	2 1/8"	2 1/8"	2 1/8"	1 7/16"	1 7/16"
CAMBER AT TIME OF ERECTION	1 1/2"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 9/16"	2 1/2"	3"	3 7/8"	3 7/8"	3 9/16"	3 9/16"	3 9/16"	3 9/16"	3 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 7/16"	3 11/16"	3 11/16"	3 11/16"	2 9/16"	2 9/16"
LONG TERM CAMBER	1 11/16"	3"	3"	3"	3"	3"	3"	3 "	3"	3"	3"	2 15/16"	2 15/16"	3 3/8"	4 7/16"	4 7/16"	4 1/8"	4 1/8"	4 1/8"	4 1/8"	4 1/16"	2 7/8"	2 7/8"	2 7/8"	2 7/8"	2 7/8"	4 1/8'	4 3/16"	4 3/16"	2 7/8"	2 7/8"

NOTES:

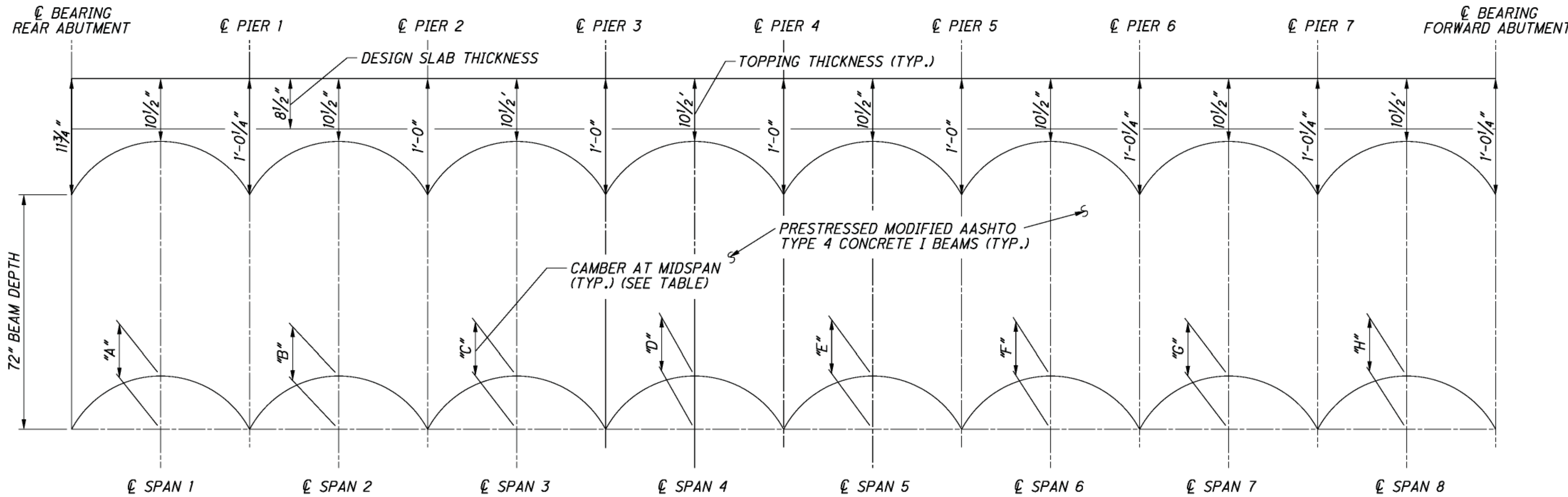
1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESS SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEET 58/129.
3. FOR SCREED ELEVATIONS, SEE SHEETS 73/129 THRU 80/129.
4. FOR BEAM DETAILS, SEE SHEETS 52/129 AND 56/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707803	

BEAM CAMBER AND DECK THICKNESS - LEFT BRIDGE
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



BEAM CAMBER AND DECK THICKNESS DIAGRAM (RIGHT BRIDGE)

	BEAM CAMBERS AT MIDSPAN																											
	SPAN 1 "A"	SPAN 2 "B"												SPAN 3 "C" THRU 5 "E"	SPAN 6 "F"													SPAN 7 "G"	SPAN 8 "H"
	B99 THRU B110	B111	B112	B113	B114	B115	B116	B117	B118	B119	B120	B121	B122	B123 THRU B158	B159	B160	B161	B162	B163	B164	B165	B166	B167	B168	B169	B170	B171 AND B182	B183 THRU B194
CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	1 7/8"	1 11/16"	1 5/8"	1 9/16"	1 9/16"	1 1/2"	1 1/2"	1 7/16"	1 3/8"	1 3/8"	1 5/16"	1 5/16"	1 1/4"	3 1/2"	1 11/16"	1 5/8"	1 9/16"	1 1/2"	1 7/16"	1 3/8"	1 5/16"	1 1/4"	15/16"	7/8"	7/8"	13/16"	4 1/2"	2 15/16"
DEFLECTION DUE TO SELF WEIGHT	15/16"	15/16"	7/8"	7/8"	13/16"	3/4"	3/4"	11/16"	11/16"	5/8"	9/16"	9/16"	9/16"	1 13/16"	15/16"	7/8"	13/16"	3/4"	11/16"	5/8"	9/16"	9/16"	1/2"	7/16"	7/16"	3/8"	2 3/8"	1 1/2"
CAMBER AT TIME OF RELEASE (NET)	15/16"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	11/16"	1 11/16"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	11/16"	7/16"	7/16"	7/16"	7/16"	2 1/8"	1 1/2"
CAMBER AT TIME OF ERECTION	1 5/8"	1 1/4"	1 1/4"	1 5/16"	1 5/16"	1 5/16"	1 5/16"	1 5/16"	1 5/16"	1 5/16"	1 1/4"	1 1/4"	1 1/4"	3"	1 1/4"	1 1/4"	1 5/16"	1 5/16"	1 5/16"	1 5/16"	1 1/4"	1 1/4"	13/16"	13/16"	13/16"	13/16"	3 5/8"	2 9/16"
LONG TERM CAMBER	1 7/8"	1 7/16"	1 7/16"	1 7/16"	1 7/16"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	3 3/8"	1 7/16"	1 7/16"	1 7/16"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	7/8"	7/8"	15/16"	15/16"	4 1/8"	2 15/16"

NOTES:

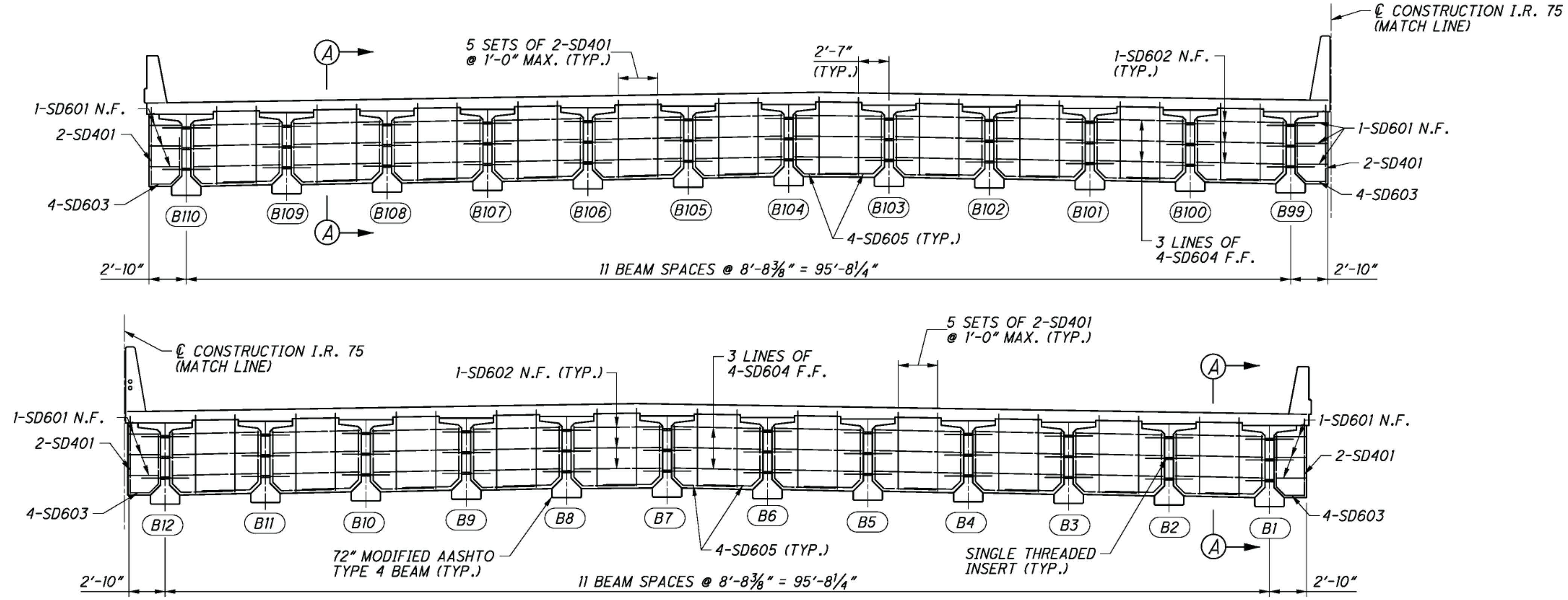
1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESS SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEET 57/129 .
3. FOR SCREED ELEVATIONS, SEE SHEETS 73/129 THRU 96/129.
4. FOR BEAM DETAILS, SEE SHEETS 52/129 THRU 56/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707811	

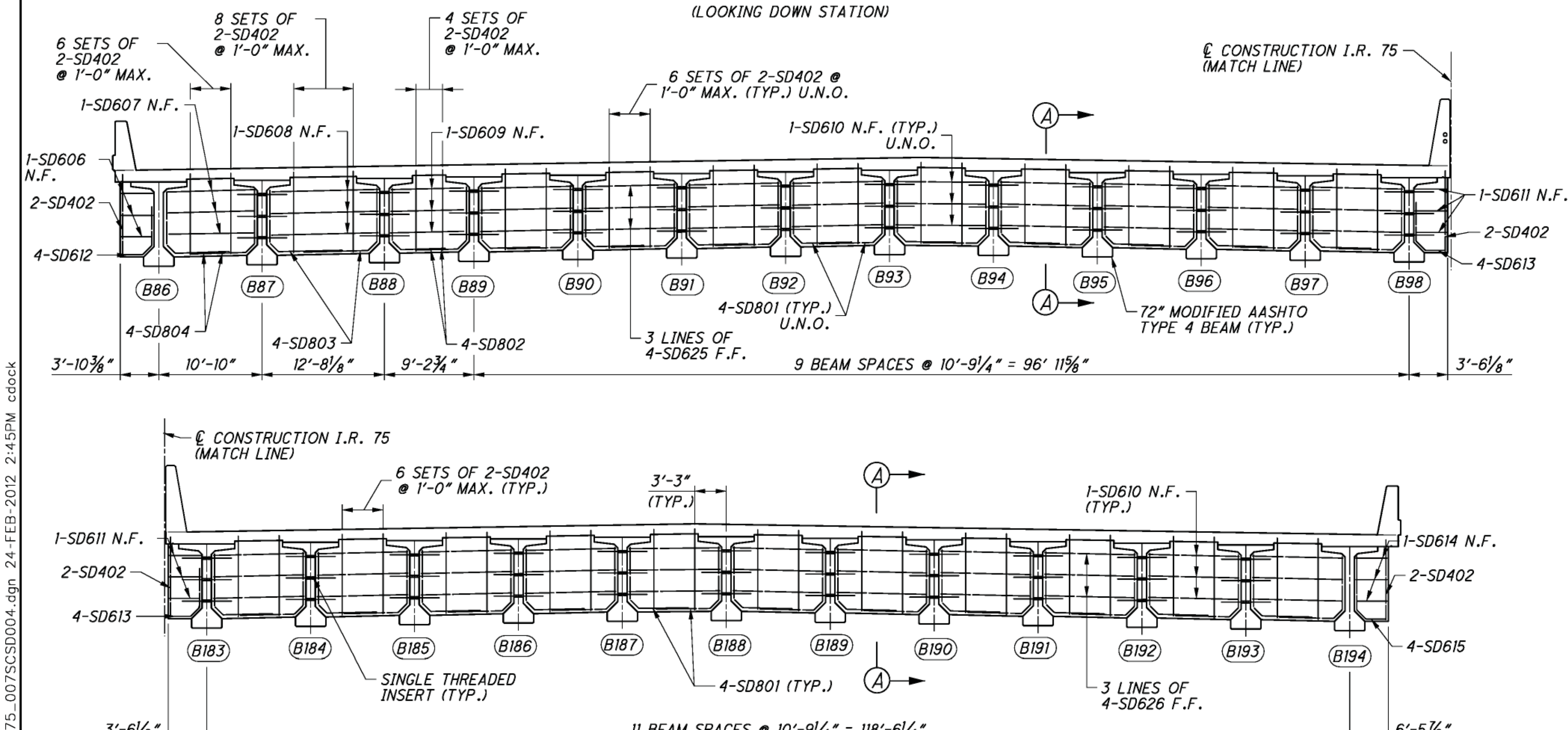
BEAM CAMBER AND DECK THICKNESS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



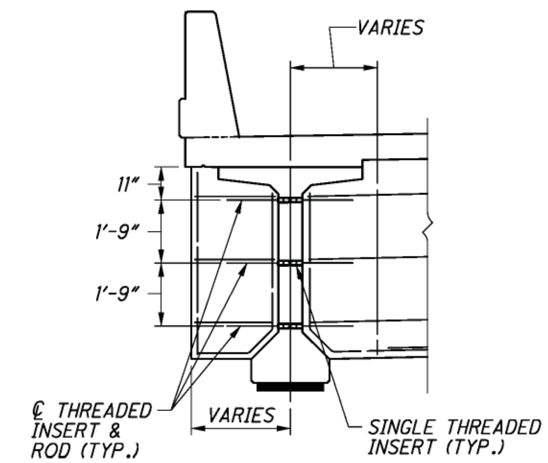
ELEVATION REAR ABUTMENT

(LOOKING DOWN STATION)

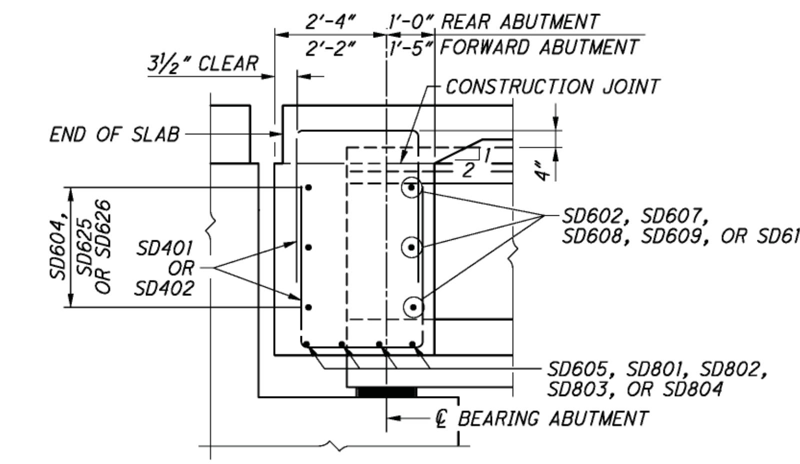


ELEVATION - FORWARD ABUTMENT

(LOOKING UP STATION)



END DETAIL



SECTION A-A

(EXPANSION JOINT NOT SHOWN)

BAR	REQUIRED LAP LENGTHS
#4	2'-0"
#6	3'-0"
#8	4'-0"

LEGEND:

- (BXX) - BEAM NUMBER
- E.F. - EACH FACE
- N.F. - NEAR FACE
- F.F. - FAR FACE
- MAX. - MAXIMUM
- MIN. - MINIMUM
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE

NOTES:

1. FOR BEAM SPACING SEE FRAMING PLAN, SHEETS 48/129 THRU 51/129.
2. FOR REINFORCING STEEL LIST, SEE SHEET 123/129.
3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
4. ALL DIMENSIONS GIVEN ALONG CENTERLINE OF BEARING, UNLESS NOTED OTHERWISE.
5. ALL BARS SHALL BE PLACED PARALLEL TO ℄ BEARING ABUTMENT AND PARALLEL TO ℄ BEAMS.

DESIGN AGENCY: HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
NJK	VWR	CDD		JOL	2/21/2012	5707803/5707811

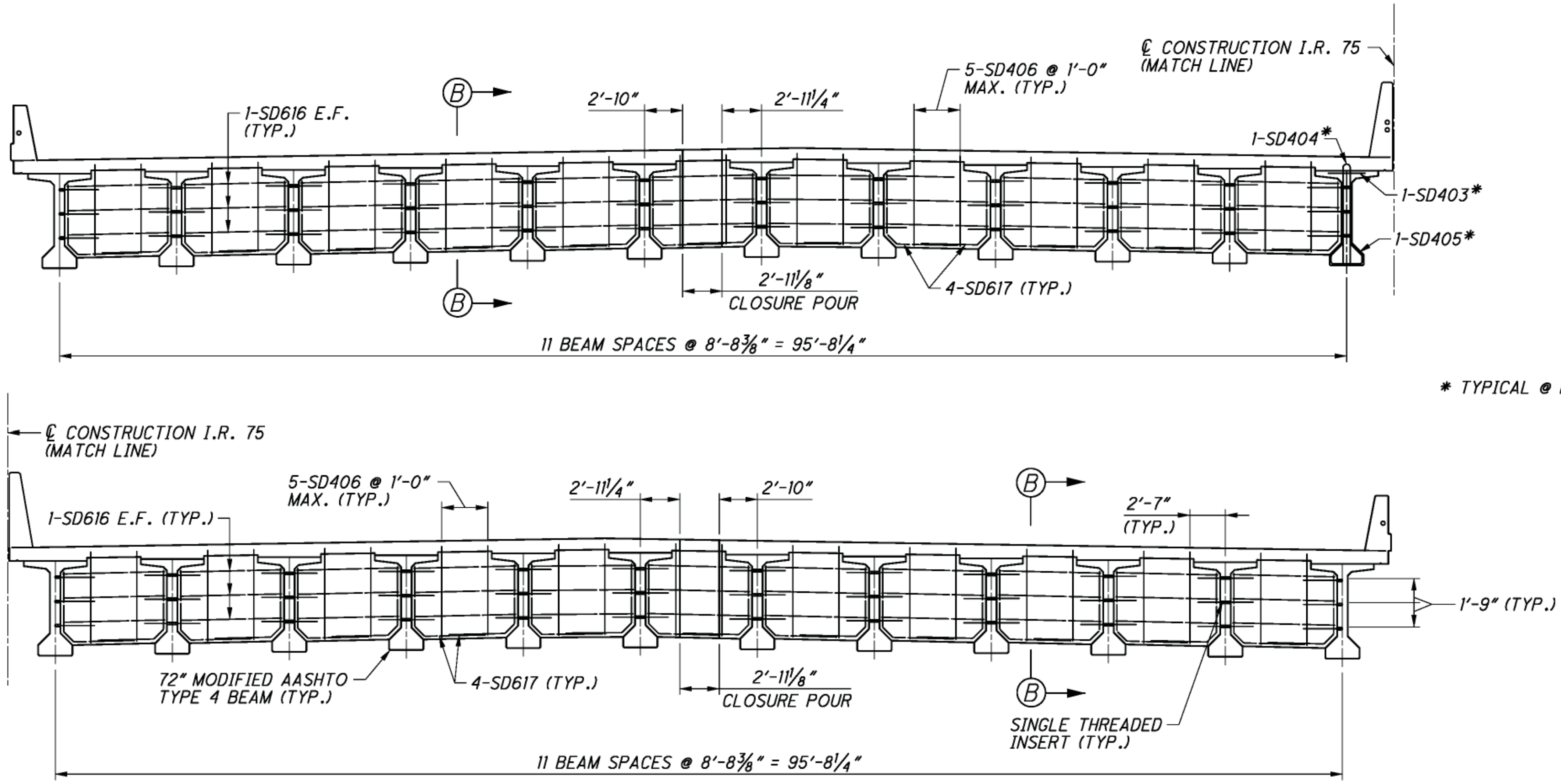
END DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1227 L/R

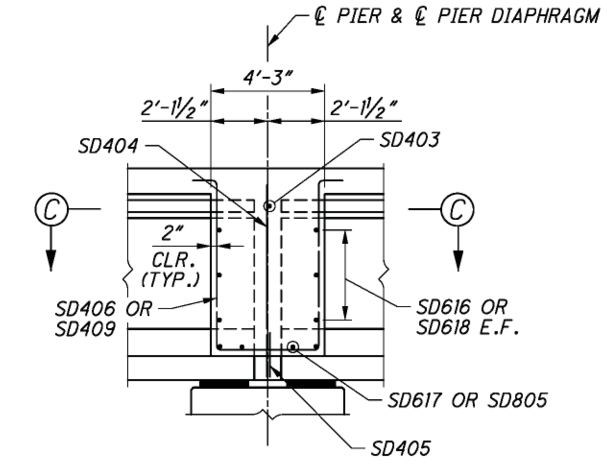
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

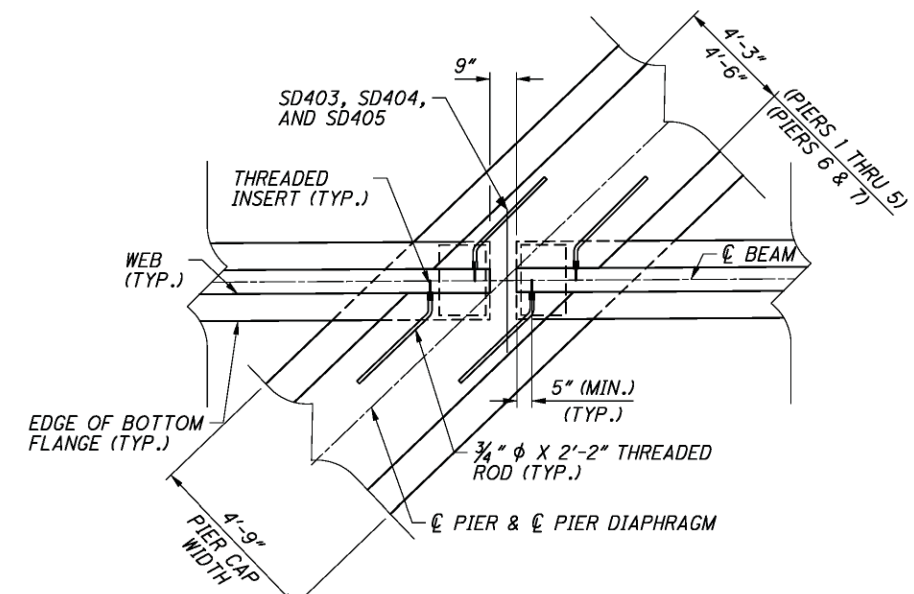
PID No. 77247



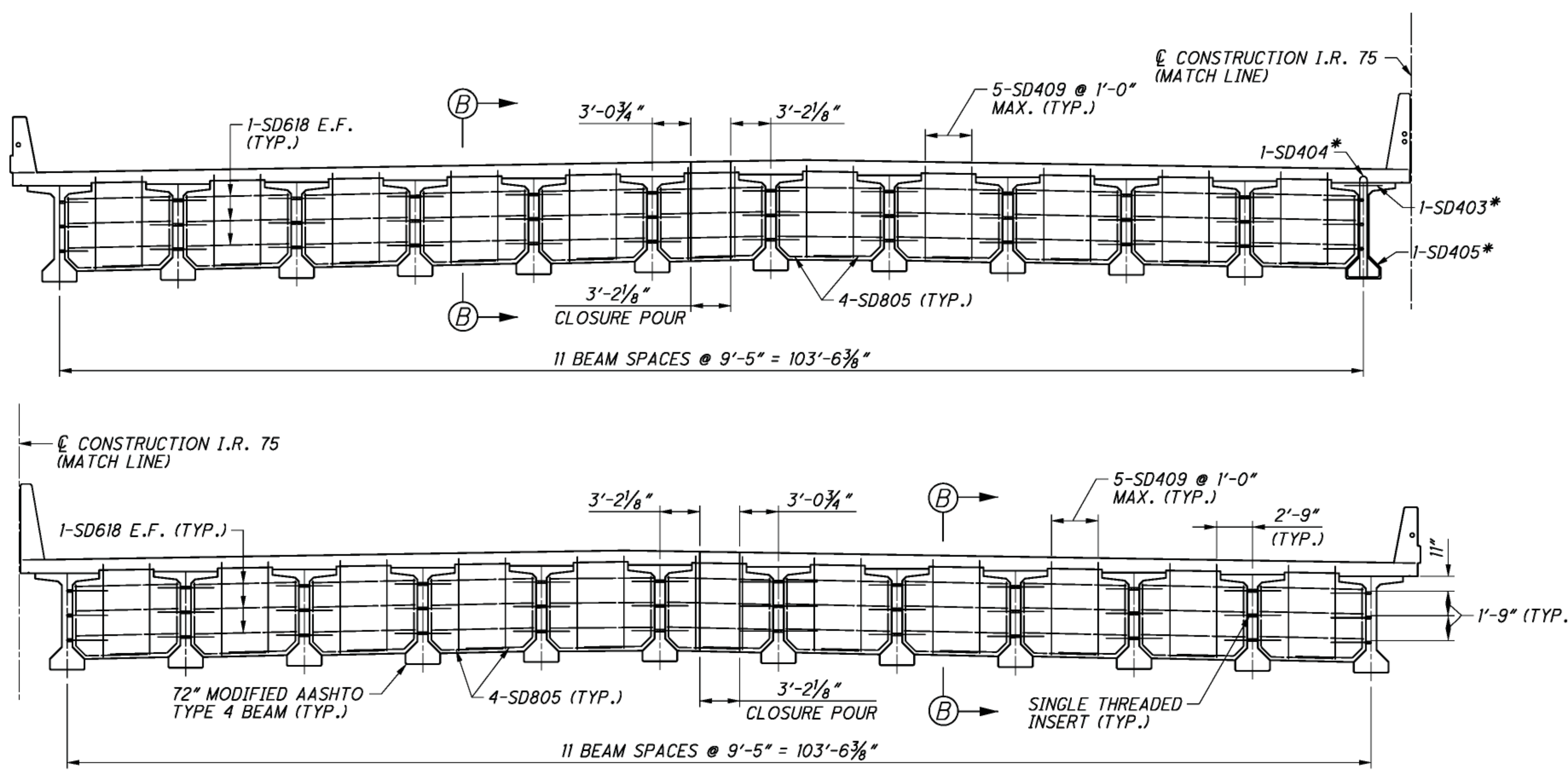
ELEVATION - PIER 1
(LOOKING UPSTATION)



SECTION B-B



VIEW C-C



ELEVATION - PIERS 2 THRU 5
(LOOKING UPSTATION)

NOTES:

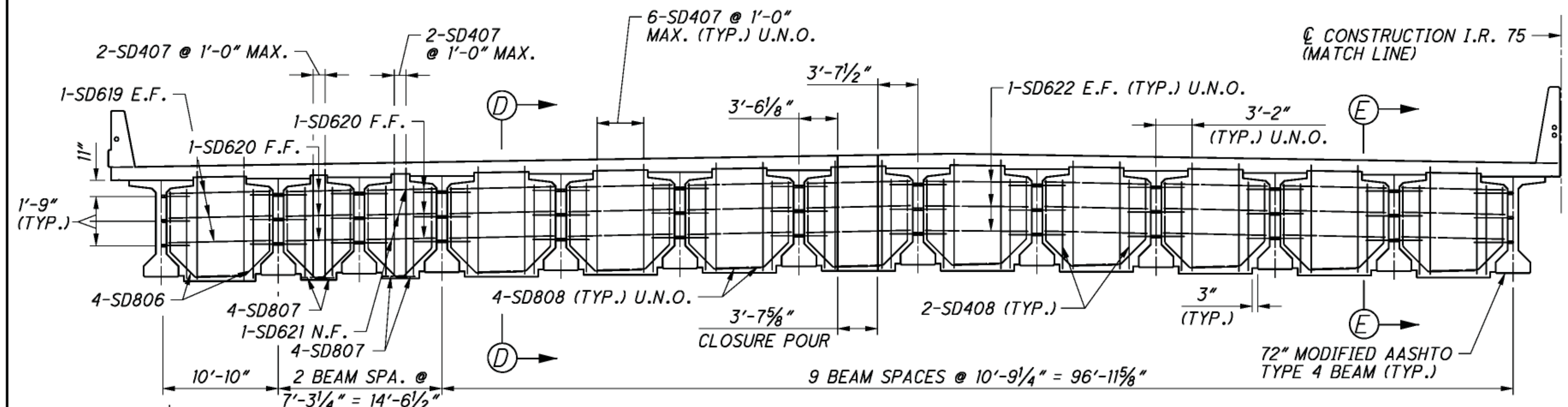
1. FOR NOTES AND LEGEND, SEE SHEET 59/129.
2. FOR LAP LENGTH TABLE, SEE SHEET 59/129.
3. ALL BARS SHALL BE PLACED PARALLEL TO ℄ PIER AND PARALLEL TO ℄ BEAMS.

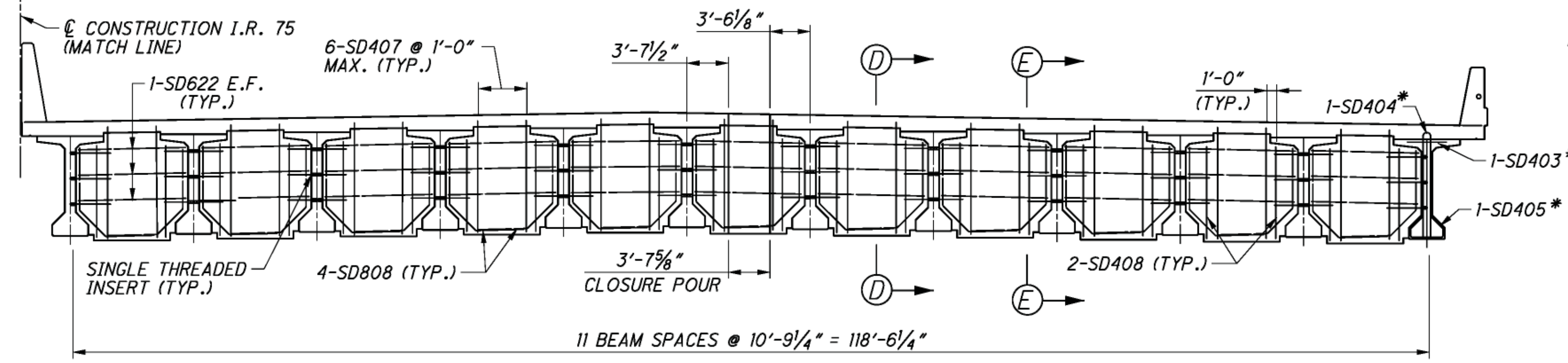
DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

PIER 1 THRU 5 DIAPHRAGMS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

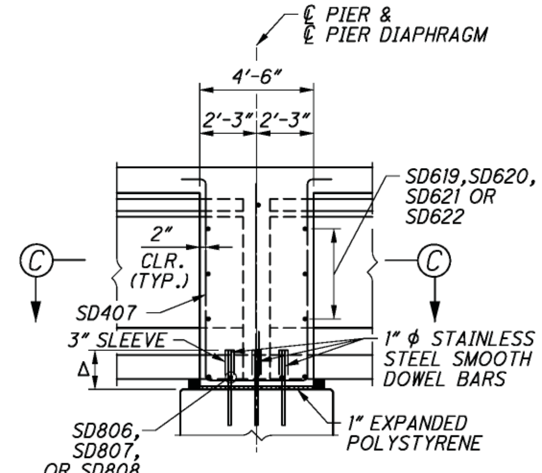
MOT-75-12.00
PID No. 77247





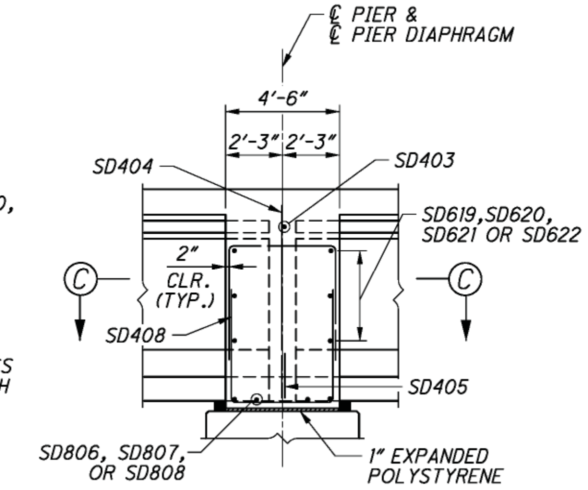
ELEVATION - PIER 6

(LOOKING UP STATION)

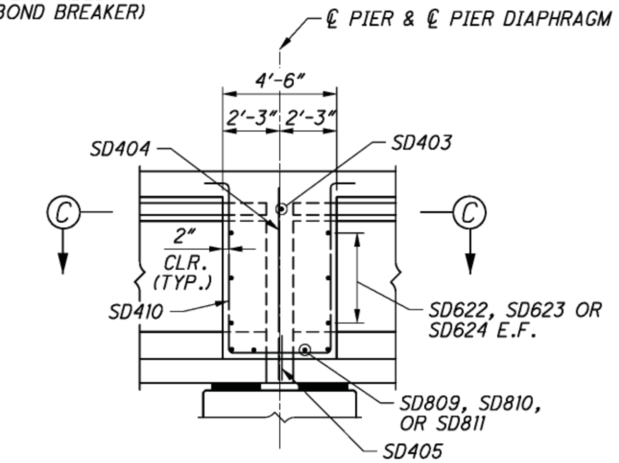


SECTION D-D

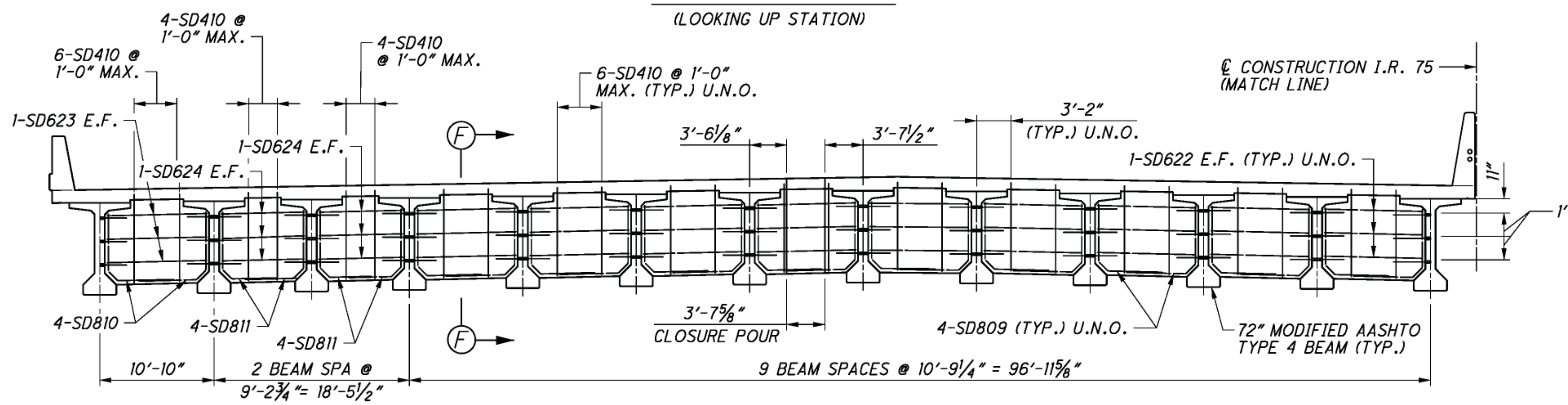
Δ 1'-0" MINIMUM ABOVE 1" EXPANDED POLYSTYRENE (APPLY BOND BREAKER)

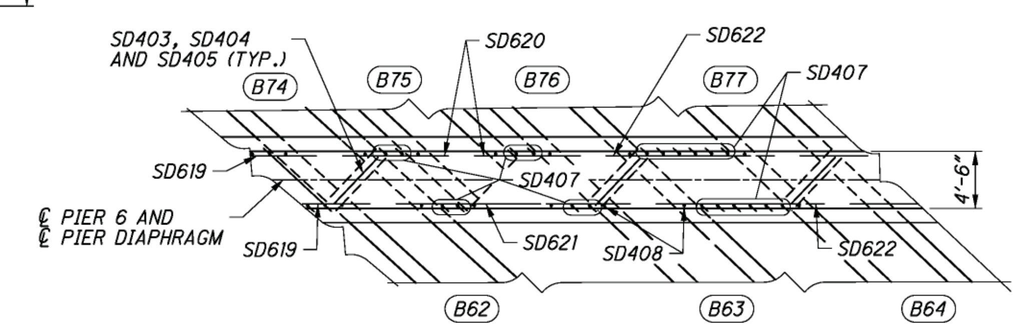


SECTION E-E



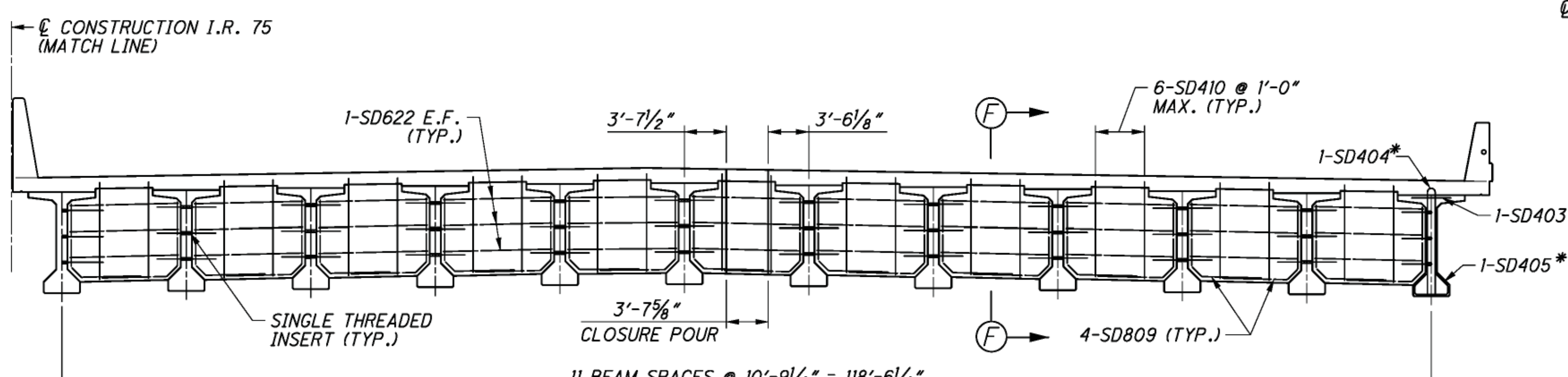
SECTION F-F





PARTIAL PLAN - PIER 6

(STAINLESS STEEL DOWEL BARS NOT SHOWN FOR CLARITY)



ELEVATION - PIER 7

(LOOKING UP STATION)

* TYPICAL AT EACH BEAM LINE

NOTES:

1. FOR VIEW C-C, SEE SHEET 60/129 .
2. FOR NOTES AND LEGEND, SEE SHEET 59/129.
3. FOR LAP LENGTH TABLE, SEE SHEET 59/129.
4. FOR 1" φ STAINLESS STEEL SMOOTH DOWEL BAR DETAILS, SEE SHEET 40/129 .
5. ALL BARS SHALL BE PLACED PARALLEL TO ℄ PIER AND PARALLEL TO ℄ BEAMS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

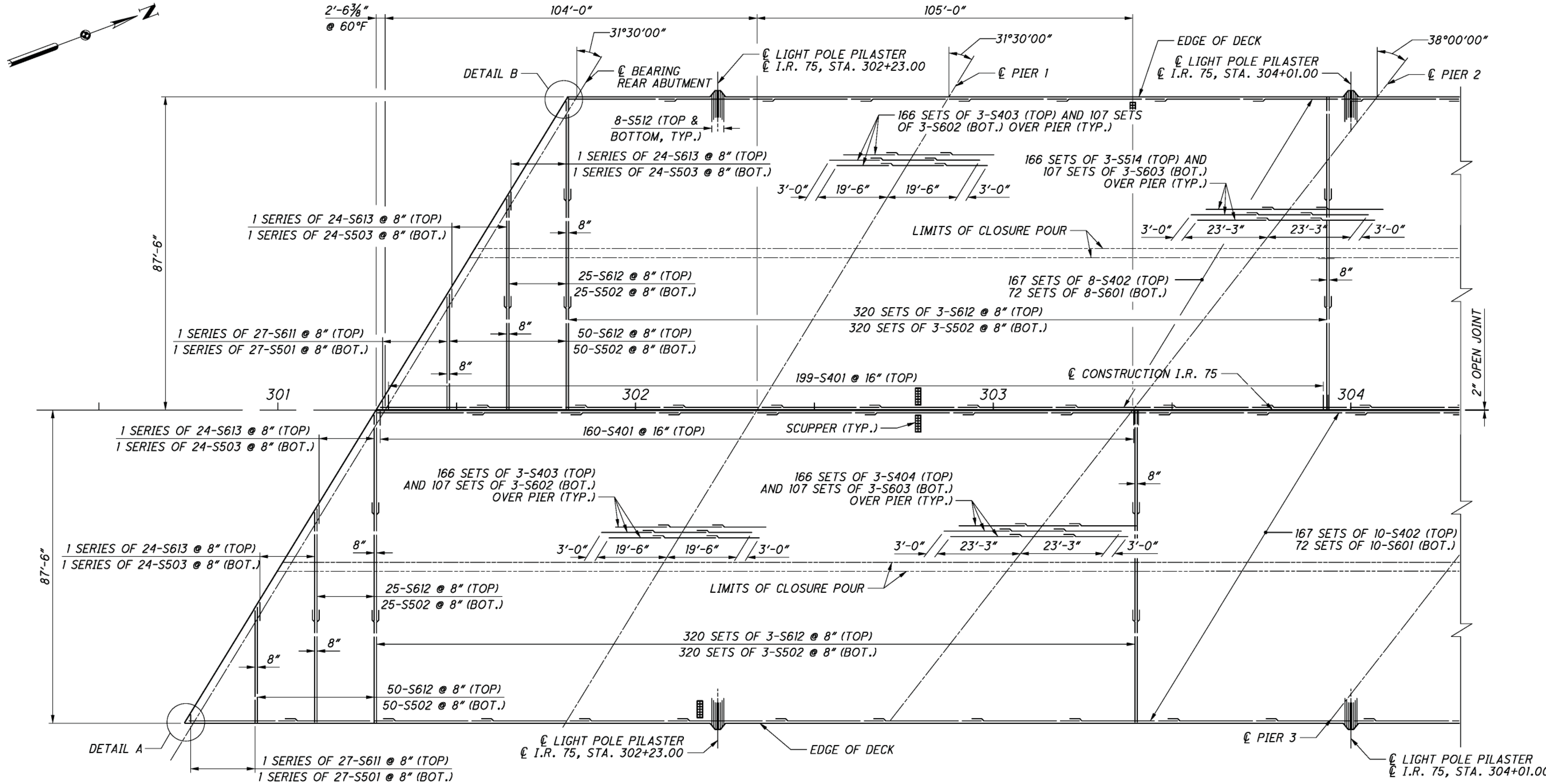
PIER 6 & 7 DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

61/129

961/1565

IP_PWP:dms28472\075_0075CSD004.dgn 24-FEB-2012 2:45PM cdock



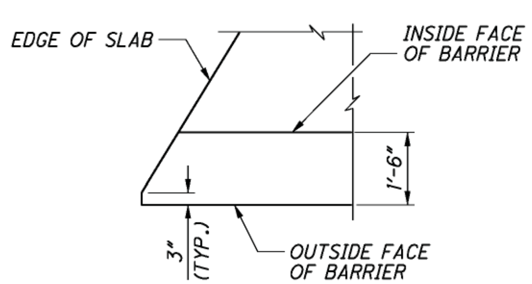
SLAB PLAN - SPANS 1 & 2

(PARAPETS & MEDIAN BARRIERS AND ASSOCIATED REINFORCEMENT NOT SHOWN FOR CLARITY)

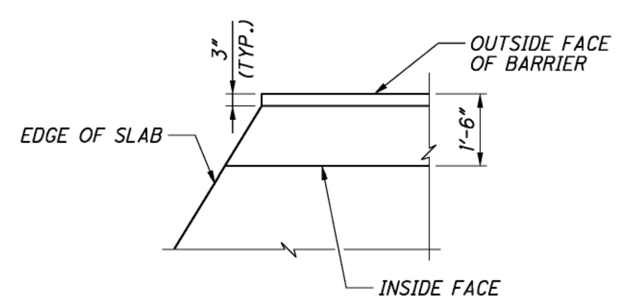
REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-7" MIN.
NO. 5 BARS	3'-3" MIN.
NO. 6 BARS	3'-10" MIN.
NO. 7 BARS	4'-11" MIN.
NO. 8 BARS	6'-5" MIN.

LEGEND:

BOT. = BOTTOM



DETAIL A



DETAIL B

NOTES:

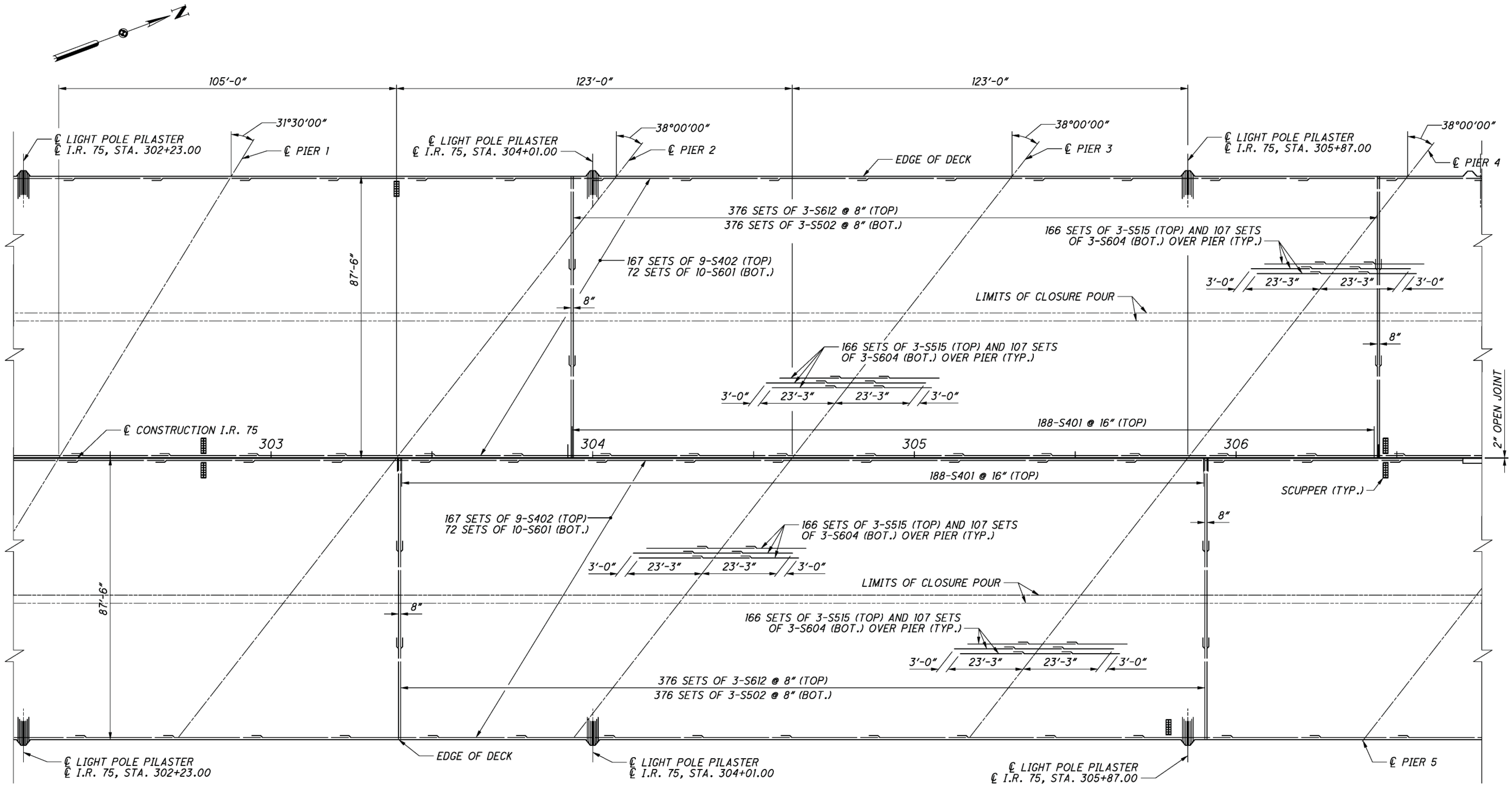
1. FOR TRANSVERSE SECTION AND ADDITIONAL NOTES, SEE SHEET 68/129.
2. FOR SIGN TRUSS SUPPORT DETAILS SEE SHEET 67/129.
3. FOR PARAPET AND MEDIAN BARRIER DETAILS SEE SHEET 66/129 AND 70/129.
4. FOR LIGHT POLE PILASTER DETAILS, SEE SHEET 70/129.
5. FOR DECK POUR SEQUENCE, SEE SHEET 72/129.
6. FOR DECK OVERHANG DETAILS, SEE SHEET 72/129.
7. FOR END DIAPHRAGM DETAILS AND PIER DIAPHRAGM DETAILS, SEE SHEET 59/129 THRU 61/129.
8. REINFORCEMENT SHALL BE FIELD CUT AS REQUIRED TO CLEAR THE SCUPPERS. FOR SCUPPER DETAILS AND ADDITIONAL REINFORCEMENT AROUND SCUPPERS, SEE SHEET 64/129 AND 118/129.
9. FOR BEAM LOCATIONS, SEE FRAMING PLAN, SHEETS 48/129 THRU 51/129.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
ENH	DBT	ENH	—	JOL	2/21/2012	5707803/5707811

SLAB PLAN (SPANS 1 & 2)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



SLAB PLAN - SPANS 3 & 4

(PARAPETS & MEDIAN BARRIERS AND ASSOCIATED
REINFORCEMENT NOT SHOWN FOR CLARITY)

LEGEND:

BOT. = BOTTOM

NOTES:

1. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 62/129.

DESIGN AGENCY
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DESIGNED	DRAWN	REVIEWED	DATE
ENH	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT	—	5707803/5707811	

SLAB PLAN (SPANS 3 & 4)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

63/129

963/1565

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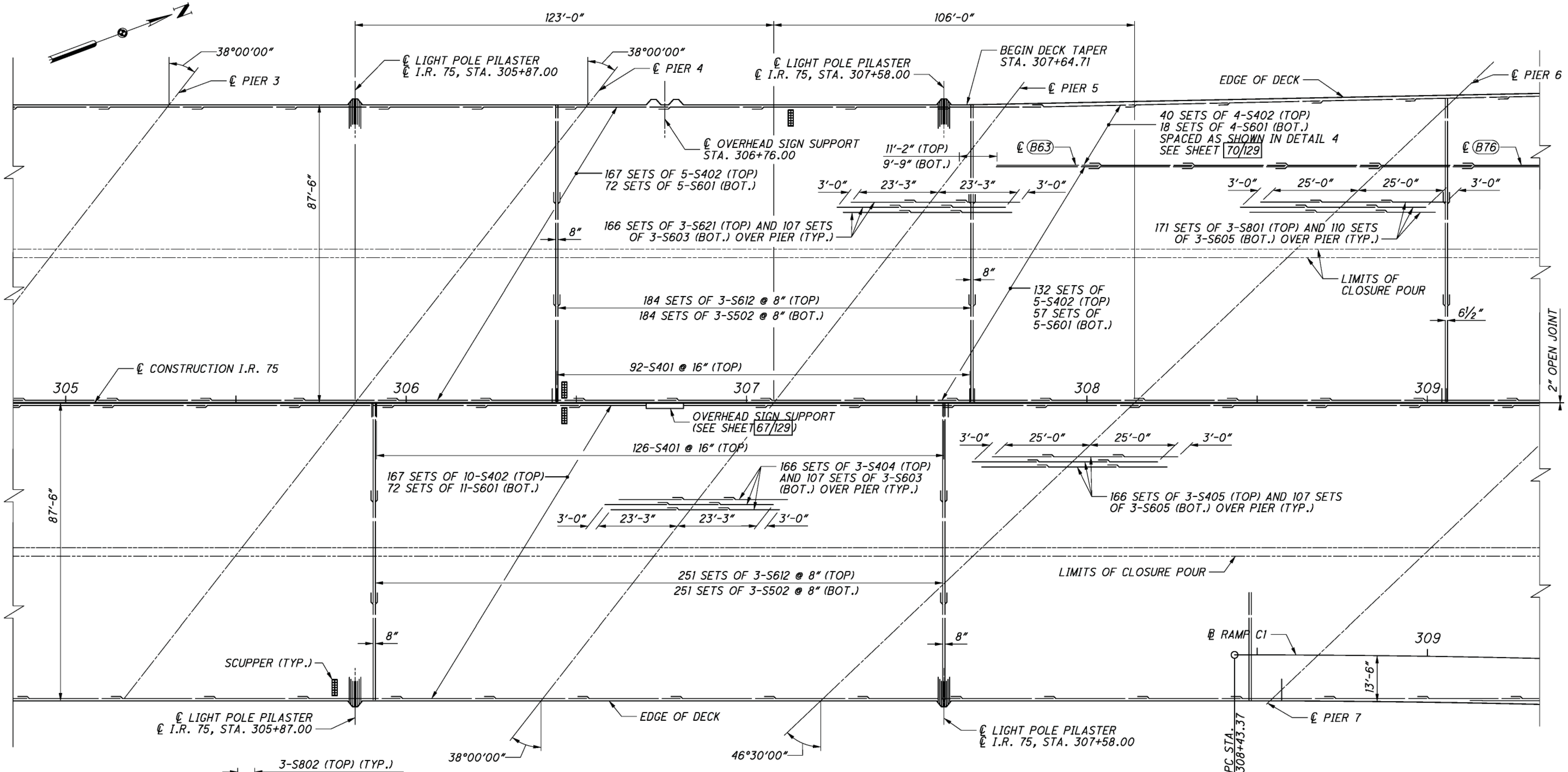
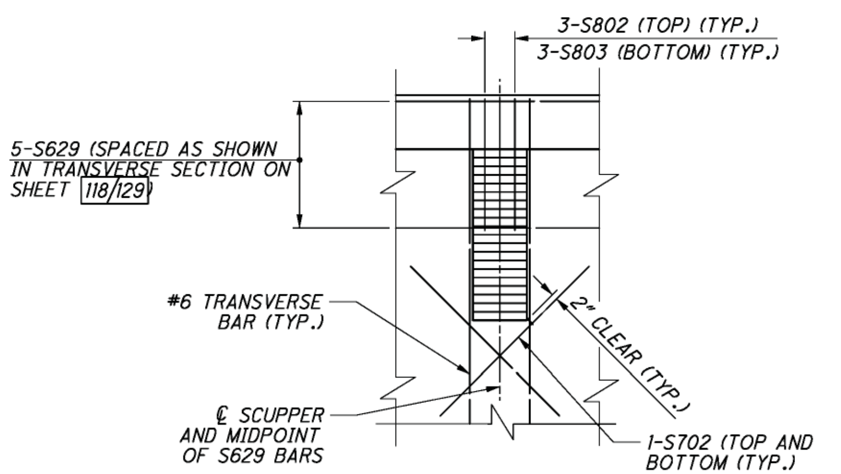


SLAB PLAN - SPANS 5 & 6

(PARAPETS & MEDIAN BARRIERS AND ASSOCIATED REINFORCEMENT NOT SHOWN FOR CLARITY)



ADDITIONAL REINFORCING AT SCUPPERS

(NORMAL LONGITUDINAL REINFORCEMENT, NOT SHOWN FOR CLARITY)

LEGEND:

BOT. = BOTTOM

NOTES:

1. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 62/129.

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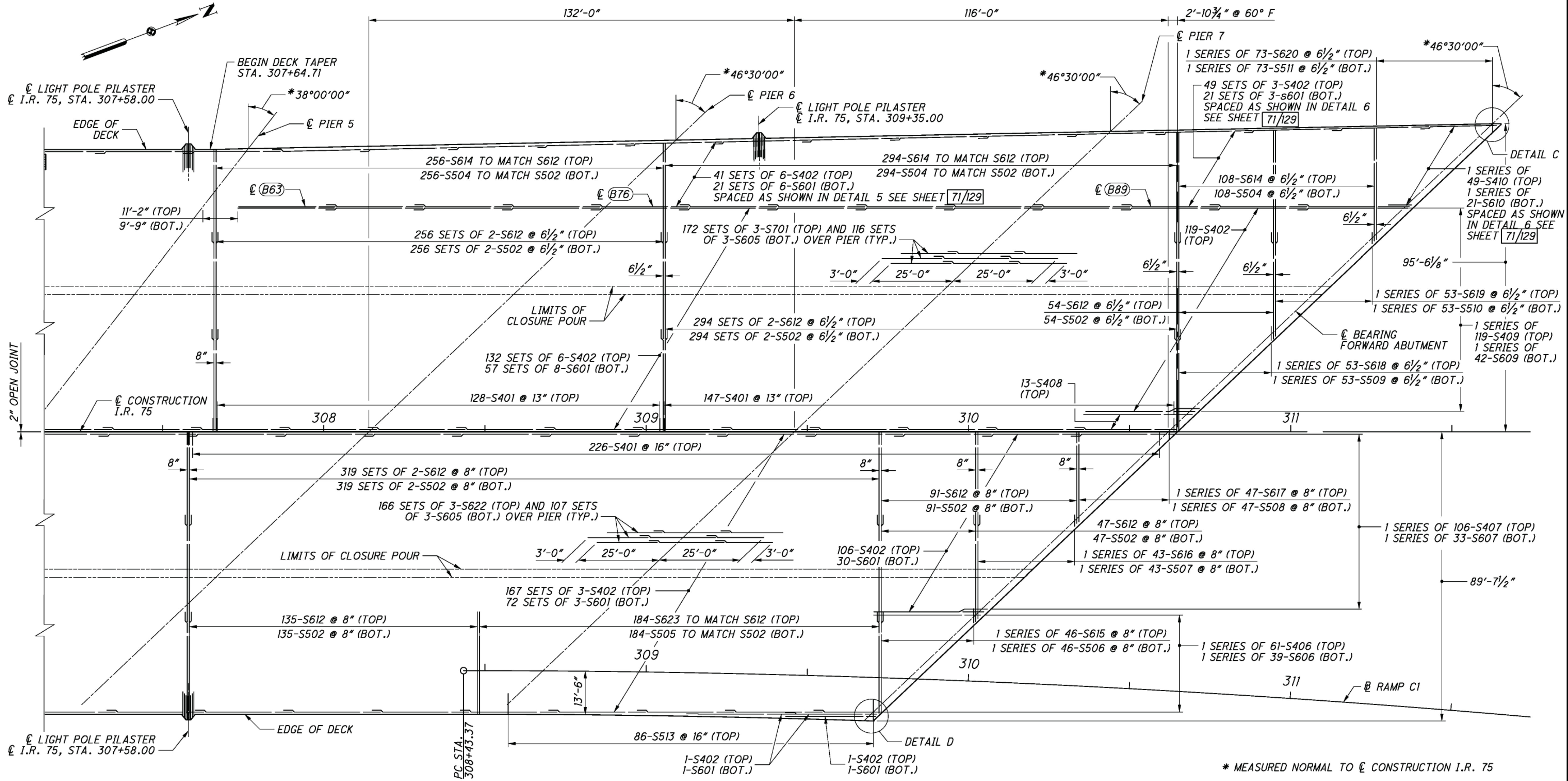
DESIGNED	DRAWN	REVIEWED	DATE
ENH	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT	—	5707803/5707811	

SLAB PLAN (SPANS 5 & 6)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

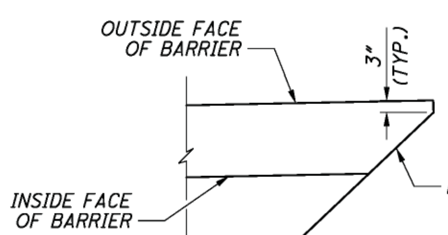
MOT-75-12.00
PID No. 77247



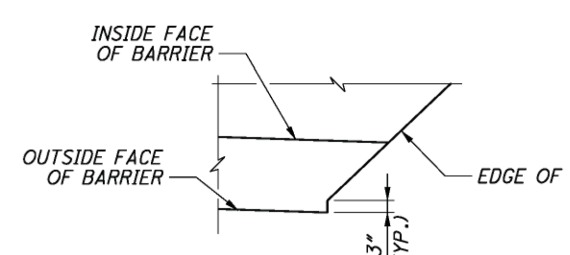
* MEASURED NORMAL TO ℄ CONSTRUCTION I.R. 75

SLAB PLAN - SPANS 7 & 8

(PARAPETS & MEDIAN BARRIERS AND ASSOCIATED REINFORCEMENT NOT SHOWN FOR CLARITY)



DETAIL C



DETAIL D

LEGEND:

BOT. = BOTTOM

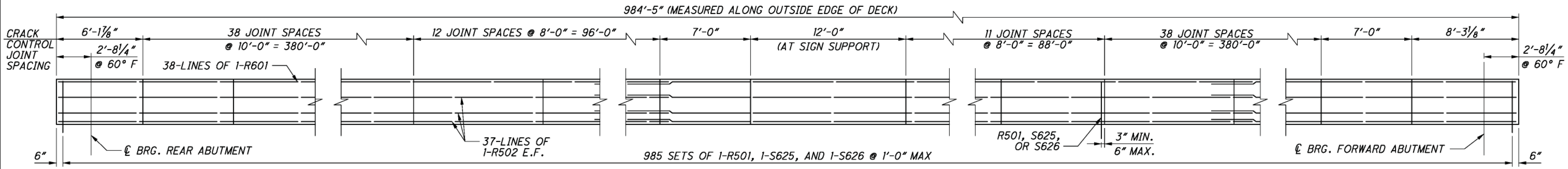
NOTES:

1. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 62/129.

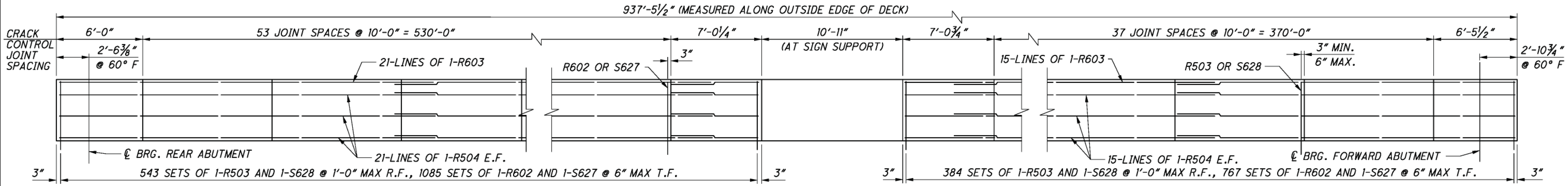
DESIGN AGENCY	HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531
REVIEWED	JOL
DATE	2/21/2012
STRUCTURE FILE NUMBER	5707803/5707811
DRAWN	ENH
REVISED	—
DESIGNED	ENH
CHECKED	DBT

SLAB PLAN (SPANS 7 & 8)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

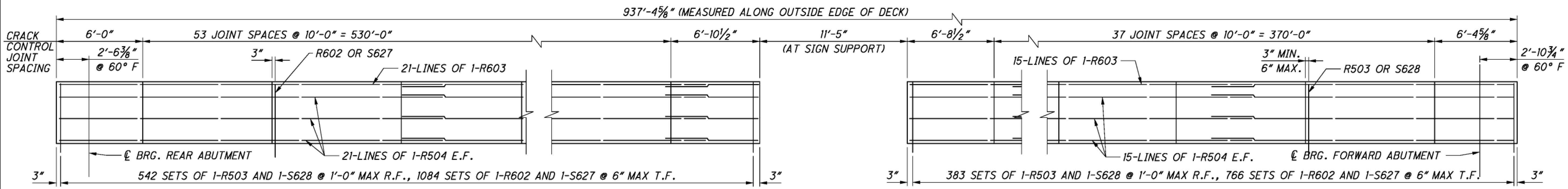
MOT-75-12.00
PID No. 77247



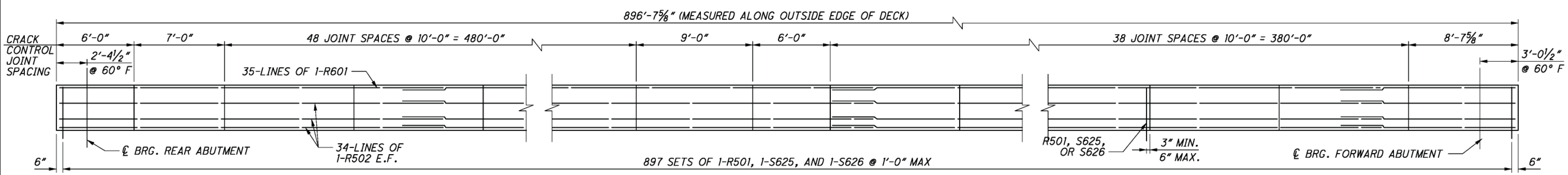
LEFT BRIDGE - EXTERIOR PARAPET
(LOOKING WEST)



LEFT BRIDGE - INTERIOR MEDIAN PARAPET
(LOOKING WEST)



RIGHT BRIDGE - INTERIOR MEDIAN PARAPET
(LOOKING WEST)



RIGHT BRIDGE - EXTERIOR PARAPET
(LOOKING WEST)

BAR	REQUIRED LAP LENGTH
#5	3'-3"
#6	3'-10"

NOTES:

1. FOR SLAB PLAN, SEE SHEETS 62/129 THRU 65/129.
3. FOR REINFORCING STEEL LIST, SEE SHEET 123/129.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN PARAPETS, REFER TO DETAILS AND NOTES ON ODOT DRAWING SBR-1-99.
6. FOR MEDIAN PARAPET DETAILS, SEE DETAIL 2 ON SHEET 70/129.

LEGEND:

R.F. = REAR FACE
T.F. = TRAFFIC FACE
E.F. = EACH FACE

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
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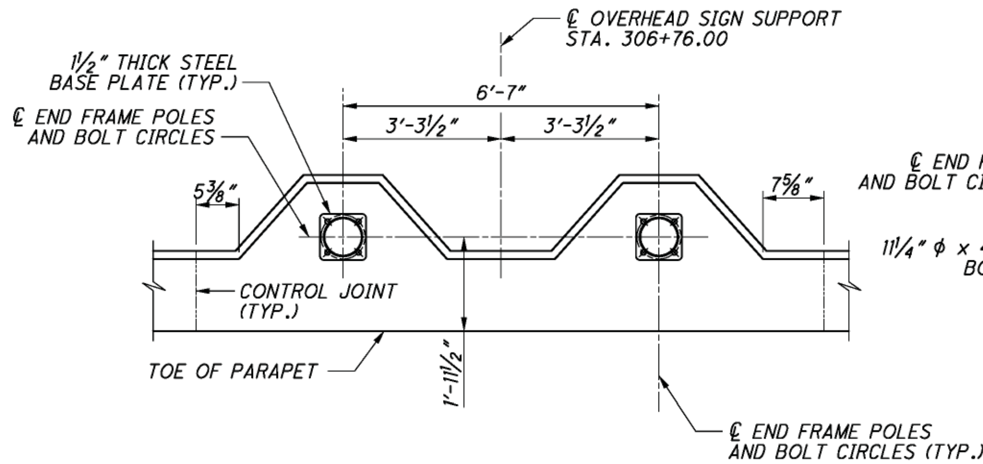
EXTERIOR AND MEDIAN PARAPET DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

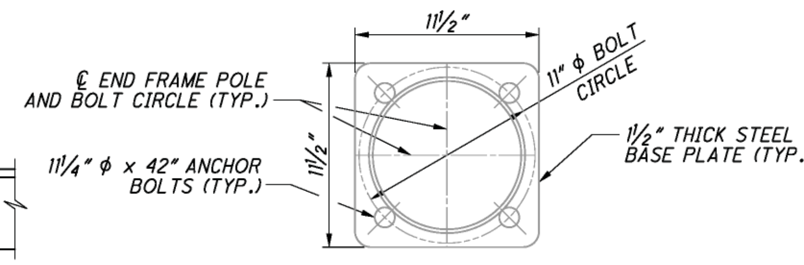
MOT-75-12.00
PID No. 77247

66/129

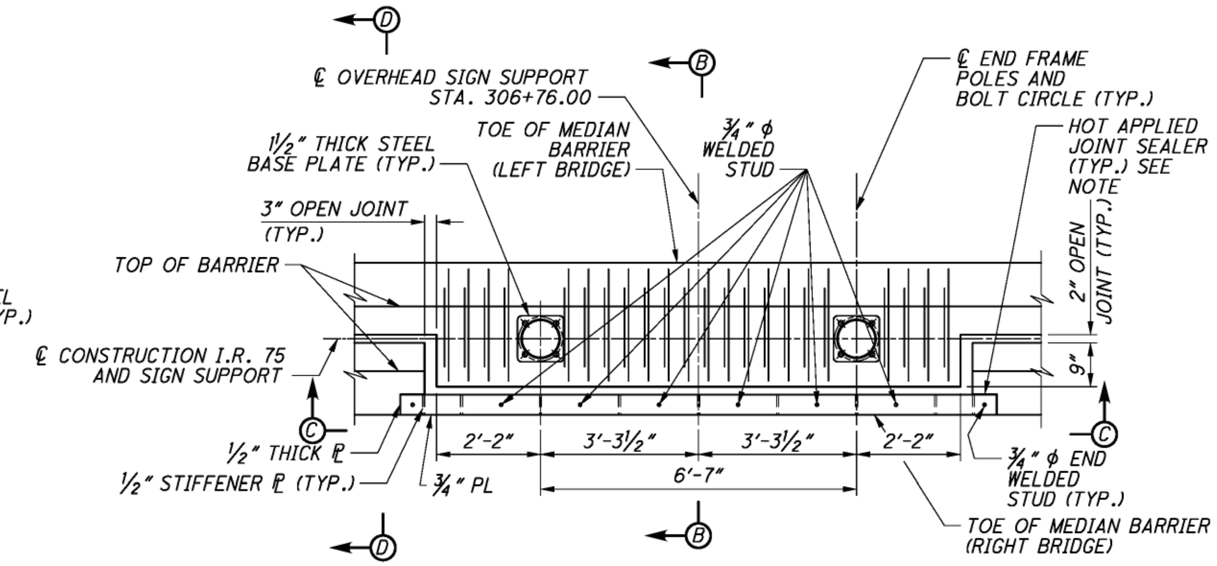
966/1565



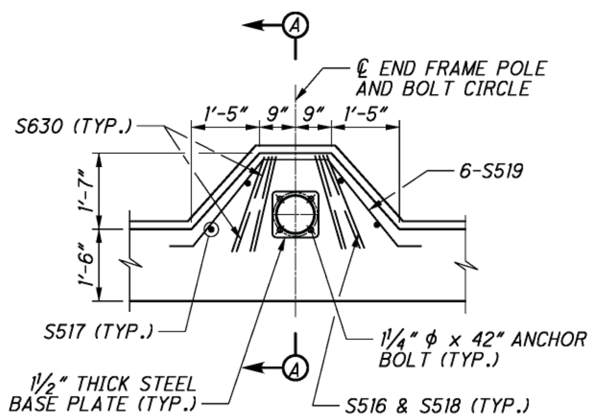
LEFT BRIDGE EXTERIOR PARAPET PART PLAN
AT SIGN SUPPORT



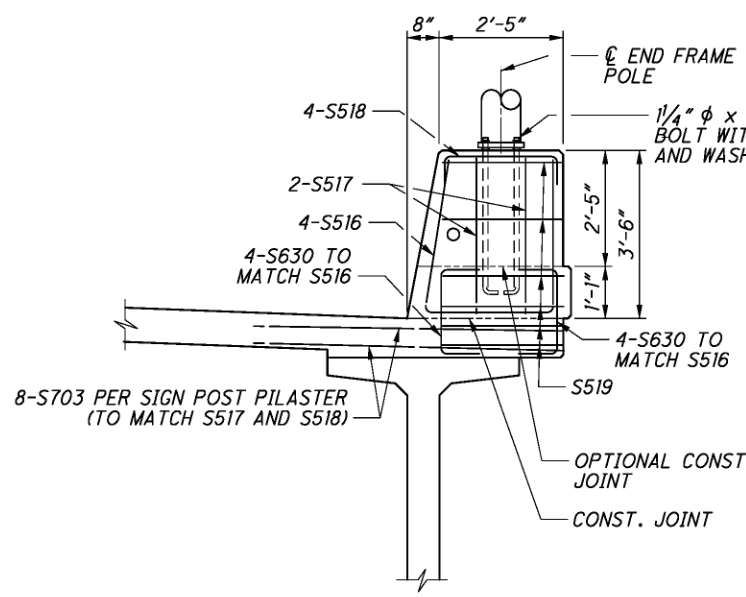
BASE PLATE DETAIL
FOR SIGN POST



MEDIAN BARRIER PART PLAN
AT SIGN SUPPORT

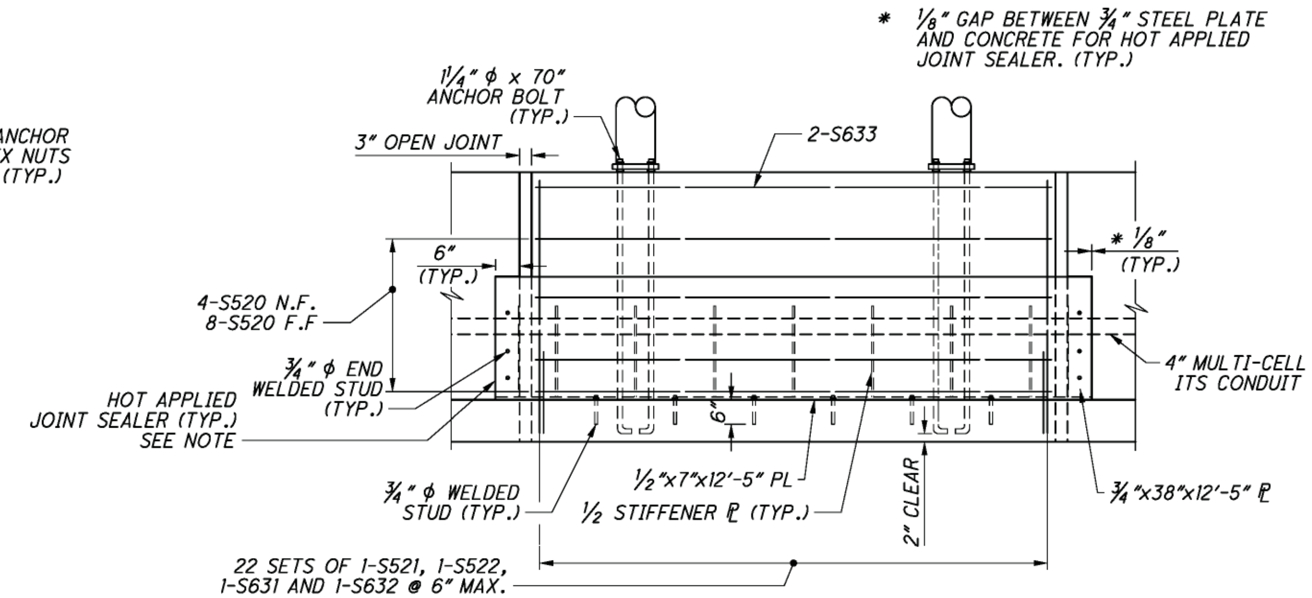


SIGN POST PILASTER PLAN



SECTION A-A

(NORMAL SLAB REINFORCING NOT SHOWN FOR CLARITY)

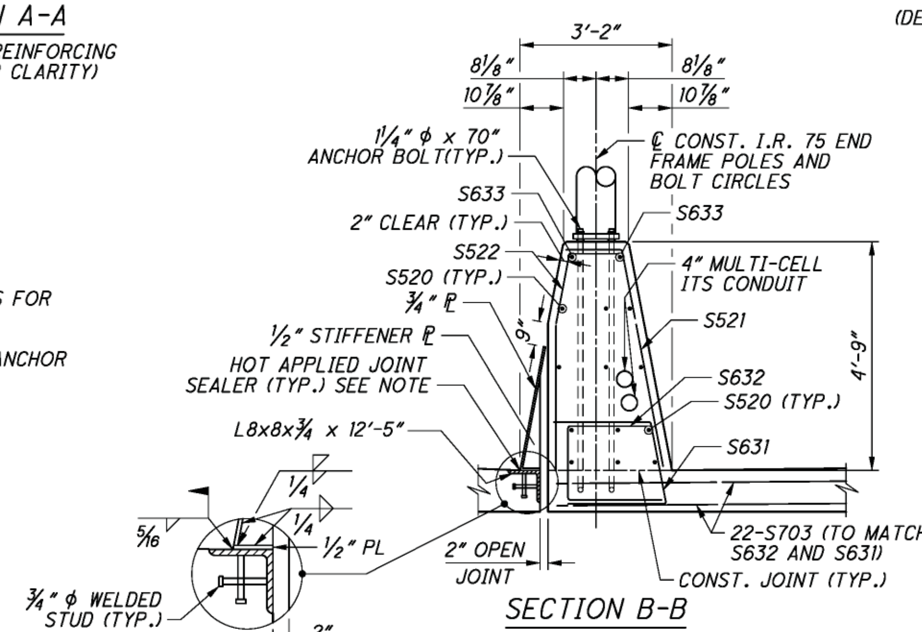


VIEW C-C

(DECK REINFORCEMENT NOT SHOWN)

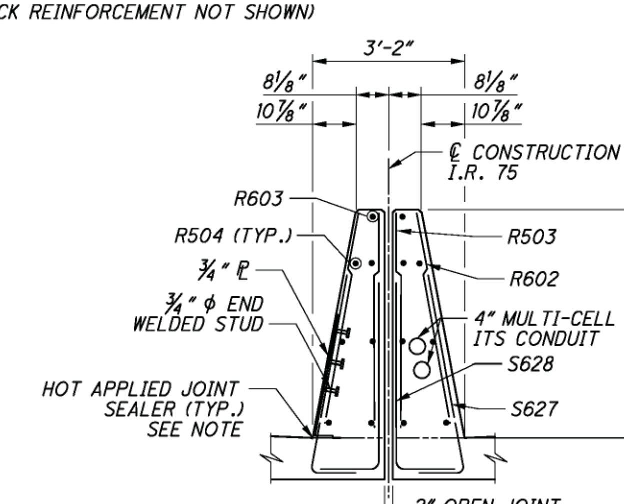
NOTES:

1. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 70/129.
2. FOR SLAB PLAN, SEE SHEETS 62/129 THRU 65/129.
3. FOR REINFORCING STEEL LIST, SEE SHEET 123/129.
4. THE 1¼" ϕ ANCHOR BOLTS, NUTS, AND BASE PLATE SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT. SEE SIGNING PLANS FOR ADDITIONAL DETAILS.
5. ALL STRUCTURAL STEEL SHALL BE GALVANIZED ACCORDING TO 711.02. GALVANIZING OF STEEL, BASE PLATE, AND 1¼" ϕ ANCHOR BOLTS SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT. SEE SIGNING PLANS FOR ADDITIONAL DETAILS.
6. DECK SLAB CONCRETE REQUIRED AT THE SIGN POLE SUPPORT SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN, FOR PAYMENT.
7. HOT APPLIED JOINT SEALER SHALL CONFORM TO 705.04 AND SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTURCTURE (DECK), AS PER PLAN, FOR PAYMENT.
8. FOR ADDITIONAL OVERHEAD SIGN SUPPORT DETAILS, SEE ODOT STANDARD DRAWING TC-7.65.
9. FOR PARAPET AND MEDIAN BARRIER ELEVATIONS, SEE SHEET 66/129.
10. SIGN TRUSS HAS BEEN LOCATED SO THAT SUPPORTS ARE AT POINTS WITH MINIMIZED VIBRATIONS AND DEFLECTIONS.



SECTION B-B

(DECK REINFORCEMENT NOT SHOWN)



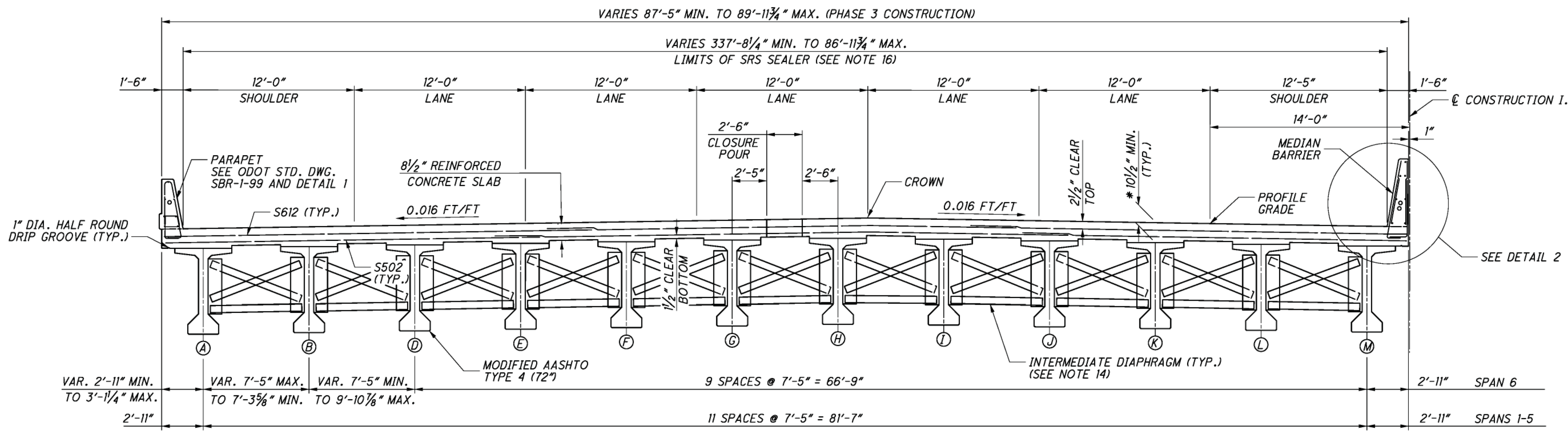
SECTION D-D

(DECK REINFORCEMENT NOT SHOWN)
(REINFORCEMENT SYMMETRIC ABOUT ℄ CONSTRUCTION I.R. 75)

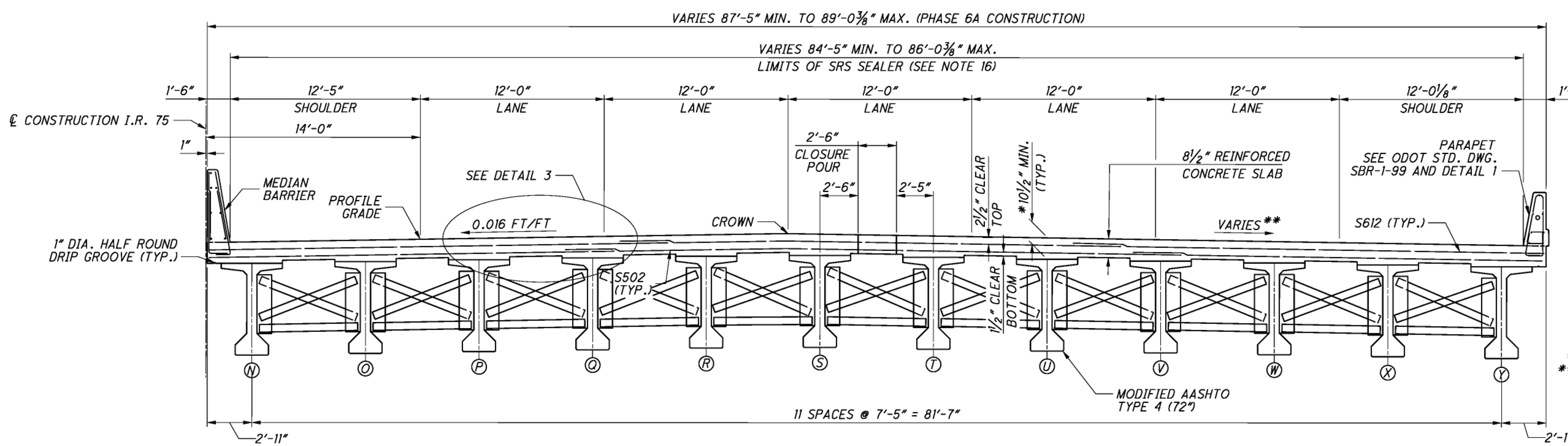
DESIGN AGENCY	HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531
REVIEWED	JOL
DATE	2/21/2012
STRUCTURE FILE NUMBER	5707803/5707811
DRAWN	VWR
REVISED	—
DESIGNED	VWR
CHECKED	DBT

SIGN TRUSS SUPPORT DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



SOUTHBOUND TRANSVERSE SECTION SPANS 1-6 - LEFT BRIDGE



NORTHBOUND TRANSVERSE SECTION SPANS 1-6 - RIGHT BRIDGE

LEGEND:

* MEASURED TO TOP OF FLANGE

** SEE SUPERELEVATION TRANSITION DIAGRAM, SHEET 3/129

NOTES:

1. FOR REINFORCING BAR SCHEDULE, SEE SHEET 123/129.
2. Ⓐ INDICATES BEAM LINE DESIGNATION, SEE FRAMING PLAN SHEETS 48/129 THRU 51/129.
3. DRIP GROOVES SHALL BE TERMINATED 2'-0" FROM THE FACE OF THE ABUTMENT DIAPHRAGM.
4. FOR DETAILS 1, 2, AND 3 SEE SHEET 70/129.
5. THE 8½" DECK INCLUDES A 1" MONOLITHIC WEARING SURFACE.
6. FOR SCUPPER DETAILS, SEE SHEET 118/129.
7. FOR SLAB PLAN, SEE SHEETS 62/129 THRU 65/129.
8. FOR SCREED ELEVATIONS, SEE SHEETS 73/129 THRU 80/129.
9. FOR SLAB LAP LENGTH TABLE, SEE SHEET 62/129 .
10. FOR PARAPET AND MEDIAN BARRIER JOINT SPACING AND REINFORCEMENT, SEE SHEET 66/129.
11. ALL DIMENSIONS MEASURED RELATIVE TO ℄ CONSTRUCTION I.R. 75, U.N.O.
12. FOR OVERHANG DETAILS, SEE SHEET 71/129.
13. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 5/129. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SHEET 70/129.
14. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL OR CAST-IN-PLACE CONCRETE. SEE GENERAL NOTES SHEET 5/129 AND ODOT STANDARD DRAWING PSID-1-99.
15. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.
16. SEAL DECK TO LIMITS SHOWN WITH SRS SEALER AS PER 512.05. FLOOD THE DECK WITH SEALING MATERIAL AND SPREAD WITH A SQUEEGEE. THE USE OF SPRAYERS IS PROHIBITED. PAYMENT FOR SEALING OF DECK SHALL BE INCLUDED WITH PAY ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN.
17. THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF BEAM ELEVATION AT MIDSPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED NJK | CHECKED DBT | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

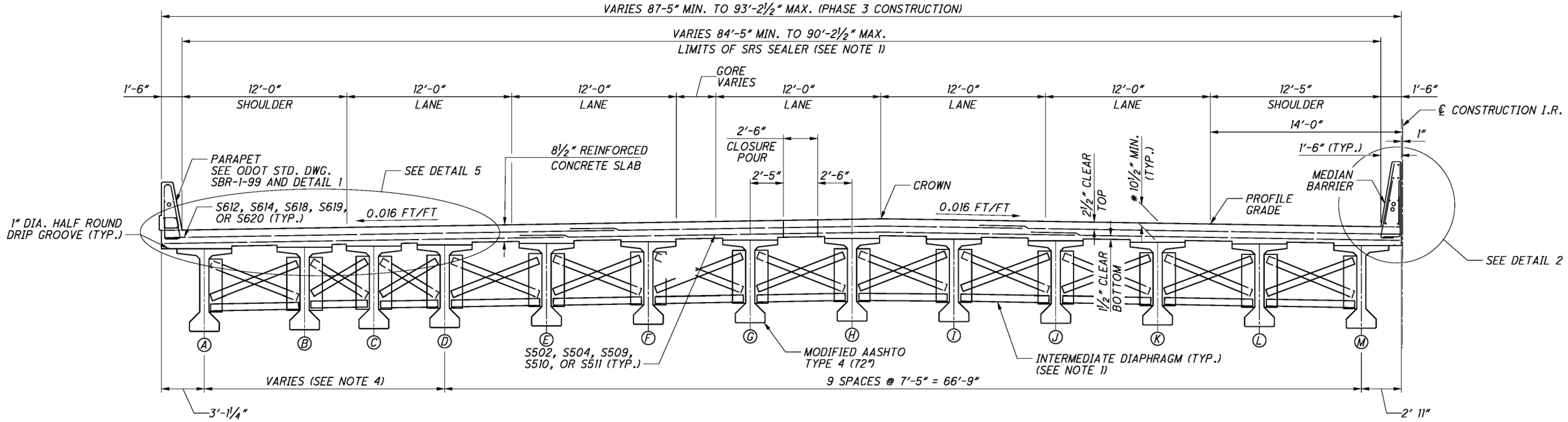
TRANSVERSE SECTIONS (SPANS 1-6)

BRIDGE NO. MOT-75-1227 L/R

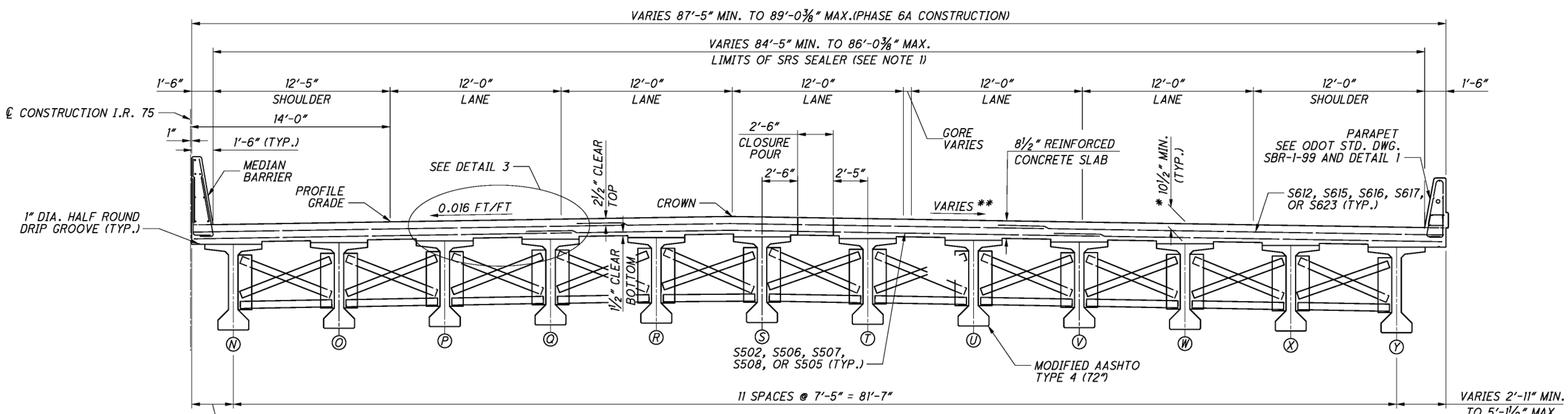
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

MOT-75-12.00

PID No. 77247



SOUTHBOUND TRANSVERSE SECTION SPANS 7 & 8 - LEFT BRIDGE



NORTHBOUND TRANSVERSE SECTION SPANS 7 & 8 - RIGHT BRIDGE

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 68/129.
2. FOR DETAIL 1, DETAIL 2 AND DETAIL 3, SEE SHEET 70/129.
3. FOR DETAIL 5, SEE SHEET 71/129.
4. FOR FRAMING PLAN, SEE SHEET 48/129 THRU 51/129.

LEGEND:

* MEASURED TO TOP OF FLANGE

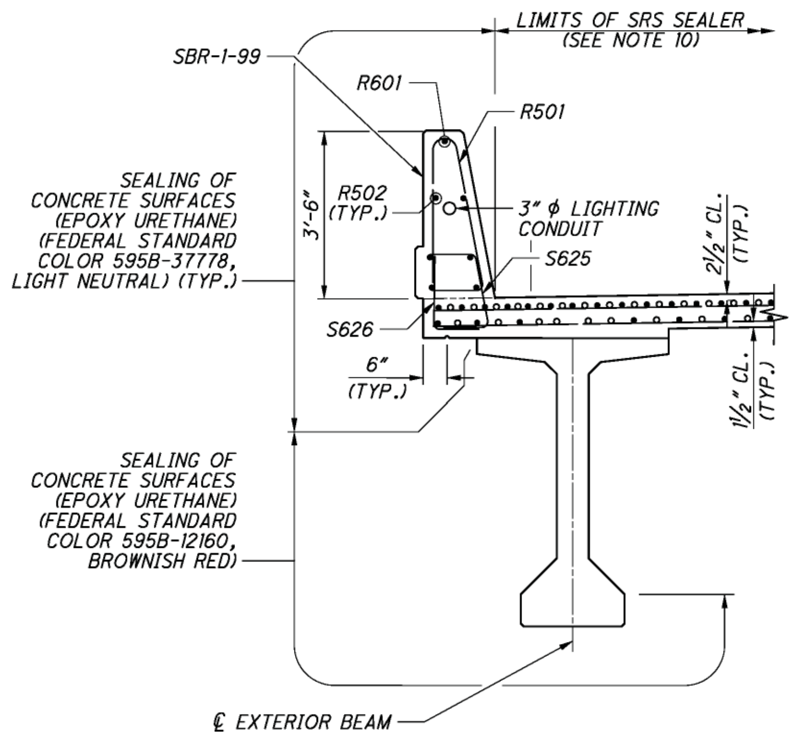
** SEE SUPERELEVATION TRANSITION DIAGRAM, SHEET 3/129

TRANSVERSE SECTIONS (SPANS 7-8)
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

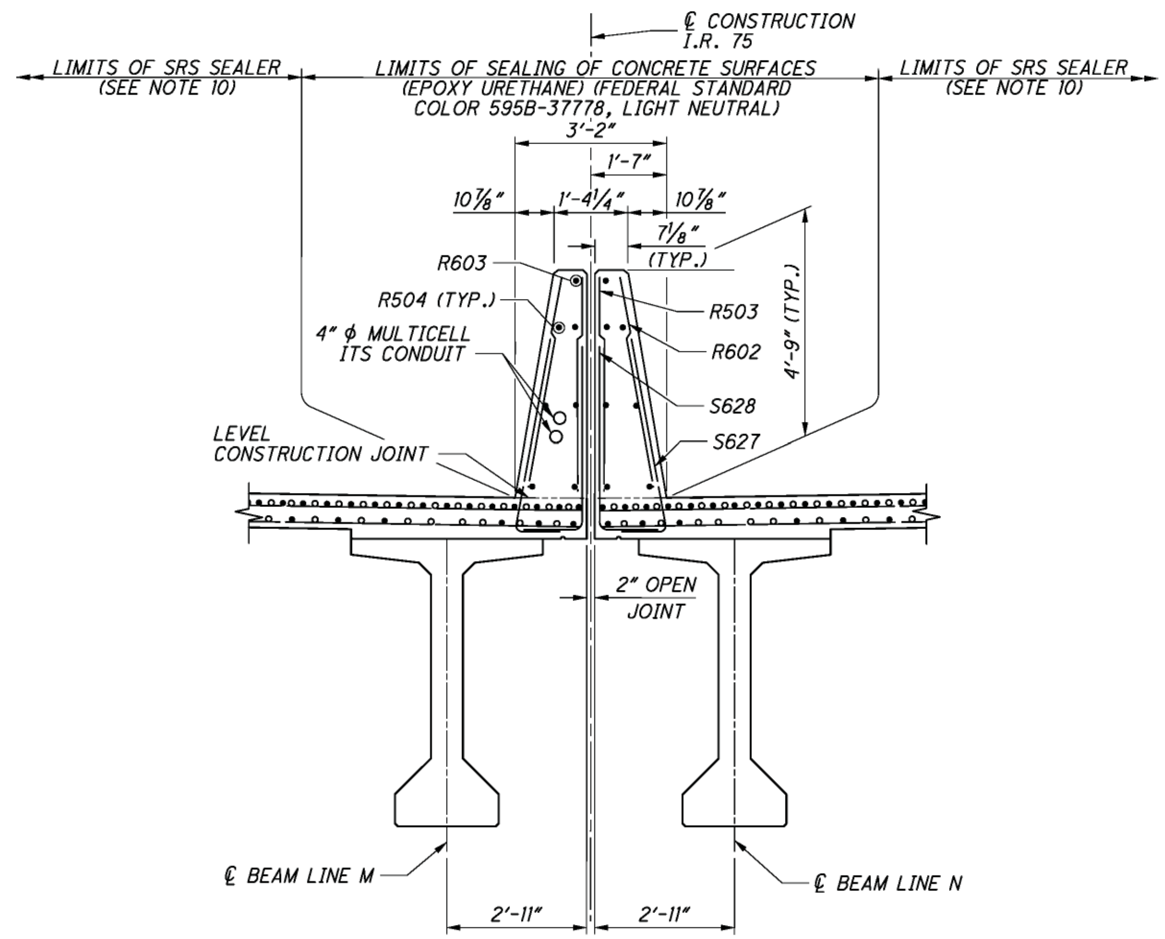
DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	ENH	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

MOT-75-12.00
PID No. 77247

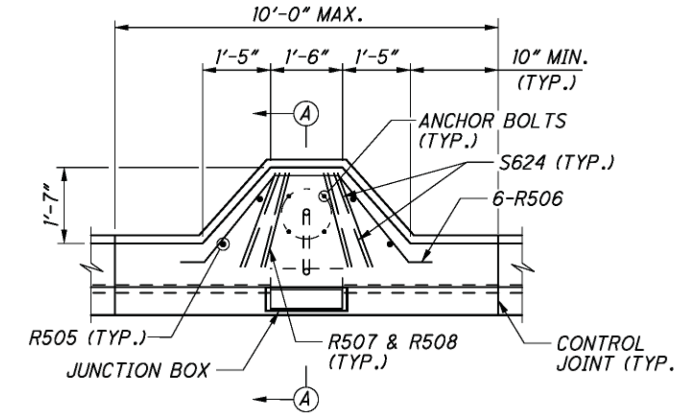


DETAIL 1

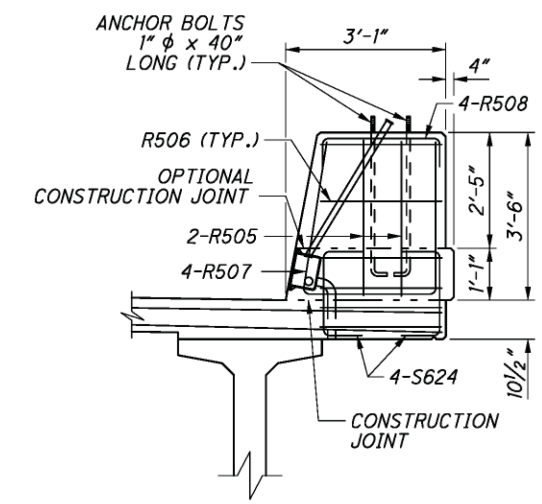


DETAIL 2

MEDIAN BARRIER

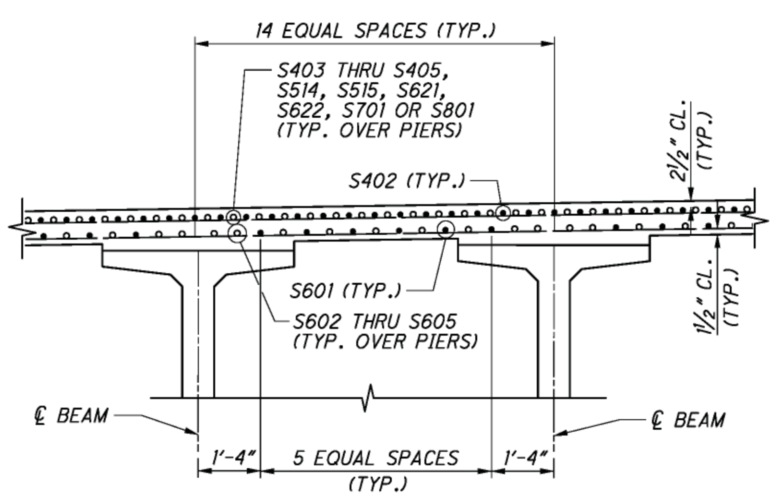


LIGHT POLE PILASTER PLAN

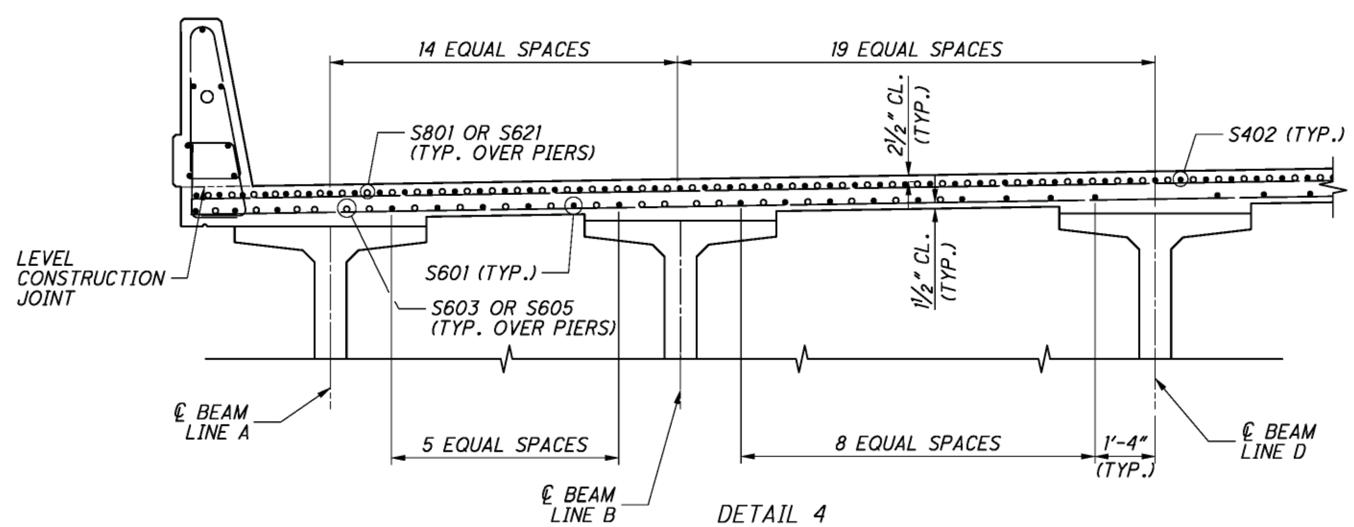


SECTION A-A

(SLAB REINFORCING NOT SHOWN FOR CLARITY)



DETAIL 3



DETAIL 4

NOTES:

1. FOR FRAMING PLAN SEE SHEETS 48/129 THRU 51/129 .
2. FOR TRANSVERSE SECTION, SEE SHEET 68/129 AND 69/129 .
3. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 66/129 .
4. FOR DRAINAGE DETAILS, SEE SHEET 118/129 .
5. FOR ADDITIONAL NOTES, SEE SHEET 68/129 .
6. FOR LOCATION OF DETAILS 1 THRU 3, SEE SHEET 68/129 AND 69/129 .
7. FOR LOCATION OF DETAIL 4 SEE SHEET 64/129 .
8. FOR 3" LIGHTING CONDUIT DETAILS AND PAYMENT, SEE LIGHTING PLANS.
9. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.
10. SEAL DECK TO LIMITS SHOWN WITH SRS SEALER AS PER 512.05. FLOOD THE DECK WITH SEALING MATERIAL AND SPREAD WITH A SQUEEGEE. THE USE OF SPRAYERS IS PROHIBITED. PAYMENT FOR SEALING OF DECK SHALL BE INCLUDED WITH PAY ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN.

EXPANSION JOINTS FOR CONDUITS

EXPANSION JOINTS FOR THE 4" DIAMETER MULTICELL ITS CONDUITS AND 3" DIAMETER LIGHTING CONDUITS SHALL BE DESIGNED TO BE COMPATIBLE WITH THE BRIDGE MOVEMENT AS FOLLOWS:

LOCATION	TOTAL LONGITUDINAL
REAR ABUTMENT	5.0"
FORWARD ABUTMENT	4.5"

THE EXPANSION JOINTS SHALL BE COMPATIBLE WITH THE CONDUITS USED AND SHALL BE MANUFACTURED BY THE MANUFACTURER OF THE CONDUITS. THE CONCRACTOR SHALL PROVIDE SHOP DRAWINGS AND A CERTIFICATION FROM THE EXPANSION JOINT MANUFACTURER REGARDING THE ABILITY OF THE JOINTS TO PROVIDE THE REQUIRED MOVEMENTS.

NO SEPARATE PAYMENT WILL BE MADE FOR THE EXPANSION JOINTS FOR THE CONDUITS, BUT COST THEREOF, SHALL BE INCLUDED IN THE LINEAR FOOT PRICE BID FOR THE CONDUITS. SEE ROADWAY GENERAL SUMMARY.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED NJK | CHECKED DBT | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

SLAB DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER MIAMI RIVER BRIDGE AND S. ROBERT DR. S.B.

MO-75-12.00
PID No. 77247

70/129

970/1565

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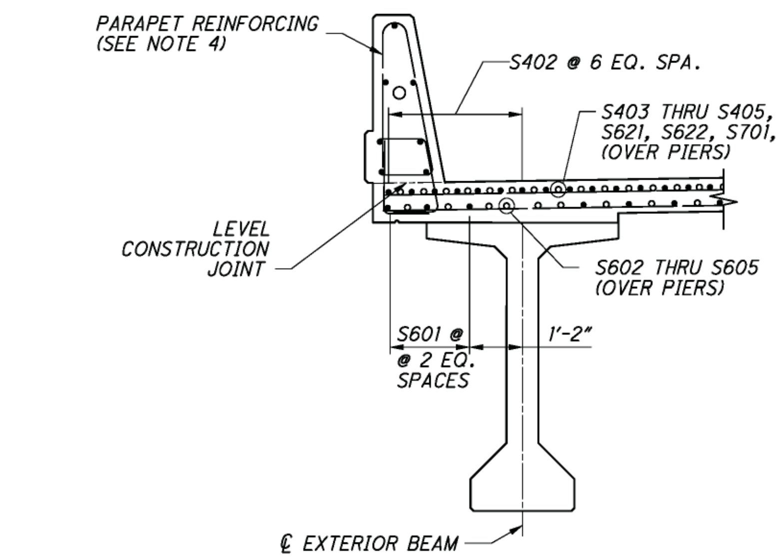
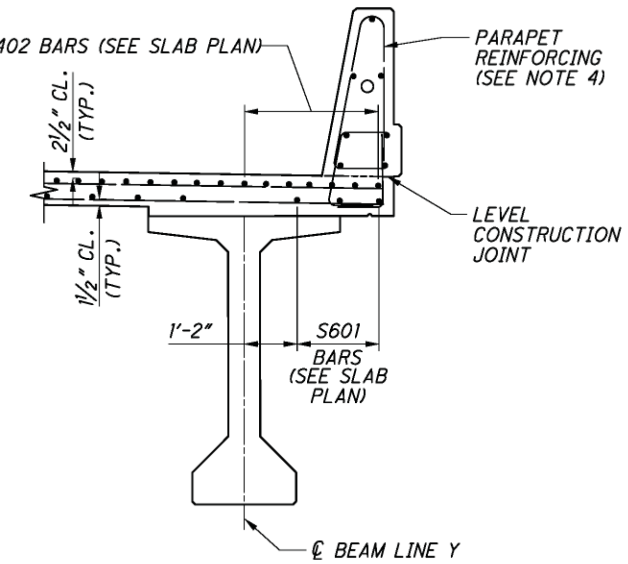


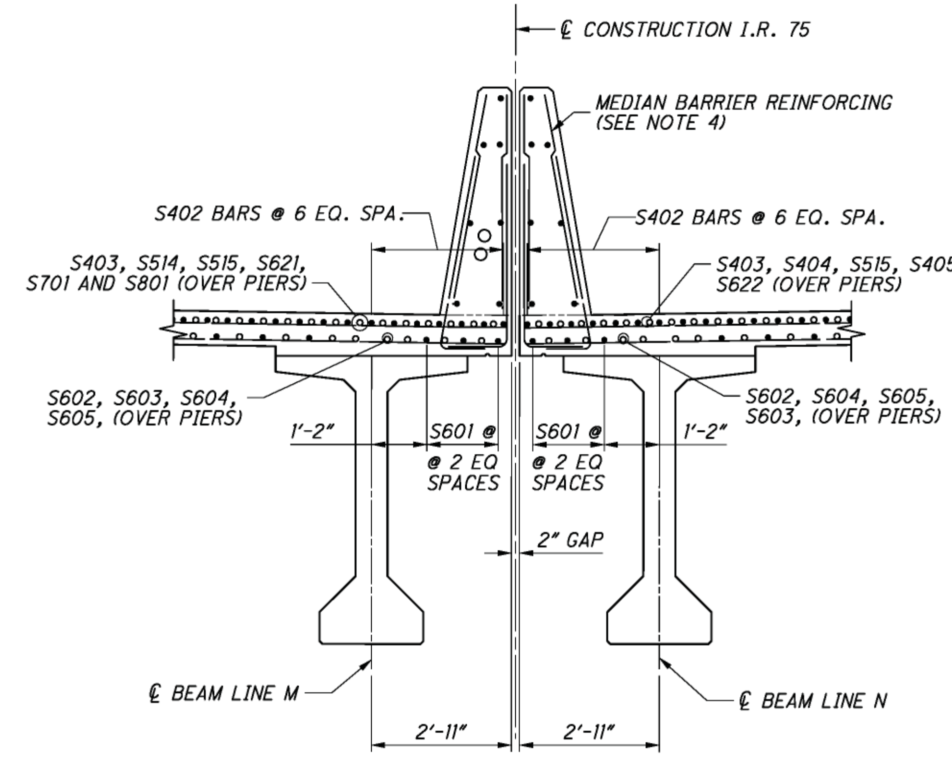
TYPICAL EXTERIOR OVERHANG DETAIL

(LEFT BRIDGE EXTERIOR OVERHANG - ALL SPANS)
(RIGHT BRIDGE EXTERIOR OVERHANG - SPAN 1 THRU 7)

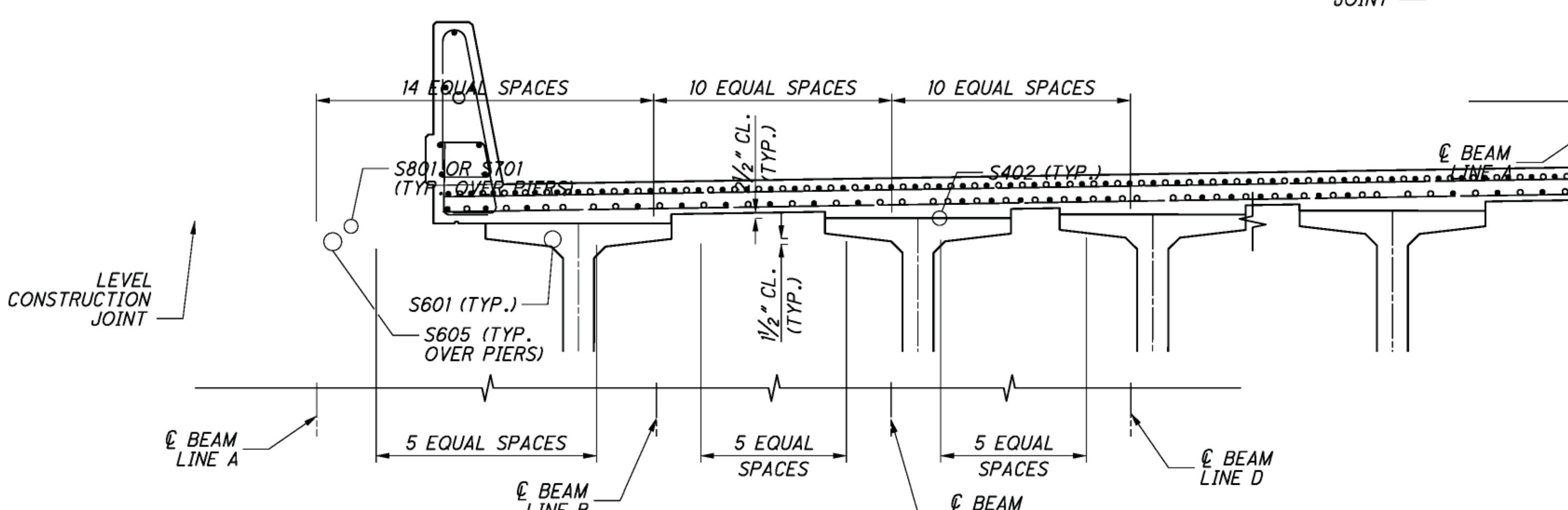


RIGHT BRIDGE EXTERIOR OVERHANG DETAIL

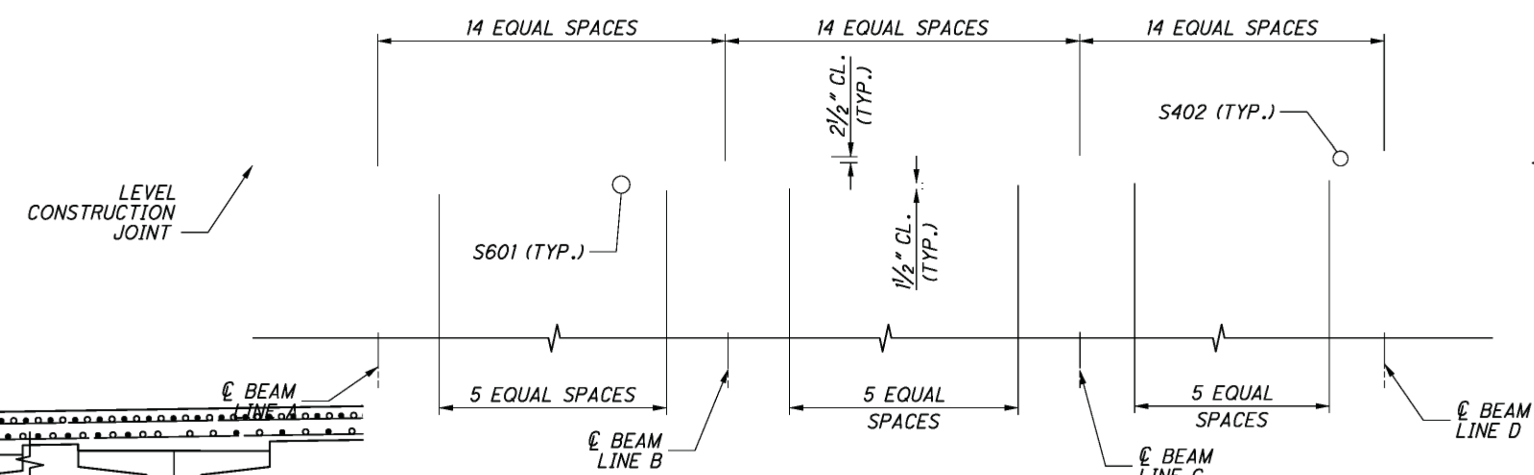
(SPAN 8 ONLY)



MEDIAN OVERHANG DETAIL



DETAIL 5



DETAIL 6

NOTES:

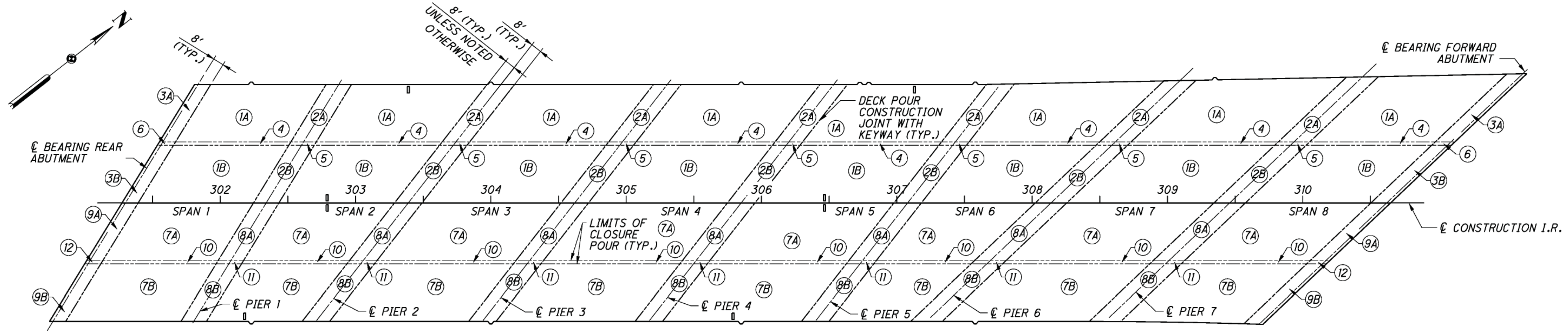
1. FOR FRAMING PLAN SEE SHEETS 48/129 THRU 51/129.
2. FOR TRANSVERSE SECTION, SEE SHEET 68/129 AND 69/129.
3. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 66/129.
4. FOR ADDITIONAL NOTES, SEE SHEET 68/129.
5. FOR LOCATION OF DETAIL 5 AND DETAIL 6, SEE SHEET 65/129.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJK	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT	—	5707803/5707811	

OVERHANG DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER MIAMI RIVER BRIDGE AND S. ROBERT DR. S.B.

MO-75-12.00
PID No. 77247



DECK POURING SEQUENCE

("A" AND "B" ARE INTERCHANGABLE IN THE SEQUENCE OF DECK POURS BUT ARE NOT TO BE PLACED SIMULTANEOUSLY)

1A & 1B = POUR 1, PHASE 3 - DECK POURS TO BE COMPLETED PRIOR TO 2 THRU 6 ON LEFT STRUCTURE.

2A & 2B = POUR 2, PHASE 3 - DECK AND PIER DIAPHRAGM POURS TO BE PLACED MONOLITHICALLY AFTER ADJACENT LEFT STRUCTURE DECK POURS.

3A & 3B = POUR 3, PHASE 3 - REMAINING END OF DECK SECTIONS AND END DIAPHRAGMS TO BE PLACED AFTER ALL OTHER LEFT STRUCTURE DECK POURS (EXCLUDING CLOSURE POURS) HAVE BEEN COMPLETED.

4 = POUR 4, PHASE 3 - DECK CLOSURE POUR TO BE COMPLETED PRIOR TO 5 AND 6 ON LEFT STRUCTURE.

5 = POUR 5, PHASE 3 - DECK AND PIER DIAPHRAGM CLOSURE POURS TO BE PLACED MONOLIHICALLY AFTER ADJACENT LEFT STRUCTURE DECK CLOSURE POURS.

6 = POUR 6, PHASE 3 - REMAINING END OF DECK SECTIONS AND END DIAPHRAGMS TO BE PLACED AFTER ALL OTHER LEFT STRUCTURE DECK CLOSURE POURS HAVE BEEN COMPLETED.

7A & 7B = POUR 7, PHASE 6A - DECK POURS TO BE COMPLETED PRIOR TO 8 THRU 12 ON RIGHT STRUCTURE.

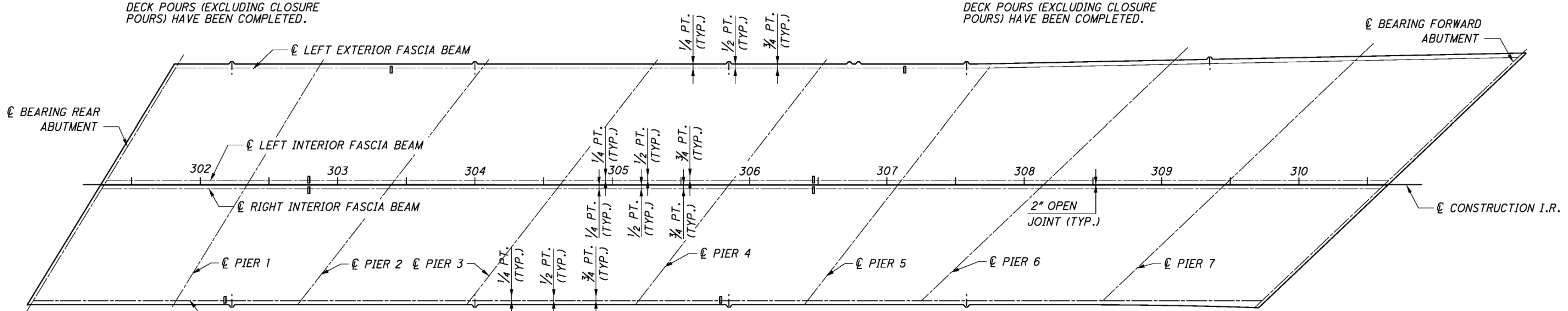
8A & 8B = POUR 8, PHASE 6A - DECK AND PIER DIAPHRAGM POURS TO BE PLACED MONOLITHICALLY AFTER ADJACENT RIGHT STRUCTURE DECK POURS.

9A & 9B = POUR 9, PHASE 6A - REMAINING END OF DECK SECTIONS AND END DIAPHRAGMS TO BE PLACED AFTER ALL OTHER LEFT STRUCTURE DECK POURS (EXCLUDING CLOSURE POURS) HAVE BEEN COMPLETED.

10 = POUR 10, PHASE 6A - DECK CLOSURE POUR TO BE COMPLETED PRIOR TO 11 AND 12 ON RIGHT STRUCTURE.

11 = POUR 11, PHASE 6A - DECK AND PIER DIAPHRAGM CLOSURE POURS TO BE PLACED MONOLIHICALLY AFTER ADJACENT RIGHT STRUCTURE DECK CLOSURE POURS.

12 = POUR 12, PHASE 6A - REMAINING END OF DECK SECTIONS AND END DIAPHRAGMS TO BE PLACED AFTER ALL OTHER RIGHT STRUCTURE DECK CLOSURE POURS HAVE BEEN COMPLETED.



DECK OVERHANG DETAILS

TABLE OF DECK OVERHANG DIMENSIONS

	℄ BRG. REAR ABUTMENT	¼ PT.	½ PT.	¾ PT.	℄ PIER 1	¼ PT.	½ PT.	¾ PT.	℄ PIER 2	¼ PT.	½ PT.	¾ PT.	℄ PIER 3	¼ PT.	½ PT.	¾ PT.	℄ PIER 4
LEFT, EXTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
LEFT, INTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
RIGHT, INTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
RIGHT, EXTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"

TABLE OF DECK OVERHANG DIMENSIONS

	℄ PIER 4	¼ PT.	½ PT.	¾ PT.	℄ PIER 5	¼ PT.	½ PT.	¾ PT.	℄ PIER 6	¼ PT.	½ PT.	¾ PT.	℄ PIER 7	¼ PT.	½ PT.	¾ PT.	℄ BRG. FORWARD ABUTMENT
LEFT, EXTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"	3'-1¼"
LEFT, INTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
RIGHT, INTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"
RIGHT, EXTERIOR	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11"	2'-11⅜"	3'-1⅞"	3'-7⅛"	4'-3"	5'-1½"

NOTES:

1. THE FINISHING MACHINE SHALL BE SET AT A SKEW ANGLE OF 38°00'00" MEASURED NORMAL TO THE ℄ CONSTRUCTION I.R. 75.
2. CONCRETE IN SPAN 1 THRU SPAN 5 AND THE FIRST HALF OF SPAN 6 SHALL BE PLACED PARALLEL TO THE FINISHING MACHINE.
3. CONCRETE IN THE SECOND HALF OF SPAN 6 AND ALL OF SPAN 7 AND SPAN 8 SHALL BE PLACED AT A SKEW ANGLE OF 45°00'00" MEASURED NORMAL TO ℄ CONSTRUCTION I.R. 75.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SUPERSTRUCTURE DURING THE DECK POUR.
5. FOR ADDITIONAL DECK POUR NOTES, SEE ODOT STANDARD DRAWING PSID-1-99.
6. ALL DECK OVERHANG DIMENSIONS ARE MEASURED NORMAL TO THE FASCIA BEAM.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

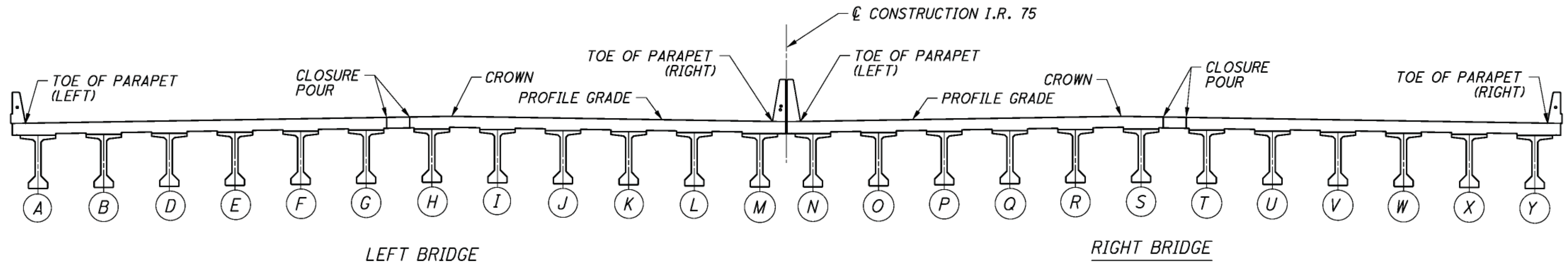
POURING SEQUENCE AND DECK OVERHANGS

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
TOE OF PARAPET (LEFT)	STATION	301+82.70	301+93.10	302+03.50	302+13.90	302+24.30	302+34.70	302+45.10	302+55.50	302+65.90	302+76.30	302+86.70
	SCREED ELEVATION	758.72	758.86	759.00	759.13	759.24	759.38	759.50	759.61	759.71	759.81	759.90
EDGE OF CLOSURE POUR (LEFT)	STATION	301+57.63	301+68.03	301+78.43	301+88.83	301+99.23	302+09.63	302+20.03	302+30.43	302+40.83	302+51.23	302+61.63
	SCREED ELEVATION	759.09	759.23	759.37	759.50	759.61	759.75	759.87	759.97	760.08	760.17	760.27
EDGE OF CLOSURE POUR (RIGHT)	STATION	301+56.10	301+66.50	301+76.90	301+87.30	301+97.70	302+08.10	302+18.50	302+28.90	302+39.30	302+49.70	302+60.10
	SCREED ELEVATION	759.11	759.25	759.39	759.52	759.63	759.78	759.89	760.00	760.10	760.20	760.30
CROWN	STATION	301+53.29	301+63.69	301+74.09	301+84.49	301+94.89	302+05.29	302+15.69	302+26.09	302+36.49	302+46.89	302+57.29
	SCREED ELEVATION	759.15	759.29	759.43	759.57	759.67	759.82	759.93	760.04	760.14	760.24	760.34
PROFILE GRADE	STATION	301+38.58	301+48.98	301+59.38	301+69.78	301+80.18	301+90.58	302+00.98	302+11.38	302+21.78	302+32.18	302+42.58
	SCREED ELEVATION	758.60	758.74	758.88	759.01	759.12	759.26	759.38	759.49	759.59	759.69	759.79
TOE OF PARAPET (RIGHT)	STATION	301+30.97	301+41.37	301+51.77	301+62.17	301+72.57	301+82.97	301+93.37	302+03.77	302+14.17	302+24.57	302+34.97
	SCREED ELEVATION	758.31	758.45	758.59	758.73	758.84	758.98	759.09	759.20	759.30	759.40	759.50

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
TOE OF PARAPET (LEFT)	STATION	301+29.03	301+39.43	301+49.83	301+60.23	301+70.63	301+81.03	301+91.43	302+01.83	302+12.23	302+22.63	302+33.03
	SCREED ELEVATION	758.29	758.43	758.57	758.71	758.84	758.96	759.07	759.18	759.28	759.38	759.48
PROFILE GRADE	STATION	301+21.42	301+31.82	301+42.22	301+52.62	301+63.02	301+73.42	301+83.82	301+94.22	302+04.62	302+15.02	302+25.42
	SCREED ELEVATION	758.41	758.55	758.68	758.82	758.95	759.07	759.19	759.29	759.39	759.49	759.59
CROWN	STATION	301+06.71	301+17.11	301+27.51	301+37.91	301+48.31	301+58.71	301+69.11	301+79.51	301+89.91	302+00.31	302+10.71
	SCREED ELEVATION	758.65	758.77	758.90	759.04	759.17	759.29	759.40	759.51	759.61	759.71	759.81
EDGE OF CLOSURE POUR (LEFT)	STATION	301+03.90	301+14.30	301+24.70	301+35.10	301+45.50	301+55.90	301+66.30	301+76.70	301+87.10	301+97.50	302+07.91
	SCREED ELEVATION	758.55	758.67	758.80	758.93	759.06	759.18	759.30	759.40	759.51	759.60	759.70
EDGE OF CLOSURE POUR (RIGHT)	STATION	301+02.37	301+12.77	301+23.17	301+33.57	301+43.97	301+54.37	301+64.77	301+75.17	301+85.57	301+95.97	302+06.37
	SCREED ELEVATION	758.50	758.62	758.74	758.87	759.00	759.12	759.24	759.35	759.45	759.55	759.64
TOE OF PARAPET (RIGHT)	STATION	300+77.30	300+87.70	300+98.10	301+08.50	301+18.90	301+29.30	301+39.70	301+50.10	301+60.50	301+70.90	301+81.30
	SCREED ELEVATION	757.64	757.74	757.85	757.96	758.07	758.19	758.30	758.41	758.51	758.61	758.70

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 74/129 THRU 80/129.

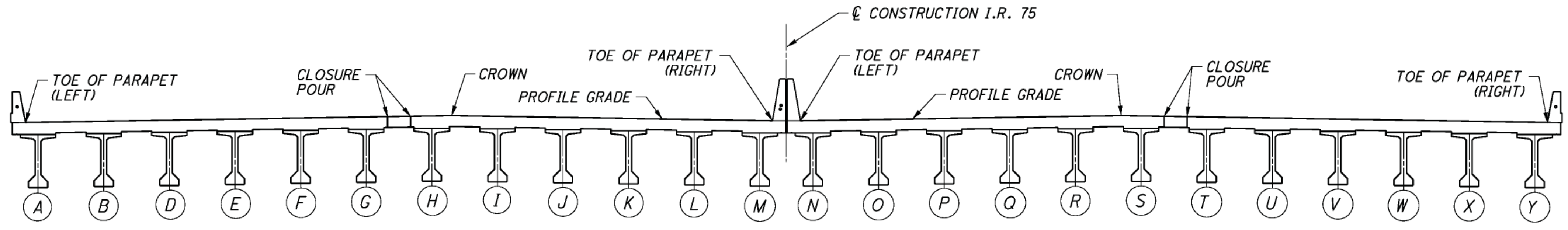
3. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL	DATE 2/21/2012	STRUCTURE FILE NUMBER 5707803/5707811
DRAWN CDD	REVISED	
DESIGNED ENH	CHECKED DBT	

SCREED ELEVATIONS - SPAN 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 2)												
LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
TOE OF PARAPET (LEFT)	STATION	302+86.70	302+98.65	303+10.60	303+22.55	303+34.50	303+46.45	303+58.39	303+70.34	303+82.29	303+94.24	304+06.19
	SCREED ELEVATION	759.90	760.07	760.24	760.40	760.55	760.69	760.82	760.94	761.05	761.16	761.27
EDGE OF CLOSURE POUR (LEFT)	STATION	302+61.63	302+72.89	302+84.15	302+95.41	303+06.67	303+17.93	303+29.18	303+40.44	303+51.70	303+62.96	303+74.22
	SCREED ELEVATION	760.27	760.43	760.59	760.74	760.89	761.02	761.14	761.26	761.36	761.46	761.56
EDGE OF CLOSURE POUR (RIGHT)	STATION	302+60.10	302+71.32	302+82.53	302+93.75	303+04.97	303+16.19	303+27.40	303+38.62	303+49.84	303+61.05	303+72.27
	SCREED ELEVATION	760.30	760.45	760.61	760.76	760.91	761.04	761.16	761.28	761.38	761.48	761.57
CROWN	STATION	302+57.29	302+68.43	302+79.57	302+90.71	303+01.85	303+12.99	303+24.13	303+35.27	303+46.41	303+57.55	303+68.69
	SCREED ELEVATION	760.34	760.49	760.65	760.80	760.95	761.08	761.20	761.31	761.41	761.51	761.61
PROFILE GRADE	STATION	302+42.58	302+53.32	302+64.05	302+74.79	302+85.52	302+96.26	303+07.00	303+17.73	303+28.47	303+39.20	303+49.94
	SCREED ELEVATION	759.79	759.94	760.09	760.24	760.38	760.50	760.62	760.73	760.83	760.92	761.01
TOE OF PARAPET (RIGHT)	STATION	302+34.97	302+45.50	302+56.02	302+66.55	302+77.08	302+87.61	302+98.13	303+08.66	303+19.19	303+29.71	303+40.24
	SCREED ELEVATION	759.50	759.65	759.80	759.95	760.08	760.21	760.32	760.43	760.52	760.61	760.70

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 2)												
LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
TOE OF PARAPET (LEFT)	STATION	302+33.03	302+43.50	302+53.98	302+64.45	302+74.92	302+85.40	302+95.87	303+06.34	303+16.81	303+27.29	303+37.76
	SCREED ELEVATION	759.48	759.61	759.75	759.88	760.01	760.13	760.25	760.36	760.47	760.57	760.67
PROFILE GRADE	STATION	302+25.42	302+35.68	302+45.95	302+56.21	302+66.48	302+76.74	302+87.00	302+97.27	303+07.53	303+17.80	303+28.06
	SCREED ELEVATION	759.59	759.72	759.86	759.99	760.11	760.23	760.35	760.46	760.56	760.66	760.76
CROWN	STATION	302+10.71	302+20.57	302+30.43	302+40.29	302+50.15	302+60.01	302+69.87	302+79.73	302+89.59	302+99.45	303+09.31
	SCREED ELEVATION	759.81	759.93	760.06	760.19	760.31	760.43	760.54	760.64	760.74	760.83	760.93
EDGE OF CLOSURE POUR (LEFT)	STATION	302+07.91	302+17.69	302+27.47	302+37.26	302+47.04	302+56.82	302+66.60	302+76.38	302+86.17	302+95.95	303+05.73
	SCREED ELEVATION	759.70	759.83	759.96	760.08	760.20	760.32	760.43	760.53	760.63	760.72	760.82
EDGE OF CLOSURE POUR (RIGHT)	STATION	302+06.37	302+16.11	302+25.85	302+35.59	302+45.33	302+55.08	302+64.82	302+74.56	302+84.30	302+94.04	303+03.78
	SCREED ELEVATION	759.64	759.77	759.90	760.02	760.14	760.26	760.37	760.47	760.57	760.66	760.75
TOE OF PARAPET (RIGHT)	STATION	301+81.30	301+90.35	301+99.40	302+08.45	302+17.50	302+26.56	302+35.61	302+44.66	302+53.71	302+62.76	302+71.81
	SCREED ELEVATION	758.70	758.82	758.94	759.06	759.17	759.28	759.38	759.47	759.56	759.65	759.73

NOTES:

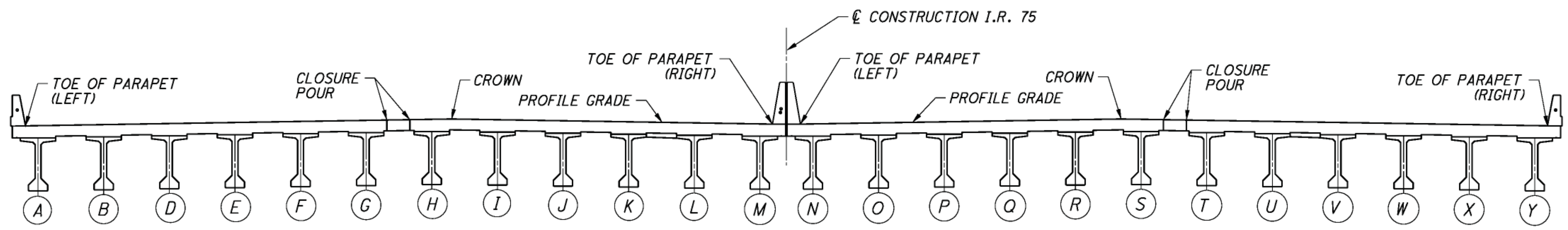
1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 80/129 .
3. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

SCREED ELEVATIONS - SPAN 2
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 3)												
LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
TOE OF PARAPET (LEFT)	STATION	304+06.19	304+18.49	304+30.79	304+43.09	304+55.39	304+67.69	304+79.99	304+92.29	305+04.59	305+16.89	305+29.19
	SCREED ELEVATION	761.27	761.44	761.62	761.79	761.95	762.09	762.23	762.35	762.46	762.56	762.67
EDGE OF CLOSURE POUR (LEFT)	STATION	303+74.22	303+86.52	303+98.82	304+11.12	304+23.42	304+35.72	304+48.02	304+60.32	304+72.62	304+84.92	304+97.22
	SCREED ELEVATION	761.56	761.73	761.91	762.08	762.24	762.38	762.52	762.64	762.75	762.85	762.96
EDGE OF CLOSURE POUR (RIGHT)	STATION	303+72.27	303+84.57	303+96.87	304+09.17	304+21.47	304+33.77	304+46.07	304+58.37	304+70.67	304+82.97	304+95.27
	SCREED ELEVATION	761.57	761.75	761.93	762.10	762.25	762.40	762.53	762.66	762.77	762.87	762.98
CROWN	STATION	303+68.69	303+80.99	303+93.29	304+05.59	304+17.89	304+30.19	304+42.49	304+54.79	304+67.09	304+79.39	304+91.69
	SCREED ELEVATION	761.61	761.78	761.96	762.13	762.29	762.43	762.57	762.69	762.80	762.90	763.01
PROFILE GRADE	STATION	303+49.94	303+62.24	303+74.54	303+86.84	303+99.14	304+11.44	304+23.74	304+36.04	304+48.34	304+60.64	304+72.94
	SCREED ELEVATION	761.01	761.19	761.36	761.53	761.69	761.84	761.97	762.09	762.20	762.31	762.41
TOE OF PARAPET (RIGHT)	STATION	303+40.24	303+52.54	303+64.84	303+77.14	303+89.44	304+01.74	304+14.04	304+26.34	304+38.64	304+50.94	304+63.24
	SCREED ELEVATION	760.70	760.88	761.05	761.22	761.38	761.53	761.66	761.78	761.89	762.00	762.10

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 3)												
LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
TOE OF PARAPET (LEFT)	STATION	303+37.76	303+50.06	303+62.36	303+74.66	303+86.96	303+99.26	304+11.56	304+23.86	304+36.16	304+48.46	304+60.76
	SCREED ELEVATION	760.67	760.85	761.03	761.20	761.35	761.50	761.63	761.76	761.87	761.97	762.07
PROFILE GRADE	STATION	303+28.06	303+40.36	303+52.66	303+64.96	303+77.26	303+89.56	304+01.86	304+14.16	304+26.46	304+38.76	304+51.06
	SCREED ELEVATION	760.76	760.94	761.11	761.28	761.44	761.59	761.72	761.84	761.95	762.06	762.16
CROWN	STATION	303+09.31	303+21.61	303+33.91	303+46.21	303+58.51	303+70.81	303+83.11	303+95.41	304+07.71	304+20.01	304+32.31
	SCREED ELEVATION	760.93	761.11	761.28	761.45	761.61	761.76	761.89	762.01	762.12	762.23	762.33
EDGE OF CLOSURE POUR (LEFT)	STATION	303+05.73	303+18.03	303+30.33	303+42.63	303+54.93	303+67.23	303+79.53	303+91.83	304+04.13	304+16.43	304+28.73
	SCREED ELEVATION	760.82	760.99	761.17	761.34	761.50	761.64	761.78	761.90	762.01	762.11	762.22
EDGE OF CLOSURE POUR (RIGHT)	STATION	303+03.78	303+16.08	303+28.38	303+40.68	303+52.98	303+65.28	303+77.58	303+89.88	304+02.18	304+14.48	304+26.78
	SCREED ELEVATION	760.75	760.93	761.11	761.28	761.44	761.58	761.72	761.84	761.95	762.05	762.16
TOE OF PARAPET (RIGHT)	STATION	302+71.81	302+84.11	302+96.41	303+08.71	303+21.01	303+33.31	303+45.61	303+57.91	303+70.21	303+82.51	303+94.81
	SCREED ELEVATION	759.73	759.91	760.09	760.26	760.42	760.56	760.70	760.82	760.93	761.03	761.14

NOTES:

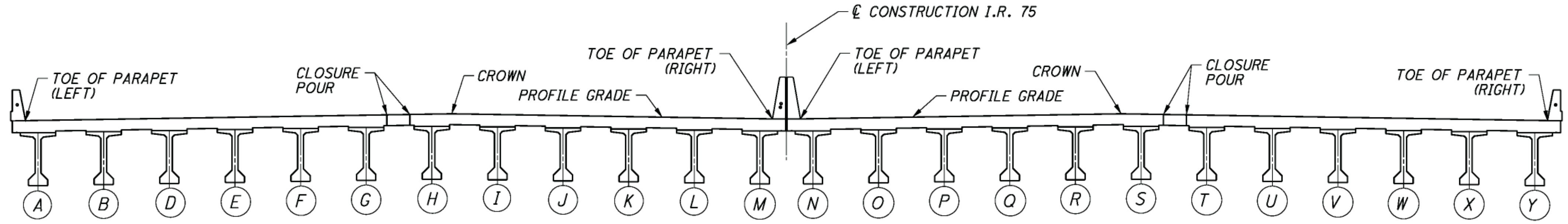
1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 80/129 .
3. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

SCREED ELEVATIONS - SPAN 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 4)												
LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
TOE OF PARAPET (LEFT)	STATION	305+29.19	305+41.49	305+53.79	305+66.09	305+78.39	305+90.69	306+02.99	306+15.29	306+27.59	306+39.89	306+52.19
	SCREED ELEVATION	762.67	762.84	763.02	763.19	763.35	763.50	763.63	763.75	763.86	763.97	764.07
EDGE OF CLOSURE POUR (LEFT)	STATION	304+97.22	305+09.52	305+21.82	305+34.12	305+46.42	305+58.72	305+71.02	305+83.32	305+95.62	306+07.92	306+20.22
	SCREED ELEVATION	762.96	763.14	763.31	763.48	763.64	763.79	763.92	764.04	764.15	764.26	764.36
EDGE OF CLOSURE POUR (RIGHT)	STATION	304+95.27	305+07.57	305+19.87	305+32.17	305+44.47	305+56.77	305+69.07	305+81.37	305+93.67	306+05.97	306+18.27
	SCREED ELEVATION	762.98	763.15	763.33	763.50	763.66	763.80	763.94	764.06	764.17	764.27	764.38
CROWN	STATION	304+91.69	305+03.99	305+16.29	305+28.59	305+40.89	305+53.19	305+65.49	305+77.79	305+90.09	306+02.39	306+14.69
	SCREED ELEVATION	763.01	763.19	763.36	763.53	763.69	763.84	763.97	764.09	764.20	764.31	764.41
PROFILE GRADE	STATION	304+72.94	304+85.24	304+97.54	305+09.84	305+22.14	305+34.44	305+46.74	305+59.04	305+71.34	305+83.64	305+95.94
	SCREED ELEVATION	762.41	762.59	762.76	762.93	763.09	763.24	763.37	763.49	763.61	763.71	763.81
TOE OF PARAPET (RIGHT)	STATION	304+63.24	304+75.54	304+87.84	305+00.14	305+12.44	305+24.74	305+37.04	305+49.34	305+61.64	305+73.94	305+86.24
	SCREED ELEVATION	762.10	762.28	762.45	762.62	762.78	762.93	763.06	763.18	763.30	763.40	763.50

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 4)												
LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
TOE OF PARAPET (LEFT)	STATION	304+60.76	304+73.06	304+85.36	304+97.66	305+09.96	305+22.26	305+34.56	305+46.86	305+59.16	305+71.46	305+83.76
	SCREED ELEVATION	762.47	762.25	762.43	762.59	762.75	762.90	763.03	763.15	763.27	763.37	763.48
PROFILE GRADE	STATION	304+51.06	304+63.36	304+75.66	304+87.96	305+00.26	305+12.56	305+24.86	305+37.16	305+49.46	305+61.76	305+74.06
	SCREED ELEVATION	762.16	762.34	762.51	762.68	762.84	762.99	763.12	763.24	763.35	763.46	763.56
CROWN	STATION	304+32.31	304+44.61	304+56.91	304+69.21	304+81.51	304+93.81	305+06.11	305+18.41	305+30.71	305+43.01	305+55.31
	SCREED ELEVATION	762.33	762.51	762.68	762.85	763.01	763.16	763.29	763.41	763.52	763.63	763.73
EDGE OF CLOSURE POUR (LEFT)	STATION	304+28.73	304+41.03	304+53.33	304+65.63	304+77.93	304+90.23	305+02.53	305+14.83	305+27.13	305+39.43	305+51.73
	SCREED ELEVATION	762.22	762.39	762.57	762.74	762.90	763.04	763.18	763.30	763.41	763.52	763.62
EDGE OF CLOSURE POUR (RIGHT)	STATION	304+26.78	304+39.08	304+51.38	304+63.68	304+75.98	304+88.28	305+00.58	305+12.88	305+25.18	305+37.48	305+49.78
	SCREED ELEVATION	762.16	762.33	762.51	762.68	762.83	762.98	763.11	763.24	763.35	763.45	763.56
TOE OF PARAPET (RIGHT)	STATION	303+94.81	304+07.11	304+19.41	304+31.71	304+44.01	304+56.31	304+68.61	304+80.91	304+93.21	305+05.51	305+17.81
	SCREED ELEVATION	761.14	761.31	761.49	761.66	761.82	761.96	762.10	762.22	762.33	762.43	762.54

NOTES:

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2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 80/129 .

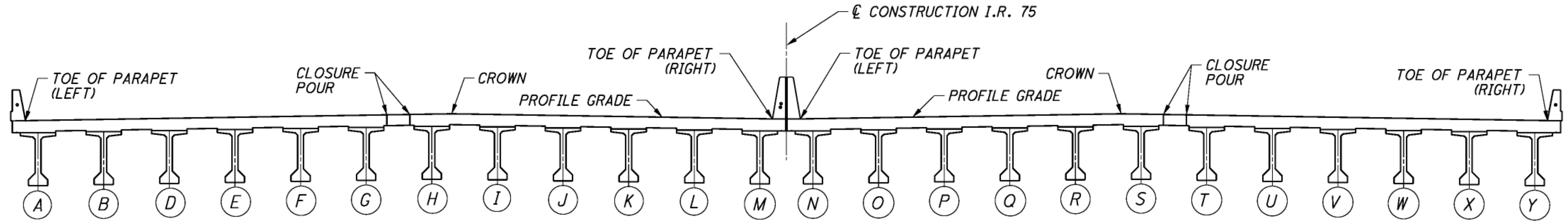
3. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

SCREED ELEVATIONS - SPAN 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

RIGHT BRIDGE

TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 5)

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
TOE OF PARAPET (LEFT)	STATION	306+52.19	306+64.51	306+76.82	306+89.14	307+01.46	307+13.78	307+26.09	307+38.41	307+50.73	307+63.04	307+75.36
	SCREED ELEVATION	764.07	764.25	764.42	764.59	764.75	764.90	765.03	765.15	765.27	765.37	765.47
EDGE OF CLOSURE POUR (LEFT)	STATION	306+20.22	306+32.52	306+44.82	306+57.12	306+69.42	306+81.72	306+94.02	307+06.32	307+18.62	307+30.92	307+43.22
	SCREED ELEVATION	764.36	764.54	764.71	764.88	765.04	765.19	765.32	765.44	765.55	765.66	765.76
EDGE OF CLOSURE POUR (RIGHT)	STATION	306+18.27	306+30.57	306+42.87	306+55.17	306+67.47	306+79.77	306+92.07	307+04.37	307+16.67	307+28.97	307+41.27
	SCREED ELEVATION	764.38	764.55	764.73	764.90	765.06	765.20	765.34	765.46	765.57	765.68	765.78
CROWN	STATION	306+14.69	306+26.99	306+39.29	306+51.59	306+63.89	306+76.19	306+88.49	307+00.79	307+13.09	307+25.39	307+37.69
	SCREED ELEVATION	764.41	764.59	764.76	764.93	765.09	765.24	765.37	765.49	765.60	765.71	765.81
PROFILE GRADE	STATION	305+95.94	306+08.24	306+20.54	306+32.84	306+45.14	306+57.44	306+69.74	306+82.04	306+94.34	307+06.64	307+18.94
	SCREED ELEVATION	763.81	763.99	764.17	764.33	764.49	764.64	764.77	764.89	765.01	765.11	765.22
TOE OF PARAPET (RIGHT)	STATION	305+86.24	305+98.54	306+10.84	306+23.14	306+35.44	306+47.74	306+60.04	306+72.34	306+84.64	306+96.94	307+09.24
	SCREED ELEVATION	763.50	763.68	763.86	764.02	764.18	764.33	764.46	764.59	764.70	764.80	764.91

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 5)

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
TOE OF PARAPET (LEFT)	STATION	305+83.76	305+96.06	306+08.36	306+20.66	306+32.96	306+45.26	306+57.56	306+69.86	306+82.16	306+94.46	307+06.76
	SCREED ELEVATION	763.48	763.65	763.83	764.00	764.16	764.31	764.44	764.56	764.67	764.78	764.88
PROFILE GRADE	STATION	305+74.06	305+86.36	305+98.66	306+10.96	306+23.26	306+35.56	306+47.86	306+60.16	306+72.46	306+84.76	306+97.06
	SCREED ELEVATION	763.56	763.74	763.92	764.09	764.25	764.39	764.53	764.65	764.76	764.86	764.97
CROWN	STATION	305+55.31	305+67.61	305+79.91	305+92.21	306+04.51	306+16.81	306+29.11	306+41.41	306+53.71	306+66.01	306+78.31
	SCREED ELEVATION	763.73	763.91	764.09	764.26	764.42	764.56	764.70	764.82	764.93	765.03	765.14
EDGE OF CLOSURE POUR (LEFT)	STATION	305+51.73	305+64.03	305+76.33	305+88.63	306+00.93	306+13.23	306+25.53	306+37.83	306+50.13	306+62.43	306+74.73
	SCREED ELEVATION	763.62	763.80	763.97	764.14	764.30	764.45	764.58	764.71	764.82	764.92	765.02
EDGE OF CLOSURE POUR (RIGHT)	STATION	305+49.78	305+62.08	305+74.38	305+86.68	305+98.98	306+11.28	306+23.58	306+35.88	306+48.18	306+60.48	306+72.78
	SCREED ELEVATION	763.56	763.73	763.91	764.08	764.24	764.39	764.52	764.64	764.75	764.86	764.96
TOE OF PARAPET (RIGHT)	STATION	305+17.81	305+30.11	305+42.41	305+54.71	305+67.01	305+79.31	305+91.61	306+03.91	306+16.21	306+28.51	306+40.81
	SCREED ELEVATION	762.54	762.72	762.89	763.06	763.22	763.37	763.50	763.62	763.73	763.84	763.94

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 80/129 .
3. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED	DATE
JOL	2/21/2012

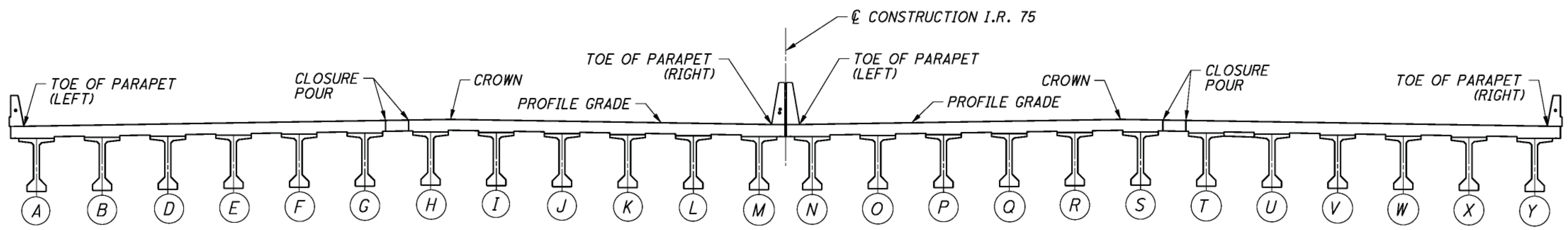
STRUCTURE FILE NUMBER
5707803/5707811

DESIGNED	DRAWN	REVISED
ENH	CDD	

CHECKED
DBT

SCREED ELEVATIONS - SPAN 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

RIGHT BRIDGE

TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 6)

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
TOE OF PARAPET (LEFT)	STATION	307+75.36	307+88.59	308+01.82	308+15.04	308+28.27	308+41.50	308+54.73	308+67.96	308+81.18	308+94.41	309+07.64
	SCREED ELEVATION	765.47	765.67	765.86	766.04	766.21	766.37	766.51	766.63	766.74	766.84	766.94
EDGE OF CLOSURE POUR (LEFT)	STATION	307+43.22	307+55.05	307+66.88	307+78.71	307+90.54	308+02.36	308+14.19	308+26.02	308+37.85	308+49.68	308+61.51
	SCREED ELEVATION	765.76	765.95	766.13	766.30	766.46	766.60	766.73	766.84	766.94	767.02	767.11
EDGE OF CLOSURE POUR (RIGHT)	STATION	307+41.27	307+53.03	307+64.79	307+76.55	307+88.31	308+00.07	308+11.83	308+23.59	308+35.35	308+47.11	308+58.87
	SCREED ELEVATION	765.78	765.96	766.14	766.32	766.47	766.62	766.74	766.85	766.95	767.04	767.12
CROWN	STATION	307+37.69	307+49.33	307+60.96	307+72.60	307+84.23	307+95.87	308+07.50	308+19.14	308+30.77	308+42.41	308+54.04
	SCREED ELEVATION	765.81	765.99	766.17	766.34	766.50	766.64	766.77	766.87	766.97	767.05	767.14
PROFILE GRADE	STATION	307+18.94	307+29.92	307+40.90	307+51.88	307+62.86	307+73.85	307+84.83	307+95.81	308+06.79	308+17.77	308+28.75
	SCREED ELEVATION	765.22	765.39	765.56	765.72	765.87	766.01	766.12	766.22	766.31	766.39	766.47
TOE OF PARAPET (RIGHT)	STATION	307+09.24	307+19.88	307+30.53	307+41.17	307+51.81	307+62.46	307+73.10	307+83.74	307+94.38	308+05.03	308+15.67
	SCREED ELEVATION	764.91	765.08	765.24	765.40	765.55	765.68	765.79	765.89	765.97	766.05	766.12

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 6)

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
TOE OF PARAPET (LEFT)	STATION	307+06.76	307+17.32	307+27.87	307+38.43	307+48.99	307+59.55	307+70.10	307+80.66	307+91.22	308+01.77	308+12.33
	SCREED ELEVATION	764.88	765.02	765.15	765.29	765.41	765.54	765.66	765.77	765.87	765.98	766.08
PROFILE GRADE	STATION	306+97.06	307+07.28	307+17.50	307+27.72	307+37.94	307+48.16	307+58.37	307+68.59	307+78.81	307+89.03	307+99.25
	SCREED ELEVATION	764.97	765.10	765.23	765.36	765.49	765.61	765.72	765.83	765.93	766.03	766.13
CROWN	STATION	306+78.31	306+87.88	306+97.44	307+07.01	307+16.57	307+26.14	307+35.70	307+45.27	307+54.83	307+64.40	307+73.96
	SCREED ELEVATION	765.14	765.26	765.39	765.51	765.63	765.74	765.85	765.95	766.04	766.13	766.23
EDGE OF CLOSURE POUR (LEFT)	STATION	306+74.73	306+84.17	306+93.61	307+03.05	307+12.49	307+21.93	307+31.37	307+40.81	307+50.25	307+59.69	307+69.13
	SCREED ELEVATION	765.02	765.15	765.27	765.39	765.51	765.62	765.72	765.82	765.92	766.01	766.10
EDGE OF CLOSURE POUR (RIGHT)	STATION	306+72.78	306+82.15	306+91.52	307+00.89	307+10.26	307+19.64	307+29.01	307+38.38	307+47.75	307+57.12	307+66.49
	SCREED ELEVATION	764.96	765.08	765.21	765.33	765.44	765.55	765.66	765.75	765.85	765.94	766.03
TOE OF PARAPET (RIGHT)	STATION	306+40.81	306+49.07	306+57.32	306+65.58	306+73.83	306+82.09	306+90.35	306+98.60	307+06.86	307+15.11	307+23.37
	SCREED ELEVATION	763.94	764.05	764.16	764.27	764.37	764.47	764.56	764.65	764.73	764.80	764.88

NOTES:

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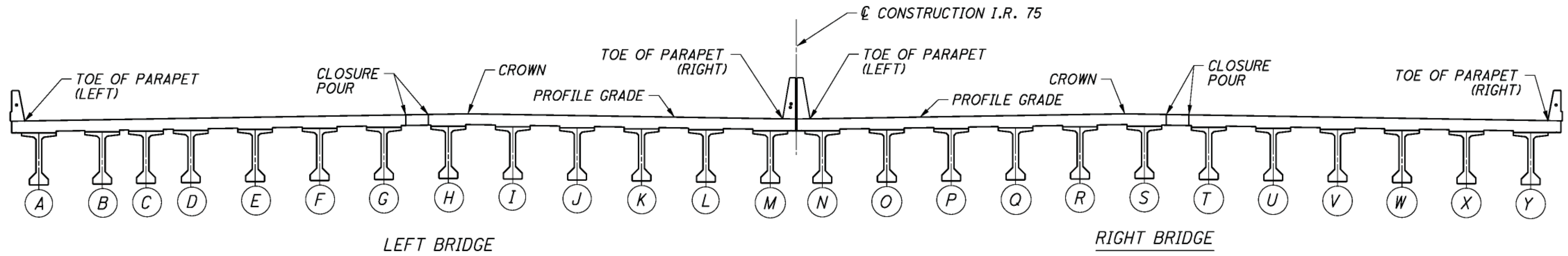
ENH	DBT	CDD		JOL	2/21/2012	5707803/5707811

SCREED ELEVATIONS - SPAN 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 7)												
LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
TOE OF PARAPET (LEFT)	STATION	309+07.64	309+21.12	309+34.61	309+48.09	309+61.58	309+75.06	309+88.54	310+02.03	310+15.51	310+29.00	310+42.48
	SCREED ELEVATION	766.94	767.13	767.31	767.46	767.59	767.60	767.78	767.82	767.85	767.85	767.84
EDGE OF CLOSURE POUR (LEFT)	STATION	308+61.51	308+74.71	308+87.91	309+01.11	309+14.31	309+27.51	309+40.71	309+53.91	309+67.11	309+80.31	309+93.51
	SCREED ELEVATION	767.11	767.31	767.51	767.69	767.87	767.92	768.13	768.23	768.29	768.34	768.38
EDGE OF CLOSURE POUR (RIGHT)	STATION	308+58.87	308+72.07	308+85.27	308+98.47	309+11.67	309+24.87	309+38.07	309+51.27	309+64.47	309+77.67	309+90.87
	SCREED ELEVATION	767.12	767.32	767.52	767.70	767.88	767.93	768.15	768.24	768.31	768.36	768.40
CROWN	STATION	308+54.04	308+67.24	308+80.44	308+93.64	309+06.84	309+20.04	309+33.24	309+46.44	309+59.64	309+72.84	309+86.04
	SCREED ELEVATION	767.14	767.34	767.53	767.72	767.90	767.96	768.18	768.27	768.35	768.40	768.45
PROFILE GRADE	STATION	308+28.75	308+41.95	308+55.15	308+68.35	308+81.55	308+94.75	309+07.95	309+21.15	309+34.35	309+47.55	309+60.75
	SCREED ELEVATION	766.47	766.67	766.86	767.05	767.22	767.29	767.52	767.65	767.74	767.82	767.88
TOE OF PARAPET (RIGHT)	STATION	308+15.67	308+28.87	308+42.07	308+55.27	308+68.47	308+81.67	308+94.87	309+08.07	309+21.27	309+34.47	309+47.67
	SCREED ELEVATION	766.12	766.32	766.51	766.70	766.88	766.94	767.18	767.30	767.41	767.50	767.57

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 7)												
LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
TOE OF PARAPET (LEFT)	STATION	308+12.33	308+25.53	308+38.73	308+51.93	308+65.13	308+78.33	308+91.53	309+04.73	309+17.93	309+31.13	309+44.33
	SCREED ELEVATION	766.08	766.28	766.48	766.67	766.84	767.00	767.14	767.27	767.38	767.47	767.54
PROFILE GRADE	STATION	307+99.25	308+12.45	308+25.65	308+38.85	308+52.05	308+65.25	308+78.45	308+91.65	309+04.85	309+18.05	309+31.25
	SCREED ELEVATION	766.13	766.33	766.53	766.72	766.89	767.05	767.19	767.32	767.43	767.53	767.62
CROWN	STATION	307+73.96	307+87.16	308+00.36	308+13.56	308+26.76	308+39.96	308+53.16	308+66.36	308+79.56	308+92.76	309+05.96
	SCREED ELEVATION	766.23	766.43	766.63	766.81	766.99	767.15	767.29	767.41	767.53	767.63	767.73
EDGE OF CLOSURE POUR (LEFT)	STATION	307+69.13	307+82.33	307+95.53	308+08.73	308+21.93	308+35.13	308+48.33	308+61.53	308+74.73	308+87.93	309+01.13
	SCREED ELEVATION	766.10	766.30	766.50	766.69	766.86	767.02	767.16	767.29	767.40	767.50	767.60
EDGE OF CLOSURE POUR (RIGHT)	STATION	307+66.49	307+79.69	307+92.89	308+06.09	308+19.29	308+32.49	308+45.69	308+58.89	308+72.09	308+85.29	308+98.50
	SCREED ELEVATION	766.03	766.23	766.43	766.62	766.79	766.95	767.09	767.22	767.33	767.43	767.53
TOE OF PARAPET (RIGHT)	STATION	307+23.37	307+36.57	307+49.77	307+62.97	307+76.17	307+89.37	308+02.57	308+15.77	308+28.97	308+42.17	308+55.38
	SCREED ELEVATION	764.88	765.08	765.28	765.47	765.64	765.80	765.94	766.07	766.18	766.28	766.17

NOTES:

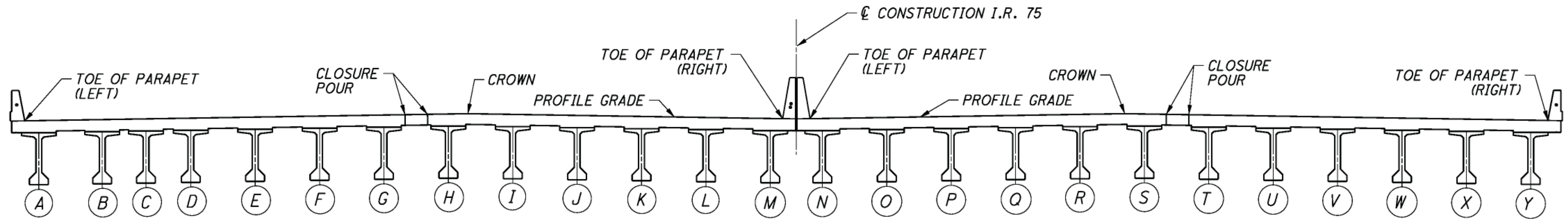
1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 80/129 .

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DESIGNED ENH DRAWN CDD REVISED
CHECKED DBT

SCREED ELEVATIONS - SPAN 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 8)

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
TOE OF PARAPET (LEFT)	STATION	310+42.48	310+54.33	310+66.18	310+78.04	310+89.89	311+01.74	311+13.59	311+25.44	311+37.30	311+49.15	311+61.00
	SCREED ELEVATION	767.84	767.90	767.94	767.98	767.99	767.98	767.96	767.91	767.84	767.76	767.66
EDGE OF CLOSURE POUR (LEFT)	STATION	309+93.51	310+05.11	310+16.71	310+28.31	310+39.91	310+51.51	310+63.11	310+74.71	310+86.31	310+97.91	311+09.51
	SCREED ELEVATION	768.38	768.47	768.56	768.63	768.69	768.72	768.74	768.73	768.71	768.67	768.62
EDGE OF CLOSURE POUR (RIGHT)	STATION	309+90.87	310+02.47	310+14.07	310+25.67	310+37.27	310+48.87	310+60.47	310+72.07	310+83.67	310+95.27	311+06.87
	SCREED ELEVATION	768.40	768.50	768.59	768.66	768.72	768.76	768.78	768.77	768.75	768.71	768.66
CROWN	STATION	309+86.04	309+97.64	310+09.24	310+20.84	310+32.44	310+44.04	310+55.64	310+67.24	310+78.84	310+90.44	311+02.04
	SCREED ELEVATION	768.45	768.55	768.64	768.72	768.78	768.82	768.84	768.84	768.82	768.79	768.74
PROFILE GRADE	STATION	309+60.75	309+72.35	309+83.95	309+95.55	310+07.15	310+18.75	310+30.35	310+41.95	310+53.55	310+65.15	310+76.75
	SCREED ELEVATION	767.88	768.00	768.11	768.21	768.29	768.35	768.39	768.41	768.41	768.39	768.37
TOE OF PARAPET (RIGHT)	STATION	309+47.67	309+59.27	309+70.87	309+82.47	309+94.07	310+05.67	310+17.27	310+28.87	310+40.47	310+52.07	310+63.67
	SCREED ELEVATION	767.57	767.70	767.83	767.93	768.02	768.09	768.14	768.17	768.18	768.17	768.16

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 8)

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
TOE OF PARAPET (LEFT)	STATION	309+44.33	309+55.93	309+67.53	309+79.13	309+90.73	310+02.33	310+13.93	310+25.53	310+37.13	310+48.73	310+60.33
	SCREED ELEVATION	767.54	767.67	767.80	767.90	767.99	768.07	768.12	768.15	768.17	768.16	768.15
PROFILE GRADE	STATION	309+31.25	309+42.85	309+54.45	309+66.05	309+77.65	309+89.25	310+00.85	310+12.45	310+24.05	310+35.65	310+47.25
	SCREED ELEVATION	767.62	767.76	767.89	768.01	768.11	768.19	768.25	768.30	768.32	768.33	768.33
CROWN	STATION	309+05.96	309+17.56	309+29.16	309+40.76	309+52.36	309+63.96	309+75.56	309+87.16	309+98.76	310+10.36	310+21.96
	SCREED ELEVATION	767.73	767.89	768.04	768.18	768.30	768.40	768.48	768.54	768.59	768.61	768.63
EDGE OF CLOSURE POUR (LEFT)	STATION	309+01.13	309+12.73	309+24.33	309+35.93	309+47.53	309+59.13	309+70.73	309+82.33	309+93.93	310+05.53	310+17.13
	SCREED ELEVATION	767.60	767.77	767.92	768.06	768.18	768.29	768.37	768.44	768.48	768.52	768.54
EDGE OF CLOSURE POUR (RIGHT)	STATION	308+98.50	309+10.10	309+21.70	309+33.30	309+44.90	309+56.50	309+68.10	309+79.70	309+91.30	310+02.90	310+14.50
	SCREED ELEVATION	767.53	767.70	767.85	767.99	768.12	768.23	768.31	768.38	768.43	768.46	768.49
TOE OF PARAPET (RIGHT)	STATION	308+55.38	308+66.76	308+78.14	308+89.52	309+00.90	309+12.28	309+23.66	309+35.04	309+46.42	309+57.80	309+69.18
	SCREED ELEVATION	766.17	766.24	766.32	768.43	768.57	768.70	768.81	768.90	768.96	769.02	767.15

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS SEE SHEETS 73/129 THRU 79/129 .

DESIGN AGENCY

HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012

STRUCTURE FILE NUMBER 5707803/5707811

DRAWN CDD REVISED

DESIGNED ENH CHECKED DBT

SCREED ELEVATIONS - SPAN 8

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247

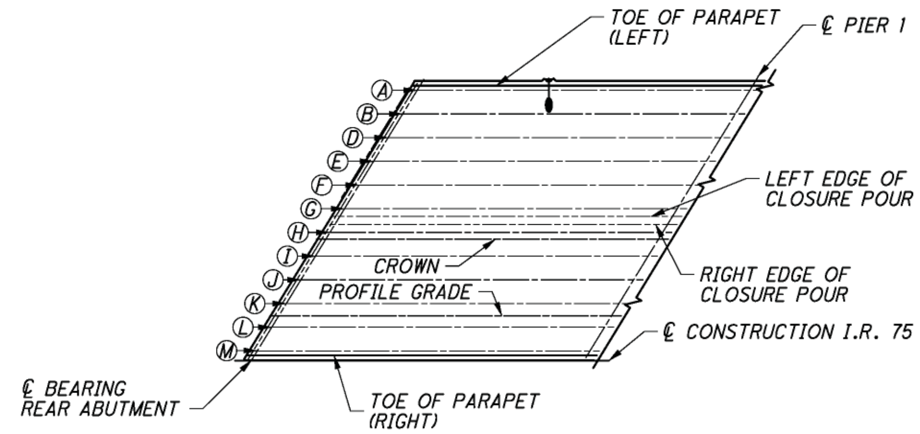
NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

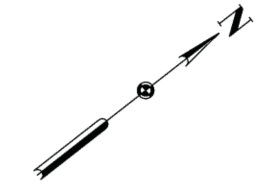
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 82/129 THRU 88/129 .

3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129 .

4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW-SPAN 1
(LEFT BRIDGE)



FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
TOE OF PARAPET (LEFT)	STATION	301+82.70	301+93.10	302+03.50	302+13.90	302+24.30	302+34.70	302+45.10	302+55.50	302+65.90	302+76.30	302+86.70
	FINAL DECK ELEVATION	758.72	758.84	758.96	759.07	759.19	759.31	759.43	759.55	759.67	759.79	759.90
BEAM A	STATION	301+81.83	301+92.23	302+02.63	302+13.03	302+23.43	302+33.83	302+44.23	302+54.63	302+65.03	302+75.43	302+85.83
	FINAL DECK ELEVATION	758.73	758.85	758.97	759.09	759.21	759.32	759.44	759.56	759.68	759.80	759.92
BEAM B	STATION	301+77.29	301+87.69	301+98.09	302+08.49	302+18.89	302+29.29	302+39.69	302+50.09	302+60.49	302+70.89	302+81.29
	FINAL DECK ELEVATION	758.80	758.92	759.04	759.15	759.27	759.39	759.51	759.63	759.75	759.87	759.98
BEAM D	STATION	301+72.74	301+83.14	301+93.54	302+03.94	302+14.34	302+24.74	302+35.14	302+45.54	302+55.94	302+66.34	302+76.74
	FINAL DECK ELEVATION	758.87	758.98	759.10	759.22	759.34	759.46	759.58	759.70	759.81	759.93	760.05
BEAM E	STATION	301+68.20	301+78.60	301+89.00	301+99.40	302+09.80	302+20.20	302+30.60	302+41.00	302+51.40	302+61.80	302+72.20
	FINAL DECK ELEVATION	758.93	759.05	759.17	759.29	759.41	759.52	759.64	759.76	759.88	760.00	760.12
BEAM F	STATION	301+63.65	301+74.05	301+84.45	301+94.85	302+05.25	302+15.65	302+26.05	302+36.45	302+46.85	302+57.25	302+67.65
	FINAL DECK ELEVATION	759.00	759.12	759.24	759.35	759.47	759.59	759.71	759.83	759.95	760.07	760.18
BEAM G	STATION	301+59.11	301+69.51	301+79.91	301+90.31	302+00.71	302+11.11	302+21.51	302+31.91	302+42.31	302+52.71	302+63.11
	FINAL DECK ELEVATION	759.07	759.18	759.30	759.42	759.54	759.66	759.78	759.90	760.01	760.13	760.25
EDGE OF CLOSURE POUR (LEFT)	STATION	301+57.63	301+68.03	301+78.43	301+88.83	301+99.23	302+09.63	302+20.03	302+30.43	302+40.83	302+51.23	302+61.63
	FINAL DECK ELEVATION	759.09	759.21	759.32	759.44	759.56	759.68	759.80	759.92	760.04	760.15	760.27
EDGE OF CLOSURE POUR (RIGHT)	STATION	301+56.10	301+66.50	301+76.90	301+87.30	301+97.70	302+08.10	302+18.50	302+28.90	302+39.30	302+49.70	302+60.10
	FINAL DECK ELEVATION	759.11	759.23	759.35	759.47	759.58	759.70	759.82	759.94	760.06	760.18	760.30
BEAM H	STATION	301+54.56	301+64.96	301+75.36	301+85.76	301+96.16	302+06.56	302+16.96	302+27.36	302+37.76	302+48.16	302+58.56
	FINAL DECK ELEVATION	759.13	759.25	759.37	759.49	759.61	759.73	759.84	759.96	760.08	760.20	760.32
CROWN	STATION	301+53.29	301+63.69	301+74.09	301+84.49	301+94.89	302+05.29	302+15.69	302+26.09	302+36.49	302+46.89	302+57.29
	FINAL DECK ELEVATION	759.15	759.27	759.39	759.51	759.63	759.74	759.86	759.98	760.10	760.22	760.34
BEAM I	STATION	301+50.02	301+60.42	301+70.82	301+81.22	301+91.62	302+02.02	302+12.42	302+22.82	302+33.22	302+43.62	302+54.02
	FINAL DECK ELEVATION	759.03	759.15	759.27	759.38	759.50	759.62	759.74	759.86	759.98	760.10	760.21
BEAM J	STATION	301+45.47	301+55.87	301+66.27	301+76.67	301+87.07	301+97.47	302+07.87	302+18.27	302+28.67	302+39.07	302+49.47
	FINAL DECK ELEVATION	758.86	758.98	759.10	759.21	759.33	759.45	759.57	759.69	759.81	759.93	760.04
BEAM K	STATION	301+40.93	301+51.33	301+61.73	301+72.13	301+82.53	301+92.93	302+03.33	302+13.73	302+24.13	302+34.53	302+44.93
	FINAL DECK ELEVATION	758.69	758.81	758.93	759.04	759.16	759.28	759.40	759.52	759.64	759.75	759.87
PROFILE GRADE	STATION	301+38.58	301+48.98	301+59.38	301+69.78	301+80.18	301+90.58	302+00.98	302+11.38	302+21.78	302+32.18	302+42.58
	FINAL DECK ELEVATION	758.60	758.72	758.84	758.96	759.07	759.19	759.31	759.43	759.55	759.67	759.79
BEAM L	STATION	301+36.38	301+46.78	301+57.18	301+67.58	301+77.98	301+88.38	301+98.78	302+09.18	302+19.58	302+29.98	302+40.38
	FINAL DECK ELEVATION	758.52	758.64	758.75	758.87	758.99	759.11	759.23	759.35	759.47	759.58	759.70
BEAM M	STATION	301+31.84	301+42.24	301+52.64	301+63.04	301+73.44	301+83.84	301+94.24	302+04.64	302+15.04	302+25.44	302+35.84
	FINAL DECK ELEVATION	758.35	758.47	758.58	758.70	758.82	758.94	759.06	759.18	759.30	759.41	759.53
TOE OF PARAPET (RIGHT)	STATION	301+30.97	301+41.37	301+51.77	301+62.17	301+72.57	301+82.97	301+93.37	302+03.77	302+14.17	302+24.57	302+34.97
	FINAL DECK ELEVATION	758.31	758.43	758.55	758.67	758.79	758.91	759.03	759.14	759.26	759.38	759.50

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

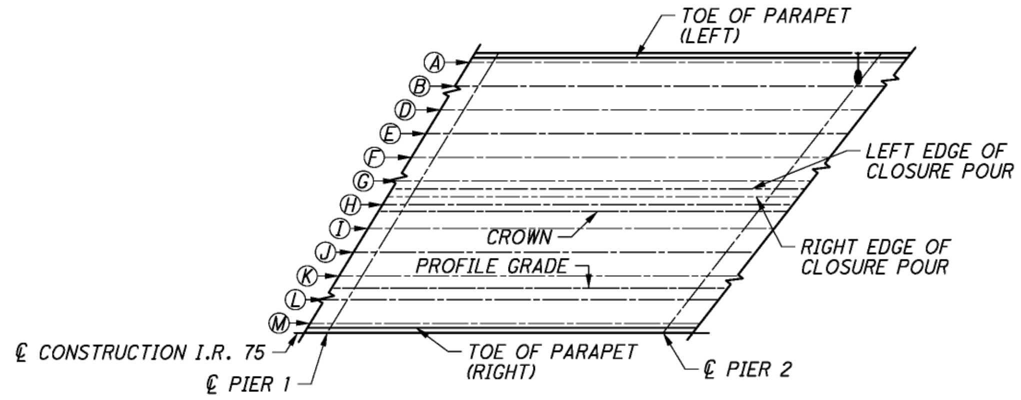
NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129 .

3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129 .

4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW-SPAN 2
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 2)												
LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
TOE OF PARAPET (LEFT)	STATION	302+86.70	302+98.65	303+10.60	303+22.55	303+34.50	303+46.45	303+58.39	303+70.34	303+82.29	303+94.24	304+06.19
	FINAL DECK ELEVATION	759.90	760.04	760.18	760.31	760.45	760.59	760.72	760.86	760.99	761.13	761.27
BEAM A	STATION	302+85.83	302+97.76	303+09.68	303+21.61	303+33.53	303+45.46	303+57.38	303+69.31	303+81.23	303+93.16	304+05.08
	FINAL DECK ELEVATION	759.92	760.05	760.19	760.32	760.46	760.60	760.73	760.87	761.00	761.14	761.28
BEAM B	STATION	302+81.29	302+93.09	303+04.89	303+16.69	303+28.49	303+40.29	303+52.09	303+63.89	303+75.69	303+87.49	303+99.29
	FINAL DECK ELEVATION	759.98	760.12	760.25	760.39	760.52	760.66	760.79	760.93	761.06	761.19	761.33
BEAM D	STATION	302+76.74	302+88.42	303+00.09	303+11.77	303+23.44	303+35.12	303+46.79	303+58.47	303+70.14	303+81.82	303+93.49
	FINAL DECK ELEVATION	760.05	760.18	760.32	760.45	760.58	760.72	760.85	760.98	761.12	761.25	761.38
BEAM E	STATION	302+72.20	302+83.75	302+95.30	303+06.85	303+18.40	303+29.95	303+41.50	303+53.05	303+64.60	303+76.15	303+87.70
	FINAL DECK ELEVATION	760.12	760.25	760.38	760.51	760.64	760.78	760.91	761.04	761.17	761.30	761.43
BEAM F	STATION	302+67.65	302+79.08	302+90.50	303+01.93	303+13.35	303+24.78	303+36.21	303+47.63	303+59.06	303+70.48	303+81.91
	FINAL DECK ELEVATION	760.18	760.31	760.45	760.58	760.71	760.84	760.97	761.10	761.23	761.36	761.49
BEAM G	STATION	302+63.11	302+74.41	302+85.71	302+97.01	303+08.31	303+19.61	303+30.91	303+42.21	303+53.51	303+64.81	303+76.11
	FINAL DECK ELEVATION	760.25	760.38	760.51	760.64	760.77	760.90	761.02	761.15	761.28	761.41	761.54
EDGE OF CLOSURE POUR (LEFT)	STATION	302+61.63	302+72.89	302+84.15	302+95.41	303+06.67	303+17.93	303+29.18	303+40.44	303+51.70	303+62.96	303+74.22
	FINAL DECK ELEVATION	760.27	760.40	760.53	760.66	760.79	760.92	761.04	761.17	761.30	761.43	761.56
EDGE OF CLOSURE POUR (RIGHT)	STATION	302+60.10	302+71.32	302+82.53	302+93.75	303+04.97	303+16.19	303+27.40	303+38.62	303+49.84	303+61.05	303+72.27
	FINAL DECK ELEVATION	760.30	760.42	760.55	760.68	760.81	760.94	761.06	761.19	761.32	761.45	761.57
BEAM H	STATION	302+58.56	302+69.74	302+80.91	302+92.09	303+03.26	303+14.44	303+25.62	303+36.79	303+47.97	303+59.14	303+70.32
	FINAL DECK ELEVATION	760.32	760.45	760.57	760.70	760.83	760.96	761.08	761.21	761.34	761.46	761.59
CROWN	STATION	302+57.29	302+68.43	302+79.57	302+90.71	303+01.85	303+12.99	303+24.13	303+35.27	303+46.41	303+57.55	303+68.69
	FINAL DECK ELEVATION	760.34	760.46	760.59	760.72	760.85	760.97	761.10	761.23	761.35	761.48	761.61
BEAM I	STATION	302+54.02	302+65.07	302+76.12	302+87.17	302+98.22	303+09.27	303+20.32	303+31.37	303+42.42	303+53.47	303+64.52
	FINAL DECK ELEVATION	760.21	760.34	760.47	760.59	760.72	760.84	760.97	761.10	761.22	761.35	761.47
BEAM J	STATION	302+49.47	302+60.40	302+71.32	302+82.25	302+93.17	303+04.10	303+15.03	303+25.95	303+36.88	303+47.80	303+58.73
	FINAL DECK ELEVATION	760.04	760.17	760.29	760.42	760.54	760.67	760.79	760.92	761.04	761.16	761.29
PROFILE GRADE	STATION	302+44.93	302+55.73	302+66.53	302+77.33	302+88.13	302+98.93	303+09.73	303+20.53	303+31.33	303+42.13	303+52.93
	FINAL DECK ELEVATION	759.87	760.00	760.12	760.24	760.37	760.49	760.61	760.74	760.86	760.98	761.10
BEAM K	STATION	302+42.58	302+53.32	302+64.05	302+74.79	302+85.52	302+96.26	303+07.00	303+17.73	303+28.47	303+39.20	303+49.94
	FINAL DECK ELEVATION	759.79	759.91	760.03	760.15	760.27	760.40	760.52	760.64	760.76	760.89	761.01
BEAM L	STATION	302+40.38	302+51.06	302+61.73	302+72.41	302+83.08	302+93.76	303+04.44	303+15.11	303+25.79	303+36.46	303+47.14
	FINAL DECK ELEVATION	759.70	759.82	759.95	760.07	760.19	760.31	760.43	760.55	760.68	760.80	760.92
BEAM M	STATION	302+35.84	302+46.39	302+56.94	302+67.49	302+78.04	302+88.59	302+99.14	303+09.69	303+20.24	303+30.79	303+41.34
	FINAL DECK ELEVATION	759.53	759.65	759.77	759.89	760.01	760.13	760.25	760.37	760.49	760.62	760.74
TOE OF PARAPET (RIGHT)	STATION	302+34.97	302+45.50	302+56.02	302+66.55	302+77.08	302+87.61	302+98.13	303+08.66	303+19.19	303+29.71	303+40.24
	FINAL DECK ELEVATION	759.50	759.62	759.74	759.86	759.98	760.10	760.22	760.34	760.46	760.58	760.70

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 2
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

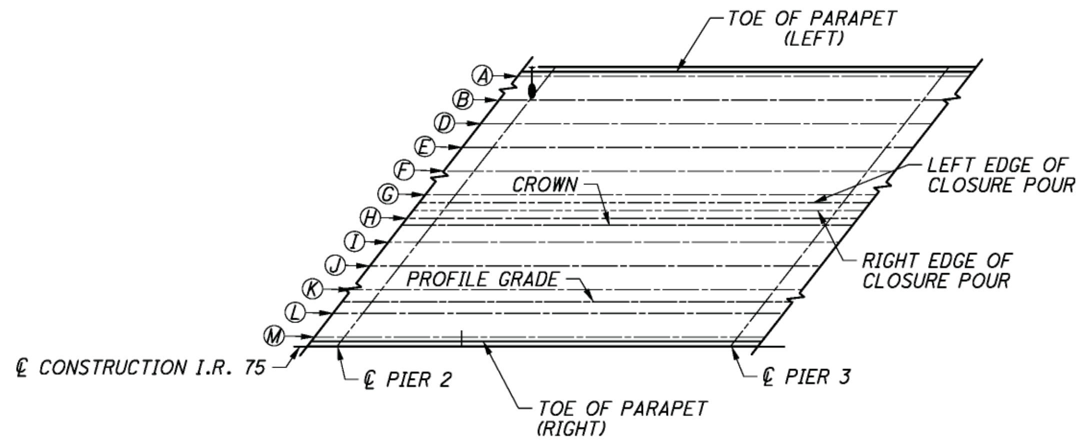
NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129.

3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129.

4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW-SPAN 3
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 3)

LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
TOE OF PARAPET (LEFT)	STATION	304+06.19	304+18.49	304+30.79	304+43.09	304+55.39	304+67.69	304+79.99	304+92.29	305+04.59	305+16.89	305+29.19
	FINAL DECK ELEVATION	761.27	761.41	761.55	761.69	761.83	761.97	762.11	762.25	762.39	762.53	762.67
BEAM A	STATION	304+05.08	304+17.38	304+29.68	304+41.98	304+54.28	304+66.58	304+78.88	304+91.18	305+03.48	305+15.78	305+28.08
	FINAL DECK ELEVATION	761.28	761.42	761.56	761.70	761.84	761.98	762.12	762.26	762.40	762.54	762.68
BEAM B	STATION	303+99.29	304+11.59	304+23.89	304+36.19	304+48.49	304+60.79	304+73.09	304+85.39	304+97.69	305+09.99	305+22.29
	FINAL DECK ELEVATION	761.33	761.47	761.61	761.75	761.89	762.03	762.17	762.31	762.45	762.59	762.73
BEAM D	STATION	303+93.49	304+05.79	304+18.09	304+30.39	304+42.69	304+54.99	304+67.29	304+79.59	304+91.89	305+04.19	305+16.49
	FINAL DECK ELEVATION	761.38	761.52	761.66	761.80	761.94	762.08	762.22	762.36	762.50	762.64	762.78
BEAM E	STATION	303+87.70	304+00.00	304+12.30	304+24.60	304+36.90	304+49.20	304+61.50	304+73.80	304+86.10	304+98.40	305+10.70
	FINAL DECK ELEVATION	761.43	761.57	761.71	761.86	762.00	762.14	762.28	762.42	762.56	762.70	762.84
BEAM F	STATION	303+81.91	303+94.21	304+06.51	304+18.81	304+31.11	304+43.41	304+55.71	304+68.01	304+80.31	304+92.61	305+04.91
	FINAL DECK ELEVATION	761.49	761.63	761.77	761.91	762.05	762.19	762.33	762.47	762.61	762.75	762.89
BEAM G	STATION	303+76.11	303+88.41	304+00.71	304+13.01	304+25.31	304+37.61	304+49.91	304+62.21	304+74.51	304+86.81	304+99.11
	FINAL DECK ELEVATION	761.54	761.68	761.82	761.96	762.10	762.24	762.38	762.52	762.66	762.80	762.94
EDGE OF CLOSURE POUR (LEFT)	STATION	303+74.22	303+86.52	303+98.82	304+11.12	304+23.42	304+35.72	304+48.02	304+60.32	304+72.62	304+84.92	304+97.22
	FINAL DECK ELEVATION	761.56	761.70	761.84	761.98	762.12	762.26	762.40	762.54	762.68	762.82	762.96
EDGE OF CLOSURE POUR (RIGHT)	STATION	303+72.27	303+84.57	303+96.87	304+09.17	304+21.47	304+33.77	304+46.07	304+58.37	304+70.67	304+82.97	304+95.27
	FINAL DECK ELEVATION	761.57	761.71	761.85	762.00	762.14	762.28	762.42	762.56	762.70	762.84	762.98
BEAM H	STATION	303+70.32	303+82.62	303+94.92	304+07.22	304+19.52	304+31.82	304+44.12	304+56.42	304+68.72	304+81.02	304+93.32
	FINAL DECK ELEVATION	761.59	761.73	761.87	762.01	762.15	762.29	762.43	762.57	762.71	762.85	762.99
CROWN	STATION	303+68.69	303+80.99	303+93.29	304+05.59	304+17.89	304+30.19	304+42.49	304+54.79	304+67.09	304+79.39	304+91.69
	FINAL DECK ELEVATION	761.61	761.75	761.89	762.03	762.17	762.31	762.45	762.59	762.73	762.87	763.01
BEAM I	STATION	303+64.52	303+76.82	303+89.12	304+01.42	304+13.72	304+26.02	304+38.32	304+50.62	304+62.92	304+75.22	304+87.52
	FINAL DECK ELEVATION	761.47	761.61	761.75	761.89	762.04	762.18	762.32	762.46	762.60	762.74	762.88
BEAM J	STATION	303+58.73	303+71.03	303+83.33	303+95.63	304+07.93	304+20.23	304+32.53	304+44.83	304+57.13	304+69.43	304+81.73
	FINAL DECK ELEVATION	761.29	761.43	761.57	761.71	761.85	761.99	762.13	762.27	762.41	762.55	762.69
BEAM K	STATION	303+52.93	303+65.23	303+77.53	303+89.83	304+02.13	304+14.43	304+26.73	304+39.03	304+51.33	304+63.63	304+75.93
	FINAL DECK ELEVATION	761.10	761.24	761.39	761.53	761.67	761.81	761.95	762.09	762.23	762.37	762.51
PROFILE GRADE	STATION	303+49.94	303+62.24	303+74.54	303+86.84	303+99.14	304+11.44	304+23.74	304+36.04	304+48.34	304+60.64	304+72.94
	FINAL DECK ELEVATION	761.01	761.15	761.29	761.43	761.57	761.71	761.85	761.99	762.13	762.27	762.41
BEAM L	STATION	303+47.14	303+59.44	303+71.74	303+84.04	303+96.34	304+08.64	304+20.94	304+33.24	304+45.54	304+57.84	304+70.14
	FINAL DECK ELEVATION	760.92	761.06	761.20	761.34	761.48	761.62	761.76	761.90	762.04	762.18	762.32
BEAM M	STATION	303+41.34	303+53.64	303+65.94	303+78.24	303+90.54	304+02.84	304+15.14	304+27.44	304+39.74	304+52.04	304+64.34
	FINAL DECK ELEVATION	760.74	760.88	761.02	761.16	761.30	761.44	761.58	761.72	761.86	762.00	762.14
TOE OF PARAPET (RIGHT)	STATION	303+40.24	303+52.54	303+64.84	303+77.14	303+89.44	304+01.74	304+14.04	304+26.34	304+38.64	304+50.94	304+63.24
	FINAL DECK ELEVATION	760.70	760.84	760.98	761.12	761.26	761.40	761.54	761.68	761.82	761.96	762.10

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DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

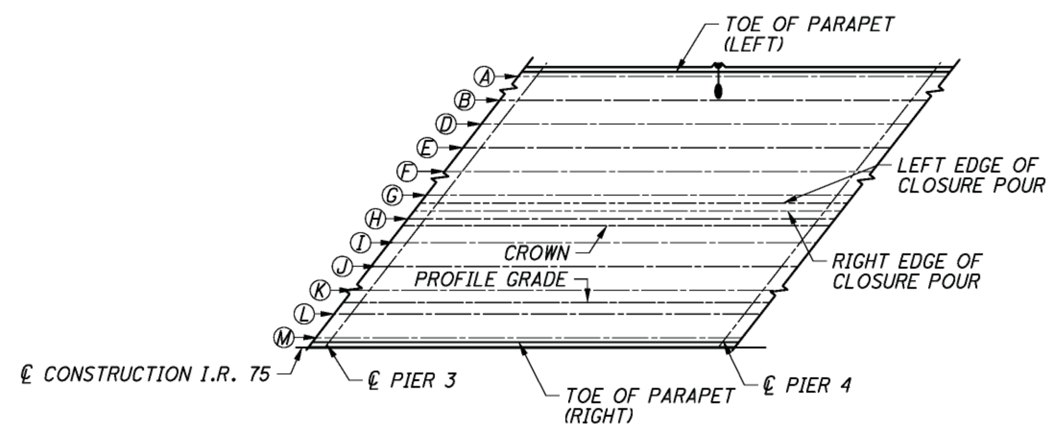
REVIEWED JOL
DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD
REVISED
DESIGNED ENH
CHECKED DBT

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129.
3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129.
4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW-SPAN 4
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 4)												
LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
TOE OF PARAPET (LEFT)	STATION	305+29.19	305+41.49	305+53.79	305+66.09	305+78.39	305+90.69	306+02.99	306+15.29	306+27.59	306+39.89	306+52.19
	FINAL DECK ELEVATION	762.67	762.81	762.95	763.09	763.23	763.37	763.51	763.65	763.79	763.93	764.07
BEAM A	STATION	305+28.08	305+40.38	305+52.68	305+64.98	305+77.28	305+89.58	306+01.88	306+14.18	306+26.48	306+38.78	306+51.08
	FINAL DECK ELEVATION	762.68	762.82	762.96	763.10	763.24	763.38	763.52	763.66	763.80	763.94	764.08
BEAM B	STATION	305+22.29	305+34.59	305+46.89	305+59.19	305+71.49	305+83.79	305+96.09	306+08.39	306+20.69	306+32.99	306+45.29
	FINAL DECK ELEVATION	762.73	762.87	763.01	763.15	763.29	763.43	763.57	763.71	763.85	763.99	764.13
BEAM D	STATION	305+16.49	305+28.79	305+41.09	305+53.39	305+65.69	305+77.99	305+90.29	306+02.59	306+14.89	306+27.19	306+39.49
	FINAL DECK ELEVATION	762.78	762.92	763.06	763.20	763.34	763.49	763.63	763.77	763.91	764.05	764.19
BEAM E	STATION	305+10.70	305+23.00	305+35.30	305+47.60	305+59.90	305+72.20	305+84.50	305+96.80	306+09.10	306+21.40	306+33.70
	FINAL DECK ELEVATION	762.84	762.98	763.12	763.26	763.40	763.54	763.68	763.82	763.96	764.10	764.24
BEAM F	STATION	305+04.91	305+17.21	305+29.51	305+41.81	305+54.11	305+66.41	305+78.71	305+91.01	306+03.31	306+15.61	306+27.91
	FINAL DECK ELEVATION	762.89	763.03	763.17	763.31	763.45	763.59	763.73	763.87	764.01	764.15	764.29
BEAM G	STATION	304+99.11	305+11.41	305+23.71	305+36.01	305+48.31	305+60.61	305+72.91	305+85.21	305+97.51	306+09.81	306+22.11
	FINAL DECK ELEVATION	762.94	763.08	763.22	763.36	763.50	763.64	763.78	763.92	764.06	764.20	764.34
EDGE OF CLOSURE POUR (LEFT)	STATION	304+97.22	305+09.52	305+21.82	305+34.12	305+46.42	305+58.72	305+71.02	305+83.32	305+95.62	306+07.92	306+20.22
	FINAL DECK ELEVATION	762.96	763.10	763.24	763.38	763.52	763.66	763.80	763.94	764.08	764.22	764.36
EDGE OF CLOSURE POUR (RIGHT)	STATION	304+95.27	305+07.57	305+19.87	305+32.17	305+44.47	305+56.77	305+69.07	305+81.37	305+93.67	306+05.97	306+18.27
	FINAL DECK ELEVATION	762.98	763.12	763.26	763.40	763.54	763.68	763.82	763.96	764.10	764.24	764.38
BEAM H	STATION	304+93.32	305+05.62	305+17.92	305+30.22	305+42.52	305+54.82	305+67.12	305+79.42	305+91.72	306+04.02	306+16.32
	FINAL DECK ELEVATION	762.99	763.13	763.27	763.42	763.56	763.70	763.84	763.98	764.12	764.26	764.40
CROWN	STATION	304+91.69	305+03.99	305+16.29	305+28.59	305+40.89	305+53.19	305+65.49	305+77.79	305+90.09	306+02.39	306+14.69
	FINAL DECK ELEVATION	763.01	763.15	763.29	763.43	763.57	763.71	763.85	763.99	764.13	764.27	764.41
BEAM I	STATION	304+87.52	304+99.82	305+12.12	305+24.42	305+36.72	305+49.02	305+61.32	305+73.62	305+85.92	305+98.22	306+10.52
	FINAL DECK ELEVATION	762.88	763.02	763.16	763.30	763.44	763.58	763.72	763.86	764.00	764.14	764.28
BEAM J	STATION	304+81.73	304+94.03	305+06.33	305+18.63	305+30.93	305+43.23	305+55.53	305+67.83	305+80.13	305+92.43	306+04.73
	FINAL DECK ELEVATION	762.69	762.83	762.97	763.11	763.25	763.39	763.53	763.67	763.81	763.95	764.09
BEAM K	STATION	304+75.93	304+88.23	305+00.53	305+12.83	305+25.13	305+37.43	305+49.73	305+62.03	305+74.33	305+86.63	305+98.93
	FINAL DECK ELEVATION	762.51	762.65	762.79	762.93	763.07	763.21	763.35	763.49	763.63	763.77	763.91
PROFILE GRADE	STATION	304+72.94	304+85.24	304+97.54	305+09.84	305+22.14	305+34.44	305+46.74	305+59.04	305+71.34	305+83.64	305+95.94
	FINAL DECK ELEVATION	762.41	762.55	762.69	762.83	762.97	763.11	763.25	763.39	763.53	763.67	763.81
BEAM L	STATION	304+70.14	304+82.44	304+94.74	305+07.04	305+19.34	305+31.64	305+43.94	305+56.24	305+68.54	305+80.84	305+93.14
	FINAL DECK ELEVATION	762.32	762.46	762.60	762.74	762.88	763.02	763.16	763.30	763.44	763.58	763.72
BEAM M	STATION	304+64.34	304+76.64	304+88.94	305+01.24	305+13.54	305+25.84	305+38.14	305+50.44	305+62.74	305+75.04	305+87.34
	FINAL DECK ELEVATION	762.14	762.28	762.42	762.56	762.70	762.84	762.98	763.12	763.26	763.40	763.54
TOE OF PARAPET (RIGHT)	STATION	304+63.24	304+75.54	304+87.84	305+00.14	305+12.44	305+24.74	305+37.04	305+49.34	305+61.64	305+73.94	305+86.24
	FINAL DECK ELEVATION	762.10	762.24	762.38	762.52	762.66	762.80	762.94	763.08	763.22	763.36	763.50

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

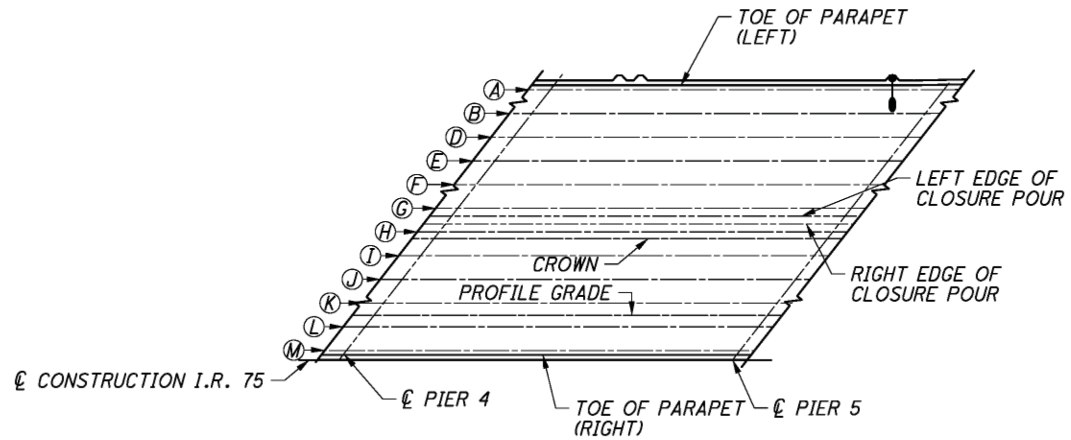
REVIEWED JOL
DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD
REVISED
DESIGNED ENH
CHECKED DBT

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129.
3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129.
4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW - SPAN 5
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 5)

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
TOE OF PARAPET (LEFT)	STATION	306+52.19	306+64.51	306+76.82	306+89.14	307+01.46	307+13.78	307+26.09	307+38.41	307+50.73	307+63.04	307+75.36
	FINAL DECK ELEVATION	764.07	764.21	764.35	764.49	764.63	764.77	764.91	765.05	765.19	765.33	765.47
BEAM A	STATION	306+51.08	306+63.38	306+75.68	306+87.98	307+00.28	307+12.58	307+24.88	307+37.18	307+49.48	307+61.78	307+74.08
	FINAL DECK ELEVATION	764.08	764.22	764.36	764.50	764.64	764.78	764.92	765.06	765.20	765.34	765.48
BEAM B	STATION	306+45.29	306+57.59	306+69.89	306+82.19	306+94.49	307+06.79	307+19.09	307+31.39	307+43.69	307+55.99	307+68.29
	FINAL DECK ELEVATION	764.13	764.27	764.41	764.55	764.69	764.83	764.97	765.12	765.26	765.40	765.54
BEAM D	STATION	306+39.49	306+51.79	306+64.09	306+76.39	306+88.69	307+00.99	307+13.29	307+25.59	307+37.89	307+50.19	307+62.49
	FINAL DECK ELEVATION	764.19	764.33	764.47	764.61	764.75	764.89	765.03	765.17	765.31	765.45	765.59
BEAM E	STATION	306+33.70	306+46.00	306+58.30	306+70.60	306+82.90	306+95.20	307+07.50	307+19.80	307+32.10	307+44.40	307+56.70
	FINAL DECK ELEVATION	764.24	764.38	764.52	764.66	764.80	764.94	765.08	765.22	765.36	765.50	765.64
BEAM F	STATION	306+27.91	306+40.21	306+52.51	306+64.81	306+77.11	306+89.41	307+01.71	307+14.01	307+26.31	307+38.61	307+50.91
	FINAL DECK ELEVATION	764.29	764.43	764.57	764.71	764.85	764.99	765.13	765.27	765.41	765.55	765.69
BEAM G	STATION	306+22.11	306+34.41	306+46.71	306+59.01	306+71.31	306+83.61	306+95.91	307+08.21	307+20.51	307+32.81	307+45.11
	FINAL DECK ELEVATION	764.34	764.48	764.62	764.76	764.90	765.05	765.19	765.33	765.47	765.61	765.75
EDGE OF CLOSURE POUR (LEFT)	STATION	306+20.22	306+32.52	306+44.82	306+57.12	306+69.42	306+81.72	306+94.02	307+06.32	307+18.62	307+30.92	307+43.22
	FINAL DECK ELEVATION	764.36	764.50	764.64	764.78	764.92	765.06	765.20	765.34	765.48	765.62	765.76
EDGE OF CLOSURE POUR (RIGHT)	STATION	306+18.27	306+30.57	306+42.87	306+55.17	306+67.47	306+79.77	306+92.07	307+04.37	307+16.67	307+28.97	307+41.27
	FINAL DECK ELEVATION	764.38	764.52	764.66	764.80	764.94	765.08	765.22	765.36	765.50	765.64	765.78
BEAM H	STATION	306+16.32	306+28.62	306+40.92	306+53.22	306+65.52	306+77.82	306+90.12	307+02.42	307+14.72	307+27.02	307+39.32
	FINAL DECK ELEVATION	764.40	764.54	764.68	764.82	764.96	765.10	765.24	765.38	765.52	765.66	765.80
CROWN	STATION	306+14.69	306+26.99	306+39.29	306+51.59	306+63.89	306+76.19	306+88.49	307+00.79	307+13.09	307+25.39	307+37.69
	FINAL DECK ELEVATION	764.41	764.55	764.69	764.83	764.97	765.11	765.25	765.39	765.53	765.67	765.81
BEAM I	STATION	306+10.52	306+22.82	306+35.12	306+47.42	306+59.72	306+72.02	306+84.32	306+96.62	307+08.92	307+21.22	307+33.52
	FINAL DECK ELEVATION	764.28	764.42	764.56	764.70	764.84	764.98	765.12	765.26	765.40	765.54	765.68
BEAM J	STATION	306+04.73	306+17.03	306+29.33	306+41.63	306+53.93	306+66.23	306+78.53	306+90.83	307+03.13	307+15.43	307+27.73
	FINAL DECK ELEVATION	764.09	764.23	764.37	764.51	764.65	764.80	764.94	765.08	765.22	765.36	765.50
BEAM K	STATION	305+98.93	306+11.23	306+23.53	306+35.83	306+48.13	306+60.43	306+72.73	306+85.03	306+97.33	307+09.63	307+21.93
	FINAL DECK ELEVATION	763.91	764.05	764.19	764.33	764.47	764.61	764.75	764.89	765.03	765.17	765.31
PROFILE GRADE	STATION	305+95.94	306+08.24	306+20.54	306+32.84	306+45.14	306+57.44	306+69.74	306+82.04	306+94.34	307+06.64	307+18.94
	FINAL DECK ELEVATION	763.81	763.95	764.09	764.23	764.37	764.51	764.66	764.80	764.94	765.08	765.22
BEAM L	STATION	305+93.14	306+05.44	306+17.74	306+30.04	306+42.34	306+54.64	306+66.94	306+79.24	306+91.54	307+03.84	307+16.14
	FINAL DECK ELEVATION	763.72	763.86	764.00	764.15	764.29	764.43	764.57	764.71	764.85	764.99	765.13
BEAM M	STATION	305+87.34	305+99.64	306+11.94	306+24.24	306+36.54	306+48.84	306+61.14	306+73.44	306+85.74	306+98.04	307+10.34
	FINAL DECK ELEVATION	763.54	763.68	763.82	763.96	764.10	764.24	764.38	764.52	764.66	764.80	764.94
TOE OF PARAPET (RIGHT)	STATION	305+86.24	305+98.54	306+10.84	306+23.14	306+35.44	306+47.74	306+60.04	306+72.34	306+84.64	306+96.94	307+09.24
	FINAL DECK ELEVATION	763.50	763.64	763.78	763.93	764.07	764.21	764.35	764.49	764.63	764.77	764.91

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

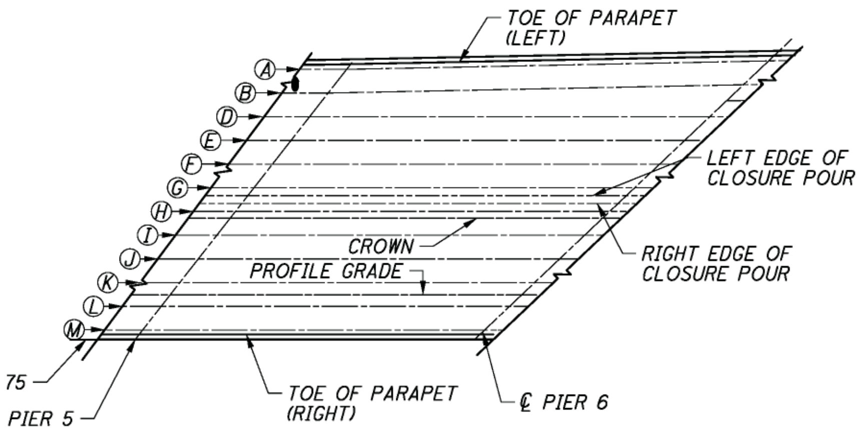
REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129.
3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129.
4. BEAM LINE Ⓒ IS IN SPAN 7 AND 8 ONLY.



PLAN VIEW-SPAN 6
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 6)												
LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
TOE OF PARAPET (LEFT)	STATION	307+75.36	307+88.59	308+01.82	308+15.04	308+28.27	308+41.50	308+54.73	308+67.96	308+81.18	308+94.41	309+07.64
	FINAL DECK ELEVATION	765.47	765.62	765.76	765.91	766.06	766.20	766.35	766.50	766.64	766.79	766.94
BEAM A	STATION	307+74.08	307+87.26	308+00.45	308+13.63	308+26.81	308+40.00	308+53.18	308+66.36	308+79.54	308+92.73	309+05.91
	FINAL DECK ELEVATION	765.48	765.63	765.78	765.92	766.07	766.21	766.36	766.51	766.65	766.80	766.94
BEAM B	STATION	307+68.29	307+81.27	307+94.24	308+07.22	308+20.19	308+33.17	308+46.15	308+59.12	308+72.10	308+85.07	308+98.05
	FINAL DECK ELEVATION	765.54	765.68	765.82	765.97	766.11	766.25	766.40	766.54	766.69	766.83	766.97
BEAM D	STATION	307+62.49	307+74.99	307+87.49	307+99.99	308+12.49	308+25.00	308+37.50	308+50.00	308+62.50	308+75.00	308+87.50
	FINAL DECK ELEVATION	765.59	765.73	765.87	766.02	766.16	766.30	766.44	766.59	766.73	766.87	767.01
BEAM E	STATION	307+56.70	307+69.00	307+81.30	307+93.60	308+05.90	308+18.20	308+30.49	308+42.79	308+55.09	308+67.39	308+79.69
	FINAL DECK ELEVATION	765.64	765.78	765.92	766.06	766.20	766.34	766.48	766.62	766.76	766.90	767.04
BEAM F	STATION	307+50.91	307+63.01	307+75.10	307+87.20	307+99.29	308+11.39	308+23.49	308+35.58	308+47.68	308+59.77	308+71.87
	FINAL DECK ELEVATION	765.69	765.83	765.97	766.11	766.25	766.38	766.52	766.66	766.80	766.93	767.07
BEAM G	STATION	307+45.11	307+57.00	307+68.90	307+80.79	307+92.69	308+04.58	308+16.47	308+28.37	308+40.26	308+52.16	308+64.05
	FINAL DECK ELEVATION	765.75	765.88	766.02	766.15	766.29	766.42	766.56	766.70	766.83	766.97	767.10
EDGE OF CLOSURE POUR (LEFT)	STATION	307+43.22	307+55.05	307+66.88	307+78.71	307+90.54	308+02.36	308+14.19	308+26.02	308+37.85	308+49.68	308+61.51
	FINAL DECK ELEVATION	765.76	765.90	766.03	766.17	766.30	766.44	766.57	766.71	766.84	766.98	767.11
EDGE OF CLOSURE POUR (RIGHT)	STATION	307+41.27	307+53.03	307+64.79	307+76.55	307+88.31	308+00.07	308+11.83	308+23.59	308+35.35	308+47.11	308+58.87
	FINAL DECK ELEVATION	765.78	765.92	766.05	766.18	766.32	766.45	766.59	766.72	766.85	766.99	767.12
BEAM H	STATION	307+39.32	307+51.01	307+62.70	307+74.40	307+86.09	307+97.78	308+09.47	308+21.16	308+32.86	308+44.55	308+56.24
	FINAL DECK ELEVATION	765.80	765.93	766.07	766.20	766.33	766.47	766.60	766.73	766.87	767.00	767.13
CROWN	STATION	307+37.69	307+49.33	307+60.96	307+72.60	307+84.23	307+95.87	308+07.50	308+19.14	308+30.77	308+42.41	308+54.04
	FINAL DECK ELEVATION	765.81	765.95	766.08	766.21	766.34	766.48	766.61	766.74	766.87	767.01	767.14
BEAM I	STATION	307+33.52	307+45.01	307+56.50	307+67.99	307+79.48	307+90.97	308+02.46	308+13.95	308+25.44	308+36.93	308+48.42
	FINAL DECK ELEVATION	765.68	765.81	765.94	766.07	766.20	766.34	766.47	766.60	766.73	766.86	766.99
BEAM J	STATION	307+27.73	307+39.02	307+50.31	307+61.59	307+72.88	307+84.17	307+95.46	308+06.75	308+18.03	308+29.32	308+40.61
	FINAL DECK ELEVATION	765.50	765.62	765.75	765.88	766.01	766.14	766.27	766.40	766.53	766.65	766.78
BEAM K	STATION	307+21.93	307+33.02	307+44.10	307+55.19	307+66.27	307+77.36	307+88.45	307+99.53	308+10.62	308+21.70	308+32.79
	FINAL DECK ELEVATION	765.31	765.44	765.56	765.69	765.82	765.94	766.07	766.20	766.32	766.45	766.58
PROFILE GRADE	STATION	307+18.94	307+29.92	307+40.90	307+51.88	307+62.86	307+73.85	307+84.83	307+95.81	308+06.79	308+17.77	308+28.75
	FINAL DECK ELEVATION	765.22	765.34	765.47	765.59	765.72	765.84	765.97	766.09	766.22	766.34	766.47
BEAM L	STATION	307+16.14	307+27.02	307+37.91	307+48.79	307+59.68	307+70.56	307+81.44	307+92.33	308+03.21	308+14.10	308+24.98
	FINAL DECK ELEVATION	765.13	765.25	765.37	765.50	765.62	765.75	765.87	766.00	766.12	766.24	766.37
BEAM M	STATION	307+10.34	307+21.02	307+31.70	307+42.39	307+53.07	307+63.75	307+74.43	307+85.11	307+95.80	308+06.48	308+17.16
	FINAL DECK ELEVATION	764.94	765.06	765.19	765.31	765.43	765.55	765.67	765.79	765.92	766.04	766.16
TOE OF PARAPET (RIGHT)	STATION	307+09.24	307+19.88	307+30.53	307+41.17	307+51.81	307+62.46	307+73.10	307+83.74	307+94.38	308+05.03	308+15.67
	FINAL DECK ELEVATION	764.91	765.03	765.15	765.27	765.39	765.51	765.63	765.76	765.88	766.00	766.12

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

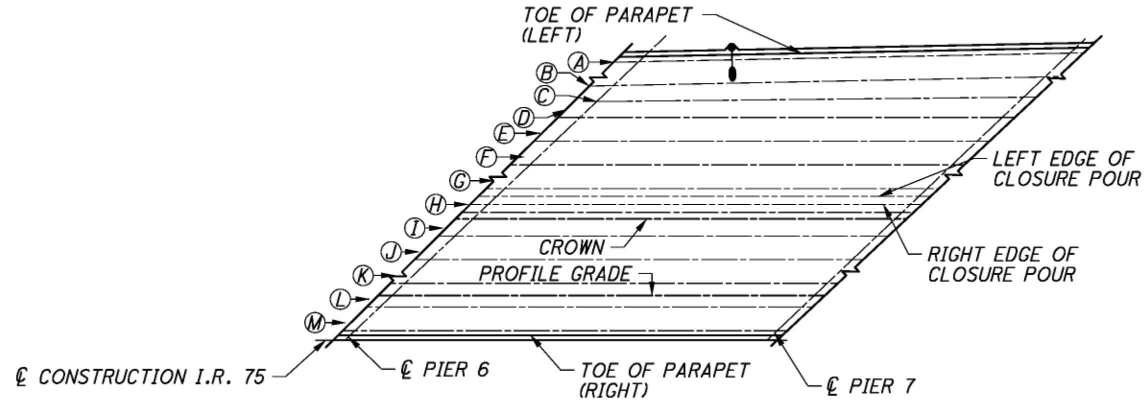
FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

IP_PWP:dms28472\075_0075CSD003.dgn 24-FEB-2012 2:47PM cdock

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 88/129 .
3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129 .



PLAN VIEW-SPAN 7
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 7)

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
TOE OF PARAPET (LEFT)	STATION	309+07.64	309+21.12	309+34.61	309+48.09	309+61.58	309+75.06	309+88.54	310+02.03	310+15.51	310+29.00	310+42.48
	FINAL DECK ELEVATION	766.94	767.08	767.21	767.33	767.44	767.54	767.62	767.69	767.75	767.80	767.84
BEAM A	STATION	309+05.91	309+19.39	309+32.88	309+46.36	309+59.85	309+73.33	309+86.81	310+00.30	310+13.78	310+27.27	310+40.75
	FINAL DECK ELEVATION	766.94	767.09	767.22	767.34	767.45	767.55	767.64	767.71	767.77	767.82	767.86
BEAM B	STATION	308+98.05	309+11.53	309+25.02	309+38.50	309+51.99	309+65.47	309+78.95	309+92.44	310+05.92	310+19.41	310+32.89
	FINAL DECK ELEVATION	766.97	767.12	767.26	767.39	767.51	767.61	767.70	767.79	767.86	767.91	767.96
BEAM C	STATION	308+92.78	309+06.12	309+19.46	309+32.81	309+46.15	309+59.49	309+72.83	309+86.17	309+99.52	310+12.86	310+26.20
	FINAL DECK ELEVATION	766.99	767.14	767.29	767.42	767.55	767.66	767.76	767.84	767.92	767.98	768.04
BEAM D	STATION	308+87.50	309+00.70	309+13.90	309+27.10	309+40.30	309+53.50	309+66.70	309+79.90	309+93.10	310+06.30	310+19.50
	FINAL DECK ELEVATION	767.01	767.16	767.31	767.45	767.58	767.70	767.80	767.90	767.98	768.05	768.11
BEAM E	STATION	308+79.69	308+92.89	309+06.09	309+19.29	309+32.49	309+45.69	309+58.89	309+72.09	309+85.29	309+98.49	310+11.69
	FINAL DECK ELEVATION	767.04	767.19	767.34	767.49	767.62	767.75	767.86	767.96	768.05	768.13	768.20
BEAM F	STATION	308+71.87	308+85.07	308+98.27	309+11.47	309+24.67	309+37.87	309+51.07	309+64.27	309+77.47	309+90.67	310+03.87
	FINAL DECK ELEVATION	767.07	767.22	767.37	767.52	767.67	767.80	767.91	768.02	768.12	768.20	768.28
BEAM G	STATION	308+64.05	308+77.25	308+90.45	309+03.65	309+16.85	309+30.05	309+43.25	309+56.45	309+69.65	309+82.85	309+96.05
	FINAL DECK ELEVATION	767.10	767.25	767.40	767.55	767.70	767.84	767.96	768.08	768.18	768.27	768.35
EDGE OF CLOSURE POUR (LEFT)	STATION	308+61.51	308+74.71	308+87.91	309+01.11	309+14.31	309+27.51	309+40.71	309+53.91	309+67.11	309+80.31	309+93.51
	FINAL DECK ELEVATION	767.11	767.26	767.41	767.56	767.71	767.85	767.98	768.10	768.20	768.29	768.38
EDGE OF CLOSURE POUR (RIGHT)	STATION	308+58.87	308+72.07	308+85.27	308+98.47	309+11.67	309+24.87	309+38.07	309+51.27	309+64.47	309+77.67	309+90.87
	FINAL DECK ELEVATION	767.12	767.27	767.42	767.57	767.72	767.86	767.99	768.11	768.22	768.32	768.40
BEAM H	STATION	308+56.24	308+69.44	308+82.64	308+95.84	309+09.04	309+22.24	309+35.44	309+48.64	309+61.84	309+75.04	309+88.24
	FINAL DECK ELEVATION	767.13	767.28	767.43	767.58	767.73	767.88	768.01	768.13	768.24	768.34	768.43
CROWN	STATION	308+54.04	308+67.24	308+80.44	308+93.64	309+06.84	309+20.04	309+33.24	309+46.44	309+59.64	309+72.84	309+86.04
	FINAL DECK ELEVATION	767.14	767.29	767.44	767.59	767.74	767.89	768.02	768.14	768.26	768.36	768.45
BEAM I	STATION	308+48.42	308+61.62	308+74.82	308+88.02	309+01.22	309+14.42	309+27.62	309+40.82	309+54.02	309+67.22	309+80.42
	FINAL DECK ELEVATION	766.99	767.14	767.29	767.44	767.59	767.74	767.88	768.01	768.12	768.23	768.32
BEAM J	STATION	308+40.61	308+53.81	308+67.01	308+80.21	308+93.41	309+06.61	309+19.81	309+33.01	309+46.21	309+59.41	309+72.61
	FINAL DECK ELEVATION	766.78	766.93	767.08	767.23	767.38	767.54	767.68	767.82	767.94	768.05	768.15
BEAM K	STATION	308+32.79	308+45.99	308+59.19	308+72.39	308+85.59	308+98.79	309+11.99	309+25.19	309+38.39	309+51.59	309+64.79
	FINAL DECK ELEVATION	766.58	766.73	766.88	767.03	767.18	767.33	767.48	767.62	767.75	767.87	767.97
PROFILE GRADE	STATION	308+28.75	308+41.95	308+55.15	308+68.35	308+81.55	308+94.75	309+07.95	309+21.15	309+34.35	309+47.55	309+60.75
	FINAL DECK ELEVATION	766.47	766.62	766.77	766.92	767.07	767.22	767.37	767.52	767.65	767.77	767.88
BEAM L	STATION	308+24.98	308+38.18	308+51.38	308+64.58	308+77.78	308+90.98	309+04.18	309+17.38	309+30.58	309+43.78	309+56.98
	FINAL DECK ELEVATION	766.37	766.52	766.67	766.82	766.97	767.12	767.27	767.42	767.55	767.68	767.79
BEAM M	STATION	308+17.16	308+30.36	308+43.56	308+56.76	308+69.96	308+83.16	308+96.36	309+09.56	309+22.76	309+35.96	309+49.16
	FINAL DECK ELEVATION	766.16	766.31	766.46	766.61	766.76	766.91	767.06	767.21	767.36	767.49	767.61
TOE OF PARAPET (RIGHT)	STATION	308+15.67	308+28.87	308+42.07	308+55.27	308+68.47	308+81.67	308+94.87	309+08.07	309+21.27	309+34.47	309+47.67
	FINAL DECK ELEVATION	766.12	766.27	766.42	766.57	766.72	766.87	767.02	767.17	767.32	767.45	767.57

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

87/129

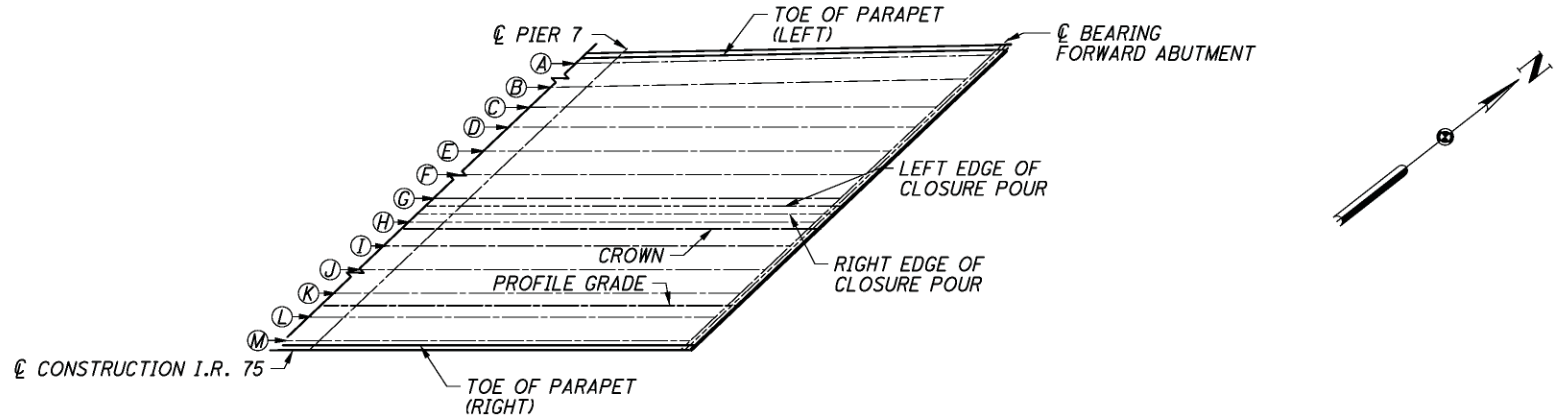
987/1565

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 81/129 THRU 87/129.

3. FOR RIGHT BRIDGE ELEVATIONS, SEE SHEET 89/129 THRU 96/129.



PLAN VIEW-SPAN 8
(LEFT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 8)

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
TOE OF PARAPET (LEFT)	STATION	310+42.48	310+54.33	310+66.18	310+78.04	310+89.89	311+01.74	311+13.59	311+25.44	311+37.30	311+49.15	311+61.00
	FINAL DECK ELEVATION	767.84	767.86	767.88	767.88	767.88	767.87	767.84	767.81	767.77	767.72	767.66
BEAM A	STATION	310+40.75	310+52.60	310+64.45	310+76.30	310+88.15	311+00.00	311+11.85	311+23.70	311+35.55	311+47.40	311+59.25
	FINAL DECK ELEVATION	767.86	767.89	767.90	767.91	767.91	767.89	767.87	767.84	767.80	767.76	767.70
BEAM B	STATION	310+32.89	310+44.74	310+56.59	310+68.44	310+80.29	310+92.14	311+03.99	311+15.84	311+27.69	311+39.54	311+51.39
	FINAL DECK ELEVATION	767.96	767.99	768.01	768.02	768.03	768.02	768.01	767.98	767.95	767.91	767.86
BEAM C	STATION	310+26.20	310+37.80	310+49.40	310+61.00	310+72.60	310+84.20	310+95.80	311+07.40	311+19.00	311+30.60	311+42.20
	FINAL DECK ELEVATION	768.04	768.08	768.11	768.13	768.14	768.14	768.14	768.13	768.10	768.07	768.03
BEAM D	STATION	310+19.50	310+31.05	310+42.60	310+54.15	310+65.70	310+77.26	310+88.81	311+00.36	311+11.91	311+23.46	311+35.01
	FINAL DECK ELEVATION	768.11	768.16	768.19	768.22	768.23	768.24	768.24	768.24	768.22	768.19	768.16
BEAM E	STATION	310+11.69	310+23.29	310+34.89	310+46.49	310+58.09	310+69.69	310+81.29	310+92.89	311+04.49	311+16.09	311+27.69
	FINAL DECK ELEVATION	768.20	768.25	768.29	768.32	768.34	768.36	768.36	768.36	768.35	768.33	768.30
BEAM F	STATION	310+03.87	310+15.47	310+27.07	310+38.67	310+50.27	310+61.87	310+73.47	310+85.07	310+96.67	311+08.27	311+19.87
	FINAL DECK ELEVATION	768.28	768.33	768.38	768.42	768.45	768.47	768.48	768.48	768.48	768.46	768.44
BEAM G	STATION	309+96.05	310+07.65	310+19.25	310+30.85	310+42.45	310+54.05	310+65.65	310+77.25	310+88.85	311+00.45	311+12.05
	FINAL DECK ELEVATION	768.35	768.41	768.47	768.51	768.55	768.57	768.59	768.60	768.60	768.59	768.57
EDGE OF CLOSURE POUR (LEFT)	STATION	309+93.51	310+05.11	310+16.71	310+28.31	310+39.91	310+51.51	310+63.11	310+74.71	310+86.31	310+97.91	311+09.51
	FINAL DECK ELEVATION	768.38	768.44	768.50	768.54	768.58	768.61	768.63	768.64	768.64	768.63	768.62
EDGE OF CLOSURE POUR (RIGHT)	STATION	309+90.87	310+02.47	310+14.07	310+25.67	310+37.27	310+48.87	310+60.47	310+72.07	310+83.67	310+95.27	311+06.87
	FINAL DECK ELEVATION	768.40	768.47	768.52	768.57	768.61	768.64	768.66	768.68	768.68	768.68	768.66
BEAM H	STATION	309+88.24	309+99.84	310+11.44	310+23.04	310+34.64	310+46.24	310+57.84	310+69.44	310+81.04	310+92.64	311+04.24
	FINAL DECK ELEVATION	768.43	768.49	768.55	768.60	768.64	768.67	768.70	768.71	768.72	768.72	768.71
CROWN	STATION	309+86.04	309+97.64	310+09.24	310+20.84	310+32.44	310+44.04	310+55.64	310+67.24	310+78.84	310+90.44	311+02.04
	FINAL DECK ELEVATION	768.45	768.51	768.57	768.63	768.67	768.70	768.73	768.74	768.75	768.75	768.74
BEAM I	STATION	309+80.42	309+92.02	310+03.62	310+15.22	310+26.82	310+38.42	310+50.02	310+61.62	310+73.22	310+84.82	310+96.42
	FINAL DECK ELEVATION	768.32	768.40	768.46	768.52	768.56	768.60	768.63	768.65	768.66	768.67	768.66
BEAM J	STATION	309+72.61	309+84.21	309+95.81	310+07.41	310+19.01	310+30.61	310+42.21	310+53.81	310+65.41	310+77.01	310+88.61
	FINAL DECK ELEVATION	768.15	768.23	768.30	768.36	768.41	768.46	768.49	768.52	768.54	768.55	768.55
BEAM K	STATION	309+64.79	309+76.39	309+87.99	309+99.59	310+11.19	310+22.79	310+34.39	310+45.99	310+57.59	310+69.19	310+80.79
	FINAL DECK ELEVATION	767.97	768.06	768.13	768.20	768.26	768.31	768.35	768.38	768.41	768.42	768.43
PROFILE GRADE	STATION	309+60.75	309+72.35	309+83.95	309+95.55	310+07.15	310+18.75	310+30.35	310+41.95	310+53.55	310+65.15	310+76.75
	FINAL DECK ELEVATION	767.88	767.97	768.05	768.12	768.18	768.23	768.28	768.31	768.34	768.36	768.37
BEAM L	STATION	309+56.98	309+68.58	309+80.18	309+91.78	310+03.38	310+14.98	310+26.58	310+38.18	310+49.78	310+61.38	310+72.98
	FINAL DECK ELEVATION	767.79	767.88	767.97	768.04	768.10	768.16	768.21	768.25	768.27	768.30	768.31
BEAM M	STATION	309+49.16	309+60.76	309+72.36	309+83.96	309+95.56	310+07.16	310+18.76	310+30.36	310+41.96	310+53.56	310+65.16
	FINAL DECK ELEVATION	767.61	767.70	767.79	767.87	767.94	768.00	768.06	768.10	768.14	768.16	768.18
TOE OF PARAPET (RIGHT)	STATION	309+47.67	309+59.27	309+70.87	309+82.47	309+94.07	310+05.67	310+17.27	310+28.87	310+40.47	310+52.07	310+63.67
	FINAL DECK ELEVATION	767.57	767.67	767.76	767.84	767.91	767.97	768.03	768.07	768.11	768.14	768.16

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE - SPAN 8
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

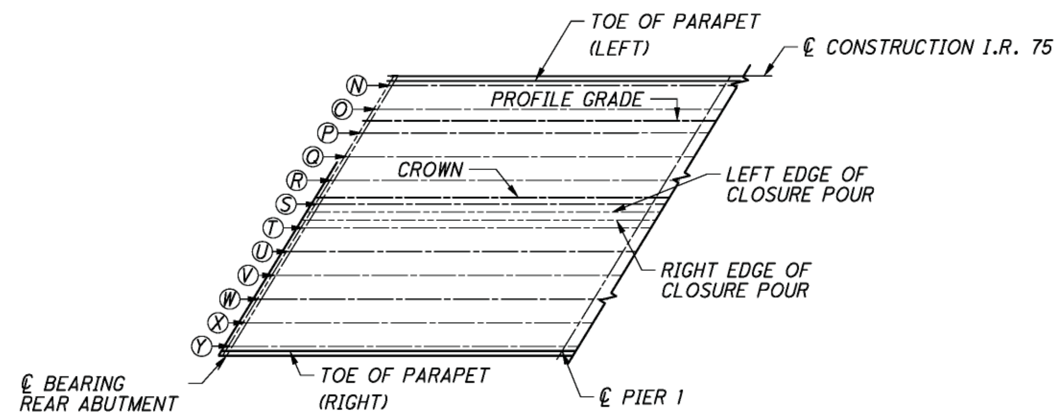
MOT-75-12.00
PID No. 77247

NOTES:

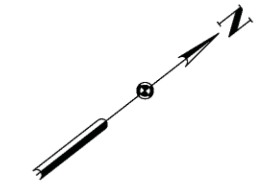
1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 90/129 THRU 96/129 .

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129 .



PLAN VIEW-SPAN 1
(RIGHT BRIDGE)



FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
TOE OF PARAPET (LEFT)	STATION	301+29.03	301+39.43	301+49.83	301+60.23	301+70.63	301+81.03	301+91.43	302+01.83	302+12.23	302+22.63	302+33.03
	FINAL DECK ELEVATION	758.29	758.41	758.53	758.65	758.77	758.89	759.00	759.12	759.24	759.36	759.48
BEAM N	STATION	301+28.16	301+38.56	301+48.96	301+59.36	301+69.76	301+80.16	301+90.56	302+00.96	302+11.36	302+21.76	302+32.16
	FINAL DECK ELEVATION	758.31	758.42	758.54	758.66	758.78	758.90	759.02	759.13	759.25	759.37	759.49
BEAM O	STATION	301+23.62	301+34.02	301+44.42	301+54.82	301+65.22	301+75.62	301+86.02	301+96.42	302+06.82	302+17.22	302+27.62
	FINAL DECK ELEVATION	758.38	758.49	758.61	758.73	758.85	758.96	759.08	759.20	759.32	759.44	759.56
PROFILE GRADE	STATION	301+21.42	301+31.82	301+42.22	301+52.62	301+63.02	301+73.42	301+83.82	301+94.22	302+04.62	302+15.02	302+25.42
	FINAL DECK ELEVATION	758.41	758.52	758.64	758.76	758.88	759.00	759.12	759.23	759.35	759.47	759.59
BEAM P	STATION	301+19.07	301+29.47	301+39.87	301+50.27	301+60.67	301+71.07	301+81.47	301+91.87	302+02.27	302+12.67	302+23.07
	FINAL DECK ELEVATION	758.45	758.56	758.68	758.79	758.91	759.03	759.15	759.27	759.39	759.51	759.62
BEAM Q	STATION	301+14.53	301+24.93	301+35.33	301+45.73	301+56.13	301+66.53	301+76.93	301+87.33	301+97.73	302+08.13	302+18.53
	FINAL DECK ELEVATION	758.52	758.63	758.74	758.86	758.98	759.10	759.22	759.34	759.45	759.57	759.69
BEAM R	STATION	301+09.98	301+20.38	301+30.78	301+41.18	301+51.58	301+61.98	301+72.38	301+82.78	301+93.18	302+03.58	302+13.98
	FINAL DECK ELEVATION	758.60	758.70	758.81	758.93	759.05	759.17	759.28	759.40	759.52	759.64	759.76
CROWN	STATION	301+06.71	301+17.11	301+27.51	301+37.91	301+48.31	301+58.71	301+69.11	301+79.51	301+89.91	302+00.31	302+10.71
	FINAL DECK ELEVATION	758.65	758.75	758.86	758.98	759.09	759.21	759.33	759.45	759.57	759.69	759.81
BEAM S	STATION	301+05.44	301+15.84	301+26.24	301+36.64	301+47.04	301+57.44	301+67.84	301+78.24	301+88.64	301+99.04	302+09.44
	FINAL DECK ELEVATION	758.60	758.70	758.81	758.93	759.05	759.17	759.28	759.40	759.52	759.64	759.76
EDGE OF CLOSURE POUR (LEFT)	STATION	301+03.90	301+14.30	301+24.70	301+35.10	301+45.50	301+55.90	301+66.30	301+76.70	301+87.10	301+97.50	302+07.91
	FINAL DECK ELEVATION	758.55	758.65	758.76	758.87	758.99	759.11	759.23	759.35	759.46	759.58	759.70
EDGE OF CLOSURE POUR (RIGHT)	STATION	301+02.37	301+12.77	301+23.17	301+33.57	301+43.97	301+54.37	301+64.77	301+75.17	301+85.57	301+95.97	302+06.37
	FINAL DECK ELEVATION	758.50	758.59	758.70	758.81	758.93	759.05	759.17	759.29	759.41	759.52	759.64
BEAM T	STATION	301+00.89	301+11.29	301+21.69	301+32.09	301+42.49	301+52.89	301+63.29	301+73.69	301+84.09	301+94.49	302+04.89
	FINAL DECK ELEVATION	758.44	758.54	758.65	758.76	758.88	758.99	759.11	759.23	759.35	759.47	759.59
BEAM U	STATION	300+96.35	301+06.75	301+17.15	301+27.55	301+37.95	301+48.35	301+58.75	301+69.15	301+79.55	301+89.95	302+00.35
	FINAL DECK ELEVATION	758.29	758.38	758.48	758.59	758.71	758.82	758.94	759.06	759.18	759.30	759.42
BEAM V	STATION	300+91.80	301+02.20	301+12.60	301+23.00	301+33.40	301+43.80	301+54.20	301+64.60	301+75.00	301+85.40	301+95.80
	FINAL DECK ELEVATION	758.13	758.22	758.32	758.42	758.54	758.65	758.77	758.89	759.01	759.13	759.25
BEAM W	STATION	300+87.26	300+97.66	301+08.06	301+18.46	301+28.86	301+39.26	301+49.66	301+60.06	301+70.46	301+80.86	301+91.26
	FINAL DECK ELEVATION	757.97	758.06	758.15	758.26	758.37	758.48	758.60	758.72	758.84	758.96	759.08
BEAM X	STATION	300+82.71	300+93.11	301+03.51	301+13.91	301+24.31	301+34.71	301+45.11	301+55.51	301+65.91	301+76.31	301+86.71
	FINAL DECK ELEVATION	757.82	757.90	757.99	758.09	758.20	758.31	758.43	758.55	758.67	758.79	758.91
BEAM Y	STATION	300+78.17	300+88.57	300+98.97	301+09.37	301+19.77	301+30.17	301+40.57	301+50.97	301+61.37	301+71.77	301+82.17
	FINAL DECK ELEVATION	757.67	757.75	757.83	757.93	758.03	758.14	758.26	758.38	758.50	758.62	758.74
TOE OF PARAPET (RIGHT)	STATION	300+77.30	300+87.70	300+98.10	301+08.50	301+18.90	301+29.30	301+39.70	301+50.10	301+60.50	301+70.90	301+81.30
	FINAL DECK ELEVATION	757.64	757.72	757.80	757.90	758.00	758.11	758.23	758.35	758.47	758.58	758.70

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707811

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

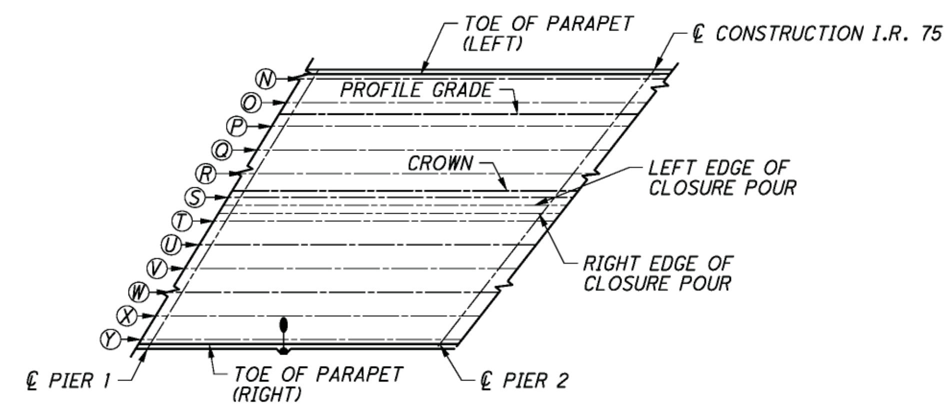
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 2
(RIGHT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
TOE OF PARAPET (LEFT)	STATION	302+33.03	302+43.50	302+53.98	302+64.45	302+74.92	302+85.40	302+95.87	303+06.34	303+16.81	303+27.29	303+37.76
	FINAL DECK ELEVATION	759.48	759.60	759.72	759.84	759.96	760.07	760.19	760.31	760.43	760.55	760.67
BEAM N	STATION	302+32.16	302+42.61	302+53.06	302+63.51	302+73.96	302+84.41	302+94.86	303+05.31	303+15.76	303+26.21	303+36.66
	FINAL DECK ELEVATION	759.49	759.61	759.73	759.85	759.97	760.09	760.21	760.32	760.44	760.56	760.68
BEAM O	STATION	302+27.62	302+37.94	302+48.27	302+58.59	302+68.92	302+79.24	302+89.56	302+99.89	303+10.21	303+20.54	303+30.86
	FINAL DECK ELEVATION	759.56	759.68	759.79	759.91	760.03	760.15	760.26	760.38	760.50	760.62	760.73
PROFILE GRADE	STATION	302+25.42	302+35.68	302+45.95	302+56.21	302+66.48	302+76.74	302+87.00	302+97.27	303+07.53	303+17.80	303+28.06
	FINAL DECK ELEVATION	759.59	759.71	759.82	759.94	760.06	760.17	760.29	760.41	760.53	760.64	760.76
BEAM P	STATION	302+23.07	302+33.27	302+43.47	302+53.67	302+63.87	302+74.07	302+84.27	302+94.47	303+04.67	303+14.87	303+25.07
	FINAL DECK ELEVATION	759.62	759.74	759.86	759.97	760.09	760.21	760.32	760.44	760.55	760.67	760.79
BEAM Q	STATION	302+18.53	302+28.60	302+38.68	302+48.75	302+58.83	302+68.90	302+78.97	302+89.05	302+99.12	303+09.20	303+19.27
	FINAL DECK ELEVATION	759.69	759.81	759.92	760.04	760.15	760.27	760.38	760.50	760.61	760.72	760.84
BEAM R	STATION	302+13.98	302+23.93	302+33.88	302+43.83	302+53.78	302+63.73	302+73.68	302+83.63	302+93.58	303+03.53	303+13.48
	FINAL DECK ELEVATION	759.76	759.87	759.98	760.10	760.21	760.33	760.44	760.55	760.67	760.78	760.89
CROWN	STATION	302+10.71	302+20.57	302+30.43	302+40.29	302+50.15	302+60.01	302+69.87	302+79.73	302+89.59	302+99.45	303+09.31
	FINAL DECK ELEVATION	759.81	759.92	760.03	760.14	760.26	760.37	760.48	760.59	760.71	760.82	760.93
BEAM S	STATION	302+09.44	302+19.26	302+29.09	302+38.91	302+48.74	302+58.56	302+68.38	302+78.21	302+88.03	302+97.86	303+07.68
	FINAL DECK ELEVATION	759.76	759.87	759.98	760.09	760.21	760.32	760.43	760.54	760.65	760.77	760.88
EDGE OF CLOSURE POUR (LEFT)	STATION	302+07.91	302+17.69	302+27.47	302+37.26	302+47.04	302+56.82	302+66.60	302+76.38	302+86.17	302+95.95	303+05.73
	FINAL DECK ELEVATION	759.70	759.81	759.92	760.04	760.15	760.26	760.37	760.48	760.59	760.70	760.82
EDGE OF CLOSURE POUR (RIGHT)	STATION	302+06.37	302+16.11	302+25.85	302+35.59	302+45.33	302+55.08	302+64.82	302+74.56	302+84.30	302+94.04	303+03.78
	FINAL DECK ELEVATION	759.64	759.75	759.87	759.98	760.09	760.20	760.31	760.42	760.53	760.64	760.75
BEAM T	STATION	302+04.89	302+14.59	302+24.29	302+33.99	302+43.69	302+53.39	302+63.09	302+72.79	302+82.49	302+92.19	303+01.89
	FINAL DECK ELEVATION	759.59	759.70	759.81	759.92	760.03	760.14	760.25	760.36	760.47	760.58	760.69
BEAM U	STATION	302+00.35	302+09.92	302+19.50	302+29.07	302+38.65	302+48.22	302+57.79	302+67.37	302+76.94	302+86.52	302+96.09
	FINAL DECK ELEVATION	759.42	759.53	759.64	759.74	759.85	759.96	760.07	760.18	760.29	760.40	760.51
BEAM V	STATION	301+95.80	302+05.25	302+14.70	302+24.15	302+33.60	302+43.05	302+52.50	302+61.95	302+71.40	302+80.85	302+90.30
	FINAL DECK ELEVATION	759.25	759.35	759.46	759.57	759.68	759.79	759.89	760.00	760.11	760.22	760.32
BEAM W	STATION	301+91.26	302+00.59	302+09.91	302+19.24	302+28.56	302+37.89	302+47.21	302+56.54	302+65.86	302+75.19	302+84.51
	FINAL DECK ELEVATION	759.08	759.18	759.29	759.40	759.50	759.61	759.71	759.82	759.93	760.03	760.14
BEAM X	STATION	301+86.71	301+95.91	302+05.11	302+14.31	302+23.51	302+32.71	302+41.91	302+51.11	302+60.31	302+69.51	302+78.71
	FINAL DECK ELEVATION	758.91	759.01	759.12	759.22	759.33	759.43	759.54	759.64	759.74	759.85	759.95
BEAM Y	STATION	301+82.17	301+91.25	302+00.32	302+09.40	302+18.47	302+27.55	302+36.62	302+45.70	302+54.77	302+63.85	302+72.92
	FINAL DECK ELEVATION	758.74	758.84	758.94	759.05	759.15	759.25	759.36	759.46	759.56	759.67	759.77
TOE OF PARAPET (RIGHT)	STATION	301+81.30	301+90.35	301+99.40	302+08.45	302+17.50	302+26.56	302+35.61	302+44.66	302+53.71	302+62.76	302+71.81
	FINAL DECK ELEVATION	758.70	758.81	758.91	759.01	759.12	759.22	759.32	759.43	759.53	759.63	759.73

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 2
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707811

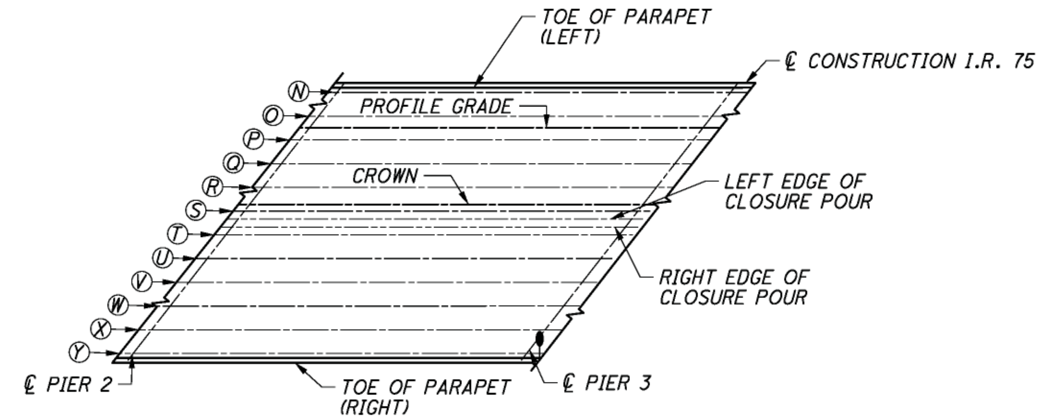
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129 .

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129 .



PLAN VIEW-SPAN 3
(RIGHT BRIDGE)

N

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 3)												
LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
TOE OF PARAPET (LEFT)	STATION	303+37.76	303+50.06	303+62.36	303+74.66	303+86.96	303+99.26	304+11.56	304+23.86	304+36.16	304+48.46	304+60.76
	FINAL DECK ELEVATION	760.67	760.81	760.95	761.09	761.23	761.37	761.51	761.65	761.79	761.93	762.07
BEAM N	STATION	303+36.66	303+48.96	303+61.26	303+73.56	303+85.86	303+98.16	304+10.46	304+22.76	304+35.06	304+47.36	304+59.66
	FINAL DECK ELEVATION	760.68	760.82	760.96	761.10	761.24	761.38	761.52	761.66	761.80	761.94	762.08
BEAM O	STATION	303+30.86	303+43.16	303+55.46	303+67.76	303+80.06	303+92.36	304+04.66	304+16.96	304+29.26	304+41.56	304+53.86
	FINAL DECK ELEVATION	760.73	760.87	761.01	761.16	761.30	761.44	761.58	761.72	761.86	762.00	762.14
PROFILE GRADE	STATION	303+28.06	303+40.36	303+52.66	303+64.96	303+77.26	303+89.56	304+01.86	304+14.16	304+26.46	304+38.76	304+51.06
	FINAL DECK ELEVATION	760.76	760.90	761.04	761.18	761.32	761.46	761.60	761.74	761.88	762.02	762.16
BEAM P	STATION	303+25.07	303+37.37	303+49.67	303+61.97	303+74.27	303+86.57	303+98.87	304+11.17	304+23.47	304+35.77	304+48.07
	FINAL DECK ELEVATION	760.79	760.93	761.07	761.21	761.35	761.49	761.63	761.77	761.91	762.05	762.19
BEAM Q	STATION	303+19.27	303+31.57	303+43.87	303+56.17	303+68.47	303+80.77	303+93.07	304+05.37	304+17.67	304+29.97	304+42.27
	FINAL DECK ELEVATION	760.84	760.98	761.12	761.26	761.40	761.54	761.68	761.82	761.96	762.10	762.24
BEAM R	STATION	303+13.48	303+25.78	303+38.08	303+50.38	303+62.68	303+74.98	303+87.28	303+99.58	304+11.88	304+24.18	304+36.48
	FINAL DECK ELEVATION	760.89	761.03	761.17	761.31	761.45	761.59	761.73	761.87	762.01	762.15	762.29
CROWN	STATION	303+09.31	303+21.61	303+33.91	303+46.21	303+58.51	303+70.81	303+83.11	303+95.41	304+07.71	304+20.01	304+32.31
	FINAL DECK ELEVATION	760.93	761.07	761.21	761.35	761.49	761.63	761.77	761.91	762.05	762.19	762.33
BEAM S	STATION	303+07.68	303+19.98	303+32.28	303+44.58	303+56.88	303+69.18	303+81.48	303+93.78	304+06.08	304+18.38	304+30.68
	FINAL DECK ELEVATION	760.88	761.02	761.16	761.30	761.44	761.58	761.72	761.86	762.00	762.14	762.28
EDGE OF CLOSURE POUR (LEFT)	STATION	303+05.73	303+18.03	303+30.33	303+42.63	303+54.93	303+67.23	303+79.53	303+91.83	304+04.13	304+16.43	304+28.73
	FINAL DECK ELEVATION	760.82	760.96	761.10	761.24	761.38	761.52	761.66	761.80	761.94	762.08	762.22
EDGE OF CLOSURE POUR (RIGHT)	STATION	303+03.78	303+16.08	303+28.38	303+40.68	303+52.98	303+65.28	303+77.58	303+89.88	304+02.18	304+14.48	304+26.78
	FINAL DECK ELEVATION	760.75	760.89	761.03	761.17	761.31	761.45	761.60	761.74	761.88	762.02	762.16
BEAM T	STATION	303+01.89	303+14.19	303+26.49	303+38.79	303+51.09	303+63.39	303+75.69	303+87.99	304+00.29	304+12.59	304+24.89
	FINAL DECK ELEVATION	760.69	760.83	760.97	761.11	761.25	761.39	761.53	761.68	761.82	761.96	762.10
BEAM U	STATION	302+96.09	303+08.39	303+20.69	303+32.99	303+45.29	303+57.59	303+69.89	303+82.19	303+94.49	304+06.79	304+19.10
	FINAL DECK ELEVATION	760.51	760.65	760.79	760.93	761.07	761.21	761.35	761.49	761.63	761.77	761.91
BEAM V	STATION	302+90.30	303+02.60	303+14.90	303+27.20	303+39.50	303+51.80	303+64.10	303+76.40	303+88.70	304+01.00	304+13.30
	FINAL DECK ELEVATION	760.32	760.46	760.60	760.74	760.88	761.03	761.17	761.31	761.45	761.59	761.73
BEAM W	STATION	302+84.51	302+96.81	303+09.11	303+21.41	303+33.71	303+46.01	303+58.31	303+70.61	303+82.91	303+95.21	304+07.51
	FINAL DECK ELEVATION	760.14	760.28	760.42	760.56	760.70	760.84	760.98	761.12	761.26	761.40	761.54
BEAM X	STATION	302+78.71	302+91.01	303+03.31	303+15.61	303+27.91	303+40.21	303+52.51	303+64.81	303+77.11	303+89.41	304+01.71
	FINAL DECK ELEVATION	759.95	760.09	760.24	760.38	760.52	760.66	760.80	760.94	761.08	761.22	761.36
BEAM Y	STATION	302+72.92	302+85.22	302+97.52	303+09.82	303+22.12	303+34.42	303+46.72	303+59.02	303+71.32	303+83.62	303+95.92
	FINAL DECK ELEVATION	759.77	759.91	760.05	760.19	760.33	760.47	760.61	760.75	760.89	761.03	761.17
TOE OF PARAPET (RIGHT)	STATION	302+71.81	302+84.11	302+96.41	303+08.71	303+21.01	303+33.31	303+45.61	303+57.91	303+70.21	303+82.51	303+94.81
	FINAL DECK ELEVATION	759.73	759.87	760.02	760.16	760.30	760.44	760.58	760.72	760.86	761.00	761.14

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD
REVISED
DESIGNED ENH
CHECKED DBT

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

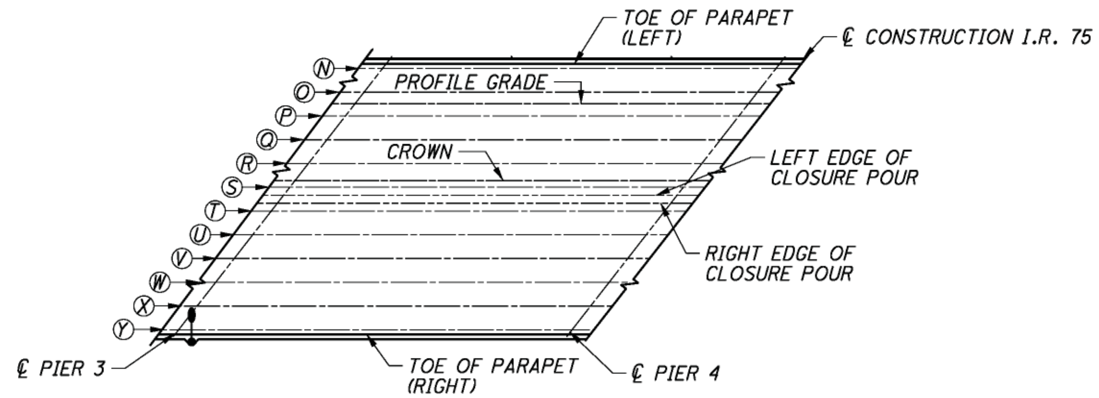
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 4
(RIGHT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 4)

		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
TOE OF PARAPET (LEFT)	STATION	304+60.76	304+73.06	304+85.36	304+97.66	305+09.96	305+22.26	305+34.56	305+46.86	305+59.16	305+71.46	305+83.76
	FINAL DECK ELEVATION	762.47	762.21	762.35	762.49	762.63	762.78	762.92	763.06	763.20	763.34	763.48
BEAM N	STATION	304+59.66	304+71.96	304+84.26	304+96.56	305+08.86	305+21.16	305+33.46	305+45.76	305+58.06	305+70.36	305+82.66
	FINAL DECK ELEVATION	762.08	762.22	762.36	762.50	762.65	762.79	762.93	763.07	763.21	763.35	763.49
BEAM O	STATION	304+53.86	304+66.16	304+78.46	304+90.76	305+03.06	305+15.36	305+27.66	305+39.96	305+52.26	305+64.56	305+76.86
	FINAL DECK ELEVATION	762.14	762.28	762.42	762.56	762.70	762.84	762.98	763.12	763.26	763.40	763.54
PROFILE GRADE	STATION	304+51.06	304+63.36	304+75.66	304+87.96	305+00.26	305+12.56	305+24.86	305+37.16	305+49.46	305+61.76	305+74.06
	FINAL DECK ELEVATION	762.16	762.30	762.44	762.58	762.72	762.86	763.00	763.14	763.28	763.42	763.56
BEAM P	STATION	304+48.07	304+60.37	304+72.67	304+84.97	304+97.27	305+09.57	305+21.87	305+34.17	305+46.47	305+58.77	305+71.07
	FINAL DECK ELEVATION	762.19	762.33	762.47	762.61	762.75	762.89	763.03	763.17	763.31	763.45	763.59
BEAM Q	STATION	304+42.27	304+54.57	304+66.87	304+79.17	304+91.47	305+03.77	305+16.07	305+28.37	305+40.67	305+52.97	305+65.27
	FINAL DECK ELEVATION	762.24	762.38	762.52	762.66	762.80	762.94	763.08	763.22	763.36	763.50	763.64
BEAM R	STATION	304+36.48	304+48.78	304+61.08	304+73.38	304+85.68	304+97.98	305+10.28	305+22.58	305+34.88	305+47.18	305+59.48
	FINAL DECK ELEVATION	762.29	762.43	762.57	762.72	762.86	763.00	763.14	763.28	763.42	763.56	763.70
CROWN	STATION	304+32.31	304+44.61	304+56.91	304+69.21	304+81.51	304+93.81	305+06.11	305+18.41	305+30.71	305+43.01	305+55.31
	FINAL DECK ELEVATION	762.33	762.47	762.61	762.75	762.89	763.03	763.17	763.31	763.45	763.59	763.73
BEAM S	STATION	304+30.68	304+42.98	304+55.28	304+67.58	304+79.88	304+92.18	305+04.48	305+16.78	305+29.08	305+41.38	305+53.68
	FINAL DECK ELEVATION	762.28	762.42	762.56	762.70	762.84	762.98	763.12	763.26	763.40	763.54	763.68
EDGE OF CLOSURE POUR (LEFT)	STATION	304+28.73	304+41.03	304+53.33	304+65.63	304+77.93	304+90.23	305+02.53	305+14.83	305+27.13	305+39.43	305+51.73
	FINAL DECK ELEVATION	762.22	762.36	762.50	762.64	762.78	762.92	763.06	763.20	763.34	763.48	763.62
EDGE OF CLOSURE POUR (RIGHT)	STATION	304+26.78	304+39.08	304+51.38	304+63.68	304+75.98	304+88.28	305+00.58	305+12.88	305+25.18	305+37.48	305+49.78
	FINAL DECK ELEVATION	762.16	762.30	762.44	762.58	762.72	762.86	763.00	763.14	763.28	763.42	763.56
BEAM T	STATION	304+24.89	304+37.19	304+49.49	304+61.79	304+74.09	304+86.39	304+98.69	305+10.99	305+23.29	305+35.59	305+47.89
	FINAL DECK ELEVATION	762.10	762.24	762.38	762.52	762.66	762.80	762.94	763.08	763.22	763.36	763.50
BEAM U	STATION	304+19.10	304+31.40	304+43.70	304+56.00	304+68.30	304+80.60	304+92.90	305+05.20	305+17.50	305+29.80	305+42.10
	FINAL DECK ELEVATION	761.91	762.05	762.19	762.33	762.47	762.61	762.75	762.89	763.03	763.17	763.31
BEAM V	STATION	304+13.30	304+25.60	304+37.90	304+50.20	304+62.50	304+74.80	304+87.10	304+99.40	305+11.70	305+24.00	305+36.30
	FINAL DECK ELEVATION	761.73	761.87	762.01	762.15	762.29	762.43	762.57	762.71	762.85	762.99	763.13
BEAM W	STATION	304+07.51	304+19.81	304+32.11	304+44.41	304+56.71	304+69.01	304+81.31	304+93.61	305+05.91	305+18.21	305+30.51
	FINAL DECK ELEVATION	761.54	761.68	761.82	761.96	762.10	762.24	762.38	762.52	762.66	762.80	762.94
BEAM X	STATION	304+01.71	304+14.01	304+26.31	304+38.61	304+50.91	304+63.21	304+75.51	304+87.81	305+00.11	305+12.41	305+24.71
	FINAL DECK ELEVATION	761.36	761.50	761.64	761.78	761.92	762.06	762.20	762.34	762.48	762.62	762.76
BEAM Y	STATION	303+95.92	304+08.22	304+20.52	304+32.82	304+45.12	304+57.42	304+69.72	304+82.02	304+94.32	305+06.62	305+18.92
	FINAL DECK ELEVATION	761.17	761.31	761.45	761.59	761.73	761.87	762.01	762.15	762.29	762.43	762.57
TOE OF PARAPET (RIGHT)	STATION	303+94.81	304+07.11	304+19.41	304+31.71	304+44.01	304+56.31	304+68.61	304+80.91	304+93.21	305+05.51	305+17.81
	FINAL DECK ELEVATION	761.14	761.28	761.42	761.56	761.70	761.84	761.98	762.12	762.26	762.40	762.54

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707811

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

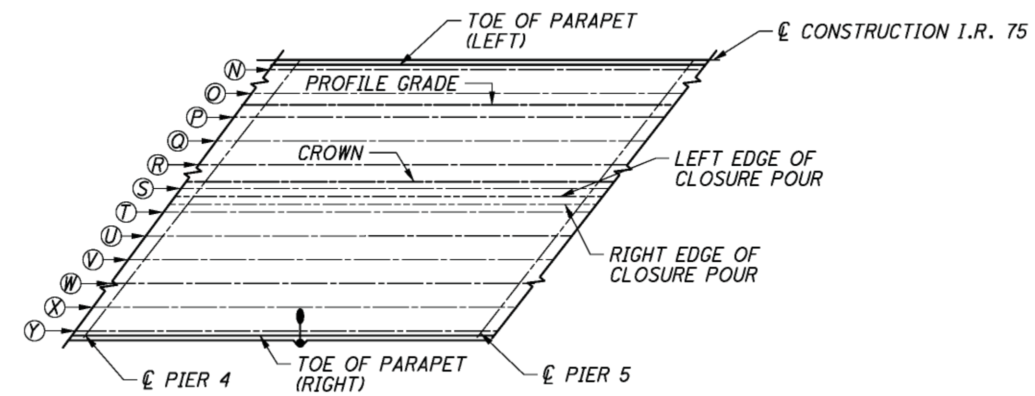
MOT-75-12.00
PID No. 77247

NOTES:

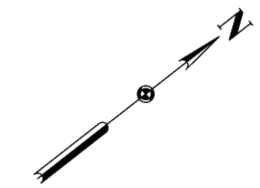
1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 5
(RIGHT BRIDGE)



FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 5)

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
TOE OF PARAPET (LEFT)	STATION	305+83.76	305+96.06	306+08.36	306+20.66	306+32.96	306+45.26	306+57.56	306+69.86	306+82.16	306+94.46	307+06.76
	FINAL DECK ELEVATION	763.48	763.62	763.76	763.90	764.04	764.18	764.32	764.46	764.60	764.74	764.88
BEAM N	STATION	305+82.66	305+94.96	306+07.26	306+19.56	306+31.86	306+44.16	306+56.46	306+68.76	306+81.06	306+93.36	307+05.66
	FINAL DECK ELEVATION	763.49	763.63	763.77	763.91	764.05	764.19	764.33	764.47	764.61	764.75	764.89
BEAM O	STATION	305+76.86	305+89.16	306+01.46	306+13.76	306+26.06	306+38.36	306+50.66	306+62.96	306+75.26	306+87.56	306+99.86
	FINAL DECK ELEVATION	763.54	763.68	763.82	763.96	764.10	764.24	764.38	764.52	764.66	764.80	764.94
PROFILE GRADE	STATION	305+74.06	305+86.36	305+98.66	306+10.96	306+23.26	306+35.56	306+47.86	306+60.16	306+72.46	306+84.76	306+97.06
	FINAL DECK ELEVATION	763.56	763.70	763.84	763.98	764.13	764.27	764.41	764.55	764.69	764.83	764.97
BEAM P	STATION	305+71.07	305+83.37	305+95.67	306+07.97	306+20.27	306+32.57	306+44.87	306+57.17	306+69.47	306+81.77	306+94.07
	FINAL DECK ELEVATION	763.59	763.73	763.87	764.01	764.15	764.29	764.43	764.57	764.71	764.85	764.99
BEAM Q	STATION	305+65.27	305+77.57	305+89.87	306+02.17	306+14.47	306+26.77	306+39.07	306+51.37	306+63.67	306+75.97	306+88.27
	FINAL DECK ELEVATION	763.64	763.78	763.92	764.06	764.20	764.35	764.49	764.63	764.77	764.91	765.05
BEAM R	STATION	305+59.48	305+71.78	305+84.08	305+96.38	306+08.68	306+20.98	306+33.28	306+45.58	306+57.88	306+70.18	306+82.48
	FINAL DECK ELEVATION	763.70	763.84	763.98	764.12	764.26	764.40	764.54	764.68	764.82	764.96	765.10
CROWN	STATION	305+55.31	305+67.61	305+79.91	305+92.21	306+04.51	306+16.81	306+29.11	306+41.41	306+53.71	306+66.01	306+78.31
	FINAL DECK ELEVATION	763.73	763.87	764.01	764.16	764.30	764.44	764.58	764.72	764.86	765.00	765.14
BEAM S	STATION	305+53.68	305+65.98	305+78.28	305+90.58	306+02.88	306+15.18	306+27.48	306+39.78	306+52.08	306+64.38	306+76.69
	FINAL DECK ELEVATION	763.68	763.82	763.96	764.10	764.24	764.38	764.52	764.66	764.80	764.94	765.08
EDGE OF CLOSURE POUR (LEFT)	STATION	305+51.73	305+64.03	305+76.33	305+88.63	306+00.93	306+13.23	306+25.53	306+37.83	306+50.13	306+62.43	306+74.73
	FINAL DECK ELEVATION	763.62	763.76	763.90	764.04	764.18	764.32	764.46	764.60	764.74	764.88	765.02
EDGE OF CLOSURE POUR (RIGHT)	STATION	305+49.78	305+62.08	305+74.38	305+86.68	305+98.98	306+11.28	306+23.58	306+35.88	306+48.18	306+60.48	306+72.78
	FINAL DECK ELEVATION	763.56	763.70	763.84	763.98	764.12	764.26	764.40	764.54	764.68	764.82	764.96
BEAM T	STATION	305+47.89	305+60.19	305+72.49	305+84.79	305+97.09	306+09.39	306+21.69	306+33.99	306+46.29	306+58.59	306+70.89
	FINAL DECK ELEVATION	763.50	763.64	763.78	763.92	764.06	764.20	764.34	764.48	764.62	764.76	764.90
BEAM U	STATION	305+42.10	305+54.40	305+66.70	305+79.00	305+91.30	306+03.60	306+15.90	306+28.20	306+40.50	306+52.80	306+65.10
	FINAL DECK ELEVATION	763.31	763.45	763.59	763.73	763.87	764.01	764.15	764.29	764.44	764.58	764.72
BEAM V	STATION	305+36.30	305+48.60	305+60.90	305+73.20	305+85.50	305+97.80	306+10.10	306+22.40	306+34.70	306+47.00	306+59.30
	FINAL DECK ELEVATION	763.13	763.27	763.41	763.55	763.69	763.83	763.97	764.11	764.25	764.39	764.53
BEAM W	STATION	305+30.51	305+42.81	305+55.11	305+67.41	305+79.71	305+92.01	306+04.31	306+16.61	306+28.91	306+41.21	306+53.51
	FINAL DECK ELEVATION	762.94	763.08	763.22	763.36	763.50	763.64	763.79	763.93	764.07	764.21	764.35
BEAM X	STATION	305+24.71	305+37.01	305+49.31	305+61.61	305+73.91	305+86.21	305+98.51	306+10.81	306+23.11	306+35.41	306+47.71
	FINAL DECK ELEVATION	762.76	762.90	763.04	763.18	763.32	763.46	763.60	763.74	763.88	764.02	764.16
BEAM Y	STATION	305+18.92	305+31.22	305+43.52	305+55.82	305+68.12	305+80.42	305+92.72	306+05.02	306+17.32	306+29.62	306+41.92
	FINAL DECK ELEVATION	762.57	762.71	762.85	763.00	763.14	763.28	763.42	763.56	763.70	763.84	763.98
TOE OF PARAPET (RIGHT)	STATION	305+17.81	305+30.11	305+42.41	305+54.71	305+67.01	305+79.31	305+91.61	306+03.91	306+16.21	306+28.51	306+40.81
	FINAL DECK ELEVATION	762.54	762.68	762.82	762.96	763.10	763.24	763.38	763.52	763.66	763.80	763.94

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707811	

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

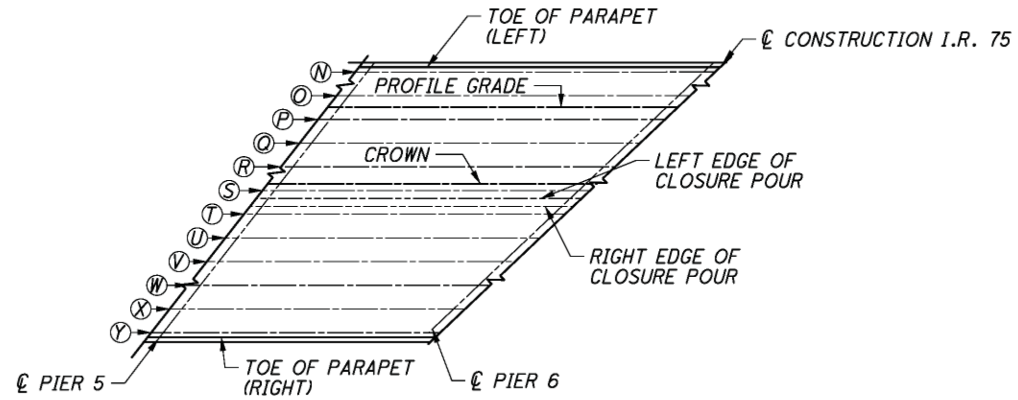
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 6
(RIGHT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 6)

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
TOE OF PARAPET (LEFT)	STATION	307+06.76	307+17.32	307+27.87	307+38.43	307+48.99	307+59.55	307+70.10	307+80.66	307+91.22	308+01.77	308+12.33
	FINAL DECK ELEVATION	764.88	765.00	765.12	765.24	765.36	765.48	765.60	765.72	765.84	765.96	766.08
BEAM N	STATION	307+05.66	307+16.18	307+26.70	307+37.21	307+47.73	307+58.25	307+68.77	307+79.29	307+89.80	308+00.32	308+10.84
	FINAL DECK ELEVATION	764.89	765.01	765.13	765.25	765.37	765.49	765.61	765.73	765.85	765.97	766.09
BEAM O	STATION	306+99.86	307+10.18	307+20.49	307+30.81	307+41.13	307+51.45	307+61.76	307+72.08	307+82.40	307+92.71	308+03.03
	FINAL DECK ELEVATION	764.94	765.06	765.18	765.29	765.41	765.53	765.65	765.76	765.88	766.00	766.12
PROFILE GRADE	STATION	306+97.06	307+07.28	307+17.50	307+27.72	307+37.94	307+48.16	307+58.37	307+68.59	307+78.81	307+89.03	307+99.25
	FINAL DECK ELEVATION	764.97	765.08	765.20	765.32	765.43	765.55	765.67	765.78	765.90	766.01	766.13
BEAM P	STATION	306+94.07	307+04.18	307+14.30	307+24.41	307+34.53	307+44.64	307+54.75	307+64.87	307+74.98	307+85.10	307+95.21
	FINAL DECK ELEVATION	764.99	765.11	765.22	765.34	765.45	765.57	765.69	765.80	765.92	766.03	766.15
BEAM Q	STATION	306+88.27	306+98.18	307+08.09	307+18.01	307+27.92	307+37.83	307+47.74	307+57.65	307+67.57	307+77.48	307+87.39
	FINAL DECK ELEVATION	765.05	765.16	765.27	765.39	765.50	765.61	765.72	765.84	765.95	766.06	766.18
BEAM R	STATION	306+82.48	306+92.19	307+01.90	307+11.61	307+21.32	307+31.03	307+40.74	307+50.45	307+60.16	307+69.87	307+79.58
	FINAL DECK ELEVATION	765.10	765.21	765.32	765.43	765.54	765.65	765.76	765.87	765.98	766.10	766.21
CROWN	STATION	306+78.31	306+87.88	306+97.44	307+07.01	307+16.57	307+26.14	307+35.70	307+45.27	307+54.83	307+64.40	307+73.96
	FINAL DECK ELEVATION	765.14	765.25	765.35	765.46	765.57	765.68	765.79	765.90	766.01	766.12	766.23
BEAM S	STATION	306+76.69	306+86.20	306+95.70	307+05.21	307+14.72	307+24.23	307+33.73	307+43.24	307+52.75	307+62.25	307+71.76
	FINAL DECK ELEVATION	765.08	765.19	765.30	765.41	765.52	765.63	765.74	765.84	765.95	766.06	766.17
EDGE OF CLOSURE POUR (LEFT)	STATION	306+74.73	306+84.17	306+93.61	307+03.05	307+12.49	307+21.93	307+31.37	307+40.81	307+50.25	307+59.69	307+69.13
	FINAL DECK ELEVATION	765.02	765.13	765.24	765.35	765.45	765.56	765.67	765.78	765.88	765.99	766.10
EDGE OF CLOSURE POUR (RIGHT)	STATION	306+72.78	306+82.15	306+91.52	307+00.89	307+10.26	307+19.64	307+29.01	307+38.38	307+47.75	307+57.12	307+66.49
	FINAL DECK ELEVATION	764.96	765.07	765.17	765.28	765.39	765.49	765.60	765.71	765.81	765.92	766.03
BEAM T	STATION	306+70.89	306+80.20	306+89.50	306+98.81	307+08.11	307+17.42	307+26.73	307+36.03	307+45.34	307+54.64	307+63.95
	FINAL DECK ELEVATION	764.90	765.01	765.11	765.22	765.32	765.43	765.54	765.64	765.75	765.85	765.96
BEAM U	STATION	306+65.10	306+74.20	306+83.31	306+92.41	307+01.51	307+10.62	307+19.72	307+28.82	307+37.92	307+47.03	307+56.13
	FINAL DECK ELEVATION	764.72	764.82	764.92	765.03	765.13	765.23	765.34	765.44	765.55	765.65	765.75
BEAM V	STATION	306+59.30	306+68.20	306+77.10	306+86.01	306+94.91	307+03.81	307+12.71	307+21.61	307+30.52	307+39.42	307+48.32
	FINAL DECK ELEVATION	764.53	764.63	764.73	764.84	764.94	765.04	765.14	765.24	765.34	765.44	765.55
BEAM W	STATION	306+53.51	306+62.21	306+70.91	306+79.61	306+88.31	306+97.01	307+05.70	307+14.40	307+23.10	307+31.80	307+40.50
	FINAL DECK ELEVATION	764.35	764.45	764.54	764.64	764.74	764.84	764.94	765.04	765.14	765.24	765.34
BEAM X	STATION	306+47.71	306+56.21	306+64.71	306+73.20	306+81.70	306+90.20	306+98.70	307+07.20	307+15.69	307+24.19	307+32.69
	FINAL DECK ELEVATION	764.16	764.26	764.35	764.45	764.55	764.65	764.74	764.84	764.94	765.03	765.13
BEAM Y	STATION	306+41.92	306+50.22	306+58.51	306+66.81	306+75.10	306+83.40	306+91.69	306+99.99	307+08.28	307+16.58	307+24.87
	FINAL DECK ELEVATION	763.98	764.07	764.17	764.26	764.35	764.45	764.54	764.64	764.73	764.83	764.92
TOE OF PARAPET (RIGHT)	STATION	306+40.81	306+49.07	306+57.32	306+65.58	306+73.83	306+82.09	306+90.35	306+98.60	307+06.86	307+15.11	307+23.37
	FINAL DECK ELEVATION	763.94	764.04	764.13	764.22	764.32	764.41	764.51	764.60	764.69	764.79	764.88

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707811

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE -SPAN 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

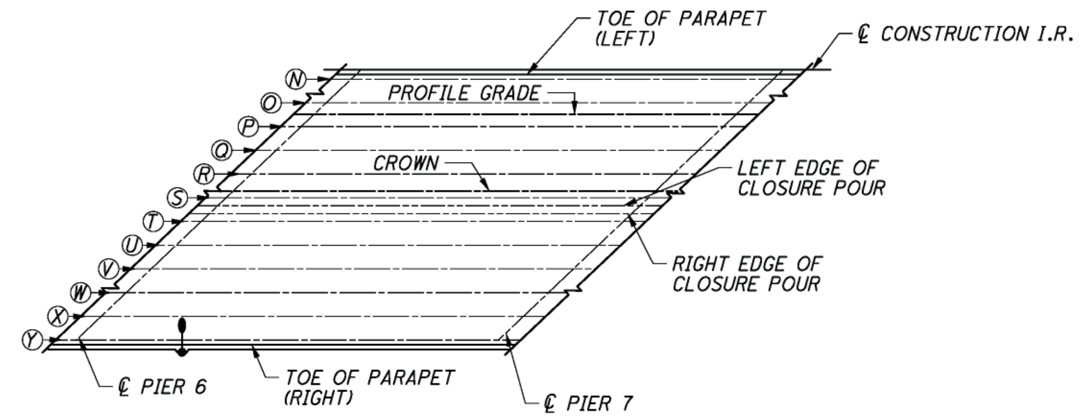
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 96/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 7
(RIGHT BRIDGE)

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 7)

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
TOE OF PARAPET (LEFT)	STATION	308+12.33	308+25.53	308+38.73	308+51.93	308+65.13	308+78.33	308+91.53	309+04.73	309+17.93	309+31.13	309+44.33
	FINAL DECK ELEVATION	766.08	766.23	766.38	766.53	766.68	766.83	766.98	767.14	767.28	767.42	767.54
BEAM N	STATION	308+10.84	308+24.04	308+37.24	308+50.44	308+63.64	308+76.84	308+90.04	309+03.24	309+16.44	309+29.64	309+42.84
	FINAL DECK ELEVATION	766.09	766.24	766.39	766.54	766.69	766.84	766.99	767.14	767.29	767.43	767.55
BEAM O	STATION	308+03.03	308+16.23	308+29.43	308+42.63	308+55.83	308+69.03	308+82.23	308+95.43	309+08.63	309+21.83	309+35.03
	FINAL DECK ELEVATION	766.12	766.27	766.42	766.57	766.72	766.87	767.02	767.17	767.32	767.46	767.60
PROFILE GRADE	STATION	307+99.25	308+12.45	308+25.65	308+38.85	308+52.05	308+65.25	308+78.45	308+91.65	309+04.85	309+18.05	309+31.25
	FINAL DECK ELEVATION	766.13	766.28	766.43	766.58	766.73	766.88	767.03	767.18	767.34	767.48	767.62
BEAM P	STATION	307+95.21	308+08.41	308+21.61	308+34.81	308+48.01	308+61.21	308+74.41	308+87.61	309+00.81	309+14.01	309+27.21
	FINAL DECK ELEVATION	766.15	766.30	766.45	766.60	766.75	766.90	767.05	767.20	767.35	767.50	767.64
BEAM Q	STATION	307+87.39	308+00.59	308+13.79	308+26.99	308+40.19	308+53.39	308+66.59	308+79.79	308+92.99	309+06.19	309+19.40
	FINAL DECK ELEVATION	766.18	766.33	766.48	766.63	766.78	766.93	767.08	767.23	767.38	767.53	767.68
BEAM R	STATION	307+79.58	307+92.78	308+05.98	308+19.18	308+32.38	308+45.58	308+58.78	308+71.98	308+85.18	308+98.38	309+11.58
	FINAL DECK ELEVATION	766.21	766.36	766.51	766.66	766.81	766.96	767.11	767.26	767.41	767.56	767.71
CROWN	STATION	307+73.96	307+87.16	308+00.36	308+13.56	308+26.76	308+39.96	308+53.16	308+66.36	308+79.56	308+92.76	309+05.96
	FINAL DECK ELEVATION	766.23	766.38	766.53	766.68	766.83	766.98	767.13	767.28	767.43	767.58	767.73
BEAM S	STATION	307+71.76	307+84.96	307+98.16	308+11.36	308+24.56	308+37.76	308+50.96	308+64.16	308+77.36	308+90.56	309+03.76
	FINAL DECK ELEVATION	766.17	766.32	766.47	766.62	766.77	766.92	767.07	767.22	767.37	767.52	767.67
EDGE OF CLOSURE POUR (LEFT)	STATION	307+69.13	307+82.33	307+95.53	308+08.73	308+21.93	308+35.13	308+48.33	308+61.53	308+74.73	308+87.93	309+01.13
	FINAL DECK ELEVATION	766.10	766.25	766.40	766.55	766.70	766.85	767.00	767.15	767.30	767.45	767.60
EDGE OF CLOSURE POUR (RIGHT)	STATION	307+66.49	307+79.69	307+92.89	308+06.09	308+19.29	308+32.49	308+45.69	308+58.89	308+72.09	308+85.29	308+98.50
	FINAL DECK ELEVATION	766.03	766.18	766.33	766.48	766.63	766.78	766.93	767.08	767.23	767.38	767.53
BEAM T	STATION	307+63.95	307+77.15	307+90.35	308+03.55	308+16.75	308+29.95	308+43.15	308+56.35	308+69.55	308+82.75	308+95.95
	FINAL DECK ELEVATION	765.96	766.11	766.26	766.41	766.56	766.71	766.86	767.01	767.16	767.32	767.47
BEAM U	STATION	307+56.13	307+69.33	307+82.53	307+95.73	308+08.93	308+22.13	308+35.33	308+48.53	308+61.73	308+74.93	308+88.13
	FINAL DECK ELEVATION	765.75	765.90	766.05	766.20	766.36	766.51	766.66	766.78	766.92	767.06	767.20
BEAM V	STATION	307+48.32	307+61.52	307+74.72	307+87.92	308+01.12	308+14.32	308+27.52	308+40.72	308+53.92	308+67.12	308+80.32
	FINAL DECK ELEVATION	765.55	765.70	765.85	766.00	766.15	766.30	766.45	766.60	766.68	766.80	766.91
BEAM W	STATION	307+40.50	307+53.70	307+66.90	307+80.10	307+93.30	308+06.50	308+19.70	308+32.90	308+46.10	308+59.30	308+72.50
	FINAL DECK ELEVATION	765.34	765.49	765.64	765.79	765.94	766.09	766.24	766.39	766.46	766.56	766.65
BEAM X	STATION	307+32.69	307+45.89	307+59.09	307+72.29	307+85.49	307+98.69	308+11.89	308+25.09	308+38.29	308+51.49	308+64.69
	FINAL DECK ELEVATION	765.13	765.28	765.43	765.58	765.73	765.88	766.03	766.18	766.33	766.34	766.42
BEAM Y	STATION	307+24.87	307+38.07	307+51.27	307+64.47	307+77.67	307+90.87	308+04.07	308+17.27	308+30.47	308+43.67	308+56.87
	FINAL DECK ELEVATION	764.92	765.07	765.22	765.37	765.52	765.67	765.83	765.98	766.13	766.15	766.21
TOE OF PARAPET (RIGHT)	STATION	307+23.37	307+36.57	307+49.77	307+62.97	307+76.17	307+89.37	308+02.57	308+15.77	308+28.97	308+42.17	308+55.38
	FINAL DECK ELEVATION	764.88	765.03	765.18	765.33	765.48	765.63	765.79	765.94	766.09	766.24	766.17

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707811	

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

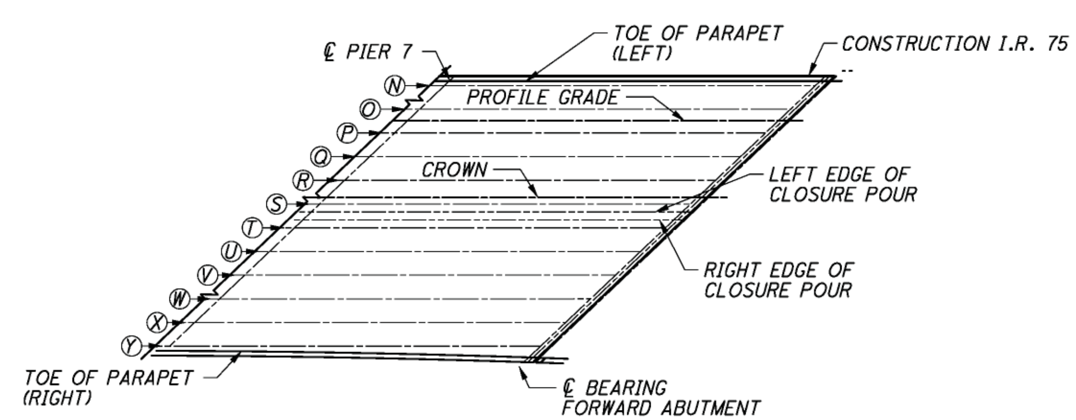
MOT-75-12.00
PID No. 77247

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

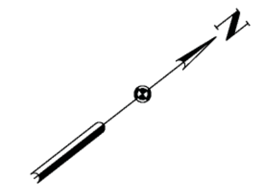
2. FOR ELEVATIONS OVER REMAINING SPANS SEE SHEETS 89/129 THRU 95/129.

3. FOR LEFT BRIDGE ELEVATIONS, SEE SHEET 81/129 THRU 88/129.



PLAN VIEW-SPAN 8

(RIGHT BRIDGE)



FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 8)

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
TOE OF PARAPET (LEFT)	STATION	309+44.33	309+55.93	309+67.53	309+79.13	309+90.73	310+02.33	310+13.93	310+25.53	310+37.13	310+48.73	310+60.33
	FINAL DECK ELEVATION	767.54	767.64	767.73	767.82	767.89	767.96	768.01	768.06	768.10	768.13	768.15
BEAM N	STATION	309+42.84	309+54.44	309+66.04	309+77.64	309+89.24	310+00.84	310+12.44	310+24.04	310+35.64	310+47.24	310+58.84
	FINAL DECK ELEVATION	767.55	767.65	767.75	767.83	767.91	767.97	768.03	768.08	768.12	768.15	768.17
BEAM O	STATION	309+35.03	309+46.63	309+58.23	309+69.83	309+81.43	309+93.03	310+04.63	310+16.23	310+27.83	310+39.43	310+51.03
	FINAL DECK ELEVATION	767.60	767.70	767.80	767.89	767.97	768.05	768.11	768.16	768.21	768.25	768.28
PROFILE GRADE	STATION	309+31.25	309+42.85	309+54.45	309+66.05	309+77.65	309+89.25	310+00.85	310+12.45	310+24.05	310+35.65	310+47.25
	FINAL DECK ELEVATION	767.62	767.73	767.83	767.92	768.01	768.08	768.15	768.21	768.25	768.29	768.33
BEAM P	STATION	309+27.21	309+38.81	309+50.41	309+62.01	309+73.61	309+85.21	309+96.81	310+08.41	310+20.01	310+31.61	310+43.21
	FINAL DECK ELEVATION	767.64	767.75	767.86	767.95	768.04	768.12	768.19	768.25	768.30	768.34	768.38
BEAM Q	STATION	309+19.40	309+31.00	309+42.60	309+54.20	309+65.80	309+77.40	309+89.00	310+00.60	310+12.20	310+23.80	310+35.40
	FINAL DECK ELEVATION	767.68	767.80	767.91	768.01	768.10	768.18	768.26	768.33	768.38	768.43	768.47
BEAM R	STATION	309+11.58	309+23.18	309+34.78	309+46.38	309+57.98	309+69.58	309+81.18	309+92.78	310+04.38	310+15.98	310+27.58
	FINAL DECK ELEVATION	767.71	767.83	767.95	768.06	768.16	768.25	768.33	768.40	768.46	768.52	768.57
CROWN	STATION	309+05.96	309+17.56	309+29.16	309+40.76	309+52.36	309+63.96	309+75.56	309+87.16	309+98.76	310+10.36	310+21.96
	FINAL DECK ELEVATION	767.73	767.86	767.98	768.09	768.20	768.29	768.38	768.45	768.52	768.58	768.63
BEAM S	STATION	309+03.76	309+15.36	309+26.96	309+38.56	309+50.16	309+61.76	309+73.36	309+84.96	309+96.56	310+08.16	310+19.76
	FINAL DECK ELEVATION	767.67	767.80	767.93	768.04	768.14	768.24	768.33	768.40	768.47	768.54	768.59
EDGE OF CLOSURE POUR (LEFT)	STATION	309+01.13	309+12.73	309+24.33	309+35.93	309+47.53	309+59.13	309+70.73	309+82.33	309+93.93	310+05.53	310+17.13
	FINAL DECK ELEVATION	767.60	767.73	767.86	767.97	768.08	768.18	768.27	768.35	768.42	768.48	768.54
EDGE OF CLOSURE POUR (RIGHT)	STATION	308+98.50	309+10.10	309+21.70	309+33.30	309+44.90	309+56.50	309+68.10	309+79.70	309+91.30	310+02.90	310+14.50
	FINAL DECK ELEVATION	767.53	767.67	767.79	767.91	768.02	768.12	768.21	768.29	768.36	768.43	768.49
BEAM T	STATION	308+95.95	309+07.55	309+19.15	309+30.75	309+42.35	309+53.95	309+65.55	309+77.15	309+88.75	310+00.35	310+11.95
	FINAL DECK ELEVATION	767.47	767.60	767.73	767.85	767.96	768.06	768.15	768.23	768.31	768.38	768.44
BEAM U	STATION	308+88.13	308+99.73	309+11.33	309+22.93	309+34.53	309+46.13	309+57.73	309+69.33	309+80.93	309+92.53	310+04.13
	FINAL DECK ELEVATION	767.20	767.34	767.47	767.60	767.72	767.83	767.93	768.03	768.11	768.19	768.26
BEAM V	STATION	308+80.32	308+91.92	309+03.52	309+15.12	309+26.72	309+38.32	309+49.92	309+61.52	309+73.12	309+84.72	309+96.32
	FINAL DECK ELEVATION	766.91	767.04	767.17	767.31	767.43	767.55	767.66	767.76	767.85	767.93	768.01
BEAM W	STATION	308+72.50	308+84.10	308+95.70	309+07.30	309+18.90	309+30.50	309+42.10	309+53.70	309+65.30	309+76.90	309+88.50
	FINAL DECK ELEVATION	766.65	766.74	766.87	767.01	767.14	767.26	767.38	767.48	767.58	767.67	767.75
BEAM X	STATION	308+64.69	308+76.29	308+87.89	308+99.49	309+11.09	309+22.69	309+34.29	309+45.89	309+57.49	309+69.09	309+80.69
	FINAL DECK ELEVATION	766.42	766.49	766.58	766.71	766.84	766.97	767.09	767.20	767.31	767.40	767.49
BEAM Y	STATION	308+56.87	308+68.47	308+80.07	308+91.67	309+03.27	309+14.87	309+26.47	309+38.07	309+49.67	309+61.27	309+72.87
	FINAL DECK ELEVATION	766.21	766.26	766.31	766.41	766.55	766.68	766.80	766.92	767.03	767.13	767.22
TOE OF PARAPET (RIGHT)	STATION	308+55.38	308+66.76	308+78.14	308+89.52	309+00.90	309+12.28	309+23.66	309+35.04	309+46.42	309+57.80	309+69.18
	FINAL DECK ELEVATION	766.17	766.21	766.26	768.35	768.47	768.59	768.70	768.81	768.90	768.98	767.15

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707811	

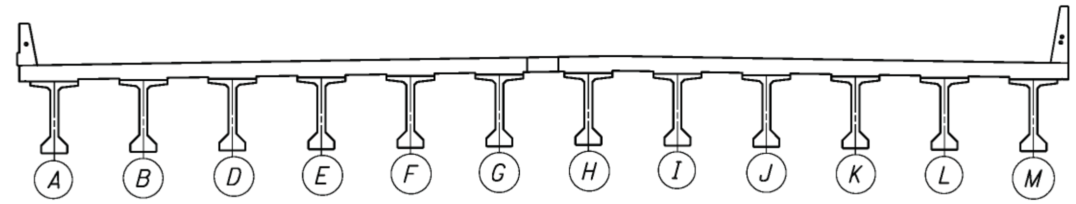
FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE - SPAN 8

BRIDGE NO. MOT-75-1227 L/R

I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
BEAM A	STATION	301+81.83	301+92.23	302+02.63	302+13.03	302+23.43	302+33.83	302+44.23	302+54.63	302+65.03	302+75.43	302+85.83
	ELEVATION	758.02	758.16	758.30	758.44	758.54	758.69	758.80	758.91	759.01	759.11	759.21
BEAM B	STATION	301+77.29	301+87.69	301+98.09	302+08.49	302+18.89	302+29.29	302+39.69	302+50.09	302+60.49	302+70.89	302+81.29
	ELEVATION	758.09	758.23	758.37	758.50	758.61	758.75	758.87	758.98	759.08	759.18	759.27
BEAM D	STATION	301+72.74	301+83.14	301+93.54	302+03.94	302+14.34	302+24.74	302+35.14	302+45.54	302+55.94	302+66.34	302+76.74
	ELEVATION	758.16	758.30	758.44	758.57	758.68	758.82	758.93	759.04	759.14	759.24	759.34
BEAM E	STATION	301+68.20	301+78.60	301+89.00	301+99.40	302+09.80	302+20.20	302+30.60	302+41.00	302+51.40	302+61.80	302+72.20
	ELEVATION	758.22	758.36	758.50	758.64	758.74	758.89	759.00	759.11	759.21	759.31	759.41
BEAM F	STATION	301+63.65	301+74.05	301+84.45	301+94.85	302+05.25	302+15.65	302+26.05	302+36.45	302+46.85	302+57.25	302+67.65
	ELEVATION	758.29	758.43	758.57	758.70	758.81	758.95	759.07	759.18	759.28	759.38	759.47
BEAM G	STATION	301+59.11	301+69.51	301+79.91	301+90.31	302+00.71	302+11.11	302+21.51	302+31.91	302+42.31	302+52.71	302+63.11
	ELEVATION	758.36	758.50	758.64	758.77	758.88	759.02	759.14	759.24	759.34	759.44	759.54
BEAM H	STATION	301+54.56	301+64.96	301+75.36	301+85.76	301+96.16	302+06.56	302+16.96	302+27.36	302+37.76	302+48.16	302+58.56
	ELEVATION	758.42	758.56	758.70	758.84	758.94	759.09	759.20	759.31	759.41	759.51	759.61
BEAM I	STATION	301+50.02	301+60.42	301+70.82	301+81.22	301+91.62	302+02.02	302+12.42	302+22.82	302+33.22	302+43.62	302+54.02
	ELEVATION	758.32	758.46	758.60	758.73	758.84	758.98	759.10	759.21	759.31	759.41	759.50
BEAM J	STATION	301+45.47	301+55.87	301+66.27	301+76.67	301+87.07	301+97.47	302+07.87	302+18.27	302+28.67	302+39.07	302+49.47
	ELEVATION	758.15	758.29	758.43	758.56	758.67	758.81	758.93	759.04	759.14	759.24	759.33
BEAM K	STATION	301+40.93	301+51.33	301+61.73	301+72.13	301+82.53	301+92.93	302+03.33	302+13.73	302+24.13	302+34.53	302+44.93
	ELEVATION	757.98	758.12	758.26	758.39	758.50	758.64	758.76	758.86	758.97	759.06	759.16
BEAM L	STATION	301+36.38	301+46.78	301+57.18	301+67.58	301+77.98	301+88.38	301+98.78	302+09.18	302+19.58	302+29.98	302+40.38
	ELEVATION	757.81	757.95	758.09	758.22	758.33	758.47	758.59	758.69	758.80	758.89	758.99
BEAM M	STATION	301+31.84	301+42.24	301+52.64	301+63.04	301+73.44	301+83.84	301+94.24	302+04.64	302+15.04	302+25.44	302+35.84
	ELEVATION	757.64	757.78	757.92	758.05	758.16	758.30	758.42	758.52	758.63	758.72	758.82

NOTES:

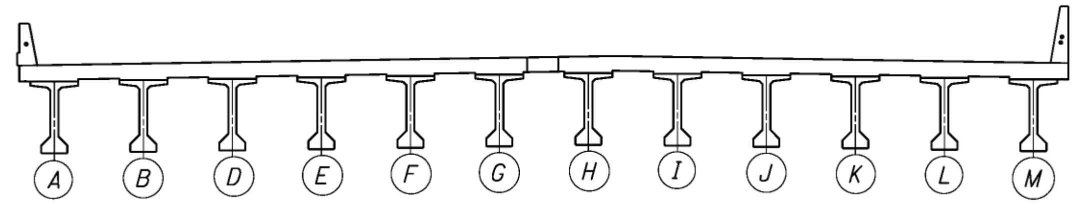
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 98/129 THRU 103/129.
3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.
4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

REVIEWED	DATE	DRAWN	DESIGNED
JOL	2/21/2012	CDD	ENH
STRUCTURE FILE NUMBER 5707803		REVISED	CHECKED DBT

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE -SPAN 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 2)												
LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
BEAM A	STATION	302+85.83	302+97.76	303+09.68	303+21.61	303+33.53	303+45.46	303+57.38	303+69.31	303+81.23	303+93.16	304+05.08
	ELEVATION	759.21	759.37	759.54	759.70	759.85	759.99	760.12	760.24	760.36	760.46	760.57
BEAM B	STATION	302+81.29	302+93.09	303+04.89	303+16.69	303+28.49	303+40.29	303+52.09	303+63.89	303+75.69	303+87.49	303+99.29
	ELEVATION	759.27	759.44	759.60	759.76	759.91	760.05	760.18	760.30	760.41	760.51	760.62
BEAM D	STATION	302+76.74	302+88.42	303+00.09	303+11.77	303+23.44	303+35.12	303+46.79	303+58.47	303+70.14	303+81.82	303+93.49
	ELEVATION	759.34	759.50	759.67	759.83	759.97	760.11	760.24	760.36	760.47	760.57	760.67
BEAM E	STATION	302+72.20	302+83.75	302+95.30	303+06.85	303+18.40	303+29.95	303+41.50	303+53.05	303+64.60	303+76.15	303+87.70
	ELEVATION	759.41	759.57	759.73	759.89	760.04	760.17	760.30	760.41	760.52	760.62	760.72
BEAM F	STATION	302+67.65	302+79.08	302+90.50	303+01.93	303+13.35	303+24.78	303+36.21	303+47.63	303+59.06	303+70.48	303+81.91
	ELEVATION	759.47	759.64	759.80	759.95	760.10	760.23	760.36	760.47	760.58	760.68	760.78
BEAM G	STATION	302+63.11	302+74.41	302+85.71	302+97.01	303+08.31	303+19.61	303+30.91	303+42.21	303+53.51	303+64.81	303+76.11
	ELEVATION	759.54	759.70	759.86	760.01	760.16	760.29	760.42	760.53	760.63	760.73	760.83
BEAM H	STATION	302+58.56	302+69.74	302+80.91	302+92.09	303+03.26	303+14.44	303+25.62	303+36.79	303+47.97	303+59.14	303+70.32
	ELEVATION	759.61	759.77	759.92	760.08	760.22	760.35	760.47	760.59	760.69	760.79	760.88
BEAM I	STATION	302+54.02	302+65.07	302+76.12	302+87.17	302+98.22	303+09.27	303+20.32	303+31.37	303+42.42	303+53.47	303+64.52
	ELEVATION	759.50	759.66	759.82	759.97	760.11	760.24	760.36	760.47	760.57	760.67	760.76
BEAM J	STATION	302+49.47	302+60.40	302+71.32	302+82.25	302+93.17	303+04.10	303+15.03	303+25.95	303+36.88	303+47.80	303+58.73
	ELEVATION	759.33	759.49	759.64	759.79	759.93	760.06	760.18	760.29	760.39	760.49	760.58
BEAM K	STATION	302+44.93	302+55.73	302+66.53	302+77.33	302+88.13	302+98.93	303+09.73	303+20.53	303+31.33	303+42.13	303+52.93
	ELEVATION	759.16	759.32	759.47	759.62	759.76	759.89	760.00	760.11	760.21	760.30	760.39
BEAM L	STATION	302+40.38	302+51.06	302+61.73	302+72.41	302+83.08	302+93.76	303+04.44	303+15.11	303+25.79	303+36.46	303+47.14
	ELEVATION	758.99	759.14	759.30	759.44	759.58	759.71	759.82	759.93	760.03	760.12	760.21
BEAM M	STATION	302+35.84	302+46.39	302+56.94	302+67.49	302+78.04	302+88.59	302+99.14	303+09.69	303+20.24	303+30.79	303+41.34
	ELEVATION	758.82	758.97	759.12	759.27	759.40	759.53	759.65	759.75	759.85	759.94	760.03

NOTES:

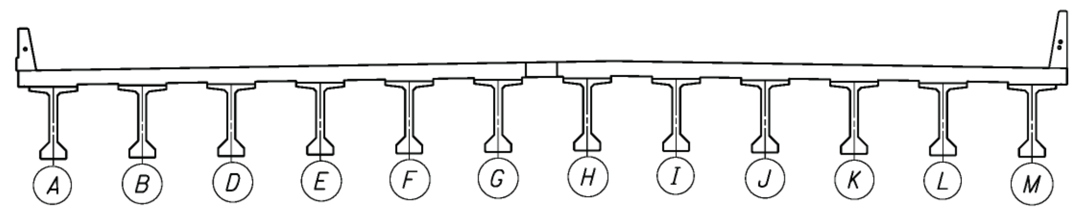
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129.
3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.
4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 2
BRIDGE NO. MOT-I75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 3)												
LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
BEAM A	STATION	304+05.08	304+17.38	304+29.68	304+41.98	304+54.28	304+66.58	304+78.88	304+91.18	305+03.48	305+15.78	305+28.08
	ELEVATION	760.57	760.74	760.92	761.09	761.25	761.39	761.53	761.65	761.76	761.86	761.97
BEAM B	STATION	303+99.29	304+11.59	304+23.89	304+36.19	304+48.49	304+60.79	304+73.09	304+85.39	304+97.69	305+09.99	305+22.29
	ELEVATION	760.62	760.80	760.97	761.14	761.30	761.45	761.58	761.70	761.81	761.92	762.02
BEAM D	STATION	303+93.49	304+05.79	304+18.09	304+30.39	304+42.69	304+54.99	304+67.29	304+79.59	304+91.89	305+04.19	305+16.49
	ELEVATION	760.67	760.85	761.02	761.19	761.35	761.50	761.63	761.75	761.87	761.97	762.07
BEAM E	STATION	303+87.70	304+00.00	304+12.30	304+24.60	304+36.90	304+49.20	304+61.50	304+73.80	304+86.10	304+98.40	305+10.70
	ELEVATION	760.72	760.90	761.08	761.25	761.40	761.55	761.68	761.81	761.92	762.02	762.13
BEAM F	STATION	303+81.91	303+94.21	304+06.51	304+18.81	304+31.11	304+43.41	304+55.71	304+68.01	304+80.31	304+92.61	305+04.91
	ELEVATION	760.78	760.95	761.13	761.30	761.46	761.60	761.74	761.86	761.97	762.07	762.18
BEAM G	STATION	303+76.11	303+88.41	304+00.71	304+13.01	304+25.31	304+37.61	304+49.91	304+62.21	304+74.51	304+86.81	304+99.11
	ELEVATION	760.83	761.01	761.18	761.35	761.51	761.66	761.79	761.91	762.02	762.13	762.23
BEAM H	STATION	303+70.32	303+82.62	303+94.92	304+07.22	304+19.52	304+31.82	304+44.12	304+56.42	304+68.72	304+81.02	304+93.32
	ELEVATION	760.88	761.06	761.23	761.40	761.56	761.71	761.84	761.96	762.08	762.18	762.28
BEAM I	STATION	303+64.52	303+76.82	303+89.12	304+01.42	304+13.72	304+26.02	304+38.32	304+50.62	304+62.92	304+75.22	304+87.52
	ELEVATION	760.76	760.94	761.12	761.29	761.44	761.59	761.72	761.85	761.96	762.06	762.17
BEAM J	STATION	303+58.73	303+71.03	303+83.33	303+95.63	304+07.93	304+20.23	304+32.53	304+44.83	304+57.13	304+69.43	304+81.73
	ELEVATION	760.58	760.76	760.93	761.10	761.26	761.41	761.54	761.66	761.77	761.88	761.98
BEAM K	STATION	303+52.93	303+65.23	303+77.53	303+89.83	304+02.13	304+14.43	304+26.73	304+39.03	304+51.33	304+63.63	304+75.93
	ELEVATION	760.39	760.57	760.75	760.92	761.07	761.22	761.36	761.48	761.59	761.69	761.80
BEAM L	STATION	303+47.14	303+59.44	303+71.74	303+84.04	303+96.34	304+08.64	304+20.94	304+33.24	304+45.54	304+57.84	304+70.14
	ELEVATION	760.21	760.39	760.56	760.73	760.89	761.04	761.17	761.29	761.40	761.51	761.61
BEAM M	STATION	303+41.34	303+53.64	303+65.94	303+78.24	303+90.54	304+02.84	304+15.14	304+27.44	304+39.74	304+52.04	304+64.34
	ELEVATION	760.03	760.20	760.38	760.55	760.71	760.85	760.99	761.11	761.22	761.32	761.43

NOTES:

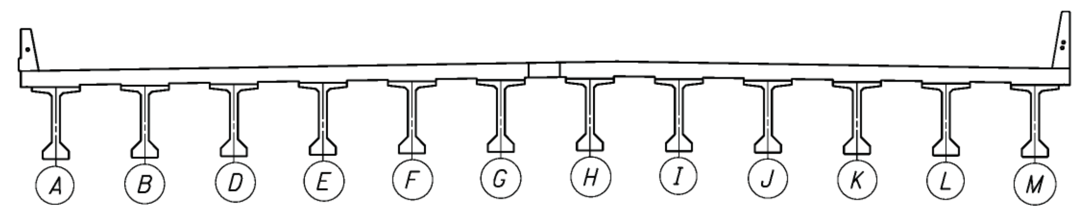
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129.
3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.
4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | DRAWN CDD | REVIEWED JOL | DATE 2/21/2012
CHECKED DBT | REVISED | STRUCTURE FILE NUMBER 5707803

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE -SPAN 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 4)												
LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
BEAM A	STATION	305+28.08	305+40.38	305+52.68	305+64.98	305+77.28	305+89.58	306+01.88	306+14.18	306+26.48	306+38.78	306+51.08
	ELEVATION	761.97	762.14	762.32	762.49	762.65	762.80	762.93	763.05	763.16	763.27	763.37
BEAM B	STATION	305+22.29	305+34.59	305+46.89	305+59.19	305+71.49	305+83.79	305+96.09	306+08.39	306+20.69	306+32.99	306+45.29
	ELEVATION	762.02	762.20	762.37	762.54	762.70	762.85	762.98	763.10	763.21	763.32	763.42
BEAM D	STATION	305+16.49	305+28.79	305+41.09	305+53.39	305+65.69	305+77.99	305+90.29	306+02.59	306+14.89	306+27.19	306+39.49
	ELEVATION	762.07	762.25	762.43	762.60	762.75	762.90	763.03	763.16	763.27	763.37	763.48
BEAM E	STATION	305+10.70	305+23.00	305+35.30	305+47.60	305+59.90	305+72.20	305+84.50	305+96.80	306+09.10	306+21.40	306+33.70
	ELEVATION	762.13	762.30	762.48	762.65	762.81	762.95	763.09	763.21	763.32	763.42	763.53
BEAM F	STATION	305+04.91	305+17.21	305+29.51	305+41.81	305+54.11	305+66.41	305+78.71	305+91.01	306+03.31	306+15.61	306+27.91
	ELEVATION	762.18	762.36	762.53	762.70	762.86	763.01	763.14	763.26	763.37	763.48	763.58
BEAM G	STATION	304+99.11	305+11.41	305+23.71	305+36.01	305+48.31	305+60.61	305+72.91	305+85.21	305+97.51	306+09.81	306+22.11
	ELEVATION	762.23	762.41	762.58	762.75	762.91	763.06	763.19	763.31	763.43	763.53	763.63
BEAM H	STATION	304+93.32	305+05.62	305+17.92	305+30.22	305+42.52	305+54.82	305+67.12	305+79.42	305+91.72	306+04.02	306+16.32
	ELEVATION	762.28	762.46	762.64	762.81	762.96	763.11	763.24	763.37	763.48	763.58	763.69
BEAM I	STATION	304+87.52	304+99.82	305+12.12	305+24.42	305+36.72	305+49.02	305+61.32	305+73.62	305+85.92	305+98.22	306+10.52
	ELEVATION	762.17	762.34	762.52	762.69	762.85	762.99	763.13	763.25	763.36	763.46	763.57
BEAM J	STATION	304+81.73	304+94.03	305+06.33	305+18.63	305+30.93	305+43.23	305+55.53	305+67.83	305+80.13	305+92.43	306+04.73
	ELEVATION	761.98	762.16	762.33	762.50	762.66	762.81	762.94	763.06	763.18	763.28	763.38
BEAM K	STATION	304+75.93	304+88.23	305+00.53	305+12.83	305+25.13	305+37.43	305+49.73	305+62.03	305+74.33	305+86.63	305+98.93
	ELEVATION	761.80	761.97	762.15	762.32	762.48	762.62	762.76	762.88	762.99	763.09	763.20
BEAM L	STATION	304+70.14	304+82.44	304+94.74	305+07.04	305+19.34	305+31.64	305+43.94	305+56.24	305+68.54	305+80.84	305+93.14
	ELEVATION	761.61	761.79	761.96	762.13	762.29	762.44	762.57	762.69	762.81	762.91	763.01
BEAM M	STATION	304+64.34	304+76.64	304+88.94	305+01.24	305+13.54	305+25.84	305+38.14	305+50.44	305+62.74	305+75.04	305+87.34
	ELEVATION	761.43	761.60	761.78	761.95	762.11	762.25	762.39	762.51	762.62	762.73	762.83

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129 .

3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.

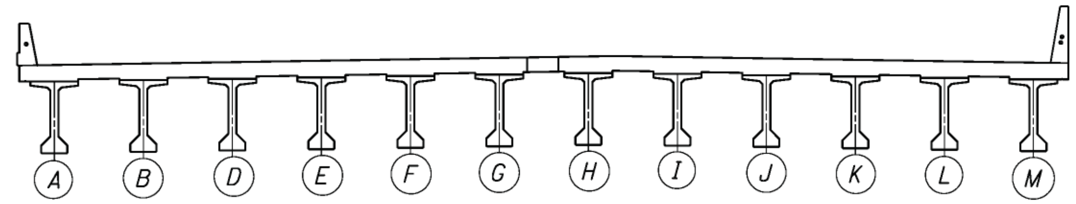
4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 5)												
LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
BEAM A	STATION	306+51.08	306+63.38	306+75.68	306+87.98	307+00.28	307+12.58	307+24.88	307+37.18	307+49.48	307+61.78	307+74.08
	ELEVATION	763.37	763.55	763.72	763.89	764.05	764.20	764.33	764.45	764.56	764.67	764.77
BEAM B	STATION	306+45.29	306+57.59	306+69.89	306+82.19	306+94.49	307+06.79	307+19.09	307+31.39	307+43.69	307+55.99	307+68.29
	ELEVATION	763.42	763.60	763.78	763.94	764.10	764.25	764.38	764.50	764.62	764.72	764.83
BEAM D	STATION	306+39.49	306+51.79	306+64.09	306+76.39	306+88.69	307+00.99	307+13.29	307+25.59	307+37.89	307+50.19	307+62.49
	ELEVATION	763.48	763.65	763.83	764.00	764.16	764.30	764.44	764.56	764.67	764.77	764.88
BEAM E	STATION	306+33.70	306+46.00	306+58.30	306+70.60	306+82.90	306+95.20	307+07.50	307+19.80	307+32.10	307+44.40	307+56.70
	ELEVATION	763.53	763.70	763.88	764.05	764.21	764.35	764.49	764.61	764.72	764.83	764.93
BEAM F	STATION	306+27.91	306+40.21	306+52.51	306+64.81	306+77.11	306+89.41	307+01.71	307+14.01	307+26.31	307+38.61	307+50.91
	ELEVATION	763.58	763.76	763.93	764.10	764.26	764.41	764.54	764.66	764.77	764.88	764.98
BEAM G	STATION	306+22.11	306+34.41	306+46.71	306+59.01	306+71.31	306+83.61	306+95.91	307+08.21	307+20.51	307+32.81	307+45.11
	ELEVATION	763.63	763.81	763.99	764.15	764.31	764.46	764.59	764.72	764.83	764.93	765.04
BEAM H	STATION	306+16.32	306+28.62	306+40.92	306+53.22	306+65.52	306+77.82	306+90.12	307+02.42	307+14.72	307+27.02	307+39.32
	ELEVATION	763.69	763.86	764.04	764.21	764.37	764.51	764.65	764.77	764.88	764.98	765.09
BEAM I	STATION	306+10.52	306+22.82	306+35.12	306+47.42	306+59.72	306+72.02	306+84.32	306+96.62	307+08.92	307+21.22	307+33.52
	ELEVATION	763.57	763.74	763.92	764.09	764.25	764.39	764.53	764.65	764.76	764.87	764.97
BEAM J	STATION	306+04.73	306+17.03	306+29.33	306+41.63	306+53.93	306+66.23	306+78.53	306+90.83	307+03.13	307+15.43	307+27.73
	ELEVATION	763.38	763.56	763.74	763.90	764.06	764.21	764.34	764.46	764.58	764.68	764.79
BEAM K	STATION	305+98.93	306+11.23	306+23.53	306+35.83	306+48.13	306+60.43	306+72.73	306+85.03	306+97.33	307+09.63	307+21.93
	ELEVATION	763.20	763.38	763.55	763.72	763.88	764.02	764.16	764.28	764.39	764.50	764.60
BEAM L	STATION	305+93.14	306+05.44	306+17.74	306+30.04	306+42.34	306+54.64	306+66.94	306+79.24	306+91.54	307+03.84	307+16.14
	ELEVATION	763.01	763.19	763.37	763.53	763.69	763.84	763.97	764.10	764.21	764.31	764.42
BEAM M	STATION	305+87.34	305+99.64	306+11.94	306+24.24	306+36.54	306+48.84	306+61.14	306+73.44	306+85.74	306+98.04	307+10.34
	ELEVATION	762.83	763.01	763.18	763.35	763.51	763.65	763.79	763.91	764.02	764.13	764.23

NOTES:

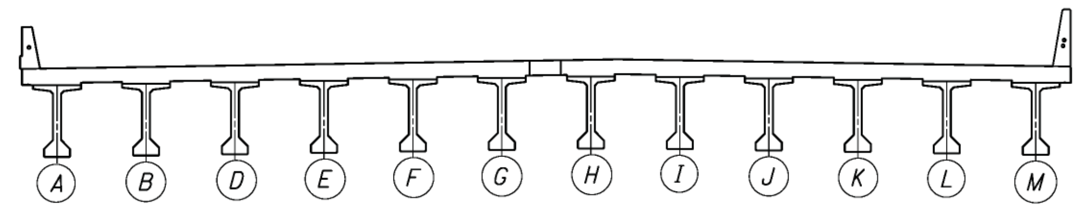
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129.
3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.
4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DBT | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 6)												
LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
BEAM A	STATION	307+74.08	307+87.26	308+00.45	308+13.63	308+26.81	308+40.00	308+53.18	308+66.36	308+79.54	308+92.73	309+05.91
	ELEVATION	764.77	764.97	765.16	765.34	765.51	765.67	765.81	765.93	766.04	766.14	766.23
BEAM B	STATION	307+68.29	307+81.27	307+94.24	308+07.22	308+20.19	308+33.17	308+46.15	308+59.12	308+72.10	308+85.07	308+98.05
	ELEVATION	764.83	765.02	765.21	765.39	765.56	765.71	765.85	765.96	766.07	766.17	766.26
BEAM D	STATION	307+62.49	307+74.99	307+87.49	307+99.99	308+12.49	308+25.00	308+37.50	308+50.00	308+62.50	308+75.00	308+87.50
	ELEVATION	764.88	765.07	765.26	765.44	765.61	765.76	765.89	766.01	766.11	766.21	766.30
BEAM E	STATION	307+56.70	307+69.00	307+81.30	307+93.60	308+05.90	308+18.20	308+30.49	308+42.79	308+55.09	308+67.39	308+79.69
	ELEVATION	764.93	765.12	765.31	765.48	765.65	765.80	765.93	766.05	766.15	766.24	766.33
BEAM F	STATION	307+50.91	307+63.01	307+75.10	307+87.20	307+99.29	308+11.39	308+23.49	308+35.58	308+47.68	308+59.77	308+71.87
	ELEVATION	764.98	765.17	765.35	765.53	765.69	765.84	765.97	766.08	766.18	766.27	766.36
BEAM G	STATION	307+45.11	307+57.00	307+68.90	307+80.79	307+92.69	308+04.58	308+16.47	308+28.37	308+40.26	308+52.16	308+64.05
	ELEVATION	765.04	765.22	765.40	765.58	765.74	765.88	766.01	766.12	766.22	766.30	766.39
BEAM H	STATION	307+39.32	307+51.01	307+62.70	307+74.40	307+86.09	307+97.78	308+09.47	308+21.16	308+32.86	308+44.55	308+56.24
	ELEVATION	765.09	765.27	765.45	765.62	765.78	765.92	766.05	766.15	766.25	766.34	766.42
BEAM I	STATION	307+33.52	307+45.01	307+56.50	307+67.99	307+79.48	307+90.97	308+02.46	308+13.95	308+25.44	308+36.93	308+48.42
	ELEVATION	764.97	765.15	765.33	765.50	765.65	765.79	765.91	766.02	766.11	766.20	766.28
BEAM J	STATION	307+27.73	307+39.02	307+50.31	307+61.59	307+72.88	307+84.17	307+95.46	308+06.75	308+18.03	308+29.32	308+40.61
	ELEVATION	764.79	764.96	765.14	765.30	765.46	765.59	765.71	765.82	765.91	765.99	766.07
BEAM K	STATION	307+21.93	307+33.02	307+44.10	307+55.19	307+66.27	307+77.36	307+88.45	307+99.53	308+10.62	308+21.70	308+32.79
	ELEVATION	764.60	764.78	764.95	765.11	765.26	765.40	765.52	765.62	765.71	765.79	765.87
BEAM L	STATION	307+16.14	307+27.02	307+37.91	307+48.79	307+59.68	307+70.56	307+81.44	307+92.33	308+03.21	308+14.10	308+24.98
	ELEVATION	764.42	764.59	764.76	764.92	765.07	765.20	765.32	765.42	765.50	765.58	765.66
BEAM M	STATION	307+10.34	307+21.02	307+31.70	307+42.39	307+53.07	307+63.75	307+74.43	307+85.11	307+95.80	308+06.48	308+17.16
	ELEVATION	764.23	764.40	764.57	764.73	764.88	765.01	765.12	765.22	765.30	765.38	765.45

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129.

3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.

4. BEAM LINE Ⓒ IS IN SPANS 7 AND 8 ONLY.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531
DESIGNED ENH
CHECKED DBT
DRAWN CDD
REVISED
REVIEWED JOL
DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

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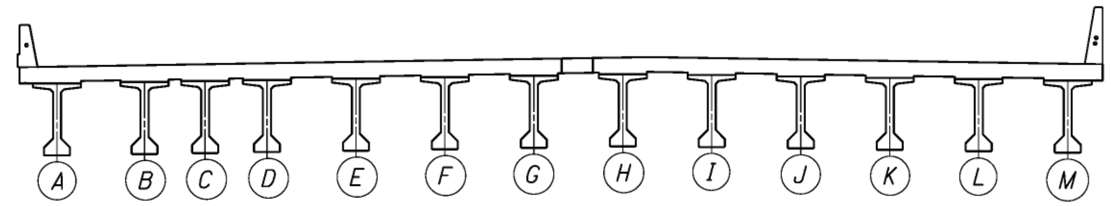


LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 7)												
LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
BEAM A	STATION	309+05.91	309+19.39	309+32.88	309+46.36	309+59.85	309+73.33	309+86.81	310+00.30	310+13.78	310+27.27	310+40.75
	ELEVATION	766.23	766.43	766.61	766.76	766.90	766.91	767.08	767.13	767.16	767.16	767.15
BEAM B	STATION	308+98.05	309+11.53	309+25.02	309+38.50	309+51.99	309+65.47	309+78.95	309+92.44	310+05.92	310+19.41	310+32.89
	ELEVATION	766.26	766.46	766.65	766.81	766.95	766.97	767.15	767.21	767.24	767.25	767.25
BEAM C	STATION	308+92.78	309+06.12	309+19.46	309+32.81	309+46.15	309+59.49	309+72.83	309+86.17	309+99.52	310+12.86	310+26.20
	ELEVATION	766.28	766.48	766.67	766.84	766.99	767.01	767.20	767.26	767.30	767.32	767.33
BEAM D	STATION	308+87.50	309+00.70	309+13.90	309+27.10	309+40.30	309+53.50	309+66.70	309+79.90	309+93.10	310+06.30	310+19.50
	ELEVATION	766.30	766.50	766.70	766.87	767.03	767.06	767.25	767.32	767.36	767.39	767.40
BEAM E	STATION	308+79.69	308+92.89	309+06.09	309+19.29	309+32.49	309+45.69	309+58.89	309+72.09	309+85.29	309+98.49	310+11.69
	ELEVATION	766.33	766.53	766.73	766.91	767.07	767.11	767.30	767.38	767.43	767.47	767.49
BEAM F	STATION	308+71.87	308+85.07	308+98.27	309+11.47	309+24.67	309+37.87	309+51.07	309+64.27	309+77.47	309+90.67	310+03.87
	ELEVATION	766.36	766.56	766.76	766.94	767.11	767.15	767.36	767.44	767.50	767.54	767.57
BEAM G	STATION	308+64.05	308+77.25	308+90.45	309+03.65	309+16.85	309+30.05	309+43.25	309+56.45	309+69.65	309+82.85	309+96.05
	ELEVATION	766.39	766.59	766.79	766.97	767.15	767.20	767.41	767.50	767.56	767.61	767.64
BEAM H	STATION	308+56.24	308+69.44	308+82.64	308+95.84	309+09.04	309+22.24	309+35.44	309+48.64	309+61.84	309+75.04	309+88.24
	ELEVATION	766.42	766.62	766.82	767.00	767.18	767.24	767.45	767.55	767.62	767.68	767.72
BEAM I	STATION	308+48.42	308+61.62	308+74.82	308+88.02	309+01.22	309+14.42	309+27.62	309+40.82	309+54.02	309+67.22	309+80.42
	ELEVATION	766.28	766.48	766.68	766.86	767.04	767.10	767.32	767.43	767.51	767.57	767.61
BEAM J	STATION	308+40.61	308+53.81	308+67.01	308+80.21	308+93.41	309+06.61	309+19.81	309+33.01	309+46.21	309+59.41	309+72.61
	ELEVATION	766.07	766.27	766.47	766.66	766.83	766.89	767.13	767.24	767.32	767.39	767.44
BEAM K	STATION	308+32.79	308+45.99	308+59.19	308+72.39	308+85.59	308+98.79	309+11.99	309+25.19	309+38.39	309+51.59	309+64.79
	ELEVATION	765.87	766.06	766.26	766.45	766.62	766.69	766.92	767.04	767.13	767.20	767.26
BEAM L	STATION	308+24.98	308+38.18	308+51.38	308+64.58	308+77.78	308+90.98	309+04.18	309+17.38	309+30.58	309+43.78	309+56.98
	ELEVATION	765.66	765.86	766.05	766.24	766.41	766.48	766.71	766.84	766.94	767.02	767.08
BEAM M	STATION	308+17.16	308+30.36	308+43.56	308+56.76	308+69.96	308+83.16	308+96.36	309+09.56	309+22.76	309+35.96	309+49.16
	ELEVATION	765.45	765.65	765.84	766.03	766.21	766.27	766.51	766.63	766.74	766.82	766.90

NOTES:

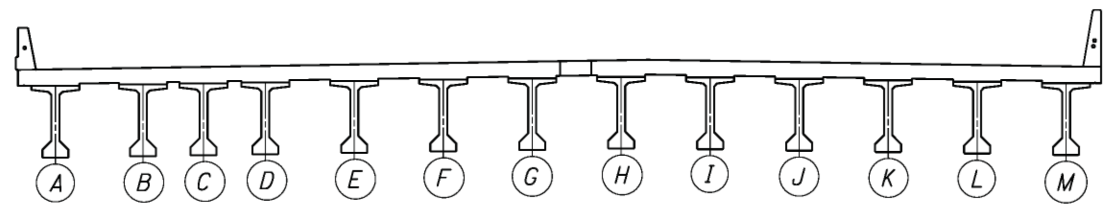
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 104/129.
3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 8)												
LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
BEAM A	STATION	310+40.75	310+52.60	310+64.45	310+76.30	310+88.15	311+00.00	311+11.85	311+23.70	311+35.55	311+47.40	311+59.25
	ELEVATION	767.15	767.21	767.26	767.29	767.31	767.30	767.28	767.23	767.16	767.08	766.99
BEAM B	STATION	310+32.89	310+44.74	310+56.59	310+68.44	310+80.29	310+92.14	311+03.99	311+15.84	311+27.69	311+39.54	311+51.39
	ELEVATION	767.25	767.31	767.37	767.41	767.43	767.43	767.41	767.37	767.31	767.23	767.15
BEAM C	STATION	310+26.20	310+37.80	310+49.40	310+61.00	310+72.60	310+84.20	310+95.80	311+07.40	311+19.00	311+30.60	311+42.20
	ELEVATION	767.33	767.40	767.46	767.51	767.54	767.55	767.54	767.51	767.46	767.40	767.32
BEAM D	STATION	310+19.50	310+31.05	310+42.60	310+54.15	310+65.70	310+77.26	310+88.81	311+00.36	311+11.91	311+23.46	311+35.01
	ELEVATION	767.40	767.48	767.55	767.60	767.64	767.65	767.65	767.62	767.58	767.52	767.45
BEAM E	STATION	310+11.69	310+23.29	310+34.89	310+46.49	310+58.09	310+69.69	310+81.29	310+92.89	311+04.49	311+16.09	311+27.69
	ELEVATION	767.49	767.57	767.64	767.70	767.74	767.77	767.77	767.75	767.71	767.66	767.59
BEAM F	STATION	310+03.87	310+15.47	310+27.07	310+38.67	310+50.27	310+61.87	310+73.47	310+85.07	310+96.67	311+08.27	311+19.87
	ELEVATION	767.57	767.66	767.73	767.80	767.85	767.87	767.88	767.87	767.84	767.79	767.73
BEAM G	STATION	309+96.05	310+07.65	310+19.25	310+30.85	310+42.45	310+54.05	310+65.65	310+77.25	310+88.85	311+00.45	311+12.05
	ELEVATION	767.64	767.74	767.82	767.89	767.95	767.98	767.99	767.99	767.96	767.92	767.86
BEAM H	STATION	309+88.24	309+99.84	310+11.44	310+23.04	310+34.64	310+46.24	310+57.84	310+69.44	310+81.04	310+92.64	311+04.24
	ELEVATION	767.72	767.82	767.91	767.98	768.04	768.08	768.10	768.10	768.08	768.04	768.00
BEAM I	STATION	309+80.42	309+92.02	310+03.62	310+15.22	310+26.82	310+38.42	310+50.02	310+61.62	310+73.22	310+84.82	310+96.42
	ELEVATION	767.61	767.72	767.82	767.90	767.96	768.01	768.03	768.04	768.02	767.99	767.95
BEAM J	STATION	309+72.61	309+84.21	309+95.81	310+07.41	310+19.01	310+30.61	310+42.21	310+53.81	310+65.41	310+77.01	310+88.61
	ELEVATION	767.44	767.55	767.66	767.74	767.81	767.87	767.90	767.91	767.90	767.87	767.84
BEAM K	STATION	309+64.79	309+76.39	309+87.99	309+99.59	310+11.19	310+22.79	310+34.39	310+45.99	310+57.59	310+69.19	310+80.79
	ELEVATION	767.26	767.38	767.49	767.58	767.66	767.72	767.75	767.77	767.77	767.75	767.72
BEAM L	STATION	309+56.98	309+68.58	309+80.18	309+91.78	310+03.38	310+14.98	310+26.58	310+38.18	310+49.78	310+61.38	310+72.98
	ELEVATION	767.08	767.21	767.32	767.42	767.50	767.57	767.61	767.63	767.64	767.62	767.60
BEAM M	STATION	309+49.16	309+60.76	309+72.36	309+83.96	309+95.56	310+07.16	310+18.76	310+30.36	310+41.96	310+53.56	310+65.16
	ELEVATION	766.90	767.03	767.15	767.25	767.34	767.41	767.46	767.49	767.50	767.49	767.47

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 97/129 THRU 103/129 .

3. FOR FOR RIGHT BRIDGE ELEVATIONS, SEE SHEETS 105/129 THRU 112/129 .

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

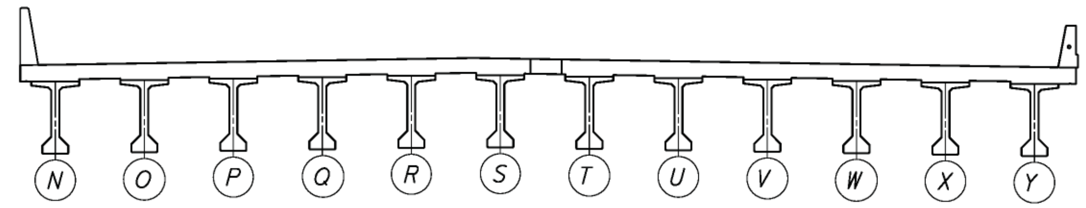
REVIEWED JOL DATE 2/21/2012 STRUCTURE FILE NUMBER 5707803

DRAWN CDD REVISED

DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE - SPAN 8
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 1)												
LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
BEAM N	STATION	301+28.16	301+38.56	301+48.96	301+59.36	301+69.76	301+80.16	301+90.56	302+00.96	302+11.36	302+21.76	302+32.16
	ELEVATION	757.60	757.74	757.88	758.01	758.14	758.26	758.38	758.48	758.59	758.68	758.78
BEAM O	STATION	301+23.62	301+34.02	301+44.42	301+54.82	301+65.22	301+75.62	301+86.02	301+96.42	302+06.82	302+17.22	302+27.62
	ELEVATION	757.67	757.80	757.94	758.08	758.21	758.33	758.44	758.55	758.65	758.75	758.85
BEAM P	STATION	301+19.07	301+29.47	301+39.87	301+50.27	301+60.67	301+71.07	301+81.47	301+91.87	302+02.27	302+12.67	302+23.07
	ELEVATION	757.74	757.87	758.01	758.14	758.27	758.40	758.51	758.62	758.72	758.82	758.91
BEAM Q	STATION	301+14.53	301+24.93	301+35.33	301+45.73	301+56.13	301+66.53	301+76.93	301+87.33	301+97.73	302+08.13	302+18.53
	ELEVATION	757.81	757.94	758.08	758.21	758.34	758.46	758.58	758.68	758.79	758.88	758.98
BEAM R	STATION	301+09.98	301+20.38	301+30.78	301+41.18	301+51.58	301+61.98	301+72.38	301+82.78	301+93.18	302+03.58	302+13.98
	ELEVATION	757.89	758.01	758.14	758.28	758.41	758.53	758.64	758.75	758.85	758.95	759.05
BEAM S	STATION	301+05.44	301+15.84	301+26.24	301+36.64	301+47.04	301+57.44	301+67.84	301+78.24	301+88.64	301+99.04	302+09.44
	ELEVATION	757.89	758.02	758.15	758.28	758.41	758.53	758.64	758.75	758.85	758.95	759.05
BEAM T	STATION	301+00.89	301+11.29	301+21.69	301+32.09	301+42.49	301+52.89	301+63.29	301+73.69	301+84.09	301+94.49	302+04.89
	ELEVATION	757.73	757.85	757.98	758.11	758.24	758.36	758.47	758.58	758.68	758.78	758.88
BEAM U	STATION	300+96.35	301+06.75	301+17.15	301+27.55	301+37.95	301+48.35	301+58.75	301+69.15	301+79.55	301+89.95	302+00.35
	ELEVATION	757.58	757.69	757.81	757.94	758.07	758.19	758.30	758.41	758.51	758.61	758.71
BEAM V	STATION	300+91.80	301+02.20	301+12.60	301+23.00	301+33.40	301+43.80	301+54.20	301+64.60	301+75.00	301+85.40	301+95.80
	ELEVATION	757.42	757.53	757.65	757.77	757.90	758.02	758.13	758.24	758.34	758.44	758.54
BEAM W	STATION	300+87.26	300+97.66	301+08.06	301+18.46	301+28.86	301+39.26	301+49.66	301+60.06	301+70.46	301+80.86	301+91.26
	ELEVATION	757.26	757.37	757.49	757.61	757.73	757.85	757.96	758.07	758.17	758.27	758.37
BEAM X	STATION	300+82.71	300+93.11	301+03.51	301+13.91	301+24.31	301+34.71	301+45.11	301+55.51	301+65.91	301+76.31	301+86.71
	ELEVATION	757.11	757.22	757.33	757.44	757.56	757.68	757.79	757.90	758.00	758.10	758.20
BEAM Y	STATION	300+78.17	300+88.57	300+98.97	301+09.37	301+19.77	301+30.17	301+40.57	301+50.97	301+61.37	301+71.77	301+82.17
	ELEVATION	756.96	757.06	757.17	757.28	757.39	757.51	757.62	757.73	757.83	757.93	758.03

NOTES:

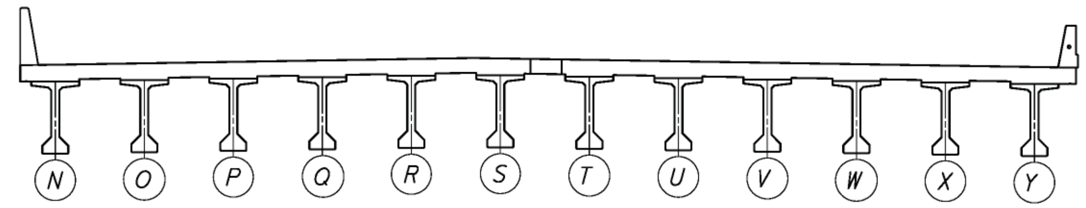
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 106/129 THRU 112/129.
3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 2)												
LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
BEAM N	STATION	302+32.16	302+42.61	302+53.06	302+63.51	302+73.96	302+84.41	302+94.86	303+05.31	303+15.76	303+26.21	303+36.66
	ELEVATION	758.78	758.92	759.05	759.19	759.31	759.44	759.55	759.66	759.77	759.87	759.97
BEAM O	STATION	302+27.62	302+37.94	302+48.27	302+58.59	302+68.92	302+79.24	302+89.56	302+99.89	303+10.21	303+20.54	303+30.86
	ELEVATION	758.85	758.98	759.12	759.25	759.37	759.49	759.61	759.72	759.82	759.92	760.02
BEAM P	STATION	302+23.07	302+33.27	302+43.47	302+53.67	302+63.87	302+74.07	302+84.27	302+94.47	303+04.67	303+14.87	303+25.07
	ELEVATION	758.91	759.05	759.18	759.31	759.44	759.55	759.67	759.78	759.88	759.98	760.08
BEAM Q	STATION	302+18.53	302+28.60	302+38.68	302+48.75	302+58.83	302+68.90	302+78.97	302+89.05	302+99.12	303+09.20	303+19.27
	ELEVATION	758.98	759.11	759.24	759.37	759.50	759.61	759.73	759.83	759.93	760.03	760.13
BEAM R	STATION	302+13.98	302+23.93	302+33.88	302+43.83	302+53.78	302+63.73	302+73.68	302+83.63	302+93.58	303+03.53	303+13.48
	ELEVATION	759.05	759.18	759.31	759.44	759.56	759.67	759.78	759.89	759.99	760.09	760.18
BEAM S	STATION	302+09.44	302+19.26	302+29.09	302+38.91	302+48.74	302+58.56	302+68.38	302+78.21	302+88.03	302+97.86	303+07.68
	ELEVATION	759.05	759.18	759.31	759.43	759.55	759.67	759.78	759.88	759.98	760.07	760.17
BEAM T	STATION	302+04.89	302+14.59	302+24.29	302+33.99	302+43.69	302+53.39	302+63.09	302+72.79	302+82.49	302+92.19	303+01.89
	ELEVATION	758.88	759.00	759.13	759.26	759.38	759.49	759.60	759.70	759.80	759.89	759.98
BEAM U	STATION	302+00.35	302+09.92	302+19.50	302+29.07	302+38.65	302+48.22	302+57.79	302+67.37	302+76.94	302+86.52	302+96.09
	ELEVATION	758.71	758.83	758.96	759.08	759.20	759.31	759.42	759.52	759.61	759.71	759.80
BEAM V	STATION	301+95.80	302+05.25	302+14.70	302+24.15	302+33.60	302+43.05	302+52.50	302+61.95	302+71.40	302+80.85	302+90.30
	ELEVATION	758.54	758.66	758.79	758.91	759.02	759.13	759.24	759.34	759.43	759.52	759.61
BEAM W	STATION	301+91.26	302+00.59	302+09.91	302+19.24	302+28.56	302+37.89	302+47.21	302+56.54	302+65.86	302+75.19	302+84.51
	ELEVATION	758.37	758.49	758.61	758.73	758.85	758.96	759.06	759.16	759.25	759.34	759.43
BEAM X	STATION	301+86.71	301+95.91	302+05.11	302+14.31	302+23.51	302+32.71	302+41.91	302+51.11	302+60.31	302+69.51	302+78.71
	ELEVATION	758.20	758.32	758.44	758.56	758.67	758.78	758.88	758.98	759.07	759.16	759.24
BEAM Y	STATION	301+82.17	301+91.25	302+00.32	302+09.40	302+18.47	302+27.55	302+36.62	302+45.70	302+54.77	302+63.85	302+72.92
	ELEVATION	758.03	758.15	758.27	758.38	758.50	758.60	758.70	758.80	758.89	758.97	759.06

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129 .

3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129 .

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

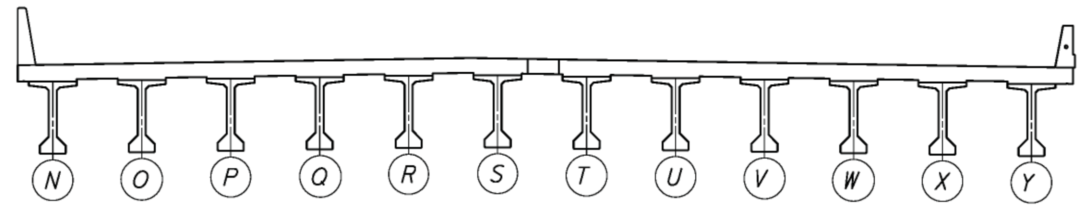
REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811

DRAWN CDD REVISED

DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 2
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 3)												
LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
BEAM N	STATION	303+36.66	303+48.96	303+61.26	303+73.56	303+85.86	303+98.16	304+10.46	304+22.76	304+35.06	304+47.36	304+59.66
	ELEVATION	759.97	760.15	760.33	760.50	760.65	760.80	760.93	761.06	761.17	761.27	761.37
BEAM O	STATION	303+30.86	303+43.16	303+55.46	303+67.76	303+80.06	303+92.36	304+04.66	304+16.96	304+29.26	304+41.56	304+53.86
	ELEVATION	760.02	760.20	760.38	760.55	760.71	760.85	760.99	761.11	761.22	761.32	761.43
BEAM P	STATION	303+25.07	303+37.37	303+49.67	303+61.97	303+74.27	303+86.57	303+98.87	304+11.17	304+23.47	304+35.77	304+48.07
	ELEVATION	760.08	760.25	760.43	760.60	760.76	760.91	761.04	761.16	761.27	761.38	761.48
BEAM Q	STATION	303+19.27	303+31.57	303+43.87	303+56.17	303+68.47	303+80.77	303+93.07	304+05.37	304+17.67	304+29.97	304+42.27
	ELEVATION	760.13	760.31	760.48	760.65	760.81	760.96	761.09	761.21	761.32	761.43	761.53
BEAM R	STATION	303+13.48	303+25.78	303+38.08	303+50.38	303+62.68	303+74.98	303+87.28	303+99.58	304+11.88	304+24.18	304+36.48
	ELEVATION	760.18	760.36	760.54	760.71	760.86	761.01	761.14	761.27	761.38	761.48	761.58
BEAM S	STATION	303+07.68	303+19.98	303+32.28	303+44.58	303+56.88	303+69.18	303+81.48	303+93.78	304+06.08	304+18.38	304+30.68
	ELEVATION	760.17	760.35	760.52	760.69	760.85	761.00	761.13	761.25	761.36	761.47	761.57
BEAM T	STATION	303+01.89	303+14.19	303+26.49	303+38.79	303+51.09	303+63.39	303+75.69	303+87.99	304+00.29	304+12.59	304+24.89
	ELEVATION	759.98	760.16	760.34	760.51	760.67	760.81	760.95	761.07	761.18	761.28	761.39
BEAM U	STATION	302+96.09	303+08.39	303+20.69	303+32.99	303+45.29	303+57.59	303+69.89	303+82.19	303+94.49	304+06.79	304+19.10
	ELEVATION	759.80	759.98	760.15	760.32	760.48	760.63	760.76	760.88	760.99	761.10	761.20
BEAM V	STATION	302+90.30	303+02.60	303+14.90	303+27.20	303+39.50	303+51.80	303+64.10	303+76.40	303+88.70	304+01.00	304+13.30
	ELEVATION	759.61	759.79	759.97	760.14	760.30	760.44	760.58	760.70	760.81	760.91	761.02
BEAM W	STATION	302+84.51	302+96.81	303+09.11	303+21.41	303+33.71	303+46.01	303+58.31	303+70.61	303+82.91	303+95.21	304+07.51
	ELEVATION	759.43	759.61	759.78	759.95	760.11	760.26	760.39	760.51	760.62	760.73	760.83
BEAM X	STATION	302+78.71	302+91.01	303+03.31	303+15.61	303+27.91	303+40.21	303+52.51	303+64.81	303+77.11	303+89.41	304+01.71
	ELEVATION	759.24	759.42	759.60	759.77	759.93	760.07	760.21	760.33	760.44	760.54	760.65
BEAM Y	STATION	302+72.92	302+85.22	302+97.52	303+09.82	303+22.12	303+34.42	303+46.72	303+59.02	303+71.32	303+83.62	303+95.92
	ELEVATION	759.06	759.24	759.41	759.58	759.74	759.89	760.02	760.14	760.25	760.36	760.46

NOTES:

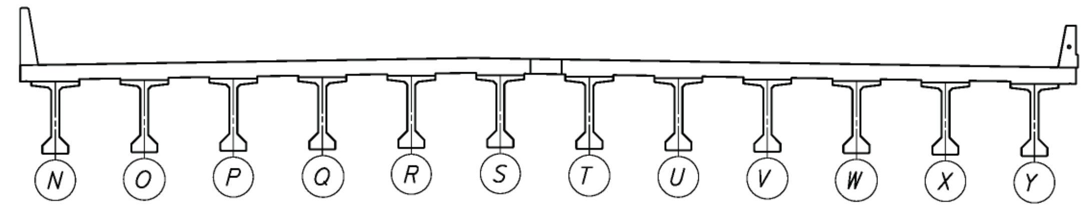
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129.
3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129 .

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 4)												
LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
BEAM N	STATION	304+59.66	304+71.96	304+84.26	304+96.56	305+08.86	305+21.16	305+33.46	305+45.76	305+58.06	305+70.36	305+82.66
	ELEVATION	761.37	761.55	761.73	761.89	762.05	762.20	762.33	762.45	762.57	762.67	762.78
BEAM O	STATION	304+53.86	304+66.16	304+78.46	304+90.76	305+03.06	305+15.36	305+27.66	305+39.96	305+52.26	305+64.56	305+76.86
	ELEVATION	761.43	761.60	761.78	761.95	762.11	762.25	762.39	762.51	762.62	762.72	762.83
BEAM P	STATION	304+48.07	304+60.37	304+72.67	304+84.97	304+97.27	305+09.57	305+21.87	305+34.17	305+46.47	305+58.77	305+71.07
	ELEVATION	761.48	761.65	761.83	762.00	762.16	762.30	762.44	762.56	762.67	762.78	762.88
BEAM Q	STATION	304+42.27	304+54.57	304+66.87	304+79.17	304+91.47	305+03.77	305+16.07	305+28.37	305+40.67	305+52.97	305+65.27
	ELEVATION	761.53	761.71	761.88	762.05	762.21	762.36	762.49	762.61	762.72	762.83	762.93
BEAM R	STATION	304+36.48	304+48.78	304+61.08	304+73.38	304+85.68	304+97.98	305+10.28	305+22.58	305+34.88	305+47.18	305+59.48
	ELEVATION	761.58	761.76	761.94	762.10	762.26	762.41	762.54	762.67	762.78	762.88	762.99
BEAM S	STATION	304+30.68	304+42.98	304+55.28	304+67.58	304+79.88	304+92.18	305+04.48	305+16.78	305+29.08	305+41.38	305+53.68
	ELEVATION	761.57	761.75	761.92	762.09	762.25	762.40	762.53	762.65	762.76	762.87	762.97
BEAM T	STATION	304+24.89	304+37.19	304+49.49	304+61.79	304+74.09	304+86.39	304+98.69	305+10.99	305+23.29	305+35.59	305+47.89
	ELEVATION	761.39	761.56	761.74	761.91	762.06	762.21	762.34	762.47	762.58	762.68	762.79
BEAM U	STATION	304+19.10	304+31.40	304+43.70	304+56.00	304+68.30	304+80.60	304+92.90	305+05.20	305+17.50	305+29.80	305+42.10
	ELEVATION	761.20	761.38	761.55	761.72	761.88	762.03	762.16	762.28	762.39	762.50	762.60
BEAM V	STATION	304+13.30	304+25.60	304+37.90	304+50.20	304+62.50	304+74.80	304+87.10	304+99.40	305+11.70	305+24.00	305+36.30
	ELEVATION	761.02	761.19	761.37	761.54	761.69	761.84	761.98	762.10	762.21	762.31	762.42
BEAM W	STATION	304+07.51	304+19.81	304+32.11	304+44.41	304+56.71	304+69.01	304+81.31	304+93.61	305+05.91	305+18.21	305+30.51
	ELEVATION	760.83	761.01	761.18	761.35	761.51	761.66	761.79	761.91	762.02	762.13	762.23
BEAM X	STATION	304+01.71	304+14.01	304+26.31	304+38.61	304+50.91	304+63.21	304+75.51	304+87.81	305+00.11	305+12.41	305+24.71
	ELEVATION	760.65	760.82	761.00	761.17	761.33	761.47	761.61	761.73	761.84	761.94	762.05
BEAM Y	STATION	303+95.92	304+08.22	304+20.52	304+32.82	304+45.12	304+57.42	304+69.72	304+82.02	304+94.32	305+06.62	305+18.92
	ELEVATION	760.46	760.64	760.81	760.98	761.14	761.29	761.42	761.54	761.65	761.76	761.86

NOTES:

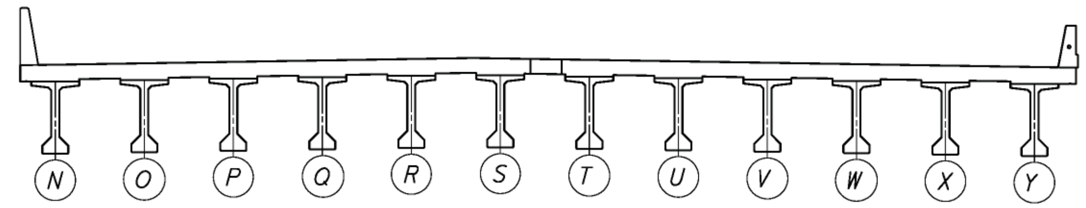
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129.
3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 5)												
LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
BEAM N	STATION	305+82.66	305+94.96	306+07.26	306+19.56	306+31.86	306+44.16	306+56.46	306+68.76	306+81.06	306+93.36	307+05.66
	ELEVATION	762.78	762.95	763.13	763.30	763.46	763.61	763.74	763.86	763.97	764.08	764.18
BEAM O	STATION	305+76.86	305+89.16	306+01.46	306+13.76	306+26.06	306+38.36	306+50.66	306+62.96	306+75.26	306+87.56	306+99.86
	ELEVATION	762.83	763.01	763.18	763.35	763.51	763.66	763.79	763.91	764.02	764.13	764.23
BEAM P	STATION	305+71.07	305+83.37	305+95.67	306+07.97	306+20.27	306+32.57	306+44.87	306+57.17	306+69.47	306+81.77	306+94.07
	ELEVATION	762.88	763.06	763.23	763.40	763.56	763.71	763.84	763.97	764.08	764.18	764.28
BEAM Q	STATION	305+65.27	305+77.57	305+89.87	306+02.17	306+14.47	306+26.77	306+39.07	306+51.37	306+63.67	306+75.97	306+88.27
	ELEVATION	762.93	763.11	763.29	763.46	763.62	763.76	763.90	764.02	764.13	764.23	764.34
BEAM R	STATION	305+59.48	305+71.78	305+84.08	305+96.38	306+08.68	306+20.98	306+33.28	306+45.58	306+57.88	306+70.18	306+82.48
	ELEVATION	762.99	763.16	763.34	763.51	763.67	763.82	763.95	764.07	764.18	764.29	764.39
BEAM S	STATION	305+53.68	305+65.98	305+78.28	305+90.58	306+02.88	306+15.18	306+27.48	306+39.78	306+52.08	306+64.38	306+76.69
	ELEVATION	762.97	763.15	763.33	763.50	763.65	763.80	763.94	764.06	764.17	764.27	764.37
BEAM T	STATION	305+47.89	305+60.19	305+72.49	305+84.79	305+97.09	306+09.39	306+21.69	306+33.99	306+46.29	306+58.59	306+70.89
	ELEVATION	762.79	762.96	763.14	763.31	763.47	763.62	763.75	763.87	763.98	764.09	764.19
BEAM U	STATION	305+42.10	305+54.40	305+66.70	305+79.00	305+91.30	306+03.60	306+15.90	306+28.20	306+40.50	306+52.80	306+65.10
	ELEVATION	762.60	762.78	762.96	763.13	763.29	763.43	763.57	763.69	763.80	763.90	764.01
BEAM V	STATION	305+36.30	305+48.60	305+60.90	305+73.20	305+85.50	305+97.80	306+10.10	306+22.40	306+34.70	306+47.00	306+59.30
	ELEVATION	762.42	762.60	762.77	762.94	763.10	763.25	763.38	763.50	763.61	763.72	763.82
BEAM W	STATION	305+30.51	305+42.81	305+55.11	305+67.41	305+79.71	305+92.01	306+04.31	306+16.61	306+28.91	306+41.21	306+53.51
	ELEVATION	762.23	762.41	762.59	762.76	762.92	763.06	763.20	763.32	763.43	763.53	763.64
BEAM X	STATION	305+24.71	305+37.01	305+49.31	305+61.61	305+73.91	305+86.21	305+98.51	306+10.81	306+23.11	306+35.41	306+47.71
	ELEVATION	762.05	762.23	762.40	762.57	762.73	762.88	763.01	763.13	763.24	763.35	763.45
BEAM Y	STATION	305+18.92	305+31.22	305+43.52	305+55.82	305+68.12	305+80.42	305+92.72	306+05.02	306+17.32	306+29.62	306+41.92
	ELEVATION	761.86	762.04	762.22	762.39	762.55	762.69	762.83	762.95	763.06	763.16	763.27

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129.

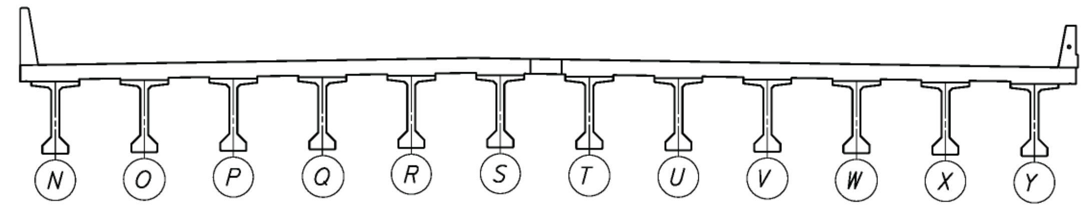
3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129 .

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 6)												
LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
BEAM N	STATION	307+05.66	307+16.18	307+26.70	307+37.21	307+47.73	307+58.25	307+68.77	307+79.29	307+89.80	308+00.32	308+10.84
	ELEVATION	764.18	764.31	764.45	764.58	764.71	764.84	764.95	765.06	765.17	765.27	765.38
BEAM O	STATION	306+99.86	307+10.18	307+20.49	307+30.81	307+41.13	307+51.45	307+61.76	307+72.08	307+82.40	307+92.71	308+03.03
	ELEVATION	764.23	764.37	764.50	764.63	764.76	764.88	764.99	765.10	765.20	765.31	765.41
BEAM P	STATION	306+94.07	307+04.18	307+14.30	307+24.41	307+34.53	307+44.64	307+54.75	307+64.87	307+74.98	307+85.10	307+95.21
	ELEVATION	764.28	764.42	764.55	764.68	764.80	764.92	765.03	765.14	765.24	765.34	765.44
BEAM Q	STATION	306+88.27	306+98.18	307+08.09	307+18.01	307+27.92	307+37.83	307+47.74	307+57.65	307+67.57	307+77.48	307+87.39
	ELEVATION	764.34	764.47	764.60	764.72	764.84	764.96	765.07	765.17	765.27	765.37	765.47
BEAM R	STATION	306+82.48	306+92.19	307+01.90	307+11.61	307+21.32	307+31.03	307+40.74	307+50.45	307+60.16	307+69.87	307+79.58
	ELEVATION	764.39	764.52	764.64	764.77	764.89	765.00	765.11	765.21	765.31	765.40	765.50
BEAM S	STATION	306+76.69	306+86.20	306+95.70	307+05.21	307+14.72	307+24.23	307+33.73	307+43.24	307+52.75	307+62.25	307+71.76
	ELEVATION	764.37	764.50	764.62	764.75	764.86	764.97	765.08	765.18	765.27	765.37	765.46
BEAM T	STATION	306+70.89	306+80.20	306+89.50	306+98.81	307+08.11	307+17.42	307+26.73	307+36.03	307+45.34	307+54.64	307+63.95
	ELEVATION	764.19	764.31	764.44	764.55	764.67	764.78	764.88	764.98	765.07	765.16	765.25
BEAM U	STATION	306+65.10	306+74.20	306+83.31	306+92.41	307+01.51	307+10.62	307+19.72	307+28.82	307+37.92	307+47.03	307+56.13
	ELEVATION	764.01	764.13	764.25	764.36	764.48	764.58	764.68	764.78	764.87	764.96	765.04
BEAM V	STATION	306+59.30	306+68.20	306+77.10	306+86.01	306+94.91	307+03.81	307+12.71	307+21.61	307+30.52	307+39.42	307+48.32
	ELEVATION	763.82	763.94	764.06	764.17	764.28	764.39	764.48	764.58	764.67	764.75	764.84
BEAM W	STATION	306+53.51	306+62.21	306+70.91	306+79.61	306+88.31	306+97.01	307+05.70	307+14.40	307+23.10	307+31.80	307+40.50
	ELEVATION	763.64	763.75	763.87	763.98	764.09	764.19	764.29	764.38	764.46	764.54	764.63
BEAM X	STATION	306+47.71	306+56.21	306+64.71	306+73.20	306+81.70	306+90.20	306+98.70	307+07.20	307+15.69	307+24.19	307+32.69
	ELEVATION	763.45	763.56	763.68	763.79	763.89	763.99	764.09	764.18	764.26	764.34	764.42
BEAM Y	STATION	306+41.92	306+50.22	306+58.51	306+66.81	306+75.10	306+83.40	306+91.69	306+99.99	307+08.28	307+16.58	307+24.87
	ELEVATION	763.27	763.38	763.49	763.60	763.70	763.80	763.89	763.97	764.06	764.13	764.21

NOTES:

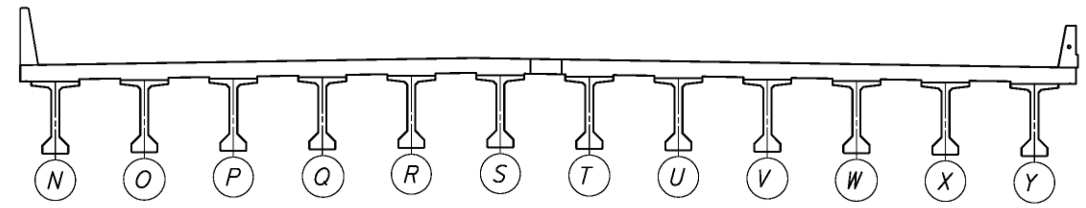
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129.
3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH
CHECKED DBT
DRAWN CDD
REVISED
REVIEWED JOL
DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 7)												
LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
BEAM N	STATION	308+10.84	308+24.04	308+37.24	308+50.44	308+63.64	308+76.84	308+90.04	309+03.24	309+16.44	309+29.64	309+42.84
	ELEVATION	765.38	765.58	765.78	765.96	766.14	766.30	766.44	766.56	766.67	766.76	766.84
BEAM O	STATION	308+03.03	308+16.23	308+29.43	308+42.63	308+55.83	308+69.03	308+82.23	308+95.43	309+08.63	309+21.83	309+35.03
	ELEVATION	765.41	765.61	765.81	765.99	766.17	766.33	766.47	766.59	766.71	766.80	766.89
BEAM P	STATION	307+95.21	308+08.41	308+21.61	308+34.81	308+48.01	308+61.21	308+74.41	308+87.61	309+00.81	309+14.01	309+27.21
	ELEVATION	765.44	765.64	765.84	766.02	766.20	766.36	766.50	766.62	766.74	766.84	766.93
BEAM Q	STATION	307+87.39	308+00.59	308+13.79	308+26.99	308+40.19	308+53.39	308+66.59	308+79.79	308+92.99	309+06.19	309+19.40
	ELEVATION	765.47	765.67	765.86	766.05	766.23	766.39	766.53	766.65	766.77	766.87	766.97
BEAM R	STATION	307+79.58	307+92.78	308+05.98	308+19.18	308+32.38	308+45.58	308+58.78	308+71.98	308+85.18	308+98.38	309+11.58
	ELEVATION	765.50	765.70	765.89	766.08	766.26	766.42	766.56	766.68	766.80	766.90	767.00
BEAM S	STATION	307+71.76	307+84.96	307+98.16	308+11.36	308+24.56	308+37.76	308+50.96	308+64.16	308+77.36	308+90.56	309+03.76
	ELEVATION	765.46	765.66	765.86	766.05	766.22	766.38	766.52	766.65	766.76	766.86	766.96
BEAM T	STATION	307+63.95	307+77.15	307+90.35	308+03.55	308+16.75	308+29.95	308+43.15	308+56.35	308+69.55	308+82.75	308+95.95
	ELEVATION	765.25	765.45	765.65	765.84	766.01	766.17	766.31	766.44	766.55	766.65	766.76
BEAM U	STATION	307+56.13	307+69.33	307+82.53	307+95.73	308+08.93	308+22.13	308+35.33	308+48.53	308+61.73	308+74.93	308+88.13
	ELEVATION	765.04	765.24	765.44	765.63	765.80	765.96	766.10	766.21	766.31	766.40	766.49
BEAM V	STATION	307+48.32	307+61.52	307+74.72	307+87.92	308+01.12	308+14.32	308+27.52	308+40.72	308+53.92	308+67.12	308+80.32
	ELEVATION	764.84	765.04	765.23	765.42	765.60	765.76	765.90	766.02	766.06	766.13	766.20
BEAM W	STATION	307+40.50	307+53.70	307+66.90	307+80.10	307+93.30	308+06.50	308+19.70	308+32.90	308+46.10	308+59.30	308+72.50
	ELEVATION	764.63	764.83	765.03	765.21	765.39	765.55	765.69	765.81	765.84	765.89	765.94
BEAM X	STATION	307+32.69	307+45.89	307+59.09	307+72.29	307+85.49	307+98.69	308+11.89	308+25.09	308+38.29	308+51.49	308+64.69
	ELEVATION	764.42	764.62	764.82	765.01	765.18	765.34	765.48	765.61	765.72	765.68	765.71
BEAM Y	STATION	307+24.87	307+38.07	307+51.27	307+64.47	307+77.67	307+90.87	308+04.07	308+17.27	308+30.47	308+43.67	308+56.87
	ELEVATION	764.21	764.41	764.61	764.80	764.97	765.13	765.27	765.40	765.51	765.49	765.50

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 112/129.

3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531
REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

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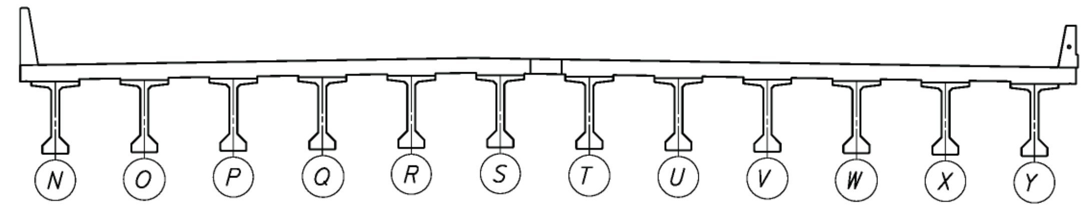


RIGHT BRIDGE

TYPICAL CROSS SECTION

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 8)												
LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
BEAM N	STATION	309+42.84	309+54.44	309+66.04	309+77.64	309+89.24	310+00.84	310+12.44	310+24.04	310+35.64	310+47.24	310+58.84
	ELEVATION	766.84	766.97	767.10	767.21	767.30	767.37	767.42	767.46	767.47	767.47	767.46
BEAM O	STATION	309+35.03	309+46.63	309+58.23	309+69.83	309+81.43	309+93.03	310+04.63	310+16.23	310+27.83	310+39.43	310+51.03
	ELEVATION	766.89	767.02	767.15	767.27	767.37	767.45	767.50	767.54	767.57	767.57	767.57
BEAM P	STATION	309+27.21	309+38.81	309+50.41	309+62.01	309+73.61	309+85.21	309+96.81	310+08.41	310+20.01	310+31.61	310+43.21
	ELEVATION	766.93	767.07	767.21	767.33	767.43	767.52	767.58	767.63	767.65	767.67	767.67
BEAM Q	STATION	309+19.40	309+31.00	309+42.60	309+54.20	309+65.80	309+77.40	309+89.00	310+00.60	310+12.20	310+23.80	310+35.40
	ELEVATION	766.97	767.12	767.26	767.38	767.49	767.58	767.65	767.71	767.74	767.76	767.76
BEAM R	STATION	309+11.58	309+23.18	309+34.78	309+46.38	309+57.98	309+69.58	309+81.18	309+92.78	310+04.38	310+15.98	310+27.58
	ELEVATION	767.00	767.16	767.30	767.43	767.55	767.65	767.72	767.78	767.82	767.84	767.86
BEAM S	STATION	309+03.76	309+15.36	309+26.96	309+38.56	309+50.16	309+61.76	309+73.36	309+84.96	309+96.56	310+08.16	310+19.76
	ELEVATION	766.96	767.12	767.28	767.42	767.54	767.64	767.72	767.78	767.83	767.86	767.88
BEAM T	STATION	308+95.95	309+07.55	309+19.15	309+30.75	309+42.35	309+53.95	309+65.55	309+77.15	309+88.75	310+00.35	310+11.95
	ELEVATION	766.76	766.92	767.08	767.22	767.35	767.46	767.55	767.61	767.67	767.70	767.73
BEAM U	STATION	308+88.13	308+99.73	309+11.33	309+22.93	309+34.53	309+46.13	309+57.73	309+69.33	309+80.93	309+92.53	310+04.13
	ELEVATION	766.49	766.66	766.82	766.97	767.11	767.23	767.33	767.41	767.47	767.51	767.55
BEAM V	STATION	308+80.32	308+91.92	309+03.52	309+15.12	309+26.72	309+38.32	309+49.92	309+61.52	309+73.12	309+84.72	309+96.32
	ELEVATION	766.20	766.36	766.52	766.68	766.82	766.95	767.05	767.14	767.20	767.25	767.30
BEAM W	STATION	308+72.50	308+84.10	308+95.70	309+07.30	309+18.90	309+30.50	309+42.10	309+53.70	309+65.30	309+76.90	309+88.50
	ELEVATION	765.94	766.06	766.23	766.38	766.53	766.66	766.77	766.86	766.93	766.99	767.04
BEAM X	STATION	308+64.69	308+76.29	308+87.89	308+99.49	309+11.09	309+22.69	309+34.29	309+45.89	309+57.49	309+69.09	309+80.69
	ELEVATION	765.71	765.81	765.93	766.09	766.24	766.37	766.49	766.58	766.66	766.72	766.78
BEAM Y	STATION	308+56.87	308+68.47	308+80.07	308+91.67	309+03.27	309+14.87	309+26.47	309+38.07	309+49.67	309+61.27	309+72.87
	ELEVATION	765.50	765.58	765.66	765.79	765.94	766.08	766.20	766.30	766.39	766.45	766.51

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR ELEVATIONS OVER REMAINING SPANS, SEE SHEETS 105/129 THRU 111/129.

3. FOR FOR LEFT BRIDGE ELEVATIONS, SEE SHEETS 97/129 THRU 104/129.

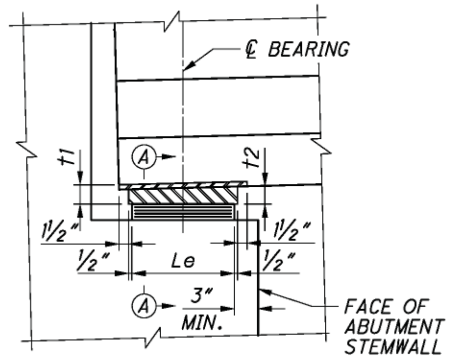
DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707811
DRAWN CDD REVISED
DESIGNED ENH CHECKED DBT

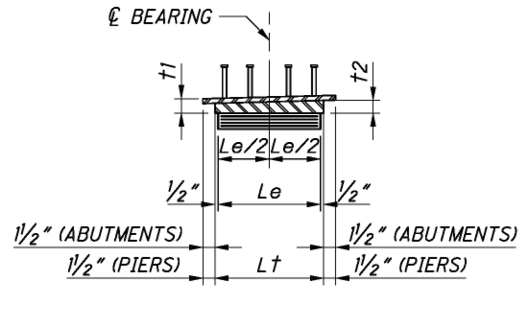
TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE - SPAN 8
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

IP_PWP:dms28472\075_007SCSD003.dgn 24-FEB-2012 2:48PM cdock

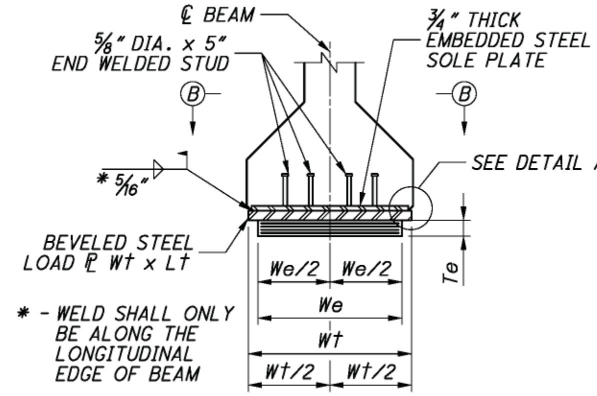


ABUTMENT DETAIL

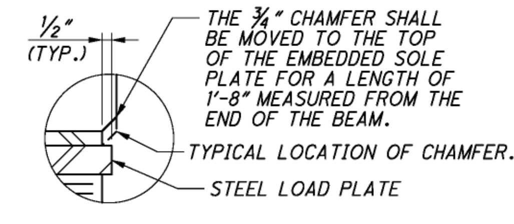


LAMINATED ELASTOMERIC EXPANSION BEARING

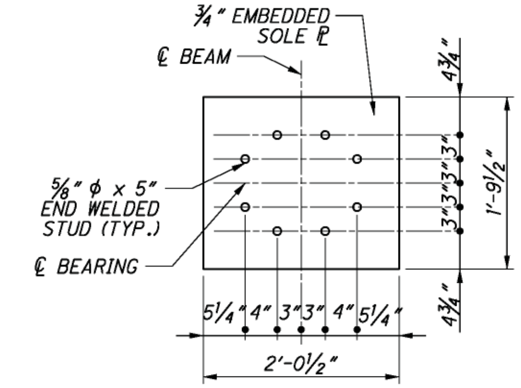
(TYPICAL AT ALL BEAM SUPPORTS)



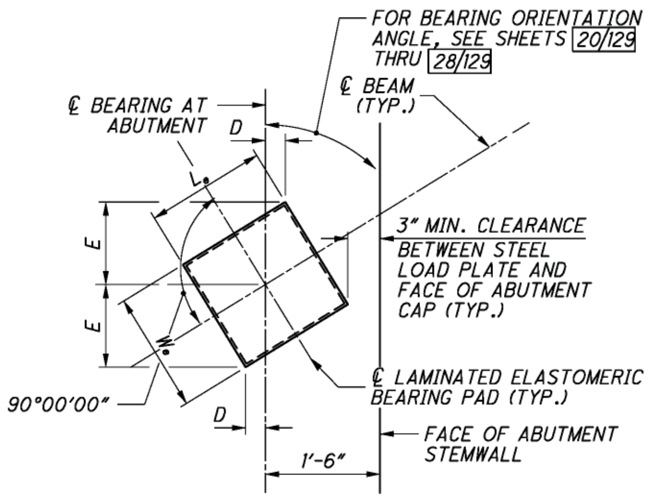
SECTION A-A



DETAIL A

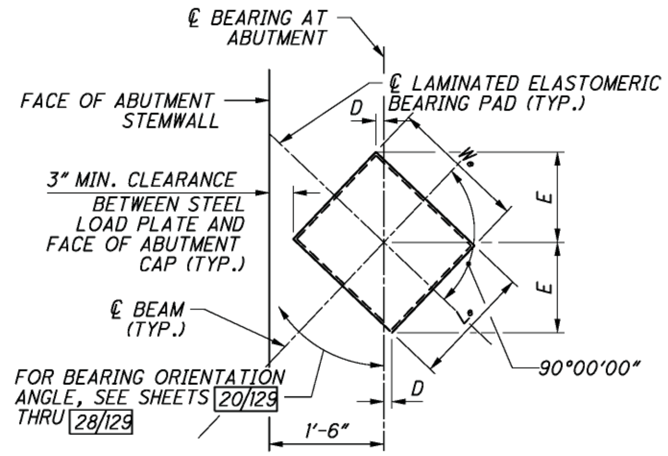


SECTION B-B STUD LAYOUT



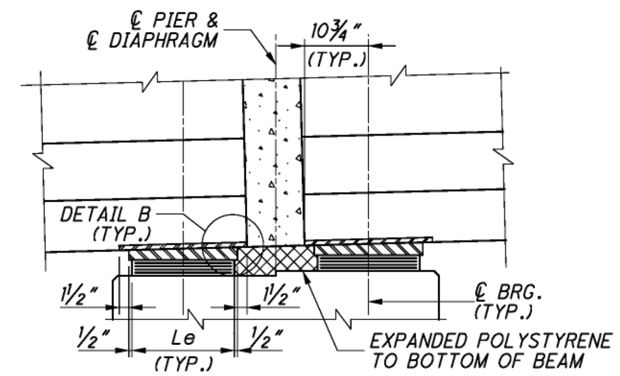
REAR ABUTMENT BEARING ORIENTATION PLAN

(BEAM NOT SHOWN)



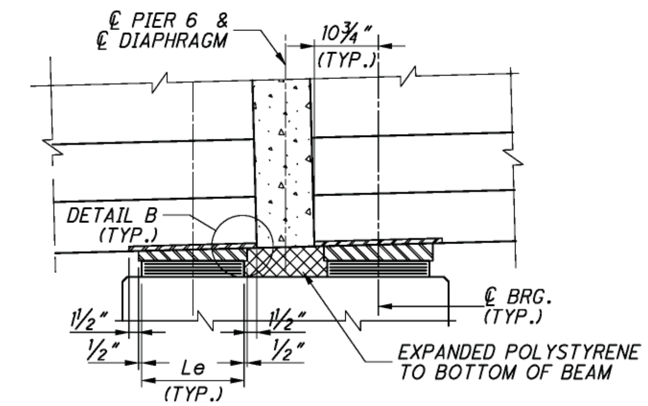
FORWARD ABUTMENT BEARING ORIENTATION PLAN

(BEAM NOT SHOWN)



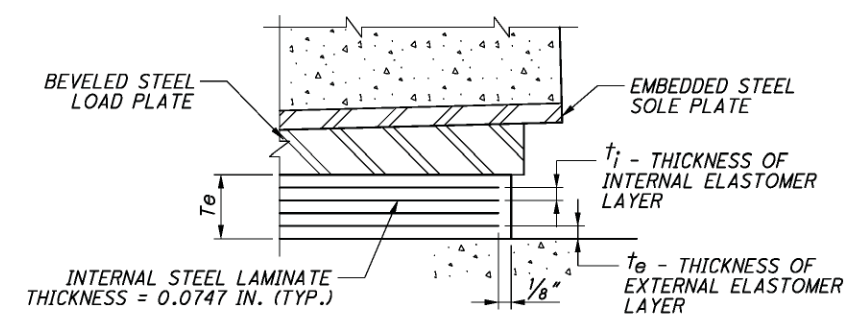
EXPANSION PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOW FOR CLARITY)

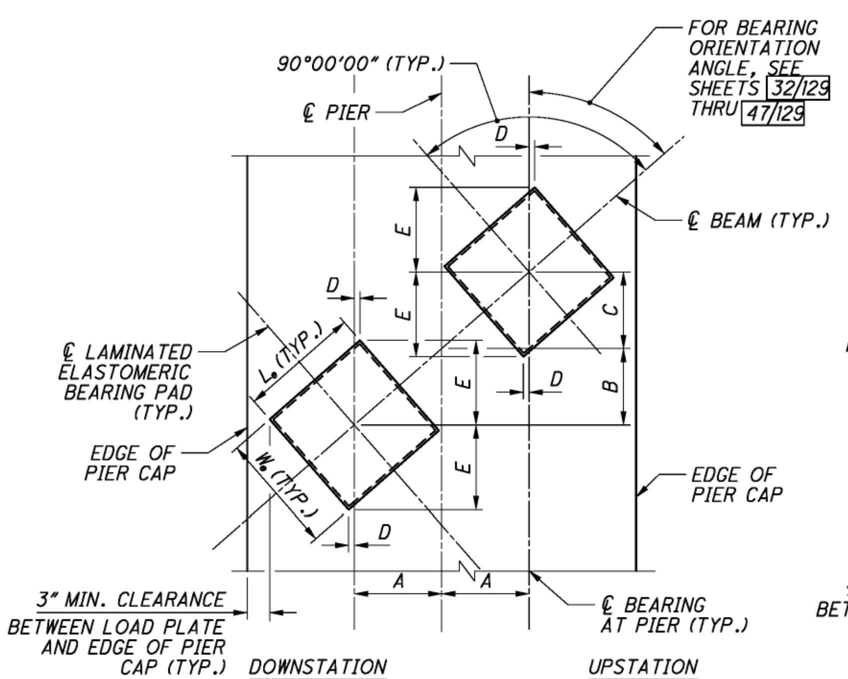


FIXED PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOW FOR CLARITY)

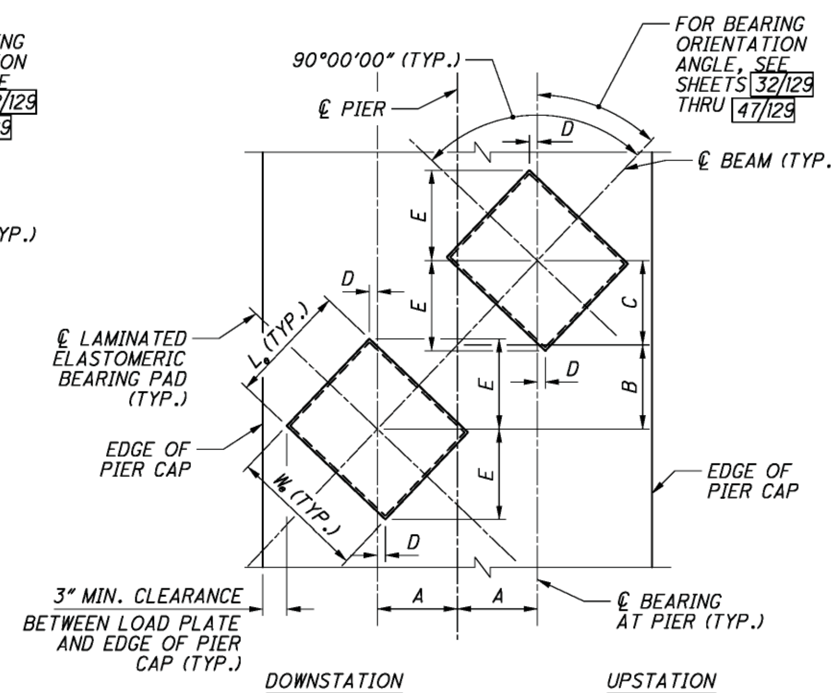


DETAIL B



PIERS 1 THRU 5 BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)



PIERS 6 & 7 BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)

LOCATION	BEAM LINES	A	B	C	D	E
REAR ABUTMENT	ALL	--	--	--	2⅞"	1'-0"
PIER 1	ALL	1'-1"	8"	8"	2⅞"	1'-0"
PIER 2 THRU 4	ALL	1'-0"	9⅜"	9⅜"	1½"	1'-0¼"
PIER 5	A & B (DS)	1'-0"	9⅜"	--	1½"	1'-0¼"
PIER 5	A & B (US)	1'-0"	--	9¾"	1¼"	1'-0¼"
PIER 5	C THRU Y	1'-0"	9⅜"	9⅜"	1½"	1'-0¼"
PIER 6	A & B	10½"	11½"	11½"	1⅛"	1'-0⅞"
PIER 6	C (US)	10½"	--	11¼"	1"	1'-0⅞"
PIER 6	D THRU M	10½"	11⅛"	11⅛"	0⅞"	1'-0⅞"
PIER 6	N THRU Y	10½"	11⅛"	11⅛"	0⅜"	1'-0⅜"
PIER 7	A & B (DS)	10½"	11½"	--	1⅛"	1'-0⅞"
PIER 7	C (DS)	10½"	11¼"	--	1"	1'-0⅞"
PIER 7	D THRU Y (DS)	10½"	11⅛"	--	0⅞"	1'-0⅞"
PIER 7	A & B (US)	10½"	--	11½"	0⅝"	1'-0⅜"
PIER 7	C THRU Y (US)	10½"	--	11⅛"	0⅜"	1'-0⅜"
FORWARD ABUTMENT	A & B	--	--	--	0⅝"	1'-0⅜"
FORWARD ABUTMENT	C THRU M	--	--	--	0⅜"	1'-0⅜"
FORWARD ABUTMENT	N THRU Y	--	--	--	0⅞"	1'-0⅞"

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 114/129
2. FOR VARIABLE DIMENSIONS, SEE TABLES, SHEET 114/129

LEGEND:

DS DOWNSTATION

US UPSTATION

DESIGN AGENCY
HNTB
100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DESIGNED ENH DRAWN CDD
CHECKED DBT REVISED

BEARING DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S. ROBERT DR. S.B.

MOT-75-12.00
PID No. 77247

ELASTOMERIC BEARING AND STEEL LOAD PLATE DATA - LEFT BRIDGE

LOCATION		TYPE	NO. REQ'D.	DL(KIP)	LL(KIP) W/O IMPACT	TOTAL LOAD (DL+LL)	L_e (in)	W_e (in)	t_i (in)	t_e (in)	NO. OF t_i's	NO. OF t_e's	NO. INTERNAL LAMINATES	T_e (in)	L_f (in)	W_f (in)	*t1 (in)	*t2 (in)
REAR ABUT.		EXP	12	128.50	53.98	182.48	17.5	17.5	0.55	0.30	8	2	9	5.67	18.5	26.0	1.50	1.69
PIER 1	DS	EXP	12	141.50	57.10	198.60	17.5	17.5	0.55	0.30	7	2	8	5.05	18.5	26.0	1.63	1.50
	US	EXP	12	152.00	58.77	210.77	17.5	17.5	0.55	0.30	7	2	8	5.05	18.5	26.0	1.50	1.75
PIER 2	DS	EXP	12	151.50	58.69	210.19	17.5	17.5	0.55	0.30	5	2	6	3.80	18.5	26.0	1.56	1.50
	US	EXP	12	156.70	59.80	216.50	17.5	17.5	0.55	0.30	5	2	6	3.80	18.5	26.0	1.50	1.81
PIER 3	DS	EXP	12	157.50	60.13	217.63	17.5	17.5	0.55	0.30	3	2	4	2.55	18.5	26.0	1.63	1.50
	US	EXP	12	157.10	60.38	217.48	17.5	17.5	0.55	0.30	3	2	4	2.55	18.5	26.0	1.50	1.81
PIER 4	DS	EXP	12	157.00	60.30	217.30	17.5	17.5	0.55	0.30	2	2	3	1.92	18.5	26.0	1.63	1.50
	US	EXP	12	156.30	60.38	216.68	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.75
PIER 5	DS	EXP	12	157.90	61.05	218.95	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.69	1.50
	US	EXP	12	168.60	61.92	230.52	17.5	17.5	0.55	0.30	6	2	7	4.42	18.5	26.0	1.50	1.75
PIER 6	DS	FIX	12	171.20	72.66	243.86	17.5	19	0.55	0.30	3	2	4	2.55	18.5	26.0	1.63	1.50
	US	FIX	13	170.70	73.27	243.97	17.5	19	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.81
PIER 7	DS	EXP	13	171.10	72.68	243.78	17.5	19	0.55	0.30	4	2	5	3.17	18.5	26.0	1.63	1.50
	US	EXP	13	158.20	70.72	228.92	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.69
FWD. ABUT.		EXP	13	144.60	63.19	207.79	17.5	17.5	0.55	0.30	6	2	7	4.42	18.5	26.0	1.50	1.50

ELASTOMERIC BEARING AND STEEL LOAD PLATE DATA - RIGHT BRIDGE

LOCATION		TYPE	NO. REQ'D.	DL(KIP)	LL(KIP) W/O IMPACT	TOTAL LOAD (DL+LL)	L_e (in)	W_e (in)	t_i (in)	t_e (in)	NO. OF t_i's	NO. OF t_e's	NO. INTERNAL LAMINATES	T_e (in)	L_f (in)	W_f (in)	*t1 (in)	*t2 (in)
REAR ABUT.		EXP	12	129.50	53.77	183.27	17.5	17.5	0.55	0.30	8	2	9	5.67	18.5	26.0	1.50	1.63
PIER 1	DS	EXP	12	139.70	56.56	196.26	17.5	17.5	0.55	0.30	7	2	8	5.05	18.5	26.0	1.63	1.50
	US	EXP	12	131.00	54.63	185.63	17.5	17.5	0.55	0.30	7	2	8	5.05	18.5	26.0	1.50	1.69
PIER 2	DS	EXP	12	130.40	54.55	184.95	17.5	17.5	0.55	0.30	5	2	6	3.80	18.5	26.0	1.63	1.50
	US	EXP	12	155.00	58.47	213.47	17.5	17.5	0.55	0.30	5	2	6	3.80	18.5	26.0	1.50	1.75
PIER 3	DS	EXP	12	158.20	59.39	217.59	17.5	17.5	0.55	0.30	3	2	4	2.55	18.5	26.0	1.63	1.50
	US	EXP	12	156.60	59.47	216.07	17.5	17.5	0.55	0.30	3	2	4	2.55	18.5	26.0	1.50	1.81
PIER 4	DS	EXP	12	157.00	59.55	216.55	17.5	17.5	0.55	0.30	2	2	3	1.92	18.5	26.0	1.63	1.50
	US	EXP	12	158.10	59.80	217.90	17.5	17.5	0.55	0.30	3	2	4	2.55	18.5	26.0	1.50	1.81
PIER 5	DS	EXP	12	155.10	58.72	213.82	17.5	17.5	0.55	0.30	5	2	6	3.80	18.5	26.0	1.69	1.50
	US	EXP	12	129.30	55.12	184.42	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.75
PIER 6	DS	FIX	12	130.10	55.61	185.71	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.63	1.50
	US	FIX	12	165.20	59.87	225.07	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.81
PIER 7	DS	EXP	12	170.50	61.62	232.12	17.5	19	0.55	0.30	4	2	5	3.17	18.5	26.0	1.56	1.50
	US	EXP	12	157.20	60.96	218.16	17.5	17.5	0.55	0.30	4	2	5	3.17	18.5	26.0	1.50	1.75
FWD. ABUT.		EXP	12	147.90	84.53	232.43	17.5	19	0.55	0.30	6	2	7	4.42	18.5	26.0	1.63	1.50

LEGEND:

ABUT - ABUTMENT
FWD. - FORWARD
DS - DOWNSTATION
US - UPSTATION
* - t1 IS ALWAYS DOWNSTATION OF t2

NOTES:

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

2. THE STEEL LOAD PLATE SHALL CONFORM TO THE REQUIREMENTS OF ASTM A572 GRADE 50 AND SHALL BE GALVANIZED PER 711.02. THE SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS 514 WITH THE FOLLOWING FEDERAL COLOR NUMBER: 595B-12160 TO MATCH THE ADJACENT SUPERSTRUCTURE BEAMS.

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

4. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

5. IF THE CONCRETE IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F± 10°F, RAISE THE BEAMS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F± 10°F.

6. TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE.

7. THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, GALVANIZING, PAINTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS AND STEEL LOAD PLATES. PAYMENTS WILL BE MADE AT THE CONRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

8. PAYMENT FOR EMBEDDED STEEL SOLE PLATES SHALL BE INCLUDED IN ITEM 515, DRAPED STRANDED PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72").

9. LOAD PLATES SHALL BE SHOP MARKED FOR LOCATION AND DIRECTION OF UPSTATION.

10. IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS, IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.

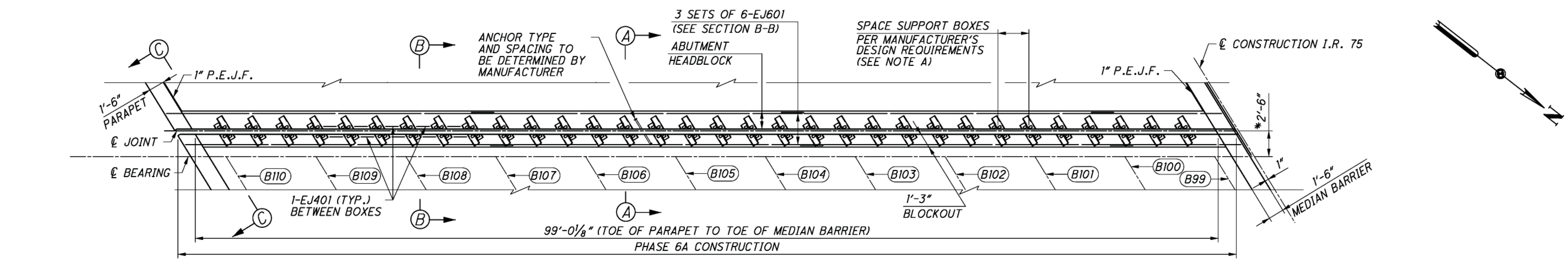
11. FOR ADDITIONAL DETAILS, SEE SHEET 113/129.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707803/5707811	

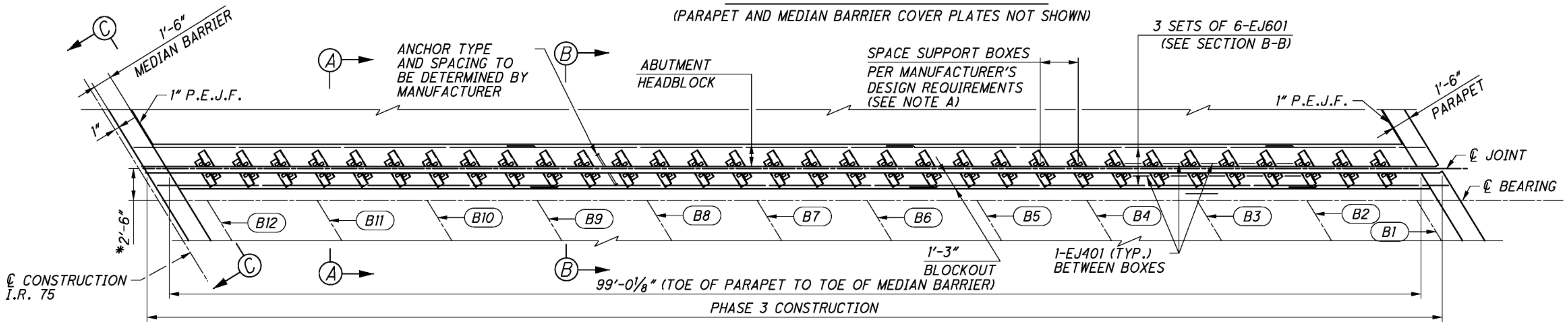
BEARING DETAILS
BRIDGE NO.MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND S.R. ROBERT DR. S.B.

MOT-75-12.00
PID No. 77247



REAR ABUTMENT - RIGHT BRIDGE

(PARAPET AND MEDIAN BARRIER COVER PLATES NOT SHOWN)



REAR ABUTMENT - LEFT BRIDGE

(PARAPET AND MEDIAN BARRIER COVER PLATES NOT SHOWN)

NOTE A:

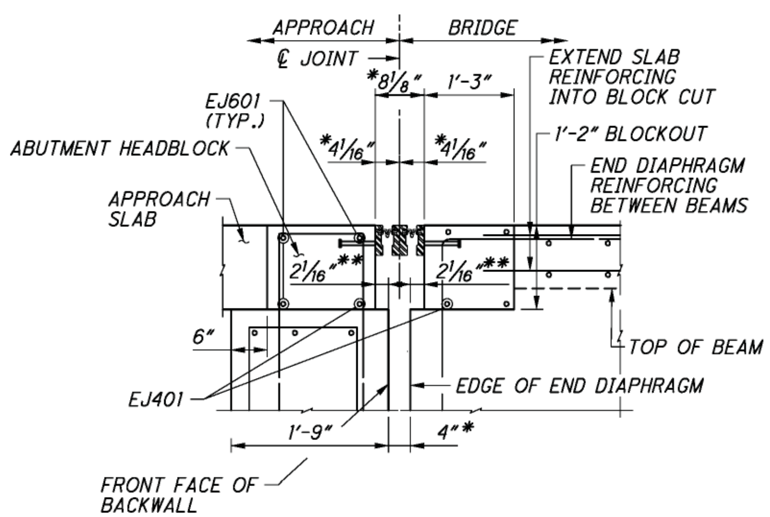
SPACING OF SUPPORT BEAMS SHALL BE LIMITED TO 3'-0" CENTERS UNDER MAIN LOAD BEARING BEAMS, UNLESS FATIGUE TESTING OF THE ACTUAL WELDING CONNECTION DETAILS HAS BEEN PERFORMED TO SHOW THAT A GREATER SPACING IS ACCEPTABLE. THE FATIGUE CYCLES SHOULD BE 2,000,000 PLUS TRUCK LOAD CYCLES OR TRUCK TRAFFIC COUNT OVER THE EXPECTED LIFE OF THE STRUCTURE.

MODULAR EXPANSION JOINT MOVEMENTS		
LOCATION	MAX. EXPANSION	MAX. CONTRACTION
REAR ABUTMENT	1 1/2"	3 3/8"
FWD. ABUTMENT	1 1/16"	2 7/8"

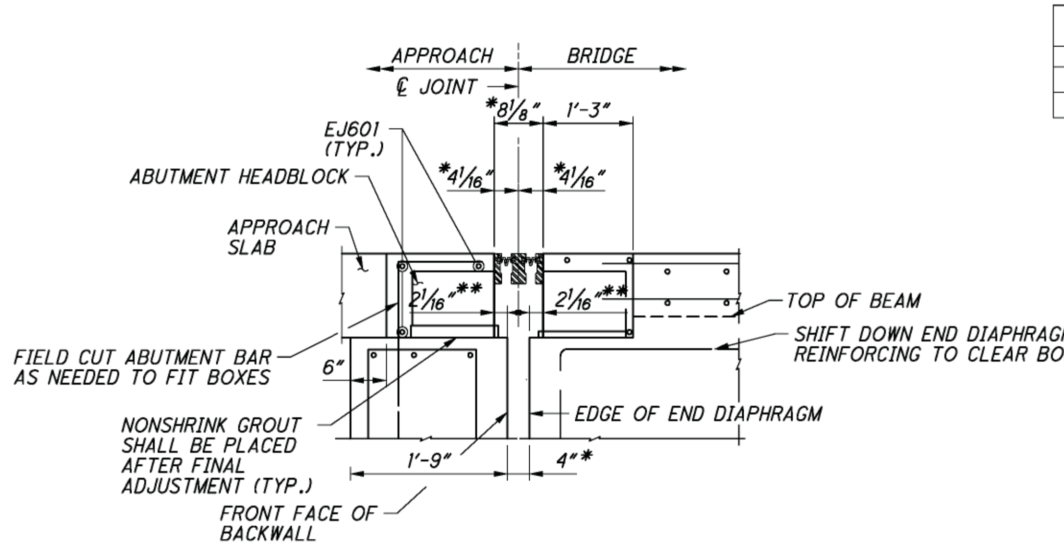
NOTE:

EXPANSION AND CONTRACTION MOVEMENTS ARE CALCULATED FROM A REFERENCE OF 60°F. THE TEMPERATURE RANGE USED IS 15°F TO 95°F, SHRINKAGE IS ALSO INCLUDED. MOVEMENTS ARE MEASURED NORMAL TO ℄ JOINT.

MODULAR EXPANSION JOINT OPENINGS							
LOCATION	30°F	40°F	50°F	60°F	70°F	80°F	90°F
REAR ABUTMENT	9.06"	8.75"	8.44"	8.13"	7.81"	7.50"	7.19"
FWD. ABUTMENT	8.76"	8.55"	8.34"	8.13"	7.91"	7.70"	7.49"



SECTION A-A



SECTION B-B

NOTES:

1. FOR SECTION C-C SEE SHEET 117/129 .
2. FOR MODULAR EXPANSION JOINT NOTES, SEE SHEET 116/129 .
3. FOR ADDITIONAL JOINT NOTES, SEE SHEET 6/129.

LEGEND:

* = INDICATES DIMENSIONS AT 60°F
** = INDICATES THESE DIMENSIONS MAY VARY DUE TO THE MODULAR JOINT SUPPORT BOX DIMENSIONS AND THE SETTING OF THE MODULAR JOINT DURING CONSTRUCTION.
(BXX) = BEAM NUMBER
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
TYP. = TOP

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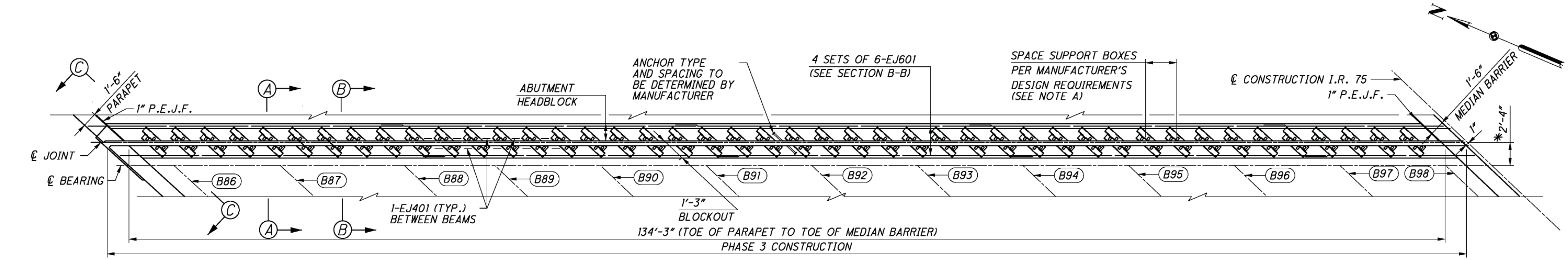
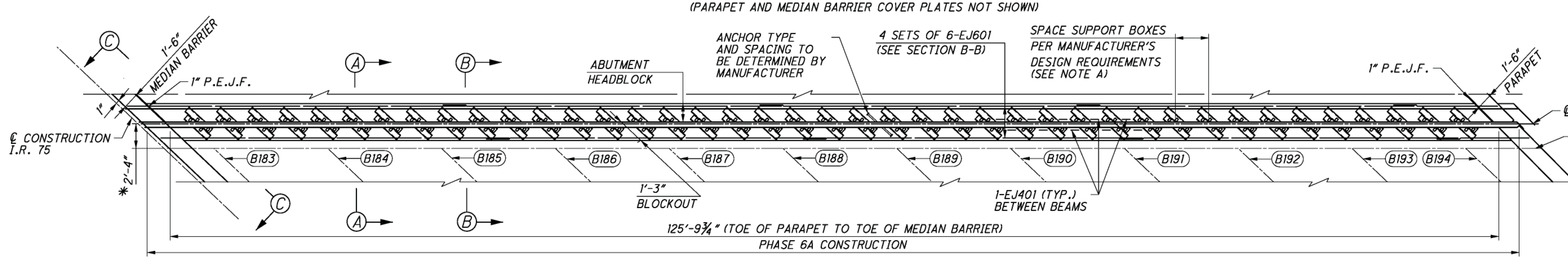
MODULAR JOINT DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247



FORWARD ABUTMENT - LEFT BRIDGE

(PARAPET AND MEDIAN BARRIER COVER PLATES NOT SHOWN)



FORWARD ABUTMENT - RIGHT BRIDGE

(PARAPET AND MEDIAN BARRIER COVER PLATES NOT SHOWN)

NOTE A:

SPACING OF SUPPORT BEAMS SHALL BE LIMITED TO 3'-0" CENTERS UNDER MAIN LOAD BEARING BEAMS, UNLESS FATIGUE TESTING OF THE ACTUAL WELDING CONNECTION DETAILS HAS BEEN PERFORMED TO SHOW THAT A GREATER SPACING IS ACCEPTABLE. THE FATIGUE CYCLES SHOULD BE 2,000,000 PLUS TRUCK LOAD CYCLES OR TRUCK TRAFFIC COUNT OVER THE EXPECTED LIFE OF THE STRUCTURE.

MODULAR EXPANSION JOINT NOTES:

1. THE MODULAR EXPANSION JOINT SYSTEM SHALL BE DESIGNED ACCORDING TO AASHTO HS25 WITH 100% IMPACT.
2. THE BLOCKOUT DIMENSIONS, AS SHOWN IN THE DETAILS, ARE BASED ON THE D.S. BROWN D-160 MODULAR EXPANSION JOINT SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE BLOCKOUT DIMENSIONS AND DECK SLAB REINFORCEMENT TO ACCOMMODATE A DIFFERENT MODULAR EXPANSION JOINT SYSTEM.
3. THE MODULAR EXPANSION JOINT SYSTEM SHALL BE INSTALLED AS DIRECTED BY THE MANUFACTURER (REFER TO THE MANUFACTURER'S RECOMMENDATION FOR THE TEMPORARY SUPPORT OF THE MODULAR EXPANSION JOINT).
4. THE APPROVED MANUFACTURER/FABRICATOR SHALL SUPPLY A QUALIFIED TECHNICAL REPRESENTATIVE TO THE JOBSITE DURING ALL INSTALLATION PROCEDURES.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.
6. WELDING SHALL COMPLY WITH THE BRIDGE WELDING CODE AWS D1.5, AND THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES.
7. SHOP OR FIELD WELDS SPLICING MAIN BEAMS, OR CONNECTIONS TO THE MAIN BEAMS SHALL BE FULL PENENTRATION WELDED AND 100 PERCENT NON-DESTRUCTIVELY TESTED IN ACCORDANCE WITH AWS D1.5 BRIDGE WELDING CODE.
8. THE EXPANSION DAM ASSEMBLIES SHALL BE FACTORY ASSEMBLED AND PRESET TO SYSTEM MIDRANGE.
9. THE NEOPRENE SEALS SHALL BE INSTALLED IN ONE CONTINOUS PIECE, NO SPLICES ARE PERMITTED.
10. ALL STEEL SHALL BE IN ACCORDANCE WITH ASTM A709, GRADE 50.
11. FASTENING HARDWARE SHALL CONFORM TO ASTM A325. STUD ANCHORS SHALL CONFORM TO AASHTO M 169 AND ITEM 513.
12. DETAILED IMPACT AND FATIGUE DESIGN CALCULATIONS, SHOP DRAWINGS OF THE MODULAR EXPANSION JOINT ASSEMBLY, AND SHIPPING DEVICE SHALL BE SUBMITTED FOR APPROVAL TO THE ENGINEER.
13. THE MODULAR EXPANSION JOINT SHALL BE MANUFACTURED TO FIT THE ROADWAY CROSS-SLOPES AND GRADES AS INDICATED IN THE PLANS. ALL SPLICES SHALL BE WELDED, AND ALL SURFACES IN CONTACT WITH ROADWAY TRAFFIC OR END CHANNELS SHALL BE GROUND SMOOTH.
14. THE MODULAR EXPANSION JOINT ASSEMBLY SHALL BE PROPERLY FITTED IN THE SHOP TO THE PROPER OPENING AND SHIPPED WITH DEVICES FOR MAINTAINING PROPER SPACING AND FIT. THE SHIPPING DEVICES SHALL BE SPACED BETWEEN THE SUPPORT BOXES.
15. CONCRETE SURFACES SHALL BE FINISHED EITHER FLUSH WITH, OR TO A MAXIMUM OF ¼ INCH ABOVE THE STEEL EXTRUSION.
16. MINIMUM LAP SPLICE OF 3'-0" SHALL BE USED FOR THE EJ401 AND EJ601 BARS.
17. BEFORE PLACING BLOCKOUT CONCRETE, AN APPROVED BONDING AGENT SHALL BE APPLIED TO THE HORIZONTAL AND VERTICAL DECK SURFACES.
18. PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO DESIGN, SUPPLY INSTALL AND TEST A MODULAR JOINT EXPANSION JOINT ACCORDING TO THE PLANS AND NOTES SHALL BE PAID FOR AS ITEM 513 STRUCTURAL MEMBERS, MODULAR EXPANSION JOINT LEVEL UF, AS PER PLAN.

NOTES:

1. FOR SECTION A-A, B-B, EXPANSION JOINT TABLES, AND LEGEND, SEE SHEET 115/129.
2. FOR SECTION C-C, AND DETAILS OF THE PARAPET AND BARRIER COVER PLATES, SEE SHEET 117/129.
3. FOR PRESTRESSED BEAM TOP FLANGE CLIP DETAILS, SEE SHEET 54/129.
4. FOR REINFORCING SCHEDULE, SEE SHEETS 123/129.
5. FOR ADDITIONAL JOINT NOTES, SEE SHEET 6/129.

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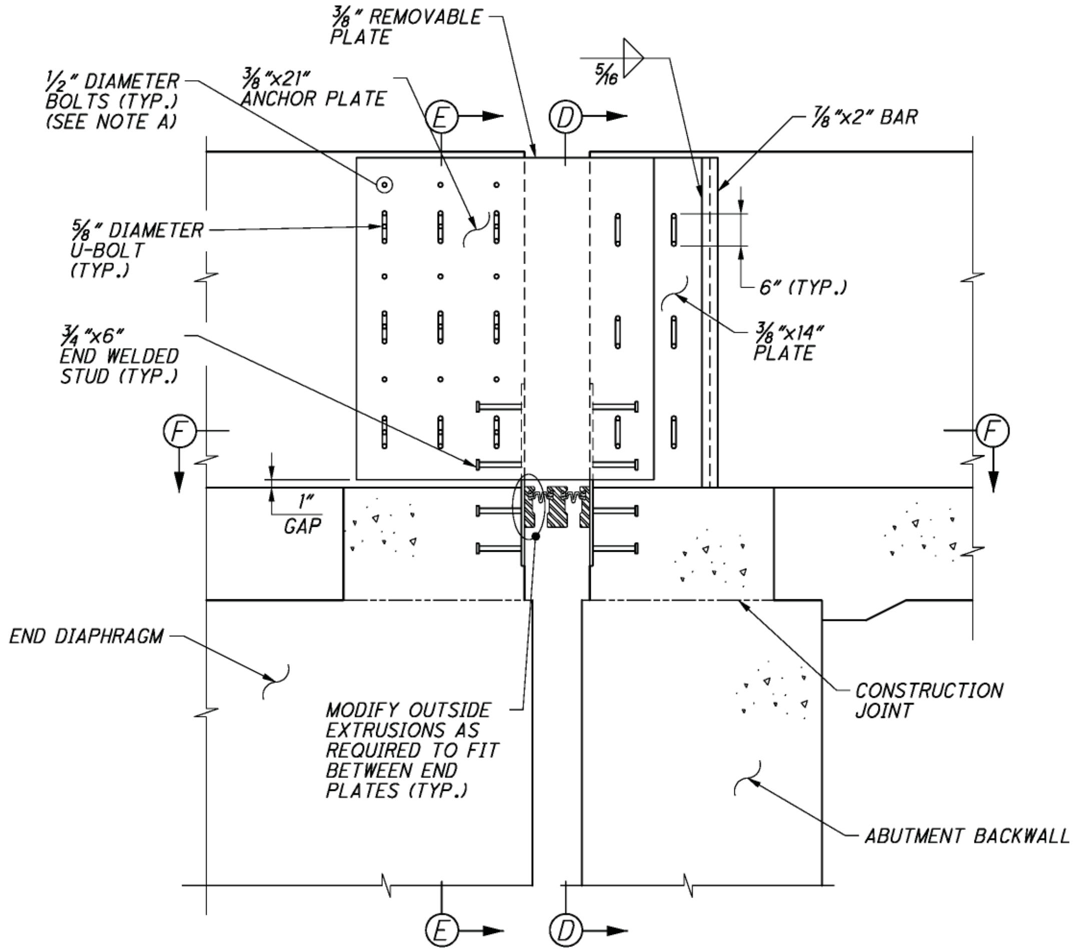
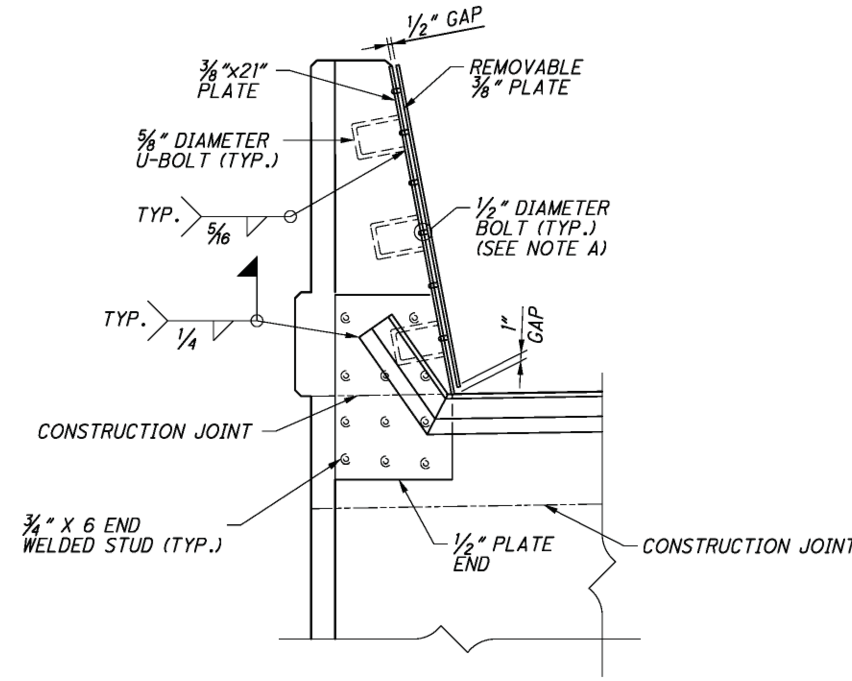
MODULAR JOINT DETAILS
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

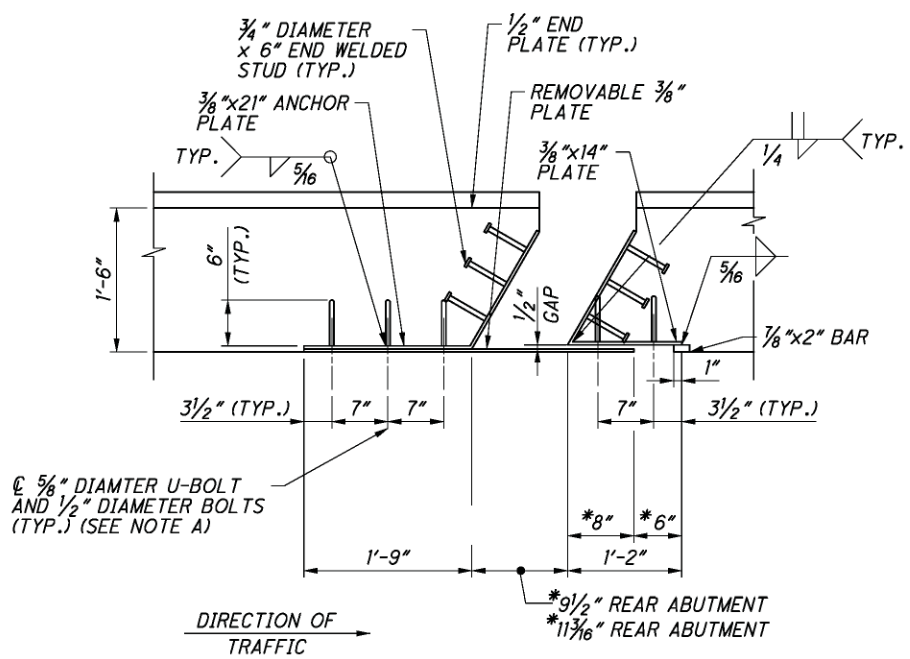


SECTION C-C

(REAR ABUTMENT PARAPET SHOWN, MEDIAN BARRIER AND FORWARD ABUTMENT SIMILAR)

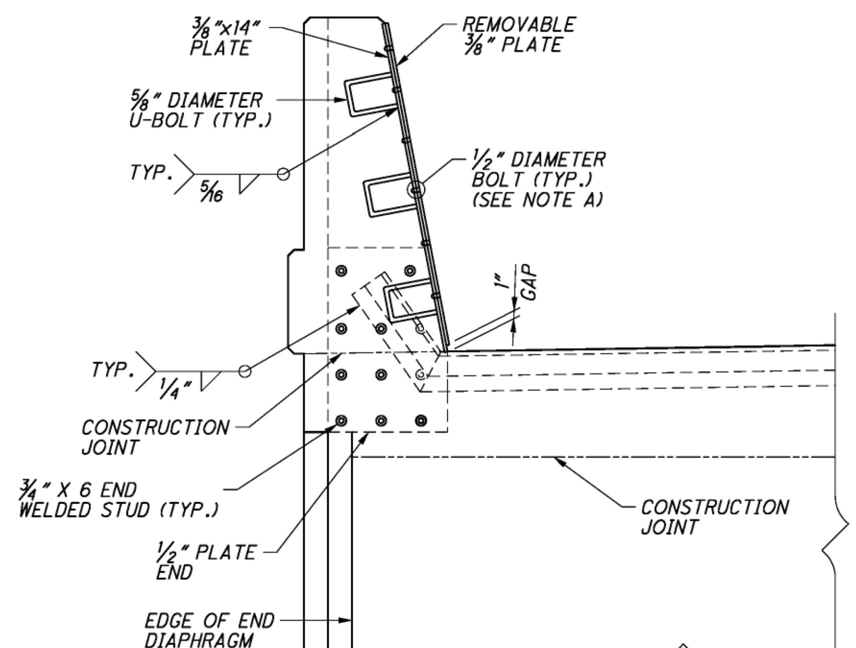


SECTION D-D



SECTION F-F

(MODULAR EXPANSION JOINT NOT SHOWN)



SECTION E-E

NOTE A:

½" DIAMETER BOLTS SHALL BE COUNTERSUNK SOCKET HEAD STAINLESS STEEL WITH NUTS WELDED TO THE BACK OF THE ⅜" ANCHORAGE PLATE.

LEGEND:

TYP. = TYPICAL
* = INDICATES TEMPERATURE AT 60°F TEMPERATURE ADJUSTMENT PER 10°F = ⅜" AT REAR ABUTMENT AND 5/16" AT FORWARD ABUTMENT.

NOTES:

1. FOR ADDITIONAL MODULAR JOINT DETAILS AND NOTES SEE SHEETS 115/129 AND 116/129 .
2. FOR ADDITIONAL DETAILS AND DIMENSIONS OF THE BARRIER AND PARAPET SEE SHEETS 62/129 THRU 71/129.
3. ALL PARAPET AND MEDIAN BARRIER EXPANSION JOINT PLATES, BARS AND MISC. HARDWARE SHALL BE INCLUDED WITH ITEM 513, STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN FOR PAYMENT.
4. FOR ABUTMENT DETAILS SEE SHEETS 20/129 THRU 28/129.
5. FOR ADDITIONAL DETAILS AND NOTES SEE ODOT STANDARD DRAWING EXJ-6-06.
6. FOR ADDITIONAL JOINT NOTES, SEE SHEET 6/129.

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MODULAR JOINT DETAILS
BRIDGE NO. MOT-75-1227 L/R
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MOT-75-12.00
PID No. 77247

117/129

1017/1565

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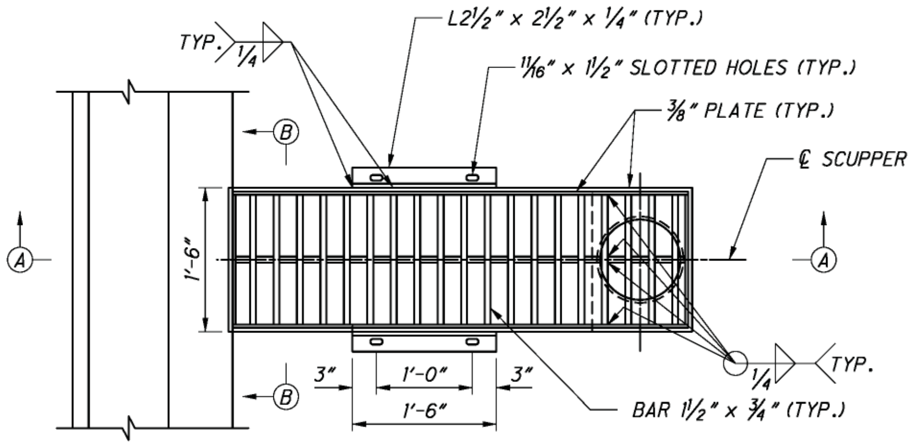
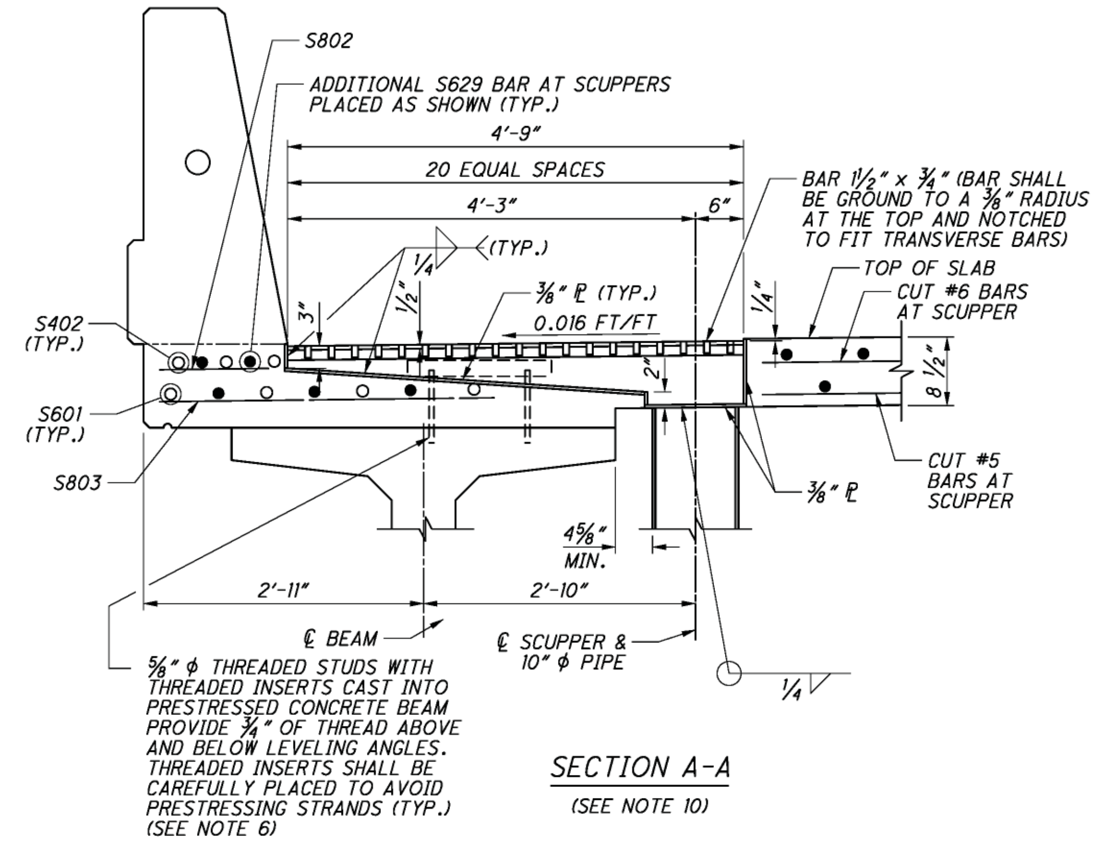
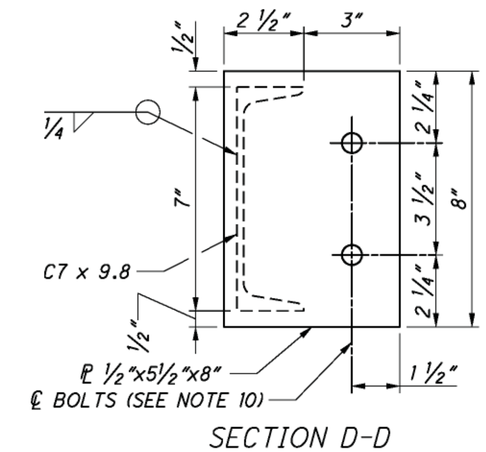


PLAN



SECTION A-A

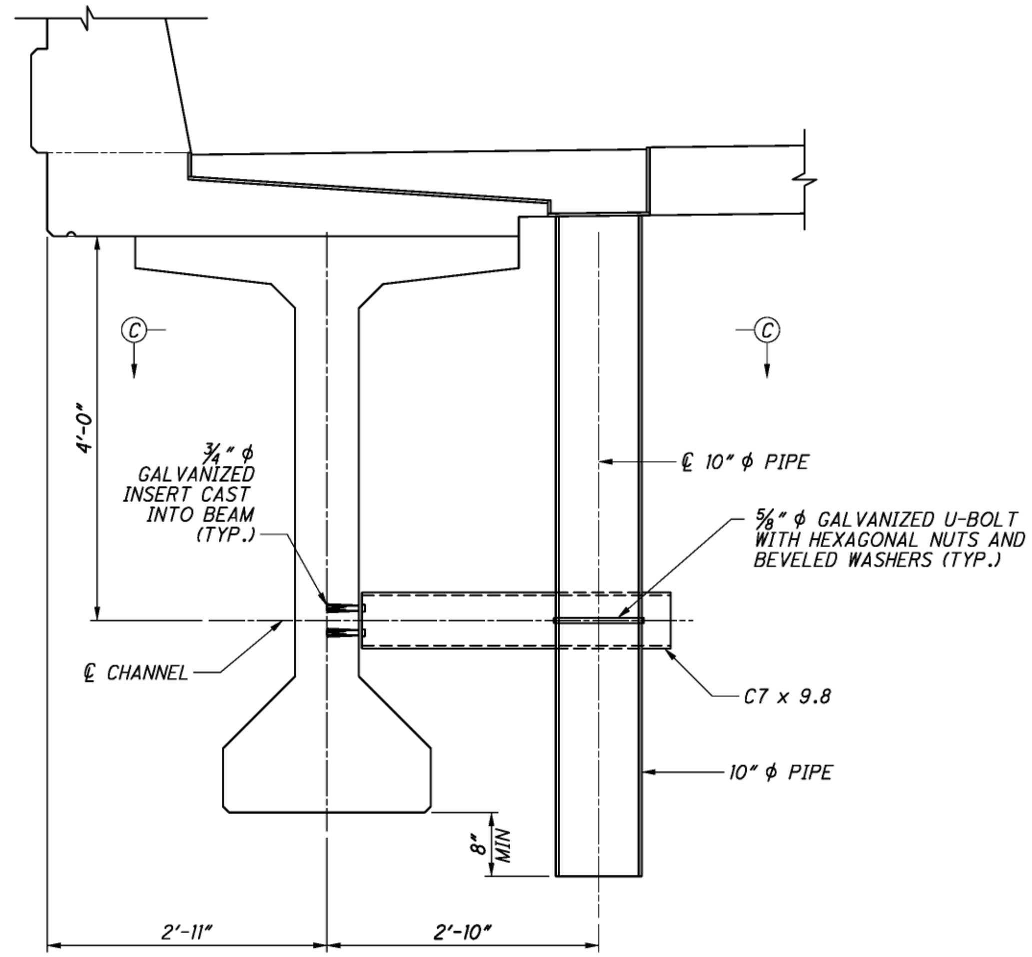
(SEE NOTE 10)



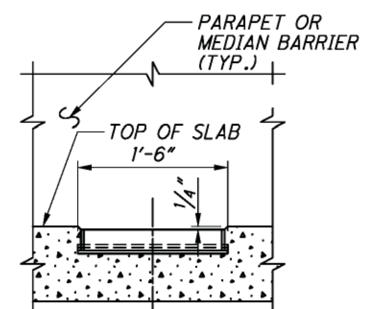
SECTION D-D

SCUPPER LOCATION*	
STATION	OFFSET
302+18.00	86.00' RT.
302+79.00	1.58' RT.
302+79.00	1.58' LT.
303+40.00	86.00' LT.
305+79.00	86.00' RT.
306+46.50	1.58' RT.
306+46.50	1.58' LT.
307+13.00	86.00' LT.

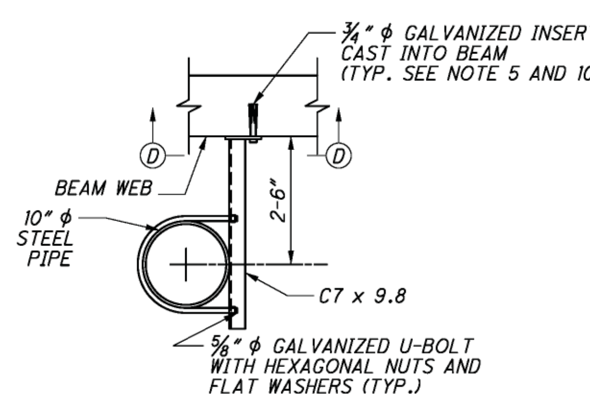
* - STATIONS AND OFFSETS ARE BASED ON ℄ I.R. 75 AND GIVEN AT TOE OF PARAPET OR MEDIAN BARRIER AND ℄ OF SCUPPER.



ELEVATION



SECTION B-B



SECTION C-C

LEGEND

TYP. TYPICAL
ϕ DIAMETER
MIN. MINIMUM

NOTES:

1. SCUPPERS, 10" DIAMETER VERTICAL PIPES, AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 513, AVAILABLE COMMERCIALLY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. ALL SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED TO ACCORDING TO CMS ITEM 514. THE PAINTING SHALL MATCH THE ADJACENT FASCIA BEAMS. THE PAINTING OF THE SCUPPERS, VERTICAL PIPES AND SUPPORT SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO ITEM 518, SCUPPERS INCLUDING SUPPORTS, AS PER PLAN.
2. THE SCUPPERS, SUPPORTS, VERTICAL STEEL PIPES, AND PAINTING OF THE SCUPPERS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
3. STRUCTURAL STEEL FOR PIPE SUPPORTS, INCLUDING CHANNELS AND CONNECTION PLATES SHALL BE ASTM A36 GRADE 36 AND GALVANIZED AND PAINTED ACCORDING TO NOTE 1 ABOVE.
4. PIPE JOINTS FOR VERTICAL STEEL PIPE SHALL BE MADE BY WELDING OR BY USE OF CLAMP-TYPE COUPLINGS HAVING A RING GASKET. ALL WELDING SHALL BE DONE BEFORE GALVANIZING.
5. THREADED INSERTS IN PRESTRESSED BEAM WEBS AND TOP FLANGES ARE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS (72", LEVEL 3) FOR PAYMENT. CONTRACTOR TO DETERMINE LOCATION OF THREADED INSERTS FOR BEAM WEBS BEFORE CASTING, FROM DETAILS PROVIDED IN THESE PLANS.
6. ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02 AND PAINTED ACCORDING TO NOTE 1 ABOVE.
7. FOR PRESTRESSED BEAM DETAILS, SEE SHEETS 52/129 THRU 56/129.
8. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 68/129 AND 69/129.
9. FOR PLACEMENT OF ADDITIONAL REINFORCING AT SCUPPERS, SEE SHEET 64/129.
10. BOLTS SHALL BE CAPABLE OF DEVELOPING A PULLOUT RESISTANCE OF NOT LESS THAN 12,000 LBS. FOR CONNECTING TO PRESTRESSED BEAMS, BOLTS SHALL BE 3/4" DIAMETER GALVANIZED WITH THREADED GALVANIZED INSERT CAST INTO THE BEAM.

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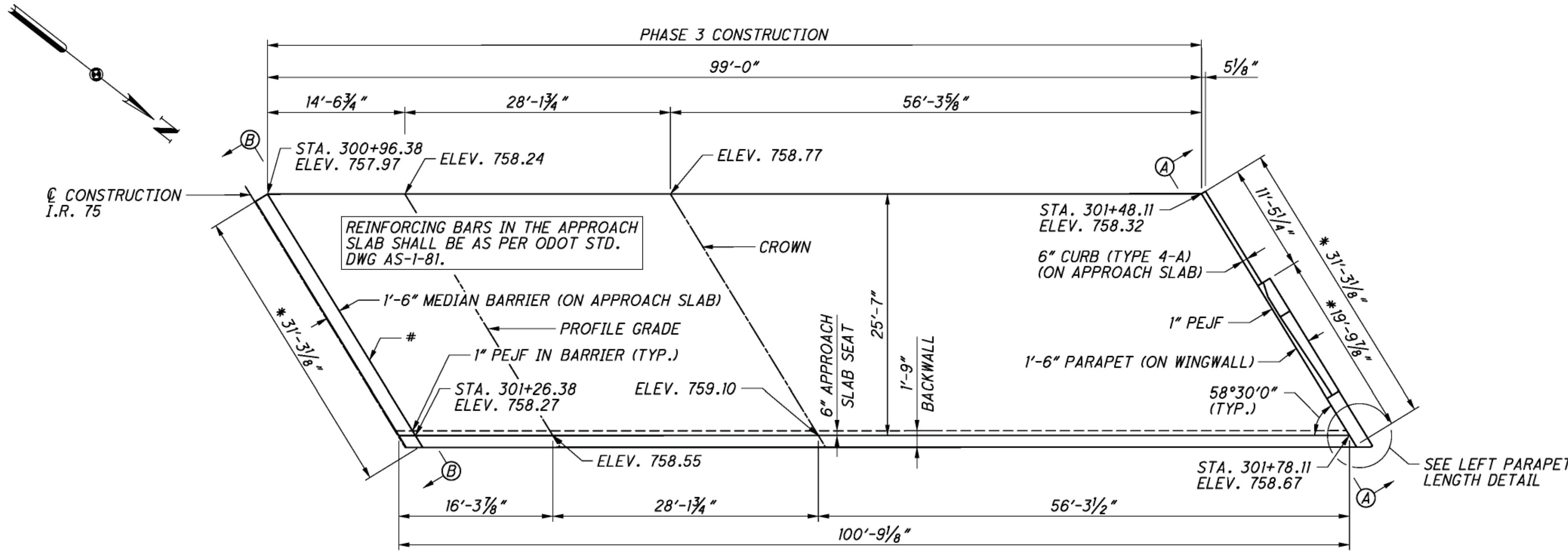
DRAINAGE DETAILS

BRIDGE NO. MOT-75-1227 L/R

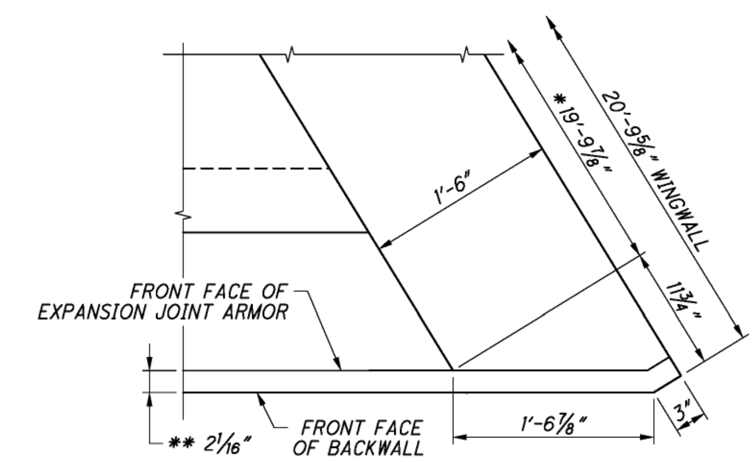
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00

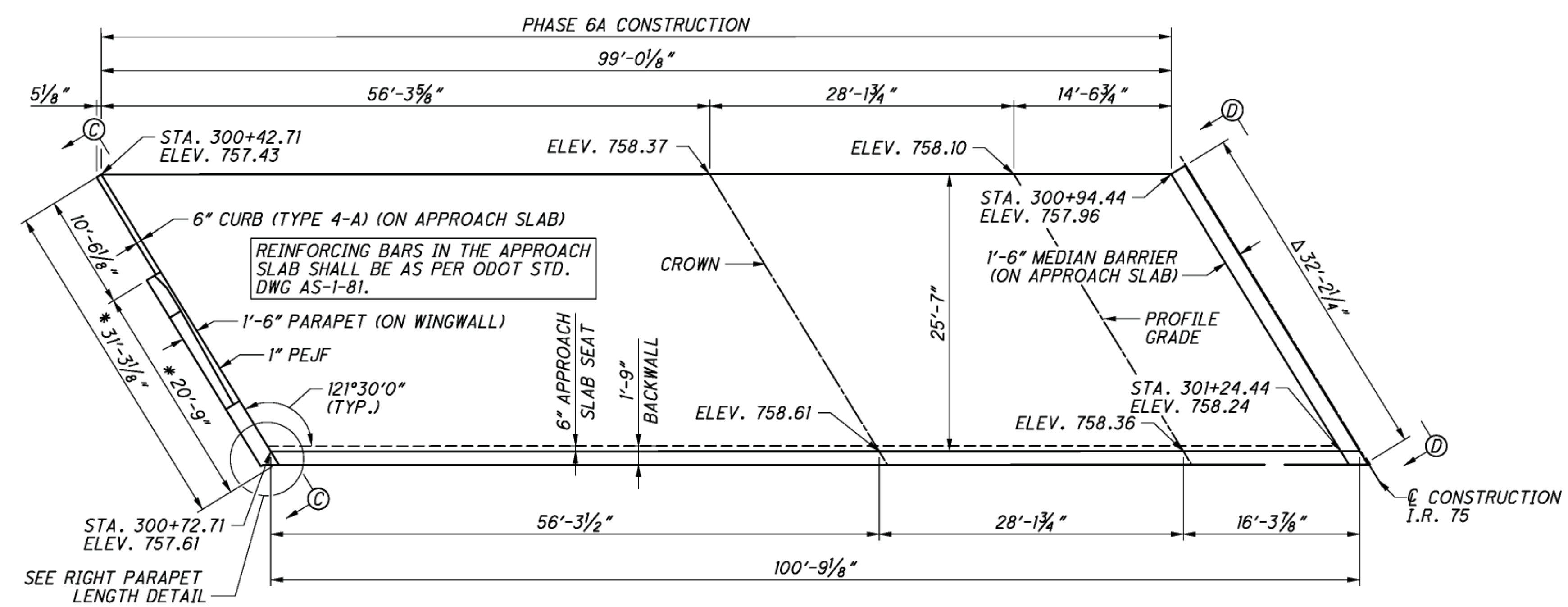
PID No. 77247

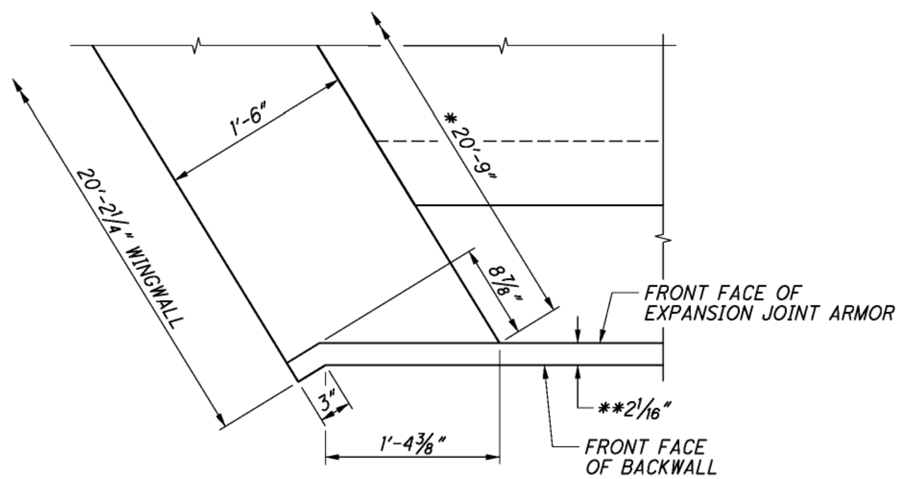


LEFT REAR APPROACH SLAB PLAN
(WINGWALL NOT SHOWN FOR CLARITY)



LEFT PARAPET LENGTH DETAIL





RIGHT PARAPET LENGTH DETAIL

RIGHT REAR APPROACH SLAB PLAN
(WINGWALL NOT SHOWN FOR CLARITY)

LEGEND:

- * MEASURED ALONG TRAFFIC FACE
- Δ MEASURED ALONG NON-TRAFFIC FACE
- P.E.J.F. PREFORMED EXPANSION JOINT FILLER
- ** INDICATES THESE DIMENSIONS MAY VARY DUE TO THE MODULAR JOINT SUPPORT BOX DIMENSIONS AND THE SETTING OF THE MODULAR JOINT DURING CONSTRUCTION
- # JUNCTION BOX (SEE NOTE 8)

NOTES:

1. PAYMENT FOR ITEM 898 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB) (T = 17"), AS PER PLAN SHALL INCLUDE CONCRETE, REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, AND WATERPROOFING TO THE DIMENSIONS SHOWN IN THE PLANS.
2. SEALING OF THE APPROACH SLAB AND BARRIERS, SHALL BE INCLUDED WITH 512 - SEALING OF CONCRETE (EPOXY-URETHANE) SURFACES FOR PAYMENT.
3. THE SEALING COAT FOR THE PARAPETS SHALL BE TINTED TO FEDERAL COLOR STANDARD FS-595B-33690 (SUBJECT TO FINAL REVIEW OF THE ENGINEER). THE SEALING COAT FOR THE MEDIAN BARRIER SHALL BE TINTED TO FEDERAL COLOR STANDARD FS-595B-17778. SEE SHEET 5/129 FOR ADDITIONAL DETAILS.
4. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES, SEE ODOT STD. DRAWING AS-1-81, SHEETS 1 THRU 3 OF 3.
5. FOR ADDITIONAL BARRIER DETAILS, SEE ODOT STD. DRAWING SBR-1-99.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
7. FOR SECTION A-A THRU VIEW D-D, SEE SHEET 120/129.
8. EACH LOCATION REQUIRES TWO JUNCTION BOXES TO ACCOUNT FOR THE TWO ITS CONDUITS. FOR THE EXACT LOCATION OF THE JUNCTION BOXES, SEE SHEET 725/565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/565 AND ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

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REAR APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1227L/R
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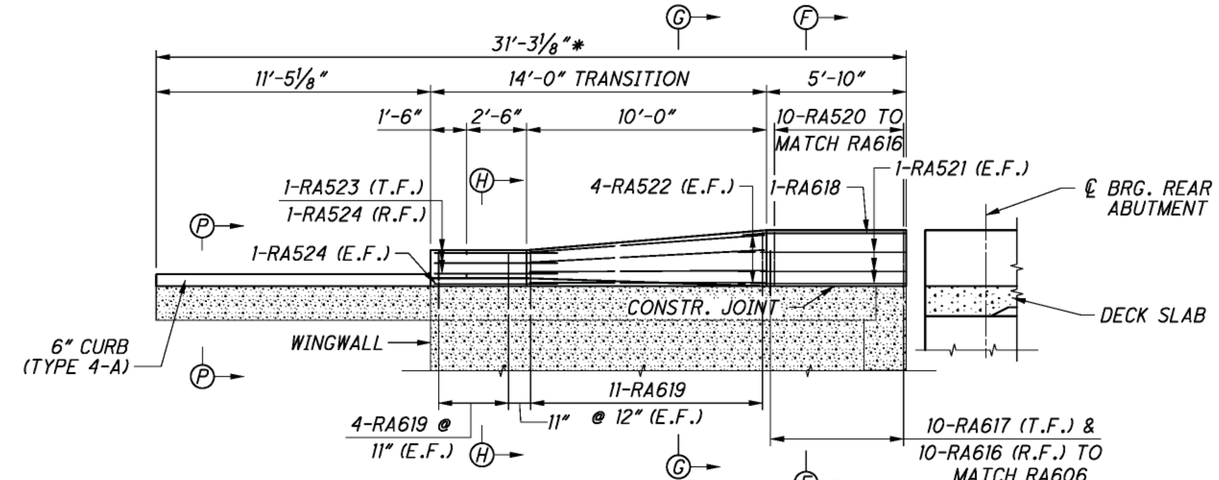
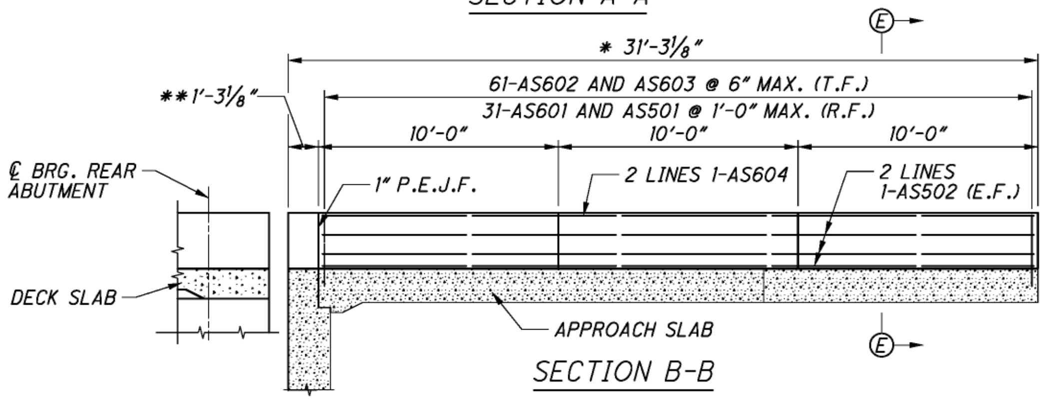
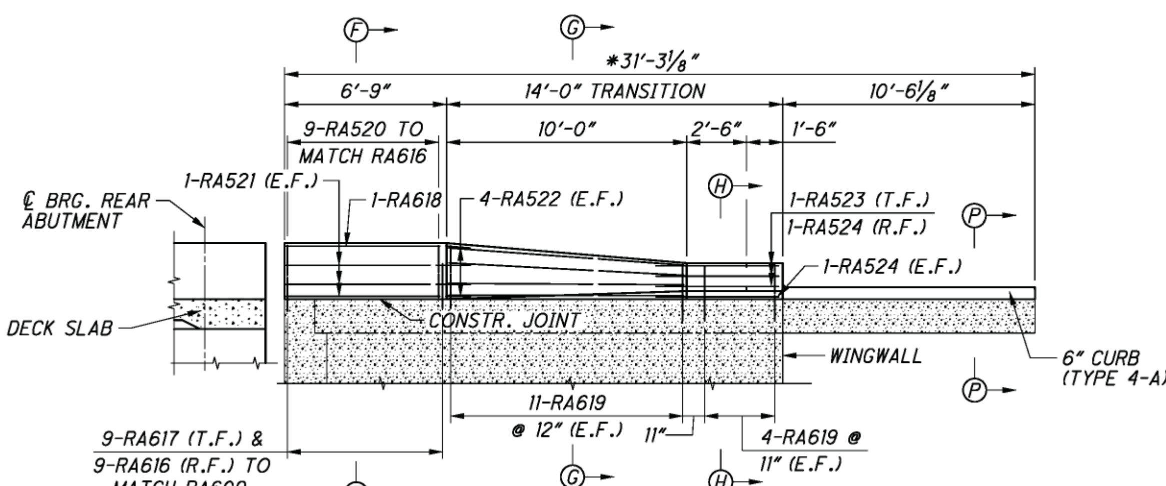


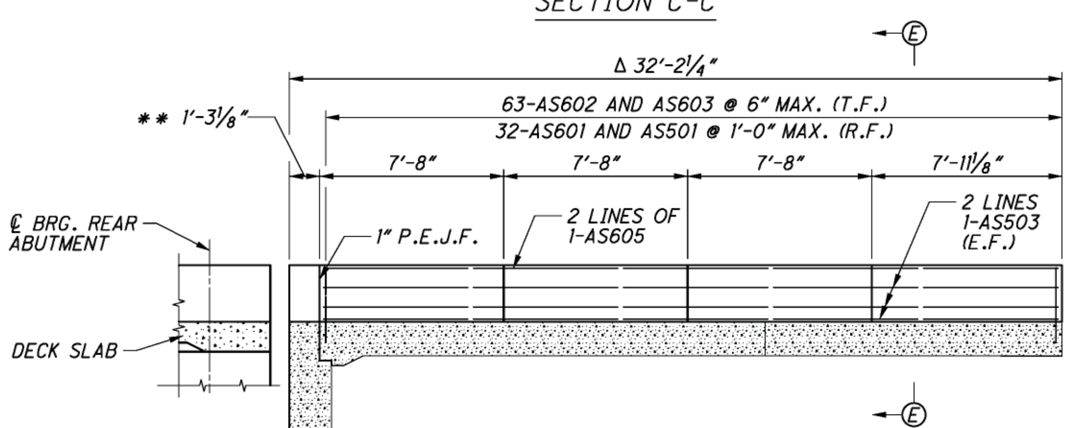
SECTION A-A



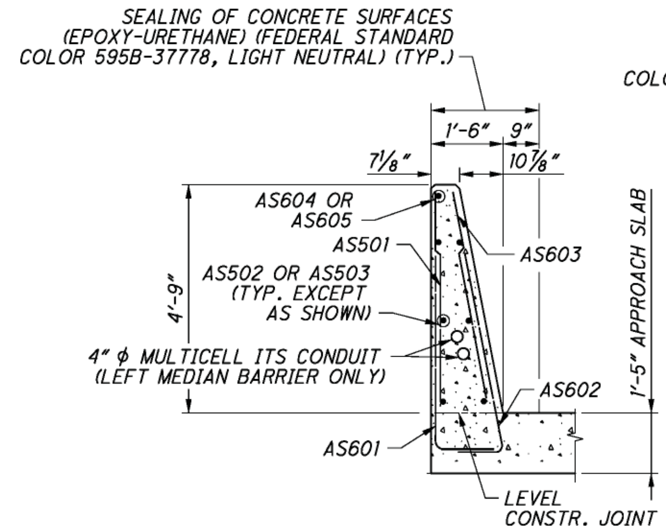
SECTION B-B



SECTION C-C

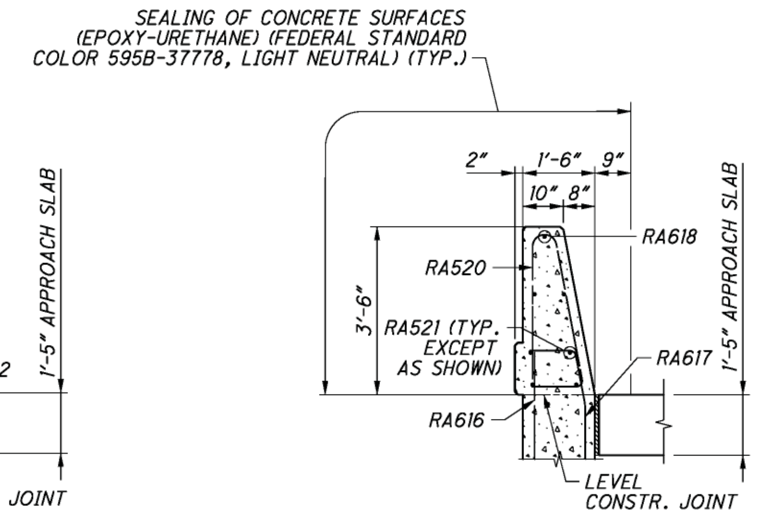


VIEW D-D



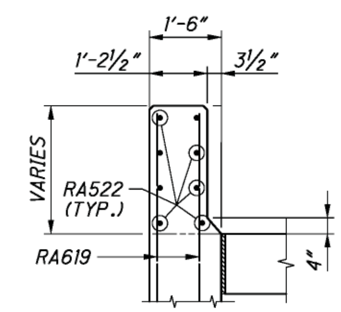
SECTION E-E

(APPROACH SLAB REINFORCING NOT SHOWN)



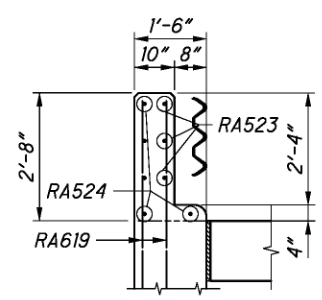
SECTION F-F

(WINGWALL REINFORCING NOT SHOWN)



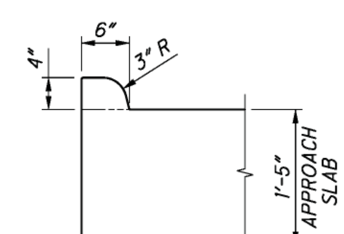
SECTION G-G

(WINGWALL REINFORCING NOT SHOWN)



SECTION H-H

(WINGWALL REINFORCING NOT SHOWN)



SECTION P-P

LEGEND

* MEASURED ALONG TRAFFIC FACE.

Δ MEASURED ALONG NON-TRAFFIC FACE.

** FOR MEDIAN BARRIER REINFORCEMENT ON REAR ABUTMENT BACKWALL, SEE SHEET 20/129.

T.F. TRAFFIC FACE

R.F. REAR FACE

E.F. EACH FACE

P.E.J.F. PREFORMED EXPANSION JOINT FILLER

NOTE:

1. FOR ADDITIONAL NOTES, SEE SHEET 119/129.
2. FOR LOCATION OF SECTION A-A THRU VIEW D-D, SEE SHEET 119/129.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 123/129.
4. FOR APPROACH SLAB REINFORCEMENT SCHEDULE AND LAP LENGTH TABLE, SEE SHEET 122/129.
5. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

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REAR APPROACH SLAB DETAILS

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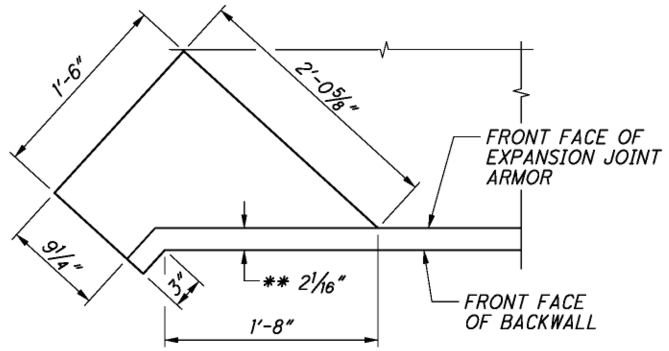
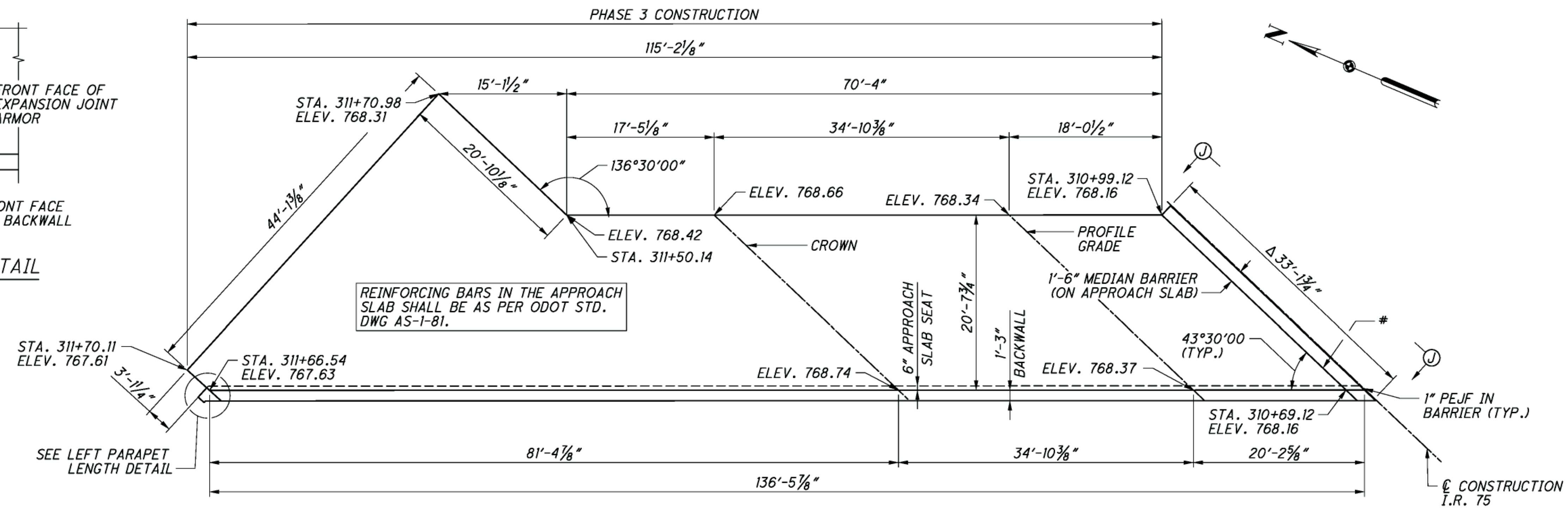
MOT-75-12.00

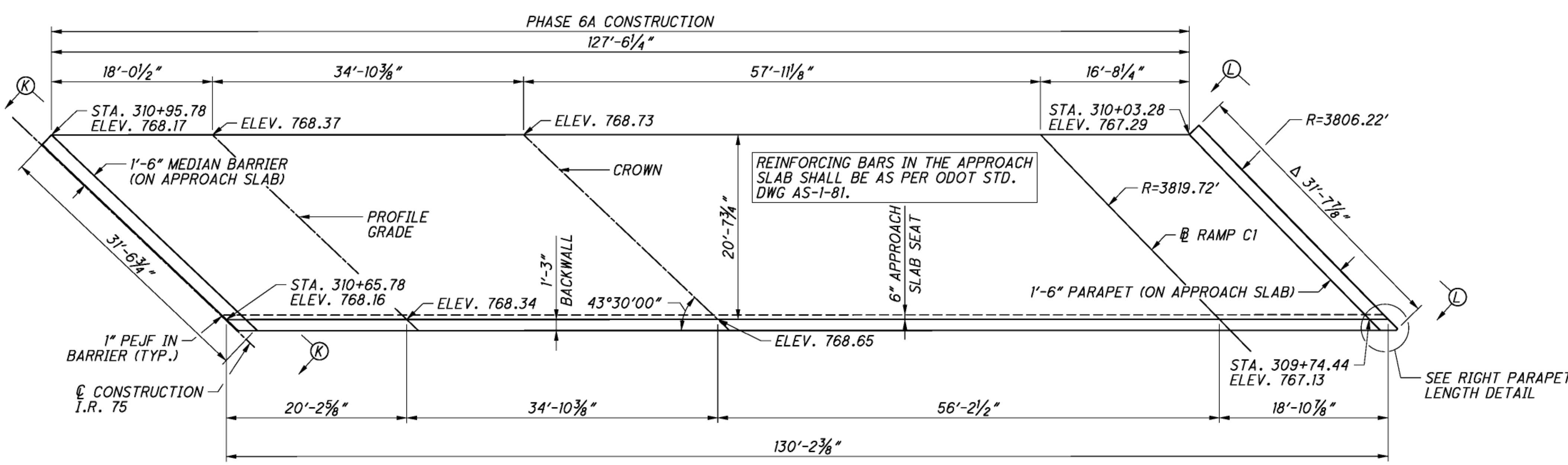
PID No. 77247



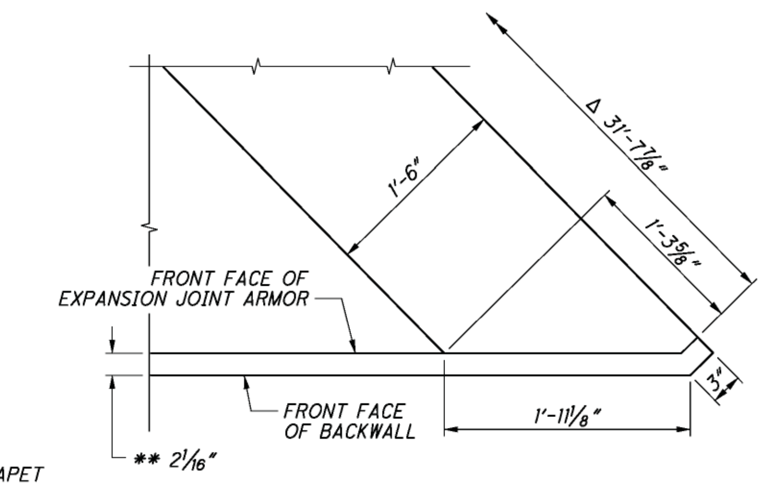
LEFT PARAPET LENGTH DETAIL



LEFT FORWARD APPROACH SLAB PLAN



RIGHT FORWARD APPROACH SLAB PLAN



RIGHT PARAPET LENGTH DETAIL

LEGEND:

- * MEASURED ALONG TRAFFIC FACE
- Δ MEASURED ALONG NON-TRAFFIC FACE
- PEJF PREFORMED EXPANSION JOINT FILLER
- ** INDICATES THESE DIMENSIONS MAY VARY DUE TO THE MODULAR JOINT SUPPORT BOX DIMENSIONS AND THE SETTING OF THE MODULAR JOINT DURING CONSTRUCTION
- \# JUNCTION BOXES (SEE NOTE 3)

NOTES:

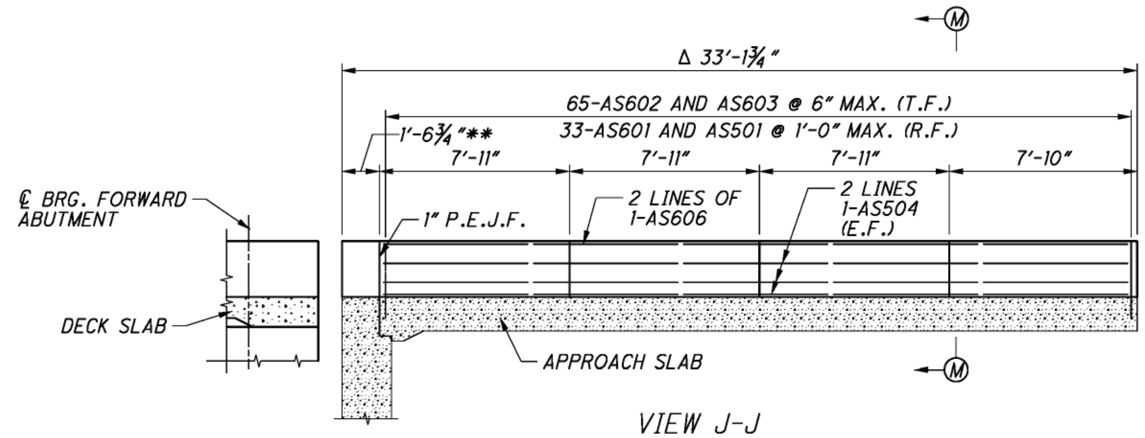
1. FOR ADDITIONAL NOTES, SEE SHEET 119/129 .
2. FOR VIEW J-J THRU VIEW L-L, SEE SHEET 122/129 .
3. EACH LOCATION REQUIRES TWO JUNCTION BOXES TO ACCOUNT FOR THE TWO ITS CONDUITS. FOR THE EXACT LOCATION OF THE JUNCTION BOXES, SEE SHEET 725/1565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/1565 AND ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

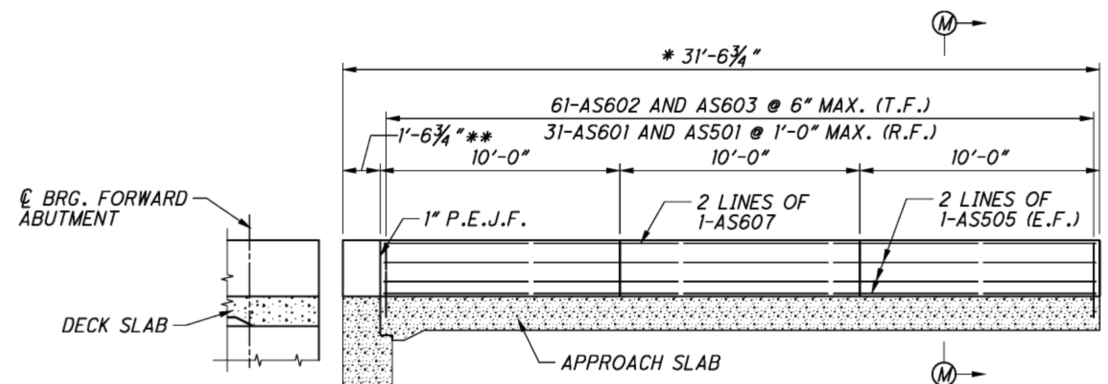
DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED VWR	REVISED	STRUCTURE FILE NUMBER 5707803/5707811	

FORWARD APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1227L/R
I.R. 75 OVER MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

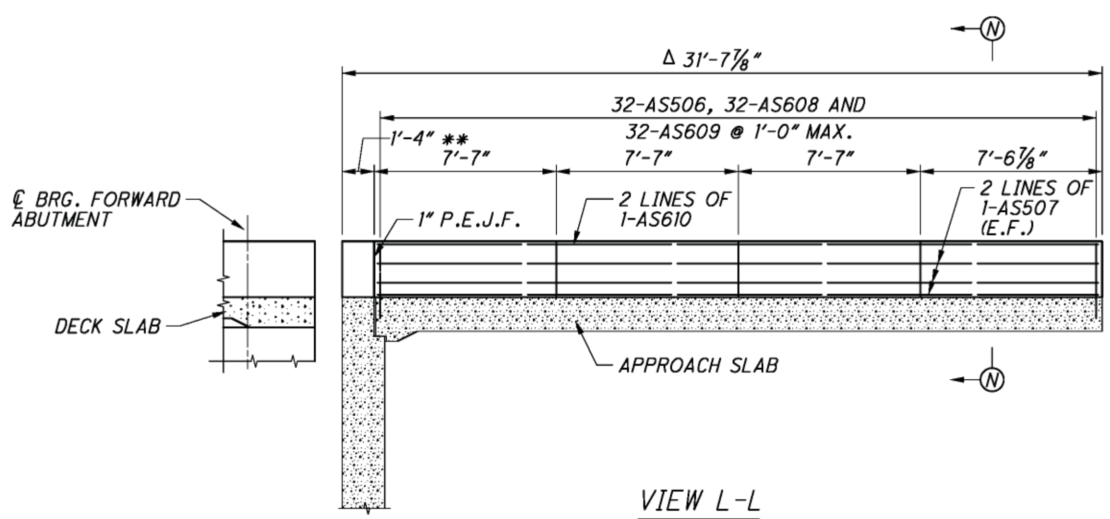
MOT-75-12.00
PID No. 77247



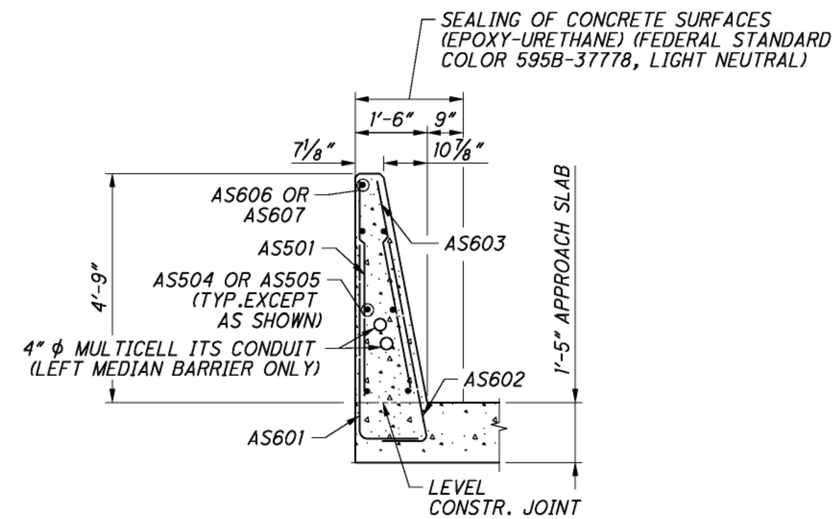
VIEW J-J



SECTION K-K

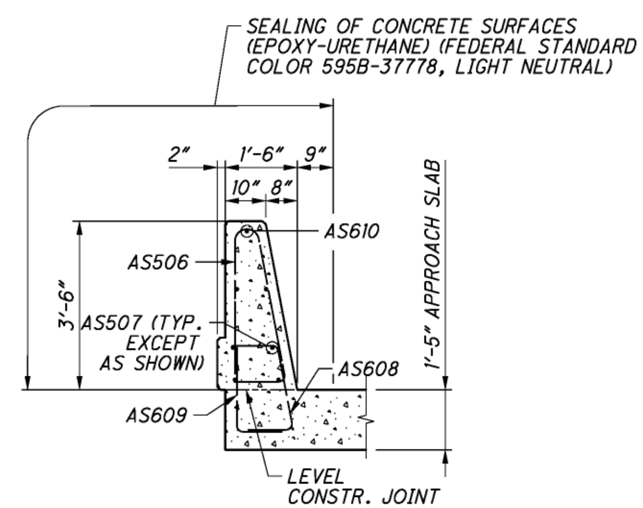


VIEW L-L



SECTION M-M

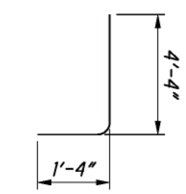
(APPROACH SLAB REINFORCING NOT SHOWN)



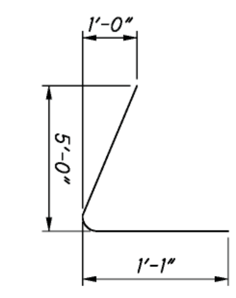
SECTION N-N

(APPROACH SLAB REINFORCING NOT SHOWN)

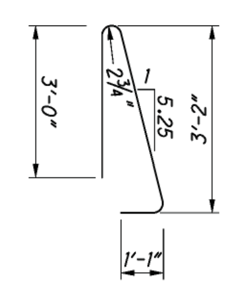
APPROACH SLAB BARRIER REINFORCING SCHEDULE				
MARK	NUMBER	LENGTH	WEIGHT	TYPE
AS501	127	4′-5″	585	STR
AS502	12	16′-6″	207	STR
AS503	12	17′-0″	213	STR
AS504	12	17′-3″	216	STR
AS505	12	16′-6″	207	STR
AS506	32	6′-11″	231	23
AS507	12	16′-8″	209	STR
AS601	127	5′-6″	1049	1
AS602	250	6′-1″	2284	11
AS603	250	4′-6″	1690	STR
AS604	2	16′-9″	50	STR
AS605	2	17′-3″	52	STR
AS606	2	17′-7″	53	STR
AS607	2	16′-9″	50	STR
AS608	32	5′-7″	268	28
AS609	32	5′-6″	264	1
AS610	2	16′-11″	51	STR



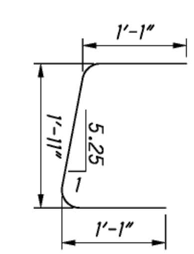
TYPE-1



TYPE-11



TYPE-23



TYPE-28

REQUIRED LAP LENGTHS	
NO. 5 BARS	3′-3″ MIN.
NO. 6 BARS	3′-10″ MIN.

LEGEND:

* MEASURED ALONG TRAFFIC FACE.

Δ MEASURED ALONG NON-TRAFFIC FACE.

** FOR MEDIAN BARRIER AND PARAPET REINFORCEMENT ON FORWARD ABUTMENT BACKWALL, SEE SHEET 28/129.

T.F. TRAFFIC FACE

R.F. REAR FACE

E.F. EACH FACE

P.E.J.F. PREFORMED EXPANSION JOINT FILLER

NOTE:

1. FOR ADDITIONAL NOTES, SEE SHEET 119/129.
2. FOR LOCATION OF VIEW J-J THRU VIEW L-L, SEE SHEET 121/129.
3. APPROACH SLAB REINFORCING SCHEDULE IS PROVIDED FOR CONTRACTOR INFORMATION ONLY AND SHALL BE INCLUDED FOR PAYMENT WITH ITEM 898 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T = 17″), AS PER PLAN.
4. FOR 4″ MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
ENH	CDD	JOL	2/21/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VWR		5707803/5707811	

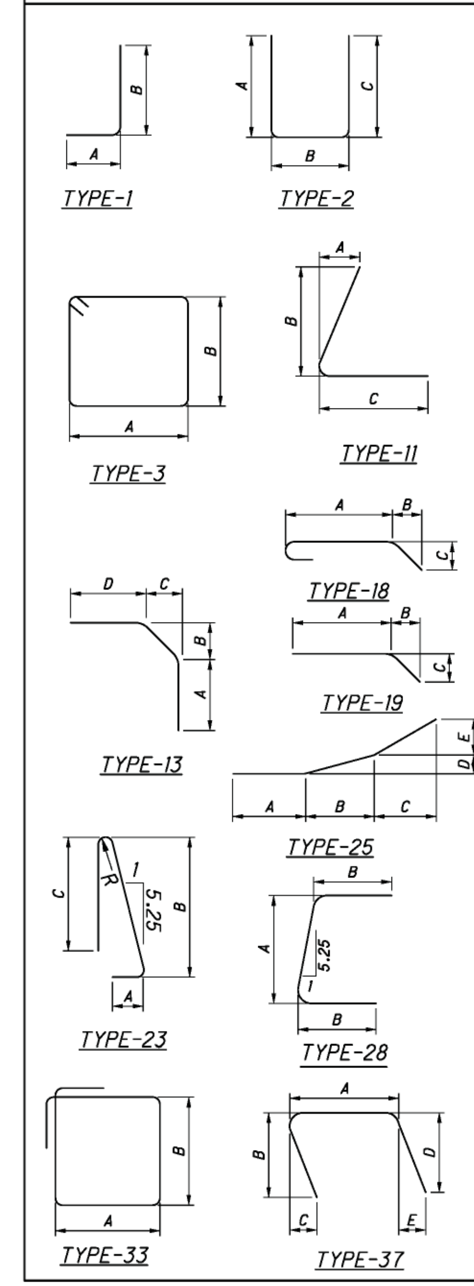
FORWARD APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1227L/R
I.R. 75 OVER MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
					REAR ABUTMENT						
RA501	312	8'-10"	2875	2	0'-10"	7'-5"	0'-10"				
RA502	4	19'-3"	80	STR							
RA503	20	11'-6"	240	3	3'-0"	2'-6"					
RA504	4	18'-9"	78	STR							
RA505	19	11'-6"	228	3	3'-0"	2'-6"					
RA506	312	8'-0"	2603	1	0'-10"	7'-3"					
RA508	168	30'-2"	5286	STR							
RA509	24	21'-1"	528	STR							
RA510	32	16'-5"	548	33	4'-6"	3'-2"					
RA511	8	17'-6"	146	STR							
RA512	2	12'-8"									
RA512	SER. OF	TO	96	STR							2'-9"
RA512	3	18'-2"									
RA513	6	20'-5"	128	STR							
RA514	2	8'-11"	19	STR							
RA515	6	16'-5"	103	STR							
RA516	2	11'-10"									
RA516	SER. OF	TO	91	STR							2'-9"
RA516	3	17'-4"									
RA517	6	19'-8"	123	STR							
RA518	2	8'-11"	19	STR							
RA519	14	2'-6"	37	2	0'-10"	1'-1"	0'-10"				
RA520	19	7'-5"	147	23	1'-1"	3'-2"	3'-0"			0'-2¾"	
RA521	12	8'-9"	110	STR							
RA522	16	9'-8"	161	STR							
RA523	6	5'-5"	34	25	1'-8"	2'-5"	1'-4¼"	0'-1½"	0'-5"		
RA524	10	5'-6"	57	STR							
RA601	312	17'-1"	8006	2	2'-9"	7'-5"	7'-3"				
RA602	312	11'-9"	5506	2	5'-5"	1'-3"	5'-5"				
RA603	312	10'-1"	4725	2	4'-7"	1'-3"	4'-7"				
RA604	312	10'-2"	4764	2	4'-11"	0'-8"	4'-11"				
RA605	27	15'-4"	622	2	7'-3"	1'-2"	7'-3"				
RA606	38	11'-0"	628	STR							
RA607	2	2'-9"									
RA607	SER. OF	TO	171	STR							0'-4⅜"
RA607	12	6'-9"									
RA608	26	13'-2"	514	2	6'-2"	1'-2"	6'-2"				
RA609	36	11'-0"	595	STR							
RA610	2	2'-9"									
RA610	SER. OF	TO	171	STR							0'-4⅜"
RA610	12	6'-9"									
RA611	6	4'-2"	38	11	0'-7"	3'-2"	1'-1"				
RA612	6	4'-1"	37	1	1'-1"	3'-2"					
RA613	6	4'-5"	40	STR							
RA614	6	4'-5"	40	STR							
RA615	2	2'-5"	7	2	0'-10"	1'-1"	0'-10"				
RA616	19	2'-11"	83	STR							
RA617	19	3'-11"	112	13	2'-0"	0'-11"	0'-2"	1'-1"			
RA618	2	9'-2"	28	19	6'-7"	2'-7"	0'-3"				
RA619	60	5'-4"	481	STR							
RA620	312	13'-4"	6248	2	4'-2"	5'-4"	4'-2"				
RA801	49	33'-6"	4383	STR							
RA802	4	19'-3"	206	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
					REAR ABUTMENT (CONTINUED)						
RA803	4	18'-9"	200	STR							
RA804	137	5'-7"	2042	18	3'-4"	1'-0"	1'-0"				
RA805	56	8'-2"	1221	1	3'-0"	5'-4"					
RA901	8	5'-6"	150	STR							
TOTAL WEIGHT OF REINFORCING IN REAR ABUTMENT = 54,755 LBS											
					FORWARD ABUTMENT						
FA501	837	30'-0"	26190	STR							
FA502	29	9'-0"	272	STR							
FA503	29	12'-0"	363	STR							
FA504	34	7'-2"	254	STR							
FA505	31	38'-2"	1234	STR							
FA506	48	9'-6"	476	19	4'-9"	4'-7½"	1'-1"				
FA507	72	26'-7"	1996	STR							
FA508	72	12'-7"	945	STR							
FA509	72	13'-7"	1020	STR							
FA510	88	18'-4"	1683	STR							
FA511	2	3'-6"									
FA511	SER. OF	TO	172	STR							2'-9"
FA511	7	20'-0"									
FA512	4	19'-6"	81	STR							
FA513	50	8'-9"	456	37	4'-9"	1'-6"	1'-5"	1'-6"	1'-5"		
FA514	3	1'-11"	6	2	0'-10"	0'-6"	0'-10"				
FA515	9	2'-8"	25	2	0'-10"	1'-3"	0'-10"				
FA516	8	13'-6"	113	3	5'-10"	0'-8"					
FA517	12	8'-10"	111	STR							
FA518	12	2'-8"	33	2	0'-10"	1'-3"	0'-10"				
FA519	5	7'-5"	39	23	1'-1"	3'-2"	3'-0"			0'-2¾"	
FA520	32	18'-1"	604	33	5'-4"	3'-2"					
FA601	316	7'-10"	3718	1	1'-0"	7'-0"					
FA602	271	20'-3"	8243	STR							
FA603	14	23'-2"	487	STR							
FA604	1	15'-8"									
FA604	SER. OF	TO	606	STR							0'-4¼"
FA604	21	22'-9"									
FA605	5	20'-8"	155	STR							
FA606	5	20'-8"	155	STR							
FA607	271	11'-4"	4613	19	7'-1"	3'-0"	3'-0"				
FA608	271	13'-7"	5529	2	10'-0"	0'-11"	3'-0"				
FA609	2	2'-9"									
FA609	SER. OF	TO	207	STR							0'-4"
FA609	14	7'-1"									
FA610	6	4'-2"	38	11	0'-7"	3'-2"	1'-1"				
FA611	6	4'-1"	37	1	1'-1"	3'-2"					
FA612	12	4'-5"	80	STR							
FA613	2	2'-11"	9	2	1'-0"	1'-3"	1'-0"				
FA614	5	4'-2"	31	28	2'-2"	1'-1"					
FA615	5	3'-1"	23	1	1'-1"	2'-2"					
FA616	271	10'-4"	4206	2	4'-6"	5'-2"	1'-0"				
FA617	21	2'-9"	87	2	1'-0"	1'-1"	1'-0"				
FA618	1	2'-9"			1'-0"	1'-1"	1'-0"				
FA617	SER. OF	TO	63	2							0'-0½"
FA618	14	3'-3"			1'-0"	1'-7"	1'-0"				

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES THE INSIDE RADIUS WHERE SHOWN. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED	DATE
JOL	2/21/2012
STRUCTURE FILE NUMBER	
5707803/5707811	

DRAWN	REVISED	DESIGNED	CHECKED
CDD		ENH	DWB

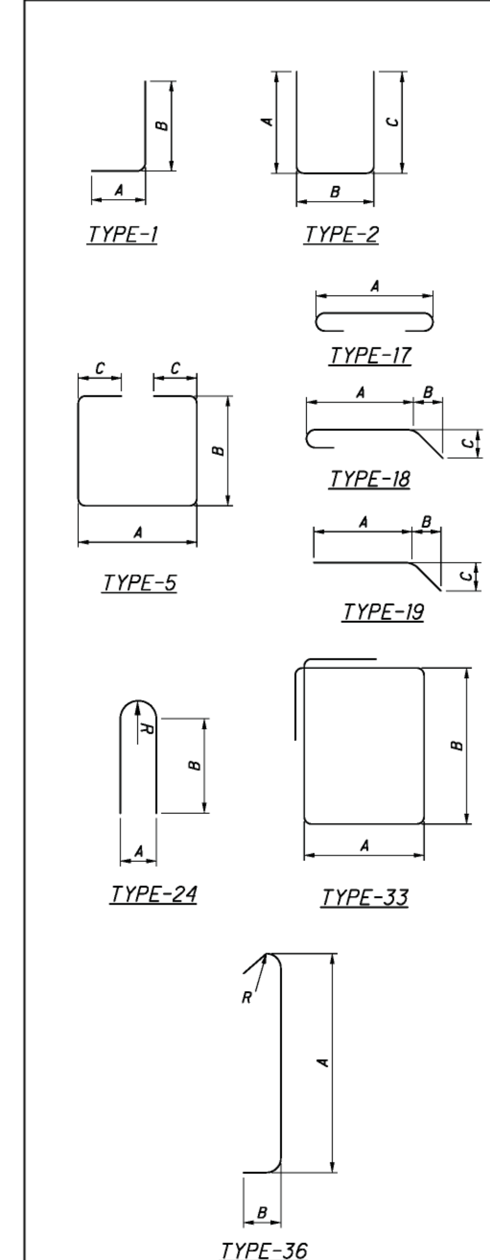
REINFORCING SCHEDULE - 1
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUMENT (CONTINUED)											
FA801	65	16'-4"	2835	17	14'-6"						
FA802	179	6'-2"	2947	18	3'-11"	1'-0"	1'-0"				
FA803	56	9'-5"	1408	1	3'-0"	6'-7"					
FA901	527	16'-0"	28669	17	13'-6"						
FA902	14	19'-3"	916	17	16'-9"						
FA903	8	16'-9"	456	17	14'-3"						
FA904	542	12'-4"	22728	1	1'-7"	11'-0"					
FA905	69	12'-10"	3011	19	11'-0"	0'-2½"	1'-10"				
FA906	542	20'-3"	37317	STR							
FA907	28	23'-7"	2245	STR							
FA908	1	15'-8"									
FA908	SER. OF	TO	2678	STR							0'-2⅛"
FA908	41	22'-9"									
FA909	8	5'-5"	147	STR							
TOTAL WEIGHT OF REINFORCING IN FORWARD ABUTMENT = 169,717 LBS											
PIER 1											
1P401	1938	3'-5"	4423	36	2'-6"	0'-8"				0'-1"	
1P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
1P403	300	8'-0"	1603	5	3'-6"	1'-8"	0'-9"				
1P404	1530	2'-11"	2981	36	2'-0"	0'-8"				0'-1"	
1P501	38	7'-11"	314	24	2'-6"	2'-0"				1'-3"	
1P502	152	31'-1"	4928	STR							
1P503	114	29'-1"	3458	STR							
1P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8½"	
1P505	16	31'-1"	519	STR							
1P506	12	29'-1"	364	STR							
1P507	30	7'-2"	224	24	2'-0"	2'-0"				1'-0"	
1P508	120	31'-1"	3890	STR							
1P509	90	29'-1"	2730	STR							
1P510	4	5'-2"	22	2	0'-10"	3'-9"	0'-10"				
1P511	208	11'-7"	2513	5	4'-1"	3'-2"	0'-10"				
1P512	2	12'-5"	26	5	3'-7"	3'-10"	0'-10"				
1P513	2	8'-9"	18	5	3'-11"	1'-10"	0'-10"				
1P514	26	11'-1"	301	5	4'-5"	2'-9"	0'-10"				
1P515	36	11'-5"	429	5	4'-5"	2'-11"	0'-10"				
1P516	22	11'-11"	273	5	4'-5"	3'-2"	0'-10"				
1P517	46	10'-5"	500	5	4'-5"	2'-5"	0'-10"				
1P518	12	10'-3"	128	5	4'-5"	2'-4"	0'-10"				
1P519	22	10'-9"	247	5	4'-5"	2'-7"	0'-10"				
1P520	9	10'-1"	95	5	4'-5"	2'-3"	0'-10"				
1P521	18	9'-3"	174	5	4'-5"	1'-10"	0'-10"				
1P522	17	8'-9"	155	5	4'-5"	1'-7"	0'-10"				
1P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11⅞"	
1P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1½"	
1P527	64	33'-0"	2203	STR							
1P528	48	30'-10"	1544	STR							
1P601	56	17'-10"	1500	33	4'-9"	3'-7"					
1P801	40	34'-7"	3694	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 1 (CONTINUED)											
1P802	30	31'-8"	2537	STR							
1P901	334	15'-0"	17034	17	12'-6"						
1P902	20	19'-2"	1303	33	5'-4"	3'-5"					
1P1001	610	13'-9"	36091	1	1'-10"	12'-3"					
1P1002	610	22'-0"	57746	1	1'-10"	20'-6"					
1P1003	606	12'-0"	31291	1	1'-10"	10'-6"					
1P1004	606	20'-0"	52152	1	1'-10"	18'-6"					
TOTAL WEIGHT OF REINFORCING IN PIER 1 = 237,617 LBS											
PIER 2											
2P401	1665	3'-5"	3800	36	2'-6"	0'-8"				0'-1"	
2P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
2P403	325	8'-0"	1737	5	3'-6"	1'-8"	0'-9"				
2P404	2331	2'-11"	4542	36	2'-0"	0'-8"				0'-1"	
2P501	30	7'-11"	248	24	2'-6"	2'-0"				1'-3"	
2P502	120	35'-9"	4474	STR							
2P503	90	28'-3"	2652	STR							
2P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8½"	
2P505	16	35'-9"	597	STR							
2P506	12	28'-3"	354	STR							
2P507	42	7'-2"	314	24	2'-0"	2'-0"				1'-0"	
2P508	168	35'-9"	6264	STR							
2P509	126	28'-3"	3713	STR							
2P510	4	5'-2"	22	2	0'-10"	3'-9"	0'-10"				
2P511	232	11'-7"	2803	5	4'-1"	3'-2"	0'-10"				
2P512	2	12'-5"	26	5	3'-7"	3'-10"	0'-10"				
2P513	2	8'-9"	18	5	3'-11"	1'-10"	0'-10"				
2P514	39	11'-9"	478	5	4'-5"	3'-1"	0'-10"				
2P515	45	12'-1"	567	5	4'-5"	3'-3"	0'-10"				
2P516	10	11'-5"	119	5	4'-5"	2'-11"	0'-10"				
2P517	10	10'-11"	114	5	4'-5"	2'-8"	0'-10"				
2P518	54	10'-7"	596	5	4'-5"	2'-6"	0'-10"				
2P519	25	10'-9"	280	5	4'-5"	2'-7"	0'-10"				
2P520	10	10'-1"	105	5	4'-5"	2'-3"	0'-10"				
2P521	10	9'-9"	102	5	4'-5"	2'-1"	0'-10"				
2P522	10	9'-5"	98	5	4'-5"	1'-11"	0'-10"				
2P523	10	9'-1"	95	5	4'-5"	1'-9"	0'-10"				
2P524	9	8'-9"	82	5	4'-5"	1'-7"	0'-10"				
2P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11⅞"	
2P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1½"	
2P527	64	37'-9"	2520	STR							
2P528	48	30'-0"	1502	STR							
2P601	56	18'-8"	1570	33	5'-2"	3'-7"					
2P801	40	39'-5"	4210	STR							
2P802	30	31'-1"	2490	STR							
2P901	268	13'-0"	11846	17	10'-6"						
2P902	20	20'-0"	1360	33	5'-9"	3'-5"					

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES THE INSIDE RADIUS WHERE SHOWN. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL | DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811
DRAWN CDD | REVISED
DESIGNED ENH | CHECKED DWB

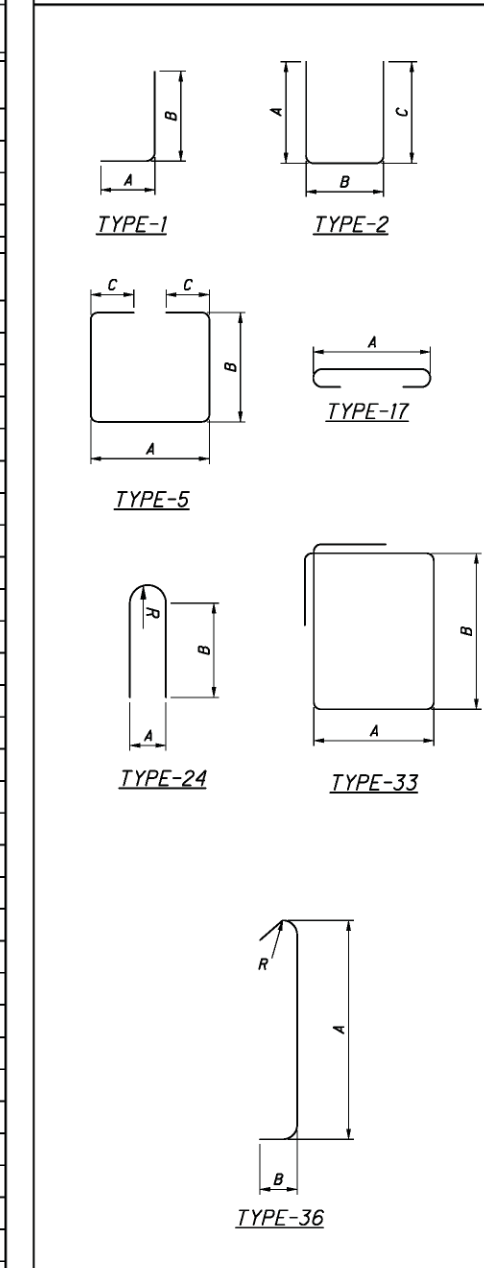
REINFORCING SCHEDULE - 2
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 2 (CONTINUED)											
2P1001	660	13'-9"	39050	1	1'-10"	12'-3"					
2P1002	660	17'-11"	50883	1	1'-10"	16'-5"					
2P1003	656	12'-0"	33873	1	1'-10"	10'-6"					
2P1004	656	25'-2"	71040	1	1'-10"	23'-8"					
TOTAL WEIGHT OF REINFORCING IN PIER 2 = 254,751 LBS											
PIER 3											
3P401	1665	3'-5"	3800	36	2'-6"	0'-8"				0'-1"	
3P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
3P403	325	8'-0"	1737	5	3'-6"	1'-8"	0'-9"				
3P404	2442	2'-11"	4758	36	2'-0"	0'-8"				0'-1"	
3P501	30	7'-11"	248	24	2'-6"	2'-0"				1'-3"	
3P502	120	35'-9"	4474	STR							
3P503	90	28'-3"	2652	STR							
3P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8 1/2"	
3P505	16	35'-9"	597	STR							
3P506	12	28'-3"	354	STR							
3P507	44	7'-2"	329	24	2'-0"	2'-0"				1'-0"	
3P508	176	35'-9"	6563	STR							
3P509	132	28'-3"	3889	STR							
3P510	4	5'-2"	22	2	0'-10"	3'-9"	0'-10"				
3P511	232	11'-7"	2803	5	4'-1"	3'-2"	0'-10"				
3P512	2	12'-5"	26	5	3'-7"	3'-10"	0'-10"				
3P513	2	8'-9"	18	5	3'-11"	1'-10"	0'-10"				
3P514	39	11'-9"	478	5	4'-5"	3'-1"	0'-10"				
3P515	45	12'-1"	567	5	4'-5"	3'-3"	0'-10"				
3P516	10	11'-5"	119	5	4'-5"	2'-11"	0'-10"				
3P517	10	10'-11"	114	5	4'-5"	2'-8"	0'-10"				
3P518	54	10'-7"	596	5	4'-5"	2'-6"	0'-10"				
3P519	25	10'-9"	280	5	4'-5"	2'-7"	0'-10"				
3P520	10	10'-1"	105	5	4'-5"	2'-3"	0'-10"				
3P521	10	9'-9"	102	5	4'-5"	2'-1"	0'-10"				
3P522	10	9'-5"	98	5	4'-5"	1'-11"	0'-10"				
3P523	10	9'-1"	95	5	4'-5"	1'-9"	0'-10"				
3P524	9	8'-9"	82	5	4'-5"	1'-7"	0'-10"				
3P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11 7/8"	
3P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1 1/2"	
3P527	64	37'-9"	2520	STR							
3P528	48	30'-0"	1502	STR							
3P601	56	18'-8"	1570	33	5'-2"	3'-7"					
3P801	40	39'-5"	4210	STR							
3P802	30	31'-1"	2490	STR							
3P901	268	13'-0"	11846	17	10'-6"						
3P902	20	20'-0"	1360	33	5'-9"	3'-5"					
3P1001	660	13'-9"	39050	1	1'-10"	12'-3"					
3P1002	660	17'-11"	50883	1	1'-10"	16'-5"					
3P1003	656	12'-0"	33873	1	1'-10"	10'-6"					

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 3 (CONTINUED)											
3P1004	656	26'-8"	75274	1	1'-10"	25'-2"					
TOTAL WEIGHT OF REINFORCING IN PIER 3 = 259,691 LBS											
PIER 4											
4P401	1665	3'-5"	3800	36	2'-6"	0'-8"				0'-1"	
4P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
4P403	325	8'-0"	1737	5	3'-6"	1'-8"	0'-9"				
4P404	2664	2'-11"	5190	36	2'-0"	0'-8"				0'-1"	
4P501	30	7'-11"	248	24	2'-6"	2'-0"				1'-3"	
4P502	120	35'-9"	4474	STR							
4P503	90	28'-3"	2652	STR							
4P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8 1/2"	
4P505	16	35'-9"	597	STR							
4P506	12	28'-3"	354	STR							
4P507	48	7'-2"	359	24	2'-0"	2'-0"				1'-0"	
4P508	192	35'-9"	7159	STR							
4P509	144	28'-3"	4243	STR							
4P510	4	5'-2"	22	2	0'-10"	3'-9"	0'-10"				
4P511	232	11'-7"	2803	5	4'-1"	3'-2"	0'-10"				
4P512	2	12'-5"	26	5	3'-7"	3'-10"	0'-10"				
4P513	2	8'-9"	18	5	3'-11"	1'-10"	0'-10"				
4P514	39	11'-7"	471	5	4'-5"	3'-0"	0'-10"				
4P515	45	11'-11"	559	5	4'-5"	3'-2"	0'-10"				
4P516	10	11'-3"	117	5	4'-5"	2'-10"	0'-10"				
4P517	10	10'-11"	114	5	4'-5"	2'-8"	0'-10"				
4P518	54	10'-7"	596	5	4'-5"	2'-6"	0'-10"				
4P519	25	10'-9"	280	5	4'-5"	2'-7"	0'-10"				
4P520	10	10'-1"	105	5	4'-5"	2'-3"	0'-10"				
4P521	10	9'-9"	102	5	4'-5"	2'-1"	0'-10"				
4P522	10	9'-5"	98	5	4'-5"	1'-11"	0'-10"				
4P523	10	9'-1"	95	5	4'-5"	1'-9"	0'-10"				
4P524	9	8'-9"	82	5	4'-5"	1'-7"	0'-10"				
4P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11 7/8"	
4P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1 1/2"	
4P527	64	37'-9"	2520	STR							
4P528	48	30'-0"	1502	STR							
4P601	56	18'-8"	1570	33	5'-2"	3'-7"					
4P801	40	39'-5"	4210	STR							
4P802	30	31'-1"	2490	STR							
4P901	268	13'-0"	11846	17	10'-6"						
4P902	20	20'-0"	1360	33	5'-9"	3'-5"					
4P1001	660	13'-9"	39050	1	1'-10"	12'-3"					
4P1002	660	17'-11"	50883	1	1'-10"	16'-5"					
4P1003	656	12'-0"	33873	1	1'-10"	10'-6"					
4P1004	656	28'-1"	79273	1	1'-10"	26'-7"					
TOTAL WEIGHT OF REINFORCING IN PIER 4 = 265,085 LBS											

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES THE INSIDE RADIUS WHERE SHOWN. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DWB | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012
STRUCTURE FILE NUMBER 5707803/5707811

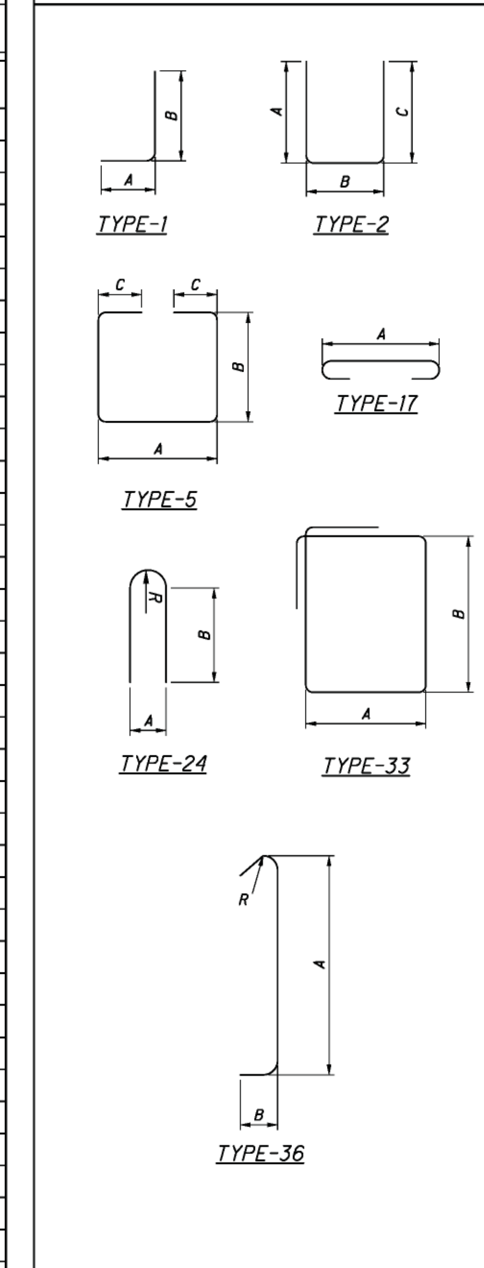
REINFORCING SCHEDULE - 3
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 5											
5P401	1665	3'-5"	3800	36	2'-6"	0'-8"				0'-1"	
5P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
5P403	325	8'-0"	1737	5	3'-6"	1'-8"	0'-9"				
5P404	2775	2'-11"	5407	36	2'-0"	0'-8"				0'-1"	
5P501	30	7'-11"	248	24	2'-6"	2'-0"				1'-3"	
5P502	120	35'-9"	4474	STR							
5P503	90	28'-3"	2652	STR							
5P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8½"	
5P505	16	35'-9"	597	STR							
5P506	12	28'-3"	354	STR							
5P507	50	7'-2"	374	24	2'-0"	2'-0"				1'-0"	
5P508	200	35'-9"	7457	STR							
5P509	150	28'-3"	4420	STR							
5P510	4	5'-2"	22	2	0'-10"	3'-9"	0'-10"				
5P511	232	11'-7"	2803	5	4'-1"	3'-2"	0'-10"				
5P512	2	12'-5"	26	5	3'-7"	3'-10"	0'-10"				
5P513	2	8'-9"	18	5	3'-11"	1'-10"	0'-10"				
5P514	39	11'-5"	464	5	4'-5"	2'-11"	0'-10"				
5P515	45	11'-11"	559	5	4'-5"	3'-2"	0'-10"				
5P516	10	11'-3"	117	5	4'-5"	2'-10"	0'-10"				
5P517	10	10'-11"	114	5	4'-5"	2'-8"	0'-10"				
5P518	54	10'-5"	587	5	4'-5"	2'-5"	0'-10"				
5P519	25	10'-9"	280	5	4'-5"	2'-7"	0'-10"				
5P520	10	10'-1"	105	5	4'-5"	2'-3"	0'-10"				
5P521	10	9'-9"	102	5	4'-5"	2'-1"	0'-10"				
5P522	10	9'-5"	98	5	4'-5"	1'-11"	0'-10"				
5P523	10	9'-1"	95	5	4'-5"	1'-9"	0'-10"				
5P524	9	8'-9"	82	5	4'-5"	1'-7"	0'-10"				
5P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11⅞"	
5P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1½"	
5P527	64	37'-9"	2520	STR							
5P528	48	30'-0"	1502	STR							
5P601	56	18'-8"	1570	33	5'-2"	3'-7"					
5P801	40	39'-5"	4210	STR							
5P802	30	31'-1"	2490	STR							
5P901	268	13'-0"	11846	17	10'-6"						
5P902	20	20'-0"	1360	33	5'-9"	3'-5"					
5P1001	660	13'-9"	39050	1	1'-10"	12'-3"					
5P1002	660	17'-11"	50883	1	1'-10"	16'-5"					
5P1003	656	12'-0"	33873	1	1'-10"	10'-6"					
5P1004	656	29'-5"	83036	1	1'-10"	27'-11"					
TOTAL WEIGHT OF REINFORCING IN PIER 5 = 269,539 LBS											

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 6											
6P401	2304	3'-5"	5258	36	2'-6"	0'-8"				0'-1"	
6P402	10	4'-0"	27	2	1'-3"	1'-8"	1'-3"				
6P403	377	7'-10"	1973	5	3'-6"	1'-8"	0'-8"				
6P404	2944	2'-11"	5736	36	2'-0"	0'-8"				0'-1"	
6P501	36	7'-11"	297	24	2'-6"	2'-0"				1'-3"	
6P502	90	38'-3"	3591	STR							
6P503	36	35'-9"	1342	STR							
6P504	4	9'-4"	39	24	3'-5"	2'-0"				1'-8½"	
6P505	20	38'-3"	798	STR							
6P506	8	35'-9"	298	STR							
6P507	46	7'-2"	344	24	2'-0"	2'-0"				1'-0"	
6P508	230	38'-3"	9176	STR							
6P509	92	35'-9"	3430	STR							
6P510	4	5'-1"	21	2	0'-10"	3'-8"	0'-10"				
6P511	260	11'-7"	3141	5	4'-1"	3'-2"	0'-10"				
6P512	2	11'-1"	23	5	3'-7"	3'-2"	0'-10"				
6P513	2	8'-11"	19	5	3'-11"	1'-11"	0'-10"				
6P514	29	12'-7"	381	5	4'-5"	3'-6"	0'-10"				
6P515	3	12'-11"	40	5	4'-5"	3'-8"	0'-10"				
6P516	65	12'-9"	864	5	4'-5"	3'-7"	0'-10"				
6P517	11	12'-1"	139	5	4'-5"	3'-3"	0'-10"				
6P518	11	11'-7"	133	5	4'-5"	3'-0"	0'-10"				
6P519	76	10'-11"	865	5	4'-5"	2'-8"	0'-10"				
6P520	22	10'-3"	235	5	4'-5"	2'-4"	0'-10"				
6P521	22	9'-7"	220	5	4'-5"	2'-0"	0'-10"				
6P522	11	9'-3"	106	5	4'-5"	1'-10"	0'-10"				
6P523	10	8'-9"	91	5	4'-5"	1'-7"	0'-10"				
6P525	4	13'-3"	55	24	3'-11"	3'-6"				1'-11⅞"	
6P526	6	13'-8"	86	24	4'-3"	3'-6"				2'-1½"	
6P527	80	40'-2"	3352	STR							
6P528	32	37'-8"	1257	STR							
6P801	50	41'-9"	5574	STR							
6P802	20	38'-3"	2043	STR							
6P901	340	15'-0"	17340	17	12'-6"						
6P1001	764	13'-9"	45203	1	1'-10"	12'-3"					
6P1002	764	20'-11"	68763	1	1'-10"	19'-5"					
6P1003	760	12'-0"	39243	1	1'-10"	10'-6"					
6P1004	760	27'-7"	90205	1	1'-10"	26'-1"					
TOTAL WEIGHT OF REINFORCING IN PIER 6 = 311,708 LBS											

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES THE INSIDE RADIUS WHERE SHOWN. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
ENH	DWB	CDD		JOL	2/21/2012

STRUCTURE FILE NUMBER 5707803/5707811

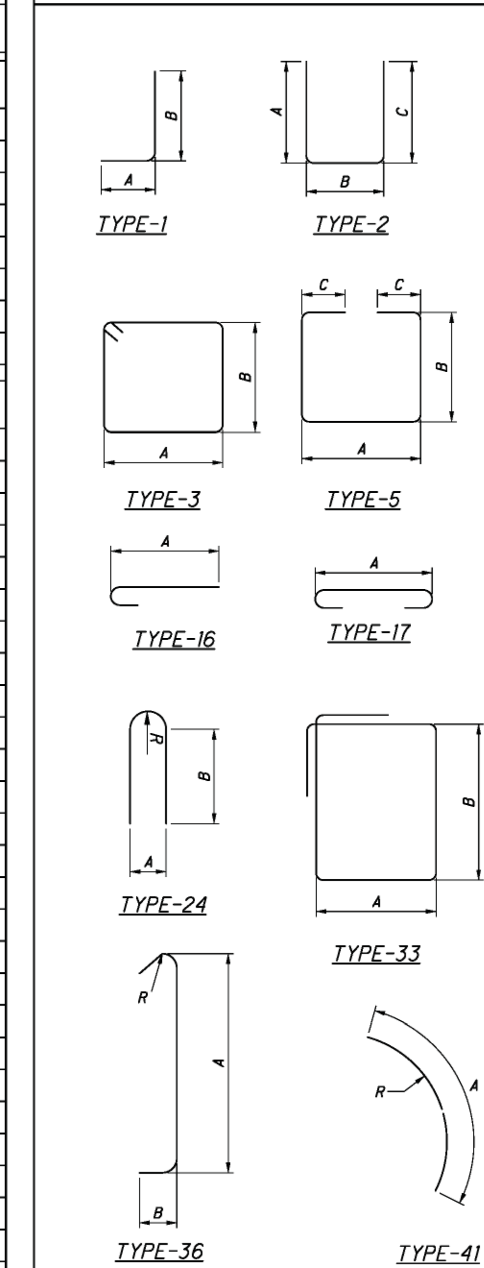
REINFORCING SCHEDULE - 4
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 7											
7P401	3168	3'-5"	7230	36	2'-6"	0'-8"				0'-1"	
7P402	10	5'-1"	34	2	1'-9"	1'-9"	1'-9"				
7P403	415	8'-0"	2218	5	3'-6"	1'-9"	0'-8"				
7P404	28	3'-7"	67	STR							
7P405	16	3'-2"	34	STR							
7P406	36	3'-1"	74	2	1'-3"	9"	1'-3"				
7P407	16	11'-0"	118	41	11'-0"					7'-0"	
7P408	BAR MARK NOT USED										
7P409	782	2'-11"	1524	36	2'-0"	0'-8"				0'-1"	
7P410	112	3'-1"	231	2	1'-3"	9"	1'-3"				
7P501	44	8'-9"	402	2	3'-3"	2'-6"	3'-3"				
7P502	192	32'-9"	6558	STR							
7P503	4	10'-8"	45	2	3'-9"	3'-5"	3'-9"				
7P504	192	31'-1"	6225	STR							
7P505	48	9'-10"	492	41	9'-10"					6'-3"	
7P506	60	8'-3"	516	2	3'-3"	2'-0"	3'-3"				
7P507	32	27'-0"	901	STR							
7P508	88	23'-6"	2157	STR							
7P509	24	8'-2"	204	24	2'-0"	2'-6"				1'-0"	
7P510	12	32'-4"	405	STR							
7P511	36	28'-5"	1067	STR							
7P512	10	7'-5"	77	2	2'-6"	2'-8"	2'-6"				
7P513	2	7'-10"	16	2	2'-6"	3'-1"	2'-6"				
7P514	2	8'-3"	17	2	2'-6"	3'-6"	2'-6"				
7P515	2	8'-8"	18	2	2'-6"	3'-11"	2'-6"				
7P516	5	13'-1"	68	3	3'-7"	2'-8"					
7P517	1	13'-11"	15	3	3'-7"	3'-1"					
7P518	1	14'-9"	15	3	3'-7"	3'-6"					
7P519	1	15'-7"	16	3	3'-7"	3'-11"					
7P520	5	14'-5"	75	3	4'-3"	2'-8"					
7P521	1	15'-2"	16	3	4'-3"	3'-1"					
7P522	1	16'-1"	17	3	4'-3"	3'-6"					
7P523	1	16'-11"	18	3	4'-3"	3'-11"					
7P524	122	14'-9"	1877	3	4'-5"	2'-8"					
7P525	44	15'-0"	688	3	4'-5"	2'-10"					
7P526	39	15'-5"	627	3	4'-5"	3'-0"					
7P527	18	16'-5"	308	3	4'-5"	3'-6"					
7P528	24	16'-1"	403	3	4'-5"	3'-4"					
7P529	11	15'-9"	181	3	4'-5"	3'-2"					
7P530	4	17'-1"	71	3	4'-5"	3'-10"					
7P531	224	9'-1"	2122	2	4'-0"	1'-4"	4'-0"				
7P532	128	11'-3"	1502	2	5'-1"	1'-4"	5'-1"				
7P533	64	16'-9"	1118	2	7'-10"	1'-4"	7'-10"				
7P534	40	11'-10"	494	24	4'-4"	2'-6"				2'-2"	
7P535	16	32'-8"	545	STR							
7P536	48	28'-9"	1439	STR							
7P601	56	21'-2"	1780	33	6'-5"	3'-7"					
7P801	88	36'-1"	8478	STR							
7P901	360	15'-6"	18972	17	13'-0"						
7P902	20	21'-8"	1473	33	6'-7"	3'-5"					

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 7											
7P1001	840	13'-9"	49700	1	1'-10"	12'-3"					
7P1002	840	25'-3"	91267	1	1'-10"	23'-9"					
7P1003	594	19'-0"	48564	2	1'-10"	16'-0"	1'-10"				
7P1004	24	40'-6"	4183	16	39'-1"						
7P1005	72	36'-7"	11334	16	35'-2"						
TOTAL WEIGHT OF REINFORCING IN PIER 7 = 277,996 LBS											
SUPERSTRUCTURE											
S401	1454	5'-6"	5342	STR							
S402	11251	30'-0"	225470	STR							
S403	996	15'-9"	10479	STR							
S404	996	18'-3"	12142	STR							
S405	498	19'-5"	6459	STR							
S406	1	21'-6"									
S406	SER. OF	TO	1182	STR							0'-3"
S406	61	36'-6"									
S407	1	9'-0"									
S407	SER. OF	TO	1457	STR							0'-2⅝"
S407	106	32'-2"									
S408	13	35'-3"	306	STR							
S409	1	8'-0"									
S409	SER. OF	TO	1729	STR							0'-2¾"
S409	119	35'-6"									
S410	1	8'-6"									
S410	SER. OF	TO	548	STR							0'-4⅛"
S410	49	25'-0"									
S501	2	2'-4"									
S501	SER. OF	TO	929	STR							1'-1⅛"
S501	27	30'-8"									
S502	7696	31'-4"	251510	STR							
S503	4	5'-0"									
S503	SER. OF	TO	1756	STR							1'-1⅛"
S503	24	30'-1"									
S504	658	38'-6"	26422	STR							
S505	184	33'-6"	6429	STR							
S506	1	4'-6"									
S506	SER. OF	TO	900	STR							0'-7⅝"
S506	46	33'-0"									
S507	1	4'-6"									
S507	SER. OF	TO	798	STR							0'-7⅝"
S507	43	31'-1"									
S508	1	2'-0"									
S508	SER. OF	TO	811	STR							0'-7⅝"
S508	47	31'-1"									
S509	1	4'-4"									
S509	SER. OF	TO	981	STR							0'-6¼"
S509	53	31'-2"									
S510	1	4'-6"									
S510	SER. OF	TO	988	STR							0'-6⅛"
S510	53	31'-3"									

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES THE INSIDE RADIUS WHERE SHOWN. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED ENH | CHECKED DWB | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

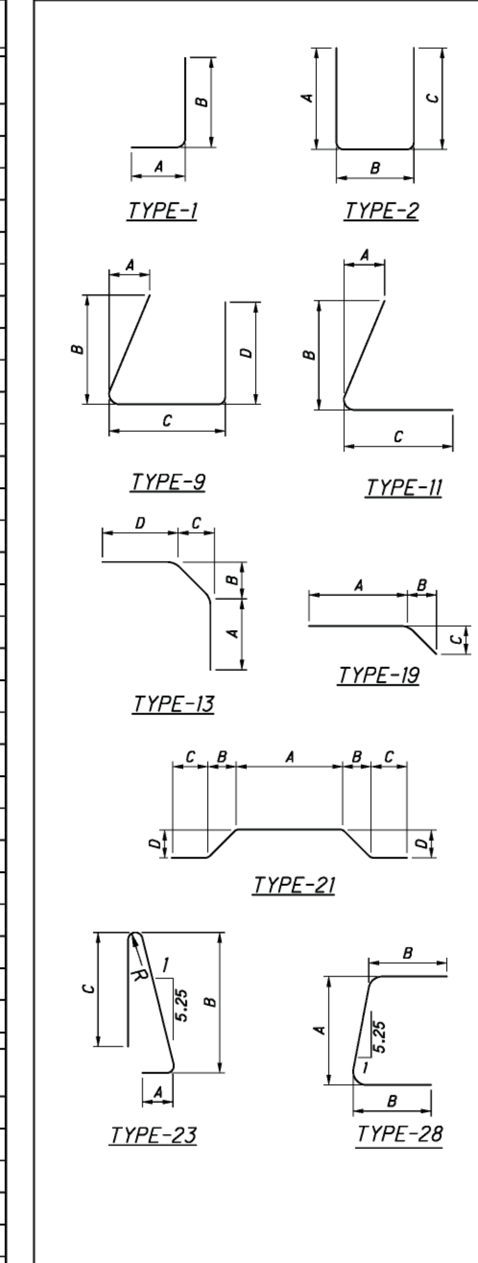
REINFORCING SCHEDULE - 5
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE (CONTINUED)											
S511	1	2'-3"									
S511	SER. OF	TO	1548	STR							0'-6"
S511	73	38'-5"									
S512	144	7'-3"	1089	STR							
S513	86	7'-6"	673	STR							
S514	498	18'-8"	9696	STR							
S515	1922	18'-8"	37420	STR							
S516	8	8'-10"	74	9	0'-8"	3'-2"	2'-8"	3'-2"			
S517	8	3'-2"	26	STR							
S518	8	3'-6"	29	2	0'-10"	2'-1"	0'-10"				
S519	12	7'-3"	91	21	1'-4"	1'-5"	0'-10"	1'-8"			
S520	12	10'-7"	132	STR							
S521	22	5'-7"	128	19	1'-1"	0'-10"	4'-5"				
S522	22	5'-5"	124	13	3'-9"	0'-8"	0'-2"	1'-1"			
S601	5139	30'-0"	231563	STR							
S602	642	16'-7"	15991	STR							
S603	1284	19'-1"	36804	STR							
S604	1284	19'-1"	36804	STR							
S605	1320	20'-3"	40148	STR							
S606	1	9'-0"									
S606	SER. OF	TO	1142	STR							0'-6 5/8"
S606	39	30'-0"									
S607	1	4'-0"									
S607	SER. OF	TO	632	STR							0'-6 5/8"
S607	33	21'-6"									
S608		0'-0"									
S609	1	4'-0"									
S609	SER. OF	TO	946	STR							0'-6 1/2"
S609	42	26'-0"									
S610	1	26'-0"									
S610	SER. OF	TO	1072	STR							0'-9 5/8"
S610	21	42'-0"									
S611	2	2'-4"									
S611	SER. OF	TO	1338	STR							1'-1 1/8"
S611	27	30'-8"									
S612	7696	31'-8"	366047	STR							
S613	4	5'-2"									
S613	SER. OF	TO	2553	STR							1'-1 1/8"
S613	24	30'-3"									
S614	658	38'-10"	38380	STR							
S615	1	4'-10"									
S615	SER. OF	TO	1319	STR							0'-7 5/8"
S615	46	33'-4"									
S616	1	4'-8"									
S616	SER. OF	TO	1160	STR							0'-7 5/8"
S616	43	31'-3"									
S617	1	2'-0"									
S617	SER. OF	TO	1168	STR							0'-7 5/8"
S617	47	31'-1"									
S618	1	4'-8"									
S618	SER. OF	TO	1436	STR							0'-6 1/8"
S618	53	31'-5"									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE (CONTINUED)											
S619	1	4'-8"									
S619	SER. OF	TO	1436	STR							0'-6 1/8"
S619	53	31'-5"									
S620	1	2'-3"									
S620	SER. OF	TO	2229	STR							0'-6"
S620	73	38'-5"									
S621	498	19'-1"	14274	STR							
S622	498	20'-3"	15147	STR							
S623	184	33'-10"	9350	STR							
S624	72	3'-2"	342	2	1'-0"	1'-6"	1'-0"				
S625	1882	3'-6"	9894	28	1'-6"	1'-1"					
S626	1882	2'-6"	7067	1	1'-1"	1'-7"					
S627	3702	5'-8"	31509	11	0'-11"	4'-8"	1'-1"				
S628	1852	4'-3"	11822	1	1'-1"	3'-4"					
S629	40	20'-0"	1202	STR							
S630	16	3'-2"	76	2	1'-0"	1'-6"	1'-0"				
S631	22	4'-9"	157	28	1'-5"	1'-9"					
S632	22	4'-11"	162	2	2'-1"	1'-5"	1'-9"				
S633	2	10'-7"	32	STR							
S701	516	21'-0"	22149	STR							
S702	32	9'-0"	589	STR							
S703	76	9'-3"	1437	STR							
S801	513	22'-0"	30134	STR							
S802	24	1'-2"	75	STR							
S803	24	3'-6"	224	STR							
TOTAL WEIGHT OF REINFORCING IN SUPERSTRUCTURE = 1,545,478 LBS											
PARAPETS											
R501	1882	7'-5"	14558	23	1'-1"	3'-2"	3'-0"			0'-2 1/4"	
R502	426	30'-0"	13330	STR							
R503	1852	4'-5"	8531	STR							
R504	432	29'-0"	13067	STR							
R505	36	3'-2"	119	STR							
R506	54	7'-3"	408	21	1'-4"	1'-5"	0'-10"	1'-8"			
R507	36	8'-10"	332	9	0'-8"	3'-2"	2'-8"	3'-2"			
R508	36	3'-6"	131	2	0'-10"	2'-1"	0'-10"				
R601	73	30'-0"	3289	STR							
R602	3702	4'-6"	25022	STR							
R603	72	29'-6"	3190	STR							
TOTAL WEIGHT OF REINFORCING IN PARAPETS = 81,977 LBS											

BAR BENDING DIAGRAMS



NOTES:

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S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

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DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

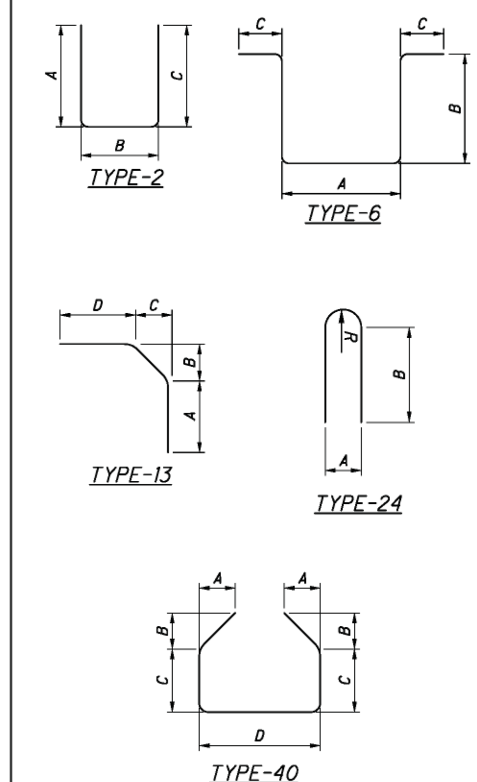
DESIGNED ENH | CHECKED DWB | DRAWN CDD | REVISED | REVIEWED JOL | DATE 2/21/2012 | STRUCTURE FILE NUMBER 5707803/5707811

REINFORCING SCHEDULE - 6
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DIAPHRAGMS											
SD401	228	10'-6"	1599	2	3'-9"	3'-2"	3'-9"				
SD402	284	11'-8"	2213	2	3'-9"	4'-4"	3'-9"				
SD403	170	3'-8"	416	STR							
SD404	170	13'-3"	1505	24	0'-5½"	6'-4"				0'-2¼"	
SD405	170	7'-0"	795	40	1'-11½"	0'-6¼"	0'-8½"	1'-8½"			
SD406	110	16'-11"	1243	6	4'-7"	5'-8"	0'-8"				
SD407	130	20'-8"	1795	6	6'-0"	6'-10"	0'-8"				
SD408	46	13'-4"	410	2	3'-9"	6'-0"	3'-9"				
SD409	440	17'-3"	5070	6	4'-11"	5'-8"	0'-8"				
SD410	134	19'-0"	1701	6	6'-0"	6'-0"	0'-8"				
SD601	12	2'-0"	36	STR							
SD602	66	7'-6"	743	STR							
SD603	16	5'-9"	138	13	1'-2"	0'-9"	0'-7"	3'-8"			
SD604	24	27'-7"	994	STR							
SD605	176	9'-1"	2401	13	4'-6"	0'-9"	0'-7"	3'-8"			
SD606	3	2'-10"	13	STR							
SD607	3	9'-4"	42	STR							
SD608	3	11'-1"	50	STR							
SD609	3	7'-9"	35	STR							
SD610	60	9'-3"	834	STR							
SD611	6	2'-6"	23	STR							
SD612	4	6'-5"	39	13	1'-9"	0'-11"	0'-7"	3'-8"			
SD613	8	6'-1"	73	13	1'-5"	0'-11"	0'-7"	3'-8"			
SD614	3	5'-7"	25	STR							
SD615	4	9'-0"	54	13	4'-4"	0'-11"	0'-7"	3'-8"			
SD616	132	7'-6"	1487	STR							
SD617	176	9'-1"	2401	13	4'-6"	0'-9"	0'-7"	3'-8"			
SD618	528	8'-1"	6411	STR							
SD619	6	9'-4"	84	STR							
SD620	6	5'-10"	53	STR							
SD621	3	12'-10"	58	STR							
SD622	240	9'-3"	3334	STR							
SD623	6	9'-3"	83	STR							
SD624	12	7'-8"	138	STR							
SD625	12	36'-7"	659	STR							
SD626	12	34'-4"	619	STR							
SD801	160	10'-5"	4450	13	5'-9"	0'-11"	0'-7"	3'-8"			
SD802	8	9'-6"	203	13	4'-10"	0'-11"	0'-7"	3'-8"			
SD803	8	11'-1"	237	13	6'-5"	0'-11"	0'-7"	3'-8"			
SD804	8	10'-4"	221	13	5'-8"	0'-11"	0'-7"	3'-8"			
SD805	704	9'-10"	18484	13	5'-3"	0'-10"	0'-7"	3'-8"			
SD806	8	11'-0"	235	13	4'-5"	2'-6"	1'-7"	3'-8"			
SD807	16	8'-9"	374	13	2'-2"	2'-6"	1'-7"	3'-8"			
SD808	160	11'-0"	4699	13	4'-5"	2'-6"	1'-7"	3'-8"			
SD809	160	10'-4"	4414	13	5'-8"	0'-11"	0'-7"	3'-8"			
SD810	8	10'-4"	221	13	5'-8"	0'-11"	0'-7"	3'-8"			
SD811	16	9'-6"	406	13	4'-10"	0'-11"	0'-7"	3'-8"			
TOTAL WEIGHT OF REINFORCING IN DIAPHRAGMS = 71,518 LBS											

BAR BENDING DIAGRAMS



NOTES:

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DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED ENH	DRAWN CDD	REVIEWED JOL	DATE 2/21/2012
CHECKED DWB	REVISED	STRUCTURE FILE NUMBER 5707803/5707811	

REINFORCING SCHEDULE - 7
BRIDGE NO. MOT-75-1227 L/R
I.R. 75 OVER GREAT MIAMI RIVER AND SOUTH ROBERT DRIVE S.B.

MOT-75-12.00
PID No. 77247

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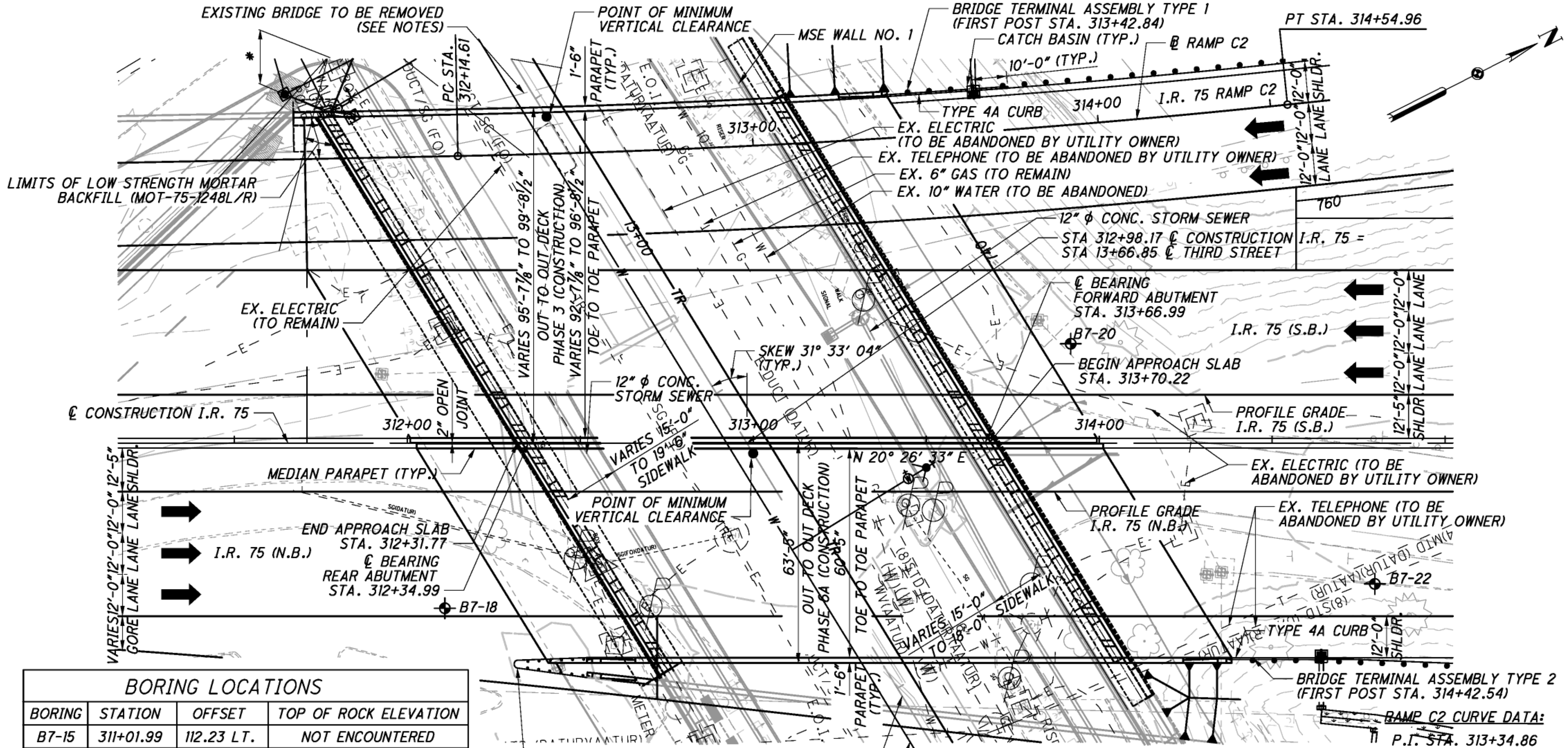


BORING LOCATIONS

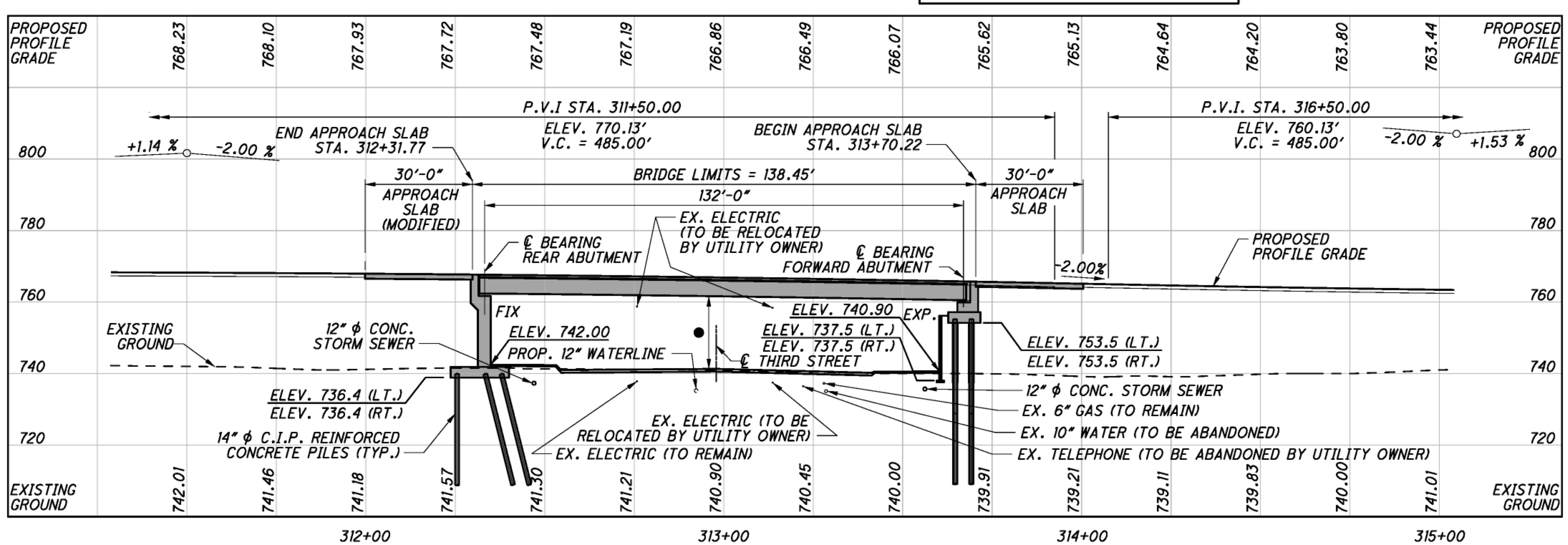
BORING	STATION	OFFSET	TOP OF ROCK ELEVATION
B7-15	311+01.99	112.23 LT.	NOT ENCOUNTERED
B7-18	312+10.85	47.73 RT.	NOT ENCOUNTERED
B7-19	313+98.06	139.27 LT.	NOT ENCOUNTERED
B7-20	313+91.76	28.74 LT.	NOT ENCOUNTERED
B7-22	314+79.68	40.68 RT.	NOT ENCOUNTERED

PLAN

FOUNDATION DATA

ALL NEW PILES SHALL BE 14" ϕ C.I.P. REINFORCED CONCRETE PILES WITH AN ESTIMATED LENGTH AS NOTED BELOW.

REAR ABUTMENT 40 FEET
FORWARD ABUTMENT 65 FEET



PROFILE GRADE LINE ALONG ℄ CONSTRUCTION I.R. 75

BENCHMARK DATA

BM #4 STA. 305+92.30, ELEV. 743.64', OFFSET 500.89', RT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP
BM #9 STA. 311+52.72, ELEV. 733.57', OFFSET 283.33', RT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET 8 /1565 .

NOTES

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

PAYMENT FOR REMOVAL OF EXISTING BRIDGE SHALL BE INCLUDED WITH PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, EXISTING STRUCTURE MOT-75-12.26. FOR ADDITIONAL INFORMATION, SEE SHEETS 793/1565 THRU 806/1565 .

DESIGN TRAFFIC:
2005 ADT = 128,200 2005 ADTT = 33,300
2025 ADT = 148,100 2025 ADTT = 38,500
DIRECTIONAL DISTRIBUTION = 51%

LEGEND

BORING LOCATION
* 15'-0" PREFERRED HORIZONTAL CLEARANCE
15'-7" PROPOSED HORIZONTAL CLEARANCE
● 17'-0" REQUIRED MINIMUM VERTICAL CLEARANCE
17'-4" PROPOSED MINIMUM VERTICAL CLEARANCE (I.R. 75 - LEFT)
20'-0" PROPOSED MINIMUM VERTICAL CLEARANCE (I.R. 75 - RIGHT)

EXISTING STRUCTURE

TYPE: 13-SPAN NORTHBOUND, 11-SPAN SOUTHBOUND CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE SLAB AND SUBSTRUCTURE.

SPANS: LEFT BR. - 105'-0", 138'-0", 122'-0", 124'-0", 117'-0", 117'-0", 112'-0", 116'-0", 115'-0", 119'-0", 79'-0"
RIGHT BR. - 105'-0", 131'-0", 116'-0", 116'-0", 108'-0" 100'-0, 144'-0", 88'-0", 86'-0", 86'-0", 86'-0", 92'-0", 60'-0"

ROADWAY: VARIES, ROADWAY WIDENS AND DIVIDES

LOADING: CF2000 (57)

SKEW: VARIES 0° TO 62°±

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-54)

ALIGNMENT: VARIES

CROWN: VARIES

STRUCTURE FILE NUMBER: 5707749 SOUTHBOUND
5707773 NORTHBOUND

DATE BUILT: 1966

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: SINGLE SPAN WELDED STEEL PLATE GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK ON A FULL HEIGHT REAR ABUTMENT AND MSE WALL TYPE STUB FORWARD ABUTMENT SUPPORTED ON PILES.

SPANS: 132'-0" C/C BEARING MEASURED ALONG ℄ I.R. 75

ROADWAY: VARIES 92'-7⅞" TO 96'-8½" LT., 60'-5" RT. TOE TO TOE PARAPET

LOADING: HS25 CASE I AND ALTERNATE MILITARY & 60PSF FWS

SKEW: 31° 33' 04" RIGHT FORWARD

WEARING SURFACE: 1" MONOLITHIC CONCRETE

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

ALIGNMENT: TANGENT

CROWN: VARIABLE, LT., 0.016 FT/FT RT.

STRUCTURE FILE NUMBER: 5707838 5707846

COORDINATES: LATITUDE N39°45'28"
LONGITUDE W84°12'07"

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
RSB	RSB	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WAH		5707838 5707846	

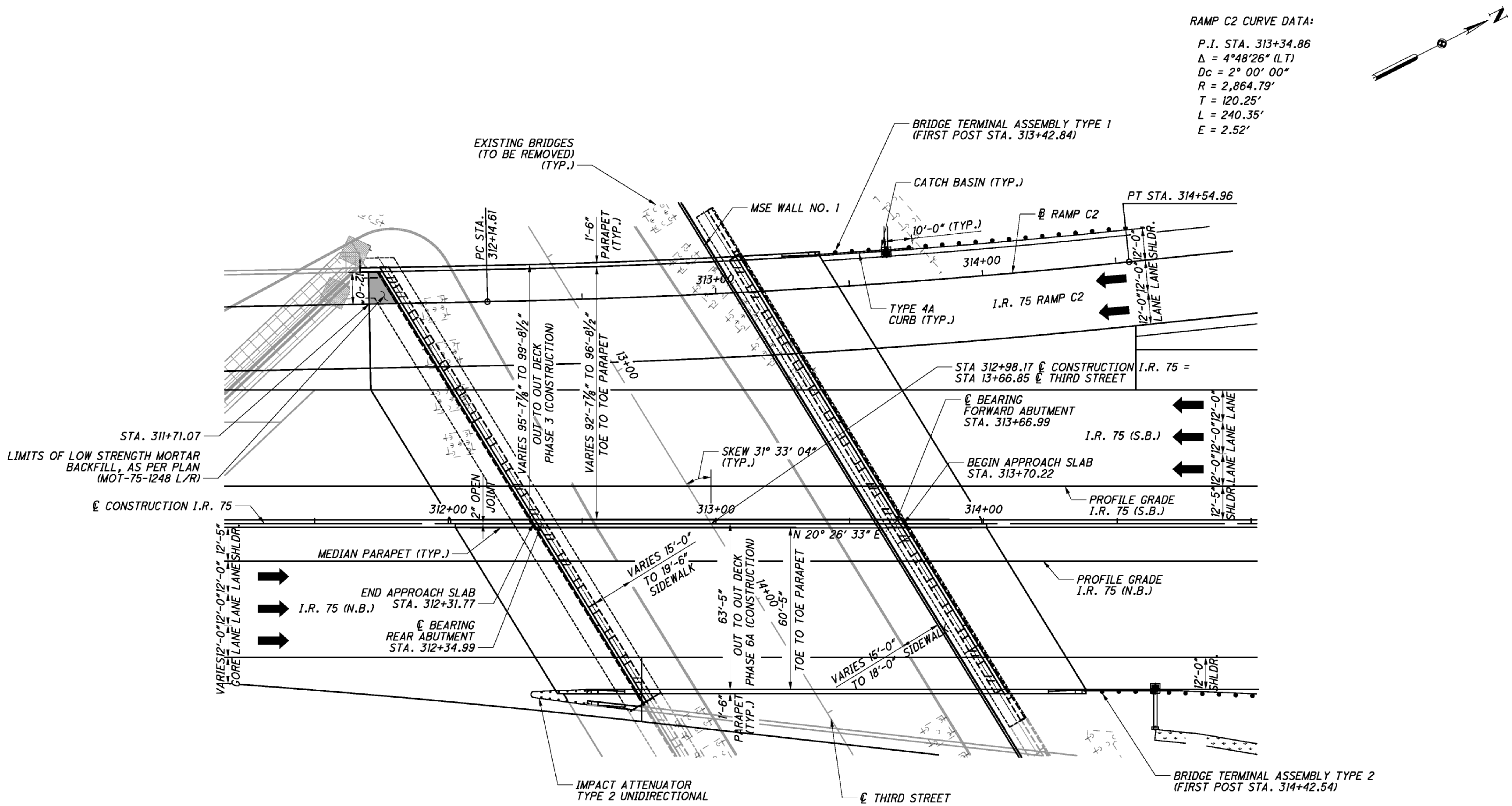
MONTGOMERY COUNTY
STA. 312+31.77
STA. 313+70.22

SITE PLAN
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

RAMP C2 CURVE DATA:

P.I. STA. 313+34.86
Δ = 4°48'26" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 120.25'
L = 240.35'
E = 2.52'



PLAN

NOTE:

1. FOR ADDITIONAL INFORMATION, SEE BRIDGE SITE PLAN, SHEET 1/36.

DESIGNED	DRAWN	REVIEWED	DATE
JTW	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838 5707846	

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

GENERAL PLAN
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

IP_PWP:dms10434\075_1248LRGP001.dgn 24-FEB-2012 11:46AM jwroten

STRUCTURE GENERAL NOTES

<u>STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS</u>
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-69	DATED/REVISED	07-19-02
AS-1-81	DATED/REVISED	07-19-02
GSD-1-96	DATED/REVISED	07-19-02
EXJ-4-87	DATED/REVISED	07-19-02
SBR-1-99	DATED/REVISED	07-19-02

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED 07-20-12
898 DATED 07-20-12

<u>DESIGN SPECIFICATIONS</u>
DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

<u>DESIGN LOADING</u>
DESIGN LOADING: HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT

<u>DESIGN DATA</u>
CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1- COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI
STRUCTURAL STEEL - ASTM A709, GRADE 50, YIELD STRENGTH 50,000 PSI

<u>DECK PROTECTION METHOD</u>
EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER

MONOLITHIC WEARING SURFACE
<u>MONOLITHIC WEARING SURFACE</u> IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

<u>EXISTING STRUCTURE VERIFICATION</u>
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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

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

<u>MAINTENANCE OF TRAFFIC</u>
FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS.

<u>DIMENSIONS</u>
DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

<u>ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE</u>
IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

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

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

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

G= RATE OF BATTER (1/3)

<u>PILE DESIGN LOADS (ULTIMATE BEARING VALUE):</u>
THE ULTIMATE BEARING VALUE IS 135.0 TONS PER PILE FOR THE 14" ϕ CAST IN PLACE REINFORCED CONCRETE PILES.

ABUTMENT PILES:
117 PILES 45 FEET LONG, ORDER LENGTH (REAR)
60 PILES 70 FEET LONG, ORDER LENGTH (FORWARD)

1 DYNAMIC LOAD TESTING ITEM

<u>PILE DRIVING CONSTRAINTS (FORWARD ABUTMENTS)</u>
PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE FORWARD ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALL. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A FOURTEEN CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH. IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

<u>ITEM 507 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN</u>
FOR THE REAR ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.375" OR THAT REQUIRED BY CMS 507.06.

FOR THE FORWARD ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.50" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

<u>ITEM 507 - STEEL POINTS OR SHOES, AS PER PLAN</u>
AT THE DIRECTION OF THE ENGINEER, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC.,
301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721
FAX: (704)821-8201

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE., PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR., MONROE, NORTH CAROLINA 28110,
PHONE: (800)280-9950, (704)225-1566
FAX: (704)225-1567

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER*S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

<u>DECK PLACEMENT DESIGN ASSUMPTIONS</u>
THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.92 KIPS FOR A TOTAL MACHINE LOAD OF 15.34 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

<u>ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN</u>
THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLOR OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED JTW
CHECKED RSB
DRAWN JTW
REVISED
REVIEWED JOL
DATE 2/16/12
STRUCTURE FILE NUMBER 5707838 5707846

GENERAL NOTES
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT
THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO RUSTICATION GROOVES AND TEXTURED SURFACES.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSHHAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE ABUTMENT FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

ITEM 613 - LOW STRENGTH MORTAR BACKFILL, AS PER PLAN
PLACEMENT OF LOW STRENGTH MORTAR SHALL PRECEDE PLACEMENT OF EMBANKMENT MATERIAL BUT NOT BY MORE THAN ONE LIFT.

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. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, EXPANSION JOINT STANDARD BP-2.2 AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

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

THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING A DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

ABBREVIATIONS:

ABUT.	= ABUTMENT
BRG.	= BEARING
C.I.P.	= CAST IN PLACE
CLR.	= CLEARANCE
E.B.	= EASTBOUND
E.F.	= EACH FACE
EX.	= EXISTING
FA	= FORWARD ABUTMENT
F.F.	= FAR FACE
I.R.	= INTERSTATE ROUTE
LT.	= LEFT
M.O.T.	= MAINTENANCE OF TRAFFIC
N.B.	= NORTHBOUND
N.F.	= NEAR FACE
P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
RA	= REAR ABUTMENT
RT.	= RIGHT
S.B.	= SOUTHBOUND
SPA.	= SPACES
TYP.	= TYPICAL
U.N.O.	= UNLESS NOTED OTHERWISE
W.B.	= WESTBOUND

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED JTW | CHECKED RSB | DRAWN JTW | REVISED | REVIEWED JOL | DATE 2/16/12
STRUCTURE FILE NUMBER 5707838 5707846

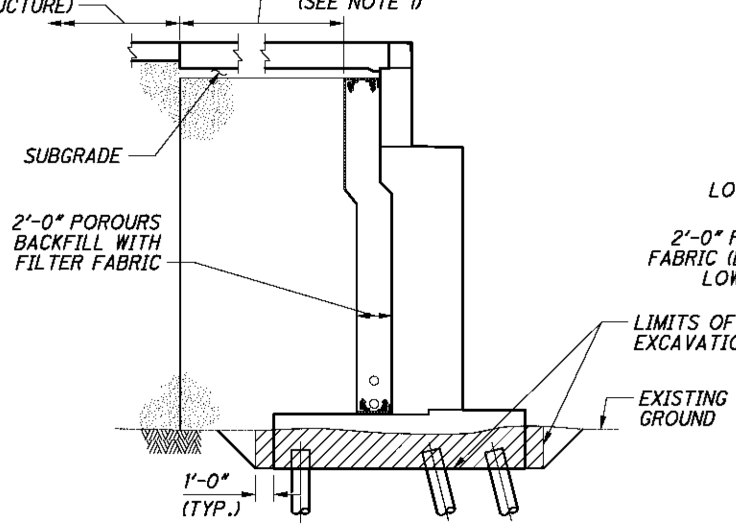
GENERAL NOTES
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

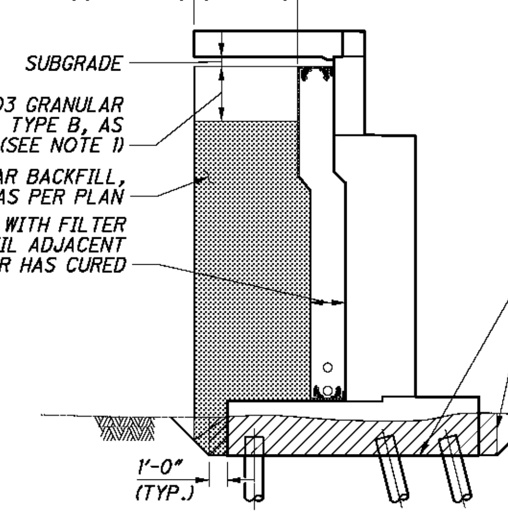
MADE BY:	ZTW	DATE: 4/12/11
CHECKED BY:	JRS	DATE: 8/31/11

ESTIMATED QUANTITIES

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REF. SHEET NO.
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE			5	3/36
503	21300	70%	30%	LUMP		UNCLASSIFIED EXCAVATION				
505	11100	70%	30%	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				
507	00600	6006	2574	8580	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	8580			
507	00651	6626	2839	9465	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	9465			3/36
507	93301	4	1	5	EACH	STEEL POINTS OR SHOES, AS PER PLAN			5	3/36
509	10000	233170	99930	333100	POUND	EPOXY COATED REINFORCING STEEL	140012	193088		
512	10101	1226	525	1751	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1251	500		3/36
512	33000	27	11	38	SQ YD	TYPE 2 WATERPROOFING	38			
513	10280	606777	260047	866824	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4		866824		
513	20000	6077	2605	8682	EACH	WELDED STUD SHEAR CONNECTORS		8682		
514	00060	24690	10581	35271	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		35271		
514	00066	24690	10581	35271	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		35271		
516	11210	265	113	378	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL		378		
516	13400	170	73	243	SQ FT	3/4" PREFORMED EXPANSION JOINT FILLER	243			
516	13600	148	63	211	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	211			
516	13900	296	127	423	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	423			
516	44100	13	5	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		18		
						(12" X 20" X 2.7982" WITH 13" X 21" X 2" (MIN.) LOAD PLATE)				
516	44100	13	5	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		18		
						(12" X 20" X 2.7982" WITH 13" X 26" X 2" (MIN.) LOAD PLATE)				
518	21200	347	149	496	CU YD	POROUS BACKFILL WITH FILTER FABRIC	496			
518	40000	430	184	614	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	614			
518	40010	5	2	7	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	7			
523	20000	1	0	1	EACH	DYNAMIC LOAD TESTING	1			
SPECIAL	53000600	3142	1346	4488	SQ FT	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT	4488			4/36
601	21001	37	16	53	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	53			13/36
613	41201	46	19	65	CU YD	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	65			4/36
898	10211	466	199	665	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	25	640		4/36
898	10709	706	303	1009	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN			1009	4/36, 31/36
898	11000	66	28	94	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	2	92		
898	20160	1093	468	1561	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	1561			



UNCLASSIFIED EXCAVATION AND ITEM 203 DIAGRAM



UNCLASSIFIED EXCAVATION, ITEM 203 AND LOW STRENGTH MORTAR BACKFILL DIAGRAM

NOTES:

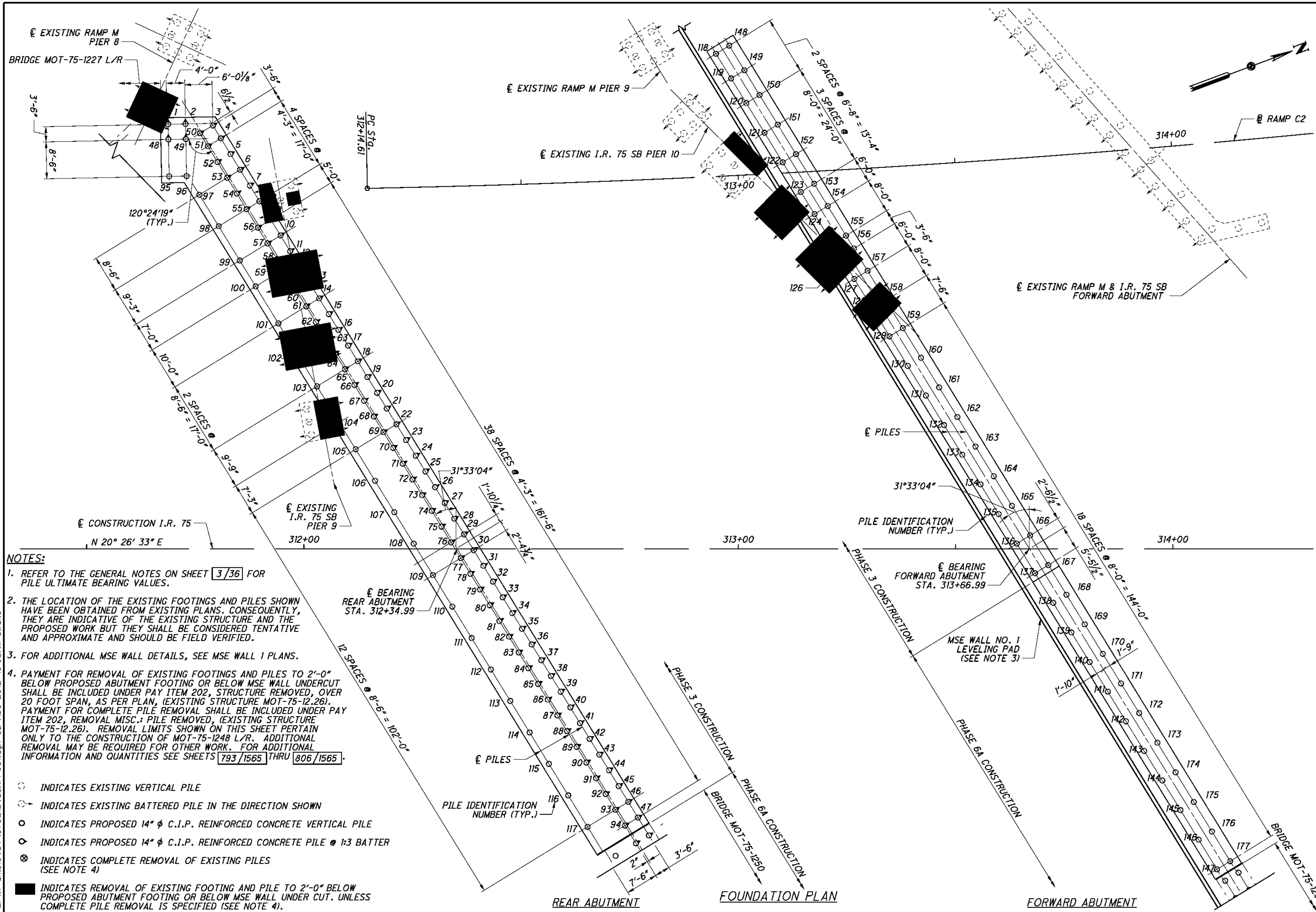
1. FOR ITEM 203 GRANULAR MATERIAL, TYPE B, AS PER PLAN, SEE ROADWAY PLANS.
2. FOR ITEM 203 EMBANKMENT, SEE ROADWAY PLANS.
3. FOR PLAN LIMITS OF LOW STRENGTH MORTAR BACKFILL, AS PER PLAN, SEE SHEET 2/36.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED ZTW | CHECKED JRS | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707838 5707846

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



NOTES:

1. REFER TO THE GENERAL NOTES ON SHEET 3/36 FOR PILE ULTIMATE BEARING VALUES.
2. THE LOCATION OF THE EXISTING FOOTINGS AND PILES SHOWN HAVE BEEN OBTAINED FROM EXISTING PLANS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE AND SHOULD BE FIELD VERIFIED.
3. FOR ADDITIONAL MSE WALL DETAILS, SEE MSE WALL 1 PLANS.
4. PAYMENT FOR REMOVAL OF EXISTING FOOTINGS AND PILES TO 2′-0″ BELOW PROPOSED ABUTMENT FOOTING OR BELOW MSE WALL UNDERCUT SHALL BE INCLUDED UNDER PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.26). PAYMENT FOR COMPLETE PILE REMOVAL SHALL BE INCLUDED UNDER PAY ITEM 202, REMOVAL MISC.: PILE REMOVED, (EXISTING STRUCTURE MOT-75-12.26). REMOVAL LIMITS SHOWN ON THIS SHEET PERTAIN ONLY TO THE CONSTRUCTION OF MOT-75-1248 L/R. ADDITIONAL REMOVAL MAY BE REQUIRED FOR OTHER WORK. FOR ADDITIONAL INFORMATION AND QUANTITIES SEE SHEETS 793/1565 THRU 806/1565.

- INDICATES EXISTING VERTICAL PILE
- INDICATES EXISTING BATTERED PILE IN THE DIRECTION SHOWN
- INDICATES PROPOSED 14″ ϕ C.I.P. REINFORCED CONCRETE VERTICAL PILE
- INDICATES PROPOSED 14″ ϕ C.I.P. REINFORCED CONCRETE PILE @ 1:3 BATTER
- INDICATES COMPLETE REMOVAL OF EXISTING PILES (SEE NOTE 4)
- INDICATES REMOVAL OF EXISTING FOOTING AND PILE TO 2′-0″ BELOW PROPOSED ABUTMENT FOOTING OR BELOW MSE WALL UNDER CUT. UNLESS COMPLETE PILE REMOVAL IS SPECIFIED (SEE NOTE 4).

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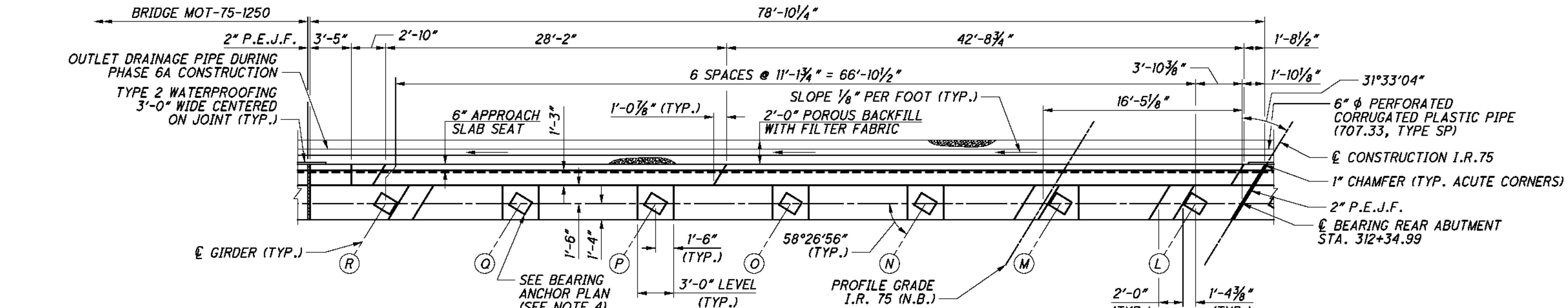
DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

FOUNDATION PLAN

BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

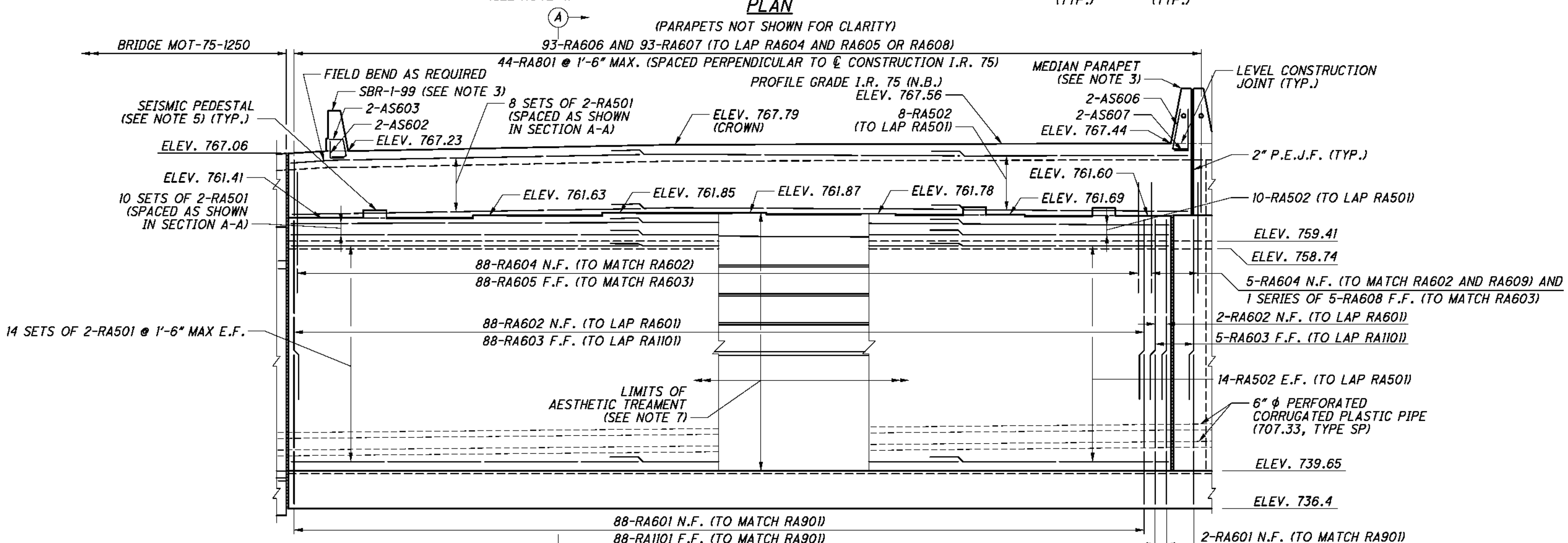
MOT-75-12.00
PID No. 77247



PLAN

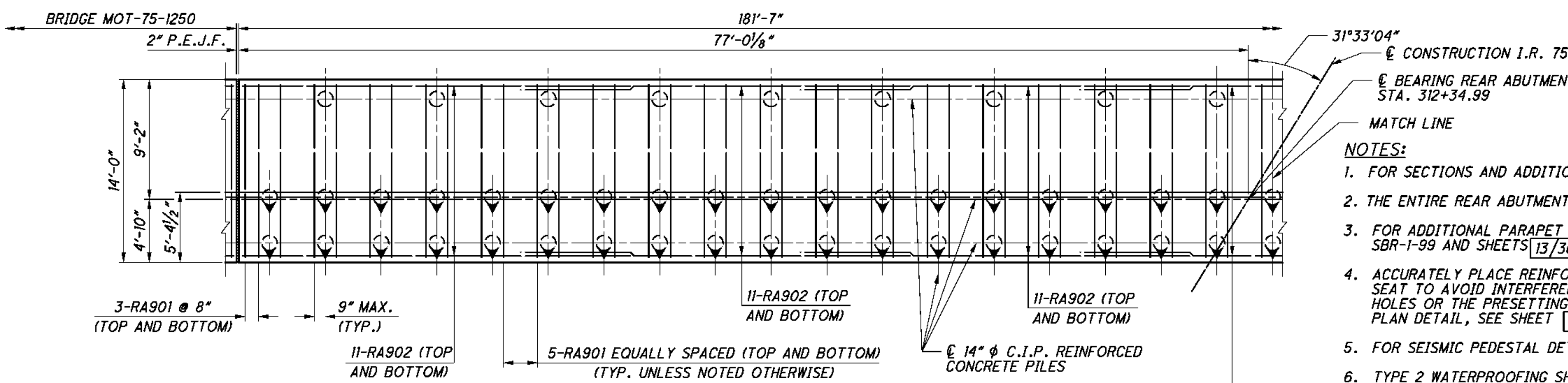
(PARAPETS NOT SHOWN FOR CLARITY)

N



ELEVATION

(PILES NOT SHOWN FOR CLARITY)



FOOTING PLAN

REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#9	8'-1"

NOTES:

1. FOR SECTIONS AND ADDITIONAL ABUTMENT DETAILS, SEE SHEET 9/36.
2. THE ENTIRE REAR ABUTMENT WILL BE CONSTRUCTED IN PHASE 3 OF M.O.T.
3. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 13/36 AND 33/36.
4. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRESETTING OF BEARING ANCHORS. FOR BEARING ANCHOR PLAN DETAIL, SEE SHEET 9/36.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 14/36.
6. TYPE 2 WATERPROOFING SHALL EXTEND FROM THE TOP OF THE FOOTING TO THE APPROACH SLAB SEAT.
7. FOR ADDITIONAL AESTHETIC DETAILS, SEE SHEET 10/36.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
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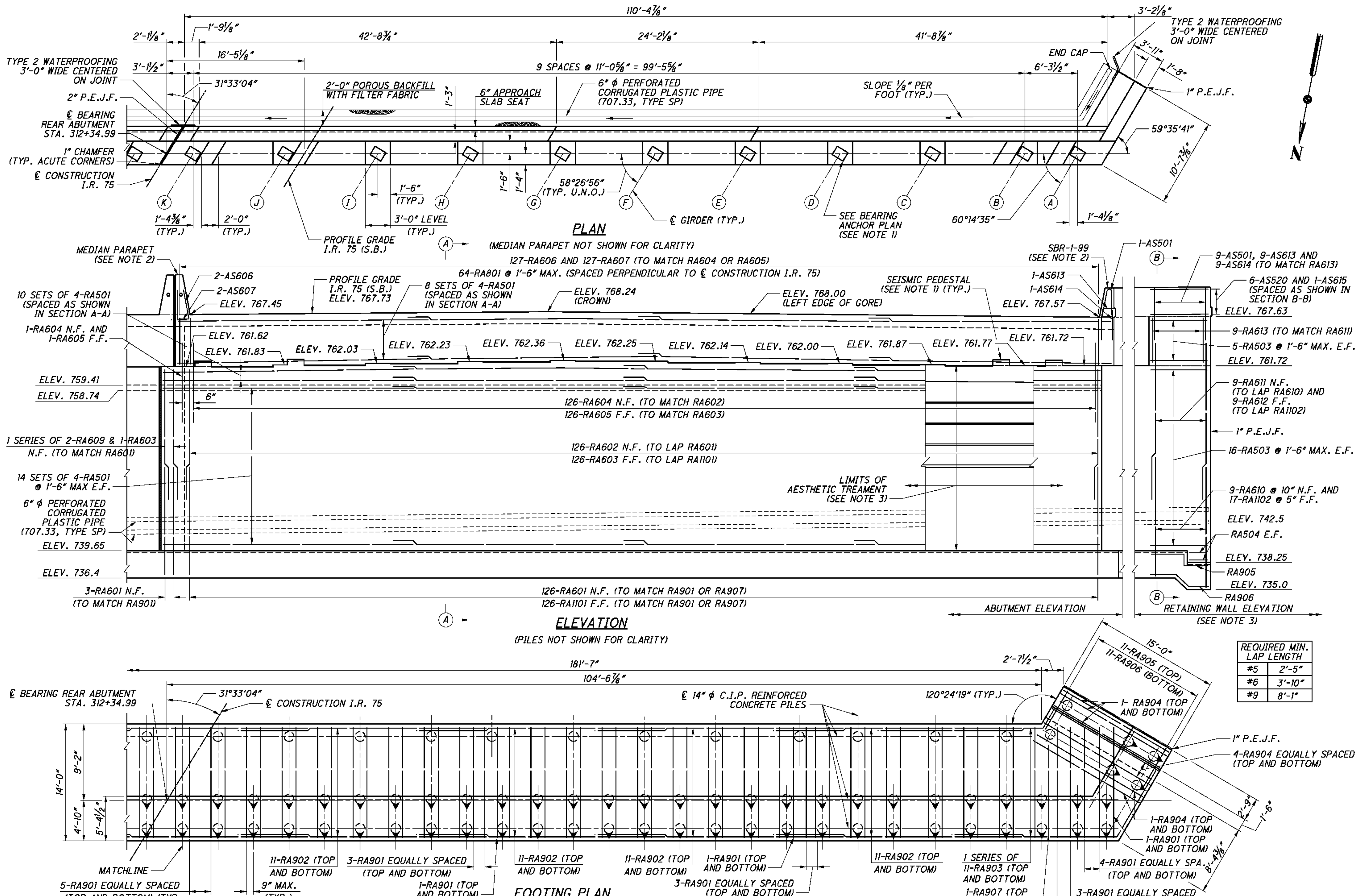
RSB		5707838	5707846

REAR ABUTMENT - 1
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#9	8'-1"

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 7/36.
2. FOR ADDITIONAL PARAPET DETAILS SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 13/36 AND 33/36.
3. FOR ADDITIONAL AESTHETIC DETAILS, SEE SHEET 10/36.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
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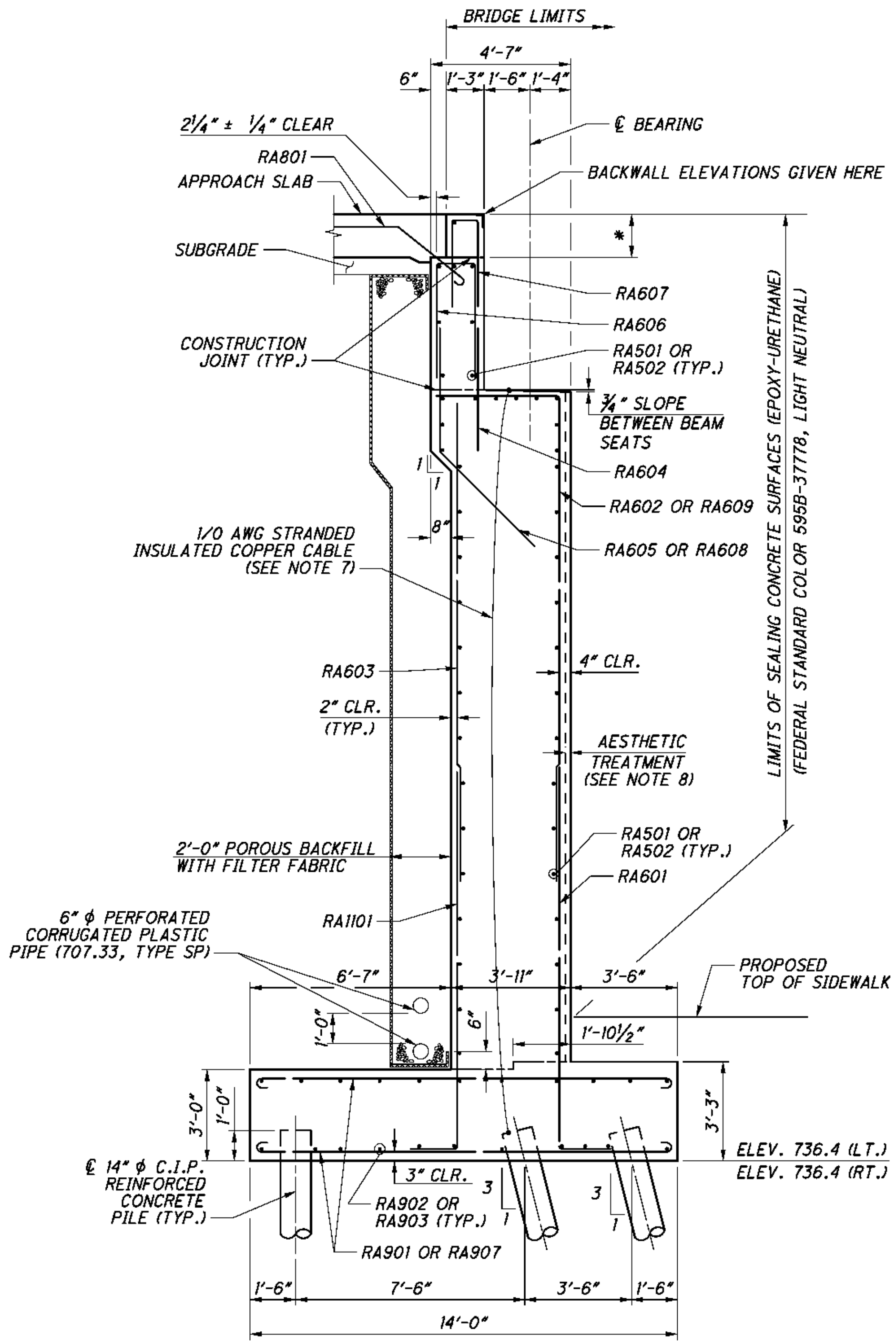
RSB		5707838 5707846	

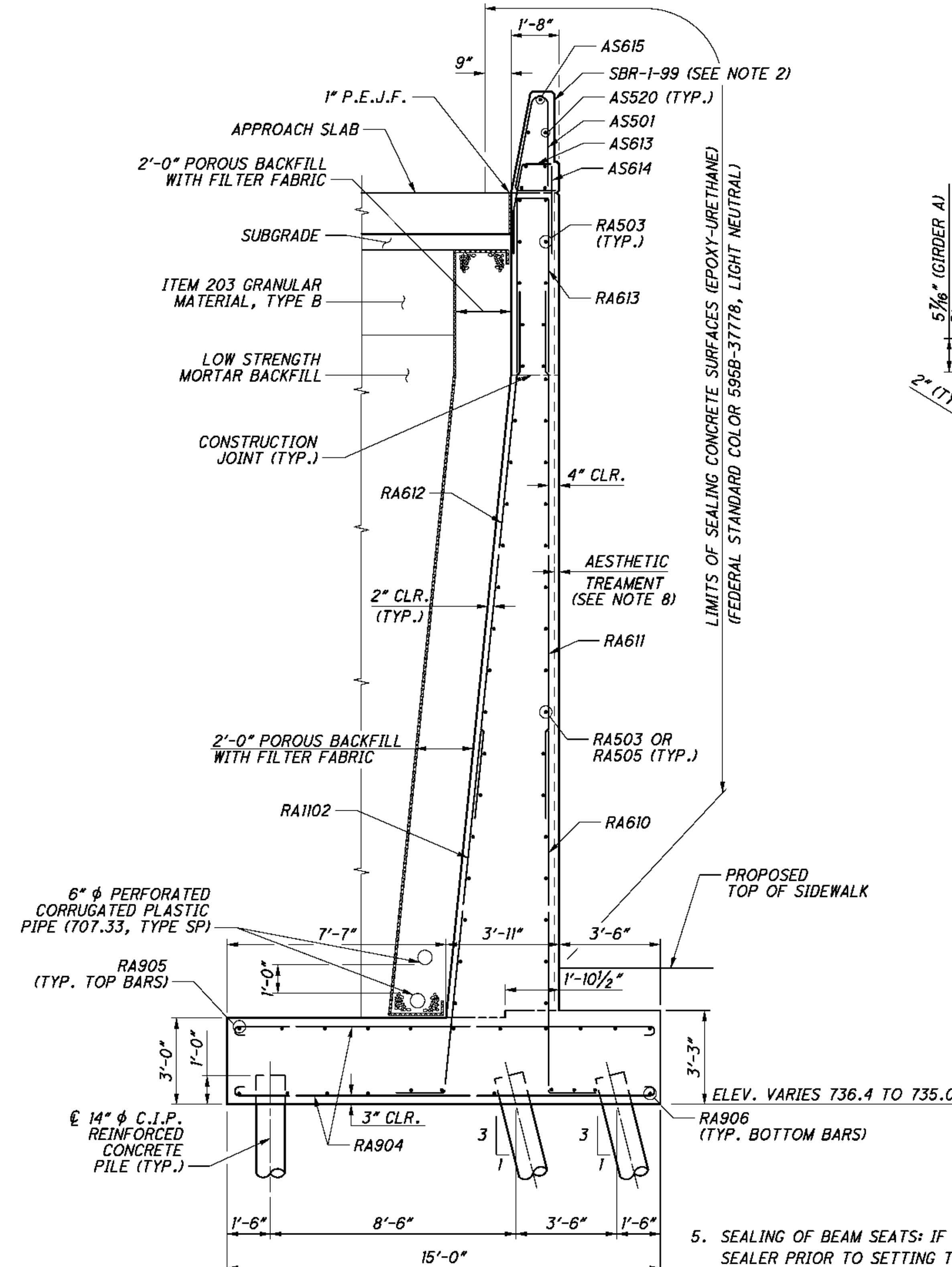
REAR ABUTMENT - 2
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

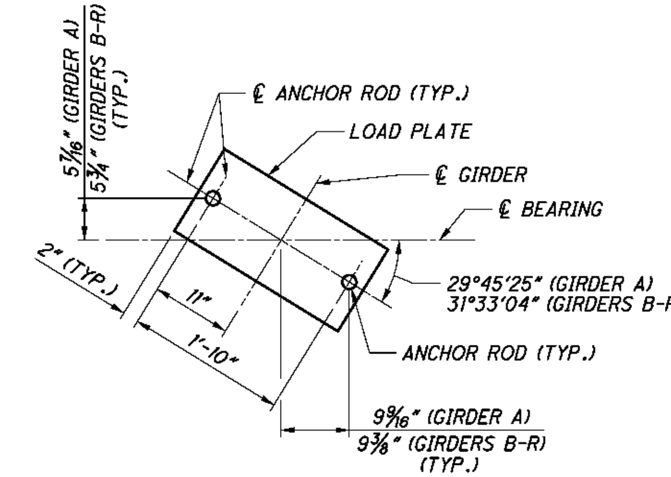


* - CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2.

SECTION A-A



SECTION B-B



BEARING ANCHOR PLAN

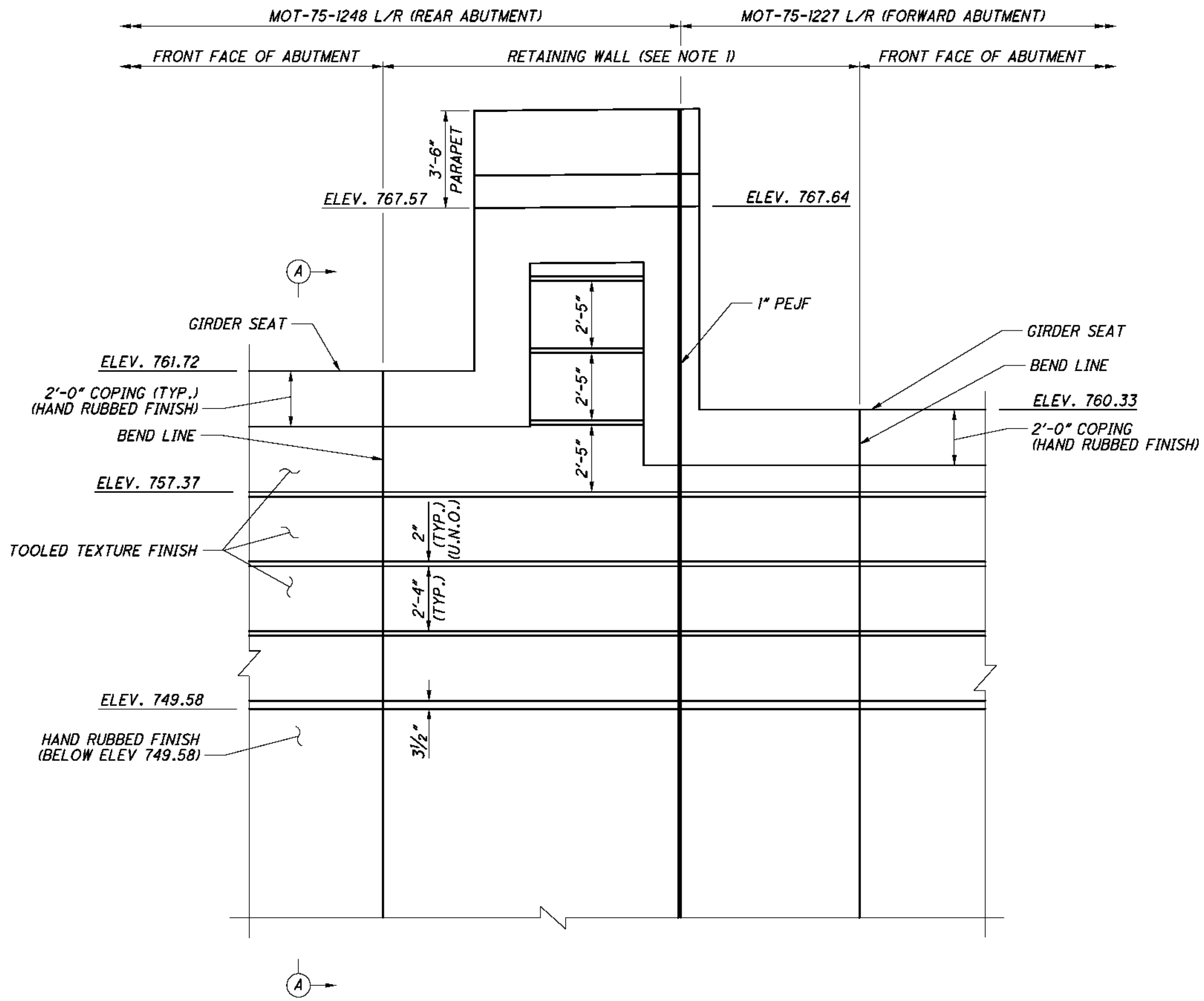
NOTES:

1. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE SHEETS 7/36 AND 8/36.
2. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99.
3. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
4. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
5. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY-URETHANE SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACE UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. EMBED STRUCTURE GROUNDING SYSTEMS IN THE ABUTMENT NEAR THE LEFT AND RIGHT FASCIA GIRDERS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR CONNECTION TO THE PILES AND GIRDERS AND ADDITIONAL DETAILS. SEE LIGHTING PLANS FOR PAYMENT.
8. FOR ADDITIONAL AESTHETIC TREATMENT INFORMATION, SEE SHEET 10/36.

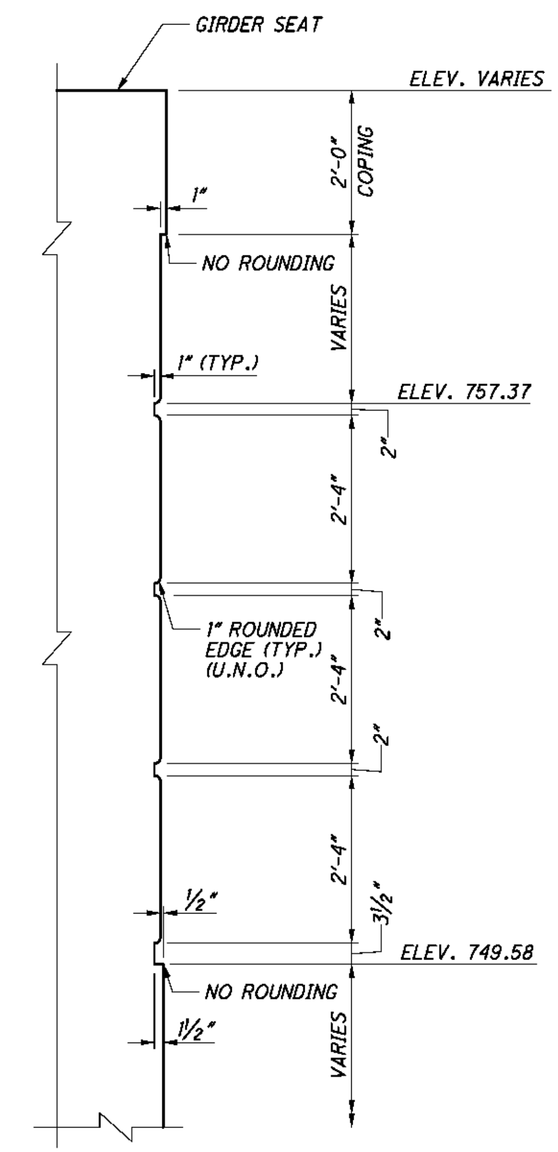
DESIGN AGENCY	HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521
DESIGNED JTW	CHECKED RSB
DRAWN JTW	REVISED
REVIEWED JOL	STRUCTURE FILE NUMBER 5707838 5707846
DATE 2/16/12	

REAR ABUTMENT - 3
BRIDGE MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



PARTIAL ABUTMENT/RETAINING WALL DEVELOPED ELEVATION
(SUPERSTRUCTURES NOT SHOWN FOR CLARITY)



SECTION A-A

NOTES:

1. FOR ADDITIONAL ABUTMENT AND RETAINING WALL DETAILS, SEE SHEETS 7/36 THRU 9/36.

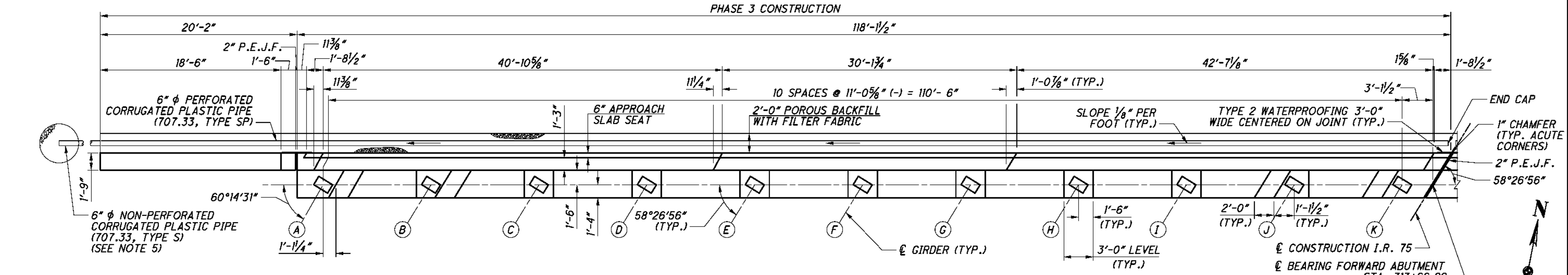
2. FOR ADDITIONAL INFORMATION REGARDING AESTHETIC TREATMENT AND FORMLINER DETAILS, SEE GENERAL NOTES, SHEET 4/36.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

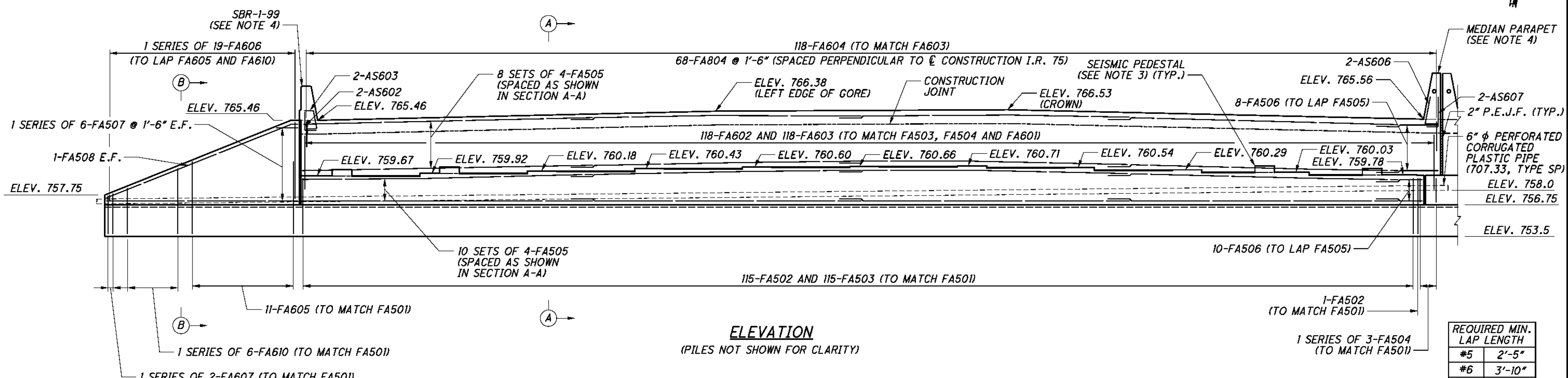
AESTHETIC DETAILS
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



PLAN

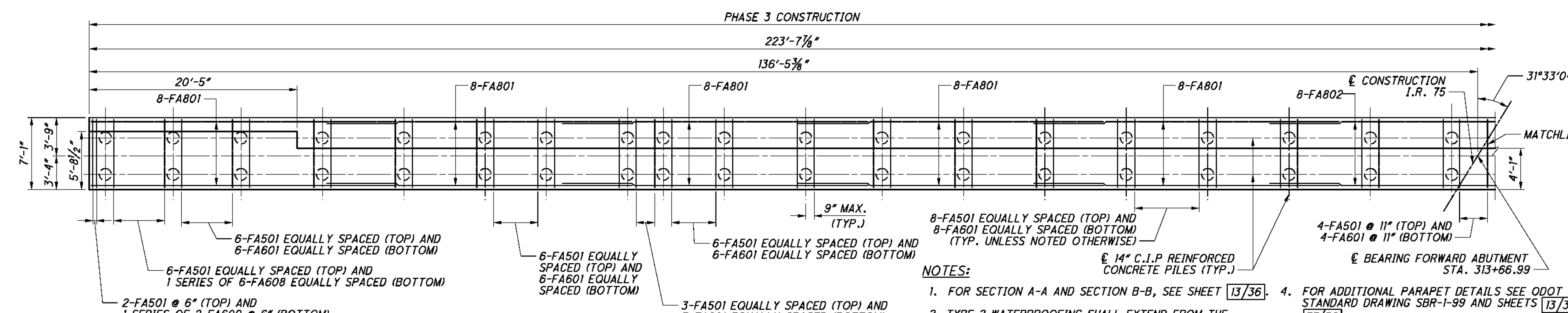
(PARAPETS NOT SHOWN FOR CLARITY)



ELEVATION

(PILES NOT SHOWN FOR CLARITY)

REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#8	6'-10"



FOOTING PLAN

NOTES:

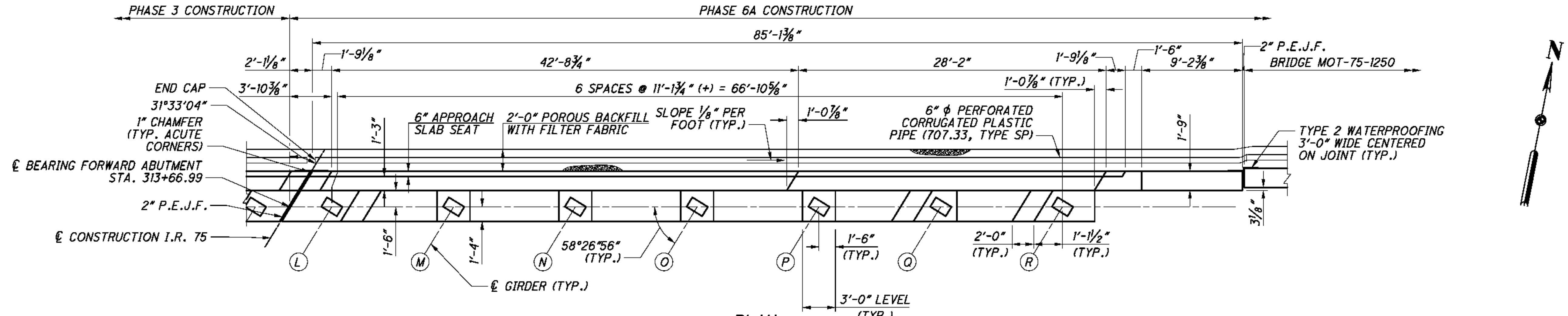
1. FOR SECTION A-A AND SECTION B-B, SEE SHEET 13/36.
2. TYPE 2 WATERPROOFING SHALL EXTEND FROM THE TOP OF THE FOOTING TO THE APPROACH SLAB SEAT.
3. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 14/36.
4. FOR ADDITIONAL PARAPET DETAILS SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 13/36 AND 33/36.
5. FOR TERMINATION OF 6" ϕ NON-PERFORATED CORRUGATED PLASTIC PIPE SEE CRUSHED AGGREGATE SLOPE PROTECTION DETAIL IN STANDARD A-1-69.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

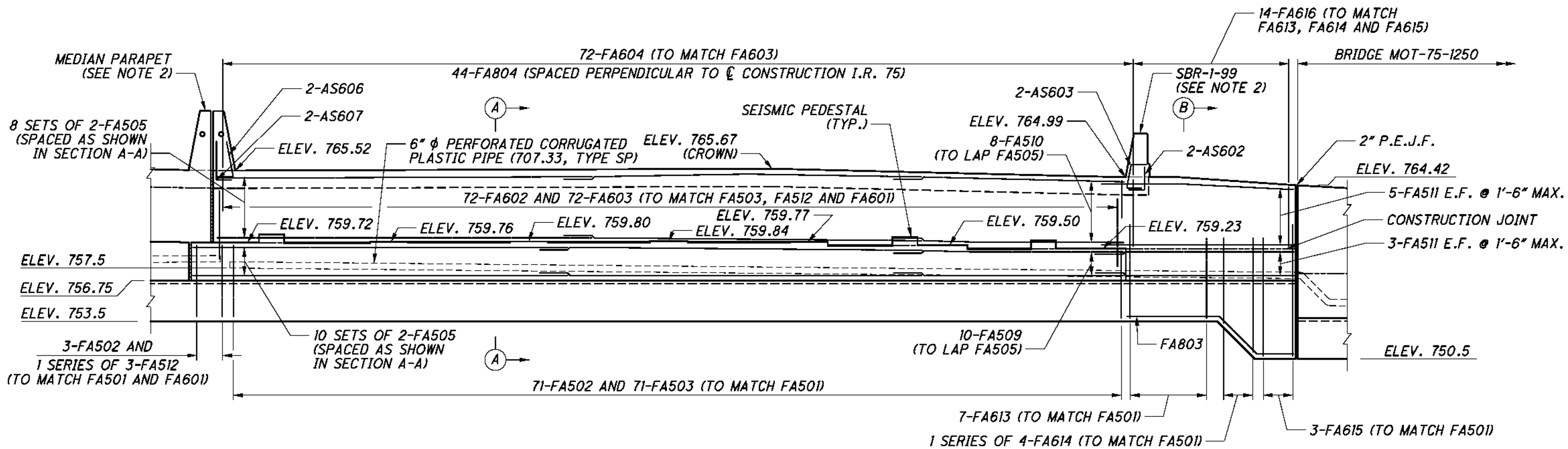
FORWARD ABUTMENT - 1
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



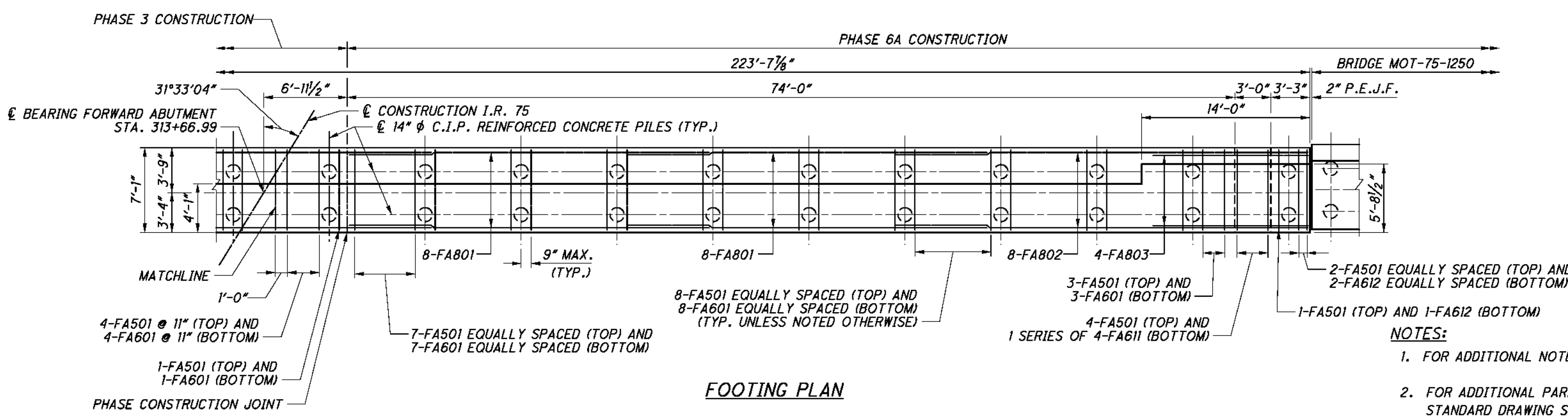
PLAN

(PARAPETS NOT SHOWN FOR CLARITY)



ELEVATION

(PILES NOT SHOWN FOR CLARITY)



FOOTING PLAN

REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#8	6'-10"

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 11/36.
2. FOR ADDITIONAL PARAPET DETAILS SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 13/36 AND 33/36.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

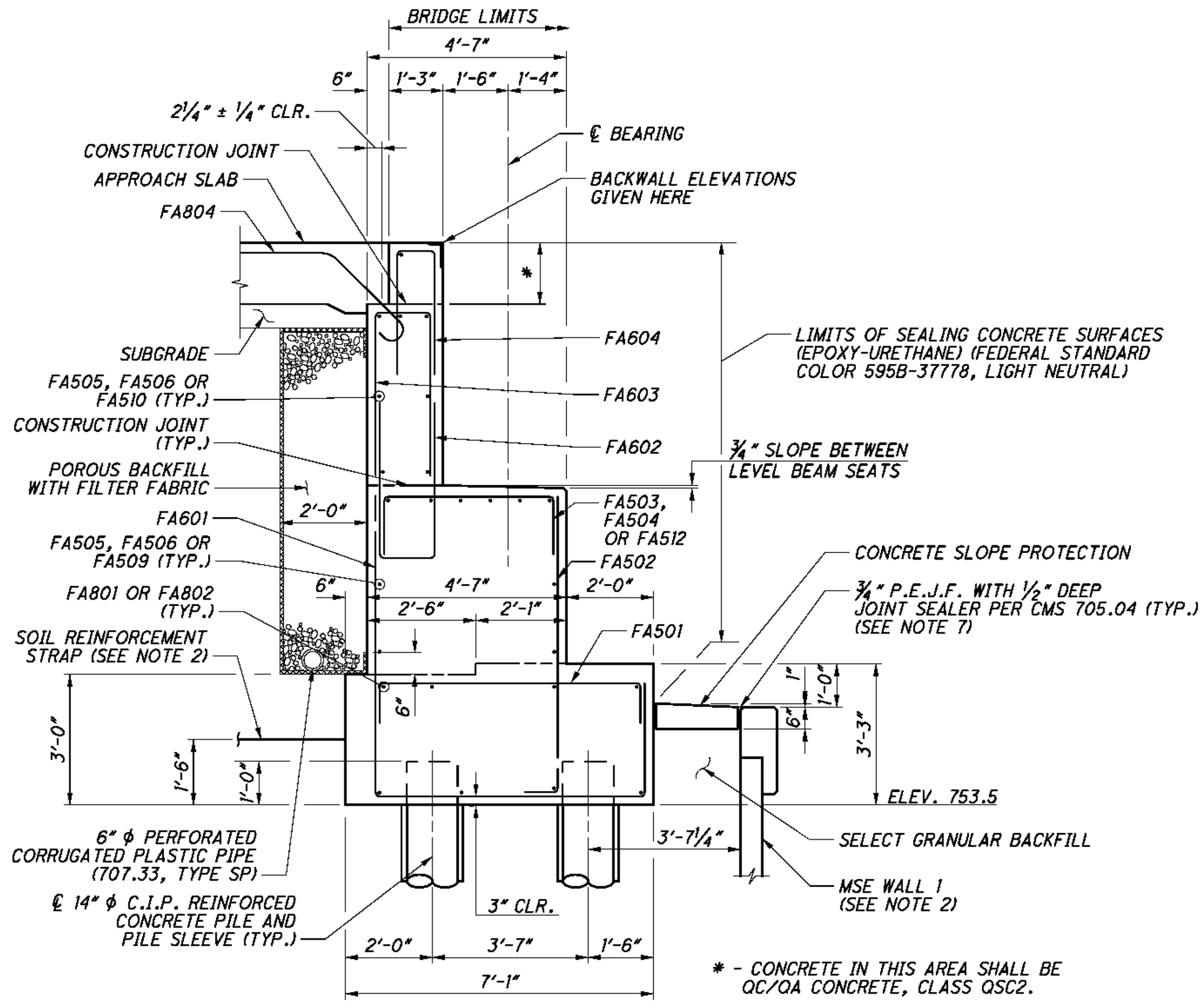
DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

FORWARD ABUTMENT - 2
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

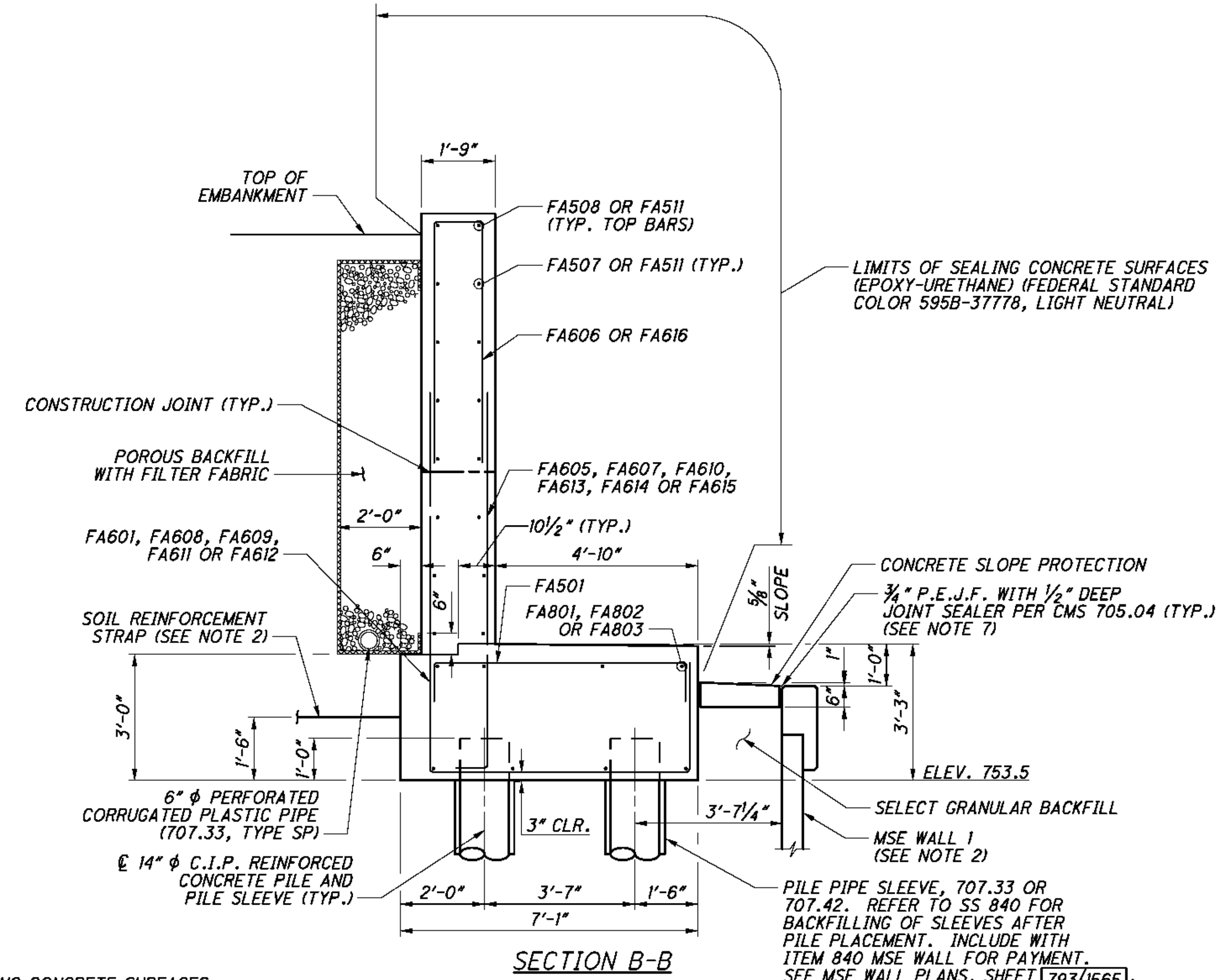
MOT-75-12.00
PID No. 77247

12/36

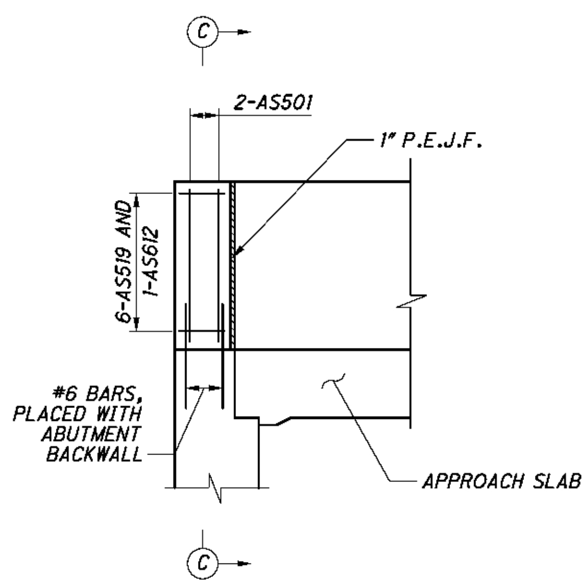
1041
1565



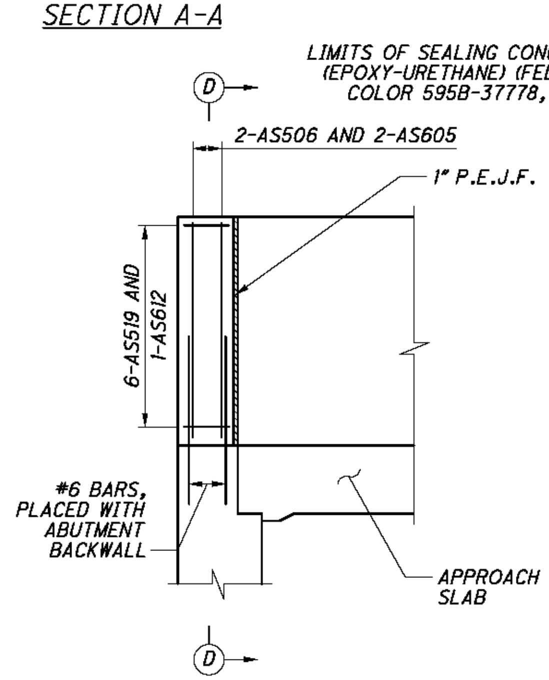
SECTION A-A



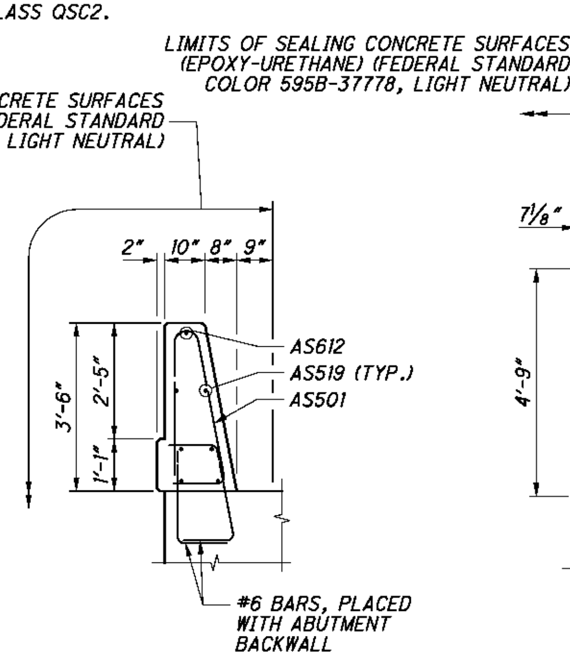
SECTION B-B



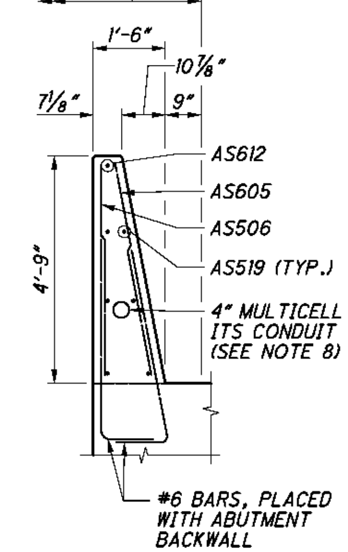
PARAPET DETAIL



MEDIAN PARAPET DETAIL



SECTION C-C



SECTION D-D

NOTES:

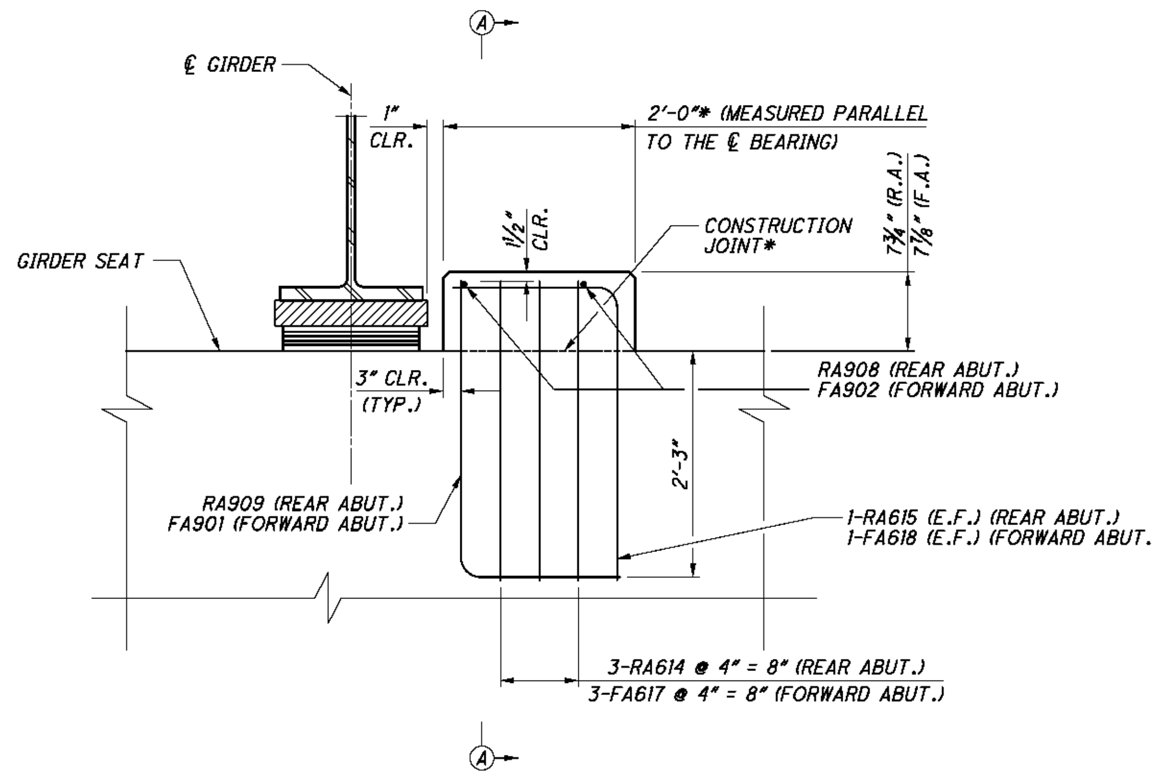
1. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE SHEETS 11/36 AND 12/36.
2. FOR ADDITIONAL MSE WALL DETAILS, SEE MSE WALL 1 PLANS. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840, MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN IN MSE WALL PLANS. SEE SHEET 835/1565.
3. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
4. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
5. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY-URETHANE SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
7. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.
8. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

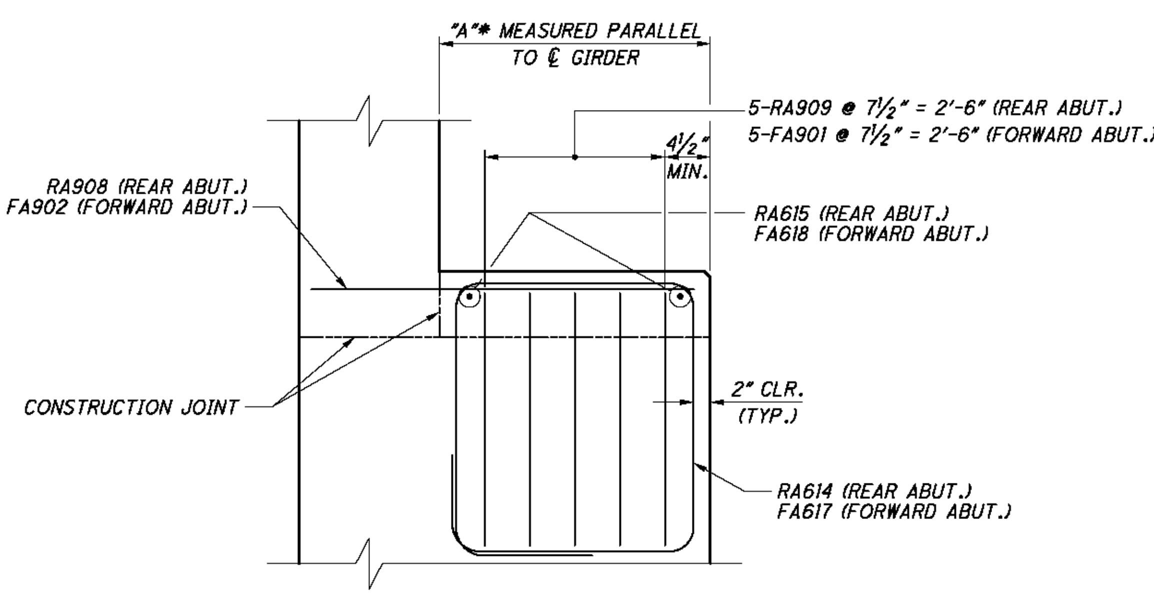
FORWARD ABUTMENT - 3
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



FRONT VIEW OF SEISMIC PEDESTAL

PEDESTAL DETAILS														
	REAR ABUT. LT STRUCTURE				FORWARD ABUT. LT STRUCTURE				REAR ABUT. RT STRUCTURE			FORWARD ABUT. RT STRUCTURE		
	GIRDER A	GIRDER B	GIRDER J	GIRDER K	GIRDER A	GIRDER B	GIRDER J	GIRDER K	GIRDER L	GIRDER M	GIRDER R	GIRDER L	GIRDER Q	GIRDER R
"A"	3'-3⅛"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅛"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"	3'-3⅞"



SECTION A-A

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

NOTES:

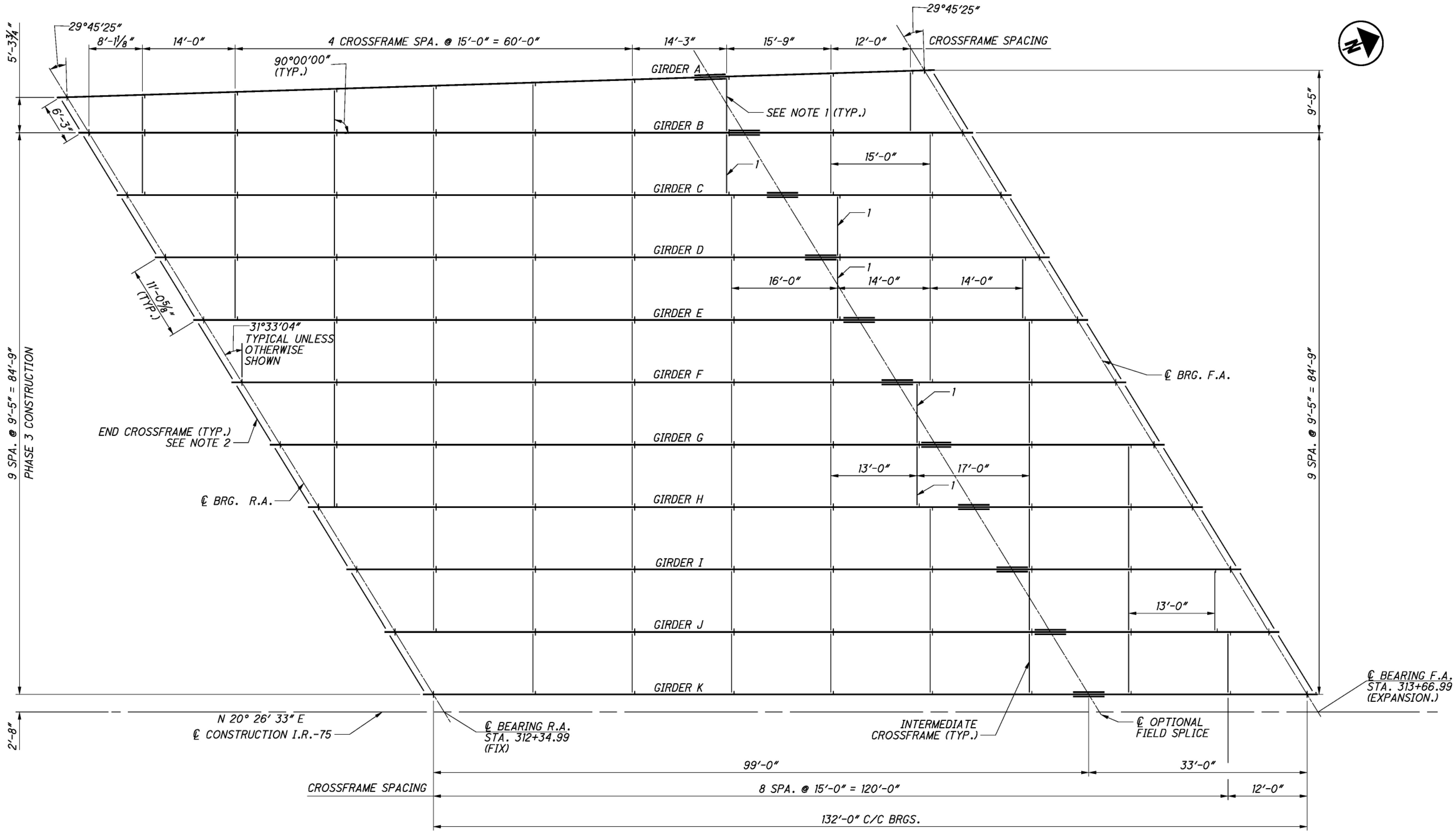
1. THE RA909 (REAR ABUT.), FA901 (FORWARD ABUT.), RA615 (REAR ABUT.), AND FA618 (FORWARD ABUT.) SHALL BE PLACED PARALLEL TO THE ℄ OF BEARING.
2. THE RA908 (REAR ABUT.), FA902 (FORWARD ABUT.), RA614 (REAR ABUT.), AND FA617 (FORWARD ABUT.) BARS SHALL BE PLACED PARALLEL TO THE ℄ OF GIRDERS.
3. THE LOCATION OF THE MAIN REINFORCEMENT IN THE ABUTMENT SEATS MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE RA909 (REAR ABUT.) AND FA901 (FORWARD ABUT.) BARS.
4. FOR ABUTMENT DETAILS, SEE SHEETS 7/36 THRU 13/36.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
JTW	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

SEISMIC PEDESTAL DETAILS
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



FRAMING PLAN

(SOUTHBOUND BRIDGE)

NOTES

1. IF OPTIONAL FIELD SPLICE IS NOT PROVIDED, THE OUT OF PLANE CROSSFRAMES SHALL BE IN SAME LINE ACROSS THE TOTAL WIDTH OF THE BRIDGE.

2. CONTRACTOR SHALL FOLLOW THE FOLLOWING SEQUENCE OF CONSTRUCTION DUE TO HIGH SKEW OF BRIDGE.
   A. PERMANENTLY FASTEN ALL INTERMEDIATE CROSS FRAMES AND LATERAL BRACING BEFORE DECK PLACEMENT BEGINS.
   B. ALL END CROSSFRAMES SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED.
   C. LOCATE THE LOWER CONTACT POINT OF OVERHANG FALSEWORK WITHIN 8 INCHES OF THE TOP OF THE STEEL GIRDERS BOTTOM FLANGE.
   D. LOAD AND FINISH THE DECK CONCRETE AT THE SKEW ANGLE.

DESIGN AGENCY: PRIME — PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
RG	RG	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS		5707838	

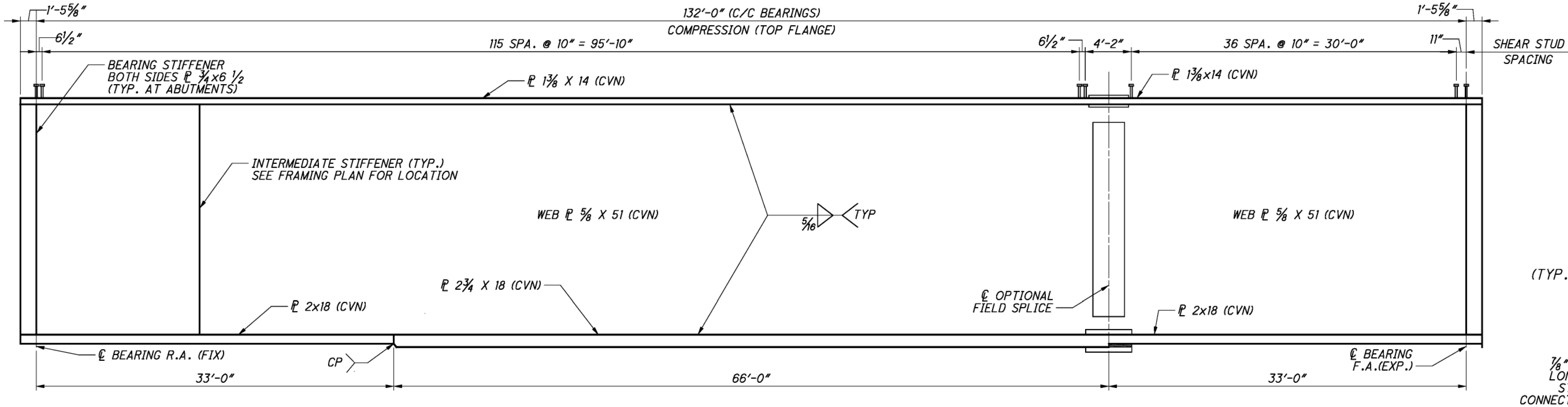
FRAMING PLAN
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

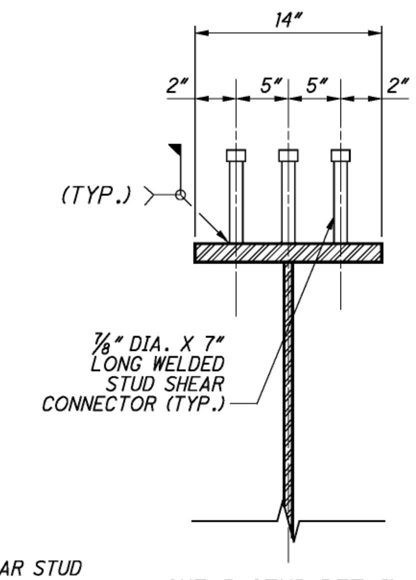
15/36

1044/1565

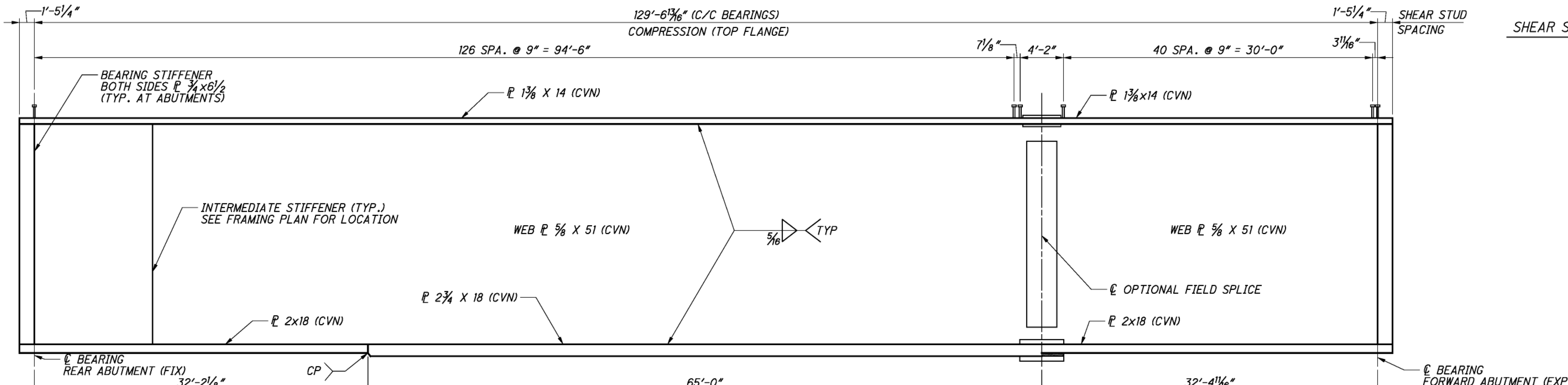
Q:\Transportation\Projects\ODOT\District 7\MOT075_1200\MOT075_0008A\sheets\075_1248LSD001.dgn



TYPICAL ELEVATION FOR GIRDER B THRU K (10 GIRDERS)



SHEAR STUD DETAIL



ELEVATION FOR GIRDER A (ONE GIRDER)

NOTES

1. FOR OPTIONAL BOLTED GIRDER SPLICE DETAIL SEE SHEET 19/36. IF OPTIONAL FIELD SPLICE IS NOT UTILIZED, PROVIDE ADDITIONAL 4 ROWS OF SHEAR STUDS @ 10" SPACING WITHIN THE 4'-2" SPACING.
2. FOR STIFFENER DETAIL SEE SHEET 19/36.
3. FOR END CROSSFRAME DETAILS SEE STD. DWG. GSD-1-96 SHEET 2/3.
4. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
5. THE FINISH COAT OF THE GIRDERS SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISHED COAT.

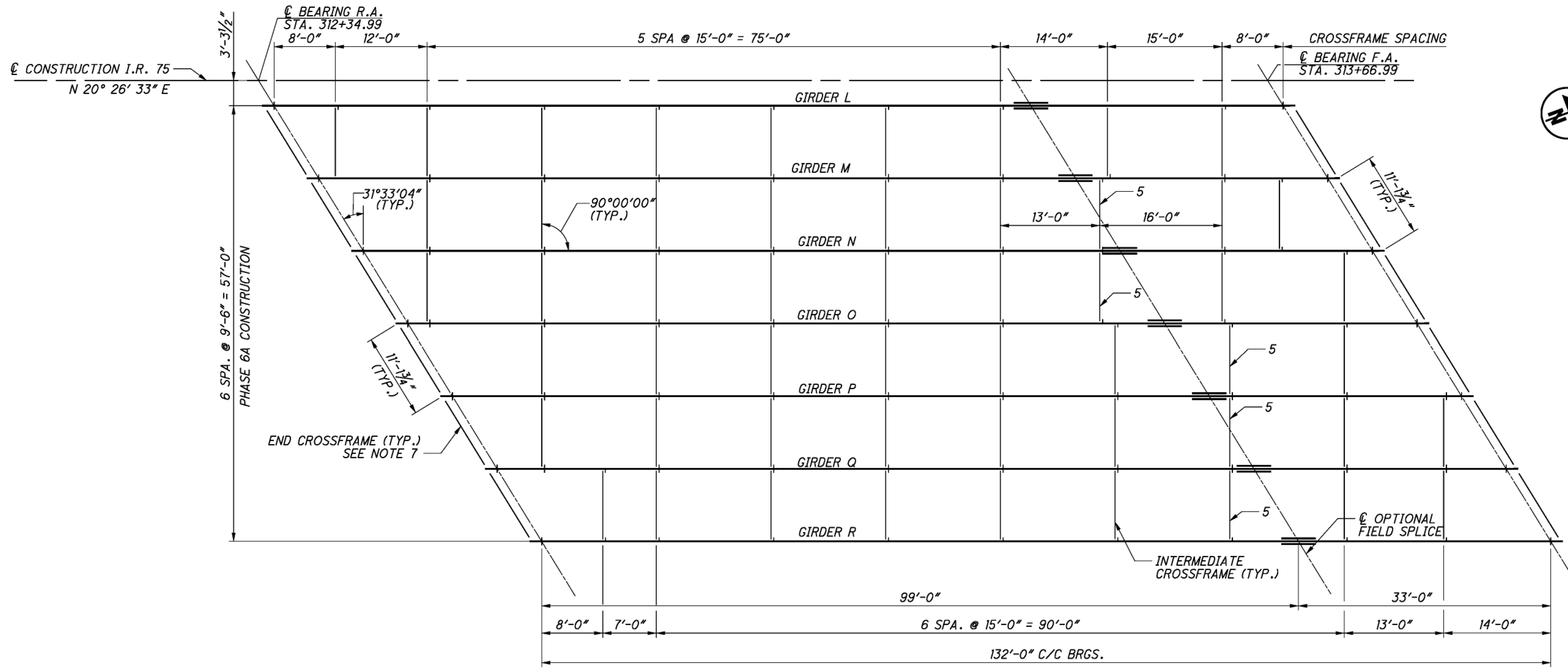
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
RG	JKS	RG		GTB	1/17/2012

STRUCTURE FILE NUMBER 5707838

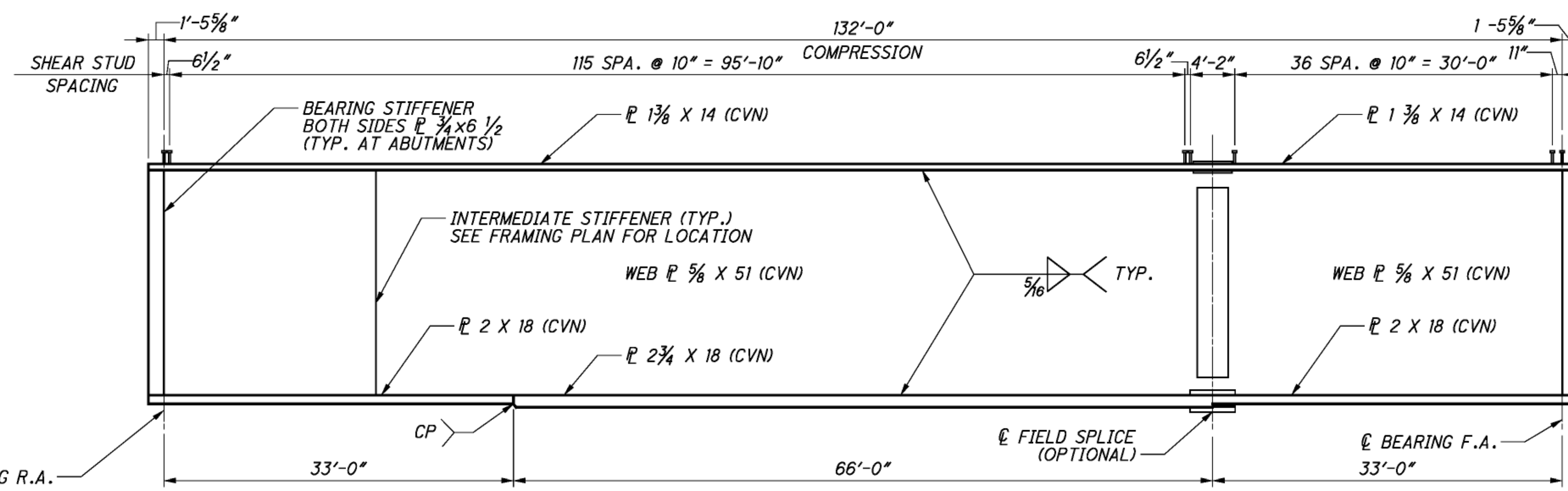
GIRDER ELEVATION
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



FRAMING PLAN

(NORTHBOUND BRIDGE)



GIRDER ELEVATION

(TYPICAL-GIRDERS L THRU R)

NOTES

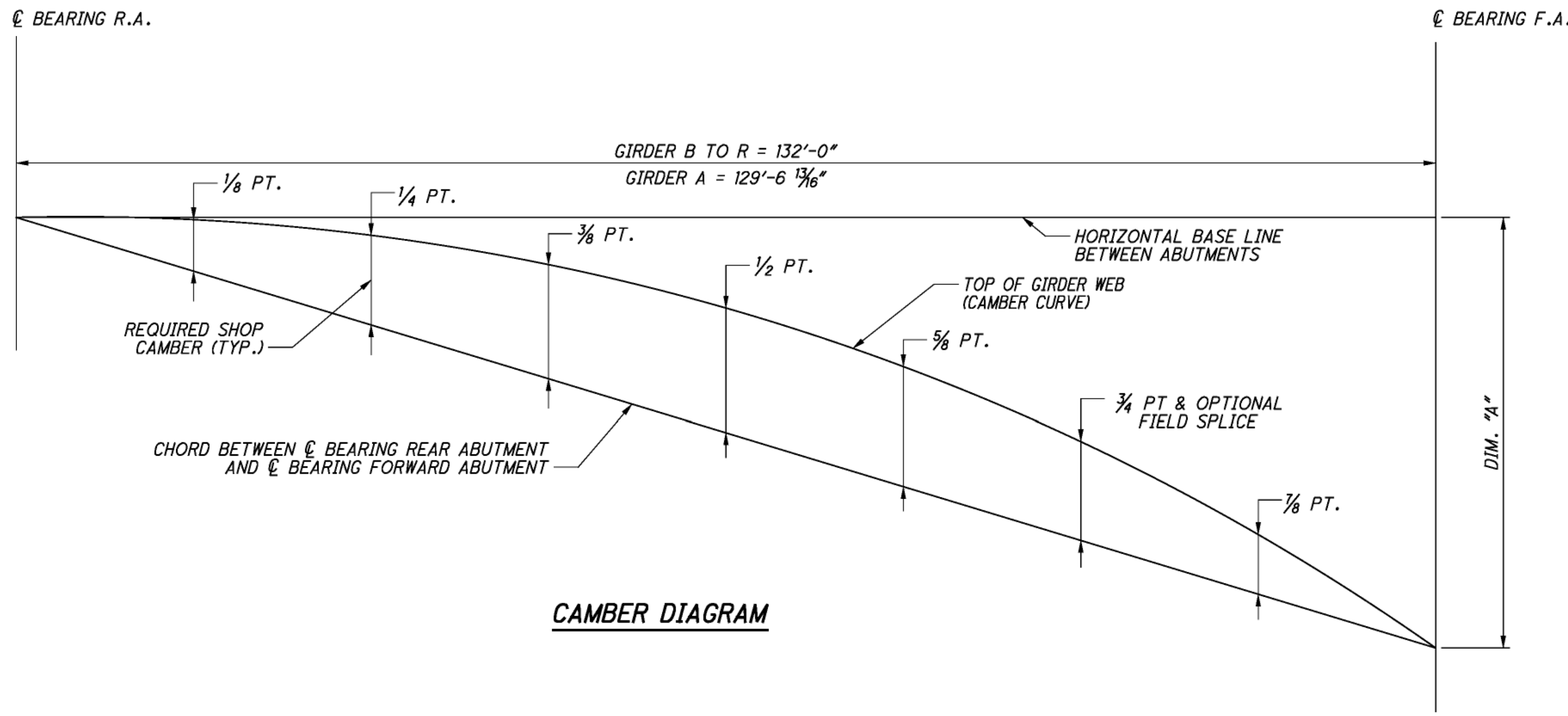
1. FOR OPTIONAL BOLTED GIRDER SPLICE DETAIL SEE SHEET 19/36. IF OPTIONAL FIELD SPLICE IS NOT UTILIZED, PROVIDE ADDITIONAL 4 ROWS OF SHEAR STUD @ 10" SPACING WITHIN THE 4'-2" SPACING.
2. FOR STIFFENER DETAIL SEE SHEET 19/36 .
3. FOR END CROSSFRAME DETAILS SEE STD. DWG. GSD-1-96 SHEET 2/3 .
4. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
5. IF OPTIONAL FIELD SPLICE IS NOT PROVIDED THE OUT OF PLANE CROSSFRAMES SHALL BE IN SAME LINE ACROSS THE TOTAL WIDTH OF BRIDGE.
6. FOR SHEAR STUD DETAIL SEE SHEET 16/36 .
7. CONTRACTOR SHALL FOLLOW THE FOLLOWING SEQUENCE OF CONSTRUCTION DUE TO HIGH SKEW OF BRIDGE.
   A. PERMANENTLY FASTEN ALL INTERMEDIATE CROSS FRAMES AND LATERAL BRACING BEFORE DECK PLACEMENT BEGINS.
   B. ALL END CROSSFRAMES SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED.
   C. LOCATE THE LOWER CONTACT POINT OF OVERHANG FALSEWORK WITHIN 8 INCHES OF THE TOP OF THE STEEL GIRDERS BOTTOM FLANGE.
   D. LOAD AND FINISH THE DECK CONCRETE AT THE SKEW ANGLE.
8. THE FINISH COAT OF THE GIRDERS SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISHED COAT.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
RG	RG	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS		5707846	

FRAMING PLAN & GIRDER ELEVATION
BRIDGE NO. MOT-75-1248R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



CAMBER DIAGRAM

CAMBER TABLE

	LOCATION	R.A.	1/8 PT.	1/4 PT.	3/8 PT.	1/2 PT	5/8 PT.	3/4 PT.	7/8 PT.	F.A.
GIRDER A	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1/4"	5/16"	0"	- 5/16"	- 1"	- 3/4"	- 5/16"	0
	REQUIRED SHOP CAMBER	0	3 1/8"	5 9/16"	6 3/4"	6 13/16"	5 3/4"	4 1/2"	2 9/16"	0
GIRDER B	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1/8"	5/16"	0"	- 5/16"	- 3/4"	- 3/8"	- 1/8"	0
	REQUIRED SHOP CAMBER	0	2 7/8"	5 9/16"	6 3/4"	6 15/16"	6"	4 7/8"	2 3/4"	0
GIRDER C	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	5/16"	3/8"	3/8"	1/8"	-	3/16"	3/16"	0
	REQUIRED SHOP CAMBER	0	3 3/16"	5 5/8"	7 1/8"	7 3/8"	6 3/4"	5 3/8"	3"	0
GIRDER D	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	7/16"	3/4"	13/16"	3/4"	3/4"	11/16"	7/16"	0
	REQUIRED SHOP CAMBER	0	3 1/4"	5 15/16"	7 1/2"	8"	7 1/2"	5 15/16"	3 5/16"	0
GIRDER E TO GIRDER H	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	3/4"	1 1/4"	1 9/16"	1 11/16"	1 9/16"	1 1/4"	3/4"	0
	REQUIRED SHOP CAMBER	0	3 5/8"	6 1/2"	8 5/16"	8 15/16"	8 5/16"	6 1/2"	3 5/8"	0

CAMBER TABLE

	LOCATION	R.A.	1/8 PT.	1/4 PT.	3/8 PT.	1/2 PT	5/8 PT.	3/4 PT.	7/8 PT.	F.A.
GIRDER L TO GIRDER R	DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8"	1 3/16"	1 1/2"	1 5/8"	1 1/2"	1 3/16"	5/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 1/4"	4 1/16"	5 1/4"	5 5/8"	5 1/4"	4 1/16"	2 1/4"	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	3/4"	1 1/4"	1 9/16"	1 11/16"	1 9/16"	1 1/4"	3/4"	0
	REQUIRED SHOP CAMBER	0	3 5/8"	6 1/2"	8 5/16"	8 15/16"	8 5/16"	6 1/2"	3 5/8"	0

BLOCKING TABLE (FT.)

GIRDER	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
DIM. "A"	2.06	1.85	1.70	1.57	1.55	1.60	1.65	1.70	1.75	1.79	1.84	1.87	1.92	1.97	2.02	2.07	2.12	2.17

LEGEND:

OFS = OPTIONAL FIELD SPLICE
BRG. = BEARING
R.A. = REAR ABUTMENT
F.A. = FORWARD ABUTMENT

SIGN CONVENTION

+ POSITIVE UPWARD (NOT SHOWN)
- NEGATIVE DOWNWARD

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB
DATE 1/16/2012
STRUCTURE FILE NUMBER 5707838/5707846
DRAWN RG
REVISED
DESIGNED RG
CHECKED JKS

CAMBER DETAILS
BRIDGE NO. MOT-75-1248 (L&R)
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

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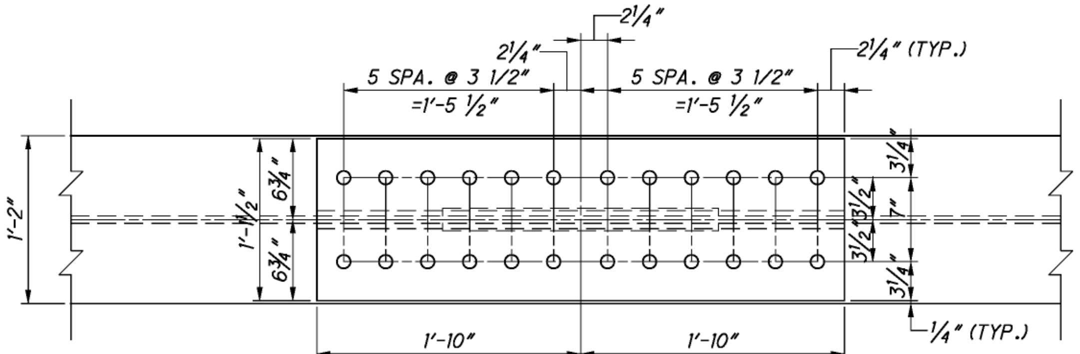
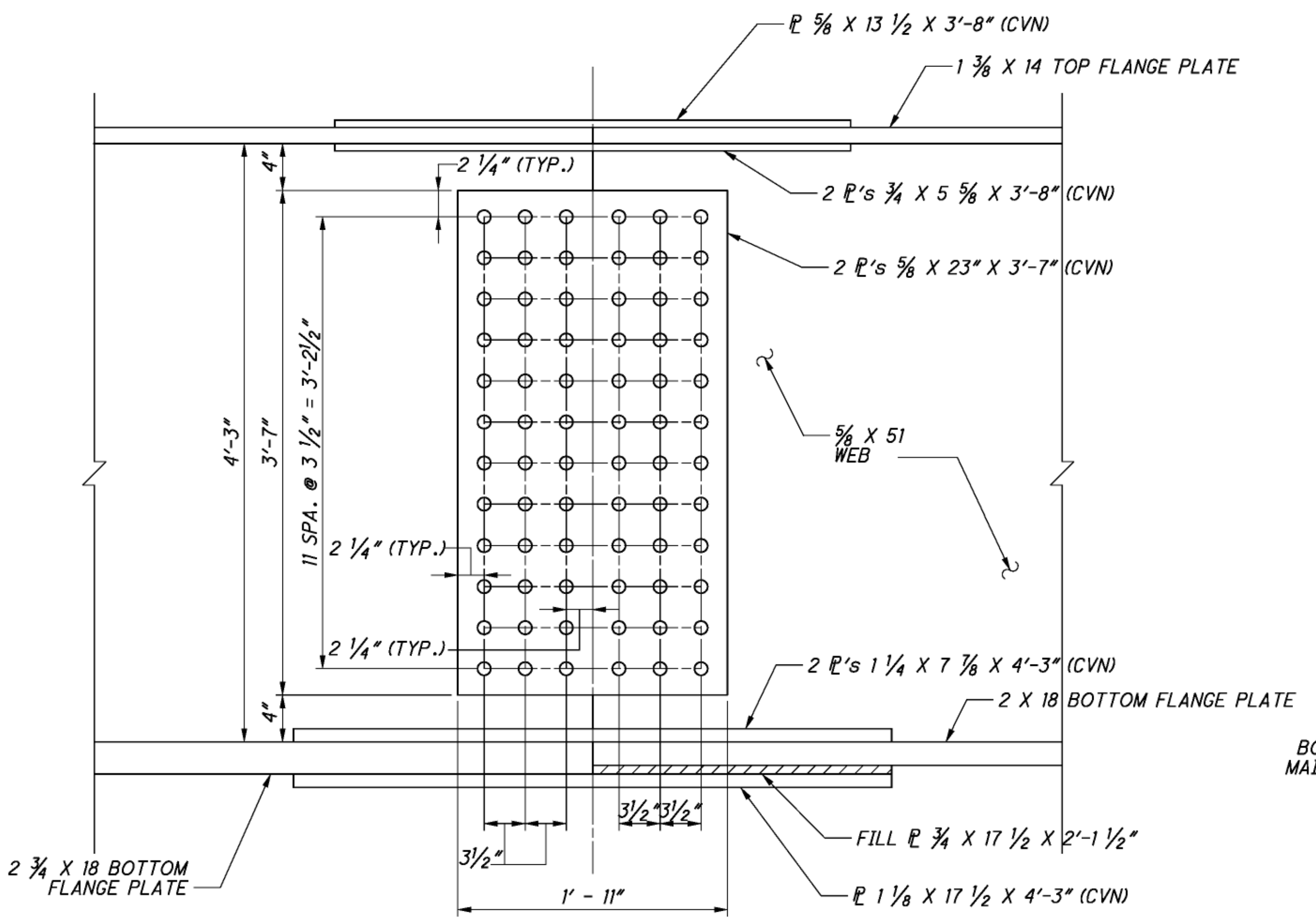
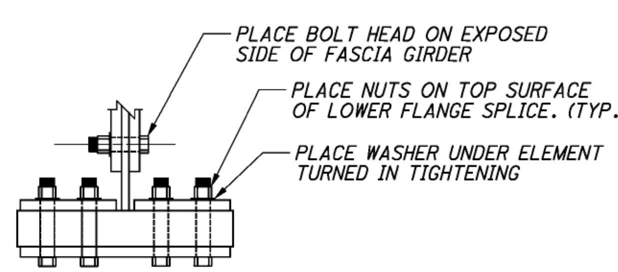


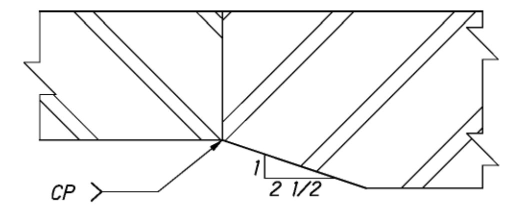
TOP FLANGE PLAN



GIRDER FIELD SPLICE ELEVATION



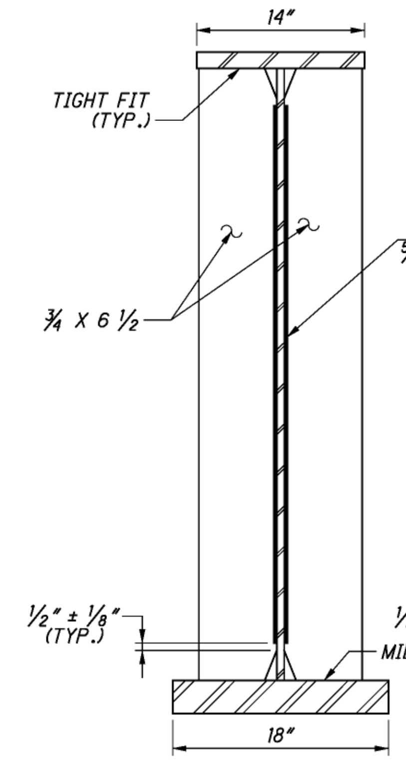
BOLT DETAIL



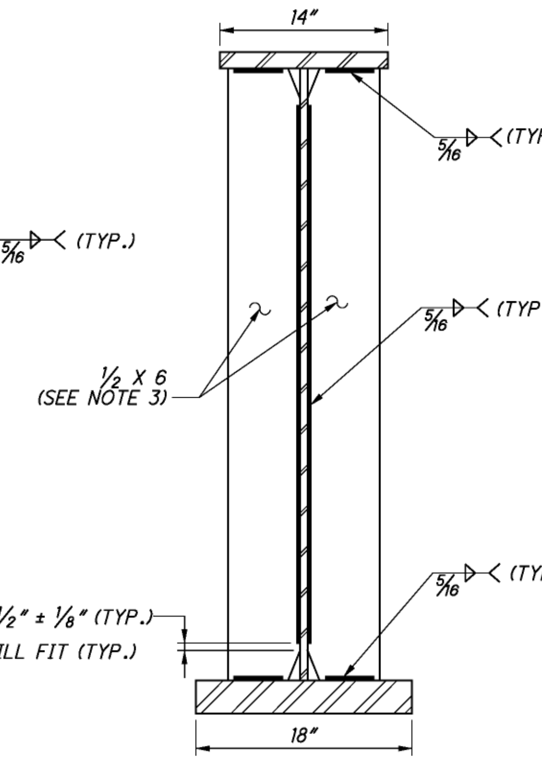
FLANGE WELD DETAIL

(WELD CONFIGURATION SHOWN FOR ILLUSTRATION ONLY. ACTUAL CONFIGURATION TO BE DETERMINED BY THE CONTRACTOR)

(GRIND COMPLETE JOINT PENETRATION WELD SMOOTH IN LONGITUDINAL DIRECTION TO REMOVE WELD REINFORCEMENT.)

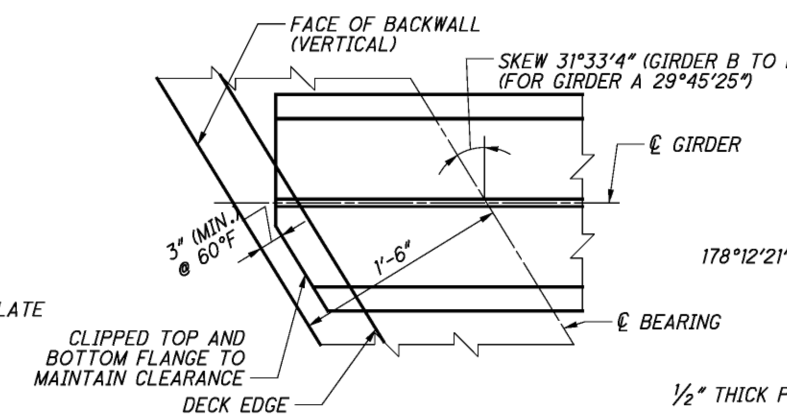


BEARING STIFFENER

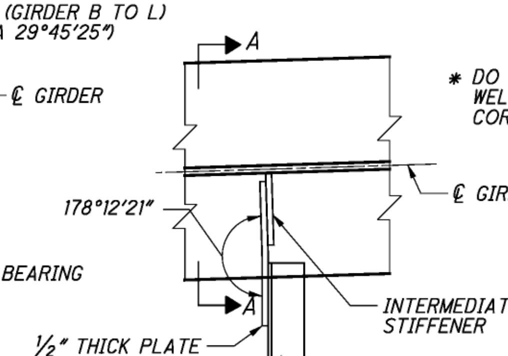


INTERMEDIATE STIFFENER

(AT CROSSFRAME LOCATION)

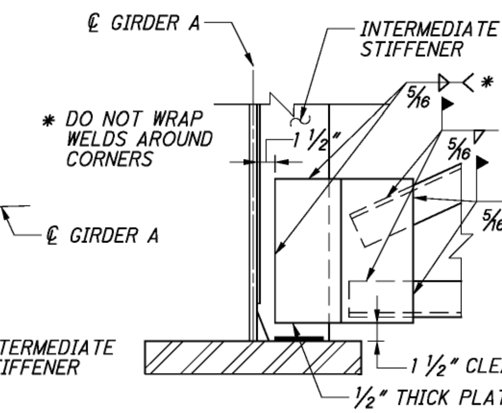


GIRDER END DETAIL

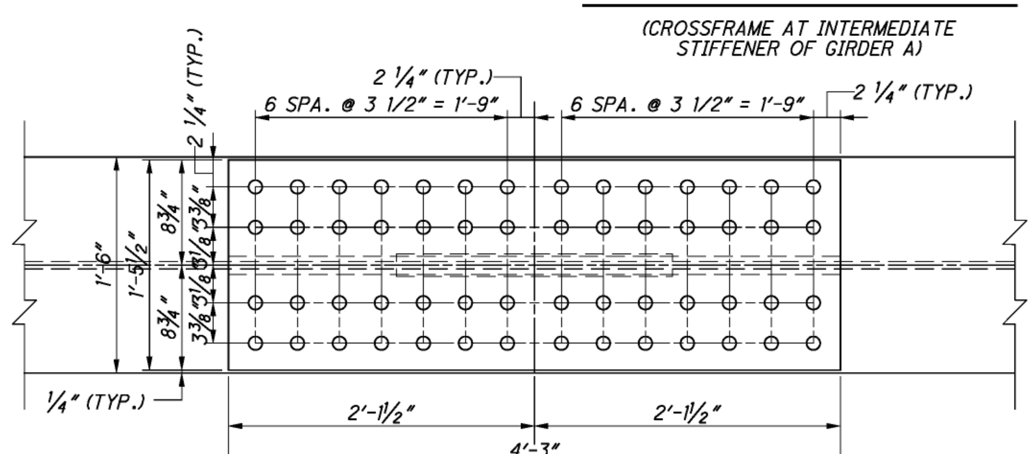


GIRDER A BENT PLATE DETAIL

(CROSSFRAME AT INTERMEDIATE STIFFENER OF GIRDER A)



SECTION A-A



BOTTOM FLANGE PLAN

NOTES:

1. ALL BOLTS SHALL BE 1 ⅛" DIA. HIGH STRENGTH, ASTM A325 TYPE 1, GALVANIZED
2. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN),FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
3. INTERMEDIATE STIFFENERS ON FASCIA GIRDERS SHALL ONLY BE PLACED ON THE INSIDE FACE OF THE WEB.

DESIGN AGENCY PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
RG	RG	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS		5707838/5707846	

SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1248 (L&R)
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

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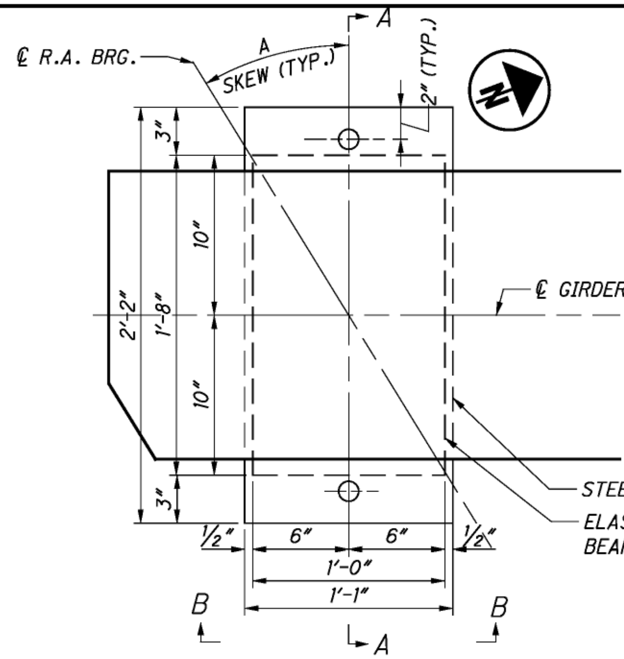
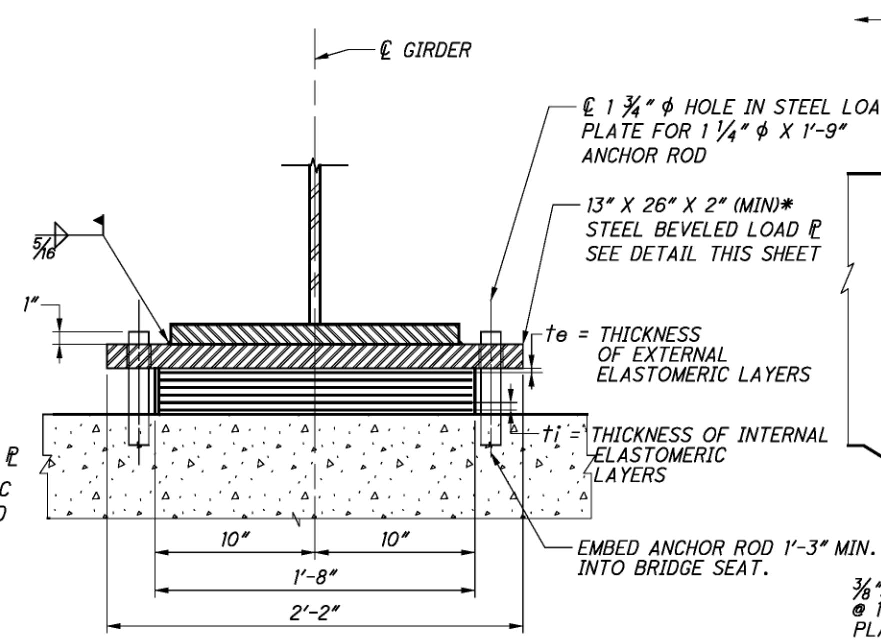
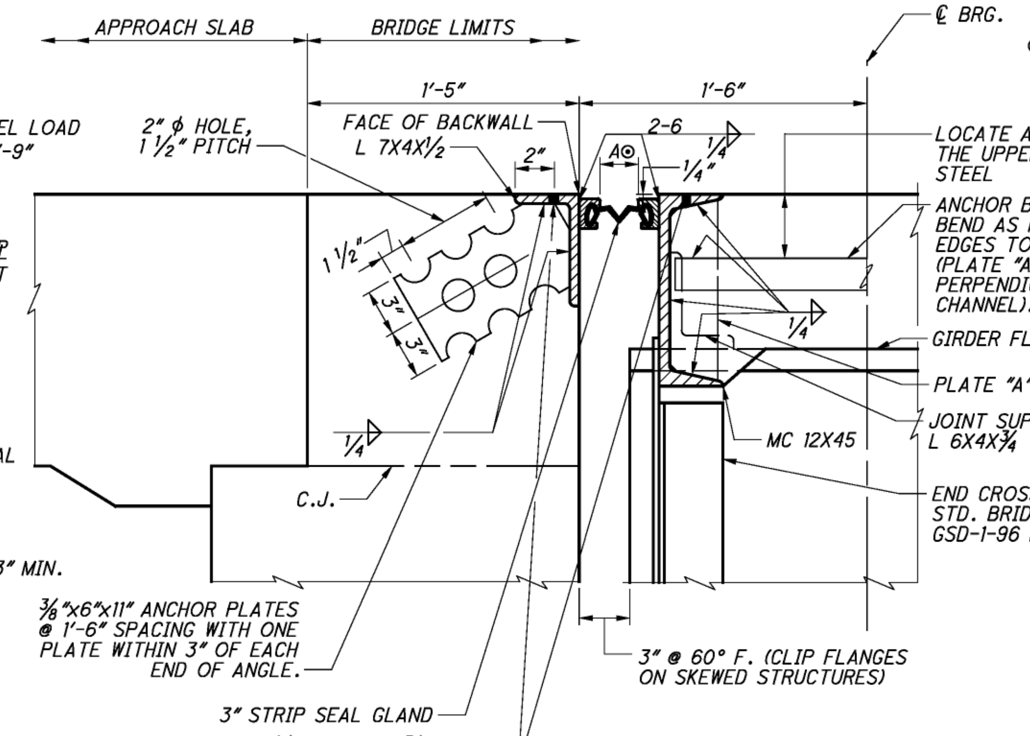


PLAN ABUTMENT FIXED BEARING

(REAR ABUTMENT)
A = 29°45'25" FOR GIRDER A
A= 31°33'04" FOR GIRDERS B TO R

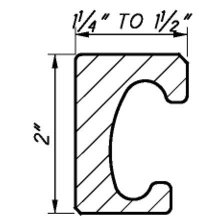


SECTION A-A



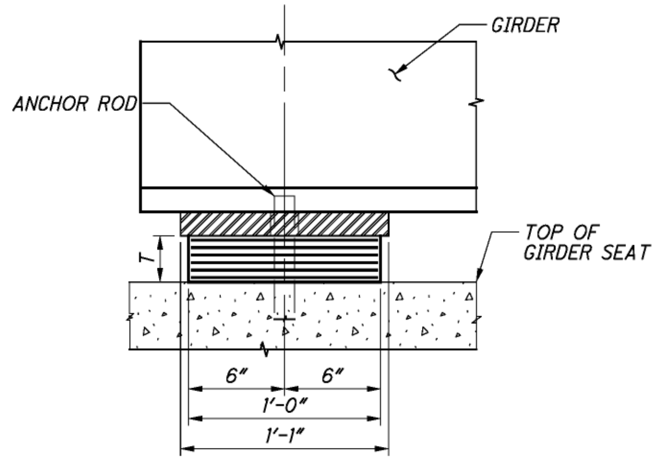
TYPICAL SECTION

(STRIP SEAL EXPANSION JOINT)
SEE STD. DWG. EXJ-4-87
FOR NOTES & DETAILS
NOT SHOWN.

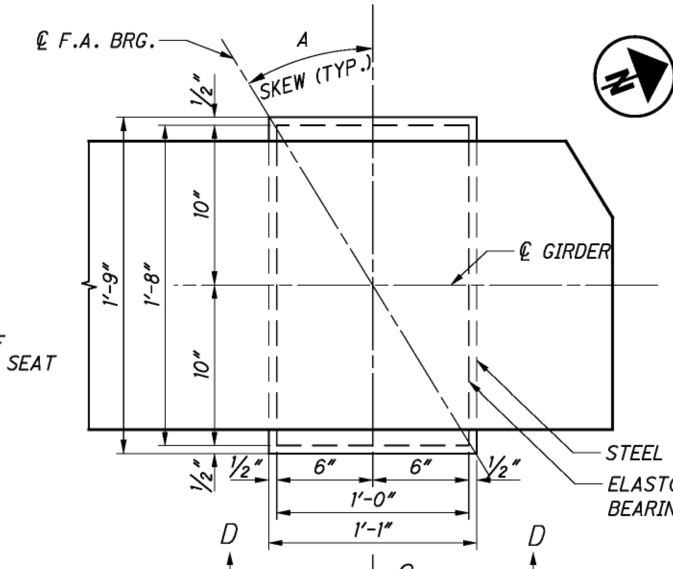


RETAINER DETAIL

STRIP SEAL JOINT OPENING	
TEMP (°F)	JOINT DIM. 'A'
30°	2"
40°	1 ⅞"
50°	1 ¾"
60°	1 ⅝"
70°	1 ½"
80°	1 ⅜"
90°	1 ¼"

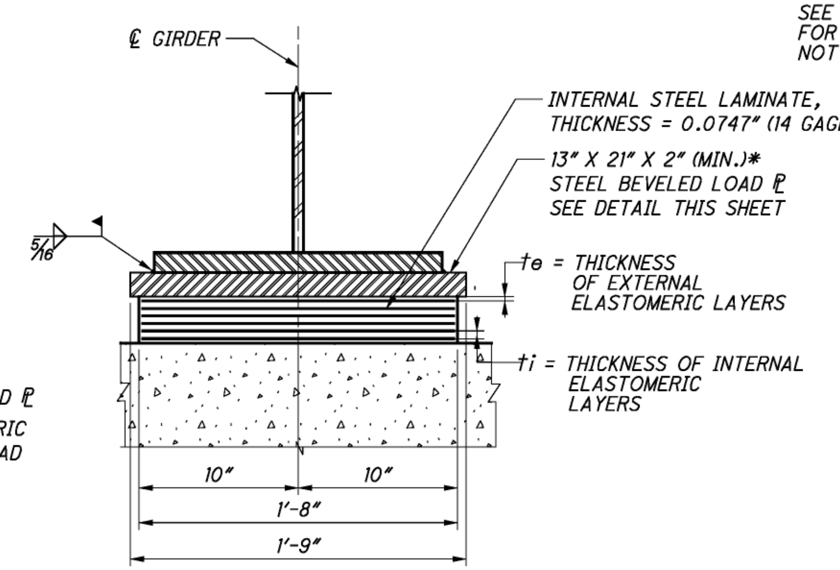


VIEW B-B



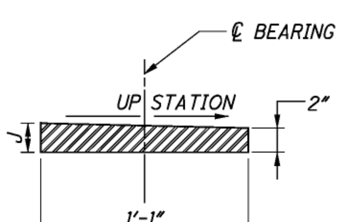
PLAN ABUTMENT EXPANSION BEARING

(FORWARD ABUTMENT)
A = 29°45'25" FOR GIRDER A
A = 31°33'04" FOR GIRDERS B TO R



SECTION C-C

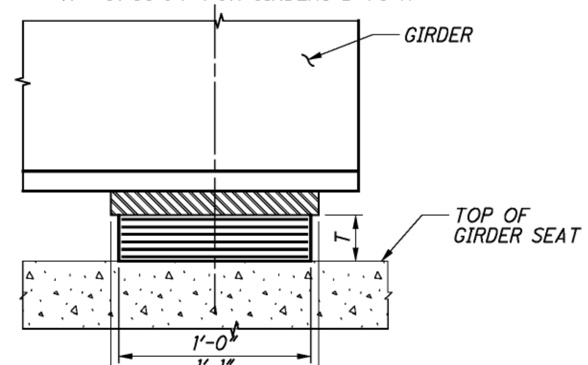
* SEE DETAIL THIS SHEET FOR BEVELED LOAD PLATE PROFILE



* LOAD PLATE PROFILE

SEE TABLE 1 FOR "J" DIMENSION

TABLE 1		
	"J"	
GIRDER	R. ABUT.	F. ABUT.
A-B	2 $\frac{3}{16}$"	2 $\frac{3}{16}$"
C-G	2 ⅛"	2 $\frac{3}{16}$"
H-Q	2 ⅛"	2 ¼"
R	2 $\frac{3}{16}$"	2 ¼"



VIEW D-D

LEGEND

R. ABUT. = REAR ABUTMENT

F. ABUT. = FORWARD ABUTMENT

BRG. = BEARING

= CONCRETE

NOTES

1. ELASTOMERIC BEARINGS:
THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
2. LOAD PLATES
STEEL LOAD PLATES SHALL BE THE SAME MATERIAL AS THE ATTACHED STRUCTURAL STEEL (A709, GRADE 50) AND SHALL BE FIELD PAINTED PER CMS 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.
3. WELDING:
THE STEEL 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.
4. 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 GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.

BEARING SCHEDULE												
LOCATION	BEARING TYPE	NO. OF BRGS	ELASTOMERIC BEARING PAD THICKNESS T	No. OF STEEL LAMINATES	INTERNAL LAMINATES ti (INCHES)	INTERNAL LAMINATES No.	EXTERNAL LAMINATES te (INCHES)	EXTERNAL LAMINATES No.	STEEL LOAD PLATE SIZE	UNFACTORED LOADS DEAD LOAD IN KIPS	UNFACTORED LOADS LIVE LOAD IN KIPS	UNFACTORED LOADS TOTAL LOADS IN KIPS
R. ABUT.	FIX.	18	2.7982	6	0.370	5	0.250	2	13" x 26" x 2" (MIN.)*	140	77	217
F. ABUT.	EXP.	18	2.7982	6	0.370	5	0.250	2	13" x 21" x 2" (MIN.)*	140	77	217

DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB | DATE 1/16/2012 | STRUCTURE FILE NUMBER 5707838/5707846 | DRAWN RG | REVISED | DESIGNED RG | CHECKED JKS

BEARING & EXPANSION JOINT DETAILS
BRIDGE NO. MOT-75-1248 (L&R)
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

20/36

1049/1565

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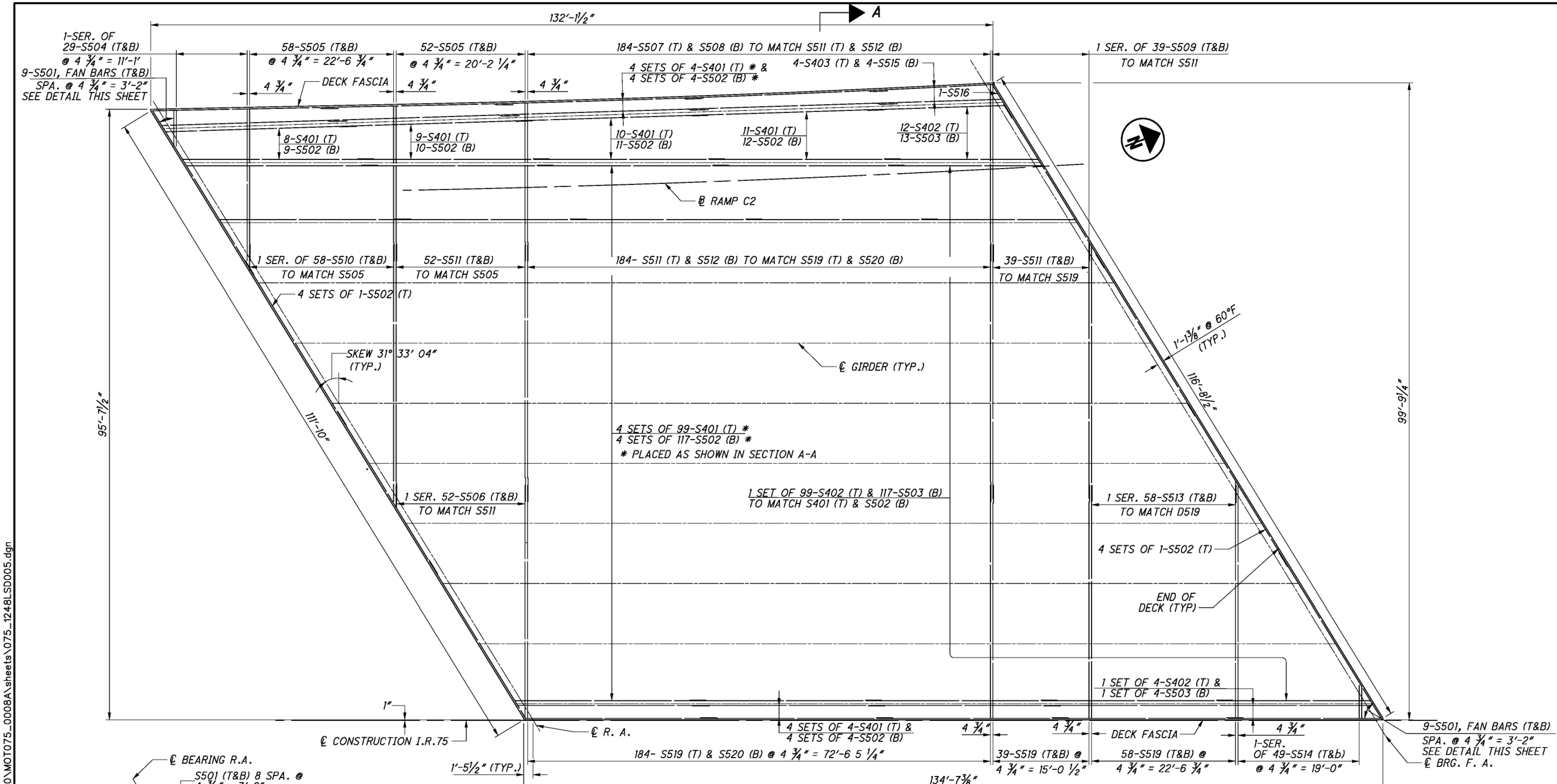
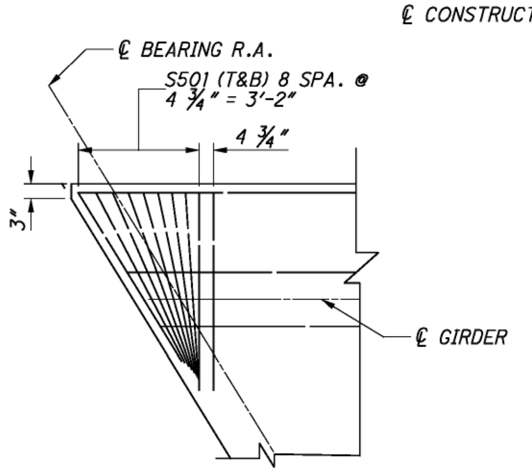


SLAB PLAN

(PARAPET AND MEDIAN NOT SHOWN FOR CLARITY)
(SOUTHBOUND BRIDGE)



FANNED BAR DETAIL

(TYPICAL BOTH ACUTE CORNERS)

NOTES:

1. FOR GIRDER DETAILS SEE SHEET 16/36.
2. FOR SECTION A-A SEE SHEET 22/36.
3. MINIMUM BAR LAP LENGTH FOR #4 BARS IS 2'-0".
4. MINIMUM BAR LAP LENGTH FOR #5 BARS IS 2'-6".
5. 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 GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 2 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH 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 GIRDER FLANGE IS ±3 INCHES.
6. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE 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.

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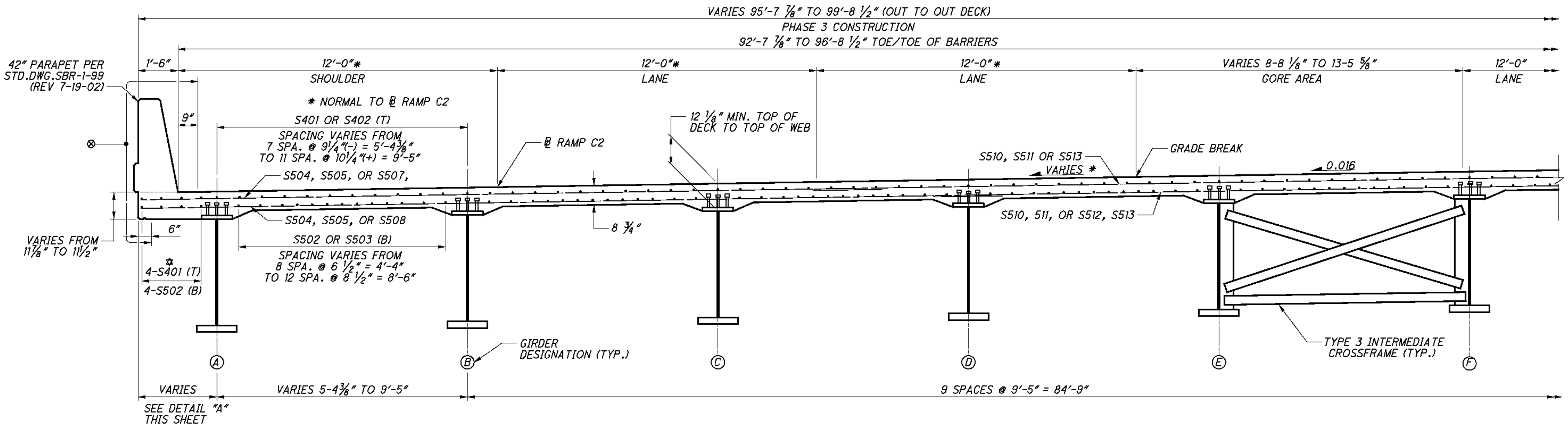
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
JKS	JKS	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RG		5707838	

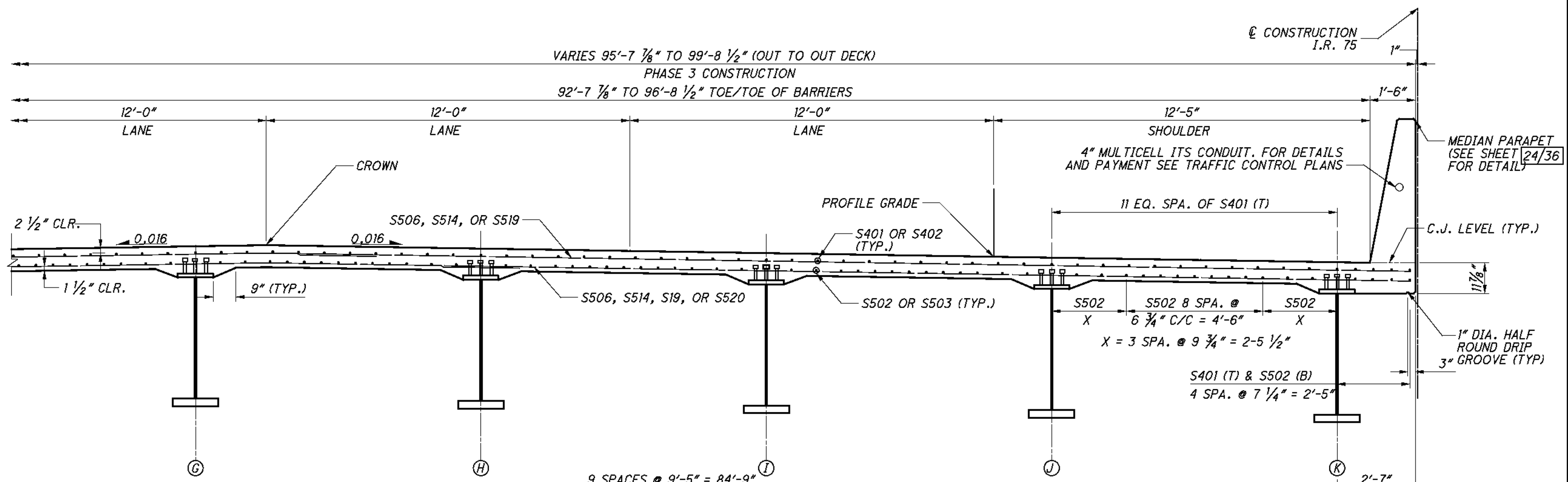
DECK PLAN
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



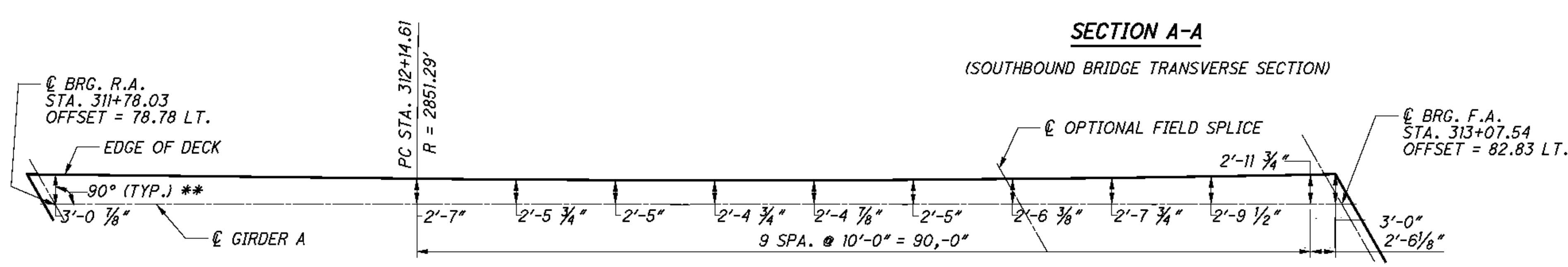
✡ SPACING VARIES FROM 6" TO 8 1/2" TO BE ADJUSTED IN FIELD

⊗ SEALING OF CONCRETE SURFACES (EPOXY URETHANE) (TYP) (FEDERAL STANDARD COLOR 595B-37778, LIGHT NEUTRAL)



SECTION A-A

(SOUTHBOUND BRIDGE TRANSVERSE SECTION)



** ALL DIMENSIONS ARE NORMAL TO ℄ GIRDER A

DETAIL A

LEGEND

T - TOP BARS
B - BOTTOM BARS
* SEE SHEET 27/36 FOR SUPERELEVATION DIAGRAM

NOTES:

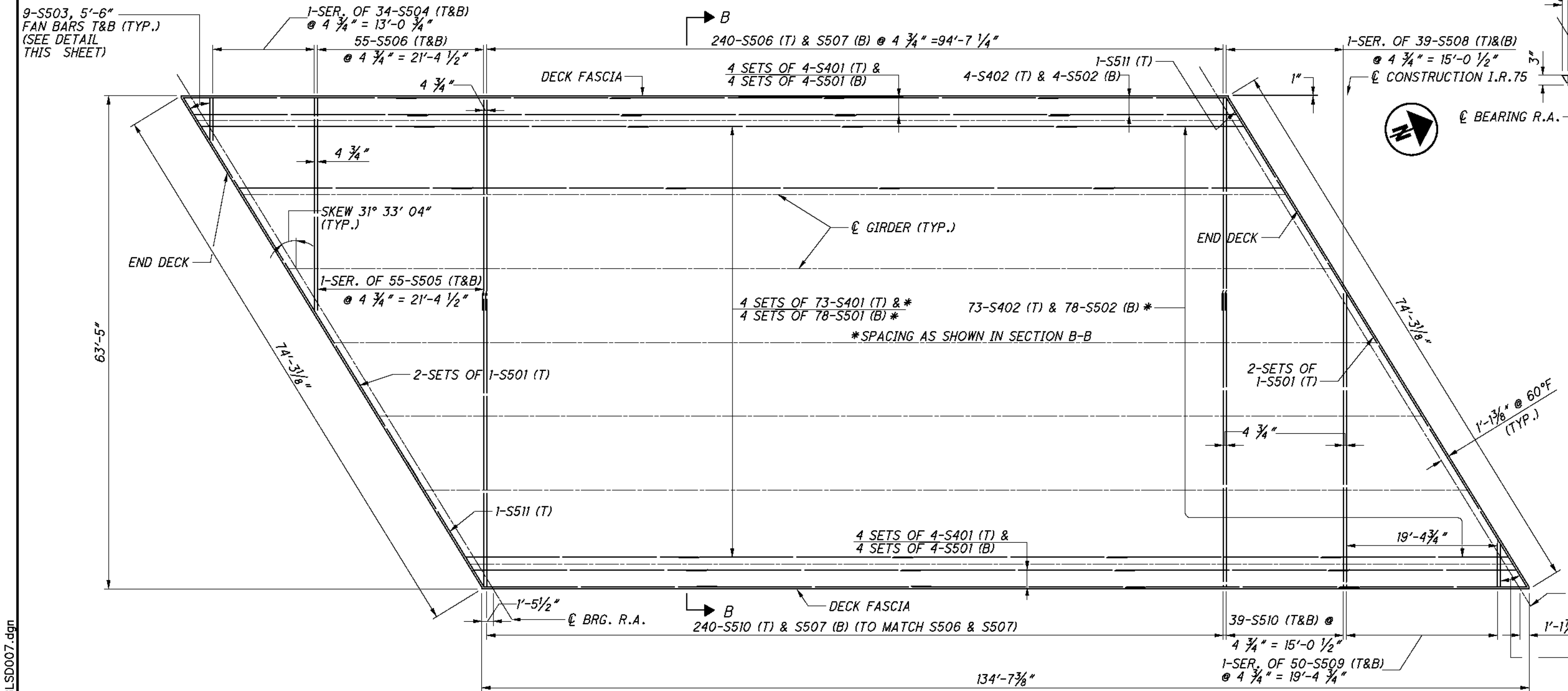
1. SEE SHEET 15/36 FOR FRAMING PLAN.
2. FOR SLAB REINFORCING PLAN SEE SHEET 21/36 .
3. FOR INTERMEDIATE CROSSFRAME DETAIL SEE STD. DRAWING GSD-1-96 TYPE 3 CROSSFRAME
4. SEE SHEET 24/36 FOR PARAPET REINFORCING DETAILS.

DESIGN AGENCY PRIME

DESIGNED JKS | CHECKED RG | DRAWN JKS | REVISED | REVIEWED GTB | DATE 1/16/2012 | STRUCTURE FILE NUMBER 5707838

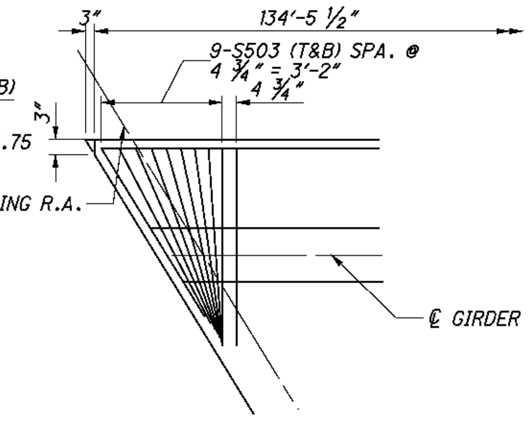
TRANSVERSE SECTION
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



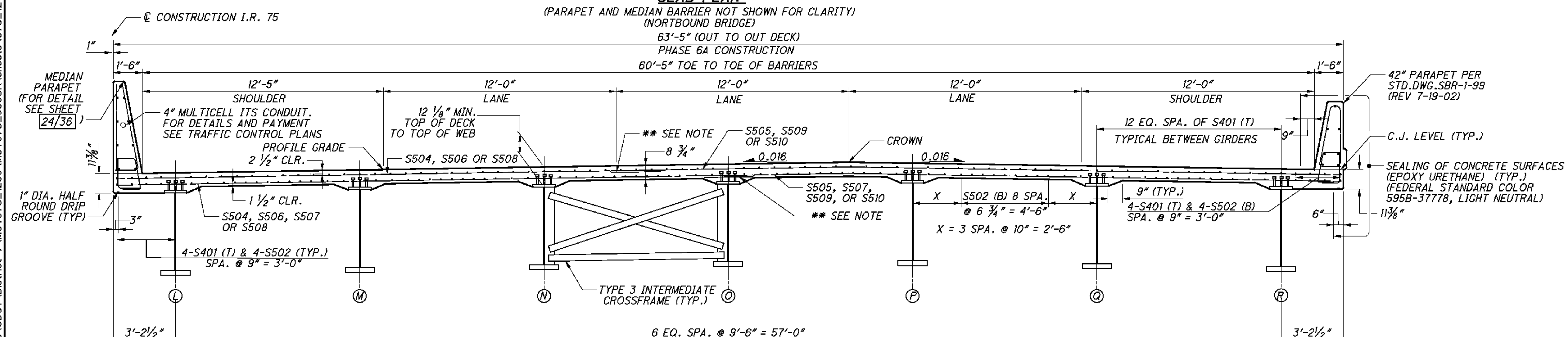
SLAB PLAN

(PARAPET AND MEDIAN BARRIER NOT SHOWN FOR CLARITY)
(NORTBOUND BRIDGE)



FANNED BAR DETAIL

(TYPICAL BOTH ACUTE CORNERS)



SECTION B-B

(NORTHBOUND BRIDGE TRANSVERSE SECTION)

NOTES

1. FOR FRAMING PLAN & GIRDER DETAILS SEE SHEET 17/36.
3. MINIMUM BAR LAP LENGTH FOR #4 BAR IS 2'-0"
4. MINIMUM BAR LAP LENGTH FOR #5 BAR IS 2'-6"
5. FOR ADDITIONAL DECKSLAB NOTES SEE SHEET 21/36.

LEGEND

T - TOP BARS.

B - BOTTOM BARS.

** FOR CLARITY THE TOP TRANSVERSE BARS ARE SHOWN. BOTTOM TRANSVERSE BARS ARE LAPPED OVER ℄ GIRDER AND TOP TRANSVERSE BARS ARE LAPPED BETWEEN GIRDERS (TYP.)

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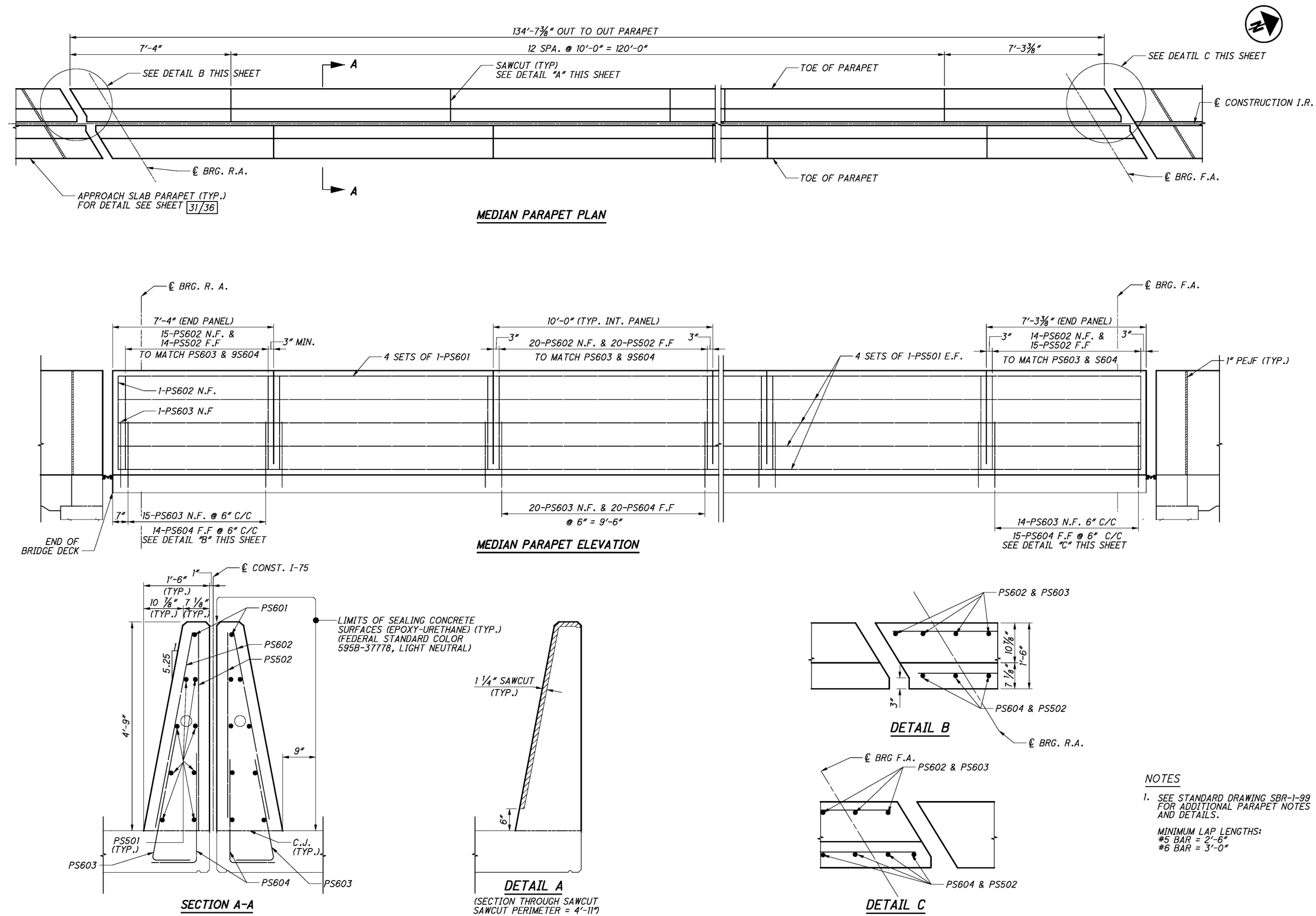
DESIGN AGENCY PRIME

DESIGNED	DRAWN	REVIEWED	DATE
JKS	RG	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RG		5707846	

DECK PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-75-1248R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



NOTES

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

   MINIMUM LAP LENGTHS:
   #5 BAR = 2'-6"
   #6 BAR = 3'-0"

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB
DATE 1/16/2012
STRUCTURE FILE NUMBER 5707838/5707846
DRAWN RG
REVISED
DESIGNED RG
CHECKED JKS

MEDIAN PARAPET DETAILS
BRIDGE NO. MOT-75-1248 (L&R)
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

24/36

1053/1565

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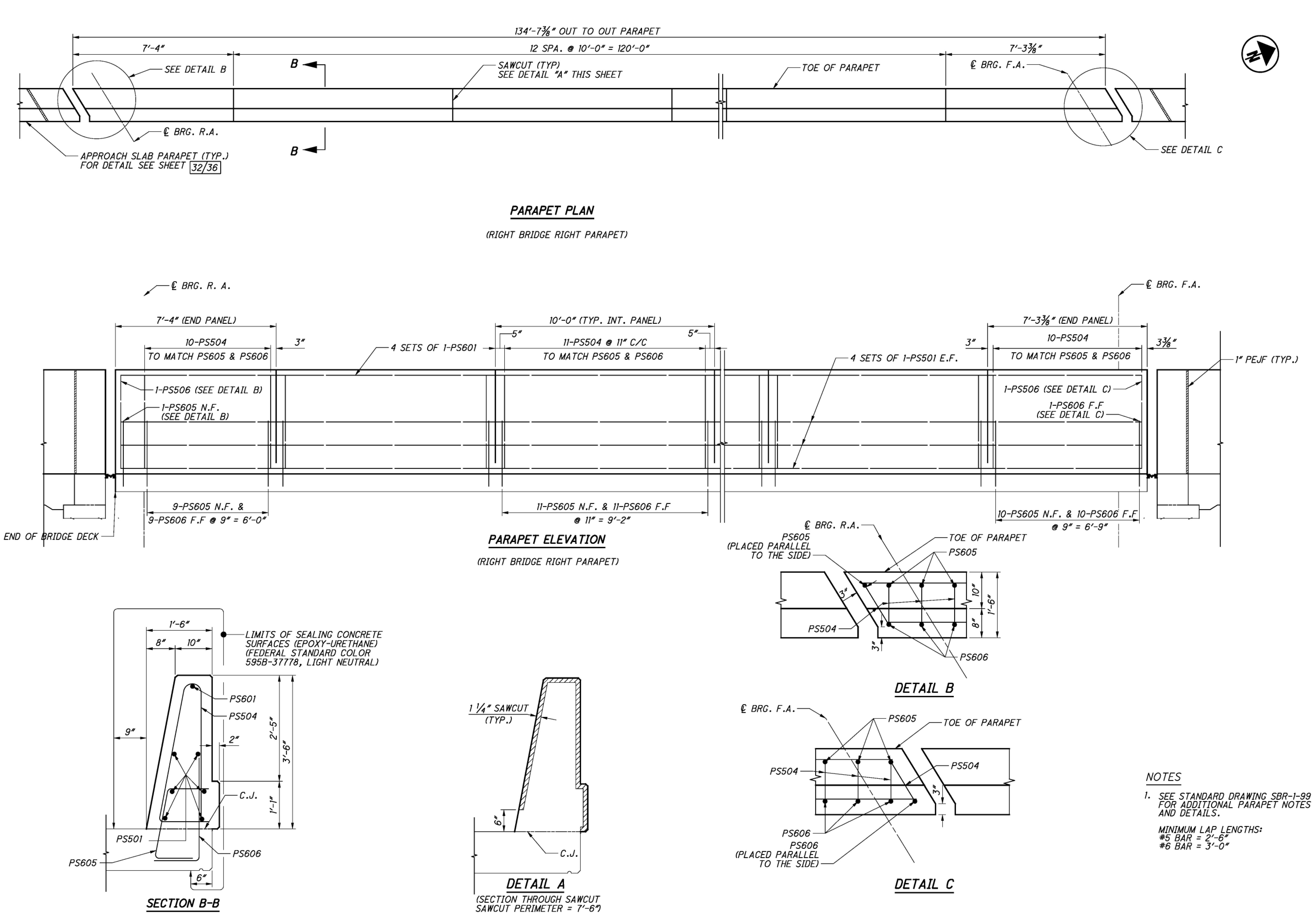

NOTES

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

MINIMUM LAP LENGTHS:
#5 BAR = 2'-6"
#6 BAR = 3'-0"

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED	DATE
GTB	1/16/2012
STRUCTURE FILE NUMBER	
5707846	

DRAWN	REVISED
RG	

DESIGNED	CHECKED
RG	JKS

PARAPET DETAILS
BRIDGE NO. MOT-75-1248R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

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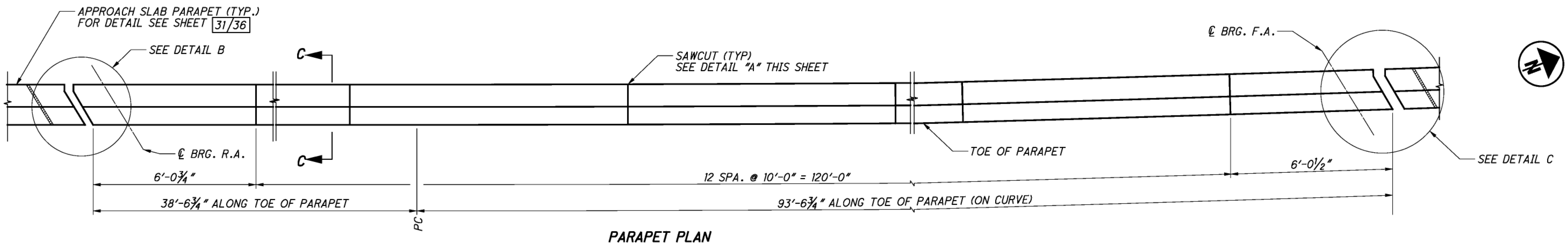
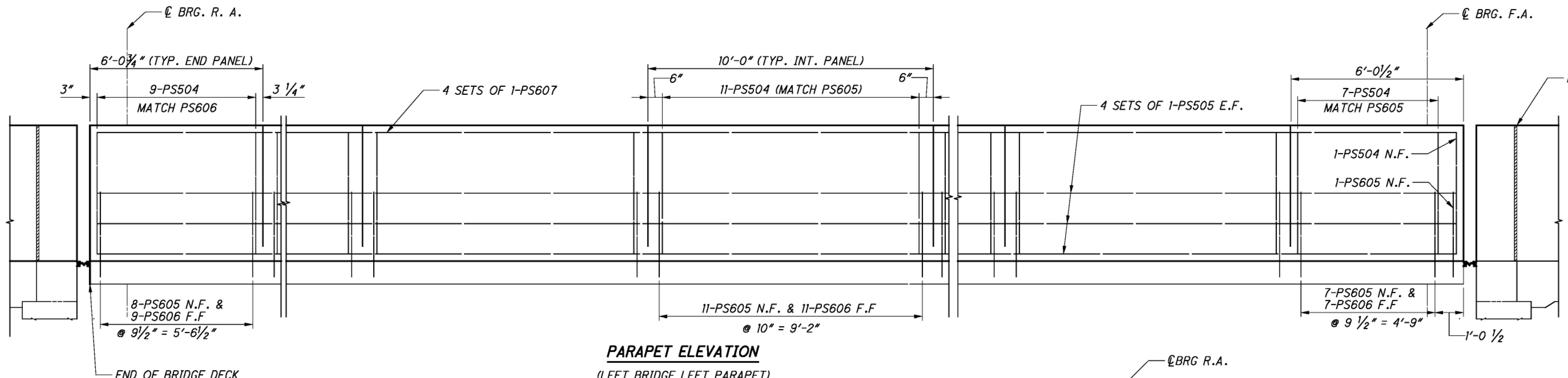


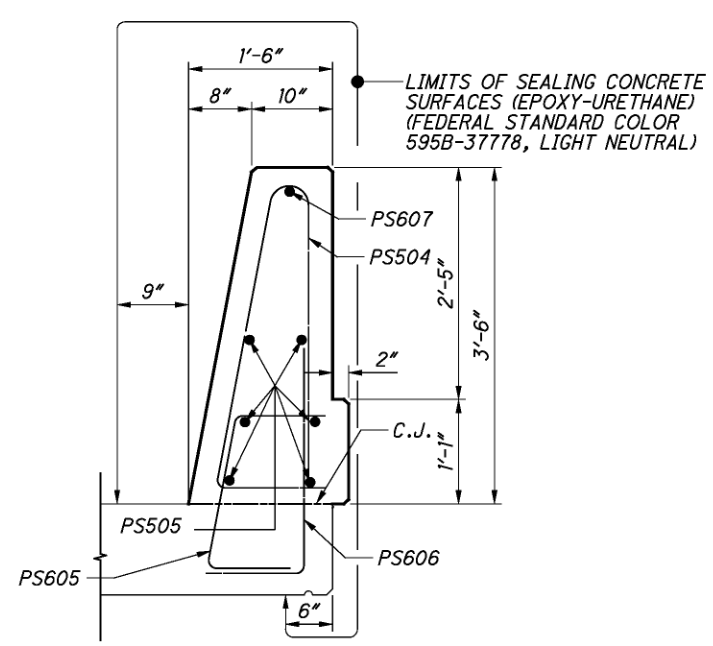
PARAPET PLAN

(LEFT BRIDGE LEFT PARAPET)

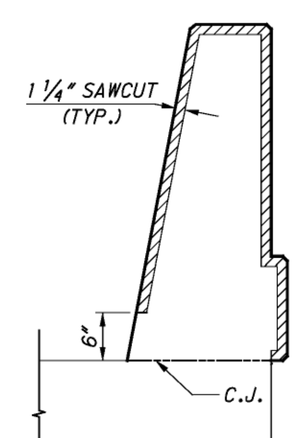


PARAPET ELEVATION

(LEFT BRIDGE LEFT PARAPET)

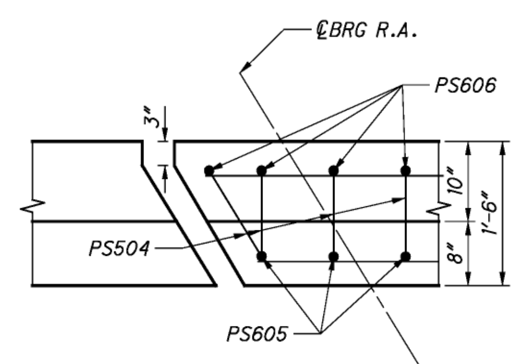


SECTION C-C

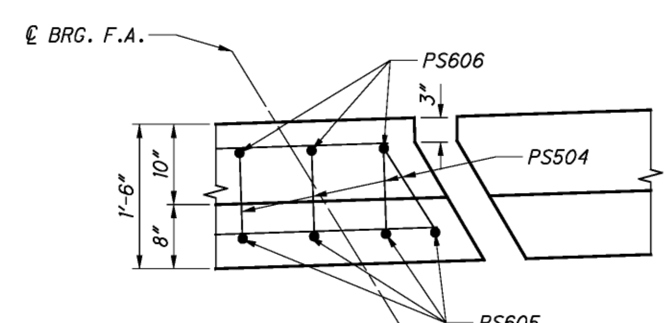


DETAIL A

(SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 7'-6")



DETAIL B



DETAIL C

NOTES

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

MINIMUM LAP LENGTHS:
#5 BAR = 2'-6"
#6 BAR = 3'-0"

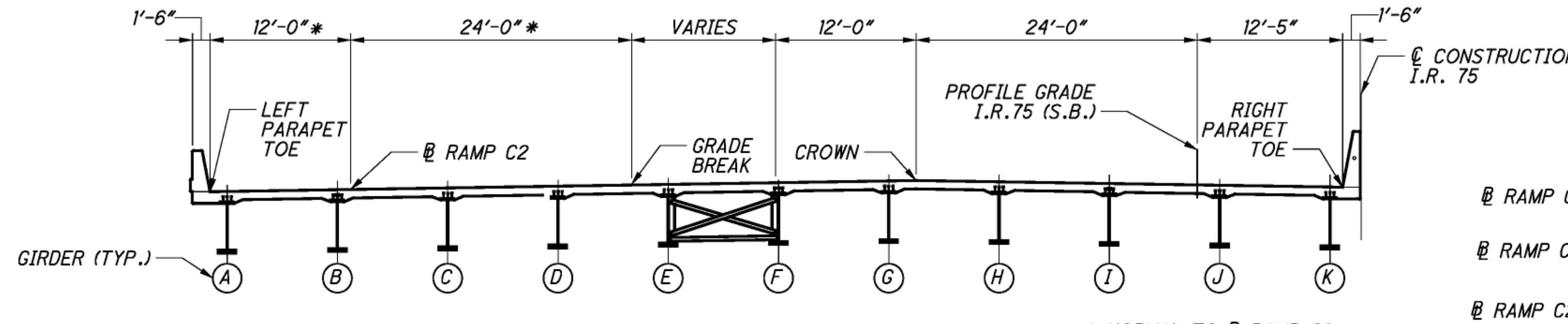
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB	DATE 1/16/2012	STRUCTURE FILE NUMBER 5707838	
DRAWN RG	REVISED		
DESIGNED RG	CHECKED JKS		

PARAPET DETAILS
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

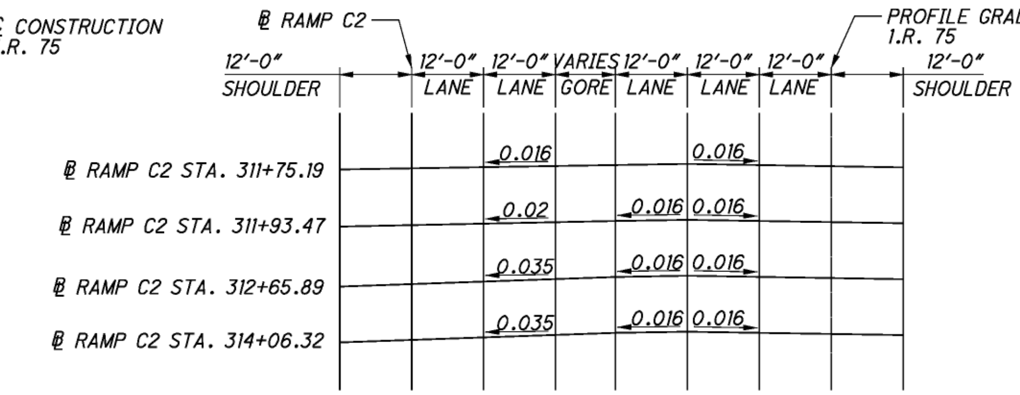
Q:\Transportation\Projects\ODOT\District 7\MOT075_1200\MOT075_0008A\sheets\075_1248CRA002.dgn



SCREED TRANSVERSE SECTION

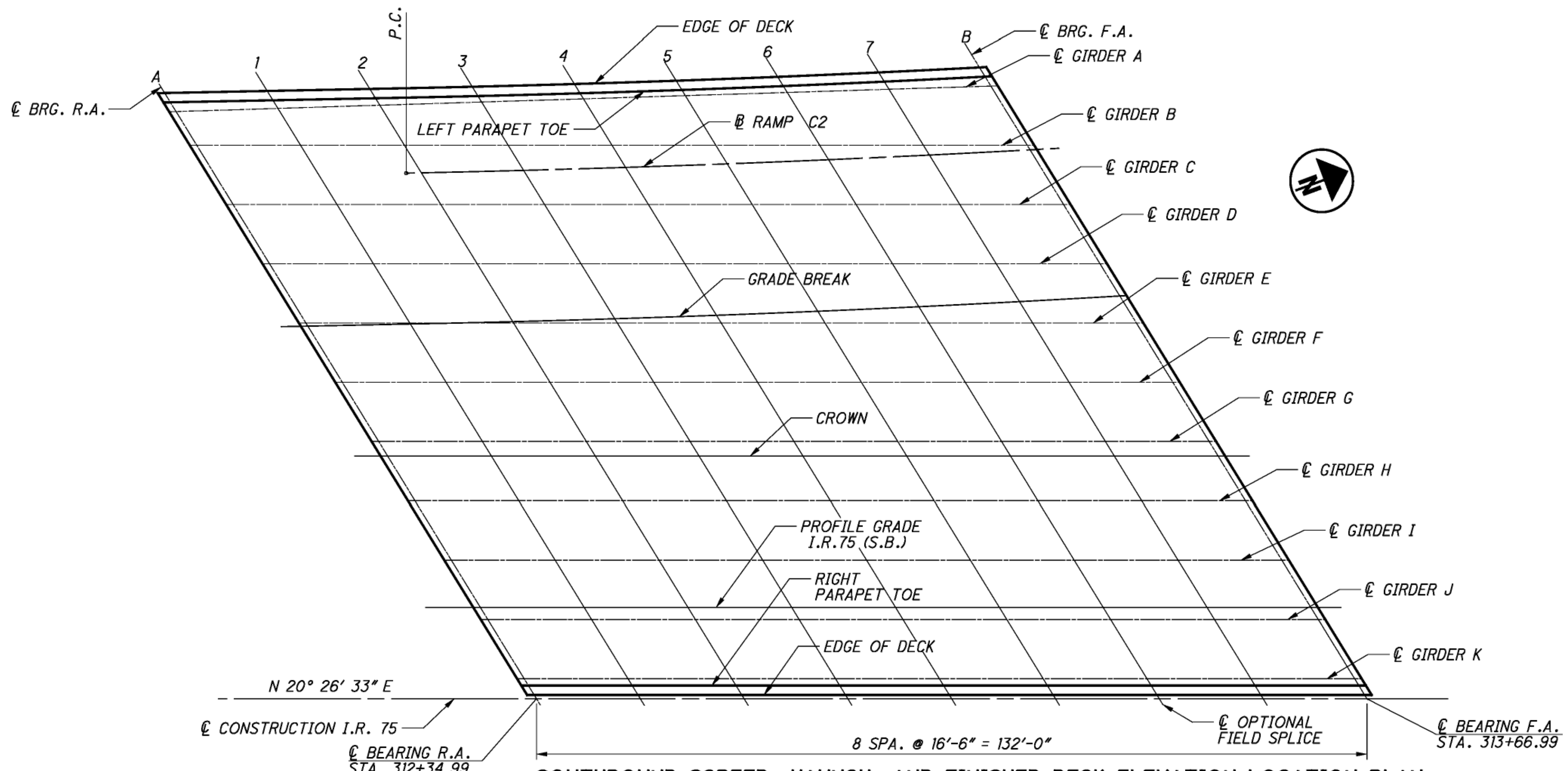
SOUTHBOUND BRIDGE

* NORMAL TO ℄ RAMP C2



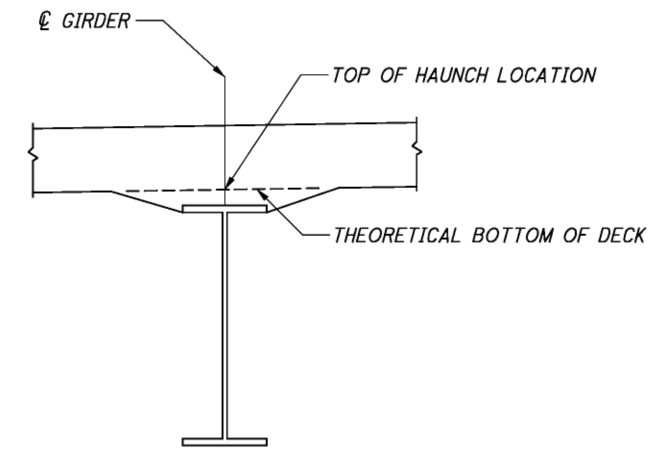
SUPERELEVATION TRANSITION DIAGRAM

(PROFILE GRADE I.R. 75 AND ℄ RAMP C2)



SOUTHBOUND SCREED, HAUNCH, AND FINISHED DECK ELEVATION LOCATION PLAN

SOUTHBOUND BRIDGE



TOP OF HAUNCH DETAIL

SCREED ELEVATIONS TABLE (FT.)

LOCATION	DESCRIPTION	A	1	2	3	4	5	6	7	B
LEFT PARAPET TOE	STATION	311+77.12	311+93.42	312+09.72	312+26.01	312+42.24	312+58.42	312+74.54	312+90.60	313+06.62
	ELEVATION	767.56	767.51	676.40	767.22	766.97	766.63	766.28	765.91	765.48
GRADE BREAK	STATION	311+98.97	312+15.47	312+31.54	312+48.04	312+63.91	312+80.02	312+96.07	313+12.07	313+28.02
	ELEVATION	768.00	768.04	768.04	767.97	767.82	767.58	767.25	766.86	766.42
CROWN	STATION	312+11.66	312+28.16	312+44.66	312+61.16	312+77.66	312+94.16	313+10.66	313+27.16	313+43.66
	ELEVATION	768.23	768.27	768.26	768.17	768.01	767.76	767.43	767.02	766.57
PROFILE GRADE	STATION	312+26.40	312+42.90	312+59.40	312+75.90	312+92.40	313+08.90	313+25.40	313+41.90	313+58.40
	ELEVATION	767.71	767.74	767.71	767.61	767.43	767.17	766.82	766.40	765.93
RIGHT PARAPET TOE	STATION	312+34.02	312+50.52	312+67.02	312+83.52	313+00.02	313+16.52	313+33.02	313+49.52	313+66.02
	ELEVATION	767.44	767.46	767.42	767.32	767.13	766.86	766.50	766.07	765.59

NOTE:

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

DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB | DATE 1/16/2012 | STRUCTURE FILE NUMBER 5707838

DRAWN RG | REVISED

DESIGNED RG | CHECKED JKS

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

TOP OF HAUNCH ELEVATIONS										
LOCATION		A	1	2	3	4	5	6	7	B
GIRDER A	STATION	311+78.03	311+94.22	312+10.40	312+26.59	312+42.78	312+58.97	312+75.16	312+91.35	313+07.54
	TOP OF HAUNCH ELEV.	766.84	766.79	766.69	766.51	766.25	765.91	765.57	765.20	764.78
GIRDER B	STATION	311+81.32	311+97.82	312+14.32	312+30.82	312+47.32	312+63.82	312+80.32	312+96.82	313+13.32
	TOP OF HAUNCH ELEV.	766.89	766.86	766.79	766.63	766.41	766.11	765.81	765.45	765.04
GIRDER C	STATION	311+87.10	312+03.60	312+20.10	312+36.60	312+53.10	312+69.60	312+86.10	313+02.60	313+19.10
	TOP OF HAUNCH ELEV.	766.99	766.99	766.94	766.82	766.62	766.36	766.07	765.71	765.29
GIRDER D	STATION	311+92.88	312+09.38	312+25.88	312+42.38	312+58.88	312+75.38	312+91.88	313+08.38	313+24.88
	TOP OF HAUNCH ELEV.	767.11	767.14	767.12	767.03	766.86	766.63	766.33	765.96	765.55
GIRDER E	STATION	311+98.67	312+15.17	312+31.67	312+48.17	312+64.67	312+81.17	312+97.67	313+14.17	313+30.67
	TOP OF HAUNCH ELEV.	767.26	767.32	767.32	767.25	767.10	766.86	766.54	766.15	765.71
GIRDER F	STATION	312+04.45	312+20.95	312+37.45	312+53.95	312+70.45	312+86.95	313+03.45	313+19.95	313+36.45
	TOP OF HAUNCH ELEV.	767.37	767.42	767.41	767.34	767.18	766.94	766.61	766.22	765.77
GIRDER G	STATION	312+10.23	312+26.73	312+43.23	312+59.73	312+76.23	312+92.73	313+09.23	313+25.73	313+42.23
	TOP OF HAUNCH ELEV.	767.47	767.51	767.50	767.42	767.26	767.01	766.68	766.28	765.83
GIRDER H	STATION	312+16.01	312+32.51	312+49.01	312+65.51	312+82.01	312+98.51	313+15.01	313+31.51	313+48.01
	TOP OF HAUNCH ELEV.	767.35	767.38	767.37	767.28	767.11	766.86	766.52	766.11	765.65
GIRDER I	STATION	312+21.79	312+38.29	312+54.79	312+71.29	312+87.79	313+04.29	313+20.79	313+37.29	313+53.79
	TOP OF HAUNCH ELEV.	767.15	767.18	767.15	767.06	766.88	766.62	766.28	765.87	765.40
GIRDER J	STATION	312+27.58	312+44.08	312+60.58	312+77.08	312+93.58	313+10.08	313+26.58	313+43.08	313+59.58
	TOP OF HAUNCH ELEV.	766.94	766.97	766.94	766.84	766.66	766.39	766.04	765.62	765.15
GIRDER K	STATION	312+33.36	312+49.86	312+66.36	312+82.86	312+99.36	313+15.86	313+32.36	313+48.86	313+65.36
	TOP OF HAUNCH ELEV.	766.74	766.75	766.72	766.61	766.43	766.15	765.80	765.37	764.89

FINISHED DECK ELEVATIONS										
LOCATION		A	1	2	3	4	5	6	7	B
LEFT PARAPET TOE	STATION	311+77.12	311+93.42	312+09.72	312+26.01	312+42.24	312+58.42	312+74.54	312+90.60	313+06.62
	FINAL DECK ELEVATION	767.56	767.32	676.06	766.79	766.50	766.19	765.94	765.72	765.48
GIRDER A	STATION	311+78.03	311+94.22	312+10.40	312+26.59	312+42.78	312+58.97	312+75.16	312+91.35	313+07.54
	FINAL DECK ELEVATION	767.57	767.33	767.08	766.80	766.51	766.21	765.96	765.74	765.51
GIRDER B	STATION	311+81.32	311+97.82	312+14.32	312+30.82	312+47.32	312+63.82	312+80.32	312+96.82	313+13.32
	FINAL DECK ELEVATION	767.62	767.40	767.18	766.93	766.67	766.40	766.20	765.99	765.77
GIRDER C	STATION	311+87.10	312+03.60	312+20.10	312+36.60	312+53.10	312+69.60	312+86.10	313+02.60	313+19.10
	FINAL DECK ELEVATION	767.72	767.54	767.33	767.11	766.88	766.66	766.46	766.25	766.02
GIRDER D	STATION	311+92.88	312+09.38	312+25.88	312+42.38	312+58.88	312+75.38	312+91.88	313+08.38	313+24.88
	FINAL DECK ELEVATION	767.84	767.69	767.51	767.32	767.12	766.93	766.72	766.51	766.28
GRADE BREAK	STATION	311+98.97	312+15.47	312+31.54	312+48.04	312+63.91	312+80.02	312+96.07	313+12.07	313+28.02
	FINAL DECK ELEVATION	768.00	767.86	767.71	767.53	767.35	767.14	766.92	766.67	766.42
GIRDER E	STATION	311+98.67	312+15.17	312+31.67	312+48.17	312+64.67	312+81.17	312+97.67	313+14.17	313+30.67
	FINAL DECK ELEVATION	767.99	767.86	767.71	767.54	767.36	767.16	766.94	766.70	766.44
GIRDER F	STATION	312+04.45	312+20.95	312+37.45	312+53.95	312+70.45	312+86.95	313+03.45	313+19.95	313+36.45
	FINAL DECK ELEVATION	768.10	767.96	767.80	767.63	767.44	767.23	767.00	766.76	766.50
GIRDER G	STATION	312+10.23	312+26.73	312+43.23	312+59.73	312+76.23	312+92.73	313+09.23	313+25.73	313+42.23
	FINAL DECK ELEVATION	768.20	768.06	767.90	767.72	767.52	767.30	767.07	766.82	766.55
CROWN	STATION	312+11.66	312+28.16	312+44.66	312+61.16	312+77.66	312+94.16	313+10.66	313+27.16	313+43.66
	FINAL DECK ELEVATION	768.23	768.08	767.92	767.74	767.54	767.32	767.09	766.84	766.57
GIRDER H	STATION	312+16.01	312+32.51	312+49.01	312+65.51	312+82.01	312+98.51	313+15.01	313+31.51	313+48.01
	FINAL DECK ELEVATION	768.08	767.93	767.76	767.57	767.37	767.15	766.91	766.65	766.38
GIRDER I	STATION	312+21.79	312+38.29	312+54.79	312+71.29	312+87.79	313+04.29	313+20.79	313+37.29	313+53.79
	FINAL DECK ELEVATION	767.88	767.72	767.54	767.35	767.14	766.92	766.67	766.41	766.13
PROFILE GRADE	STATION	312+26.40	312+42.90	312+59.40	312+75.90	312+92.40	313+08.90	313+25.40	313+41.90	313+58.40
	FINAL DECK ELEVATION	767.71	767.55	767.37	767.18	766.96	766.73	766.48	766.21	765.93
GIRDER J	STATION	312+27.58	312+44.08	312+60.58	312+77.08	312+93.58	313+10.08	313+26.58	313+43.08	313+59.58
	FINAL DECK ELEVATION	767.67	767.51	767.33	767.13	766.92	766.68	766.43	766.16	765.88
GIRDER K	STATION	312+33.36	312+49.86	312+66.36	312+82.86	312+99.36	313+15.86	313+32.36	313+48.86	313+65.36
	FINAL DECK ELEVATION	767.47	767.30	767.11	766.91	766.69	766.45	766.19	765.91	765.62
RIGHT PARAPET TOE	STATION	312+34.02	312+50.52	312+67.02	312+83.52	313+00.02	313+16.52	313+33.02	313+49.52	313+66.02
	FINAL DECK ELEVATION	767.44	767.27	767.09	766.88	766.66	766.43	766.16	765.89	765.59

SOUTHBOUND BRIDGE HAUNCH, AND FINISHED DECK ELEVATIONS

NOTES:

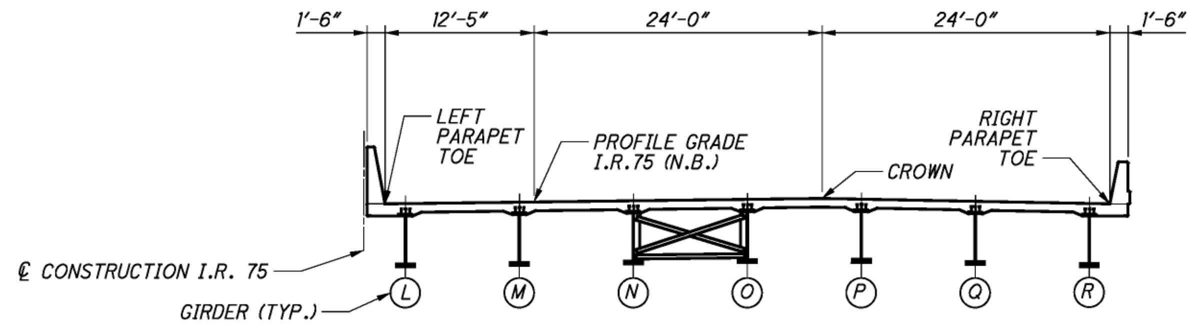
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB DATE 1/16/2012
STRUCTURE FILE NUMBER 5707838
DRAWN RG REVISED
DESIGNED RG CHECKED JKS

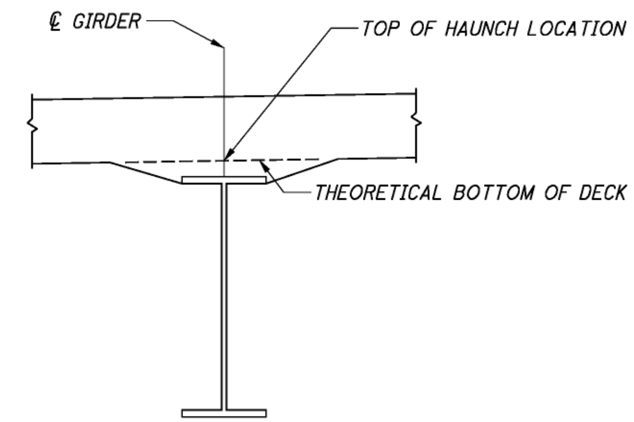
HAUNCH & FINISHED DECK ELEVATIONS
BRIDGE NO. MOT-75-1248L
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

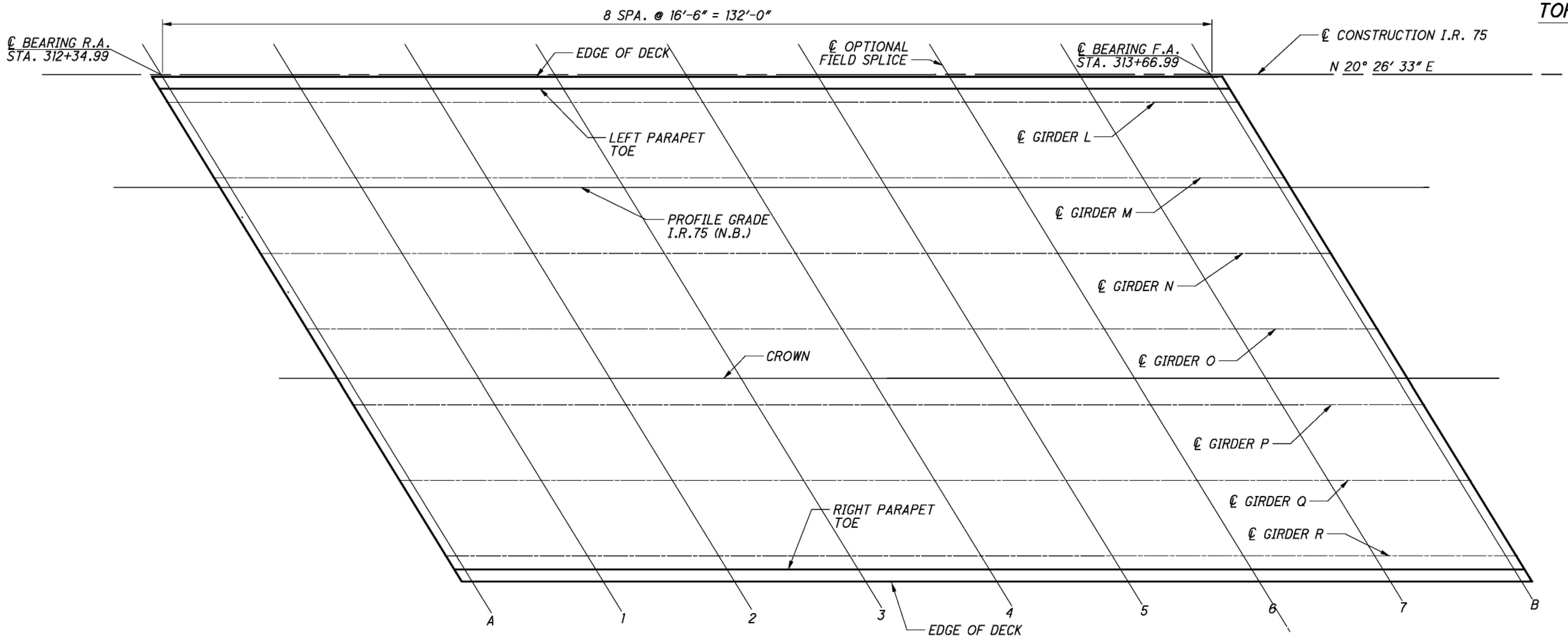


SCREED TRANSVERSE SECTION

NORTHBOUND BRIDGE



TOP OF HAUNCH DETAIL



NORTHBOUND SCREED, HAUNCH, AND FINISHED DECK ELEVATION LOCATION PLAN

NORTHBOUND BRIDGE

SCREED ELEVATIONS TABLE (FT.)

LOCATION	DESCRIPTION	A	1	2	3	4	5	6	7	B
LEFT PARAPET TOE	STATION	312+35.97	312+52.47	312+68.97	312+85.47	313+01.97	313+18.47	313+34.97	313+51.47	313+67.97
	ELEVATION	767.42	767.44	767.40	767.29	767.10	766.83	766.47	766.04	765.56
PROFILE GRADE	STATION	312+43.59	312+60.09	312+76.59	312+93.09	313+09.59	313+26.09	313+42.59	313+59.09	313+75.59
	ELEVATION	767.54	767.55	767.51	767.39	767.19	766.91	766.54	766.11	765.61
CROWN	STATION	312+58.33	312+74.83	312+91.33	313+07.83	313+24.33	313+40.83	313+57.33	313+73.83	313+90.33
	ELEVATION	767.77	767.76	767.70	767.57	767.35	767.05	766.67	766.22	765.71
RIGHT PARAPET TOE	STATION	312+73.06	312+89.56	313+06.06	313+22.56	313+39.06	313+55.56	313+72.06	313+88.56	314+05.06
	ELEVATION	767.21	767.19	767.11	766.96	766.73	766.42	766.02	765.55	765.03

NOTE:

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

DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB DATE 1/16/2012 STRUCTURE FILE NUMBER 5707846

DRAWN RG REVISED

DESIGNED RG CHECKED JKS

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1248R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

29/36

1058/1565

TOP OF HAUNCH ELEVATIONS										
LOCATION		A	1	2	3	4	5	6	7	B
GIRDER L	STATION	312+37.01	312+53.51	312+70.01	312+86.51	313+03.01	313+19.51	313+36.01	313+52.51	313+69.01
	TOP OF HAUNCH ELEV.	766.71	766.72	766.69	766.58	766.38	766.11	765.75	765.32	764.84
GIRDER M	STATION	312+42.85	312+59.35	312+75.85	312+92.35	313+08.85	313+25.35	313+41.85	313+58.35	313+74.85
	TOP OF HAUNCH ELEV.	766.80	766.81	766.77	766.65	766.45	766.17	765.80	765.37	764.88
GIRDER N	STATION	312+48.68	312+65.18	312+81.68	312+98.18	313+14.68	313+31.18	313+47.68	313+64.18	313+80.68
	TOP OF HAUNCH ELEV.	766.89	766.90	766.84	766.72	766.52	766.23	765.86	765.42	764.92
GIRDER O	STATION	312+54.51	312+71.01	312+87.51	313+04.01	313+20.51	313+37.01	313+53.51	313+70.01	313+86.51
	TOP OF HAUNCH ELEV.	766.98	766.98	766.92	766.79	766.58	766.29	765.91	765.46	764.96
GIRDER P	STATION	312+60.35	312+76.85	312+93.35	313+09.85	313+26.35	313+42.85	313+59.35	313+75.85	313+92.35
	TOP OF HAUNCH ELEV.	766.96	766.95	766.89	766.75	766.54	766.24	765.85	765.40	764.89
GIRDER Q	STATION	312+66.18	312+82.68	312+99.18	313+15.68	313+32.18	313+48.68	313+65.18	313+81.68	313+98.18
	TOP OF HAUNCH ELEV.	766.74	766.73	766.66	766.52	766.29	765.98	765.59	765.14	764.62
GIRDER R	STATION	312+72.01	312+88.51	313+05.01	313+21.51	313+38.01	313+54.51	313+71.01	313+87.51	314+04.01
	TOP OF HAUNCH ELEV.	766.52	766.50	766.42	766.28	766.05	765.73	765.34	764.87	764.35

FINISHED DECK ELEVATIONS										
LOCATION		CL BRG, RA	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	CL BRG, FA
LEFT PARAPET TOE	STATION	312+35.97	312+52.47	312+68.97	312+85.47	313+01.97	313+18.47	313+34.97	313+51.47	313+67.97
	FINAL DECK ELEVATION	767.42	767.25	767.06	766.86	766.63	766.39	766.13	765.85	765.56
GIRDER L	STATION	312+37.01	312+53.51	312+70.01	312+86.51	313+03.01	313+19.51	313+36.01	313+52.51	313+69.01
	FINAL DECK ELEVATION	767.44	767.27	767.08	766.87	766.64	766.40	766.14	765.86	765.57
GIRDER M	STATION	312+42.85	312+59.35	312+75.85	312+92.35	313+08.85	313+25.35	313+41.85	313+58.35	313+74.85
	FINAL DECK ELEVATION	767.53	767.35	767.16	766.94	766.71	766.46	766.20	765.91	765.61
PROFILE GRADE	STATION	312+43.59	312+60.09	312+76.59	312+93.09	313+09.59	313+26.09	313+42.59	313+59.09	313+75.59
	FINAL DECK ELEVATION	767.54	767.36	767.17	766.95	766.72	766.47	766.20	765.92	765.61
GIRDER N	STATION	312+48.68	312+65.18	312+81.68	312+98.18	313+14.68	313+31.18	313+47.68	313+64.18	313+80.68
	FINAL DECK ELEVATION	767.62	767.44	767.24	767.02	766.78	766.52	766.25	765.96	765.65
GIRDER O	STATION	312+54.51	312+71.01	312+87.51	313+04.01	313+20.51	313+37.01	313+53.51	313+70.01	313+86.51
	FINAL DECK ELEVATION	767.71	767.52	767.31	767.09	766.84	766.58	766.30	766.00	765.69
CROWN	STATION	312+58.33	312+74.83	312+91.33	313+07.83	313+24.33	313+40.83	313+57.33	313+73.83	313+90.33
	FINAL DECK ELEVATION	767.77	767.57	767.36	767.13	766.88	766.62	766.33	766.03	765.71
GIRDER P	STATION	312+60.35	312+76.85	312+93.35	313+09.85	313+26.35	313+42.85	313+59.35	313+75.85	313+92.35
	FINAL DECK ELEVATION	767.69	767.50	767.28	767.05	766.80	766.53	766.24	765.94	765.62
GIRDER Q	STATION	312+66.18	312+82.68	312+99.18	313+15.68	313+32.18	313+48.68	313+65.18	313+81.68	313+98.18
	FINAL DECK ELEVATION	767.47	767.27	767.05	766.81	766.55	766.28	765.99	765.68	765.35
GIRDER R	STATION	312+72.01	312+88.51	313+05.01	313+21.51	313+38.01	313+54.51	313+71.01	313+87.51	314+04.01
	FINAL DECK ELEVATION	767.25	767.04	766.81	766.57	766.31	766.02	765.73	765.41	765.0773
RIGHT PARAPET TOE	STATION	312+73.06	312+89.56	313+06.06	313+22.56	313+39.06	313+55.56	313+72.06	313+88.56	314+05.06
	FINAL DECK ELEVATION	767.21	767.00	766.77	766.52	766.26	765.98	765.68	765.36	765.03

NORTHBOUND BRIDGE HAUNCH, AND FINISHED DECK ELEVATIONS

NOTES:

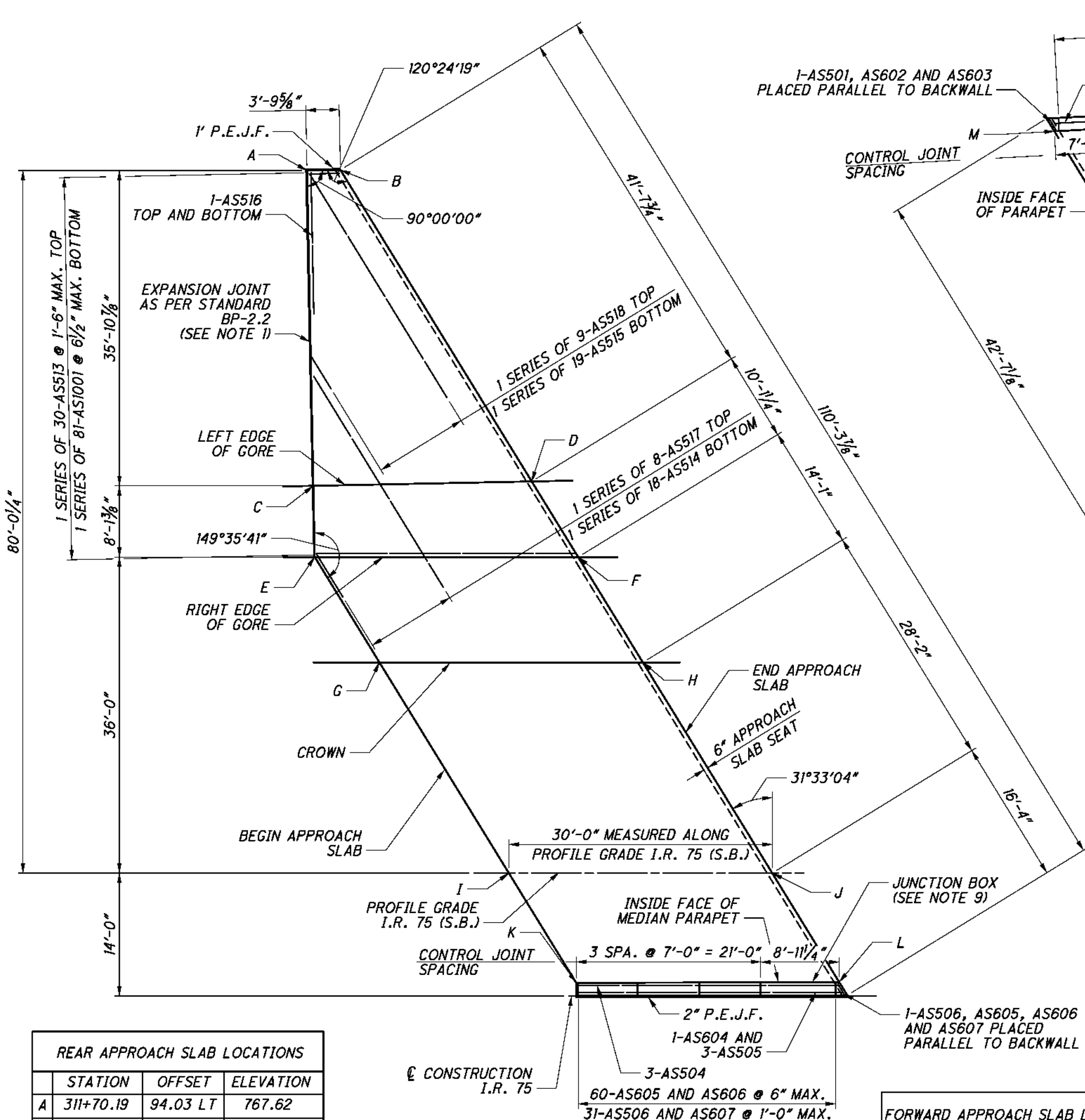
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

REVIEWED GTB DATE 1/16/2012
STRUCTURE FILE NUMBER 5707846
DRAWN RG REVISED
DESIGNED RG CHECKED JKS

HAUNCH & FINISHED DECK ELEVATIONS
BRIDGE NO. MOT-75-1248R
I.R. 75 OVER THIRD STREET

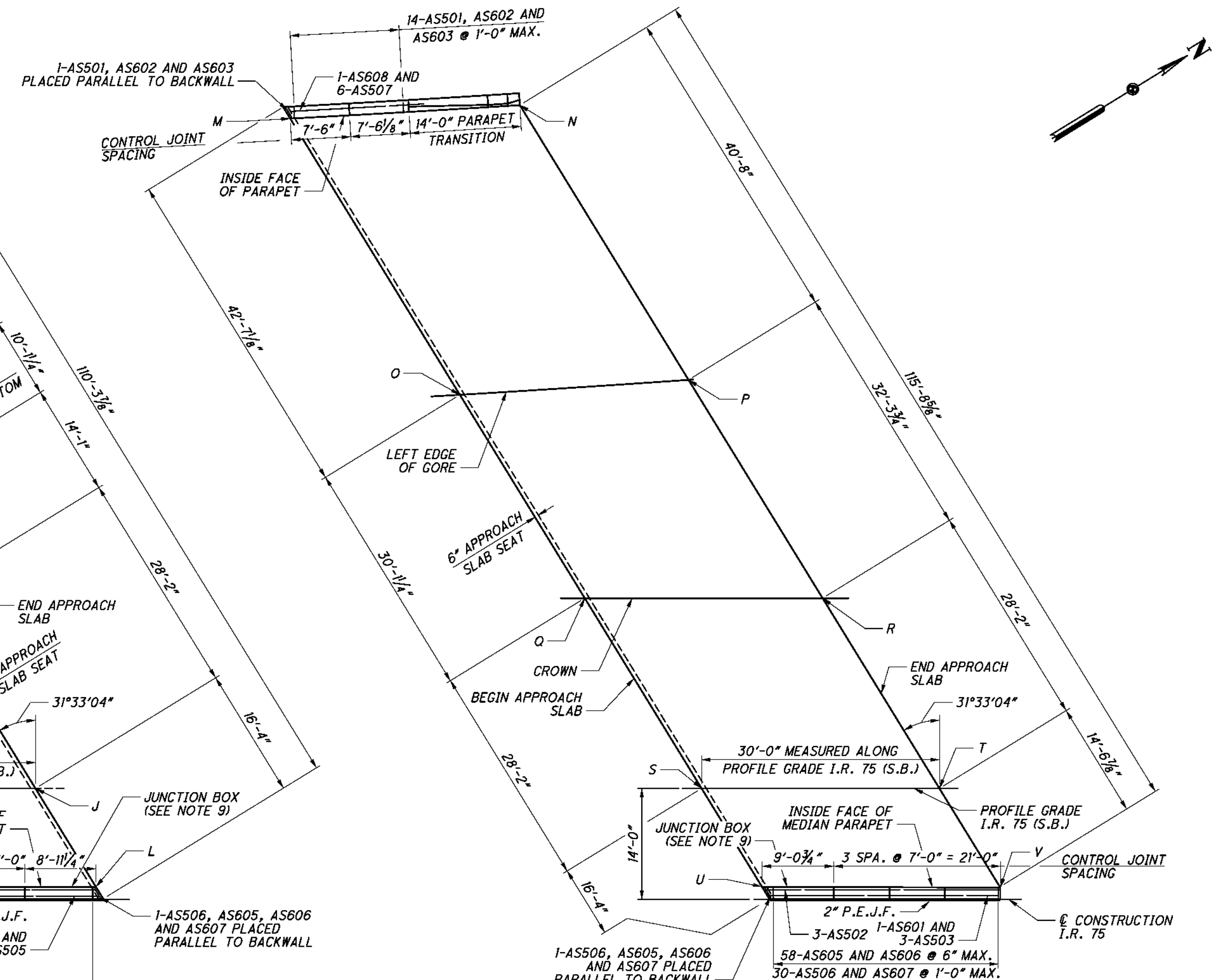
MOT-75-12.00
PID No. 77247



REAR APPROACH SLAB PLAN

(SOUTHBOUND BRIDGE)

	REAR APPROACH SLAB LOCATIONS		
	STATION	OFFSET	ELEVATION
A	311+70.19	94.03 LT	767.62
B	311.73.99	94.09 LT	767.59
C	311+70.90	58.12 LT	768.19
D	311+95.78	58.61 LT	768.02
E	311+71.07	50.00 LT	768.32
F	312+01.07	50.00 LT	768.12
G	311+78.43	38.00 LT	768.47
H	312+08.43	38.00 LT	768.25
I	311+93.17	14.00 LT	767.98
J	312+23.17	14.00 LT	767.74
K	312+00.85	1.49 LT	767.72
L	312+30.80	1.58 LT	767.47



FORWARD APPROACH SLAB PLAN

(SOUTHBOUND BRIDGE)

	FORWARD APPROACH SLAB LOCATIONS		
	STATION	OFFSET	ELEVATION
M	313+09.74	98.50 LT	766.48
N	313+38.70	100.19 LT	764.97
O	313+31.13	63.66 LT	766.36
P	313+59.98	65.53 LT	765.84
Q	313+46.89	38.00 LT	766.51
R	313+76.89	38.00 LT	765.97
S	313+61.63	14.00 LT	765.87
T	313+91.63	14.00 LT	765.30
U	313+69.25	1.58 LT	765.53
V	313+99.31	1.49 LT	764.94

NOTES:

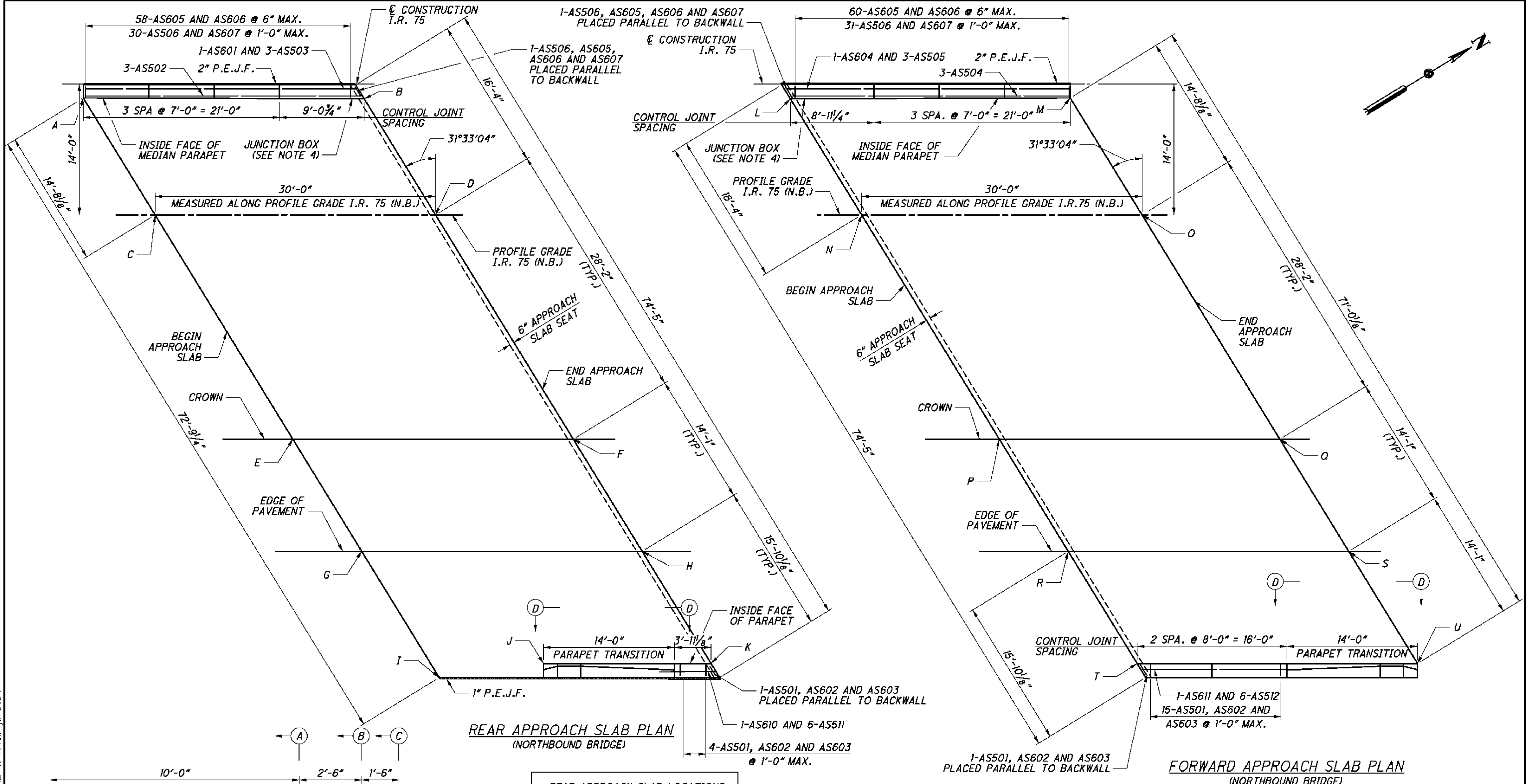
1. PAYMENT FOR ITEM 898 - SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN, SHALL INCLUDE THE CONCRETE AND REINFORCEMENT FOR THE APPROACH SLAB AND PARAPETS, AND ALL MATERIALS FOR THE EXPANSION JOINT PER STANDARD BP-2.2.
2. SEALING OF THE APPROACH SLAB AND PARAPETS SHALL BE INCLUDED WITH ITEM 512 - SEALING OF CONCRETE SURFACES, (EPOXY-URETHANE) FOR PAYMENT.
3. VERTICAL REINFORCING STEEL SHALL CLEAR CONTROL JOINTS BY THREE INCHES MINIMUM. OBTAIN CLEARANCE BY FIELD ADJUSTING THE REINFORCING STEEL SPACING.
4. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
5. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99.
6. FOR TYPICAL SECTIONS AND SECTIONS A-A, B-B, AND C-C, SEE SHEET 33/36.
7. FOR PARAPET TRANSITION ELEVATION VIEW, SEE SHEET 32/36.
8. THE I.R. 75 SOUTHBOUND APPROACH SLABS WILL BE CONSTRUCTED IN PHASE 3 OF M.O.T.
9. FOR THE EXACT LOCATION OF THE JUNCTION BOX, SEE SHEET 725/1565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/1565 AND THE ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

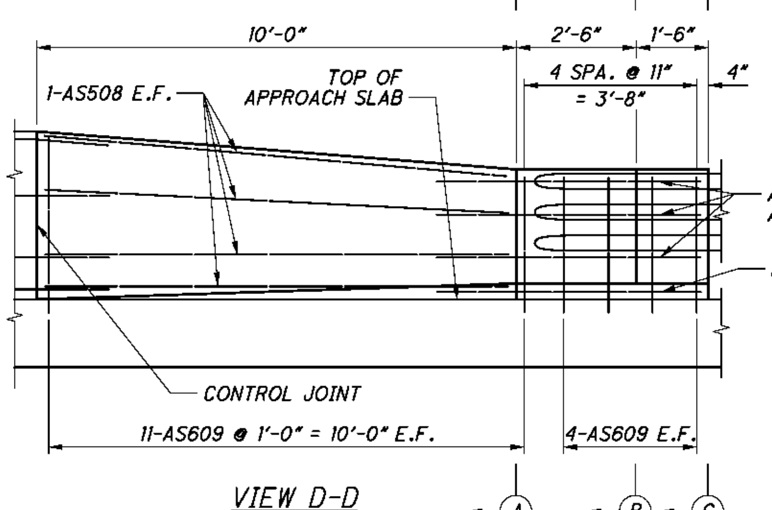
DESIGN AGENCY
HNTB

DESIGNED	DRAWN	REVIEWED	DATE
ZTW	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

APPROACH SLAB PLAN - 1
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247





VIEW D-D
(REAR RIGHT SHOWN, FORWARD RIGHT SIMILAR AND OPPOSITE HAND)

REAR APPROACH SLAB LOCATIONS			
	STATION	OFFSET	ELEVATION
A	312+02.68	1.49 RT	767.71
B	312+32.74	1.58 RT	767.45
C	312+10.36	14.00 RT	767.85
D	312+40.36	14.00 RT	767.58
E	312+25.10	38.00 RT	768.11
F	312+55.10	38.00 RT	767.80
G	312+32.47	50.00 RT	767.85
H	312+62.47	50.00 RT	767.53
I	312+40.76	63.50 RT	767.55
J	312+51.91	62.00 RT	767.46
K	312+69.84	62.00 RT	767.25

FORWARD APPROACH SLAB LOCATIONS			
	STATION	OFFSET	ELEVATION
L	313+71.19	1.58 RT	765.50
M	314+01.14	1.49 RT	764.91
N	313+78.82	14.00 RT	765.55
O	314+08.82	14.00 RT	764.96
P	313+93.55	38.00 RT	765.65
Q	314+23.55	38.00 RT	765.06
R	314+00.92	50.00 RT	765.31
S	314+30.92	50.00 RT	764.73
T	314+08.29	62.00 RT	764.97
U	314+38.29	62.00 RT	764.40

NOTES:

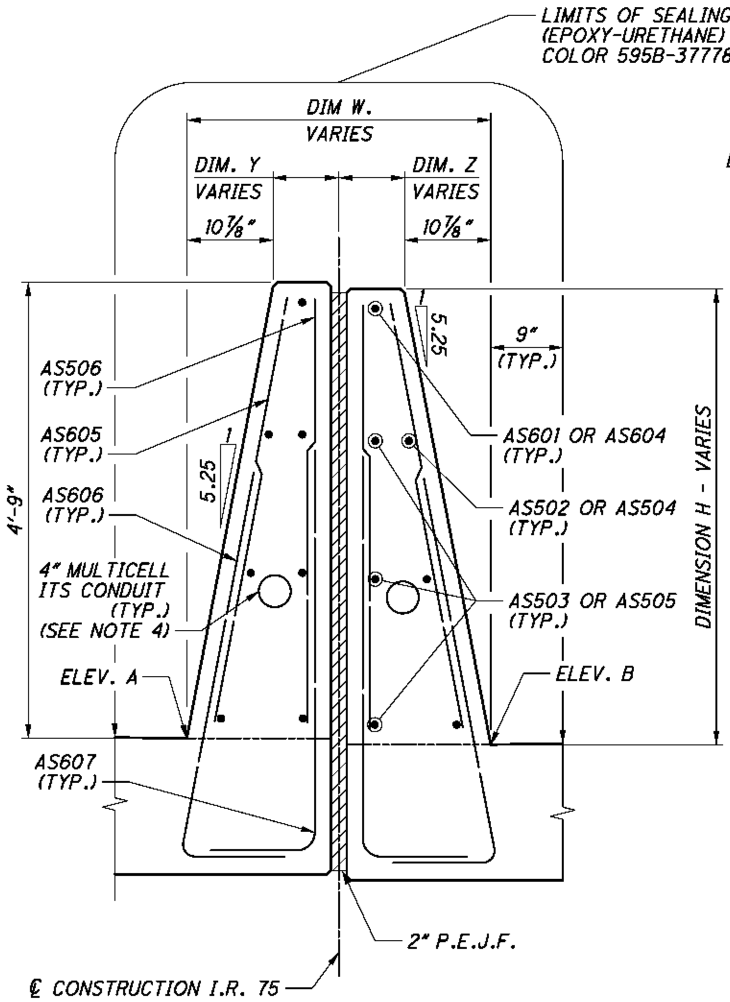
1. FOR ADDITIONAL NOTES, SEE SHEET 31/36.
2. FOR TYPICAL SECTIONS AND SECTIONS A-A, B-B, AND C-C, SEE SHEET 33/36.
3. THE I.R. 75 NORTHBOUND APPROACH SLABS WILL BE CONSTRUCTED IN PHASE 6A OF M.O.T.
4. FOR THE EXACT LOCATION OF THE JUNCTION BOX, SEE SHEET 725/1565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/1565 AND THE ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

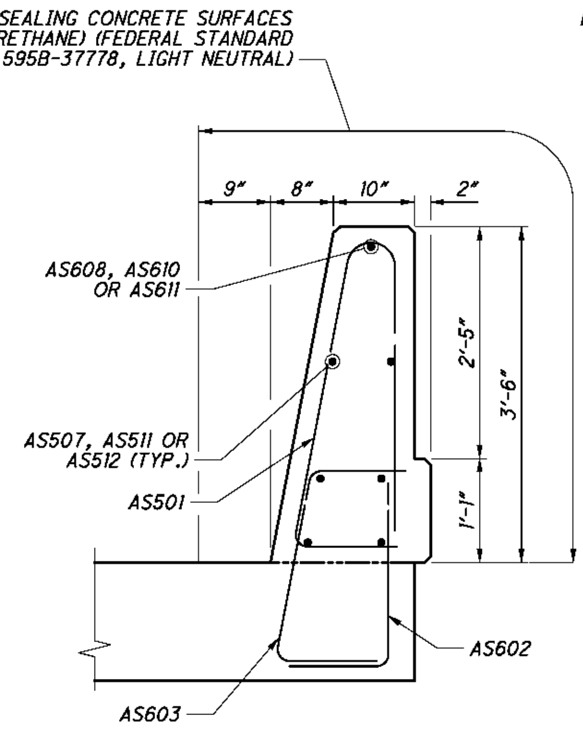
DESIGNED	DRAWN	REVIEWED	DATE
ZTW	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

APPROACH SLAB PLAN - 2
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

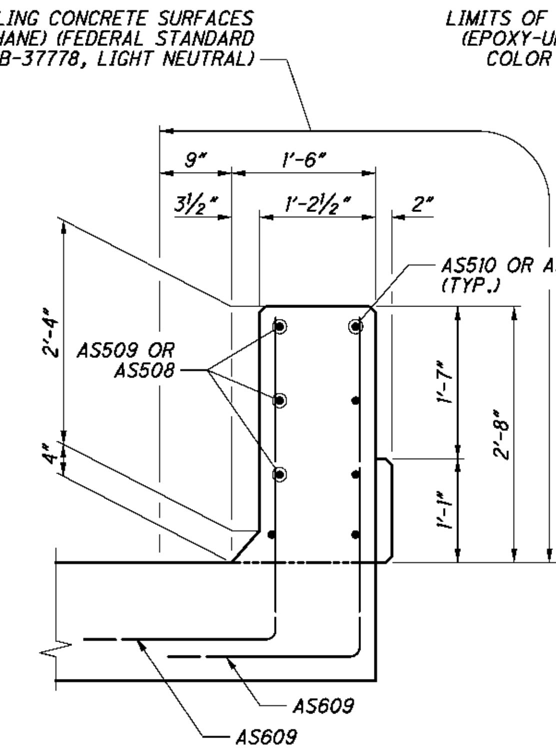
MOT-75-12.00
PID No. 77247



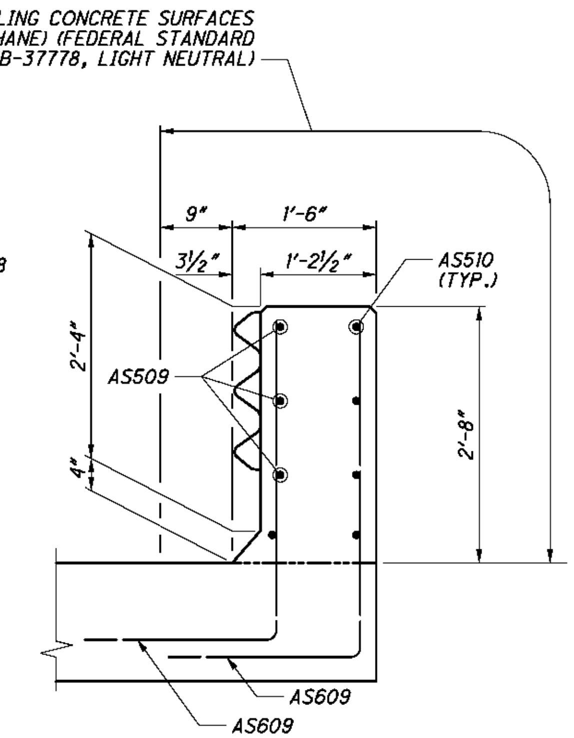
TYPICAL MEDIAN PARAPET DETAIL



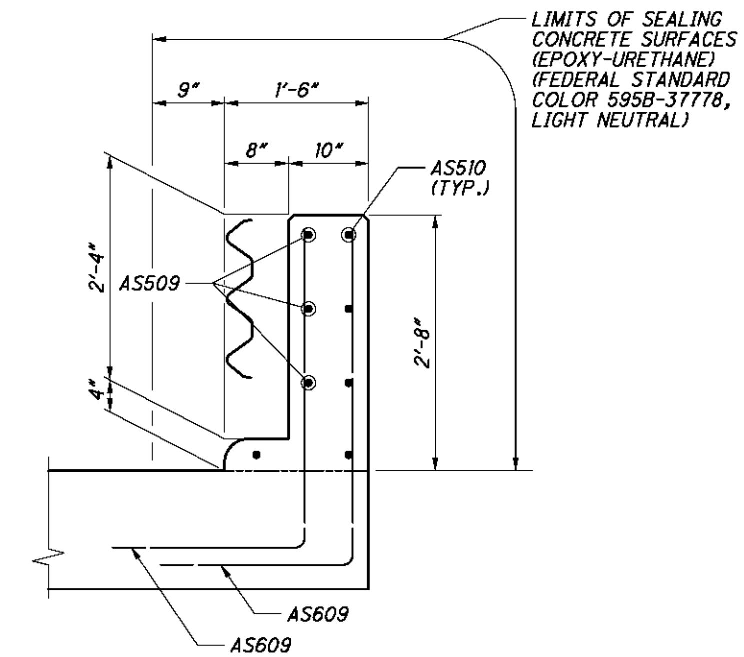
TYPICAL PARAPET DETAIL



SECTION A-A



SECTION B-B



SECTION C-C

APPROACH SLAB MEDIAN PARAPET GEOMETRY									
APPROACH SLAB	STRUCTURE	LOCATION	STATION AT GUTTERLINE	ELEV. A	ELEV. B	DIM. H	DIM. W	DIM. Y	DIM. Z
REAR	LT.	BEGIN APPROACH SLAB	312+00.80	767.73	-	-	2'-9¾"	6"	6"
		END APPROACH SLAB	312+30.80	767.47	-	-	3'-2"	8⅛"	8⅛"
FORWARD	LT.	BEGIN APPROACH SLAB	313+69.25	765.53	-	-	3'-2"	8⅛"	8⅛"
		END APPROACH SLAB	313+99.25	764.95	-	-	2'-9¾"	6"	6"
REAR	RT.	BEGIN APPROACH SLAB	312+02.74	-	767.71	4'-9¼"	2'-9¾"	6"	6"
		END APPROACH SLAB	312+32.74	-	767.45	4'-9"	3'-2"	8⅛"	8⅛"
FORWARD	RT.	BEGIN APPROACH SLAB	313+71.19	-	765.50	4'-9"	3'-2"	8⅛"	8⅛"
		END APPROACH SLAB	314+01.19	-	764.91	4'-9½"	2'-9¾"	6"	6"

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 32/36.
2. FOR PARAPET TRANSITION ELEVATION VIEW AND SECTIONS A-A, B-B AND C-C, SEE SHEET 32/36.
3. VARIABLE MEDIAN PARAPET DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.
4. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
ZTW	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707838	5707846

APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

33/36

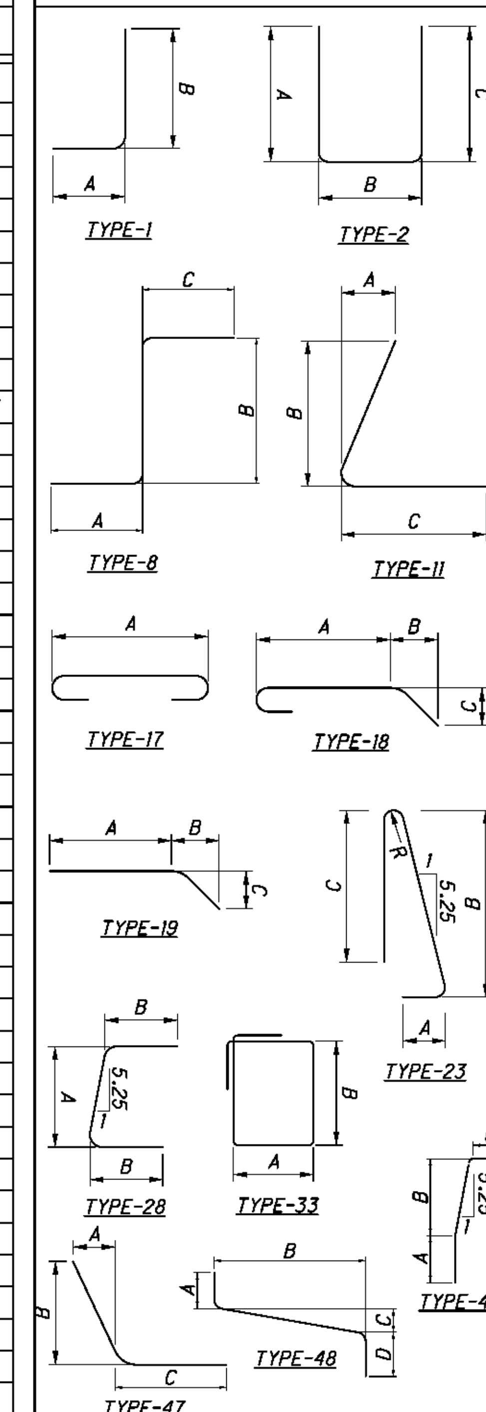
1062/1565

IP_PWP:dms10434\075_1248LRMD003.dgn 24-FEB-2012 11:47AM jwroten

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
					REAR ABUTMENT						
RA501	276	30'-0"	8636	STR							
RA502	46	23'-6"	1127	STR							
RA503	42	10'-3"	449	STR							
RA504	4	2'-5"	10	STR							
RA601	219	14'-4"	4715	1	1'-6"	13'-0"					
RA602	216	20'-5"	6624	1	4'-1"	16'-6"					
RA603	220	16'-6"	5452	STR							
RA604	220	6'-9"	2230	STR							
RA605	215	9'-9"	3149	47	2'-9"	2'-9"	6'-0"				
RA606	220	9'-1"	3001	2	4'-0"	1'-5"	4'-0"				
RA607	220	7'-7"	2506	2	3'-6"	11"	3'-6"				
	1	7'-2"			8"	8"					
RA608	SER OF	TO	66	47	TO	TO	6'-4"				7"
	5	10'-5"			3'-0"	3'-0"					
	1	17'-8"			1'-4"						
RA609	SER OF	TO	55	1	TO	16'-6"					1'-1"
	2	18'-9"			2'-5"						
RA610	9	15'-10"	214	1	1'-6"	14'-6"					
RA611	9	19'-9"	267	STR							
RA612	9	19'-9"	267	19	4'-0"	15'-10"	1'-6"				
RA613	9	12'-0"	162	2	5'-7"	1'-2"	5'-7"				
RA614	21	10'-10"	342	33	2'-0"	2'-10"					
RA615	14	4'-3"	89	1	1'-7"	2'-10"					
RA801	108	5'-8"	1634	18	3'-4"	1'-0"	1'-0"				
RA901	438	16'-2"	24075	17	13'-8"						
RA902	176	30'-0"	17952	STR							
	2	17'-9"					2'-3"				
RA903	SER OF	TO	1605	47	7'-11"	13'-5"	TO				8⅞"
	11	25'-2"					9'-8"				
RA904	18	17'-2"	1051	17	14'-8"						
RA905	11	8'-7"	321	8	2'-9"	1'-5"	5'-0"				
RA906	11	6'-7"	246	48	2'-5"	1'-5"	1'-5"	2'-3"			
RA907	2	14'-3"	97	17	11'-9"						
RA908	14	5'-0"	238	STR							
RA909	35	4'-2"	496	1	1'-7"	2'-10"					
RA1101	219	15'-5"	17938	1	2'-9"	13'-0"					
RA1102	17	17'-0"	1535	47	1'-5"	14'-6"	2'-9"				
AS501	12	7'-5"	93	23	1'-1"	3'-2"	3'-0"			2¾"	
AS506	4	4'-5"	18	STR							
AS519	18	1'-0"	19	STR							
AS520	6	7'-0"	44	STR							
AS602	2	3'-3"	10	1	1'-1"	2'-4"					
AS603	2	4'-4"	13	28	2'-4"	1'-1"					
AS605	4	4'-3"	26	STR							
AS606	4	6'-3"	38	11	11¾"	5'-2"	1'-1"				
AS607	4	6'-1"	37	1	1'-1"	5'-2"					
AS612	3	1'-0"	5	STR							
AS613	10	3'-11"	59	49	2'-0"	11"	1'-1"				
AS614	10	2'-11"	44	STR							
AS615	1	7'-0"	11	STR							
	SUB-TOTAL		106966								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
					FORWARD ABUTMENT						
FA501	223	11'-0"	2558	2	2'-6"	6'-3"	2'-6"				
FA502	190	6'-4"	1255	1	1'-3"	5'-3"					
FA503	187	8'-2"	1593	2	2'-1"	4'-3"	2'-1"				
	1	5'-11"				1'-2"					
FA504	SER OF	TO	23	2	2'-6"	TO	2'-6"				1'-6"
	3	8'-11"				4'-2"					
FA505	108	30'-0"	3379	STR							
FA506	18	7'-6"	141	STR							
	2	2'-9"									
FA507	SER OF	TO	139	STR							3'-4¼"
	6	19'-6"									
FA508	2	21'-1"	44	47	18'-4"	7'-8"	1'-3"				
FA509	10	19'-0"	198	STR							
FA510	8	19'-0"	159	STR							
FA511	16	16'-0"	267	STR							
	1	5'-8"				11"					
FA512	SER OF	TO	23	2	2'-6"	TO	2'-6"				1'-6½"
	3	8'-9"				4'-0"					
FA601	208	14'-0"	4374	2	5'-3"	6'-3"	2'-10"				
FA602	190	12'-7"	3591	2	5'-9"	1'-5"	5'-9"				
FA603	190	9'-1"	2592	2	4'-0"	1'-5"	4'-0"				
FA604	190	7'-7"	2164	2	3'-6"	11"	3'-6"				
FA605	11	7'-8"	127	1	12"	6'-10"					
	1	2'-7"			9"		9"				
FA606	SER OF	TO	290	2	TO	1'-5"	TO				5"
	19	17'-9"			8'-4"		8'-4"				
	1	4'-7"				3'-9"					
FA607	SER OF	TO	14	1	12"	TO					5"
	2	5'-0"				4'-2"					
	1	13'-2"					4'-5"				
FA608	SER OF	TO	128	2	2'-10"	6'-3"	TO				5¼"
	6	15'-4"					6'-7"				
	1	12'-6"					3'-9"				
FA609	SER OF	TO	38	2	2'-10"	6'-3"	TO				5"
	2	12'-11"					4'-2"				
	1	5'-6"				4'-8"					
FA610	SER OF	TO	59	1	12"	TO					5¼"
	6	7'-8"				6'-10"					
	1	18'-9"			2'-10"		10'-0"				
FA611	SER OF	TO	130	2	TO	6'-3"	TO				1'-11"
	4	24'-6"			5'-7"		13'-0"				
FA612	3	24'-6"	110	2	5'-7"	6'-3"	13'-0"				
FA613	7	10'-10"	114	1	12"	10'-0"					
	1	10'-10"				10'-0"					
FA614	SER OF	TO	74	1	12"	TO					1'-0"
	4	13'-10"				13'-0"					
FA615	3	13'-10"	62	1	12"	13'-0"					
FA616	14	10'-9"	226	2	4'-10"	1'-5"	4'-10"				
FA617	21	10'-10"	342	33	2'-0"	2'-10"					
FA618	14	4'-3"	89	1	1'-7"	2'-10"					
FA801	56	30'-0"	4486	STR							
FA802	16	34'-6"	1474	STR							
FA803	4	14'-3"	152	48	3'-1"	3'-0"	3'-0"	7'-0"			
FA804	112	5'-7"	1670	18	3'-4"	1'-0"	1'-0"				

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

- S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
- 6: BAR SIZE DIMENSION NO. 6
- 01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED JTW | CHECKED JRS | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707838 5707846

REINFORCING SCHEDULE
BRIDGE MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT (CONTINUED)											
FA901	35	4'-2"	496	1	1'-7"	2'-10"					
FA902	14	5'-0"	238	STR							
AS501	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
AS506	4	4'-5"	18	STR							
AS519	24	1'-0"	25	STR							
AS602	4	3'-3"	20	1	1'-1"	2'-4"					
AS603	4	4'-4"	26	28	2'-4"	1'-1"					
AS605	4	4'-3"	26	STR							
AS606	4	6'-3"	38	11	11¾"	5'-2"	1'-1"				
AS607	4	6'-1"	37	1	1'-1"	5'-2"					
AS612	4	1'-0"	6	STR							
		SUB-TOTAL	33046								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
SLAB (SOUTHBOUND BRIDGE)											
S401	466	30'-0"	9339	STR							
S402	123	22'-2"	1821	STR							
S403	4	20'-2"	54	STR							
S501	36	5'-6"	207	STR							
S502	550	30'-0"	17210	STR							
S503	134	24'-2"	3378	STR							
	2	5'-6"									
S504	SER. OF	TO	887	STR							7¾"
	29	23'-10									
S505	220	24'-9"	5679	STR							
	2	3'-6"									
S506	SER. OF	TO	2169	STR							7¾"
	52	36'-6"									
S507	184	27'-8"	5310	STR							
S508	184	22'-11"	4398	STR							
	2	27'-8"									
S509	SER. OF	TO	1268	STR							7¾"
	39	3'-6"									
	2	3'-6"									
S510	SER. OF	TO	2642	STR							7¾"
	58	40'-2"									
S511	366	40'-2"	15333	STR							
S512	184	40'-2"	7709	STR							
	2	39'-6"									
S513	SER. OF	TO	2601	STR							7¾"
	58	3'-6"									
	2	36'-6"									
S514	SER. OF	TO	2146	STR							7¾"
	49	5'-6"									
S515	4	22'-2"	92	STR							
S516	1	6'-6"	7	STR							
S517	NOT USED										
S518	NOT USED										
S519	378	36'-6"	14390	STR							
S520	184	41'-3"	7916	STR							
		SUB-TOTAL	104556								

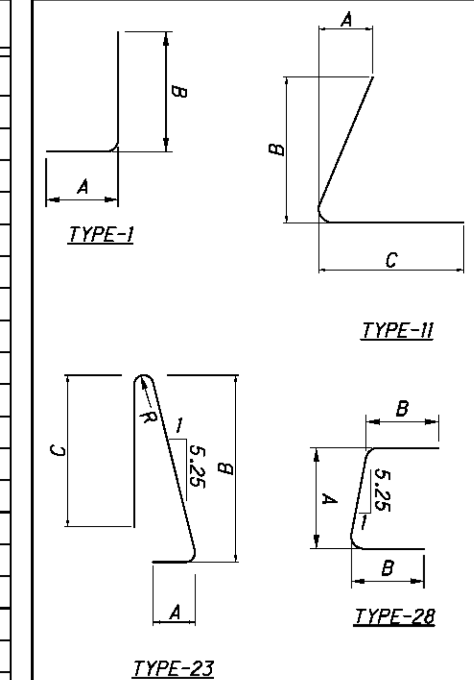
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SLAB (NORTHBOUND BRIDGE)											
S401	320	30'-0"	6413	STR							
S402	80	22'-2"	1185	STR							
S501	348	30'-0"	10889	STR							
S502	86	24'-2"	2168	STR							
S503	36	5'-6"	207	STR							
	2	5'-6"									
S504	SER. OF	TO	1164	STR							7¾"
	34	27'-4"									
	2	3'-6									
S505	SER. OF	TO	2352	STR							7¾"
	55	37'-6"									
S506	350	27'-4"	9977	STR							
S507	480	32'-9"	16396	STR							
	2	27'-4"									
S508	SER. OF	TO	1254	STR							7¾"
	39	3'-6"									
	2	37'-6"									
S509	SER. OF	TO	2242	STR							7¾"
	50	5'-6"									
S510	318	37'-6"	12438	STR							
S511	2	18'-10"	39	STR							
		SUB-TOTAL	66724								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PARAPET (SOUTHBOUND BRIDGE)											
PS504	148	7'-5"	1145	23	3'-2"	3'-0"	1'-1"			2¾"	
PS505	24	34'-10"	872	STR							
PS605	148	3'-6"	778	28	1'-6"	1'-1"					
PS606	148	2'-5"	537	1	1'-1"	1'-6"					
SR607	4	35'-3"	212	STR							
		SUB-TOTAL	3544								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PARAPET (NORTHBOUND BRIDGE)											
PS501	24	35'-6"	889	STR							
PS504	154	7'-5"	1192	23	3'-2"	3'-0"	1'-1"			2¾"	
PS601	4	35'-10"	215	STR							
PS605	153	3'-6"	804	28	1'-6"	1'-1"					
PS606	152	2'-5"	550	1	1'-1"	1'-6"					
		SUB-TOTAL	3650								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
MEDIAN PARAPET (SOUTHBOUND & NORTHBOUND)											
PS501	64	35'-6"	2370	STR							
PS502	538	4'-3"	2385	STR							
PS601	8	35'-10"	431	STR							
PS602	538	4'-4"	3502	STR							
PS603	538	3'-8"	2963	11	6"	2'-9"	1'-1"				
PS604	538	3'-8"	2963	1	1'-1"	2'-9"					
		SUB-TOTAL	14614								

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED JTW/PRIME | DRAWN ZTW | REVIEWED JOL | DATE 2/16/12
CHECKED JRS | REVISED | STRUCTURE FILE NUMBER 5707838 5707846

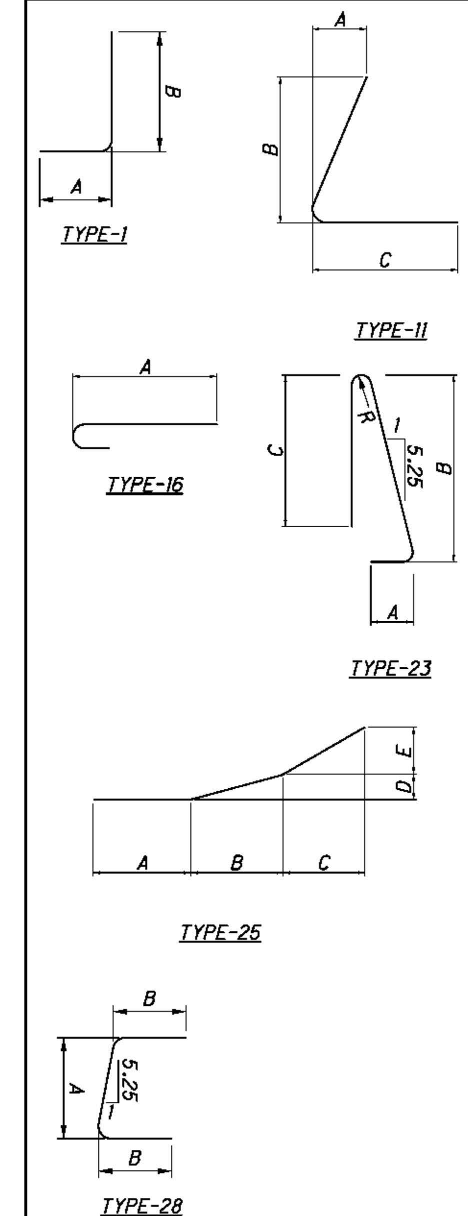
REINFORCING SCHEDULE

BRIDGE MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
					APPROACH SLAB						
AS501	36	7'-5"	278	23	1'-1"	3'-2"	3'-0"			2 3/4"	
AS502	6	29'-6"	185	STR							
AS503	6	28'-9"	180	STR							
AS504	6	29'-6"	185	STR							
AS505	6	30'-3"	189	STR							
AS506	126	4'-5"	580	STR							
AS507	6	18'-3"	114	STR							
AS508	24	10'-0"	250	STR							
AS509	9	5'-6"	52	25	1'-8"	2'-5"	1'-5"	1½"	5"		
AS510	15	5'-6"	86	STR							
AS511	6	8'-0"	50	STR							
AS512	6	18'-6"	116	STR							
	1	3'-5"									
AS513	SER OF	TO	512	STR							10¾"
	30	29'-4"									
	1	5'-9"									
AS514	SER OF	TO	318	STR							1'-3⅞"
	18	28'-2"									
	1	4'-2"									
AS515	SER OF	TO	337	STR							1'-5⅛"
	19	29'-10"									
AS516	2	17'-0"	35	STR							
	1	5'-9"									
AS517	SER OF	TO	142	STR							3'-2⅜"
	8	28'-2"									
	1	4'-2"									
AS518	SER OF	TO	160	STR							3'-2½"
	9	29'-10"									
AS601	2	29'-0"	87	STR							
AS602	36	3'-3"	176	1	1'-1"	2'-4"					
AS603	36	4'-4"	234	28	2'-4"	1'-1"					
AS604	2	30'-0"	90	STR							
AS605	240	4'-3"	1532	STR							
AS606	240	6'-3"	2253	11	11¾"	5'-2"	1'-1"				
AS607	126	6'-1"	1151	1	1'-1"	5'-2"					
AS608	1	19'-6"	29	STR							
AS609	90	4'-7"	620	1	1'-1"	3'-8"					
AS610	1	8'-6"	13	STR							
AS611	1	19'-9"	30	STR							
	1	4'-10"			3'-5"						
AS1001	SER OF	TO	6201	16	TO						3⅞"
	81	30'-9"			29'-4"						
	SUB-TOTAL		16185	FOR INFORMATION ONLY							

BAR BENDING DIAGRAMS



NOTES:

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S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

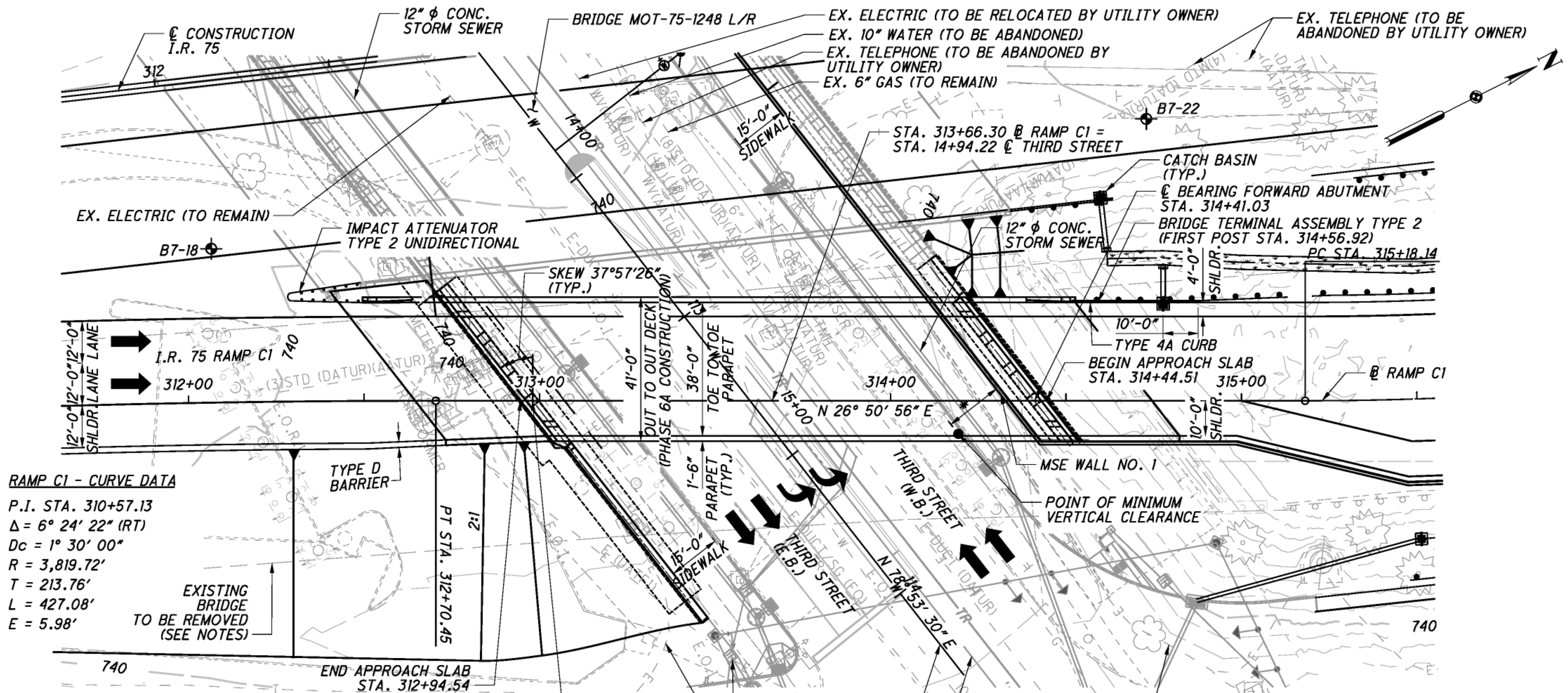
BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED ZTW | CHECKED JRS | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707838 5707846

REINFORCING SCHEDULE
BRIDGE MOT-75-1248 L/R
I.R. 75 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



RAMP C1 - CURVE DATA

P.I. STA. 310+57.13
Δ = 6° 24' 22" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 213.76'
L = 427.08'
E = 5.98'

RAMP C1 - CURVE DATA

P.I. STA. 315+98.34
Δ = 9° 36' 06" (LT)
Dc = 6° 00' 00"
R = 954.93'
T = 80.20'
L = 160.03'
E = 3.36'

PLAN

BORING LOCATIONS**

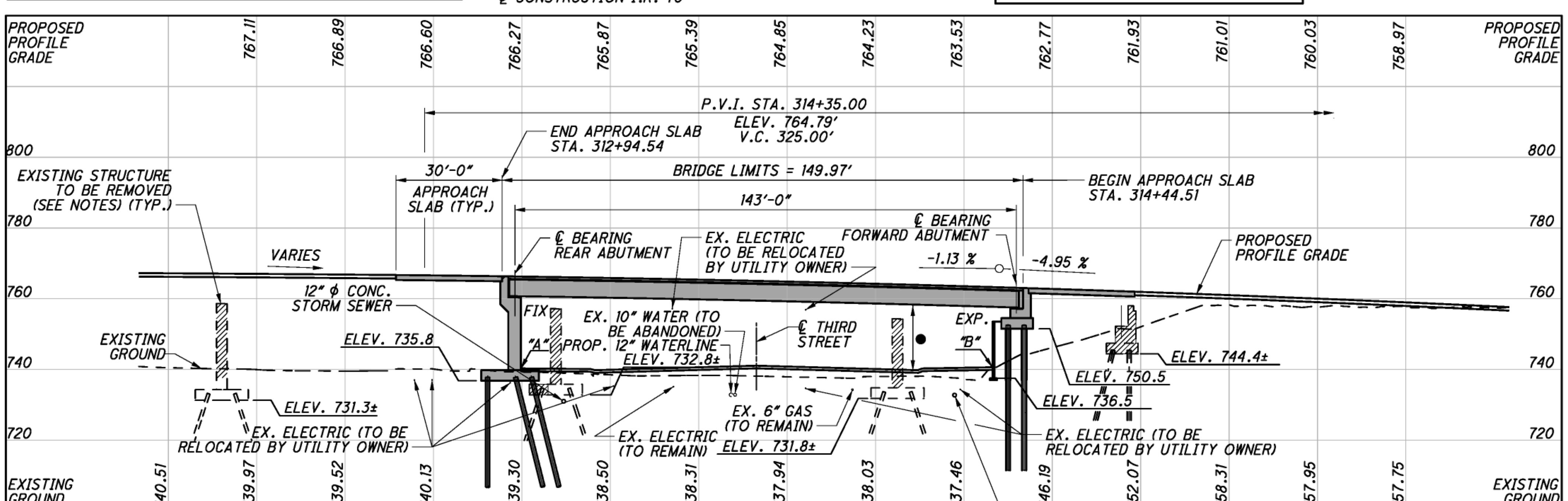
BORING	STATION	OFFSET	TOP OF ROCK ELEVATION
B7-15	311+01.99	112.23 LT.	NOT ENCOUNTERED
B7-18	312+10.85	47.73 RT.	NOT ENCOUNTERED
B7-19	313+98.06	139.27 LT.	NOT ENCOUNTERED
B7-20	313+91.76	28.74 LT.	NOT ENCOUNTERED
B7-22	314+79.68	40.68 RT.	NOT ENCOUNTERED

** STATIONS AND OFFSETS REFERENCED TO ℄ CONSTRUCTION I.R. 75

FOUNDATION DATA

ALL NEW PILES SHALL BE 14" ϕ C.I.P. REINFORCED CONCRETE PILES WITH AN ESTIMATED LENGTH AS NOTED BELOW.

REAR ABUTMENT	40 FEET
FORWARD ABUTMENT	55 FEET



PROFILE GRADE LINE ALONG ℄ RAMP C1

"B" = ELEV. 740.02
"A" = ELEV. 740.29

BENCHMARK DATA

BM #4 STA. 305+92.30, ELEV. 743.64', OFFSET 500.89', RT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP
BM #9 STA. 311+52.72, ELEV. 733.57', OFFSET 283.33', RT.
DESCRIPTION ¾" IRON PIPE WITH RED CAP

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET 8/1565

NOTES

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

PAYMENT FOR REMOVAL OF EXISTING BRIDGE SHALL BE INCLUDED WITH ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, EXISTING STRUCTURE MOT-75-12.26. FOR ADDITIONAL INFORMATION, SEE SHEETS 793/1565 THRU 806/1565.

DESIGN TRAFFIC:
2005 ADT = 20,100 2005 ADTT = 603
2025 ADT = 23,220 2025 ADTT = 697

LEGEND

BORING LOCATION
* 15'-0" PREFERRED HORIZONTAL CLEARANCE
16'-6" PROPOSED HORIZONTAL CLEARANCE
● 17'-0" REQUIRED MINIMUM VERTICAL CLEARANCE
18'-7" PROPOSED MINIMUM VERTICAL CLEARANCE

EXISTING STRUCTURE

TYPE: 13-SPAN NORTHBOUND, 11-SPAN SOUTHBOUND CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE SLAB AND SUBSTRUCTURE.

SPANS: LEFT BR. - 105'-0", 138'-0", 122'-0", 124'-0", 117'-0", 117'-0", 112'-0", 116'-0", 115'-0", 119'-0", 79'-0"
RIGHT BR. - 105'-0", 131'-0", 116'-0", 116'-0", 108'-0" 100'-0, 144'-0", 88'-0", 86'-0", 86'-0", 86'-0", 92'-0", 60'-0"

ROADWAY: VARIES F/F SAFETY CURB
LOADING: CF2000 (57)
SKEW: VARIES 0° TO 62°±
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 25'-0" LONG (AS-1-54)
ALIGNMENT: VARIES
CROWN: VARIES
STRUCTURE FILE NUMBER: 5707749 SOUTHBOUND
5707773 NORTHBOUND

DATE BUILT: 1966
DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: SINGLE SPAN WELDED STEEL PLATE GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK ON A FULL HEIGHT REAR ABUTMENT AND MSE WALL TYPE STUB FORWARD ABUTMENT SUPPORTED ON PILES.
SPANS: 143'-0" C/C BEARING MEASURED ALONG ℄ RAMP C1
ROADWAY: 38'-0" TOE/TOE PARAPET
LOADING: HS25 CASE I AND ALTERNATE MILITARY & 60 PSF FWS
SKEW: 37° 57' 26" RIGHT FORWARD
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 30'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: VARIABLE
STRUCTURE FILE NUMBER: 5707854
COORDINATES: LATITUDE N39°45'28"
LONGITUDE W84°12'07"

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED RSB | CHECKED WAH | DRAWN RSB | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707854

MONTGOMERY COUNTY
STA. 312+94.54
STA. 314+44.51

SITE PLAN
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

IP_PWP:dms10462\075_1250ESP001.dgn 24-FEB-2012 12:15PM jwroten

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS
REFER TO THE FOLLOWING STANDARD DRAWINGS:

A-1-69	DATED/REVISED	07-19-02
AS-1-81	DATED/REVISED	07-19-02
GSD-1-96	DATED/REVISED	07-19-02
EXJ-4-87	DATED/REVISED	07-19-02
SBR-1-99	DATED/REVISED	07-19-02

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED 07-20-12
898 DATED 07-20-12

DESIGN SPECIFICATIONS
DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING
DESIGN LOADING: HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING

FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT

DESIGN DATA
CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1- COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI
STRUCTURAL STEEL - ASTM A709, GRADE 50, YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD
EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER

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

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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

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

MAINTENANCE OF TRAFFIC
FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):
THE ULTIMATE BEARING VALUE IS 135.0 TONS PER PILE FOR THE 14" ϕ CAST IN PLACE REINFORCED CONCRETE PILES.

ABUTMENT PILES:
63 PILES 45 FEET LONG, ORDER LENGTH (REAR)
18 PILES 60 FEET LONG, ORDER LENGTH (FORWARD)

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 AN EFFICIENCY FACTOR (D). COMPUTE THE EFFICIENCY FACTOR (D) AS FOLLOWS:

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

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

G= RATE OF BATTER (1/3)

PILE DRIVING CONSTRAINTS (FORWARD ABUTMENT)
PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE FORWARD ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALL. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A TEN CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH. IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE
IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

ITEM 507 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN
FOR THE REAR ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.375" OR THAT REQUIRED BY CMS 507.06.

FOR THE FORWARD ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.50" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN
AT THE DIRECTION OF THE ENGINEER, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC.,
301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721
FAX: (704)821-8201

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE., PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR., MONROE, NORTH CAROLINA 28110,
PHONE: (800)280-9950, (704)225-1566
FAX: (704)225-1567

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER*S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

DECK PLACEMENT DESIGN ASSUMPTIONS
THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.26 KIPS FOR A TOTAL MACHINE LOAD OF 10.05 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN
THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLOR OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531
DESIGNED JTW
CHECKED RSB
DRAWN JTW
REVISED
REVIEWED JOL
DATE 2/16/12
STRUCTURE FILE NUMBER 5707854
GENERAL NOTES
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET
MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT
THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO RUSTICATION GROOVES AND TEXTURED SURFACES.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSHHAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE ABUTMENT FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

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. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

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

THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

DIMENSIONS
DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

ABBREVIATIONS:

ABUT.	= ABUTMENT
BRG.	= BEARING
C.I.P.	= CAST IN PLACE
CLR.	= CLEARANCE
E.B.	= EASTBOUND
E.F.	= EACH FACE
EX.	= EXISTING
FA	= FORWARD ABUTMENT
F.F.	= FAR FACE
LT.	= LEFT
N.F.	= NEAR FACE
P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
RA	= REAR ABUTMENT
RT.	= RIGHT
SPA.	= SPACES
TYP.	= TYPICAL
U.N.O.	= UNLESS NOTED OTHERWISE
W.B.	= WESTBOUND

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED JTW | CHECKED RSB | DRAWN JTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707854

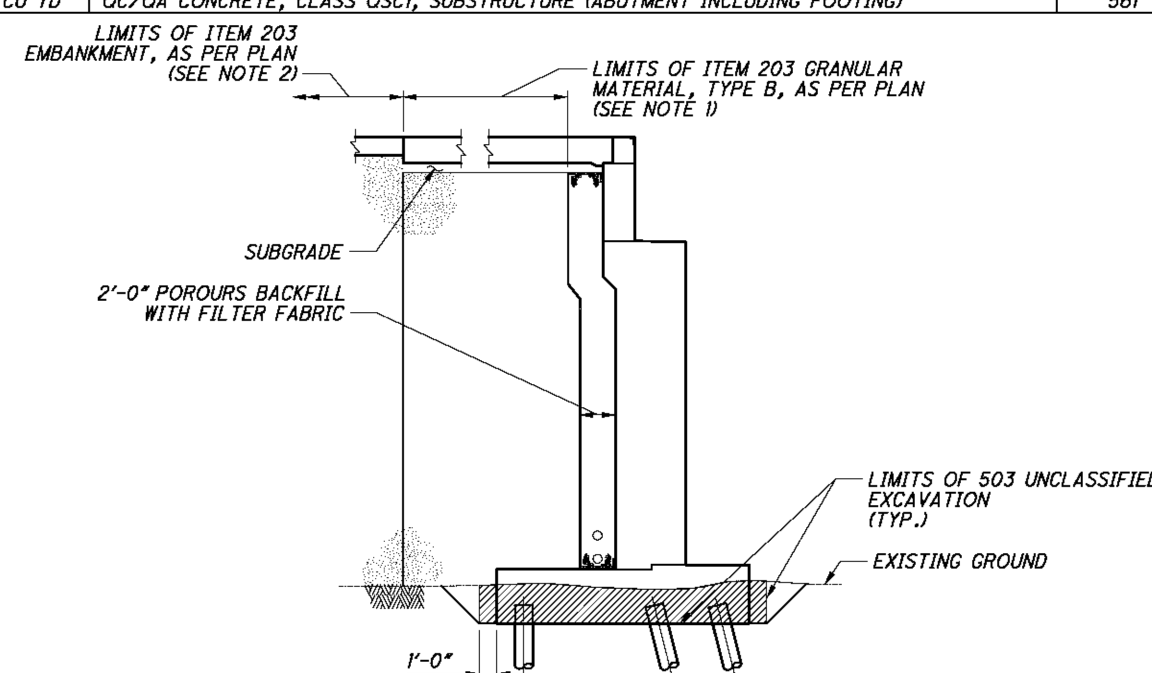
GENERAL NOTES
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

MADE BY:	ZTW	DATE: 4/11/11
CHECKED BY:	JRS	DATE: 7/26/11

ESTIMATED QUANTITIES

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REF. SHEET NO.
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE			5	2/21
503	21300	70%	30%	LUMP		UNCLASSIFIED EXCAVATION				
505	11100	70%	30%	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				
507	00600	2457	1053	3510	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	3510			
507	00651	2741	1174	3915	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	3915			2/21
507	93301	4	1	5	EACH	STEEL POINTS OR SHOES, AS PER PLAN			5	2/21
509	10000	81241	34818	116059	POUND	EPOXY COATED REINFORCING STEEL	60372	55687		
512	10101	615	263	878	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	419	340	119	2/21
512	33000	10	4	14	SQ YD	TYPE 2 WATERPROOFING	14			
513	10280	182704	78302	261006	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4		261006		
513	20000	1533	657	2190	EACH	WELDED STUD SHEAR CONNECTORS		2190		
514	00060	8680	3720	12400	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		12400		
514	00066	8680	3720	12400	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		12400		
516	11210	73	31	104	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL		104		
516	13400	48	20	68	SQ FT	3/4" PREFORMED EXPANSION JOINT FILLER	68			
516	13600	15	7	22	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	22			
516	13900	88	38	126	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	126			
516	44100	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12" X 20" X 2.7982" WITH 13" X 26" X 2" (MIN.) LOAD PLATE)		5		
516	44100	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12" X 20" X 2.7982" WITH 13" X 21" X 2" (MIN.) LOAD PLATE)		5		
518	21200	150	64	214	CU YD	POROUS BACKFILL WITH FILTER FABRIC	214			
518	40000	216	93	309	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	309			
518	40010	9	4	13	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	13			
523	20000	1	0	1	EACH	DYNAMIC LOAD TESTING	1			
SPECIAL	53000600	1506	646	2152	SQ FT	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT	2152			3/21
601	21001	12	5	17	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	17			9/21
898	10211	127	55	182	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	7	175		2/21
898	10709	200	86	286	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN			286	2/21, 18/21
898	11000	33	14	47	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	1	46		
898	20160	393	168	561	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	561			



UNCLASSIFIED EXCAVATION AND ITEM 203 DIAGRAM
(ABUTMENT SHOWN, WINGWALL SIMILAR)

NOTES:

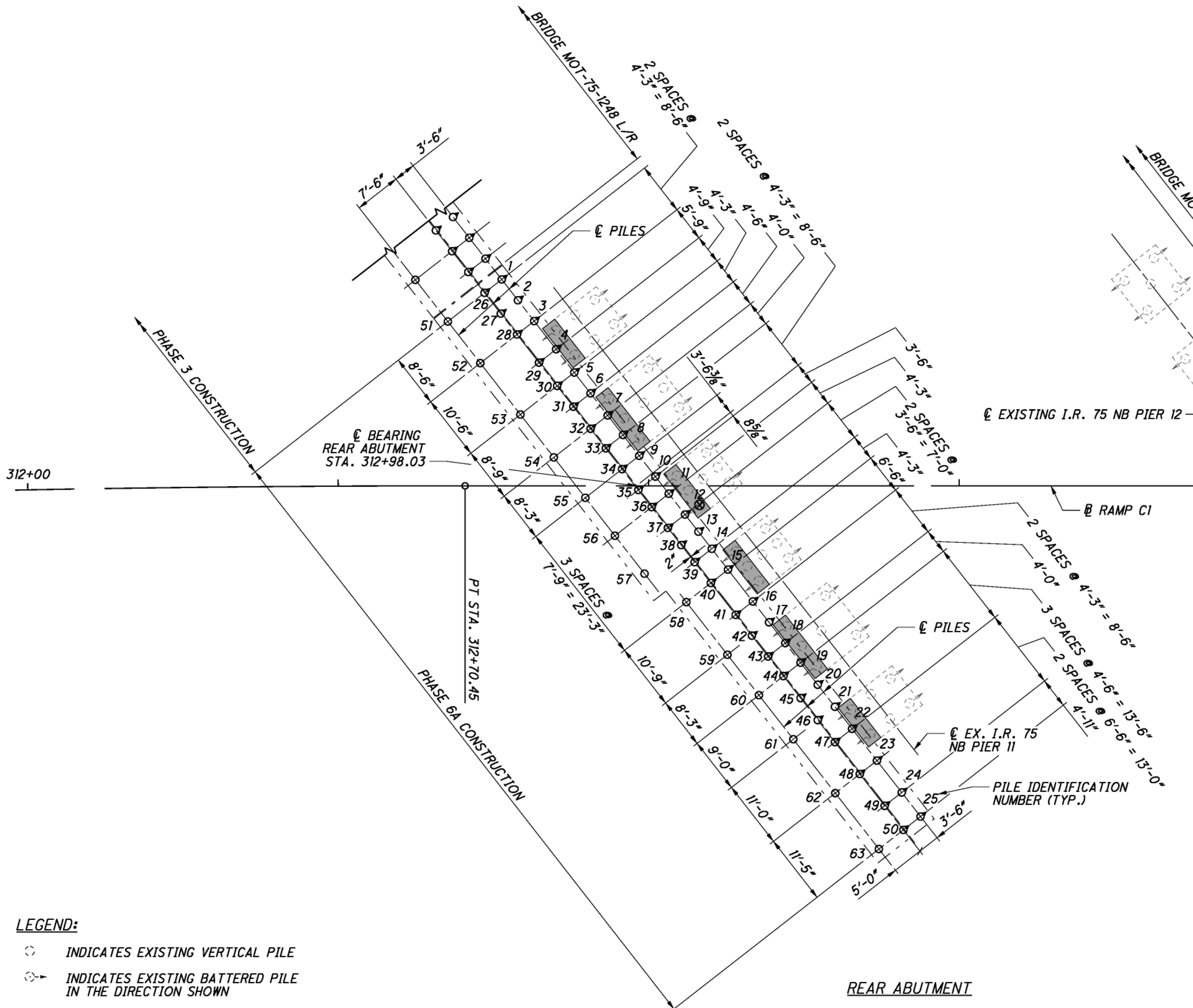
1. FOR ITEM 203 GRANULAR MATERIAL, TYPE B, AS PER PLAN, SEE ROADWAY PLANS.
2. FOR ITEM 203 EMBANKMENT, SEE ROADWAY PLANS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

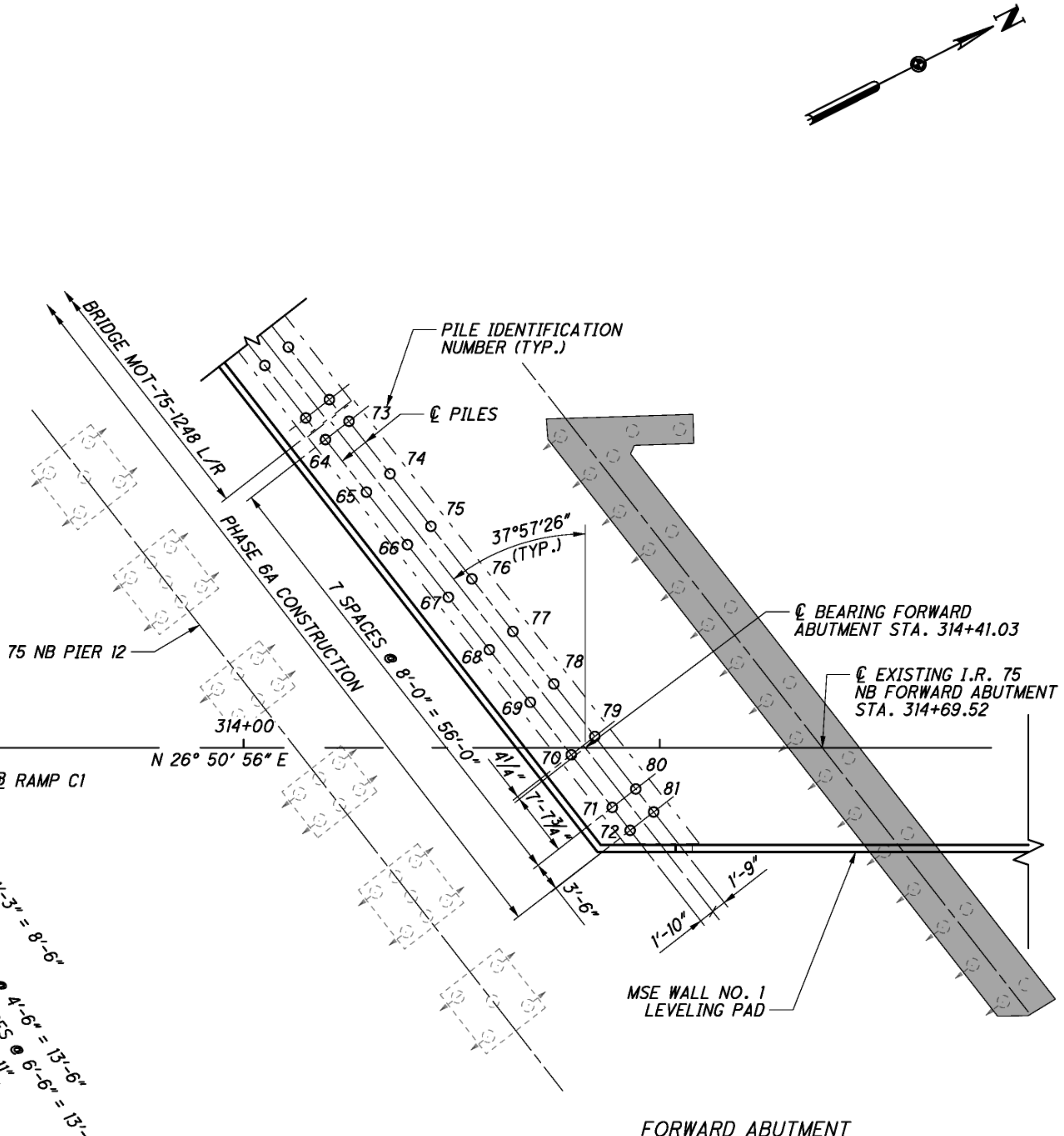
DESIGNED ZTW | CHECKED JRS | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707854

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



REAR ABUTMENT



FORWARD ABUTMENT

FOUNDATION PLAN

LEGEND:

- INDICATES EXISTING VERTICAL PILE
- INDICATES EXISTING BATTERED PILE IN THE DIRECTION SHOWN
- INDICATES PROPOSED 14" ϕ C.I.P REINFORCED CONCRETE VERTICAL PILE
- INDICATES PROPOSED 14" ϕ C.I.P REINFORCED CONCRETE BATTERED PILE @ 1:3
- INDICATES COMPLETE REMOVAL OF EXISTING PILE (SEE NOTE 4)
- INDICATES REMOVAL OF EXISTING FOOTING AND PILE TO 2'-0" BELOW PROPOSED ABUTMENT FOOTING OR BELOW MSE WALL UNDER CUT UNLESS COMPLETE PILE REMOVAL IS SPECIFIED. (SEE NOTES 3 AND 4)

NOTES:

1. REFER TO THE GENERAL NOTES ON SHEET 2/21 FOR PILE ULTIMATE BEARING VALUES.
2. THE LOCATION OF THE EXISTING FOOTINGS AND PILES SHOWN HAVE BEEN OBTAINED FROM EXISTING PLANS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE AND SHOULD BE FIELD VERIFIED.
3. FOR ADDITIONAL MSE WALL DETAILS SEE MSE WALL 1 PLANS.
4. PAYMENT FOR REMOVAL OF EXISTING FOOTING AND PILES TO 2'-0" BELOW PROPOSED ABUTMENT FOOTING OR BELOW MSE WALL UNDER CUT SHALL BE INCLUDED UNDER PAY ITEM 202, STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.2). PAYMENT FOR COMPLETE PILE REMOVAL SHALLBE INCLUDED UNDER PAY ITEM 202, REMOVAL MISC.: PILE REMOVED, (EXISTING STRUCTURE MOT-75-12.26). REMOVAL LIMITS SHOWN ON THIS SHEET PERTAIN ONLY TO THE CONSTRUCTION OF MOT-75-1250. ADDITIONAL REMOVAL MAY BE REQUIRED FOR OTHER WORK. FOR ADDITIONAL INFORMATION AND QUANTITIES SEE SHEETS 793/1565 THRU 806/1565.

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED RSB	REVISED	STRUCTURE FILE NUMBER 5707854	

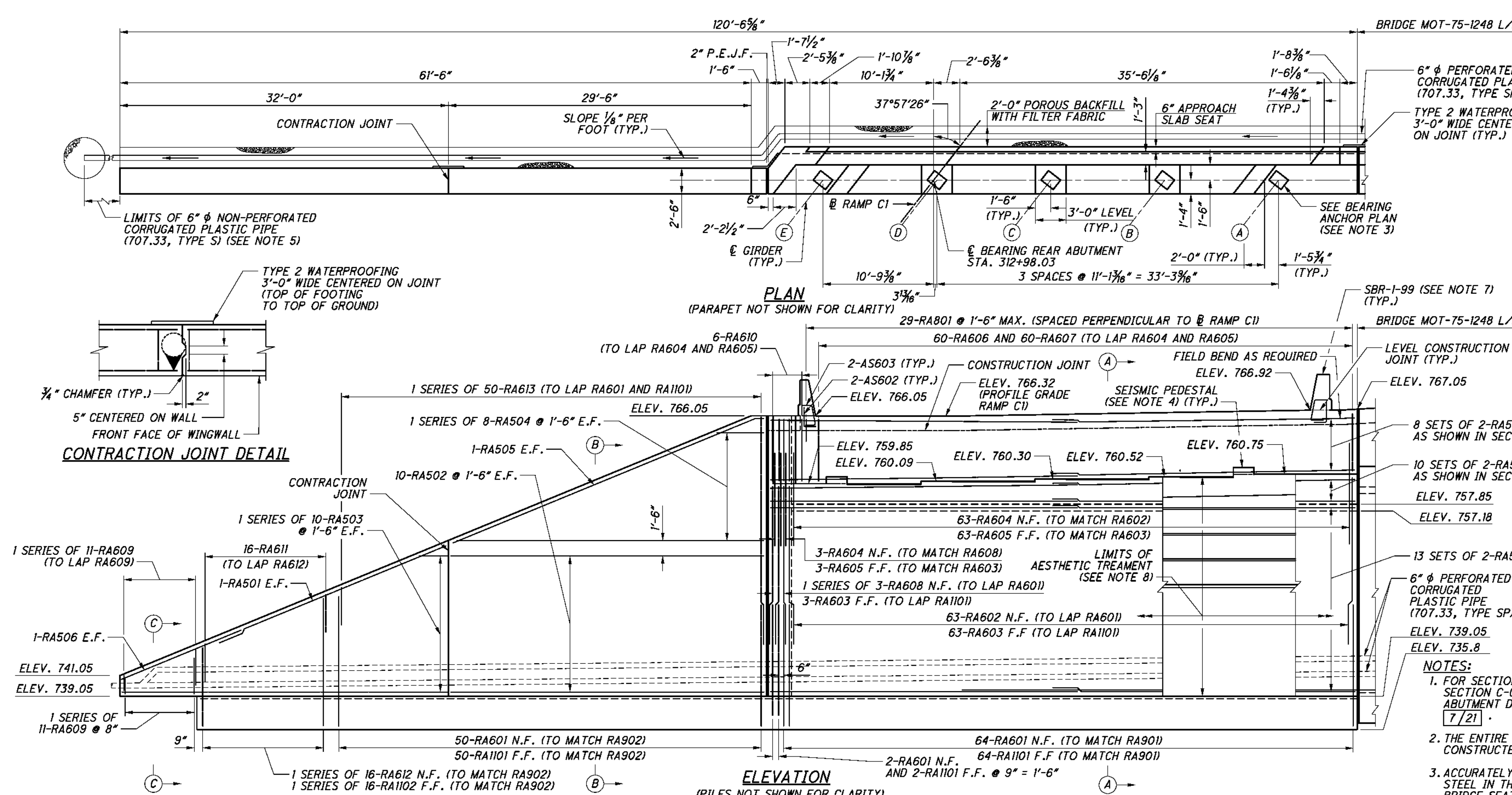
DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

FOUNDATION PLAN
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

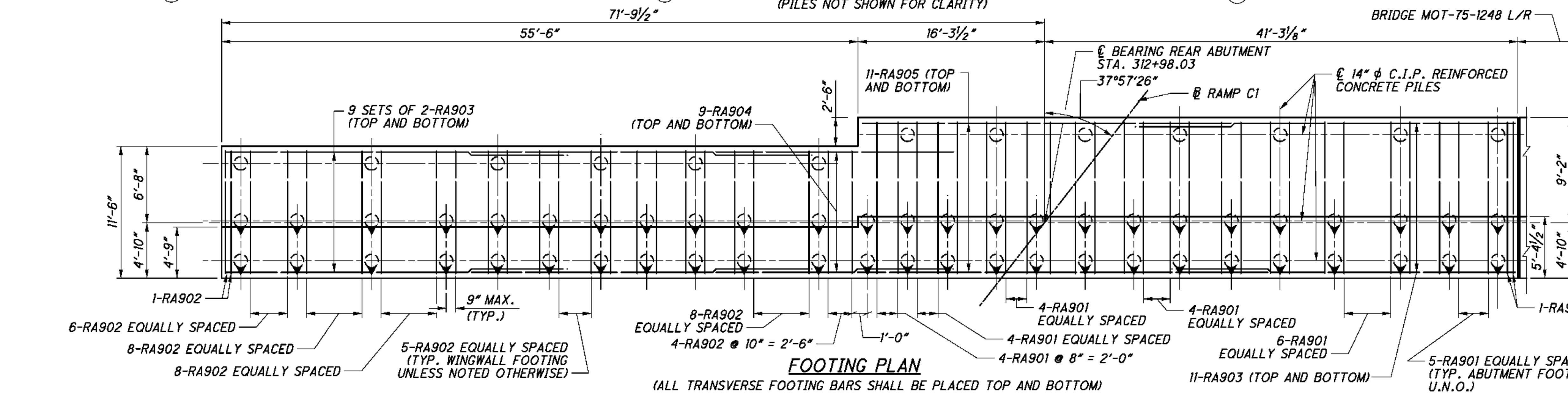
MOT-75-12.00
PID No. 77247

5/21

1070/1565



REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#9	8'-1"



NOTES:

1. FOR SECTION A-A, SECTION B-B, SECTION C-C AND ADDITIONAL ABUTMENT DETAILS, SEE SHEET 7/21.
2. THE ENTIRE REAR ABUTMENT WILL BE CONSTRUCTED IN PHASE 3 OF M.O.T.
3. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRESETTING OF BEARING ANCHORS. FOR BEARING ANCHOR PLAN DETAIL, SEE SHEET 7/21.
4. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 10/21.
5. FOR TERMINATION OF 6" ϕ NON-PERFORATED CORRUGATED PLASTIC PIPE, SEE CRUSHED AGGREGATE SLOPE PROTECTION DETAIL IN ODOT STANDARD DRAWING A-1-69.
6. TYPE 2 WATERPROOFING SHALL EXTEND FROM THE TOP OF THE FOOTING TO THE APPROACH SLAB SEAT.
7. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 9/21 AND 19/21.
8. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS, SEE SHEET 7/21.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

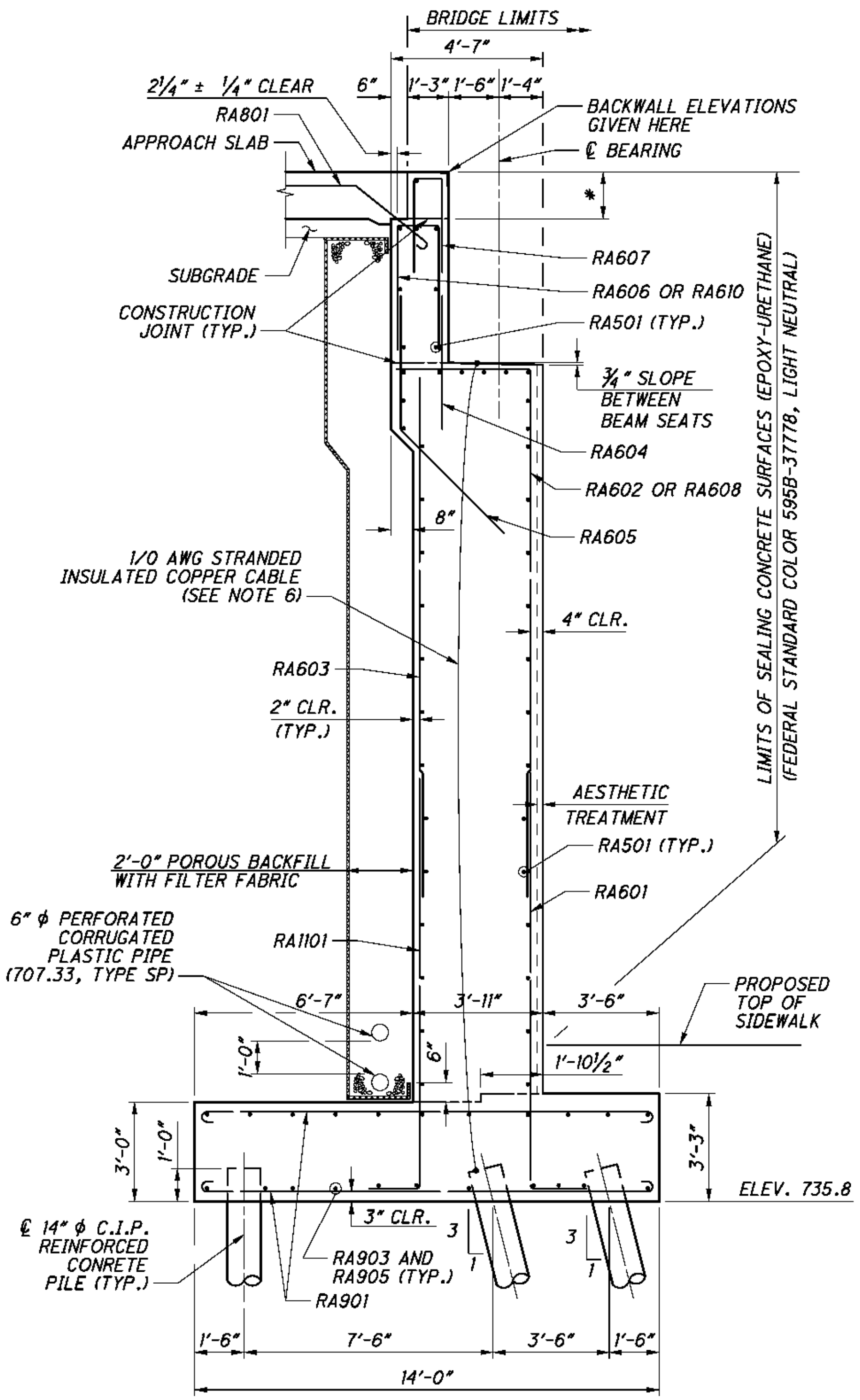
DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707854	

REAR ABUTMENT - 1
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

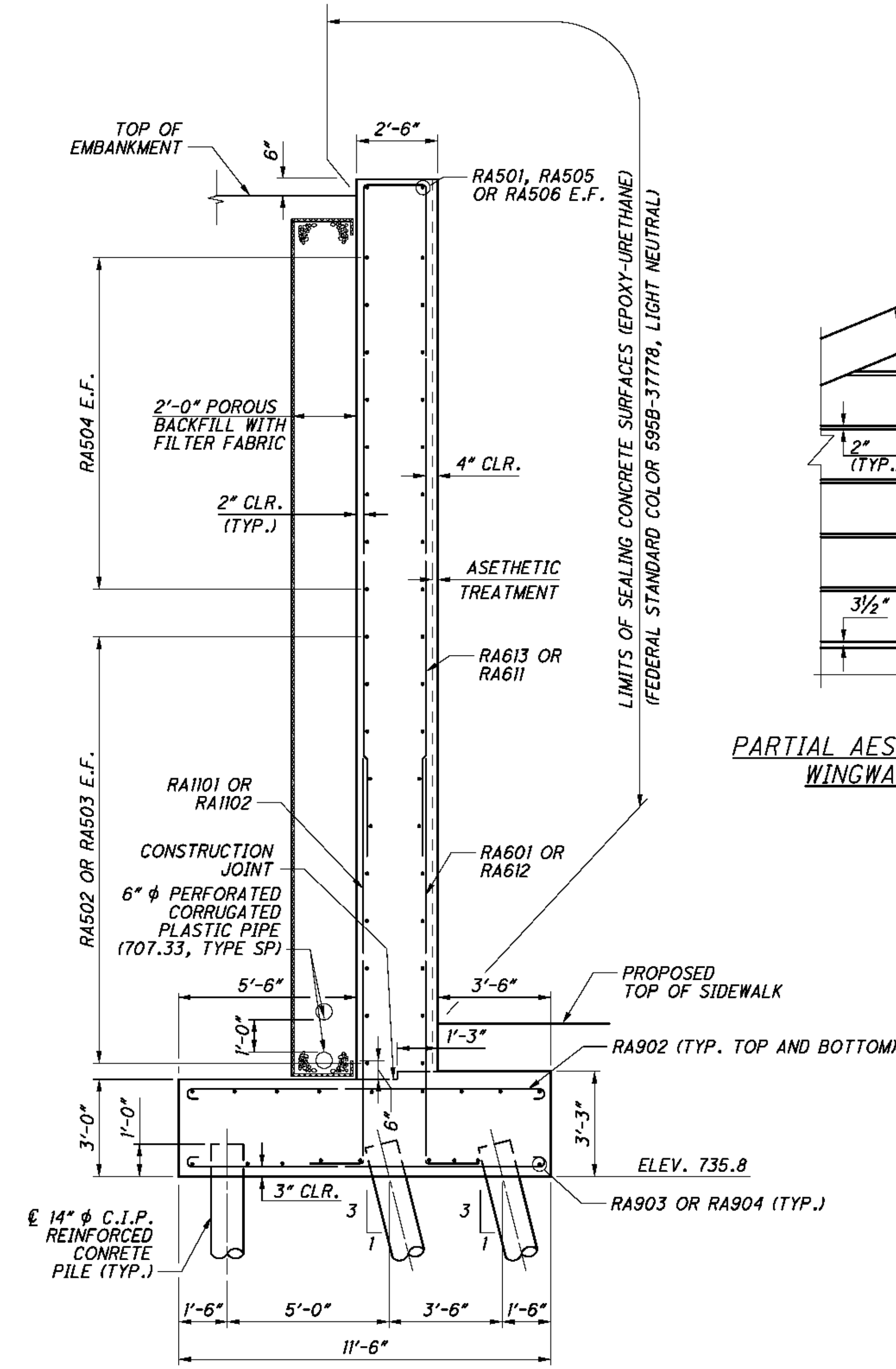
6/21

1071/1565

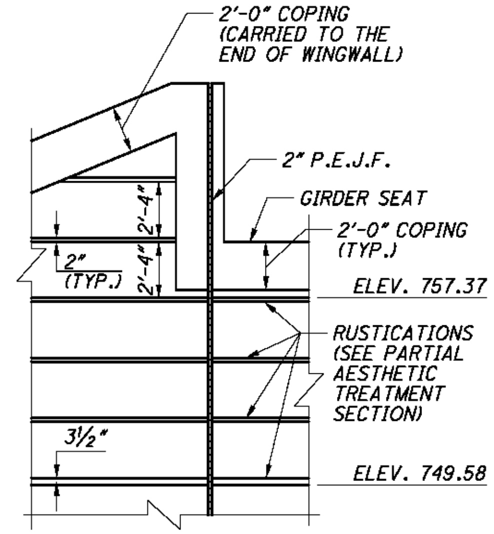


SECTION A-A

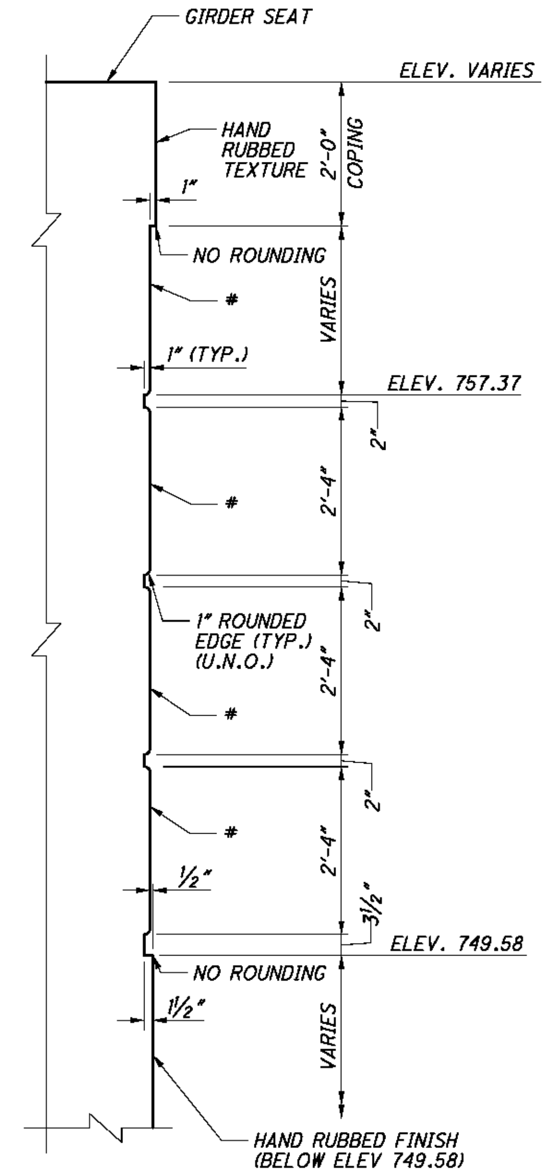
* - CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2.



SECTION B-B

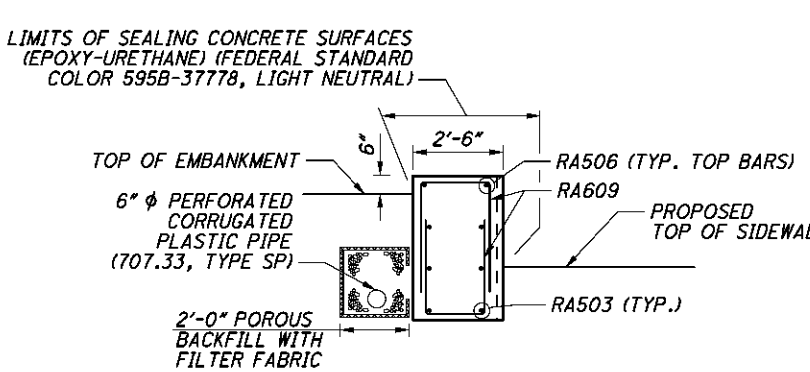


PARTIAL AESTHETIC TREATMENT WINGWALL ELEVATION

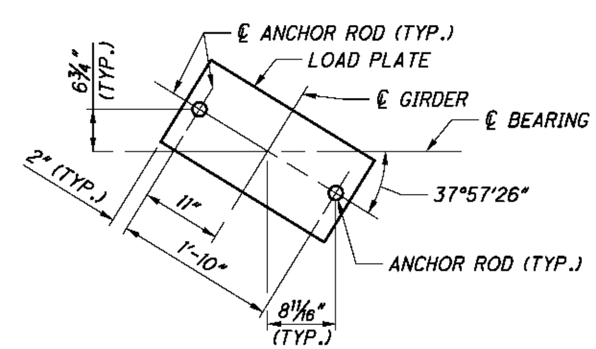


\# - TOOLED TEXTURE FINISH

PARTIAL AESTHETIC TREATMENT SECTION



SECTION C-C



BEARING ANCHOR PLAN

NOTES:

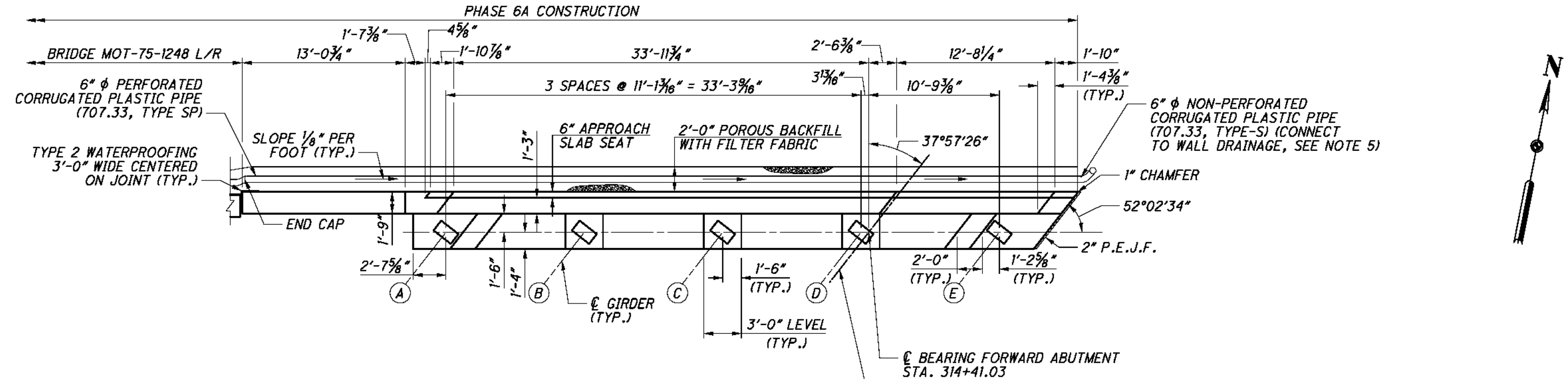
1. FOR LOCATION OF SECTION A-A, SECTION B-B AND SECTION C-C, SEE SHEET 6/21 .
2. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE END OF THE WINGWALL.
3. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE HAS BEEN PLACED.
4. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY-URETHANE SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACE UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
6. EMBED STRUCTURE GROUNDING SYSTEMS IN THE ABUTMENT NEAR THE LEFT AND RIGHT FASCIA GIRDERS. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR CONNECTION TO THE PILES AND GIRDERS AND ADDITIONAL DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

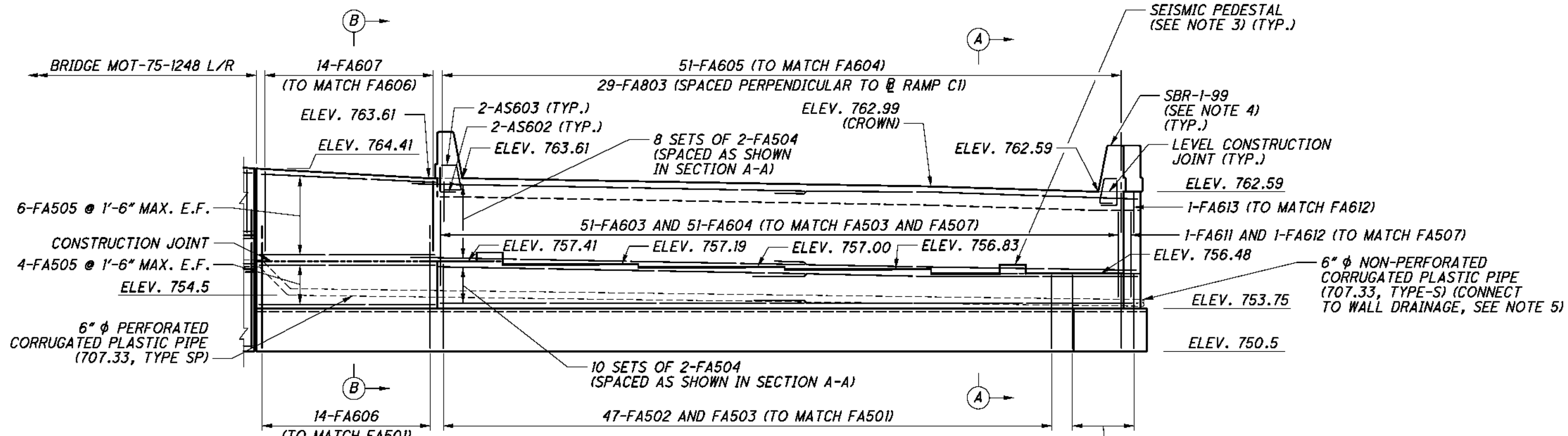
DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED RSB	REVISED	STRUCTURE FILE NUMBER 5707854	

REAR ABUTMENT - 2
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

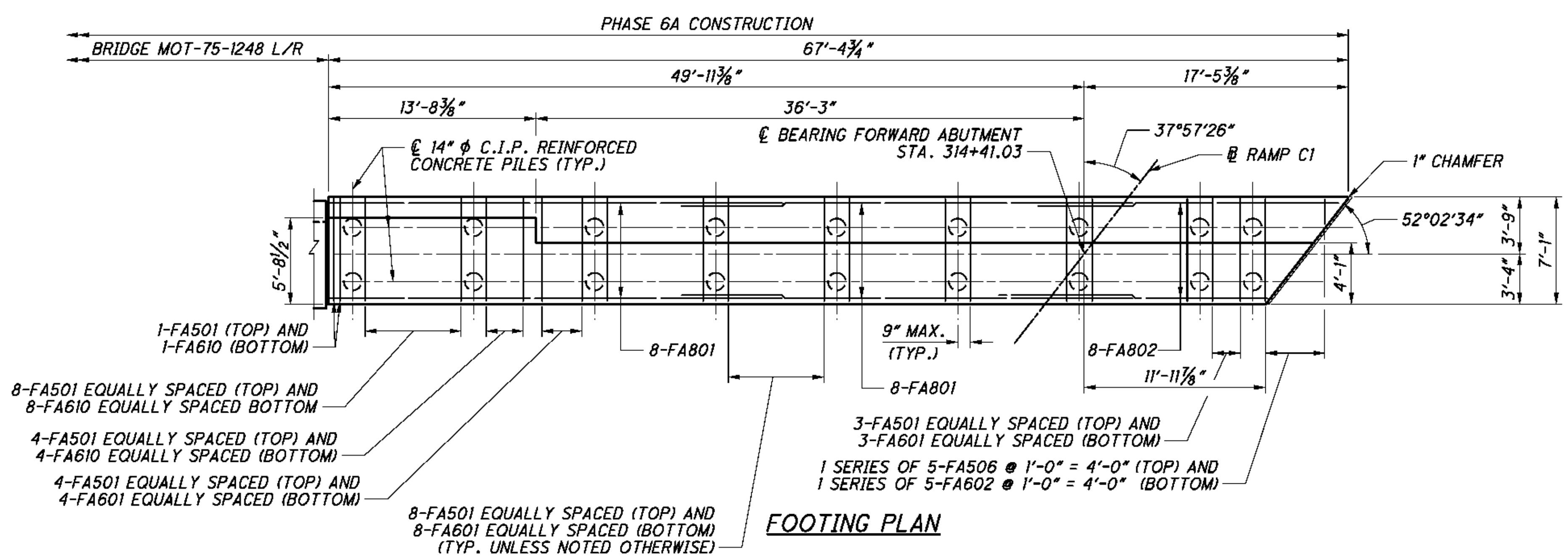
MOT-75-12.00
PID No. 77247



PLAN
(MSE WALL AND PARAPET NOT SHOWN FOR CLARITY)



ELEVATION
(PILES NOT SHOWN FOR CLARITY)



FOOTING PLAN

REQUIRED MIN. LAP LENGTH	
#5	2'-5"
#6	3'-10"
#8	6'-10"

NOTES:

1. FOR SECTION A-A AND SECTION B-B, SEE SHEET 9/21.
2. TYPE 2 WATERPROOFING SHALL EXTEND FROM THE TOP OF THE FOOTING TO THE APPROACH SLAB SEAT.
3. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 10/21.
4. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEETS 9/21 AND 19/21.
5. FOR ABUTMENT DRAINAGE CONNECTION TO MSE WALL DRAINAGE, SEE MSE WALL 1 PLANS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707854	

FORWARD ABUTMENT - 1
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

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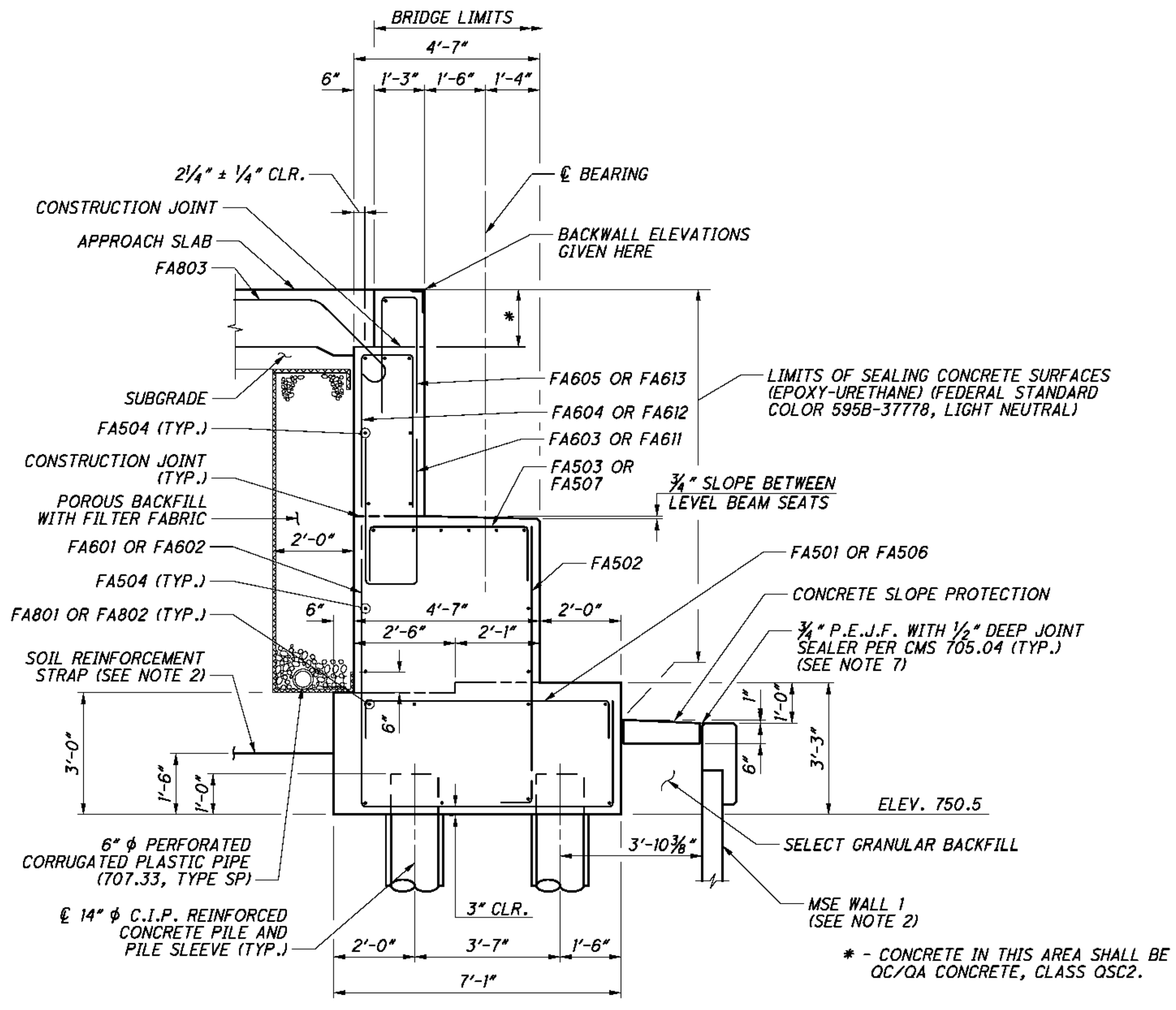
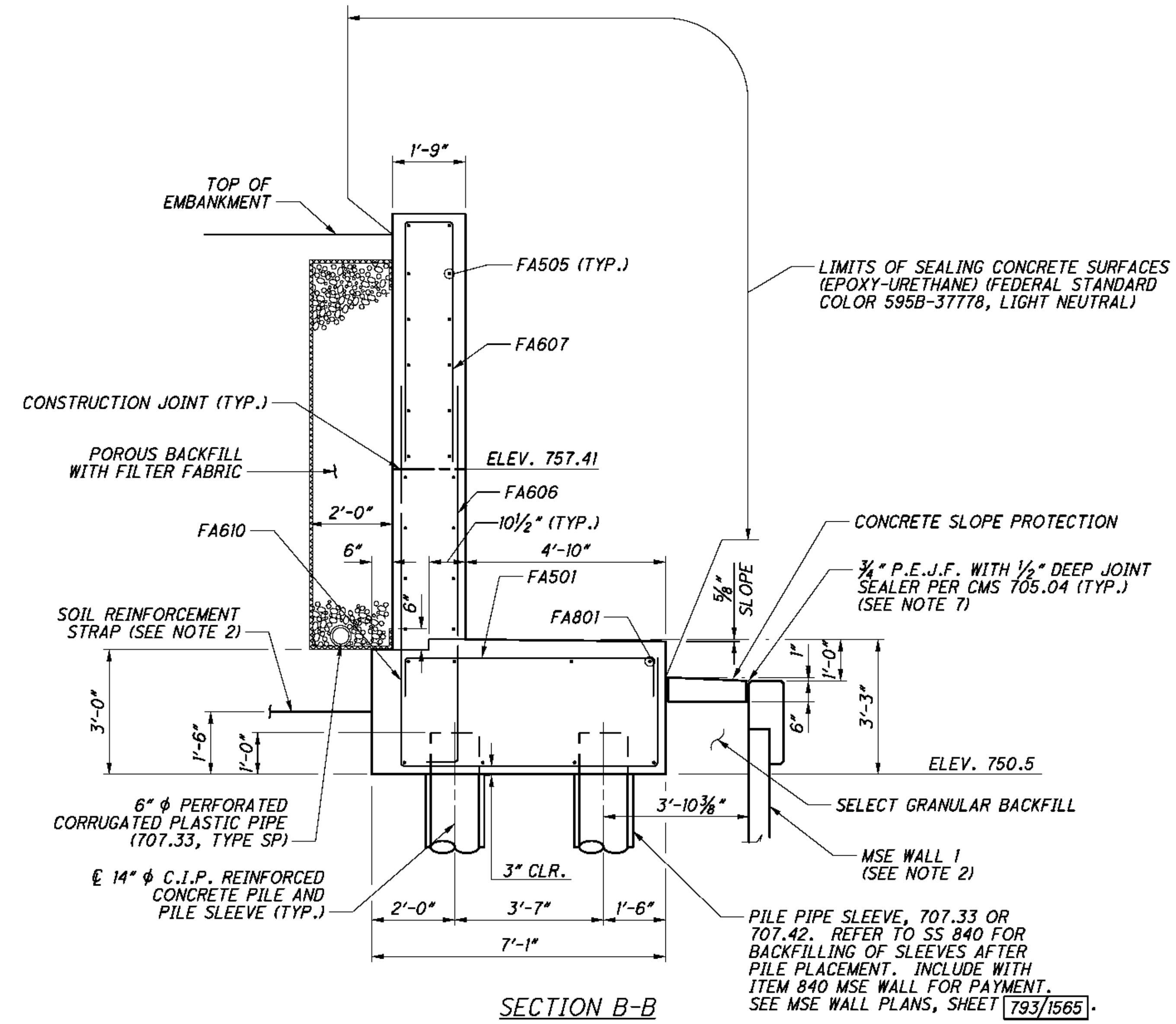
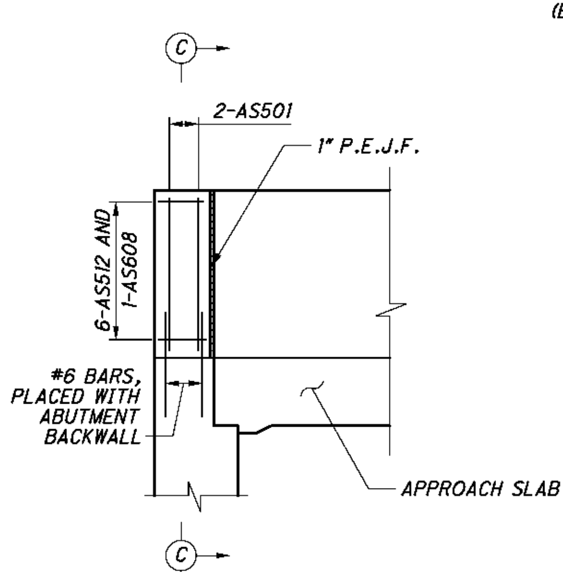


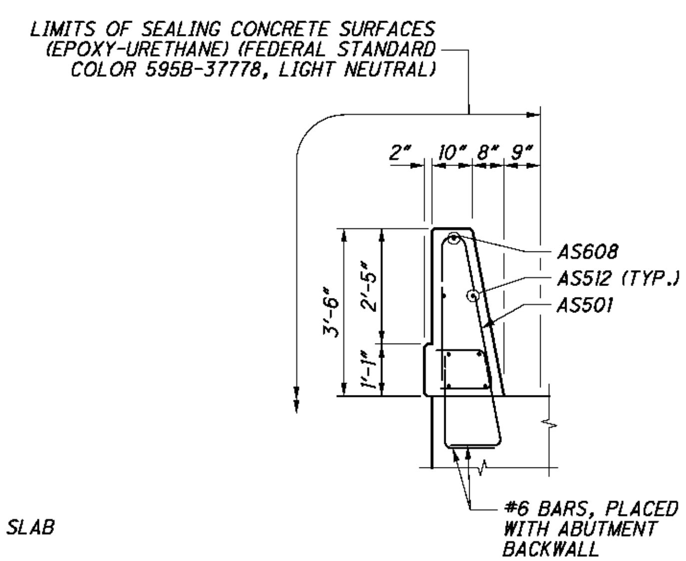
SECTION A-A



SECTION B-B



PARAPET DETAIL



SECTION C-C

NOTES:

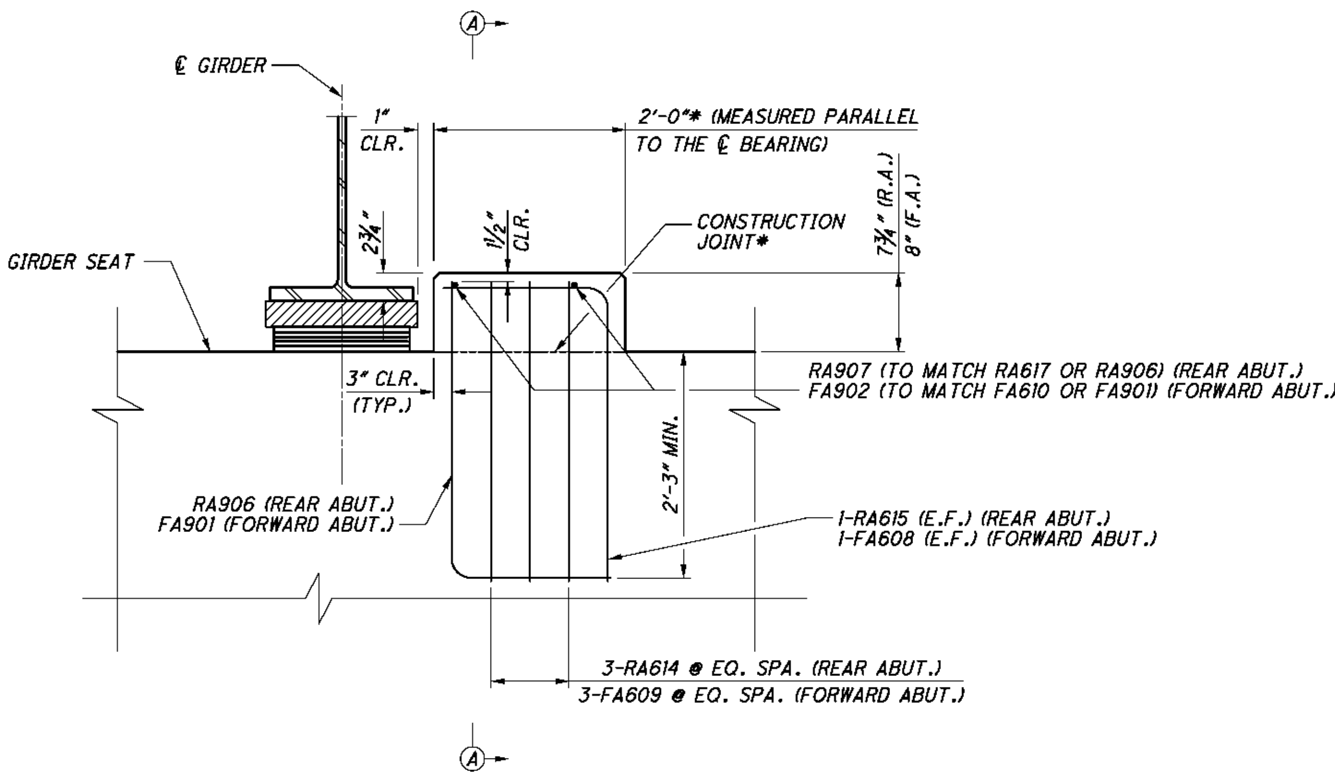
1. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE SHEET 8/21.
2. FOR ADDITIONAL MSE WALL DETAILS, SEE MSE WALL 1 PLANS. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840, MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN IN MSE WALL PLANS. SEE SHEET 835/1565.
3. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
4. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE HAS BEEN PLACED.
5. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY-URETHANE SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
7. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

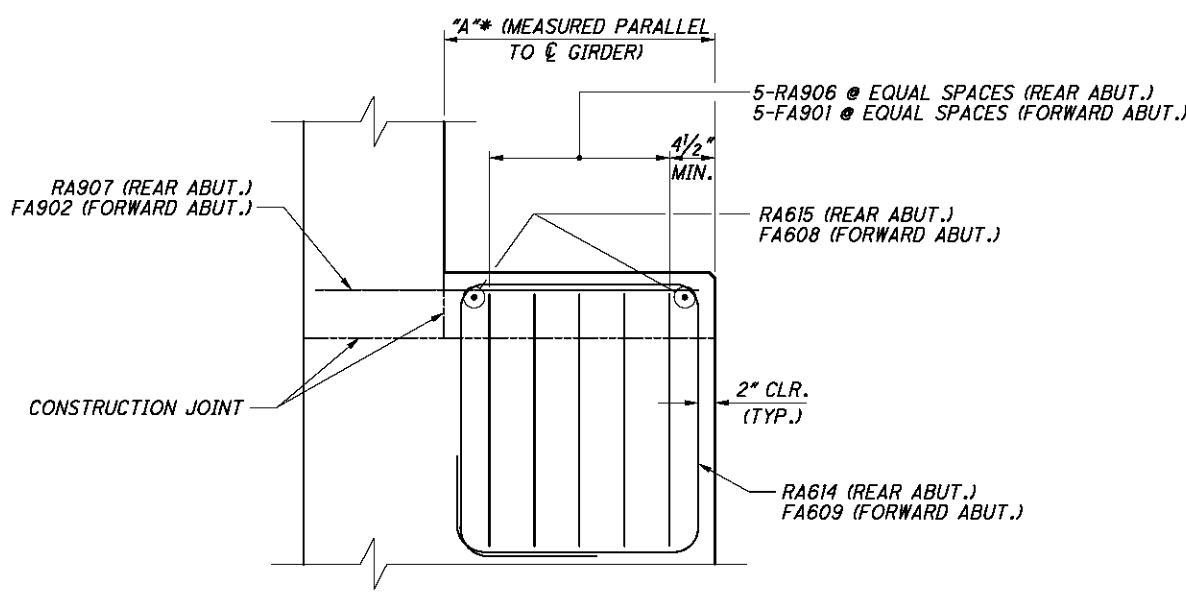
DESIGNED	DRAWN	REVIEWED	DATE
JTW	JTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RSB		5707854	

FORWARD ABUTMENT - 2
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



FRONT VIEW OF SEISMIC PEDESTAL



SECTION A-A

PEDESTAL DETAILS				
	REAR ABUTMENT		FORWARD ABUTMENT	
	GIRDER A	GIRDER E	GIRDER A	GIRDER E
"A"	3'-7⅛"	3'-7⅛"	3'-7⅛"	3'-7⅛"

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

NOTES:

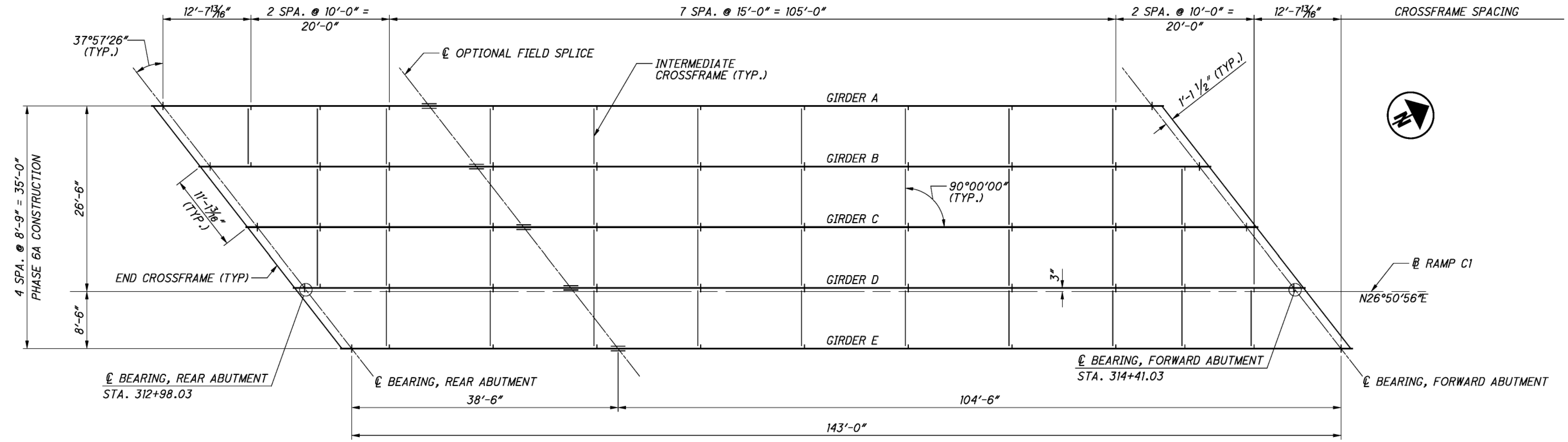
1. THE RA906 (REAR ABUT.), FA901 (FORWARD ABUT.), RA615 (REAR ABUT.), AND FA608 (FORWARD ABUT.) SHALL BE PLACED PARALLEL TO THE ℄ OF BEARING.
2. THE RA907 (REAR ABUT.), FA902 (FORWARD ABUT.), RA614 (REAR ABUT.), AND FA609 (FORWARD ABUT.) BARS SHALL BE PLACED PARALLEL TO THE ℄ OF GIRDERS.
3. THE LOCATION OF THE MAIN REINFORCEMENT IN THE ABUTMENT SEATS MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE RA906 (REAR ABUT.) AND FA901 (FORWARD ABUT.) BARS.
4. FOR ABUTMENT DETAILS, SEE SHEETS 6/21 THRU 9/21.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

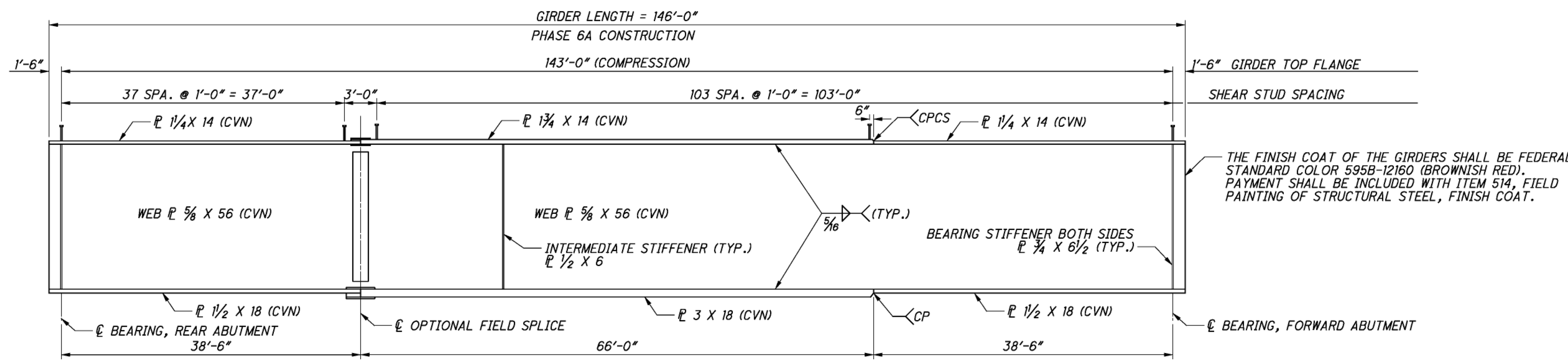
DESIGNED JTW | CHECKED RSB | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707854

SEISMIC PEDESTAL DETAILS
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

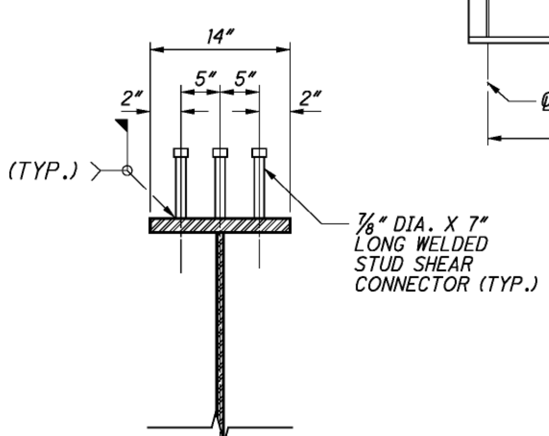
MOT-75-12.00
PID No. 77247



FRAMING PLAN



GIRDER ELEVATION



SHEAR STUD DETAIL

LEGEND

CP = COMPLETE JOINT PENETRATION
CS = BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY

NOTES

1. FOR BOLTED GIRDER SPLICE AND STIFFENER DETAILS SEE SHEET 13/21.
2. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
3. CONTRACTOR SHALL FOLLOW THE FOLLOWING SEQUENCE OF CONSTRUCTION DUE TO HIGH SKEW OF BRIDGE.
   A. PERMANENTLY FASTEN ALL INTERMEDIATE CROSS FRAMES AND LATERAL BRACING BEFORE DECK PLACEMENT BEGINS.
   B. ALL END CROSSFRAMES SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED.
   C. LOCATE THE LOWER CONTACT POINT OF OVERHANG FALSEWORK WITHIN 8 INCHES OF THE TOP OF THE STEEL GIRDERS BOTTOM FLANGE.
   D. LOAD AND FINISH THE DECK CONCRETE AT THE SKEW ANGLE.

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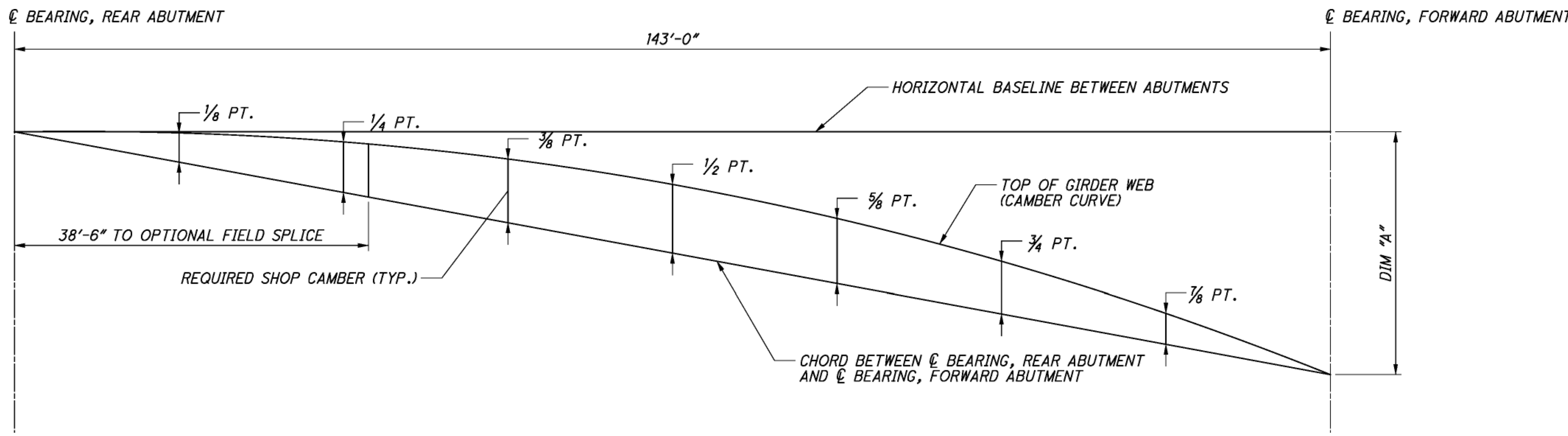
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
GTB	GTB	JKS	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RG		5707854	

FRAMING PLAN & GIRDER ELEVATION
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247



CAMBER DIAGRAM

	DEFLECTION AND CAMBER TABLE (INCHES)										
	LOCATION OF POINT	℄ BRG. R.A.	⅛ PT.	¼ PT.	OFS	⅜ PT.	½ PT.	⅝ PT.	¾ PT.	⅞ PT.	℄ BRG. F.A.
GIRDER A	DEFLECTION DUE TO WEIGHT OF STEEL	0	3/4	1 5/16	1 3/8	1 5/8	1 3/4	1 5/8	1 5/16	3/4	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 7/16	4 3/8	4 9/16	5 9/16	5 15/16	5 9/16	4 3/8	2 7/16	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1 5/8	2 3/4	2 7/8	3 7/16	3 11/16	3 1/2	2 7/8	1 3/4	0
	REQUIRED SHOP CAMBER	0	4 13/16	8 7/16	8 13/16	10 5/8	11 7/16	10 11/16	8 9/16	4 15/16	0
GIRDER B	DEFLECTION DUE TO WEIGHT OF STEEL	0	3/4	1 5/16	1 3/8	1 5/8	1 3/4	1 5/8	1 5/16	3/4	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 7/16	4 3/8	4 9/16	5 9/16	5 15/16	5 9/16	4 3/8	2 7/16	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1 5/8	2 13/16	2 15/16	3 1/2	3 3/4	3 9/16	2 15/16	1 7/8	0
	REQUIRED SHOP CAMBER	0	4 13/16	8 1/2	8 7/8	10 11/16	11 1/2	10 13/16	8 11/16	5 1/16	0
GIRDER C	DEFLECTION DUE TO WEIGHT OF STEEL	0	3/4	1 5/16	1 3/8	1 5/8	1 3/4	1 5/8	1 5/16	3/4	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 7/16	4 3/8	4 9/16	5 9/16	5 15/16	5 9/16	4 3/8	2 7/16	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1 5/8	2 3/4	2 15/16	3 1/2	3 3/4	3 9/16	2 15/16	1 13/16	0
	REQUIRED SHOP CAMBER	0	4 13/16	8 1/2	8 13/16	10 11/16	11 7/16	10 3/4	8 5/8	5	0
GIRDER D & E	DEFLECTION DUE TO WEIGHT OF STEEL	0	3/4	1 5/16	1 3/8	1 5/8	1 3/4	1 5/8	1 5/16	3/4	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	2 7/16	4 3/8	4 9/16	5 9/16	5 15/16	5 9/16	4 3/8	2 7/16	0
	ADJUSTMENT DUE TO VERTICAL CURVE	0	1 9/16	2 11/16	2 13/16	3 3/8	3 5/8	3 3/8	2 11/16	1 9/16	0
	REQUIRED SHOP CAMBER	0	4 3/4	8 7/16	8 3/4	10 9/16	11 5/16	10 9/16	8 7/16	4 3/4	0

BLOCKING TABLE (FT.)	
GIRDER	DIM "A"
A	3.34
B	3.32
C	3.29
D	3.25
E	3.36

LEGEND:

OFS = OPTIONAL FIELD SPLICE
BRG. = BEARING
R.A. = REAR ABUTMENT
F.A. = FORWARD ABUTMENT

SIGN CONVENTION

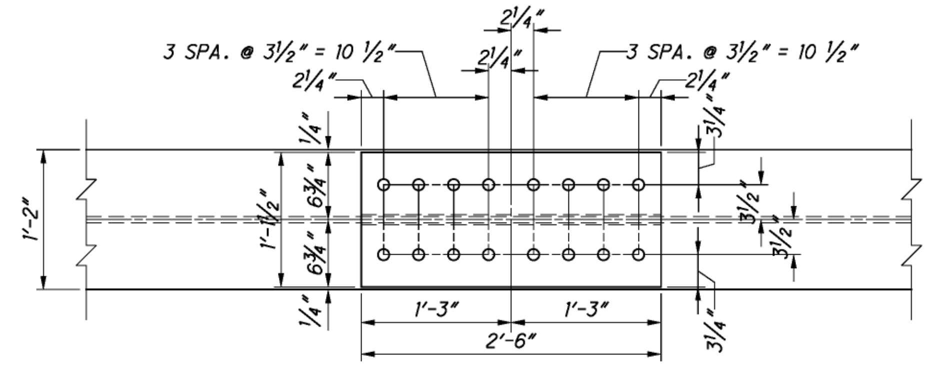
\+ POSITIVE UPWARD (NOT SHOWN)
\- NEGATIVE DOWNWARD

DESIGN AGENCY PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

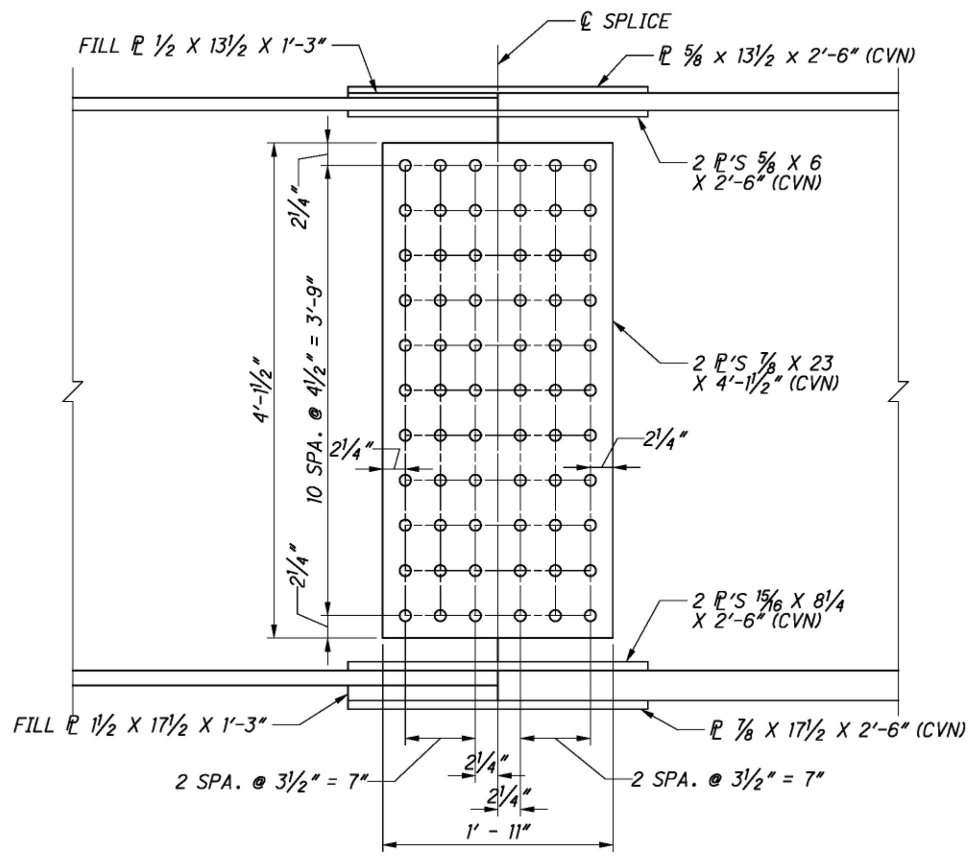
REVIEWED JKS DATE 1/16/2012
STRUCTURE FILE NUMBER 5707854
DRAWN GTB REVISED
DESIGNED GTB CHECKED RG

CAMBER DETAILS
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

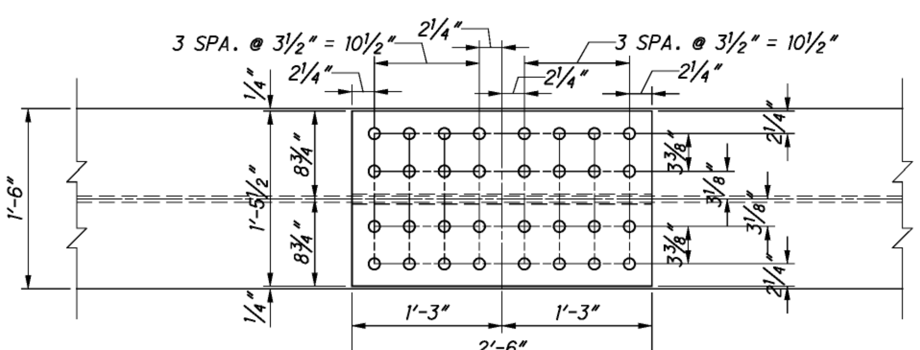
MOT-75-12.00
PID No. 77247



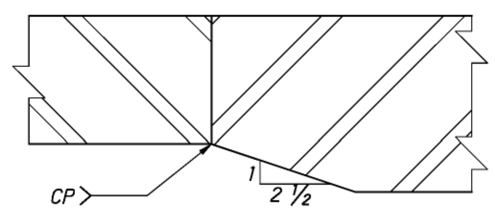
TOP FLANGE PLAN



GIRDER FIELD SPLICE ELEVATION



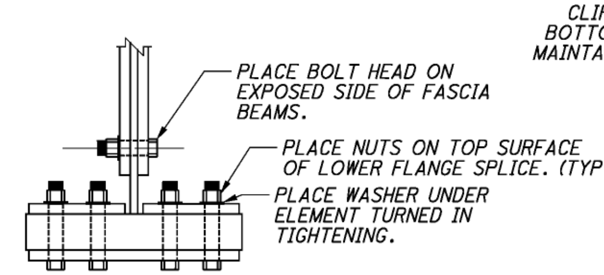
BOTTOM FLANGE PLAN



FLANGE WELD DETAIL

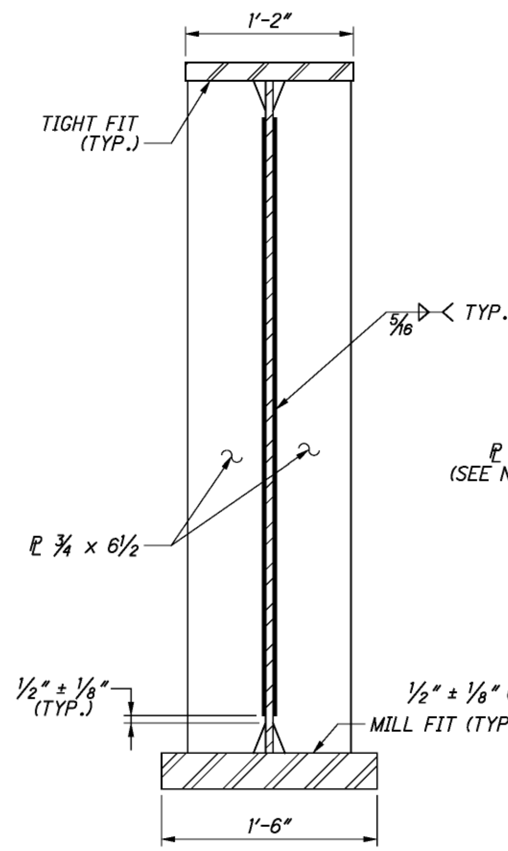
(WELD CONFIGURATION SHOWN FOR ILLUSTRATION ONLY. ACTUAL CONFIGURATION TO BE DETERMINED BY THE CONTRACTOR)

(GRIND COMPLETE JOINT PENETRATION WELD SMOOTH IN LONGITUDINAL DIRECTION TO REMOVE WELD REINFORCEMENT.)

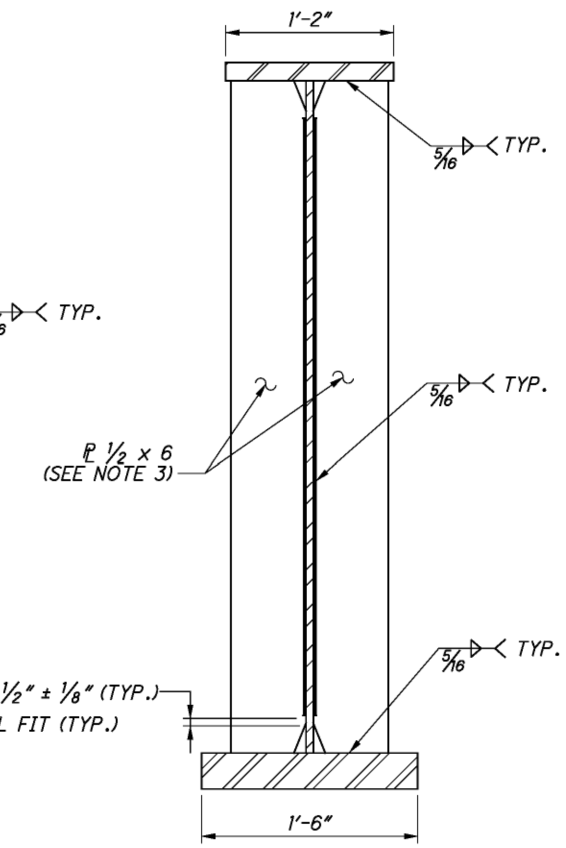


BOLT DETAIL

(AT ℄ OF GIRDER SPLICE)

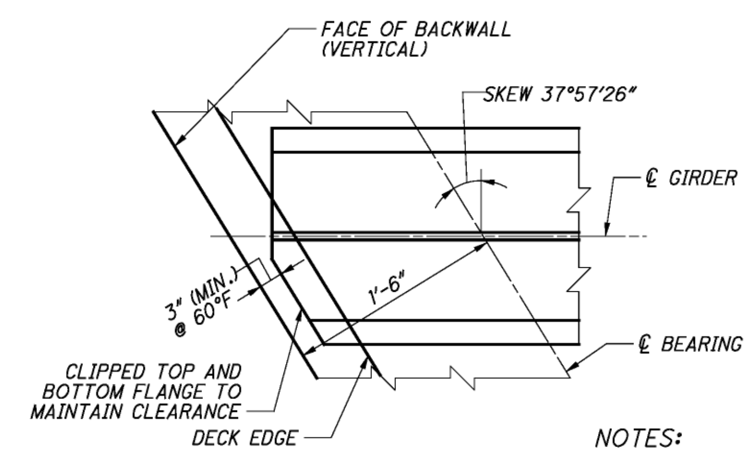


BEARING STIFFENER



INTERMEDIATE STIFFENER

(AT CROSSFRAME LOCATION)



GIRDER END DETAIL

NOTES:

1. ALL BOLTS SHALL BE 1 ⅛" DIA. HIGH STRENGTH, ASTM A325 TYPE 1, GALVANIZED

2. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN),FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

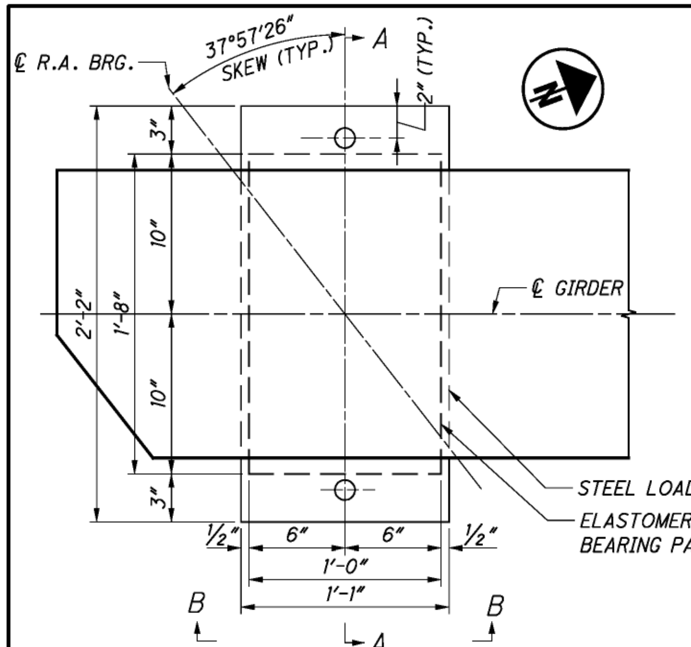
3. INTERMEDIATE STIFFENERS ON FASCIA GIRDERS SHALL ONLY BE PLACED ON THE INSIDE FACE OF THE WEB.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

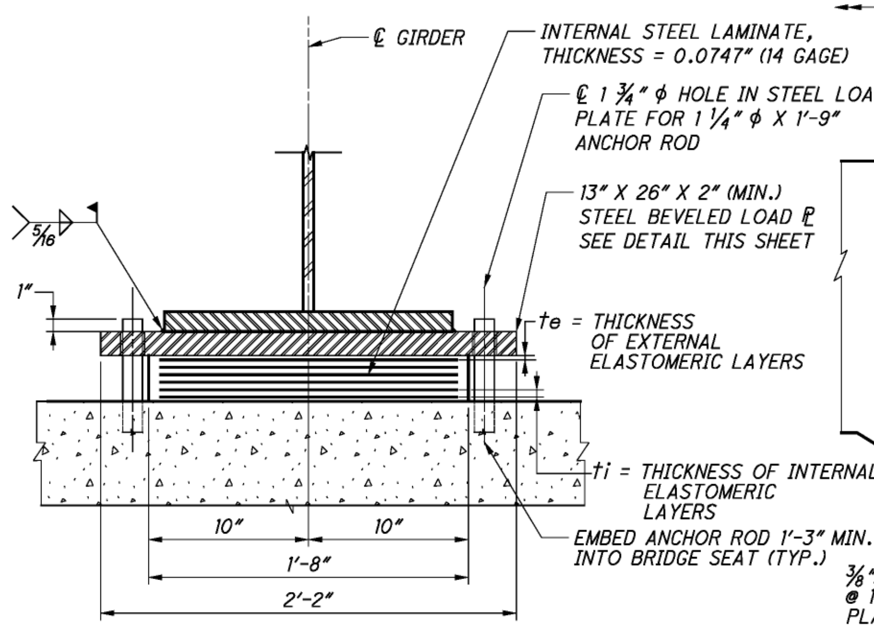
DESIGNED	DRAWN	REVIEWED	DATE
RG	RG	GTB	1/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JKS		5707854	

SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

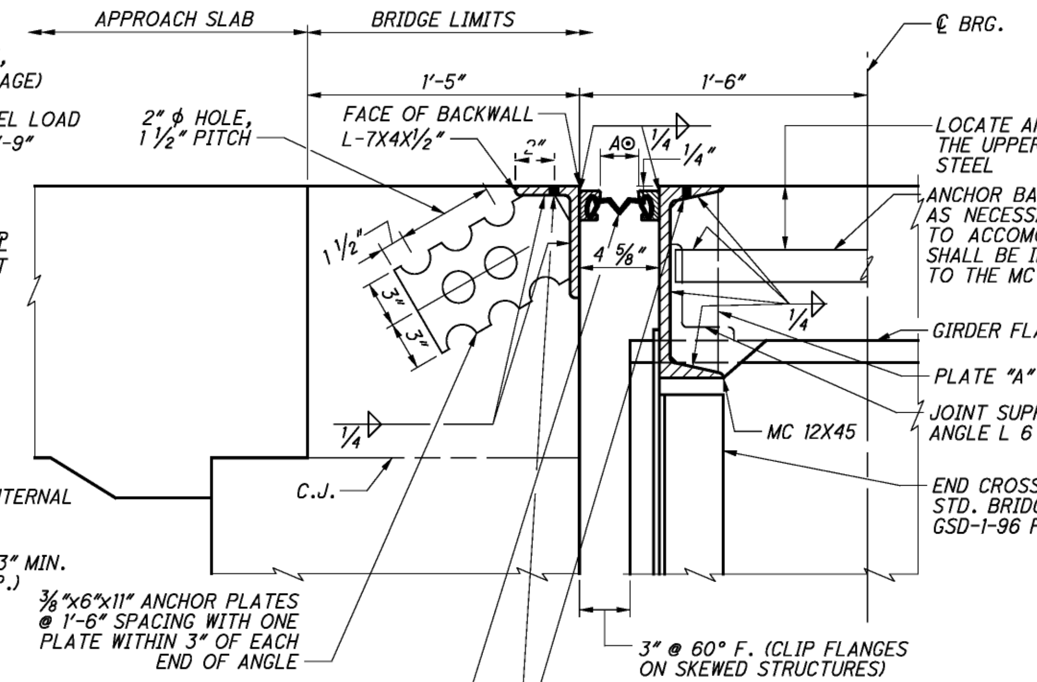
MOT-75-12.00
PID No. 77247



PLAN ABUTMENT FIXED BEARING
(REAR ABUTMENT)



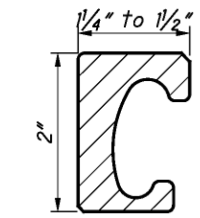
SECTION A-A



TYPICAL SECTION
(STRIP SEAL EXPANSION JOINT)

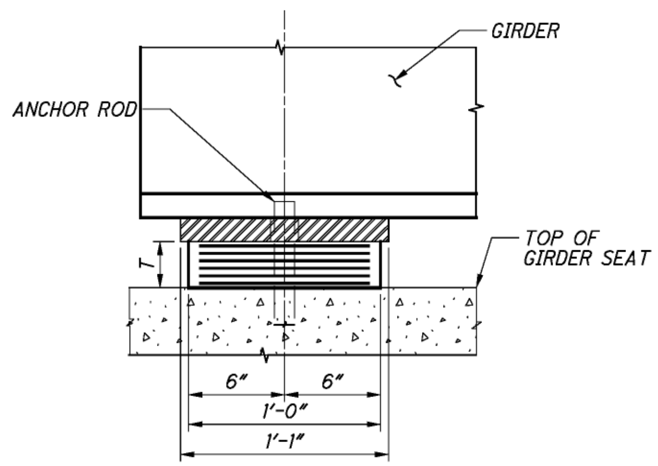
⊙ DIMENSION "A" SHALL BE DETERMINED FROM "STRIP SEAL JOINT OPENING" TABLE

SEE STD. DWG. EXJ-4-87 FOR NOTES & DETAILS NOT SHOWN

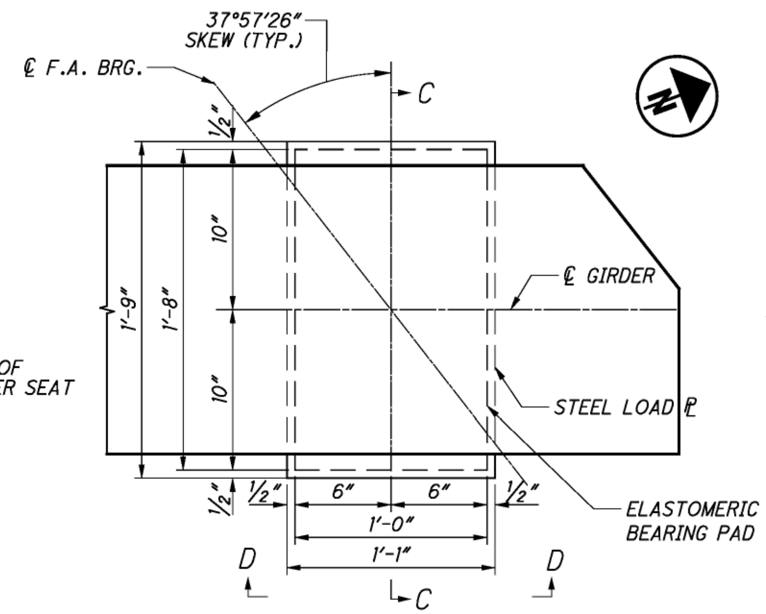


RETAINER DETAIL

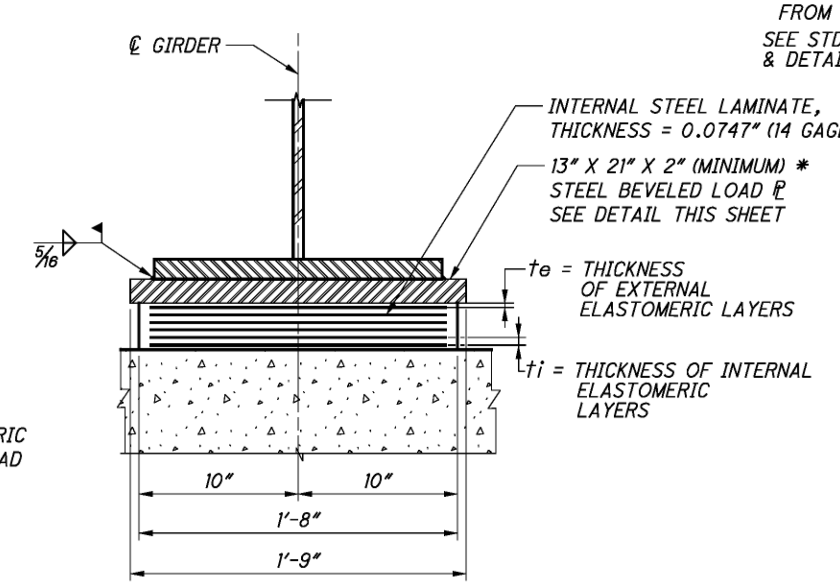
STRIP SEAL JOINT OPENING	
TEMP (°F)	JOINT DIM. 'A'
30°	2"
40°	1 ⅞"
50°	1 ¾"
60°	1 ⅝"
70°	1 ½"
80°	1 ⅜"
90°	1 ¼"



VIEW B-B

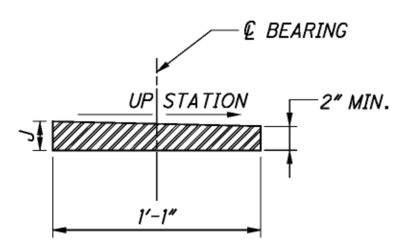


PLAN ABUTMENT EXPANSION BEARING
(FORWARD ABUTMENT)



SECTION C-C

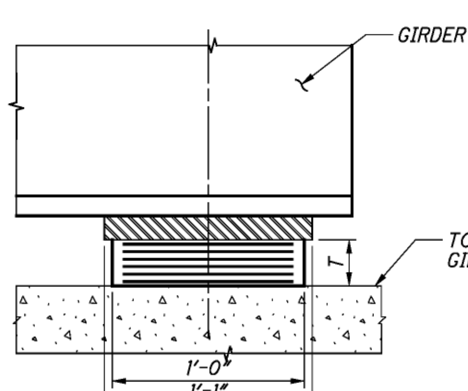
∗ SEE DETAIL THIS SHEET FOR BEVELED LOAD ℙ THICKNESS



∗ LOAD PLATE PROFILE

SEE TABLE 1 FOR "J" DIMENSION

TABLE 1		
	"J"	
GIRDER	R. ABUT.	F. ABUT.
A-E	2 3/16"	2 7/16"



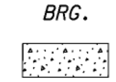
VIEW D-D

LEGEND

R. ABUT. = REAR ABUTMENT

F. ABUT. = FORWARD ABUTMENT

BRG. = BEARING

 = CONCRETE

NOTES

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

2. LOAD PLATES
STEEL LOAD PLATES SHALL BE THE SAME MATERIAL AS THE ATTACHED STRUCTURAL STEEL (A709, GRADE 50) AND SHALL BE FIELD PAINTED PER CMS 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.

3. WELDING:
THE STEEL 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.

4. 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 GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.

BEARING SCHEDULE

LOCATION	BEARING TYPE	NO. OF BRGS	T (INCHES)	No. OF STEEL LAMINATES	INTERNAL LAMINATES ti (INCHES)	INTERNAL LAMINATES No.	EXTERNAL LAMINATES te (INCHES)	EXTERNAL LAMINATES No.	STEEL LOAD PLATE SIZE	UNFACTORED LOADS DEAD LOAD IN KIPS	UNFACTORED LOADS LIVE LOAD IN KIPS	UNFACTORED LOADS TOTAL LOADS IN KIPS
R. ABUT.	FIX.	5	2.7982	6	0.370	5	0.250	2	13" X 26" X 2" (MIN.) ∗	153	73	226
F. ABUT.	EXP.	5	2.7982	6	0.370	5	0.250	2	13" X 21" X 2" (MIN.) ∗	153	73	226

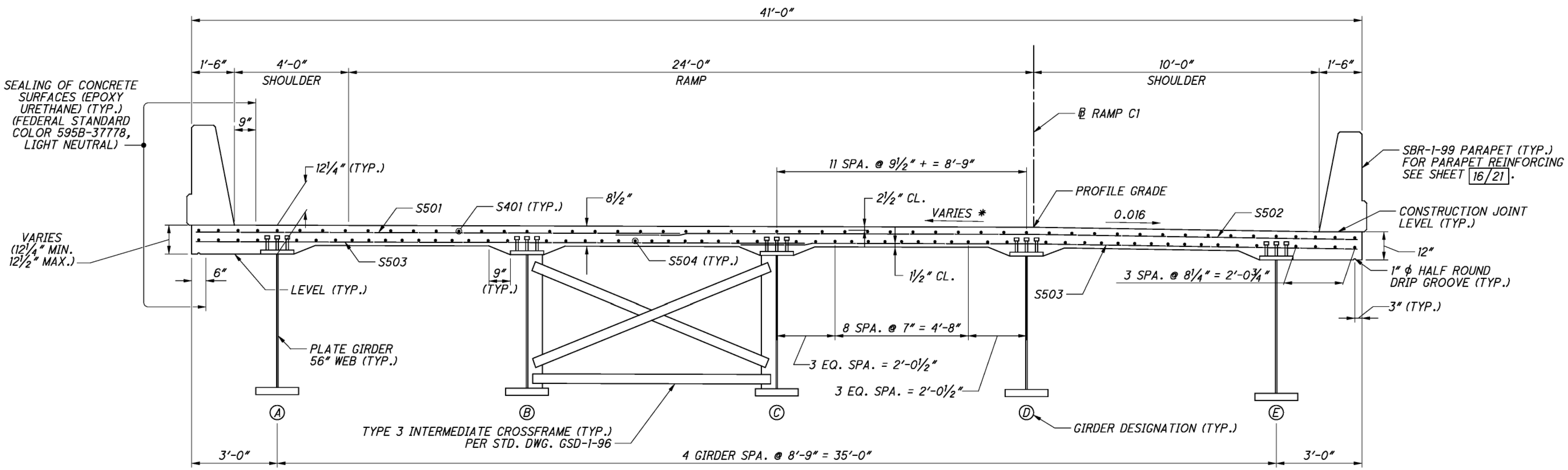
DESIGN AGENCY: PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
RG	JKS	RG		GTB	1/16/2012	5707854

BEARING AND EXPANSION JOINT DETAILS

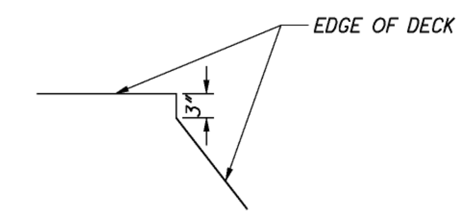
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

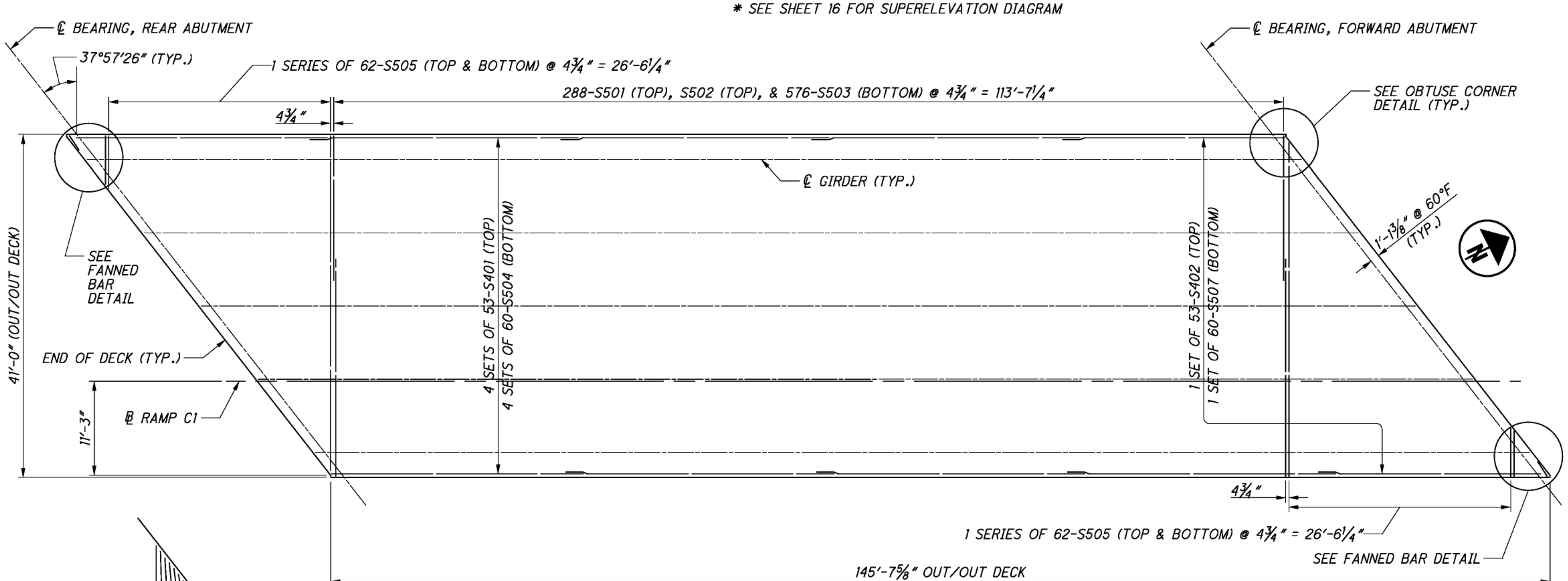


TRANSVERSE SECTION

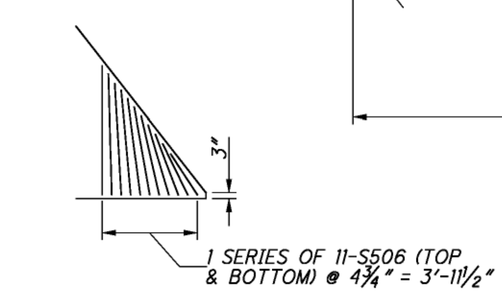
* SEE SHEET 16 FOR SUPERELEVATION DIAGRAM



OBTUSE CORNER DETAIL



DECK PLAN



FANNED BAR DETAIL

(TYPICAL BOTH ACUTE CORNERS)

NOTES

1. FOR FRAMING PLAN & GIRDER DETAILS SEE SHEET 10/20 .
3. MINIMUM BAR LAP LENGTH FOR #4 BAR IS 2'-0"
4. MINIMUM BAR LAP LENGTH FOR #5 BAR IS 2'-6"
5. FOR ADDITIONAL DECK SLAB NOTES SEE SHEET 16/20 .
5. 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 GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 2 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH 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 GIRDER FLANGE IS ±3 INCHES.

6. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE 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.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED GTB	DRAWN GTB	REVIEWED JKS
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TRANSVERSE SECTION & DECK PLAN

BRIDGE NO. MOT-75-1250

I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00

PID No. 77247

15/21

1080/1565

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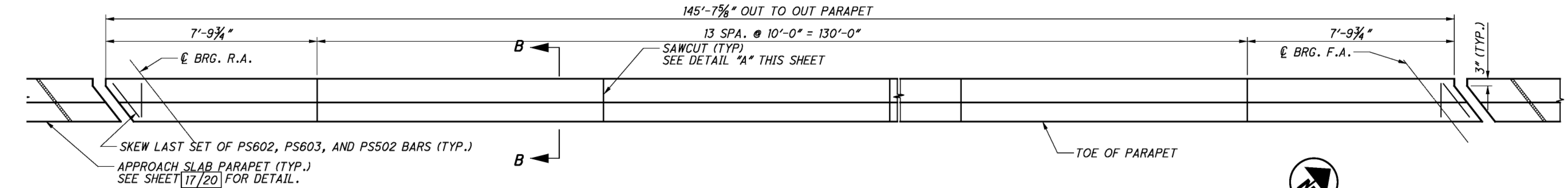
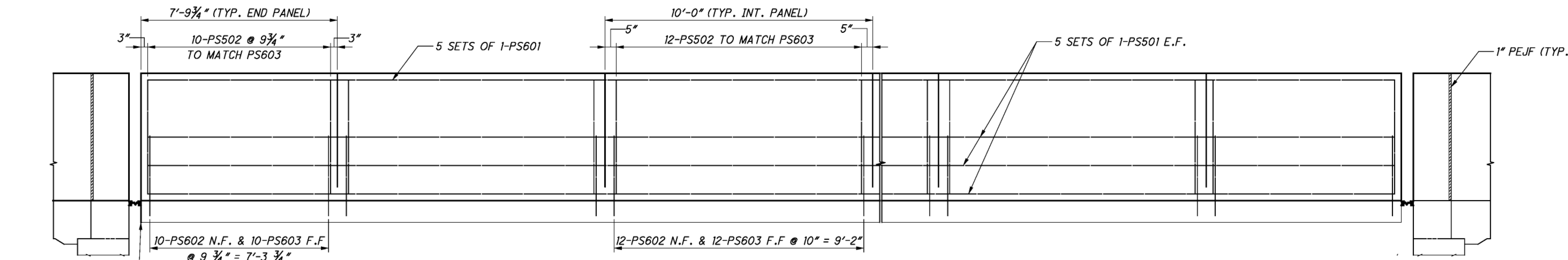


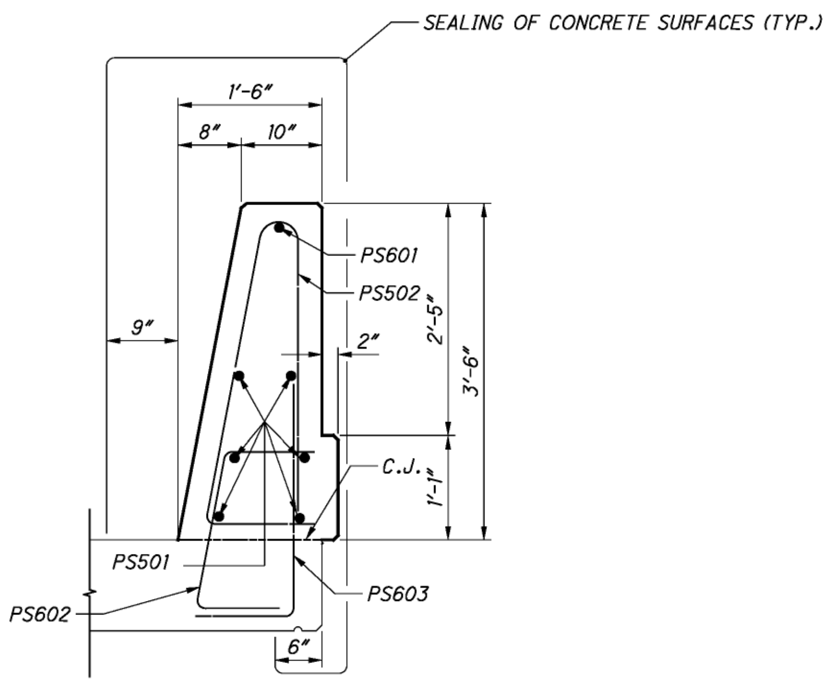
PARAPET PLAN

(LEFT PARAPET SHOWN
RIGHT PARAPET SIMILAR)

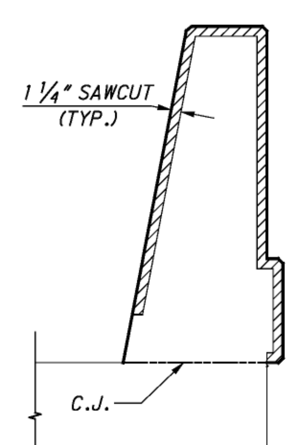


PARAPET ELEVATION

(LEFT PARAPET SHOWN
RIGHT PARAPET SIMILAR)



SECTION B-B



DETAIL A

(SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 7'-6")

NOTES

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

MINIMUM LAP LENGTHS:
#5 BAR = 2'-6"
#6 BAR = 3'-5"

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PARAPET DETAILS
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PID No. 77247

SCREED ELEVATIONS TABLE (FT.)

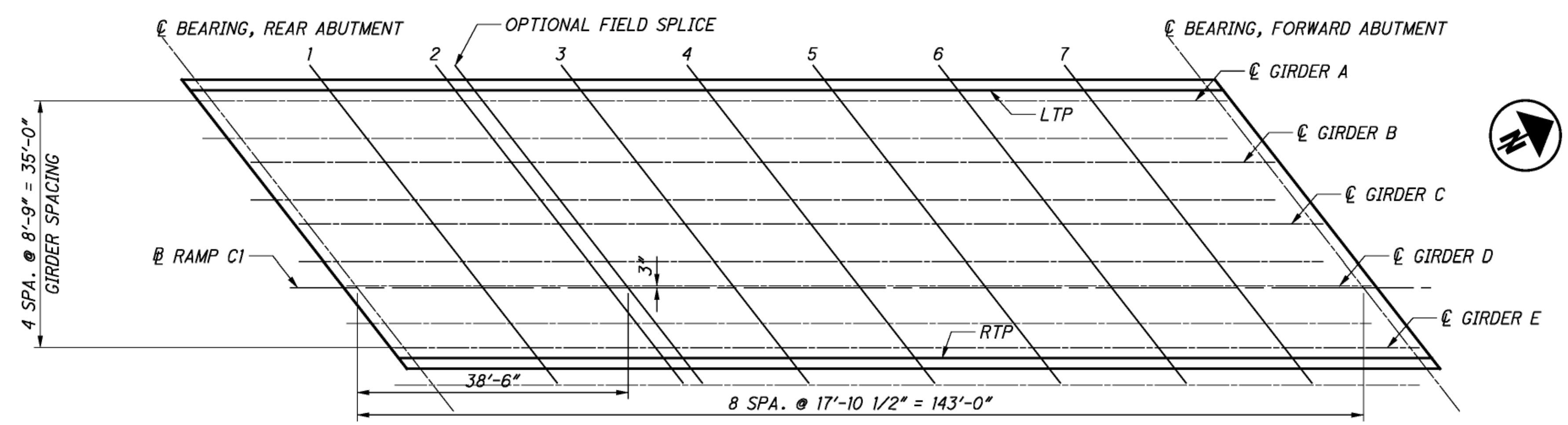
LOCATION	DESCRIPTION	℄ BRG. R.A	1	2	OFS	3	4	5	6	7	℄ BRG. F.A.
LEFT TOE OF PARAPET	STATION	312+76.19	312+94.06	313+11.94	313+14.69	313+29.81	313+47.69	313+65.56	313+83.44	314+01.31	314+19.19
	ELEVATION	767.02	766.94	766.78	766.74	766.51	766.15	765.68	765.12	764.45	763.68
℄ RAMP C1	STATION	312+98.03	313+15.91	313+33.78	313+36.53	313+51.66	313+69.53	313+87.41	314+05.28	314+23.16	314+41.03
	ELEVATION	766.30	766.23	766.08	766.05	765.83	765.47	765.02	764.46	763.80	763.05
RIGHT TO OF PARAPET	STATION	313+05.83	313+23.71	313+41.58	313+44.33	313+59.46	313+77.33	313+95.21	314+13.08	314+30.96	314+48.83
	ELEVATION	766.03	765.94	765.77	765.73	765.50	765.13	764.66	764.09	763.41	762.65

TOP OF HAUNCH ELEVATIONS TABLE (FT.)

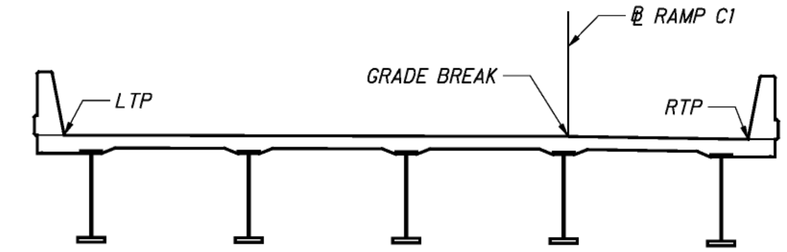
LOCATION	DESCRIPTION	℄ BRG. R.A	1	2	OFS	3	4	5	6	7	℄ BRG. F.A.
℄ GIRDER A	STATION	312+77.36	312+95.23	313+13.11	313+15.86	313+30.98	313+48.86	313+66.73	313+84.61	314+02.48	314+20.36
	ELEVATION	766.27	766.19	766.03	765.99	765.77	765.40	764.94	764.37	763.70	762.93
℄ GIRDER B	STATION	312+84.18	313+02.06	313+19.93	313+22.68	313+37.81	313+55.68	313+73.56	313+91.43	314+09.31	314+27.18
	ELEVATION	766.04	765.96	765.81	765.77	765.55	765.19	764.72	764.16	763.49	762.71
℄ GIRDER C	STATION	312+91.01	313+08.88	313+26.76	313+29.51	313+44.63	313+62.51	313+80.38	313+98.26	314+16.13	314+34.01
	ELEVATION	765.81	765.74	765.59	765.55	765.33	764.98	764.51	763.95	763.29	762.52
℄ GIRDER D	STATION	312+97.83	313+15.71	313+33.58	313+36.33	313+51.46	313+69.33	313+87.21	314+05.08	314+22.96	314+40.83
	ELEVATION	765.60	765.53	765.38	765.34	765.13	764.77	764.31	763.76	763.09	762.35
℄ GIRDER E	STATION	313+04.66	313+22.54	313+40.41	313+43.16	313+58.29	313+76.16	313+94.04	314+11.91	314+29.79	314+47.66
	ELEVATION	765.36	765.28	765.11	765.07	764.84	764.48	764.01	763.43	762.76	762.00

FINISHED DECK SURFACE ELEVATIONS (FT.)

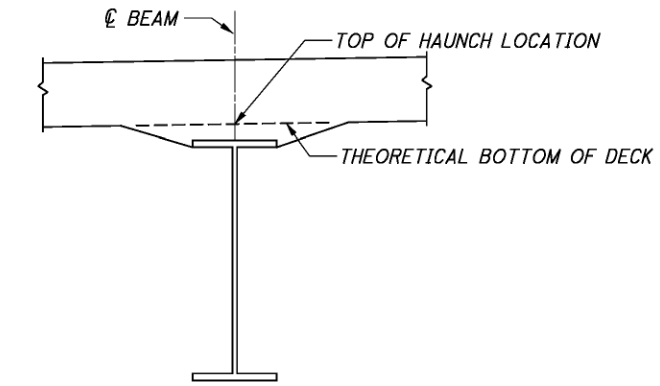
LOCATION	DESCRIPTION	℄ BRG. R.A	1	2	OFS	3	4	5	6	7	℄ BRG. F.A.
LEFT TOE OF PARAPET	STATION	312+76.19	312+94.06	313+11.94	313+14.69	313+29.81	313+47.69	313+65.56	313+83.44	314+01.31	314+19.19
	ELEVATION	767.02	766.73	766.41	766.36	766.05	765.66	765.22	764.75	764.24	763.68
℄ GIRDER A	STATION	312+77.36	312+95.23	313+13.11	313+15.86	313+30.98	313+48.86	313+66.73	313+84.61	314+02.48	314+20.36
	ELEVATION	766.98	766.69	766.37	766.32	766.01	765.62	765.18	764.71	764.20	763.64
℄ GIRDER B	STATION	312+84.18	313+02.06	313+19.93	313+22.68	313+37.81	313+55.68	313+73.56	313+91.43	314+09.31	314+27.18
	ELEVATION	766.75	766.46	766.15	766.09	765.79	765.40	764.97	764.50	763.99	763.42
℄ GIRDER C	STATION	312+91.01	313+08.88	313+26.76	313+29.51	313+44.63	313+62.51	313+80.38	313+98.26	314+16.13	314+34.01
	ELEVATION	766.52	766.25	765.93	765.88	765.58	765.19	764.76	764.29	763.79	763.23
℄ GIRDER D	STATION	312+97.83	313+15.71	313+33.58	313+36.33	313+51.46	313+69.33	313+87.21	314+05.08	314+22.96	314+40.83
	ELEVATION	766.31	766.03	765.72	765.67	765.37	764.98	764.56	764.10	763.60	763.06
℄ RAMP C1	STATION	312+98.03	313+15.91	313+33.78	313+36.53	313+51.66	313+69.53	313+87.41	314+05.28	314+23.16	314+41.03
	ELEVATION	766.30	766.03	765.72	765.66	765.37	764.98	764.55	764.09	763.59	763.05
℄ GIRDER E	STATION	313+04.66	313+22.54	313+40.41	313+43.16	313+58.29	313+76.16	313+94.04	314+11.91	314+29.79	314+47.66
	ELEVATION	766.07	765.78	765.45	765.40	765.09	764.69	764.25	763.77	763.26	762.71
RIGHT TO OF PARAPET	STATION	313+05.83	313+23.71	313+41.58	313+44.33	313+59.46	313+77.33	313+95.21	314+13.08	314+30.96	314+48.83
	ELEVATION	766.03	765.74	765.41	765.35	765.04	764.64	764.20	763.72	763.20	762.65



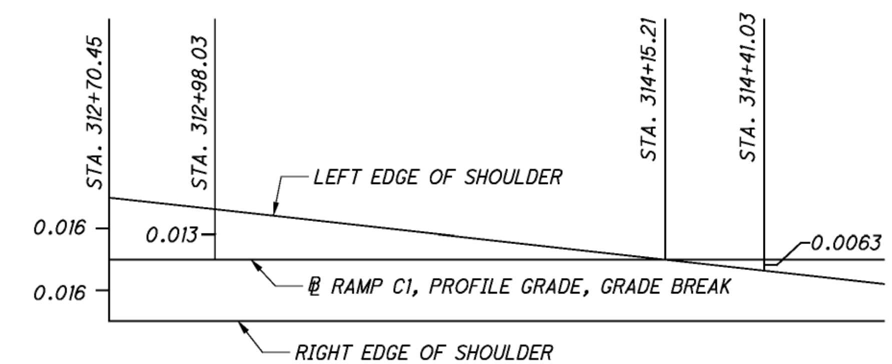
SCREED, HAUNCH, AND FINISHED PAVEMENT ELEVATIONS



SCREED TRANSVERSE SECTION



TOP OF HAUNCH DETAIL



SUPERELEVATION DIAGRAM

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

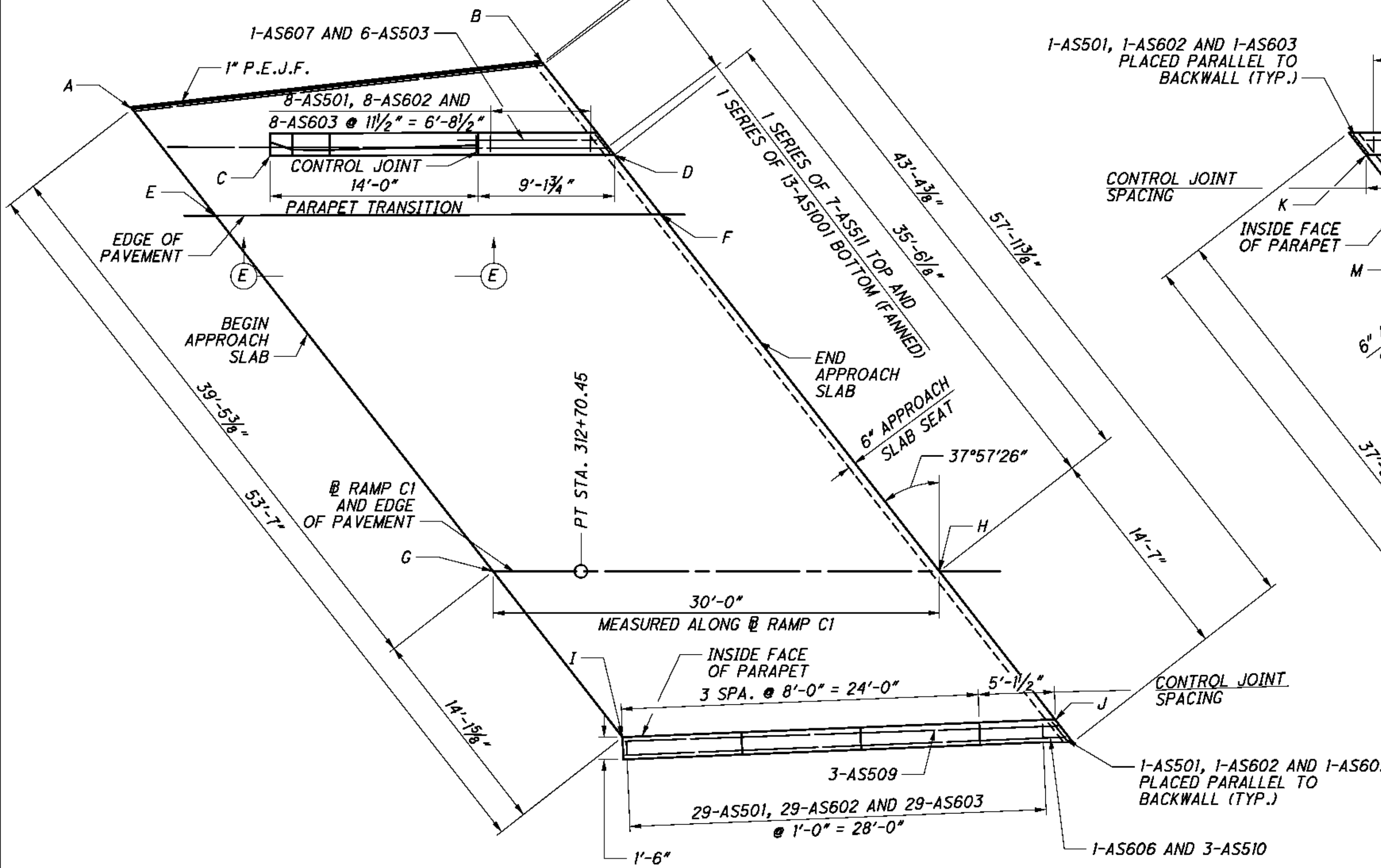
LEGEND:

LTP = LEFT TOE OF PARAPET
RTP = RIGHT TOE OF PARAPET
OFS = OPTIONAL FIELD SPLICE
BRG. = BEARING
R.A. = REAR ABUTMENT
F.A. = FORWARD ABUTMENT

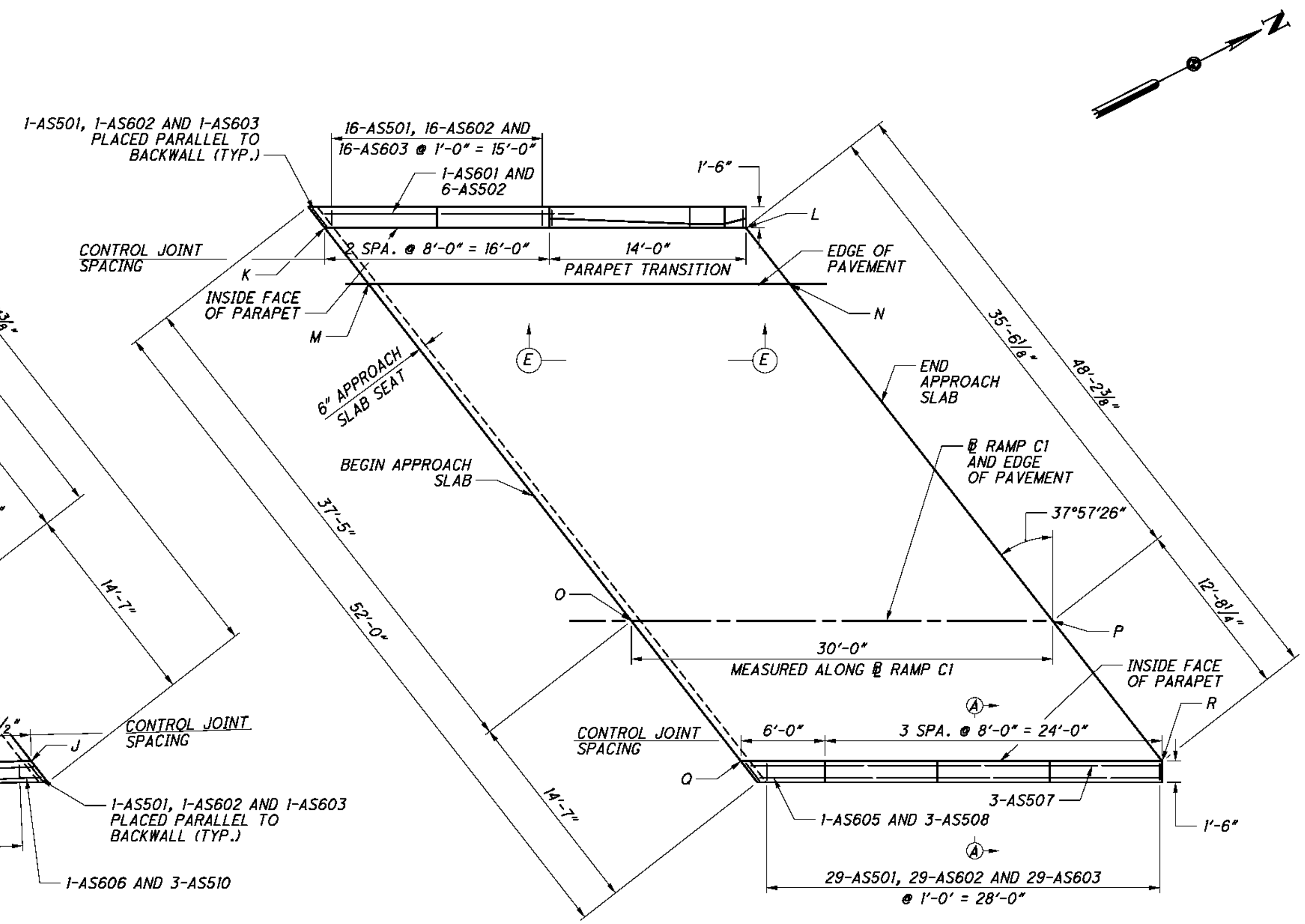
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.
REVIEWED JKS
DATE 1/16/2012
STRUCTURE FILE NUMBER 5707854
DRAWN GTB
REVISED
DESIGNED GTB
CHECKED RG

SCREED & FINISHED DECK ELEVATIONS
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

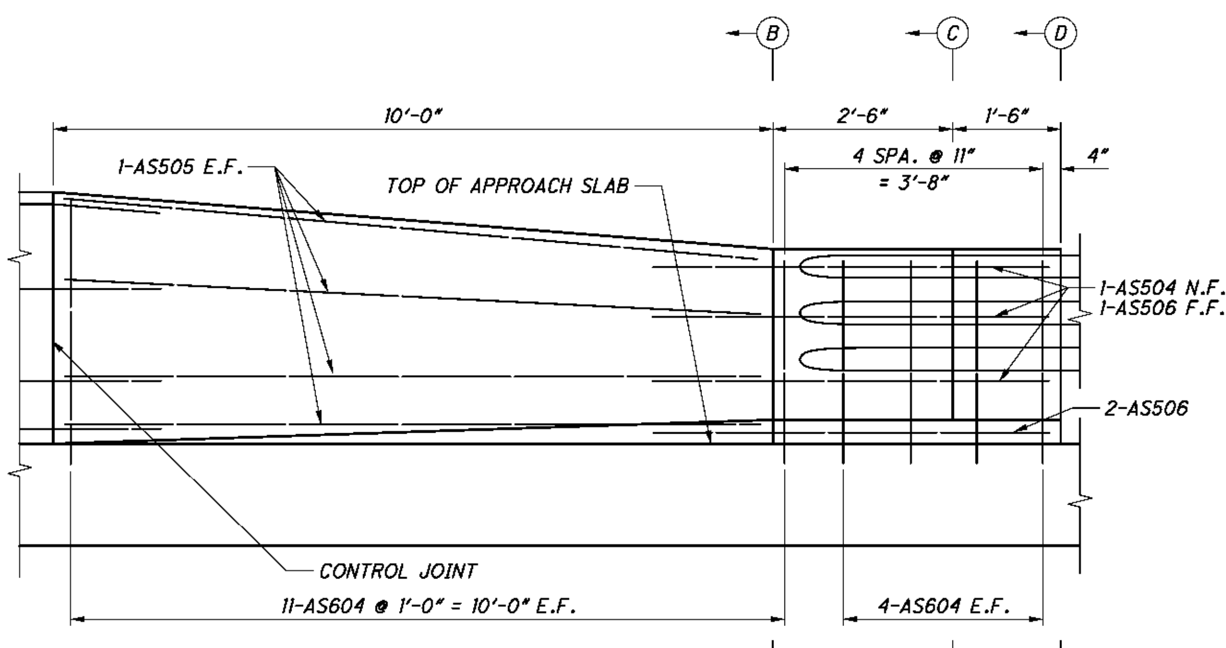
MOT-75-12.00
PID No. 77247



REAR APPROACH SLAB PLAN



FORWARD APPROACH SLAB PLAN



VIEW E-E

(FWD. ABUT. SHOWN, REAR ABUT. OPPOSITE HAND)

REAR APPROACH SLAB LOCATIONS			
	*STATION	OFFSET	*ELEVATION
A	312+40.52	31.21 LT	767.52
B	312+67.89	34.19 LT	767.22
C	312+49.70	28.00 LT	767.36
D	312+72.70	28.00 LT	767.06
E	312+46.03	24.00 LT	767.35
F	312+75.82	24.00 LT	766.95
G	312+64.54	0.00	766.74
H	312+94.54	0.00	766.34
I	312+73.24	11.15 RT	766.44
J	313+02.34	10.00 RT	766.07

FORWARD APPROACH SLAB LOCATIONS			
	*STATION	OFFSET	*ELEVATION
K	314+22.67	28.00 LT	763.55
L	314+52.67	28.00 LT	762.43
M	314+25.79	24.00 LT	763.45
N	314+55.79	24.00 LT	762.34
O	314+44.51	0.00	762.94
P	314+74.51	0.00	761.95
Q	314+52.32	10.00 RT	762.53
R	314+82.32	10.00 RT	761.51

* RELATIVE TO ℄ RAMP C1

NOTES:

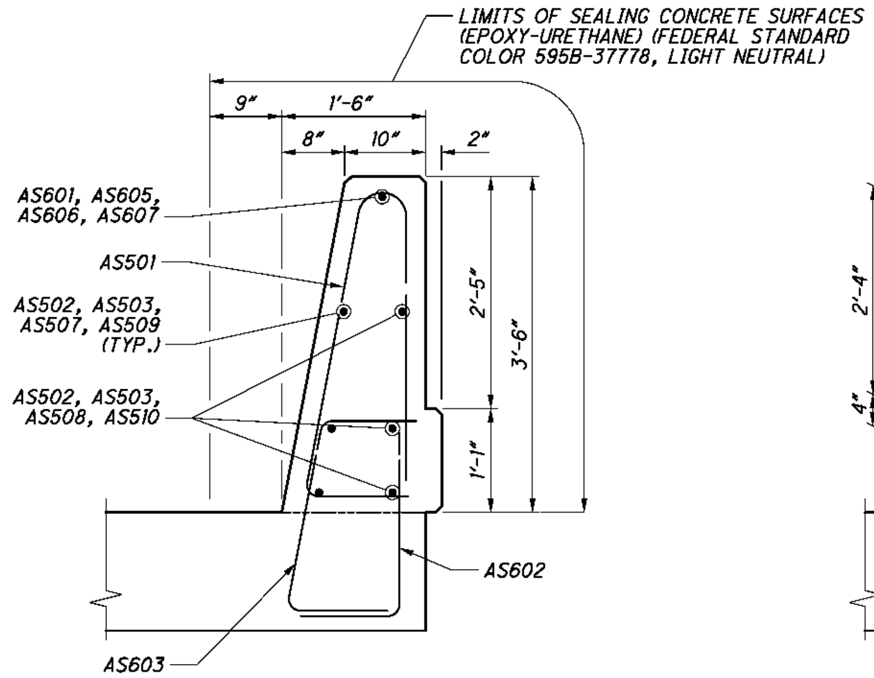
1. PAYMENT FOR ITEM 898 - SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN, SHALL INCLUDE THE CONCRETE AND REINFORCEMENT FOR THE APPROACH SLAB AND PARAPETS.
2. SEALING OF THE APPROACH SLAB AND PARAPETS SHALL BE INCLUDED WITH ITEM 512 - SEALING OF CONCRETE SURFACES, (EPOXY-URETHANE) FOR PAYMENT.
3. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
4. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99.
5. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEET 19/21.
6. THE APPROACH SLABS WILL BE CONSTRUCTED IN PHASE 6A OF M.O.T.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

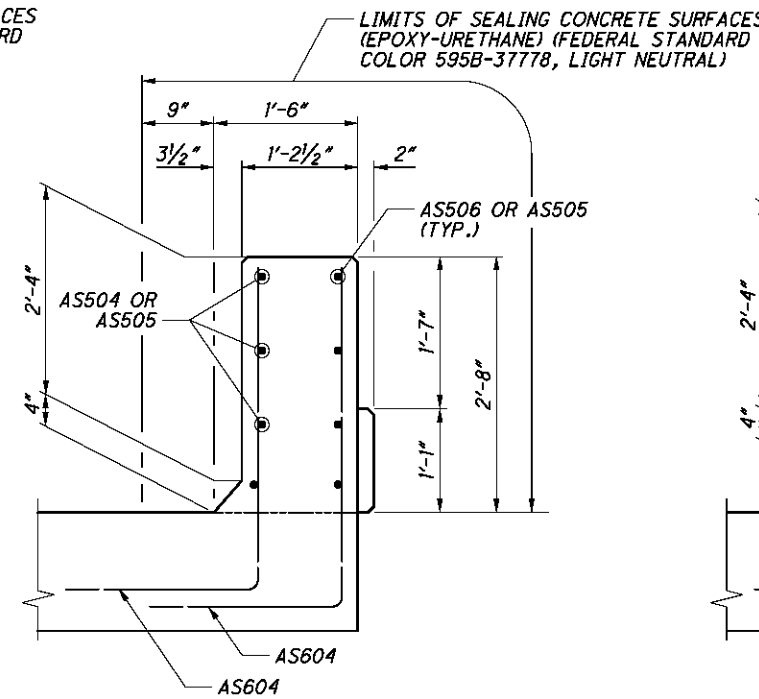
DESIGNED ZTW | CHECKED RSB | DRAWN ZTW | REVISED | REVIEWED JOL | DATE 2/16/12 | STRUCTURE FILE NUMBER 5707854

APPROACH SLAB PLAN - 1
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

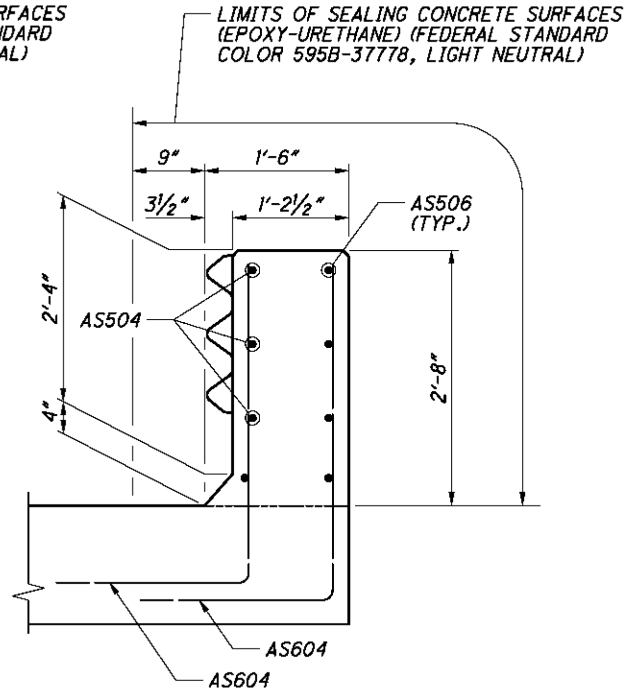
MOT-75-12.00
PID No. 77247



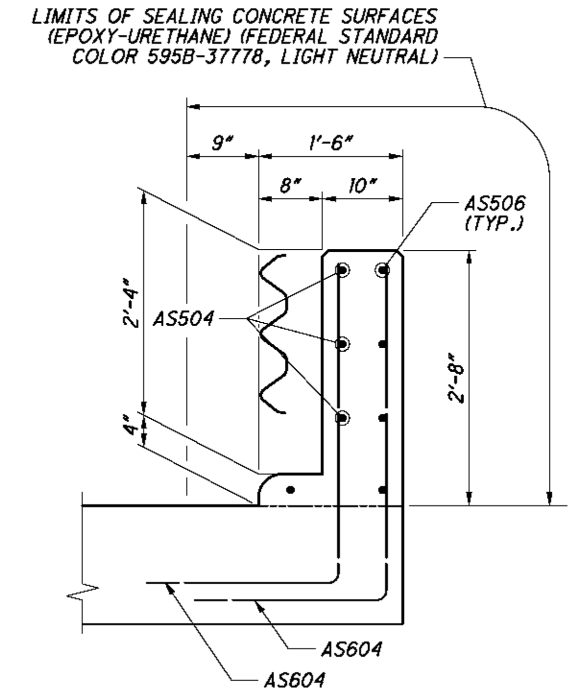
TYPICAL PARAPET DETAIL



SECTION B-B



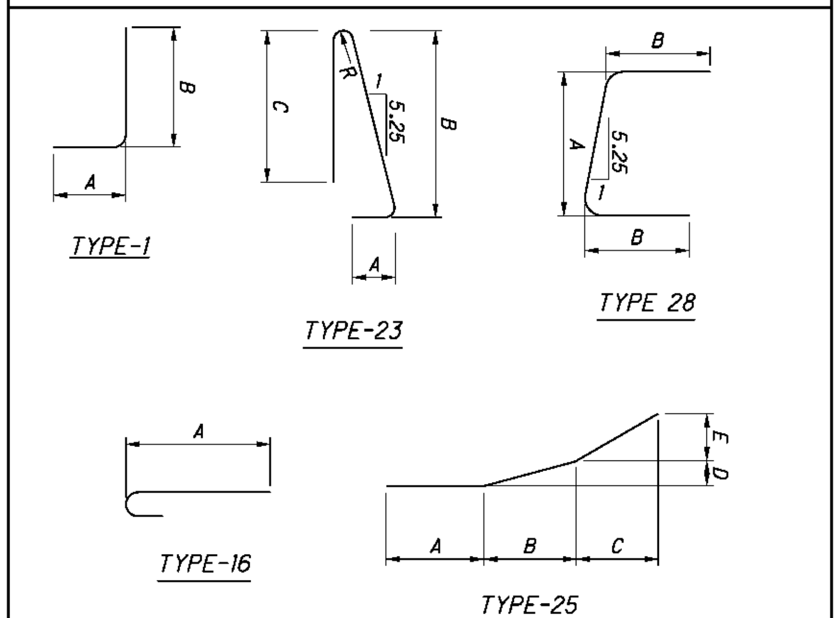
SECTION C-C

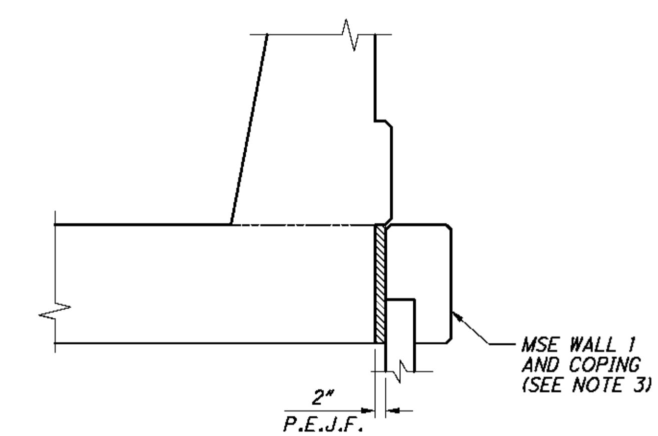


SECTION D-D

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
					APPROACH SLAB						
AS501	86	7'-5"	665	23	1'-1"	3'-2"	3'-0"			2¾"	
AS502	6	20'-6"	128	STR							
AS503	6	12'-6"	78	STR							
AS504	6	5'-6"	34	25	1'-8"	2'-5"	1'-5"	1½"	5"		
AS505	16	10'-0"	167	STR							
AS506	10	5'-6"	57	STR							
AS507	3	29'-6"	92	STR							
AS508	3	28'-6"	89	STR							
AS509	3	28'-9"	90	STR							
AS510	3	29'-9"	93	STR							
	1	27'-5"									
AS511	SER OF	TO	208	STR							4⅜"
	7	29'-7"									
AS601	1	21'-3"	32	STR							
AS602	86	3'-3"	420	1	1'-1"	2'-4"					
AS603	86	4'-4"	560	28	2'-4"	1'-1"					
AS604	60	4'-7"	413	1	1'-1"	3'-8"					
AS605	1	29'-0"	44	STR							
AS606	1	29'-3"	44	STR							
AS607	1	13'-4"	20	STR							
	1	28'-10"			27'-5"						
AS1001	SER OF	TO	1674	16	TO						2⅛"
	13	31'-0"			29'-7"						
SUB-TOTAL			4908								

BAR BENDING DIAGRAMS





SECTION A-A

(REINFORCING NOT SHOWN FOR CLARITY)

NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE SHEET 18/21.
2. 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, S601:

   S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
   6: BAR SIZE DIMENSION NO. 6
   01: SEQUENCE NUMBER

   BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".
3. MSE WALL 1 IS ADJACENT TO THE RIGHT SIDE OF THE FORWARD APPROACH SLAB. THE 2" P.E.J.F. BETWEEN MSE WALL 1 AND THE RIGHT SIDE OF THE FORWARD APPROACH SLAB SHALL BE PAID FOR UNDER ITEM 840 - CONCRETE COPING, AS PER PLAN. FOR ADDITIONAL MSE WALL 1 DETAILS, SEE MSE WALL 1 PLANS.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/16/12 STRUCTURE FILE NUMBER 5707854

DESIGNED ZTW CHECKED RSB DRAWN ZTW REVISED

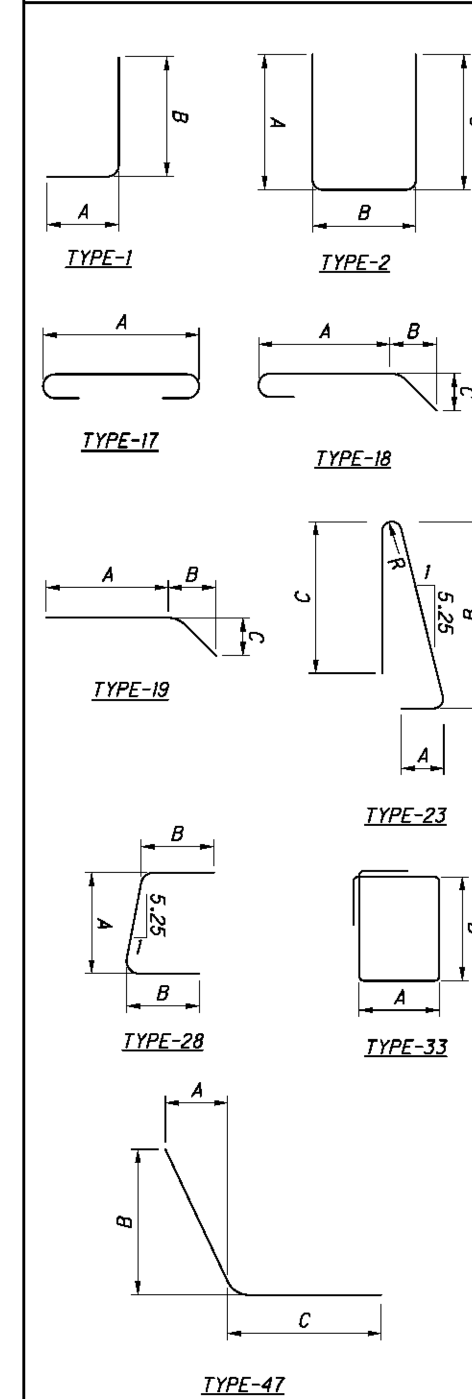
APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REAR ABUTMENT											
RA501	90	30'-0"	2816	STR							
RA502	20	30'-6"	636	STR							
	2	2'-6"									
RA503	SER OF	TO	355	STR							3'-2⅝"
	10	31'-6"									
	2	4'-2"									
RA504	SER OF	TO	285	STR							3'-8¼"
	8	30'-0"									
RA505	2	33'-0"	69	19	31'-9"	1'-2"	6"				
RA506	2	6'-6"	14	STR							
RA601	116	13'-10"	2410	1	12"	13'-0"					
RA602	63	19'-5"	1837	1	4'-1"	15'-6"					
RA603	66	15'-6"	1537	STR							
RA604	66	6'-0"	595	STR							
RA605	66	9'-8"	958	47	2'-4"	2'-4"	6'-6"				
RA606	60	9'-11"	894	2	4'-5"	1'-5"	4'-5"				
RA607	60	7'-7"	683	2	3'-6"	11"	3'-6"				
	1	17'-6"			2'-2"						
RA608	SER OF	TO	82	1	TO	15'-6"					9½"
	3	19'-1"			3'-9"						
	2	5'-0"			1'-8"		1'-8"				
RA609	SER OF	TO	259	2	TO	2'-0"	TO				3⅜"
	11	10'-8"			4'-6"		4'-6"				
RA610	6	12'-9"	115	2	5'-10"	1'-5"	5'-10"				
RA611	16	9'-8"	232	2	4'-0"	2'-0"	4'-0"				
	1	8'-7"				7'-9"					
RA612	SER OF	TO	266	1	12"	TO					4"
	16	13'-7"				12'-9"					
	1	11'-8"			5'-0"		5'-0"				
RA613	SER OF	TO	2053	2	TO	2'-0"	TO				3⅞"
	50	43'-0"			20'-8"		20'-8"				
RA614	6	11'-0"	99	33	2'-1"	2'-10"					
RA615	4	4'-3"	26	1	1'-7"	2'-10"					
RA801	29	5'-10"	452	18	3'-7"	1'-0"	1'-0"				
RA901	128	16'-2"	7036	17	13'-8"						
RA902	132	13'-8"	6134	17	11'-2"						
RA903	58	30'-0"	5916	STR							
RA904	18	19'-9"	1209	STR							
RA905	22	35'-6"	2655	STR							
RA906	10	4'-2"	142	1	1'-7'	2'-10"					
RA907	4	5'-0"	68	STR							
RA1101	116	15'-5"	9501	1	2'-9"	13'-0"					
	1	10'-2"				7'-9"					
RA1102	SER OF	TO	1077	1	2'-9"	TO					4"
	16	15'-2"				12'-9"					
AS501	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
AS512	12	1'-2"	15	STR							
AS602	4	3'-3"	20	1	1'-1"	2'-4"					
AS603	4	4'-4"	26	28	2'-4"	1'-1"					
AS608	2	1'-2"	4	STR							
	SUB-TOTAL		50507								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT											
FA501	61	11'-0"	700	2	2'-6"	6'-3"	2'-6"				
FA502	52	6'-2"	334	1	10"	5'-6"					
FA503	47	8'-8"	425	2	2'-4"	4'-3"	2'-4"				
FA504	36	30'-0"	1126	STR							
FA505	20	13'-6"	282	STR							
	1	5'-11"				1'-2"					
FA506	SER OF	TO	44	2	2'-6"	TO	2'-6"				1'-3¼"
	5	11'-0"				6'-3"					
	1	5'-7"				1'-2"					
FA507	SER OF	TO	37	2	2'-4"	TO	2'-4"				9¼"
	5	8'-8"				4'-3"					
FA601	47	14'-0"	988	2	2'-7"	6'-3"	5'-6"				
	1	8'-11"				1'-2"					
FA602	SER OF	TO	86	2	2'-7"	TO	5'-6"				1'-1"
	5	14'-0"				6'-3"					
FA603	51	12'-5"	951	2	5'-8"	1'-5"	5'-8"				
FA604	51	9'-9"	747	2	4'-4"	1'-5"	4'-4"				
FA605	51	7'-7"	581	2	3'-6"	11"	3'-6"				
FA606	14	11'-6"	242	1	12"	10'-8"					
FA607	14	12'-9"	268	2	5'-10"	1'-5"	5'-10"				
FA608	4	4'-3"	26	1	1'-7"	2'-10"					
FA609	6	11'-0"	99	33	2'-1"	2'-10"					
FA610	14	19'-2"	403	2	2'-7"	6'-3"	10'-8"				
FA611	1	12'-2"	18	2	5'-8"	1'-2"	5'-8"				
FA612	1	9'-6"	14	2	4'-4"	1'-2"	4'-4"				
FA613	1	7'-4"	11	2	3'-6"	8"	3'-6"				
FA801	16	30'-0"	1282	STR							
FA802	8	20'-9"	443	STR							
FA803	29	5'-10"	452	18	3'-7"	1'-0"	1'-0"				
FA901	10	4'-2"	142	1	1'-7"	2'-10"					
FA902	4	5'-0"	68	STR							
AS501	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
AS512	12	1'-2"	15	STR							
AS602	4	3'-3"	20	1	1'-1"	2'-4"					
AS603	4	4'-4"	26	28	2'-4"	1'-1"					
AS608	2	1'-2"	4	STR							
	SUB-TOTAL		9865								

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DATE 2/16/12
REVIEWED JOL
STRUCTURE FILE NUMBER 5707854
DRAWN JTW
REVISED
DESIGNED JTW
CHECKED JRS

REINFORCING SCHEDULE
BRIDGE MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

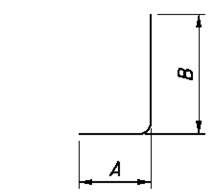
MOT-75-12.00
PID No. 77247

IP_PWP:dms10462\075_1250ERL001.dgn 24-FEB-2012 12:16PM jwroten

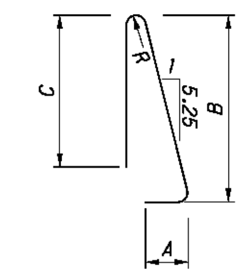
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SLAB											
S401	212	30'-0"	4248	STR							
S402	53	33'-3"	1177	STR							
S501	288	17'-3"	5182	STR							
S502	288	25'-11"	7785	STR							
S503	576	21'-7"	12967	STR							
S504	240	30'-0"	7510	STR							
	4	5'-10"									
S505	SER. OF	TO	5906	STR							6¾"
	62	39'-10"									
	4	5'-4"									
S506	SER. OF	TO	168	STR							4"
	11	2'-0"									
S507	60	35'-3"	2206	STR							
		SUB-TOTAL	47149								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PARAPET											
PS501	60	31'-1"	1945	STR							
PS502	352	7'-5"	2723	23	3'-2"	3'-0"	1'-1"			2¾"	
PS601	10	31'-9"	477	STR							
PS602	352	3'-9"	1983	28	1'-9"	1'-1"					
PS606	352	2'-8	1410	1	1'-1"	1'-9"					
		SUB-TOTAL	8538								

BAR BENDING DIAGRAMS



TYPE-1



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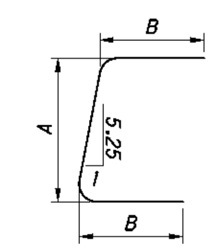


TYPE 28

NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

- S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
- 6: BAR SIZE DIMENSION NO. 6
- 01: SEQUENCE NUMBER

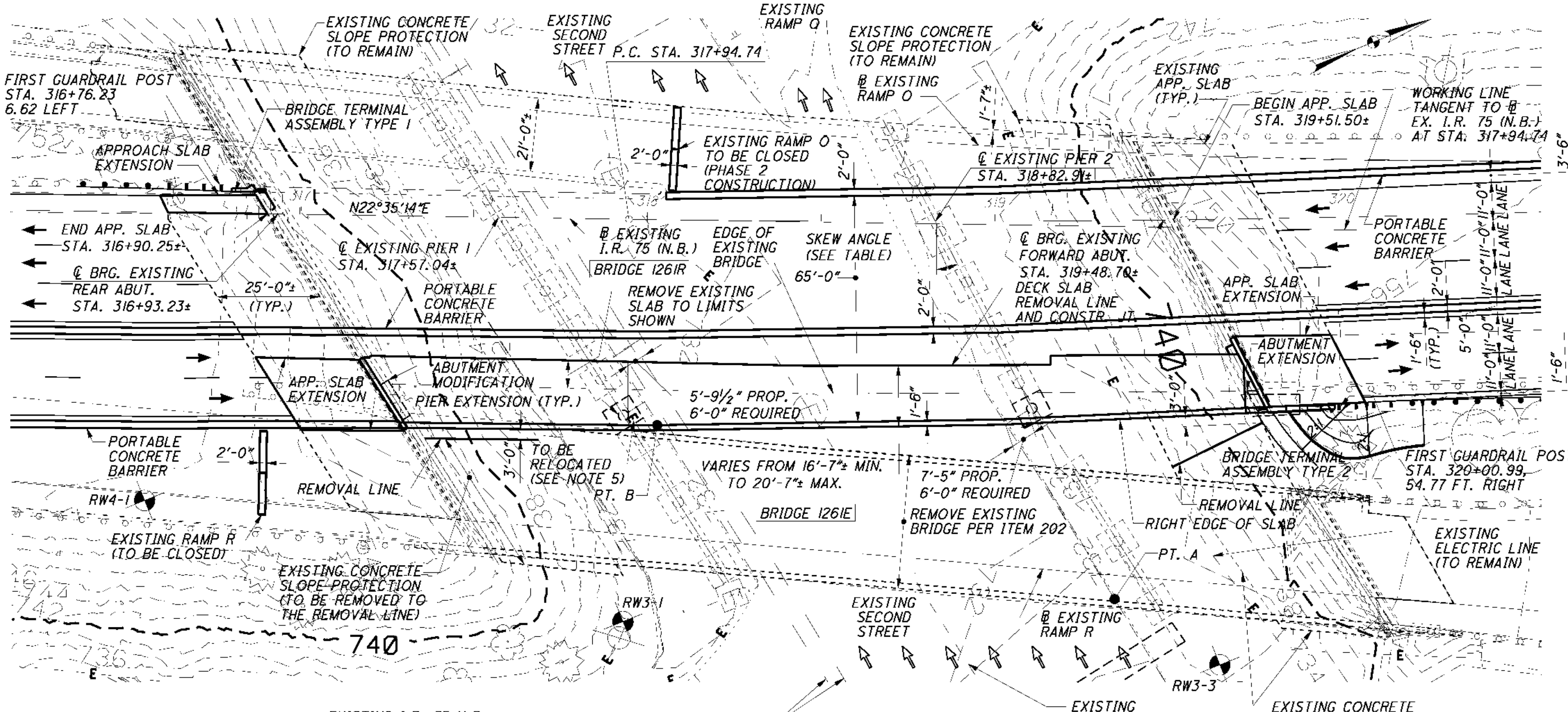
BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
PRIME	ZTW	JOL	2/16/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JRS		5707854	

REINFORCING SCHEDULE
BRIDGE MOT-75-1250
I.R. 75 RAMP C1 OVER THIRD STREET

MOT-75-12.00
PID No. 77247

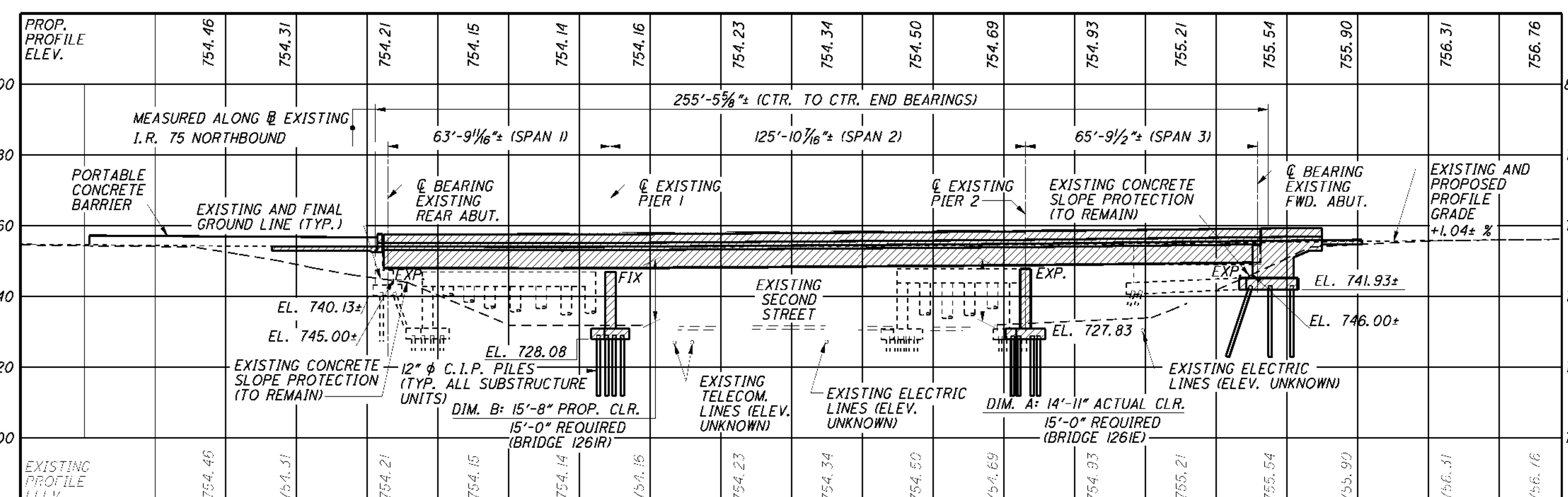


SKEW ANGLE	
REAR ABUT.	33°06'52"± (R.F.)
PIER 1	33°06'52"± (R.F.)
PIER 2	* 28°12'14"± (R.F.)
FWD. ABUT.	* 28°12'14"± (R.F.)

* MEASURED FROM TANGENT TO ℄ EXISTING I.R. 75 (N.B.) AT STA. 317+94.74

EXISTING I.R. 75 N.B. (ORIGINAL PLANS)
P.I. STA. 320+64.44
Δ = 5° 23' 24" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 269.70'
L = 539.00'

PLAN



ELEVATION ALONG RIGHT EDGE OF SLAB (BRIDGE I26IR)

INDICATES AREA OF TO BE REMOVED

BENCHMARK DATA

BM-12, ℄ CONSTRUCTION I.R.75, STA. 319+00.01, EL. 734.89, OFFSET: 16.88' LT.
DESCRIPTION: ¾" IRON PIPE WITH RED CAP
BM-13, ℄ CONSTRUCTION I.R.75, STA. 320+76.95, EL. 732.44, OFFSET: 260.92' RT.
DESCRIPTION: CROSS-NOTCH IN CONCRETE

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8/1565

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. ALL EXISTING UTILITIES ARE TO REMAIN, EXCEPT AS NOTED.
3. DESIGN TRAFFIC: I.R. 75
   2005 ADT = 65,400   2005 ADTT = 17,100
4. ALL SUBSTRUCTURE PILES SHALL BE 12" ϕ C.I.P. PILES. ESTIMATED PILE LENGTH IS 20' (PIER 1 AND PIER 2) ESTIMATED PILE LENGTH IS 25' (FORWARD ABUTMENT EXTENSION).
5. EXISTING ELECTRICAL LINE IN IMMEDIATE VICINITY OF PROPOSED PIER (EXTENSION) SHALL BE RELOCATED BY THE CONTRACTOR TO MAINTAIN POWER FORTHE UNDERPASS LIGHTING UNTIL THE STRUCTURE IS REMOVED. THIS WORK SHALL BE PAID FOR UNDER ITEM 202.

LEGEND

BORING LOCATION

EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH NON-COMPOSITE REINF. CONCRETE DECK AND SUBSTRUCTURE

SPANS: 63'-9¹¹⁄₁₆"± (SPAN 1), 125'-10⁷⁄₁₆"± (SPAN 2) AND 65'-9½"± (SPAN 3). = 255'-5⅝" CTR. TO CTR. END BEARINGS N.B. EXPRESSWAY; 67'-0"±, 126'-7⁷⁄₁₆"±, 64'-0"± = 257'-7⁷⁄₁₆" CTR. TO CTR. END BEARINGS RAMP R.

ROADWAY: VARIES 51'-8"± TO 69'-0"± N.B. EXPRESSWAY AND 33'-8" RAMP R.

LOADING: CF2000 (57)

SKEW: 32°49'46"± N.B. EXPRESSWAY, 36°46'15"± RAMP R.

APPROACH SLABS: 25'-0"± LONG (AS-1-54)

WEARING SURFACE: 1¼"± LATEX MODIFIED CONCRETE

ALIGNMENT: TANGENT 1°00'00"± CURVE LEFT N.B. EXPRESSWAY, TANGENT RAMP R.

CROWN: VARIES

STRUCTURAL FILE NUMBER: 5707897

DATE BUILT: 1965 (ORIGINAL CONSTR.); 1985 (REHAB.)

PROPOSED STRUCTURE

PROPOSED WORK: WIDEN EXISTING SUBSTRUCTURE UNITS: PLACE PROPOSED EXTERIOR GIRDER AND WIDEN BRIDGE DECK FOR TEMPORARY MAINTENANCE OF TRAFFIC. FOR ADDITIONAL WORK SEE GENERAL NOTES

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH NON-COMPOSITE REINF. CONCRETE DECK AND SUBSTRUCTURE

SPANS: 63'-9¹¹⁄₁₆"± (SPAN 1), 125'-10⁷⁄₁₆"± (SPAN 2) AND 65'-9½"± (SPAN 3). = 255'-5⅝" CTR. TO CTR. END BEARINGS N.B. EXPRESSWAY

ROADWAY: 65'-0" TOE OF PROPOSED PARAPET TO TOE OF PORTABLE CONCRETE BARRIER

LOADING: HS-20, (CASE I) AND THE ALTERNATE MILITARY LOADING NO F.W.S.

SKEW: VARIES

WEARING SURFACE: 1" MONOLITHIC CONCRETE (NEW DECK) 1¼"± LATEX MODIFIED CONCRETE (EXIST. DECK)

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

ALIGNMENT: TANGENT, 1°00'00"± CURVE LEFT, TANGENT

CROWN: VARIES

COORDINATES: LATITUDE 39°45'34" N, LONGITUDE 84°12'04" W

DESIGN AGENCY: PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
LAS	RHM	TSD		SMC	07/2011	5707897

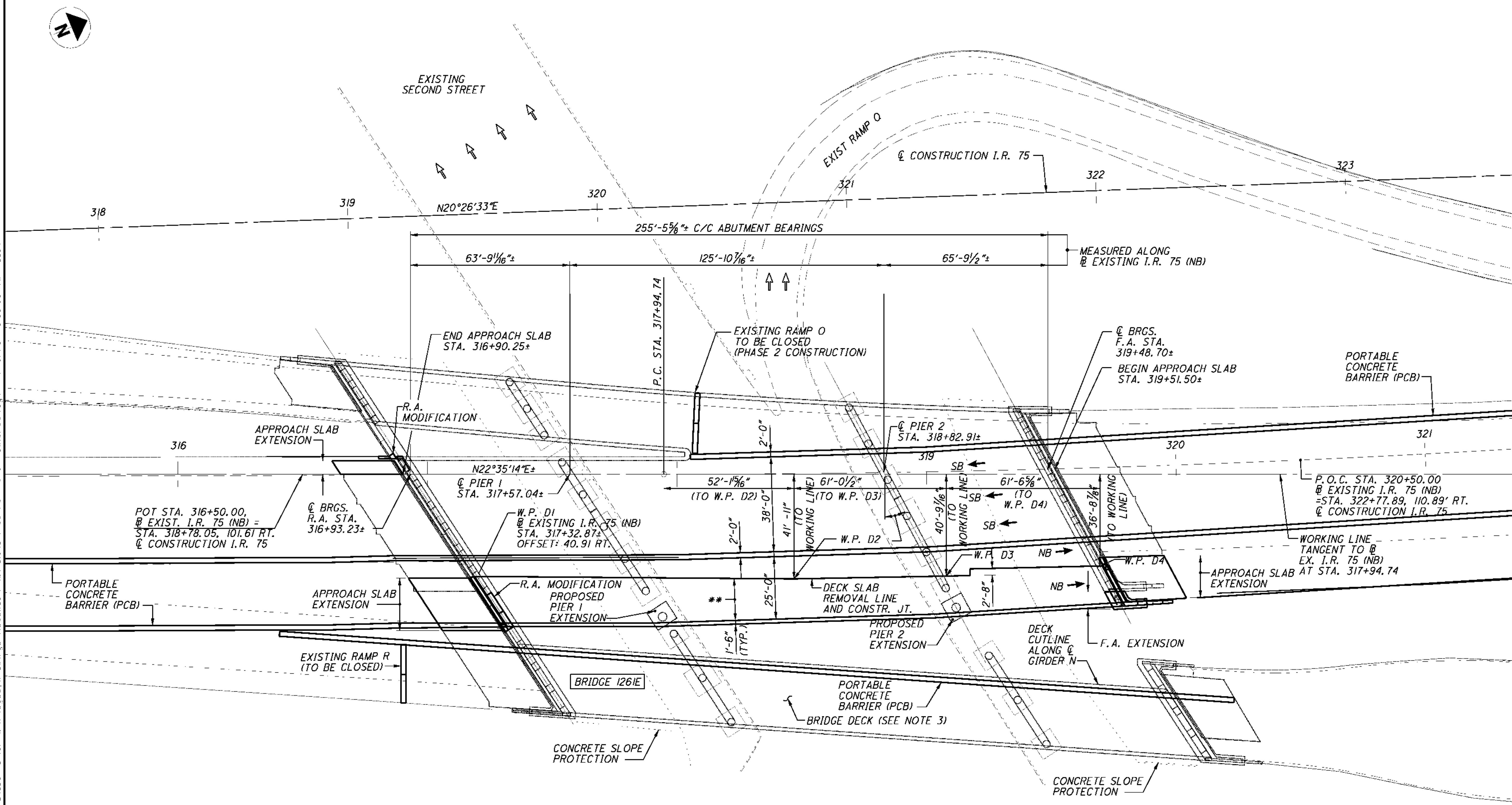
MONTGOMERY COUNTY
STA. 316+90.25
STA. 319+51.50

SITE PLAN
BRIDGE NO. MOT-75-I26IR
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

1/50

1087/1565



PLAN

LEGEND:

R.A. = REAR ABUTMENT
F.A. = FORWARD ABUTMENT
P.O.C. = POINT ON CURVE
** = PROPOSED (WIDENED) CONCRETE DECK (WIDTH VARIES)
P.C. = POINT OF CURVATURE
P.O.T. = POINT OF TANGENT

NOTE:

1. FOR SKEW ANGLES AND ADDITIONAL INFORMATION, SEE SITE PLAN ON SHEET 1/50.
2. FOR PCB LOCATION AND PLACEMENT DETAILS SEE SHEET 9/50.
3. PARTIAL REMOVAL OF RAMP R (BRIDGE 1261E) SHOWN FOR THE PURPOSES OF CONTRACTOR'S STAGING AREA. RAMP R TO BE DEMOLISHED IN ITS ENTIRETY IF NOT BEING UTILIZED.
4. THE PARTIAL REMOVALS OF 1261E SUPERSTRUCTURE AND SUBSTRUCTURE FOR THE PURPOSE OF WIDENING 1261R WILL BE PAID FOR UNDER ITEM 202, "PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN". THE REMAINDER OF THE REMOVAL OF 1261E (PHASE 5B) TO BE PAID FOR UNDER ITEM 202, "STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN, EXISTING STRUCTURE MOT-75-1261 R&E, SHEET 801/1565".

PRIME ENGINEERING & ARCHITECTURE, INC.

GENERAL PLAN

MOT-75-12.00
PID No. 77247

2/50

1088/1565

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

A-1-69	REVISED	07-19-02
AS-1-81	REVISED	07-19-02
GSD-1-96	REVISED	07-19-02
PCB-91	REVISED	07-19-02
RB-1-55	REVISED	02-02-59
SBR-1-99	REVISED	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

832 DATED 05-05-09

DESIGN LOADING

DESIGN SPECIFICATIONS: THESE STRUCTURES CONFORM TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17th EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

DESIGN SPECIFICATIONS

DESIGN LOADING: HS20, CASE I AND THE ALTERNATE MILITARY LOADING
NO FUTURE WEARING SURFACE (FWS)

DESIGN DATA

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615

STRUCTURAL STEEL - ASTM A709 GRADE 50W , YIELD STRENGTH 50,000 PSI
(FOR NEW GIRDER ONLY)

DECK PROTECTION METHOD (NEW WIDENED DECK)

2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK (PROPOSED WIDENED DECK ONLY).

PROPOSED WORK:

THE WORK TO BE PERFORMED UNDER THIS CONTRACT IS AS SHOWN IN THE CONSTRUCTION PLANS AND, AS DESCRIBED BELOW:

1. CONSTRUCT WIDENED PORTIONS OF APPROACH SLAB TO SUPPORT PHASE CONSTRUCTION/MAINTENANCE OF TRAFFIC AFTER INSTALLING PORTABLE CONCRETE BARRIERS FOR MAINTENANCE OF TRAFFIC.

2. ~~REMOVE PORTIONS OF EXISTING NON-COMPOSITE DECK, STRUCTURAL STEEL, APPROACH SLABS AND ABUTMENTS.~~

3. ~~WIDEN AND MODIFY EXISTING ABUTMENTS. CONSTRUCT PROPOSED PIER EXTENSIONS. REPLACE EXISTING BEARINGS AT GIRDER LINE L.~~

4. INSTALL NEW STRUCTURAL STEEL, NON-COMPOSITE CONCRETE SLAB AND PARAPET.

5. COMPLETE APPROACH SLAB EXTENSION TO SUPPORT MAINTENANCE OF TRAFFIC.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

CONCRETE DECK REMOVAL:

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, PARAPETS, RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVAL TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS:

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR.

REMOVAL METHODS:

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVAL OVER STRUCTURAL MEMBERS (I-BEAM, STEEL BEAM STEEL GIRDER, ETC), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS.

DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

~~**EXISTING WELDED ATTACHMENTS:**~~

~~REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS, AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.~~

MEASUREMENT & PAYMENT:

THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVAL ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVAL AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVAL 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL:

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MAINTENANCE OF TRAFFIC

I.R. 75(N.B.) TRAFFIC WILL BE MAINTAINED AT ALL TIMES. FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS AND STRUCTURE PHASE CONSTRUCTION DETAILS.

UTILITY LINES:

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

~~PILE DESIGN LOADS (ULTIMATE BEARING VALUE):~~

~~THE ULTIMATE BEARING VALUE IS 50 TONS PER PILE FOR THE 12" C.I.P. REINFORCED CONCRETE FORWARD ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 95 TONS PER PILE FOR THE 12" C.I.P. REINFORCED CONCRETE PIER 1 AND 2 PILES.~~

~~ABUTMENT AND PIER PILES:~~
~~5 PILES 25 FEET LONG, ORDER LENGTH (PIER 1)~~
~~4 PILES 25 FEET LONG, ORDER LENGTH (PIER 2)~~
~~5 PILES 30 FEET LONG, ORDER LENGTH (FORWARD ABUTMENT EXTENSION)~~
~~2 DYNAMIC LOAD TESTING ITEMS (ONE FOR EACH BEARING VALUE)~~

~~BATTERED PILES:~~

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

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

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

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

DESIGN AGENCY: PRIME ENGINEERING & ARCHITECTURE, INC. www.primeeng.com

DESIGNED	DRAWN	REVIEWED	DATE
CKM	LAS	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

GENERAL NOTES - 1
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

3/50

1089/1565

N:\Projects\2009\PEA-E00965 MOT 75\07. Transportation\1. Bridges\Drawings\Addendum Revisions 7-03-2012\075_1261RGN001.dgn 7/25/2012 8:43:45 AM asun

STRUCTURE GENERAL NOTES

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

CONCRETE PARAPETS:

AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, SAWCUT $1\frac{1}{4}$" 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 $\frac{1}{4}$ INCH. 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 $\frac{1}{2}$ INCH OF THE INSIDE AND OUTSIDE FACE UNSEALED TO ALLOW WATER TO ESCAPE.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL TEMPORARY SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 516 - BEARING DEVICES - BOLSTER, AS PER PLAN:

THIS WORK CONSIST OF FABRICATING AND INSTALLATION OF PROPOSED MODIFIED BOLSTER BEARING FOR EXISTING GIRDER L TO THE DIMENSIONS SHOWN IN PLANS, SEE SHEET 34/50 FOR DETAILS.

ITEM 516 - BEARING DEVICES - ROCKER, AS PER PLAN:

THIS WORK CONSIST OF FARBICATING AND INSTALLATION OF PROPOSED MODIFIED ROCKER BEARING FOR EXISTING GIRDER L TO THE DIMENSIONS SHOWN IN PLANS, SEE SHEET 34/50 FOR DETAILS.

INSPECTION OF EXISTING STRUCTURAL STEEL:

THIS WORK CONSIST OF THE INSPECTION OF EXISTING GIRDER L. THE ENGINEER WILL VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES AND/OR TOP FLANGE COVER PLATE FILLET WELDS TO ENSURE THE WELDS, PLATES AND BEAMS OR GIRDERS ARE FREE OF DEFECTS AND CRACKS. IF NECESSARY, REMOVE ALL DECK SLAB HAUNCH FORMS IMMEDIATELY ADJACENT TO SUCH WELDS THAT MAY INTERFERE WITH THE ENGINEER'S INSPECTION. THE INSPECTION WILL NOT TAKE PLACE UNTIL THE TOP FLANGES ARE CLEANED ACCORDING TO 511.10, BUT IT WILL BE DONE BEFORE THE DECK SLAB REINFORCEMENT IS INSTALLED. THE DEPARTMENT WILL PAY FOR THE COST ASSOCIATED WITH THIS INSPECTION WITH ITEM 511, SUPERSTRUCTURE CONCRETE. THE ENGINEER WILL REPORT ALL CRACKS FOUND TO THE OFFICE OF CONSTRUCTION ADMINISTRATION, BRIDGE CONSTRUCTION SPECIALIST, ALONG WITH SPECIFIC INFORMATION ON LOCATION OF THE CRACKS, LENGTH, AND DEPTH SO AN EVALUATION AND REPAIR OR REPLACEMENT RECOMMENDATION CAN BE MADE. THE CONTRACTOR SHALL ALLOW A TIME FRAME OF TWO WEEKS FOR EVALUATION AND RECOMMENDATION (FOR REPAIR OR REPLACEMENT).

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 0.95 KIPS FOR A TOTAL MACHINE LOAD OF 7.6 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

THE ORIGINAL PLANS, PROJECT MOT_75_12.49, DATED JULY 13, 1964, AND REHABILITATION PLANS, PROJECT MOT_75_10.44, DATED MARCH 12, 1984 SHALL BE EXAMINED BY PROSPECTIVE BIDDERS AT THE OFFICES OF ODOT, DISTRICT 7, 1001 SAINT MARY AVE., SIDNEY, OHIO 45365. TEL: 937-492-1141. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE DRAWINGS.
ALL EXISTING AND PROPOSED ELEVATIONS NOTED IN THESE PLANS WERE BASED ON THEORETICAL ELEVATIONS DERIVED OR TAKEN FROM 1965 AS-BUILT PLANS, ADJUSTED TO THE CURRENT DATUM BY ADDING -0.67'.

TRANSITION TO EXISTING BRIDGES:

THE CONTRACTOR SHALL VERIFY EXISTING TOP OF DECK AND APPROACH SLAB ELEVATIONS. THE CONTRACTOR SHALL THEN TRANSITION PROPOSED PAVEMENT IF NEEDED TO MATCH EXISTING TOP OF DECK AND APPROACH SLAB, AS DIRECTED BY THE ENGINEER.

ITEM 514 SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN:

THIS WORK CONSISTS OF THE SURFACE PREPARATION OF EXISTING GIRDER L, WHICH INCLUDES TOP AND SIDES OF TOP FLANGE AND WEB AREA IN THE IMMEDIATE VICINITY OF NEW ADDITIONAL BEARING STIFFENERS.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	LAS	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

GENERAL NOTES - 2
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

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	ESTIMATED QUANTITIES								MADE BY		CHECKED BY
									LAS		RHM/CKM
	ITEM	ITEM EXT.	IM BRIDGE	NHS BRIDGE	TOTAL	UNITS	DESCRIPTION	ABUTS.	PIERS	SUPERS.		SHT. REF.
	202	11203	70%	30%	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					6, 9, 10, 11, 12, 13,
	~~202~~	~~22900~~	~~10~~	~~4~~	~~14~~	~~SQ. YD.~~	~~APPROACH SLAB REMOVED~~	~~14~~				
	~~503~~	~~21300~~	~~70%~~	~~30%~~	~~LUMP~~		~~UNCLASSIFIED EXCAVATION~~					
	~~505~~	~~11100~~	~~70%~~	~~30%~~	~~LUMP~~		~~PILE DRIVING EQUIPMENT MOBILIZATION~~					
	~~507~~	~~00500~~	~~214~~	~~91~~	~~305~~	~~FT.~~	~~12" CAST IN PLACE REINFORCED CONCRETE PILES, DRIVEN~~	~~125~~	~~180~~			
	~~507~~	~~00550~~	~~263~~	~~112~~	~~375~~	~~FT.~~	~~12" CAST IN PLACE REINFORCED CONCRETE PILES, FURNISHED~~	~~150~~	~~225~~			
✡	509	20001	364	156	520	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	20		500		16, 17, 18, 20, 23, 24, 26, 28,
✡	509	25000	30718	13165	43883	POUND	REINFORCING STEEL	977	0	42906		36, 38, 40, 44, 45, 46, 47
✡	510	10000	4	2	6	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	6				
	511	31502	137	58	195	CU. YD.	CLASS S CONCRETE, SUPERSTRUCTURE			195		
	~~511~~	~~41500~~	~~8~~	~~4~~	~~12~~	~~CU. YD.~~	~~CLASS C CONCRETE, PIER ABOVE FOOTINGS~~		~~12~~			
✡	511	44100	3	2	5	CU. YD.	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING	5				
	~~511~~	~~46000~~	~~5~~	~~2~~	~~7~~	~~CU. YD.~~	~~CLASS C CONCRETE~~	~~7~~				
	~~511~~	~~46500~~	~~19~~	~~8~~	~~27~~	~~CU. YD.~~	~~CLASS C CONCRETE FOOTING~~	~~10~~	~~17~~			
	~~512~~	~~33000~~	~~10~~	~~4~~	~~14~~	~~SQ. YD.~~	~~TYPE 2 WATERPROOFING~~	~~14~~				
	~~513~~	~~10280~~	~~45688~~	~~19580~~	~~65268~~	~~POUND~~	~~STRUCTURAL STEEL MEMBERS, LEVEL 4~~			~~65268~~		
	~~514~~	~~00051~~	~~262~~	~~112~~	~~374~~	~~SQ. FT.~~	~~SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN~~			~~374~~		29, 30, 33, 34
	~~514~~	~~00504~~	~~14~~	~~6~~	~~20~~	~~MAN HR~~	~~GRINDING FINS, TEARS, AND SLIVERS ON EXISTING STRUCTURAL STEEL~~			~~20~~		
	516	11900	30	13	43	FT.	HORIZONTAL EXTENSION OF STRUCTURAL EXPANSION JOINT (INSTALLATION ONLY, #)	43				
	~~516~~	~~13200~~	~~51~~	~~22~~	~~73~~	~~SQ. FT.~~	~~½" PREFORMED EXPANSION JOINT FILLER~~	~~19~~	~~54~~			
	~~516~~	~~13600~~	~~17~~	~~7~~	~~24~~	~~SQ. FT.~~	~~1" PREFORMED EXPANSION JOINT FILLER~~	~~24~~				
	516	14500	14	6	20	SQ. FT.	STRUCTURAL JOINT OR JOINT SEALER, MISC.: JOINT SEALER PER CMS 705.04.	20				41, 43
	~~516~~	~~46000~~	~~1~~	~~0~~	~~1~~	~~EACH~~	~~BEARING DEVICE, BOLSTER~~		~~1~~			
	~~516~~	~~46001~~	~~1~~	~~0~~	~~1~~	~~EACH~~	~~BEARING DEVICE, BOLSTER, AS PER PLAN~~		~~1~~			29, 34
	~~516~~	~~46200~~	~~2~~	~~1~~	~~3~~	~~EACH~~	~~BEARING DEVICE, ROCKER~~	~~2~~	~~1~~			
	~~516~~	~~46201~~	~~1~~	~~0~~	~~1~~	~~EACH~~	~~BEARING DEVICE, ROCKER, AS PER PLAN~~		~~1~~			29, 34
	~~516~~	~~47001~~	~~70%~~	~~30%~~	~~LUMP~~		~~JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN~~					4, 34
	~~518~~	~~21200~~	~~8~~	~~4~~	~~12~~	~~CU. YD.~~	~~POROUS BACKFILL WITH FILTER FABRIC~~	~~12~~				
	~~518~~	~~40000~~	~~8~~	~~3~~	~~11~~	~~FT.~~	~~6" PERFORATED CORRUGATED PLASTIC PIPE~~	~~11~~				
	~~518~~	~~40012~~	~~14~~	~~6~~	~~20~~	~~FT.~~	~~6" NON PERFORATED CORRUGATED PLASTIC PIPE~~	~~20~~				
	~~523~~	~~20000~~	~~2~~	~~0~~	~~2~~	~~EACH~~	~~DYNAMIC LOAD TESTING~~	~~1~~	~~1~~			
	526	25000	85	36	121	SQ. YD.	REINFORCED CONCRETE APPROACH SLABS (T=15")	121				
	~~601~~	~~21000~~	~~22~~	~~10~~	~~32~~	~~SQ. YD.~~	~~CONCRETE SLOPE PROTECTION~~	~~32~~				

LEGEND

✡ = QUANTITIES REQUIRED FOR BALANCE OF THE REMAINING WORK.

\# = INSTALL HORIZONTAL EXTENSIONS OF STRUCTURAL EXPANSION JOINTS ONLY. MATERIAL TO BE PROVIDED BY THE DEPARTMENT.

~~202~~ ITEM PROVIDED AND WORK PERFORMED BY OTHERS.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED TSD | CHECKED RHM | DRAWN LAS | REVIEWED JKS | DATE 01/2012

ESTIMATED QUANTITIES

BRIDGE NO. MOT-75-1261R

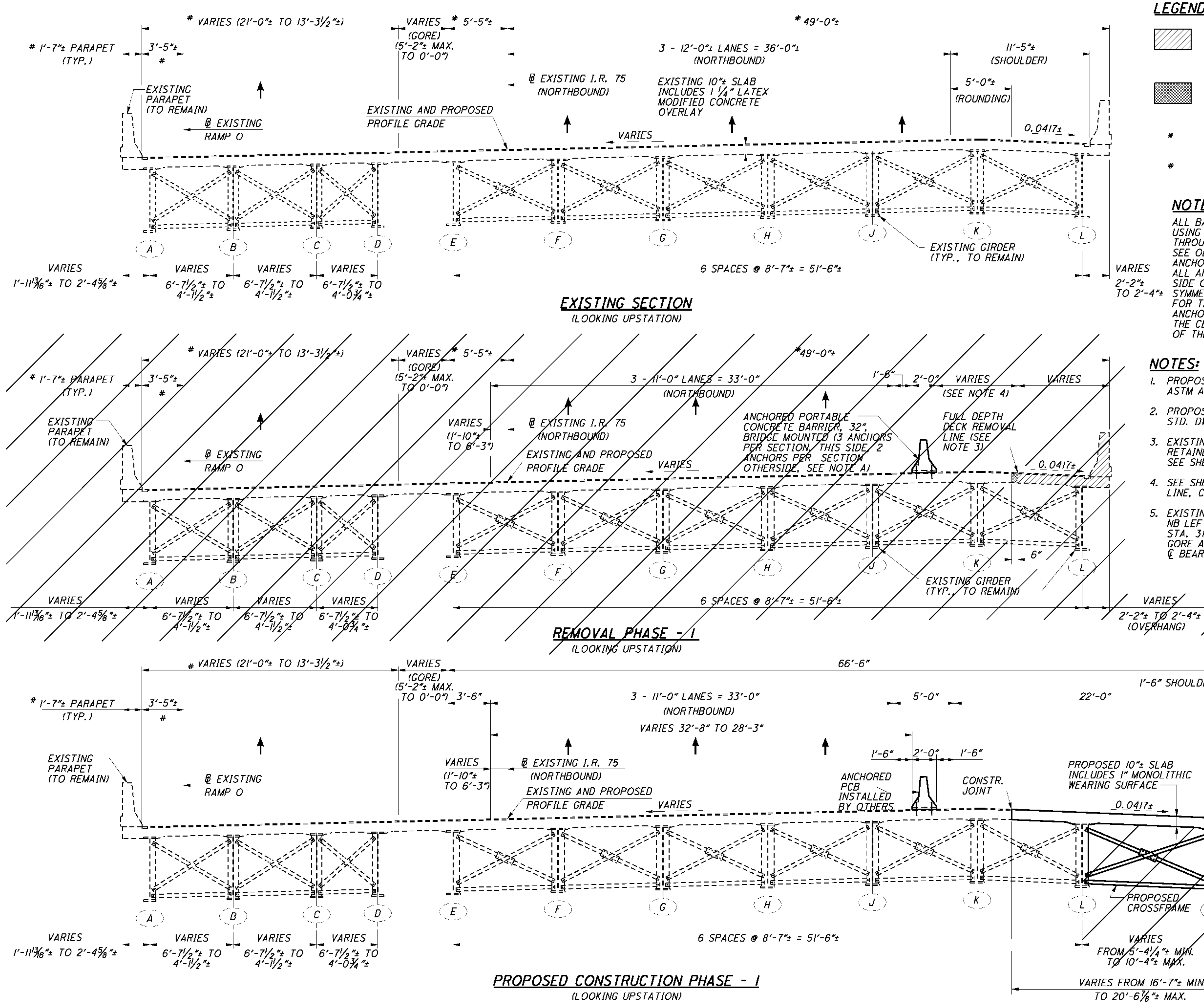
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

5/50

1091/1565



EXISTING SECTION
(LOOKING UPSTATION)

REMOVAL PHASE - I
(LOOKING UPSTATION)

PROPOSED CONSTRUCTION PHASE - I
(LOOKING UPSTATION)

LEGEND:

- (hatched) INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF EXISTING STRUCTURE REMOVED, OVER 20 FOOT SPAN
- (cross-hatched) INDICATES AREAS OF ADDITIONAL REMOVAL PER ITEM 202, PORTIONS OF EXISTING STRUCTURE REMOVED, OVER 20 FOOT SPAN
- * MEASURED PERPENDICULAR TO ℄ EXISTING I.R. 75 (NB)
- # MEASURED PERPENDICULAR TO ℄ EXISTING RAMP O

NOTE A:

ALL BARRIER SEGMENTS SHALL BE FASTENED USING ONE INCH DIAMETER HIGH STRENGTH THROUGH BOLTS OR APPROVED RESIN ANCHORS. SEE ODOT STANDARD DRAWING PCB-91 FOR ANCHORAGE DETAILS. FOR THE REMOVAL PHASE ALL ANCHORS SHALL BE PLACED ON THE TRAFFIC SIDE OF THE BARRIER WITH THE ANCHOR PATTERN SYMMETRICAL ABOUT THE CENTER OF EACH SECTION. FOR THE PROPOSED TEMPORARY WIDENING PHASE, ANCHORS SHALL BE PLACED SYMMETRICAL ABOUT THE CENTER OF THE BARRIER AND THE CENTER OF THE SECTION.

NOTES:

1. PROPOSED STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
2. PROPOSED CROSSFRAME SHALL BE PER STD. DWG. GSD-1-96, TYPE 3.
3. EXISTING TRANSVERSE REINFORCING SHALL BE RETAINED TO LAP WITH PROPOSED REINFORCING. SEE SHEET 36/50 FOR REBAR SALVAGE REQUIREMENT.
4. SEE SHEET 9/50 FOR LOCATIONS OF REMOVAL LINE, CONSTRUCTION JOINT AND PCB PLACEMENT.
5. EXISTING RAMP O RIGHT PARAPET AND I.R. 75 NB LEFT PARAPET TERMINATES AT APPROXIMATE STA. 318+03± (NOSING, ℄ EXISTING I.R. 75 NB). GORE AREA NOTED BEGINS AT NOSING UP TO ℄ BEARING FORWARD ABUTMENT.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.
www.primeeng.com

DESIGNED	DRAWN	REVIEWED	DATE
CKM	KS	SVC	6/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

TRANSVERSE SECTION AND PHASE CONSTRUCTION DETAILS - I
BRIDGE NO. MOT-75-2818
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

6/50

1092
1565

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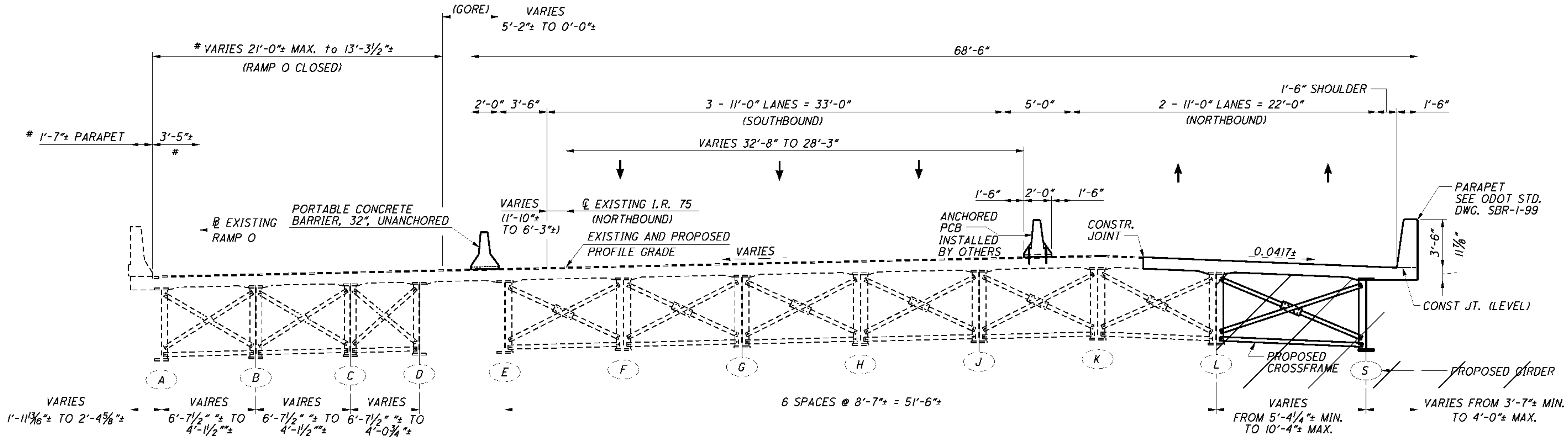


PROPOSED CONSTRUCTION PHASE - 2

(LOOKING UPSTATION)

NOTES:

1. SEE SHEET 6/50 FOR NOTES.
2. PCB NOTED AS INSTALLED BY OTHERS TO BECOME PROPERTY OF THE CONTRACTOR.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	KS	SMC	11/2010
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707857	

TRANSVERSE SECTION AND PHASE CONSTRUCTION DETAILS - 2

BRIDGE NO. MOT-75-2618

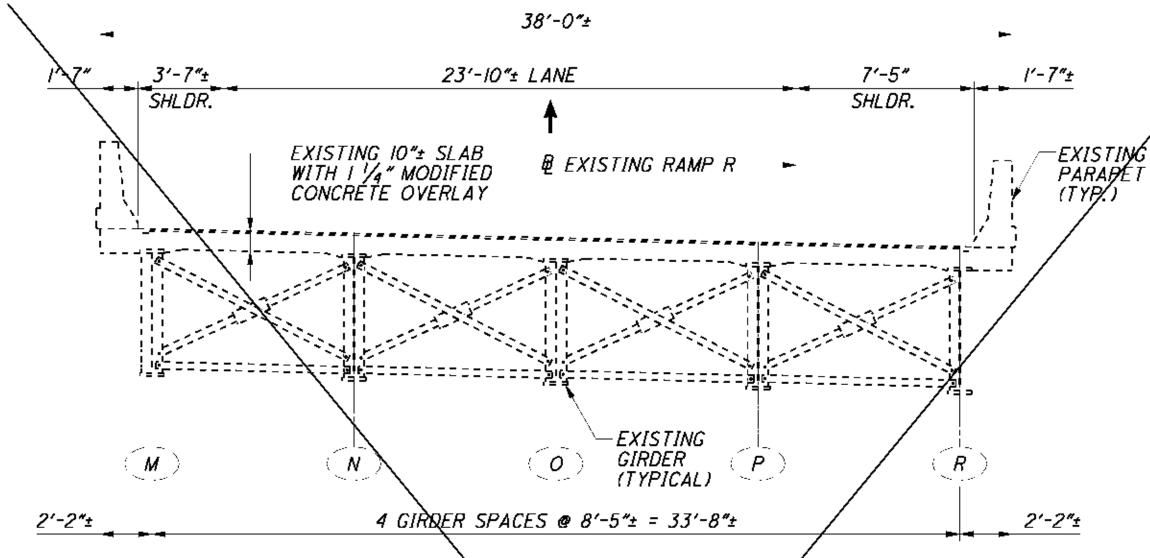
I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

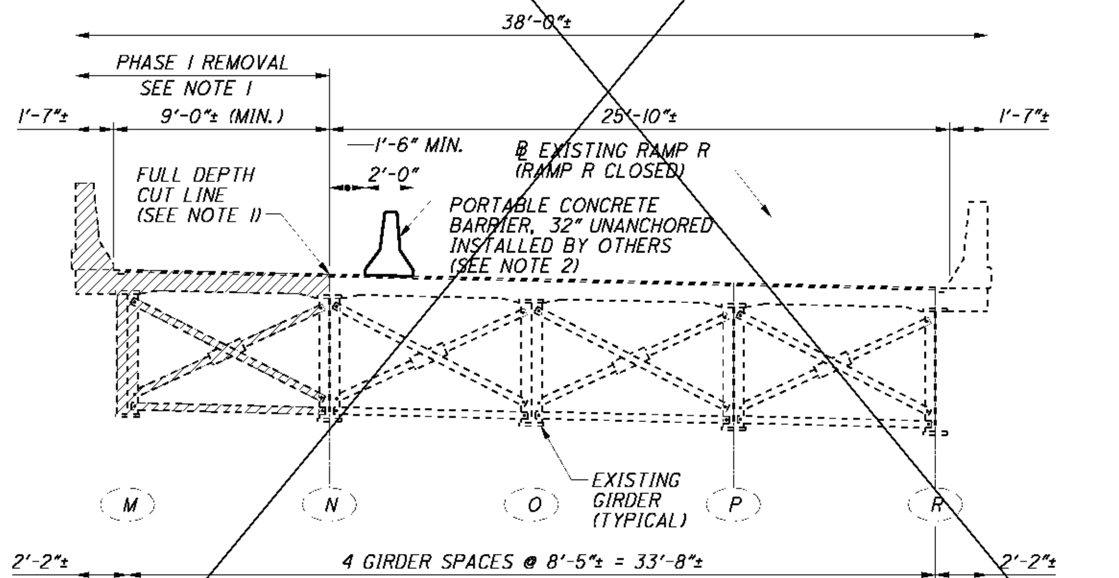
7/50

1093/1565



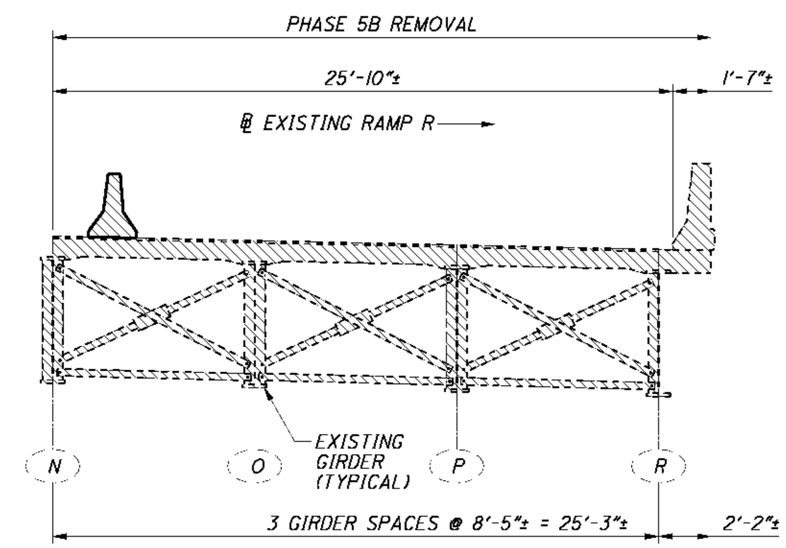
EXISTING BRIDGE 1261E - SECTION

(LOOKING UPSTATION)



REMOVAL BRIDGE 1261E
PHASE 1

(LOOKING UPSTATION)



REMOVAL BRIDGE 1261E
PHASE 5B

(LOOKING UPSTATION)

LEGEND:

(M)	EXISTING GIRDER DESIGNATION
(hatched)	INDICATES AREA OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN - PHASE 1
(hatched)	INDICATES AREA OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN - PHASE 5B

NOTES:

1. AT A MINIMUM, THE CONTRACTOR SHALL REMOVE THE EXISTING BRIDGE 1261E UP TO THE PHASE 1 LIMITS SO THAT BRIDGE 1261R CAN BE WIDENED AS SHOWN ON THE SITE PLAN.
2. THE CONTRACTOR MAY ADJUST POSITION OF PORTABLE CONCRETE BARRIER, PROVIDED THE 1'-6" MINIMUM EDGE REQUIREMENT IS MET.
3. FOR BRIDGE 1261E REMOVAL DETAILS, SEE BRIDGE 1261E REMOVAL PLANS.
4. PCB NOTED AS INSTALLED BY OTHERS TO BECOME PROPERTY OF THE CONTRACTOR.

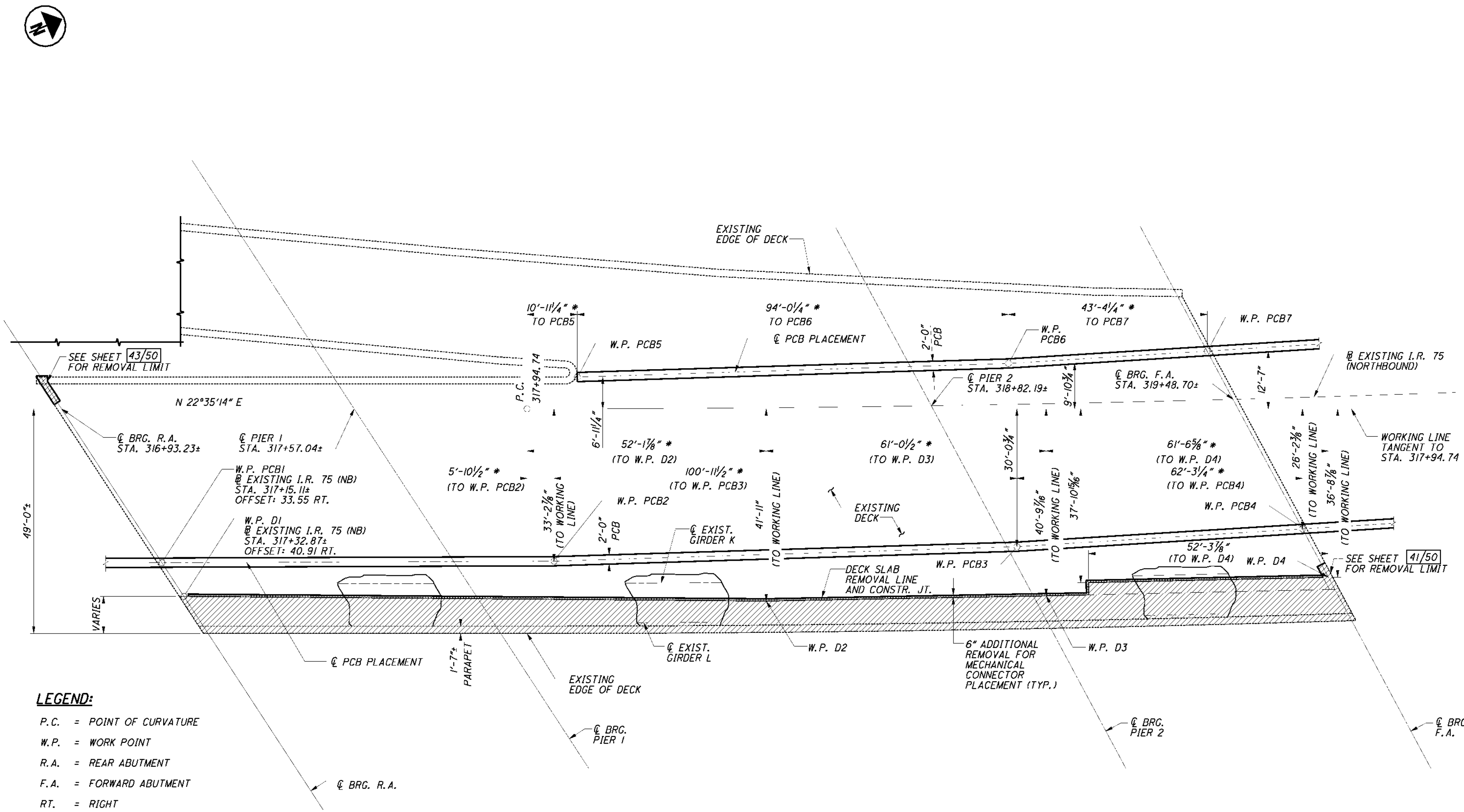
DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | DRAWN KS | REVIEWED SMC | DATE 01/2012
CHECKED RHM | REVISED | STRUCTURE FILE NUMBER 5707897

REMOVAL DETAILS FOR BRIDGE 1261E

BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



LEGEND:

P.C. = POINT OF CURVATURE

W.P. = WORK POINT

R.A. = REAR ABUTMENT

F.A. = FORWARD ABUTMENT

RT. = RIGHT

PCB = PORTABLE CONCRETE BARRIER

* = DIMENSIONS MEASURED ALONG WORKING LINE TANGENT TO ℄ EXIST. I.R. 75 N.B. AT STA. 317+94.74

(hatched) INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF EXISTING STRUCTURE REMOVED, OVER 20 FOOT SPAN (WORK PERFORMED BY OTHERS)

(dark hatched) INDICATES AREAS OF ADDITIONAL REMOVAL PER ITEM 202, PORTIONS OF EXISTING STRUCTURE REMOVED, OVER 20 FOOT SPAN

EXISTING DECK REMOVAL PLAN

NOTES:

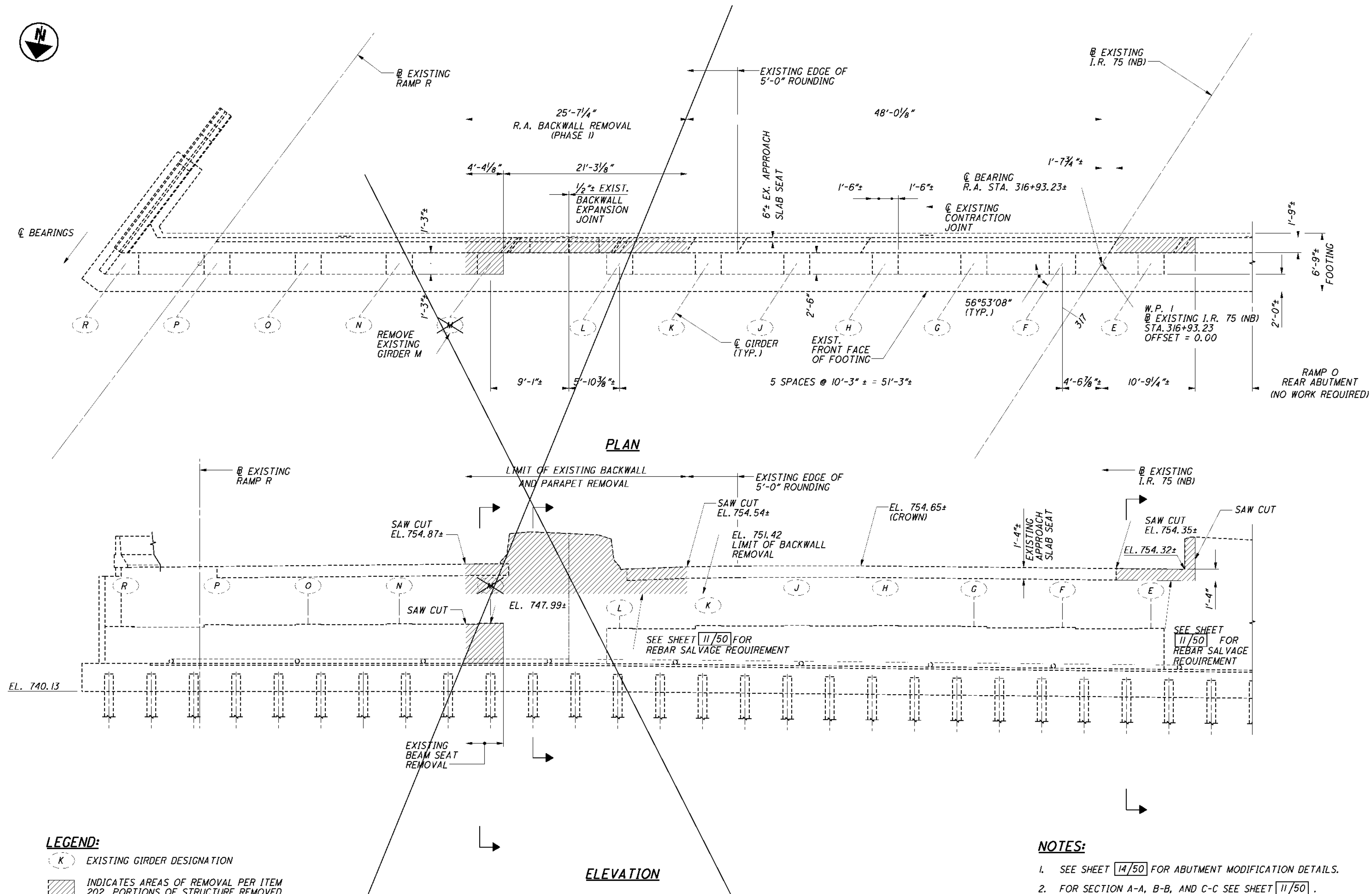
1. FOR GENERAL NOTES, SEE SHEET 3/50 AND 4/50.
2. FOR TRANSVERSE SECTION AND PHASE CONSTRUCTION AND PCB ANCHORAGE REQUIREMENTS, SEE SHEET 6/50 .
3. FOR PCB PLACEMENT SEQUENCE SEE PHASE CONSTRUCTION SHEET 6/50 AND MAINTENANCE OF TRAFFIC PLANS.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | DRAWN LAS/RHM | REVIEWED SMC | DATE 01/2012
CHECKED RHM | REVISED | STRUCTURE FILE NUMBER 5707897

DECK REMOVAL DETAILS
BRIDGE NO. MOT-75-126IR
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



LEGEND:

(K) EXISTING GIRDER DESIGNATION

INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN (PHASE I)

R.A. REAR ABUTMENT

NOTES:

1. SEE SHEET 14/50 FOR ABUTMENT MODIFICATION DETAILS.
2. FOR SECTION A-A, B-B, AND C-C SEE SHEET 11/50 .

DESIGN AGENCY: PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	KS	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

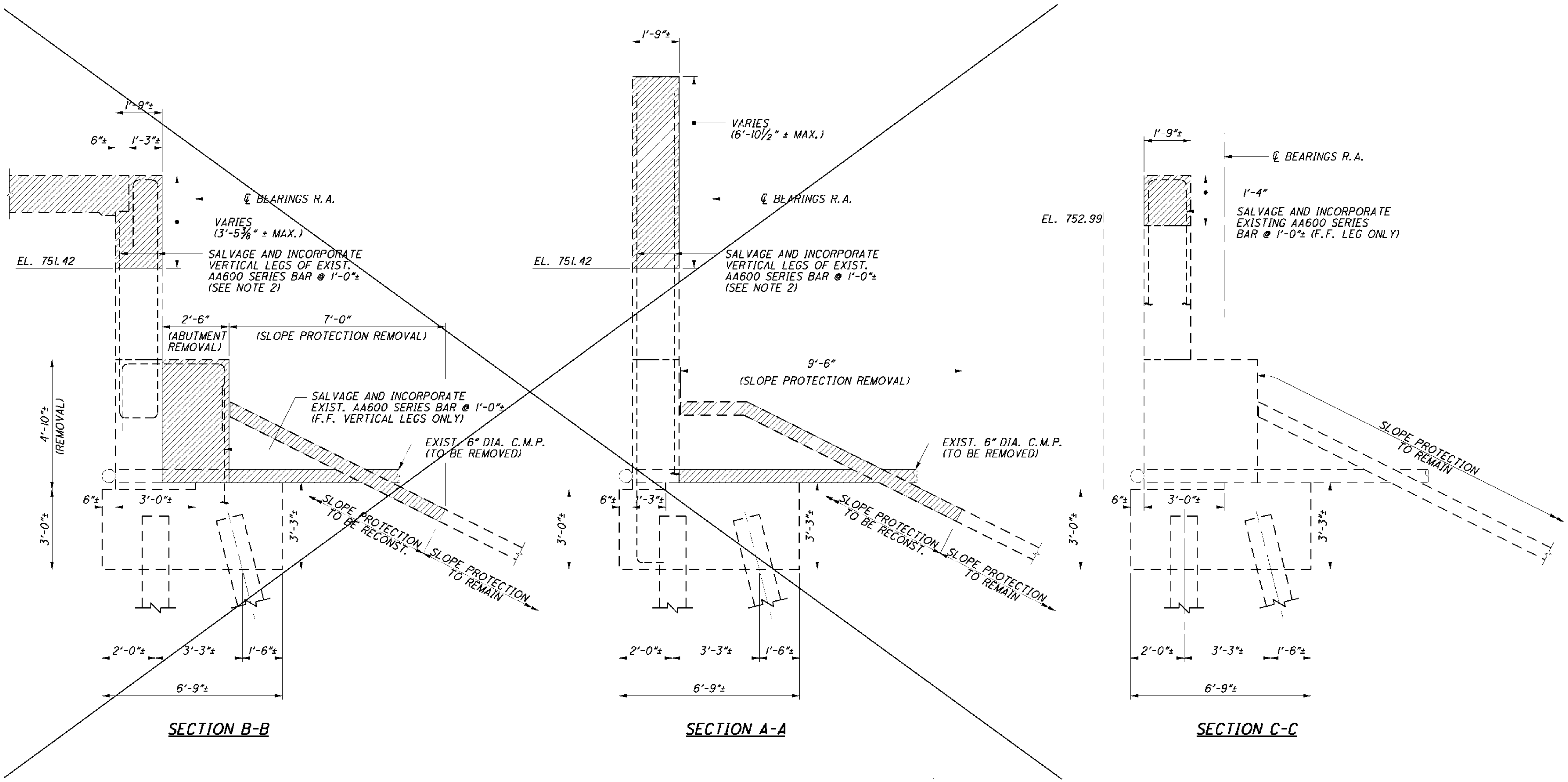
REAR ABUTMENT REMOVAL DETAILS - I

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247



LEGEND:

C.M.P. = CORRUGATED METAL PIPE

EXIST. = EXISTING

R.A. = REAR ABUTMENT

F.F. = FRONT FACE

INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN (PHASE 1)

NOTES:

1. FOR LOCATION OF SECTIONS, SEE SHEET 10/50.
2. FOR MINIMUM SALVAGE LENGTHS, SEE REAR ABUTMENT REINFORCING DETAILS 16/50.

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DESIGN AGENCY PRIME

DESIGNED CKM | DRAWN CKM | REVIEWED SMC | DATE 01/2012

CHECKED RHM | REVISED | STRUCTURE FILE NUMBER 5707897

REAR ABUTMENT REMOVAL DETAILS - 2

BRIDGE NO. MOT-75-1261R

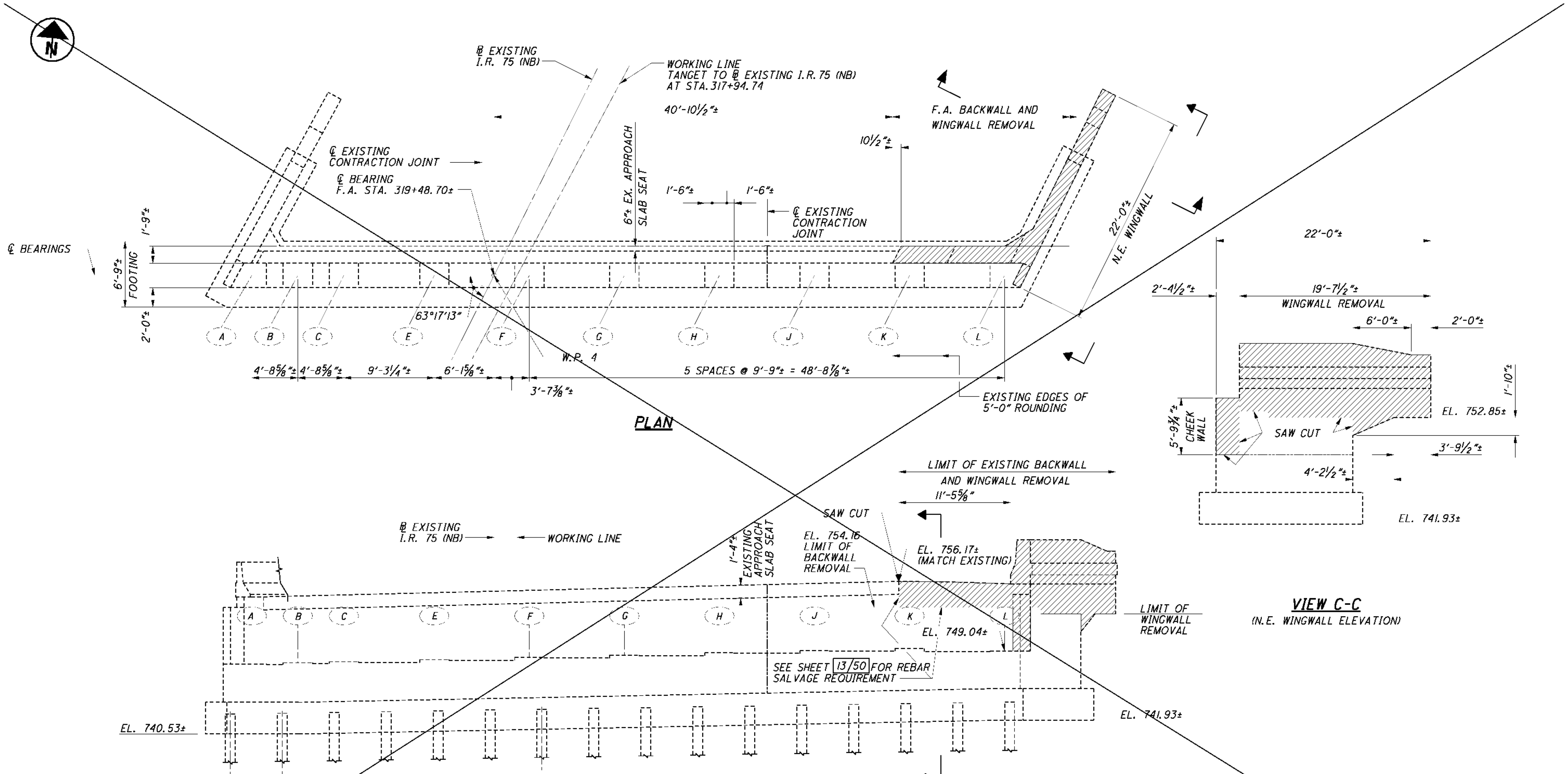
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

11/50

1097/1565



ELEVATION

LEGEND:

- (K) EXISTING GIRDER DESIGNATION
- INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN (PHASE I)
- F.A. = FORWARD ABUTMENT
- W.P. = WORK POINT

NOTES:

1. SEE SHEET $\boxed{21/50}$ FOR ABUTMENT EXTENSION DETAILS.
2. FOR SECTION A-A, AND B-B SEE SHEET $\boxed{13/50}$.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.
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DESIGNED	DRAWN	REVIEWED	DATE
CKM	KS/RHM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

FORWARD ABUTMENT REMOVAL DETAILS - I
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

12/50

1098/1565

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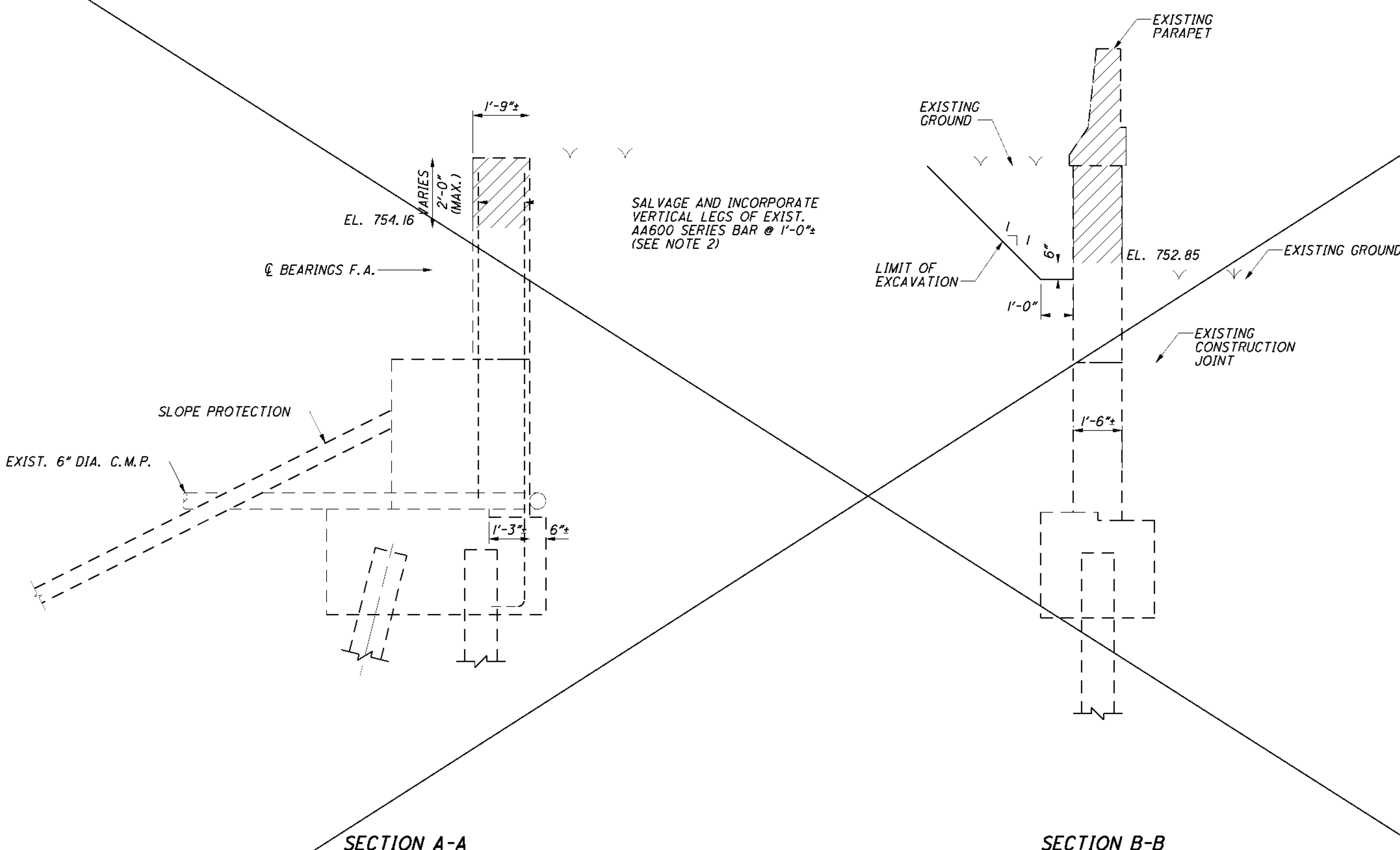


LEGEND:

C.M.P. = CORRUGATED METAL PIPE

EXIST. = EXISTING

F.A. = FORWARD ABUTMENT

INDICATES AREAS OF REMOVAL PER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN (PHASE I)

NOTES:

1. FOR LOCATION OF SECTIONS, SEE SHEET 12/50.
2. FOR MINIMUM SALVAGE LENGTHS, SEE REAR ABUTMENT REINFORCING DETAILS 16/50 AND 18/50.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	CKM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

FORWARD ABUTMENT REMOVAL DETAILS - 2

BRIDGE NO. MOT-75-1261R

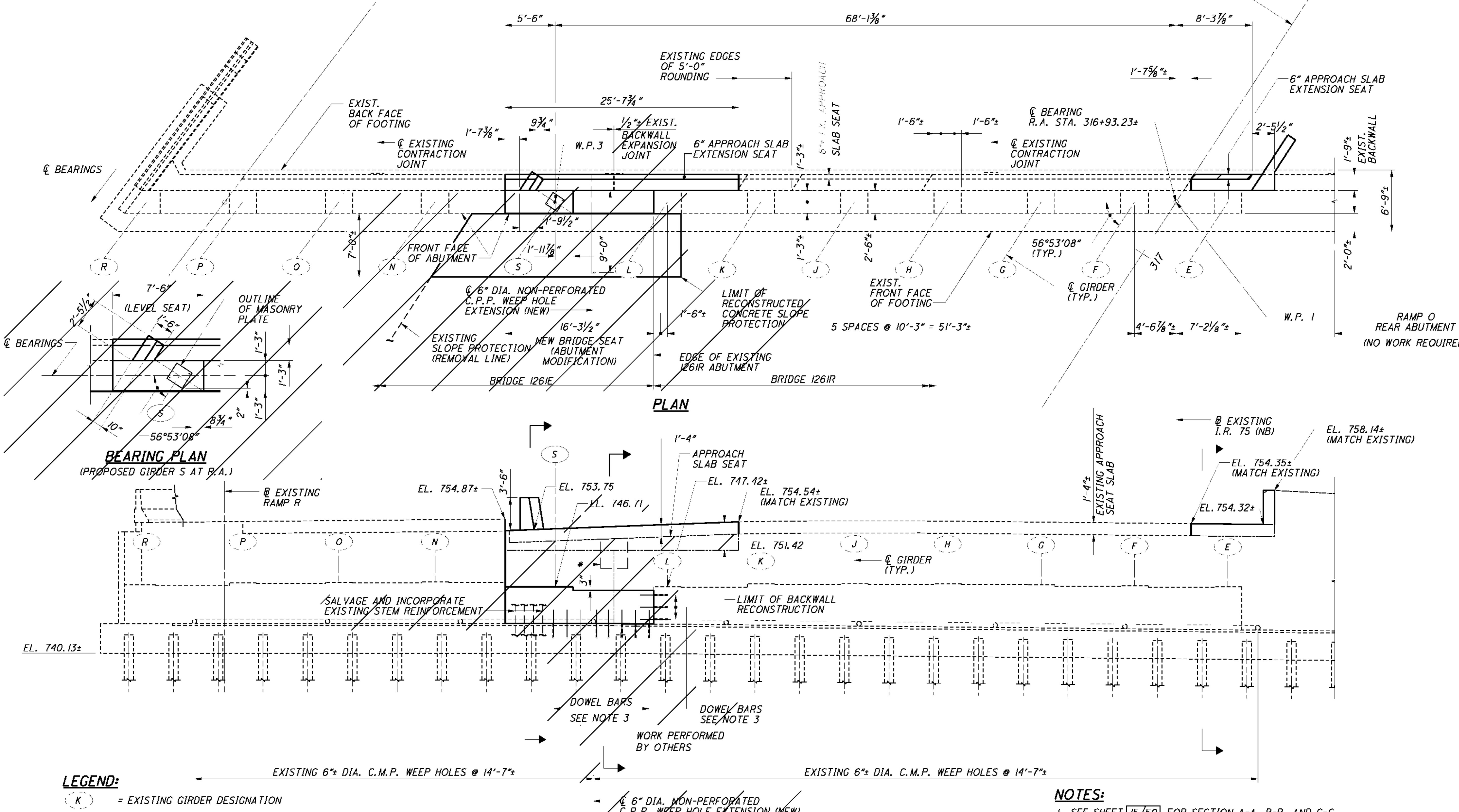
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

NOTE:

EXISTING PILES AND DRAINAGE SYSTEM NOT SHOWN IN PLAN VIEW FOR CLARITY.



ELEVATION

LEGEND:

(K)	= EXISTING GIRDER DESIGNATION
(S)	= PROPOSED GIRDER DESIGNATION
C.P.P.	= CORRUGATED PLASTIC PIPE
*	= TYPE 2 WATERPROOFING 3' WIDE CENTERED ON JOINT FROM 3" BELOW UNDERSIDE OF APPROACH SLAB TO 1' BELOW ABUTMENT BACKFILL EXCAVATION (FOR BACKWALL RECONSTRUCTION.

NOTES:

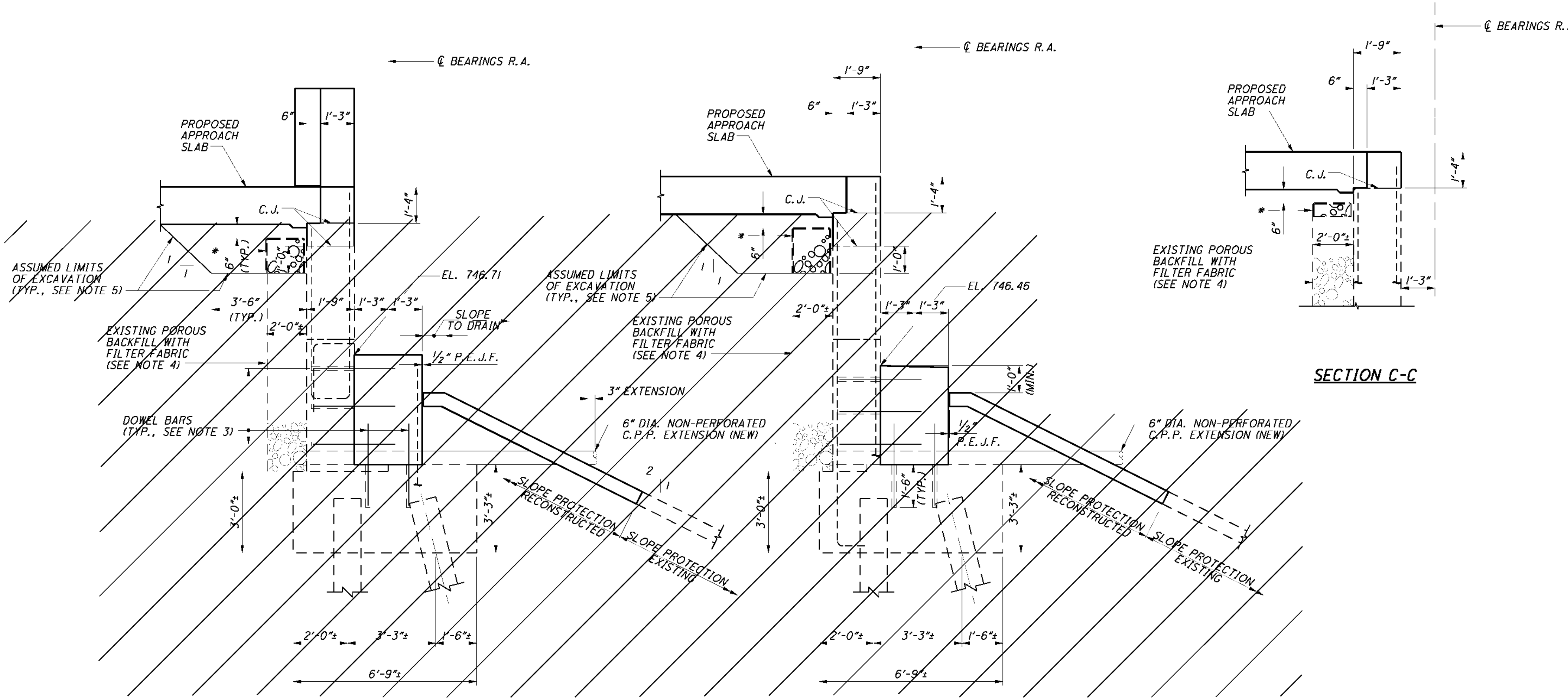
1. SEE SHEET 15/50 FOR SECTION A-A, B-B, AND C-C.
2. FOR REAR ABUTMENT REMOVAL DETAILS SEE SHEET 10/50 AND 11/50 .
3. FOR REINFORCING DETAILS, SEE SHEET 16/50 AND 18/50 .
4. RECONSTRUCTED CONCRETE SLOPE PROTECTION TO MATCH LINE AND GRADE OF EXISTING CONCRETE SLOPE PROTECTION TO REMAIN.
5. CONCRETE SLOPE PROTECTION REMOVAL AND PLACEMENT OF TEMPORARY CONCRETE RUBBLE SLOPE PROTECTION PERFORMED BY OTHERS.

DESIGN AGENCY PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	KS	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

REAR ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



SECTION B-B

SECTION A-A

SECTION C-C

LEGEND:

C.J. = CONSTRUCTION JOINT

C.P.P. = CORRUGATED PLASTIC PIPE

EXIST. = EXISTING

P.E.J.F. = PREFORMED EXPANSION JOINT FILLER

R.A. = REAR ABUTMENT

* = PROPOSED POROUS BACKFILL WITH FILTER FABRIC (SEE NOTE 4)

NOTES:

1. FOR LOCATION OF SECTIONS AND R.A. PLAN AND ELEVATION, SEE SHEET 14/50.
2. FOR ABUTMENT REMOVAL DETAILS, SEE SHEET 10/50, 11/50.
3. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK NON-METALLIC.
4. AT THE TOP OF POROUS BACKFILL LIMIT, TURN THE END 6" OF THE EXISTING POROUS FABRIC FILTER DOWN 90 DEGREE AT THE BACK FACE OF BACKWALL. THE CONTRACTOR SHALL REPLACE OR REPAIR DAMAGED FILTER FABRIC DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE REPLACEMENT OR REPAIR SHALL BE PAID FOR UNDER ITEM 518 OF THE CMS.
5. ~~THE CONTRACTOR SHALL INSTALL PROPOSED GIRDER 5 PRIOR TO THE BACKFILL OF THE EXCAVATED AREAS.~~

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DESIGN AGENCY: PRIME

DESIGNED CKM | CHECKED RHM | DRAWN CKM | REVISED | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

REAR ABUTMENT SECTION AND DETAILS

BRIDGE NO. MOT-75-1261R

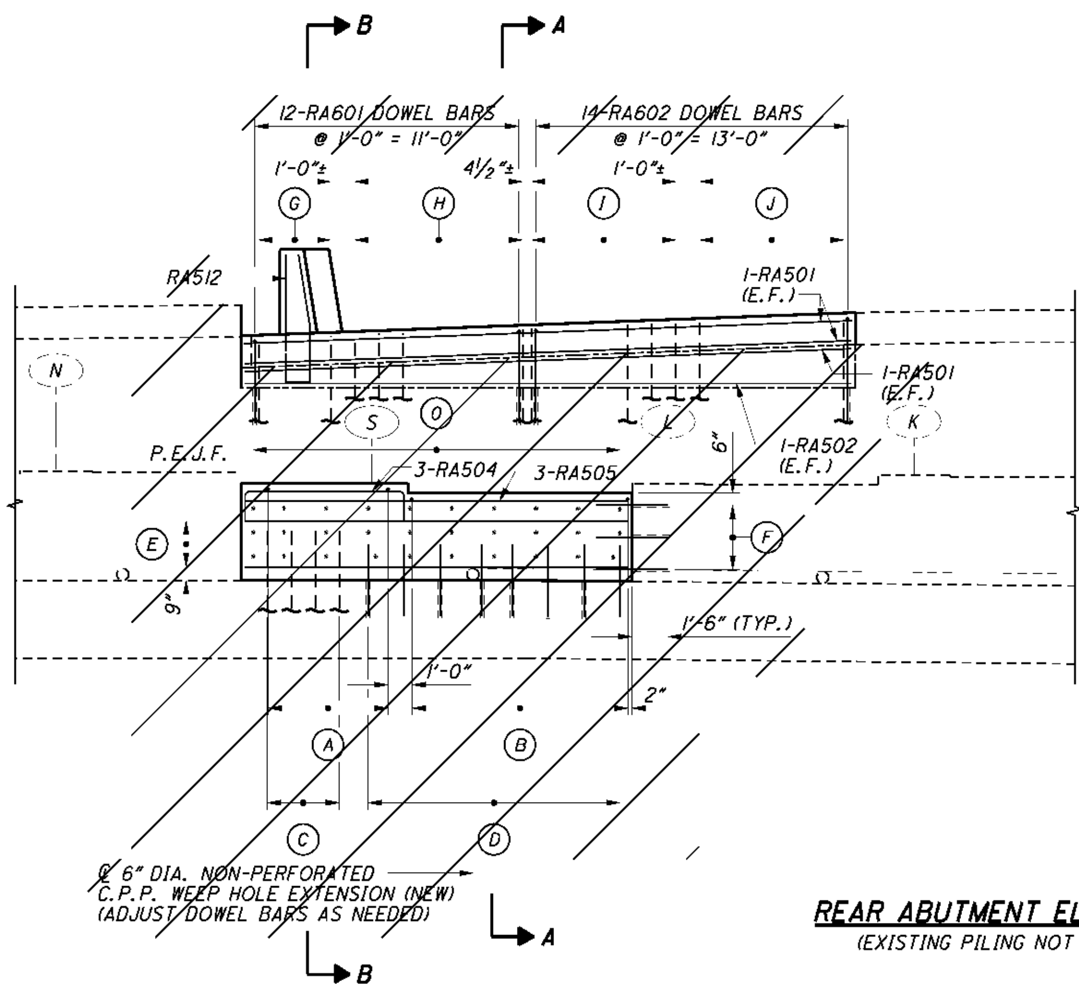
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

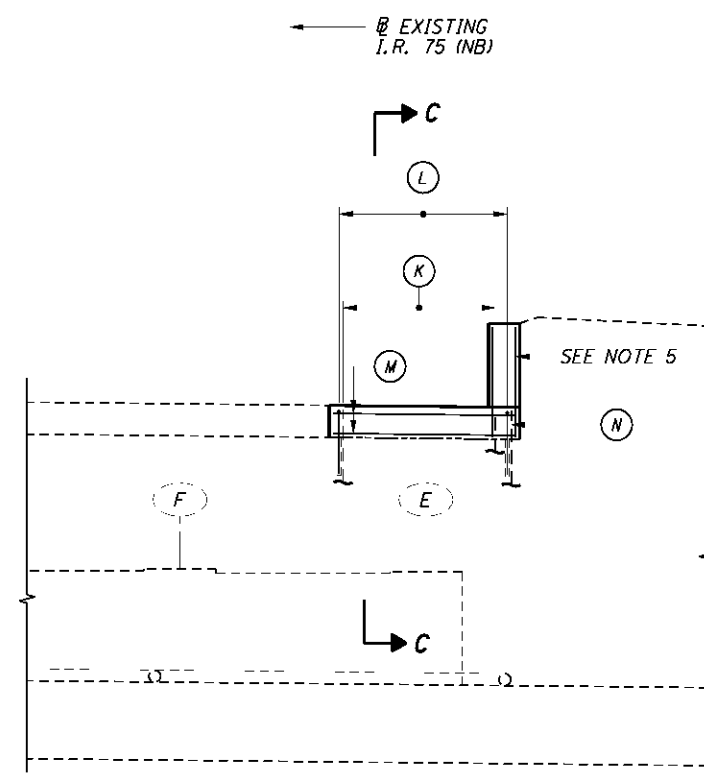
PID No. 77247

15/50

1101/1565



REAR ABUTMENT ELEVATION DETAILS
(EXISTING PILING NOT SHOWN FOR CLARITY)

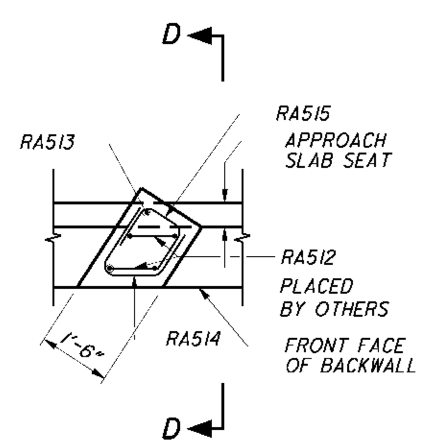


LEGEND:

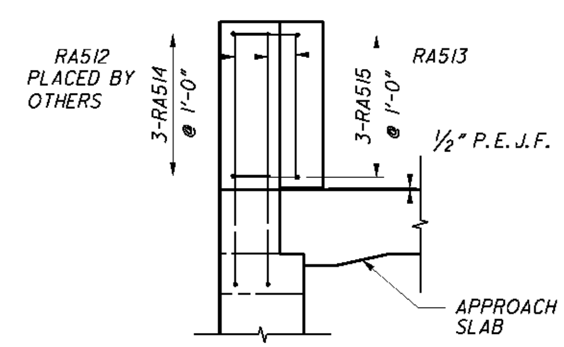
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
F.F = FRONT FACE
B.F. = BACK FACE
E.F. = EACH FACE
S.O. = SERIES OF

- (A) 6 - RA507 @ 1'-0" = 5'-0"
- (B) 10 - RA508 @ 1'-0" = 9'-0"
- (C) EXIST 4-AA500 SERIES (F.F.) BAR. SALVAGE AND INCORPORATE INTO NEW.
- (D) 8 - RA604 DOWEL BARS @ 1'-0" = 7'-0" (E.F., SEE NOTE 3)
- (E) 3 - RA506 @ 1'-0" = 2'-0" (F.F.)
- (F) 3 - RA604 DOWEL BARS @ 1'-6" = 3'-0" (E.F., SEE NOTE 3)
- (G) EXIST 4-AA600 SERIES @ 1'-0"± (E.F.) SALVAGE AND INCORPORATE INTO NEW. FIELD CUT AS REQUIRED.
- (H) EXIST 8-AA600 SERIES @ 1'-0"± (E.F.) SALVAGE AND INCORPORATE INTO NEW. FIELD CUT AS REQUIRED.
- (I) EXIST 7-AA600 SERIES @ 1'-0"± (E.F.) SALVAGE AND INCORPORATE INTO NEW. FIELD CUT AS REQUIRED.
- (J) EXIST 7-AA600 SERIES @ 1'-0"± (E.F.) SALVAGE AND INCORPORATE INTO NEW. FIELD CUT AS REQUIRED.
- (K) EXIST 5-AA600 SERIES @ 1'-0"±. FIELD CUT AND SALVAGE F.F. BAR AND INCORPORATE INTO NEW.
- (L) 6 - RA603 @ 1'-0" = 5'-0".
- (M) RA503 (E.F.)
- (N) EXIST AA600 SERIES BAR (E.F.). SALVAGE F.F. BAR AND INCORPORATE INTO NEW.
- (O) 10 SETS OF 3 - RA604 DOWEL BARS @ 1'-9" = 15'-9"

(S) PROPOSED GIRDER DESIGNATION
(L) EXISTING GIRDER DESIGNATION



END POST DETAILS
(PLAN)



VIEW D-D
(ELEVATION)

NOTES:

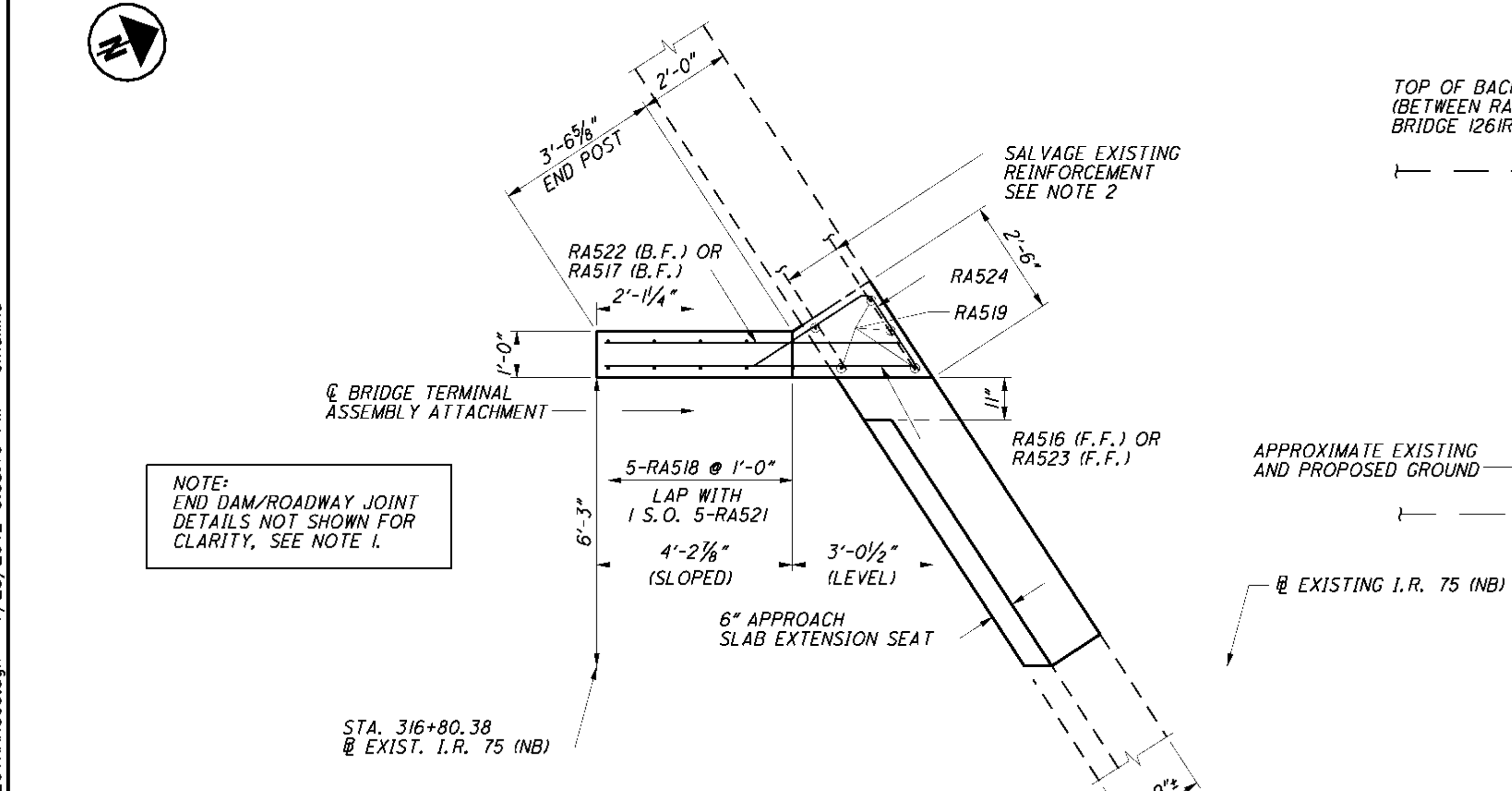
1. SEE SHEET 14/50 FOR REAR ABUTMENT PLAN AND ELEVATION.
2. FOR SECTION A-A, B-B, AND C-C, SEE SHEET 18/50.
3. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK, NON-METALLIC.
4. FIELD CUT/TRIM SALVAGED REINFORCEMENT TO PROVIDE 2" ± CLEAR TO FINISH ELEVATIONS.
5. FOR VERTICAL REINFORCEMENT IN PARAPET SEE SHEET 17/50.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | CHECKED RHM | DRAWN CKM | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

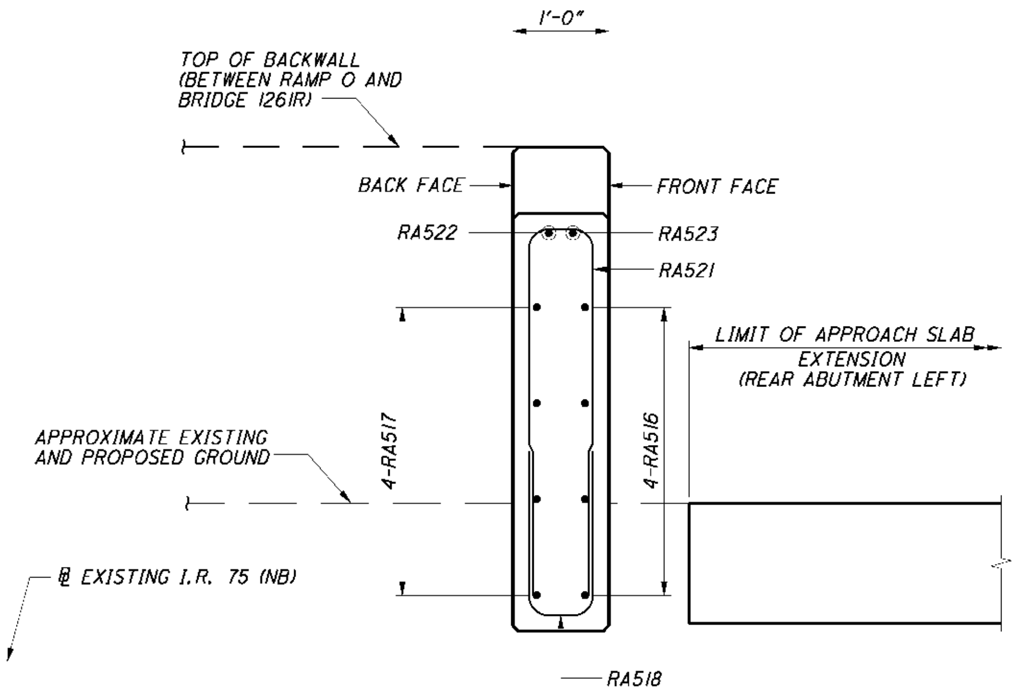
REAR ABUTMENT REINFORCING DETAILS - I
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

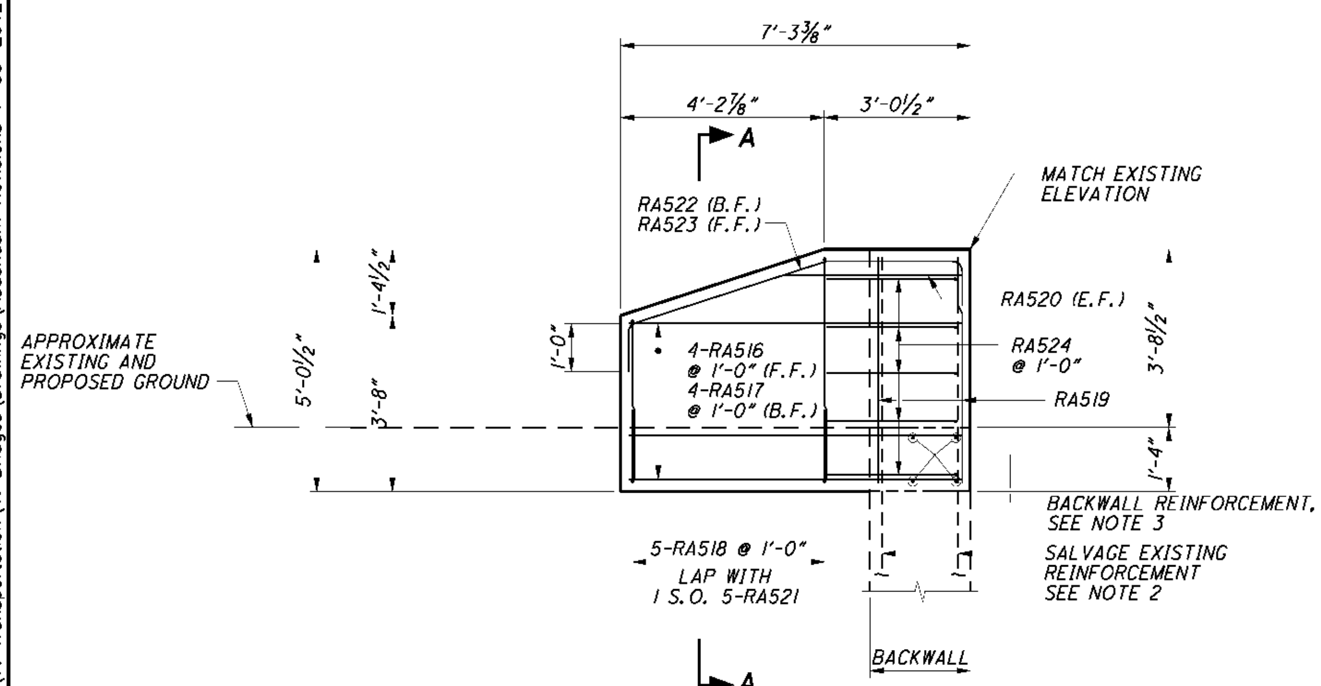


END POST EXTENSION PLAN

(AT REAR ABUTMENT LEFT)



SECTION A-A



END POST EXTENSION ELEVATION

(AT REAR ABUTMENT LEFT)

LEGEND

(F.F.) = FRONT FACE

(B.F.) = BACKFACE

(E.F.) = EACH FACE

S.O. = SERIES OF

NOTES:

1. FOR END DAM/ROADWAY JOINT DETAILS, SEE SHEET 43/50.
2. RETAINED EXISTING REINFORCEMENT TO BE CLEANED PRIOR TO INCORPORATING INTO NEW CONSTRUCTION.
3. FOR BACKWALL REINFORCEMENT SEE SHEET 16/50.
4. FOR APPROACH SLAB DETAILS SEE SHEET 45/50.

PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED LAS | DRAWN LAS | REVIEWED SMC | DATE 01/2012
CHECKED RHM | STRUCTURE FILE NUMBER 5707897

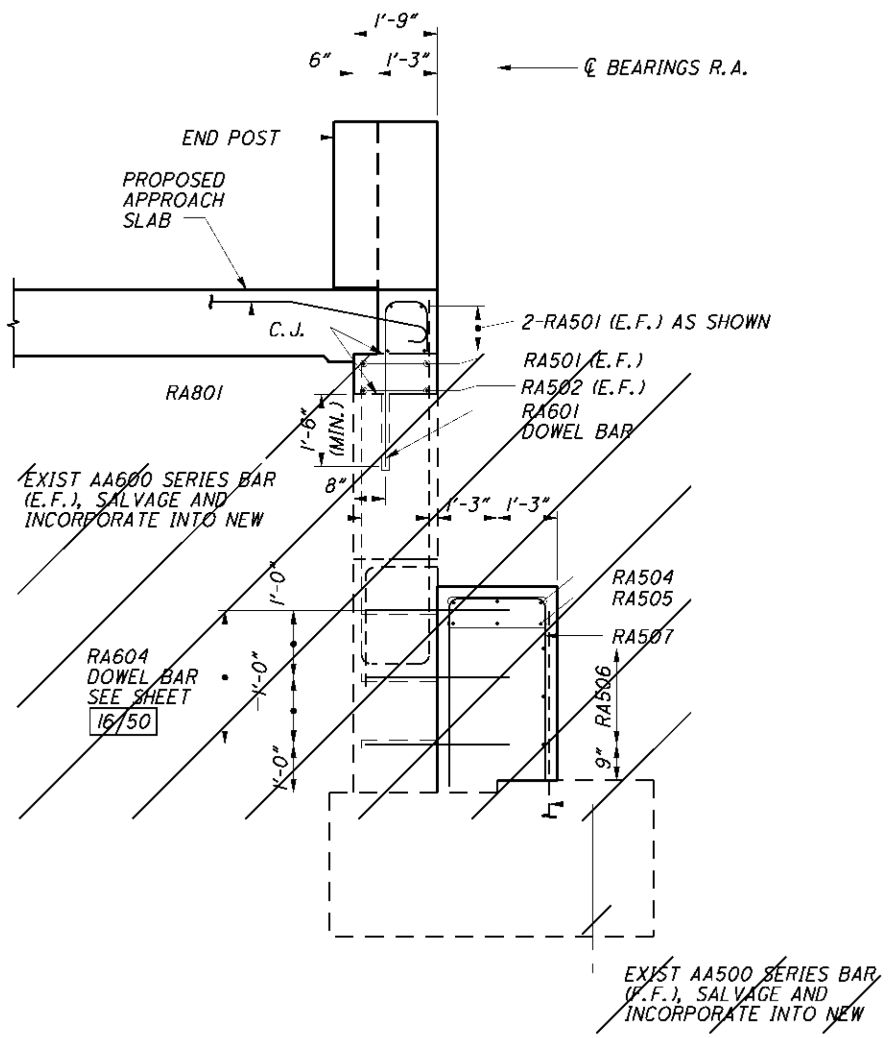
REAR ABUTMENT REINFORCING DETAILS - 2

BRIDGE NO. MOT-75-1261R

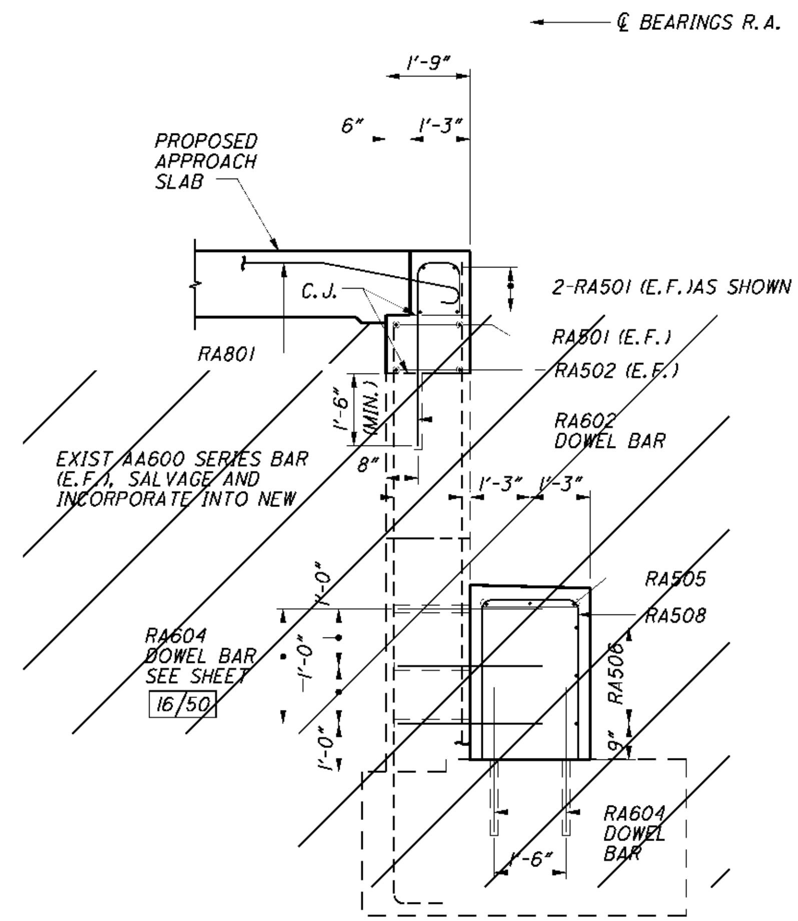
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

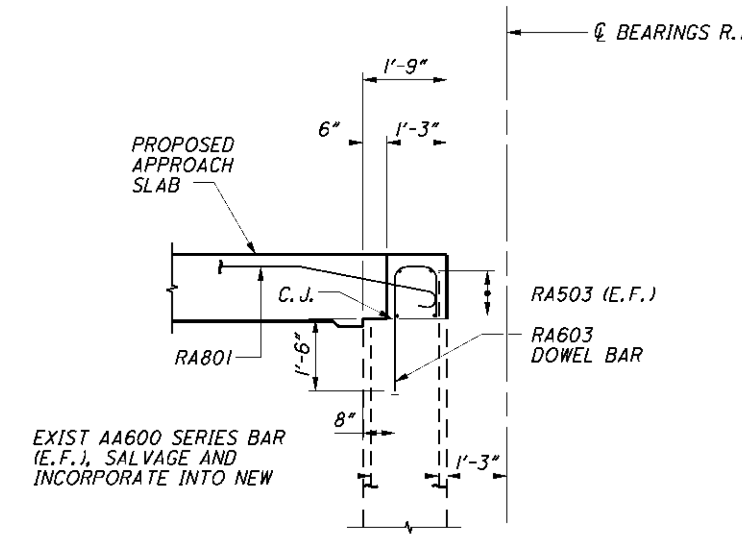
PID No. 77247



SECTION B-B



SECTION A-A



SECTION C-C

LEGEND:

C.J. = CONSTRUCTION JOINT
EXIST. = EXISTING
R.A. = REAR ABUTMENT
F.F. = FRONT FACE
E.F. = EACH FACE

NOTES:

1. FOR LOCATION OF SECTIONS, SEE SHEET 16/50 .
2. FOR ELEVATION REINFORCING DETAILS, SEE SHEET 16/50 .
3. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK NON-METALLIC.

PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | DRAWN CKM | REVIEWED SMC | DATE 01/2012
CHECKED RHM | STRUCTURE FILE NUMBER 5707897

REAR ABUTMENT REINFORCING DETAILS - 3
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

18/50

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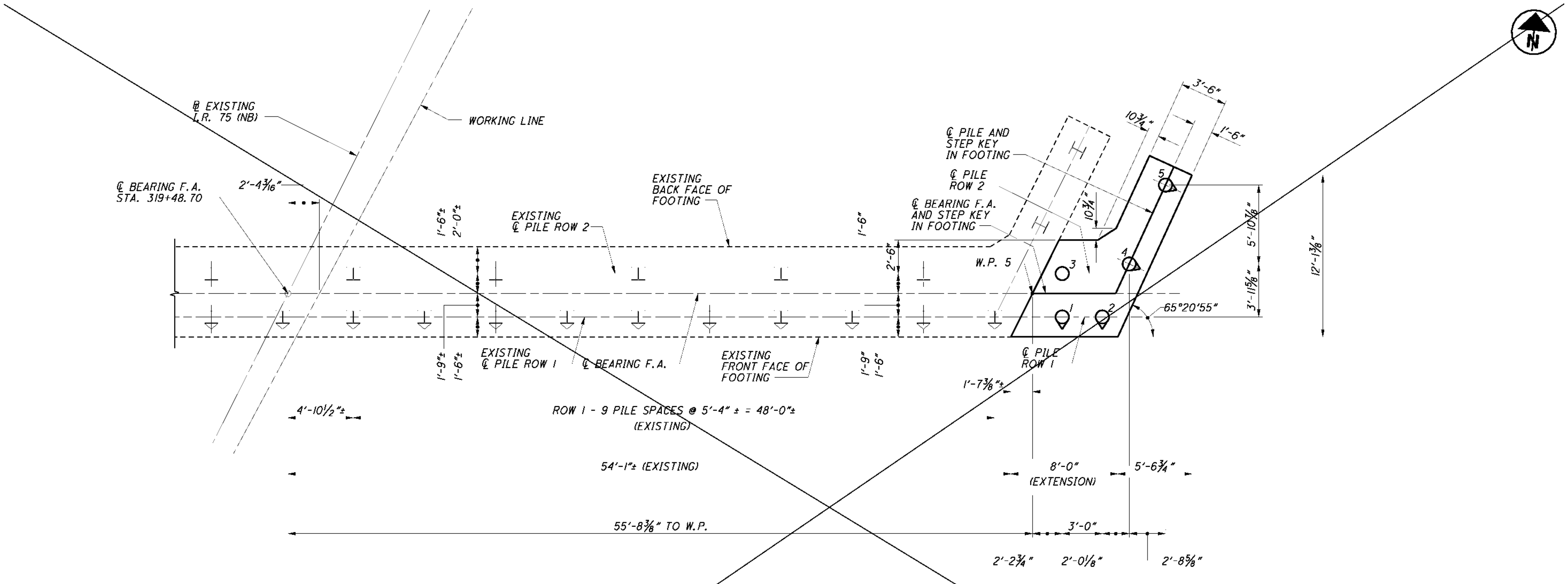

FORWARD ABUTMENT EXTENSION FOUNDATION PLAN

LEGEND

= EXISTING VERTICAL PILE, 12BP53

= EXISTING BATTERED PILE, 12BP53 (1:4 BATTER)

= PROPOSED VERTICAL PILE, 12" DIA. C.I.P.

= PROPOSED BATTERED PILE, 12" C.I.P. (1:4 BATTER)

F.A. = FORWARD ABUTMENT

W.P. = WORK POINT

NOTES:

1. SEE SHEET 21/50 FOR F.A. PLAN AND ELEVATION.
2. SEE SHEET 20/50 FOR F.A. EXTENSION FOOTING REINFORCEMENT DETAILS.

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DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC. www.primeeng.com

DESIGNED	DRAWN	REVIEWED	DATE
CKM	CKM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

FORWARD ABUTMENT EXTENSION FOUNDATION PLAN

BRIDGE NO. MOT-75-1261R

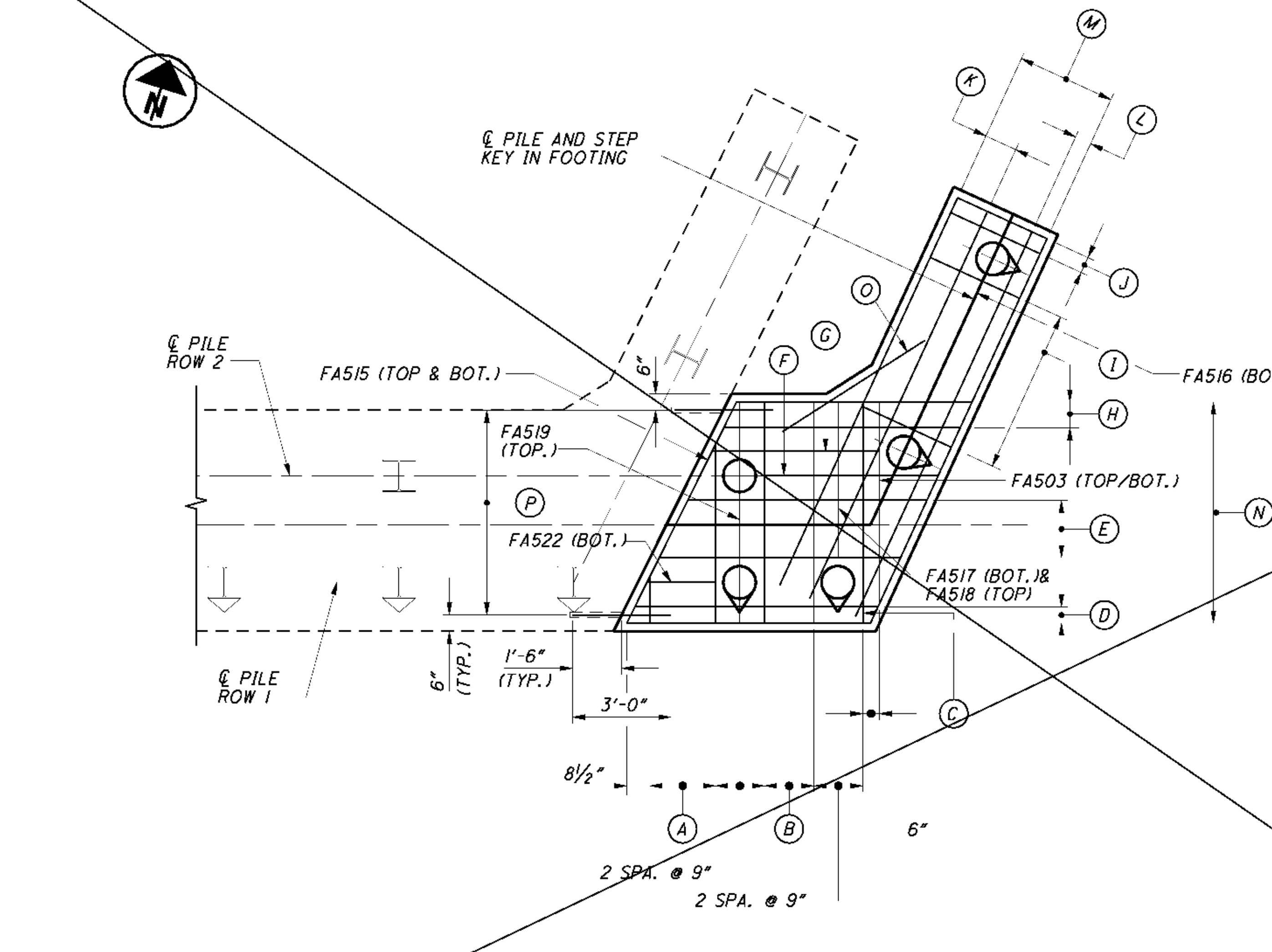
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

19/50

1105/1565



FORWARD ABUTMENT EXTENSION FOOTING REINFORCEMENT PLAN

LEGEND

S.O. = SERIES OF

BOT. = BOTTOM

F.A. = FORWARD ABUTMENT

(A) 1 S.O.3 - FA501 @ 12 " (TOP & BOT.)

(B) 3 - FA502 @ 9" (TOP & BOT.)

(C) FA502 (TOP & BOT.)

(D) 2 - FA504 @ 6" (BOT.)

(E) 3 - FA505 @ 10½" (BOT.)

(F) FA506 AS SHOWN (BOT.) ℄ PILE ROW 2

(G) FA507 AS SHOWN (BOT.)

(H) 2 - FA508 @ 9⅜" (BOT.)

(I) 6 - FA509 @ 1'-0"

(J) 2 - FA509 @ 6"

(K) 2 - FA510 @ 1'-0⅜" (BOT.)

(L) 2 - FA511 @ 6⅜" (BOT.)

(M) 4 - FA512 @ EQ. SPA. (TOP)

(N) 8 - FA513 @ 11⅝" (TOP)

(O) FA514 AS SHOWN (TOP & BOT.)

(P) 7 - FA601 DOWEL BARS AT EQ. SPA. (TOP & BOT.)

NOTES:

1. SEE SHEET 21/50 FOR F.A. PLAN AND ELEVATION.
2. SEE SHEET 24/50 FOR F.A. EXTENSION FOUNDATION DETAILS.
3. PLACE REINFORCING BARS AS SHOWN AND 3" CLEAR OF PILES.
4. REINFORCING SHALL BE EQUALLY SPACED UNLESS NOTED OTHERWISE.
5. SEE SHEET 23/50 FOR VERTICAL BARS EXTENDING INTO ABUTMENT EXTENSION AND WINGWALL STEM.

DESIGN AGENCY PRIME

DESIGNED CKM | CHECKED RHM | DRAWN CKM | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

FORWARD ABUTMENT EXTENSION FOOTING REINFORCEMENT PLAN
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

1106
1565

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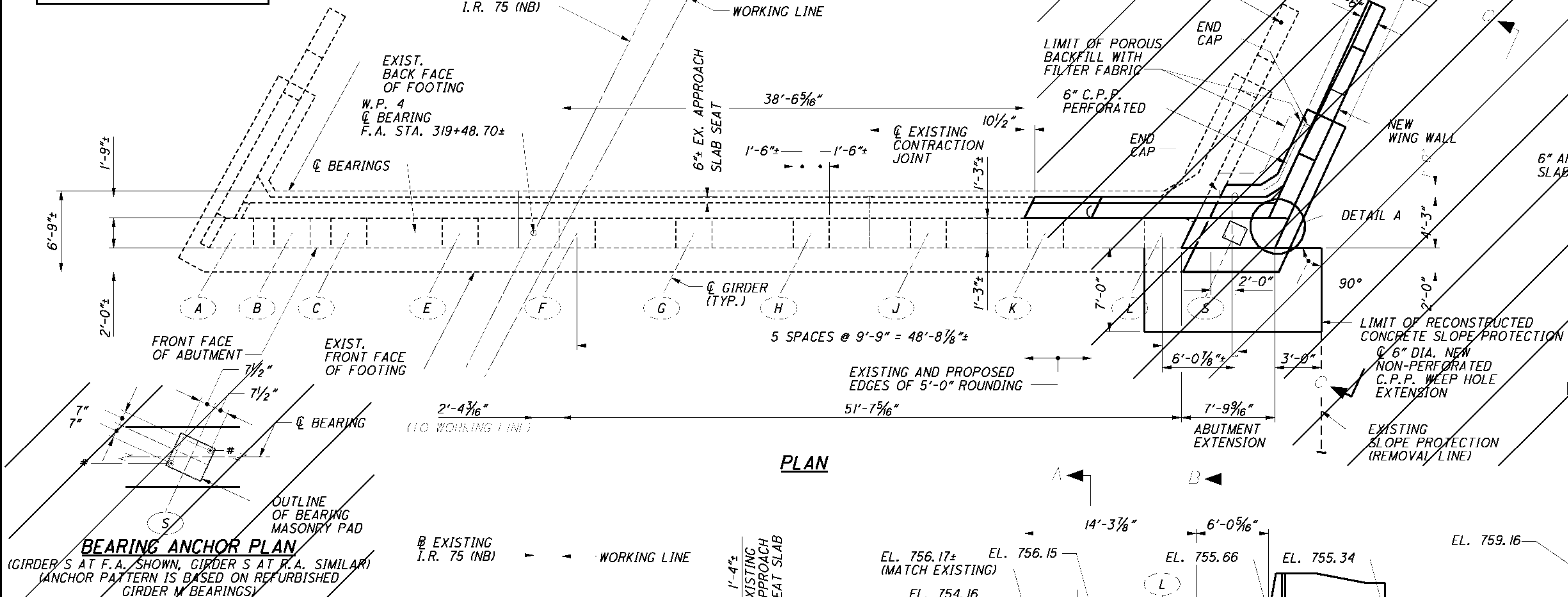
NOTE:

EXISTING PILES AND EXISTING DRAINAGE SYSTEM NOT SHOWN IN PLAN VIEW FOR CLARITY.

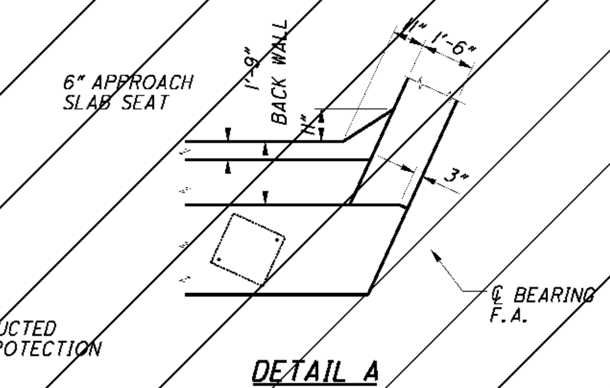
PROPOSED PILING AT ABUTMENT EXTENSION NOT SHOWN FOR CLARITY.



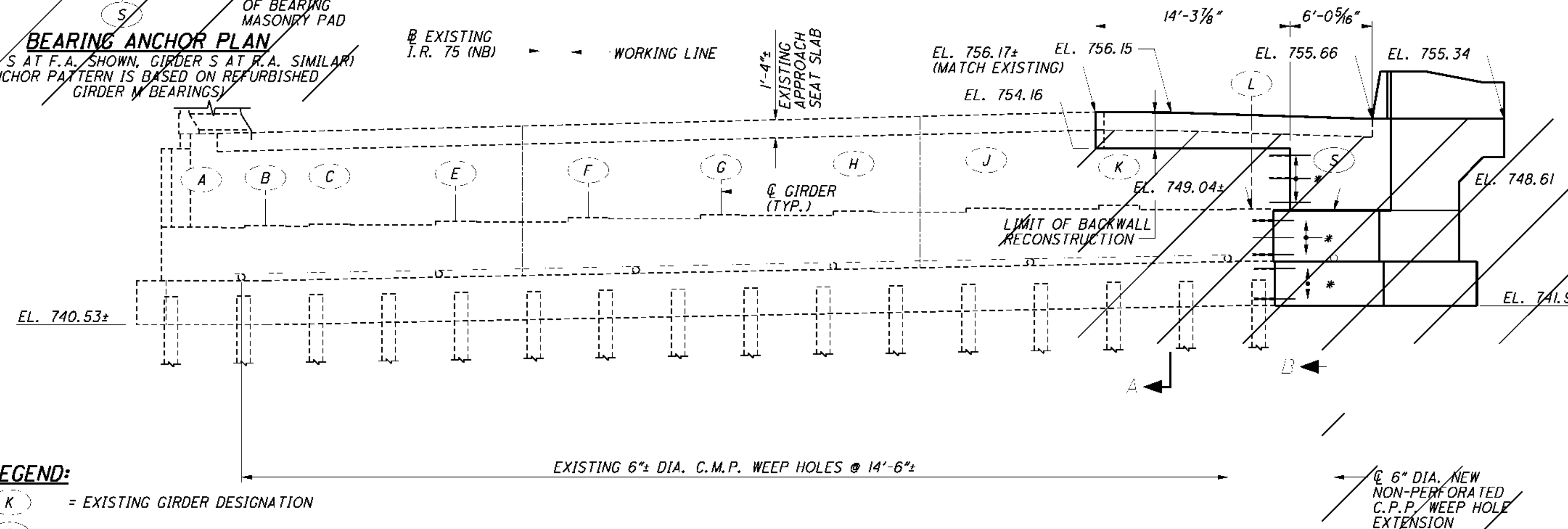
PLAN

BEARING ANCHOR PLAN

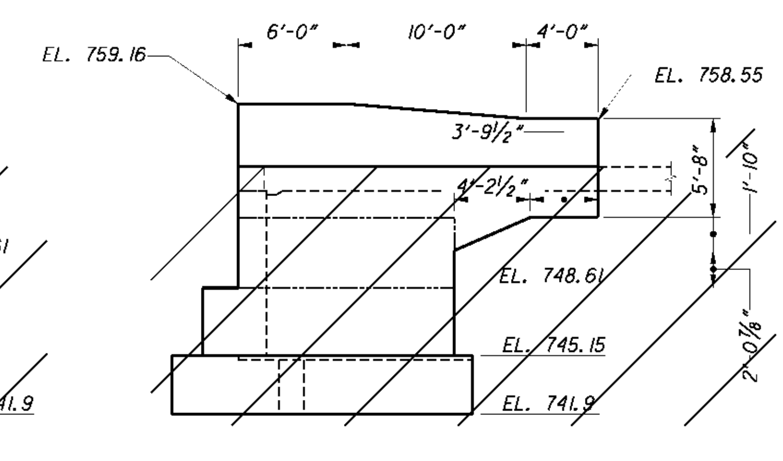
(GIRDER S AT F.A. SHOWN, GIRDER S AT R.A. SIMILAR) (ANCHOR PATTERN IS BASED ON REFURBISHED GIRDER M BEARINGS)



DETAIL A



ELEVATION



VIEW C-C

(NEW N.E. WINGWALL)

LEGEND:

(K)	= EXISTING GIRDER DESIGNATION
(S)	= PROPOSED GIRDER DESIGNATION
C.M.P.	= CORRUGATED METAL PIPE
C.P.P.	= CORRUGATED PLASTIC PIPE
*	= DOWEL BARS, SEE NOTE 3.
#	= 1⅝" DIA. x 1'-3" DEEP HOLE FOR 1¼" DIA. x 1'-8" SWEDGE ANCHOR RODS WITH WASHERS, SEE NOTE 4. INSTALL ANCHOR RODS PER 510 AND 516. INCLUDE DOWEL HOLES AND ANCHOR RODS WITH ITEM 516 FOR PAYMENT.

NOTES:

1. SEE SHEET 22/50 FOR SECTION A-A, AND B-B.
2. FOR FORWARD ABUTMENT REMOVAL DETAILS SEE 12/50 & 13/50.
3. FOR REINFORCING DETAILS, SEE SHEET 23/50 AND 24/50.
4. CONCRETE SLOPE PROTECTION REMOVAL AND PLACEMENT OF TEMPORARY CONCRETE RUBBLE SLOPE PROTECTION PERFORMED BY OTHERS.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	KEJ/RHM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

FORWARD ABUTMENT PLAN AND ELEVATION

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

21/50

1107/1565

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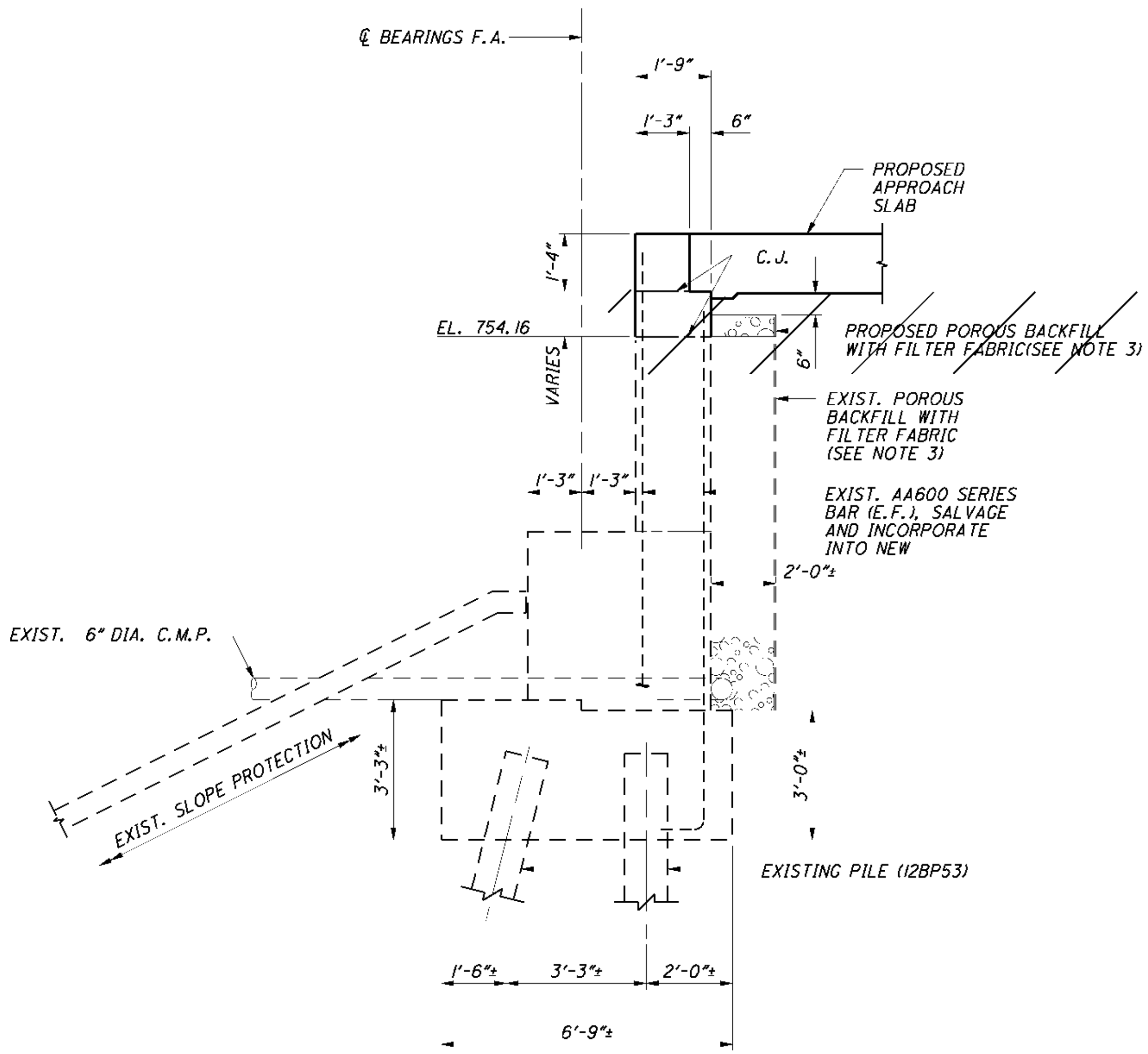
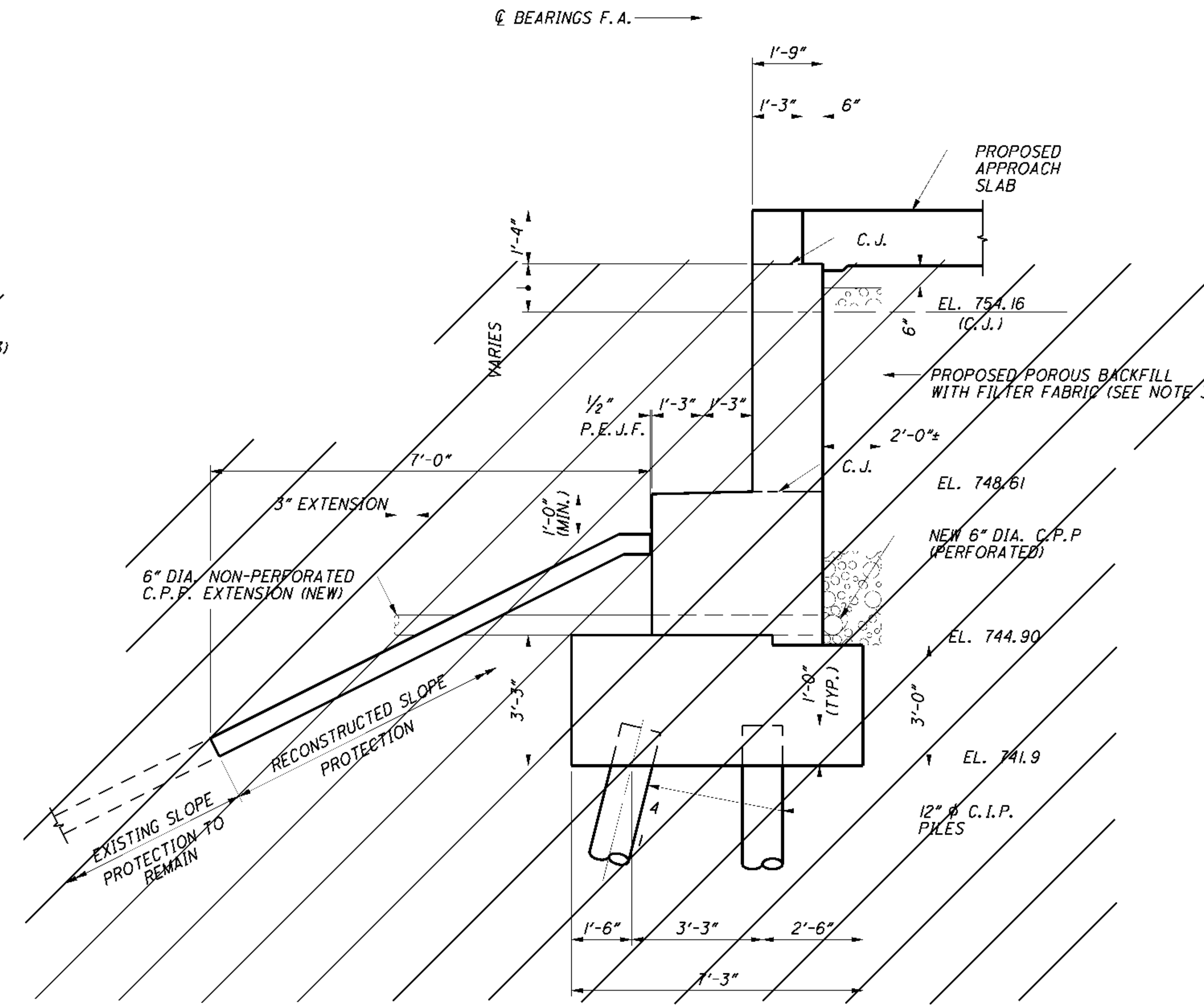


SECTION A-A



SECTION B-B

LEGEND:

C.J. = CONSTRUCTION JOINT
C.M.P. = CORRUGATED METAL PIPE
C.P.P. = CORRUGATED PLASTIC PIPE
EXIST. = EXISTING
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
F.A. = FORWARD ABUTMENT

NOTES:

1. FOR LOCATION OF SECTIONS AND F.A. PLAN AND ELEVATION, SEE SHEET 21/50.
2. FOR REINFORCING DETAILS, SEE SHEETS 22/50 & 23/50 .
3. AT THE TOP OF THE POROUS BACKFILL LIMIT, TURN THE EXISTING POROUS FABRIC FILTER FABRIC 6" AT BACK FACE OF BACKWALL. THE CONTRACTOR SHALL REPLACE OR REPAIR DAMAGED FILTER FABRIC DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE REPLACEMENT OR REPAIR SHALL BE PAID FOR UNDER ITEM 518 OF THE CMS.
4. THE CONTRACTOR SHALL INSTALL PROPOSED GIRDER S PRIOR TO THE BACKFILL OF THE EXCAVATED AREAS.

PRIME

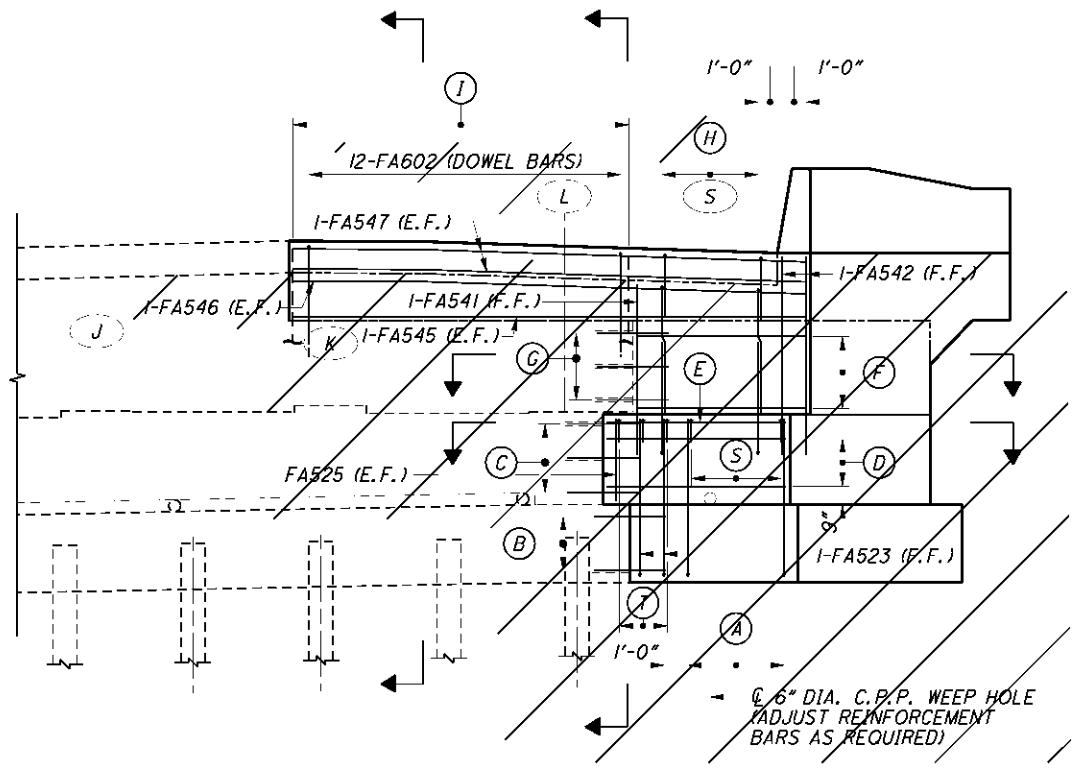
DESIGNED	DRAWN	REVIEWED	DATE
CKM	LAS	SMC	01/2012
CHECKED RHM			STRUCTURE FILE NUMBER 5707897

FORWARD ABUTMENT SECTION AND DETAILS
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

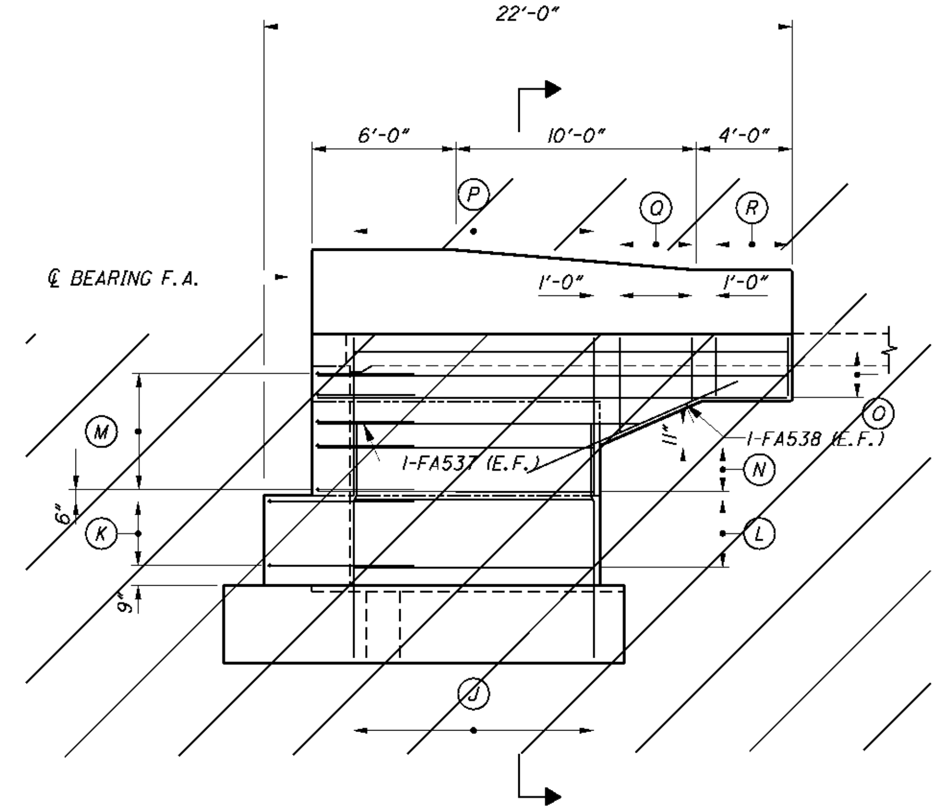
LEGEND

- C.P.P. = CURROGATED PLASTIC PIPE
- C.J. = CONSTRUCTION JOINT
- F.A. = FORWARD ABUTMENT
- F.F. = FRONT FACE
- B.F. = BACK FACE
- E.F. = EACH FACE
- S.O. = SERIES OF
- (K) = EXISTING GIRDER DESIGNATION
- (S) = PROPOSED GIRDER DESIGNATION
- (A) 5 - FA523 @ 1'-0" (E.F.)
- (B) 2 - FA601 DOWEL BAR AS SHOWN (SEE NOTE 3).
- (C) 3 - FA601 (E.F.) DOWEL BAR AS SHOWN (SEE NOTE 3).
- (D) 3 - FA524 (E.F.)
- (E) 4 - FA528
- (F) 4 - FA532 (E.F.)
- (G) 3 - FA601 DOWEL BAR AS SHOWN (SEE NOTE 3).
- (H) 5 - FA521 @ 1'-0" OR 5 - FA539 @ 1'-0" (LAP WITH FA533), OR 5 - FA533 @ 1'-0"
- (I) EXISTING 15 - AB600 SERIES @ 1'-0"±. SALVAGE AND INCORPORATE INTO NEW. FIELD CUT AS REQUIRED.
- (J) 11 - FA522 @ 1'-0"
- (K) 4 - FA529 @ 1'-0" (F.F.)
- (L) 4 - FA530 @ 1'-0" (E.F.)
- (M) 6 - FA535 (B.F.) LAP WITH FA539, FA536, FA537 AT F.F.
- (N) 3 - FA534 @ 1'-0" (E.F.)
- (O) 3 - FA536 @ 1'-0" (E.F.)
- (P) 11-FA543 @ 1'-0" (E.F.) LAP WITH FA522
- (Q) 2 S.O. 4-FA540 @ 1'-0"
- (R) 4-FA544 @ 1'-0"
- (S) 5 - FA526 @ 1'-0"
- (T) 3-FA527, LAP WITH FA523, FA525



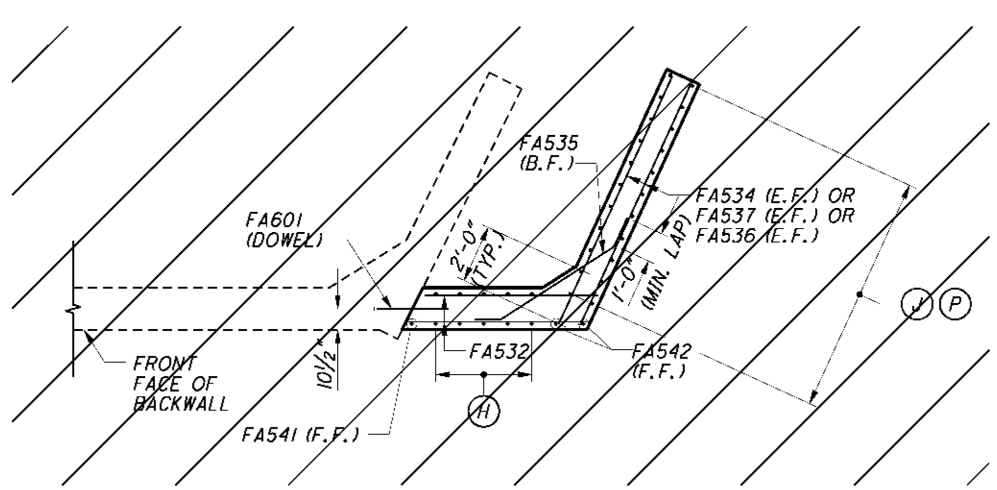
FORWARD ABUTMENT ELEVATION DETAILS

(PROPOSED PILING AND CHEEK WALL NOT SHOWN FOR CLARITY)



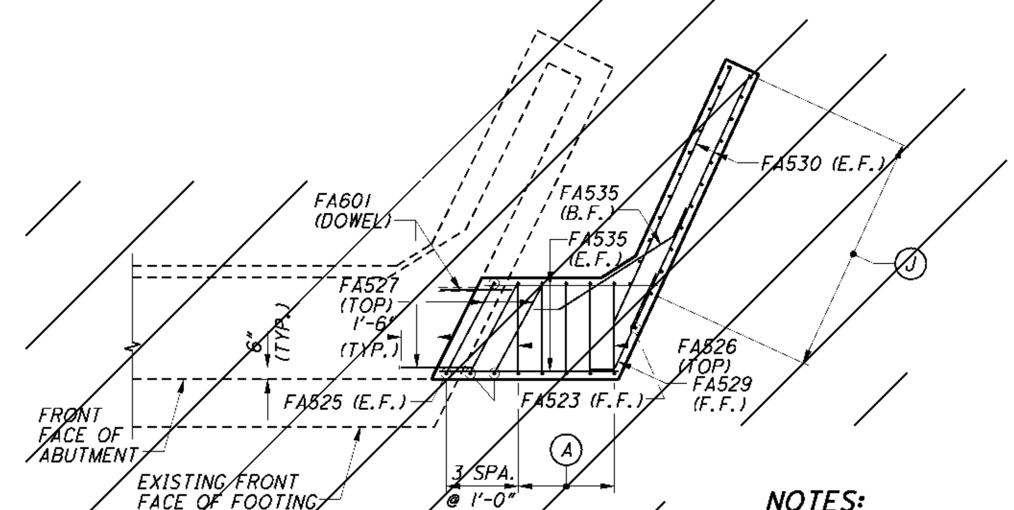
FORWARD RIGHT WING WALL ELEVATION DETAILS

(PROPOSED PILING NOT SHOWN FOR CLARITY)



SECTION C-C

(ABOVE GIRDER SEAT)



SECTION D-D

(BELOW GIRDER SEAT)

NOTES:

1. SEE SHEET 22/50 FOR SECTION A-A, B-B, AND E-E.
2. FOR FORWARD ABUTMENT REMOVAL DETAILS SEE 12/50 & 13/50.
3. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK, NON-METALLIC.
4. FIELD CUT/TRIM SALVAGED REINFORCEMENT TO PROVIDE 2"± CLEAR TO FINISH ELEVATIONS.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | CHECKED RHM | DRAWN CKM | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

FORWARD ABUTMENT REINFORCING DETAILS - I

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

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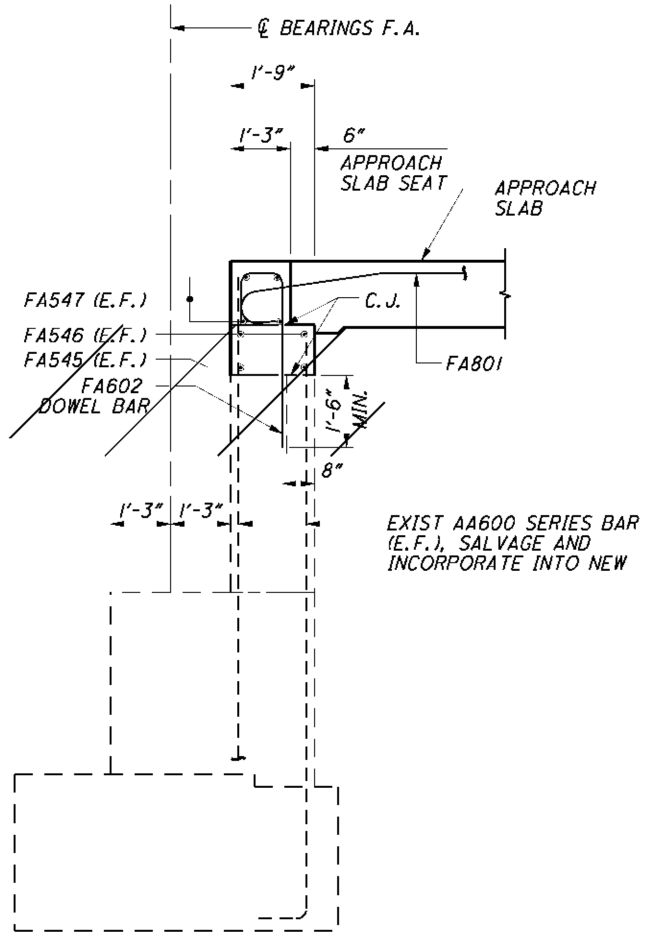
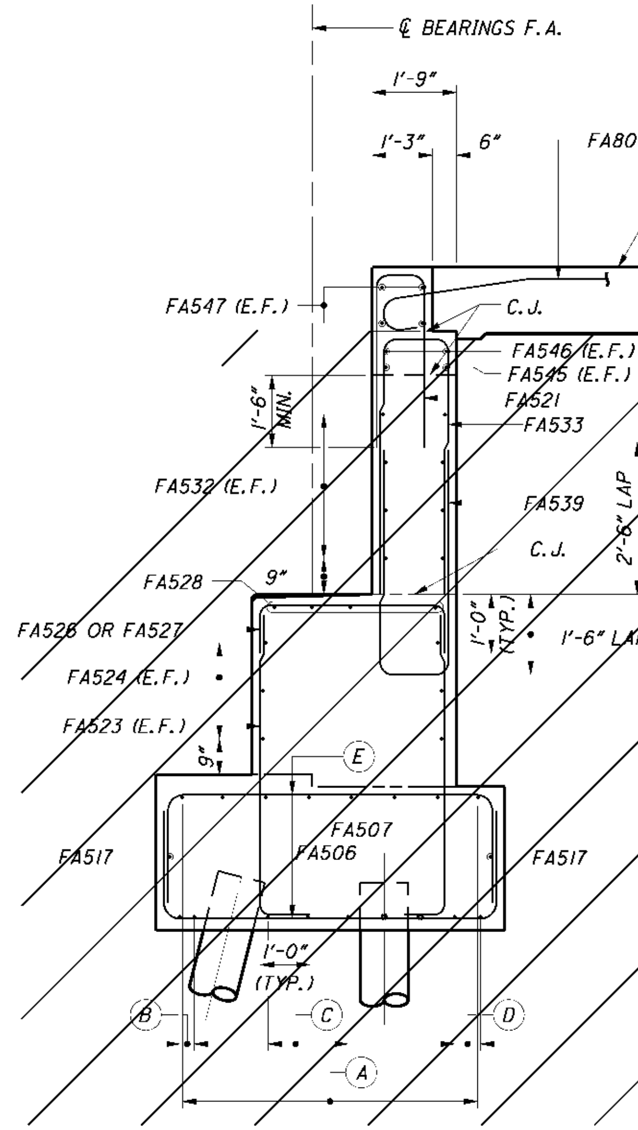
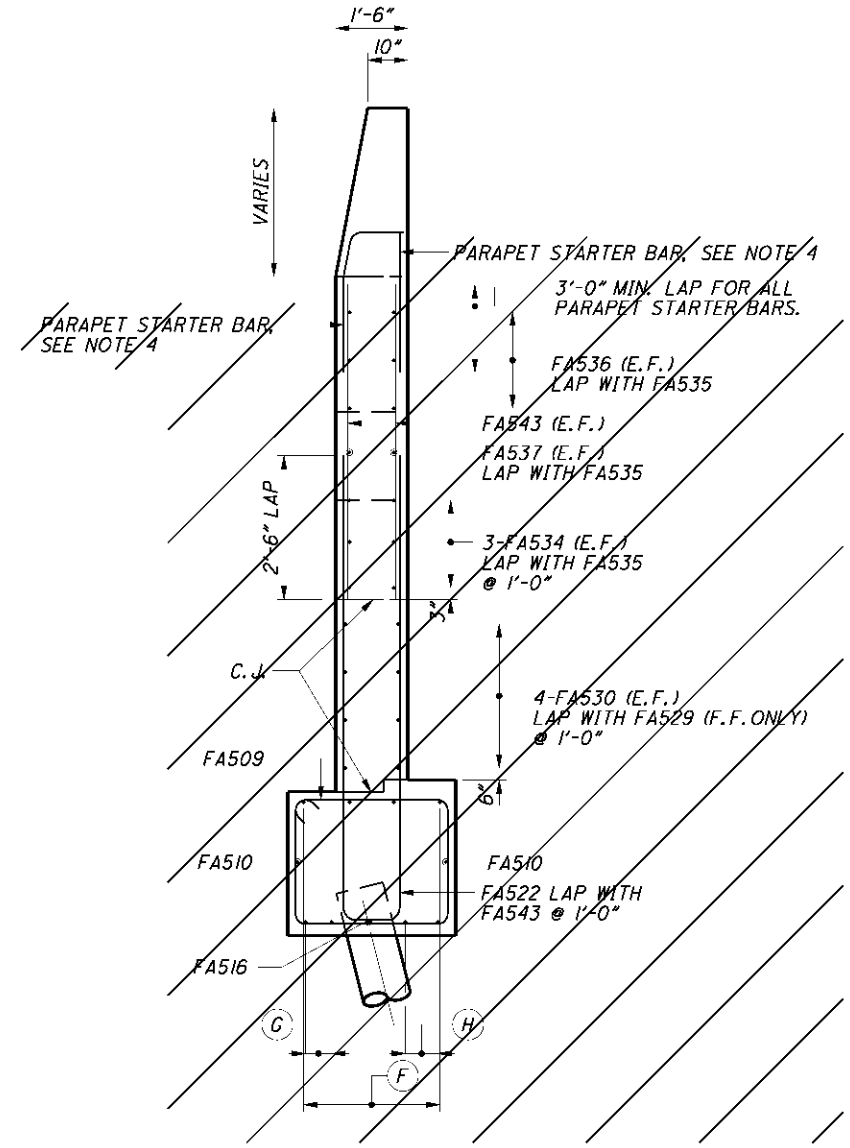


SECTION A-A



SECTION B-B



SECTION E-E

LEGEND:

C.J. = CONSTRUCTION JOINT
EXIST. = EXISTING
F.A. = REAR ABUTMENT
F.F. = FRONT FACE
E.F. = EACH FACE
BOT. = BOTTOM

(A) 8-FA513 @ 11⅝" (TOP)
(B) 2-FA504 @ 6" (BOT.)
(C) 3-FA505 @ 10½" (BOT.)
(D) 2-FA508 @ 9⅜" (-) (BOT.)
(E) FA501 OR FA502 OR FA503 (TOP & BOT.)
(F) 4-FA512 @ EQ.SPA. (TOP)
(G) 3-FA510 @ 1'-0⅞" (BOT.)
(H) 3-FA511 @ 6⅝" (BOT.)

NOTES:

1. FOR LOCATION OF SECTIONS, SEE SHEET 23/50.
2. FOR ELEVATION REINFORCING DETAILS, SEE SHEET 23/50.
3. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK NON-METALLIC.
4. FOR PARAPET REINFORCING DETAILS, SEE SHEET 40/50.

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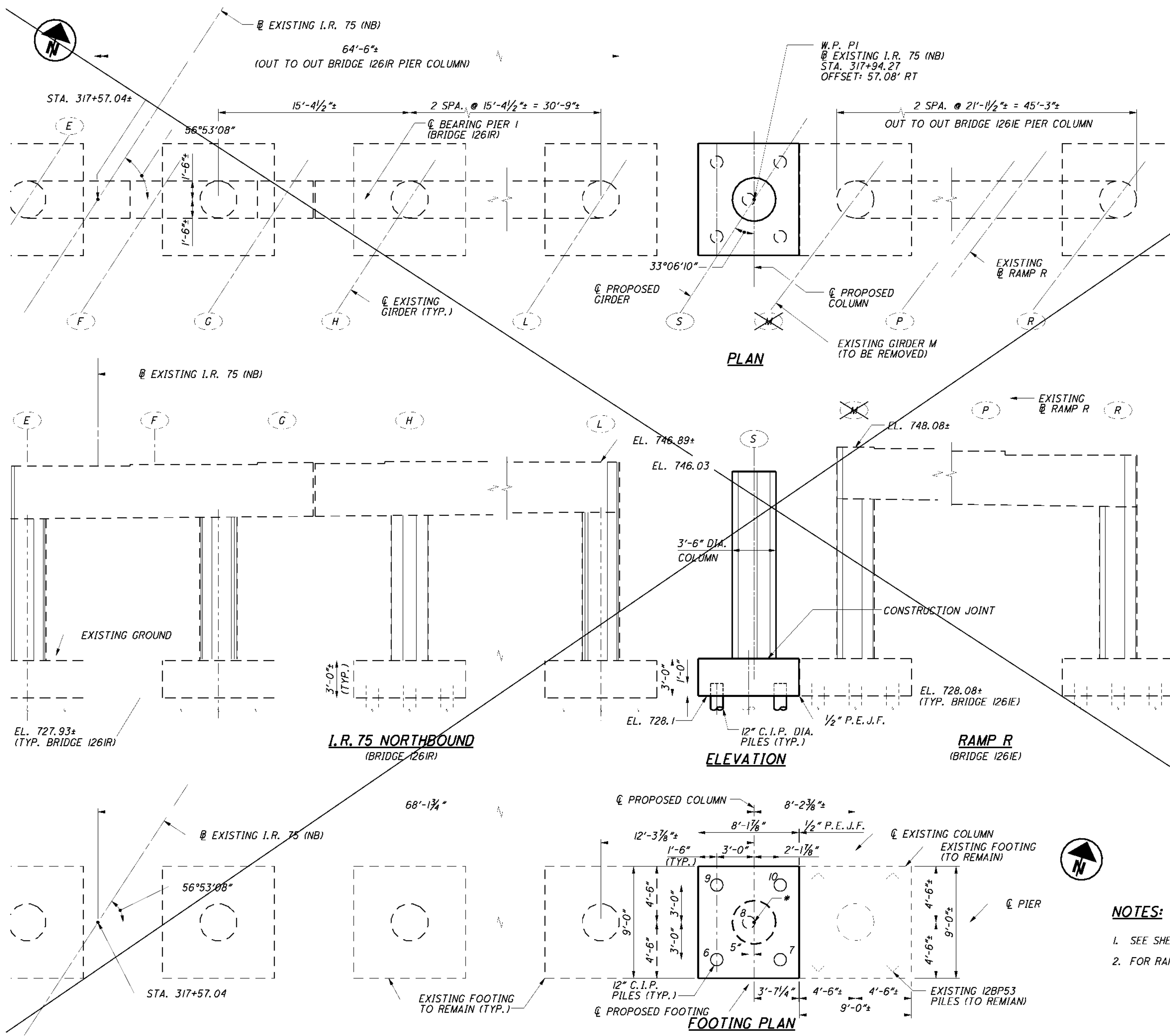
DESIGNED CKM | DRAWN LAS | REVIEWED SMC | CHECKED RHM | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

FORWARD ABUTMENT REINFORCING DETAILS - 2

BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



LEGEND:

K	EXISTING GIRDER DESIGNATION
S	PROPOSED GIRDER DESIGNATION
*	= WORK POINT PI
C.I.P.	= CAST-IN-PLACE
P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
RT.	= RIGHT
	EXISTING VERTICAL PILE, 12BP53
	EXISTING BATTERED PILE, 12BP53
○	PROPOSED VERTICAL PILE, 12" DIA. C.I.P
M	GIRDER M TO BE REMOVED

NOTES:

1. SEE SHEET 26/50 FOR PIER 1 REINFORCEMENT DETAILS.
2. FOR RAMP R REMOVAL DETAILS, SEE BRIDGE 1261E REMOVAL PLANS.

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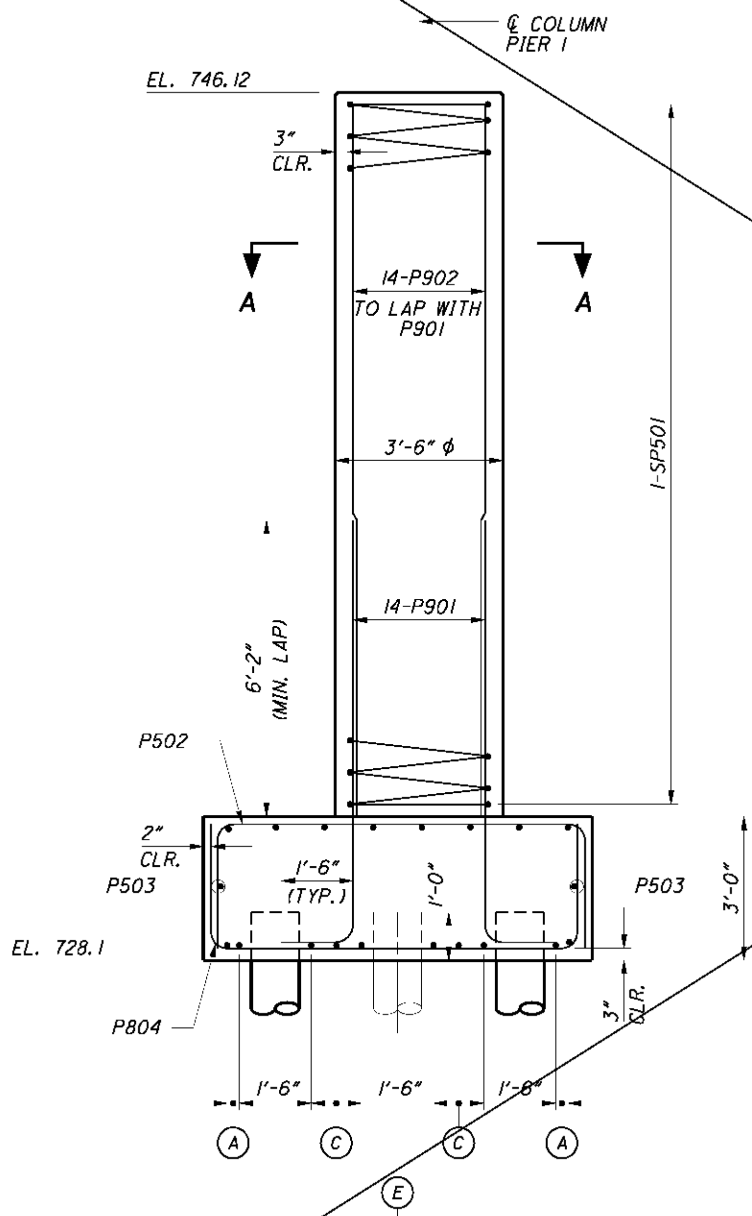
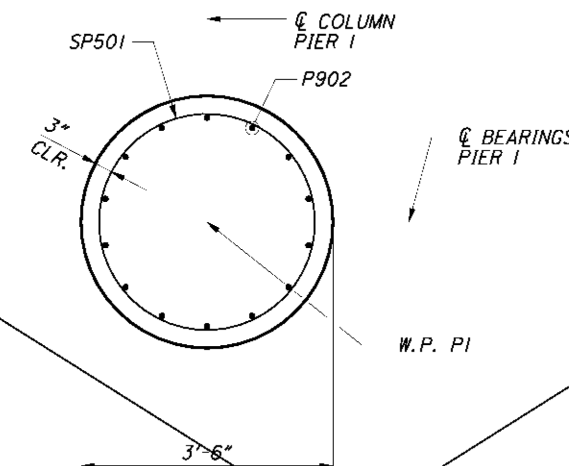
DESIGN AGENCY: PRIME AE
DESIGNED LAS | CHECKED RHM | DRAWN LAS | REVISED | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

PIER 1 PLAN AND ELEVATION
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

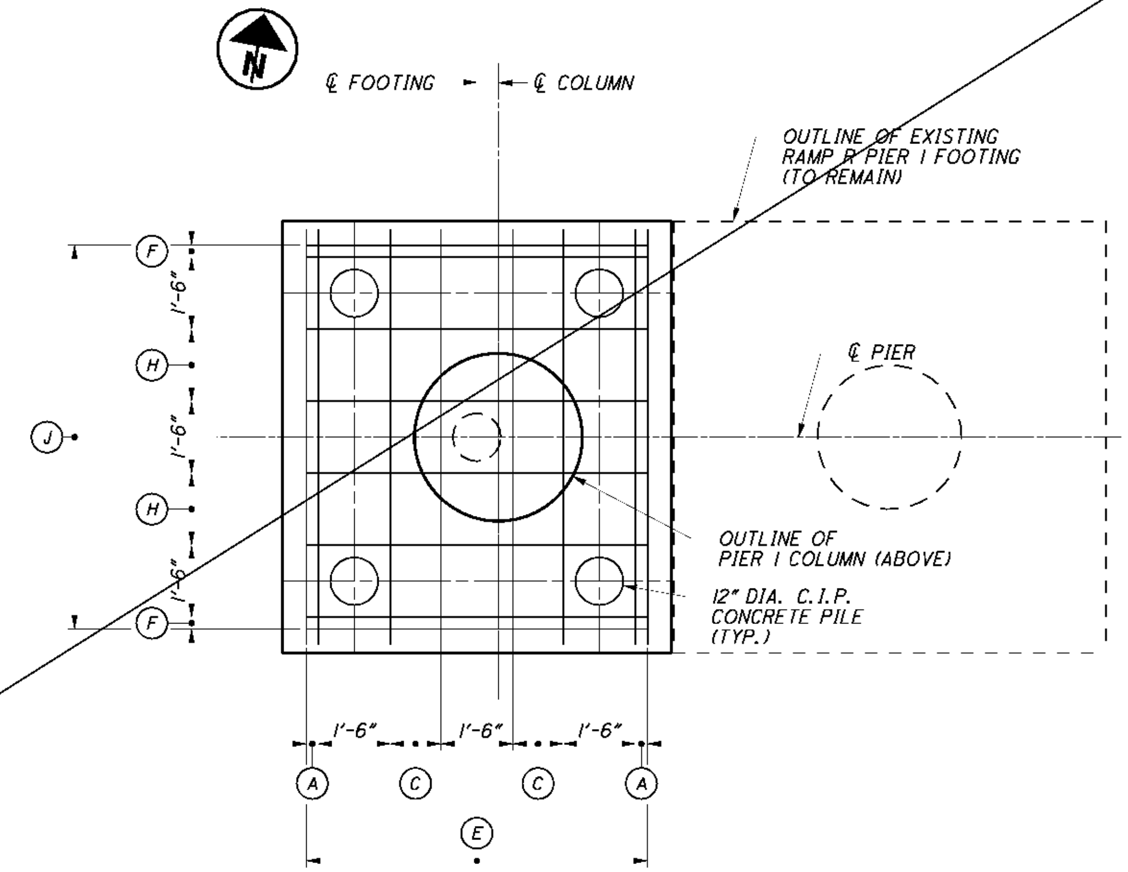
MOT-75-12.00
PID No. 77247



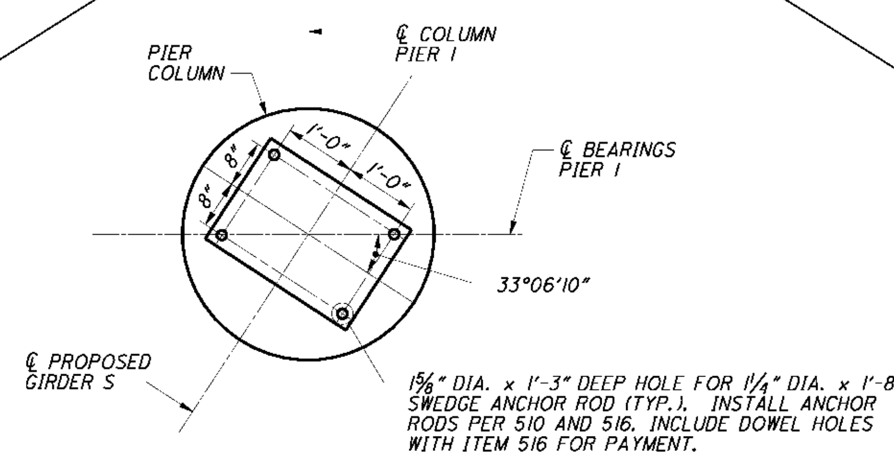
PIER 1 REINFORCING DETAILS



SECTION A-A



FOOTING REINFORCEMENT PLAN



BEARING ANCHOR PLAN

(BEARING B-300)

LEGEND:

- (A) 2 - P801 @ 3" (BOT.)
- (C) 3 - P801 @ 6" (BOT.)
- (E) 8 - P501 @ 12" (TOP)
- (F) 2 - P804 @ 3" (BOT.)
- (H) 4 - P804 @ 6" (BOT.)
- (J) 9 - P502 @ 12" (TOP)

NOTES:

1. FOR PIER PLAN AND ELEVATION, SEE SHEET 25/50 .
2. PLACE REINFORCEMENT BARS AS SHOWN AND 3" CLEAR OF PILES.

DESIGN AGENCY
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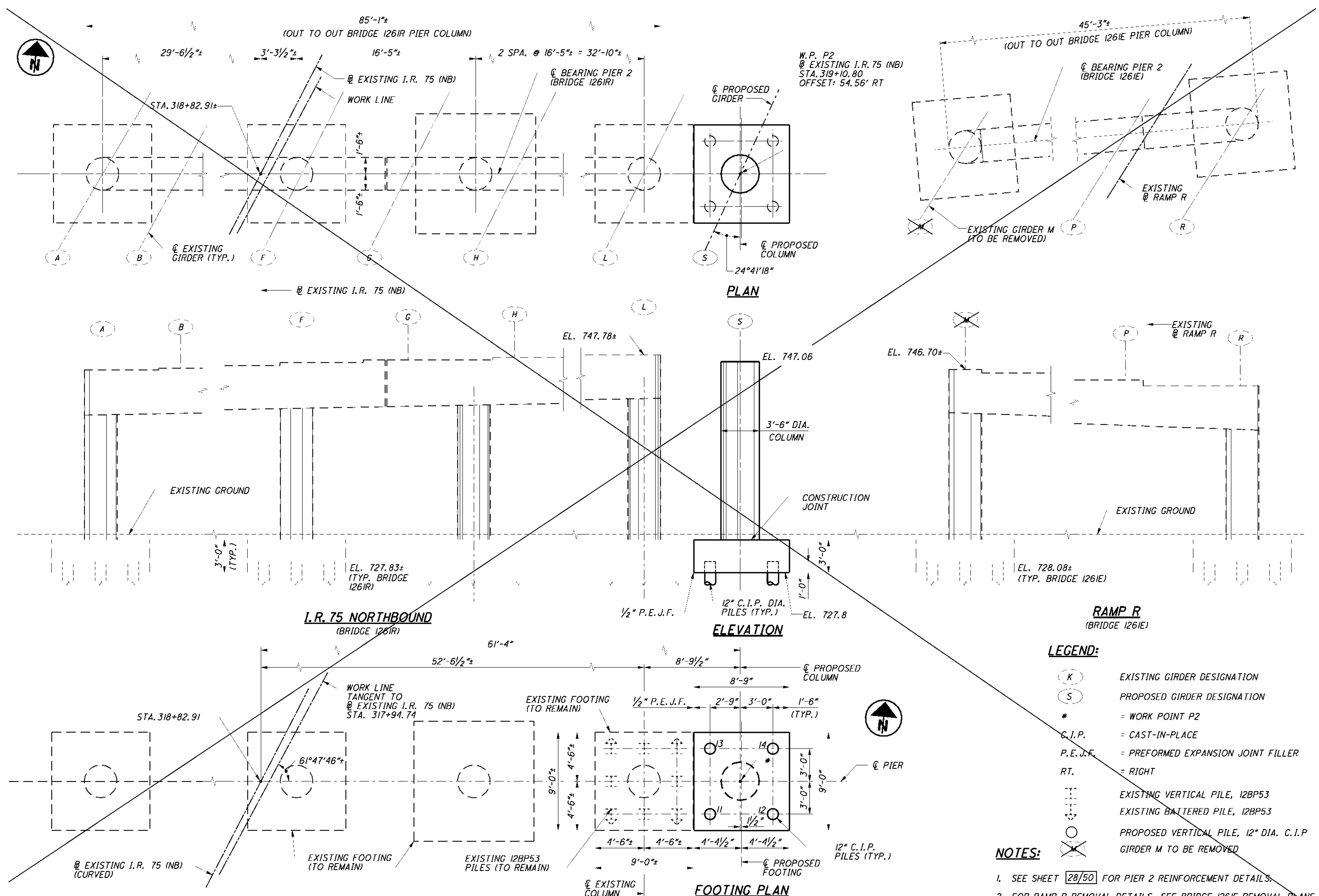
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

PIER 1 REINFORCING DETAILS
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



LEGEND:

(K)	EXISTING GIRDER DESIGNATION
(S)	PROPOSED GIRDER DESIGNATION
*	= WORK POINT P2
C.I.P.	= CAST-IN-PLACE
P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
RT.	= RIGHT
	EXISTING VERTICAL PILE, 12BP53
	EXISTING BATTERED PILE, 12BP53
○	PROPOSED VERTICAL PILE, 12" DIA. C.I.P
(M)	GIRDER M TO BE REMOVED

NOTES:

1. SEE SHEET 28/50 FOR PIER 2 REINFORCEMENT DETAILS.
2. FOR RAMP R REMOVAL DETAILS, SEE BRIDGE 126IE REMOVAL PLANS.

DESIGN AGENCY PRIME

DESIGNED LAS | CHECKED RHM | DRAWN CKM | REVISED | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

PIER 2 PLAN AND ELEVATION
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

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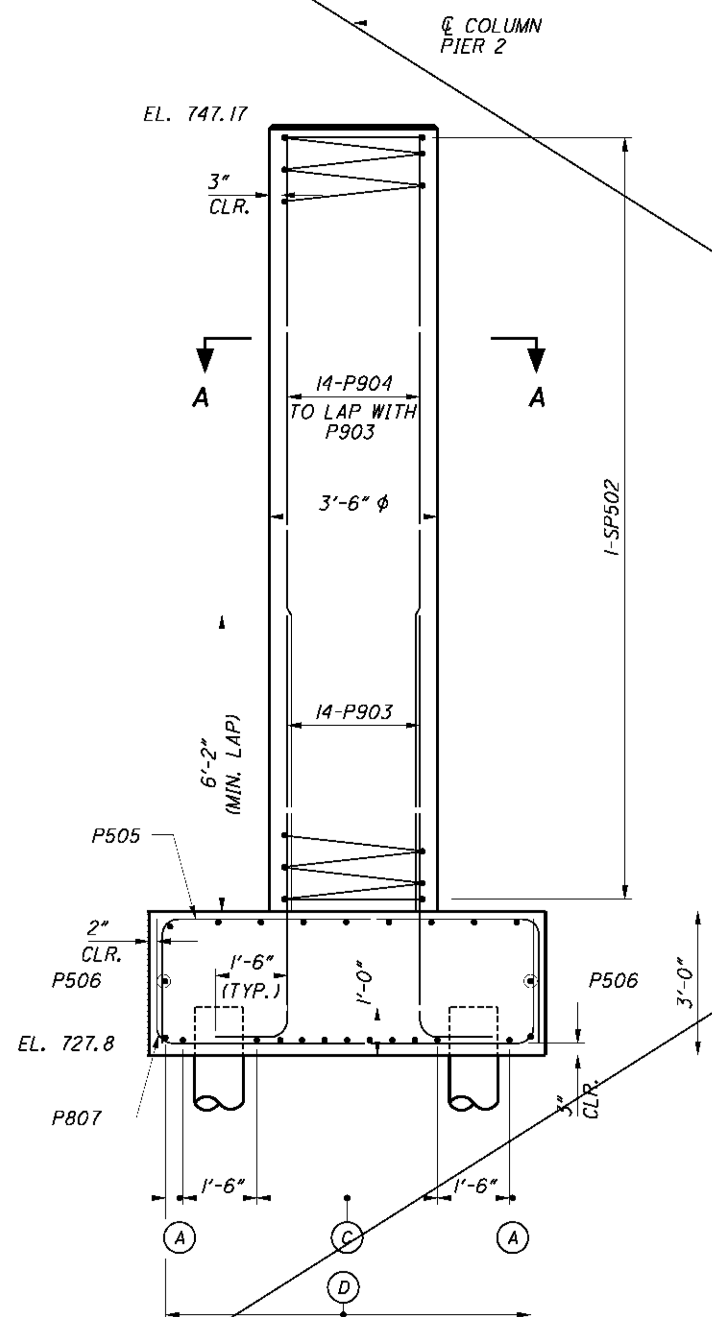
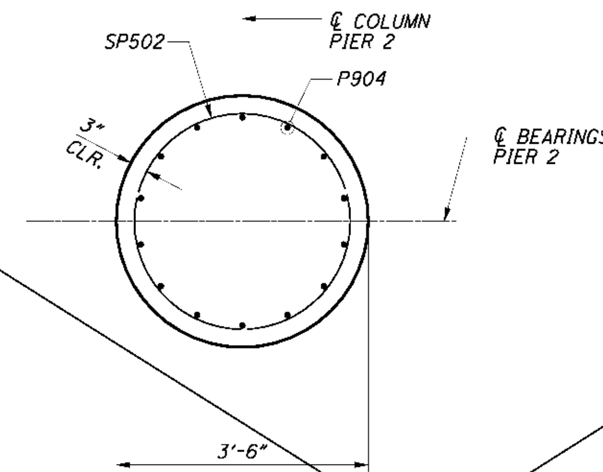
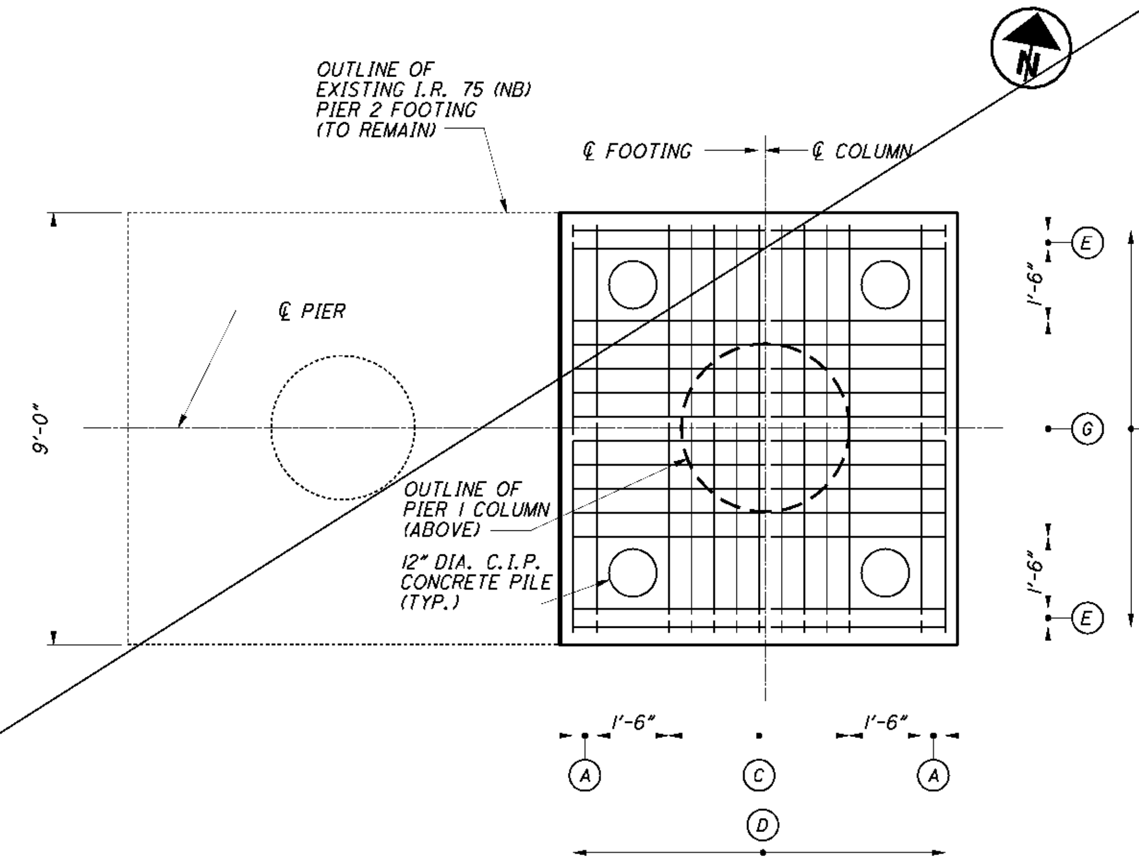


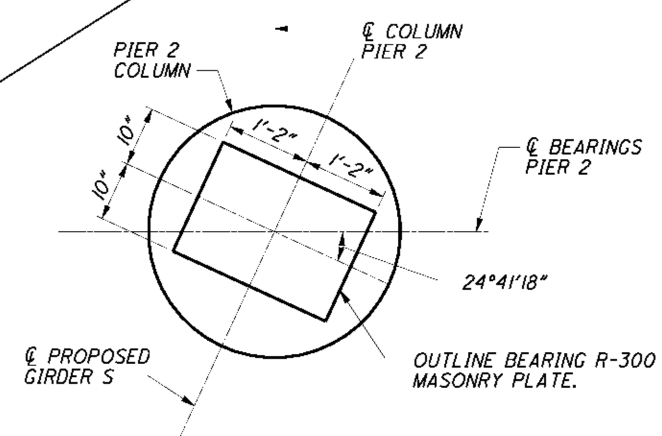
PIER 2 REINFORCING DETAILS



SECTION A-A



FOOTING REINFORCEMENT PLAN



BEARING ANCHOR PLAN
(BEARING R-300)

LEGEND:

- (A) 2 - P806 @ 3" (BOT.)
- (C) 9 - P806 @ 6" (BOT.)
- (D) 9 - P504 @ 11¾" (TOP)
- (E) 2 - P807 @ 3" (BOT.)
- (G) 10 - P807 @ 6" (BOT.)
- (H) 9 - P505 @ 11⅜" (TOP)

BOT. = BOTTOM

NOTES:

1. FOR PIER PLAN AND ELEVATION, SEE SHEET 27/50 .
2. PLACE REINFORCEMENT BARS AS SHOWN AND 3" CLEAR OF PILES.

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CKM	CKM	SMC	01/2012
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RHM		5707897	

PIER 2 REINFORCING DETAILS
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

1114
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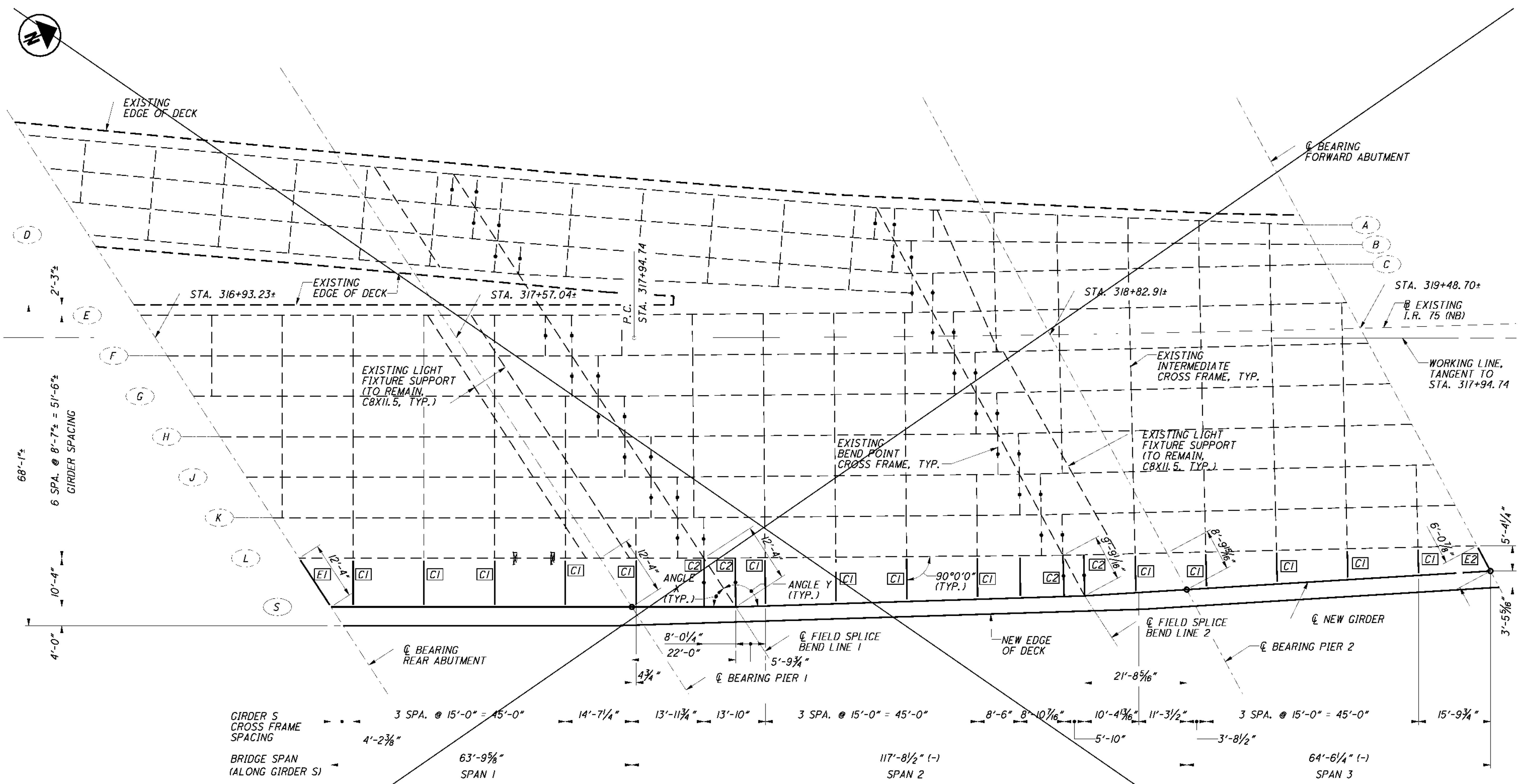

FRAMING PLAN

LEGEND

- (L) EXISTING GIRDER DESIGNATION
- (S) PROPOSED GIRDER DESIGNATION
- EXISTING BEND POINT CROSS FRAME
- PROPOSED INTERMEDIATE CROSS FRAME
- PROPOSED BEND POINT CROSS FRAME
- P.C. = POINT OF CURVATURE
- EXIST. = EXISTING

- EXISTING SCUPPER TO BE REMOVED. GRIND THE SCUPPER TO GIRDER CONNECTIONS SMOOTH. GRIND LONGITUDINALLY TO GIRDERS. INCLUDE FOR PAYMENT WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

- C1 CROSS FRAME, SEE 33/50
- C2 CROSS FRAME, SEE 33/50
- E1 END CROSS FRAME, SEE 41/50
- E2 END CROSS FRAME, SEE 42/50

TABLE OF GIRDER ANGLES

LINE	ANGLE	NEW GIRDER S
REAR ABUT.	Y	123°06'10"
PIER 1	Y	123°06'10"
BEND LINE 1	X	56°53'41"
	Y	121°17'16"
BEND LINE 2	X	63°37'31"
	Y	114°41'18"
PIER 2	Y	114°41'18"
FORWARD ABUT.	X	65°18'42"

BRIDGE BEARING SCHEDULE

LOCATION	EX. GIRDER L	GIRDER S
REAR ABUT.	EXIST.	R-100
PIER 1	B-300M	B-300
PIER 2	R-300M	R-300
FORWARD ABUT.	EXIST.	R-100

NOTES:

1. SEE SHEET 36/50 FOR TYPICAL SECTION.
2. SEE SHEET 30/50 FOR GIRDER L RETROFIT DETAILS.
3. SEE SHEET 31/50 FOR NEW GIRDER S ELEVATION.
4. SEE SHEET 32/50 FOR FIELD SPLICE DETAILS.
5. SEE SHEET 34/50 FOR BEARING DETAILS.
6. FOR CROSS FRAME DETAILS, SEE ODOT STD. DWG. GSD-1-96 TYPE 3, INTERMEDIATE WELDED CROSSFRAME.
7. FOR END DAM WIDENING AND END CROSS FRAME DETAILS, SEE SHEET 41/50 AND 42/50.

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CHECKED RHM	REVISED	STRUCTURE FILE NUMBER 5707897	

FRAMING PLAN
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

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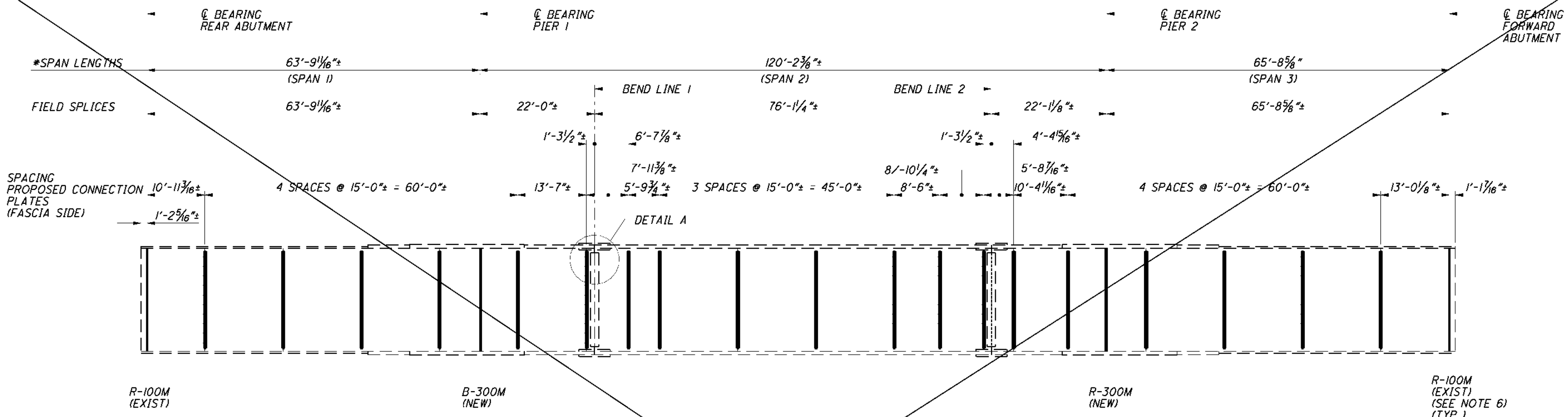
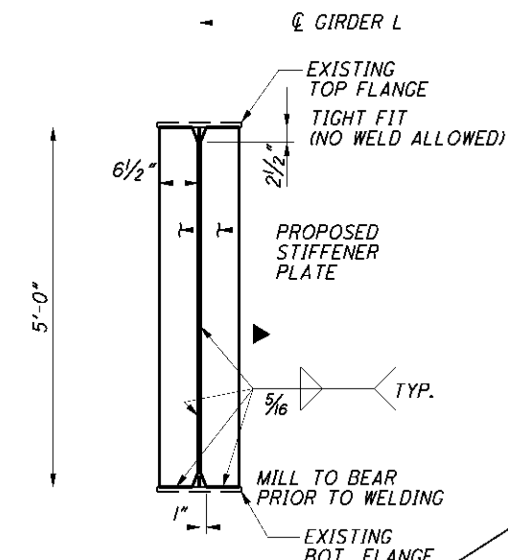
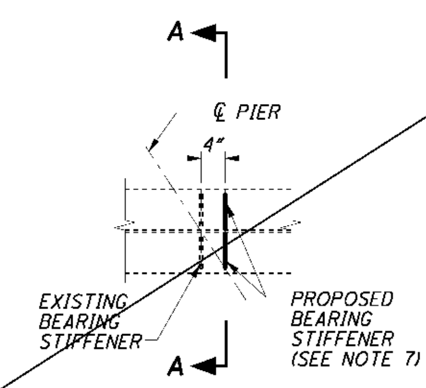


GIRDER L ELEVATION

(GIRDER L RETROFIT)

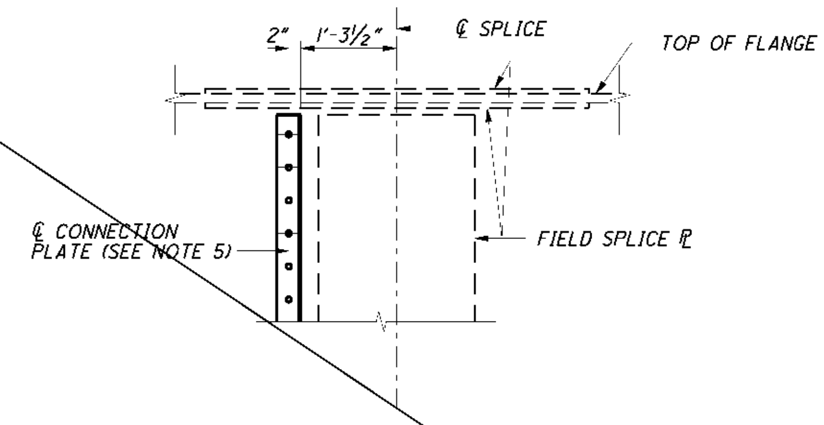


SECTION A-A



BEARING STIFFENER

(GIRDER L, PIER 1 AND PIER 2 ONLY)



DETAIL A

PROPOSED BEARING STIFFENER SCHEDULE	
LOCATION	STIFFENER SIZE
PIER 1	2 - 7/8x6 1/2x 5'-0"
PIER 2	2 - 7/8x6 1/2x 5'-0"

LEGEND

* = MEASURED ALONG ℄ GIRDER.

BOT. = BOTTOM

NOTES:

1. SEE SHEETS 3/50 AND 4/50 FOR GENERAL NOTES.
2. SEE SHEET 29/50 FOR FRAMING PLAN.
3. SEE SHEET 36/50 FOR DECK SECTION.
4. SEE SHEET 33/50 FOR CROSSFRAME DETAILS.
5. BOLTS AT CROSSFRAME CONNECTION PLATE ARE 7/8" DIA. ASTM A-325 BOLTS. SEE SHEET 33/50 FOR BOLT SPACING.
6. PIER 1 AND 2 GIRDER L BEARINGS TO BE REPLACED, SEE SHEET 34/50 FOR DETAILS.
7. PRIOR TO WELDING PROPOSED BEARING STIFFENERS, SURFACE PREPARE IMMEDIATE AREA OF EXISTING GIRDER. PAYMENT SHALL BE INCLUDED UNDER ITEM 514, SURFACE PREPARATION OF EXISTING STRUCTURE STEEL, AS PER PLAN.
8. RETAIN EXISTING ROCKER BEARING, R-100M AT ABUTMENTS FOR EXISTING GIRDER L.

DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC.

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GIRDER L RETROFIT DETAILS

BRIDGE NO. MOT-75-1261R

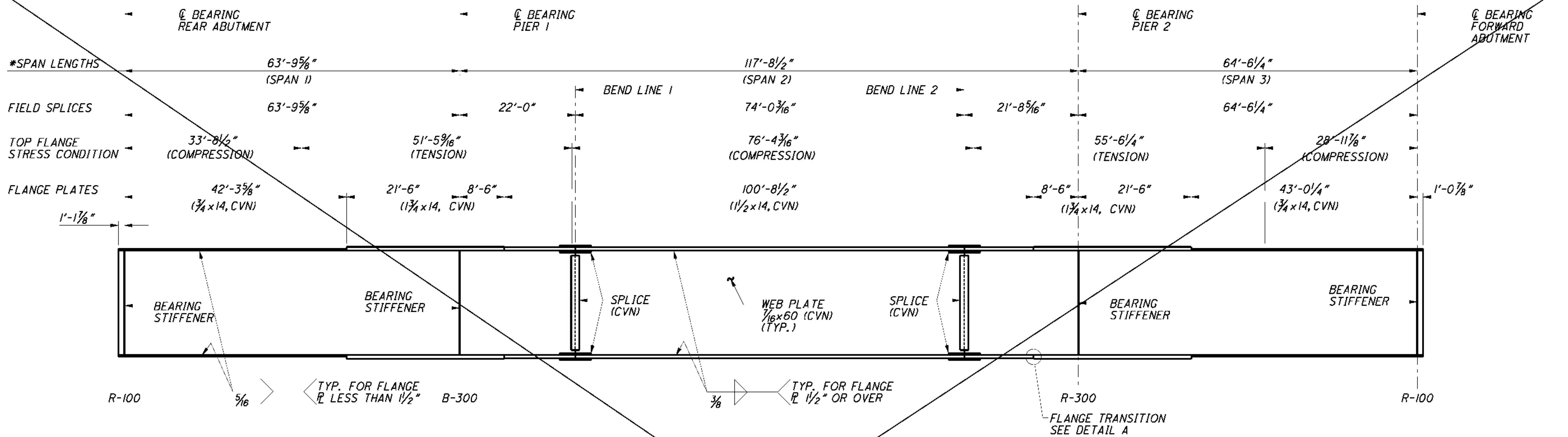
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

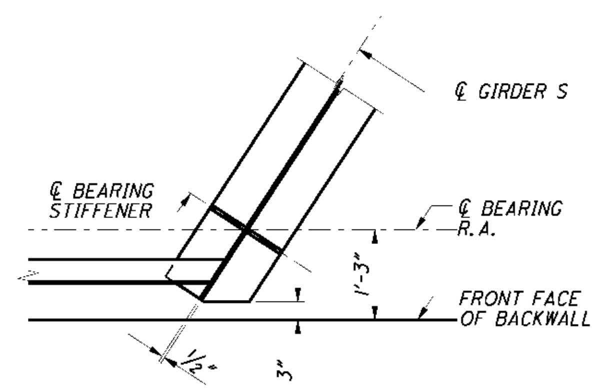
PID No. 77247

30/50

1116/1565

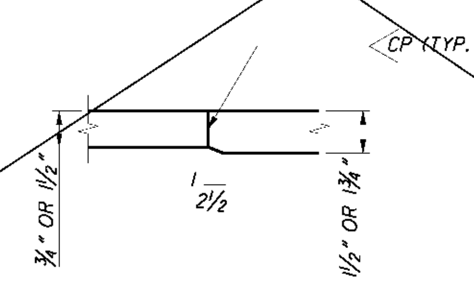


GIRDER S ELEVATION



GIRDER S END CLIP DETAIL

(R.A. SHOWN, F.A. OPPOSITE HAND)



DETAIL A

(FLANGE TRANSITION DETAIL, GIRDER S ONLY)

LEGEND

CVN = CHARPY V-NOTCH TESTING (SEE NOTE 7)

* = MEASURED ALONG ℄ GIRDER

NOTES:

1. SEE SHEETS 3/50 AND 4/50 FOR GENERAL NOTES.
2. SEE SHEET 29/50 FOR FRAMING PLAN.
3. SEE SHEET 32/50 FOR SPLICE DETAILS.
4. SEE SHEET 36/50 FOR DECK SECTION.
5. SEE SHEET 35/50 FOR DEFLECTION & CAMBER SCHEDULE.
6. SEE SHEET 33/50 FOR BEARING AND CROSS FRAME DETAILS.
7. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED ON 711.01.
8. FOR STIFFENER PLATE WELD AND CLIP DETAIL SEE STD. DWG. GSD-1-96.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED LAS | DRAWN TSD | REVIEWED SMC | DATE 01/2012 | CHECKED RHM | STRUCTURE FILE NUMBER 5707897

GIRDER S ELEVATION

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

31/50

1117 / 1565

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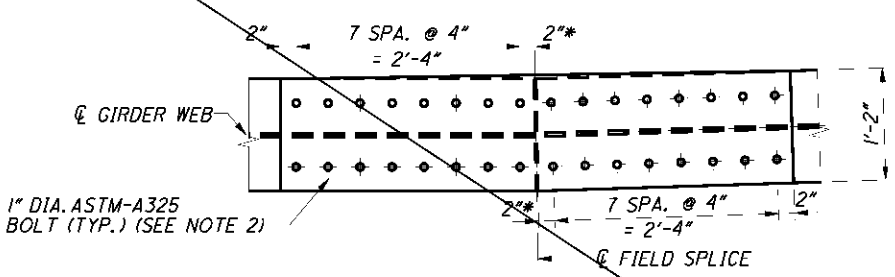
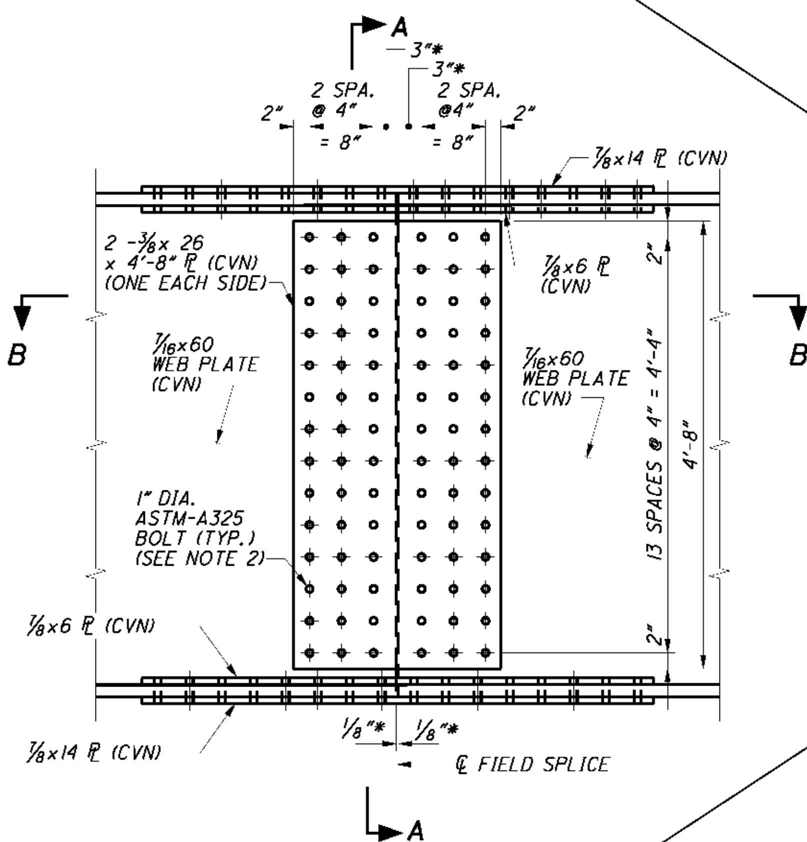
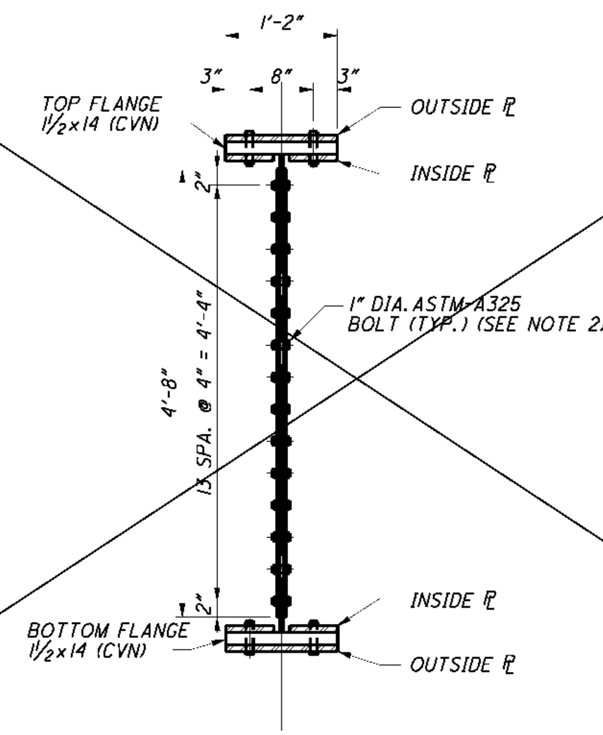


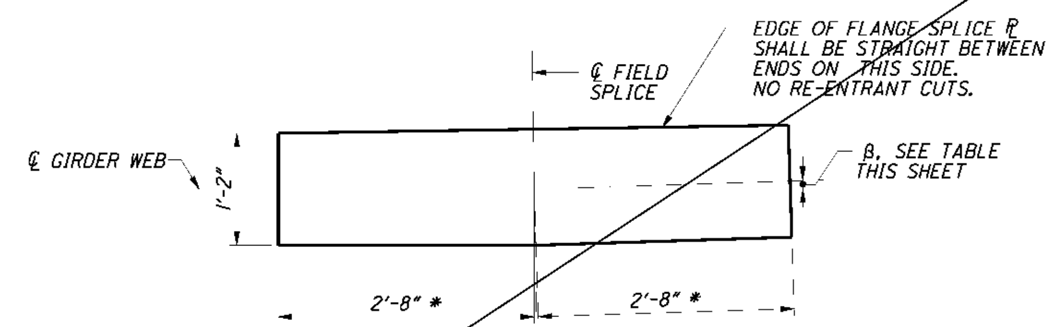
OUTSIDE SPLICE PLATE



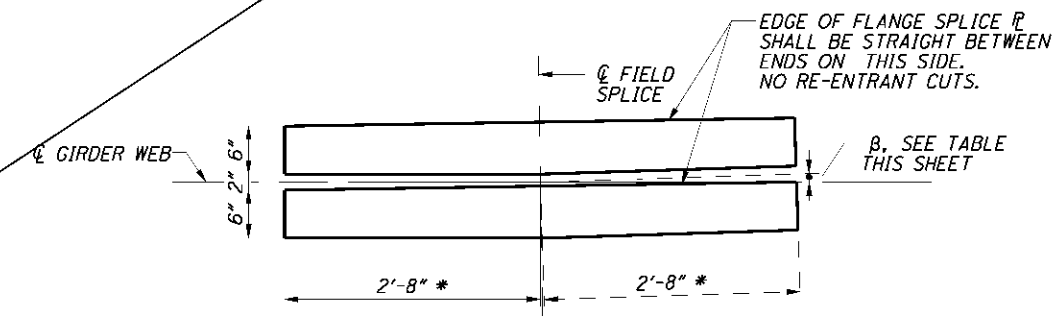
ELEVATION



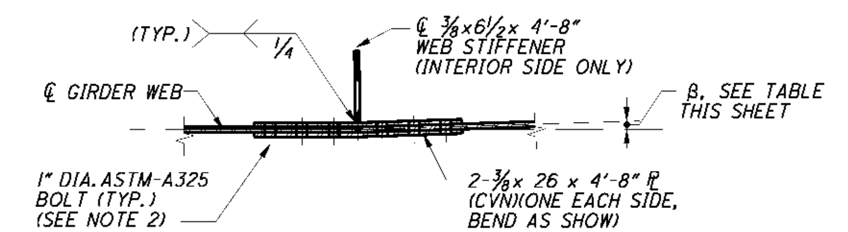
SECTION A-A



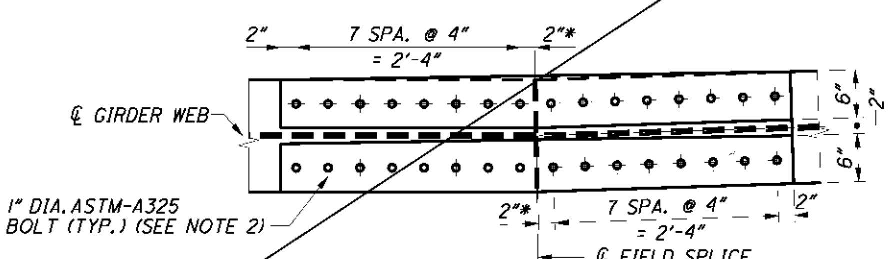
OUTSIDE PLATE DETAILS



INSIDE PLATE DETAILS



SECTION B-B



INSIDE SPLICE PLATE

LOCATION	β
BEND LINE 1	1°49'03"
BEND LINE 2	0°51'36"

NOTES:

1. SEE SHEET 29/50 & 31/50 FOR FIELD SPLICE LOCATIONS.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIA. TYPE I ASTM-A325 BOLTS.
3. ALL SHAPES AND PLATES DESIGNATED (CVN) SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.
4. THE BOLT HEADS SHALL BE PLACED ON THE EXPOSED SIDE OF FASCIA BEAMS. ALL BOLTS ON LOWER FLANGE SPLICE SHALL BE PLACED WITH NUTS ON TOP SURFACE. PLACE WASHER UNDER ELEMENT TURNED IN TIGHTENING.
5. SPLICE PLATES SHALL BE MATCH MARKED AND FULLY SHOP FITTED PRIOR TO DELIVERY.
6. BOLT LINES SHALL BE PARALLEL TO ℄ GIRDER.

LEGEND:

CVN - CHARPY V-NOTCH TESTING (SEE NOTE 3)
* - DIMENSION MEASURED ALONG WEB CENTER LINE

PRIME

DESIGNED LAS | CHECKED RHM | DRAWN LAS | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

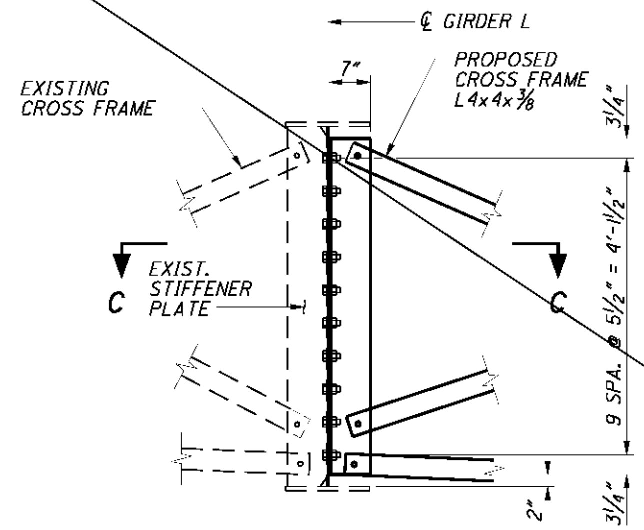
SUPERSTRUCTURE DETAILS - I

BRIDGE NO. MOT-75-1261R

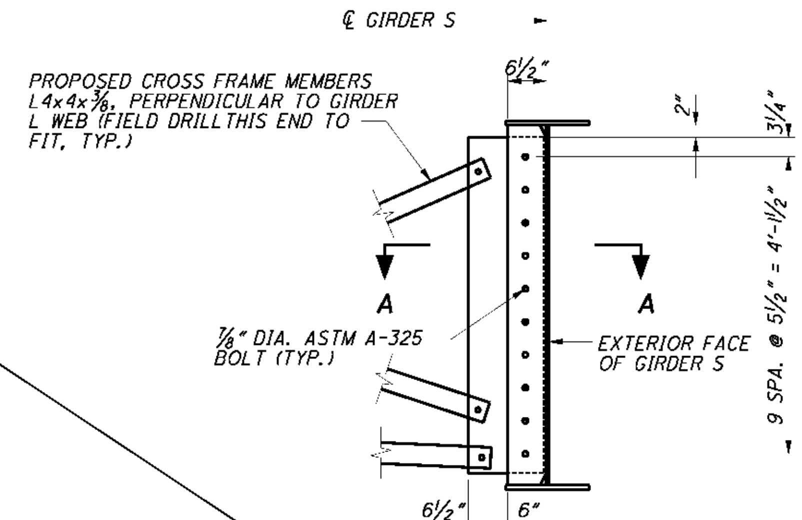
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

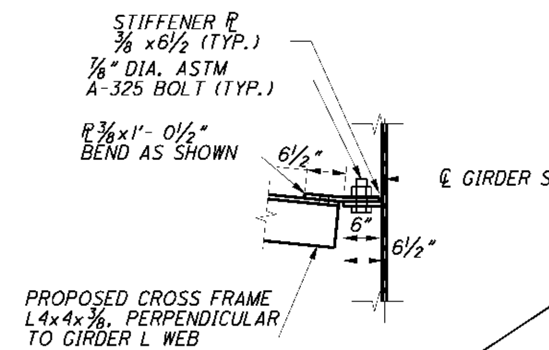
PID No. 77247



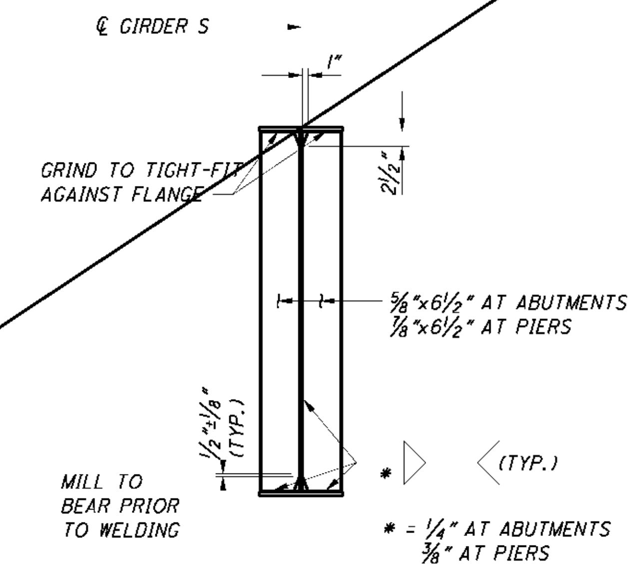
CROSS FRAME C1
INTERMEDIATE CONNECTION PLATES
(GIRDER L ONLY)



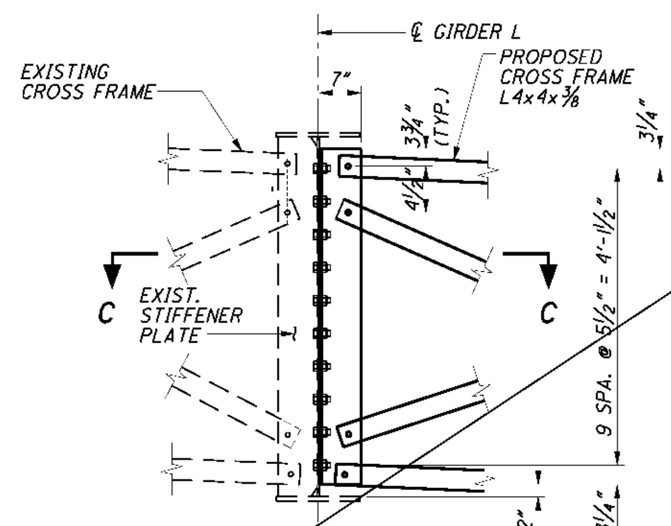
CROSS FRAME C1
INTERMEDIATE CONNECTION PLATES
(GIRDER S ONLY)



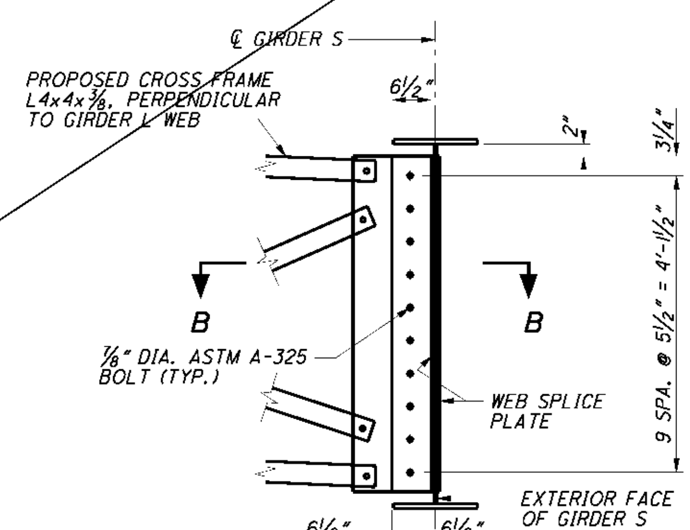
SECTION A-A



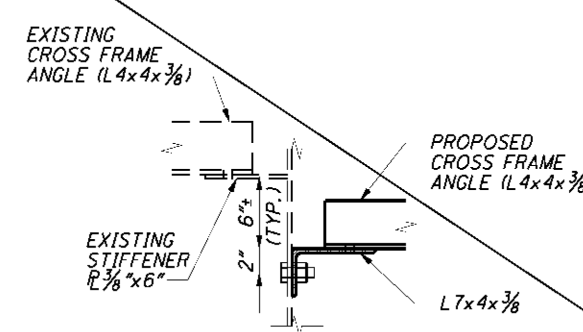
BEARING STIFFENER DETAILS
(GIRDER S ONLY)



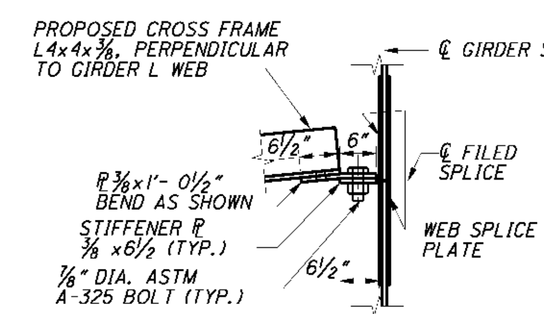
CROSS FRAME C2
INTERMEDIATE CONNECTION PLATES
(GIRDER L ONLY, AT BEND POINTS)



CROSS FRAME C2
INTERMEDIATE CONNECTION PLATES
(GIRDER S ONLY, AT BEND POINTS)



SECTION C-C



SECTION B-B

NOTES

1. FOR CROSS FRAME LOCATIONS, SEE SHEET 29/50 AND 30/50 .
2. FOR GIRDER S DETAILS, SEE SHEET 31/50 .
3. SEE STD. DWG. GSD-1-96, FOR CROSS FRAME ADDITIONAL NOTES AND DETAILS.

PRIME
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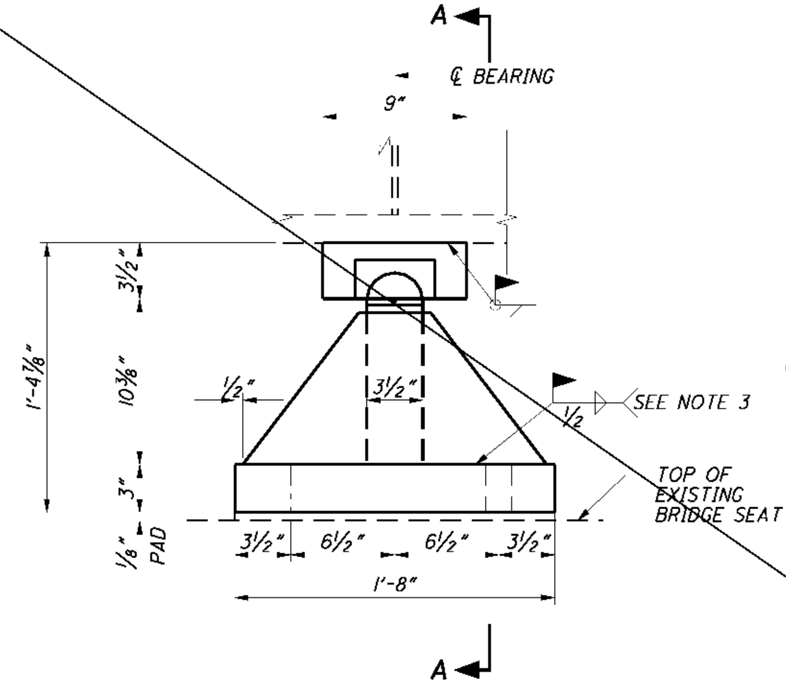
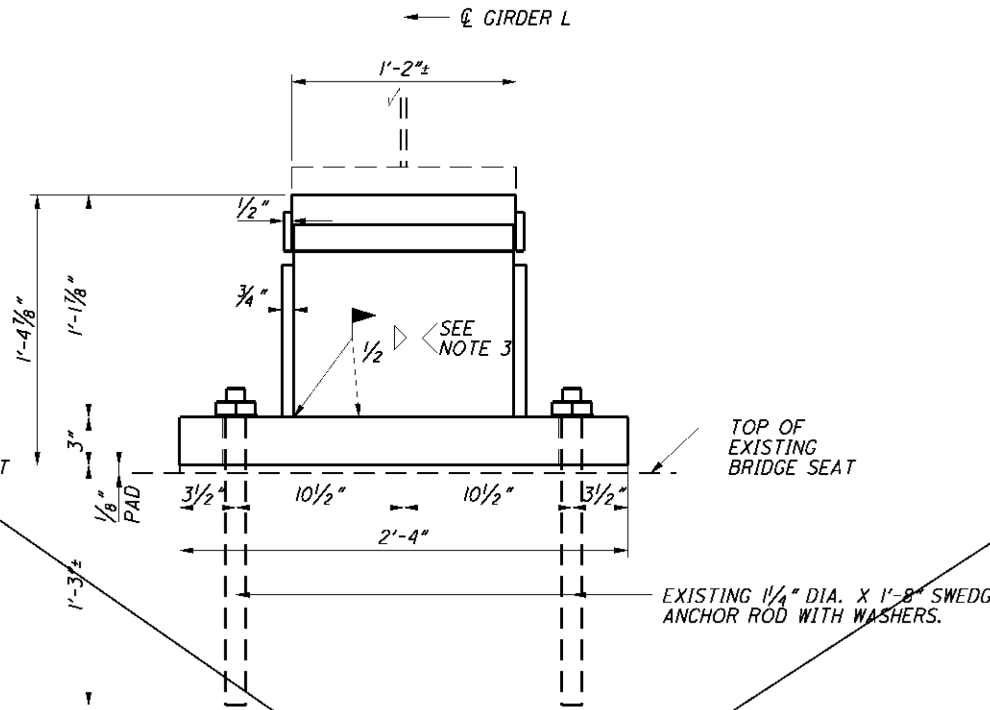
DESIGNED	DRAWN	REVIEWED	DATE
LAS	LAS	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

SUPERSTRUCTURE DETAILS -2
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



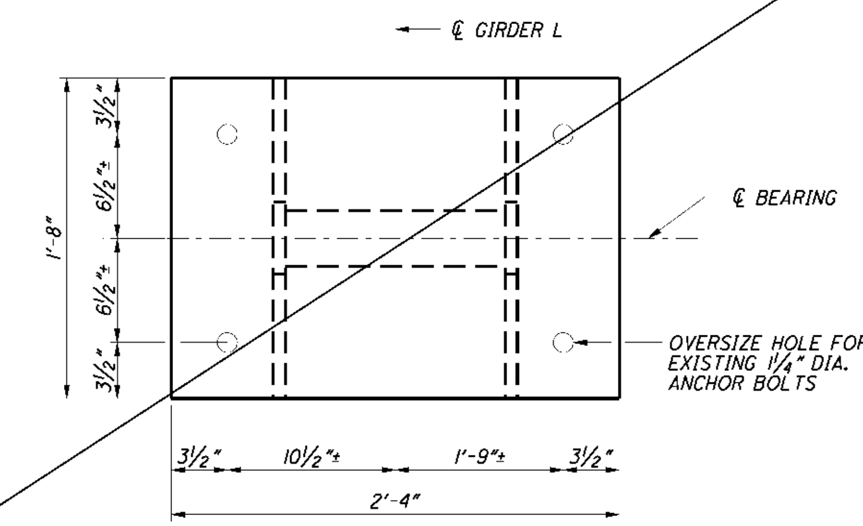
ELEVATION



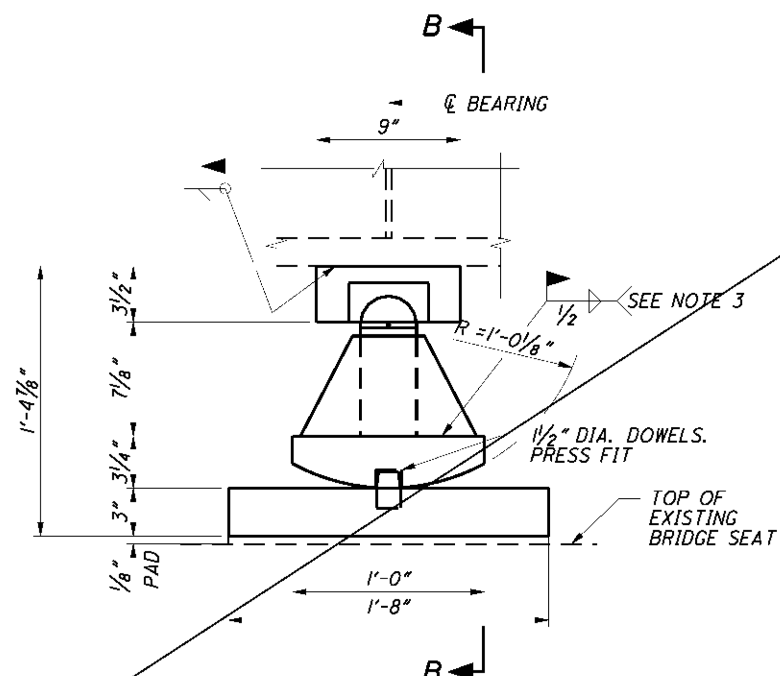
SECTION A-A

MODIFIED BOLSTER B-300M

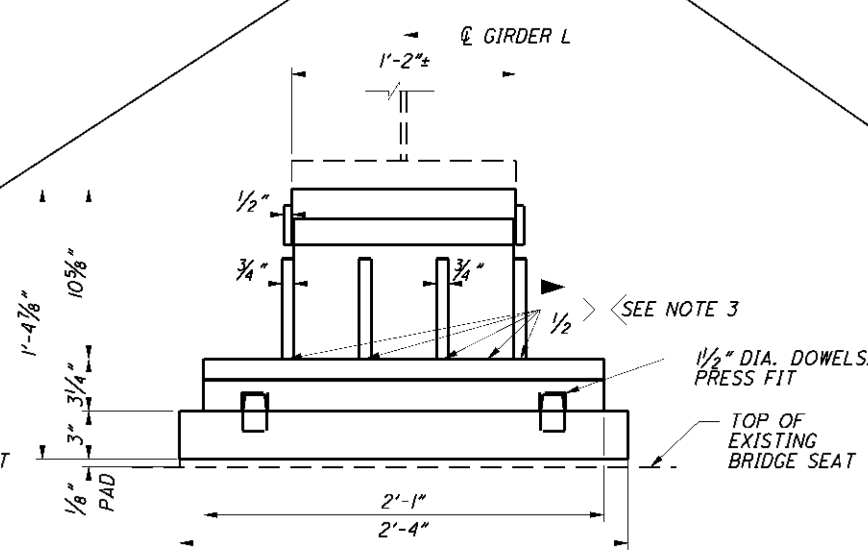
(PIER 1 GIRDER L ONLY)



PLAN



ELEVATION



SECTION B-B

MODIFIED ROCKER R-300M

(PIER 2 GIRDER L ONLY)

NOTES:

1. BEARINGS ARE PER STD. DWG. RB-1-55 AND AS MODIFIED HERE. FOR ADDITIONAL NOTES AND DETAILS, REFER TO STD. DWG. RB-1-55.
2. PRIOR TO WELDING PROPOSED PIER BEARINGS, SURFACE PREPARE BOTTOM OF EXISTING GIRDER. PAYMENT SHALL BE INCLUDED UNDER ITEM 514, SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN.
3. FIELD ASSEMBLE OF MODIFIED BEARING BOLSTER AND ROCKER IS ACCEPTABLE OF FACILITATE BEARING PLACEMENT.

BEARING REPLACEMENT NOTES:

1. THE CONTRACTOR HAS THE OPTION TO REPLACE GIRDER L PIER BEARINGS AFTER THE REMOVAL OF THE EXISTING DECK BY MEANS OF TEMPORARY SUPPORT OR REMOVAL OF THE EXISTING GIRDER L. THE CONTRACTOR SHALL SUBMIT CONSTRUCTION PLANS ACCORDING WITH CMS 501.05.

   ALTERNATIVELY THE CONTRACTOR HAS THE OPTION TO REPLACE GIRDER L BEARINGS PRIOR TO THE REMOVAL OF THE EXISTING DECK BY MEANS OF JACKING. THE CONTRACTOR SHALL SUBMIT JACKING CONSTRUCTION PLANS ACCORDING WITH CMS 501.05. (REFER TO STRUCTURE GENERAL NOTES FOR ADDITIONAL DETAILS). THE JACKING PLANS SHALL INCLUDE THE MINIMUM JACKING CAPACITY, LOCATION OF JACKS, JACKING POINTS AND DESIGN AND DETAIL OF JACKING DIAPHRAGM(S). THE JACK SHALL BE EQUIPPED WITH A LOCKING RING WHICH WILL PREVENT MOVEMENT IN THE EVENT THAT HYDRAULIC PRESSURE IS LOST. THE JACK(S) SHALL BE LOCKED PRIOR TO REMOVAL OF ANY PART OF THE EXISTING BEARING ASSEMBLY.
2. AFTER BEARING REPLACEMENT WORK IS COMPLETED, INSPECTED AND APPROVED BY THE DEPARTMENT, REMOVE JACKS AND TEMPORARY JACKING FRAME/SUPPORT.
3. ANY PORTION OF THE EXISTING ROADWAY OR GROUND DAMAGED OR DISTURBED BY THE JACKING OPERATION SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE DEPARTMENT.

CONCEPTUAL BEARING REPLACEMENT PROCEDURES:

1. INSTALL ANCHORED PORTABLE CONCRETE BARRIER AND MAINTAIN TRAFFIC IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC PLANS, ALSO SEE REMOVAL PHASE-1, SHEET 6/50 .
2. JACK GIRDER L (1/4" MAX) IN ACCORDANCE WITH THE CMS. LOCK THE JACKS IN PLACE/SET IN TEMPORARY SUPPORT.
3. GRIND OFF THE BOLSTER CONNECTION WELD TO THE BOTTOM FLANGE.
4. TORCH CUT THE BOLSTER BASEPLATE AT EACH END. SLIDE AND REMOVE THE BOLSTER BEARING, REMOVE THE REMAINING BOLSTER BASEPLATE.
5. PREPARE THE AREA (TOP OF CAP, BOTTOM OF BOTTOM FLANGE) FOR NEW BEARINGS.
6. FIELD ASSEMBLE NEW BOLSTER BEARING (3 PIECES, BOLSTER BASEPLATE, BOLSTER VERTICAL LEG, BOLSTER TOP BEARING PLATE).
7. INSTALL NEW BOLSTER BASEPLATE. INSTALL (SLIDE) NEW BOLSTER INTO POSITION WITH THE TOP BEARING PLATE. FIELD WELD BOLSTER TO BASEPLATE.
8. LOWER GIRDER L TO FINAL POSITION. FIELD WELD BOLSTER TOP BEARING PLATE TO BOTTOM FLANGE OR BOTTOM FLANGE PLATE.

DESIGN AGENCY PRIME

DESIGNED LAS | CHECKED RHM | DRAWN LAS | REVISED | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

BEARING DETAILS

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

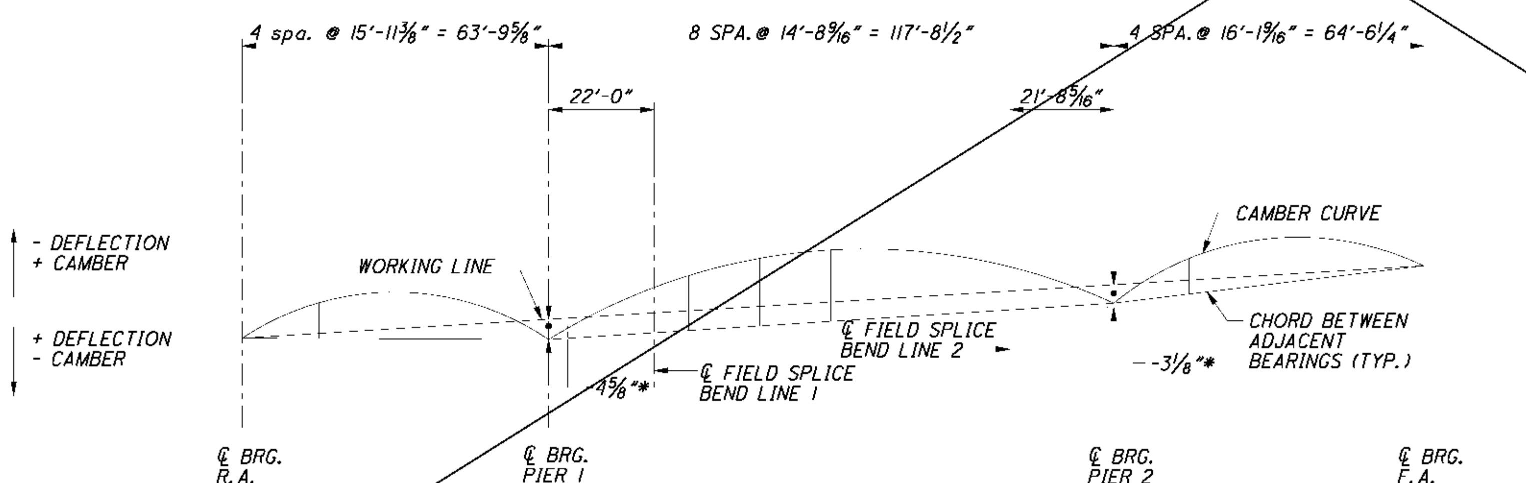
1120/1565

STRUCTURAL STEEL DEFLECTION & CAMBER TABLE

DEFLECTION AND CAMBER

	POINT	℄ BEARING R.A.	SPAN 1			℄ BEARING PIER 1	SPAN 2		
			1/4 SPAN	MID SPAN	3/4 SPAN		1/8 SPAN	℄ FIELD SPLICE	1/4 SPAN
GIRDER S	DISTANCE	0.00FT	15.95FT	31.90FT	47.85FT	63.80FT	78.51FT	85.80FT	93.23FT
	ΔSTEEL	0	0	0	0	0	+1/16	+1/8	+3/16
	ΔDL	0	0	0	- 1/8	0	+3/8	+5/8	+13/16
	ΔVC	0	-5/16	-7/16	- 5/16	0	-1/2	-9/16	-1/2
	ΔCAMBER	0	-5/16	-7/16	- 7/16	0	0	3/16	1/2

	POINT	SPAN 2						℄ BEARING PIER 2	SPAN 3			℄ BEARING F.A.
		3/8 SPAN	MID SPAN	5/8 SPAN	3/4 SPAN	℄ FIELD SPLICE	7/8 SPAN		1/4 SPAN	MID SPAN	3/4 SPAN	
GIRDER S	DISTANCE	107.94FT	122.66FT	137.37FT	152.08FT	159.82 FT	166.80FT	181.51FT	197.65FT	213.78FT	229.91FT	246.03FT
	ΔSTEEL	+1/4	+1/4	+1/4	+3/16	+1/8	+1/16	0	0	0	0	0
	ΔDL	+ 1 1/4	+ 1 3/8	+ 1 1/4	+7/8	+5/8	+3/8	0	-1/8	- 1/8	0	0
	ΔVC	-3/16	0	-5/16	-7/16	-1/2	-3/8	0	-1/16	0	0	0
	ΔCAMBER	1 5/16	1 5/8	1 3/16	5/8	1/4	1/16	0	-3/16	- 1/8	0	0



SCHEMATIC CAMBER DIAGRAM

* - BLOCKING VALUES AT BEARINGS, PIERS 1 AND 2

LEGEND

ΔSTEEL = DEFLECTION DUE TO WEIGHT OF STEEL

ΔDL = DEFLECTION DUE TO REMAINING DEAD LOAD NOT INCLUDING THE FWS DEAD LOAD

ΔVC = ADJUSTMENT REQUIRED FOR VERTICAL CURVE

ΔCAMBER = REQUIRED SHOP CAMBER, SUMMATION OF ΔSTEEL+ΔDL+ΔVC

R.A. = REAR ABUTMENT

F.A. = FORWARD ABUTMENT

NOTES:

1. ALL CAMBER AND DEFLECTION ORDINATES GIVEN IN INCHES.
2. POINT DISTANCE IS GIVEN FROM THE REAR ABUTMENT.

DESIGN AGENCY PRIME
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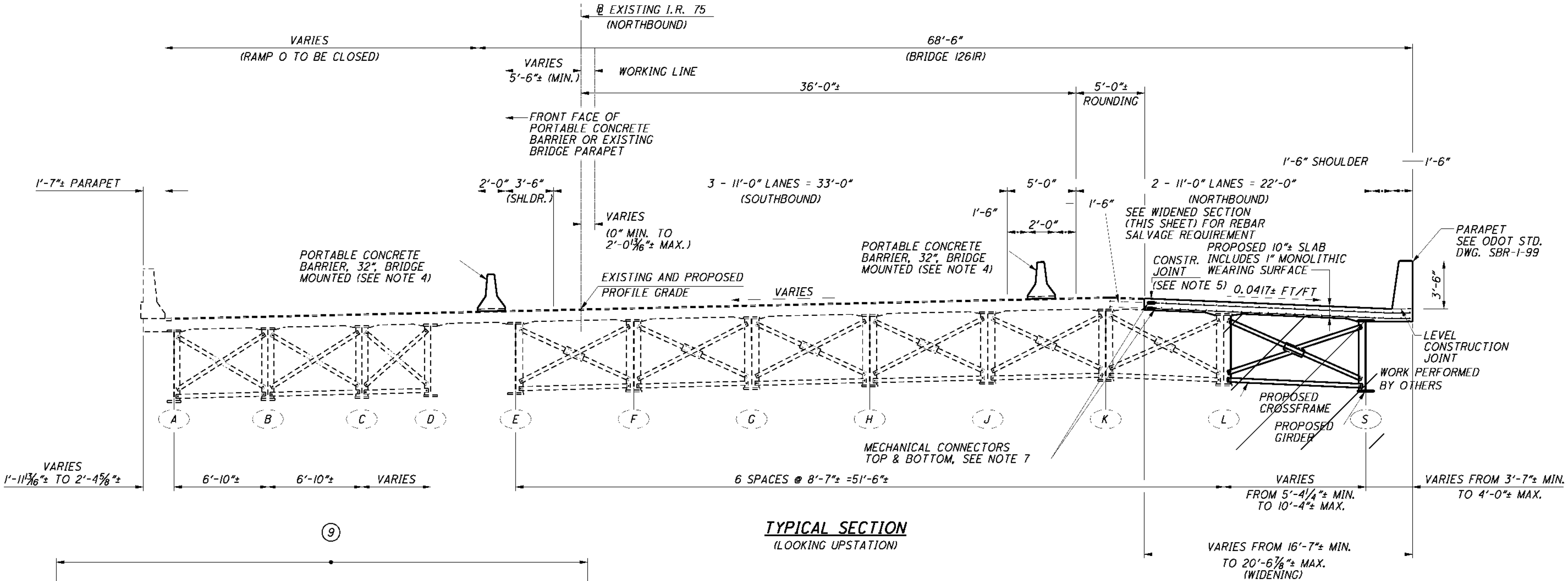
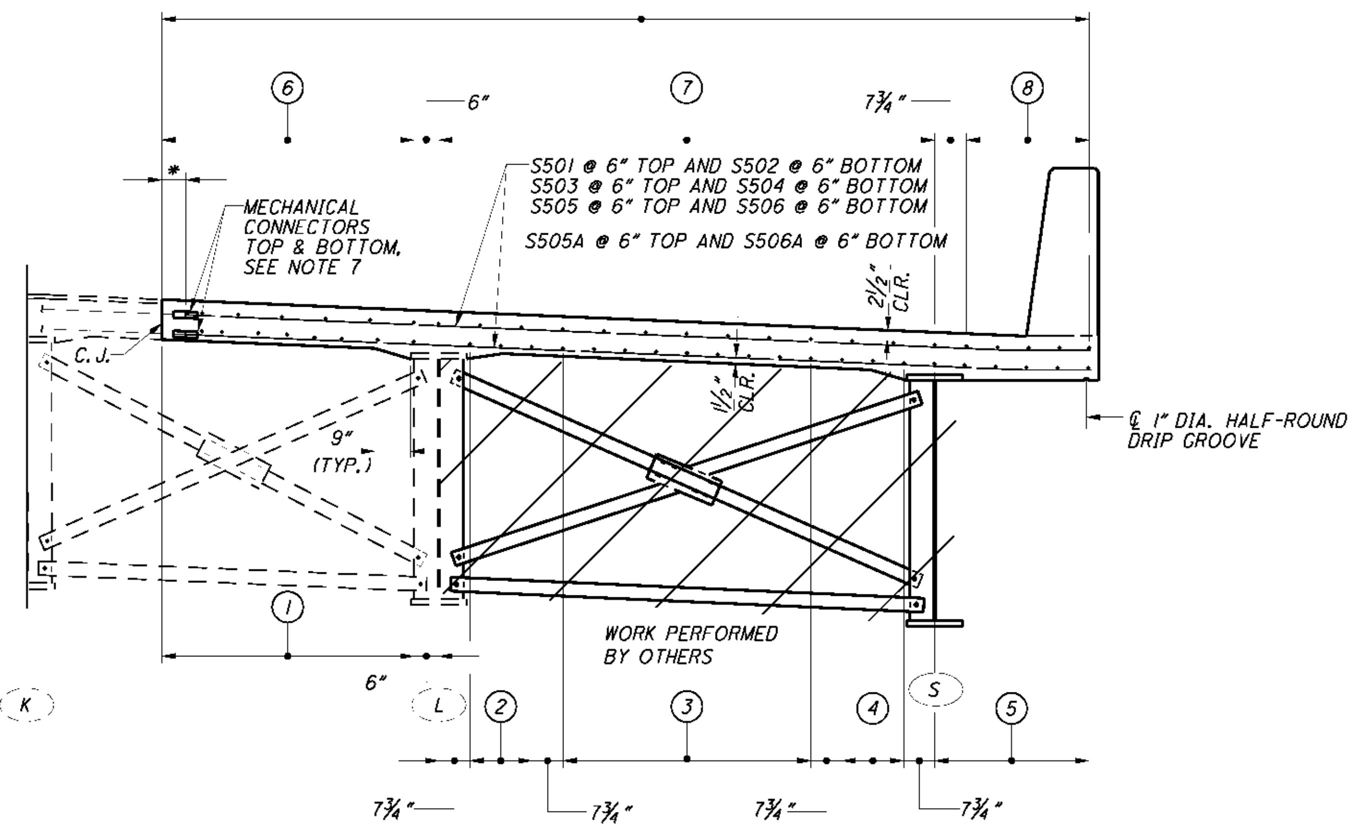
DESIGNED LAS | DRAWN TSD | REVIEWED SMC | DATE 01/2012
CHECKED RHM | REVISED | STRUCTURE FILE NUMBER 5707897

GIRDER S DEFELCTION AND CAMBER
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247



TYPICAL SECTION
(LOOKING UPSTATION)



WIDENED SECTION

LEGEND:

- C.J. CONSTRUCTION JOINT
- (K) EXISTING GIRDER DESIGNATION
- (S) PROPOSED GIRDER DESIGNATION
- * SALVAGE 6" OF EXISTING REINFORCEMENT TOP AND BOTTOM FOR MECHANICAL CONNECTOR PLACEMENT
- (1) FAN 8-S507 LAP WITH S509 & S513 (BOT.)
- (2) FAN 3-S507 LAP WITH S510 & S514 (BOT.)
- (3) FAN 9-S507 LAP WITH S510 & S514 (BOT.)
- (4) FAN 3-S507 LAP WITH S510 & S514 (BOT.)
- (5) FAN 5-S507 LAP WITH S511 & S515 (BOT.)
- (6) FAN 6-S401 LAP WITH S402 & S405 (TOP)
- (7) FAN 13-S401 LAP WITH S403 & S406 (TOP)
- (8) FAN 5-S401 LAP WITH S404 & S407 (TOP)
- (9) FAN 25-S408 LAP WITH S409 & S410 AT TOP OF PIER 1 AND 2 ALTERNATING WITH S401 (TOP)

NOTES:

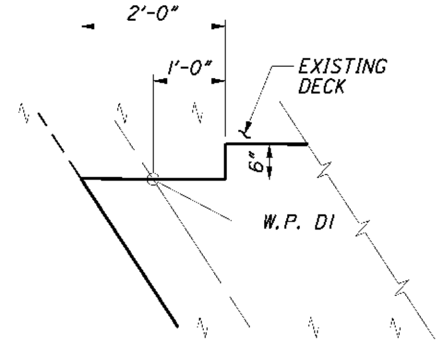
1. SEE SHEET 38/50 SHOWING ADDITIONAL S403 AND S404 BARS OVER PIERS.
2. FOR CROSS FRAME DETAILS SEE STD. DRAWING GSD-1-96, TYPE 1 CROSS FRAME.
3. SEE SHEET 29/50 FOR FRAMING PLAN.
4. FOR PCB ANCHORAGE REQUIREMENTS, SEE SHEET 6/50 .
5. FOR CONSTRUCTION JOINT DETAILS, SEE SHEET 37/50 , SECTION A-A.
6. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED DECK SLAB CONCRETE QUANTITY IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 2 INCHES AND THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ±3 INCHES. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTER LINE OF THE BEAM, FROM THE SURFACE OF THE DECK TO 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.
7. A COMPRESSION TYPE MECHANICAL CONNECTOR FOR REINFORCING BARS CONFORMING TO 509.07 SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. MECHANICAL CONNECTORS SHALL BE INCLUDED WITH THE REINFORCEMENT STEEL PAYMENT ITEM.

DESIGNED CKM	DRAWN KS	REVIEWED SMC	DATE 01/2012
CHECKED RHM	REVISED	STRUCTURE FILE NUMBER 5707897	

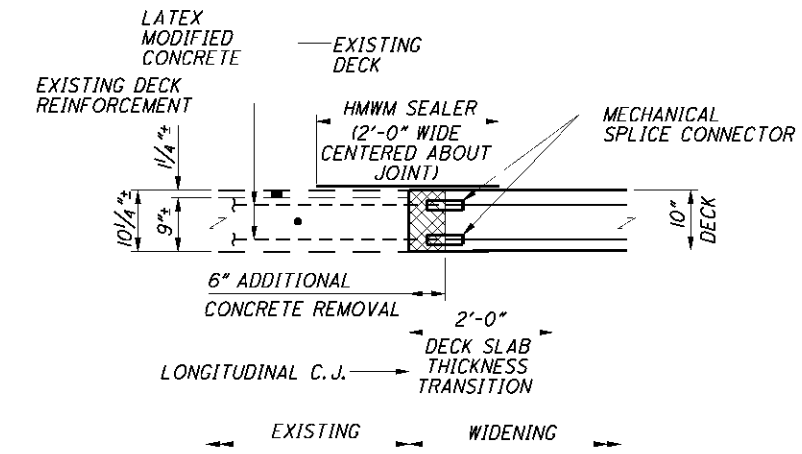
DESIGN AGENCY PRIME

TYPICAL SECTION
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

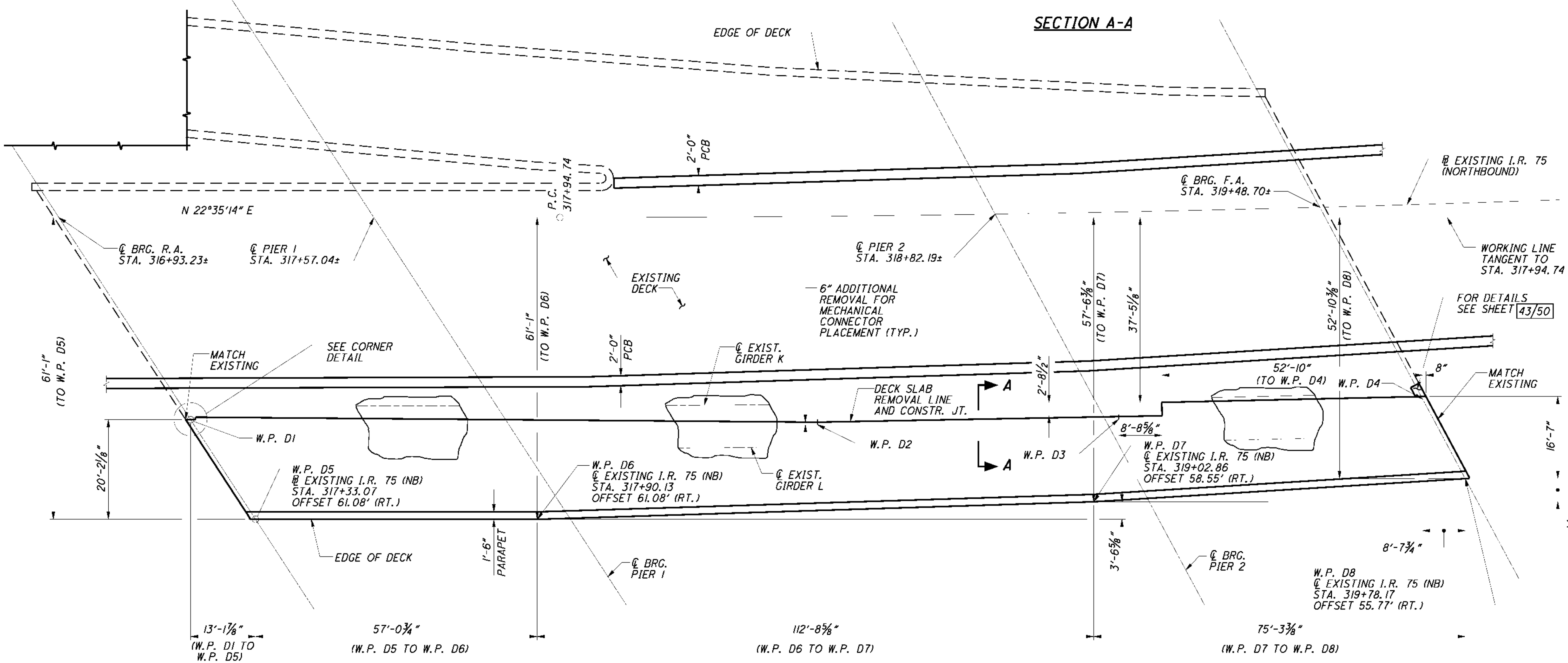
MOT-75-12.00
PID No. 77247



CORNER DETAIL



SECTION A-A



DECK PLAN

LEGEND:

P.C.	=	POINT OF CURVATURE
W.P.	=	WORK POINT
R.A.	=	REAR ABUTMENT
F.A.	=	FORWARD ABUTMENT
RT.	=	RIGHT
HMWM	=	HIGH MOLECULAR WEIGHT METHACRYLATE
PCB	=	PORTABLE CONCRETE BARRIER
C.J.	=	CONSTRUCTION JOINT

NOTES:

1. SEE SHEET 38/50 FOR DECK REINFORCEMENT DETAILS.
2. SEE SHEET 36/50 FOR TYPICAL SECTIONS.
3. FOR PCB ANCHORAGE DETAILS, SEE SHEET 6/50.
4. FOR WORK POINTS D1, D2, D3, AND D4, SEE DECK REMOVAL DETAILS, SHEET 9/50.

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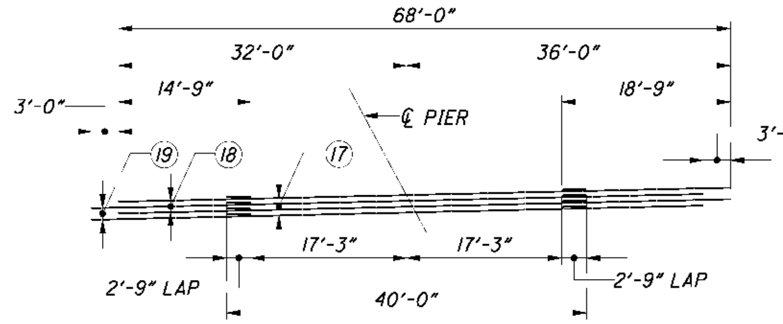
DESIGNED CKM | CHECKED RHM | DRAWN CKM | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

DECK PLAN
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

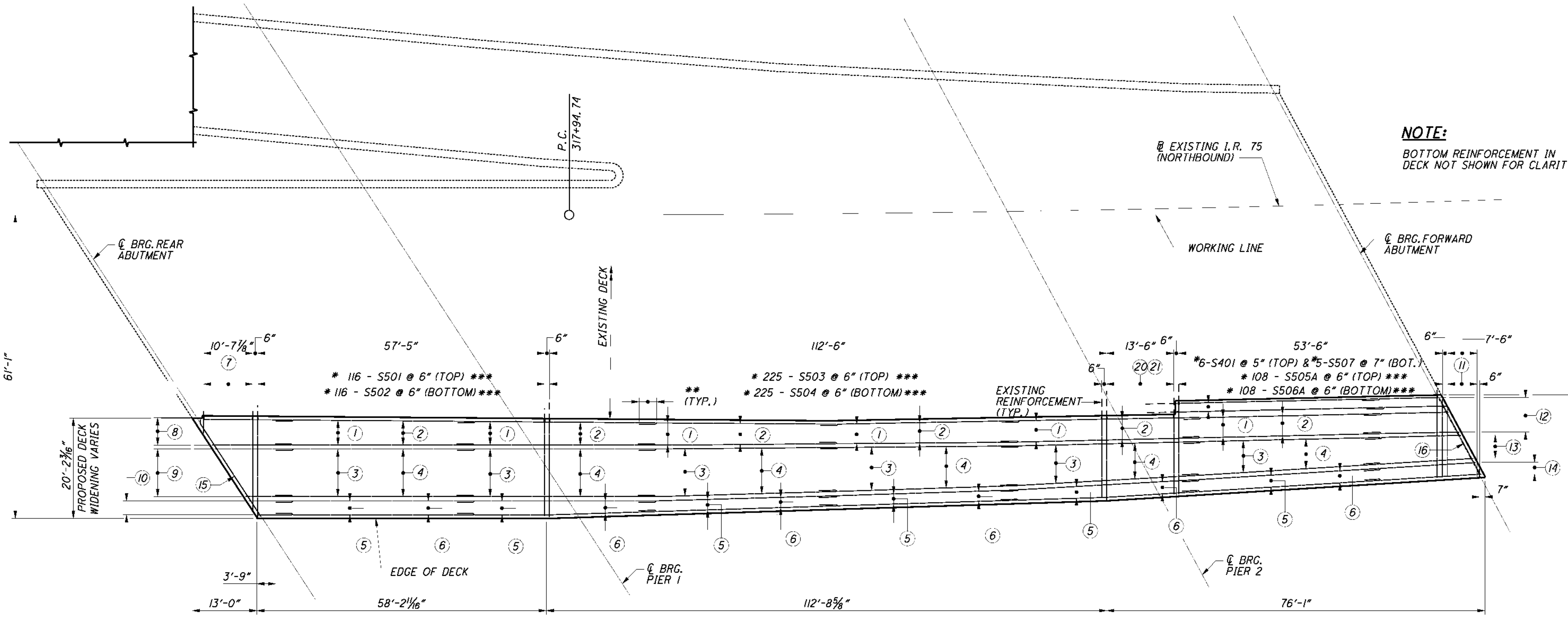


NOTE:

THESE ADDITIONAL REINFORCING BARS NEED TO BE PLACED ALTERNATE TO THE PROPOSED LONGITUDINAL REINFORCING BARS OVER PIERS 1 AND 2.

DIAGRAM SHOWING PLACEMENT OF ADDITONAL BARS OVER PIERS

(DIAGRAM IS SHOWN FOR PIER 2. PIER 1 OPPOSITE HAND)



DECK REINFORCING DETAILS

NOTE:

BOTTOM REINFORCEMENT IN DECK NOT SHOWN FOR CLARITY

LEGEND:

S.O. - SERIES OF

* - ATTACH TO EXISTING DECK REINFORCEMENT BY MECHANICAL CONNECTOR.

** - MIN. LAP OF 3'-6" (AT TOP) AND MIN. LAP OF 3'-6" (AT BOTTOM).

*** - FIELD CUT REQUIRED

(1) - FAN 6 - S401 @ 5 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER L AND EXISTING DECK, TOP.)

(2) - FAN 8 - S507 @ 7 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER L AND EXISTING DECK, BOTTOM.)

(3) - FAN 13 - S401 @ 12 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER L AND CENTER LINE OF GIRDER S TOP.)

(4) - FAN 15 - S507 @ 14 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER L AND CENTER LINE OF GIRDER S BOTTOM.)

(5) - FAN 5 - S401 @ 4 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER S AND EDGE OF DECK, TOP.)

(6) - FAN 6 - S507 @ 5 EQUAL SPA. (BETWEEN CENTER LINE OF GIRDER S AND EDGE OF DECK, BOTTOM.)

(7) - 1 S.O. 22 - S508 @ 6" (TOP AND BOTTOM) ATTACH S508 TO EXISTING DECK REINFORCEMENT BY MECHANICAL SPLICE.

(8) - FAN 6 - S402 LAP WITH S401 AT TOP. FAN 8 - S509 LAP WITH S507 AT BOTTOM.

(9) - FAN 13 - S403 LAP WITH S401 AT TOP FAN 15 - S510 LAP WITH S507 AT BOTTOM

(10) - FAN 5 - S404 LAP WITH S401 AT TOP FAN 6 - S511 LAP WITH S507 AT BOTTOM

(11) - 1 S.O. 16 - S512 @ 6" (TOP AND BOTTOM)

(12) - FAN 12 - S405 LAP WITH S401 AT TOP FAN 13 - S513 LAP WITH S507 AT BOTTOM

(13) - FAN 13 - S406 LAP WITH S401 AT TOP FAN 15 - S514 LAP WITH S507 AT BOTTOM

(14) - FAN 5 - S407 LAP WITH S401 AT TOP FAN 6 - S515 LAP WITH S507 AT BOTTOM

(15) - 1 - S516 AT TOP AND BOTTOM

(16) - 1 - S517 AT TOP AND BOTTOM

(17) - FAN 25 S408 AT TOP ALTERNATING WITH S401

(18) - FAN 25 S409 LAP WITH S408

(19) - FAN 25 S410 LAP WITH S408

(20) - *28-S505 @ 6" (TOP)***

(21) - *28-S506 @ 6" (BOTTOM)***

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM | CHECKED RHM | DRAWN LAS | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

DECK REINFORCING DETAILS

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

38/50

1124/1565

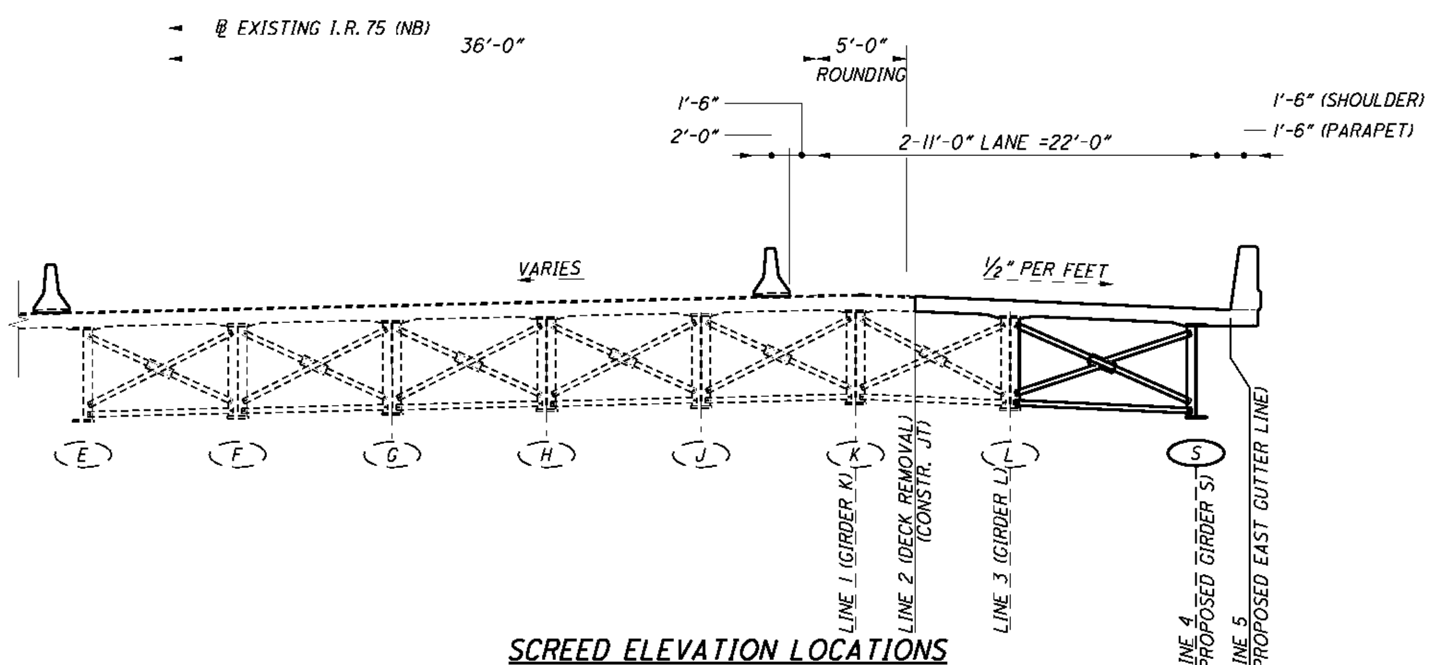
DECK SCREED ELEVATION TABLE

ELEVATION LOCATION			℄ BRG.	SPAN 1			℄ BRG	SPAN 2									℄ BRG	SPAN 3			℄ BRG.
			R.A.	¼ SPAN	MID SPAN	¾ SPAN	PIER 1	⅛ SPAN	℄ FIELD SPLICE	¼ SPAN	⅜ SPAN	MID SPAN	⅝ SPAN	¾ SPAN	℄ FIELD SPLICE	⅞ SPAN	PIER 2	¼ SPAN	MID SPAN	¾ SPAN	F.A.
LINE 1	℄ EXISTING GIRDER LINE K	STATION	317+18.13	317+34.08	317+50.03	317+65.98	317+81.93	317+97.06	318+03.87	318+12.11	318+27.16	318+42.21	318+57.26	318+72.31	318+80.46	318+87.36	319+02.41	319+18.73	319+35.05	319+51.37	319+67.69
		*ELEV. BEFORE DECK REMOVAL																			
		*ELEV. AFTER DECK REMOVAL																			
		**SURVEYED REBOUND																			
		***ADJUST REBOUND																			
		FINAL TOP DECK ELEV.	754.62	754.60	754.60	754.62	754.65	754.70	754.74	754.81	754.93	755.07	755.19	755.29	755.34	755.40	755.52	755.68	755.85	756.01	756.18
LINE 2	DECK REMOVAL LINE/ CONSTRUCTION JOINT	STATION	317+19.91	317+35.95	317+51.99	317+68.02	317+84.06	317+99.16	318+06.09	318+14.20	318+29.23	318+44.26	318+59.28	318+74.32	318+82.39	318+89.35	319+04.38	319+20.70	319+37.02	319+53.33	319+69.65
		FINAL TOP DECK ELEV.	754.54	754.52	754.52	754.53	754.57	754.62	754.66	754.72	754.84	754.98	755.09	755.19	755.25	755.31	755.44	755.59	755.76	755.93	756.09
		ΔDECK SCREED ELEV.	754.54				754.57										755.44				756.09
LINE 3	℄ EXISTING GIRDER L	STATION	317+23.73	317+39.68	317+55.63	317+71.58	317+87.53	318+02.49	318+09.41	318+17.39	318+32.30	318+47.20	318+62.11	318+77.01	318+84.90	318+91.91	319+06.82	319+23.11	319+39.41	319+55.71	319+72.00
		*ELEV. BEFORE DECK REMOVAL																			
		*ELEV. AFTER DECK REMOVAL																			
		**SURVEYED REBOUND																			
		***ADJUST REBOUND																			
		FINAL TOP DECK ELEV.	754.29	754.28	754.29	754.31	754.36	754.42	754.47	754.54	754.67	754.82	754.92	755.01	755.07	755.12	755.26	755.42	755.59	755.75	755.92
		****DECK SCREED ELEV.	754.29				754.36										755.26				755.92
LINE 4	℄ NEW GIRDER S	STATION	317+30.47	317+46.42	317+62.37	317+78.32	317+94.27	318+08.84	318+16.06	318+23.41	318+37.97	318+52.54	318+67.10	318+81.67	318+89.33	318+96.24	319+10.80	319+26.76	319+42.73	319+58.71	319+74.68
		FINAL TOP DECK ELEV.	753.85	753.85	753.87	753.90	753.95	754.04	754.09	754.16	754.31	754.46	754.56	754.68	754.74	754.81	754.97	755.15	755.34	755.53	755.72
		DECK SCREED ELEV.	753.85	753.83	753.83	753.86	753.95	754.04	754.11	754.21	754.42	754.61	754.67	754.73	754.76	754.82	754.97	755.14	755.33	755.53	755.72
LINE 5	NEW EAST GUTTER LINE	STATION	317+32.09	317+48.02	317+63.94	317+79.87	317+95.78	318+10.28	318+17.12	318+24.78	318+39.29	318+53.80	318+68.31	318+82.82	318+90.21	318+97.33	319+11.83	319+27.79	319+43.75	319+59.71	319+75.68
		FINAL TOP DECK ELEV.	753.75	753.75	753.76	753.80	753.86	753.97	754.03	754.11	754.26	754.40	754.50	754.61	754.68	754.74	754.89	755.08	755.27	755.46	755.65
		DECK SCREED ELEV.	753.75	753.72	753.72	753.76	753.86	753.97	754.05	754.15	754.36	754.54	754.60	754.66	754.70	754.75	754.89	755.06	755.26	755.46	755.65

STATION IS ALONG THE ℄ EXISTING I.R. 75 (NB)
*BOTTOM OF GIRDER ELEVATION
**SURVEYED REBOUND = GIRDER ELEVATION AFTER DECK REMOVAL MINUS GIRDER ELEVATION BEFORE DECK REMOVAL
***ADJUST REBOUND = RATIO OF PROPOSED DEAD LOAD TO EXISTING DEAD LOAD (SHOWN AT RIGHT) MULTIPLIED BY THE SURVEYED REBOUND
****DECK SCREED ELEV. = ADJUSTED REBOUND ADDED TO THE FINAL TOP OF DECK ELEVATION
Δ ELEVATIONS TO MATCH EXISTING (REBOUND) ELEVATIONS

$$\text{GIRDER K } \frac{\text{PROPOSED DEAD LOAD}}{\text{EXISTING DEAD LOAD}} = 1.14$$

$$\text{GIRDER L } \frac{\text{PROPOSED DEAD LOAD}}{\text{EXISTING DEAD LOAD}} = 1.30$$



SCREED ELEVATION LOCATIONS

(LOOKING UPSTATION)

SCREED ELEVATIONS:

FIELD PROCEDURES DURING DECK CONSTRUCTION.

1. SURVEY BOTTOM OF EXISTING GIRDER L AND K AT THE LOCATIONS SHOWN IN THE TABLE PRIOR TO AND AFTER DECK REMOVAL.
2. COMPUTE THE AMOUNT OF SURVEYED REBOUND FOR GIRDER L AND K.
3. THE CONTRACTOR SHALL EMPLOY AN OHIO REGISTERED ENGINEER TO COMPUTE THE ADJUSTED REBOUND AND DECK SCREED ELEVATIONS.
4. THE COMPLETED TABLE ALONG WITH PERTINENT COMPUTATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO DECK POURING OPERATIONS.

NOTES

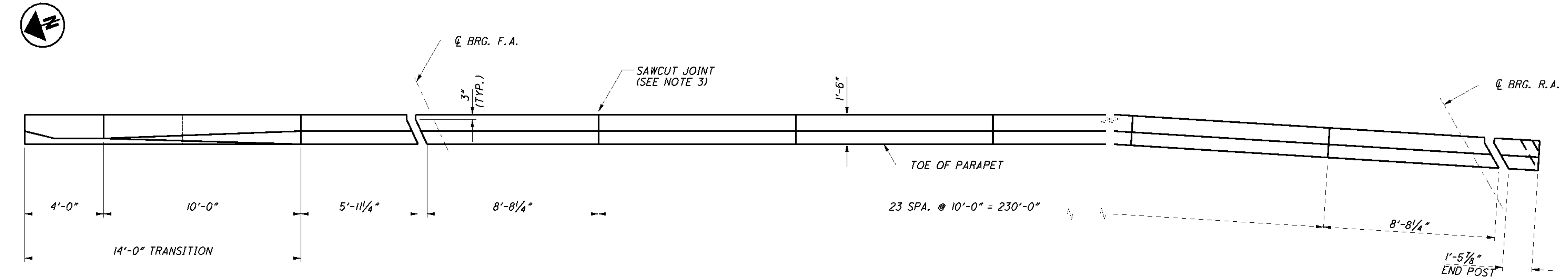
1. THE COST OF SURVEYING IS CONSIDERED INCIDENTAL TO DECK CONSTRUCTION AND SHALL BE INCLUDED WITH ITEM 511 CLASS S CONCRETE, SUPERSTRUCTURE, FOR PAYMENT.
2. FOR DECK REMOVAL DETAILS, SEE SHEET 9/50 .

DESIGN AGENCY PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

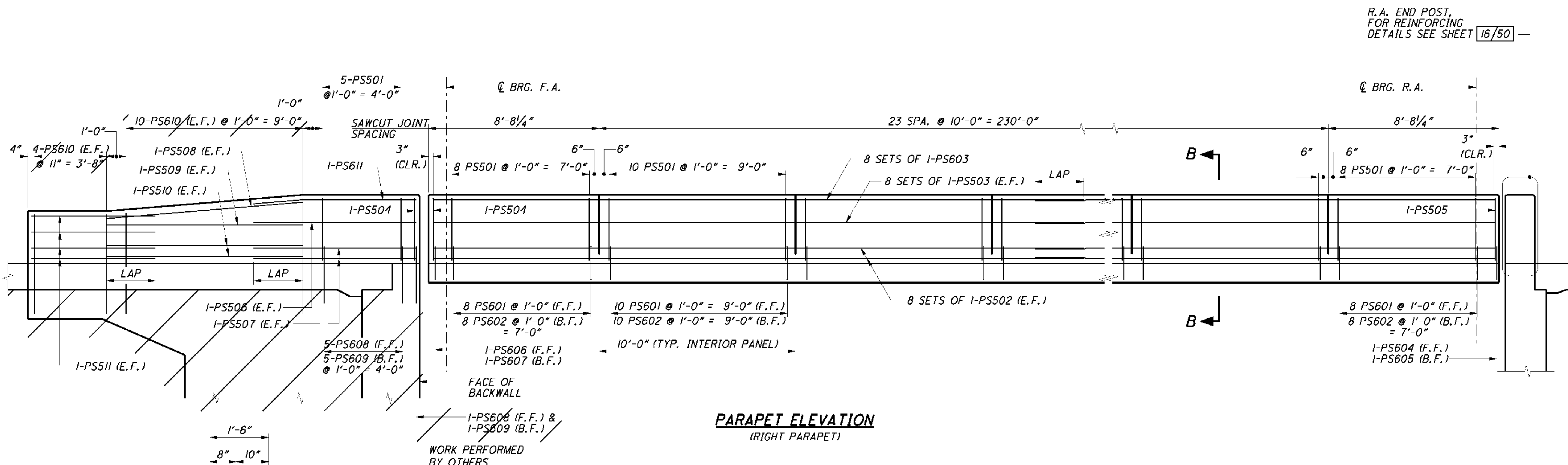
DESIGNED LAS | CHECKED RHM | DRAWN LAS | REVISED | REVIEWED SMC | DATE 01/2012 | STRUCTURE FILE NUMBER 5707897

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

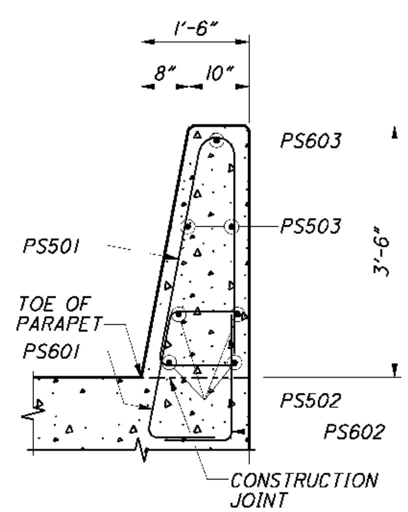
MOT-75-12.00
PID No. 77247



PARAPET PLAN
(RIGHT PARAPET)



PARAPET ELEVATION
(RIGHT PARAPET)



SECTION B-B
(RIGHT PARAPET)

LEGEND:

B.F. = BACK FACE
E.F. = EACH FACE
F.F. = FRONT FACE
R.A. = REAR ABUTMENT
F.A. = FORWARD ABUTMENT

NOTES:

1. SAWCUT SPACING MEASURED ALONG TOE OF PARAPET.
2. FOR PARAPET BEND POINTS, SEE SHEET 37/50 FOR DETAILS. FIELD BEND LONGITUDINAL BARS AS REQUIRED AT BEND POINTS.
3. FOR SAWCUT AND ADDITIONAL PARAPET DETAILS SEE STD. DWG. SBR-1-99.
4. THE MINIMUM LAP LENGTHS FOR
   #5 BAR = 2'-6"
   #6 BAR = 3'-0"
5. FOR END DAM DETAILS, SEE SHEETS 41/50 TO 42/50.
6. PARAPET CONCRETE PAID FOR UNDER ITEM 511 SUPERSTRUCTURE CONCRETE.

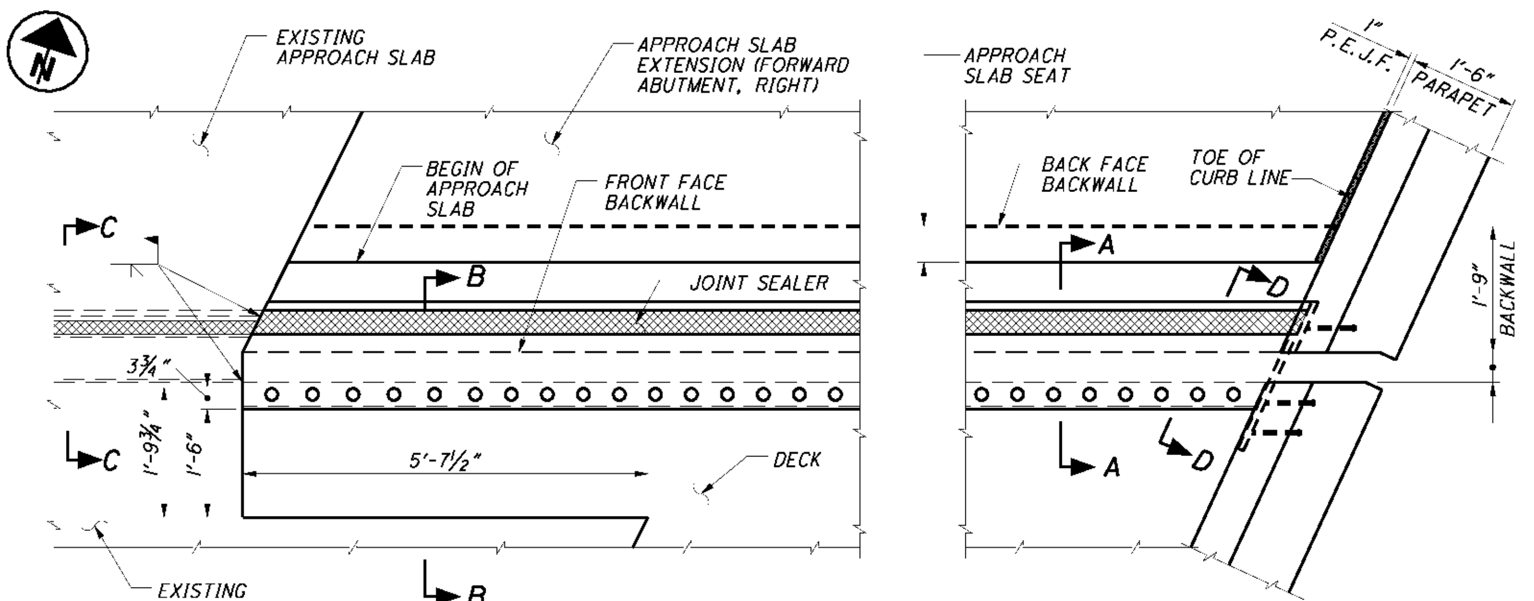
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED CKM	DRAWN CKM	REVIEWED SMC	DATE 01/2012
CHECKED RHM	REVISED	STRUCTURE FILE NUMBER 5707897	

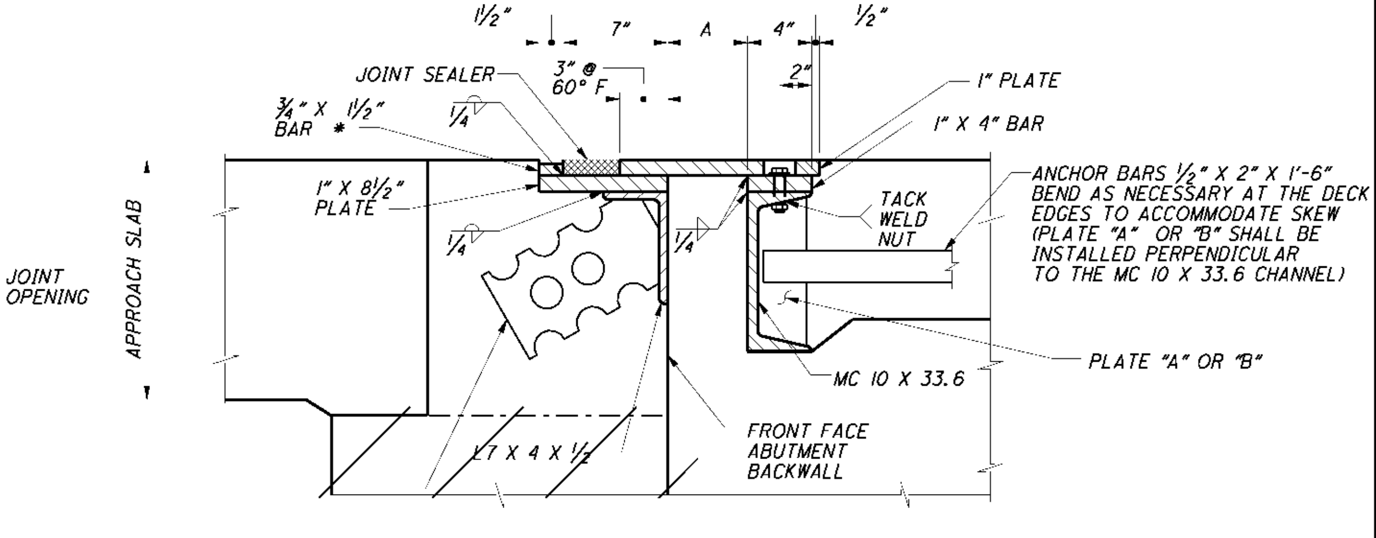
PARAPET DETAILS
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

N:\Projects\2009\PEA-E00965 MOT 75\7. Transportation\1. Bridges\Drawings\Addendum Revisions 7-03-2012\075_1261RRA001.dgn 7/23/2012 7:10:44 PM cmallina

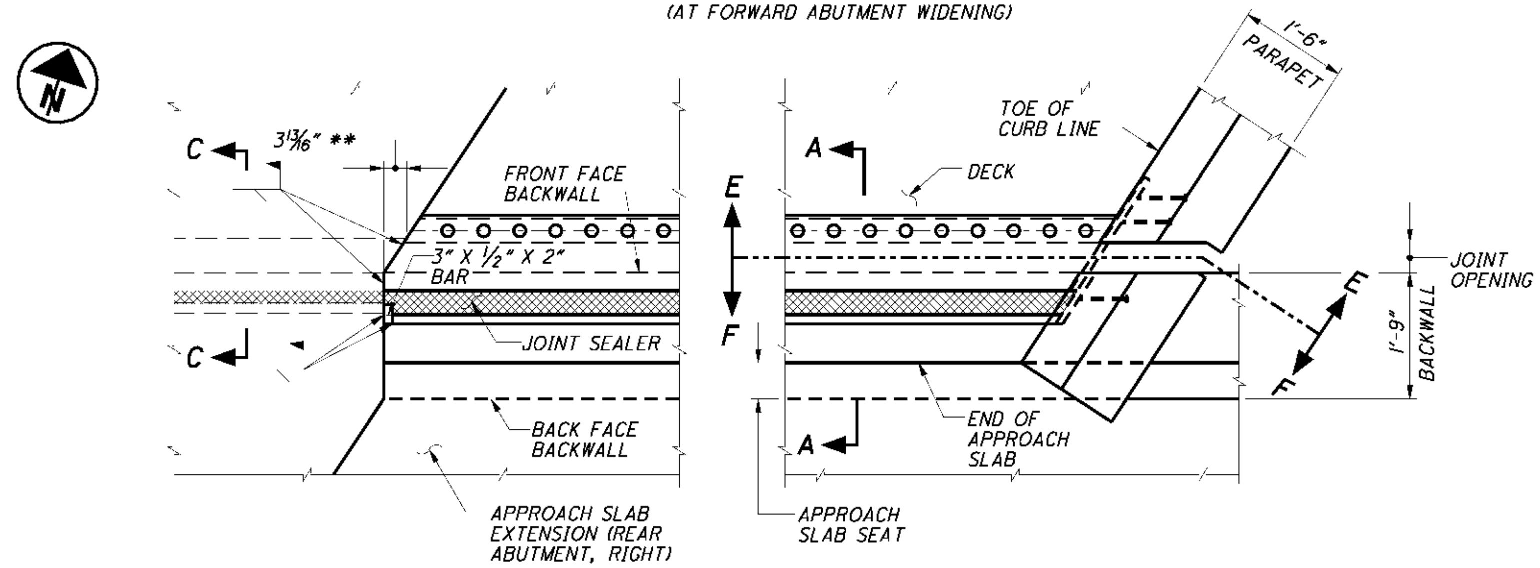


DECK JOINT PLAN 'B'
(AT FORWARD ABUTMENT WIDENING)

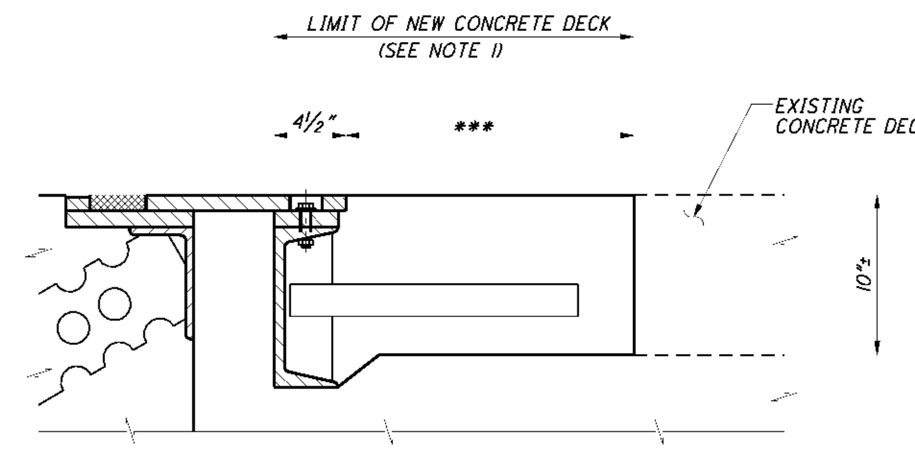


ABUTMENT SIDE ANCHOR PLATE (SEE ODOT STD. DWG. EXJ-4-87 FOR DETAILS)

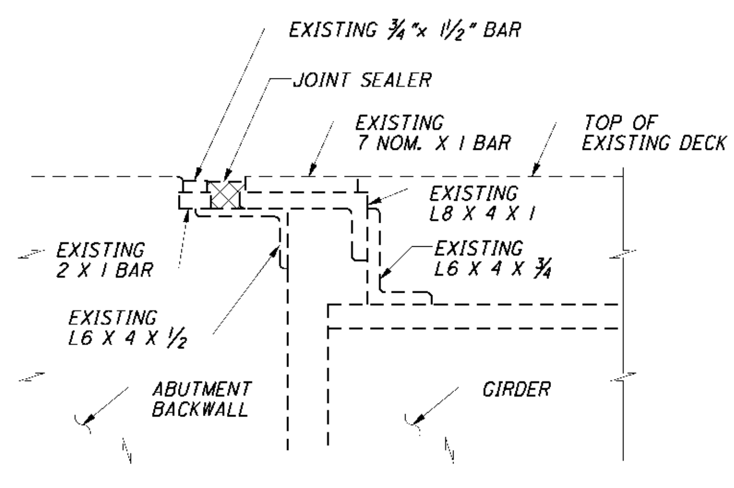
SECTION A-A



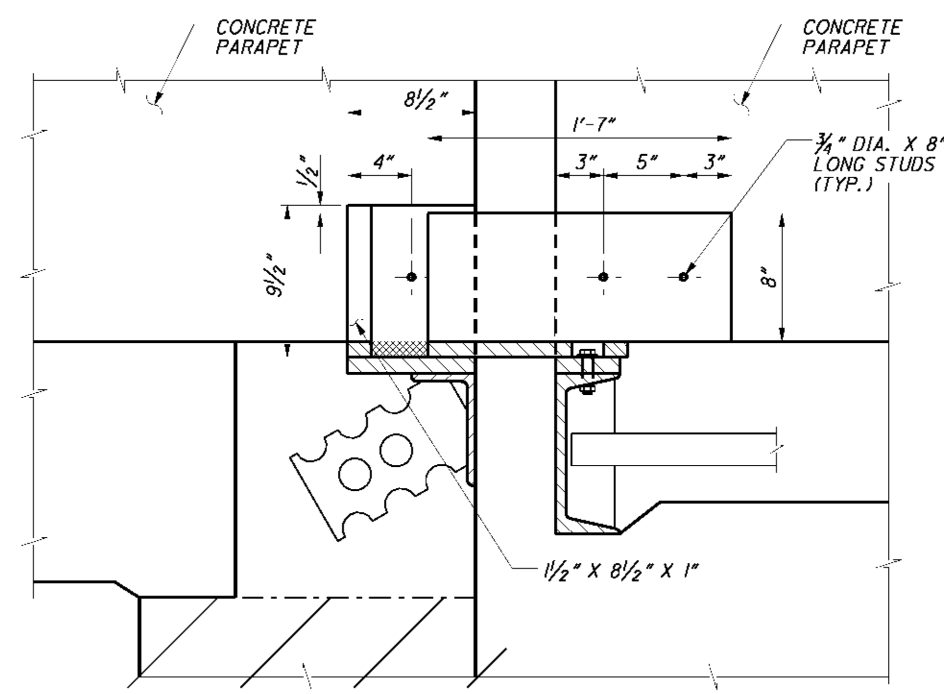
DECK JOINT PLAN 'A'
(AT RIGHT REAR ABUTMENT WIDENING)



SECTION B-B



SECTION C-C
(EXISTING END DAM)



SECTION D-D
(AT FORWARD ABUTMENT SHOWN)

LEGEND

* ¾" X 1½" BAR TO BE BUTT-WELDED TO EXISTING ¾"x 1½" BAR.

** CUT THE EXISTING L6 X 4 X 3/4, L8 X 4 X 1 AND 7 NOM. X 1 BAR TO MATCH THE PROPOSED 1" X 4" BAR, 1" PLATE AND MC 10 X 33.6

*** 1'-6" FOR FORWARD ABUTMENT WIDENING AND 1'-2" FOR LEFT REAR ABUTMENT WIDENING.

NOTES:

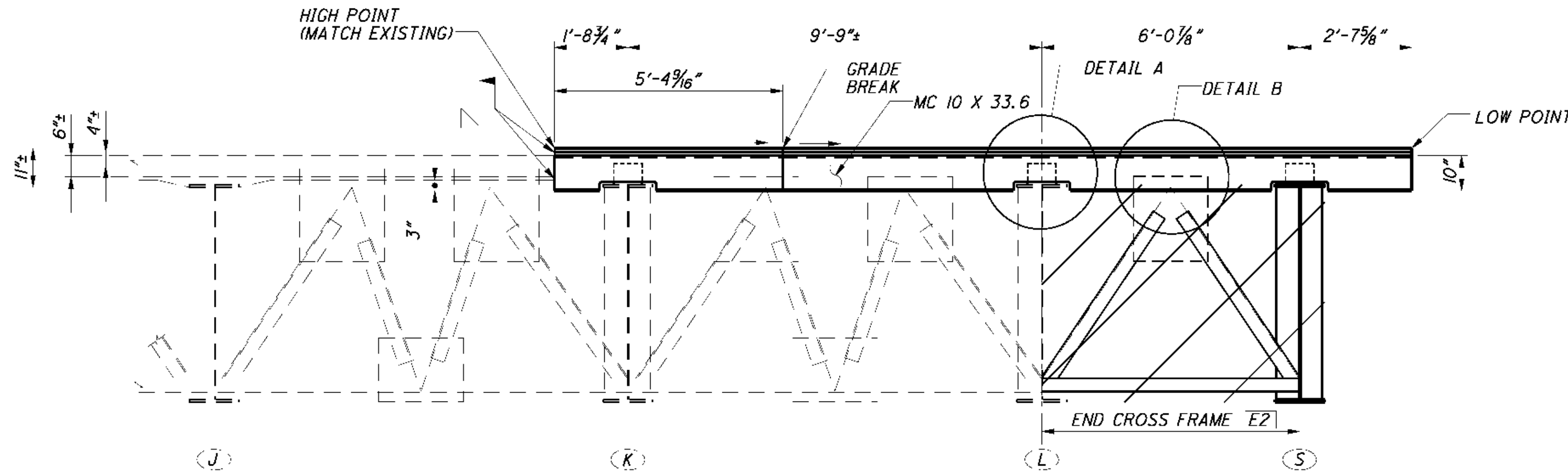
1. RETAIN EXISTING REINFORCEMENT IN THE REMOVAL PORTION OF DECK.
2. FOR SECTION E-E AND SECTION F-F, SEE SHEET 42/50.
3. FOR ADDITIONAL DETAILS, SEE SHEET 42/50.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

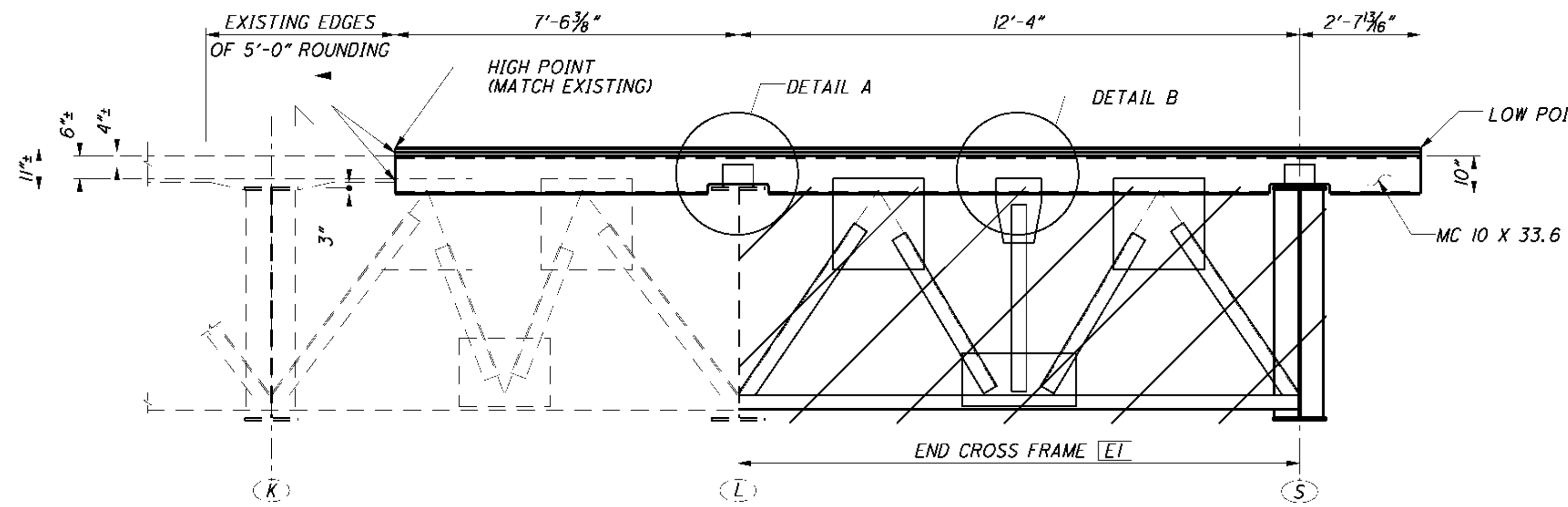
DESIGNED	DRAWN	REVIEWED	DATE
CKM	CKM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

END DAM/ROADWAY JOINT DETAILS - I
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

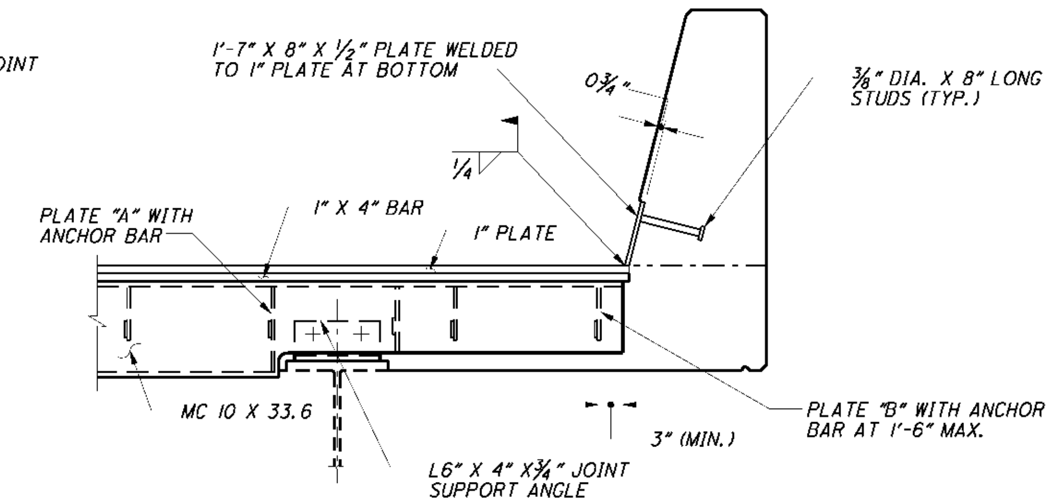
MOT-75-12.00
PID No. 77247



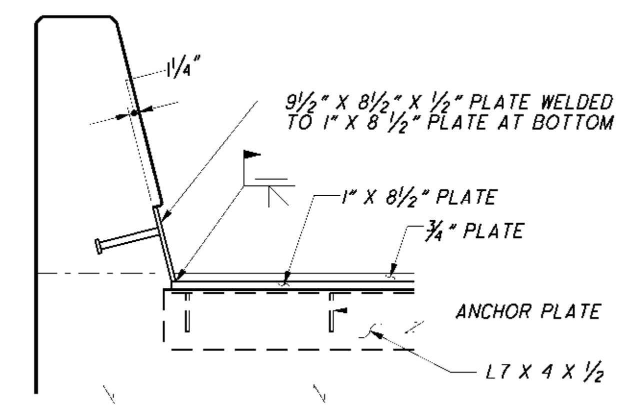
FORWARD ABUTMENT DECK JOINT ELEVATION
(LOOKING UPSTATION)



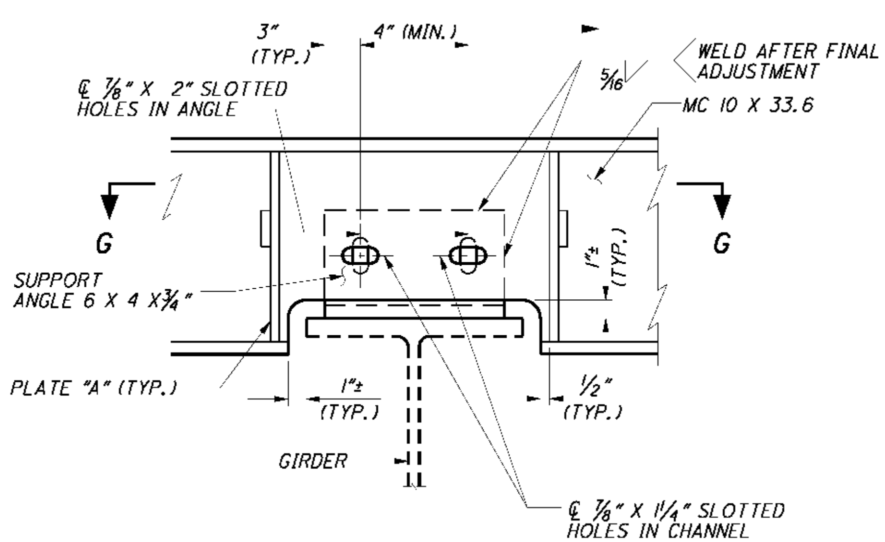
REAR ABUTMENT DECK JOINT ELEVATION
(LOOKING UPSTATION)



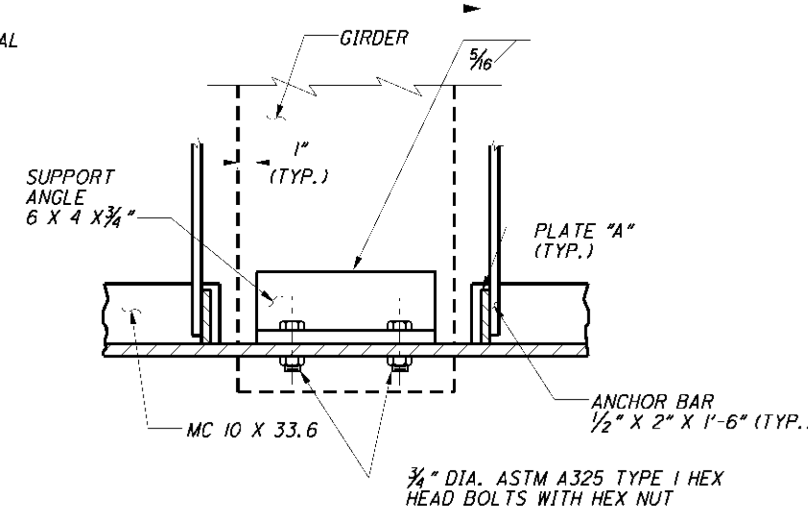
SECTION E-E



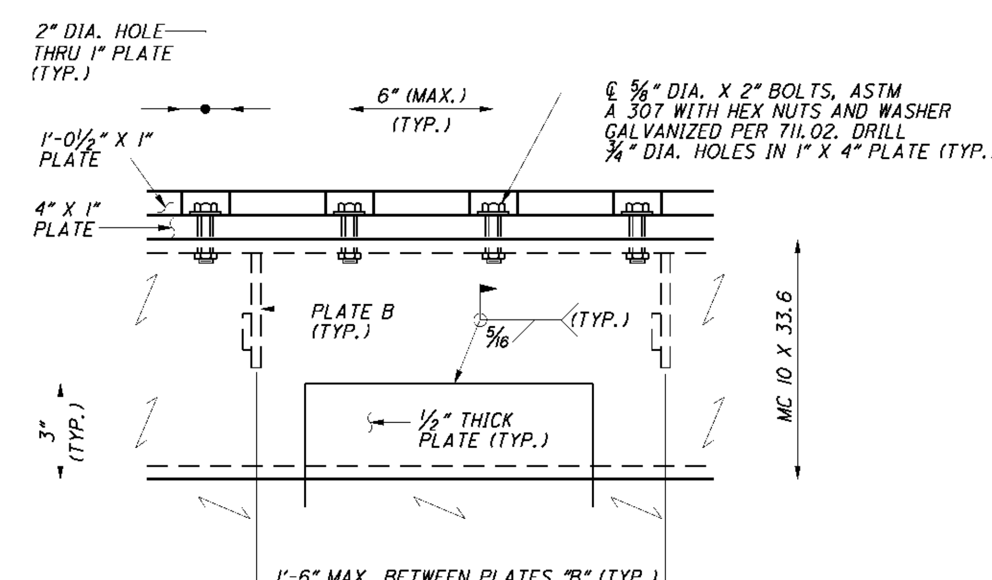
SECTION F-F



DETAIL A



SECTION G-G



DETAIL B

DESIGN AGENCY: PRIME ENGINEERING & ARCHITECTURE, INC. www.primeeng.com

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
CKM	RHM	CKM		SMC	01/2012	5707897

END DAM/RODAWAY JOINT DETAILS -2
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

42/50

1128/1565

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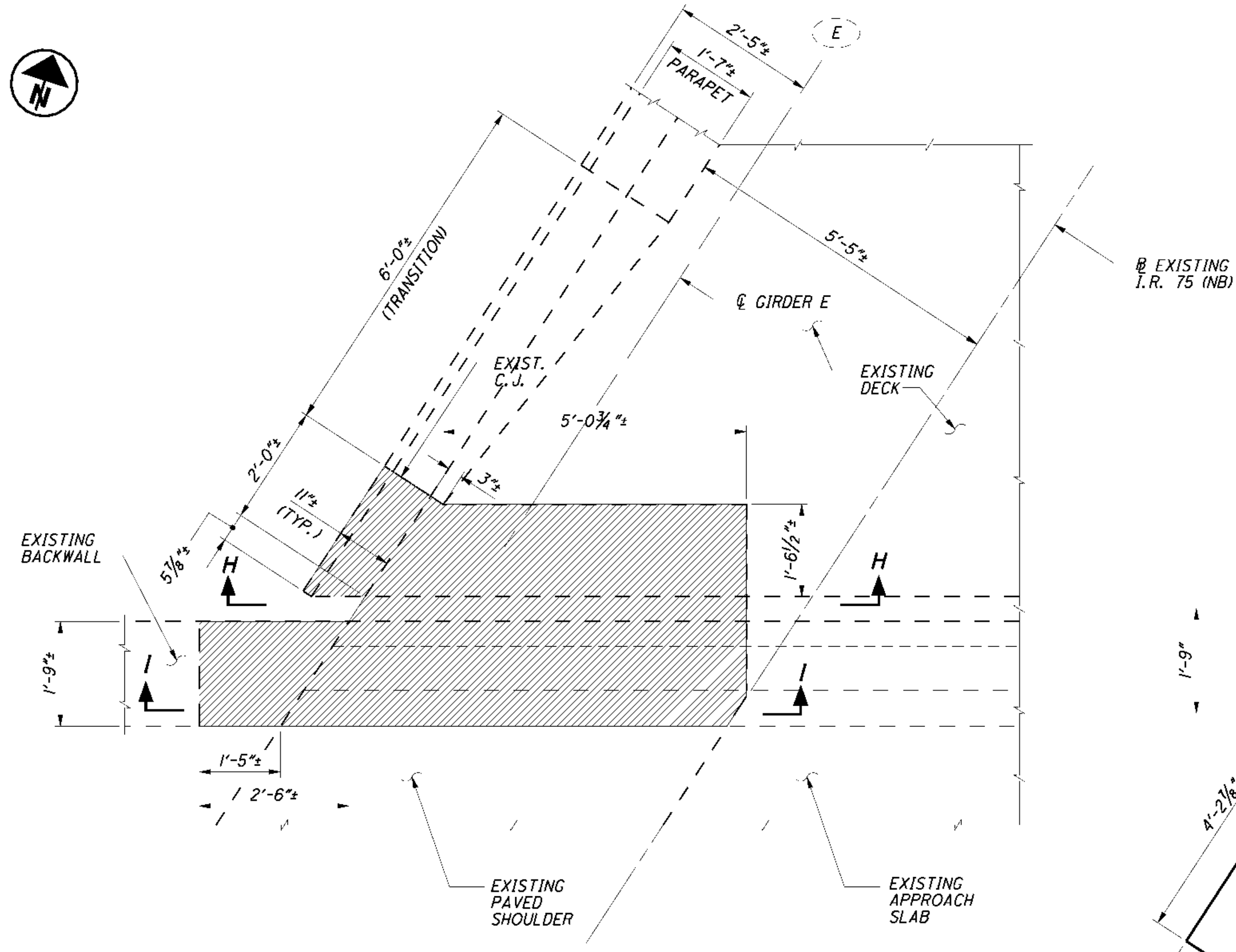
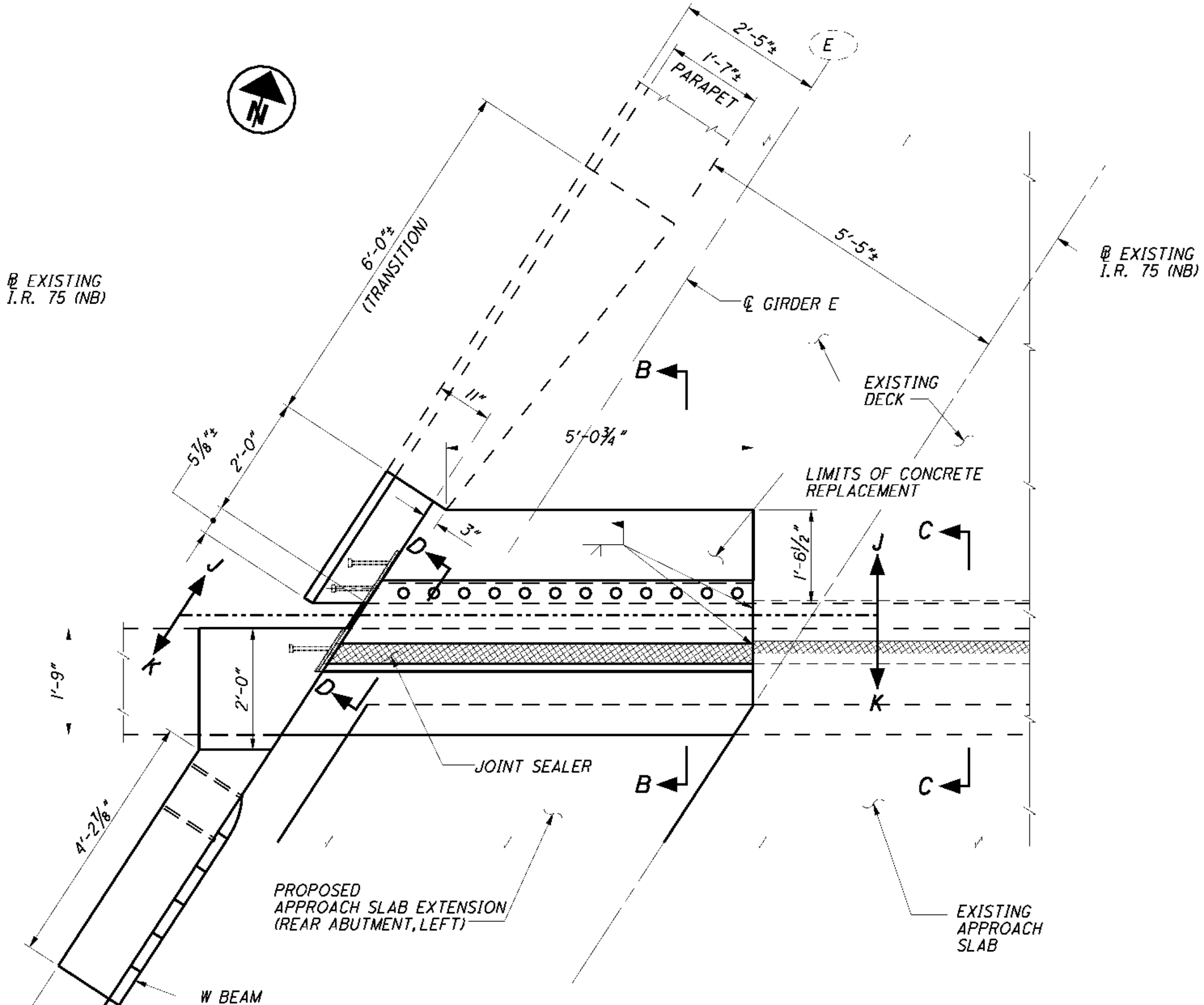
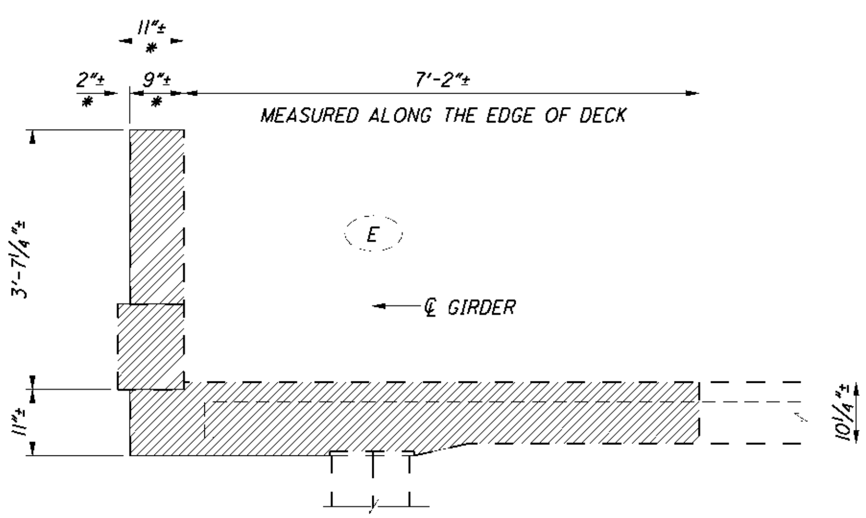


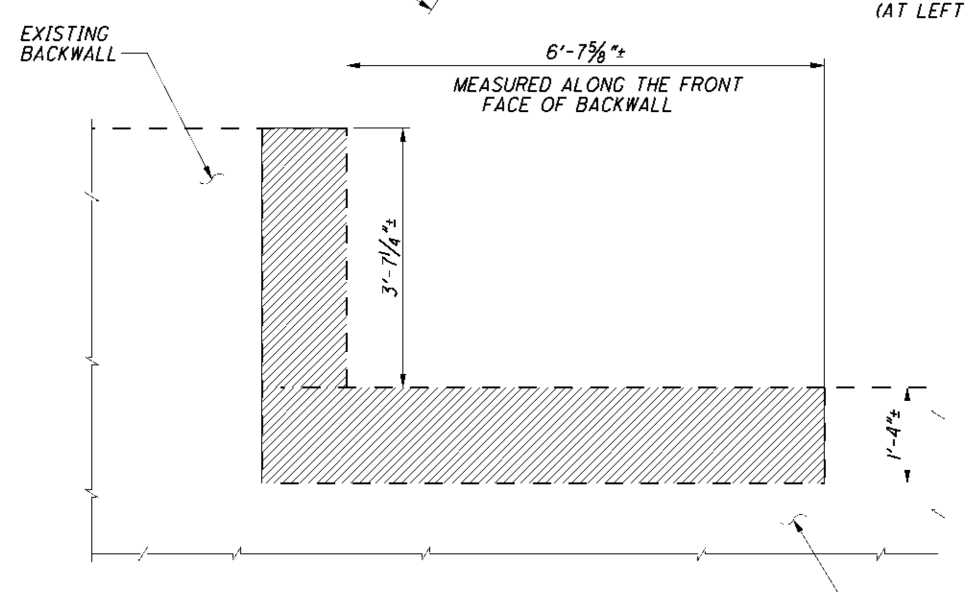
REMOVAL DECK JOINT PLAN 'C'
(AT LEFT REAR APPROACH SLAB WIDENING)



DECK JOINT PLAN 'C'
(AT LEFT REAR APPROACH SLAB WIDENING)



SECTION H-H



SECTION I-I

LEGEND

(hatched) =REMOVAL, PAID FOR UNDER ITEM 202, PORTION OF STRUCTURE REMOVED AS PER PLAN.

* = MEASURED NORMAL.

C.J. = CONSTRUCTION JOINT.

(E) = EXISTING GIRDER DESIGNATION.

NOTES:

1. FOR SECTION B-B SEE SHEET 41/50 .
2. FOR SECTION C-C SEE SHEET 41/50 .
3. FOR SECTION D-D SEE SHEET 41/50 .
4. FOR SECTION J-J SEE SHEET 44/50 .
5. FOR SECTION K-K SEE SHEET 44/50 .
6. RECONSTRUCTED PORTIONS OF DECK AND PARAPET TO MATCH EXISTING ELEVATIONS.

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
CKM	RHM	CKM		SMC	01/2012	5707897

DESIGN AGENCY: PRIME

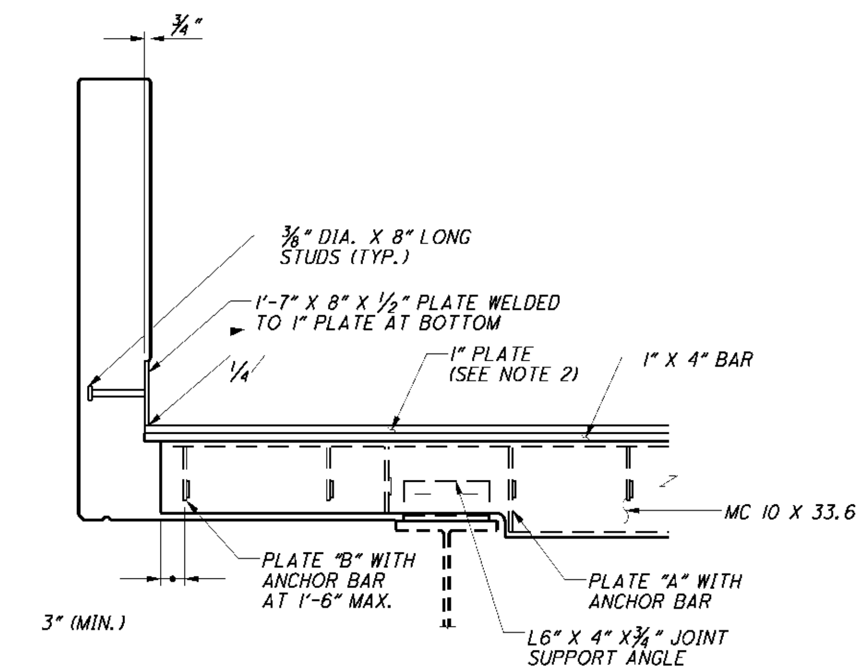
END DAM/ROADWAY JOINT DETAILS - 3

BRIDGE NO. MOT-75-1261R

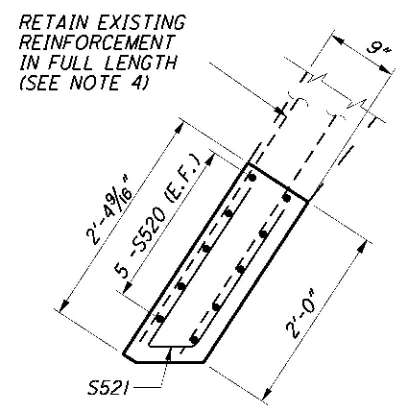
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

PID No. 77247

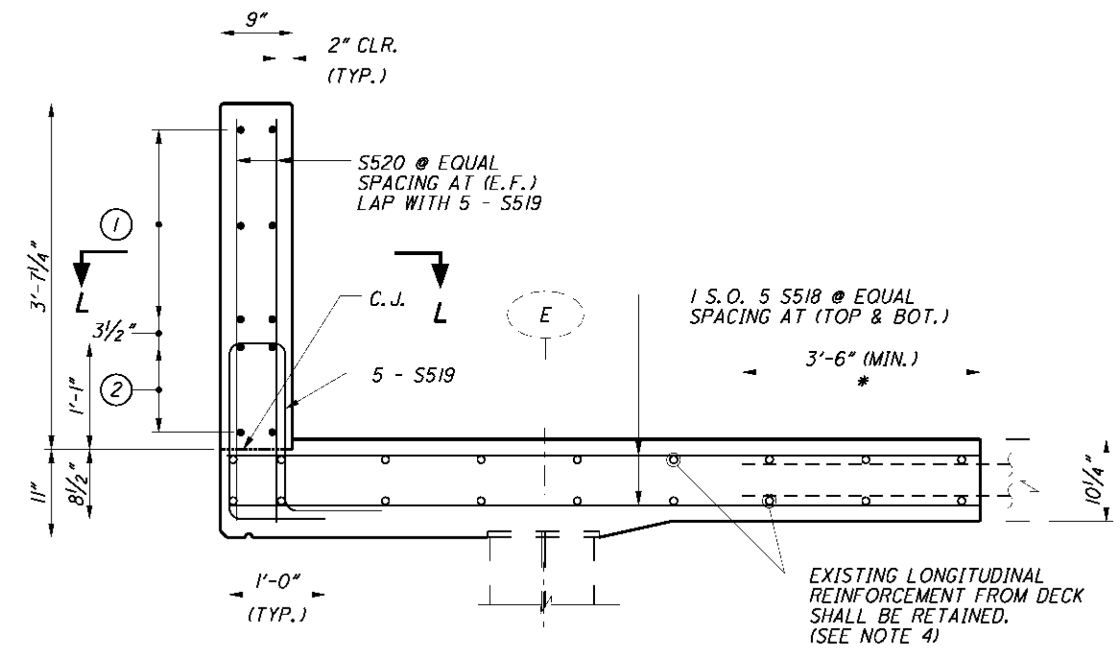


SECTION J-J

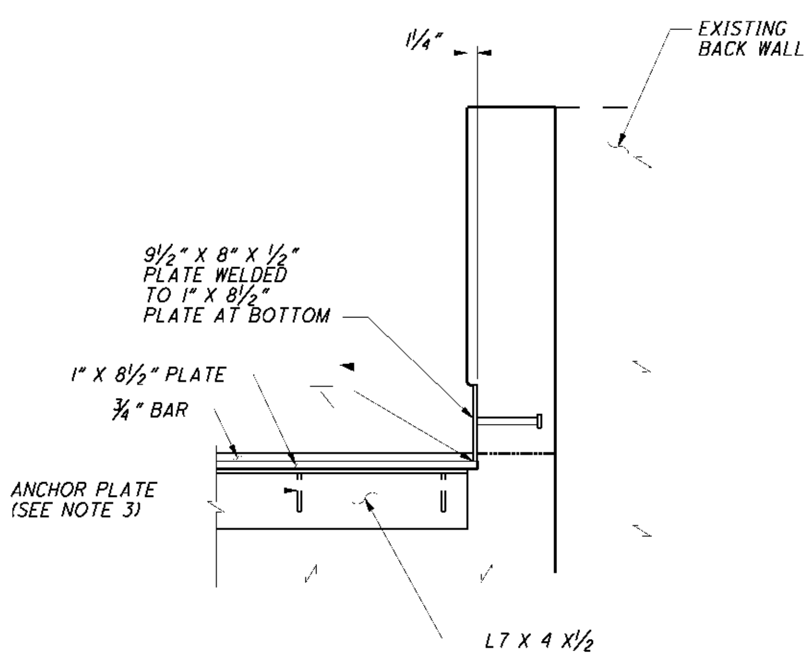


SECTION L-L

(PARAPET REINFORCEMENT)



REINFORCEMENT DETAILS



SECTION K-K

LEGEND

* =MIN. LENGTH OF 3'-6" AT TOP & BOT. REINFORCEMENT FROM EXISTING DECK SLAB SHALL BE RETAINED.

C.J. =CONSTRUCTION JOINT

F.F =FRONT FACE

B.F. =BACK FACE

E.F. =EACH FACE

S.O. =SERIES OF

(1) 3 - S521 @ 11 1/2"

(2) 2 - S521 @ 11"

NOTES:

1. FOR REAR ABUTMENT BACKWALL REINFORCEMENT SEE SHEET 16/50 & 18/50 .
2. FOR BOLT CONNECTION BETWEEN 1" THICK PLATES SEE SHEET 42/50 .
3. FOR SPACING BETWEEN ANCHOR PLATE "A" & "B" SEE SHEET 42/50 .
4. RETAINED EXISTING REINFORCEMENT TO BE CLEANED PRIOR TO INCORPORATING INTO NEW CONSTRUCTION.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.
www.primeeng.com

REVIEWED SMC DATE 01/2012
STRUCTURE FILE NUMBER 5707897
DRAWN CKM REVISED
DESIGNED CKM CHECKED RHM

END DAM/ROADWAY JOINT DETAILS - 4
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

44/50

1130
1565

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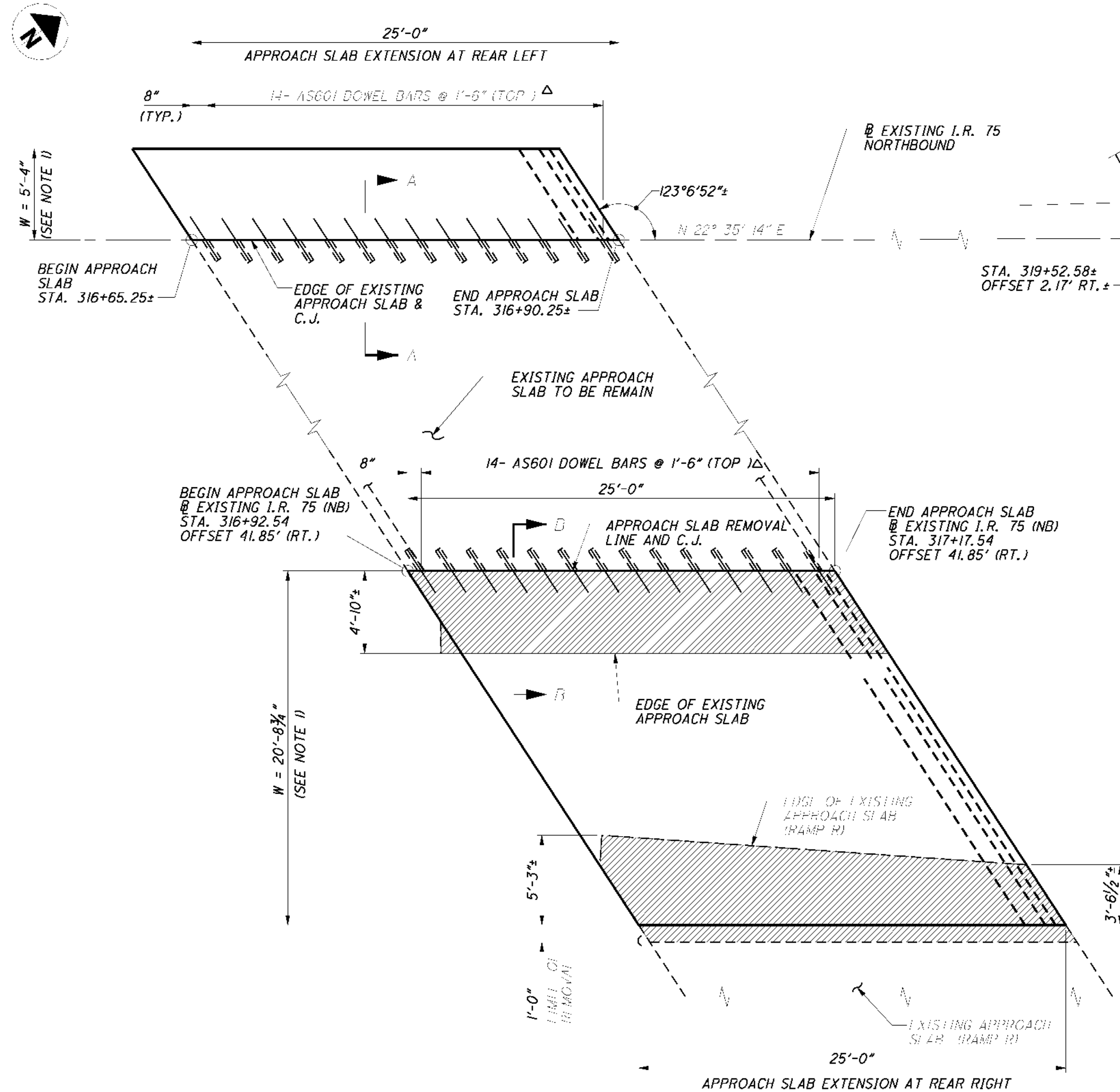
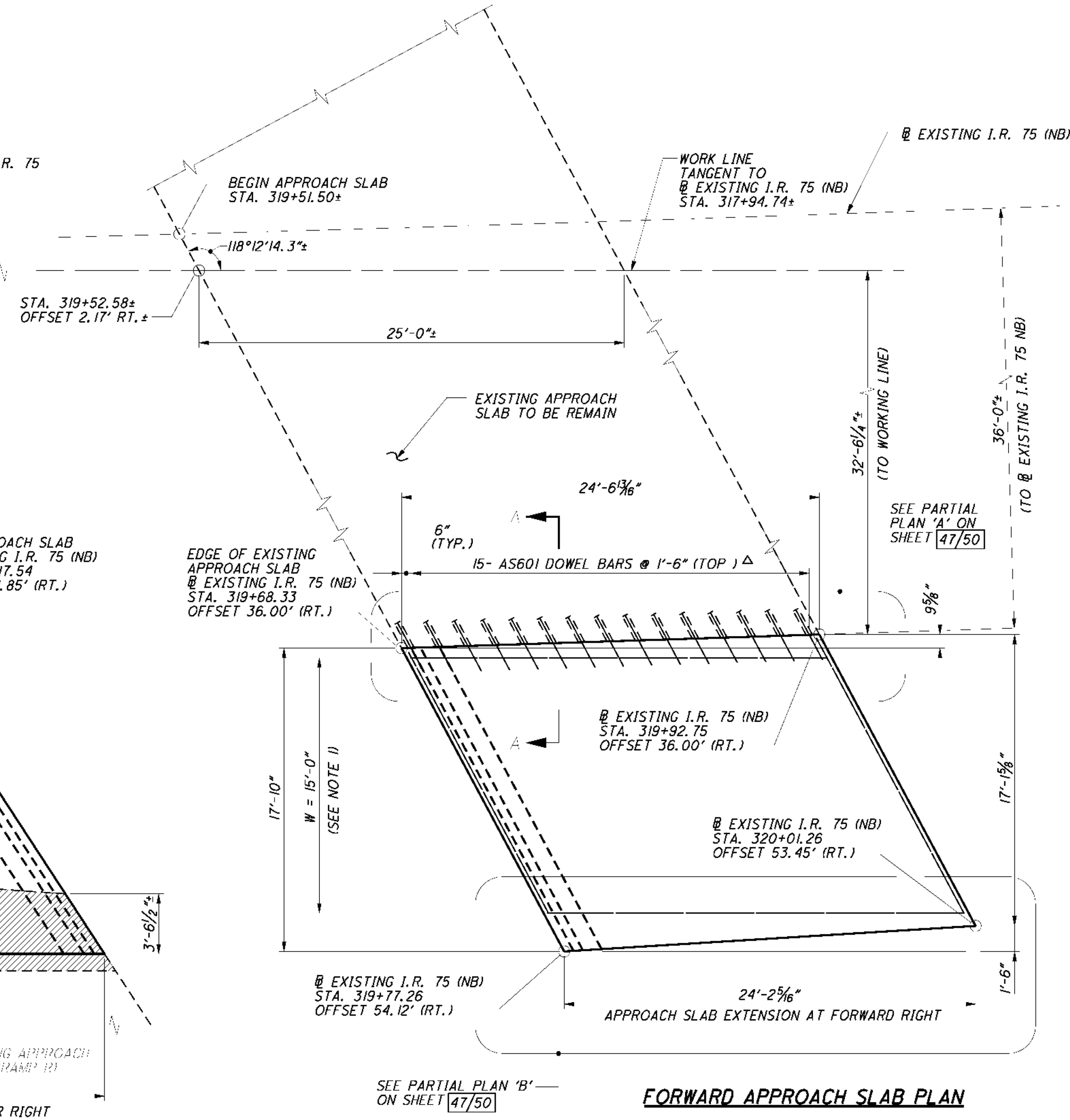


REAR APPROACH SLAB PLAN



FORWARD APPROACH SLAB PLAN

LEGEND

- ~~✱ = MIN LAP LENGTH OF 3'-0" AT TOP & BOT. REINFORCEMENT FROM EXISTING APPROACH SLAB SHALL BE RETAINED.~~
- △ = INCLUDED WITH APPROACH SLAB FOR PAYMENT
- C.J. = CONSTRUCTION JOINT
- (RT.) = RIGHT
- (hatched) = ~~APPROACH SLAB REMOVAL, PAID FOR UNDER ITEM 202.~~ APPROACH SLAB REMOVED.

NOTES:

1. FOR REINFORCING STEEL DETAILS, SEE SHEETS 46/50 AND 47/50 .
2. FOR ADDITIONAL NOTES AND DETAILS, REFER TO STD. DWG. AS-1-81.
3. FOR SECTION A-A, SEE SHEET 47/50 .
4. FOR SECTION B-B, SEE SHEET 47/50 .

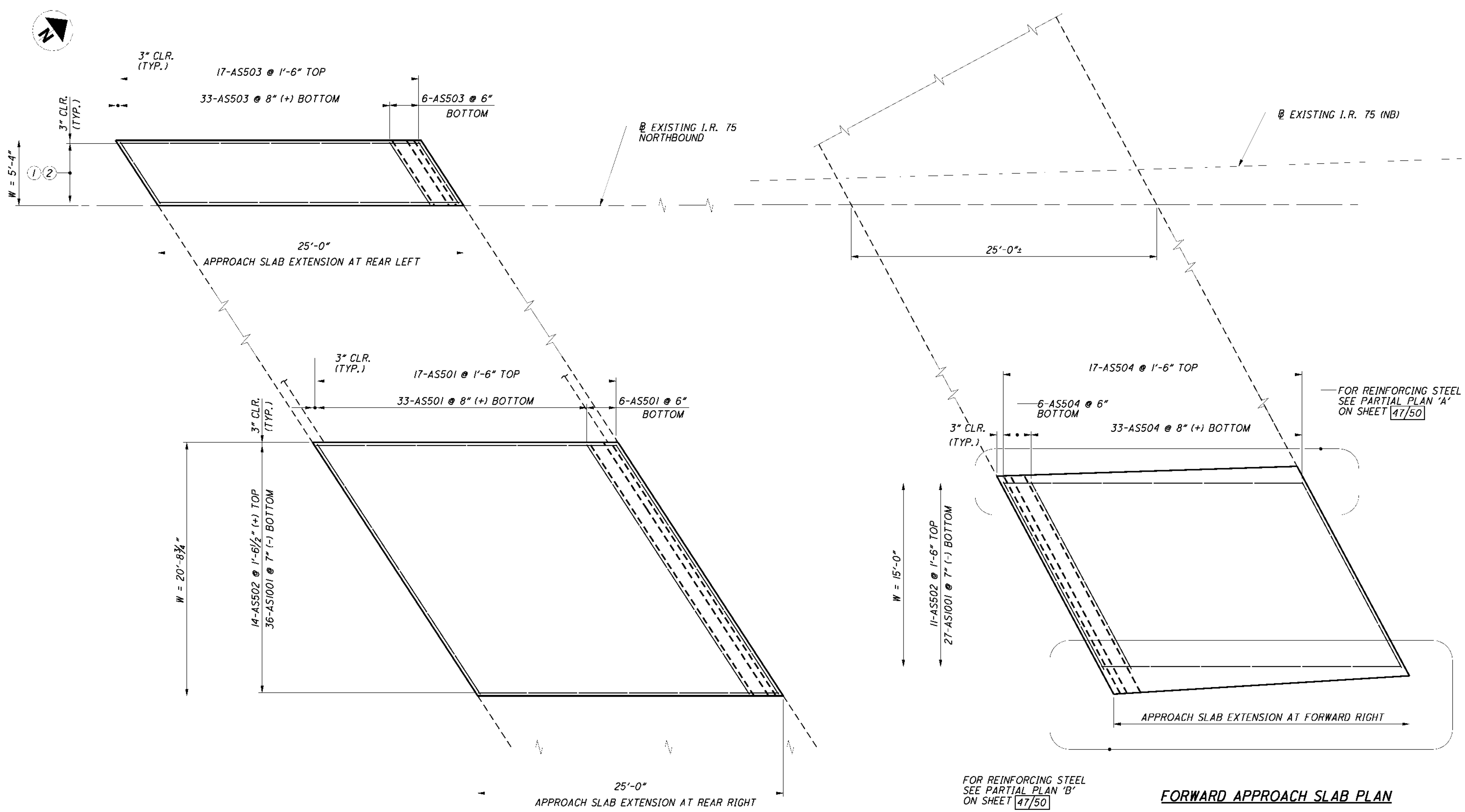
DESIGN AGENCY PRIME PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	CKM	SMC	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

APPROACH SLAB DETAILS I
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

1131
1565



REAR APPROACH SLAB PLAN

FORWARD APPROACH SLAB PLAN

LEGEND

① = 4-AS502 @ 1'-7" (+) TOP

② = 9-AS1001 @ 7" (+) BOTTOM

= MIN. LAP LENGTH OF 3'-0" AT TOP & BOT. REINFORCEMENT FROM EXISTING APPROACH SLAB SHALL BE RETAINED.

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, REFER TO STD. DWG. AS-1-81.

PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	CHECKED	DRAWN	REVIEWED	DATE
CKM	RHM	CKM	JKS	01/2012

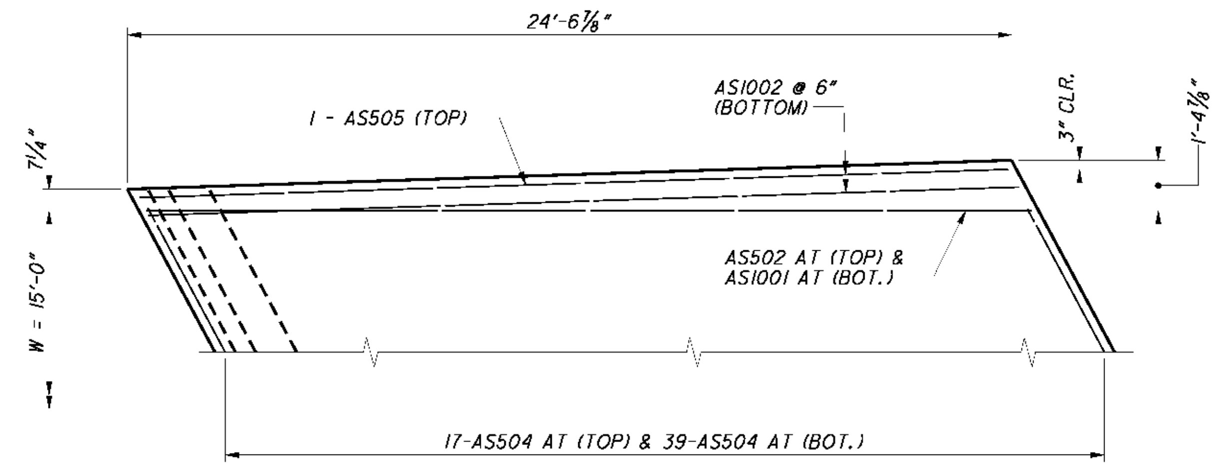
APPROACH SLAB DETAILS 2

BRIDGE NO. MOT-75-1261R

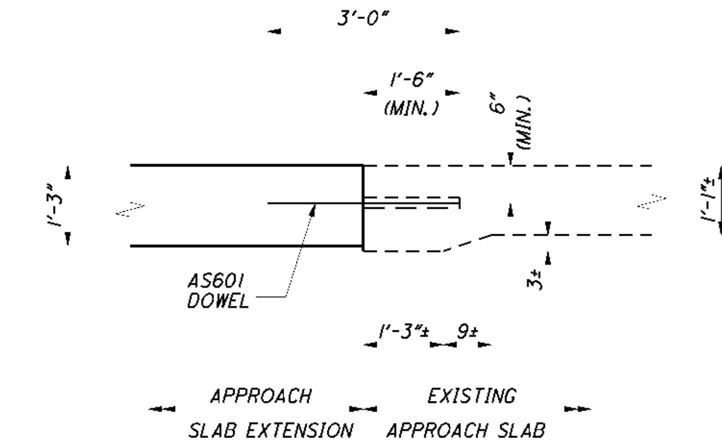
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00

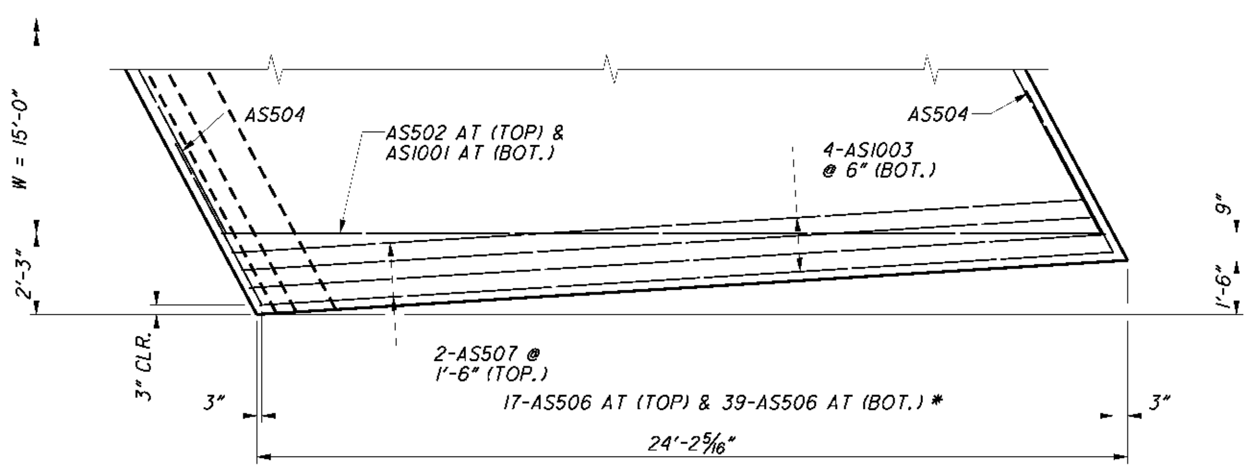
PID No. 77247



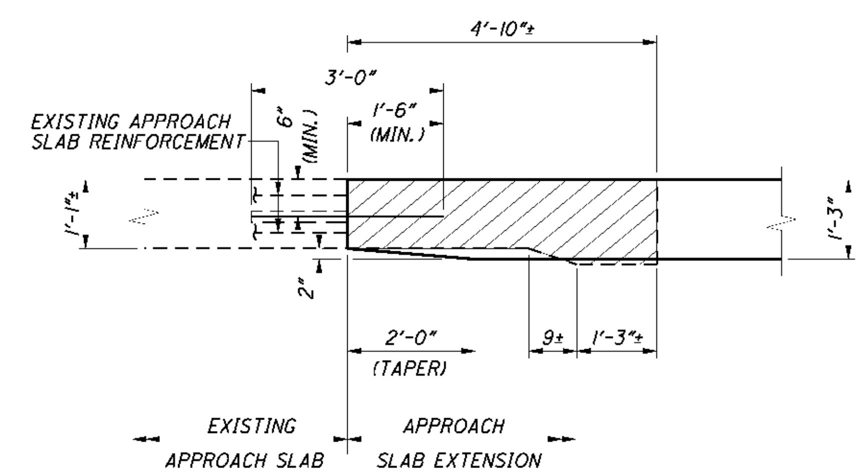
PARTIAL PLAN A
(REINFORCEMENT SHOWN IS IN ADDITION TO APPROACH SLAB REINFORCEMENT SHOWN ON SHEET 46/50.



SECTION A-A



PARTIAL PLAN B
(REINFORCEMENT SHOWN IS IN ADDITION TO APPROACH SLAB REINFORCEMENT SHOWN ON SHEET 46/50.



SECTION B-B

LEGEND

- * = LAP 3'-0" MIN. WITH AS504 BARS AT TOP & BOTTOM.
- ** = MIN LAP LENGTH OF 3'-0" AT TOP & BOT. REINFORCEMENT FROM EXISTING APPROACH SLAB SHALL BE RETAINED
- (hatched) = APPROACH SLAB REMOVAL, PAID FOR UNDER ITEM 202, APPROACH SLAB REMOVED.

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, REFER TO STD. DWG. AS-1-81.
2. DRILL AND GROUT DOWEL BARS AS PER 510. GROUT SHALL BE NON-SHRINK NON METALLIC.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM	CKM	JKS	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

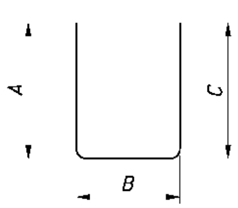
APPROACH SLAB DETAILS 3
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

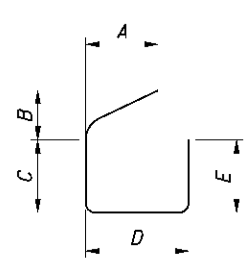
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F/RAD	INC
REAR ABUTMENT MODIFICATION REINFORCING STEEL LIST											
RA501	4	25'-4"	106	STR							
RA501	2	25'-4"	53	STR							
RA502	2	25'-4"	53	STR							
RA503	4	8'-10"	37	STR							
RA504	3	8'-11"	28	2	1'-0"	7'-2"	1'-0"				
RA505	3	6'-0"	19	STR							
RA506	3	16'-0"	50	STR							
RA507	6	8'-3"	52	2	3'-2"	2'-2"	3'-2"				
RA508	10	7'-9"	81	2	2'-11"	2'-2"	2'-11"				
RA509-RA511 NOT USED											
RA512	2	12'-4"	26	12	0'-7"	3'-1"	2'-4"	1'-3"	5'-5"		
RA513	1	3'-2"	3	STR							
RA514	3	4'-5"	14	29	1'-1⅝"	1'-9"	1'-5"	0'-7⅝"	0'-11¾"		
RA515	3	3'-3"	10	2	1'-2"	1'-2"	1'-2"				
RA516	4	6'-11"	29	STR							
RA517	4	6'-4"	26	STR							
RA518	5	4'-5"	23	2	2'-0"	0'-8"	2'-0"				
RA519	5	4'-9"	25	STR							
RA520	2	4'-3"	9	STR							
	1	7'-3"			3'-5"		3'-5"				
RA521	S. O.	TO	45	2	TO	0'-8"	TO				0'-4"
	5	9'-10"			4'-8½"		4'-8½"				
RA522	1	8'-9"	9	14	1'-0"	2'-10½"	4'-0⅞"	1'-2½"	1'-0"		
RA523	1	8'-1"	8	14	1'-0"	2'-2½"	4'-0⅞"	1'-2½"	1'-0"		
RA524	5	5'-6"	29	1	2'-2"	3'-6"					
RA601	12	5'-7"	103	2	3'-9"	0'-11"	1'-2"				
RA602	14	6'-1"	128	2	4'-3"	0'-11"	1'-2"				
RA603	6	4'-6"	41	2	2'-8"	0'-11"	1'-2"				
RA604	52	3'-0"	234	STR							
RA801	19	5'-6"	281	18	3'-3"	1'-0"	1'-0"				
			827	REINFORCING ALREADY PLACED							
			695	BALANCE REINFORCING REQUIRED							
	SUB-TOTAL		1,522								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F/RAD	INC
PIER 1 AND PIER 2 EXTENSION REINFORCING STEEL LIST											
SP501	1	14'-6"	580	27	0'-3"	3'-0"					
SP502	1	16'-0"	638	27	0'-3"	3'-0"					
P501	8	13'-7"	113	2	2'-7"	8'-8"	2'-7"				
P502	9	12'-9"	120	2	2'-7"	7'-9⅞"	2'-7"				
P503	2	8'-8"	18	STR							
P504	9	13'-7"	128	2	2'-7"	8'-8"	2'-7"				
P505	9	13'-4"	125	2	2'-7"	8'-5"	2'-7"				
P506	2	8'-8"	18	STR							
P801	10	13'-5"	358	2	2'-7"	8'-8"	2'-7"				
P802-P803 NOT USED											
P804	12	12'-7"	403	2	2'-7"	7'-8⅞"	2'-7"				
P805 NOT USED											
P806	13	13'-5"	466	2	2'-7"	8'-8"	2'-7"				
P807	14	13'-2"	492	2	2'-7"	8'-5"	2'-7"				
P901	14	10'-2"	484	1	1'-6"	8'-11"					
P902	14	14'-9"	702	STR							
P903	14	10'-2"	484	1	1'-6"	8'-11"					
P904	14	16'-1"	765	STR							
	SUB-TOTAL		5,894								

TYPE-1



TYPE-2



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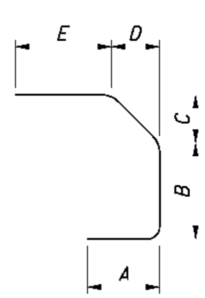

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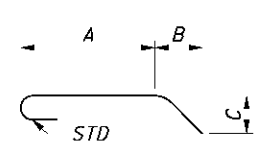

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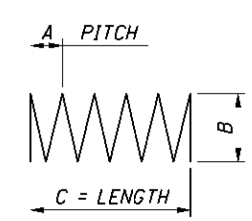
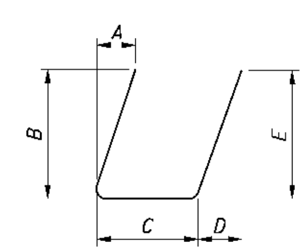


TYPE - 27



TYPE-29

LEGEND:

S.O. = SERIES OF

NOTES:

1. ALL REINFORCING STEEL ARE NON-EPOXY COATED.
2. BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.
   EXAMPLE: S1001
   S = SUPERSTRUCTURE BAR
   10 = #10 BAR
   01 = BAR SEQUENCE NUMBER 1
3. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.
4. STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
5. RAD INDICATES INSIDE RADIUS UNLESS NOTED OTHERWISE.
6. INC INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
7. STD WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.

DESIGN AGENCY
PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.

DESIGNED	DRAWN	REVIEWED	DATE
CKM/LAS	LAS	JKS	01/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RHM		5707897	

REINFORCING STEEL LIST 1
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	RAD	INC
FORWARD ABUTMENT EXTENSION REINFORCING STEEL LIST											
	2	5'-10"				0'-10¾"					
FA501	S. O.	TO	50	2	2'-7"	TO	2'-7"				2'-2"
	3	10'-2"				5'-3"					
FA502	8	11'-10"	99	2	2'-7"	6'-11"	2'-7"				
FA503	2	10'-10"	23	2	2'-7"	5'-11"	2'-7"				
FA504	2	7'-8"	16	STR							
FA505	3	7'-8"	24	STR							
FA506	1	5'-5"	6	STR							
FA507	1	5'-0"	5	STR							
FA508	2	7'-8"	16	STR							
FA509	8	12'-0"	103	3	3'-2"	2'-7"					
FA510	3	13'-0"	41	STR							
FA511	3	13'-0"	41	STR							
FA512	4	13'-0"	54	STR							
FA513	8	7'-8"	64	STR							
FA514	2	5'-0"	10	STR							
FA515	2	7'-8"	16	STR							
FA516	1	5'-0"	5	STR							
FA517	2	7'-4"	15	1	2'-7"	4'-10"					
FA518	1	11'-10"	12	2	2'-7"	6'-11"	2'-7"				
FA519	1	11'-10"	12	2	2'-7"	6'-11"	2'-7"				
FA520- NOT USED											
FA521	5	8'-2"	43	2	3'-9"	0'-11"	3'-9"				
FA522	11	18'-11"	217	2	9'-0"	1'-2"	9'-0"				
FA523	13	7'-2"	97	1	1'-0"	6'-3½"					
FA524	1	2'-11"	3	STR							
FA525	2	3'-1"	6	STR							
FA526	5	5'-8"	30	2	1'-0"	3'-11"	1'-0"				
FA527	3	6'-1"	19	2	1'-0"	4'-4"	1'-0"				
FA528	4	7'-5"	31	STR							
FA529	4	5'-8"	24	19	4'-4"	0'-7½"	1'-4⅜"				
FA530	8	10'-4"	85	STR							
FA531 NOT USED											
FA532	8	7'-4"	61	STR							
FA533	5	12'-2"	63	2	5'-6"	1'-5"	5'-6"				

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	RAD	INC
FORWARD ABUTMENT EXTENSION REINFORCING STEEL LIST (CON'T)											
FA534	6	10'-4"	65	STR							
FA535	9	8'-5"	79	20	0'-9¾"	1'-3⅛"	5'-5½"	1'-3⅛"	0'-9¾"		
FA536	6	19'-8"	123	STR							
FA537	2	12'-1"	25	STR							
FA538	2	7'-7"	16	STR							
FA539	5	12'-2"	63	2	5'-6"	1'-5"	5'-6"				
	2	8'-7"			3'-10"		3'-10"				
FA540	S.O.	TO	82	2	TO	1'-2"	TO				0'-6⅜"
	4	11'-9"			5'-5"		5'-5"				
FA541	1	6'-9"	7	STR							
FA542	2	8'-4"	17	STR							
FA543	22	6'-10"	158	STR							
FA544	4	6'-3"	26	2	2'-8"	1'-2"	2'-8"				
FA545	2	21'-8"	45	STR							
FA546	2	21'-8"	45	STR							
FA547	4	21'-8"	90	STR							
FA601	23	3'-0"	104	STR							
FA602	12	5'-1"	92	2	1'-2"	0'-11"	3'-4"				
FA801	13	5'-6"	192	18	3'-3"	1'-0"	1'-0"				
			2339	REINFORCING ALREADY PLACED							
			282	BALANCE REINFORCING REQUIRED							
		SUB-TOTAL	2,521								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	RAD	INC
APPROACH SLAB EXTENSION REINFORCING STEEL LIST Δ											
AS501	56	24'-2"	1,412	STR							
AS502	29	24'-6"	741	STR							
AS503	56	5'-10"	341	STR							
AS504	56	17'-0"	993	STR							
AS505	1	24'-1"	25	STR							
AS506	56	5'-7"	326	STR							
AS507	2	23'-9"	50	STR							
AS601	43	3'-0"	194	STR							
AS1001	72	25'-5"	7,875	16	24'-6"						
AS1002	2	25'-0"	215	16	24'-1"						
AS1003	4	24'-8"	425	16	23'-9"						
		SUB-TOTAL	12,597								

LEGEND:

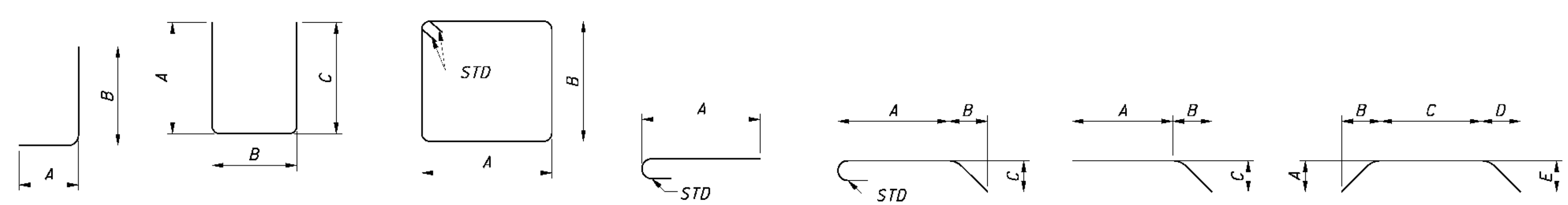
S.O. = SERIES OF

Δ = INCLUDED WITH APPROACH SLAB, ITEM 526 FOR PAYMENT

NOTES:

1. ALL REINFORCING STEEL ARE NON-EPOXY COATED.
2. BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.

   EXAMPLE: S1001
   S = SUPERSTRUCTURE BAR
   10 = #10 BAR
   01 = BAR SEQUENCE NUMBER 1
3. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.
4. STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
5. RAD INDICATES INSIDE RADIUS UNLESS NOTED OTHERWISE.
6. INC INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
7. STD WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.



TYPE-1 TYPE-2 TYPE-3 TYPE-16 TYPE-18 TYPE-19 TYPE-20

REINFORCING STEEL LIST 2

BRIDGE NO. MOT-75-1261R

TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

DESIGNED	DRAWN	REVIEWED	DATE
CKM/LAS	LAS	JKS	01/2012
CHECKED RHM	REVISED	STRUCTURE FILE NUMBER [illegible]	

DESIGN AGENCY PRIME — PRIME ENGINEERING & ARCHITECTURE, INC.

MOT-75-12.00

PID No. 77247

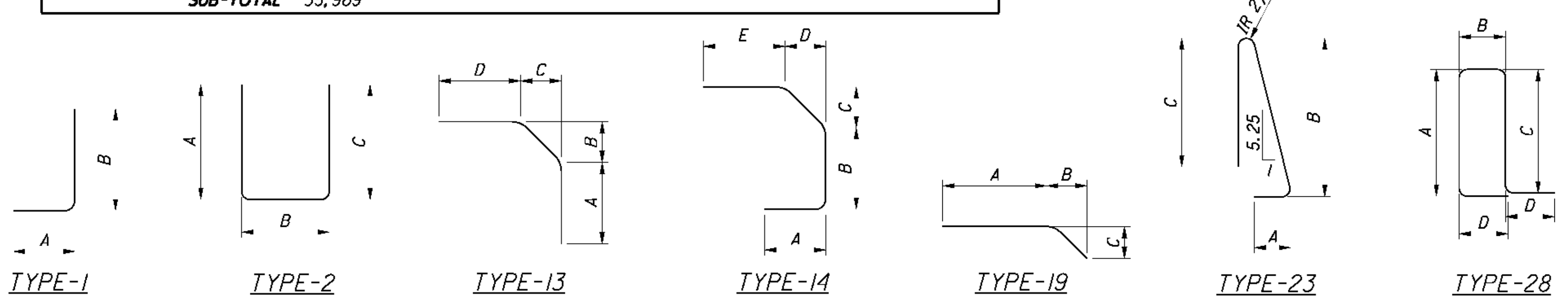
49/50

1135/1565

N:\Projects\2009\PEA-E00965 MOT 75\7. Transportation\1. Bridges\Drawings\Addendum Revisions 7-03-2012\075_1261RRL003.dgn 7/23/2012 7:30:48 PM cmolling

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F/RAD	INC
DECK WIDENING REINFORCING STEEL LIST											
S401	150	40'-0"	4,008	STR							
S402	6	20'-1"	80	STR							
S403	13	16'-7"	144	STR							
S404	6	10'-4"	41	STR							
S405	12	20'-0"	160	STR							
S406	13	22'-7"	196	STR							
S407	6	24'-4"	98	STR							
S408	50	40'-0"	1336	STR							
S409	50	14'-9"	493	STR							
S410	50	18'-9"	626	STR							
* S501	116	19'-10"	2400	STR							
* S502	116	19'-10"	2400	STR							
* S503	225	19'-6"	4576	STR							
* S504	225	19'-6"	4576	STR							
* S505	28	16'-6"	482	STR							
* S505A	108	19'-3"	2168	STR							
* S506	28	16'-6"	482	STR							
* S506A	108	19'-3"	2168	STR							
S507	174	40'-0"	7259	STR							
	2	2'-9"									
S508	S.O.	TO	528	STR							0'-9"
	23	19'-3"									
S509	8	20'-1"	168	STR							
S510	15	16'-7"	259	STR							
S511	5	10'-4"	54	STR							
	2	1'-2"									
S512	S.O.	TO	280	STR							0'-11½"
	16	15'-7"									
S513	13	20'-0"	271	STR							
S514	15	22'-7"	353	STR							
S515	5	24'-4"	127	STR							
S516	2	23'-8"	49	STR							
S517	2	14'-11"	31	STR							
	2	6'-4"									
S518	S.O.	TO	71	STR							0'-2½"
	5	7'-2"									
S519	5	4'-4"	23	28	1'-9"	0'-5"	1'-8"	1'-0"			
S520	10	4'-2"	44	STR							
S521	5	3'-6"	18	2	1'-8"	0'-5"	1'-8"				
		SUB-TOTAL	35,969								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F/RAD	INC
PARAPET REINFORCING STEEL LIST											
PS501	251	10'-0"	2,618	23	0'-8"	3'-3"	3'-0"				
PS502	32	33'-1"	1,104	STR							
PS503	16	33'-1"	552	STR							
PS504	2	10'-0"	21	23	0'-8"	3'-3"	3'-0"				
PS505	1	10'-0"	10	23	0'-8"	3'-3"	3'-0"				
PS506	2	8'-2"	17	STR							
PS507	4	8'-2"	34	STR							
PS508	2	10'-0"	21	STR							
PS509	2	10'-0"	21	STR							
PS510	4	10'-0"	42	STR							
PS511	8	6'-4"	53	STR							
PS601	251	3'-1"	1,161	14	0'-10½"	0'-11"	0'-8½"	0'-6"	0'-9"		
PS602	251	2'-3"	848	1	0'-11"	1'-6"					
PS603	8	33'-6"	403	STR							
PS604	1	3'-9"	6	14	0'-10½"	0'-11"	0'-8½"	0'-7⅛"	0'-10¾"		
PS605	1	2'-5"	4	1	1'-1⅛"	1'-6"					
PS606	1	3'-9"	6	14	0'-11½"	0'-11"	0'-8½"	0'-6⅝"	0'-9⅞"		
PS607	1	2'-4"	3	1	1'-0"	1'-6"					
PS608	16	3'-8"	88	13	2'-3"	0'-8½"	0'-6"	0'-8"			
PS609	6	2'-10"	26	STR							
PS610	18	4'-6"	122	STR							
PS611	1	8'-11"	13	19	5'-8¼"	3'-0"	0'-3"				
			236	REINFORCING ALREADY PLACED							
			6,937	BALANCE REINFORCING REQUIRED							
		SUB-TOTAL	7,173								



LEGEND:

S.O. = SERIES OF
* = FIELD CUT REQUIRED

NOTES:

1. ALL REINFORCING STEEL ARE NON-EPOXY COATED.
2. BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.
   EXAMPLE: S1001
   S = SUPERSTRUCTURE BAR
   10 = #10 BAR
   01 = BAR SEQUENCE NUMBER 1
3. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.
4. STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
5. RAD INDICATES INSIDE RADIUS UNLESS NOTED OTHERWISE.
6. INC INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
7. STD WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.

DESIGN AGENCY PRIME
PRIME ENGINEERING & ARCHITECTURE, INC.
www.primeeng.com

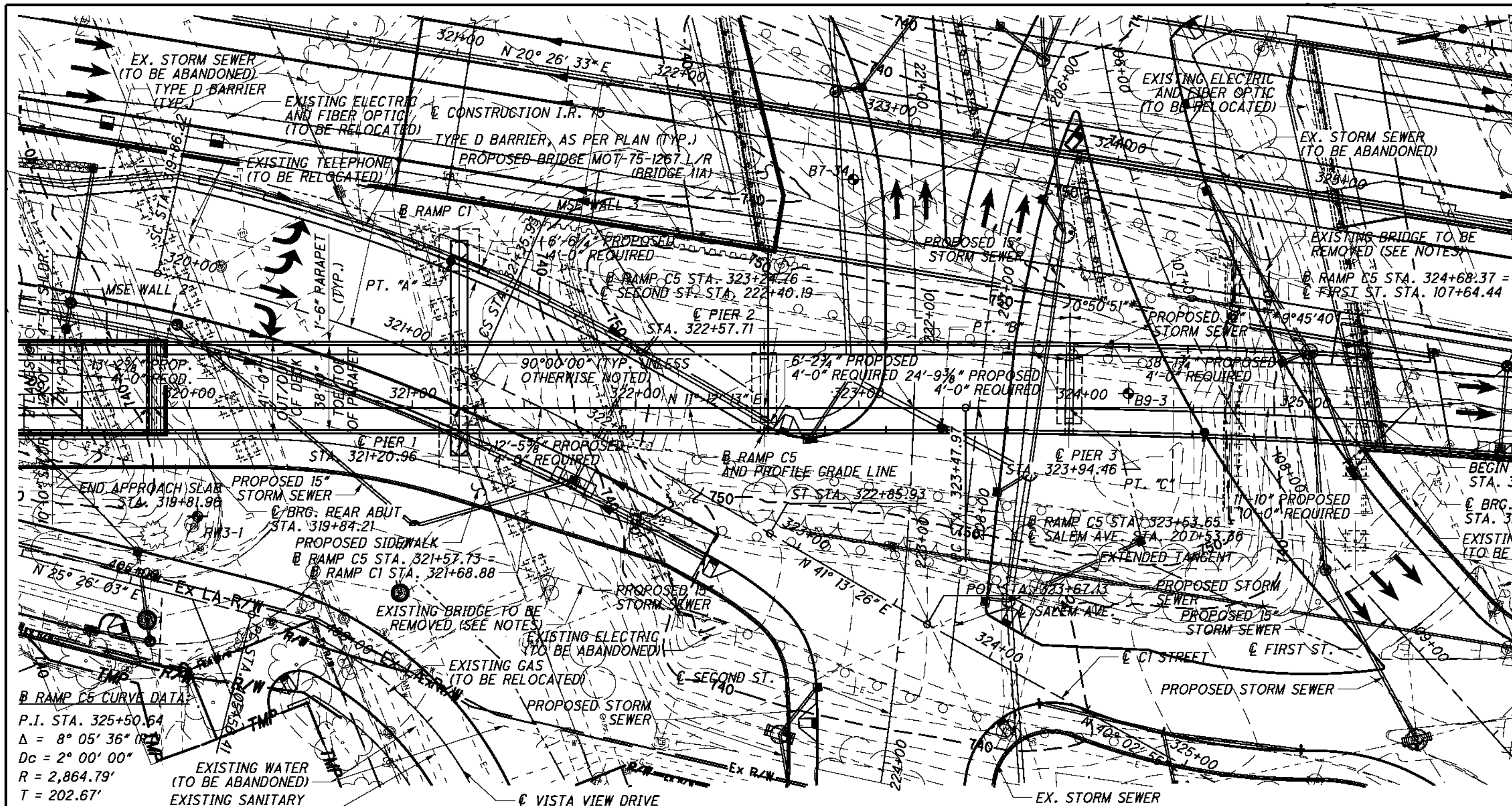
DESIGNED CKM/LAS | DRAWN LAS | REVIEWED JKS | DATE 01/2012
CHECKED RHM | REVISED | STRUCTURE FILE NUMBER 5707897

REINFORCING STEEL LIST 3
BRIDGE NO. MOT-75-1261R
TEMPORARY WIDENING OF I.R. 75 N.B. OVER SECOND STREET

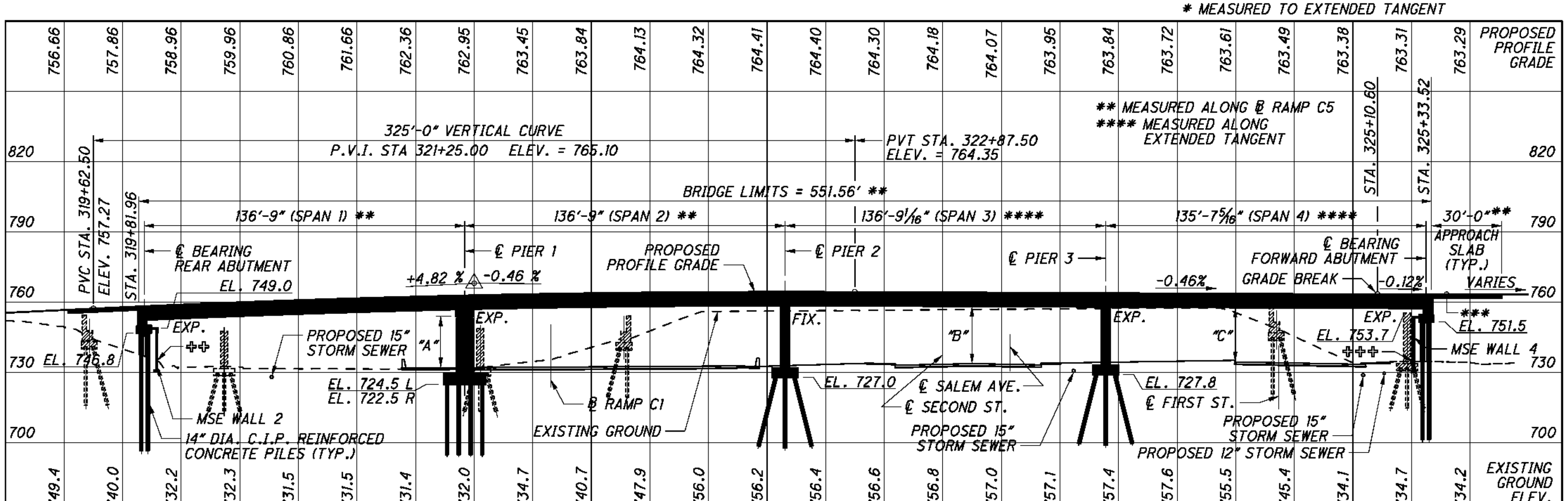
MOT-75-12.00
PID No. 77247

50/50

1136
1565



PLAN



PROFILE ALONG ℄ RAMP C5

(EXISTING SUPERSTRUCTURES NOT SHOWN FOR CLARITY, SEE NOTE 4)

INDICATES AREA TO BE REMOVED

✚✚ - VARIES FROM EL. 732.5 TO EL 738.4

✚✚✚ - VARIES FROM EL. 733.0 TO EL 741.3

*** THE PROFILE FOR ℄ RAMP C5 ENDS AT STA. 325+40.00 A GRAPHIC GRADE PROPOSED PAST STA. 325+40.00 IS BASED ON THE PROFILE FOR ℄ CONSTRUCTION I.R. 75.

BENCHMARK DATA

BM-13 STA. 320+76.95 (℄ CONSTRUCTION I.R. 75), ELEV. 732.44, OFFSET 260.92' RT., CROSS-NOTCH IN CONCRETE

BM-20 STA. 325+79.60 (℄ CONSTRUCTION I.R. 75), ELEV. 734.43, OFFSET 232.23' RT., PK NAIL SET IN CONCRETE

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET 8/1565

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. THIS STRUCTURE SHALL BE CONSTRUCTED ENTIRELY DURING PHASE 6A.
3. PAYMENT FOR REMOVAL OF EXISTING BRIDGES SHALL BE INCLUDED WITH PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, EXISTING STRUCTURE MOT-75-12.61 R & E OR PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, EXISTING STRUCTURE MOT-75-12.71 C & R. FOR ADDITIONAL INFORMATION, SEE SHEETS 793/1565 THRU 806/1565.
4. FOR ADDITIONAL EXISTING SUPERSTRUCTURE DETAILS, SEE SHEETS 802/1565 AND 805/1565.

FOUNDATION DATA

ALL PROPOSED PILES SHALL BE 14" ϕ C.I.P. REINFORCED CONCRETE PILES. ESTIMATED PILE LENGTHS ARE 50' FOR THE REAR AND FORWARD ABUTMENTS AND 30' FOR ALL THREE PIERS.

DESIGN TRAFFIC:
2005 ADT = 20,100 2005 ADTT = 603
2025 ADT = 23,220 2025 ADTT = 697
DIRECTIONAL DISTRIBUTION = 100%

LEGEND:

- ⊕ BORING LOCATION
- ● 17'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
- "A" - 18.05' PROPOSED MINIMUM VERTICAL CLEARANCE (RAMP C1)
- "B" - 24.79' PROPOSED MINIMUM VERTICAL CLEARANCE (SALEM AVENUE/SECOND STREET)
- "C" - 23.72' PROPOSED MINIMUM VERTICAL CLEARANCE (FIRST STREET)

BORING LOCATIONS

BORING	STATION°	OFFSET°	TOP OF ROCK ELEVATION
B7-34	322+97.68	102.39' LT.	NOT ENCOUNTERED
B7-38	326+08.97	78.94' LT.	NOT ENCOUNTERED
B9-3	324+20.77	7.31' LT.	NOT ENCOUNTERED
RW3-1	320+03.73	48.72' RT.	NOT ENCOUNTERED
RW4-1	318+74.96	10.96' LT.	NOT ENCOUNTERED

° MEASURED FROM ℄ RAMP C5

PROPOSED STRUCTURE

TYPE: 4-SPAN CONTINUOUS STEEL PLATE GIRDERS (A709 GRADE 50) WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY STUB ABUTMENTS WITH MSE WALLS, INTEGRAL POST-TENSIONED STRADDLE PIER, AND T-TYPE PIERS.

SPANS: 136'-9", 136'-9", 136'-9 1/16", 135'-7 5/16" C/C BEARING MEASURED ALONG ℄ RAMP C5 AND EXTENDED TANGENT

ROADWAY: 38'-0" TOE/TOE PARAPET

LOADING: HS25 CASE II AND ALTERNATE MILITARY LOADING; FWS = 60 PSF

SKEW: VARIES

WEARING SURFACE: 1" MONOLITHIC CONCRETE

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

ALIGNMENT: TANGENT AND 2°00'00" CURVE R

SUPERELEVATION: VARIES

STRUCTURE FILE NUMBER: 5707870

COORDINATES: LATITUDE N 39°45'37"
LONGITUDE W 84°12'03"

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED NJ | DRAWN TJE/PPA | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

MONTGOMERY COUNTY
STA. 319+81.96
STA. 325+33.52

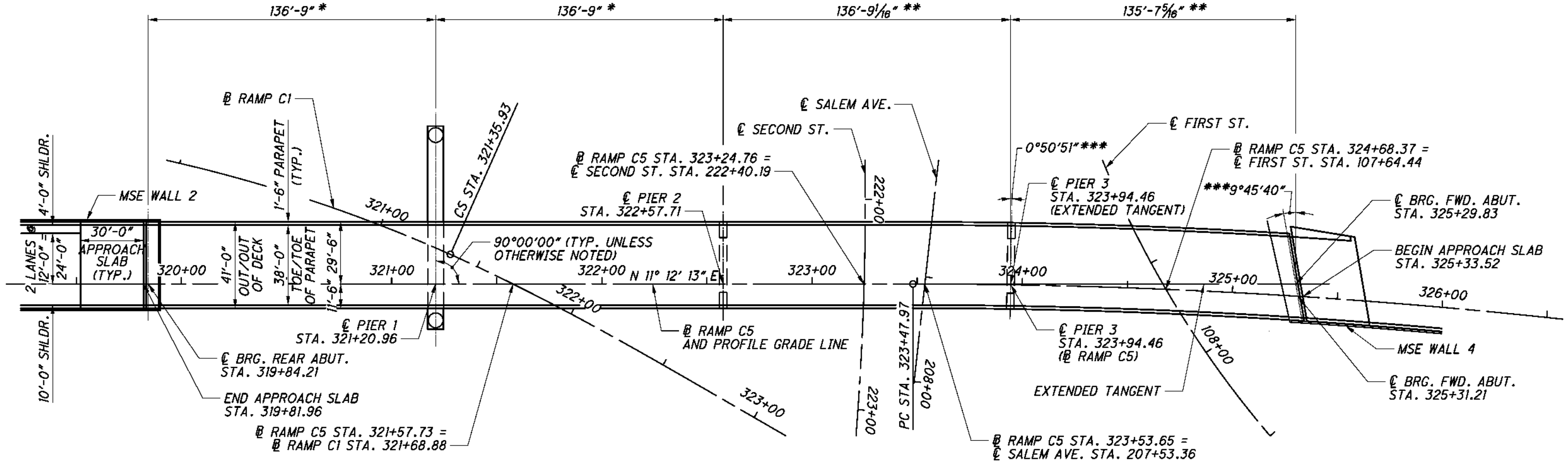
SITE PLAN

BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND ST, SALEM AVE, AND FIRST ST

MOT-75-12.00
PID No. 77247

℞ RAMP C5 CURVE DATA:

P.I. STA. 325+50.64
Δ = 8° 05′ 36″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 202.67′
L = 404.66′
E = 7.16′



GENERAL PLAN

* - MEASURED ALONG ℞ RAMP C5

** - MEASURED ALONG EXTENDED TANGENT

*** - SKEW ANGLE MEASURED FROM PERPENDICULAR TO EXTENDED TANGENT

NOTES:

1. FOR ADDITIONAL INFORMATION, SEE BRIDGE SITE PLAN SHEET 1/39.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1300, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JOL	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NJ		5707870	

GENERAL PLAN
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND ST, SALEM AVE, AND FIRST ST

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-69	REVISED	07-19-02
AS-1-81	REVISED	07-19-02
GSD-1-96	REVISED	07-19-02
EXJ-4-87	REVISED	07-19-02
SBR-1-99	REVISED	07-19-02

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED 7-20-2012
898 DATED 7-20-2012

DESIGN SPECIFICATIONS
DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING
DESIGN LOADING: HS25, CASE 2 AND THE ALTERNATE MILITARY LOADING

FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT

DESIGN DATA
CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1- COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI. SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615.
STRUCTURAL STEEL - ASTM A709, GRADE 50, YIELD STRENGTH 50,000 PSI

CONCRETE CLASS QSC3 - CONCRETE FOR POST-TENSIONED PIER CAP
COMPRESSIVE STRENGTH (FINAL) - 7000 PSI
MINIMUM STRENGTH DURING POST-TENSIONING - 7000 PSI
PERMEABILITY LIMIT - 2000 COULOMBS MAXIMUM

POST-TENSIONING STEEL - 0.6 INCH DIAMETER SEVEN WIRE STRAND, ASTM A416 GRADE 270 LOW RELAXATION, 0.217 SQ. IN., 202.5 KSI JACKING STRESS

POST-TENSIONING GROUT - SEE SPECIAL PROVISIONS

ALLOWABLE STRESSES FOR POST-TENSIONED MEMBERS
APPARENT MODULUS OF ELASTICITY OF PRESTRESSING STEEL - 28,000 KSI.

PRESTRESSED CONCRETE STRESSES FOR SERVICE LOAD CONDITIONS:
1. TEMPORARY STRESSES BEFORE LOSSES DUE TO CREEP AND SHRINKAGE AT THE TIME OF TRANSFER
   A.) COMPRESSION..........0.55 f'ci
   B.) TENSION WITH NO BONDED REINFORCEMENT..........200 PSI OR 3 sqrt (f'ci)
   C.) TENSION WITH BONDED REINFORCEMENT..........7.5 sqrt (f'ci)
2. STRESSES AFTER LOSSES HAVE OCCURRED
   A.) COMPRESSION UNDER ALL LOAD CONDITIONS (EXCEPT B AND C).....0.60 f'c
   B.) COMPRESSION DUE TO PRESTRESS + DEAD LOAD..........0.40 f'c
   C.) COMPRESSION DUE TO LIVE LOAD + 0.5(PRESTRESS + DEAD LOAD)..0.40 f'c
   D.) TENSION WITH BONDED REINFORCEMENT..........6.0 sqrt (f'c)

POST-TENSIONING STEEL:
1. STRESS IMMEDIATELY AFTER ANCHOR SET..........0.70f's
2. STRESS AT THE END OF SEATING LOSS ZONE..........0.83fy
3. STRESS AT SERVICE LOAD AFTER ALL LOSSES..........0.80fy

TENDON LOSSES:
ANCHOR SET..........3/8"
FRICTION COEFFICIENT (μ)..........0.20
WOBBLE COEFFICIENT (K)..........0.0002 / FT

DECK PROTECTION METHOD
EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER

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

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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

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

MAINTENANCE OF TRAFFIC
FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):
THE ULTIMATE BEARING VALUE IS 139 TONS PER PILE AT THE REAR ABUTMENT AND 118 TONS PER PILE AT THE FORWARD ABUTMENT FOR THE 14" ϕ CAST IN PLACE REINFORCED CONCRETE PILES.

THE ULTIMATE BEARING VALUE IS 126 TONS PER PILE FOR THE 14" ϕ CAST IN PLACE REINFORCED CONCRETE PILES AT PIER 1.

THE ULTIMATE BEARING VALUE IS 137 TONS PER PILE FOR THE 14" ϕ CAST IN PLACE REINFORCED CONCRETE PILES AT PIERS 2 & 3.

ABUTMENT PILES:
12 PILES 55 FEET LONG, ORDER LENGTH (REAR)
14 PILES 55 FEET LONG, ORDER LENGTH (FORWARD)

2 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
40 PILES 35 FEET LONG, ORDER LENGTH (PIER 1)
24 PILES 35 FEET LONG, ORDER LENGTH (PIER 2)
24 PILES 35 FEET LONG, ORDER LENGTH (PIER 3)

2 DYNAMIC LOAD TESTING ITEMS

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

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

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

G= RATE OF BATTER (1/4)

ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE
IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

PILE DRIVING CONSTRAINTS (ABUTMENTS)
PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 3 CALENDAR DAY WAITING PERIOD HAS ELAPSED AT THE REAR ABUTMENT OR A 5 CALENDAR DAY WAITING PERIOD HAS ELAPSED AT THE FORWARD ABUTMENT. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ITEM 507 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN
FOR THE REAR ABUTMENT, PIER 1, PIER 2 AND PIER 3, THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.375" OR THAT REQUIRED BY CMS 507.06.

FOR THE FORWARD ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.50" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

ITEM 507 - STEEL POINTS OR SHOES, AS PER PLAN
AT THE DIRECTION OF THE ENGINEER, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC.,
301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721
FAX: (704)821-8201

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE., PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR., MONROE, NORTH CAROLINA 28110,
PHONE: (800)280-9950, (704)225-1566
FAX: (704)225-1567

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

STRUCTURE GENERAL NOTES

<u>ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT</u>
THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8" X 18" (CENTER-TO-CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE PIERS FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. FOR PIER 1 ONLY THE SURFACE AREA OF THE COLUMNS WILL BE INCLUDED IN THE AREA FOR PAYMENT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

<u>ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN</u>
FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

<u>ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN</u>
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.

THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

<u>DECK PLACEMENT DESIGN ASSUMPTIONS</u>
THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.01 KIPS FOR A TOTAL MACHINE LOAD OF 8.05 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

<u>DIMENSIONS</u>
DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

<u>ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN</u>
THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLORS OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)
FEDERAL STANDARD COLOR 595B-33578 (TAN)
FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED PPA
CHECKED JOL
DRAWN PPA
REVISED
REVIEWED RSB
DATE 2/20/12
STRUCTURE FILE NUMBER 5707870

GENERAL NOTES
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

MADE BY: ZTW DATE: 4/05/11
CHECKED BY: JRS DATE: 8/31/11

ESTIMATED QUANTITIES

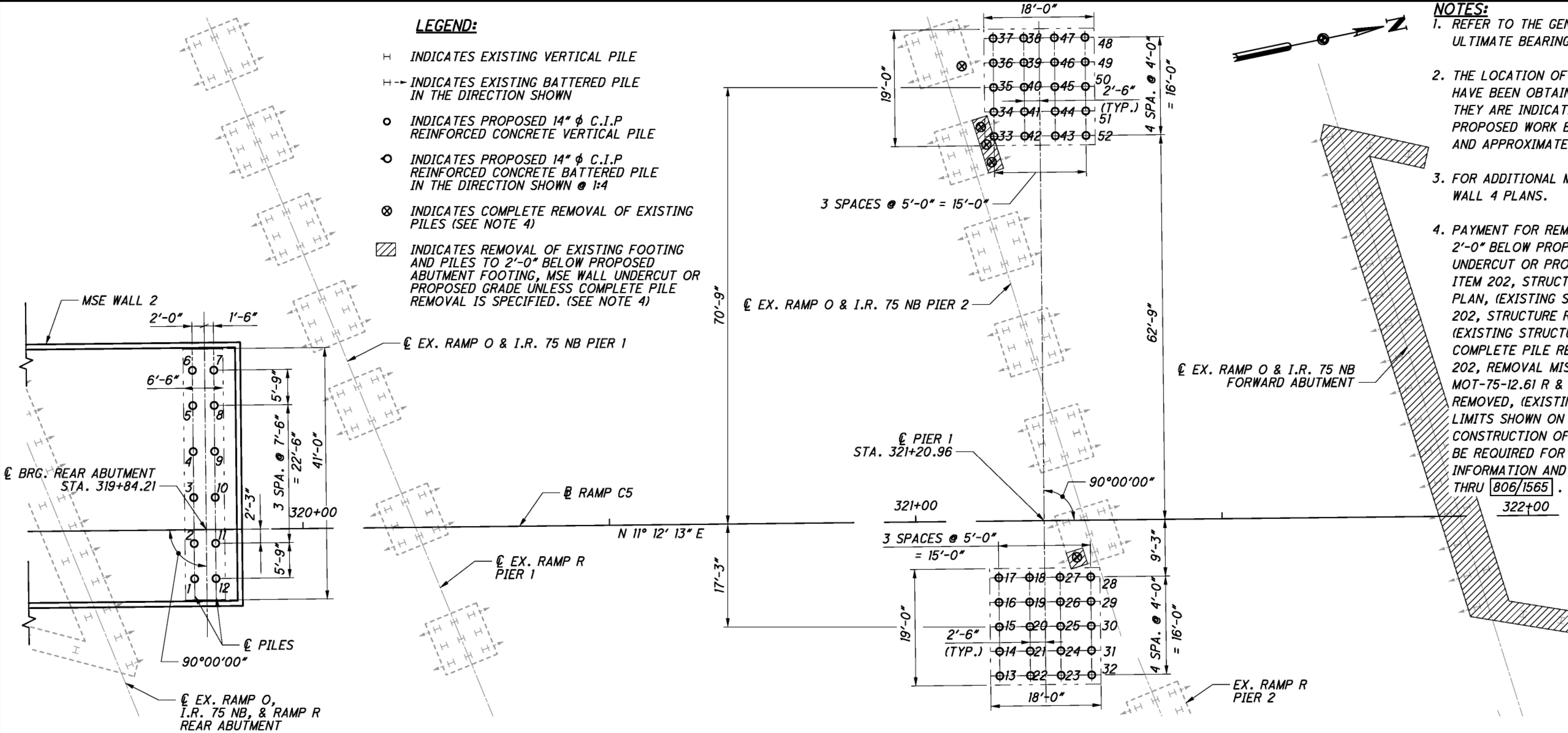
ITEM	EXT.	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET NUMBER
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE				5	3 /39
503	21300	70%	30%	LUMP		UNCLASSIFIED EXCAVATION					
505	11100	70%	30%	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION					
507	00600	2758	1182	3940	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	1300	2640			
507	00651	3157	1353	4510	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	1430	3080			3 /39
507	93301	4	1	5	EACH	STEEL POINTS OR SHOES, AS PER PLAN				5	3 /39
509	10000	246600	105685	352285	POUND	EPOXY COATED REINFORCING STEEL	13749	113805	224731		
512	10101	1645	705	2350	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	143	801	1406		4 /39
513	10280	562100	240900	803000	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4			803000		
513	15001	1	0	1	EACH	STRUCTURAL STEEL MEMBERS, SPECIALIZED MULTI ROTATIONAL BEARING (SMR), LEVEL UF, AS PER PLAN (GUIDED)		1			27/ 39
513	15001	1	0	1	EACH	STRUCTURAL STEEL MEMBERS, SPECIALIZED MULTI ROTATIONAL BEARING (SMR), LEVEL UF, AS PER PLAN (MULTI-DIRECTIONAL)		1			27/ 39
513	20000	3629	1555	5184	EACH	WELDED STUD SHEAR CONNECTORS			5184		
514	00060	30639	13131	43770	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			43770		
514	00066	30639	13131	43770	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			43770		
516	11210	58	25	83	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			83		
516	13400	67	28	95	SQ FT	¾" PREFORMED EXPANSION JOINT FILLER	95				
516	13600	22	9	31	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	31				
516	13900	132	57	189	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	48			141	
516	44200	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),		5			
						(22.0" X 18.0" X 3.89" WITH 19.0" X 28.0" X 2.0" LOAD PLATE)					
516	44300	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),	5				
						(17.0" X 14.0" X 4.60" WITH 15.0" X 19.0" X 1.50" LOAD PLATE)					
516	44300	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),	5				
						(17.0" X 14.0" X 4.60" WITH 15.0" X 19.0" X 1.84" LOAD PLATE)					
516	44400	4	1	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),		5			
						(23.5" X 21.0" X 5.16" WITH 22.0" X 24.5" X 2.06" LOAD PLATE)					
518	21200	34	14	48	CU YD	POROUS BACKFILL WITH FILTER FABRIC	48				
518	40000	61	26	87	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	87				
523	20000	3	1	4	EACH	DYNAMIC LOAD TESTING	2	2			
SPECIAL	53000300	10220	4380	14600	POUND	STRUCTURE, MISC.: POST-TENSIONING TENDONS (STRANDS)		14600			3 AND 14 /39
SPECIAL	53000600	3316	1421	4737	SQ FT	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT		4737			4 AND 18 /39
601	21001	18	8	26	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	26				8 ,10 AND 11 /39
898	10211	483	207	690	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN			690		4 /39
898	10709	196	84	280	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN				280	3 AND 36/39
898	11000	123	52	175	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	2		173		
898	20100	200	86	286	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)		286			
898	20160	88	37	125	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	125				
898	20200	161	69	230	CU YD	QC/QA CONCRETE, CLASS QSC3, SUBSTRUCTURE (POST-TENSIONED PIER CAP)		230			
898	20300	133	57	190	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)		190			

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED RSB DATE 2/20/12
STRUCTURE FILE NUMBER 5707870
DRAWN PPA REVISED
DESIGNED PPA CHECKED JMS

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



PART FOUNDATION PLAN

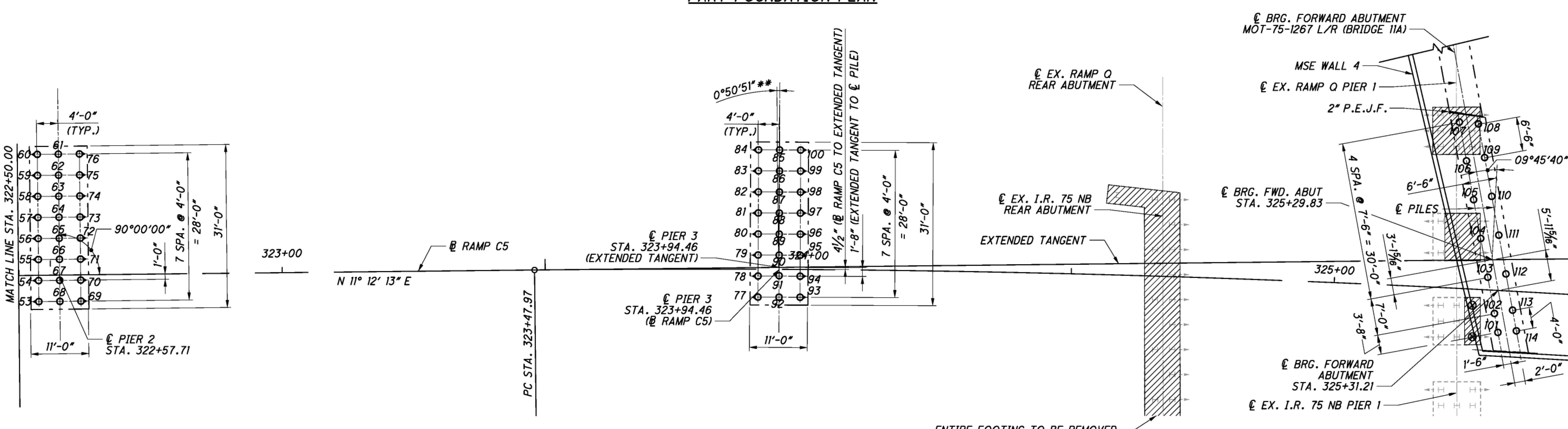
LEGEND:

- ⊢ INDICATES EXISTING VERTICAL PILE
- ⊢→ INDICATES EXISTING BATTERED PILE IN THE DIRECTION SHOWN
- ○ INDICATES PROPOSED 14" ϕ C.I.P REINFORCED CONCRETE VERTICAL PILE
- ○– INDICATES PROPOSED 14" ϕ C.I.P REINFORCED CONCRETE BATTERED PILE IN THE DIRECTION SHOWN @ 1:4
- ⊗ INDICATES COMPLETE REMOVAL OF EXISTING PILES (SEE NOTE 4)
- ▨ INDICATES REMOVAL OF EXISTING FOOTING AND PILES TO 2'-0" BELOW PROPOSED ABUTMENT FOOTING, MSE WALL UNDERCUT OR PROPOSED GRADE UNLESS COMPLETE PILE REMOVAL IS SPECIFIED. (SEE NOTE 4)

NOTES:

1. REFER TO THE GENERAL NOTES ON SHEET 3/39 FOR PILE ULTIMATE BEARING VALUES.
2. THE LOCATION OF THE EXISTING FOOTINGS AND PILES SHOWN HAVE BEEN OBTAINED FROM EXISTING PLANS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE AND SHALL BE FIELD VERIFIED.
3. FOR ADDITIONAL MSE WALL DETAILS, SEE MSE WALL 2 AND MSE WALL 4 PLANS.
4. PAYMENT FOR REMOVAL OF EXISTING FOOTING AND PILES TO 2'-0" BELOW PROPOSED ABUTMENT FOOTING, MSE WALL UNDERCUT OR PROPOSED GRADE SHALL BE INCLUDED WITH PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.61 R & E) OR PAY ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, (EXISTING STRUCTURE MOT-75-12.71 C & R). PAYMENT FOR COMPLETE PILE REMOVAL SHALL BE INCLUDED WITH PAY ITEM 202, REMOVAL MISC.: PILE REMOVED, (EXISTING STRUCTURE MOT-75-12.61 R & E) OR PAY ITEM 202, REMOVAL MISC.: PILE REMOVED, (EXISTING STRUCTURE MOT-75-12.71 C & R). REMOVAL LIMITS SHOWN ON THIS SHEET PERTAIN ONLY TO THE CONSTRUCTION OF MOT-75-1262. ADDITIONAL REMOVAL MAY BE REQUIRED FOR OTHER WORK. FOR ADDITIONAL INFORMATION AND QUANTITIES, SEE SHEETS 793/1565 THRU 806/1565.

MATCH LINE STA. 322+50.00



PART FOUNDATION PLAN

** MEASURED WITH RESPECT TO EXTENDED TANGENT

DESIGN AGENCY	HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531
DESIGNED	NJ
CHECKED	JOL
DRAWN	PPA/SJG
REVISED	
REVIEWED	RSB
DATE	2/20/12
STRUCTURE FILE NUMBER	5707870

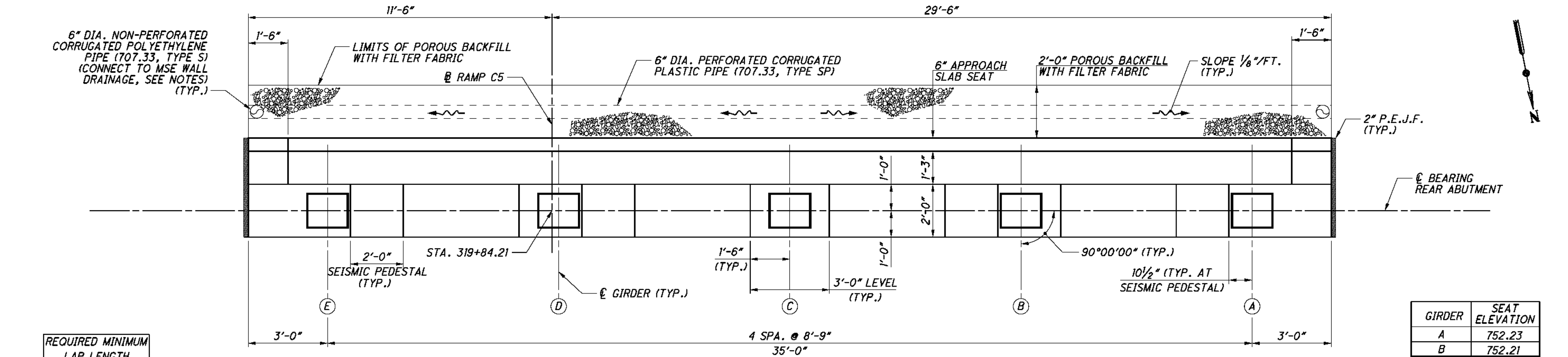
FOUNDATION PLAN

BRIDGE NO. MOT-75-1262

RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

PID No. 77247

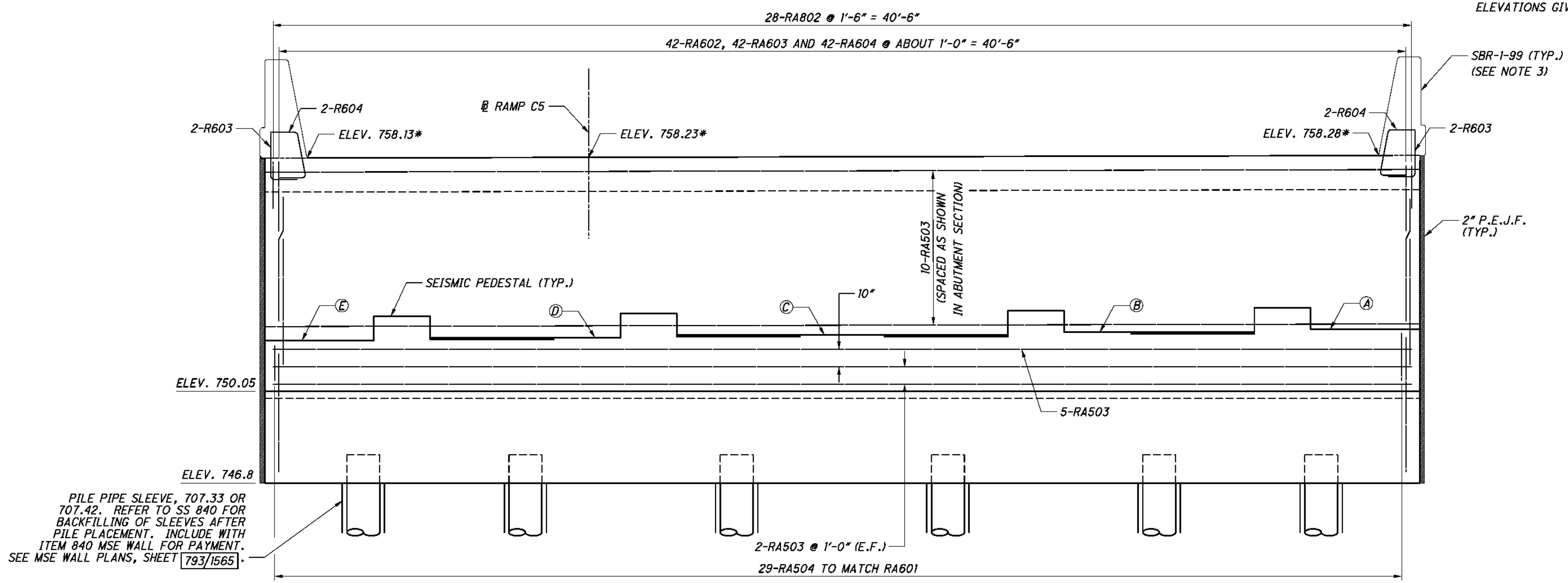


PLAN
(FOOTING AND PARAPET NOT SHOWN FOR CLARITY)

REQUIRED MINIMUM LAP LENGTH	
NO. 5	2'-5"
NO. 6	3'-10"

GIRDER	SEAT ELEVATION
A	752.23
B	752.21
C	752.20
D	752.18
E	752.10

ELEVATIONS GIVEN AT ℄ BEARING



ELEVATION
* - DENOTES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

NOTES:

1. FOR FOOTING PLAN AND TYPICAL REAR ABUTMENT SECTION, SEE SHEET 8/39 .
2. FOR ADDITIONAL ABUTMENT NOTES, SEE SHEET 8/39 .
3. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEET 11/39 .

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/20/12
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WAH		5707870	

REAR ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

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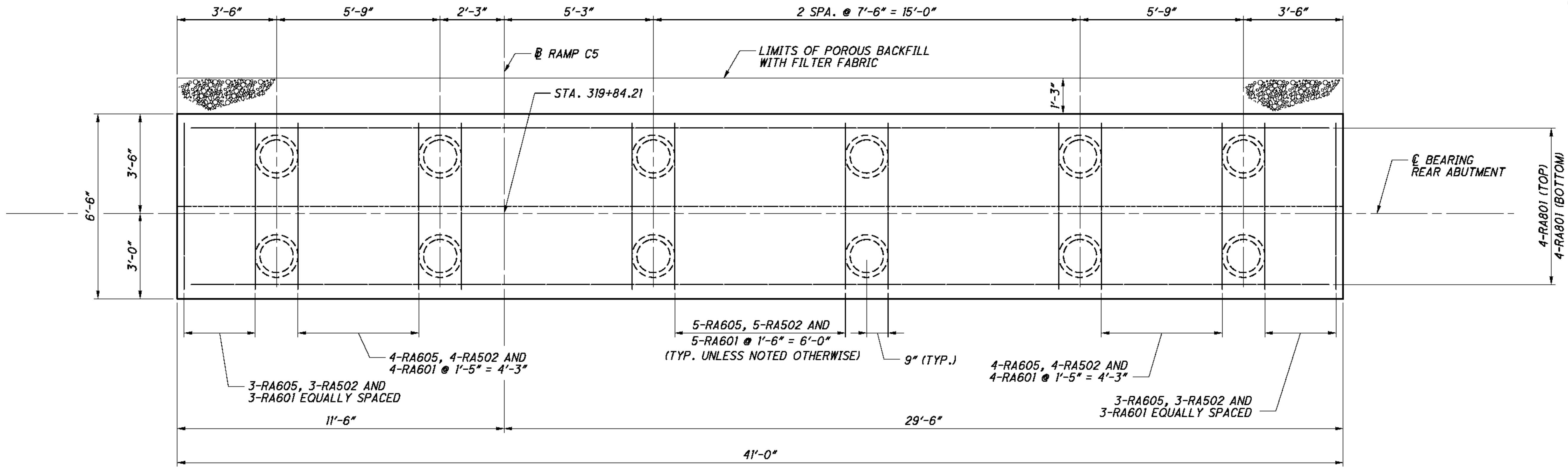
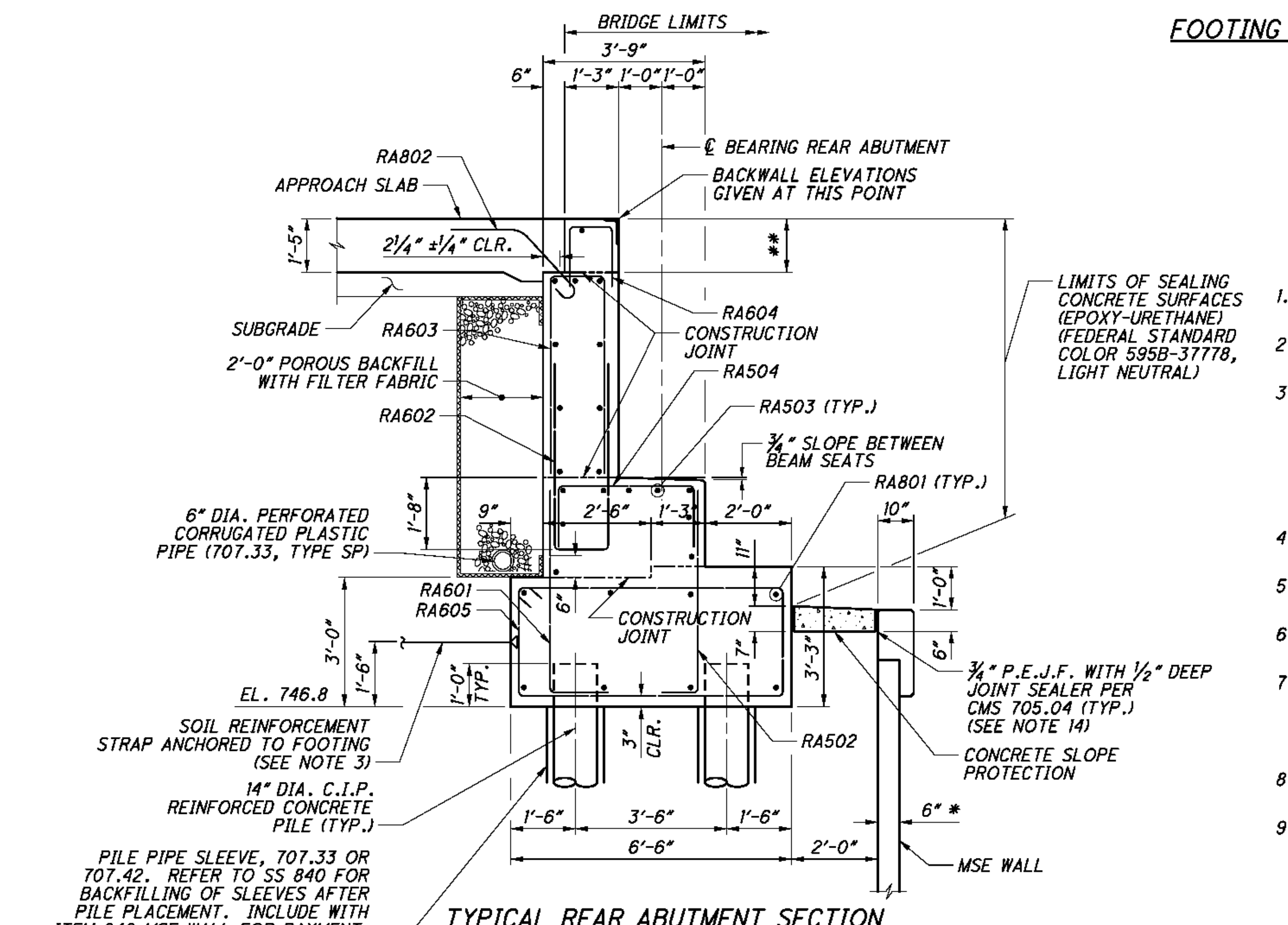


FOOTING PLAN



TYPICAL REAR ABUTMENT SECTION

* ASSUMED THICKNESS OF MSE WALL PANELS SHOWN, ACTUAL THICKNESS MAY VARY PENDING APPROVED WALL SYSTEM MANUFACTURER

** CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2.

NOTES:

1. FOR FOUNDATION PLAN, SEE SHEET 6/39 .
2. FOR REAR ABUTMENT PLAN AND ELEVATION, SEE SHEET 7/39.
3. FOR ABUTMENT DRAINAGE CONNECTION TO MSE WALL DRAINAGE, SEE MSE WALL PLANS SHEET 889/1565. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN IN MSE WALL PLANS. SEE SHEET 889/1565.
4. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 19/39.
5. FOR BEARING DEVICE DETAILS, SEE SHEET 26/39.
6. FIELD BEND RA503 BARS AS REQUIRED.
7. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCHES TO COMPENSATE FOR THE VERTICAL DEFORMATION AT THE BEARINGS.
8. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39 .
9. FOR ADDITIONAL ABUTMENT DETAILS NOT SHOWN, SEE ODOT STD. DWG. A-1-69.
10. SEALING OF THE BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
11. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
12. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF THE BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
13. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND LATERALLY TO THE ENDS OF THE ABUTMENT.
14. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.
15. THE 2" PREFORMED EXPANSION JOINT FILLER BETWEEN MSE WALL 2 AND THE ABUTMENT SHALL BE PAID FOR UNDER ITEM 840 - CONCRETE COPING, AS PER PLAN. SEE MSE WALL 2 PLANS FOR ADDITIONAL DETAILS.

DESIGN AGENCY
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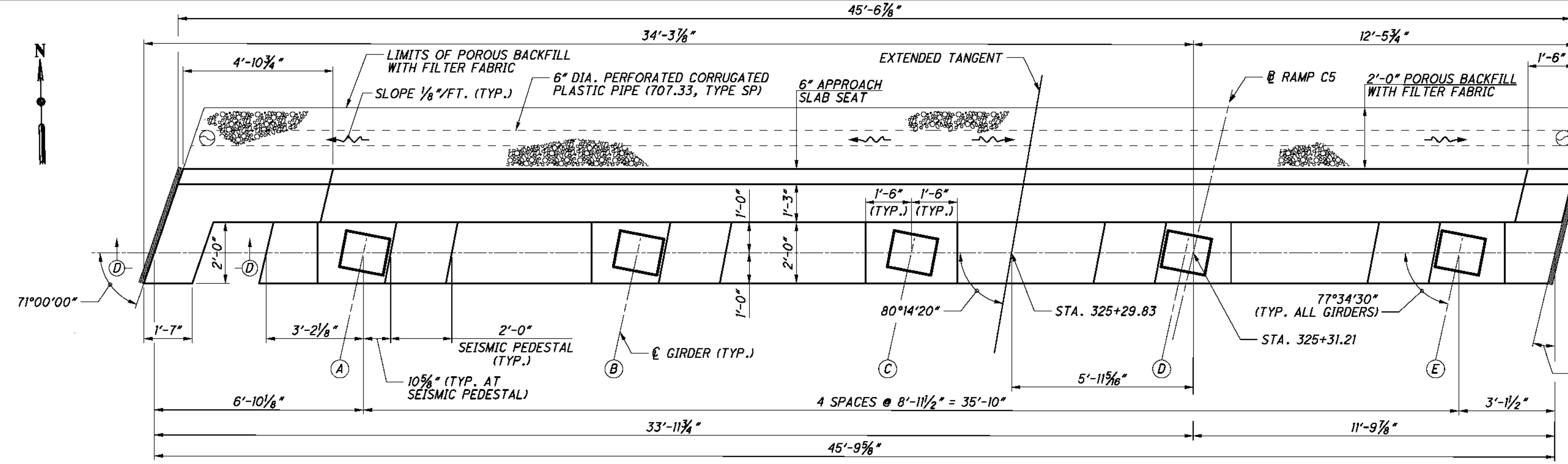
WAH		5707870	

REAR ABUTMENT FOOTING PLAN AND SECTION
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



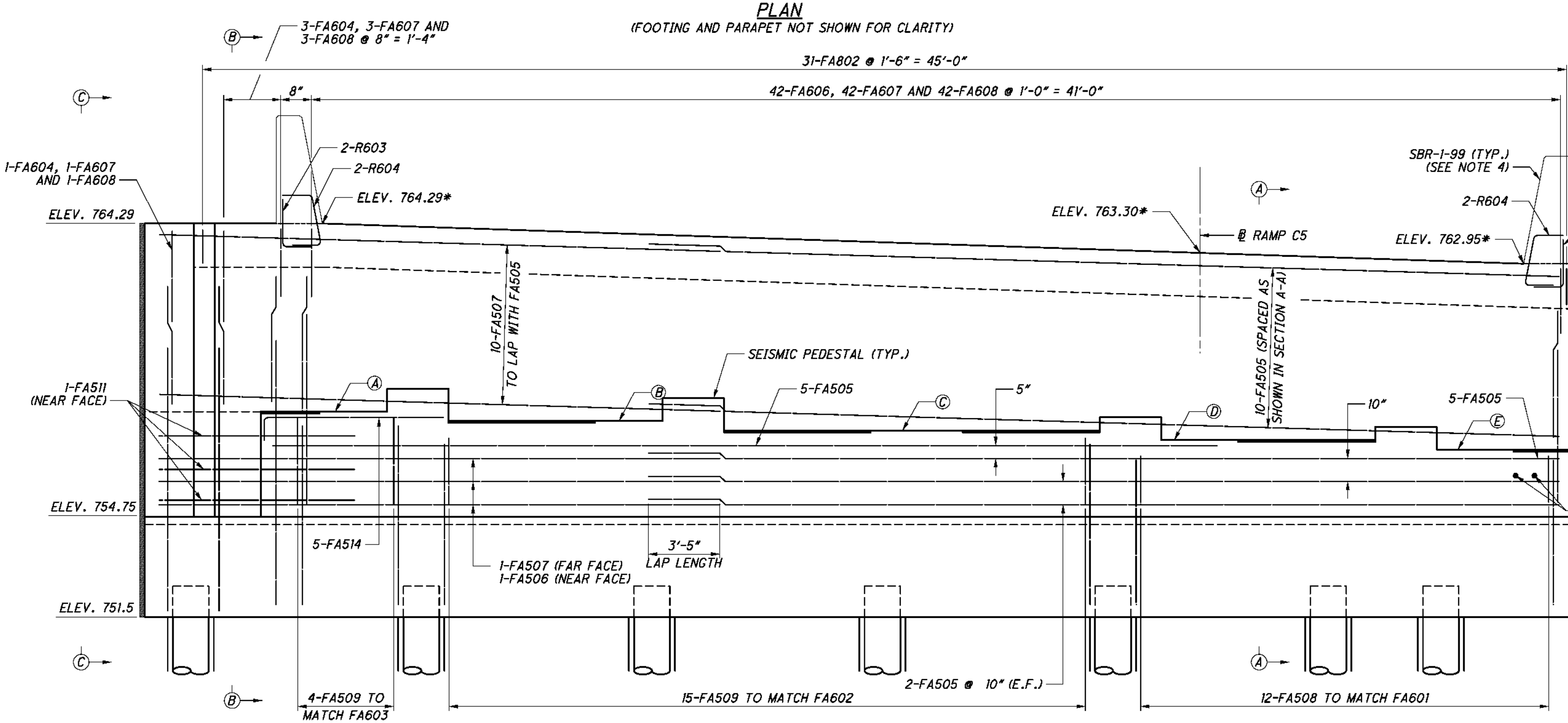
PLAN

(FOOTING AND PARAPET NOT SHOWN FOR CLARITY)

GIRDER	SEAT ELEVATION
A	758.17
B	757.87
C	757.56
D	757.25
E	756.94

ELEVATIONS GIVEN AT ℄ BEARING

REQUIRED MINIMUM LAP LENGTH	
NO. 5	2'-5"
NO. 6	3'-10"



ELEVATION

* - DENOTES ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

NOTES:

1. FOR FOOTING PLAN, SECTIONS A-A AND B-B, SEE SHEET 10/39.
2. FOR VIEW C-C AND SECTION D-D, SEE SHEET 11/39.
3. FOR ADDITIONAL ABUTMENT NOTES, SEE SHEET 11/39.
4. FOR ADDITIONAL PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99 AND SHEET 11/39.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
NJ	WAH	PPA		RSB	2/20/12	5707870

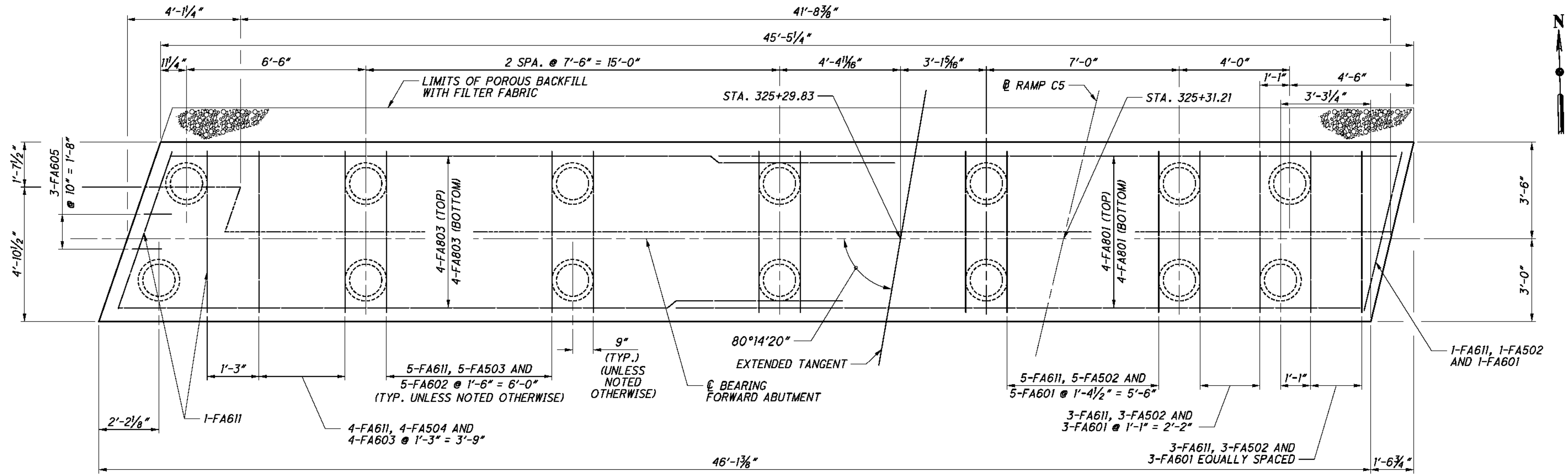
FORWARD ABUTMENT PLAN AND ELEVATION

BRIDGE NO. MOT-75-1262

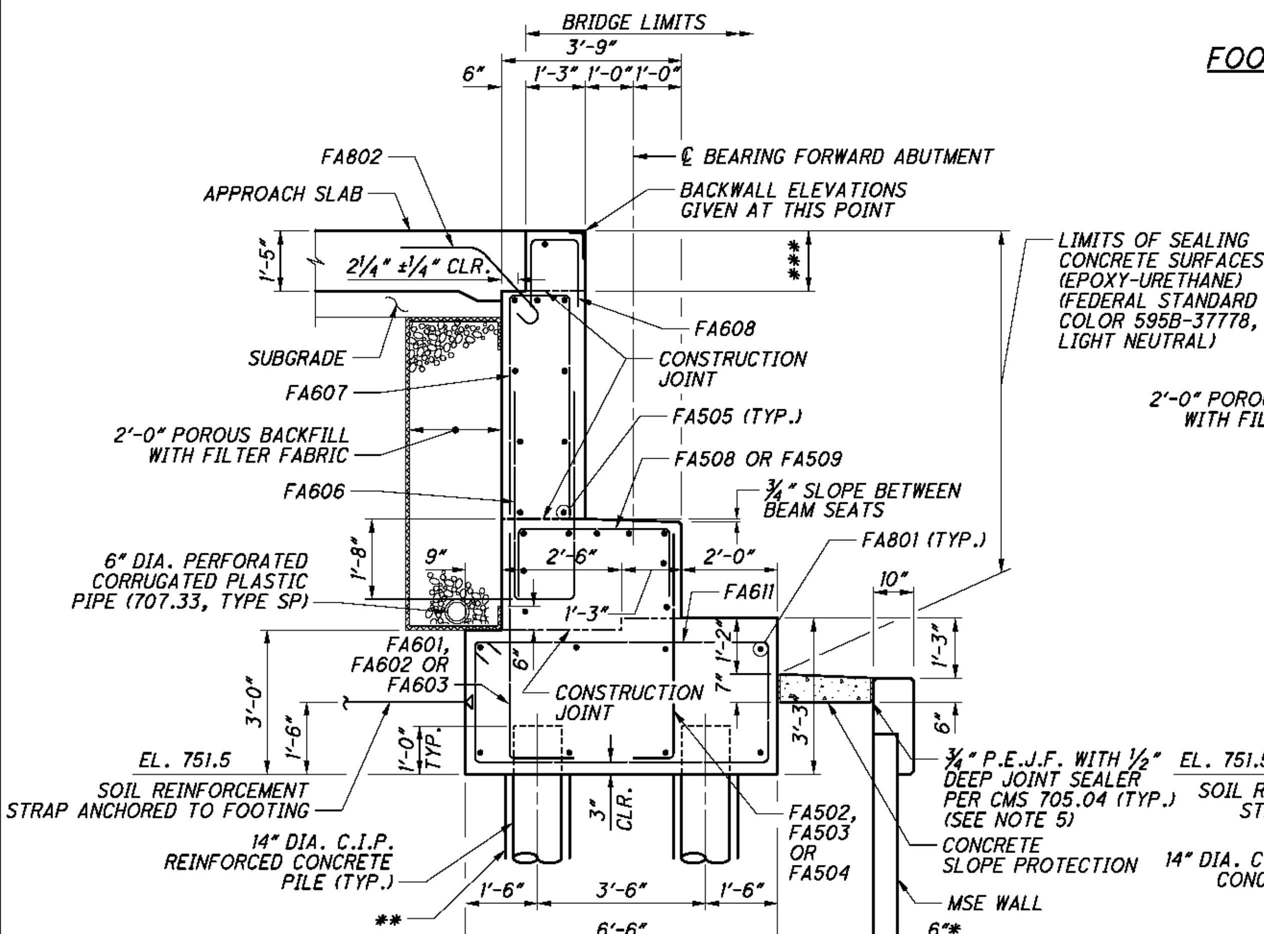
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

PID No. 77247

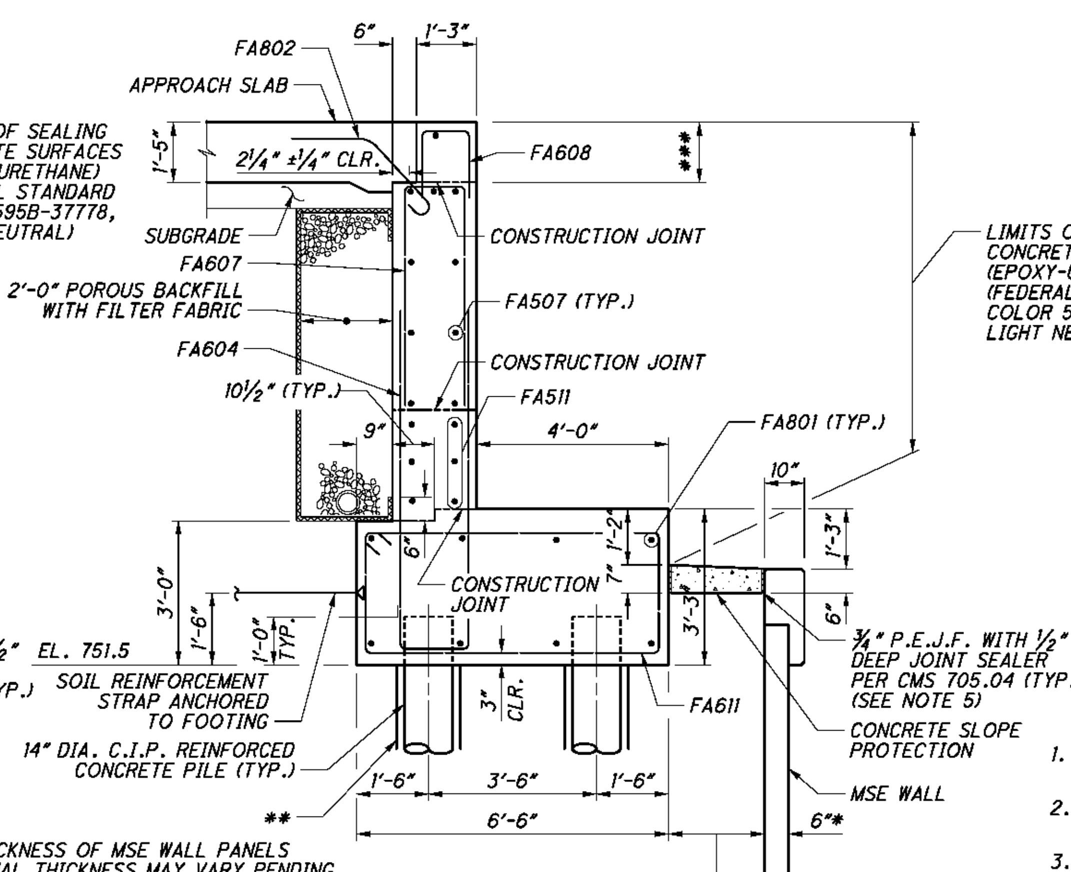


FOOTING PLAN



SECTION A-A

VARIES 2'-0" MIN. TO 4'-3¾" MAX.



SECTION B-B

VARIES 2'-0" MIN. TO 4'-3¾" MAX.

LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETHANE) (FEDERAL STANDARD COLOR 595B-37778, LIGHT NEUTRAL)

REQUIRED MINIMUM LAP LENGTH	
NO. 5	2'-5"
NO. 6	3'-10"
NO. 8	7'-3"

* ASSUMED THICKNESS OF MSE WALL PANELS SHOWN, ACTUAL THICKNESS MAY VARY PENDING ON APPROVED WALL SYSTEM MANUFACTURER

** PILE PIPE SLEEVE, 707.33 OR 707.42. REFER TO SS 840 FOR BACKFILLING OF SLEEVES AFTER PILE PLACEMENT. INCLUDE WITH ITEM 840 MSE WALL FOR PAYMENT. SEE MSE WALL PLANS, SHEET 793/1565.

*** CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2.

NOTES:

1. FOR LOCATIONS OF SECTIONS A-A AND B-B, SEE SHEET 9/39.
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, SEE SHEET 9/39.
3. FOR ADDITIONAL ABUTMENT NOTES, SEE SHEET 11/39.
4. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND LATERALLY TO THE ENDS OF THE ABUTMENT.
5. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
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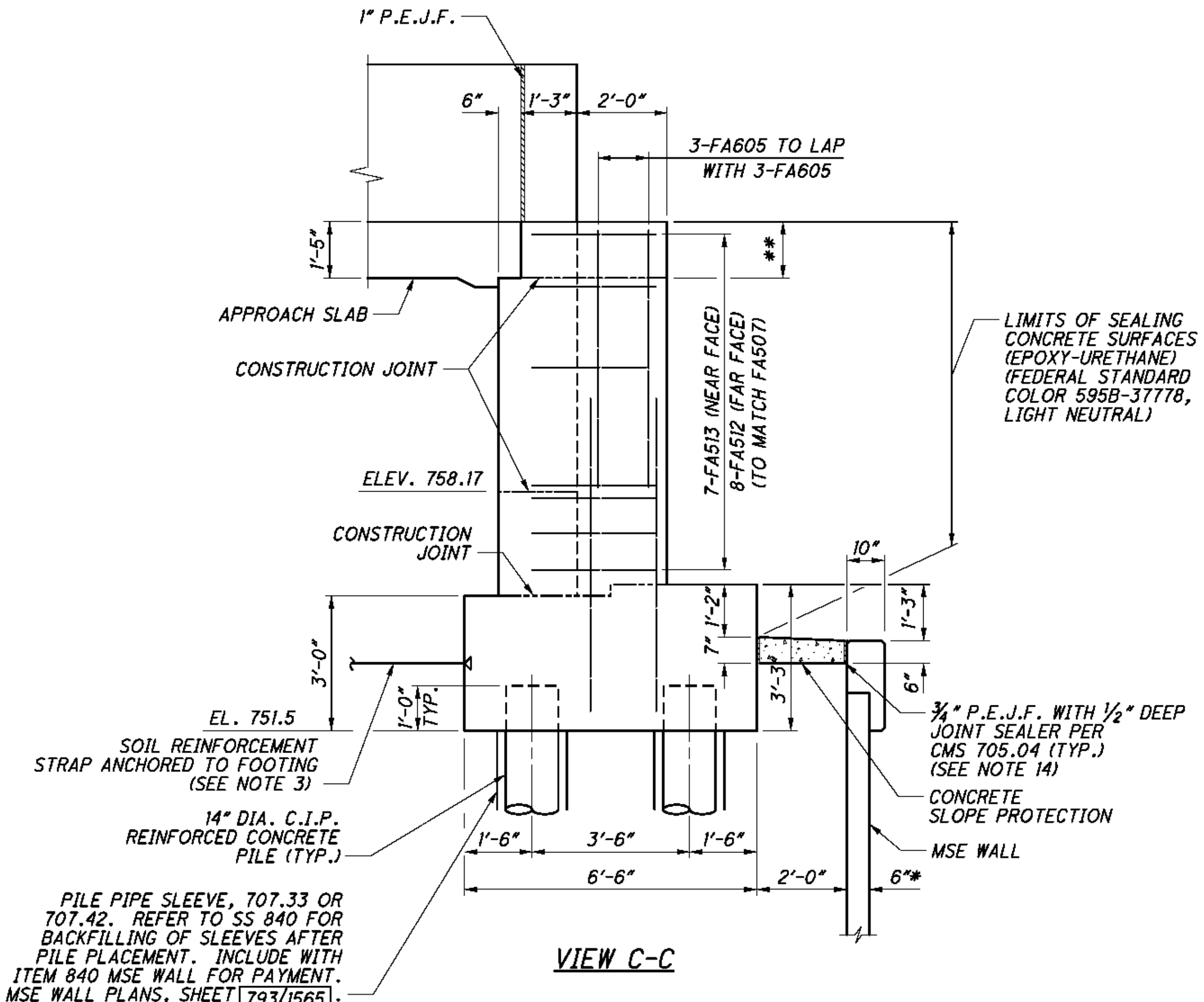
WAH		5707870	

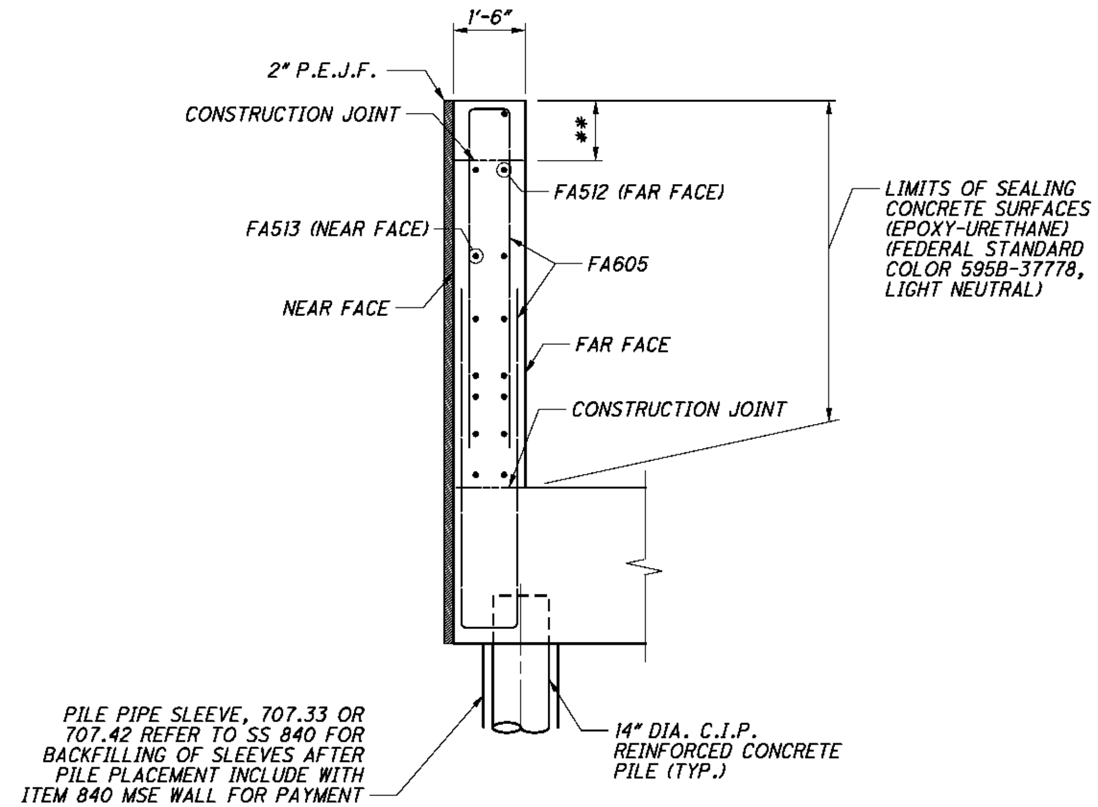
FORWARD ABUTMENT FOOTING PLAN AND SECTIONS

BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



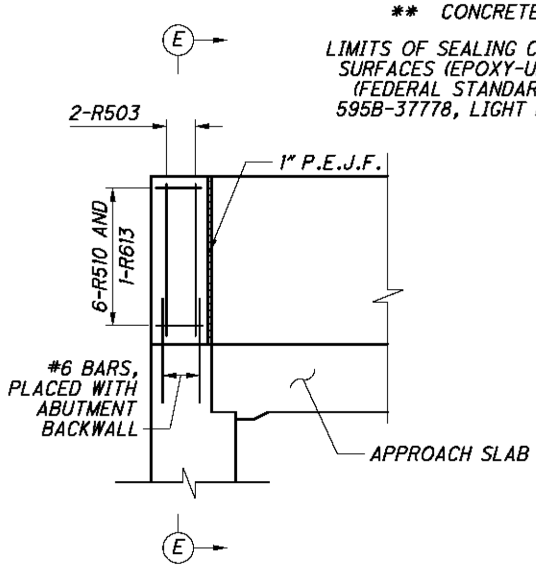
VIEW C-C



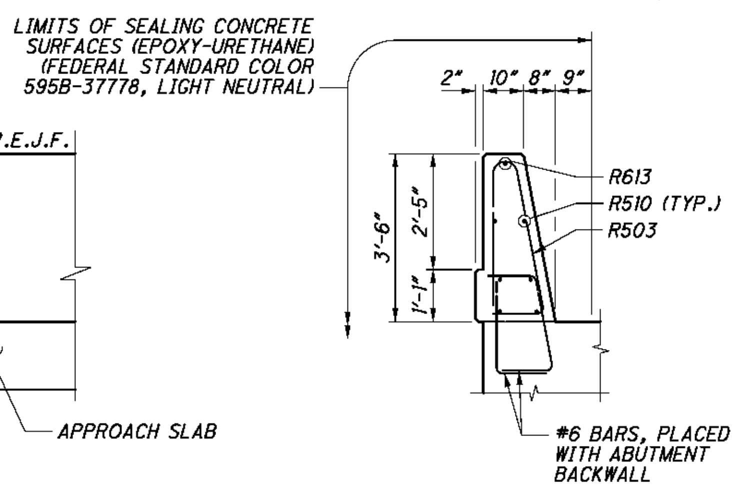
SECTION D-D

* ASSUMED THICKNESS OF MSE WALL PANELS SHOWN, ACTUAL THICKNESS MAY VARY PENDING ON APPROVED WALL SYSTEM MANUFACTURER.

** CONCRETE IN THIS AREA SHALL BE QC/QA CONCRETE, CLASS QSC2.



PARAPET DETAIL



SECTION E-E

NOTES:

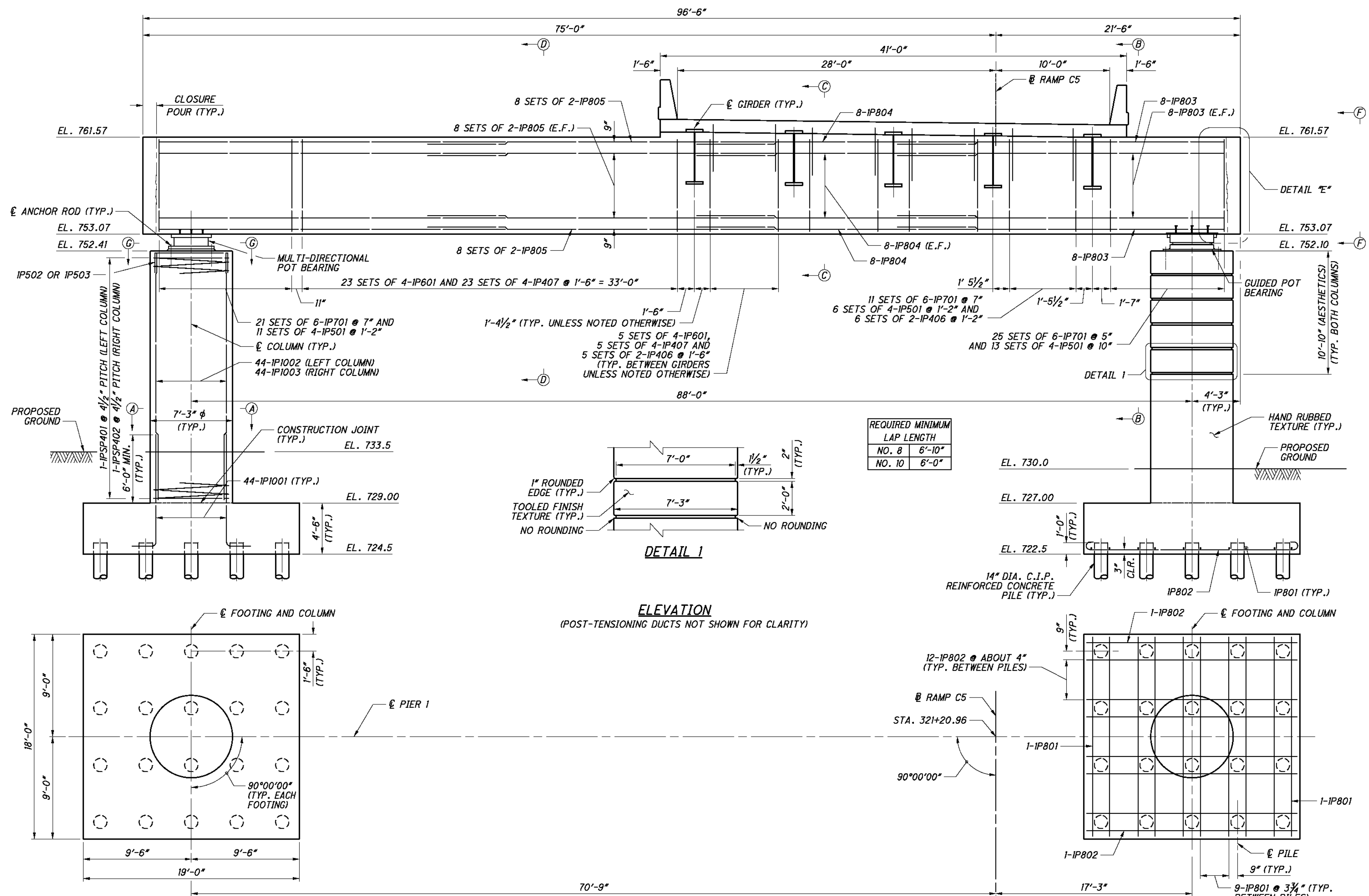
1. FOR FOUNDATION PLAN, SEE SHEET 6/39 .
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, SEE SHEET 9/39.
3. FOR ABUTMENT DRAINAGE CONNECTION TO MSE WALL DRAINAGE, SEE MSE WALL SHEET 889/1565. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN IN MSE WALL PLANS. SEE SHEET 889/1565.
4. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 19/39.
5. FOR BEARING DEVICE DETAILS, SEE SHEET 26/39.
6. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCHES TO COMPENSATE FOR THE VERTICAL DEFORMATION AT THE BEARINGS.
7. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
8. FOR ADDITIONAL ABUTMENT DETAILS NOT SHOWN, SEE ODOT STD. DWG. A-1-69.
9. FOR LOCATIONS OF VIEW C-C AND SECTION D-D, SEE SHEET 9/39 .
10. THE 2" PREFORMED EXPANSION JOINT FILLER BETWEEN MSE WALL 4 AND THE ABUTMENT SHALL BE PAID FOR UNDER ITEM 840 - CONCRETE COPING, AS PER PLAN. SEE MSE WALL 4 FOR ADDITIONAL DETAILS.
11. SEALING OF THE BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
12. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
13. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF THE BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
14. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND LATERALLY TO THE ENDS OF THE ABUTMENT.
15. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WAH		5707870	

FORWARD ABUTMENT DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



REQUIRED MINIMUM LAP LENGTH	
NO. 8	6'-10"
NO. 10	6'-0"

LEGEND:

E.F. = EACH FACE

◌ = VERTICAL PILE

NOTES:

1. FOR SECTIONS A-A THRU D-D, DETAIL E, VIEW F-F, VIEW G-G AND ADDITIONAL PIER NOTES, SEE SHEET 13/39.
2. FOR POT BEARING DETAILS, SEE SHEET 27/39.

DESIGN AGENCY

HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

REVIEWED RSB | DATE 2/20/12

STRUCTURE FILE NUMBER 5707870

DRAWN JTW | REVISED

DESIGNED JOL | CHECKED WAH

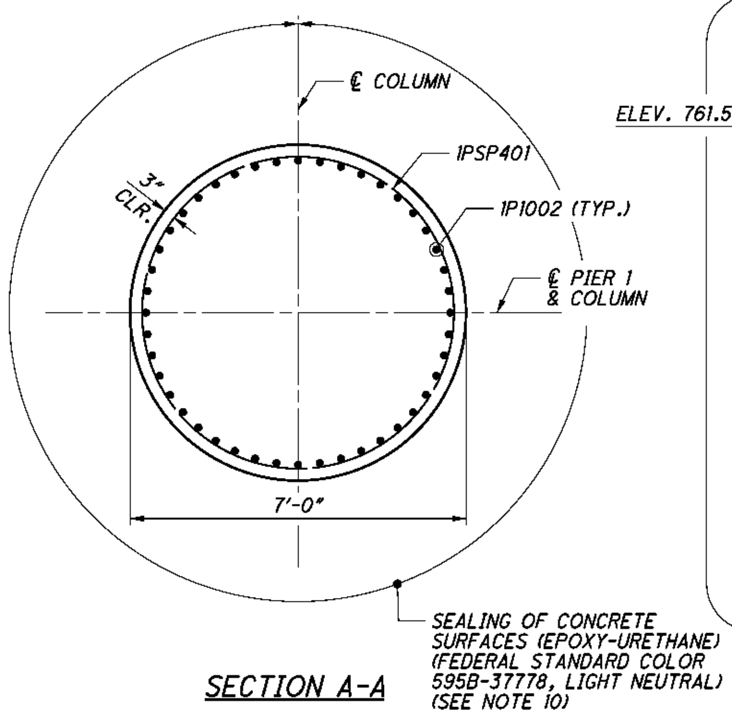
PIER 1 ELEVATION AND FOOTING

BRIDGE NO. MOT-75-1262

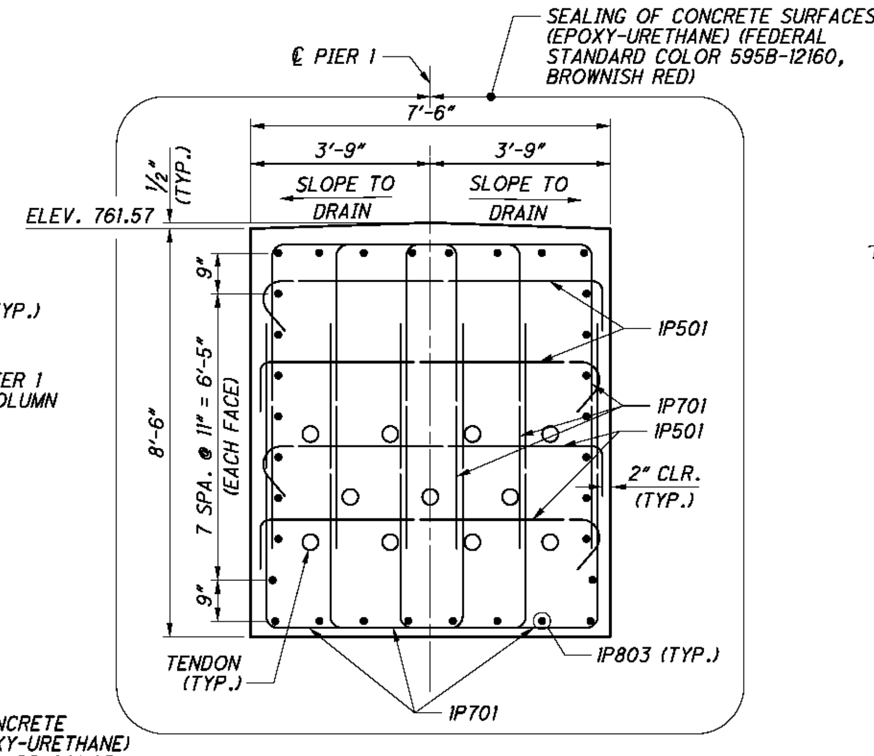
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

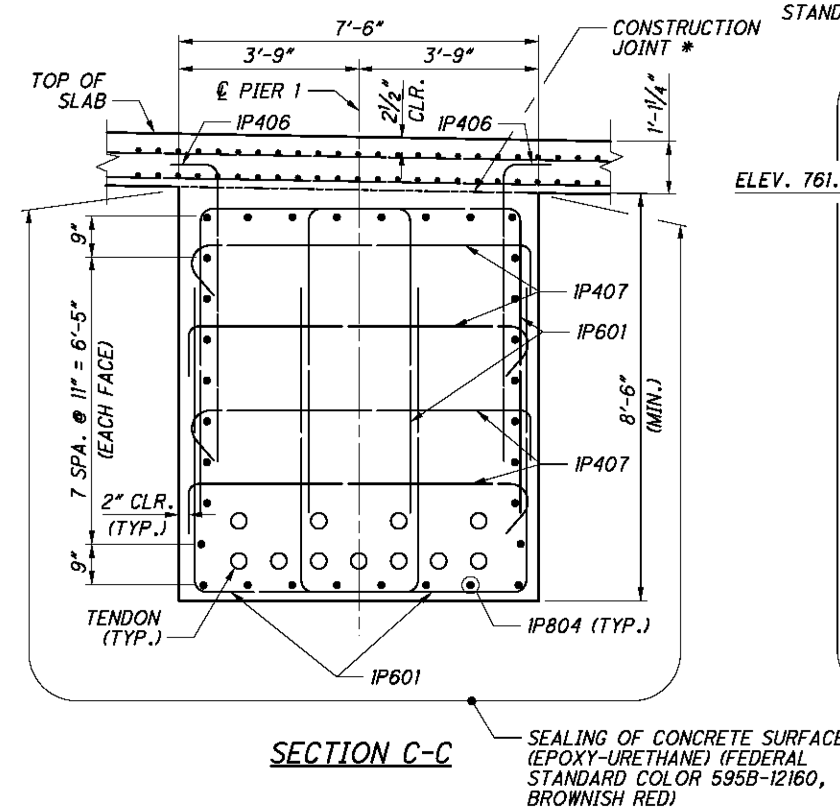
PID No. 77247



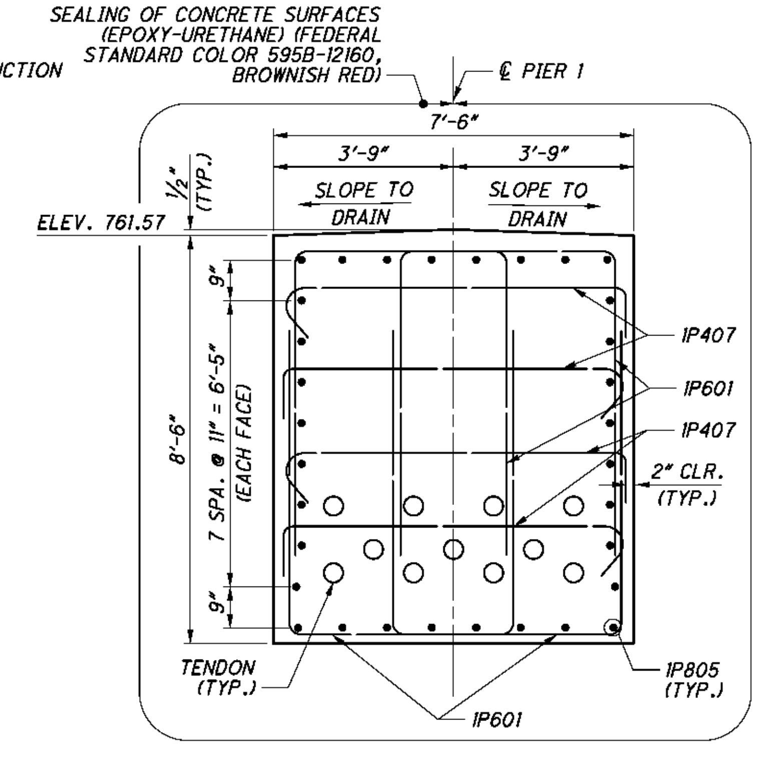
SECTION A-A



SECTION B-B

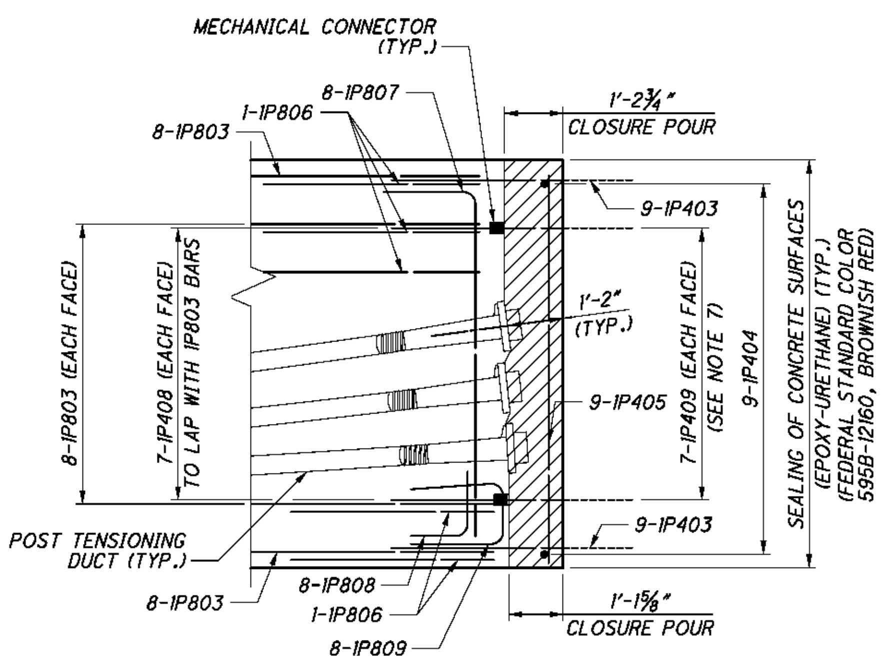


SECTION C-C



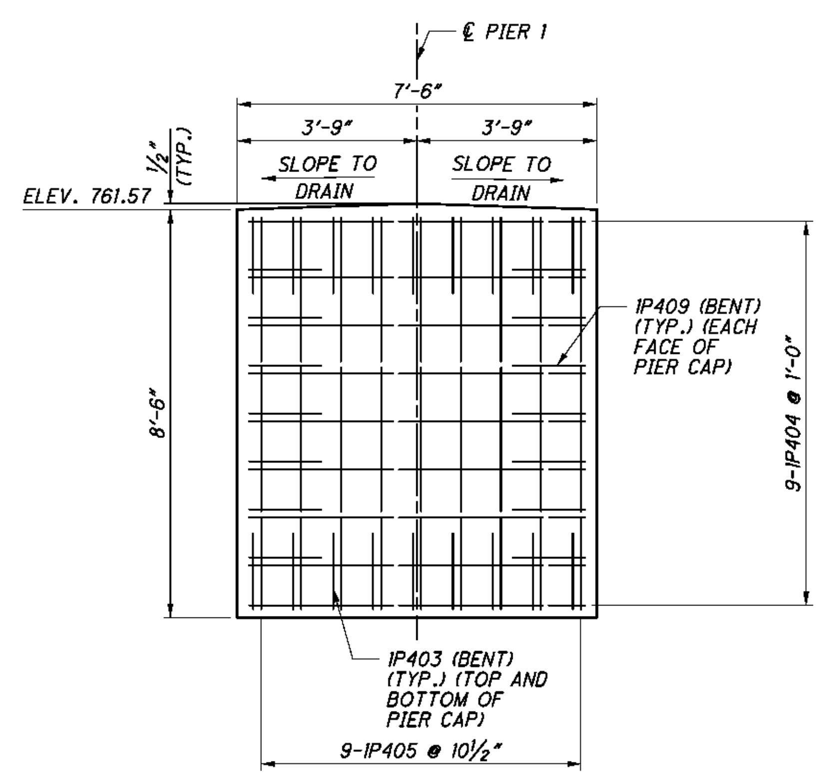
SECTION D-D

* - THE SURFACE OF THE PIER CAP IN THIS AREA SHALL BE FINISHED WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE ¼" DEEP MINIMUM.

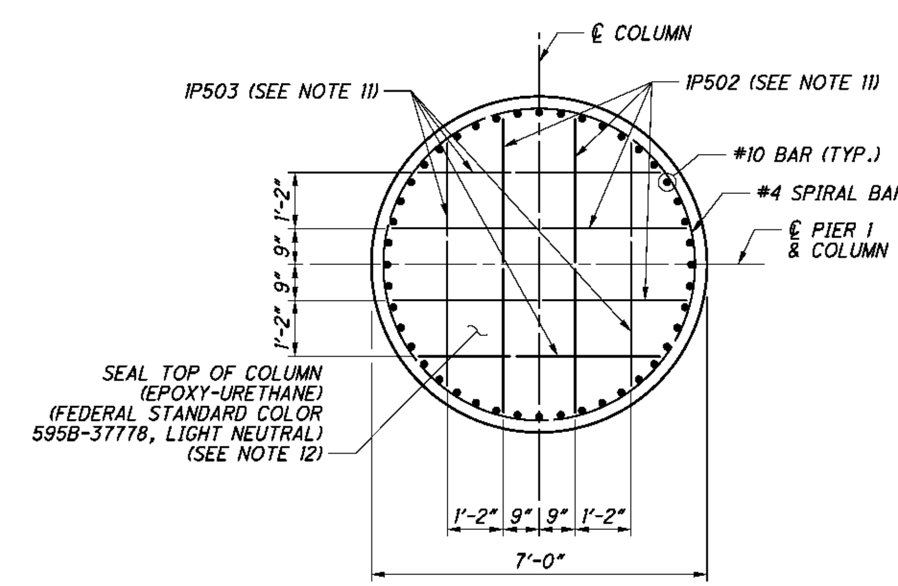


DETAIL E

(RIGHT SIDE SHOWN; LEFT SIMILAR)



VIEW F-F



VIEW G-G

NOTES:

1. FOR LOCATIONS OF SECTION A-A THRU D-D, DETAIL E AND VIEW F-F, SEE SHEET 12/39.
2. FOR PIER 1 ELEVATION AND FOOTING PLAN, SEE SHEET 12/39.
3. FOR POST-TENSIONING DETAILS, SEE SHEET 14/39.
4. FOR PIERS 2 AND 3 DETAILS, SEE SHEETS 15/39 THRU 17/39.
5. SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SHALL FOLLOW AS SHOWN IN SECTION B-B, UNLESS NOTED OTHERWISE.
6. MECHANICAL CONNECTORS SHALL BE CAPABLE OF DEVELOPING 125 PERCENT OF THE YIELD STRENGTH OF THE BARS JOINED.
7. FIELD BEND 1P403 AND 1P409 BARS AFTER POST TENSION STRESSING.
8. FOR FOUNDATION PLAN, SEE SHEET 6/39.
9. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
10. SEAL ENTIRE EXPOSED SURFACE OF COLUMN.
11. ADJUST REINFORCING TO CLEAR MULTI-DIRECTIONAL POT BEARING ANCHORS. LOCATION OF ANCHORS SHALL BE BASED ON SELECTED BEARING MANUFACTURER.
12. DO NOT PLACE SEALER ON POT BEARINGS. CONTAMINATION OF THE BEARING SLIDING SURFACE WILL BE GROUNDS FOR REJECTION OF THE BEARINGS.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JOL	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WAH		5707870	

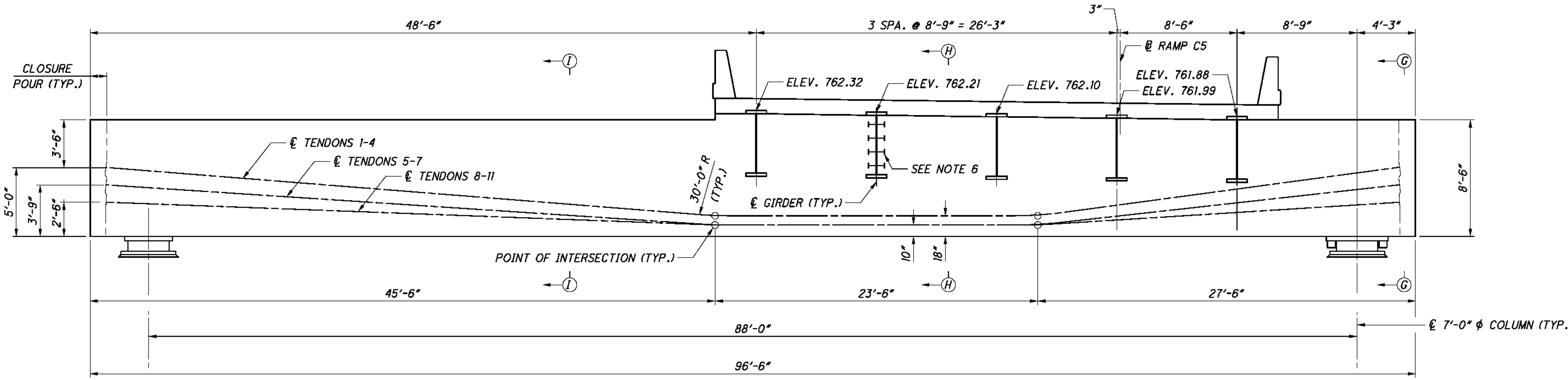
PIER 1 DETAILS

BRIDGE NO. MOT-75-1262

RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

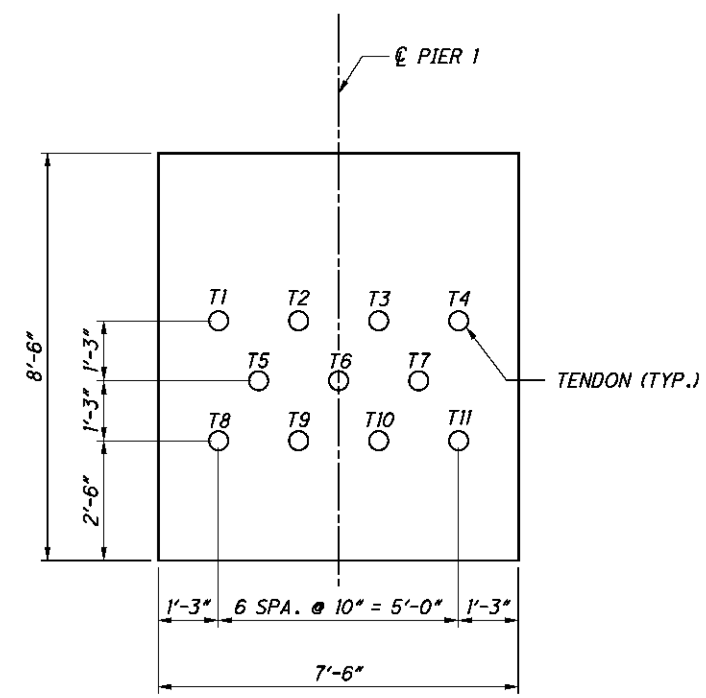
MOT-75-12.00

PID No. 77247

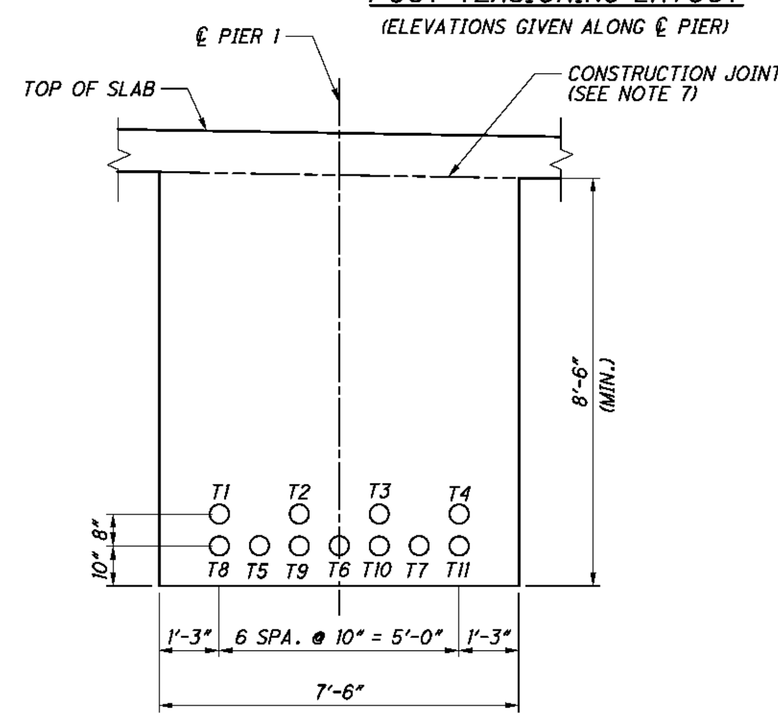


POST TENSIONING LAYOUT

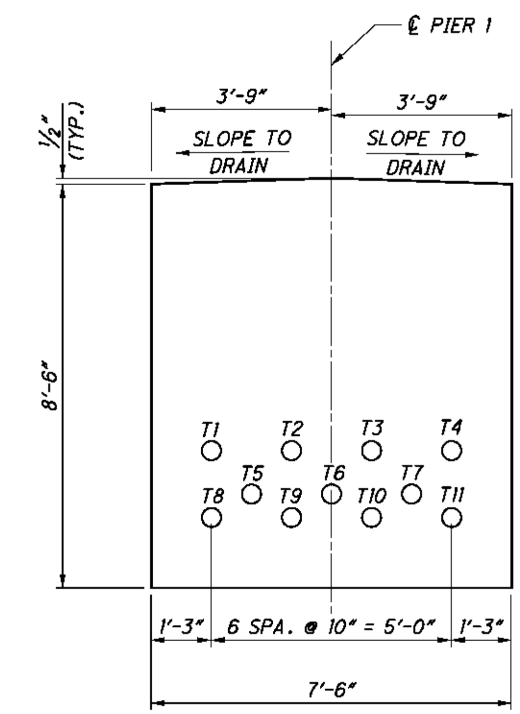
(ELEVATIONS GIVEN ALONG ℄ PIER)



SECTION G-G



SECTION H-H



SECTION I-I

LONGITUDINAL POST-TENSIONING TENDON QUANTITIES

TENDON NUMBER	TENDON SIZE	TENDON LENGTH (FT)	TENDON WEIGHT (LBS)	JACKING FORCE (KIPS)	SUGGESTED STRESSING SEQUENCE
T1	19 x 0.6"	94'-6⅝"	1329	835	4
T2	19 x 0.6"	94'-6⅝"	1329	835	1
T3	19 x 0.6"	94'-6⅝"	1329	835	2
T4	19 x 0.6"	94'-6⅝"	1329	835	3
T5	19 x 0.6"	94'-5¼"	1328	835	11
T6	19 x 0.6"	94'-5¼"	1328	835	9
T7	19 x 0.6"	94'-5¼"	1328	835	10
T8	19 x 0.6"	94'-3"	1325	835	8
T9	19 x 0.6"	94'-3"	1325	835	5
T10	19 x 0.6"	94'-3"	1325	835	6
T11	19 x 0.6"	94'-3"	1325	835	7

NOTES:

1. FOR PIER 1 ELEVATION AND FOOTING PLAN, SEE SHEET 12/39.
2. FOR PIERS 2 AND 3 DETAILS, SEE SHEETS 15/39 THRU 17/39.
3. BLEED HOLES THRU THE TOP FLANGE OF THE STEEL GIRDERS SHALL BE FILLED DURING THE INITIAL CONCRETE PLACEMENT.
4. AFTER CASTING THE CONCRETE CAPBEAM AND PRIOR TO POST-TENSIONING, THE ENGINEER SHALL INSPECT THE CONCRETE FOR VOIDS ADJACENT TO THE STRUCTURAL STEEL AND ANCHORAGES. IF VOIDS ARE PRESENT, THE CONTRACTOR SHALL REMOVE CONCRETE AS DIRECTED BY THE ENGINEER AND REPLACE IT WITH NON-SHRINK GROUT. REMOVAL OF THE CONCRETE AND REPLACEMENT WITH NON-SHRINK GROUT IS SUBSIDIARY TO THE VARIOUS CONCRETE ITEMS.
5. THE POST TENSIONING ANCHORAGE, INCLUDING BUT NOT LIMITED TO ANCHORAGE REINFORCING, TRUMPETS AND BEARING PLATES ARE TO BE PROVIDED BY THE POST-TENSION SUPPLIER AND SHALL BE INCIDENTAL TO ITEM SPECIAL, STRUCTURE, MISC.: POST-TENSIONING TENDONS (STRANDS).
6. FOR SHEAR STUD DETAIL, SEE SHEET 21/39.
7. THE SURFACE OF THE PIER CAP IN THIS AREA SHALL BE FINISHED WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE ¼" DEEP MINIMUM.

SUGGESTED CONSTRUCTION SEQUENCE:

1. CONSTRUCT TEMPORARY FALSEWORK FOR SUPERSTRUCTURE STEEL FRAMING AND PIER CAPS. LOCATION OF FALSEWORK FOR THE SUPERSTRUCTURE SHALL BE ON BOTH SIDE OF THE CAP AS CLOSE AS CONSTRUCTION OF THE CAP WILL ALLOW.
2. ERECT SUPERSTRUCTURE GIRDERS AND CROSS FRAMES.
3. CONSTRUCT PIER CAP FORMS ON TEMPORARY FALSEWORK.
4. INSTALL PIER CAP REINFORCING, TENDON DUCTS, AND ANCHORAGE AND PLACE PIER CAP CONCRETE.
5. AFTER 7 DAYS, PLACEMENT OF BRIDGE DECK FORMS AND DECK REINFORCEMENT MAY BEGIN.
6. WHEN THE CONCRETE STRENGTH REACHES 7000 PSI, STRESS TENDONS 1-4 AND THEN 8-11 INCLUDING GROUTING OF DUCTS. TAILS CANNOT BE CUT OFF NOR DUCT GROUTING BEGUN UNTIL STRESSING RECORDS ARE APPROVED BY THE ENGINEER. IF THE TENDONS ARE STRESSED AT ONE END, STRESS AT RIGHT END OF PIER CAP.
7. REMOVE TEMPORARY FALSEWORK AND PIER CAP FORMWORK.
8. PLACE DECK CONCRETE.
9. STRESS TENDONS 5-7 INCLUDING GROUTING OF DUCTS.
10. PLACE CONCRETE CLOSURE POUR AT ENDS OF PIER CAP.
11. PLACE DECK PARAPETS AND SEAL CONCRETE SURFACES.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

DRAWN PPA | REVISED

DESIGNED JOL | CHECKED WAH

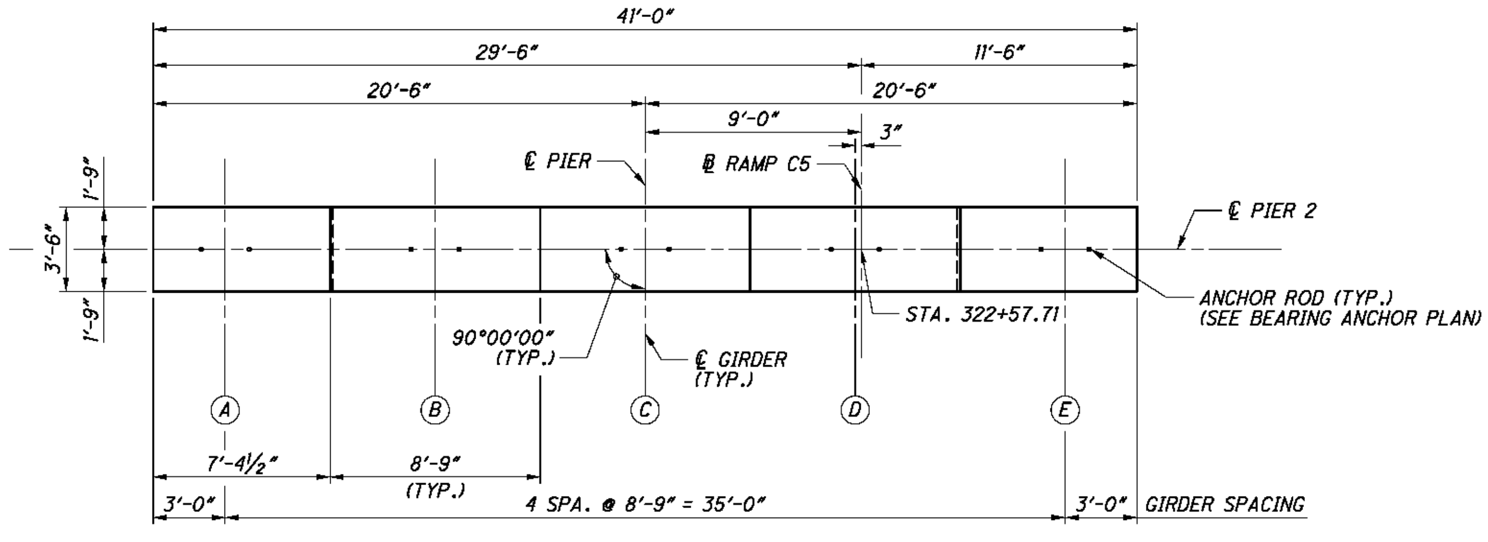
PIER 1 POST TENSIONING DETAILS

BRIDGE NO. MOT-75-1262

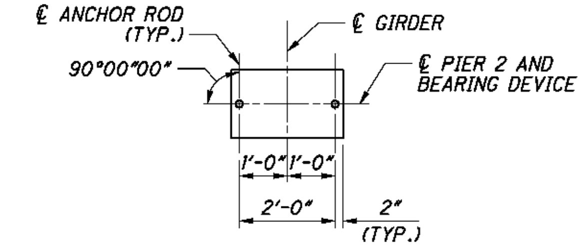
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

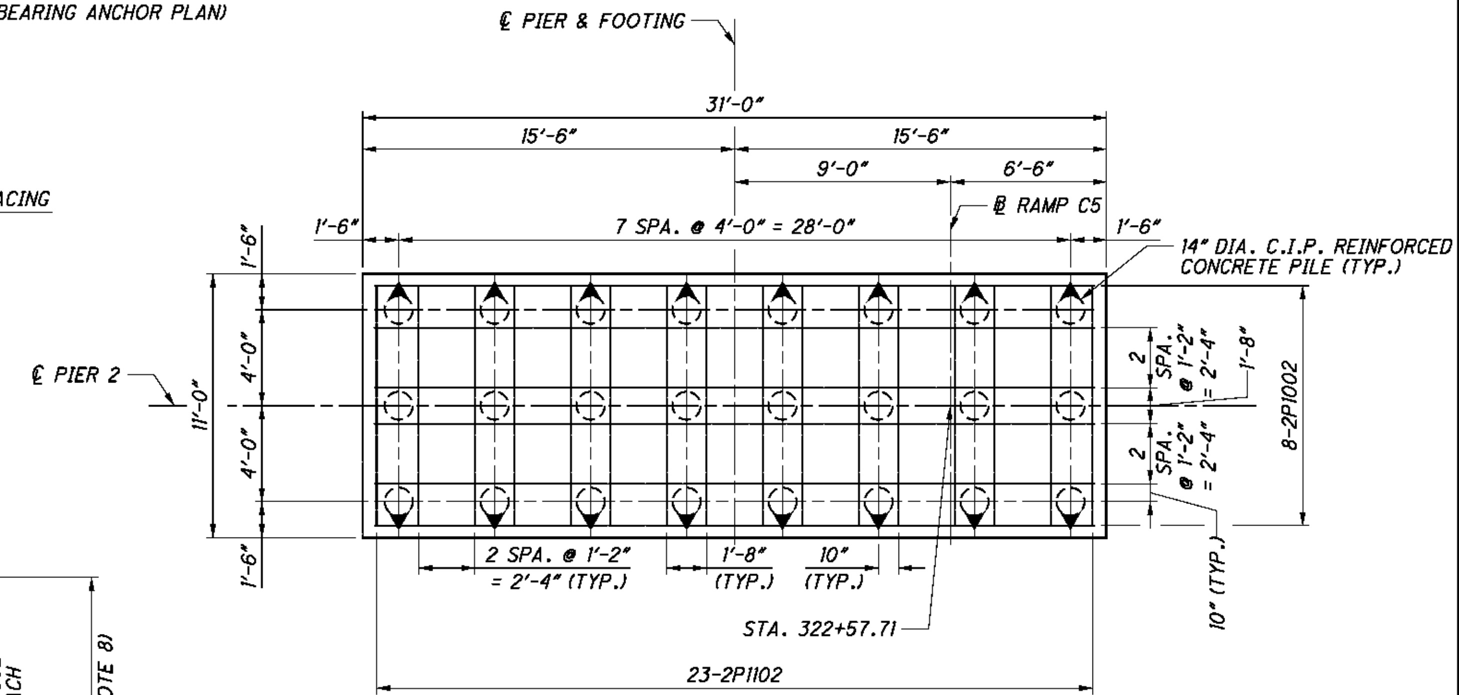
PID No. 77247



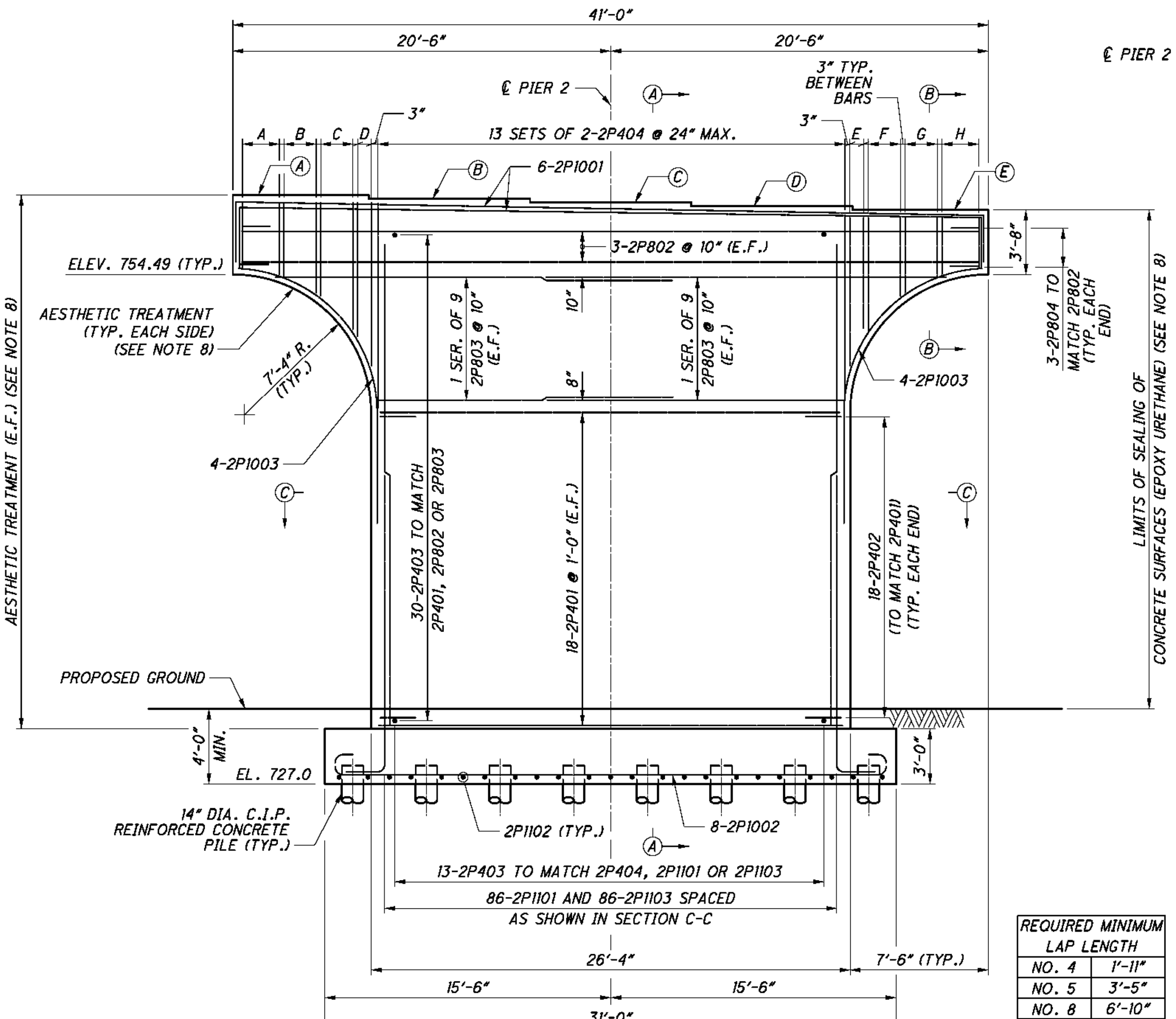
PLAN



BEARING ANCHOR PLAN



FOOTING PLAN



ELEVATION

GIRDER SEAT ELEVATIONS

GIRDER	ELEVATION
A	758.98
B	758.78
C	758.57
D	758.37
E	758.16

TABLE OF PIER REINFORCING

DIMENSION	REINFORCING CALLOUT
A	9 SETS OF 2-2P405 @ 3"
B	8 SETS OF 2-2P406 @ 3"
C	8 SETS OF 2-2P407 @ 3"
D	4 SETS OF 2-2P404 @ 3"
E	4 SETS OF 2-2P404 @ 3"
F	8 SETS OF 2-2P411 @ 3"
G	8 SETS OF 2-2P410 @ 3"
H	9 SETS OF 2-2P409 @ 3"

REQUIRED MINIMUM LAP LENGTH	
NO. 4	1'-11"
NO. 5	3'-5"
NO. 8	6'-10"
NO. 11	12'-7"

LEGEND:

SHOWN 1:4 BATTERED PILES IN THE DIRECTION OF ARROW

E.F. - EACH FACE

NOTES:

1. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCHES TO COMPENSATE FOR THE VERTICAL DEFORMATION AT THE BEARINGS.
2. FOR FOUNDATION PLAN, SEE SHEET 6/39.
3. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
4. FOR SECTIONS A-A, B-B AND C-C, SEE SHEET 17/39.
5. FOR BEARING DETAILS, SEE SHEET 26/39.
6. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA GIRDERS. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.
8. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS AND CONCRETE SEALER COLORS, SEE SHEET 18/39.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BTA		5707870	

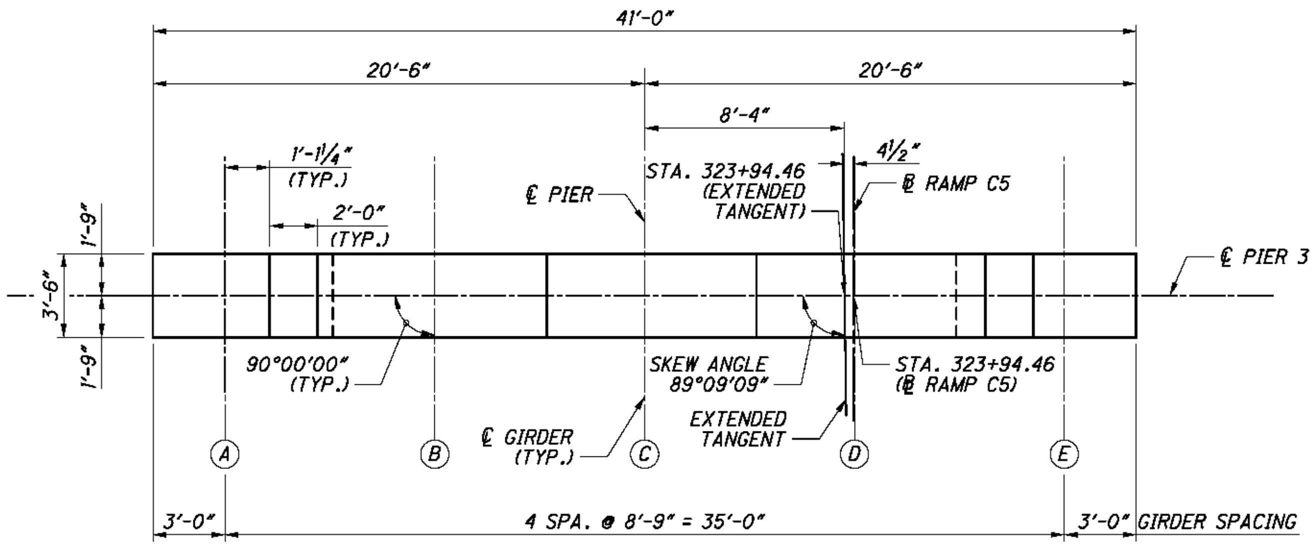
PIER 2 PLAN AND ELEVATION

BRIDGE NO. MOT-75-1262

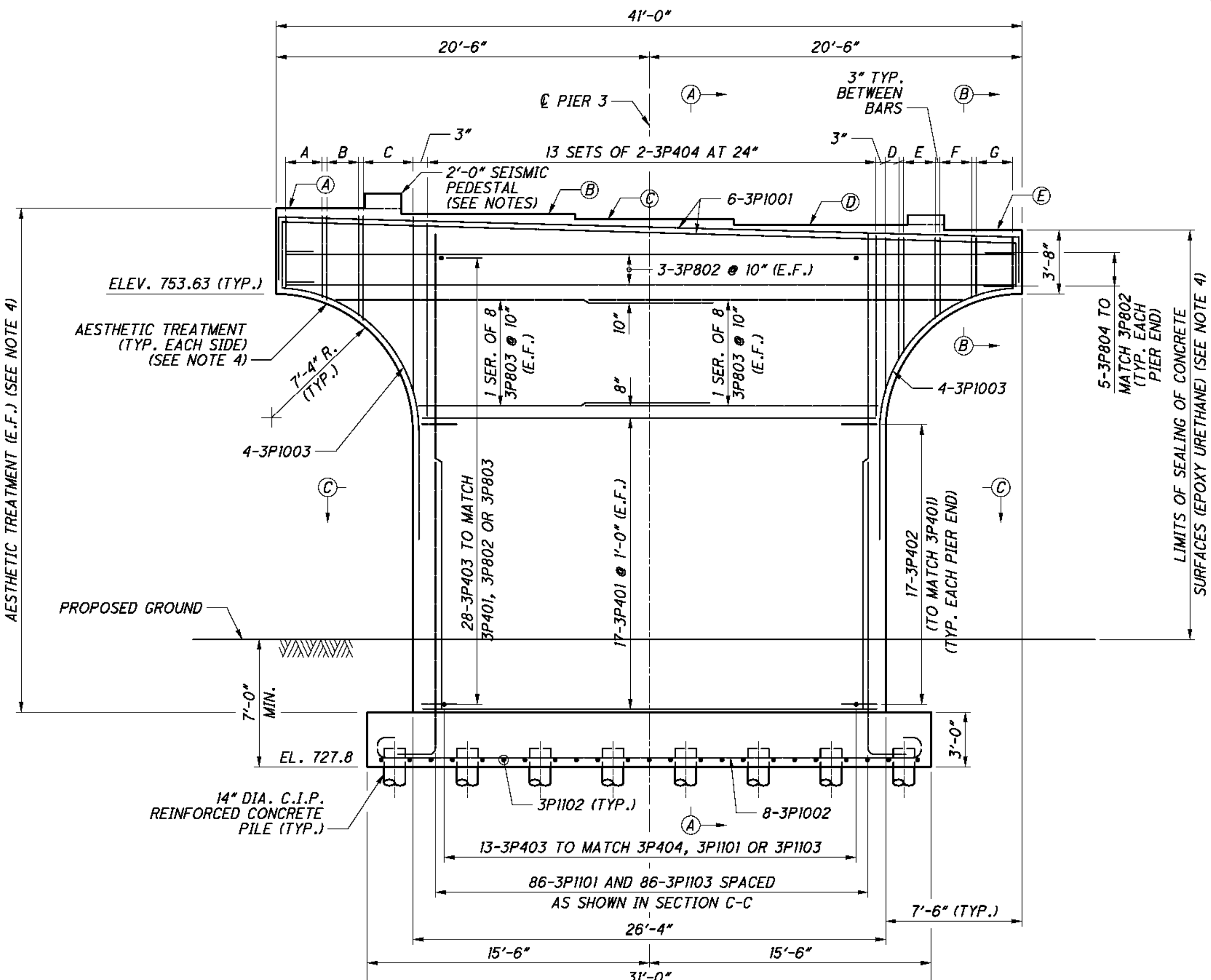
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

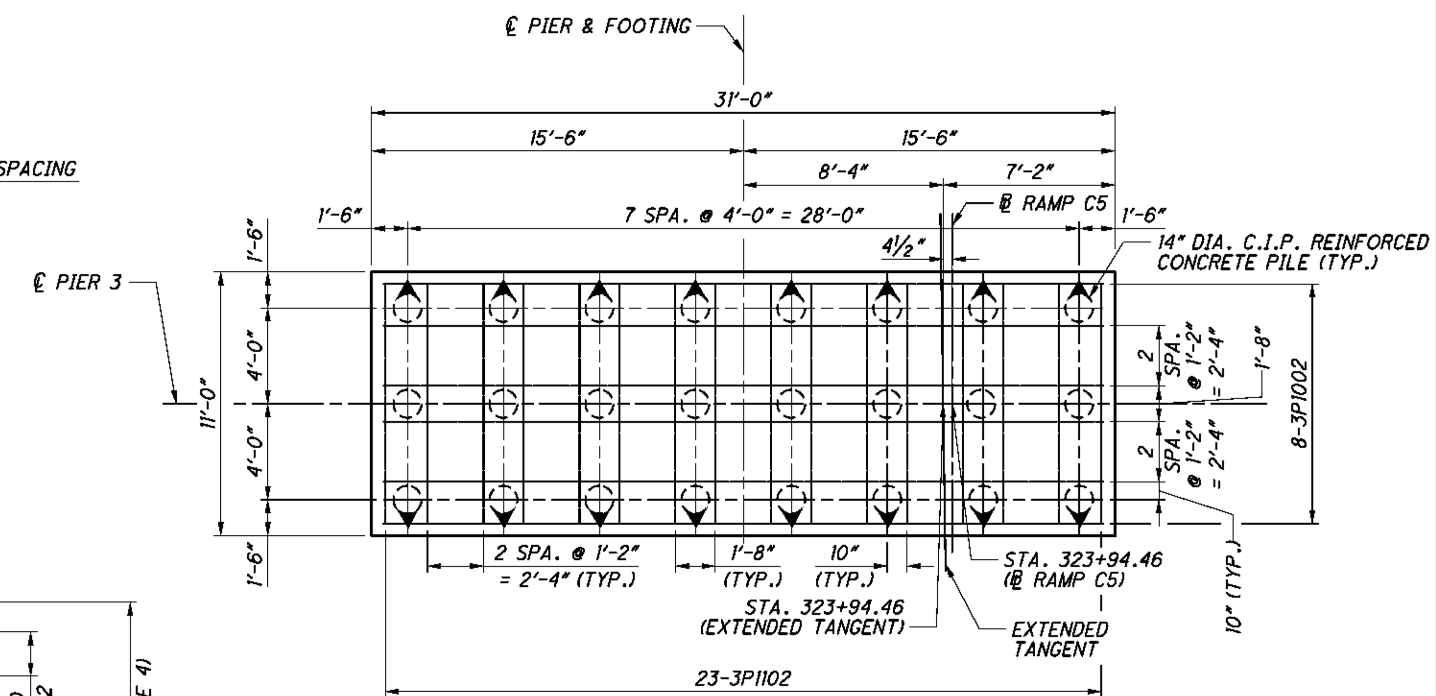
PID No. 77247



PLAN



ELEVATION



FOOTING PLAN

REQUIRED MINIMUM LAP LENGTH	
NO. 4	1'-11"
NO. 5	3'-5"
NO. 8	6'-10"
NO. 11	12'-7"

TABLE OF PIER REINFORCING

DIMENSION	REINFORCING CALLOUT
A	9 SETS OF 2-3P405 @ 3"
B	8 SETS OF 2-3P406 @ 3"
C	12 SETS OF 2-3P404 @ 3"
D	4 SETS OF 2-3P404 @ 3"
E	8 SETS OF 2-3P410 @ 3"
F	8 SETS OF 2-3P405 @ 3"
G	9 SETS OF 2-3P408 @ 3"

GIRDER SEAT ELEVATIONS

GIRDER	ELEVATION
A	758.50
B	758.20
C	757.90
D	757.60
E	757.30

LEGEND:

SHOWN 1:4 BATTERED PILES IN THE DIRECTION OF ARROW

E.F. - EACH FACE

NOTES:

1. FOR ADDITIONAL PIER NOTES, SEE SHEET 15/39.
2. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 19/39.
3. FOR SECTIONS A-A, B-B AND C-C, SEE SHEET 17/39.
4. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS AND CONCRETE SEALER COLORS, SEE SHEET 18/39.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/20/12

CHECKED: BTA | REVISED | STRUCTURE FILE NUMBER: 5707870

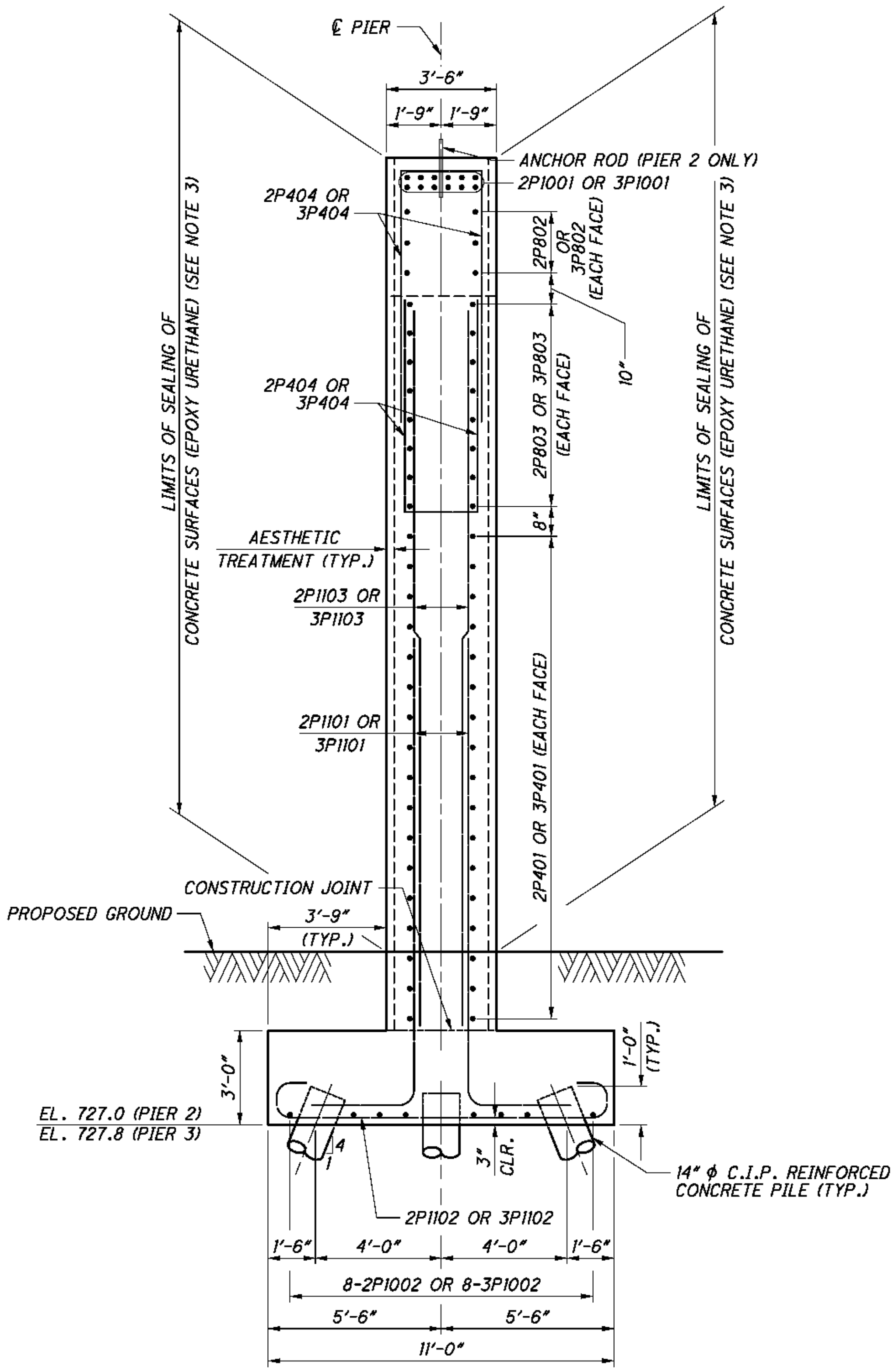
PIER 3 PLAN AND ELEVATION

BRIDGE NO. MOT-75-1262

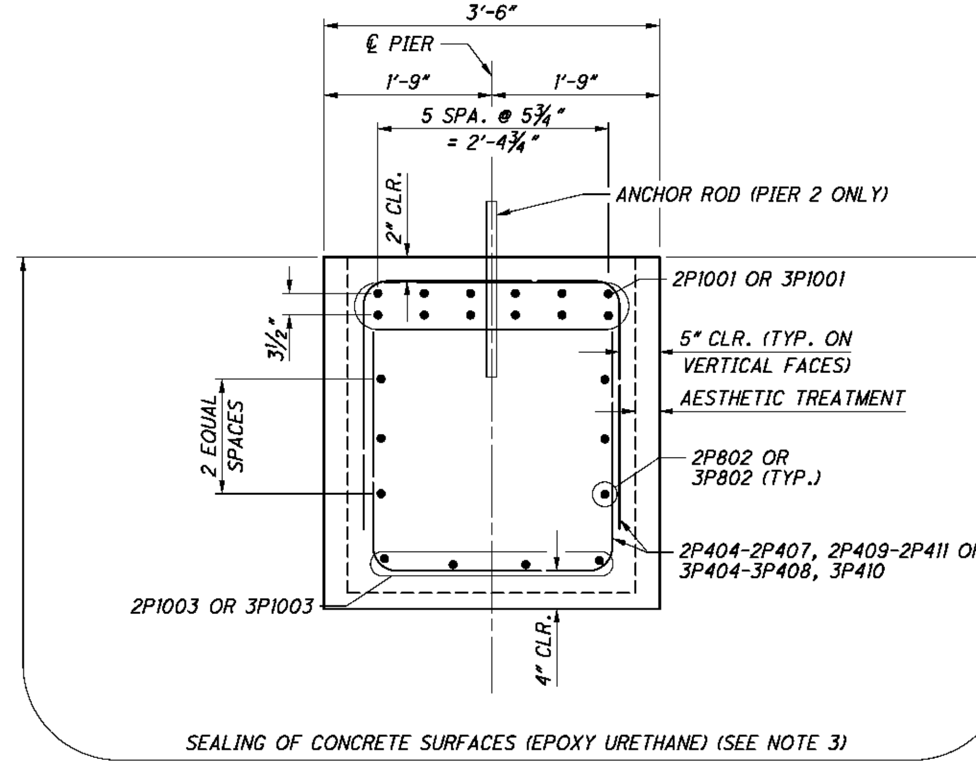
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

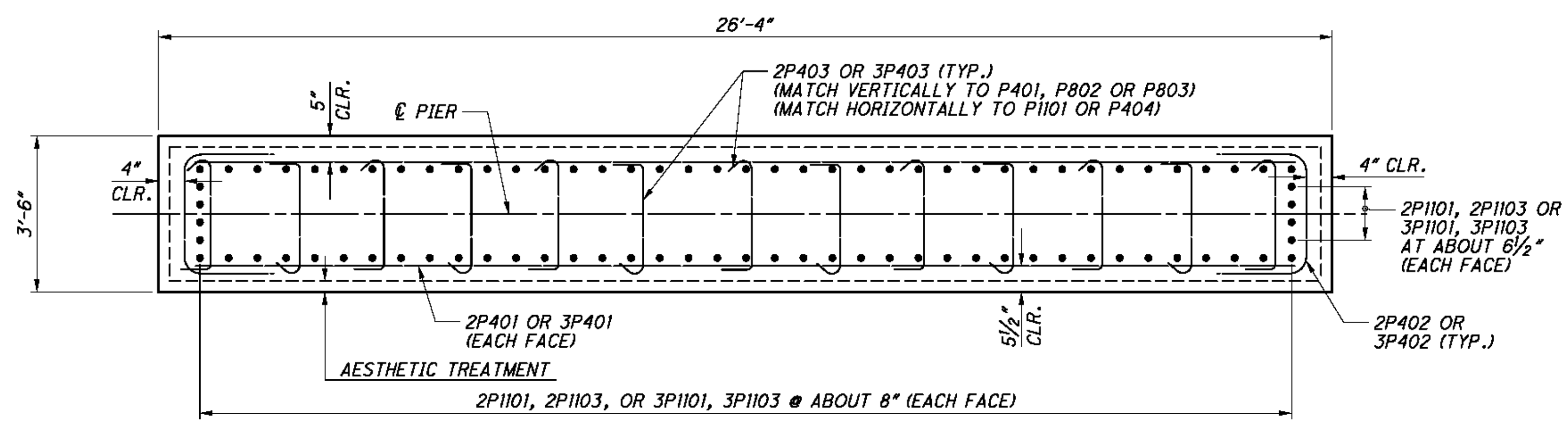
PID No. 77247



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. FOR PIER 2 PLAN, ELEVATION, FOOTING PLAN, SECTION LOCATIONS AND ADDITIONAL PIER NOTES, SEE SHEET 15/39.
2. FOR PIER 3 PLAN, ELEVATION, FOOTING PLAN AND SECTION LOCATIONS, SEE SHEET 16/39.
3. FOR CONCRETE SEALER COLORS, SEE SHEET 18/39.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
NJ	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BTA		5707870	

TYPICAL PIER DETAILS

BRIDGE NO. MOT-75-1262

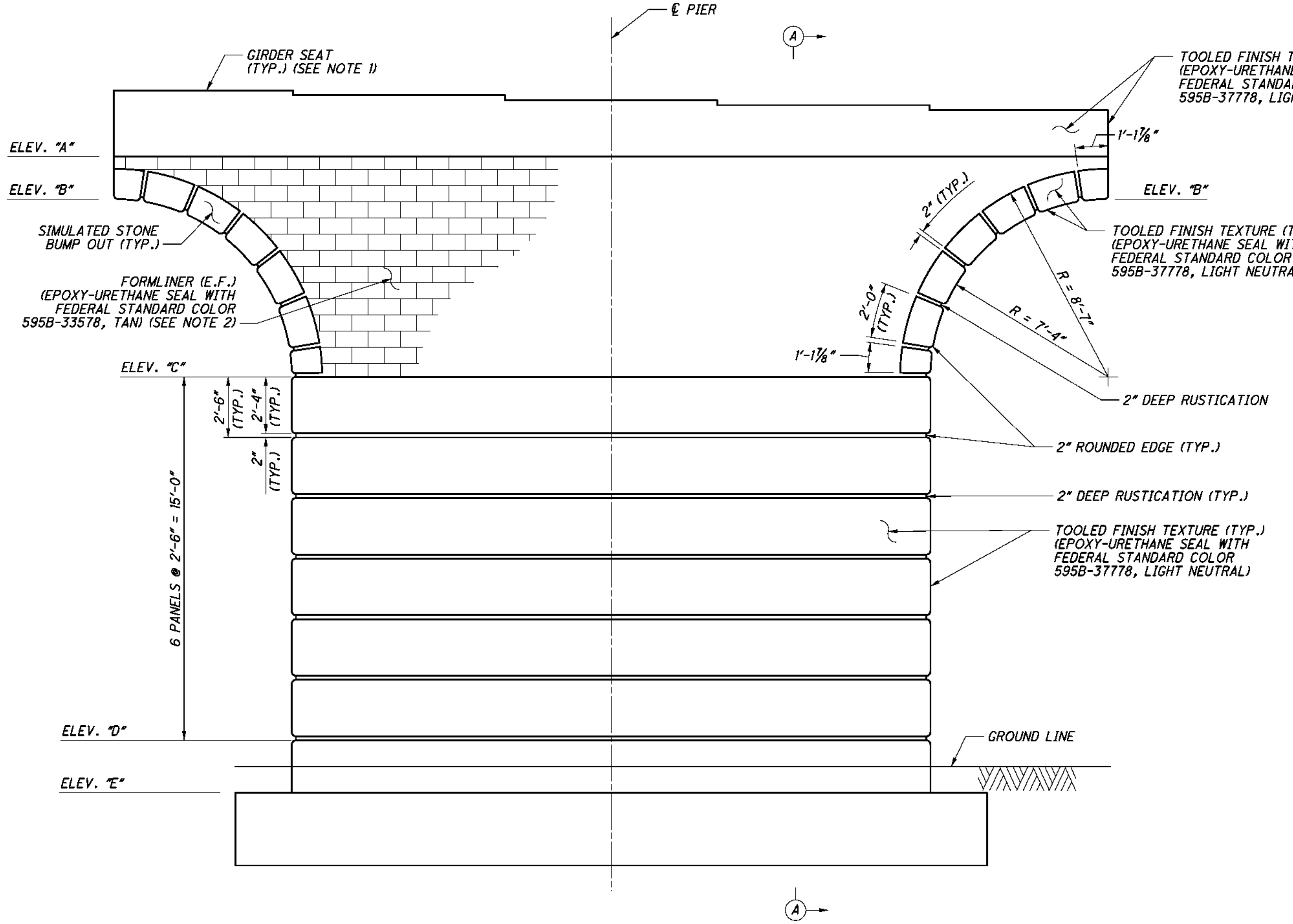
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

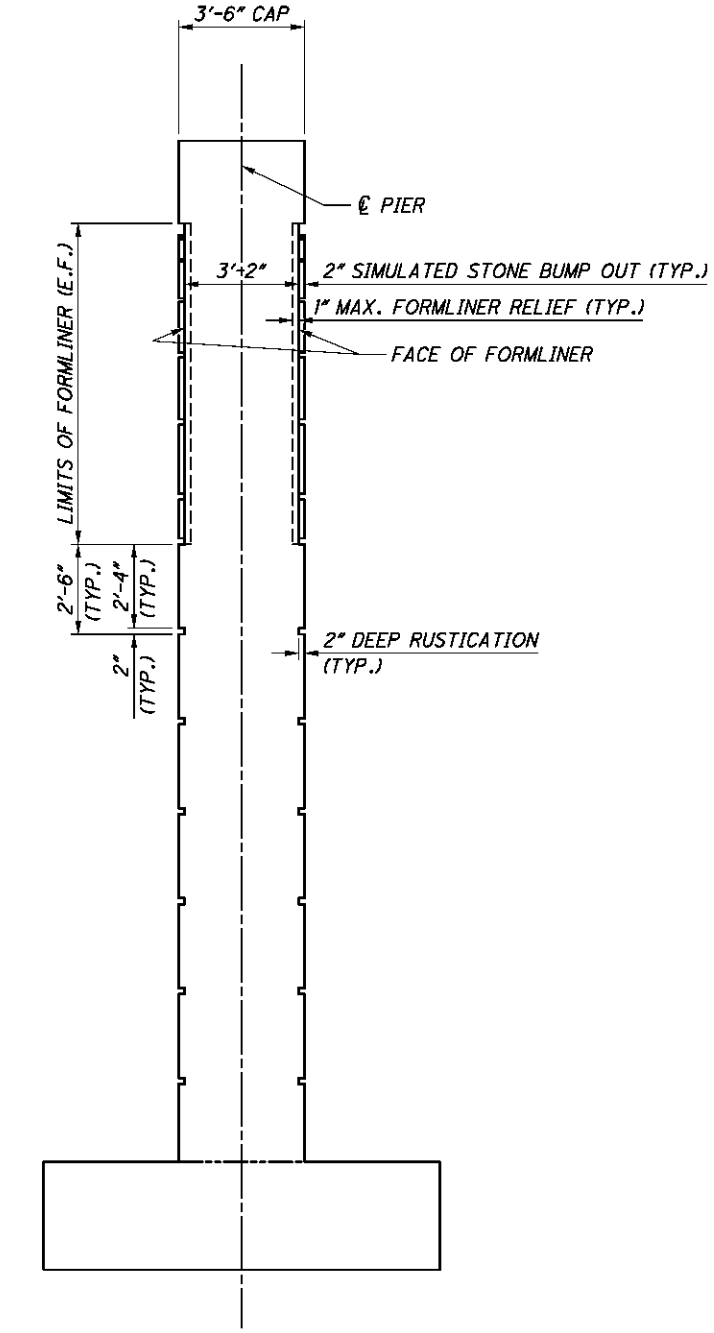
PID No. 77247

17/39

1153/1565



ELEVATION
(SYMMETRICAL ABOUT ℄ PIER)



SECTION A-A

TABLE OF ELEVATIONS		
ELEVATION	PIER 2	PIER 3
"A"	756.24	755.38
"B"	754.49	753.63
"C"	747.16	746.30
"D"	732.16	731.30
"E"	730.00	730.80

NOTES:

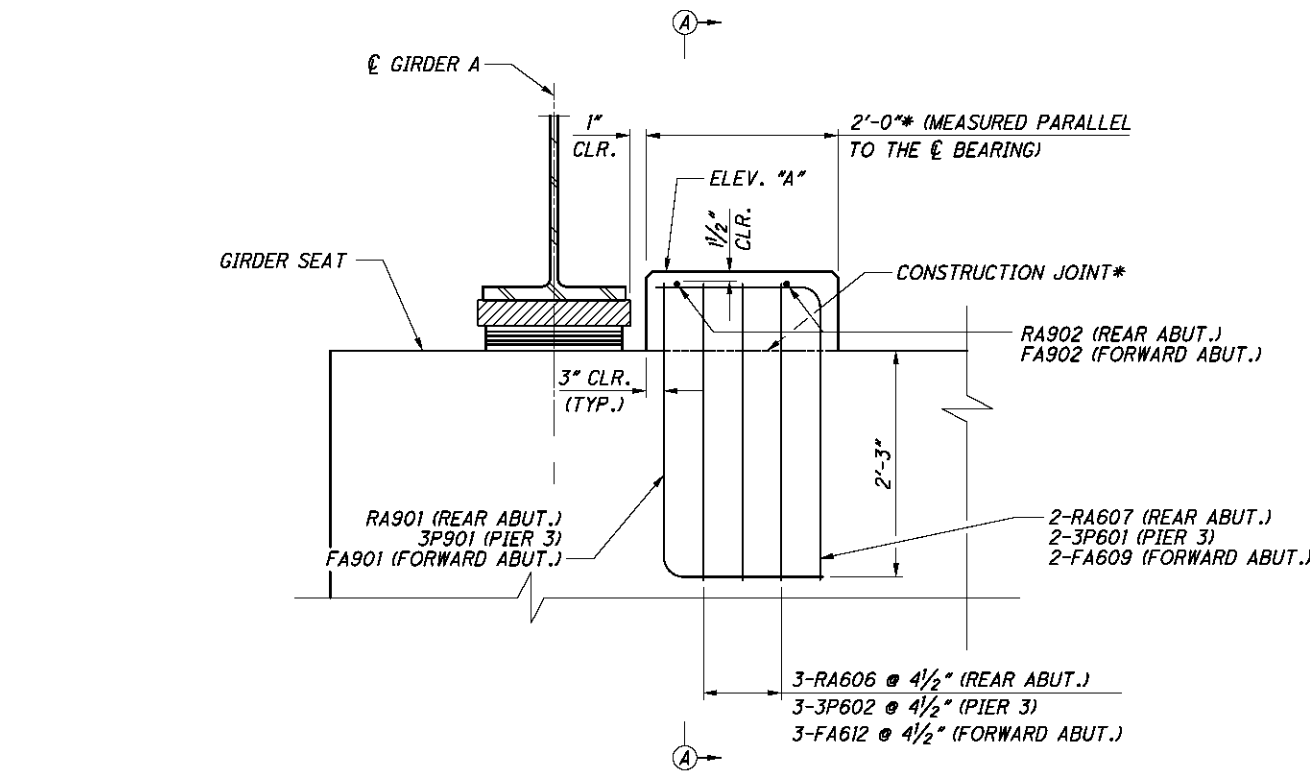
1. FOR ADDITIONAL PIER DETAILS, SEE SHEETS 15/39 THRU 17/39.
2. FOR ADDITIONAL INFORMATION REGARDING AESTHETIC TREATMENT AND FORMLINER DETAILS, SEE GENERAL NOTES, SHEET 4/39.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED JTW	DRAWN JTW	REVIEWED RSB	DATE 2/20/12
CHECKED JOL	REVISED	STRUCTURE FILE NUMBER 5707870	

PIER 2 AND PIER 3 AESTHETIC DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

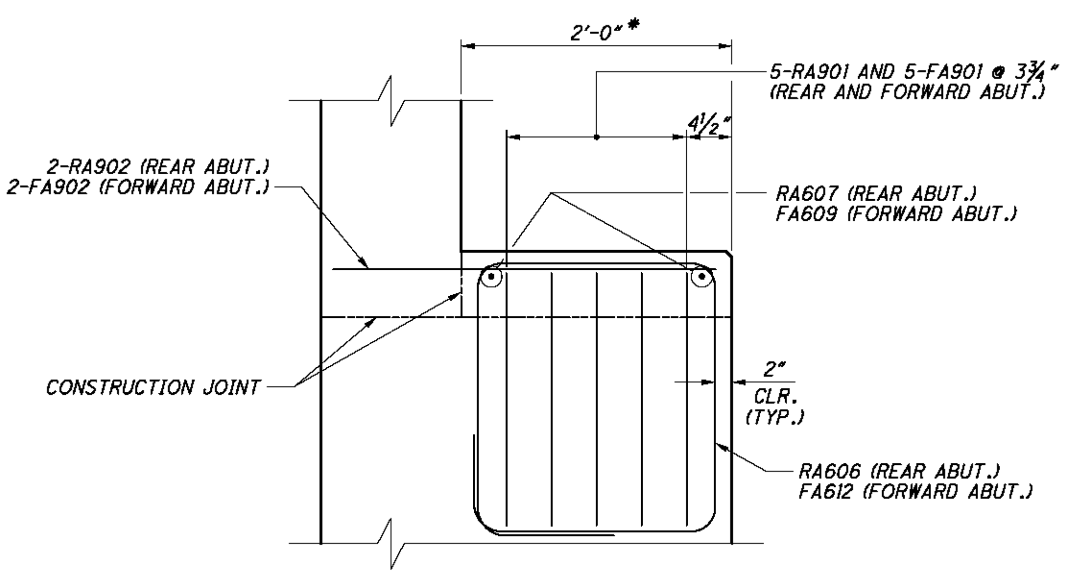
MOT-75-12.00
PID No. 77247



FRONT VIEW OF SEISMIC PEDESTAL

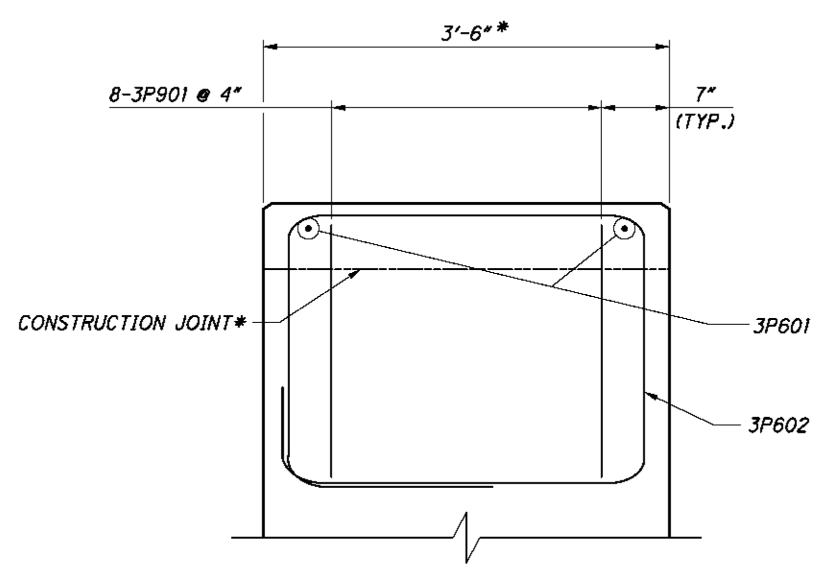
(GIRDER A SHOWN, GIRDER B SIMILAR)
(GIRDERS D AND E OPPOSITE HAND)

PEDESTAL DETAILS										
	REAR ABUTMENT				PIER 3		FORWARD ABUTMENT			
	GIRDER A	GIRDER B	GIRDER D	GIRDER E	GIRDER A	GIRDER E	GIRDER A	GIRDER B	GIRDER D	GIRDER E
ELEV. "A"	753.00	752.98	752.95	752.87	759.33	758.13	758.91	758.61	757.99	757.68



SECTION A-A

(ABUTMENT LOCATIONS)



SECTION A-A

(PIER 3 LOCATION)

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

NOTES:

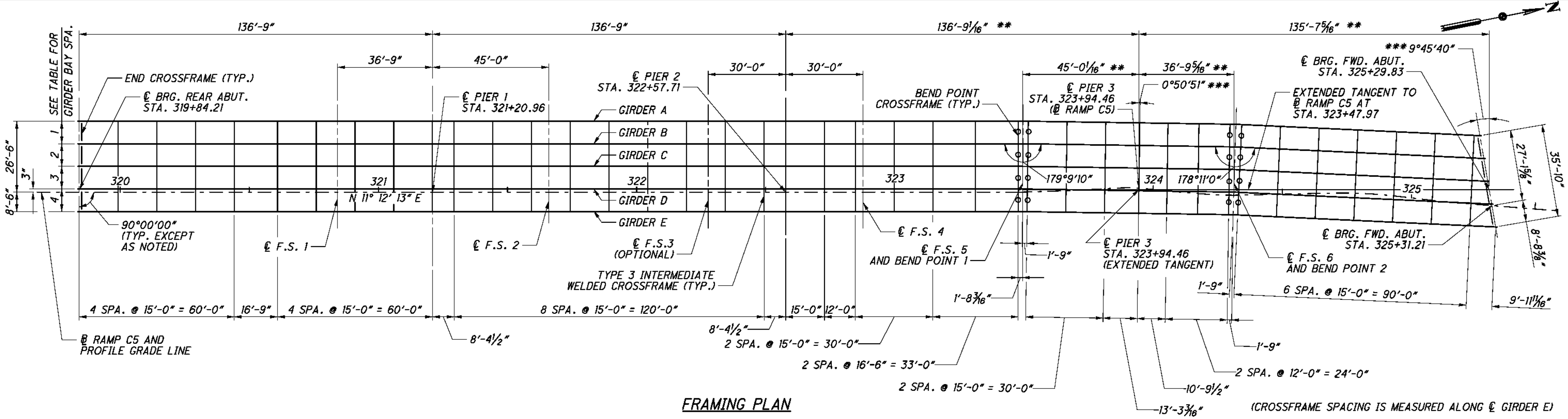
1. THE RA901 (REAR ABUT.), 3P901 (PIER 3), FA901 (FORWARD ABUT.), RA607 (REAR ABUT), 3P601 (PIER 3) AND FA609 (FORWARD ABUT.) SHALL BE PLACED PARALLEL TO THE ℄ OF BEARING.
2. THE RA902 (REAR ABUT.), FA902 (FORWARD ABUT.), RA606 (REAR ABUT.), 3P602 (PIER 3) AND FA612 (FORWARD ABUT.) BARS SHALL BE PLACED PARALLEL TO THE ℄ OF GIRDERS.
3. THE LOCATION OF THE MAIN REINFORCEMENT IN THE ABUTMENT SEATS AND IN THE PIER CAPS MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE RA901 (REAR ABUT.), 3P901 (PIER 3) AND FA901 (FORWARD ABUT.) BARS.
4. FOR ABUTMENT DETAILS, SEE SHEETS 7/39 THRU 11/39 .
5. FOR PIER DETAILS, SEE SHEETS 12/39 THRU 14/39 .

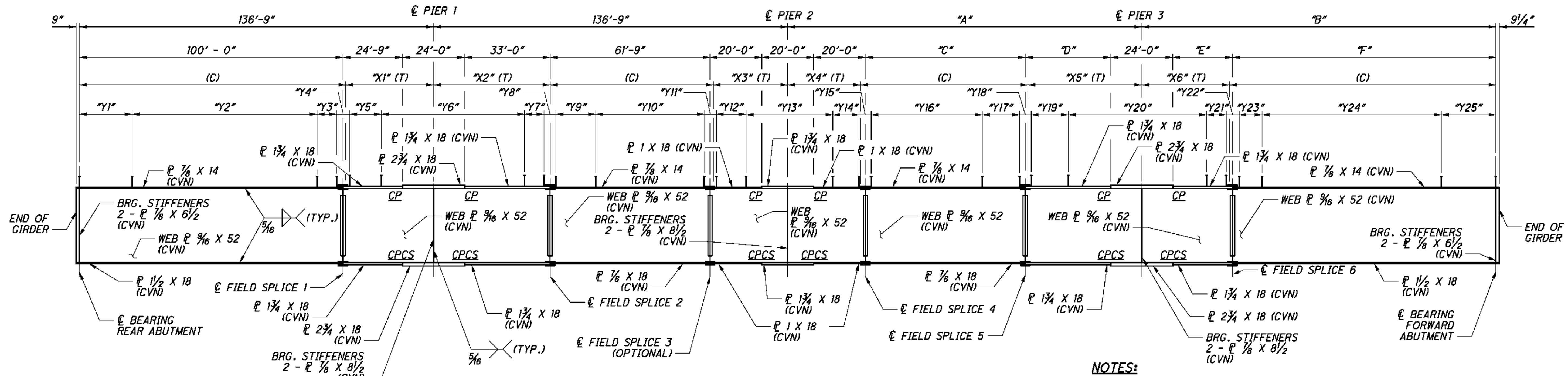
DESIGN AGENCY
HNTB
330 W. Spring Street, Suite 310
Columbus, OH 43215-2390

DESIGNED PPA | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

SEISMIC PEDESTAL DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247





DISTANCE BETWEEN ℄ GIRDER D AND EXTENDED TANGENT ALONG ℄ BEARING OR PIER	
PIER 3	FORWARD ABUTMENT
0'-5"	5'-8 1/4"

GIRDER BAY SPACING (MEASURED ALONG ℄ BEARING OR PIER)

BAY	℄ BEARING REAR ABUTMENT	℄ PIER 1	℄ PIER 2	℄ PIER 3	℄ BEARING FORWARD ABUTMENT
1	8'-9"	8'-9"	8'-9"	8'-9"	8'-11 1/2"
2	8'-9"	8'-9"	8'-9"	8'-9"	8'-11 1/2"
3	8'-9"	8'-9"	8'-9"	8'-9"	8'-11 1/2"
4	8'-9"	8'-9"	8'-9"	8'-9"	8'-11 1/2"

- INDICATES TYPE 3 INTERMEDIATE WELDED CROSSFRAME

- INDICATES TYPE 3 INTERMEDIATE WELDED CROSS-FRAME WITH ADDITIONAL HORIZONTAL ANGLE NEAR THE TOP FLANGE. REFER TO TRANSVERSE SECTION, SHEET 30/39, FOR DETAIL.

** = (MEASURED ALONG EXTENDED TANGENT)

*** = (SKEW ANGLE MEASURED FROM PERPENDICULAR TO EXTENDED TANGENT)

LEGEND:

(T) - DENOTES AREA OF TENSION IN THE TOP FLANGE. THE BOTTOM FLANGE IN THESE AREAS ARE IN COMPRESSION.

(C) - DENOTES AREA OF COMPRESSION IN THE TOP FLANGE. THE BOTTOM FLANGE IN THESE AREAS ARE IN TENSION.

CS INDICATES BUTT WELD SUBJECT TO COMPRESSIVE STRESS ONLY.

CP INDICATES COMPLETE JOINT PENETRATION WELD.

NOTES:

1. FOR TABLE OF SHEAR STUDS, TENSION AND COMPRESSION AREAS, DIMENSIONS AND ADDITIONAL NOTES, SEE SHEET 21/39.
2. FOR INTERMEDIATE AND END CROSSFRAME DETAILS, SEE ODOT STANDARD DRAWING GSD-1-96. BEND POINT CROSSFRAMES SHALL HAVE AN ADDITIONAL L 4X4X3/8 NEAR THE TOP FLANGE AND BE CONNECTED THE SAME AS THE BOTTOM ANGLE.
3. FOR FIELD SPLICE DETAILS, SEE SHEETS 22/39 AND 23/39.
4. INSTALL STIFFENERS ACCORDING TO CMS 513. FOR ADDITIONAL DETAILS, SEE ODOT STANDARD DRAWING GSD-1-96.
5. LOCATION AND CURVATURE OF ℄ HAS BEEN EXAGGERATED FOR CLARITY.
6. THE FINISH COAT OF THE GIRDERS SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514 - FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.

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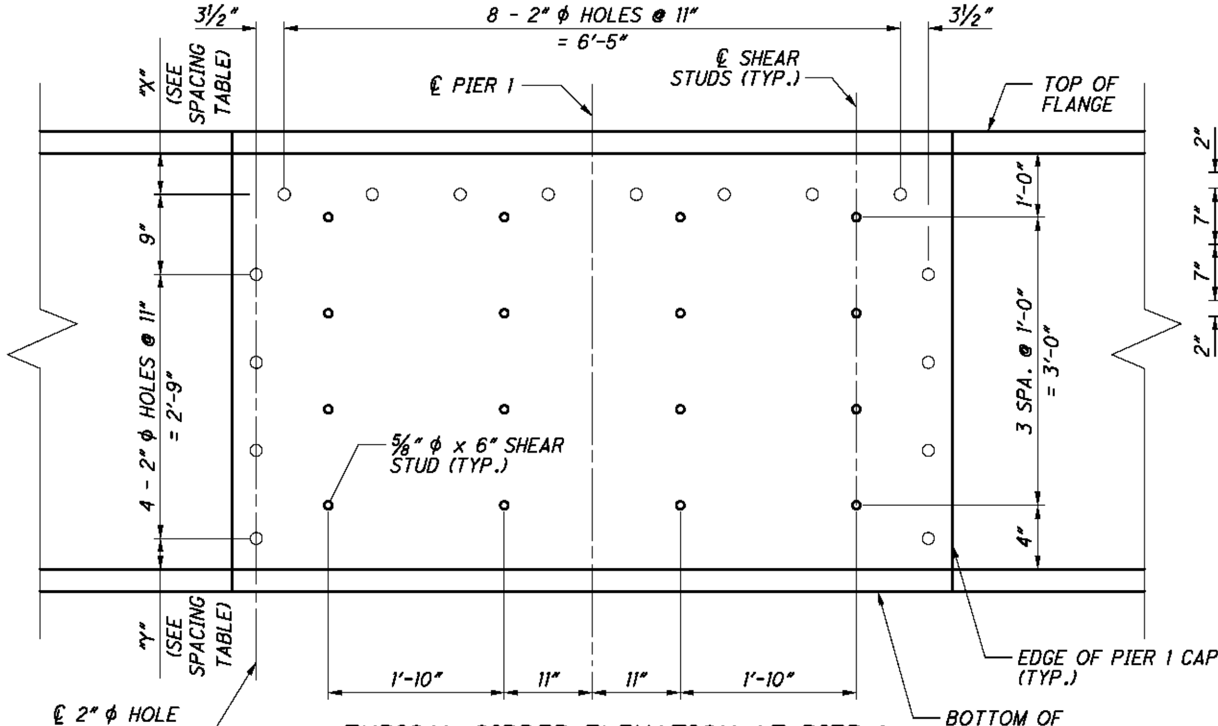
DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED WAH | CHECKED NJ | DRAWN WAH | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

FRAMING PLAN AND GIRDER ELEVATION
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

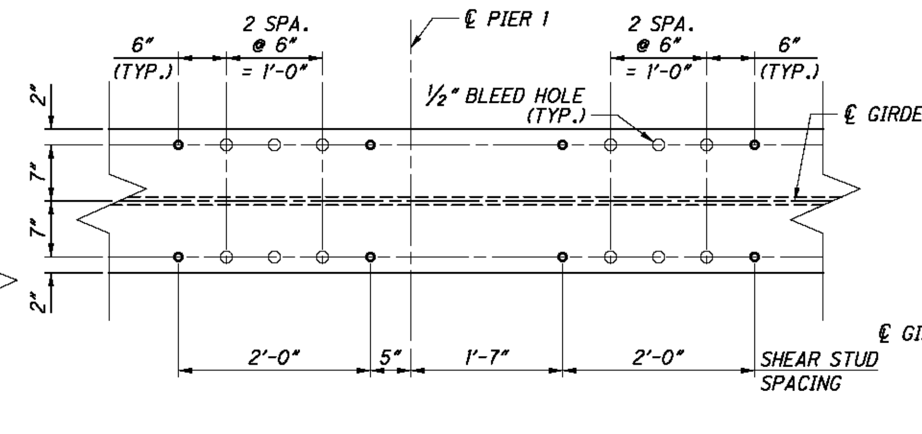
MOT-75-12.00
PID No. 77247



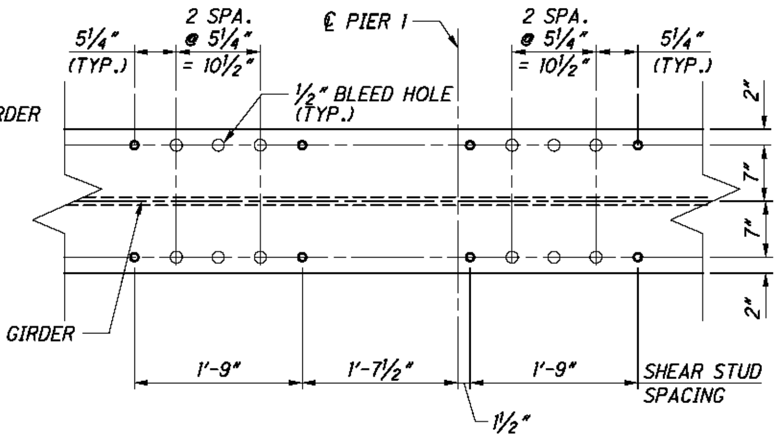
TYPICAL GIRDER ELEVATION AT PIER 1

(TYP. BOTH SIDES OF WEB)

NOTE: BEAMS ARE SLOPED, BUT HOLE PATTERN THROUGH WEBS SHALL FOLLOW VERTICAL LINES TO CONFORM TO CAP BEAM CONFIGURATION. DIMENSIONS TO HOLES TAKEN AT ℄ PIER.



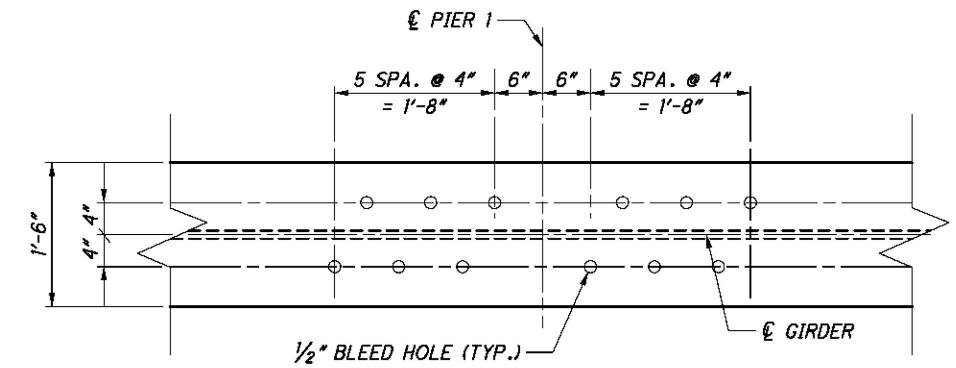
TOP FLANGE AT EXTERIOR GIRDERS AT PIER 1



TOP FLANGE AT INTERIOR GIRDERS OF PIER 1

SPACING TABLE

GIRDER	DIMENSION "X"	DIMENSION "Y"
A	3"	7"
B	4 3/8"	5 5/8"
C	5 5/8"	4 3/8"
D	7"	3"
E	8 1/4"	1 3/4"



BOTTOM FLANGE AT PIER 1

TABLE OF DIMENSIONS

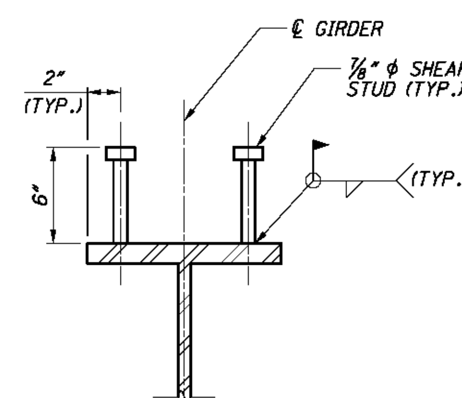
DIMENSION \ GIRDER	A	B	C	D	E
"A"	137'-1 11/16"	137'-0 1/8"	136'-10 9/16"	136'-9"	136'-7 7/16"
"B"	131'-8 15/16"	133'-4 3/4"	135'-0 1/2"	136'-8 3/8"	138'-4 1/8"
"C"	61'-11 5/16"	61'-10 9/16	61'-9 3/4"	61'-9"	61'-8 1/4"
"D"	33'-2 3/8"	33'-1 9/16"	33'-0 13/16"	33'-0"	32'-11 1/4"
"E"	25'-2 1/8"	25'-0 7/16"	24'-10 3/4"	24'-9 1/8"	24'-7 7/16"
"F"	94'-6 13/16"	96'-4 5/16"	98'-1 3/4"	99'-11 1/4"	101'-8 11/16"

TABLE OF TENSION (T) AND COMPRESSION (C) AREAS

DIMENSION \ GIRDER	A	B	C	D	E
"X1"	36'-0"	36'-1"	36'-2"	36'-3"	36'-3"
"X2"	45'-11"	45'-10"	45'-9"	45'-9"	45'-8"
"X3"	29'-5"	29'-0"	28'-8"	28'-4"	27'-11"
"X4"	28'-4"	28'-4"	28'-4"	28'-4"	28'-4"
"X5"	43'-4"	44'-2"	45'-0"	45'-10"	46'-8"
"X6"	35'-11"	36'-1"	36'-2"	36'-4"	36'-5"

TABLE OF SHEAR STUD SPACING

DIMENSION \ GIRDER	A	B	C	D	E
"Y1"	22 SPA. @ 11"	27 SPA. @ 9"	27 SPA. @ 9"	27 SPA. @ 9"	22 SPA. @ 11"
"Y2"	76 SPA. @ 11"	76 SPA. @ 11"	76 SPA. @ 11"	76 SPA. @ 11"	76 SPA. @ 11"
"Y3"	8 SPA. @ 11"	10 SPA. @ 9"	10 SPA. @ 9"	10 SPA. @ 9"	8 SPA. @ 11"
"Y4"	5'-2"	4'-11 1/2"	4'-11 1/2"	4'-11 1/2"	5'-2"
"Y5"	7 SPA. @ 2'-0"	18 SPA. @ 9"	18 SPA. @ 9"	18 SPA. @ 9"	7 SPA. @ 2'-0"
"Y6"	27 SPA. @ 2'-0"	32 SPA. @ 1'-9"	32 SPA. @ 1'-9"	32 SPA. @ 1'-9"	27 SPA. @ 2'-0"
"Y7"	10 SPA. @ 11"	10 SPA. @ 9"	10 SPA. @ 9"	10 SPA. @ 9"	10 SPA. @ 11"
"Y8"	4'-8 1/2"	4'-7"	4'-7"	4'-7"	4'-8 1/2"
"Y9"	16 SPA. @ 11"	19 SPA. @ 9"	19 SPA. @ 9"	19 SPA. @ 9"	16 SPA. @ 11"
"Y10"	46 SPA. @ 11"	47 SPA. @ 11"	47 SPA. @ 11"	47 SPA. @ 11"	46 SPA. @ 11"
"Y11"	5'-3 1/2"	4'-7 1/2"	4'-7 1/2"	4'-7 1/2"	5'-3 1/2"
"Y12"	10 SPA. @ 11"	11 SPA. @ 11"	11 SPA. @ 11"	11 SPA. @ 11"	10 SPA. @ 11"
"Y13"	18 SPA. @ 2'-0"	20 SPA. @ 1'-9"	20 SPA. @ 1'-9"	20 SPA. @ 1'-9"	18 SPA. @ 2'-0"
"Y14"	10 SPA. @ 11"	11 SPA. @ 11"	11 SPA. @ 11"	11 SPA. @ 11"	10 SPA. @ 11"
"Y15"	5'-4 1/2"	4'-7 1/2"	4'-7 1/2"	4'-7 1/2"	5'-4 1/2"
"Y16"	47 SPA. @ 11"	47 SPA. @ 11"	47 SPA. @ 11"	47 SPA. @ 11"	47 SPA. @ 11"
"Y17"	15 SPA. @ 11"	19 SPA. @ 9"	19 SPA. @ 9"	19 SPA. @ 9"	15 SPA. @ 11"
"Y18"	4'-8 7/8"	4'-6 1/2"	4'-6 1/2"	4'-6 1/2"	4'-5 3/4"
"Y19"	10 SPA. @ 11"	19 SPA. @ 9"	19 SPA. @ 9"	19 SPA. @ 9"	10 SPA. @ 11"
"Y20"	28 SPA. @ 2'-0"	32 SPA. @ 1'-9"	32 SPA. @ 1'-9"	32 SPA. @ 1'-9"	28 SPA. @ 2'-0"
"Y21"	6 SPA. @ 2'-0"	10 SPA. @ 9"	10 SPA. @ 9"	9 SPA. @ 9"	6 SPA. @ 2'-0"
"Y22"	5'-11 3/8"	4'-11 3/4"	4'-8"	5'-0 3/8"	4'-11 3/8"
"Y23"	8 SPA. @ 11"	10 SPA. @ 9"	10 SPA. @ 9"	10 SPA. @ 9"	8 SPA. @ 11"
"Y24"	71 SPA. @ 11"	71 SPA. @ 11"	73 SPA. @ 11"	71 SPA. @ 11"	71 SPA. @ 11"
"Y25"	21 SPA. @ 11"	28 SPA. @ 9"	28 SPA. @ 9"	33 SPA. @ 9"	29 SPA. @ 11"



FLANGE SHEAR STUD DETAIL

NOTE: STUD PLACEMENT ON FLANGE SPLICE PLATES IS NOT PERMITTED. ADJUST SPACINGS TO AVOID INTERFERENCE WITH SPLICE PLATES AND CONNECTION BOLTS

NOTES:

1. FOR GIRDER ELEVATION, SEE SHEET 20/39.
2. ALL GIRDERS, INCLUDING FIELD SPLICE PLATES SHALL BE DESIGNATED "CVN".
3. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
4. BUTT WELDS AT SHOP SPLICES SHALL BE COMPLETE PENETRATION WELDS (CP). WELD REINFORCEMENT SHALL BE REMOVED BY GRINDING IN THE DIRECTION OF THE MAIN STRESSES.
5. THE INTERMEDIATE CROSSFRAMES AT THE PIERS SHALL BE CONNECTED TO THE BEARING STIFFENER.
6. FOR FIELD SPLICE DETAILS, SEE SHEETS 22/39 AND 23/39.
7. FOR BEARING DETAILS, SEE SHEET 26/39.
8. FOR DEFLECTIONS AND CAMBER, SEE SHEETS 24/39 AND 25/39.
9. STRUCTURAL STEEL SHALL BE GRADE 50, A572.
10. FOR STIFFENER DETAILS, SEE ODOT STANDARD DRAWING GSD-1-96.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED NJ | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

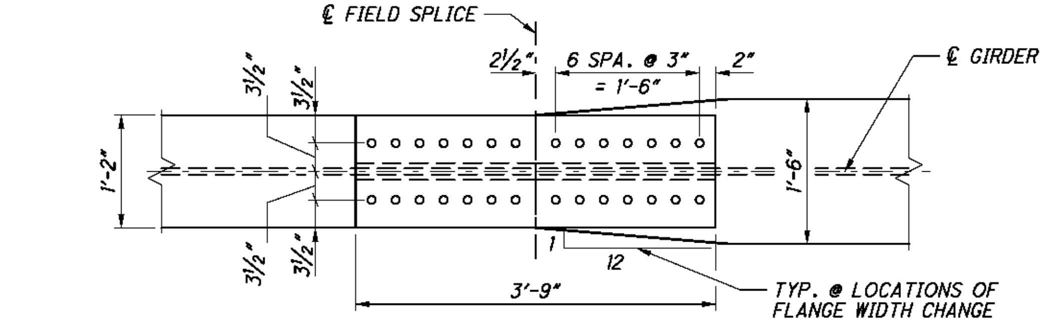
SUPERSTRUCTURE DETAILS - 1

BRIDGE NO. MOT-75-1262

RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

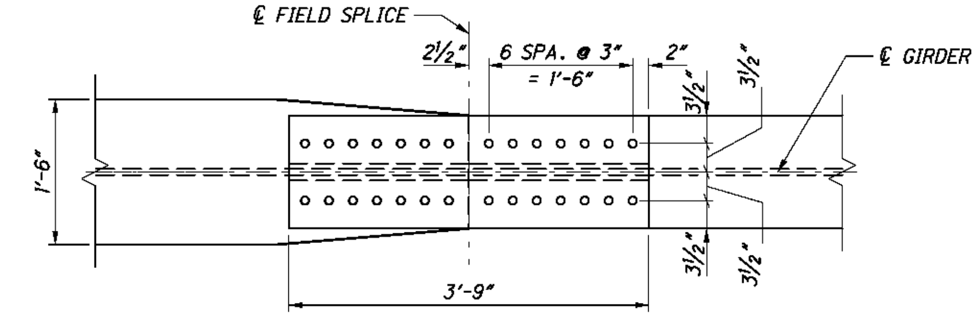
MOT-75-12.00

PID No. 77247



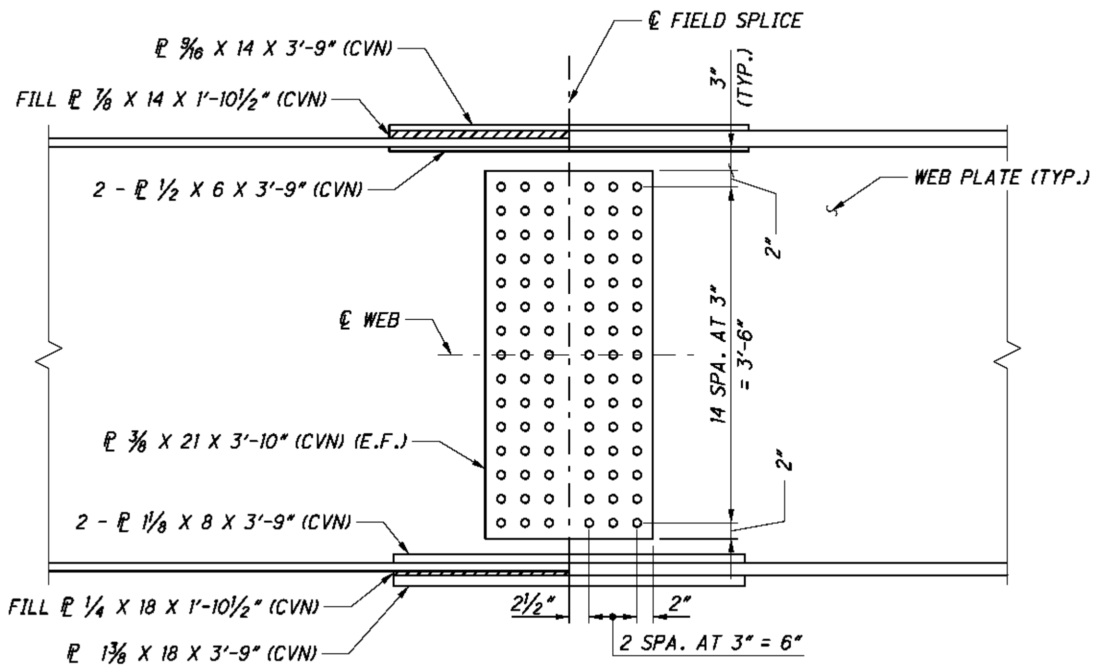
TOP FLANGE SPLICE FIELD SPLICE 1

(SYMMETRICAL ABOUT ℄ SPLICE)
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)



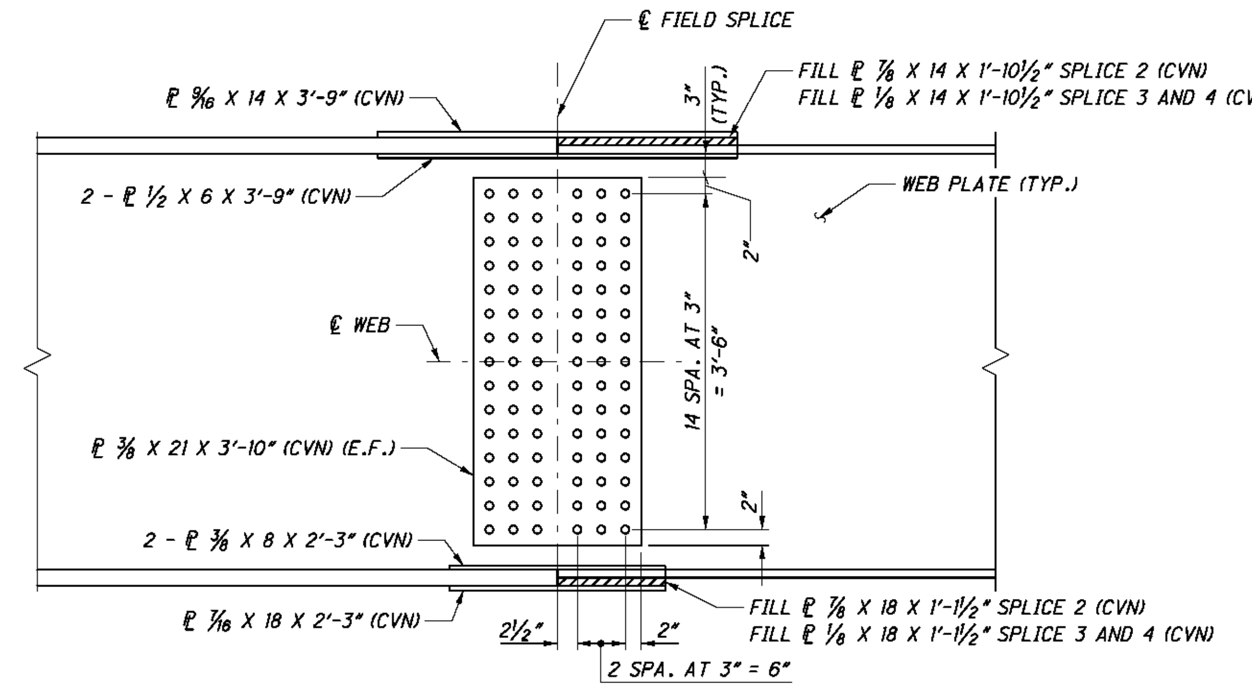
TOP FLANGE SPLICE FIELD SPLICE 2 THRU 4

(SYMMETRICAL ABOUT ℄ SPLICE)
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)
(FIELD SPLICE 2 SHOWN, OTHERS SIMILAR)



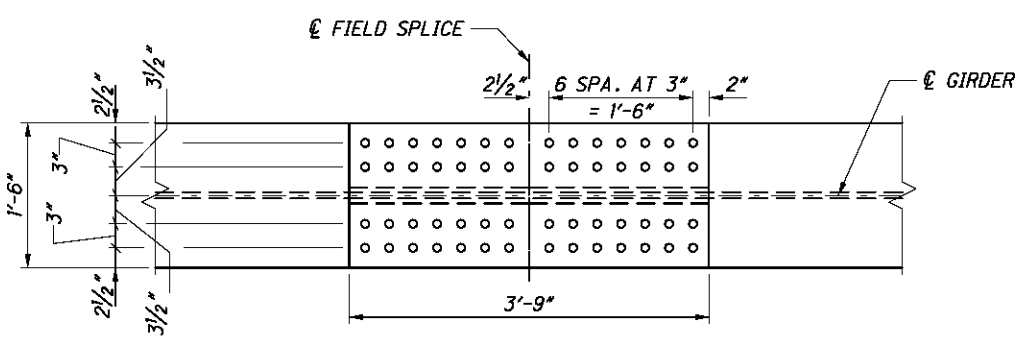
GIRDER WEB SPLICE FIELD SPLICE 1

(SYMMETRICAL ABOUT ℄ SPLICE)



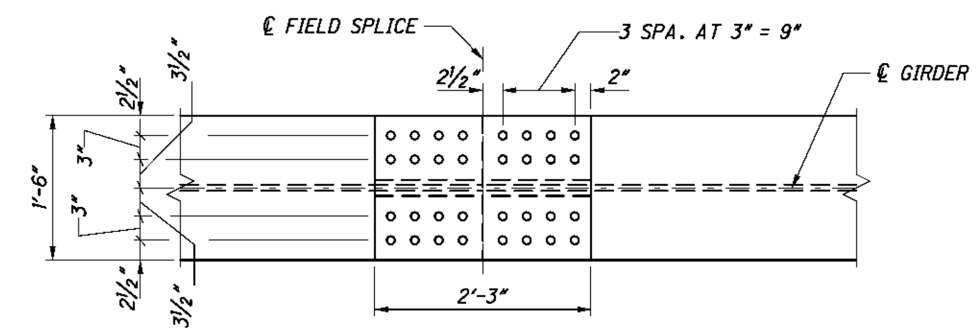
GIRDER WEB SPLICE FIELD SPLICE 2 THRU 4

(SYMMETRICAL ABOUT ℄ SPLICE)
(FIELD SPLICE 2 SHOWN, OTHERS SIMILAR)



BOTTOM FLANGE SPLICE FIELD SPLICE 1

(SYMMETRICAL ABOUT ℄ SPLICE)
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)



BOTTOM FLANGE SPLICE FIELD SPLICE 2 THRU 4

(SYMMETRICAL ABOUT ℄ SPLICE)
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)
(FIELD SPLICE 2 SHOWN, OTHERS SIMILAR)

NOTES:

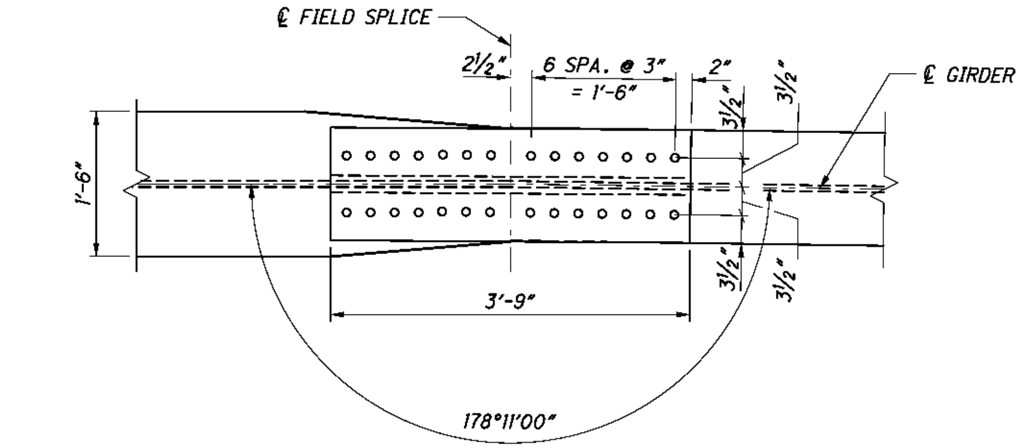
1. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER TYPE 1 A325 UNLESS OTHERWISE NOTED.
2. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
3. FOR GIRDER NOTES, SEE SHEET 21/39.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

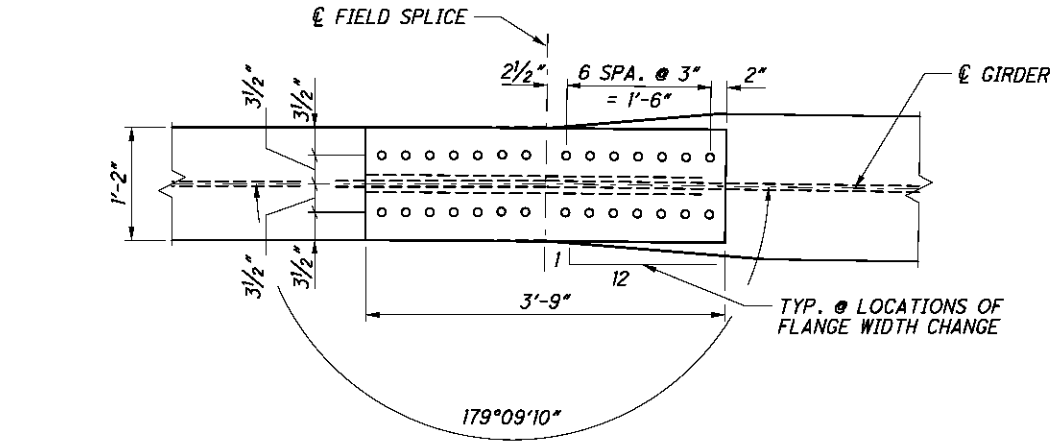
DESIGNED	DRAWN	REVIEWED	DATE
WAH	WAH	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NJ		5707870	

SUPERSTRUCTURE DETAILS - 2
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

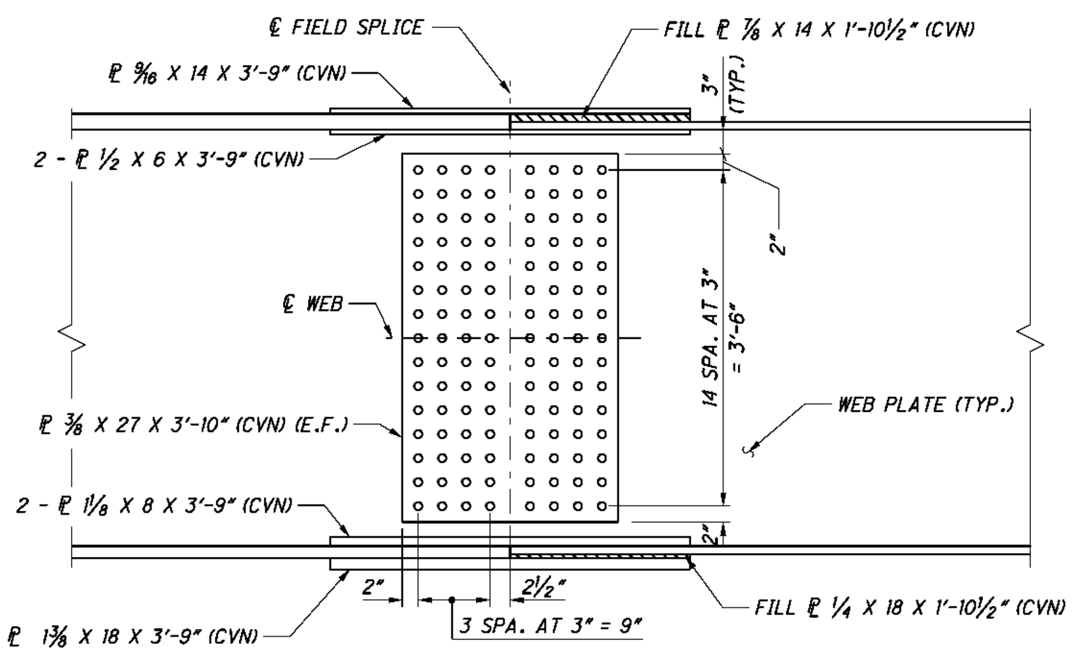
MOT-75-12.00
PID No. 77247



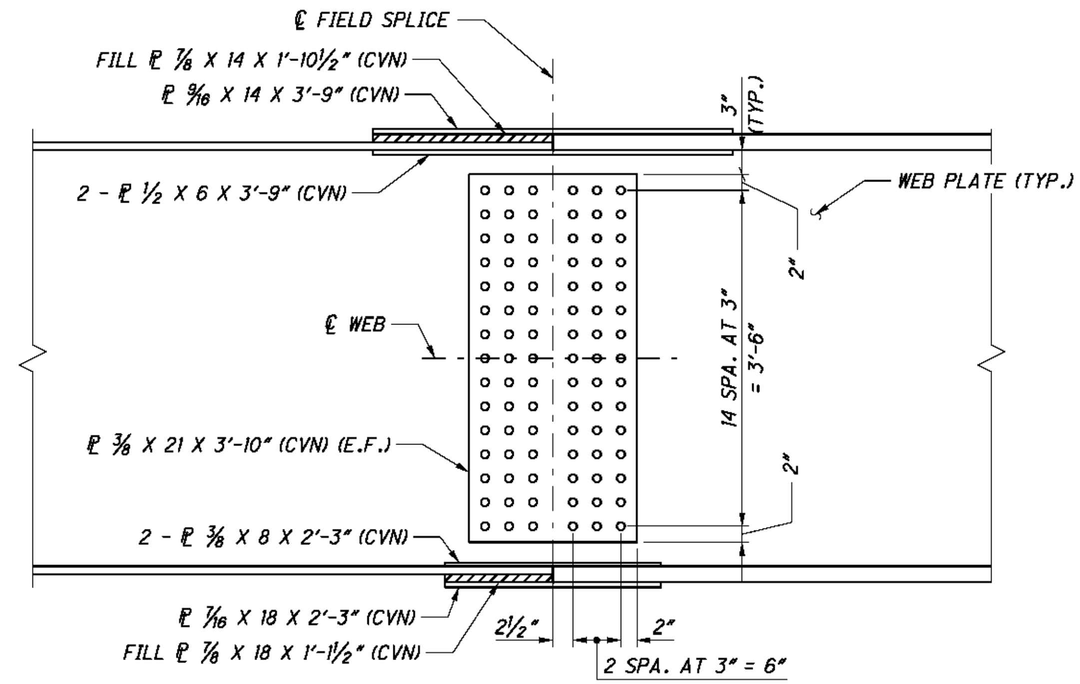
TOP FLANGE SPLICE FIELD SPLICE 6
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)



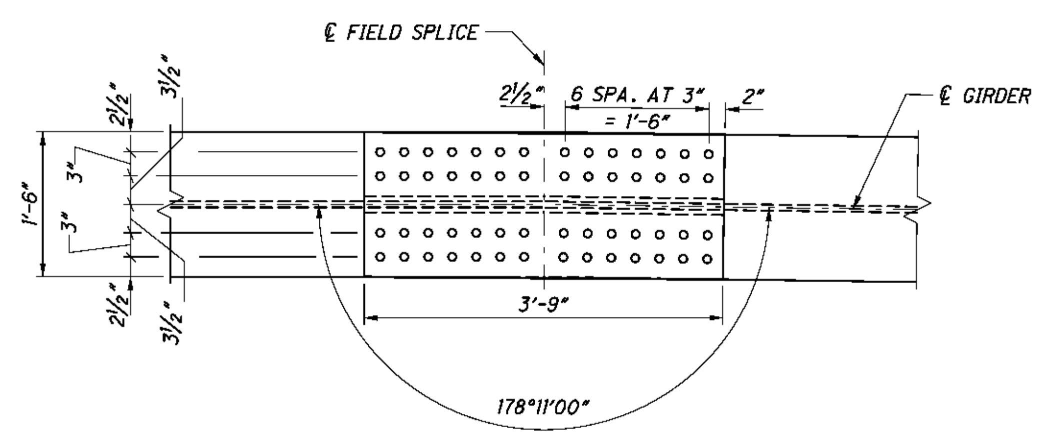
TOP FLANGE SPLICE FIELD SPLICE 5
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)



GIRDER WEB SPLICE FIELD SPLICE 6
(SYMMETRICAL ABOUT ℄ SPLICE)



GIRDER WEB SPLICE FIELD SPLICE 5
(SYMMETRICAL ABOUT ℄ SPLICE)

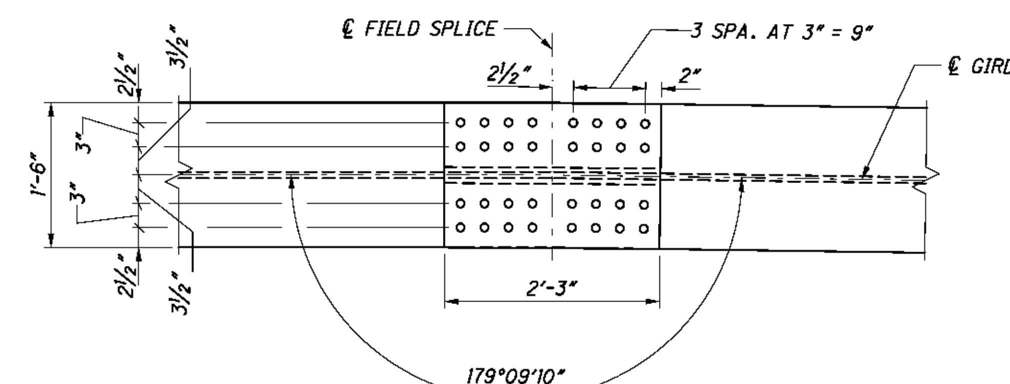


BOTTOM FLANGE SPLICE FIELD SPLICE 6
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)

ORIENTATE FLANGE SPLICE ℙ @ FIELD SPLICE 5 PARALLEL TO DOWNSTATION SEGMENT.

ORIENTATE FLANGE SPLICE ℙ @ FIELD SPLICE 6 PARALLEL TO UPSTATION SEGMENT.

FLANGE BOLT SPACINGS ARE MEASURED PARALLEL OR PERPENDICULAR TO ℄ GIRDER SEGMENT.



BOTTOM FLANGE SPLICE FIELD SPLICE 5
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED)

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 22/39.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

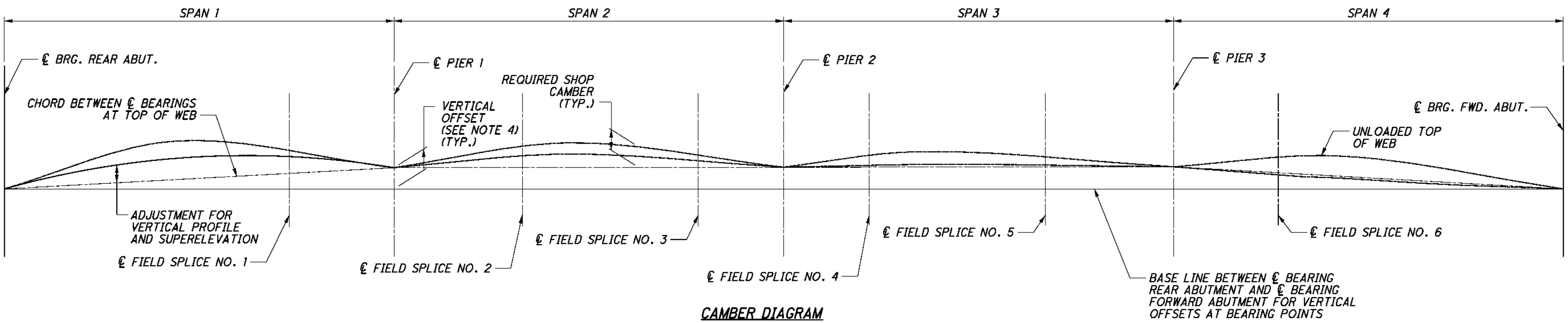
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
WAH	NJ	WAH		RSB	2/20/12

STRUCTURE FILE NUMBER 5707870

SUPERSTRUCTURE DETAILS - 3
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

IP_PWP:dms12688\075_1262ESD010.dgn 24-FEB-2012 3:25PM jwroten



CAMBER DIAGRAM

(GIRDER A SHOWN, OTHER GIRDERS SIMILAR)

		SPAN 1										SPAN 2										
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FS 1	0.8	0.9	0.1	0.2	0.3	FS 2	0.4	0.5	0.6	0.7	FS 3	0.8	0.9
GIRDER A	DEFLECTION DUE TO WEIGHT OF STEEL	5/16"	9/16"	3/4"	13/16"	13/16"	11/16"	1/2"	7/16"	5/16"	1/8"	-1/16"	0	1/16"	1/16"	1/8"	3/16"	3/16"	1/8"	1/16"	1/16"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	1 1/2"	2 3/4"	3 9/16"	3 15/16"	3 13/16"	3 3/16"	2 5/16"	2 1/16"	1 3/8"	9/16"	-3/16"	-1/16"	1/4"	3/8"	5/8"	15/16"	15/16"	3/4"	1/2"	7/16"	1/8"
	ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	1 11/16"	3"	3 7/8"	4 3/8"	4 5/8"	4 3/8"	3 15/16"	3 5/8"	3"	1 11/16"	1 3/4"	3"	3 7/8"	4 1/16"	4 3/8"	4 9/16"	4 3/8"	3 13/16"	3 1/8"	2 7/8"	1 5/8"
	ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	3 1/2"	6 5/16"	8 3/16"	9 1/8"	9 1/4"	8 1/4"	6 3/4"	6 1/8"	4 11/16"	2 3/8"	1 1/2"	2 15/16"	4 3/16"	4 1/2"	5 1/8"	5 11/16"	5 1/2"	4 11/16"	3 11/16"	3 3/8"	1 3/4"
		SPAN 1										SPAN 2										
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FS 1	0.8	0.9	0.1	0.2	0.3	FS 2	0.4	0.5	0.6	0.7	FS 3	0.8	0.9
GIRDER B	DEFLECTION DUE TO WEIGHT OF STEEL	5/16"	5/8"	13/16"	7/8"	7/8"	3/4"	1/2"	7/16"	5/16"	1/8"	-1/16"	0	1/16"	1/16"	1/8"	3/16"	3/16"	1/8"	1/8"	1/16"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	1 7/16"	2 5/8"	3 7/16"	3 3/4"	3 5/8"	3 1/16"	2 1/4"	1 15/16"	1 5/16"	1/2"	-3/16"	-1/16"	5/16"	3/8"	5/8"	7/8"	15/16"	3/4"	1/2"	7/16"	1/8"
	ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	1 11/16"	3"	3 7/8"	4 3/8"	4 5/8"	4 3/8"	3 15/16"	3 5/8"	3"	1 11/16"	1 3/4"	3"	3 7/8"	4 1/16"	4 3/8"	4 9/16"	4 3/8"	3 13/16"	3 1/8"	2 7/8"	1 5/8"
	ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	3 7/16"	6 1/4"	8 1/8"	9"	9 1/8"	8 3/16"	6 11/16"	6"	4 5/8"	2 5/16"	1 1/2"	2 15/16"	4 1/4"	4 1/2"	5 1/8"	5 5/8"	5 1/2"	4 11/16"	3 3/4"	3 3/8"	1 3/4"
		SPAN 1										SPAN 2										
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FS 1	0.8	0.9	0.1	0.2	0.3	FS 2	0.4	0.5	0.6	0.7	FS 3	0.8	0.9
GIRDER C	DEFLECTION DUE TO WEIGHT OF STEEL	5/16"	5/8"	13/16"	7/8"	7/8"	3/4"	1/2"	7/16"	5/16"	1/8"	-1/16"	0	1/16"	1/16"	1/8"	3/16"	3/16"	1/8"	1/8"	1/16"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	1 7/16"	2 5/8"	3 7/16"	3 3/4"	3 5/8"	3 1/16"	2 1/4"	1 15/16"	1 5/16"	1/2"	-3/16"	0	5/16"	3/8"	11/16"	15/16"	1"	13/16"	1/2"	7/16"	1/8"
	ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	1 11/16"	3"	3 7/8"	4 3/8"	4 5/8"	4 3/8"	3 15/16"	3 5/8"	3"	1 11/16"	1 3/4"	3"	3 7/8"	4 1/16"	4 3/8"	4 9/16"	4 3/8"	3 13/16"	3 1/8"	2 7/8"	1 5/8"
	ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	3 7/16"	6 1/4"	8 1/8"	9"	9 1/8"	8 3/16"	6 11/16"	6"	4 5/8"	2 5/16"	1 1/2"	3 1/16"	4 1/4"	4 1/2"	5 3/16"	5 11/16"	5 9/16"	4 3/4"	3 3/4"	3 3/8"	1 3/4"
		SPAN 1										SPAN 2										
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FS 1	0.8	0.9	0.1	0.2	0.3	FS 2	0.4	0.5	0.6	0.7	FS 3	0.8	0.9
GIRDER D	DEFLECTION DUE TO WEIGHT OF STEEL	5/16"	9/16"	3/4"	7/8"	13/16"	11/16"	1/2"	7/16"	5/16"	1/8"	-1/16"	0	0	1/16"	1/8"	1/8"	3/16"	1/8"	1/16"	1/16"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	1 7/16"	2 5/8"	3 7/16"	3 3/4"	3 5/8"	3 1/16"	2 1/4"	1 15/16"	1 5/16"	1/2"	-3/16"	0	5/16"	7/16"	3/4"	1"	1"	13/16"	9/16"	1/2"	1/8"
	ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	1 11/16"	3"	3 7/8"	4 3/8"	4 5/8"	4 3/8"	3 15/16"	3 5/8"	3"	1 11/16"	1 3/4"	3"	3 7/8"	4 1/16"	4 3/8"	4 9/16"	4 3/8"	3 13/16"	3 1/8"	2 7/8"	1 5/8"
	ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	3 7/16"	6 3/16"	8 1/16"	9"	9 1/16"	8 1/8"	6 11/16"	6"	4 5/8"	2 5/16"	1 1/2"	3"	4 3/16"	4 9/16"	5 1/4"	5 11/16"	5 9/16"	4 3/4"	3 3/4"	3 7/16"	1 3/4"
		SPAN 1										SPAN 2										
		0.1	0.2	0.3	0.4	0.5	0.6	0.7	FS 1	0.8	0.9	0.1	0.2	0.3	FS 2	0.4	0.5	0.6	0.7	FS 3	0.8	0.9
GIRDER E	DEFLECTION DUE TO WEIGHT OF STEEL	5/16"	9/16"	3/4"	13/16"	13/16"	11/16"	1/2"	7/16"	5/16"	1/8"	-1/16"	0	1/16"	1/16"	1/8"	3/16"	3/16"	3/16"	1/8"	1/8"	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	1 3/8"	2 9/16"	3 3/8"	3 11/16"	3 9/16"	3"	2 3/16"	1 15/16"	1 1/4"	1/2"	-3/16"	0	5/16"	7/16"	11/16"	15/16"	1"	13/16"	9/16"	1/2"	1/8"
	ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	1 11/16"	3 1/16"	3 15/16"	4 1/2"	4 3/4"	4 9/16"	4 1/8"	3 13/16"	3 1/8"	1 3/4"	1 3/4"	3"	3 7/8"	4 1/16"	4 3/8"	4 9/16"	4 3/8"	3 13/16"	3 1/8"	2 7/8"	1 5/8"
	ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	3 3/8"	6 3/16"	8 1/16"	9"	9 1/8"	8 1/4"	6 13/16"	6 3/16"	4 11/16"	2 3/8"	1 1/2"	3"	4 1/4"	4 9/16"	5 3/16"	5 11/16"	5 9/16"	4 13/16"	3 13/16"	3 1/2"	1 3/4"

NOTES:

1. NEGATIVE VALUES FOR DEFLECTIONS INDICATE DEFLECTIONS UPWARD. NEGATIVE VALUES FOR VERTICAL CURVE ADJUSTMENT AND TOTAL REQUIRED CAMBER INDICATE VALUES BELOW THE CHORD LINE.

2. DEFLECTIONS AND ADJUSTMENT FOR VERTICAL CURVES ARE GIVEN TO THE NEAREST 1/16TH INCH.

3. FOR SPANS 3 AND 4 CAMBER TABLE, SEE SHEET 25/39.

4. FOR VERTICAL OFFSET TABLE, SHEET 25/39.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED JRS | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

DEFLECTION AND CAMBER - 1

BRIDGE NO. MOT-75-1262

RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

PID No. 77247

GIRDER A	SPAN 3											SPAN 4									
	0.1	0.2	FS 4	0.3	0.4	0.5	0.6	FS 5	0.7	0.8	0.9	0.1	0.2	FS 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DEFLECTION DUE TO WEIGHT OF STEEL	1/16"	1/8"	1/8"	3/16"	1/4"	1/4"	3/16"	1/8"	1/8"	0	0	1/16"	1/4"	3/8"	3/8"	9/16"	11/16"	11/16"	5/8"	1/2"	1/4"
DEFLECTION DUE TO REMAINING DEAD LOAD	3/16"	5/8"	11/16"	1"	1 1/4"	1 1/4"	15/16"	11/16"	9/16"	1/8"	-1/16"	3/8"	1 1/16"	1 3/4"	1 7/8"	2 5/8"	3 1/16"	3 1/4"	2 15/16"	2 1/4"	1 1/4"
ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	9/16"	5/8"	11/16"	5/8"	9/16"	9/16"	3/8"	3/8"	5/16"	1/4"	3/16"	3/16"	1/8"	1/16"	1/16"	-1/8"	-1/4"	-3/8"	-7/16"	-9/16"	-7/16"
ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REQUIRED SHOP CAMBER	13/16"	1 3/8"	1 1/2"	1 13/16"	2 1/16"	2 1/16"	1 1/2"	1 3/16"	1"	3/8"	1/8"	5/8"	1 7/16"	2 3/16"	2 5/16"	3 1/16"	3 1/2"	3 9/16"	3 1/8"	2 3/16"	1 1/16"

GIRDER B	SPAN 3											SPAN 4									
	0.1	0.2	FS 4	0.3	0.4	0.5	0.6	FS 5	0.7	0.8	0.9	0.1	0.2	FS 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DEFLECTION DUE TO WEIGHT OF STEEL	1/16"	1/8"	1/8"	3/16"	1/4"	1/4"	3/16"	1/8"	1/16"	0	0	1/8"	1/4"	7/16"	7/16"	5/8"	3/4"	3/4"	11/16"	9/16"	5/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	3/16"	9/16"	5/8"	15/16"	1 1/8"	1 1/8"	7/8"	9/16"	7/16"	1/16"	-1/8"	7/16"	1 1/8"	1 3/4"	1 15/16"	2 11/16"	3 3/16"	3 5/16"	3"	2 5/16"	1 1/4"
ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	9/16"	5/8"	11/16"	5/8"	9/16"	9/16"	3/8"	3/8"	5/16"	1/4"	3/16"	1/8"	1/16"	0	0	-3/16"	-5/16"	-7/16"	-1/2"	-9/16"	-1/2"
ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REQUIRED SHOP CAMBER	13/16"	1 5/16"	1 7/16"	1 3/4"	1 15/16"	1 15/16"	1 7/16"	1 1/16"	13/16"	5/16"	1/16"	11/16"	1 7/16"	2 3/16"	2 3/8"	3 1/8"	3 5/8"	3 5/8"	3 3/16"	2 5/16"	1 1/16"

GIRDER C	SPAN 3											SPAN 4									
	0.1	0.2	FS 4	0.3	0.4	0.5	0.6	FS 5	0.7	0.8	0.9	0.1	0.2	FS 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DEFLECTION DUE TO WEIGHT OF STEEL	0	1/8"	1/8"	3/16"	3/16"	3/16"	1/8"	1/16"	1/16"	0	-1/16"	1/8"	5/16"	7/16"	1/2"	11/16"	13/16"	13/16"	3/4"	9/16"	5/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	1/2"	9/16"	7/8"	1 1/16"	1"	3/4"	1/2"	3/8"	1/16"	-1/8"	7/16"	1 3/16"	1 13/16"	2 1/16"	2 7/8"	3 3/8"	3 1/2"	3 3/16"	2 7/16"	1 5/16"
ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	9/16"	5/8"	11/16"	5/8"	9/16"	9/16"	3/8"	3/8"	5/16"	1/4"	3/16"	0	0	-1/16"	-1/16"	-1/4"	-1/2"	-9/16"	-5/8"	-11/16"	-5/8"
ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REQUIRED SHOP CAMBER	11/16"	1 1/4"	1 3/8"	1 11/16"	1 13/16"	1 3/4"	1 1/4"	15/16"	3/4"	5/16"	0	9/16"	1 1/2"	2 3/16"	2 1/2"	3 5/16"	3 11/16"	3 3/4"	3 5/16"	2 5/16"	1"

GIRDER D	SPAN 3											SPAN 4									
	0.1	0.2	FS 4	0.3	0.4	0.5	0.6	FS 5	0.7	0.8	0.9	0.1	0.2	FS 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DEFLECTION DUE TO WEIGHT OF STEEL	0	1/16"	1/16"	1/8"	3/16"	1/8"	1/8"	1/16"	1/16"	0	-1/16"	1/8"	5/16"	7/16"	1/2"	11/16"	13/16"	7/8"	3/4"	9/16"	5/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	1/2"	9/16"	13/16"	1 1/16"	1"	3/4"	7/16"	5/16"	0	-3/16"	1/2"	1 5/16"	1 15/16"	2 1/4"	3 1/16"	3 5/8"	3 3/4"	3 7/16"	2 5/8"	1 7/16"
ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	9/16"	5/8"	11/16"	5/8"	9/16"	9/16"	3/8"	3/8"	7/16"	1/4"	3/16"	-1/16"	-1/16"	-1/8"	-3/16"	-3/8"	-7/16"	-9/16"	-11/16"	-3/4"	-1/2"
ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REQUIRED SHOP CAMBER	11/16"	1 3/16"	1 5/16"	1 9/16"	1 13/16"	1 11/16"	1 1/4"	7/8"	13/16"	1/4"	-1/16"	9/16"	1 9/16"	2 1/4"	2 9/16"	3 3/8"	4"	4 1/16"	3 1/2"	2 7/16"	1 1/4"

GIRDER E	SPAN 3											SPAN 4									
	0.1	0.2	FS 4	0.3	0.4	0.5	0.6	FS 5	0.7	0.8	0.9	0.1	0.2	FS 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DEFLECTION DUE TO WEIGHT OF STEEL	0	1/16"	1/16"	1/8"	3/16"	1/8"	1/8"	1/16"	1/16"	0	-1/16"	1/8"	5/16"	7/16"	9/16"	3/4"	7/8"	7/8"	13/16"	5/8"	5/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/8"	7/16"	1/2"	3/4"	15/16"	7/8"	5/8"	5/16"	1/4"	-1/16"	-3/16"	9/16"	1 3/8"	2"	2 3/8"	3 3/16"	3 13/16"	3 15/16"	3 9/16"	2 3/4"	1 1/2"
ADJUSTMENT REQUIRED FOR VERTICAL PROFILE & SUPERELEVATION	9/16"	5/8"	11/16"	5/8"	9/16"	9/16"	3/8"	3/8"	5/16"	1/4"	3/16"	-1/8"	-1/8"	-1/4"	-1/4"	-7/16"	-5/8"	-11/16"	-3/4"	-7/8"	-1/2"
ADJUSTMENT REQUIRED FOR HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
REQUIRED SHOP CAMBER	11/16"	1 1/8"	1 1/4"	1 1/2"	1 11/16"	1 9/16"	1 1/8"	3/4"	5/8"	3/16"	-1/16"	9/16"	1 9/16"	2 3/16"	2 11/16"	3 1/2"	4 1/16"	4 1/8"	3 5/8"	2 1/2"	1 5/16"

VERTICAL OFFSETS AT BEARING POINTS					
BEARING POINT	GIRDER A	GIRDER B	GIRDER C	GIRDER D	GIRDER E
REAR ABUTMENT	0	0	0	0	0
PIER 1	3'-4 5/8"	3'-4 7/16"	3'-4 3/16"	3'-4"	3'-4 3/8"
PIER 2	3'-8 7/8"	3'-8 7/16"	3'-8"	3'-7 5/8"	3'-7 5/8"
PIER 3	1'-11 9/16"	1'-10 15/16"	1'-10 1/4"	1'-9 11/16"	1'-9 1/4"
FORWARD ABUTMENT	0	0	0	0	0

NOTES:

1. NEGATIVE VALUES FOR DEFLECTIONS INDICATE DEFLECTIONS UPWARD. NEGATIVE VALUES FOR VERTICAL CURVE ADJUSTMENT AND TOTAL REQUIRED CAMBER INDICATE VALUES BELOW THE CHORD LINE.
2. DEFLECTIONS AND ADJUSTMENT FOR VERTICAL CURVES ARE GIVEN TO THE NEAREST 1/16TH INCH.
3. FOR SPANS 1 AND 2 CAMBER TABLE, SEE SHEET 24/39.

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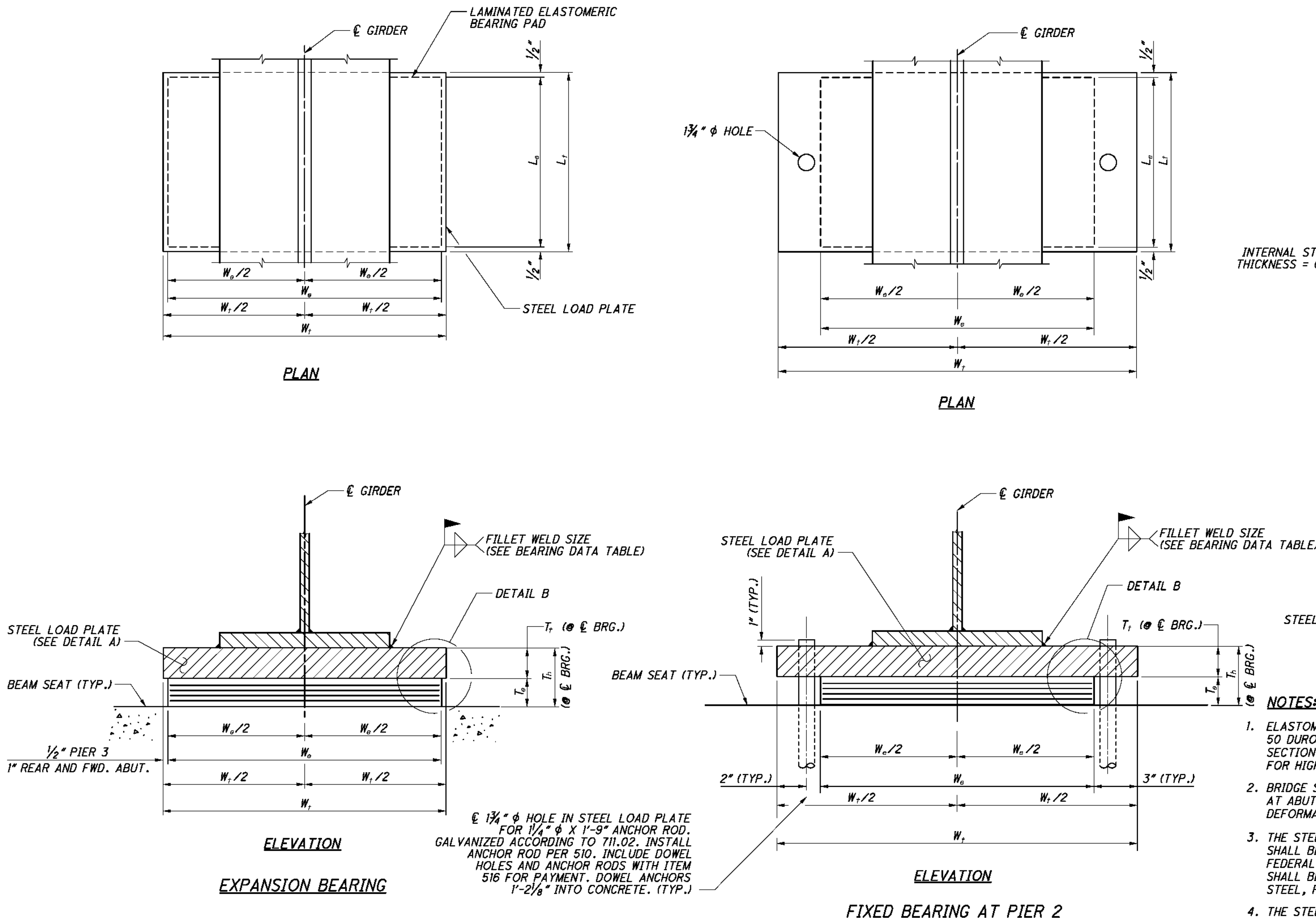
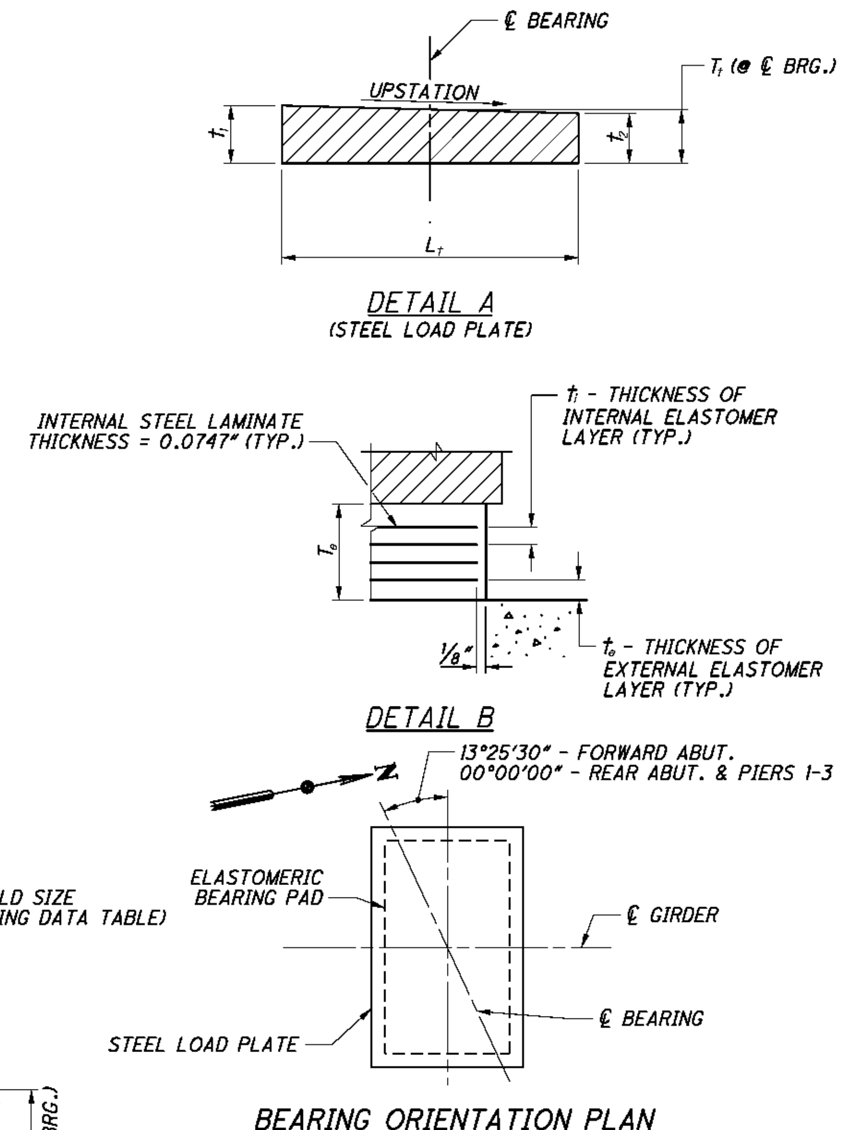
DEFLECTION AND CAMBER - 2

BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247





NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
2. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCHES AT ABUTMENTS AND PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
3. THE STEEL LOAD PLATE SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE FIELD PAINTED PER CMS 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.
4. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. CONTROL WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BINDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
5. 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 TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.
6. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE).
7. LOAD PLATES SHALL BE SHOP MARKED FOR LOCATION AND DIRECTION OF UPSTATION.

ELASTOMERIC BEARING DATA

LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL (KIP) W/O IMPACT	TOTAL LOAD (DL+LL)	L_e (in)	W_e (in)	t_i (in)	t_e (in)	NO. OF t_i's	NO. OF t_e's	NO. INTERNAL LAMINATES	T_e (in)	STEEL LOAD PLATE W_t (in)	STEEL LOAD PLATE L_t (in)	STEEL LOAD PLATE t_1 (in)	STEEL LOAD PLATE t_2 (in)	STEEL LOAD PLATE T_t (in)	T_h (in)	FILLET WELD SIZE (in)
REAR ABUT.	EXP	5	102	71	173	14.0	17.0	0.50	0.25	7	2	8	4.60	19.0	15.0	1.50	2.18	1.84	6.44	5/16
PIER 2	FIXED	5	243	118	361	18.0	22.0	0.56	0.31	5	2	6	3.89	28.0	19.0	2.00	2.00	2.00	5.89	½
PIER 3	EXP	5	323	128	451	21.0	23.5	0.56	0.31	7	2	8	5.16	24.5	22.0	2.11	2.00	2.06	7.22	½
FWD. ABUT.	EXP	5	101	71	172	14.0	17.0	0.50	0.25	7	2	8	4.60	19.0	15.0	1.50	1.50	1.50	6.10	5/16

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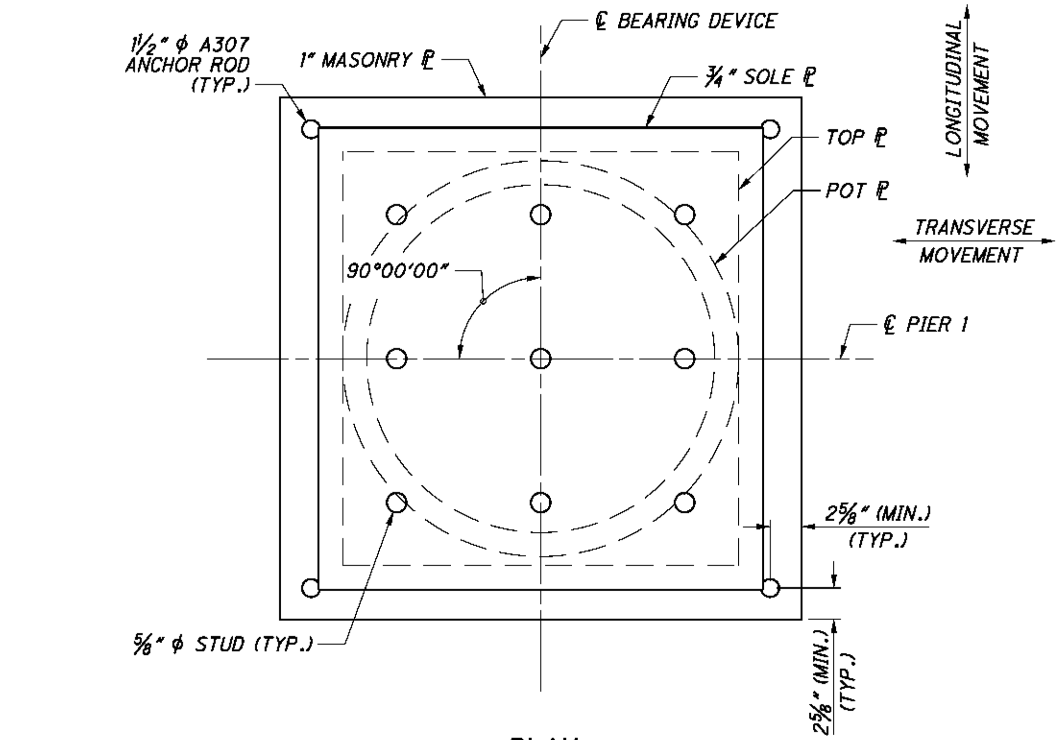
ELASTOMERIC BEARING DETAILS

BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

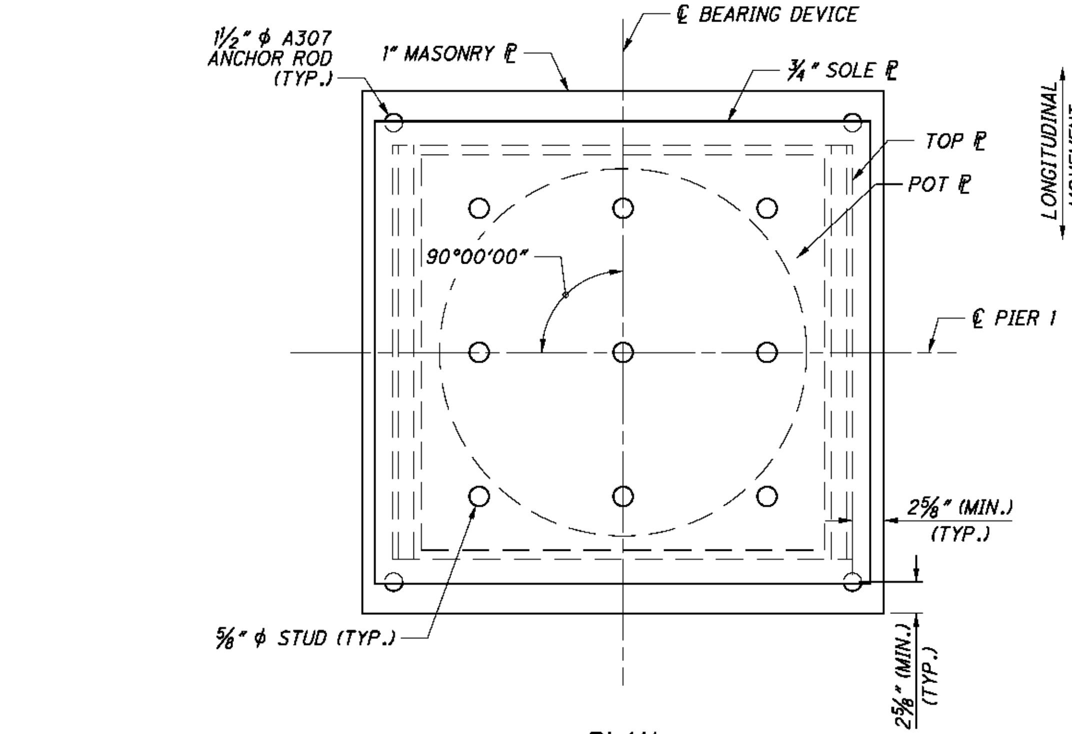
MOT-75-12.00
PID No. 77247

26/39

1162/1565



PLAN



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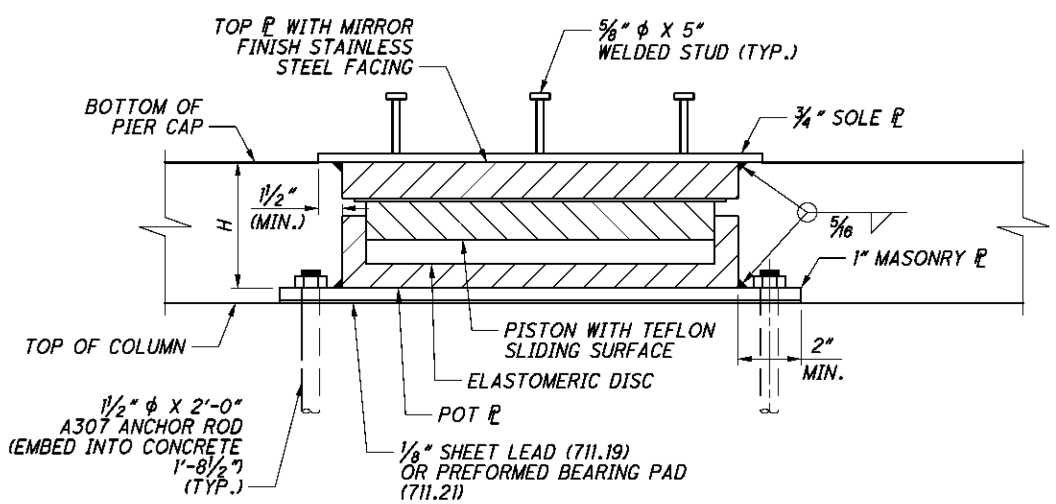
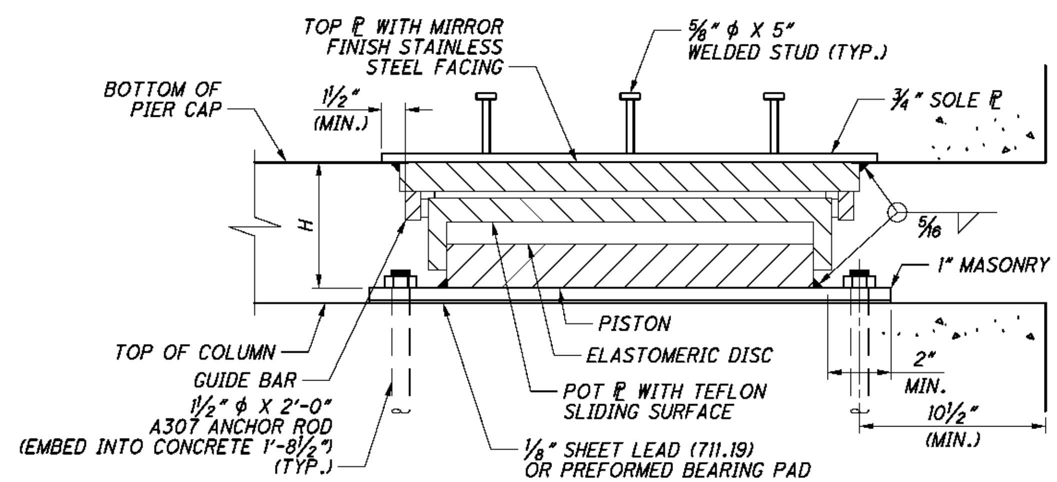


TYPICAL SECTION

MULTI-DIRECTIONAL POT BEARING

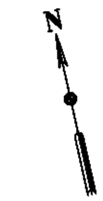
(POT BEARING DETAILS SHOWN, DISC BEARING DETAILS SIMILAR, SEE NOTE 8)



TYPICAL SECTION

GUIDED POT BEARING

(POT BEARING DETAILS SHOWN, DISC BEARING DETAILS SIMILAR, SEE NOTE 8)



NOTES:

1. ALL STRUCTURAL STEEL FOR THE BEARING DEVICE SHALL BE ASTM A588 OR A572 GRADE 50 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED PER CMS 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). CARE SHALL BE TAKEN SO THAT THE TEFLON SLIDING SURFACE IS NOT PAINTED. CONTAMINATION OF THE BEARING SLIDING SURFACE WILL BE GROUNDS FOR REJECTION OF THE BEARINGS.
2. THE ELASTOMERIC DISC SHALL HAVE A HARDNESS OF 50 DUROMETER.
3. THE BEARING HEIGHT, H, SHOWN IN THE PLANS IS APPROXIMATE. IF NECESSARY, THE CONTRACTOR SHALL ADJUST TOP OF COLUMN ELEVATIONS AND COLUMN REBAR LENGTHS TO ACCOUNT FOR DIFFERENCES IN THE BEARING HEIGHT DETAILED IN THE PLANS VERSUS THE BEARING HEIGHT PROVIDED. AS AN ALTERNATIVE, THE TOTAL BEARING HEIGHT SHOWN IN THE PLANS CAN BE MET BY INCREASING THE SOLE PLATE THICKNESS, MASONRY PLATE THICKNESS, PISTON THICKNESS OR A COMBINATION THEREOF. NO ADDITIONAL PAYMENT WILL BE MADE AS A RESULT OF ANY NECESSARY DIMENSION CHANGES.
4. PLAN DIMENSIONS OF THE SOLE PLATES AND MASONRY PLATES SHALL BE DETERMINED BASED ON THE DIMENSIONS OF THE BEARING PROVIDED AND THE MINIMUM EDGE DISTANCES SHOWN IN THE PLANS.
5. BEARINGS SHALL BE DESIGNED FOR A ROTATION OF 0.04 RADIANS. THE COEFFICIENT OF FRICTION SHALL BE 0.03
6. PAYMENT FOR BEARING ASSEMBLIES SHALL BE MADE UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, SPECIALIZED MULTI ROTATIONAL BEARING (SMR), LEVEL UF, AS PER PLAN. THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH, PAINT AND INSTALL BEARINGS INCLUDING MASONRY PLATES, SOLE PLATES, WELDED STUDS AND ANCHOR BOLTS.
7. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND CALCULATIONS DETAILING THE PROPOSED BEARING DEVICE INCLUDING ANCHOR PLATES AND MASONRY PLATES TO THE ENGINEER FOR REVIEW AND APPROVAL.
8. AT THE OPTION TO THE CONTRACTOR, DISK BEARINGS MAY BE USED INSTEAD OF POT BEARINGS. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DISK BEARING REQUIREMENTS.
9. THE BEARING ANCHORS SHALL BE SET WITH THE USE OF A STEEL TEMPLATE HAVING A MINIMUM THICKNESS OF ¼".
10. SOLE PLATE HEADED STUD LAYOUT IS SHOWN FOR ILLUSTRATION PURPOSES ONLY. HEADED STUD LAYOUT SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE ACTUAL BEARING UTILIZED AND SHALL BE DETAILED ON THE SHOP DRAWING SUBMITTAL. PROPER CONSIDERATION SHALL BE GIVEN TO ANY INTERFERENCE OF THE HEADED STUDS WITH THE PIER CAP REINFORCEMENT. ALL HEADED STUD SPACING SHALL BE DETAILED IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS.

POT BEARING DATA

LOCATION	TYPE	NO. REQ'D.	VERTICAL LOAD (K)	HORIZONTAL LOAD (K)	LONGITUDINAL MOVEMENT (IN)		TRANSVERSE MOVEMENT (IN)		H (IN)
					CONTRACTION	EXPANSION	CONTRACTION	EXPANSION	
PIER 1, LEFT COLUMN	MULTI-DIRECTIONAL	1	1100	-	1.0	0.6	1.5	1.5	6.75
PIER 1, RIGHT COLUMN	GUIDED	1	2000	100	1.0	0.6	-	-	10.5

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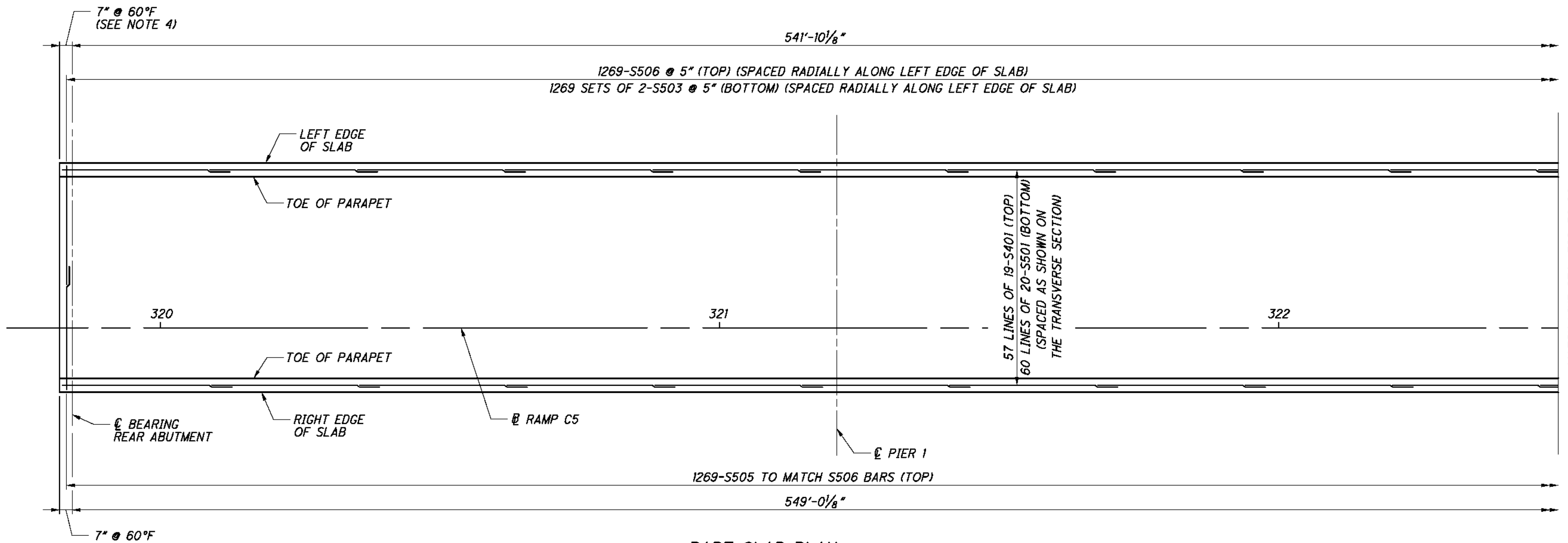
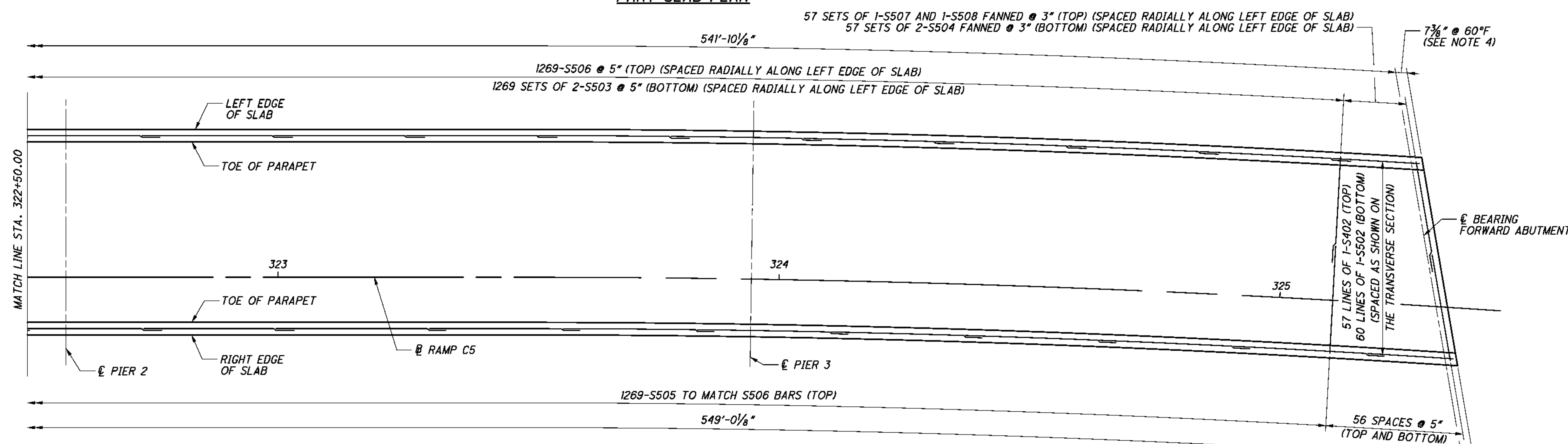
POT BEARING DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

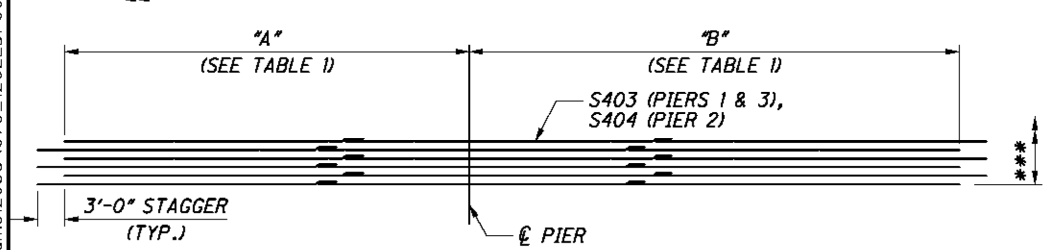
MOT-75-12.00
PID No. 77247



PART SLAB PLAN



PART SLAB PLAN



ADDITIONAL REINFORCEMENT OVER PIERS

*** - 56 LINES PLACED AS SHOWN ON TRANSVERSE SECTION, (TYP. @ EACH PIER) SEE SHEET 30/39.

TABLE 1

LOCATION	"A"	"B"
PIER 1	45'-0"	54'-6"
PIER 2	37'-0"	37'-0"
PIER 3	54'-6"	45'-0"

TABLE 2

BAR	REQUIRED LAP LENGTH
#4	2'-0" (MIN.)
#5	3'-3" (MIN.)

NOTES:

1. FOR TRANSVERSE SECTION AND NOTES, SEE SHEET 30/39.
2. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
3. FIELD BEND BARS WHERE REQUIRED.
4. DIMENSION WAS CALCULATED ASSUMING A 1½" STEEL RETAINER FOR THE EXPANSION JOINTS. IF A SMALLER SIZE RETAINER IS USED, THIS DIMENSION SHALL BE ADJUSTED.

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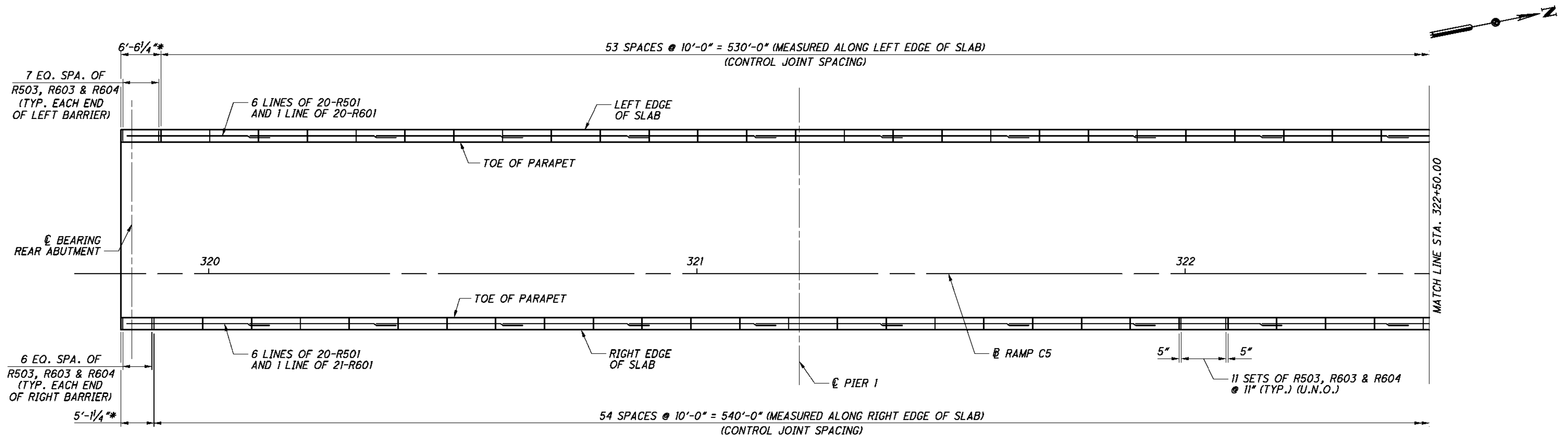
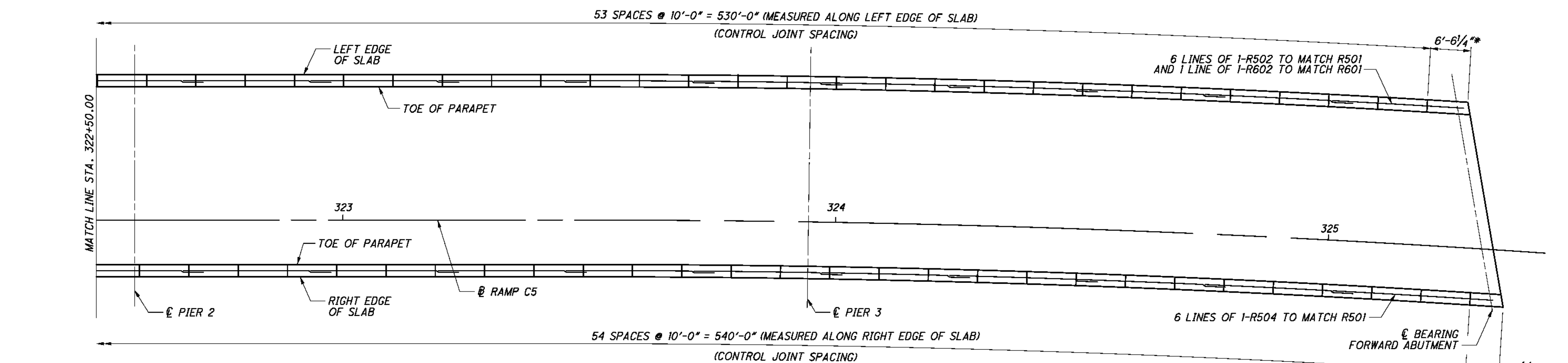
SLAB PLAN
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



PART PARAPET PLAN



PART PARAPET PLAN

* - DIMENSION MEASURED @ 60°F AND ASSUMING 1½" STEEL RETAINERS

TABLE

BAR	REQUIRED LAP LENGTH
#5	3'-5" (MIN.)
#6	4'-1" (MIN.)

LEGEND:

U.N.O. - UNLESS NOTED OTHERWISE

EQ. - EQUAL

SPA. - SPACES

NOTES:

1. FOR TRANSVERSE SECTION AND NOTES, SEE SHEET 30/39.
2. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
3. FOR SLAB PLAN, SEE SHEET 28/39.
4. FIELD BEND BARS WHERE REQUIRED.
5. VERTICAL REINFORCING STEEL SHALL CLEAR CONTROL JOINTS BY THREE INCHES MINIMUM. OBTAIN CLEARANCE BY FIELD ADJUSTING THE REINFORCING STEEL SPACING.

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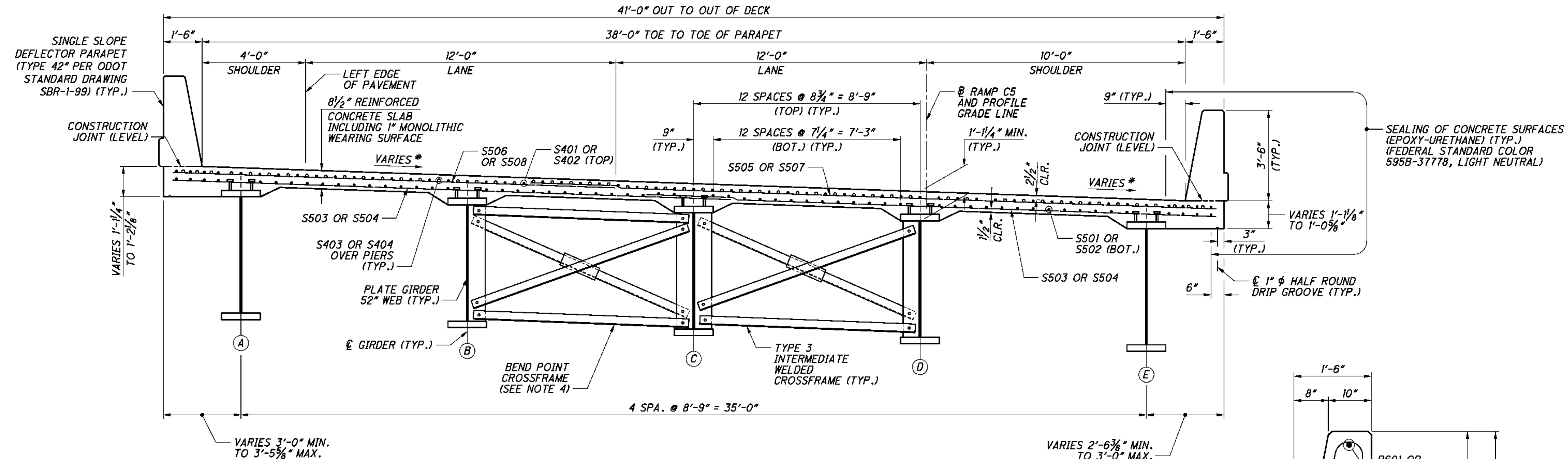
PARAPET PLAN
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



TRANSVERSE SECTION

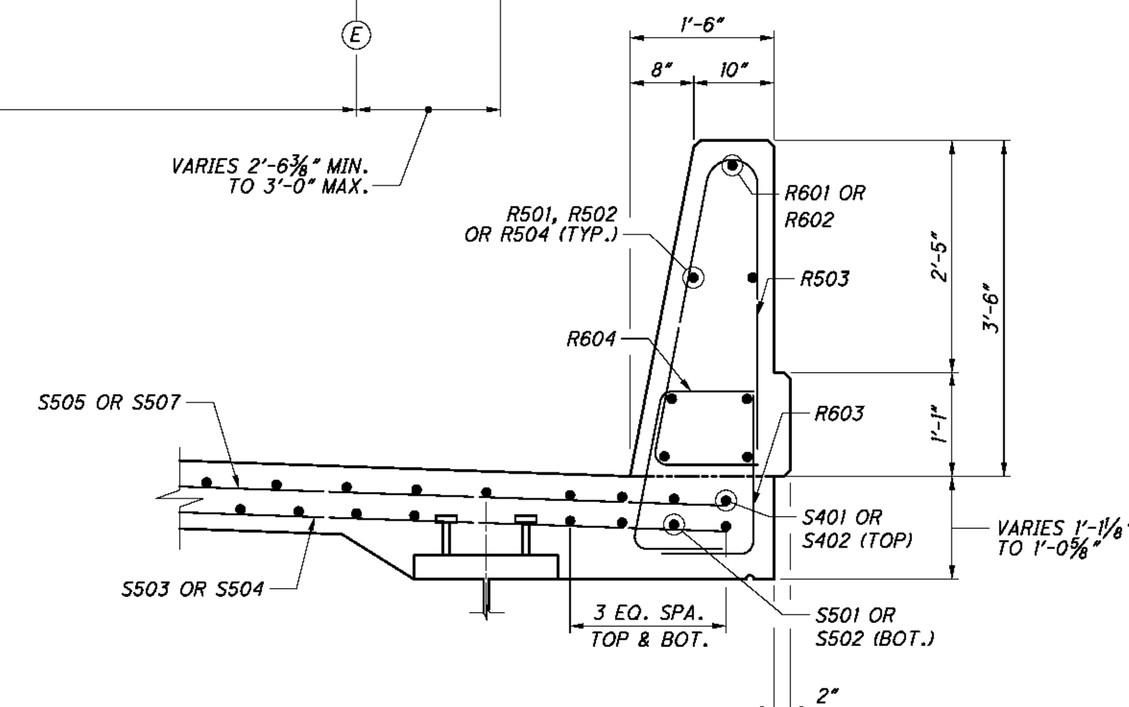
* - SEE SUPERELEVATION TRANSITION DIAGRAM

SLAB OVERHANG **											
	SPAN 3					SPAN 4					
	℄ PIER 2	0.2	0.4	0.6	0.8	℄ PIER 3	0.2	0.4	0.6	0.8	℄ BEARING FORWARD ABUTMENT
STATION AT ℄ GIRDER A	322+57.71	322+85.14	323+12.57	323+39.99	323+67.24	323+94.42	324+20.53	324+46.64	324+72.75	324+98.86	325+24.96
LEFT SLAB OVERHANG ***	3'-0"	3'-0"	3'-0"	3'-0"	3'-2⅜"	3'-3½"	3'-1⅝"	3'-2¾"	3'-5⅛"	3'-4⅝"	3'-1⅛"
STATION AT ℄ GIRDER E	322+57.71	322+85.03	323+12.36	323+39.68	323+67.06	323+94.47	324+22.22	324+49.97	324+77.73	325+05.48	325+33.23
RIGHT SLAB OVERHANG ****	3'-0"	3'-0"	3'-0"	3'-0"	2'-9⅝"	2'-8½"	2'-10⅝"	2'-8¾"	2'-6¾"	2'-8"	3'-0½"

** SPANS 1 AND 2 LEFT AND RIGHT OVERHANG DIMENSIONS ARE 3'-0"

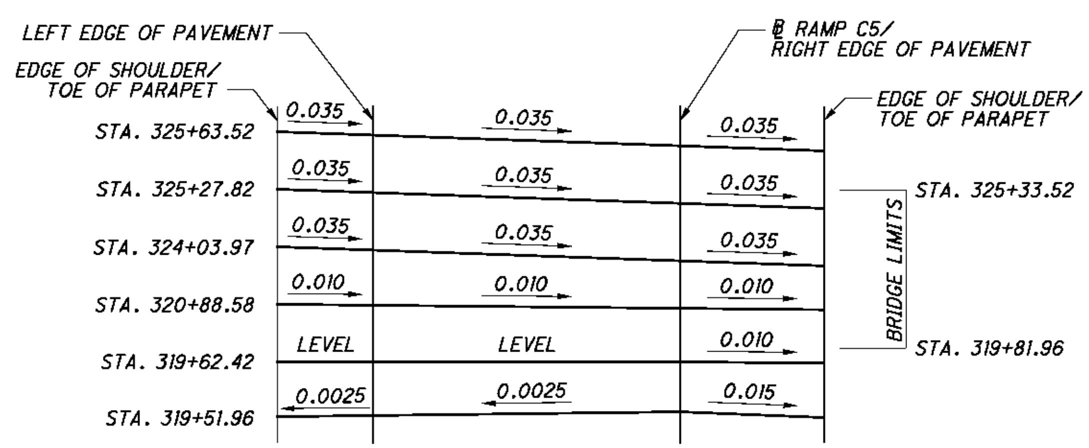
*** SLAB OVERHANG DIMENSIONS ARE MEASURED NORMAL TO GIRDER A.

**** SLAB OVERHANG DIMENSIONS ARE MEASURED NORMAL TO GIRDER E.



PARAPET SECTION

(RIGHT PARAPET SHOWN; LEFT PARAPET SIMILAR)



SUPERELEVATION TRANSITION DIAGRAM

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 GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4¾ INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH GIRDER IS ±3 INCHES.

   THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

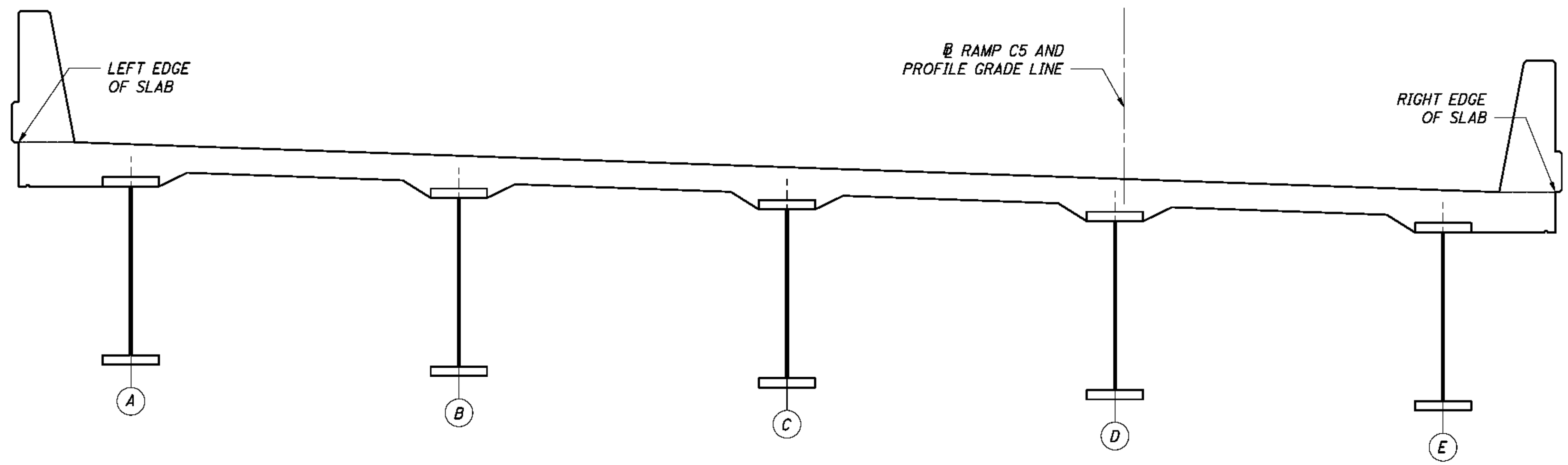
2. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
3. FOR SCREED, TOP OF HAUNCH & FINAL DECK ELEVATIONS, SEE SHEETS 31/39 THRU 34/39.
4. CROSSFRAMES NEAR BEND POINT SHALL HAVE AN ADDITIONAL HORIZONTAL ANGLE NEAR THE TOP FLANGE. SEE NOTE 2 ON FRAMING PLAN AND GIRDER ELEVATION SHEET 20/39.
5. FOR GIRDER AND SHEAR STUD DETAILS, SEE SHEET 21/39.
6. FOR SLAB AND PARAPET PLAN, SEE SHEETS 28/39 AND 29/39.
7. FOR REINFORCEMENT OVER PIERS DETAIL, SEE SHEET 28/39.
8. FOR ADDITIONAL SINGLE SLOPE DEFLECTOR PARAPET DETAILS, SEE ODOT STANDARD DRAWING SBR-1-99.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED PPA	DRAWN PPA	REVIEWED RSB	DATE 2/20/12
CHECKED NJ	REVISED	STRUCTURE FILE NUMBER 5707870	

TRANSVERSE SECTION
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



TYPICAL CROSS SECTION

SCREED ELEVATIONS - SPAN 1

LOCATION		℄ BRG. REAR ABUT	0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9	℄ PIER 1
EDGE OF SLAB (LEFT)	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	SCREED ELEVATION	758.32	759.08	759.78	760.42	760.98	761.48	761.91	762.29	762.40	762.62	762.94	763.25
℄ RAMP C5	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	SCREED ELEVATION	758.27	758.99	759.66	760.26	760.79	761.27	761.66	762.01	762.11	762.32	762.61	762.89
EDGE OF SLAB (RIGHT)	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	SCREED ELEVATION	758.17	758.89	759.56	760.15	760.68	761.15	761.55	761.90	762.00	762.20	762.48	762.75

SCREED ELEVATIONS - SPAN 2

LOCATION		℄ PIER 1	0.1	0.2	0.3	FIELD SPLICE 2	0.4	0.5	0.6	0.7	FIELD SPLICE 3	0.8	0.9	℄ PIER 2
EDGE OF SLAB (LEFT)	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	SCREED ELEVATION	763.25	763.56	763.86	764.14	764.22	764.40	764.62	764.79	764.91	764.98	764.99	765.04	765.08
℄ RAMP C5	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	SCREED ELEVATION	762.89	763.17	763.44	763.70	763.77	763.93	764.12	764.26	764.35	764.40	764.40	764.42	764.43
EDGE OF SLAB (RIGHT)	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	SCREED ELEVATION	762.75	763.02	763.28	763.53	763.59	763.75	763.93	764.06	764.14	764.18	764.18	764.19	764.19

SCREED ELEVATIONS - SPAN 3

LOCATION		℄ PIER 2	0.1	0.2	FIELD SPLICE 4	0.3	0.4	0.5	0.6	FIELD SPLICE 5	0.7	0.8	0.9	℄ PIER 3
EDGE OF SLAB (LEFT)	STATION	322+57.71	322+71.43	322+85.15	322+87.71	322+98.87	323+12.58	323+26.30	323+40.02	323+49.66	323+53.68	323+67.26	323+80.84	323+94.42
	SCREED ELEVATION	765.08	765.11	765.13	765.13	765.13	765.12	765.09	765.03	764.98	764.96	764.90	764.85	764.82
℄ RAMP C5	STATION	322+57.71	322+71.39	322+85.06	322+87.71	322+98.74	323+12.41	323+26.09	323+39.76	323+49.46	323+53.44	323+67.11	323+80.78	323+94.46
	SCREED ELEVATION	764.43	764.43	764.41	764.40	764.38	764.33	764.27	764.18	764.12	764.09	763.99	763.92	763.86
EDGE OF SLAB (RIGHT)	STATION	322+57.71	322+71.37	322+85.03	322+87.71	322+98.68	323+12.34	323+26.00	323+39.66	323+49.38	323+53.34	323+67.05	323+80.76	323+94.48
	SCREED ELEVATION	764.19	764.18	764.14	764.13	764.10	764.04	763.96	763.86	763.79	763.76	763.66	763.58	763.52

SCREED ELEVATIONS - SPAN 4

LOCATION		℄ PIER 3	0.1	0.2	FIELD SPLICE 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT
EDGE OF SLAB (LEFT)	STATION	323+94.42	324+07.40	324+20.38	324+31.26	324+33.37	324+46.35	324+59.33	324+72.31	324+85.29	324+98.28	325+11.26	325+24.24
	SCREED ELEVATION	764.82	764.81	764.81	764.81	764.81	764.82	764.81	764.76	764.68	764.56	764.41	764.29
℄ RAMP C5	STATION	323+94.46	324+08.13	324+21.81	324+31.21	324+35.48	324+49.16	324+62.83	324+76.51	324+90.18	325+03.86	325+17.53	325+31.22
	SCREED ELEVATION	763.86	763.84	763.85	763.85	763.86	763.87	763.85	763.80	763.70	763.58	763.44	763.30
EDGE OF SLAB (RIGHT)	STATION	323+94.48	324+08.42	324+22.37	324+31.20	324+36.32	324+50.27	324+64.22	324+78.17	324+92.12	325+06.07	325+20.01	325+33.96
	SCREED ELEVATION	763.52	763.50	763.50	763.51	763.52	763.53	763.51	763.46	763.36	763.23	763.09	762.95

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

REVIEWED RSB DATE 2/20/12 STRUCTURE FILE NUMBER 5707870

DRAWN PPA REVISED

DESIGNED WAH CHECKED JRS

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

TOP OF HAUNCH ELEVATIONS - SPAN 1

LOCATION		℄ BRG. REAR ABUT	0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9	℄ PIER 1
GIRDER A	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	ELEVATION	757.61	758.36	759.07	759.70	760.26	760.76	761.19	761.57	761.67	761.90	762.21	762.52
GIRDER B	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	ELEVATION	757.59	758.33	759.02	759.64	760.20	760.69	761.10	761.48	761.58	761.80	762.11	762.41
GIRDER C	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	ELEVATION	757.58	758.31	758.99	759.60	760.14	760.62	761.03	761.39	761.49	761.71	762.00	762.29
GIRDER D	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	ELEVATION	757.56	758.28	758.95	759.55	760.09	760.56	760.95	761.31	761.40	761.61	761.90	762.18
GIRDER E	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	ELEVATION	757.48	758.19	758.86	759.46	759.99	760.46	760.86	761.21	761.30	761.51	761.79	762.06

TOP OF HAUNCH ELEVATIONS - SPAN 2

LOCATION		℄ PIER 1	0.1	0.2	0.3	FIELD SPLICE 2	0.4	0.5	0.6	0.7	FIELD SPLICE 3	0.8	0.9	℄ PIER 2
GIRDER A	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	ELEVATION	762.52	762.83	763.13	763.41	763.48	763.67	763.88	764.05	764.17	764.24	764.25	764.30	764.33
GIRDER B	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	ELEVATION	762.41	762.71	763.00	763.27	763.34	763.52	763.72	763.88	763.99	764.05	764.06	764.10	764.13
GIRDER C	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	ELEVATION	762.29	762.59	762.87	763.13	763.20	763.37	763.57	763.72	763.82	763.87	763.88	763.91	763.92
GIRDER D	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	ELEVATION	762.18	762.46	762.73	762.99	763.06	763.22	763.41	763.55	763.64	763.69	763.69	763.71	763.72
GIRDER E	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	ELEVATION	762.06	762.33	762.60	762.84	762.91	763.06	763.25	763.38	763.46	763.50	763.50	763.52	763.51

TOP OF HAUNCH ELEVATIONS - SPAN 3

LOCATION		℄ PIER 2	0.1	0.2	FIELD SPLICE 4	0.3	0.4	0.5	0.6	FIELD SPLICE 5	0.7	0.8	0.9	℄ PIER 3
GIRDER A	STATION	322+57.71	322+71.42	322+85.14	322+87.71	322+98.85	323+12.57	323+26.28	323+39.99	323+49.64	323+53.65	323+67.24	323+80.83	323+94.42
	ELEVATION	764.33	764.37	764.38	764.38	764.38	764.37	764.34	764.27	764.23	764.21	764.14	764.08	764.05
GIRDER B	STATION	322+57.71	322+71.41	322+85.11	322+87.71	322+98.81	323+12.51	323+26.22	323+39.92	323+49.58	323+53.58	323+67.20	323+80.82	323+94.43
	ELEVATION	764.13	764.15	764.15	764.15	764.14	764.12	764.08	764.00	763.95	763.93	763.85	763.79	763.75
GIRDER C	STATION	322+57.71	322+71.40	322+85.09	322+87.71	322+98.77	323+12.46	323+26.15	323+39.84	323+49.52	323+53.51	323+67.15	323+80.80	323+94.45
	ELEVATION	763.92	763.93	763.92	763.92	763.90	763.87	763.82	763.73	763.68	763.65	763.57	763.50	763.45
GIRDER D	STATION	322+57.71	322+71.39	322+85.06	322+87.71	322+98.74	323+12.41	323+26.09	323+39.76	323+49.46	323+53.44	323+67.11	323+80.78	323+94.46
	ELEVATION	763.72	763.72	763.70	763.69	763.67	763.62	763.56	763.47	763.41	763.39	763.28	763.21	763.15
GIRDER E	STATION	322+57.71	322+71.37	322+85.03	322+87.71	322+98.70	323+12.36	323+26.02	323+39.68	323+49.40	323+53.36	323+67.06	323+80.77	323+94.47
	ELEVATION	763.51	763.50	763.47	763.46	763.43	763.37	763.30	763.20	763.13	763.10	763.00	762.91	762.85

TOP OF HAUNCH ELEVATIONS - SPAN 4

LOCATION		℄ PIER 3	0.1	0.2	FIELD SPLICE 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT
GIRDER A	STATION	323+94.42	324+07.48	324+20.53	324+31.26	324+33.58	324+46.64	324+59.69	324+72.75	324+85.80	324+98.86	325+11.91	325+24.96
	ELEVATION	764.05	764.04	764.04	764.05	764.05	764.05	764.02	763.97	763.89	763.77	763.64	763.53
GIRDER B	STATION	323+94.43	324+07.69	324+20.95	324+31.24	324+34.21	324+47.46	324+60.72	324+73.98	324+87.24	325+00.50	325+13.76	325+27.01
	ELEVATION	763.75	763.74	763.74	763.75	763.75	763.75	763.72	763.67	763.59	763.47	763.34	763.22
GIRDER C	STATION	323+94.45	324+07.91	324+21.37	324+31.23	324+34.83	324+48.29	324+61.76	324+75.22	324+88.69	325+02.15	325+15.61	325+29.07
	ELEVATION	763.45	763.44	763.44	763.45	763.46	763.46	763.42	763.37	763.29	763.17	763.03	762.92
GIRDER D	STATION	323+94.46	324+08.13	324+21.80	324+31.22	324+35.46	324+49.13	324+62.80	324+76.47	324+90.14	325+03.81	325+17.48	325+31.15
	ELEVATION	763.15	763.13	763.15	763.15	763.15	763.16	763.14	763.09	762.99	762.87	762.73	762.60
GIRDER E	STATION	323+94.47	324+08.35	324+22.22	324+31.20	324+36.10	324+49.97	324+63.85	324+77.73	324+91.61	325+05.48	325+19.36	325+33.23
	ELEVATION	762.85	762.83	762.85	762.85	762.86	762.86	762.84	762.79	762.70	762.56	762.43	762.30

NOTES:

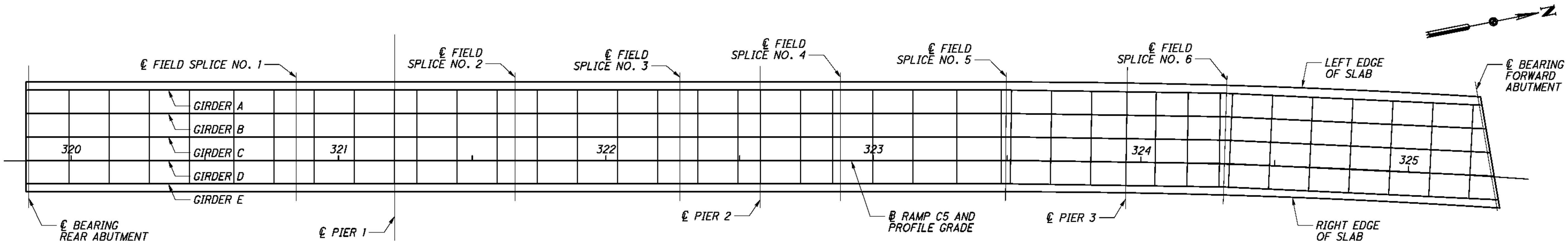
1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOAD.
2. FOR TYPICAL CROSS SECTION, SEE SHEET 31/39.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

REVIEWED RSB DATE 2/20/12
STRUCTURE FILE NUMBER 5707870
DRAWN PPA REVISED
DESIGNED WAH CHECKED JRS

TOP OF HAUNCH ELEVATIONS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247



PLAN

FINAL DECK SURFACE ELEVATIONS - SPAN 1

LOCATION		℄ BRG. REAR ABUT	0.1	0.2	0.3	0.4	0.5	0.6	0.7	FIELD SPLICE 1	0.8	0.9	℄ PIER 1
EDGE OF SLAB (LEFT)	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.32	758.95	759.55	760.11	760.64	761.15	761.62	762.07	762.20	762.48	762.86	763.21
GIRDER A	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.32	758.94	759.54	760.10	760.63	761.14	761.61	762.06	762.19	762.47	762.84	763.19
GIRDER B	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.30	758.92	759.51	760.06	760.58	761.08	761.54	761.98	762.10	762.37	762.74	763.08
GIRDER C	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.29	758.90	759.48	760.01	760.52	761.01	761.46	761.89	762.02	762.28	762.64	762.97
GIRDER D	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.27	758.87	759.44	759.97	760.47	760.95	761.39	761.81	761.93	762.19	762.54	762.86
GIRDER E	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.19	758.79	759.36	759.89	760.39	760.87	761.31	761.73	761.85	762.10	762.44	762.75
EDGE OF SLAB (RIGHT)	STATION	319+84.21	319+97.89	320+11.56	320+25.24	320+38.91	320+52.59	320+66.26	320+79.94	320+84.21	320+93.61	321+07.29	321+20.96
	FINAL DECK ELEVATION	758.17	758.77	759.34	759.87	760.37	760.85	761.29	761.71	761.83	762.09	762.43	762.73

FINAL DECK SURFACE ELEVATIONS - SPAN 2

LOCATION		℄ PIER 1	0.1	0.2	0.3	FIELD SPLICE 2	0.4	0.5	0.6	0.7	FIELD SPLICE 3	0.8	0.9	℄ PIER 2
EDGE OF SLAB (LEFT)	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	763.21	763.54	763.83	764.09	764.16	764.32	764.52	764.69	764.83	764.93	764.94	765.03	765.08
GIRDER A	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	763.19	763.52	763.81	764.07	764.14	764.30	764.50	764.67	764.80	764.90	764.91	764.99	765.04
GIRDER B	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	763.08	763.40	763.68	763.93	764.00	764.15	764.34	764.50	764.63	764.71	764.73	764.80	764.84
GIRDER C	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	762.97	763.28	763.55	763.79	763.86	764.00	764.18	764.33	764.45	764.53	764.54	764.60	764.63
GIRDER D	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	762.86	763.16	763.42	763.65	763.71	763.85	764.02	764.16	764.28	764.35	764.36	764.41	764.43
GIRDER E	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	762.75	763.04	763.29	763.52	763.57	763.71	763.87	764.00	764.10	764.16	764.17	764.21	764.22
EDGE OF SLAB (RIGHT)	STATION	321+20.96	321+34.64	321+48.31	321+61.99	321+65.96	321+75.66	321+89.34	322+03.01	322+16.69	322+27.71	322+30.36	322+44.04	322+57.71
	FINAL DECK ELEVATION	762.73	763.02	763.27	763.49	763.55	763.68	763.84	763.97	764.07	764.13	764.14	764.18	764.19

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED WAH | CHECKED JRS | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

FINAL DECK SURFACE ELEVATIONS - 1
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

FINAL DECK SURFACE ELEVATIONS - SPAN 3

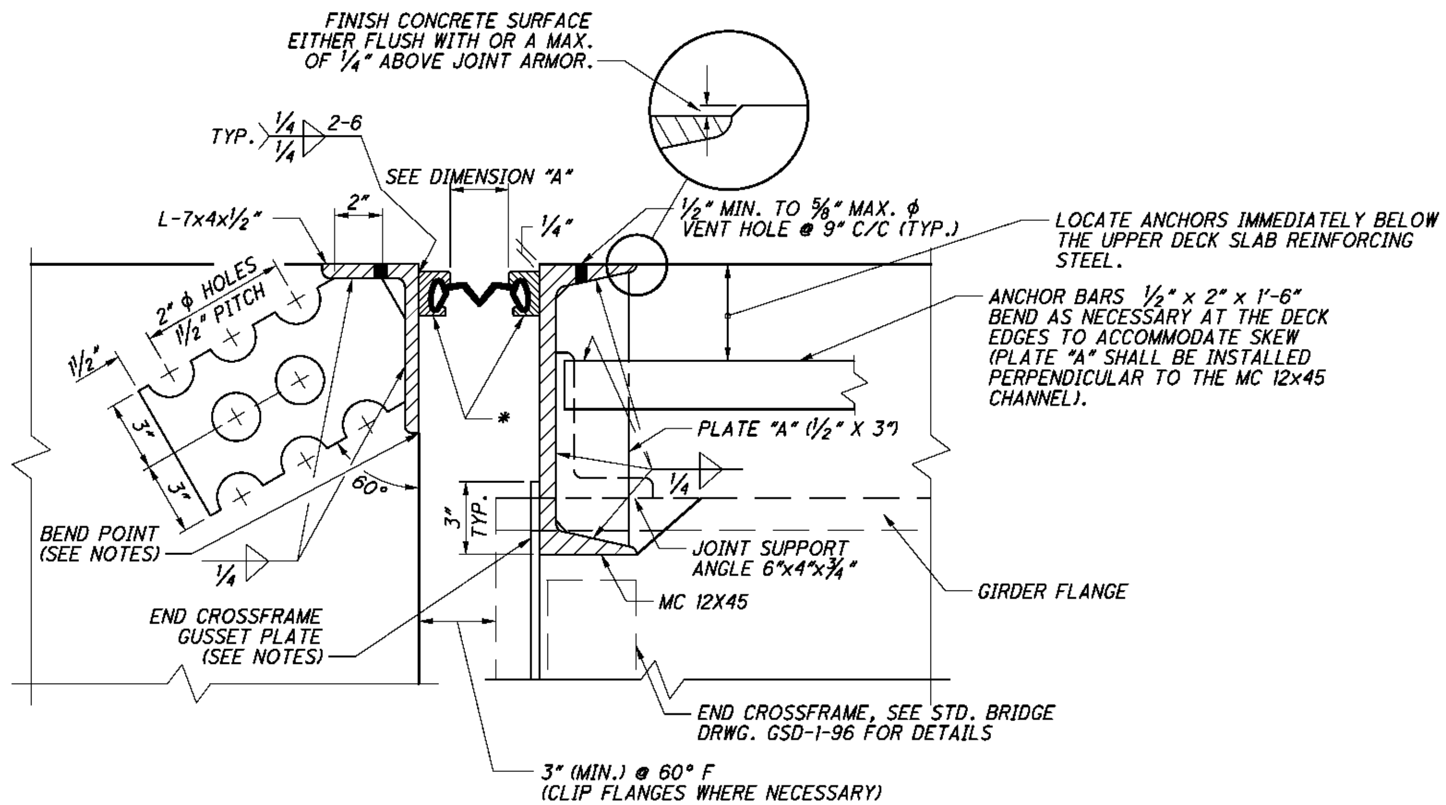
LOCATION		℄ PIER 2	0.1	0.2	FIELD SPLICE 4	0.3	0.4	0.5	0.6	FIELD SPLICE 5	0.7	0.8	0.9	℄ PIER 3
EDGE OF SLAB (LEFT)	STATION	322+57.71	322+71.43	322+85.15	322+87.71	322+98.87	323+12.58	323+26.30	323+40.02	323+49.66	323+53.68	323+67.26	323+80.84	323+94.42
	FINAL DECK ELEVATION	765.08	765.10	765.08	765.07	765.05	765.02	764.99	764.95	764.93	764.92	764.89	764.86	764.82
GIRDER A	STATION	322+57.71	322+71.42	322+85.14	322+87.71	322+98.85	323+12.57	323+26.28	323+39.99	323+49.64	323+53.65	323+67.24	323+80.83	323+94.42
	FINAL DECK ELEVATION	765.04	765.06	765.04	765.03	765.01	764.98	764.94	764.90	764.88	764.87	764.83	764.80	764.76
GIRDER B	STATION	322+57.71	322+71.41	322+85.11	322+87.71	322+98.81	323+12.51	323+26.22	323+39.92	323+49.58	323+53.58	323+67.20	323+80.82	323+94.43
	FINAL DECK ELEVATION	764.84	764.84	764.81	764.81	764.77	764.73	764.69	764.64	764.61	764.60	764.55	764.51	764.46
GIRDER C	STATION	322+57.71	322+71.40	322+85.09	322+87.71	322+98.77	323+12.46	323+26.15	323+39.84	323+49.52	323+53.51	323+67.15	323+80.80	323+94.45
	FINAL DECK ELEVATION	764.63	764.63	764.59	764.58	764.54	764.49	764.44	764.38	764.35	764.33	764.27	764.22	764.16
GIRDER D	STATION	322+57.71	322+71.39	322+85.06	322+87.71	322+98.74	323+12.41	323+26.09	323+39.76	323+49.46	323+53.44	323+67.11	323+80.78	323+94.46
	FINAL DECK ELEVATION	764.43	764.42	764.37	764.36	764.31	764.25	764.19	764.12	764.08	764.07	763.99	763.93	763.86
GIRDER E	STATION	322+57.71	322+71.37	322+85.03	322+87.71	322+98.70	323+12.36	323+26.02	323+39.68	323+49.40	323+53.36	323+67.06	323+80.77	323+94.47
	FINAL DECK ELEVATION	764.22	764.20	764.14	764.13	764.07	764.00	763.94	763.86	763.81	763.79	763.71	763.64	763.56
EDGE OF SLAB (RIGHT)	STATION	322+57.71	322+71.37	322+85.03	322+87.71	322+98.68	323+12.34	323+26.00	323+39.66	323+49.38	323+53.34	323+67.05	323+80.76	323+94.48
	FINAL DECK ELEVATION	764.19	764.17	764.10	764.09	764.03	763.96	763.89	763.81	763.76	763.74	763.67	763.60	763.52

FINAL DECK SURFACE ELEVATIONS - SPAN 4

LOCATION		℄ PIER 3	0.1	0.2	FIELD SPLICE 6	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT
EDGE OF SLAB (LEFT)	STATION	323+94.42	324+07.40	324+20.38	324+31.26	324+33.37	324+46.35	324+59.33	324+72.31	324+85.29	324+98.28	325+11.26	325+24.24
	FINAL DECK ELEVATION	764.82	764.78	764.72	764.67	764.66	764.60	764.55	764.49	764.43	764.37	764.31	764.29
GIRDER A	STATION	323+94.42	324+07.48	324+20.53	324+31.26	324+33.58	324+46.64	324+59.69	324+72.75	324+85.80	324+98.86	325+11.91	325+24.96
	FINAL DECK ELEVATION	764.76	764.72	764.66	764.62	764.61	764.54	764.48	764.41	764.35	764.29	764.25	764.23
GIRDER B	STATION	323+94.43	324+07.69	324+20.95	324+31.24	324+34.21	324+47.46	324+60.72	324+73.98	324+87.24	325+00.50	325+13.76	325+27.01
	FINAL DECK ELEVATION	764.46	764.41	764.36	764.31	764.30	764.23	764.17	764.11	764.05	763.99	763.94	763.93
GIRDER C	STATION	323+94.45	324+07.91	324+21.37	324+31.23	324+34.83	324+48.29	324+61.76	324+75.22	324+88.69	325+02.15	325+15.61	325+29.07
	FINAL DECK ELEVATION	764.16	764.11	764.05	764.01	763.99	763.93	763.85	763.79	763.73	763.67	763.63	763.62
GIRDER D	STATION	323+94.46	324+08.13	324+21.80	324+31.22	324+35.46	324+49.13	324+62.80	324+76.47	324+90.14	325+03.81	325+17.48	325+31.15
	FINAL DECK ELEVATION	763.86	763.80	763.74	763.70	763.68	763.61	763.55	763.48	763.41	763.36	763.32	763.31
GIRDER E	STATION	323+94.47	324+08.35	324+22.22	324+31.20	324+36.10	324+49.97	324+63.85	324+77.73	324+91.61	325+05.48	325+19.36	325+33.23
	FINAL DECK ELEVATION	763.56	763.49	763.44	763.39	763.37	763.30	763.23	763.17	763.11	763.04	763.02	763.00
EDGE OF SLAB (RIGHT)	STATION	323+94.48	324+08.42	324+22.37	324+31.20	324+36.32	324+50.27	324+64.22	324+78.17	324+92.12	325+06.07	325+20.01	325+33.96
	FINAL DECK ELEVATION	763.52	763.45	763.38	763.34	763.32	763.26	763.19	763.13	763.06	763.00	762.97	762.95

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



TYPICAL STRIP SEAL SECTION AT ABUTMENT

STRIP SEAL JOINT WIDTH

AMBIENT TEMPERATURE	DIMENSION "A" REAR ABUT. 4" SEAL	DIMENSION "A" FWD. ABUT. 4" SEAL
90° F	1 5/16" **	1 5/16" **
80° F	1 1/2"	1 1/2"
70° F	1 11/16"	1 11/16"
60° F	1 15/16"	1 15/16"
50° F	2 1/8"	2 1/8"
40° F	2 5/16"	2 5/16"
30° F	2 9/16"	2 9/16"

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

LEGEND:

* - STEEL RETAINER

NOTES:

1. THE ROADWAY GRADE AT THE REAR ABUTMENT IS GREATER THAN 2%, THEREFORE THE END CROSSFRAME GUSSET PLATE SHALL BE BENT TO BE NORMAL TO THE ROADWAY GRADE. IN ADDITION, THE L-7x4x1/2" ANGLE IN THE BACKWALL SHALL BE ROTATED ABOUT THE BEND POINT TO PLACE THE JOINT ARMOR PERPENDICULAR TO THE ROADWAY GRADE.
2. FOR ADDITIONAL DETAILS AND NOTES, REFER TO ODOT STANDARD DRAWING EXJ-4-87, SHEETS 1 THROUGH 5.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

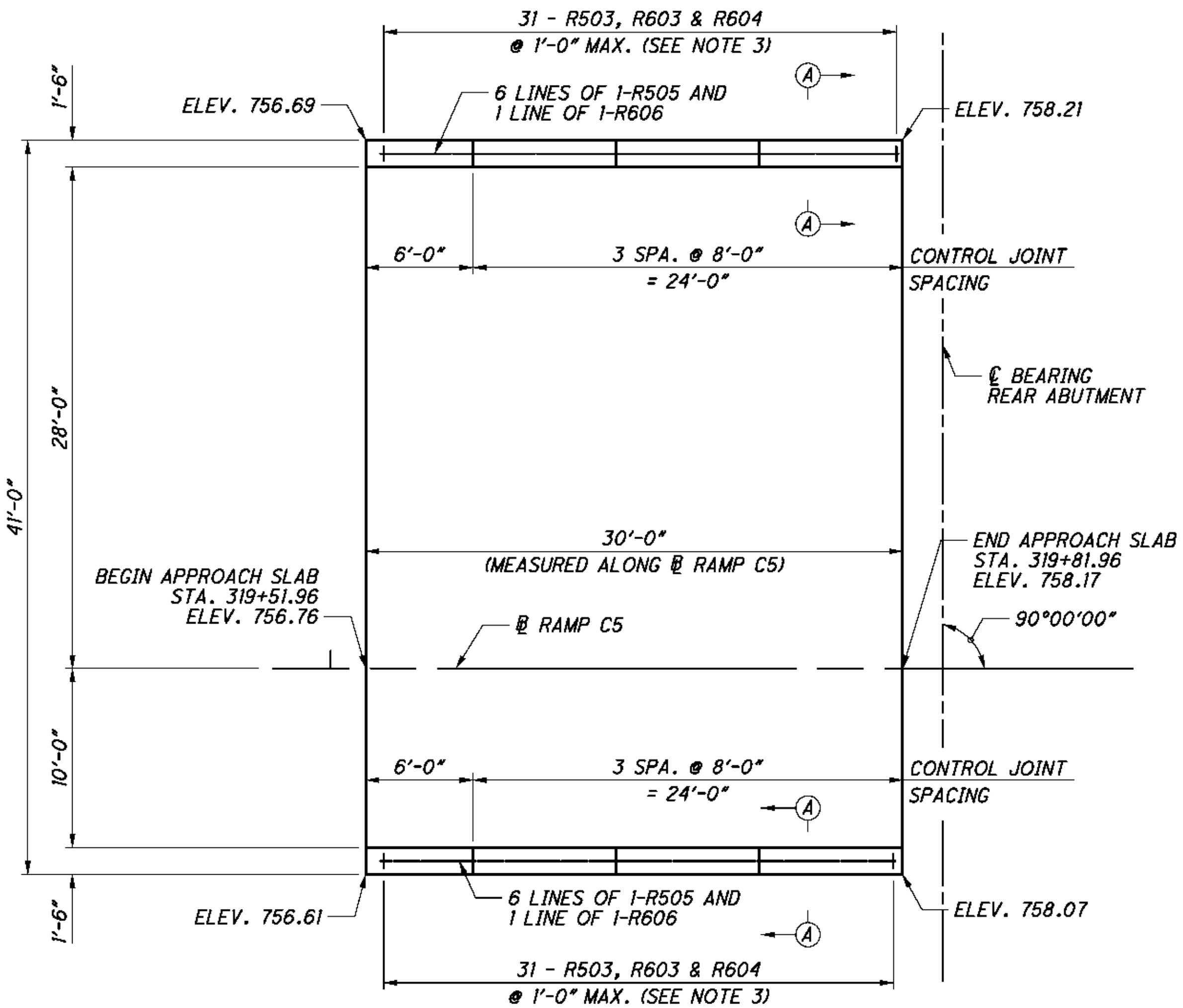
DESIGNED PPA | CHECKED JOL | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

STRIP SEAL EXPANSION JOINT DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

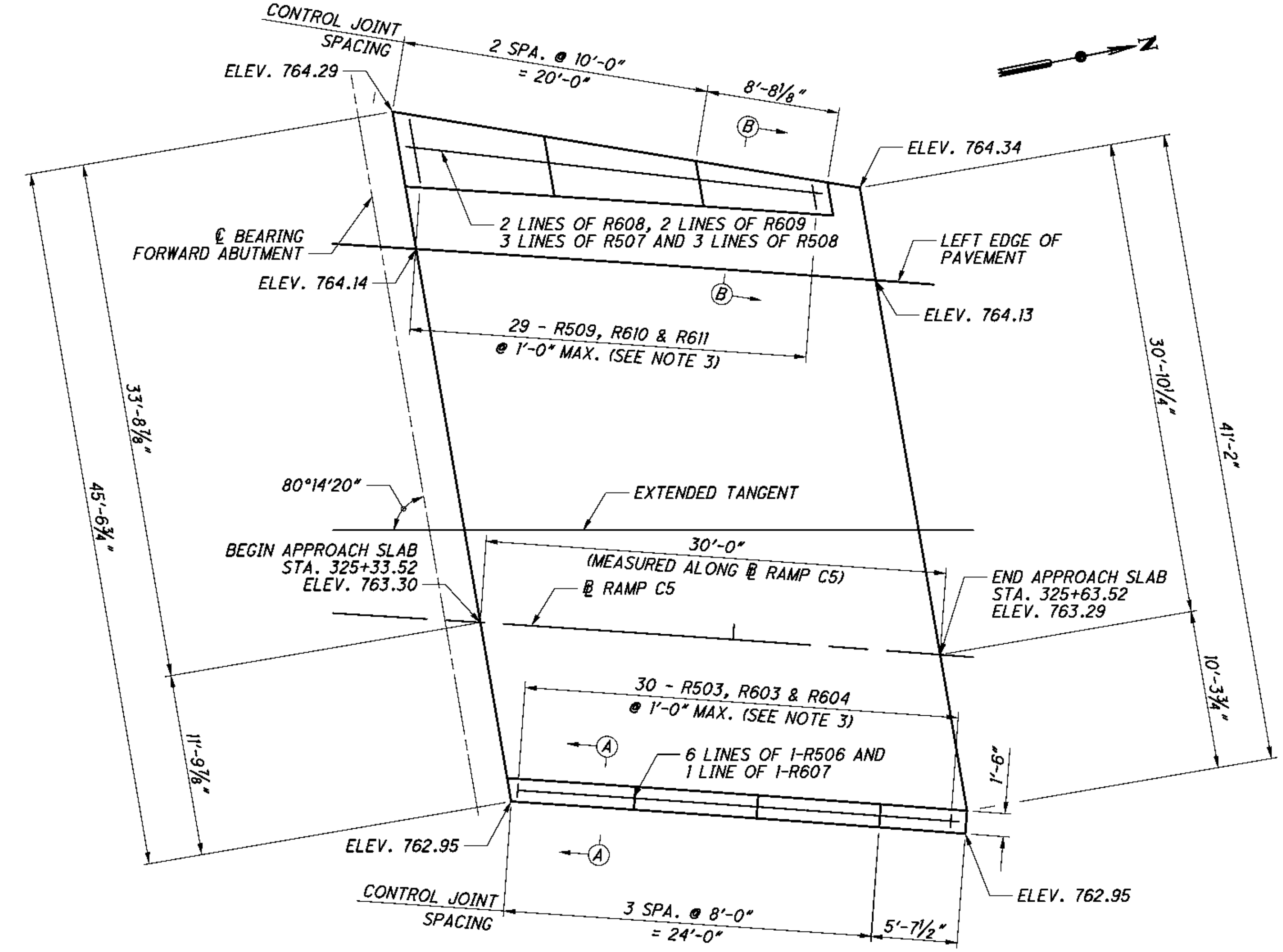
MOT-75-12.00
PID No. 77247

35/39

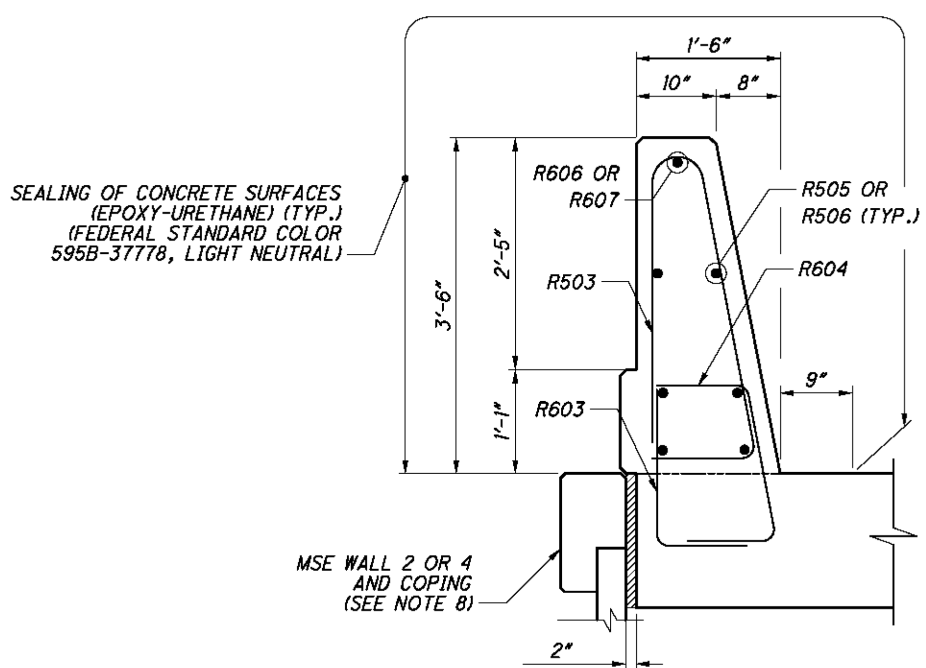
1171/1565



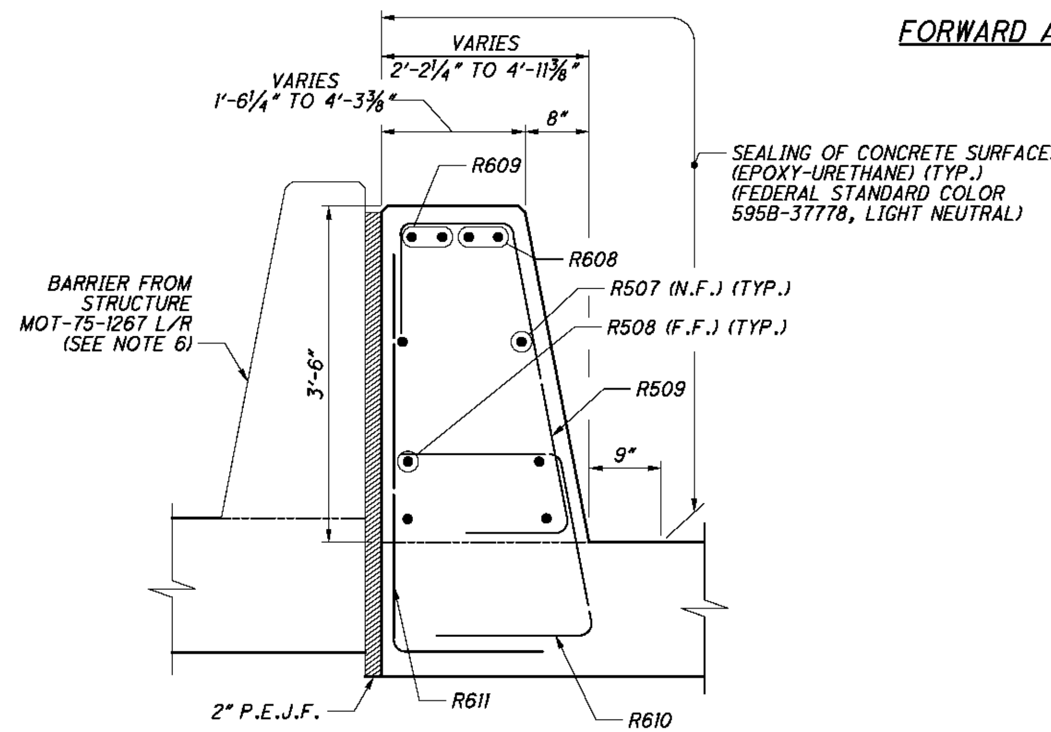
REAR APPROACH SLAB PLAN



FORWARD APPROACH SLAB PLAN



SECTION A-A



SECTION B-B

NOTES:

1. PAYMENT FOR ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN, SHALL INCLUDE THE CONCRETE AND REINFORCEMENT FOR THE APPROACH SLAB AND BARRIERS.
2. SEALING OF THE APPROACH SLAB AND BARRIER SHALL BE INCLUDED WITH ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
3. VERTICAL REINFORCING STEEL SHALL CLEAR CONTROL JOINTS BY THREE INCHES MINIMUM. OBTAIN CLEARANCE BY FIELD ADJUSTING THE REINFORCING STEEL SPACING.
4. FOR REINFORCING SCHEDULE, SEE SHEETS 37/39 THRU 39/39.
5. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
6. FOR ADDITIONAL APPROACH SLAB DETAILS OF STRUCTURE MOT-75-1267 L/R, SEE SHEETS 1209/1565 THRU 1211/1565.
7. FOR ADDITIONAL LEFT SHOULDER INFORMATION, SEE RAMP C5 TERMINAL DETAILS ON ROADWAY SHEET 493/1565.
8. THE 2" P.E.J.F. BETWEEN MSE WALL 2 OR 4 AND THE APPROACH SLAB SHALL BE PAID FOR UNDER ITEM 840 - CONCRETE COPING, AS PER PLAN. FOR ADDITIONAL MSE WALL 2 OR 4 DETAILS, SEE MSE WALL 2 OR 4 PLANS.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JOL	PPA	RSB	2/20/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NJ		5707870	

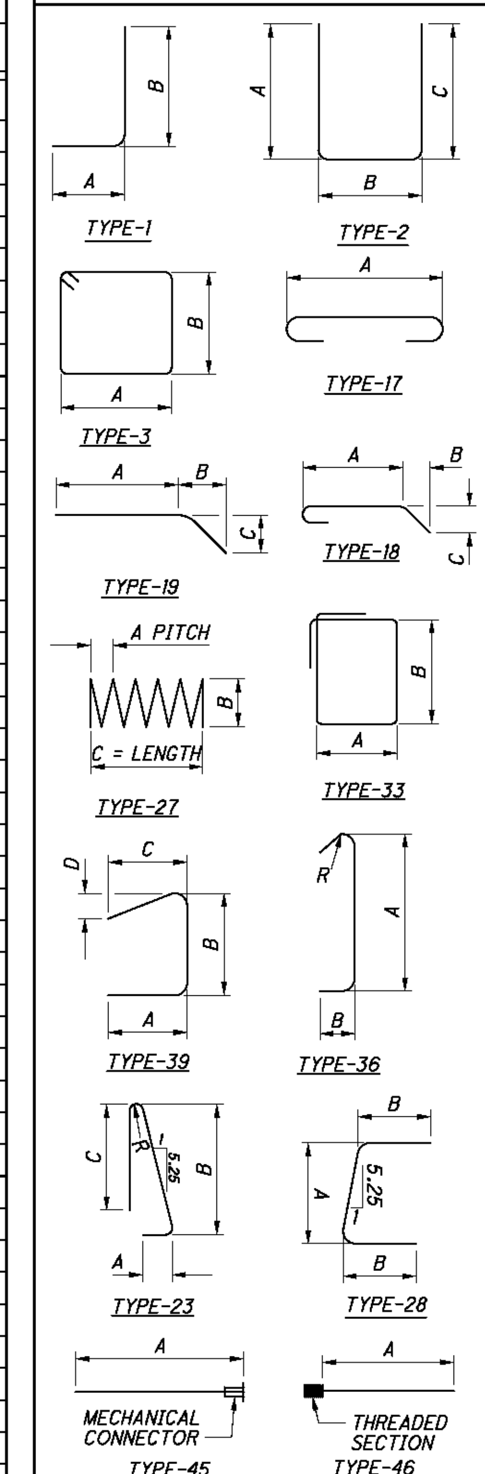
APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
REAR ABUTMENT											
RA501	BAR MARK NOT USED										
RA502	29	5'-6"	166	1	10"	4'-10"					
RA503	19	40'-6"	803	STR							
RA504	29	6'-6"	197	2	1'-8"	3'-5"	1'-8"				
RA601	29	5'-9"	250	1	1'-0"	4'-11"					
RA602	42	12'-9"	804	2	5'-10"	1'-5"	5'-10"				
RA603	42	9'-7"	605	2	4'-3"	1'-5"	4'-3"				
RA604	42	8'-11"	563	2	4'-2"	11"	4'-2"				
RA605	29	18'-4"	799	3	6'-2"	2'-7"					
RA606	12	10'-6"	189	33	3'-0"	1'-8"					
RA607	8	4'-4"	52	1	1'-7"	2'-11"					
RA801	8	40'-6"	865	STR							
RA802	28	5'-2"	386	18	2'-10"	1'-0"	1'-0"				
RA901	20	4'-3"	289	1	1'-7"	2'-11"					
RA902	8	3'-5"	93	STR							
R503	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
R510	12	10"	10	STR							
R603	4	2'-9"	17	1	1'-1"	1'-10"					
R604	4	3'-10"	23	28	1'-10"	1'-1"					
R613	2	10"	3	STR							
SUB-TOTAL			6145								
FORWARD ABUTMENT											
FA501	BAR MARK NOT USED										
FA502	12	5'-8"	71	1	10"	4'-11"					
FA503	15	6'-4"	99	1	10"	5'-7"					
FA504	4	6'-11"	29	1	10"	6'-2"					
FA505	24	30'-0"	751	STR							
FA506	3	15'-3"	48	STR							
FA507	13	18'-11"	256	STR							
FA508	12	6'-10"	86	2	1'-10"	3'-5"	1'-10"				
FA509	19	8'-0"	159	2	2'-5"	3'-5"	2'-5"				
FA510	BAR MARK NOT USED										
FA511	3	6'-0"	19	STR							
FA512	8	3'-1"	26	STR							
FA513	7	5'-11"	43	19	3'-7"	9"	2'-4"				
FA514	5	6'-5"	33	1	10"	5'-9"					
FA601	12	5'-10"	105	1	1'-0"	5'-0"					
FA602	15	6'-5"	145	1	1'-0"	5'-7"					
FA603	4	7'-1"	43	1	1'-0"	6'-3"					
FA604	4	22'-1"	133	2	10'-6"	1'-5"	10'-6"				
FA605	6	17'-4"	156	2	8'-3"	1'-2"	8'-3"				
FA606	42	12'-7"	794	2	5'-9"	1'-5"	5'-9"				
FA607	46	9'-7"	662	2	4'-3"	1'-5"	4'-3"				
FA608	46	11'-1"	766	2	5'-3"	11"	5'-3"				
FA609	8	4'-4"	52	1	1'-7"	2'-10"					
FA610	BAR MARK NOT USED										
FA611	33	18'-4"	909	3	6'-2"	2'-7"					
FA612	12	10'-4"	186	33	2'-11"	1'-8"					

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
FORWARD ABUTMENT CONTINUED											
FA801	8	30'-0"	641	STR							
FA802	31	5'-3"	435	18	2'-11"	1'-0"	1'-0"				
FA803	8	23'-0"	491	STR							
FA901	20	4'-3"	289	1	1'-7"	2'-11"					
FA902	8	3'-5"	93	STR							
R503	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
R510	12	10"	10	STR							
R603	4	2'-9"	17	1	1'-1"	1'-10"					
R604	4	3'-10"	23	28	1'-10"	1'-1"					
R613	2	10"	3	STR							
SUB-TOTAL			7604								
PIER 1											
1SP401	1	23'-1"	875	27	4½"	6'-6"	23'-1"				
1SP402	1	24'-9"	933	27	4½"	6'-6"	24'-9"				
1P403	36	3'-10"	92	STR							
1P404	18	7'-0"	84	STR							
1P405	18	8'-0"	96	STR							
1P406	42	4'-5"	124	1	1'-0"	3'-6"					
1P407	152	8'-2"	829	36	7'-2"	8"				1"	
1P408	28	3'-0"	56	45	3'-0"						
1P409	28	2'-2"	41	46	2'-2"						
1P501	120	8'-4"	1043	36	7'-2"	10"				1¼"	
1P502	8	8'-11"	74	2	1'-6"	6'-2"	1'-6"				
1P503	8	7'-10"	65	2	1'-6"	5'-1"	1'-6"				
1P601	152	16'-5"	3748	2	6'-0"	4'-9"	6'-0"				
1P701	342	16'-10"	11767	2	6'-6"	4'-2"	6'-6"				
1P801	76	19'-4"	3923	17	17'-8"						
1P802	76	20'-4"	4126	17	18'-8"						
1P803	32	28'-9"	2456	STR							
1P804	32	24'-9"	2115	STR							
1P805	64	30'-6"	5212	STR							
1P806	10	17'-9"	474	2	5'-7"	7'-0"	5'-7"				
1P807	16	13'-1"	559	1	5'-3"	8'-0"					
1P808	16	5'-2"	221	1	1'-4"	4'-0"					
1P809	16	9'-6"	406	39	3'-9"	2'-0"	3'-9"	3"			
1P1001	88	12'-2"	4607	1	1'-9"	10'-9"					
1P1002	44	22'-9"	4307	STR							
1P1003	44	24'-9"	4686	STR							
SUB-TOTAL			52919								

BAR BENDING DIAGRAMS



NOTE:

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, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

DESIGNED PPA | CHECKED JRS/JMS | DRAWN PPA | REVISED | REVIEWED RSB | DATE 2/20/12 | STRUCTURE FILE NUMBER 5707870

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00
PID No. 77247

37/39

1173/1565

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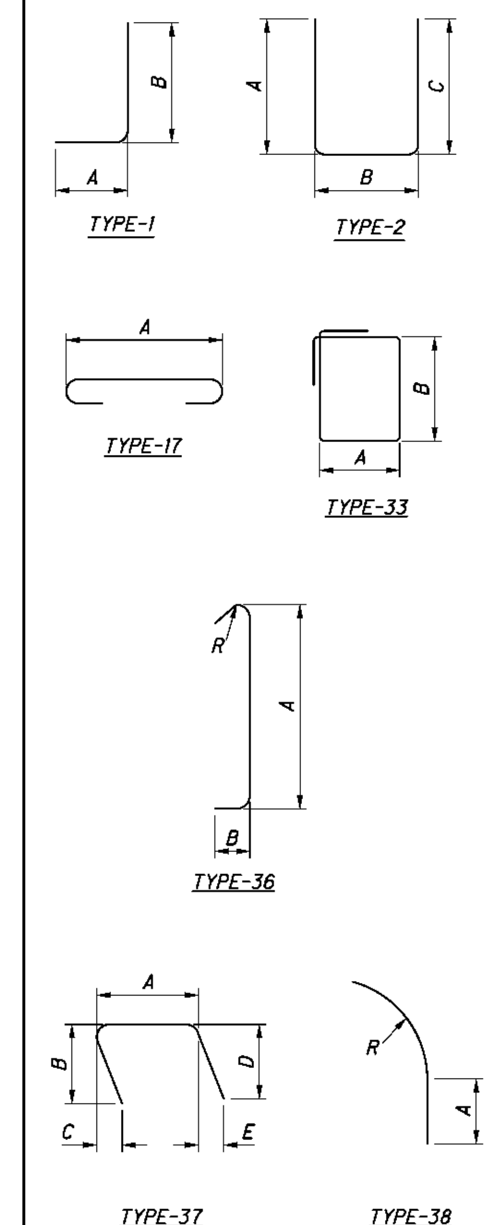
PIER 2

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
2P401	36	25'-8"	617	STR							
2P402	36	6'-4"	152	2	1'-11"	2'-8"	1'-11"				
2P403	43	3'-2"	91	36	2'-7"	8"				1"	
2P404	42	14'-6"	407	2	6'-0"	2'-8"	6'-0"				
2P405	18	9'-4"	112	2	3'-5"	2'-8"	3'-5"				
2P406	16	10'-4"	110	2	3'-11"	2'-8"	3'-11"				
2P407	16	12'-6"	134	2	5'-0"	2'-8"	5'-0"				
2P408	BAR MARK NOT USED										
2P409	18	8'-0"	96	2	2'-9"	2'-8"	2'-9"				
2P410	16	9'-6"	102	2	3'-6"	2'-8"	3'-6"				
2P411	16	11'-6"	123	2	4'-6"	2'-8"	4'-6"				
2P801	BAR MARK NOT USED										
2P802	6	40'-6"	649	STR							
	2	16'-3"									
2P803	SER OF	TO	901	STR							7½"
	9	21'-3"									
2P804	6	15'-11"	255	2	6'-10"	2'-8"	6'-10"				
2P1001	12	46'-6"	2401	37	40'-6"	3'-7"	1"	2'-11"	1"		
2P1002	8	32'-3"	1110	17	30'-6"						
2P1003	8	9'-8"	333	38	3'-5"					7'-11"	
2P1101	86	25'-7"	11689	1	1'-8"	24'-3"					
2P1102	23	13'-8"	1670	17	10'-6"						
2P1103	86	20'-3"	9253	STR							
	SUB-TOTAL		30205								

PIER 3

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
3P401	34	25'-8"	583	STR							
3P402	34	6'-4"	144	2	1'-11"	2'-8"	1'-11"				
3P403	41	3'-2"	87	36	2'-7"	8"				1"	
3P404	58	14'-6"	562	2	6'-0"	2'-8"	6'-0"				
3P405	34	10'-0"	227	2	3'-9"	2'-8"	3'-9"				
3P406	16	11'-2"	119	2	4'-4"	2'-8"	4'-4"				
3P407	BAR MARK NOT USED										
3P408	18	8'-0"	96	2	2'-9"	2'-8"	2'-9"				
3P409	BAR MARK NOT USED										
3P410	16	12'-6"	134	2	5'-0"	2'-8"	5'-0"				
3P601	4	4'-8"	28	1	1'-7"	3'-3"					
3P602	6	11'-0"	99	33	1'-8"	3'-3"					
3P801	BAR MARK NOT USED										
3P802	6	40'-6"	649	STR							
	2	16'-3"									
3P803	SER OF	TO	801	STR							8⅝"
	8	21'-3"									
3P804	10	15'-11"	425	2	6'-10"	2'-8"	6'-10"				
3P901	16	4'-7"	249	1	1'-7"	3'-3"					
3P1001	12	46'-11"	2423	37	40'-6"	4'-0"	1"	2'-10"	1"		
3P1002	8	32'-3"	1110	17	30'-6"						
3P1003	8	9'-8"	333	38	3'-5"					7'-11"	
3P1101	86	25'-7"	11689	1	1'-8"	24'-3"					
3P1102	23	13'-8"	1670	17	10'-6"						
3P1103	86	20'-3"	9253	STR							
	SUB-TOTAL		30681								

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY "STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED RSB | DATE 2/20/12
STRUCTURE FILE NUMBER 5707870
DRAWN PPA | REVISED
DESIGNED PPA | CHECKED JMS

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1262
RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

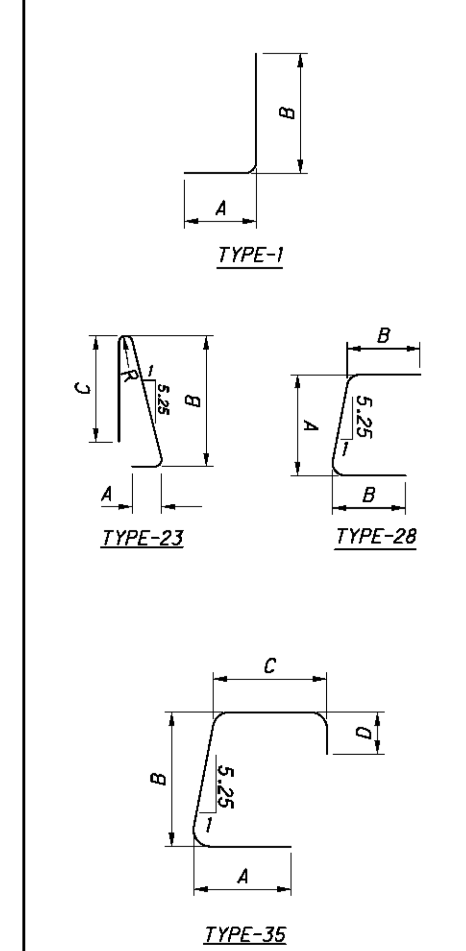
MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
APPROACH SLAB											
R503	92	7'-5"	712	23	1'-1"	3'-2"	3'-0"			2¾"	
R505	12	29'-8"	371	STR							
R506	6	29'-3"	183	STR							
R507	3	27'-1"	85	STR							
R508	3	28'-4"	89	STR							
	1	6'-2"					1'-2"				
R509	SER OF	TO	228	35	1'-1"	3'-2"	TO	1'-3"			1⅛"
	29	8'-11"					3'-11"				
R603	92	2'-9"	380	1	1'-1"	1'-10"					
R604	92	3'-10"	530	28	1'-10"	1'-1"					
R606	2	29'-8"	89	STR							
R607	1	29'-3"	44	STR							
R608	2	27'-1"	81	STR							
R609	2	28'-4"	85	STR							
	1	4'-6"				1'-2"					
R610	SER OF	TO	316	28	2'-4"	TO					2⅜"
	29	10'-0"				3'-11"					
	1	4'-7"			1'-7"						
R611	SER OF	TO	263	1	TO	3'-2"					1¼"
	29	7'-6"			4'-6"						
FOR INFORMATION ONLY											

SLAB											
S401	1083	30'-0"	21703	STR							
S402	57	17'-0"	647	STR							
S403	336	35'-6"	7968	STR							
S404	168	27'-0"	3030	STR							
S501	1200	30'-0"	37548	STR							
S502	60	14'-0"	876	STR							
S503	2538	22'-0"	58237	STR							
S504	114	22'-5"	2665	STR							
S505	1269	26'-6"	35075	STR							
S506	1269	17'-9"	23493	STR							
S507	57	26'-9"	1590	STR							
S508	57	17'-11"	1065	STR							
		SUB-TOTAL	193897								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RAILING											
R501	240	30'-0"	7510	STR							
R502	6	10'-0"	63	STR							
R503	1207	7'-5"	9337	23	1'-1"	3'-2"	3'-0"			2¾"	
R504	6	17'-1"	107	STR							
R601	41	30'-0"	1847	STR							
R602	1	23'-0"	35	STR							
R603	1207	2'-9"	4986	1	1'-1"	1'-10"					
R604	1207	3'-10"	6949	28	1'-10"	1'-1"					
	SUB-TOTAL		30834								

BAR BENDING DIAGRAMS



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- 6: BAR SIZE DIMENSION NO. 6
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DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED RSB DATE 2/20/12
STRUCTURE FILE NUMBER 5707870
DRAWN PPA REVISED
DESIGNED PPA CHECKED JMS

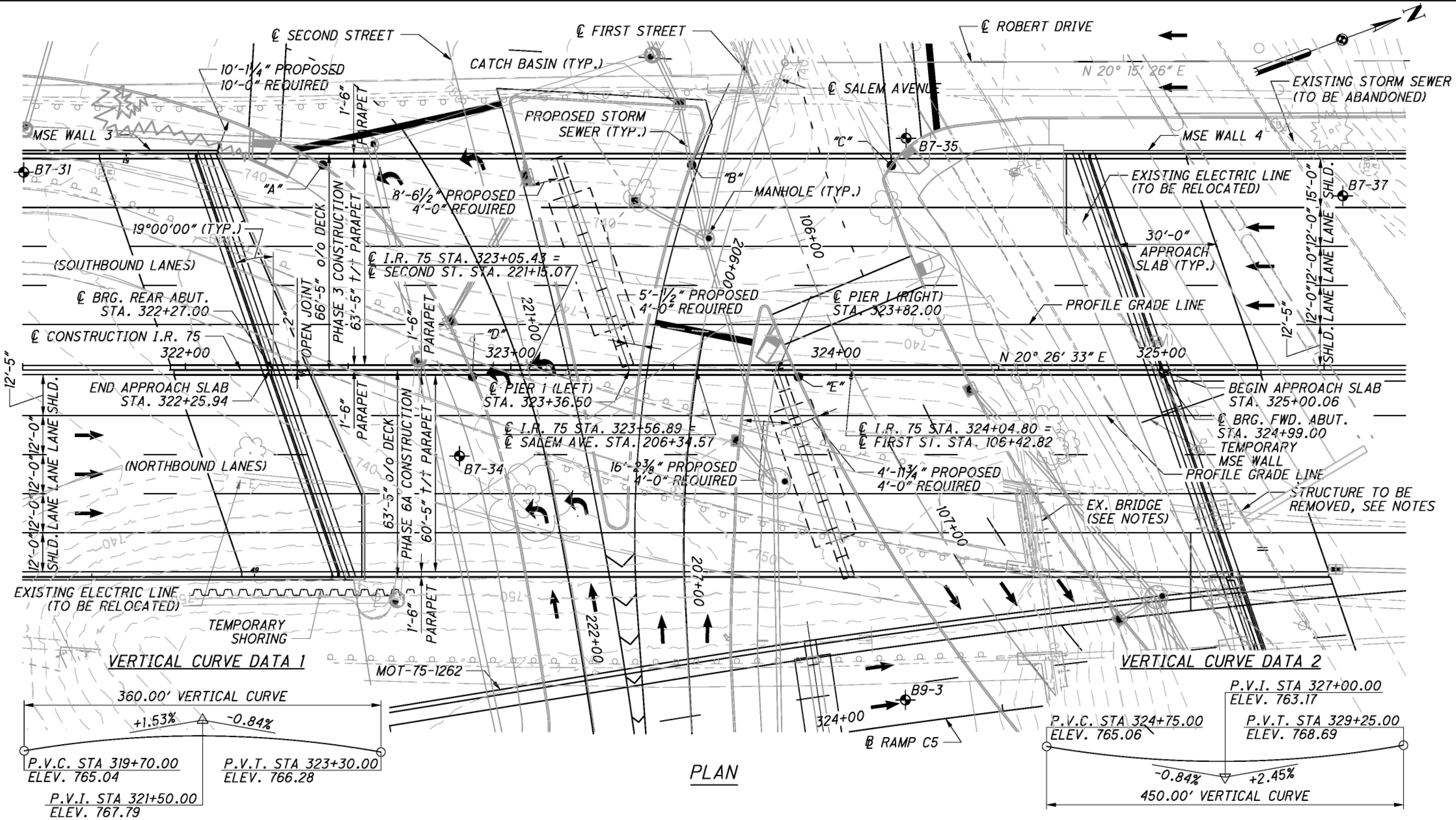
REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1262

RAMP C5 OVER RAMP C1, SECOND STREET, SALEM AVENUE, AND FIRST STREET

MOT-75-12.00

PID No. 77247



VERTICAL CURVE DATA 1

360.00' VERTICAL CURVE

+1.53% -0.84%

P.V.C. STA 319+70.00
ELEV. 765.04

P.V.T. STA 323+30.00
ELEV. 766.28

P.V.I. STA 321+50.00
ELEV. 767.79

VERTICAL CURVE DATA 2

P.V.I. STA 327+00.00
ELEV. 763.17

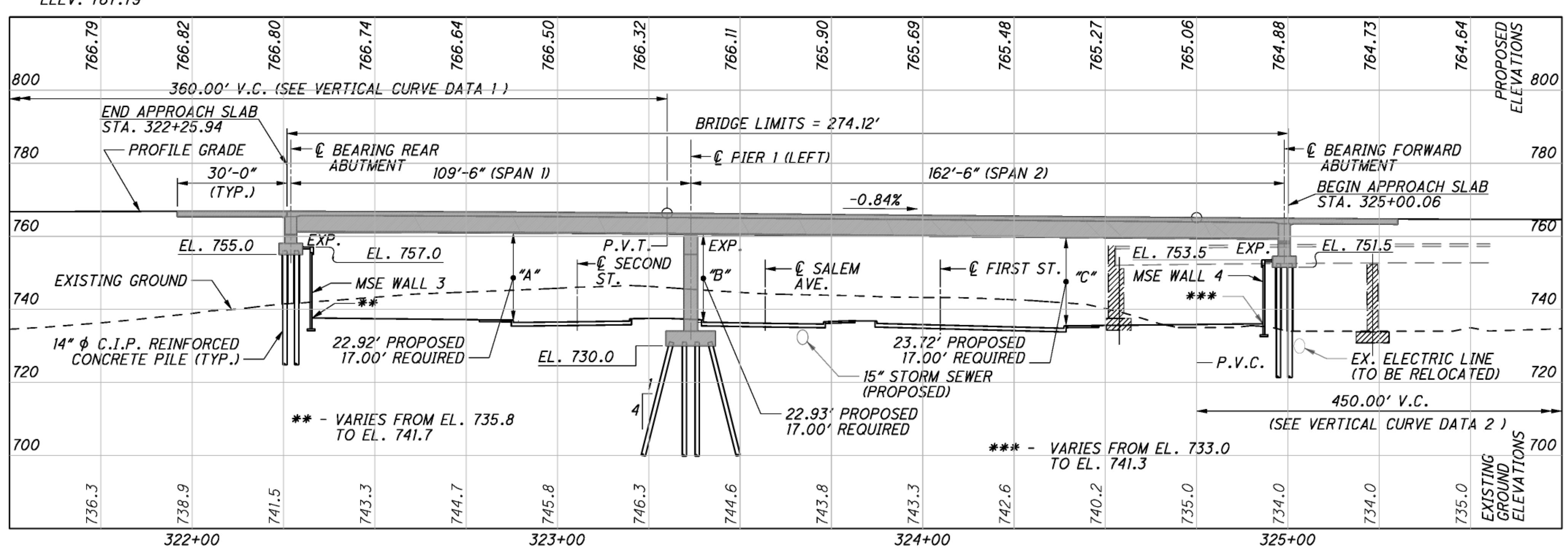
P.V.C. STA 324+75.00
ELEV. 765.06

P.V.T. STA 329+25.00
ELEV. 768.69

-0.84% +2.45%

450.00' VERTICAL CURVE

PLAN



PROFILE ALONG PROFILE GRADE, SOUTHBOUND I.R. 75 - LEFT BRIDGE

BENCHMARKS

BM-12 STA. 319+00.01 (I.R.75), ELEV. 734.89, OFFSET 16.88' LT.,
DESCRIPTION: ¾" IRON PIPE WITH RED CAP
BM-13 STA. 320+76.95 (I.R.75) ELEV. 732.44, OFFSET 260.92' RT.,
DESCRIPTION: CROSS-NOTCH IN CONCRETE
BM-19 STA. 326+46.88 (I.R.75) ELEV. 741.99, OFFSET 2.60' LT.,
DESCRIPTION: ¾" IRON PIPE WITH RED CAP

NOTES

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

PAYMENT FOR REMOVAL OF EXISTING BRIDGE SHALL BE INCLUDED WITH BRIDGE MOT-75-12.71 C&R, UNDER PAY ITEM 202, STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN. FOR ADDITIONAL INFORMATION, SEE SHEETS 793/1565 THRU 806/1565.

DESIGN TRAFFIC:

2005 ADT = 128,200 2005 ADTT = 33,332
2025 ADT = 148,100 2025 ADTT = 38,506
DIRECTIONAL DISTRIBUTION = 51%

LEGEND

BORING LOCATION
"A" - POINT OF MINIMUM VERTICAL CLEARANCE - SECOND STREET
"B" - POINT OF MINIMUM VERTICAL CLEARANCE - SALEM AVENUE
"C" - POINT OF MINIMUM VERTICAL CLEARANCE - FIRST STREET
"D" - POINT OF MINIMUM VERTICAL CLEARANCE - SECOND STREET
"E" - POINT OF MINIMUM VERTICAL CLEARANCE - FIRST STREET

FOUNDATION DATA

ALL PROPOSED PILES SHALL BE 14" ϕ C.I.P. REINFORCED CONCRETE PILES AND HAVE A MINIMUM CAPACITY OF 70 TONS PER PILE. THE ESTIMATED PILE LENGTHS ARE 50' AT THE REAR ABUTMENT, 35' AT PIER 1 (LEFT), 35' AT PIER 1 (RIGHT), AND 55' AT THE FORWARD ABUTMENT.

HORIZONTAL CURVE DATA

FIRST STREET	SECOND STREET	SALEM AVENUE
P.I.= STA. 106+20.86	P.I.= STA. 222+64.60	P.I.= STA. 206+40.51
Δ = 65° 26' 42" (LT)	Δ = 15° 17' 17" (RT)	Δ = 22° 06' 14" (LT)
Dc = 12° 00' 00"	Dc = 4° 00' 00"	Dc = 17° 30' 00"
R = 477.46'	R = 1,432.39'	R = 327.40'
T = 306.79'	T = 192.24'	T = 63.95'
L = 545.38'	L = 382.20'	L = 126.31'
E = 90.07'	E = 12.84'	E = 6.19'

BORING LOCATIONS

BORING	STATION	OFFSET	TOP OF ROCK ELEVATION
B7-31	321+50.28	60.80' LT.	NOT ENCOUNTERED
B7-34	322+84.23	26.43' RT.	NOT ENCOUNTERED
B7-35	324+21.51	71.27' LT.	NOT ENCOUNTERED
B7-37	325+55.74	53.57' LT.	NOT ENCOUNTERED
B9-3	324+21.31	101.40' RT.	NOT ENCOUNTERED

PROPOSED STRUCTURE

TYPE: 2 SPAN CONTINUOUS STEEL PLATE GIRDER (A709 GRADE 50) WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON T-TYPE PIER AND SEMI-INTEGRAL ABUTMENTS WITH MSE WALLS.

SPANS: 109'-6", 162'-6" c/c BEARINGS (LEFT BRIDGE);
155'-0", 117'-0" c/c BEARINGS (RIGHT BRIDGE)

ROADWAY: 63'-5" TOE/TOE PARAPET (LEFT BRIDGE);
60'-5" TOE/TOE PARAPET (RIGHT BRIDGE)

LOADING: HS25 CASE I AND ALTERNATE MILITARY LOADING, FWS = 60 PSF

SKEW: 19°00'00" RIGHT FORWARD

WEARING SURFACE: 1" MONOLITHIC CONCRETE

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

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

STRUCTURE FILE NUMBER: 5707935/5707978

COORDINATES: LATITUDE N 39° 45' 39"
LONGITUDE W 84° 12' 05"

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

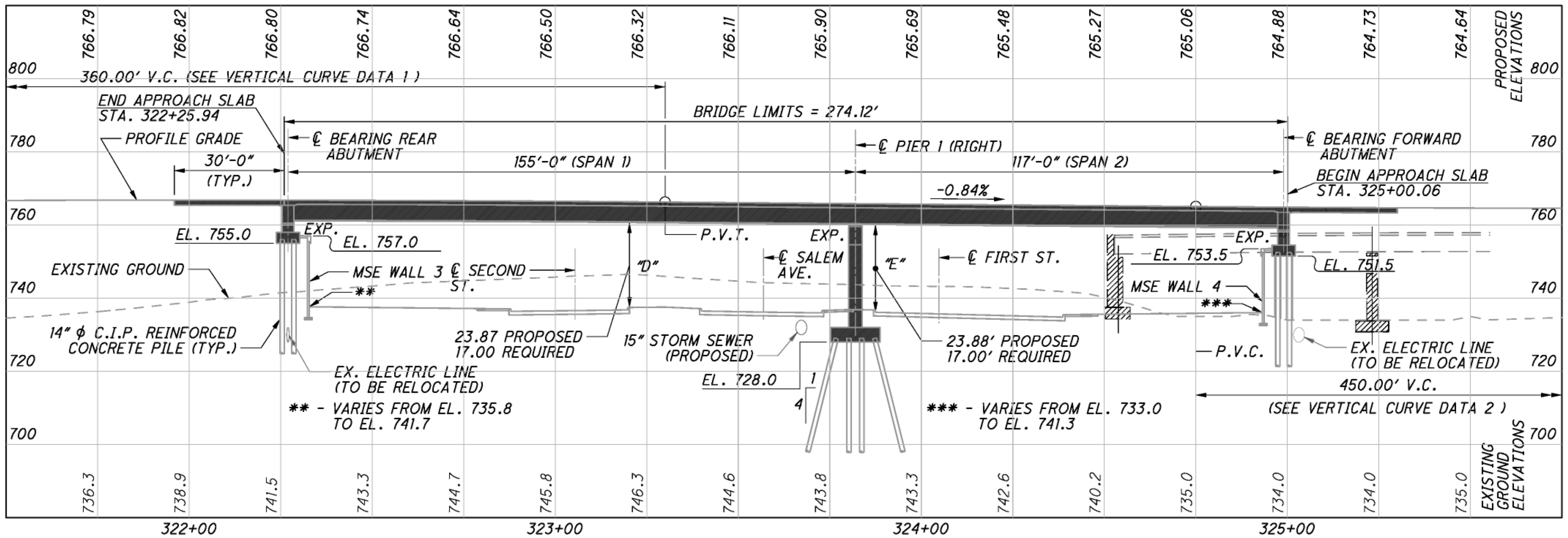
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
CAB	DBT	JRE		JOL	2/16/2012	5707935/5707978

MONTGOMERY COUNTY
STA. 322+25.94
STA. 325+00.06

SITE PLAN

BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



PROFILE ALONG PROFILE GRADE, NORTHBOUND I.R. 75 - RIGHT BRIDGE

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
CAB	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707935/5707978	

MONTGOMERY COUNTY
STA. 322+25.94
STA. 325+00.06

SITE PLAN
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

SICD-1-96	DATED/REVISED	07-19-02
AS-1-81	DATED/REVISED	07-19-02
GSD-1-96	DATED/REVISED	07-19-02
SBR-1-99	DATED/REVISED	07-19-02

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	07/20/2012
840	DATED	07/20/2012
898	DATED	07/20/2012

DESIGN SPECIFICATIONS
DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION - 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING
DESIGN LOADING: HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING

FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT

DESIGN DATA
CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1- COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI
STRUCTURAL STEEL - ASTM A709, GRADE 50, YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD
EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER

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

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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

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

MAINTENANCE OF TRAFFIC
FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS AND STRUCTURE PHASE CONSTRUCTION DETAILS.

ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE
IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):
THE ULTIMATE BEARING VALUE IS 140 TONS PER PILE FOR THE 14" CAST IN PLACE REINFORCED CONCRETE PILES LOCATED AT BOTH ABUTMENTS AND PIERS.

REAR ABUTMENT PILES:
40 PILES (VERTICAL) 55 FEET LONG, ORDER LENGTH
PIER 1 (LEFT) PILES:
40 PILES (VERTICAL) 40 FEET LONG, ORDER LENGTH
PIER 1 (RIGHT) PILES:
40 PILES (VERTICAL) 40 FEET LONG, ORDER LENGTH
FORWARD ABUTMENT PILES:
42 PILES (VERTICAL) 60 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 AN EFFICIENCY FACTOR (D). COMPUTE THE EFFICIENCY FACTOR (D) AS FOLLOWS:

$D = (1-UG)/(1+G^2)^{0.5}$

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 (1/4)

PILE DRIVING CONSTRAINTS
PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 14 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH. IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN
WHERE INDICATED ON THE PLANS, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES,
NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE.,
PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

DECK PLACEMENT DESIGN ASSUMPTIONS
THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS. AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.40 KIPS FOR A TOTAL MACHINE LOAD OF 11.19 KIPS FOR THE LEFT BRIDGE AND A MAXIMUM WHEEL LOAD OF 1.36 KIPS FOR A TOTAL MACHINE LOAD OF 10.90 KIPS FOR THE RIGHT BRIDGE.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OR 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

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. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

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

THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

STRUCTURE GENERAL NOTES

DIMENSIONS

DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

BEARING RETAINERS:

CONSTRUCTION PROCEDURE: FIELD DRILL ANCHOR BOLT HOLES, INSTALL ANCHOR BOLTS AND PLACE EPOXY GROUT AFTER THE ERECTION OF STRUCTURAL STEEL BEAMS. WHEN DRILLING HOLES, TAKE PRECAUTIONS TO AVOID INTERFERING WITH REINFORCING STEEL. POSITION AND TIGHTEN THE RETAINER AND INSTALL A BLOCK OF POLYSTYRENE FILLER MATERIAL, DIMENSIONED AS SHOWN ON SHEET 23/38 & 33/38, OVER THE TOP OF THE RETAINER ASSEMBLY BEFORE THE CONCRETE PLACEMENT FOR THE BEAM END ENCASEMENT.

MATERIALS: THE STEEL RETAINER ASSEMBLY AND THE SQUARE PLATE WASHER SHALL BE THE SAME GRADE OF STEEL AS THE MAIN STRUCTURAL MEMBERS. ANCHOR BOLTS AND NUTS SHALL BE ASTM A325. STEEL RETAINER ASSEMBLIES SHALL HAVE THE SAME PROTECTIVE COATING AS THE MAIN STRUCTURAL STEEL ANCHOR BOLTS, NUTS AND SQUARE PLATE WASHERS SHALL BE GALVANIZED ACCORDING TO 711.02. THE THREAD LENGTH REQUIREMENTS OF ASTM A325 MAY BE WAIVED. THE GROUT SHALL BE A NON-SHRINK, EPOXY GROUT MEETING THE REQUIREMENTS OF 705.20.

THE COSTS FOR FURNISHING AND INSTALLING THE STEEL RETAINER ASSEMBLIES, INCLUDING THE POLYSTYRENE, WILL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR THE ELASTOMERIC BEARINGS.

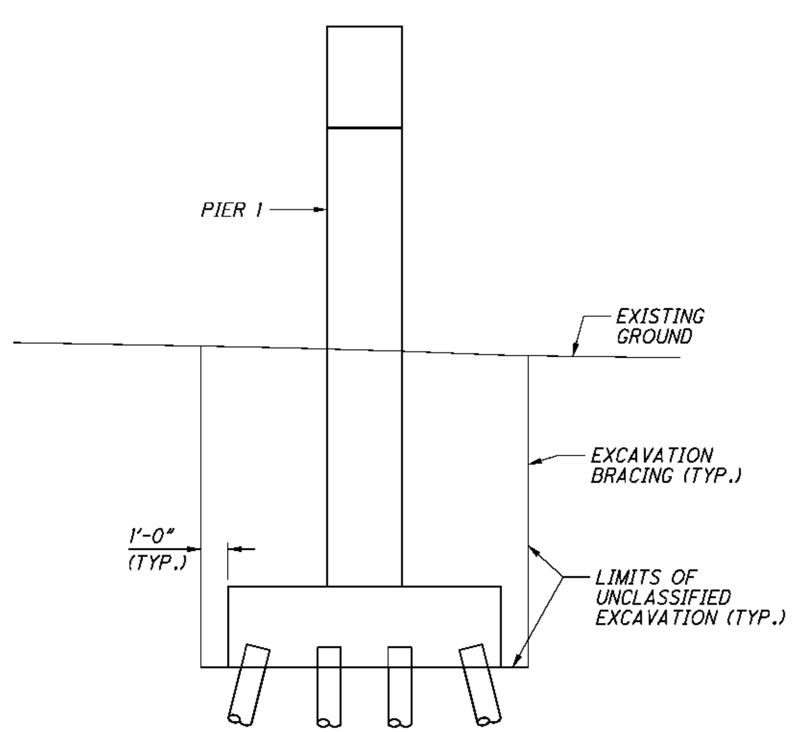
ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLORS OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)
FEDERAL STANDARD COLOR 595B-33578 (TAN)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.



ITEM 503 UNCLASSIFIED EXCAVATION AND EXCAVATION BRACING DIAGRAM

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 $1\frac{1}{4}$" 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 THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHALL COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAP LENGTHS OF THE HORIZONTAL STRIPS THAT ARE NOT VULCANIZED OR ADHESIVE BONDED, SHALL BE AT LEAST 1 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 SHEETING SHALL BE $\frac{3}{32}$" THICK GENERAL PURPOSE, HEAVY-DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NN-0003", BY E. I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, INCHES	D751	0.094 ± 0.01
BREAKING STRENGTH, GRAB, LBS, MINIMUM (LONG. X TRANS.)	D751	700 x 700
ADHESIVE STRIP, 1" WIDE X 2" LONG, LBS MINIMUM	D751	9
BURST STRENGTH, PSI MINIMUM	D751	1400
HEAT AGING, 70 HR, 212° F, 180° BEND WITHOUT CRACKING	D2136	NO CRACKING OF COATING
LOW TEMP. BRITTLENESS, 1 HR, -40° F, BEND AROUND $\frac{1}{4}$" MANDREL	D2136	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.

ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8" X 18" (CENTER-TO-CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A $\frac{1}{2}$" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE PIER FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED CAB
DRAWN JRE
REVIEWED JOL
DATE 2/16/2012
CHECKED DBT
REVISED
STRUCTURE FILE NUMBER 5707935/5707978

STRUCTURE GENERAL NOTES
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

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MADE BY: JRE DATE: 09-22-11
CHECKED BY: DWB DATE: 09-22-11

ESTIMATED QUANTITIES

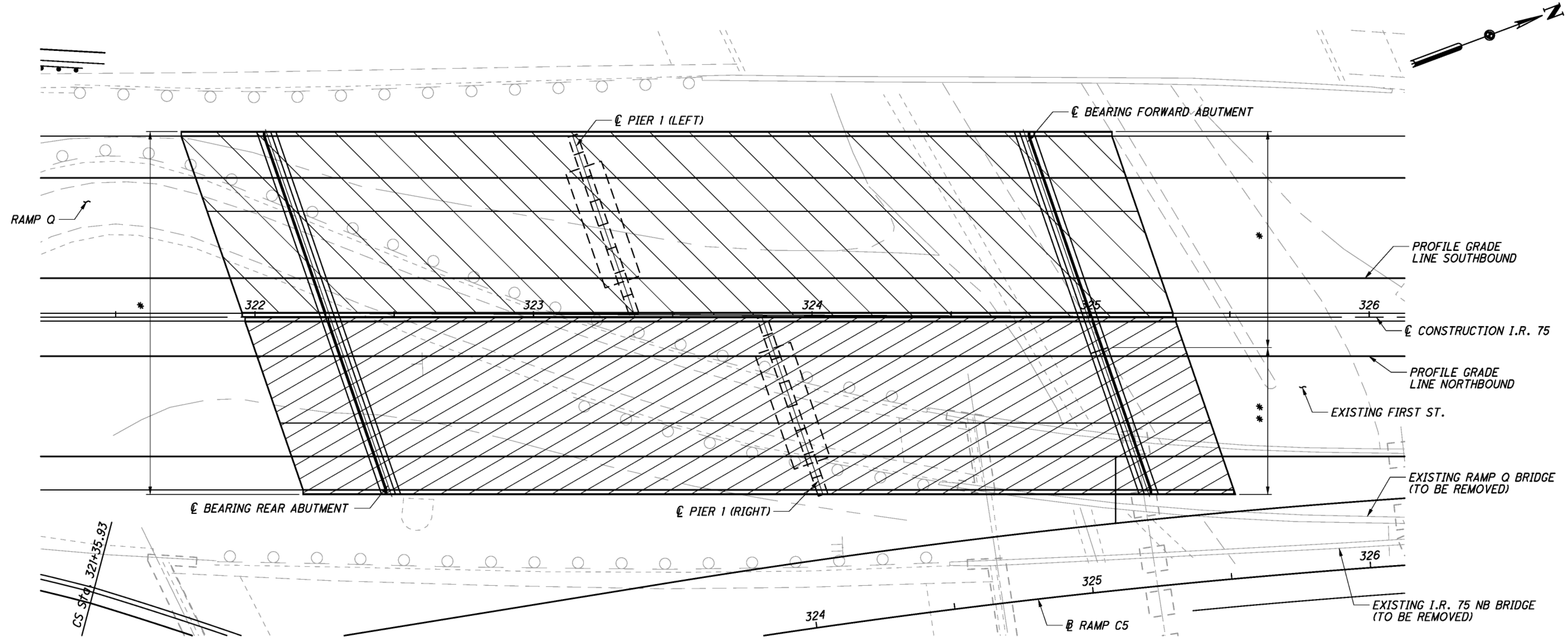
ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET NUMBER
202	98100	4	1	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE					
503	11100	70%	30%	LUMP		COFFERDAMS AND EXCAVATION BRACING				LUMP	
503	21300	70%	30%	LUMP		UNCLASSIFIED EXCAVATION				LUMP	
505	11100	70%	30%	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00600	5117	2193	7,310	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	4,310	3,000			
507	00650	5684	2436	8,120	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	4,720	3,400			
507	93301	30	12	42	EACH	STEEL POINTS OR SHOES, AS PER PLAN	42				3/38
509	10000	348091	149181	497,272	POUND	EPOXY COATED REINFORCING STEEL	17,069	88,270	391,933		
512	10101	1568	671	2,239	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	338	595	1,306		4, 34/38
512	33000	6	2	8	SQ YD	TYPE 2 WATERPROOFING					
513	10280	1059457	454052	1,513,509	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4			1,513,509		
513	20000	6261	2683	8,944	EACH	WELDED STUD SHEAR CONNECTORS			8,944		
514	00060	44733	19171	63,904	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			63,904		
514	00066	44733	19171	63,904	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			63,904		
516	13600	27	11	38	SQ FT	1" PREFORMED EXPANSION JOINT FILLER			38		
516	13900	57	24	81	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	20		61		
516	14021	193	82	275	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN					4/38
516	44000	6	2	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			8		
						(11" X 1'-2" X 1.99" WITH 1'-0" X 1'-3" X 1.53" LOAD PLATE)					
516	44100	12	4	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			16		
						(1'-4" X 1'-8" X 2.65" WITH 1'-5" X 1'-9" X 1.53" LOAD PLATE)					
516	44100	6	2	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			8		
						(1'-9" X 2'-1" X 2.85" WITH 1'-10" X 2'-2" X 1.59" LOAD PLATE)					
516	44100	6	2	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			8		
						(1'-9" X 2'-1" X 2.85" WITH 1'-10" X 2'-2" X 1.69" LOAD PLATE)					
516	44100	6	2	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			8		
						(1'-0" X 1'-2" X 2.11" WITH 1'-1" X 1'-3" X 1.53" LOAD PLATE)					
518	21200	119	51	170	CU YD	POROUS BACKFILL WITH FILTER FABRIC	170				
518	40000	194	82	276	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	276				
518	40010	17	6	23	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	23				
523	20000	1	0	1	EACH	DYNAMIC LOAD TESTING				1	
SPECIAL	53000600	3745	1604	5,349	SQ FT	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT		5,349			
601	21001	129	55	184	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	184				13/38
898	10211	873	374	1,247	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN				1,247	3/38
898	10709	607	259	866	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN			866		3/38
898	11000	264	112	376	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)				376	
898	20100	220	94	314	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)		314			
898	20160	211	90	301	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	301				
898	20300	120	51	171	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)		171			

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED CAB | CHECKED DWB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



CONSTRUCTION SEQUENCE PLAN

SUGGESTED CONSTRUCTION SEQUENCE:

IN GENERAL, THE PROPOSED WORK SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF THE EXISTING I.R. 75 AND RAMP Q BRIDGES IN STAGES. REMOVAL AND CONSTRUCTION OPERATIONS ARE TO BE PERFORMED WHILE MAINTAINING TRAFFIC. THE PERFORMANCE OF ALL STAGES OF WORK MUST BE COORDINATED TO SATISFY THE PROJECT MAINTENANCE OF TRAFFIC AND SAFETY REQUIREMENT. SEE THE PROJECT MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC REQUIREMENTS.

PHASE 3 CONSTRUCTION:

1. CONSTRUCT THE PORTIONS OF THE SUBSTRUCTURE UNITS INDICATED AS PHASE 3 CONSTRUCTION.
2. CONSTRUCT THE SOUTHBOUND SUPERSTRUCTURE AND DECK.

PHASE 6A CONSTRUCTION

1. CONSTRUCT THE PORTIONS OF THE SUBSTRUCTURE UNITS INDICATED AS PHASE 6A CONSTRUCTION.
2. CONSTRUCT THE NORTHBOUND SUPERSTRUCTURE AND DECK.

LEGEND:

- PHASE 3 CONSTRUCTION
- PHASE 6A CONSTRUCTION

* PHASE 3 ABUTMENT CONSTRUCTION

** PHASE 6A ABUTMENT CONSTRUCTION

NOTES:

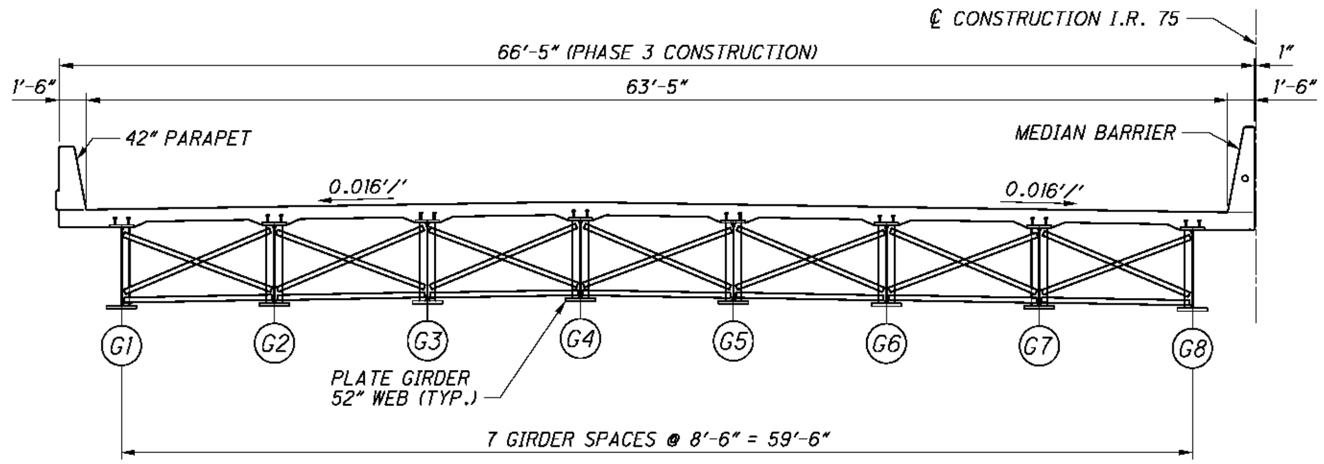
1. FOR ADDITIONAL MAINTENANCE OF TRAFFIC STAGING DETAILS, SEE MAINTENANCE OF TRAFFIC SHEETS.

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

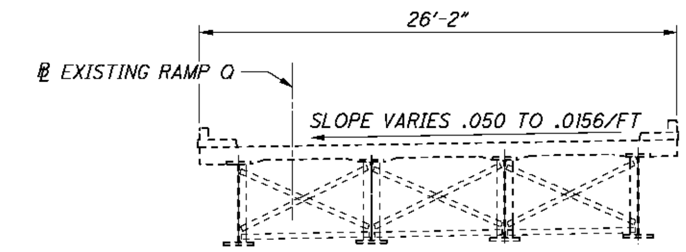
DESIGNED	DRAWN	REVIEWED	DATE
CAB	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWB		5707935/5707978	

PHASED CONSTRUCTION PLAN
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

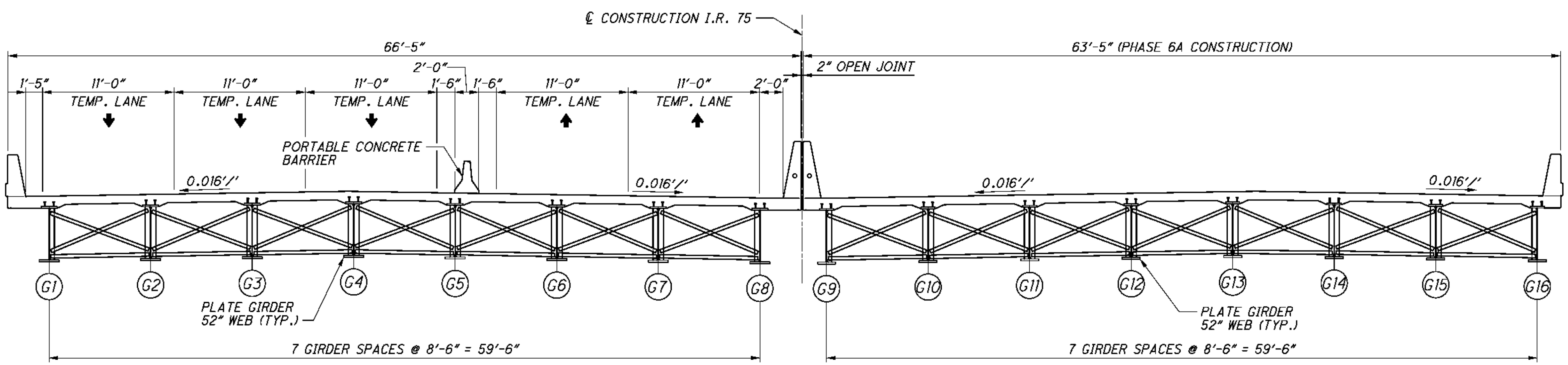


LEFT BRIDGE
(SOUTHBOUND)



EXISTING RAMP Q
(TO BE REMOVED)

PHASE 3 CONSTRUCTION



LEFT BRIDGE
(SOUTHBOUND)

RIGHT BRIDGE
(NORTHBOUND)

PHASE 6A CONSTRUCTION

NOTES:

1. SEE ROADWAY PLANS FOR OTHER TEMPORARY BARRIER DETAILS.
2. FOR BARRIER DETAILS, SEE STANDARD DRAWING PCB - 91.

DESIGN AGENCY HNTB 330 W. Spring Street, Suite 310 Columbus, OH 43215-2390

DESIGNED	DRAWN	REVIEWED	DATE
JRE	CDD	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BDL		5707935/5707978	

PHASED CONSTRUCTION DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

7 / 38

1182 / 1565

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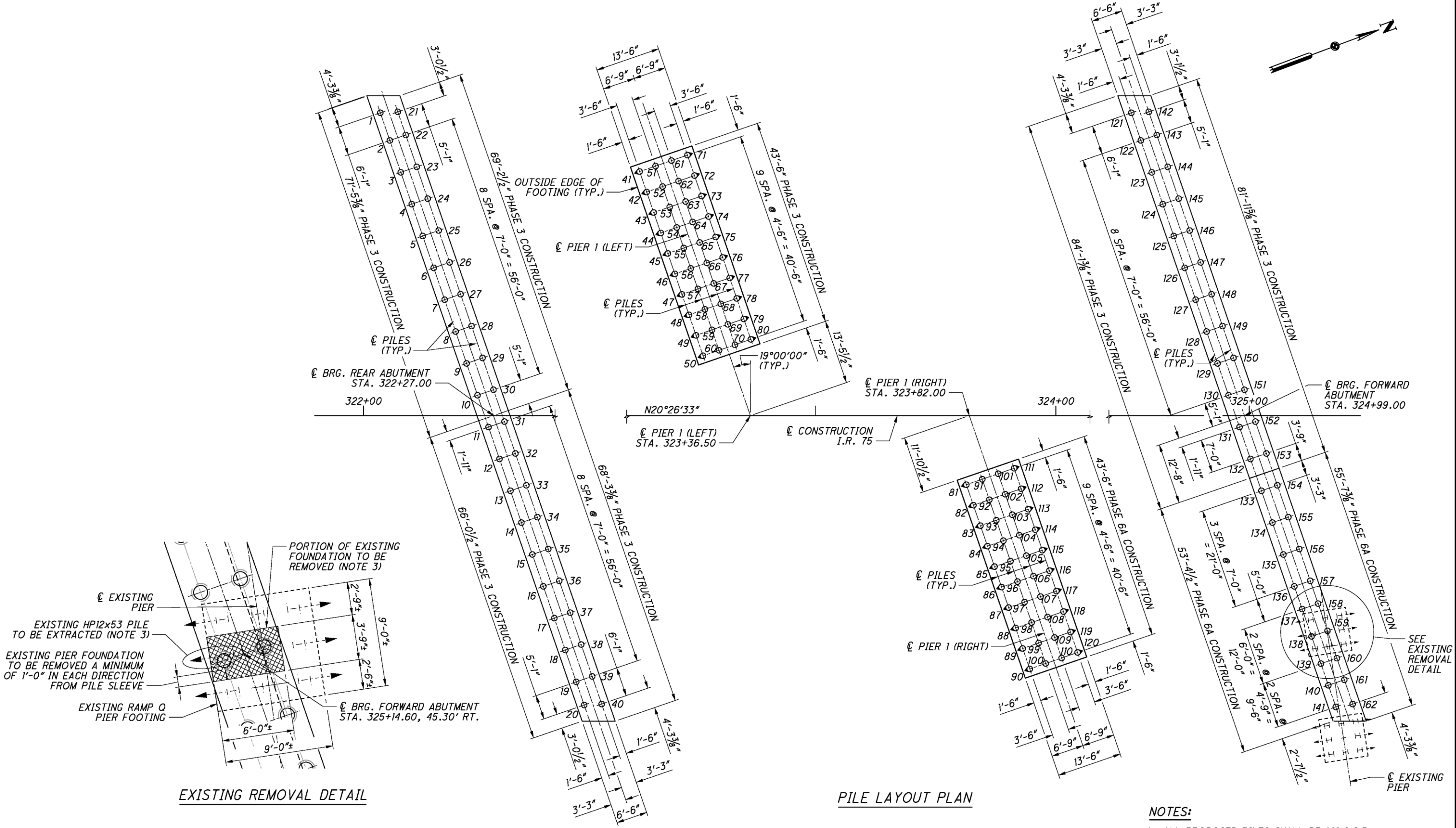


LEGEND

- ○ = VERTICAL PILE
- ○> = BATTERED PILE (1:4 BATTER TYP.)
- ▩ = PORTION OF EXISTING TO BE REMOVED
- H = EXISTING PILE
- ←H = EXISTING BATTERED PILE

NOTES:

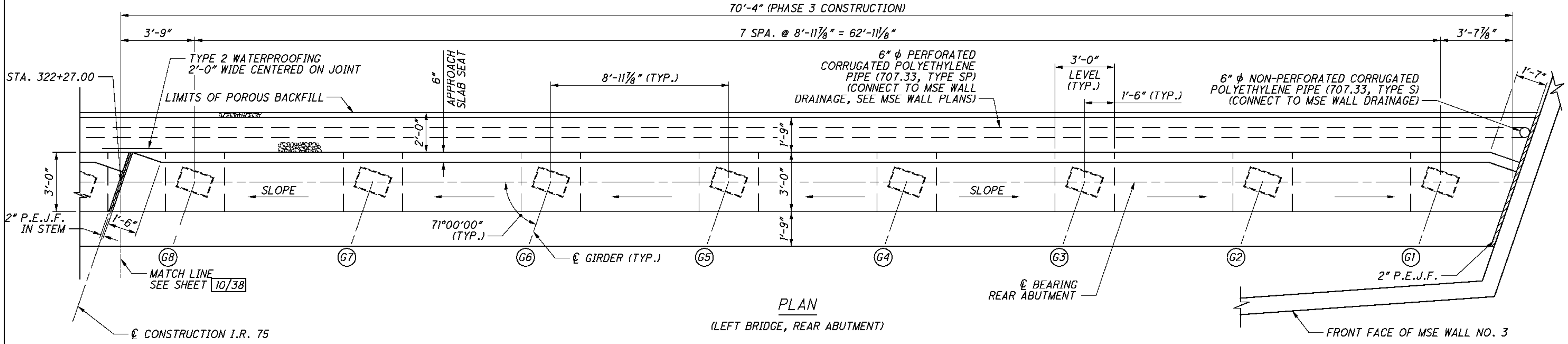
1. ALL PROPOSED PILES SHALL BE 14" C.I.P. REINFORCED CONCRETE PILES AND HAVE AN ULTIMATE BEARING VALUE OF 140 TONS PER PILE AT BOTH ABUTMENTS AND PIERS.
2. PILE LAYOUT DIMENSIONS ARE MEASURED ALONG THE BOTTOM OF FOOTING.
3. FOR PILE REMOVAL DETAILS, SEE STRUCTURE REMOVAL PLANS, SHEET 806/1565.
4. PILES 121-162 TO HAVE PILE POINTS.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JRE	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CAB		5707935/5707978	

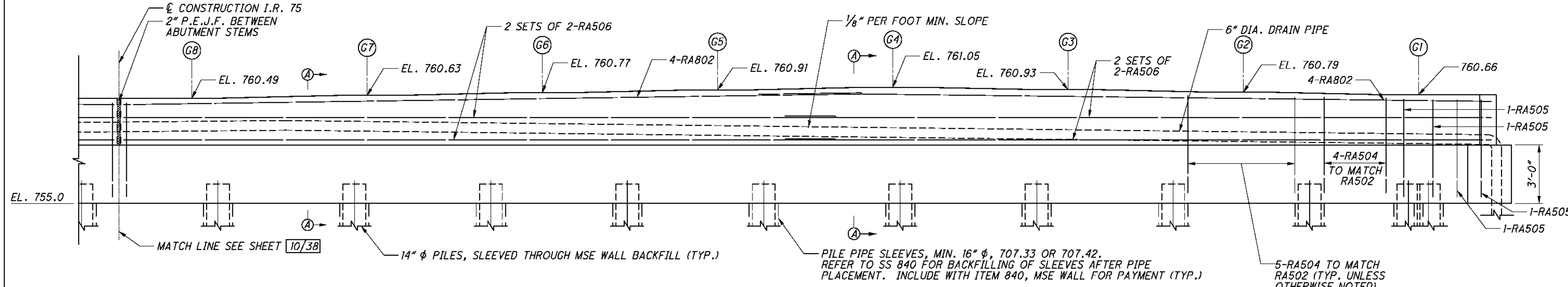
FOUNDATION PLAN
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



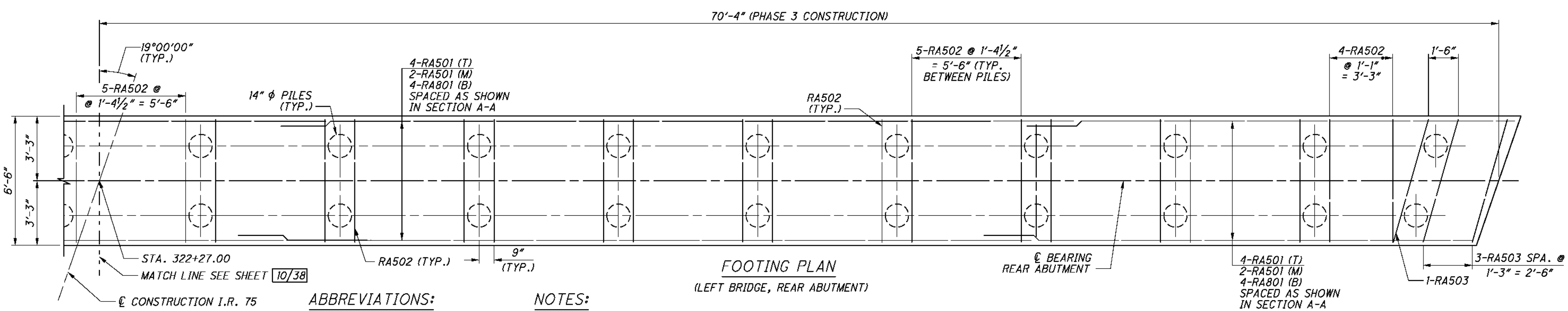
PLAN

(LEFT BRIDGE, REAR ABUTMENT)



ELEVATION

(LEFT BRIDGE, REAR ABUTMENT)



FOOTING PLAN

(LEFT BRIDGE, REAR ABUTMENT)

REQUIRED MIN. LAP LENGTHS	
NO. 5 BARS	3'-6" MIN.
NO. 8 BARS	5'-3" MIN.

ABBREVIATIONS:

- B - BOTTOM
- M - MIDDLE
- T - TOP
- EL. - ELEVATION
- TYP. - TYPICAL
- GX - GIRDER LINE X (WHERE X IS NUMBER 1-16)

NOTES:

1. FOR SECTION A-A, SEE SHEET 13/38.
2. FOR PILE LAYOUT AND NOTES, SEE SHEET 8/38.
3. FOR ADDITIONAL SEMI-INTEGRAL ABUTMENT DETAILS, SEE ODOT STD. DRAWING SICD-1-96.
4. FOR DIAPHRAGM REINFORCEMENT DETAILS, SEE SHEET 33/38.
5. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE TO THE FOUNDATION, AND LATERALLY TO THE MSE WALL.
6. ABUTMENT DIAPHRAGM CONCRETE, STEEL SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE STRUCTURAL STEEL MEMBERS WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEETS 37/38 TO 38/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

DESIGNED JRE | CHECKED CAB | DRAWN ENH | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935

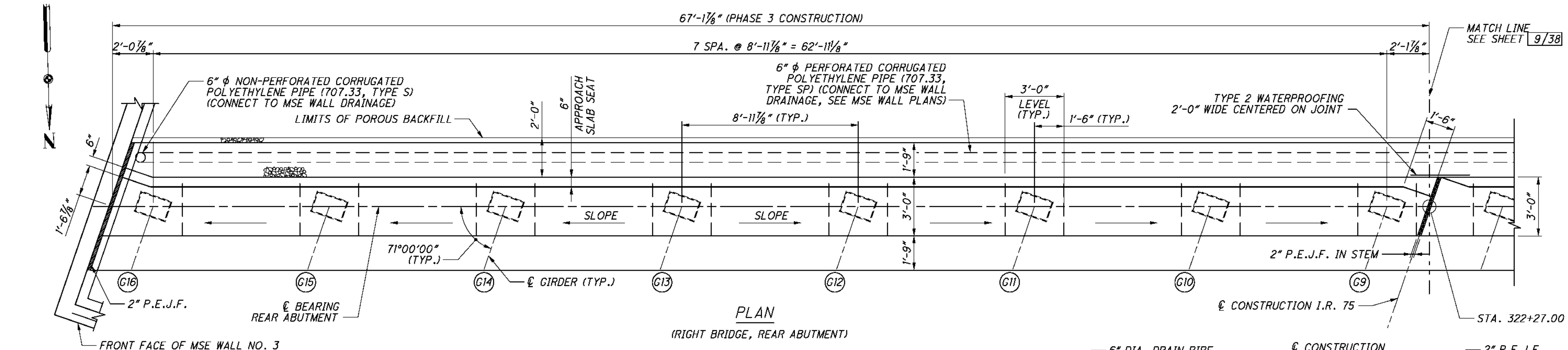
REAR ABUTMENT PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1267 L/R

I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

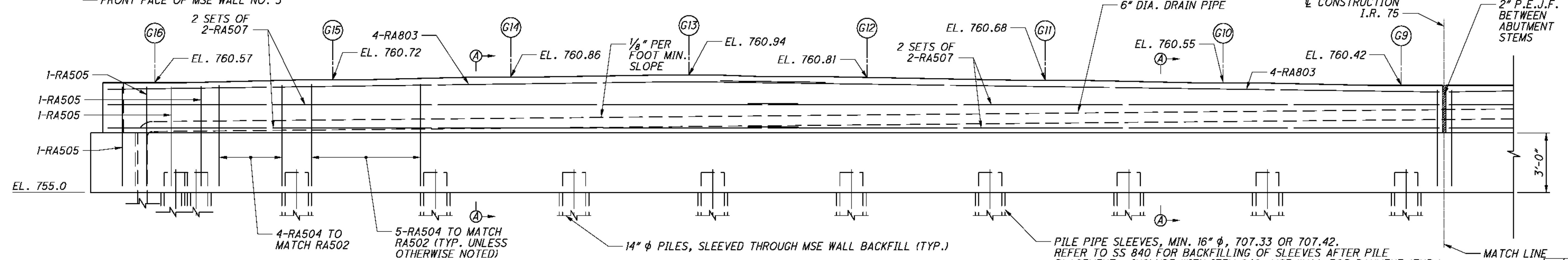
MOT-75-12.00

PID No. 77247



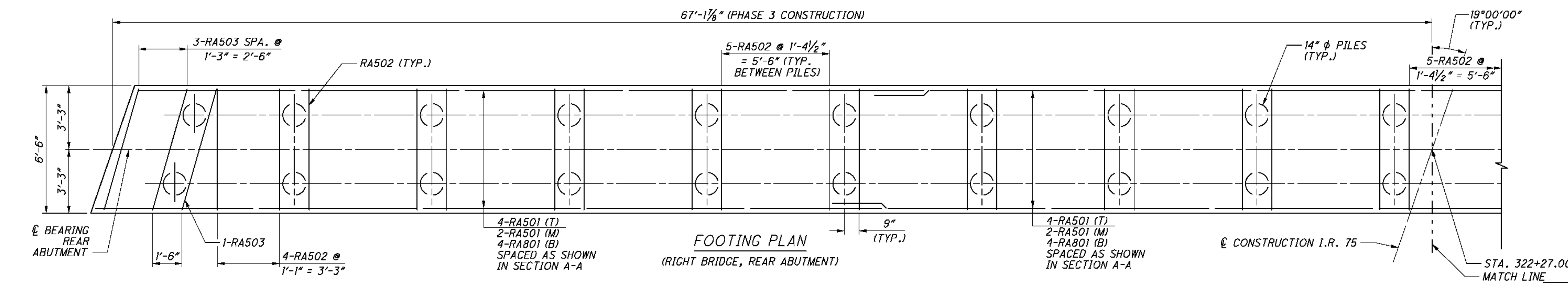
PLAN

(RIGHT BRIDGE, REAR ABUTMENT)



ELEVATION

(RIGHT BRIDGE, REAR ABUTMENT)



FOOTING PLAN

(RIGHT BRIDGE, REAR ABUTMENT)

REQUIRED MIN. LAP LENGTHS	
NO. 5 BARS	3'-6" MIN.
NO. 8 BARS	5'-3" MIN.

ABBREVIATIONS:

B - BOTTOM
M - MIDDLE
T - TOP
EL. - ELEVATION
TYP. - TYPICAL
GX - GIRDER LINE X (WHERE X IS NUMBER 1-16)

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET 9/38.
2. FOR SECTION A-A AND ADDITIONAL ABUTMENT DETAILS, SEE SHEET 13/38.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

REVIEWED	DATE
JOL	2/16/2012
STRUCTURE FILE NUMBER	
5707978	

DESIGNED	DRAWN	REVISED
JRE	ENH	
CHECKED		
CAB		

REAR ABUTMENT PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1267 L/R

I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00

PID No. 77247

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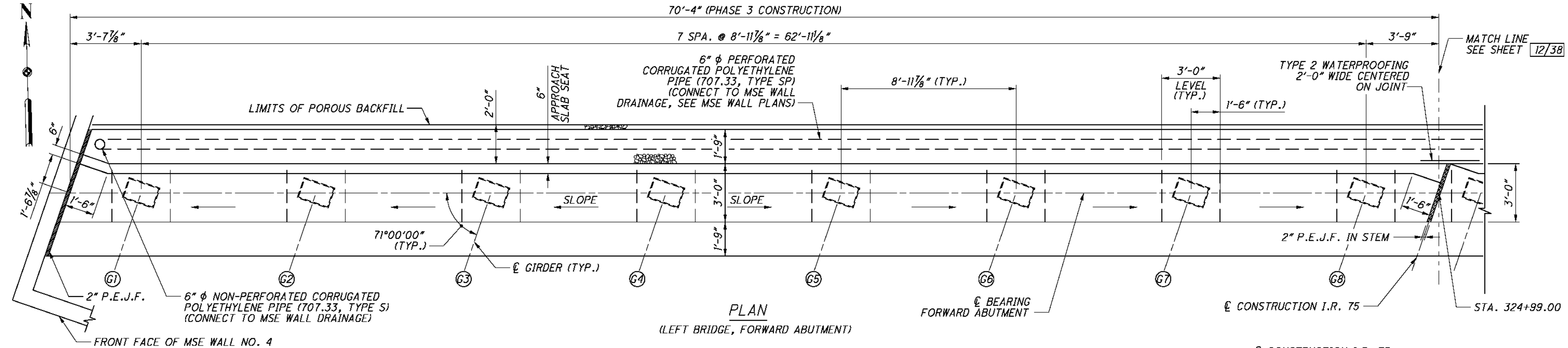
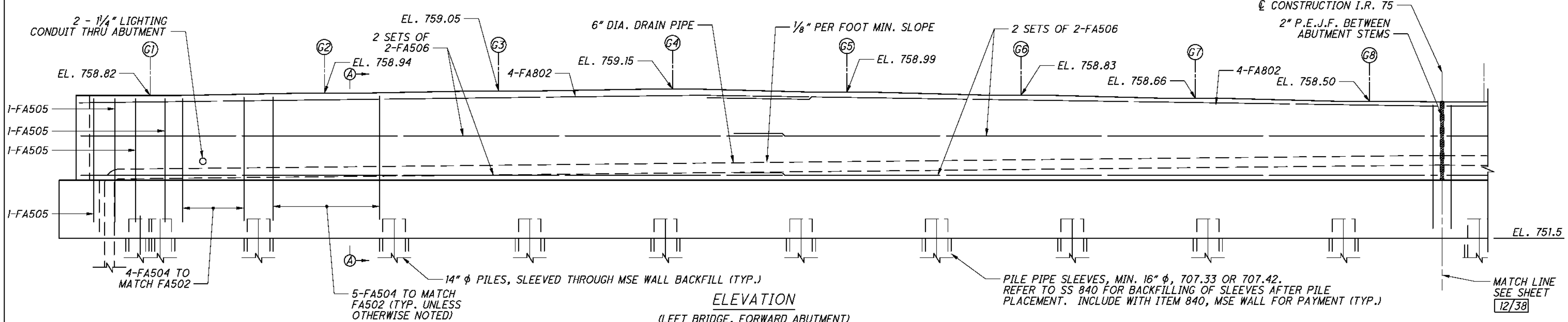


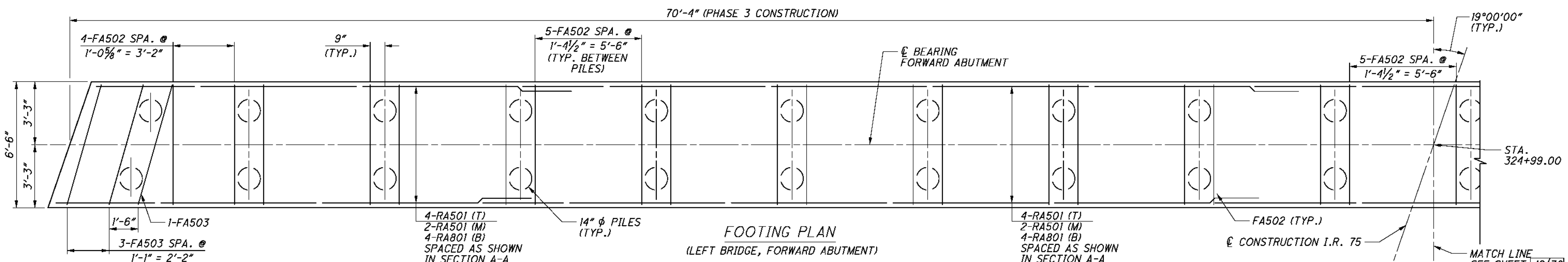
PLAN

(LEFT BRIDGE, FORWARD ABUTMENT)



ELEVATION

(LEFT BRIDGE, FORWARD ABUTMENT)



FOOTING PLAN

(LEFT BRIDGE, FORWARD ABUTMENT)

REQUIRED MIN. LAP LENGTHS	
NO. 5 BARS	3'-6" MIN.
NO. 8 BARS	5'-3" MIN.

ABBREVIATIONS:

B - BOTTOM
M - MIDDLE
T - TOP
EL. - ELEVATION
TYP.- TYPICAL
GX - GIRDER LINE X (WHERE X IS NUMBER 1-16)

NOTES:

1. FOR SECTION A-A, SEE SHEET 13/38.
2. FOR PILE LAYOUT AND NOTES, SEE SHEET 8/38.
3. FOR ADDITIONAL SEMI-INTEGRAL ABUTMENT DETAILS, SEE ODOT STD. DRAWING SICD-1-96.
4. FOR DIAPHRAGM REINFORCEMENT DETAILS, SEE SHEET 33/38.
5. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE TO THE FOUNDATION, AND LATERALLY TO THE MSE WALL.
6. ABUTMENT DIAPHRAGM CONCRETE, STEEL SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE STRUCTURAL STEEL MEMBERS WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEETS 37/38 TO 38/38.
8. ADJUST CONDUIT LOCATION OR REBAR TO AVOID CONFLICTS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

REVIEWED	DATE
JOL	2/16/2012

STRUCTURE FILE NUMBER 5707935

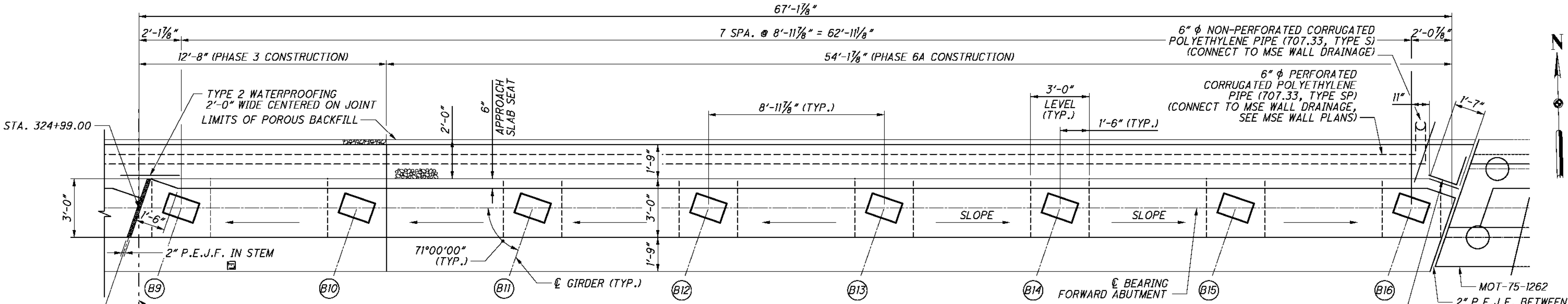
DRAWN	REVISED
ENH	

DESIGNED	CHECKED
JRE	CAB

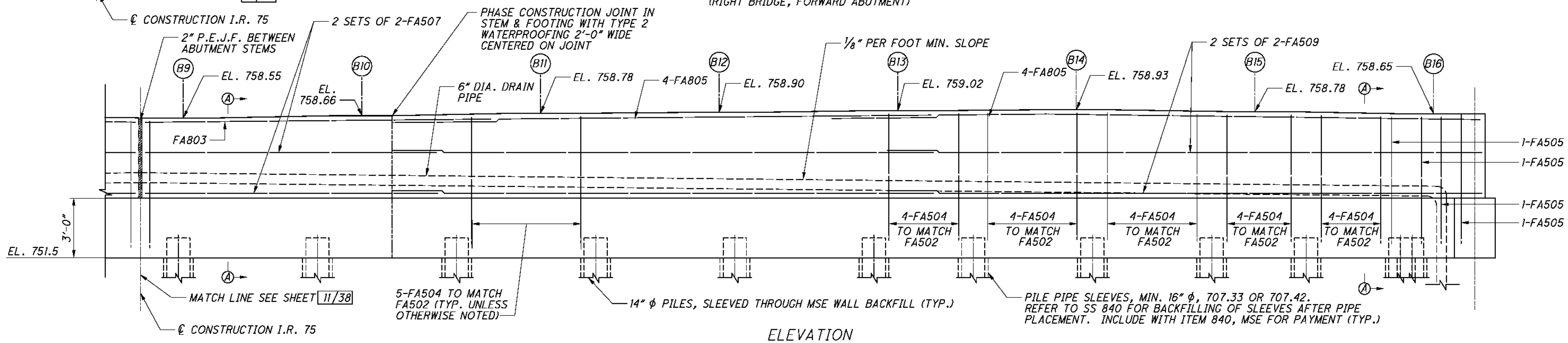
FORWARD ABUTMENT PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

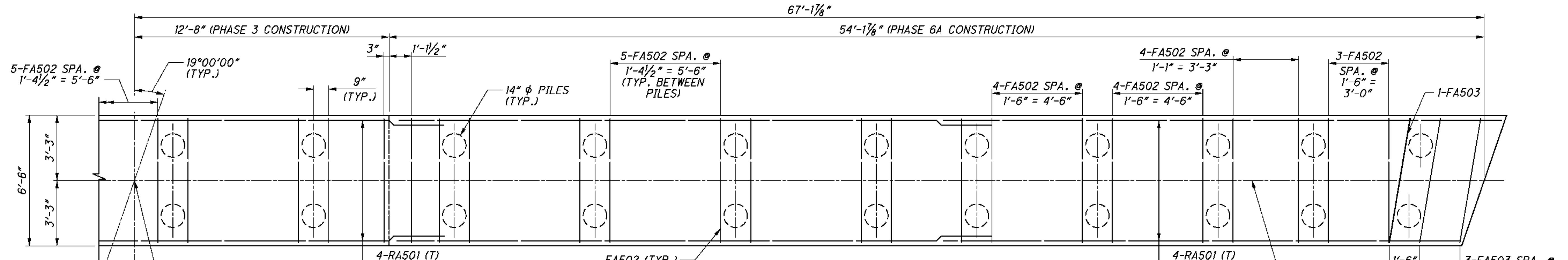
MOT-75-12.00
PID No. 77247



PLAN
(RIGHT BRIDGE, FORWARD ABUTMENT)



ELEVATION
(RIGHT BRIDGE, FORWARD ABUTMENT)



FOOTING PLAN
(RIGHT BRIDGE, FORWARD ABUTMENT)

REQUIRED MIN. LAP LENGTHS	
NO. 5 BARS	3'-6" MIN.
NO. 8 BARS	5'-3" MIN.

ABBREVIATIONS:
B - BOTTOM
M - MIDDLE
T - TOP
EL. - ELEVATION
TYP. - TYPICAL
CX - GIRDER LINE X (WHERE X IS NUMBER 1-16)

NOTES:
1. FOR ADDITIONAL NOTES SEE SHEET 11/38.

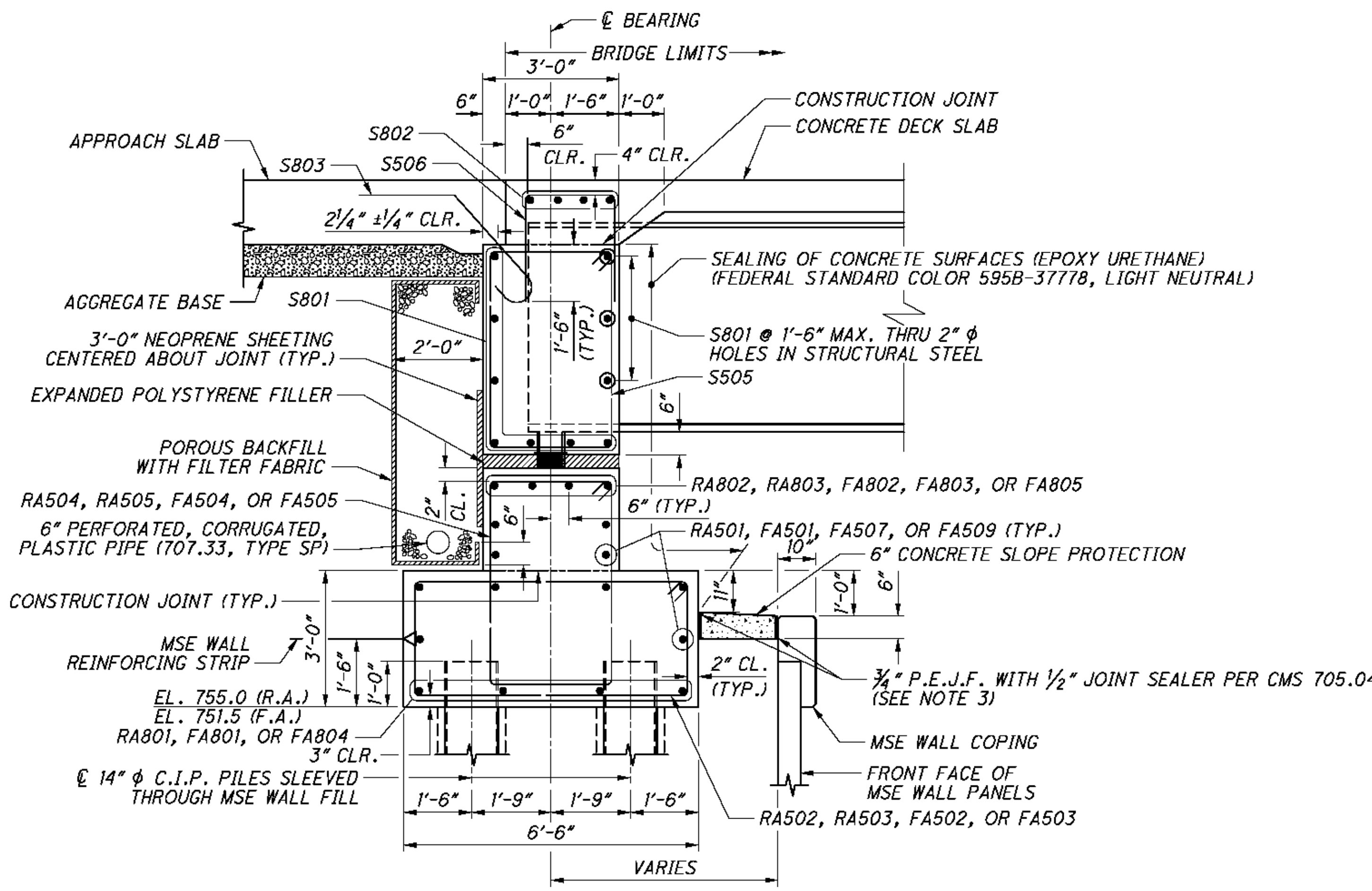
FOR SECTION A-A AND ADDITIONAL ABUTMENT DETAILS, SEE SHEET 13/38.

FORWARD ABUTMENT PLAN AND ELEVATION - RIGHT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JRE	CAB	ENH		JOL	2/16/2012	5707978

MOT-75-12.00
PID No. 77247



SECTION A-A

ABBREVIATIONS:

EL.	- ELEVATION
E.F.	- EACH FACE
R.A.	- REAR ABUTMENT
F.A.	- FORWARD ABUTMENT
P.E.J.F.	- PREFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR ABUTMENT PLANS AND ELEVATIONS, AND ADDITIONAL NOTES, SEE SHEETS 10/38 TO 12/38.
2. FOR BEARING DETAILS AND NOTES, SEE SHEET 23/38.
3. 6" CONCRETE SLOPE PROTECTION & ¾" P.E.J.F. TO BE PAID FOR WITH ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN.
4. FOR ADDITIONAL MSE WALL DETAILS AT THE REAR ABUTMENT, SEE MSE WALL 3 PLANS. FOR ADDITIONAL MSE WALL DETAILS AT THE FORWARD ABUTMENT, SEE MSE WALL 4 PLANS. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840, MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN IN MSE WALL PLANS. SEE SHEETS 848/1565 THRU 872/1565.
5. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRESETTING OF BEARING ANCHORS. FOR BEARING ANCHOR PLANS, SEE SHEET 23/38.

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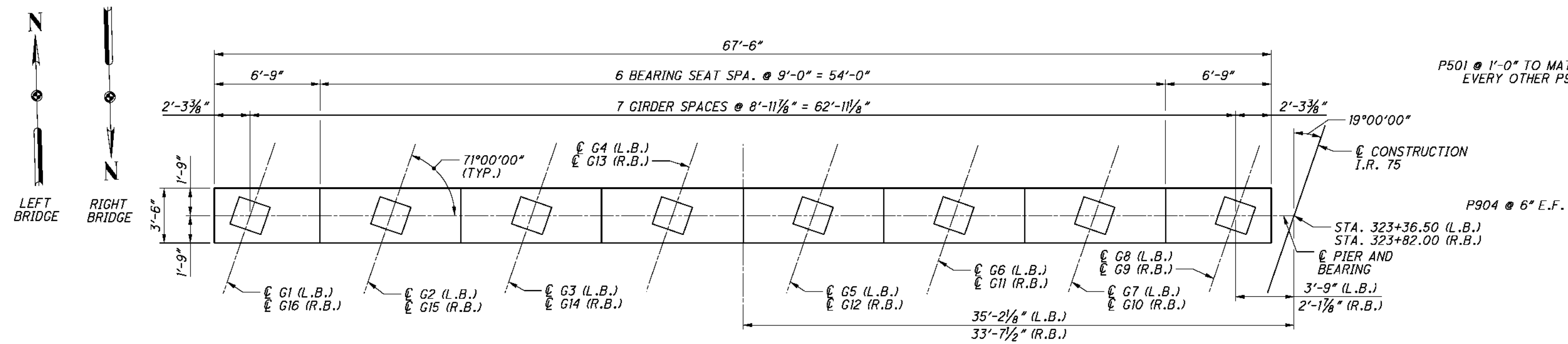
DESIGNED JRE | CHECKED CAB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

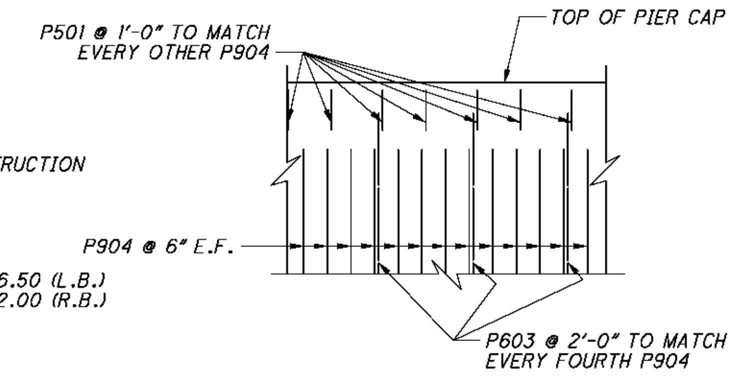
ABUTMENT DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



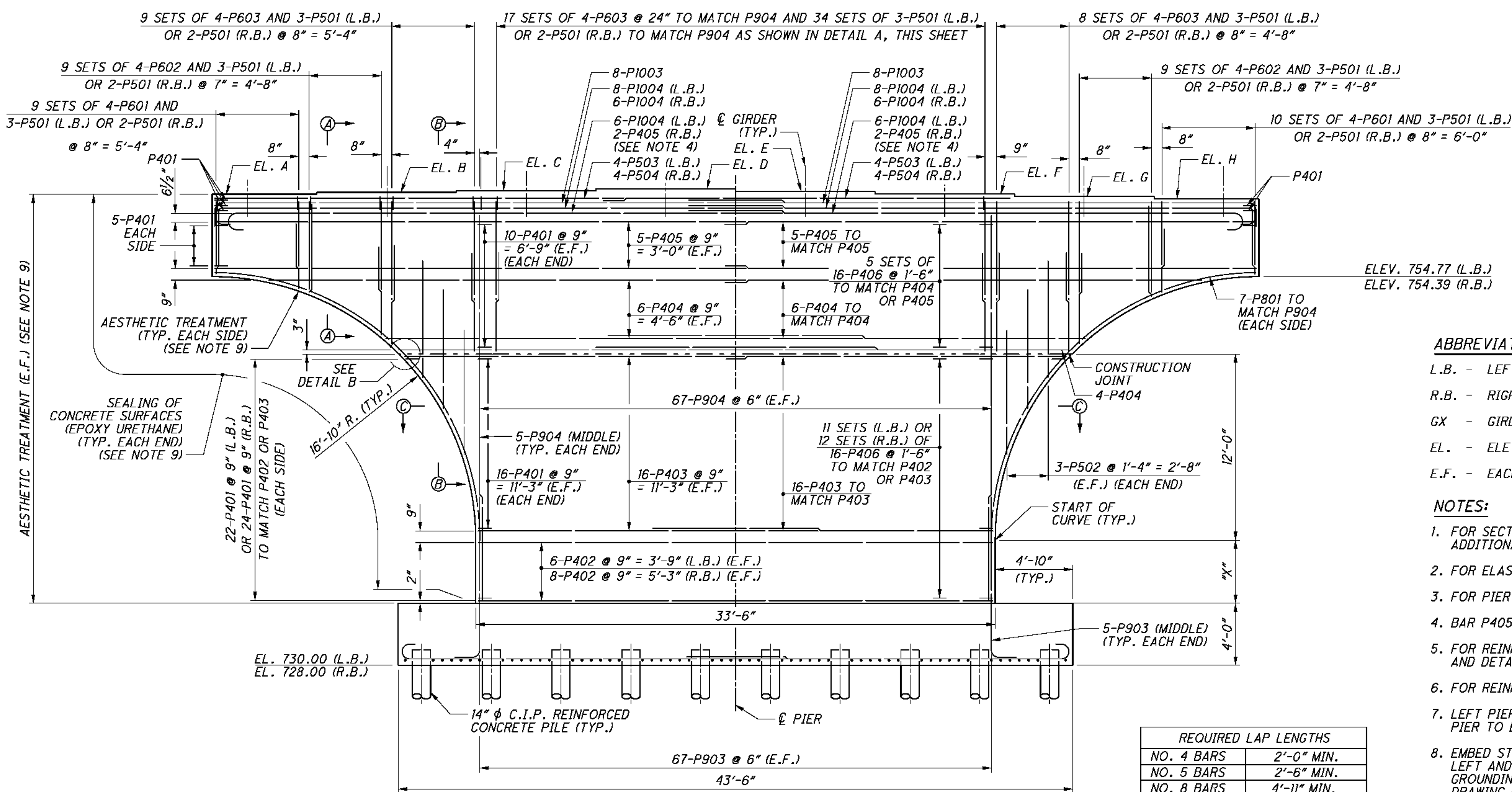
PIER PLAN

(LEFT PIER SHOWN LOOKING AHEAD STATION)
(RIGHT PIER SHOWN LOOKING BACK STATION)

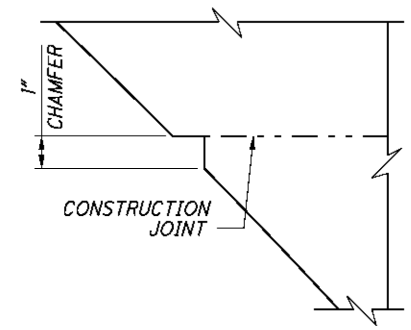


DETAIL A

BRIDGE	ELEVATIONS A	B	C	D	E	F	G	H	DIMENSIONS X
LEFT BRIDGE	760.37	760.48	760.59	760.69	760.53	760.37	760.21	760.05	3'-11¼"
RIGHT BRIDGE	759.66	759.82	759.98	760.08	759.96	759.85	759.74	759.63	5'-6¾"



PIER ELEVATION



DETAIL B

(REINFORCING NOT SHOWN FOR CLARITY)

ABBREVIATIONS:

L.B. - LEFT BRIDGE
R.B. - RIGHT BRIDGE
GX - GIRDER LINE X (WHERE X IS NUMBER 1-16)
EL. - ELEVATION
E.F. - EACH FACE

NOTES:

1. FOR SECTION A-A, SECTION B-B, SECTION C-C, AND ADDITIONAL PIER DETAILS, SEE SHEET 15/38.
2. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET 23/38.
3. FOR PIER FOOTING DETAILS, SEE SHEET 15/38.
4. BAR P405 IS NOT HOOKED.
5. FOR REINFORCEMENT IN PIER FOOTING, SEE PIER FOOTING PLAN AND DETAILS, SHEET 15/38.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEETS 37/38 TO 38/38.
7. LEFT PIER TO BE INCLUDED IN PHASE 3 CONSTRUCTION. RIGHT PIER TO BE INCLUDED IN PHASE 6A CONSTRUTION.
8. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA GIRDERS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.
9. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS AND CONCRETE SEALER COLORS, SEE SHEET 16/38.

REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.
NO. 8 BARS	4'-11" MIN.
NO. 9 BARS	6'-3" MIN.
NO. 10 BARS	7'-11" MIN.

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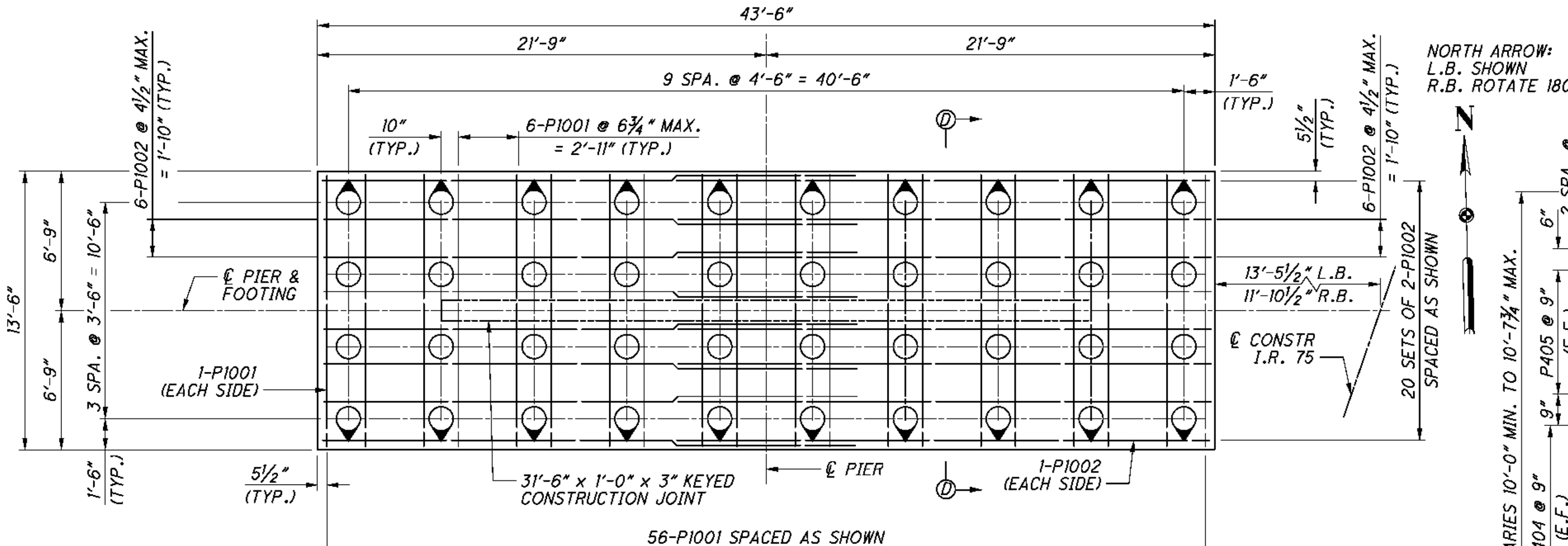
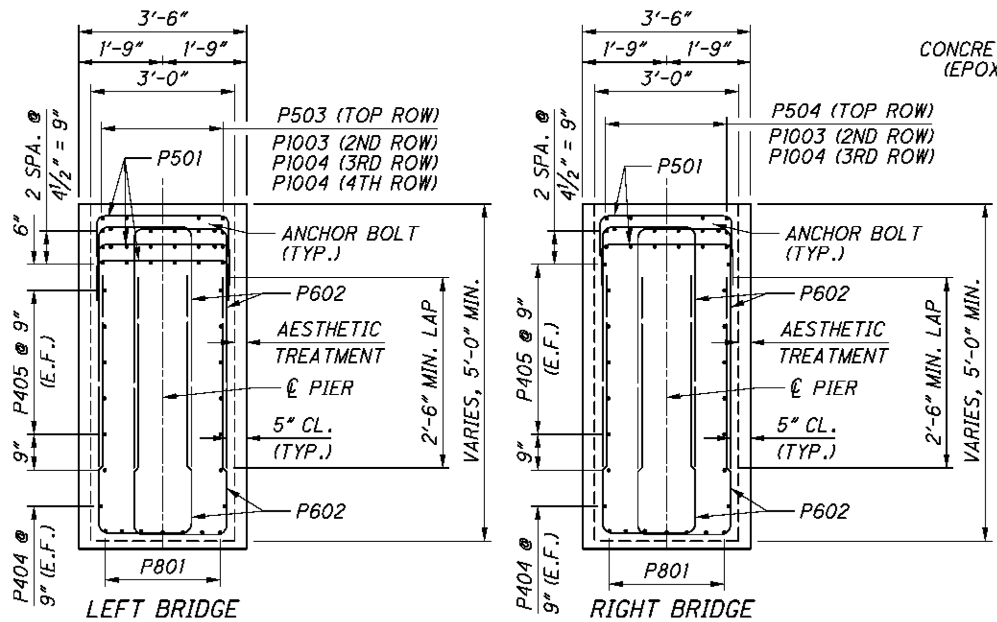
DESIGNED CAB | CHECKED DBT | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

PIER DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

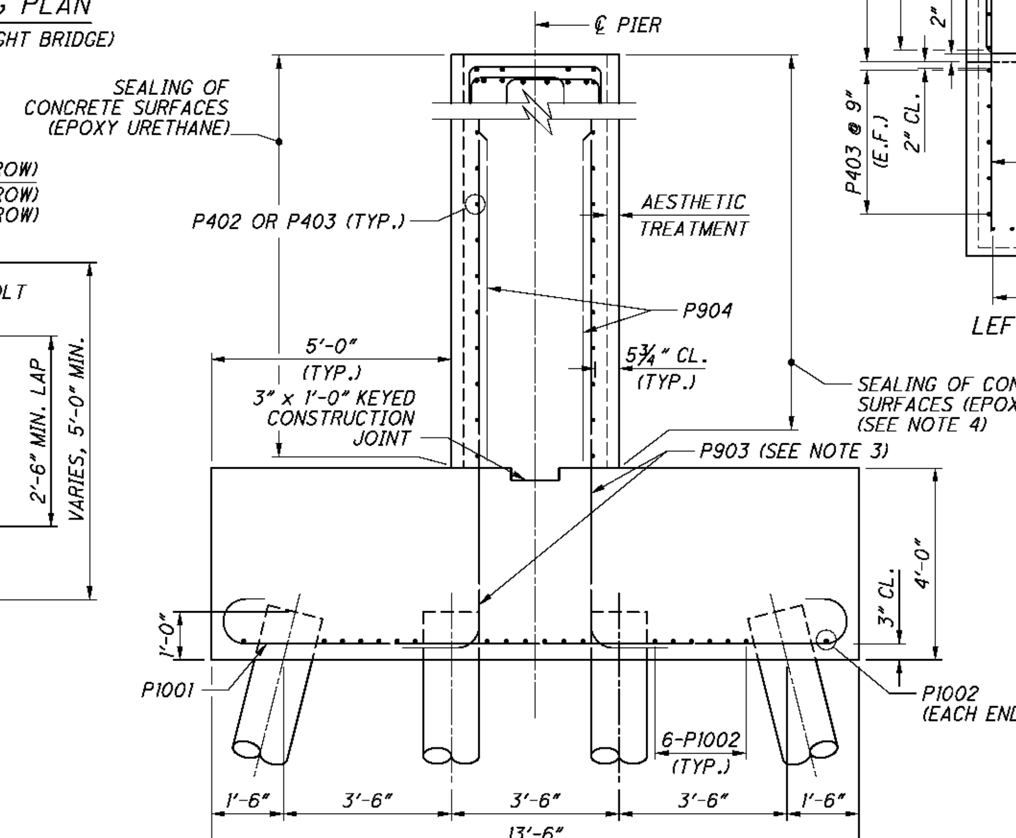
MOT-75-12.00
PID No. 77247



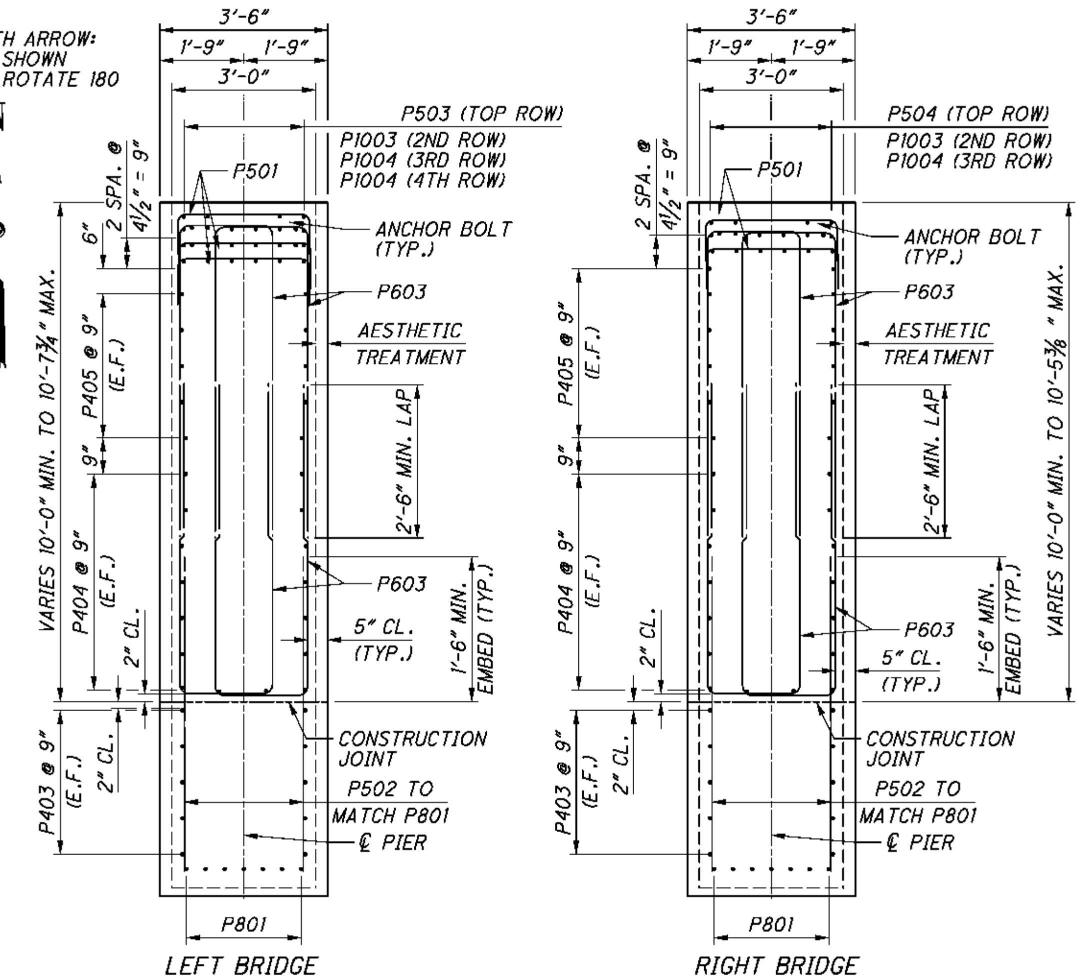
FOOTING PLAN
(LEFT AND RIGHT BRIDGE)



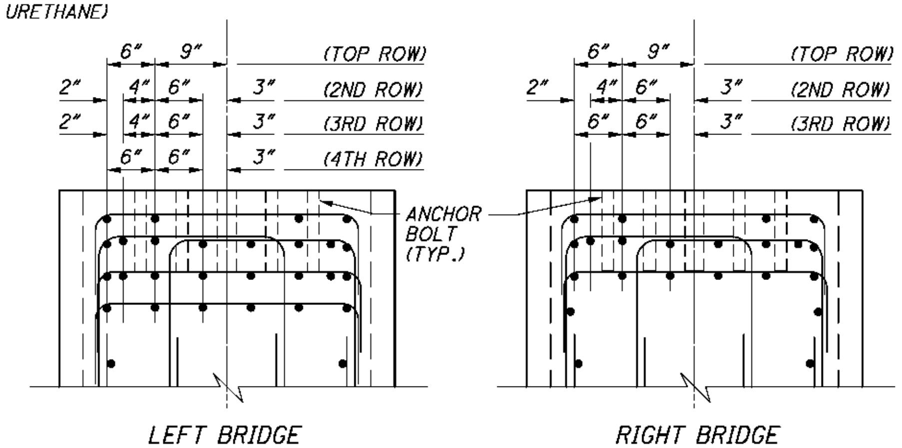
SECTION A-A



PARTIAL SECTION D-D

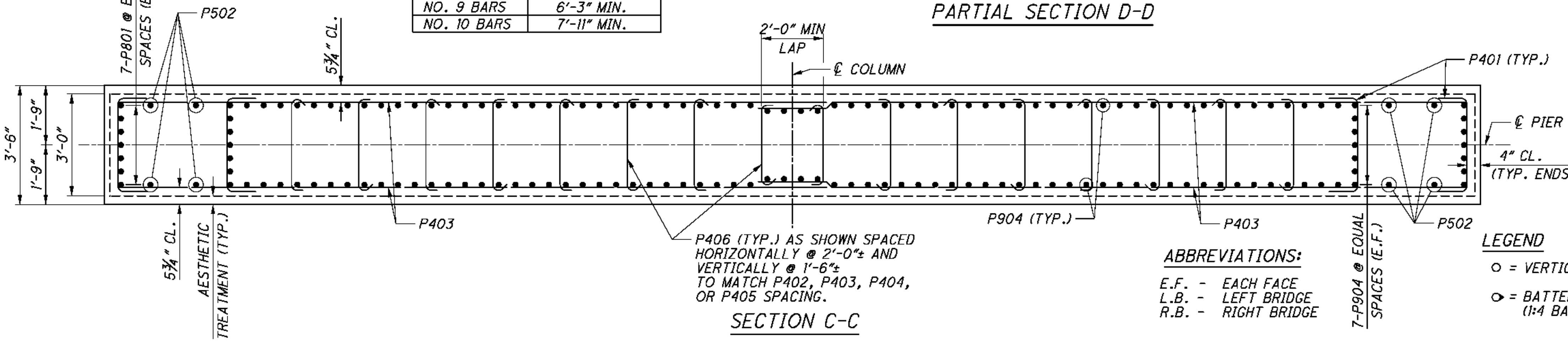


SECTION B-B



TOP REINFORCING SPACING
(REINFORCING SYMMETRICAL ABOUT ℄ PIER)

REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.
NO. 8 BARS	4'-11" MIN.
NO. 9 BARS	6'-3" MIN.
NO. 10 BARS	7'-11" MIN.



SECTION C-C

ABBREVIATIONS:

E.F. - EACH FACE
L.B. - LEFT BRIDGE
R.B. - RIGHT BRIDGE

LEGEND

○ = VERTICAL PILE
◒ = BATTERED PILE (1:4 BATTER TYP.)

NOTES:

1. FOR PIER PLAN AND ELEVATION AND ADDITIONAL NOTES, SEE SHEET 14/38.
2. FOR PILE LAYOUT PLAN AND ADDITIONAL NOTES, SEE SHEET 8/38.
3. P903 BARS MAY BE RAISED AT PILE LOCATIONS TO AVOID INTERFERENCE.
4. FOR CONCRETE SEALER COLORS, SEE SHEET 16/38.

DESIGN AGENCY
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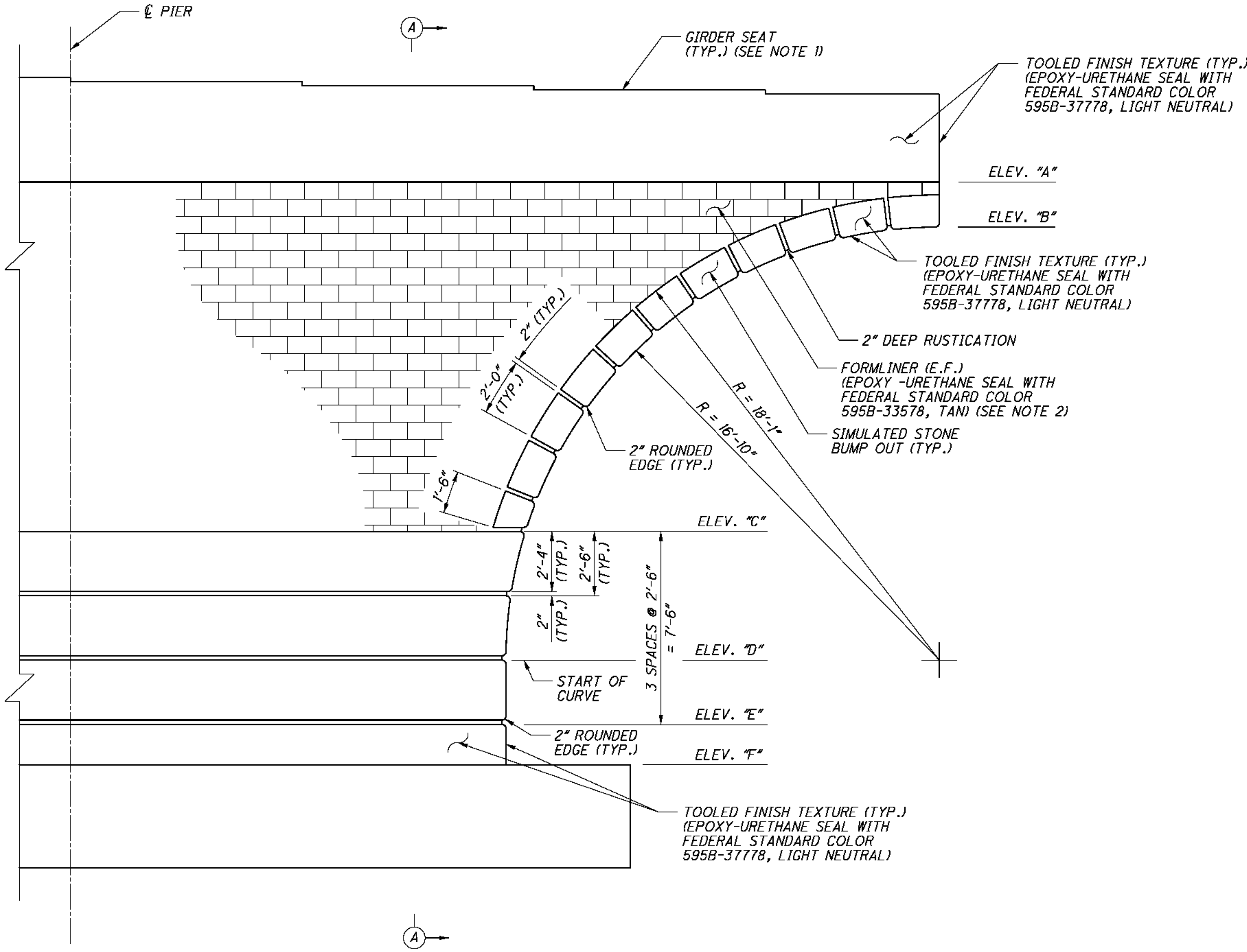
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707935/5707978	

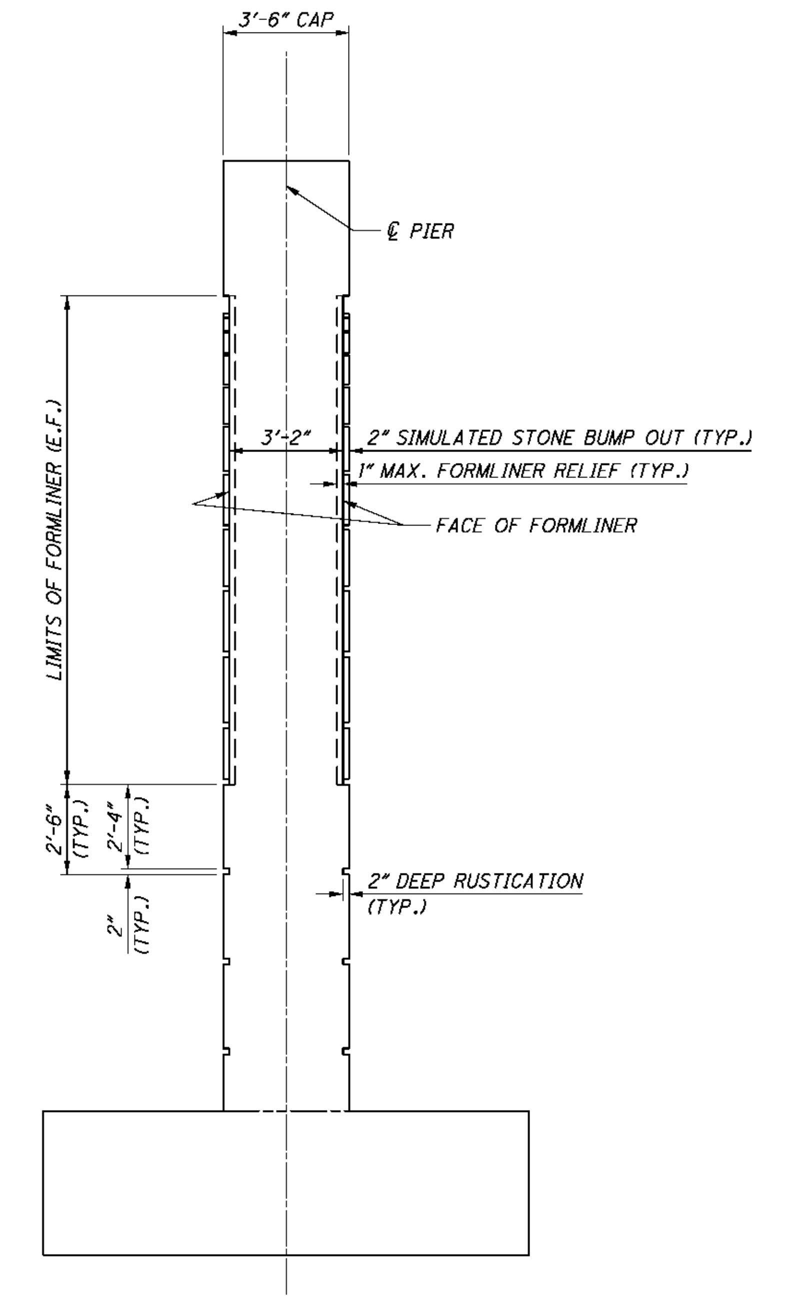
PIER DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

1190
1565



PARTIAL ELEVATION
(SYMMETRICAL ABOUT ℄ PIER)



SECTION A-A

TABLE OF ELEVATIONS		
ELEVATION	LEFT BRIDGE	RIGHT BRIDGE
"A"	757.27	756.89
"B"	754.77	754.39
"C"	742.94	742.56
"D"	737.94	737.56
"E"	735.44	735.06
"F"	734.00	732.00

1. FOR ADDITIONAL PIER DETAILS, SEE SHEETS 14/38 THRU 15/38.
2. FOR ADDITIONAL INFORMATION REGARDING AESTHETIC TREATMENT AND FORMLINER DETAILS, SEE GENERAL NOTES, SHEET 4/38 .

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DESIGNED JTW | CHECKED RSB | DRAWN JTW | REVISED | REVIEWED JOL; DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

PIER AESTHETIC DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

16/38

1191
1565

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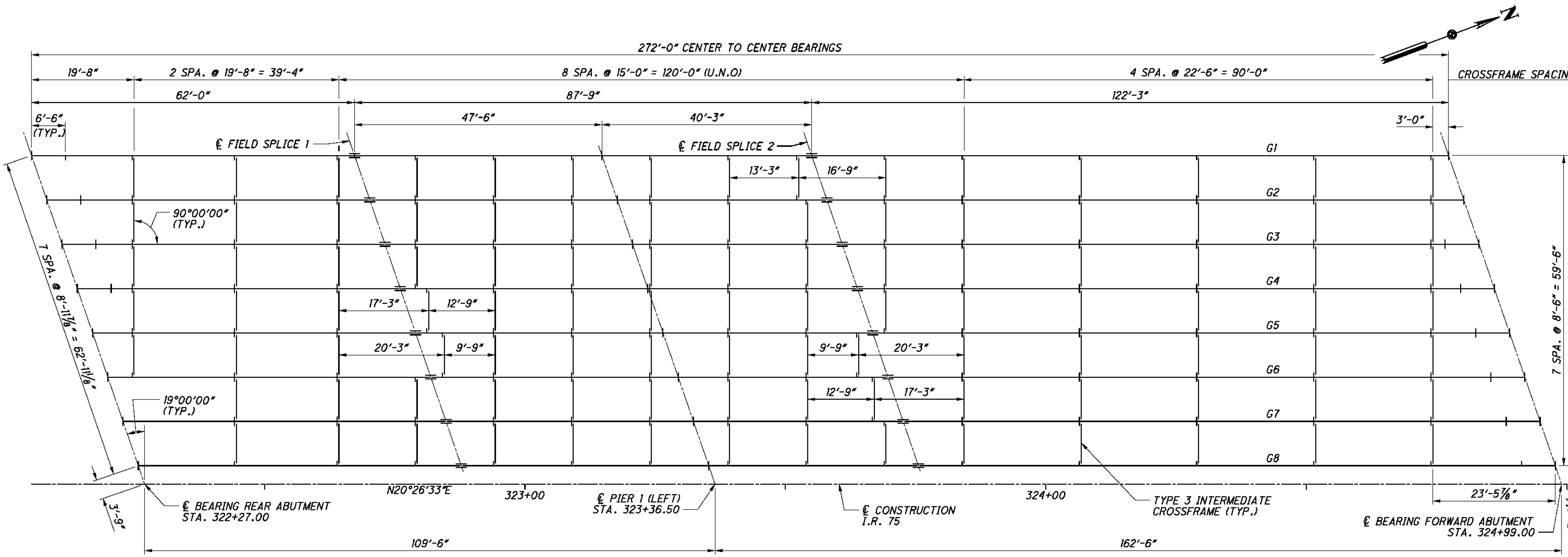
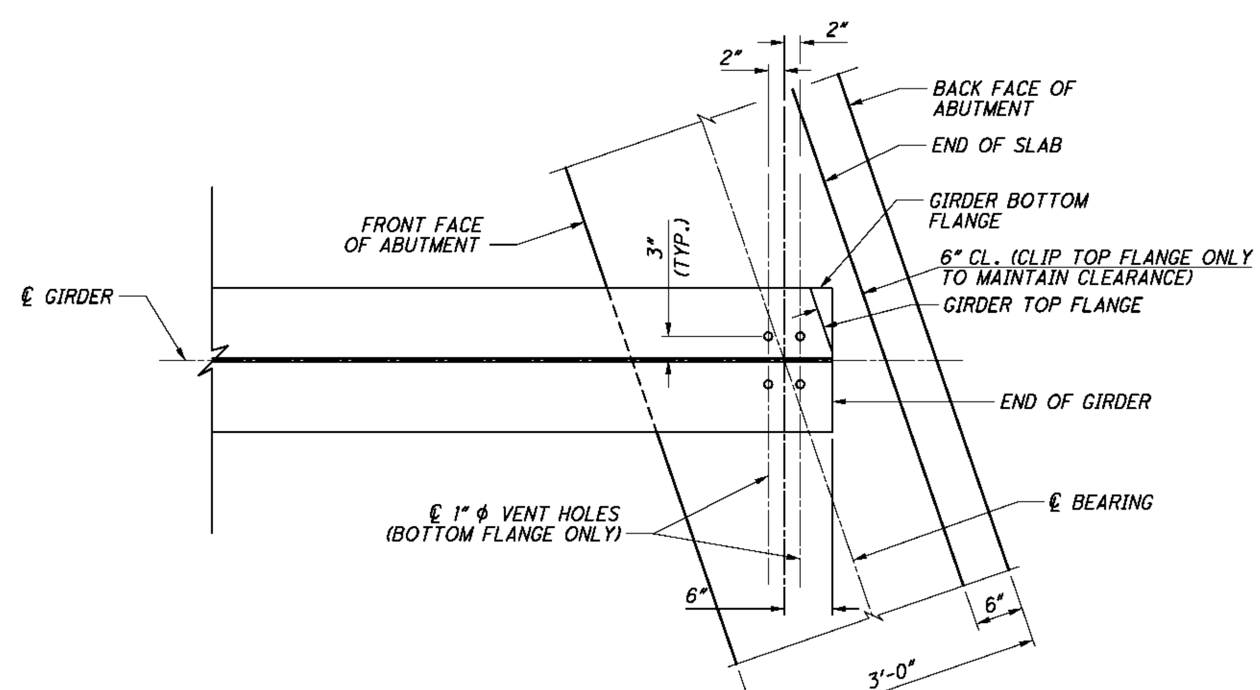
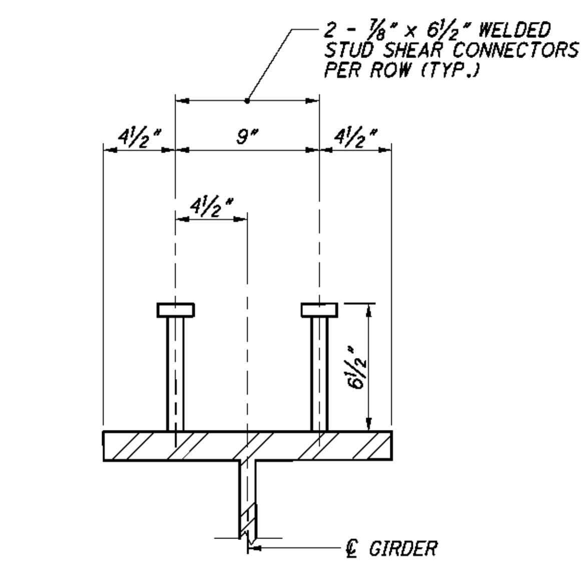


FRAMING PLAN - LEFT BRIDGE



END OF GIRDER DETAIL



SHEAR STUD DETAIL

NOTE: SHEAR STUD PLACEMENT ON FLANGE SPLICE PLATES IS NOT PERMITTED

ABBREVIATIONS

GX - GIRDER LINE X (WHERE X IS NUMBER 1-16)
U.N.O. - UNLESS NOTED OTHERWISE

NOTES:

1. FOR GIRDER ELEVATIONS, SHEAR STUD CONNECTION LAYOUT, AND ADDITIONAL NOTES, SEE SHEET 19/38.
2. FOR LEFT BRIDGE DEFLECTION AND CAMBER INFORMATION, SEE SHEET 20/38.
3. FOR BEARING DETAILS, SEE SHEET 23/38.
4. FOR INTERMEDIATE CROSSFRAME DETAILS, SEE SHEET 18/38 AND ODOT STANDARD DRAWING GSD-1-96, TYPE 3 INTERMEDIATE WELDED CROSSFRAME DETAILS, SHEET 1 OF 3.
5. FOR FIELD SPLICE DETAILS, SEE SHEET 22/38.
6. FOR RIGHT BRIDGE FRAMING PLAN, SEE SHEET 18/38.

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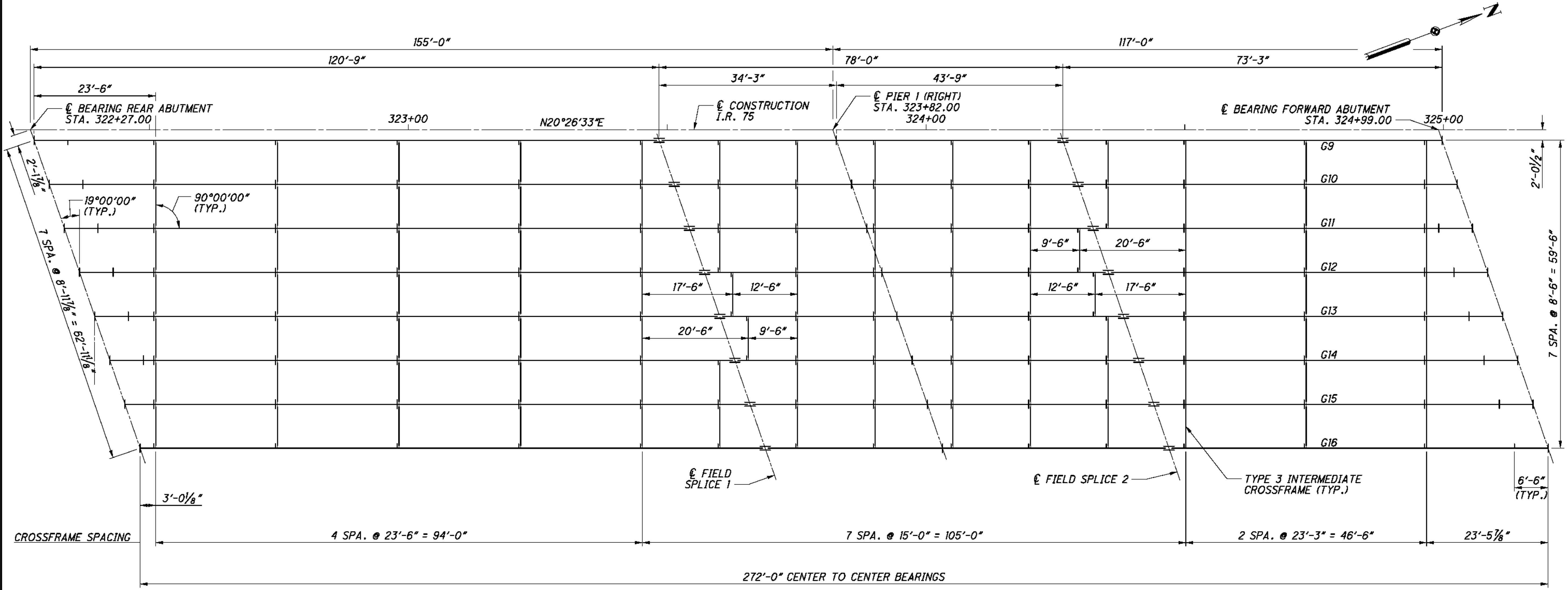
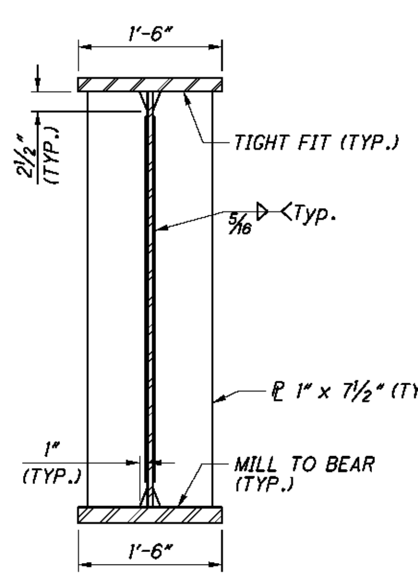
DESIGNED CAB	DRAWN JRE	REVIEWED JOL	DATE 2/16/2012
CHECKED BDL	REVISED	STRUCTURE FILE NUMBER 5707935/5707978	

FRAMING PLAN AND SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

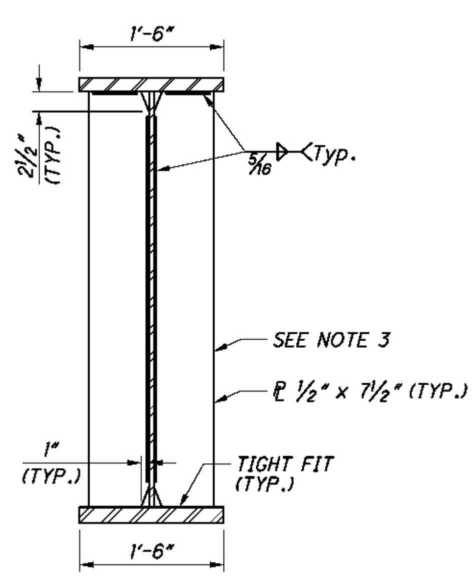
MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE

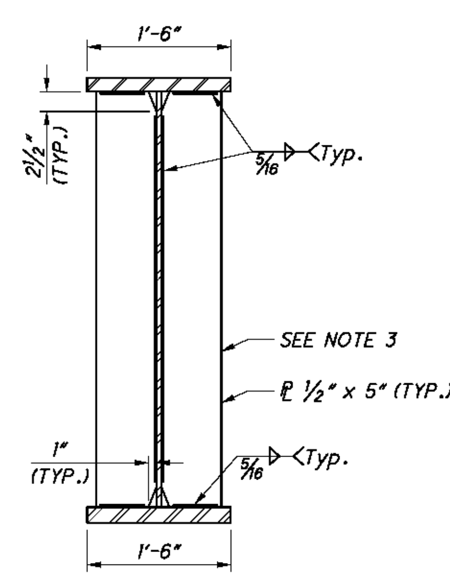


BEARING STIFFENER



INTERMEDIATE STIFFENER

(NEAR GIRDER ENDS,
NOT AT CROSSFRAME LOCATIONS)



INTERMEDIATE STIFFENER

(AT CROSS FRAME LOCATIONS)

NOTES:

1. FOR RIGHT BRIDGE DEFLECTION AND CAMBER INFORMATION, SEE SHEET 21/38.
2. FOR LEFT BRIDGE FRAMING PLAN AND ADDITIONAL NOTES, SEE SHEET 17/38.
3. INTERMEDIATE STIFFENERS ON FASCIA GIRDERS SHALL BE PLACED ONLY ON THE INSIDE FACE OF THE WEB.

DESIGN AGENCY
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1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
CAB	JRE	JOL	2/16/2012
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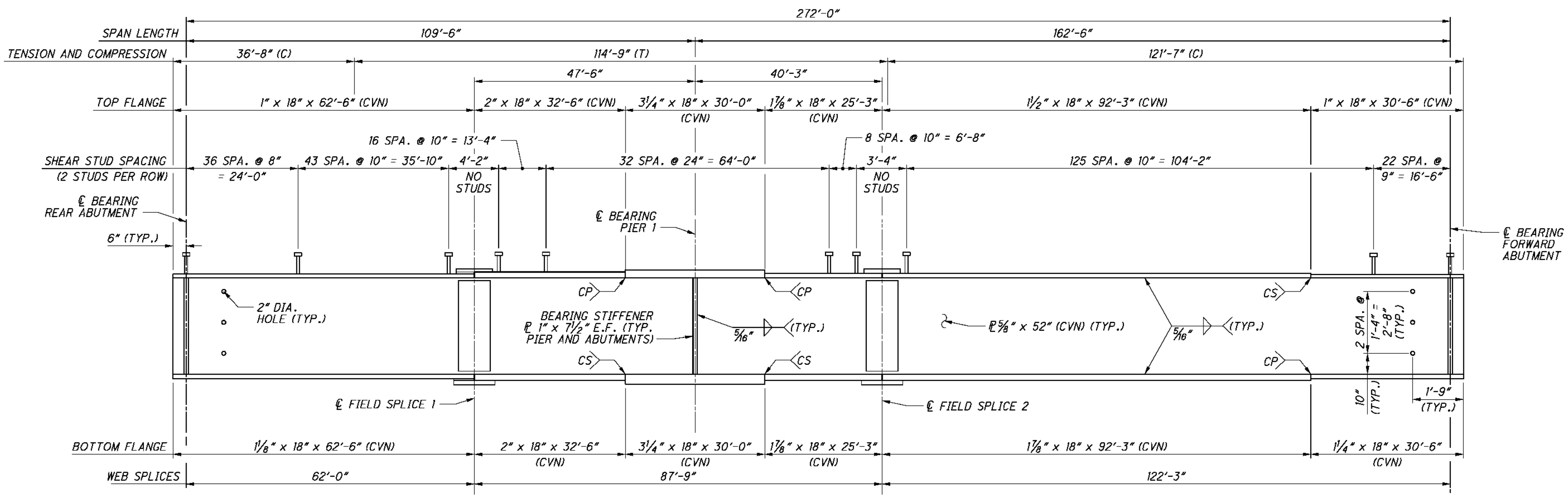
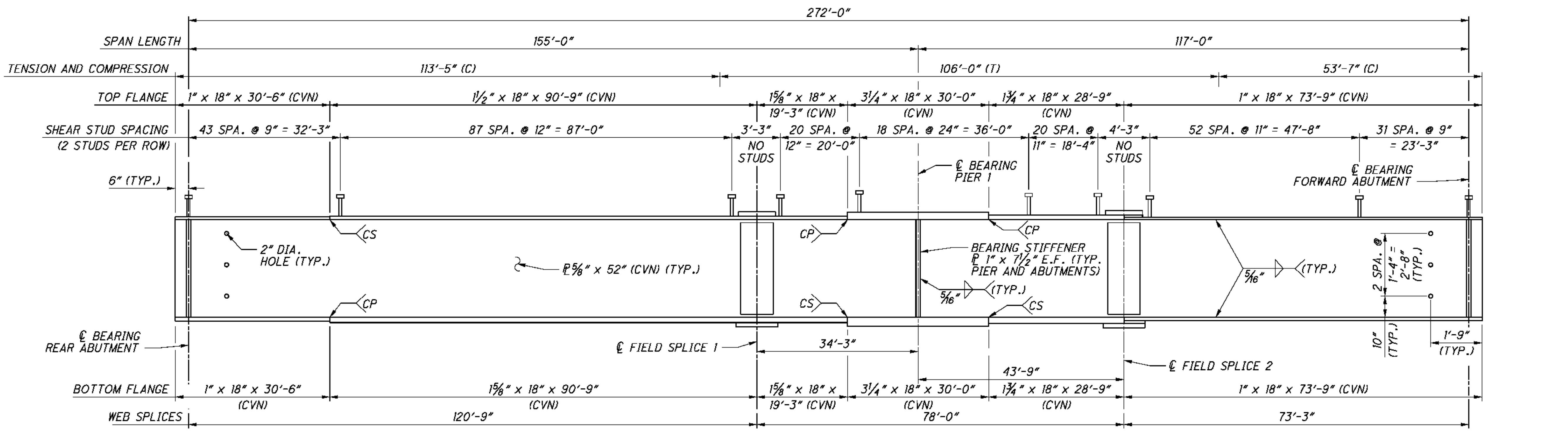
BDL		5707978	

FRAMING PLAN AND SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



LEFT BRIDGE GIRDER ELEVATION



RIGHT BRIDGE GIRDER ELEVATION

LEGEND:

(T) - DENOTES AREA OF TENSION IN THE TOP FLANGE. THE BOTTOM FLANGE IN THESE AREAS IS IN COMPRESSION.

(C) - DENOTES AREA OF COMPRESSION IN THE TOP FLANGE. THE BOTTOM FLANGE IN THESE AREAS IS IN TENSION.

CP - COMPLETE JOINT PENETRATION WELD.

CS - BUTT WELD SUBJECT TO COMPRESSIVE STRESS ONLY.

E.F. - EACH FACE

NOTES:

1. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
2. BUTT WELDS AT SHOP SPLICES SHALL BE COMPLETE PENETRATION WELDS (CP). WELD REINFORCEMENT SHALL BE REMOVED BY GRINDING IN THE DIRECTION OF THE MAIN STRESS.
3. ALL STRUCTURAL STEEL SHALL BE A709 GRADE 50 STEEL.
4. THE FINISH COAT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.
5. FOR CAMBER AND DEFLECTIONS, SEE SHEET 20/38 THRU 21/38.
6. FOR BEARING DETAILS, SEE SHEET 23/38.
7. FOR FIELD SPLICE DETAILS, SEE SHEET 22/38.
8. FOR SHEAR CONNECTOR DETAILS, SEE SHEET 17/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

DESIGNED	DRAWN	REVIEWED	DATE
CAB	JRE	JOL	2/16/2012
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DBT		5707935/5707978	

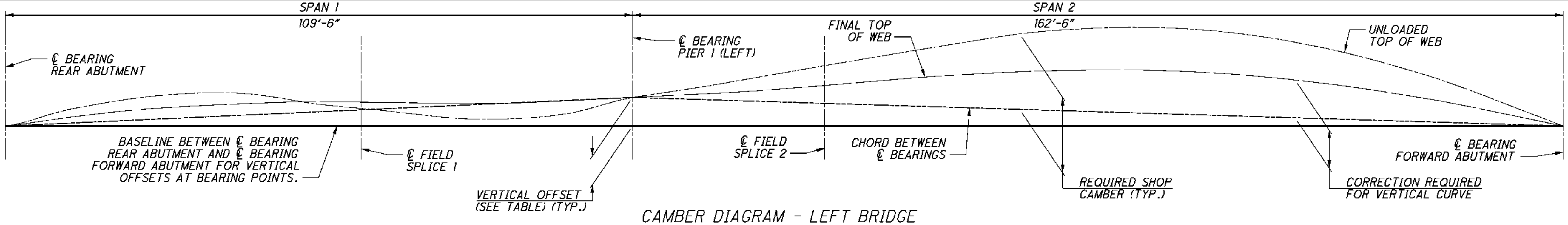
GIRDER ELEVATION

BRIDGE NO. MOT-75-1267 L/R

I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00

PID No. 77247



CAMBER DIAGRAM - LEFT BRIDGE

SPAN LENGTHS ARE MEASURED ALONG
℄ CONSTRUCTION I.R. 75

VERTICAL OFFSETS AT PIER 1								
GIRDER	1	2	3	4	5	6	7	8
OFFSET	3 9/16"	3 7/16"	3 1/4"	3 1/8"	2 15/16"	2 13/16"	2 11/16"	2 9/16"

		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	SPLICE 1	0.6	0.7	0.8	0.9	℄ PIER 1	0.1	0.2	SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
GIRDER 1 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 5/16"	3"	3 7/8"	4 7/8"	6 3/8"	7 5/16"	7 1/2"	6 3/4"	5 3/16"	2 7/8"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 9/16"	5 15/16"	7 11/16"	9 11/16"	12 11/16"	14 9/16"	14 15/16"	13 1/2"	10 3/8"	5 3/4"	0"
GIRDER 2 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 5/16"	3"	3 7/8"	4 13/16"	6 3/8"	7 5/16"	7 7/16"	6 3/4"	5 3/16"	2 13/16"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 9/16"	5 15/16"	7 11/16"	9 5/8"	12 11/16"	14 9/16"	14 7/8"	13 1/2"	10 3/8"	5 11/16"	0"
GIRDER 3 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 13/16"	6 5/16"	7 1/4"	7 7/16"	6 11/16"	5 1/8"	2 13/16"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 5/8"	12 5/8"	14 1/2"	14 7/8"	13 7/16"	10 5/16"	5 11/16"	0"
GIRDER 4 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 3/4"	6 5/16"	7 1/4"	7 3/8"	6 11/16"	5 1/8"	2 13/16"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 9/16"	12 5/8"	14 1/2"	14 13/16"	13 7/16"	10 5/16"	5 11/16"	0"
GIRDER 5 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 3/4"	6 5/16"	7 1/4"	7 3/8"	6 5/8"	5 1/8"	2 3/4"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 9/16"	12 5/8"	14 1/2"	14 13/16"	13 3/8"	10 5/16"	5 5/8"	0"
GIRDER 6 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 3/4"	6 5/16"	7 1/4"	7 3/8"	6 11/16"	5 1/8"	2 13/16"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 9/16"	12 5/8"	14 1/2"	14 13/16"	13 7/16"	10 5/16"	5 11/16"	0"
GIRDER 7 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 13/16"	6 5/16"	7 5/16"	7 7/16"	6 3/4"	5 3/16"	2 7/8"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 5/8"	12 5/8"	14 9/16"	14 7/8"	13 1/2"	10 3/8"	5 3/4"	0"
GIRDER 8 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	0"	0"	-1/16"	-1/16"	-1/8"	-3/16"	-3/16"	-3/16"	-3/16"	-1/8"	0"	5/16"	3/4"	1"	1 1/4"	1 5/8"	1 7/8"	1 15/16"	1 3/4"	1 5/16"	3/4"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	1/16"	1/8"	1/16"	-1/16"	-1/4"	-3/8"	-3/8"	-1/2"	-1/2"	-3/8"	0"	15/16"	2 3/16"	2 13/16"	3 9/16"	4 11/16"	5 3/8"	5 1/2"	5"	3 7/8"	2 1/8"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	1/2"	7/8"	1"	1"	13/16"	5/8"	9/16"	1/4"	0"	-1/16"	0"	1 1/4"	2 15/16"	3 13/16"	4 13/16"	6 5/16"	7 5/16"	7 7/16"	6 3/4"	5 3/16"	2 7/8"	0"
	REQUIRED SHOP CAMBER	0"	9/16"	1"	1"	7/8"	7/16"	1/16"	0"	-7/16"	-11/16"	-9/16"	0"	2 1/2"	5 7/8"	7 5/8"	9 5/8"	12 5/8"	14 9/16"	14 7/8"	13 1/2"	10 3/8"	5 3/4"	0"

NOTES:

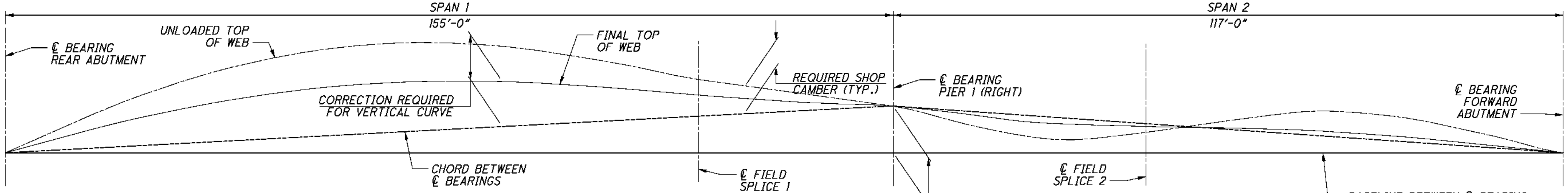
1. ALL VALUES IN THE DEFLECTION AND CAMBER TABLES ARE GIVEN TO THE NEAREST 1/16".
2. POSITIVE VALUES FOR DEFLECTIONS INDICATE DOWNWARD DEFLECTIONS.
3. FOR FIELD SPLICE LOCATIONS, SEE SHEET 19/38.
4. FOR DEFLECTIONS AND CAMBER FOR GIRDERS 9-16, SEE SHEET 21/38.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

REVIEWED JOL DATE 2/16/2012
STRUCTURE FILE NUMBER 5707935
DRAWN JRE REVISED
DESIGNED JRE CHECKED CAB

DEFLECTION AND CAMBER - LEFT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



CAMBER DIAGRAM - RIGHT BRIDGE

SPAN LENGTHS ARE MEASURED ALONG ℄ CONSTRUCTION I.R. 75

VERTICAL OFFSETS AT PIER 1								
GIRDER	9	10	11	12	13	14	15	16
OFFSET	1 5/8"	1 1/2"	1 3/8"	1 3/16"	1 1/16"	15/16"	3/4"	7/16"

		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE 1	0.8	0.9	℄ PIER 1	0.1	0.2	0.3	SPLICE 2	0.4	0.5	0.6	0.7	0.8	0.9	℄ BRG. FWD. ABUT.
GIRDER 9 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 3/8"	6 1/16"	7 7/8"	8 11/16"	8 7/16"	7 5/16"	5 7/16"	3 9/16"	3 5/16"	1 7/16"	0"	-7/16"	-9/16"	-7/16"	-1/8"	-3/16"	1/8"	3/8"	7/16"	3/8"	3/16"	0"
	REQUIRED SHOP CAMBER	0"	6"	10 13/16"	14 1/8"	15 1/2"	15 1/16"	13"	9 5/8"	6 3/16"	5 7/8"	2 7/16"	0"	-7/8"	- 1 1/16"	-13/16"	-3/16"	-1/4"	3/8"	7/8"	1 1/16"	15/16"	1/2"	0"
GIRDER 10 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 3/8"	6 1/16"	7 13/16"	8 5/8"	8 3/8"	7 1/4"	5 3/8"	3 1/2"	3 5/16"	1 3/8"	0"	-7/16"	-9/16"	-7/16"	-3/16"	-3/16"	1/8"	5/16"	7/16"	5/16"	1/8"	0"
	REQUIRED SHOP CAMBER	0"	6"	10 13/16"	14 1/16"	15 7/16"	15"	12 15/16"	9 9/16"	6 1/8"	5 7/8"	2 3/8"	0"	-7/8"	- 1 1/16"	-13/16"	-1/4"	-1/4"	3/8"	13/16"	1 1/16"	7/8"	7/16"	0"
GIRDER 11 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 5/16"	6"	7 13/16"	8 9/16"	8 5/16"	7 3/16"	5 5/16"	3 1/2"	3 1/4"	1 3/8"	0"	-7/16"	-9/16"	-1/2"	-3/16"	-1/4"	1/16"	5/16"	3/8"	1/4"	1/8"	0"
	REQUIRED SHOP CAMBER	0"	5 15/16"	10 3/4"	14 1/16"	15 3/8"	14 15/16"	12 7/8"	9 1/2"	6 1/8"	5 13/16"	2 3/8"	0"	-7/8"	- 1 1/16"	-7/8"	-1/4"	-5/16"	5/16"	13/16"	1"	13/16"	7/16"	0"
GIRDER 12 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 5/16"	6"	7 3/4"	8 1/2"	8 1/4"	7 1/16"	5 1/4"	3 7/16"	3 3/16"	1 3/8"	0"	-7/16"	-5/8"	-1/2"	-1/4"	-1/4"	0"	1/4"	5/16"	1/4"	1/8"	0"
	REQUIRED SHOP CAMBER	0"	5 15/16"	10 3/4"	14"	15 5/16"	14 7/8"	12 3/4"	9 7/16"	6 1/16"	5 3/4"	2 3/8"	0"	-7/8"	- 1 1/8"	-7/8"	-5/16"	-5/16"	1/4"	3/4"	15/16"	13/16"	7/16"	0"
GIRDER 13 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 5/16"	5 15/16"	7 11/16"	8 7/16"	8 3/16"	7"	5 3/16"	3 3/8"	3 1/8"	1 5/16"	0"	-7/16"	-5/8"	-9/16"	-1/4"	-5/16"	0"	3/16"	1/4"	3/16"	1/16"	0"
	REQUIRED SHOP CAMBER	0"	5 15/16"	10 11/16"	13 15/16"	15 1/4"	14 13/16"	12 11/16"	9 3/8"	6"	5 11/16"	2 5/16"	0"	-7/8"	- 1 1/8"	-15/16"	-5/16"	-3/8"	1/4"	11/16"	7/8"	3/4"	3/8"	0"
GIRDER 14 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 5/16"	5 15/16"	7 11/16"	8 3/8"	8 1/8"	6 15/16"	5 1/8"	3 5/16"	3 1/8"	1 5/16"	0"	-7/16"	-5/8"	-9/16"	-5/16"	-5/16"	-1/16"	1/8"	3/16"	1/8"	1/16"	0"
	REQUIRED SHOP CAMBER	0"	5 15/16"	10 11/16"	13 15/16"	15 3/16"	14 3/4"	12 5/8"	9 5/16"	5 15/16"	5 11/16"	2 5/16"	0"	-7/8"	- 1 1/8"	-15/16"	-3/8"	-3/8"	3/16"	5/8"	13/16"	11/16"	3/8"	0"
GIRDER 15 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 1/4"	5 7/8"	7 5/8"	8 5/16"	8 1/16"	6 13/16"	5 1/16"	3 5/16"	3 1/16"	1 5/16"	0"	-7/16"	-11/16"	-5/8"	-3/8"	-3/8"	-1/8"	1/16"	1/8"	1/8"	1/16"	0"
	REQUIRED SHOP CAMBER	0"	5 7/8"	10 5/8"	13 7/8"	15 1/8"	14 11/16"	12 1/2"	9 1/4"	5 15/16"	5 5/8"	2 5/16"	0"	-7/8"	- 1 3/16"	-1"	-7/16"	-7/16"	1/8"	9/16"	3/4"	11/16"	3/8"	0"
GIRDER 16 DEFLECTION AND CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	0"	5/8"	1 1/8"	1 1/2"	1 5/8"	1 9/16"	1 3/8"	1"	11/16"	5/8"	1/4"	0"	-1/8"	-1/8"	-1/8"	-1/16"	-1/16"	0"	1/16"	1/8"	1/8"	1/16"	0"
	DEFLECTION DUE TO REMAINING DEAD LOAD	0"	2"	3 5/8"	4 3/4"	5 3/16"	5 1/16"	4 5/16"	3 3/16"	1 15/16"	1 15/16"	3/4"	0"	-5/16"	-3/8"	-1/4"	0"	0"	1/4"	7/16"	1/2"	7/16"	1/4"	0"
	CORRECTION REQUIRED FOR VERTICAL CURVE	0"	3 1/4"	5 7/8"	7 9/16"	8 1/4"	7 15/16"	6 3/4"	5"	3 1/4"	3 1/16"	1 1/4"	0"	-1/2"	-3/4"	-11/16"	-1/2"	-9/16"	-5/16"	-3/16"	-1/8"	1/8"	1/16"	0"
	REQUIRED SHOP CAMBER	0"	5 7/8"	10 5/8"	13 13/16"	15 1/16"	14 9/16"	12 7/16"	9 3/16"	5 7/8"	5 5/8"	2 1/4"	0"	-15/16"	- 1 1/4"	- 1 1/16"	-9/16"	-5/8"	-1/16"	5/16"	1/2"	11/16"	3/8"	0"

NOTES:

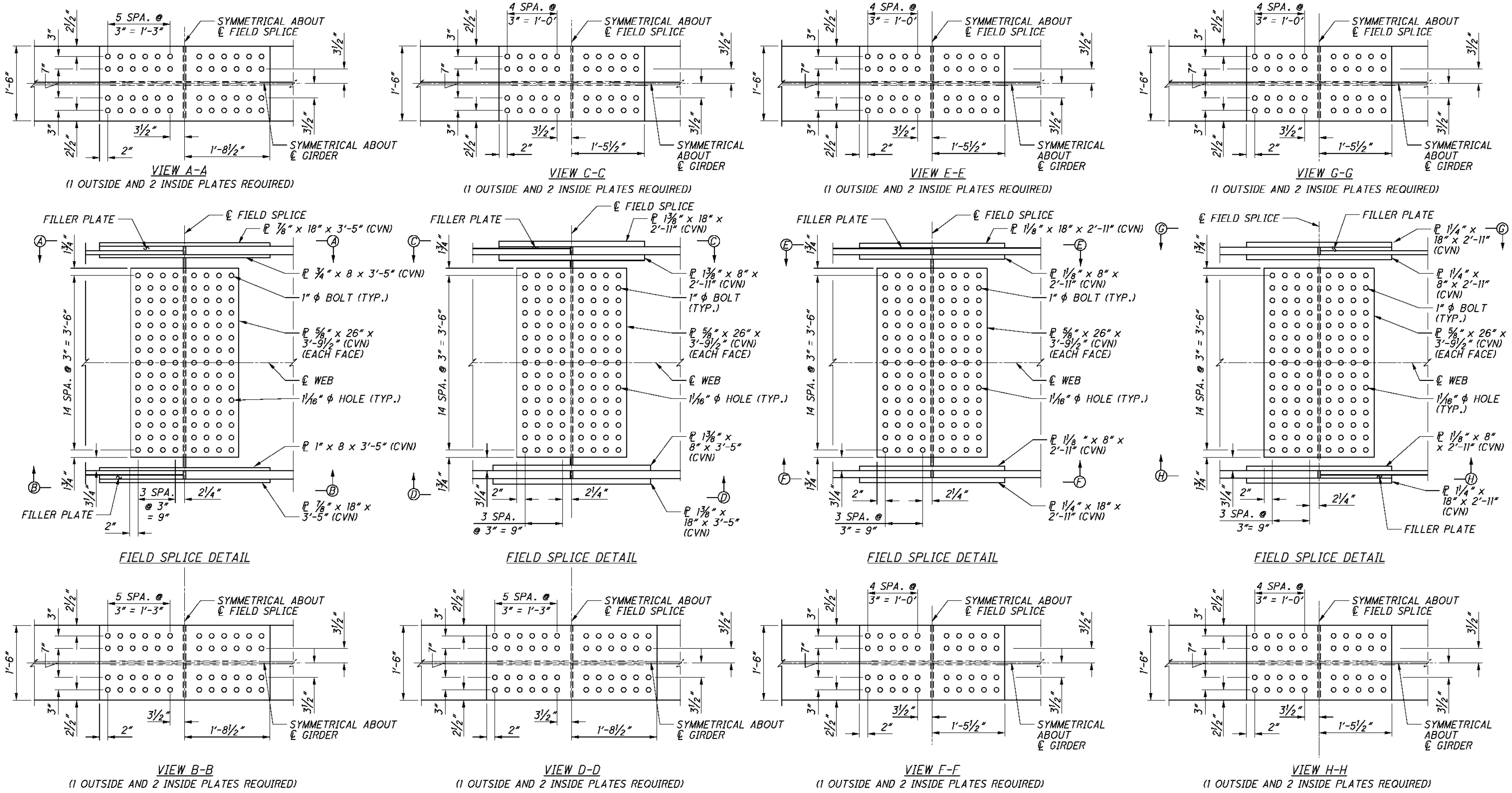
1. ALL VALUES IN THE DEFLECTION AND CAMBER TABLES ARE GIVEN TO THE NEAREST 1/16".
2. POSITIVE VALUES FOR DEFLECTIONS INDICATE DOWNWARD DEFLECTIONS.
3. FOR FIELD SPLICE LOCATIONS, SEE SHEET 22/38.
4. FOR DEFLECTIONS AND CAMBER FOR GIRDERS 1-8, SEE SHEET 20/38.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JRE	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CAB		5707978	

DEFLECTION AND CAMBER - RIGHT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



FIELD SPLICE 1 - LEFT BRIDGE

FIELD SPLICE 2 - LEFT BRIDGE

FIELD SPLICE 1 - RIGHT BRIDGE

FIELD SPLICE 2 - RIGHT BRIDGE

FILLER PLATE DIMENSIONS				
FIELD SPLICE	LEFT BRIDGE #1	LEFT BRIDGE #2	RIGHT BRIDGE #1	RIGHT BRIDGE #2
TOP	1" x 20½" x 18"	⅜" x 17½" x 18"	⅛" x 17½" x 18"	¾" x 17½" x 18"
BOTTOM	⅞" x 20½" x 18"	NONE	NONE	¾" x 17½" x 18"

NOTES:

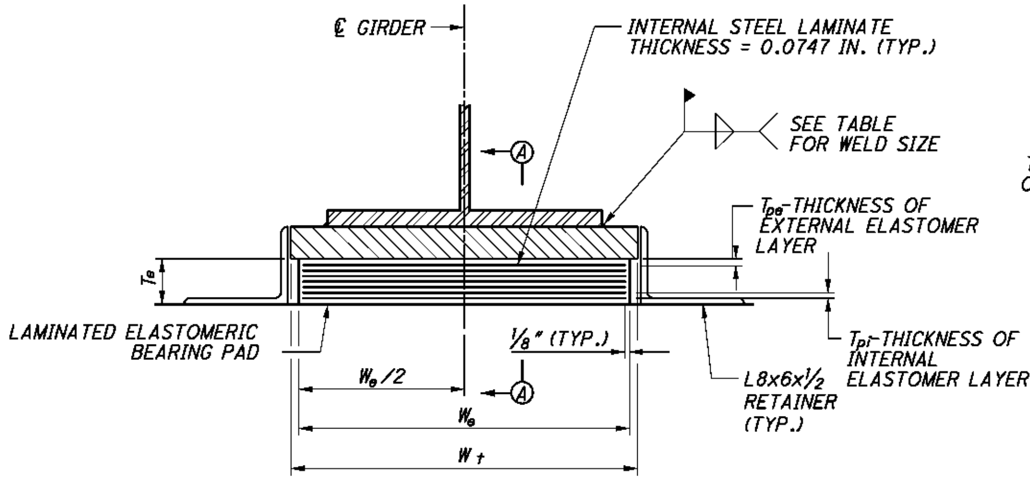
1. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50 STEEL (YIELD STRENGTH - 50 KSI).
2. ALL FIELD SPLICE PLATES SHALL BE DESIGNATED (CVN), AND SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE CMS.
3. HIGH STRENGTH BOLTS FOR FIELD SPLICES SHALL BE 1" DIAMETER A325 TYPE I BOLTS.
4. FOR LOCATION OF FIELD SPLICES, SEE FRAMING PLAN SHEETS 17/38 AND 18/38.
5. FOR ADDITIONAL NOTES, SEE SHEET 19/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

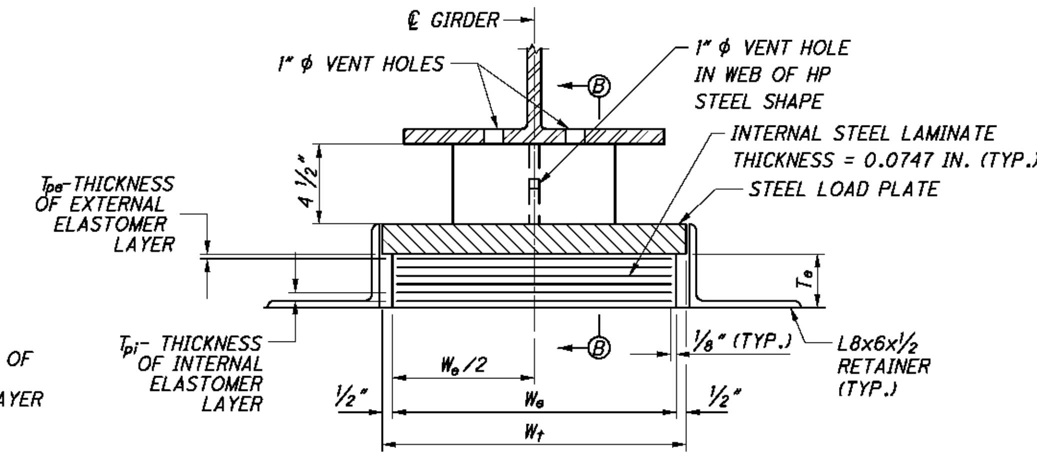
DESIGNED CAB | CHECKED CAB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

SPLICE DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

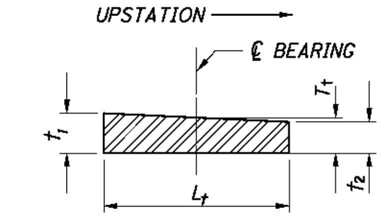
MOT-75-12.00
PID No. 77247



PIER

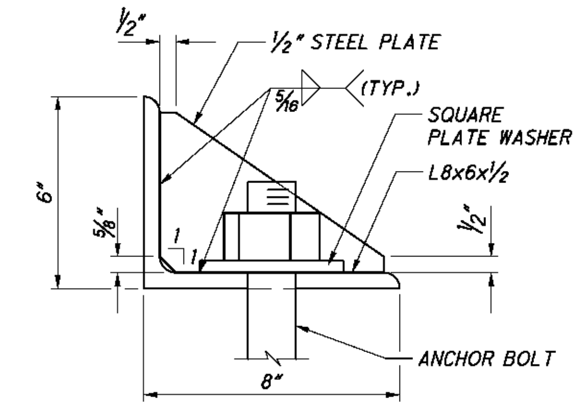


ABUTMENTS

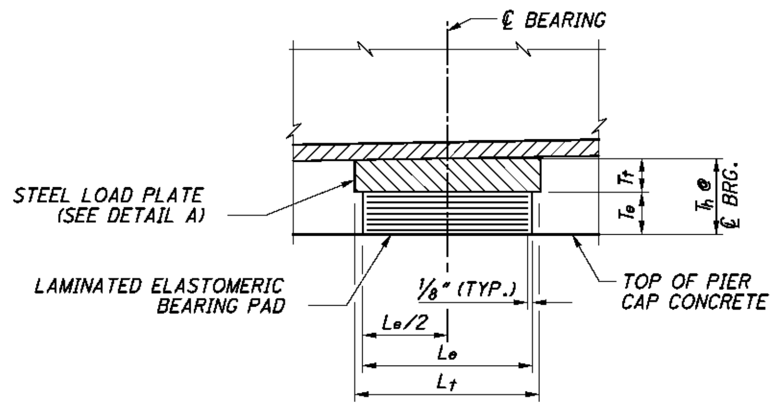


DETAIL A

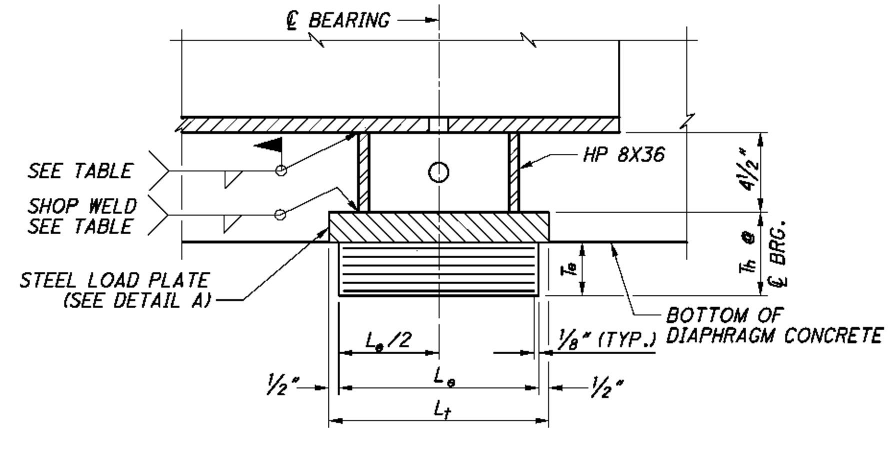
STEEL LOAD PLATE



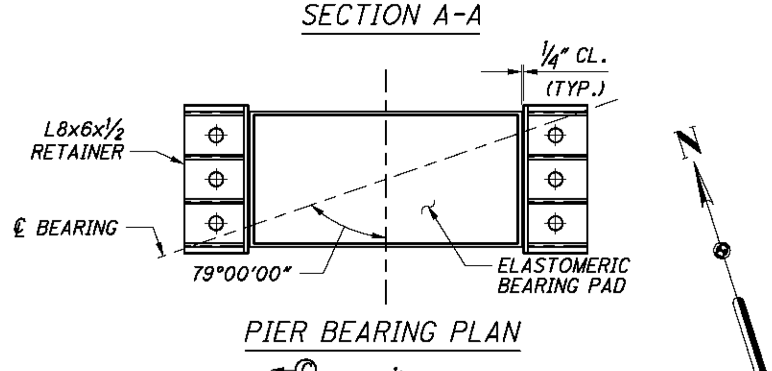
SECTION C-C



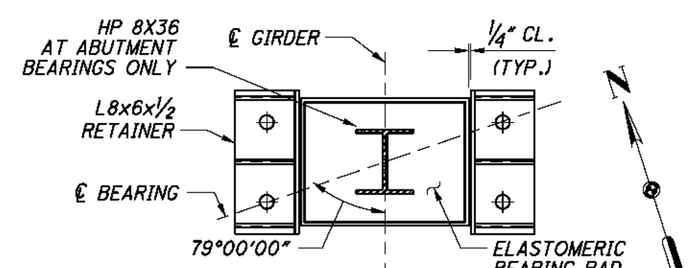
SECTION A-A



SECTION B-B



PIER BEARING PLAN

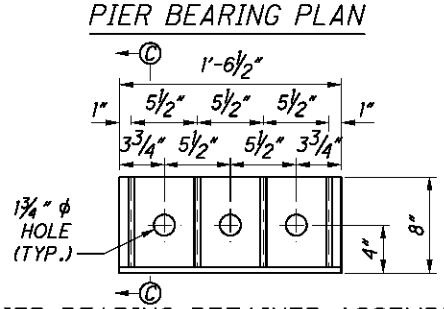


ABUTMENT BEARING PLAN

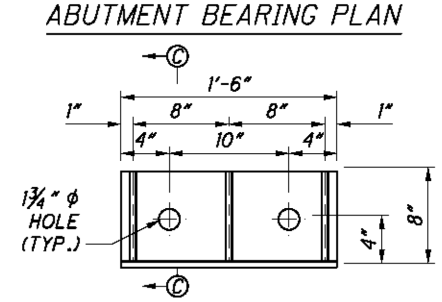
NOTE:

1/2" DIAMETER X 1'-3" LONG ANCHOR BOLTS WITH NUT AND 4" x 4" x 1/2" SQUARE PLATE WASHER WITH 1 3/4" DIAMETER HOLES , TO BE FIELD DRILLED AND GROUTED WITH AN EPOXY NON- SHRINKING GROUT, 705.20, IN 1 3/4" X 10" DEEP HOLES.

REINFORCING STEEL IN THE VICINITY OF THE BEARING RETAINER SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING RETAINER ANCHOR HOLES.



PIER BEARING RETAINER ASSEMBLY



ABUTMENT BEARING RETAINER ASSEMBLY

BEARING DATA

LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL(KIP) W/O IMPACT	TOTAL LOAD (DL+LL)	Le (in)	We (in)	Tpi (in)	Tpe (in)	NO. OF Tpi's	NO. OF Tpe's	NO. INTERNAL LAMINATES	Te (in)	Wt (in)	Lt (in)	t1 (in)	t2 (in)	Tt (in)	Th (in)	FILLET WELD SIZE
REAR ABUT. (L.B.)	EXP	8	55	82	137	11	14	0.3	0.21	4	2	5	1.994	15	12	1.563	1.5	1.532	3.526	5/16"
PIER 1 (L.B.)	EXP	8	368	154	522	21	25	0.48	0.28	4	2	5	2.854	26	22	1.688	1.5	1.594	4.448	5/16"
FWD. ABUT. (L.B.)	EXP	8	127	82	209	16	20	0.59	0.29	3	2	4	2.649	21	17	1.563	1.5	1.532	4.181	5/16"
REAR ABUT. (R.B.)	EXP	8	120	82	202	16	20	0.59	0.29	3	2	4	2.649	21	17	1.563	1.5	1.532	4.181	5/16"
PIER 1 (R.B.)	EXP	8	361	152	513	21	25	0.48	0.28	4	2	5	2.854	26	22	1.875	1.5	1.688	4.542	5/16"
FWD. ABUT. (R.B.)	EXP	8	69	82	151	12	14	0.33	0.21	4	2	5	2.114	15	13	1.563	1.5	1.532	3.646	5/16"

NOTES:

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

2. THE STEEL LOAD PLATE, RETAINERS, AND HP 8x36 SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE FIELD PAINTED IN ACCORDANCE WITH ITEM 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.

3. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

4. 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.

5. VENT HOLES THROUGH THE HP 8 X 36 AND BOTTOM BEAM FLANGE AT THE ABUTMENTS SHALL BE AS PER ODOT STANDARD DRAWING SICD-1-96, SHEET 6 OF 7.

6. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS (INCLUDING HP SECTION AND RETAINERS), LABOR, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE).

7. FOR NOTES ON BEARING RETAINERS, SEE STRUCTURE GENERAL NOTES, SHEET 4/38 .

8. BEARINGS TO BE SHOP MARKED FOR LOCATION AND DIRECTION OF UPSTATION.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JRE	CAB	JRE		JOL	2/16/2012

STRUCTURE FILE NUMBER 5707935/5707978

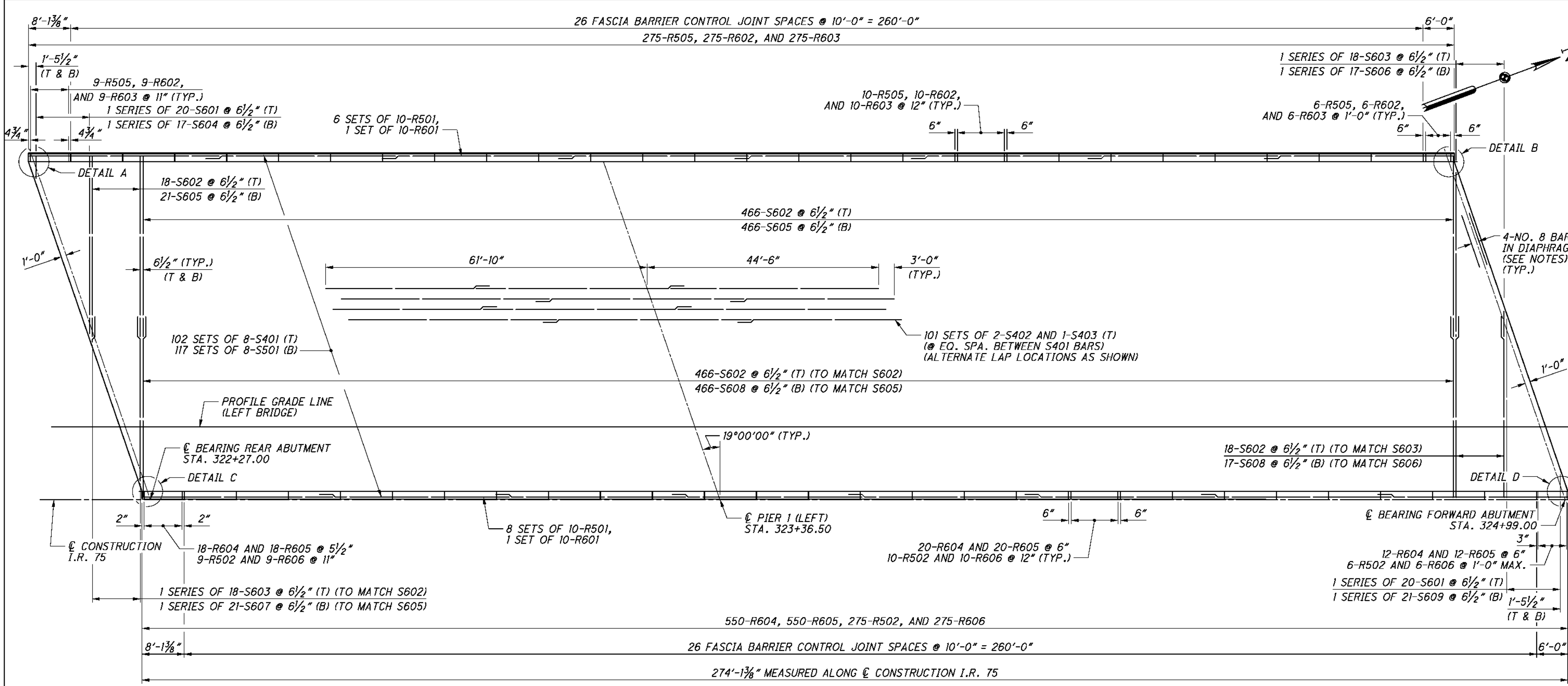
BEARING DETAILS

BRIDGE NO. MOT-75-1267 L/R

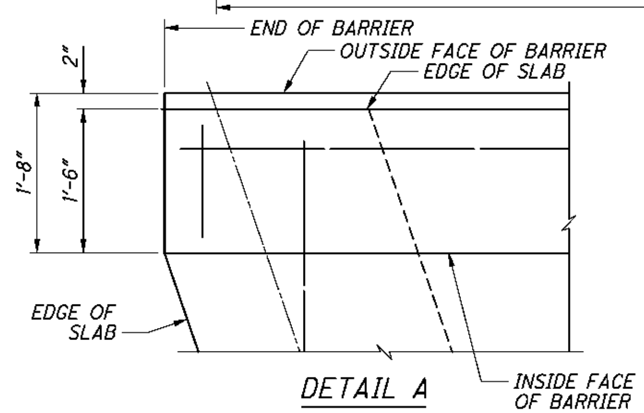
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00

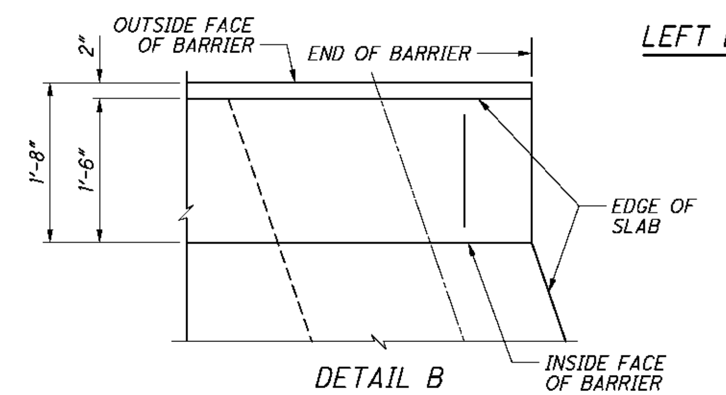
PID No. 77247



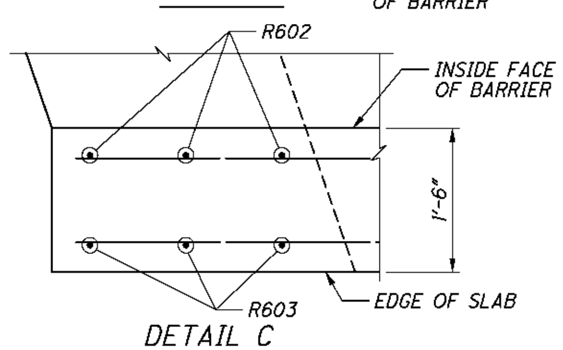
LEFT BRIDGE SLAB PLAN



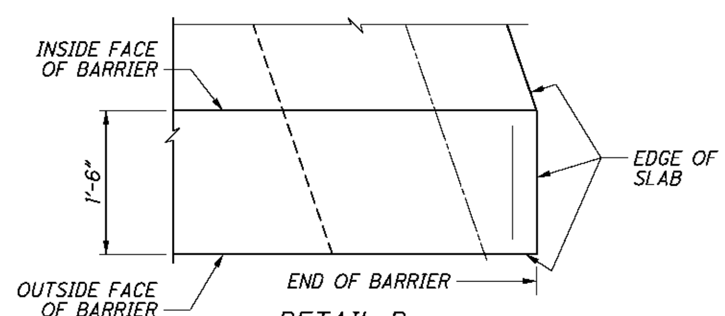
DETAIL A



DETAIL B



DETAIL C



DETAIL D

REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-7" MIN.
NO. 5 BARS	3'-3" MIN.
NO. 6 BARS	3'-10" MIN.

NOTES:

1. ALL TRANSVERSE REINFORCING BARS ARE PLACED PERPENDICULAR TO AND SPACED ALONG ℄ CONSTRUCTION I.R. 75.
2. FOR TYPICAL SECTION DETAILS, SEE SHEET 26/38.
3. FOR APPROACH SLAB DETAILS, SEE SHEETS 34/38 AND 35/38.
4. (T) DENOTES TOP. (B) DENOTES BOTTOM.
5. FOR ABUTMENT DETAILS INCLUDING NO. 8 BARS IN DIAPHRAGM, SEE SHEETS 10/38 TO 13/38.
6. FOR BEAM AND SHEAR STUD DETAILS, SEE SHEET 19/38.
7. FOR SCREED ELEVATION DETAILS, SEE SHEET 27/38.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 37/38.
9. FOR PARAPET CONTROL JOINT DETAILS, SEE ODOT STD. DRAWING SBR-1-99.
10. FOR BARRIER DETAILS, SEE SHEET 25/38.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

REVIEWED	DATE
JOL	2/16/2012
STRUCTURE FILE NUMBER	
5707935	
DRAWN	REVISED
JRE	
DESIGNED	CHECKED
JRE	CAB

LEFT BRIDGE SLAB PLAN
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

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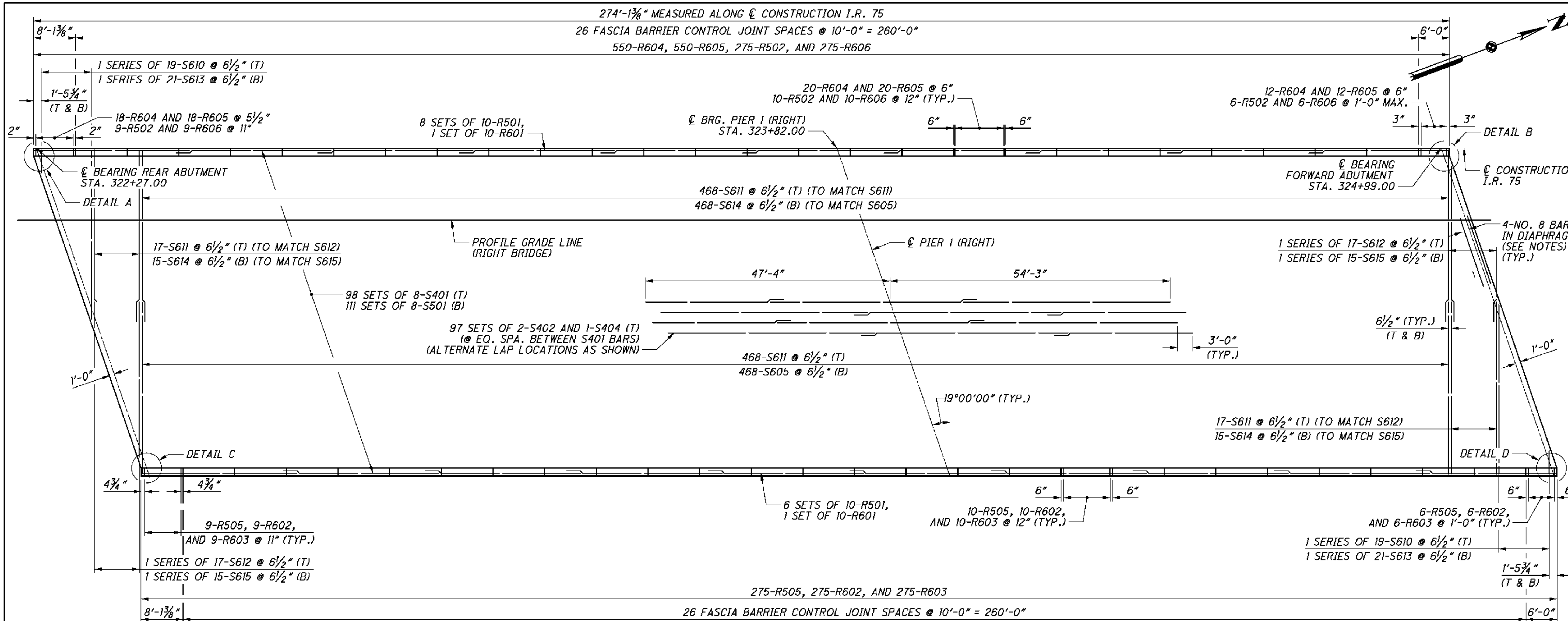
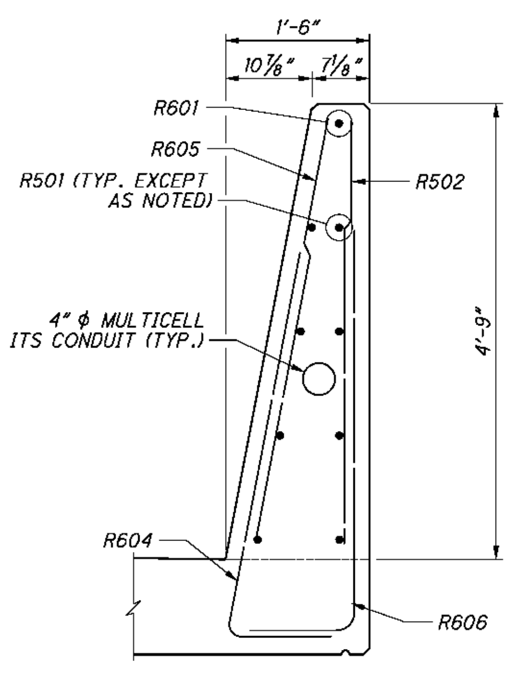
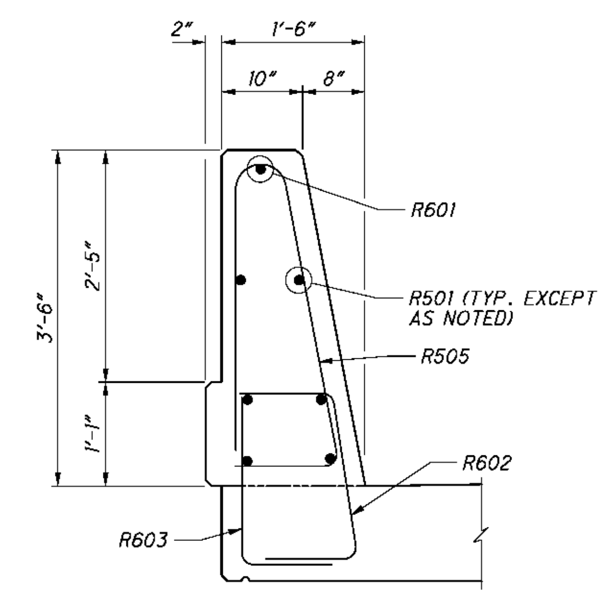


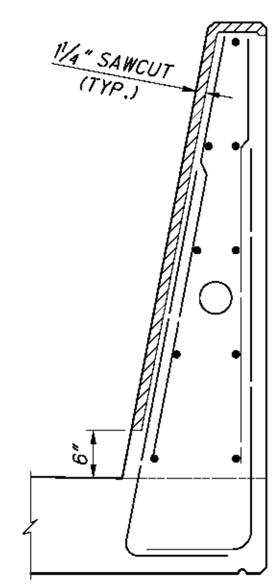
RIGHT BRIDGE SLAB PLAN



MEDIAN BARRIER DETAIL



FASCIA BARRIER DETAIL



MEDIAN BARRIER SAWCUT DETAIL

(SECTION THROUGH SAWCUT
PERIMETER = 4'-11")

REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-7" MIN.
NO. 5 BARS	3'-3" MIN.
NO. 6 BARS	3'-10" MIN.

NOTES:

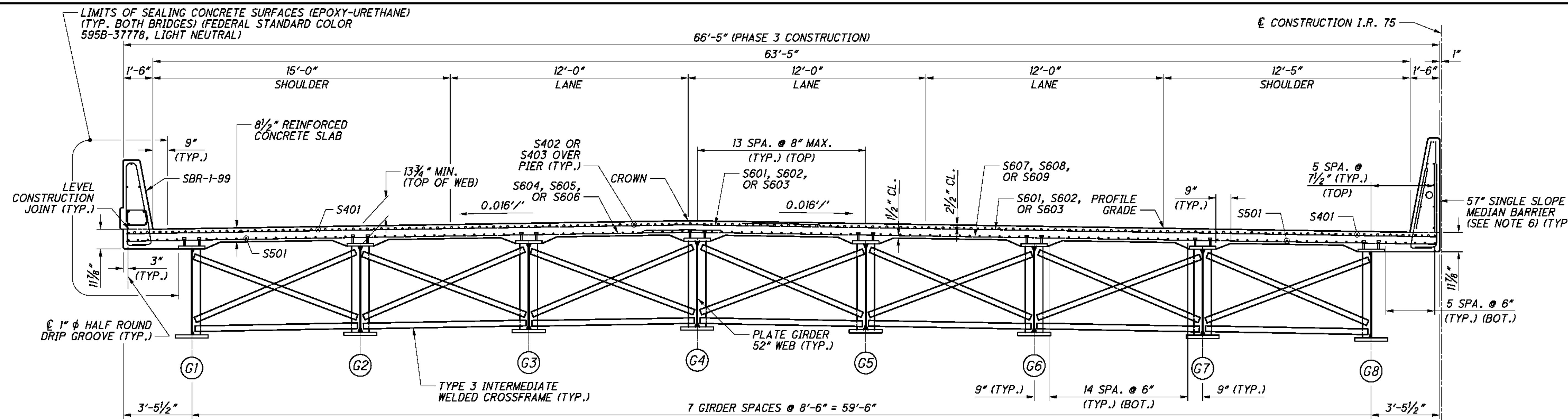
1. FOR DETAILS A, B, C, AND D AND ADDITIONAL NOTES, SEE SHEET 24/38.
2. (T) DENOTES TOP. (B) DENOTES BOTTOM.
3. SEE STANDARD DRAWING SBR-1-99 FOR ADDITIONAL PARAPET NOTES AND DETAILS.
4. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

DESIGNED JRE	CHECKED CAB
DRAWN JRE	REVISED
REVIEWED JOL	DATE 2/16/2012
STRUCTURE FILE NUMBER 5707978	

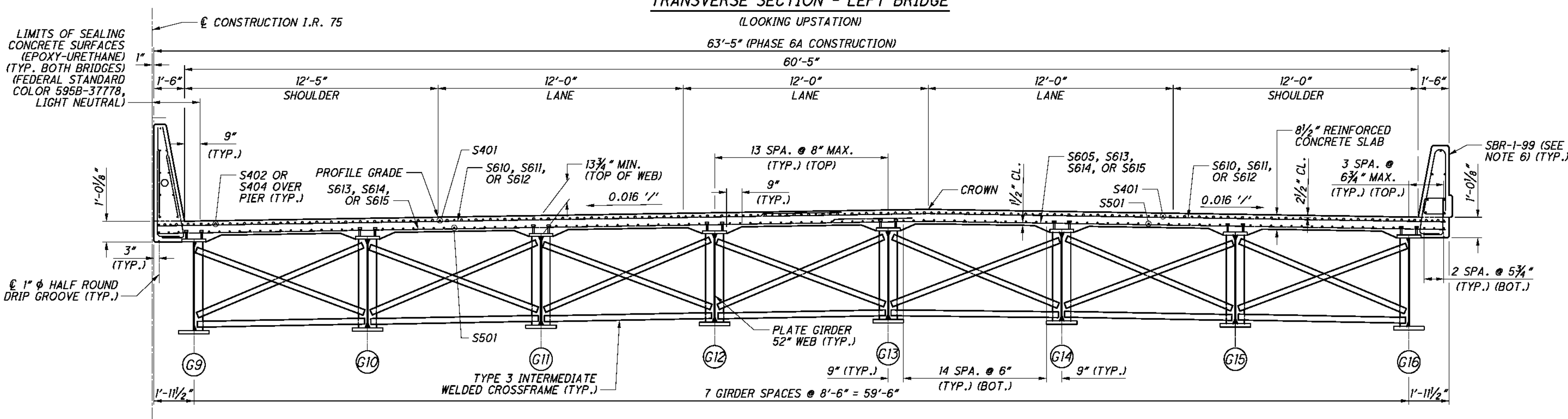
RIGHT BRIDGE SLAB PLAN
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



TRANSVERSE SECTION - LEFT BRIDGE

(LOOKING UPSTATION)



TRANSVERSE SECTION - RIGHT BRIDGE

(LOOKING UPSTATION)

REQUIRED LAP LENGTHS	
NO. 4 BARS	2'-7" MIN.
NO. 5 BARS	3'-3" MIN.
NO. 6 BARS	3'-10" MIN.

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 GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 5¼ INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH GIRDER 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 GIRDER FLANGE IS ±3 INCHES.

   THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE 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. ALL REINFORCING BAR MARKS FOR THE DECK SLAB SHALL BE PREFIXED "S" AND THE BARRIERS SHALL BE PREFIXED "R".
3. FOR LEFT BRIDGE SLAB PLAN, AND ADDITIONAL NOTES, SEE SHEET 24/38.
4. FOR RIGHT BRIDGE SLAB PLAN AND BARRIER DETAILS, SEE SHEET 25/38.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 37/38.
6. THE 8½" DECK INCLUDES A 1" MONOLITHIC WEARING SURFACE.
7. FOR SCREED INFORMATION, SEE SHEETS 27/38 TO 28/38.
8. FOR TOP OF HAUNCH ELEVATIONS, SEE SHEETS 29/38 TO 30/38.
9. FOR FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 31/38 TO 32/38.
10. FOR STIFFENER DETAILS, SEE SHEET 18/38.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2531

DESIGNED	DRAWN	REVIEWED	DATE
JRE	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CAB		5707935/5707978	

TRANSVERSE SECTION
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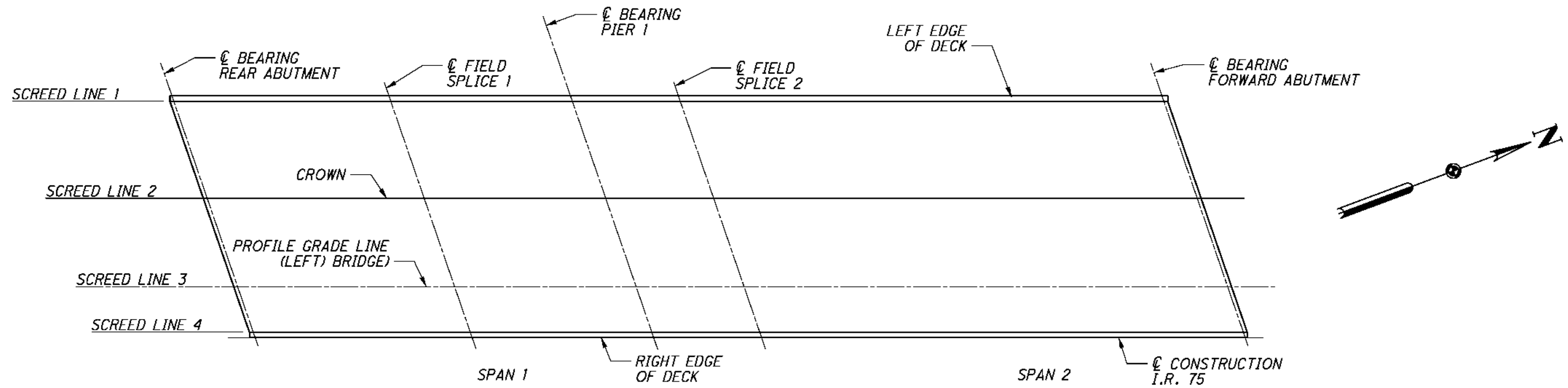
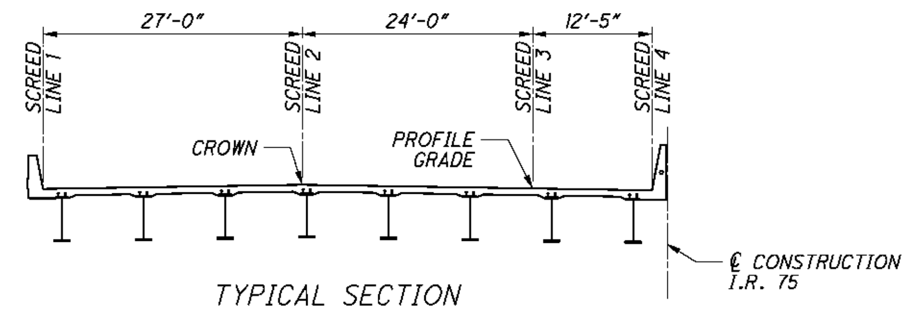


LEFT BRIDGE PLAN



TYPICAL SECTION

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	SPLICE 1	0.6	0.7	0.8	0.9	℄ PIER 1
SCREED LINE 1	STATION	322+04.62	322+15.57	322+26.52	322+37.47	322+48.42	322+59.37	322+66.62	322+70.32	322+81.27	322+92.22	323+03.17	323+14.12
	SCREED ELEVATION	766.77	766.77	766.76	766.73	766.68	766.63	766.59	766.56	766.50	766.44	766.39	766.36
SCREED LINE 2 (CROWN)	STATION	322+13.92	322+24.87	322+35.82	322+46.77	322+57.72	322+68.67	322+75.92	322+79.62	322+90.57	323+01.52	323+12.47	323+23.42
	SCREED ELEVATION	767.19	767.19	767.17	767.14	767.09	767.02	766.98	766.95	766.88	766.81	766.76	766.72
SCREED LINE 3 (PROFILE GRADE)	STATION	322+22.18	322+33.13	322+44.08	322+55.03	322+65.98	322+76.93	322+84.18	322+87.88	322+98.83	323+09.78	323+20.73	323+31.68
	SCREED ELEVATION	766.80	766.79	766.77	766.72	766.67	766.60	766.55	766.52	766.45	766.37	766.31	766.26
SCREED LINE 4	STATION	322+26.45	322+37.40	322+48.35	322+59.30	322+70.25	322+81.20	322+88.45	322+92.15	323+03.10	323+14.05	323+25.00	323+35.95
	SCREED ELEVATION	766.60	766.58	766.55	766.51	766.45	766.38	766.33	766.30	766.22	766.14	766.08	766.03

SCREED ELEVATIONS - LEFT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
SCREED LINE 1	STATION	323+14.12	323+30.37	323+46.62	323+54.37	323+62.87	323+79.12	323+95.37	324+11.62	324+27.87	324+44.12	324+60.37	324+76.62
	SCREED ELEVATION	766.36	766.33	766.34	766.34	766.35	766.35	766.29	766.16	765.97	765.70	765.37	765.01
SCREED LINE 2 (CROWN)	STATION	323+23.42	323+39.67	323+55.92	323+63.67	323+72.17	323+88.42	324+04.67	324+20.92	324+37.17	324+53.42	324+69.67	324+85.92
	SCREED ELEVATION	766.72	766.68	766.69	766.70	766.71	766.70	766.64	766.52	766.32	766.06	765.73	765.36
SCREED LINE 3 (PROFILE GRADE)	STATION	323+31.68	323+47.93	323+64.18	323+71.93	323+80.43	323+96.68	324+12.93	324+29.18	324+45.43	324+61.68	324+77.93	324+94.18
	SCREED ELEVATION	766.26	766.23	766.24	766.24	766.25	766.25	766.19	766.06	765.87	765.60	765.27	764.90
SCREED LINE 4	STATION	323+35.95	323+52.20	323+68.45	323+76.20	323+84.70	324+00.95	324+17.20	324+33.45	324+49.70	324+65.95	324+82.20	324+98.45
	SCREED ELEVATION	766.03	766.00	766.00	766.01	766.02	766.01	765.95	765.83	765.63	765.37	765.04	764.66

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

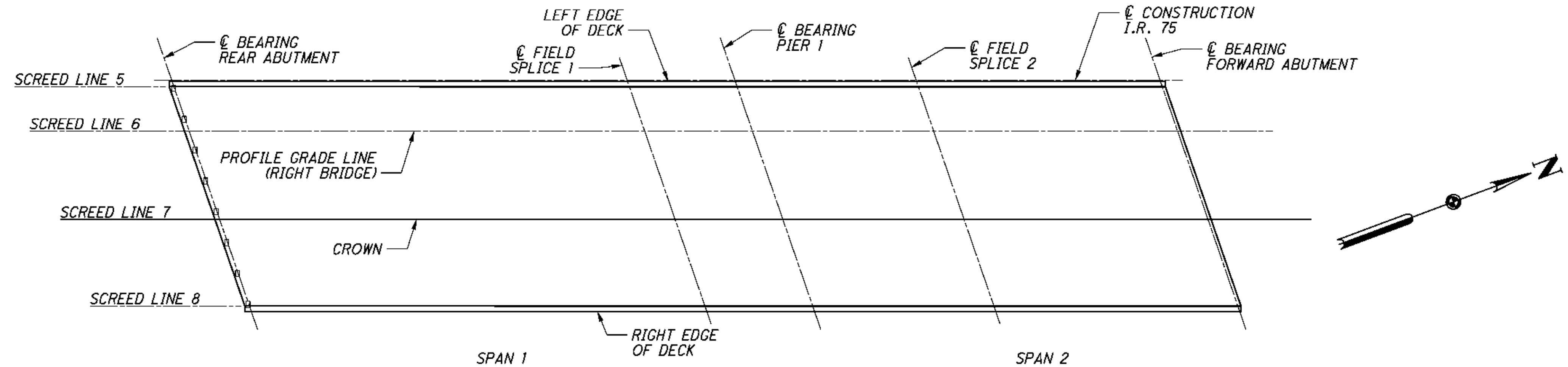
2. FOR RIGHT BRIDGE SCREED ELEVATIONS, SEE SHEET 28/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

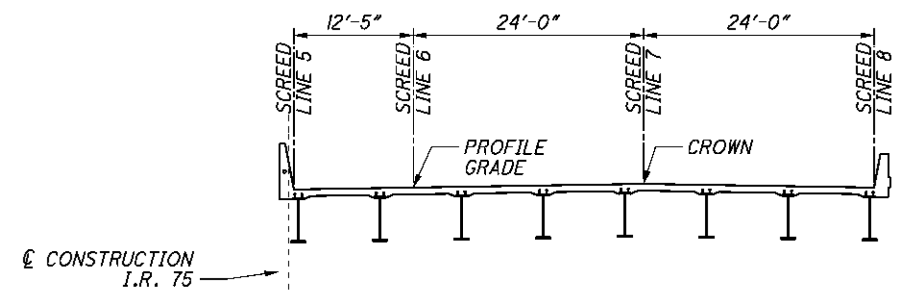
DESIGNED: JRE | CHECKED: CAB | DRAWN: JRE | REVISED: | REVIEWED: JOL | DATE: 2/16/2012 | STRUCTURE FILE NUMBER: 5707935/5707978

SCREED ELEVATIONS - LEFT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



RIGHT BRIDGE PLAN



TYPICAL SECTION

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE 1	0.8	0.9	℄ PIER 1
SCREED LINE 5	STATION	322+27.55	322+43.05	322+58.55	322+74.05	322+89.55	323+05.05	323+20.55	323+36.05	323+48.30	323+51.55	323+67.05	323+82.55
	SCREED ELEVATION	766.59	766.78	766.91	766.96	766.93	766.82	766.63	766.38	766.15	766.11	765.85	765.64
SCREED LINE 6 (PROFILE GRADE)	STATION	322+31.82	322+47.32	322+62.82	322+78.32	322+93.82	323+09.32	323+24.82	323+40.32	323+52.57	323+55.82	323+71.32	323+86.82
	SCREED ELEVATION	766.79	766.97	767.09	767.14	767.11	766.99	766.79	766.54	766.31	766.27	766.02	765.80
SCREED LINE 7 (CROWN)	STATION	322+40.08	322+55.58	322+71.08	322+86.58	323+02.08	323+17.58	323+33.08	323+48.58	323+60.83	323+64.08	323+79.58	323+95.08
	SCREED ELEVATION	767.15	767.32	767.44	767.48	767.44	767.31	767.11	766.86	766.63	766.58	766.33	766.12
SCREED LINE 8	STATION	322+48.35	322+63.85	322+79.35	322+94.85	323+10.35	323+25.85	323+41.35	323+56.85	323+69.10	323+72.35	323+87.85	324+03.35
	SCREED ELEVATION	766.74	766.91	767.02	767.05	767.00	766.87	766.66	766.40	766.17	766.13	765.88	765.66

SCREED ELEVATIONS - RIGHT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	0.3	SPLICE 2	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
SCREED LINE 5	STATION	323+82.55	323+94.25	324+05.95	324+17.65	324+26.30	324+29.35	324+41.05	324+52.75	324+64.45	324+76.15	324+87.85	324+99.55
	SCREED ELEVATION	765.64	765.51	765.40	765.31	765.27	765.24	765.17	765.09	765.00	764.90	764.79	764.68
SCREED LINE 6 (PROFILE GRADE)	STATION	323+86.82	323+98.52	324+10.22	324+21.92	324+30.57	324+33.62	324+45.32	324+57.02	324+68.72	324+80.42	324+92.12	325+03.82
	SCREED ELEVATION	765.80	765.67	765.56	765.48	765.43	765.40	765.33	765.26	765.17	765.06	764.96	764.85
SCREED LINE 7 (CROWN)	STATION	323+95.08	324+06.78	324+18.48	324+30.18	324+38.83	324+41.88	324+53.58	324+65.28	324+76.98	324+88.68	325+00.38	325+12.08
	SCREED ELEVATION	766.12	765.98	765.88	765.79	765.74	765.72	765.65	765.57	765.48	765.38	765.28	765.18
SCREED LINE 8	STATION	324+03.35	324+15.05	324+26.75	324+38.45	324+47.10	324+50.15	324+61.85	324+73.55	324+85.25	324+96.95	325+08.65	325+20.35
	SCREED ELEVATION	765.66	765.53	765.42	765.34	765.29	765.26	765.19	765.12	765.03	764.94	764.85	764.75

NOTES:

1. FOR LEFT BRIDGE SCREED ELEVATIONS AND ADDITIONAL NOTES, SEE SHEET 27/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2521

REVIEWED: JOL DATE: 2/16/2012
STRUCTURE FILE NUMBER: 5707978
DRAWN: JRE REVISED:
DESIGNED: JRE CHECKED: CAB

SCREED ELEVATIONS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

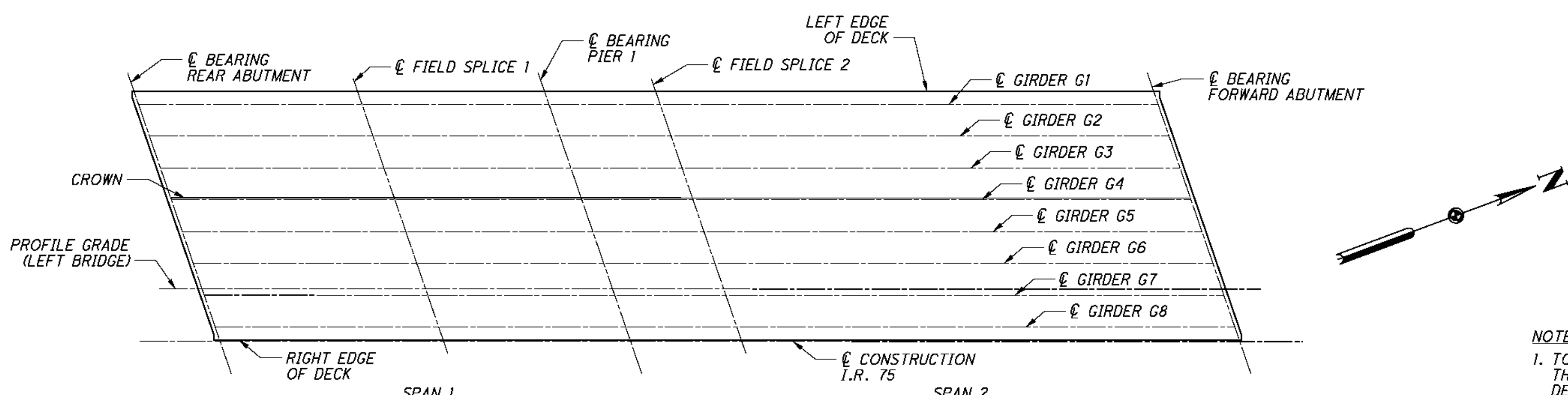
MOT-75-12.00
PID No. 77247

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	SPLICE 1	0.6	0.7	0.8	0.9	℄ PIER 1
℄ GIRDER 1	STATION	322+05.29	322+16.24	322+27.19	322+38.14	322+49.09	322+60.04	322+67.29	322+70.99	322+81.94	322+92.89	323+03.84	323+14.79
	ELEVATION	766.09	766.09	766.08	766.05	766.01	765.96	765.92	765.90	765.84	765.78	765.72	765.67
℄ GIRDER 2	STATION	322+08.22	322+19.17	322+30.12	322+41.07	322+52.02	322+62.97	322+70.22	322+73.92	322+84.87	322+95.82	323+06.77	323+17.72
	ELEVATION	766.22	766.22	766.21	766.18	766.14	766.09	766.04	766.02	765.96	765.89	765.84	765.79
℄ GIRDER 3	STATION	322+11.15	322+22.10	322+33.05	322+44.00	322+54.95	322+65.90	322+73.15	322+76.85	322+87.80	322+98.75	323+09.70	323+20.65
	ELEVATION	766.36	766.35	766.34	766.31	766.27	766.21	766.17	766.15	766.08	766.01	765.95	765.90
℄ GIRDER 4	STATION	322+14.07	322+25.02	322+35.97	322+46.92	322+57.87	322+68.82	322+76.07	322+79.77	322+90.72	323+01.67	323+12.62	323+23.57
	ELEVATION	766.48	766.47	766.45	766.42	766.38	766.32	766.27	766.25	766.18	766.11	766.05	766.00
℄ GIRDER 5	STATION	322+17.00	322+27.95	322+38.90	322+49.85	322+60.80	322+71.75	322+79.00	322+82.70	322+93.65	323+04.60	323+15.55	323+26.50
	ELEVATION	766.34	766.33	766.31	766.28	766.23	766.17	766.12	766.10	766.03	765.96	765.90	765.84
℄ GIRDER 6	STATION	322+19.93	322+30.88	322+41.83	322+52.78	322+63.73	322+74.68	322+81.93	322+85.63	322+96.58	323+07.53	323+18.48	323+29.43
	ELEVATION	766.20	766.19	766.17	766.13	766.08	766.02	765.97	765.95	765.88	765.80	765.74	765.68
℄ GIRDER 7	STATION	322+22.85	322+33.80	322+44.75	322+55.70	322+66.65	322+77.60	322+84.85	322+88.55	322+99.50	323+10.45	323+21.40	323+32.35
	ELEVATION	766.06	766.05	766.02	765.99	765.93	765.87	765.82	765.80	765.72	765.65	765.58	765.52
℄ GIRDER 8	STATION	322+25.78	322+36.73	322+47.68	322+58.63	322+69.58	322+80.53	322+87.78	322+91.48	323+02.43	323+13.38	323+24.33	323+35.28
	ELEVATION	765.92	765.91	765.88	765.84	765.78	765.72	765.67	765.64	765.57	765.49	765.42	765.36

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
℄ GIRDER 1	STATION	323+14.79	323+31.04	323+47.29	323+55.04	323+63.54	323+79.79	323+96.04	324+12.29	324+28.54	324+44.79	324+61.04	324+77.29
	ELEVATION	765.67	765.62	765.59	765.58	765.57	765.53	765.45	765.32	765.14	764.91	764.63	764.32
℄ GIRDER 2	STATION	323+17.72	323+33.97	323+50.22	323+57.97	323+66.47	323+82.72	323+98.97	324+15.22	324+31.47	324+47.72	324+63.97	324+80.22
	ELEVATION	765.79	765.73	765.70	765.69	765.68	765.64	765.56	765.43	765.25	765.02	764.74	764.43
℄ GIRDER 3	STATION	323+20.65	323+36.90	323+53.15	323+60.90	323+69.40	323+85.65	324+01.90	324+18.15	324+34.40	324+50.65	324+66.90	324+83.15
	ELEVATION	765.90	765.84	765.81	765.80	765.79	765.75	765.67	765.54	765.36	765.13	764.85	764.54
℄ GIRDER 4	STATION	323+23.57	323+39.82	323+56.07	323+63.82	323+72.32	323+88.57	324+04.82	324+21.07	324+37.32	324+53.57	324+69.82	324+86.07
	ELEVATION	766.00	765.94	765.91	765.90	765.89	765.84	765.77	765.64	765.46	765.23	764.95	764.64
℄ GIRDER 5	STATION	323+26.50	323+42.75	323+59.00	323+66.75	323+75.25	323+91.50	324+07.75	324+24.00	324+40.25	324+56.50	324+72.75	324+89.00
	ELEVATION	765.84	765.78	765.75	765.74	765.72	765.68	765.61	765.48	765.30	765.07	764.79	764.48
℄ GIRDER 6	STATION	323+29.43	323+45.68	323+61.93	323+69.68	323+78.18	323+94.43	324+10.68	324+26.93	324+43.18	324+59.43	324+75.68	324+91.93
	ELEVATION	765.68	765.62	765.59	765.58	765.56	765.52	765.45	765.32	765.14	764.91	764.63	764.32
℄ GIRDER 7	STATION	323+32.35	323+48.60	323+64.85	323+72.60	323+81.10	323+97.35	324+13.60	324+29.85	324+46.10	324+62.35	324+78.60	324+94.85
	ELEVATION	765.52	765.46	765.43	765.41	765.40	765.36	765.29	765.16	764.98	764.75	764.47	764.15
℄ GIRDER 8	STATION	323+35.28	323+51.53	323+67.78	323+75.53	323+84.03	324+00.28	324+16.53	324+32.78	324+49.03	324+65.28	324+81.53	324+97.78
	ELEVATION	765.36	765.30	765.27	765.25	765.24	765.20	765.12	765.00	764.82	764.59	764.31	763.99



LEFT BRIDGE PLAN

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED JRE | CHECKED CAB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

29/38

1204/1565

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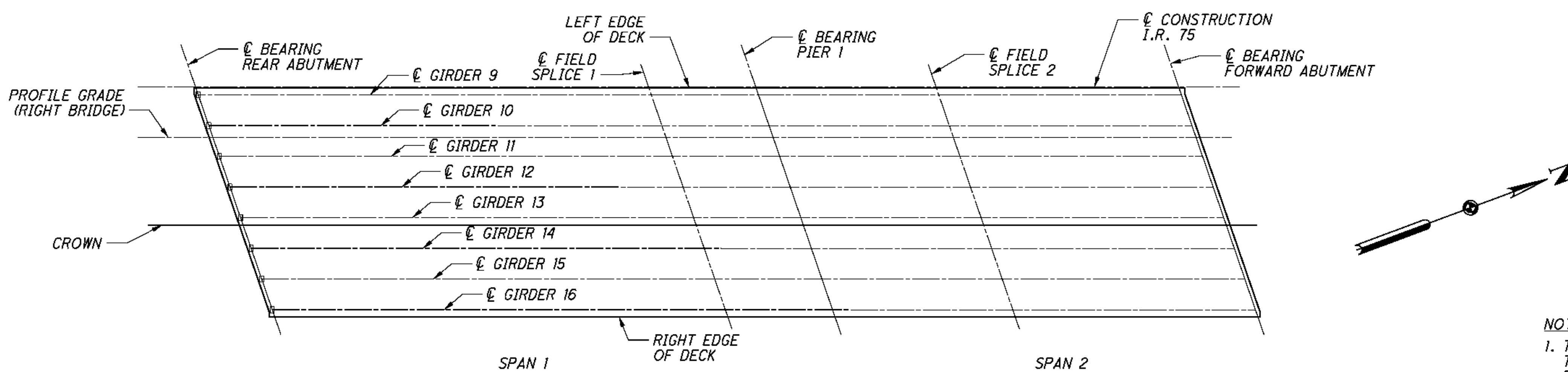
TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE 1	0.8	0.9	℄ PIER 1
℄ GIRDER 9	STATION	322+27.70	322+43.20	322+58.70	322+74.20	322+89.70	323+05.20	323+20.70	323+36.20	323+48.45	323+51.70	323+67.20	323+82.70
	ELEVATION	765.89	766.08	766.21	766.26	766.23	766.12	765.93	765.68	765.45	765.40	765.15	764.94
℄ GIRDER 10	STATION	322+30.63	322+46.13	322+61.63	322+77.13	322+92.63	323+08.13	323+23.63	323+39.13	323+51.38	323+54.63	323+70.13	323+85.63
	ELEVATION	766.02	766.21	766.33	766.38	766.35	766.24	766.04	765.79	765.56	765.52	765.26	765.05
℄ GIRDER 11	STATION	322+33.56	322+49.06	322+64.56	322+80.06	322+95.56	323+11.06	323+26.56	323+42.06	323+54.31	323+57.56	323+73.06	323+88.56
	ELEVATION	766.15	766.33	766.46	766.50	766.47	766.35	766.15	765.90	765.67	765.63	765.37	765.16
℄ GIRDER 12	STATION	322+36.48	322+51.98	322+67.48	322+82.98	322+98.48	323+13.98	323+29.48	323+44.98	323+57.23	323+60.48	323+75.98	323+91.48
	ELEVATION	766.28	766.46	766.58	766.63	766.59	766.47	766.26	766.01	765.78	765.74	765.48	765.27
℄ GIRDER 13	STATION	322+39.41	322+54.91	322+70.41	322+85.91	323+01.41	323+16.91	323+32.41	323+47.91	323+60.16	323+63.41	323+78.91	323+94.41
	ELEVATION	766.41	766.59	766.70	766.75	766.71	766.58	766.38	766.12	765.89	765.85	765.60	765.38
℄ GIRDER 14	STATION	322+42.34	322+57.84	322+73.34	322+88.84	323+04.34	323+19.84	323+35.34	323+50.84	323+63.09	323+66.34	323+81.84	323+97.34
	ELEVATION	766.33	766.50	766.62	766.66	766.61	766.48	766.28	766.02	765.79	765.75	765.50	765.28
℄ GIRDER 15	STATION	322+45.26	322+60.76	322+76.26	322+91.76	323+07.26	323+22.76	323+38.26	323+53.76	323+66.01	323+69.26	323+84.76	324+00.26
	ELEVATION	766.19	766.36	766.47	766.50	766.46	766.33	766.12	765.86	765.63	765.59	765.34	765.12
℄ GIRDER 16	STATION	322+48.19	322+63.69	322+79.19	322+94.69	323+10.19	323+25.69	323+41.19	323+56.69	323+68.94	323+72.19	323+87.69	324+03.19
	ELEVATION	766.04	766.21	766.32	766.35	766.30	766.17	765.96	765.70	765.47	765.43	765.18	764.96

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	0.3	SPLICE 2	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
℄ GIRDER 9	STATION	323+82.70	323+94.40	324+06.10	324+17.80	324+26.45	324+29.50	324+41.20	324+52.90	324+64.60	324+76.30	324+88.00	324+99.70
	ELEVATION	764.94	764.80	764.70	764.61	764.56	764.54	764.47	764.39	764.30	764.20	764.09	763.98
℄ GIRDER 10	STATION	323+85.63	323+97.33	324+09.03	324+20.73	324+29.38	324+32.43	324+44.13	324+55.83	324+67.53	324+79.23	324+90.93	325+02.63
	ELEVATION	765.05	764.92	764.81	764.72	764.68	764.65	764.58	764.50	764.41	764.31	764.20	764.09
℄ GIRDER 11	STATION	323+88.56	324+00.26	324+11.96	324+23.66	324+32.31	324+35.36	324+47.06	324+58.76	324+70.46	324+82.16	324+93.86	325+05.56
	ELEVATION	765.16	765.03	764.92	764.83	764.79	764.76	764.69	764.61	764.52	764.42	764.32	764.21
℄ GIRDER 12	STATION	323+91.48	324+03.18	324+14.88	324+26.58	324+35.23	324+38.28	324+49.98	324+61.68	324+73.38	324+85.08	324+96.78	325+08.48
	ELEVATION	765.27	765.14	765.03	764.94	764.90	764.87	764.80	764.72	764.64	764.54	764.43	764.33
℄ GIRDER 13	STATION	323+94.41	324+06.11	324+17.81	324+29.51	324+38.16	324+41.21	324+52.91	324+64.61	324+76.31	324+88.01	324+99.71	325+11.41
	ELEVATION	765.38	765.25	765.14	765.06	765.01	764.98	764.91	764.84	764.75	764.65	764.55	764.45
℄ GIRDER 14	STATION	323+97.34	324+09.04	324+20.74	324+32.44	324+41.09	324+44.14	324+55.84	324+67.54	324+79.24	324+90.94	325+02.64	325+14.34
	ELEVATION	765.28	765.15	765.04	764.96	764.91	764.88	764.81	764.74	764.65	764.55	764.46	764.36
℄ GIRDER 15	STATION	324+00.26	324+11.96	324+23.66	324+35.36	324+44.01	324+47.06	324+58.76	324+70.46	324+82.16	324+93.86	325+05.56	325+17.26
	ELEVATION	765.12	764.99	764.88	764.80	764.75	764.72	764.65	764.58	764.49	764.40	764.30	764.21
℄ GIRDER 16	STATION	324+03.19	324+14.89	324+26.59	324+38.29	324+46.94	324+49.99	324+61.69	324+73.39	324+85.09	324+96.79	325+08.49	325+20.19
	ELEVATION	764.96	764.83	764.72	764.64	764.59	764.56	764.49	764.42	764.33	764.27	764.17	764.08



RIGHT BRIDGE PLAN

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DESIGN AGENCY HNTB
DESIGNED JRE | CHECKED CAB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/12/2012 | STRUCTURE FILE NUMBER 5707978
TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.
MOT-75-12.00
PID No. 77247

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	SPLICE 1	0.6	0.7	0.8	0.9	℄ PIER 1
LEFT TOE OF PARAPET	STATION	322+04.62	322+15.57	322+26.52	322+37.47	322+48.42	322+59.37	322+66.62	322+70.32	322+81.27	322+92.22	323+03.17	323+14.12
	ELEVATION	766.77	766.76	766.75	766.73	766.70	766.66	766.63	766.61	766.56	766.50	766.43	766.36
℄ GIRDER 1	STATION	322+05.29	322+16.24	322+27.19	322+38.14	322+49.09	322+60.04	322+67.29	322+70.99	322+81.94	322+92.89	323+03.84	323+14.79
	ELEVATION	766.80	766.79	766.78	766.75	766.73	766.69	766.66	766.64	766.59	766.53	766.46	766.38
℄ GIRDER 2	STATION	322+08.22	322+19.17	322+30.12	322+41.07	322+52.02	322+62.97	322+70.22	322+73.92	322+84.87	322+95.82	323+06.77	323+17.72
	ELEVATION	766.93	766.92	766.91	766.88	766.85	766.81	766.78	766.76	766.71	766.65	766.57	766.50
℄ GIRDER 3	STATION	322+11.15	322+22.10	322+33.05	322+44.00	322+54.95	322+65.90	322+73.15	322+76.85	322+87.80	322+98.75	323+09.70	323+20.65
	ELEVATION	767.07	767.06	767.04	767.01	766.98	766.94	766.90	766.89	766.83	766.76	766.69	766.61
CROWN	STATION	322+13.92	322+24.87	322+35.82	322+46.77	322+57.72	322+68.67	322+75.92	322+79.62	322+90.57	323+01.52	323+12.47	323+23.42
	ELEVATION	767.19	767.18	767.16	767.13	767.10	767.05	767.02	767.00	766.94	766.87	766.80	766.72
℄ GIRDER 4	STATION	322+14.07	322+25.02	322+35.97	322+46.92	322+57.87	322+68.82	322+76.07	322+79.77	322+90.72	323+01.67	323+12.62	323+23.57
	ELEVATION	767.19	767.17	767.15	767.13	767.09	767.05	767.01	766.99	766.93	766.87	766.79	766.71
℄ GIRDER 5	STATION	322+17.00	322+27.95	322+38.90	322+49.85	322+60.80	322+71.75	322+79.00	322+82.70	322+93.65	323+04.60	323+15.55	323+26.50
	ELEVATION	767.05	767.03	767.01	766.98	766.94	766.90	766.86	766.84	766.78	766.71	766.63	766.55
℄ GIRDER 6	STATION	322+19.93	322+30.88	322+41.83	322+52.78	322+63.73	322+74.68	322+81.93	322+85.63	322+96.58	323+07.53	323+18.48	323+29.43
	ELEVATION	766.91	766.89	766.87	766.83	766.79	766.75	766.71	766.69	766.63	766.55	766.48	766.39
℄ GIRDER 7	STATION	322+22.85	322+33.80	322+44.75	322+55.70	322+66.65	322+77.60	322+84.85	322+88.55	322+99.50	323+10.45	323+21.40	323+32.35
	ELEVATION	766.77	766.75	766.72	766.69	766.65	766.60	766.56	766.54	766.47	766.40	766.32	766.23
℄ GIRDER 8	STATION	322+25.78	322+36.73	322+47.68	322+58.63	322+69.58	322+80.53	322+87.78	322+91.48	323+02.43	323+13.38	323+24.33	323+35.28
	ELEVATION	766.63	766.61	766.58	766.54	766.50	766.45	766.41	766.39	766.32	766.24	766.16	766.07
RIGHT TOE OF PARAPET	STATION	322+26.45	322+37.40	322+48.35	322+59.30	322+70.25	322+81.20	322+88.45	322+92.15	323+03.10	323+14.05	323+25.00	323+35.95
	ELEVATION	766.60	766.57	766.55	766.51	766.46	766.41	766.37	766.35	766.28	766.20	766.12	766.03

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	SPLICE 2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
LEFT TOE OF PARAPET	STATION	323+14.12	323+30.37	323+46.62	323+54.37	323+62.87	323+79.12	323+95.37	324+11.62	324+27.87	324+44.12	324+60.37	324+76.62
	ELEVATION	766.36	766.23	766.09	766.03	765.95	765.82	765.68	765.54	765.41	765.27	765.13	765.01
℄ GIRDER 1	STATION	323+14.79	323+31.04	323+47.29	323+55.04	323+63.54	323+79.79	323+96.04	324+12.29	324+28.54	324+44.79	324+61.04	324+77.29
	ELEVATION	766.38	766.25	766.12	766.05	765.98	765.84	765.71	765.57	765.43	765.30	765.16	765.02
℄ GIRDER 2	STATION	323+17.72	323+33.97	323+50.22	323+57.97	323+66.47	323+82.72	323+98.97	324+15.22	324+31.47	324+47.72	324+63.97	324+80.22
	ELEVATION	766.50	766.36	766.23	766.16	766.09	765.95	765.82	765.68	765.54	765.41	765.27	765.14
℄ GIRDER 3	STATION	323+20.65	323+36.90	323+53.15	323+60.90	323+69.40	323+85.65	324+01.90	324+18.15	324+34.40	324+50.65	324+66.90	324+83.15
	ELEVATION	766.61	766.48	766.34	766.27	766.20	766.07	765.93	765.79	765.66	765.52	765.38	765.25
CROWN	STATION	323+23.42	323+39.67	323+55.92	323+63.67	323+72.17	323+88.42	324+04.67	324+20.92	324+37.17	324+53.42	324+69.67	324+85.92
	ELEVATION	766.72	766.58	766.44	766.38	766.31	766.17	766.03	765.90	765.76	765.63	765.49	765.36
℄ GIRDER 4	STATION	323+23.57	323+39.82	323+56.07	323+63.82	323+72.32	323+88.57	324+04.82	324+21.07	324+37.32	324+53.57	324+69.82	324+86.07
	ELEVATION	766.71	766.57	766.44	766.37	766.30	766.16	766.03	765.89	765.75	765.62	765.48	765.35
℄ GIRDER 5	STATION	323+26.50	323+42.75	323+59.00	323+66.75	323+75.25	323+91.50	324+07.75	324+24.00	324+40.25	324+56.50	324+72.75	324+89.00
	ELEVATION	766.55	766.41	766.28	766.21	766.14	766.00	765.87	765.73	765.59	765.46	765.32	765.19
℄ GIRDER 6	STATION	323+29.43	323+45.68	323+61.93	323+69.68	323+78.18	323+94.43	324+10.68	324+26.93	324+43.18	324+59.43	324+75.68	324+91.93
	ELEVATION	766.39	766.25	766.11	766.05	765.98	765.84	765.70	765.57	765.43	765.30	765.16	765.03
℄ GIRDER 7	STATION	323+32.35	323+48.60	323+64.85	323+72.60	323+81.10	323+97.35	324+13.60	324+29.85	324+46.10	324+62.35	324+78.60	324+94.85
	ELEVATION	766.23	766.09	765.95	765.89	765.82	765.68	765.54	765.41	765.27	765.13	765.00	764.86
℄ GIRDER 8	STATION	323+35.28	323+51.53	323+67.78	323+75.53	323+84.03	324+00.28	324+16.53	324+32.78	324+49.03	324+65.28	324+81.53	324+97.78
	ELEVATION	766.07	765.93	765.79	765.73	765.66	765.52	765.38	765.25	765.11	764.97	764.84	764.70
RIGHT TOE OF PARAPET	STATION	323+35.95	323+52.20	323+68.45	323+76.20	323+84.70	324+00.95	324+17.20	324+33.45	324+49.70	324+65.95	324+82.20	324+98.45
	ELEVATION	766.03	765.89	765.76	765.69	765.62	765.48	765.35	765.21	765.07	764.94	764.80	764.66

NOTE:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR PLAN VIEW OF FINAL DECK SURFACE ELEVATION LOCATIONS, SEE SHEETS 27/38 THRU 30/38.

DESIGN AGENCY HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521
REVIEWED JOL DATE 2/16/2012
STRUCTURE FILE NUMBER 5707935
DRAWN JRE REVISED
DESIGNED JRE CHECKED CAB

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 1)

LOCATION		℄ BRG. REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	SPLICE 1	0.8	0.9	℄ PIER 1
LEFT TOE OF PARAPET	STATION	322+27.55	322+43.05	322+58.55	322+74.05	322+89.55	323+05.05	323+20.55	323+36.05	323+48.30	323+51.55	323+67.05	323+82.55
	ELEVATION	766.59	766.56	766.51	766.45	766.37	766.27	766.16	766.03	765.93	765.90	765.77	765.64
℄ GIRDER 9	STATION	322+27.70	322+43.20	322+58.70	322+74.20	322+89.70	323+05.20	323+20.70	323+36.20	323+48.45	323+51.70	323+67.20	323+82.70
	ELEVATION	766.60	766.57	766.52	766.45	766.37	766.27	766.16	766.03	765.93	765.90	765.77	765.64
℄ GIRDER 10	STATION	322+30.63	322+46.13	322+61.63	322+77.13	322+92.63	323+08.13	323+23.63	323+39.13	323+51.38	323+54.63	323+70.13	323+85.63
	ELEVATION	766.73	766.70	766.64	766.57	766.49	766.39	766.27	766.15	766.04	766.02	765.89	765.76
℄ GIRDER 11	STATION	322+33.56	322+49.06	322+64.56	322+80.06	322+95.56	323+11.06	323+26.56	323+42.06	323+54.31	323+57.56	323+73.06	323+88.56
	ELEVATION	766.86	766.82	766.77	766.70	766.61	766.51	766.39	766.26	766.15	766.13	766.00	765.87
℄ GIRDER 12	STATION	322+36.48	322+51.98	322+67.48	322+82.98	322+98.48	323+13.98	323+29.48	323+44.98	323+57.23	323+60.48	323+75.98	323+91.48
	ELEVATION	766.99	766.95	766.89	766.82	766.73	766.62	766.50	766.37	766.27	766.24	766.11	765.98
℄ GIRDER 13	STATION	322+39.41	322+54.91	322+70.41	322+85.91	323+01.41	323+16.91	323+32.41	323+47.91	323+60.16	323+63.41	323+78.91	323+94.41
	ELEVATION	767.12	767.08	767.01	766.94	766.84	766.73	766.61	766.48	766.38	766.35	766.22	766.09
CROWN	STATION	322+40.08	322+55.58	322+71.08	322+86.58	323+02.08	323+17.58	323+33.08	323+48.58	323+60.83	323+64.08	323+79.58	323+95.08
	ELEVATION	767.15	767.10	767.04	766.96	766.87	766.76	766.64	766.51	766.40	766.38	766.25	766.12
℄ GIRDER 14	STATION	322+42.34	322+57.84	322+73.34	322+88.84	323+04.34	323+19.84	323+35.34	323+50.84	323+63.09	323+66.34	323+81.84	323+97.34
	ELEVATION	767.04	766.99	766.93	766.85	766.75	766.64	766.51	766.38	766.28	766.25	766.12	765.99
℄ GIRDER 15	STATION	322+45.26	322+60.76	322+76.26	322+91.76	323+07.26	323+22.76	323+38.26	323+53.76	323+66.01	323+69.26	323+84.76	324+00.26
	ELEVATION	766.90	766.84	766.78	766.69	766.60	766.48	766.35	766.22	766.12	766.09	765.96	765.83
℄ GIRDER 16	STATION	322+48.19	322+63.69	322+79.19	322+94.69	323+10.19	323+25.69	323+41.19	323+56.69	323+68.94	323+72.19	323+87.69	324+03.19
	ELEVATION	766.75	766.70	766.63	766.54	766.44	766.32	766.19	766.06	765.96	765.93	765.80	765.67
RIGHT TOE OF PARAPET	STATION	322+48.35	322+63.85	322+79.35	322+94.85	323+10.35	323+25.85	323+41.35	323+56.85	323+69.10	323+72.35	323+87.85	324+03.35
	ELEVATION	766.74	766.69	766.62	766.53	766.43	766.31	766.18	766.05	765.95	765.92	765.79	765.66

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (SPAN 2)

LOCATION		℄ PIER 1	0.1	0.2	0.3	SPLICE 2	0.4	0.5	0.6	0.7	0.8	0.9	℄ FORWARD ABUTMENT
LEFT TOE OF PARAPET	STATION	323+82.55	323+94.25	324+05.95	324+17.65	324+26.30	324+29.35	324+41.05	324+52.75	324+64.45	324+76.15	324+87.85	324+99.55
	ELEVATION	765.64	765.54	765.44	765.34	765.27	765.24	765.15	765.05	764.95	764.85	764.76	764.68
℄ GIRDER 9	STATION	323+82.70	323+94.40	324+06.10	324+17.80	324+26.45	324+29.50	324+41.20	324+52.90	324+64.60	324+76.30	324+88.00	324+99.70
	ELEVATION	765.64	765.55	765.45	765.35	765.28	765.25	765.15	765.05	764.96	764.86	764.77	764.68
℄ GIRDER 10	STATION	323+85.63	323+97.33	324+09.03	324+20.73	324+29.38	324+32.43	324+44.13	324+55.83	324+67.53	324+79.23	324+90.93	325+02.63
	ELEVATION	765.76	765.66	765.56	765.46	765.39	765.36	765.26	765.17	765.07	764.97	764.88	764.80
℄ GIRDER 11	STATION	323+88.56	324+00.26	324+11.96	324+23.66	324+32.31	324+35.36	324+47.06	324+58.76	324+70.46	324+82.16	324+93.86	325+05.56
	ELEVATION	765.87	765.77	765.67	765.57	765.50	765.47	765.38	765.28	765.18	765.08	765.00	764.92
℄ GIRDER 12	STATION	323+91.48	324+03.18	324+14.88	324+26.58	324+35.23	324+38.28	324+49.98	324+61.68	324+73.38	324+85.08	324+96.78	325+08.48
	ELEVATION	765.98	765.88	765.78	765.68	765.61	765.59	765.49	765.39	765.29	765.20	765.11	765.04
℄ GIRDER 13	STATION	323+94.41	324+06.11	324+17.81	324+29.51	324+38.16	324+41.21	324+52.91	324+64.61	324+76.31	324+88.01	324+99.71	325+11.41
	ELEVATION	766.09	765.99	765.89	765.79	765.72	765.70	765.60	765.50	765.40	765.31	765.23	765.16
CROWN	STATION	323+95.08	324+06.78	324+18.48	324+30.18	324+38.83	324+41.88	324+53.58	324+65.28	324+76.98	324+88.68	325+00.38	325+12.08
	ELEVATION	766.12	766.02	765.92	765.82	765.75	765.72	765.62	765.53	765.43	765.34	765.25	765.18
℄ GIRDER 14	STATION	323+97.34	324+09.04	324+20.74	324+32.44	324+41.09	324+44.14	324+55.84	324+67.54	324+79.24	324+90.94	325+02.64	325+14.34
	ELEVATION	765.99	765.89	765.80	765.70	765.62	765.60	765.50	765.40	765.30	765.21	765.14	765.07
℄ GIRDER 15	STATION	324+00.26	324+11.96	324+23.66	324+35.36	324+44.01	324+47.06	324+58.76	324+70.46	324+82.16	324+93.86	325+05.56	325+17.26
	ELEVATION	765.83	765.73	765.63	765.54	765.46	765.44	765.34	765.24	765.15	765.06	764.98	764.91
℄ GIRDER 16	STATION	324+03.19	324+14.89	324+26.59	324+38.29	324+46.94	324+49.99	324+61.69	324+73.39	324+85.09	324+96.79	325+08.49	325+20.19
	ELEVATION	765.67	765.57	765.47	765.38	765.30	765.28	765.18	765.08	764.99	764.93	764.85	764.79
RIGHT TOE OF PARAPET	STATION	324+03.35	324+15.05	324+26.75	324+38.45	324+47.10	324+50.15	324+61.85	324+73.55	324+85.25	324+96.95	325+08.65	325+20.35
	ELEVATION	765.66	765.56	765.47	765.37	765.29	765.27	765.17	765.07	764.98	764.89	764.82	764.75

NOTE:

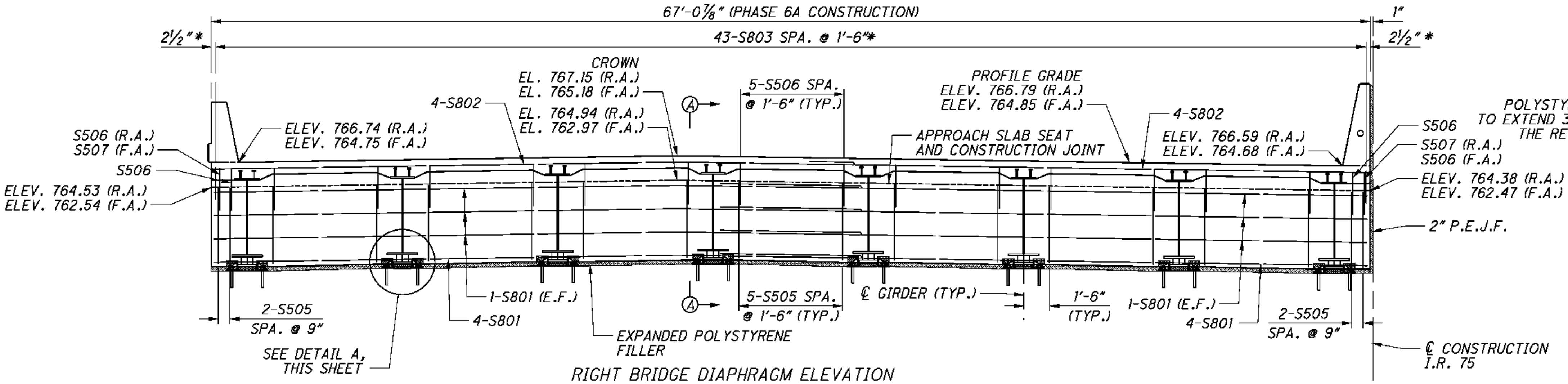
1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. FOR PLAN VIEW OF FINAL DECK SURFACE ELEVATION LOCATIONS, SEE SHEETS 27/38 THRU 30/38.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED JRE | CHECKED CAB | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707978

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

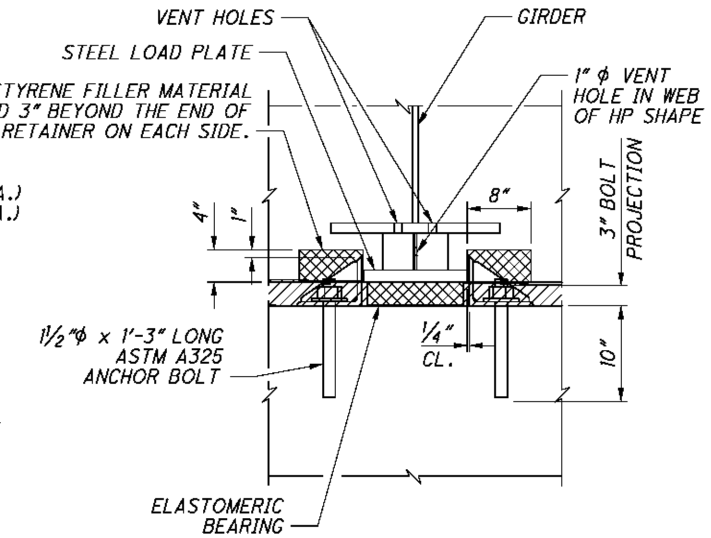
MOT-75-12.00
PID No. 77247



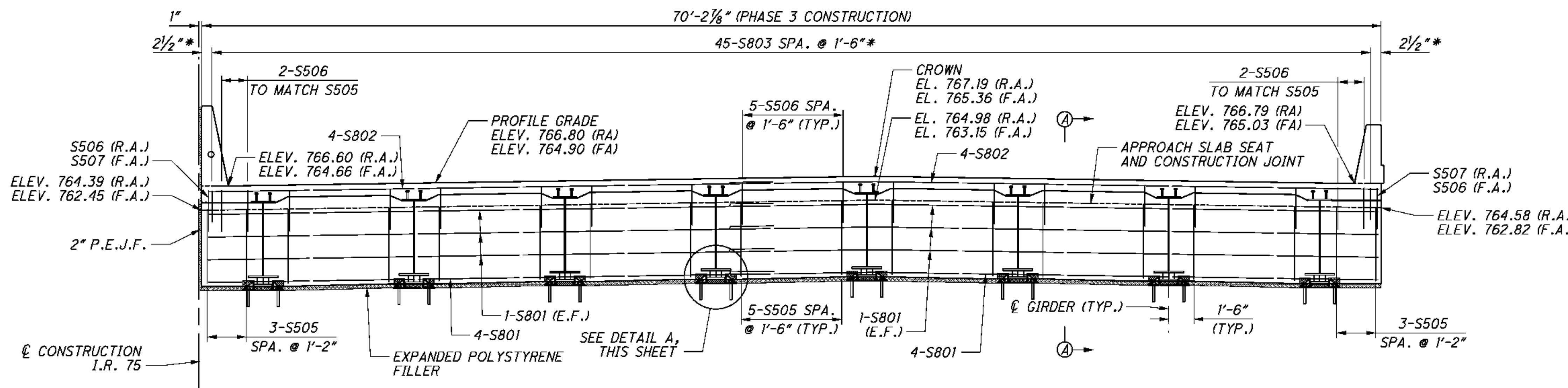
RIGHT BRIDGE DIAPHRAGM ELEVATION

(REAR DIAPHRAGM OF RIGHT BRIDGE SHOWN.
FORWARD DIAPHRAGM OF RIGHT BRIDGE SIMILAR, BUT OPPOSITE HAND.)

* MEASURED PERPENDICULAR TO
℄ CONSTRUCTION I.R. 75



DETAIL A



LEFT BRIDGE DIAPHRAGM ELEVATION

(REAR DIAPHRAGM OF LEFT BRIDGE SHOWN.
FORWARD DIAPHRAGM OF LEFT BRIDGE SIMILAR, BUT OPPOSITE HAND.)

* MEASURED PERPENDICULAR TO
℄ CONSTRUCTION I.R. 75

NOTES:

1. ALL DIMENSIONS & ELEVATIONS GIVEN MEASURED ALONG ℄ BEARING.
2. FOR BEARING DETAILS AND NOTES, SEE SHEET 23/38 .
3. FOR REINFORCING BAR SCHEDULE, SEE SHEETS 37/38 TO 38/38.
4. FOR SECTION A-A, SEE SHEET 13/38.
5. FOR PLAN VIEW OF DIAPHRAGMS, REFER TO ABUTMENT SHEETS 9/38 THRU 12/38.
6. PLACE VERTICAL BARS PARALLEL TO GIRDERS.
7. ABUTMENT DIAPHRAGM CONCRETE, STEEL SUPERSTRUCTURE:
   PLACE THE CONCRETE IN THE ABUTMENT DIAPHRAGM ENCASING STRUCTURAL STEEL MEMBERS SEPARATELY OR WITH THE DECK CONCRETE. IF THE DIAPHRAGM CONCRETE IS PLACED SEPARATELY, ALLOW AT LEAST 48 HOURS OF SET TIME BEFORE PLACING THE DECK CONCRETE. LOCATE THE HORIZONTAL CONSTRUCTION JOINT BETWEEN THE DIAPHRAGM AND DECK CONCRETE AT THE APPROACH SLAB.

ABBREVIATIONS:

EL. - ELEVATION
R.A. - REAR ABUTMENT
F.A. - FORWARD ABUTMENT
TYP. - TYPICAL
E.F. - EACH FACE

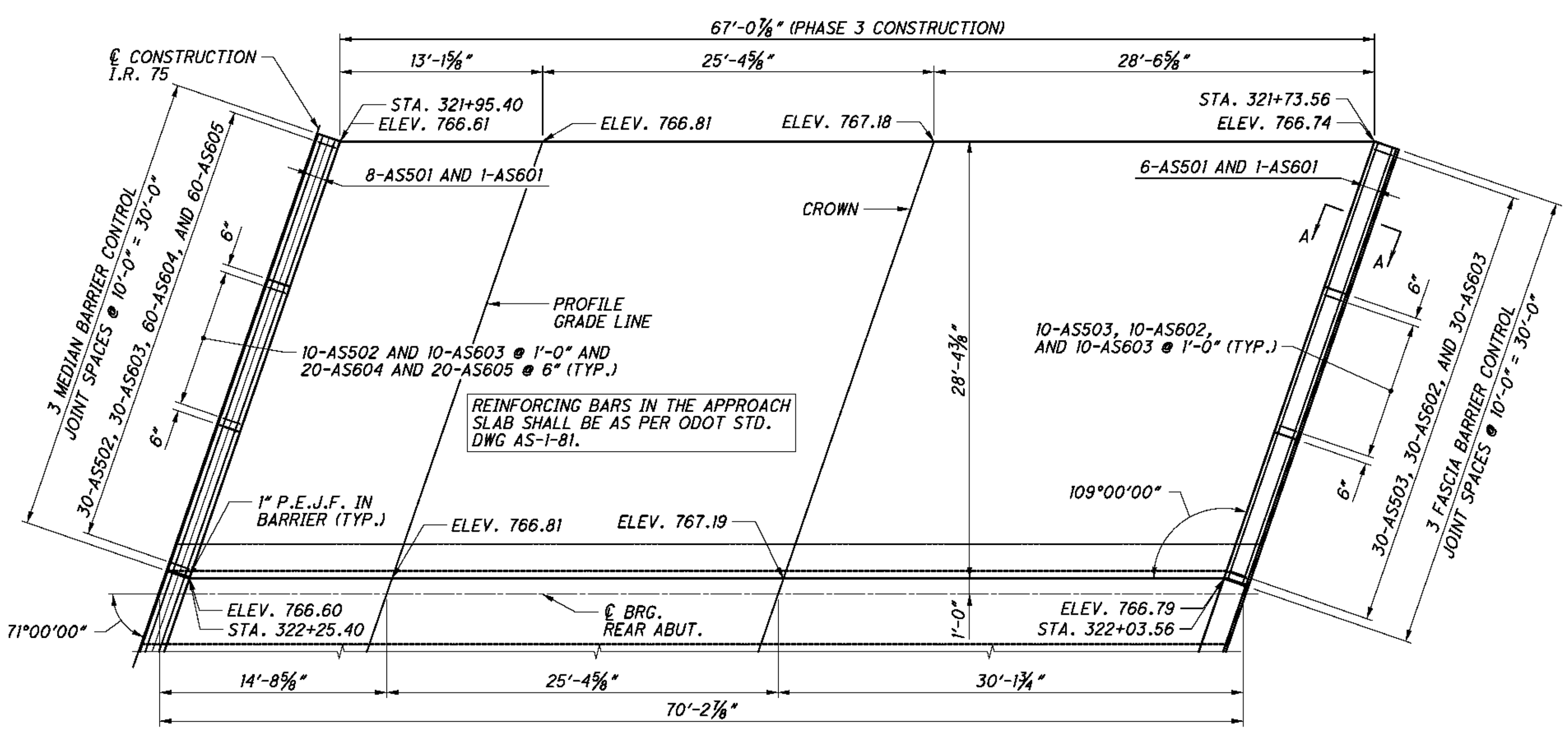
REQUIRED LAP LENGTHS	
NO. 5 BARS	2'-6" MIN.
NO. 8 BARS	4'-11" MIN.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

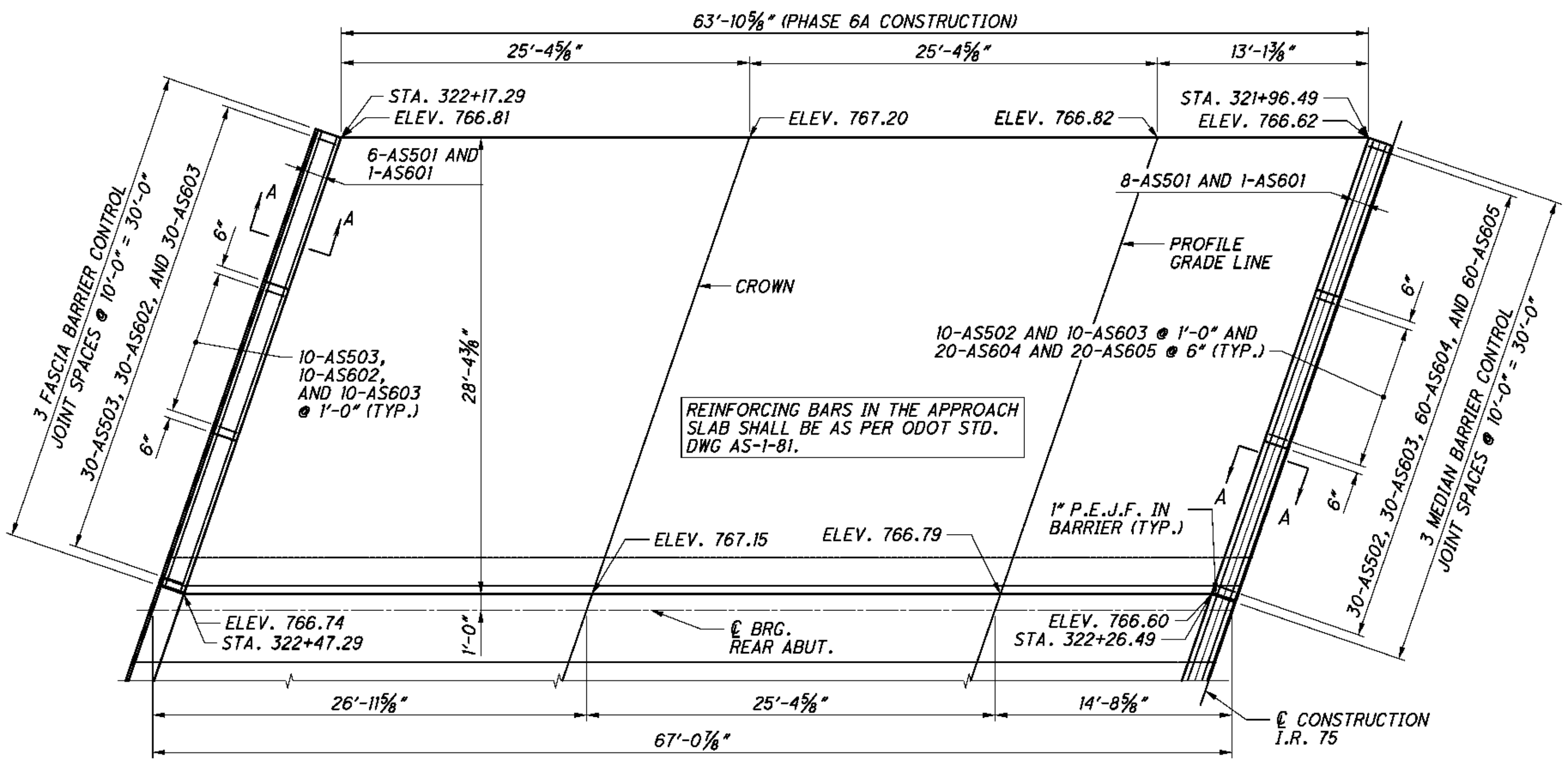
DESIGNED	DRAWN	REVIEWED	DATE
CAB	JRE	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BDL		5707935/5707978	

DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

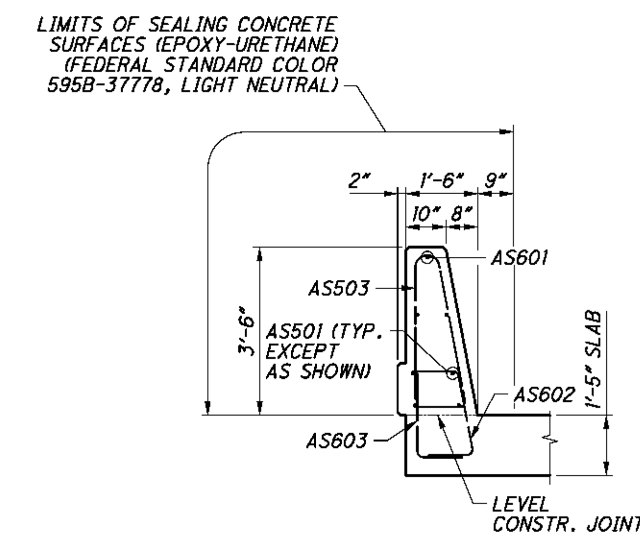
MOT-75-12.00
PID No. 77247



LEFT REAR APPROACH SLAB PLAN



RIGHT REAR APPROACH SLAB PLAN



SECTION A-A

(APPROACH SLAB REINFORCING NOT SHOWN)

NOTES:

1. FOR PAYMENT OF APPROACH SLAB, SEE GENERAL NOTES.
2. SEALING OF THE APPROACH SLAB AND BARRIERS, SHALL BE INCLUDED WITH 512 - SEALING OF CONCRETE (EPOXY-URETHANE) SURFACES FOR PAYMENT.
3. THE SEALING COAT FOR THE PARAPETS SHALL BE TINTED TO FEDERAL COLOR STANDARD FS-595B-33690 (SUBJECT TO FINAL REVIEW OF THE ENGINEER). THE SEALING COAT FOR THE MEDIAN BARRIER SHALL BE TINTED TO FEDERAL COLOR STANDARD FS-595B-17778.
4. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES, SEE ODOT STD. DRAWING AS-1-81, SHEETS 1 THRU 3 OF 3.
5. FOR ADDITIONAL BARRIER DETAILS, SEE ODOT STD. DRAWING SBR-1-99.
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 36/38.
7. FOR TYPICAL MEDIAN PARAPET DETAIL, SEE SHEET 36/38.

BARRIER REQUIRED LAP LENGTHS	
NO. 5 BARS	3'-3" MIN.
NO. 6 BARS	3'-10" MIN.

LEGEND:

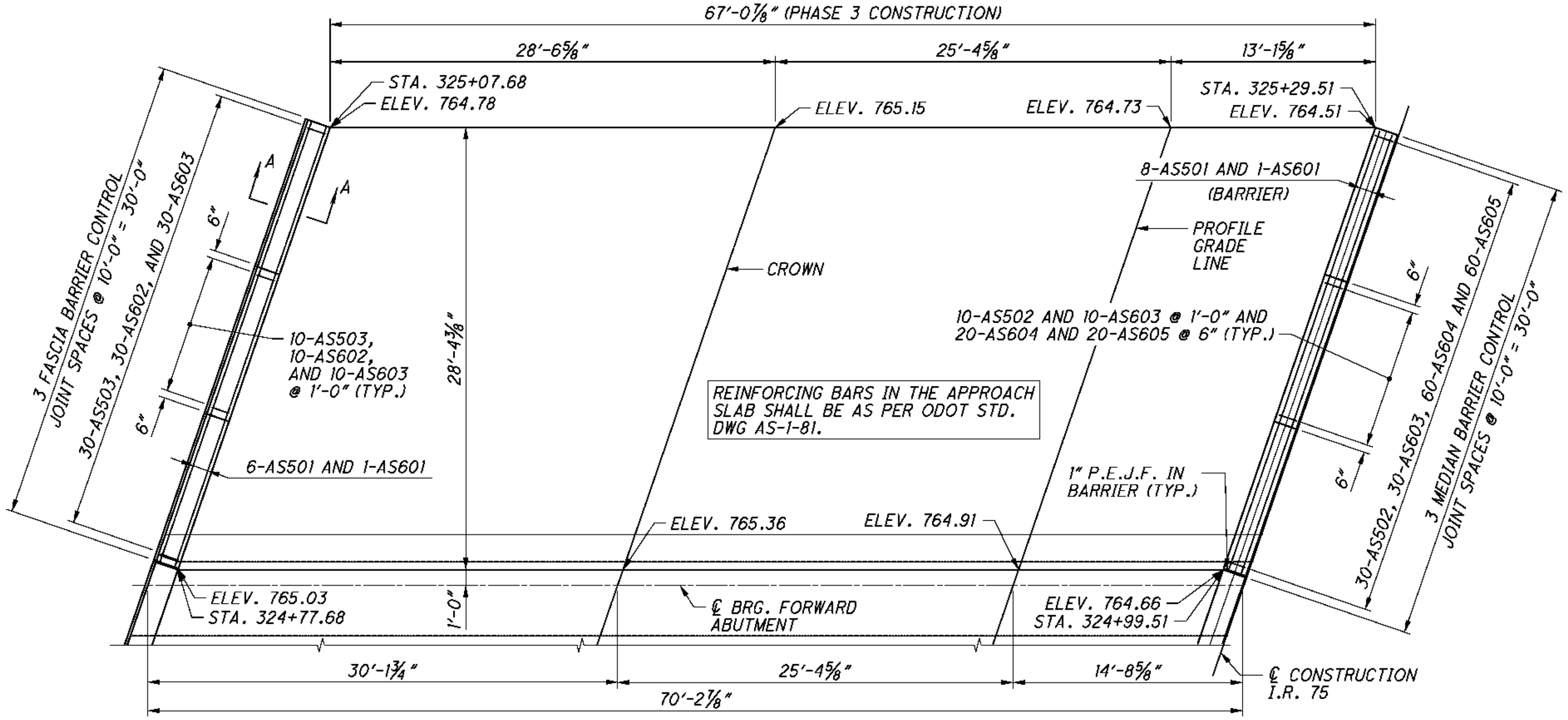
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER

DESIGN AGENCY
HNTB 1100 Superior Avenue, Suite 1330 Cleveland, OH 44114-2521

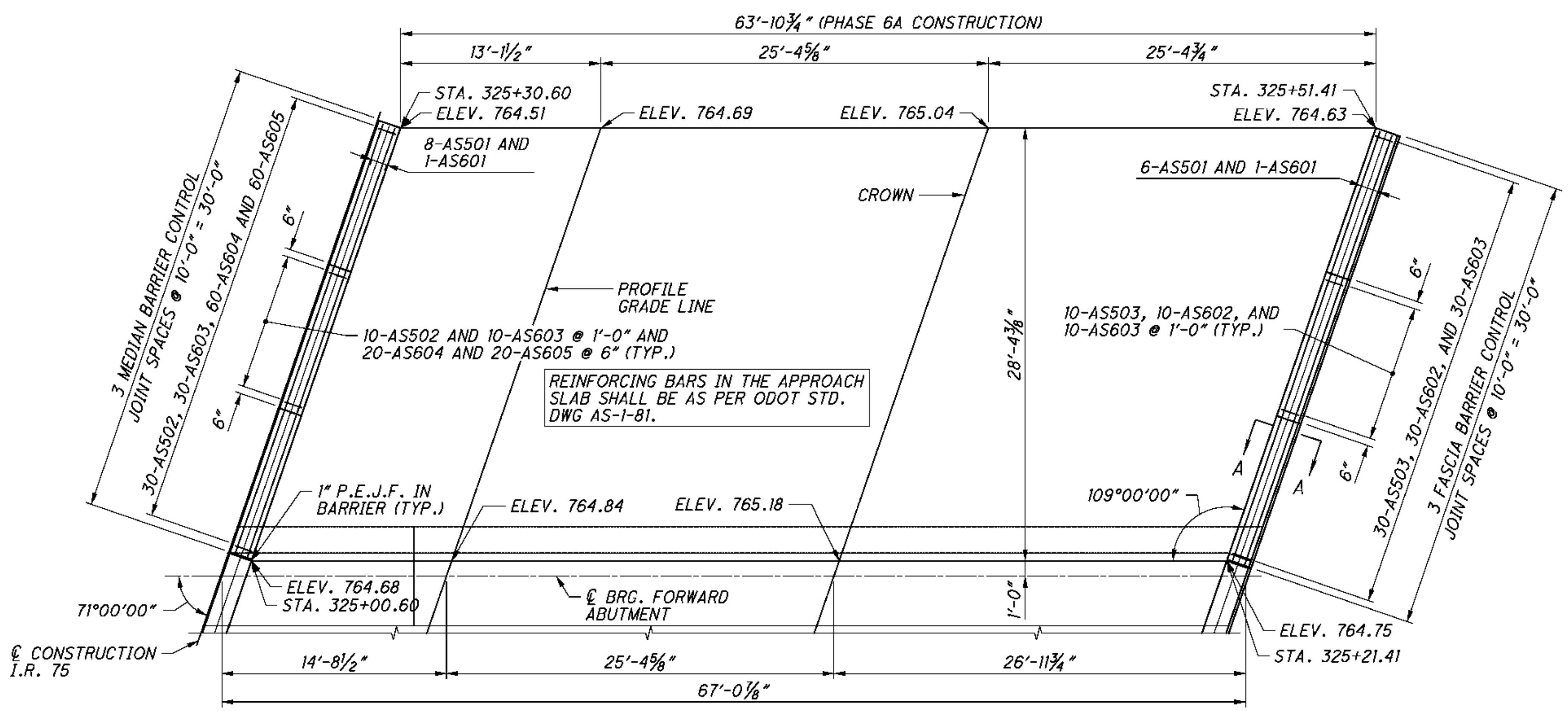
DESIGNED	DRAWN	REVIEWED	DATE
JRE	CDD	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707935	

REAR APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

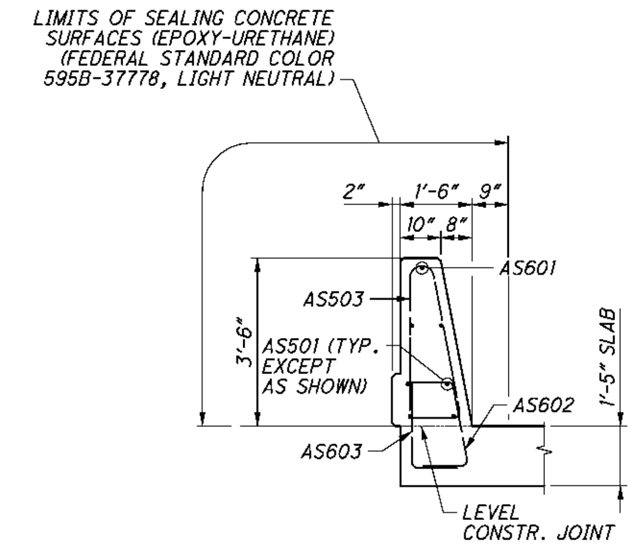
MOT-75-12.00
PID No. 77247



LEFT FORWARD APPROACH SLAB PLAN



RIGHT FORWARD APPROACH SLAB PLAN



SECTION A-A

(APPROACH SLAB REINFORCING NOT SHOWN)

LEGEND:

P.E.J.F. - PREFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES, SEE SHEET 34/38.

DESIGN AGENCY: HNTB, 1100 Superior Avenue, Suite 1330, Cleveland, OH 44114-2531

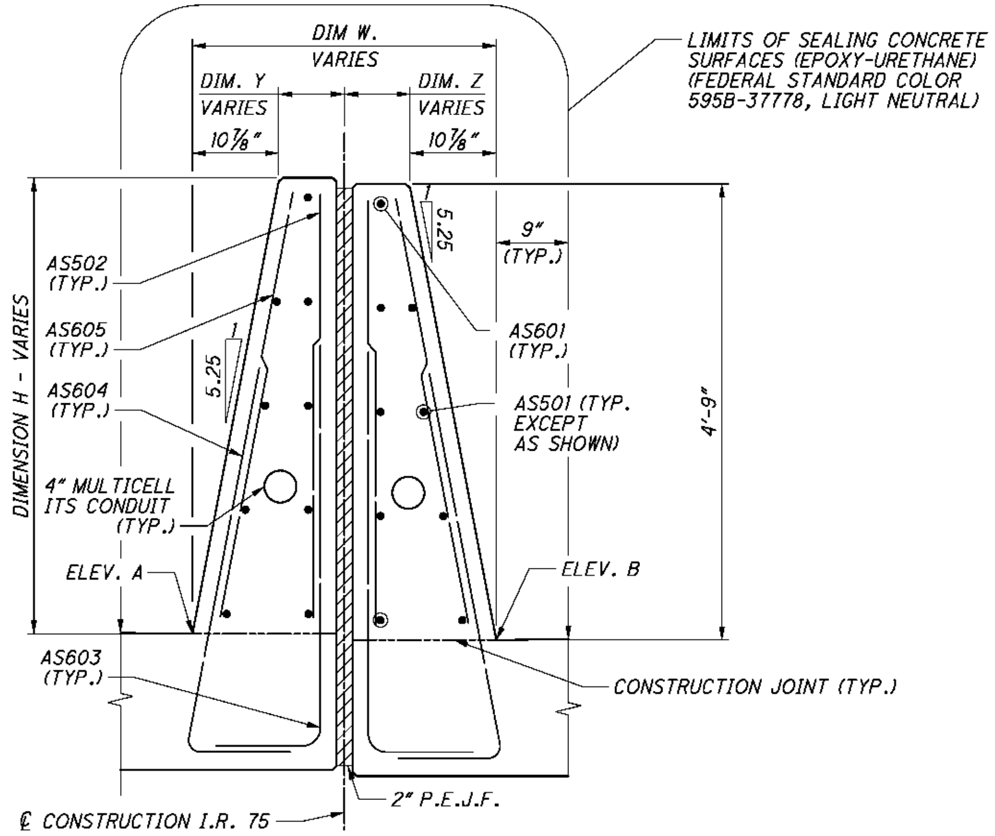
DESIGNED	DRAWN	REVIEWED	DATE
JRE	CDD	JOL	2/16/2012
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DBT		5707935	

FORWARD APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

35/38

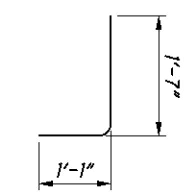
1210/1565



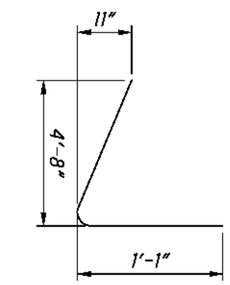
TYPICAL MEDIAN PARAPET DETAIL

APPROACH SLAB MEDIAN PARAPET GEOMETRY									
APPROACH SLAB	STRUCTURE	LOCATION	STATION	ELEV. A	ELEV. B	DIM. H	DIM. W	DIM. Y	DIM. Z
REAR	LT.	BEGIN APPROACH SLAB	321+95.39	766.61	———	4'-9"	2'-9¾"	6"	6"
		END APPROACH SLAB	322+25.39	766.60	———	4'-9"	3'-2"	8⅛"	8⅛"
FORWARD	LT.	BEGIN APPROACH SLAB	324+99.51	764.68	———	4'-9⅛"	3'-2"	8⅛"	8⅛"
		END APPROACH SLAB	325+29.51	764.51	———	4'-9"	2'-9¾"	6"	6"
REAR	RT.	BEGIN APPROACH SLAB	321+96.49	———	766.61	———	2'-9¾"	6"	6"
		END APPROACH SLAB	322+26.49	———	766.60	———	3'-2"	8⅛"	8⅛"
FORWARD	RT.	BEGIN APPROACH SLAB	325+00.61	———	764.67	———	3'-2"	8⅛"	8⅛"
		END APPROACH SLAB	325+30.61	———	764.51	———	2'-9¾"	6"	6"

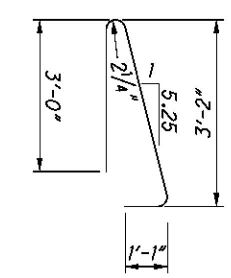
APPROACH SLAB BARRIER REINFORCING SCHEDULE				
MARK	NUMBER	LENGTH	WEIGHT	TYPE
AS501	56	29'-8"	1733	STR
AS502	120	4'-5"	553	STR
AS503	120	7'-5"	928	23
AS601	8	29'-8"	356	STR
AS602	120	3'-8"	661	28
AS603	120	2'-6"	451	1
AS604	240	5'-8"	2043	11
AS605	240	4'-6"	1622	STR



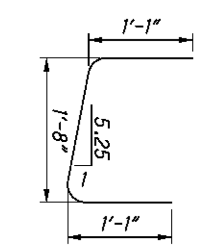
TYPE-1



TYPE-11



TYPE-23



TYPE-28

LEGEND:

P.E.J.F. - PREFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES, SEE SHEETS 34/38 TO 35/38.
2. APPROACH SLAB REINFORCING SCHEDULE IS PROVIDED FOR CONTRACTOR INFORMATION ONLY AND SHALL BE INCLUDED FOR PAYMENT WITH ITEM 898 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T = 17"), AS PER PLAN.
3. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2531

DESIGNED JRE | CHECKED DBT | DRAWN JRE | REVISED | REVIEWED JOL | DATE 2/16/2012 | STRUCTURE FILE NUMBER 5707935/5707978

APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

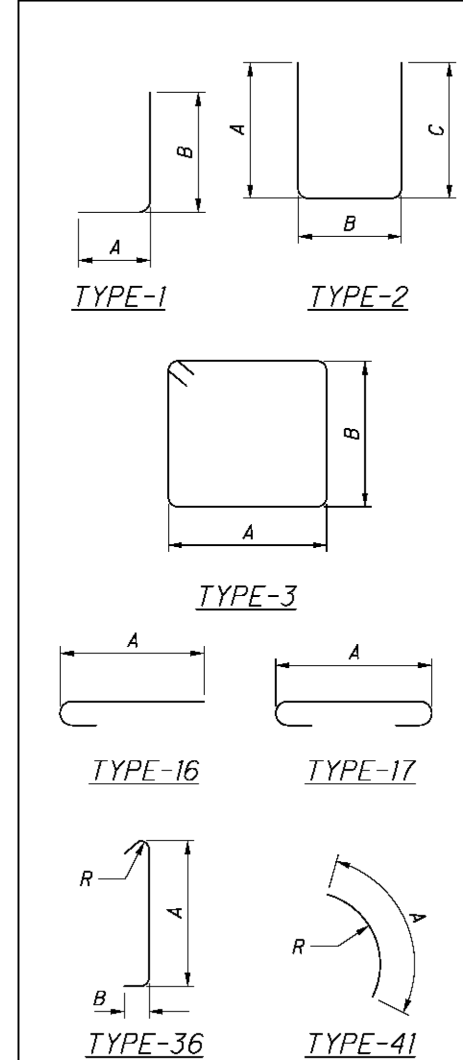
MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
REAR ABUTMENT REINFORCING											
RA501	24	37'-0"	926	STR							
RA502	92	18'-1"	1735	3	6'-2"	2'-7"					
RA503	8	18'-9"	156	3	6'-6"	2'-7"					
RA504	92	15'-7"	1495	3	2'-8"	4'-10"					
RA505	8	15'-11"	133	3	2'-10"	4'-10"					
RA506	8	36'-9"	307	STR							
RA507	8	35'-3"	294	STR							
RA801	16	38'-3"	1634	STR							
RA802	8	37'-8"	805	STR							
RA803	8	36'-1"	771	STR							
		SUB-TOTAL	8256								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
FORWARD ABUTMENT REINFORCING											
FA501	18	31'-6"	591	STR							
FA502	93	18'-1"	1754	3	6'-2"	2'-7"					
FA503	8	18'-9"	156	3	6'-6"	2'-7"					
FA504	93	18'-7"	1803	3	2'-8"	6'-4"					
FA505	8	19'-7"	163	3	2'-10"	6'-8"					
FA506	8	36'-9"	307	STR							
FA507	4	16'-6"	69	STR							
FA508	12	29'-4"	367	STR							
RA509	8	29'-4"	245	STR							
FA801	12	33'-3"	1065	STR							
FA802	8	37'-7"	803	STR							
FA803	4	18'-6"	198	STR							
FA804	8	30'-3"	646	STR							
FA805	8	30'-3"	646	STR							
		SUB-TOTAL	8813								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 1 REINFORCING											
P401	226	4'-10"	730	2	1'-2"	2'-6"	1'-2"				
P402	28	33'-2"	620	STR							
P403	128	22'-2"	1895	STR							
P404	56	31'-0"	1160	STR							
P405	44	34'-7"	1016	STR							
P406	528	3'-8"	1293	36	2'-6"	0'-8"				0'-1"	
P501	355	5'-3"	1944	2	1'-5"	2'-6"	1'-5"				
P502	24	8'-0"	200	STR							
P503	8	27'-0"	225	STR							
P504	8	34'-10"	291	STR							
P601	152	10'-8"	2226	2	4'-2"	1'-9"	4'-2"				
P602	144	13'-8"	2758	2	5'-8"	1'-9"	5'-8"				
P603	272	15'-2"	5822	2	6'-5"	1'-9"	6'-5"				
P801	28	27'-1"	2025	41	27'-1"						
P903	288	11'-8"	11424	1	1'-7"	10'-4"					
P904	288	26'-1"	25541	STR							
P1001	112	16'-0"	7711	17	13'-2"						
P1002	80	27'-0"	9294	16	25'-7"						
P1003	32	39'-1"	5382	1	1'-10"	37'-7"					
P1004	40	39'-0"	6713	16	37'-7"						
		SUB-TOTAL	88270								

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY
HNTB
1100 Superior Avenue, Suite 1330
Cleveland, OH 44114-2521

REVIEWED JOL
DATE 2/16/2012
STRUCTURE FILE NUMBER 5707935/5707978
DRAWN JRE
REVISED
DESIGNED JRE
CHECKED DWB

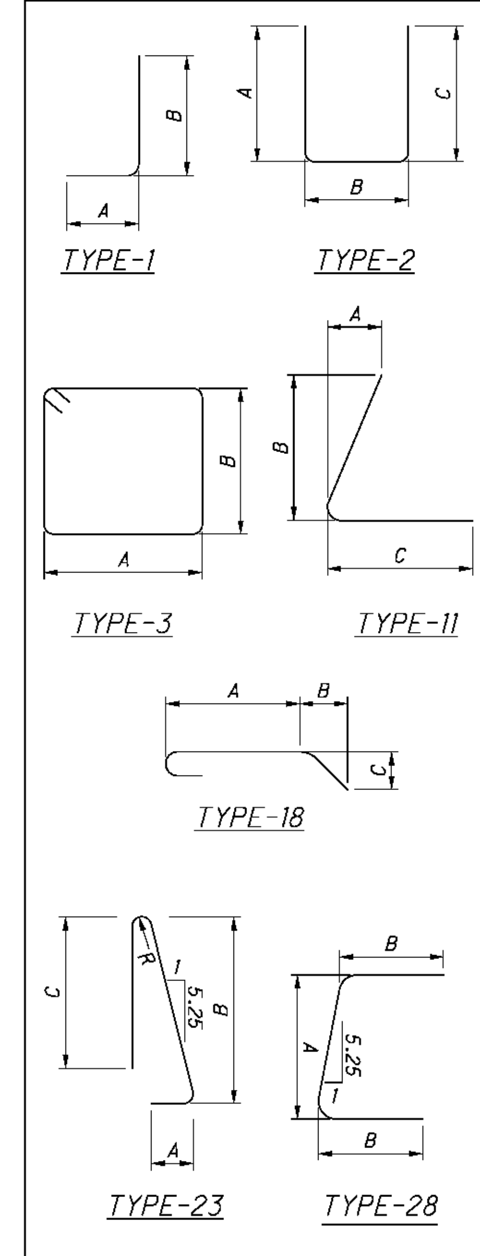
REINFORCING SCHEDULE - 1
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE REINFORCING											
S401	1600	36'-6"	39011	STR							
S402	396	40'-0"	10581	STR							
S403	101	32'-2"	2170	STR							
S404	97	27'-5"	1776	STR							
S501	1824	37'-1"	70549	STR							
S502	BAR MARK NOT USED										
S503	BAR MARK NOT USED										
S504	BAR MARK NOT USED										
S505	160	14'-7"	2434	3	2'-8"	4'-4"					
S506	156	7'-1"	1155	2	2'-7"	2'-2"	2'-7"				
S507	4	6'-7"	27	2	2'-7"	1'-8"	2'-7"				
S601	2	4'-6"									
S601	SER. OF	TO	1169	STR							1'-6⅞"
S601	20	34'-5"									
S602	968	35'-0"	50888	STR							
S603	2	4'-10"									
S603	SER. OF	TO	985	STR							1'-6⅞"
S603	18	31'-7"									
S604	1	4'-6"									
S604	SER. OF	TO	436	STR							1'-6⅞"
S604	17	29'-8"									
S605	955	30'-0"	43032	STR							
S606	1	1'-7"									
S606	SER. OF	TO	362	STR							1'-6⅞"
S606	17	26'-9"									
S607	1	4'-11"									
S607	SER. OF	TO	651	STR							1'-6⅞"
S607	21	36'-4"									
S608	483	39'-11"	28958	STR							
S609	1	4'-6"									
S609	SER. OF	TO	637	STR							1'-6⅞"
S609	21	35'-11"									
S610	2	4'-5"									
S610	SER. OF	TO	1061	STR							1'-6⅞"
S610	19	32'-9"									
S611	970	33'-6"	48807	STR							
S612	2	4'-11"									
S612	SER. OF	TO	894	STR							1'-6⅞"
S612	17	30'-1"									
S613	2	4'-6"									
S613	SER. OF	TO	1272	STR							1'-6⅞"
S613	21	35'-10"									
S614	498	36'-11"	27614	STR							
S615	2	4'-9"									
S615	SER. OF	TO	710	STR							1'-6⅞"
S615	15	26'-9"									
S801	80	37'-5"	7992	STR							
S802	32	37'-5"	3197	STR							
S803	176	5'-8"	2663	18	3'-4"	1'-0"	1'-0"				
	SUB-TOTAL		349031								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PARAPET REINFORCING											
R501	280	30'-4"	8859	STR							
R502	550	4'-5"	2534	STR							
R503	BAR MARK NOT USED										
R504	BAR MARK NOT USED										
R505	550	7'-5"	4255	23	1'-1"	3'-2"	3'-0"			0'-2¼"	
R601	40	30'-10"	1852	STR							
R602	550	3'-8"	3029	28	1'-8"	1'-1"					
R603	550	2'-6"	2065	1	1'-1"	1'-7"					
R604	1100	5'-8"	9362	11	0'-11"	4'-8"	1'-1"				
R605	1100	4'-6"	7435	STR							
R606	550	4'-3"	3511	1	1'-1"	3'-4"					
	SUB-TOTAL		42902								

BAR BENDING DIAGRAMS



NOTES:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TO DIGIT WHERE FOUR ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S601:

S: LOCATION OF THE BARS IN THE STRUCTURE (SUPERSTRUCTURE)
6: BAR SIZE DIMENSION NO. 6
01: SEQUENCE NUMBER

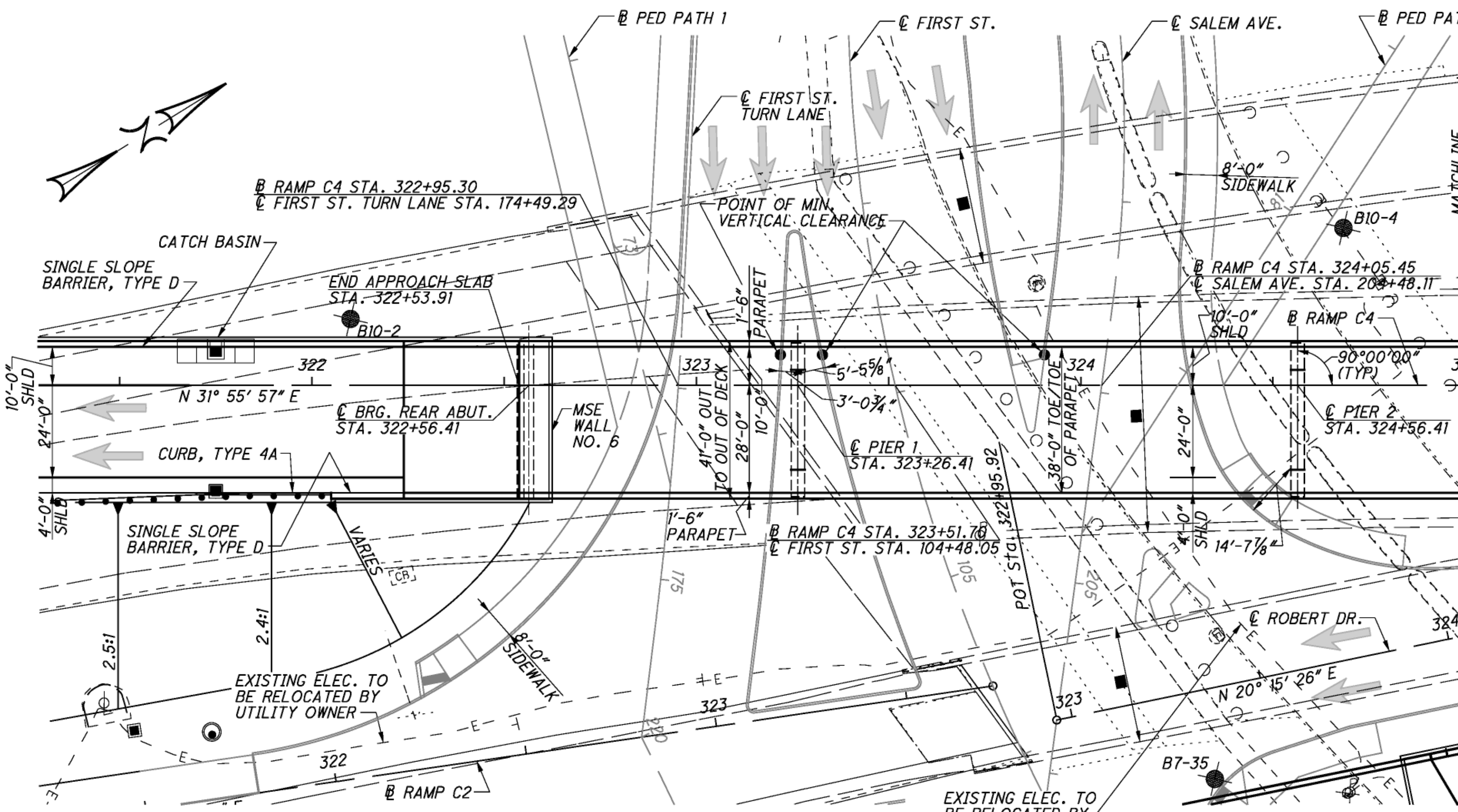
BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT ARE INDICATED BY " STR".

DESIGN AGENCY HNTB

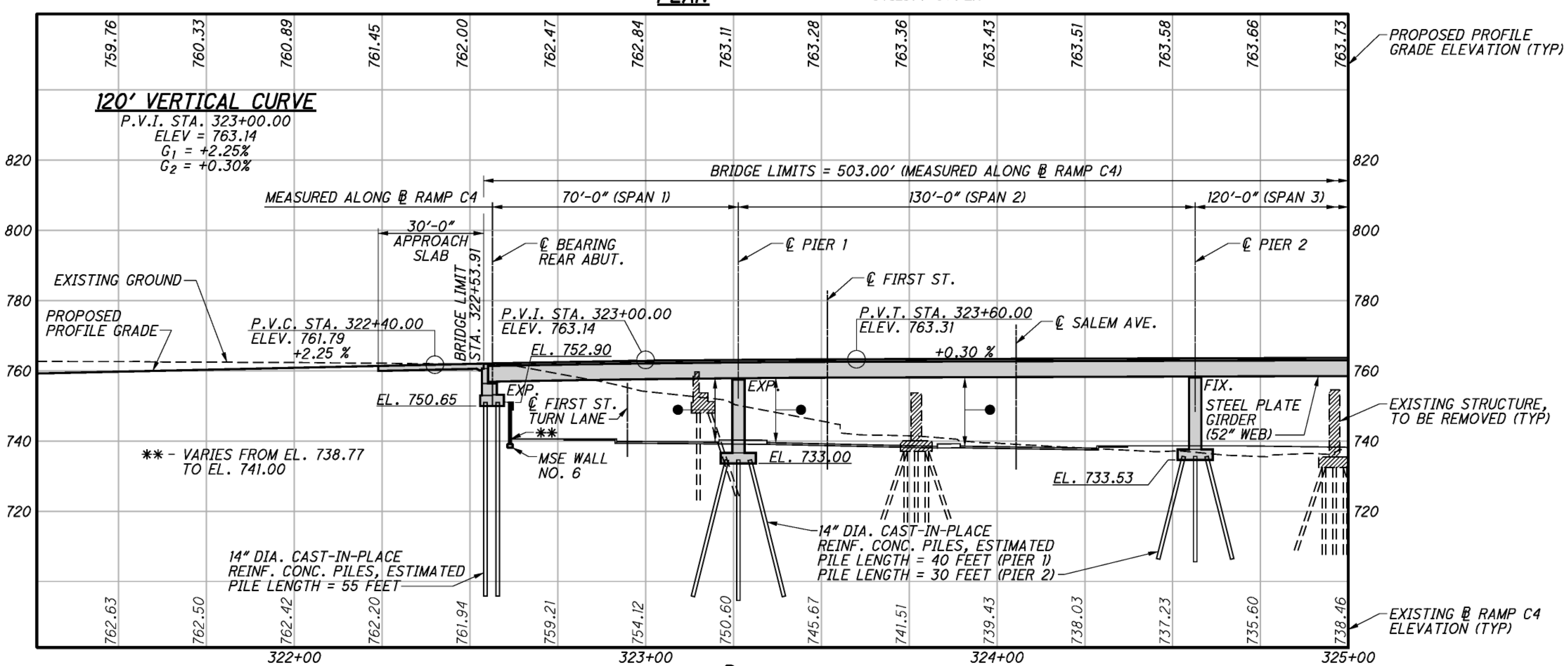
DATE 2/16/2012 | REVIEWED JOL | STRUCTURE FILE NUMBER 5707395/5707978 | DRAWN JRE | REVISED | DESIGNED JRE | CHECKED DWB

REINFORCING SCHEDULE - 2
BRIDGE NO. MOT-75-1267 L/R
I.R. 75 OVER SECOND ST., SALEM AVE., AND FIRST ST.

MOT-75-12.00
PID No. 77247



PLAN



PROFILE ALONG ℄ RAMP C4

BENCHMARK DATA

BM-17 STA. 324+61.57, 336.41' LT, EL. 745.00, PK NAIL SET IN CONCRETE
BM-19 STA. 326+46.88, 2.60' LT, EL. 741.99, 3/4" IRON PIPE WITH RED CAP DESIGNATED DYNOTEC, INC.

(STATION/OFFSET RELATIVE TO ℄ CONSTRUCTION I.R. 75)
FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 8/1565

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. PAYMENT FOR REMOVAL OF EXISTING BRIDGES SHALL BE INCLUDED UNDER PAY ITEM 202, STRUCTURE REMOVED OVER 20 FOOT SPANS, AS PER PLAN. FOR ADDITIONAL INFORMATION, SEE SHEET 4/34
3. FOR SCHEMATIC PLAN OF THE PROJECT, SEE ROADWAY SHEET 3/1565.
4. THIS STRUCTURE SHALL BE CONSTRUCTED ENTIRELY DURING PHASE 3.

DESIGN TRAFFIC:
2005 ADT = 11,590 — 2005 ADTT = 348
2025 ADT = 13,390 — 2025 ADTT = 402
DIRECTIONAL DISTRIBUTION = 100%

LEGEND

- ● FIRST STREET TURN LANE VERTICAL CLEARANCE
  17'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  17'-3 3/8" PROPOSED MINIMUM VERTICAL CLEARANCE
- ● FIRST STREET VERTICAL CLEARANCE
  17'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  17'-7 1/2" PROPOSED MINIMUM VERTICAL CLEARANCE
- ● SALEM AVENUE VERTICAL CLEARANCE
  17'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  18'-10 7/8" PROPOSED MINIMUM VERTICAL CLEARANCE
- ● ROBERT DRIVE VERTICAL CLEARANCE
  15'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  21'-6 5/8" PROPOSED MINIMUM VERTICAL CLEARANCE
- BORING LOCATION
- ■ EXISTING STRUCTURE TO BE REMOVED, FOR STRUCTURE REMOVAL PLAN SCHEMATIC, SEE SHEET 3/1565
- INDICATES AREA TO BE REMOVED

BORING LOCATIONS

BORING	STATION	OFFSET	TOP OF ROCK ELEVATION
B10-2	322+09.56	17.01 LT.	NOT ENCOUNTERED
B10-4	324+68.32	41.00 LT.	NOT ENCOUNTERED
B10-5	326+95.59	10.68 LT.	NOT ENCOUNTERED

(MEASURED OFF OF BASELINE RAMP C4)

PROPOSED STRUCTURE

TYPE: FOUR SPAN CONTINUOUS STEEL PLATE GIRDERS (A709 GRADE 50) W/ COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY STUB ABUTMENTS WITH MSE WALLS AND T-TYPE PIERS

SPANS: 70'-0", 130'-0", 120'-0", 178'-0" c/c BEARING (MEASURED ALONG ℄ RAMP C4)

ROADWAY: 38'-0" TOE/TOE PARAPET

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

SKEW: 00°00'00"

ALIGNMENT: TANGENT AND 1°30'00" CURVE LEFT

WEARING SURFACE: 1" MONOLITHIC CONCRETE

CROWN: SUPERELEVATION

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

STRUCTURE FILE NUMBER: 5707889

COORDINATES: LATITUDE 39°45'40"N
LONGITUDE 84°12'11W

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

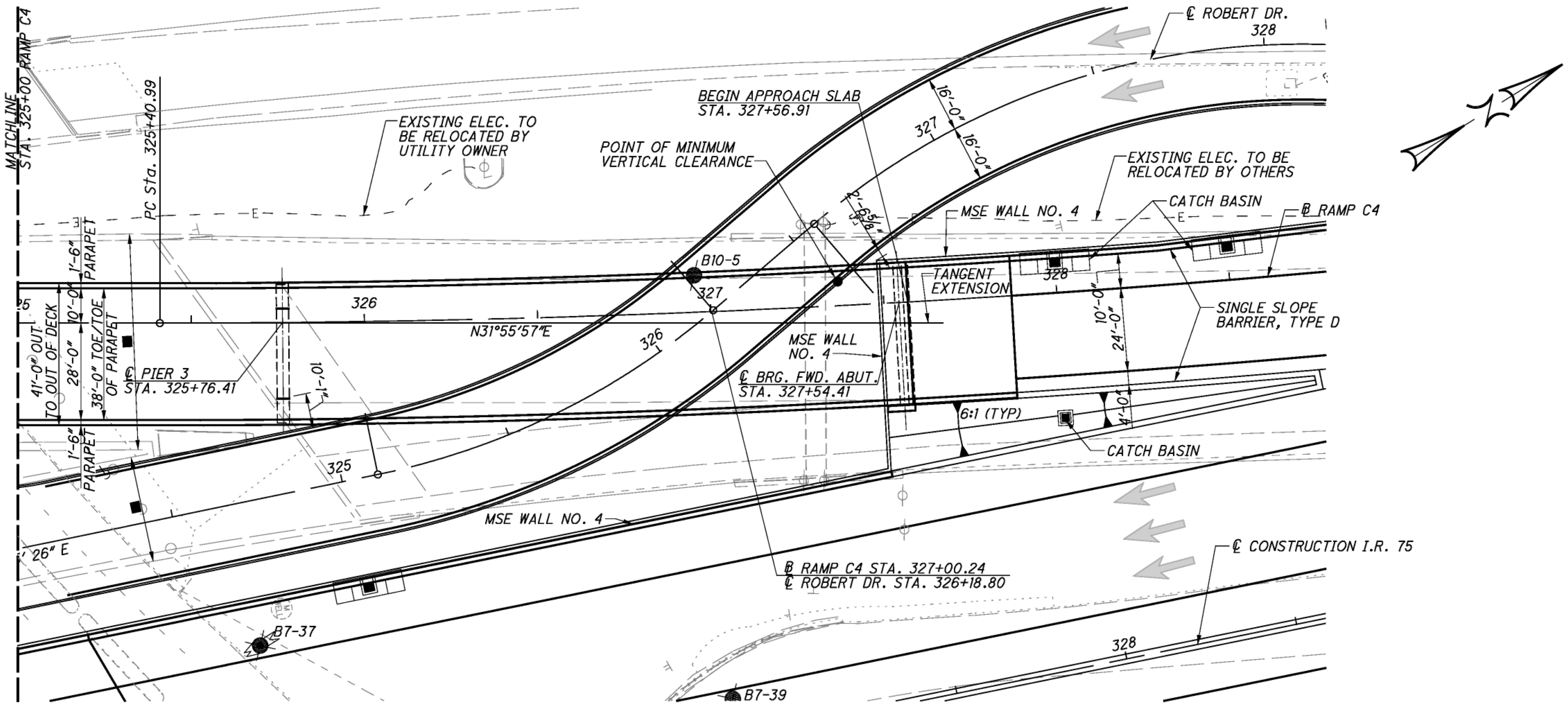
DATE 2-12 | REVIEWED DWW | STRUCTURE FILE NUMBER 5707889
DRAWN MSD | REVISED
DESIGNED DWS | CHECKED AMM

MONTGOMERY COUNTY
STA. 322+53.91
STA. 327+56.91

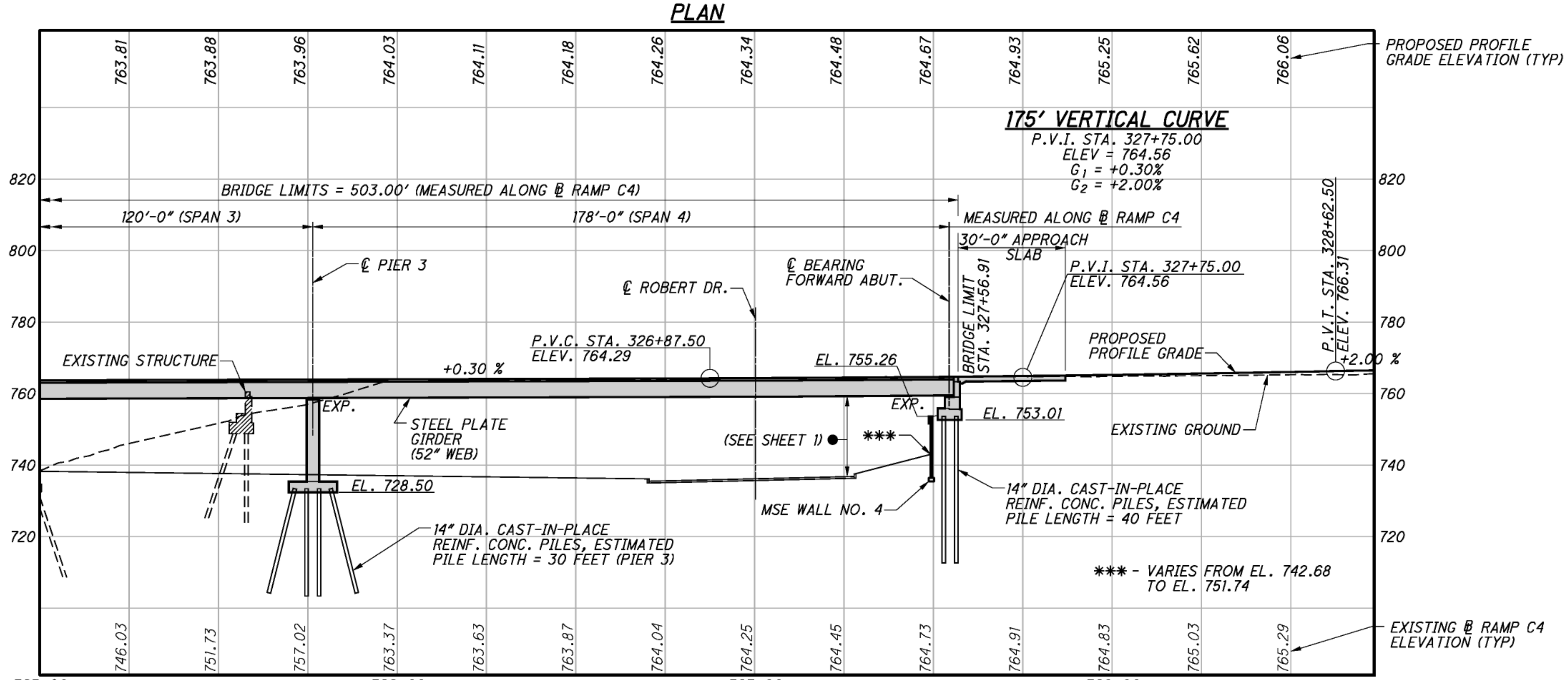
SITE PLAN
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

PLAN



PROFILE ALONG ℄ RAMP C4



RAMP C4 CURVE DATA

P.I. STA. 329+25.28
Δ=11°29'23" LT
Dc=01°30'00"
Rc=3819.72'
Tc=384.28'
Lc=765.98'
E=19.28'

LEGEND

■ EXISTING STRUCTURE TO BE REMOVED

▨ INDICATES AREA TO BE REMOVED

c:\caddlib\pw\mdilinger2\pwgreat_lakes\dms10285\MOT075_10ASP404.dgn 2/25/2012 9:08:35 AM sdilinger

DESIGN AGENCY
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DESIGNED	DRAWN	REVIEWED	DATE
DWS	MSD	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMM		5707889	

MONTGOMERY COUNTY
STA. 322+53.91
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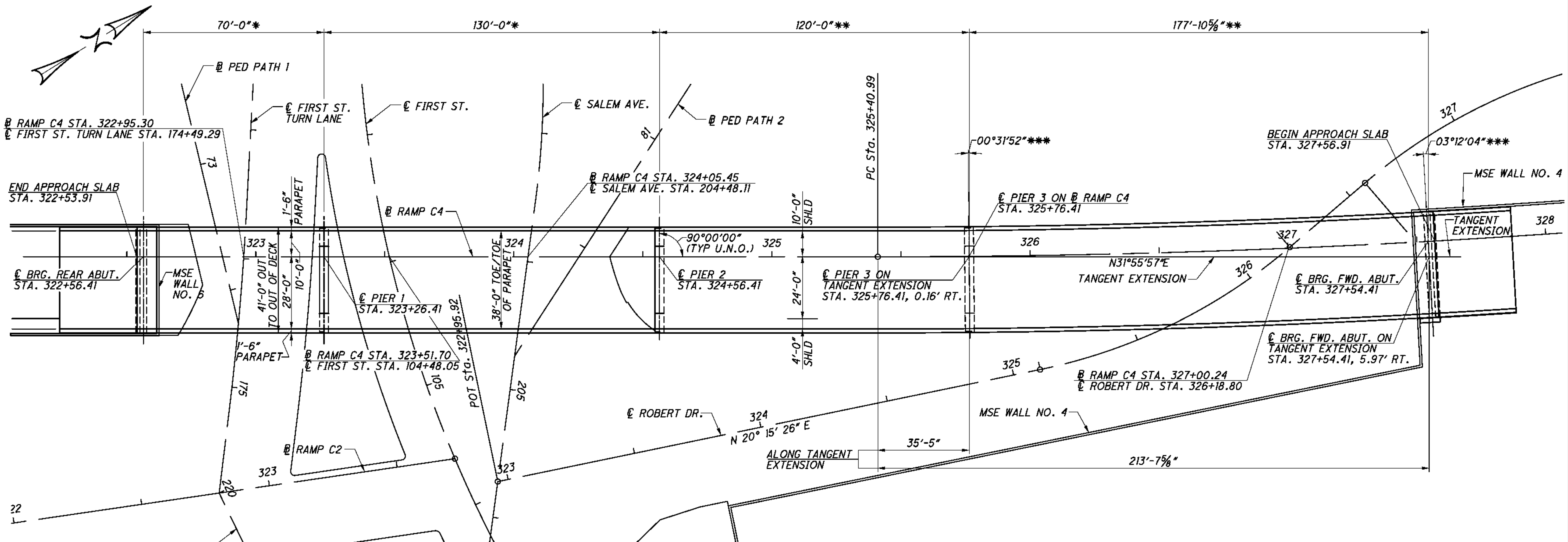
SITE PLAN (CONT.)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



GENERAL PLAN

RAMP C4 CURVE DATA

P.I. STA. 329+25.28
Δ=11°29'23" LT
Dc=01°30'00"
Rc=3819.72'
Tc=384.28'
Lc=765.98'
E=19.28'

* - MEASURED ALONG ℄ RAMP C4
** - MEASURED ALONG EXTENDED TANGENT
*** - SKEW ANGLE MEASURED FROM PERPENDICULAR TO EXTENDED TANGENT
U.N.O. - UNLESS NOTED OTHERWISE

NOTE:

1. FOR ADDITIONAL INFORMATION, SEE BRIDGE SITE PLAN SHEETS 1 /34 AND 2 /34.

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DESIGNED	DRAWN	REVIEWED	DATE
DWS	MSD	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMM	—	5707889	

GENERAL PLAN
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

GENERAL NOTES:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-69, REVISED 7-19-02
AS-1-81, REVISED 7-19-02
EXJ-4-87, REVISED 7-19-02
EXJ-6-06, DATED 1-20-06
GSD-1-96, REVISED 7-19-02
SBR-1-99, REVISED 7-19-02
HL-50.21, DATED 1-19-07

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800, DATED 7-20-2012
840, DATED 7-20-2012
898, DATED 7-20-2012

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 AND THE ODOT BRIDGE DESIGN MANUAL.

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

DESIGN DATA:
CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 P.S.I. (SUPERSTRUCTURE)
CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4000 P.S.I. (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996
GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.

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

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

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

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

MAINTENANCE OF TRAFFIC: FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO ROADWAY PLANS.

ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN: WHEN NO LONGER REQUIRED TO MAINTAIN TRAFFIC, THE EXISTING BRIDGES MOT-75-12.71W, MOT-75-12.71L AND MOT-75-12.71D SHALL BE REMOVED. FOR STRUCTURE REMOVAL PLAN SCHEMATIC, SEE SHEET 3/1565. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05. FOR ADDITIONAL INFORMATION, SEE THE EXISTING FOUNDATION REMOVALS SHOWN ON SHEET 7/34.

ITEM 202, APPROACH SLAB REMOVED, AS PER PLAN: WHEN NO LONGER REQUIRED TO MAINTAIN TRAFFIC, THE EXISTING APPROACH SLABS FOR BRIDGES MOT-75-12.71W, MOT-75-12.71L AND MOT-75-12.71D SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THIS ITEM FOR PAYMENT.

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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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

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

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

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

G = RATE OF BATTER (1/4)

PILE DESIGN LOADS (ULTIMATE BEARING VALUE): THE ULTIMATE BEARING VALUE IS 116 TONS PER PILE AT THE REAR ABUTMENT AND 128 TONS PER PILE AT THE FORWARD ABUTMENT FOR THE 14" φ CAST-IN-PLACE REINFORCED CONCRETE PILES.

THE ULTIMATE BEARING VALUE IS 138 TONS PER PILE FOR THE 14" φ C.I.P. REINFORCED CONCRETE PILES AT PIER 1.

THE ULTIMATE BEARING VALUE IS 135 TONS PER PILE FOR THE 14" φ C.I.P. REINFORCED CONCRETE PILES AT PIER 2.

THE ULTIMATE BEARING VALUE IS 128 TONS PER PILE FOR THE 14" φ C.I.P. REINFORCED CONCRETE PILES AT PIER 3.

ABUTMENT PILES:
12 PILES 60 FEET LONG, ORDER LENGTH (REAR)
14 PILES 45 FEET LONG, ORDER LENGTH (FORWARD)

2 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
24 PILES 45 FEET LONG, ORDER LENGTH (PIER 1)
24 PILES 35 FEET LONG, ORDER LENGTH (PIER 2)
36 PILES 35 FEET LONG, ORDER LENGTH (PIER 3)

3 DYNAMIC LOAD TESTING ITEMS

PILE DRIVING CONSTRAINTS: PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 10 CALENDAR DAY WAITING PERIOD HAS ELAPSED AT BOTH THE REAR AND FORWARD ABUTMENT. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ITEM 507, 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN: FOR THE REAR ABUTMENT THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.50" OR THAT REQUIRED BY CMS 507.06.

FOR THE PIERS THE PILE WALL THICKNESS SHALL BE THE GREATER OF 0.375" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN: A CONICAL POINT WITH ROUNDED NOSE OR A CRUCIFORM END PLATE SHALL BE USED ON ALL PIER PILES. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURERS/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION,
262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC.,
301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721
FAX: (704)821-8201;

DOUGHERTY FOUNDATION PRODUCTS, INC.,
P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417,
PHONE: (201)337-5748,
FAX: (201)337-9022;

VERSA STEEL INC.,
1618 N.E. FIRST AVE., PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814,
FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR., MONROE, NORTH CAROLINA 28110,
PHONE: (800)280-9950, (704)225-1566
FAX: (704)225-1567;

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF THE PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

CONTINUED GENERAL NOTES:

DECK PLACEMENT DESIGN ASSUMPTIONS: THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.01 KIPS FOR A TOTAL MACHINE LOAD OF 8.05 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

PROPRIETARY RETAINING WALL DATA: THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE AN UNFACTORED HORIZONTAL STRIP LOAD FROM THE SUPERSTRUCTURE OF 2.67 K/FT (REAR ABUTMENT) AND 4.01 K/FT (FORWARD ABUTMENT) APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING.

ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN: THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN.

THE COLORS OF THE CONCRETE SEALER SHALL BE AS FOLLOWS:
FEDERAL STANDARD COLOR 595B-37778 (LIGHT NEUTRAL)
FEDERAL STANDARD COLOR 595B-33578 (TAN)
FEDERAL STANDARD COLOR 595B-12160 (BROWNISH RED)

THE LIMITS AND COLOR OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1ST OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UN-SEALED.

ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T = 17"), AS PER PLAN: FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, CONCRETE AND REINFORCING STEEL FOR THE PARAPET, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN: THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS. THE CONTRACTOR IS RESPONSIBLE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE: IF WHILE DRIVING PILES, AN EXISTING PILE IS ENCOUNTERED, STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER, EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT: THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8"x18" (CENTER-TO-CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COARSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE PIERS FROM THE TOP OF THE FOOTING UP TO THE GIRDER SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORM LINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCEDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE, MISC.; AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

DESIGN AGENCY
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Dayton, OH 45420-0246
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DESIGNED	DRAWN	REVIEWED	DATE
DWS	MNM	DWW	2-12
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AMM		5707889	

GENERAL NOTES (2 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

ESTIMATED QUANTITIES

ITEM	ITEM EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN SHEET NUMBER
202	11003	70%	30%	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	4/34
202	22901	361	154	515	SQ. YD.	APPROACH SLAB REMOVED, AS PER PLAN				515	4/34
202	98100	3	2	5	EACH	REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE				5	5/34
202	98100	11	4	15	EACH	REMOVAL MISC.: EXISTING PILE REMOVED				15	
503	21300	70%	30%	LUMP		UNCLASSIFIED EXCAVATION				LUMP	
505	11100	70%	30%	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00600	2786	1194	3980	FT.	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	1220	2760			
507	00651	3171	1359	4530	FT.	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	1350	3180			4/34
507	93301	3	2	5	EACH	STEEL POINTS OR SHOES, AS PER PLAN				5	4/34
509	10000	230947	98977	329924	POUND	EPOXY COATED REINFORCING STEEL	11833	80626	237465		
512	10101	1476	632	2108	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	155	483	1470		5/34
513	10280	645680	276720	922400	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4			922400		
513	20000	4673	2002	6675	EACH	WELDED STUD SHEAR CONNECTORS			6675		
514	00060	30030	12870	42900	SQ. FT.	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			42900		
514	00066	30030	12870	42900	SQ. FT.	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			42900		
516	11210	29	12	41	FT.	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL (REAR ABUTMENT)			41		
516	11210	29	12	41	FT.	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL (FORWARD ABUTMENT)			41		
516	13400	63	27	90	SQ.FT.	¾" PREFORMED EXPANSION JOINT FILLER	90				
516	13900	194	82	276	SQ. FT.	2" PREFORMED EXPANSION JOINT FILLER	126		150		
516	44200	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE			5		
						(NEOPRENE), (3¾"x12"x14" WITH 13"x25" TOP & 15"x31" BOTTOM LOAD PLATE) (REAR ABUTMENT)					
516	44300	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE			5		
						(NEOPRENE), (4¾"x18"x22" WITH 19"x26" LOAD PLATE) (PIER 1)					
516	44300	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE			5		
						(NEOPRENE), (4⅛"x13"x20" WITH 14"x33" LOAD PLATE) (PIER 2)					
516	44400	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE			5		
						(NEOPRENE), (6 1/16"x16"x23" WITH 17"x26" LOAD PLATE) (PIER 3)					
516	44400	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE			5		
						(NEOPRENE), (5 5/16"x13"x19" WITH 14"x26" LOAD PLATE) (FORWARD ABUTMENT)					
518	21200	35	15	50	CU. YD.	POROUS BACKFILL WITH FILTER FABRIC	50				
518	40000	58	25	83	FT.	6" PERFORATED CORRUGATED PLASTIC PIPE	83				
523	20000	3	2	5	EACH	DYNAMIC LOAD TESTING	2	3			
SPECIAL	53000600	3150	1350	4500	SQ. FT.	STRUCTURE, MISC.: AESTHETIC SURFACE TREATMENT		4500			
601	21001	13	6	19	SQ. YD.	CONCRETE SLOPE PROTECTION, AS PER PLAN	19				10/34
898	10211	462	198	660	CU. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN			660		5/34 & 16/34
898	10709	193	82	275	SQ. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN			275		5/34
898	11000	111	47	158	CU. YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)			158		
898	20100	182	78	260	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)		260			
898	20160	96	40	136	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING)	136				
898	20300	92	39	131	CU. YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)		131			

QUANTITIES COMPUTED BY: AMM
QUANTITIES CHECKED BY: AMT

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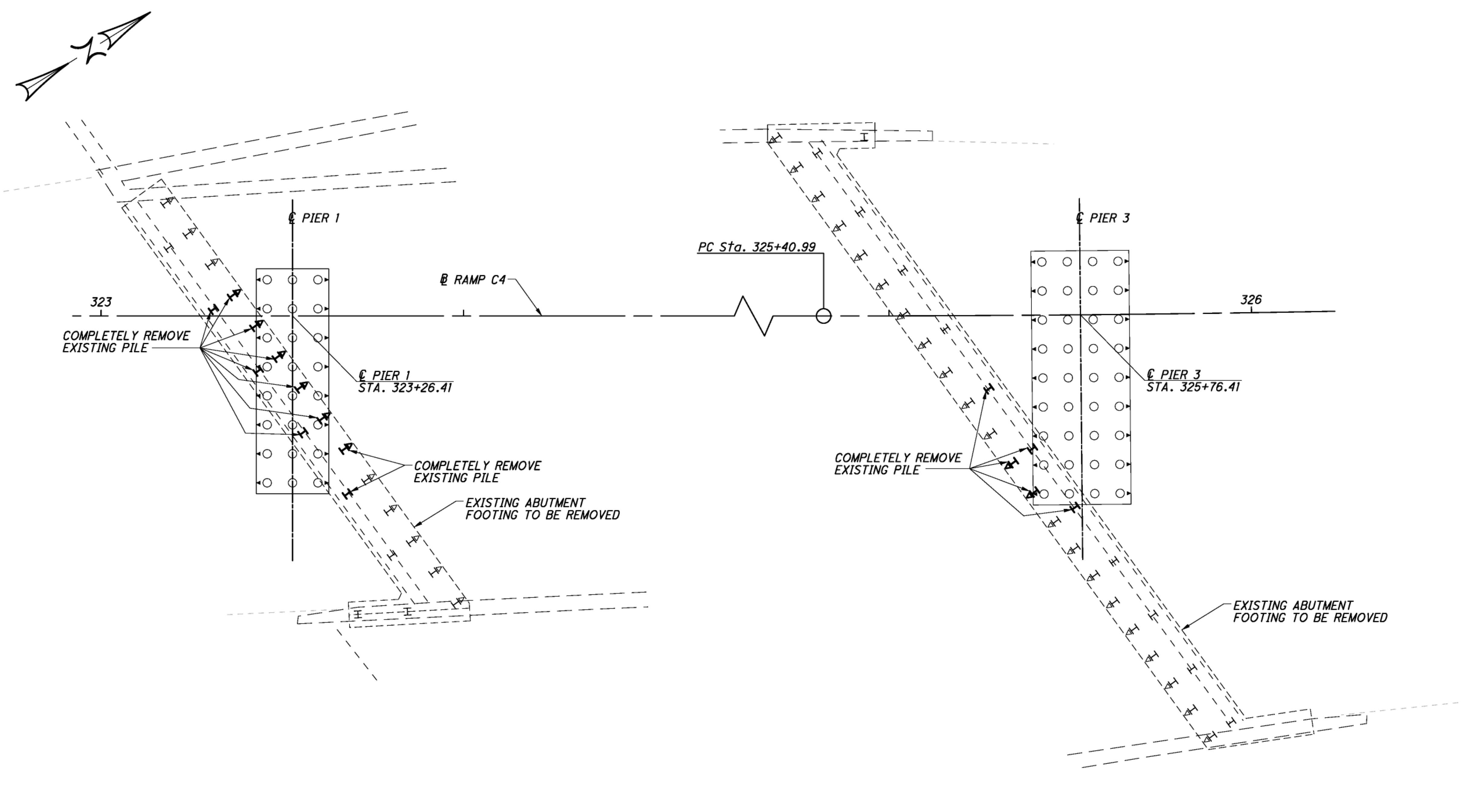
ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



PLAN

NOTES:

1. THE LOCATION OF THE EXISTING FOOTINGS AND PILES SHOWN HAVE BEEN OBTAINED FROM EXISTING PLANS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE AND SHOULD BE FIELD VERIFIED.
2. THE EXISTING CONCRETE FOOTINGS FOR BRIDGES MOT-75-12.71W, MOT-75-12.71L AND MOT-75-12.71D SHALL BE COMPLETELY REMOVED. ALL EXISTING PILES FOR THESE BRIDGES SHALL BE REMOVED TO A MINIMUM OF 2 FEET BELOW PROPOSED GROUND LINES, WITH THE EXCEPTION OF EXISTING PILES TO BE COMPLETELY REMOVED AS SHOWN ON THIS SHEET.
3. PAYMENT FOR EXISTING FOOTING REMOVAL SHALL BE INCLUDED WITH ITEM 202, STRUCTURE REMOVED OVER 20 FEET, AS PER PLAN.
4. PAYMENT FOR EXISTING PILE REMOVAL SHALL BE INCLUDED WITH ITEM 202, REMOVAL MISC.: EXISTING PILE REMOVED.

LEGEND

- ⊕ = PROPOSED 14" ϕ CAST-IN-PLACE REINFORCED CONCRETE PILE, VERTICAL
- ⊕ = PROPOSED 14" ϕ CAST-IN-PLACE REINFORCED CONCRETE PILE, BATTERED FOUR VERTICAL TO ONE HORIZONTAL IN THE DIRECTION OF THE ARROW
- I = EXISTING H PILE
- I = EXISTING H PILE BATTERED 4:1

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EXISTING FOUNDATION REMOVALS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

1220
1565

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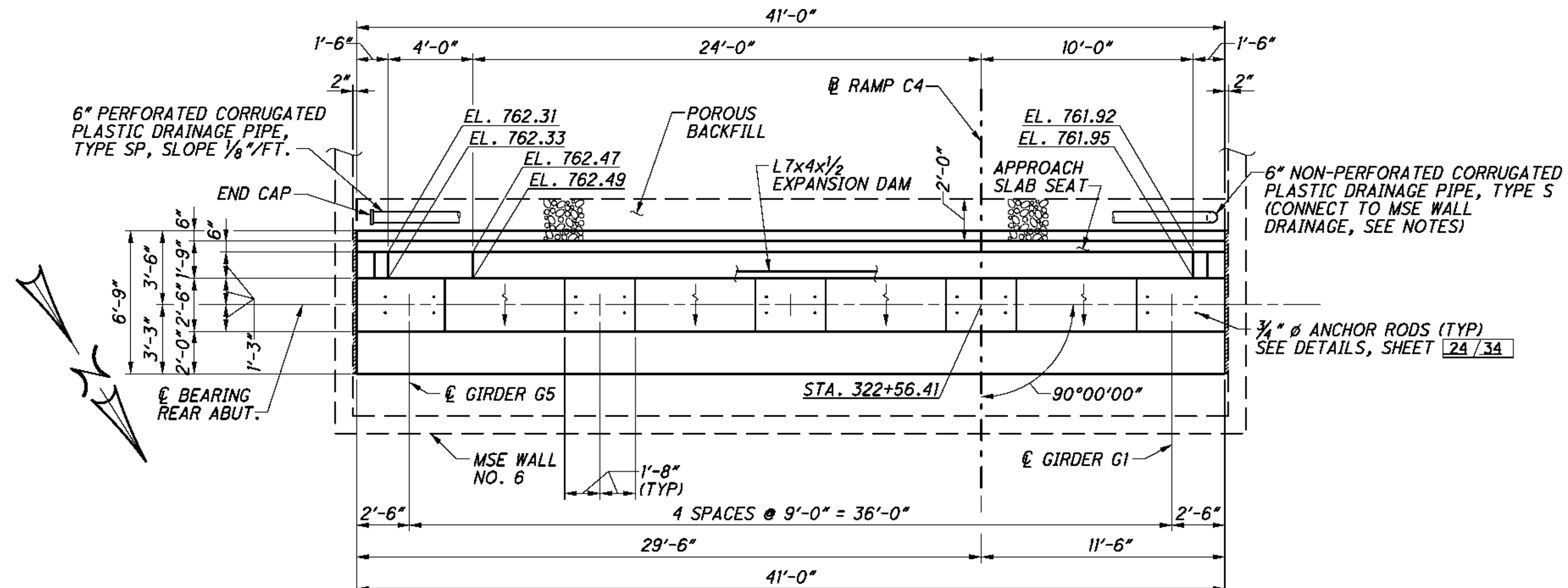
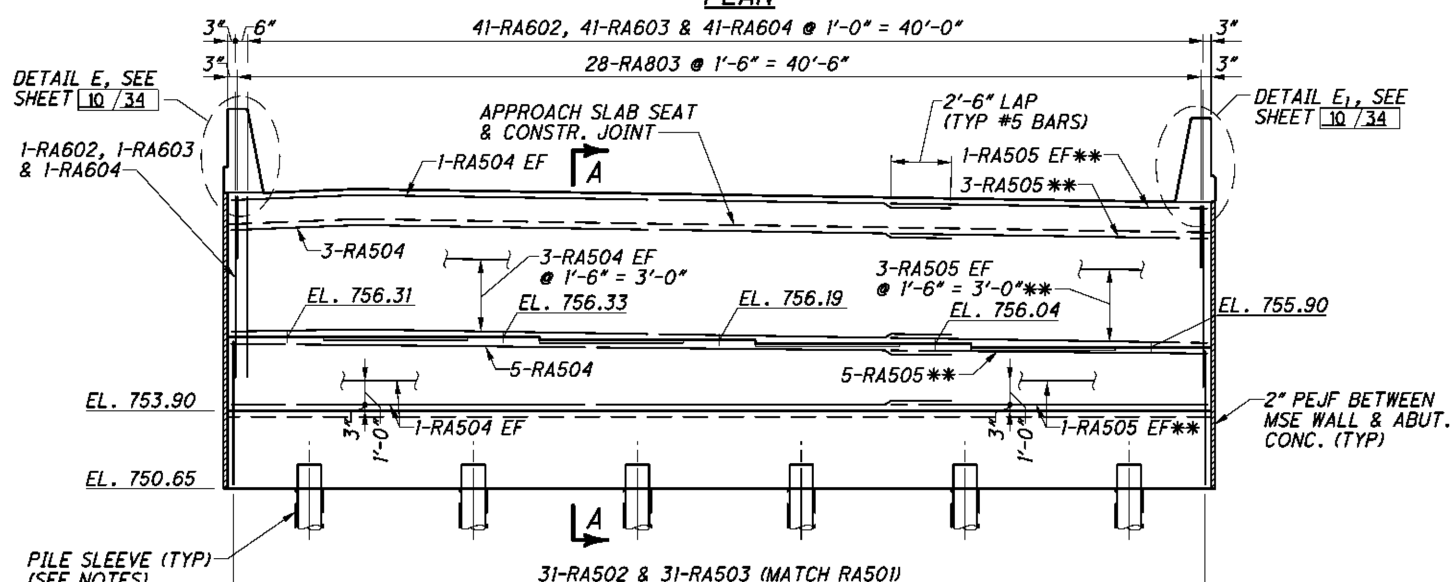
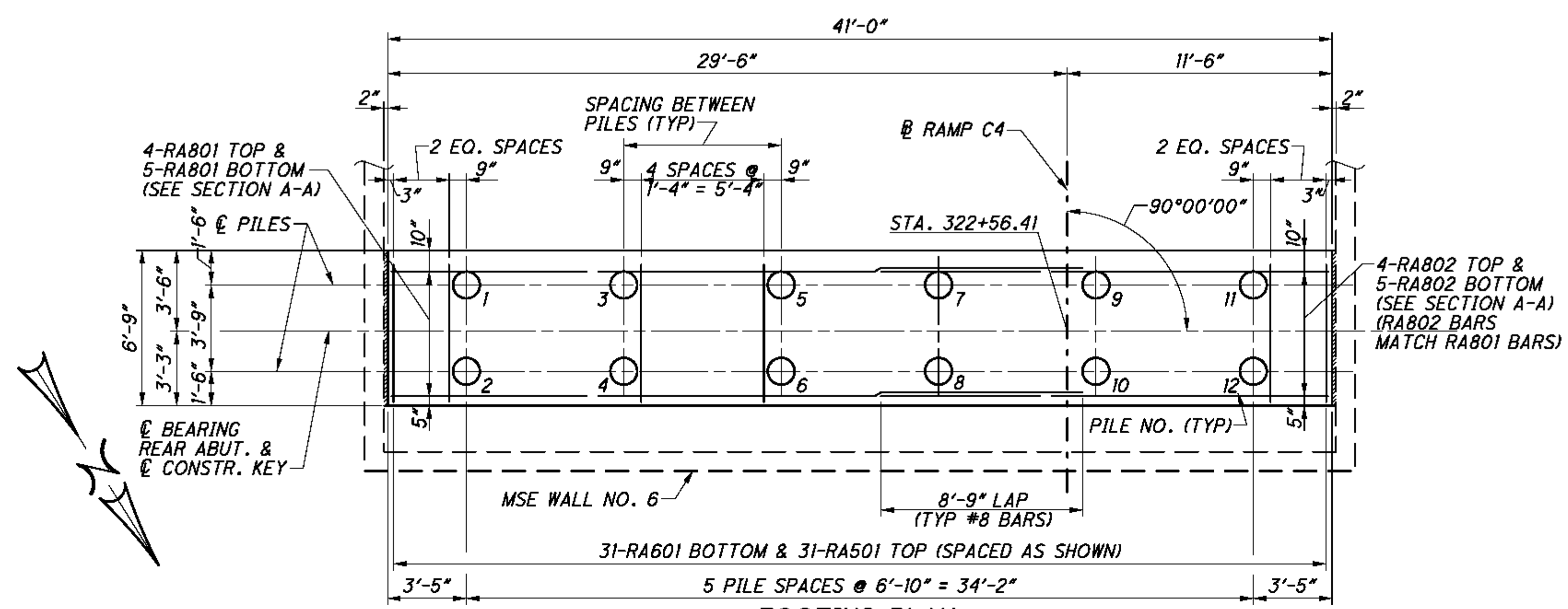


PLAN

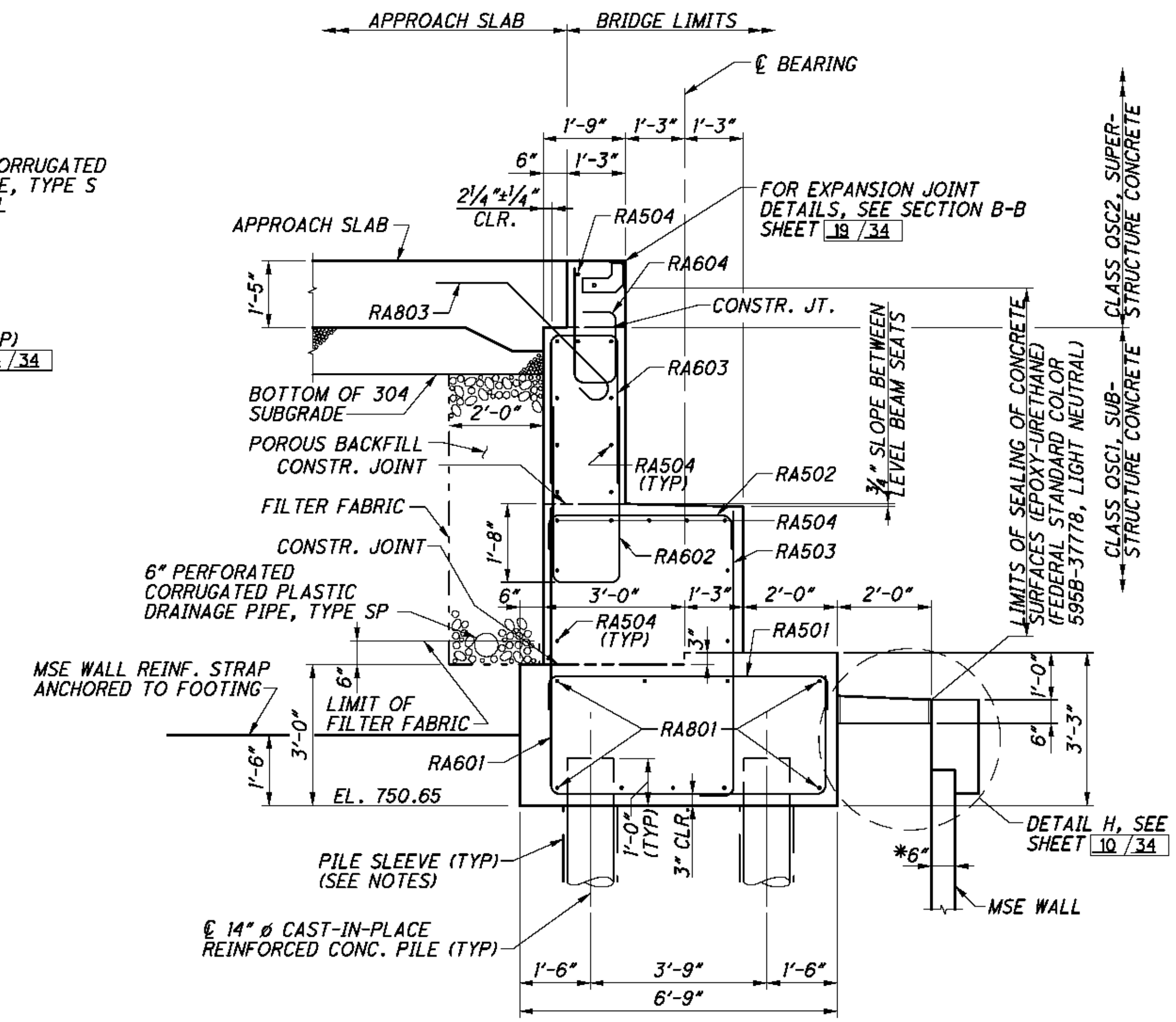


ELEVATION
(MSE WALL NOT SHOWN FOR CLARITY)

**RA505 BARS MATCH RA504 BARS



FOOTING PLAN



SECTION A-A

*ASSUMED THICKNESS OF MSE WALL PANELS SHOWN, ACTUAL THICKNESS MAY VARY PENDING APPROVED MSE WALL SYSTEM MANUFACTURER

REAR ABUTMENT SEQUENCE OF CONSTRUCTION NOTES:

A. CONSTRUCT ABUTMENT UP TO THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT.
B. INSTALL ELASTOMERIC BEARING PADS AND ERECT STRUCTURAL STEEL.
C. SEAL THE ABUTMENT CONCRETE UP TO THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT.
D. CONSTRUCT THE CONCRETE END DIAPHRAGM.
E. CONSTRUCT THE CONCRETE DECK SLAB FROM THE REAR TO FORWARD ABUTMENT.
F. CONSTRUCT THE ABUTMENT UP FROM THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT AND EXPANSION JOINT ARMOR. SEAL THIS SECTION OF CONCRETE.
G. SEAL THE END DIAPHRAGM CONCRETE.

LEGEND

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

⊕ = PROPOSED 14" ø C.I.P. REINF. CONCRETE PILE, VERTICAL

NOTE:

1. FOR ADDITIONAL ABUTMENT NOTES, SEE SHEET 10/34.
2. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.

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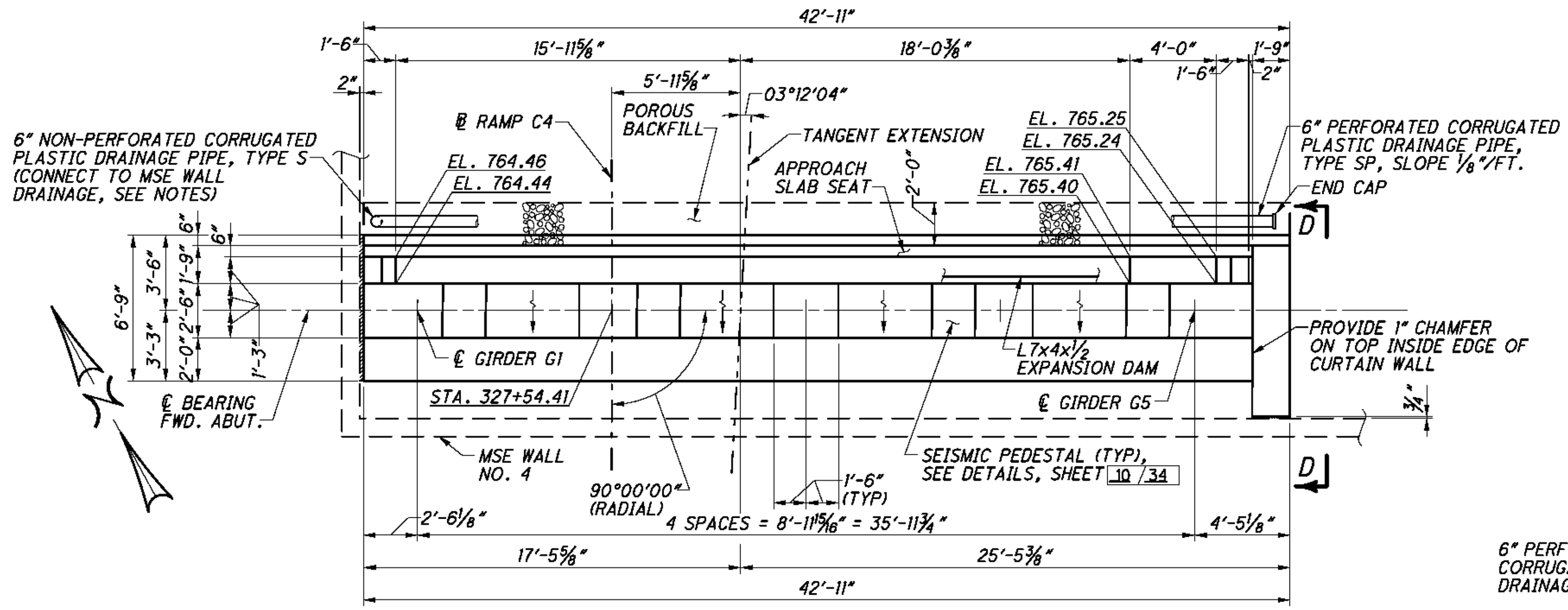
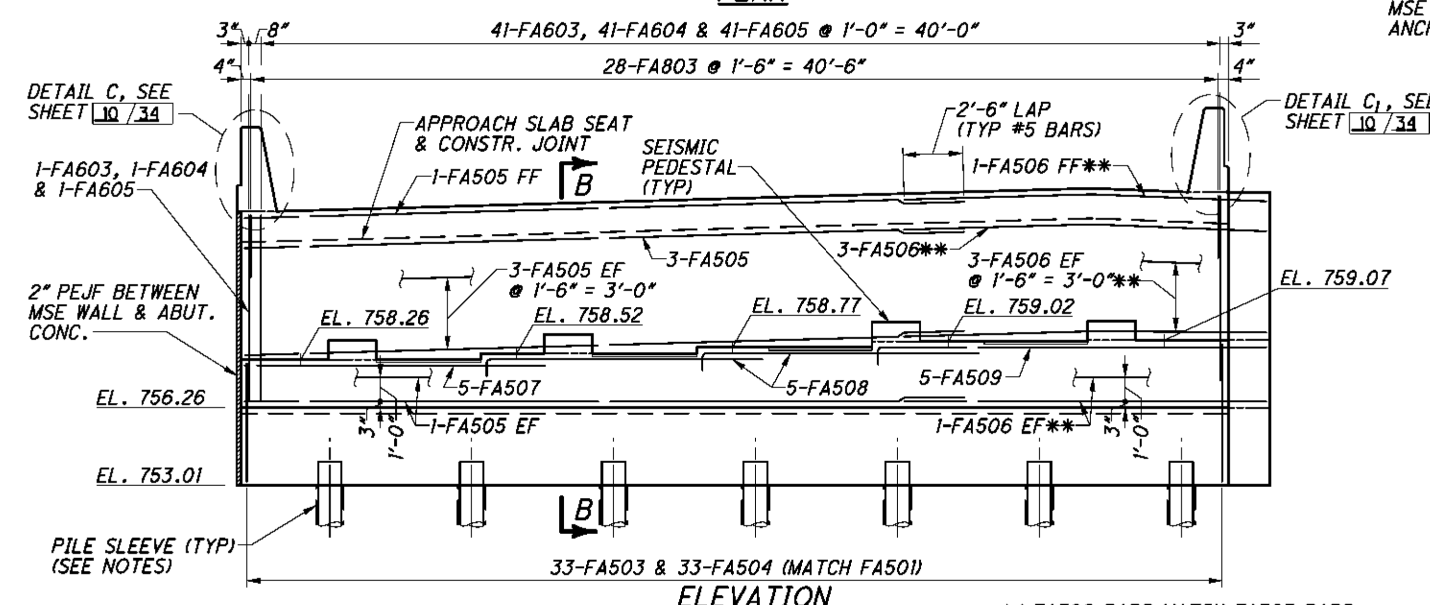
REAR ABUTMENT
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



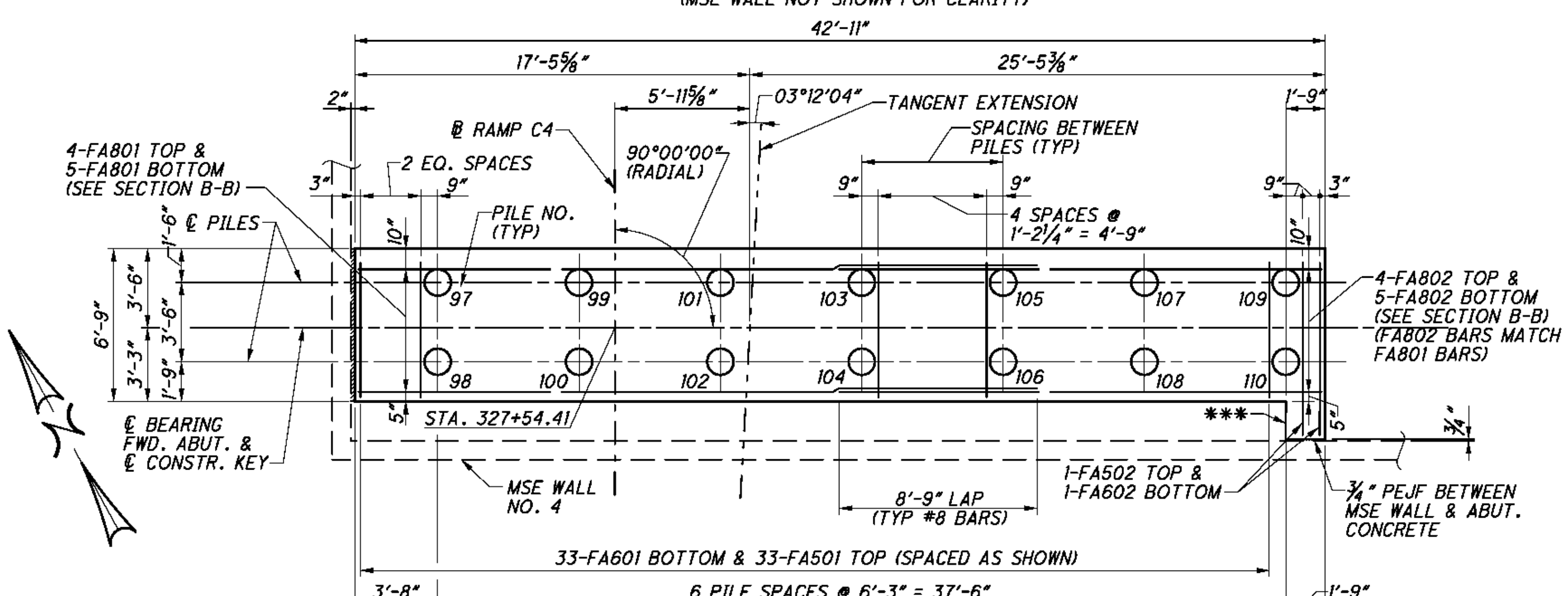
PLAN



ELEVATION

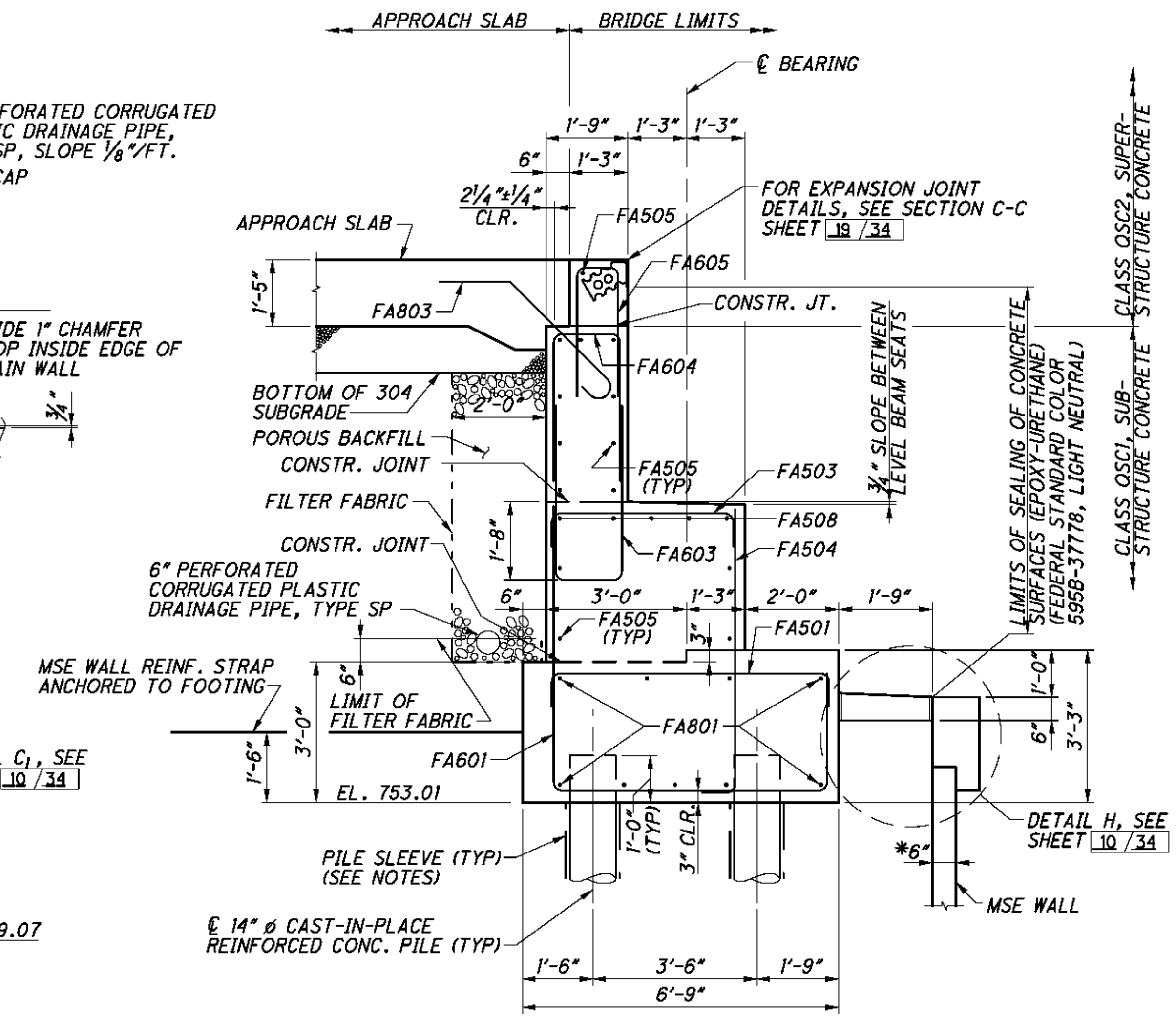
(MSE WALL NOT SHOWN FOR CLARITY)

**FA506 BARS MATCH FA505 BARS



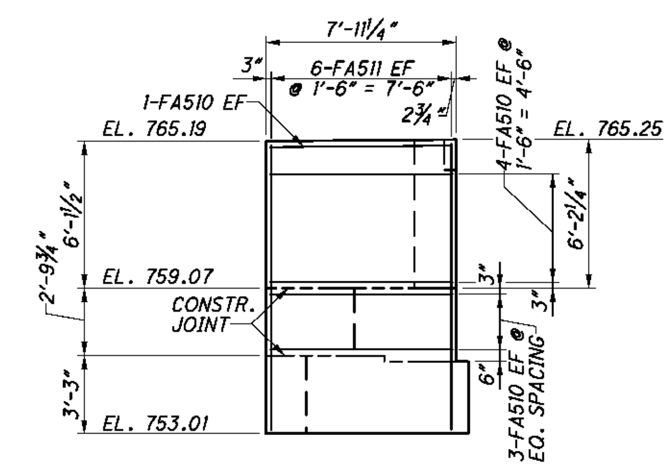
FOOTING PLAN

***¾" PEJF WITH JOINT SEALER, PER CMS 705.04, AT UNREINFORCED CONC. SLAB



SECTION B-B

*ASSUMED THICKNESS OF MSE WALL PANELS SHOWN, ACTUAL THICKNESS MAY VARY PENDING APPROVED MSE WALL SYSTEM MANUFACTURER



ELEVATION D-D

LEGEND

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

⊕ = PROPOSED 14" ⌀ C.I.P. REINF. CONCRETE PILE, VERTICAL

NOTE:

1. FOR ABUTMENT NOTES, SEE SHEET 10/34.

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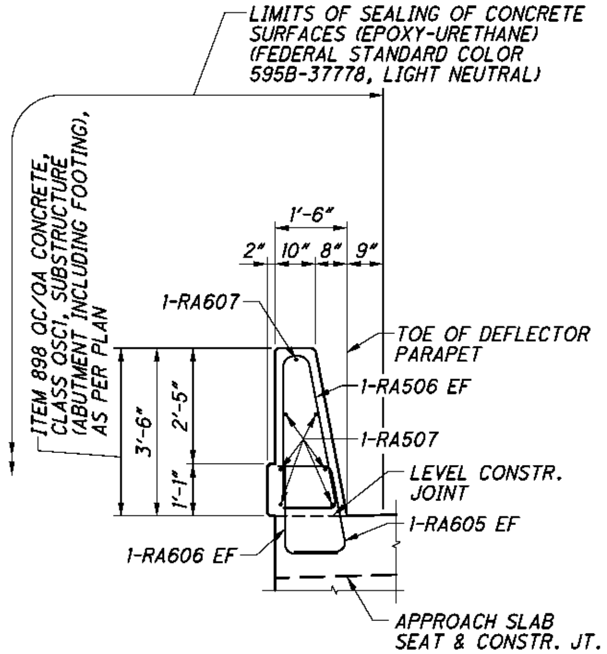
FORWARD ABUTMENT

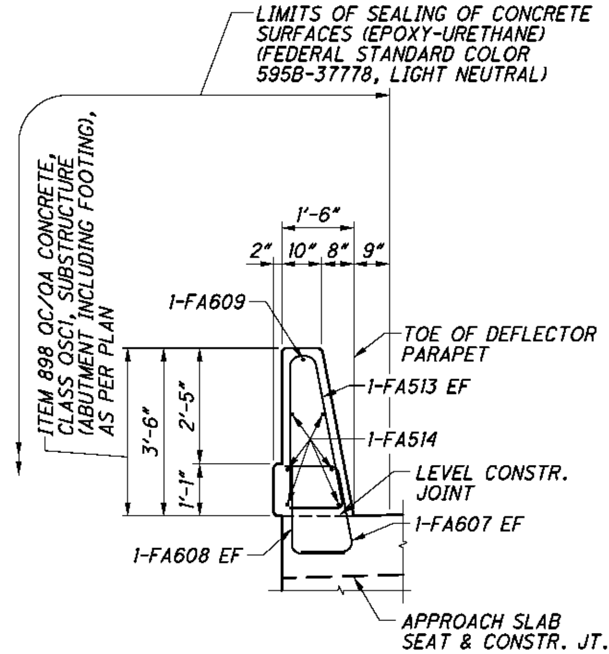
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



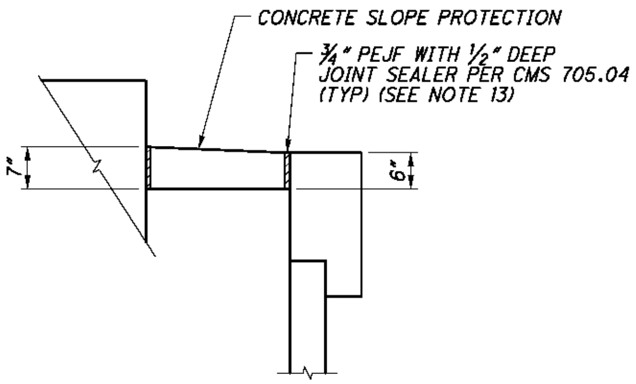
DETAIL E

(DETAIL E_1 SIMILAR)
(SEE STD. DWG. EXJ-6-06 FOR EXPANSION JOINT DETAILS AT PARAPET)



DETAIL C

(DETAIL C_1 SIMILAR)
(SEE STD. DWG. EXJ-4-87 AND STRIP SEAL EXPANSION JOINT DETAILS ON SHEET 19/34 FOR EXPANSION JOINT DETAILS AT PARAPET)



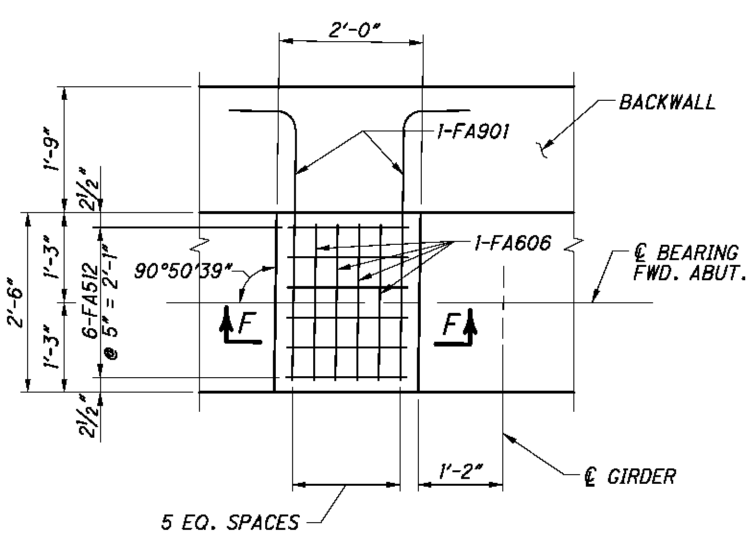
DETAIL H

LEGEND

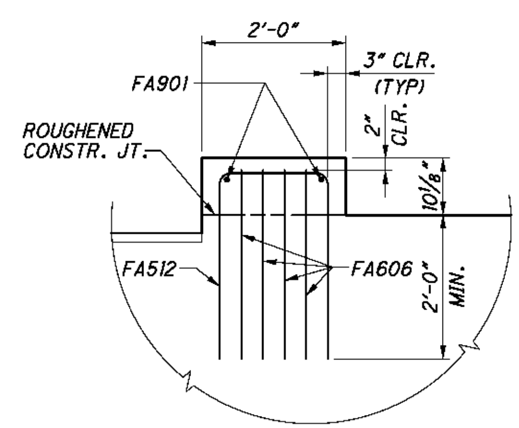
EF = EACH FACE
PEJF = PREFORMED EXPANSION JOINT FILLER
MSE = MECHANICALLY STABILIZED EARTH

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 32/34.
3. PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42. REFER TO SS 840 FOR BACKFILLING OF SLEEVES AFTER PILE PLACEMENT. PAYMENT FOR PILE SLEEVES AND BACKFILL SHALL BE INCLUDED WITH ITEM 840, MSE WALL.
4. FOR ABUTMENT DRAINAGE CONNECTION TO MSE WALL DRAINAGE, SEE MSE WALL PLANS SHEETS 859/1565 AND 880/1565.
5. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD 1/8 INCH AT THE FORWARD ABUTMENT TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
6. FOR ADDITIONAL ABUTMENT DETAILS NOT SHOWN, SEE ODOT STD. DWG. A-1-69.
7. SEALING OF THE BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
8. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
9. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF THE BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
10. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE FOOTING.
11. FIELD BEND RA504 AND FA506 BARS AS REQUIRED.
12. HORIZONTAL MSE STRAPS IN ABUTMENT FOOTING SHALL BE PAID FOR WITH ITEM 840, MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN. SEE SHEET 815/1565.
13. JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH CONCRETE SLOPE PROTECTION.



PLAN



SECTION F-F

SEISMIC PEDESTAL DETAILS - FORWARD ABUTMENT

(4 SEISMIC PEDESTALS TOTAL AT FORWARD ABUTMENT)

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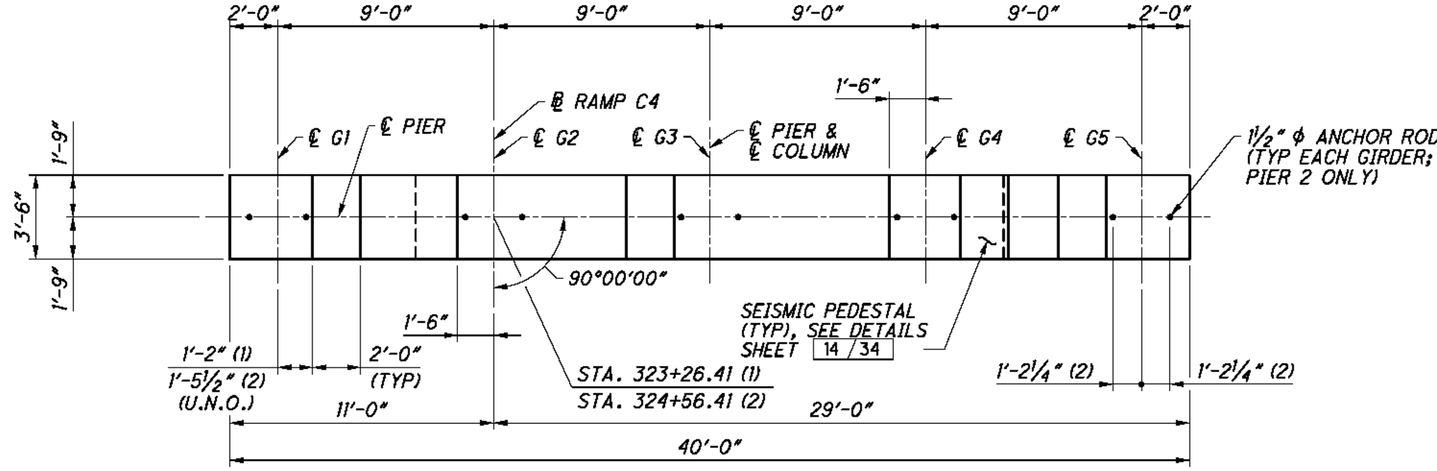
ABUTMENT DETAILS AND NOTES
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



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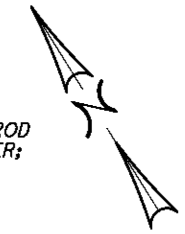

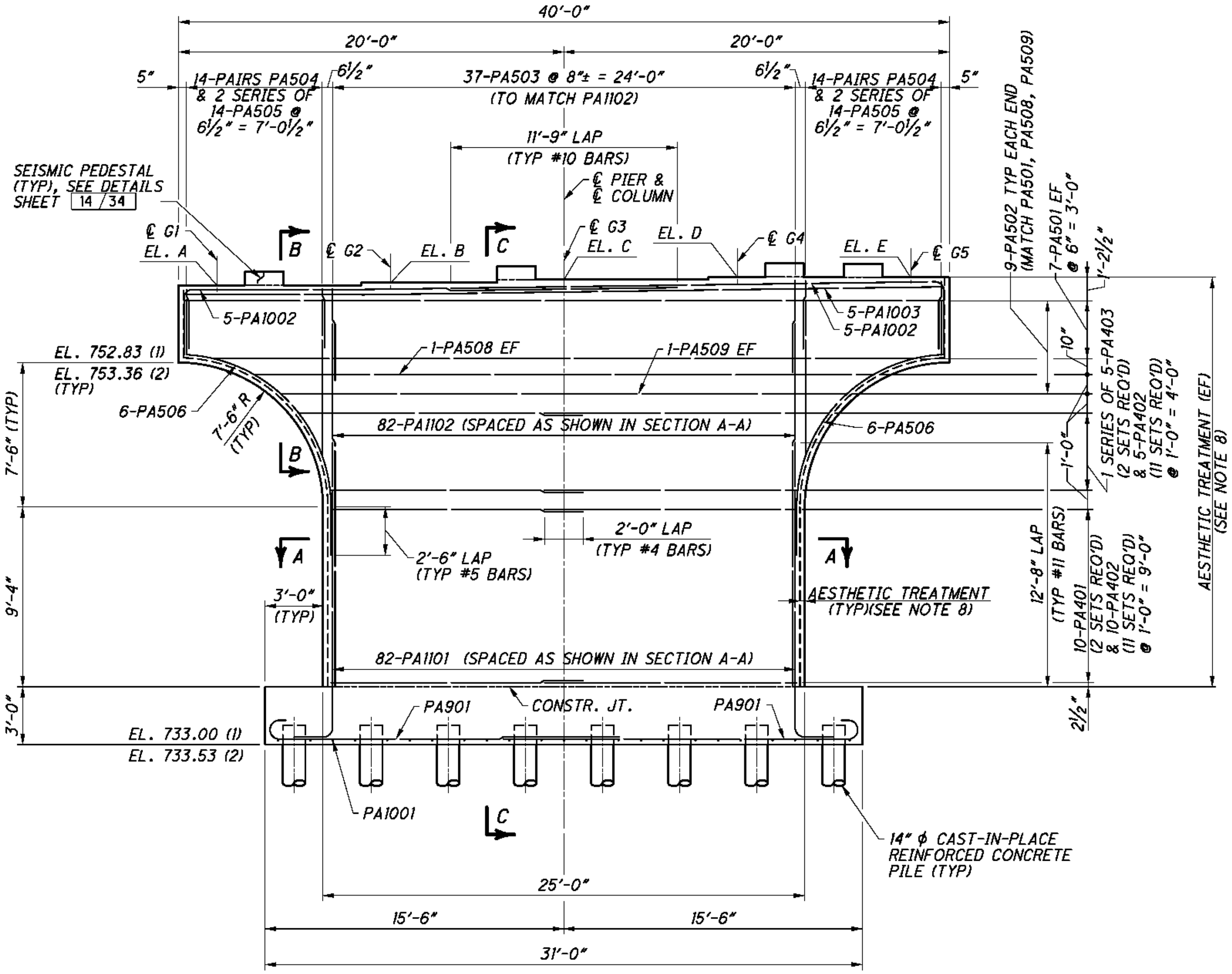

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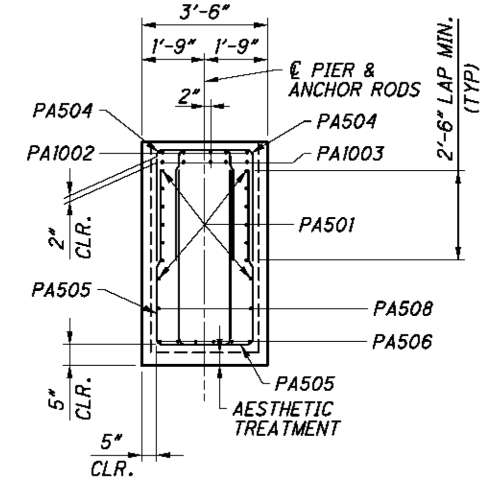
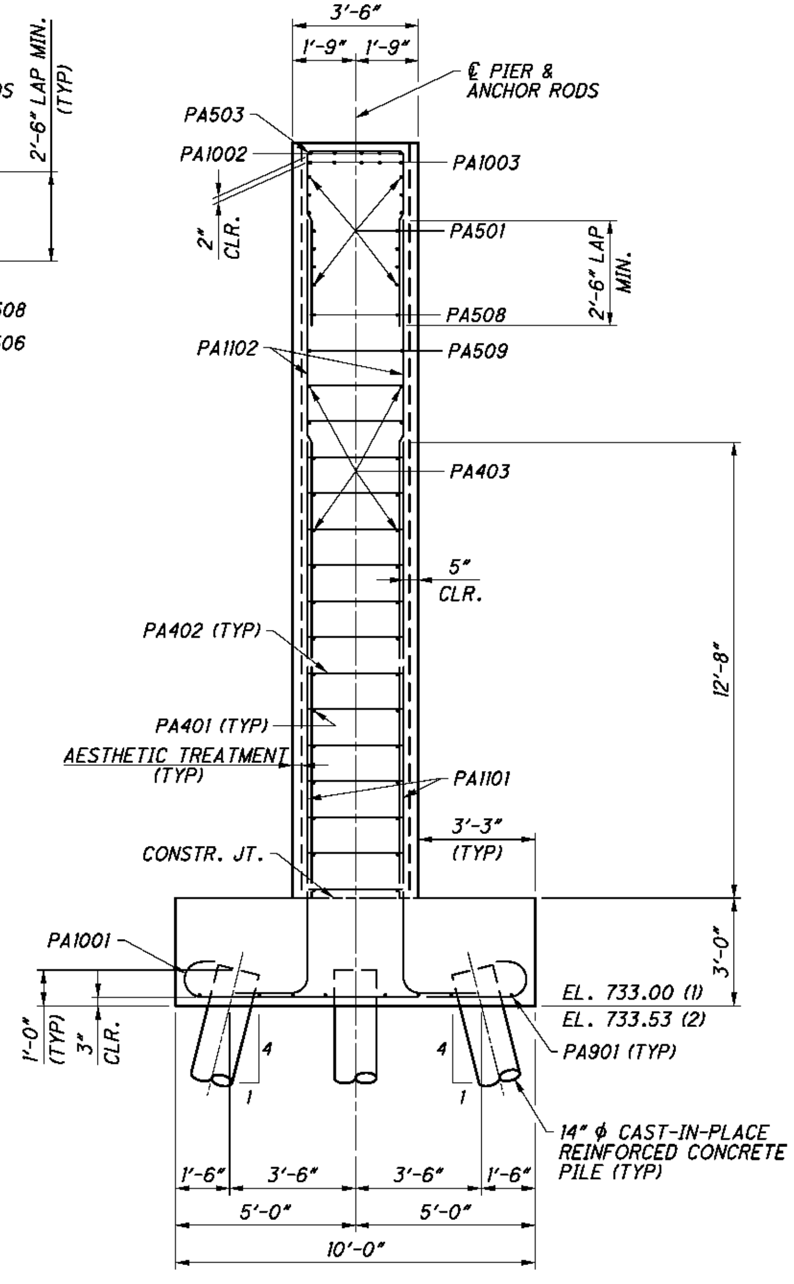


SECTION B-B



SECTION C-C

NOTE:
THE SECOND LETTER OF THE BAR MARK INDICATES TO WHICH PIER THE BAR APPLIES. PIER 1 IS DESIGNATED AS "PA" AND PIER 2 AS "PB". WHERE ONLY A "PA" BAR IS SHOWN THE REINFORCING BAR MARK IS THE SAME FOR PIERS 1 AND 2 EXCEPT THE SECOND LETTER OF THE BAR MARK SHALL BE "B" FOR PIER 2.

LEGEND

EF = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
(1) = PIER 1
(2) = PIER 2

ELEVATION TABLE

	PIER 1	PIER 2
EL. A	756.84	757.37
EL. B	756.98	757.52
EL. C	757.13	757.66
EL. D	757.27	757.81
EL. E	757.25	757.78

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 33/34.
3. FOR FOOTING PLAN, SEE SHEET 13/34.
4. FOR SECTION A-A, SEE SHEET 13/34.
5. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCH AT PIER 2 TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
6. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL, IN PIER 2, IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. FOR PIER 2, EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA GIRDERS. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETIALS. SEE LIGHTING PLANS FOR PAYMENT.
8. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS AND CONCRETE SEALER COLORS, SEE SHEET 15/34.

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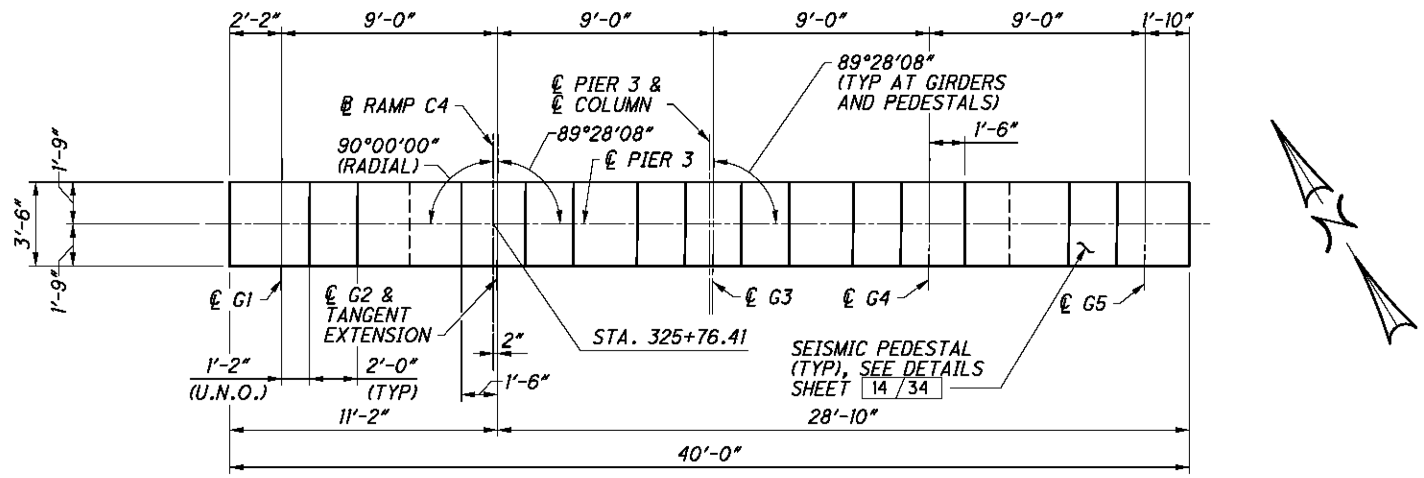
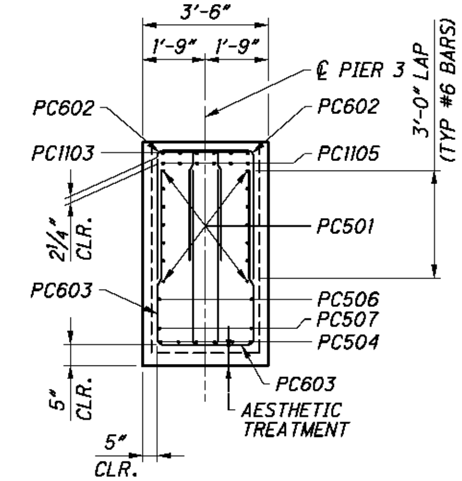
PIER 1 & PIER 2
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

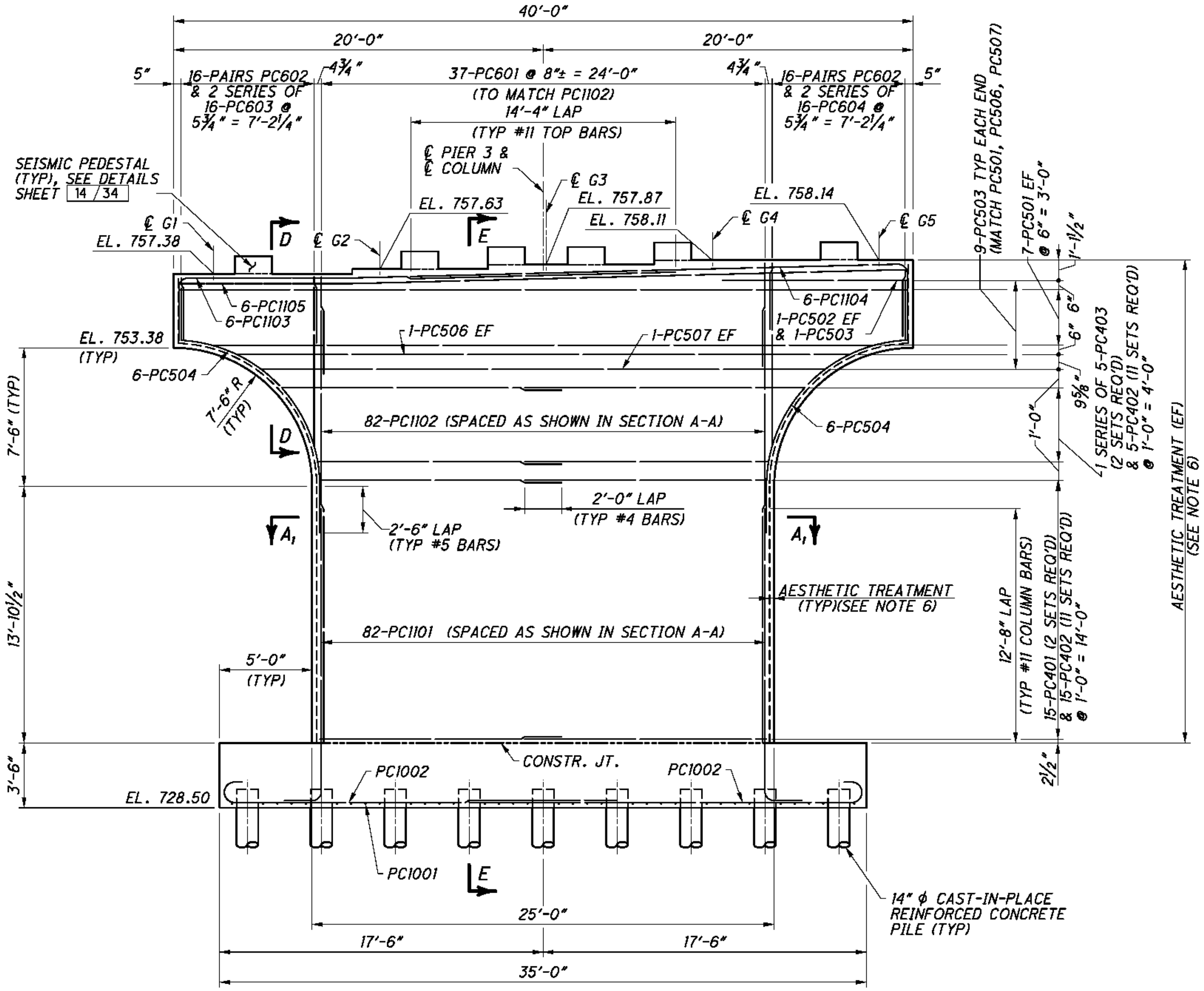
MOT-75-12.00
PID No. 77247



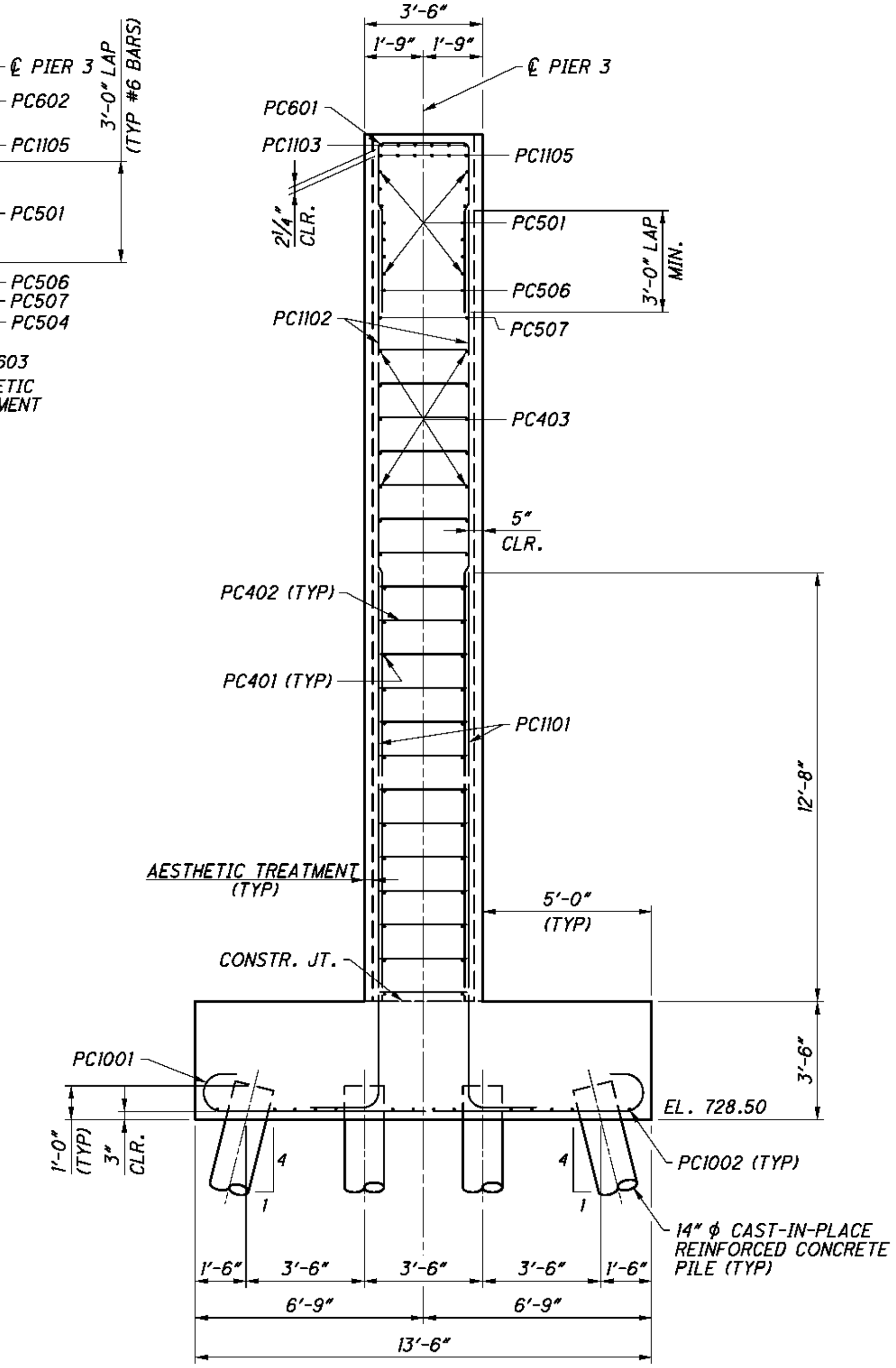
PLAN



SECTION D-D



ELEVATION



SECTION E-E

LEGEND

EF = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 33/34.
3. FOR FOOTING PLAN, SEE SHEET 13/34.
4. FOR SECTION A_I-A_{II}, SEE SHEET 13/34.
5. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ¼ INCH AT PIER 3 TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
6. FOR ADDITIONAL AESTHETIC TREATMENT DETAILS AND CONCRETE SEALER COLORS, SEE SHEET 15/34.

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PIER 3
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

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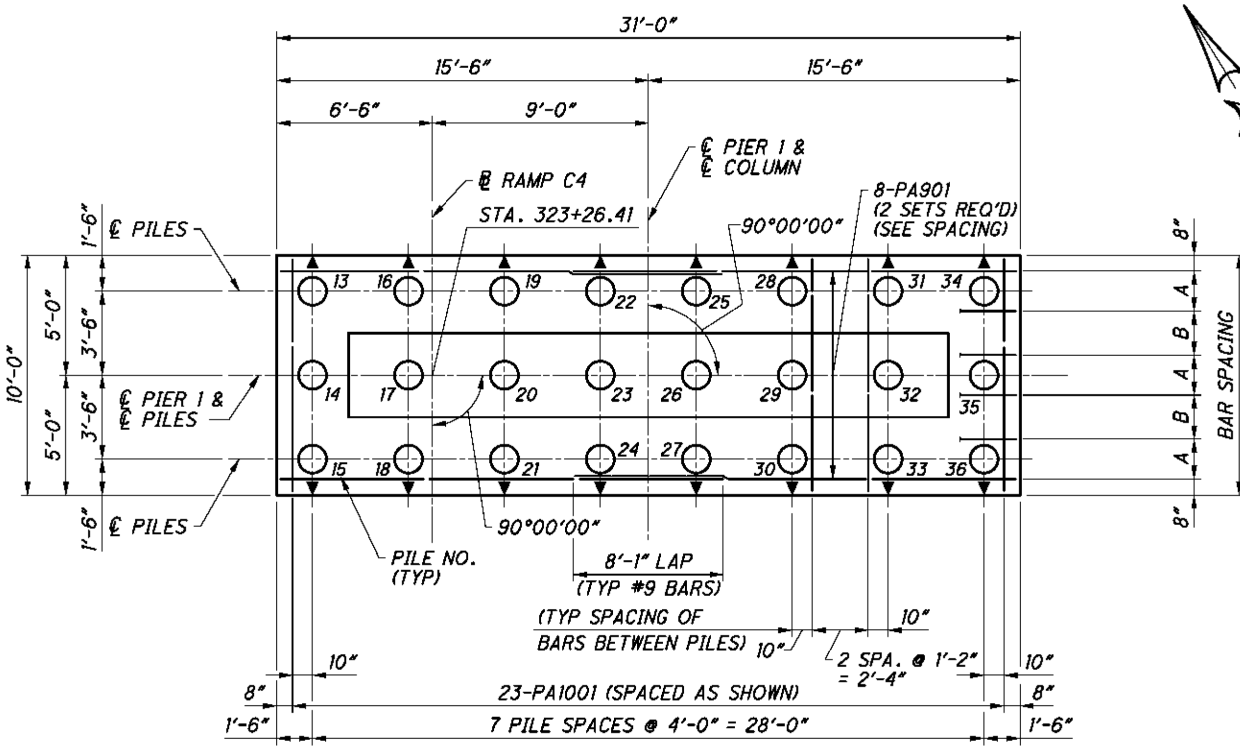
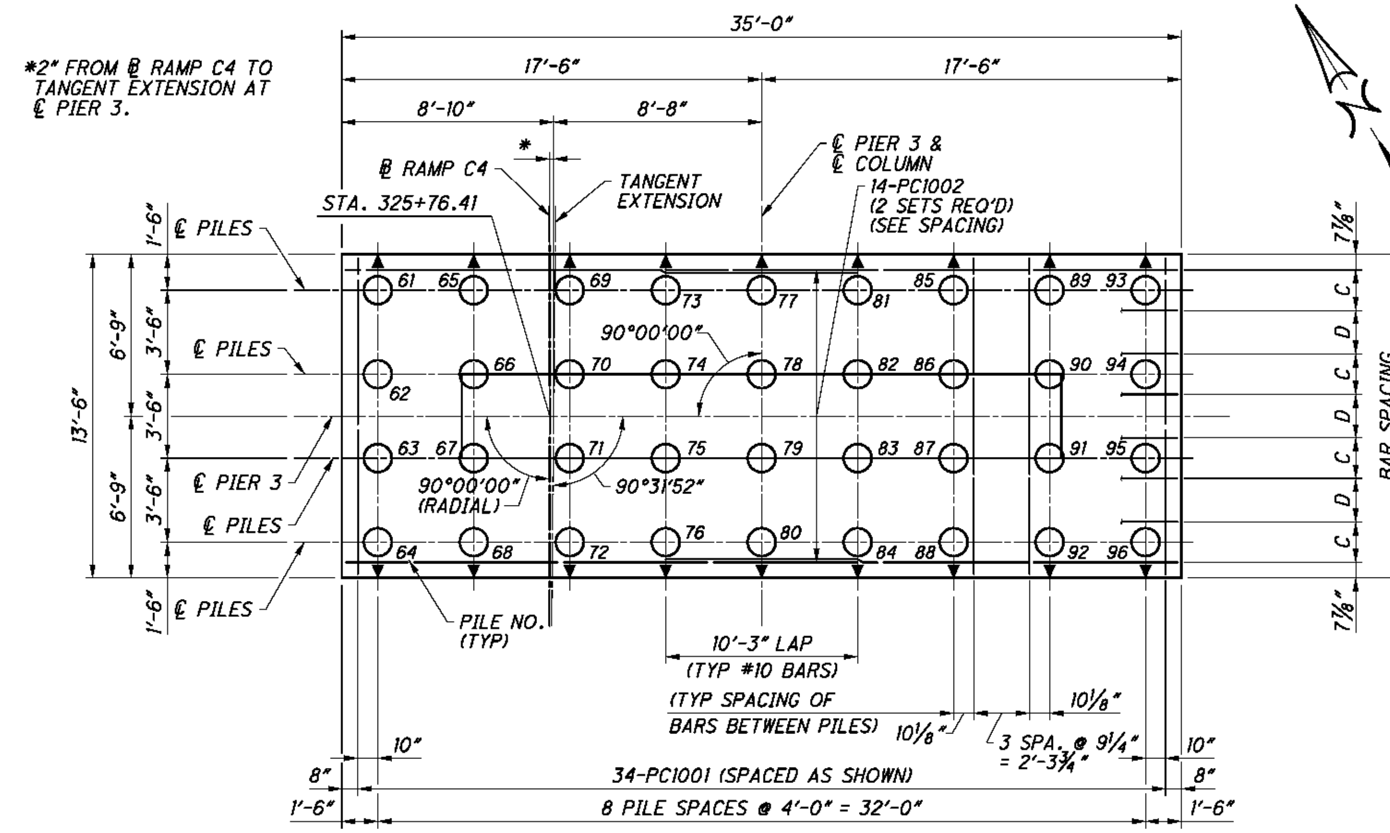
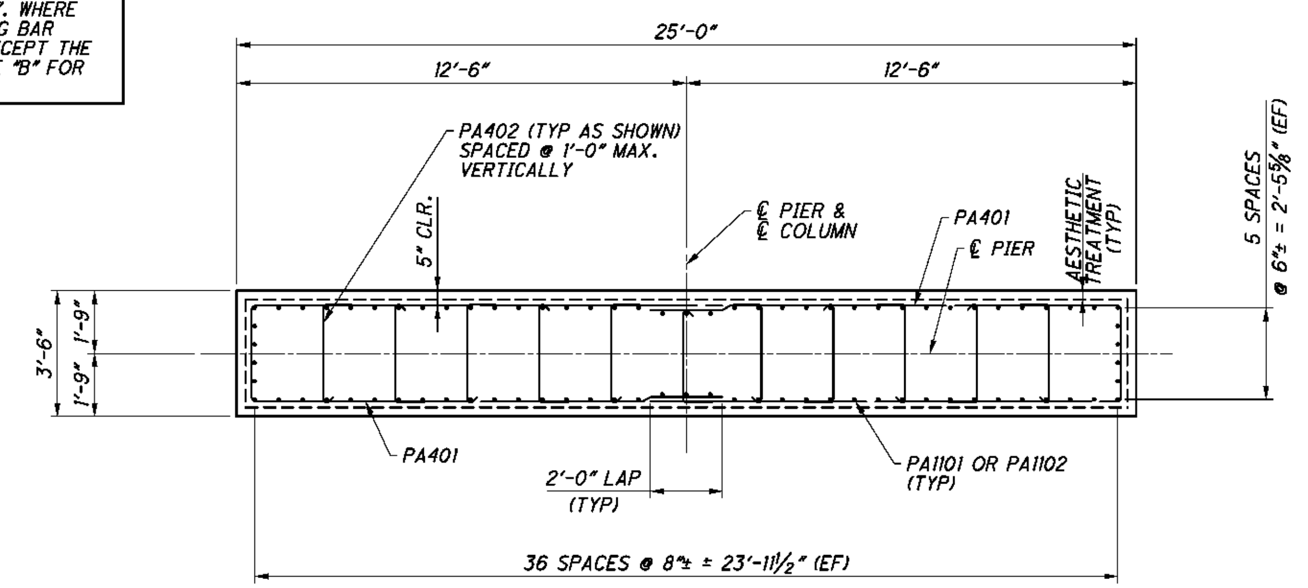


FOOTING PLAN - PIER 1

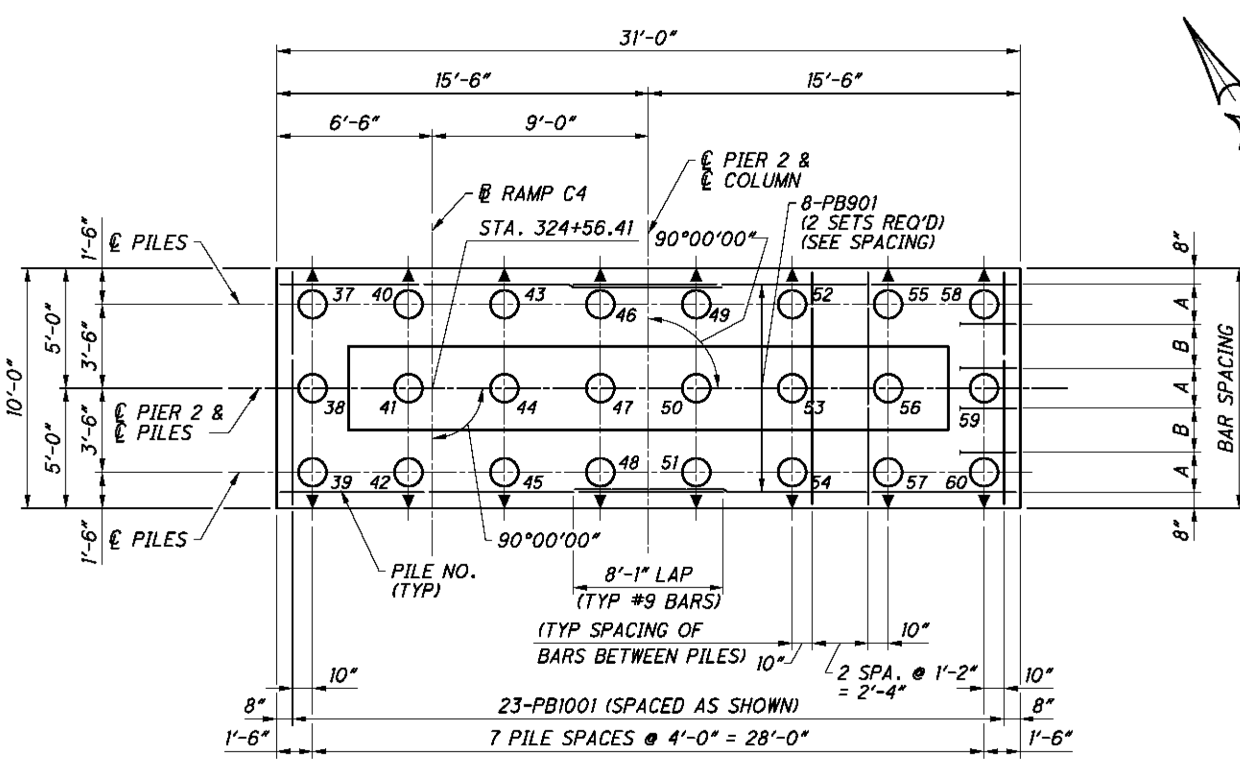


FOOTING PLAN - PIER 3

NOTE:
THE SECOND LETTER OF THE BAR MARK INDICATES TO WHICH PIER THE BAR APPLIES. PIER 1 IS DESIGNATED AS "PA", PIER 2 AS "PB" AND PIER 3 AS "PC". WHERE ONLY A "PA" BAR IS SHOWN THE REINFORCING BAR MARK IS THE SAME FOR PIERS 1, 2 AND 3 EXCEPT THE SECOND LETTER OF THE BAR MARK SHALL BE "B" FOR PIER 2 AND "C" FOR PIER 3.



SECTION A-A
(SECTION A_1-A_1 SIMILAR)



FOOTING PLAN - PIER 2

LEGEND

A = 1'-8"
B = 2 SPACES @ 11" = 1'-10"
C = 1'-8¼"
D = 3 SPACES @ 7¼" = 1'-9¾"

EF = EACH FACE

⊕ = PROPOSED 14" ϕ CAST-IN-PLACE REINFORCED CONCRETE PILE, VERTICAL

⊕ = PROPOSED 14" ϕ CAST-IN-PLACE REINFORCED CONCRETE PILE, BATTERED FOUR VERTICAL TO ONE HORIZONTAL IN THE DIRECTION OF THE ARROW

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 33/34.
3. FOR PIER PLAN AND ELEVATION, SEE SHEETS 11/34 AND 12/34.
4. A CONICAL POINT WITH ROUNDED NOSE OR A CRUCIFORM END PLATE SHALL BE USED ON ALL PILES AT PIER 1, PIER 2 AND PIER 3.

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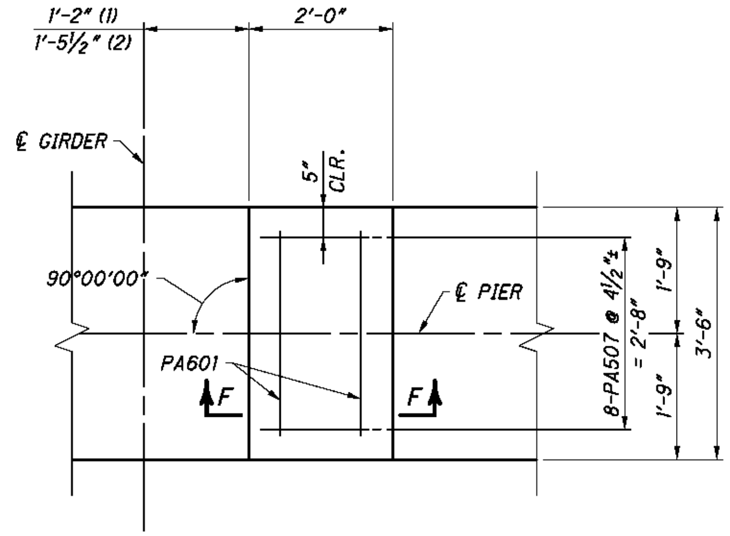
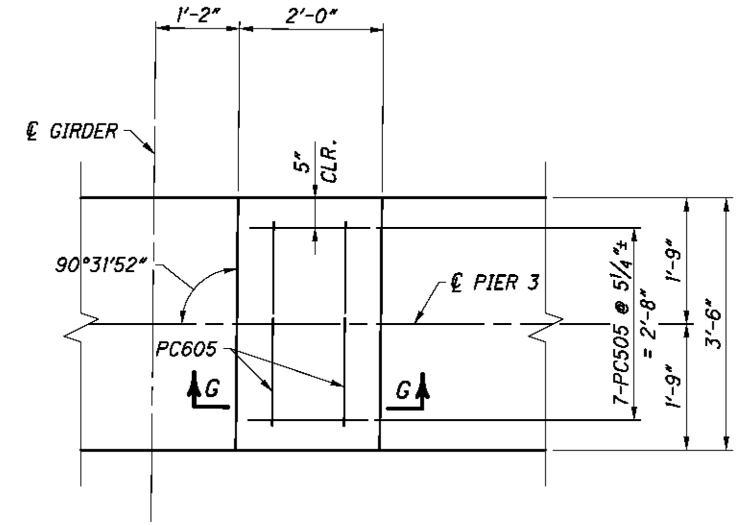
PIER FOOTINGS AND DETAILS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



PLAN



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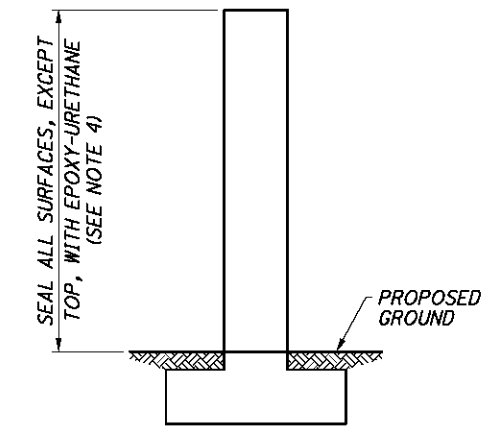
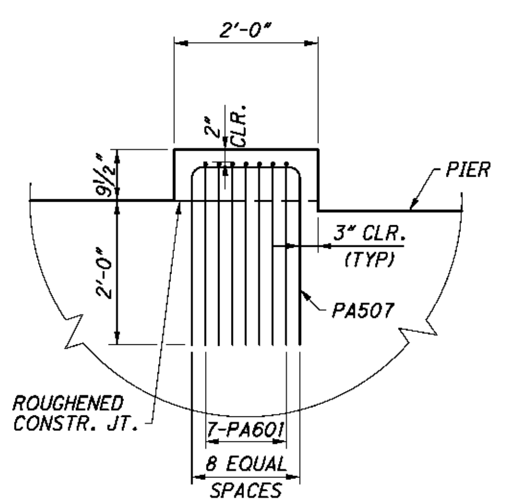
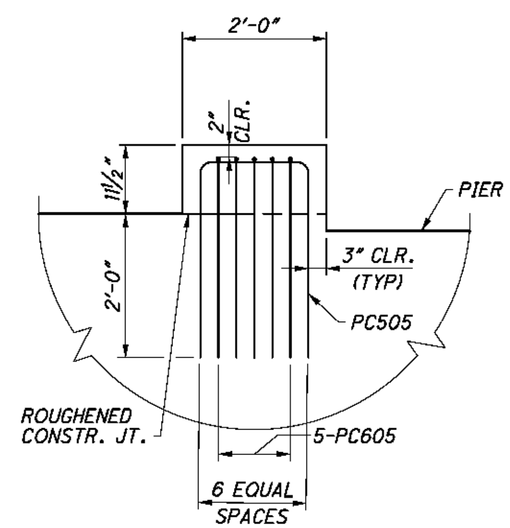


LIMITS OF SEALING
OF CONCRETE SURFACES
ON PIERS



SECTION F-F



SECTION G-G

SEISMIC PEDESTAL DETAILS - PIERS 1 & 2
(4 SEISMIC PEDESTALS EACH AT PIER 1 AND PIER 2)

SEISMIC PEDESTAL DETAILS - PIER 3
(6 SEISMIC PEDESTALS TOTAL AT PIER 3)

NOTE:
THE SECOND LETTER OF THE BAR MARK INDICATES TO WHICH PIER THE BAR APPLIES. PIER 1 IS DESIGNATED AS "PA" AND PIER 2 AS "PB". WHERE ONLY A "PA" BAR IS SHOWN THE REINFORCING BAR MARK IS THE SAME FOR PIERS 1 AND 2 EXCEPT THE SECOND LETTER OF THE BAR MARK SHALL BE "B" FOR PIER 2.

LEGEND

(1) = PIER 1
(2) = PIER 2

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 33/34.
3. FOR PIER PLAN AND ELEVATION, SEE SHEETS 11/34 AND 12/34.
4. FOR CONCRETE SEALER COLORS, SEE SHEET 15/34.

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SEISMIC PEDESTAL AND PIER DETAILS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

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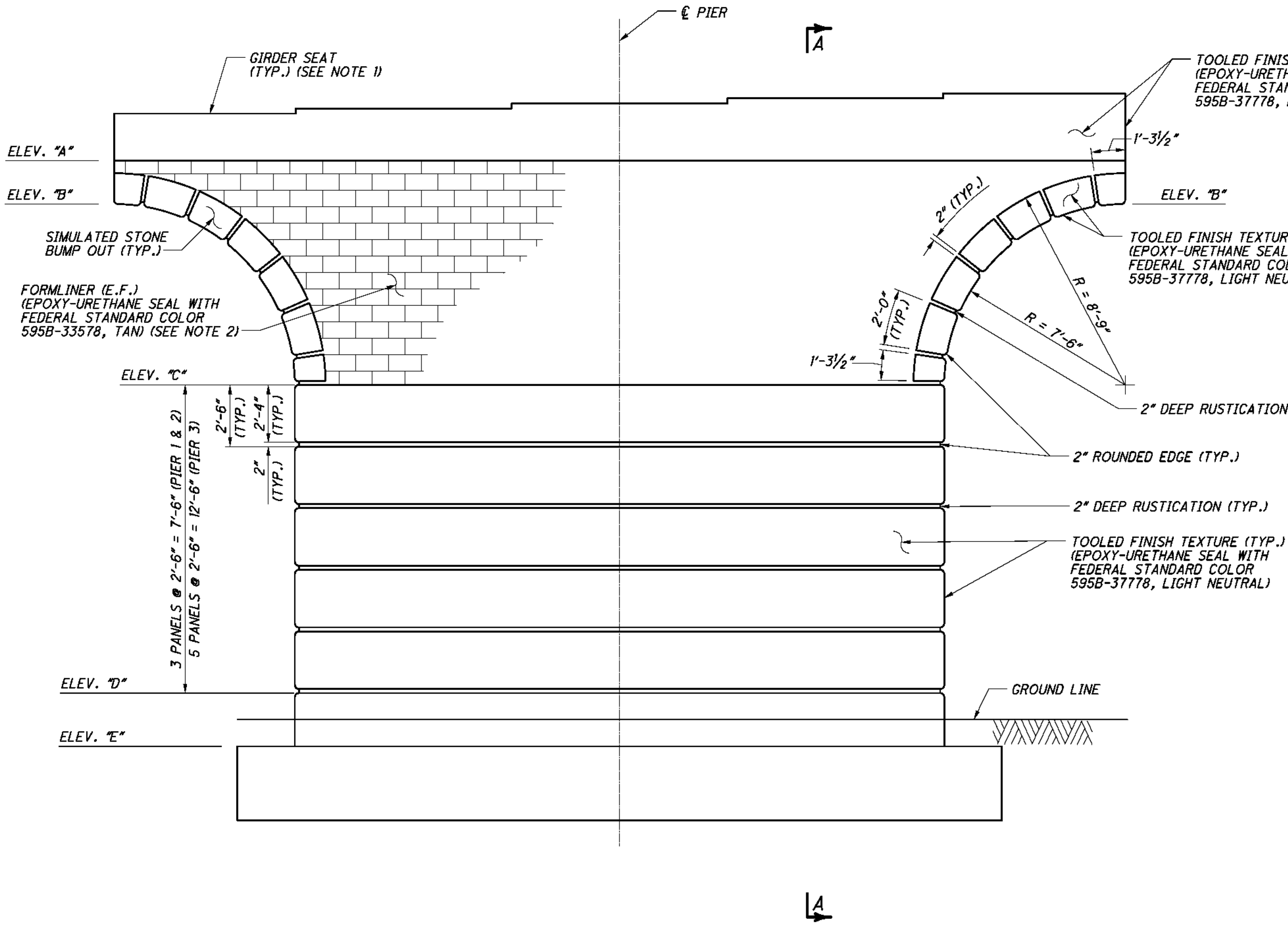
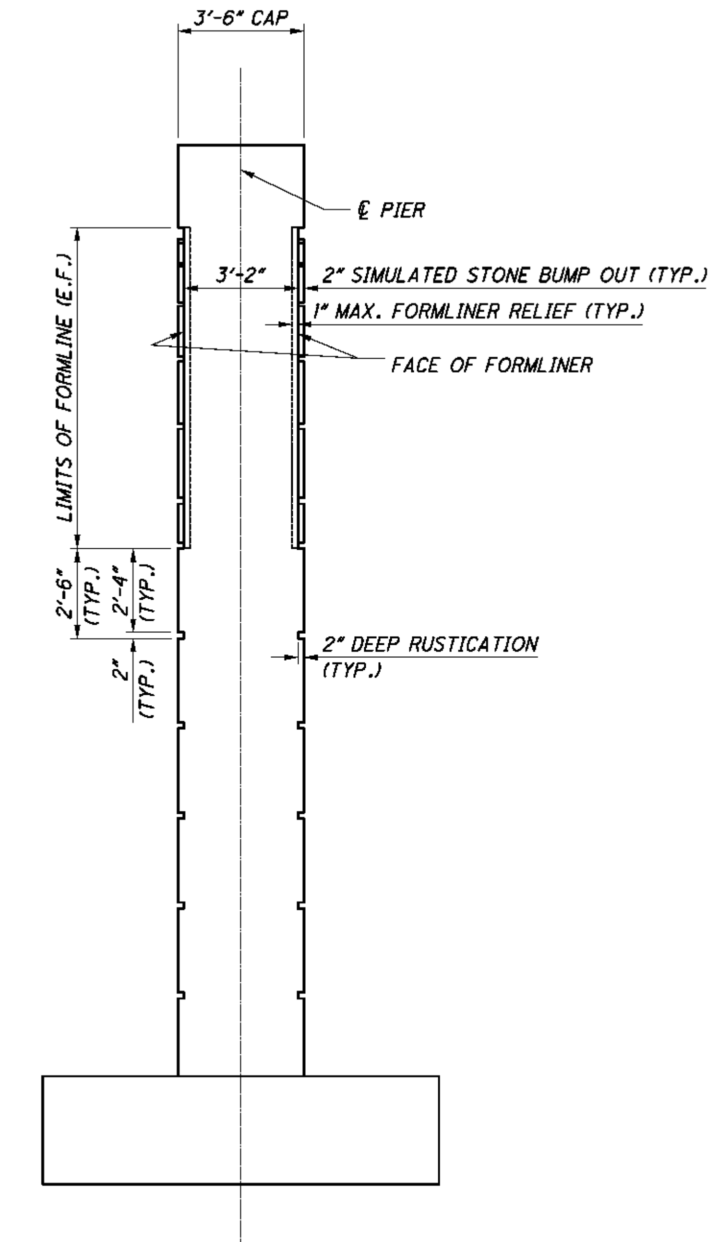


ELEVATION

(SYMMETRICAL ABOUT ℄ PIER)



SECTION A-A

TABLE OF ELEVATIONS			
ELEVATION	PIER 1	PIER 2	PIER 3
"A"	754.58	755.11	755.13
"B"	752.83	753.36	753.38
"C"	745.33	745.86	745.88
"D"	737.83	738.36	733.38
"E"	736.00	736.53	732.00

1. FOR ADDITIONAL PIER DETAILS, SEE SHEETS 11/34 THRU 13/34.
2. FOR ADDITIONAL INFORMATION REGARDING AESTHETIC TREATMENT AND FORMLINER DETAILS, SEE GENERAL NOTES, SHEET 5/34.

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PIER AESTHETIC DETAILS

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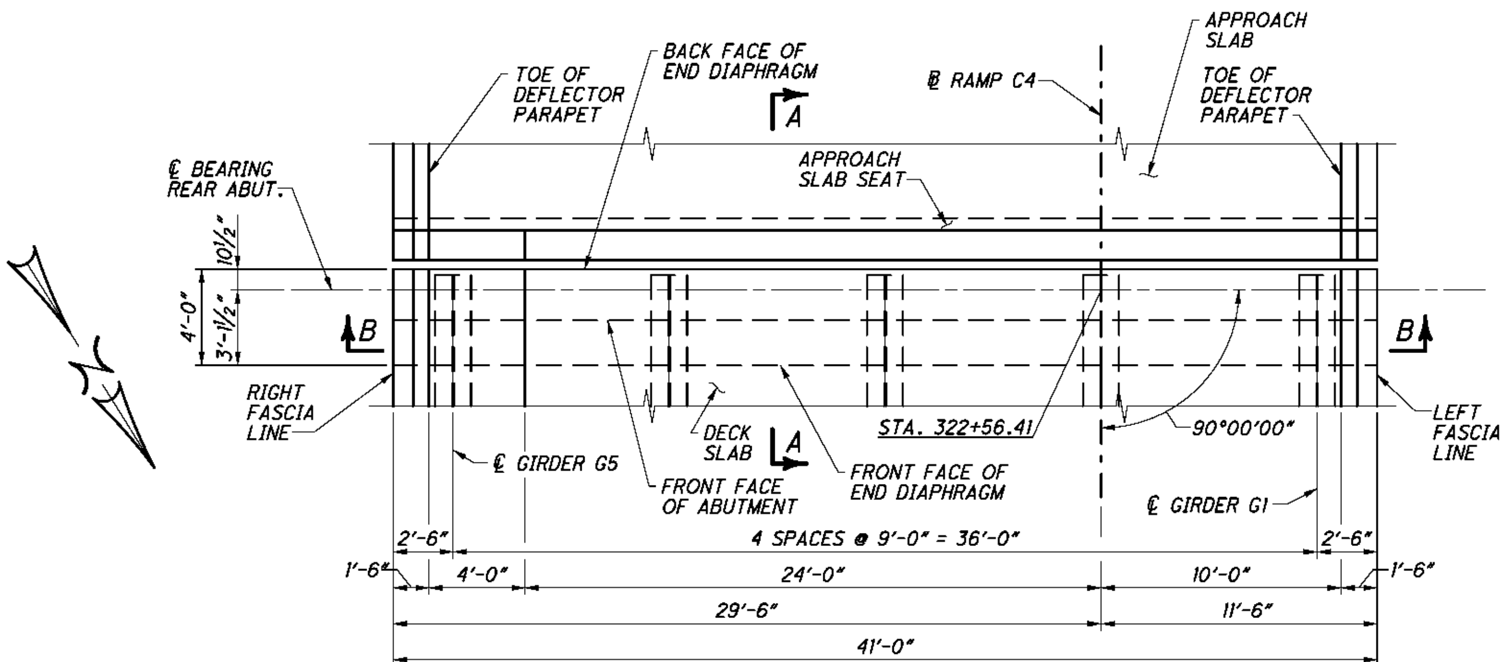
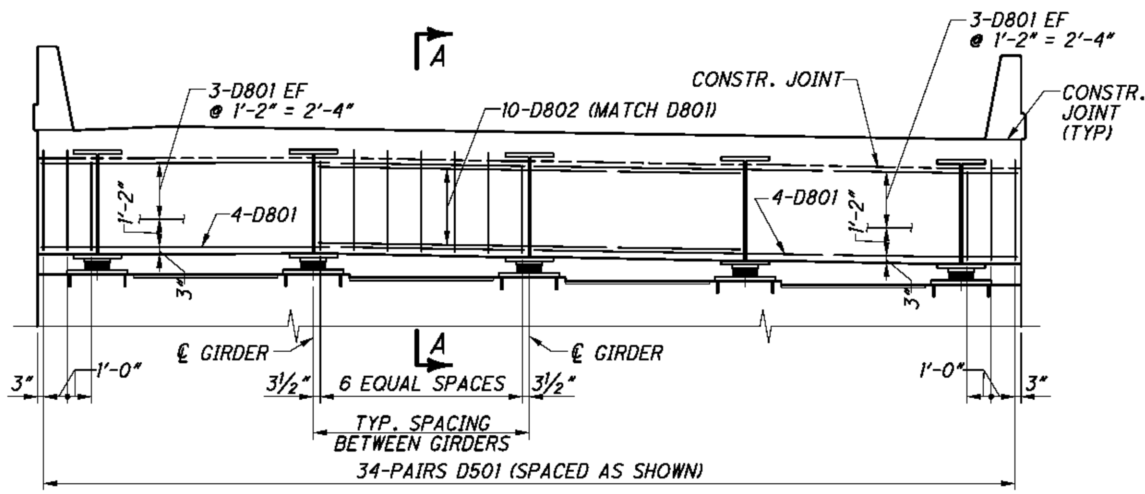


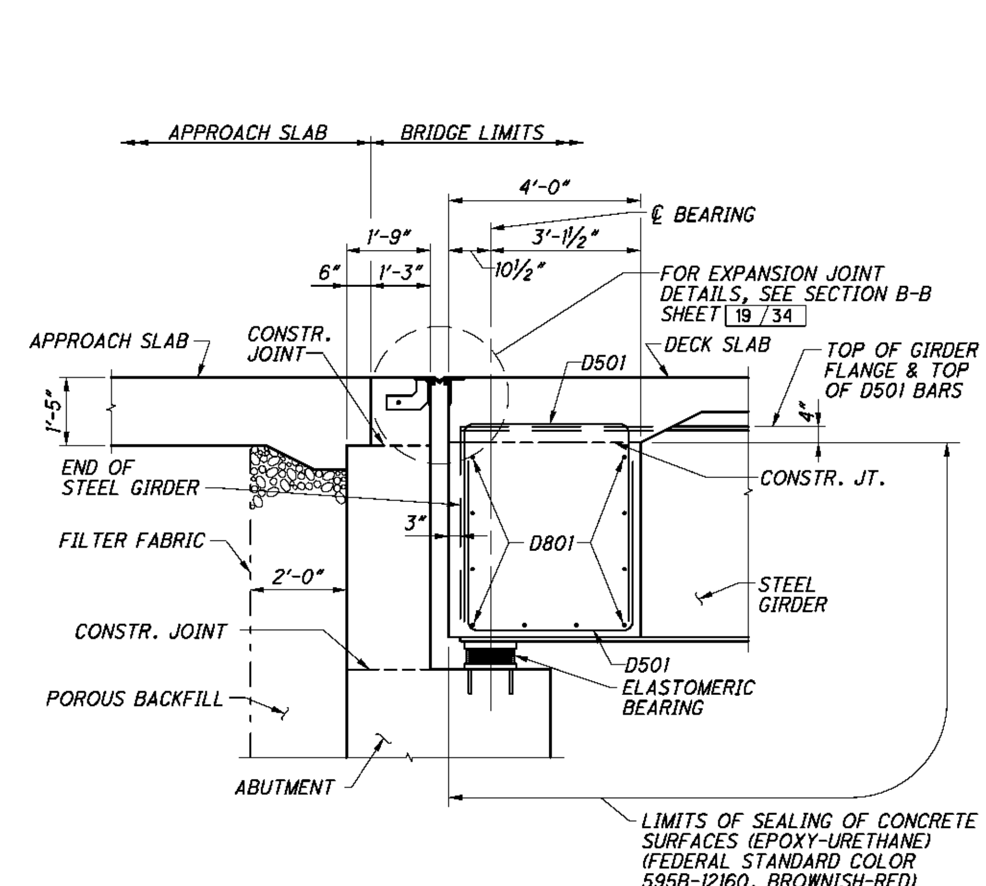
PLAN

(MSE WALL NOT SHOWN FOR CLARITY)



SECTION B-B

(MSE WALL NOT SHOWN FOR CLARITY)



SECTION A-A

LEGEND

EF = EACH FACE
MSE = MECHANICALLY STABILIZED EARTH

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4 / 34 AND 5 / 34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 34 / 34.
3. FOR ABUTMENT NOTES, SEE SHEET 10 / 34.
4. THE CONCRETE END DIAPHRAGM SHALL BE CONSTRUCTED PRIOR TO THE DECK CONCRETE. ALLOW AT LEAST 48 HOURS OF SET TIME BEFORE PLACING DECK CONCRETE. THE REQUIRED DECK POUR DIRECTION SHALL BE FROM THE REAR TO FORWARD ABUTMENT.
5. THE TOP OF THE CONCRETE END DIAPHRAGM SHALL BE LOCATED 4 INCHES FROM THE TOP OF THE TOP GIRDER FLANGES. THE BOTTOM OF THE CONCRETE END DIAPHRAGM SHALL BE LOCATED AT THE TOP OF THE BOTTOM GIRDER FLANGES.
6. THE CONCRETE FOR THE END DIAPHRAGM SHALL BE INCLUDED IN ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN, FOR PAYMENT.

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REAR ABUTMENT CONCRETE END DIAPHRAGM

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16 / 34

1229
1565

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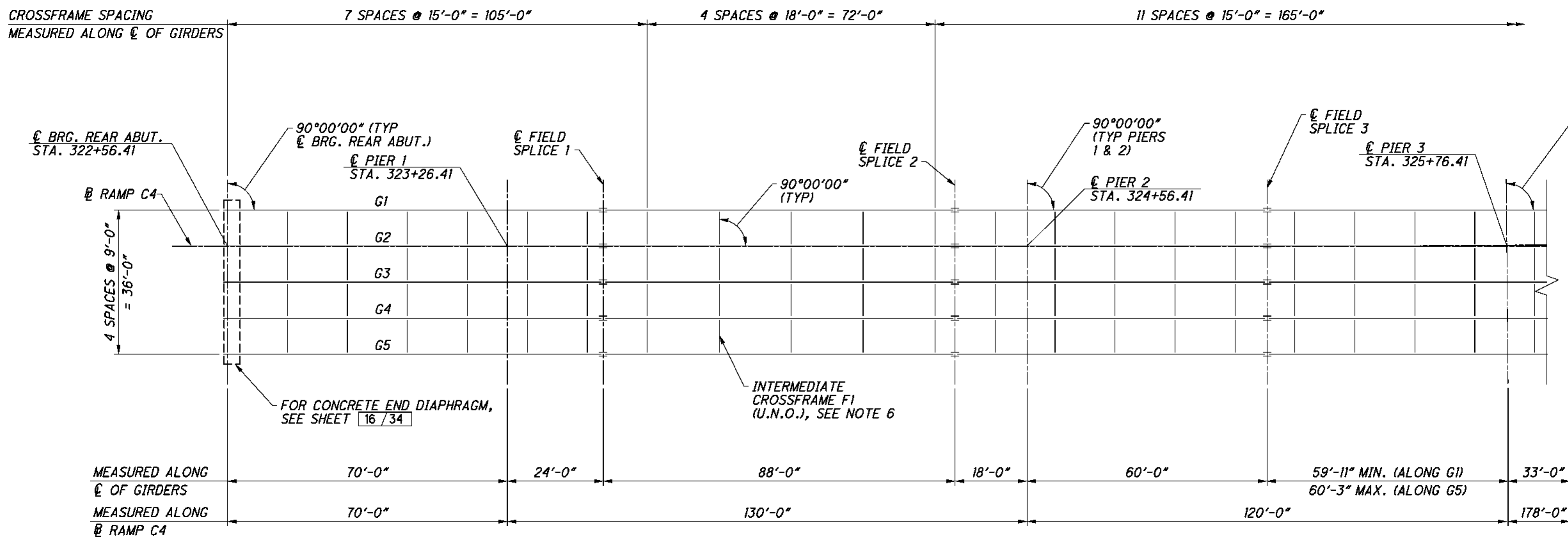
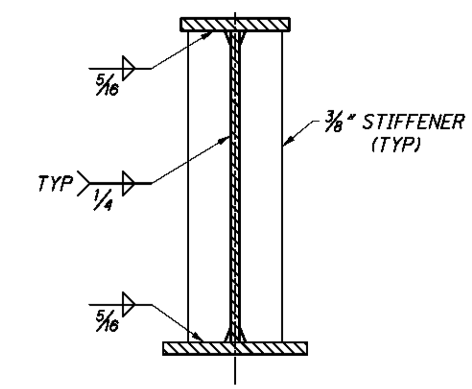
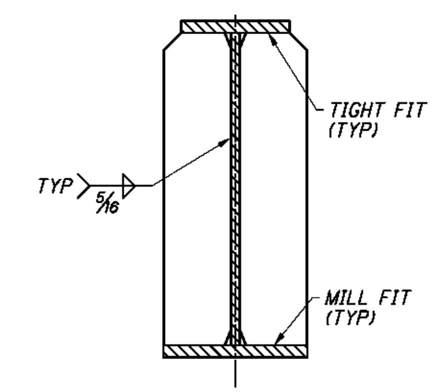


PARTIAL FRAMING PLAN

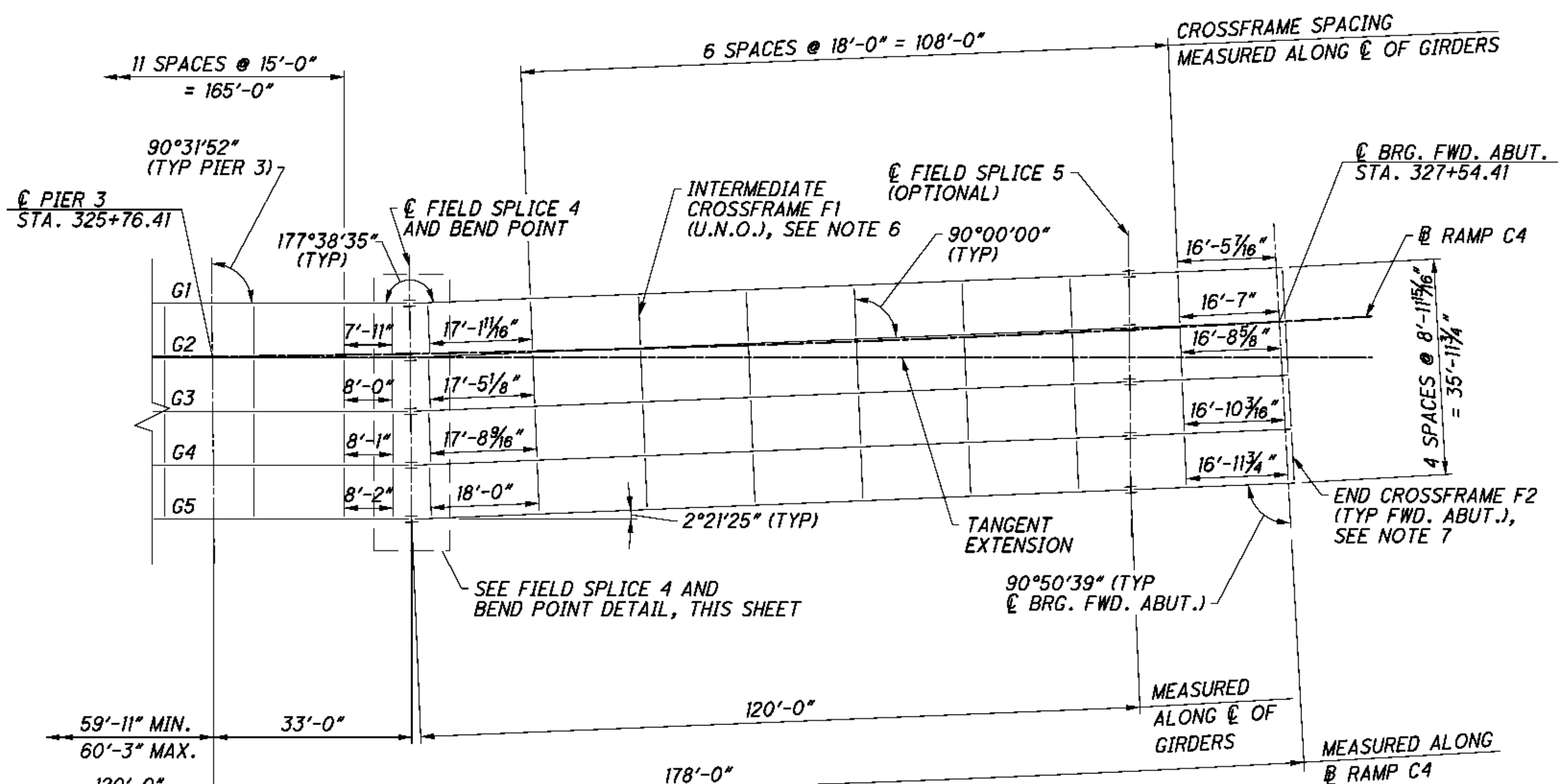


INTERMEDIATE CROSSFRAME STIFFENERS

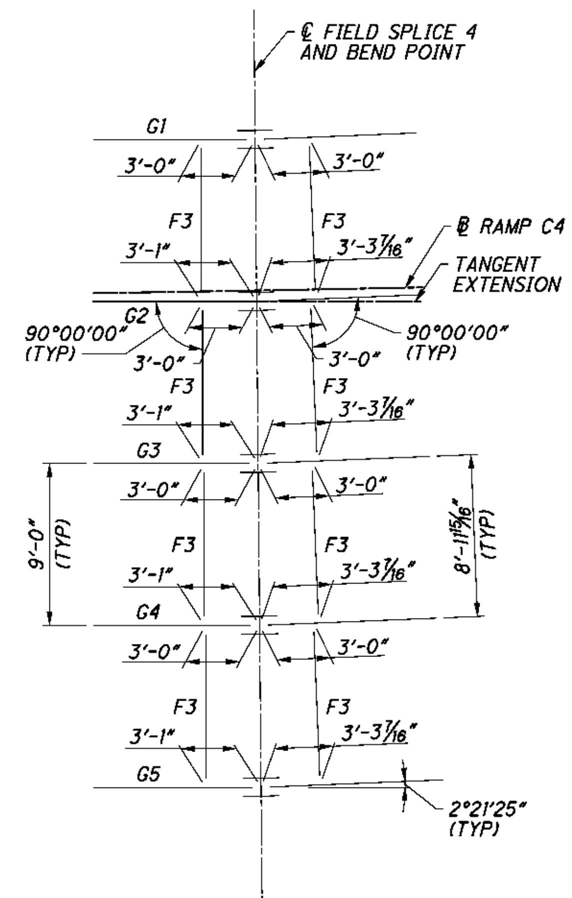


AT BEARING STIFFENER

STIFFENER WELDING DETAILS



PARTIAL FRAMING PLAN



FIELD SPLICE 4 AND BEND POINT DETAIL
(CROSSFRAME SPACING IS MEASURED ALONG GIRDERS)

LEGEND

U.N.O. = UNLESS NOTED OTHERWISE

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR GIRDER ELEVATION, SEE SHEET 18/34.
3. FOR FIELD SPLICE DETAILS, SEE SHEETS 20/34 AND 21/34.
4. FOR DEFLECTION AND CAMBER, SEE SHEETS 22/34 AND 23/34.
5. FOR BEARING DETAILS, SEE SHEETS 24/34 AND 25/34.
6. INTERMEDIATE CROSSFRAME F1 IS TYPE 3 INTERMEDIATE WELDED CROSSFRAME. SEE STD. DWG. GSD-1-96 FOR DETAILS AND NOTES.
7. SEE STD. DWG. GSD-1-96 FOR DETAILS AND NOTES FOR END CROSSFRAME F2. THE CLEAR DISTANCE FROM THE TOP OF THE BOTTOM FLANGE TO THE BOTTOM OF CROSS FRAME ANGLE SHALL BE 3" INSTEAD OF 2" CLEAR.
8. FOR BEND POINT CROSSFRAME F3 DETAILS, SEE SHEET 19/34.

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FRAMING PLAN

BRIDGE NO. MOT-75-1267W
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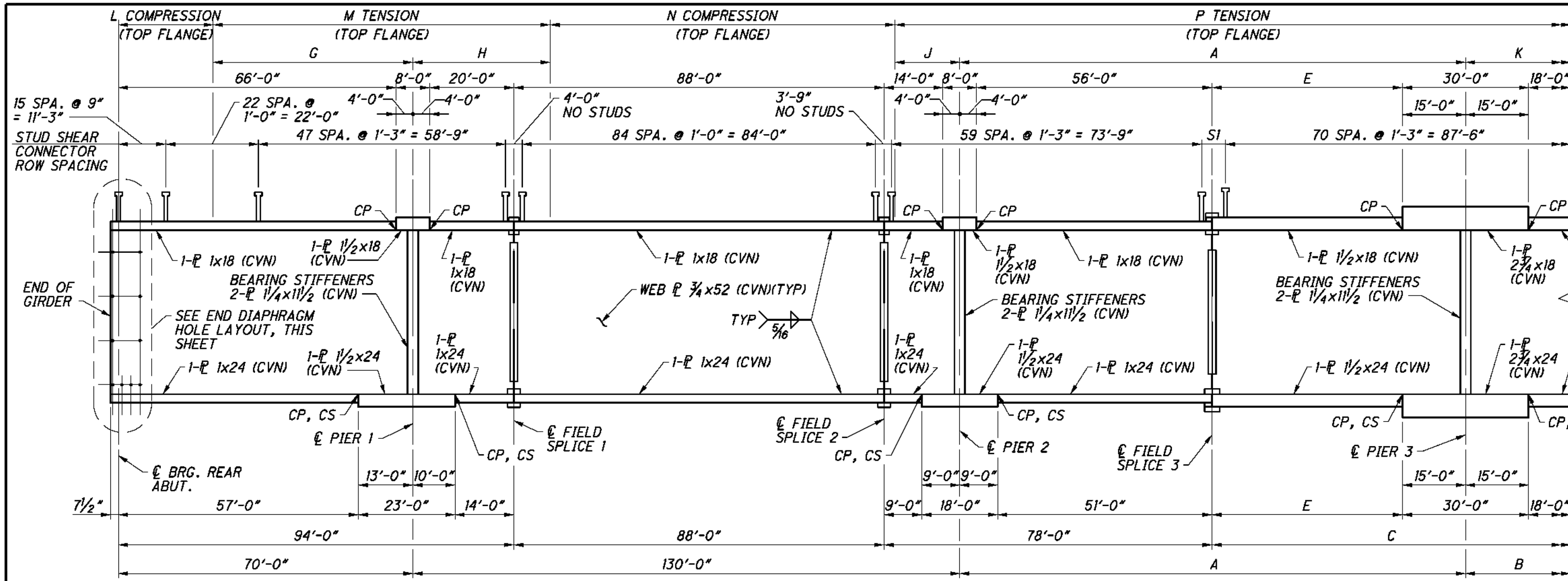
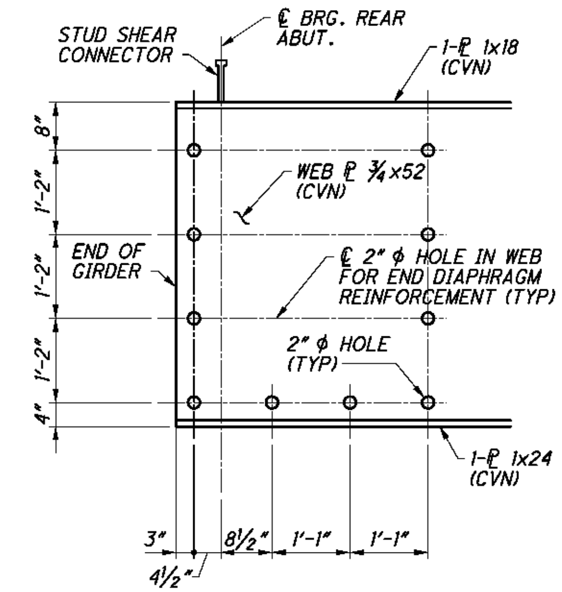
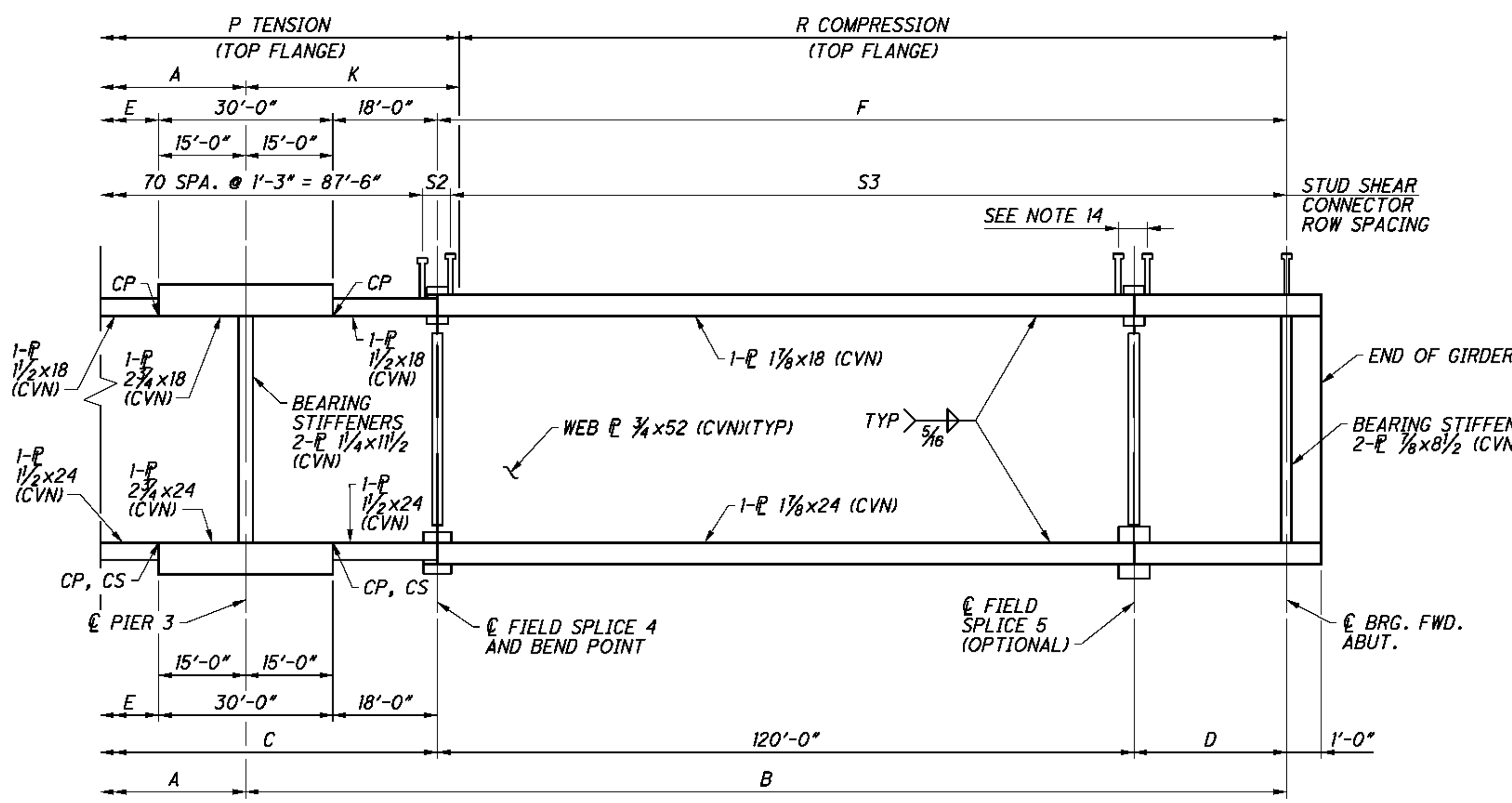
PID No. 77247



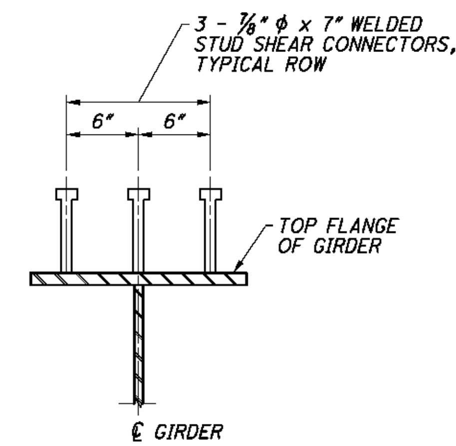
PARTIAL GIRDER ELEVATION



END DIAPHRAGM HOLE LAYOUT



PARTIAL GIRDER ELEVATION



STUD SHEAR CONNECTOR LAYOUT

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

GIRDER DIMENSION TABLE

GIRDER	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R
G1	119'-11"	177'-7⅛"	92'-11"	24'-7⅛"	44'-11"	144'-7⅛"	47'-6"	32'-0"	16'-0"	36'-7⅛"	22'-6"	79'-6"	82'-0"	172'-6⅛"	141'-0"
G2	120'-0"	178'-0⅛"	93'-0"	25'-0⅛"	45'-0"	145'-0⅛"	47'-0"	32'-3⅝"	15'-2⅜"	36'-6⅛"	23'-0"	79'-3⅝"	82'-6"	171'-8½"	141'-6"
G3	120'-1"	178'-5 3/16"	93'-1"	25'-5 3/16"	45'-1"	145'-5 3/16"	47'-0"	32'-3⅝"	15'-2⅜"	36'-5 3/16"	23'-0"	79'-3⅝"	82'-6"	171'-8 9/16"	142'-0"
G4	120'-2"	178'-10 3/16"	93'-2"	25'-10 3/16"	45'-2"	145'-10 3/16"	47'-0"	32'-3⅝"	15'-2⅜"	36'-4 3/16"	23'-0"	79'-3⅝"	82'-6"	171'-8 9/16"	142'-6"
G5	120'-3"	179'-3¼"	93'-3"	26'-3¼"	45'-3"	146'-3¼"	47'-6"	32'-7¼"	15'-4¾"	36'-9¼"	22'-6"	80'-1¼"	82'-0"	172'-5"	142'-6"

STUD SHEAR CONNECTOR ROW SPACING

GIRDER	S1	S2	S3
G1	5'-4" NO STUDS	5'-2⅛" NO STUDS	142 SPACES @ 1'-0" = 142'-0"
G2	5'-5" NO STUDS	4'-7⅛" NO STUDS	143 SPACES @ 1'-0" = 143'-0"
G3	5'-6" NO STUDS	5'-0 3/16" NO STUDS	143 SPACES @ 1'-0" = 143'-0"
G4	5'-7" NO STUDS	5'-5 3/16" NO STUDS	143 SPACES @ 1'-0" = 143'-0"
G5	5'-8" NO STUDS	4'-10¼" NO STUDS	144 SPACES @ 1'-0" = 144'-0"

NOTES:

1. FOR DEFLECTION AND CAMBER, SEE SHEETS 22/34 AND 23/34.
2. FOR FIELD SPLICE DETAILS, SEE SHEETS 20/34 AND 21/34.
3. FOR BEARING DETAILS, SEE SHEETS 24/34 AND 25/34.
4. FOR BEARING STIFFENER WELDING DETAIL, SEE SHEET 17/34.
5. WHERE A PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.
6. BEARING STIFFENERS SHALL BE PLACED SO THAT THEY ARE IN A VERTICAL POSITION AFTER ERECTION AND SHALL BE MILLED TO BEAR ON BOTTOM FLANGE, WITH A TIGHT FIT AT THE TOP FLANGE AT THE FORWARD ABUTMENT AND PIERS.
7. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST ¼" FOR THICKNESSES UP TO ¾" OR 5/16" FOR GREATER THAN ¾" THICK.
8. WHERE A WELDED BUTT JOINT IS DESIGNATED CP, THE WELD SHALL BE COMPLETE PENETRATION.
9. CS INDICATES BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY.
10. WELD REINFORCEMENT AT COMPLETE PENETRATION WELDS SHALL BE REMOVED BY GRINDING IN THE DIRECTION OF THE PRIMARY STRESS.
11. ALL DIMENSIONS ARE MEASURED ALONG CL GIRDER.
12. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50, INCLUDING WEBS, FLANGES, SPLICE PLATES, STIFFENERS, CROSSFRAMES, LOAD PLATES AND JOINT ARMOR.
13. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
14. IF FIELD SPLICE 5 IS USED, REMOVE 4 ROWS OF STUD SHEAR CONNECTORS AT THE LOCATION SHOWN AROUND THE SPLICE.
15. THE FINISH COAT OF THE GIRDERS SHALL BE FEDERAL COLOR 595B-12160 (BROWNISH-RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.

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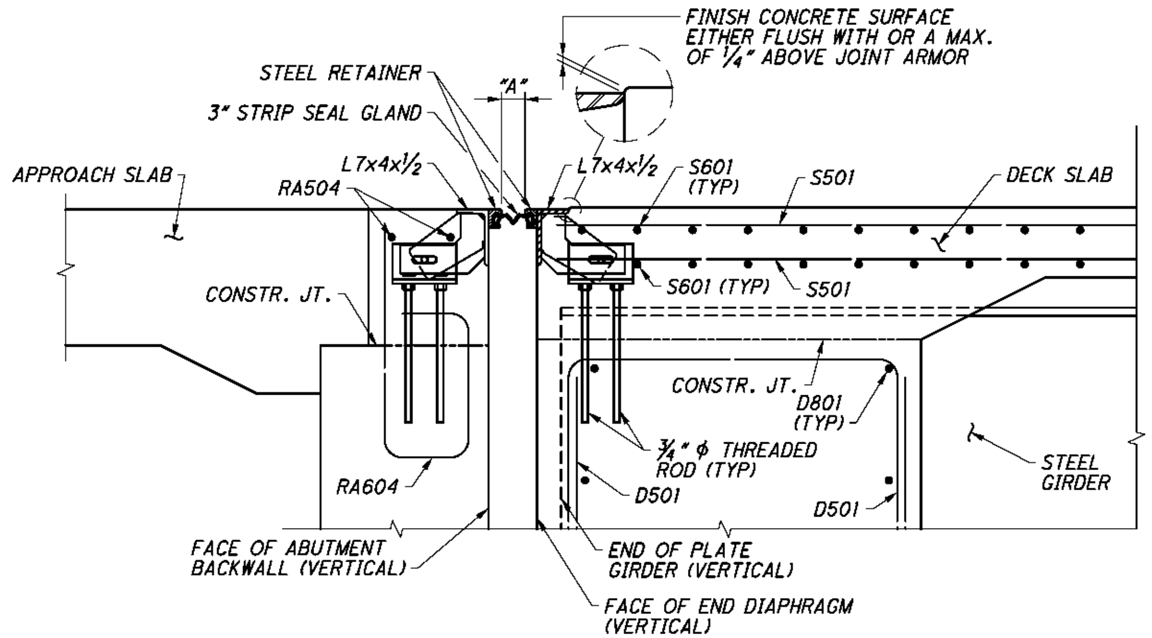
GIRDER ELEVATION
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

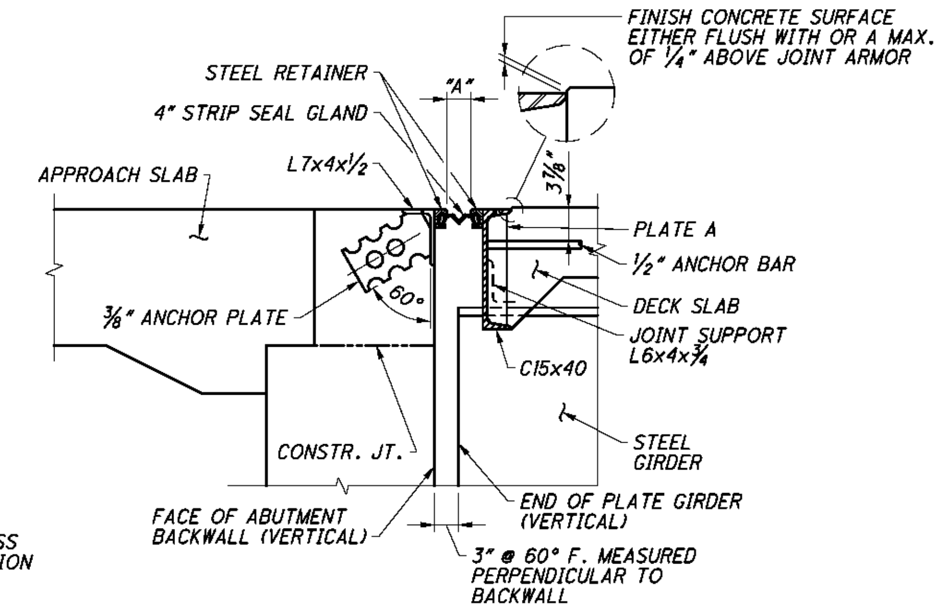
MOT-75-12.00
PID No. 77247



SECTION B-B
(EXPANSION JOINT DETAIL, FOR SECTION LOCATION, SEE SHEET 26/34)

DIMENSION "A"		
PEAK AMBIENT TEMP. °F	DIMENSION A (REAR ABUTMENT)	DIMENSION A (FWD. ABUTMENT)
90	1 1/16"*	1 3/16"*
80	1 3/16"*	1 7/16"*
70	1 3/8"*	1 11/16"
60	1 1/2"	1 7/8"
50	1 11/16"	2 1/8"
40	1 13/16"	2 3/8"
30	2"	2 5/8"

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



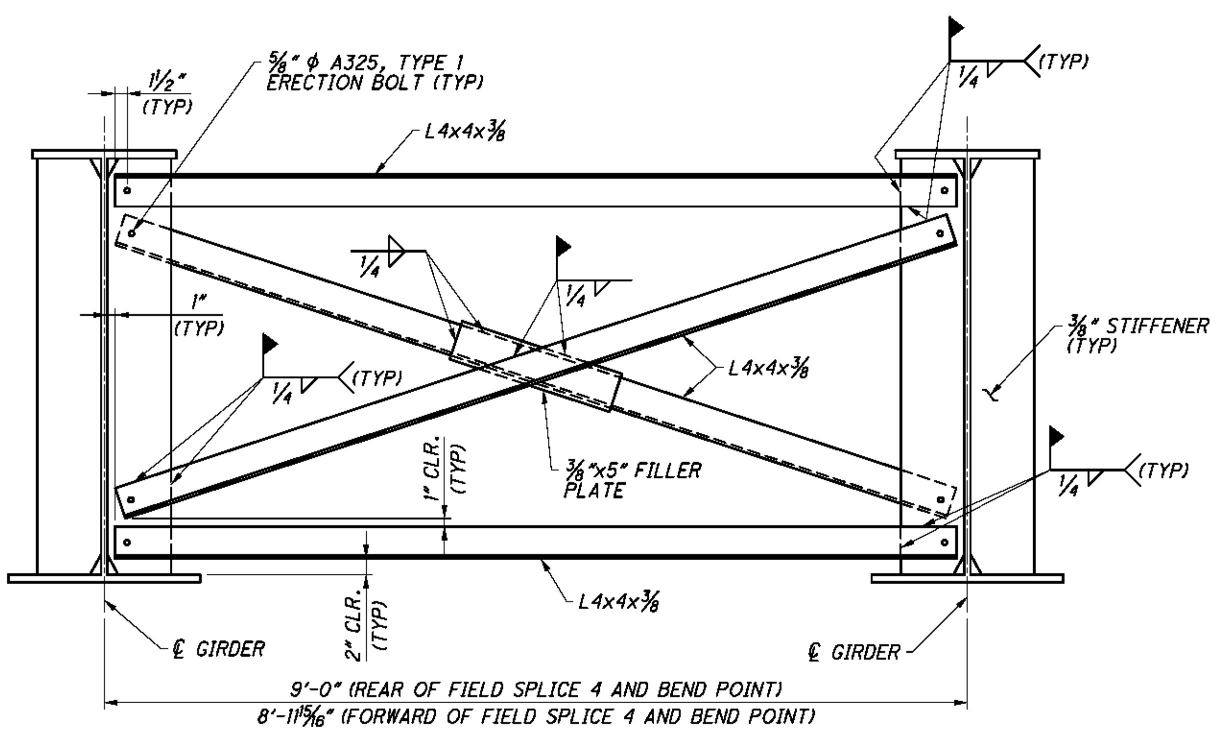
SECTION C-C
(END DAM DETAILS, FOR SECTION LOCATION, SEE SHEET 27/34)

EXPANSION JOINT NOTES:

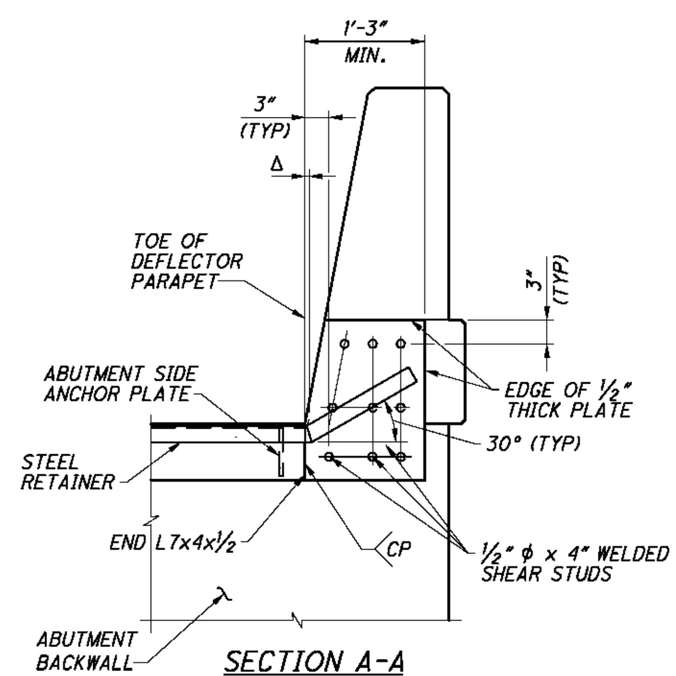
1. FOR ADDITIONAL EXPANSION JOINT DETAILS, SEE STD. DWG. EXJ-6-06.
2. FOR CONCRETE END DIAPHRAGM DETAILS, SEE SHEET 16/34.

END DAM NOTES:

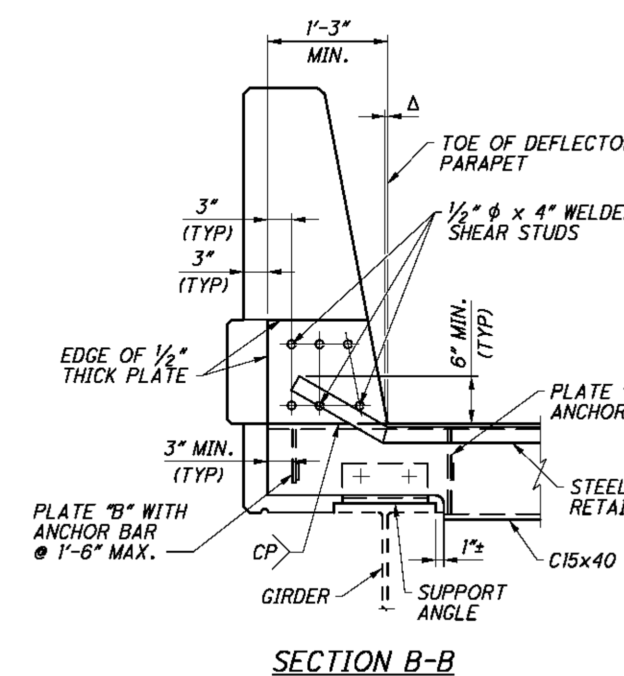
1. FOR ADDITIONAL END DAM DETAILS, SEE STD. DWG. EXJ-4-87.
2. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER ELEVATION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



BEND POINT CROSSFRAME F3
(CROSS SLOPE NOT SHOWN)
(FOR ADDITIONAL INFORMATION, SEE STD. DWG. GSD-1-96)



SECTION A-A
(FROM STD. DWG. EXJ-4-87)



SECTION B-B
(FROM STD. DWG. EXJ-4-87)

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

STRIP SEAL EXPANSION JOINT DETAILS - FORWARD ABUTMENT

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

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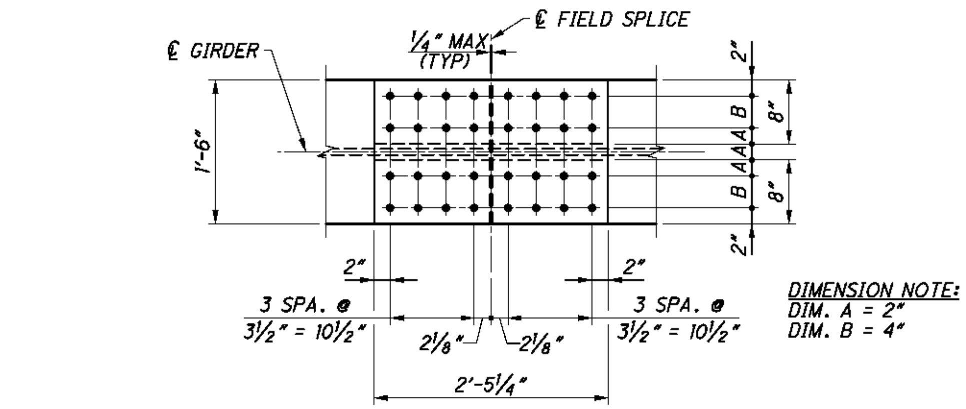
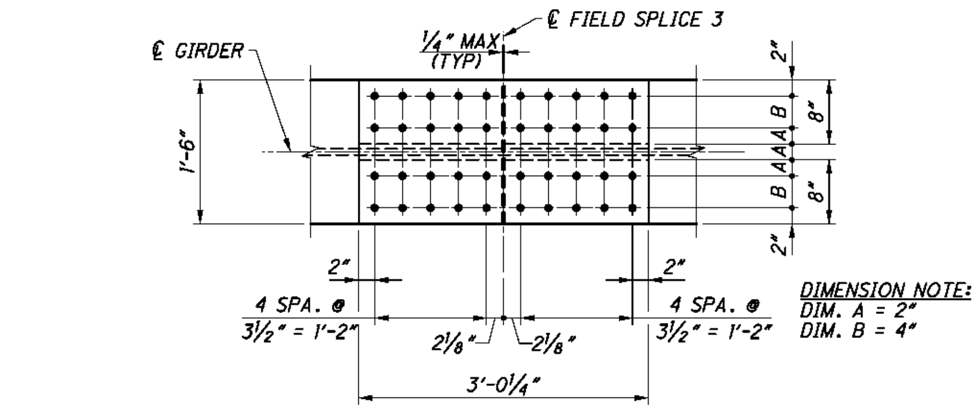
EXPANSION JOINTS AND CROSSFRAME DETAILS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

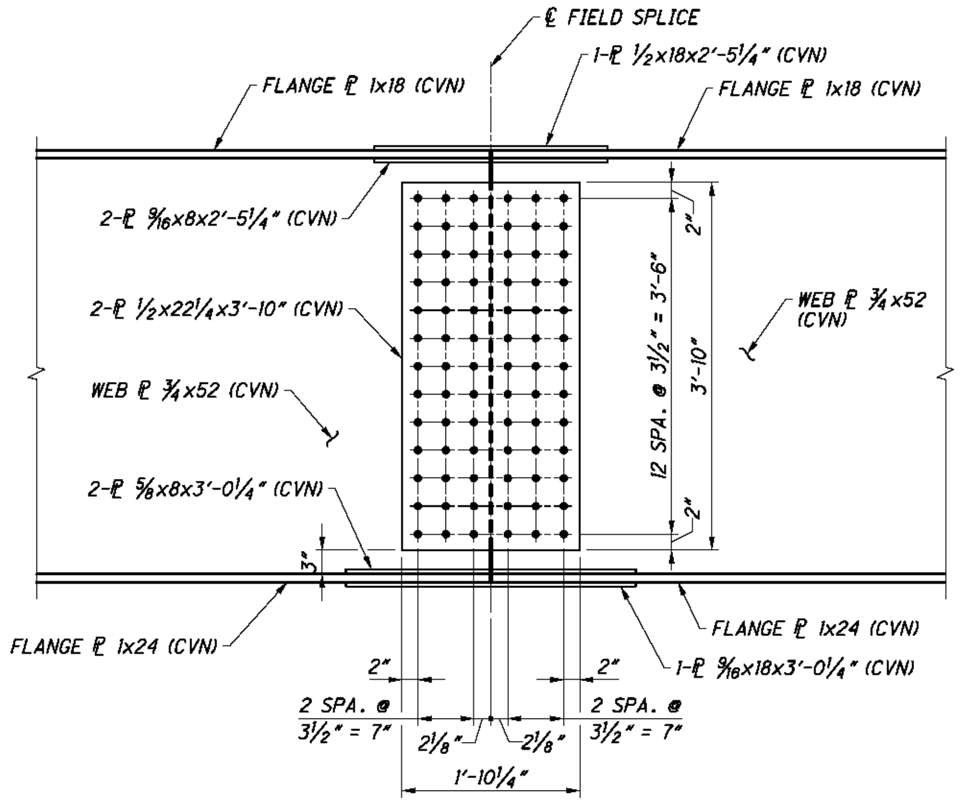
MOT-75-12.00
PID No. 77247



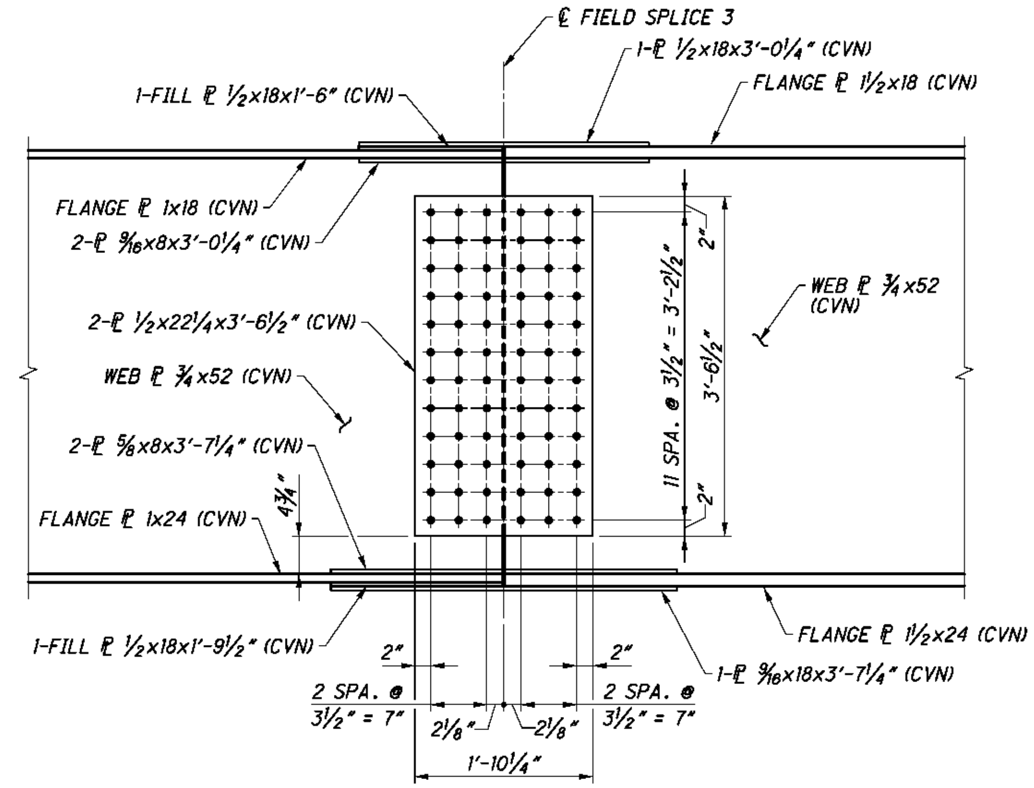
TOP FLANGE PLAN



TOP FLANGE PLAN



ELEVATION



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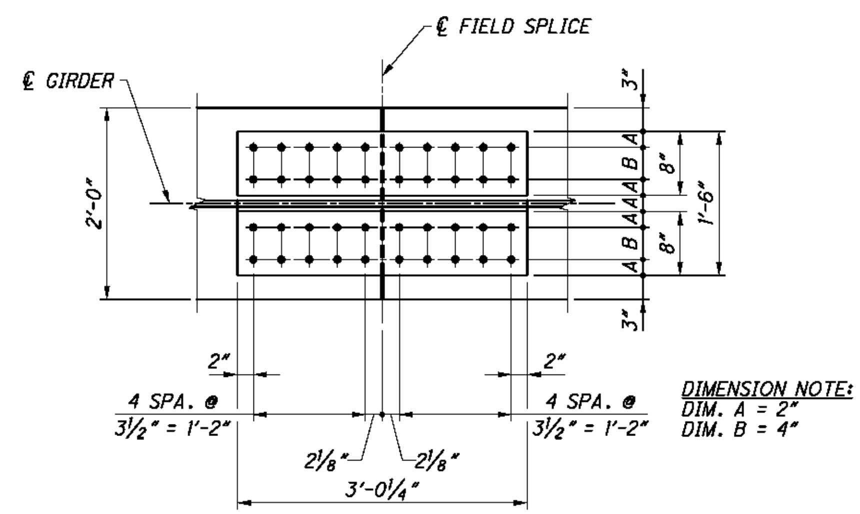
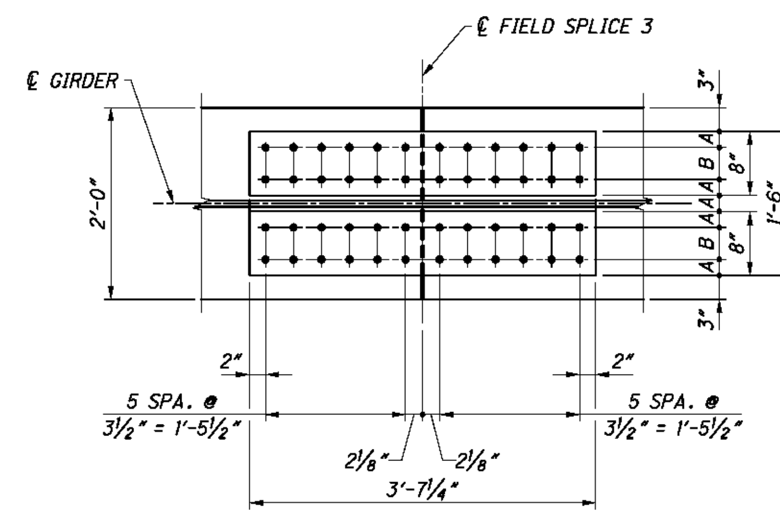


BOTTOM FLANGE PLAN

FIELD SPLICE DETAILS
(FIELD SPLICE 1 & 2)



BOTTOM FLANGE PLAN

FIELD SPLICE DETAILS
(FIELD SPLICE 3)

DIMENSION NOTE:
DIM. A = 2"
DIM. B = 4"

NOTES:

1. ALL BOLTS SHALL BE 1" ø HIGH STRENGTH BOLTS CONFORMING TO ASTM 325, TYPE 1.
2. WHERE A PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.
3. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
4. FOR LOCATION OF FIELD SPLICES, SEE FRAMING PLAN SHEET 17 / 34.

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

DESIGNED	DRAWN	REVIEWED	DATE
AMM	MNM	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWS		5707889	

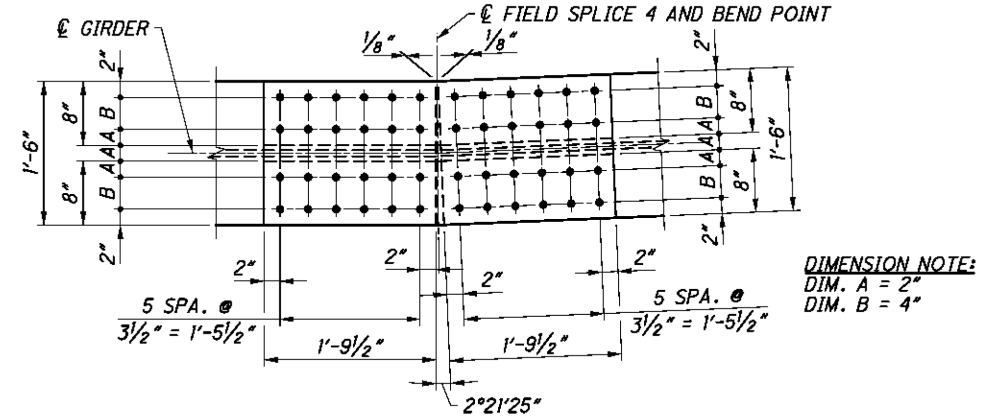
FIELD SPLICE DETAILS (1 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

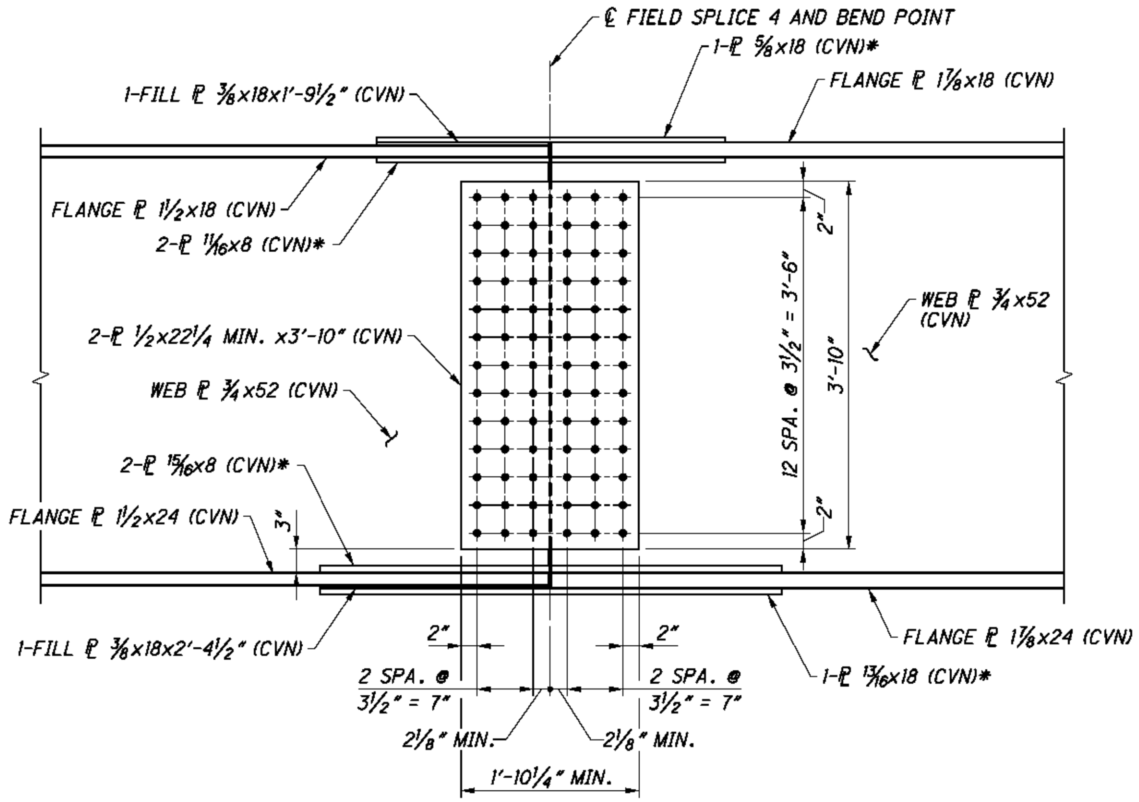
20 / 34

1233
1565

IP_PWP:dms10285\MOT075_10ASD403.dgn 24-FEB-2012 3:50PM jwroten

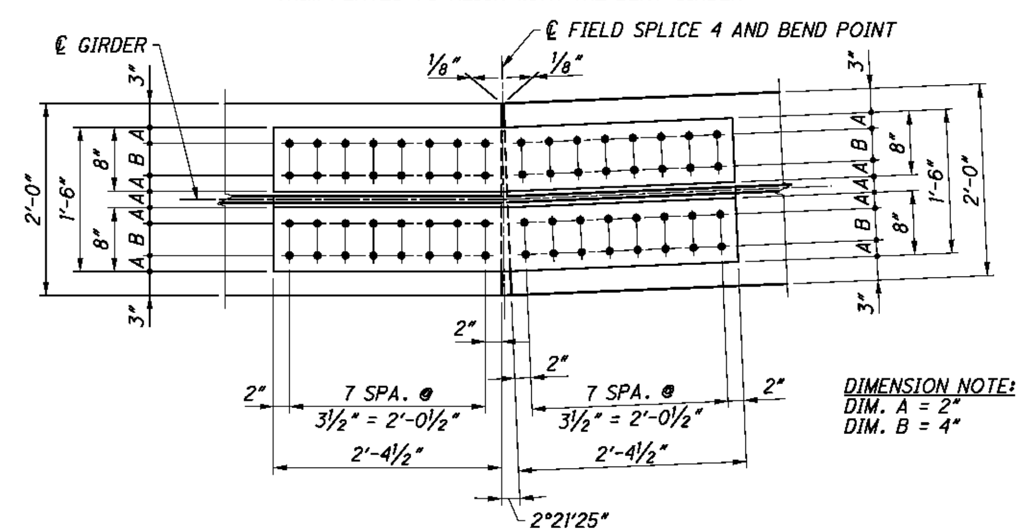


TOP FLANGE PLAN



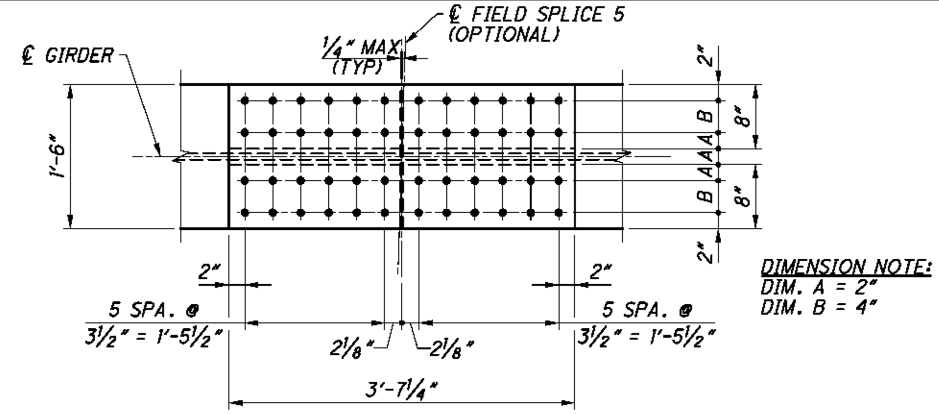
ELEVATION

*TRIM PLATES TO ALIGN WITH THE BENT GIRDER

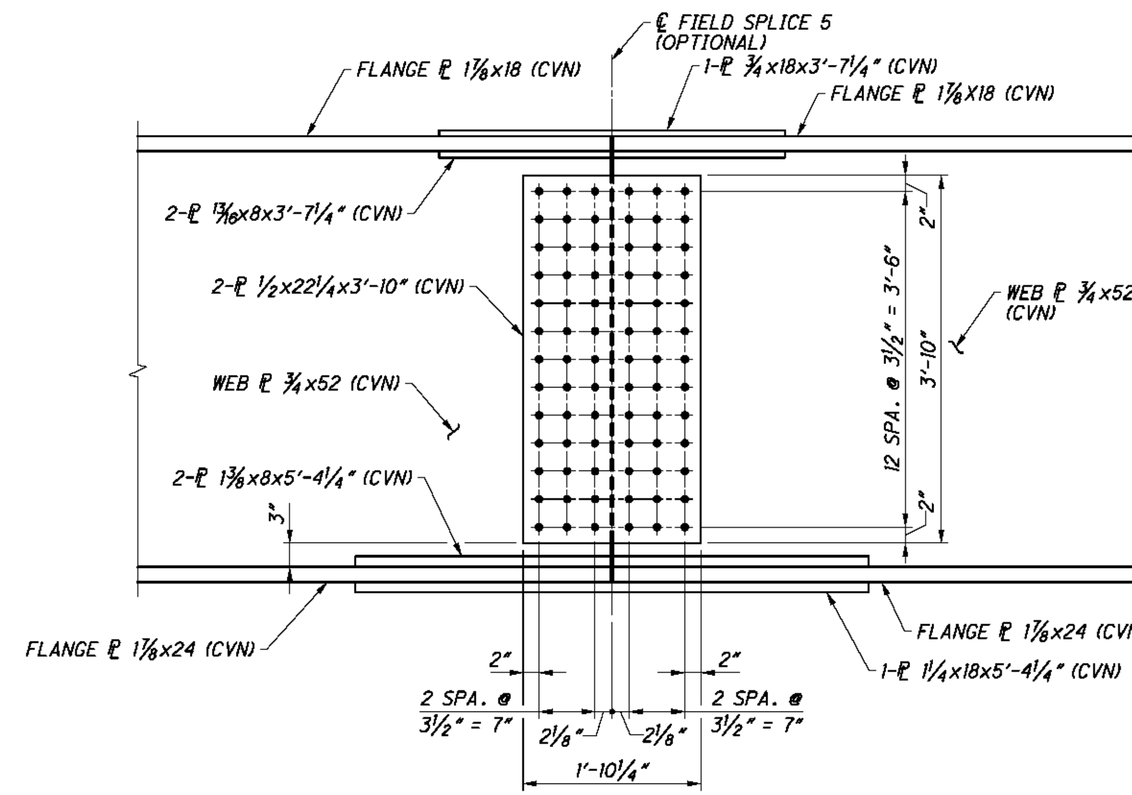


BOTTOM FLANGE PLAN

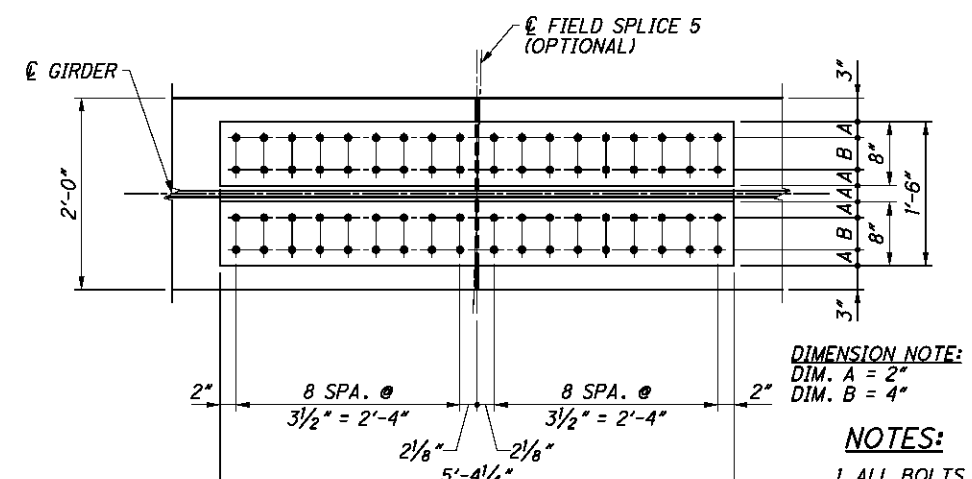
FIELD SPLICE DETAILS
(FIELD SPLICE 4 AND BEND POINT)



TOP FLANGE PLAN



ELEVATION



BOTTOM FLANGE PLAN

FIELD SPLICE DETAILS
(FIELD SPLICE 5 OPTIONAL)

NOTES:

1. ALL BOLTS SHALL BE 1" ø HIGH STRENGTH BOLTS CONFORMING TO ASTM 325, TYPE 1.
2. WHERE A PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.
3. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
4. FOR LOCATION OF FIELD SPLICES, SEE FRAMING PLAN SHEET 17/34.

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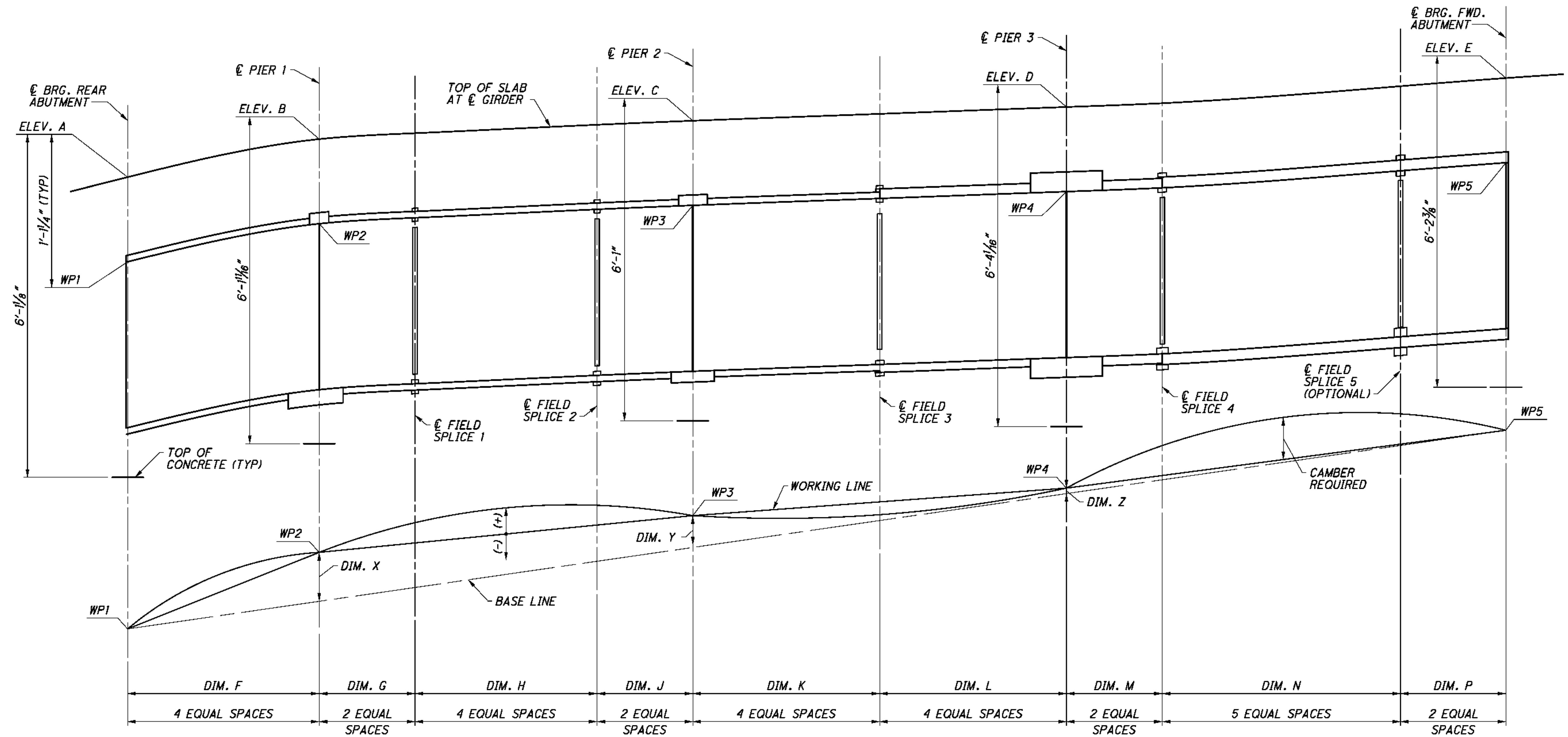
DESIGNED	DRAWN	REVIEWED	DATE
AMM	MNM	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWS		5707889	

FIELD SPLICE DETAILS (2 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



DEFLECTION AND CAMBER (GIRDER G1)

	REAR ABUT.	1/4	1/2	3/4	PIER 1	1/2	FS 1	1/4	1/2	3/4	FS 2	1/2	PIER 2
DEFLECTION DUE TO STEEL DL	0	0	1/16"	1/16"	0	-1/8"	-5/16"	-9/16"	-11/16"	-9/16"	-1/4"	-1/8"	0
DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	0	1/16"	1/8"	3/16"	0	-3/8"	-7/8"	-1 3/4"	-2 1/16"	-1 5/8"	-3/4"	-3/8"	0
DEFLECTION DUE TO COMPOSITE DL	0	0	0	0	0	-1/16"	-1/8"	-1/4"	-5/16"	-1/4"	-1/8"	-1/16"	0
TOTAL DL DEFLECTION	0	1/16"	3/16"	1/4"	0	-9/16"	-1 5/16"	-2 9/16"	-3 1/16"	-2 7/16"	-1 1/8"	-9/16"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	-1/16"	-3/16"	-1/4"	0	9/16"	1 5/16"	2 9/16"	3 1/16"	2 7/16"	1 1/8"	9/16"	0
GEOMETRIC CURVE CORRECTION	0	7/8"	1 3/16"	7/8"	0	9/16"	13/16"	11/16"	1/2"	5/16"	1/8"	1/16"	0
TOTAL CAMBER REQUIRED	0	13/16"	1"	5/8"	0	1 1/8"	2 1/8"	3 1/4"	3 9/16"	2 3/4"	1 1/4"	5/8"	0

	1/4	1/2	3/4	FS 3	1/4	1/2	3/4	PIER 3	1/2	FS 4	1/5	2/5	3/5	4/5	FS 5 (OPTIONAL)	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	3/16"	1/4"	3/8"	7/16"	9/16"	1/2"	5/16"	0	-9/16"	-1 1/4"	-2 3/16"	-2 13/16"	-2 15/16"	-2 7/16"	-1 7/16"	-3/4"	0
DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	3/8"	5/8"	13/16"	1"	1 1/16"	1 1/16"	3/4"	0	-1 3/16"	-2 3/4"	-4 15/16"	-6 7/16"	-6 5/8"	-5 1/2"	-3 3/16"	-1 5/8"	0
DEFLECTION DUE TO COMPOSITE DL	1/16"	1/8"	1/8"	3/16"	3/16"	3/16"	1/8"	0	-1/4"	-1/2"	-7/8"	-1 3/16"	-1 1/4"	-1"	-9/16"	-5/16"	0
TOTAL DL DEFLECTION	5/8"	1"	1 5/16"	1 5/8"	1 13/16"	1 3/4"	1 3/16"	0	-2"	-4 1/2"	-8"	-10 7/16"	-10 13/16"	-8 15/16"	-5 3/16"	-2 11/16"	0
CAMBER REQUIRED FOR DL DEFLECTION	-5/8"	-1"	-1 5/16"	-1 5/8"	-1 13/16"	-1 3/4"	-1 3/16"	0	2"	4 1/2"	8"	10 7/16"	10 13/16"	8 15/16"	5 3/16"	2 11/16"	0
GEOMETRIC CURVE CORRECTION	1/8"	5/16"	7/16"	9/16"	9/16"	5/16"	3/16"	0	-1/4"	-7/16"	-7/8"	-1 3/8"	-1 3/4"	-1 7/8"	-1 5/16"	-3/4"	0
TOTAL CAMBER REQUIRED	-1/2"	-11/16"	-7/8"	-1 1/16"	-1 1/4"	-1 7/16"	-1"	0	1 3/4"	4 1/16"	7 1/8"	9 1/16"	9 1/16"	7 1/16"	3 7/8"	1 15/16"	0

GIRDER	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	DIM. F	DIM. G	DIM. H	DIM. J	DIM. K	DIM. L	DIM. M	DIM. N	DIM. P	DIM. X	DIM. Y	DIM. Z
G1	761.99	762.98	763.46	763.72	764.46	70'-0"	24'-0"	88'-0"	18'-0"	60'-0"	59'-11"	33'-0"	120'-0"	24'-7 1/8"	7 11/16"	5 11/16"	1 3/4"
G2	762.13	763.12	763.60	763.97	764.71	70'-0"	24'-0"	88'-0"	18'-0"	60'-0"	60'-0"	33'-0"	120'-0"	25'-0 1/8"	7 1/2"	5 3/16"	2 1/16"
G3	762.28	763.27	763.75	764.21	764.96	70'-0"	24'-0"	88'-0"	18'-0"	60'-0"	60'-1"	33'-0"	120'-0"	25'-5 3/16"	7 5/16"	4 11/16"	2 7/16"
G4	762.42	763.41	763.89	764.45	765.22	70'-0"	24'-0"	88'-0"	18'-0"	60'-0"	60'-2"	33'-0"	120'-0"	25'-10 3/16"	7 1/8"	4 1/8"	2 13/16"
G5	762.40	763.39	763.87	764.48	765.26	70'-0"	24'-0"	88'-0"	18'-0"	60'-0"	60'-3"	33'-0"	120'-0"	26'-3 1/4"	7"	3 13/16"	2 7/8"

NOTES:

1. FOR DEFLECTION AND CAMBER NOTES, SEE SHEET 23/34.
2. FOR GIRDERS 2 THROUGH 5 DEFLECTION AND CAMBER TABLE, SEE SHEET 23/34.

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DESIGNED	DRAWN	REVIEWED	DATE
AMT	MNM	DWW	2-12
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AMM		5707889	

DEFLECTION AND CAMBER (1 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

22/34

1235
1565

IP_PWP:dms10285\MOT075_10AGN405.dgn 24-FEB-2012 3:50PM jwroten

DEFLECTION AND CAMBER (GIRDER G2)		REAR ABUT.	1/4	1/2	3/4	PIER 1	1/2	FS 1	1/4	1/2	3/4	FS 2	1/2	PIER 2	1/4	1/2	3/4	FS 3	1/4	1/2	3/4	PIER 3	1/2	FS 4	1/5	2/5	3/5	4/5	FS 5 (OPTIONAL)	1/2	FWD. ABUT.
	DEFLECTION DUE TO STEEL DL	0	0	1/16"	1/16"	0	-1/8"	-1/4"	-9/16"	-11/16"	-9/16"	-1/4"	-1/8"	0	1/8"	1/4"	3/8"	7/16"	1/2"	1/2"	5/16"	0	-9/16"	-1 1/4"	-2 3/16"	-2 7/8"	-3"	-2 7/16"	-1 7/16"	-3/4"	0
	DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	0	1/16"	1/8"	3/16"	0	-3/8"	-15/16"	-1 13/16"	-2 1/8"	-1 3/4"	-13/16"	-3/8"	0	7/16"	11/16"	7/8"	1 1/16"	1 1/8"	1 1/16"	3/4"	0	-1 5/16"	-2 7/8"	-5 3/16"	-6 3/4"	-7"	-5 7/8"	-3 7/16"	-1 3/4"	0
	DEFLECTION DUE TO COMPOSITE DL	0	0	0	1/16"	0	-1/16"	-1/8"	-1/4"	-5/16"	-1/4"	-1/8"	-1/16"	0	1/16"	1/8"	1/8"	3/16"	3/16"	3/16"	1/8"	0	-3/16"	-1/2"	-7/8"	-1 1/8"	-1 3/16"	-1"	-9/16"	-5/16"	0
	TOTAL DL DEFLECTION	0	1/16"	3/16"	5/16"	0	-9/16"	-1 5/16"	-2 5/8"	-3 1/8"	-2 9/16"	-1 3/16"	-9/16"	0	5/8"	1 1/16"	1 3/8"	1 11/16"	1 13/16"	1 3/4"	1 3/16"	0	-2 1/16"	-4 5/8"	-8 1/4"	-10 3/4"	-11 3/16"	-9 5/16"	-5 7/16"	-2 13/16"	0
	CAMBER REQUIRED FOR DL DEFLECTION	0	-1/16"	-3/16"	-5/16"	0	9/16"	1 5/16"	2 5/8"	3 1/8"	2 9/16"	1 3/16"	9/16"	0	-5/8"	-1 1/16"	-1 3/8"	-1 11/16"	-1 13/16"	-1 3/4"	-1 3/16"	0	2 1/16"	4 5/8"	8 1/4"	10 3/4"	11 3/16"	9 5/16"	5 7/16"	2 13/16"	0
	GEOMETRIC CURVE CORRECTION	0	7/8"	1 3/16"	7/8"	0	9/16"	13/16"	11/16"	1/2"	5/16"	1/8"	1/16"	0	0	0	0	0	-1/16"	-1/16"	-1/16"	0	-3/16"	-5/16"	-13/16"	-1 5/16"	-1 11/16"	-1 7/8"	-1 5/16"	-3/4"	0
	TOTAL CAMBER REQUIRED	0	13/16"	1"	9/16"	0	1 1/8"	2 1/8"	3 5/16"	3 5/8"	2 7/8"	1 5/16"	5/8"	0	-5/8"	-1 1/16"	-1 3/8"	-1 11/16"	-1 7/8"	-1 13/16"	-1 1/4"	0	1 7/8"	4 5/16"	7 7/16"	9 7/16"	9 1/2"	7 7/16"	4 1/8"	2 1/16"	0

DEFLECTION AND CAMBER (GIRDER G3)		REAR ABUT.	1/4	1/2	3/4	PIER 1	1/2	FS 1	1/4	1/2	3/4	FS 2	1/2	PIER 2	1/4	1/2	3/4	FS 3	1/4	1/2	3/4	PIER 3	1/2	FS 4	1/5	2/5	3/5	4/5	FS 5 (OPTIONAL)	1/2	FWD. ABUT.
	DEFLECTION DUE TO STEEL DL	0	0	1/16"	1/16"	0	-1/8"	-1/4"	-9/16"	-11/16"	-9/16"	-1/4"	-1/8"	0	1/8"	1/4"	3/8"	7/16"	1/2"	1/2"	5/16"	0	-9/16"	-1 1/4"	-2 3/16"	-2 7/8"	-3"	-2 1/2"	-1 1/2"	-3/4"	0
	DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	0	1/16"	1/8"	3/16"	0	-3/8"	-15/16"	-1 13/16"	-2 1/8"	-1 3/4"	-13/16"	-3/8"	0	7/16"	11/16"	7/8"	1 1/16"	1 3/16"	1 1/8"	3/4"	0	-1 5/16"	-2 15/16"	-5 1/4"	-6 13/16"	-7 1/16"	-5 15/16"	-3 1/2"	-1 13/16"	0
	DEFLECTION DUE TO COMPOSITE DL	0	0	0	1/16"	0	-1/16"	-1/8"	-1/4"	-5/16"	-1/4"	-1/8"	-1/16"	0	1/16"	1/8"	1/8"	3/16"	3/16"	3/16"	1/8"	0	-3/16"	-1/2"	-7/8"	-1 1/8"	-1 3/16"	-1"	-9/16"	-5/16"	0
	TOTAL DL DEFLECTION	0	1/16"	3/16"	5/16"	0	-9/16"	-1 5/16"	-2 5/8"	-3 1/8"	-2 9/16"	-1 3/16"	-9/16"	0	5/8"	1 1/16"	1 3/8"	1 11/16"	1 7/8"	1 13/16"	1 3/16"	0	-2 1/16"	-4 11/16"	-8 5/16"	-10 13/16"	-11 1/4"	-9 7/16"	-5 9/16"	-2 7/8"	0
	CAMBER REQUIRED FOR DL DEFLECTION	0	-1/16"	-3/16"	-5/16"	0	9/16"	1 5/16"	2 5/8"	3 1/8"	2 9/16"	1 3/16"	9/16"	0	-5/8"	-1 1/16"	-1 3/8"	-1 11/16"	-1 7/8"	-1 13/16"	-1 3/16"	0	2 1/16"	4 11/16"	8 5/16"	10 13/16"	11 1/4"	9 7/16"	5 9/16"	2 7/8"	0
	GEOMETRIC CURVE CORRECTION	0	7/8"	1 3/16"	7/8"	0	9/16"	13/16"	11/16"	1/2"	5/16"	1/8"	1/16"	0	-1/8"	-5/16"	-7/16"	-5/8"	-5/8"	-7/16"	-3/16"	0	-1/16"	-1/4"	-3/4"	-1 1/4"	-1 5/8"	-1 13/16"	-1 5/16"	-3/4"	0
	TOTAL CAMBER REQUIRED	0	13/16"	1"	9/16"	0	1 1/8"	2 1/8"	3 5/16"	3 5/8"	2 7/8"	1 5/16"	5/8"	0	-3/4"	-1 3/8"	-1 13/16"	-2 5/16"	-2 1/2"	-2 1/4"	-1 3/8"	0	2"	4 7/16"	7 9/16"	9 9/16"	9 5/8"	7 5/8"	4 1/4"	2 1/8"	0

DEFLECTION AND CAMBER (GIRDER G4)		REAR ABUT.	1/4	1/2	3/4	PIER 1	1/2	FS 1	1/4	1/2	3/4	FS 2	1/2	PIER 2	1/4	1/2	3/4	FS 3	1/4	1/2	3/4	PIER 3	1/2	FS 4	1/5	2/5	3/5	4/5	FS 5 (OPTIONAL)	1/2	FWD. ABUT.
	DEFLECTION DUE TO STEEL DL	0	0	1/16"	1/16"	0	-1/8"	-1/4"	-9/16"	-11/16"	-9/16"	-1/4"	-1/8"	0	1/8"	1/4"	3/8"	1/2"	1/2"	1/2"	5/16"	0	-9/16"	-1 1/4"	-2 1/4"	-2 7/8"	-3"	-2 9/16"	-1 1/2"	-3/4"	0
	DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	0	1/16"	3/16"	3/16"	0	-3/8"	-15/16"	-1 13/16"	-2 1/8"	-1 3/4"	-13/16"	-3/8"	0	7/16"	11/16"	7/8"	1 1/16"	1 3/16"	1 1/8"	3/4"	0	-1 5/16"	-2 15/16"	-5 1/4"	-6 7/8"	-7 3/16"	-6"	-3 9/16"	-1 7/8"	0
	DEFLECTION DUE TO COMPOSITE DL	0	0	0	1/16"	0	-1/16"	-1/8"	-1/4"	-5/16"	-1/4"	-1/8"	-1/16"	0	1/16"	1/8"	1/8"	3/16"	3/16"	3/16"	1/8"	0	-1/4"	-1/2"	-7/8"	-1 3/16"	-1 3/16"	-1"	-5/8"	-5/16"	0
	TOTAL DL DEFLECTION	0	1/16"	1/4"	5/16"	0	-9/16"	-1 5/16"	-2 5/8"	-3 1/8"	-2 9/16"	-1 3/16"	-9/16"	0	5/8"	1 1/16"	1 3/8"	1 3/4"	1 7/8"	1 13/16"	1 3/16"	0	-2 1/8"	-4 11/16"	-8 3/8"	-10 15/16"	-11 3/8"	-9 9/16"	-5 11/16"	-2 15/16"	0
	CAMBER REQUIRED FOR DL DEFLECTION	0	-1/16"	-1/4"	-5/16"	0	9/16"	1 5/16"	2 5/8"	3 1/8"	2 9/16"	1 3/16"	9/16"	0	-5/8"	-1 1/16"	-1 3/8"	-1 3/4"	-1 7/8"	-1 13/16"	-1 3/16"	0	2 1/8"	4 11/16"	8 3/8"	10 15/16"	11 3/8"	9 9/16"	5 11/16"	2 15/16"	0
	GEOMETRIC CURVE CORRECTION	0	7/8"	1 3/16"	7/8"	0	9/16"	13/16"	11/16"	1/2"	5/16"	1/8"	1/16"	0	-5/16"	-5/8"	-15/16"	-1 3/16"	-1 3/16"	-13/16"	-3/8"	0	0	-1/8"	-11/16"	-1 3/16"	-1 5/8"	-1 13/16"	-1 5/16"	-3/4"	0
	TOTAL CAMBER REQUIRED	0	13/16"	15/16"	9/16"	0	1 1/8"	2 1/8"	3 5/16"	3 5/8"	2 7/8"	1 5/16"	5/8"	0	-15/16"	-1 11/16"	-2 5/16"	-2 15/16"	-3 1/16"	-2 5/8"	-1 9/16"	0	2 1/8"	4 9/16"	7 11/16"	9 3/4"	9 3/4"	7 3/4"	4 3/8"	2 3/16"	0

DEFLECTION AND CAMBER (GIRDER G5)		REAR ABUT.	1/4	1/2	3/4	PIER 1	1/2	FS 1	1/4	1/2	3/4	FS 2	1/2	PIER 2	1/4	1/2	3/4	FS 3	1/4	1/2	3/4	PIER 3	1/2	FS 4	1/5	2/5	3/5	4/5	FS 5 (OPTIONAL)	1/2	FWD. ABUT.
	DEFLECTION DUE TO STEEL DL	0	0	1/16"	1/16"	0	-1/8"	-1/4"	-9/16"	-11/16"	-9/16"	-1/4"	-1/8"	0	3/16"	1/4"	3/8"	7/16"	1/2"	1/2"	3/8"	0	-9/16"	-1 1/4"	-2 1/4"	-2 15/16"	-3 1/16"	-2 9/16"	-1 9/16"	-13/16"	0
	DEFLECTION DUE TO REMAINING NON-COMPOSITE DL	0	1/16"	1/8"	3/16"	0	-3/8"	-7/8"	-1 11/16"	-2"	-1 5/8"	-3/4"	-3/8"	0	3/8"	5/8"	13/16"	1"	1 1/8"	1 1/16"	11/16"	0	-1 3/16"	-2 3/4"	-4 15/16"	-6 7/16"	-6 3/4"	-5 11/16"	-3 3/8"	-1 3/4"	0
	DEFLECTION DUE TO COMPOSITE DL	0	0	0	1/16"	0	-1/16"	-1/8"	-1/4"	-5/16"	-1/4"	-1/8"	-1/16"	0	1/16"	1/8"	3/16"	3/16"	3/16"	3/16"	1/8"	0	-1/4"	-1/2"	-15/16"	-1 3/16"	-1 1/4"	-1 1/16"	-5/8"	-5/16"	0
	TOTAL DL DEFLECTION	0	1/16"	3/16"	5/16"	0	-9/16"	-1 1/4"	-2 1/2"	-3"	-2 7/16"	-1 1/8"	-9/16"	0	5/8"	1"	1 3/8"	1 5/8"	1 13/16"	1 3/4"	1 3/16"	0	-2"	-4 1/2"	-8 1/8"	-10 9/16"	-11 1/16"	-9 5/16"	-5 9/16"	-2 7/8"	0
	CAMBER REQUIRED FOR DL DEFLECTION	0	-1/16"	-3/16"	-5/16"	0	9/16"	1 1/4"	2 1/2"	3"	2 7/16"	1 1/8"	9/16"	0	-5/8"	-1"	-1 3/8"	-1 5/8"	-1 13/16"	-1 3/4"	-1 3/16"	0	2"	4 1/2"	8 1/8"	10 9/16"	11 1/16"	9 5/16"	5 9/16"	2 7/8"	0
	GEOMETRIC CURVE CORRECTION	0	7/8"	1 3/16"	7/8"	0	9/16"	13/16"	11/16"	1/2"	5/16"	1/8"	1/16"	0	-3/8"	-3/4"	-1 1/8"	-1 9/16"	-1 7/16"	-15/16"	-7/16"	0	-1/16"	-1/2"	-5/8"	-7/8"	-1 3/16"	-1 7/16"	-1 1/16"	-5/8"	0
	TOTAL CAMBER REQUIRED	0	13/16"	1"	9/16"	0	1 1/8"	2 1/16"	3 3/16"	3 1/2"	2 3/4"	1 1/4"	5/8"	0	-1"	-1 3/4"	-2 1/2"	-3 3/16"	-3 1/4"	-2 11/16"	-1 5/8"	0	1 15/16"	4"	7 1/2"	9 11/16"	9 7/8"	7 7/8"	4 1/2"	2 1/4"	0

NOTES:

1. WORKING POINTS (WP) ARE AT THE BOTTOM OF TOP FLANGE AT ℄ BEARING.
2. THE WORKING LINE IS A STRAIGHT LINE BETWEEN INDICATED WORKING POINTS.
3. THE BASE LINE IS A STRAIGHT LINE BETWEEN WP1 AND WP5.
4. THE TABULATED DEFLECTION AND CAMBER DATA IS MEASURED FROM THE WORKING LINE.
5. NEGATIVE VALUES FOR TOTAL CAMBER REQUIRED INDICATE VALUES BELOW THE WORKING LINE.
6. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARDS 1/8 INCH AT PIER 2 AND THE FORWARD ABUTMENT, AND 1/4 INCH AT PIER 3 TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
7. THE FINISHING MACHINE WEIGHT HAS NOT BEEN INCLUDED IN ANY OF THE ABOVE DEFLECTION AND CAMBER INFORMATION.
8. DEFLECTIONS AND GEOMETRIC CURVE CORRECTION ARE GIVEN TO THE NEAREST 1/16 INCH.
9. FOR ELASTOMERIC BEARING DETAILS, SEE SHEETS 24/34 AND 25/34.
10. FOR GIRDER 1 DEFLECTION AND CAMBER TABLE, SEE SHEET 22/34.

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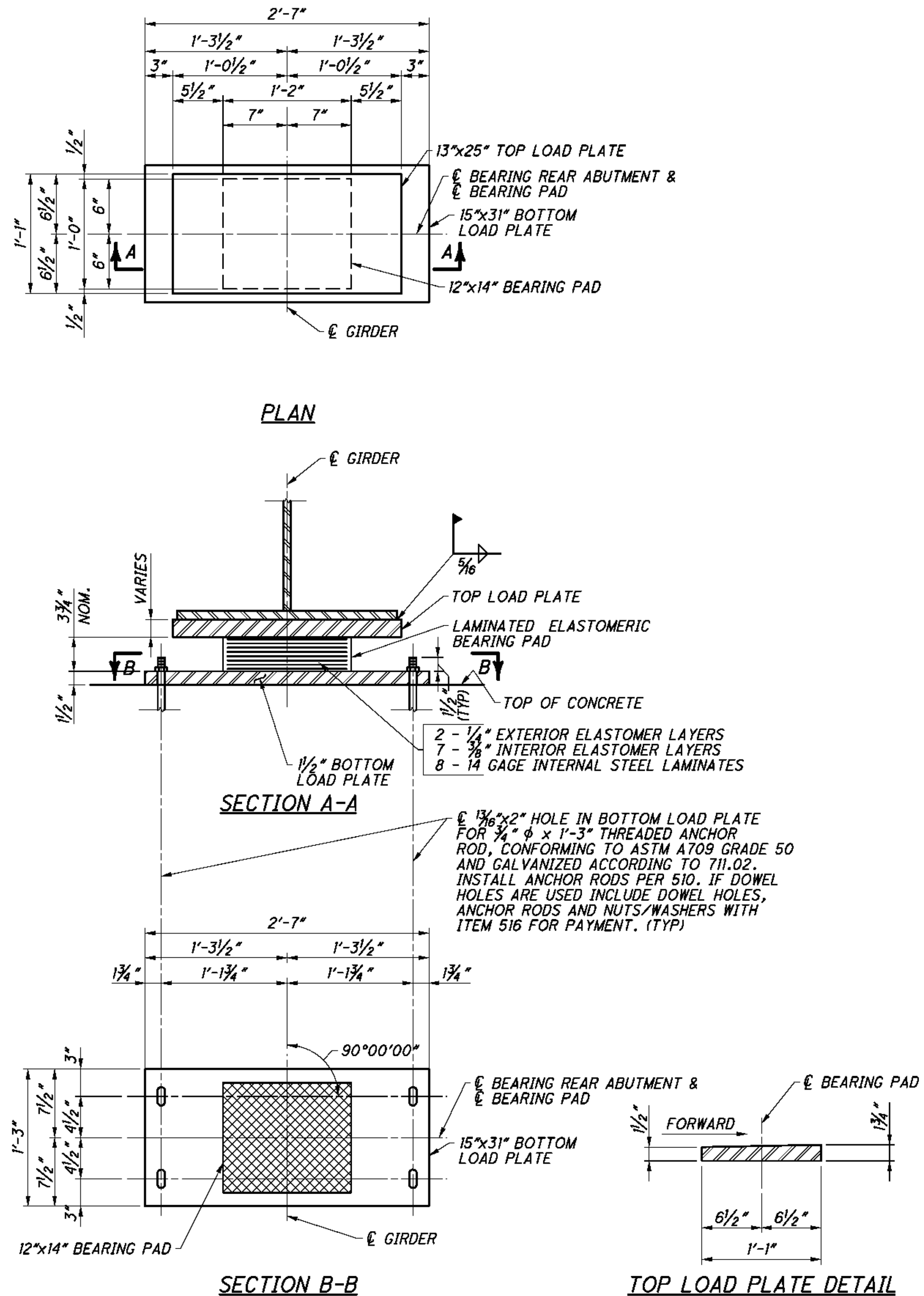
DESIGNED AMT | CHECKED AMM | DRAWN MNM | REVISED | REVIEWED DWW | DATE 2-12 | STRUCTURE FILE NUMBER 5707889

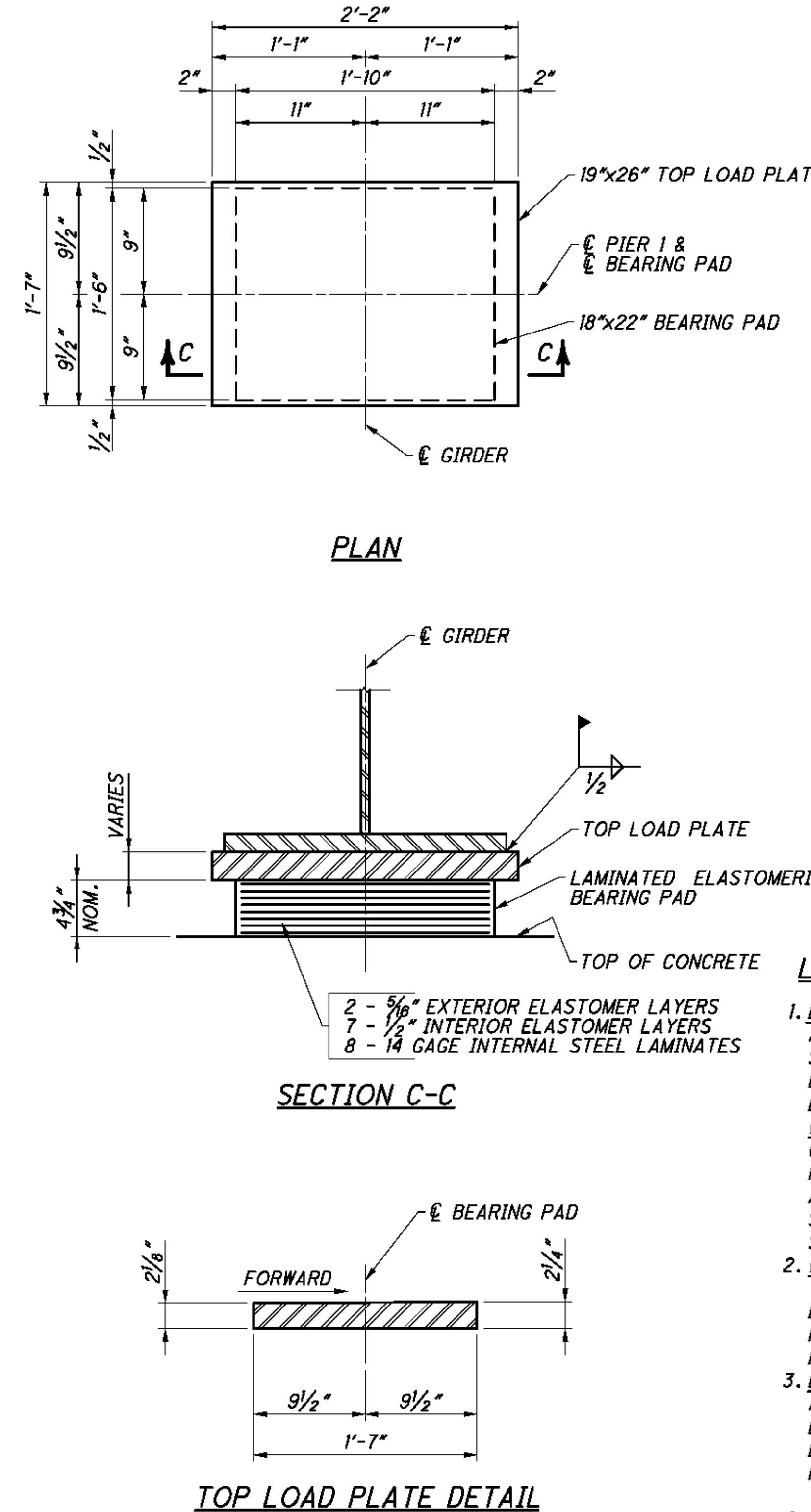
DEFLECTION AND CAMBER (2 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



LAMINATED ELASTOMERIC BEARING DETAILS AT REAR ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 67 KIPS
DEAD LOAD REACTION: 58 KIPS
MAXIMUM DESIGN LOAD: 125 KIPS



LAMINATED ELASTOMERIC BEARING DETAILS AT PIER 1

LIVE LOAD REACTION (W/O IMPACT): 114 KIPS
DEAD LOAD REACTION: 256 KIPS
MAXIMUM DESIGN LOAD: 370 KIPS

LAMINATED ELASTOMERIC BEARING NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER AT THE REAR ABUTMENT, PIER 1, PIER 2 AND THE FORWARD ABUTMENT SHALL HAVE A HARDNESS OF 50 DUROMETER AND THE ELASTOMER AT PIER 3 SHALL HAVE A HARDNESS OF 60 DUROMETER. THE REAR ABUTMENT AND PIER 1 BEARINGS WERE DESIGNED UNDER DIVISON I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. PIER 2, PIER 3 AND THE FORWARD ABUTMENT BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.5 (METHOD B) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
2. WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
3. BEARING REPOSITIONING: IF THE STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F(±)10°F, RAISE THE GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F(±)10°F.
4. THE STEEL LOAD PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50 AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS. LOAD PLATES SHALL BE CLEANED AND SHOP PRIMED ACCORDING TO CMS 514.
5. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL ELASTOMERIC BEARINGS. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE AS LISTED UNDER THE ESTIMATED QUANTITIES. THE STEEL LOAD PLATES SHALL BE FIELD PAINTED PER CMS 514. THE PAINT SHALL BE FEDERAL STANDARD COLOR 595B-12160 (BROWNISH-RED). PAYMENT SHALL BE INCLUDED WITH ITEM 514, FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT.

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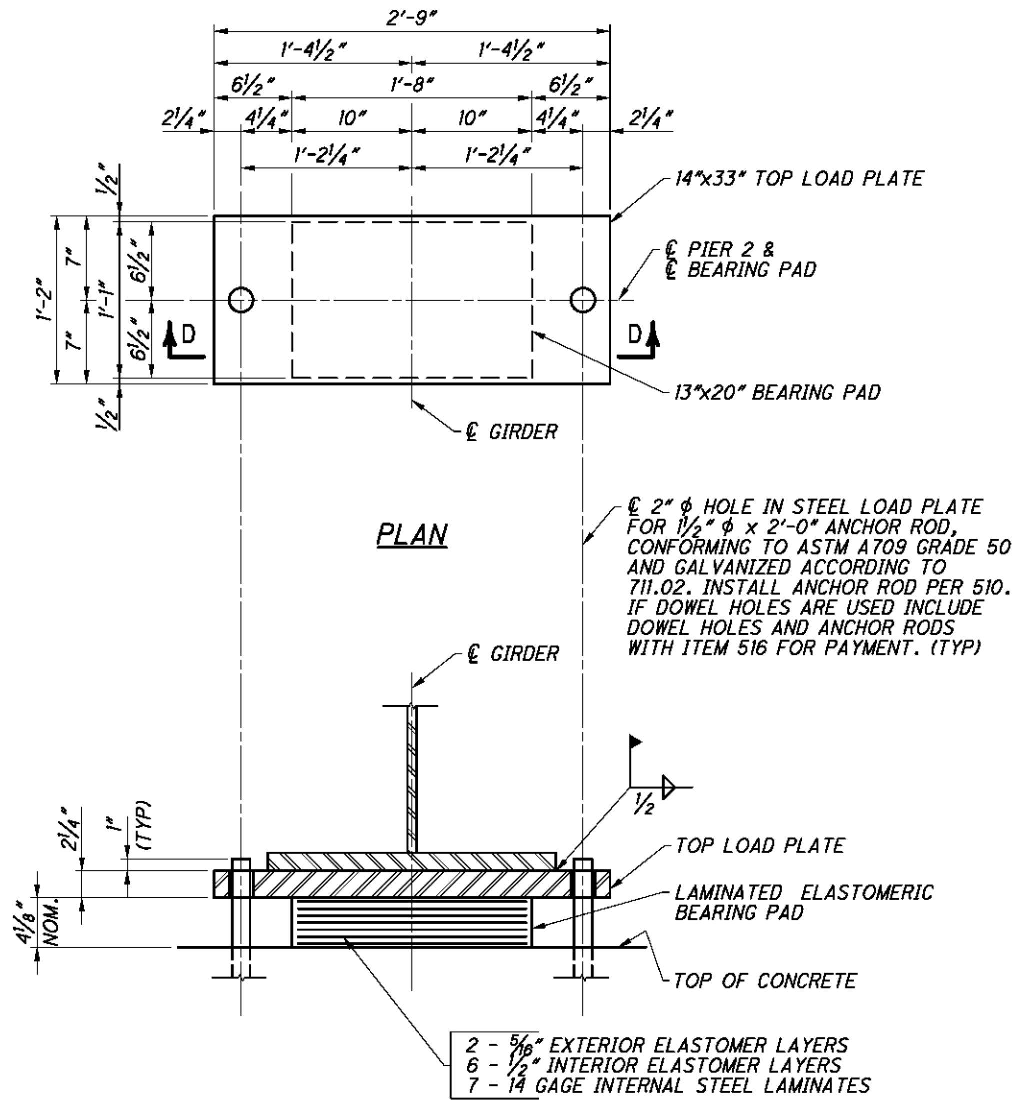
LAMINATED ELASTOMERIC BEARING DETAILS (1 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

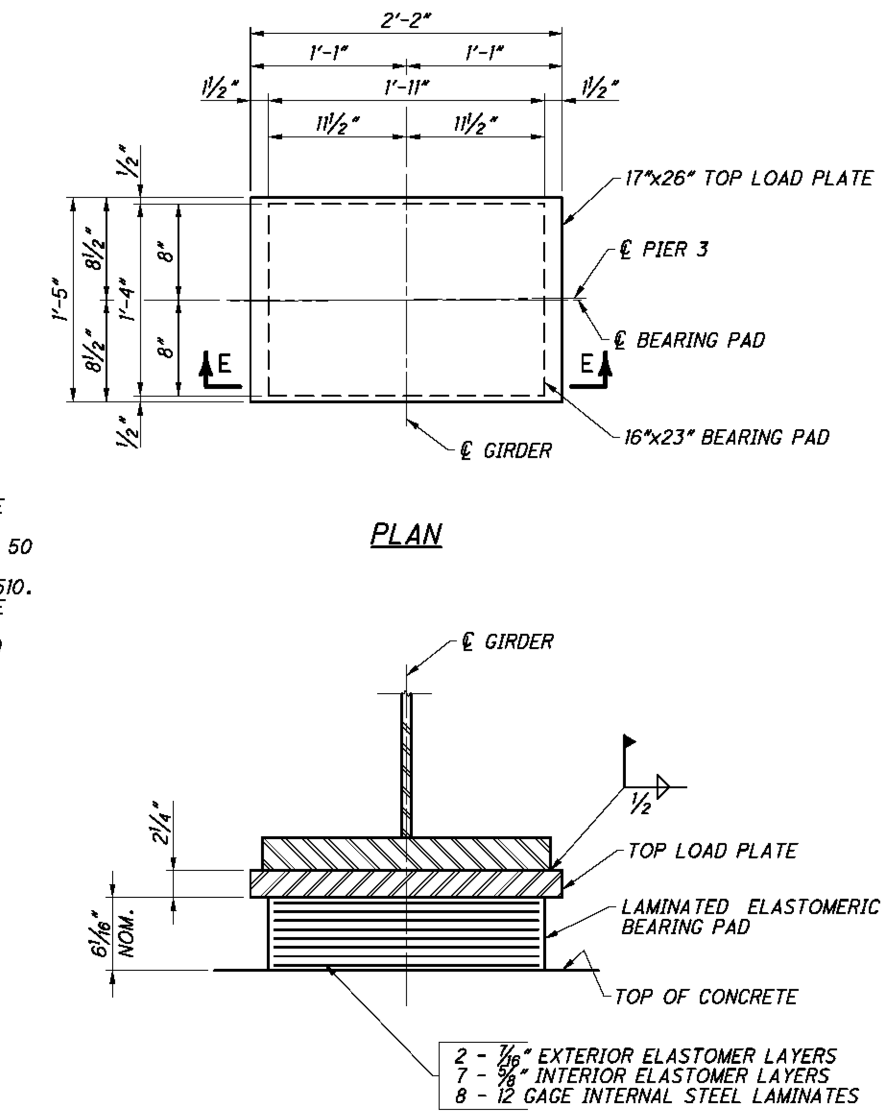
MOT-75-12.00
PID No. 77247



SECTION D-D

LAMINATED ELASTOMERIC BEARING DETAILS AT PIER 2

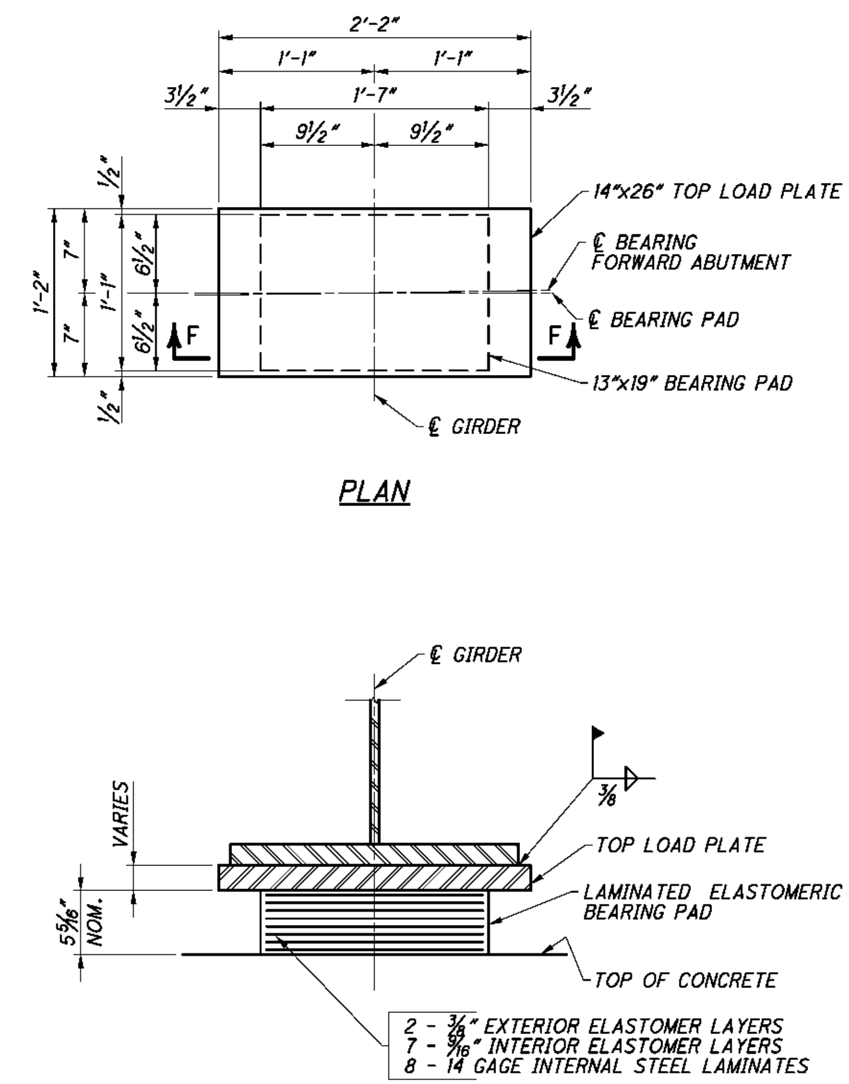
LIVE LOAD REACTION (W/O IMPACT): 119 KIPS
DEAD LOAD REACTION: 221 KIPS
MAXIMUM DESIGN LOAD: 340 KIPS



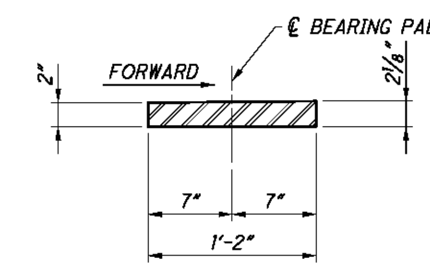
SECTION E-E

LAMINATED ELASTOMERIC BEARING DETAILS AT PIER 3

LIVE LOAD REACTION (W/O IMPACT): 154 KIPS
DEAD LOAD REACTION: 405 KIPS
MAXIMUM DESIGN LOAD: 559 KIPS



SECTION F-F



TOP LOAD PLATE DETAIL

LAMINATED ELASTOMERIC BEARING DETAILS AT FORWARD ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 77 KIPS
DEAD LOAD REACTION: 162 KIPS
MAXIMUM DESIGN LOAD: 239 KIPS

NOTE:

1. FOR ELASTOMERIC BEARING NOTES, SEE SHEET 24/34.

LAMINATED ELASTOMERIC BEARING DETAILS (2 OF 2)
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

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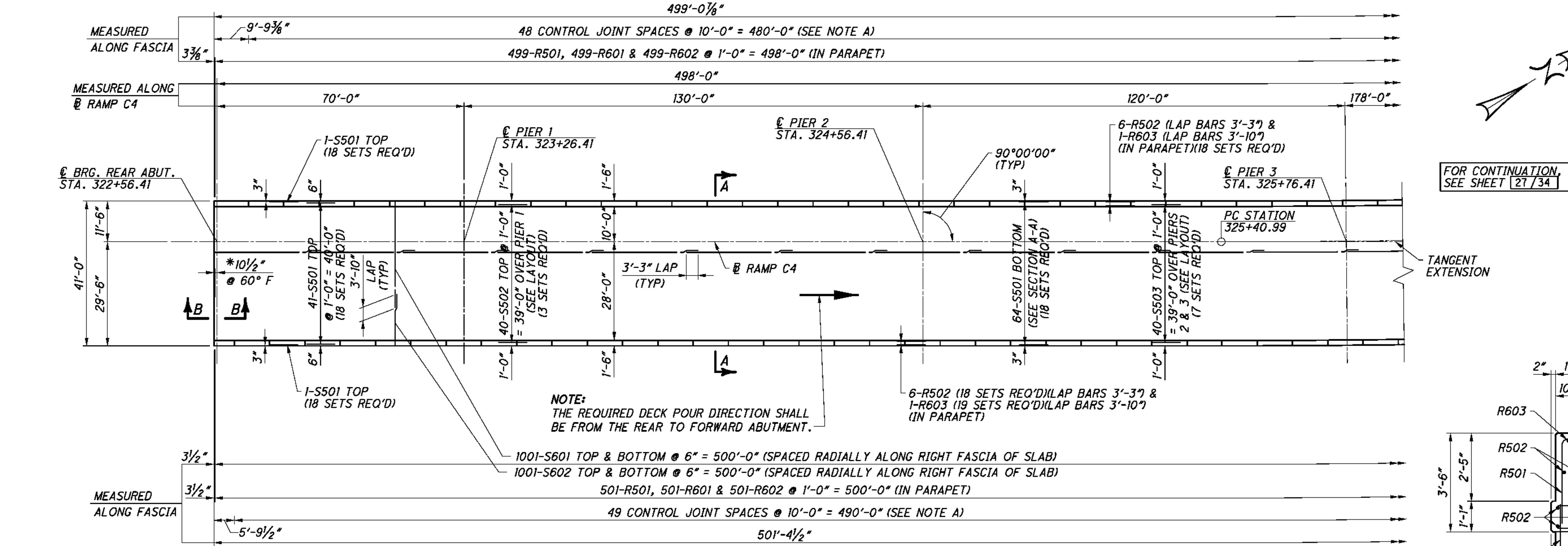
MOT-75-12.00
PID No. 77247

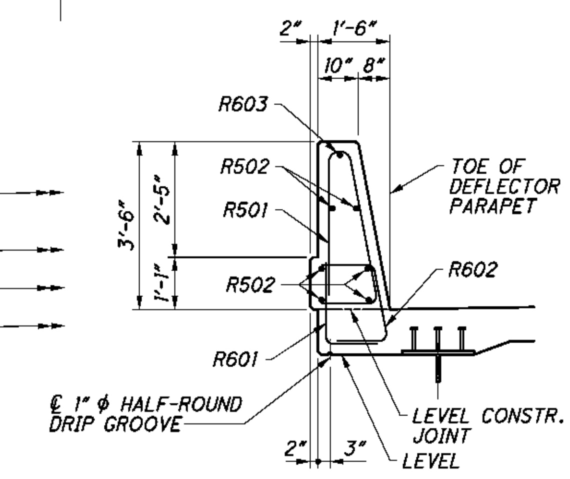


PARTIAL SLAB PLAN

*DIMENSION WAS CALCULATED ASSUMING A 1½" STEEL RETAINER FOR THE EXPANSION JOINTS. IF A SMALLER SIZE RETAINER IS USED, THIS DIMENSION SHALL BE ADJUSTED.

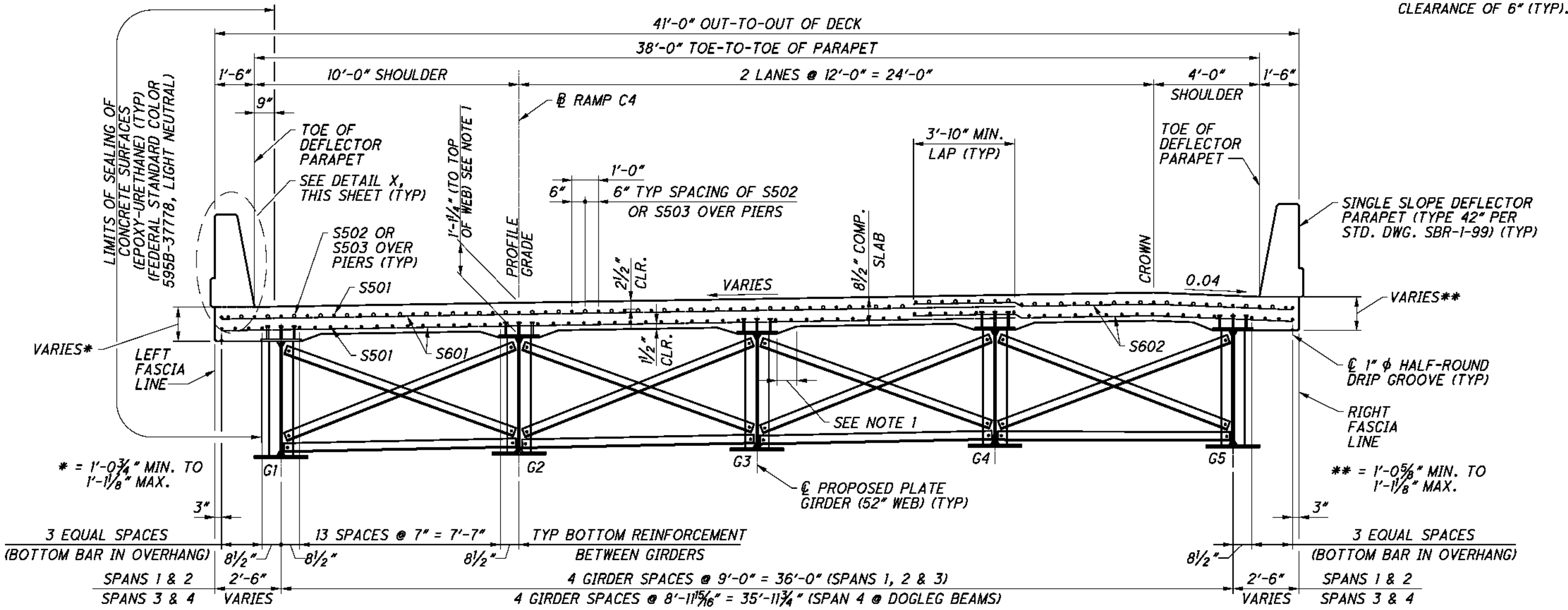
NOTE A:

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



DETAIL X

NOTE: SEE STD. DWG. SBR-1-99 FOR ADDITIONAL NOTES AND DETAILS.



SECTION A-A

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 GIRDER HAUNCH. THE ESTIMATE ASSUMES A HAUNCH THICKNESS OF 4¾" AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH GIRDER FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH GIRDER FLANGE IS ±3". THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.
2. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
3. FOR REINFORCING STEEL LIST, SEE SHEET 34/34.
4. FOR FASCIA OFFSETS, SEE SHEET 28/34.
5. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 27/34.
6. FOR LAYOUT OF ADDITIONAL REINFORCEMENT OVER PIERS, SEE SHEET 27/34.
7. FOR SECTION B-B, SEE SHEET 19/34.
8. FOR SCREEDS, TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 29/34 AND 30/34.

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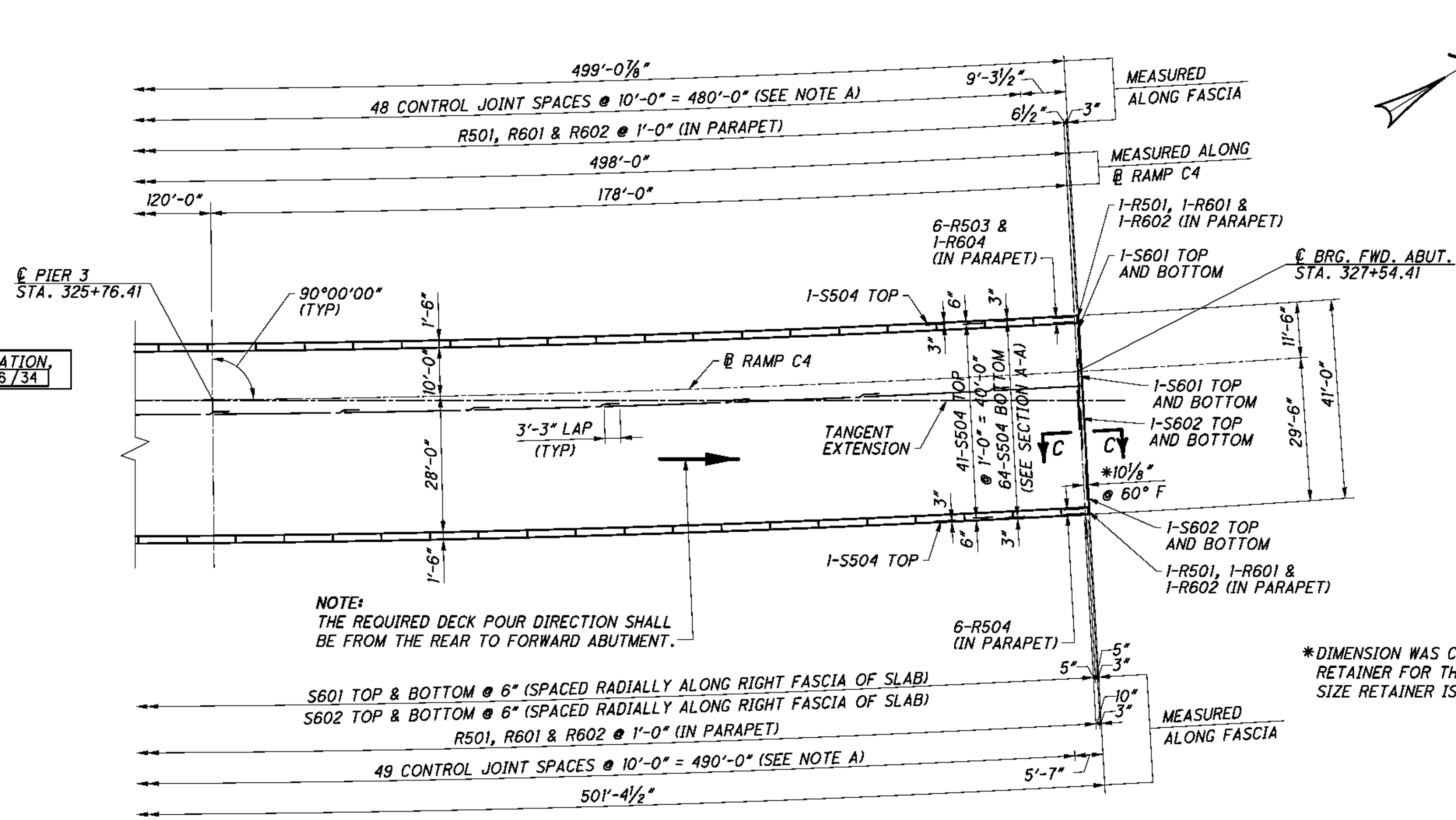
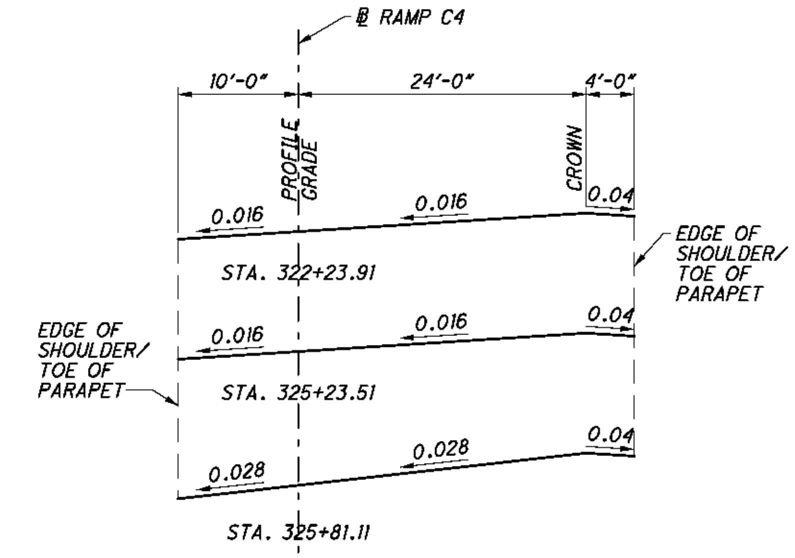
PARTIAL SLAB PLAN AND SECTION
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

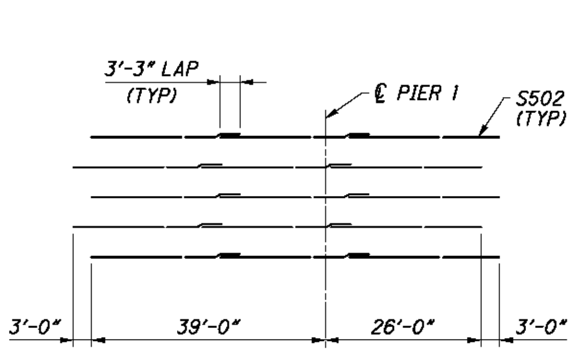


PARTIAL SLAB PLAN

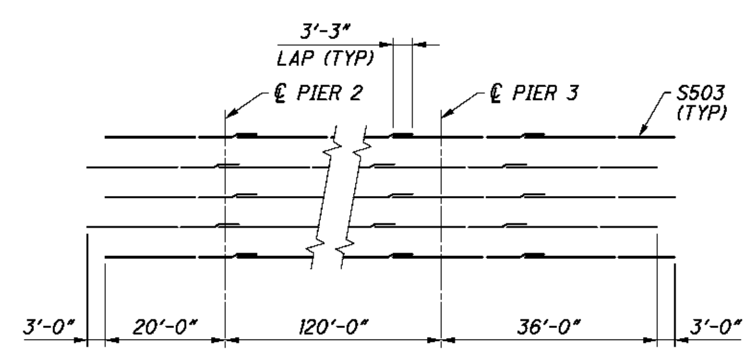
*DIMENSION WAS CALCULATED ASSUMING A 1½" STEEL RETAINER FOR THE EXPANSION JOINTS. IF A SMALLER SIZE RETAINER IS USED, THIS DIMENSION SHALL BE ADJUSTED.



SUPERELEVATION TRANSITION DIAGRAM



LAYOUT OF ADDITIONAL TOP REINFORCEMENT OVER PIER 1



LAYOUT OF ADDITIONAL TOP REINFORCEMENT OVER PIERS 2 & 3

NOTE A:

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

NOTES:

1. FOR NOTES AND ADDITIONAL DETAILS, SEE SHEET 26/34.
2. FOR SECTION C-C, SEE SHEET 19/34.

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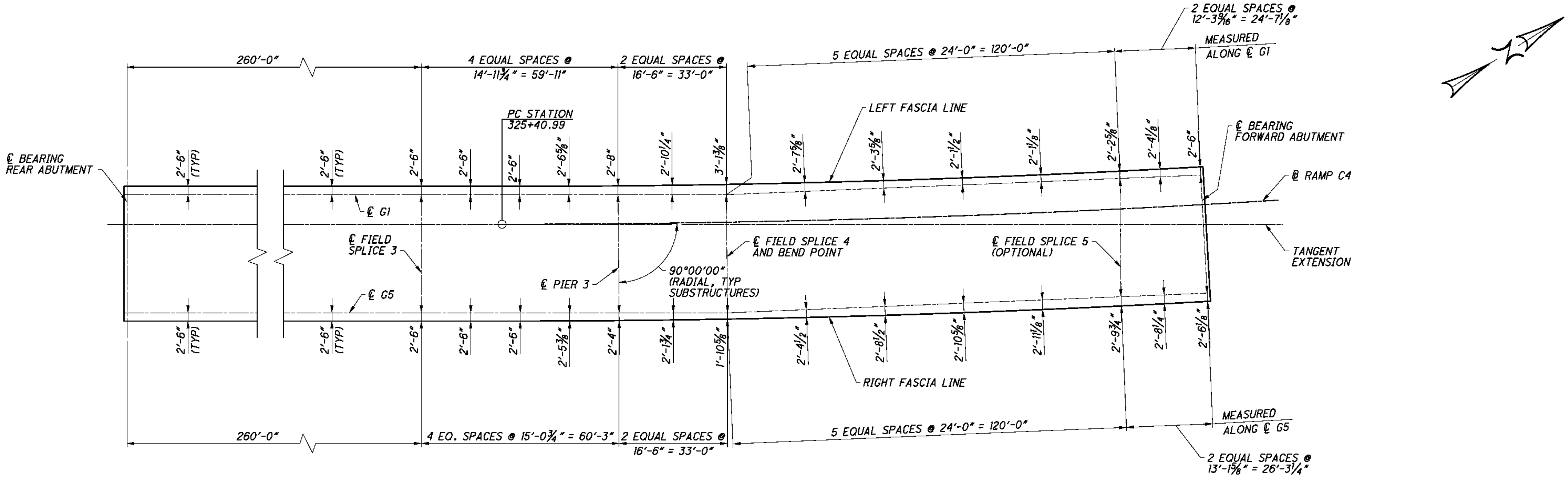
PARTIAL SLAB PLAN AND SLAB DETAILS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



FASCIA OFFSET PLAN

NOTES:

1. FOR NOTES AND ADDITIONAL SLAB DETAILS SEE SHEETS 26/34 AND 27/34.
2. FASCIA OFFSETS ARE MEASURED PERPENDICULAR TO ℄ OF GIRDERS.

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FASCIA OFFSET PLAN
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

FINAL DECK SURFACE STATIONS AND ELEVATIONS

LOCATION	TOE OF LEFT PARAPET	GIRDER 1	GIRDER 2	PROFILE GRADE	GIRDER 3	GIRDER 4	CROWN	GIRDER 5	TOE OF RIGHT PARAPET
℄ BRG. REAR ABUT.	322+56.41 761.97	322+56.41 761.99	322+56.41 762.13	322+56.41 762.13	322+56.41 762.28	322+56.41 762.42	322+56.41 762.52	322+56.41 762.40	322+56.41 762.36
1/4	322+73.91 762.30	322+73.91 762.31	322+73.91 762.46	322+73.91 762.46	322+73.91 762.60	322+73.91 762.74	322+73.91 762.84	322+73.91 762.72	322+73.91 762.68
1/2	322+91.41 762.57	322+91.41 762.58	322+91.41 762.73	322+91.41 762.73	322+91.41 762.87	322+91.41 763.02	322+91.41 763.11	322+91.41 762.99	322+91.41 762.95
3/4	323+08.91 762.79	323+08.91 762.81	323+08.91 762.95	323+08.91 762.95	323+08.91 763.09	323+08.91 763.24	323+08.91 763.33	323+08.91 763.21	323+08.91 763.17
℄ PIER 1	323+26.41 762.96	323+26.41 762.98	323+26.41 763.12	323+26.41 763.12	323+26.41 763.27	323+26.41 763.41	323+26.41 763.51	323+26.41 763.39	323+26.41 763.35
1/2	323+38.41 763.05	323+38.41 763.07	323+38.41 763.21	323+38.41 763.21	323+38.41 763.36	323+38.41 763.50	323+38.41 763.60	323+38.41 763.48	323+38.41 763.44
℄ FIELD SPLICE 1	323+50.41 763.12	323+50.41 763.13	323+50.41 763.28	323+50.41 763.28	323+50.41 763.42	323+50.41 763.57	323+50.41 763.66	323+50.41 763.54	323+50.41 763.50
1/4	323+72.41 763.19	323+72.41 763.21	323+72.41 763.35	323+72.41 763.35	323+72.41 763.50	323+72.41 763.64	323+72.41 763.74	323+72.41 763.62	323+72.41 763.58
1/2	323+94.41 763.26	323+94.41 763.27	323+94.41 763.42	323+94.41 763.42	323+94.41 763.56	323+94.41 763.71	323+94.41 763.80	323+94.41 763.68	323+94.41 763.64
3/4	324+16.41 763.32	324+16.41 763.34	324+16.41 763.48	324+16.41 763.48	324+16.41 763.63	324+16.41 763.77	324+16.41 763.87	324+16.41 763.75	324+16.41 763.71
℄ FIELD SPLICE 2	324+38.41 763.39	324+38.41 763.41	324+38.41 763.55	324+38.41 763.55	324+38.41 763.69	324+38.41 763.84	324+38.41 763.93	324+38.41 763.81	324+38.41 763.77
1/2	324+47.41 763.42	324+47.41 763.43	324+47.41 763.58	324+47.41 763.58	324+47.41 763.72	324+47.41 763.86	324+47.41 763.96	324+47.41 763.84	324+47.41 763.80
℄ PIER 2	324+56.41 763.44	324+56.41 763.46	324+56.41 763.60	324+56.41 763.60	324+56.41 763.75	324+56.41 763.89	324+56.41 763.99	324+56.41 763.87	324+56.41 763.83
1/4	324+71.41 763.49	324+71.41 763.50	324+71.41 763.65	324+71.41 763.65	324+71.41 763.79	324+71.41 763.94	324+71.41 764.03	324+71.41 763.91	324+71.41 763.87
1/2	324+86.41 763.53	324+86.41 763.55	324+86.41 763.69	324+86.41 763.69	324+86.41 763.84	324+86.41 763.98	324+86.41 764.08	324+86.41 763.96	324+86.41 763.92

LOCATION	TOE OF LEFT PARAPET	GIRDER 1	GIRDER 2	PROFILE GRADE	GIRDER 3	GIRDER 4	CROWN	GIRDER 5	TOE OF RIGHT PARAPET
3/4	325+01.41 763.58	325+01.41 763.59	325+01.41 763.74	325+01.41 763.74	325+01.41 763.88	325+01.41 764.03	325+01.41 764.12	325+01.41 764.00	325+01.41 763.96
℄ FIELD SPLICE 3	325+16.41 763.62	325+16.41 763.64	325+16.41 763.78	325+16.41 763.78	325+16.41 763.93	325+16.41 764.07	325+16.41 764.17	325+16.41 764.05	325+16.41 764.01
1/4	325+31.39 763.65	325+31.39 763.67	325+31.41 763.83	325+31.41 763.83	325+31.43 763.99	325+31.45 764.15	325+31.47 764.25	325+31.47 764.13	325+31.48 764.09
1/2	325+46.38 763.66	325+46.38 763.69	325+46.41 763.87	325+46.41 763.87	325+46.44 764.06	325+46.47 764.25	325+46.49 764.37	325+46.50 764.25	325+46.50 764.21
3/4	325+61.39 763.68	325+61.40 763.70	325+61.41 763.92	325+61.41 763.92	325+61.43 764.13	325+61.44 764.35	325+61.45 764.49	325+61.45 764.37	325+61.46 764.33
℄ PIER 3	325+76.41 763.69	325+76.41 763.72	325+76.41 763.97	325+76.41 763.96	325+76.41 764.21	325+76.41 764.45	325+76.41 764.61	325+76.41 764.48	325+76.41 764.45
1/2	325+92.95 763.73	325+92.95 763.77	325+92.91 764.02	325+92.91 764.01	325+92.87 764.27	325+92.83 764.53	325+92.81 764.68	325+92.79 764.55	325+92.79 764.57
℄ FIELD SPLICE 4	326+09.50 763.78	326+09.48 763.83	326+09.40 764.08	326+09.41 764.06	326+09.33 764.33	326+09.25 764.58	326+09.20 764.73	326+09.17 764.59	326+09.17 764.57
1/5	326+33.55 763.85	326+33.53 763.88	326+33.40 764.14	326+33.40 764.13	326+33.26 764.39	326+33.13 764.64	326+33.04 764.80	326+33.00 764.68	326+32.98 764.64
2/5	326+57.60 763.92	326+57.59 763.95	326+57.39 764.20	326+57.39 764.20	326+57.20 764.45	326+57.01 764.70	326+56.88 764.87	326+56.83 764.76	326+56.80 764.71
3/5	326+81.66 764.00	326+81.64 764.01	326+81.40 764.27	326+81.39 764.28	326+81.15 764.52	326+80.90 764.77	326+80.73 764.95	326+80.66 764.84	326+80.62 764.79
4/5	327+05.72 764.09	327+05.70 764.10	327+05.40 764.35	327+05.38 764.36	327+05.10 764.60	327+04.79 764.85	327+04.58 765.03	327+04.49 764.93	327+04.45 764.87
℄ FIELD SPLICE 5 (OPTIONAL)	327+29.79 764.23	327+29.76 764.25	327+29.40 764.50	327+29.39 764.51	327+29.04 764.75	327+28.68 765.00	327+28.43 765.17	327+28.33 765.06	327+28.27 765.01
1/2	327+42.10 764.32	327+42.09 764.35	327+41.91 764.60	327+41.90 764.60	327+41.73 764.85	327+41.55 765.10	327+41.42 765.27	327+41.37 765.16	327+41.35 765.11
℄ BRG. FWD. ABUT.	327+54.41 764.43	327+54.41 764.46	327+54.41 764.71	327+54.41 764.71	327+54.41 764.96	327+54.41 765.22	327+54.41 765.38	327+54.41 765.26	327+54.41 765.22

NOTE: FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

SCREED STATIONS AND ELEVATIONS

LOCATION	TOE OF LEFT PARAPET	PROFILE GRADE	CROWN	TOE OF RIGHT PARAPET
℄ BRG. REAR ABUT.	322+56.41 761.97	322+56.41 762.13	322+56.41 762.52	322+56.41 762.36
1/4	322+73.91 762.29	322+73.91 762.45	322+73.91 762.83	322+73.91 762.67
1/2	322+91.41 762.55	322+91.41 762.71	322+91.41 763.10	322+91.41 762.94
3/4	323+08.91 762.77	323+08.91 762.93	323+08.91 763.31	323+08.91 763.15
℄ PIER 1	323+26.41 762.96	323+26.41 763.12	323+26.41 763.51	323+26.41 763.35
1/2	323+38.41 763.09	323+38.41 763.25	323+38.41 763.63	323+38.41 763.47
℄ FIELD SPLICE 1	323+50.41 763.20	323+50.41 763.37	323+50.41 763.75	323+50.41 763.59
1/4	323+72.41 763.36	323+72.41 763.52	323+72.41 763.90	323+72.41 763.74
1/2	323+94.41 763.46	323+94.41 763.62	323+94.41 764.00	323+94.41 763.84
3/4	324+16.41 763.48	324+16.41 763.65	324+16.41 764.02	324+16.41 763.86
℄ FIELD SPLICE 2	324+38.41 763.46	324+38.41 763.62	324+38.41 764.00	324+38.41 763.84
1/2	324+47.41 763.45	324+47.41 763.61	324+47.41 763.99	324+47.41 763.83
℄ PIER 2	324+56.41 763.44	324+56.41 763.60	324+56.41 763.99	324+56.41 763.83
1/4	324+71.41 763.45	324+71.41 763.61	324+71.41 763.99	324+71.41 763.83
1/2	324+86.41 763.47	324+86.41 763.63	324+86.41 764.01	324+86.41 763.85

LOCATION	TOE OF LEFT PARAPET	PROFILE GRADE	CROWN	TOE OF RIGHT PARAPET
3/4	325+01.41 763.50	325+01.41 763.65	325+01.41 764.04	325+01.41 763.88
℄ FIELD SPLICE 3	325+16.41 763.53	325+16.41 763.68	325+16.41 764.07	325+16.41 763.91
1/4	325+31.39 763.54	325+31.41 763.72	325+31.47 764.14	325+31.48 763.98
1/2	325+46.38 763.56	325+46.41 763.77	325+46.49 764.27	325+46.50 764.11
3/4	325+61.39 763.61	325+61.41 763.85	325+61.45 764.42	325+61.46 764.26
℄ PIER 3	325+76.41 763.69	325+76.41 763.96	325+76.41 764.61	325+76.41 764.45
1/2	325+92.95 763.85	325+92.91 764.14	325+92.81 764.80	325+92.79 764.69
℄ FIELD SPLICE 4	326+09.50 764.05	326+09.41 764.34	326+09.20 765.00	326+09.17 764.84
1/5	326+33.55 764.34	326+33.40 764.64	326+33.04 765.29	326+32.98 765.13
2/5	326+57.60 764.56	326+57.39 764.86	326+56.88 765.51	326+56.80 765.35
3/5	326+81.66 764.65	326+81.39 764.96	326+80.73 765.61	326+80.62 765.45
4/5	327+05.72 764.63	327+05.38 764.93	327+04.58 765.59	327+04.45 765.43
℄ FIELD SPLICE 5 (OPTIONAL)	327+29.79 764.54	327+29.39 764.84	327+28.43 765.51	327+28.27 765.34
1/2	327+42.10 764.49	327+41.90 764.77	327+41.42 765.44	327+41.35 765.28
℄ BRG. FWD. ABUT.	327+54.41 764.43	327+54.41 764.71	327+54.41 765.38	327+54.41 765.22

NOTE: SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

TOP OF HAUNCH STATIONS AND ELEVATIONS

LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
℄ BRG. REAR ABUT.	322+56.41 761.28	322+56.41 761.43	322+56.41 761.57	322+56.41 761.71	322+56.41 761.69
1/4	322+73.91 761.60	322+73.91 761.74	322+73.91 761.89	322+73.91 762.03	322+73.91 762.01
1/2	322+91.41 761.86	322+91.41 762.00	322+91.41 762.15	322+91.41 762.29	322+91.41 762.27
3/4	323+08.91 762.08	323+08.91 762.22	323+08.91 762.37	323+08.91 762.51	323+08.91 762.49
℄ PIER 1	323+26.41 762.27	323+26.41 762.41	323+26.41 762.56	323+26.41 762.70	323+26.41 762.68
1/2	323+38.41 762.40	323+38.41 762.54	323+38.41 762.69	323+38.41 762.83	323+38.41 762.80
℄ FIELD SPLICE 1	323+50.41 762.51	323+50.41 762.66	323+50.41 762.80	323+50.41 762.95	323+50.41 762.92
1/4	323+72.41 762.67	323+72.41 762.82	323+72.41 762.96	323+72.41 763.10	323+72.41 763.07
1/2	323+94.41 762.76	323+94.41 762.91	323+94.41 763.06	323+94.41 763.20	323+94.41 763.17
3/4	324+16.41 762.79	324+16.41 762.94	324+16.41 763.08	324+16.41 763.23	324+16.41 763.20
℄ FIELD SPLICE 2	324+38.41 762.77	324+38.41 762.92	324+38.41 763.06	324+38.41 763.20	324+38.41 763.18
1/2	324+47.41 762.76	324+47.41 762.90	324+47.41 763.05	324+47.41 763.19	324+47.41 763.17
℄ PIER 2	324+56.41 762.75	324+56.41 762.89	324+56.41 763.04	324+56.41 763.18	324+56.41 763.16
1/4	324+71.41 762.76	324+71.41 762.90	324+71.41 763.04	324+71.41 763.19	324+71.41 763.17
1/2	324+86.41 762.78	324+86.41 762.92	324+86.41 763.06	324+86.41 763.21	324+86.41 763.19

LOCATION	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4	GIRDER 5
3/4	325+01.41 762.80	325+01.41 762.95	325+01.41 763.09	325+01.41 763.23	325+01.41 763.21
℄ FIELD SPLICE 3	325+16.41 762.83	325+16.41 762.97	325+16.41 763.12	325+16.41 763.26	325+16.41 763.24
1/4	325+31.39 762.85	325+31.41 763.01	325+31.43 763.17	325+31.45 763.32	325+31.47 763.32
1/2	325+46.38 762.87	325+46.41 763.06	325+46.44 763.24	325+46.47 763.43	325+46.50 763.44
3/4	325+61.40 762.93	325+61.41 763.14	325+61.43 763.35	325+61.44 763.57	325+61.45 763.59
℄ PIER 3	325+76.41 763.01	325+76.41 763.26	325+76.41 763.50	325+76.41 763.74	325+76.41 763.78
1/2	325+92.95 763.18	325+92.91 763.44	325+92.87 763.69	325+92.83 763.94	325+92.79 763.96
℄ FIELD SPLICE 4	326+09.48 763.39	326+09.40 763.65	326+09.33 763.90	326+09.25 764.16	326+09.17 764.15
1/5	326+33.53 763.66	326+33.40 763.93	326+33.26 764.19	326+33.13 764.44	326+33.00 764.46
2/5	326+57.59 763.87	326+57.39 764.15	326+57.20 764.40	326+57.01 764.66	326+56.83 764.69
3/5	326+81.64 763.96	326+81.40 764.24	326+81.15 764.50	326+80.90 764.76	326+80.66 764.80
4/5	327+05.70 763.94	327+05.40 764.21	327+05.10 764.47	327+04.79 764.73	327+04.49 764.78
℄ FIELD SPLICE 5 (OPTIONAL)	327+29.76 763.85	327+29.40 764.12	327+29.04 764.38	327+28.68 764.63	327+28.33 764.69
1/2	327+42.09 763.80	327+41.91 764.06	327+41.73 764.31	327+41.55 764.57	327+41.37 764.62
℄ BRG. FWD. ABUT.	327+54.41 763.75	327+54.41 764.00	327+54.41 764.26	327+54.41 764.51	327+54.41 764.56

NOTE: TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

NOTE:

1. FOR TRANSVERSE SECTION AND PLAN VIEW, SEE SHEET 30/34.

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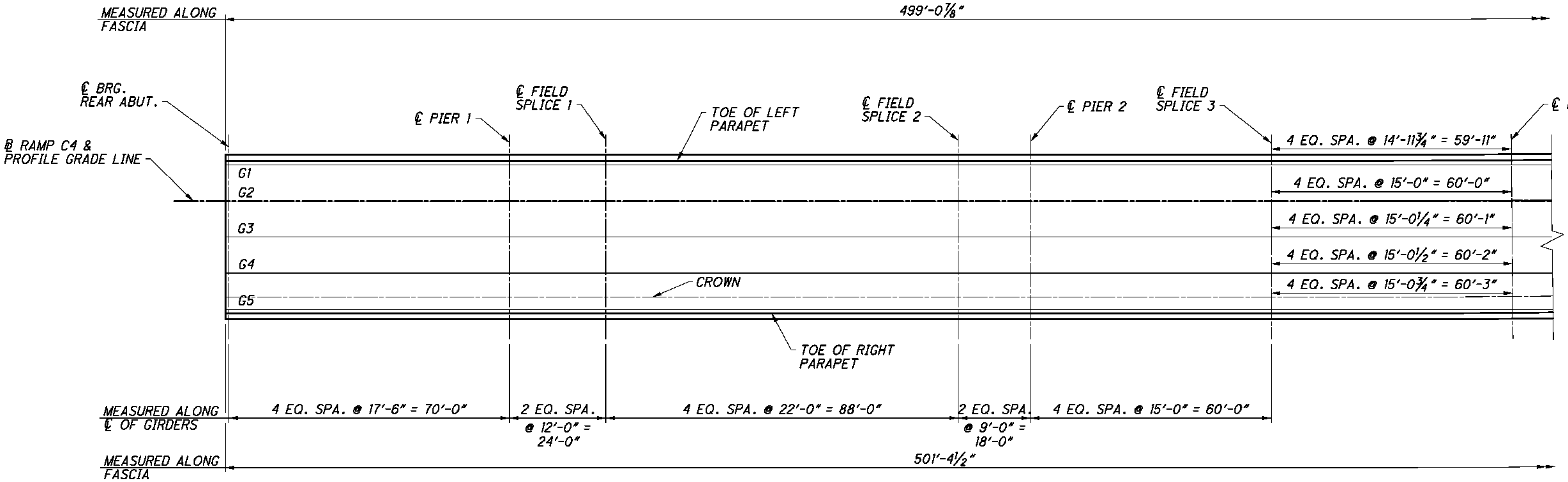
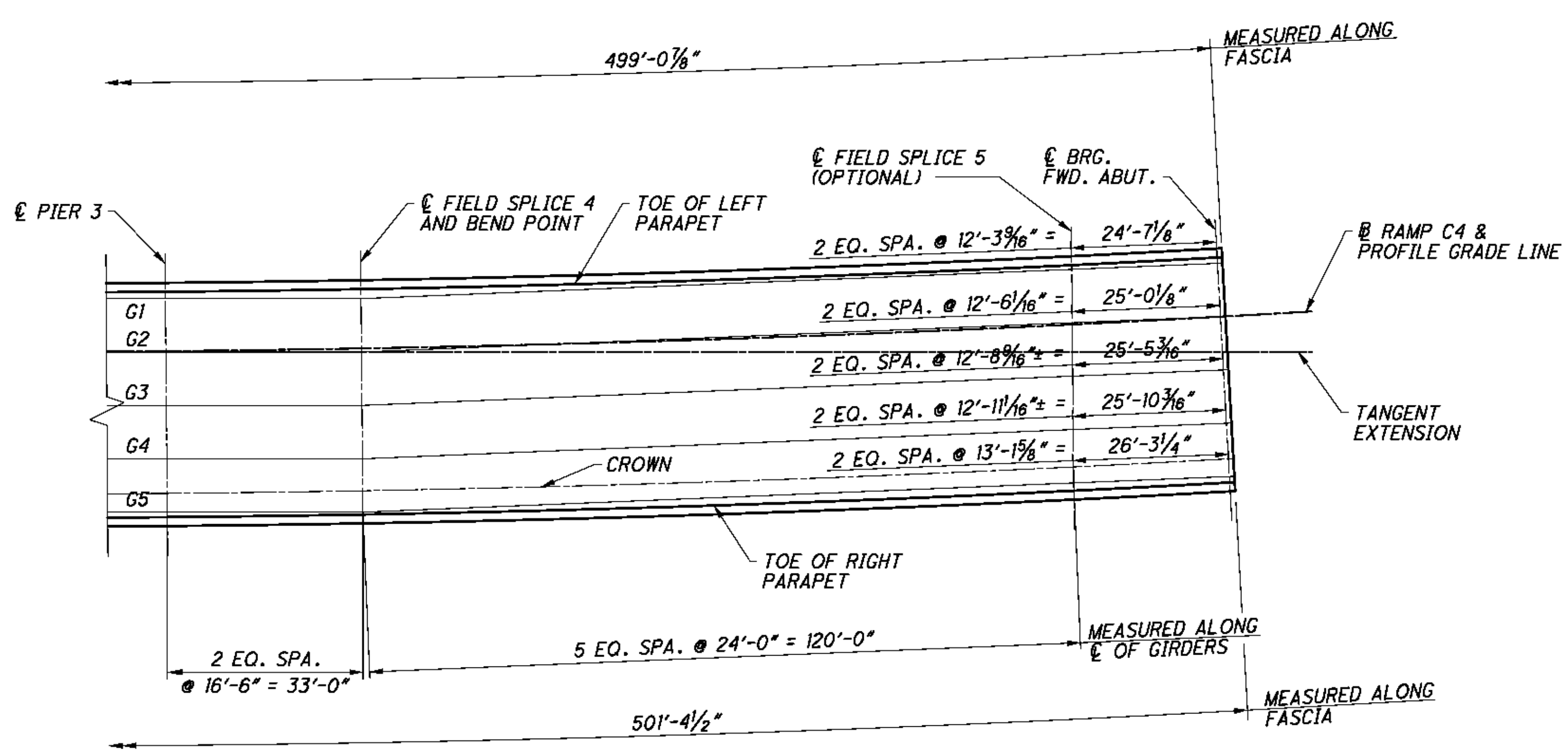
DESIGNED AMM | CHECKED DWS | DRAWN MNM | REVISED | REVIEWED DWW | DATE 2-12 | STRUCTURE FILE NUMBER 5707889

FINAL DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

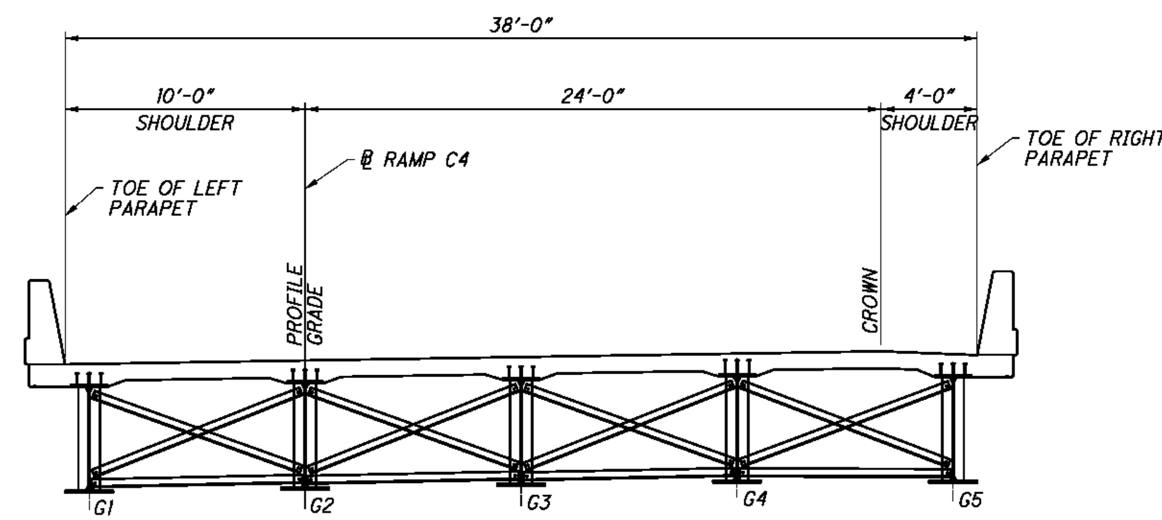
MOT-75-12.00
PID No. 77247



PARTIAL PLAN VIEW



PARTIAL PLAN VIEW



TRANSVERSE SECTION

NOTE:

1. FOR FINAL DECK SURFACE ELEVATIONS, SCREED ELEVATIONS AND TOP OF HAUNCH ELEVATIONS, SEE SHEET 29/34.

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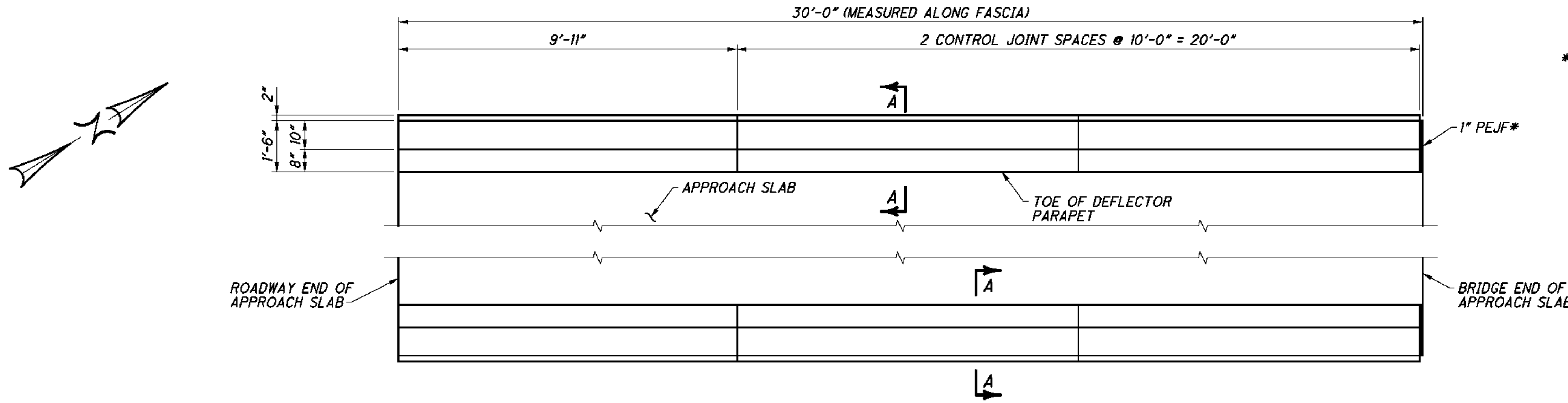
AMM	DWS	MNM		DWW	2-12	5707889

TRANSVERSE SECTION & PLAN VIEW FOR DECK ELEVATION LOCATIONS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

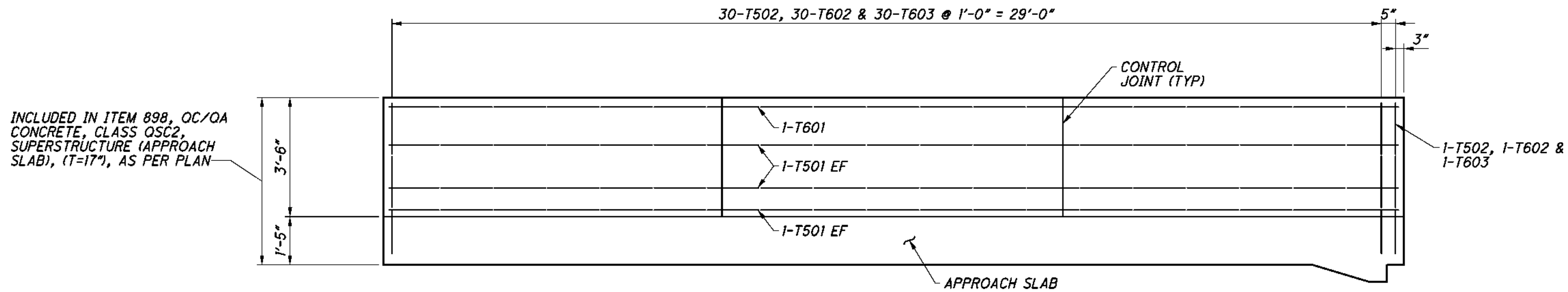
IP_PWP:dms10285\MOT075_10ASD407.dgn 24-FEB-2012 3:50PM jwroten



*1" PEJF SHALL BE INCLUDED IN ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN

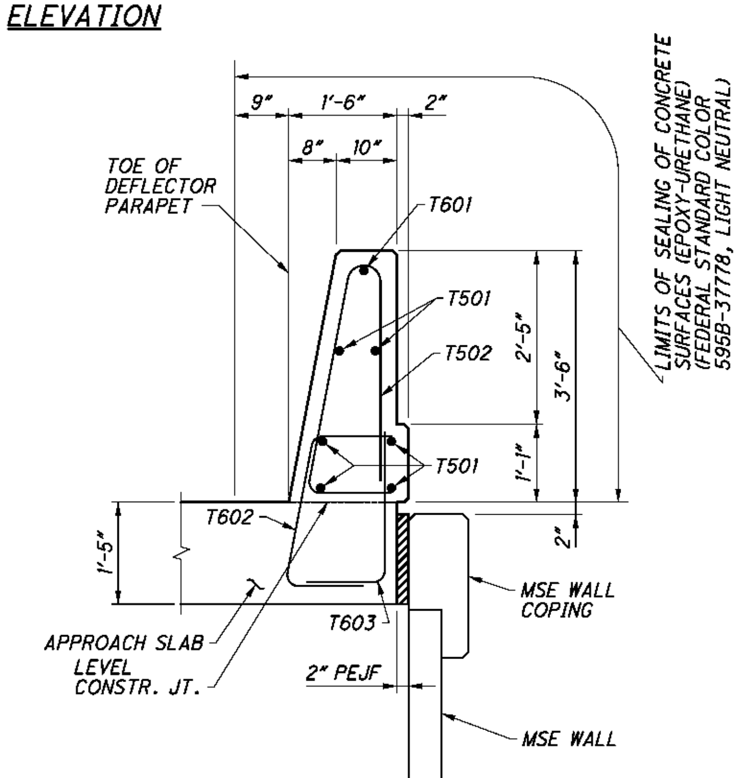
PLAN
(REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB OPPOSITE HAND)

NOTE: CURVATURE NOT SHOWN FOR CLARITY.



ELEVATION

APPROACH SLAB INFORMATION TABLE			
REAR APPROACH SLAB			
LOCATION	STATION	OFFSET	ELEV.
BEGINNING LEFT CORNER AT TOE OF PARAPET	322+23.91	10.00 L	761.26
BEGINNING AT PROFILE GRADE	322+23.91	0.00	761.42
BEGINNING AT CROWN	322+23.91	24.00 R	761.81
BEGINNING RIGHT CORNER AT TOE OF PARAPET	322+23.91	28.00 R	761.65
END LEFT CORNER AT TOE OF PARAPET	322+53.91	10.00 L	761.92
END AT PROFILE GRADE	322+53.91	0.00	762.08
END AT CROWN	322+53.91	24.00 R	762.47
END RIGHT CORNER AT TOE OF PARAPET	322+53.91	28.00 R	762.31
FORWARD APPROACH SLAB			
LOCATION	STATION	OFFSET	ELEV.
BEGINNING LEFT CORNER AT TOE OF PARAPET	327+56.92	10.00 L	764.46
BEGINNING AT PROFILE GRADE	327+56.91	0.00	764.74
BEGINNING AT CROWN	327+56.89	24.00 R	765.41
BEGINNING RIGHT CORNER AT TOE OF PARAPET	327+56.89	28.00 R	765.25
END LEFT CORNER AT TOE OF PARAPET	327+86.99	10.00 L	764.79
END AT PROFILE GRADE	327+86.91	0.00	765.07
END AT CROWN	327+86.71	24.00 R	765.74
END RIGHT CORNER AT TOE OF PARAPET	327+86.67	28.00 R	765.58



SECTION A-A

LEGEND

EF = EACH FACE
PEJF = PREFORMED EXPANSION JOINT FILLER

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 4/34 AND 5/34.
2. FOR REINFORCING STEEL LIST, SEE SHEET 34/34.
3. SEALING OF THE APPROACH SLAB AND BARRIER SHALL BE INCLUDED WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
4. VERTICAL REINFORCING STEEL SHALL CLEAR CONTROL JOINTS BY 4" MINIMUM.
5. FOR ADDITIONAL DETAILS, SEE STANDARD DRAWING AS-1-81 AND SBR-1-99.
6. THE 2" PEJF SHOWN IN SECTION A-A IS PAID FOR UNDER THE SUPERSTRUCTURE COLUMN OF THE ESTIMATED QUANTITY TABLE.

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CHECKED AMM | REVISED | STRUCTURE FILE NUMBER 5707889

PARAPETS ON APPROACH SLABS
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247

31/34

1244/1565

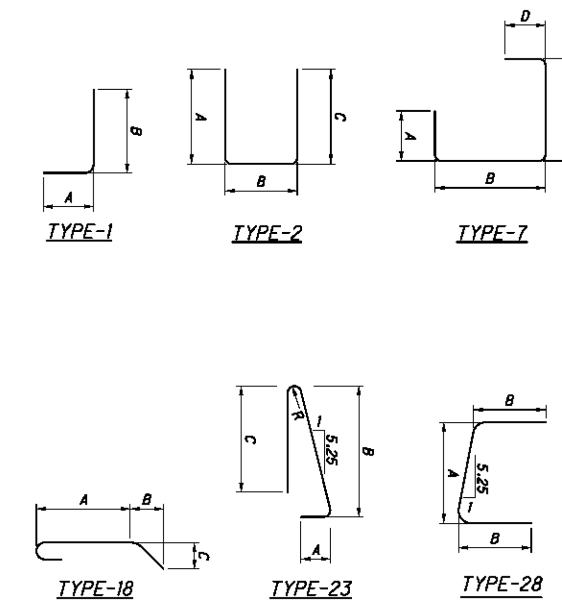
IP_PWP:dms10285\MOT075_10ARA402.dgn 24-FEB-2012 3:50PM jwroten

REAR ABUTMENT

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
RA501	31	7'-2"	232	2	10"	5'-9"	10"								
RA502	31	6'-2"	199	2	1'-3"	3'-11"	1'-3"								
RA503	31	5'-6"	178	1	10"	4'-9"									
RA504	20	30'-0"	626	STR.											
RA505	20	13'-3"	276	STR.											
RA506	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"								2¾"
RA507	12	11"	11	STR.											
RA601	31	12'-8"	590	2	4'-9"	5'-9"	2'-6"								
RA602	42	11'-1"	699	2	5'-0"	1'-5"	5'-0"								
RA603	42	9'-7"	605	2	4'-3"	1'-5"	4'-3"								
RA604	42	5'-1"	321	7	2'-5"	11"	1'-6"	9"							
RA605	4	3'-9"	23	28	1'-9"	1'-1"									
RA606	4	3'-5"	21	1	1'-1"	2'-6"									
RA607	2	11"	3	STR.											
RA801	9	30'-0"	721	STR.											
RA802	9	19'-5"	467	STR.											
RA803	28	4'-3"	318	18	2'-10"	1'-0"	1'-0"								
		TOTAL:	5321												

FORWARD ABUTMENT

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
FA501	33	7'-2"	247	2	10"	5'-9"	10"								
FA502	2	8'-10"	18	2	10"	7'-5"	10"								
FA503	33	7'-0"	241	2	1'-8"	3'-11"	1'-8"								
FA504	33	5'-7"	192	1	10"	4'-10"									
FA505	14	30'-0"	438	STR.											
FA506	14	15'-1"	220	STR.											
FA507	5	12'-6"	65	STR.											
FA508	10	12'-3"	128	1	10"	11'-6"									
FA509	5	17'-4"	90	1	10"	16'-7"									
FA510	16	7'-7"	127	STR.											
FA511	12	11'-9"	147	STR.											
FA512	24	6'-6"	163	2	2'-7½"	1'-6"	2'-7½"								
FA513	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"								2¾"
FA514	12	11"	11	STR.											
FA601	33	12'-9"	632	2	4'-10"	5'-9"	2'-6"								
FA602	2	14'-5"	43	2	4'-10"	7'-5"	2'-6"								
FA603	42	11'-1"	699	2	5'-0"	1'-5"	5'-0"								
FA604	42	10'-5"	657	2	4'-8"	1'-5"	4'-8"								
FA605	42	7'-1"	447	2	3'-3"	11"	3'-3"								
FA606	16	7'-3"	174	2	2'-8½"	2'-2"	2'-8½"								
FA607	4	3'-9"	23	28	1'-9"	1'-1"									
FA608	4	3'-5"	21	1	1'-1"	2'-6"									
FA609	2	11"	3	STR.											
FA801	9	30'-0"	721	STR.											
FA802	9	21'-4"	513	STR.											
FA803	28	4'-3"	318	18	2'-10"	1'-0"	1'-0"								
FA901	8	5'-3"	143	1	1'-7"	3'-11"									
		TOTAL:	6512												



NOTES

1. ALL REINFORCING STEEL BARS SHALL BE EPOXY COATED.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. RADIUS DIMENSION "R" IS TO THE OUTSIDE OF THE BAR.
4. 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.

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DESIGNED	DRAWN	REVIEWED	DATE
DWS	MSD	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMT		5707889	

REINFORCING STEEL LIST - ABUTMENTS

BRIDGE NO. MOT-75-1267W

RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00

PID No. 77247

PIER 1

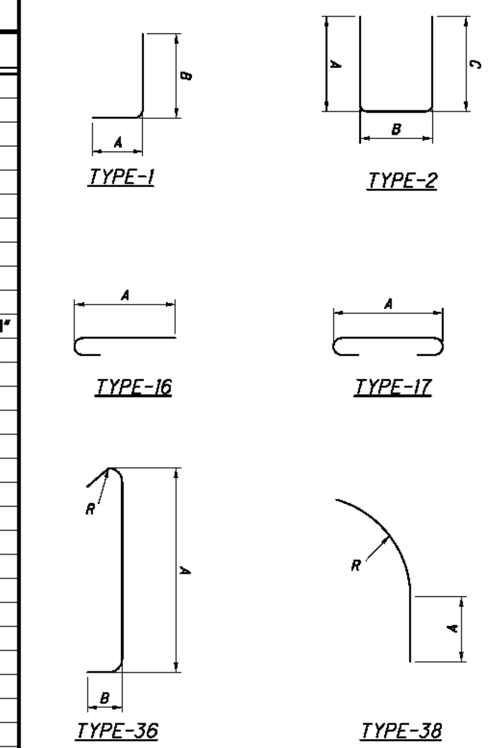
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
PA401	20	28'-8"	383	2	13'-1"	2'-8"	13'-1"								
PA402	165	3'-4"	367	36	2'-8"	4½"									1"
PA403	2 SER	VAR 28'-10"	203	2	VAR 13'-2"	2'-8"	VAR 13'-2"								
	OF 5	TO 32'-0"			TO 14'-9"		TO 14'-9"								
	=10	INCR. 9½"			INCR. 4¾"		INCR. 4¾"								
PA501	14	39'-2"	572	STR.											
PA502	18	7'-5"	139	2	2'-6"	2'-8"	2'-6"								
PA503	37	11'-11"	460	2	4'-9"	2'-8"	4'-9"								
PA504	56	8'-10"	516	2	3'-6"	2'-1"	3'-6"								
PA505	4 SER	VAR 7'-6"	745	2	VAR 2'-10"	2'-1"	VAR 2'-10"								
	OF 14	TO 18'-0"			TO 8'-1"		TO 8'-1"								
	=56	INCR. 9¾"			INCR. 4⅞"		INCR. 4⅞"								
PA506	12	15'-0"	188	38	2'-6"										7'-11"
PA507	32	6'-5"	214	2	2'-7"	1'-6"	2'-7"								
PA508	2	32'-2"	67	STR.											
PA509	2	29'-5"	61	STR.											
PA601	28	7'-8"	322	2	2'-8"	2'-8"	2'-8"								
PA901	16	20'-7"	1120	16	19'-4"										
PA1001	23	12'-4"	1221	17	9'-6"										
PA1002	10	28'-6"	1226	1	3'-4"	25'-6"									
PA1003	5	39'-2"	843	STR.											
PA1101	82	17'-1"	7443	1	2'-0"	15'-5"									
PA1102	82	18'-10"	8205	STR.											
		TOTAL:	24295												

PIER 2

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
PB401	20	28'-8"	383	2	13'-1"	2'-8"	13'-1"								
PB402	165	3'-4"	367	36	2'-8"	4½"									1"
PB403	2 SER	VAR 28'-10"	203	2	VAR 13'-2"	2'-8"	VAR 13'-2"								
	OF 5	TO 32'-0"			TO 14'-9"		TO 14'-9"								
	=10	INCR. 9½"			INCR. 4¾"		INCR. 4¾"								
PB501	14	39'-2"	572	STR.											
PB502	18	7'-5"	139	2	2'-6"	2'-8"	2'-6"								
PB503	37	11'-11"	460	2	4'-9"	2'-8"	4'-9"								
PB504	56	8'-10"	516	2	3'-6"	2'-1"	3'-6"								
PB505	4 SER	VAR 7'-6"	745	2	VAR 2'-10"	2'-1"	VAR 2'-10"								
	OF 14	TO 18'-0"			TO 8'-1"		TO 8'-1"								
	=56	INCR. 9¾"			INCR. 4⅞"		INCR. 4⅞"								
PB506	12	15'-0"	188	38	2'-6"										7'-11"
PB507	32	6'-5"	214	2	2'-7"	1'-6"	2'-7"								
PB508	2	32'-2"	67	STR.											
PB509	2	29'-5"	61	STR.											
PB601	28	7'-8"	322	2	2'-8"	2'-8"	2'-8"								
PB901	16	20'-7"	1120	16	19'-4"										
PB1001	23	12'-4"	1221	17	9'-6"										
PB1002	10	28'-6"	1226	1	3'-4"	25'-6"									
PB1003	5	39'-2"	843	STR.											
PB1101	82	17'-1"	7443	1	2'-0"	15'-5"									
PB1102	82	18'-10"	8205	STR.											
		TOTAL:	24295												

PIER 3

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
PC401	30	28'-8"	574	2	13'-1"	2'-8"	13'-1"								
PC402	220	3'-4"	490	36	2'-8"	4½"									1"
PC403	2 SER	VAR 28'-10"	205	2	VAR 13'-2"	2'-8"	VAR 13'-2"								
	OF 5	TO 32'-8"			TO 15'-1"		TO 15'-1"								
	=10	INCR. 11½"			INCR. 5¾"		INCR. 5¾"								
PC501	14	39'-2"	572	STR.											
PC502	2	10'-0"	21	STR.											
PC503	19	7'-5"	145	2	2'-6"	2'-8"	2'-6"								
PC504	12	15'-0"	188	38	2'-6"										7'-11"
PC505	42	6'-9"	296	2	2'-9"	1'-6"	2'-9"								
PC506	2	33'-2"	69	STR.											
PC507	2	30'-6"	64	STR.											
PC601	37	13'-6"	750	2	5'-7"	2'-8"	5'-7"								
PC602	64	8'-4"	801	2	3'-6"	1'-8"	3'-6"								
PC603	2 SER	VAR 7'-0"	613	2	VAR 2'-10"	1'-8"	VAR 2'-10"								
	OF 16	TO 18'-6"			TO 8'-7"		TO 8'-7"								
	=32	INCR. 9¼"			INCR. 4⅝"		INCR. 4⅝"								
PC604	2 SER	VAR 7'-10"	669	2	VAR 3'-3"	1'-8"	VAR 3'-3"								
	OF 16	TO 20'-0"			TO 9'-4"		TO 9'-4"								
	=32	INCR. 9¾"			INCR. 4⅞"		INCR. 4⅞"								
PC605	30	8'-0"	360	2	2'-10"	2'-8"	2'-10"								
PC1001	34	15'-10"	2316	17	13'-0"										
PC1002	28	23'-10"	2872	16	22'-5"										
PC1101	82	17'-7"	7660	1	2'-0"	15'-11"									
PC1102	82	23'-5"	10202	STR.											
PC1103	6	29'-9"	948	1	3'-4"	26'-9"									
PC1104	6	30'-6"	972	1	4'-1"	26'-9"									
PC1105	6	39'-2"	1249	STR.											
		TOTAL:	32036												



NOTES

1. ALL REINFORCING STEEL BARS SHALL BE EPOXY COATED.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. RADIUS DIMENSION "R" IS TO THE OUTSIDE OF THE BAR.
4. 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.

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

DESIGNED	DRAWN	REVIEWED	DATE
DWS	MSD	DWW	2-12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMT		5707889	

REINFORCING STEEL LIST - PIERS

BRIDGE NO. MOT-75-1267W

RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00

PID No. 77247

SUPERSTRUCTURE DECK SLAB

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
S501	1926	30'-0"	60265	STR.											
S502	120	24'-10"	3108	STR.											
S503	280	28'-5"	8299	STR.											
S504	107	19'-7"	2186	STR.											
S601	2006	30'-0"	90390	STR.											
S602	2006	14'-6"	43689	STR.											
		TOTAL:	207937												

PARAPETS ON DECK SLAB

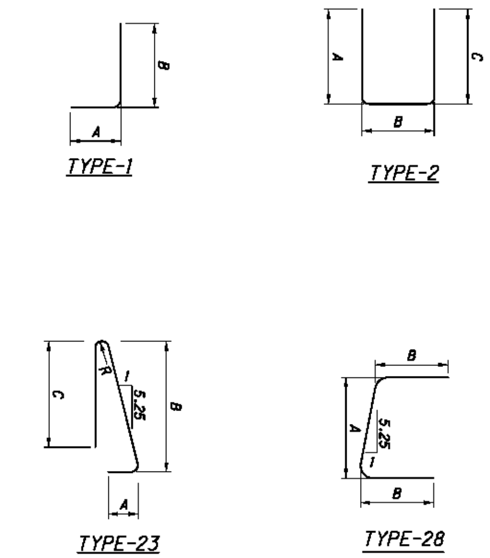
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
R501	1002	7'-5"	7751	23	1'-1"	3'-2"	3'-0"								2¾"
R502	216	30'-0"	6759	STR.											
R503	6	17'-3"	108	STR.											
R504	6	19'-7"	123	STR.											
R601	1002	3'-5"	5142	1	1'-1"	2'-6"									
R602	1002	3'-9"	5644	28	1'-9"	1'-1"									
R603	37	30'-0"	1667	STR.											
R604	1	27'-9"	42	STR.											
		TOTAL:	27236												

REAR ABUTMENT CONCRETE END DIAPHRAGM

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
D501	68	10'-7"	751	2	3'-8"	3'-6"	3'-8"								
D801	20	20'-1"	1072	STR.											
D802	10	17'-7"	469	STR.											
		TOTAL:	2292												

*PARAPETS ON APPROACH SLABS

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
T501	24	29'-8"	743	STR.											
T502	124	7'-5"	959	23	1'-1"	3'-2"	3'-0"								2¾"
T601	4	29'-8"	178	STR.											
T602	124	3'-9"	698	28	1'-9"	1'-1"									
T603	124	3'-5"	636	1	1'-1"	2'-6"									
		TOTAL:	3214												



NOTES

1. ALL REINFORCING STEEL BARS SHALL BE EPOXY COATED.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. RADIUS DIMENSION "R" IS TO THE OUTSIDE OF THE BAR.
4. 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 INFORMATION ONLY, INCLUDED FOR PAYMENT WITH ITEM 898 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN

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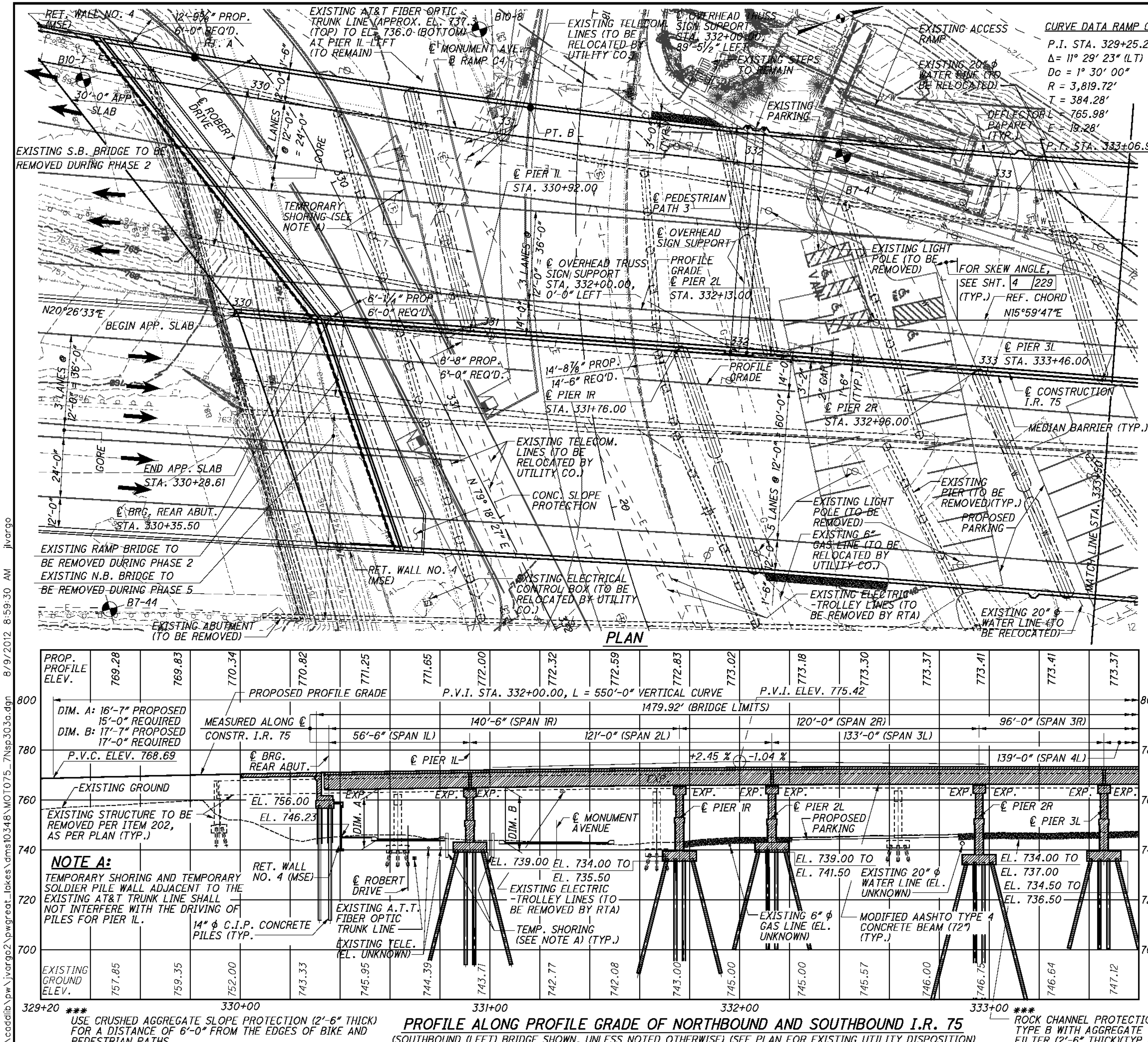
DESIGN AGENCY
LJB Inc. · 3100 Research Blvd. · P.O. Box 20246 Dayton, OH 45420-0246 (937) 259-5000 tel · (937) 259-5100 fax · ljbinc.com

DESIGNED DWS | CHECKED AMT | DRAWN MSD | REVISED | REVIEWED DWW | DATE 2-12 | STRUCTURE FILE NUMBER 5707889

REINFORCING STEEL LIST - SUPERSTRUCTURE
BRIDGE NO. MOT-75-1267W
RAMP C4 OVER FIRST ST., SALEM AVE. AND ROBERT DR.

MOT-75-12.00
PID No. 77247



BENCHMARK DATA

BM-30 STA. 334+69.93, EL.727.74, OFFSET 86.71′ LT., DESCRIPTION: PK NAIL SET IN CONCRETE

BM-36 STA. 343+74.00, EL.748.34, OFFSET 125.52′ RT., DESCRIPTION: ¾ IRON PIPE WITH RED CAP

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. ALL UTILITIES ARE TO REMAIN, EXCEPT AS NOTED.
3. FOR ADDITIONAL NOTES, SEE SHEET 4/229.
4. DESIGN TRAFFIC: I-75
2005 ADT = 128,200   2005 ADTT = 33,400
2025 ADT = 148,100   2025 ADTT = 38,500
DIRECTIONAL DISTRIBUTION = 51%

LEGEND:

BORING LOCATION

EXISTING STRUCTURE

TYPE: MAINLINE BRIDGES: CONTINUOUS ROLLED STEEL BEAMS AND WELDED GIRDERS (RAMP: WELDED GIRDERS) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: N.B.: 16 SPANS FROM 34′-0″± TO 125′-0″± = 1521′-3″±
S.B.: 15 SPANS FROM 34′-0″± TO 142′-10″± = 1561′-6″±
RAMP: 72′-11″±, 102′-9″±, AND 98′-2″± (C/C BRG.)

ROADWAY: N.B. 61′-5″± MIN. TO 80′-2½″± MAX. T/T PARAPETS
S.B. 61′-5″± MIN. TO 90′-3″± MAX. T/T PARAPETS
RAMP : 26′-11″± T/T PARAPETS

LOADING: CF2000 (57) (ORIGINAL); HS20-44 (REHAB.)

SKEW: VARIES

APPROACH SLABS: 25′-0″± LONG (AS-1-72)

WEARING SURFACE: 2″ MICRO-SILICA OVERLAY

ALIGNMENT: N.B.: 1°00′00″ CURVE; S.B.: 1°00′16″ AND 1°30′00″ CURVE; RAMP: 1°30′20″ AND 3°00′00″ CURVE

CROWN: VARIES

STRUCTURAL FILE NUMBER: 5708133 (S.B.), 5708141 (S.B. RAMP) AND 5708168 (N.B.)

DATE BUILT: 1965 (ORIGINAL CONSTR.); 1985 (REHAB.)

PROPOSED STRUCTURE

PROPOSED WORK: REPLACE EXISTING BRIDGES WITH NEW MAINLINE BRIDGES.

TYPE: 13 SPAN SIMPLE SPAN PRESTRESSED CONCRETE I-BEAM SUPERSTRUCTURE (MADE CONTINUOUS FOR LIVE LOAD) ON STUB ABUTMENTS AND WALL AND T-TYPE PIERS.

SPANS: N.B.(RIGHT BRIDGE): 140′-6″, 120′-0″, 96′-0″, 93′-0″, 112′-0″, 103′-0″, 134′-0″, 125′-0″, 125′-0″, 121′-0″, 130′-0″, 98′-0″ AND 74′-0″. (℄ BRG. ABUT. TO ℄ PIER OR ℄ PIER TO ℄ PIER) (MEAS. ALONG ℄ CONSTRUCTION I.R. 75)
S.B.(LEFT BRIDGE): 56′-6″, 121′-0″, 133′-0″, 139′-0″, 112′-0″, 103′-0″, 134′-0″, 125′-0″, 125′-0″, 121′-0″, 130′-0″, 98′-0″ AND 74′-0″. (℄ BRG. ABUT. TO ℄ PIER OR ℄ PIER TO ℄ PIER) (MEAS. ALONG ℄ CONSTRUCTION I.R. 75)

ROADWAY: N.B.: 84′-5″ MIN. TO 94′-5″ MAX. (T/T PARAPET)
S.B.: 84′-5″ MIN. TO 94′-3¼″± MAX. (T/T PARAPET)
1′-6″ MEDIAN BARRIERS AND 1′-6″ FASCIA BARRIERS

LOADING: HS-25 AND THE ALTERNATE MILITARY LOADING. FWS = 60 PSF

SKEW: VARIES

WEARING SURFACE: 1″ MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81 (30′-0″ LONG)

ALIGNMENT: TANGENT, 1°30′00″ CURVE LEFT, TANGENT

CROWN: VARIES

COORDINATES: LATITUDE: 39°46′00″ N , LONGITUDE: 84°12′00″ W

STRUCTURE FILE NUMBER: 5707994

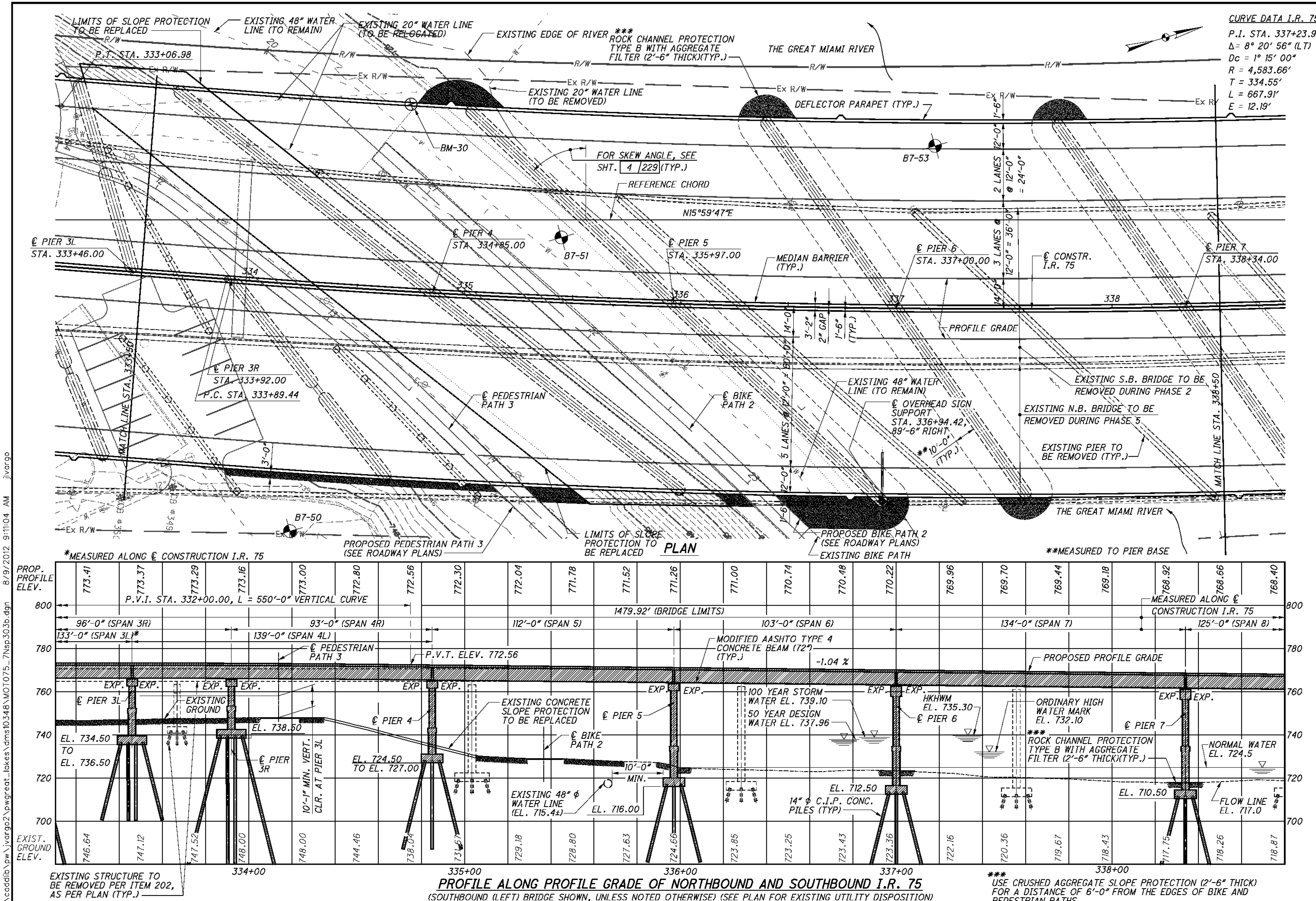
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED MDP	REVISED		STRUCTURE FILE NUMBER 5707994

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (1 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



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

(SOUTHBOUND (LEFT) BRIDGE SHOWN, UNLESS NOTED OTHERWISE) (SEE PLAN FOR EXISTING UTILITY DISPOSITION)

*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

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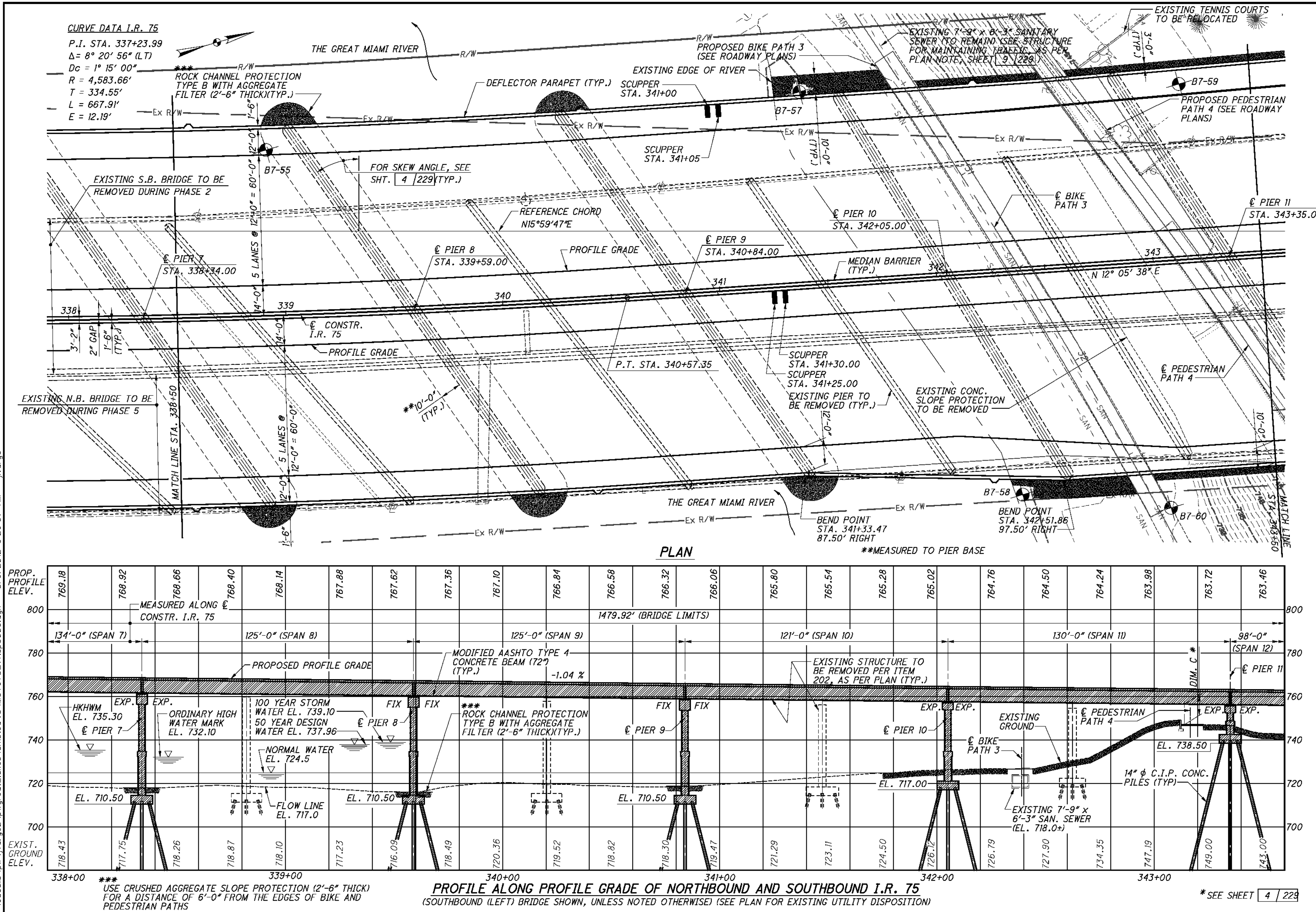
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MDP		5707994	

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (2 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MDP		5707994	

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (3 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

3/229

1250/1565

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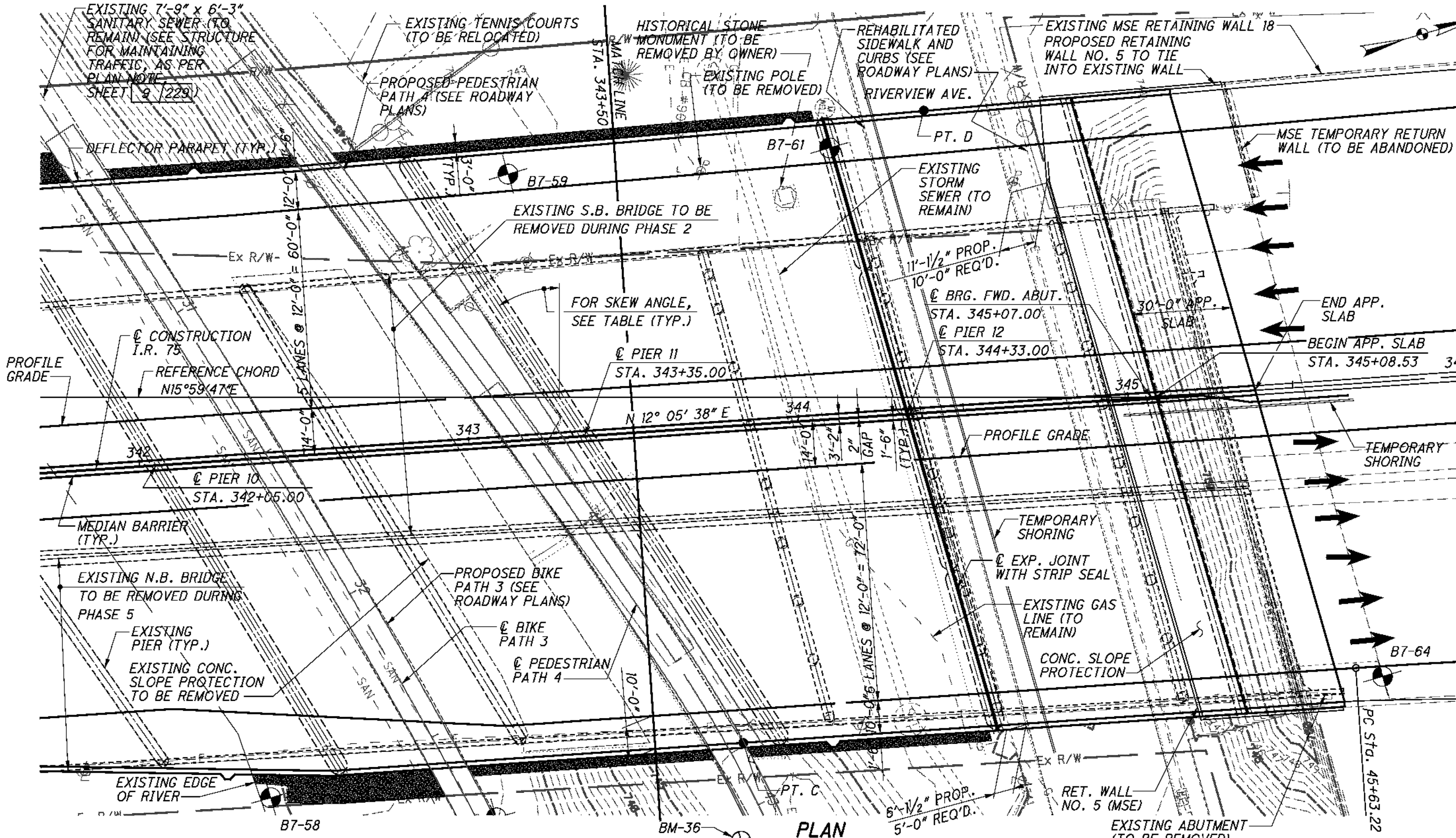
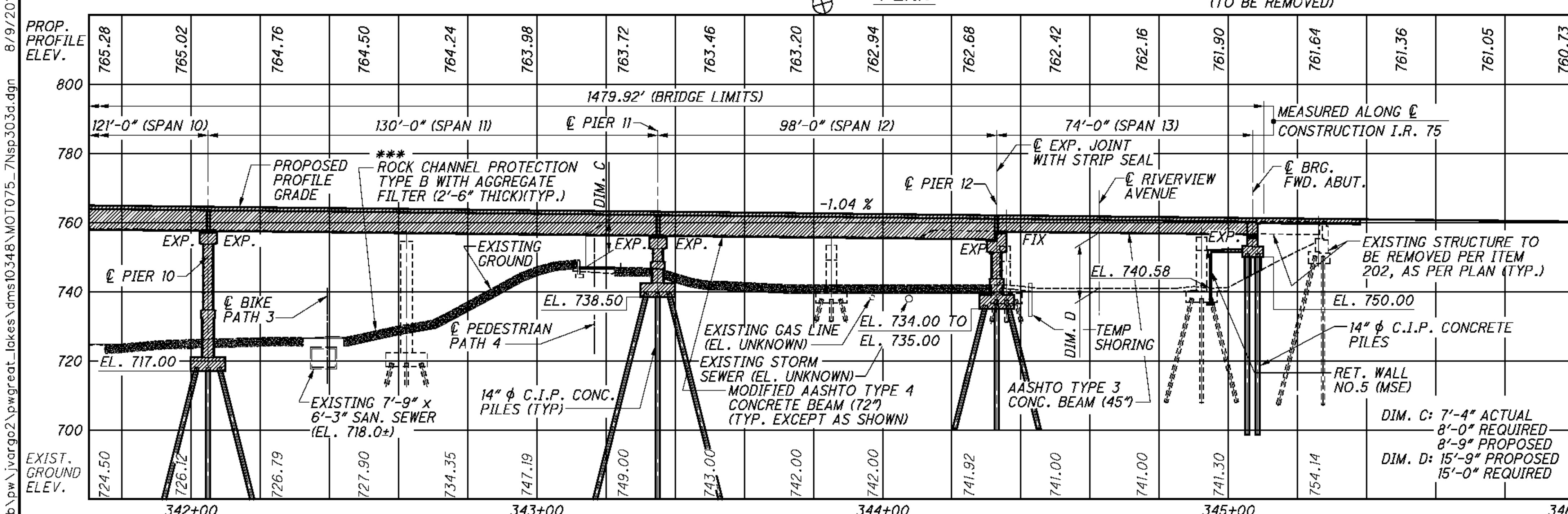




PROFILE ALONG PROFILE GRADE OF NORTHBOUND AND SOUTHBOUND I.R. 75
(SOUTHBOUND (LEFT) BRIDGE SHOWN, UNLESS NOTED OTHERWISE) (SEE PLAN FOR EXISTING UTILITY DISPOSITION)

**BORING DATA

NO.	STATION	OFFSET
B10-7	STA. 329+29.71	88.40' LT.
B7-44	STA. 329+56.73	122.28' RT.
B10-8	STA. 330+86.41	120.80' LT.
B7-46	STA. 330+98.32	131.44' RT.
B7-48	STA. 332+22.97	130.63' RT.
B7-47	STA. 332+35.55	81.53' LT.
B7-50	STA. 334+26.86	114.32' RT.
B7-51	STA. 335+43.59	28.65' LT.
B7-52	STA. 337+03.17	128.76' RT.
B7-53	STA. 337+17.55	75.41' LT.
B7-54	STA. 338+49.14	109.88' RT.
B7-55	STA. 338+93.25	76.25' LT.
B7-56	STA. 339+98.80	115.09' RT.
B7-57	STA. 341+42.73	89.08' LT.
B7-58	STA. 342+32.80	102.85' RT.
B7-60	STA. 343+00.51	113.55' RT.
B7-59	STA. 343+17.36	80.80' LT.
B7-61	STA. 344+14.96	82.07' LT.
B7-63	STA. 345+21.73	128.39' LT.
B7-64	STA. 345+71.10	89.10' RT.

** ROCK NOT ENCOUNTERED AT ALL BORINGS

*SKEW ANGLE

LOCATION	ANGLE
℄ BRG. R.A. (LEFT BRIDGE)	37°59'44" (L.R.)
℄ BRG. R.A. (RIGHT BRIDGE)	18°59'44" (R.F.)
℄ PIER 1L (LEFT BRIDGE)	13°59'44" (L.R.)
℄ PIER 1R (RIGHT BRIDGE)	18°59'44" (R.F.)
℄ PIER 2L (LEFT BRIDGE)	11°59'44" (L.R.)
℄ PIER 2R (RIGHT BRIDGE)	21°59'44" (R.F.)
℄ PIER 3L (LEFT BRIDGE)	15°59'44" (R.F.)
℄ PIER 3R (RIGHT BRIDGE)	37°59'44" (R.F.)
℄ PIER 4	51°29'44" (R.F.)
℄ PIER 5	46°27'41" (R.F.)
℄ PIER 6	34°59'44" (R.F.)
℄ PIER 7	34°59'44" (R.F.)
℄ PIER 8	34°59'44" (R.F.)
℄ PIER 9	34°59'44" (R.F.)
℄ PIER 10	31°16'12" (R.F.)
℄ PIER 11	32°59'44" (R.F.)
℄ PIER 12	15°59'44" (R.F.)
℄ BRG. F.A.	15°59'44" (R.F.)

* MEASURED TO REFERENCE CHORD SEE SHEET 7/229

HYDRAULIC DATA:

DRAINAGE AREA = 2475 SQ. MILES
Q (100) = 79,000 CFS V (100) = 7.62 FT/S
Q (50) = 71,000 CFS V (50) = 6.44 FT/S
STRUCTURE CLEARS THE 50 DESIGN HW BY 16 FEET.
OFFICIAL PLAN FLOOD = 110,000 CFS.

NOTES:

1. THE PROPOSED SOUTHBOUND STRUCTURE WILL BE CONSTRUCTED DURING PHASE 3. THE PROPOSED NORTHBOUND STRUCTURE WILL BE CONSTRUCTED DURING PHASE 6A. SEE PHASE CONSTRUCTION DRAWINGS, SHEET 14/229 THRU 16/229 .
2. N.B. BRIDGE: THE OUT TO OUT DIM. VARIES FROM 87'-5" MIN. TO 97'-5" MAX. THE TOE TO TOE PARAPET DIM. VARIES FROM 84'-5" MIN. TO 94'-5" MAX.
S.B. BRIDGE: THE OUT TO OUT DIM. VARIES FROM 87'-5" MIN. TO 97'-3 1/4"± MAX. THE TOE TO TOE PARAPET DIM. VARIES FROM 84'-5" MIN. TO 94'-3 1/4"± MAX.
3. STA. 330+06.44, ℄ RAMP C4 = STA. 329+56.69, ℄ ROBERT DRIVE. STA. 330+64.45, ℄ SURVEY AND CONSTR. I.R. 75 = STA. 330+60.13, ℄ ROBERT DRIVE.
4. FOR ESTIMATED PILE LENGTHS AND REMOVAL LIMITS, SEE PILE PLAN SHEETS 19/229 THRU 29/229 .
5. CONICAL PILE TIPS ARE REQUIRED FOR HARD DRIVING CONDITIONS AND DUE TO EXISTING PILE CONFLICTS. FOR NOTES, SEE SHEET 9/229 .

*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

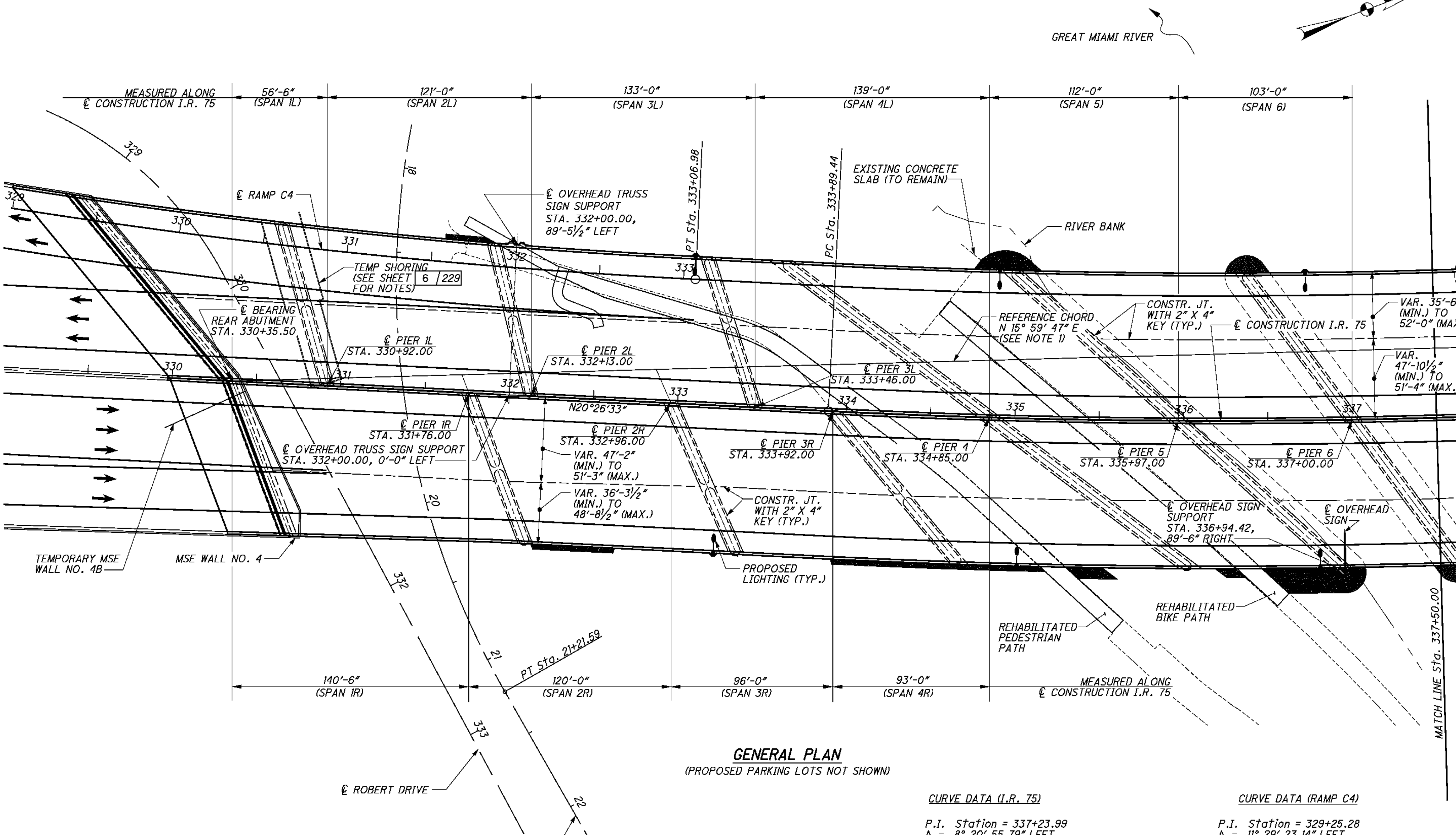
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12 STRUCTURE FILE NUMBER 5707994
DRAWN JLV REVISED
DESIGNED ECM CHECKED MDP

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (4 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



GENERAL PLAN

(PROPOSED PARKING LOTS NOT SHOWN)

CURVE DATA (I.R. 75)

P.I. Station = 337+23.99
Δ = 8° 20' 55.79" LEFT
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

CURVE DATA (RAMP C4)

P.I. Station = 329+25.28
Δ = 11° 29' 23.14" LEFT
Dc = 1° 30' 00"
R = 3,819.72'
T = 384.28'
L = 765.98'
E = 19.28'

NOTES:

1. FOR REFERENCE CHORD LAYOUT, SEE SHEET 7 / 229.
2. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 171 / 229 THRU 173 / 229.
3. SEE SHEET 6 / 229 FOR ADDITIONAL NOTES.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
SNL	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

GENERAL PLAN (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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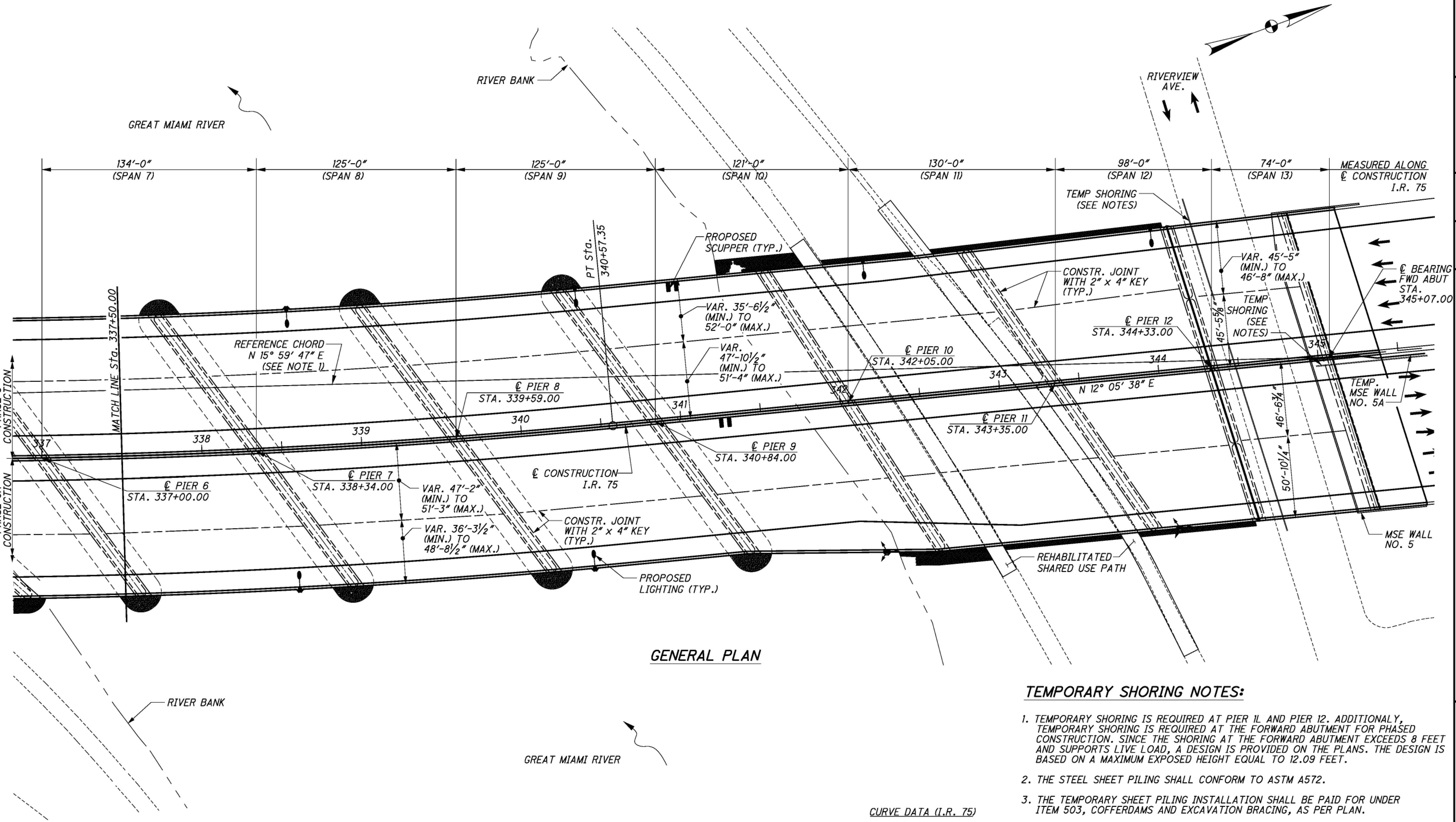

GENERAL PLAN

TEMPORARY SHORING NOTES:

1. TEMPORARY SHORING IS REQUIRED AT PIER 1L AND PIER 12. ADDITIONALY, TEMPORARY SHORING IS REQUIRED AT THE FORWARD ABUTMENT FOR PHASED CONSTRUCTION. SINCE THE SHORING AT THE FORWARD ABUTMENT EXCEEDS 8 FEET AND SUPPORTS LIVE LOAD, A DESIGN IS PROVIDED ON THE PLANS. THE DESIGN IS BASED ON A MAXIMUM EXPOSED HEIGHT EQUAL TO 12.09 FEET.
2. THE STEEL SHEET PILING SHALL CONFORM TO ASTM A572.
3. THE TEMPORARY SHEET PILING INSTALLATION SHALL BE PAID FOR UNDER ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.
4. SHEET PILING SHALL MEET THE FOLLOWING PROPERTIES:

Fy KSI	SECTION MODULUS in^3 / LF OF WALL
	FWD ABUT
50	55.0
60	46.0

LOCATION	ELEVATION OF SHORING	
	TOP	MIN. TIP
WALL NO. 5	748.20	707.61

CURVE DATA (I.R. 75)

P.I. Station = 337+23.99
Δ = 8° 20' 55.79" LEFT
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

NOTES:

1. FOR REFERENCE CHORD LAYOUT, SEE SHEET 7 / 229.
2. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 171 / 229 THRU 173 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
SNL	JDH	SNL		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

GENERAL PLAN (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

6 / 229

1253 / 1565

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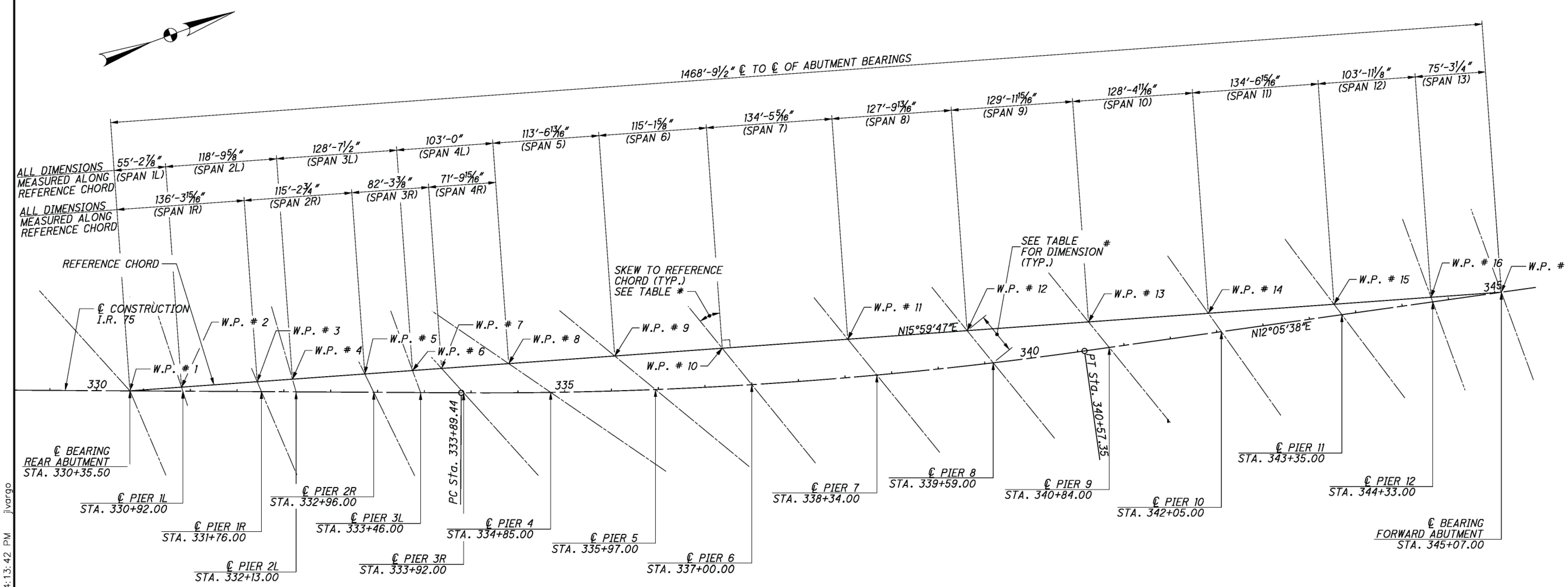

REFERENCE CHORD DIAGRAM

REFERENCE CHORD DATA					
LOCATION	*ANGLE	#DIMENSION	LOCATION	*ANGLE	#DIMENSION
℄ BRG. R.A. (LEFT BRIDGE)	37°59'44" (L.R.)		℄ PIER 5	46°27'41" (R.F.)	56'-4⅝"
℄ BRG. R.A. (RIGHT BRIDGE)	18°59'44" (R.F.)		℄ PIER 6	34°59'44" (R.F.)	50'-0¾"
℄ PIER 1L (LEFT BRIDGE)	13°59'44" (L.R.)	4'-6 3/16"	℄ PIER 7	34°59'44" (R.F.)	49'-3⅜"
℄ PIER 1R (RIGHT BRIDGE)	18°59'44" (R.F.)	11'-6¼"	℄ PIER 8	34°59'44" (R.F.)	44'-2 15/16"
℄ PIER 2L (LEFT BRIDGE)	11°59'44" (L.R.)	14'-0 13/16"	℄ PIER 9	34°59'44" (R.F.)	35'-1¾"
℄ PIER 2R (RIGHT BRIDGE)	21°59'44" (R.F.)	21'-9⅜"	℄ PIER 10	31°16'12" (R.F.)	24'-0 9/16"
℄ PIER 3L (LEFT BRIDGE)	15°59'44" (R.F.)	25'-0½"	℄ PIER 11	32°59'44" (R.F.)	13'-11½"
℄ PIER 3R (RIGHT BRIDGE)	37°59'44" (R.F.)	35'-0 13/16"	℄ PIER 12	15°59'44" (R.F.)	5'-2⅞"
℄ PIER 4	51°29'44" (R.F.)	54'-4½"	℄ BRG. F.A.	15°59'44" (R.F.)	

* SKEW ANGLE MEASURED TO REFERENCE CHORD

\# DIMENSION IS MEASURED FROM REFERENCE CHORD TO ℄ CONSTRUCTION I.R. 75 ALONG THE ℄ PIER.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JDH	JWF	MEH		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

REFERENCE CHORD DIAGRAM
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81	DATED (REVISED)	07-19-02
EXJ-6-06	DATED (REVISED)	01-20-06
PCB-91	DATED (REVISED)	07-19-02
PSID-1-99	DATED (REVISED)	07-18-08
SBR-1-99	DATED (REVISED)	07-19-02
SICD-1-96	DATED (REVISED)	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

832	DATED	07-20-12
898	DATED	07-20-12

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE (FWS) OF 60 LBS/SQ FT

DESIGN DATA:

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM YIELD STRENGTH 60,000 PSI

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

DIAPHRAGM CONCRETE - COMPRESSIVE STRENGTH 4500 PSI

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

PILES - ASTM A252 GRADE 3
MIMIMUM YIELD STRENGTH 45,000 PSI

STRUCTURAL STEEL - ASTM A709 GRADE 50
MINIMUM YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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

EXISTING STRUCTURE PLANS:

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

MAINTENANCE OF TRAFFIC:

I.R. 75 TRAFFIC WILL BE MAINTAINED AT ALL TIMES. FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURE AND DETAILS REFER TO ROADWAY PLANS AND STRUCTURE STAGE CONSTRUCTION DETAILS.

UTILITY LINES:

THE UTILITIES SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO 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 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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

DIMENSIONS:

DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60° F UNLESS NOTED OTHERWISE

FRICTION TYPE PILES:

THE PILES ORDER LENGTHS, ULTIMATE BEARING VALUES, AND NUMBER OF DYNAMIC TESTING ITEMS ARE AS FOLLOWS (THE SUBSTRUCTURE UNIT LIST ORDER IS BASED ON INCREASING ULTIMATE BEARING VALUES):

PIER 12R PILES:
48 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 126 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 3R PILES:
72 14" C.I.P. PILES 80 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 130 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 1L PILES:
84 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 133 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 3L PILES:
64 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 134 TONS PER PILE
PIER 10 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 134 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 9 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 135 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 7 PILES:
120 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 136 TONS PER PILE
FORWARD ABUTMENT PILES:
45 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 136 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 8 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
PIER 11 PILES:
99 14" C.I.P. PILES 65 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
PIER 12L PILES:
45 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

REAR ABUTMENT PILES:
69 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 138 TONS PER PILE
PIER 5 PILES:
126 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 138 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 4 PILES:
120 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
PIER 6 PILES:
120 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

PIER 1R PILES:
72 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 2L PILES:
64 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 2R PILES:
64 14" C.I.P. PILES 70 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200' BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE FOLLOWING WAITING PERIODS HAVE ELAPSED:

REAR ABUTMENT	21 CALENDAR DAYS
FORWARD ABUTMENT (LEFT)	60 CALENDAR DAYS
FORWARD ABUTMENT (RIGHT)	21 CALENDAR DAYS

THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

STATIC LOAD TEST, AS PER PLAN FOR PILES:

STATIC LOAD TESTS ARE REQUIRED, ONE AT PIER 2R, PIER 6 AND PIER 12L PERFORM DYNAMIC TESTING ON THE FIRST TWO PRODUCTION PILES TO DETERMINE THE REQUIRED BLOW COUNT FOR THE SPECIFIED ULTIMATE BEARING VALUE. PERFORM THE STATIC LOAD TEST ON EITHER PILE. DO NOT OVER-DRIVE THE SELECTED PILE. DRIVE THE THIRD AND FOURTH PRODUCTION PILES TO 75% AND 85% OF THE DETERMINED BLOW COUNT, RESPECTIVELY. THE TEST PILES AND THE REDUCED CAPACITY PILES SHALL NOT BE BATTERED. AFTER INSTALLATION OF THE FIRST FOUR PRODUCTION PILES, CEASE ALL DRIVING OPERATIONS ON PILING REPRESENTED BY THE STATIC LOAD TESTING FOR A MINIMUM OF 7 DAYS. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKES TEST ITEMS). THE ENGINEER WILL REVIEW THE RESULTS OF THE PILE RESTRIKES AND ESTABLISH THE DRIVING CRITERIA FOR THE REMAINING PILING REPRESENTED BY THE TESTING. SUBMIT ALL TEST RESULTS TO THE OFFICE OF STRUCTURAL ENGINEERING.

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

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

MINIMUM TIP ELEVATIONS:

DUE TO THE POTENTIAL FOR SCOUR AT THE RIVER PIERS, THE 14" ϕ CIP PILES SHALL BE DRIVEN TO THE FOLLOWING MINIMUM TIP ELEVATIONS:

PIER 4 EL. 709.4	PIER 5 EL. 703.3	PIER 6 EL. 699.6
PIER 7 EL. 693.6	PIER 8 EL. 692.6	PIER 9 EL. 694.6
PIER 10 EL. 702.30		

BATTERED PILES:

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

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

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

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

PROTECTION OF EXISTING UTILITIES:

THE EXISTING AT&T FIBER OPTIC TRUNK LINE UNDER THE PROPOSED PIER 1L-LEFT FOOTING IS TO REMAIN. AT&T IS RESPONSIBLE FOR LOCATING AND INSTALLING THE TRENCH BOX ABOUT THE UTILITY LINE.

THE EXISTING 48" WATER MAIN ADJACENT TO PROPOSED PIER 5 AND THE EXISTING 7'-9" X 6'-3" SANITARY SEWER ADJACENT TO PROPOSED PIER 10 ARE TO REMAIN.

THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL PROPOSED RIVER BRIDGE CONSTRUCTION AND EXISTING BRIDGE REMOVAL WITHOUT DAMAGE TO THE EXISTING UTILITIES THAT ARE TO REMAIN.

STRUCTURE GENERAL NOTES

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

REMOVAL SHALL INCLUDE THE FOLLOWING EXISTING BRIDGES:

MOT-75-1281C (STRUCTURAL FILE NUMBER: 5708141)
MOT-75-1281L (STRUCTURAL FILE NUMBER: 5708133)
MOT-75-1281R (STRUCTURAL FILE NUMBER: 5708168)

REMOVAL SHALL BE 1'-0" BELOW THE PROPOSED GROUND PER ITEM 202.03, EXCEPT THAT ADDITIONAL REMOVAL SHALL BE REQUIRED AS SHOWN IN THE PLANS. SEE THE PILE LAYOUT PLAN SHEETS 19/229 THRU 29/229 FOR ADDITIONAL REMOVALS.

ITEM 202, REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE:

IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

ITEM 502, STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN:

THIS WORK CONSISTS OF DESIGNING, PREPARING PLANS, PROVIDING, MAINTAINING AND SUBSEQUENTLY REMOVING A TEMPORARY STRUCTURE TO PROTECT THE EXISTING 7'-9" x 6'-3" SANITARY SEWER. PERFORM THE WORK IN ACCORDANCE WITH CMS ITEM 502 EXCEPT AS NOTED BELOW.

DESIGN THE STRUCTURE TO SPAN OVER THE EXISTING SEWER TO PREVENT ANY ADDITIONAL LOAD ON THE SEWER. DESIGN THE STRUCTURE FOR THE DEAD LOAD OF THE PROPOSED CAUSEWAY AND THE LIVE LOAD OF ANY ANTICIPATED CONSTRUCTION LOADINGS OR THE LIVE LOADING SPECIFIED IN CMS 502, WHICHEVER IS GREATER. INCLUDE STRUCTURE SELF WEIGHT IN THE DESIGN DEAD LOAD. AT LEAST 60 DAYS PRIOR TO STARTING CONSTRUCTION ON THE TEMPORARY STRUCTURE, SUBMIT CALCULATIONS SEALED BY AN OHIO PROFESSIONAL ENGINEER TO THE DEPARTMENT FOR REVIEW AND APPROVAL. NO WORK MAY BEGIN UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED FROM THE DEPARTMENT.

PRIOR TO STARTING WORK AND AT THE COMPLETION OF THE PROJECT, THE EXISTING SEWER SHALL BE INSPECTED. REFER TO THE "REVIEW OF DRAINAGE FACILITIES" NOTE IN THE ROADWAY GENERAL NOTES FOR ADDITIONAL INFORMATION AND PAYMENT.

INCLUDE THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESARY TO DESIGN, FURNISH, INSTALL, MAINTAIN AND REMOVE THE TEMPORARY STRUCTURE.

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF THE EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING ALTERNATE DESIGN. SEE SHEET 6/229 FOR DETAILS AMD LOCATION.

ITEM 507, 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN:

FOR THE REAR ABUTMENT AND PIER 1L THE PILE WALL THICKNESS SHALL BE THE MINIMUM OF 0.50" OR THAT REQUIRED BY CMS 507.06.

FOR ALL OTHER SUBSTRUCTURE LOCATIONS THE PILE WALL THICKNESS SHALL BE THE MINIMUM OF 0.375" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN

WHERE INDICATED ON THE PLANS, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417,
PHONE: (201)337-5748, FAX: (201)337-9022;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721, FAX: (704)821-8201;

VERSA STEEL INC., 1618 N.E. FIRST AVE., PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814, FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR., MONROE, NORTH CAROLINA 28110,
PHONE: (704)225-1566, (800)280-9950, FAX: (704)225-1567;

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

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

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN. THE CONCRETE SEALING FINISH COAT COLORS SHALL MEET THE FOLLOWING FEDERAL STANDARD COLOR NUMBERS:

ABUTMENTS:		
FS-595B-37778	LIGHT NEUTRAL	CIP ABUTMENTS
PIERS:		
FS-595B-37778	LIGHT NEUTRAL	PIER BASE, BASE CAPS, PIER STEMS AND PIER CAPS
FS-595B-33578	TAN	PIER STEMS (MASONRY FORMLINER)
SUPERSTRUCTURE:		
FS-595B-12160	BROWNISH RED	FASCIA BEAMS
FS-595B-37778	LIGHT NEUTRAL	EXTERIOR PARAPETS AND EXTERIOR DECK FASCIAS, MEDIAN BARRIERS, AND ABUTMENT AND PIER DIAPHRAGMS
MSE WALLS:		
SEE MSE WALL PLANS		

THE LIMITS OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1st OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UNSEALED.

ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN:

THE ENTIRE BRIDGE DECK BETWEEN THE TOE OF MEDIAN BARRIER AND THE TOE OF EXTERIOR PARAPET SHALL BE SATURATED WITH AN SRS CONCRETE SEALER. ALL REQUIREMENTS OF CMS 512.05 SHALL APPLY EXCEPT THAT THE ONLY MEANS OF APPLICATION ALLOWED WILL BE BY THE USE OF SQUEEGEES. THE USE OF SPRAY EQUIPMENT IS PROHIBITED.

PAYMENT FOR SEALING OF DECK SHALL BE INCLUDED WITH PAY ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN. THE DEPARTMENT WILL MEASURE THE TREATING OF THE CONCRETE BRIDGE DECK WITH SRS AS THE ACTUAL AREA IN SQUARE YARDS OF SURFACE TREATED.

ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

THE JOINT SHALL BE A WATSON BOWMAN ACME WABO MODULAR D-900, DS BROWN D-240, TECHSTAR LG-3/D-240 OR APPROVED ALTERNATE.

THE MANUFACTURER SHALL SUBMIT DESIGN CALCULATIONS SHOWING THAT THE DEVICE CAN MEET THE IMPACT AND FATIGUE DESIGN REQUIREMENTS SET FORTH BY AASHTO AS WELL AS THE HS25 LOADING AND 100% IMPACT REQUIREMENT OF THE OHIO BRIDGE DESIGN MANUAL.

A. DESCRIPTION

FURNISH ALL MATERIALS, SERVICES, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO DESIGN, FABRICATE, INSPECT, TEST AND INSTALL MODULAR EXPANSION JOINTS IN ACCORDANCE WITH THE PLANS AND THESE NOTES. ALL REQUIREMENTS OF 513, UF LEVEL FABRICATION APPLY, UNLESS MODIFIED BY THESE NOTES.

B. DESIGN

1. PREPARE AND CHECK THE DESIGN UNDER THE AUTHORITY OF AN OHIO REGISTERED PROFESSIONAL ENGINEER. THE REGISTERED ENGINEER SHALL SEAL, SIGN AND DATE THE DESIGN CALCULATIONS AND SHOP DRAWINGS.

2. INCLUDE DESIGN CALCULATIONS WITH THE CONTRACTOR'S SUBMISSION OF SHOP DRAWINGS PER 513.06.

3. PROVIDE A DETAILED INSTALLATION PROCEDURE AND INCLUDE ANY SPECIFIC MANUFACTURER'S NOTES NECESSARY FOR COMPLETION OF THE WORK.

4. DESIGN AND TEST THE MODULAR JOINT COMPONENTS, JOINT ARMOR AND ANCHORAGES ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 "FATIGUE DESIGN OF MODULAR BRIDGE EXPANSION JOINTS" APPENDIX A AND B.

5. DESIGN TEMPORARY AND FIELD CONNECTIONS TO THE BRIDGE TO ACCOMMODATE ADJUSTMENTS FOR ROADWAY GEOMETRY AND VARYING TEMPERATURE.

6. DESIGN FOR THE PLAN SPECIFIED MOVEMENT FOR A COLD CLIMATE FOR CONCRETE STRUCTURES AS SPECIFIED BY 2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES SECTION 3.16.

7. SUPPLY SUPPORT BAR BEARINGS TO TRANSFER THE LOAD FROM THE SUPPORT BARS TO THE JOINT ARMOR.

8. SUPPLY EQUALIZATION SPRINGS TO COUNTER THE COMPRESSION FORCES FROM THE SEALING ELEMENTS AND MAINTAIN EQUAL EXPANSION PROPERTIES FOR EACH SEALING ELEMENT ACROSS THE JOINT.

9. SUPPLY CONTROL SPRINGS WHICH WORK LONGITUDINALLY TO MAINTAIN EQUIDISTANT SPACING BETWEEN TRANSVERSE SEPARATION BEAMS.

10. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO LIMIT TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

11. SUPPLY A STRIP SEAL TYPE SEAL CONNECTED TO MATCHING RETAINERS CONNECTED TO THE JOINT ARMOR AND THE SEPARATION BEAMS. DO NOT EXCEED 3.15 INCHES OF TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

12. SUPPLY REMOVABLE AND REPLACEABLE NEOPRENE SEALS, SUPPORT BAR BEARINGS AND EQUALIZATION SPRINGS.

13. SET SEALS AND RETAINERS 1/8" LOWER THAN THE ROADWAY SURFACE.

14. DESIGN AND FABRICATE THE MODULAR JOINT AS A CONTINUOUS FULL LENGTH MEMBER WITHOUT FIELD SPLICES, UNLESS PHASED CONSTRUCTION OR EXCESSIVE LENGTHS (GREATER THAN 70'-0") PROHIBITS MONOLITHIC FABRICATION.

15. SUPPLY A SLIDING STEEL COVER PLATE AT SIDEWALKS.

C. MATERIALS

1. SUPPLY STRUCTURAL STEEL MEETING ASTM A709 GRADE 50. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/ CENTER BEAMS, EDGE BEAMS AND JOINT ARMOR MEETING CHARPY V NOTCH IMPACT REQUIREMENTS PER ASTM A709 TABLE S1.2 ZONE 2 TEMPERATURE RANGE. SUPPLY TUBE SECTIONS MEETING ASTM A501 OR A500 GRADE B.

2. SUPPLY ASTM A240, TYPE 304 STAINLESS STEEL, 13 GAGE MINIMUM THICKNESSES WITH NO. 8 FINISH FOR SLIDING SURFACES IN CONTACT WITH PTFE.

3. SUPPLY TESTING AND REPORTS BY THE MANUFACTURER OR AN INDEPENDENT TESTING LABORATORY FOR ALL ELASTOMERIC, PTFE, URETHANE AND PREFORMED FABRIC MATERIALS USED IN ALL BEARINGS AND SPRINGS. THE SUBMISSION OF MATERIAL CERTIFICATION AND TESTING DATA SHALL BE PER 513.08. THESES MATERIALS SHALL BE TESTED ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 APPENDIX A "A GUIDELINE FOR DURABILITY TESTING OF SPRINGS AND BEARINGS FOR MBEJ."

4. SUPPLY STRIP SEALS CONFORMING TO ASTM D5973. SUBMIT CERTIFIED TEST DATA PER 513.08 FROM THE MANUFACTURER OR AN ACCREDITED LABORATORY. D5973 SECTION 8, LOT SIZE IS ONE SAMPLE PER JOINT. A SAMPLE IS A PIECE 4 FEET LONG WITH ALL MANUFACTURES' MARKINGS. THE SEAL AND RETAINER ARE AN INTEGRAL SYSTEM SUPPLIED BY ONE MANUFACTURER.

5. SEAL RETAINERS: EXTRUDE, HOT ROLL OR MACHINE, STEEL RETAINERS INTO A SOLID SHAPE. RETAINERS MANUFACTURED FROM BENT PLATE OR BUILT UP PIECES ARE NOT ACCEPTABLE. THE INTERNAL DIMENSIONS OF THE RETAINER SHALL BE SPECIFIED BY THE MANUFACTURER TO ACHIEVE POSITIVE SEAL ANCHORAGE.

6. SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS SHALL BE A SOLID, NON WELDED MACHINED OR EXTRUDED STEEL SECTION.

7. LUBRICANT - ADHESIVE. ONE PART MOISTURE CURING POLYURETHANE COMPOUND MEETING THE REQUIREMENTS OF ASTM D4070 AND AS SPECIFIED BY THE SEAL MANUFACTURER.

8. HARDWARE SHALL BE ASTM A325 TYPE ONE, GALVANIZED OR A449 GALVANIZED.

D. FABRICATION

1. THE MODULAR JOINTS SHALL BE FABRICATED ACCORDING TO 513.

2. SHOP ASSEMBLE THE MODULAR JOINT WITH ALL COMPONENTS EXCEPT, NEOPRENE SEALS, PER 513.24 EXCEPT THAT FULL ASSEMBLY IS REQUIRED WITH PHASED CONSTRUCTION.

3. JOINTS IN STRIP SEALS: NO JOINTS ARE ALLOWED.

4. JOINTS IN RETAINERS: WELDS ARE WATER TIGHT, FULL PENETRATION WELDS AROUND THE OUTER PERIPHERY OF THE ABUTTING SURFACES. MAKE SPLICES ONLY IN COMPRESSION ZONES OF THE JOINT ARMOR. GRIND FLUSH ALL WELDS IN CONTACT WITH THE SEAL AND JOINT ARMOR. DO NOT USE SHORT PIECES OF RETAINERS LESS THAN 6'-0" LONG, UNLESS REQUIRED AT CURBS OR SIDEWALKS. DO NOT PROVIDE ADDITIONAL SPLICES IN RETAINERS AT CURB OR SIDEWALK SECTIONS OTHER THAN REQUIRED FOR GEOMETRY.

5. SHOP OR FIELD WELDS OF CENTER BEAMS AND JOINT ARMOR, SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100 % ULTRASONICALLY TESTED PER AASHTO/ AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

6. THE SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO SUPPORT BAR CONNECTIONS SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100% ULTRASONICALLY TESTED PER AASHTO/AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

7. TEMPORARY SUPPORTS: FABRICATOR DESIGNED AND INSTALLED SUPPORTS ARE REQUIRED TO SUPPORT SHIPPING, ERECTION AND CONSTRUCTION FORCES WITHOUT DAMAGE TO THE STEEL ARMOR OR COATINGS. THESE SUPPORTS SHALL BE ADJUSTABLE FOR FIELD TEMPERATURE SETTING.

E. COATING

1. GALVANIZE OR METALIZE ALL STEEL SURFACES AND COMPONENTS, EXCEPT AT STAINLESS STEEL AND PTFE SLIDING SURFACES. THESE COATING MAY BE MIXED ON ONE ASSEMBLY, IF ALL SIMILAR COMPONENTS OF THE ASSEMBLY HAVE THE SAME COATING TYPE.

2. PROVIDE A GALVANIZED COATING PER ASTM A123, WITH A MINIMUM THICKNESS OF 4 MILS. CLEAN EXCESSIVE GALVANIZING AS NECESSARY TO ACHIEVE MECHANICAL MOVEMENT AND SEAL INSTALLATION.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
DESIGNED JDH | DRAWN WJH | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

GENERAL NOTES (2 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

3. PROVIDE A METALIZED COATING PER SOCIETY FOR PROTECTIVE COATINGS (SSPC) SPECIFICATION SSPC-CS23.00 (MARCH 17, 2003) FOR THERMAL SPRAY METALLIC COATINGS. THE COATING SHALL BE A MINIMUM OF 8 MILS THICK. THE METALIZING WIRE SHALL BE 100% ZINC. AREAS OF STRUCTURAL STEEL THAT ARE IN CONTACT WITH CAST-IN-PLACE CONCRETE SHALL HAVE AN ADDITIONAL COATING. THE COATING SHALL BE THE EPOXY INTERMEDIATE COAT SPECIFIED IN C&MS 514. THE COATING THICKNESS WILL COVER ALL PEAKS, VALLEYS AND SURFACE ROUGHNESS ATTRIBUTED TO METALIZING.

4. COATING REPAIRS: DAMAGED COATINGS SHALL BE REPAIRED BY ASTM A780, ANNEX "A1. REPAIR USING ZINC BASED ALLOYS". THE PROCEDURE SHALL BE AS FOLLOWS: REMOVE SURFACE CONTAMINATES, PREHEAT TO 600 DEGREES F, AND APPLY ZINC COATING BY RUBBING WITH A PURE ZINC STICK OR SPRINKLING ZINC POWDER ON THE PREHEATED SURFACE, TO ACHIEVE A MINIMUM COATING THICKNESS OF 6 MILS.

5. THE GALVANIZED OR METALIZED COATINGS SHOULD NOT BE FIELD PAINTED, EXCEPT FOR AREAS DAMAGED BY CONNECTION TO PAINTED SUPERSTRUCTURE STEEL MEMBERS. THESE AREAS SHALL BE PAINTED USING THE SAME SYSTEM SPECIFIED FOR THE SUPERSTRUCTURE.

6. PRIOR TO SHIPPING RETAINER GROOVES SHALL BE PROTECTED FROM CONSTRUCTION DEBRIS BY THE INSTALLATION OF BACKER RODS OR OTHER EFFECTIVE MASKING TECHNIQUES.

F. INSTALLATION

1. PROVIDE A JOINT MANUFACTURER'S TECHNICAL REPRESENTATIVE TO PHYSICALLY OVERSEE THE FABRICATION, INSTALLATION, ADJUSTMENT AND TESTING DURING ALL OPERATIONS. WHERE SPECIAL INSTRUCTIONS ARE NOT CONTAINED HEREIN OR ELSEWHERE IN THESE NOTES, DIRECTION FOR THE INSTALLATION SHALL BE ACCORDING TO THE RECOMMENDATIONS OF THE TECHNICAL REPRESENTATIVE.

2. COORDINATE AND SCHEDULE THE TECHNICAL REPRESENTATIVE.

3. INSTALL THE SUPERSTRUCTURE SUPPORTING UNITS BEFORE INSTALLING THE MODULAR JOINT. POSITION THE JOINT TO MATCH ROADWAY GEOMETRY, SUPERSTRUCTURE CONNECTIONS AND TEMPERATURE OPENING. TAKE CARE TO MAINTAIN EXACT ALIGNMENT OF ADJACENT ENDS OF THE ARMOR AND SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS FOR FIELD WELDED UNITS. PROVIDE TEMPORARY SUPPORTS AS DIRECTED BY THE MANUFACTURER TO MAINTAIN THE PROPER POSITIONING. FOR PHASED CONSTRUCTION, THE CONTRACTOR'S METHODS FOR INSTALLATION AND TEMPORARY SUPPORTS SHALL ACHIEVE SEPARATION OF THE PHASES AND UNRESTRICTED TEMPERATURE MOVEMENT.

4. PERFORM CONCRETE PLACEMENT USING VIBRATION AND HAND WORK AS NECESSARY TO ACHIEVE CONSOLIDATION AND ELIMINATE AIR VOIDS.

5. PLACE THE DECK CONCRETE FIRST. CHECK THE ABUTMENT OR ADJACENT SPAN SIDE OF THE MODULAR JOINT FOR ALIGNMENT AND TEMPERATURE ADJUSTMENT. TEMPERATURE SHALL BE MEASURED AT THE UNDERSIDE OF THE CONCRETE DECK AT EACH END AND MID-SPAN TO ACHIEVE THE AVERAGE SUPER STRUCTURE TEMPERATURE. PLACE THE BACKWALL OR ADJACENT SPAN CONCRETE SECOND. THE MANUFACTURER'S REPRESENTATIVE SHALL CHECK THAT TEMPERATURE MOVEMENT HAS NOT CAUSED ANY DAMAGE TO THE BOND BETWEEN THE JOINT AND THE CONCRETE.

6. EXAMINE SEAL RETAINERS FOR SOIL OR DEFECTS THAT CAN DAMAGE THE SEAL. REPAIR ANY DEFECTS AS DIRECTED BY THE MANUFACTURER'S REPRESENTATIVE.

7. SOLVENT CLEAN THE NEOPRENE SEAL ELEMENTS AND THE RETAINER GROOVES TO REMOVE OIL, GREASE OR OTHER SOIL IMMEDIATELY PRIOR TO INSTALLING THE SEALS. INSTALL SEALS USING PROCEDURES AND ADHESIVE SPECIFIED BY THE JOINT MANUFACTURER. KEEP THE BONDING SURFACES CLEAN, DRY AND WARMER THAN 45°F.

8. TEST THE INSTALLED MODULAR JOINT FOR LEAKS. FLOOD THE TOTAL EXPANSION JOINT LENGTH WITH WATER FOR A PERIOD OF NOT LESS THAN ONE HOUR. COVER THE ENTIRE JOINT SYSTEM BY EITHER PONDING OR FLOWING WATER. LOCATE ANY POINTS OF LEAKAGE AND TAKE ANY AND ALL MEASURES NECESSARY TO STOP THE LEAKAGE. PERFORM THIS WORK AT THE CONTRACTOR'S EXPENSE. PERFORM A SECOND WATER TEST AFTER ALL REPAIRS HAVE BEEN MADE.

G. METHOD OF MEASUREMENT

INCLUDE THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO DESIGN, SUPPLY, INSTALL AND TEST A MODULAR EXPANSION JOINT ACCORDING TO THE PLANS AND THESE NOTES.

H. BASIS OF PAYMENT

PAYMENT WILL BE MADE AT CONTRACT PRICES FOR:

ITEM	UNIT	DESCRIPTION
513E17001	FT	ITEM 513 STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STRUCTURAL STEEL AS SHOWN IN STANDARD DRAWING PSID-1-99. THE SQUARE PLATE WASHERS, HIGH STRENGTH BOLTS, ROUND WASHERS, AND NUTS ON THE EXTERIOR SIDE OF THE FASCIA BEAMS SHALL BE PAINTED WITH A FINISH COAT TO MATCH THE COLOR OF THE CONCRETE SEALER USED ON THE PRESTRESSED BEAMS. PREPARATION OF GALVANIZED STEEL FOR PAINTING SHALL BE IN ACCORDANCE WITH ASTM D6386. FIELD PAINTING SHALL BE PER ITEM 514.

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

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3, AS PER PLAN:

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72"), AS PER PLAN:

TO REDUCE THE POTENTIAL FOR CAMBER DIFFERENCES BETWEEN CONCRETE BEAMS DUE TO CREEP, BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.

TEMPORARY STABILITY FOR DECK PLACEMENT: THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF SUFFICIENT ADDITIONAL DIAPHRAGMS, SUPPORTS, AND BRACING TO ASSURE THAT THE I-BEAMS WILL STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE DECK CONCRETE. THE ADDITIONAL SUPPORT DESIGN SHALL CONSIDER THE WEIGHT OF THE WET CONCRETE IN THE DECK OVERHANGS, THE DECK FINISHING MACHINE, AND ALL OTHER CONSTRUCTION LOADS PRESENT DURING PLACEMENT OF THE DECK CONCRETE. THE CONTRACTOR IS RESPONSIBLE FOR CORRECTING ANY DEFICIENCIES RESULTING FROM INSTABILITY OF THE I-BEAMS DUE TO INADEQUATE TEMPORARY CONSTRUCTION SUPPORT, TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

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

FOR BEARING REQUIREMENTS SEE SHEETS 81/229 THRU 86/229.

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 THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHALL COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAP LENGTHS OF THE HORIZONTAL STRIPS THAT ARE NOT VULCANIZED OR ADHESIVE BONDED, SHALL BE AT LEAST 1 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 SHEETING SHALL BE 3/32" THICK GENERAL PURPOSE, HEAVY-DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NN-0003" BY E. I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM	REQUIREMENT
THICKNESS, INCHES	D751	0.094 ± 0.01
BREAKING STRENGTH, GRAB, LBS, MINIMUM	D751	700 X 700 (LONG. x TRANS.)
ADHESIVE STRIP, 1" WIDE x 2" LONG, LBS, MINIMUM	D751	9
BURST STRENGTH, PSI, MINIMUM	D751	1400
HEAT AGING, 70 HR, 212°F, 180° BEND WITHOUT CRACKING	D2136	NO CRACKING OF COATING
LOW TEMP. BRITTLENESS, 1 HR, 40°F, BEND AROUND 1/4" MANDREL	D2136	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.

ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN:

½" JOINT SEALER IS USED FOR TREATMENT ADJACENT TO THE CONCRETE SLOPE PROTECTION AT THE REAR AND FORWARD ABUTMENTS. PAYMENT FOR THIS SEALER IS INCLUDED WITH THE CONCRETE SLOPE PROTECTION.

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

FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, MEDIAN BARRIERS, PARAPETS, REINFORCING STEEL IN APPROACH SLABS AND BARRIERS/PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINALADJUSTED 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 END DIAPHRAGMS AT THE REAR ABUTMENT, PIER 12, THE FORWARD ABUTMENT, AND ALL PIER DIAPHRAGMS SHALL BE INCLUDED WITH ITEM 898, QA/QC CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN.

THE CONTRACTOR IS RESPONSIBILE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE THE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE THE FINAL PAY FACTORS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.51 KIPS FOR A TOTAL MAHCINE LOAD OF 12.1 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	WJH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

GENERAL NOTES (3 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM SPECIAL - STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT:

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8"x18" (CENTER TO CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.,
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COURSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE PIERS FROM THE TOP OF THE FOOTING UP TO THE BEAM SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORMLINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

ITEM SPECIAL- STRUCTURE MISC.: VIBRATION MONITORING:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING SO THAT THE PILE DRIVING WORK CAN BE CONTROLLED IN ORDER TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING STRUCTURES.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION CONFERENCE. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN APPROVAL OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   - A. IDENTIFICATION OF SEISMOGRAPH.
   - B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   - C. START TIME AND DURATION OF PILE DRIVING.
   - D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

THE CONTRACTOR SHALL IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT A FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER. SUBMIT THREE COPIES OF THE REPORT.

VIBRATION MONITORING SHALL BE PERFORMED DURING PILE DRIVING AT PIER 10 FOR THE PURPOSE OF PROTECTING THE EXISTING 7'-9" x 6'-3" SANITARY SEWER. THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEMSPECIAL- STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINALTWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO CMS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

ABBREVIATIONS:

ABUT	= ABUTMENT	FWD.	= FORWARD
APPX	= APPROXIMATE	FWS	= FUTURE WEARING SURFACE
B	= BOTTOM	HMWM	= HIGH MOLECULAR WEIGHT METHACRYLATE
BRG.	= BEARING	HKHWM	= HIGHEST KNOWN HIGH WATER MARK
C.I.P.	= CAST IN PLACE	MAX.	= MAXIMUM
C.B.	= CATCH BASIN	MIN.	= MINIMUM
C.J.	= CONSTRUCTION JOINT	NB	= NORTHBOUND
CLR.	= CLEARANCE	N.F.	= NEAR FACE
CONC.	= CONCRETE	OPT.	= OPTIONAL
CONSTR.	= CONSTRUCTION	P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
C.P.P.	= CORRUGATED PLASTIC PIPE	PROP.	= PROPOSED
E.F.	= EACH FACE	R	= REAR
EX.	= EXISTING	REINF.	= REINFORCEMENT
F	= FORWARD	SB	= SOUTHBOUND
F.F.	= FAR FACE	U.N.O.	= UNLESS NOTED OTHERWISE
FT	= FEET/FOOT	T	= TOP
		W.P.	= WORK POINT

INDEX OF SHEETS:

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

DESIGNED JDH | CHECKED DMP | DRAWN JAH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

GENERAL NOTES (4 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MADE BY: JWF DATE: 06/23/2011
CHECKED BY: DMP DATE: 06/23/2011

ESTIMATED QUANTITIES

STRUCTURE FILE NUMBER: 5707994/5708001

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE SHEET NUMBER
202	11003	70%	30%		LUMP	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LUMP	
202	22900	474	203	677	SQ YD	APPROACH SLAB REMOVED					677	9 / 229
202	98100	207	89	296	EACH	REMOVAL MISC: EXISTING PILE REMOVAL					296	
202	98100	3	2	5	EACH	REMOVAL MISC: PILE REMOVED, EXTRACTION OF NEW PILE					5	
502	11101	70%	30%		LUMP	STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN					LUMP	9 / 229
503	11101	70%	30%		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					LUMP	9 / 229
503	21300	70%	30%		LUMP	UNCLASSIFIED EXCAVATION					LUMP	
505	11100	70%	30%		LUMP	PILE DRIVING EQUIPMENT MOBILIZATION					LUMP	
506	11101	70%	30%		LUMP	STATIC LOAD TEST, AS PER PLAN					LUMP	8 / 229
507	00600	49,672	21,288	70,960	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	3,105	2,250	65,605			
507	00651	55,111	23,619	78,730	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	3,450	2,475	72,805			9 / 229
507	93301	828	355	1,183	EACH	STEEL POINTS OR SHOES, AS PER PLAN	69	45	1,069			9 / 229
509	10000	3,002,304	1,286,702	4,289,006	POUND	EPOXY COATED REINFORCING STEEL	39,686	11,840	1,789,990	2,447,490		
512	10101	18,693	8,011	26,704	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	297	91	17,172	8,863	282	11 / 229
512	10401	19,991	8,567	28,558	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN				28,558		9 / 229
512	33000	15	7	22	SQ YD	TYPE 2 WATERPROOFING	15	7				
513	17001	169	72	241	FT	STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN				241		9 / 229
515	15011	17	8	25	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3, AS PER PLAN				25		10 / 229
515	15051	190	81	271	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN				271		10 / 229
515	20001	512	220	732	EACH	INTERMEDIATE DIAPHRAGMS, AS PER PLAN				732		10 / 229
516	11210	135	58	193	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL				193		
516	13600	35	15	50	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	28	22				
516	13900	1,657	711	2368	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	833	1,090			445	
516	14021	136	58	194	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN		194				10 / 229
516	43501	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN (17" x 20" x 5.37")				11		84 / 229
516	43501	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN (20" x 20" x 6.52")				11		84 / 229
516	44101	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 2.5")				11		84 / 229
516	44101	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" x 18" x 2.5")				12		84 / 229
516	44201	119	51	170	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 3.65")				170		84 / 229
516	44201	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 18" x 3.65")				11		84 / 229
516	44201	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 17" x 3.65")				12		84 / 229
516	44201	9	4	13	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 3.65")				13		84 / 229
516	44201	92	40	132	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 3.07")				132		84 / 229
516	44201	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 3.07")				12		84 / 229
516	44301	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 4.80")				11		84 / 229
516	44301	4	2	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 4.22")				6		84 / 229
516	44301	23	10	33	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 4.22")				33		84 / 229
516	44301	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 4.22")				5		84 / 229
516	44301	9	4	13	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 16" x 4.22")				13		84 / 229
516	44401	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (22" x 22" x 7.30")				24		84 / 229
516	44401	25	11	36	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (21" x 22" x 6.85")				36		84 / 229
516	44401	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (21" x 21" x 6.85")				12		84 / 229
516	44401	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 6.31")				24		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 5.85")				11		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 5.50")				11		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 5.37")				11		84 / 229

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DESIGNED JDH | CHECKED JAK | DRAWN MGO | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

ESTIMATED QUANTITIES (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

ESTIMATED QUANTITIES

MADE BY: JWF   DATE: 06/23/2011
CHECKED BY: DMP   DATE: 06/23/2011

STRUCTURE FILE NUMBER: 5707994/5708001

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE SHEET NUMBER
518	12301	3	1	4	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN				4		167 / 229
518	21200	232	99	331	CU YD	POROUS BACKFILL WITH FILTER FABRIC	207	124				
518	40000	303	130	433	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	240	193				
518	40010	39	17	56	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	38	18				
523	20000	9	4	13	EACH	DYNAMIC LOAD TESTING	1	1	11			
523	20500	4	2	6	EACH	RESTRIKE			6			
SPECIAL	53000200	70%	30%		LUMP	STRUCTURE MISC.: VIBRATION MONITORING					LUMP	
SPECIAL	53000600	93,271	39,973	133,244	SQ FT	STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT			133,244			
601	20010	821	352	1,173	CU YD	CRUSHED AGGREGATE SLOPE PROTECTION					1,173	
601	21001	1,266	542	1,808	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	88	134			1,586	10 / 229
601	32110	5,204	2,230	7,434	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH AGGREGATE FILTER			2,712		4,722	
898	10211	7,176	3,076	10,252	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	27			10,225		
898	10709	915	392	1,308	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN					1,308	10 / 229
898	11000	713	306	1,019	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)				1,019		
898	20100	7,599	3,256	10,855	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)			10,855			
898	20150	275	118	393	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT)	312	81				
898	20300	2,999	1,285	4,284	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	226	146	3,912			

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

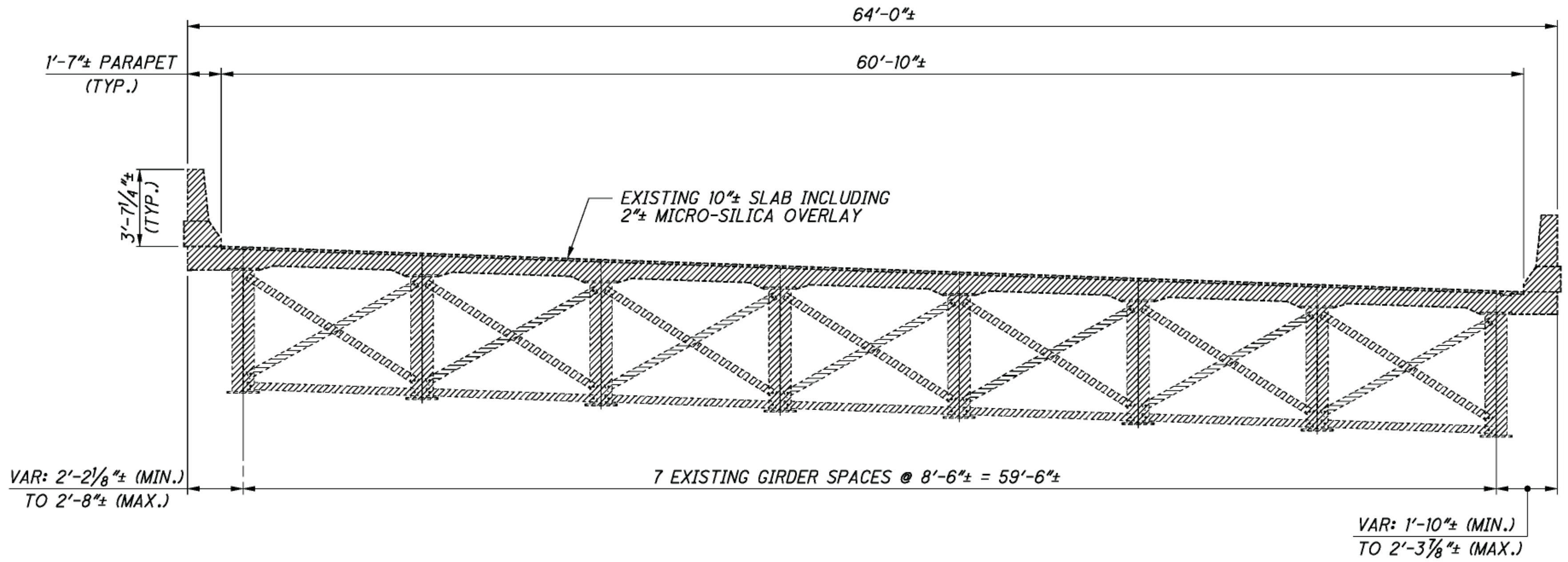
REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

DRAWN MGO | REVISED

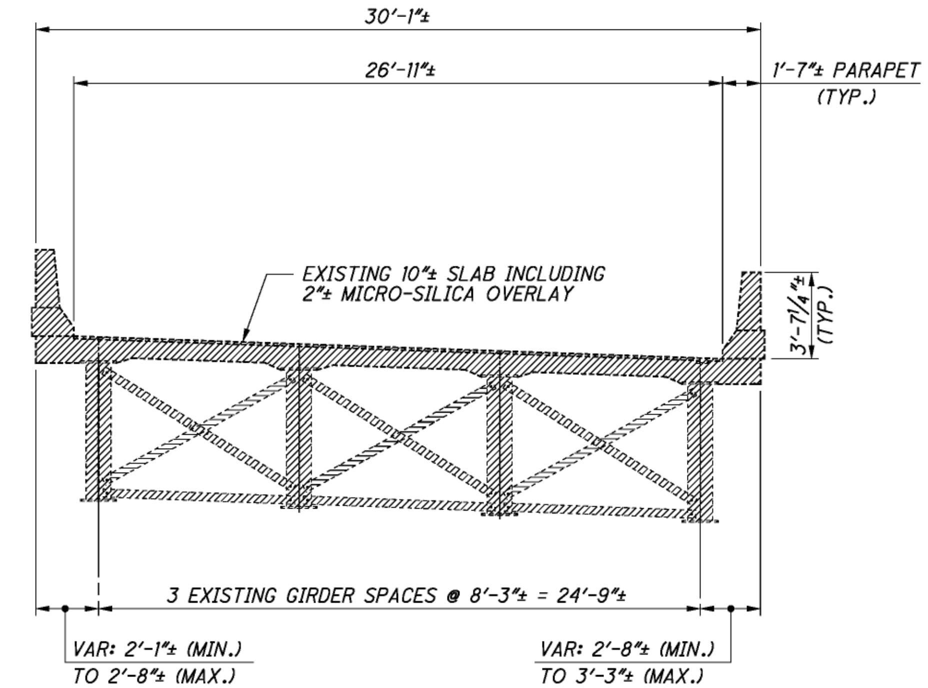
DESIGNED JDH | CHECKED JAK

ESTIMATED QUANTITIES (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

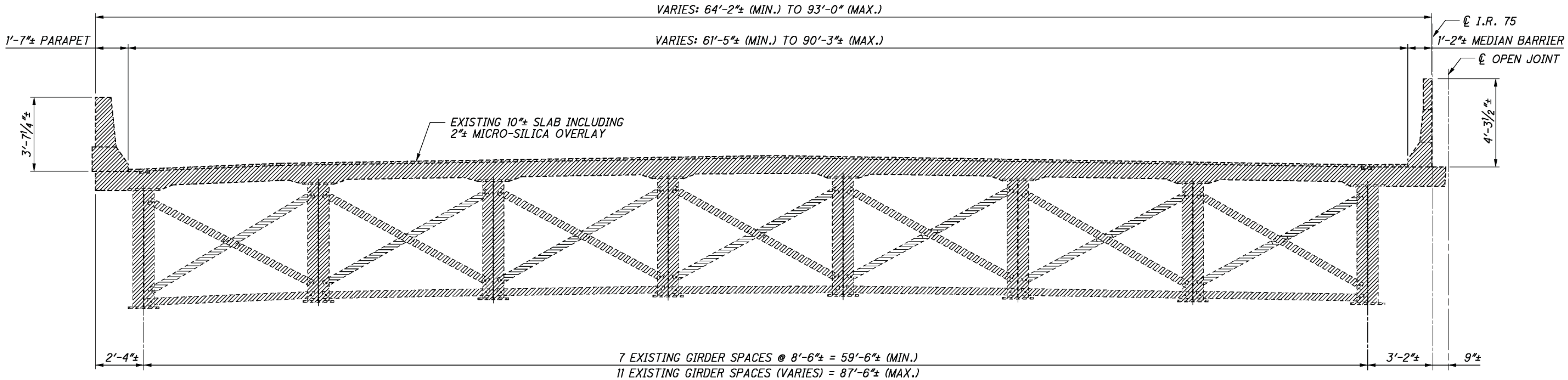
MOT-75-12.00
PID No. 77247



EXISTING SOUTHBOUND BRIDGE (UNIT 1) - PHASE 2 REMOVAL
(BRIDGE NO. MOT-75-1281L)



EXISTING SOUTHBOUND RAMP T - PHASE 2 REMOVAL
(BRIDGE NO. MOT-75-1281C)



EXISTING SOUTHBOUND BRIDGE (UNITS 2 THRU 4) - PHASE 2 REMOVAL
(BRIDGE NO. MOT-75-1281L)

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

NOTES:

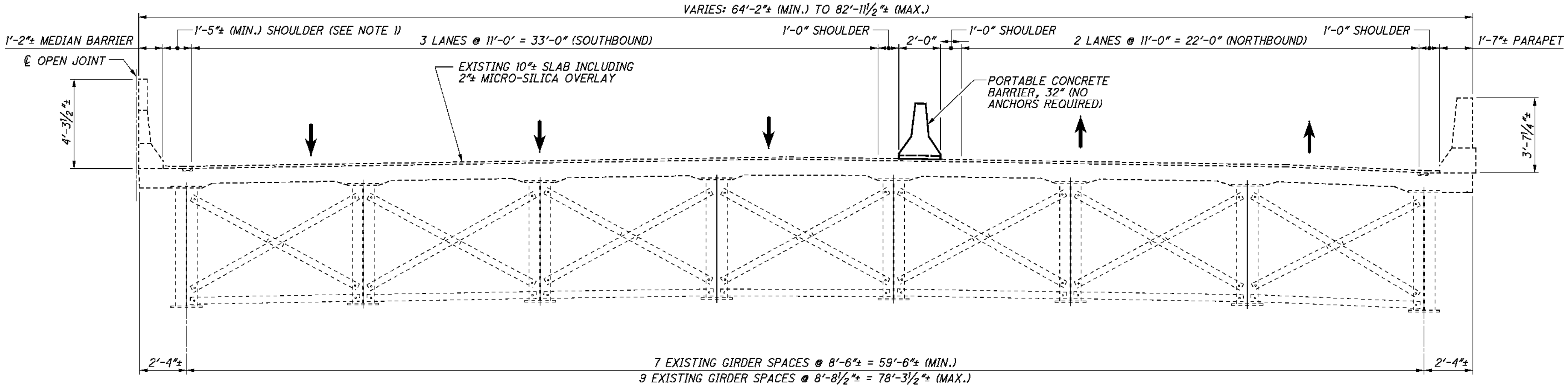
1. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
2. FOR UNIT DESIGNATIONS, SEE EXISTING PLANS.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

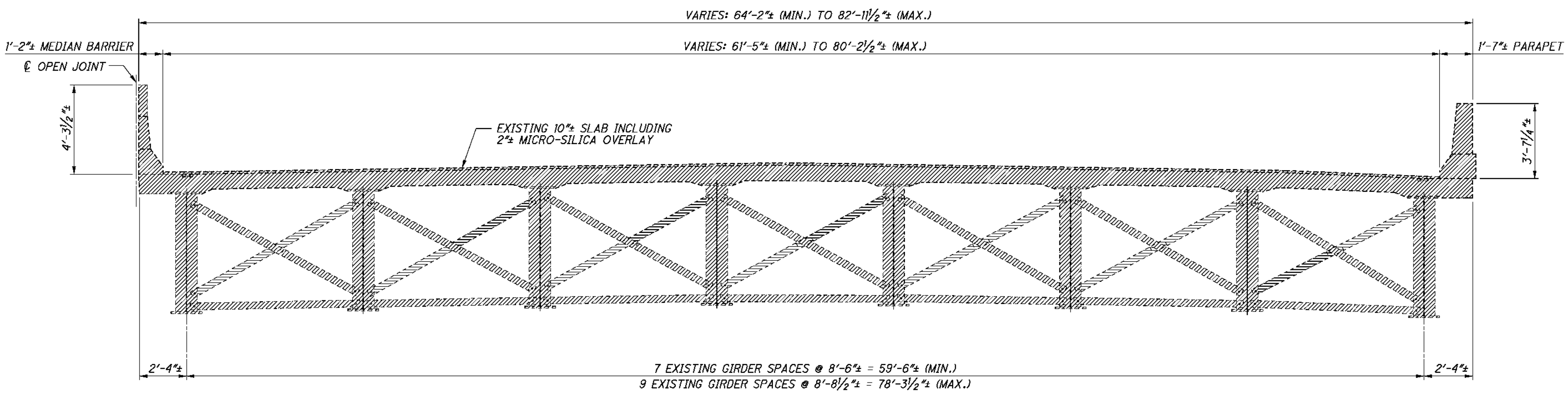
PHASE CONSTRUCTION DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



EXISTING NORTHBOUND BRIDGE - PHASE 2 MAINTENANCE OF TRAFFIC

(BRIDGE NO. MOT-75-1281R)



EXISTING NORTHBOUND BRIDGE - PHASE 5 REMOVAL

(BRIDGE NO. MOT-75-1281R)

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN AS PER PLAN

NOTES:

1. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
2. PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ITEM 622 FOR PAYMENT.
3. PORTABLE CONCRETE BARRIER SHALL CONFORM TO STD. DWG PCB-91.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PHASE CONSTRUCTION DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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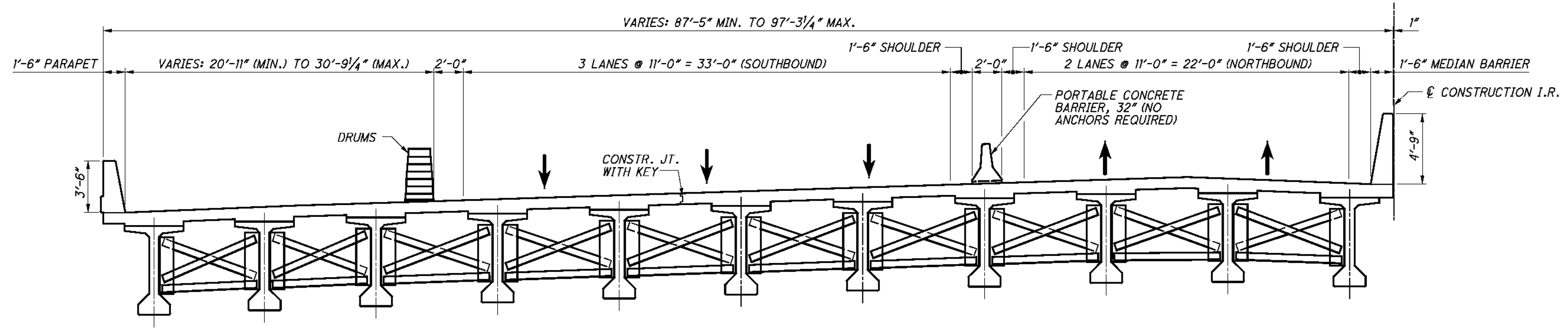
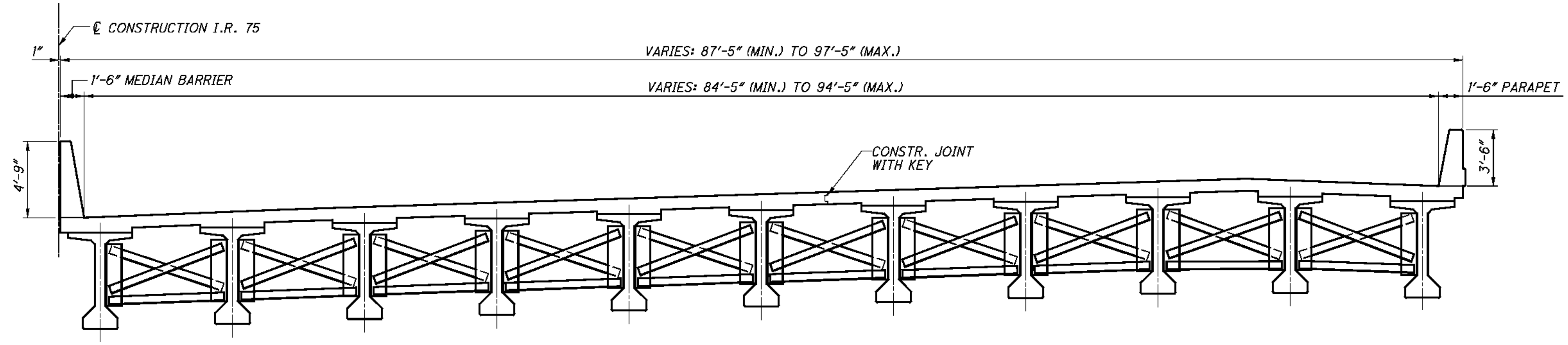


PROPOSED SOUTHBOUND BRIDGE - PHASE 3 CONSTRUCTION AND PHASE 5 AND 6 MAINTENANCE OF TRAFFIC

(LOOKING NORTH)



PROPOSED NORTHBOUND BRIDGE - PHASE 6A CONSTRUCTION

(LOOKING NORTH)

PHASE 2 SEQUENCE OF CONSTRUCTION:

1. INSTALL TEMPORARY CONCRETE BARRIER AND MAINTAIN TRAFFIC ON THE EXISTING NORTHBOUND BRIDGE AS SHOWN.
2. REMOVE DECK AND SUPERSTRUCTURE FROM THE EXISTING SOUTHBOUND BRIDGE.
3. REMOVE ABUTMENTS AND PIERS FROM THE EXISTING SOUTHBOUND BRIDGE PER ITEM 202.

PHASE 3 SEQUENCE OF CONSTRUCTION:

1. CONSTRUCT NEW ABUTMENTS AND PIERS FOR THE PROPOSED SOUTHBOUND BRIDGE
2. CONSTRUCT DECK AND SUPERSTRUCTURE FOR THE PROPOSED SOUTHBOUND BRIDGE.

PHASE 5 SEQUENCE OF CONSTRUCTION:

1. INSTALL TEMPORARY CONCRETE BARRIER AND BARRELS AND MOVE TRAFFIC ONTO THE NEW SOUTHBOUND BRIDGE AS SHOWN.
2. REMOVE DECK AND SUPERSTRUCTURE FROM THE EXISTING NORTHBOUND BRIDGE.
3. REMOVE ABUTMENTS AND PIERS FROM THE EXISTING NORTHBOUND BRIDGE PER ITEM 202.

PHASE 6A SEQUENCE OF CONSTRUCTION:

1. CONSTRUCT NEW ABUTMENTS AND PIERS FOR THE PROPOSED NORTHBOUND BRIDGE
2. CONSTRUCT DECK AND SUPERSTRUCTURE FOR THE PROPOSED NORTHBOUND BRIDGE.

PHASE 7 SEQUENCE OF CONSTRUCTION:

1. OPEN BOTH NORTHBOUND AND SOUTHBOUND BRIDGES FOR NORMAL TRAFFIC PATTERNS.

NOTES:

1. FOR TRANSVERSE SECTIONS, SEE SHEETS 164/229 AND 165/229.
2. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
3. PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ITEM 622 FOR PAYMENT.
4. PORTABLE CONCRETE BARRIER SHALL CONFORM TO STD. DWG PCB-91.
5. DRUMS SHALL BE INCLUDED WITH ITEM 614 FOR PAYMENT
6. DRUMS SHALL BE INSTALLED AS PER ROADWAY DRAWINGS AND APPLICABLE ODOT STANDARD MAINTENANCE OF TRAFFIC DRAWINGS

DESIGN AGENCY: TranSystems

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PHASE CONSTRUCTION DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

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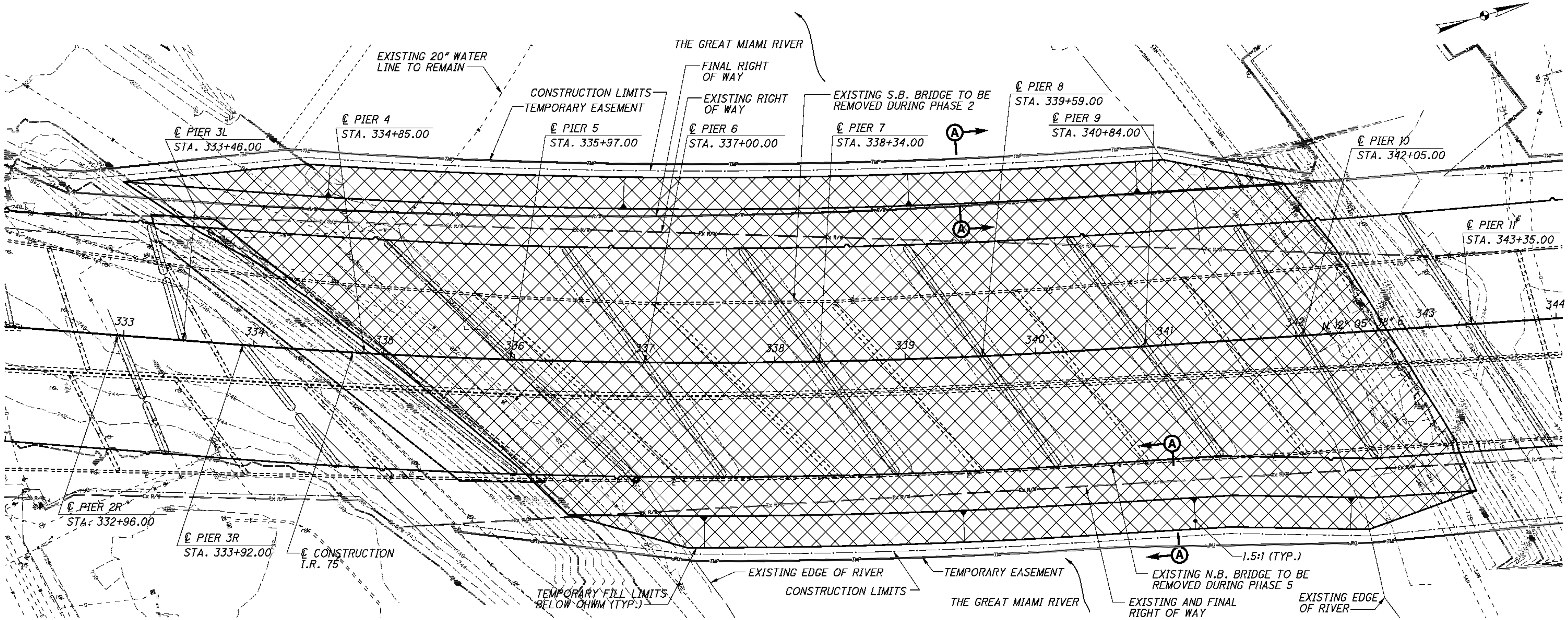
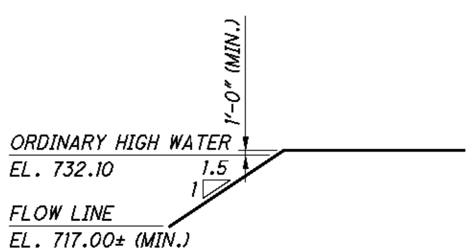


TEMPORARY CAUSEWAY PLAN



SECTION A-A

NOTES:

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

FOR THIS PROJECT, PERMITS FOR SECTIONS 401 AND 404 OF THE CLEAN WATER ACT ARE BASED ON THE LIMITS OF TEMPORARY CONSTRUCTION FILL PLACED IN "WATERS OF THE UNITED STATES" AS SHOWN BELOW. IF EITHER OF THE LIMITS PROVIDED ARE EXCEEDED, THEN A 404/401 PERMIT MODIFICATION WILL BE REQUIRED. IF A PERMIT MODIFICATION IS REQUIRED, REFER TO SUPPLEMENTAL SPECIFICATION 832.06 FOR THE APPLICATION REQUIREMENTS.

THE AREA (VOLUME) OF TEMPORARY PLAN AREA FILL MATERIAL BELOW THE OHWM IS 5.00 ACRES (112,700 CY). 50% OF THE AMOUNT BELOW THE OHWM IS THE MAXIMUM THAT CAN BE PLACED BELOW THE OHWM AT ANY TIME, AND EQUALS 2.50 ACRES (56,350 CY).

THE TEMPORARY CAUSEWAY PLAN AND DETAILS SHOWN ON THIS SHEET IS INTENDED ONLY FOR THE PURPOSE OF ESTIMATING SURFACE AREA AND VOLUME OF TEMPORARY FILL, AND FOR SUBMITTING USACE 404 AND OEPA 401 PERMIT APPLICATIONS.

THE USE OF CULVERT PIPES TO MAINTAIN RIVER FLOW AS DESCRIBED IN SS 832.07 WILL NOT BE ALLOWED. MAINTENANCE OF RIVER FLOW AND PASSAGE OF AQUATIC SPECIES SHALL BE ACHIEVED THROUGH THE USE OF PHASED CONSTRUCTION OF CAUSEWAYS. AT NO TIME SHALL CAUSEWAYS OR TEMPORARY BRIDGES EXTEND FROM THE INTERSECTION OF THE O.H.W.M. AND THE RIVER BANK MORE THAN 50 PERCENT OF THE WIDTH OF THE RIVER. THIS WIDTH IS MEASURED AT THE O.H.W. ELEVATION.

NO WORK SHALL BE PERFORMED IN THE WATERWAY FROM APRIL 15 THROUGH JUNE 30. HOWEVER WORK ON A COMPLETED CAUSEWAY WILL BE ALLOWED.

MODIFICATIONS TO CAUSEWAY DETAILS RESULTING IN PERMITTED LIMITS BEING EXCEEDED SHALL BE DIRECTED TO THE ODOT OFFICE OF ENVIRONMENTAL SERVICES FOR REVIEW. NO DELAYS WILL BE GRANTED WITH RESPECT TO CONTRACTOR MODIFICATIONS TO CAUSEWAYS RESULTING IN PERMITTED LIMITS BEING EXCEEDED.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ACTUAL CAUSEWAY AND PIER WORK PAD GEOMETRY, LAYOUT, STAGING AND CONSTRUCTION DETAILS SUBJECT TO ALL CONSTRAINTS AND REQUIREMENTS LISTED IN, OR INCORPORATED BY, THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL COORDINATE ALL CAUSEWAY AND BRIDGE CONSTRUCTION WITH THE MAINTENANCE OF TRAFFIC PLAN REQUIREMENTS.

SUGGESTED CAUSEWAY AND BRIDGE CONSTRUCTION PROCEDURE:

PERFORM WORK TO REMOVE/CONSTRUCT PORTIONS OF THE STRUCTURE THAT ARE TO BE REMOVED/CONSTRUCTED DURING MOT PHASES 2 AND 3 WHICH ARE LOCATED WITHIN THE LEVEE IN 2 SEPERATE PHASES. THE FIRST PHASE (PHASE A) WILL INCLUDE PART-WIDTH CONSTRUCTION OF PIER 4 THROUGH PIER 7. THE SECOND PHASE (PHASE B) WILL INCLUDE PART-WIDTH CONSTRUCTION OF PIER 8 THROUGH PIER 10.

1. CONSTRUCT CAUSEWAYS AND PIER WORK PADS IN PHASES AND IN ACCORDANCE WITH SS832, 401/404 PERMITS AND ALL OTHER CONTRACT DOCUMENTS TO SUPPORT THE CONTRACTOR'S OPERATIONS AND EQUIPMENT.

2. REMOVE EXISTING SUPERSTRUCTURE AND PIERS PER ITEM 202 AND PER LIMITS SHOWN IN THE STRUCTURAL REMOVAL PLANS WHICH IS ACCESSIBLE IN EACH PHASE.

3. DRIVE SHEET PILING FOR COFFERDAMS (IF APPLICABLE) IN EACH PHASE.

4. DRIVE BRIDGE PILING ACCESSIBLE IN EACH PHASE.

5. CONSTRUCT FOOTINGS, STEMS AND CAPS AVAILABLE IN EACH PHASE.

6. SET STRUCTURAL BEAMS AVAILABLE IN EACH PHASE.

7. COMPLETE SUPERSTRUCTURE TO BE CONSTRUCTED DURING MOT PHASE 3 ONCE ITEMS 1-6 ABOVE HAVE BEEN COMPLETED FOR BOTH PHASE A AND PHASE B.

8. WHEN NO LONGER REQUIRED IN EACH PHASE REMOVE CAUSEWAYS AND PIER WORK PADS IN ACCORDANCE WITH SS832, 401/404 PERMITS AND ALL CONTRACT DOCUMENTS.

NOTE IT MAY BE NECESSARY TO REINSTALL A PORTION OF THE PHASE A CAUSEWAY TO REMOVE TEMPORARY DECK FALSEWORK.

THE ABOVE PROCEDURE SHOULD BE REPEATED FOR THE PORTIONS OF STRUCTURE TO BE REMOVED/COMPLETED DURING MOT PHASES 5 AND 6A.

ALL COSTS ASSOCIATED WITH CONSTRUCTING THE TEMPORARY CONSTRUCTION ACCESS FILLS SHALL BE PAID FOR BY THE CONTRACTOR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 832.14.

LEGEND:

APPROXIMATE LIMITS OF TEMPORARY CAUSEWAY.

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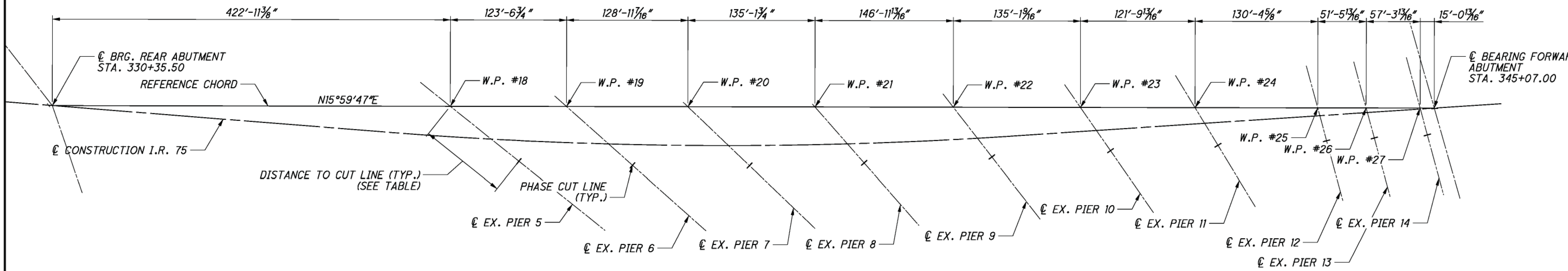
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

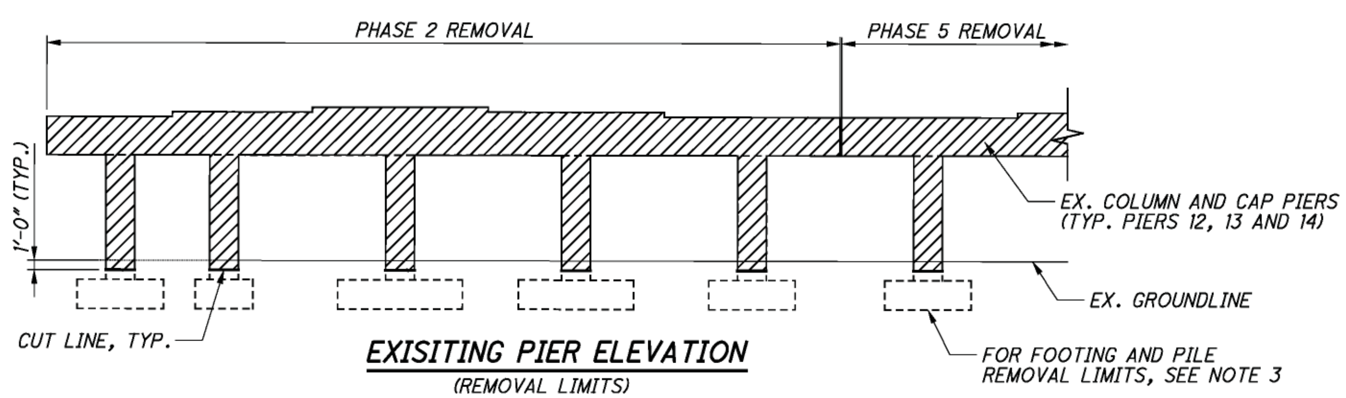
DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

TEMPORARY CAUSEWAY PLAN
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

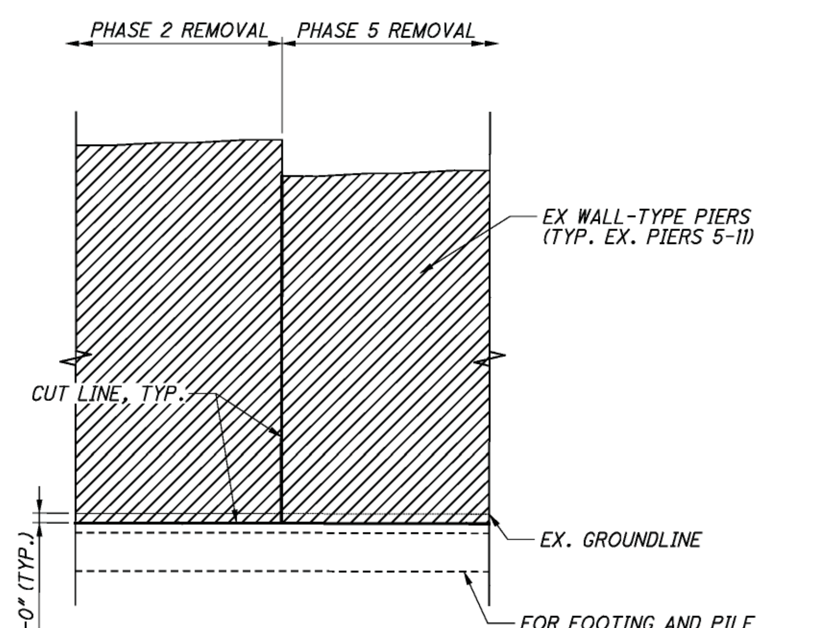
MOT-75-12.00
PID No. 77247



EXISTING PIER LAYOUT



EXISITING PIER ELEVATION
(REMOVAL LIMITS)



EXISITING PIER ELEVATION
(REMOVAL LIMITS)

PIER PHASED REMOVAL: CUT LINE LOCATION

	LOCATION	STATION	DISTANCE TO CUT LINE*
W.P. #18	℄ EX. PIER 5	334+57.66	93'-6"
W.P. #19	℄ EX. PIER 6	335+82.03	93'-12"
W.P. #20	℄ EX. PIER 7	337+12.09	90'-8"
W.P. #21	℄ EX. PIER 8	338+48.44	79'-2"
W.P. #22	℄ EX. PIER 9	339+96.53	66'-11"
W.P. #23	℄ EX. PIER 10	341+31.80	55'-12"
W.P. #24	℄ EX. PIER 11	342+53.34	46'-10"
W.P. #25	℄ EX. PIER 12	343+83.42	36'-3"
W.P. #26	℄ EX. PIER 13	344+34.79	33'-1"
W.P. #27	℄ EX. PIER 14	344+91.97	29'-7"

* DISTANCE MEASURED ALONG EXISTING PIER ℄

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

NOTES:

1. FOR GENERAL NOTES INCLUDING STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, SEE SHEET 9/229.
2. FOR PHASE CONSTRUCTION DETAILS, SEE SHEETS 14/229 AND 15/229.
3. FOR PILE LAYOUT PLAN AND REMOVAL LIMITS, SEE SHEETS 19/229 THRU 29/229.
4. FOR REMOVAL OF EX. PIERS 1,2,3 AND 4, SEE FOUNDATION PLAN, SHEETS 19/229 THRU 22/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	03/01/12

STRUCTURE FILE NUMBER
5707994/5708001

DESIGNED	DRAWN	REVIEWED
JWF	JWF	

CHECKED	REVISED
DMP	

PIER REMOVAL DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

18/229

1265/1565

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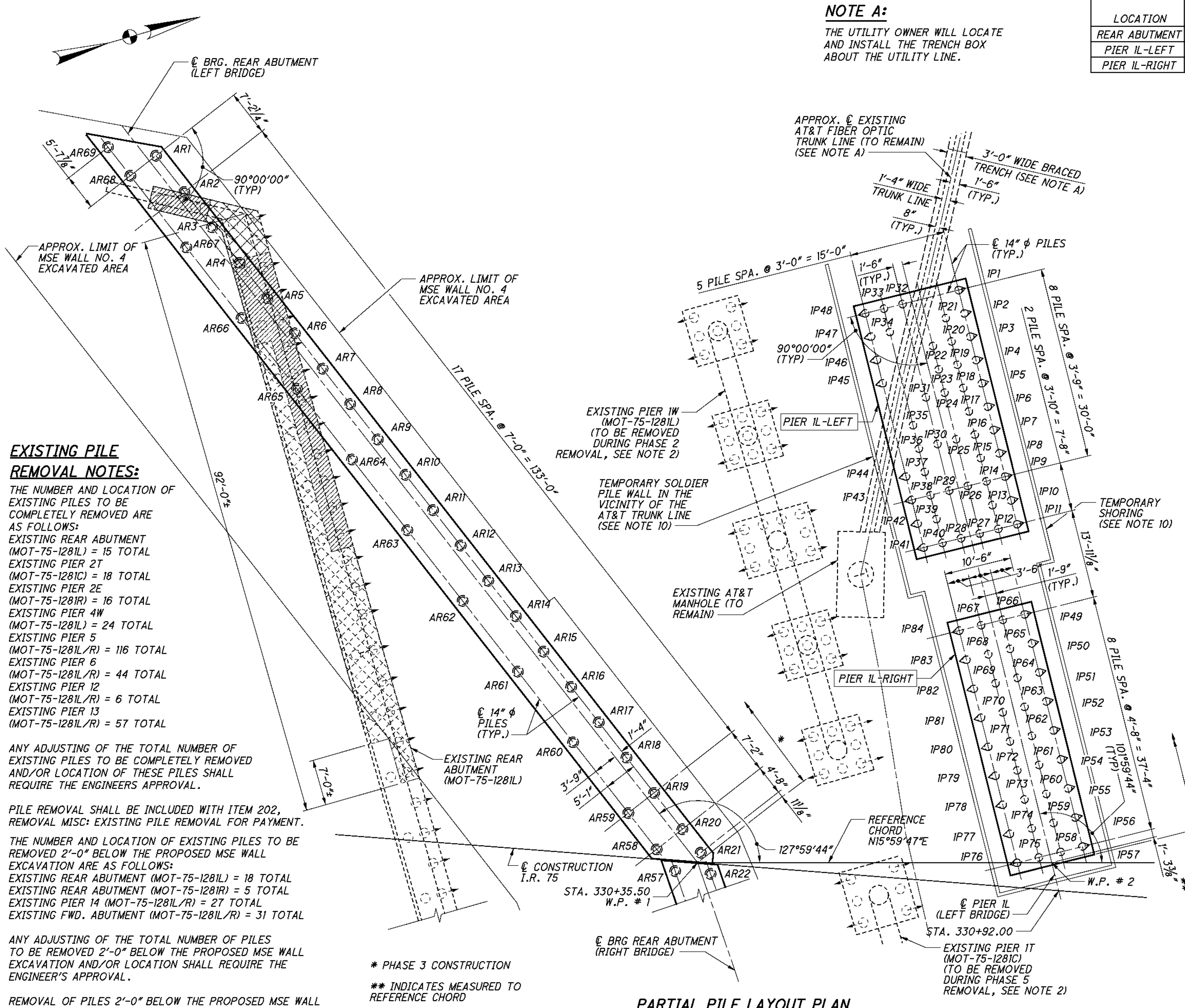
NOTE A:

THE UTILITY OWNER WILL LOCATE AND INSTALL THE TRENCH BOX ABOUT THE UTILITY LINE.

PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
REAR ABUTMENT	AR1-AR21,AR58-AR69	45	ALL PILES
PIER 1L-LEFT	1P1-1P48	45	ALL PILES
PIER 1L-RIGHT	1P49-1P84	45	ALL PILES

LEGEND:

ARXXX OR 1PXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
	PROPOSED 14" φ CIP PILE WITH SLEEVE
	PROPOSED 14" φ CIP BATTERED PILE AT 1:4
	PROPOSED 14" φ CIP VERTICAL PILE
	EXISTING 12" φ CIP BATTERED PILE
	EXISTING 12" φ CIP VERTICAL PILE
	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. SEE EXISTING PILE REMOVAL NOTES.
	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION. SEE EXISTING PILE REMOVAL NOTES.



PARTIAL PILE LAYOUT PLAN

* PHASE 3 CONSTRUCTION

** INDICATES MEASURED TO REFERENCE CHORD

EXISTING PILE REMOVAL NOTES:

THE NUMBER AND LOCATION OF EXISTING PILES TO BE COMPLETELY REMOVED ARE AS FOLLOWS:
EXISTING REAR ABUTMENT (MOT-75-1281L) = 15 TOTAL
EXISTING PIER 2T (MOT-75-1281C) = 18 TOTAL
EXISTING PIER 2E (MOT-75-1281R) = 16 TOTAL
EXISTING PIER 4W (MOT-75-1281L) = 24 TOTAL
EXISTING PIER 5 (MOT-75-1281L/R) = 116 TOTAL
EXISTING PIER 6 (MOT-75-1281L/R) = 44 TOTAL
EXISTING PIER 12 (MOT-75-1281L/R) = 6 TOTAL
EXISTING PIER 13 (MOT-75-1281L/R) = 57 TOTAL

ANY ADJUSTING OF THE TOTAL NUMBER OF EXISTING PILES TO BE COMPLETELY REMOVED AND/OR LOCATION OF THESE PILES SHALL REQUIRE THE ENGINEERS APPROVAL.

PILE REMOVAL SHALL BE INCLUDED WITH ITEM 202, REMOVAL MISC: EXISTING PILE REMOVAL FOR PAYMENT.

THE NUMBER AND LOCATION OF EXISTING PILES TO BE REMOVED 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION ARE AS FOLLOWS:
EXISTING REAR ABUTMENT (MOT-75-1281L) = 18 TOTAL
EXISTING REAR ABUTMENT (MOT-75-1281R) = 5 TOTAL
EXISTING PIER 14 (MOT-75-1281L/R) = 27 TOTAL
EXISTING FWD. ABUTMENT (MOT-75-1281L/R) = 31 TOTAL

ANY ADJUSTING OF THE TOTAL NUMBER OF PILES TO BE REMOVED 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION AND/OR LOCATION SHALL REQUIRE THE ENGINEER'S APPROVAL.

REMOVAL OF PILES 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION SHALL BE INCLUDED WITH ITEM 202, STRUCTURES REMOVED OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT.

DEMOLITION NOTE:

THE CONTRACTOR SHALL DEVELOP A PLAN AND SCHEDULE FOR THE DEMOLITION OF THE EXISTING SUBSTRUCTURE UNITS (INCLUDING PHASE 2 AND 5 REMOVAL LIMITS). THIS PLAN AND SCHEDULE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

NOTES:

1. PILE LAYOUT PLAN DIMENSIONS ARE MEASURED ALONG BOTTOM OF FOOTING.
2. ALL EXISTING SUBSTRUCTURE UNITS SHALL BE REMOVED. PER CMS 202.03 UNLESS NOTED OTHERWISE IN THE LEGEND. ALL EXISTING STRUCTURE REMOVAL SHALL BE INCLUDED WITH ITEM 202 STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT. SEE SHEET 9/229 FOR GENERAL NOTES INCLUDING STRUCTURE REMOVED OVER 20 FT. SPAN AS PER PLAN.
3. PILE SLEEVES SHALL BE PROVIDED AT THE REAR AND FWD ABUTMENTS AND SHALL EXTEND FROM THE BOTTOM OF THE ABUTMENT FOOTING. PAYMENT FOR PILE SLEEVES SHALL BE INCLUDED WITH THE MSE WALLS. SEE PILE DRIVING CONSTRAINTS ON SHEETS 8/229 AND 29/229.
4. FOR PIER DETAILS, SEE SHEET 36/229 AND 80/229.
5. FOR REAR ABUTMENT DETAILS, SEE SHEET 30/229 THRU 32/229.
6. FOR PILE DATA AND FOR ITEM 507, STEEL PILE POINTS, AS PER PLAN, SEE SHEET 8/229.
7. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
8. SEE RETAINING WALL PLANS FOR EXCAVATION LIMITS FOR MSE WALL NO. 4
9. THE TEMPORARY SHORING SHALL NOT INTERFERE WITH THE DRIVING OF PILES FOR PIER 1L.
10. FOR TEMPORARY SHORING NOTES, SEE SHEETS 6/229 AND 9/229.
11. SEE EXISTING PLANS FOR ADDITIONAL EXISTING PIER AND ABUTMENT DETAILS.

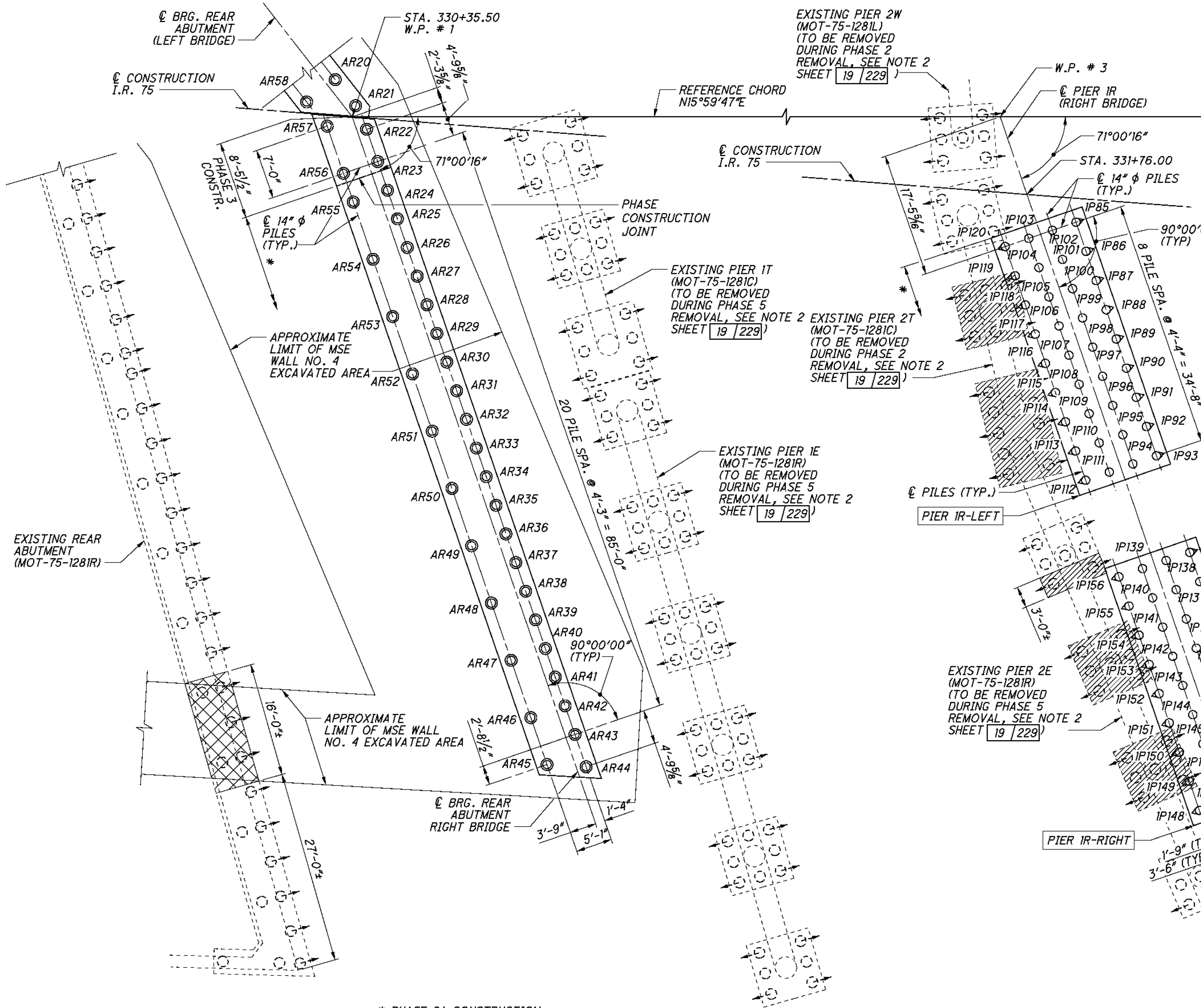
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

DESIGNED JAK	DRAWN JAK	REVIEWED MSL	DATE 03/01/12
CHECKED JDH	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

PILE LAYOUT PLAN (1 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

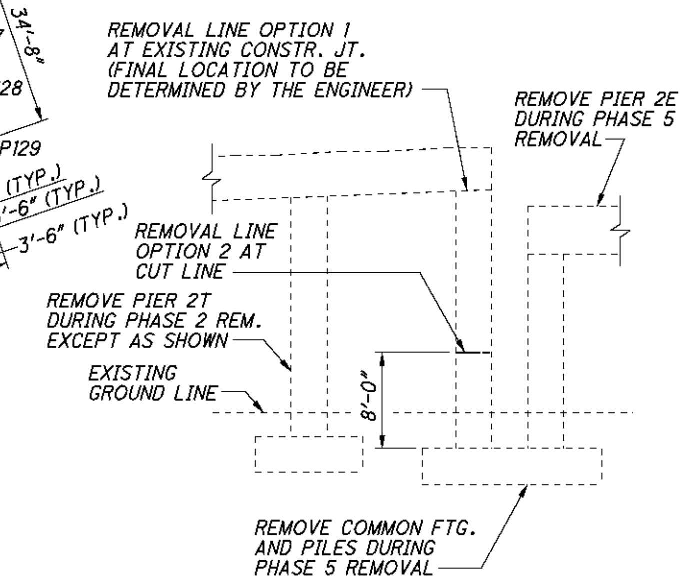
MOT-75-12.00
PID No. 77247

PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
REAR ABUTMENT	AR22-AR57	45	ALL PILES
PIER 1R-LEFT	1P85-1P120	45	NONE
PIER 1R-RIGHT	1P121-1P156	45	NONE



LEGEND:

ARXXX OR 1PXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
◎	PROPOSED 14" ϕ CIP PILE WITH SLEEVE
○▸	PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
○	PROPOSED 14" ϕ CIP VERTICAL PILE
◌→	EXISTING 12" ϕ CIP BATTERED PILE
◌	EXISTING 12" ϕ CIP VERTICAL PILE
(hatched)	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES SHEET 19 / 229.
(cross-hatched)	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 / 229.



PIER 2T AND 2E REMOVAL DETAIL

(LOOKING NORTH)
(EXISTING PILES NOT SHOWN)
(TO BE PAID FOR WITH ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN)

PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PILE LAYOUT PLAN (2 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

20 / 229

1267 / 1565

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PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 2L-LEFT	2P1-2P32	40	ALL PILES
PIER 2L-RIGHT	2P33-2P64	40	ALL PILES
PIER 3L-LEFT	3P1-3P28	40	ALL PILES
PIER 3L-RIGHT	3P29-3P64	40	ALL PILES

LEGEND:

XPXXX DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT

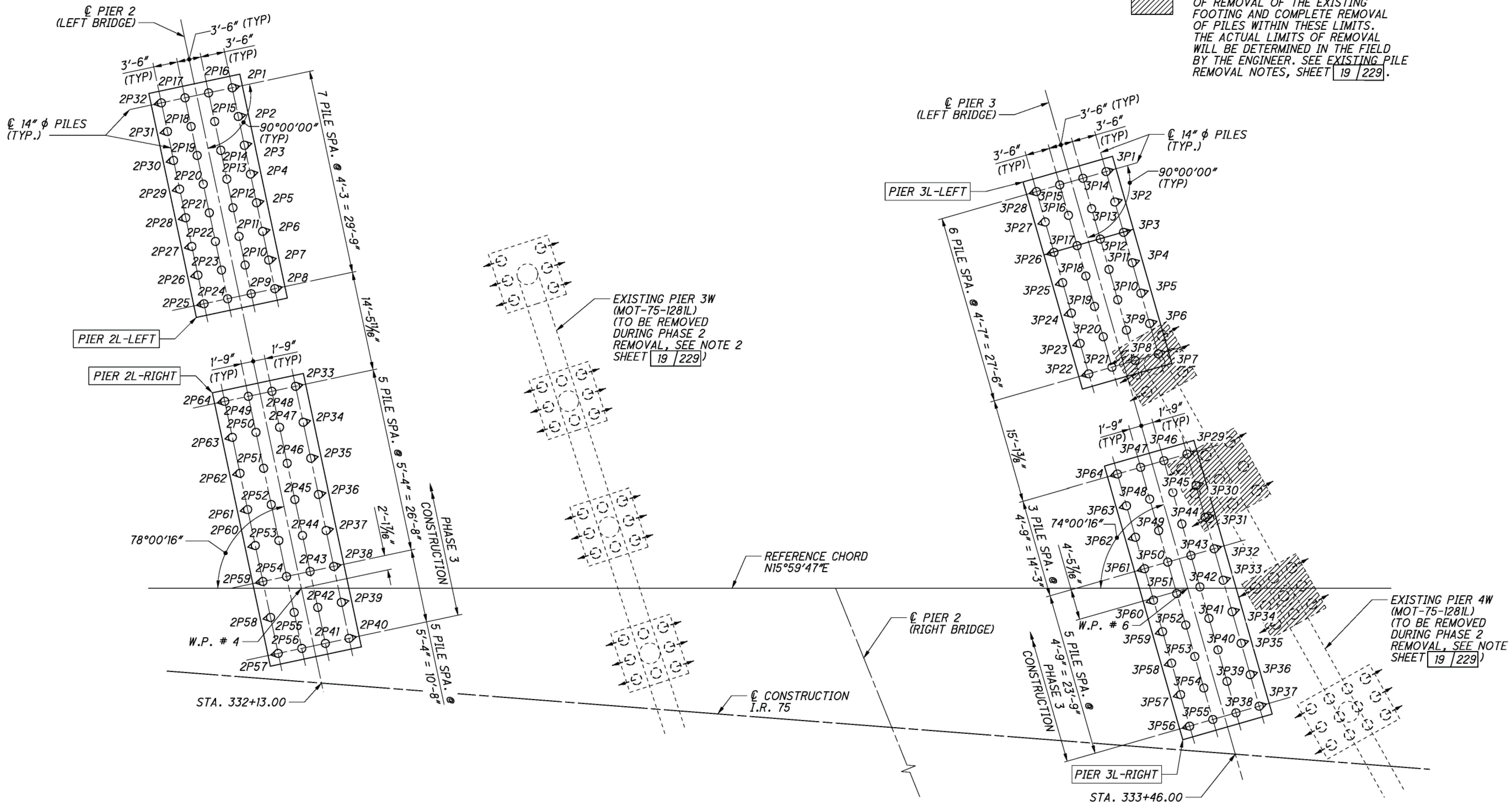
PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4

PROPOSED 14" ϕ CIP VERTICAL PILE

EXISTING 12" ϕ CIP BATTERED PILE

EXISTING 12" ϕ CIP VERTICAL PILE

INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.

DESIGNED JAK	DRAWN JAK	REVIEWED MSL	DATE 03/01/12	
CHECKED JDH	REVISED	STRUCTURE FILE NUMBER 5707994/5708001		

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

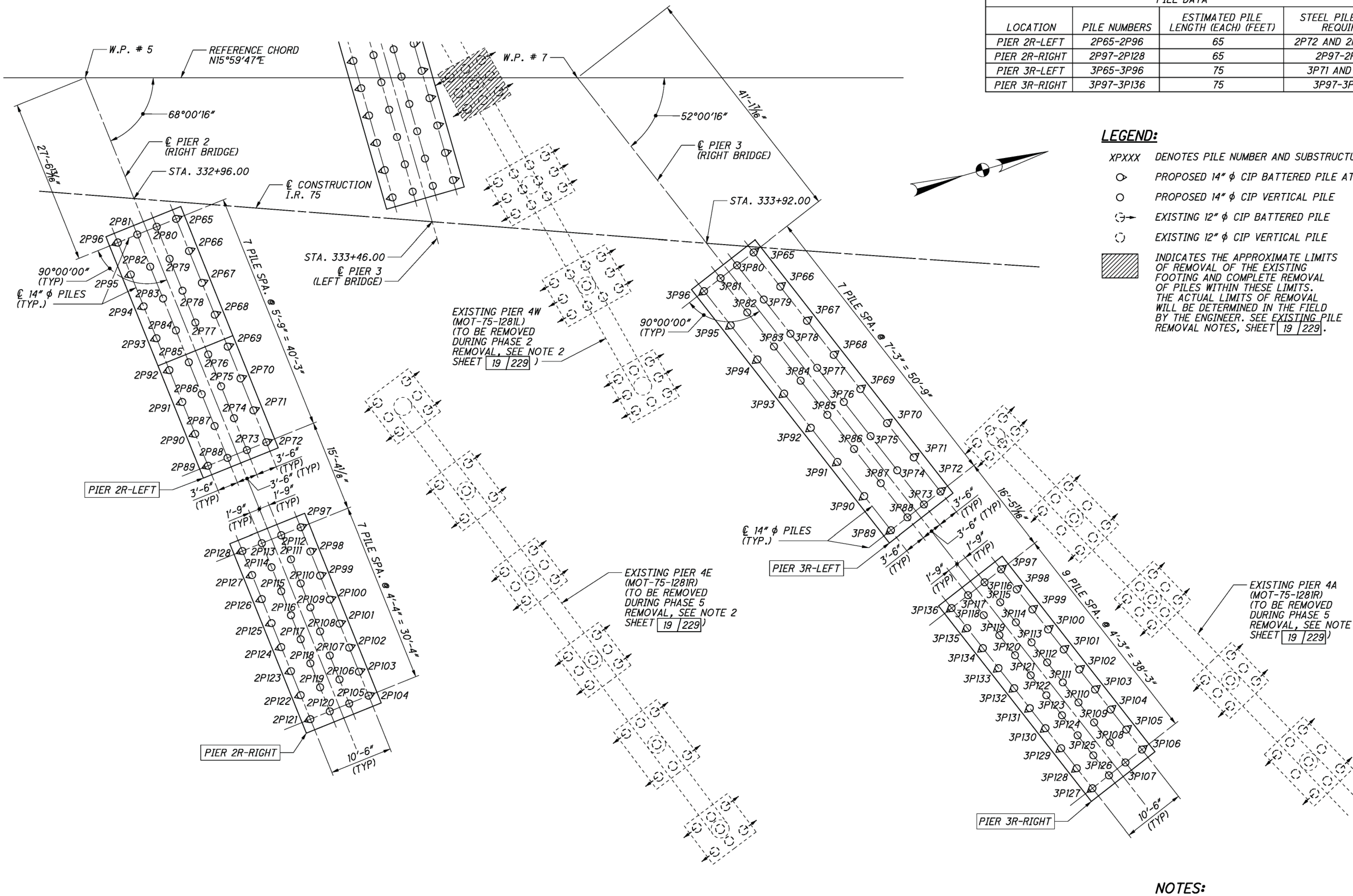
PILE LAYOUT PLAN (3 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 2R-LEFT	2P65-2P96	65	2P72 AND 2P93-2P95
PIER 2R-RIGHT	2P97-2P128	65	2P97-2P99
PIER 3R-LEFT	3P65-3P96	75	3P71 AND 3P72
PIER 3R-RIGHT	3P97-3P136	75	3P97-3P106

LEGEND:

- XPXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

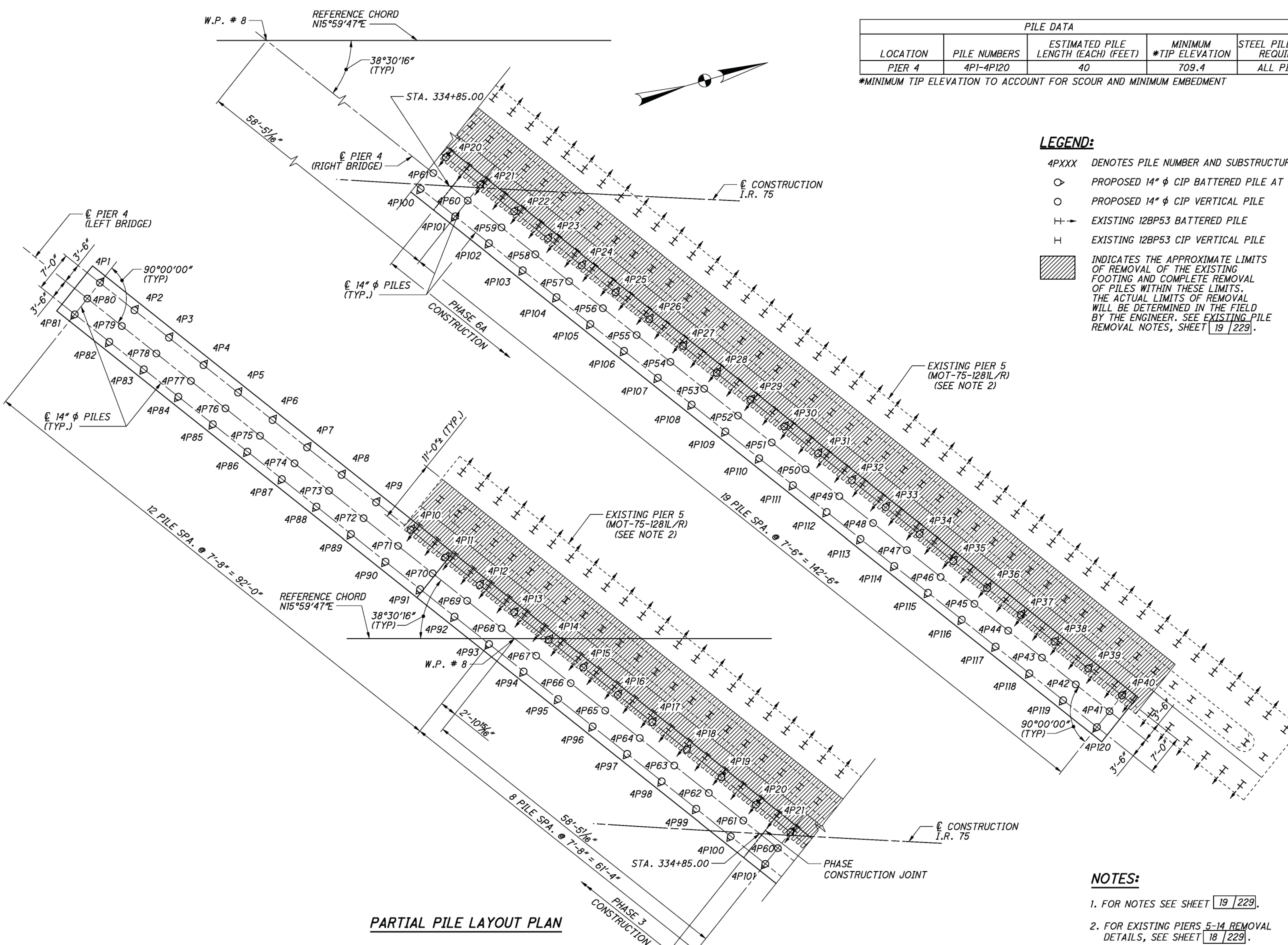
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JAK | CHECKED JDH | DRAWN JAK | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PILE LAYOUT PLAN (4 OF 11)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PILE LAYOUT PLAN

PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 4	4P1-4P120	40	709.4	ALL PILES

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 4PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12BP53 BATTERED PILE
- EXISTING 12BP53 CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JAK	JDH	JAK		MSL	03/01/12	5707994/5708001

PILE LAYOUT PLAN (5 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

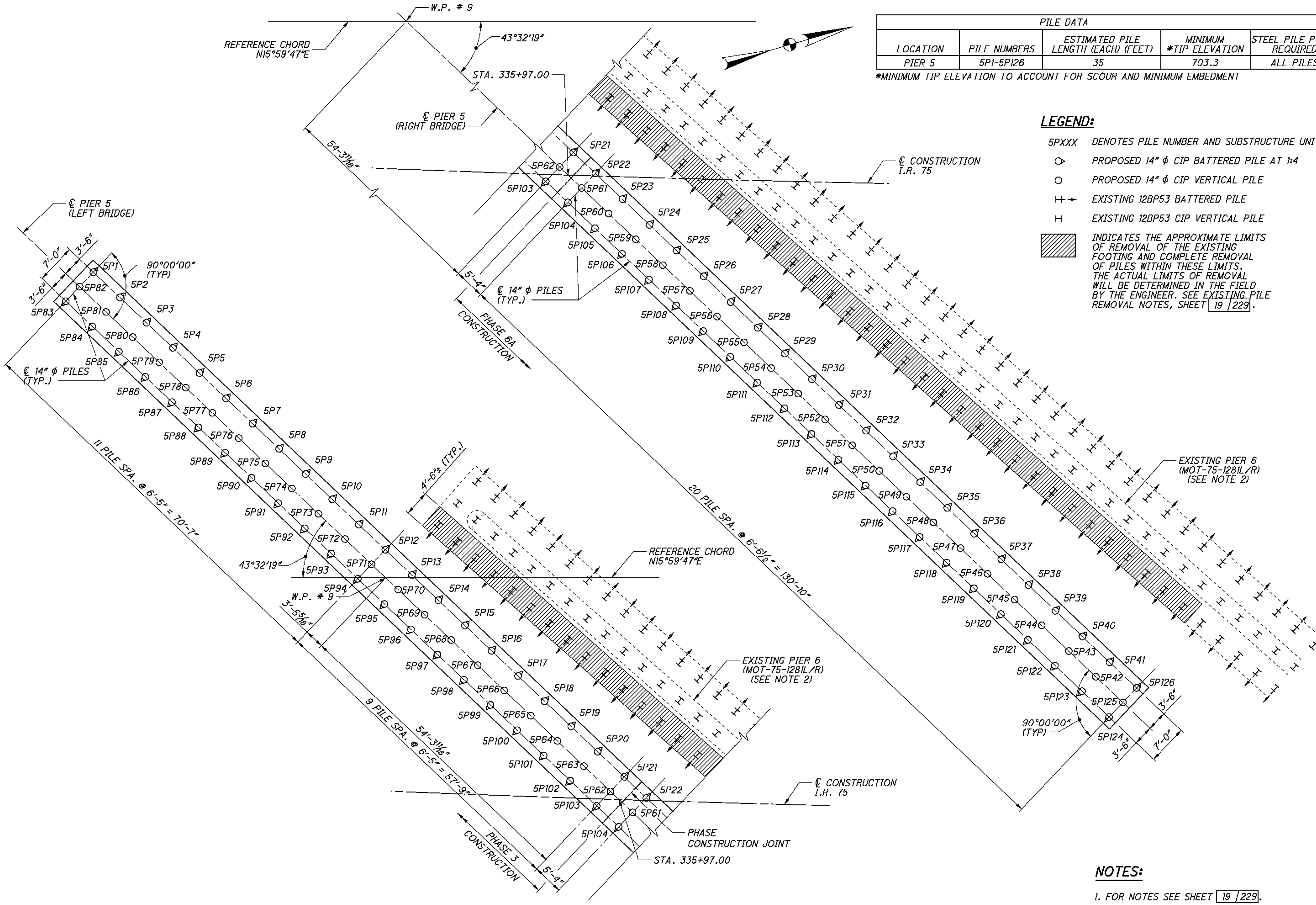
MOT-75-12.00
PID No. 77247

PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 5	5P1-5P126	35	703.3	ALL PILES

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 5PXXX DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12BP53 BATTERED PILE
- EXISTING 12BP53 CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JAK	JDH	JAK		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

PILE LAYOUT PLAN (6 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 6	6P1-6P120	35	699.6	ALL PILES
PIER 7	7P1-7P120	35	693.6	ALL PILES

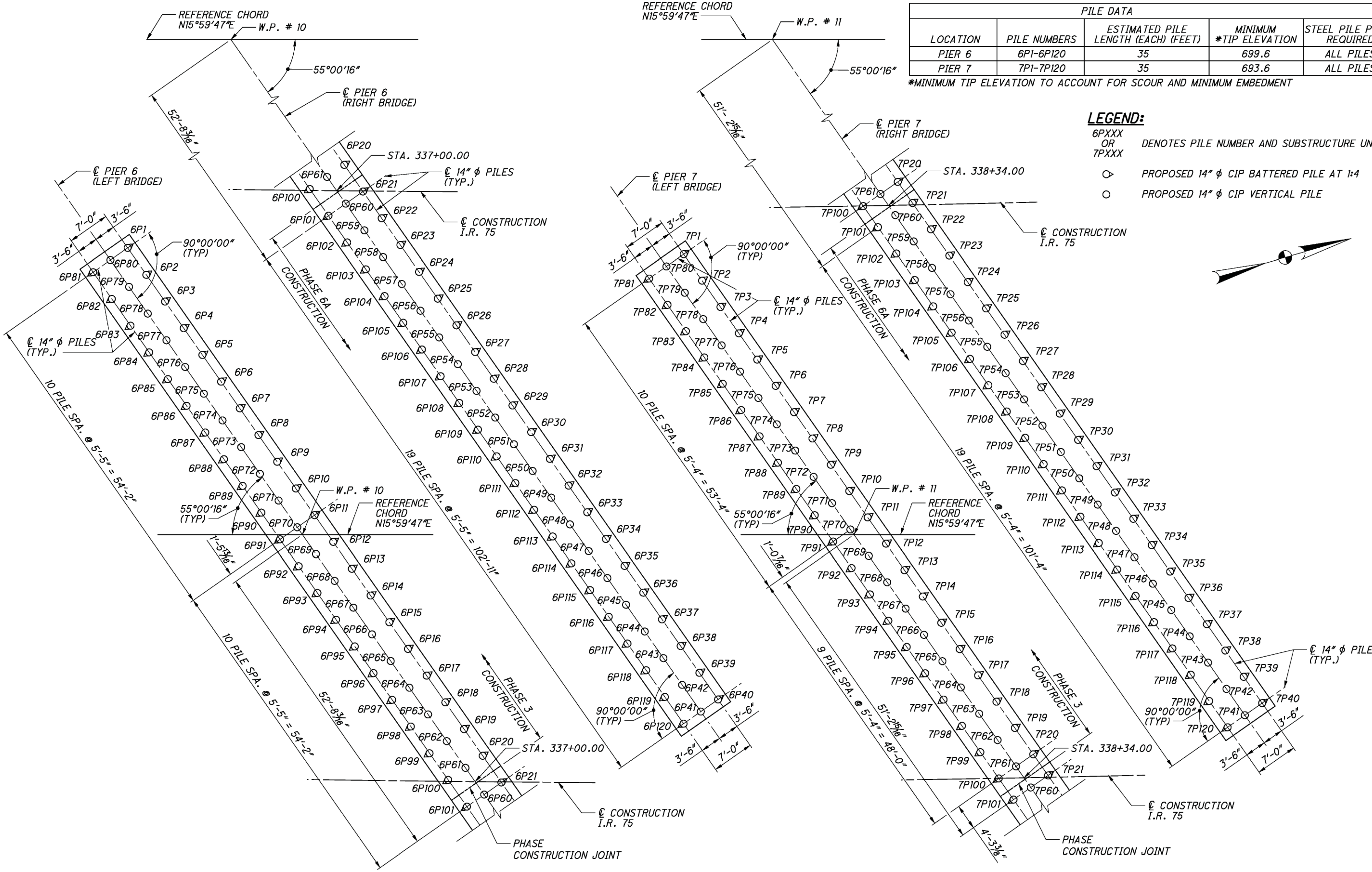
*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

6PXXX OR 7PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT

PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4

PROPOSED 14" ϕ CIP VERTICAL PILE



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JAK | CHECKED JDH | DRAWN JAK | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PILE LAYOUT PLAN (7 OF 11)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 8	8P1-8P114	50	692.6	ALL PILES
PIER 9	9P1-9P114	50	694.6	ALL PILES

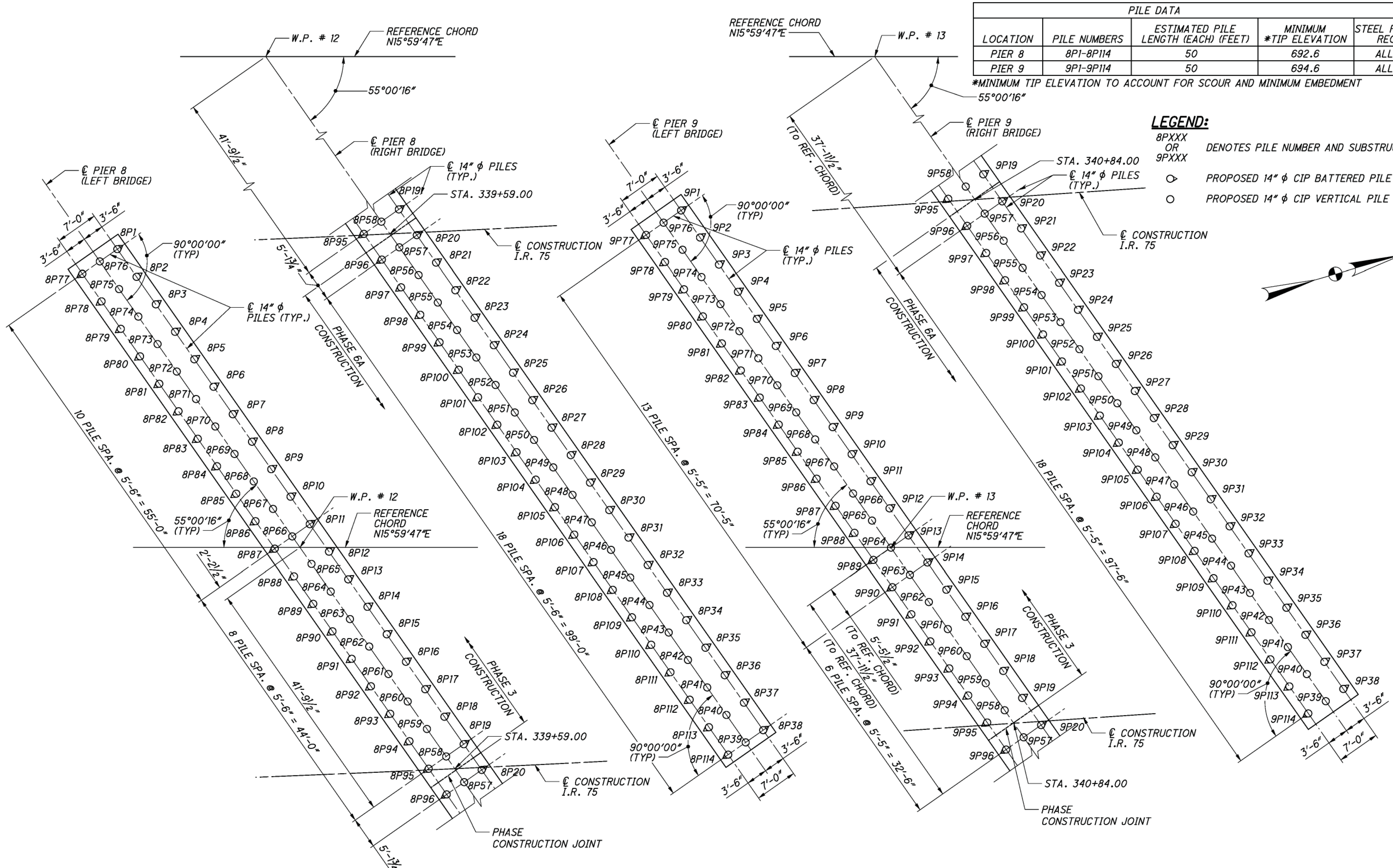
*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

8PXXX OR 9PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT

PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4

PROPOSED 14" ϕ CIP VERTICAL PILE



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JAK	DRAWN JAK	REVIEWED MSL	DATE 03/01/12
CHECKED JDH	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

PILE LAYOUT PLAN (8 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

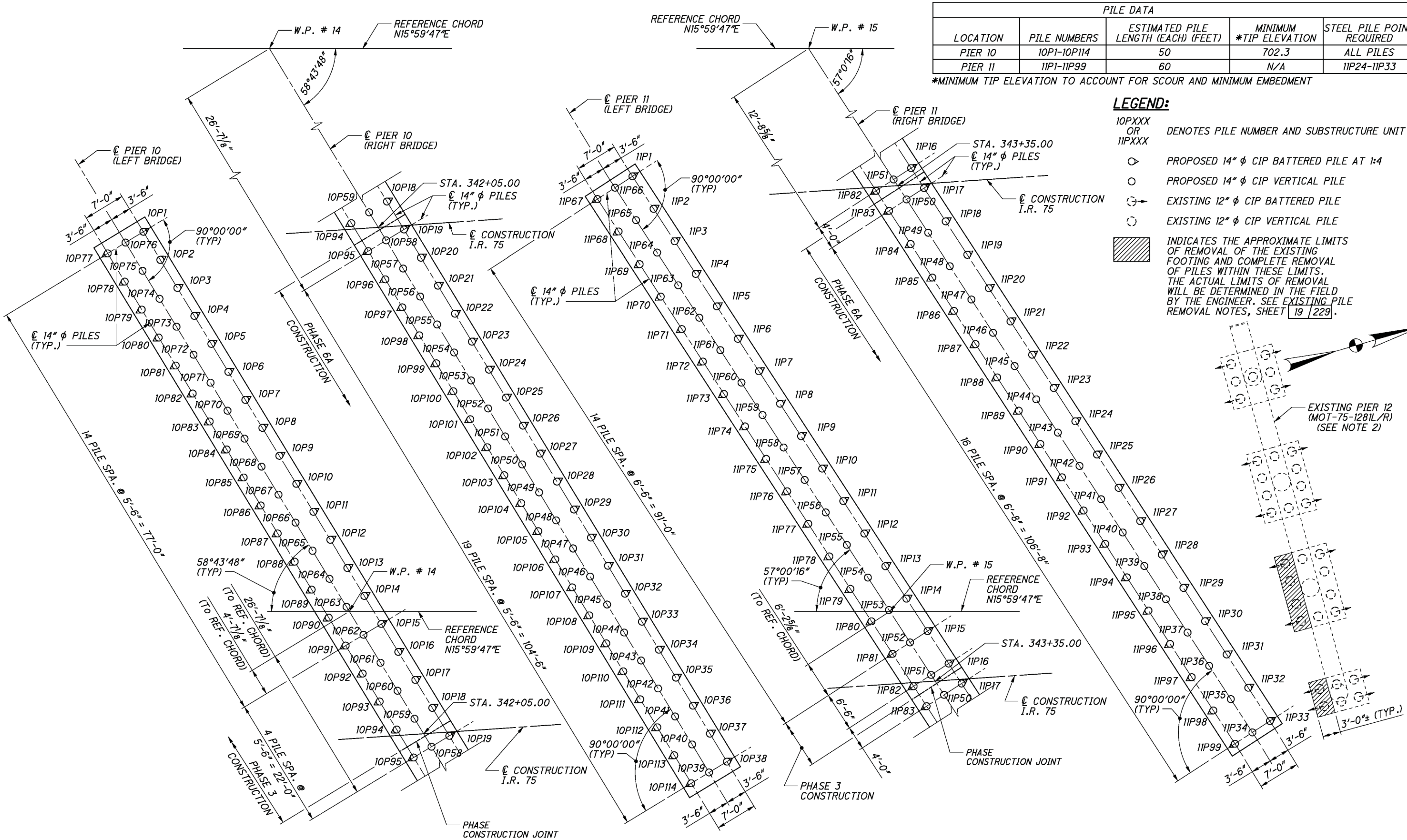
MOT-75-12.00
PID No. 77247

PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 10	10P1-10P114	50	702.3	ALL PILES
PIER 11	11P1-11P99	60	N/A	11P24-11P33

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 10PXXX OR 11PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

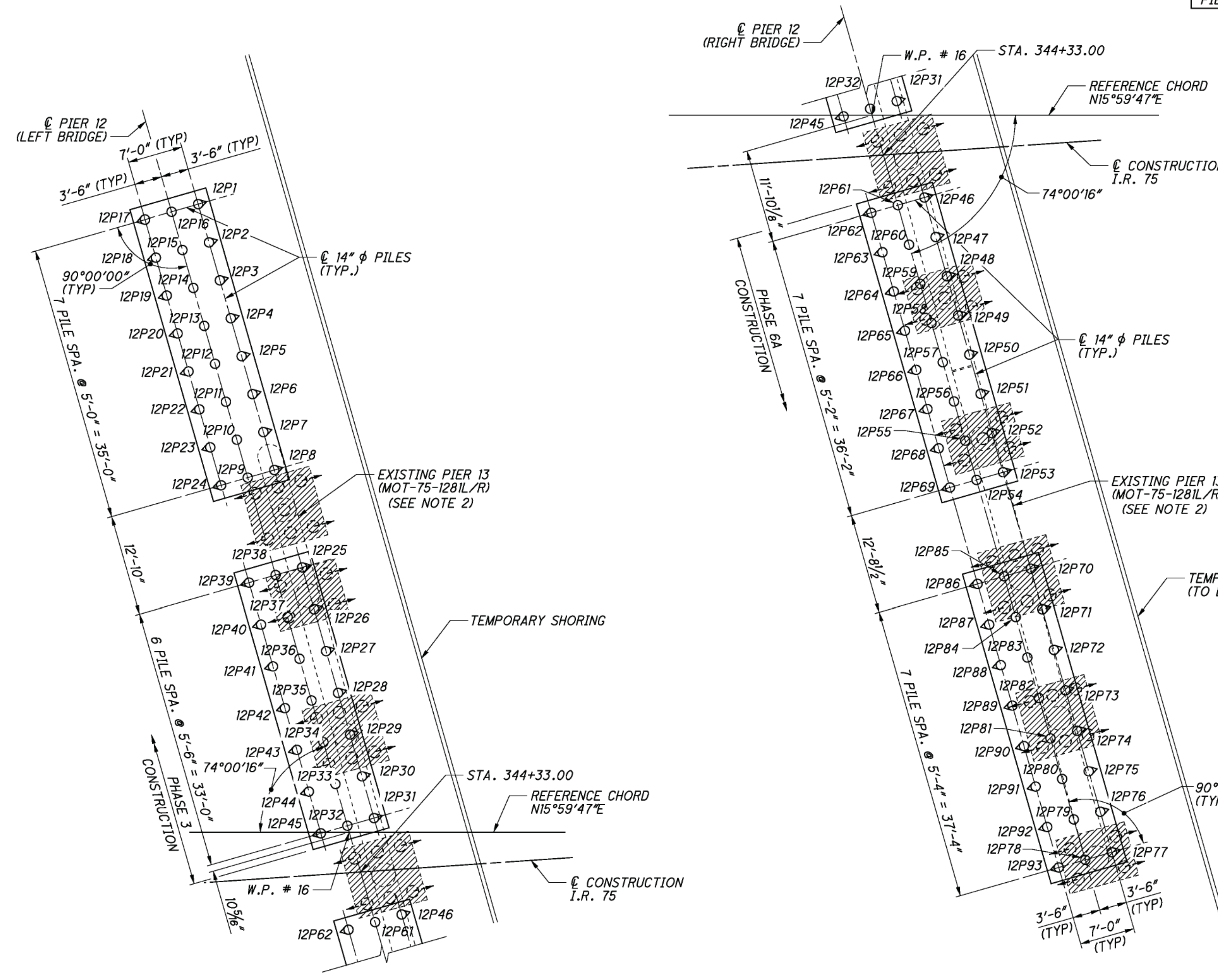
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JAK	JDH	JAK		MSL	03/01/12	5707994/5708001

PILE LAYOUT PLAN (9 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 12L-LEFT	12P1-12P24	35	NONE
PIER 12L-RIGHT	12P25-12P45	35	NONE
PIER 12R-LEFT	12P46-12P69	35	NONE
PIER 12R-RIGHT	12P70-P93	35	NONE



PARTIAL PILE LAYOUT PLAN

LEGEND:

- 12PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.

NOTES:

1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JAK REVISED
DESIGNED JAK CHECKED JDH

PILE LAYOUT PLAN (10 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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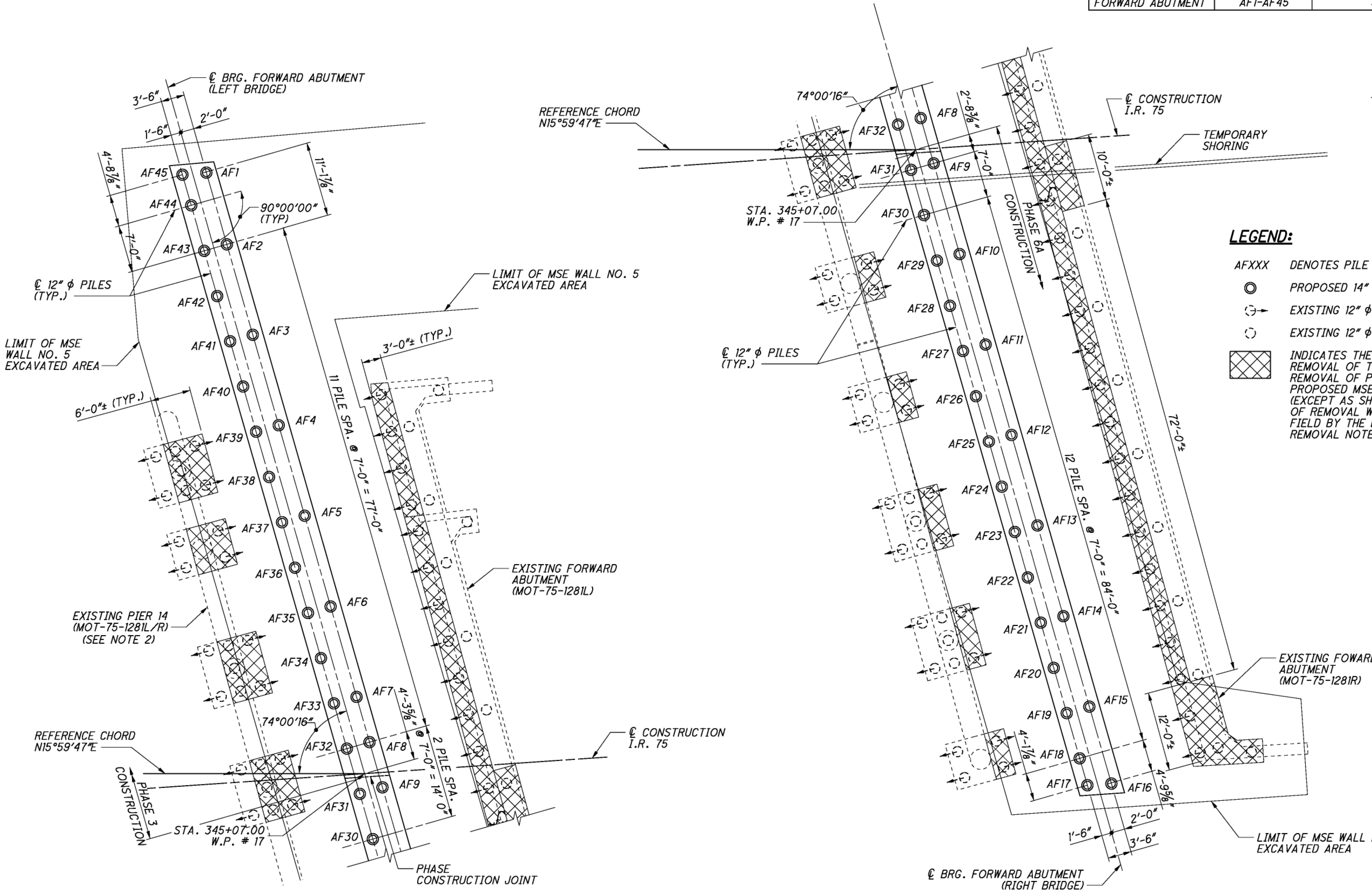
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
FORWARD ABUTMENT	AF1-AF45	50	ALL PILES



PARTIAL PILE LAYOUT PLAN

LEGEND:

AFXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
◎	PROPOSED 14" ϕ CIP PILE WITH SLEEVE
⊖→	EXISTING 12" ϕ CIP BATTERED PILE
○	EXISTING 12" ϕ CIP VERTICAL PILE
⊠	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION (EXCEPT AS SHOWN). THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19/229.

NOTES:

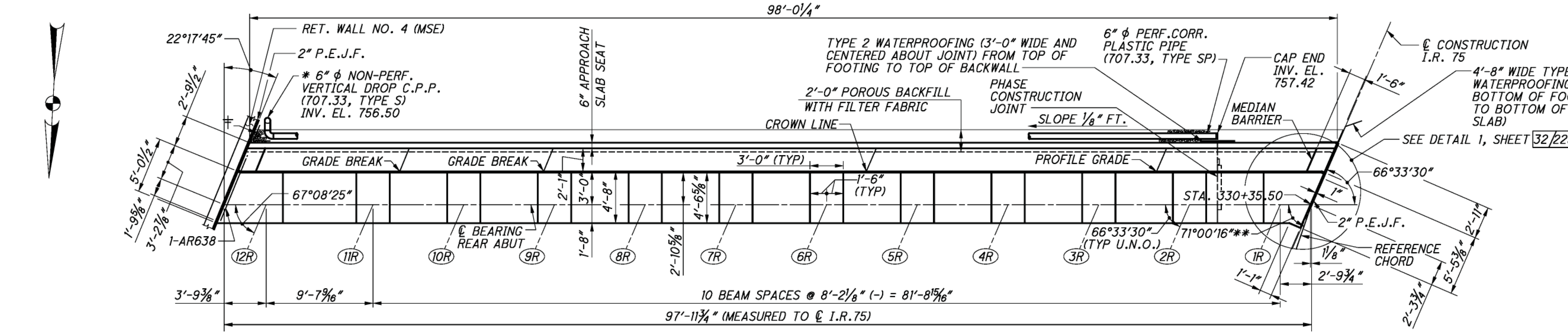
1. FOR NOTES SEE SHEET 19/229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PILE LAYOUT PLAN (11 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

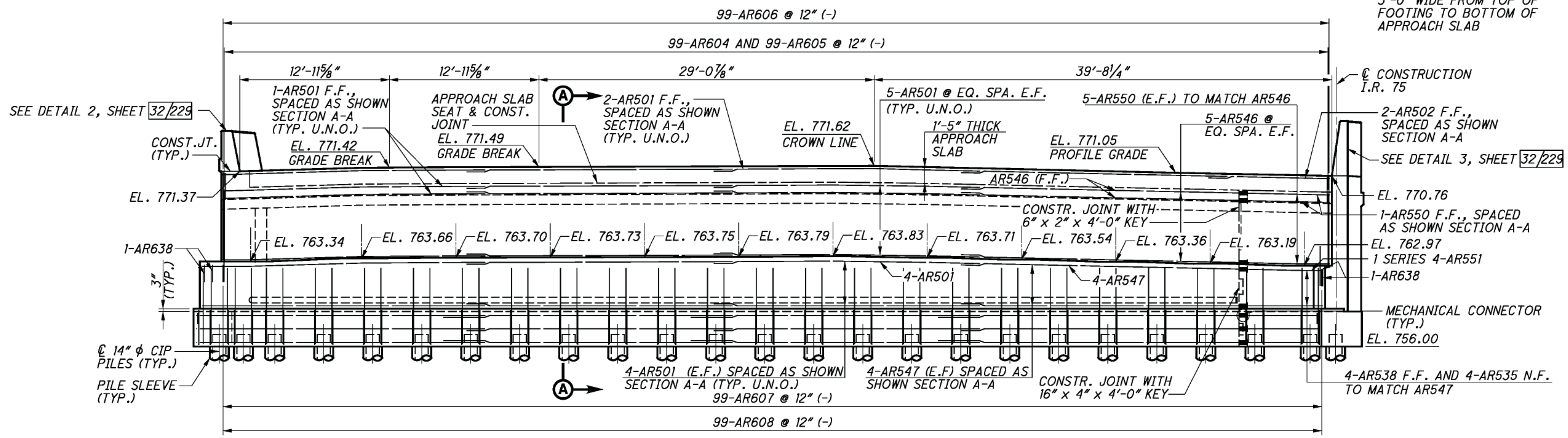


PLAN

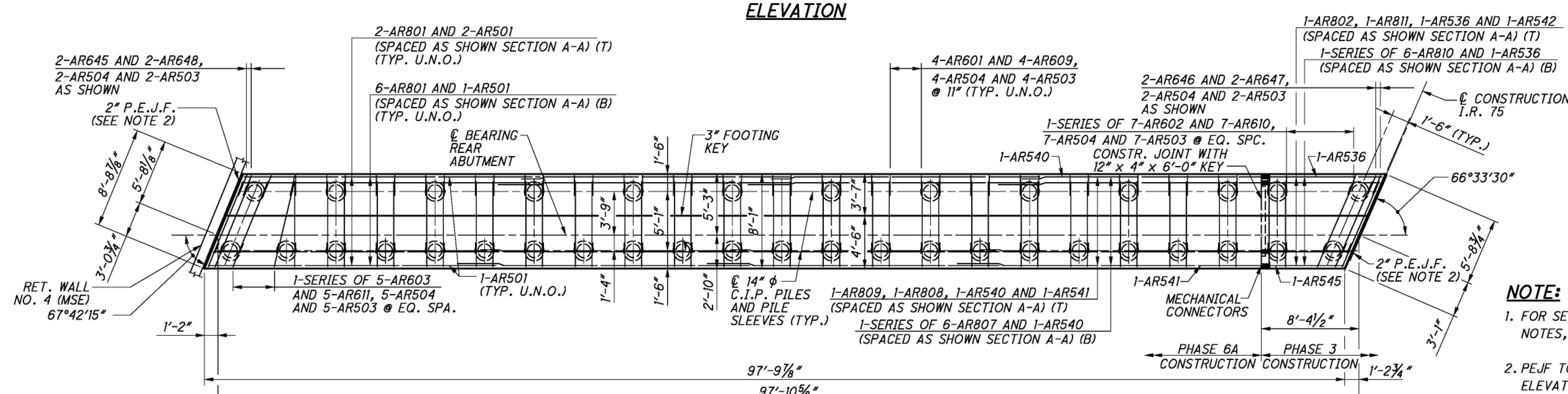
* CONNECT TO MSE WALL NO. 4 DRAINAGE SYSTEM

** MEASURED TO REFERENCE CHORD

† TYPE 2 WATERPROOFING 3'-0" WIDE FROM TOP OF FOOTING TO BOTTOM OF APPROACH SLAB



ELEVATION



FOOTING PLAN

NOTE:

1. FOR SECTION A-A, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 32/229.
2. PEJF TO EXTEND TO BOTTOM OF FOOTING ELEVATION

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

REAR ABUTMENT - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

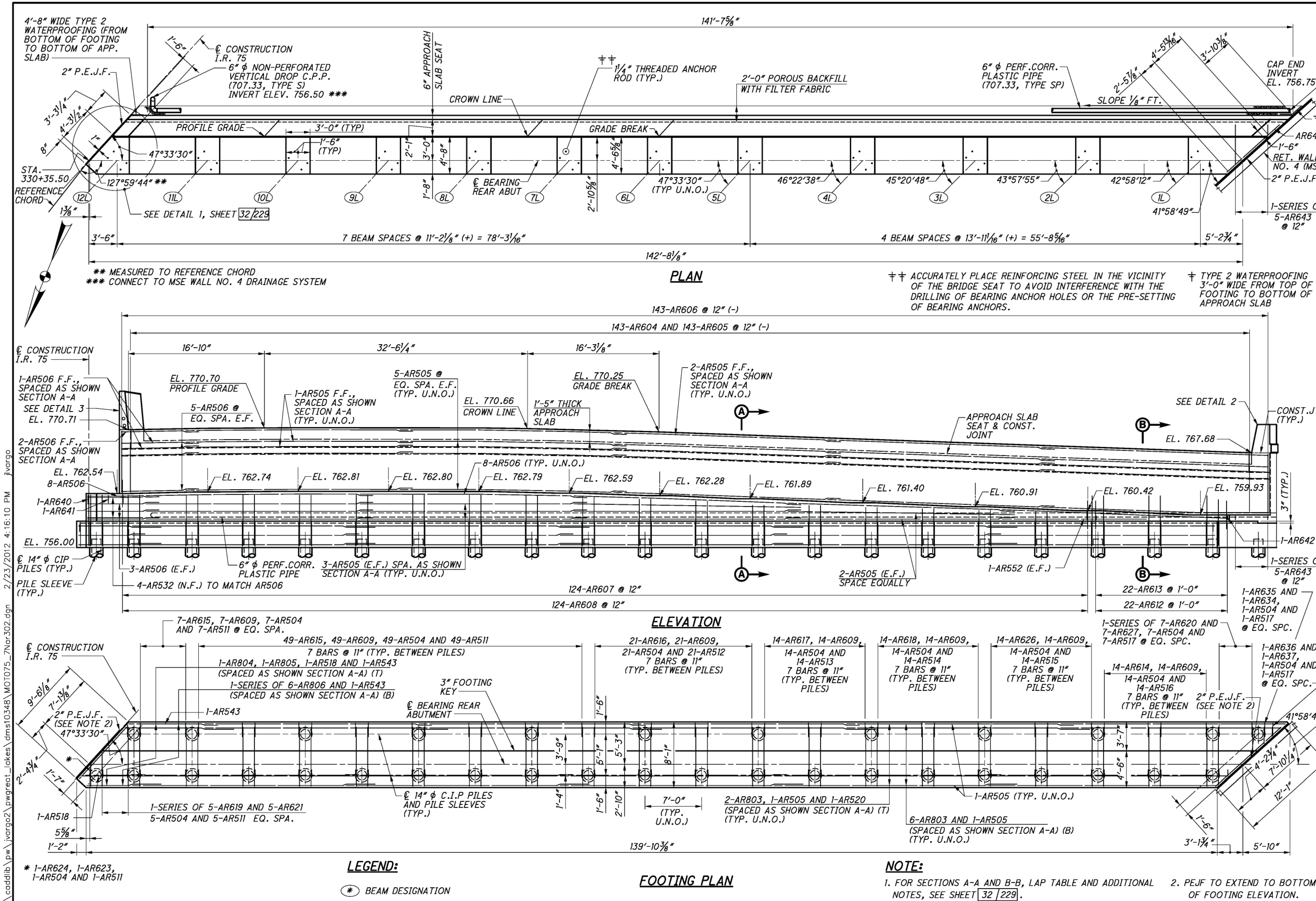
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

30/229

1277/1565



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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

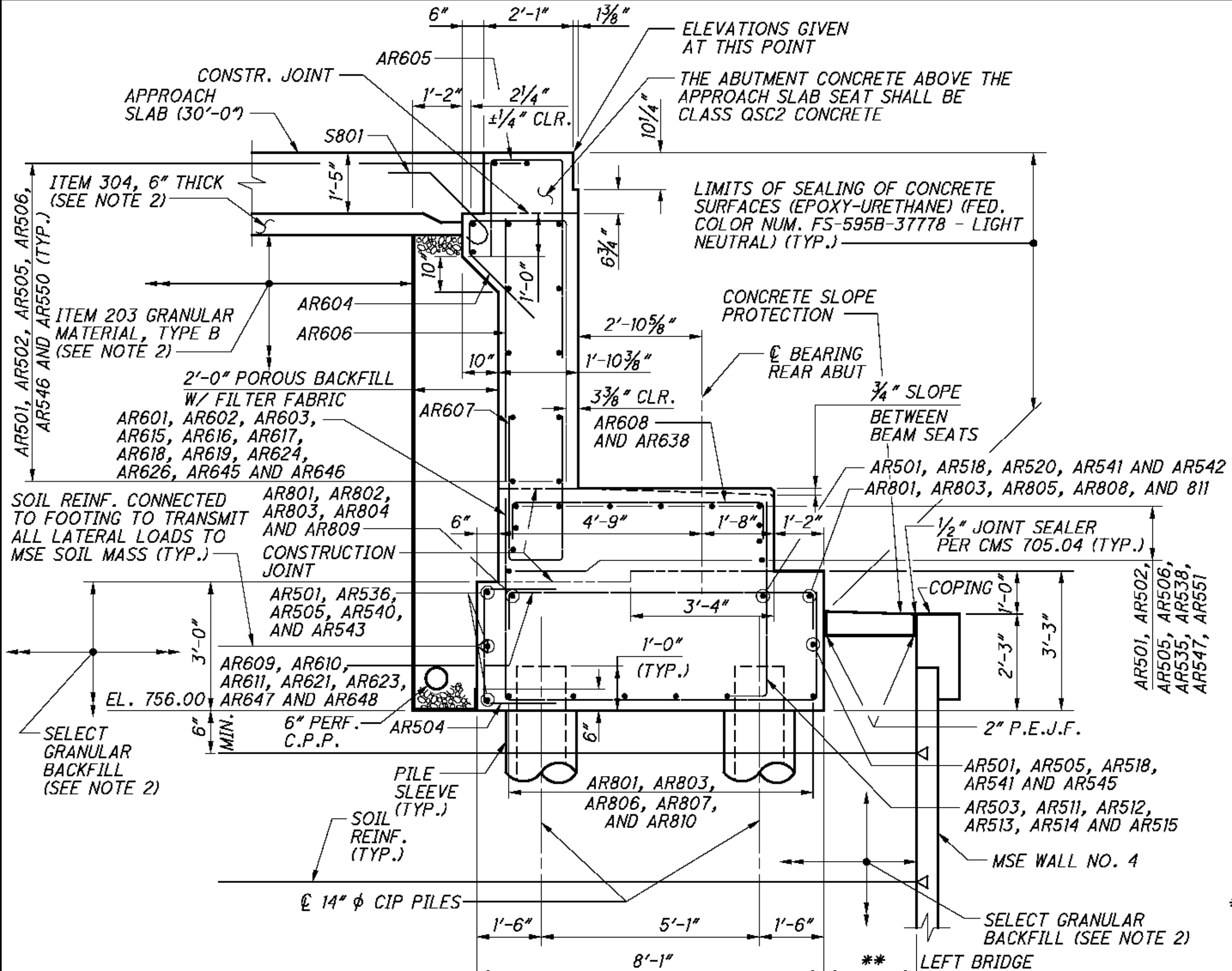
REAR ABUTMENT - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

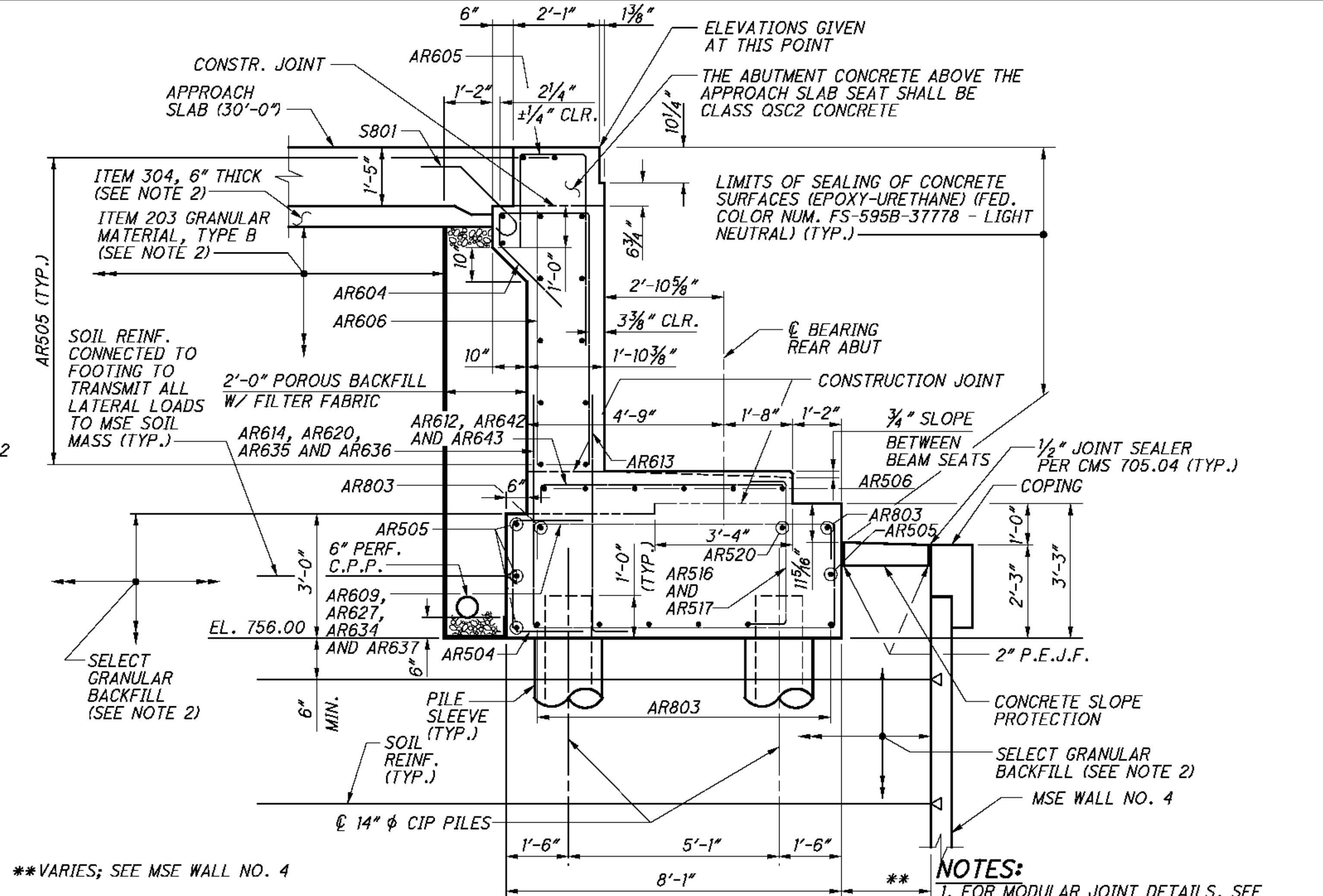
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

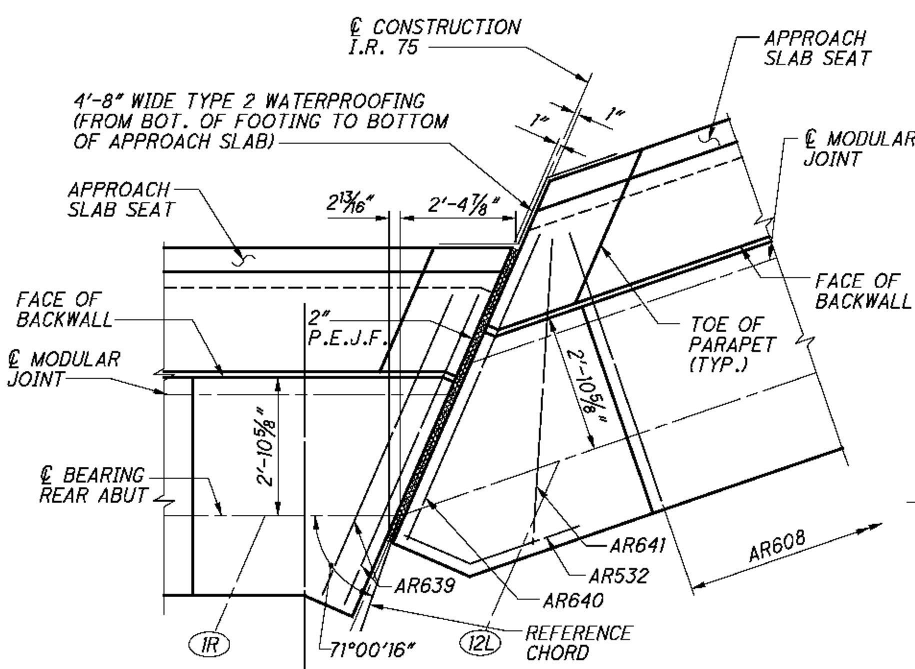


SECTION A-A

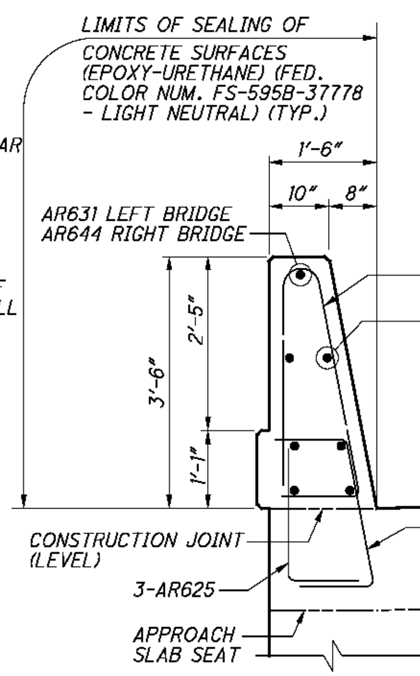


**VARIES; SEE MSE WALL NO. 4

SECTION B-B

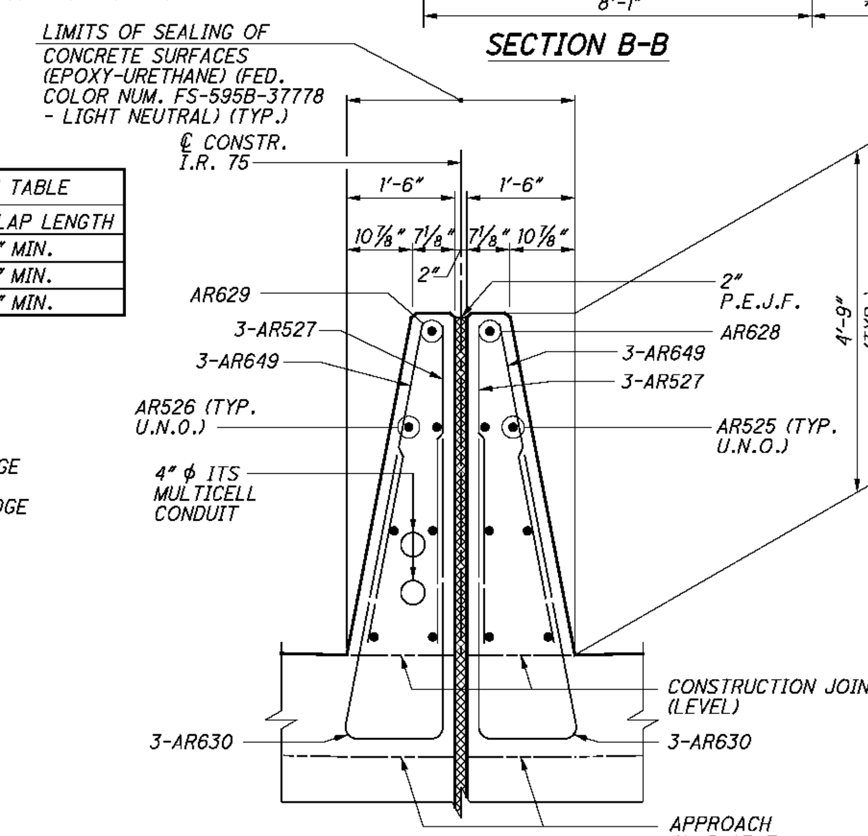


DETAIL 1



DETAIL 2

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 6	2'-4" MIN.
NO. 8	4'-0" MIN.



DETAIL 3

NOTE:

1. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

NOTES:

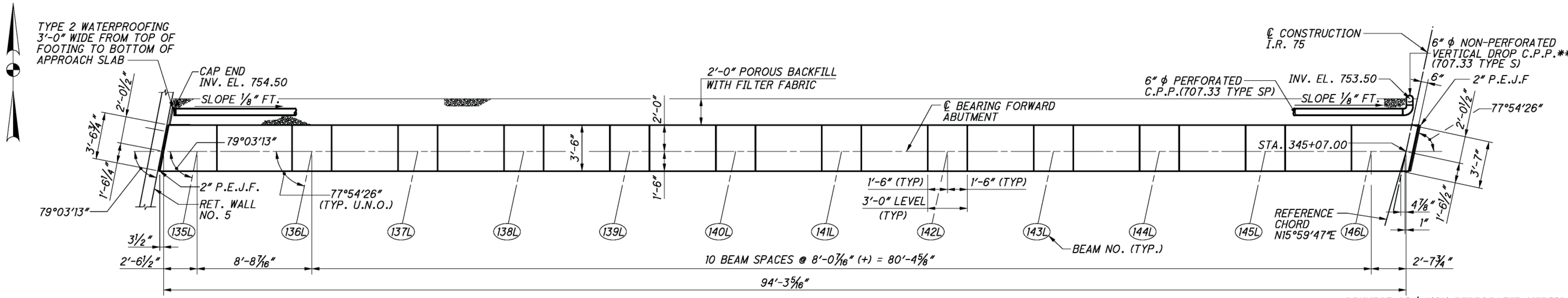
1. FOR MODULAR JOINT DETAILS, SEE SHEETS 205/229 AND 207/229.
2. SEE MSE WALL NO. 4 PLANS FOR ADDITIONAL INFORMATION AND DETAILS PERTAINING TO ITEM 304 AGGREGATE BASE, ITEM 203 TYPE B GRANULAR MATERIAL AND SELECT GRANULAR BACKFILL.
3. FOR LOCATION OF SECTIONS A-A AND B-B SEE SHEET 31/229.
4. FOR LOCATION OF DETAILS 1, 2, AND 3 SEE SHEET 31/229.
5. MECHANICAL CONNECTORS SHALL BE PER ITEM 509.07. THE COST OF THE CONNECTORS AND THE TEMPORARY CAPS (OR PLUGS) SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING, FOR PAYMENT.
6. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. THE ½" JOINT SEALER SHALL BE INCLUDED WITH ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN
8. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE BASE OF ITEM 304, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
9. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | CHECKED GHD | DRAWN BFG | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

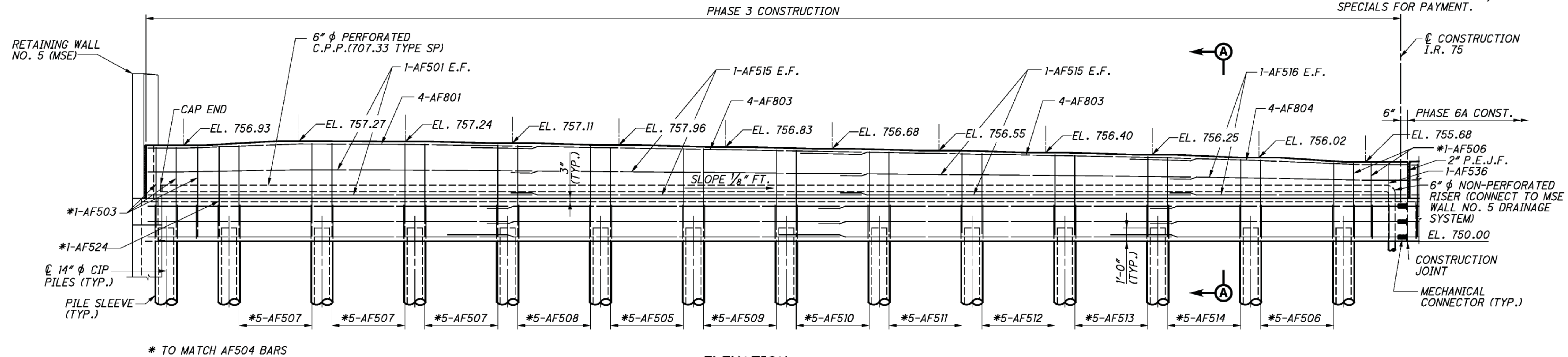
REAR ABUTMENT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

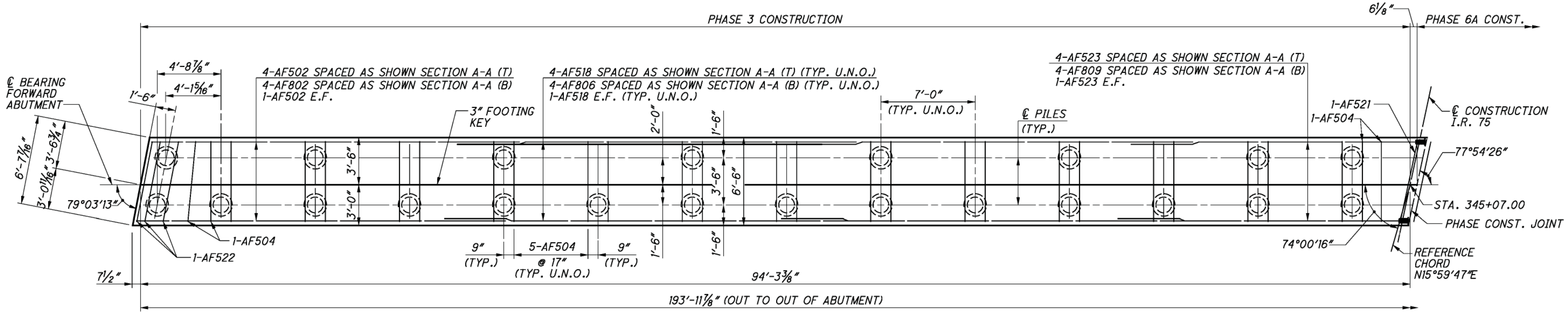


PLAN

** CONNECT 6" ϕ NON-PERFORATED VERTICAL DROP C.P.P. TO MSE WALL #5 DRAINAGE. ALL FITTINGS SHALL BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.



ELEVATION



FOOTING PLAN

LEGEND:

(BXX) BEAM DESIGNATION

NOTE:

1. FOR SECTION A-A, LAP TABLE AND NOTES, SEE SHEET 35/229.

FORWARD ABUTMENT - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | CHECKED GHD | DRAWN BFG | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

MOT-75-12.00
PID No. 77247

33/229

1280/1565

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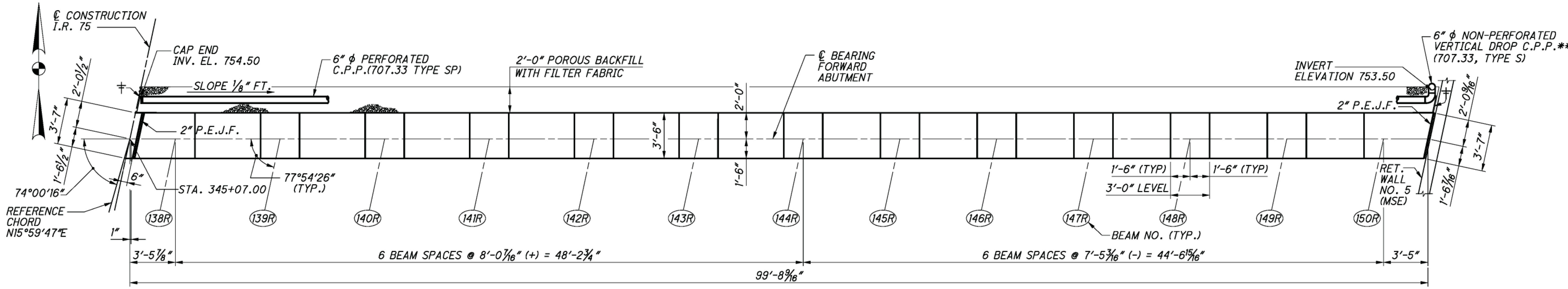
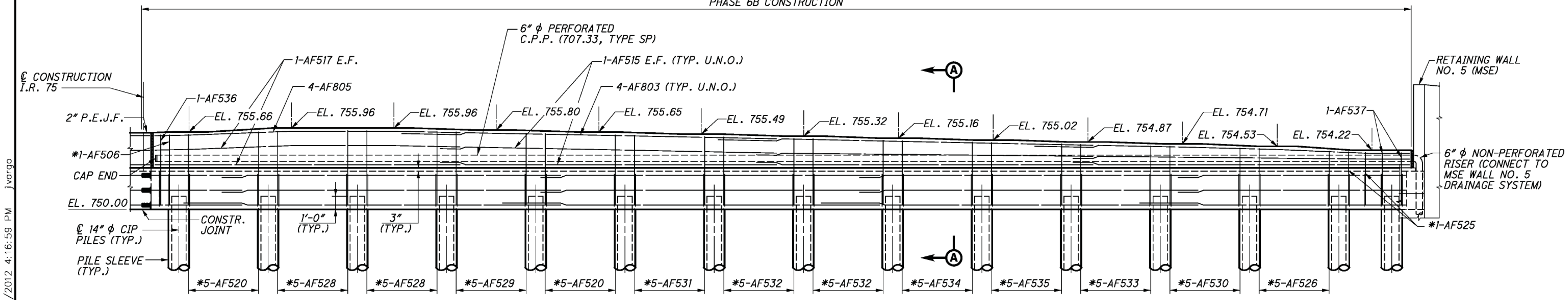


PLAN

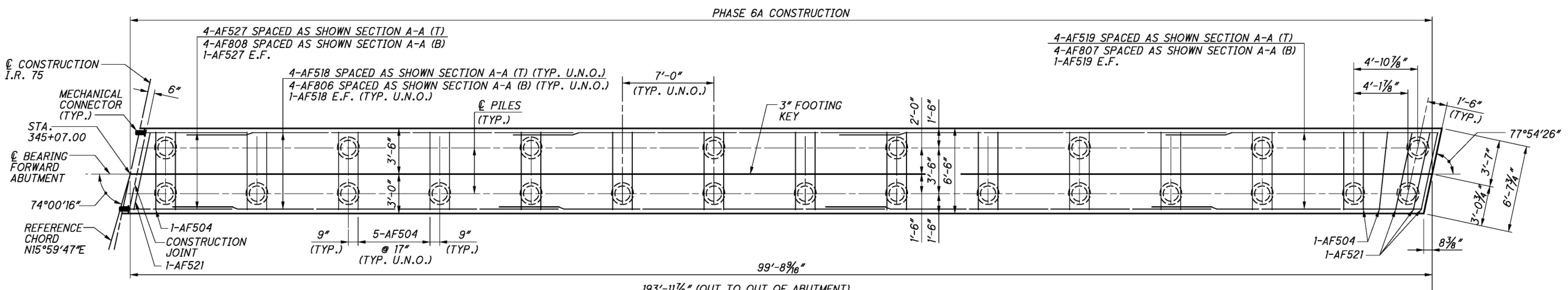
† TYPE 2 WATERPROOFING 3'-0" WIDE FROM TOP OF FOOTING TO BOTTOM OF APPROACH SLAB

** CONNECT 6" ϕ NON-PERFORATED VERTICAL DROP C.P.P. TO MSE WALL #5 DRAINAGE. ALL FITTINGS SHALL BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.



* TO MATCH AF504 BARS

ELEVATION



FOOTING PLAN

LEGEND:

(BXX) BEAM DESIGNATION

NOTE:

1. FOR SECTION A-A, LAP TABLE AND NOTES, SEE SHEET 35/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

FORWARD ABUTMENT - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

34/229

1281/1565

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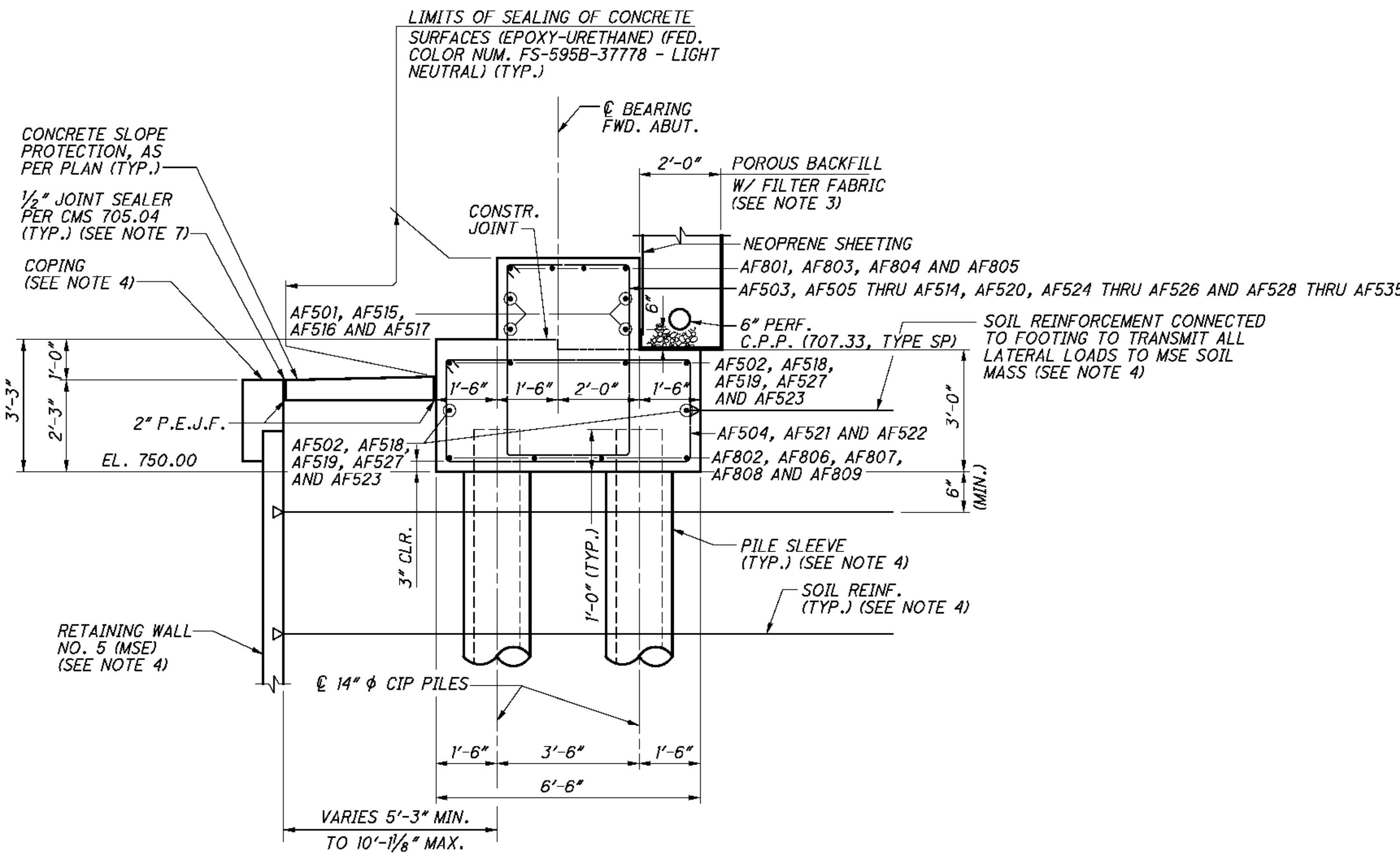

SECTION A-A

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 8	4'-0" MIN.

NOTES:

1. FOR PILE LAYOUT SEE FOOTING PLANS, SHEETS 33/229 AND 34/229.
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, AND FOR LOCATION OF SECTION A-A, SEE SHEETS 33/229 AND 34/229.
3. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE BASE OF ITEM 304, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE MSE WALLS.
4. SEE RETAINING WALL NO. 5 PLANS FOR PAYMENT AND NOTES.
5. FOR REINFORCING SCHEDULE, SEE SHEET 224/229.
6. FOR FORWARD ABUTMENT DIAPHRAGM DETAILS, SEE SHEET 134/229 .
7. THE ½" JOINT SEALER SHALL BE INCLUDED WITH ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN.

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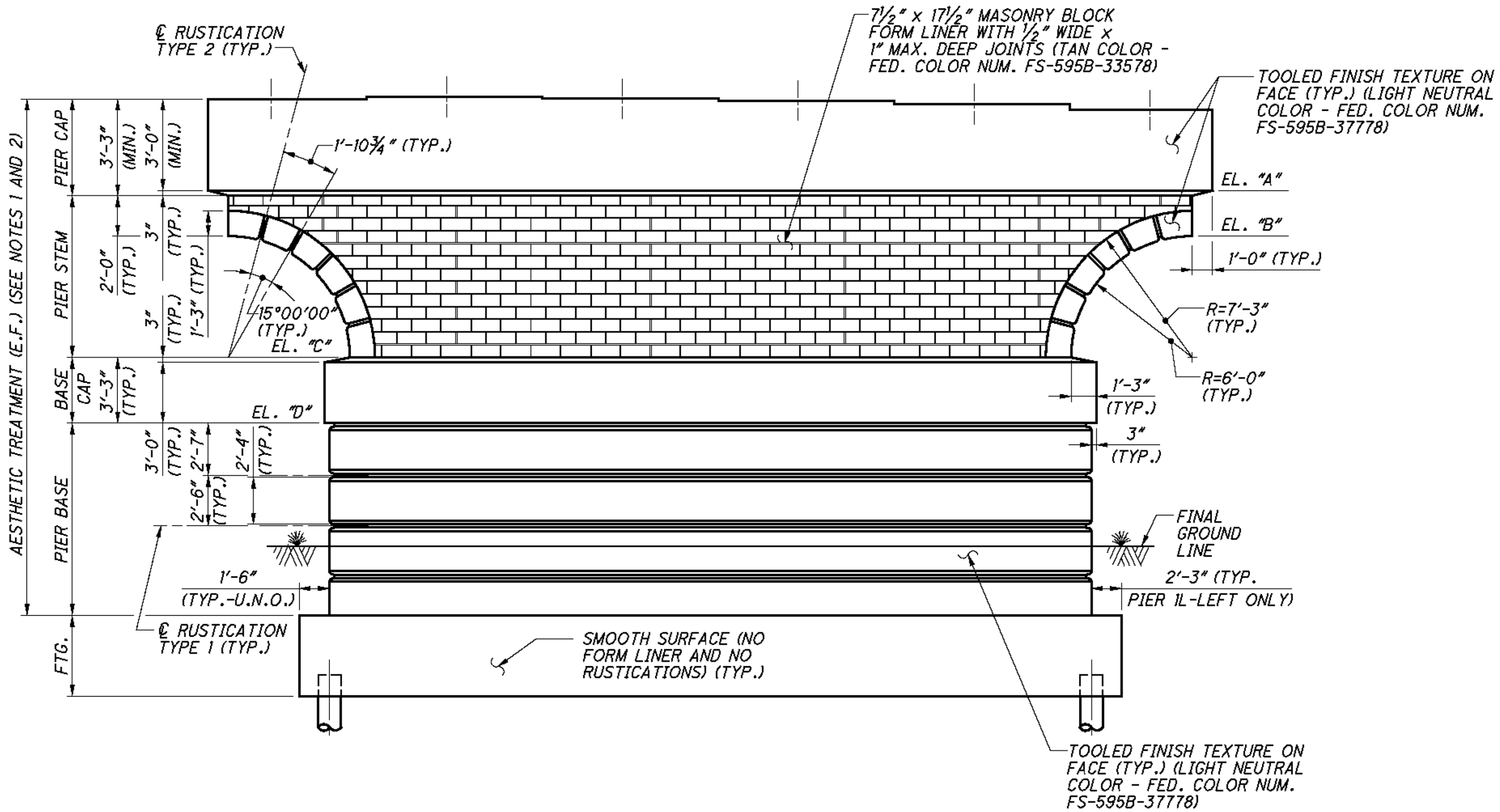
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

FORWARD ABUTMENT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

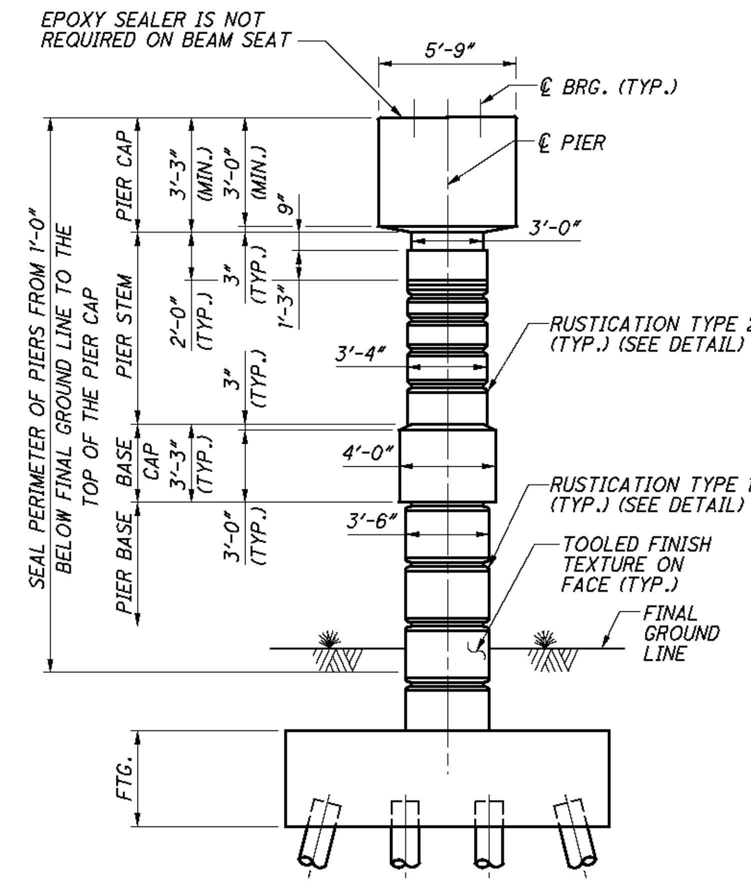
MOT-75-12.00
PID No. 77247

1282
1565



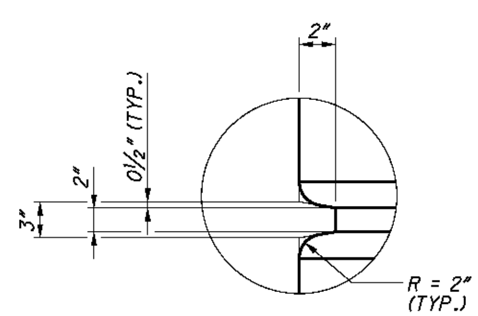
TYPICAL ELEVATION - PIERS 1 THRU 3 AND 12

(PIERS 1 THRU 3 SHOWN, PIER 12 SIMILAR)

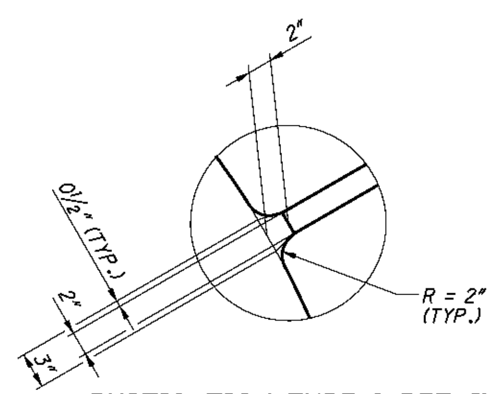


END VIEW

(PIERS 1 THRU 3 SHOWN, PIER 12 SIMILAR)



RUSTICATION TYPE 1 DETAIL



RUSTICATION TYPE 2 DETAIL

TABLE OF ELEVATIONS

PIER	EL. "A"	EL. "B"	EL. "C"	EL. "D"
PIER 1L (LEFT AND RIGHT)	EL. 759.67	EL. 757.42	EL. 751.42	EL. 748.17
PIER 1R (LEFT AND RIGHT)	EL. 761.97	EL. 759.72	EL. 753.72	EL. 750.47
PIER 2L (LEFT AND RIGHT)	EL. 761.42	EL. 759.17	EL. 753.17	EL. 749.92
PIER 2R (LEFT AND RIGHT)	EL. 762.64	EL. 760.39	EL. 754.39	EL. 751.14
PIER 3L (LEFT AND RIGHT)	EL. 761.54	EL. 759.29	EL. 753.29	EL. 750.04
PIER 3R (LEFT AND RIGHT)	EL. 762.43	EL. 760.18	EL. 754.18	EL. 750.93
PIER 12L (LEFT AND RIGHT)	EL. 751.75	EL. 749.50	EL. 743.50	EL. 739.00
PIER 12R (LEFT AND RIGHT)	EL. 750.74	EL. 748.49	EL. 742.49	EL. 738.00

NOTES:

1. FOR ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) REQUIREMENTS, SEE GENERAL NOTES, SHEET 9/229.
2. FOR ITEM 530-FORMLINER NOTES AND PATTERN OPTIONS SEE GENERAL NOTES, SHEET 11/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

DESIGNED JLV | CHECKED MSL | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

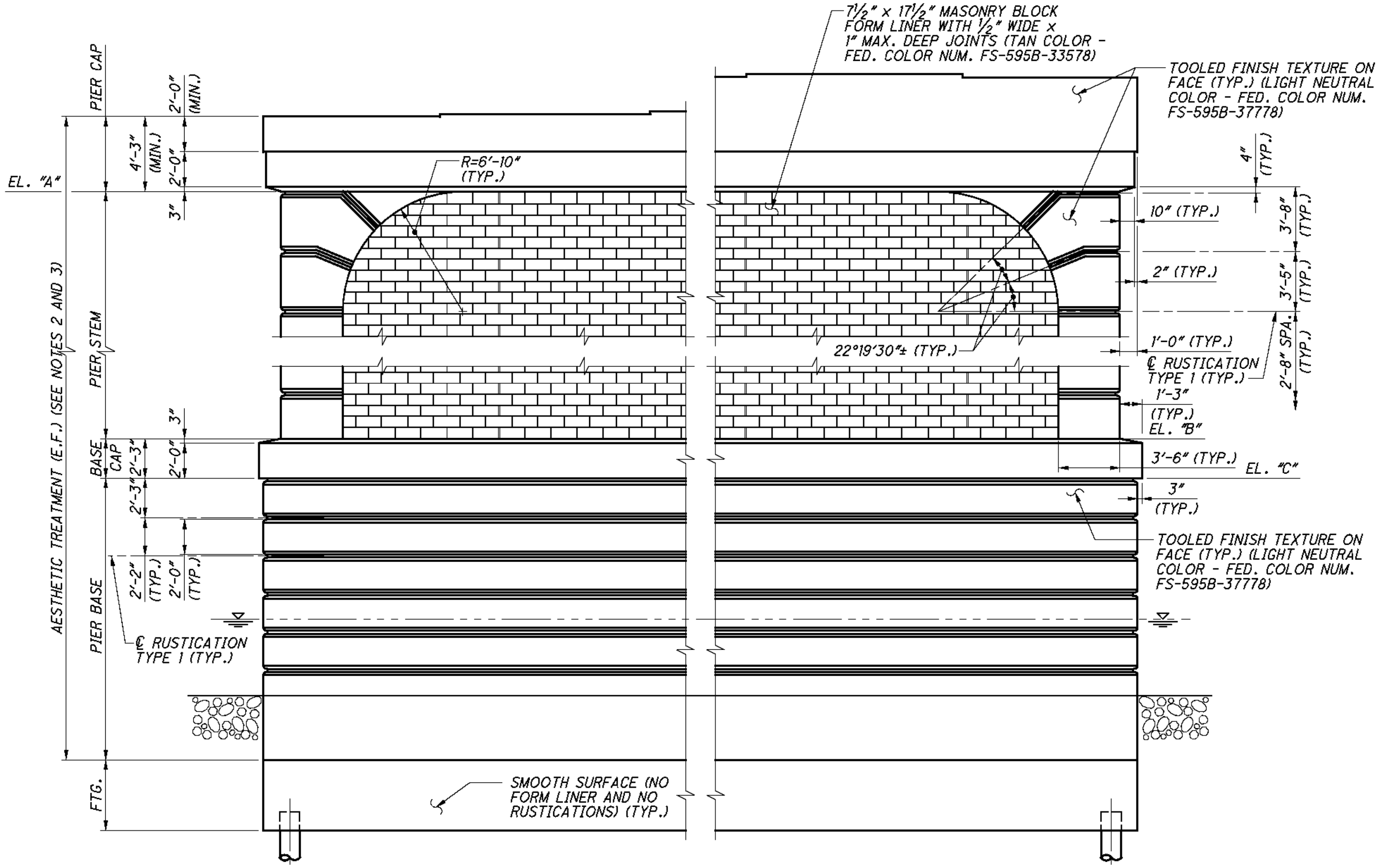
PIERS 1 THRU 3 AND 12 ARCHITECTURAL DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

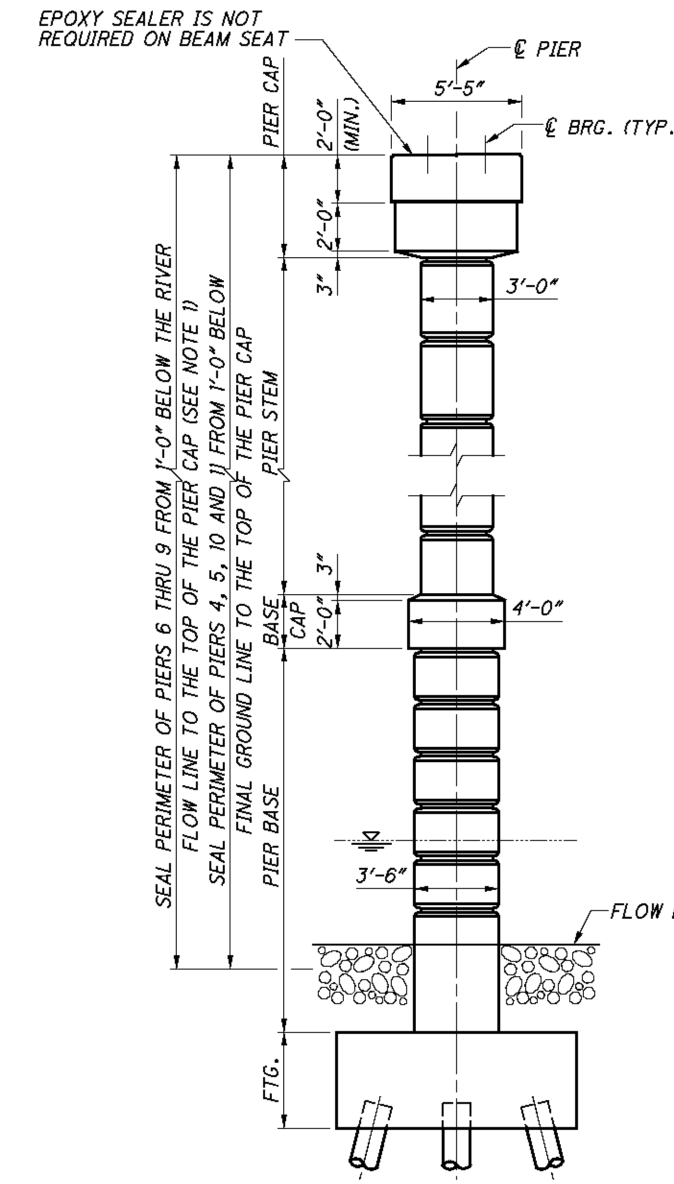
MOT-75-12.00

PID No. 77247



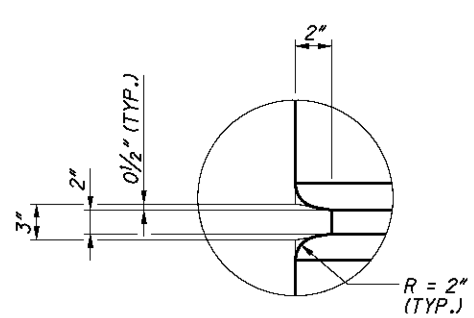
TYPICAL ELEVATION - PIERS 4 THRU 11

(PIERS 4 THRU 10 SHOWN, PIER 11 SIMILAR)



END VIEW

(PIERS 4 THRU 10 SHOWN, PIER 11 SIMILAR)



RUSTICATION TYPE 1 DETAIL

TABLE OF ELEVATIONS			
PIER	EL. 'A"	EL. 'B"	EL. 'C"
PIER 4	EL. 760.06	EL. 745.25	EL. 743.00
PIER 5	EL. 758.25	EL. 734.75	EL. 732.50
PIER 6	EL. 756.84	EL. 734.75	EL. 732.50
PIER 7	EL. 755.37	EL. 734.75	EL. 732.50
PIER 8	EL. 754.20	EL. 734.75	EL. 732.50
PIER 9	EL. 753.42	EL. 734.75	EL. 732.50
PIER 10	EL. 752.15	EL. 734.75	EL. 732.50
PIER 11	EL. 750.49	———	———

NOTES:

1. THE FACES OF PIERS 6 THRU 9 SHALL BE SEALED PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE TEMPORARY CAUSEWAY DETAILS.
2. FOR ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) REQUIREMENTS, SEE GENERAL NOTES, SHEET 9 / 229.
3. FOR ITEM 530-FORMLINER NOTES AND PATTERN OPTIONS SEE GENERAL NOTES, SHEET 11 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

DESIGNED	DRAWN	REVIEWED	DATE
JLV	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MSL		5707994/5708001	

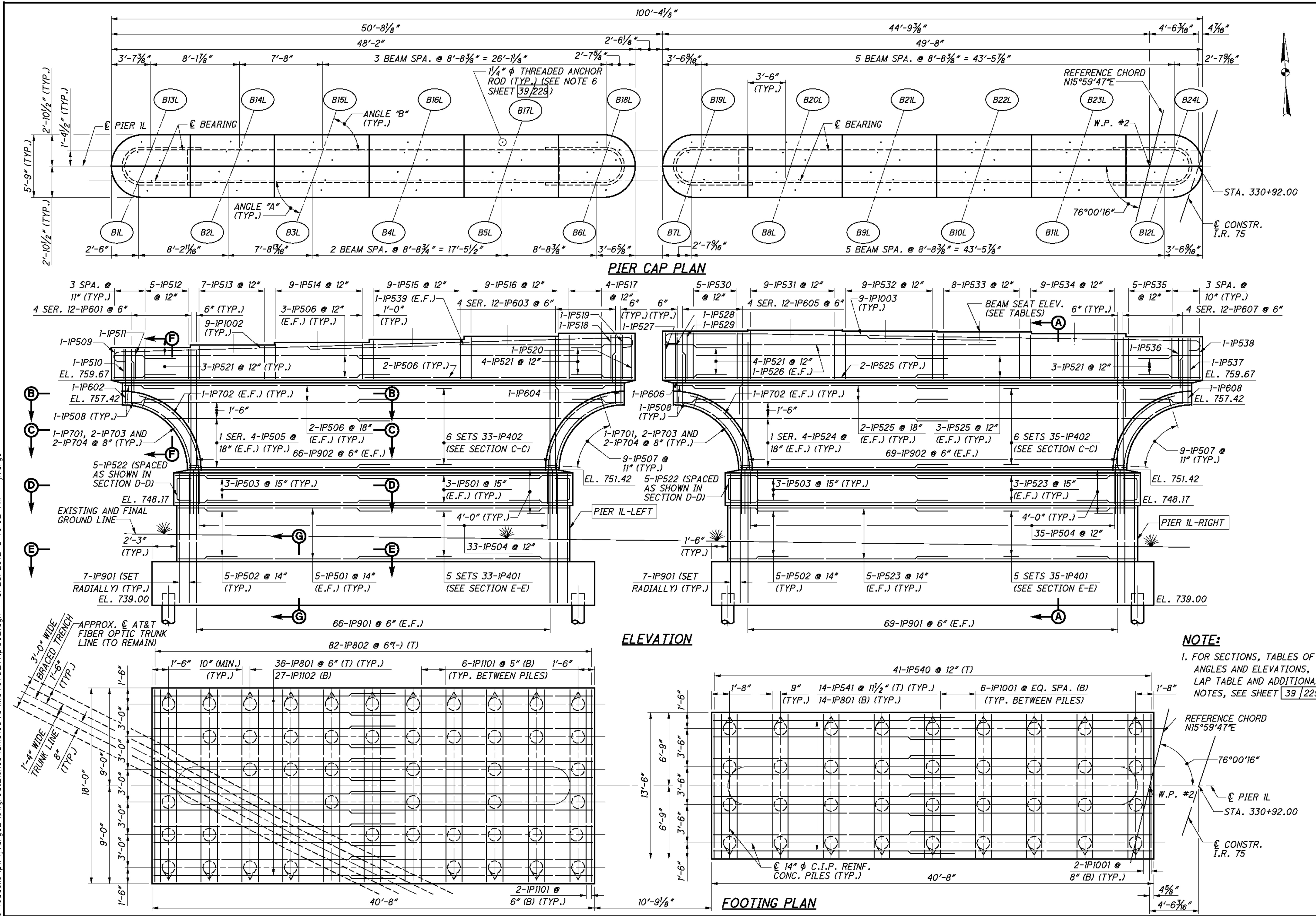
PIERS 4 THRU 11 ARCHITECTURAL DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

37 / 229

1284 / 1565

c:\caddlib\pw\jvargo2\pwgreat_lakes\dms10348\MOT075_7Npi343a.dgn 7/18/2012 12:08:59 PM jvargo



NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 39/229.

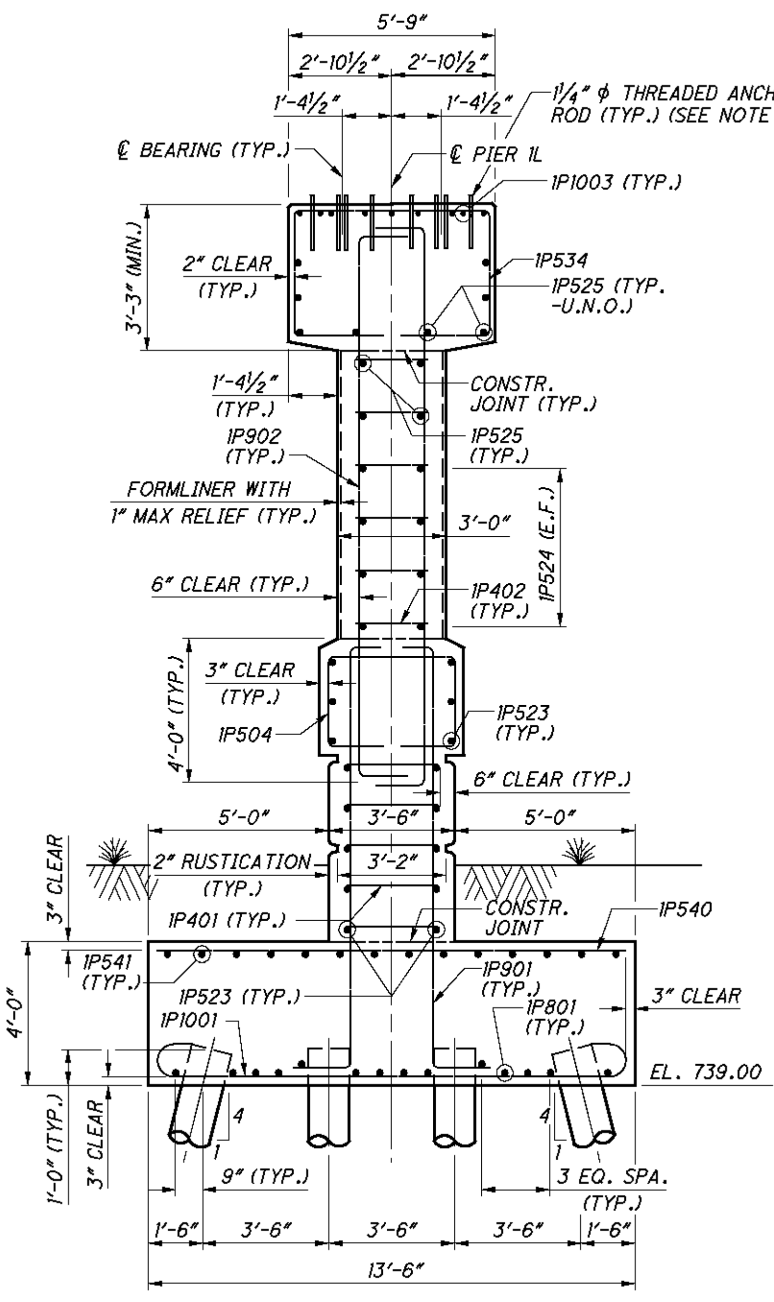
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

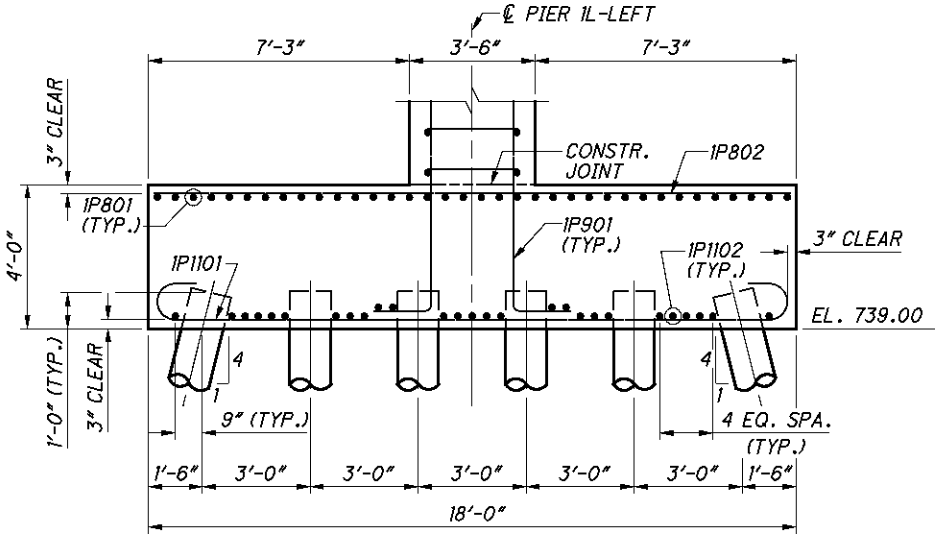
PIER 1L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

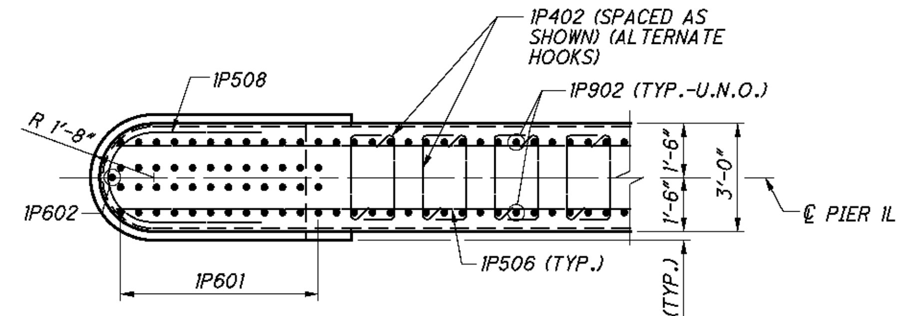


SECTION A-A

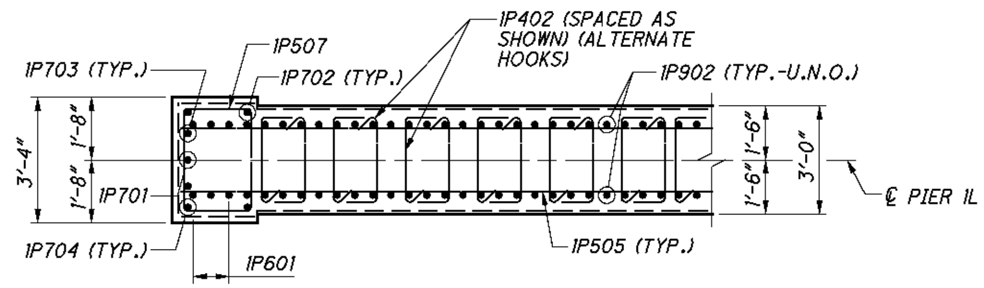


SECTION G-G

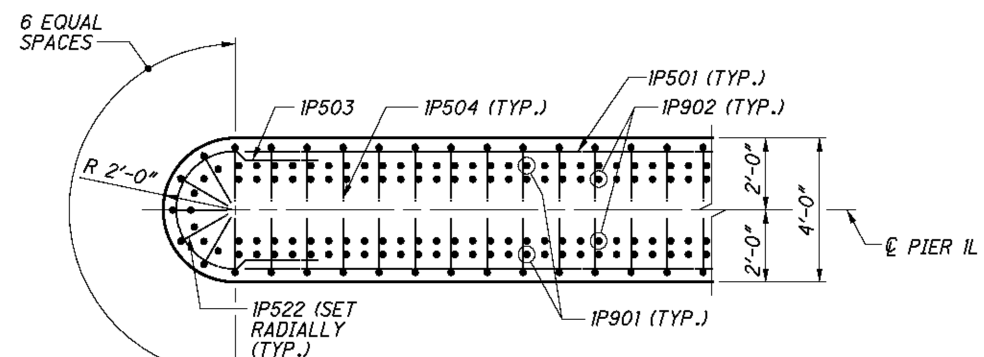
(FOR ADDITIONAL DETAILS, SEE SECTION A-A)



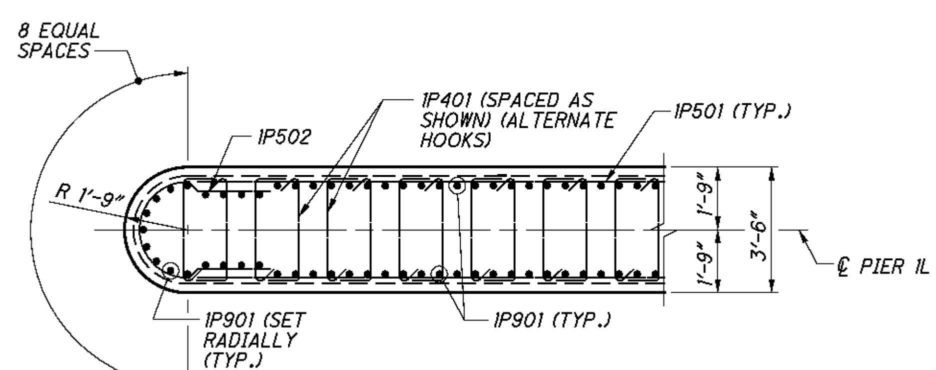
SECTION B-B



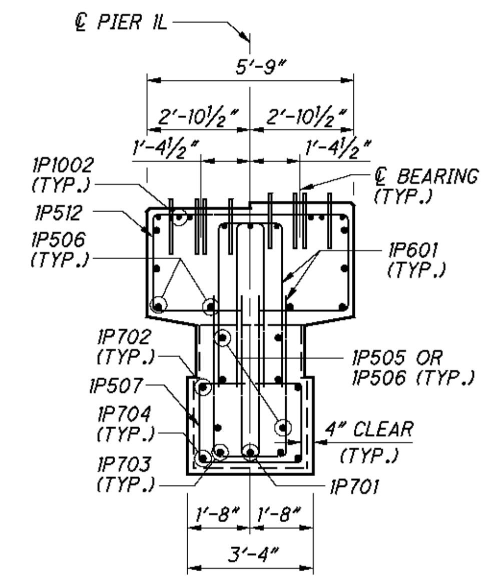
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

(FOR ADDITIONAL DETAILS, SEE SECTION A-A)

ANGLE "A"	
BEAM	ANGLE
B1L	66°58'12"
B2L	67°57'55"
B3L	69°20'48"
B4L	70°22'38"
B5L	71°33'30"
B6L	71°33'30"
B7L	71°33'30"
B8L	71°33'30"
B9L	71°33'30"
B10L	71°33'30"
B11L	71°33'30"
B12L	71°33'30"

ANGLE "B"	
BEAM	ANGLE
B13L	69°02'29"
B14L	70°23'45"
B15L	71°33'30"
B16L	71°33'30"
B17L	71°33'30"
B18L	71°33'30"
B19L	71°33'30"
B20L	71°33'30"
B21L	71°33'30"
B22L	71°33'30"
B23L	71°33'30"
B24L	71°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B1L	762.67
B2L	762.93
B3L	763.18
B4L	763.45
B5L	763.73
B6L	764.01
B7L	764.20
B8L	764.30
B9L	764.21
B10L	764.12
B11L	763.95
B12L	763.66

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13L	762.72
B14L	762.97
B15L	763.20
B16L	763.50
B17L	763.77
B18L	764.04
B19L	764.24
B20L	764.34
B21L	764.24
B22L	764.15
B23L	763.98
B24L	763.69

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 VERT.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 1L DETAILS AND LOCATION OF SECTIONS, SEE SHEET 38/229.
2. FOR PILE LAYOUT PLAN, SEE SHEET 19/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.
6. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. FOR ADDITIONAL ANCHOR ROD DETAILS AND NOTES, SEE SHEET 81/229 AND 84/229.

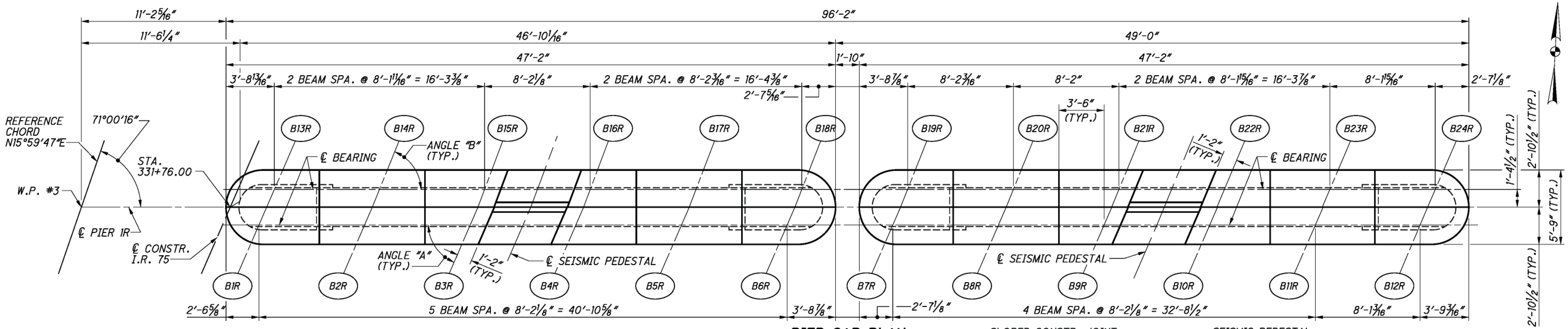
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

DESIGNED JPD | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

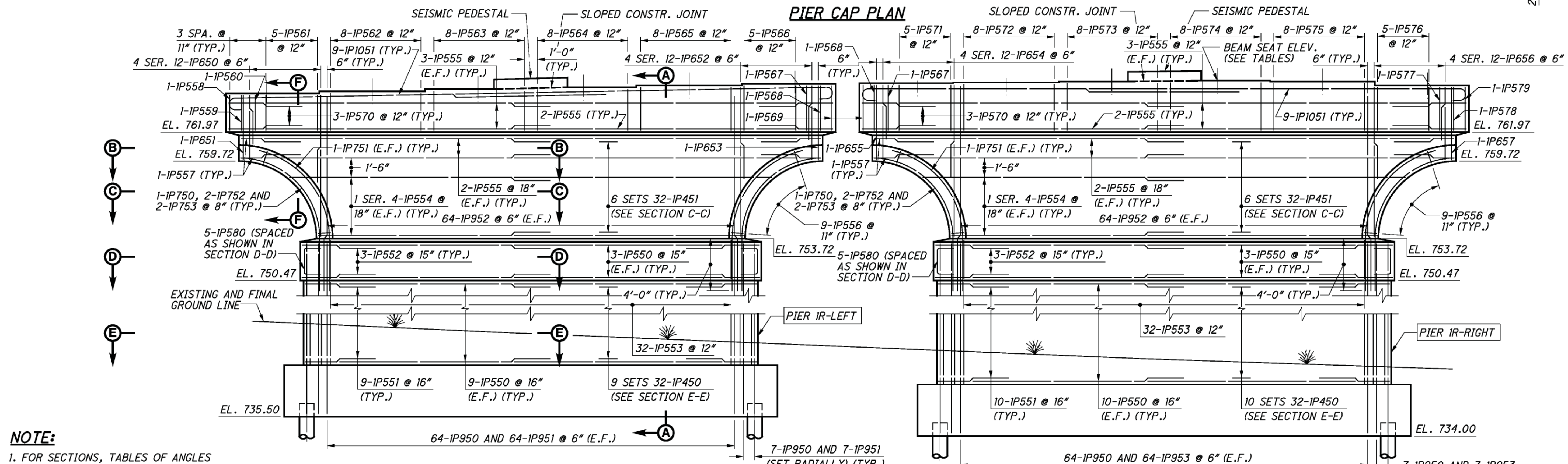
PIER 1L DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



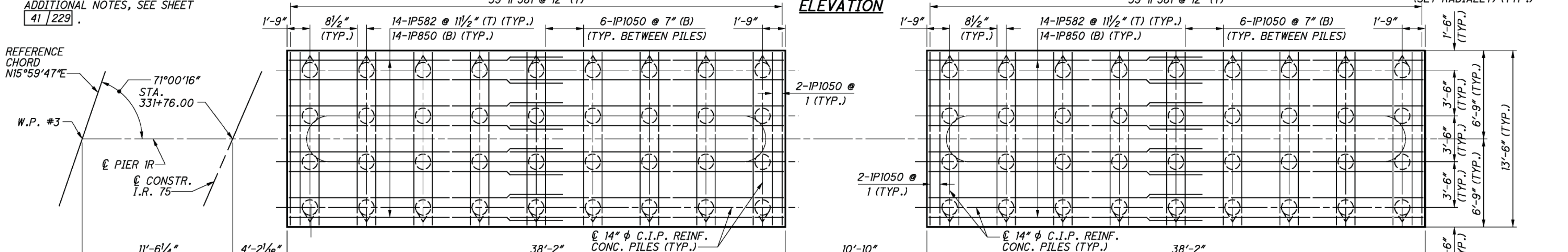
PIER CAP PLAN



ELEVATION

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 41/229 .



FOOTING PLAN

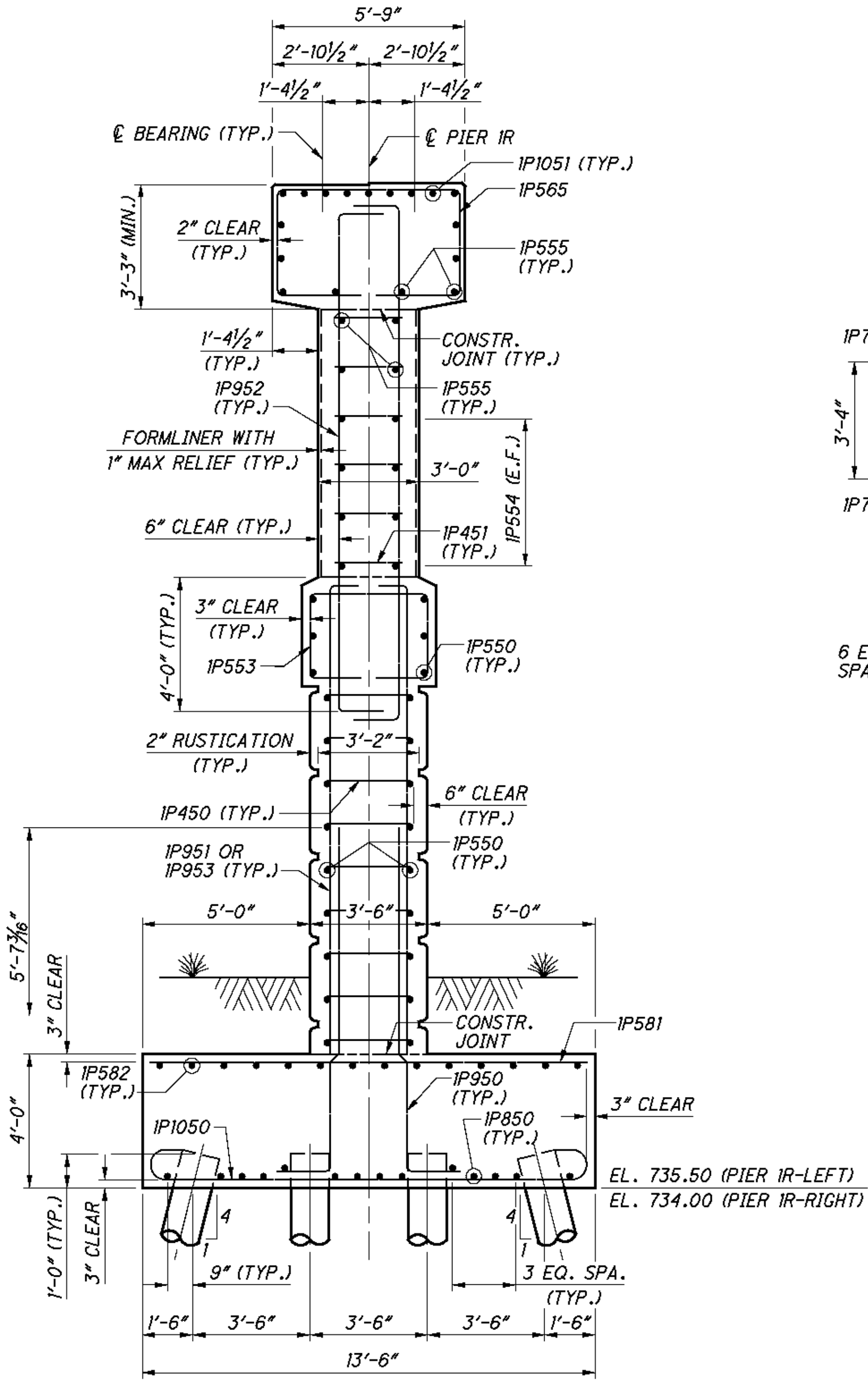
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JPD	DMP	JLV		MSL	03/01/12	5707994/5708001

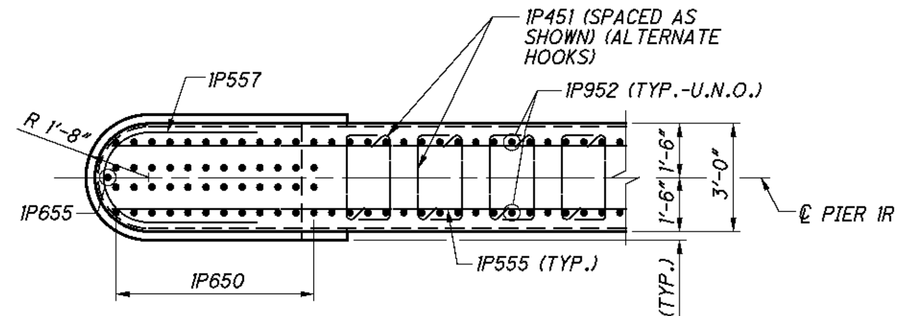
PIER 1R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

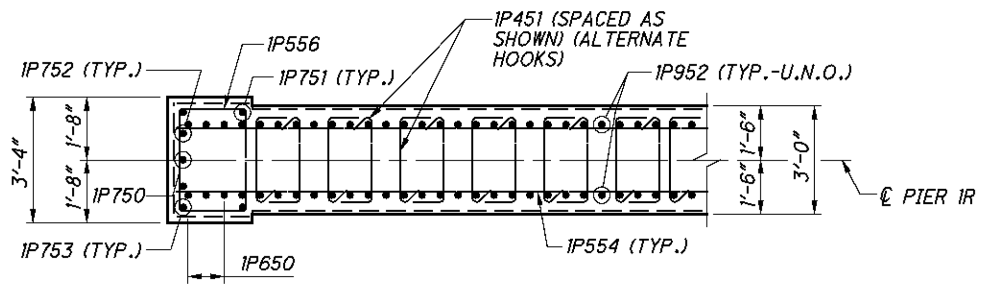
MOT-75-12.00
PID No. 77247



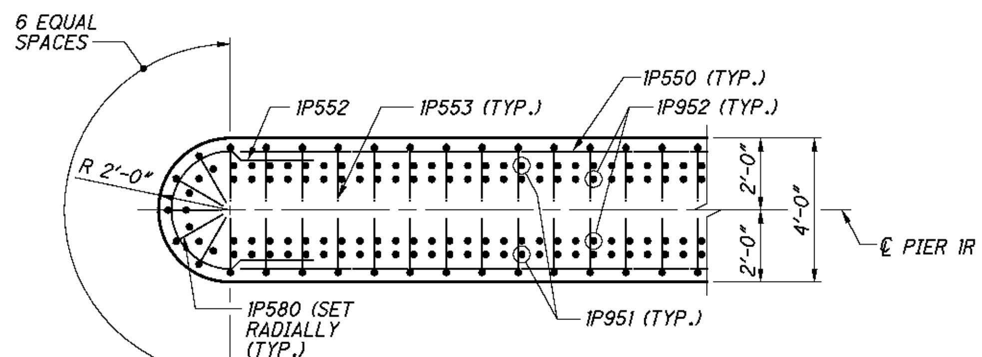
SECTION A-A



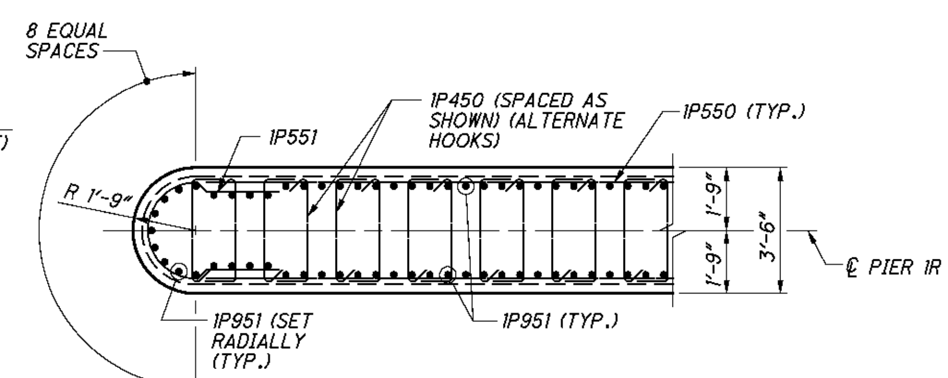
SECTION B-B



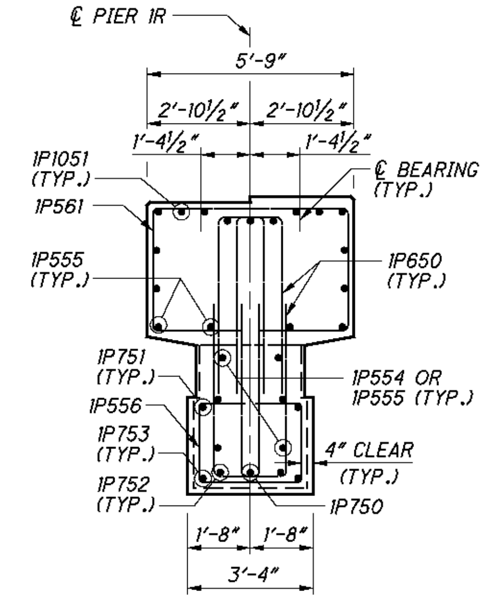
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B1R	66°33'30"
B2R	66°33'30"
B3R	66°33'30"
B4R	66°33'30"
B5R	66°33'30"
B6R	66°33'30"
B7R	66°33'30"
B8R	66°33'30"
B9R	66°33'30"
B10R	66°33'30"
B11R	66°33'30"
B12R	67°08'25"

ANGLE "B"	
BEAM	ANGLE
B13R	66°33'30"
B14R	68°00'43"
B15R	69°29'19"
B16R	67°27'15"
B17R	69°04'29"
B18R	68°42'01"
B19R	68°19'52"
B20R	67°58'00"
B21R	67°36'01"
B22R	67°14'07"
B23R	66°52'31"
B24R	66°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B1R	764.97
B2R	765.15
B3R	765.30
B4R	765.44
B5R	765.59
B6R	765.71
B7R	765.77
B8R	765.83
B9R	765.89
B10R	765.96
B11R	765.89
B12R	765.58

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13R	765.09
B14R	765.24
B15R	765.39
B16R	765.53
B17R	765.69
B18R	765.81
B19R	765.86
B20R	765.93
B21R	766.00
B22R	766.07
B23R	765.99
B24R	765.72

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 1R DETAILS AND LOCATION OF SECTIONS, SEE SHEET 40/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 21/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

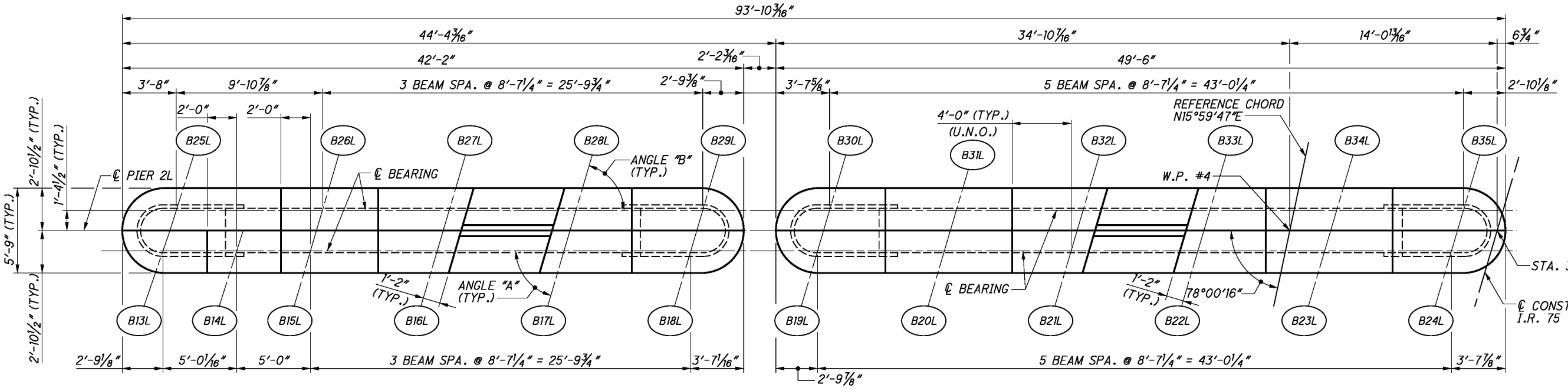
DESIGNED JPD	CHECKED DMP	DRAWN JLV	REVISED	REVIEWED MSL	DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

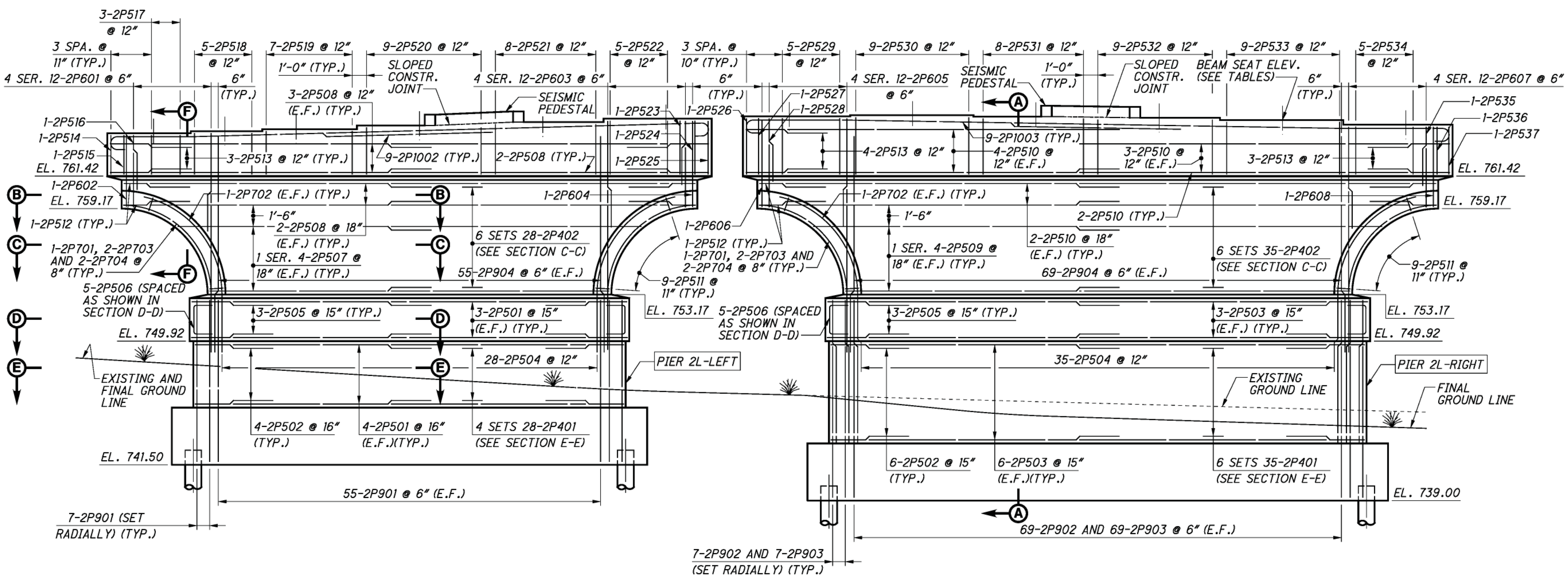
PIER 1R DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PIER CAP PLAN



ELEVATION

NOTE:

1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 43/229 .

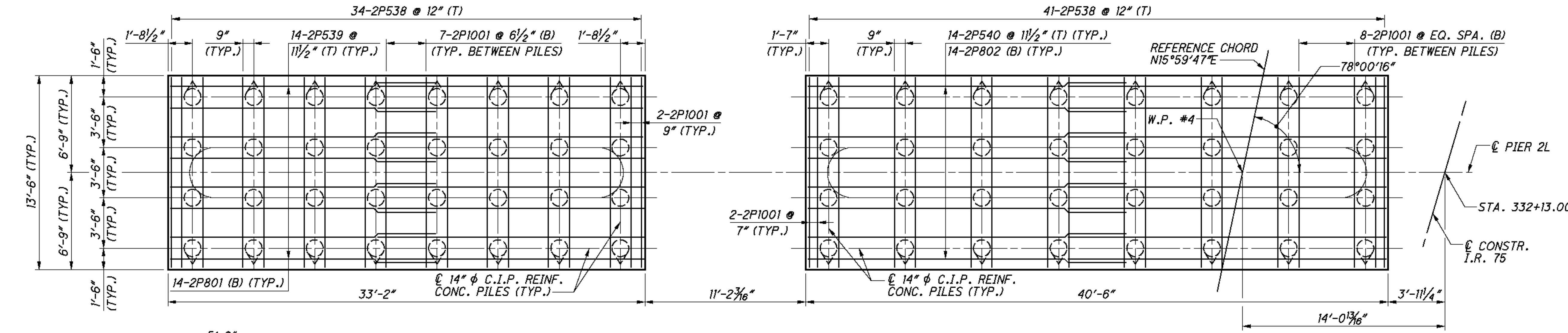
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL	DATE 03/01/12	STRUCTURE FILE NUMBER 5707994/5708001	
DRAWN JLV	REVISED	DESIGNED JDP	CHECKED GHD

PIER 2L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

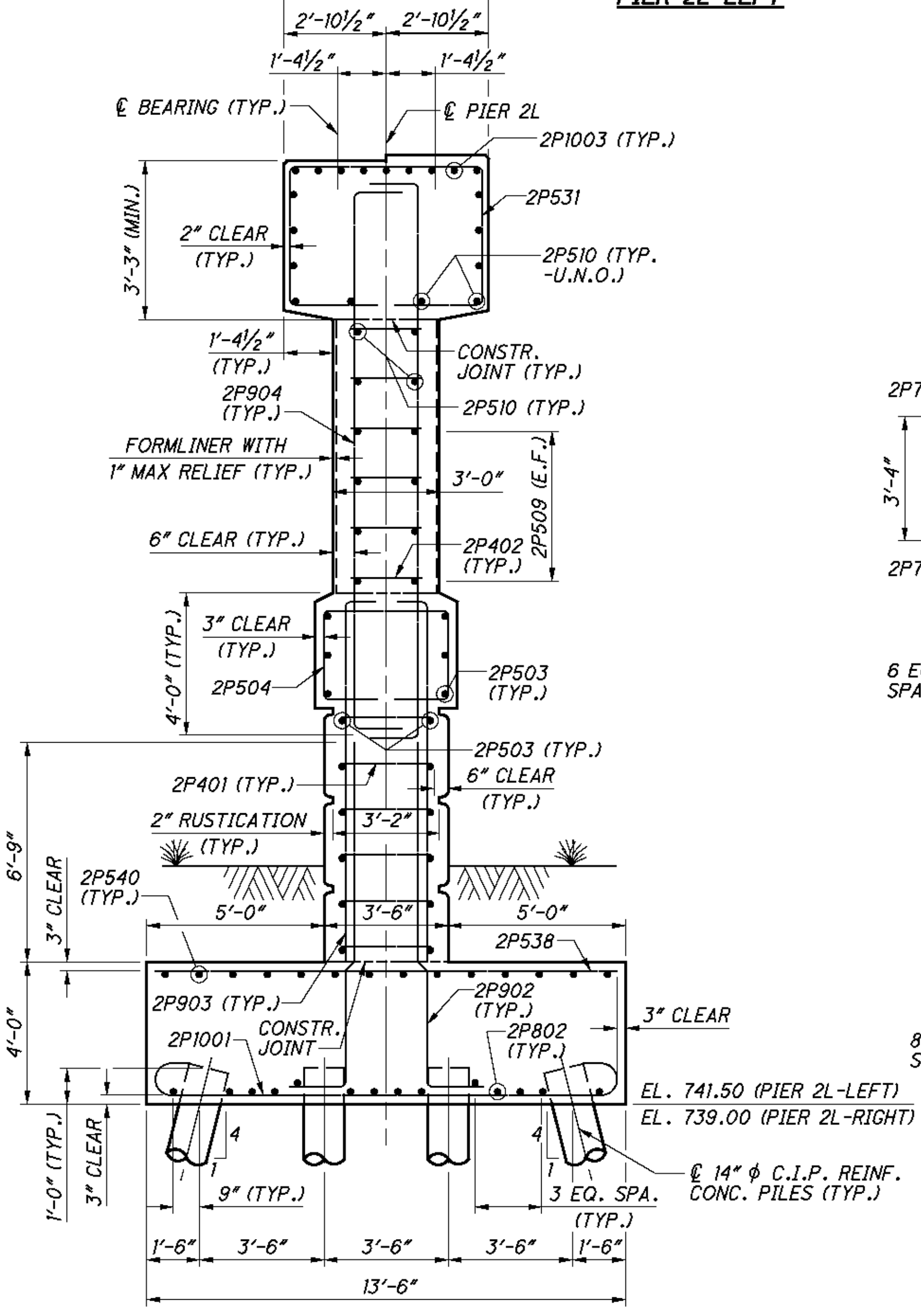
MOT-75-12.00
PID No. 77247



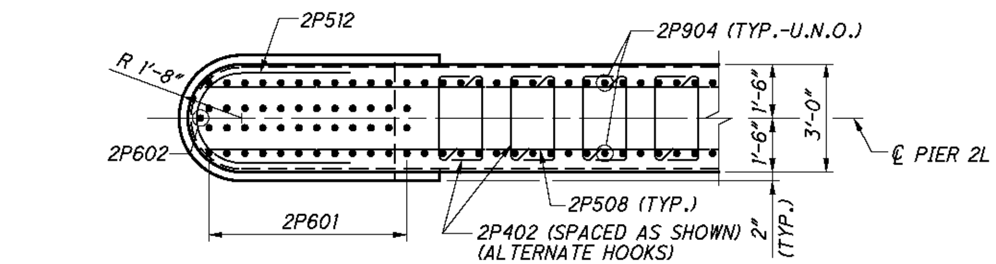
PIER 2L-LEFT

FOOTING PLAN

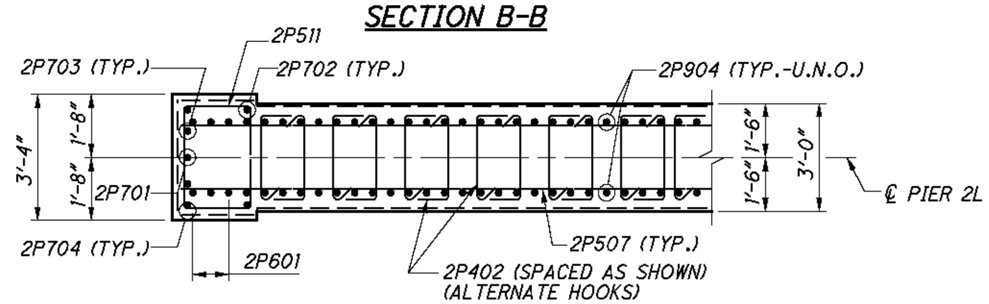
PIER 2L-RIGHT



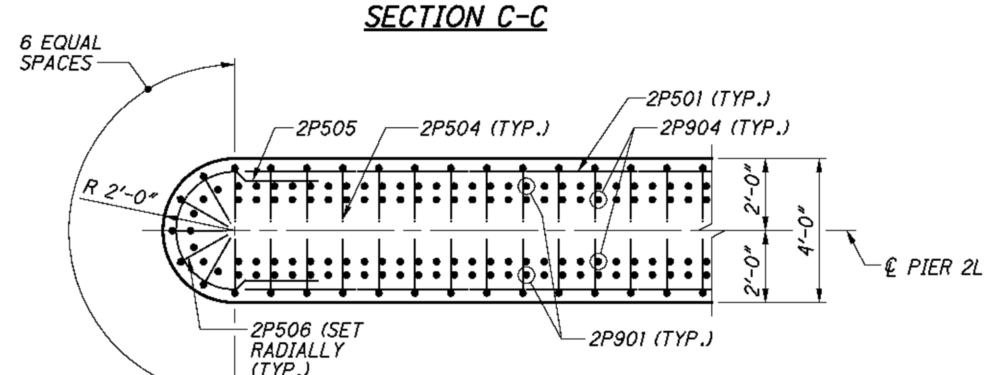
SECTION A-A



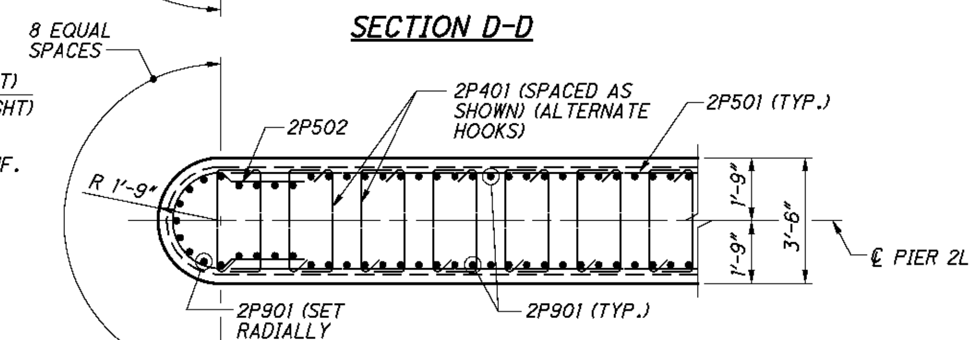
SECTION B-B



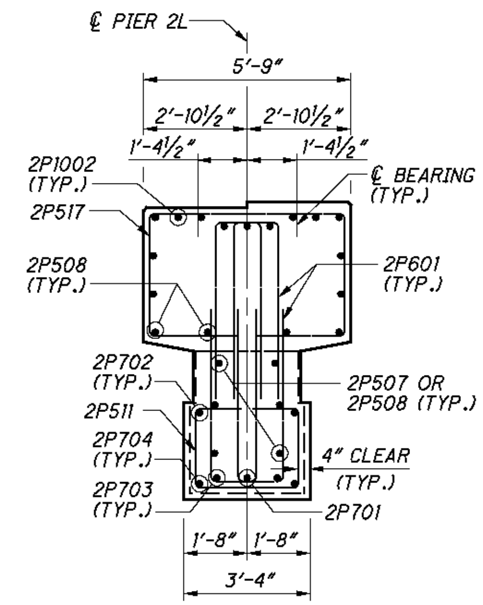
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B13L	71°02'29"
B14L	72°23'45"
B15L	73°33'30"
B16L	73°33'30"
B17L	73°33'30"
B18L	73°33'30"
B19L	73°33'30"
B20L	73°33'30"
B21L	73°33'30"
B22L	73°33'30"
B23L	73°33'30"
B24L	73°33'30"

ANGLE "B"	
BEAM	ANGLE
B25L	72°29'31"
B26L	73°33'30"
B27L	73°33'30"
B28L	73°33'30"
B29L	73°33'30"
B30L	73°33'30"
B31L	73°33'30"
B32L	73°33'30"
B33L	73°33'30"
B34L	73°33'30"
B35L	73°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13L	764.42
B14L	764.56
B15L	764.70
B16L	764.96
B17L	765.19
B18L	765.43
B19L	765.60
B20L	765.67
B21L	765.58
B22L	765.50
B23L	765.34
B24L	765.02

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25L	764.64
B26L	764.92
B27L	765.14
B28L	765.38
B29L	765.63
B30L	765.79
B31L	765.86
B32L	765.79
B33L	765.71
B34L	765.55
B35L	765.19

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

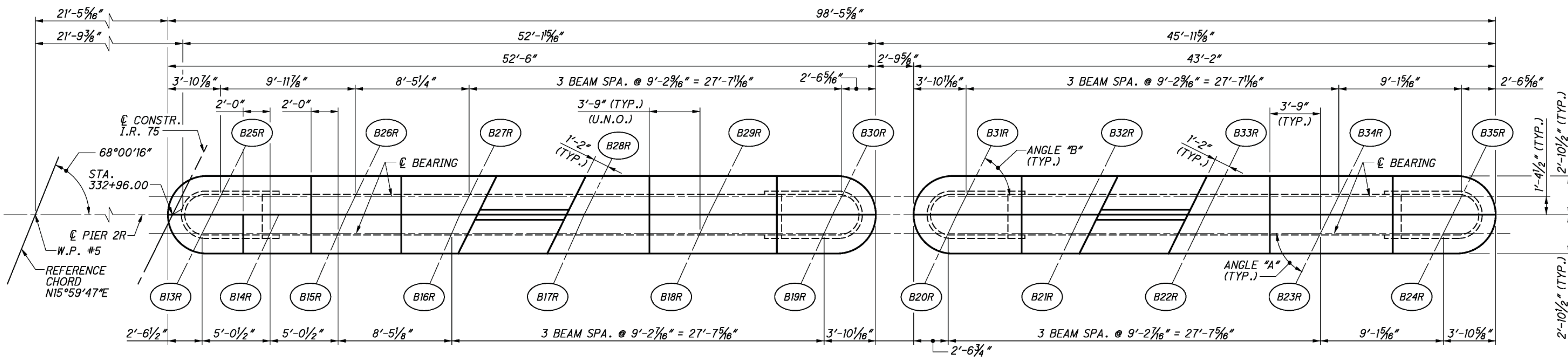
1. FOR PIER 2L PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 42/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 21/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

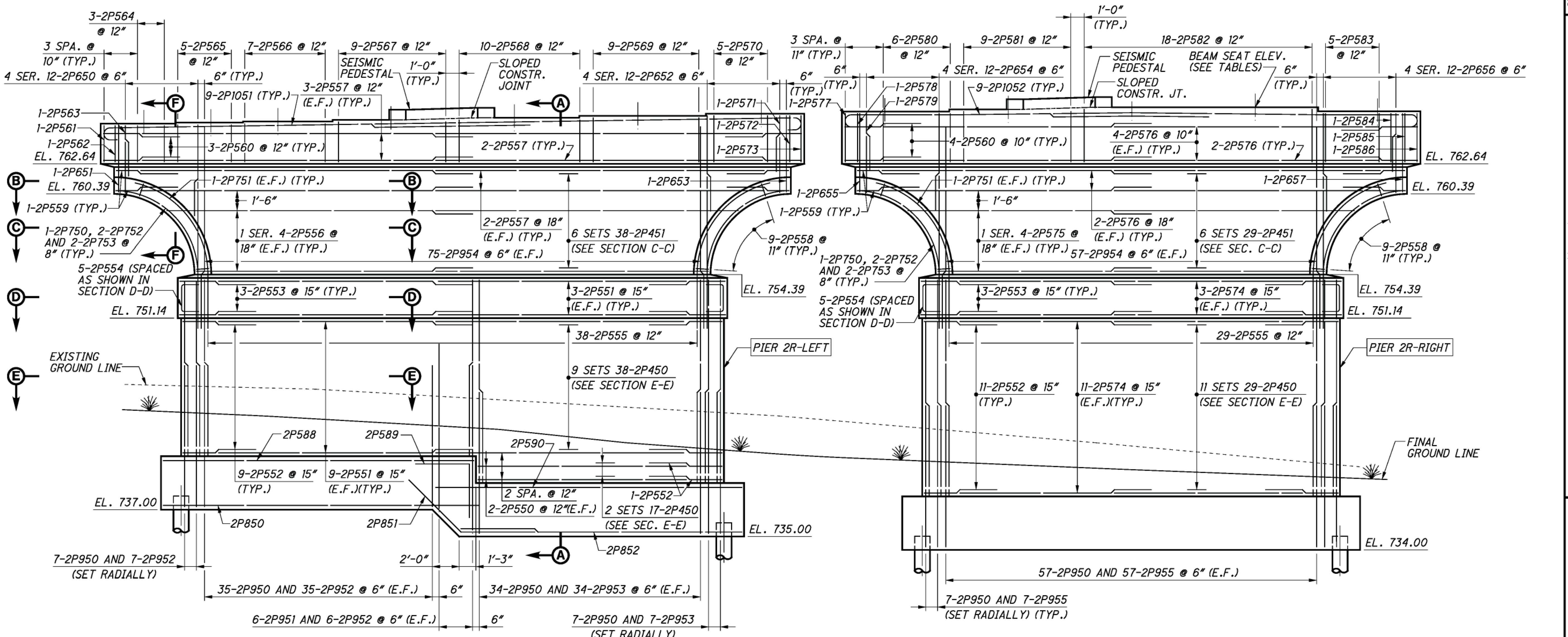
DESIGNED JDP | CHECKED GHD | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PIER 2L FOOTING AND DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PIER CAP PLAN



ELEVATION

NOTE:

1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 45/229 .

PIER 2R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

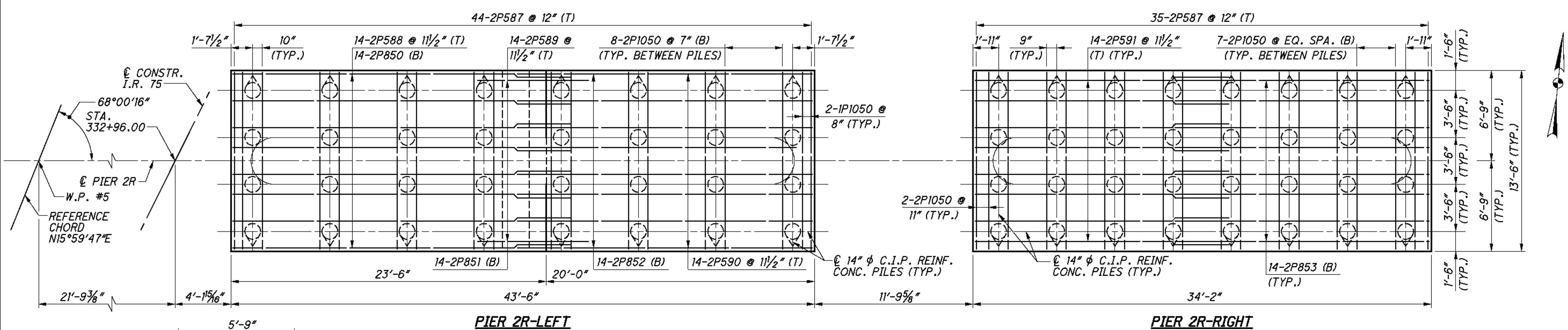
I.R 75 OVER THE GREAT MIAMI RIVER

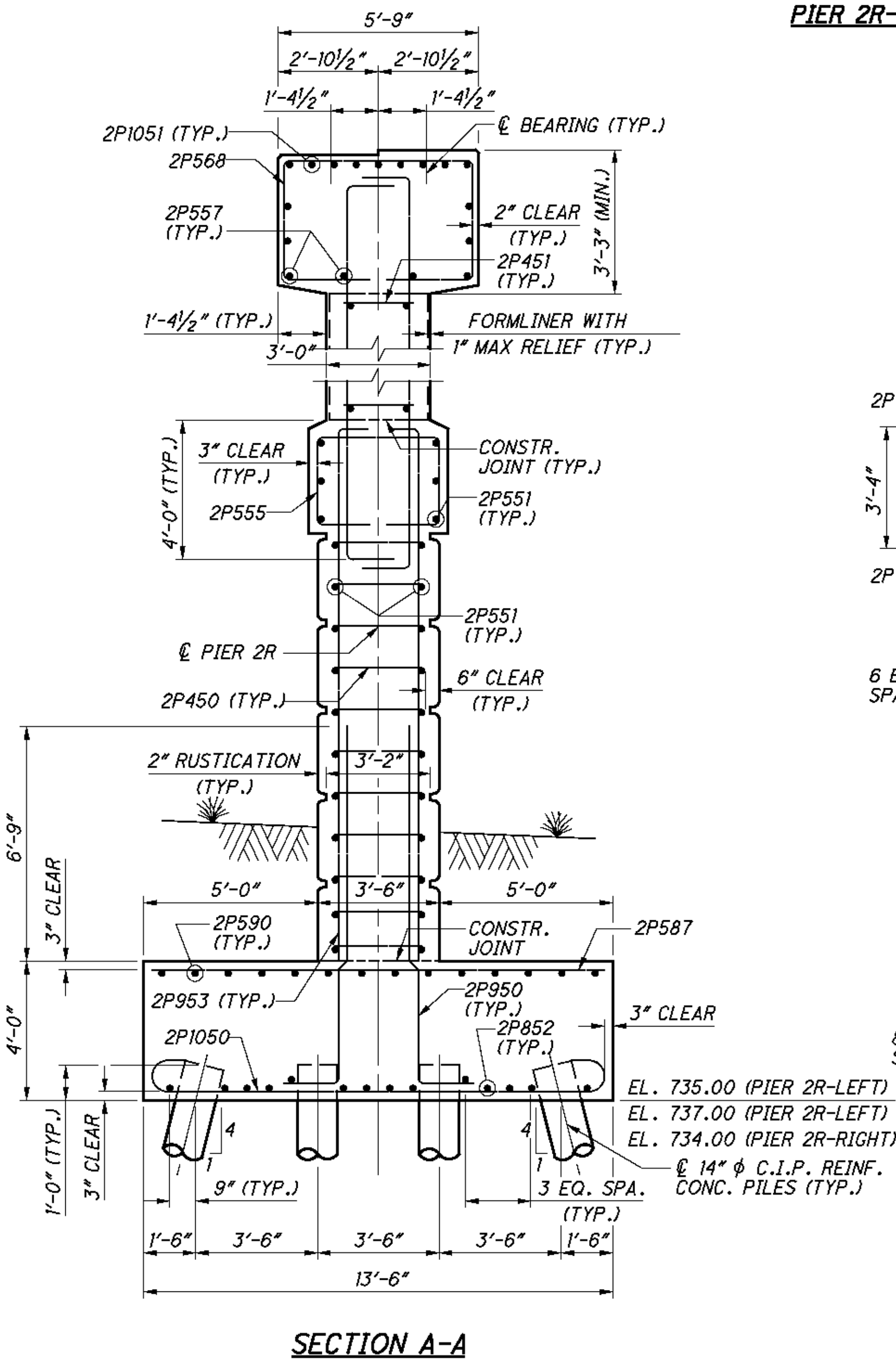
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

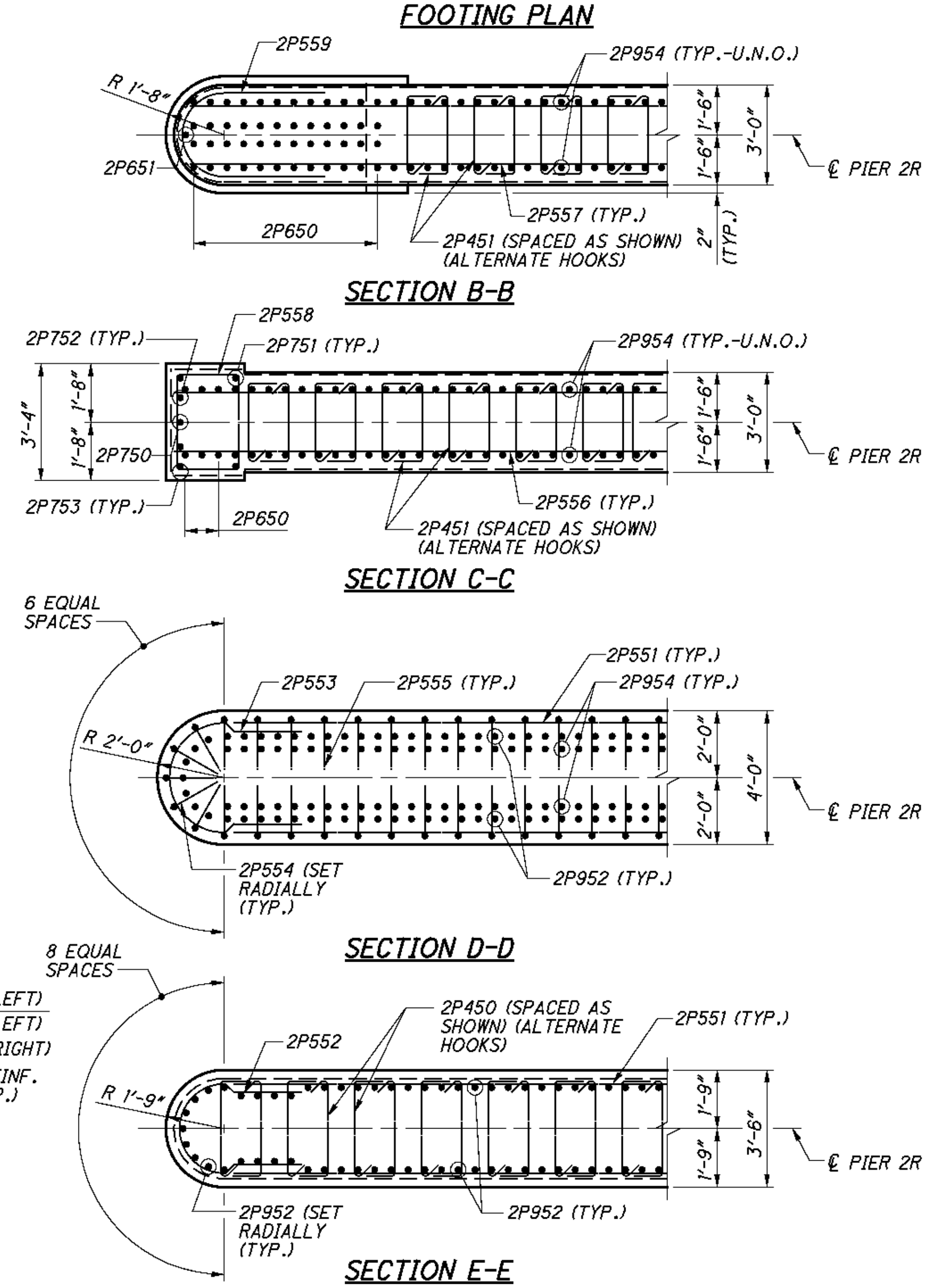
DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

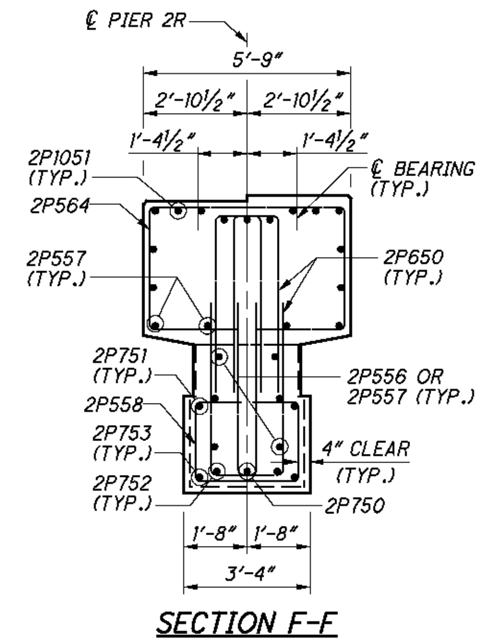
MOT-75-12.00

PID No. 77247









ANGLE "A"

BEAM	ANGLE
B13R	63°33'30"
B14R	65°00'43"
B15R	66°29'19"
B16R	66°27'15"
B17R	66°04'29"
B18R	65°42'01"
B19R	65°19'52"
B20R	64°58'00"
B21R	64°36'01"
B22R	64°14'07"
B23R	63°52'31"
B24R	63°33'30"

ANGLE "B"

BEAM	ANGLE
B25R	63°33'30"
B26R	63°57'39
B27R	63°33'30"
B28R	63°33'30"
B29R	63°33'30"
B30R	63°33'30"
B31R	63°33'30"
B32R	63°33'30"
B33R	63°33'30"
B34R	63°33'30"
B35R	63°51'22"

BEAM SEAT ELEVATIONS

BEAM	ELEVATION
B13R	765.64
B14R	765.71
B15R	765.79
B16R	765.92
B17R	766.07
B18R	766.23
B19R	766.39
B20R	766.54
B21R	766.70
B22R	766.87
B23R	766.87
B24R	766.56

BEAM SEAT ELEVATIONS

BEAM	ELEVATION
B25R	765.69
B26R	765.84
B27R	765.97
B28R	766.12
B29R	766.27
B30R	766.43
B31R	766.49
B32R	766.66
B33R	766.85
B34R	766.88
B35R	766.55

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 2R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 44/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 22/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

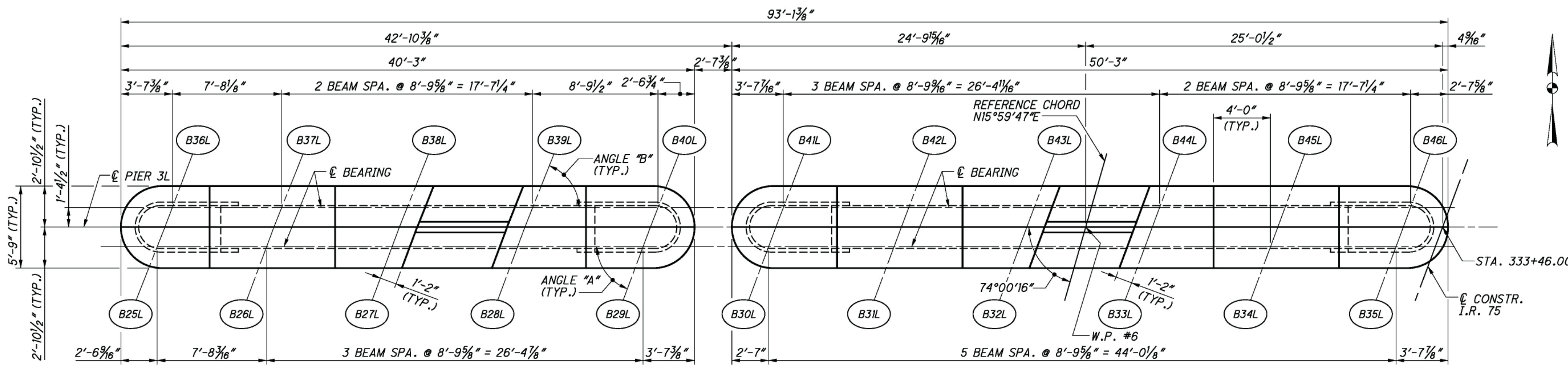
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JPD	GHD	JLV		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

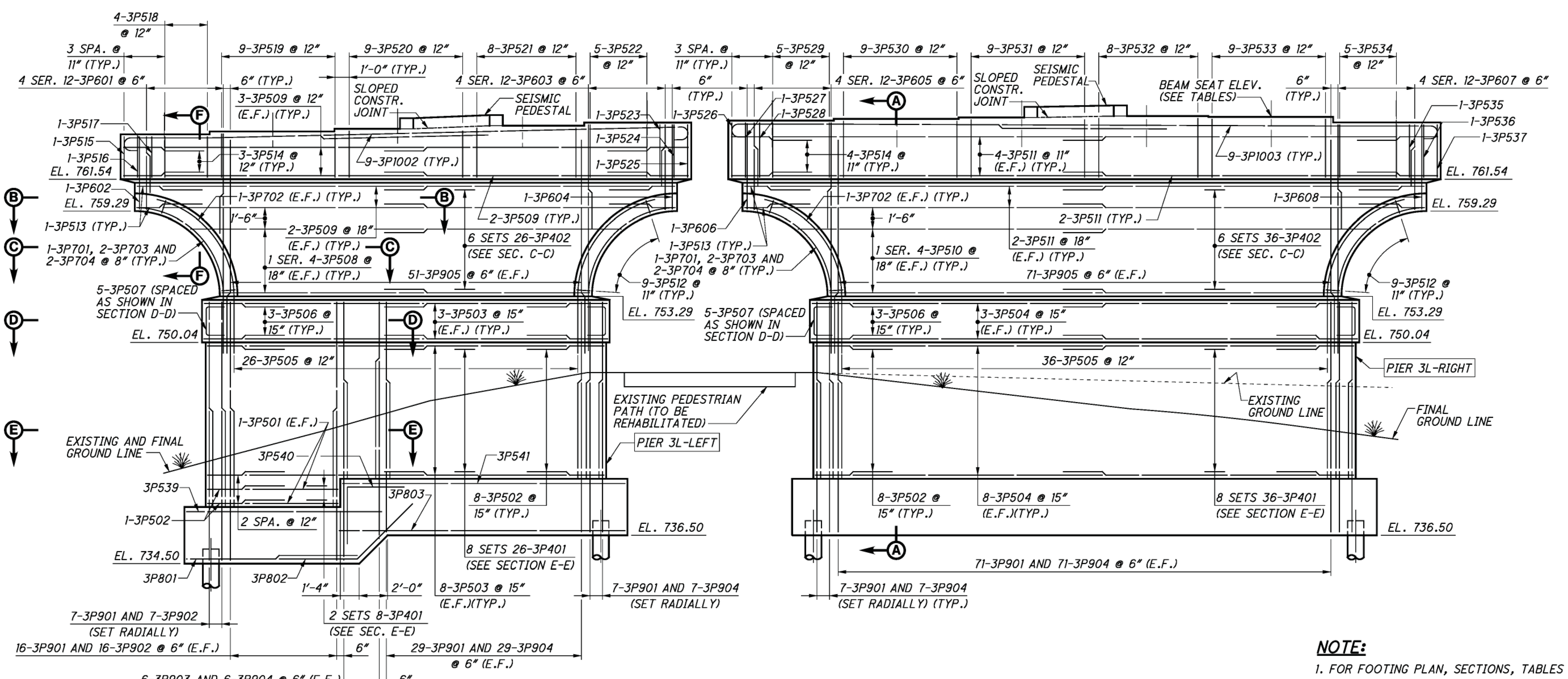
PIER 2R FOOTING PLAN AND DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PIER CAP PLAN



ELEVATION

NOTE:

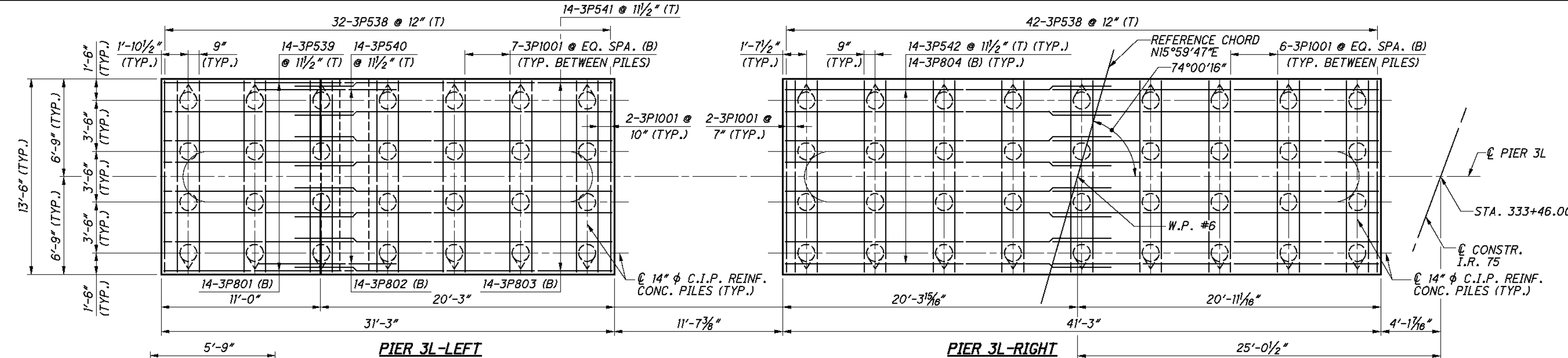
1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 47/229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 3L PLAN AND ELEVATION - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

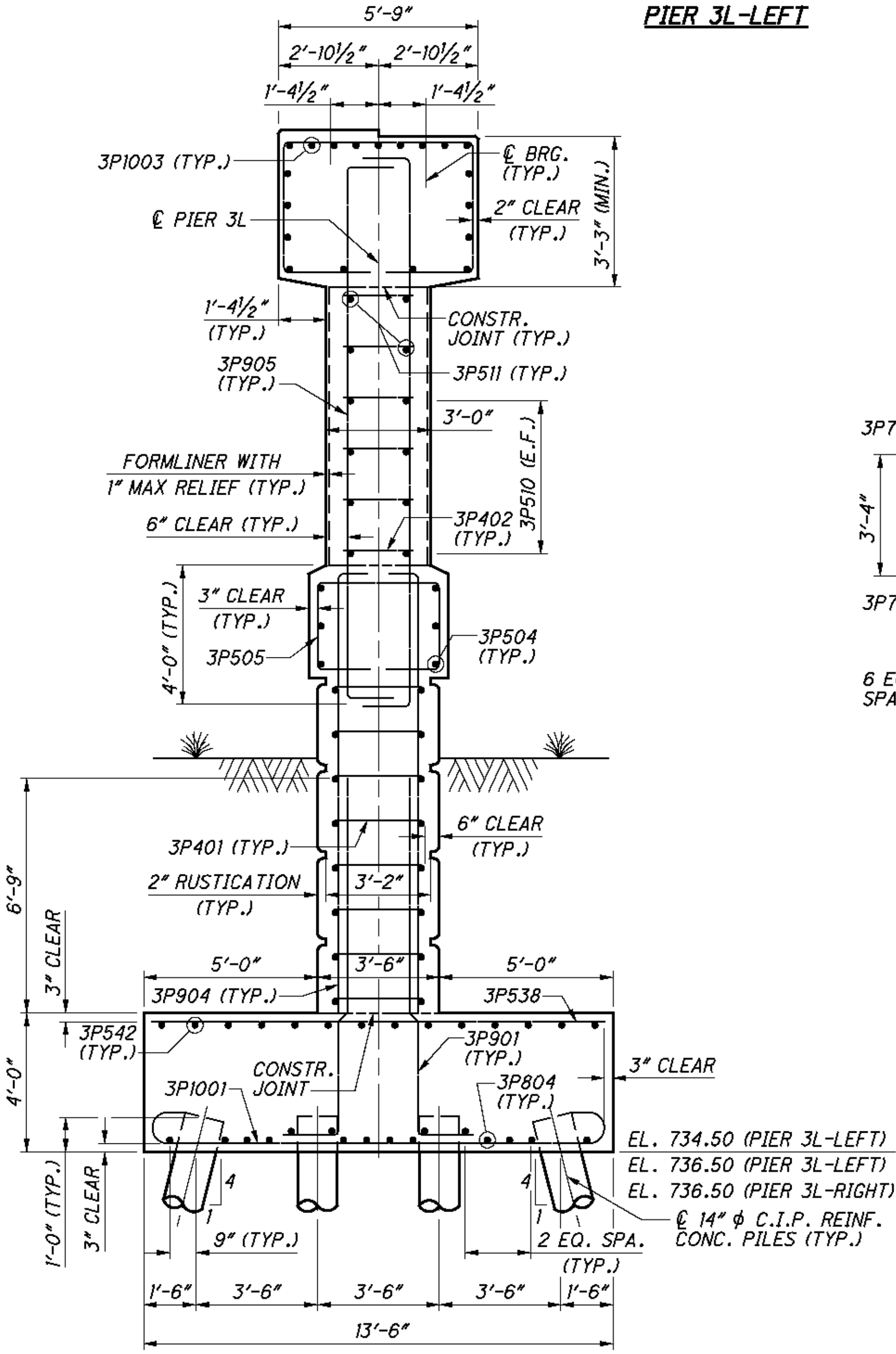
MOT-75-12.00
PID No. 77247



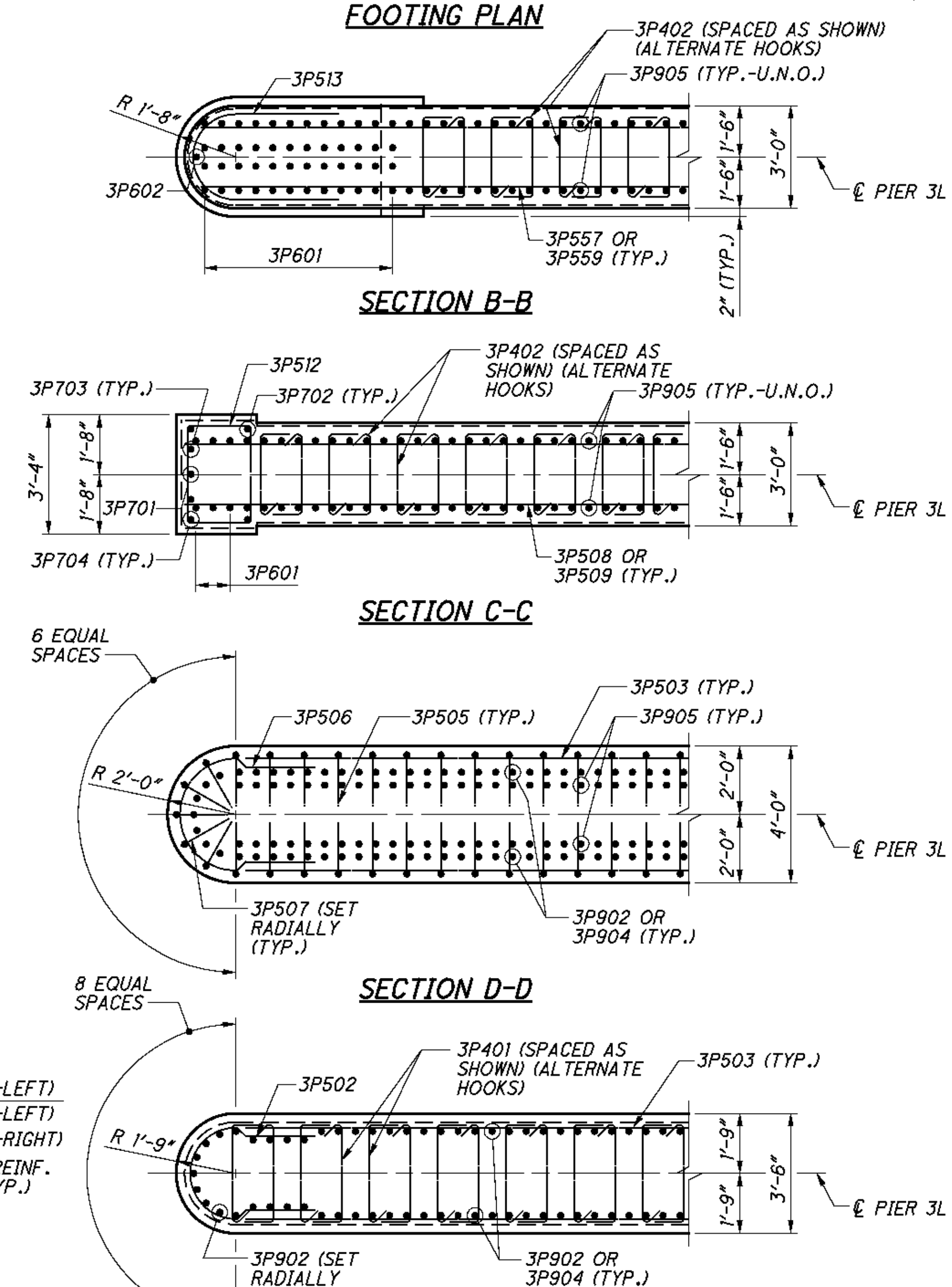
PIER 3L-LEFT

FOOTING PLAN

PIER 3L-RIGHT



SECTION A-A

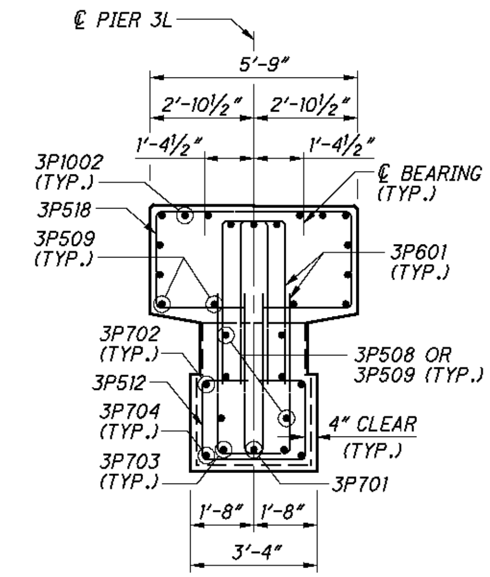


SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B25L	68°29'31"
B26L	69°33'30"
B27L	69°33'30"
B28L	69°33'30"
B29L	69°33'30"
B30L	69°33'30"
B31L	69°33'30"
B32L	69°33'30"
B33L	69°33'30"
B34L	69°33'30"
B35L	69°33'30"

ANGLE "B"	
BEAM	ANGLE
B36L	69°13'59"
B37L	68°16'28"
B38L	68°16'58"
B39L	68°17'20"
B40L	68°40'09"
B41L	68°58'46"
B42L	69°14'16"
B43L	69°27'21"
B44L	69°38'33"
B45L	69°48'15"
B46L	69°56'44"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25L	764.71
B26L	764.91
B27L	765.10
B28L	765.32
B29L	765.54
B30L	765.68
B31L	765.80
B32L	765.90
B33L	766.00
B34L	765.94
B35L	765.55

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36L	764.54
B37L	764.73
B38L	764.95
B39L	765.16
B40L	765.37
B41L	765.52
B42L	765.62
B43L	765.72
B44L	765.81
B45L	765.76
B46L	765.35

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 3L PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 46/229.
2. FOR PILE LAYOUT PLAN, SEE SHEET 20/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

PIER 3L FOOTING PLAN AND DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OH 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JDP	DMP	JLV		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

MOT-75-12.00
PID No. 77247

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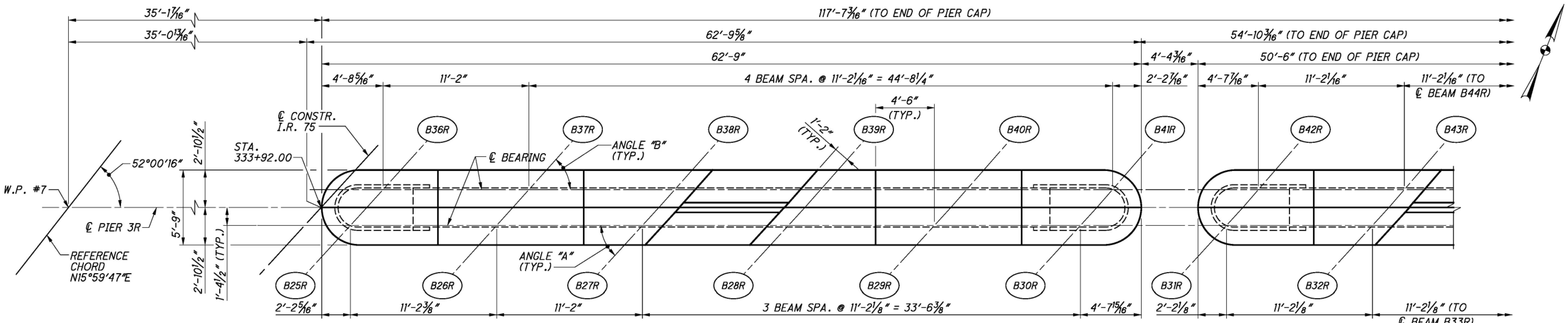
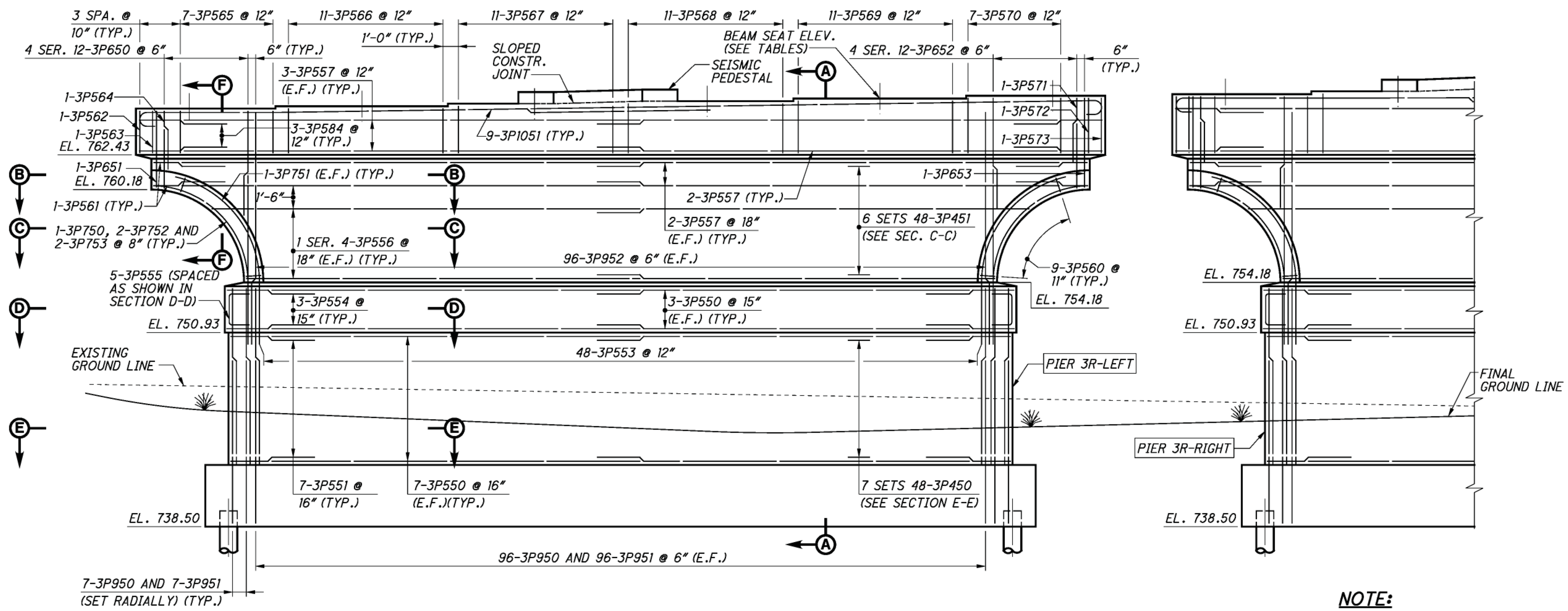


PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR REMAINDER OF PIER 3R, SEE SHEET 49/229.
2. FOR FOOTING PLAN, SEE SHEET 50/229 AND 51/229.
2. FOR SECTIONS, TABLES OF ANGLES AND TABLES OF ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 50/229 AND 51/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JDP	GHD	JLV		MSL	03/01/12	5707994/5708001

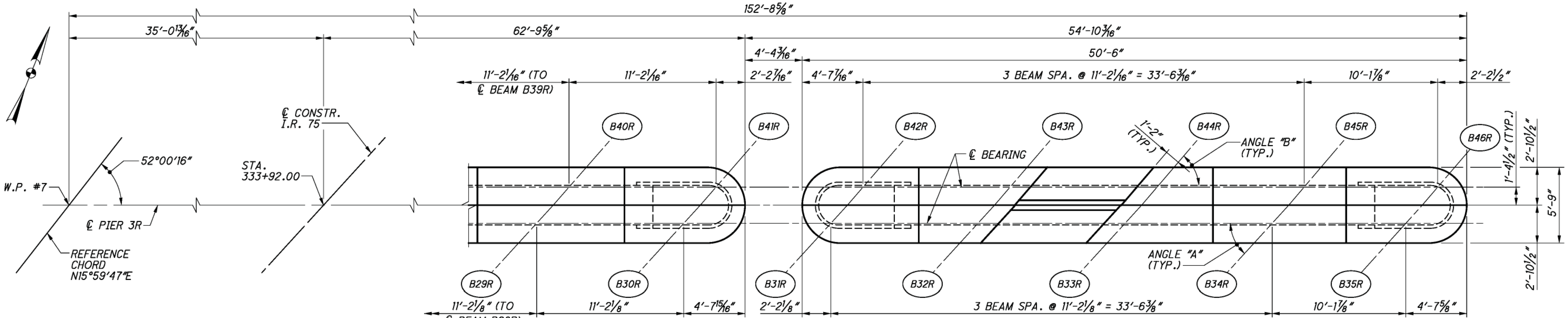
PIER 3R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

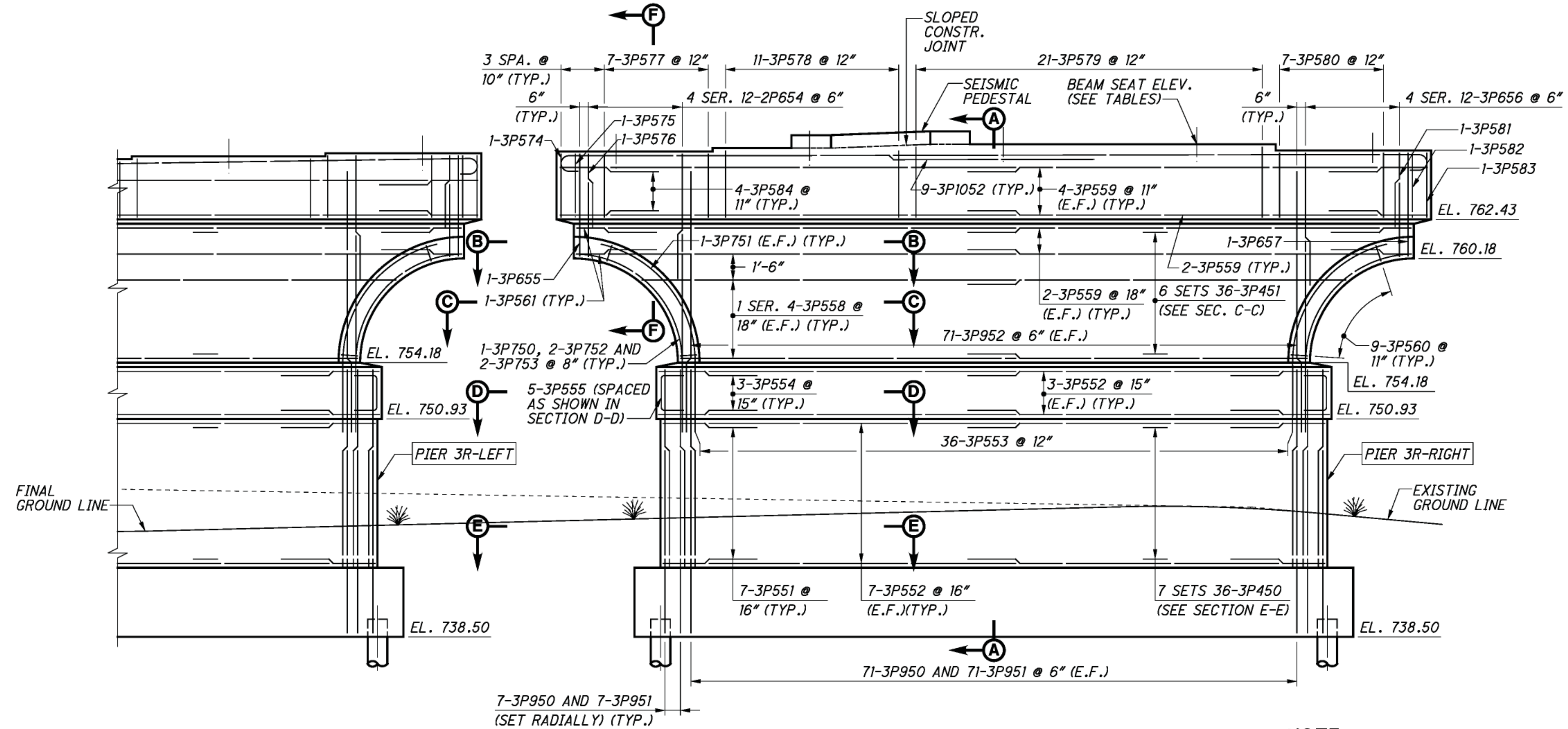
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247



PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR REMAINDER OF PIER 3R, SEE SHEET 48/229.

2. FOR FOOTING PLAN, SEE SHEET 50/229 AND 51/229.

2. FOR SECTIONS, TABLES OF ANGLES AND TABLES OF ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 50/229 AND 51/229.

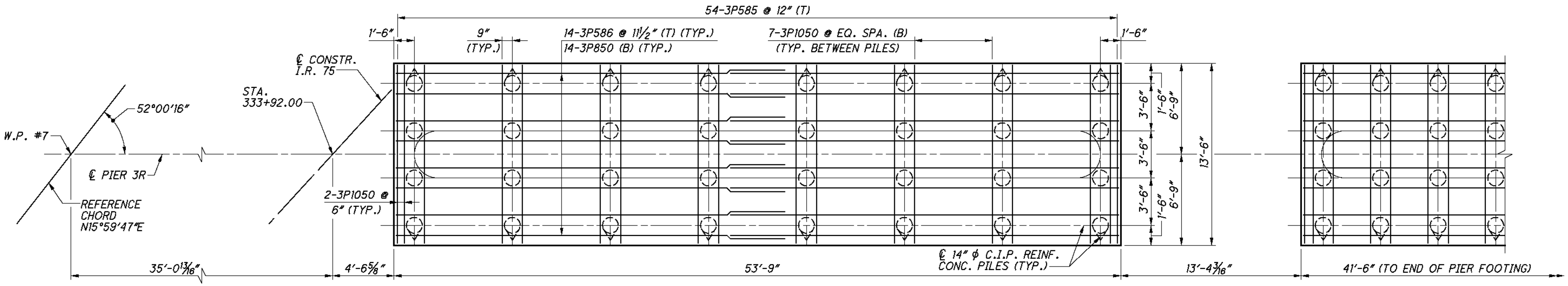
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 3R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

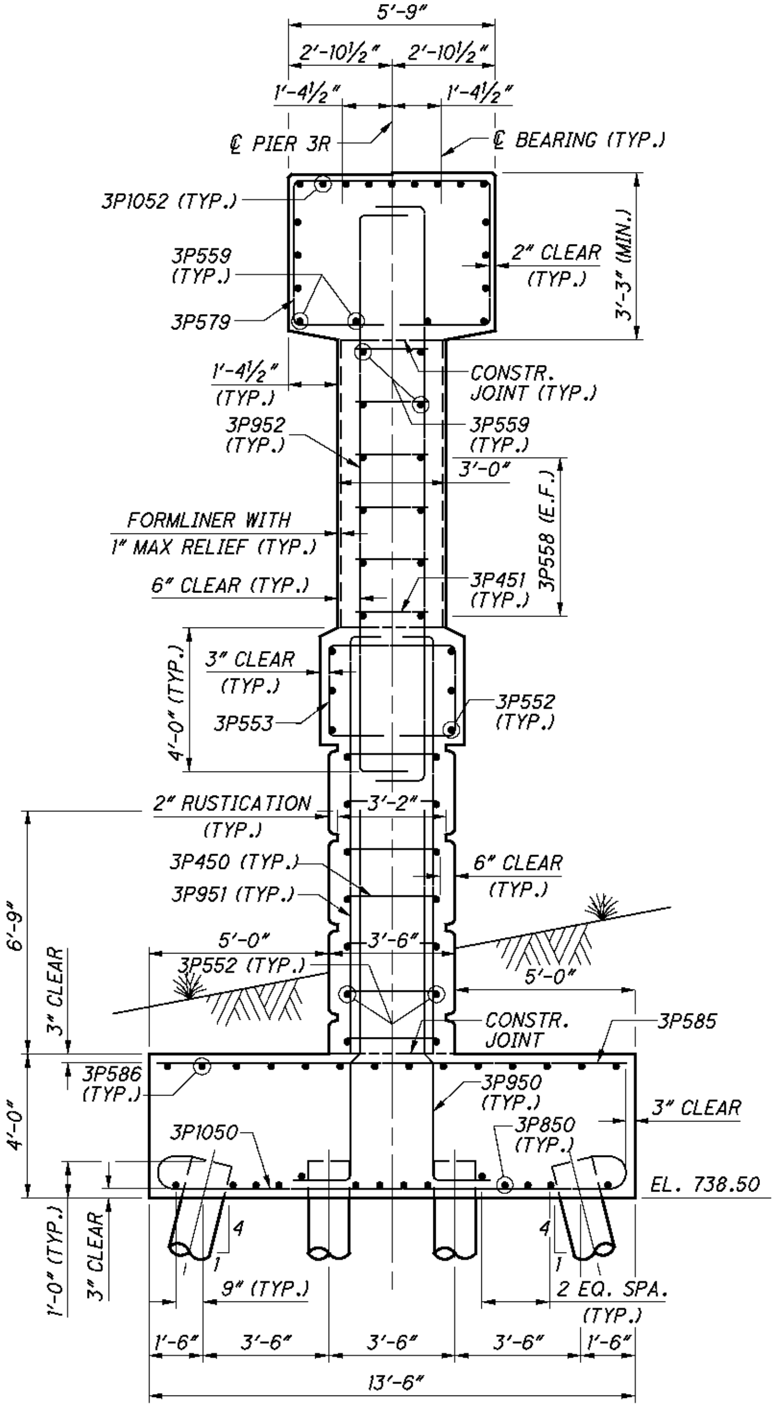
MOT-75-12.00
PID No. 77247



PIER 3R-LEFT

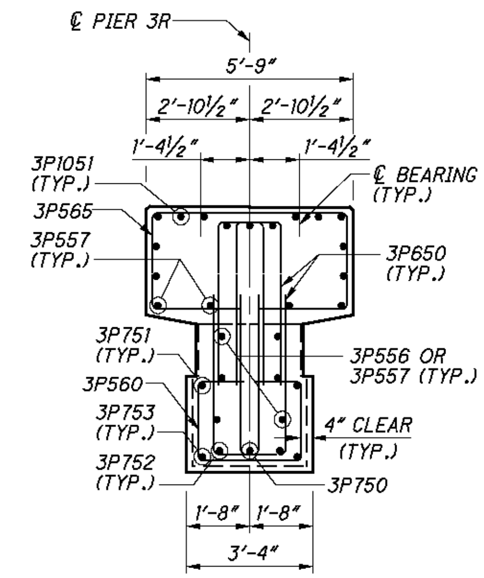
PIER 3R-RIGHT

PART FOOTING PLAN



SECTION A-A

(PIER 3R-RIGHT SHOWN, PIER 3R-LEFT SIMILAR)



SECTION F-F

(PIER 3R-LEFT SHOWN, PIER 3R-RIGHT SIMILAR)

ANGLE "A"	
BEAM	ANGLE
B25R	47°33'30"
B26R	47°57'39"
B27R	47°33'30"
B28R	47°33'30"
B29R	47°33'30"
B30R	47°33'30"
B31R	47°33'30"
B32R	47°33'30"
B33R	47°33'30"
B34R	47°33'30"
B35R	47°51'22"

ANGLE "B"	
BEAM	ANGLE
B36R	47°54'50"
B37R	48°09'28"
B38R	48°22'58"
B39R	48°35'27"
B40R	48°47'03"
B41R	48°57'49"
B42R	49°07'53"
B43R	49°17'17"
B44R	49°26'05"
B45R	49°34'21"
B46R	49°22'10"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25R	765.43
B26R	765.58
B27R	765.75
B28R	765.91
B29R	766.08
B30R	766.26
B31R	766.36
B32R	766.55
B33R	766.77
B34R	766.77
B35R	766.42

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36R	765.44
B37R	765.61
B38R	765.76
B39R	765.94
B40R	766.09
B41R	766.29
B42R	766.39
B43R	766.60
B44R	766.74
B45R	766.84
B46R	766.45

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

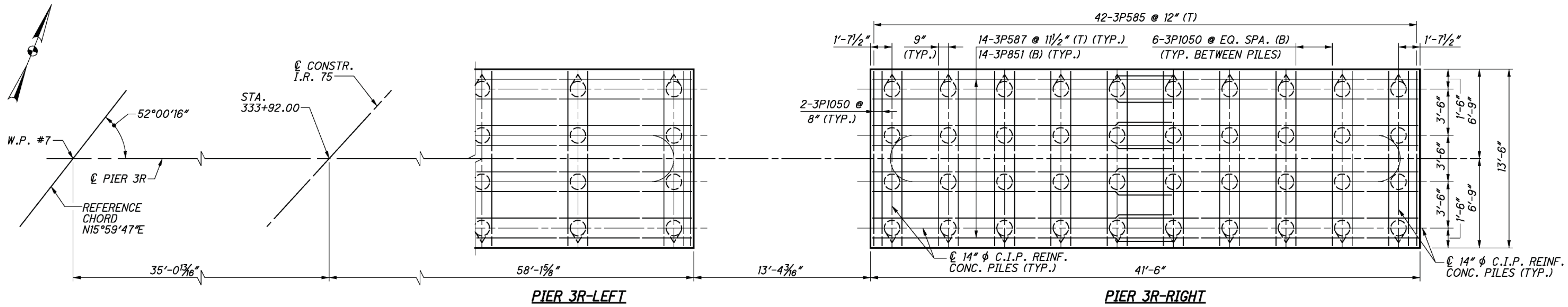
1. FOR PIER 3R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 48/229 AND 49/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 20/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDP | CHECKED GHD | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PIER 3R DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

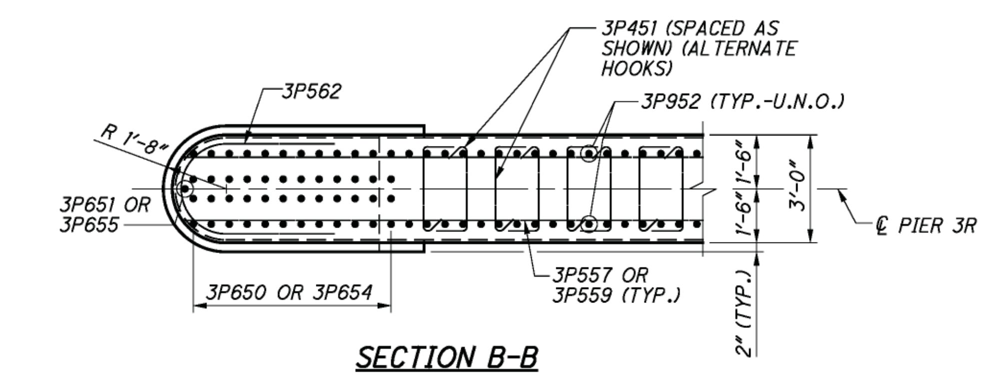
MOT-75-12.00
PID No. 77247



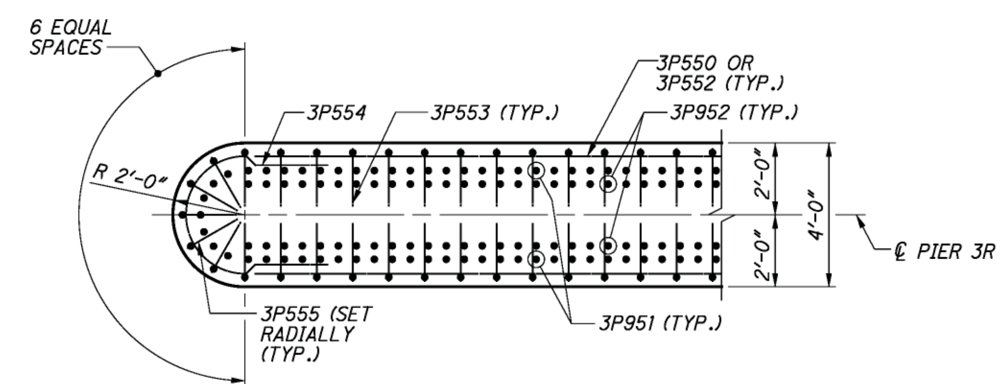
PIER 3R-LEFT

PIER 3R-RIGHT

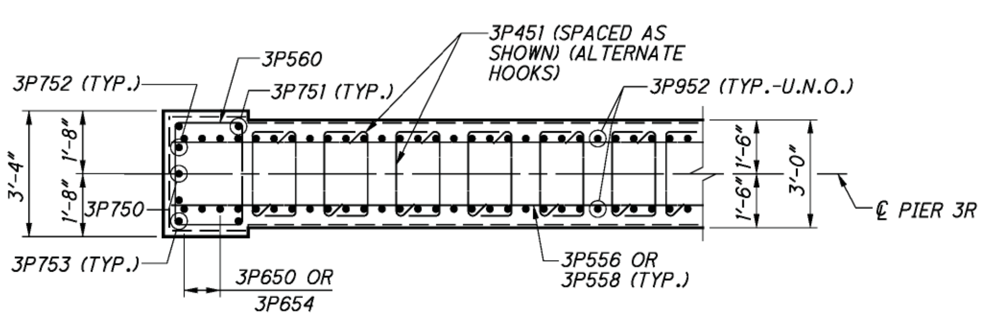
PART FOOTING PLAN



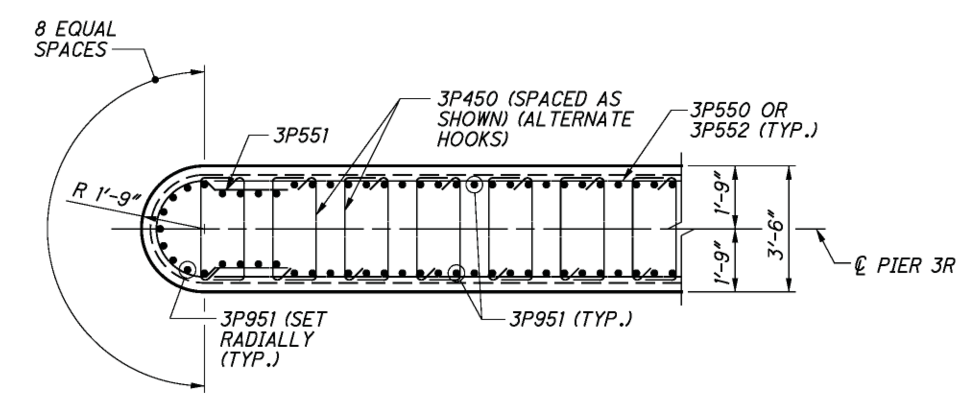
SECTION B-B



SECTION D-D



SECTION C-C



SECTION E-E

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 3R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 48/229 AND 49/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 20/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

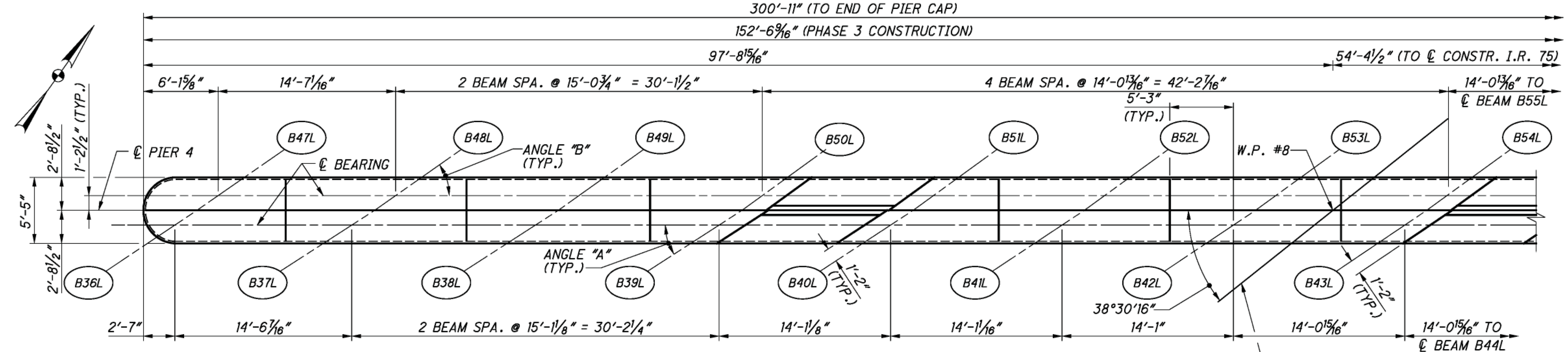
REVIEWED MSL DATE 03/01/12 STRUCTURE FILE NUMBER 5707994/5708001

DRAWN JLV REVISED

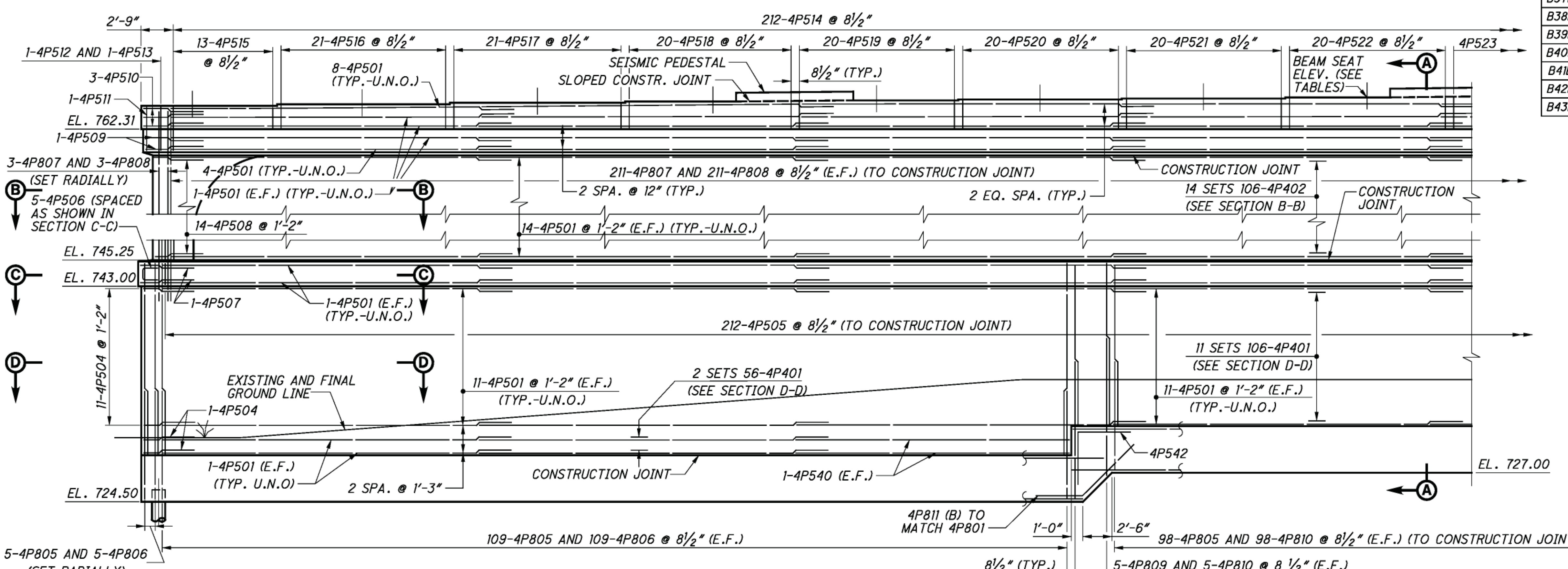
DESIGNED JDP CHECKED GHD

PIER 3R DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

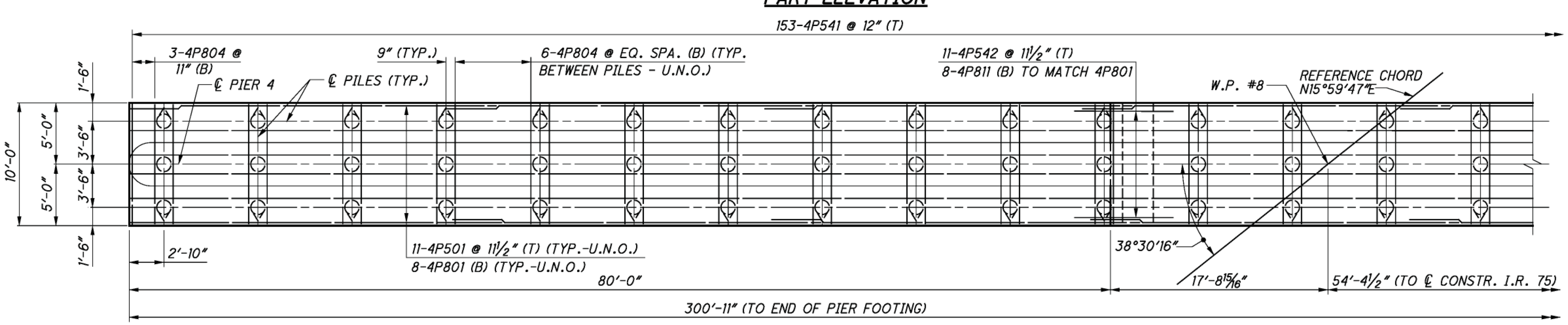
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B36L	33°43'59"
B37L	32°46'28"
B38L	32°46'58"
B39L	32°47'20"
B40L	33°10'09"
B41L	33°28'46"
B42L	33°44'16"
B43L	33°57'21"

ANGLE "B"	
BEAM	ANGLE
B47L	34°43'30"
B48L	35°1'17"
B49L	35°27'20"
B50L	35°54'43"
B51L	35°54'43"
B52L	35°54'43"
B53L	35°54'43"
B54L	35°54'43"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36L	764.36
B37L	764.50
B38L	764.62
B39L	764.74
B40L	764.84
B41L	764.91
B42L	765.00
B43L	765.09

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47L	764.31
B48L	764.42
B49L	764.47
B50L	764.55
B51L	764.61
B52L	764.71
B53L	764.81
B54L	764.94

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR MIDDLE SECTION OF PIER 4, SEE SHEET 53/229.
2. FOR RIGHT SIDE OF PIER 4, SEE SHEET 54/229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 4 PLAN AND ELEVATION (1 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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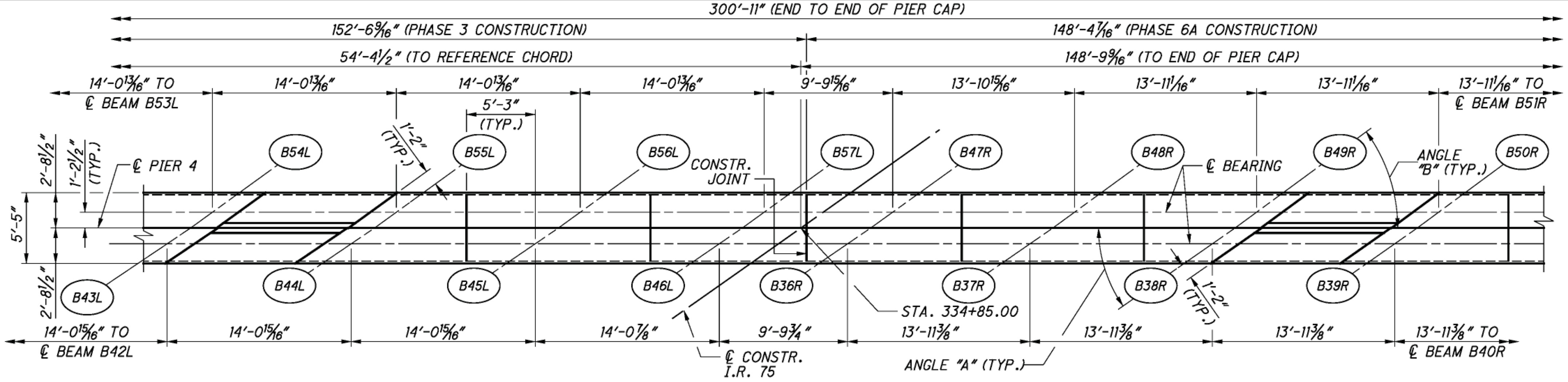
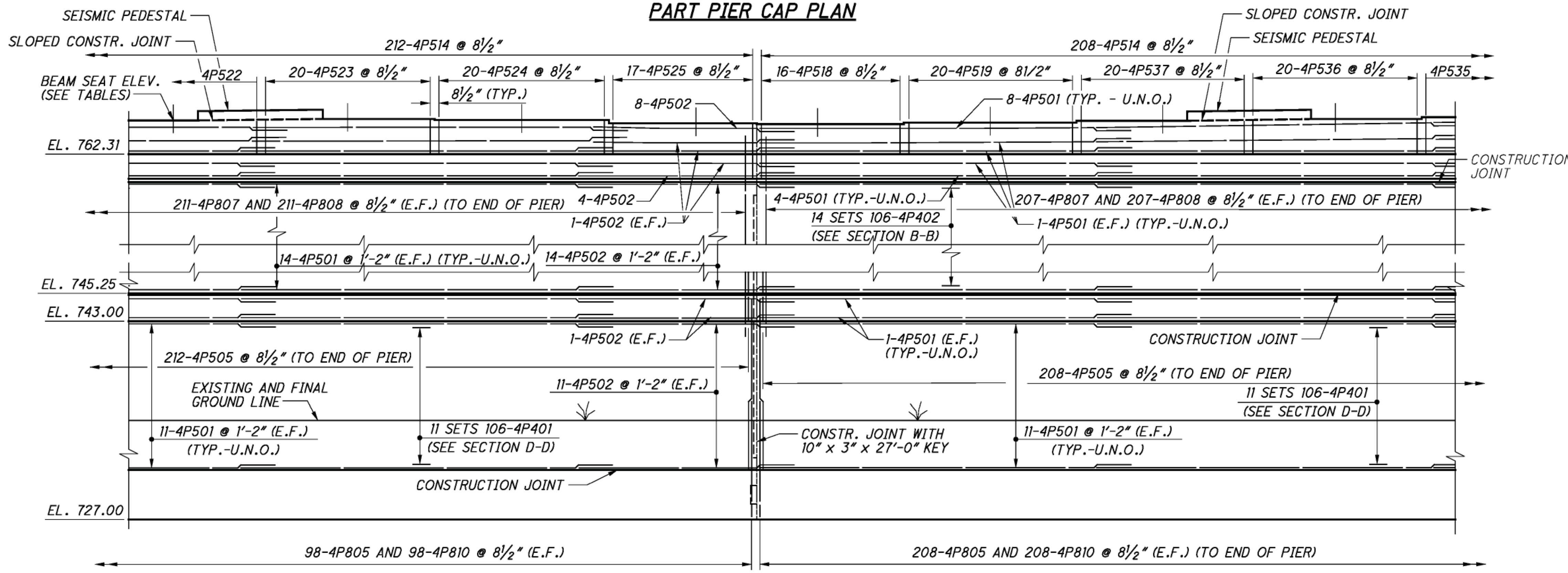
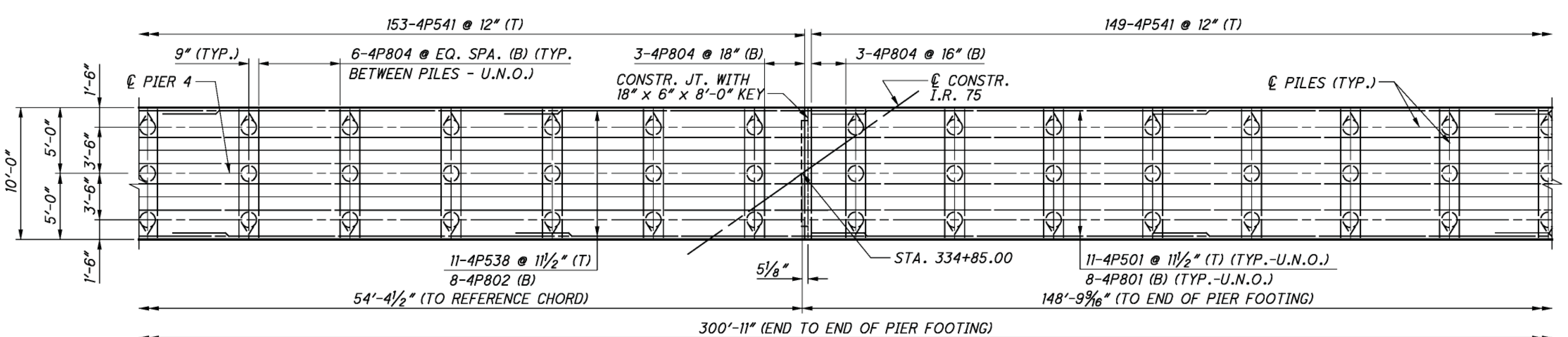


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B44L	34°8'33"
B45L	34°18'15"
B46L	34°26'44"
B36R	34°24'50"
B37R	34°39'28"
B38R	34°52'58"
B39R	35°5'27"

ANGLE "B"	
BEAM	ANGLE
B55L	35°54'43"
B56L	35°54'43"
B57L	35°54'43"
B47R	35°44'56"
B48R	36°6'59"
B49R	36°16'24"
B50R	36°26'12"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B44L	765.19
B45L	765.10
B46L	764.68
B36R	764.67
B37R	764.81
B38R	764.95
B39R	765.11

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B55L	765.06
B56L	765.08
B57L	764.70
B47R	764.55
B48R	764.69
B49R	764.83
B50R	764.97

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 4, SEE SHEET 52/229.
2. FOR RIGHT SIDE OF PIER 4, SEE SHEET 54/229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

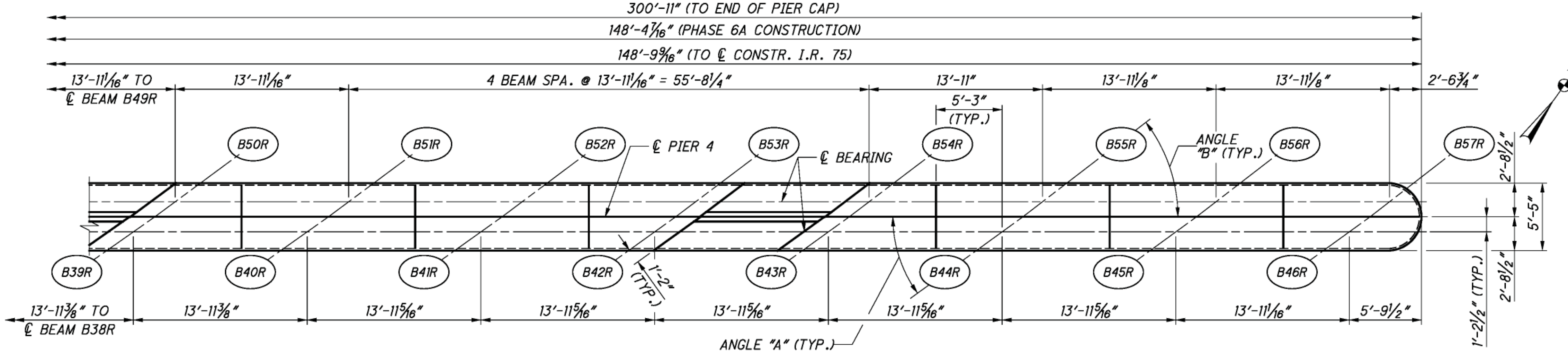
DESIGNED DMP | CHECKED GHD | DRAWN MEP/SNL | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PIER 4 PLAN AND ELEVATION (2 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

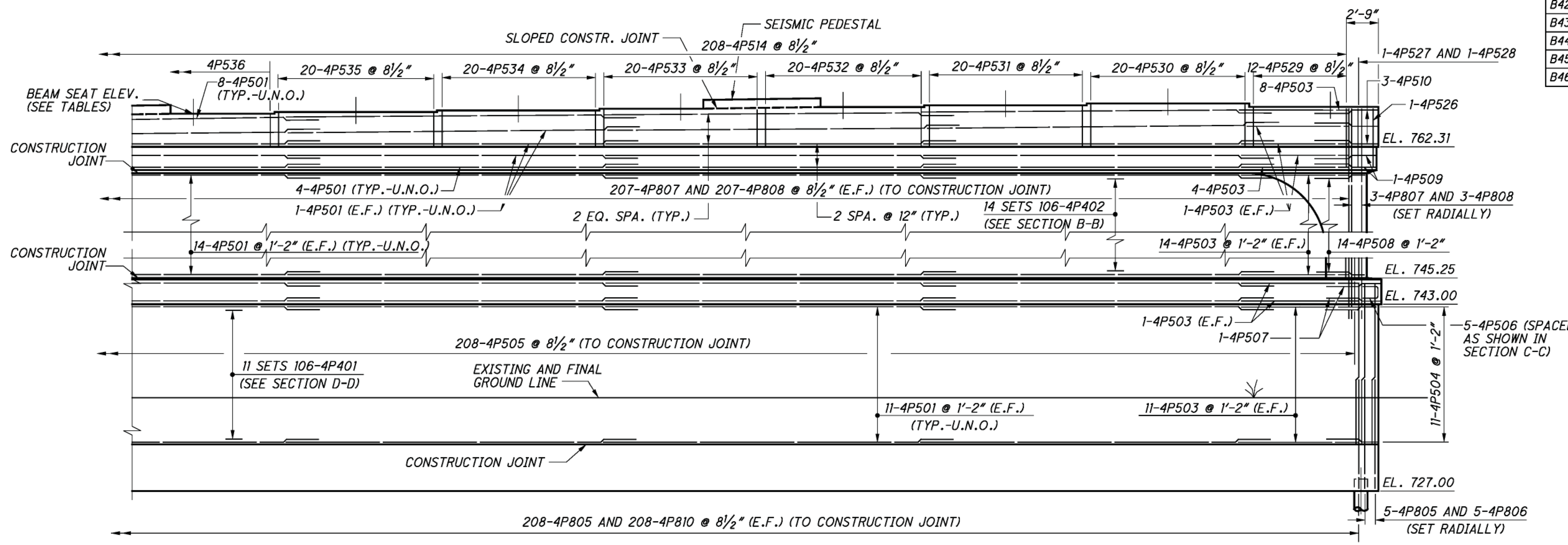
MOT-75-12.00
PID No. 77247

53/229

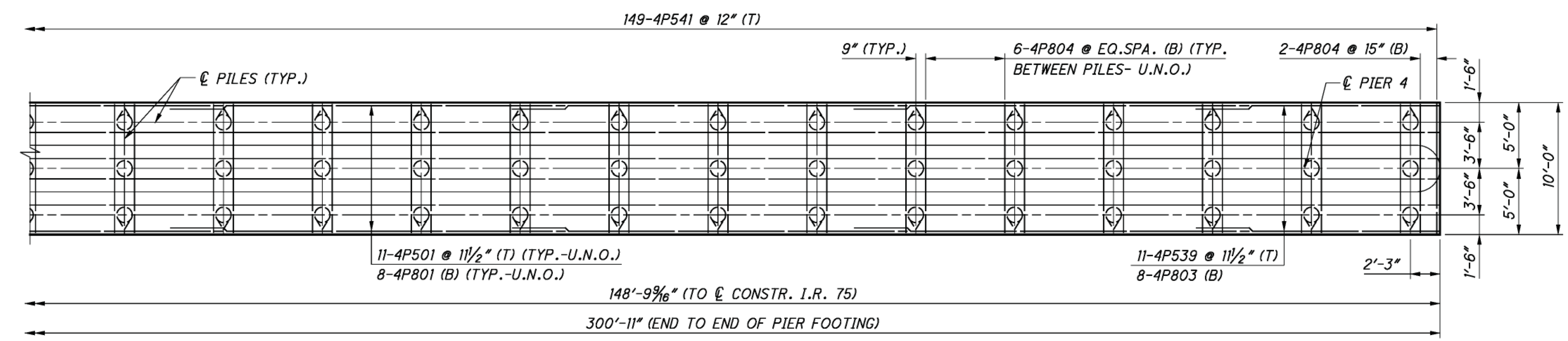
1300/1565



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B40R	35°17'03"
B41R	35°27'49"
B42R	35°37'53"
B43R	35°47'17"
B44R	35°56'05"
B45R	36°4'21"
B46R	35°52'10"

ANGLE "B"	
BEAM	ANGLE
B51R	36°36'26"
B52R	36°47'07"
B53R	36°58'16"
B54R	37°9'56"
B55R	37°30'24"
B56R	37°37'40"
B57R	37°45'14"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B40R	765.23
B41R	765.39
B42R	765.45
B43R	765.62
B44R	765.71
B45R	765.97
B46R	765.48

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B51R	765.11
B52R	765.25
B53R	765.40
B54R	765.58
B55R	765.72
B56R	765.86
B57R	765.42

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 4, SEE SHEET 52/229.
2. FOR MIDDLE SECTION OF PIER 4, SEE SHEET 53/229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
DMP	GHD	MEP/SNL		MSL	03/01/12	5707994/5708001

PIER 4 PLAN AND ELEVATION (3 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

54/229

1301
1565

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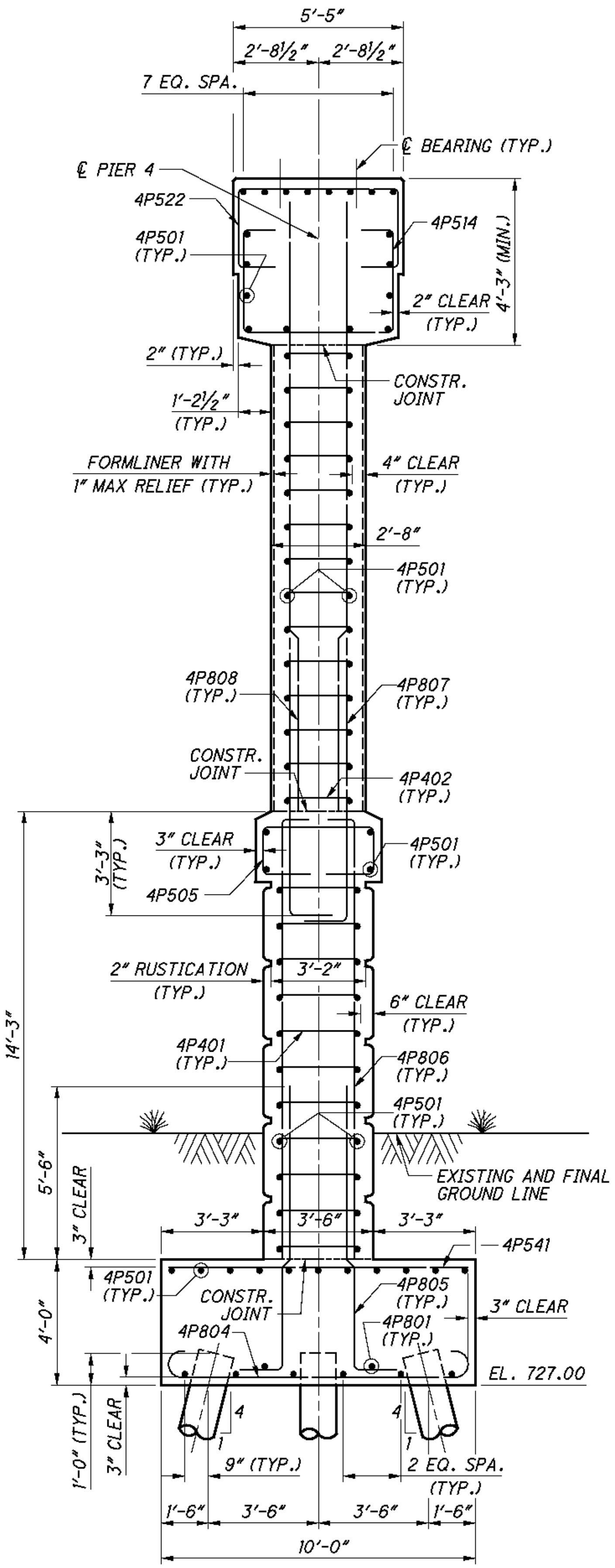
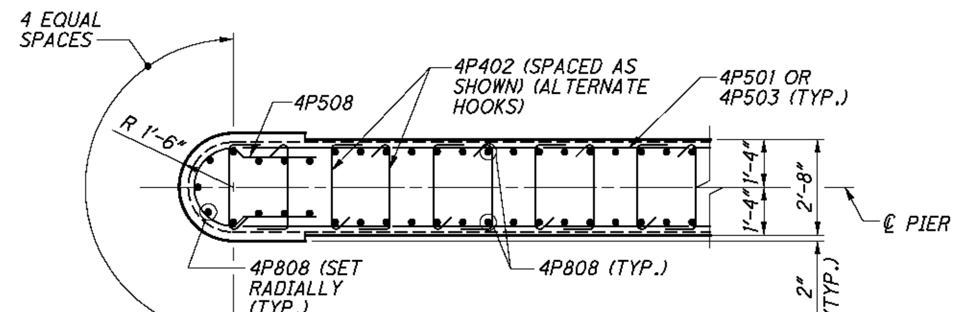
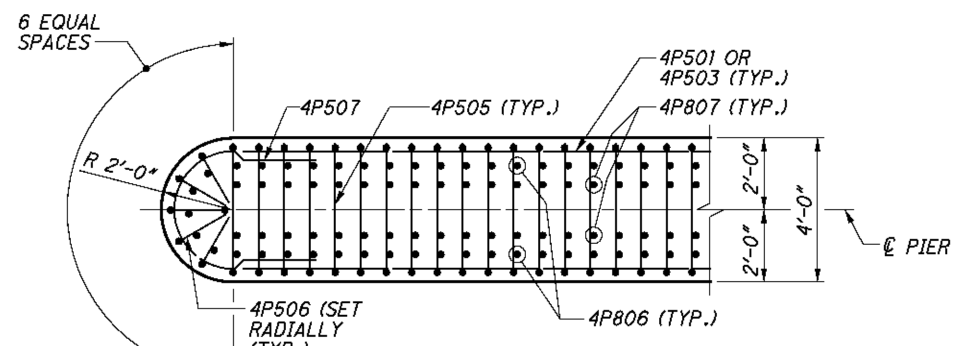


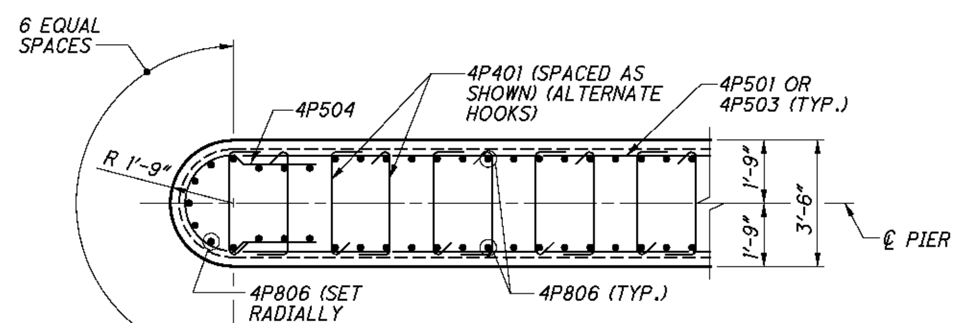
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

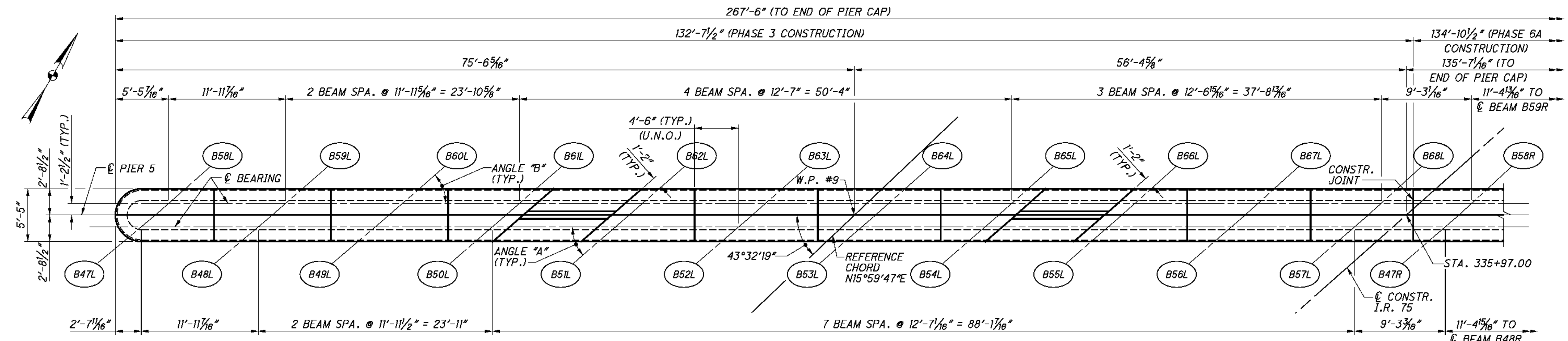
1. FOR PIER 4 DETAILS AND LOCATION OF SECTIONS, SEE SHEETS 52/229 THRU 54/229.
2. FOR PILE LAYOUT PLAN, SEE SHEET 23/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
50 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

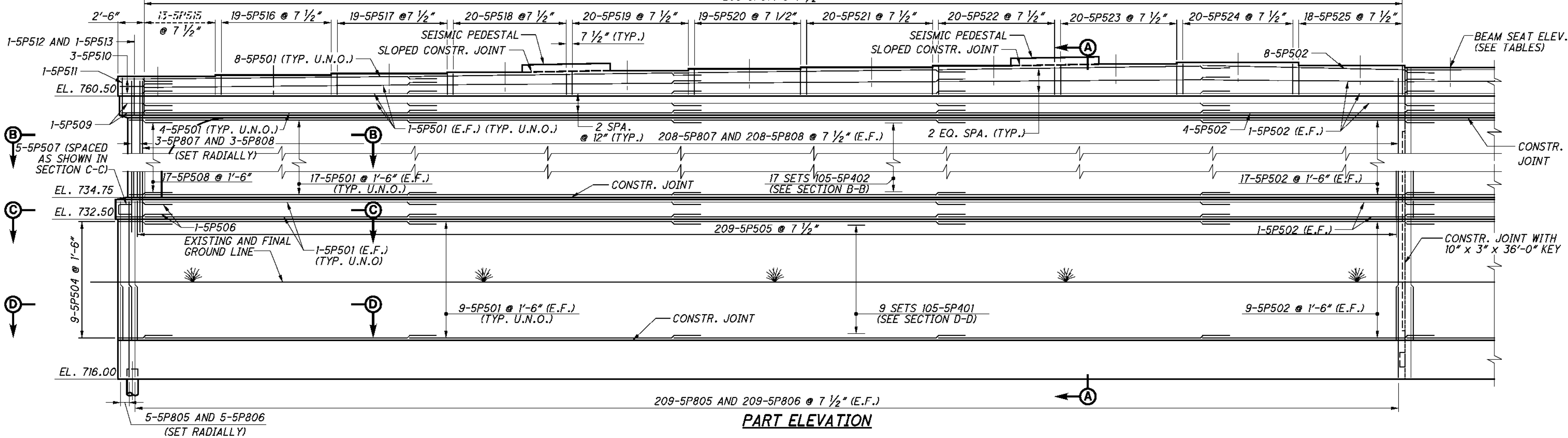
DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 4 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

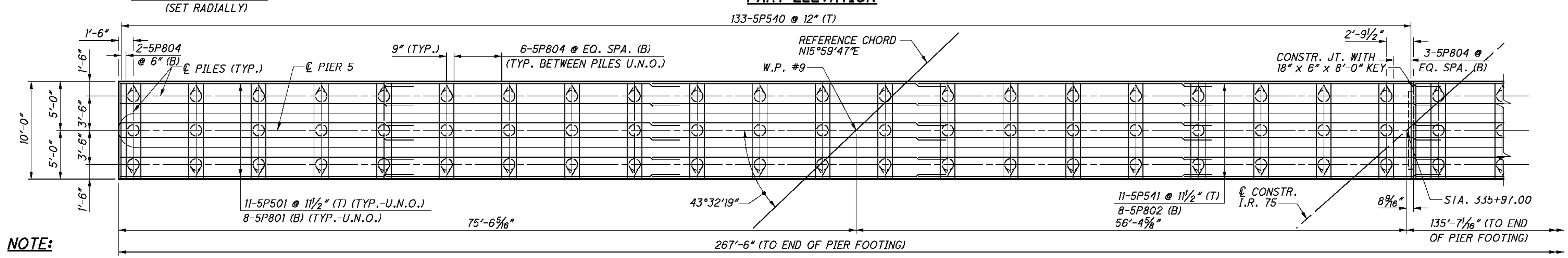
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 58 / 229.

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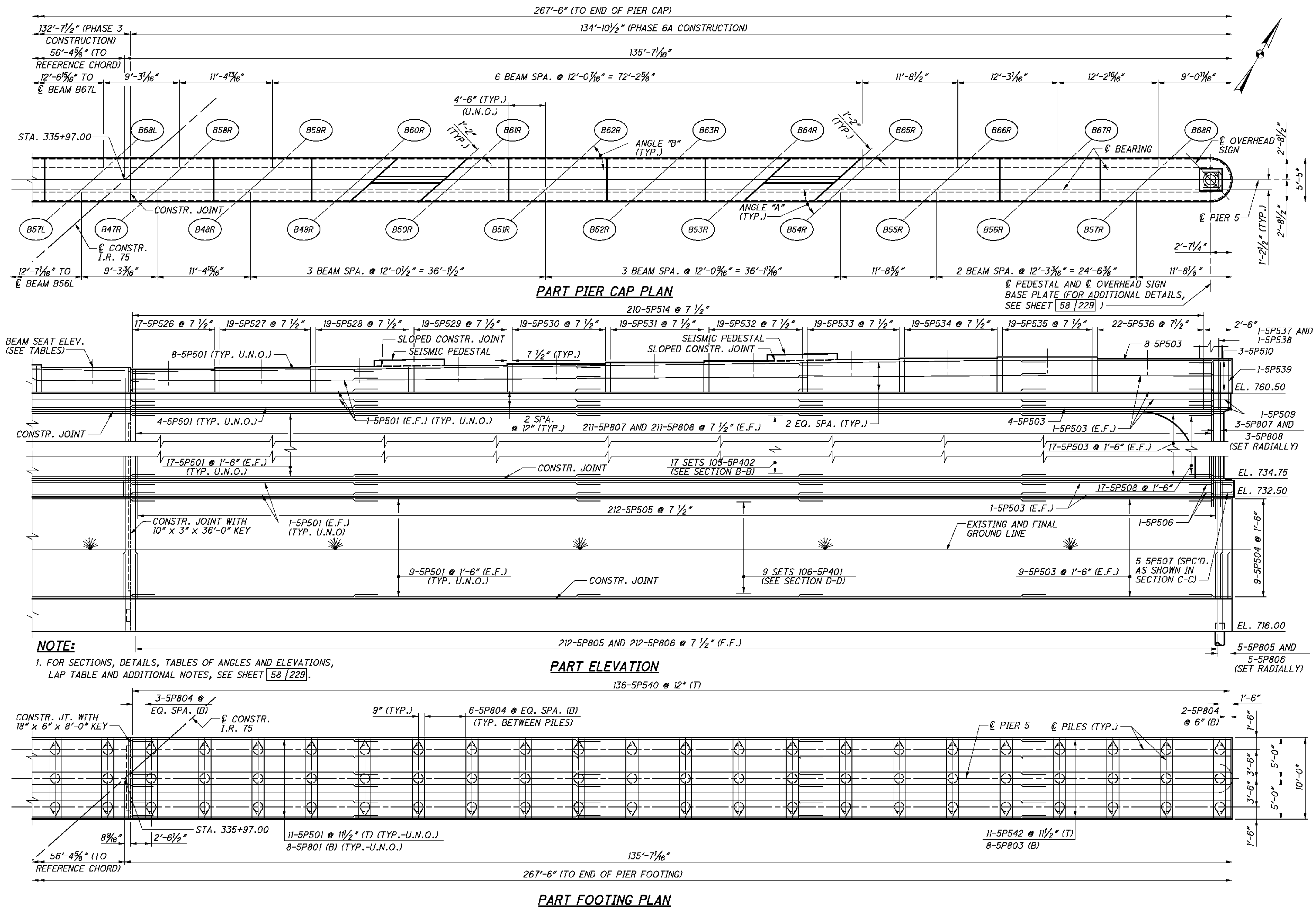
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 5 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



NOTE:

1. FOR SECTIONS, DETAILS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 58/229.

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

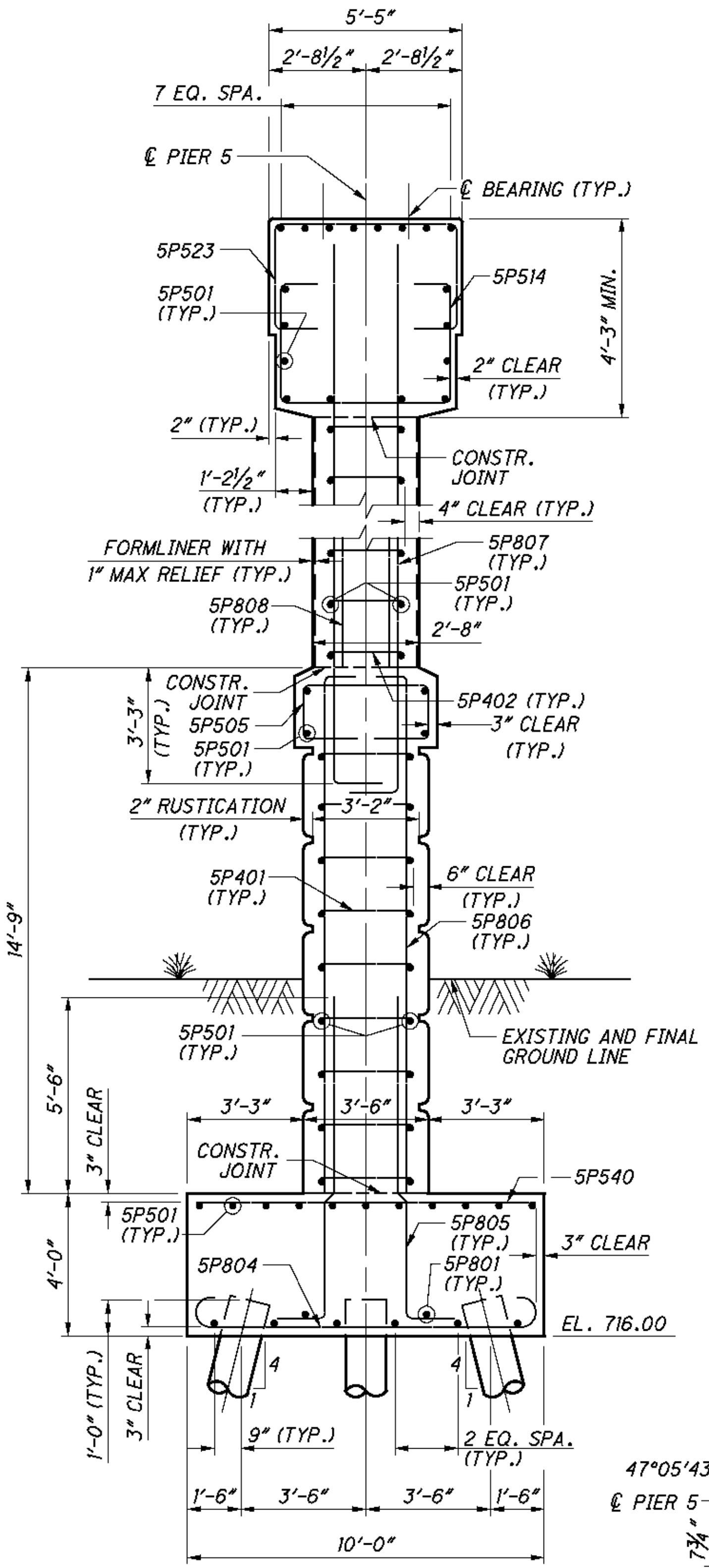
PIER 5 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

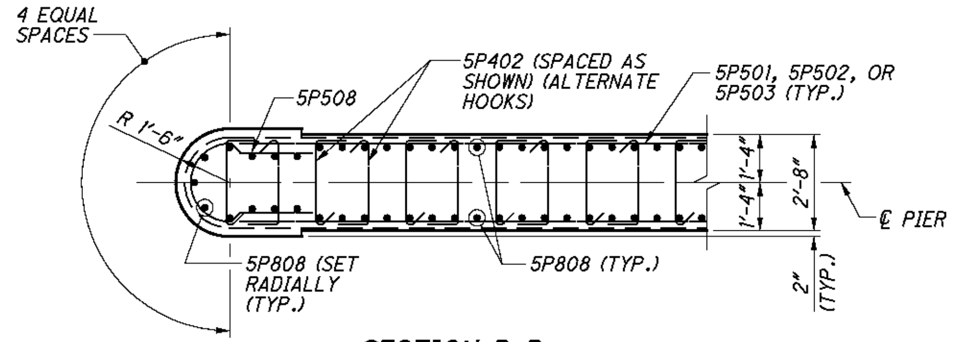
MOT-75-12.00
PID No. 77247

57/229

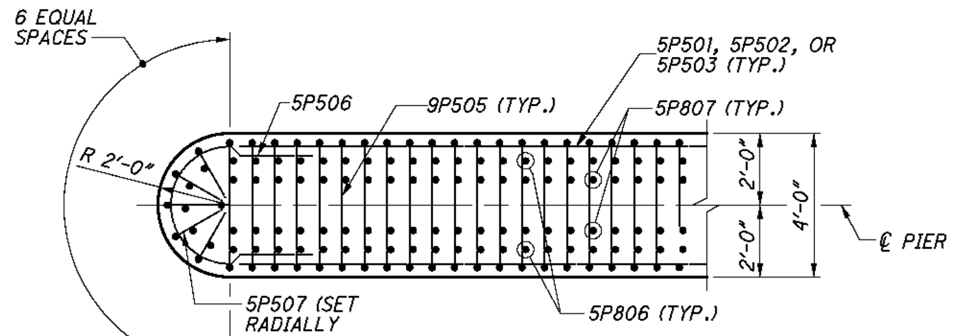
1304/1565



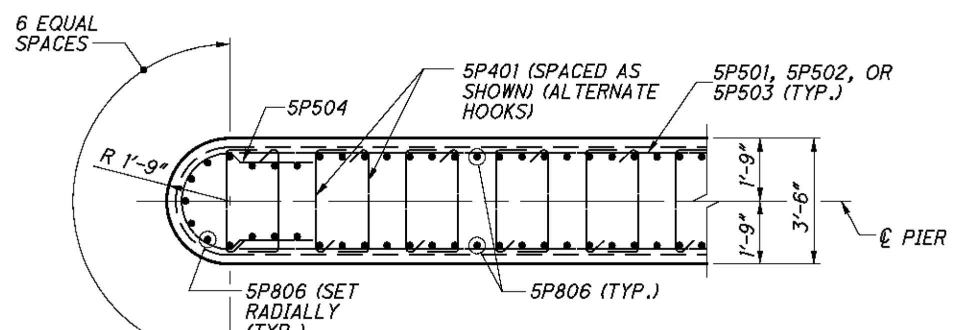
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

ANGLE "A"	
BEAM	ANGLE
B47L	39°45'33"
B48L	40°03'20"
B49L	40°29'23"
B50L	40°56'46"
B51L	40°56'46"
B52L	40°56'46"
B53L	40°56'46"
B54L	40°56'46"
B55L	40°56'46"
B56L	40°56'46"
B57L	40°56'46"

ANGLE "B"	
BEAM	ANGLE
B58L	41°30'59"
B59L	41°13'54"
B60L	41°10'48"
B61L	41°07'34"
B62L	41°16'00"
B63L	41°24'53"
B64L	41°34'18"
B65L	41°44'16"
B66L	41°54'51"
B67L	42°06'05"
B68L	42°18'04"

ANGLE "A"	
BEAM	ANGLE
B47R	40°46'59"
B48R	41°09'02"
B49R	41°18'27"
B50R	41°28'15"
B51R	41°38'29"
B52R	41°49'10"
B53R	42°00'19"
B54R	42°11'59"
B55R	42°32'27"
B56R	42°39'43"
B57R	42°47'18"

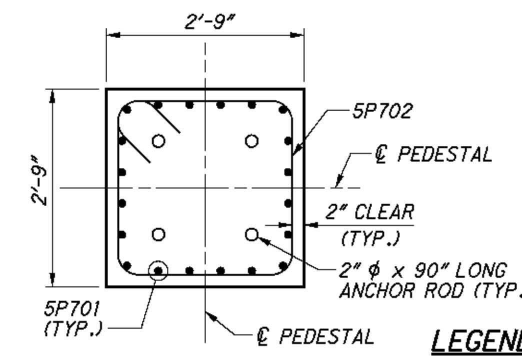
ANGLE "B"	
BEAM	ANGLE
B58R	42°40'11"
B59R	42°25'47"
B60R	42°26'11"
B61R	42°26'36"
B62R	42°27'03"
B63R	42°27'31"
B64R	42°28'02"
B65R	42°28'35"
B66R	42°19'16"
B67R	42°26'29"
B68R	42°39'03"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47L	762.69
B48L	762.83
B49L	762.91
B50L	763.04
B51L	763.17
B52L	763.37
B53L	763.54
B54L	763.73
B55L	763.91
B56L	764.14
B57L	763.68

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58L	762.50
B59L	762.65
B60L	762.83
B61L	763.01
B62L	763.15
B63L	763.37
B64L	763.54
B65L	763.71
B66L	763.90
B67L	764.04
B68L	763.64

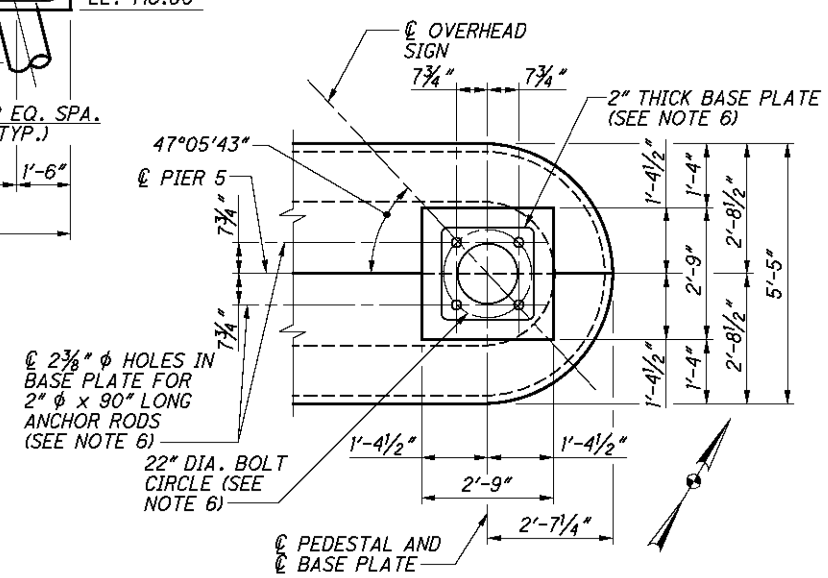
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47R	763.48
B48R	763.64
B49R	763.80
B50R	763.97
B51R	764.14
B52R	764.29
B53R	764.46
B54R	764.66
B55R	764.82
B56R	764.99
B57R	764.62

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58R	763.47
B59R	763.63
B60R	763.79
B61R	763.95
B62R	764.12
B63R	764.30
B64R	764.46
B65R	764.63
B66R	764.80
B67R	764.98
B68R	764.61

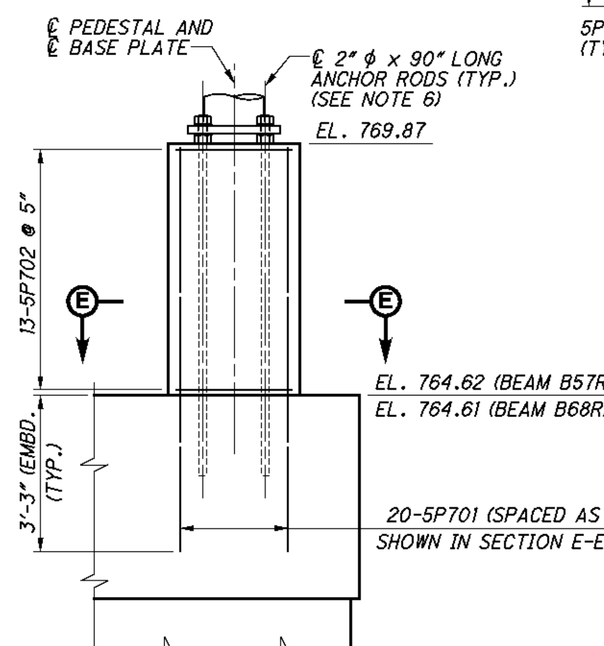


SECTION E-E

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.



PART PLAN AT SIGN POST PEDESTAL



PART ELEVATION AT SIGN POST PEDESTAL

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 5 DETAILS AND LOCATION OF SECTION A-A, SEE SHEET 56/229 AND 57/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 23/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.
6. REFER TO SIGNING PLANS FOR MORE INFORMATION AND PAYMENT FOR SIGN, SUPPORT AND ANCHOR BOLTS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
DMP	GHD	JLV/JAH		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

PIER 5 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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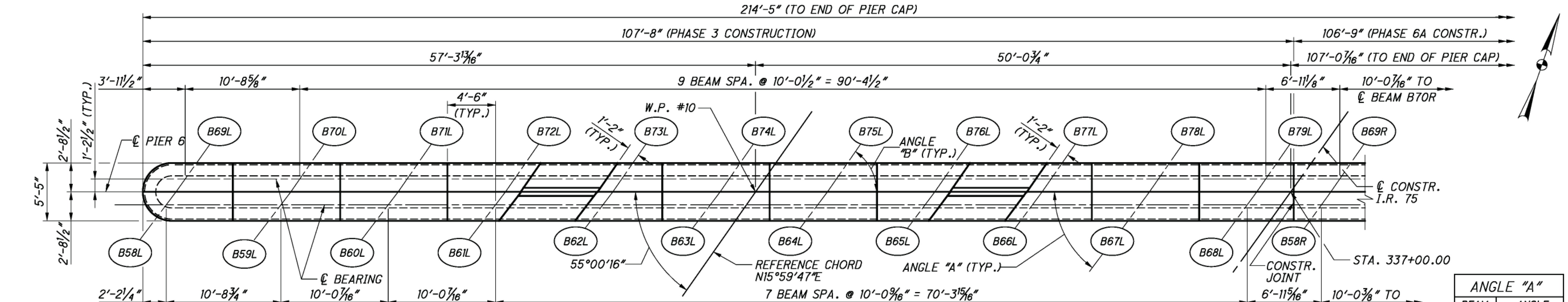
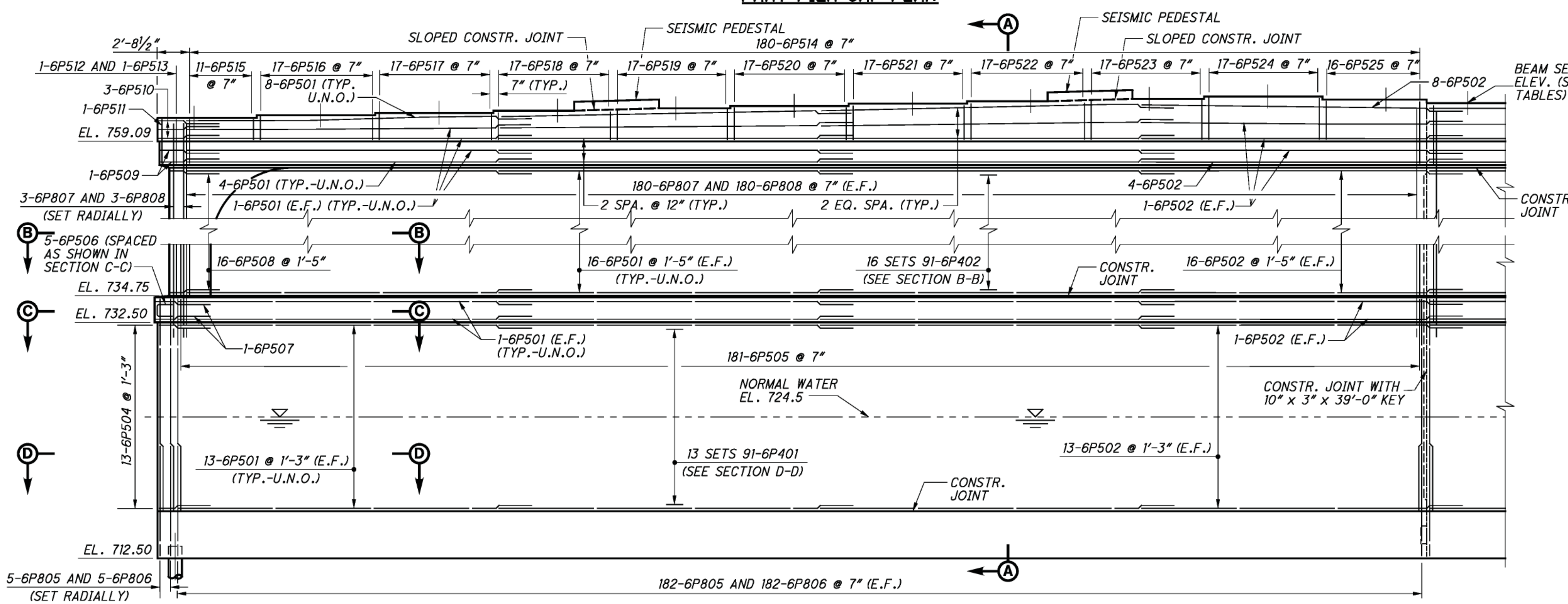
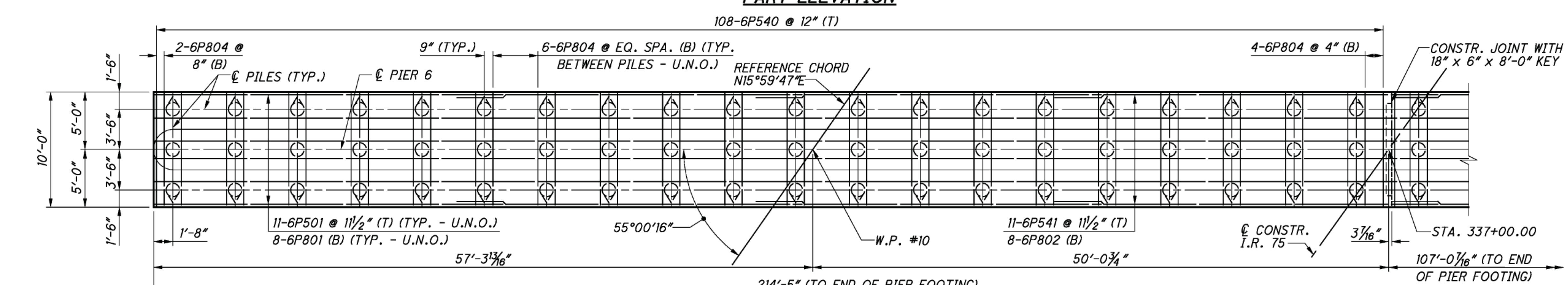


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B58L	52°58'56"
B59L	52°41'51"
B60L	52°38'45"
B61L	52°35'31"
B62L	52°43'56"
B63L	52°52'50"
B64L	53°02'15"
B65L	53°12'13"
B66L	53°22'48"
B67L	53°34'02"
B68L	53°46'01"

ANGLE "B"	
BEAM	ANGLE
B69L	54°33'48"
B70L	55°15'20"
B71L	55°15'20"
B72L	55°15'20"
B73L	55°15'20"
B74L	55°15'20"
B75L	55°15'20"
B76L	55°15'20"
B77L	55°15'20"
B78L	55°15'20"
B79L	55°15'20"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58L	761.12
B59L	761.34
B60L	761.56
B61L	761.79
B62L	761.96
B63L	762.21
B64L	762.42
B65L	762.61
B66L	762.84
B67L	763.00
B68L	762.64

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69L	761.09
B70L	761.31
B71L	761.52
B72L	761.71
B73L	761.91
B74L	762.12
B75L	762.31
B76L	762.50
B77L	762.70
B78L	762.88
B79L	762.47

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR RIGHT SIDE OF PIER 6, SEE SHEET 60/229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 61/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
DMP	GHD	MEP/SNL		MSL	03/01/12

STRUCTURE FILE NUMBER
5707994/5708001

PIER 6 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

59/229

1306/1565

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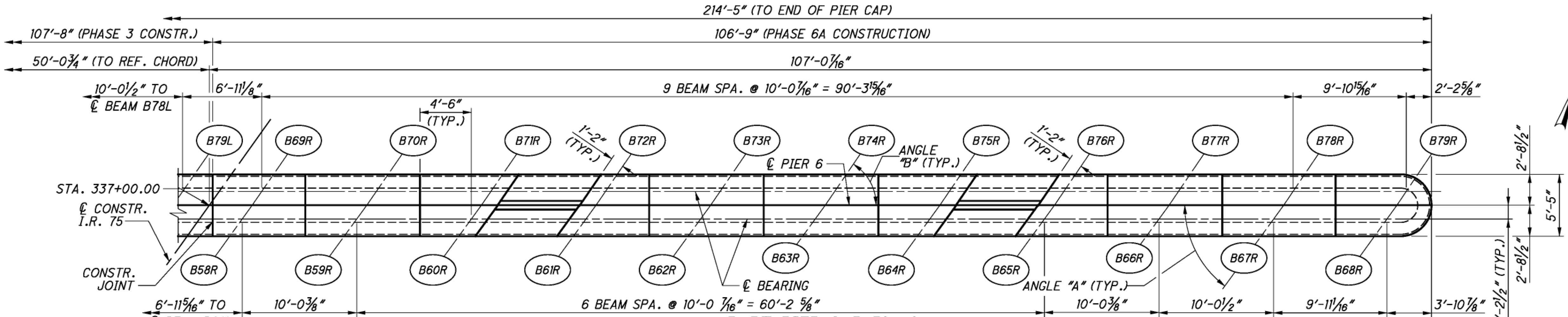
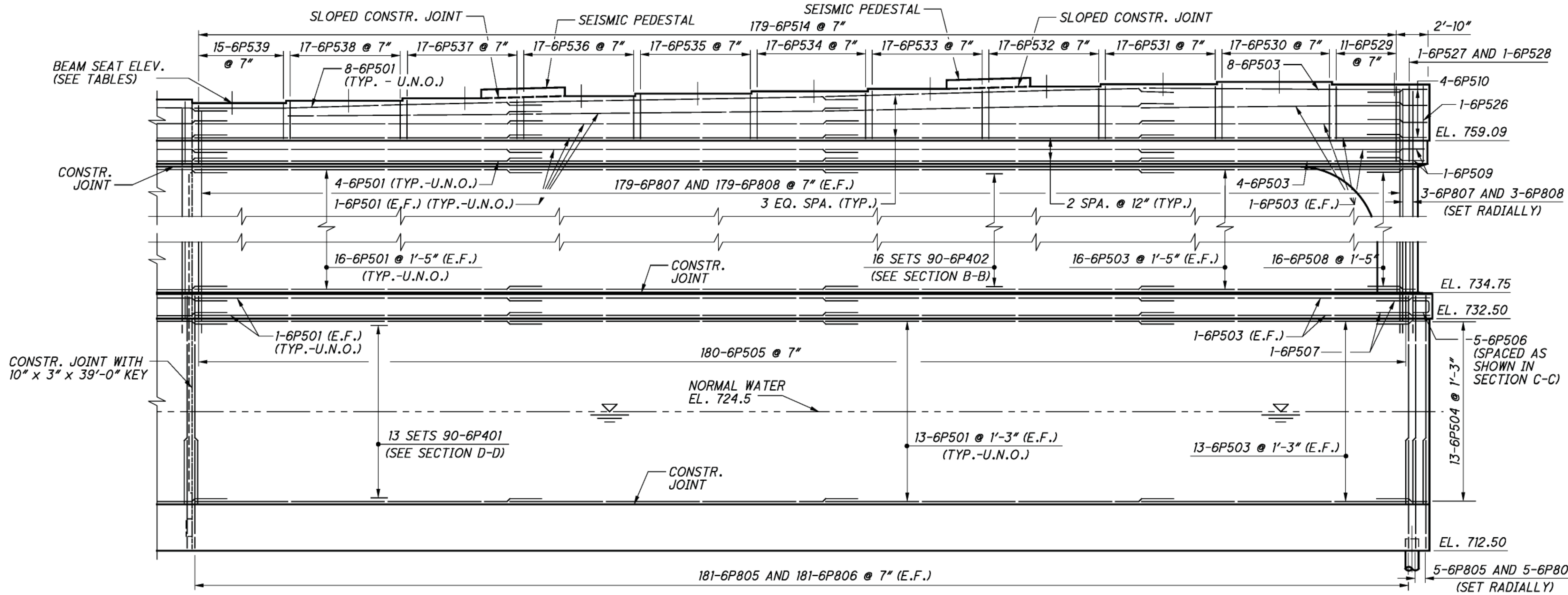
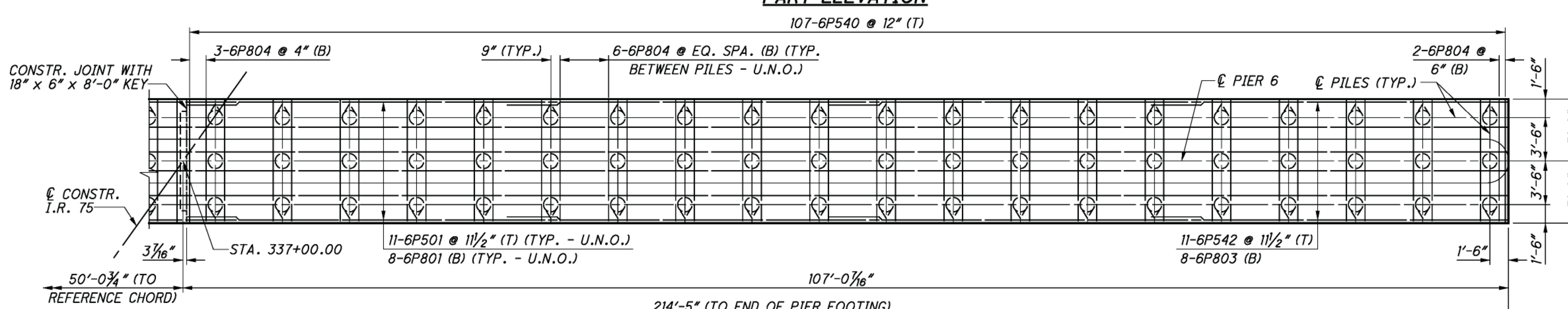


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

8-6P803 (B)

ANGLE "A"	
BEAM	ANGLE
B58R	54°08'07"
B59R	53°53'44"
B60R	53°54'08"
B61R	53°54'33"
B62R	53°54'59"
B63R	53°55'28"
B64R	53°55'59"
B65R	53°56'32"
B66R	53°47'13"
B67R	53°54'26"
B68R	54°07'00"

ANGLE "B"	
BEAM	ANGLE
B69R	55°17'36"
B70R	55°21'38"
B71R	55°25'41"
B72R	55°29'44"
B73R	55°33'47"
B74R	55°37'51"
B75R	55°41'55"
B76R	55°45'59"
B77R	55°50'04"
B78R	55°54'09"
B79R	55°59'52"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58R	762.44
B59R	762.64
B60R	762.85
B61R	763.04
B62R	763.25
B63R	763.45
B64R	763.65
B65R	763.85
B66R	764.06
B67R	764.26
B68R	763.88

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69R	762.30
B70R	762.52
B71R	762.73
B72R	762.93
B73R	763.13
B74R	763.35
B75R	763.55
B76R	763.77
B77R	763.99
B78R	764.30
B79R	763.91

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 6, SEE SHEET 59 / 229.

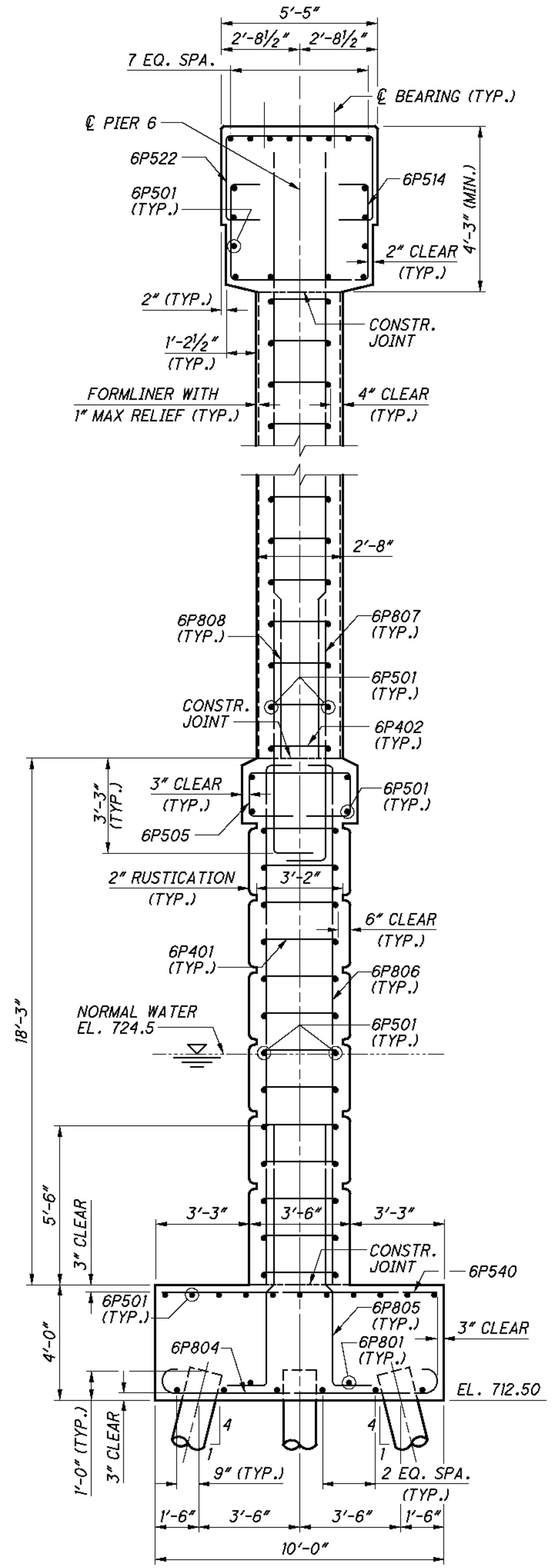
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 61 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

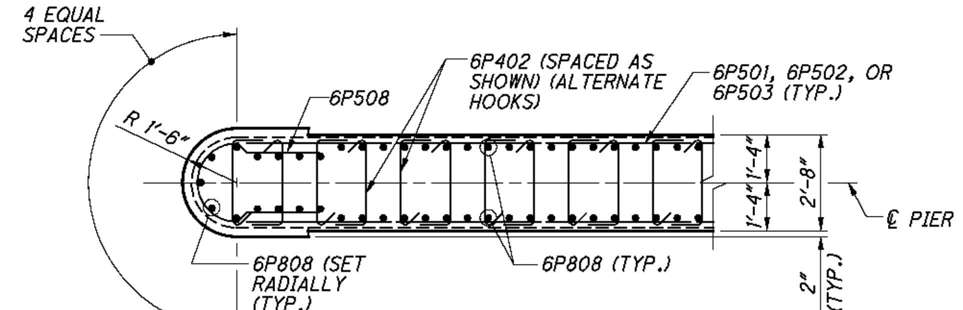
REVIEWED	DATE
MSL	03/01/12
STRUCTURE FILE NUMBER	
5707994/5708001	
DRAWN	REVISED
MEP/SNL	
DESIGNED	CHECKED
DMP	GHD

PIER 6 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

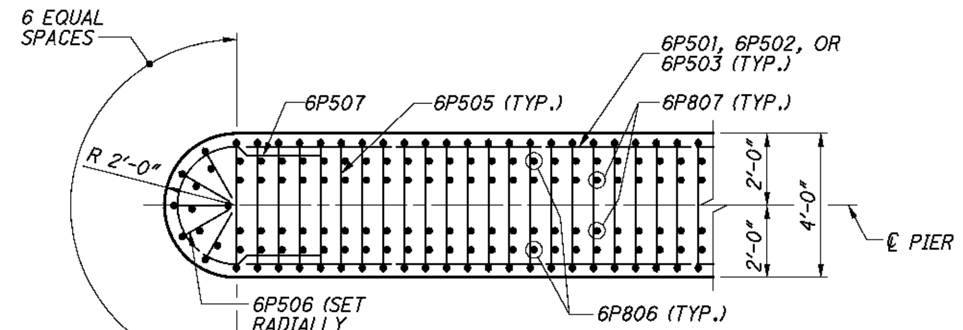
MOT-75-12.00
PID No. 77247



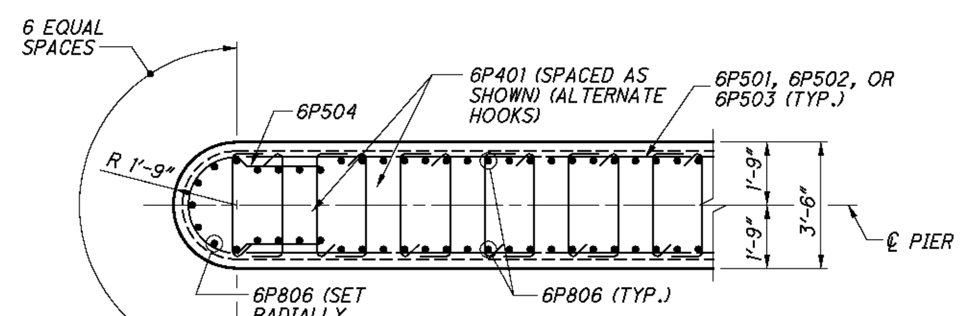
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

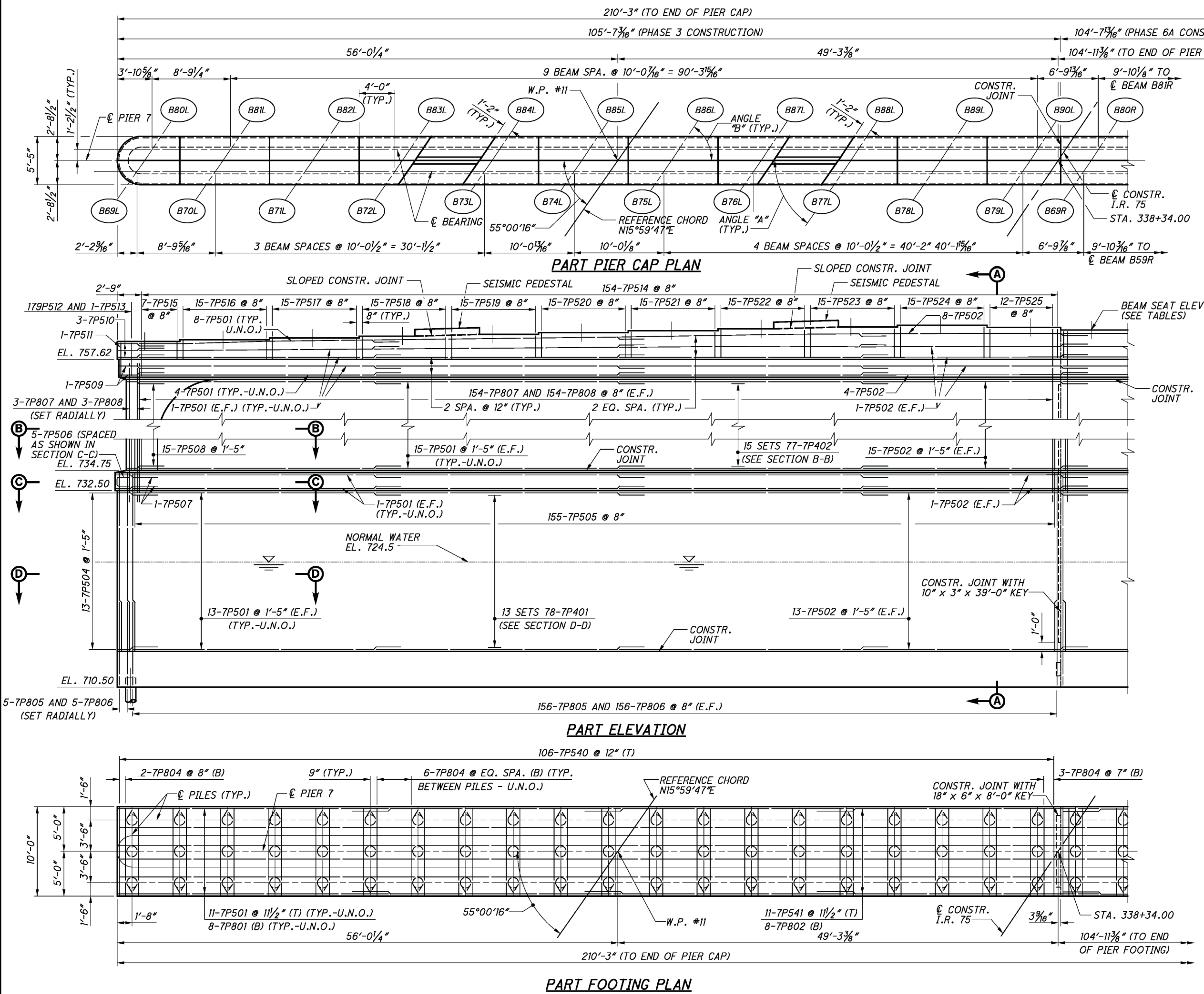
1. FOR PIER 6 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 59/229 AND 60/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 24/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 6 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



ANGLE "A"	
BEAM	ANGLE
B69L	54°33'48"
B70L	55°15'20"
B71L	55°15'20"
B72L	55°15'20"
B73L	55°15'20"
B74L	55°15'20"
B75L	55°15'20"
B76L	55°15'20"
B77L	55°15'20"
B78L	55°15'20"
B79L	55°15'20"

ANGLE "B"	
BEAM	ANGLE
B80L	56°11'16"
B81L	55°40'02"
B82L	55°47'59"
B83L	55°55'58"
B84L	56°3'58"
B85L	56°12'00"
B86L	56°20'03"
B87L	56°28'08"
B88L	56°36'15"
B89L	56°44'22"
B90L	56°52'32"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69L	759.74
B70L	759.93
B71L	760.15
B72L	760.34
B73L	760.54
B74L	760.75
B75L	760.96
B76L	761.17
B77L	761.37
B78L	761.57
B79L	761.16

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80L	759.62
B81L	759.78
B82L	759.97
B83L	760.20
B84L	760.43
B85L	760.65
B86L	760.88
B87L	761.10
B88L	761.33
B89L	761.44
B90L	761.03

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

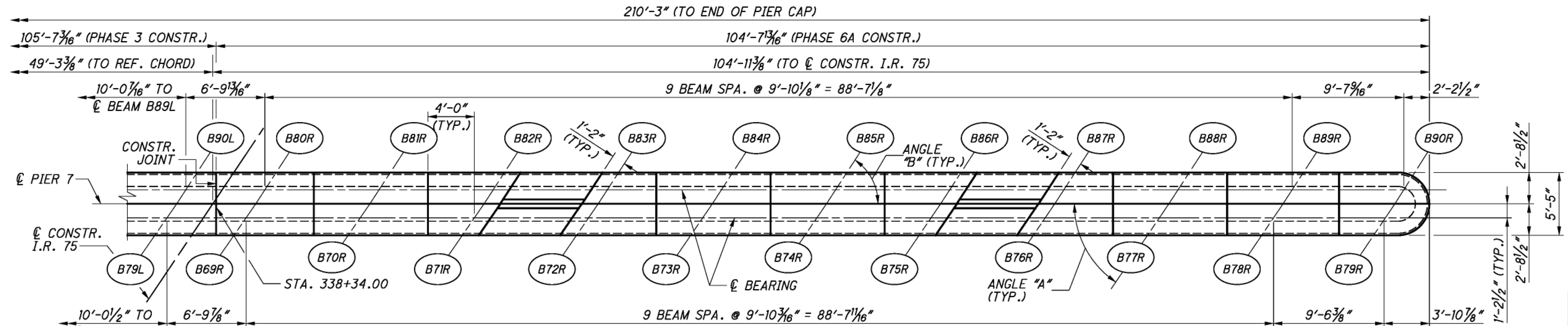
1. FOR RIGHT SIDE OF PIER 7, SEE SHEET 63/229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 64/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

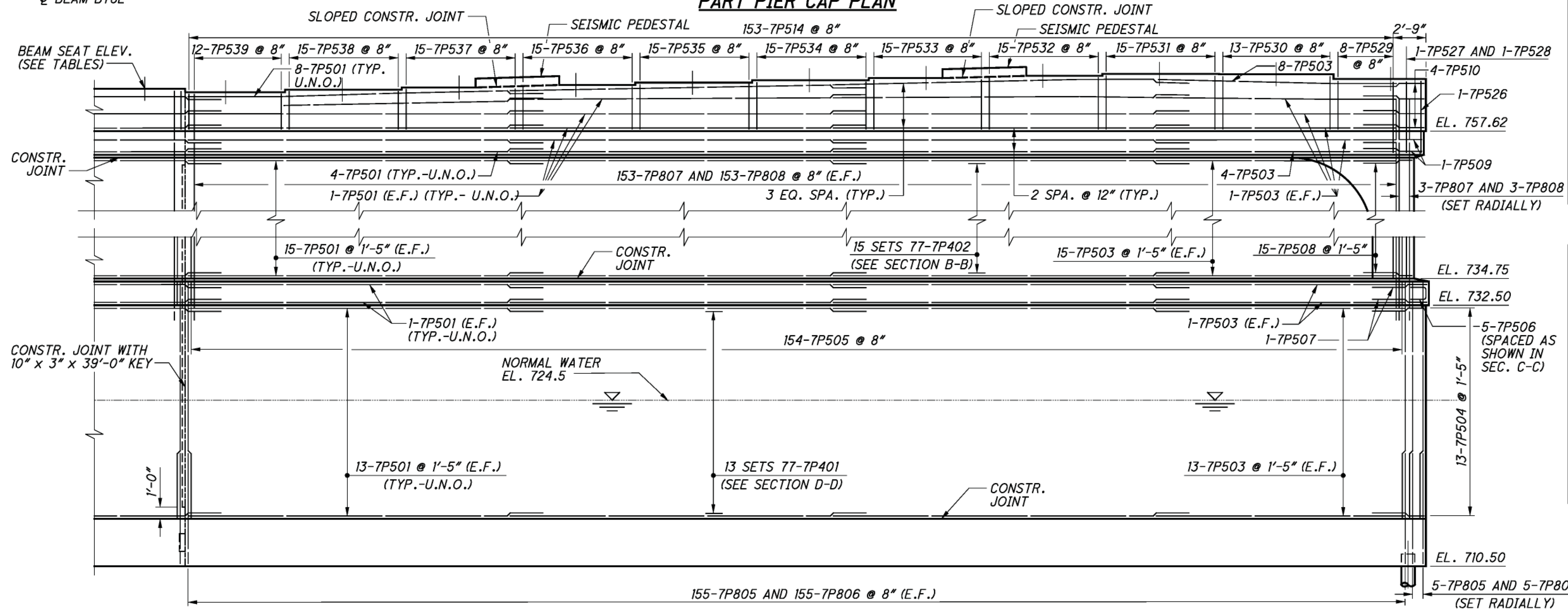
DESIGNED DMP | CHECKED GHD | DRAWN MEP/SNL | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

PIER 7 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

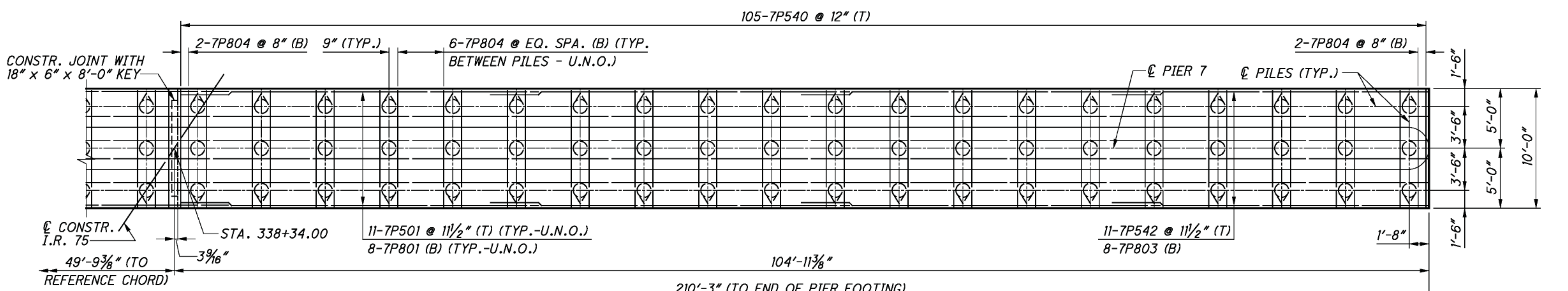
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B69R	55°17'36"
B70R	55°21'38"
B71R	55°25'41"
B72R	55°29'44"
B73R	55°33'47"
B74R	55°37'51"
B75R	55°41'55"
B76R	55°45'59"
B77R	55°50'04"
B78R	55°54'09"
B79R	55°59'52"

ANGLE "B"	
BEAM	ANGLE
B80R	56°55'03"
B81R	56°55'03"
B82R	56°55'03"
B83R	56°55'03"
B84R	56°55'03"
B85R	56°55'03"
B86R	56°55'03"
B87R	56°55'03"
B88R	56°55'03"
B89R	56°55'03"
B90R	57°34'27"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69R	760.94
B70R	761.16
B71R	761.37
B72R	761.58
B73R	761.78
B74R	761.98
B75R	762.17
B76R	762.37
B77R	762.57
B78R	762.66
B79R	762.25

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80R	760.93
B81R	761.18
B82R	761.40
B83R	761.61
B84R	761.81
B85R	762.00
B86R	762.18
B87R	762.36
B88R	762.54
B89R	762.51
B90R	762.09

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 7, SEE SHEET 62/229.

2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 64/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

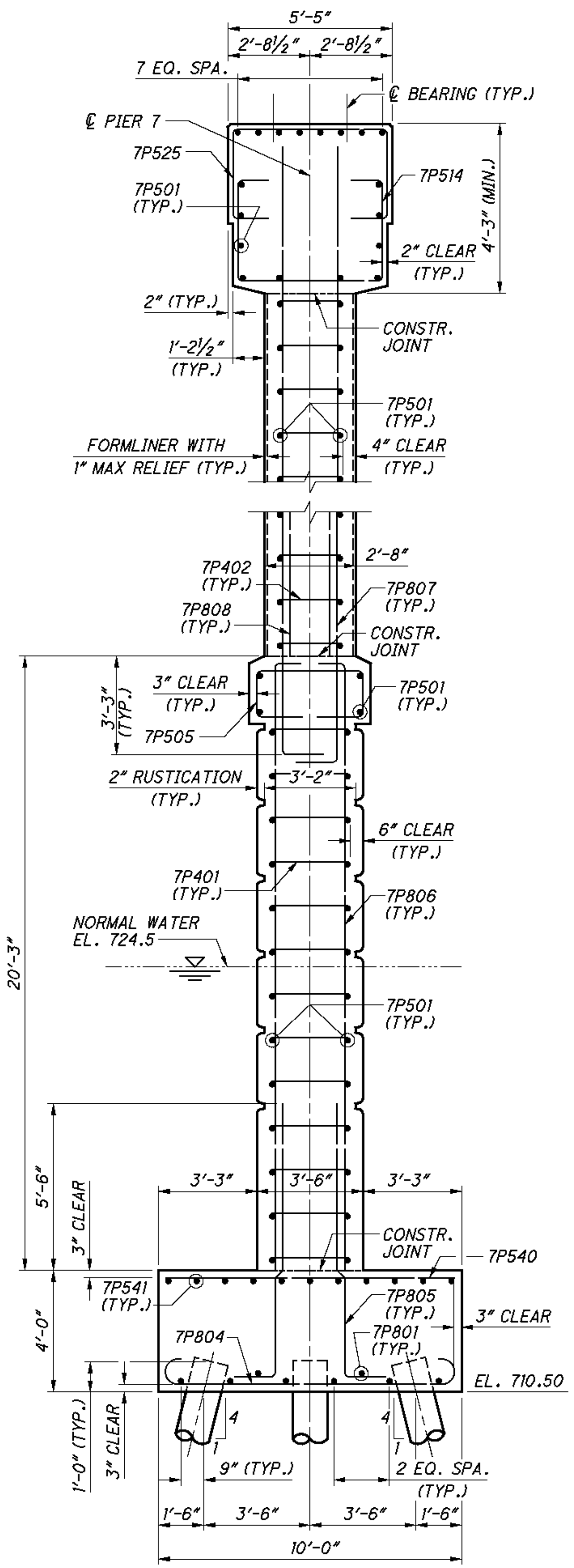
DESIGNED DMP	DRAWN MEP/SNL	REVIEWED MSL	DATE 03/01/12
CHECKED GHD	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

PIER 7 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

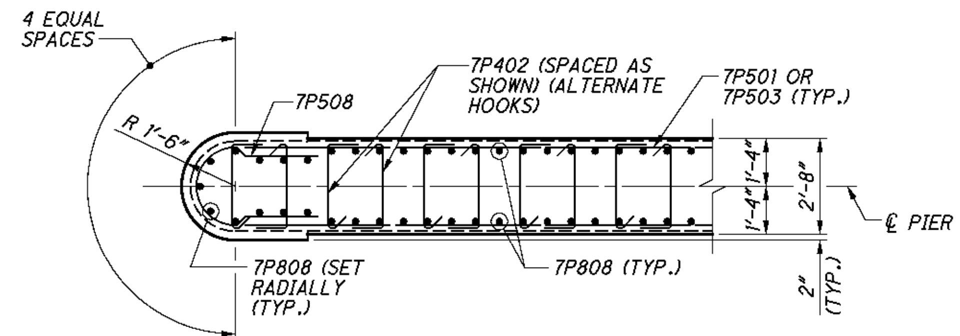
MOT-75-12.00
PID No. 77247

63/229

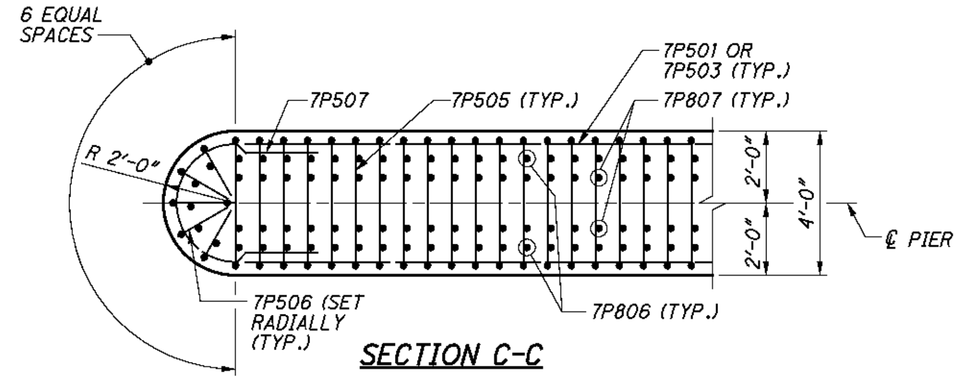
1310
1565



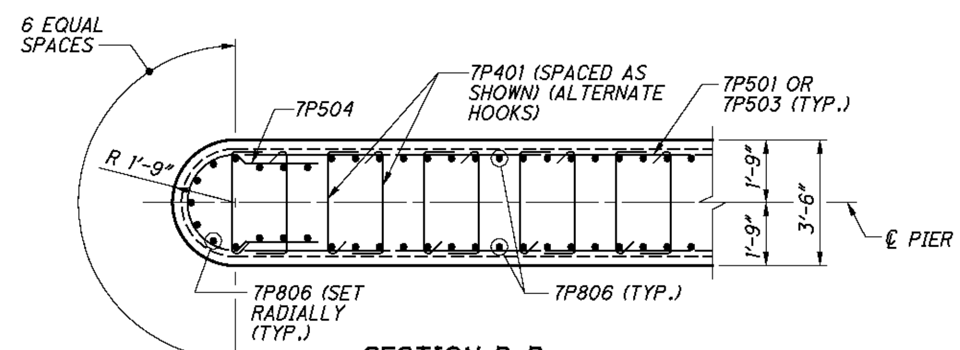
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 7 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 62/229 AND 63/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 24/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

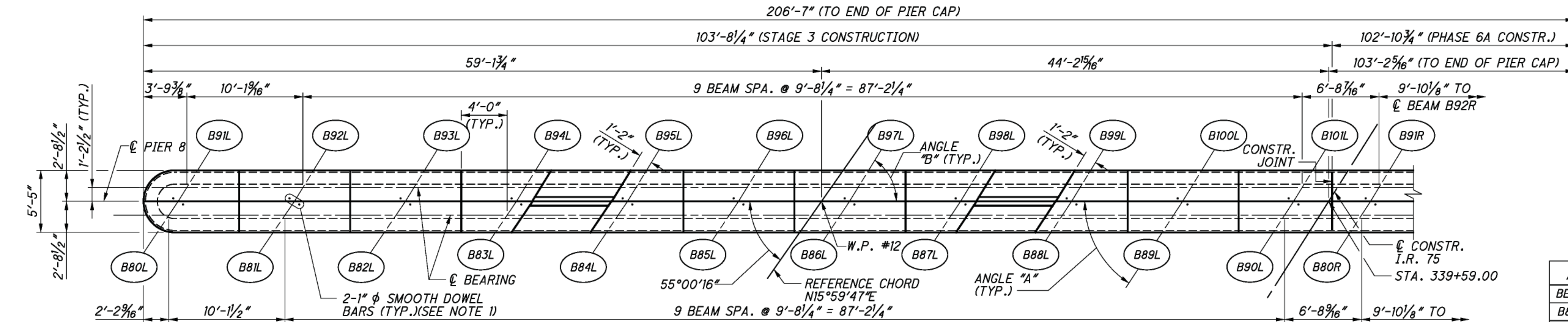
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

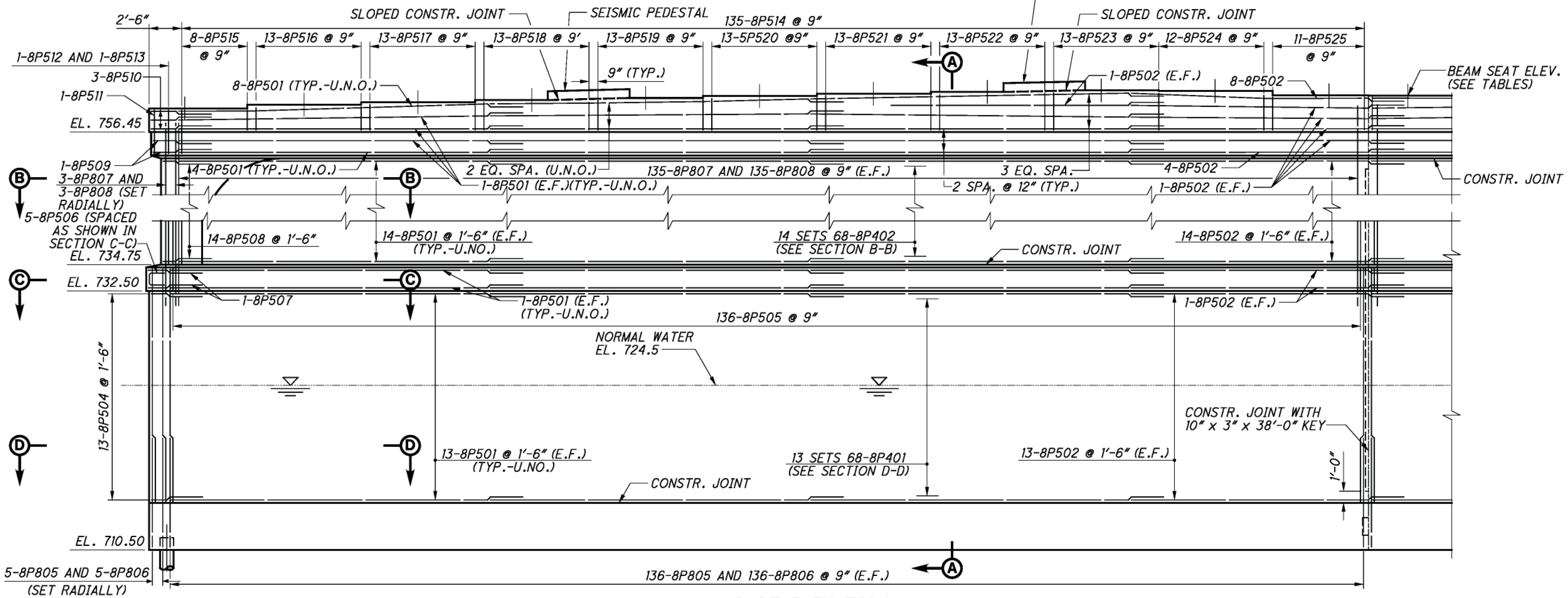
PIER 7 DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

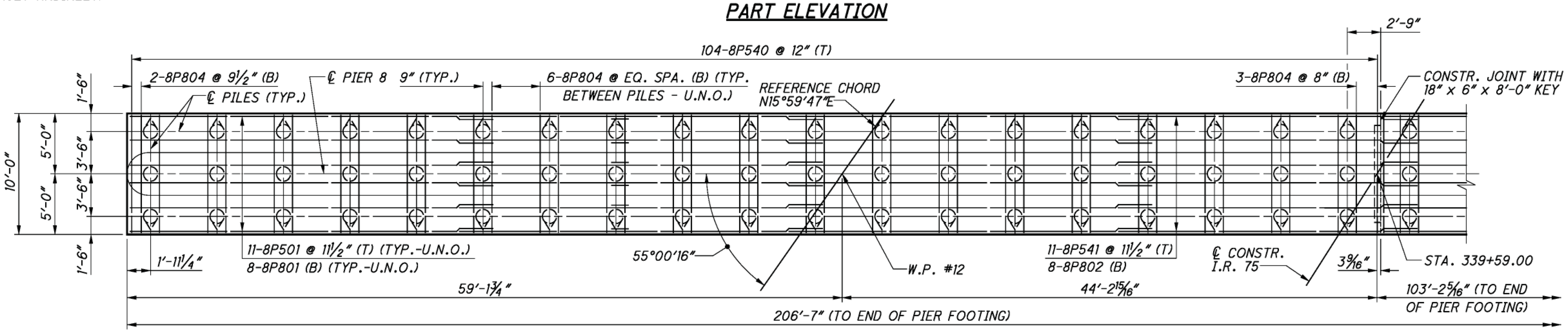
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B80L	56°11'16"
B81L	55°40'02"
B82L	55°47'59"
B83L	55°55'58"
B84L	56°03'58"
B85L	56°12'00"
B86L	56°20'03"
B87L	56°28'08"
B88L	56°36'15"
B89L	56°44'22"
B90L	56°52'32"

ANGLE "B"	
BEAM	ANGLE
B91L	57°59'58"
B92L	58°24'28"
B93L	58°24'28"
B94L	58°24'28"
B95L	58°24'28"
B96L	58°24'28"
B97L	58°24'28"
B98L	58°24'28"
B99L	58°24'28"
B100L	58°24'28"
B101L	58°24'28"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80L	758.45
B81L	758.73
B82L	758.93
B83L	759.15
B84L	759.36
B85L	759.55
B86L	759.74
B87L	759.91
B88L	760.09
B89L	759.98
B90L	759.57

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91L	758.50
B92L	758.82
B93L	759.04
B94L	759.22
B95L	759.40
B96L	759.57
B97L	759.75
B98L	759.91
B99L	760.06
B100L	760.03
B101L	759.64

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR RIGHT SIDE OF PIER 8, SEE SHEET 66 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 67 / 229.

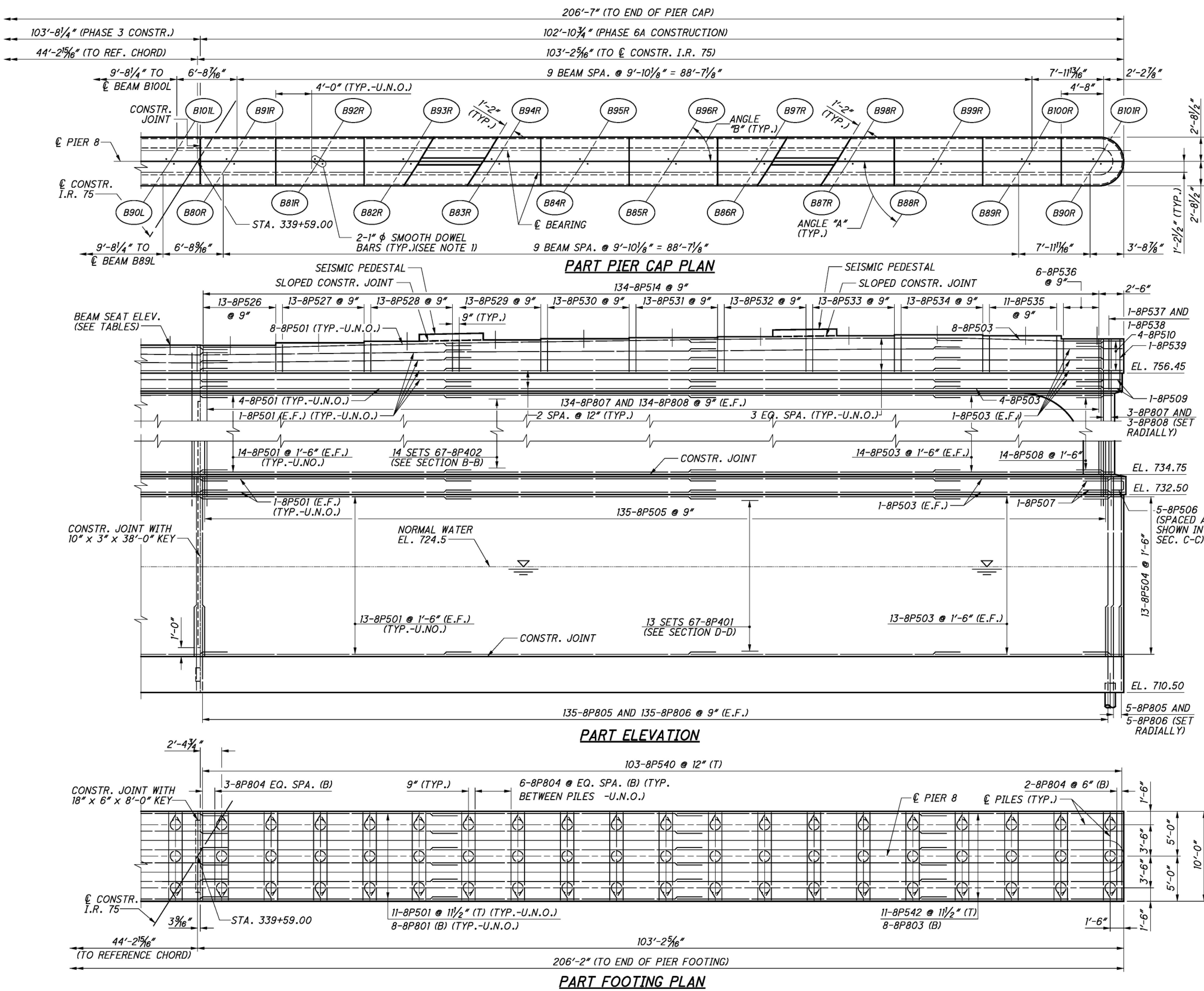
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 8 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



ANGLE "A"	
BEAM	ANGLE
B80R	56°55'03"
B81R	56°55'03"
B82R	56°55'03"
B83R	56°55'03"
B84R	56°55'03"
B85R	56°55'03"
B86R	56°55'03"
B87R	56°55'03"
B88R	56°55'03"
B89R	56°55'03"
B90R	57°34'27"

ANGLE "B"	
BEAM	ANGLE
B91R	58°43'53"
B92R	58°43'53"
B93R	58°43'53"
B94R	58°43'53"
B95R	58°43'53"
B96R	58°43'53"
B97R	58°43'53"
B98R	58°43'53"
B99R	59°20'37"
B100R	59°56'41"
B101R	58°43'53"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80R	759.57
B81R	759.89
B82R	760.09
B83R	760.22
B84R	760.36
B85R	760.47
B86R	760.59
B87R	760.71
B88R	760.81
B89R	760.67
B90R	760.32

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91R	759.59
B92R	759.88
B93R	760.07
B94R	760.20
B95R	760.33
B96R	760.46
B97R	760.57
B98R	760.68
B99R	760.77
B100R	760.62
B101R	760.29

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.

2. FOR LEFT SIDE OF PIER 8, SEE SHEET 65/229.

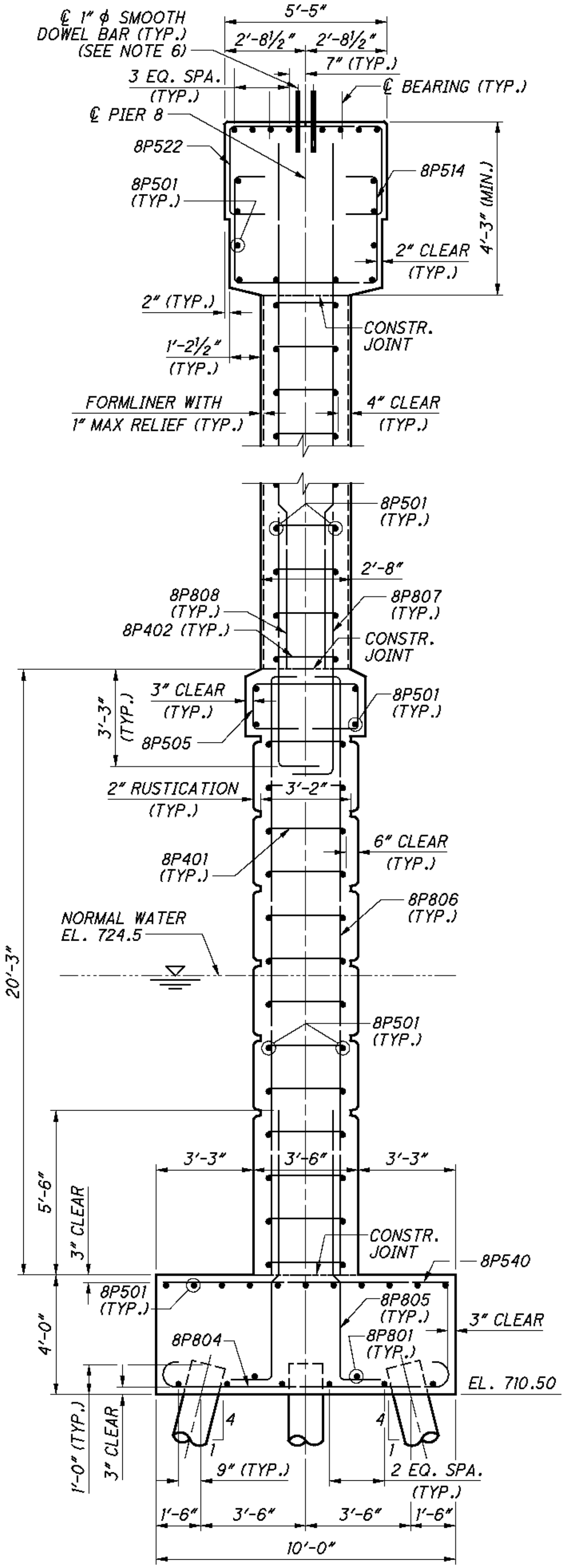
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 67/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

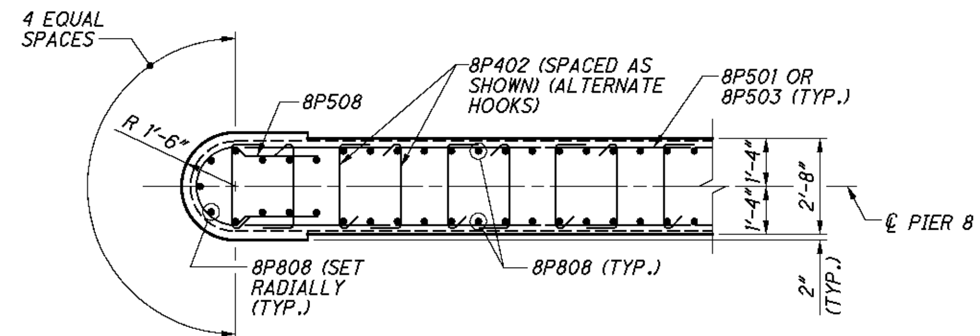
DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 8 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

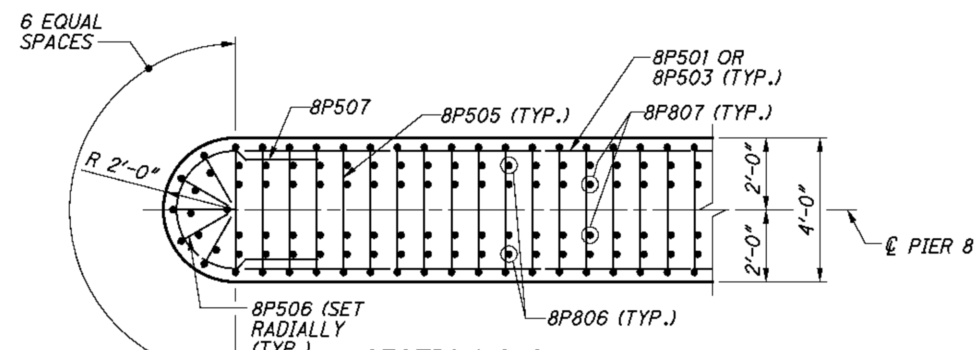
MOT-75-12.00
PID No. 77247



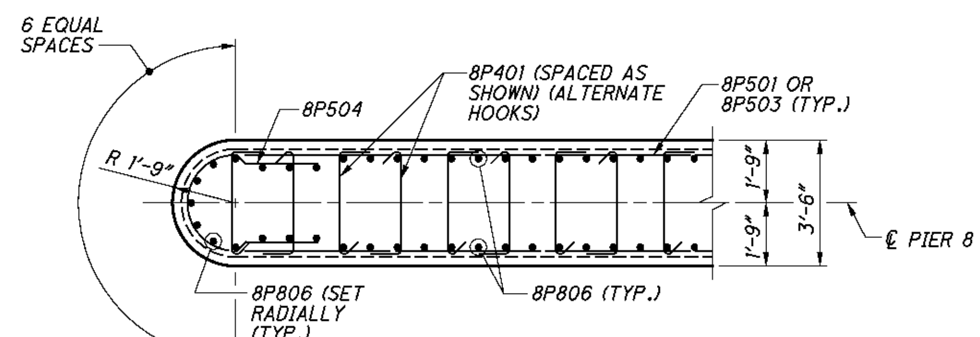
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

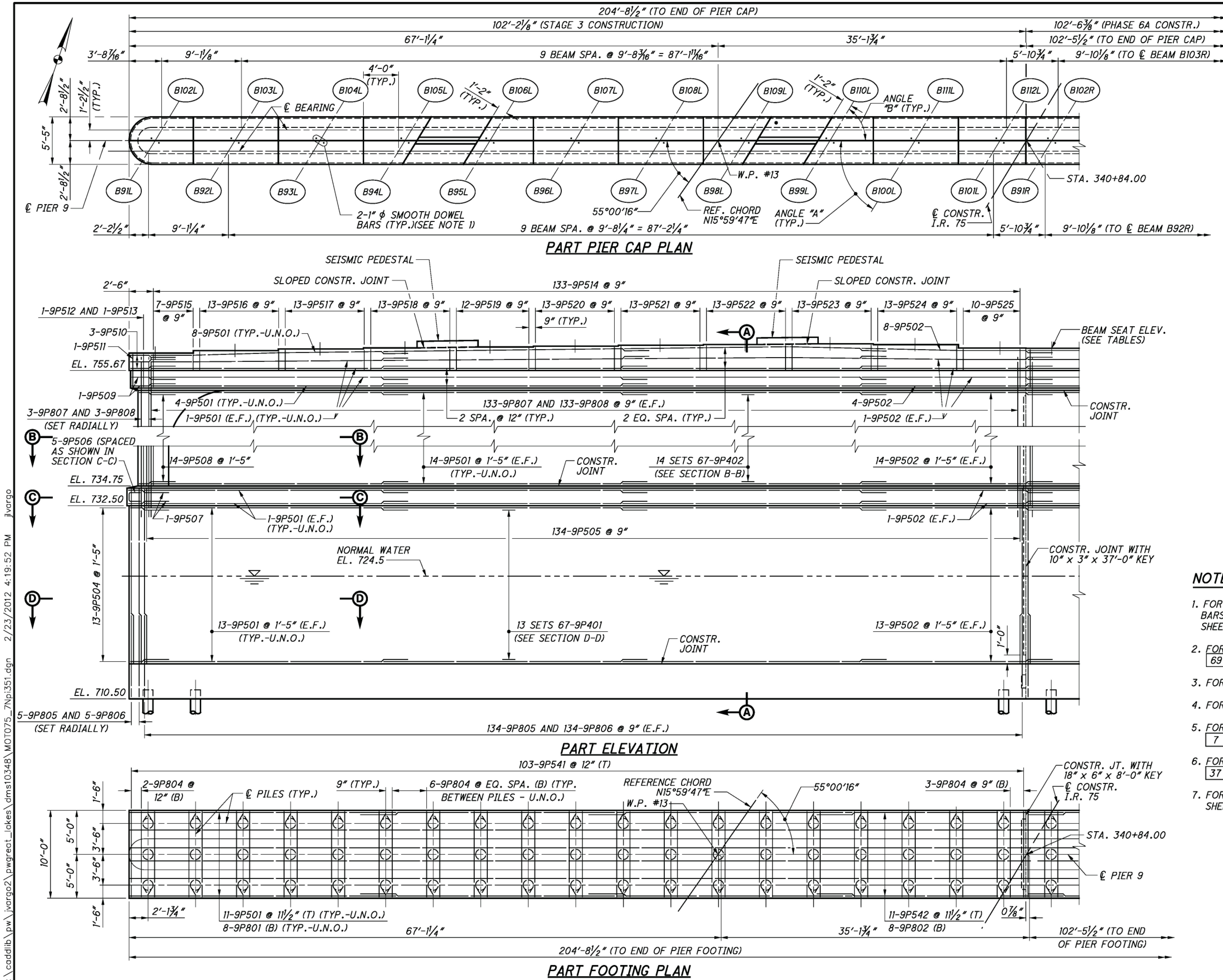
1. FOR PIER 8 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 65/229 AND 66/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 25/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.
6. BRIDGE SEAT REINFORCING, DIAPHRAGM DOWEL BARS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF DOWEL BAR HOLES OR THE PRE-SETTING OF DOWEL BARS.
7. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

DESIGNED DMP	DRAWN MEP/JAH	REVIEWED MSL	DATE 03/01/12
CHECKED GHD	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

PIER 8 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN

PART ELEVATION

PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B91L	57°59'58"
B92L	58°24'28"
B93L	58°24'28"
B94L	58°24'28"
B95L	58°24'28"
B96L	58°24'28"
B97L	58°24'28"
B98L	58°24'28"
B99L	58°24'28"
B100L	58°24'28"
B101L	58°24'28"

ANGLE "B"	
BEAM	ANGLE
B102L	58°49'37"
B103L	58°43'48"
B104L	58°44'56"
B105L	58°46'04"
B106L	58°47'13"
B107L	58°48'23"
B108L	58°49'34"
B109L	58°50'46"
B110L	58°51'58"
B111L	58°53'12"
B112L	58°54'26"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91L	757.74
B92L	758.04
B93L	758.23
B94L	758.35
B95L	758.45
B96L	758.56
B97L	758.66
B98L	758.75
B99L	758.83
B100L	758.77
B101L	758.37

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102L	757.67
B103L	757.97
B104L	758.19
B105L	758.30
B106L	758.41
B107L	758.50
B108L	758.59
B109L	758.68
B110L	758.80
B111L	758.72
B112L	758.31

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR RIGHT SIDE OF PIER 9, SEE SHEET 69/229.
3. FOR SECTIONS, SEE SHEET 70/229.
4. FOR PILE LAYOUT PLAN , SEE SHEET 25/229.
5. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
6. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

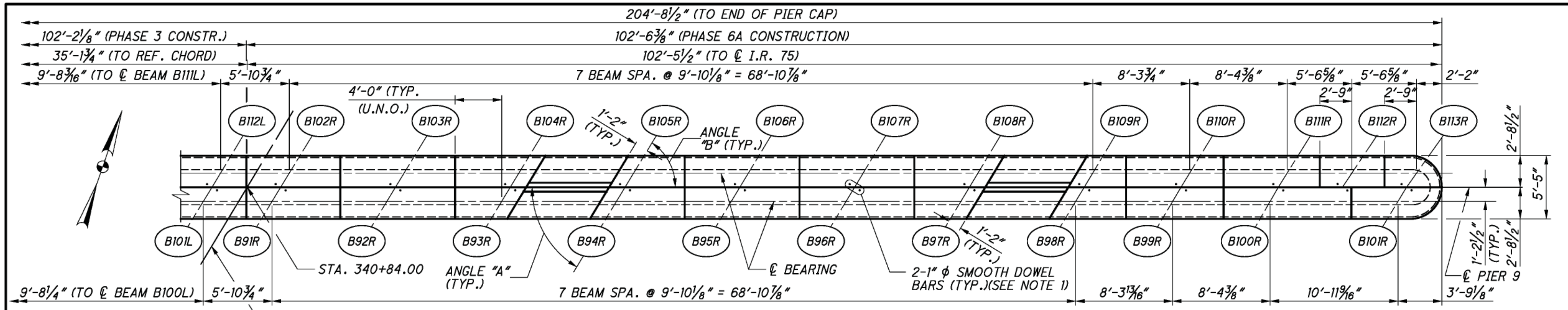
= VERTICAL PILE

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

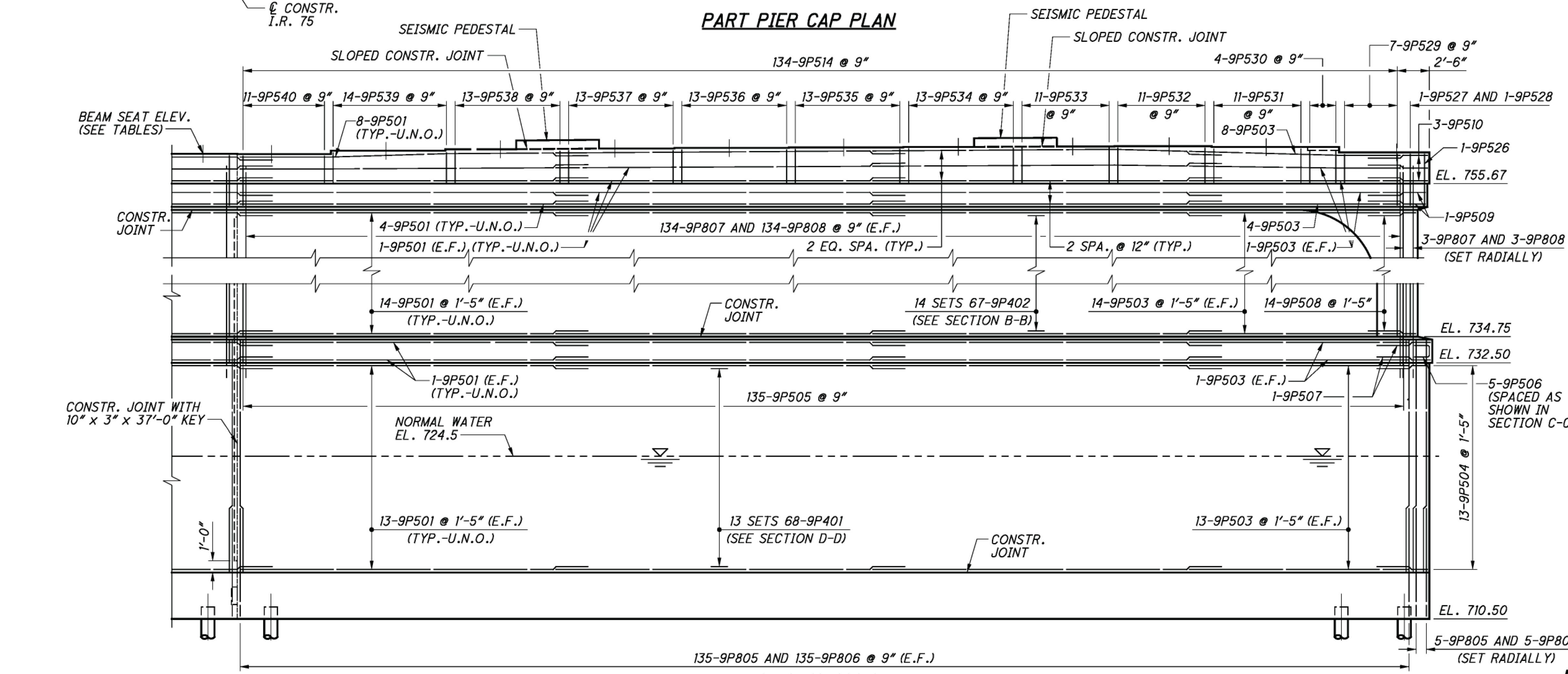
DESIGNED DMP | CHECKED GHD | DRAWN MEP/JLV | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 9 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

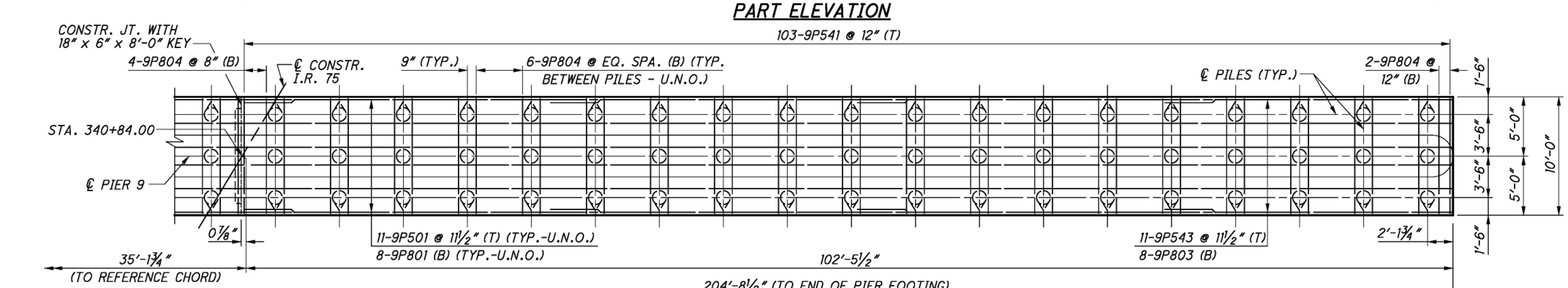
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"

BEAM	ANGLE
B91R	58°43'53"
B92R	58°43'53"
B93R	58°43'53"
B94R	58°43'53"
B95R	58°43'53"
B96R	58°43'53"
B97R	58°43'53"
B98R	58°43'53"
B99R	59°20'37"
B100R	59°56'41"
B101R	58°43'53"

ANGLE "B"

BEAM	ANGLE
B102R	58°27'11"
B103R	58°32'11"
B104R	58°37'15"
B105R	58°42'24"
B106R	58°47'36"
B107R	58°52'53"
B108R	58°58'14"
B109R	59°3'40"
B110R	58°29'39"
B111R	57°56'49"
B112R	56°13'35"
B113R	54°33'07"

BEAM SEAT ELEVATIONS

BEAM	ELEVATION
B91R	758.28
B92R	758.59
B93R	758.75
B94R	758.81
B95R	758.86
B96R	758.92
B97R	758.96
B98R	758.99
B99R	759.00
B100R	758.95
B101R	758.48

BEAM SEAT ELEVATIONS

BEAM	ELEVATION
B102R	758.22
B103R	758.51
B104R	758.66
B105R	758.72
B106R	758.77
B107R	758.81
B108R	758.85
B109R	758.88
B110R	758.89
B111R	758.75
B112R	758.47
B113R	758.26

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR LEFT SIDE OF PIER 9, SEE SHEET 68/229.
3. FOR SECTIONS, SEE SHEET 70/229.
4. FOR PILE LAYOUT PLAN , SEE SHEET 25/229.
5. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
6. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
REVIEWED MSL
DRAWN MEP/JLV
REVISED
DESIGNED DMP
CHECKED GHD

PIER 9 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

69/229

1316/1565

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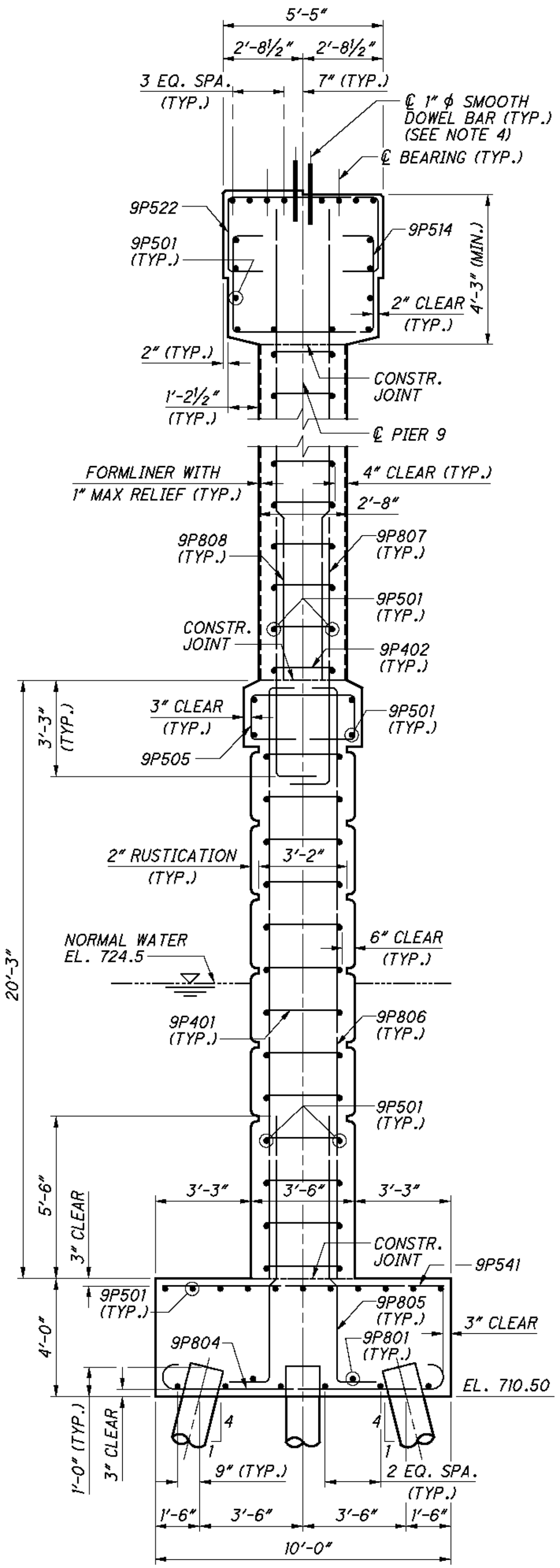
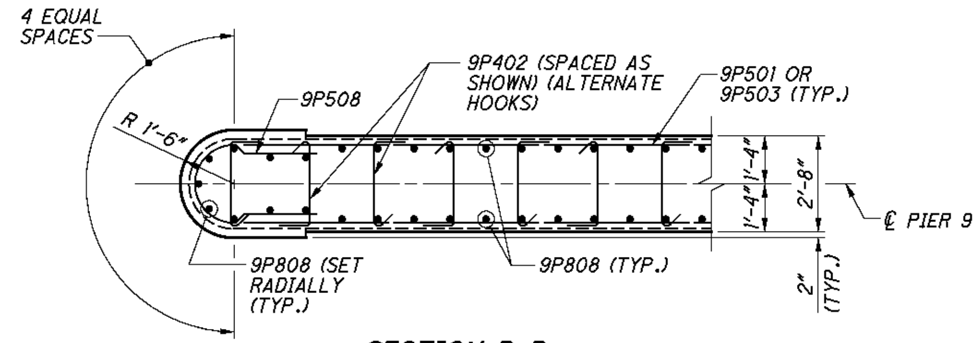
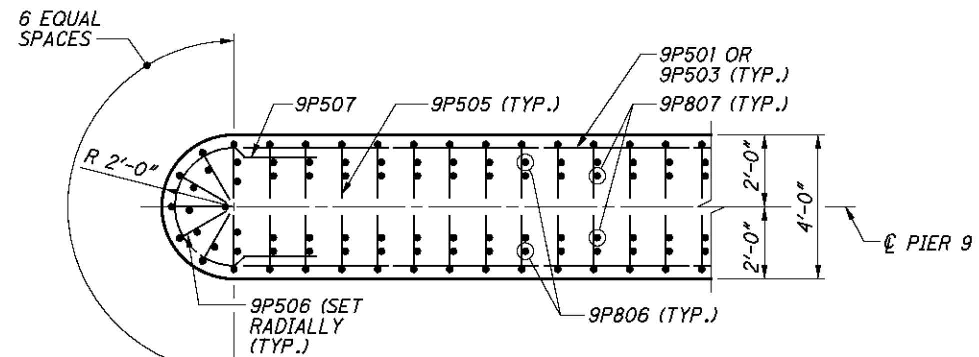


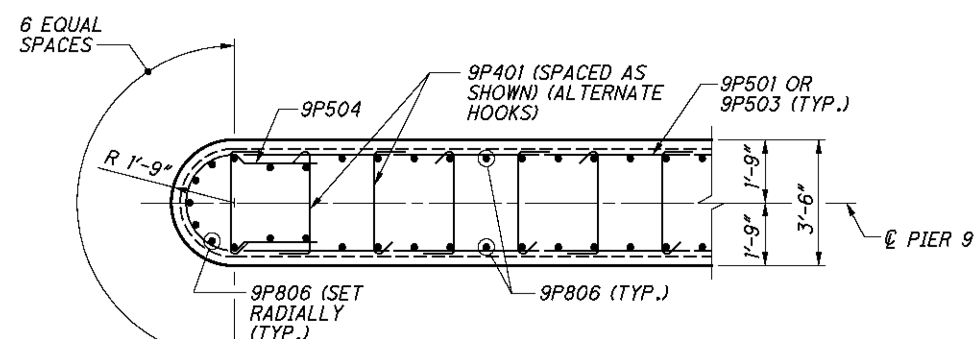
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

LAP LENGTH TABLE

BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

NOTES:

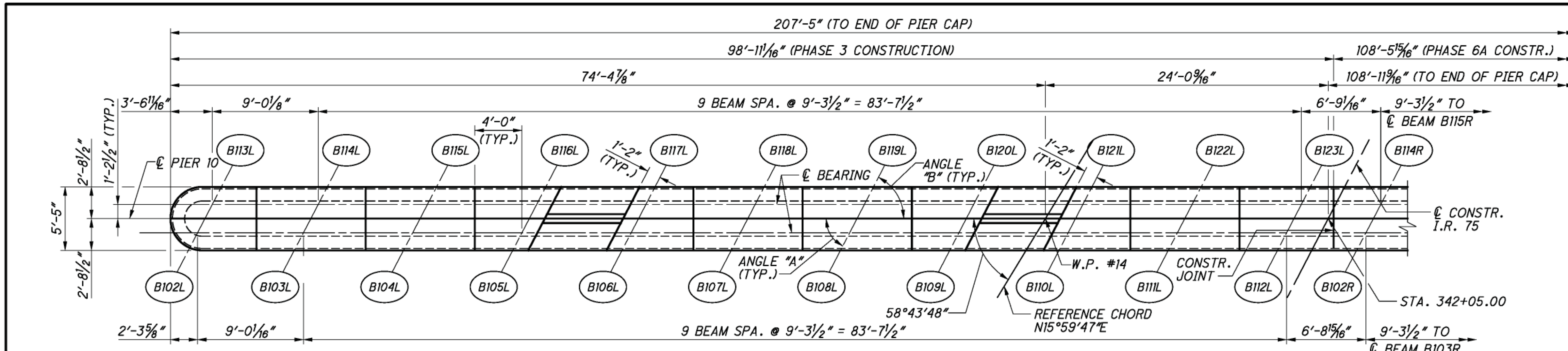
1. FOR PIER 9 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 68/229 AND 69/229.
2. FOR PILE LAYOUT PLAN, SEE SHEET 25/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. BRIDGE SEAT REINFORCING, SETTING DIAPHRAGM RODS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF DOWEL ROD HOLES OR THE PRE-SETTING OF DOWEL RODS.
5. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

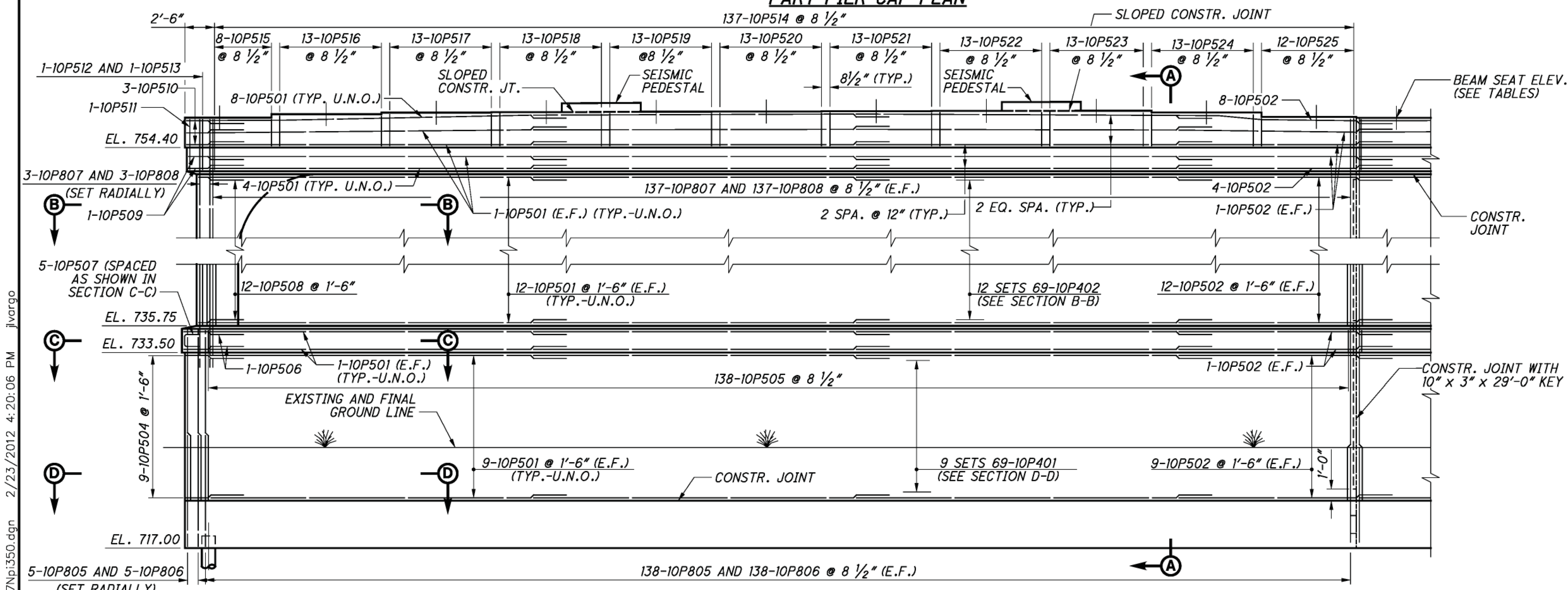
DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 9 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

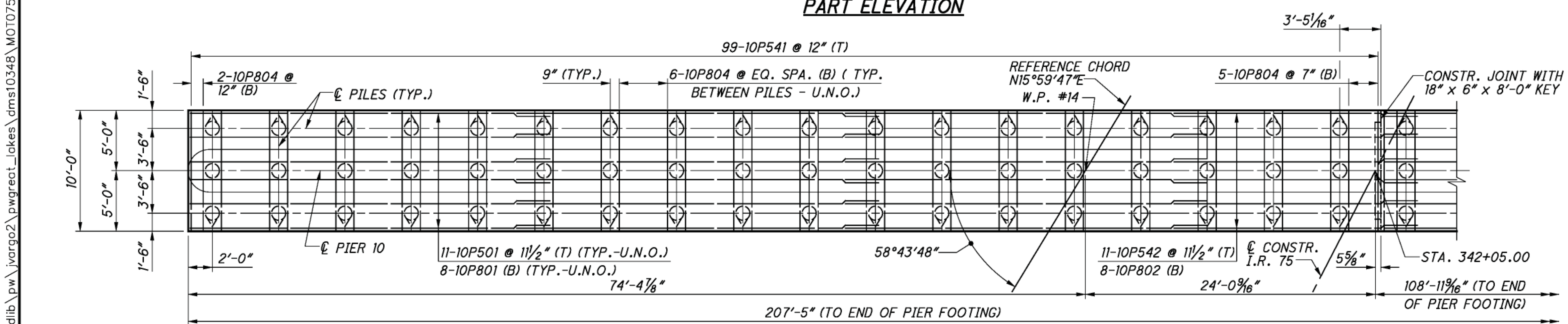
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B102L	62°33'09"
B103L	62°27'20"
B104L	62°28'28"
B105L	62°29'36"
B106L	62°30'45"
B107L	62°31'55"
B108L	62°33'06"
B109L	62°34'18"
B110L	62°35'30"
B111L	62°36'44"
B112L	62°37'58"

ANGLE "B"	
BEAM	ANGLE
B113L	62°37'58"
B114L	62°37'58"
B115L	62°37'58"
B116L	62°37'58"
B117L	62°37'58"
B118L	62°37'58"
B119L	62°37'58"
B120L	62°37'58"
B121L	62°37'58"
B122L	62°37'58"
B123L	62°37'58"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102L	756.93
B103L	757.25
B104L	757.41
B105L	757.45
B106L	757.48
B107L	757.51
B108L	757.52
B109L	757.55
B110L	757.61
B111L	757.47
B112L	757.09

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B113L	756.93
B114L	757.24
B115L	757.40
B116L	757.43
B117L	757.45
B118L	757.47
B119L	757.50
B120L	757.51
B121L	757.52
B122L	757.39
B123L	756.99

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

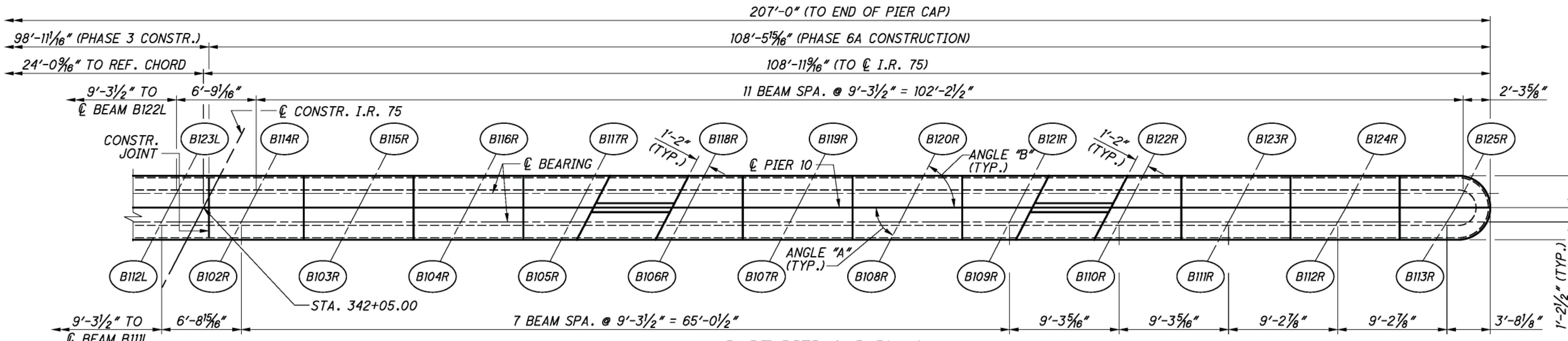
1. FOR RIGHT SIDE OF PIER 10, SEE SHEET 72/229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 73/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

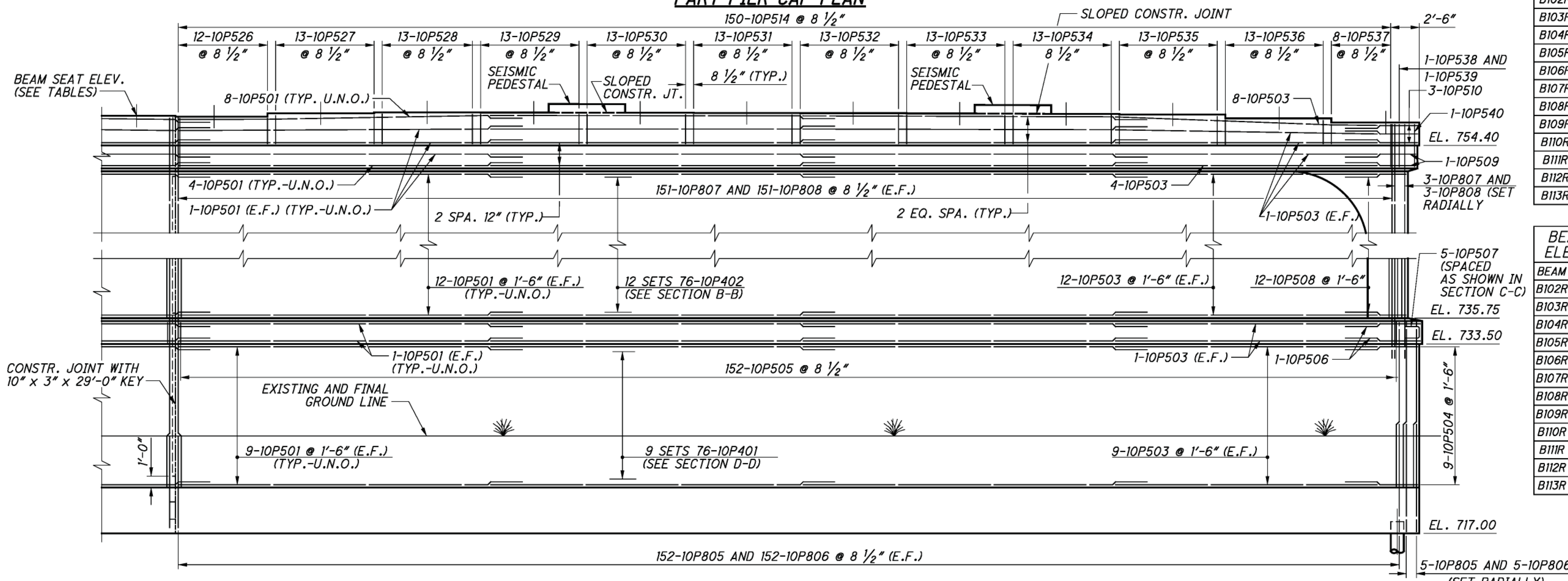
REVIEWED	DATE
MSL	03/01/12
STRUCTURE FILE NUMBER	
5707994/5708001	
DRAWN	REVISED
MEP/JAH	
DESIGNED	CHECKED
DMP	GHD

PIER 10 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

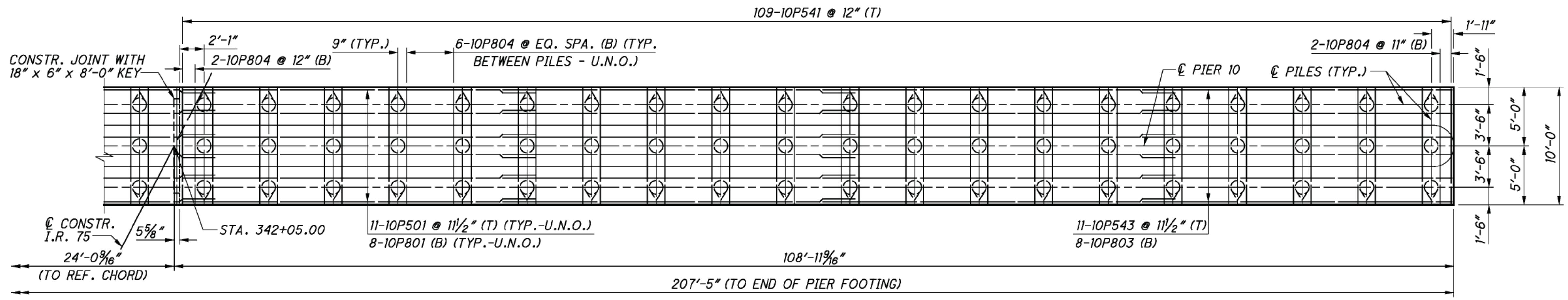
MOT-75-12.00
PID No. 77247



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B102R	62°10'43"
B103R	62°15'43"
B104R	62°20'47"
B105R	62°25'56"
B106R	62°31'08"
B107R	62°36'25"
B108R	62°41'46"
B109R	62°47'12"
B110R	62°13'11"
B111R	61°40'21"
B112R	59°57'07"
B113R	58°16'39"

ANGLE "B"	
BEAM	ANGLE
B114R	62°37'58"
B115R	62°37'58"
B116R	62°37'58"
B117R	62°37'58"
B118R	62°37'58"
B119R	62°37'58"
B120R	62°37'58"
B121R	62°37'58"
B122R	62°37'58"
B123R	62°37'58"
B124R	62°37'58"
B125R	62°37'58"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102R	757.02
B103R	757.31
B104R	757.40
B105R	757.40
B106R	757.38
B107R	757.36
B108R	757.34
B109R	757.30
B110R	757.25
B111R	757.13
B112R	756.76
B113R	756.40

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B114R	756.94
B115R	757.25
B116R	757.32
B117R	757.31
B118R	757.31
B119R	757.28
B120R	757.26
B121R	757.23
B122R	757.20
B123R	757.15
B124R	756.98
B125R	756.58

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 10, SEE SHEET 71/229.

2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 73/229.

PIER 10 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R

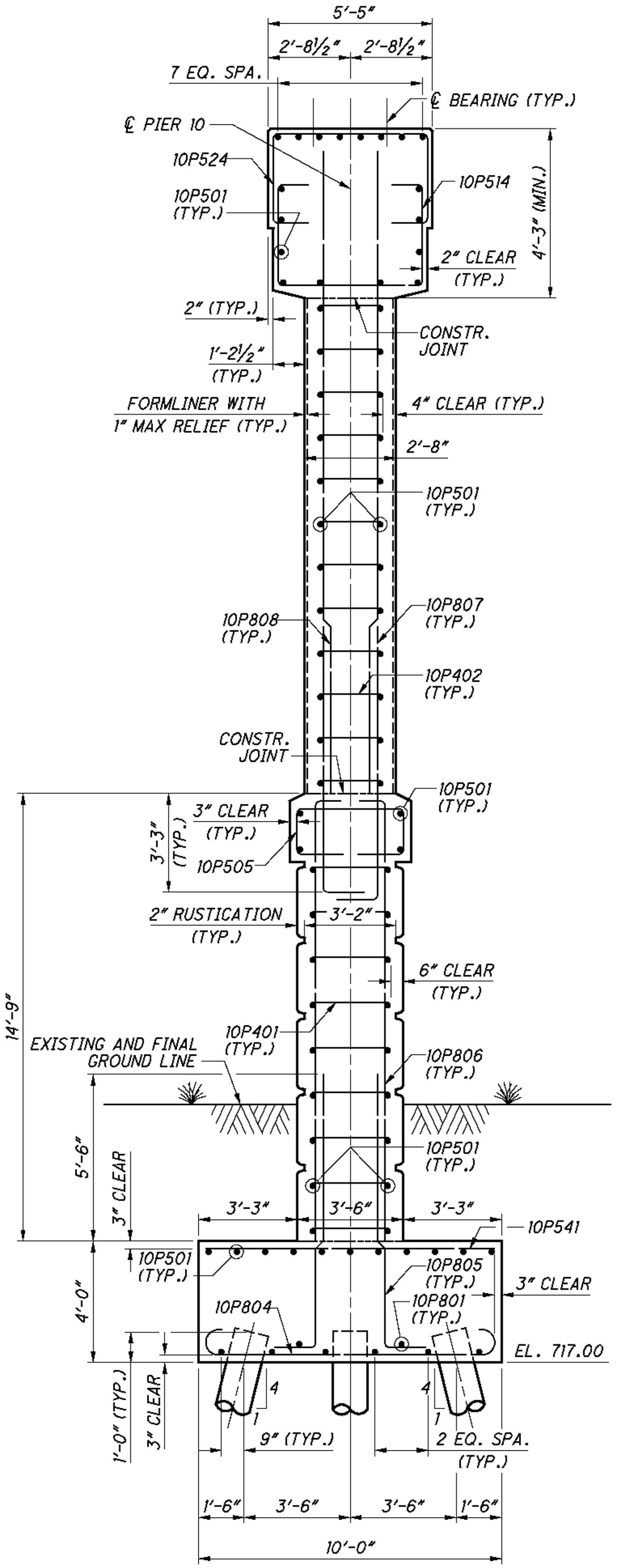
I.R 75 OVER THE GREAT MIAMI RIVER

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

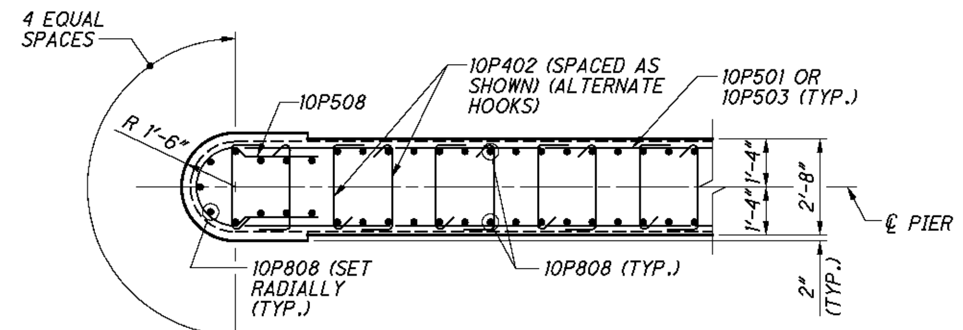
DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

MOT-75-12.00

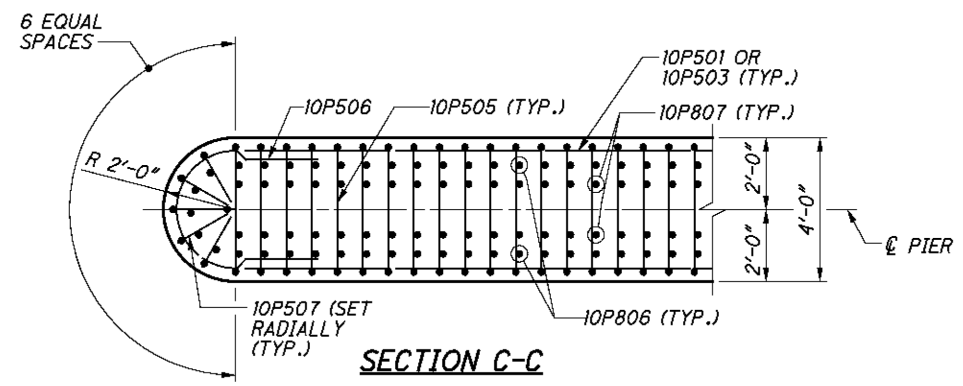
PID No. 77247



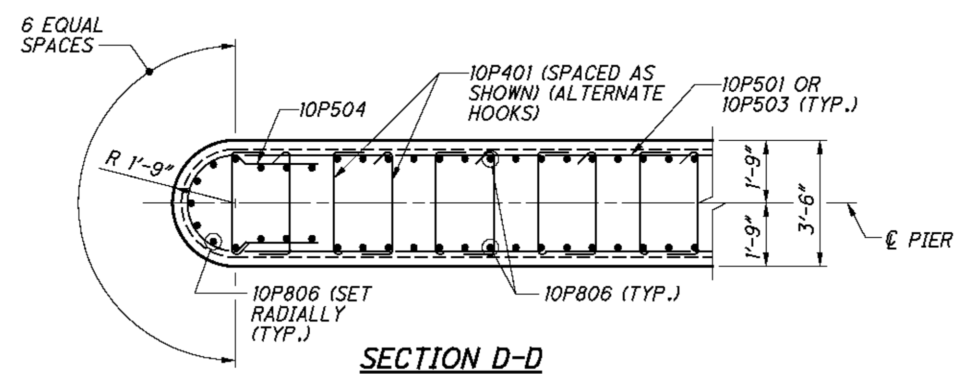
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

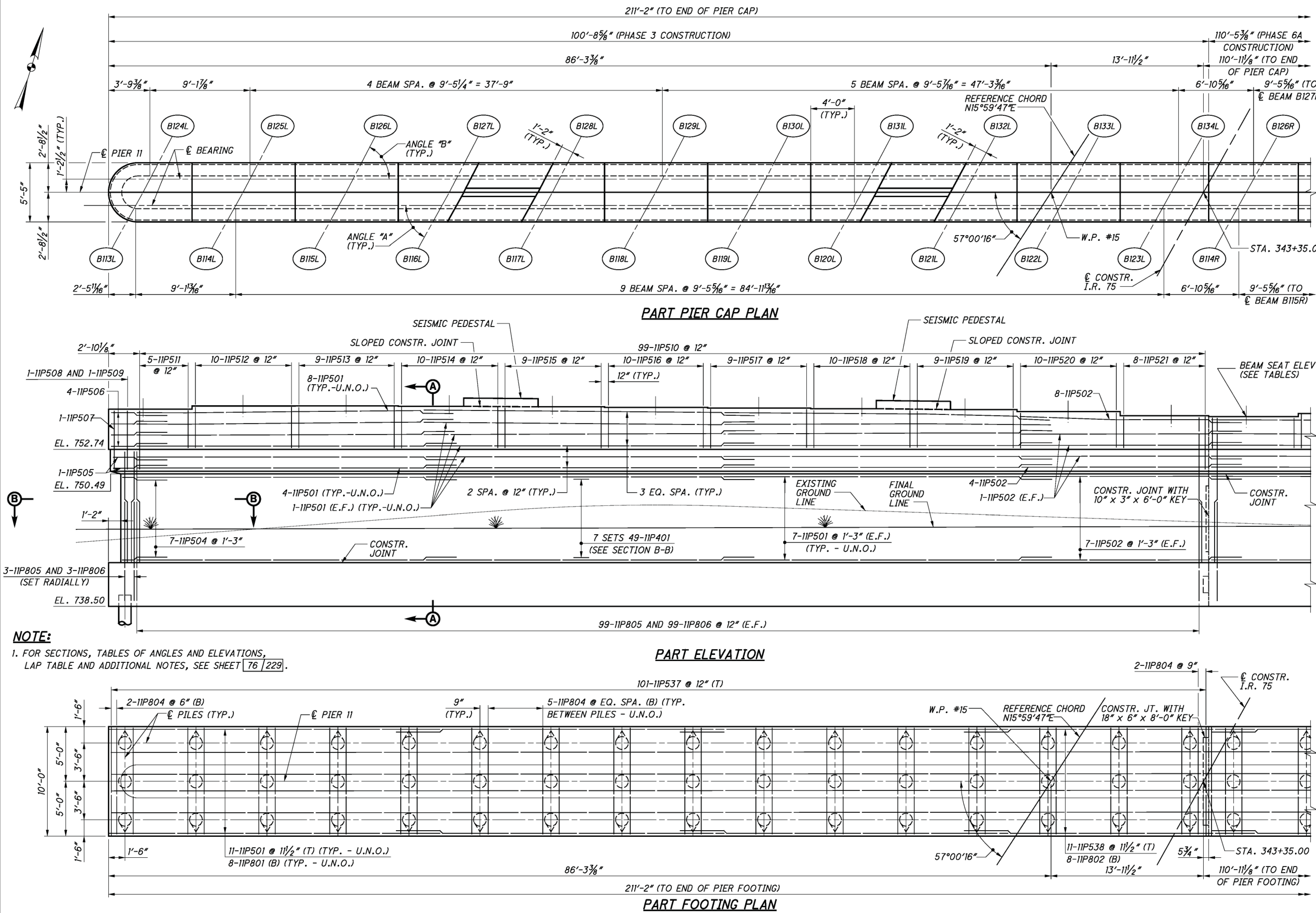
1. FOR PIER 10 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 71/229 AND 72/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 26/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 10 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



NOTE:

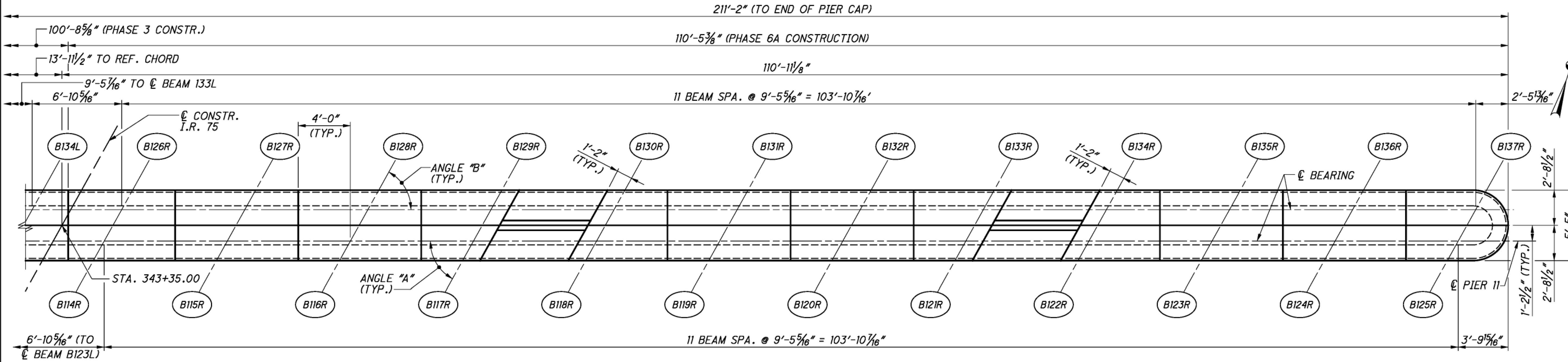
1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 76 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

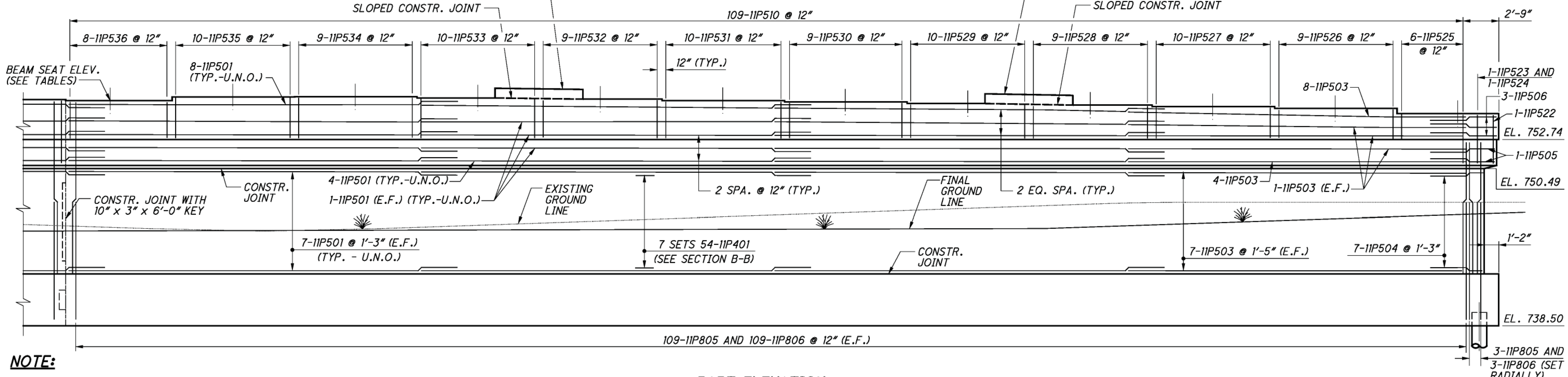
REVIEWED MSL	DATE 03/01/12	STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JLV/SNL	REVISED	
DESIGNED DMP	CHECKED GHD	

PIER 11 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



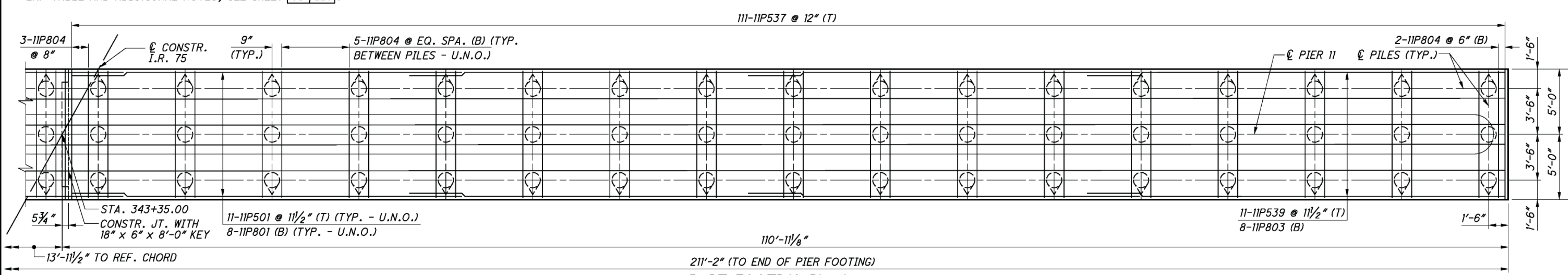
PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 76/229.



PART FOOTING PLAN

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	03/01/12

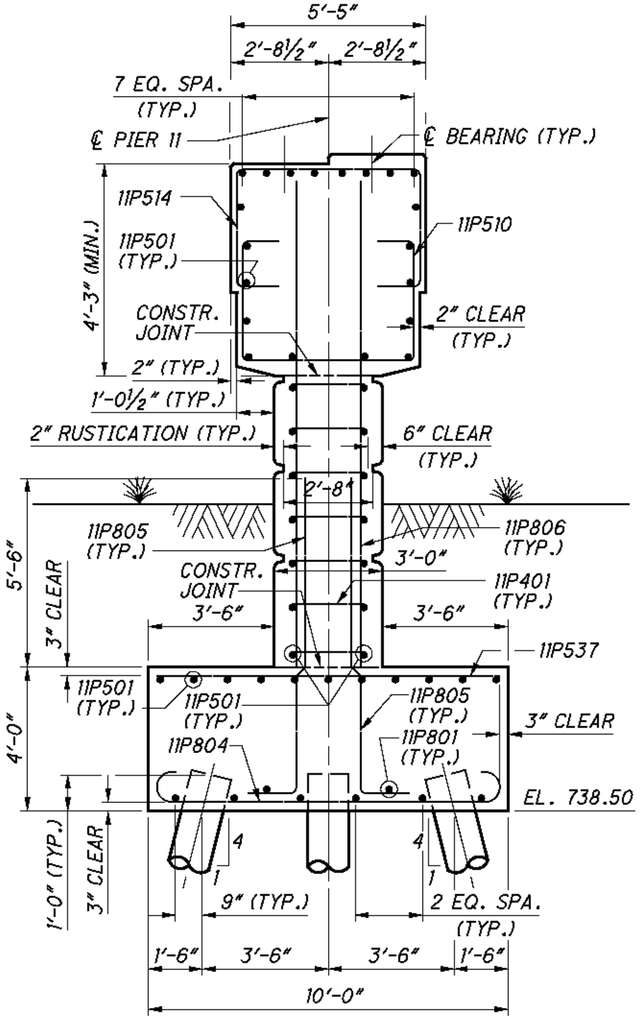
STRUCTURE FILE NUMBER 5707994/5708001

DRAWN	REVISED
JLV/SNL	

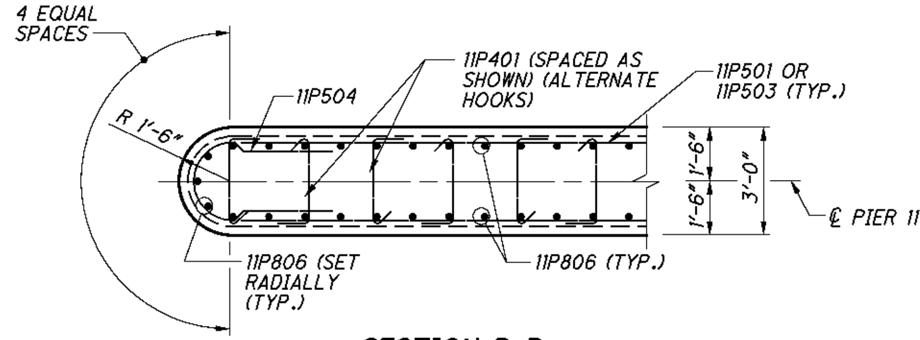
DESIGNED	CHECKED
DMP	GHD

PIER 11 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



SECTION A-A



SECTION B-B

ANGLE "A"	
BEAM	ANGLE
B113L	60°54'26"
B114L	60°54'26"
B115L	60°54'26"
B116L	60°54'26"
B117L	60°54'26"
B118L	60°54'26"
B119L	60°54'26"
B120L	60°54'26"
B121L	60°54'26"
B122L	60°54'26"
B123L	60°54'26"

ANGLE "B"	
BEAM	ANGLE
B124L	62°26'34"
B125L	62°25'03"
B126L	62°30'41"
B127L	62°36'35"
B128L	62°42'47"
B129L	62°49'17"
B130L	62°28'42"
B131L	62°07'04"
B132L	61°44'19"
B133L	61°20'23"
B134L	60°54'26"

ANGLE "A"	
BEAM	ANGLE
B114R	60°54'26"
B115R	60°54'26"
B116R	60°54'26"
B117R	60°54'26"
B118R	60°54'26"
B119R	60°54'26"
B120R	60°54'26"
B121R	60°54'26"
B122R	60°54'26"
B123R	60°54'26"
B124R	60°54'26"
B125R	60°54'26"

ANGLE "B"	
BEAM	ANGLE
B126R	60°54'26"
B127R	60°54'26"
B128R	60°54'26"
B129R	60°54'26"
B130R	60°54'26"
B131R	60°54'26"
B132R	60°54'26"
B133R	60°54'26"
B134R	60°54'26"
B135R	60°54'26"
B136R	60°54'26"
B137R	60°54'26"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B113L	756.25
B114L	756.57
B115L	756.61
B116L	756.57
B117L	756.50
B118L	756.45
B119L	756.40
B120L	756.32
B121L	756.26
B122L	756.07
B123L	755.67

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B124L	756.25
B125L	756.55
B126L	756.61
B127L	756.56
B128L	756.53
B129L	756.50
B130L	756.44
B131L	756.37
B132L	756.34
B133L	756.14
B134L	755.75

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B114R	755.62
B115R	755.93
B116R	755.93
B117R	755.84
B118R	755.76
B119R	755.64
B120R	755.54
B121R	755.42
B122R	755.31
B123R	755.19
B124R	755.20
B125R	754.78

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B126R	755.75
B127R	756.03
B128R	756.04
B129R	755.95
B130R	755.84
B131R	755.73
B132R	755.65
B133R	755.53
B134R	755.40
B135R	755.28
B136R	755.14
B137R	754.74

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

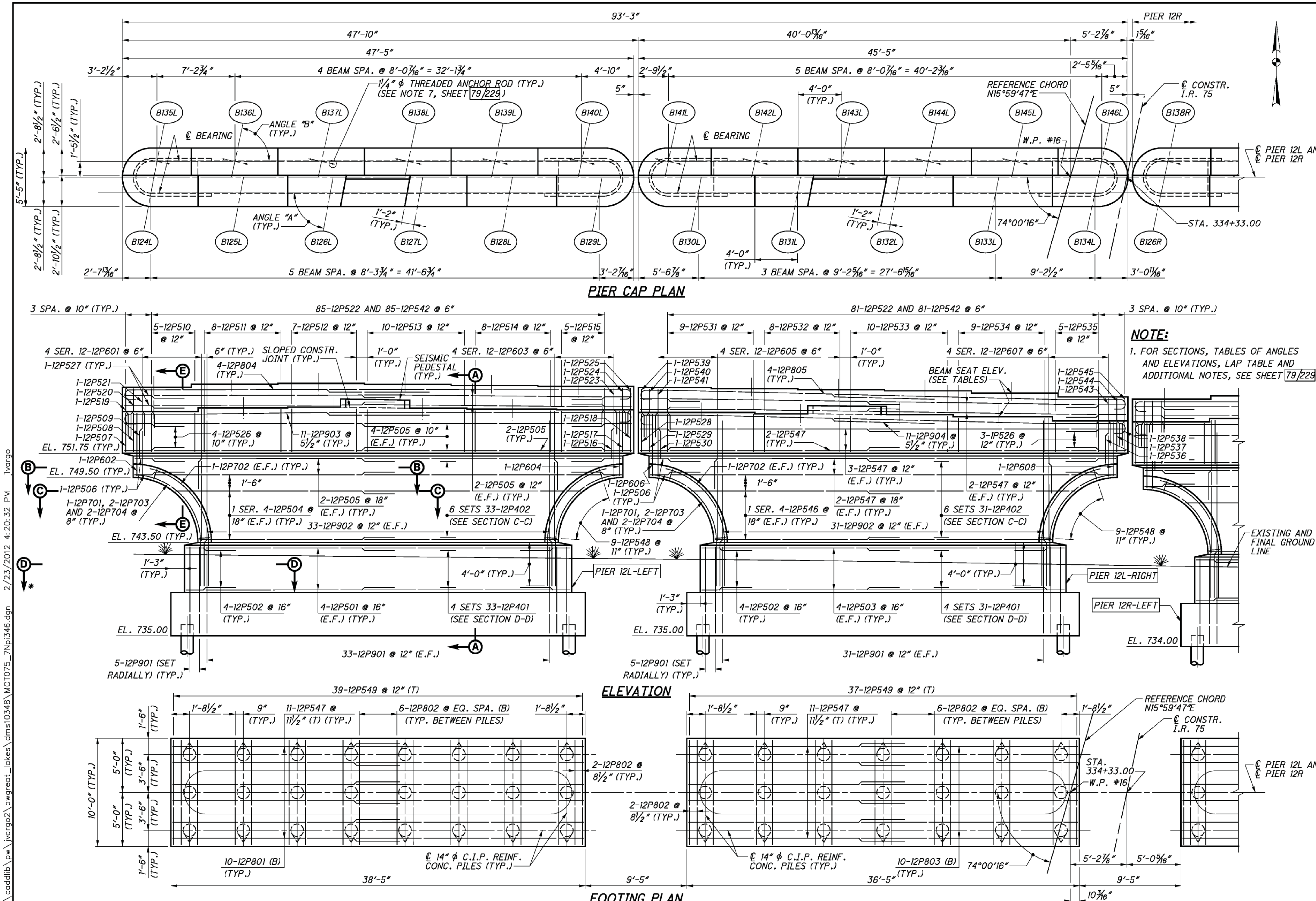
1. FOR PIER 11 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 74/229 AND 75/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 26/229 .
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JLV/SNL REVISED
DESIGNED DMP CHECKED GHD

PIER 11 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



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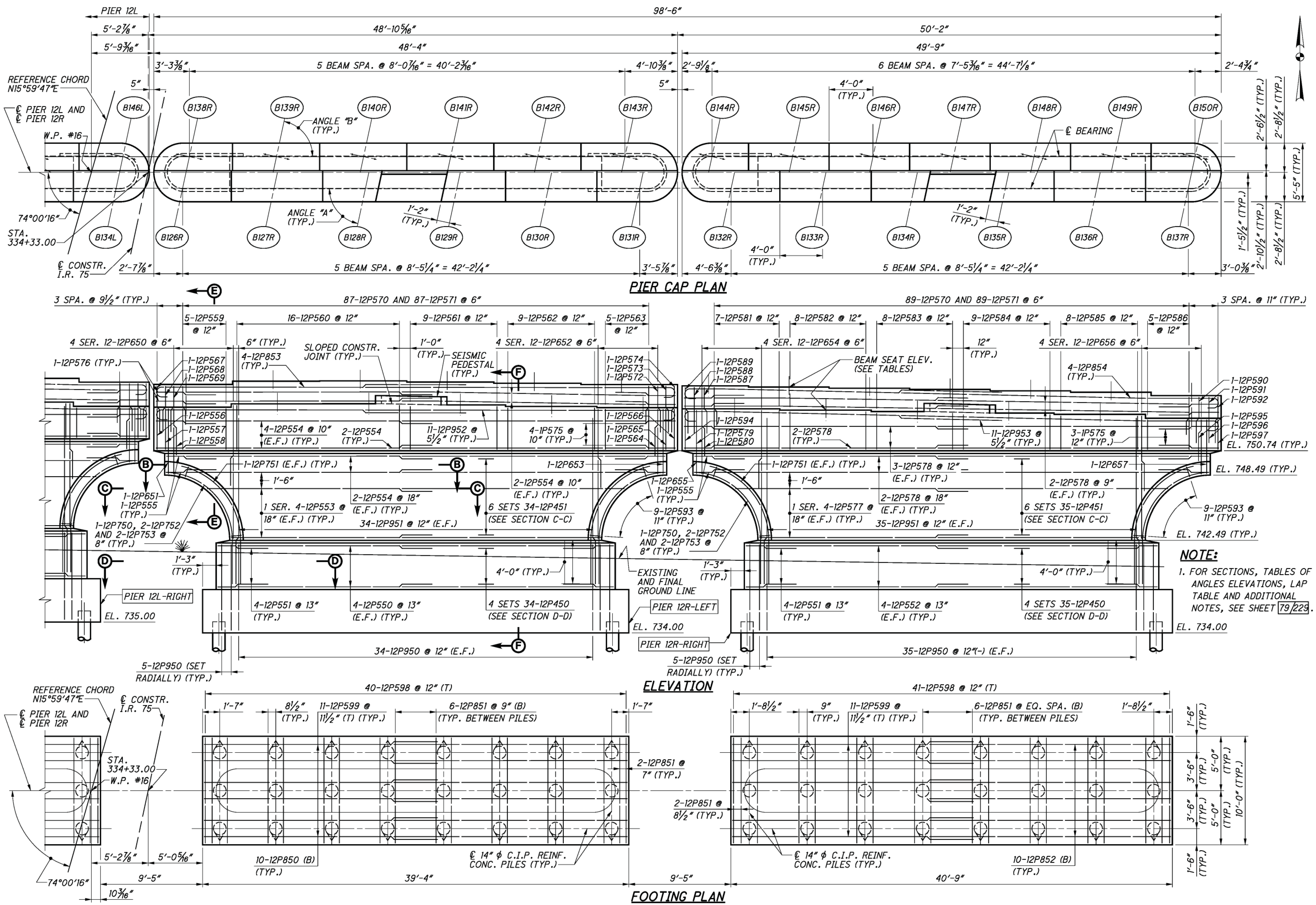
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

PIER 12L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL	DATE 03/01/12	STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JLV	REVISED	
DESIGNED JPD	CHECKED DMP	

PIER 12R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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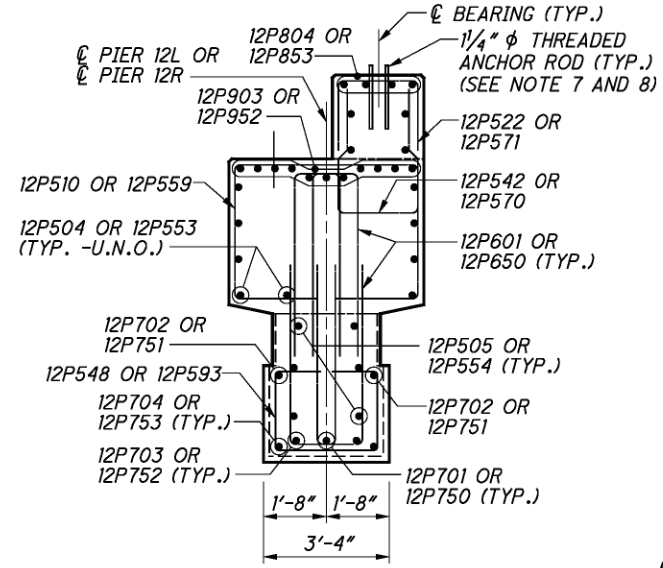
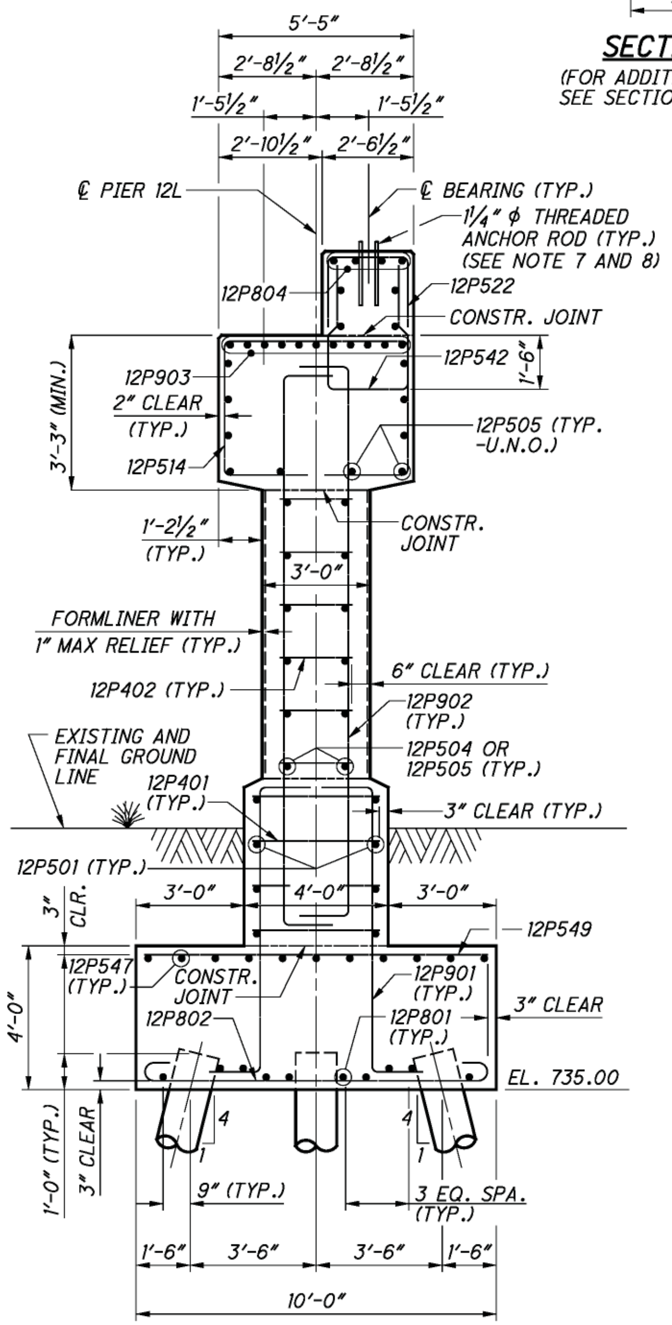
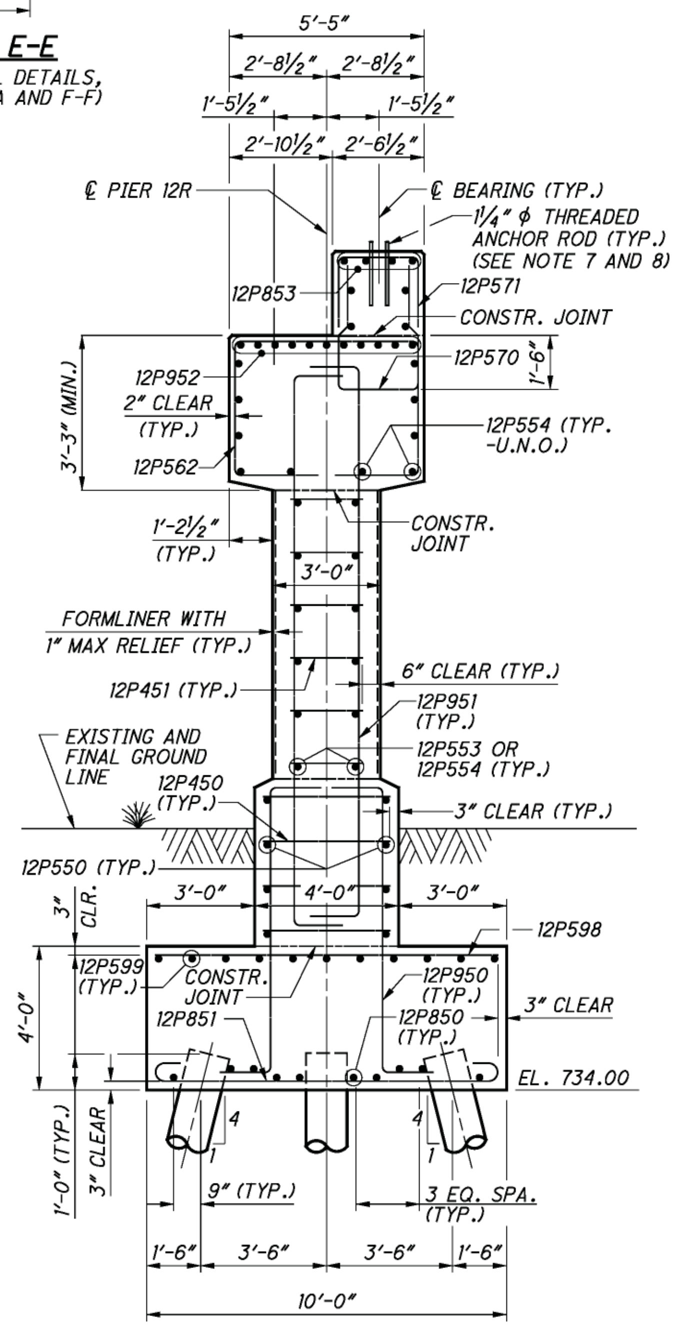


SECTION E-E

(FOR ADDITIONAL DETAILS, SEE SECTION A-A AND F-F)



SECTION A-A



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B124L	79°26'34"
B125L	79°25'03"
B126L	79°30'41"
B127L	79°36'35"
B128L	79°42'47"
B129L	79°49'17"
B130L	79°28'42"
B131L	79°07'04"
B132L	78°44'19"
B133L	78°20'23"
B134L	77°54'26"

ANGLE "B"	
BEAM	ANGLE
B135L	79°03'13"
B136L	77°54'26"
B137L	77°54'26"
B138L	77°54'26"
B139L	77°54'26"
B140L	77°54'26"
B141L	77°54'26"
B142L	77°54'26"
B143L	77°54'26"
B144L	77°54'26"
B145L	77°54'26"
B146L	77°54'26"

ANGLE "A"	
BEAM	ANGLE
B126R	77°54'26"
B127R	77°54'26"
B128R	77°54'26"
B129R	77°54'26"
B130R	77°54'26"
B131R	77°54'26"
B132R	77°54'26"
B133R	77°54'26"
B134R	77°54'26"
B135R	77°54'26"
B136R	77°54'26"
B137R	77°54'26"

ANGLE "B"	
BEAM	ANGLE
B138R	77°54'26"
B139R	77°54'26"
B140R	77°54'26"
B141R	77°54'26"
B142R	77°54'26"
B143R	77°54'26"
B144R	77°54'26"
B145R	77°54'26"
B146R	77°54'26"
B147R	77°54'26"
B148R	77°54'26"
B149R	77°54'26"
B150R	77°54'26"

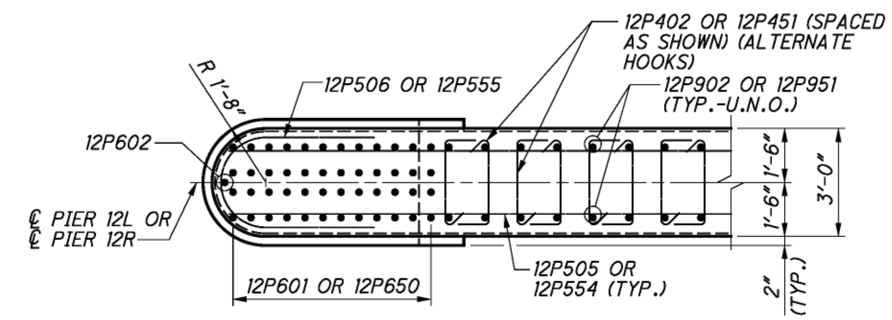
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B124L	755.52
B125L	755.84
B126L	755.90
B127L	755.80
B128L	755.72
B129L	755.65
B130L	755.53
B131L	755.41
B132L	755.34
B133L	755.14
B134L	754.75

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B135L	757.87
B136L	758.15
B137L	758.22
B138L	758.13
B139L	758.03
B140L	757.94
B141L	757.84
B142L	757.75
B143L	757.64
B144L	757.54
B145L	757.33
B146L	756.98

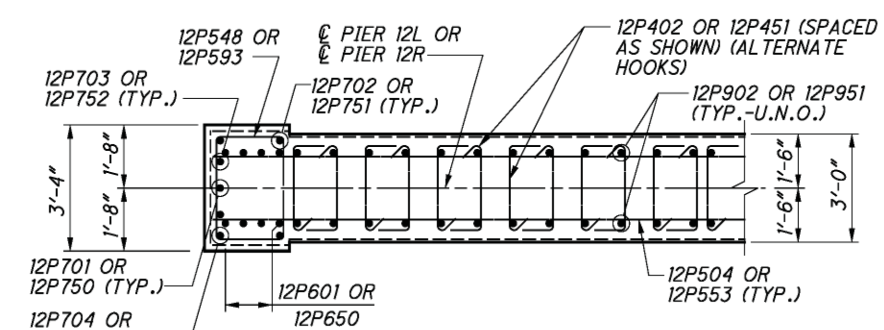
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B126R	754.76
B127R	755.07
B128R	755.08
B129R	754.97
B130R	754.83
B131R	754.72
B132R	754.61
B133R	754.49
B134R	754.36
B135R	754.22
B136R	754.10
B137R	753.74

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B138R	756.86
B139R	757.16
B140R	757.19
B141R	757.08
B142R	756.97
B143R	756.85
B144R	756.73
B145R	756.62
B146R	756.51
B147R	756.40
B148R	756.27
B149R	756.14
B150R	755.83

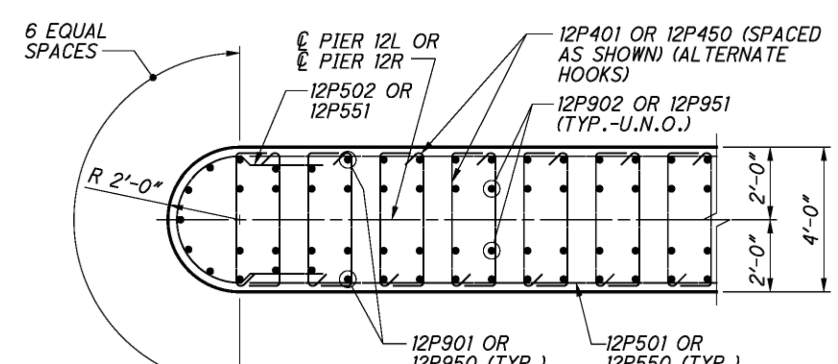
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	6'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 9 HORZ.	9'-3" MIN.



SECTION B-B



SECTION C-C



SECTION D-D

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 12L DETAILS AND LOCATION OF SECTIONS, SEE SHEET 77/229.
2. FOR PIER 12R DETAILS AND LOCATION OF SECTIONS, SEE SHEET 78/229.
3. FOR PILE LAYOUT PLAN , SEE SHEET 28/229.
4. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
5. FOR ARCHITECTURAL DETAILS, SEE SHEET 36/229.
6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.
7. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHORS OR THE PRE-SETTING OF BEARING ANCHORS.
8. FOR ADDITIONAL ANCHOR ROD DETAILS AND NOTES, SEE SHEET 83/229.
9. FIELD CUTTING OF REINFORCING STEEL AND REPAIR OF EPOXY COATING SHALL BE INCIDENTAL TO ITEM 509 EPOXY COATED REINFORCING STEEL.
10. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
REVIEWED MSL
DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JLV
REVISED
DESIGNED JPD
CHECKED DMP

PIER 12L AND 12R DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

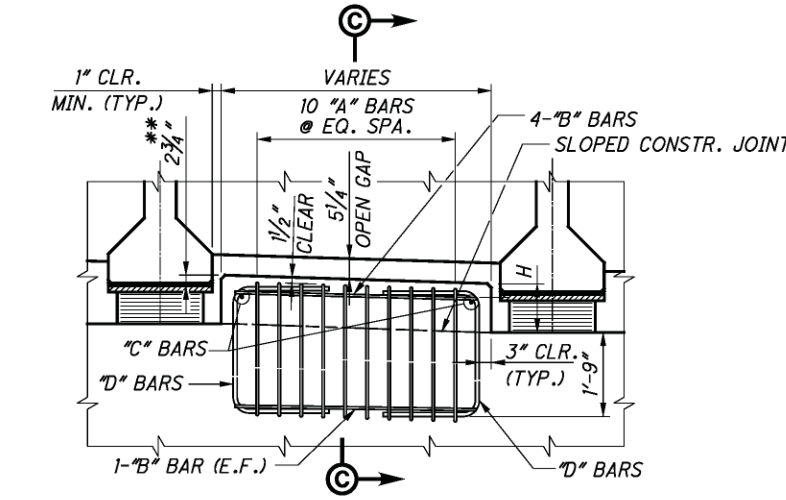
SEISMIC PEDESTAL DATA

LEFT BRIDGE

PIER	BETWEEN BEAMS	HEIGHT (H), IN.	"A" BARS	"B" BARS	"C" BARS	"D" BARS
NO SEISMIC PEDESTALS AT PIER 1L						
2L	B16L-B17L	11.72	SP501	SP502	SP801	SP802
	B21L-B22L	11.72	SP501	SP502	SP801	SP802
	B27L-B28L	9.27	SP503	SP502	SP801	SP803
	B32L-B33L	9.27	SP503	SP502	SP801	SP803
3L	B27L-B28L	8.12	SP504	SP505	SP804	SP805
	B32L-B33L	8.12	SP504	SP505	SP804	SP805
	B38L-B39L	10.17	SP506	SP505	SP804	SP806
	B43L-B44L	10.17	SP506	SP505	SP804	SP806
4	B39L-B40L	9.03	SP507	SP508	SP807	SP803
	B43L-B44L	9.04	SP509	SP510	SP808	SP803
	B50L-B51L	9.06	SP511	SP512	SP809	SP803
	B54L-B55L	9.06	SP511	SP512	SP809	SP803
5	B50L-B51L	8.49	SP513	SP514	SP810	SP811
	B54L-B55L	8.49	SP513	SP514	SP810	SP811
	B61L-B62L	8.49	SP513	SP514	SP810	SP811
	B65L-B66L	8.49	SP513	SP514	SP810	SP811
6	B61L-B62L	7.91	SP515	SP516	SP812	SP811
	B65L-B66L	7.91	SP515	SP516	SP812	SP811
	B72L-B73L	7.91	SP515	SP516	SP812	SP811
	B76L-B77L	7.91	SP515	SP516	SP812	SP811
7	B72L-B73L	7.34	SP517	SP516	SP812	SP813
	B76L-B77L	7.34	SP517	SP516	SP812	SP813
	B83L-B84L	7.91	SP518	SP519	SP814	SP811
	B87L-B88L	7.91	SP518	SP519	SP814	SP811
8	B83L-B84L	7.91	SP518	SP519	SP814	SP811
	B87L-B88L	7.91	SP518	SP519	SP814	SP811
	B94L-B95L	7.88	SP520	SP521	SP804	SP811
	B98L-B99L	7.88	SP520	SP521	SP804	SP811
9	B94L-B95L	7.90	SP520	SP521	SP804	SP811
	B98L-B99L	7.90	SP520	SP521	SP804	SP811
	B105L-B106L	8.47	SP520	SP521	SP804	SP811
	B109L-B110L	8.47	SP520	SP521	SP804	SP811
10	B105L-B106L	8.46	SP522	SP523	SP801	SP811
	B109L-B110L	8.46	SP522	SP523	SP801	SP811
	B116L-B117L	8.47	SP522	SP523	SP801	SP811
	B120L-B121L	8.47	SP522	SP523	SP801	SP811
11	B116L-B117L	8.47	SP522	SP519	SP801	SP811
	B120L-B121L	8.47	SP522	SP519	SP801	SP811
	B127L-B128L	8.47	SP522	SP519	SP801	SP811
	B131L-B132L	8.47	SP522	SP519	SP801	SP811
12L	B126L-B127L	8.47	SP524	SP525	SP815	SP811
	B131L-B132L	8.47	SP524	SP521	SP815	SP811

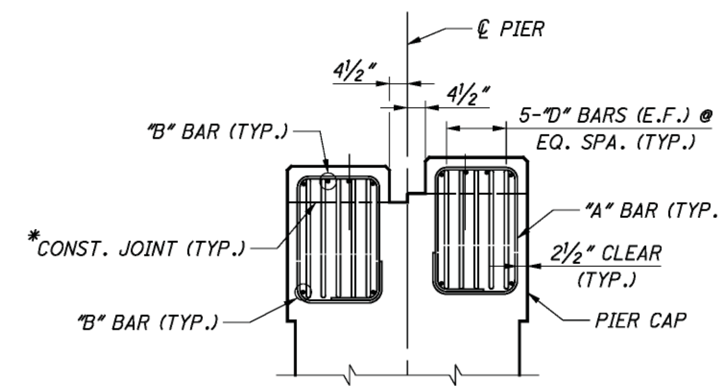
RIGHT BRIDGE

PIER	BETWEEN BEAMS	HEIGHT (H), IN.	"A" BARS	"B" BARS	"C" BARS	"D" BARS
1R	B3R-B4R	11.72	SP526	SP527	SP804	SP802
	B9R-B10R	11.72	SP526	SP527	SP804	SP802
	B15R-B16R	11.09	SP528	SP527	SP804	SP816
	B21R-B22R	11.09	SP528	SP527	SP804	SP816
2R	B16R-B17R	11.11	SP528	SP523	SP804	SP816
	B21R-B22R	11.11	SP529	SP523	SP814	SP816
	B27R-B28R	10.63	SP530	SP531	SP814	SP806
	B32R-B33R	10.63	SP530	SP531	SP814	SP806
3R	B27R-B28R	10.27	SP532	SP533	SP817	SP806
	B32R-B33R	10.27	SP532	SP533	SP817	SP806
	B38R-B39R	9.59	SP534	SP533	SP818	SP803
	B43R-B44R	9.59	SP534	SP533	SP818	SP803
4	B38R-B39R	9.04	SP535	SP510	SP819	SP803
	B42R-B43R	9.04	SP511	SP536	SP809	SP803
	B49R-B50R	9.02	SP511	SP536	SP809	SP803
	B53R-B54R	9.02	SP537	SP512	SP820	SP803
5	B49R-B50R	8.49	SP513	SP538	SP810	SP811
	B53R-B54R	8.49	SP513	SP538	SP810	SP811
	B60R-B61R	8.46	SP539	SP540	SP817	SP811
	B64R-B65R	8.46	SP539	SP540	SP817	SP811
6	B60R-B61R	8.43	SP518	SP516	SP814	SP811
	B64R-B65R	8.43	SP518	SP516	SP814	SP811
	B71R-B72R	7.92	SP518	SP541	SP814	SP811
	B75R-B76R	7.92	SP518	SP541	SP814	SP811
7	B71R-B72R	7.93	SP518	SP542	SP814	SP811
	B75R-B76R	7.93	SP518	SP542	SP814	SP811
	B82R-B83R	7.93	SP518	SP542	SP814	SP811
	B86R-B87R	7.93	SP518	SP542	SP814	SP811
8	B82R-B83R	7.95	SP518	SP542	SP814	SP811
	B86R-B87R	7.95	SP518	SP542	SP814	SP811
	B93R-B94R	7.91	SP520	SP516	SP804	SP811
	B97R-B98R	7.91	SP520	SP516	SP804	SP811
9	B93R-B94R	7.95	SP520	SP516	SP804	SP811
	B97R-B98R	7.95	SP520	SP516	SP804	SP811
	B104R-B105R	8.49	SP520	SP516	SP804	SP811
	B108R-B109R	8.49	SP520	SP516	SP804	SP811
10	B105R-B106R	8.52	SP522	SP523	SP801	SP811
	B109R-B110R	8.52	SP522	SP523	SP801	SP811
	B117R-B118R	8.49	SP522	SP523	SP801	SP811
	B121R-B122R	8.49	SP522	SP523	SP801	SP811
11	B117R-B118R	8.50	SP522	SP519	SP801	SP811
	B121R-B122R	8.50	SP522	SP519	SP801	SP811
	B129R-B130R	8.50	SP522	SP519	SP801	SP811
	B133R-B134R	8.50	SP522	SP519	SP801	SP811
12R	B128R-B129R	8.53	SP524	SP543	SP815	SP811
	B134R-B135R	8.53	SP524	SP543	SP815	SP811



FRONT VIEW OF SEISMIC PEDESTAL

THE "A" AND "C" BARS SHALL BE PLACED PARALLEL TO THE ℄ BEAMS. THE "B" AND "D" BARS SHALL BE PLACED PARALLEL TO THE ℄ BEARING.



SECTION C-C

(PIER CAP REINFORCEMENT AND "C" BARS NOT SHOWN FOR CLARITY)

SEISMIC PEDESTAL DETAILS

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMODATE THE PLACEMENT OF THE "A" AND "D" BARS.

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

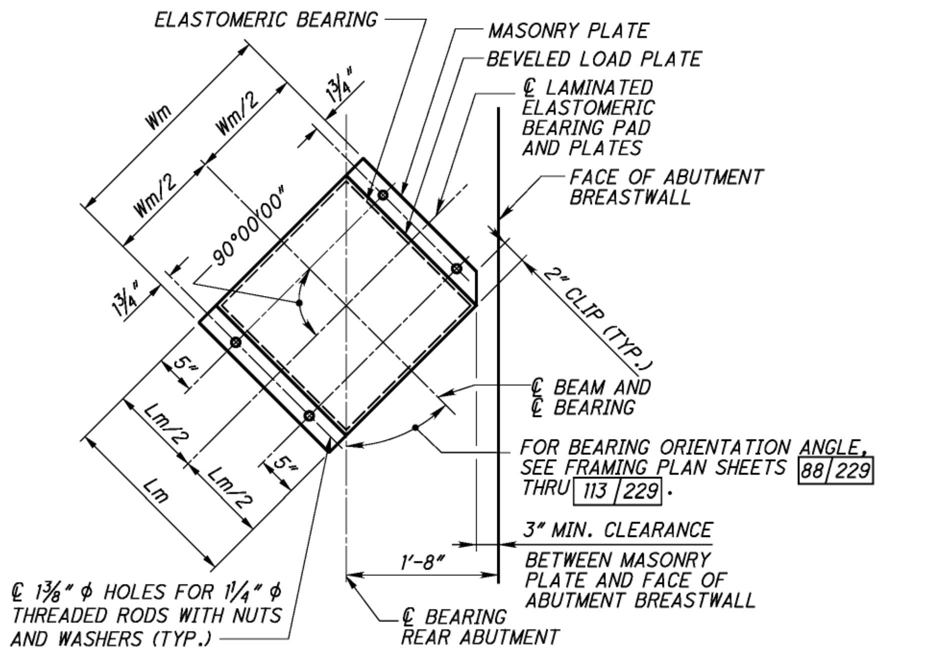
** THE 2¾" DIMENSION IS MEASURED FROM THE BOTTOM OF THE BEAM TO THE TOP OF THE SEISMIC PEDESTAL.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JLV	SNL	AFN	12/1/10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

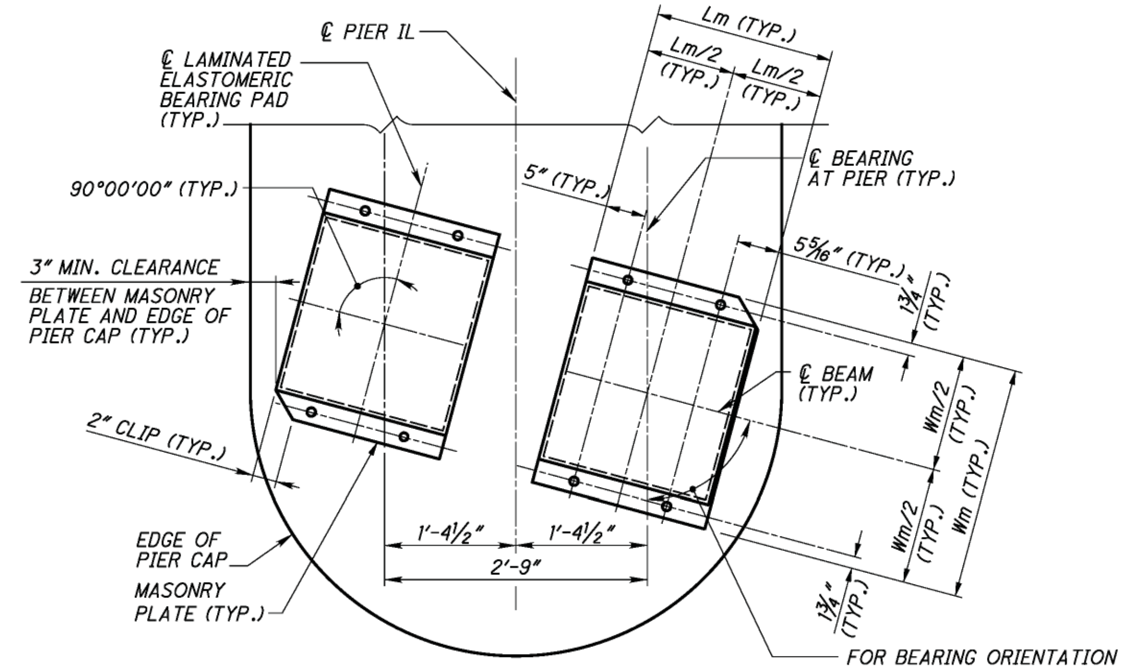
PIER SEISMIC PEDESTAL DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



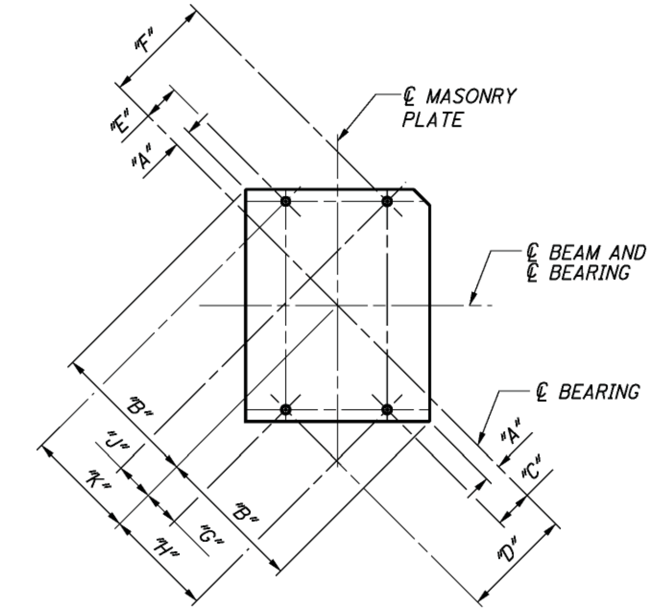
LEFT BRIDGE-REAR ABUTMENT BEARING ORIENTATION PLAN

(RIGHT BRIDGE-REAR ABUT. SIMILAR, EXCEPT NO MASONRY PLATE REQUIRED)

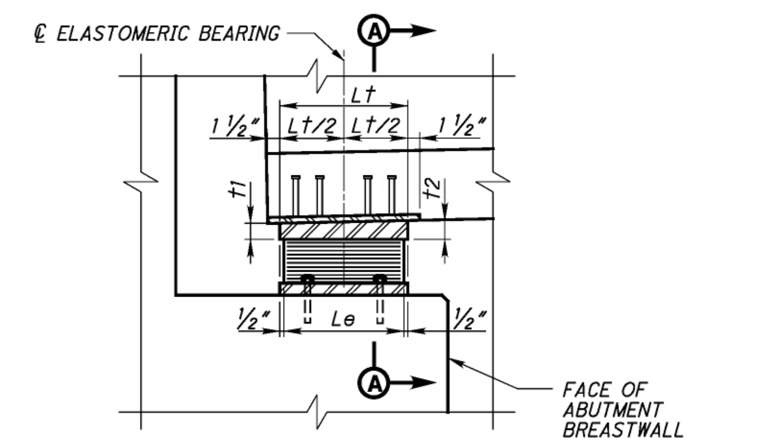


PIER 1L BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)

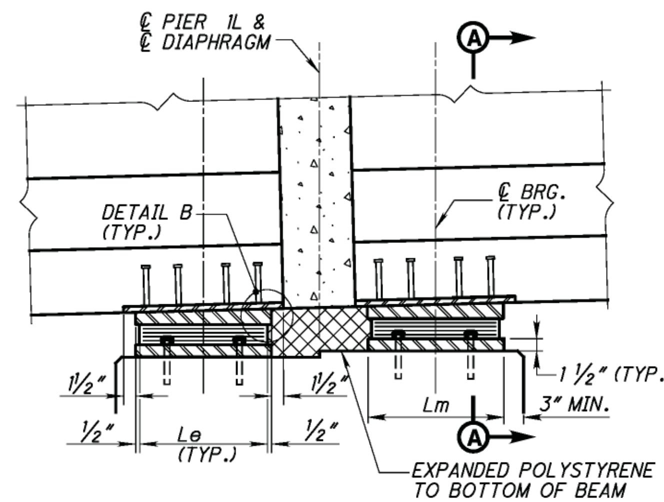


MASONRY PLATE DETAIL



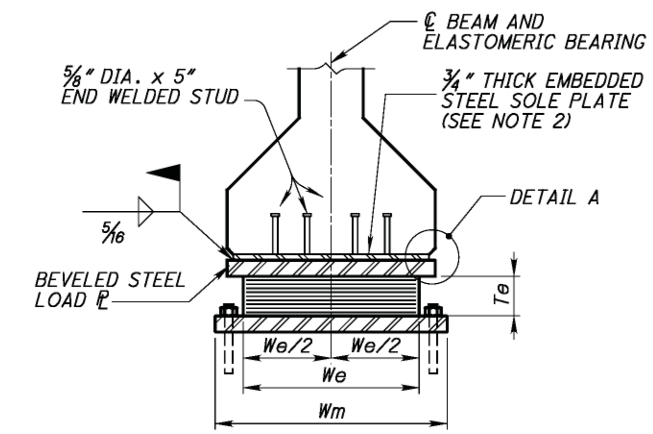
LEFT BRIDGE-REAR ABUTMENT DETAIL (EXPANSION)

(RIGHT BRIDGE REAR ABUT. SIMILAR, EXCEPT NO MASONRY PLATE REQUIRED)

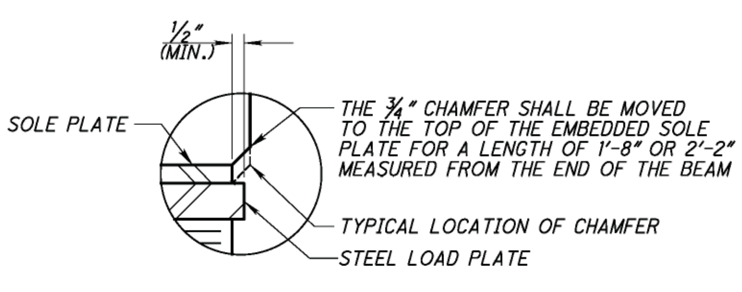


PIER 1L DETAIL (EXPANSION)

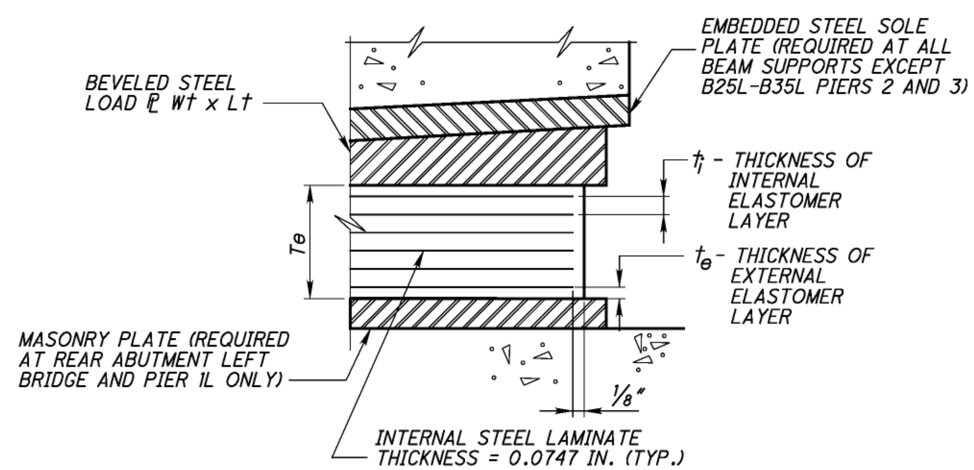
(DIAPHRAGM REINFORCING NOT SHOWN)



SECTION A-A



DETAIL A



DETAIL B

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 84/229.
2. FOR SOLE PLATE DETAIL, SEE SHEET 82/229.
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84/229 AND 86/229.
4. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
5. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38/229 THRU 80/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

ELASTOMERIC BEARING DETAILS (SPANS 1-12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

81/229

1328/1565

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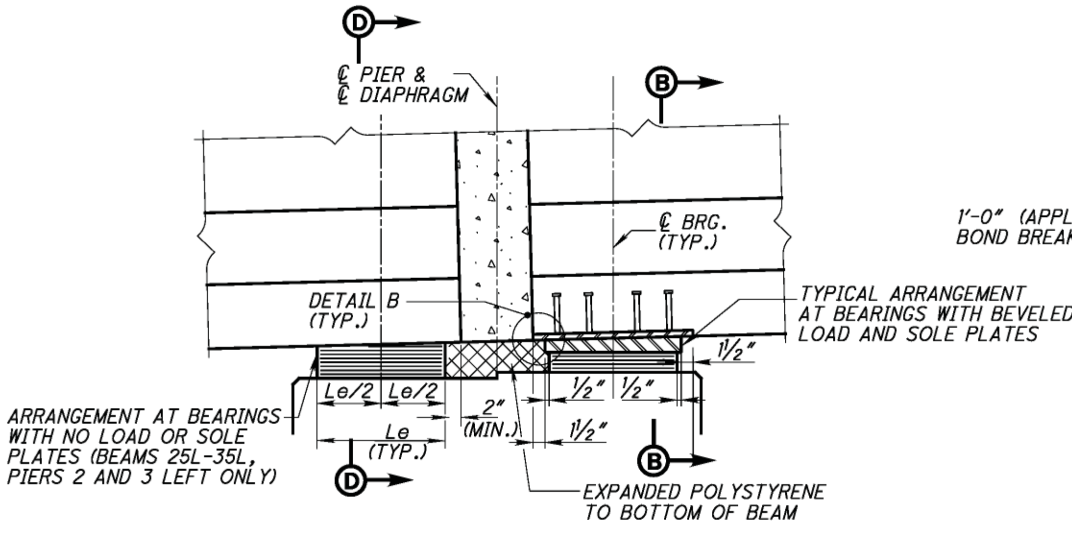
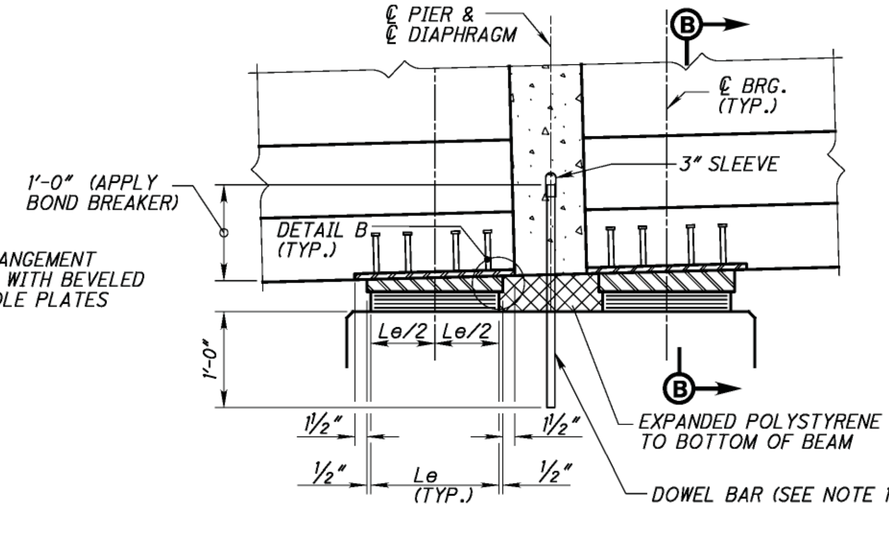
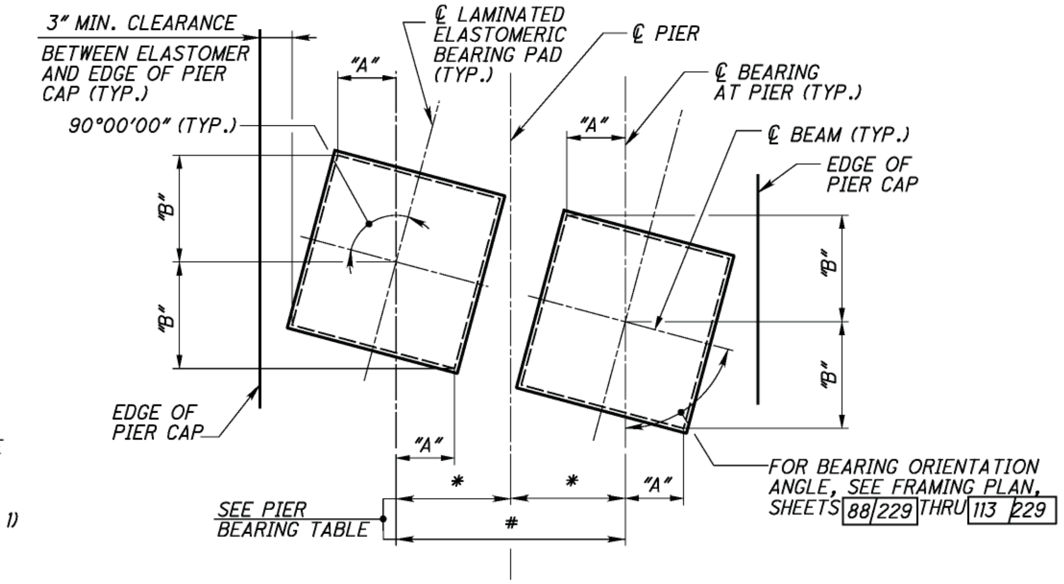


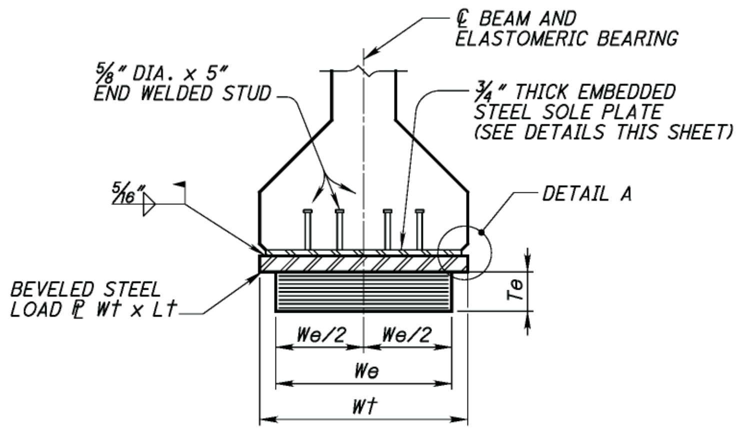
EXPANSION PIER DETAIL
(DIAPHRAGM REINFORCING NOT SHOWN)



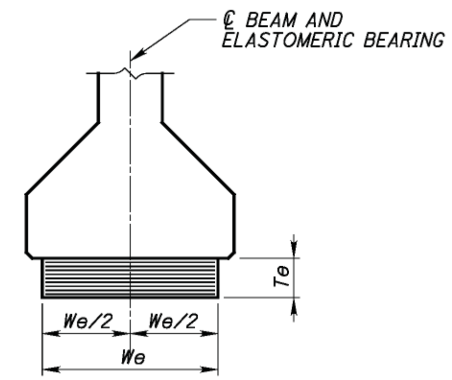
FIXED PIER DETAIL
(DIAPHRAGM REINFORCING NOT SHOWN)



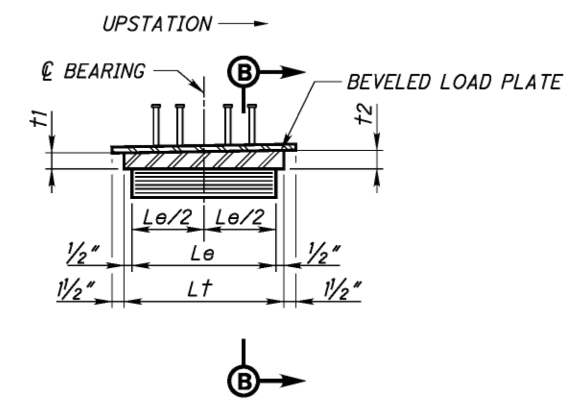
PIER BEARING ORIENTATION PLAN
(BEAMS NOT SHOWN)



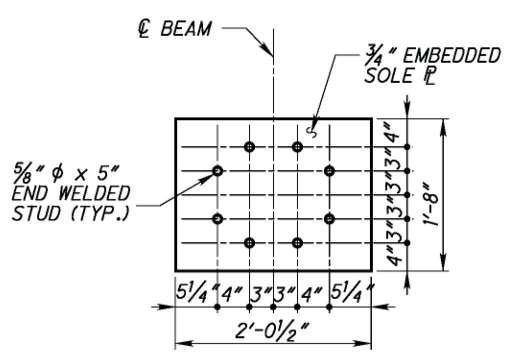
SECTION B-B
(WITH EMBEDDED SOLE PLATE
AND BEVELED LOAD PLATE)



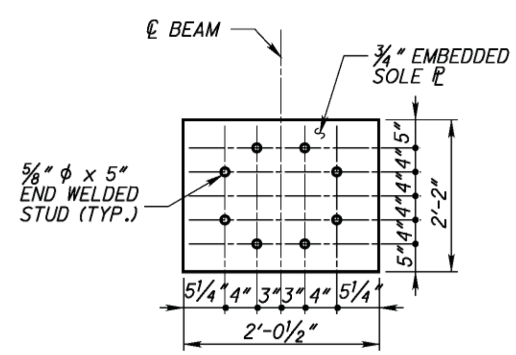
SECTION D-D
(NO LOAD OR SOLE PLATES)
(AT BEAMS 25L-35L PIERS 2 AND 3 ONLY)



LAMINATED ELASTOMERIC BEARING
(MASONRY PLATE NOT SHOWN)
(TYPICAL AT ALL BEAM SUPPORTS
EXCEPT B25L-B35L PIERS 2 AND 3)



SOLE PLATE DETAIL 1



SOLE PLATE DETAIL 2

PIER BEARING TABLE

PIERS	*	#
1-3	1'-4½"	2'-9"
4-11	1'-2½"	2'-5"
12	1'-5½"	2'-11"

NOTES:

1. 2 - 1" DIA. SMOOTH GALVANIZED DOWEL BARS, ASTM A311 CLASS A, GRADE 1018, WITH SLEEVE SPA. @ 1'-0" C/C. INSTALL DOWEL BARS ACCORDING TO ITEM 510 DOWEL HOLES WITH NONSHRINK, NON-METALLIC GROUT, 705.20. PAYMENT SHALL BE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72"), AS PER PLAN.
2. FOR ADDITIONAL NOTES, SEE SHEET 84/229.
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84/229 AND 86/229.
4. FOR DETAILS A AND B, SEE SHEET 81/229.
5. FOR LOCATION OF SOLE PLATE DETAIL 1 OR 2, SEE SHEETS 84/229 AND 86/229.
6. FOR PIER 12 BEARING ORIENTATION PLAN, SEE SHEET 83/229.
7. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38/229 THRU 80/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

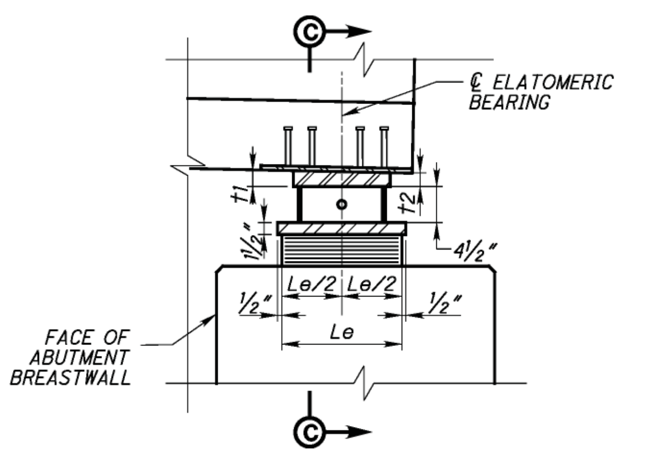
REVIEWED	DATE
MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

DESIGNED	DRAWN	REVIEWED/REVISED	CHECKED
JDH	SNL		GHD

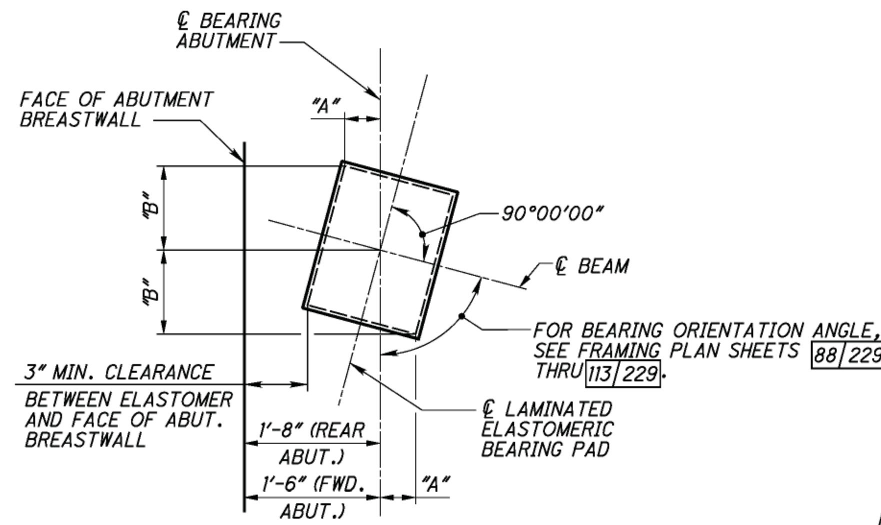
ELASTOMERIC BEARING DETAILS (SPANS 1-12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



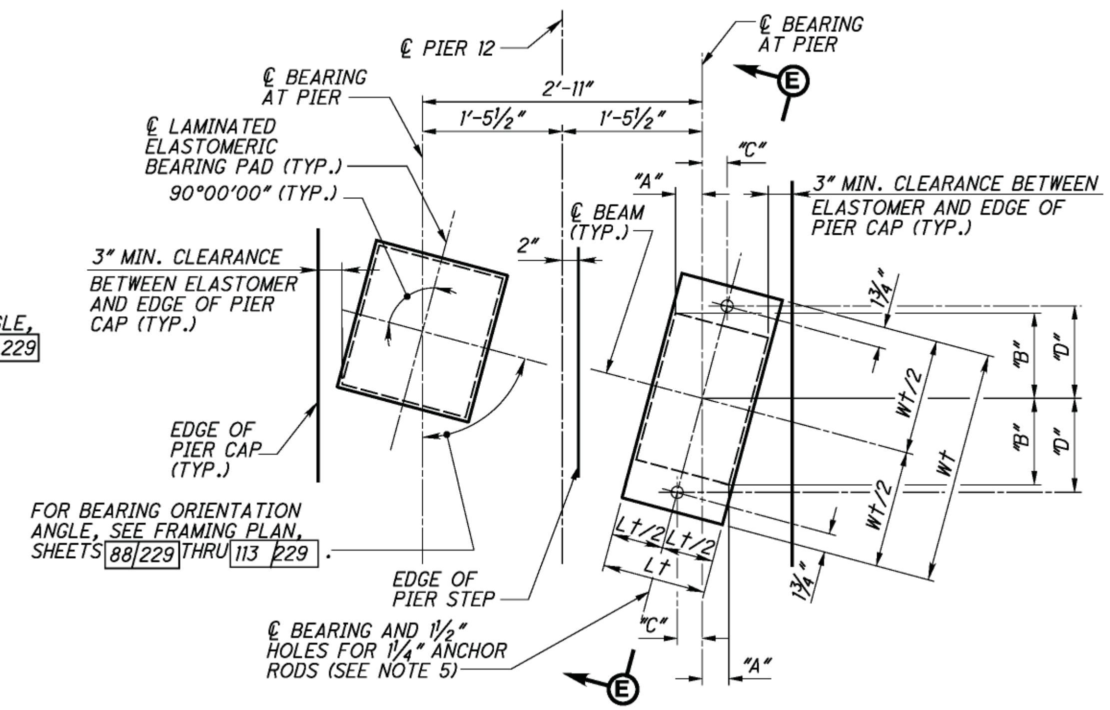
FORWARD ABUTMENT DETAIL (EXPANSION)

(DIAPHRAGM NOT SHOWN)

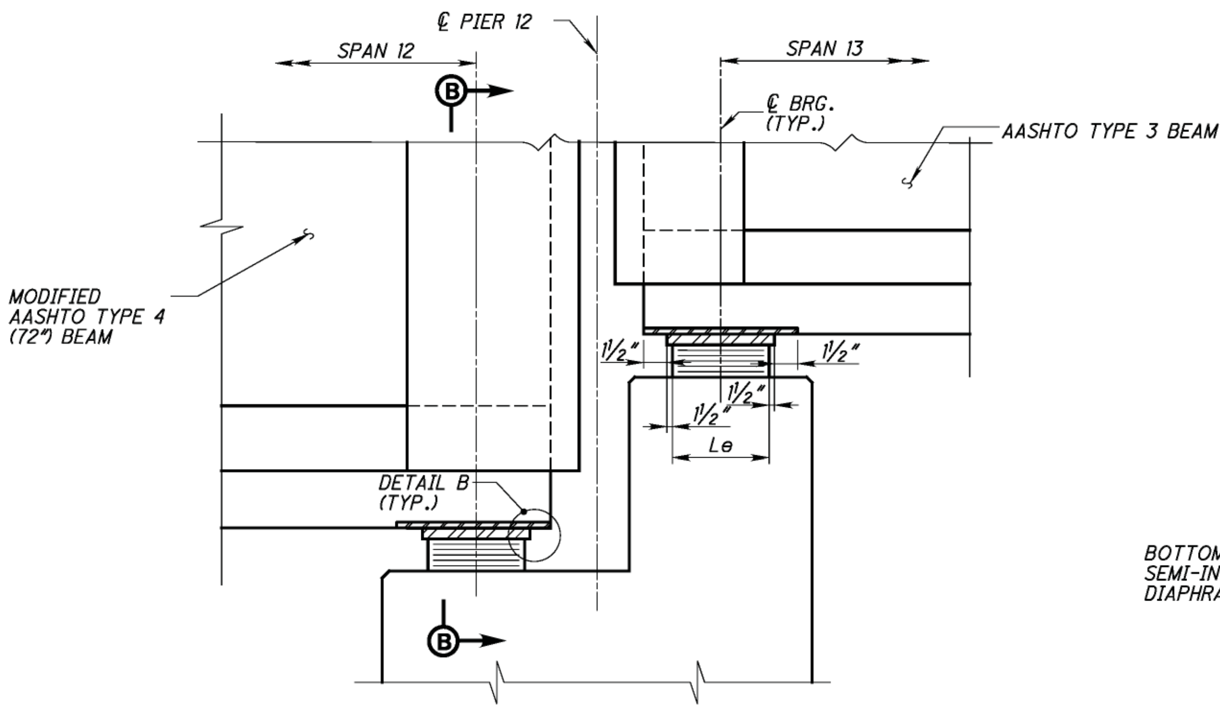


FORWARD ABUTMENT BEARING ORIENTATION PLAN

RIGHT BRIDGE-REAR ABUTMENT BEARING ORIENTATION PLAN

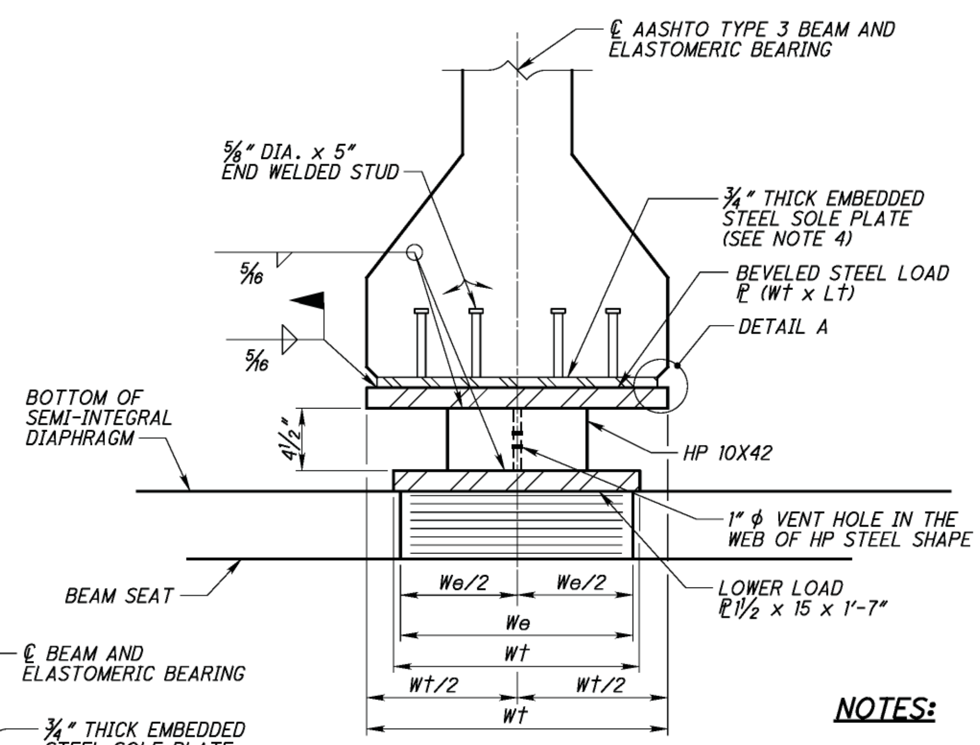


PIER 12 BEARING ORIENTATION PLAN

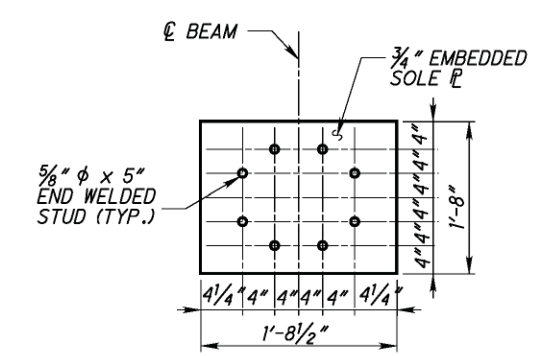


PIER 12 DETAIL

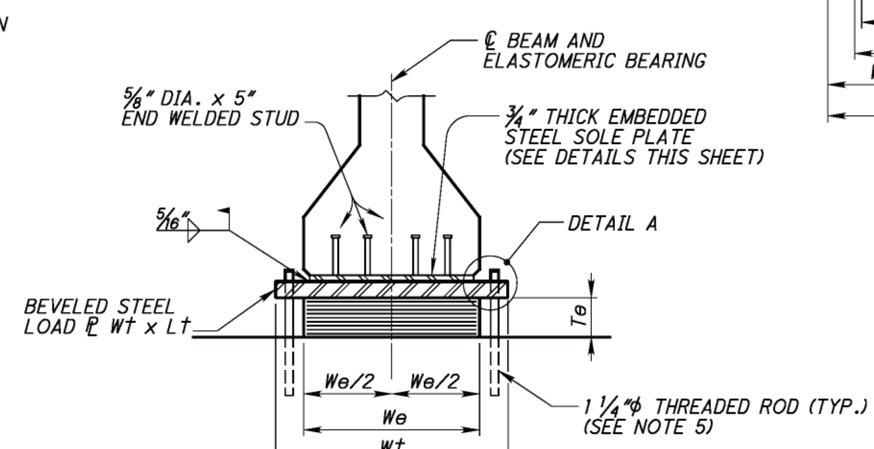
(ANCHOR BOLTS NOT SHOWN
FOR SPAN 13 BEARINGS)



SECTION C-C



SOLE PLATE DETAIL 3



SECTION E-E

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 84/229.
2. FOR SECTION B-B, DETAIL A, AND DETAIL B, SEE SHEET 81/229.
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84/229 AND 86/229.
4. FOR SOLE PLATE DETAIL 3, SEE SHEET 82/229.
5. 1 1/4" ϕ THREADED RODS FOR BEARINGS AT PIER 12, SPAN 13 SHALL BE ASTM F1554 GRADE 55 AND BE C.I.P. AND EMBEDDED 1'-6" INTO CONCRETE. THE RODS SHALL PROJECT 1 1/2" ABOVE THE TOP OF THE LOAD PLATE. RODS SHALL BE GALVANIZED PER CMS 711.02.
6. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38/229 THRU 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

ELASTOMERIC BEARING DETAILS (SPAN 13)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

ELASTOMERIC BEARING DATA - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	TYPE	DL (K.)	LL (K.)	TOTAL LOAD (DL + LL) (K.)	Le (IN.)	We (IN.)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (IN.)
R ABUT.	1L-5L	5	EXP	150	63	213	22.00	22.00	0.65	0.35	9	2	10	7.30
	6L-12L	7	EXP	130	59	189	22.00	22.00	0.65	0.35	9	2	10	7.30
PIER 1L	1L-5L	5	EXP	152	68	220	21.00	22.00	0.60	0.35	9	2	10	6.85
	6L-12L	7	EXP	126	61	187	21.00	22.00	0.60	0.35	9	2	10	6.85
	13L-24L	12	EXP	157	69	226	21.00	22.00	0.60	0.35	9	2	10	6.85
PIER 2L	13L-24L	12	EXP	158	59	217	21.00	21.00	0.60	0.35	9	2	10	6.85
	25L-35L	11	EXP	183	68	252	20.00	20.00	0.50	0.35	10	2	11	6.52
PIER 3L	25L-35L	11	EXP	186	68	254	17.00	20.00	0.50	0.35	8	2	9	5.37
	36L-40L	5	EXP	57	61	118	17.00	20.00	0.50	0.35	8	2	9	5.37
	41L-46L	6	EXP	112	61	173	17.00	20.00	0.50	0.35	8	2	9	5.37
PIER 4	36L-40L	5	EXP	65	63	127	14.00	18.00	0.50	0.35	6	2	7	4.22
	41L-46L	6	EXP	124	60	184	17.00	20.00	0.50	0.35	6	2	7	4.22
	47L-57L	11	EXP	178	67	245	16.00	20.00	0.50	0.35	6	2	7	4.22
PIER 5	47L-57L	11	EXP	167	68	235	16.00	20.00	0.50	0.35	5	2	6	3.65
	58L-68L	11	EXP	180	70	250	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 6	58L-68L	11	EXP	182	69	251	16.00	20.00	0.50	0.35	4	2	5	3.07
	69L-79L	11	EXP	190	70	260	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 7	69L-79L	11	EXP	189	70	258	16.00	20.00	0.50	0.35	3	2	4	2.50
	80L-90L	11	EXP	178	69	247	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 8	80L-90L	11	FIX	178	68	246	16.00	20.00	0.50	0.35	4	2	5	3.07
	91L-101L	11	FIX	179	67	246	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 9	91L-101L	11	FIX	176	67	244	16.00	20.00	0.50	0.35	4	2	5	3.07
	102L-112L	11	FIX	177	69	245	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 10	102L-112L	11	EXP	178	68	246	16.00	20.00	0.50	0.35	5	2	6	3.65
	113L-123L	11	EXP	179	67	246	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 11	113L-123L	11	EXP	180	68	248	16.00	20.00	0.50	0.35	5	2	6	3.65
	124L-134L	11	EXP	173	69	242	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 12	124L-134L	11	EXP	148	61	209	16.00	18.00	0.50	0.35	5	2	6	3.65
	135L-136L	12	FIX	81	56	137	12.00	18.00	0.50	0.35	3	2	4	2.50
F ABUT.	135L-146L	12	EXP	101	56	157	14.00	18.00	0.50	0.35	4	2	5	3.07

LOAD PLATE DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lt (IN.)	Wt (IN.)	*t1 (IN.)	*t2 (IN.)	SOLE PLATE DETAIL NO.
R ABUT.	1L-5L	5	23.00	26.00	2.00	2.46	2
	6L-12L	7	23.00	26.00	2.00	2.39	2
PIER 1	1L-5L	5	22.00	26.00	2.00	2.44	2
	6L-12L	7	22.00	26.00	2.00	2.33	2
	13L-24L	12	22.00	26.00	2.00	2.29	2
PIER 2	13L-24L	12	22.00	26.00	2.00	2.24	2
	25L-35L	LOAD PLATE NOT REQUIRED					
PIER 3	25L-35L	LOAD PLATE NOT REQUIRED					
	36L-40L	5	18.00	26.00	2.09	2.00	2
	41L-46L	6	18.00	26.00	2.09	2.00	2
PIER 4	36L-40L	5	15.00	26.00	2.12	2.00	1
	41L-46L	6	18.00	26.00	2.14	2.00	2
	47L-57L	11	17.00	26.00	2.17	2.00	1
PIER 5	47L-57L	11	17.00	26.00	2.17	2.00	1
	58L-68L	11	17.00	26.00	2.17	2.00	1
PIER 6	58L-68L	11	17.00	26.00	2.17	2.00	1
	69L-79L	11	17.00	26.00	2.19	2.00	1
PIER 7	69L-79L	11	17.00	26.00	2.19	2.00	1
	80L-90L	11	17.00	26.00	2.18	2.00	1
PIER 8	80L-90L	11	17.00	26.00	2.18	2.00	1
	91L-101L	11	17.00	26.00	2.12	2.00	1
PIER 9	91L-101L	11	17.00	26.00	2.15	2.00	1
	102L-112L	11	17.00	26.00	2.14	2.00	1
PIER 10	102L-112L	11	17.00	26.00	2.12	2.00	1
	113L-123L	11	17.00	26.00	2.14	2.00	1
PIER 11	113L-123L	11	17.00	26.00	2.14	2.00	1
	124L-134L	11	17.00	26.00	2.14	2.00	1
PIER 12	124L-134L	11	17.00	26.00	2.14	2.00	1
	135L-136L	12	13.00	29.00	2.07	2.00	3
F ABUT.	135L-146L	12	15.00	22.00	2.17	2.00	3

* - t_1 IS ALWAYS DOWNSTATION OF t_2

MASONRY PLATE DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lm (IN.)	Wm (IN.)	t (IN.)
R ABUT.	1L-5L	5	23.00	29.00	1.50
	6L-12L	7	23.00	29.00	1.50
PIER 1L	1L-5L	5	22.00	29.00	1.50
	6L-12L	7	22.00	29.00	1.50
	13L-24L	12	22.00	29.00	1.50

NOTES:

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

2. BEARING REPOSITIONING: IF THE BEAMS ARE ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F ± 10°F, RAISE THE BEAMS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.

3. BASIS OF PAYMENT - THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, GALVANIZING, PAINTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED STEEL ELASTOMERIC BEARINGS AND STEEL LOAD PLATES. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

   PAYMENT FOR EMBEDDED STEEL SOLE PLATES SHALL BE INCLUDED IN ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72") OR ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 3.

4. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300 DEGREES FAHRENHEIT AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

5. STEEL FOR SOLE PLATES, LOAD PLATES, AND MASONRY PLATES SHALL BE ASTM A572 AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. THE SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS ITEM 514 WITH THE FOLLOWING FEDERAL COLOR NUMBER: LIGHT NEUTRAL (FS-595B-37778), TO MATCH THE SUBSTRUCTURE UNITS.

6. THE BEVELED STEEL LOAD PLATES AND MASONRY PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.

7. LOAD PLATES SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION: FORWARD STATION DIRECTION, BEAM NUMBER, SUBSTRUCTURE UNIT AND DOWNSTATION OR UPSTATION DESIGNATION.

8. 1¼" ϕ THREADED RODS FOR MASONRY PLATES AT THE REAR ABUTMENT LEFT BRIDGE AND PIER 1L SHALL BE ASTM F1554 GRADE 55 AND BE C.I.P. AND EMBEDDED 1'-6" INTO CONCRETE. THE RODS SHALL PROJECT 1½" ABOVE THE TOP OF THE MASONRY PLATE, AND SHALL INCLUDE NUTS AND WASHERS SNUG TIGHT. RODS, NUTS AND WASHERS SHALL BE GALVANIZED PER CMS 711.02.

9. FOR ADDITIONAL DETAILS, SEE SHEETS 81/229 THRU 83/229.

10. FOR SOLE PLATE DETAILS, SEE SHEET 82/229 & 83/229.

11. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JDH	GHD	SNL		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

ELASTOMERIC BEARING DATA - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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MASONRY PLATE AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B	C	D	E	F	G	H	J	K
REAR ABUT.	1L	2 3/4"	1'-6 5/16"	4 7/8"	1'-1 3/4"	4 7/8"	1'-1 3/4"	3 15/16"	1'-1 7/16"	3 15/16"	1'-1 7/16"
	2L	2 7/16"	1'-6 5/16"	4 11/16"	1'-1 11/16"	4 11/16"	1'-1 11/16"	4 3/16"	1'-1 1/2"	4 3/16"	1'-1 1/2"
	3L	2"	1'-6 3/8"	4 5/16"	1'-1 9/16"	4 5/16"	1'-1 9/16"	4 1/2"	1'-1 5/8"	4 1/2"	1'-1 5/8"
	4L	1 11/16"	1'-6 7/16"	4 1/16"	1'-1 1/2"	4 1/16"	1'-1 1/2"	4 3/4"	1'-1 11/16"	4 3/4"	1'-1 11/16"
	5L-12L	1 5/16"	1'-6 7/16"	3 13/16"	1'-1 1/2"	3 13/16"	1'-1 1/2"	5"	1'-1 13/16"	5"	1'-1 13/16"
PIER 1L	1L	4 7/16"	1'-5 7/8"	0 1/4"	10 1/2"	0 9/16"	10 1/4"	9 3/8"	1'-1 15/16"	9 1/2"	1'-2 1/16"
	2L	4 3/4"	1'-5 9/16"	0 1/2"	10 3/8"	0 3/4"	10 1/16"	9 1/2"	1'-1 15/16"	9 11/16"	1'-2 1/16"
	3L	5 3/16"	1'-5 7/16"	0 13/16"	10 1/8"	1 1/8"	9 13/16"	9 13/16"	1'-1 15/16"	9 15/16"	1'-2 1/16"
	4L	5 1/2"	1'-5 3/8"	1 1/16"	9 15/16"	1 3/8"	9 5/8"	10"	1'-1 15/16"	10 1/8"	1'-2"
	5L-12L	5 7/8"	1'-5 1/4"	1 3/8"	9 3/4"	1 11/16"	9 7/16"	10 3/16"	1'-1 7/8"	10 5/16"	1'-1 15/16"
	13L	5 1/16"	1'-5 1/2"	0 3/4"	10 3/16"	1 1/16"	9 7/8"	9 3/4"	1'-1 15/16"	9 7/8"	1'-2 1/16"
	14L	5 1/2"	1'-5 3/8"	1 1/16"	9 15/16"	1 3/8"	9 5/8"	10"	1'-1 15/16"	10 1/8"	1'-2"
	15L-24L	5 7/8"	1'-5 1/4"	1 3/8"	9 3/4"	1 11/16"	9 7/16"	10 3/16"	1'-1 7/8"	10 5/16"	1'-1 15/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B
PIER 2L	13L	6 1/2"	1'-1 5/16"
	14L	6 13/16"	1'-1 3/16"
	15L-24L	7 1/8"	1'-1 1/16"
	25L	6 1/2"	1'-0 9/16"
	26L-35L	6 3/4"	1'-0 7/16"
PIER 3L	25L	4 1/4"	1'-0 7/16"
	26L-35L	4 1/2"	1'-0 5/16"
	36L	4 3/8"	1'-0 3/8"
	37L	4 3/16"	1'-0 7/16"
	38L	4 3/16"	1'-0 7/16"
	39L	4 3/16"	1'-0 7/16"
	40L	4 1/4"	1'-0 7/16"
	41L	4 3/8"	1'-0 3/8"
	42L	4 3/8"	1'-0 3/8"
	43L	4 7/16"	1'-0 3/8"
	44L	4 1/2"	1'-0 5/16"
	45L	4 1/2"	1'-0 5/16"
	46L	4 9/16"	1'-0 5/16"
PIER 4	36L	(3 5/8")	10 13/16"
	37L	(3 3/4")	10 3/4"
	38L	(3 3/4")	10 3/4"
	39L	(3 3/4")	10 3/4"
	40L	(3 11/16")	10 13/16"
	41L	(3 5/8")	1'-0 5/8"
	42L	(3 5/8")	1'-0 5/8"
	43L	(3 9/16")	1'-0 5/8"
	44L	(3 1/2")	1'-0 5/8"
	45L	(3 1/2")	1'-0 11/16"
	46L	(3 7/16")	1'-0 11/16"
	47L	(3 11/16")	1'-0 1/4"
	48L	(3 5/8")	1'-0 5/16"
	49L	(3 1/2")	1'-0 5/16"
	50L-57L	(3 7/16")	1'-0 3/8"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B
PIER 5	47L	(2 9/16")	1'-0 9/16"
	48L	(2 1/2")	1'-0 9/16"
	49L	(2 7/16")	1'-0 9/16"
	50L-57L	(2 5/16")	1'-0 5/8"
	58L	(2 3/16")	1'-0 5/8"
	59L	(2 1/4")	1'-0 5/8"
	60L	(2 1/4")	1'-0 5/8"
	61L	(2 1/4")	1'-0 5/8"
	62L	(2 1/4")	1'-0 5/8"
	63L	(2 3/16")	1'-0 5/8"
	64L	(2 3/16")	1'-0 5/8"
	65L	(2 1/8")	1'-0 5/8"
	66L	(2 1/8")	1'-0 5/8"
	67L	(2 1/16")	1'-0 5/8"
	68L	(2")	1'-0 5/8"
PIER 6	58L	0 3/8"	1'-0 13/16"
	59L	0 5/16"	1'-0 13/16"
	60L	0 5/16"	1'-0 13/16"
	61L	0 1/4"	1'-0 13/16"
	62L	0 5/16"	1'-0 13/16"
	63L	0 3/8"	1'-0 13/16"
	64L	0 3/8"	1'-0 13/16"
	65L	0 7/16"	1'-0 13/16"
	66L	0 7/16"	1'-0 13/16"
	67L	0 1/2"	1'-0 13/16"
	68L	0 9/16"	1'-0 13/16"
	69L	0 3/4"	1'-0 13/16"
	70L-79L	0 7/8"	1'-0 3/4"
PIER 7	69L	0 3/4"	1'-0 13/16"
	70L-79L	0 7/8"	1'-0 3/4"
	80L	1 1/16"	1'-0 3/4"
	81L	0 15/16"	1'-0 3/4"
	82L	1"	1'-0 3/4"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B
PIER 7 (CON'T.)	83L	1"	1'-0 3/4"
	84L	1 1/16"	1'-0 3/4"
	85L	1 1/16"	1'-0 3/4"
	86L	1 1/8"	1'-0 3/4"
	87L	1 1/8"	1'-0 3/4"
	88L	1 3/16"	1'-0 3/4"
	89L	1 3/16"	1'-0 3/4"
	90L	1 1/4"	1'-0 3/4"
PIER 8	80L	1 1/16"	1'-0 3/4"
	81L	0 15/16"	1'-0 3/4"
	82L	1"	1'-0 3/4"
	83L	1 1/16"	1'-0 3/4"
	84L	1 1/16"	1'-0 3/4"
	85L	1 1/16"	1'-0 3/4"
	86L	1 1/8"	1'-0 3/4"
	87L	1 1/8"	1'-0 3/4"
	88L	1 3/16"	1'-0 3/4"
	89L	1 3/16"	1'-0 3/4"
	90L	1 1/4"	1'-0 3/4"
	91L	1 1/2"	1'-0 3/4"
	92L-101L	1 9/16"	1'-0 11/16"
PIER 9	91L	1 1/2"	1'-0 3/4"
	92L-101L	1 9/16"	1'-0 11/16"
	102L	1 9/16"	1'-0 11/16"
	103L	1 5/8"	1'-0 11/16"
	104L	1 5/8"	1'-0 11/16"
	105L	1 11/16"	1'-0 11/16"
	106L	1 11/16"	1'-0 11/16"
	107L	1 11/16"	1'-0 11/16"
	108L	1 11/16"	1'-0 11/16"
	109L	1 11/16"	1'-0 11/16"
	110L	1 11/16"	1'-0 11/16"
	111L	1 11/16"	1'-0 11/16"
	112L	1 11/16"	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B
PIER 10	102L	2 1/2"	1'-0 9/16"
	103L	2 1/2"	1'-0 9/16"
	104L	2 1/2"	1'-0 9/16"
	105L	2 1/2"	1'-0 9/16"
	106L	2 1/2"	1'-0 9/16"
	107L	2 1/2"	1'-0 9/16"
	108L	2 1/2"	1'-0 9/16"
	109L	2 1/2"	1'-0 9/16"
	110L	2 1/2"	1'-0 9/16"
	111L	2 1/2"	1'-0 9/16"
	112L	2 1/2"	1'-0 9/16"
	113L-123L	2 1/2"	1'-0 9/16"
PIER 11	113L-123L	2 1/8"	1'-0 5/8"
	124L	2 7/16"	1'-0 9/16"
	125L	2 7/16"	1'-0 9/16"
	126L	2 1/2"	1'-0 9/16"
	127L	2 1/2"	1'-0 9/16"
	128L	2 1/2"	1'-0 9/16"
	129L	2 9/16"	1'-0 9/16"
	130L	2 1/2"	1'-0 9/16"
	131L	2 3/8"	1'-0 9/16"
	132L	2 5/16"	1'-0 5/8"
	133L	2 1/4"	1'-0 5/8"
	134L	2 1/8"	1'-0 5/8"
PIER 12 (DOWNSTA.)	124L	6 3/16"	10 5/16"
	125L	6 3/16"	10 5/16"
	126L	6 1/4"	10 5/16"
	127L	6 1/4"	10 5/16"
	128L	6 1/4"	10 5/16"
	129L	6 1/4"	10 1/8"
	130L	6 1/4"	10 5/16"
	131L	6 3/16"	10 3/8"
	132L	6 3/16"	10 3/8"
	133L	6"	10 7/16"
	134L	5 15/16"	10 1/2"

ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B	C	D
PIER 12 (UPSTATION)	135L	4 13/16"	10"	2 7/16"	1'-0 1/2"
	136L-146L	4"	10 1/16"	2 11/16"	1'-0 7/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	B
FORWARD ABUTMENT	135L	5 3/16"	10 3/16"
	136L-146L	4 15/16"	10 1/4"

NOTES:

1. MASONRY PLATE AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE CORRESPOND TO THE MASONRY PLATE DETAIL ON SHEET 81/229.

2. ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE CORRESPOND TO THE PIER BEARING ORIENTATION PLAN ON SHEET 82/229 AND THE ABUTMENT BEARING ORIENTATION PLAN ON SHEET 83/229.

3. ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS CORRESPOND TO THE PIER 12 BEARING ORIENTATION PLAN ON SHEET 83/229.

4. THE DIMENSION "A" VALUES ENCLOSED IN PARENTHESIS IN THE ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE TABLE (PIER 4 AND 5) INDICATES THAT THE "A" DIMENSION IS ON THE OPPOSITE SIDE OF THE ℄ BEARING AT PIER LINES AS IS SHOWN IN THE PIER BEARING ORIENTATION PLAN ON SHEET 83/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDH	DRAWN JLV	REVIEWED MSL	DATE 03/01/12
CHECKED XXX	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

ELASTOMERIC BEARING DATA - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

ELASTOMERIC BEARING DATA - RIGHT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	TYPE	DL (K.)	LL (K.)	TOTAL LOAD (DL + LL) (K.)	Le (IN.)	We (IN.)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (IN.)
R ABUT	1R-12R	12	EXP	193	56	249	22.00	22.00	0.65	0.35	9	2	10	7.30
PIER 1R	1R-12R	12	EXP	195	68	263	21.00	22.00	0.60	0.35	9	2	10	6.85
	13R-24R	12	EXP	160	65	225	19.00	20.00	0.54	0.35	9	2	10	6.31
PIER 2R	13R-24R	12	EXP	152	67	219	19.00	20.00	0.54	0.35	9	2	10	6.31
	25R-35R	11	EXP	142	61	203	19.00	20.00	0.56	0.35	8	2	9	5.85
PIER 3R	25R-35R	11	EXP	143	61	205	19.00	20.00	0.60	0.35	7	2	8	5.50
	36R-46R	11	EXP	137	60	197	17.00	20.00	0.50	0.35	7	2	8	4.80
PIER 4	36R-46R	11	EXP	150	56	206	16.00	20.00	0.50	0.35	6	2	7	4.22
	47R-57R	11	EXP	163	66	229	16.00	20.00	0.50	0.35	6	2	7	4.22
PIER 5	47R-57R	11	EXP	158	64	222	16.00	20.00	0.50	0.35	5	2	6	3.65
	58R-68R	11	EXP	146	63	209	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 6	58R-68R	11	EXP	146	65	211	16.00	20.00	0.50	0.35	5	2	6	3.65
	69R-79R	11	EXP	189	70	259	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 7	69R-79R	11	EXP	191	71	262	16.00	20.00	0.50	0.35	4	2	5	3.07
	80R-90R	11	EXP	179	68	247	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 8	80R-90R	11	FIX	178	61	238	16.00	20.00	0.50	0.35	4	2	5	3.07
	91R-101R	11	FIX	179	68	248	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 9	91R-101R	11	FIX	178	69	247	16.00	20.00	0.50	0.35	4	2	5	3.07
	102R-113R	12	FIX	170	68	238	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 10	102R-113R	12	EXP	170	67	238	16.00	20.00	0.50	0.35	5	2	6	3.65
	114R-125R	12	EXP	184	68	252	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 11	114R-125R	12	EXP	184	68	252	16.00	20.00	0.50	0.35	5	2	6	3.65
	126R-137R	12	EXP	148	62	210	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 12	126R-137R	12	EXP	130	62	192	16.00	17.00	0.50	0.35	5	2	6	3.65
	138R-150R	13	FIX	80	56	136	14.00	16.00	0.50	0.35	6	2	7	4.22
F ABUT	138R-150R	13	EXP	100	56	156	14.00	18.00	0.50	0.35	5	2	6	3.65

LOAD PLATE DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lt (IN.)	Wt (IN.)	*t1 (IN.)	*t2 (IN.)	SOLE PLATE DETAIL NO.
R ABUT	1R-12R	12	23.00	26.00	2.00	2.24	2
PIER 1R	1R-12R	12	22.00	26.00	2.00	2.25	2
	13R-24R	12	20.00	26.00	2.00	2.06	2
PIER 2R	13R-24R	12	20.00	26.00	2.00	2.10	2
	25R-35R	11	20.00	26.00	2.05	2.00	2
PIER 3R	25R-35R	11	20.00	26.00	2.05	2.00	2
	36R-46R	11	18.00	26.00	2.08	2.00	2
PIER 4	36R-46R	11	17.00	26.00	2.14	2.00	1
	47R-57R	11	17.00	26.00	2.09	2.00	1
PIER 5	47R-57R	11	17.00	26.00	2.19	2.00	1
	58R-68R	11	17.00	26.00	2.12	2.00	1
PIER 6	58R-68R	11	17.00	26.00	2.07	2.00	1
	69R-79R	11	17.00	26.00	2.19	2.00	1
PIER 7	69R-79R	11	17.00	26.00	2.20	2.00	1
	80R-90R	11	17.00	26.00	2.20	2.00	1
PIER 8	80R-90R	11	17.00	26.00	2.26	2.00	1
	91R-101R	11	17.00	26.00	2.18	2.00	1
PIER 9	91R-101R	11	17.00	26.00	2.25	2.00	1
	102R-113R	12	17.00	26.00	2.18	2.00	1
PIER 10	102R-113R	12	17.00	26.00	2.25	2.00	1
	114R-125R	12	17.00	26.00	2.18	2.00	1
PIER 11	114R-125R	12	17.00	26.00	2.20	2.00	1
	126R-137R	12	17.00	26.00	2.20	2.00	1
PIER 12	126R-137R	12	17.00	26.00	2.26	2.00	1
	138R-150R	13	15.00	29.00	2.19	2.00	3
F ABUT	138R-150R	13	15.00	22.00	2.19	2.00	3

* - t_1 IS ALWAYS DOWNSTATION OF t_2

NOTES:

1. FOR NOTES, SEE SHEET 84/229.

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DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED JDH | CHECKED GHD | DRAWN SNL | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

ELASTOMERIC BEARING DATA - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

86/229

1333/1565

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ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
REAR ABUTMENT	1R-11R	5 11/16"	1'-2 1/2"
	12R	5 7/8"	1'-2 7/16"
PIER 1R	1R-11R	5 1/4"	1'-2 1/4"
	12R	5 3/8"	1'-2 3/16"
	13R	4 3/4"	1'-0 15/16"
	14R	5 1/16"	1'-0 13/16"
	15R	5 3/8"	1'-0 11/16"
	16R	5 3/8"	1'-0 11/16"
	17R	5 15/16"	1'-0 3/4"
	18R	5 1/4"	1'-0 3/4"
	19R	5 1/8"	1'-0 13/16"
	20R	5 1/16"	1'-0 13/16"
	21R	5"	1'-0 7/8"
	22R	4 7/8"	1'-0 7/8"
	23R	4 13/16"	1'-0 15/16"
	24R	4 3/4"	1'-0 15/16"
PIER 2R	13R	4 1/16"	1'-1 3/16"
	14R	4 3/8"	1'-1 1/16"
	15R	4 3/4"	1'-0 15/16"
	16R	4 11/16"	1'-0 15/16"
	17R	4 5/8"	1'-1"
	18R	4 9/16"	1'-1"
	19R	4 7/16"	1'-1 1/16"
	20R	4 3/8"	1'-1 1/16"
	21R	4 5/16"	1'-1 1/8"
	22R	4 1/4"	1'-1 1/8"
	23R	4 1/8"	1'-1 3/16"
	24R	4 1/16"	1'-1 3/16"
	25R	4 1/16"	1'-1 3/16"
	26R	4 1/8"	1'-1 1/8"
	27R-34R	4 1/16"	1'-1 3/16"
	35R	4 1/8"	1'-1 3/16"
PIER 3R	25R	0 1/4"	1'-1 13/16"
	26R	0 3/8"	1'-1 13/16"
	27R-34R	0 1/4"	1'-1 13/16"
	35R	0 5/16"	1'-1 13/16"
	36R	(0 3/8")	1'-1 1/8"
	37R	(0 5/16")	1'-1 1/8"
	38R	(0 5/16")	1'-1 1/8"
	39R	(0 1/4")	1'-1 1/8"
	40R	(0 3/16")	1'-1 1/8"
	41R	(0 1/8")	1'-1 1/8"
	42R	(0 1/16")	1'-1 1/8"
	43R	(0 1/16")	1'-1 1/8"
	44R	(0 1/16")	1'-1 1/8"
	45R	(0 1/16")	1'-1 1/8"
	46R	(0 1/16")	1'-1 1/8"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 4	36R	(3 3/4")	1'-0 1/4"
	37R	(3 11/16")	1'-0 1/4"
	38R	(3 5/8")	1'-0 5/16"
	39R	(3 9/16")	1'-0 5/16"
	40R	(3 9/16")	1'-0 5/16"
	41R	(3 1/2")	1'-0 5/16"
	42R	(3 7/16")	1'-0 5/16"
	43R	(3 7/16")	1'-0 5/16"
	44R	(3 3/8")	1'-0 3/8"
	45R	(3 3/8")	1'-0 3/8"
	46R	(3 7/16")	1'-0 5/16"
	47R	(3 7/16")	1'-0 5/16"
	48R	(3 7/16")	1'-0 3/8"
	49R	(3 5/16")	1'-0 3/8"
	50R	(3 5/16")	1'-0 3/8"
	51R	(3 1/4")	1'-0 3/8"
	52R	(3 1/4")	1'-0 3/8"
	53R	(3 3/16")	1'-0 3/8"
	54R	(3 1/8")	1'-0 7/16"
	55R	(3 1/8")	1'-0 7/16"
	56R	(3 1/16")	1'-0 7/16"
	57R	(3")	1'-0 7/16"
PIER 5	47R	(2 3/8")	1'-0 9/16"
	48R	(2 1/4")	1'-0 5/8"
	49R	(2 1/4")	1'-0 5/8"
	50R	(2 3/16")	1'-0 5/8"
	51R	(2 3/16")	1'-0 5/8"
	52R	(2 1/8")	1'-0 5/8"
	53R	(2 1/8")	1'-0 5/8"
	54R	(2 1/16")	1'-0 5/8"
	55R	(1 15/16")	1'-0 5/8"
	56R	(1 15/16")	1'-0 11/16"
	57R	(1 7/8")	1'-0 11/16"
	58R	(1 15/16")	1'-0 11/16"
	59R	(2")	1'-0 5/8"
	60R	(2")	1'-0 5/8"
	61R	(2")	1'-0 5/8"
	62R	(2")	1'-0 5/8"
	63R	(2")	1'-0 5/8"
	64R	(2")	1'-0 5/8"
	65R	(2")	1'-0 5/8"
	66R	(2")	1'-0 5/8"
	67R	(2")	1'-0 5/8"
	68R	(1 15/16")	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 6	58R	0 5/8"	1'-0 13/16"
	59R	0 9/16"	1'-0 13/16"
	60R	0 9/16"	1'-0 13/16"
	61R	0 9/16"	1'-0 13/16"
	62R	0 9/16"	1'-0 13/16"
	63R	0 9/16"	1'-0 13/16"
	64R	0 9/16"	1'-0 13/16"
	65R	0 9/16"	1'-0 13/16"
	66R	0 9/16"	1'-0 13/16"
	67R	0 9/16"	1'-0 13/16"
	68R	0 5/8"	1'-0 13/16"
	69R	0 7/8"	1'-0 3/4"
	70R	0 7/8"	1'-0 3/4"
	71R	0 15/16"	1'-0 3/4"
	72R	0 15/16"	1'-0 3/4"
	73R	0 15/16"	1'-0 3/4"
	74R	0 15/16"	1'-0 3/4"
	75R	1"	1'-0 3/4"
	76R	1"	1'-0 3/4"
	77R	1"	1'-0 3/4"
	78R	1"	1'-0 3/4"
	79R	1 1/16"	1'-0 3/4"
PIER 7	69R	0 7/8"	1'-0 3/4"
	70R	0 7/8"	1'-0 3/4"
	71R	0 15/16"	1'-0 3/4"
	72R	0 15/16"	1'-0 3/4"
	73R	0 15/16"	1'-0 3/4"
	74R	0 15/16"	1'-0 3/4"
	75R	1"	1'-0 3/4"
	76R	1"	1'-0 3/4"
	77R	1"	1'-0 3/4"
	78R	1"	1'-0 3/4"
	79R	1 1/16"	1'-0 3/4"
	80R-89R	1 1/4"	1'-0 3/4"
	90R	1 3/8"	1'-0 3/4"
PIER 8	80R-89R	1 1/4"	1'-0 3/4"
	90R	1 3/8"	1'-0 3/4"
	91R-98R	1 5/8"	1'-0 11/16"
	99R	1 13/16"	1'-0 11/16"
	100R	1 15/16"	1'-0 11/16"
	101R	1 5/8"	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 9	91R-98R	1 5/8"	1'-0 11/16"
	99R	1 3/4"	1'-0 11/16"
	100R	1 15/16"	1'-0 11/16"
	101R	1 5/8"	1'-0 11/16"
	102R	1 9/16"	1'-0 11/16"
	103R	1 5/8"	1'-0 11/16"
	104R	1 5/8"	1'-0 11/16"
	105R	1 5/8"	1'-0 11/16"
	106R	1 11/16"	1'-0 11/16"
	107R	1 11/16"	1'-0 11/16"
	108R	1 11/16"	1'-0 11/16"
	109R	1 3/4"	1'-0 11/16"
	110R	1 5/8"	1'-0 11/16"
	111R	1 1/2"	1'-0 3/4"
	112R	1 1/16"	1'-0 3/4"
	113R	0 11/16"	1'-0 13/16"
PIER 10	102R	2 7/16"	1'-0 9/16"
	103R	2 7/16"	1'-0 9/16"
	104R	2 7/16"	1'-0 9/16"
	105R	2 7/16"	1'-0 9/16"
	106R	2 1/2"	1'-0 9/16"
	107R	2 1/2"	1'-0 9/16"
	108R	2 1/2"	1'-0 9/16"
	109R	2 9/16"	1'-0 9/16"
	110R	2 7/16"	1'-0 9/16"
	111R	2 5/16"	1'-0 5/8"
	112R	1 15/16"	1'-0 11/16"
	113R	1 9/16"	1'-0 11/16"
	114R-125R	2 1/2"	1'-0 9/16"
PIER 11	114R-137R	2 1/8"	1'-0 5/8"
PIER 12 (DOWNSTA.)	126R-137R	6 1/16"	10"

ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	DIMENSIONS D
PIER 12 (UPSTATION)	138R-150R	5 3/16"	9 5/16"	2 11/16"	1'-0 7/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
FORWARD ABUTMENT	138R-150R	5"	1'-0 5/16"

NOTES:

1. ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE CORRESPOND TO THE PIER BEARING ORIENTATION PLAN ON SHEET 82/229 AND THE ABUTMENT BEARING ORIENTATION PLAN ON SHEET 83/229.

2. ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS CORRESPOND TO THE PIER 12 BEARING ORIENTATION PLAN ON SHEET 83/229.

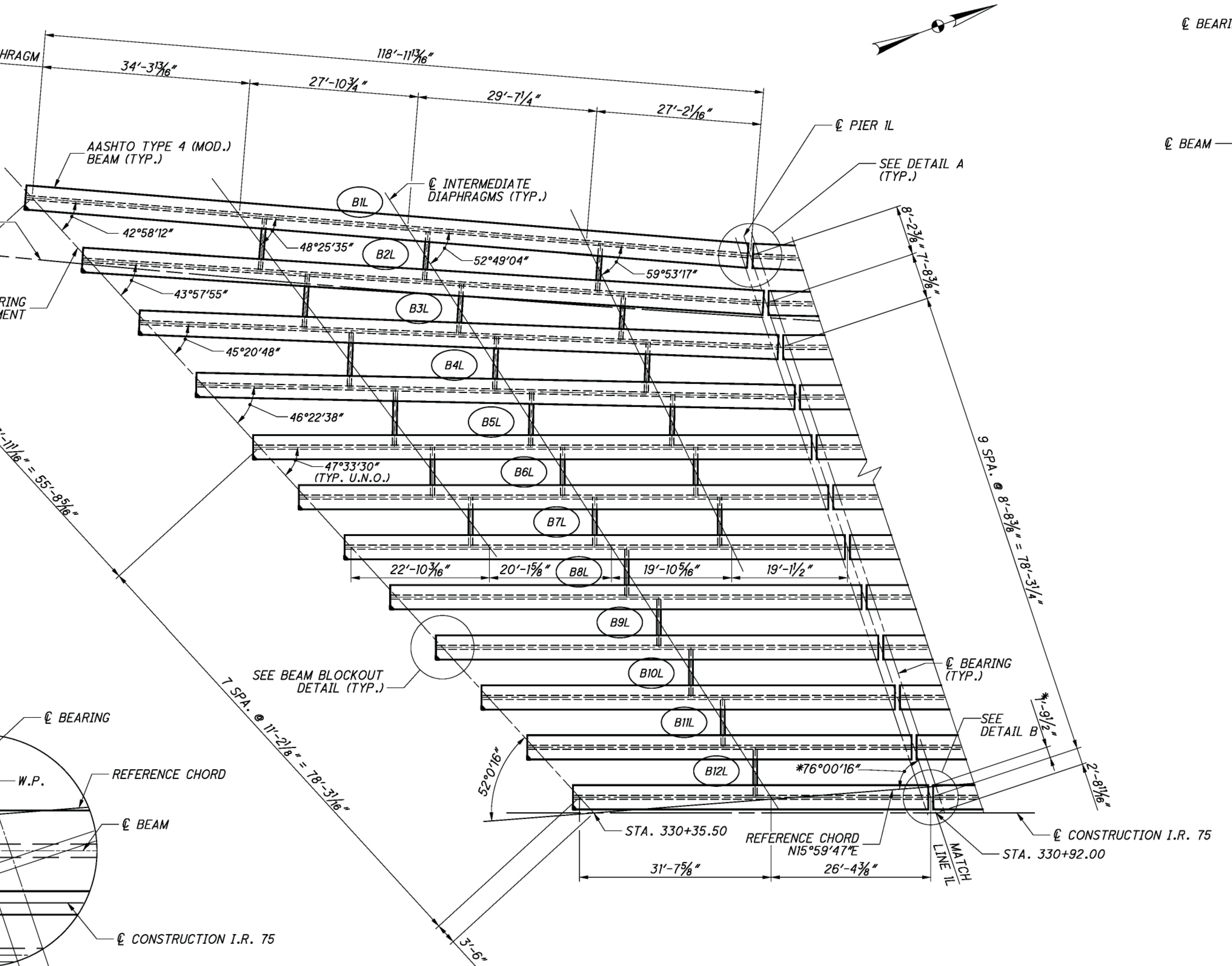
3. THE DIMENSION "A" VALUES ENCLOSED IN PARENTHESIS IN THE ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE TABLE (PIER 3 THRU 5) INDICATES THAT THE "A" DIMENSION IS ON THE OPPOSITE SIDE OF THE ℄ BEARING AT PIER LINES AS IS SHOWN IN THE PIER BEARING ORIENTATION PLAN ON SHEET 83/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

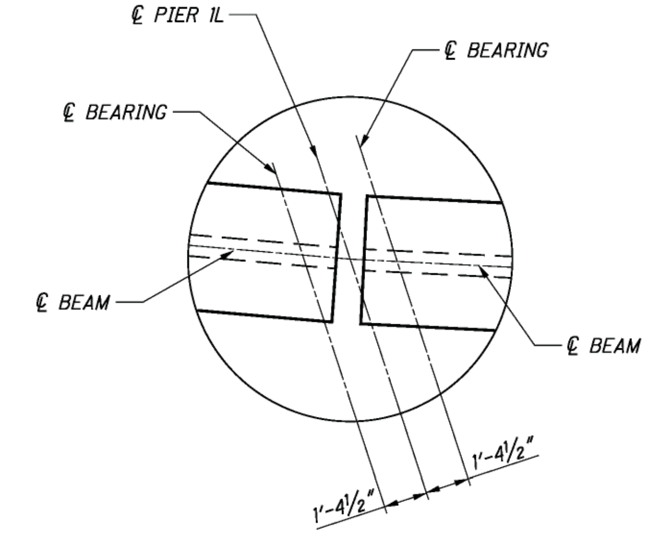
DESIGNED JDH | CHECKED XXX | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

ELASTOMERIC BEARING DATA - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

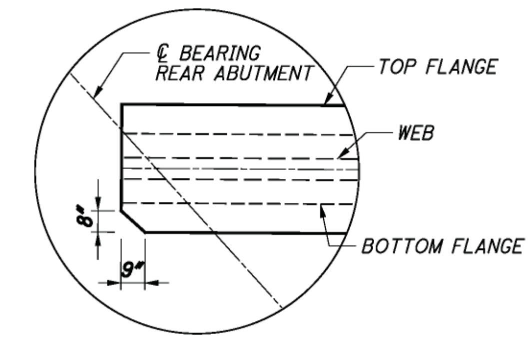
MOT-75-12.00
PID No. 77247



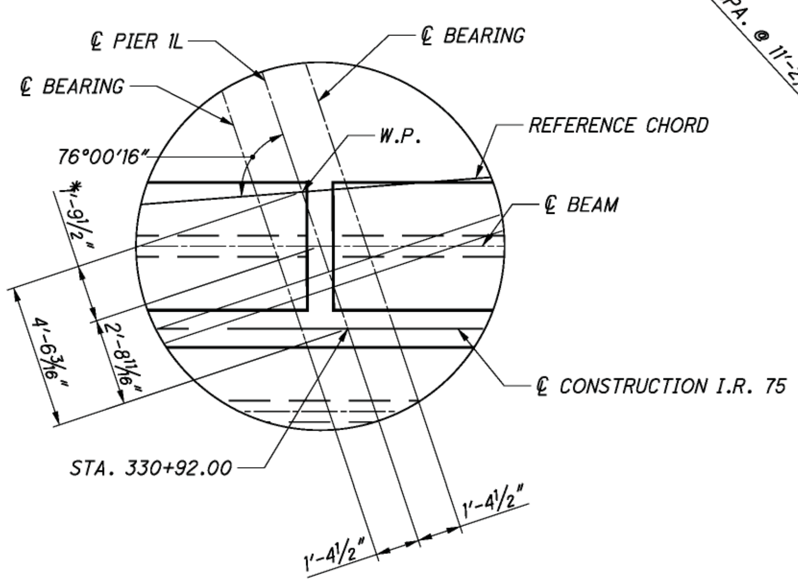
FRAMING PLAN - LEFT BRIDGE (SPAN 1)



DETAIL A



BEAM BLOCKOUT DETAIL



DETAIL B

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 136/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES MEASURED ALONG THE ℄ BEARING, SEE PIER DETAIL SHEETS 38/229 THRU 79/229.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 133/229.
5. FOR FRAMING PLAN - LEFT BRIDGE (SPAN 2), SEE SHEET 89/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
7. PROVIDE A BLOCKOUT OF THE TOP FLANGE AT EACH END OF BEAMS B1L THRU B12L AND B1R THRU B12R. CUT BARS FS404, FS501 AND FS502 AS NECESSARY TO CLEAR BLOCKOUT. DO NOT ALTER BAR SPACINGS.

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

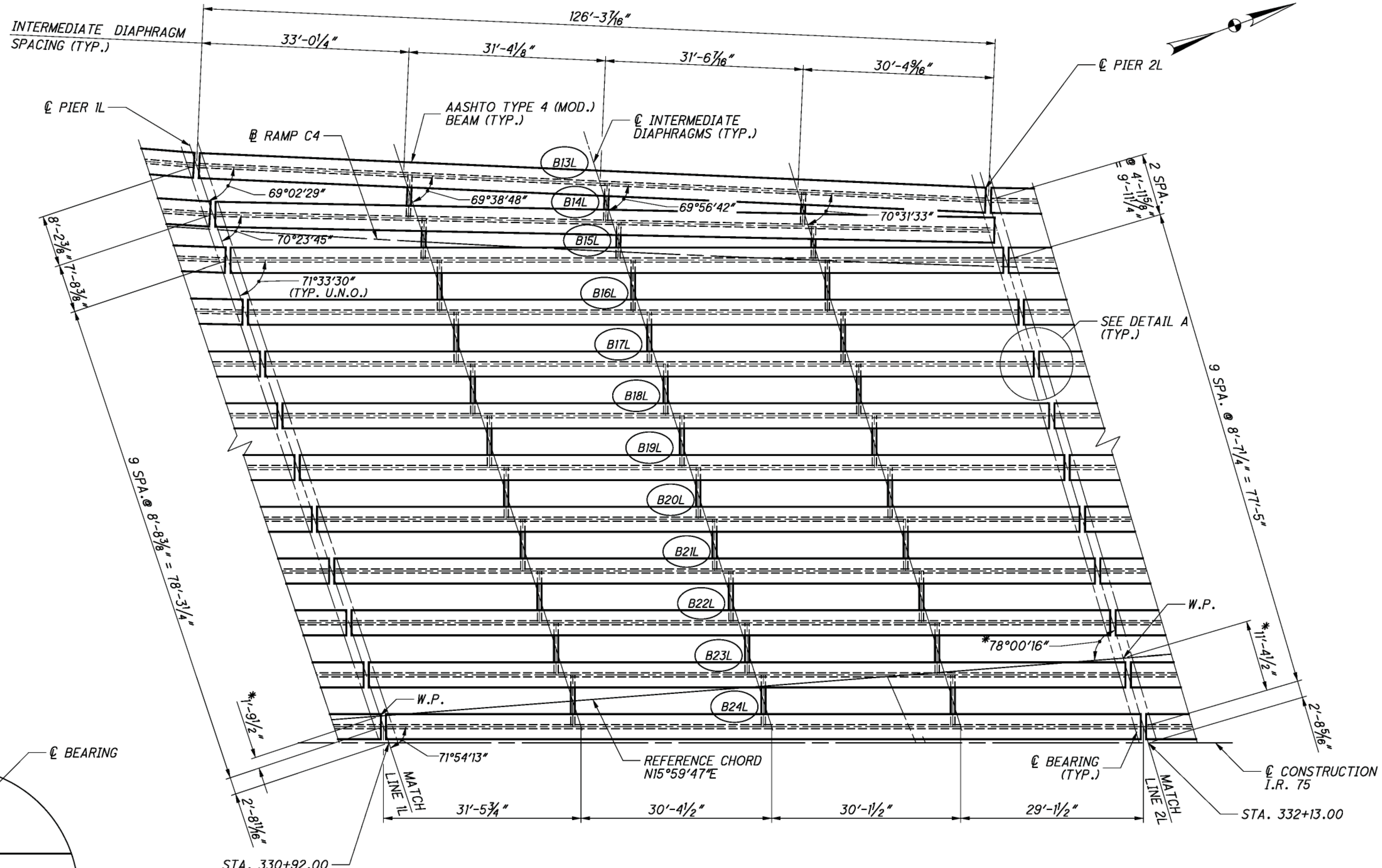
* INDICATES MEASURED TO THE REFERENCE CHORD

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

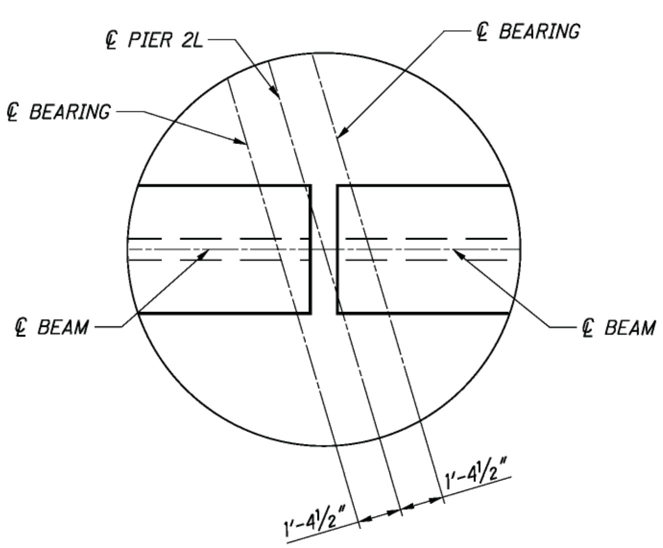
REVIEWED MSL	DATE 03/01/12	
STRUCTURE FILE NUMBER 5707994/5708001		
DRAWN MEH	REVISED	
DESIGNED JDH	CHECKED JWF	

FRAMING PLAN - LEFT BRIDGE (SPAN 1)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 2)



DETAIL A

LEGEND:

(BXXX)	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 136/229 AND 137/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 1 AND 3), SEE SHEETS 88/229 AND 90/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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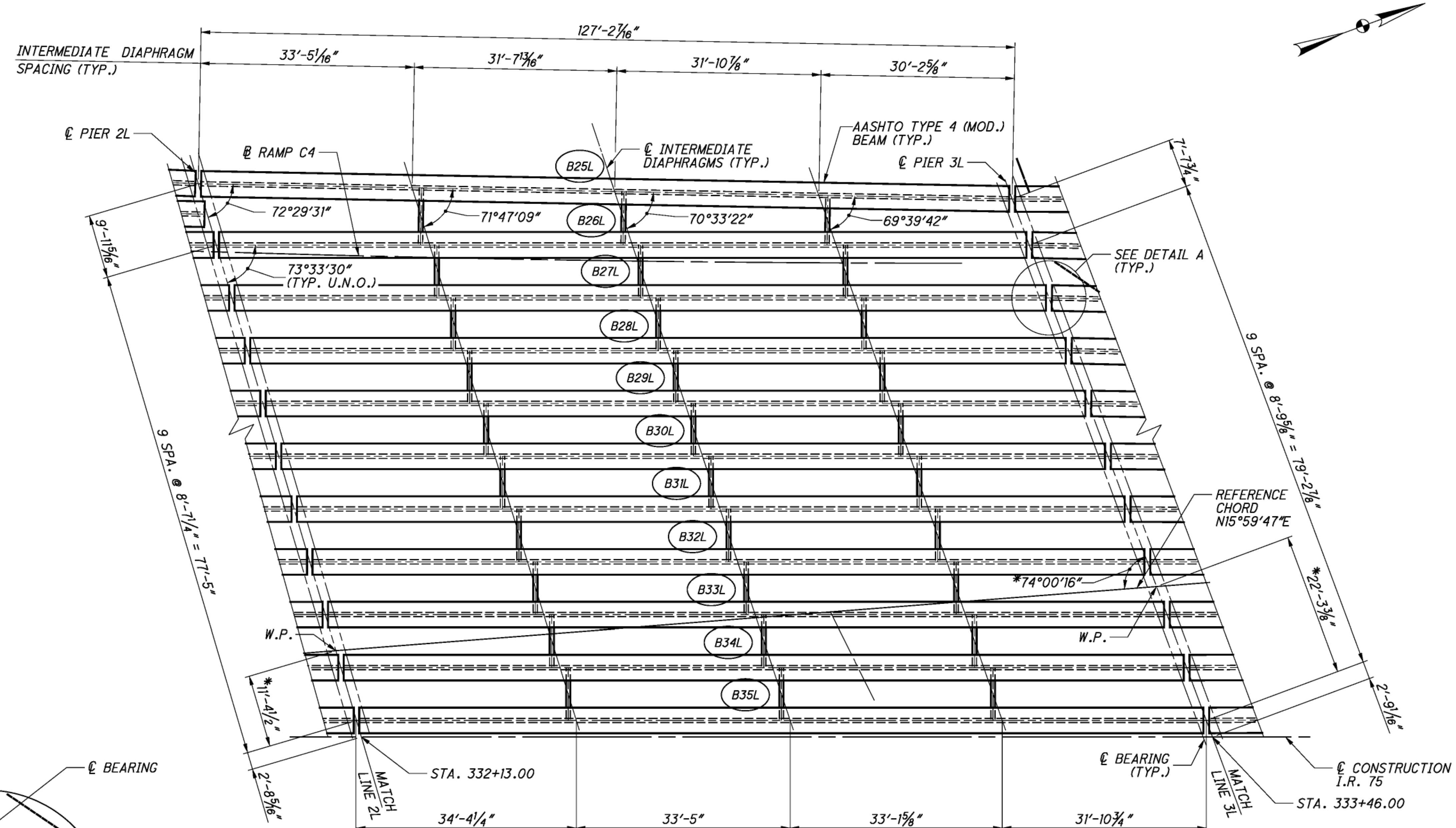
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

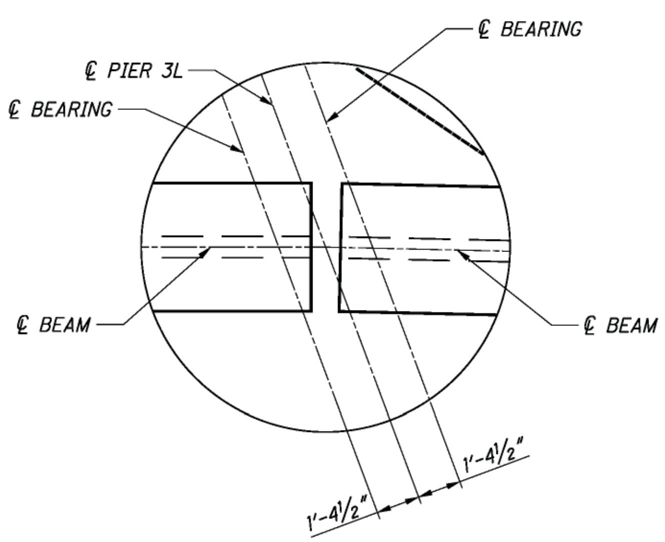
DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 3)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 137/229 AND 138/229 .
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 2 AND 4), SEE SHEETS 89/229 AND 91/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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DESIGNED	DRAWN	REVIEWED	DATE
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JWF		5707994/5708001	

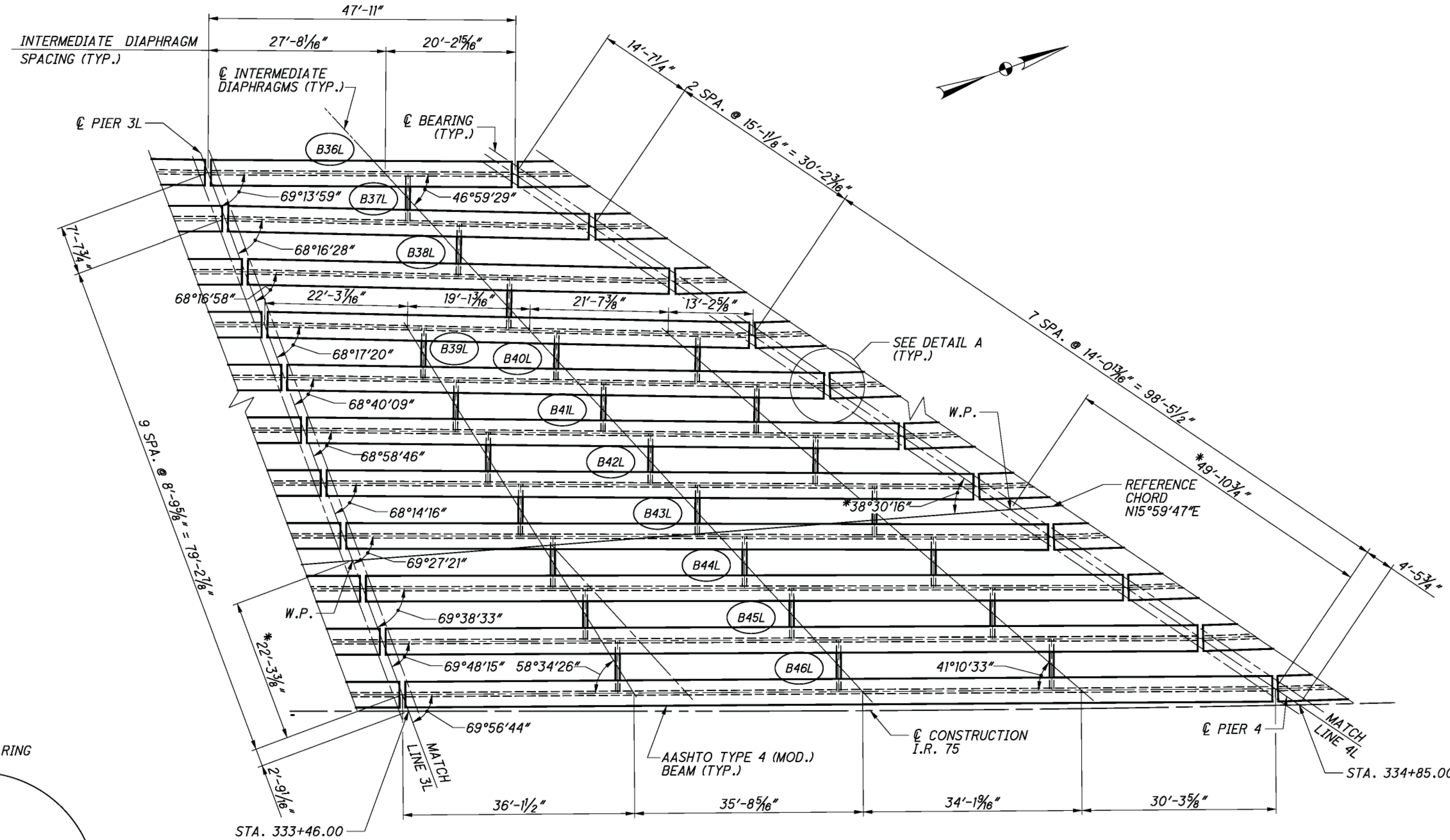
FRAMING PLAN - LEFT BRIDGE (SPAN 3)

BRIDGE NO. MOT-75-1282 L/R

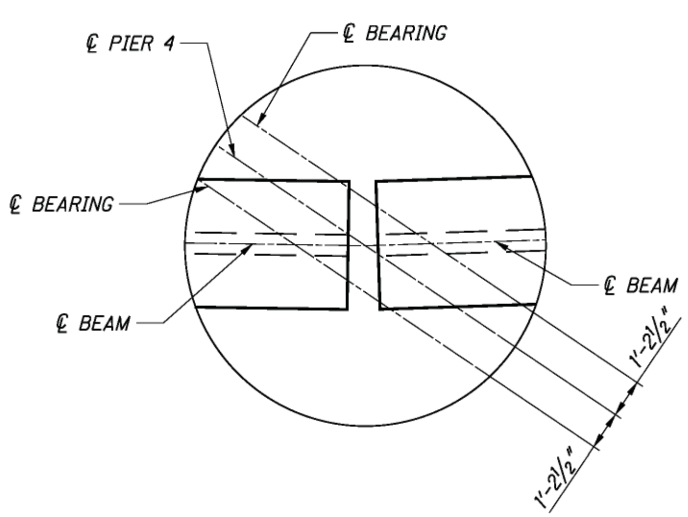
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 4)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 138/229 AND 139/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 3 AND 5), SEE SHEETS 90/229 AND 92/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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DESIGNED	DRAWN	REVIEWED	DATE
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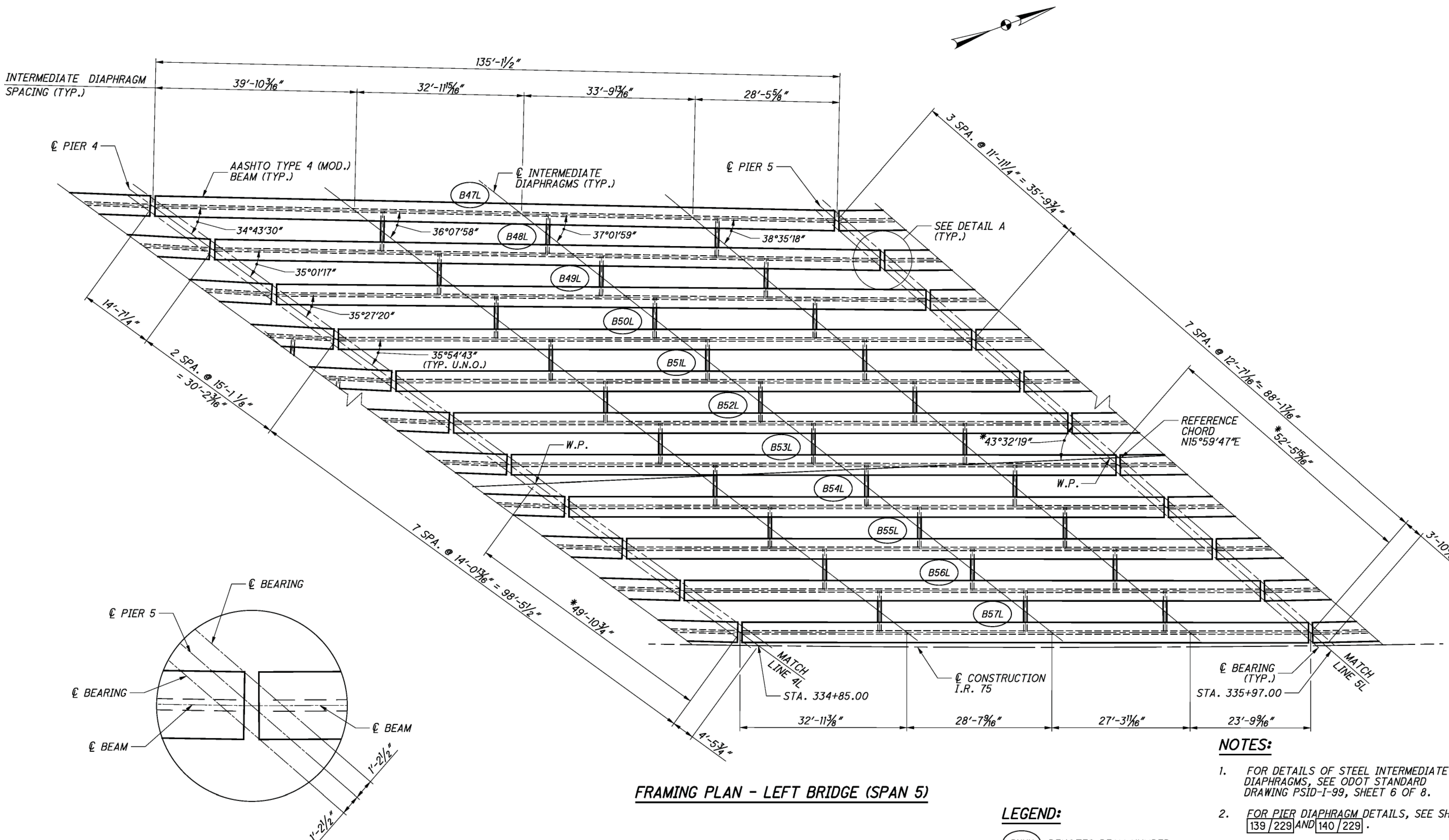
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 5)

LEGEND:

BXXX	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 139/229 AND 140/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 4 AND 6), SEE SHEETS 91/229 AND 93/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 5)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

92/229

1339
1565

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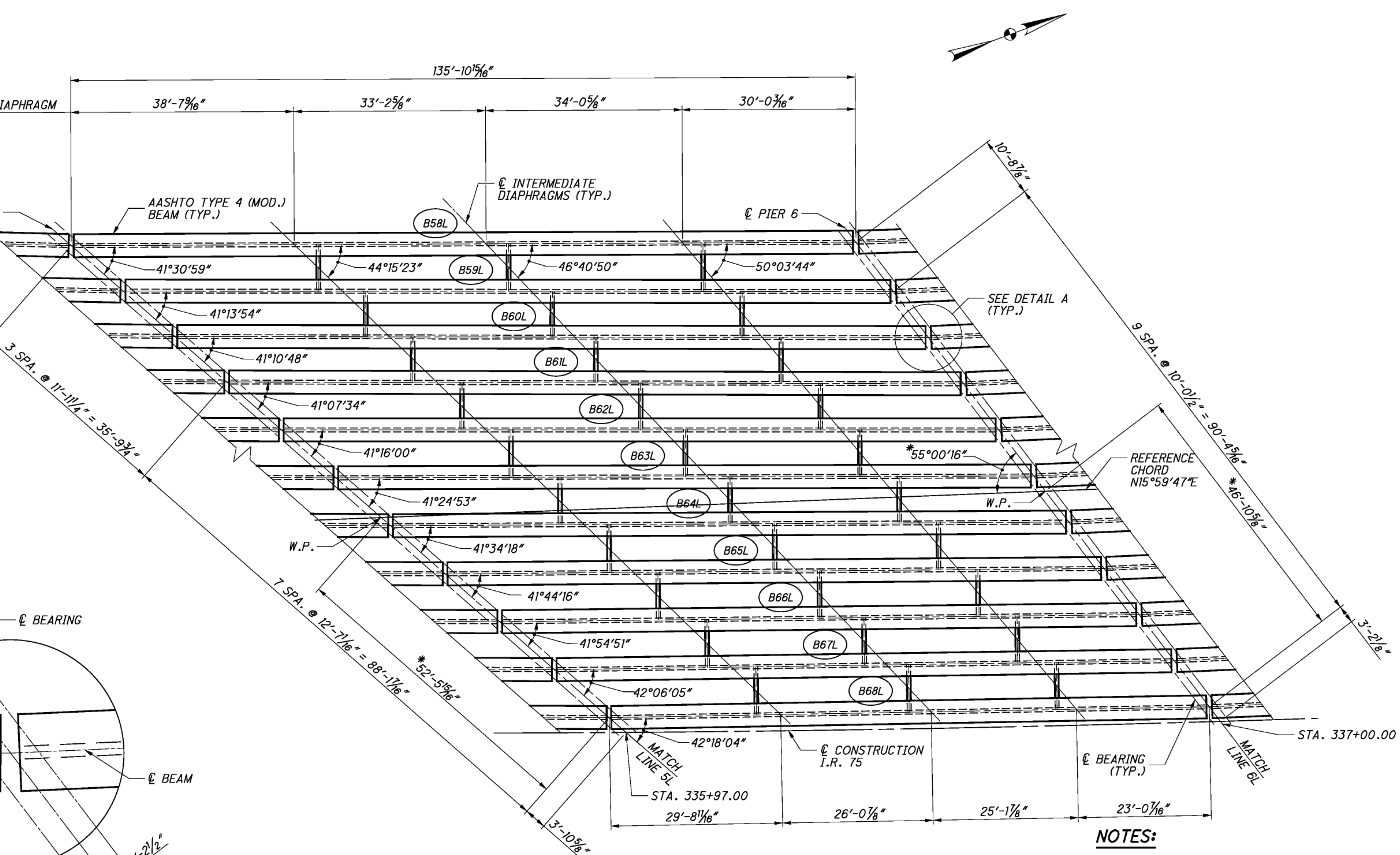
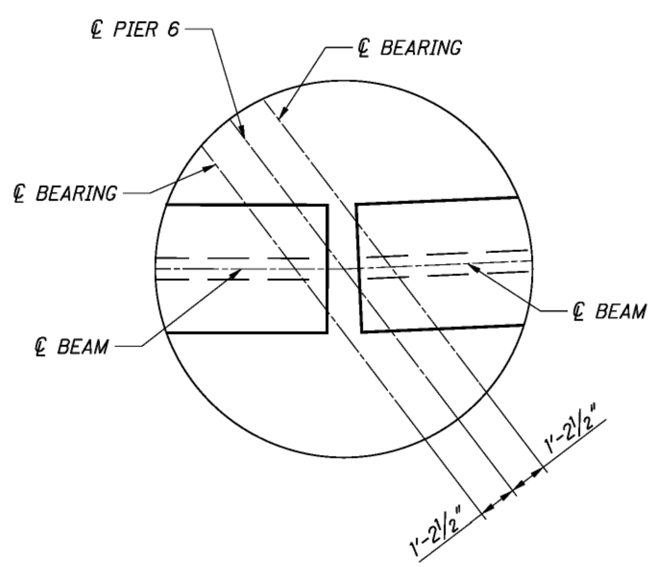


FRAMING PLAN - LEFT BRIDGE (SPAN 6)



DETAIL A

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 140/229 AND 141/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 5 AND 7), SEE SHEETS 92/229 AND 94/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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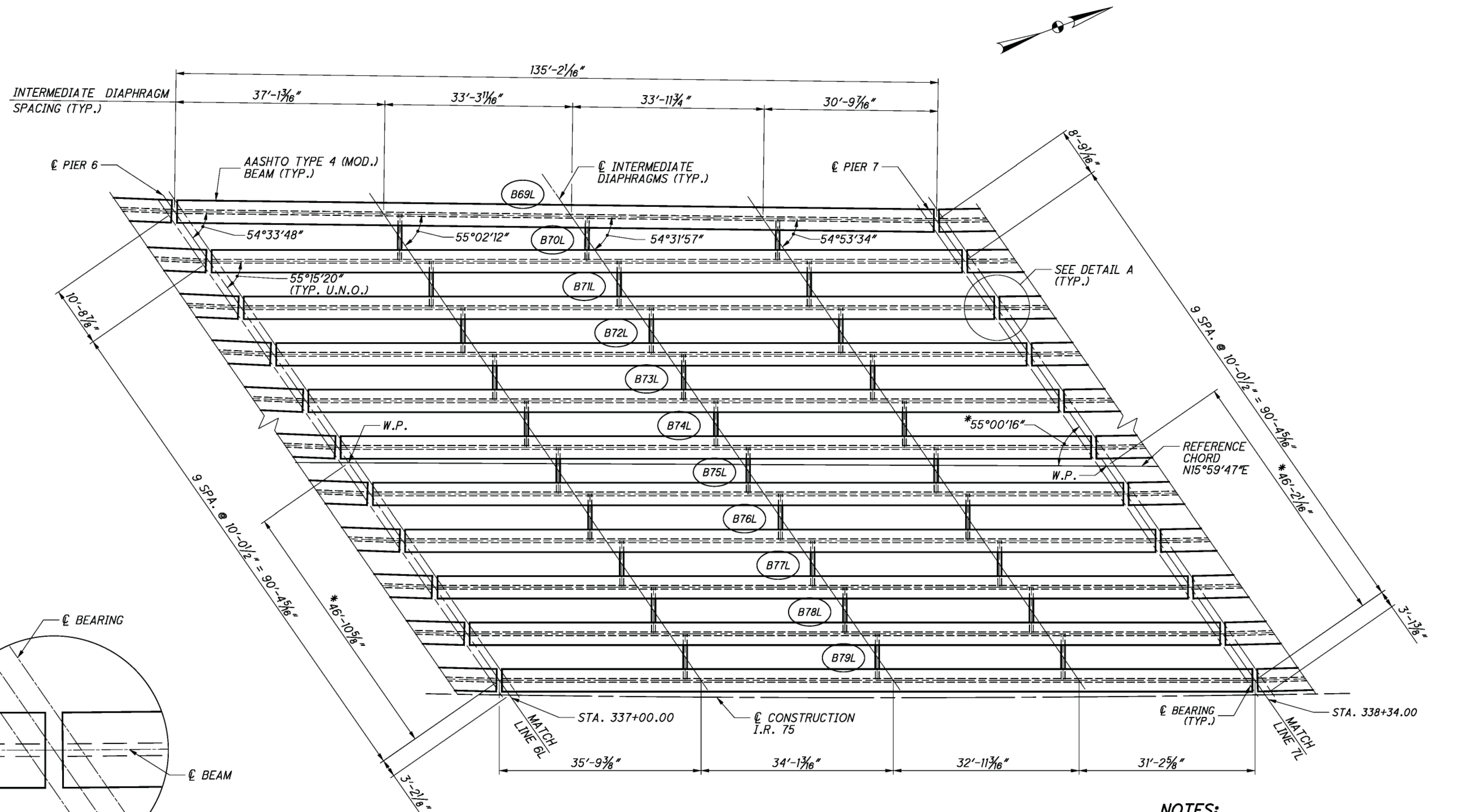
FRAMING PLAN - LEFT BRIDGE (SPAN 6)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

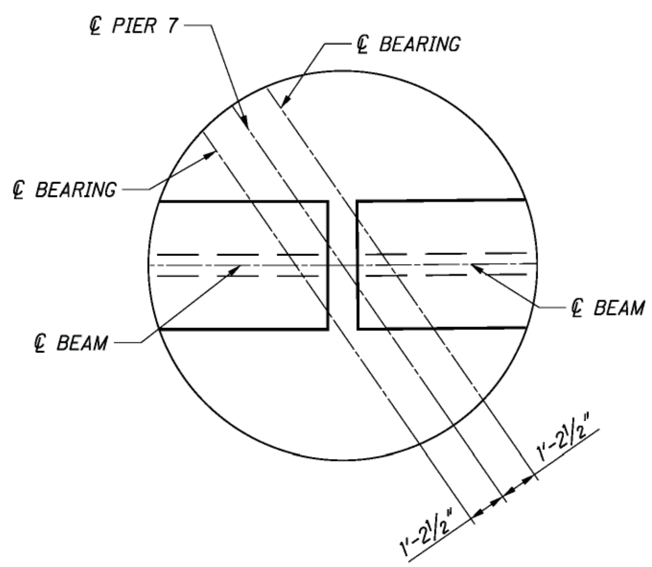
MOT-75-12.00
PID No. 77247

93/229

1340/1565



FRAMING PLAN - LEFT BRIDGE (SPAN 7)



DETAIL A

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 141/229 AND 142/229 .
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 6 AND 8), SEE SHEETS 93/229 AND 95/229 .
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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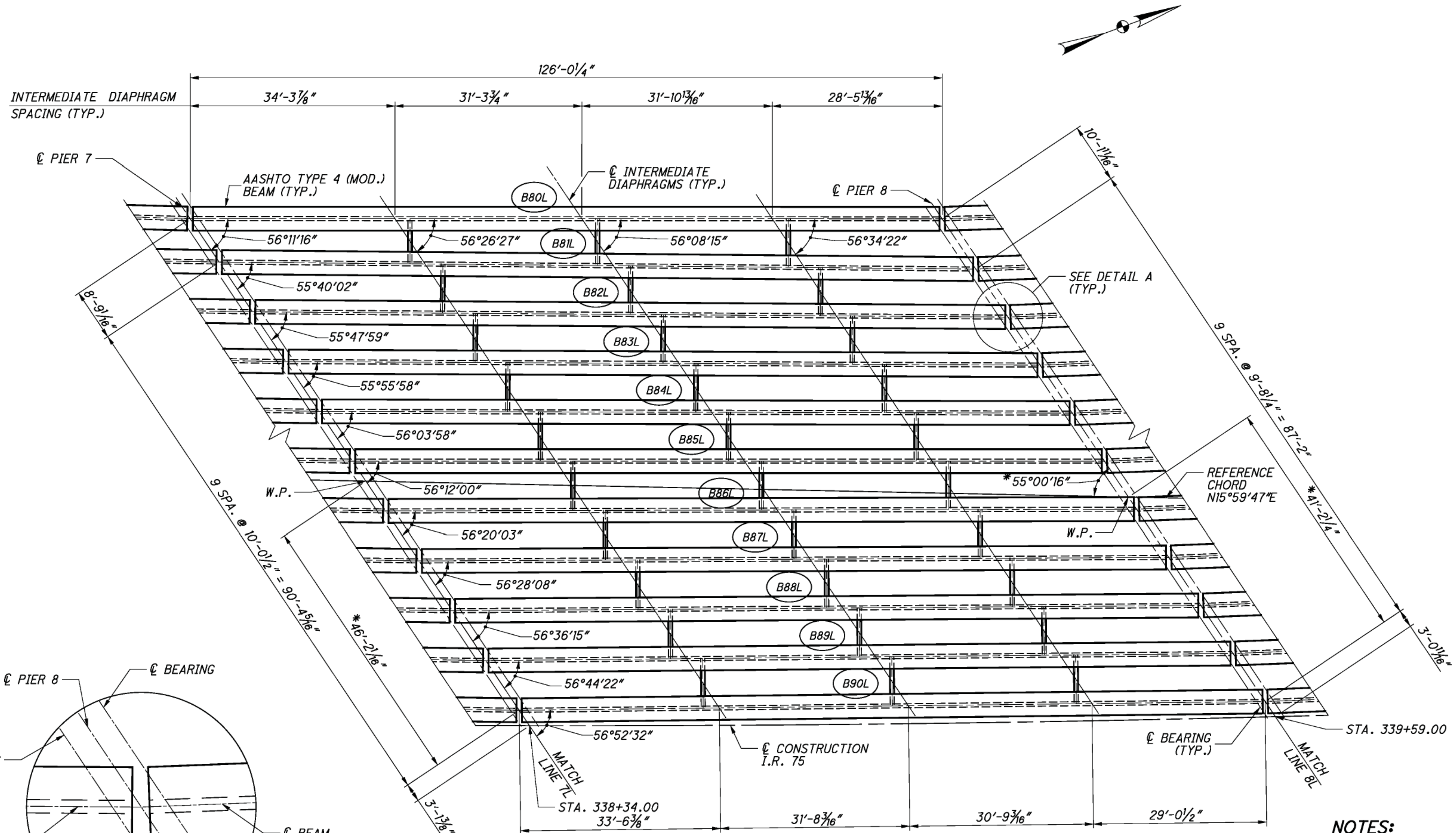
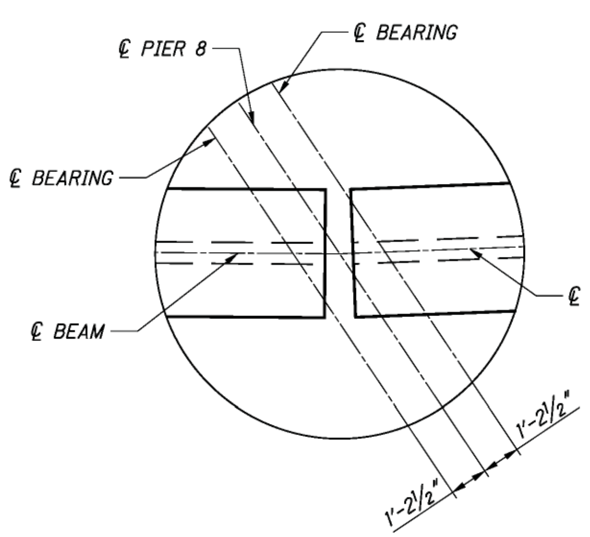
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 7)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 8)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 142/229 AND 143/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 7 AND 9), SEE SHEETS 94/229 AND 96/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

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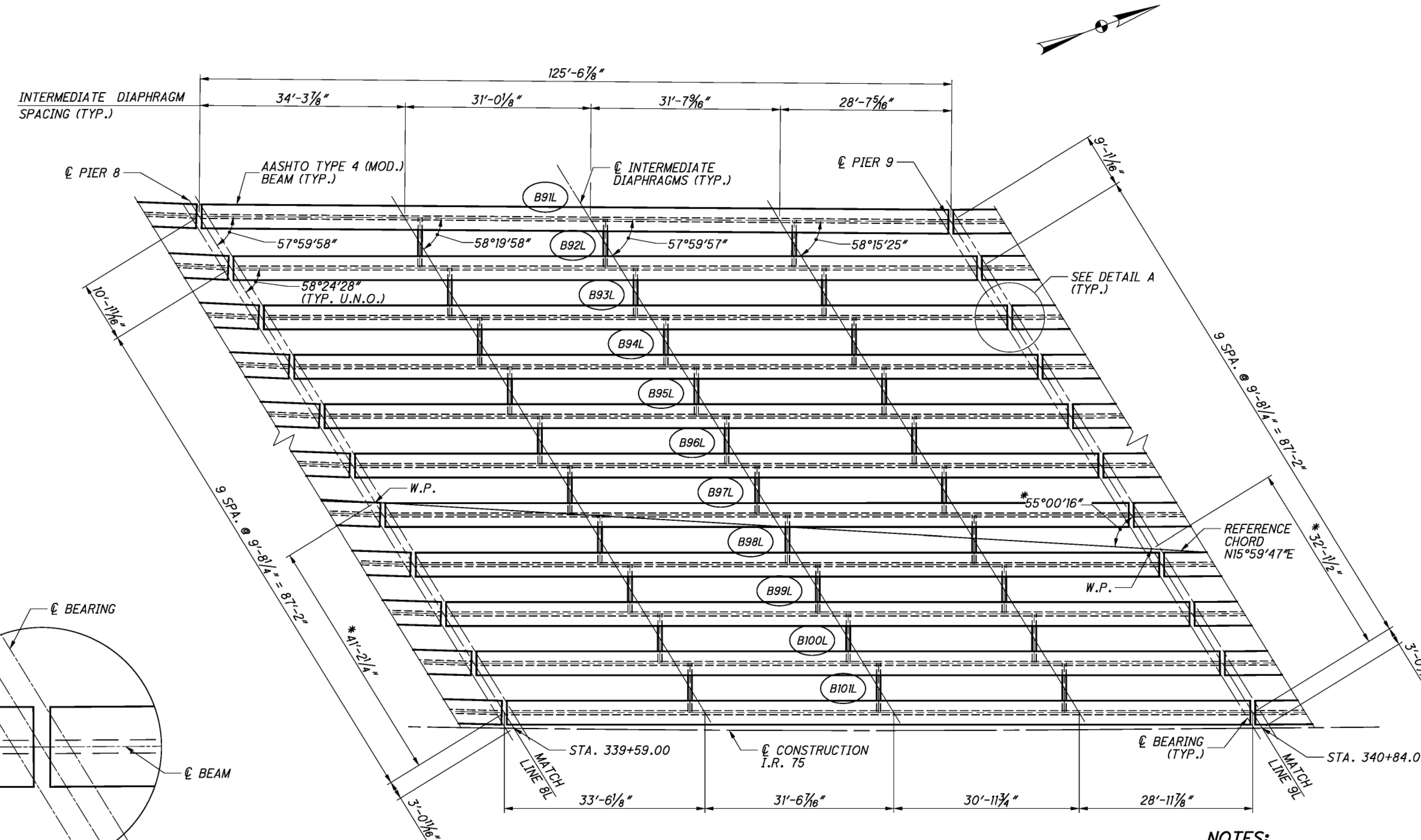
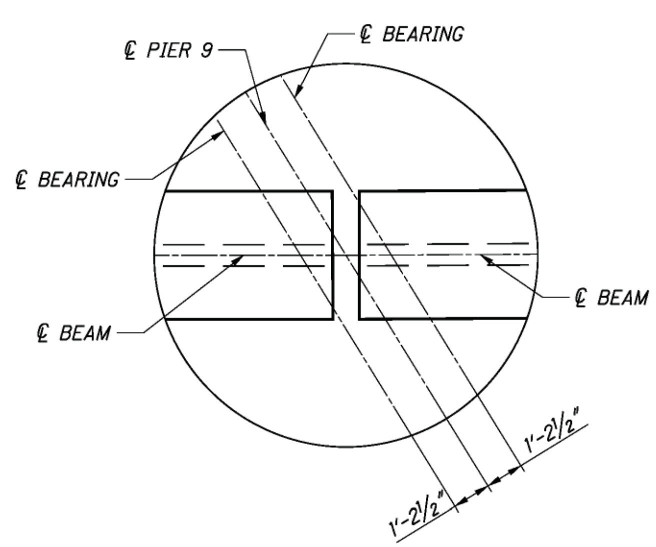
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 8)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 9)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 143/229 AND 144/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 8 AND 10), SEE SHEETS 95/229 AND 97/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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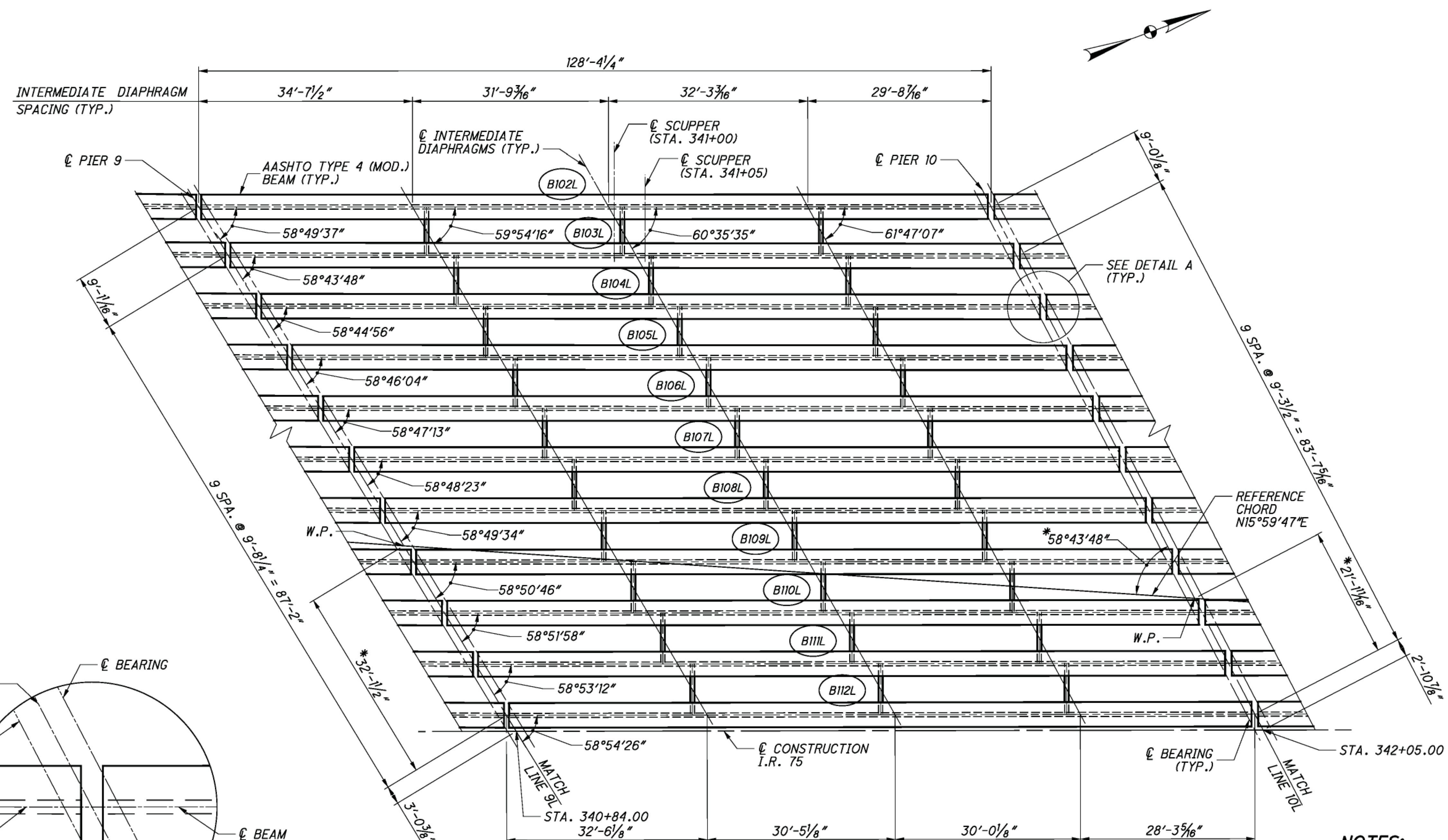
CLEVELAND, OHIO 44113

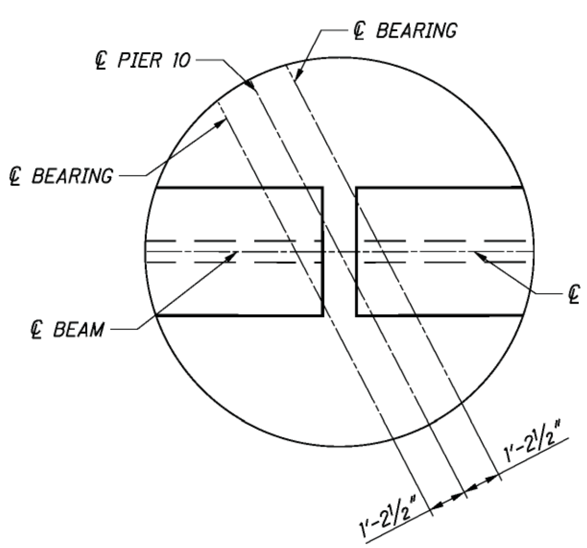
DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 9)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 10)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 144/229 AND 145/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 9 AND 11), SEE SHEETS 96/229 AND 98/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
6. FOR SCUPPER DETAILS, SEE SHEET 167/229.

DESIGN AGENCY
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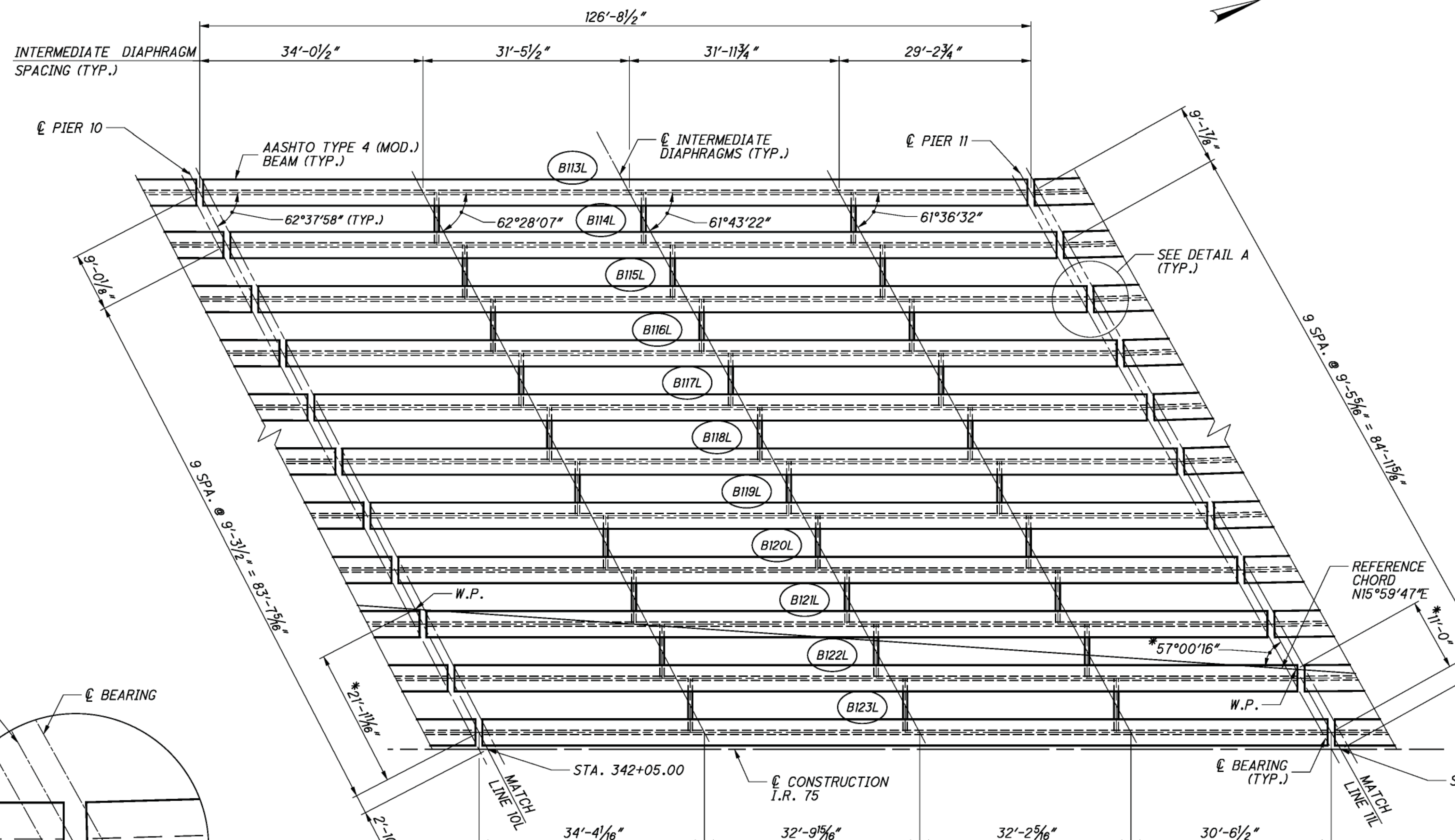
CLEVELAND, OHIO 44113

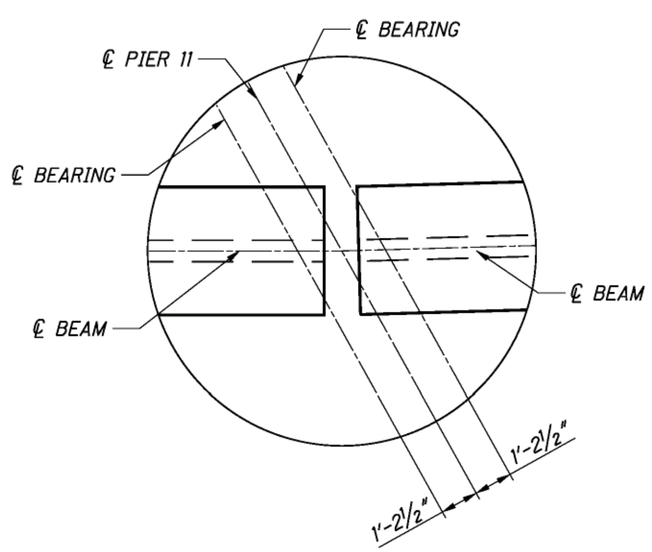
DESIGNED JDH	DRAWN MEH	REVIEWED MSL	DATE 03/01/12
CHECKED JWF	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 10)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - LEFT BRIDGE (SPAN 11)



DETAIL A

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 145/229 AND 146/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 10 AND 12), SEE SHEETS 97/229 AND 99/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 11)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

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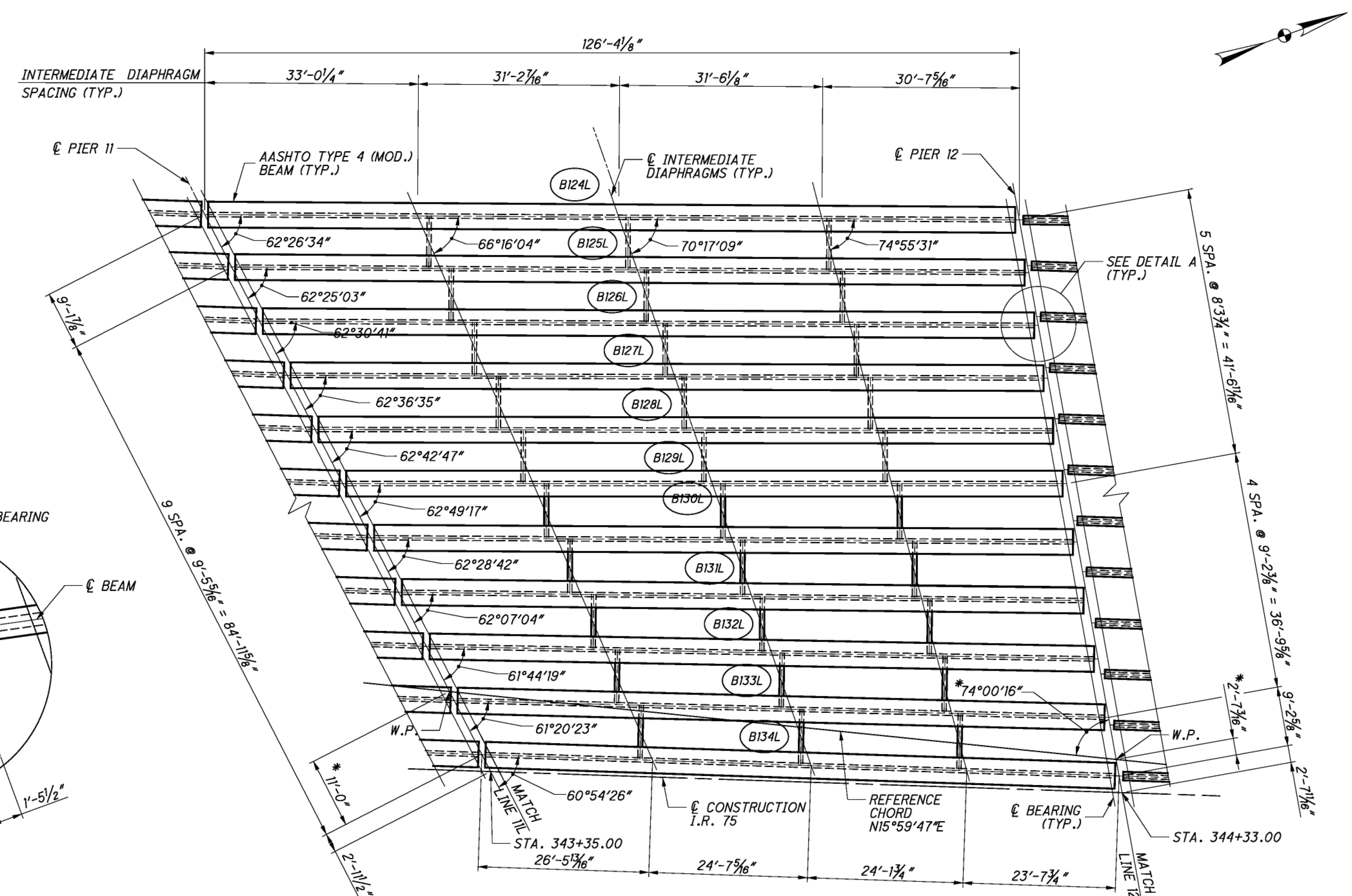
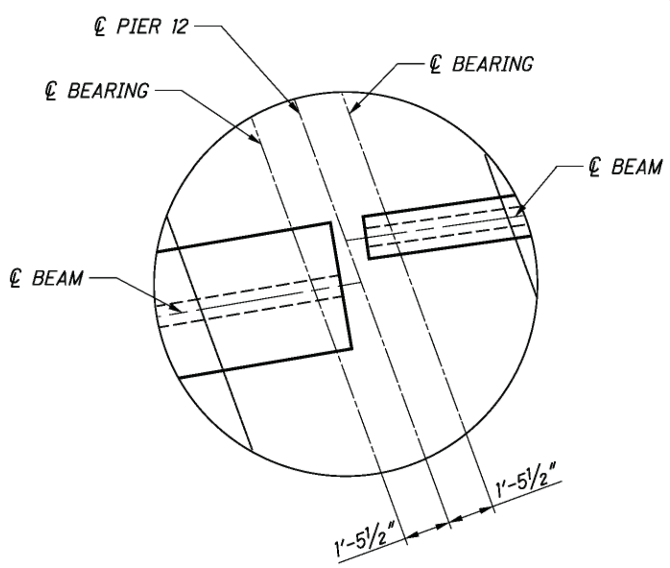
PID No. 77247





DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 12)

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 146/229 AND 147/229 .
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 11 AND 13), SEE SHEETS 98/229 AND 100/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

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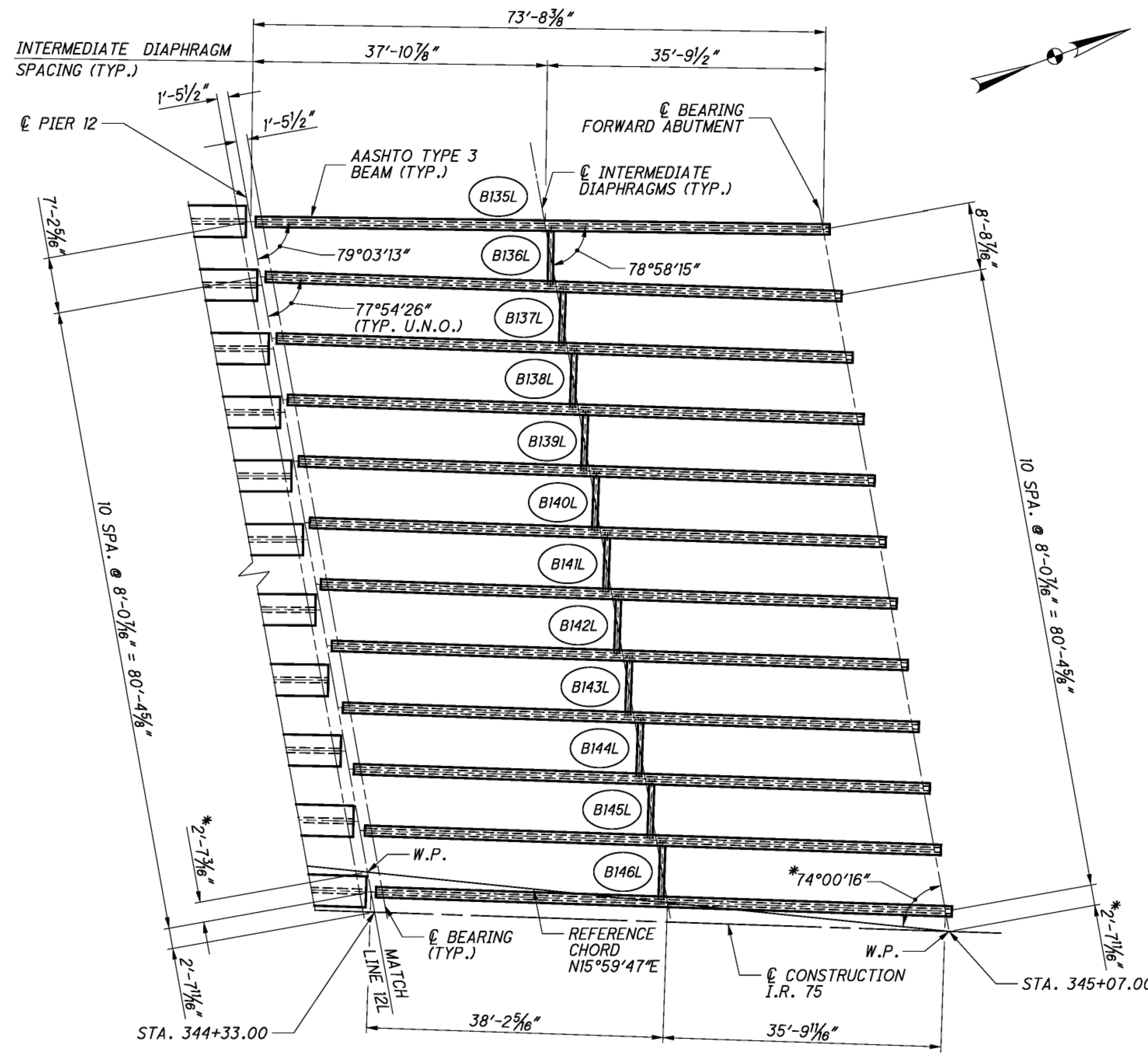
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

99/229

1346/1565



FRAMING PLAN - LEFT BRIDGE (SPAN 13)

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 134/229.
5. FOR FRAMING PLAN - LEFT BRIDGE (SPAN 12), SEE SHEET 99/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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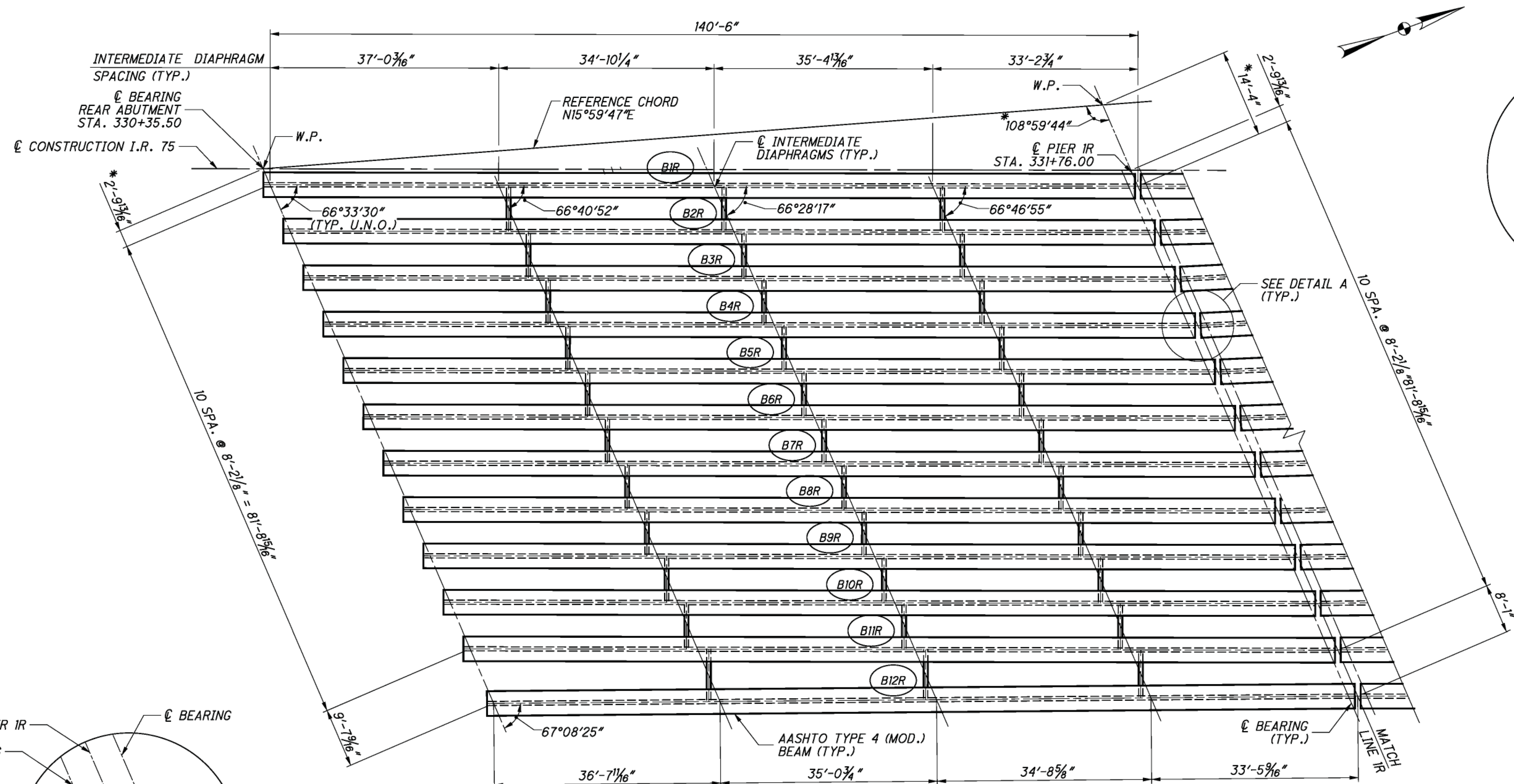
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

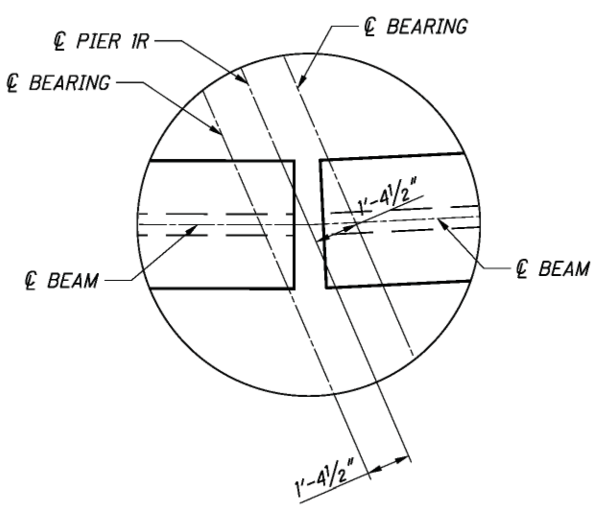
DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

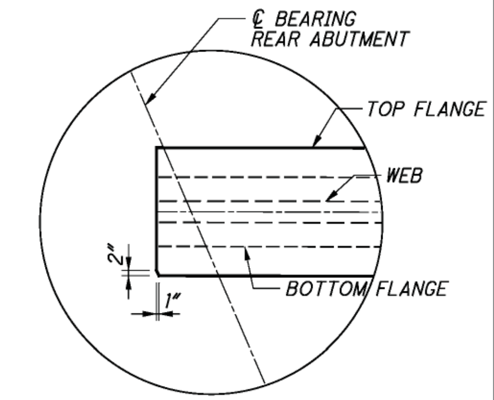
MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 1)



DETAIL A



BEAM BLOCKOUT DETAIL

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

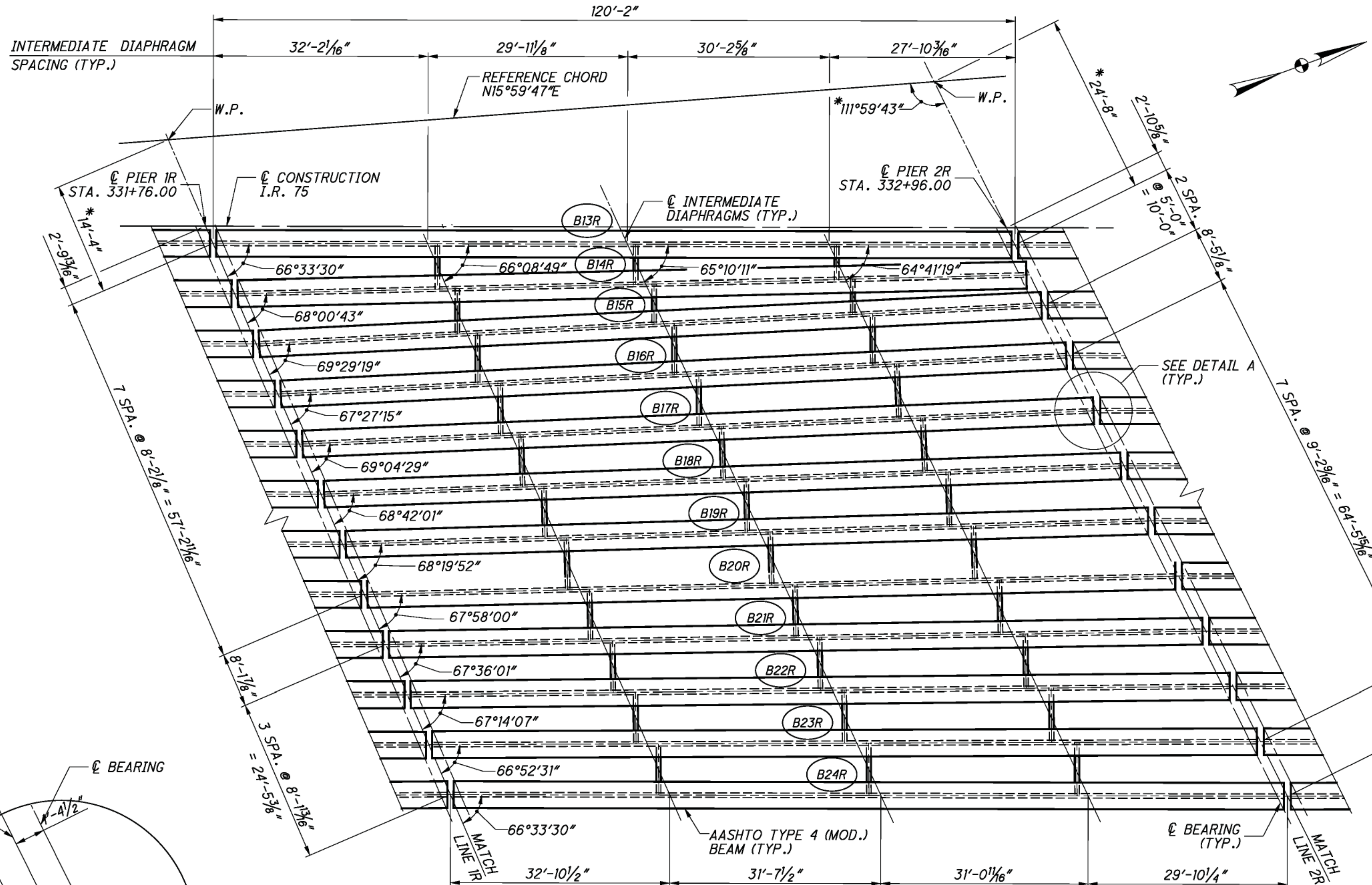
NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-1-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 136/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 133/229.
5. FOR FRAMING PLAN - RIGHT BRIDGE (SPAN 2), SEE SHEET 102/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

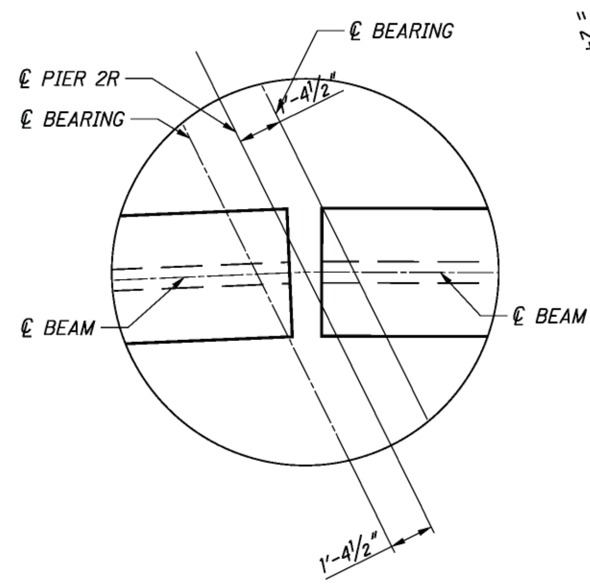
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DESIGNED JDH DRAWN MEH REVISED
CHECKED JWF

FRAMING PLAN - RIGHT BRIDGE (SPAN 1)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 2)



DETAIL A

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

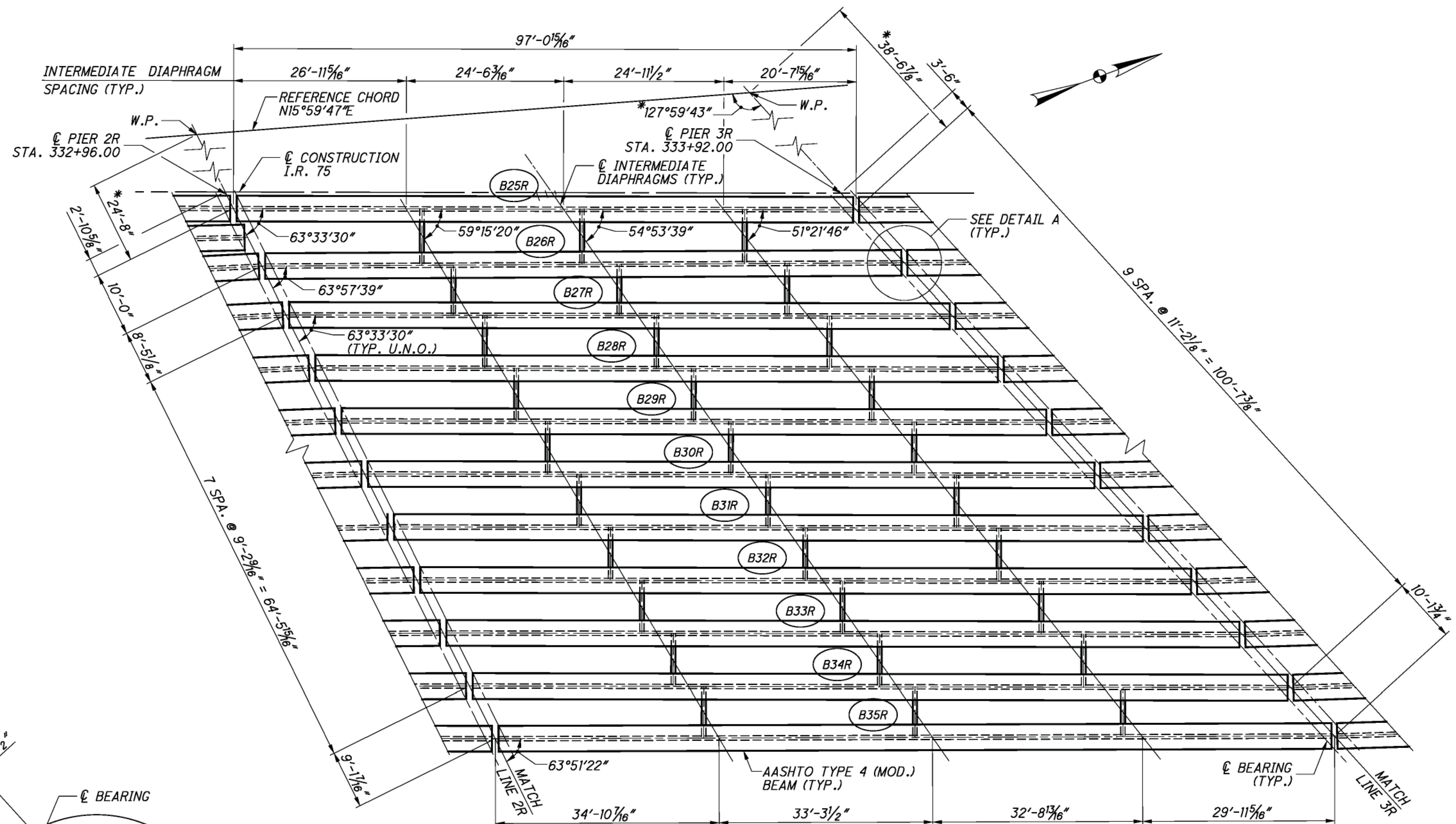
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-1-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 136/229 AND 137/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 1 AND 3), SEE SHEETS 101/229 AND 103/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

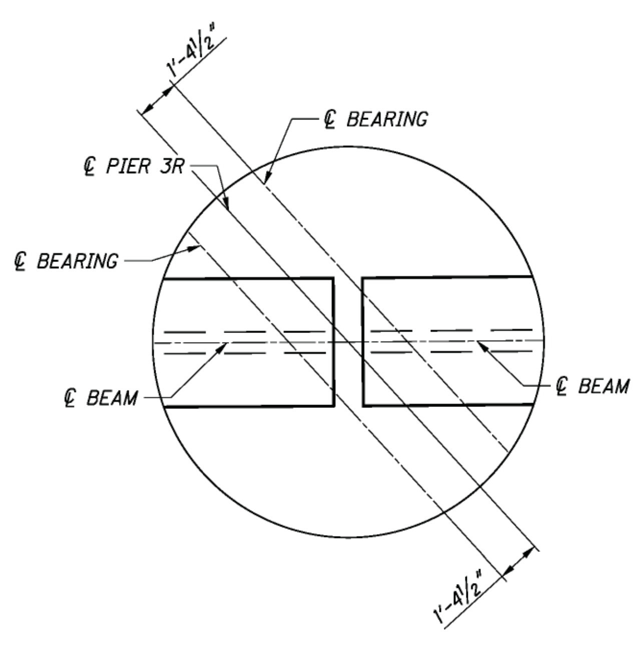
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

FRAMING PLAN - RIGHT BRIDGE (SPAN 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 3)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 137/229 AND 138/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 2 AND 4), SEE SHEETS 102/229 AND 104/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

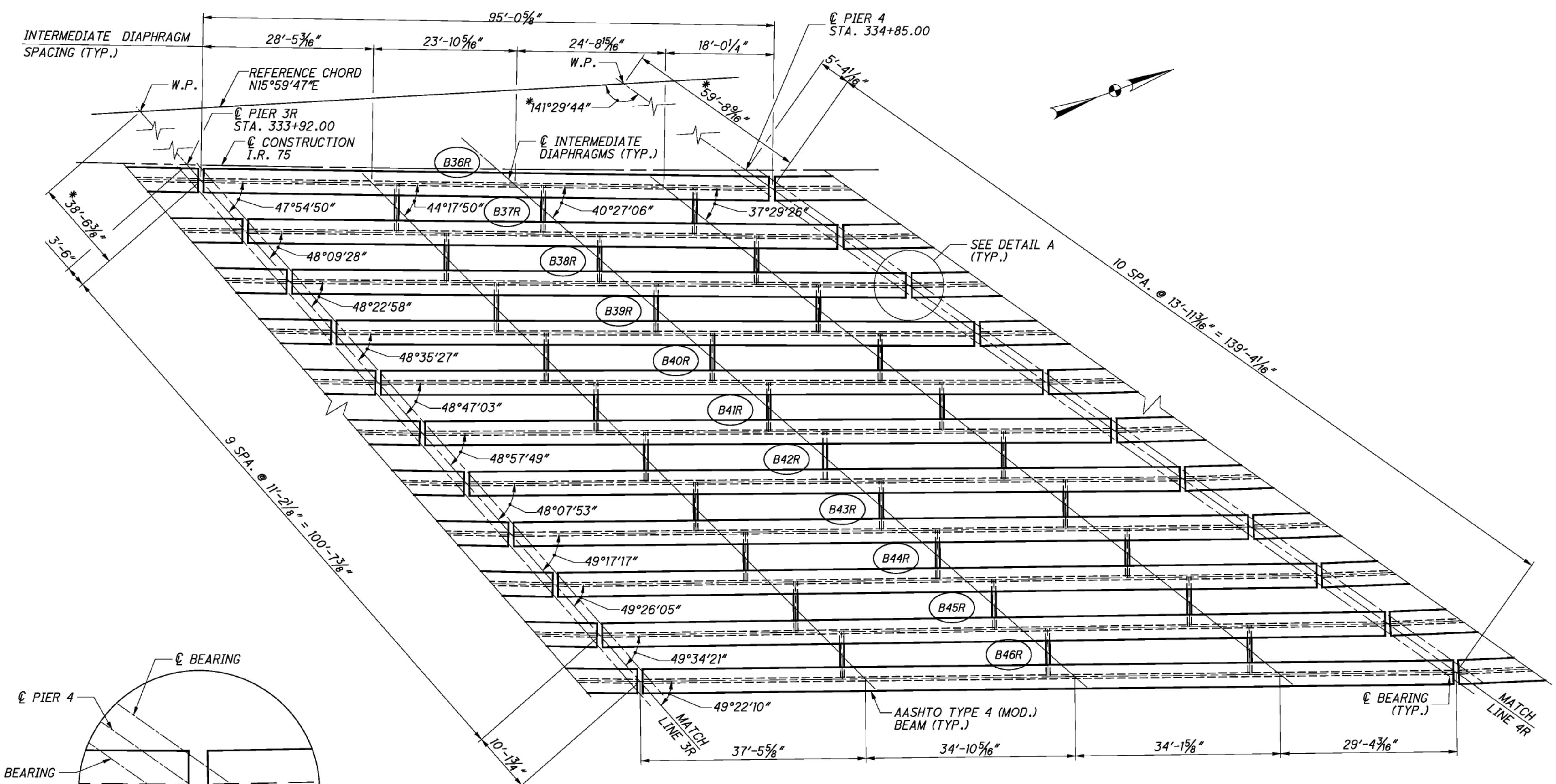
FRAMING PLAN - RIGHT BRIDGE (SPAN 3)

BRIDGE NO. MOT-75-1282 L/R

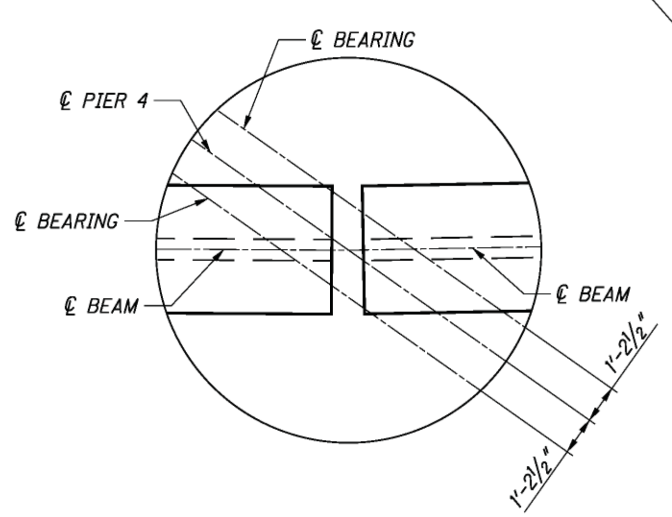
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 4)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

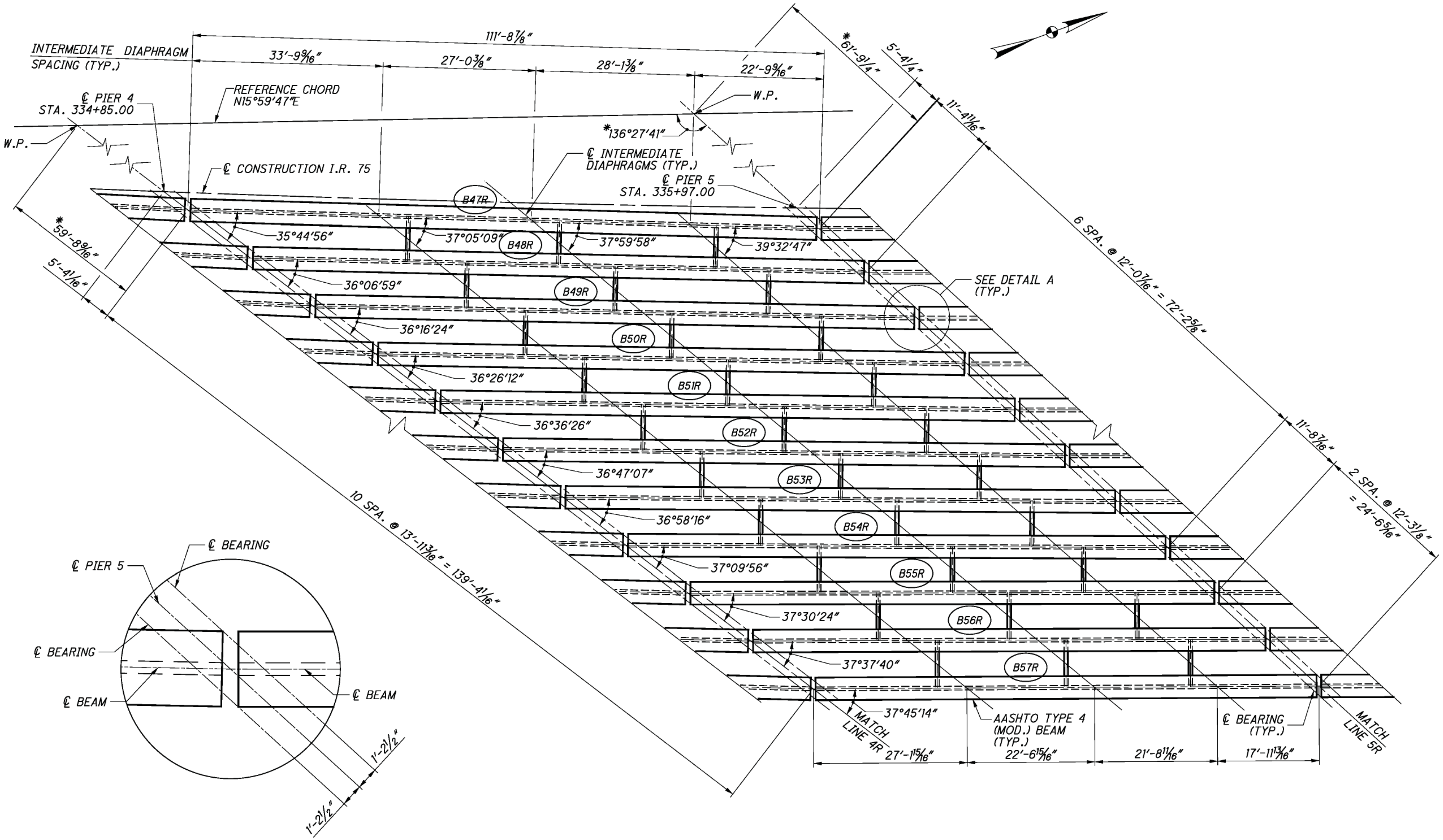
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 138/229 AND 139/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 3 AND 5), SEE SHEETS 103/229 AND 105/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 5)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

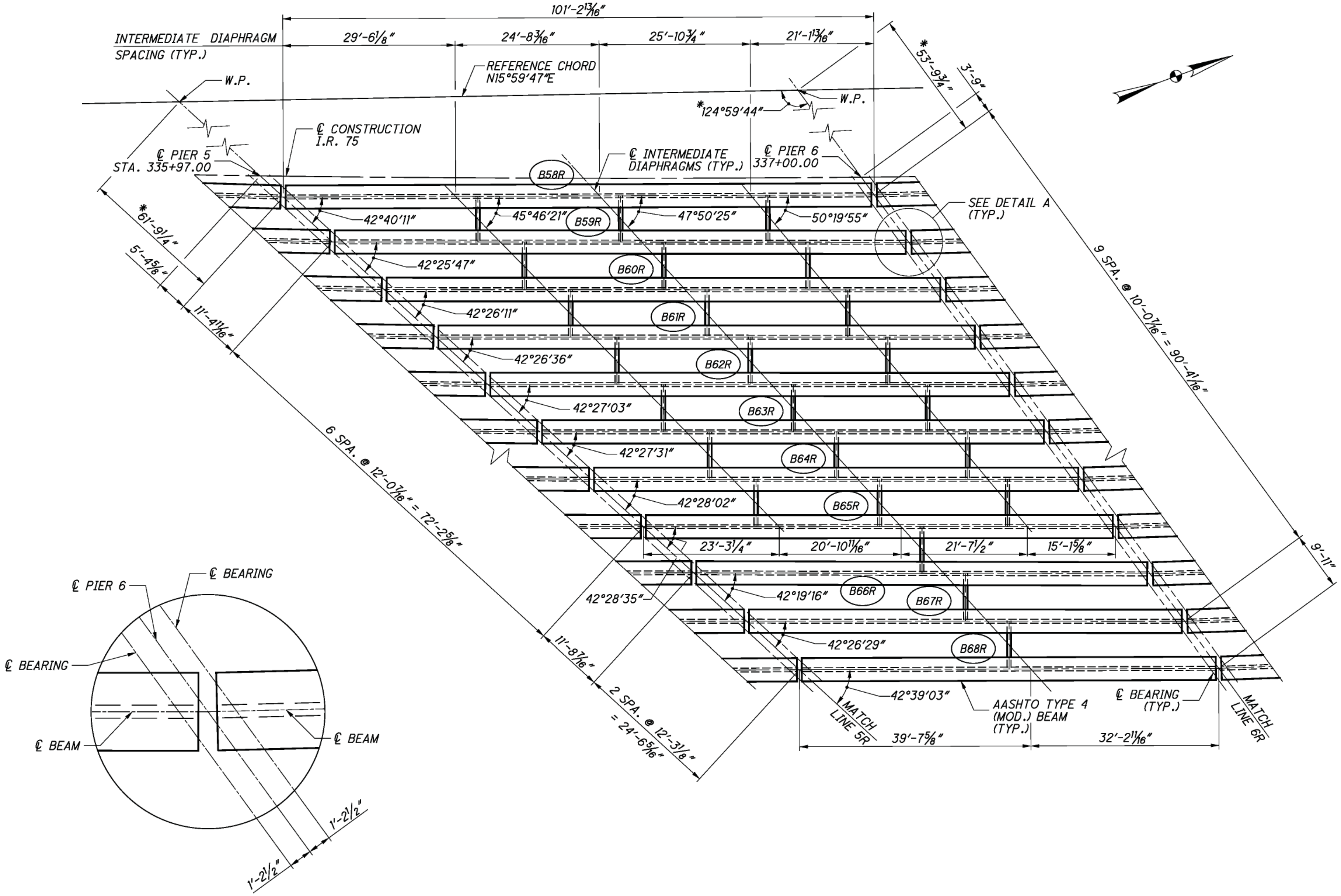
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 139/229 AND 140/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 4 AND 6), SEE SHEETS 104/229 AND 106/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 5)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 6)

LEGEND:

BXXX DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 140/229 AND 141/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 5 AND 7), SEE SHEETS 105/229 AND 107/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

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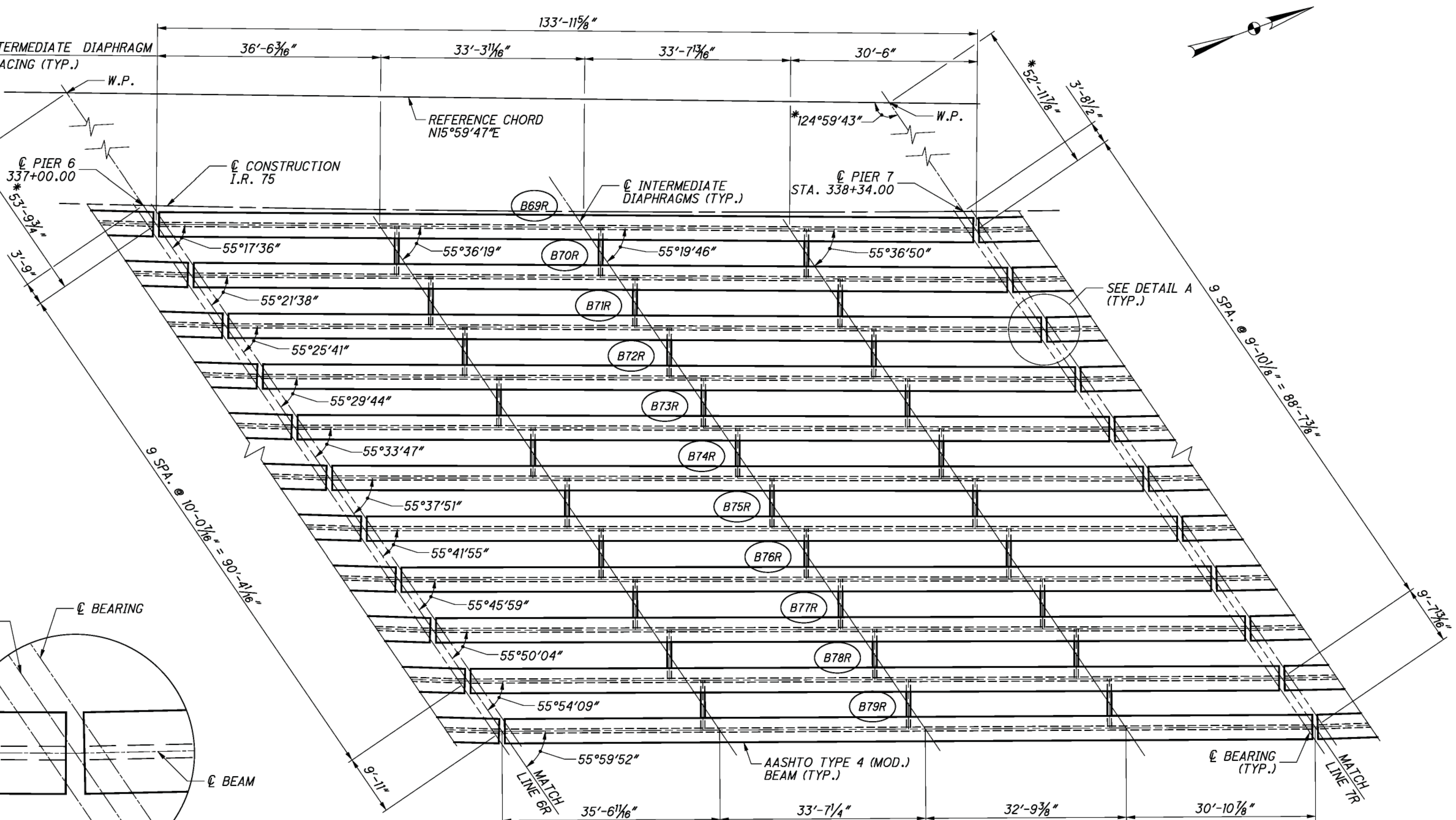
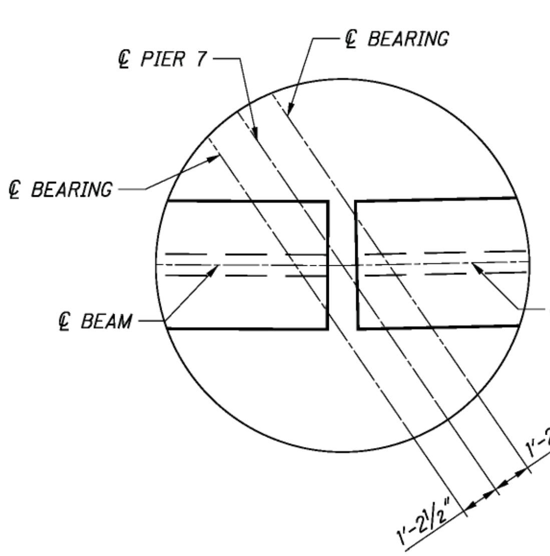
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 6)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 7)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 141/229 AND 142/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 6 AND 8), SEE SHEETS 106/229 AND 108/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 7)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

107/229

1354/1565

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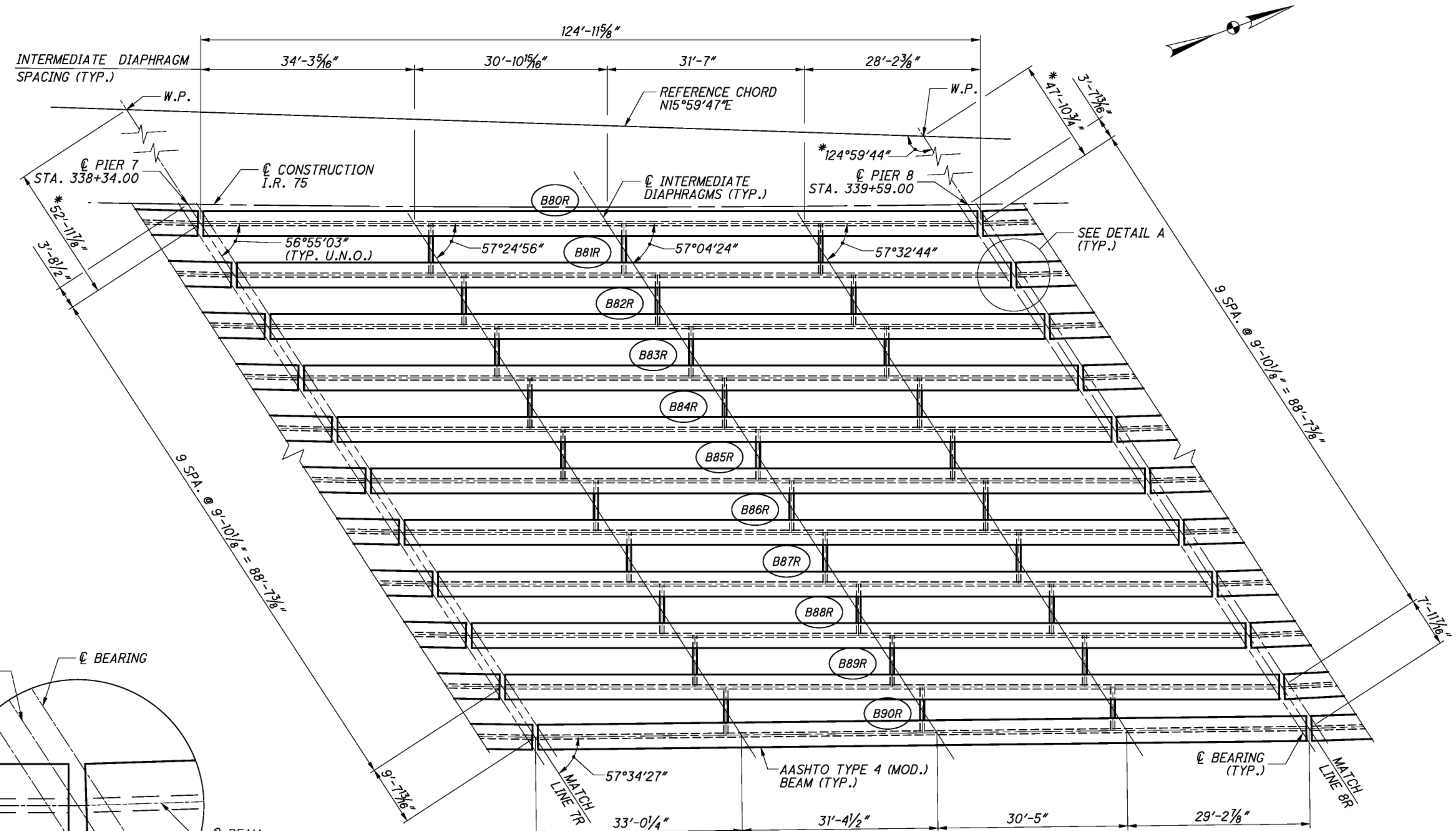
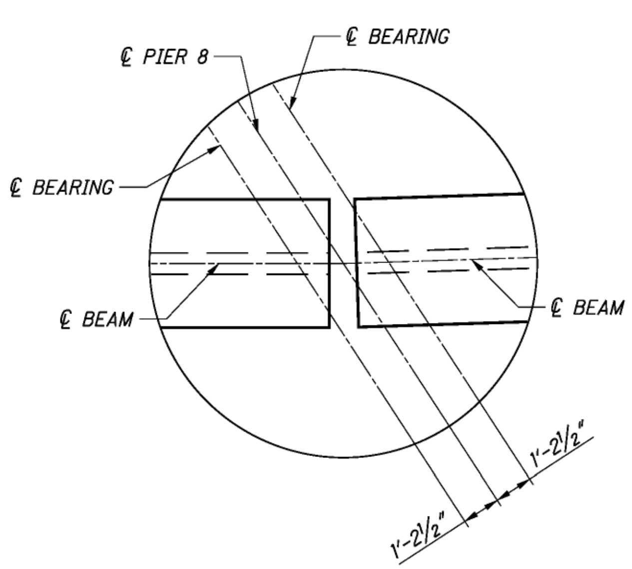


FRAMING PLAN - RIGHT BRIDGE (SPAN 8)



DETAIL A

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

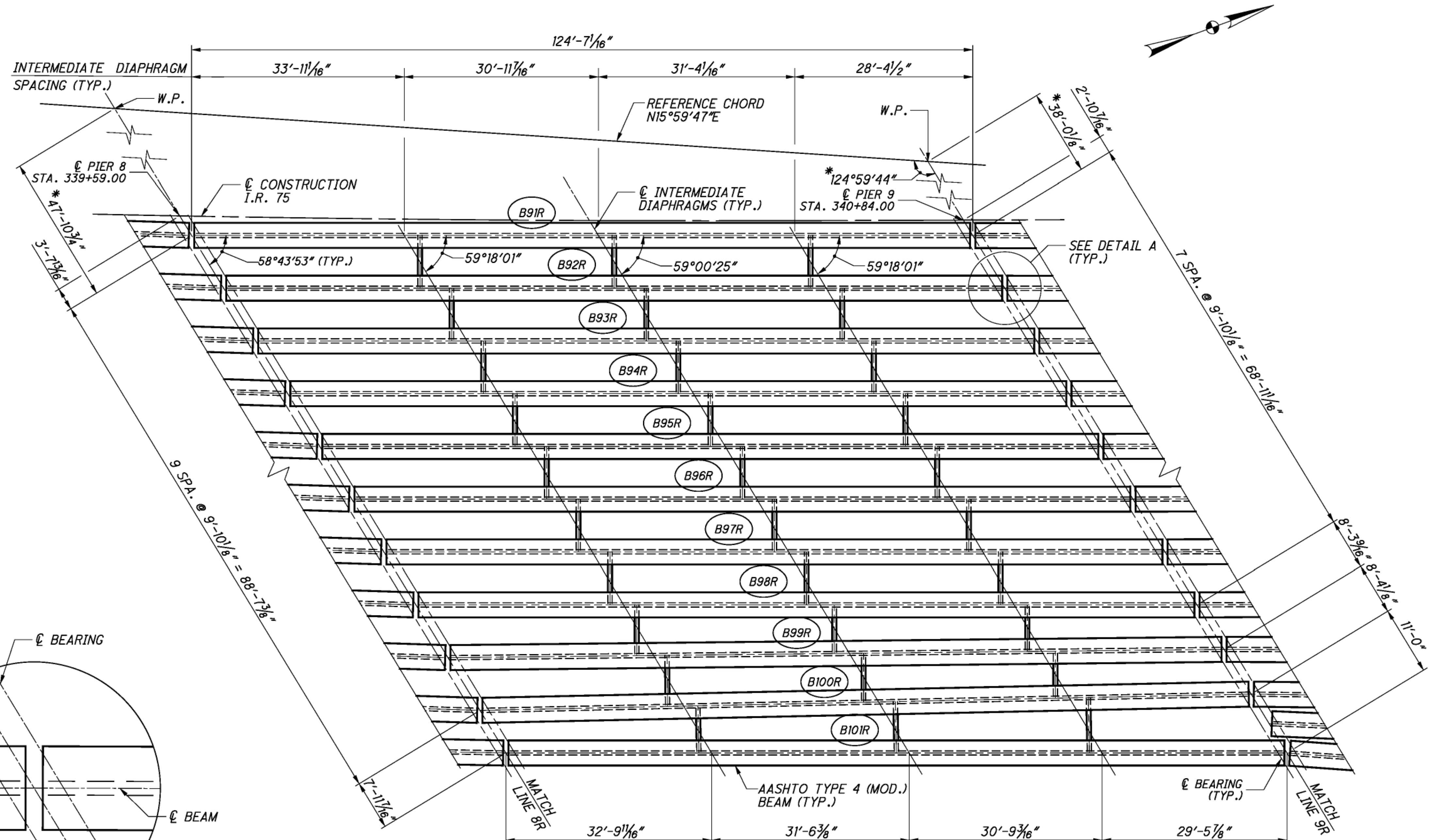
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-1-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 142/229 AND 143/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 7 AND 9), SEE SHEETS 107/229 AND 109/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

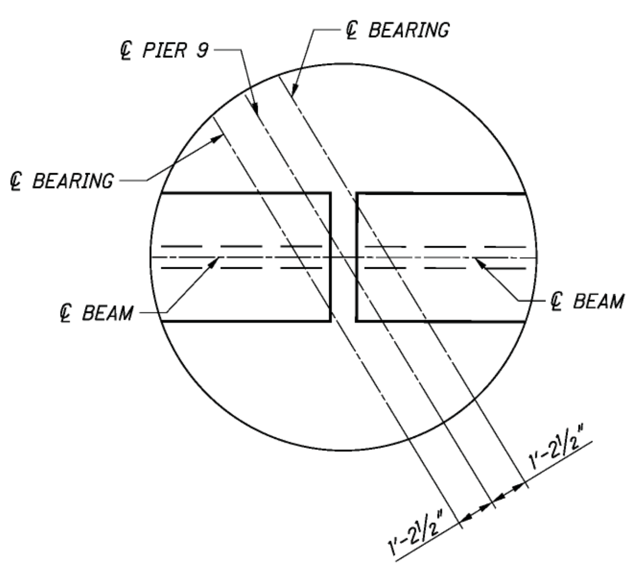
DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 8)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 9)



DETAIL A

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 143/229 AND 144/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 8 AND 10), SEE SHEETS 108/229 AND 110/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 9)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

109/229

1356
1565

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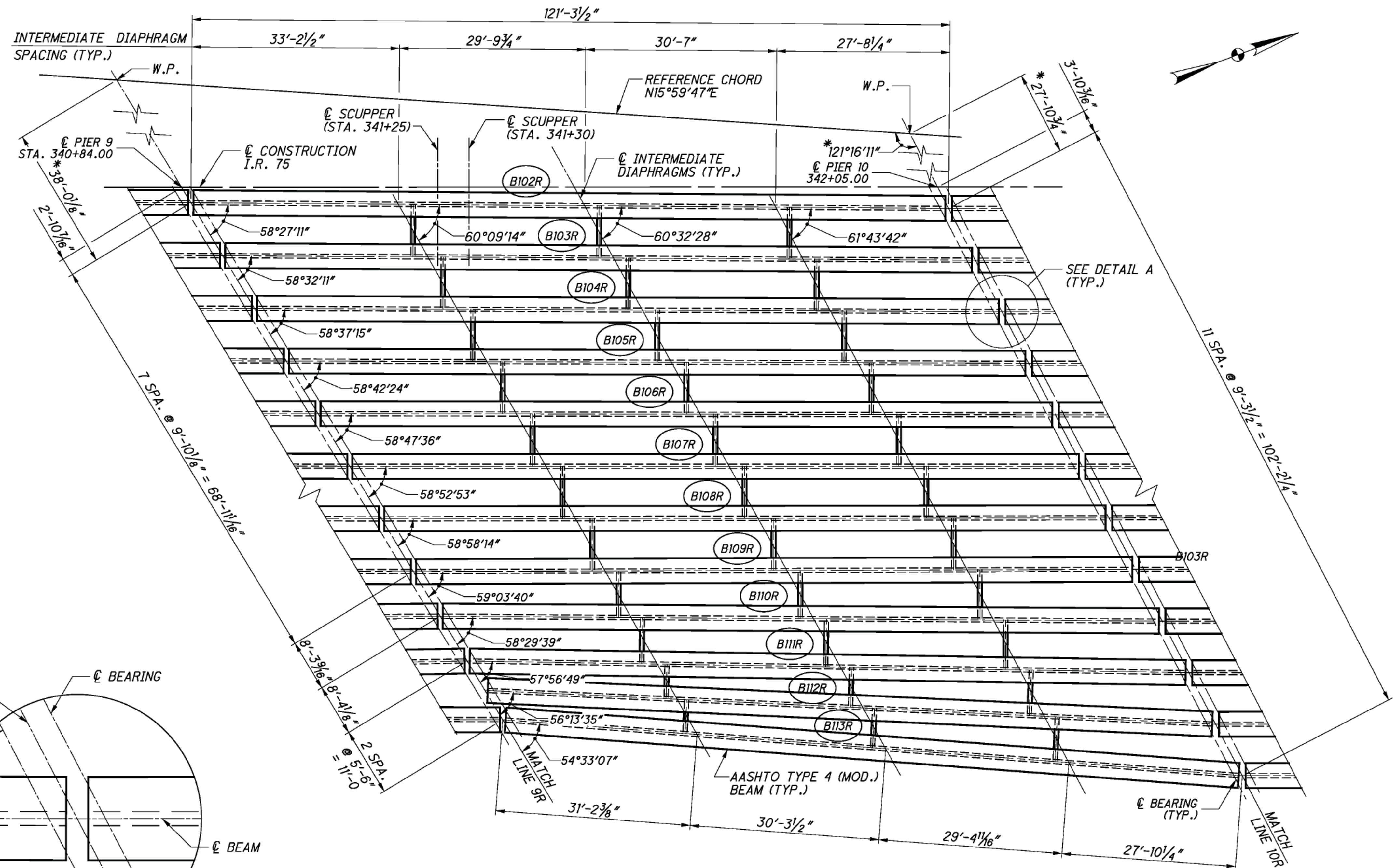
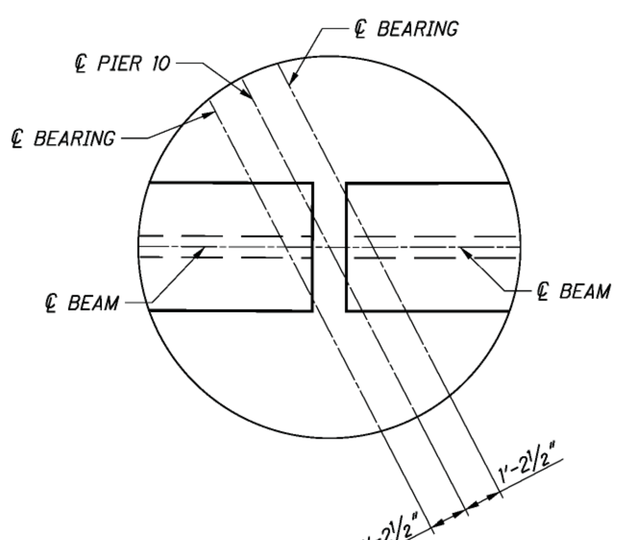




DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 10)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

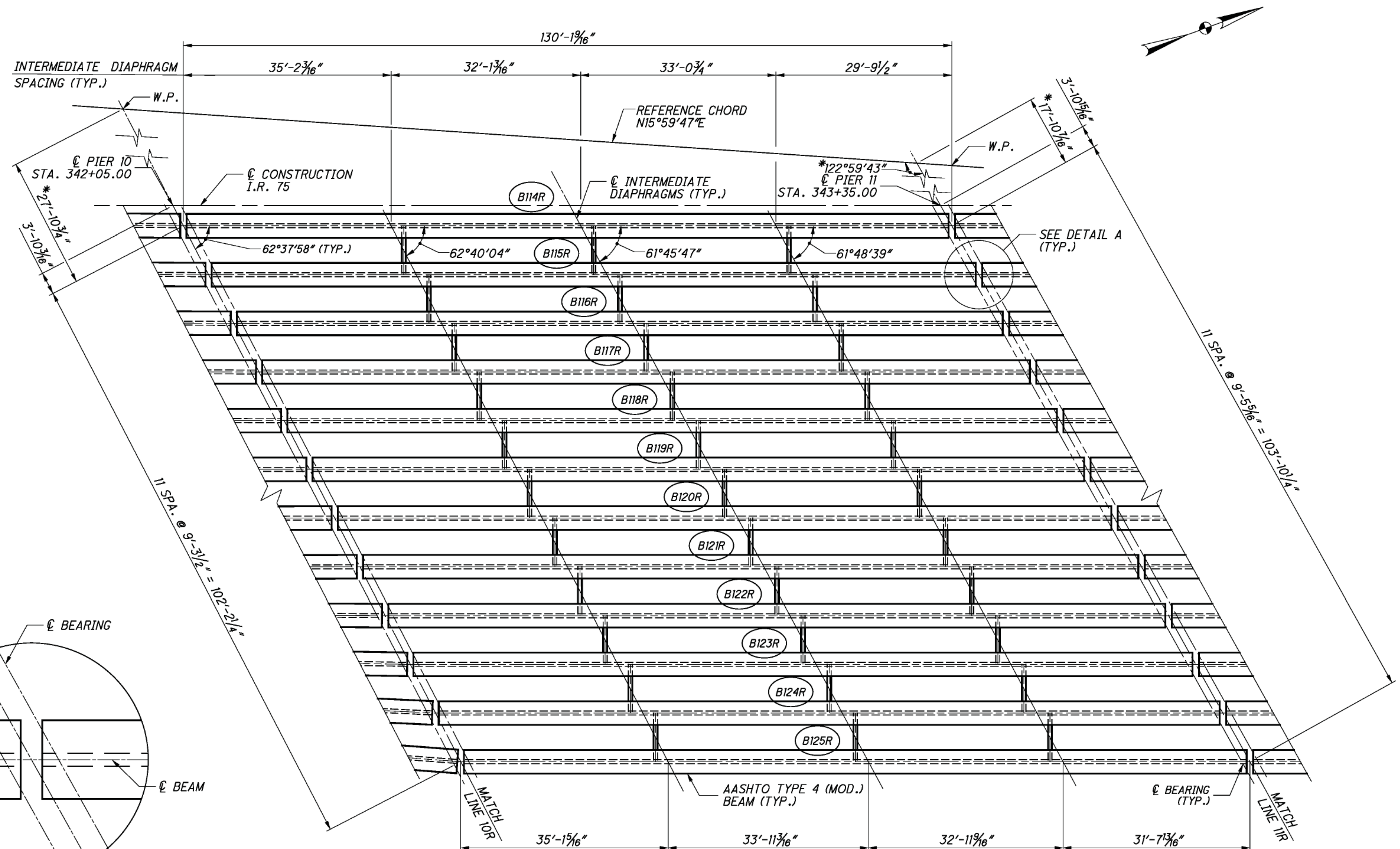
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 144/229 AND 145/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 9 AND 11), SEE SHEETS 109/229 AND 111/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
6. FOR SCUPPER DETAILS, SEE SHEET 167/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

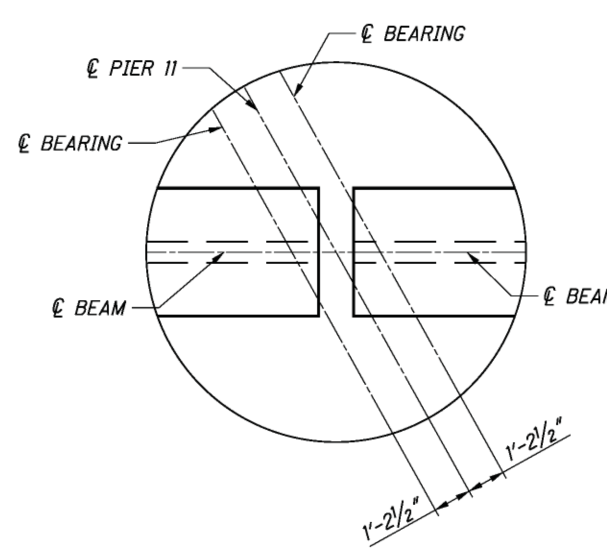
DESIGNED JDH	DRAWN MEH	REVIEWED MSL	DATE 03/01/12
CHECKED JWF	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 10)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



FRAMING PLAN - RIGHT BRIDGE (SPAN 11)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

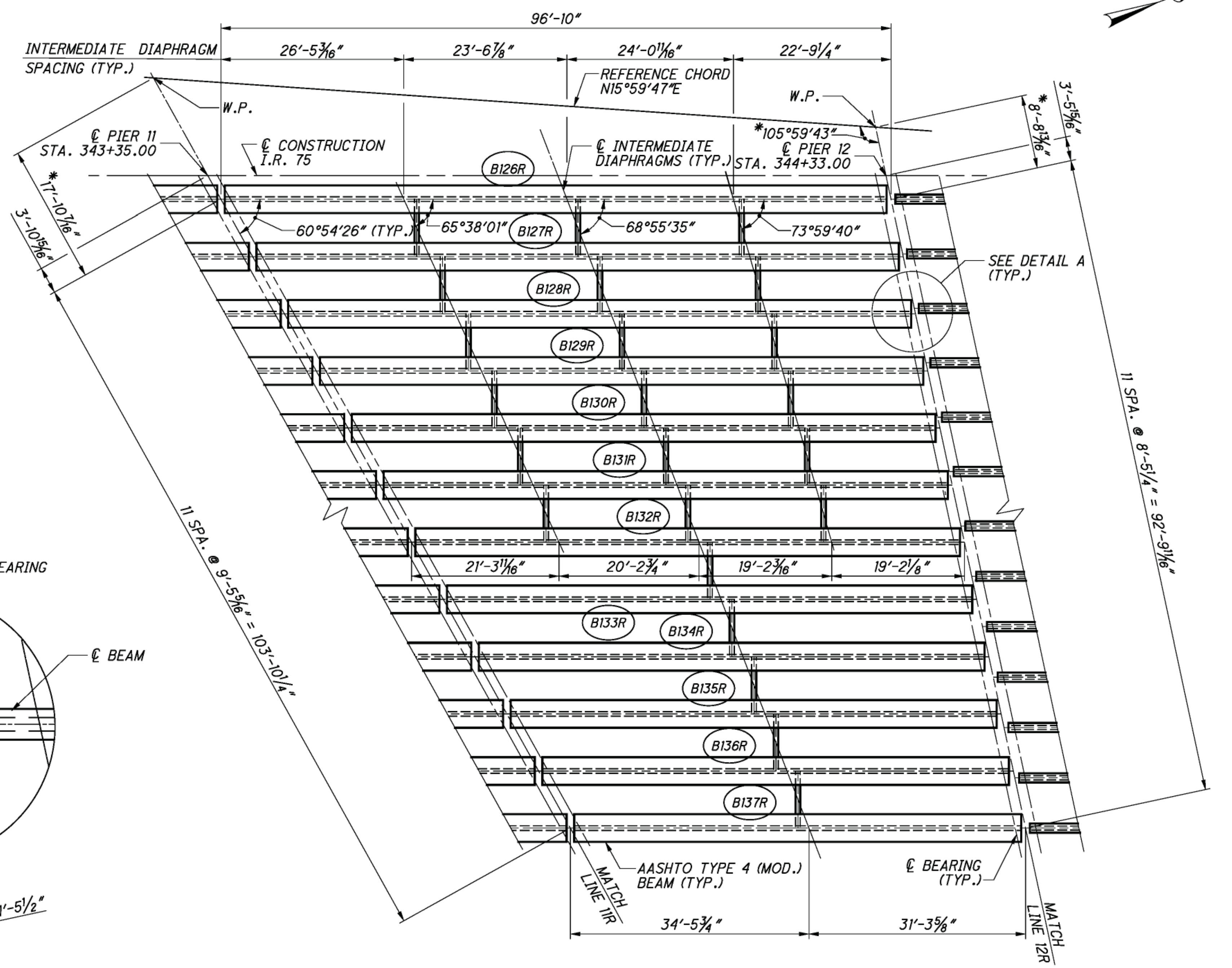
1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 145/229 AND 146/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 10 AND 12), SEE SHEETS 110/229 AND 112/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

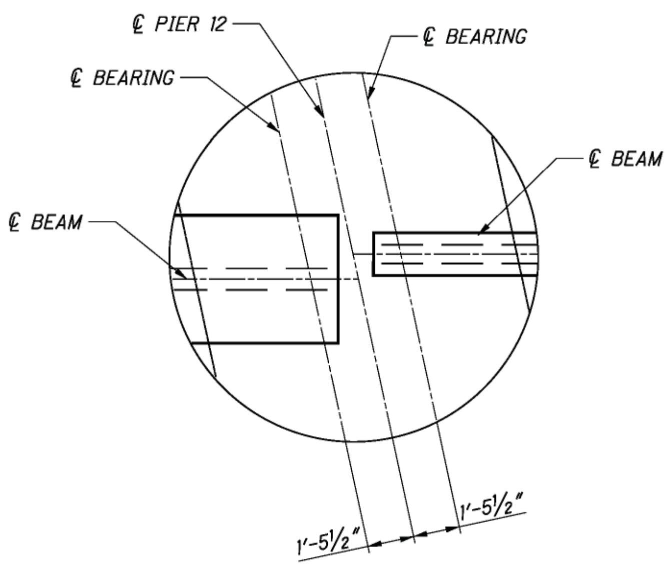
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 11)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247





DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 12)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 146/229 AND 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 11 AND 13), SEE SHEETS 111/229 AND 113/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

112/229

1359/1565

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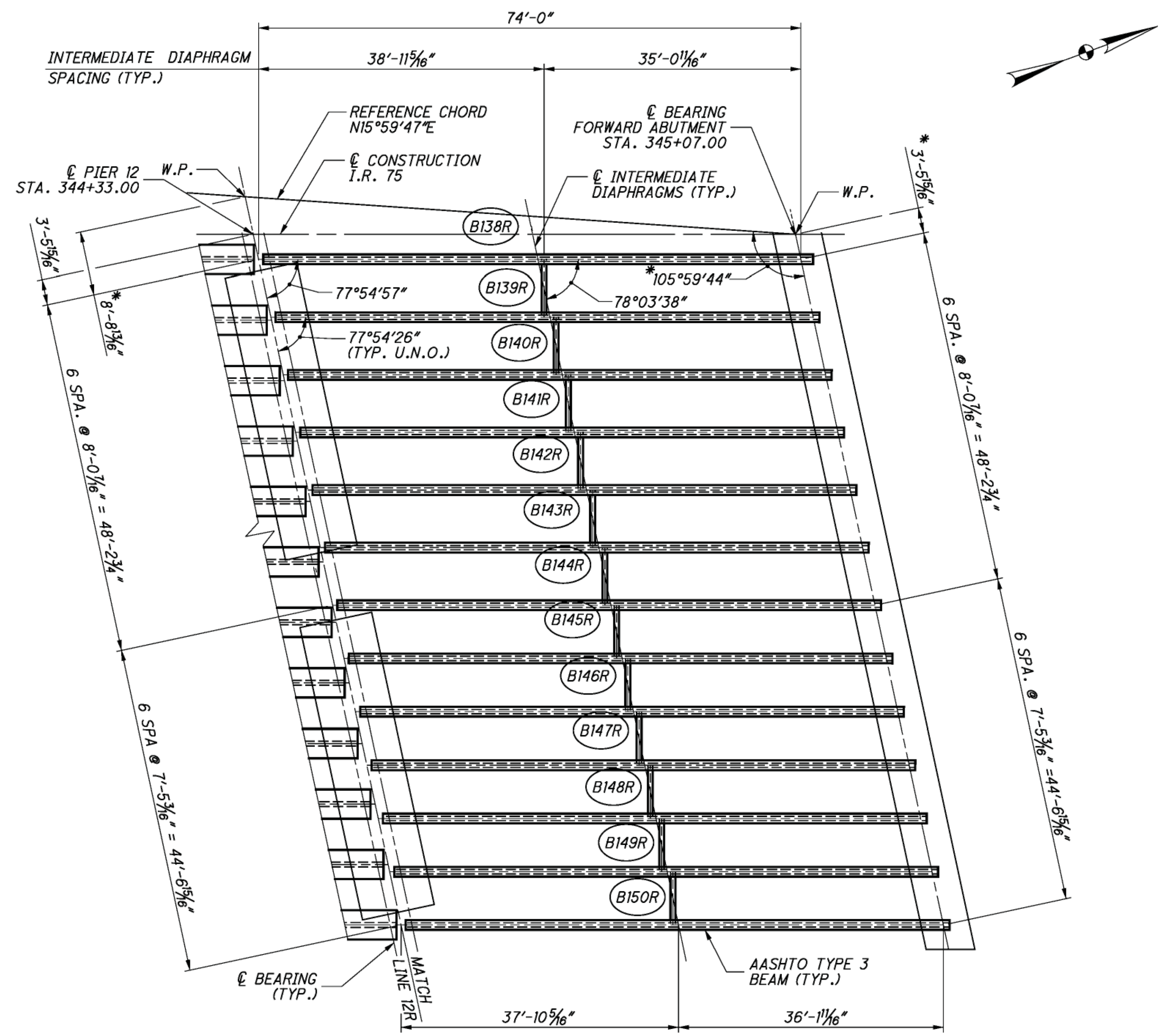


FRAMING PLAN - RIGHT BRIDGE (SPAN 13)

LEGEND:

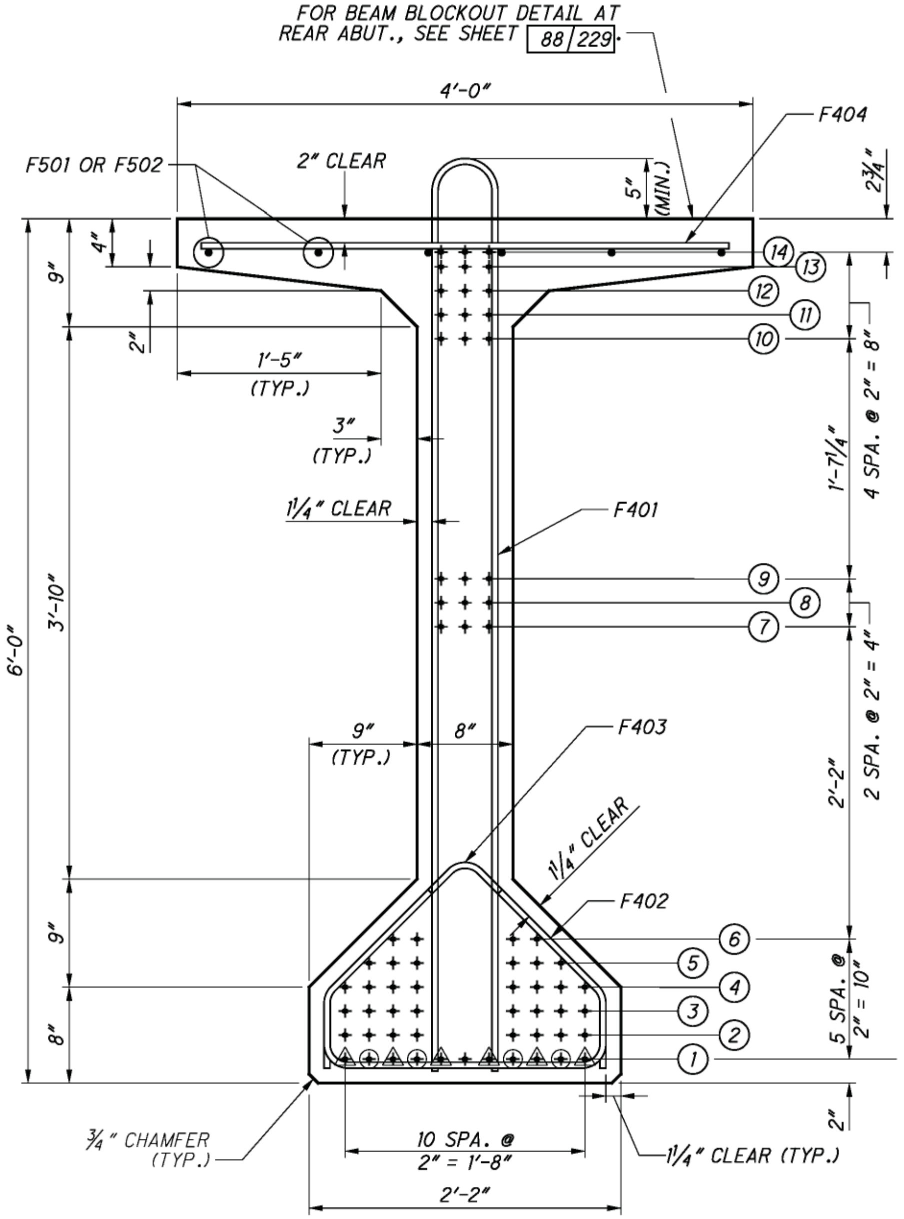
- BXXX — DENOTES BEAM NUMBER
- W.P. — WORKING POINT
- * — INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 135/229.
5. FOR FRAMING PLAN - RIGHT BRIDGE (SPAN 12), SEE SHEET 112/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

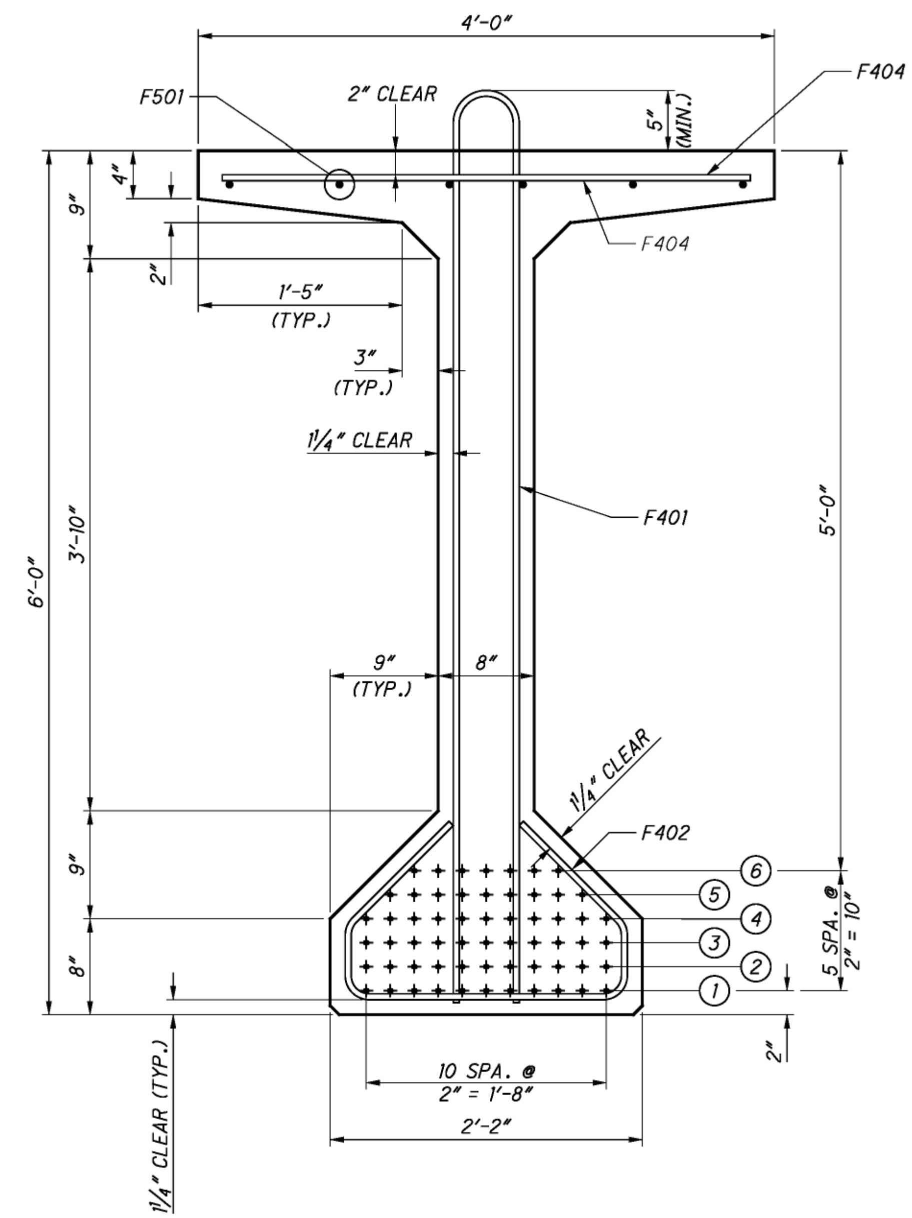
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
DESIGNED JDH | DRAWN MEH | REVIEWED MSL | DATE 03/01/12
CHECKED JWF | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

FRAMING PLAN - RIGHT BRIDGE (SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER



MODIFIED AASHTO TYPE 4 (72")

(AT BEAM ENDS)

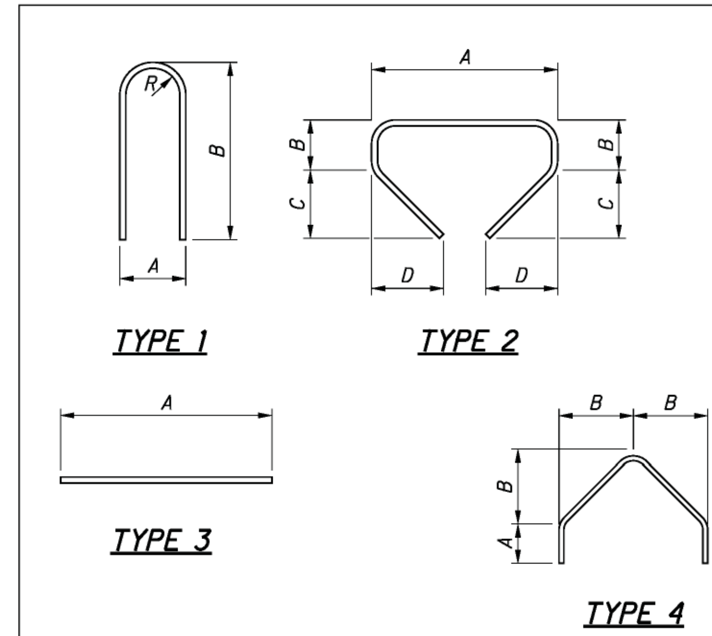


MODIFIED AASHTO TYPE 4 (72")

(AT MID-SPAN)

⊕ - DEBOND STRANDS AS SHOWN IN TABLES

▲ - EXTEND STRANDS AT PIERS (SEE SHEET 119/229)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

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

* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEETS 119/229 THRU 122/229

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

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLES ON SHEET 115/229 AND 116/229.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEETS 119/229 THRU 122/229.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10'-0" AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

BEAM DETAILS - STRAND PATTERN (LEFT BRIDGE SPANS 1-12)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

NUMBER OF STRANDS PER ROW - LEFT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM																	MIDSPAN							CONCRETE STRENGTH (PSI)	
		ROW NUMBER														TOTAL NUMBER OF STRANDS	DEBONDING		ROW NUMBER						TOTAL NUMBER OF STRANDS		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		LENGTH	NUMBER	1	2	3	4	5	6		f'ci	f'c
1	B1L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B2L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B3L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B4L AND B5L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
	B6L AND B7L	11	6	-	-	-	-	-	3	3	-	-	-	-	-	23	-	-	11	9	3	-	-	-	23	5000	7000
	B8L AND B9L	11	2	-	-	-	-	-	3	3	-	-	-	-	-	19	-	-	11	5	3	-	-	-	19	5000	7000
	B10L AND B11L	11	-	-	-	-	-	-	3	2	-	-	-	-	-	16	-	-	11	3	2	-	-	-	16	5000	7000
	B12L	10	-	-	-	-	-	1	1	1	-	-	-	-	-	13	-	-	11	1	1	-	-	-	13	5000	7000
2	B13L THRU B18L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B19L THRU B24L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
3	B25L THRU B27L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B28L THRU B35L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
4	B36L	8	-	-	-	-	-	1	1	1	-	-	-	-	-	11	-	-	9	1	1	-	-	-	11	5000	7000
	B37L	10	-	-	-	-	-	1	1	1	-	-	-	-	-	13	-	-	11	1	1	-	-	-	13	5000	7000
	B38L	11	-	-	-	-	-	-	3	2	-	-	-	-	-	16	-	-	11	3	2	-	-	-	16	5000	7000
	B39L	11	2	-	-	-	-	-	3	3	-	-	-	-	-	19	-	-	11	5	3	-	-	-	19	5000	7000
	B40L	11	6	-	-	-	-	-	3	3	-	-	-	-	-	23	-	-	11	9	3	-	-	-	23	5000	7000
	B41L	11	8	-	-	-	-	-	-	-	-	3	3	-	-	25	-	-	11	11	3	-	-	-	25	5000	7000
	B42L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
	B43L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B44L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B45L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B46L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
5	B47L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
	B48L AND B49L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B50L AND B51L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B52L AND B53L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B54L THRU B56L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B57L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
6	B58L AND B59L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
	B60L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B61L AND B62L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B63L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B64L AND B65L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B66L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B67L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B68L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000

NOTES:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 114/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JPD REVISED
DESIGNED GHD CHECKED JH

BEAM DETAILS - STRAND TABLES (LEFT BRIDGE SPANS 1-12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

NUMBER OF STRANDS PER ROW - LEFT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM																	MIDSPAN							CONCRETE STRENGTH (PSI)	
		ROW NUMBER														TOTAL NUMBER OF STRANDS	DEBONDING		ROW NUMBER						TOTAL NUMBER OF STRANDS		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		LENGTH	NUMBER	1	2	3	4	5	6		f'ci	f'c
7	B69L THRU B79L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
8	B80L THRU B90L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
9	B91L THRU B101L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
10	B102L AND B103L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B104L THRU B109L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B110L THRU B112L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
11	B113L THRU B116L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B117L THRU B123L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
12	B124L AND B125L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B126L AND B127L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B128L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B129L THRU B131L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B132L THRU B134L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
13	B135L THRU B146L	AASHTO TYPE 3 GIRDER. SEE SHEET 125/229																									

NOTES:

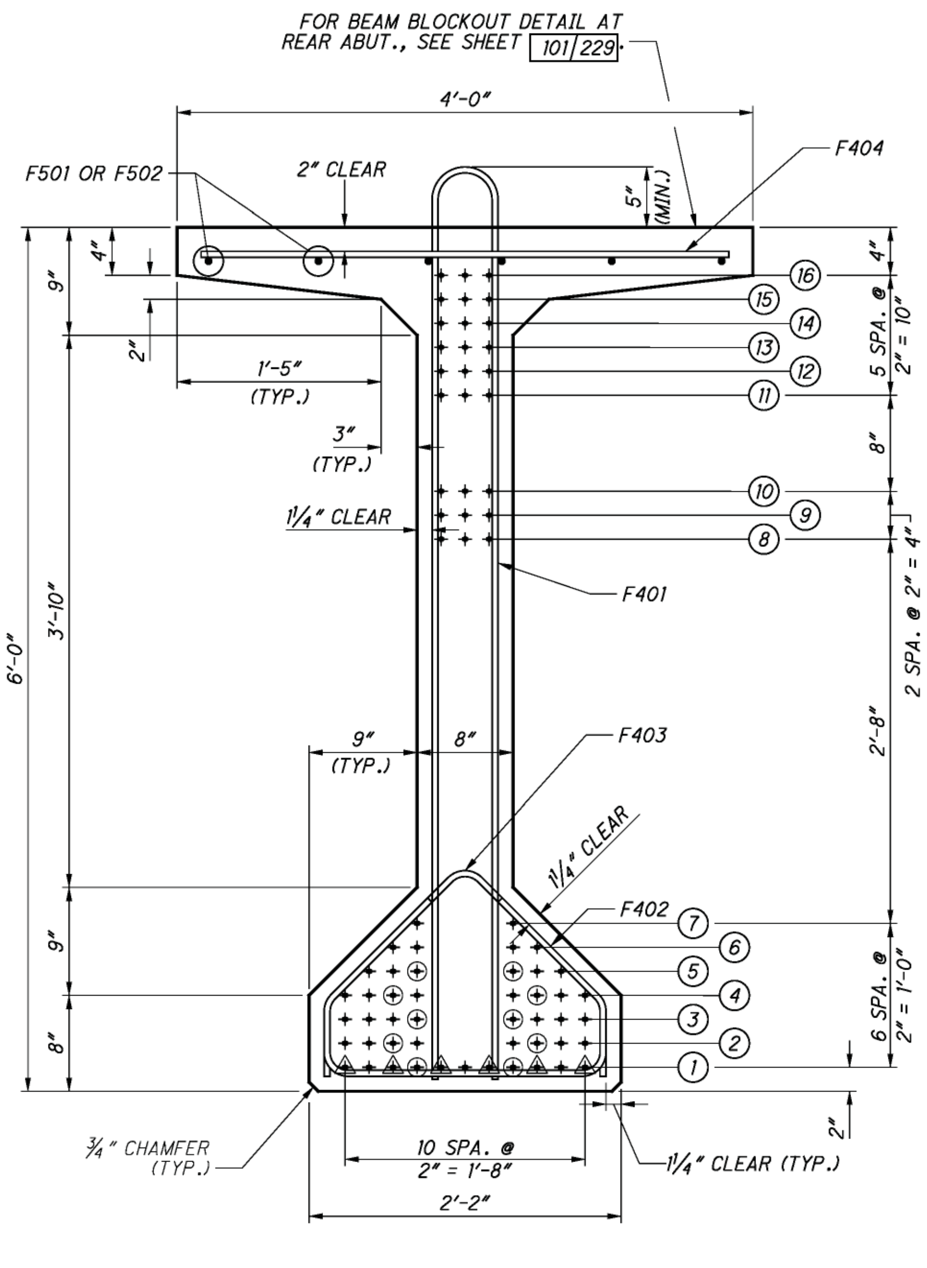
1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 114/229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JPD | REVISED
DESIGNED GHD | CHECKED JH

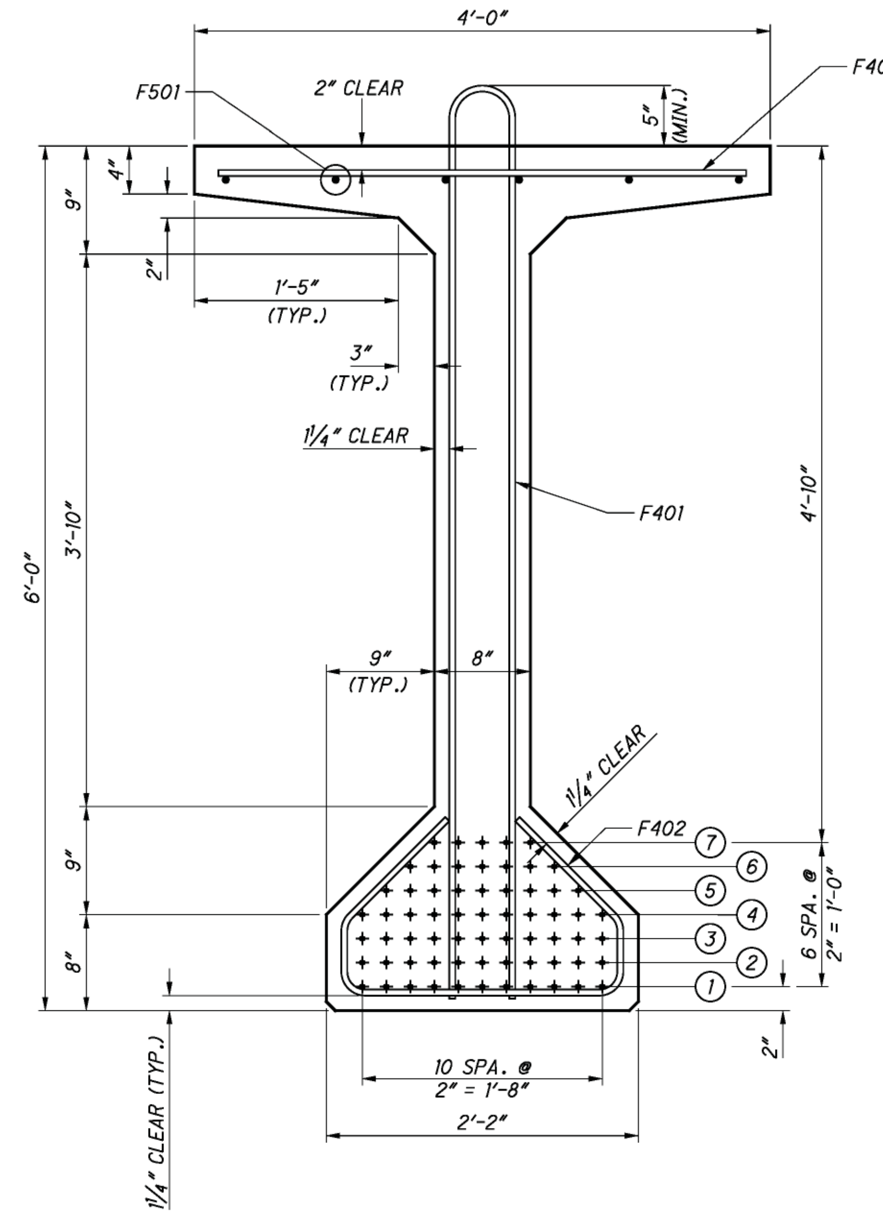
BEAM DETAILS - STRAND TABLES (LEFT BRIDGE SPANS 1-12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



MODIFIED AASHTO TYPE 4 (72")

(AT BEAM ENDS)

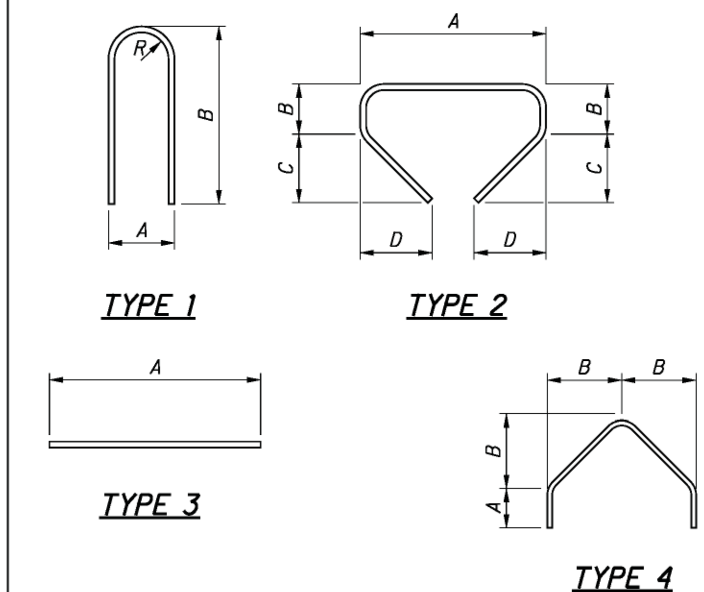


MODIFIED AASHTO TYPE 4 (72")

(AT MID-SPAN)

⊕ - DEBOND STRANDS AS SHOWN IN TABLES

△ - EXTEND STRANDS AT PIERS (SEE SHEET 119/229)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

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

* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEETS 122/229 THRU 124/229.

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

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLE ON SHEET 118/229.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEETS 119/229 THRU 124/229.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10'-0" AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JH | CHECKED AFN | DRAWN JPD | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND PATTERN (RIGHT BRIDGE)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

NUMBER OF STRANDS PER ROW - RIGHT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM: ROW NUMBER ①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	TOTAL NUMBER OF STRANDS	DEBONDING LENGTH	DEBONDING NUMBER	MIDSPAN: ROW NUMBER ①	②	③	④	⑤	⑥	⑦	TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	f'c
1	B1R THRU B12R	11	8	8	8	6	4	2	-	-	-	3	3	3	3	3	3	65	8'-0"	10	11	11	11	11	9	7	5	65	5000	7000
2	B13R THRU B24R	9	6	6	6	2	2	-	-	-	-	-	3	3	3	3	3	46	-	-	9	9	9	9	5	5	-	46	5000	7000
3	B25R THRU B27R	11	8	2	-	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	11	11	5	2	-	-	-	29	5000	7000
	B28R THRU B30R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B31R THRU B35R	11	8	8	8	4	-	-	-	-	-	-	3	3	3	3	3	54	-	-	11	11	11	11	7	3	-	54	5000	7000
4	B36R THRU B39R	11	8	4	-	-	-	-	3	3	2	-	-	-	-	-	-	31	-	-	11	11	7	2	-	-	-	31	5000	7000
	B40R AND B41R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B42R AND B43R	11	8	8	8	4	-	-	-	-	-	-	3	3	3	3	3	54	-	-	11	11	11	11	7	3	-	54	5000	7000
	B44R THRU B46R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
5	B47R THRU B53R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B54R THRU B57R	11	8	2	-	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	11	11	5	2	-	-	-	29	5000	7000
6	B58R THRU B62R	9	6	4	2	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	9	9	7	4	-	-	-	29	5000	7000
	B63R THRU B68R	9	6	4	-	-	-	-	3	3	2	-	-	-	-	-	-	27	-	-	9	9	7	2	-	-	-	27	5000	7000
7	B69R THRU B79R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
8	B80R THRU B90R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
9	B91R THRU B101R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
10	B102R THRU B113R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
11	B114R THRU B125R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
12	B126R THRU B131R	11	8	2	-	-	-	-	3	3	-	-	-	-	-	-	-	27	-	-	11	11	5	-	-	-	-	27	5000	7000
	B132R THRU B137R	9	6	4	-	-	-	-	3	2	-	-	-	-	-	-	-	24	-	-	9	9	6	-	-	-	-	24	5000	7000
13	B138L THRU B150L	AASHTO TYPE 3 GIRDER. SEE SHEET 125/229																												

NOTE:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 117/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JH | CHECKED AFN | DRAWN JPD | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

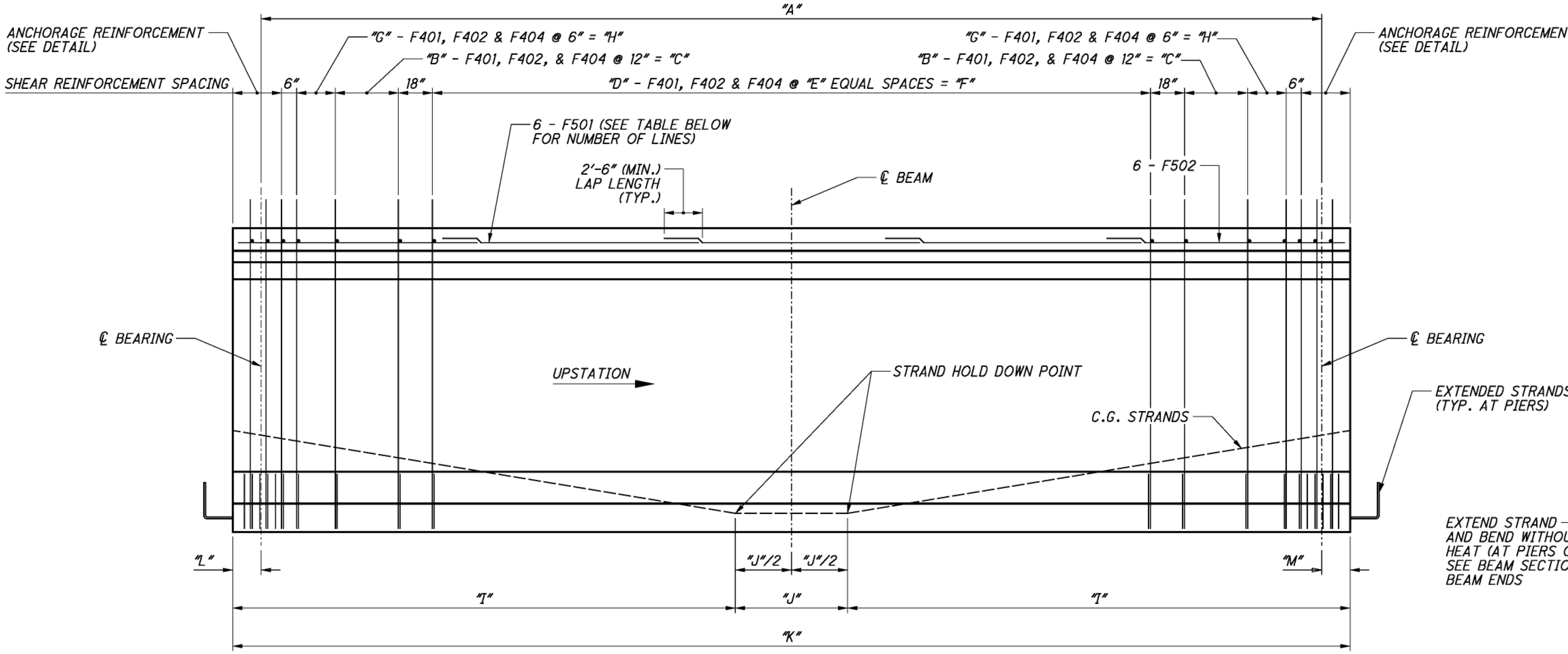
BEAM DETAILS - STRAND TABLES

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

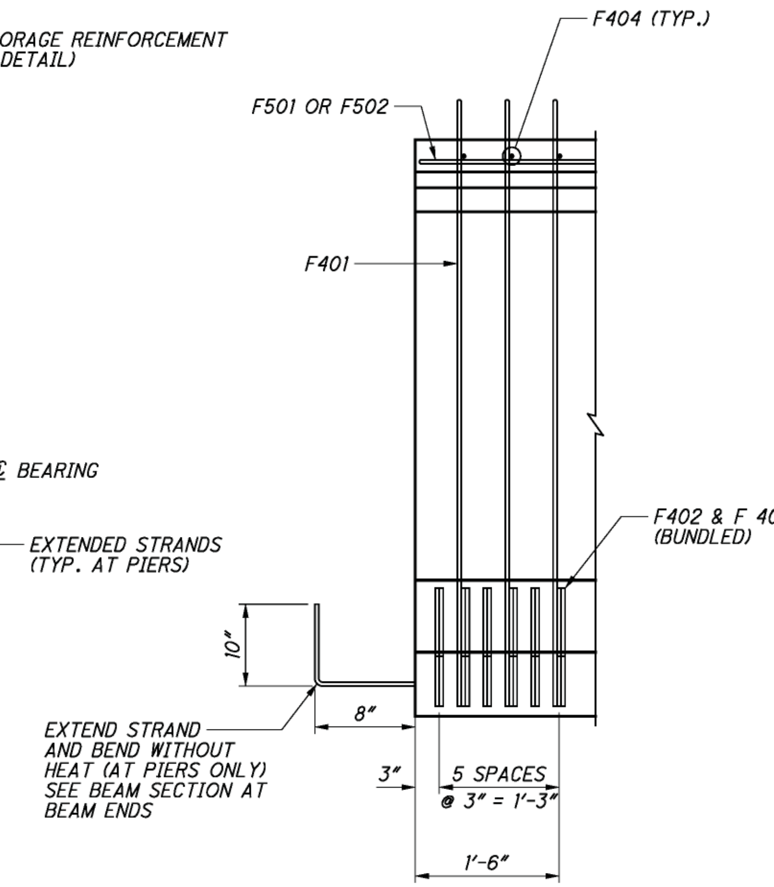
MOT-75-12.00

PID No. 77247



TYPICAL MODIFIED AASHTO TYPE 4 (72") BEAM ELEVATION

(THREADED INSERTS AND 1 1/4" DIA. SLEEVES FOR DIAPHRAGMS NOT SHOWN FOR CLARITY, REFER TO DIAPHRAGM DETAIL SHEETS 136/229 THRU 147/229 FOR LOCATIONS AND DETAILS)



ANCHORAGE REINFORCEMENT DETAIL

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B1L	1	117'-5 15/16"	41	40'-0"	14	13	20'-7 5/8"	16	8'-0"	53'-9 13/16"	12'-0"	119'-7 5/8"	13"	12.7"	126,575	134	140	12	134	4	24	6	9'-0"
B2L	1	110'-6 1/2"	41	40'-0"	10	9	13'-7 13/16"	16	8'-0"	50'-9 15/16"	11'-0"	112'-7 13/16"	13"	12.4"	119,187	130	136	12	130	3	18	6	29'-7"
B3L	1	103'-5 7/16"	36	35'-0"	14	13	20'-6 9/16"	12	6'-0"	47'-3 5/16"	11'-0"	105'-6 9/16"	13"	12.1"	111,669	116	122	12	116	3	18	6	22'-6"
B4L	1	96'-9 1/8"	31	30'-0"	19	18	27'-10 9/16"	8	4'-0"	44'-5 1/4"	10'-0"	98'-10 9/16"	13"	12.4"	104,613	103	109	12	103	3	18	6	15'-10"
B5L	1	90'-1 1/4"	31	30'-0"	15	14	21'-2 3/4"	8	4'-0"	41'-1 3/8"	10'-0"	92'-2 3/4"	13"	12.5"	97,578	99	105	12	99	3	18	6	9'-2"
B6L	1	85'-3 3/4"	21	20'-0"	30	29	44'-5 1/4"	-	-	38'-8 5/8"	10'-0"	87'-5 1/4"	13"	12.5"	92,507	78	84	12	78	2	12	6	32'-0"
B7L	1	80'-6 3/16"	21	20'-0"	27	26	39'-7 5/8"	-	-	36'-3 13/16"	10'-0"	82'-7 5/8"	13"	12.4"	87,430	75	81	12	75	2	12	6	27'-2"
B8L	1	75'-8 11/16"	21	20'-0"	24	23	34'-10 1/8"	-	-	33'-11 1/16"	10'-0"	77'-10 1/8"	13"	12.4"	82,359	72	78	12	72	2	12	6	22'-5"
B9L	1	70'-11 3/16"	21	20'-0"	21	20	30'-0 5/8"	-	-	31'-6 5/16"	10'-0"	73'-0 5/8"	13"	12.4"	77,287	69	75	12	69	2	12	6	17'-7"
B10L	1	66'-1 5/8"	21	20'-0"	17	16	25'-3 1/16"	-	-	29'-1 9/16"	10'-0"	68'-3 1/16"	13"	12.4"	72,216	65	71	12	65	2	12	6	12'-10"
B11L	1	61'-4 1/8"	21	20'-0"	14	13	20'-5 9/16"	-	-	26'-8 13/16"	10'-0"	63'-5 9/16"	13"	12.4"	67,145	62	68	12	62	2	12	6	8'-0"
B12L	1	56'-6 5/8"	21	20'-0"	11	10	15'-8 1/16"	-	-	24'-4"	10'-0"	58'-8 1/16"	13"	12.4"	62,074	59	65	12	59	1	6	6	30'-10"
B13L	1	123'-4 5/16"	41	40'-0"	18	17	26'-2 1/4"	16	8'-0"	56'-1 1/8"	13'-0"	125'-2 1/4"	12"	10"	132,450	138	144	12	138	4	24	6	14'-7"
B14L	1	122'-1 3/16"	41	40'-0"	17	16	24'-11 1/4"	16	8'-0"	55'-11 5/8"	12'-0"	123'-11 1/4"	12.1"	10"	131,128	137	143	12	137	4	24	6	13'-4"

FOR B15L THRU B58L SEE SHEET 120/229

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLES ON SHEETS 115/229 THRU 118/229.
2. FOR NUMBER OF STRANDS PER ROW, SEE SHEETS 115/229 THRU 118/229.
3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
4. THREADED INSERT LOCATIONS FOR SCUPPERS IN SPAN 10 WILL BE ON THE TOP FLANGE OF BEAMS 102L AND 102R. CONTRACTOR TO DETERMINE LOCATIONS PRIOR TO BEAM FABRICATION. SEE SHEET 167/229 FOR SCUPPER DETAIL.
5. BEAMS SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION AT EACH END: BEAM NUMBER AND CORRESPONDING SUBSTRUCTURE UNIT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD	DRAWN JPD	REVIEWED MSL	DATE 03/01/12
CHECKED JH	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B15L	1	121'-0 3/4"	41	40'-0"	16	15	23'-10 7/8"	16	8'-0"	55'-5 7/16"	12'-0"	122'-10 7/8"	12.1"	10"	130,033	136	142	12	136	4	24	6	12'-3"
B16L	1	120'-9"	41	40'-0"	16	15	23'-7 1/16"	16	8'-0"	55'-3 1/2"	12'-0"	122'-7 1/16"	12.1"	10"	129,698	136	142	12	136	4	24	6	12'-0"
B17L	1	120'-5 3/16"	41	40'-0"	16	15	23'-3 1/4"	16	8'-0"	55'-1 5/8"	12'-0"	122'-3 1/4"	12.1"	10"	129,363	136	142	12	136	4	24	6	11'-8"
B18L	1	120'-1 3/8"	41	40'-0"	16	15	22'-11 7/16"	16	8'-0"	54'-11 3/4"	12'-0"	121'-11 7/16"	12.1"	10"	129,029	136	142	12	136	4	24	6	11'-4"
B19L	1	119'-9 9/16"	41	40'-0"	16	15	22'-7 11/16"	16	8'-0"	54'-9 13/16"	12'-0"	121'-7 11/16"	12.1"	10"	128,694	136	142	12	136	4	24	6	11'-0"
B20L	1	119'-5 13/16"	41	40'-0"	15	14	22'-3 7/8"	16	8'-0"	54'-7 15/16"	12'-0"	121'-3 7/8"	12.1"	10"	128,359	135	141	12	135	4	24	6	10'-8"
B21L	1	119'-2"	41	40'-0"	15	14	22'-0 1/16"	16	8'-0"	54'-6 1/16"	12'-0"	121'-0 1/16"	12.1"	10"	128,024	135	141	12	135	4	24	6	10'-5"
B22L	1	118'-10 3/16"	41	40'-0"	15	14	21'-8 1/4"	16	8'-0"	54'-4 1/8"	12'-0"	120'-8 1/4"	12.1"	10"	127,689	135	141	12	135	4	24	6	10'-1"
B23L	1	118'-6 3/8"	41	40'-0"	15	14	21'-4 1/2"	16	8'-0"	54'-2 1/4"	12'-0"	120'-4 1/2"	12.1"	10"	127,355	135	141	12	135	4	24	6	9'-9"
B24L	1	118'-2 9/16"	41	40'-0"	15	14	21'-0 11/16"	16	8'-0"	54'-0 5/16"	12'-0"	120'-0 11/16"	12.1"	10"	127,020	135	141	12	135	4	24	6	9'-5"
B25L	1	124'-3 3/8"	41	40'-0"	19	18	27'-3 1/2"	16	8'-0"	56'-7 3/4"	13'-0"	126'-3 1/2"	12"	12.2"	133,616	139	145	12	139	4	24	6	15'-8"
B26L	1	124'-1 5/8"	41	40'-0"	19	18	27'-1 13/16"	16	8'-0"	56'-6 15/16"	13'-0"	126'-1 13/16"	12.1"	12.1"	133,471	139	145	12	139	4	24	6	15'-6"
B27L	1	124'-9 5/16"	41	40'-0"	19	18	27'-9 1/2"	16	8'-0"	56'-10 3/4"	13'-0"	126'-9 1/2"	12.1"	12.1"	134,148	139	145	12	139	4	24	6	16'-2"
B28L	1	125'-5"	41	40'-0"	19	18	28'-5 3/16"	16	8'-0"	57'-2 5/8"	13'-0"	127'-5 3/16"	12.1"	12.1"	134,825	139	145	12	139	4	24	6	16'-10"
B29L	1	126'-0 11/16"	41	40'-0"	20	19	29'-0 7/8"	16	8'-0"	57'-6 7/16"	13'-0"	128'-0 7/8"	12.1"	12.1"	135,503	140	146	12	140	4	24	6	17'-5"
B30L	1	126'-8 3/8"	41	40'-0"	20	19	29'-8 9/16"	16	8'-0"	57'-10 5/16"	13'-0"	128'-8 9/16"	12.1"	12.1"	136,180	140	146	12	140	4	24	6	18'-1"
B31L	1	127'-4 1/16"	41	40'-0"	21	20	30'-4 1/4"	16	8'-0"	58'-2 1/8"	13'-0"	129'-4 1/4"	12.1"	12.1"	136,858	141	147	12	141	4	24	6	18'-9"
B32L	1	127'-11 3/4"	41	40'-0"	21	20	30'-11 15/16"	16	8'-0"	58'-6"	13'-0"	129'-11 15/16"	12.1"	12.1"	137,535	141	147	12	141	4	24	6	19'-4"
B33L	1	128'-7 7/16"	41	40'-0"	22	21	31'-7 5/8"	16	8'-0"	58'-9 13/16"	13'-0"	130'-7 5/8"	12.1"	12.1"	138,213	142	148	12	142	4	24	6	20'-0"
B34L	1	129'-3 1/8"	41	40'-0"	22	21	32'-3 5/16"	16	8'-0"	59'-1 11/16"	13'-0"	131'-3 5/16"	12.1"	12.1"	138,890	142	148	12	142	4	24	6	20'-8"
B35L	1	129'-10 13/16"	41	40'-0"	22	21	32'-11"	16	8'-0"	59'-5 1/2"	13'-0"	131'-11"	12.1"	12.1"	139,568	142	148	12	142	4	24	6	21'-4"
B36L	1	44'-3 1/4"	16	15'-0"	10	9	13'-11 3/8"	-	-	18'-5 11/16"	10'-0"	46'-11 3/8"	12.1"	20"	49,671	48	54	12	48	1	6	6	19'-1"
B37L	1	53'-7 3/4"	21	20'-0"	9	8	13'-3 15/16"	-	-	23'-1 15/16"	10'-0"	56'-3 15/16"	12.2"	20"	59,593	57	63	12	57	1	6	6	28'-5"
B38L	1	63'-0 15/16"	21	20'-0"	16	15	22'-9 1/16"	-	-	27'-10 9/16"	10'-0"	65'-9 1/16"	12.2"	20"	69,571	64	70	12	64	2	12	6	10'-4"
B39L	1	72'-6 1/8"	21	20'-0"	22	21	32'-2 1/4"	-	-	32'-7 1/8"	10'-0"	75'-2 1/4"	12.2"	20"	79,548	70	76	12	70	2	12	6	19'-9"
B40L	1	81'-1 1/4"	21	20'-0"	28	27	40'-9 3/8"	-	-	36'-10 11/16"	10'-0"	83'-9 3/8"	12.1"	20"	88,642	76	82	12	76	2	12	6	28'-4"
B41L	1	89'-8 3/8"	21	20'-0"	33	32	49'-4 1/2"	-	-	41'-2 1/4"	10'-0"	92'-4 1/2"	12.1"	20"	97,734	81	87	12	81	3	18	6	9'-4"
B42L	1	98'-3 1/2"	31	30'-0"	20	19	29'-11 5/8"	8	4'-0"	45'-5 13/16"	10'-0"	100'-11 5/8"	12.1"	20"	106,824	104	110	12	104	3	18	6	17'-11"
B43L	1	106'-10 9/16"	36	35'-0"	17	16	24'-6 11/16"	12	6'-0"	49'-3 3/8"	11'-0"	109'-6 11/16"	12.1"	20"	115,913	119	125	12	119	3	18	6	26'-6"
B44L	1	115'-5 5/8"	41	40'-0"	13	12	19'-1 13/16"	16	8'-0"	53'-0 7/8"	12'-0"	118'-1 13/16"	12.1"	20"	125,002	133	139	12	133	4	24	6	7'-6"
B45L	1	124'-0 3/4"	41	40'-0"	19	18	27'-8 7/8"	16	8'-0"	56'-10 7/16"	13'-0"	126'-8 7/8"	12.2"	20"	134,091	139	145	12	139	4	24	6	16'-1"
B46L	1	132'-7 13/16"	41	40'-0"	25	24	36'-3 15/16"	16	8'-0"	60'-7 15/16"	14'-0"	135'-3 15/16"	12.1"	20"	143,175	145	151	12	145	4	24	6	24'-8"
B47L	1	131'-1 3/8"	41	40'-0"	24	23	35'-2 3/8"	16	8'-0"	60'-7 3/16"	13'-0"	134'-2 3/8"	20"	17"	141,981	144	150	12	144	4	24	6	23'-7"
B48L	1	128'-3 13/16"	41	40'-0"	22	21	32'-4 13/16"	16	8'-0"	59'-2 3/8"	13'-0"	131'-4 13/16"	20"	17"	139,021	142	148	12	142	4	24	6	20'-9"
B49L	1	125'-1 11/16"	41	40'-0"	20	19	29'-2 11/16"	16	8'-0"	57'-7 5/16"	13'-0"	128'-2 11/16"	20"	17"	135,659	140	146	12	140	4	24	6	17'-7"
B50L	1	121'-11 5/8"	41	40'-0"	18	17	26'-0 5/8"	16	8'-0"	56'-0 5/16"	13'-0"	125'-0 5/8"	20"	17"	132,305	138	144	12	138	4	24	6	14'-5"
B51L	1	120'-1"	41	40'-0"	17	16	24'-2"	16	8'-0"	55'-7"	12'-0"	123'-2"	20"	17"	130,313	137	143	12	137	4	24	6	12'-7"
B52L	1	118'-2 7/16"	41	40'-0"	15	14	22'-3 7/16"	16	8'-0"	54'-7 11/16"	12'-0"	121'-3 7/16"	20"	17"	128,320	135	141	12	135	4	24	6	10'-8"
B53L	1	116'-3 13/16"	41	40'-0"	14	13	20'-4 13/16"	16	8'-0"	53'-8 7/16"	12'-0"	119'-4 13/16"	20"	17"	126,327	134	140	12	134	4	24	6	8'-9"
B54L	1	114'-5 1/4"	41	40'-0"	13	12	18'-6 1/4"	16	8'-0"	52'-9 1/8"	12'-0"	117'-6 1/4"	20"	17"	124,335	133	139	12	133	4	24	6	6'-11"
B55L	1	112'-6 5/8"	41	40'-0"	12	11	16'-7 5/8"	16	8'-0"	51'-9 13/16"	12'-0"	115'-7 5/8"	20"	17"	122,342	132	138	12	132	4	24	6	5'-0"
B56L	1	110'-8"	41	40'-0"	10	9	14'-9"	16	8'-0"	51'-4 1/2"	11'-0"	113'-9"	20"	17"	120,350	130	136	12	130	3	18	6	30'-9"
B57L	1	108'-9 7/16"	36	35'-0"	18	17	26'-10 7/16"	12	6'-0"	50'-5 3/16"	11'-0"	111'-10 7/16"	20"	17"	118,357	120	126	12	120	3	18	6	28'-10"
B58L	1	132'-6 15/16"	41	40'-0"	24	23	35'-11 15/16"	16	8'-0"	60'-11 15/16"	13'-0"	134'-11 15/16"	17"	12"	142,824	144	150	12	144	4	24	6	24'-4"

FOR B59L THRU B120L SEE SHEET 121/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD | CHECKED JH | DRAWN JPD | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B59L	1	130'-1 1/16"	41	40'-0"	23	22	33'-6 1/16"	16	8'-0"	59'-9 1/16"	13'-0"	132'-6 1/16"	17"	12"	140,193	143	149	12	143	4	24	6	21'-11"
B60L	1	127'-2 5/16"	41	40'-0"	21	20	30'-7 5/16"	16	8'-0"	58'-3 11/16"	13'-0"	129'-7 5/16"	17"	12"	137,129	141	147	12	141	4	24	6	19'-0"
B61L	1	124'-3 9/16"	41	40'-0"	19	18	27'-8 9/16"	16	8'-0"	56'-10 5/16"	13'-0"	126'-8 9/16"	17"	12"	134,064	139	145	12	139	4	24	6	16'-1"
B62L	1	120'-11 1/16"	41	40'-0"	17	16	24'-4 1/16"	16	8'-0"	55'-8 1/16"	12'-0"	123'-4 1/16"	17"	12"	130,493	137	143	12	137	4	24	6	12'-9"
B63L	1	117'-6 9/16"	41	40'-0"	14	13	20'-11 9/16"	16	8'-0"	53'-11 13/16"	12'-0"	119'-11 9/16"	17"	12"	126,924	134	140	12	134	4	24	6	9'-4"
B64L	1	114'-2 1/8"	41	40'-0"	12	11	17'-7 1/8"	16	8'-0"	52'-3 9/16"	12'-0"	116'-7 1/8"	17"	12"	123,356	132	138	12	132	4	24	6	6'-0"
B65L	1	110'-9 11/16"	41	40'-0"	10	9	14'-2 11/16"	16	8'-0"	51'-1 5/16"	11'-0"	113'-2 11/16"	17"	12"	119,789	130	136	12	130	3	18	6	30'-2"
B66L	1	107'-5 1/4"	36	35'-0"	17	16	24'-10 1/4"	12	6'-0"	49'-5 1/8"	11'-0"	109'-10 1/4"	17"	12"	116,224	119	125	12	119	3	18	6	26'-10"
B67L	1	104'-0 13/16"	36	35'-0"	15	14	21'-5 13/16"	12	6'-0"	47'-8 7/8"	11'-0"	106'-5 13/16"	17"	12"	112,660	117	123	12	117	3	18	6	23'-5"
B68L	1	100'-8 7/16"	31	30'-0"	22	21	32'-1 7/16"	8	4'-0"	46'-6 11/16"	10'-0"	103'-1 7/16"	17"	12"	109,099	106	112	12	106	3	18	6	20'-1"
B69L	1	132'-2 1/2"	41	40'-0"	24	23	35'-2 1/2"	16	8'-0"	60'-7 1/4"	13'-0"	134'-2 1/2"	12"	12"	141,992	144	150	12	144	4	24	6	23'-7"
B70L THRU B79L	10	131'-1 1/16"	41	40'-0"	23	22	34'-1 1/16"	16	8'-0"	60'-0 9/16"	13'-0"	133'-1 1/16"	12"	12"	140,810	143	149	12	143	4	24	6	22'-6"
B80L	1	123'-1 3/8"	41	40'-0"	18	17	26'-1 3/8"	16	8'-0"	56'-0 11/16"	13'-0"	125'-1 3/8"	12"	12"	132,370	138	144	12	138	4	24	6	14'-6"
B81L	1	123'-10 1/2"	41	40'-0"	18	17	26'-10 1/2"	16	8'-0"	56'-5 1/4"	13'-0"	125'-10 1/2"	12"	12"	133,173	138	144	12	138	4	24	6	15'-3"
B82L	1	123'-8 1/8"	41	40'-0"	18	17	26'-8 1/8"	16	8'-0"	56'-4 1/16"	13'-0"	125'-8 1/8"	12"	12"	132,967	138	144	12	138	4	24	6	15'-1"
B83L	1	123'-5 13/16"	41	40'-0"	18	17	26'-5 13/16"	16	8'-0"	56'-2 7/8"	13'-0"	125'-5 13/16"	12"	12"	132,761	138	144	12	138	4	24	6	14'-10"
B84L	1	123'-3 1/2"	41	40'-0"	18	17	26'-3 1/2"	16	8'-0"	56'-1 3/4"	13'-0"	125'-3 1/2"	12"	12"	132,556	138	144	12	138	4	24	6	14'-8"
B85L	1	123'-1 1/8"	41	40'-0"	18	17	26'-1 1/8"	16	8'-0"	56'-0 9/16"	13'-0"	125'-1 1/8"	12"	12"	132,352	138	144	12	138	4	24	6	14'-6"
B86L	1	122'-10 13/16"	41	40'-0"	18	17	25'-10 13/16"	16	8'-0"	56'-5 7/16"	12'-0"	124'-10 13/16"	12"	12"	132,148	138	144	12	138	4	24	6	14'-3"
B87L	1	122'-8 9/16"	41	40'-0"	18	17	25'-8 9/16"	16	8'-0"	56'-4 1/4"	12'-0"	124'-8 9/16"	12"	12"	131,945	138	144	12	138	4	24	6	14'-1"
B88L	1	122'-6 1/4"	41	40'-0"	18	17	25'-6 1/4"	16	8'-0"	56'-3 1/8"	12'-0"	124'-6 1/4"	12"	12"	131,743	138	144	12	138	4	24	6	13'-11"
B89L	1	122'-3 15/16"	41	40'-0"	17	16	25'-3 15/16"	16	8'-0"	56'-2"	12'-0"	124'-3 15/16"	12"	12"	131,541	137	143	12	137	4	24	6	13'-8"
B90L	1	122'-1 11/16"	41	40'-0"	17	16	25'-1 11/16"	16	8'-0"	56'-0 13/16"	12'-0"	124'-1 11/16"	12"	12"	131,341	137	143	12	137	4	24	6	13'-6"
B91L	1	122'-8 11/16"	41	40'-0"	18	17	25'-8 11/16"	16	8'-0"	56'-4 5/16"	12'-0"	124'-8 11/16"	12"	12"	131,956	138	144	12	138	4	24	6	14'-1"
B92L THRU B101L	10	122'-2 3/16"	41	40'-0"	17	16	25'-2 3/16"	16	8'-0"	56'-1 1/16"	12'-0"	124'-2 3/16"	12"	12"	131,384	137	143	12	137	4	24	6	13'-7"
B102L	1	125'-7"	41	40'-0"	19	18	28'-5"	16	8'-0"	57'-2 1/2"	13'-0"	127'-5"	12"	10"	134,806	139	145	12	139	4	24	6	16'-10"
B103L	1	125'-0 5/16"	41	40'-0"	19	18	27'-10 5/16"	16	8'-0"	56'-11 3/16"	13'-0"	126'-10 5/16"	12"	10"	134,219	139	145	12	139	4	24	6	16'-3"
B104L	1	124'-3 9/16"	41	40'-0"	19	18	27'-1 9/16"	16	8'-0"	56'-6 3/4"	13'-0"	126'-1 9/16"	12"	10"	133,445	139	145	12	139	4	24	6	15'-6"
B105L	1	123'-6 13/16"	41	40'-0"	18	17	26'-4 13/16"	16	8'-0"	56'-2 3/8"	13'-0"	125'-4 13/16"	12"	10"	132,672	138	144	12	138	4	24	6	14'-9"
B106L	1	122'-10"	41	40'-0"	18	17	25'-8"	16	8'-0"	56'-4"	12'-0"	124'-8"	12"	10"	131,898	138	144	12	138	4	24	6	14'-1"
B107L	1	122'-1 1/4"	41	40'-0"	17	16	24'-11 1/4"	16	8'-0"	55'-11 5/8"	12'-0"	123'-11 1/4"	12"	10"	131,125	137	143	12	137	4	24	6	13'-4"
B108L	1	121'-4 1/2"	41	40'-0"	17	16	24'-2 1/2"	16	8'-0"	55'-7 1/4"	12'-0"	123'-2 1/2"	12"	10"	130,352	137	143	12	137	4	24	6	12'-7"
B109L	1	120'-7 11/16"	41	40'-0"	16	15	23'-5 11/16"	16	8'-0"	55'-2 7/8"	12'-0"	122'-5 11/16"	12"	10"	129,578	136	142	12	136	4	24	6	11'-10"
B110L	1	119'-10 15/16"	41	40'-0"	16	15	22'-8 15/16"	16	8'-0"	54'-10 7/16"	12'-0"	121'-8 15/16"	12"	10"	128,805	136	142	12	136	4	24	6	11'-1"
B111L	1	119'-2 3/16"	41	40'-0"	15	14	22'-0 3/16"	16	8'-0"	54'-6 1/16"	12'-0"	121'-0 3/16"	12"	10"	128,032	135	141	12	135	4	24	6	10'-5"
B112L	1	118'-5 3/8"	41	40'-0"	15	14	21'-3 3/8"	16	8'-0"	54'-1 11/16"	12'-0"	120'-3 3/8"	12"	10"	127,259	135	141	12	135	4	24	6	9'-8"
B113L	1	123'-11 9/16"	41	40'-0"	18	17	26'-7 9/16"	16	8'-0"	56'-3 13/16"	13'-0"	125'-7 9/16"	10"	10"	132,918	138	144	12	138	4	24	6	15'-0"
B114L	1	124'-3 5/16"	41	40'-0"	18	17	26'-11 5/16"	16	8'-0"	56'-5 5/8"	13'-0"	125'-11 5/16"	10"	10"	133,246	138	144	12	138	4	24	6	15'-4"
B115L	1	124'-7 1/8"	41	40'-0"	19	18	27'-3 1/8"	16	8'-0"	56'-7 9/16"	13'-0"	126'-3 1/8"	10"	10"	133,585	139	145	12	139	4	24	6	15'-8"
B116L	1	124'-11"	41	40'-0"	19	18	27'-7"	16	8'-0"	56'-9 1/2"	13'-0"	126'-7"	10"	10"	133,924	139	145	12	139	4	24	6	15'-11"
B117L	1	125'-2 13/16"	41	40'-0"	19	18	27'-10 13/16"	16	8'-0"	56'-11 7/16"	13'-0"	126'-10 13/16"	10"	10"	134,263	139	145	12	139	4	24	6	16'-3"
B118L	1	125'-6 11/16"	41	40'-0"	19	18	28'-2 11/16"	16	8'-0"	57'-1 5/16"	13'-0"	127'-2 11/16"	10"	10"	134,601	139	145	12	139	4	24	6	16'-7"
B119L	1	125'-10 1/2"	41	40'-0"	20	19	28'-6 1/2"	16	8'-0"	57'-3 1/4"	13'-0"	127'-6 1/2"	10"	10"	134,940	140	146	12	140	4	24	6	16'-11"
B120L	1	126'-2 3/8"	41	40'-0"	20	19	28'-10 3/8"	16	8'-0"	57'-5 3/16"	13'-0"	127'-10 3/8"	10"	10"	135,279	140	146	12	140	4	24	6	17'-3"

FOR B121L THRU B134L SEE SHEET 122/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD
CHECKED JH
DRAWN JPD
REVISED
REVIEWED MSL
DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B121L	1	126'-6 3/16"	41	40'-0"	20	19	29'-2 3/16"	16	8'-0"	57'-7 1/8"	13'-0"	128'-2 3/16"	10"	10"	135,617	140	146	12	140	4	24	6	17'-7"
B122L	1	126'-10 1/16"	41	40'-0"	20	19	29'-6 1/16"	16	8'-0"	57'-9"	13'-0"	128'-6 1/16"	10"	10"	135,956	140	146	12	140	4	24	6	17'-11"
B123L	1	127'-1 7/8"	41	40'-0"	20	19	29'-9 7/8"	16	8'-0"	57'-10 15/16"	13'-0"	128'-9 7/8"	10"	10"	136,295	140	146	12	140	4	24	6	18'-2"
B124L	1	123'-6"	41	40'-0"	18	17	26'-2"	16	8'-0"	56'-1"	13'-0"	125'-2"	10"	10"	132,428	138	144	12	138	4	24	6	14'-7"
B125L	1	120'-9 7/16"	41	40'-0"	16	15	23'-5 7/16"	16	8'-0"	55'-2 3/4"	12'-0"	122'-5 7/16"	10"	10"	129,558	136	142	12	136	4	24	6	11'-10"
B126L	1	117'-11 3/8"	41	40'-0"	14	13	20'-7 3/8"	16	8'-0"	53'-9 11/16"	12'-0"	119'-7 3/8"	10"	10"	126,550	134	140	12	134	4	24	6	9'-0"
B127L	1	115'-1 1/4"	41	40'-0"	12	11	17'-9 1/4"	16	8'-0"	52'-4 5/8"	12'-0"	116'-9 1/4"	10"	10"	123,542	132	138	12	133	4	24	6	6'-2"
B128L	1	112'-3 1/8"	41	40'-0"	10	9	14'-11 1/8"	16	8'-0"	51'-5 9/16"	11'-0"	113'-11 1/8"	10"	10"	120,535	130	136	12	131	3	18	6	30'-11"
B129L	1	109'-5"	36	35'-0"	18	17	26'-1"	12	6'-0"	50'-0 1/2"	11'-0"	111'-1"	10"	10"	117,528	120	126	12	120	3	18	6	28'-1"
B130L	1	106'-8 3/4"	36	35'-0"	16	15	23'-4 3/4"	12	6'-0"	48'-8 3/8"	11'-0"	108'-4 3/4"	10"	10"	114,681	118	124	12	118	3	18	6	25'-4"
B131L	1	104'-0 1/2"	36	35'-0"	14	13	20'-8 1/2"	12	6'-0"	47'-4 1/4"	11'-0"	105'-8 1/2"	10"	10"	111,838	116	122	12	116	3	18	6	22'-8"
B132L	1	101'-4 5/16"	31	30'-0"	22	21	32'-0 5/16"	8	4'-0"	46'-6 1/8"	10'-0"	103'-0 5/16"	10"	10"	109,000	106	112	12	106	3	18	6	20'-0"
B133L	1	98'-8 1/8"	31	30'-0"	20	19	29'-4 1/8"	8	4'-0"	45'-2 1/16"	10'-0"	100'-4 1/8"	10"	10"	106,166	104	110	12	104	3	18	6	17'-4"
B134L	1	96'-0 1/8"	31	30'-0"	18	17	26'-8 1/8"	8	4'-0"	43'-10 1/16"	10'-0"	97'-8 1/8"	10"	10"	103,342	102	108	12	102	3	18	6	14'-8"

FOR B135L THRU B146L SEE SHEET 125/229

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B1R THRU B9R	9	139'-0"	39	38'-0"	27	26	38'-1 1/2"	20	10'-0"	56'-6 3/4"	28'-0"	141'-1 1/2"	13"	12.5"	149,312	151	157	12	151	4	24	6	30'-11"
B10R	1	139'-0"	39	38'-0"	27	26	38'-1 11/16"	20	10'-0"	56'-6 7/8"	28'-0"	141'-1 11/16"	13"	12.7"	149,329	151	157	12	151	4	24	6	30'-11"
B11R	1	139'-0"	39	38'-0"	27	26	38'-1 1/2"	20	10'-0"	56'-6 3/4"	28'-0"	141'-1 1/2"	13"	12.5"	149,312	151	157	12	151	4	24	6	30'-11"
B12R	1	138'-4 13/16"	39	38'-0"	27	26	37'-6 1/4"	20	10'-0"	56'-3 1/8"	28'-0"	140'-6 1/4"	12.9"	12.5"	148,668	151	157	12	151	4	24	6	30'-3"
B13R	1	117'-1 9/16"	34	33'-0"	19	18	26'-2"	20	10'-0"	47'-7"	24'-0"	119'-2"	12.2"	12.2"	126,076	133	139	12	133	3	18	6	36'-5"
B14R	1	116'-2 1/8"	34	33'-0"	18	17	25'-2 1/2"	20	10'-0"	47'-1 1/4"	24'-0"	118'-2 1/2"	12.2"	12.2"	125,064	132	138	12	132	3	18	6	35'-5"
B15R	1	115'-3 5/8"	34	33'-0"	18	17	24'-3 15/16"	20	10'-0"	47'-1 15/16"	23'-0"	117'-3 15/16"	12.1"	12.2"	124,132	132	138	12	132	3	18	6	34'-7"
B16R	1	115'-9 9/16"	34	33'-0"	18	17	24'-9 7/8"	20	10'-0"	46'-10 15/16"	24'-0"	117'-9 7/8"	12.1"	12.2"	124,658	132	138	12	132	3	18	6	35'-1"
B17R	1	116'-7 1/4"	34	33'-0"	19	18	25'-7 9/16"	20	10'-0"	47'-3 13/16"	24'-0"	118'-7 9/16"	12.1"	12.2"	125,512	133	139	12	133	3	18	6	35'-11"
B18R	1	117'-5"	34	33'-0"	19	18	26'-5 5/16"	20	10'-0"	47'-8 11/16"	24'-0"	119'-5 5/16"	12.1"	12.2"	126,372	133	139	12	133	3	18	6	36'-8"
B19R	1	118'-2 13/16"	34	33'-0"	20	19	27'-3 1/8"	20	10'-0"	48'-1 9/16"	24'-0"	120'-3 1/8"	12.2"	12.2"	127,237	134	140	12	134	4	24	6	10'-0"
B20R	1	119'-0 5/8"	34	33'-0"	20	19	28'-1"	20	10'-0"	48'-6 1/2"	24'-0"	121'-1"	12.2"	12.2"	128,107	134	140	12	134	4	24	6	10'-10"
B21R	1	119'-10 5/8"	34	33'-0"	21	20	28'-11"	20	10'-0"	48'-11 1/2"	24'-0"	121'-11"	12.2"	12.2"	128,988	135	141	12	135	4	24	6	11'-8"
B22R	1	120'-8 11/16"	34	33'-0"	21	20	29'-9 1/8"	20	10'-0"	48'-10 9/16"	25'-0"	122'-9 1/8"	12.2"	12.2"	129,878	135	141	12	135	4	24	6	12'-6"
B23R	1	121'-6 7/8"	34	33'-0"	22	21	30'-7 1/4"	20	10'-0"	49'-3 5/8"	25'-0"	123'-7 1/4"	12.2"	12.2"	130,774	136	142	12	136	4	24	6	13'-4"
B24R	1	122'-4 9/16"	34	33'-0"	22	21	31'-5"	20	10'-0"	49'-8 1/2"	25'-0"	124'-5"	12.2"	12.2"	131,631	136	142	12	136	4	24	6	14'-2"
B25R	1	93'-8 1/8"	34	33'-0"	10	9	13'-1 1/8"	10	5'-0"	38'-6 9/16"	19'-0"	96'-1 1/8"	12.2"	16.7"	101,665	104	110	12	104	3	18	6	13'-4"

FOR B26R THRU B73R SEE SHEET 123/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD/JH
CHECKED AFN
DRAWN JPD
REVISED
REVIEWED MSL
DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B26R	1	96'-9 1/2"	34	33'-0"	12	11	16'-2 3/8"	10	5'-0"	39'-7 3/16"	20'-0"	99'-2 3/8"	12.2"	16.7"	104,954	106	112	12	106	3	18	6	16'-5"
B27R	1	100'-6 3/4"	34	33'-0"	15	14	19'-11 11/16"	10	5'-0"	40'-11 7/8"	21'-0"	102'-11 11/16"	12.2"	16.7"	108,947	109	115	12	109	3	18	6	20'-3"
B28R	1	104'-0 1/16"	34	33'-0"	17	16	23'-5"	10	5'-0"	42'-8 1/2"	21'-0"	106'-5"	12.2"	16.7"	112,588	111	117	12	111	3	18	6	23'-8"
B29R	1	107'-5 5/16"	34	33'-0"	19	18	26'-10 5/16"	10	5'-0"	43'-11 1/8"	22'-0"	109'-10 5/16"	12.2"	16.7"	116,229	113	119	12	113	3	18	6	27'-1"
B30R	1	110'-10 5/8"	34	33'-0"	22	21	30'-3 9/16"	10	5'-0"	45'-1 13/16"	23'-0"	113'-3 9/16"	12.2"	16.7"	119,870	116	122	12	116	3	18	6	30'-7"
B31R	1	114'-3 15/16"	34	33'-0"	17	16	23'-8 7/8"	20	10'-0"	52'-4 7/16"	12'-0"	116'-8 7/8"	12.2"	16.7"	123,511	131	137	12	131	3	18	6	34'-0"
B32R	1	117'-9 1/4"	34	33'-0"	20	19	27'-2 3/16"	20	10'-0"	54'-1 1/16"	12'-0"	120'-2 3/16"	12.2"	16.7"	127,152	134	140	12	134	4	24	6	9'-11"
B33R	1	121'-2 9/16"	34	33'-0"	22	21	30'-7 1/2"	20	10'-0"	55'-9 3/4"	12'-0"	123'-7 1/2"	12.2"	16.7"	130,793	136	142	12	136	4	24	6	13'-4"
B34R	1	124'-7 13/16"	34	33'-0"	24	23	34'-0 3/4"	20	10'-0"	57'-0 3/8"	13'-0"	127'-0 3/4"	12.2"	16.7"	134,434	138	144	12	138	4	24	6	16'-10"
B35R	1	127'-5 7/16"	34	33'-0"	26	25	36'-10 3/8"	20	10'-0"	58'-5 3/16"	13'-0"	129'-10 3/8"	12.2"	16.7"	137,395	140	146	12	140	4	24	6	19'-7"
B36R	1	91'-0 3/4"	34	33'-0"	9	8	11'-0 7/16"	10	5'-0"	37'-6 1/4"	19'-0"	94'-0 7/16"	16.7"	19"	99,493	103	109	12	103	3	18	6	11'-3"
B37R	1	95'-1 1/16"	34	33'-0"	12	11	15'-0 3/4"	10	5'-0"	39'-0 3/8"	20'-0"	98'-0 3/4"	16.7"	19"	103,748	106	112	12	106	3	18	6	15'-4"
B38R	1	99'-1 5/16"	34	33'-0"	14	13	19'-1"	10	5'-0"	41'-0 1/2"	20'-0"	102'-1"	16.7"	19"	108,004	108	114	12	108	3	18	6	19'-4"
B39R	1	103'-1 5/8"	34	33'-0"	17	16	23'-1 1/4"	10	5'-0"	42'-6 5/8"	21'-0"	106'-1 1/4"	16.7"	19"	112,260	111	117	12	111	3	18	6	23'-4"
B40R	1	107'-1 7/8"	34	33'-0"	20	19	27'-1 1/2"	10	5'-0"	44'-0 3/4"	22'-0"	110'-1 1/2"	16.7"	19"	116,515	114	120	12	114	3	18	6	27'-5"
B41R	1	111'-2 1/8"	34	33'-0"	22	21	31'-1 13/16"	10	5'-0"	45'-6 7/8"	23'-0"	114'-1 13/16"	16.7"	19"	120,770	116	122	12	116	3	18	6	31'-5"
B42R	1	115'-2 7/16"	39	38'-0"	12	11	15'-2 1/16"	20	10'-0"	53'-1"	12'-0"	118'-2 1/16"	16.6"	19"	125,026	136	142	12	136	3	18	6	35'-5"
B43R	1	119'-2 11/16"	39	38'-0"	14	13	19'-2 5/16"	20	10'-0"	55'-1 3/16"	12'-0"	122'-2 5/16"	16.6"	19"	129,281	138	144	12	138	4	24	6	11'-11"
B44R	1	123'-2 15/16"	39	38'-0"	17	16	23'-2 5/8"	20	10'-0"	50'-7 5/16"	25'-0"	126'-2 5/8"	16.6"	19"	133,537	141	147	12	141	4	24	6	16'-0"
B45R	1	127'-3 1/4"	39	38'-0"	20	19	27'-2 7/8"	20	10'-0"	52'-1 7/16"	26'-0"	130'-2 7/8"	16.6"	19"	137,793	144	150	12	144	4	24	6	20'-0"
B46R	1	131'-11 1/4"	39	38'-0"	23	22	31'-10 7/8"	20	10'-0"	53'-11 7/16"	27'-0"	134'-10 7/8"	16.6"	19"	142,732	147	153	12	147	4	24	6	24'-8"
B47R	1	107'-9 7/8"	33	32'-0"	20	19	27'-9 3/8"	12	6'-0"	44'-4 11/16"	22'-0"	110'-9 3/8"	19"	16.5"	117,207	116	122	12	116	3	18	6	28'-0"
B48R	1	105'-2 1/8"	33	32'-0"	18	17	25'-1 5/8"	12	6'-0"	43'-0 13/16"	22'-0"	108'-1 5/8"	19"	16.5"	114,405	114	120	12	114	3	18	6	25'-5"
B49R	1	102'-11 15/16"	33	32'-0"	17	16	22'-11 7/16"	12	6'-0"	42'-5 3/4"	21'-0"	105'-11 7/16"	19"	16.5"	112,100	113	119	12	113	3	18	6	23'-2"
B50R	1	100'-9 13/16"	33	32'-0"	15	14	20'-9 5/16"	12	6'-0"	41'-4 11/16"	21'-0"	103'-9 5/16"	19"	16.5"	109,795	111	117	12	111	3	18	6	21'-0"
B51R	1	98'-7 11/16"	33	32'-0"	14	13	18'-7 3/16"	12	6'-0"	40'-9 5/8"	20'-0"	101'-7 3/16"	19"	16.5"	107,492	110	116	12	110	3	18	6	18'-10"
B52R	1	96'-5 9/16"	33	32'-0"	12	11	16'-5 1/16"	12	6'-0"	39'-8 9/16"	20'-0"	99'-5 1/16"	19"	16.5"	105,191	108	114	12	108	3	18	6	16'-8"
B53R	1	94'-3 1/2"	33	32'-0"	11	10	14'-3"	12	6'-0"	39'-1 1/2"	19'-0"	97'-3"	19"	16.5"	102,891	107	113	12	107	3	18	6	14'-6"
B54R	1	92'-1 7/16"	17	16'-0"	34	33	48'-0 15/16"	8	4'-0"	38'-0 1/2"	19'-0"	95'-0 15/16"	19"	16.5"	100,593	90	96	12	90	3	18	6	12'-4"
B55R	1	89'-8 9/16"	17	16'-0"	32	31	45'-8 1/16"	8	4'-0"	36'-10 1/16"	19'-0"	92'-8 1/16"	19"	16.5"	98,048	88	94	12	88	3	18	6	9'-11"
B56R	1	87'-8 7/16"	17	16'-0"	31	30	43'-7 15/16"	8	4'-0"	36'-4"	18'-0"	90'-7 15/16"	19"	16.5"	95,922	87	93	12	87	3	18	6	7'-11"
B57R	1	85'-8 3/8"	17	16'-0"	29	28	41'-7 7/8"	8	4'-0"	35'-3 15/16"	18'-0"	88'-7 7/8"	19"	16.5"	93,798	85	91	12	85	2	12	6	33'-5"
B58R	1	97'-11 9/16"	30	29'-0"	20	19	27'-4 1/16"	8	4'-0"	40'-2"	20'-0"	100'-4 1/16"	16.5"	12"	106,155	102	108	12	102	3	18	6	17'-7"
B59R	1	95'-5 7/16"	30	29'-0"	18	17	24'-9 15/16"	8	4'-0"	38'-11"	20'-0"	97'-9 15/16"	16.5"	12"	103,503	100	106	12	100	3	18	6	15'-1"
B60R	1	92'-5 13/16"	30	29'-0"	16	15	21'-10 5/16"	8	4'-0"	37'-11 3/16"	19'-0"	94'-10 5/16"	16.5"	12"	100,362	98	104	12	98	3	18	6	12'-1"
B61R	1	89'-6 3/16"	30	29'-0"	14	13	18'-10 11/16"	8	4'-0"	36'-11 3/8"	18'-0"	91'-10 11/16"	16.5"	12"	97,221	96	102	12	96	3	18	6	9'-2"
B62R	1	86'-6 9/16"	30	29'-0"	12	11	15'-11 1/16"	8	4'-0"	35'-5 9/16"	18'-0"	88'-11 1/16"	16.5"	12"	94,079	94	100	12	94	2	12	6	33'-8"
B63R	1	83'-6 15/16"	15	14'-0"	30	29	42'-11 7/16"	8	4'-0"	37'-11 11/16"	10'-0"	85'-11 7/16"	16.5"	12"	90,938	82	88	12	82	2	12	6	30'-8"
B64R	1	80'-7 5/16"	15	14'-0"	28	27	39'-11 13/16"	8	4'-0"	36'-5 7/8"	10'-0"	82'-11 13/16"	16.5"	12"	87,797	80	86	12	80	2	12	6	27'-9"
B65R	1	77'-7 11/16"	15	14'-0"	26	25	37'-0 3/16"	8	4'-0"	35'-0 1/16"	10'-0"	80'-0 3/16"	16.5"	12"	84,656	78	84	12	78	2	12	6	24'-9"
B66R	1	74'-10 15/16"	15	14'-0"	24	23	34'-3 7/16"	8	4'-0"	33'-7 11/16"	10'-0"	77'-3 7/16"	16.5"	12"	81,766	76	82	12	76	2	12	6	22'-0"
B67R	1	71'-9 3/8"	15	14'-0"	22	21	31'-1 7/8"	8	4'-0"	32'-0 15/16"	10'-0"	74'-1 7/8"	16.5"	12"	78,455	74	80	12	74	2	12	6	18'-11"
B68R	1	68'-7"	15	14'-0"	20	19	27'-11 1/2"	8	4'-0"	30'-5 3/4"	10'-0"	70'-11 1/2"	16.5"	12"	75,074	72	78	12	72	2	12	6	15'-8"
B69R	1	131'-0 3/8"	39	38'-0"	22	21	30'-0 3/8"	20	10'-0"	53'-0 3/16"	27'-0"	133'-0 3/8"	12"	12"	140,746	146	152	12	146	4	24	6	22'-9"
B70R	1	130'-11 1/16"	39	38'-0"	21	20	29'-11 1/16"	20	10'-0"	52'-11 9/16"	27'-0"	132'-11 1/16"	12"	12"	140,634	145	151	12	145	4	24	6	22'-8"
B71R	1	130'-9 13/16"	39	38'-0"	21	20	29'-9 13/16"	20	10'-0"	52'-10 15/16"	27'-0"	132'-9 13/16"	12"	12"	140,521	145	151	12	145	4	24	6	22'-7"
B72R	1	130'-8 9/16"	39	38'-0"	21	20	29'-8 9/16"	20	10'-0"	52'-10 1/4"	27'-0"	132'-8 9/16"	12"	12"	140,409	145	151	12	145	4	24	6	22'-6"
B73R	1	130'-7 1/4"	39	38'-0"	21	20	29'-7 1/4"	20	10'-0"	52'-9 5/8"	27'-0"	132'-7 1/4"	12"	12"	140,297	145	151	12	145	4	24	6	22'-4"

FOR B74R THRU B137R SEE SHEET 124/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JH CHECKED AFN
DRAWN JPD REVISED
REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

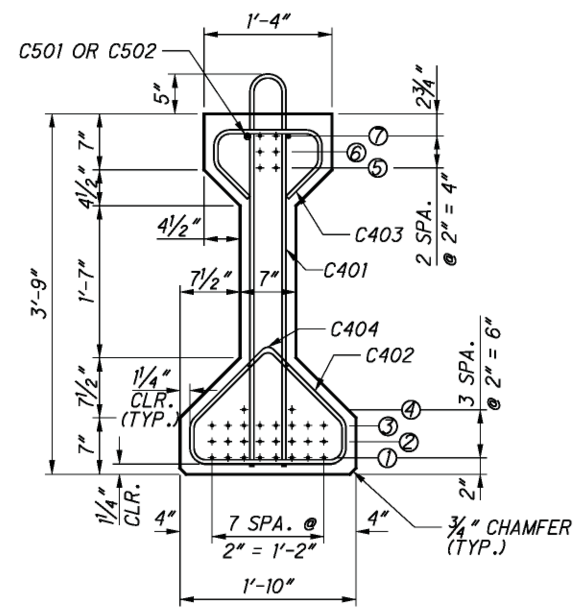
TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B74R	1	130'-6"	39	38'-0"	21	20	29'-6"	20	10'-0"	52'-9"	27'-0"	132'-6"	12"	12"	140,185	145	151	12	145	4	24	6	22'-3"
B75R	1	130'-4 3/4"	39	38'-0"	21	20	29'-4 3/4"	20	10'-0"	53'-2 3/8"	26'-0"	132'-4 3/4"	12"	12"	140,074	145	151	12	145	4	24	6	22'-2"
B76R	1	130'-3 1/2"	39	38'-0"	21	20	29'-3 1/2"	20	10'-0"	53'-1 3/4"	26'-0"	132'-3 1/2"	12"	12"	139,963	145	151	12	145	4	24	6	22'-0"
B77R	1	130'-2 1/4"	39	38'-0"	21	20	29'-2 1/4"	20	10'-0"	53'-1 1/8"	26'-0"	132'-2 1/4"	12"	12"	139,852	145	151	12	145	4	24	6	21'-11"
B78R	1	130'-0 15/16"	39	38'-0"	21	20	29'-0 15/16"	20	10'-0"	53'-0 1/2"	26'-0"	132'-0 15/16"	12"	12"	139,741	145	151	12	145	4	24	6	21'-10"
B79R	1	129'-11 3/16"	39	38'-0"	21	20	28'-11 3/16"	20	10'-0"	52'-11 5/8"	26'-0"	131'-11 3/16"	12"	12"	139,586	145	151	12	145	4	24	6	21'-8"
B80R THRU B89R	10	122'-1"	37	36'-0"	18	17	25'-1"	20	10'-0"	49'-6 1/2"	25'-0"	124'-1"	12"	12"	131,279	138	144	12	138	4	24	6	13'-10"
B90R	1	121'-2 1/4"	37	36'-0"	18	17	24'-2 1/4"	20	10'-0"	49'-1 1/8"	25'-0"	123'-2 1/4"	12"	12"	130,330	138	144	12	138	4	24	6	12'-11"
B91R THRU B98R	8	121'-9 1/8"	34	33'-0"	22	21	30'-9 1/8"	20	10'-0"	49'-4 9/16"	25'-0"	123'-9 1/8"	12"	12"	130,938	136	142	12	136	4	24	6	13'-6"
B99R	1	120'-11 13/16"	34	33'-0"	21	20	29'-11 13/16"	20	10'-0"	48'-11 7/8"	25'-0"	122'-11 13/16"	12"	12"	130,115	135	141	12	135	4	24	6	12'-9"
B100R	1	120'-2 7/8"	34	33'-0"	21	20	29'-2 7/8"	20	10'-0"	49'-1 7/16"	24'-0"	122'-2 7/8"	12"	12"	129,331	135	141	12	135	4	24	6	12'-0"
B101R	1	121'-9 1/8"	34	33'-0"	22	21	30'-9 1/8"	20	10'-0"	49'-4 9/16"	25'-0"	123'-9 1/8"	12"	12"	130,938	136	142	12	136	4	24	6	13'-6"
B102R	1	118'-6 1/16"	34	33'-0"	20	19	27'-4 1/16"	20	10'-0"	48'-2 1/16"	24'-0"	120'-4 1/16"	12"	10"	127,320	134	140	12	134	4	24	6	10'-1"
B103R	1	117'-8 5/16"	34	33'-0"	19	18	26'-6 5/16"	20	10'-0"	47'-9 3/16"	24'-0"	119'-6 5/16"	12"	10"	126,460	133	139	12	133	3	18	6	36'-9"
B104R	1	116'-10 9/16"	34	33'-0"	19	18	25'-8 9/16"	20	10'-0"	47'-4 5/16"	24'-0"	118'-8 9/16"	12"	10"	125,600	133	139	12	133	3	18	6	36'-0"
B105R	1	116'-0 13/16"	34	33'-0"	18	17	24'-10 13/16"	20	10'-0"	46'-11 7/16"	24'-0"	117'-10 13/16"	12"	10"	124,740	132	138	12	132	3	18	6	35'-2"
B106R	1	115'-3 1/16"	34	33'-0"	18	17	24'-1 1/16"	20	10'-0"	47'-0 1/2"	23'-0"	117'-1 1/16"	12"	10"	123,879	132	138	12	132	3	18	6	34'-4"
B107R	1	114'-5 5/16"	34	33'-0"	17	16	23'-3 5/16"	20	10'-0"	46'-7 11/16"	23'-0"	116'-3 5/16"	12"	10"	123,020	131	137	12	131	3	18	6	33'-6"
B108R	1	113'-7 9/16"	34	33'-0"	16	15	22'-5 9/16"	20	10'-0"	46'-2 13/16"	23'-0"	115'-5 9/16"	12"	10"	122,161	130	136	12	130	3	18	6	32'-9"
B109R	1	112'-9 13/16"	34	33'-0"	16	15	21'-7 13/16"	20	10'-0"	45'-9 15/16"	23'-0"	114'-7 13/16"	12"	10"	121,303	130	136	12	130	3	18	6	31'-11"
B110R	1	112'-9 1/2"	34	33'-0"	16	15	21'-7 1/2"	20	10'-0"	45'-9 3/4"	23'-0"	114'-7 1/2"	12"	10"	121,274	130	136	12	130	3	18	6	31'-11"
B111R	1	112'-9"	34	33'-0"	16	15	21'-7"	20	10'-0"	45'-9 1/2"	23'-0"	114'-7"	12"	10"	121,229	130	136	12	130	3	18	6	31'-10"
B112R	1	114'-2 7/8"	34	33'-0"	17	16	23'-0 7/8"	20	10'-0"	46'-6 7/16"	23'-0"	116'-0 7/8"	12"	10"	122,807	131	137	12	131	3	18	6	33'-4"
B113R	1	115'-10"	34	33'-0"	18	17	24'-8"	20	10'-0"	47'-4"	24'-0"	117'-8"	12"	10"	124,489	132	138	12	132	3	18	6	34'-11"
B114R	1	127'-4 11/16"	39	38'-0"	19	18	26'-0 11/16"	20	10'-0"	51'-6 5/16"	26'-0"	129'-0 11/16"	10"	10"	136,541	143	149	12	143	4	24	6	18'-10"
B115R	1	127'-8 1/2"	39	38'-0"	19	18	26'-4 1/2"	20	10'-0"	51'-8 1/4"	26'-0"	129'-4 1/2"	10"	10"	136,879	143	149	12	143	4	24	6	19'-2"
B116R	1	128'-0 3/8"	39	38'-0"	19	18	26'-8 3/8"	20	10'-0"	51'-10 3/16"	26'-0"	129'-8 3/8"	10"	10"	137,218	143	149	12	143	4	24	6	19'-5"
B117R	1	128'-4 3/16"	39	38'-0"	20	19	27'-0 3/16"	20	10'-0"	52'-0 1/8"	26'-0"	130'-0 3/16"	10"	10"	137,558	144	150	12	144	4	24	6	19'-9"
B118R	1	128'-8 1/16"	39	38'-0"	20	19	27'-4 1/16"	20	10'-0"	52'-2"	26'-0"	130'-4 1/16"	10"	10"	137,896	144	150	12	144	4	24	6	20'-1"
B119R	1	128'-11 7/8"	39	38'-0"	20	19	27'-7 7/8"	20	10'-0"	52'-3 15/16"	26'-0"	130'-7 7/8"	10"	10"	138,235	144	150	12	144	4	24	6	20'-5"
B120R	1	129'-3 3/4"	39	38'-0"	20	19	27'-11 3/4"	20	10'-0"	52'-5 7/8"	26'-0"	130'-11 3/4"	10"	10"	138,573	144	150	12	144	4	24	6	20'-9"
B121R	1	129'-7 9/16"	39	38'-0"	20	19	28'-3 9/16"	20	10'-0"	52'-7 3/4"	26'-0"	131'-3 9/16"	10"	10"	138,912	144	150	12	144	4	24	6	21'-1"
B122R	1	129'-11 3/8"	39	38'-0"	21	20	28'-7 3/8"	20	10'-0"	52'-9 11/16"	26'-0"	131'-7 3/8"	10"	10"	139,250	145	151	12	145	4	24	6	21'-4"
B123R	1	130'-3 1/4"	39	38'-0"	21	20	28'-11 1/4"	20	10'-0"	52'-11 5/8"	26'-0"	131'-11 1/4"	10"	10"	139,589	145	151	12	145	4	24	6	21'-8"
B124R	1	130'-7 1/16"	39	38'-0"	21	20	29'-3 1/16"	20	10'-0"	53'-1 9/16"	26'-0"	132'-3 1/16"	10"	10"	139,928	145	151	12	145	4	24	6	22'-0"
B125R	1	130'-10 15/16"	39	38'-0"	21	20	29'-6 15/16"	20	10'-0"	52'-9 7/16"	27'-0"	132'-6 15/16"	10"	10"	140,267	145	151	12	145	4	24	6	22'-4"
B126R	1	93'-11 1/2"	8	7'-0"	43	42	62'-7 1/2"	12	6'-0"	38'-3 3/4"	19'-0"	95'-7 1/2"	10"	10"	101,170	89	95	12	89	3	18	6	12'-10"
B127R	1	91'-1 5/8"	8	7'-0"	41	40	59'-9 5/8"	12	6'-0"	36'-10 13/16"	19'-0"	92'-9 5/8"	10"	10"	98,183	87	93	12	87	3	18	6	10'-1"
B128R	1	88'-3 3/4"	8	7'-0"	39	38	56'-11 3/4"	12	6'-0"	35'-11 7/8"	18'-0"	89'-11 3/4"	10"	10"	95,196	85	91	12	85	2	12	6	34'-9"
B129R	1	85'-5 7/8"	8	7'-0"	38	37	54'-1 7/8"	12	6'-0"	35'-0 15/16"	17'-0"	87'-1 7/8"	10"	10"	92,209	84	90	12	84	2	12	6	31'-11"
B130R	1	82'-8"	8	7'-0"	36	35	51'-4"	12	6'-0"	33'-8"	17'-0"	84'-4"	10"	10"	89,223	82	88	12	82	2	12	6	29'-1"
B131R	1	79'-10 1/8"	8	7'-0"	34	33	48'-6 1/8"	12	6'-0"	32'-9 1/16"	16'-0"	81'-6 1/8"	10"	10"	86,236	80	86	12	80	2	12	6	26'-3"
B132R	1	77'-0 1/4"	10	9'-0"	32	31	45'-8 1/4"	8	4'-0"	34'-4 1/8"	10'-0"	78'-8 1/4"	10"	10"	83,249	74	80	12	74	2	12	6	23'-5"
B133R	1	74'-2 3/8"	10	9'-0"	30	29	42'-10 3/8"	8	4'-0"	32'-11 3/16"	10'-0"	75'-10 3/8"	10"	10"	80,263	72	78	12	72	2	12	6	20'-7"
B134R	1	71'-4 1/2"	10	9'-0"	28	27	40'-0 1/2"	8	4'-0"	31'-6 1/4"	10'-0"	73'-0 1/2"	10"	10"	77,276	70	76	12	70	2	12	6	17'-9"
B135R	1	68'-6 5/8"	10	9'-0"	26	25	37'-2 5/8"	8	4'-0"	30'-1 5/16"	10'-0"	70'-2 5/8"	10"	10"	74,289	68	74	12	68	2	12	6	15'-0"
B136R	1	65'-8 3/4"	10	9'-0"	24	24	34'-4 3/4"	8	4'-0"	28'-8 3/8"	10'-0"	67'-4 3/4"	10"	10"	71,302	66	72	12	66	2	12	6	12'-2"
B137R	1	62'-10 7/8"	10	9'-0"	23	22	31'-6 7/8"	8	4'-0"	27'-3 7/16"	10'-0"	64'-6 7/8"	10"	10"	68,316	65	71	12	65	2	12	6	9'-4"

FOR B138R THRU B150R SEE SHEET 125/229

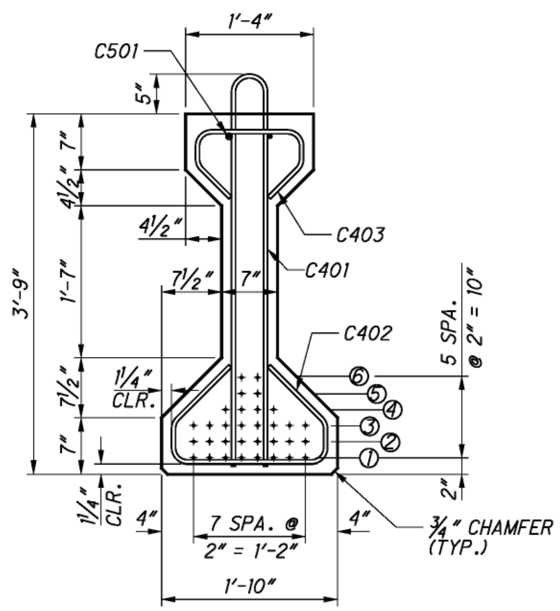
NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.



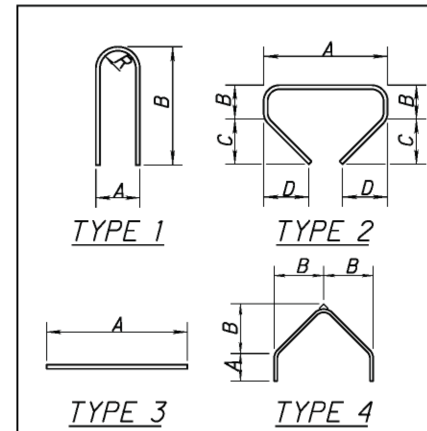
AASHTO TYPE 3

(AT BEAM ENDS)
(TOTAL NUMBER OF STRANDS = 32)



AASHTO TYPE 3

(AT MID SPAN)
(TOTAL NUMBER OF STRANDS = 32)

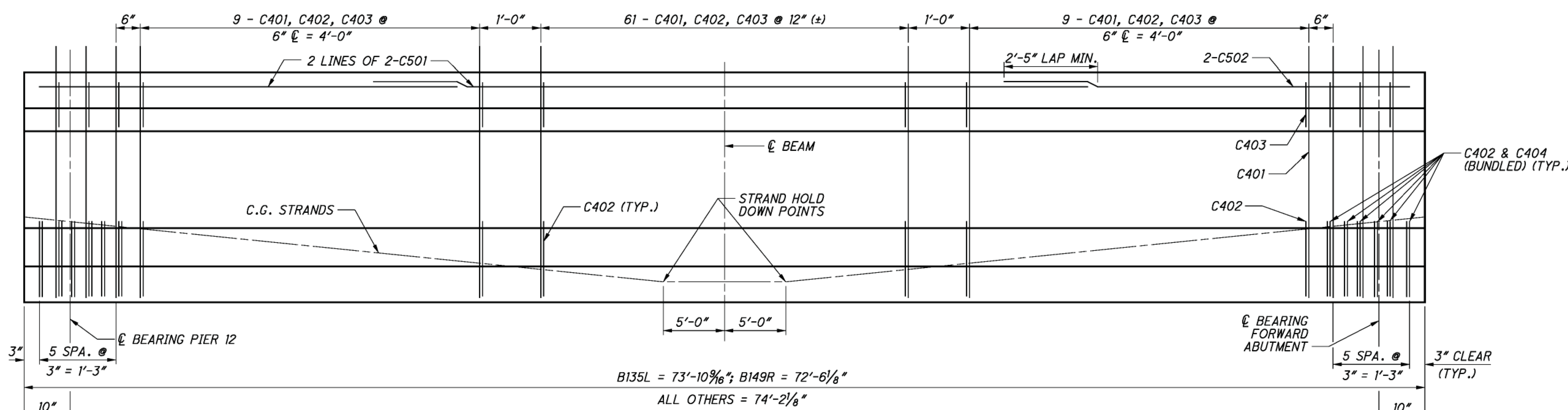


BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS A	B	C	D	R
C401	1	4½"	4'-1"			1¾"
C402	2	1'-7½"	5¼"	7"	7"	
C403	2	1'-1½"	4½"	4"	4"	
C404	4	5¼"	9¾"			
C501	3	30'-0"				
C502	3	19'-0"				

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



AASHTO TYPE 3 BEAM ELEVATION

(BEAMS 135L THRU 146L AND 138R THRU 150R)
(THREADED INSERTS AND 1 ¼" SLEEVES FOR INTERMEDIATE DIAPHRAGMS SUPPORTS NOT SHOWN FOR CLARITY)

NOTES:

1. FOR END DIAPHRAGM INSERT LOCATIONS SEE SHEET 135/229.
2. FOR INTERMEDIATE DIAPHRAGM SLEEVE LOCATIONS SEE STD. PSID-1-99.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.

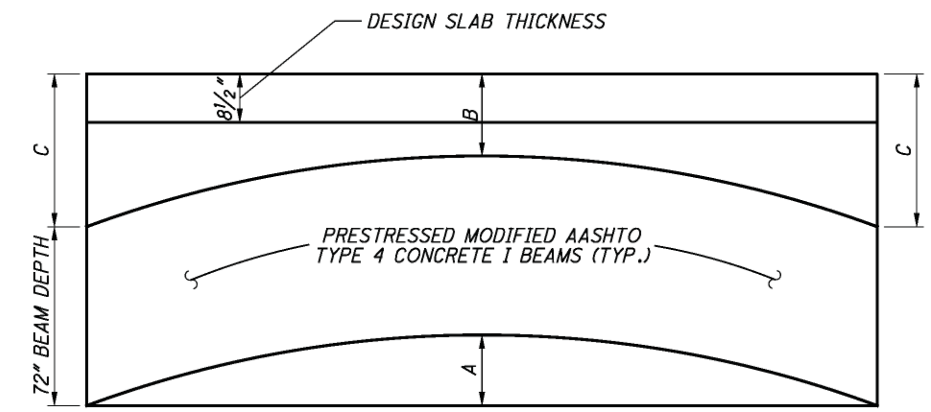
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
DESIGNED DMP | CHECKED GHD | DRAWN DMP | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
REVISED

BEAM DIMENSIONS AND DETAILS (LEFT AND RIGHT BRIDGE SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A: CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	A: DEFLECTION DUE TO SELF WEIGHT	A: CAMBER AT TIME OF RELEASE (NET)	A: CAMBER AT TIME OF ERECTION	A: LONG TERM CAMBER	B: TOTAL TOPPING THICKNESS AT MIDSPAN	C: TOTAL TOPPING THICKNESS AT BEAM BEARINGS
1	B1L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 11/16"	10 1/2"
	B2L	2 1/2"	1 5/16"	1 3/16"	2 1/8"	3"	10 9/16"	10 1/2"
	B3L	2"	1"	1"	1 3/4"	2 7/16"	10 5/8"	10 1/2"
	B4L	1 7/16"	3/4"	11/16"	1 3/16"	1 11/16"	10 7/8"	10 1/2"
	B5L	1 1/4"	9/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	10 5/8"
	B6L	1"	1/2"	1/2"	7/8"	1 1/4"	10 9/16"	10 1/2"
	B7L	7/8"	3/8"	1/2"	7/8"	1 1/4"	10 1/2"	10 1/2"
	B8L	5/8"	5/16"	5/16"	9/16"	13/16"	10 5/8"	10 1/2"
	B9L	9/16"	1/4"	5/16"	9/16"	13/16"	10 9/16"	10 1/2"
	B10L	7/16"	3/16"	1/4"	7/16"	5/8"	10 11/16"	10 1/2"
	B11L	3/8"	1/8"	1/4"	3/8"	9/16"	10 11/16"	10 1/2"
	B12L	1/4"	1/8"	3/16"	5/16"	7/16"	10 11/16"	10 1/2"
2	B13L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 11/16"
	B14L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 11/16"
	B15L	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 11/16"
	B16L	3 5/8"	1 13/16"	1 3/4"	3 1/16"	4 7/16"	10 9/16"	10 1/2"
	B17L	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 7/16"	10 11/16"	10 1/2"
	B19L	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 3/8"	10 5/8"	10 1/2"
	B20L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11 1/4"	10 1/2"
	B21L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11 3/16"	10 1/2"
	B22L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11"	10 1/2"
	B23L	3 1/8"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 11/16"	10 1/2"
	B24L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 5/8"	10 1/2"
3	B25L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 11/16"
	B26L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 9/16"
	B27L	4 1/16"	2 1/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 7/8"
	B28L	4 1/8"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 13/16"
	B29L	4 1/8"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 11/16"
	B30L	4 3/16"	2 1/4"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 11/16"
	B31L	4 1/4"	2 1/4"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 5/8"
	B32L	4 1/4"	2 5/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	10 1/2"
	B33L	4 5/16"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 1/2"	10 1/2"
	B34L	4 3/8"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 9/16"	10 1/2"
	B35L	4 11/16"	2 7/16"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	11 1/8"
4	B36L	1/8"	1/16"	1/8"	3/16"	1/4"	10 1/2"	10 9/16"
	B37L	1/4"	1/16"	3/16"	1/4"	3/8"	10 1/2"	10 9/16"
	B38L	3/8"	1/8"	1/4"	7/16"	9/16"	10 11/16"	10 1/2"
	B39L	9/16"	1/4"	5/16"	9/16"	13/16"	10 5/8"	10 1/2"
	B40L	7/8"	3/8"	1/2"	7/8"	1 1/4"	10 1/2"	10 5/8"
	B41L	1 1/8"	9/16"	9/16"	15/16"	1 5/16"	10 11/16"	10 1/2"
	B42L	1 1/2"	13/16"	11/16"	1 3/16"	1 11/16"	10 5/8"	10 1/2"
	B43L	2 1/8"	1 1/8"	1"	1 11/16"	2 7/16"	10 9/16"	10 1/2"
	B44L	2 15/16"	1 9/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	10 11/16"
	B45L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	10 5/8"
	B46L	4 7/8"	2 11/16"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	11 3/8"



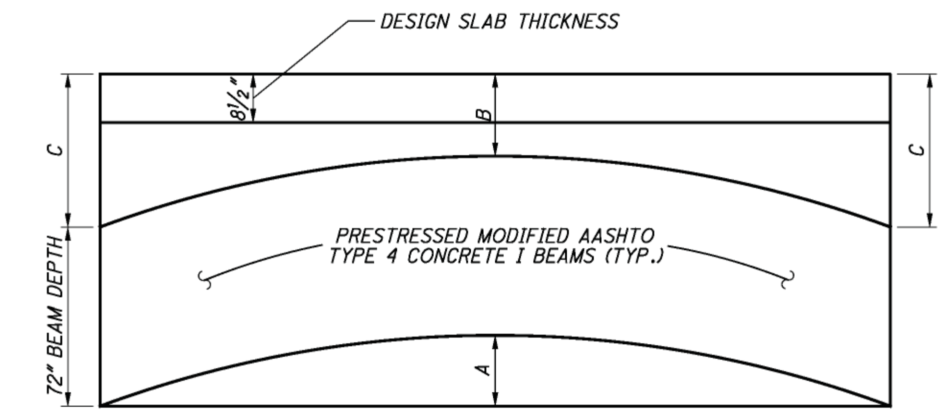
TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 115/229.

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A: CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	A: DEFLECTION DUE TO SELF WEIGHT	A: CAMBER AT TIME OF RELEASE (NET)	A: CAMBER AT TIME OF ERECTION	A: LONG TERM CAMBER	B: TOTAL TOPPING THICKNESS AT MIDSPAN	C: TOTAL TOPPING THICKNESS AT BEAM BEARINGS
5	B47L	4 13/16"	2 5/8"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	10 7/8"
	B48L	4 5/16"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 1/2"	11 1/8"
	B49L	4 1/8"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	11 15/16"
	B50L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B51L	3 5/8"	1 13/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 11/16"
	B52L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	12 3/8"
	B53L	3"	1 5/8"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	12 3/16"
	B54L	2 11/16"	1 1/2"	1 3/16"	2 1/16"	3"	10 1/2"	11 7/8"
	B55L	2 5/8"	1 7/16"	1 3/16"	2 1/16"	3"	10 1/2"	11 3/4"
	B56L	2 9/16"	1 5/16"	1 3/16"	2 1/8"	3"	10 1/2"	10 9/16"
	B57L	2 1/4"	1 1/4"	1"	1 11/16"	2 7/16"	10 1/2"	10 13/16"
6	B58L	4 7/8"	2 11/16"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	12 13/16"
	B59L	4 11/16"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 13/16"
	B60L	4 1/4"	2 1/4"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 7/16"
	B61L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B62L	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B63L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 15/16"
	B64L	2 11/16"	1 1/2"	1 3/16"	2 1/16"	3"	10 1/2"	11 11/16"
	B65L	2 1/2"	1 5/16"	1 3/16"	2 1/8"	3"	10 1/2"	11 3/4"
	B66L	2 1/8"	1 3/16"	1"	1 11/16"	2 7/16"	10 1/2"	11 7/16"
	B67L	2"	1"	1"	1 11/16"	2 7/16"	10 1/2"	11 5/16"
	B68L	1 9/16"	7/8"	11/16"	1 3/16"	1 11/16"	10 1/2"	10 15/16"
7	B69L	4 13/16"	2 5/8"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	12 13/16"
	B70L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B71L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 9/16"
	B72L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B73L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 3/4"
	B74L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 5/8"
	B75L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 5/8"
	B76L AND B77L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B78L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 3/8"
	B79L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 9/16"
8	B80L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/8"
	B81L	3 13/16"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 5/8"
	B82L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/4"
	B83L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 1/2"
	B84L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 1/8"
	B85L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 15/16"
	B86L	3 3/4"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/4"
	B87L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 9/16"
	B88L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B89L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13"
	B90L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 116/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

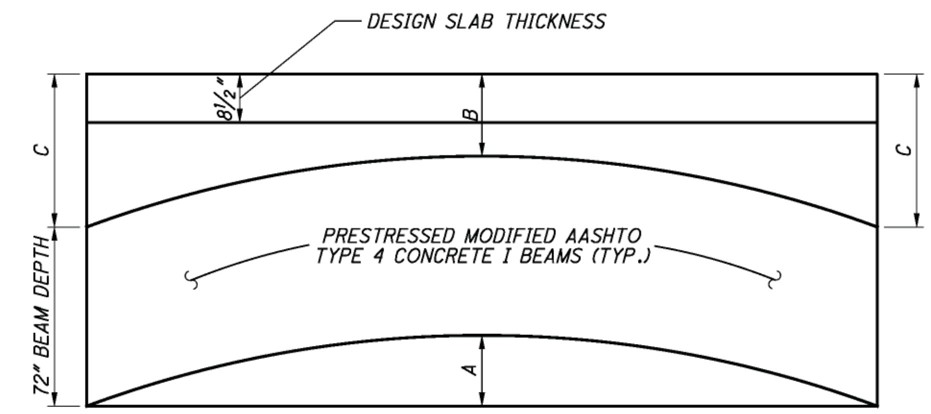
CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
9	B91L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B92L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/8"
	B93L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 5/16"
	B94L THRU B96L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 5/16"
	B97L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B98L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B99L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B100L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	11 15/16"
	B101L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12"
10	B102L	4 1/16"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 9/16"
	B103L	4 1/16"	2 1/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 3/8"
	B104L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12"
	B105L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12"
	B106L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/16"
	B107L	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B108L	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B109L	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B110L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	11 5/8"
	B111L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	11 9/16"
	B112L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 7/8"
11	B113L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B114L	3 13/16"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B115L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/16"
	B116L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12"
	B117L	4 1/16"	2 1/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B118L	4 1/16"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B119L	4 1/8"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B120L	4 1/8"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 3/8"
	B121L	4 1/8"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/4"
	B122L	4 3/16"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/4"
	B123L	4 3/16"	2 1/4"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/2"
12	B124L	3 1/2"	1 11/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B125L	3 5/16"	1 9/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/8"
	B126L	2 13/16"	1 7/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 13/16"
	B127L	2 11/16"	1 5/16"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	11 15/16"
	B128L	2 7/16"	1 3/16"	1 3/16"	2 1/8"	3"	10 1/2"	11 11/16"
	B129L	2 1/16"	1 1/8"	1"	1 11/16"	2 7/16"	10 1/2"	11 3/8"
	B130L	2"	1"	1"	1 3/4"	2 7/16"	10 1/2"	11 7/16"
	B131L	1 7/8"	15/16"	1"	1 11/16"	2 7/16"	10 1/2"	11 7/16"
	B132L	1 1/2"	13/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	11"
	B133L	1 7/16"	3/4"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 1/16"
	B134L	1 3/8"	11/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 3/16"

B135L THRU B146L, SEE SHEET 132/229



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 116/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

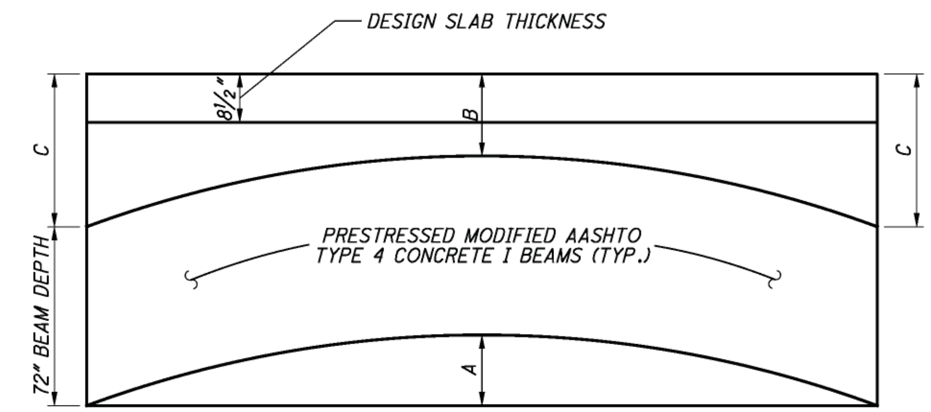
DESIGNED GHD	DRAWN JPD	REVIEWED MSL	DATE 03/01/12
CHECKED JH	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
1	B1R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	11 3/16"
	B2R THRU B4R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 13/16"
	B5R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 7/8"
	B6R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 13/16"
	B7R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 3/4"
	B8R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 7/8"
	B9R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 13/16"
	B10R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 15/16"
	B11R	5 3/4"	3 1/8"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	10 3/4"
	B12R	5 11/16"	3 1/16"	2 5/8"	4 1/2"	6 1/2"	10 1/2"	11 3/16"
2	B13R	3"	1 5/8"	1 3/8"	2 3/8"	3 7/16"	10 1/2"	10 5/8"
	B14R	3"	1 9/16"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	10 5/8"
	B15R	2 15/16"	1 9/16"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	10 5/8"
	B16R	2 15/16"	1 9/16"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	10 5/8"
	B17R	3"	1 5/8"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	10 1/2"
	B18R	3 1/16"	1 11/16"	1 3/8"	2 3/8"	3 7/16"	10 1/2"	10 1/2"
	B19R	3 1/16"	1 11/16"	1 3/8"	2 3/8"	3 7/16"	10 5/8"	10 1/2"
	B20R	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 7/16"	10 5/8"	10 1/2"
	B21R	3 3/16"	1 13/16"	1 3/8"	2 3/8"	3 7/16"	10 3/4"	10 1/2"
	B22R	3 3/16"	1 7/8"	1 3/8"	2 3/8"	3 7/16"	10 15/16"	10 1/2"
	B23R	3 1/4"	1 7/8"	1 3/8"	2 3/8"	3 7/16"	10 15/16"	10 1/2"
	B24R	3 5/16"	1 15/16"	1 3/8"	2 5/16"	3 7/16"	10 7/8"	10 1/2"
3	B25R	1 7/16"	11/16"	3/4"	1 5/16"	1 7/8"	10 1/2"	10 1/2"
	B26R	1 1/2"	3/4"	3/4"	1 5/16"	1 7/8"	10 5/8"	10 1/2"
	B27R	1 5/8"	7/8"	3/4"	1 5/16"	1 7/8"	10 7/8"	10 1/2"
	B28R	2 1/16"	1"	1"	1 3/4"	2 1/2"	10 9/16"	10 1/2"
	B29R	2 3/16"	1 3/16"	1"	1 3/4"	2 9/16"	10 13/16"	10 1/2"
	B30R	2 5/16"	1 5/16"	1"	1 3/4"	2 1/2"	10 13/16"	10 1/2"
	B31R	3 7/16"	1 1/2"	1 15/16"	3 3/8"	4 13/16"	10 1/2"	11 5/8"
	B32R	3 5/8"	1 11/16"	1 15/16"	3 7/16"	4 7/8"	10 1/2"	11 1/2"
	B33R	3 13/16"	1 7/8"	2"	3 7/16"	4 15/16"	10 1/2"	11 5/16"
	B34R	4 1/16"	2 1/16"	2"	3 1/2"	5"	10 1/2"	10 7/8"
	B35R	4 1/4"	2 1/4"	2"	3 7/16"	5"	10 1/2"	11 1/16"
4	B36R	1 1/2"	5/8"	13/16"	1 1/2"	2 1/16"	10 1/2"	11"
	B37R	1 5/8"	3/4"	7/8"	1 1/2"	2 1/8"	10 1/2"	10 7/8"
	B38R	1 3/4"	7/8"	7/8"	1 1/2"	2 3/16"	10 1/2"	10 15/16"
	B39R	1 7/8"	1"	7/8"	1 1/2"	2 3/16"	10 1/2"	10 11/16"
	B40R	2 3/16"	1 3/16"	1"	1 3/4"	2 9/16"	10 1/2"	10 15/16"
	B41R	2 3/8"	1 3/8"	1"	1 3/4"	2 1/2"	10 1/2"	10 5/8"
	B42R	3 3/8"	1 9/16"	1 13/16"	3 1/4"	4 9/16"	10 1/2"	11 11/16"
	B43R	3 5/8"	1 13/16"	1 7/8"	3 1/4"	4 5/8"	10 1/2"	11 3/8"
	B44R	4 3/8"	2 1/16"	2 5/16"	4 1/8"	5 13/16"	10 1/2"	12 1/8"
	B45R	4 11/16"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	10 9/16"
	B46R	5 1/16"	2 11/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	11 3/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

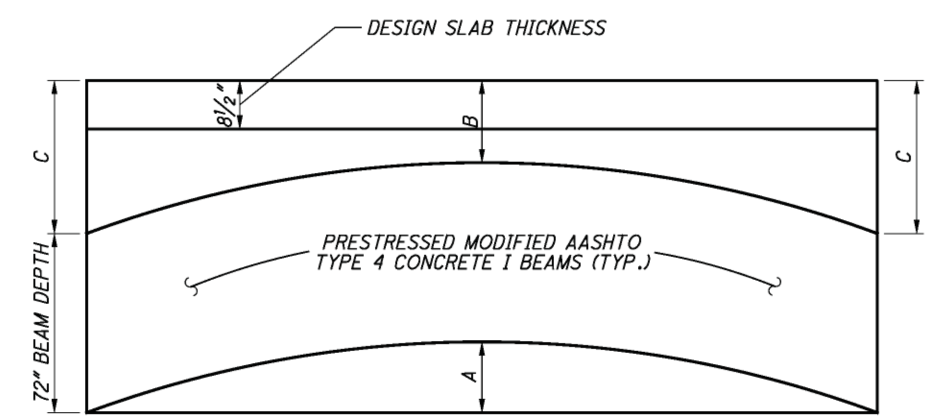
DESIGNED	DRAWN	REVIEWED	DATE
JH	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN		5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

		A					B	C
SPAN	BEAM NUMBER	CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
	B47R	2 3/16"	1 3/16"	1"	1 3/4"	2 1/2"	10 1/2"	11 13/16"
	B48R	2 1/8"	1 1/8"	1"	1 3/4"	2 9/16"	10 1/2"	11 5/8"
	B49R	2"	1"	1"	1 3/4"	2 1/2"	10 1/2"	11 3/4"
	B50R	1 15/16"	15/16"	1"	1 3/4"	2 1/2"	10 1/2"	11 11/16"
	B51R	1 7/8"	7/8"	1"	1 3/4"	2 1/2"	10 1/2"	11 11/16"
5	B52R	1 3/4"	13/16"	1"	1 3/4"	2 7/16"	10 1/2"	11 11/16"
	B53R	1 11/16"	11/16"	1"	1 3/4"	2 7/16"	10 1/2"	11 13/16"
	B54R	1 7/16"	5/8"	3/4"	1 5/16"	1 7/8"	10 1/2"	11 3/8"
	B55R	1 5/16"	9/16"	3/4"	1 5/16"	1 7/8"	10 1/2"	11 1/2"
	B56R	1 1/4"	9/16"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 1/2"
	B57R	1 1/4"	1/2"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 7/16"
	B58R	1 9/16"	13/16"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 1/2"
	B59R	1 1/2"	3/4"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 7/16"
	B60R	1 3/8"	5/8"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 5/16"
	B61R	1 5/16"	9/16"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 7/16"
	B62R	1 3/16"	1/2"	11/16"	1 1/4"	1 3/4"	10 1/2"	11 3/8"
6	B63R	1 1/16"	7/16"	5/8"	1 1/8"	1 9/16"	10 1/2"	11 3/8"
	B64R	1"	3/8"	5/8"	1 1/16"	1 1/2"	10 1/2"	11 1/2"
	B65R	15/16"	5/16"	9/16"	1 1/16"	1 7/16"	10 1/2"	11 7/16"
	B66R	7/8"	5/16"	9/16"	1"	1 3/8"	10 1/2"	11 5/16"
	B67R	13/16"	1/4"	9/16"	15/16"	1 5/16"	10 1/2"	11 3/16"
	B68R	11/16"	3/16"	1/2"	15/16"	1 1/4"	10 1/2"	11 1/8"
	B69R	4 15/16"	2 9/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	13 3/16"
	B70R	4 15/16"	2 9/16"	2 3/8"	4 3/16"	5 15/16"	10 1/2"	13"
	B71R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	13"
	B72R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
	B73R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
7	B74R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 13/16"
	B75R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 3/4"
	B76R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 9/16"
	B77R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 5/16"
	B78R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 7/8"
	B79R	4 13/16"	2 7/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 7/8"
	B80R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	13"
	B81R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/2"
	B82R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B83R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B84R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
8	B85R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B86R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B87R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
	B88R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
	B89R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/16"
	B90R	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | REVIEWED MSL | DATE 03/01/12
CHECKED AFN | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

130/229

1377/1565

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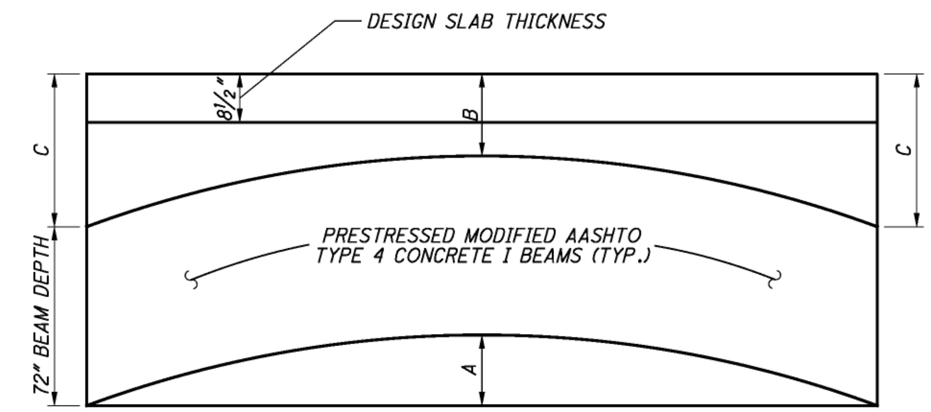
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

SPAN	BEAM NUMBER	A: CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	A: DEFLECTION DUE TO SELF WEIGHT	A: CAMBER AT TIME OF RELEASE (NET)	A: CAMBER AT TIME OF ERECTION	A: LONG TERM CAMBER	B: TOTAL TOPPING THICKNESS AT MIDSPAN	C: TOTAL TOPPING THICKNESS AT BEAM BEARINGS
9	B91R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B92R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 5/16"
	B93R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B94R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B95R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B96R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/8"
	B97R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/16"
	B98R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B99R	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B100R	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/16"
	B101R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
10	B102R	3 7/16"	1 11/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/2"
	B103R	3 7/16"	1 11/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 7/16"
	B104R	3 3/8"	1 5/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B105R	3 5/16"	1 9/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B106R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B107R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 3/8"
	B108R	3 3/16"	1 7/16"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 3/8"
	B109R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 1/2"
	B110R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 9/16"
	B111R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 7/16"
	B112R	3 3/16"	1 7/16"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 15/16"
	B113R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 11/16"
11	B114R	4 5/8"	2 1/4"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	13 1/16"
	B115R	4 5/8"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 7/8"
	B116R	4 11/16"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 15/16"
	B117R	4 11/16"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 15/16"
	B118R	4 11/16"	2 3/8"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 13/16"
	B119R	4 3/4"	2 3/8"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
	B120R	4 3/4"	2 3/8"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 13/16"
	B121R	4 13/16"	2 7/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 7/8"
	B122R	4 13/16"	2 7/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 11/16"
	B123R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 3/4"
	B124R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 15/16"
	B125R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	11 3/16"
12	B126R	1 3/8"	11/16"	11/16"	1 1/4"	1 3/4"	10 1/2"	11 1/4"
	B127R	1 5/16"	5/8"	11/16"	1 3/16"	1 3/4"	10 1/2"	11 1/4"
	B128R	1 1/4"	9/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 1/4"
	B129R	1 3/16"	1/2"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 3/16"
	B130R	1 1/16"	7/16"	11/16"	1 3/16"	1 5/8"	10 1/2"	11 3/8"
	B131R	1"	3/8"	5/8"	1 1/8"	1 9/16"	10 1/2"	11 3/8"
	B132R	13/16"	5/16"	1/2"	7/8"	1 1/4"	10 1/2"	11 1/16"
	B133R	3/4"	1/4"	1/2"	7/8"	1 3/16"	10 1/2"	11 1/16"
	B134R	11/16"	1/4"	1/2"	13/16"	1 3/16"	10 1/2"	11 1/8"
	B135R	11/16"	3/16"	7/16"	13/16"	1 1/8"	10 1/2"	11 3/16"
	B136R	5/8"	3/16"	7/16"	3/4"	1 1/16"	10 1/2"	11 1/8"
	B137R	9/16"	1/8"	7/16"	3/4"	1"	10 1/2"	11 1/8"

B138R THRU B150R, SEE SHEET 132/229



TYPICAL SPAN

NOTES:

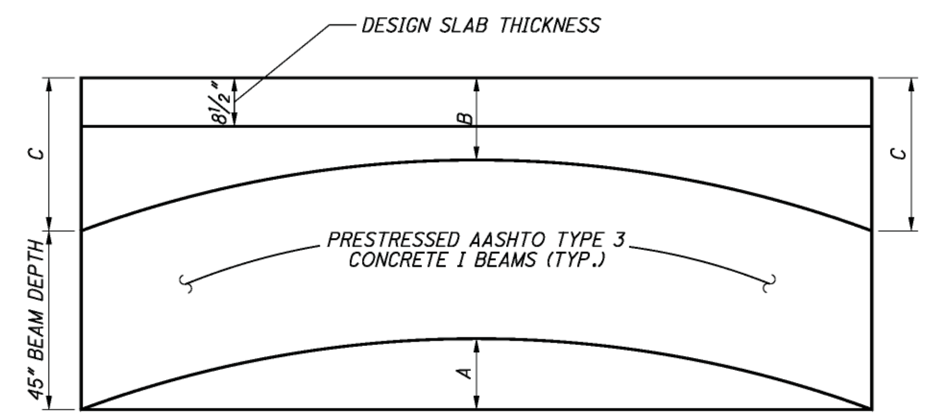
1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JH	AFN	JPD		MSL	03/01/12	5707994/5708001

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



TYPICAL SPAN

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - SPAN 13

BEAM NUMBER	A					B	C
	CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
B135L AND B138R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12 5/16"
B136L AND B139R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"
B137L AND B140R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B138L AND B141R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B139L AND B142R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12 3/16"
B140L AND B143R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B141L AND B144R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B142L AND B145R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B143L AND B146R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B144L AND B147R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B145L AND B148R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B146L AND B149R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"
B150R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"

NOTES:

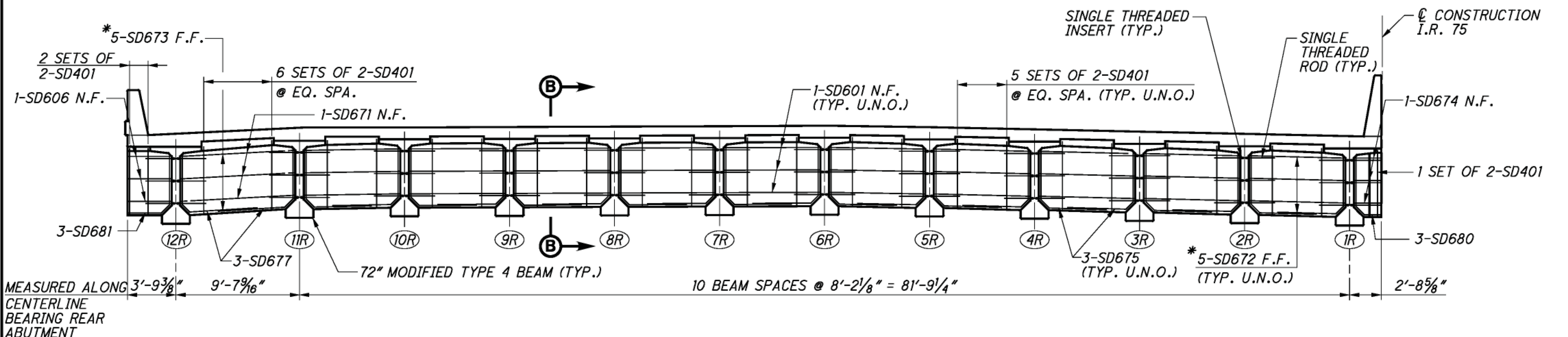
1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF SPANS 1-12, SEE SHEETS 126/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEET 125/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD/AFN	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



END DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING DOWNSTATION)

* SPACED AS SHOWN IN SECTION B-B

** SPACED AS SHOWN IN SECTION A-A

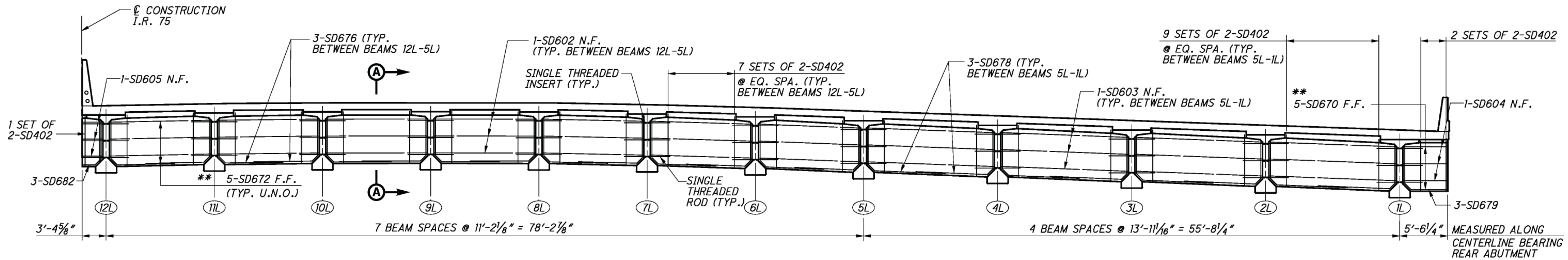
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

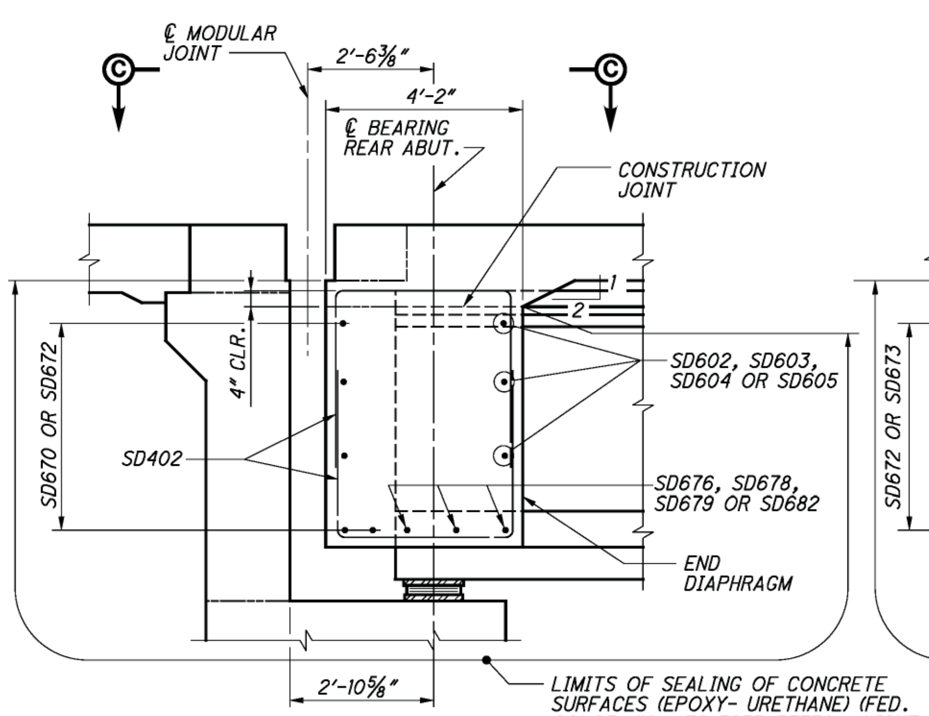
NOTES:

1. FOR DETAILS NOT SHOWN, REFER TO STANDARD DRAWING PSID-1-99.
2. FOR SKEW ANGLES, SEE FRAMING PLAN, SHEETS 88/229 THRU 113/229.

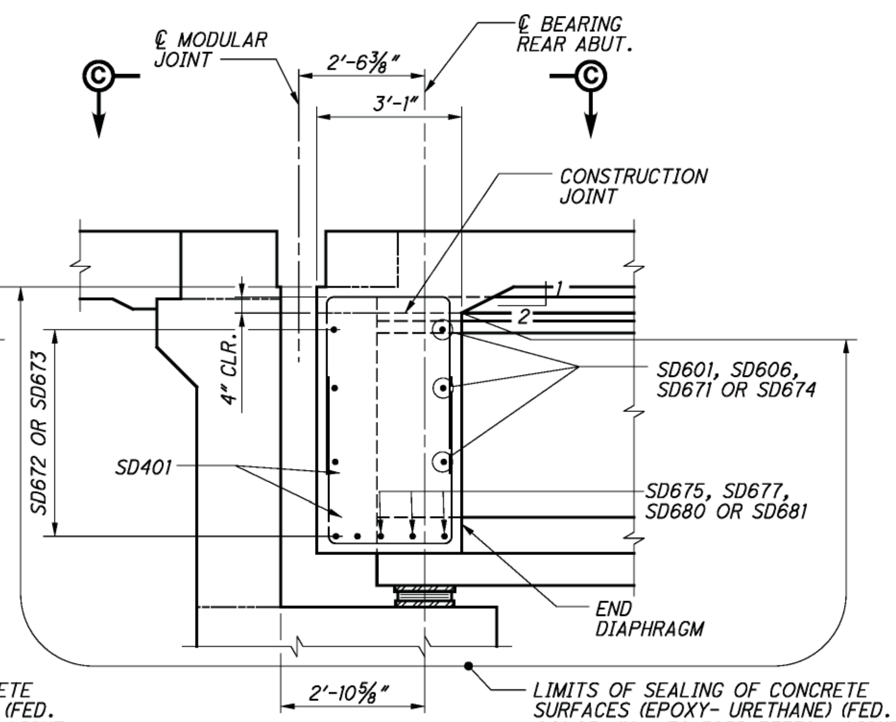


END DIAPHRAGM ELEVATION - LEFT BRIDGE

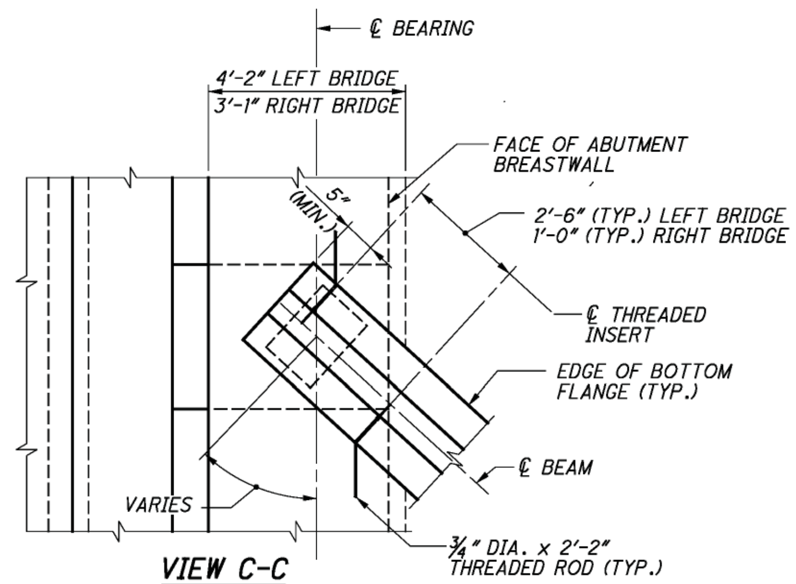
(LOOKING DOWNSTATION)



SECTION A-A



SECTION B-B



VIEW C-C

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

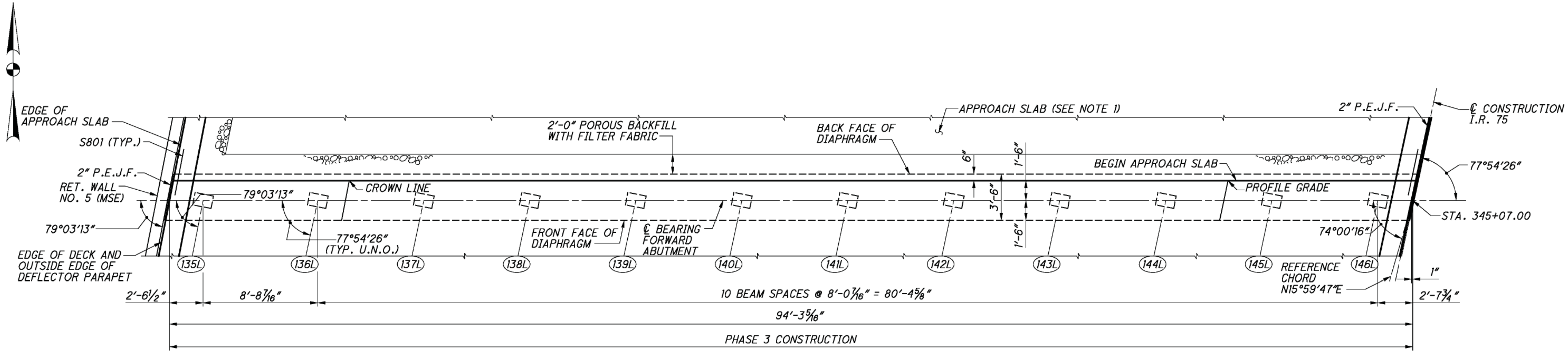
REAR ABUTMENT - END DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R

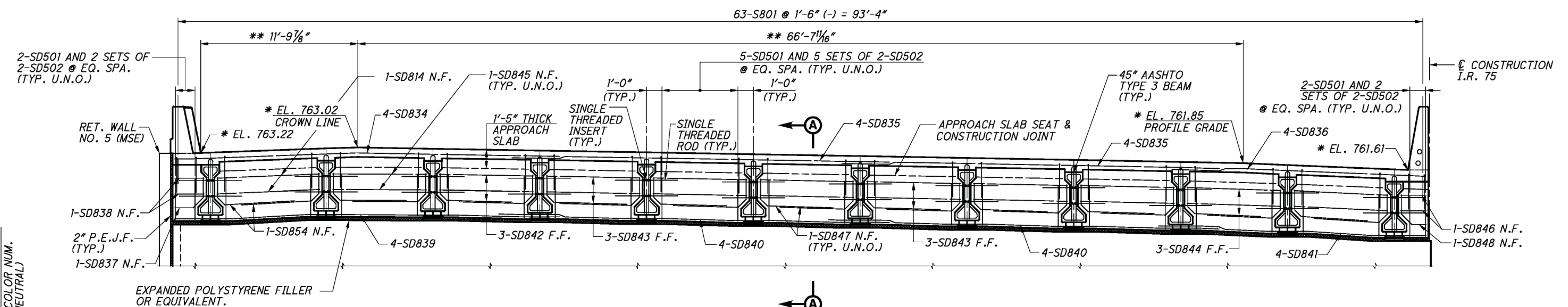
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

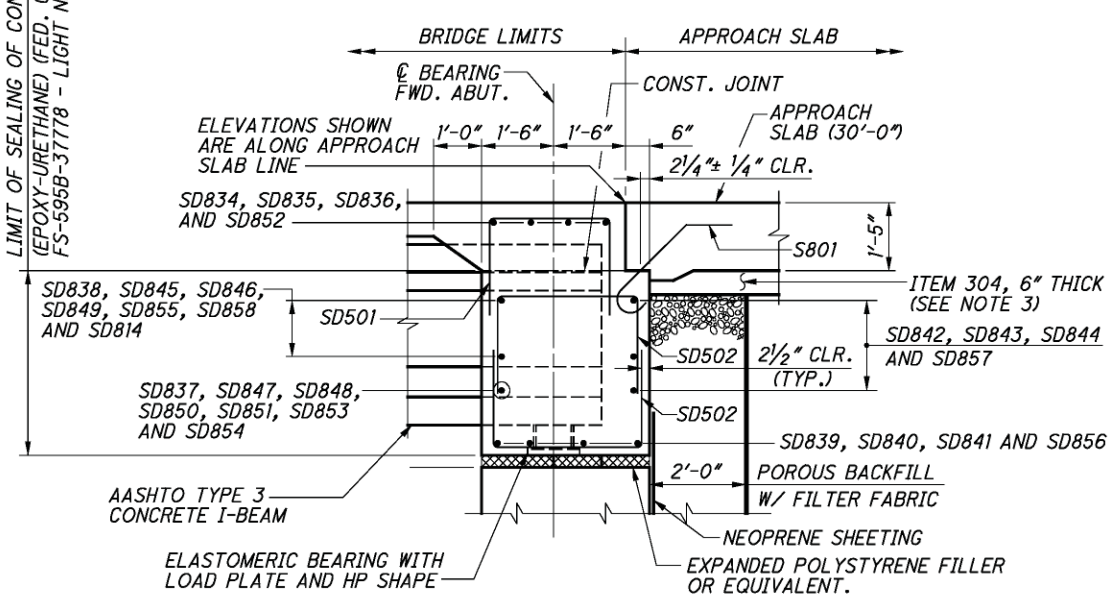
PID No. 77247



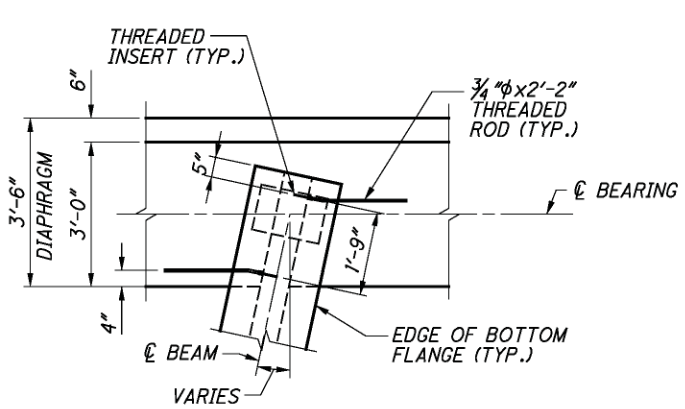
PLAN - LEFT BRIDGE



ELEVATION - LEFT BRIDGE



SECTION A-A



VIEW B-B

SOUTHBOUND (LEFT) SHOWN, NORTHBOUND (RIGHT) SIMILIAR

LEGEND:

(BXX) BEAM DESIGNATION

* ELEVATIONS SHOWN ARE ALONG APPROACH SLAB LINE

** DIMENSIONS SHOWN ARE ALONG APPROACH SLAB LINE

NOTE:

1. FOR LAP TABLE AND NOTES, SEE SHEET 135/229.
2. THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) PRIOR TO CONSTRUCTION OF THE CONCRETE DIAPHRAGMS. PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) MAY BE DIRECTED BY THE ENGINEER AND MUST BE APPROVED BY THE ENGINEER PRIOR TO POURING OF THE CONCRETE DIAPHRAGMS.
3. SEE MSE WALL NO. 5 PLANS FOR ADDITIONAL INFORMATION AND DETAILS PERTAINING TO ITEM 304 AGGREGATE BASE.

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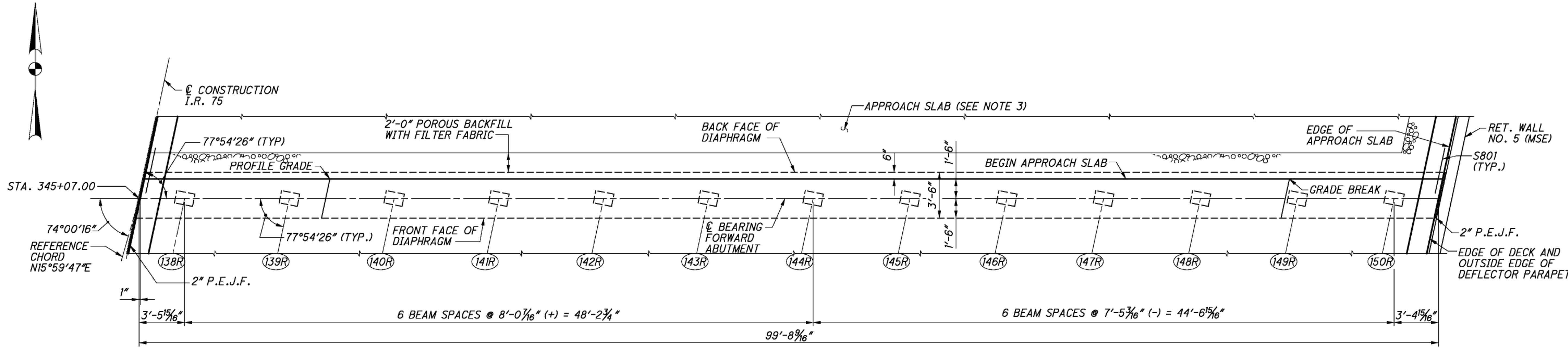
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

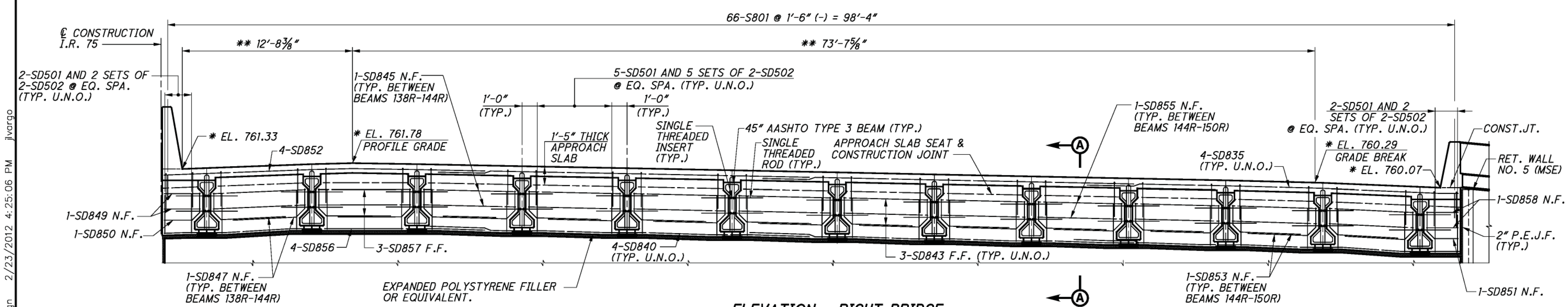
FORWARD ABUTMENT DIAPHRAGM - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PLAN - RIGHT BRIDGE



ELEVATION - RIGHT BRIDGE

LEGEND:

(BXX) BEAM DESIGNATION

* ELEVATIONS SHOWN ARE ALONG APPROACH SLAB LINE

** DIMENSIONS SHOWN ARE ALONG APPROACH SLAB LINE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 8	4'-0" MIN.

NOTES:

1. FOR DECK REINFORCING PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, SEE SHEETS 33/229 AND 35/229.
3. FOR FORWARD APPROACH SLAB PLAN, SEE SHEET 210/229.
4. FOR ADDITIONAL DIAPHRAGM DETAILS, SEE ODOT STANDARD DRAWINGS SICD-1-96, SHEETS 1 THRU 7 OF 7.
5. FOR SECTION A-A AND VIEW B-B, SEE SHEET 134/229.
6. ABUTMENT DIAPHRAGM CONCRETE: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.
7. SD501, SD502, SD503 AND S801 BARS SHALL BE SET PARALLEL TO THE BEAMS.
8. FOR BEAM SPACING SEE FRAMING PLAN, SHEETS 88/229 THRU 113/229.
9. ALL DIMENSION GIVEN ALONG CENTERLINE OF BEARING, U.N.O.
10. THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) PRIOR TO CONSTRUCTION OF THE CONCRETE DIAPHRAGMS. PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) MAY BE DIRECTED BY THE ENGINEER AND MUST BE APPROVED BY THE ENGINEER PRIOR TO POURING OF THE CONCRETE DIAPHRAGMS.

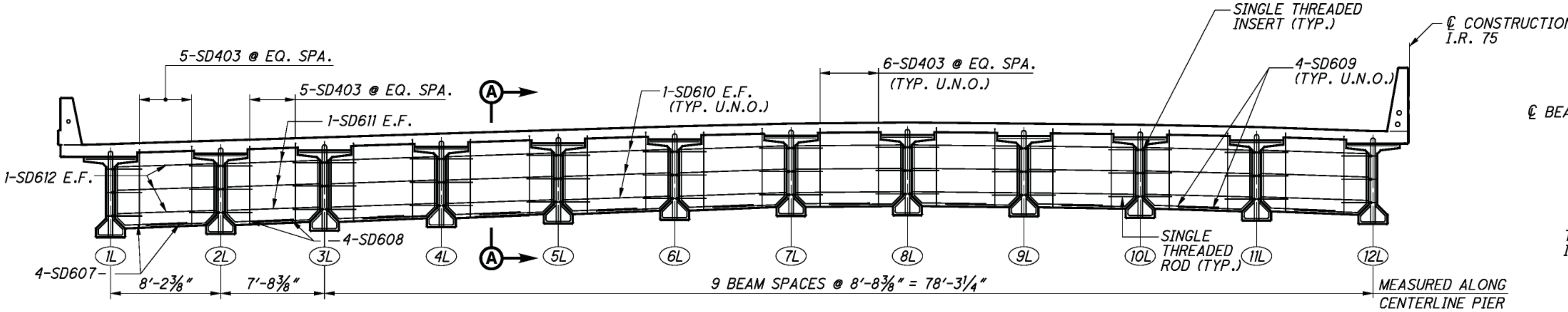
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

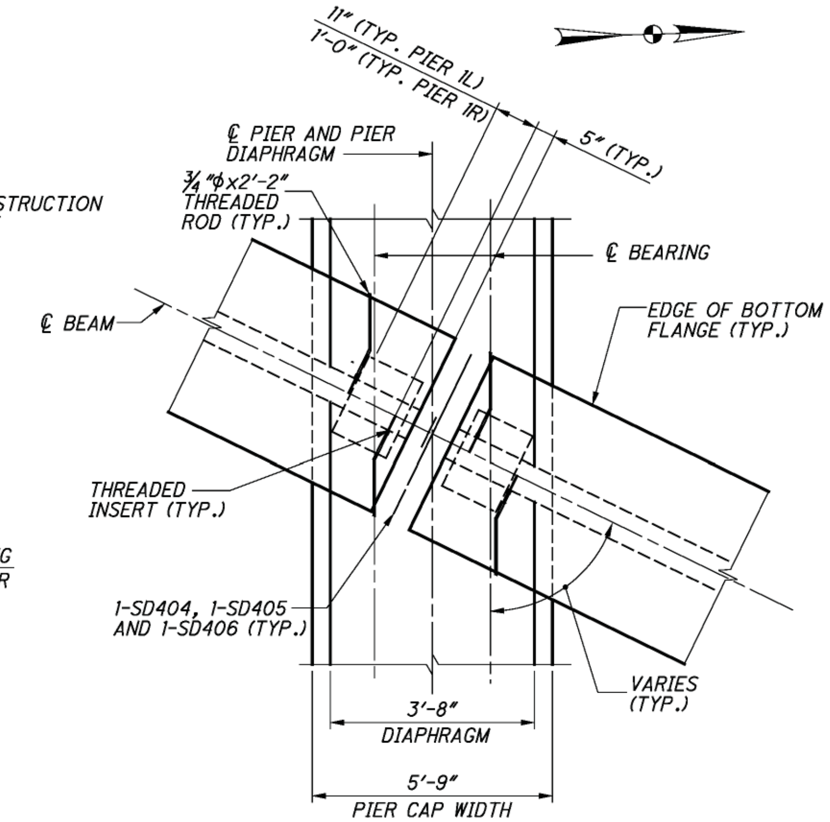
FORWARD ABUTMENT DIAPHRAGM - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

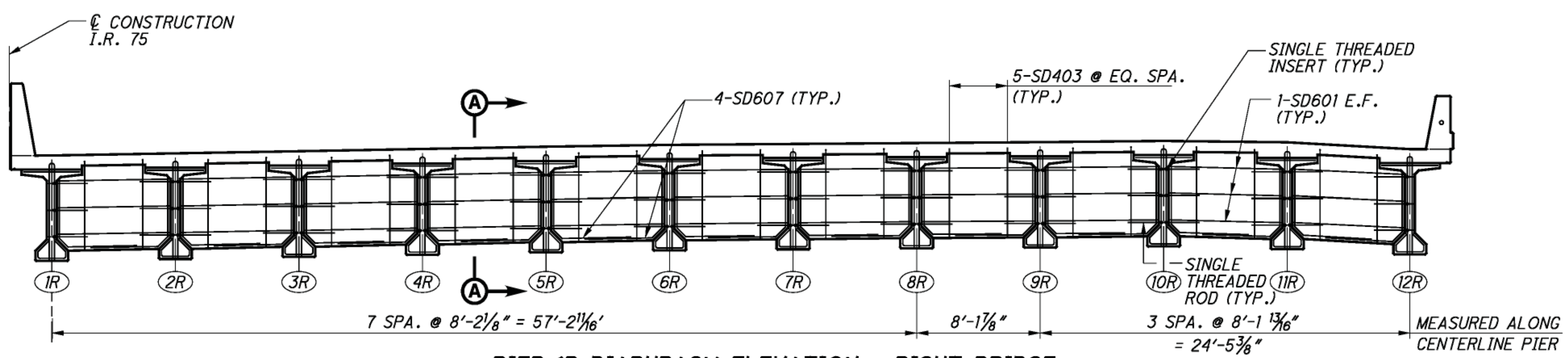
MOT-75-12.00
PID No. 77247



PIER 1L DIAPHRAGM ELEVATION - LEFT BRIDGE
(LOOKING UPSTATION)



VIEW B-B
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



PIER 1R DIAPHRAGM ELEVATION - RIGHT BRIDGE
(LOOKING UPSTATION)

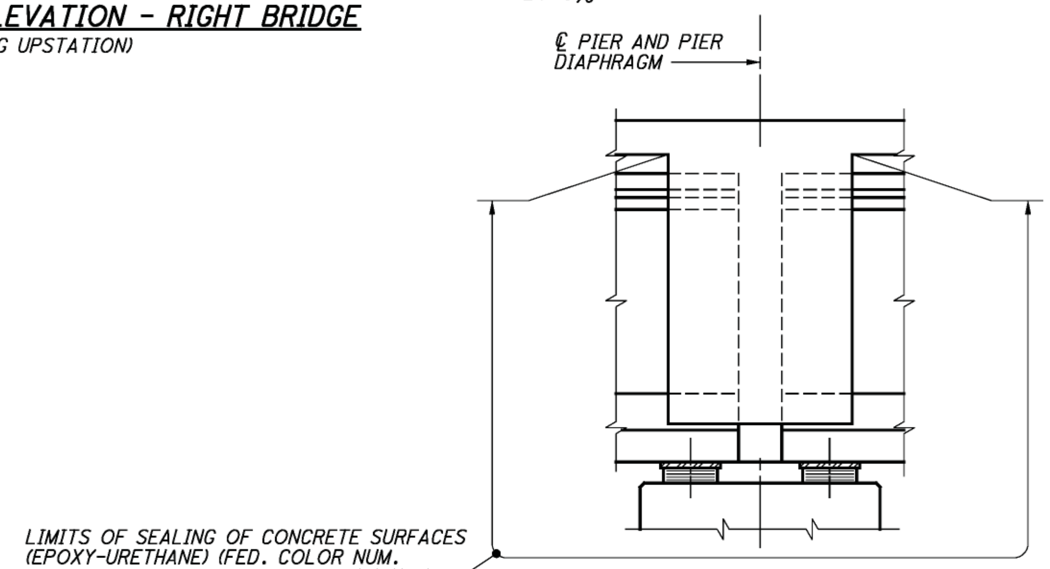
LEGEND:

(#) BEAM DESIGNATION

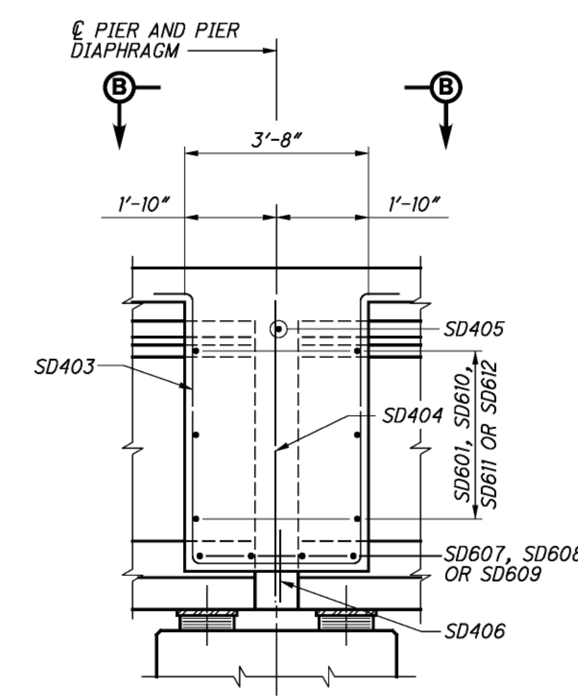
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



SEALING DETAIL



SECTION A-A
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 1L AND PIER 1R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLANS

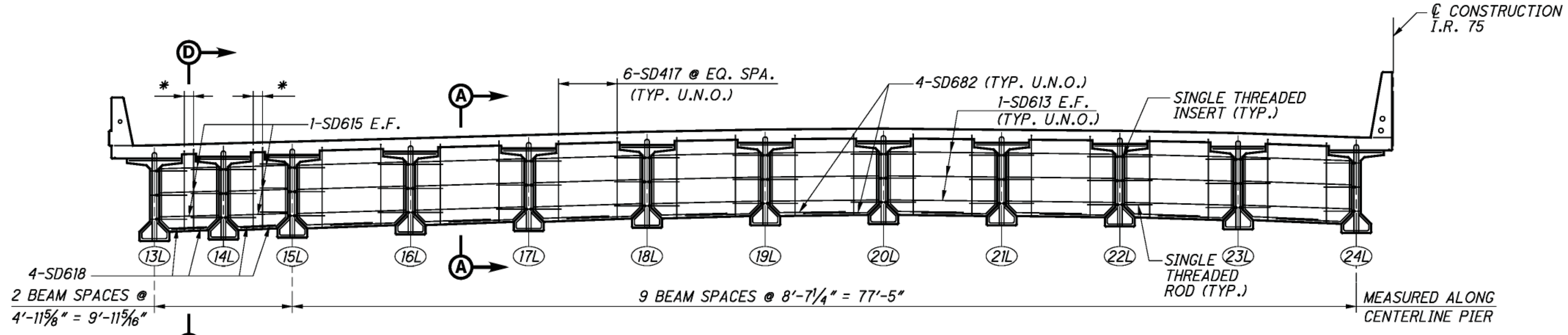
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

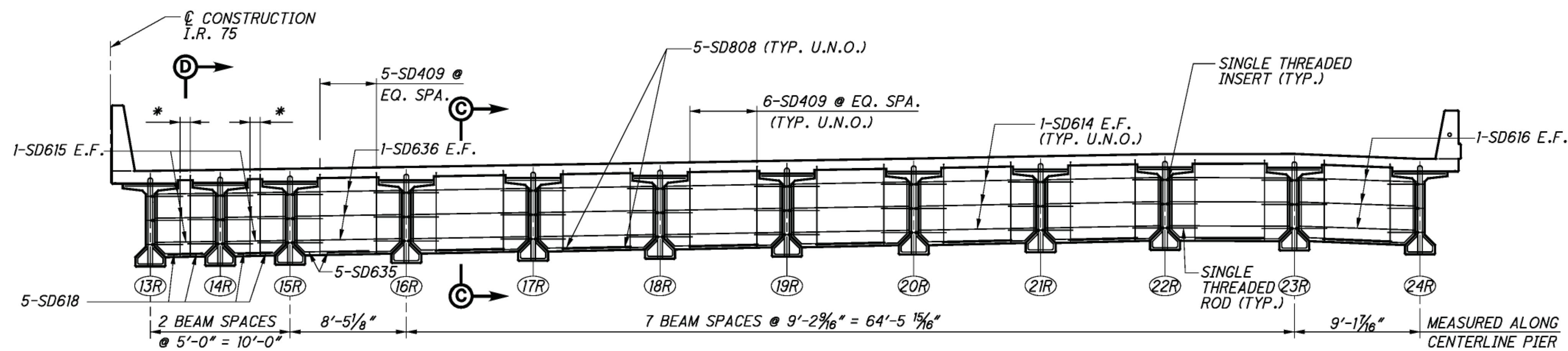
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



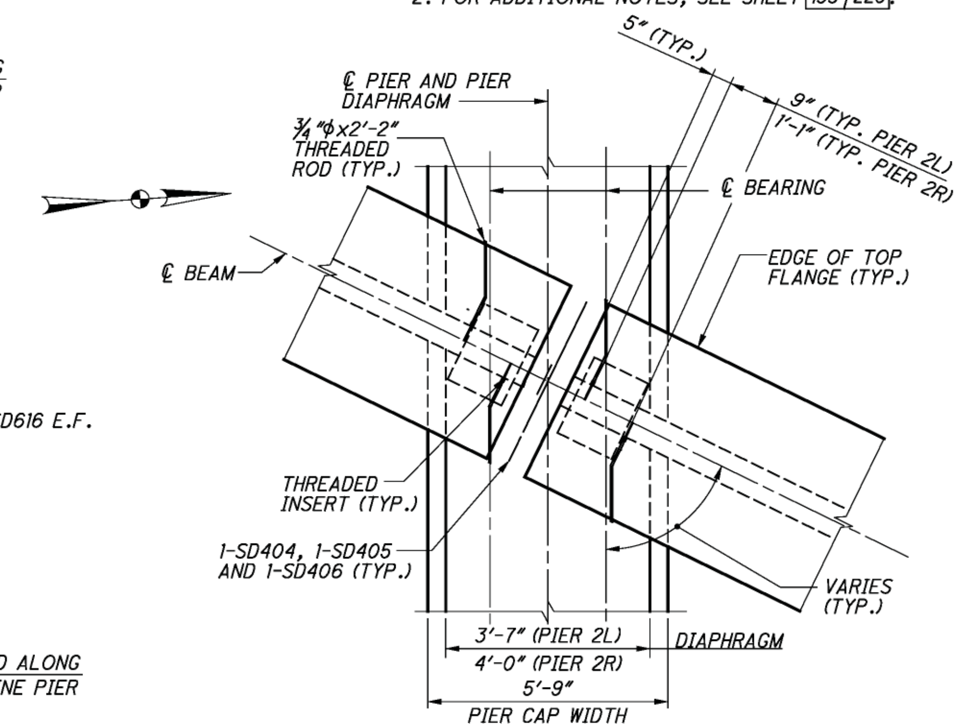
PIER 2L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



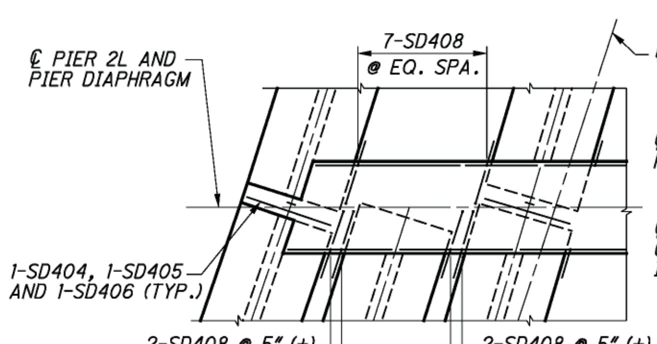
PIER 2R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

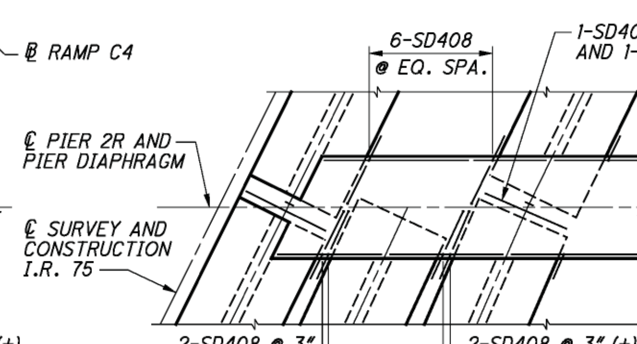


VIEW B-B

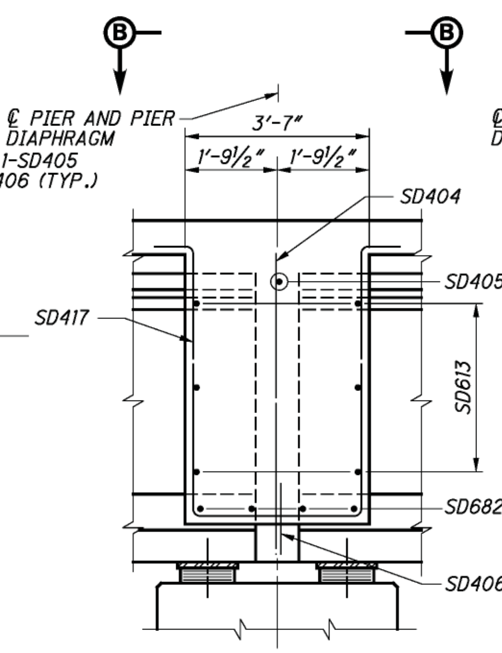
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



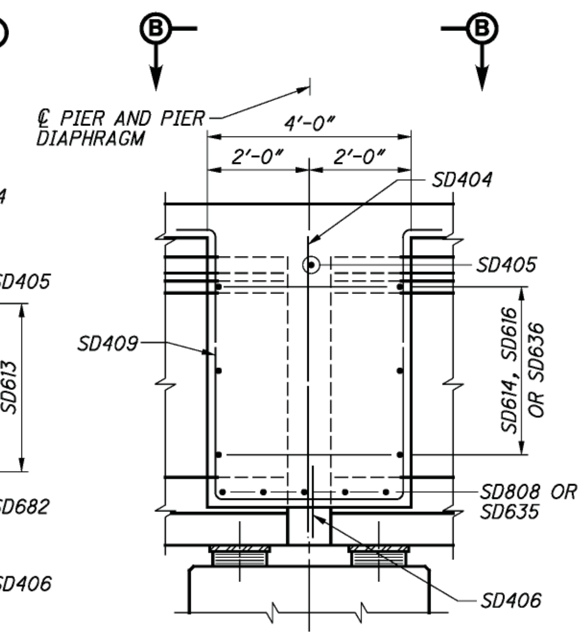
PARTIAL PLAN - PIER 2L



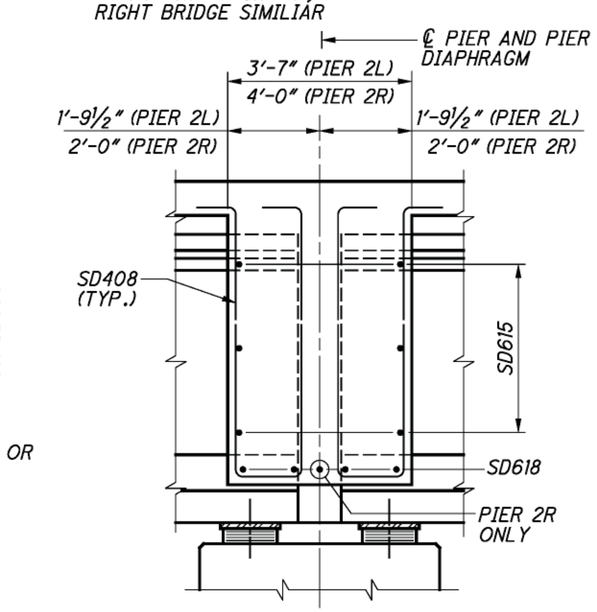
PARTIAL PLAN - PIER 2R



SECTION A-A



SECTION C-C



SECTION D-D

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JDH	SNL	BFG		MSL	03/01/12	5707994/5708001

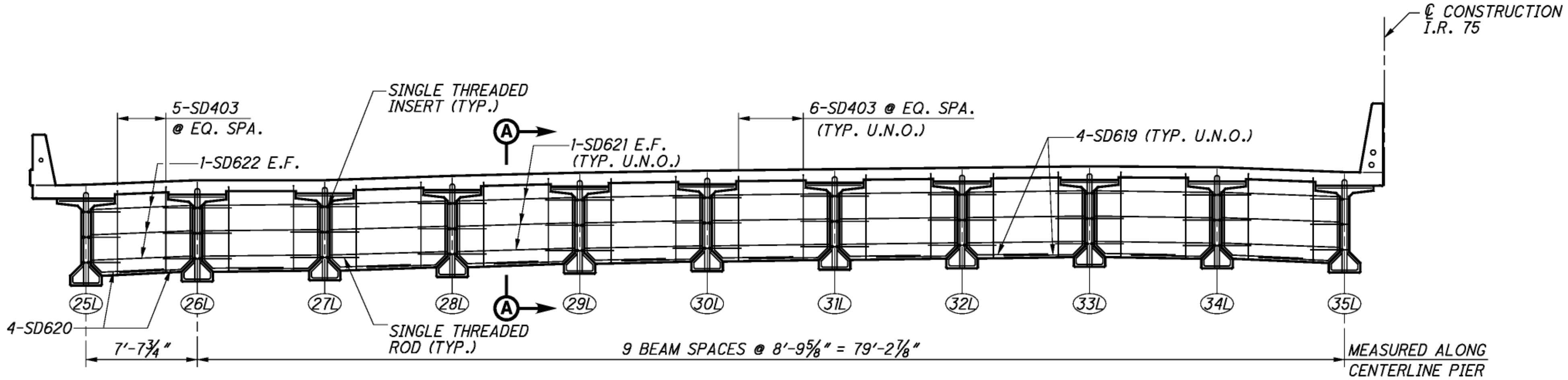
PIER 2L AND PIER 2R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R

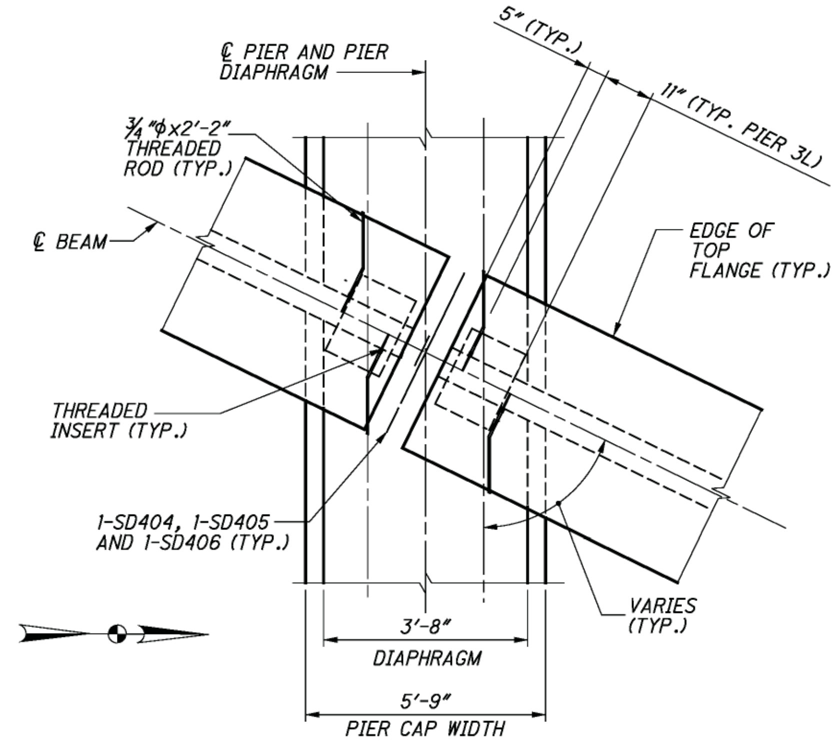
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

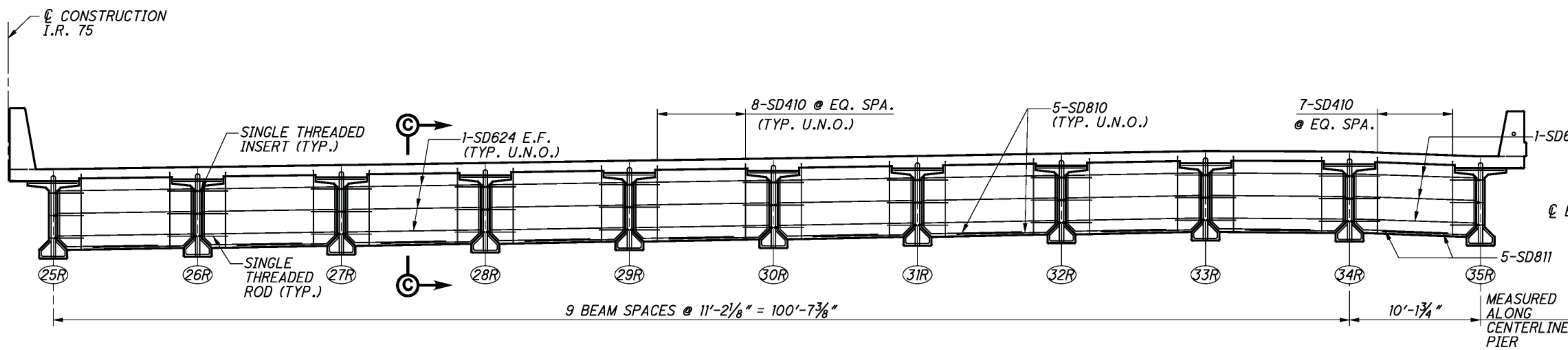
PID No. 77247



PIER 3L DIAPHRAGM ELEVATION -LEFT BRIDGE
(LOOKING UPSTATION)



VIEW B-B



PIER 3R DIAPHRAGM ELEVATION - RIGHT BRIDGE
(LOOKING UPSTATION)

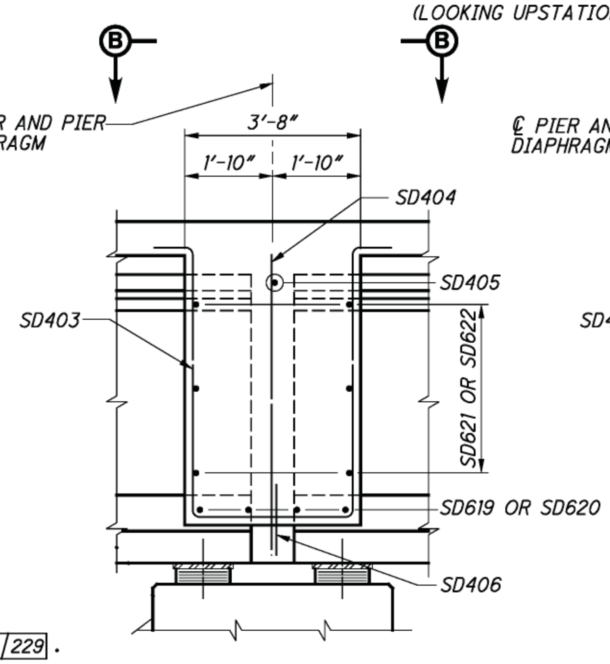
LEGEND:

(#) BEAM DESIGNATION

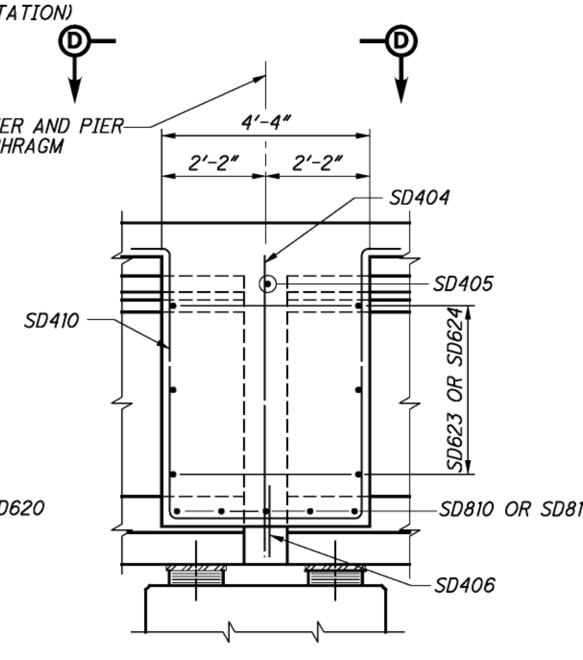
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

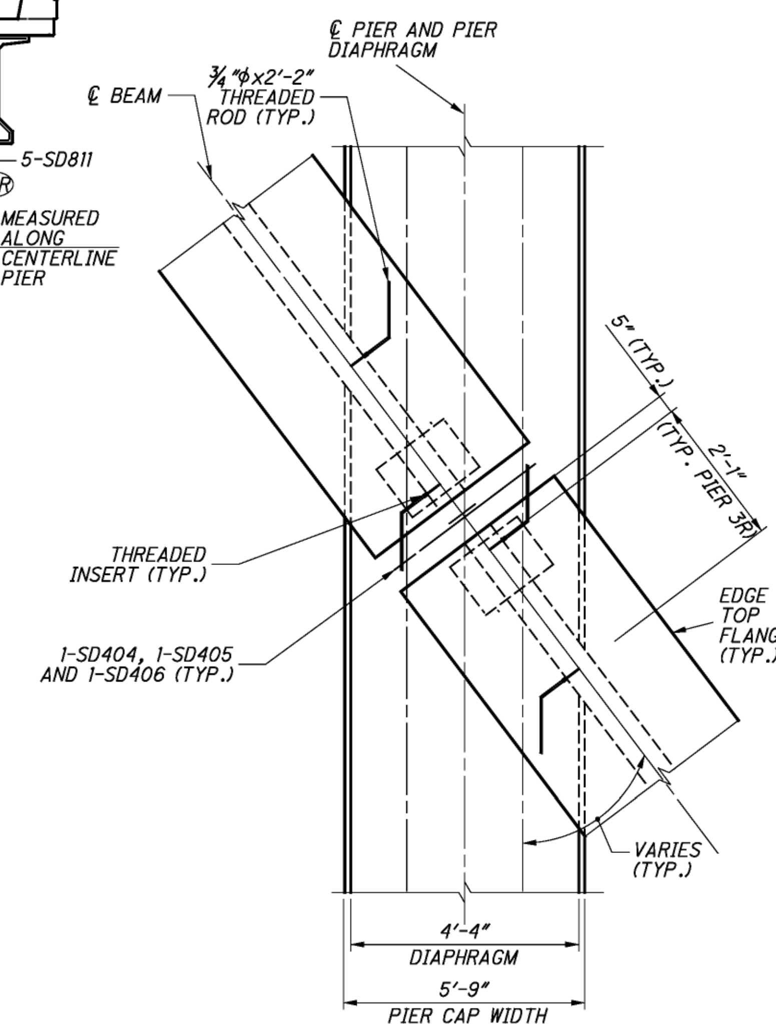
1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



SECTION A-A



SECTION C-C



VIEW D-D

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JDH	SNL	BFG		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

PIER 3L AND PIER 3R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

138/229

1385/1565

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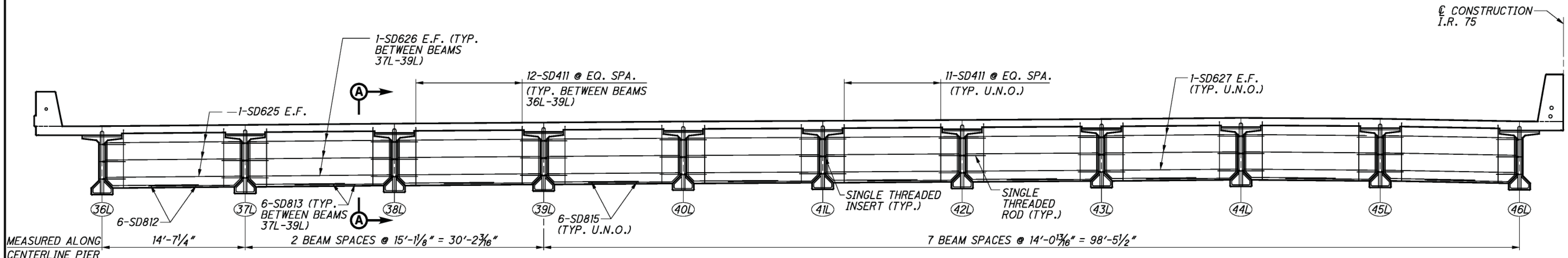
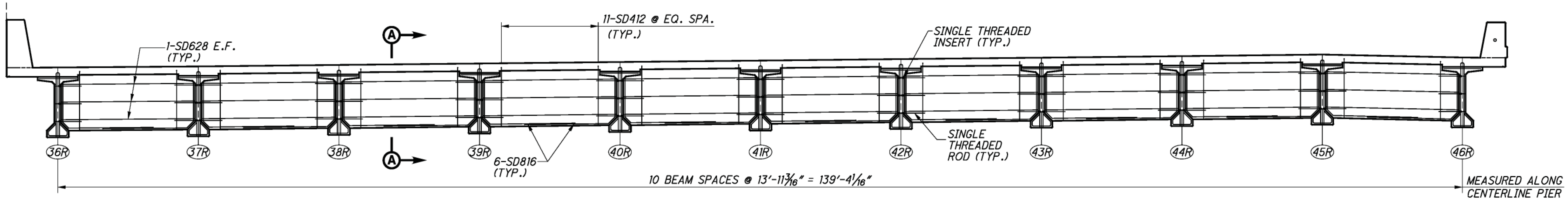


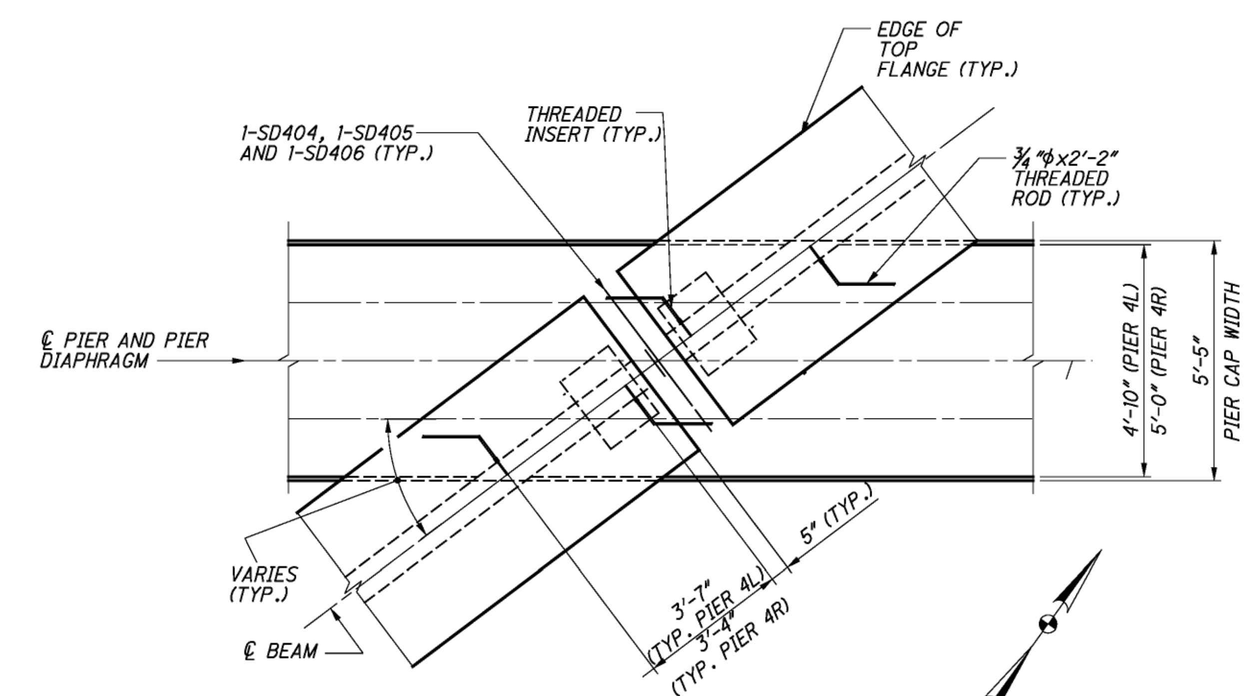
PIER 4L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



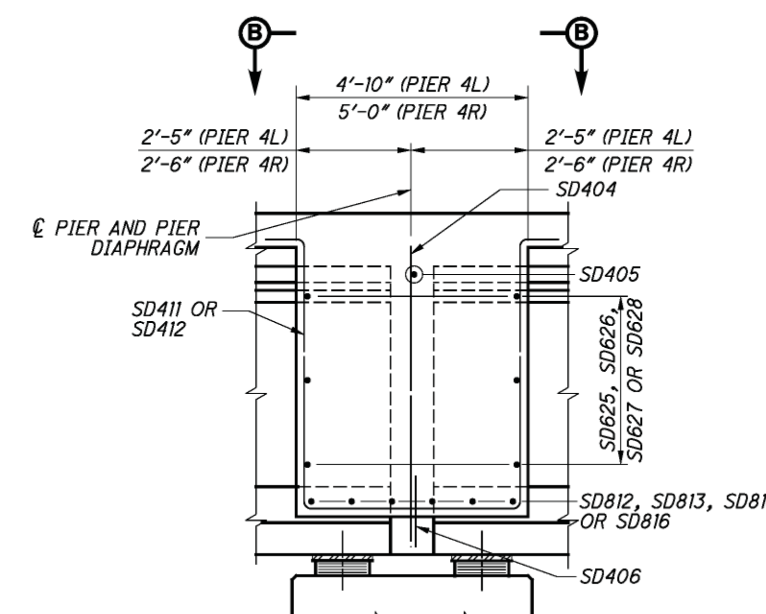
PIER 4R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

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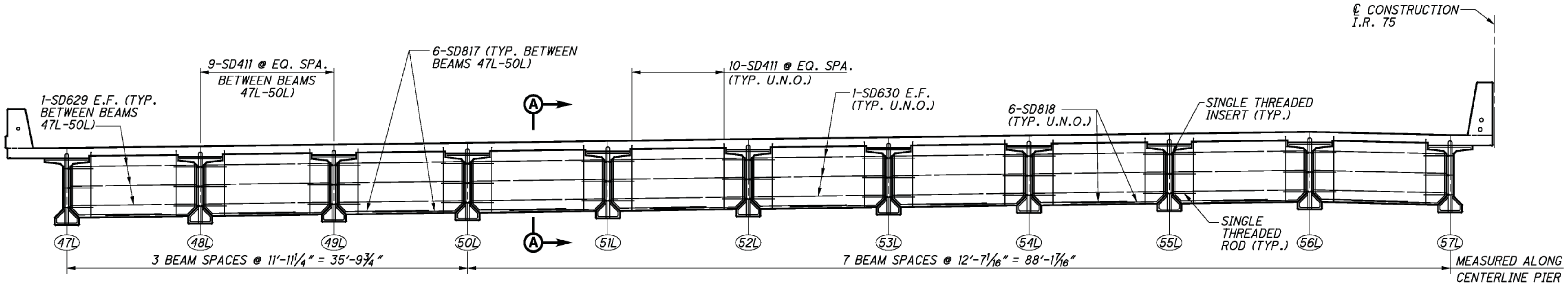
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

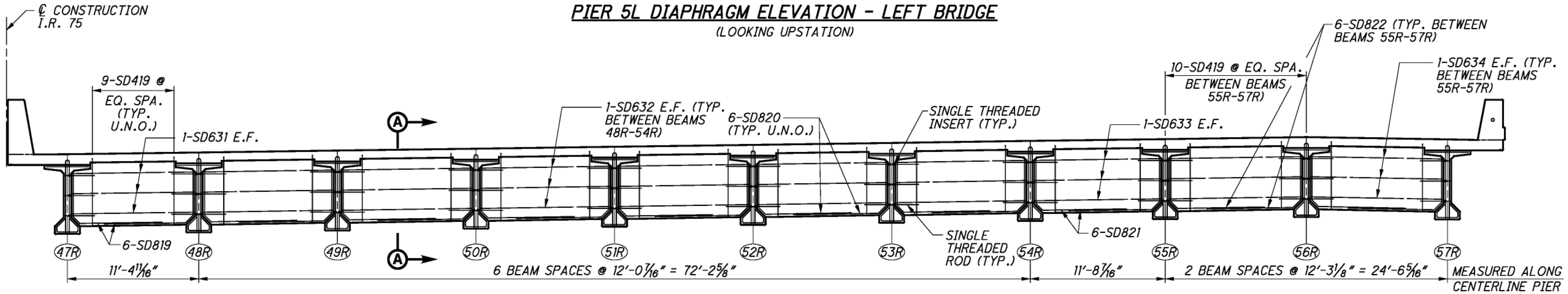
DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 4L AND PIER 4R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PIER 5L DIAPHRAGM ELEVATION - LEFT BRIDGE
(LOOKING UPSTATION)

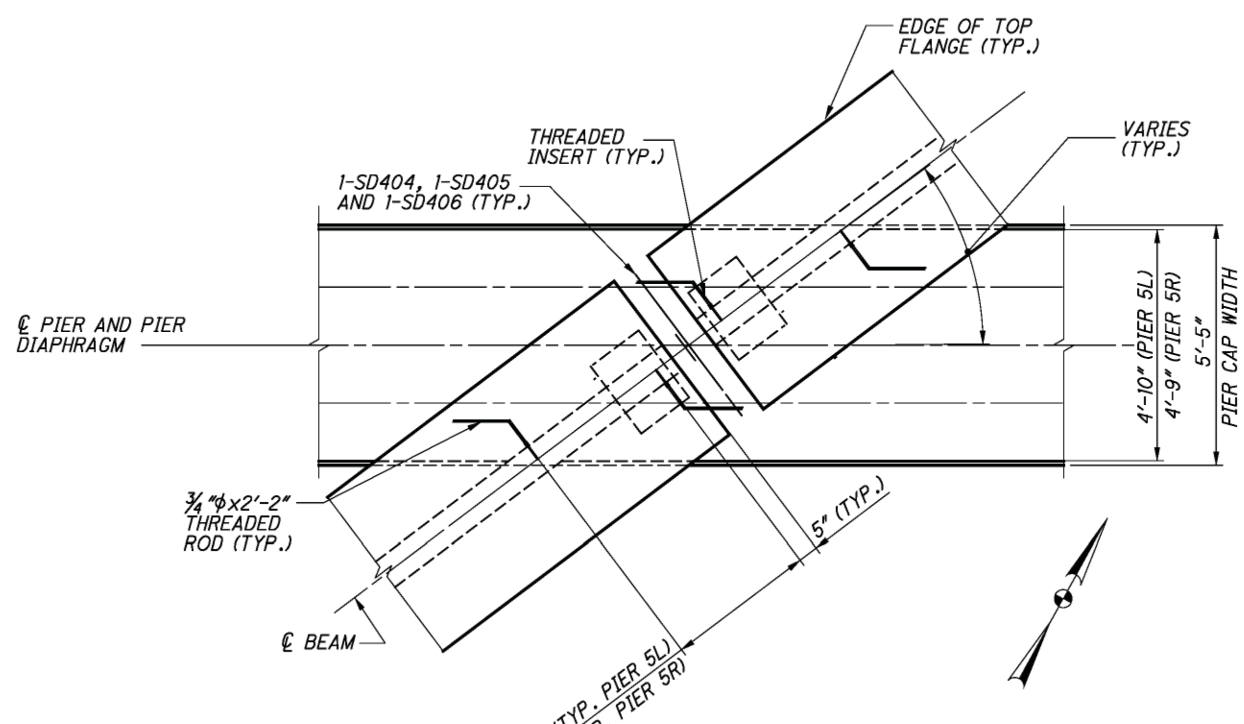


PIER 5R DIAPHRAGM ELEVATION - RIGHT BRIDGE
(LOOKING UPSTATION)

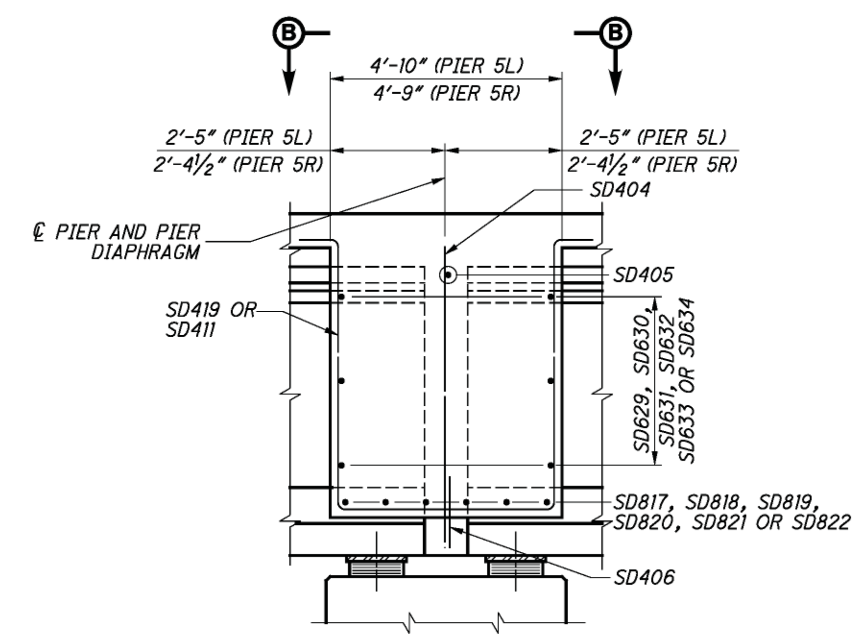
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.



VIEW B-B
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

NOTE:

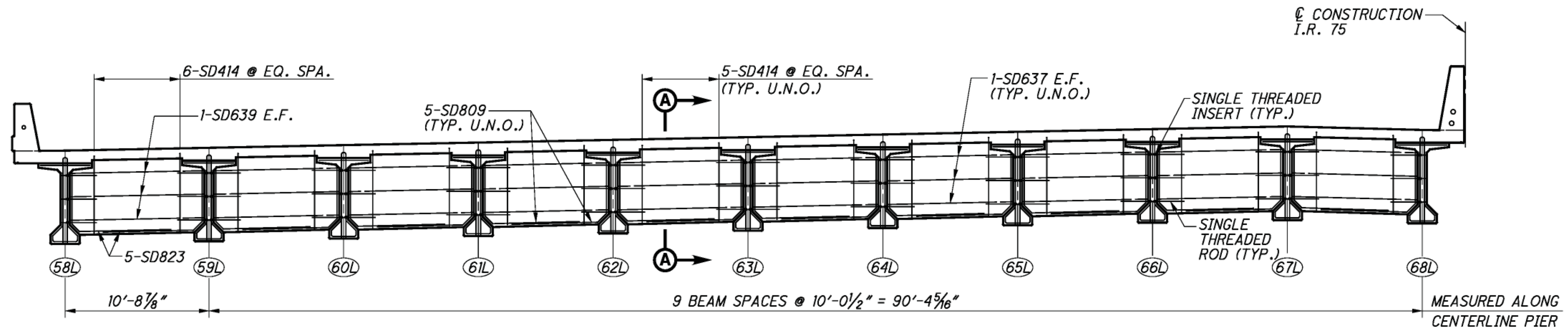
1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229 .
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

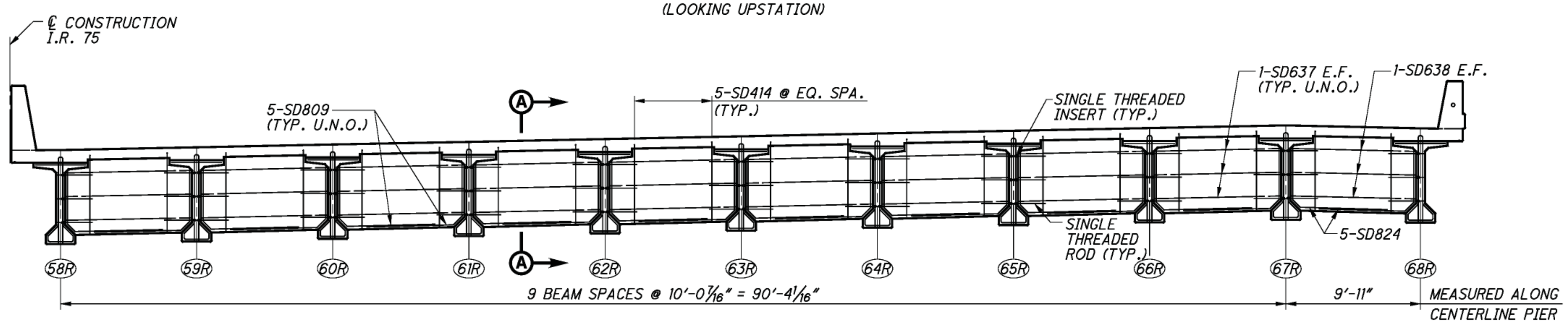
DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 5L AND PIER 5R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PIER 6L DIAPHRAGM ELEVATION - LEFT BRIDGE
(LOOKING UPSTATION)



PIER 6R DIAPHRAGM ELEVATION - RIGHT BRIDGE
(LOOKING UPSTATION)

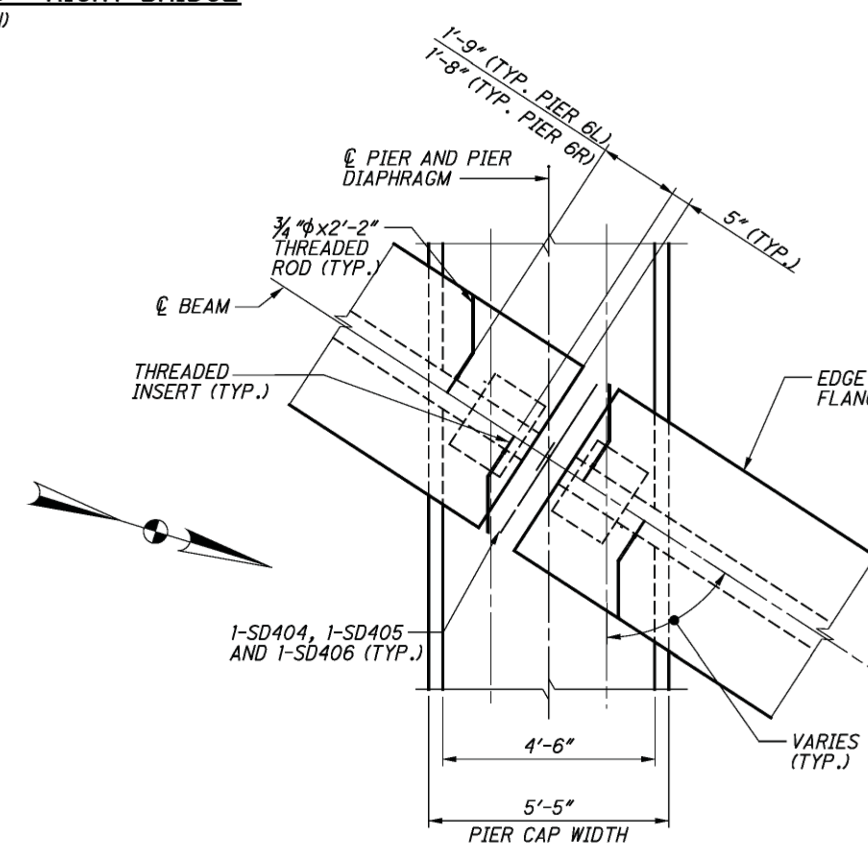
LEGEND:

(#) BEAM DESIGNATION

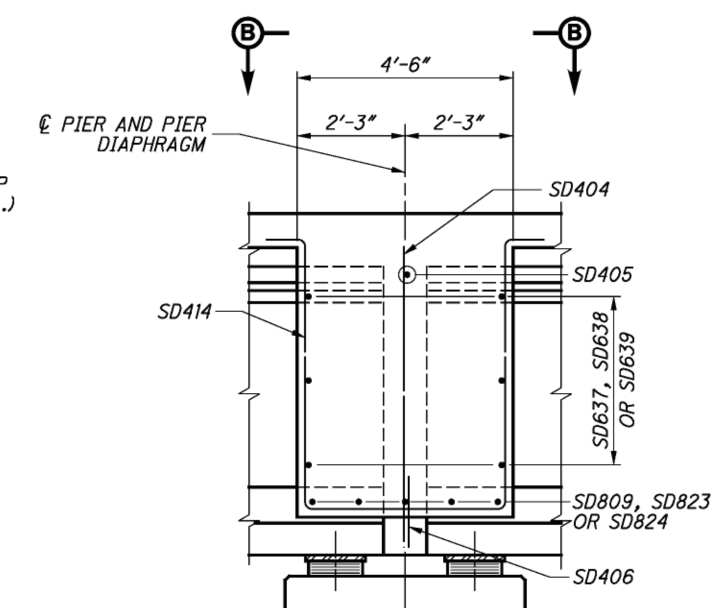
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

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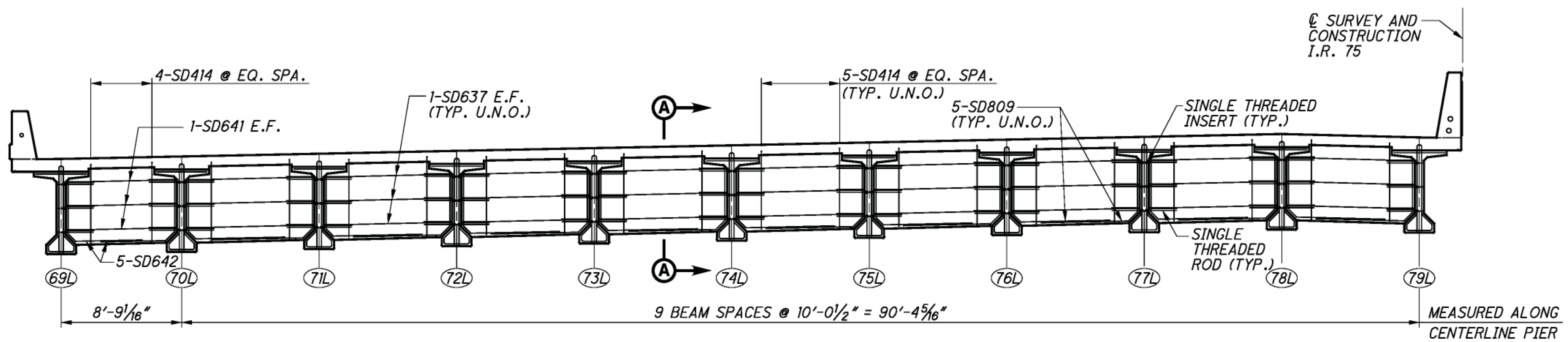
DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

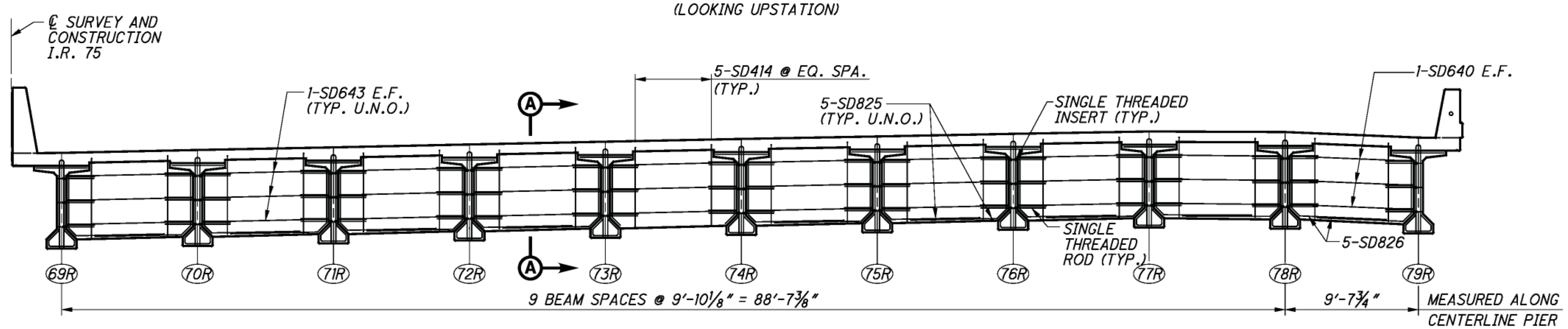
PIER 6L AND PIER 6R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



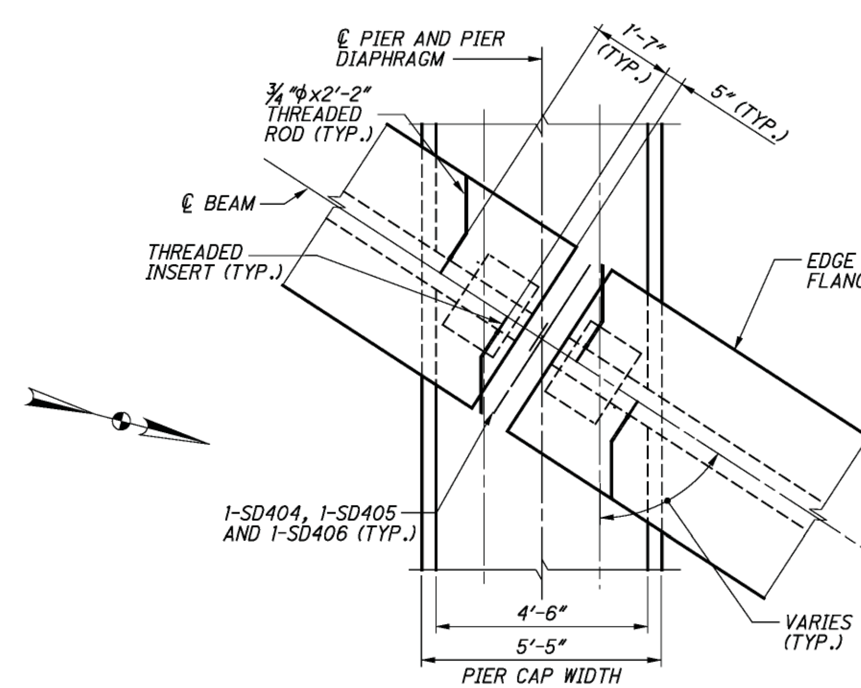
PIER 7L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



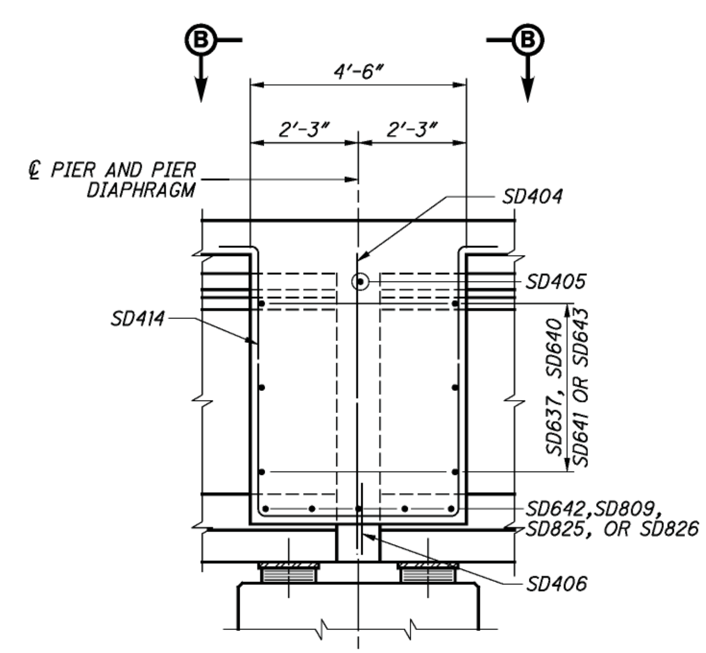
PIER 7R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

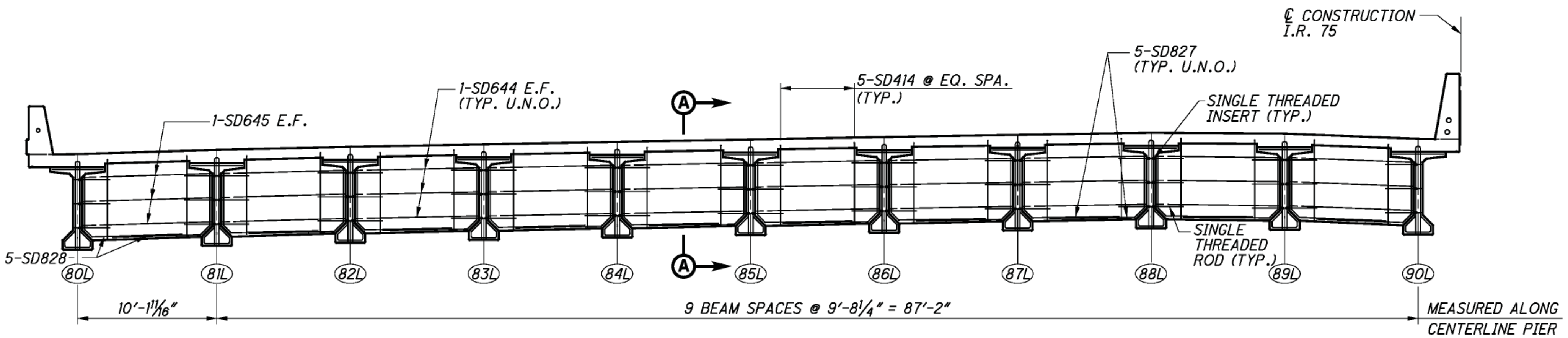
1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229 .
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

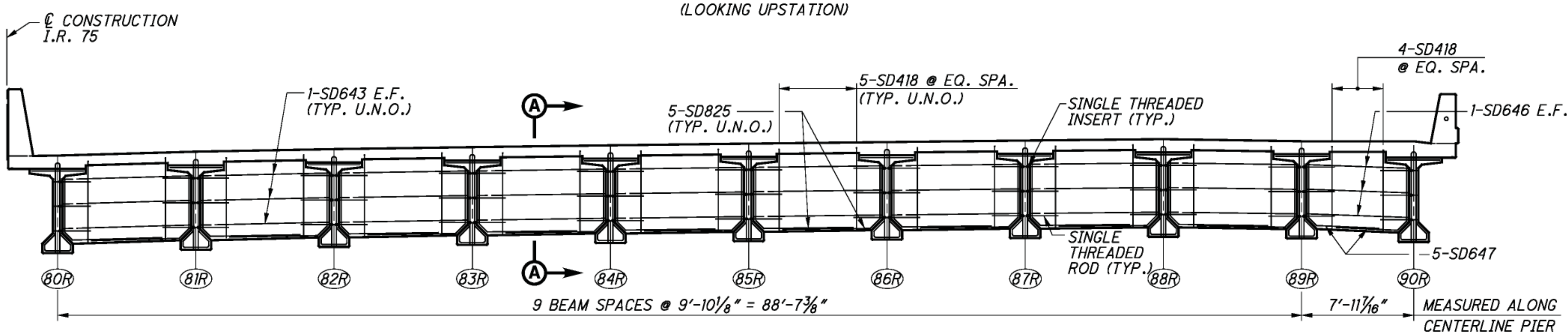
PIER 7L AND PIER 7R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



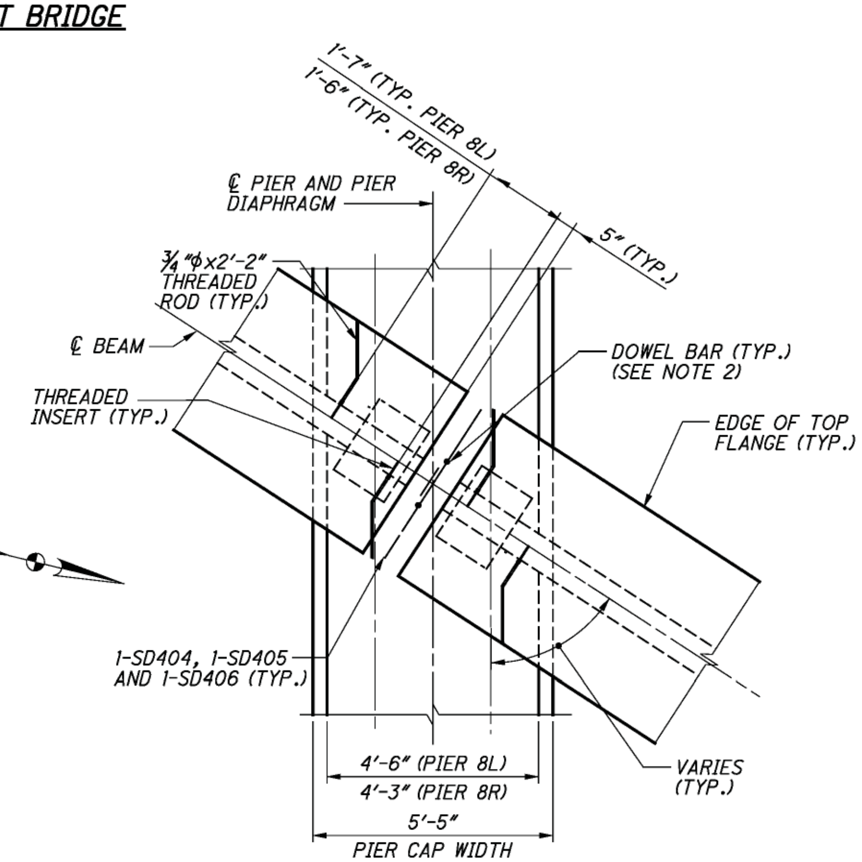
PIER 8L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



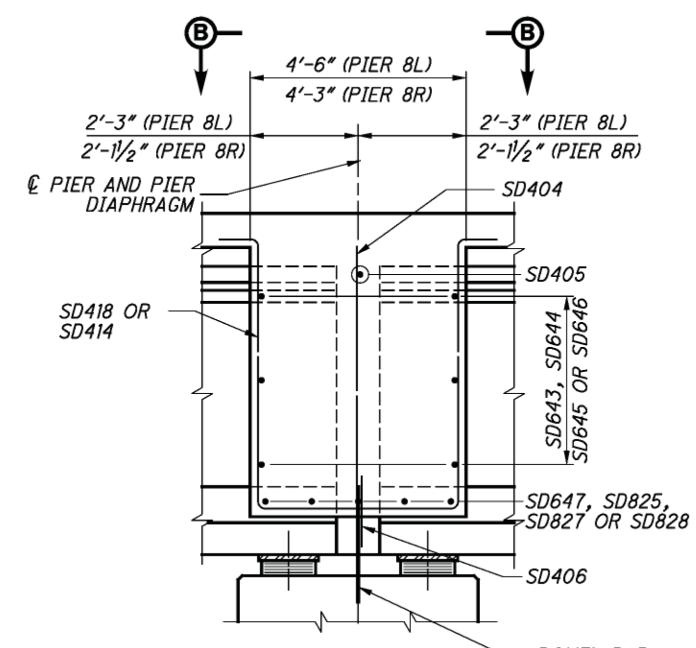
PIER 8R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR DOWEL BAR DETAIL, SEE SHEET 81/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 8L AND PIER 8R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 9R

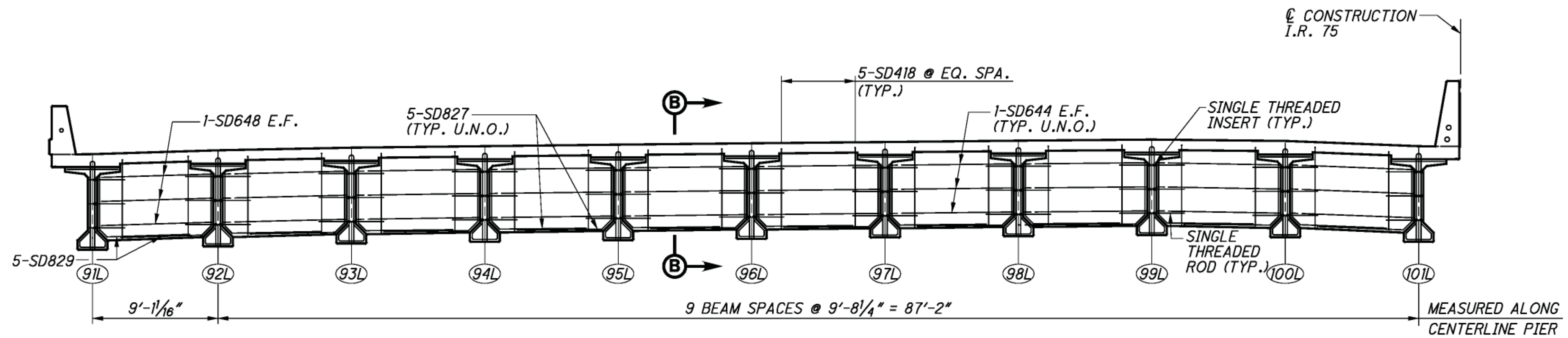
LEGEND:

(#) BEAM DESIGNATION

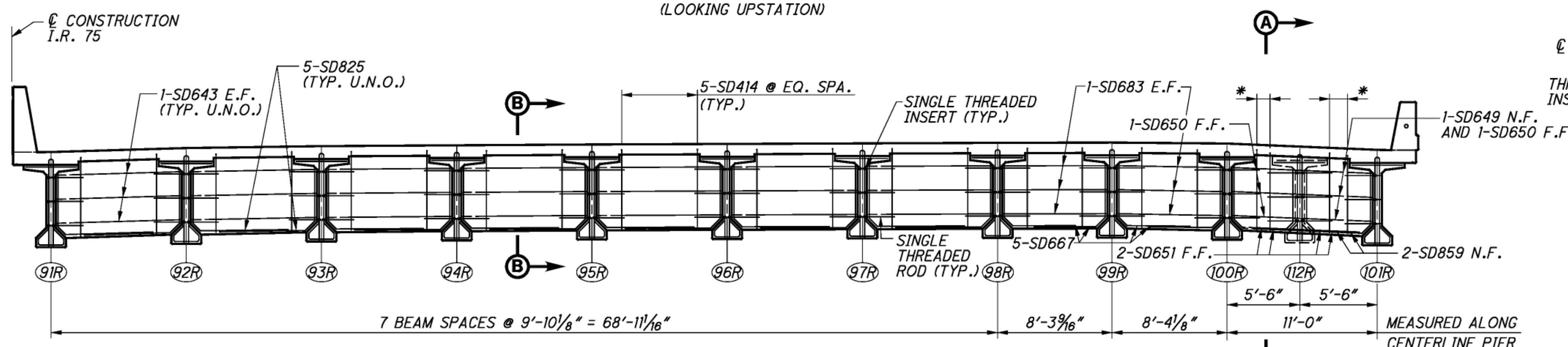
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

NOTE:

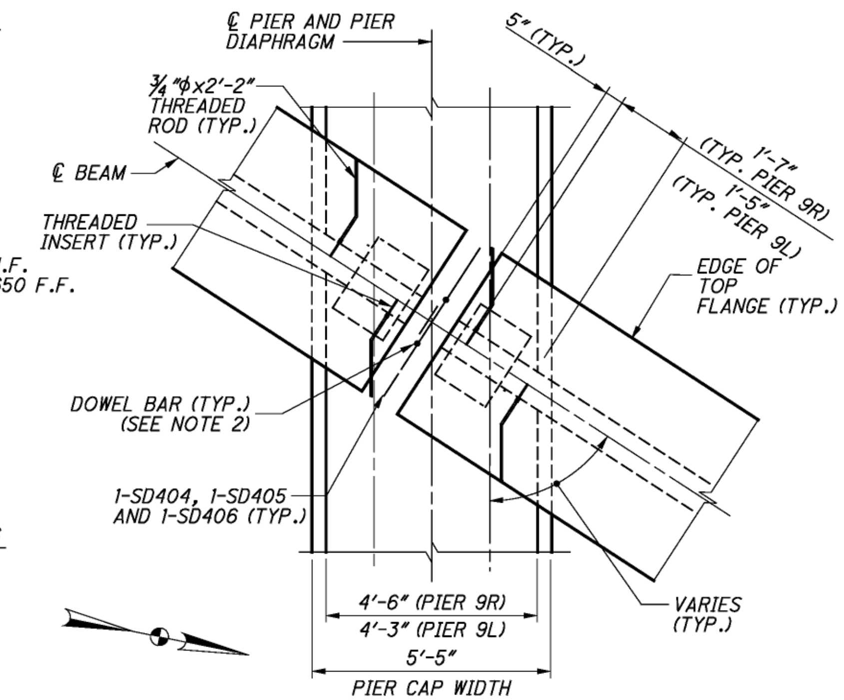
1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR DOWEL BAR DETAIL, SEE SHEET 81/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



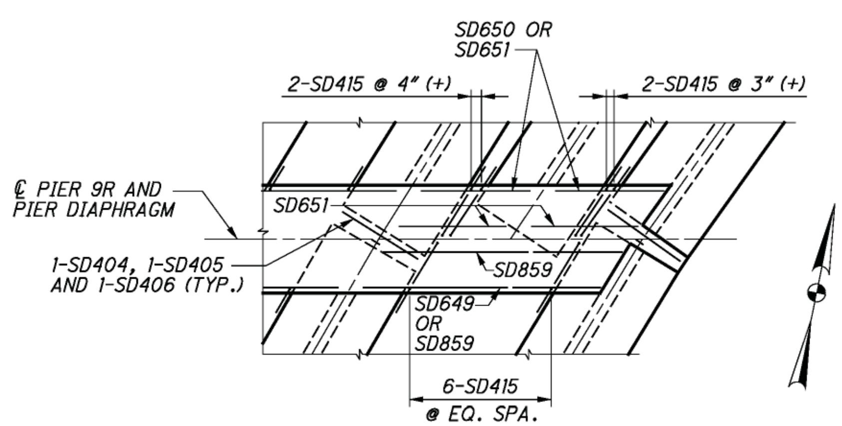
PIER 9L DIAPHRAGM ELEVATION - LEFT BRIDGE
(LOOKING UPSTATION)



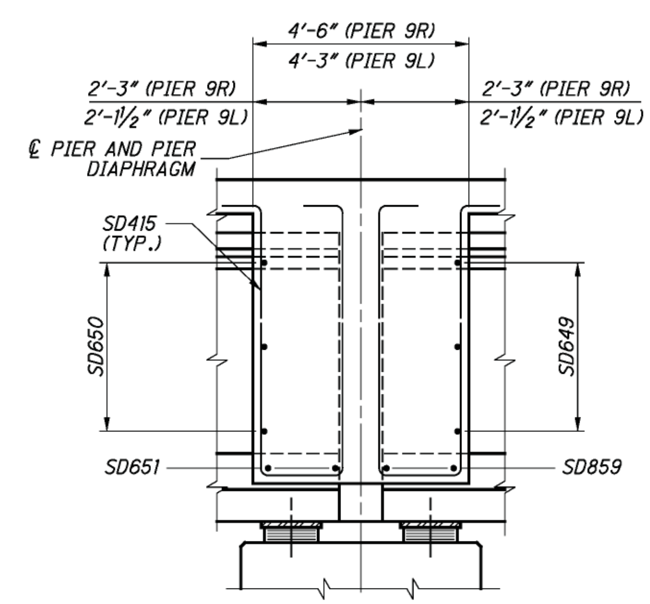
PIER 9R DIAPHRAGM ELEVATION - RIGHT BRIDGE
(LOOKING UPSTATION)



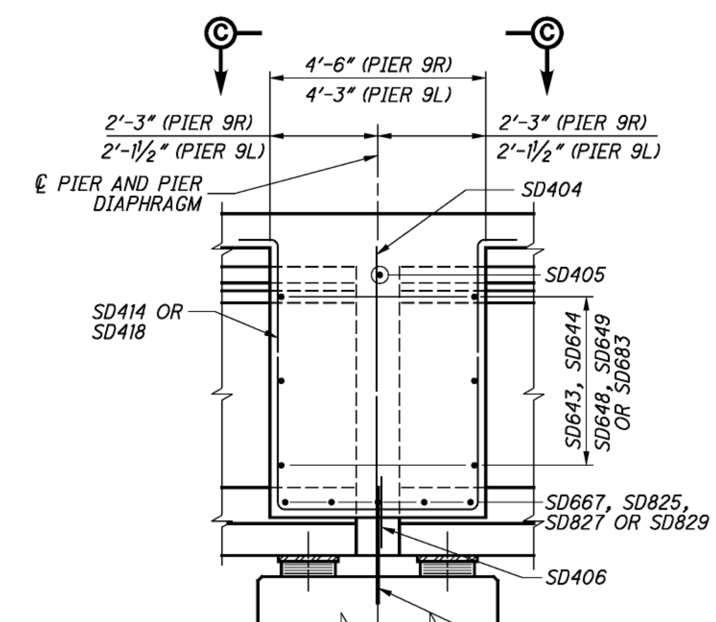
VIEW C-C
RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR



PARTIAL PLAN - PIER 9R



SECTION A-A



SECTION B-B
RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 9L AND PIER 9R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

144/229

1391/1565

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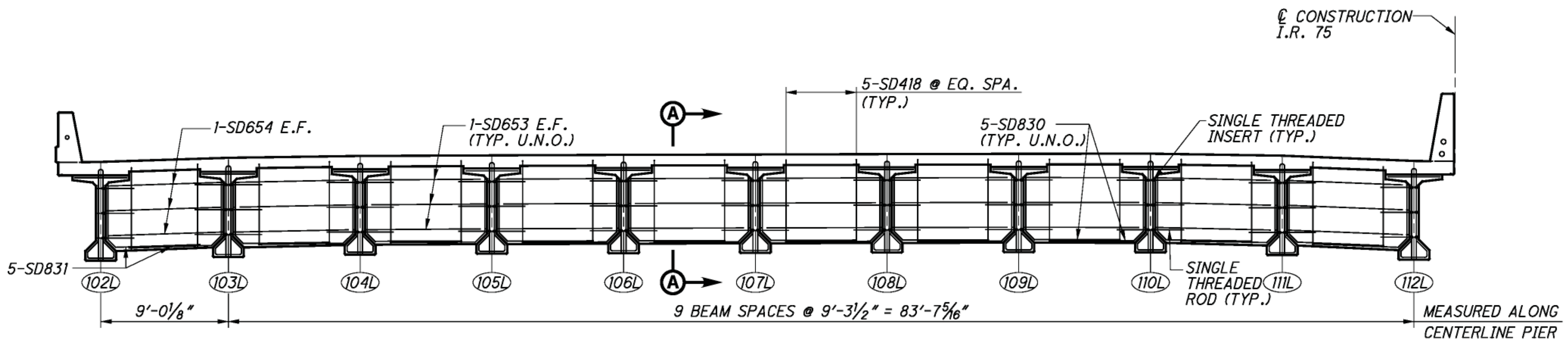
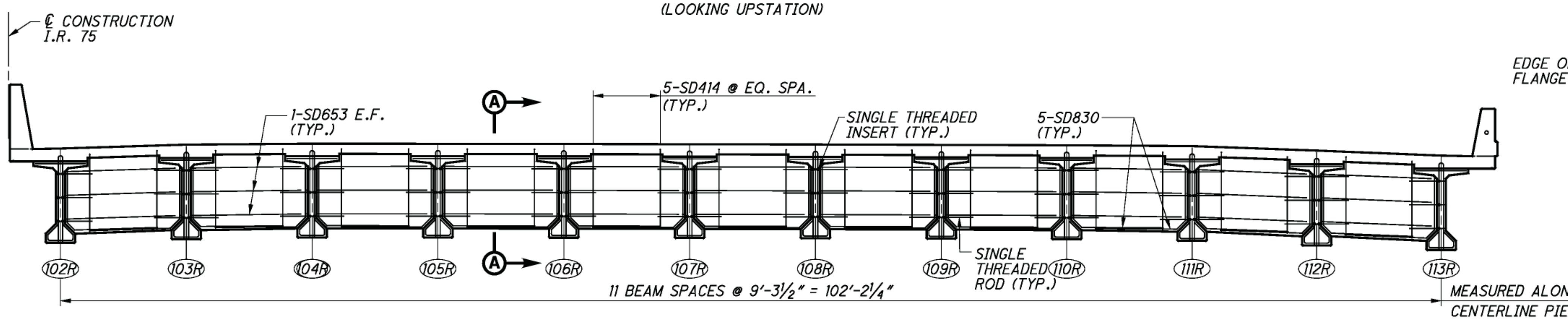


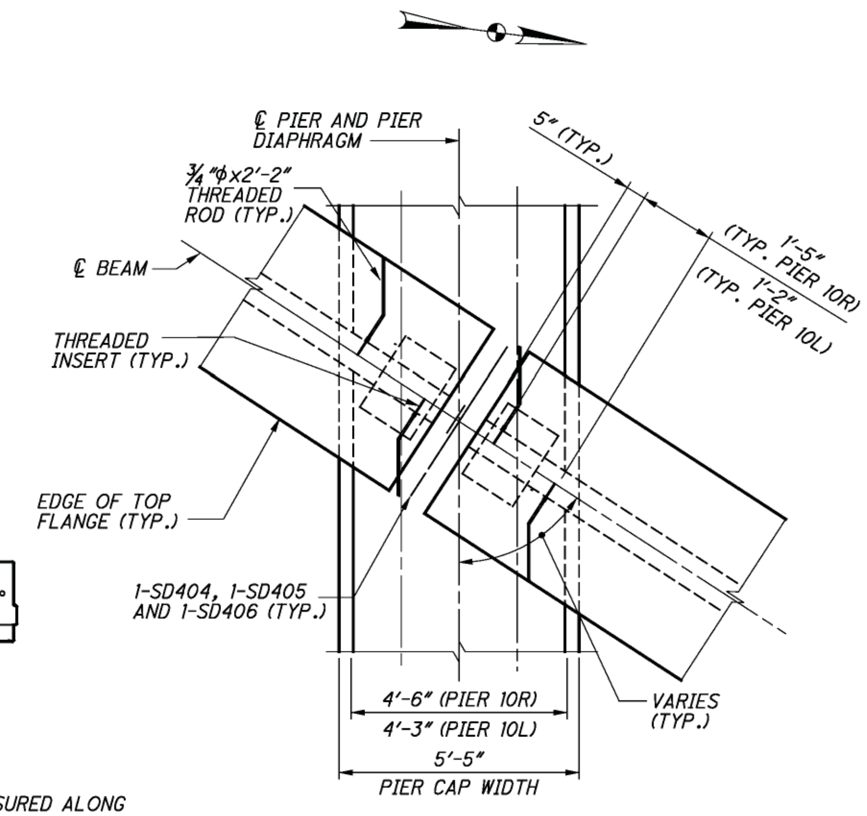
PIER 10L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



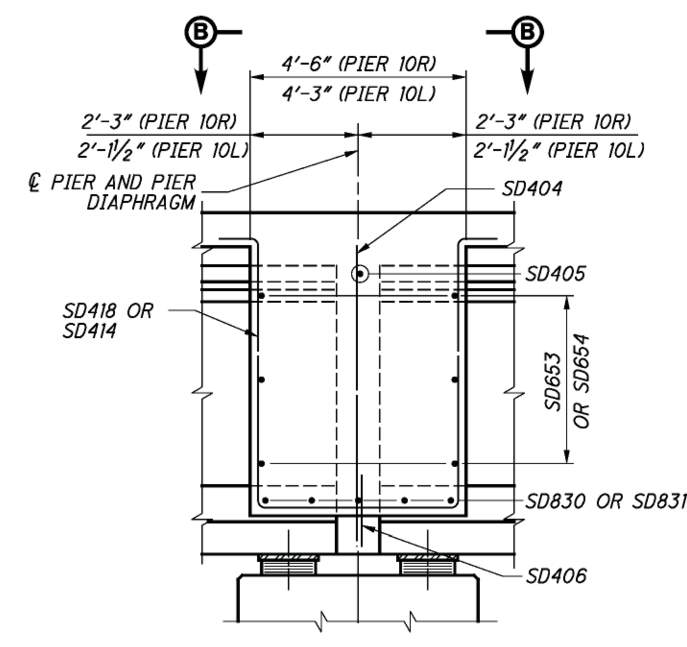
PIER 10R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR



SECTION A-A

RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229 .
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 10L AND PIER 10R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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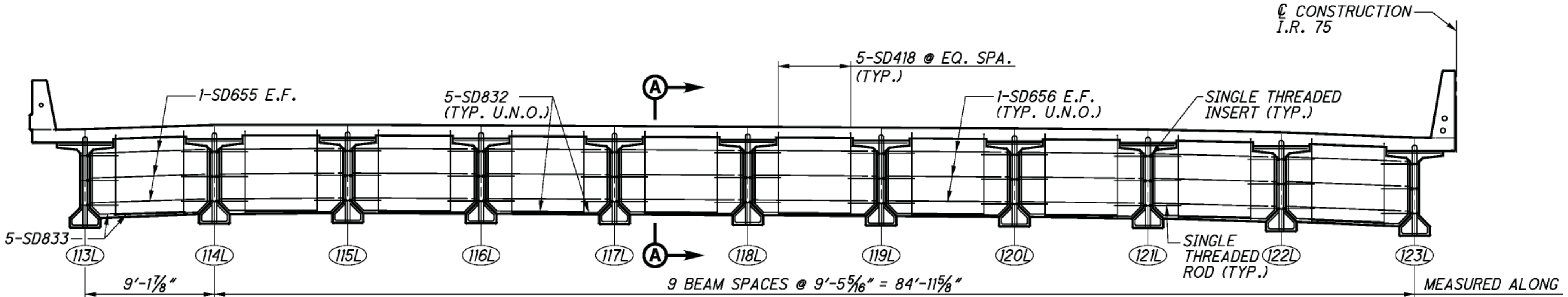
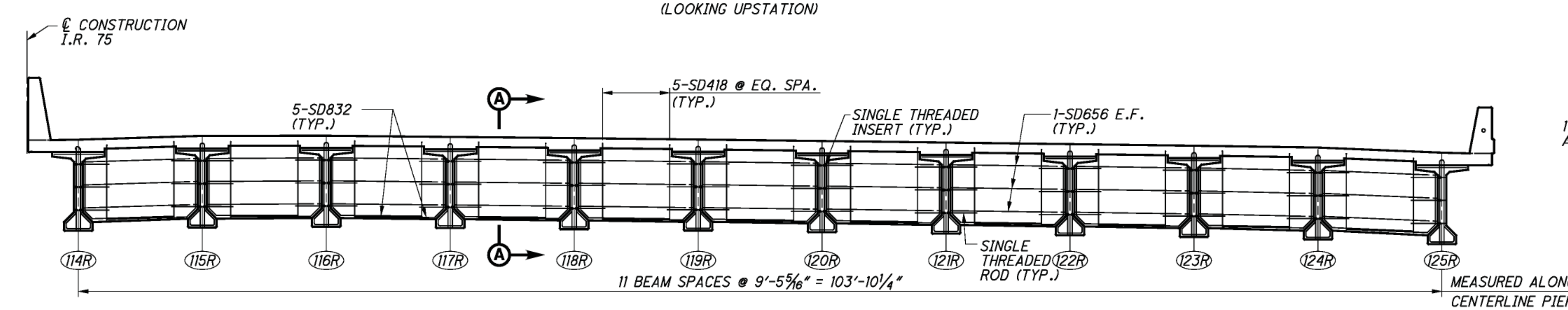


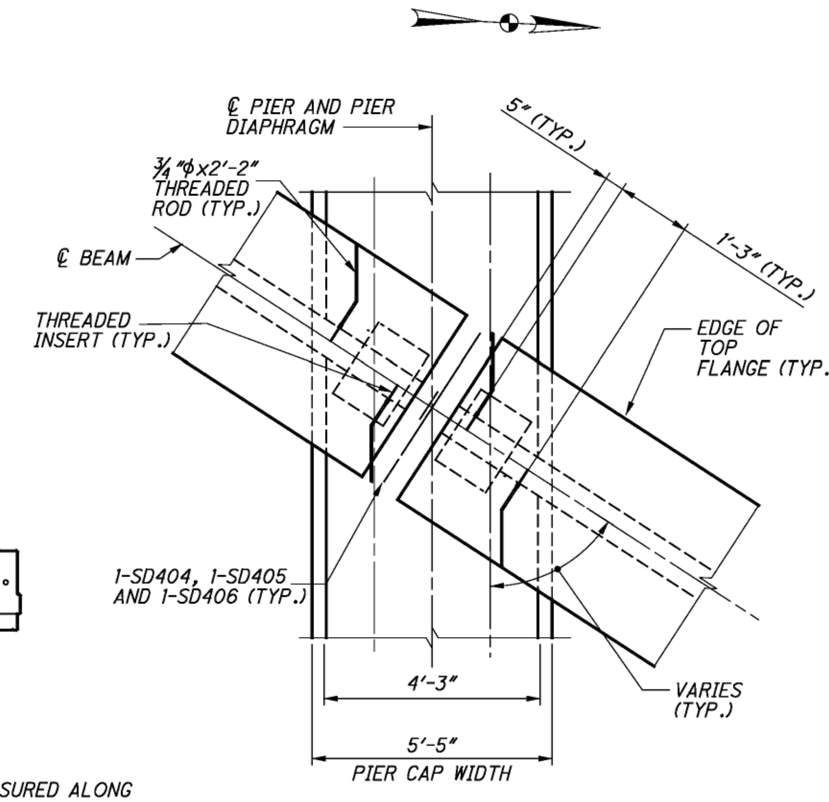
PIER 11L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



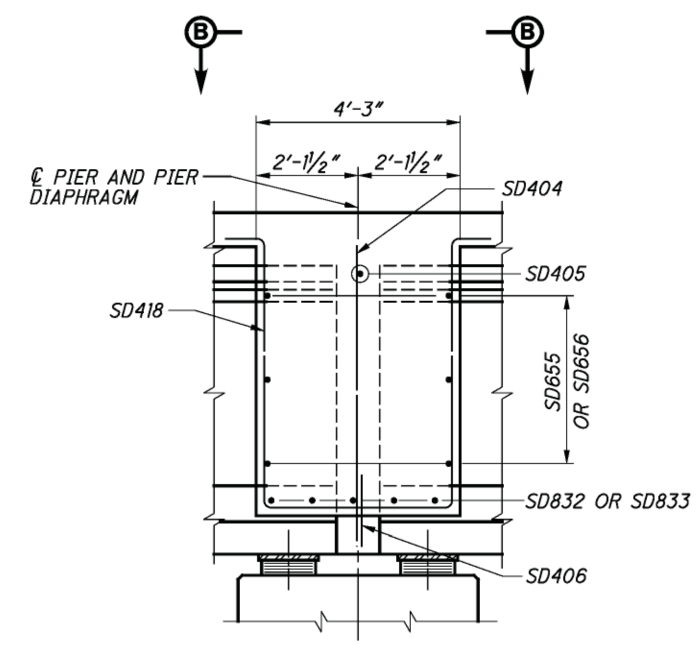
PIER 11R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 8	5'-0" MIN.

NOTE:

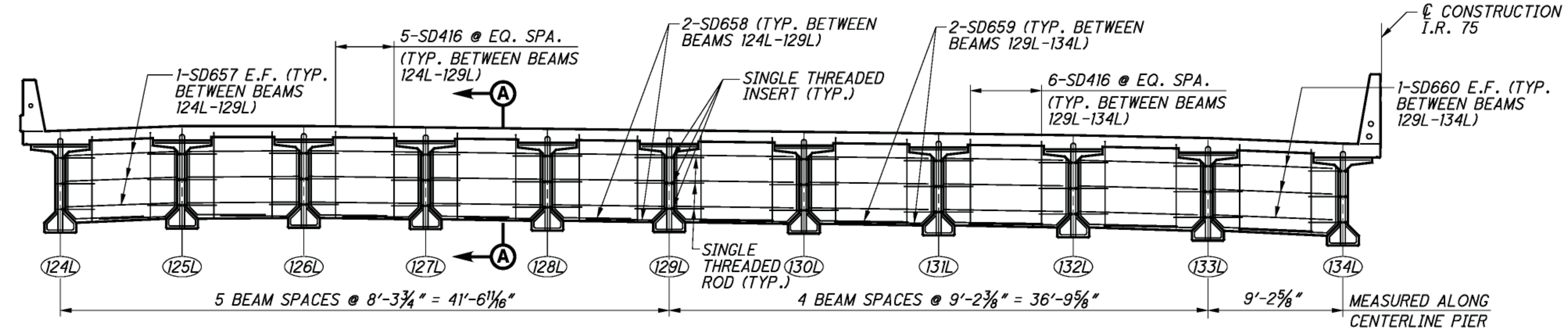
1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

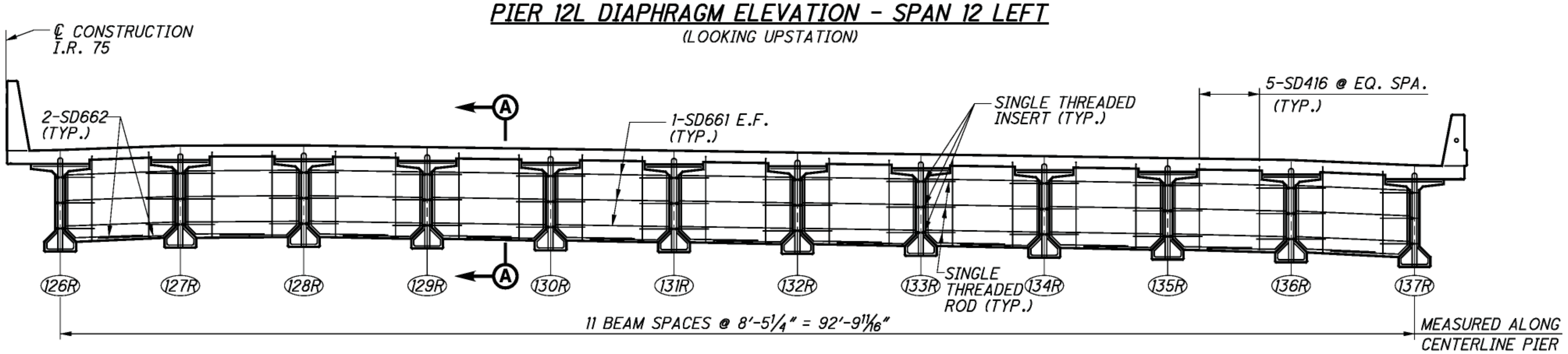
PIER 11L AND PIER 11R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



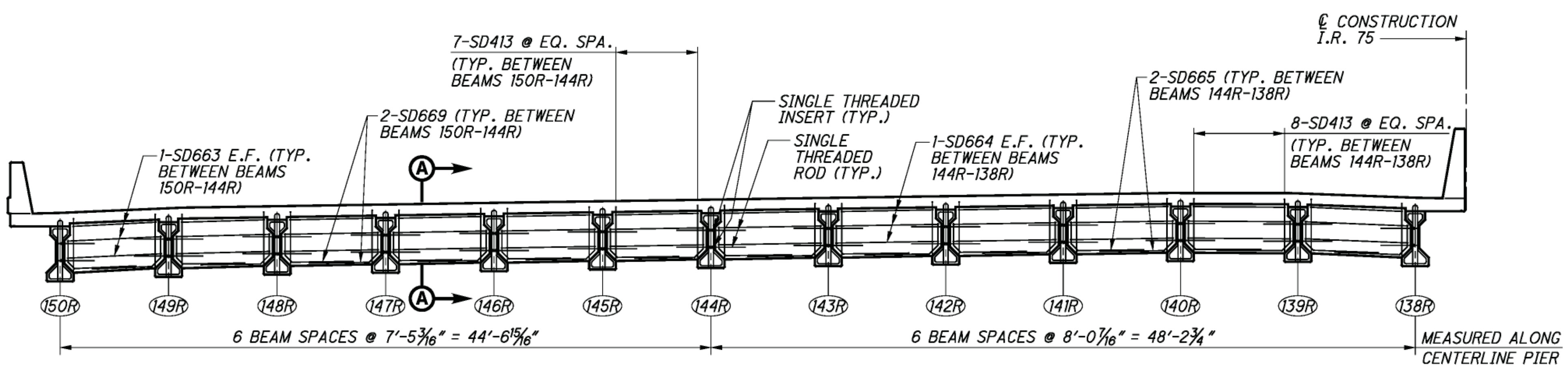
PIER 12L DIAPHRAGM ELEVATION - SPAN 12 LEFT

(LOOKING UPSTATION)



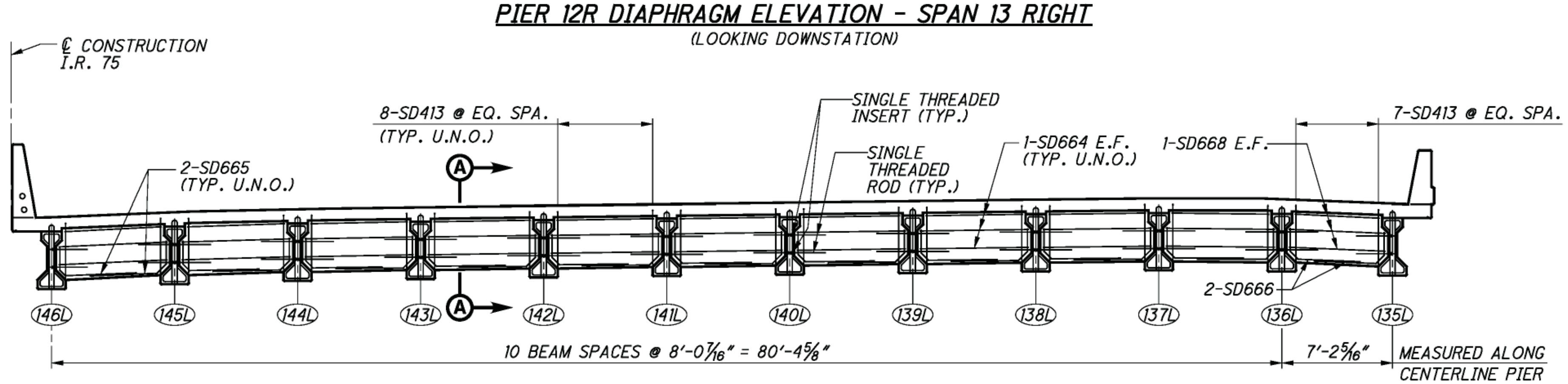
PIER 12R DIAPHRAGM ELEVATION - SPAN 12 RIGHT

(LOOKING UPSTATION)



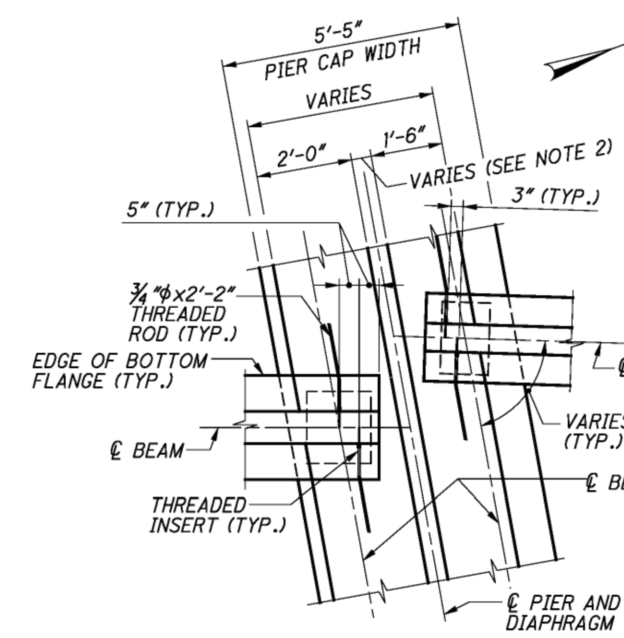
PIER 12R DIAPHRAGM ELEVATION - SPAN 13 RIGHT

(LOOKING DOWNSTATION)



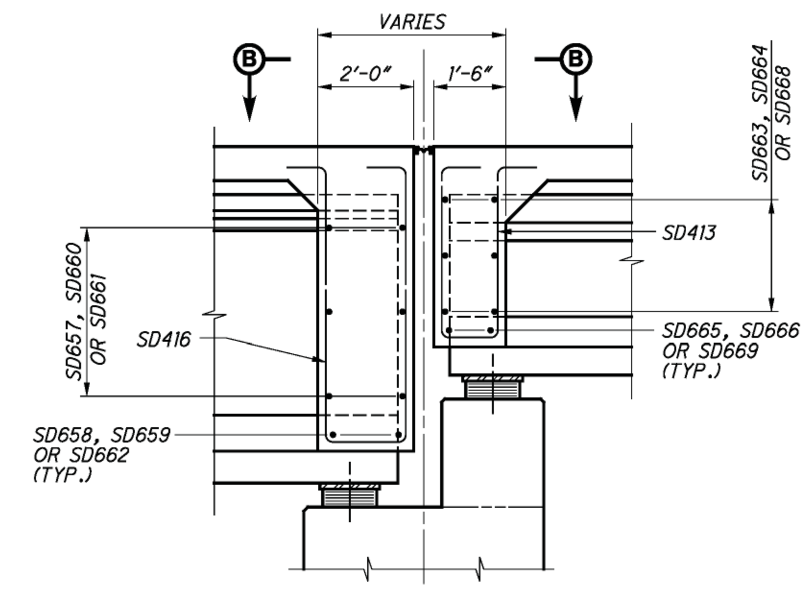
PIER 12L DIAPHRAGM ELEVATION - SPAN 13 LEFT

(LOOKING DOWNSTATION)



VIEW B-B

LEFT BRIDGE SHOWN
RIGHT BRIDGE SIMILAR



SECTION A-A

LEFT BRIDGE SHOWN
RIGHT BRIDGE SIMILAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. SEE SECTION A-A, SHEET 209/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

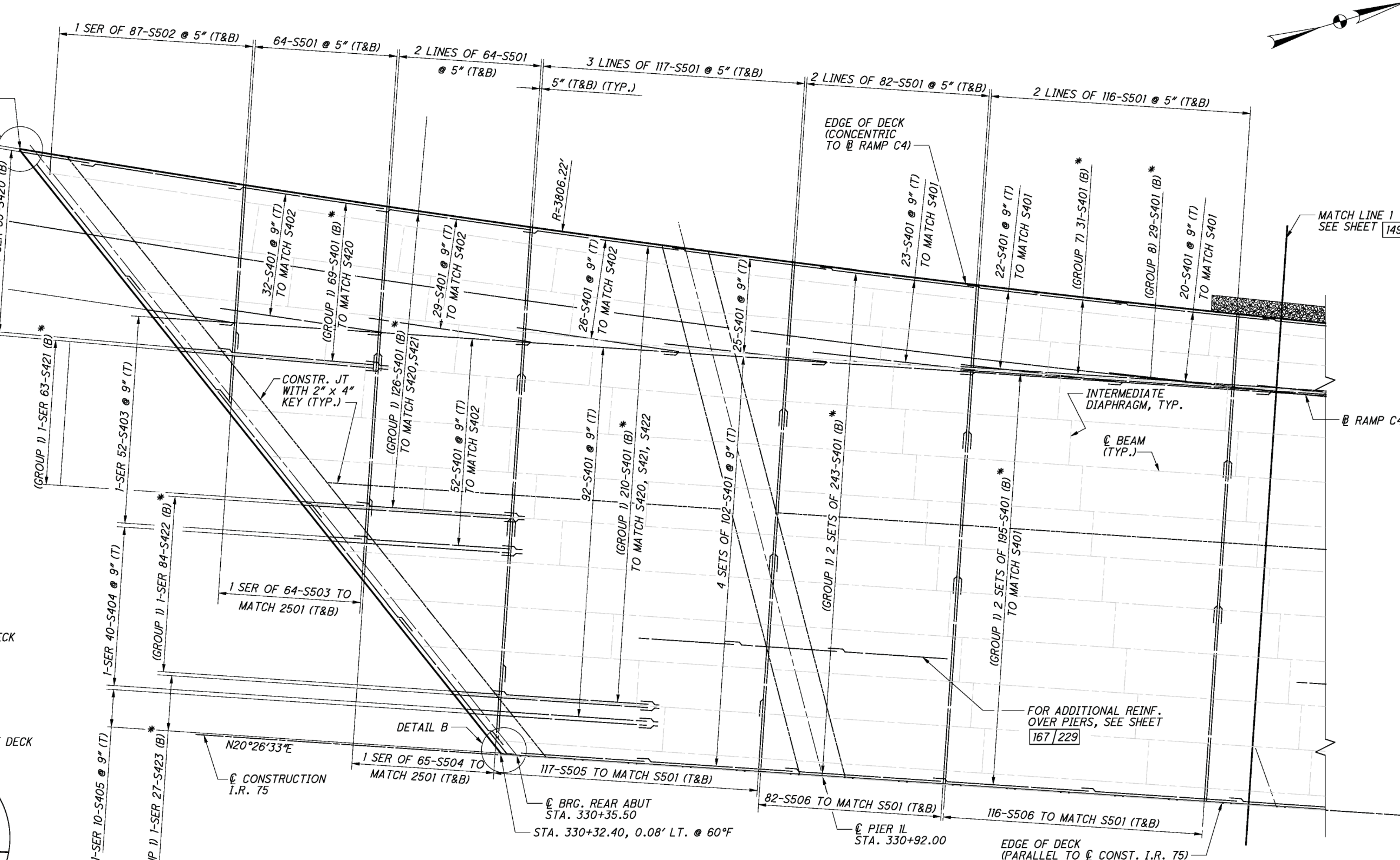
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
SNL	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

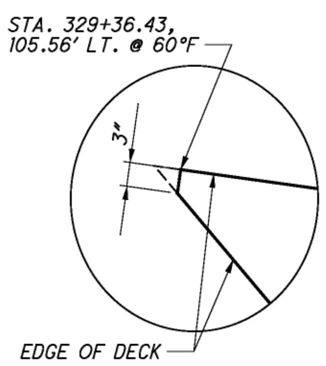
PIER 12L AND PIER 12R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

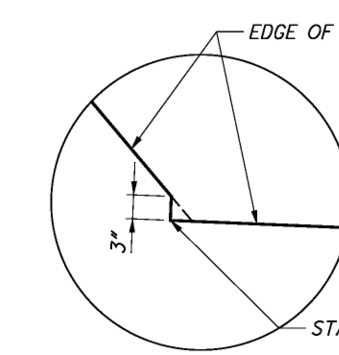


PARTIAL PLAN - DECK REINFORCING



DETAIL A

LEFT BRIDGE, LEFT EDGE OF DECK



DETAIL B

LEFT BRIDGE, RIGHT EDGE OF DECK

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

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 / 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. LONGITUDINAL STEEL SHALL BE CONTINUOUS OVER ℄ PIER.
4. FOR TRANSVERSE SECTION, SEE SHEET 164 / 229.
5. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 162 / 229.
6. FOR REINFORCING LIST, SEE SHEET 227 / 229.
7. FOR ADDITIONAL REINFORCING OVER PIERS, SEE SHEET 167 / 229.
8. FOR BEAM LOCATIONS, SEE FRAMING PLAN, SHEETS 88 / 229 THRU 113 / 229.
9. REINFORCING SHALL BE FIELD CUT AS REQUIRED TO CLEAR THE SCUPPERS. FOR SCUPPER DETAILS AND ADDITIONAL REINFORCING AROUND SCUPPERS, SEE SHEET 167 / 229.
10. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75
11. FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS 205 / 229 THRU 208 / 229.
12. FOR PIER 12 EXPANSION JOINT DETAILS, SEE SHEET 209 / 229.
13. FOR DECK POURING SEQUENCE, SEE SHEET 169 / 229.
14. FOR DECK OVERHANG DETAIL, SEE SHEET 170 / 229.
15. FOR DIAPHRAGM DETAILS, SEE SHEETS 133 / 229, 134 / 229, AND 136 / 229 THRU 147 / 229.
16. FOR LIGHT POLE PILASTER DETAILS, SEE SHEET 168 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JWF	GHD	JWF		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/708001

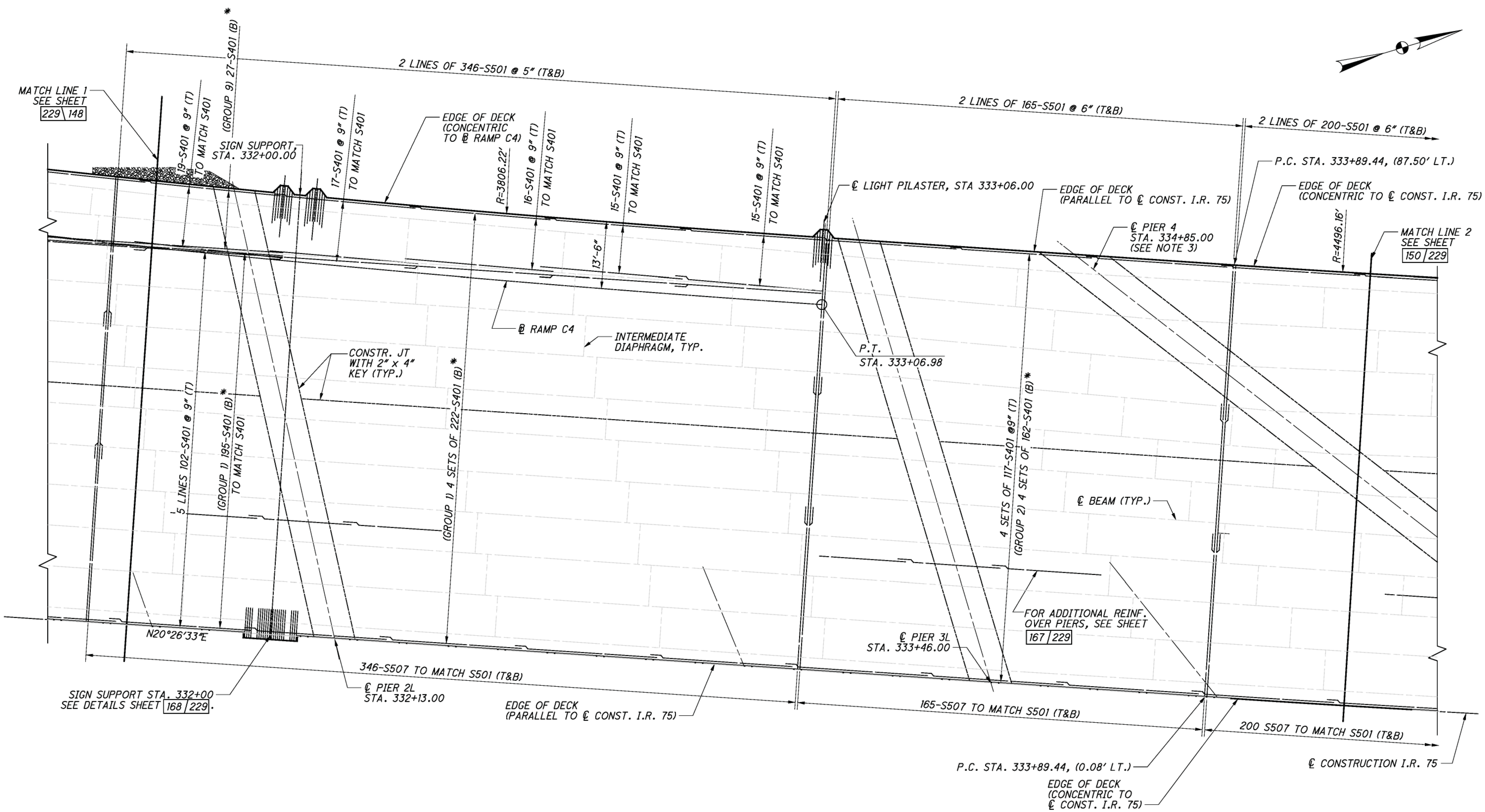
DECK PLAN - LEFT BRIDGE (1 OF 7)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

148 / 229

1395 / 1565



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

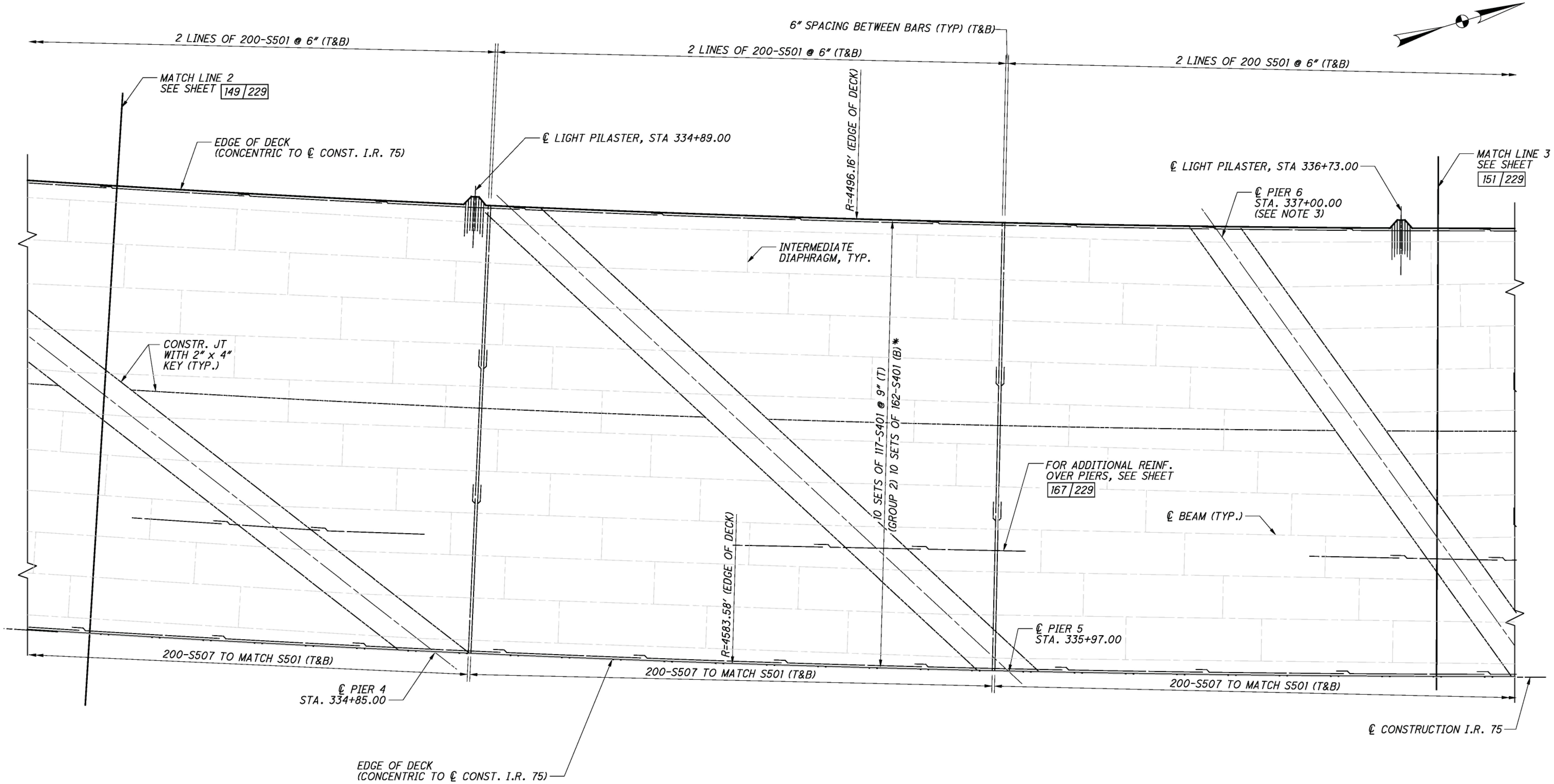
DESIGNED JWF	DRAWN JWF	REVIEWED MSL	DATE 03/01/12
CHECKED GHD	REVISED	STRUCTURE FILE NUMBER 5707994/708001	

DECK PLAN - LEFT BRIDGE (2 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

149 229

1396 1565



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

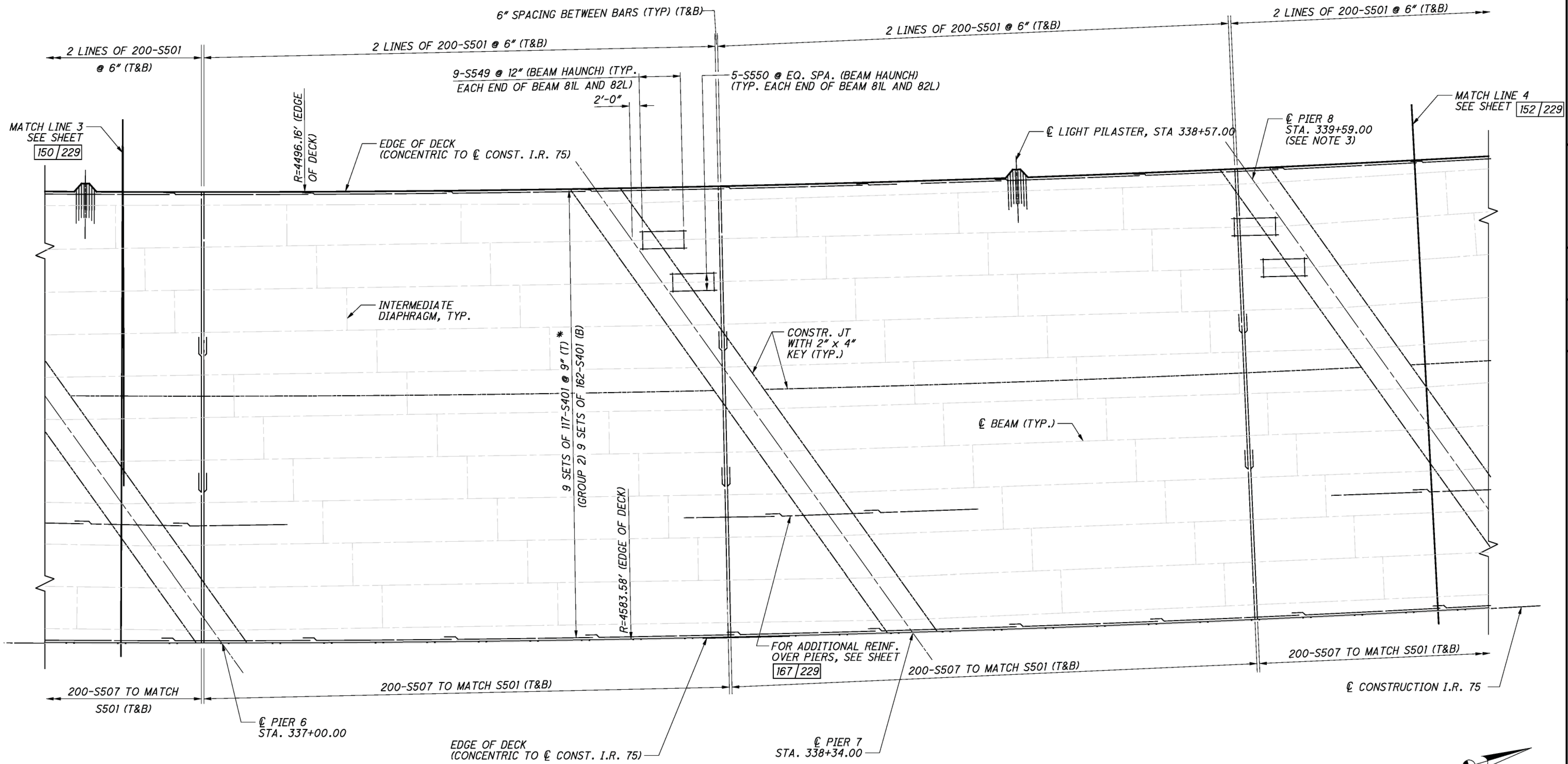
1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/7080001	

DECK PLAN - LEFT BRIDGE (3 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

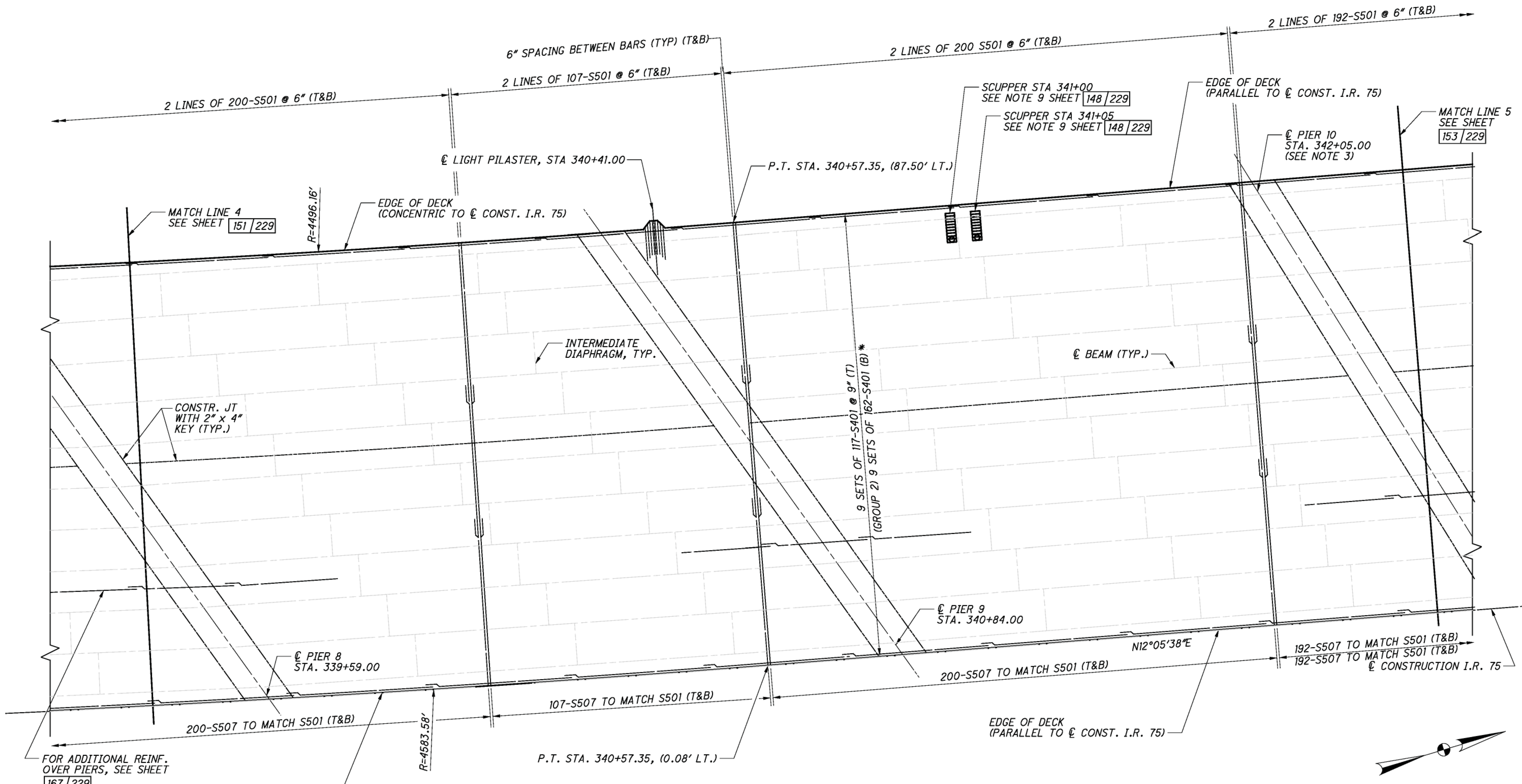
*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JWF	GHD	JWF		MSL	03/01/12	5707994/708001

DECK PLAN - LEFT BRIDGE (4 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

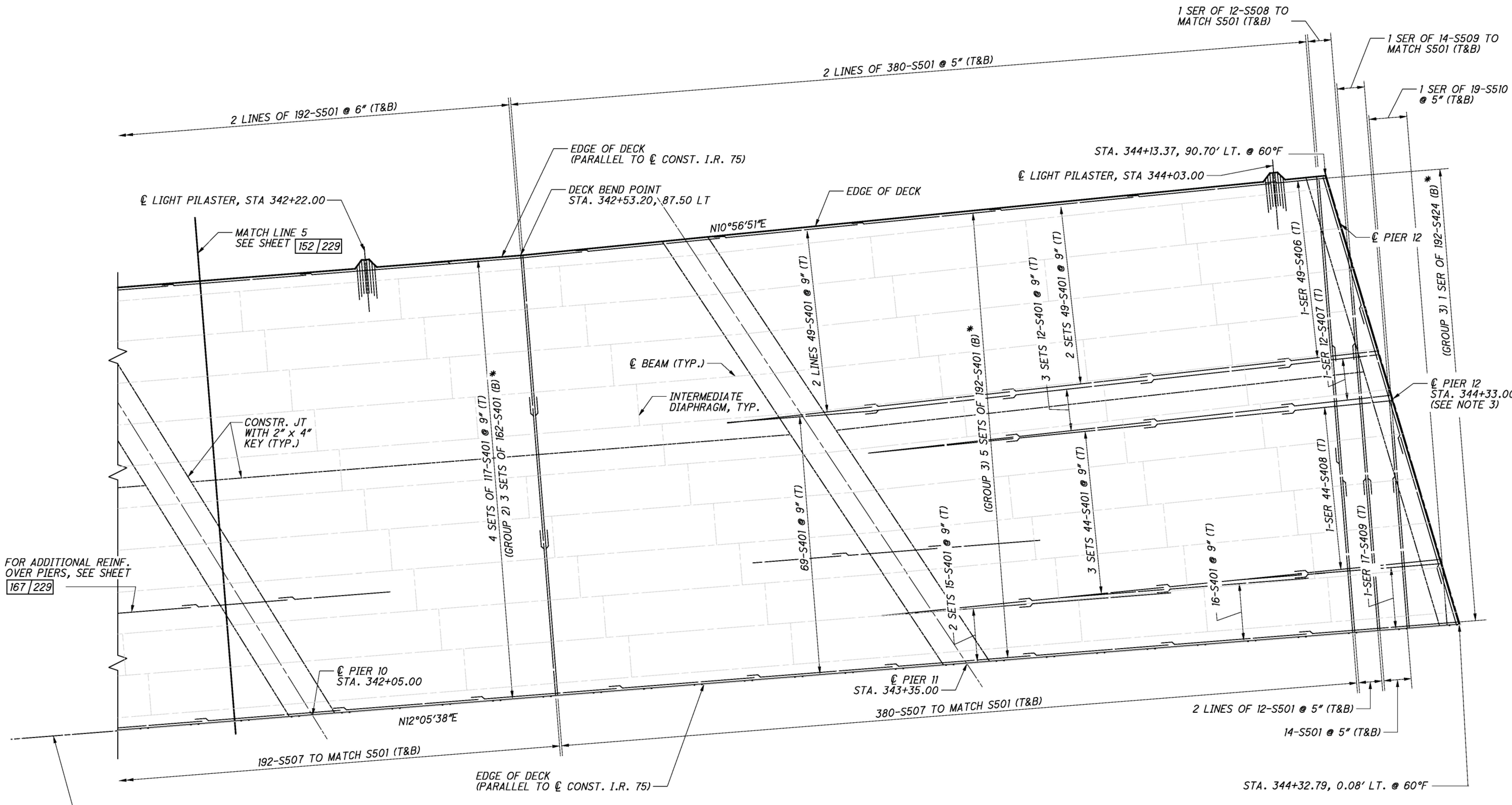
DESIGNED JWF	DRAWN JWF	REVIEWED MSL	DATE 03/01/12
CHECKED GHD	REVISED	STRUCTURE FILE NUMBER 5707994/708001	

DECK PLAN - LEFT BRIDGE (5 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

152/229

1399/1565



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF	DRAWN JWF	REVIEWED MSL
CHECKED GHD	REVISED	DATE 03/01/12
		STRUCTURE FILE NUMBER 5707994/708001

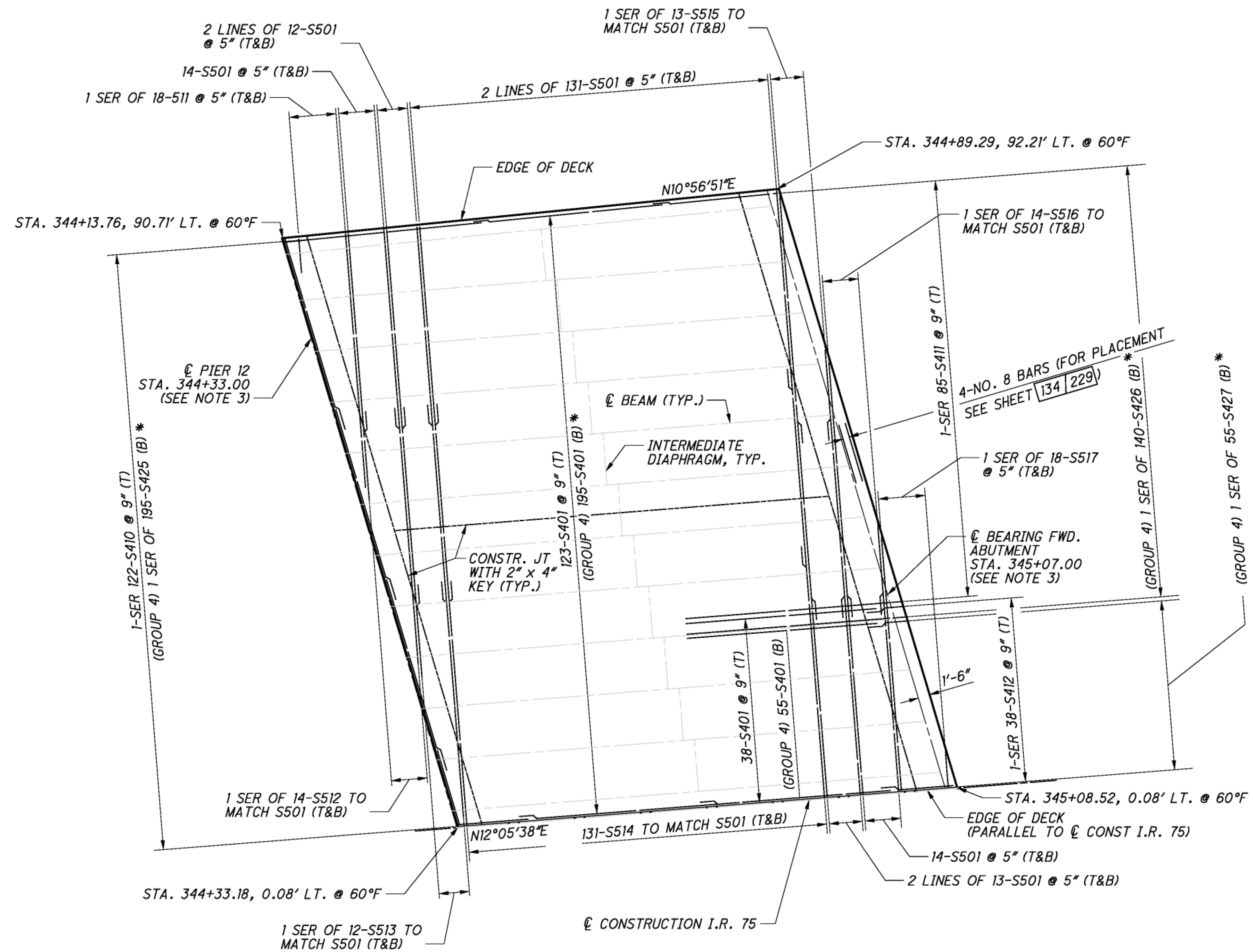
DECK PLAN - LEFT BRIDGE (6 OF 7)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

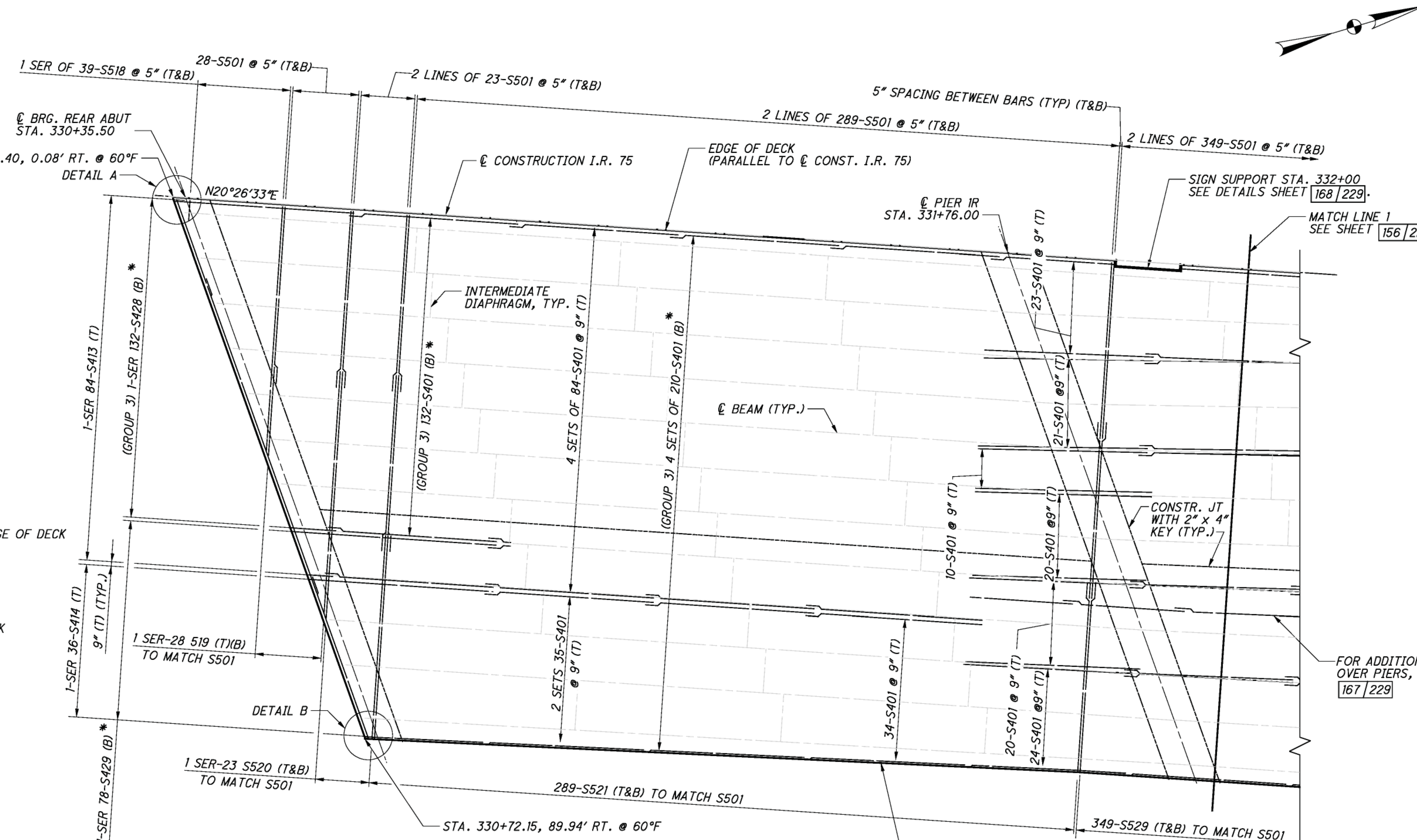
1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

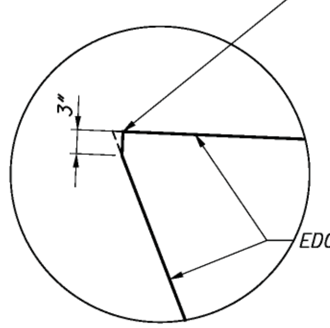
REVIEWED MSL	DATE 03/01/12	
DRAWN JWF	STRUCTURE FILE NUMBER 5707994/708001	
DESIGNED JWF	REVISED	CHECKED GHD

DECK PLAN - LEFT BRIDGE (7 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

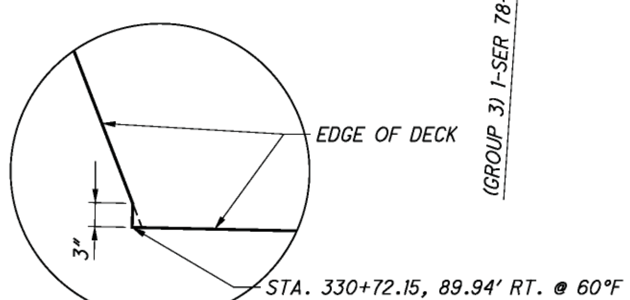


PARTIAL PLAN - DECK REINFORCING



DETAIL A

RIGHT BRIDGE, LEFT EDGE OF DECK



DETAIL B

RIGHT BRIDGE, RIGHT EDGE OF DECK

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/708001

DRAWN JWF | REVISED

DESIGNED JWF | CHECKED GHD

DECK PLAN - RIGHT BRIDGE (1 OF 7)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

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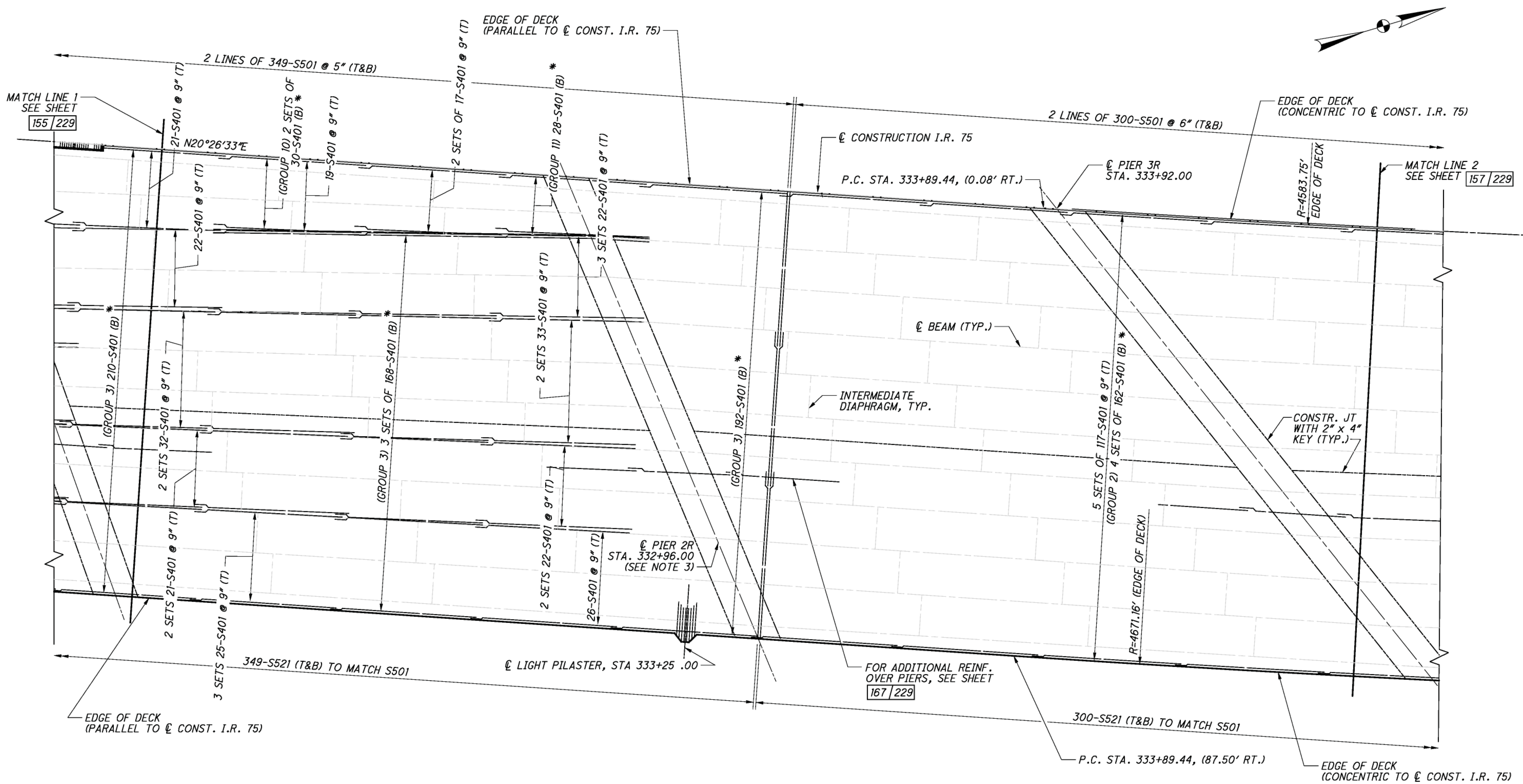

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

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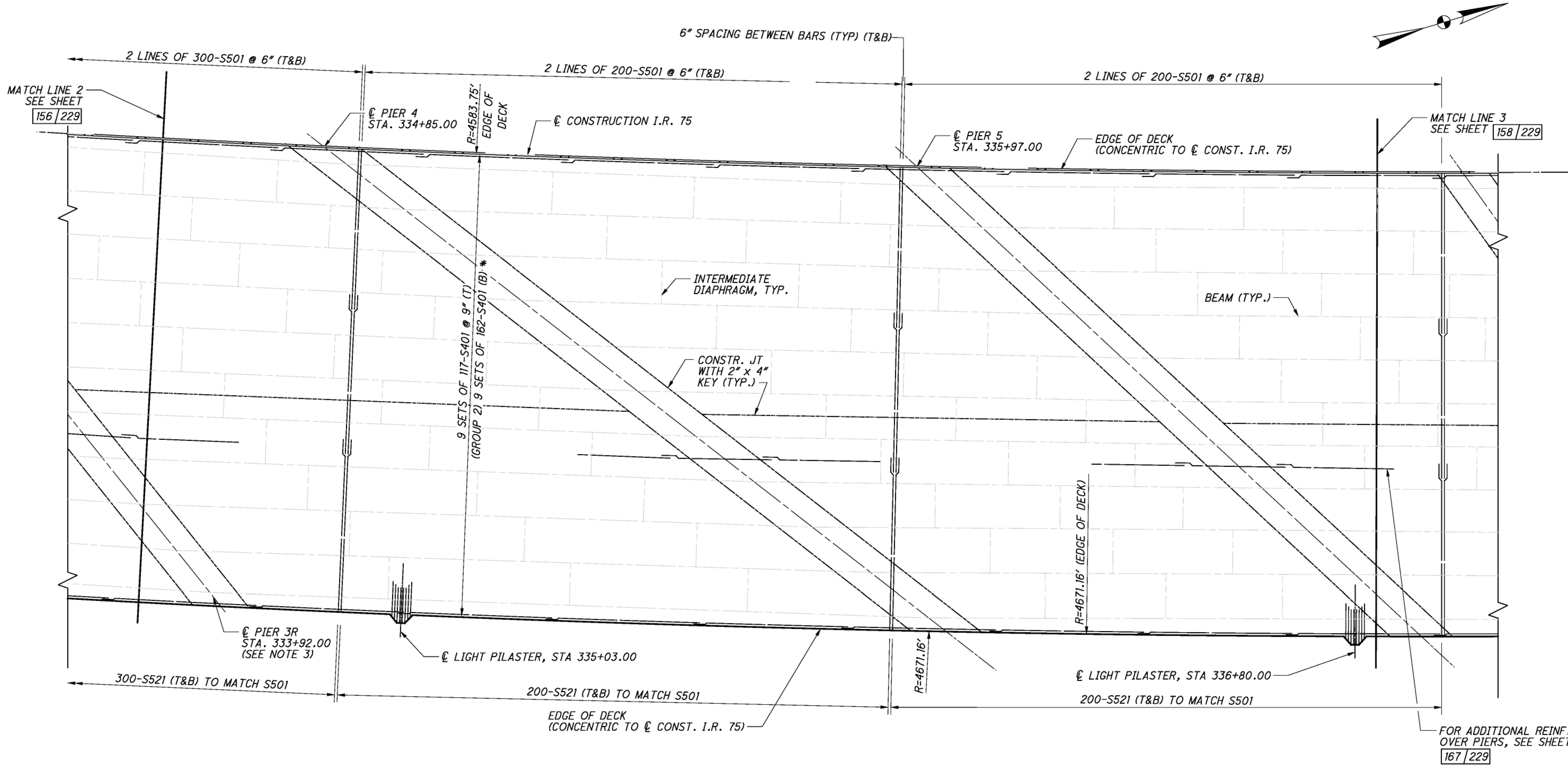
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF	DRAWN JWF	REVIEWED MSL
CHECKED GHD	REVISED	DATE 03/01/12
		STRUCTURE FILE NUMBER 5707994/708001

DECK PLAN - RIGHT BRIDGE (2 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

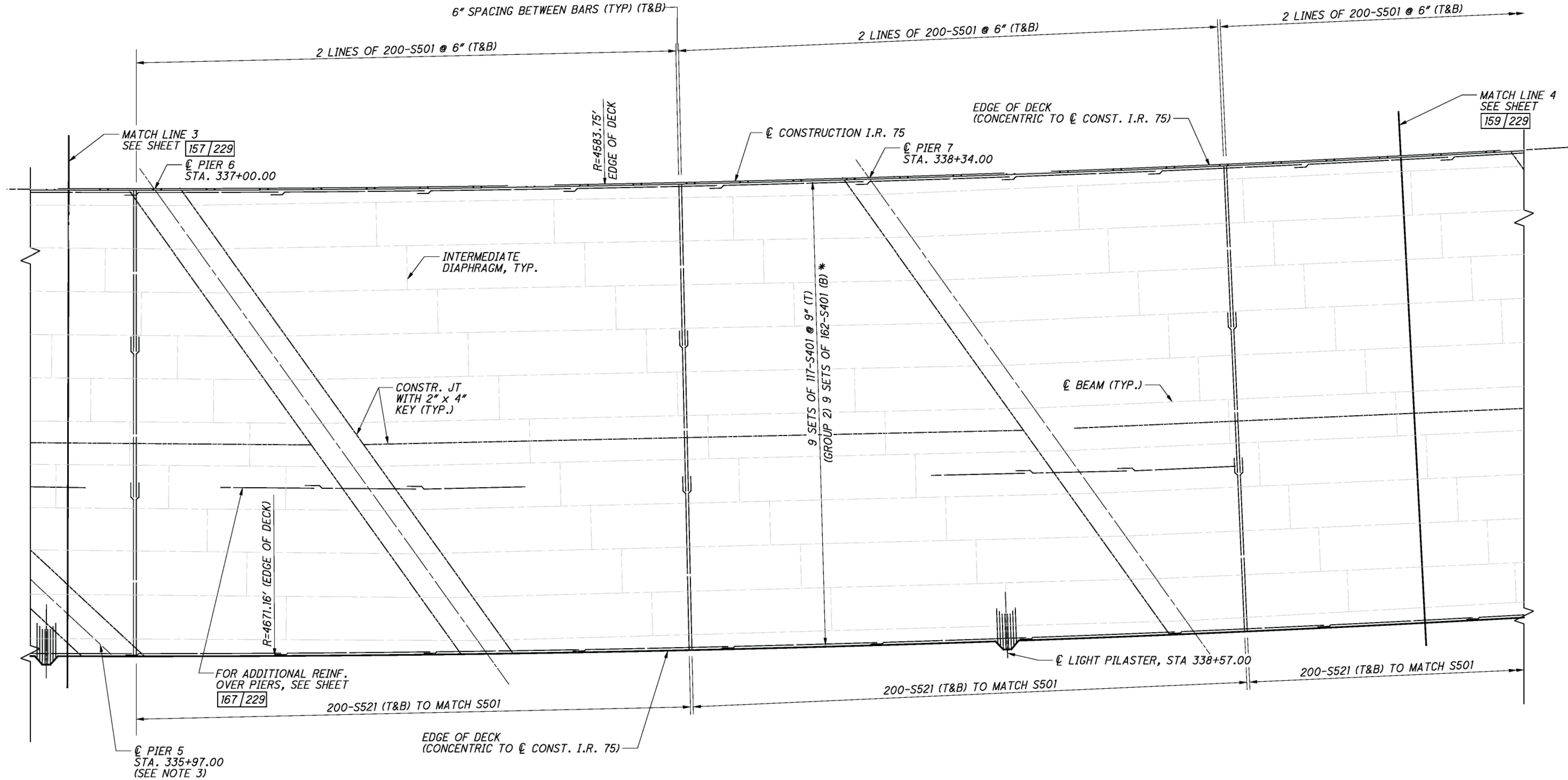
1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JWF	GHD	JWF		MSL	03/01/12	5707994/708001

DECK PLAN - RIGHT BRIDGE (3 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

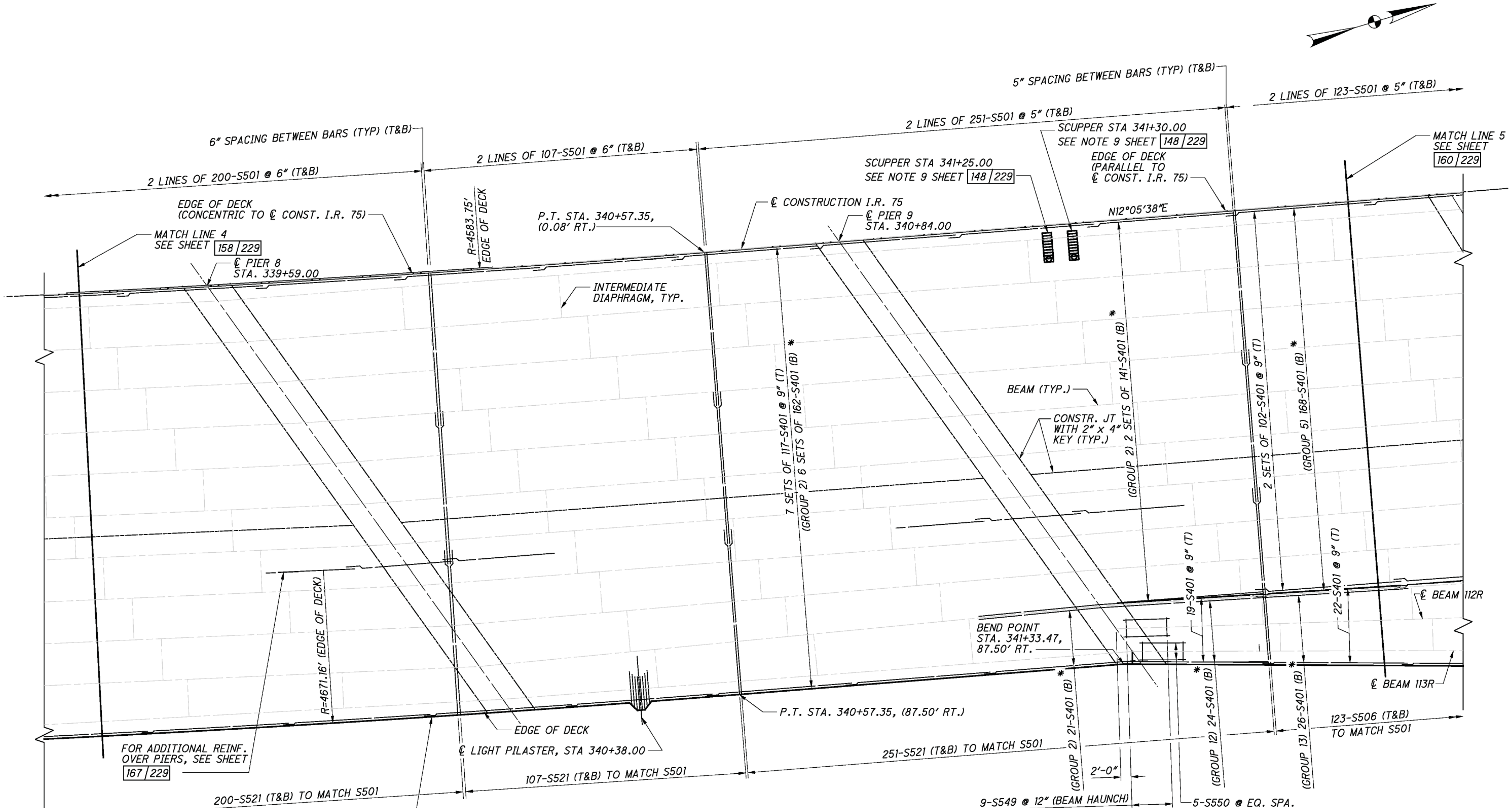
1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL	DATE 03/01/12	STRUCTURE FILE NUMBER 5707994/708001	
DRAWN JWF	REVISED		
DESIGNED JWF	CHECKED GHD		

DECK PLAN - RIGHT BRIDGE (4 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

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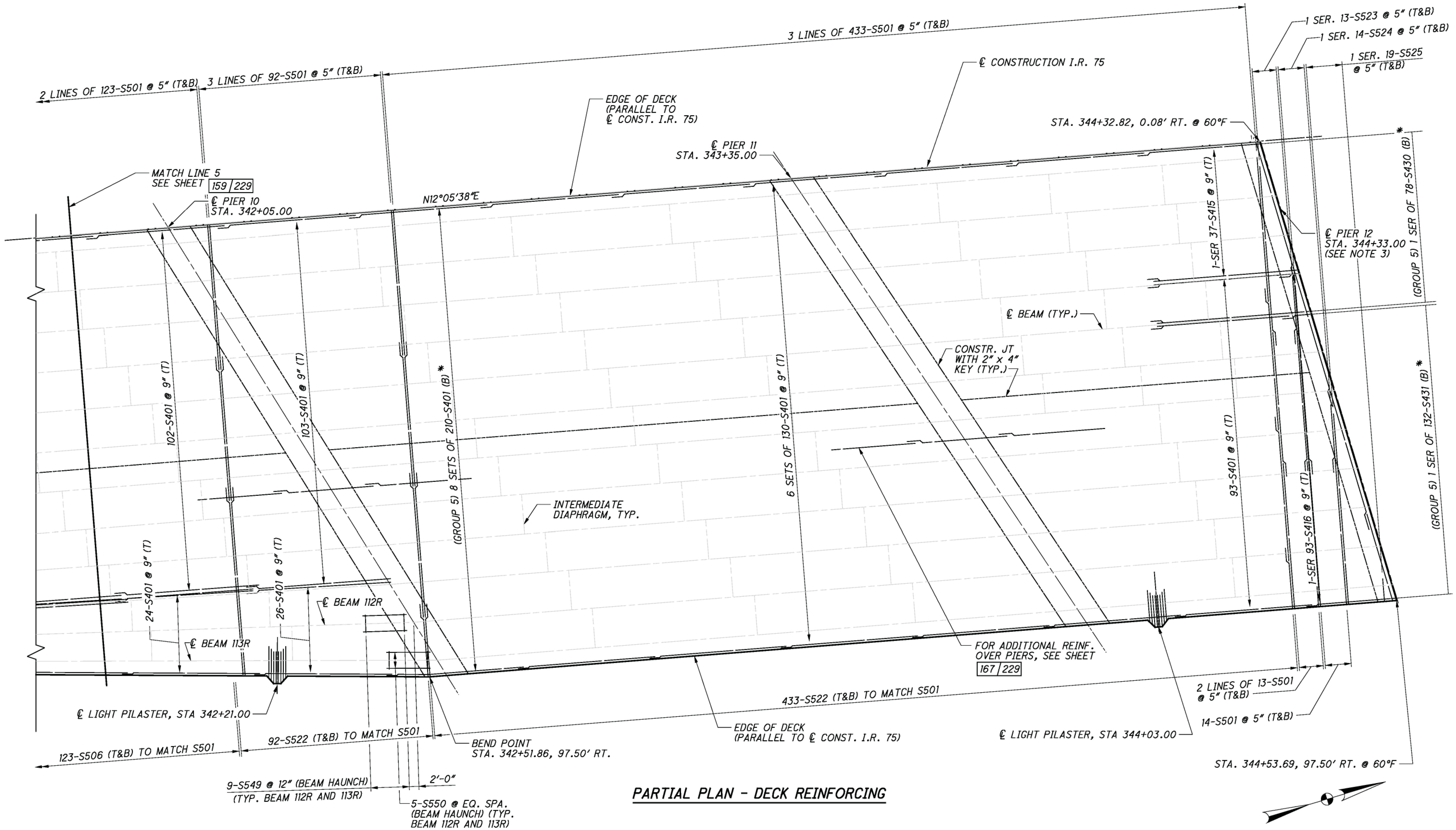
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (5 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (6 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 / 229.

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 / 229.

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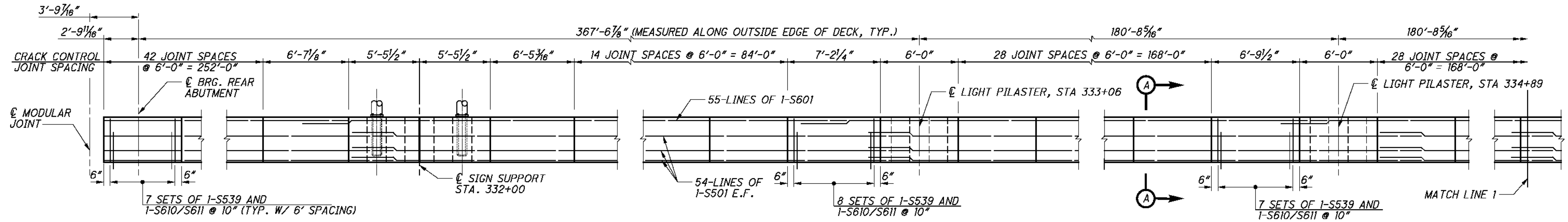
DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

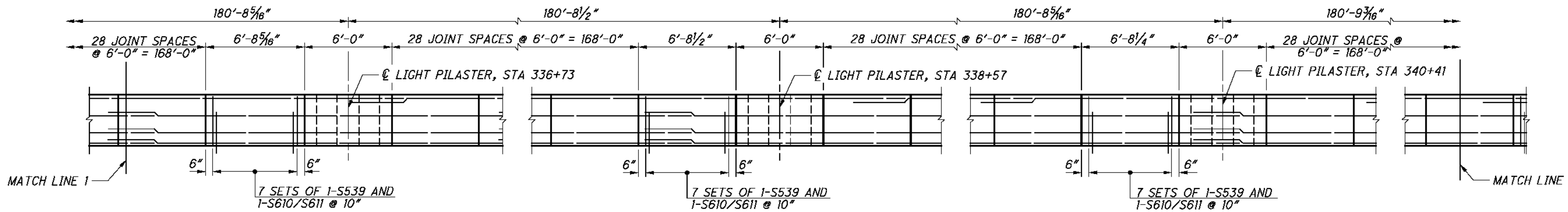
DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (7 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

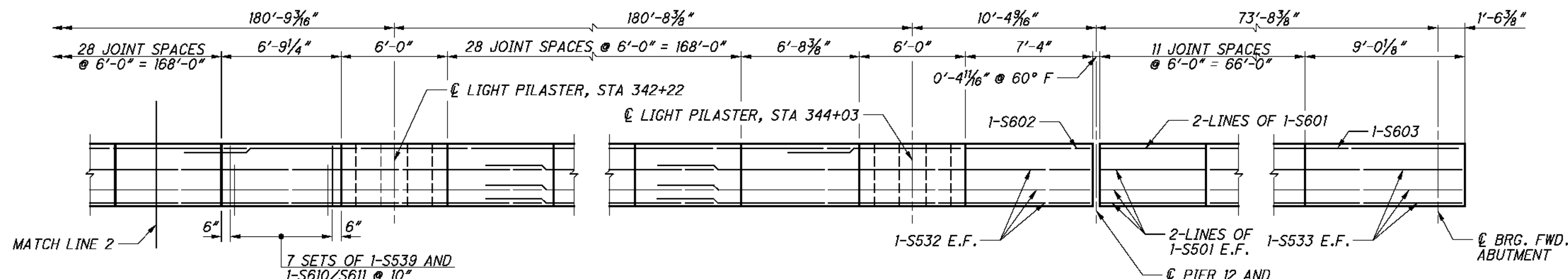
MOT-75-12.00
PID No. 77247



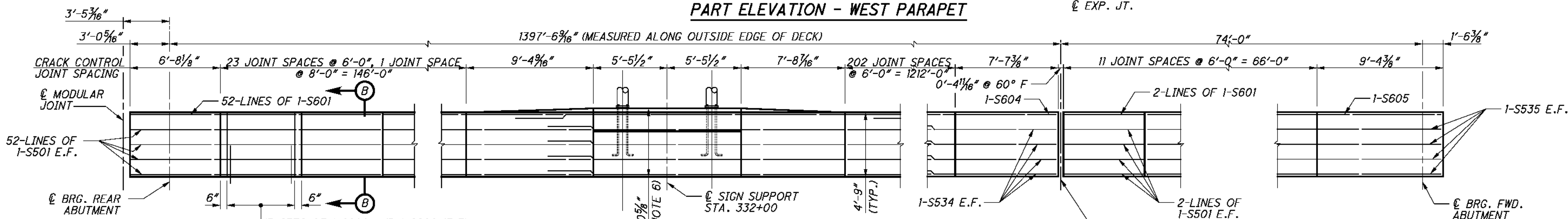
PART ELEVATION - WEST PARAPET



PART ELEVATION - WEST PARAPET



PART ELEVATION - WEST PARAPET



ELEVATION - MEDIAN BARRIER

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

NOTES:

1. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR SECTIONS A-A AND B-B AND DETAILS, SEE SHEET 166/229.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 212/229 THRU 229/229.
4. FOR LIGHT POLE PILASTER PLAN SEE SHEET 168/229.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT STANDARD DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN BARRIERS, REFER TO DETAIL AND NOTES ON ODOT DRAWING SBR-1-99.
6. FOR SIGN SUPPORT DETAILS, SEE SHEET 168/229.
7. FOR MODULAR EXP. JT. DETAILS, SEE SHEET 205/229 THRU 208/229.

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

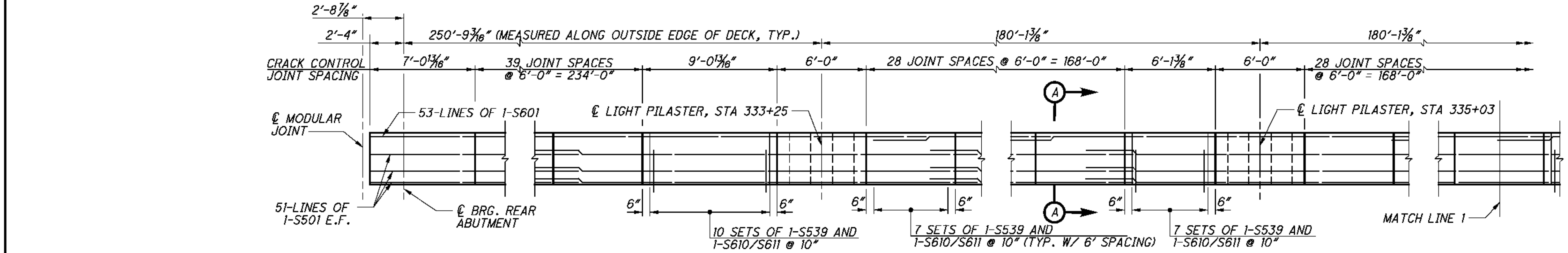
DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JWF	GHD	JWF		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

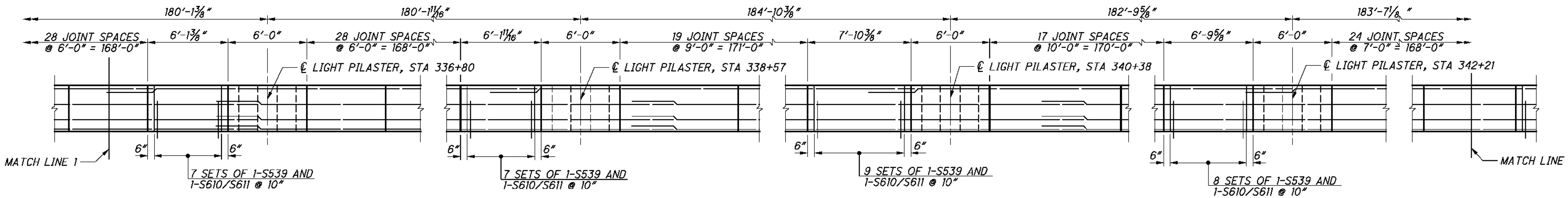
PARAPET AND MEDIAN BARRIER ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

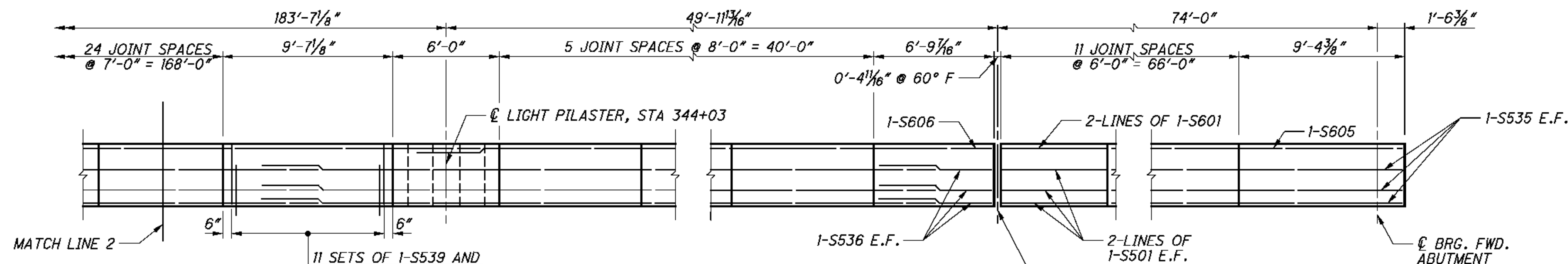
MOT-75-12.00
PID No. 77247



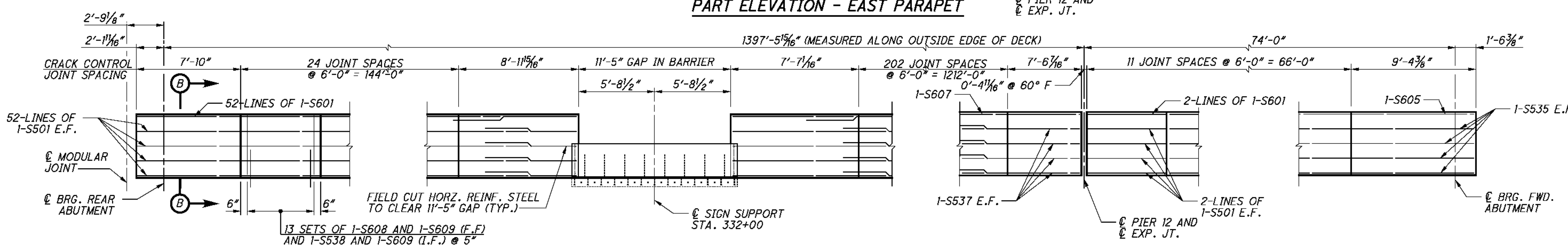
PART ELEVATION - EAST PARAPET



PART ELEVATION - EAST PARAPET



PART ELEVATION - EAST PARAPET



ELEVATION - MEDIAN BARRIER

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

NOTES:

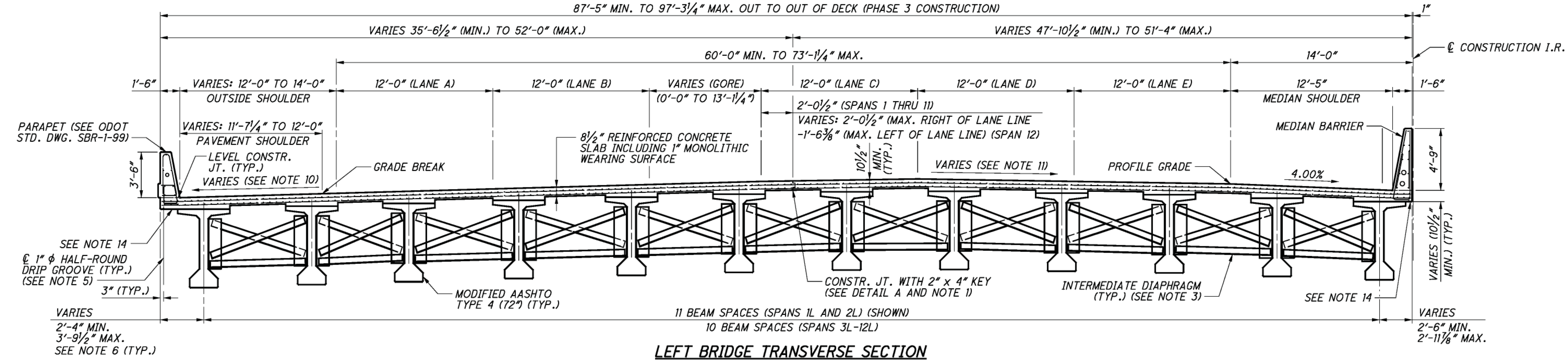
1. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR SECTIONS A-A AND B-B AND DETAILS, SEE SHEET 166/229.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 212/229 THRU 229/229.
4. FOR LIGHT POLE PILASTER PLAN SEE SHEET 168/229.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT STANDARD DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN BARRIERS, REFER TO DETAIL AND NOTES ON ODOT DRAWING SBR-1-99.
6. FOR SIGN SUPPORT DETAILS, SEE SHEET 168/229.
7. FOR MODULAR EXP. JT. DETAILS, SEE SHEET 205/229 THRU 208/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JWF	GHD	JWF		MSL	03/01/12	5707994/5708001

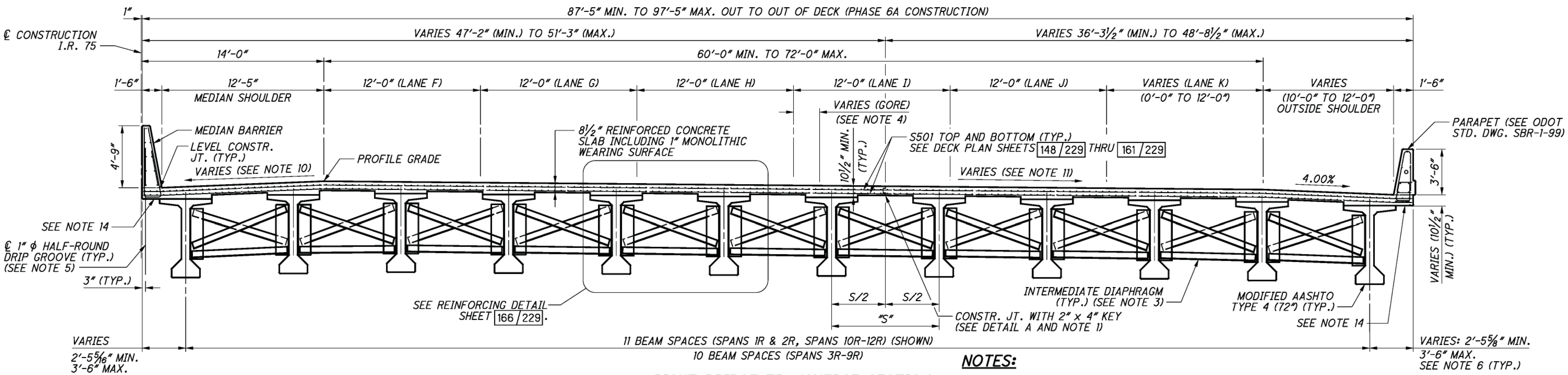
PARAPET AND MEDIAN BARRIER ELEVATION - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



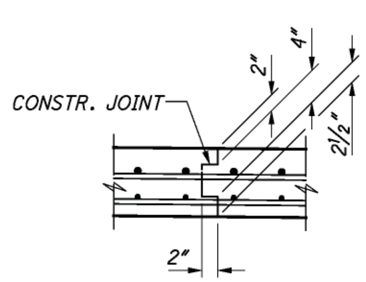
LEFT BRIDGE TRANSVERSE SECTION

(LOOKING UPSTATION)



RIGHT BRIDGE TRANSVERSE SECTION

(LOOKING UPSTATION)



DETAIL A

NOTES:

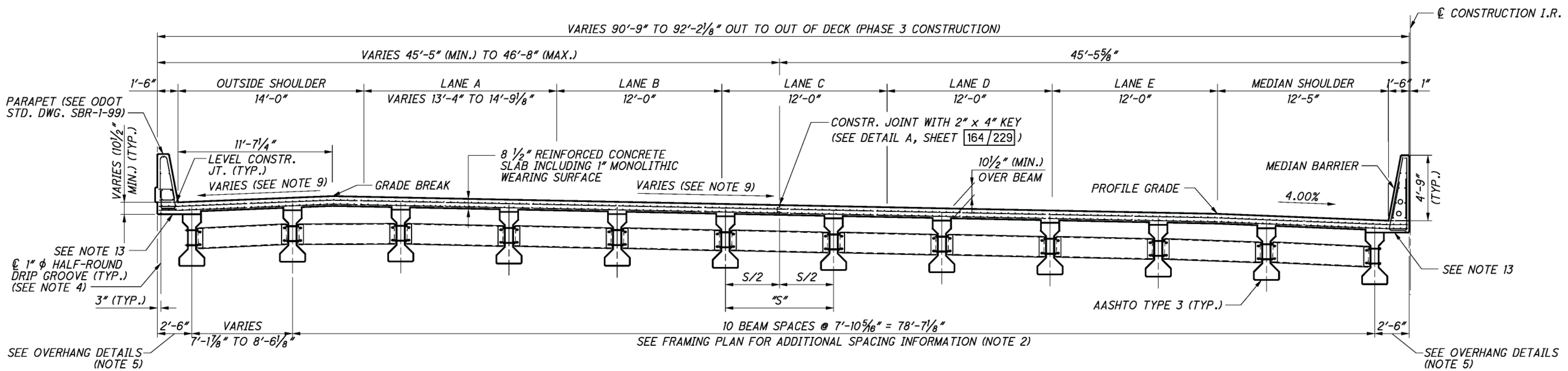
1. FOR LOCATION OF THE CONSTRUCTION JOINT RELATIVE TO THE BEAM LINES, SEE DECK PLAN SHEETS
2. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
3. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. SEE ODOT STANDARD DRAWING PSID-1-99. SEE GENERAL NOTES, SHEET 8/229.
4. THE GORE BETWEEN LANE H AND LANE I VARIES FROM 3-5⅝" AT STA. 330+20.29 TO 0'-0" AT STA. 331+94.39.
5. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACE OF THE ABUTMENT DIAPHRAGMS.
6. FOR OVERHANG DETAILS, SEE SHEET 170/229.
7. FOR REINFORCING DETAILS, SEE SHEET 166/229.
8. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 162/229 AND 163/229.
9. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 9/229.
10. FOR SUPERELEVATION TABLES, SEE SHEETS 171/229 THRU 173/229.
11. FOR ROUNDING DETAIL AND LOCATIONS SEE SHEETS 166/229 AND 172/229.
12. FOR LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE AND SRS CONCRETE TREATMENT, SEE SHEET 166/229.
13. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
14. THE BOTTOM OF OVERHANG IS HORIZONTAL AND IS AT THE SAME ELEVATION AS THE TOP OF THE FASCIA BEAM.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
NRF	GHD	DWC		MSL	03/01/12	5707994/5708001

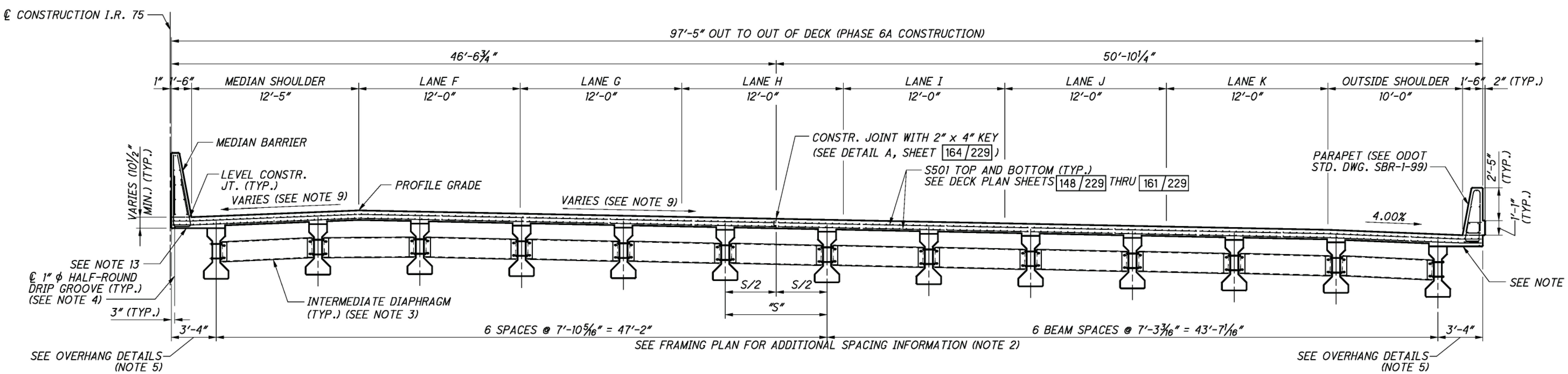
SPANS 1-12 TRANSVERSE SECTION
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



LEFT BRIDGE TRANSVERSE SECTION - SPAN 13

(LOOKING UPSTATION)



RIGHT BRIDGE TRANSVERSE SECTION - SPAN 13

(LOOKING UPSTATION)

NOTES:

1. FOR DECK SLAB PLANS, SEE SHEET 154/229 AND 161/229.
2. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
3. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. SEE ODOT STANDARD DRAWING PSID-1-99. SEE GENERAL NOTES, SHEET 8/229.
4. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACE OF THE ABUTMENT DIAPHRAGMS.
5. FOR OVERHANG DETAILS, SEE SHEET 170/229.
6. FOR REINFORCING DETAILS, SEE SHEET 166/229.
7. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 162/229 AND 163/229.
8. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 9/229.
9. FOR SUPERELEVATION TABLES, SEE SHEETS 171/229 THRU 173/229.
10. FOR ROUNDING DETAIL AND LOCATIONS SEE SHEETS 166/229 AND 166/229.
11. FOR LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) AND SRS CONCRETE TREATMENT, SEE SHEET 166/229.
12. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
13. THE BOTTOM OF OVERHANG IS HORIZONTAL AND IS AT THE SAME ELEVATION AS THE TOP OF THE FASCIA BEAM.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED NRF | CHECKED GHD | DRAWN DWC | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

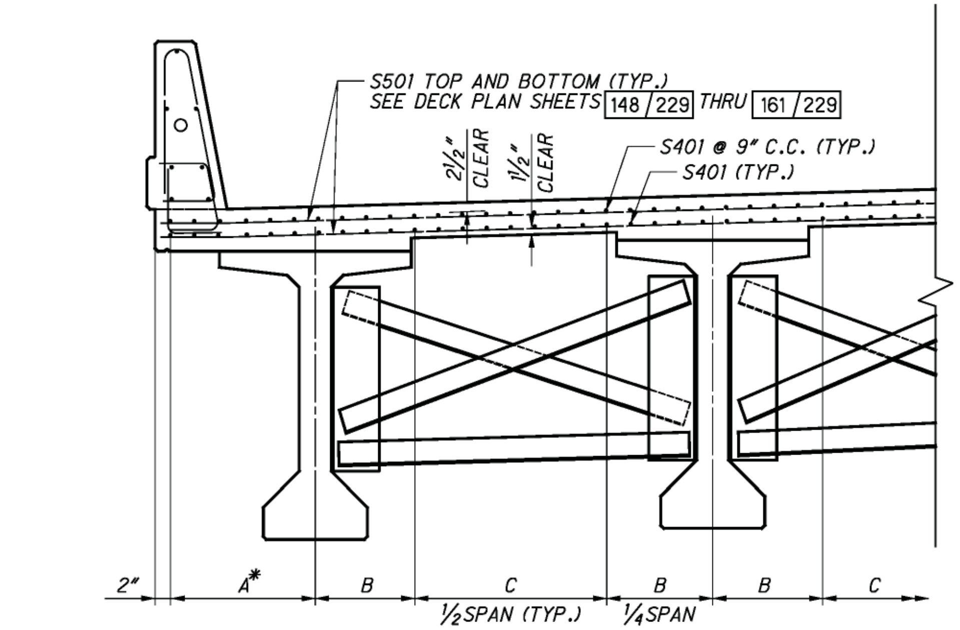
SPAN 13 TRANSVERSE SECTION

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

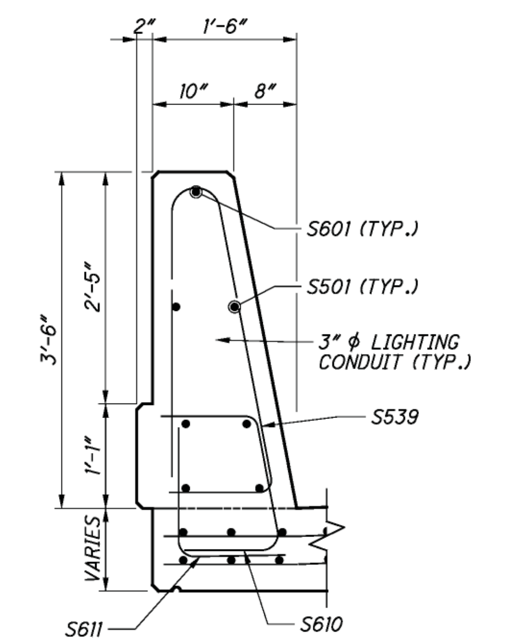
PID No. 77247



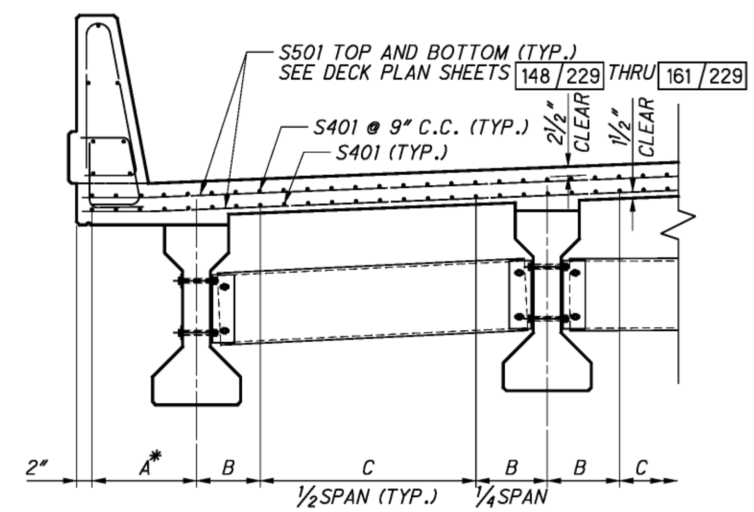
REINFORCING DETAIL
(TYPICAL SPANS 1-12)

* EXTERIOR OVERHANG SHOWN; MEDIAN OVERHANG SIMILAR

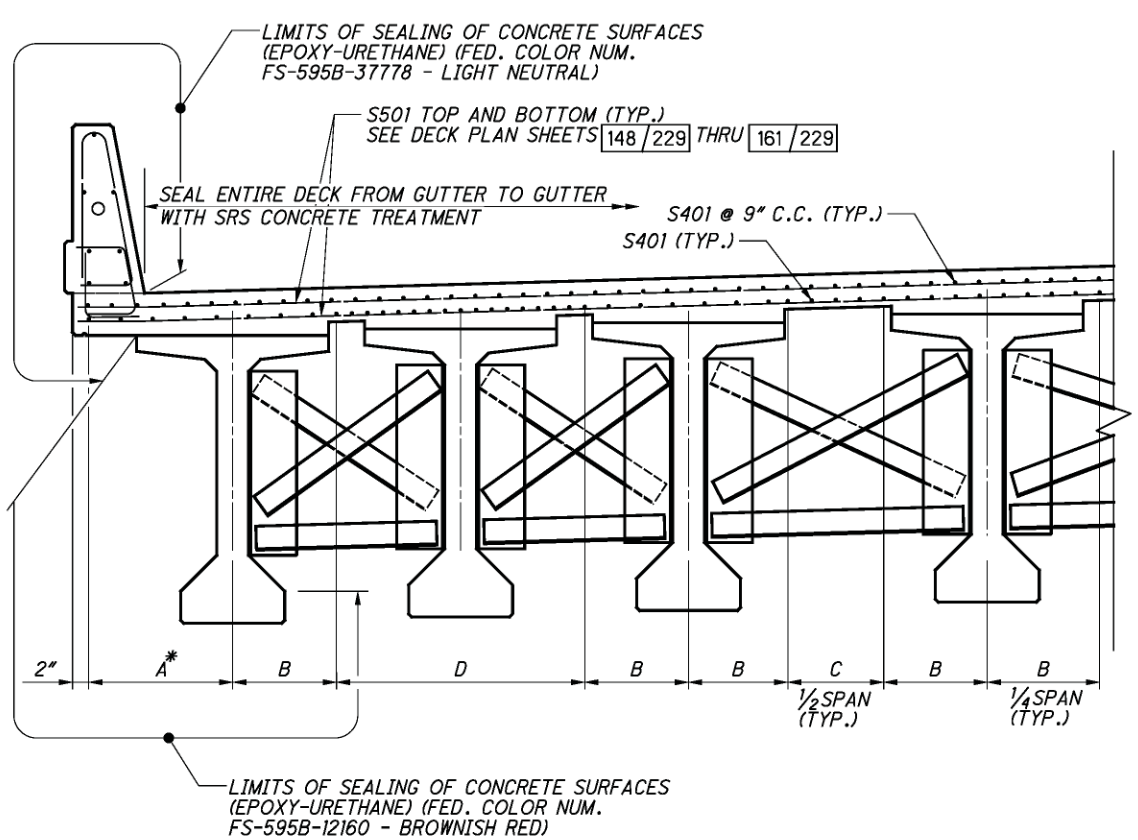
BOTTOM DECK REINFORCING SPACING				
	A	B	C	D
(GROUP 1)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	13 BARS @ 5" MAX	-
(GROUP 2)	6 BARS @ 6" MAX	3 BARS @ 8.5" MAX	9 BARS @ 5.75" MAX	-
(GROUP 3)	6 BARS @ 6" MAX	3 BARS @ 9" MAX	12 BARS @ 4.5" MAX	-
(GROUP 4)	4 BARS @ 6" MAX	3 BARS @ 8.5" MAX	11 BARS @ 4.75" MAX	-
(GROUP 5)	6 BARS @ 6" MAX	3 BARS @ 9.5" MAX	12 BARS @ 4.5" MAX	-
(GROUP 6)	6 BARS @ 6" MAX	3 BARS @ 7.75" MAX	11 BARS @ 4.25" MAX	-
(GROUP 7)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	17 BARS @ 5.5" MAX
(GROUP 8)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	15 BARS @ 5.25" MAX
(GROUP 9)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	13 BARS @ 5" MAX
(GROUP 10)	6 BARS @ 6" MAX	4 BARS @ 9" MAX	-	16 BARS @ 6.25" MAX
(GROUP 11)	6 BARS @ 6" MAX	4 BARS @ 9" MAX	-	14 BARS @ 4.75" MAX
(GROUP 12)	6 BARS @ 6" MAX	3 BARS @ 8.5" MAX	-	12 BARS @ 6.75" MAX
(GROUP 13)	6 BARS @ 6" MAX	3 BARS @ 9.5" MAX	-	14 BARS @ 6.75" MAX



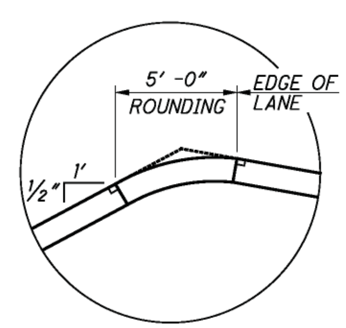
SECTION A-A
EXTERIOR PARAPET DETAIL



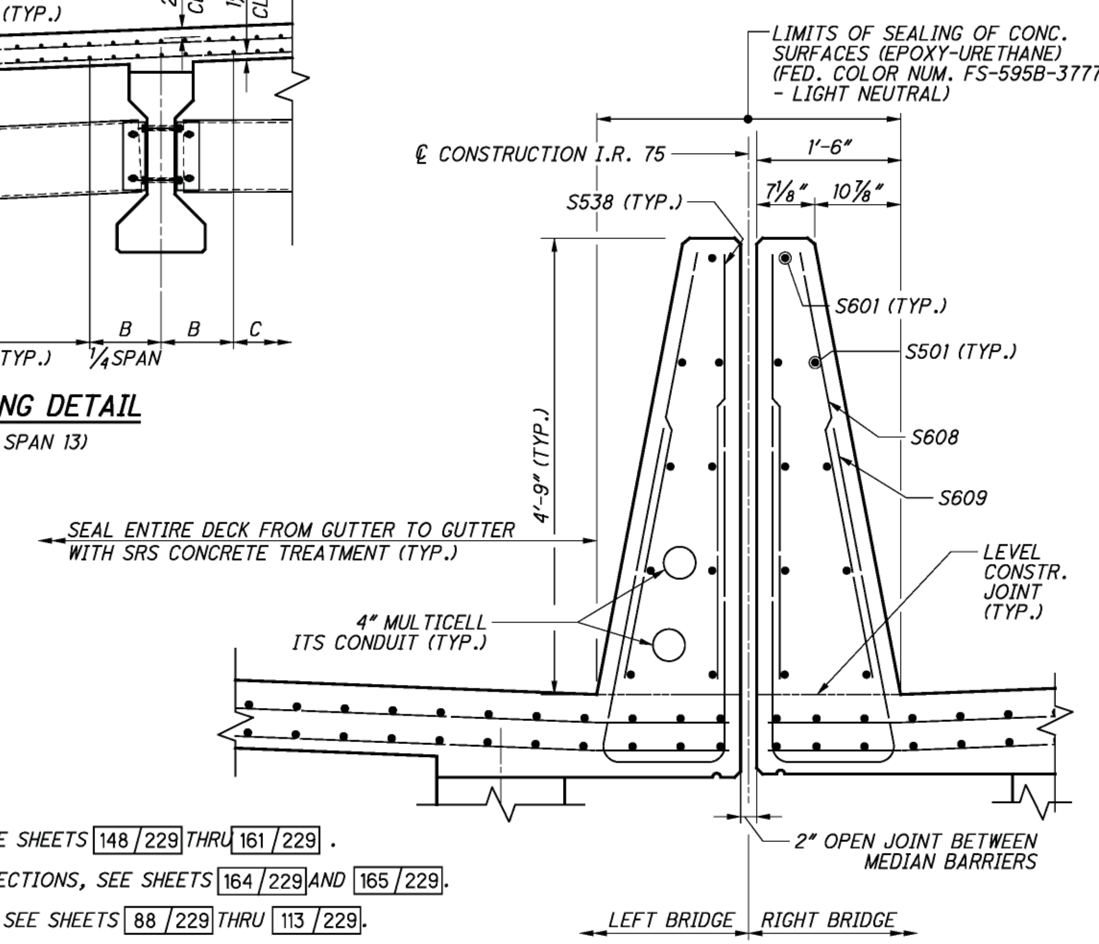
REINFORCING DETAIL
(TYPICAL SPAN 13)



REINFORCING AND SEALING DETAIL
(TYPICAL REINFORCING WHERE BEAM IS TO BE ADDED OR DROPPED)



ROUNDING DETAIL



SECTION B-B
MEDIAN BARRIER DETAIL
(LOOKING UPSTATION)

NOTES:

1. FOR DECK, PLAN SEE SHEETS 148/229 THRU 161/229 .
2. FOR TRANSVERSE SECTIONS, SEE SHEETS 164/229 AND 165/229.
3. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
4. FOR PARAPET AND BARRIER ELEVATIONS, SEE SHEETS 162/229 AND 163/229.
5. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
6. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.
7. FOR 3" LIGHTING CONDUIT DETAILS AND PAYMENT, SEE LIGHTING PLANS.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12 STRUCTURE FILE NUMBER 5707994/5708001

DRAWN JWF REVISED

DESIGNED JWF CHECKED GHD

SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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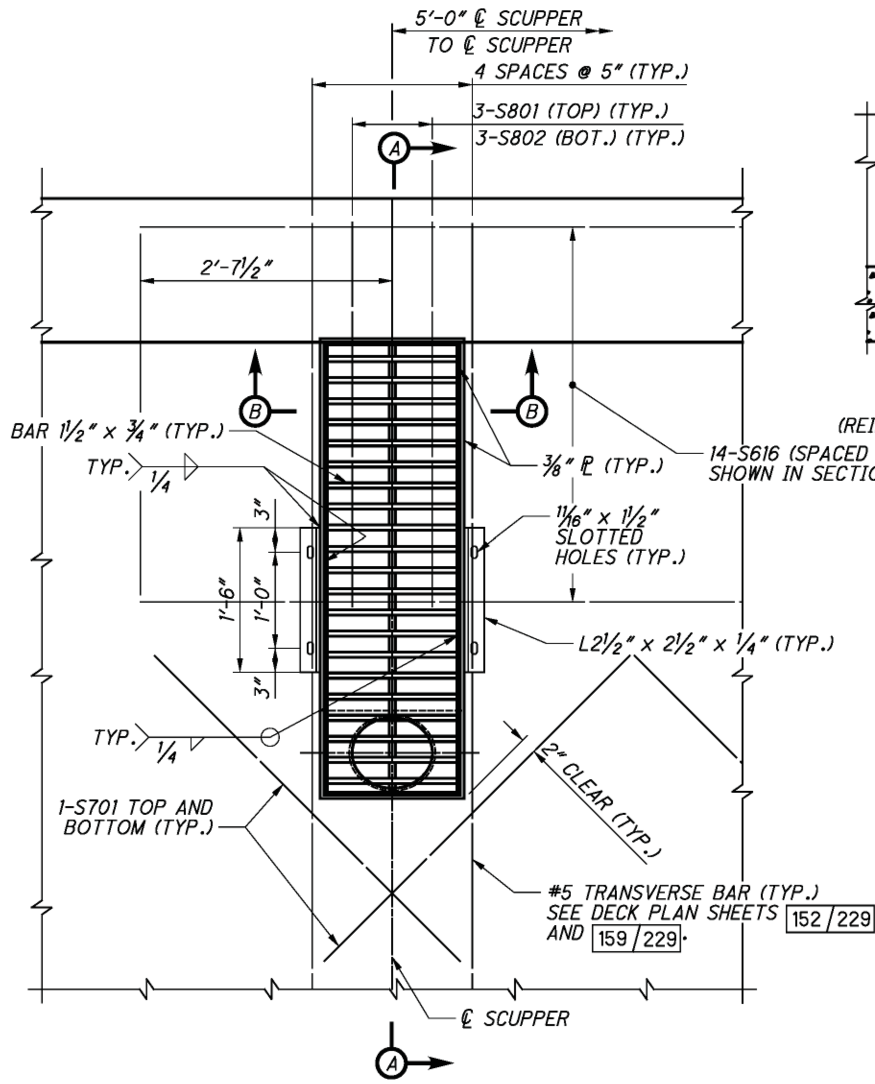
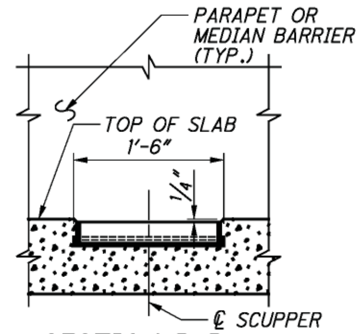


PLAN



SECTION B-B

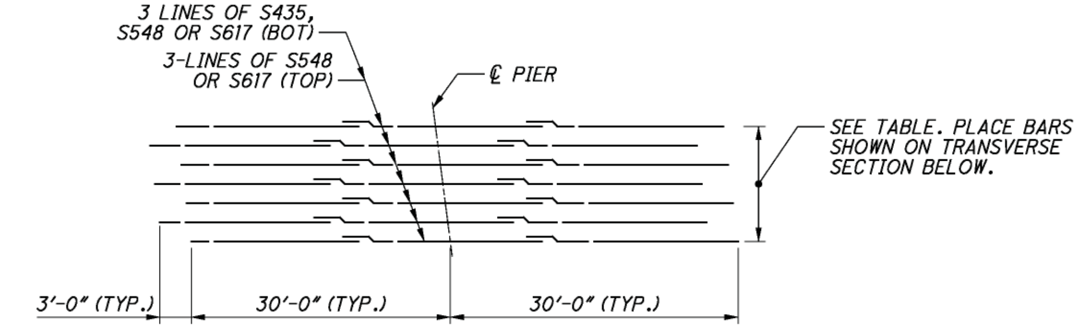
(REINF. STEEL NOT SHOWN)

SCUPPER LOCATION*	
STATION	OFFSET
341+00	86.00' LT.
341+05	86.00' LT.
341+25	1.58' RT.
341+30	1.58' RT.

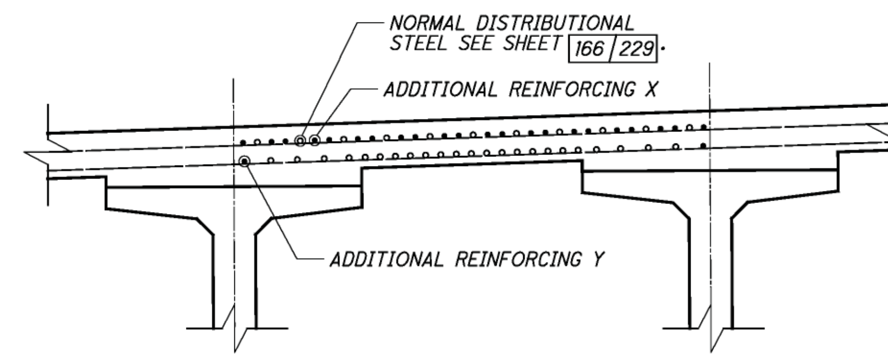
* - STATIONS AND OFFSETS ARE BASED ON ℄ I.R. 75 AND GIVEN AT TOE OF PARAPET OR MEDIAN BARRIER AND ℄ OF SCUPPER.

ADDITIONAL REINFORCING OVER PIERS			
PIER	BRIDGE	X	Y
1	L	22-S617	2-S435
	R	20-S617	8-S548
2	L	22-S548	5-S548
	R	21-S548	
3	L	18-S617	7-S617
	R	11-S617	
4	L	20-S617	4-S435
	R	21-S548	2-S435
5	L	20-S617	5-S617
	R	20-S548	2-S548
6	L	21-S617	4-S617
	R	21-S548	5-S617
7	L	20-S617	4-S617
	R	21-S617	4-S548
8	L	21-S617	
	R	22-S617	
9	L	21-S617	2-S548
	R	18-S617	4-S548
10	L	21-S617	
	R	21-S617	
11	L	21-S617	4-S617
	R	22-S548	3-S617
12	L		
	R		

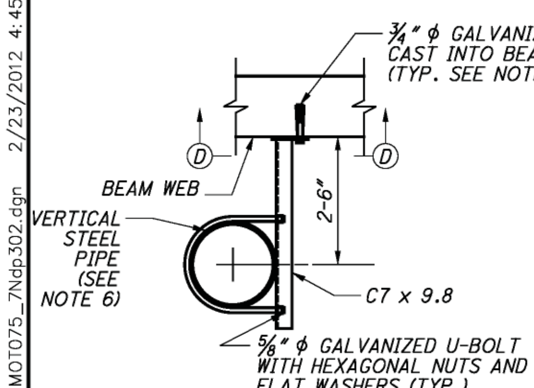
*SEE ADDITIONAL REINFORCING OVER PIERS DETAIL FOR LOCATION OF BARS.



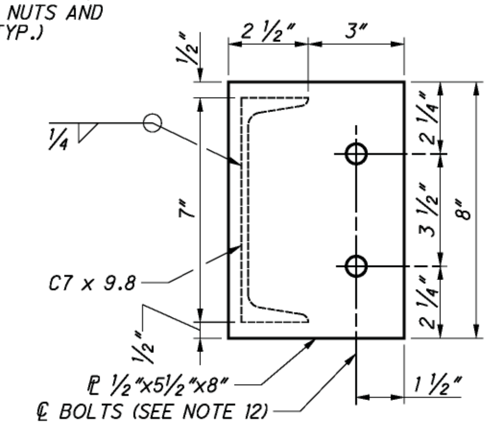
PIER LAP SPLICE LOCATIONS



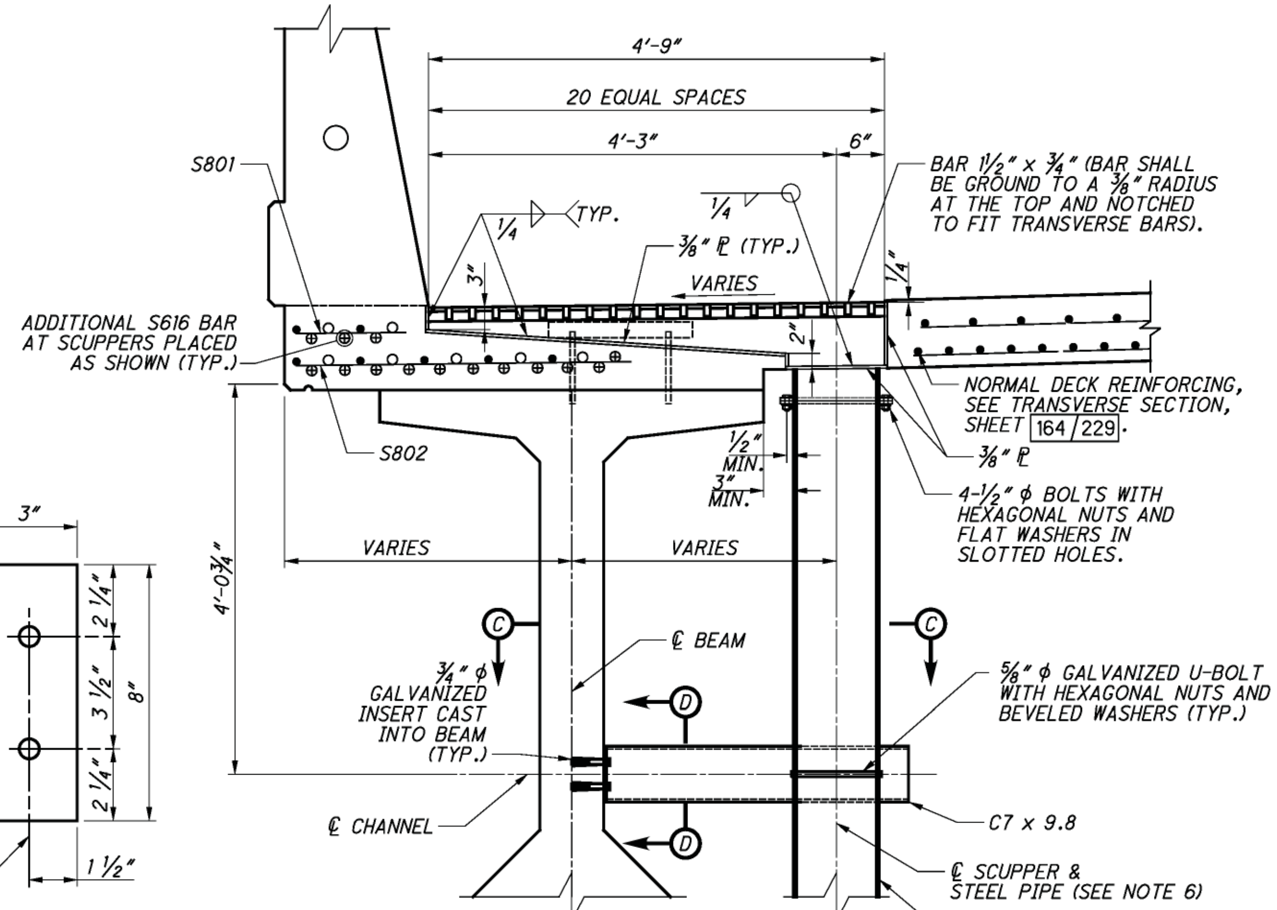
ADDITIONAL REINFORCING OVER PIERS



SECTION C-C



SECTION D-D



SECTION A-A

NOTES:

1. FOR SCUPPER LOCATIONS, SEE DECK PLAN, SHEETS 152/229 AND 159/229.
2. FOR NORMAL DECK REINFORCING SEE DECK PLAN SHEETS 148/229 THRU 161/229.
3. FOR TRANSVERSE SECTIONS SEE SHEETS 164/229 AND 165/229.
4. SCUPPERS, VERTICAL STEEL PIPES, AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 513, AVAILABLE COMMERCIALLY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. ALL SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS ITEM 514. THE PAINTING SHALL MATCH THE ADJACENT SUPERSTRUCTURE ELEMENT WITH THE FOLLOWING FEDERAL COLOR NUMBER: BROWNISH RED (FS-595B-12160). THE PAINTING OF THE SCUPPERS, VERTICAL PIPES AND SUPPORT SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO ITEM 518, SCUPPERS INCLUDING SUPPORTS, AS PER PLAN.
5. THE SCUPPERS AND SUPPORTS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
6. THE VERTICAL STEEL PIPES SHALL BE INCLUDED WITH ITEM 518, SCUPPERS INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
7. STRUCTURAL STEEL FOR PIPE SUPPORTS, INCLUDING CHANNELS AND CONNECTION PLATES SHALL BE ASTM A36 GRADE 36, GALVANIZED AND PAINTED ACCORDING TO NOTE 4 ABOVE.
8. PIPE JOINTS FOR VERTICAL STEEL PIPE SHALL BE MADE BY WELDING OR BY USE OF CLAMP-TYPE COUPLINGS HAVING A RING GASKET. ALL WELDING SHALL BE DONE BEFORE GALVANIZING.
9. THREADED INSERTS IN PRESTRESSED BEAM WEBS AND TOP FLANGES ARE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS (72", LEVEL 3) FOR PAYMENT. CONTRACTOR TO DETERMINE LOCATION OF THREADED INSERTS FOR BEAM WEBS BEFORE CASTING, FROM DETAILS PROVIDED IN THESE PLANS.
10. ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02 AND PAINTED ACCORDING TO NOTE 4 ABOVE.
11. FOR PRESTRESSED BEAM DETAILS, SEE SHEETS 114/229 THRU 125/229.
12. BOLTS SHALL BE CAPABLE OF DEVELOPING A PULLOUT RESISTANCE OF NOT LESS THAN 12,000 LBS. FOR CONNECTING TO PRESTRESSED GIRDERS, BOLTS SHALL BE ¾" DIAMETER GALVANIZED WITH THREADED GALVANIZED INSERT CAST INTO THE GIRDERS.

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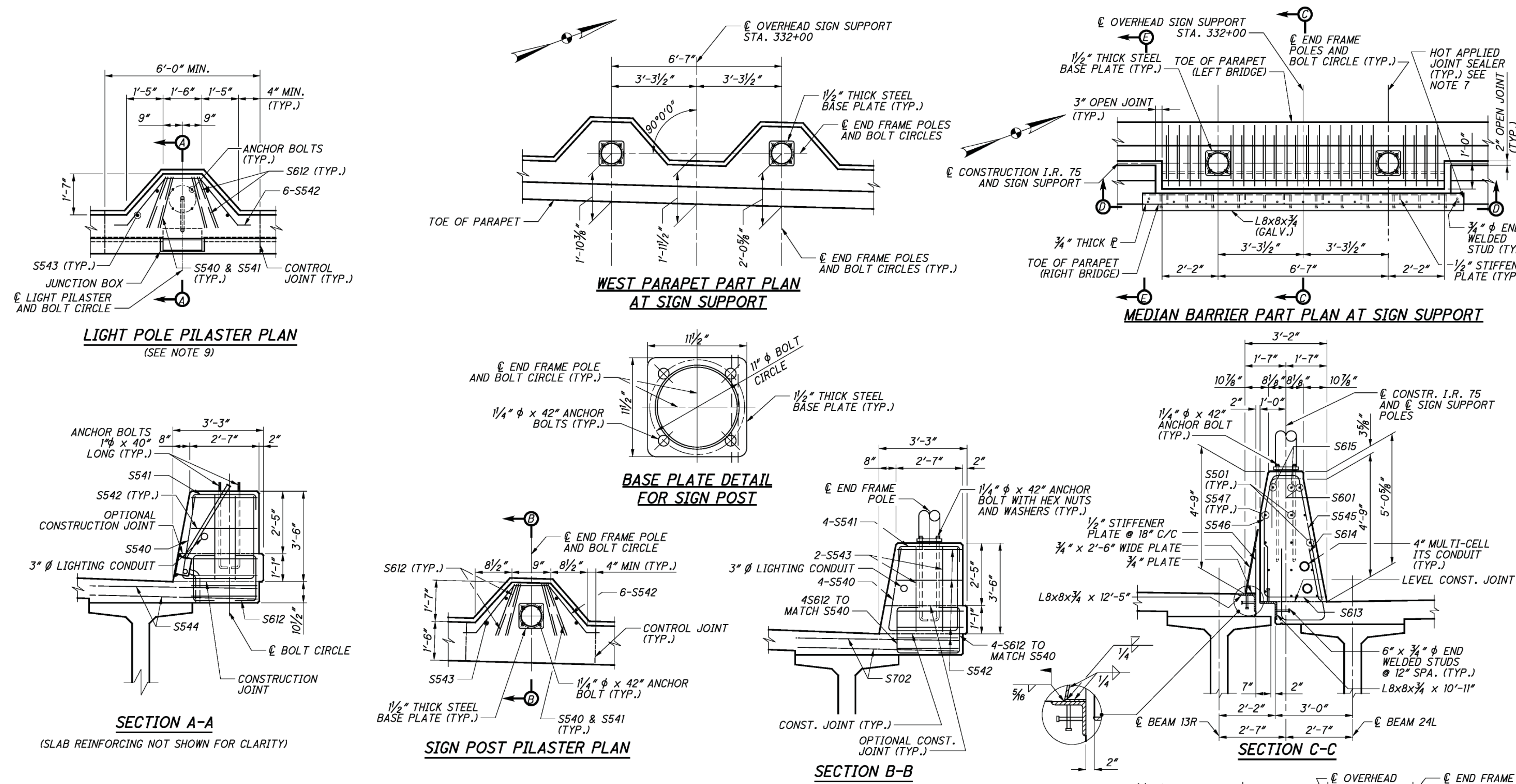
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

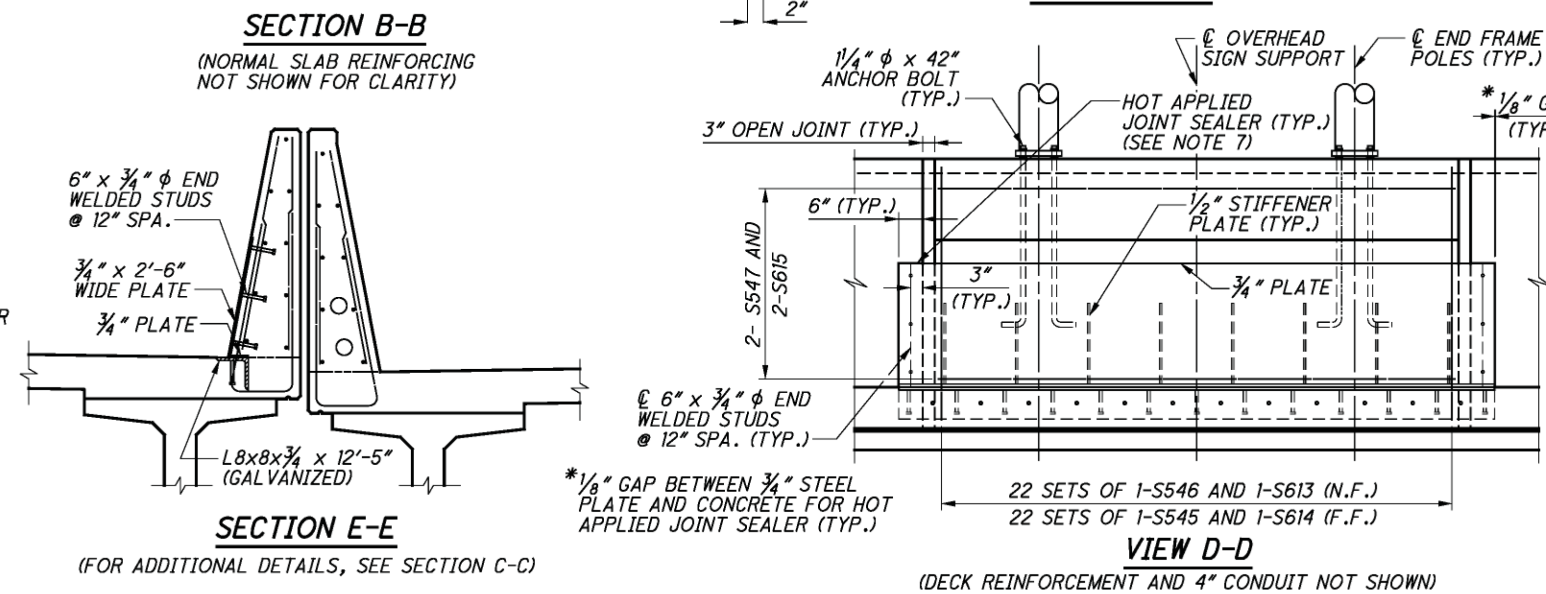
SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



NOTES:

1. FOR PARAPET DETAILS, SEE SHEET 166/229.
2. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
3. FOR REINFORCING STEEL LIST, SEE SHEET 212/229 THRU 229/229.
4. THE 1¼" ϕ ANCHOR BOLTS, NUTS, AND BASE PLATE SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT. (SEE SIGNING PLAN)
5. ALL STRUCTURAL STEEL SHALL BE GALVANIZED ACCORDING TO 711.02. GALVANIZING OF STEEL, BASE PLATE AND 1¼" ϕ ANCHOR BOLTS SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT.
6. DECK SLAB CONCRETE REQUIRED AT THE SIGN POLE SUPPORT SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN, FOR PAYMENT.
7. HOT APPLIED JOINT SEALER SHALL CONFORM TO 705.04 AND SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTURCTURE, AS PER PLAN, FOR PAYMENT.
8. FOR ADDITIONAL OVERHEAD SIGN SUPPORT DETAILS, SEE ODOT STANDARD DRAWING TC-7.65.
9. FOR LIGHT POLE PILASTER LOCATIONS, SEE SHEETS 162/229 AND 163/229.
10. FOR PARAPET AND MEDIAN BARRIER ELEVATIONS, SEE SHEETS 162/229 AND 163/229.



LIGHT POLE AND SIGN TRUSS SUPPORT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN JWF | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

MOT-75-12.00
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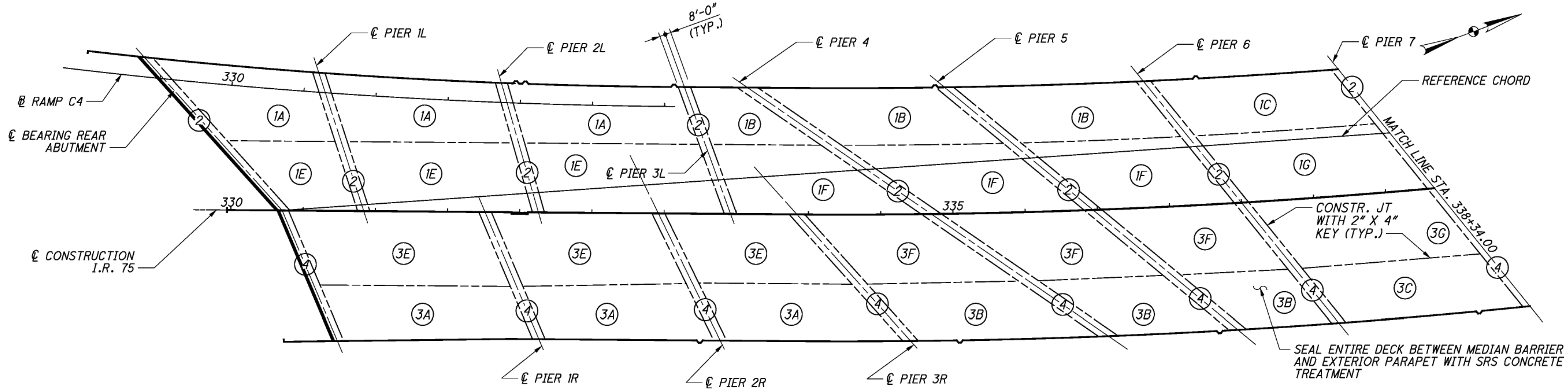
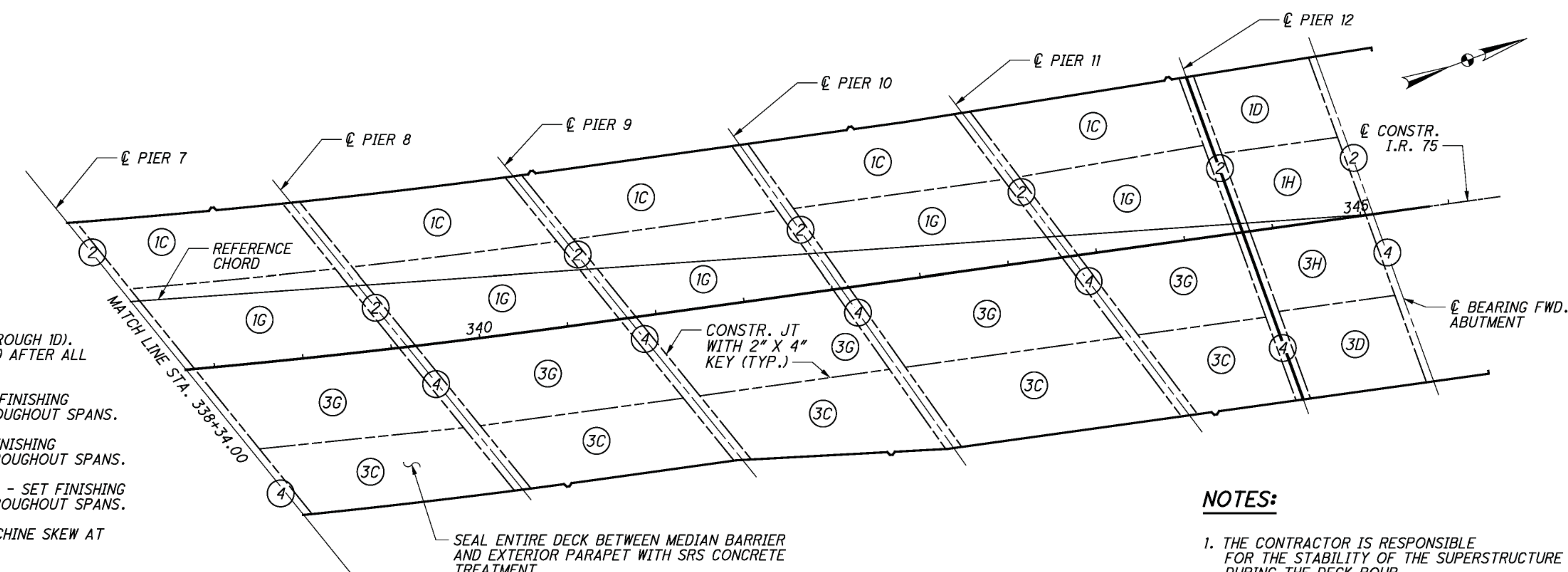


DECK POURING SEQUENCE - PART PLAN



DECK POURING SEQUENCE - PART PLAN

DECK POURING SEQUENCE DIRECTIONS

ALL SKEW ANGLES LISTED ARE WITH RESPECT TO THE REFERENCE CHORD AND ARE ORIENTED RIGHT FORWARD.

LEFT BRIDGE POURING DIRECTIONS (PHASE 3 CONSTRUCTION)

POUR OUTSIDE PORTIONS OF DECK SPANS FIRST (POURS LABELED 1A THROUGH 1D). POUR INSIDE PORTIONS OF DECK SPANS (POURS LABELED 1E THROUGH 1H) AFTER ALL OUTSIDE POURS HAVE BEEN COMPLETED.

FOR SPANS 1L, 2L AND 3L (OUTSIDE POURS 1A, INSIDE POURS 1E) - SET FINISHING MACHINE SKEW AT 14 DEGREES AND POUR CONCRETE AT 14 DEGREES THROUGHOUT SPANS.

FOR SPANS 4L, 5 AND 6 (OUTSIDE POURS 1B, INSIDE POURS 1F) - SET FINISHING MACHINE SKEW AT 45 DEGREES AND POUR CONCRETE AT 45 DEGREES THROUGHOUT SPANS.

FOR SPANS 7, 8, 9, 10, 11 AND 12 (OUTSIDE POURS 1C, INSIDE POURS 1G) - SET FINISHING MACHINE SKEW AT 35 DEGREES AND POUR CONCRETE AT 35 DEGREES THROUGHOUT SPANS.

FOR SPAN 13 - (OUTSIDE POUR 1D, INSIDE POUR 1H) - SET FINISHING MACHINE SKEW AT 16 DEGREES AND POUR CONCRETE AT 16 DEGREES THROUGHOUT SPAN.

POUR PORTIONS OF DECK POSITIONED OVER SUBSTRUCTURES (POURS LABELED 2) AFTER ALL INSIDE POURS (1E THROUGH 1H) HAVE BEEN COMPLETED.

RIGHT BRIDGE POURING DIRECTIONS (PHASE 6A CONSTRUCTION)

POUR OUTSIDE PORTIONS OF DECK SPANS FIRST (POURS LABELED 3A THROUGH 3D). POUR INSIDE PORTIONS OF DECK SPANS (POURS LABELED 3E THROUGH 3H) AFTER ALL OUTSIDE POURS HAVE BEEN COMPLETED.

FOR SPANS 1R, 2R AND 3R (OUTSIDE POURS 3A, INSIDE POURS 3E) - SET FINISHING MACHINE SKEW AT 22 DEGREES AND POUR CONCRETE AT 22 DEGREES THROUGHOUT SPANS.

FOR SPANS 4R, 5 AND 6 (OUTSIDE POURS 3B, INSIDE POURS 3F) - SET FINISHING MACHINE SKEW AT 45 DEGREES AND POUR CONCRETE AT 45 DEGREES THROUGHOUT SPANS.

FOR SPANS 7, 8, 9, 10, 11 AND 12 (OUTSIDE POURS 3C, INSIDE POURS 3G) - SET FINISHING MACHINE SKEW AT 35 DEGREES AND POUR CONCRETE AT 35 DEGREES THROUGHOUT SPANS.

FOR SPAN 13 (OUTSIDE POUR 3D, INSIDE POUR 3H) - SET FINISHING MACHINE SKEW AT 16 DEGREES AND POUR CONCRETE AT 16 DEGREES THROUGHOUT SPAN.

POUR PORTIONS OF DECK POSITIONED OVER SUBSTRUCTURES (POURS LABELED 4) AFTER ALL INSIDE POURS (3E THROUGH 3H) HAVE BEEN COMPLETED.

NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SUPERSTRUCTURE DURING THE DECK POUR.
2. FOR ADDITIONAL DECK POUR NOTES, SEE ODOT STANDARD DRAWING PSID-I-99.

LEGEND:

1A = POUR 1A	3A = POUR 3A	2 = POUR 2
1B = POUR 1B	3B = POUR 3B	4 = POUR 4
1C = POUR 1C	3C = POUR 3C	
1D = POUR 1D	3D = POUR 3D	
1E = POUR 1E	3E = POUR 3E	
1F = POUR 1F	3F = POUR 3F	
1G = POUR 1G	3G = POUR 3G	
1H = POUR 1H	3H = POUR 3H	

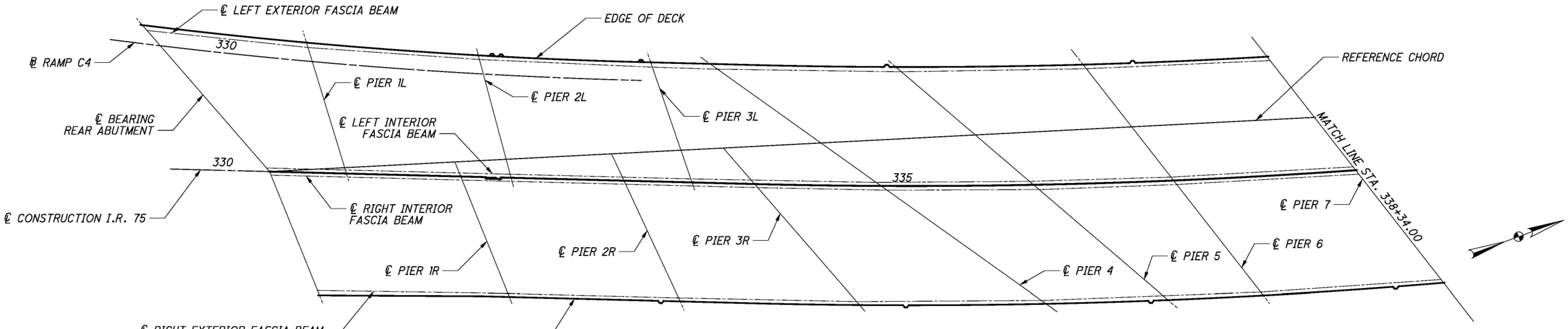
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JDH	GHD	MEH		MSL	03/01/12

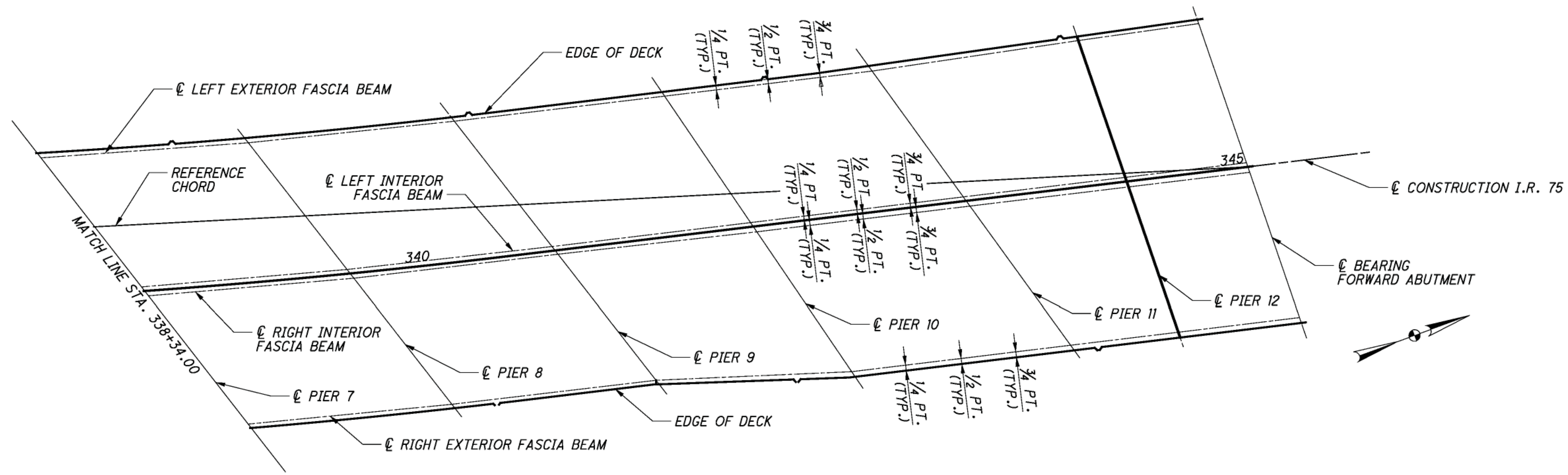
STRUCTURE FILE NUMBER 5707994/5708001

DECK POURING SEQUENCE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



DECK OVERHANG - PART PLAN



DECK OVERHANG - PART PLAN

NOTES:

1. ALL DECK OVERHANG DIMENSIONS ARE MEASURED FROM ℄ BEAM TO EDGE OF DECK AND ARE NORMAL TO THE FASCIA BEAM.

TABLE OF DECK OVERHANG DIMENSIONS

BEAM	℄ BRG. REAR ABUTMENT	¼ PT.	½ PT.	¾ PT.	℄ PIER 1L/1R	¼ PT.	½ PT.	¾ PT.	℄ PIER 2L/2R	¼ PT.	½ PT.	¾ PT.	℄ PIER 3L/3R	¼ PT.	½ PT.	¾ PT.	℄ PIER 4	¼ PT.	½ PT.	¾ PT.	℄ PIER 5	¼ PT.	½ PT.	¾ PT.	℄ PIER 6	¼ PT.	½ PT.	¾ PT.	℄ PIER 7
LEFT, EXT.	3′-6″	3′-1⅞″	3′-7⁄16″	3′-1⅞″	3′-6″	2′-11 13⁄16″	2′-8¾″	2′-8¾″	3′-0″	2′-8¾″	2′-8¾″	2′-11¾″	3′-6″	3′-6 13⁄16″	3′-7⅝″	3′-8½″	3′-9¼″	3′-4⅝″	3′-2″	3′-2½″	3′-6″	3′-0⅛″	2′-9 5⁄16″	2′-9⅝″	3′-0⅞″	2′-8⅛″	2′-6 5⁄16″	2′-7⅝″	3′-0″
LEFT, INT.	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-8¾″	2′-10¾″	2′-9⅞″	2′-6″	2′-9⅛″	2′-10⅛″	2′-9⅛″	2′-6″	2′-8⅝″	2′-9½″	2′-8⅝″	2′-6″	2′-10⅜″	2′-11⅞″	2′-10⅜″	2′-6″
RIGHT, EXT.	3′-6″	3′-1⅞″	2′-9¾″	2′-5⅝″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-8″	2′-9⅞″	2′-9¼″	2′-6″	2′-10½″	3′-0″	2′-10½″	2′-6″	2′-10¼″	3′-1¼″	3′-3″	3′-3⅜″	3′-2¼″	3′-0⅜″	2′-9⅝″	2′-6″	2′-10¼″	2′-11⅝″	2′-10¼″	2′-6″
RIGHT, INT.	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-5 5⁄16″	2′-6″	2′-8¼″	3′-0″	2′-10½″	2′-10⅞″	3′-1½″	3′-6″	3′-1⅞″	2′-11½″	2′-10¾″	2′-11⅝″	2′-7 5⁄16″	2′-5⅞″	2′-7½″	3′-0″

BEAM	℄ PIER 7	¼ PT.	½ PT.	¾ PT.	℄ PIER 8	¼ PT.	½ PT.	¾ PT.	℄ PIER 9	¼ PT.	½ PT.	¾ PT.	℄ PIER 10	¼ PT.	½ PT.	¾ PT.	℄ PIER 11	¼ PT.	½ PT.	¾ PT.	℄ PIER 12	¼ PT.	½ PT.	¾ PT.	℄ BRG. FWD. ABUTMENT
LEFT, EXT.	3′-0″	2′-8″	2′-6¾″	2′-8″	3′-0″	2′-6¾″	2′-4⅛″	2′-4″	2′-6⅝″	2′-6⅜″	2′-7″	2′-7½″	2′-8″	2′-8″	2′-8″	2′-8¾″	3′-4 5⁄16″	3′-1¾″	2′-11⅛″	2′-8⅝″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″
LEFT, INT.	2′-6″	2′-9⅞″	2′-11⅛″	2′-9⅞″	2′-6″	2′-9⅝″	2′-10¾″	2′-9¼″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″
RIGHT, EXT.	2′-6″	2′-9¾″	2′-11″	2′-9¾″	2′-6″	2′-7⅜″	2′-6½″	2′-5⅜″	2′-6″	2′-9″	2′-11⅞″	3′-2⅞″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″
RIGHT, INT.	3′-0″	2′-3⁄16″	2′-6⅞″	2′-3⁄16″	3′-0″	2′-6⅝″	2′-3¾″	2′-3⅜″	2′-4½″	2′-7⅜″	2′-10¼″	3′-1⅛″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″

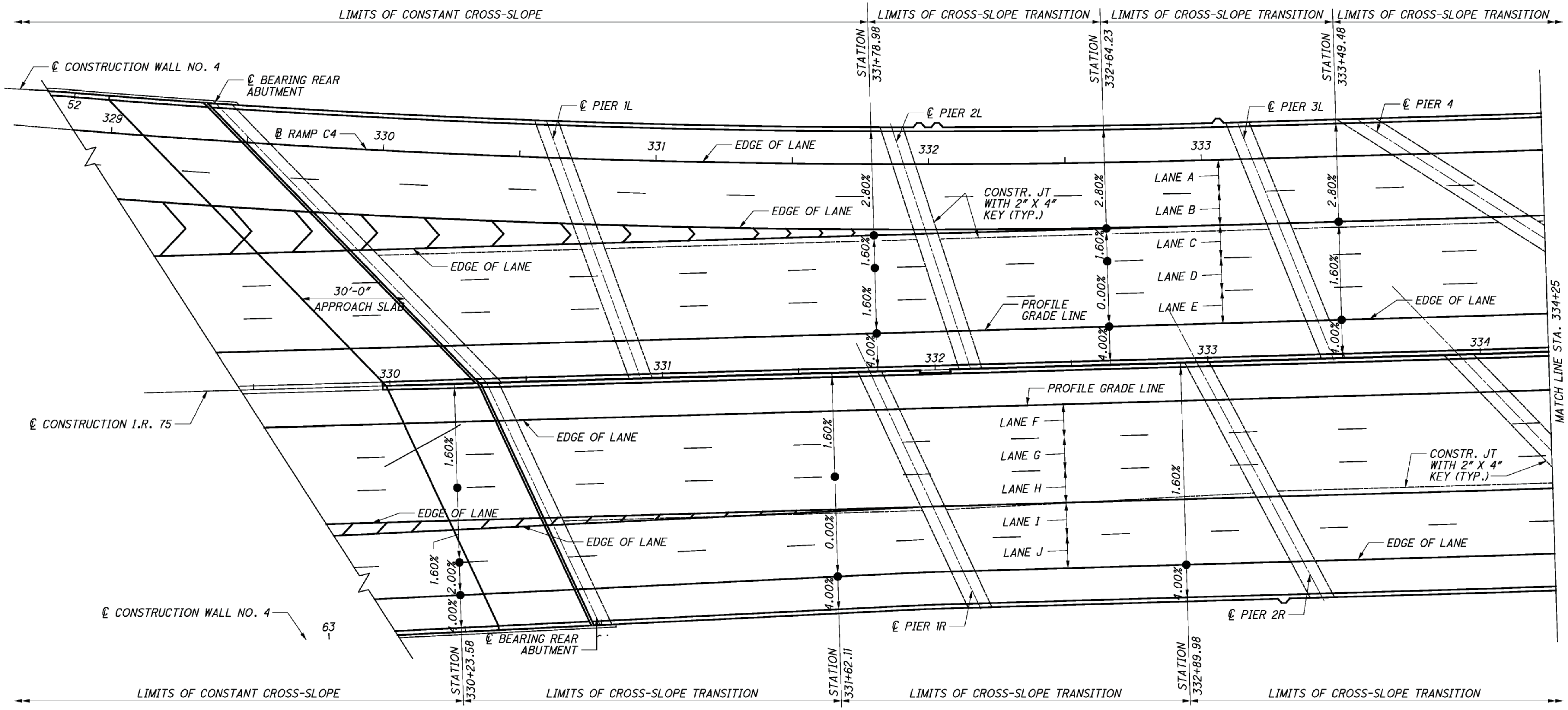
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN MEH | REVISED
DESIGNED JDH | CHECKED JWF

DECK OVERHANG DIMENSIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

SUPERELEVATION TABLE - LEFT BRIDGE

OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 1.60%	+ 1.60%	- 4.00%	330+00.00
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 1.60%	+ 1.60%	- 4.00%	331+78.98
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 0.74%	+ 0.74%	- 4.00%	332+25.00
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	0.00%	0.00%	- 4.00%	332+64.23
- 2.80%	- 2.80%	- 2.80%	-	- 1.60%	- 0.80%	- 0.80%	- 4.00%	333+06.77
- 2.80%	- 2.80%	- 2.80%	-	- 1.60%	- 1.60%	- 1.60%	- 4.00%	333+49.48
- 2.80%	- 2.80%	- 2.80%	-	- 2.10%	- 2.10%	- 2.10%	- 4.00%	333+89.44



SUPERELEVATION TABLE - RIGHT BRIDGE

STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
329+99.30	- 1.60%	+ 1.60%	+ 1.60%	- 1.60%	- 1.60%	- 1.60%	- 2.00%	-	- 4.00%
330+23.58	- 1.60%	+ 1.60%	+ 1.60%	- 1.60%	- 1.60%	- 1.60%	- 2.00%	-	- 4.00%
331+00.00	- 1.60%	+ 1.60%	+ 1.60%	- 0.72%	- 0.72%	- 0.72%	- 0.90%	-	- 4.00%
331+62.11	- 1.60%	+ 1.60%	+ 1.60%	0.00%	0.00%	0.00%	0.00%	-	- 4.00%
332+25.00	- 1.60%	+ 1.60%	+ 1.60%	+ 0.79%	-	+ 0.79%	+ 0.79%	-	- 4.00%
332+89.98	- 1.60%	+ 1.60%	+ 1.60%	+ 1.60%	-	+ 1.60%	+ 1.60%	-	- 4.00%
333+25.00	- 1.86%	+ 1.86%	+ 1.86%	+ 1.86%	-	+ 1.86%	+ 1.86%	-	- 4.00%

PARTIAL SUPERELEVATION TRANSITION PLAN

NOTES:

1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE
3. FOR ROUNDING DETAIL, SEE SHEET 166/229.

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12 STRUCTURE FILE NUMBER 5707994/5708001

DESIGNED JWF DRAWN JWF CHECKED NRF REVISED

SUPERELEVATION TRANSITION PLAN (1 OF 3)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

171/229

1418/1565

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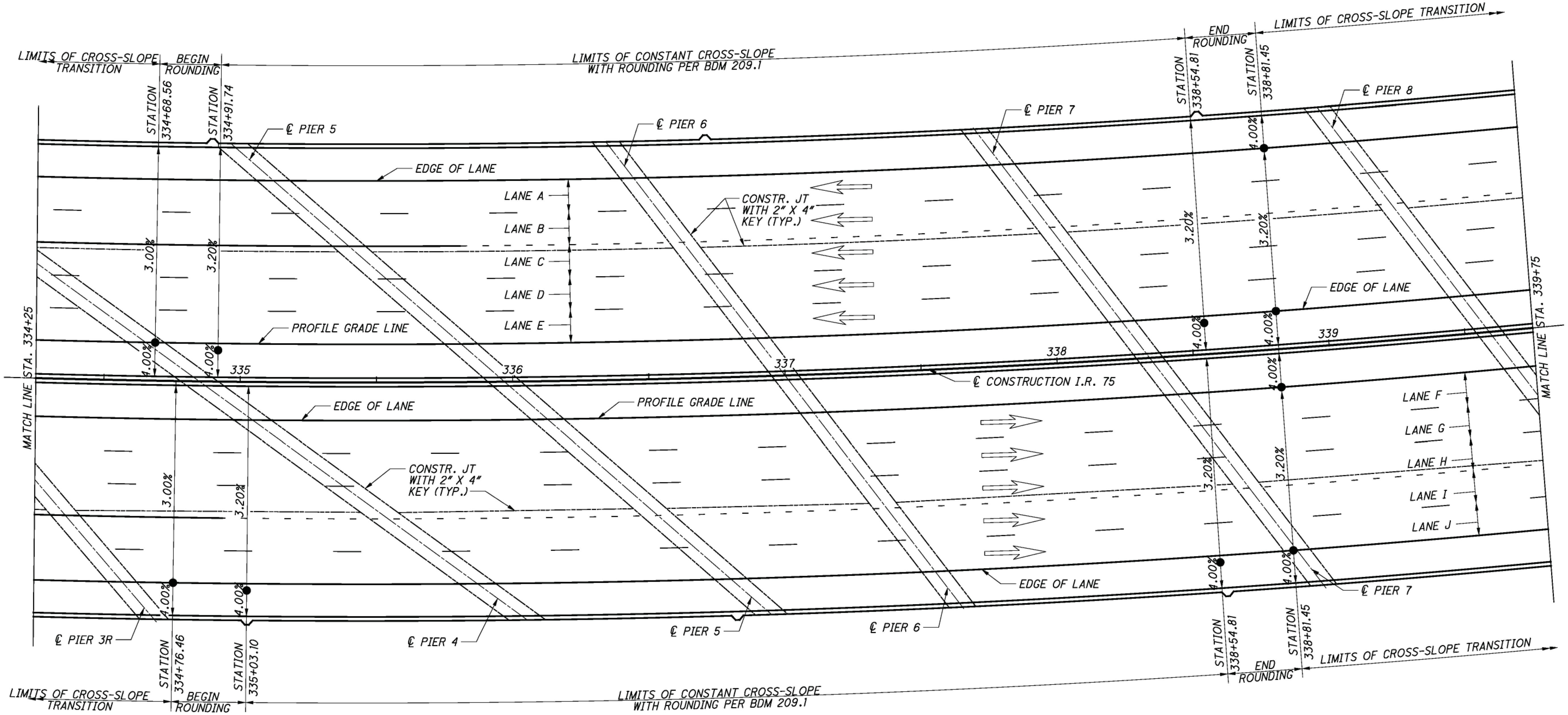
SUPERELEVATION TABLE - LEFT BRIDGE								
OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 2.80%	- 2.80%	- 2.80%	-	- 2.80%	- 2.80%	- 2.80%	- 4.00%	334+45.38
- 3.00%	- 3.00%	- 3.00%	-	- 3.00%	- 3.00%	- 3.00%	- 4.00%*	334+68.56
- 3.20%	- 3.20%	- 3.20%	-	- 3.20%	- 3.20%	- 3.20%	- 4.00%*	334+91.74
- 3.20%	- 3.20%	- 3.20%	-	- 3.20%	- 3.20%	- 3.20%	- 4.00%*	338+54.81
- 4.00%	- 3.00%	- 3.00%	-	- 3.00%	- 3.00%	- 3.00%	- 4.00%*	338+81.45
- 4.00%	- 2.86%	- 2.86%	-	- 2.86%	- 2.86%	- 2.86%	- 4.00%	339+00.00

* INDICATES AREAS WHERE ROUNDING IS REQUIRED PER BDM 209.1



PARTIAL SUPERELEVATION TRANSITION PLAN

SUPERELEVATION TABLE - RIGHT BRIDGE									
STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
334+76.46	- 3.00%	+ 3.00%	+ 3.00%	+ 3.00%	-	+ 3.00%	+ 3.00%	-	- 4.00%*
335+03.10	- 3.20%	+ 3.20%	+ 3.20%	+ 3.20%	-	+ 3.20%	+ 3.20%	-	- 4.00%*
338+54.81	- 3.20%	+ 3.20%	+ 3.20%	+ 3.20%	-	+ 3.20%	+ 3.20%	-	- 4.00%*
338+81.45	- 4.00%	+ 3.00%	+ 3.00%	+ 3.00%	-	+ 3.00%	+ 3.00%	-	- 4.00%*
339+00.00	- 4.00%	+ 2.86%	+ 2.86%	+ 2.86%	-	+ 2.86%	+ 2.86%	-	- 4.00%

* INDICATES AREAS WHERE ROUNDING IS REQUIRED PER BDM 209.1

NOTES:

1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE

. FOR ROUNDING DETAIL, SEE SHEET 166/229.

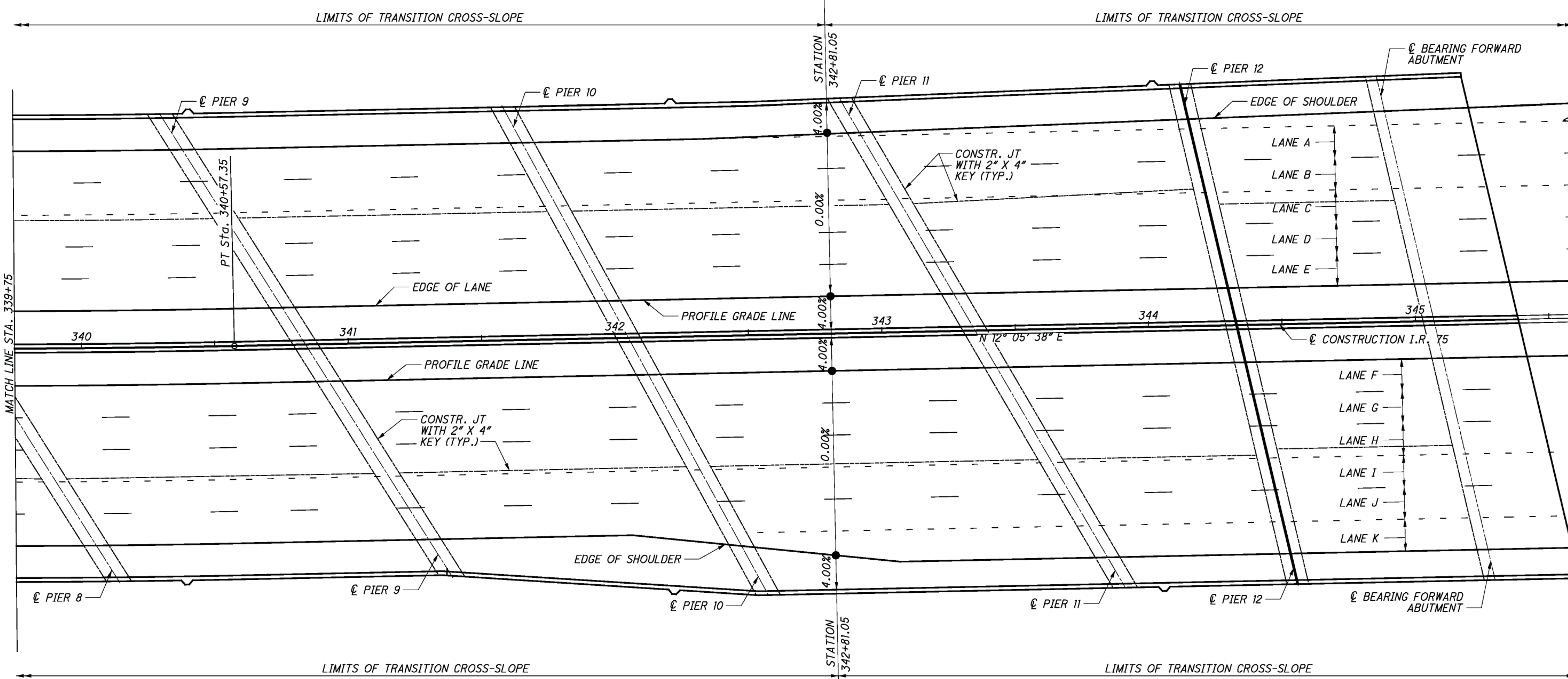
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
JWF	NRF	JWF		MSL	03/01/12	5707994/5708001

SUPERELEVATION TRANSITION PLAN (2 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SUPERELEVATION TABLE - LEFT BRIDGE								
OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 4.00%	- 1.92%	- 1.92%	-	- 1.92%	- 1.92%	- 1.92%	- 4.00%	340+25.00
- 4.00%	- 0.98%	- 0.98%	-	- 0.98%	- 0.98%	- 0.98%	- 4.00%	341+50.00
- 4.00%	- 0.23%	- 0.23%	-	- 0.23%	- 0.23%	- 0.23%	- 4.00%	342+49.88
- 4.00%	0.00%	0.00%	-	0.00%	0.00%	0.00%	- 4.00%	342+81.05
- 4.00%	+ 0.89%	+ 0.89%	-	+ 0.89%	+ 0.89%	+ 0.89%	- 4.00%	344+00.00
- 4.00%	+ 1.46%	+ 1.46%	-	+ 1.46%	+ 1.46%	+ 1.46%	- 4.00%	344+75.00
- 4.00%	+ 2.75%	+ 2.75%	-	+ 2.75%	+ 2.75%	+ 2.75%	- 4.00%	346+47.35



SUPERELEVATION TABLE - RIGHT BRIDGE									
STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
340+25.00	- 4.00%	+ 1.92%	+ 1.92%	+ 1.92%	-	+ 1.92%	+ 1.92%	-	- 4.00%
341+50.00	- 4.00%	+ 0.98%	+ 0.98%	+ 0.98%	-	+ 0.98%	+ 0.98%	-	- 4.00%
342+49.88	- 4.00%	+ 0.23%	+ 0.23%	+ 0.23%	-	+ 0.23%	+ 0.23%	+ 0.23%	- 4.00%
342+81.05	- 4.00%	0.00%	0.00%	0.00%	-	0.00%	0.00%	0.00%	- 4.00%
344+00.00	- 4.00%	- 0.89%	- 0.89%	- 0.89%	-	- 0.89%	- 0.89%	- 0.89%	- 4.00%
344+75.00	- 4.00%	- 1.46%	- 1.46%	- 1.46%	-	- 1.46%	- 1.46%	- 1.46%	- 4.00%
346+47.35	- 4.00%	- 2.75%	- 2.75%	- 2.75%	-	- 2.75%	- 2.75%	- 2.75%	- 4.00%

PARTIAL SUPERELEVATION TRANSITION PLAN

NOTES:

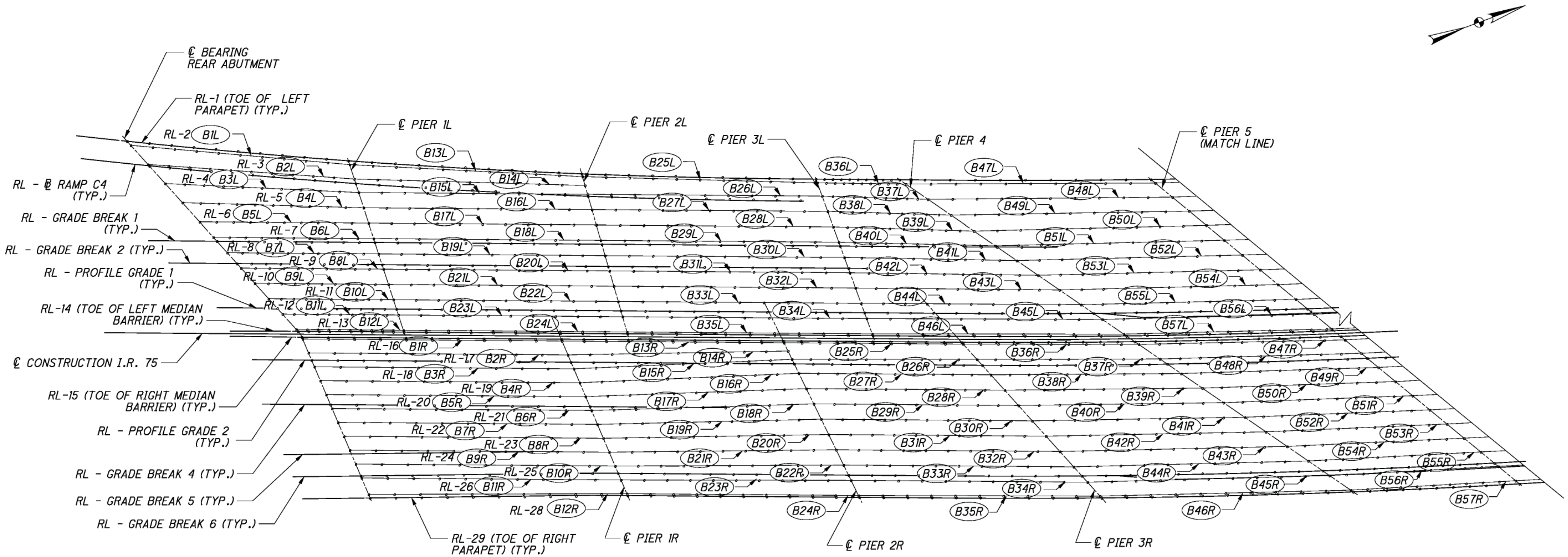
1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE
3 FOR ROUNDING DETAIL, SEE SHEET 166/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JWF REVISED
DESIGNED JWF CHECKED NRF

SUPERELEVATION TRANSITION PLAN (3 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL REFERENCE LINE LAYOUT

(SPAN 1 THRU 5)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS 6 THRU 9, SEE SHEET 175/229.
2. FOR REFERENCE LINE LAYOUT PLANS 10 THRU 13, SEE SHEET 176/229.
3. FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
4. FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS 177/229 AND 178/229.
5. FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS 166/229 AND 171/229.

LEGEND:

(BXXX) = BEAM NUMBER

—o— = 10TH POINT REFERENCE LOCATION

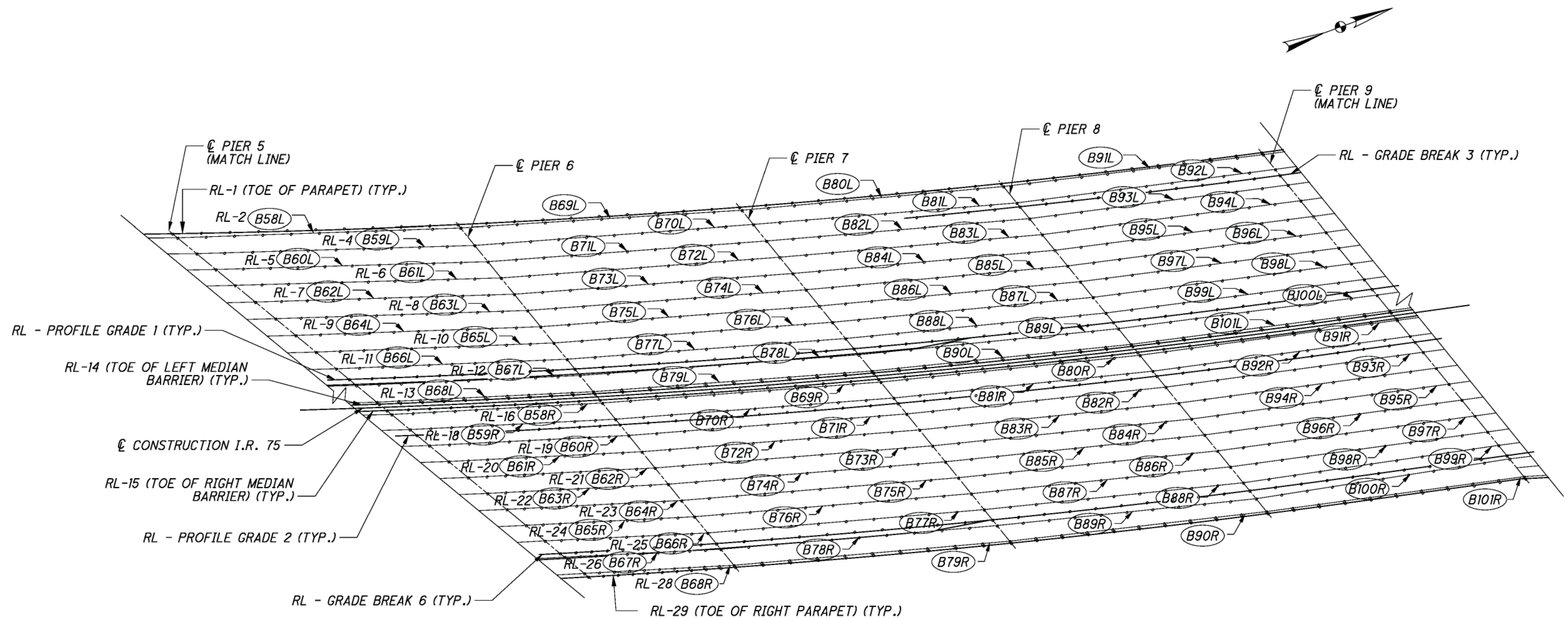
RL-X = REFERENCE LINE

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

REFERENCE LINE LAYOUT (SPANS 1 - 5)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL REFERENCE LINE LAYOUT

(SPAN 6 THRU 9)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS 1 THRU 5, SEE SHEET 174/229.
2. FOR REFERENCE LINE LAYOUT PLANS 10 THRU 13, SEE SHEET 176/229.
3. FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
4. FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS 177/229 AND 178/229.
5. FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS 166/229 AND 171/229.

LEGEND:

BXXX = BEAM NUMBER
—o— = 10TH POINT REFERENCE LOCATION
RL-X = REFERENCE LINE

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

REFERENCE LINE LAYOUT (SPANS 6 - 9)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

175/229

1422
1565

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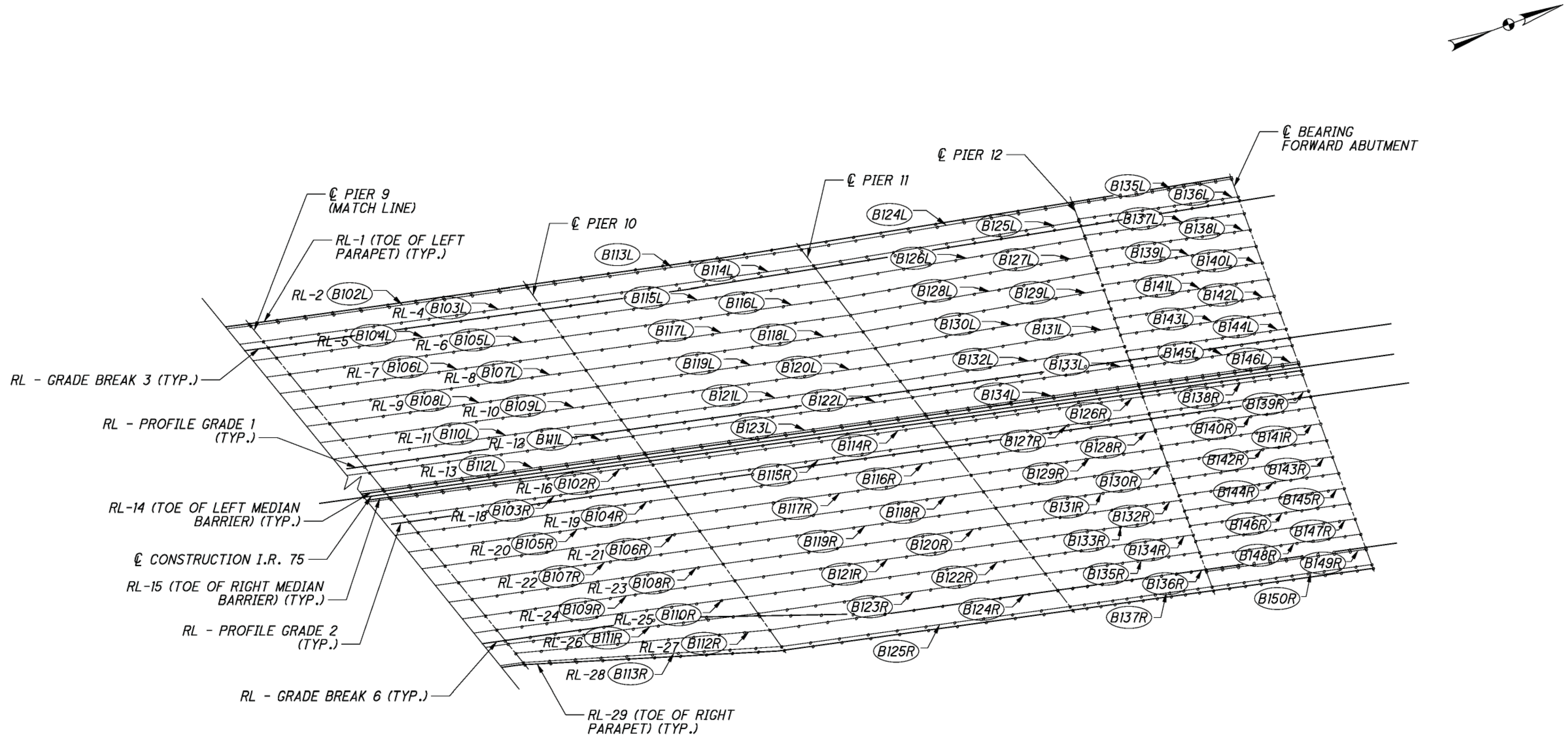

PARTIAL REFERENCE LINE LAYOUT

(SPAN 10 THRU 13)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS 1 THRU 5, SEE SHEET 174/229.
2. FOR REFERENCE LINE LAYOUT PLANS 6 THRU 9, SEE SHEET 175/229.
3. FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
4. FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS 177/229 AND 178/229.
5. FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS 166/229 AND 171/229.

LEGEND:

BXXX = BEAM NUMBER

—o— = 10TH POINT REFERENCE LOCATION

RL-X = REFERENCE LINE

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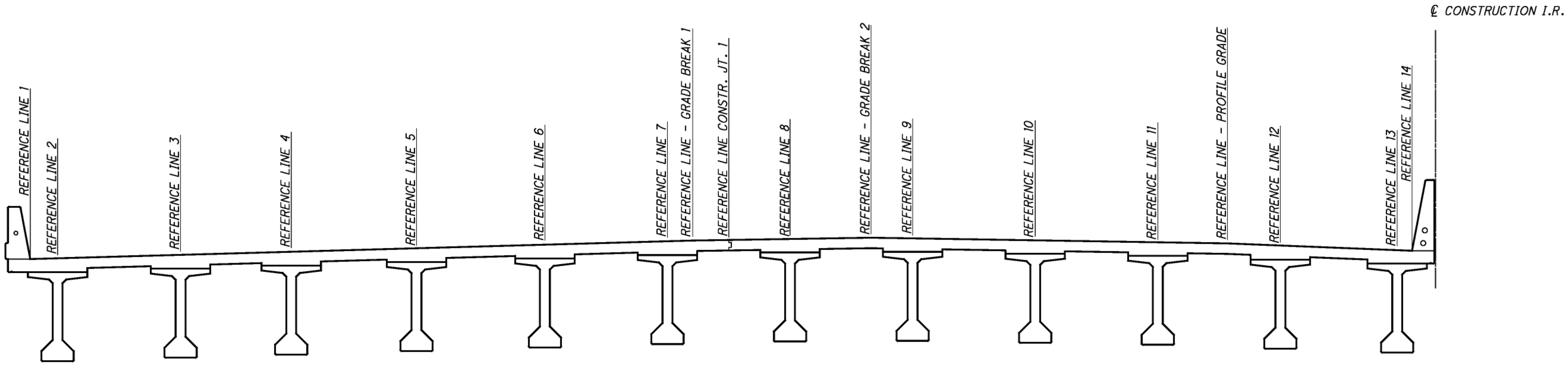
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

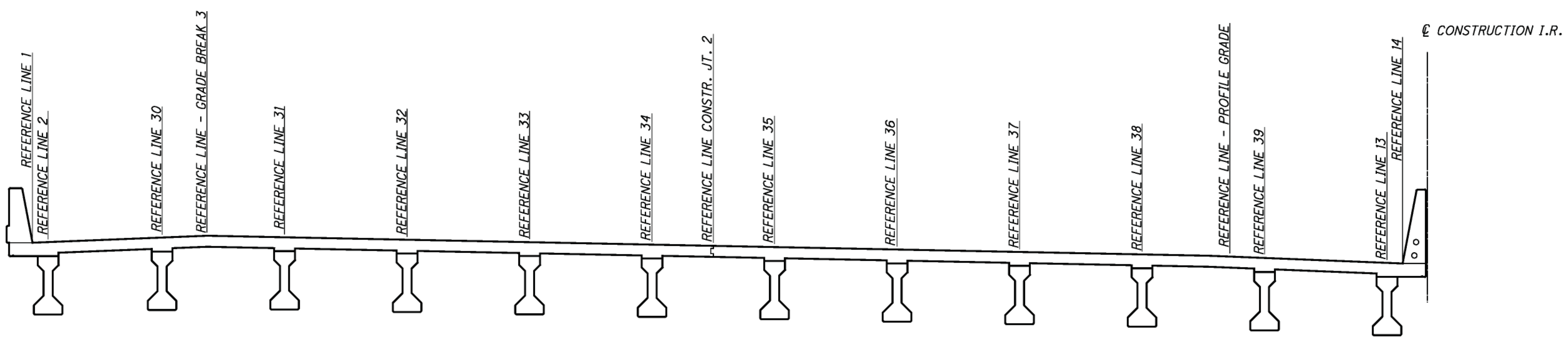
REFERENCE LINE LAYOUT (SPANS 10 - 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



REFERENCE LINE LOCATIONS (LEFT BRIDGE SPANS 1 THRU 12)

(LOOKING UPSTATION)



REFERENCE LINE LOCATIONS (LEFT BRIDGE SPAN 13)

(LOOKING UPSTATION)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS, SEE SHEETS 174/229 THRU 176/229.
2. FOR REFERENCE ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
3. FOR ADDITIONAL REFERENCE LINE - GRADE BREAK LOCATIONS, SEE REFERENCE LINE LAYOUT PLANS.
4. SOME REFERENCE LINES NOT PRESENT ALONG ENTIRE SUPERSTRUCTURE, SEE REFERENCE LINE LAYOUT PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

REFERENCE LINE SECTIONS - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

177/229

1424/1565

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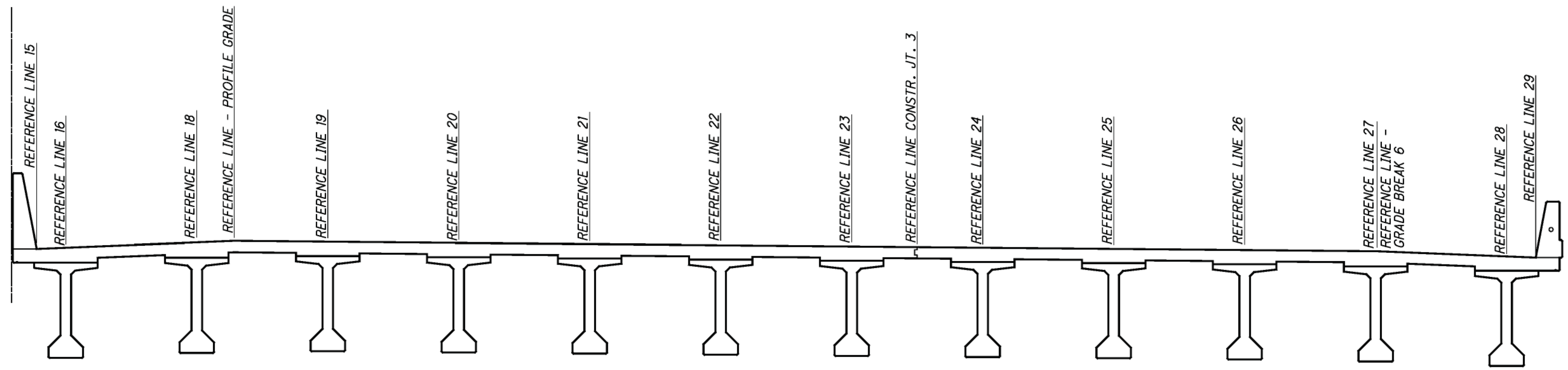
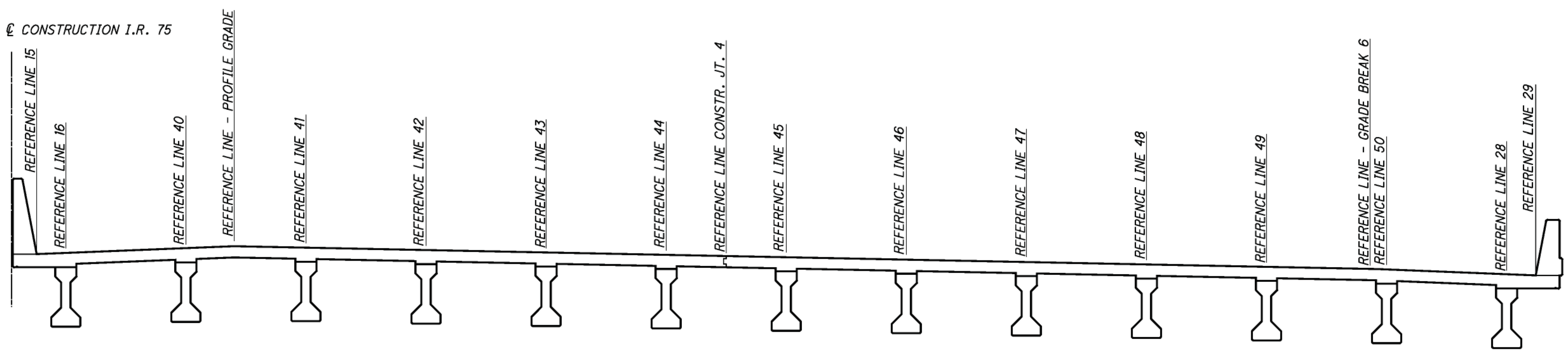


REFERENCE LINE LOCATIONS (RIGHT BRIDGE SPANS 1 THRU 12)

(LOOKING UPSTATION)



REFERENCE LINE LOCATIONS (RIGHT BRIDGE SPAN 13)

(LOOKING UPSTATION)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS, SEE SHEETS 174/229 THRU 176/229.
2. FOR REFERENCE ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
3. FOR ADDITIONAL REFERENCE LINE - GRADE BREAK LOCATIONS, SEE REFERENCE LINE LAYOUT PLANS.
4. SOME REFERENCE LINES NOT PRESENT ALONG ENTIRE SUPERSTRUCTURE, SEE REFERENCE LINE LAYOUT PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN MEH REVISED
DESIGNED JWF CHECKED GHD

REFERENCE LINE SECTIONS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 1

LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	329+40.73	329+52.88	329+64.98	329+77.03	329+89.03	330+01.01	330+12.96	330+24.89	330+36.82	330+48.74	330+60.67
	FINAL TOP OF DECK ELEVATION	767.79	768.08	768.36	768.66	768.94	769.20	769.46	769.71	769.95	770.17	770.38
	SCREED ELEVATION	767.79	768.11	768.42	768.74	769.04	769.30	769.56	769.79	770.01	770.20	770.38
REF. LINE 2 BEAM B1L	STATION	329+42.74	329+54.61	329+66.47	329+78.33	329+90.19	330+02.05	330+13.91	330+25.77	330+37.63	330+49.49	330+61.35
	FINAL TOP OF DECK ELEVATION	767.89	768.17	768.45	768.73	769.01	769.27	769.52	769.77	770.01	770.24	770.45
	TOP OF HAUNCH ELEVATION	767.18	767.49	767.80	768.10	768.40	768.66	768.91	769.14	769.36	769.56	769.74
REF. LINE 3 BEAM B2L	STATION	329+52.14	329+63.24	329+74.35	329+85.48	329+96.63	330+07.80	330+18.99	330+30.20	330+41.43	330+52.67	330+63.94
	FINAL TOP OF DECK ELEVATION	768.38	768.64	768.89	769.15	769.39	769.63	769.86	770.09	770.30	770.52	770.71
	TOP OF HAUNCH ELEVATION	767.67	767.96	768.23	768.51	768.76	769.00	769.23	769.45	769.64	769.84	770.00
BASE LINE RAMP C4	STATION	329+52.80	329+64.15	329+75.45	329+86.71	329+97.93	330+09.11	330+20.27	330+31.40	330+42.53	330+53.65	330+64.76
	FINAL TOP OF DECK ELEVATION	768.41	768.68	768.96	769.22	769.47	769.71	769.95	770.18	770.39	770.60	770.80
	SCREED ELEVATION	768.41	768.70	769.01	769.29	769.55	769.79	770.03	770.25	770.44	770.62	770.80
REF. LINE 4 BEAM B3L	STATION	329+61.54	329+71.83	329+82.16	329+92.54	330+02.95	330+13.41	330+23.91	330+34.46	330+45.05	330+55.69	330+66.38
	FINAL TOP OF DECK ELEVATION	768.87	769.10	769.33	769.55	769.77	769.99	770.20	770.40	770.59	770.78	770.95
	TOP OF HAUNCH ELEVATION	768.16	768.41	768.66	768.89	769.12	769.35	769.55	769.74	769.92	770.09	770.24
REF. LINE 5 BEAM B4L	STATION	329+70.93	329+80.51	329+90.14	329+99.81	330+09.55	330+19.33	330+29.17	330+39.07	330+49.03	330+59.05	330+69.13
	FINAL TOP OF DECK ELEVATION	769.36	769.57	769.77	769.97	770.17	770.36	770.54	770.72	770.90	771.07	771.23
	TOP OF HAUNCH ELEVATION	768.65	768.88	769.09	769.30	769.51	769.70	769.88	770.05	770.22	770.38	770.52
REF. LINE 6 BEAM B5L	STATION	329+80.33	329+89.19	329+98.11	330+07.09	330+16.14	330+25.26	330+34.44	330+43.69	330+53.01	330+62.41	330+71.88
	FINAL TOP OF DECK ELEVATION	769.85	770.03	770.21	770.39	770.56	770.72	770.89	771.05	771.21	771.36	771.50
	TOP OF HAUNCH ELEVATION	769.14	769.33	769.52	769.71	769.89	770.05	770.22	770.37	770.52	770.66	770.79
REF. LINE 7 BEAM B6L	STATION	329+87.87	329+96.30	330+04.77	330+13.30	330+21.88	330+30.52	330+39.22	330+47.98	330+56.80	330+65.68	330+74.63
	FINAL TOP OF DECK ELEVATION	770.24	770.41	770.57	770.74	770.90	771.05	771.21	771.35	771.50	771.64	771.77
	TOP OF HAUNCH ELEVATION	769.53	769.71	769.88	770.05	770.22	770.37	770.53	770.66	770.81	770.94	771.06
REF. LINE GRADE BREAK 1	STATION	329+89.78	329+98.09	330+06.45	330+14.87	330+23.33	330+31.86	330+40.43	330+49.06	330+57.76	330+66.51	330+75.33
	FINAL TOP OF DECK ELEVATION	770.34	770.50	770.66	770.83	770.98	771.14	771.28	771.43	771.57	771.71	771.84
	SCREED ELEVATION	770.34	770.51	770.68	770.85	771.01	771.17	771.31	771.45	771.59	771.72	771.84
REF. LINE XX CONSTR. JOINT	STATION	329+91.64	330+00.08	330+08.52	330+16.96	330+25.40	330+33.84	330+42.26	330+50.70	330+59.14	330+67.57	330+76.01
	FINAL TOP OF DECK ELEVATION	770.40	770.57	770.74	770.90	771.05	771.20	771.35	771.49	771.63	771.76	771.89
	SCREED ELEVATION	770.40	770.58	770.76	770.92	771.08	771.23	771.38	771.51	771.65	771.77	771.89
REF. LINE 8 BEAM B7L	STATION	329+95.42	330+03.40	330+11.43	330+19.51	330+27.63	330+35.79	330+44.01	330+52.27	330+60.59	330+68.96	330+77.38
	FINAL TOP OF DECK ELEVATION	770.55	770.71	770.86	771.01	771.16	771.30	771.44	771.58	771.71	771.85	771.98
	TOP OF HAUNCH ELEVATION	769.84	770.01	770.16	770.32	770.47	770.61	770.75	770.89	771.01	771.15	771.27
REF. LINE GRADE BREAK 2	STATION	330+00.75	330+08.43	330+16.14	330+23.90	330+31.69	330+39.52	330+47.39	330+55.31	330+63.27	330+71.28	330+79.33
	FINAL TOP OF DECK ELEVATION	770.74	770.89	771.04	771.18	771.32	771.46	771.59	771.72	771.85	771.98	772.09
	SCREED ELEVATION	770.74	770.89	771.05	771.19	771.34	771.48	771.61	771.73	771.86	771.98	772.09
REF. LINE 9 BEAM B8L	STATION	330+02.96	330+10.51	330+18.09	330+25.71	330+33.37	330+41.06	330+48.79	330+56.57	330+64.38	330+72.23	330+80.13
	FINAL TOP OF DECK ELEVATION	770.75	770.89	771.03	771.18	771.32	771.44	771.58	771.70	771.83	771.95	772.06
	TOP OF HAUNCH ELEVATION	770.04	770.19	770.33	770.49	770.63	770.75	770.89	771.01	771.13	771.25	771.35
REF. LINE 10 BEAM B9L	STATION	330+10.50	330+17.62	330+24.75	330+31.92	330+39.11	330+46.33	330+53.58	330+60.86	330+68.17	330+75.51	330+82.89
	FINAL TOP OF DECK ELEVATION	770.76	770.89	771.03	771.15	771.28	771.40	771.53	771.64	771.75	771.87	771.98
	TOP OF HAUNCH ELEVATION	770.05	770.19	770.33	770.45	770.58	770.71	770.83	770.94	771.05	771.17	771.27
REF. LINE 11 BEAM B10L	STATION	330+18.05	330+24.72	330+31.42	330+38.13	330+44.85	330+51.60	330+58.37	330+65.15	330+71.96	330+78.79	330+85.64
	FINAL TOP OF DECK ELEVATION	770.77	770.89	771.01	771.13	771.25	771.36	771.47	771.57	771.68	771.79	771.89
	TOP OF HAUNCH ELEVATION	770.06	770.18	770.31	770.43	770.55	770.66	770.77	770.87	770.98	771.08	771.18
REF. LINE LEFT PROFILE GRADE	STATION	330+22.70	330+29.10	330+35.52	330+41.95	330+48.39	330+54.85	330+61.32	330+67.80	330+74.29	330+80.81	330+87.33
	FINAL TOP OF DECK ELEVATION	770.77	770.89	771.01	771.12	771.23	771.33	771.44	771.54	771.64	771.74	771.83
	SCREED ELEVATION	770.77	770.89	771.01	771.13	771.24	771.34	771.45	771.55	771.64	771.74	771.83
REF. LINE 12 BEAM B11L	STATION	330+25.59	330+31.83	330+38.08	330+44.33	330+50.60	330+56.87	330+63.15	330+69.45	330+75.75	330+82.06	330+88.39
	FINAL TOP OF DECK ELEVATION	770.70	770.81	770.92	771.03	771.13	771.24	771.34	771.44	771.53	771.62	771.72
	TOP OF HAUNCH ELEVATION	769.99	770.10	770.22	770.33	770.43	770.54	770.64	770.74	770.83	770.91	771.01
REF. LINE 13 BEAM B12L	STATION	330+33.14	330+38.94	330+44.74	330+50.54	330+56.34	330+62.14	330+67.94	330+73.74	330+79.54	330+85.34	330+91.14
	FINAL TOP OF DECK ELEVATION	770.50	770.61	770.71	770.80	770.90	770.99	771.08	771.17	771.26	771.34	771.42
	TOP OF HAUNCH ELEVATION	769.79	769.90	770.00	770.10	770.20	770.29	770.38	770.47	770.55	770.63	770.71
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	330+34.05	330+39.80	330+45.55	330+51.29	330+57.03	330+62.78	330+68.52	330+74.26	330+80.00	330+85.74	330+91.47
	FINAL TOP OF DECK ELEVATION	770.48	770.59	770.68	770.78	770.87	770.97	771.05	771.14	771.22	771.31	771.39
	SCREED ELEVATION	770.48	770.59	770.68	770.78	770.87	770.97	771.05	771.14	771.22	771.31	771.39

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 2

LOCATION		℄ PIER 1L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	330+60.67	330+73.37	330+86.06	330+98.74	331+11.39	331+24.04	331+36.67	331+49.29	331+61.89	331+74.48	331+87.07
	FINAL TOP OF DECK ELEVATION	770.38	770.61	770.81	771.01	771.19	771.37	771.53	771.68	771.82	771.94	772.02
	SCREED ELEVATION	770.38	770.64	770.87	771.09	771.29	771.47	771.63	771.76	771.88	771.97	772.02
REF. LINE 2 BEAM B13L	STATION	330+61.35	330+73.97	330+86.58	330+99.20	331+11.82	331+24.43	331+37.05	331+49.66	331+62.28	331+74.90	331+87.51
	FINAL TOP OF DECK ELEVATION	770.45	770.67	770.87	771.05	771.23	771.41	771.56	771.72	771.86	771.99	772.07
	TOP OF HAUNCH ELEVATION	769.74	769.99	770.22	770.42	770.62	770.80	770.95	771.09	771.21	771.31	771.36
REF. LINE 3 BEAM B14L	STATION	330+63.94	330+76.43	330+88.92	331+01.42	331+13.91	331+26.41	331+38.90	331+51.41	331+63.91	331+76.41	331+88.92
	FINAL TOP OF DECK ELEVATION	770.71	770.91	771.10	771.28	771.45	771.61	771.75	771.89	772.02	772.14	772.21
	TOP OF HAUNCH ELEVATION	770.00	770.23	770.45	770.65	770.83	771.00	771.13	771.26	771.37	771.46	771.50
BASE LINE RAMP C4	STATION	330+64.76	330+77.42	330+90.06	331+02.68	331+15.29	331+27.88	331+40.46	331+53.02	331+65.57	331+78.11	331+90.64
	FINAL TOP OF DECK ELEVATION	770.80	771.01	771.21	771.40	771.58	771.75	771.91	772.06	772.19	772.31	772.37
	SCREED ELEVATION	770.80	771.04	771.27	771.48	771.68	771.85	772.01	772.14	772.25	772.34	772.37
REF. LINE 4 BEAM B15L	STATION	330+66.38	330+78.76	330+91.14	331+03.53	331+15.91	331+28.31	331+40.70	331+53.10	331+65.51	331+77.91	331+90.33
	FINAL TOP OF DECK ELEVATION	770.95	771.15	771.32	771.49	771.64	771.79	771.94	772.07	772.18	772.29	772.34
	TOP OF HAUNCH ELEVATION	770.24	770.47	770.67	770.86	771.03	771.18	771.33	771.44	771.53	771.61	771.63
REF. LINE 5 BEAM B16L	STATION	330+69.13	330+81.48	330+93.83	331+06.19	331+18.54	331+30.90	331+43.27	331+55.64	331+68.01	331+80.38	331+92.76
	FINAL TOP OF DECK ELEVATION	771.23	771.41	771.59	771.76	771.91	772.06	772.19	772.32	772.43	772.54	772.58
	TOP OF HAUNCH ELEVATION	770.52	770.74	770.95	771.14	771.31	771.47	771.59	771.70	771.79	771.87	771.87
REF. LINE 6 BEAM B17L	STATION	330+71.88	330+84.20	330+96.52	331+08.85	331+21.17	331+33.50	331+45.84	331+58.17	331+70.51	331+82.85	331+95.20
	FINAL TOP OF DECK ELEVATION	771.50	771.68	771.86	772.02	772.17	772.32	772.45	772.57	772.69	772.78	772.82
	TOP OF HAUNCH ELEVATION	770.79	771.01	771.22	771.40	771.57	771.73	771.85	771.95	772.05	772.11	772.11
REF. LINE 7 BEAM B18L	STATION	330+74.63	330+86.92	330+99.21	331+11.51	331+23.80	331+36.10	331+48.40	331+60.70	331+73.01	331+85.32	331+97.63
	FINAL TOP OF DECK ELEVATION	771.77	771.95	772.12	772.29	772.43	772.58	772.71	772.83	772.95	773.02	773.06
	TOP OF HAUNCH ELEVATION	771.06	771.27	771.48	771.67	771.83	771.98	772.11	772.21	772.31	772.34	772.35
REF. LINE GRADE BREAK 1	STATION	330+75.33	330+87.61	330+99.89	331+12.18	331+24.47	331+36.76	331+49.05	331+61.34	331+73.64	331+85.94	331+98.24
	FINAL TOP OF DECK ELEVATION	771.84	772.02	772.19	772.35	772.50	772.65	772.77	772.89	773.01	773.08	773.12
	SCREED ELEVATION	771.84	772.05	772.26	772.44	772.61	772.76	772.88	772.98	773.08	773.11	773.12
REF. LINE XX CONSTR. JOINT	STATION	330+76.01	330+88.29	331+00.58	331+12.86	331+25.14	331+37.43	331+49.71	331+62.00	331+74.28	331+86.56	331+98.85
	FINAL TOP OF DECK ELEVATION	771.89	722.07	722.23	722.39	722.54	772.68	772.81	772.94	773.05	773.11	773.15
	SCREED ELEVATION	771.89	722.10	722.30	722.48	722.65	772.79	772.92	773.03	773.12	773.14	773.15
REF. LINE 8 BEAM B19L	STATION	330+77.38	330+89.64	331+01.90	331+14.17	331+26.43	331+38.70	331+50.97	331+63.24	331+75.51	331+87.79	332+00.06
	FINAL TOP OF DECK ELEVATION	771.98	772.15	772.32	772.47	772.62	772.76	772.89	773.01	773.12	773.19	773.22
	TOP OF HAUNCH ELEVATION	771.27	771.47	771.68	771.85	772.02	772.16	772.29	772.39	772.48	772.51	772.51
REF. LINE GRADE BREAK 2	STATION	330+79.33	330+91.57	331+03.81	331+16.05	331+28.29	331+40.54	331+52.78	331+65.03	331+77.28	331+89.53	332+01.79
	FINAL TOP OF DECK ELEVATION	772.09	772.27	772.44	772.59	772.74	772.88	773.01	773.12	773.23	773.28	773.32
	SCREED ELEVATION	772.09	772.30	772.50	772.68	772.84	772.99	773.11	773.21	773.29	773.31	773.32
REF. LINE 9 BEAM B20L	STATION	330+80.13	330+92.36	331+04.59	331+16.83	331+29.06	331+41.30	331+53.53	331+65.77	331+78.01	331+90.26	332+02.50
	FINAL TOP OF DECK ELEVATION	772.06	772.24	772.41	772.56	772.71	772.84	772.98	773.09	773.20	773.25	773.29
	TOP OF HAUNCH ELEVATION	771.35	771.56	771.77	771.94	772.11	772.24	772.38	772.47	772.56	772.57	772.58
REF. LINE 10 BEAM B21L	STATION	330+82.89	330+95.08	331+07.29	331+19.49	331+31.69	331+43.89	331+56.10	331+68.31	331+80.51	331+92.72	332+04.93
	FINAL TOP OF DECK ELEVATION	771.98	772.15	772.31	772.46	772.61	772.74	772.87	772.98	773.09	773.15	773.20
	TOP OF HAUNCH ELEVATION	771.27	771.47	771.67	771.84	772.01	772.14	772.27	772.36	772.44	772.47	772.49
REF. LINE 11 BEAM B22L	STATION	330+85.64	330+97.81	331+09.98	331+22.15	331+34.32	331+46.49	331+58.67	331+70.84	331+83.02	331+95.19	332+07.37
	FINAL TOP OF DECK ELEVATION	771.89	772.05	772.21	772.36	772.50	772.64	772.76	772.87	772.97	773.06	773.13
	TOP OF HAUNCH ELEVATION	771.18	771.37	771.56	771.74	771.89	772.04	772.15	772.25	772.32	772.38	772.42
REF. LINE LEFT PROFILE GRADE	STATION	330+87.33	330+99.48	331+11.63	331+23.79	331+35.94	331+48.09	331+60.25	331+72.40	331+84.56	331+96.71	332+08.87
	FINAL TOP OF DECK ELEVATION	771.83	771.99	772.15	772.30	772.44	772.57	772.69	772.80	772.91	773.00	773.08
	SCREED ELEVATION	771.83	772.02	772.21	772.39	772.54	772.68	772.79	772.89	772.97	773.03	773.08
REF. LINE 12 BEAM B23L	STATION	330+88.39	331+00.53	331+12.67	331+24.81	331+36.95	331+49.09	331+61.23	331+73.37	331+85.52	331+97.66	332+09.80
	FINAL TOP OF DECK ELEVATION	771.72	771.88	772.04	772.19	772.32	772.45	772.57	772.69	772.79	772.88	772.96
	TOP OF HAUNCH ELEVATION	771.01	771.20	771.39	771.57	771.71	771.85	771.96	772.07	772.14	772.20	772.25
REF. LINE 13 BEAM B24L	STATION	330+91.14	331+03.25	331+15.36	331+27.47	331+39.58	331+51.69	331+63.80	331+75.91	331+88.02	332+00.13	332+12.24
	FINAL TOP OF DECK ELEVATION	771.42	771.59	771.74	771.88	772.03	772.16	772.27	772.38	772.48	772.57	772.65
	TOP OF HAUNCH ELEVATION	770.71	770.91	771.08	771.24	771.41	771.54	771.65	771.74	771.82	771.89	771.94
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	330+91.47	331+03.58	331+15.68	331+27.79	331+39.90	331+52.00	331+64.11	331+76.22	331+88.32	332+00.43	332+12.53
	FINAL TOP OF DECK ELEVATION	771.39	771.55	771.71	771.85	771.99	772.12	772.23	772.34	772.44	772.53	772.61
	SCREED ELEVATION	771.39	771.58	771.76	771.92	772.08	772.21	772.32	772.41	772.49	772.56	772.61

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 3

LOCATION		℄ PIER 2L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	331+87.07	331+99.82	332+12.55	332+25.28	332+37.99	332+50.69	332+63.38	332+76.04	332+88.70	333+01.33	333+13.95
	FINAL TOP OF DECK ELEVATION	772.02	772.07	772.11	772.13	772.15	772.15	772.14	772.12	772.09	772.04	771.99
	SCREED ELEVATION	772.02	772.11	772.18	772.23	772.26	772.27	772.25	772.22	772.16	772.07	771.99
REF. LINE 2 BEAM B25L	STATION	331+87.51	332+00.23	332+12.95	332+25.67	332+38.38	332+51.10	332+63.82	332+76.54	332+89.26	333+01.97	333+14.69
	FINAL TOP OF DECK ELEVATION	772.07	772.11	772.14	772.16	772.18	772.18	772.18	772.16	772.13	772.09	772.05
	TOP OF HAUNCH ELEVATION	771.36	771.44	771.50	771.55	771.59	771.59	771.59	771.55	771.49	771.42	771.34
REF. LINE 4 BEAM B26L	STATION	331+90.33	332+03.04	332+15.76	332+28.47	332+41.18	332+53.89	332+66.59	332+79.29	332+91.98	333+04.67	333+17.36
	FINAL TOP OF DECK ELEVATION	772.34	772.38	772.40	772.41	772.42	772.41	772.40	772.37	772.33	772.29	772.23
	TOP OF HAUNCH ELEVATION	771.63	771.71	771.77	771.81	771.83	771.83	771.81	771.77	771.70	771.62	771.52
BASE LINE RAMP C4	STATION	331+90.64	332+03.48	332+16.31	332+29.12	332+41.92	332+54.71	332+67.49	332+80.24	332+92.98	333+05.71	333+06.77
	FINAL TOP OF DECK ELEVATION	772.37	772.42	772.45	772.47	772.48	772.48	772.47	772.45	772.41	772.36	772.36
	SCREED ELEVATION	772.37	772.46	772.53	772.57	772.60	772.61	772.59	772.55	772.48	772.40	772.36
REF. LINE 5 BEAM B27L	STATION	331+92.76	332+05.54	332+18.32	332+31.09	332+43.87	332+56.64	332+69.40	332+82.17	332+94.93	333+07.68	333+20.44
	FINAL TOP OF DECK ELEVATION	772.58	772.61	772.64	772.65	772.65	772.64	772.63	772.60	772.55	772.50	772.45
	TOP OF HAUNCH ELEVATION	771.87	771.94	772.01	772.05	772.07	772.06	772.05	772.00	771.92	771.83	771.74
REF. LINE 6 BEAM B28L	STATION	331+95.20	332+08.04	332+20.88	332+33.72	332+46.55	332+59.39	332+72.22	332+85.04	332+97.87	333+10.69	333+23.51
	FINAL TOP OF DECK ELEVATION	772.82	772.85	772.87	772.88	772.88	772.87	772.85	772.82	772.78	772.72	772.66
	TOP OF HAUNCH ELEVATION	772.11	772.18	772.24	772.28	772.30	772.30	772.27	772.22	772.15	772.05	771.95
REF. LINE 7 BEAM B29L	STATION	331+97.63	332+10.54	332+23.44	332+36.44	332+49.24	332+62.14	332+75.03	332+87.92	333+00.81	333+13.70	333+26.59
	FINAL TOP OF DECK ELEVATION	773.06	773.09	773.10	773.11	773.11	773.10	773.07	773.04	772.99	772.94	772.88
	TOP OF HAUNCH ELEVATION	772.35	772.42	772.47	772.51	772.53	772.53	772.49	772.44	772.36	772.27	772.17
REF. LINE GRADE BREAK 1	STATION	331+98.24	332+11.17	332+24.09	332+37.00	332+49.92	332+62.83	332+75.74	332+88.65	333+01.56	333+14.46	333+27.36
	FINAL TOP OF DECK ELEVATION	773.12	773.15	773.16	773.17	773.17	773.16	773.13	773.10	773.05	773.00	772.93
	SCREED ELEVATION	773.12	773.19	773.24	773.28	773.30	773.30	773.26	773.21	773.13	773.04	772.93
REF. LINE XX CONSTR. JOINT	STATION	331+98.85	332+11.78	332+24.70	332+37.63	332+50.56	332+63.49	332+76.42	332+89.34	333+02.27	333+15.20	333+28.12
	FINAL TOP OF DECK ELEVATION	773.15	773.18	773.20	773.20	733.20	773.19	773.16	773.13	773.08	773.03	772.96
	SCREED ELEVATION	773.15	773.22	773.28	773.31	733.33	773.33	773.29	773.24	773.16	773.07	772.96
REF. LINE 8 BEAM B30L	STATION	332+00.06	332+13.03	332+26.00	332+38.96	332+51.93	332+64.89	332+77.85	332+90.80	333+03.76	333+16.71	333+29.66
	FINAL TOP OF DECK ELEVATION	773.22	773.25	773.27	773.27	773.27	773.25	773.23	773.19	773.14	773.09	773.02
	TOP OF HAUNCH ELEVATION	772.51	772.58	772.64	772.67	772.69	772.68	772.65	772.59	772.51	772.42	772.31
REF. LINE GRADE BREAK 2	STATION	332+01.79	332+14.80	332+27.81	332+40.82	332+53.83	332+66.83	332+79.84	332+92.84	333+05.84	333+18.84	333+31.84
	FINAL TOP OF DECK ELEVATION	773.32	773.34	773.36	773.36	773.36	773.34	773.31	773.28	773.23	773.17	773.10
	SCREED ELEVATION	773.32	773.38	773.44	773.47	773.49	773.48	773.44	773.39	773.31	773.21	773.10
REF. LINE 9 BEAM B31L	STATION	332+02.50	332+15.53	332+28.56	332+41.59	332+54.61	332+67.64	332+80.66	332+93.68	333+06.70	333+19.72	333+32.74
	FINAL TOP OF DECK ELEVATION	773.29	773.32	773.34	773.35	773.36	773.34	773.32	773.29	773.24	773.19	773.12
	TOP OF HAUNCH ELEVATION	772.58	772.65	772.71	772.76	772.79	772.77	772.75	772.70	772.61	772.52	772.41
REF. LINE 10 BEAM B32L	STATION	332+04.93	332+18.03	332+31.12	332+44.21	332+57.30	332+70.39	332+83.47	332+96.56	333+09.65	333+22.73	333+35.81
	FINAL TOP OF DECK ELEVATION	773.20	773.26	773.29	773.32	773.34	773.35	773.34	773.33	773.30	773.27	773.22
	TOP OF HAUNCH ELEVATION	772.49	772.59	772.67	772.73	772.77	772.79	772.77	772.74	772.68	772.60	772.51
REF. LINE 11 BEAM B33L	STATION	332+07.37	332+20.52	332+33.68	332+46.83	332+59.98	332+73.14	332+86.29	332+99.44	333+12.59	333+25.74	333+38.89
	FINAL TOP OF DECK ELEVATION	773.13	773.20	773.25	773.30	773.33	773.36	773.38	773.38	773.37	773.35	773.32
	TOP OF HAUNCH ELEVATION	772.42	772.54	772.63	772.71	772.76	772.80	772.81	772.79	772.75	772.69	772.61
REF. LINE LEFT PROFILE GRADE	STATION	332+08.87	332+22.06	332+35.26	332+48.45	332+61.64	332+74.83	332+88.02	333+01.21	333+14.40	333+27.59	333+40.78
	FINAL TOP OF DECK ELEVATION	773.08	773.16	773.23	773.29	773.34	773.37	773.40	773.41	773.41	773.41	773.39
	SCREED ELEVATION	773.08	773.20	773.32	773.41	773.48	773.52	773.54	773.53	773.50	773.45	773.39
REF. LINE 12 BEAM B34L	STATION	332+09.80	332+23.02	332+36.24	332+49.45	332+62.67	332+75.89	332+89.10	333+02.32	333+15.53	333+28.75	333+41.96
	FINAL TOP OF DECK ELEVATION	772.96	773.04	773.11	773.17	773.21	773.25	773.27	773.29	773.29	773.28	773.26
	TOP OF HAUNCH ELEVATION	772.25	772.38	772.49	772.58	772.64	772.69	772.70	772.70	772.67	772.62	772.55
REF. LINE 13 BEAM B35L	STATION	332+12.24	332+25.52	332+38.80	332+52.08	332+65.36	332+78.64	332+91.92	333+05.20	333+18.48	333+31.76	333+45.04
	FINAL TOP OF DECK ELEVATION	772.65	772.73	772.79	772.85	772.89	772.93	772.95	772.96	772.96	772.94	772.92
	TOP OF HAUNCH ELEVATION	771.94	772.06	772.16	772.25	772.31	772.35	772.37	772.36	772.33	772.27	772.21
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	332+12.53	332+25.82	332+39.11	332+52.40	332+65.68	332+78.97	332+92.26	333+05.55	333+18.83	333+32.12	333+45.41
	FINAL TOP OF DECK ELEVATION	772.61	772.69	772.75	772.81	772.85	772.89	772.91	772.92	772.92	772.90	772.88
	SCREED ELEVATION	772.61	772.73	772.83	772.91	772.97	773.02	773.03	773.02	773.00	772.94	772.88

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 4

LOCATION		℄ PIER 3L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
REF. LINE 1 TOE OF LEFT PARAPET	STATION	333+13.95	333+18.51	333+23.06	333+27.61	333+32.15	333+36.68	333+41.21	333+45.73	333+50.24	333+54.75	333+59.25
	FINAL TOP OF DECK ELEVATION	771.99	771.97	771.95	771.92	771.90	771.87	771.84	771.81	771.78	771.75	771.72
	SCREED ELEVATION	771.99	771.97	771.95	771.92	771.90	771.88	771.84	771.81	771.78	771.75	771.72
REF. LINE 2 BEAM B36L	STATION	333+14.69	333+19.48	333+24.27	333+29.07	333+33.86	333+38.65	333+43.44	333+48.23	333+53.02	333+57.82	333+62.61
	FINAL TOP OF DECK ELEVATION	772.05	772.02	772.00	771.97	771.94	771.91	771.89	771.85	771.82	771.79	771.75
	TOP OF HAUNCH ELEVATION	771.34	771.31	771.29	771.27	771.24	771.21	771.19	771.15	771.11	771.08	771.04
REF. LINE 4 BEAM B37L	STATION	333+17.36	333+22.98	333+28.63	333+34.30	333+40.00	333+45.72	333+51.46	333+57.23	333+63.03	333+68.86	333+74.71
	FINAL TOP OF DECK ELEVATION	772.23	772.21	772.18	772.15	772.12	772.08	772.05	772.01	771.97	771.92	771.88
	TOP OF HAUNCH ELEVATION	771.52	771.50	771.48	771.45	771.42	771.38	771.35	771.31	771.27	771.21	771.17
REF. LINE 5 BEAM B38L	STATION	333+20.44	333+26.97	333+33.53	333+40.13	333+46.75	333+53.41	333+60.11	333+66.83	333+73.59	333+80.38	333+87.21
	FINAL TOP OF DECK ELEVATION	772.45	772.42	772.38	772.34	772.31	772.27	772.22	772.17	772.12	772.06	772.01
	TOP OF HAUNCH ELEVATION	771.74	771.71	771.68	771.64	771.61	771.57	771.52	771.47	771.42	771.35	771.30
REF. LINE 6 BEAM B39L	STATION	333+23.51	333+30.95	333+38.44	333+45.95	333+53.51	333+61.11	333+68.75	333+76.43	333+84.15	333+91.94	333+99.85
	FINAL TOP OF DECK ELEVATION	772.66	772.63	772.59	772.54	772.49	772.44	772.38	772.33	772.26	772.19	772.12
	TOP OF HAUNCH ELEVATION	771.95	771.93	771.89	771.84	771.80	771.74	771.69	771.63	771.56	771.49	771.41
REF. LINE 7 BEAM B40L	STATION	333+26.59	333+34.91	333+43.27	333+51.66	333+60.09	333+68.55	333+77.04	333+85.57	333+94.19	334+02.88	334+11.61
	FINAL TOP OF DECK ELEVATION	772.88	772.83	772.79	772.73	772.67	772.60	772.54	772.47	772.39	772.31	772.22
	TOP OF HAUNCH ELEVATION	772.17	772.13	772.09	772.04	771.98	771.92	771.85	771.78	771.69	771.61	771.51
REF. LINE GRADE BREAK 1	STATION	333+27.36	333+35.85	333+44.35	333+52.85	333+61.36	333+69.87	333+78.39	333+86.91	333+95.45	334+04.00	334+12.55
	FINAL TOP OF DECK ELEVATION	772.93	772.88	772.83	772.77	772.71	772.64	772.57	772.49	772.40	772.32	772.22
	SCREED ELEVATION	772.93	772.89	772.84	772.79	772.73	772.66	772.59	772.51	772.41	772.33	772.22
REF. LINE XX CONSTR. JOINT	STATION	333+28.12	333+36.86	333+45.60	333+54.34	333+63.08	333+71.82	333+80.56	333+89.30	333+98.04	334+06.78	334+15.52
	FINAL TOP OF DECK ELEVATION	772.96	772.91	772.85	772.79	772.73	772.66	772.59	772.51	772.42	772.34	772.26
	SCREED ELEVATION	772.96	772.92	772.86	772.81	772.75	772.68	772.61	772.53	772.43	772.35	772.26
REF. LINE 8 BEAM B41L	STATION	333+29.66	333+38.87	333+48.11	333+57.37	333+66.67	333+75.99	333+85.24	333+94.76	334+04.26	334+13.78	334+23.34
	FINAL TOP OF DECK ELEVATION	773.02	772.96	772.90	772.84	772.78	772.72	772.64	772.56	772.47	772.38	772.29
	TOP OF HAUNCH ELEVATION	772.31	772.26	772.21	772.16	772.10	772.05	771.96	771.88	771.78	771.68	771.58
REF. LINE GRADE BREAK 2	STATION	333+31.84	333+49.48	-	-	-	-	-	-	-	-	-
	FINAL TOP OF DECK ELEVATION	773.10	772.99	-	-	-	-	-	-	-	-	-
	SCREED ELEVATION	773.10	773.00	-	-	-	-	-	-	-	-	-
REF. LINE 9 BEAM B42L	STATION	333+32.74	333+42.83	333+52.94	333+63.08	333+73.24	333+83.42	333+93.66	334+03.96	334+14.29	334+24.64	334+35.02
	FINAL TOP OF DECK ELEVATION	773.12	773.07	773.00	772.95	772.89	772.82	772.74	772.66	772.57	772.47	772.38
	TOP OF HAUNCH ELEVATION	772.41	772.37	772.32	772.28	772.23	772.16	772.08	771.99	771.89	771.77	771.67
REF. LINE 10 BEAM B43L	STATION	333+35.81	333+46.79	333+57.78	333+68.79	333+79.81	333+90.87	334+01.99	334+13.13	334+24.29	334+35.47	334+46.66
	FINAL TOP OF DECK ELEVATION	773.22	773.17	773.12	773.07	773.00	772.93	772.85	772.77	772.68	772.58	772.47
	TOP OF HAUNCH ELEVATION	772.51	772.48	772.45	772.41	772.35	772.29	772.20	772.11	772.01	771.89	771.76
REF. LINE 11 BEAM B44L	STATION	333+38.89	333+50.75	333+62.62	333+74.50	333+86.39	333+98.33	334+10.29	334+22.27	334+34.26	334+46.25	334+58.26
	FINAL TOP OF DECK ELEVATION	773.32	773.28	773.24	773.19	773.13	773.06	772.98	772.90	772.80	772.70	772.59
	TOP OF HAUNCH ELEVATION	772.61	772.60	772.58	772.55	772.51	772.44	772.36	772.26	772.14	772.02	771.88
REF. LINE LEFT PROFILE GRADE	STATION	333+40.78	333+53.20	333+65.64	333+78.10	333+90.57	334+03.08	334+15.57	334+28.02	334+40.43	334+52.78	334+65.07
	FINAL TOP OF DECK ELEVATION	773.39	773.36	773.32	773.27	773.21	773.15	773.07	772.98	772.89	772.78	772.66
	SCREED ELEVATION	773.39	773.39	773.38	773.36	773.31	773.26	773.17	773.07	772.95	772.81	772.66
REF. LINE 12 BEAM B45L	STATION	333+41.96	333+54.70	333+67.45	333+80.20	333+92.97	334+05.77	334+18.57	334+31.37	334+44.18	334+57.00	334+69.82
	FINAL TOP OF DECK ELEVATION	773.26	773.23	773.19	773.14	773.08	773.01	772.93	772.84	772.73	772.61	772.50
	TOP OF HAUNCH ELEVATION	772.55	772.55	772.55	772.53	772.49	772.42	772.34	772.23	772.09	771.93	771.79
REF. LINE 13 BEAM B46L	STATION	333+45.04	333+58.66	333+72.29	333+85.91	333+99.54	334+13.18	334+26.81	334+40.44	334+54.08	334+67.71	334+81.34
	FINAL TOP OF DECK ELEVATION	772.92	772.89	772.85	772.79	772.72	772.64	772.55	772.44	772.32	772.19	772.14
	TOP OF HAUNCH ELEVATION	772.21	772.22	772.22	772.19	772.14	772.07	771.97	771.84	771.69	771.52	771.43
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	333+45.41	333+59.19	333+72.99	333+86.81	334+00.64	334+14.45	334+28.23	334+41.97	334+55.64	334+69.24	334+82.76
	FINAL TOP OF DECK ELEVATION	772.88	772.85	772.80	772.74	772.66	772.58	772.49	772.37	772.25	772.13	772.10
	SCREED ELEVATION	772.88	772.89	772.88	772.85	772.79	772.72	772.62	772.48	772.33	772.17	772.10

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
REF. LINE 1 TOE OF LEFT PARAPET	STATION	333+59.25	333+73.04	333+86.83	334+00.80	334+14.76	334+28.66	334+42.50	334+56.29	334+70.02	334+83.71	334+97.36
	FINAL TOP OF DECK ELEVATION	771.72	771.60	771.48	771.34	771.19	771.03	770.87	770.66	770.45	770.22	770.03
	SCREED ELEVATION	771.72	771.64	771.56	771.45	771.32	771.16	771.00	770.76	770.53	770.26	770.03
REF. LINE 2 BEAM B47L	STATION	333+62.61	333+76.12	333+89.63	334+03.40	334+17.16	334+30.93	334+44.69	334+58.46	334+72.23	334+85.99	334+99.75
	FINAL TOP OF DECK ELEVATION	771.75	771.64	771.51	771.37	771.22	771.06	770.88	770.68	770.46	770.24	770.07
	TOP OF HAUNCH ELEVATION	771.04	770.97	770.88	770.77	770.64	770.49	770.30	770.07	769.83	769.57	769.36
REF. LINE 4 BEAM B48L	STATION	333+74.71	333+87.93	334+01.34	334+14.79	334+28.24	334+41.69	334+55.15	334+68.61	334+82.07	334+95.53	335+08.99
	FINAL TOP OF DECK ELEVATION	771.88	771.76	771.62	771.47	771.31	771.15	770.96	770.75	770.54	770.35	770.22
	TOP OF HAUNCH ELEVATION	771.17	771.09	770.98	770.87	770.73	770.57	770.38	770.15	769.90	769.68	769.51
REF. LINE 5 BEAM B49L	STATION	333+87.21	334+00.25	334+13.33	334+26.41	334+39.51	334+52.60	334+65.71	334+78.82	334+91.94	335+05.06	335+18.19
	FINAL TOP OF DECK ELEVATION	772.01	771.87	771.72	771.57	771.40	771.23	771.04	770.84	770.65	770.51	770.38
	TOP OF HAUNCH ELEVATION	771.30	771.19	771.08	770.96	770.81	770.64	770.45	770.23	770.01	769.83	769.67
REF. LINE 6 BEAM B50L	STATION	333+99.85	334+12.55	334+25.27	334+37.99	334+50.73	334+63.48	334+76.24	334+89.00	335+01.78	335+14.57	335+27.37
	FINAL TOP OF DECK ELEVATION	772.12	771.97	771.83	771.66	771.49	771.32	771.13	770.94	770.79	770.66	770.52
	TOP OF HAUNCH ELEVATION	771.41	771.29	771.18	771.04	770.88	770.72	770.52	770.32	770.14	769.98	769.81
REF. LINE 7 BEAM B51L	STATION	334+11.61	334+24.11	334+36.62	334+49.14	334+61.66	334+74.20	334+86.74	334+99.30	335+11.86	335+24.43	335+37.00
	FINAL TOP OF DECK ELEVATION	772.22	772.07	771.91	771.74	771.58	771.42	771.24	771.08	770.95	770.82	770.69
	TOP OF HAUNCH ELEVATION	771.51	771.39	771.26	771.11	770.97	770.81	770.63	770.45	770.30	770.14	769.98
REF. LINE GRADE BREAK 1	STATION	334+12.55	334+25.50	334+38.45	334+45.38	-	-	-	-	-	-	-
	FINAL TOP OF DECK ELEVATION	772.22	772.08	771.92	771.84	-	-	-	-	-	-	-
	SCREED ELEVATION	772.22	772.11	771.98	771.92	-	-	-	-	-	-	-
REF. LINE XX CONSTR. JOINT	STATION	334+15.69	334+28.34	334+41.00	334+53.65	334+66.31	334+78.97	334+91.62	335+04.28	335+16.93	335+29.59	335+42.21
	FINAL TOP OF DECK ELEVATION	772.26	772.13	771.96	771.83	771.66	771.49	771.30	771.17	771.04	770.91	770.78
	SCREED ELEVATION	772.26	772.16	772.02	771.91	771.75	771.59	771.39	771.25	771.09	770.93	770.78
REF. LINE 8 BEAM B52L	STATION	334+23.34	334+35.63	334+47.93	334+60.24	334+72.56	334+84.88	334+97.21	335+09.55	335+21.90	335+34.25	335+46.81
	FINAL TOP OF DECK ELEVATION	772.29	772.14	771.99	771.85	771.69	771.52	771.37	771.24	771.11	770.98	770.86
	TOP OF HAUNCH ELEVATION	771.58	771.46	771.33	771.22	771.07	770.91	770.75	770.61	770.45	770.30	770.15
REF. LINE 9 BEAM B53L	STATION	334+35.02	334+47.11	334+59.20	334+71.30	334+83.41	334+95.52	335+07.64	335+19.77	335+31.90	335+44.03	335+56.17
	FINAL TOP OF DECK ELEVATION	772.38	772.23	772.10	771.95	771.80	771.66	771.52	771.40	771.27	771.15	771.02
	TOP OF HAUNCH ELEVATION	771.67	771.54	771.44	771.31	771.18	771.04	770.90	770.76	770.61	770.46	770.31
REF. LINE 10 BEAM B54L	STATION	334+46.66	334+58.54	334+70.43	334+82.33	334+94.23	335+06.13	335+18.04	335+29.95	335+41.86	335+53.78	335+65.71
	FINAL TOP OF DECK ELEVATION	772.47	772.35	772.21	772.07	771.93	771.80	771.68	771.55	771.43	771.31	771.19
	TOP OF HAUNCH ELEVATION	771.76	771.66	771.55	771.43	771.30	771.18	771.05	770.91	770.77	770.62	770.48
REF. LINE 11 BEAM B55L	STATION	334+58.26	334+69.94	334+81.63	334+93.31	335+05.00	335+16.70	335+28.39	335+40.09	335+51.79	335+63.50	335+75.20
	FINAL TOP OF DECK ELEVATION	772.59	772.46	772.33	772.21	772.08	771.96	771.83	771.71	771.59	771.47	771.35
	TOP OF HAUNCH ELEVATION	771.88	771.77	771.66	771.56	771.45	771.33	771.20	771.06	770.93	770.78	770.64
REF. LINE LEFT PROFILE GRADE	STATION	334+65.07	334+76.87	334+88.62	335+00.32	335+11.98	335+23.60	335+35.19	335+46.74	335+58.25	335+69.74	335+81.20
	FINAL TOP OF DECK ELEVATION	772.66	772.54	772.42	772.30	772.18	772.05	771.94	771.81	771.70	771.58	771.46
	SCREED ELEVATION	772.66	772.56	772.46	772.36	772.25	772.12	772.01	771.87	771.74	771.60	771.46
REF. LINE 12 BEAM B56L	STATION	334+69.82	334+81.30	334+92.78	335+04.26	335+15.74	335+27.23	335+38.71	335+50.20	335+61.69	335+73.18	335+84.67
	FINAL TOP OF DECK ELEVATION	772.50	772.47	772.44	772.33	772.20	772.09	771.97	771.85	771.72	771.61	771.48
	TOP OF HAUNCH ELEVATION	771.79	771.78	771.77	771.68	771.56	771.45	771.33	771.20	771.05	770.92	770.77
REF. LINE 13 BEAM B57L	STATION	334+81.34	334+92.62	335+03.89	335+15.17	335+26.44	335+37.72	335+48.99	335+60.27	335+71.55	335+82.82	335+94.10
	FINAL TOP OF DECK ELEVATION	772.14	772.10	772.00	771.88	771.76	771.65	771.53	771.41	771.29	771.17	771.04
	TOP OF HAUNCH ELEVATION	771.43	771.41	771.32	771.22	771.11	771.00	770.88	770.75	770.61	770.48	770.33
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	334+82.76	334+94.18	335+05.55	335+16.88	335+28.17	335+39.43	335+50.65	335+61.83	335+72.99	335+84.12	335+95.22
	FINAL TOP OF DECK ELEVATION	772.10	772.03	771.93	771.81	771.69	771.58	771.46	771.35	771.23	771.11	771.00
	SCREED ELEVATION	772.10	772.05	771.96	771.86	771.75	771.64	771.52	771.40	771.26	771.13	771.00

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
REF. LINE 1 TOE OF LEFT PARAPET	STATION	334+97.36	335+11.56	335+25.69	335+39.76	335+53.78	335+67.75	335+81.67	335+95.56	336+09.41	336+23.23	336+37.03
	FINAL TOP OF DECK ELEVATION	770.03	769.87	769.73	769.58	769.44	769.29	769.15	769.00	768.86	768.72	768.57
	SCREED ELEVATION	770.03	769.91	769.81	769.69	769.57	769.43	769.28	769.11	768.94	768.76	768.57
REF. LINE 2 BEAM B58L	STATION	334+99.75	335+13.60	335+27.44	335+41.29	335+55.14	335+68.98	335+82.83	335+96.68	336+10.52	336+24.37	336+38.22
	FINAL TOP OF DECK ELEVATION	770.07	769.91	769.77	769.61	769.47	769.32	769.18	769.03	768.89	768.75	768.61
	TOP OF HAUNCH ELEVATION	769.36	769.24	769.14	769.01	768.89	768.75	768.60	768.43	768.26	768.08	767.90
REF. LINE 4 BEAM B59L	STATION	335+08.99	335+22.59	335+36.18	335+49.77	335+63.35	335+76.92	335+90.49	336+04.05	336+17.60	336+31.15	336+44.69
	FINAL TOP OF DECK ELEVATION	770.22	770.07	769.93	769.78	769.64	769.50	769.37	769.23	769.09	768.96	768.82
	TOP OF HAUNCH ELEVATION	769.51	769.40	769.30	769.19	769.07	768.93	768.80	768.64	768.46	768.29	768.11
REF. LINE 5 BEAM B60L	STATION	335+18.19	335+31.35	335+44.76	335+58.04	335+71.30	335+84.56	335+97.81	336+11.05	336+24.28	336+37.50	336+50.71
	FINAL TOP OF DECK ELEVATION	770.38	770.23	770.09	769.95	769.81	769.68	769.54	769.41	769.28	769.15	769.02
	TOP OF HAUNCH ELEVATION	769.67	769.56	769.45	769.34	769.22	769.10	768.95	768.80	768.64	768.48	768.31
REF. LINE 6 BEAM B61L	STATION	335+27.37	335+40.35	335+53.32	335+66.28	335+79.23	335+92.17	336+05.10	336+18.02	336+30.93	336+43.83	336+56.72
	FINAL TOP OF DECK ELEVATION	770.52	770.39	770.25	770.12	769.98	769.86	769.72	769.60	769.47	769.34	769.21
	TOP OF HAUNCH ELEVATION	769.81	769.71	769.61	769.51	769.38	769.27	769.12	768.99	768.83	768.66	768.50
REF. LINE 7 BEAM B62L	STATION	335+37.00	335+49.61	335+62.21	335+74.81	335+87.39	335+99.96	336+12.53	336+25.09	336+37.64	336+50.17	336+62.70
	FINAL TOP OF DECK ELEVATION	770.69	770.55	770.42	770.29	770.16	770.03	769.91	769.78	769.66	769.53	769.41
	TOP OF HAUNCH ELEVATION	769.98	769.87	769.77	769.67	769.55	769.43	769.30	769.16	769.01	768.85	768.70
REF. LINE XX CONSTR. JOINT	STATION	335+42.21	335+54.51	335+66.82	335+79.12	335+91.43	336+03.73	336+16.03	336+28.34	336+40.64	336+52.95	336+65.26
	FINAL TOP OF DECK ELEVATION	770.78	770.65	770.52	770.39	770.27	770.14	770.01	769.88	769.75	769.63	767.50
	SCREED ELEVATION	770.78	770.68	770.58	770.48	770.37	770.25	770.11	769.97	769.81	769.66	767.50
REF. LINE 8 BEAM B63L	STATION	335+46.81	335+58.84	335+71.08	335+83.30	335+95.52	336+07.73	336+19.93	336+32.13	336+44.31	336+56.49	336+68.66
	FINAL TOP OF DECK ELEVATION	770.86	770.72	770.60	770.47	770.34	770.22	770.10	769.97	769.85	769.73	769.61
	TOP OF HAUNCH ELEVATION	770.15	770.04	769.95	769.82	769.72	769.61	769.48	769.34	769.20	769.05	768.90
REF. LINE 9 BEAM B64L	STATION	335+56.17	335+68.04	335+79.91	335+91.76	336+03.62	336+15.46	336+27.30	336+39.14	336+50.97	336+62.79	336+74.60
	FINAL TOP OF DECK ELEVATION	771.02	770.89	770.77	770.65	770.52	770.40	770.28	770.16	770.04	769.93	769.81
	TOP OF HAUNCH ELEVATION	770.31	770.21	770.11	770.01	769.89	769.78	769.65	769.52	769.38	769.25	769.10
REF. LINE 10 BEAM B65L	STATION	335+65.71	335+77.21	335+88.70	336+00.20	336+11.68	336+23.17	336+34.65	336+46.12	336+57.60	336+69.06	336+80.52
	FINAL TOP OF DECK ELEVATION	771.19	771.06	770.94	770.82	770.70	770.59	770.47	770.35	770.24	770.12	770.01
	TOP OF HAUNCH ELEVATION	770.48	770.37	770.27	770.17	770.06	769.96	769.83	769.70	769.57	769.43	769.30
REF. LINE 11 BEAM B66L	STATION	335+75.20	335+86.34	335+97.47	336+08.60	336+19.73	336+30.85	336+41.97	336+53.09	336+64.20	336+75.31	336+86.42
	FINAL TOP OF DECK ELEVATION	771.35	771.23	771.11	771.00	770.88	770.77	770.66	770.54	770.43	770.31	770.21
	TOP OF HAUNCH ELEVATION	770.64	770.54	770.44	770.35	770.24	770.13	770.02	769.89	769.76	769.62	769.50
REF. LINE LEFT PROFILE GRADE	STATION	335+81.20	335+92.20	336+03.17	336+14.10	336+25.00	336+35.87	336+46.72	336+57.56	336+68.37	336+79.17	336+89.95
	FINAL TOP OF DECK ELEVATION	771.46	771.35	771.23	771.12	771.00	770.89	770.77	770.66	770.56	770.44	770.33
	SCREED ELEVATION	771.46	771.37	771.27	771.17	771.06	770.95	770.83	770.71	770.59	770.46	770.33
REF. LINE 12 BEAM B67L	STATION	335+84.67	335+95.44	336+06.20	336+16.97	336+27.74	336+38.50	336+49.26	336+60.02	336+70.78	336+81.54	336+92.30
	FINAL TOP OF DECK ELEVATION	771.48	771.37	771.26	771.15	771.04	770.93	770.82	770.70	770.59	770.47	770.35
	TOP OF HAUNCH ELEVATION	770.77	770.68	770.59	770.49	770.39	770.28	770.17	770.04	769.91	769.78	769.64
REF. LINE 13 BEAM B68L	STATION	335+94.10	336+04.50	336+14.91	336+25.31	336+35.72	336+46.12	336+56.53	336+66.94	336+77.34	336+87.75	336+98.15
	FINAL TOP OF DECK ELEVATION	771.04	770.95	770.83	770.73	770.63	770.52	770.41	770.30	770.19	770.08	769.96
	TOP OF HAUNCH ELEVATION	770.33	770.25	770.15	770.06	769.96	769.86	769.74	769.63	769.51	769.38	769.25
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	335+95.22	336+05.70	336+16.14	336+26.56	336+36.95	336+47.31	336+57.66	336+67.98	336+78.29	336+88.58	336+98.87
	FINAL TOP OF DECK ELEVATION	771.00	770.89	770.77	770.67	770.56	770.45	770.35	770.24	770.13	770.03	769.92
	SCREED ELEVATION	771.00	770.90	770.80	770.71	770.60	770.50	770.39	770.28	770.16	770.04	769.92

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

184/229

1431/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
REF. LINE 1 TOE OF LEFT PARAPET	STATION	336+37.03	336+50.95	336+64.84	336+78.70	336+92.53	337+06.33	337+20.10	337+33.84	337+47.55	337+61.23	337+74.88
	FINAL TOP OF DECK ELEVATION	768.57	768.43	768.28	768.14	767.99	767.86	767.71	767.57	767.42	767.28	767.14
	SCREED ELEVATION	768.57	768.47	768.36	768.25	768.12	768.00	767.84	767.68	767.50	767.32	767.14
REF. LINE 2 BEAM B69L	STATION	336+38.22	336+51.99	336+65.76	336+79.53	336+93.30	337+07.07	337+20.85	337+34.62	337+48.39	337+62.16	337+75.93
	FINAL TOP OF DECK ELEVATION	768.61	768.46	768.31	768.17	768.02	767.88	767.73	767.59	767.45	767.31	767.18
	TOP OF HAUNCH ELEVATION	767.90	767.79	767.68	767.57	767.44	767.31	767.15	766.99	766.82	766.64	766.47
REF. LINE 4 BEAM B70L	STATION	336+44.69	336+58.31	336+71.94	336+85.57	336+99.20	337+12.83	337+26.46	337+40.09	337+53.73	337+67.36	337+80.99
	FINAL TOP OF DECK ELEVATION	768.82	768.67	768.52	768.37	768.22	768.07	767.93	767.78	767.64	767.50	767.36
	TOP OF HAUNCH ELEVATION	768.11	768.01	767.90	767.79	767.66	767.52	767.37	767.20	767.02	766.84	766.65
REF. LINE 5 BEAM B71L	STATION	336+50.71	336+64.31	336+77.92	336+91.52	337+05.13	337+18.73	337+32.34	337+45.95	337+59.56	337+73.16	337+86.77
	FINAL TOP OF DECK ELEVATION	769.02	768.87	768.71	768.57	768.42	768.28	768.13	767.98	767.84	767.70	767.56
	TOP OF HAUNCH ELEVATION	768.31	768.21	768.09	767.99	767.86	767.73	767.57	767.40	767.22	767.04	766.85
REF. LINE 6 BEAM B72L	STATION	336+56.72	336+70.29	336+83.87	336+97.45	337+11.03	337+24.62	337+38.20	337+51.78	337+65.36	337+78.95	337+92.53
	FINAL TOP OF DECK ELEVATION	769.21	769.06	768.92	768.77	768.62	768.47	768.33	768.18	768.05	767.90	767.77
	TOP OF HAUNCH ELEVATION	768.50	768.40	768.30	768.19	768.06	767.92	767.77	767.60	767.43	767.24	767.06
REF. LINE 7 BEAM B73L	STATION	336+62.70	336+76.25	336+89.81	337+03.36	337+16.92	337+30.48	337+44.04	337+57.59	337+71.15	337+84.71	337+98.27
	FINAL TOP OF DECK ELEVATION	769.41	769.26	769.12	768.96	768.82	768.67	768.54	768.39	768.25	768.11	767.97
	TOP OF HAUNCH ELEVATION	768.70	768.60	768.50	768.38	768.26	768.12	767.98	767.81	767.63	767.45	767.26
REF LINE XX CONSTR. JOINT	STATION	336+65.26	336+78.87	336+92.48	337+06.08	337+19.69	337+33.30	337+46.91	337+60.52	337+74.12	337+87.73	338+01.37
	FINAL TOP OF DECK ELEVATION	769.50	769.36	769.22	769.07	768.93	768.79	768.65	768.51	768.37	768.22	768.08
	SCREED ELEVATION	769.50	769.41	769.31	769.20	769.08	768.95	768.80	768.64	768.46	768.26	768.08
REF. LINE 8 BEAM B74L	STATION	336+68.66	336+82.19	336+95.72	337+09.25	337+22.79	337+36.32	337+49.85	337+63.39	337+76.92	337+90.45	338+03.99
	FINAL TOP OF DECK ELEVATION	769.61	769.46	769.32	769.17	769.02	768.88	768.73	768.59	768.45	768.32	768.17
	TOP OF HAUNCH ELEVATION	768.90	768.80	768.70	768.59	768.46	768.33	768.17	768.01	767.83	767.66	767.46
REF. LINE 9 BEAM B75L	STATION	336+74.60	336+88.11	337+01.61	337+15.12	337+28.63	337+42.14	337+55.65	337+69.16	337+82.67	337+96.18	338+09.68
	FINAL TOP OF DECK ELEVATION	769.81	769.66	769.51	769.37	769.22	769.08	768.94	768.80	768.66	768.52	768.38
	TOP OF HAUNCH ELEVATION	769.10	769.00	768.89	768.79	768.66	768.53	768.35	768.22	768.04	767.86	767.67
REF. LINE 10 BEAM B76L	STATION	336+80.52	336+94.00	337+07.48	337+20.97	337+34.45	337+47.94	337+61.42	337+74.91	337+88.39	338+01.88	338+15.36
	FINAL TOP OF DECK ELEVATION	770.01	769.87	769.71	769.57	769.43	769.28	769.14	769.00	768.86	768.72	768.59
	TOP OF HAUNCH ELEVATION	769.30	769.21	769.09	768.99	768.87	768.73	768.58	768.42	768.24	768.06	767.88
REF. LINE 11 BEAM B77L	STATION	336+86.42	336+99.88	337+13.33	337+26.79	337+40.25	337+53.71	337+67.18	337+80.64	337+94.10	338+07.56	338+21.02
	FINAL TOP OF DECK ELEVATION	770.21	770.06	769.92	769.77	769.63	769.48	769.35	769.21	769.07	768.93	768.79
	TOP OF HAUNCH ELEVATION	769.50	769.40	769.30	769.19	769.07	768.93	768.79	768.63	768.45	768.27	768.08
REF. LINE LEFT PROFILE GRADE	STATION	336+89.95	337+03.54	337+17.10	337+30.63	337+44.13	337+57.60	337+71.05	337+84.47	337+97.86	338+11.22	338+24.56
	FINAL TOP OF DECK ELEVATION	770.33	770.18	770.05	769.90	769.77	769.62	769.48	769.35	769.20	769.07	768.92
	SCREED ELEVATION	770.33	770.23	770.14	770.03	769.92	769.78	769.63	769.48	769.29	769.11	768.92
REF. LINE 12 BEAM B78L	STATION	336+92.30	337+05.73	337+19.16	337+32.60	337+46.04	337+59.47	337+72.91	337+86.34	337+99.78	338+13.22	338+26.65
	FINAL TOP OF DECK ELEVATION	770.35	770.22	770.09	769.95	769.82	769.67	769.54	769.39	769.26	769.11	768.97
	TOP OF HAUNCH ELEVATION	769.64	769.47	769.29	769.12	768.96	768.81	768.68	768.56	768.46	768.36	768.26
REF. LINE 13 BEAM B79L	STATION	336+98.15	337+11.56	337+24.97	337+38.38	337+51.80	337+65.21	337+78.62	337+92.03	338+05.44	338+18.85	338+32.26
	FINAL TOP OF DECK ELEVATION	769.96	769.84	769.70	769.57	769.43	769.28	769.15	769.00	768.86	768.71	768.57
	TOP OF HAUNCH ELEVATION	769.25	769.17	769.07	768.97	768.85	768.71	768.57	768.40	768.23	768.04	767.86
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	336+98.87	337+12.40	337+25.90	337+39.38	337+52.82	337+66.24	337+79.63	337+93.00	338+06.34	338+19.65	338+32.94
	FINAL TOP OF DECK ELEVATION	769.92	769.78	769.64	769.49	769.36	769.22	769.08	768.94	768.80	768.66	768.53
	SCREED ELEVATION	769.92	769.82	769.72	769.60	769.49	769.36	769.21	769.05	768.88	768.70	768.53

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
REF. LINE 1 TOE OF LEFT PARAPET	STATION	337+74.88	337+87.84	338+00.27	338+13.67	338+26.55	338+39.41	338+52.24	338+65.05	338+77.83	338+90.59	339+03.33
	FINAL TOP OF DECK ELEVATION	767.14	767.00	766.87	766.73	766.60	766.47	766.34	766.21	766.09	766.00	765.93
	SCREED ELEVATION	767.14	767.03	766.93	766.81	766.70	766.57	766.44	766.29	766.15	766.03	765.93
REF. LINE 2 BEAM B80L	STATION	337+75.93	337+88.77	338+01.61	338+14.45	338+27.29	338+40.13	338+52.97	338+65.81	338+78.65	338+91.49	339+04.33
	FINAL TOP OF DECK ELEVATION	767.18	767.04	766.90	766.76	766.63	766.49	766.36	766.24	766.13	766.05	765.98
	TOP OF HAUNCH ELEVATION	766.47	766.36	766.25	766.13	766.02	765.88	765.75	765.61	765.48	765.37	765.27
REF. LINE 4 BEAM B81L	STATION	337+80.99	337+93.89	338+06.79	338+19.68	338+32.58	338+45.48	338+58.37	338+71.27	338+84.16	338+97.05	339+09.94
	FINAL TOP OF DECK ELEVATION	767.36	767.22	767.09	766.95	766.82	766.69	766.57	766.50	766.42	766.35	766.29
	TOP OF HAUNCH ELEVATION	766.65	766.55	766.45	766.34	766.23	766.10	765.98	765.89	765.78	765.68	765.58
REF. LINE GRADE BREAK 3	STATION	-	-	-	-	-	338+54.81	338+60.36	338+73.11	338+85.85	338+98.56	339+11.25
	FINAL TOP OF DECK ELEVATION	-	-	-	-	-	766.69	766.66	766.59	766.51	766.43	766.36
	SCREED ELEVATION	-	-	-	-	-	766.81	766.77	766.69	766.58	766.46	766.36
REF. LINE 5 BEAM B82L	STATION	337+86.77	337+99.63	338+12.48	338+25.33	338+38.19	338+51.04	338+63.89	338+76.74	338+89.59	339+02.44	339+15.29
	FINAL TOP OF DECK ELEVATION	767.56	767.42	767.29	767.15	767.03	766.89	766.80	766.73	766.65	766.58	766.51
	TOP OF HAUNCH ELEVATION	766.85	766.75	766.65	766.54	766.44	766.30	766.21	766.12	766.01	765.91	765.80
REF. LINE 6 BEAM B83L	STATION	337+92.53	338+05.34	338+18.15	338+30.96	338+43.77	338+56.58	338+69.39	338+82.20	338+95.00	339+07.81	339+20.61
	FINAL TOP OF DECK ELEVATION	767.77	767.63	767.50	767.36	767.24	767.11	767.02	766.94	766.86	766.78	766.69
	TOP OF HAUNCH ELEVATION	767.06	766.96	766.86	766.75	766.65	766.52	766.43	766.33	766.22	766.11	765.98
REF. LINE 7 BEAM B84L	STATION	337+98.27	338+11.04	338+23.80	338+36.57	338+49.34	338+62.10	338+74.87	338+87.63	339+00.40	339+13.16	339+25.92
	FINAL TOP OF DECK ELEVATION	767.97	767.84	767.70	767.57	767.44	767.33	767.23	767.15	767.05	766.96	766.87
	TOP OF HAUNCH ELEVATION	767.26	767.17	767.06	766.96	766.85	766.74	766.64	766.54	766.41	766.29	766.16
REF LINE XX CONSTR. JOINT	STATION	338+01.37	338+14.06	338+26.75	338+39.44	338+52.13	338+64.81	338+77.50	338+90.19	339+02.88	339+15.57	339+28.27
	FINAL TOP OF DECK ELEVATION	768.08	767.95	767.82	767.69	767.55	767.45	767.35	767.25	767.15	767.05	766.95
	SCREED ELEVATION	768.08	767.98	767.89	767.79	767.66	767.57	767.46	767.35	767.22	767.08	766.95
REF. LINE 8 BEAM B85L	STATION	338+03.99	338+16.71	338+29.43	338+42.16	338+54.88	338+67.60	338+80.33	338+93.05	339+05.77	339+18.49	339+31.21
	FINAL TOP OF DECK ELEVATION	768.17	768.04	767.90	767.78	767.64	767.54	767.44	767.34	767.24	767.14	767.04
	TOP OF HAUNCH ELEVATION	767.46	767.37	767.26	767.17	767.05	766.95	766.85	766.73	766.60	766.47	766.33
REF. LINE 9 BEAM B86L	STATION	338+09.68	338+22.36	338+35.04	338+47.72	338+60.40	338+73.08	338+85.76	338+98.44	339+11.12	339+23.80	339+36.48
	FINAL TOP OF DECK ELEVATION	768.38	768.25	768.11	767.98	767.86	767.75	767.64	767.53	767.42	767.32	767.22
	TOP OF HAUNCH ELEVATION	767.67	767.58	767.47	767.37	767.26	767.16	767.04	766.92	766.78	766.65	766.51
REF. LINE 10 BEAM B87L	STATION	338+15.36	338+28.00	338+40.63	338+53.27	338+65.91	338+78.55	338+91.18	339+03.82	339+16.46	339+29.09	339+41.73
	FINAL TOP OF DECK ELEVATION	768.59	768.45	768.32	768.19	768.07	767.95	767.83	767.72	767.60	767.49	767.38
	TOP OF HAUNCH ELEVATION	767.88	767.78	767.68	767.58	767.47	767.36	767.23	767.11	766.96	766.82	766.67
REF. LINE 11 BEAM B88L	STATION	338+21.02	338+33.61	338+46.20	338+58.80	338+71.39	338+83.99	338+96.58	339+09.18	339+21.77	339+34.37	339+46.96
	FINAL TOP OF DECK ELEVATION	768.79	768.66	768.53	768.40	768.27	768.15	768.02	767.90	767.77	767.65	767.53
	TOP OF HAUNCH ELEVATION	768.08	767.99	767.89	767.79	767.67	767.56	767.42	767.29	767.13	766.98	766.82
REF. LINE LEFT PROFILE GRADE	STATION	338+24.56	338+37.22	338+49.85	338+62.46	338+75.05	338+87.62	339+00.16	339+12.68	339+25.18	339+37.65	339+50.11
	FINAL TOP OF DECK ELEVATION	768.92	768.80	768.66	768.54	768.40	768.27	768.14	768.01	767.88	767.75	767.62
	SCREED ELEVATION	768.92	768.83	768.73	768.63	768.51	768.39	768.25	768.10	767.95	767.78	767.62
REF. LINE 12 BEAM B89L	STATION	338+26.65	338+39.20	338+51.75	338+64.31	338+76.86	338+89.41	339+01.96	339+14.52	339+27.07	339+39.62	339+52.17
	FINAL TOP OF DECK ELEVATION	768.97	768.84	768.71	768.52	768.30	768.15	768.01	767.88	767.74	767.61	767.47
	TOP OF HAUNCH ELEVATION	768.26	768.17	768.07	767.91	767.70	767.56	767.41	767.26	767.10	766.94	766.76
REF. LINE 13 BEAM B90L	STATION	338+32.26	338+44.77	338+57.28	338+69.79	338+82.30	338+94.81	339+07.32	339+19.84	339+32.35	339+44.86	339+57.36
	FINAL TOP OF DECK ELEVATION	768.57	768.44	768.31	768.09	767.90	767.76	767.62	767.50	767.36	767.23	767.09
	TOP OF HAUNCH ELEVATION	767.86	767.76	767.66	767.46	767.29	767.15	767.01	766.87	766.71	766.55	766.38
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	338+32.94	338+45.54	338+58.13	338+70.69	338+83.23	338+95.75	339+08.24	339+20.71	339+33.16	339+45.59	339+58.00
	FINAL TOP OF DECK ELEVATION	768.53	768.39	768.24	768.03	767.83	767.69	767.56	767.43	767.30	767.17	767.04
	SCREED ELEVATION	768.53	768.42	768.30	768.11	767.93	767.79	767.66	767.51	767.36	767.20	767.04

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 9
REF. LINE 1 TOE OF LEFT PARAPET	STATION	339+03.33	339+16.26	339+29.17	339+42.05	339+54.91	339+67.75	339+80.57	339+93.36	340+06.13	340+18.88	340+31.61
	FINAL TOP OF DECK ELEVATION	765.93	765.85	765.77	765.70	765.62	765.55	765.47	765.39	765.32	765.24	765.17
	SCREED ELEVATION	765.93	765.88	765.83	765.78	765.72	765.65	765.57	765.47	765.38	765.27	765.17
REF. LINE 2 BEAM B91L	STATION	339+04.33	339+17.12	339+29.91	339+42.70	339+55.50	339+68.29	339+81.09	339+93.88	340+06.68	340+19.47	340+32.27
	FINAL TOP OF DECK ELEVATION	765.98	765.90	765.82	765.73	765.66	765.58	765.50	765.42	765.35	765.28	765.21
	TOP OF HAUNCH ELEVATION	765.27	765.22	765.17	765.10	765.05	764.97	764.89	764.79	764.70	764.60	764.50
REF. LINE 4 BEAM B92L	STATION	339+09.94	339+22.65	339+35.37	339+48.08	339+60.79	339+73.51	339+86.22	339+98.94	340+11.65	340+24.37	340+37.08
	FINAL TOP OF DECK ELEVATION	766.29	766.20	766.12	766.03	765.95	765.87	765.79	765.71	765.64	765.57	765.49
	TOP OF HAUNCH ELEVATION	765.58	765.53	765.48	765.42	765.35	765.28	765.19	765.10	765.00	764.90	764.78
REF. LINE GRADE BREAK 3	STATION	339+11.25	339+24.13	339+36.99	339+49.83	339+62.64	339+75.43	339+88.20	340+00.95	340+13.67	340+26.38	340+39.06
	FINAL TOP OF DECK ELEVATION	766.43	766.36	766.29	766.21	766.13	766.06	765.98	765.91	765.83	765.75	765.68
	SCREED ELEVATION	766.43	766.39	766.36	766.30	766.24	766.18	766.09	766.00	765.90	765.78	765.68
REF. LINE 5 BEAM B93L	STATION	339+15.29	339+27.98	339+40.66	339+53.35	339+66.05	339+78.74	339+91.43	340+04.12	340+16.81	340+29.51	340+42.20
	FINAL TOP OF DECK ELEVATION	766.51	766.42	766.33	766.24	766.16	766.08	766.00	765.92	765.84	765.76	765.68
	TOP OF HAUNCH ELEVATION	765.80	765.75	765.69	765.63	765.56	765.49	765.40	765.31	765.20	765.09	764.97
REF. LINE 6 BEAM B94L	STATION	339+20.61	339+33.28	339+45.95	339+58.61	339+71.28	339+83.95	339+96.62	340+09.29	340+21.96	340+34.63	340+47.30
	FINAL TOP OF DECK ELEVATION	766.69	766.60	766.51	766.41	766.32	766.23	766.14	766.05	765.97	765.88	765.79
	TOP OF HAUNCH ELEVATION	765.98	765.93	765.87	765.80	765.72	765.64	765.54	765.44	765.33	765.21	765.08
REF. LINE 7 BEAM B95L	STATION	339+25.92	339+38.56	339+51.21	339+63.85	339+76.50	339+89.14	340+01.79	340+14.44	340+27.08	340+39.73	340+52.37
	FINAL TOP OF DECK ELEVATION	766.87	766.77	766.67	766.57	766.47	766.37	766.28	766.19	766.09	765.99	765.90
	TOP OF HAUNCH ELEVATION	766.16	766.10	766.03	765.96	765.87	765.78	765.68	765.58	765.45	765.32	765.19
REF. LINE XX CONSTR. JOINT	STATION	339+28.27	339+40.96	339+53.63	339+66.30	339+78.98	339+91.66	340+04.34	340+17.02	340+29.70	340+42.38	340+55.05
	FINAL TOP OF DECK ELEVATION	766.95	766.85	766.75	766.65	766.55	766.45	766.35	766.25	766.15	766.05	765.95
	SCREED ELEVATION	766.95	766.88	766.82	766.74	766.66	766.57	766.46	766.34	766.22	766.08	765.95
REF. LINE 8 BEAM B96L	STATION	339+31.21	339+43.83	339+56.45	339+69.07	339+81.69	339+94.32	340+06.94	340+19.56	340+32.19	340+44.81	340+57.43
	FINAL TOP OF DECK ELEVATION	767.04	766.94	766.83	766.72	766.62	766.51	766.41	766.30	766.20	766.10	766.00
	TOP OF HAUNCH ELEVATION	766.33	766.27	766.19	766.11	766.02	765.92	765.81	765.69	765.56	765.43	765.29
REF. LINE 9 BEAM B97L	STATION	339+36.48	339+49.07	339+61.67	339+74.27	339+86.87	339+99.47	340+12.07	340+24.67	340+37.27	340+49.88	340+62.43
	FINAL TOP OF DECK ELEVATION	767.22	767.10	766.98	766.87	766.76	766.65	766.53	766.42	766.32	766.21	766.09
	TOP OF HAUNCH ELEVATION	766.51	766.43	766.34	766.26	766.16	766.06	765.93	765.81	765.68	765.54	765.38
REF. LINE 10 BEAM B98L	STATION	339+41.73	339+54.30	339+66.88	339+79.46	339+92.03	340+04.61	340+17.19	340+29.77	340+42.34	340+54.92	340+67.44
	FINAL TOP OF DECK ELEVATION	767.38	767.25	767.13	767.01	766.89	766.77	766.65	766.54	766.42	766.30	766.19
	TOP OF HAUNCH ELEVATION	766.67	766.58	766.49	766.40	766.29	766.18	766.05	765.93	765.78	765.63	765.48
REF. LINE 11 BEAM B99L	STATION	339+46.96	339+59.51	339+72.06	339+84.62	339+97.17	340+09.73	340+22.28	340+34.84	340+47.39	340+59.94	340+72.44
	FINAL TOP OF DECK ELEVATION	767.53	767.40	767.27	767.15	767.01	766.89	766.76	766.64	766.51	766.39	766.27
	TOP OF HAUNCH ELEVATION	766.82	766.73	766.63	766.54	766.41	766.30	766.16	766.03	765.87	765.72	765.56
REF. LINE LEFT PROFILE GRADE	STATION	339+50.11	339+62.75	339+75.38	339+87.98	340+00.56	340+13.11	340+25.65	340+38.17	340+50.66	340+63.12	340+75.56
	FINAL TOP OF DECK ELEVATION	767.62	767.49	767.36	767.23	767.09	766.97	766.83	766.71	766.57	766.45	766.31
	SCREED ELEVATION	767.62	767.52	767.43	767.32	767.20	767.09	766.94	766.80	766.64	766.48	766.31
REF. LINE 12 BEAM B100L	STATION	339+52.17	339+64.70	339+77.23	339+89.76	340+02.30	340+14.83	340+27.36	340+39.89	340+52.43	340+64.94	340+77.44
	FINAL TOP OF DECK ELEVATION	767.47	767.35	767.22	767.10	766.97	766.84	766.71	766.58	766.44	766.31	766.17
	TOP OF HAUNCH ELEVATION	766.76	766.68	766.58	766.49	766.37	766.25	766.11	765.97	765.80	765.64	765.46
REF. LINE 13 BEAM B101L	STATION	339+57.36	339+69.87	339+82.38	339+94.89	340+07.40	340+19.91	340+32.42	340+44.93	340+57.44	340+69.94	340+82.44
	FINAL TOP OF DECK ELEVATION	767.09	766.97	766.84	766.71	766.58	766.46	766.32	766.19	766.05	765.92	765.79
	TOP OF HAUNCH ELEVATION	766.38	766.29	766.19	766.08	765.97	765.86	765.71	765.56	765.40	765.24	765.08
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	339+58.00	339+70.59	339+83.17	339+95.72	340+08.26	340+20.77	340+33.26	340+45.73	340+58.17	340+70.61	340+83.05
	FINAL TOP OF DECK ELEVATION	767.04	766.91	766.78	766.65	766.52	766.39	766.26	766.13	766.00	765.87	765.74
	SCREED ELEVATION	767.04	766.94	766.84	766.73	766.62	766.49	766.36	766.21	766.06	765.90	765.74

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 10

LOCATION		℄ PIER 9	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 10
REF. LINE 1 TOE OF LEFT PARAPET	STATION	340+31.61	340+44.72	340+57.80	340+70.64	340+83.47	340+96.31	341+09.14	341+21.98	341+34.81	341+47.65	341+60.48
	FINAL TOP OF DECK ELEVATION	765.17	765.09	765.02	764.94	764.86	764.79	764.71	764.64	764.56	764.49	764.41
	SCREED ELEVATION	765.17	765.12	765.08	765.03	764.96	764.90	764.81	764.73	764.62	764.52	764.41
REF. LINE 2 BEAM B102L	STATION	340+32.27	340+45.34	340+58.40	340+71.24	340+84.07	340+96.91	341+09.75	341+22.58	341+35.42	341+48.25	341+61.09
	FINAL TOP OF DECK ELEVATION	765.21	765.13	765.06	764.98	764.90	764.83	764.75	764.68	764.61	764.53	764.46
	TOP OF HAUNCH ELEVATION	764.50	764.45	764.41	764.36	764.30	764.23	764.15	764.06	763.96	763.85	763.75
REF. LINE 4 BEAM B103L	STATION	340+37.08	340+50.09	340+62.99	340+75.77	340+88.55	341+01.33	341+14.11	341+26.89	341+39.67	341+52.45	341+65.23
	FINAL TOP OF DECK ELEVATION	765.49	765.41	765.34	765.27	765.19	765.12	765.04	764.97	764.90	764.82	764.75
	TOP OF HAUNCH ELEVATION	764.78	764.74	764.70	764.66	764.60	764.54	764.45	764.36	764.26	764.15	764.04
REF. LINE GRADE BREAK 3	STATION	340+39.06	340+52.02	340+64.84	340+77.57	340+90.30	341+03.03	341+15.76	341+28.50	341+41.23	341+53.96	341+66.70
	FINAL TOP OF DECK ELEVATION	765.61	765.53	765.45	765.38	765.31	765.23	765.15	765.08	765.01	764.93	764.85
	SCREED ELEVATION	765.61	765.57	765.52	765.48	765.43	765.36	765.27	765.18	765.08	764.97	764.85
REF. LINE 5 BEAM B104L	STATION	340+42.20	340+55.10	340+67.84	340+80.55	340+93.26	341+05.97	341+18.68	341+31.38	341+44.09	341+56.79	341+69.50
	FINAL TOP OF DECK ELEVATION	765.68	765.60	765.52	765.44	765.36	765.28	765.20	765.12	765.04	764.96	764.88
	TOP OF HAUNCH ELEVATION	764.97	764.93	764.88	764.83	764.77	764.70	764.61	764.51	764.40	764.29	764.17
REF. LINE 6 BEAM B105L	STATION	340+47.30	340+60.06	340+72.70	340+85.33	340+97.97	341+10.60	341+23.24	341+35.87	341+48.50	341+61.14	341+73.77
	FINAL TOP OF DECK ELEVATION	765.79	765.70	765.62	765.53	765.44	765.36	765.27	765.19	765.10	765.01	764.92
	TOP OF HAUNCH ELEVATION	765.08	765.03	764.98	764.92	764.85	764.77	764.68	764.58	764.46	764.34	764.21
REF. LINE 7 BEAM B106L	STATION	340+52.37	340+64.99	340+77.56	340+90.12	341+02.68	341+15.24	341+27.80	341+40.36	341+52.92	341+65.48	341+78.04
	FINAL TOP OF DECK ELEVATION	765.90	765.81	765.71	765.62	765.52	765.43	765.33	765.24	765.14	765.05	764.96
	TOP OF HAUNCH ELEVATION	765.19	765.14	765.07	765.01	764.93	764.84	764.74	764.63	764.50	764.38	764.25
REF. LINE XX CONSTR. JOINT	STATION	340+55.05	340+67.59	340+80.10	340+92.61	341+05.12	341+17.63	341+30.14	341+42.65	341+55.16	341+67.67	341+80.18
	FINAL TOP OF DECK ELEVATION	765.95	765.86	765.76	765.66	765.56	765.46	765.37	765.27	765.17	765.07	764.97
	SCREED ELEVATION	765.95	765.89	765.83	765.76	765.67	765.58	765.48	765.37	765.24	765.10	764.97
REF. LINE 8 BEAM B107L	STATION	340+57.43	340+69.92	340+82.41	340+94.90	341+07.39	341+19.87	341+32.36	341+44.85	341+57.34	341+69.82	341+82.31
	FINAL TOP OF DECK ELEVATION	766.00	765.90	765.80	765.70	765.60	765.49	765.39	765.29	765.19	765.08	764.98
	TOP OF HAUNCH ELEVATION	765.29	765.23	765.16	765.09	765.00	764.90	764.79	764.68	764.55	764.41	764.27
REF. LINE 9 BEAM B108L	STATION	340+62.43	340+74.85	340+87.27	340+99.68	341+12.10	341+24.51	341+36.92	341+49.34	341+61.75	341+74.17	341+86.58
	FINAL TOP OF DECK ELEVATION	766.09	765.99	765.88	765.77	765.66	765.55	765.45	765.34	765.22	765.12	765.01
	TOP OF HAUNCH ELEVATION	765.38	765.31	765.24	765.15	765.06	764.96	764.85	764.72	764.58	764.44	764.30
REF. LINE 10 BEAM B109L	STATION	340+67.44	340+79.78	340+92.12	341+04.46	341+16.80	341+29.15	341+41.49	341+53.83	341+66.17	341+78.51	341+90.85
	FINAL TOP OF DECK ELEVATION	766.19	766.07	765.96	765.84	765.72	765.61	765.50	765.37	765.26	765.14	765.03
	TOP OF HAUNCH ELEVATION	765.48	765.39	765.32	765.22	765.12	765.01	764.90	764.75	764.62	764.46	764.32
REF. LINE 11 BEAM B110L	STATION	340+72.44	340+84.71	340+96.98	341+09.24	341+21.51	341+33.78	341+46.05	341+58.32	341+70.59	341+82.85	341+95.12
	FINAL TOP OF DECK ELEVATION	766.27	766.15	766.02	765.90	765.77	765.65	765.53	765.41	765.28	765.16	765.04
	TOP OF HAUNCH ELEVATION	765.56	765.47	765.37	765.28	765.17	765.05	764.93	764.79	764.63	764.48	764.33
REF. LINE LEFT PROFILE GRADE	STATION	340+75.56	340+87.78	341+00.00	341+12.22	341+24.44	341+36.65	341+48.87	341+61.09	341+73.31	341+85.53	341+97.75
	FINAL TOP OF DECK ELEVATION	766.31	766.19	766.06	765.94	765.81	765.68	765.55	765.43	765.30	765.17	765.04
	SCREED ELEVATION	766.31	766.22	766.12	766.03	765.91	765.79	765.65	765.52	765.36	765.20	765.04
REF. LINE 12 BEAM B111L	STATION	340+77.44	340+89.64	341+01.83	341+14.03	341+26.22	341+38.42	341+50.61	341+62.81	341+75.00	341+87.20	341+99.39
	FINAL TOP OF DECK ELEVATION	766.17	766.05	765.92	765.79	765.66	765.54	765.41	765.28	765.16	765.03	764.90
	TOP OF HAUNCH ELEVATION	765.46	765.37	765.27	765.17	765.05	764.94	764.80	764.66	764.51	764.35	764.19
REF. LINE 13 BEAM B112L	STATION	340+82.44	340+94.56	341+06.69	341+18.81	341+30.93	341+43.05	341+55.17	341+67.30	341+79.42	341+91.54	342+03.66
	FINAL TOP OF DECK ELEVATION	765.79	765.66	765.53	765.41	765.28	765.16	765.03	764.91	764.78	764.65	764.53
	TOP OF HAUNCH ELEVATION	765.08	764.98	764.87	764.77	764.66	764.54	764.41	764.27	764.12	763.97	763.82
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	340+83.05	340+95.16	341+07.27	341+19.39	341+31.50	341+43.61	341+55.73	341+67.84	341+79.95	341+92.07	342+04.18
	FINAL TOP OF DECK ELEVATION	765.74	765.62	765.49	765.37	765.24	765.11	764.98	764.86	764.73	764.61	764.48
	SCREED ELEVATION	765.74	765.65	765.54	765.44	765.32	765.20	765.06	764.93	764.78	764.64	764.48

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 11

LOCATION		℄ PIER 10	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 11
REF. LINE 1 TOE OF LEFT PARAPET	STATION	341+60.48	341+73.15	341+85.82	341+98.48	342+11.15	342+23.82	342+36.48	342+49.15	342+61.72	342+74.25	342+86.77
	FINAL TOP OF DECK ELEVATION	764.41	764.34	764.26	764.19	764.11	764.04	763.98	763.92	763.84	763.76	763.68
	SCREED ELEVATION	764.41	764.37	764.32	764.28	764.22	764.15	764.09	764.01	763.90	763.79	763.68
REF. LINE 2 BEAM B113L	STATION	341+61.09	341+73.76	341+86.43	341+99.10	342+11.77	342+24.44	342+37.11	342+49.78	342+62.45	342+75.13	342+87.80
	FINAL TOP OF DECK ELEVATION	764.46	764.38	764.30	764.23	764.16	764.09	764.03	763.96	763.89	763.83	763.77
	TOP OF HAUNCH ELEVATION	763.75	763.70	763.66	763.61	763.56	763.49	763.43	763.34	763.25	763.15	763.06
REF. LINE 4 BEAM B114L	STATION	341+65.23	341+77.93	341+90.63	342+03.33	342+16.04	342+28.74	342+41.44	342+54.14	342+66.84	342+79.55	342+92.25
	FINAL TOP OF DECK ELEVATION	764.75	764.68	764.60	764.52	764.45	764.39	764.32	764.26	764.19	764.13	764.07
	TOP OF HAUNCH ELEVATION	764.04	764.01	763.96	763.91	763.86	763.81	763.73	763.65	763.55	763.46	763.36
REF. LINE GRADE BREAK 3	STATION	341+66.70	341+79.41	341+92.12	342+04.83	342+17.55	342+30.26	342+42.87	342+55.45	342+68.02	342+80.59	342+93.16
	FINAL TOP OF DECK ELEVATION	764.85	764.78	764.71	764.63	764.56	764.48	764.40	764.33	764.26	764.18	764.11
	SCREED ELEVATION	764.85	764.82	764.78	764.73	764.68	764.60	764.52	764.43	764.33	764.22	764.11
REF. LINE 5 BEAM B115L	STATION	341+69.50	341+82.23	341+94.97	342+07.70	342+20.43	342+33.17	342+45.90	342+58.64	342+71.37	342+84.10	342+96.84
	FINAL TOP OF DECK ELEVATION	764.88	764.80	764.73	764.64	764.56	764.48	764.40	764.32	764.24	764.16	764.08
	TOP OF HAUNCH ELEVATION	764.17	764.13	764.10	764.03	763.97	763.90	763.81	763.71	763.61	763.49	763.37
REF. LINE 6 BEAM B116L	STATION	341+73.77	341+86.54	341+99.30	342+12.07	342+24.83	342+37.60	342+50.37	342+63.13	342+75.90	342+86.66	343+01.43
	FINAL TOP OF DECK ELEVATION	764.92	764.83	764.75	764.66	764.57	764.48	764.39	764.31	764.21	764.13	764.04
	TOP OF HAUNCH ELEVATION	764.21	764.16	764.12	764.06	763.98	763.90	763.80	763.71	763.58	763.46	763.33
REF. LINE 7 BEAM B117L	STATION	341+78.04	341+90.84	342+03.64	342+16.43	342+29.23	342+42.03	342+54.83	342+67.63	342+80.42	342+93.22	343+06.02
	FINAL TOP OF DECK ELEVATION	764.96	764.86	764.76	764.67	764.57	764.48	764.37	764.28	764.19	764.09	763.99
	TOP OF HAUNCH ELEVATION	764.25	764.19	764.13	764.07	763.99	763.90	763.79	763.68	763.56	763.42	763.28
REF. LINE XX CONSTR. JOINT	STATION	341+80.18	341+92.99	342+05.80	342+18.62	342+31.43	342+44.25	342+57.06	342+69.87	342+82.69	342+95.50	343+08.31
	FINAL TOP OF DECK ELEVATION	764.97	764.87	764.77	764.67	764.57	764.47	764.37	764.27	764.17	764.07	763.97
	SCREED ELEVATION	764.97	764.91	764.85	764.78	764.69	764.60	764.49	764.38	764.25	764.11	763.97
REF. LINE 8 BEAM B118L	STATION	341+82.31	341+95.14	342+07.97	342+20.80	342+33.63	342+46.46	342+59.29	342+72.12	342+84.95	342+97.78	343+10.61
	FINAL TOP OF DECK ELEVATION	764.98	764.88	764.78	764.67	764.56	764.46	764.36	764.26	764.15	764.04	763.94
	TOP OF HAUNCH ELEVATION	764.27	764.21	764.15	764.07	763.98	763.88	763.78	763.66	763.52	763.37	763.23
REF. LINE 9 BEAM B119L	STATION	341+86.58	341+99.44	342+12.30	342+25.17	342+38.03	342+50.89	342+63.75	342+76.61	342+89.48	343+02.34	343+15.20
	FINAL TOP OF DECK ELEVATION	765.01	764.90	764.78	764.67	764.56	764.45	764.34	764.21	764.10	763.99	763.88
	TOP OF HAUNCH ELEVATION	764.30	764.23	764.15	764.07	763.98	763.87	763.76	763.61	763.47	763.32	763.17
REF. LINE 10 BEAM B120L	STATION	341+90.85	342+03.75	342+16.64	342+29.53	342+42.43	342+55.32	342+68.22	342+81.11	342+94.00	343+06.90	343+19.79
	FINAL TOP OF DECK ELEVATION	765.03	764.90	764.79	764.66	764.55	764.42	764.30	764.18	764.06	763.94	763.82
	TOP OF HAUNCH ELEVATION	764.32	764.23	764.16	764.06	763.97	763.85	763.72	763.58	763.43	763.27	763.11
REF. LINE 11 BEAM B121L	STATION	341+95.12	342+08.05	342+20.97	342+33.90	342+46.83	342+59.75	342+72.68	342+85.60	342+98.53	343+11.46	343+24.38
	FINAL TOP OF DECK ELEVATION	765.04	764.91	764.78	764.65	764.52	764.39	764.26	764.14	764.00	763.88	763.74
	TOP OF HAUNCH ELEVATION	764.33	764.24	764.15	764.05	763.94	763.82	763.68	763.54	763.37	763.21	763.03
REF. LINE LEFT PROFILE GRADE	STATION	341+97.75	342+10.70	342+23.64	342+36.59	342+49.54	342+62.48	342+75.43	342+88.37	343+01.32	343+14.26	343+27.21
	FINAL TOP OF DECK ELEVATION	765.04	764.91	764.77	764.64	764.50	764.38	764.24	764.11	763.97	763.84	763.70
	SCREED ELEVATION	765.04	764.95	764.85	764.75	764.63	764.52	764.37	764.22	764.05	763.88	763.70
REF. LINE 12 BEAM B122L	STATION	341+99.39	342+12.35	342+25.31	342+38.27	342+51.22	342+64.18	342+77.14	342+90.10	343+03.06	343+16.01	343+28.97
	FINAL TOP OF DECK ELEVATION	764.90	764.77	764.63	764.50	764.36	764.23	764.09	763.96	763.82	763.69	763.55
	TOP OF HAUNCH ELEVATION	764.19	764.10	764.00	763.90	763.78	763.66	763.51	763.36	763.19	763.02	762.84
REF. LINE 13 BEAM B123L	STATION	342+03.66	342+16.65	342+29.64	342+42.63	342+55.62	342+68.61	342+81.60	342+94.59	343+07.58	343+20.57	343+33.56
	FINAL TOP OF DECK ELEVATION	764.53	764.39	764.25	764.12	763.98	763.85	763.71	763.58	763.44	763.31	763.17
	TOP OF HAUNCH ELEVATION	763.82	763.72	763.61	763.51	763.38	763.26	763.11	762.97	762.80	762.64	762.46
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	342+04.18	342+17.17	342+30.17	342+43.16	342+56.16	342+69.15	342+82.14	342+95.14	343+08.13	343+21.13	343+34.12
	FINAL TOP OF DECK ELEVATION	764.48	764.35	764.21	764.08	763.94	763.81	763.67	763.54	763.40	763.27	763.13
	SCREED ELEVATION	764.48	764.38	764.28	764.17	764.05	763.93	763.78	763.63	763.47	763.30	763.13

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN MEH | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 12

LOCATION		℄ PIER 11	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 12
REF. LINE 1 TOE OF LEFT PARAPET	STATION	342+86.77	342+99.51	343+12.25	343+24.97	343+37.69	343+50.41	343+63.11	343+75.82	343+88.51	344+01.20	344+13.89
	FINAL TOP OF DECK ELEVATION	763.68	763.63	763.55	763.48	763.41	763.34	763.27	763.19	763.13	763.06	762.99
	SCREED ELEVATION	763.68	763.66	763.61	763.56	763.51	763.44	763.37	763.27	763.19	763.09	762.99
REF. LINE 2 BEAM B124L	STATION	342+87.80	343+00.43	343+13.06	343+25.69	343+38.32	343+50.95	343+63.58	343+76.21	343+88.84	344+01.47	344+14.10
	FINAL TOP OF DECK ELEVATION	763.77	763.69	763.62	763.54	763.47	763.39	763.32	763.24	763.17	763.10	763.03
	TOP OF HAUNCH ELEVATION	763.06	763.01	762.97	762.92	762.86	762.79	762.71	762.62	762.52	762.42	762.32
REF. LINE 4 BEAM B125L	STATION	342+92.25	343+04.60	343+16.96	343+29.31	343+41.67	343+54.03	343+66.39	343+78.75	343+91.11	344+03.48	344+15.84
	FINAL TOP OF DECK ELEVATION	764.07	763.99	763.91	763.85	763.77	763.70	763.63	763.56	763.48	763.42	763.35
	TOP OF HAUNCH ELEVATION	763.36	763.31	763.26	763.22	763.16	763.09	763.02	762.94	762.83	762.74	762.64
REF. LINE GRADE BREAK 3	STATION	342+93.16	343+05.50	343+17.83	343+30.16	343+42.48	343+54.80	343+67.12	343+79.44	343+91.75	344+04.06	344+16.36
	FINAL TOP OF DECK ELEVATION	764.11	764.04	763.97	763.90	763.83	763.76	763.69	763.62	763.56	763.49	763.42
	SCREED ELEVATION	764.11	764.07	764.03	763.98	763.93	763.86	763.79	763.70	763.62	763.52	763.42
REF. LINE 5 BEAM B126L	STATION	342+96.84	343+08.89	343+20.95	343+33.01	343+45.08	343+57.15	343+69.23	343+81.31	343+93.40	344+05.49	344+17.58
	FINAL TOP OF DECK ELEVATION	764.08	764.01	763.93	763.85	763.78	763.71	763.64	763.56	763.49	763.42	763.35
	TOP OF HAUNCH ELEVATION	763.37	763.33	763.28	763.22	763.16	763.10	763.02	762.93	762.84	762.74	762.64
REF. LINE 6 BEAM B127L	STATION	343+01.43	343+13.18	343+24.95	343+36.72	343+48.50	343+60.28	343+72.08	343+83.88	343+95.68	344+07.50	344+19.32
	FINAL TOP OF DECK ELEVATION	764.04	763.96	763.88	763.80	763.72	763.64	763.56	763.48	763.41	763.34	763.26
	TOP OF HAUNCH ELEVATION	763.33	763.28	763.22	763.16	763.09	763.02	762.93	762.84	762.75	762.66	762.55
REF. LINE 7 BEAM B128L	STATION	343+06.02	343+17.48	343+28.94	343+40.42	343+51.91	343+63.41	343+74.92	343+86.44	343+97.97	344+09.51	344+21.06
	FINAL TOP OF DECK ELEVATION	763.99	763.91	763.82	763.73	763.65	763.57	763.49	763.41	763.32	763.24	763.16
	TOP OF HAUNCH ELEVATION	763.28	763.23	763.16	763.09	763.02	762.94	762.86	762.77	762.66	762.56	762.45
REF. LINE XX CONSTR. JOINT	STATION	343+08.31	343+19.68	343+31.04	343+42.41	343+53.77	343+65.14	343+76.50	343+87.87	343+99.23	344+10.59	344+21.96
	FINAL TOP OF DECK ELEVATION	763.97	763.88	763.79	763.70	763.62	763.53	763.45	763.36	763.28	763.19	763.11
	SCREED ELEVATION	763.97	763.90	763.83	763.76	763.69	763.60	763.52	763.42	763.32	763.21	763.11
REF. LINE 8 BEAM B129L	STATION	343+10.61	343+21.77	343+32.94	343+44.12	343+55.32	343+66.54	343+77.76	343+89.00	344+00.26	344+11.53	344+22.81
	FINAL TOP OF DECK ELEVATION	763.94	763.85	763.76	763.67	763.58	763.49	763.41	763.32	763.24	763.14	763.06
	TOP OF HAUNCH ELEVATION	763.23	763.16	763.10	763.02	762.94	762.86	762.77	762.67	762.58	762.45	762.35
REF. LINE 9 BEAM B130L	STATION	343+15.20	343+26.10	343+37.02	343+47.94	343+58.88	343+69.83	343+80.79	343+91.76	344+02.74	344+13.73	344+24.73
	FINAL TOP OF DECK ELEVATION	763.88	763.78	763.69	763.59	763.50	763.41	763.32	763.23	763.13	763.05	762.95
	TOP OF HAUNCH ELEVATION	763.17	763.09	763.02	762.94	762.86	762.77	762.68	762.58	762.46	762.36	762.24
REF. LINE 10 BEAM B131L	STATION	343+19.79	343+30.44	343+41.10	343+51.76	343+62.44	343+73.12	343+83.81	343+94.51	344+05.22	344+15.94	344+26.66
	FINAL TOP OF DECK ELEVATION	763.82	763.72	763.62	763.52	763.42	763.32	763.22	763.13	763.03	762.93	762.84
	TOP OF HAUNCH ELEVATION	763.11	763.03	762.95	762.86	762.77	762.67	762.57	762.47	762.36	762.24	762.13
REF. LINE 11 BEAM B132L	STATION	343+24.38	343+34.78	343+45.18	343+55.58	343+66.00	343+76.41	343+86.84	343+97.27	344+07.70	344+18.14	344+28.59
	FINAL TOP OF DECK ELEVATION	763.74	763.64	763.54	763.43	763.34	763.23	763.13	763.02	762.92	762.82	762.72
	TOP OF HAUNCH ELEVATION	763.03	762.95	762.87	762.77	762.69	762.58	762.48	762.36	762.25	762.13	762.01
REF. LINE LEFT PROFILE GRADE	STATION	343+27.21	343+37.50	343+47.79	343+58.08	343+68.36	343+78.64	343+88.92	343+99.20	344+09.47	344+19.74	344+30.00
	FINAL TOP OF DECK ELEVATION	763.70	763.59	763.48	763.38	763.28	763.16	763.06	762.95	762.85	762.74	762.63
	SCREED ELEVATION	763.70	763.61	763.51	763.42	763.33	763.21	763.11	762.99	762.88	762.76	762.63
REF. LINE 12 BEAM B133L	STATION	343+28.97	343+39.11	343+49.26	343+59.40	343+69.55	343+79.71	343+89.86	344+00.02	344+10.18	344+20.35	344+30.51
	FINAL TOP OF DECK ELEVATION	763.55	763.45	763.35	763.25	763.14	763.04	762.94	762.84	762.74	762.63	762.53
	TOP OF HAUNCH ELEVATION	762.84	762.76	762.67	762.58	762.48	762.38	762.27	762.17	762.06	761.94	761.82
REF. LINE 13 BEAM B134L	STATION	343+33.56	343+43.45	343+53.34	343+63.23	343+73.12	343+83.00	343+92.89	344+02.78	344+12.67	344+22.56	344+32.45
	FINAL TOP OF DECK ELEVATION	763.17	763.08	762.97	762.87	762.77	762.66	762.56	762.46	762.35	762.25	762.15
	TOP OF HAUNCH ELEVATION	762.46	762.38	762.28	762.19	762.10	761.99	761.89	761.78	761.67	761.55	761.44
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	343+34.12	343+43.97	343+53.83	343+63.68	343+73.53	343+83.39	343+93.24	344+03.10	344+12.95	344+22.81	344+32.66
	FINAL TOP OF DECK ELEVATION	763.13	763.03	762.92	762.82	762.72	762.62	762.52	762.42	762.31	762.21	762.10
	SCREED ELEVATION	763.13	763.04	762.94	762.85	762.76	762.66	762.56	762.45	762.33	762.22	762.10

NOTES:

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DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

190/229

1437/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 13

LOCATION		℄ PIER 12	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
REF. LINE 1 TOE OF LEFT PARAPET	STATION	344+13.89	344+21.25	344+28.62	344+35.99	344+43.36	344+50.73	344+58.10	344+65.46	344+72.83	344+80.20	344+87.57
	FINAL TOP OF DECK ELEVATION	762.99	762.93	762.89	762.85	762.81	762.77	762.73	762.69	762.65	762.62	762.58
	SCREED ELEVATION	762.99	762.95	762.93	762.90	762.87	762.84	762.79	762.74	762.69	762.64	762.58
REF. LINE 2 BEAM B135L	STATION	344+14.10	344+21.47	344+28.84	344+36.20	344+43.57	344+50.94	344+58.31	344+65.68	344+73.05	344+80.41	344+87.78
	FINAL TOP OF DECK ELEVATION	763.03	762.99	762.95	762.91	762.87	762.83	762.79	762.75	762.71	762.68	762.64
	TOP OF HAUNCH ELEVATION	762.32	762.30	762.28	762.25	762.22	762.19	762.14	762.09	762.04	761.99	761.93
REF. LINE 30 BEAM B136L	STATION	344+15.61	344+23.01	344+30.41	344+37.81	344+45.21	344+52.61	344+60.01	344+67.41	344+74.81	344+82.21	344+89.61
	FINAL TOP OF DECK ELEVATION	763.30	763.27	763.23	763.20	763.17	763.13	763.10	763.07	763.03	763.01	762.97
	TOP OF HAUNCH ELEVATION	762.59	762.58	762.56	762.55	762.53	762.50	762.46	762.42	762.36	762.32	762.26
REF. LINE GRADE BREAK 3	STATION	344+16.36	344+23.73	344+31.10	344+38.47	344+45.84	344+53.20	344+60.57	344+67.94	344+75.31	344+82.68	344+90.05
	FINAL TOP OF DECK ELEVATION	763.42	763.38	763.34	763.30	763.26	763.22	763.18	763.14	763.10	763.07	763.02
	SCREED ELEVATION	763.42	763.40	763.38	763.36	763.33	763.30	763.25	763.20	763.14	763.09	763.02
REF. LINE 31 BEAM B137L	STATION	344+17.29	344+24.69	344+32.09	344+39.49	344+46.89	344+54.29	344+61.69	344+69.09	344+76.49	344+83.89	344+91.29
	FINAL TOP OF DECK ELEVATION	763.37	763.33	763.28	763.24	763.19	763.15	763.10	763.06	763.02	762.97	762.93
	TOP OF HAUNCH ELEVATION	762.66	762.64	762.61	762.59	762.55	762.52	762.46	762.41	762.35	762.28	762.22
REF. LINE 32 BEAM B138L	STATION	344+18.97	344+26.37	344+33.77	344+41.17	344+48.57	344+55.97	344+63.37	344+70.77	344+78.17	344+85.57	344+92.97
	FINAL TOP OF DECK ELEVATION	763.28	763.23	763.18	763.13	763.09	763.04	762.99	762.94	762.89	762.84	762.80
	TOP OF HAUNCH ELEVATION	762.57	762.54	762.51	762.48	762.45	762.41	762.35	762.29	762.22	762.15	762.09
REF. LINE 33 BEAM B139L	STATION	344+20.66	344+28.06	344+35.46	344+42.86	344+50.26	344+57.66	344+65.06	344+72.46	344+79.86	344+87.26	344+94.66
	FINAL TOP OF DECK ELEVATION	763.18	763.13	763.08	763.03	762.98	762.92	762.87	762.82	762.77	762.71	762.66
	TOP OF HAUNCH ELEVATION	762.47	762.44	762.41	762.38	762.34	762.29	762.23	762.17	762.10	762.02	761.95
REF. LINE 34 BEAM B140L	STATION	344+22.34	344+29.74	344+37.14	344+44.54	344+51.94	344+59.34	344+66.74	344+74.14	344+81.54	344+88.94	344+96.34
	FINAL TOP OF DECK ELEVATION	763.09	763.03	762.98	762.92	762.86	762.81	762.75	762.69	762.63	762.57	762.52
	TOP OF HAUNCH ELEVATION	762.38	762.34	762.31	762.27	762.22	762.18	762.11	762.04	761.96	761.88	761.81
REF LINE XX CONSTR. LINE	STATION	344+23.24	344+30.64	344+38.04	344+45.44	344+52.84	344+60.24	344+67.64	344+75.04	344+82.44	344+89.84	344+97.24
	FINAL TOP OF DECK ELEVATION	763.04	762.98	762.92	762.86	762.80	762.74	762.68	762.62	762.56	762.50	762.44
	SCREED ELEVATION	763.04	763.00	762.96	762.92	762.87	762.82	762.75	762.68	762.60	762.52	762.44
REF. LINE 35 BEAM B141L	STATION	344+24.03	344+31.43	344+38.83	344+46.23	344+53.63	344+61.03	344+68.43	344+75.83	344+83.23	344+90.63	344+98.03
	FINAL TOP OF DECK ELEVATION	762.99	762.93	762.87	762.81	762.74	762.68	762.62	762.56	762.50	762.44	762.37
	TOP OF HAUNCH ELEVATION	762.28	762.24	762.20	762.16	762.10	762.05	761.98	761.91	761.83	761.75	761.66
REF. LINE 36 BEAM B142L	STATION	344+25.71	344+33.11	344+40.51	344+47.91	344+55.31	344+62.71	344+70.11	344+77.51	344+84.91	344+92.31	344+99.71
	FINAL TOP OF DECK ELEVATION	762.89	762.82	762.76	762.69	762.63	762.57	762.50	762.44	762.37	762.30	762.24
	TOP OF HAUNCH ELEVATION	762.18	762.13	762.09	762.04	761.99	761.94	761.86	761.79	761.70	761.61	761.53
REF. LINE 37 BEAM B143L	STATION	344+27.39	344+34.79	344+42.19	344+49.59	344+56.99	344+64.39	344+71.79	344+79.19	344+86.59	344+93.99	345+01.39
	FINAL TOP OF DECK ELEVATION	762.79	762.72	762.65	762.58	762.51	762.44	762.37	762.30	762.23	762.16	762.09
	TOP OF HAUNCH ELEVATION	762.08	762.03	761.98	761.93	761.87	761.81	761.73	761.65	761.56	761.47	761.38
REF. LINE LEFT PROFILE GRADE	STATION	344+30.00	344+37.40	344+44.80	344+52.20	344+59.60	344+67.00	344+74.40	344+81.80	344+89.20	344+96.60	345+04.00
	FINAL TOP OF DECK ELEVATION	762.63	762.56	762.47	762.40	762.32	762.25	762.17	762.09	762.02	761.93	761.86
	SCREED ELEVATION	762.63	762.58	762.51	762.46	762.39	762.33	762.24	762.15	762.06	761.95	761.86
REF. LINE 38 BEAM B144L	STATION	344+29.08	344+36.48	344+43.88	344+51.28	344+58.68	344+66.08	344+73.48	344+80.88	344+88.28	344+95.68	345+03.08
	FINAL TOP OF DECK ELEVATION	762.69	762.62	762.54	762.46	762.39	762.32	762.24	762.17	762.09	762.01	761.94
	TOP OF HAUNCH ELEVATION	761.98	761.93	761.87	761.81	761.75	761.69	761.60	761.52	761.42	761.32	761.23
REF. LINE 39 BEAM B145L	STATION	344+30.76	344+38.16	344+45.56	344+52.96	344+60.36	344+67.76	344+75.16	344+82.56	344+89.96	344+97.36	345+04.76
	FINAL TOP OF DECK ELEVATION	762.48	762.41	762.32	762.25	762.17	762.10	762.02	761.94	761.87	761.79	761.71
	TOP OF HAUNCH ELEVATION	761.77	761.72	761.65	761.60	761.53	761.47	761.38	761.29	761.20	761.10	761.00
REF. LINE 13 BEAM B146L	STATION	344+32.45	344+39.85	344+47.25	344+54.65	344+62.05	344+69.45	344+76.85	344+84.25	344+91.65	344+99.05	345+06.45
	FINAL TOP OF DECK ELEVATION	762.15	762.07	762.00	761.91	761.84	761.76	761.69	761.61	761.53	761.46	761.38
	TOP OF HAUNCH ELEVATION	761.44	761.38	761.33	761.26	761.19	761.12	761.04	760.96	760.86	760.77	760.67
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	344+32.66	344+40.06	344+47.46	344+54.86	344+62.26	344+69.66	344+77.06	344+84.46	344+91.86	344+99.26	345+06.66
	FINAL TOP OF DECK ELEVATION	762.10	762.03	761.96	761.87	761.80	761.72	761.65	761.57	761.49	761.42	761.33
	SCREED ELEVATION	762.10	762.05	762.00	761.92	761.86	761.79	761.71	761.62	761.53	761.44	761.33

NOTES:

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 1

LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	330+36.19	330+50.24	330+64.29	330+78.34	330+92.39	331+06.44	331+20.49	331+34.54	331+48.59	331+62.64	331+76.69
	FINAL TOP OF DECK ELEVATION	770.82	771.05	771.28	771.50	771.70	771.88	772.06	772.23	772.38	772.52	772.65
	SCREED ELEVATION	770.82	771.11	771.39	771.66	771.88	772.07	772.24	772.38	772.49	772.57	772.65
REF. LINE 16 BEAM B1R	STATION	330+36.62	330+50.67	330+64.72	330+78.77	330+92.82	331+06.87	331+20.92	331+34.97	331+49.02	331+63.07	331+77.12
	FINAL TOP OF DECK ELEVATION	770.84	771.08	771.30	771.52	771.72	771.90	772.09	772.25	772.40	772.54	772.67
	TOP OF HAUNCH ELEVATION	770.13	770.43	770.71	770.97	771.19	771.38	771.56	771.69	771.80	771.89	771.96
REF. LINE 17 BEAM B2R	STATION	330+39.87	330+53.92	330+67.97	330+82.02	330+96.07	331+10.12	331+24.17	331+38.22	331+52.27	331+66.32	331+80.37
	FINAL TOP OF DECK ELEVATION	771.02	771.26	771.48	771.69	771.89	772.07	772.24	772.40	772.55	772.69	772.81
	TOP OF HAUNCH ELEVATION	770.31	770.62	770.90	771.16	771.39	771.58	771.73	771.86	771.96	772.04	772.10
REF. LINE RIGHT PROFILE GRADE	STATION	330+41.57	330+55.62	330+69.67	330+83.72	330+97.77	331+11.82	331+25.87	331+39.92	331+53.97	331+68.02	331+82.07
	FINAL TOP OF DECK ELEVATION	771.11	771.34	771.57	771.77	771.97	772.16	772.33	772.49	772.63	772.77	772.89
	SCREED ELEVATION	771.11	771.41	771.70	771.95	772.18	772.37	772.53	772.66	772.75	772.83	772.89
REF. LINE 18 BEAM B3R	STATION	330+43.12	330+57.17	330+71.22	330+85.27	330+99.32	331+13.37	331+27.42	331+41.47	331+55.52	331+69.57	331+83.62
	FINAL TOP OF DECK ELEVATION	771.19	771.43	771.65	771.85	772.05	772.23	772.40	772.56	772.70	772.83	772.95
	TOP OF HAUNCH ELEVATION	770.48	770.79	771.07	771.32	771.55	771.74	771.89	772.02	772.11	772.18	772.24
REF. LINE 19 BEAM B4R	STATION	330+46.38	330+60.43	330+74.48	330+88.53	331+02.58	331+16.63	331+30.68	331+44.73	331+58.78	331+72.83	331+86.88
	FINAL TOP OF DECK ELEVATION	771.37	771.60	771.82	772.02	772.22	772.39	772.56	772.71	772.86	772.99	773.10
	TOP OF HAUNCH ELEVATION	770.66	770.96	771.24	771.49	771.72	771.90	772.05	772.17	772.27	772.34	772.39
REF. LINE 20 BEAM B5R	STATION	330+49.63	330+63.68	330+77.73	330+91.78	331+05.83	331+19.88	331+33.93	331+47.98	331+62.03	331+76.08	331+90.13
	FINAL TOP OF DECK ELEVATION	771.55	771.77	771.99	772.19	772.37	772.55	772.71	772.87	773.00	773.14	773.25
	TOP OF HAUNCH ELEVATION	770.84	771.13	771.41	771.66	771.87	772.06	772.20	772.33	772.41	772.49	772.54
REF. LINE GRADE BREAK 4	STATION	330+51.98	330+66.03	330+80.08	330+94.13	331+08.18	331+22.23	331+36.28	331+50.33	331+64.38	331+78.43	331+92.48
	FINAL TOP OF DECK ELEVATION	771.67	771.89	772.10	772.30	772.49	772.66	772.83	772.98	773.11	773.24	773.35
	SCREED ELEVATION	771.67	771.96	772.23	772.48	772.70	772.87	773.03	773.15	773.23	773.30	773.35
REF. LINE 21 BEAM B6R	STATION	330+52.88	330+66.93	330+80.98	330+95.03	331+09.08	331+23.13	331+37.18	331+51.23	331+65.28	331+79.33	331+93.38
	FINAL TOP OF DECK ELEVATION	771.66	771.89	772.10	772.30	772.49	772.67	772.83	772.99	773.12	773.26	773.37
	TOP OF HAUNCH ELEVATION	770.95	771.25	771.52	771.77	771.99	772.18	772.32	772.45	772.53	772.61	772.66
REF. LINE 22 BEAM B7R	STATION	330+56.13	330+70.18	330+84.23	330+98.28	331+12.33	331+23.38	331+40.43	331+54.48	331+68.53	331+82.58	331+96.63
	FINAL TOP OF DECK ELEVATION	771.62	771.86	772.08	772.29	772.49	772.68	772.85	773.01	773.16	773.30	773.43
	TOP OF HAUNCH ELEVATION	770.91	771.22	771.50	771.76	771.99	772.19	772.34	772.47	772.57	772.65	772.72
REF. LINE XX CONSTR. JOINT	STATION	330+57.76	330+71.81	330+85.86	330+99.91	331+13.96	331+28.01	331+42.06	331+56.11	331+70.16	331+84.21	331+98.25
	FINAL TOP OF DECK ELEVATION	771.60	771.84	772.07	772.29	772.49	772.68	772.86	773.03	773.18	773.33	773.46
	SCREED ELEVATION	771.60	771.91	772.20	772.47	772.70	772.89	773.06	773.20	773.30	773.39	773.46
REF. LINE 23 BEAM B8R	STATION	330+59.38	330+73.43	330+87.48	331+01.53	331+15.58	331+29.63	331+43.68	331+57.73	331+71.78	331+85.83	331+99.88
	FINAL TOP OF DECK ELEVATION	771.59	771.83	772.06	772.29	772.50	772.69	772.88	773.05	773.21	773.35	773.49
	TOP OF HAUNCH ELEVATION	770.88	771.19	771.48	771.76	772.00	772.20	772.37	772.51	772.62	772.70	772.78
REF. LINE 24 BEAM B9R	STATION	330+62.64	330+76.69	330+90.74	331+04.79	331+18.84	331+32.89	331+46.94	331+60.99	331+75.04	331+89.09	332+03.14
	FINAL TOP OF DECK ELEVATION	771.56	771.81	772.06	772.29	772.50	772.71	772.90	773.08	773.26	773.41	773.55
	TOP OF HAUNCH ELEVATION	770.85	771.17	771.48	771.76	772.00	772.22	772.39	772.54	772.67	772.76	772.84
REF. LINE GRADE BREAK 5	STATION	330+63.51	330+77.44	330+91.37	331+05.30	331+19.23	331+33.16	331+47.09	331+61.02	-	-	-
	FINAL TOP OF DECK ELEVATION	771.55	771.81	772.06	772.29	772.50	772.71	772.90	773.08	-	-	-
	DEAD LOAD DEFLECTION	0.00	-0.07	-0.13	-0.18	-0.21	-0.21	-0.20	-0.17			
	SCREED ELEVATION	771.55	771.88	772.19	772.47	772.71	772.92	773.10	773.25	-	-	-
REF. LINE 25 BEAM B10R	STATION	330+65.89	330+79.94	330+93.98	331+08.03	331+22.08	331+36.13	331+50.18	331+64.23	331+78.28	331+92.32	332+06.37
	FINAL TOP OF DECK ELEVATION	771.54	771.80	772.05	772.29	772.52	772.73	772.93	773.13	773.31	773.47	773.63
	TOP OF HAUNCH ELEVATION	770.83	771.16	771.47	771.76	772.02	772.24	772.42	772.59	772.72	772.82	772.92
REF. LINE GRADE BREAK 6	STATION	330+68.67	330+82.60	330+96.53	331+10.46	331+24.39	331+38.32	331+52.25	331+66.18	331+80.11	331+94.04	332+08.09
	FINAL TOP OF DECK ELEVATION	771.52	771.79	772.05	772.30	772.53	772.75	772.95	773.15	773.34	773.51	773.67
	SCREED ELEVATION	771.52	771.86	772.18	772.48	772.74	772.97	773.16	773.33	773.47	773.57	773.67
REF. LINE 26 BEAM B11L	STATION	330+69.14	330+83.19	330+97.24	331+11.29	331+25.34	331+39.39	331+53.44	331+67.49	331+81.54	331+95.59	332+09.64
	FINAL TOP OF DECK ELEVATION	771.49	771.75	772.00	772.24	772.46	772.67	772.86	773.05	773.22	773.38	773.54
	TOP OF HAUNCH ELEVATION	770.78	771.11	771.43	771.71	771.96	772.18	772.36	772.52	772.64	772.74	772.83
REF. LINE 28 BEAM B12R	STATION	330+72.97	330+86.96	331+00.95	331+14.94	331+28.93	331+42.91	331+56.90	331+70.89	331+84.88	331+98.87	332+12.86
	FINAL TOP OF DECK ELEVATION	771.21	771.46	771.72	771.95	772.18	772.39	772.59	772.78	772.95	773.12	773.28
	TOP OF HAUNCH ELEVATION	770.50	770.81	771.13	771.40	771.66	771.87	772.06	772.22	772.35	772.47	772.57
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	330+73.83	330+87.76	331+01.69	331+15.62	331+29.55	331+43.48	331+57.41	331+71.34	331+85.27	331+99.24	332+13.29
	FINAL TOP OF DECK ELEVATION	771.14	771.41	771.66	771.90	772.13	772.35	772.55	772.74	772.92	773.09	773.25
	SCREED ELEVATION	771.14	771.47	771.78	772.06	772.31	772.54	772.73	772.89	773.03	773.14	773.25

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

192/229

1439/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 2

LOCATION		℄ PIER 1R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	331+76.69	331+88.70	332+00.71	332+12.72	332+24.73	332+36.74	332+48.75	332+60.76	332+72.77	332+84.78	332+96.79
	FINAL TOP OF DECK ELEVATION	772.65	772.74	772.83	772.91	772.98	773.04	773.09	773.14	773.17	773.19	773.20
	SCREED ELEVATION	772.65	772.76	772.87	772.97	773.05	773.11	773.16	773.20	773.21	773.21	773.20
REF. LINE 16 BEAM B13R	STATION	331+77.12	331+89.14	332+01.15	332+13.17	332+25.19	332+37.20	332+49.22	332+61.24	332+73.25	332+85.27	332+97.28
	FINAL TOP OF DECK ELEVATION	772.67	772.76	772.85	772.93	773.00	773.06	773.11	773.16	773.19	773.21	773.22
	TOP OF HAUNCH ELEVATION	771.96	772.07	772.18	772.28	772.36	772.43	772.47	772.51	772.52	772.52	772.51
REF. LINE 17 BEAM B14R	STATION	331+80.37	331+92.30	332+04.23	332+16.15	332+28.07	332+39.99	332+51.90	332+63.81	332+75.71	332+87.61	332+99.51
	FINAL TOP OF DECK ELEVATION	772.81	772.90	772.98	773.05	773.12	773.17	773.21	773.25	773.28	773.29	773.29
	TOP OF HAUNCH ELEVATION	772.10	772.21	772.31	772.40	772.48	772.54	772.58	772.60	772.62	772.60	772.58
REF. LINE RIGHT PROFILE GRADE	STATION	331+82.07	331+94.16	332+06.25	332+18.34	332+30.43	332+42.52	332+54.61	332+66.69	332+78.78	332+90.87	333+02.96
	FINAL TOP OF DECK ELEVATION	772.89	772.98	773.06	773.14	773.21	773.27	773.32	773.35	773.38	773.40	773.41
	SCREED ELEVATION	772.89	773.00	773.11	773.21	773.29	773.35	773.40	773.42	773.43	773.42	773.41
REF. LINE 18 BEAM B15R	STATION	331+83.62	331+95.47	332+07.31	332+19.14	332+30.96	332+42.77	332+54.58	332+66.38	332+78.18	332+89.96	333+01.74
	FINAL TOP OF DECK ELEVATION	772.95	773.04	773.11	773.18	773.23	773.28	773.32	773.34	773.36	773.37	773.37
	TOP OF HAUNCH ELEVATION	772.24	772.35	772.45	772.54	772.60	772.65	772.69	772.70	772.70	772.69	772.66
REF. LINE 19 BEAM B16R	STATION	331+86.88	331+98.77	332+10.66	332+22.54	332+34.41	332+46.28	332+58.13	332+69.98	332+81.83	332+93.66	333+05.49
	FINAL TOP OF DECK ELEVATION	773.10	773.18	773.25	773.32	773.37	773.41	773.45	773.47	773.49	773.50	773.50
	TOP OF HAUNCH ELEVATION	772.39	772.49	772.59	772.68	772.74	772.79	772.82	772.83	772.83	772.82	772.79
REF. LINE 20 BEAM B17R	STATION	331+90.13	332+02.10	332+14.07	332+26.04	332+37.99	332+49.94	332+61.89	332+73.82	332+85.75	332+97.68	333+09.59
	FINAL TOP OF DECK ELEVATION	773.25	773.33	773.40	773.46	773.51	773.55	773.58	773.61	773.63	773.64	773.65
	TOP OF HAUNCH ELEVATION	772.54	772.65	772.75	772.83	772.89	772.94	772.97	772.98	772.98	772.96	772.94
REF. LINE GRADE BREAK 4	STATION	331+92.48	332+04.72	332+16.96	332+29.20	332+41.45	332+53.69	332+65.93	332+78.17	-	-	-
	FINAL TOP OF DECK ELEVATION	773.35	773.44	773.52	773.59	773.64	773.70	773.73	773.76	-	-	-
	SCREED ELEVATION	773.35	773.47	773.58	773.67	773.73	773.80	773.83	773.84	-	-	-
REF. LINE 21 BEAM B18R	STATION	331+93.38	332+05.44	332+17.49	332+29.53	332+41.57	332+53.61	332+65.64	332+77.66	332+89.68	333+01.69	333+13.70
	FINAL TOP OF DECK ELEVATION	773.37	773.45	773.53	773.60	773.65	773.69	773.72	773.74	773.76	773.79	773.80
	TOP OF HAUNCH ELEVATION	772.66	772.77	772.88	772.97	773.04	773.08	773.11	773.11	773.11	773.11	773.09
REF. LINE 22 BEAM B19R	STATION	331+96.63	332+08.77	332+20.90	332+33.03	332+45.16	332+57.27	332+69.39	332+81.50	332+93.60	333+05.70	333+17.80
	FINAL TOP OF DECK ELEVATION	773.43	773.52	773.61	773.69	773.74	773.80	773.84	773.87	773.90	773.94	773.96
	TOP OF HAUNCH ELEVATION	772.72	772.84	772.96	773.06	773.13	773.20	773.23	773.25	773.25	773.26	773.25
REF. LINE XX CONSTR. JOINT	STATION	331+98.25	332+10.43	332+22.61	332+34.79	332+46.96	332+59.14	332+71.32	332+83.50	332+95.68	333+07.85	333+20.03
	FINAL TOP OF DECK ELEVATION	773.46	773.56	773.65	773.73	773.80	773.86	773.91	773.95	773.98	774.02	774.04
	SCREED ELEVATION	773.46	773.59	773.71	773.81	773.90	773.96	774.01	774.03	774.04	774.05	774.04
REF. LINE 23 BEAM B20R	STATION	331+99.88	332+12.10	332+24.32	332+36.53	332+48.74	332+60.94	332+73.14	332+85.34	332+97.53	333+09.72	333+21.90
	FINAL TOP OF DECK ELEVATION	773.49	773.59	773.69	773.77	773.85	773.91	773.96	774.01	774.05	774.09	774.11
	TOP OF HAUNCH ELEVATION	772.78	772.91	773.04	773.14	773.24	773.31	773.35	773.39	773.40	773.41	773.40
REF. LINE 24 BEAM B21R	STATION	332+03.14	332+15.44	332+27.73	332+40.03	332+52.32	332+64.61	332+76.89	332+89.17	333+01.45	333+13.73	333+26.00
	FINAL TOP OF DECK ELEVATION	773.55	773.67	773.78	773.87	773.95	774.03	774.10	774.15	774.20	774.24	774.28
	TOP OF HAUNCH ELEVATION	772.84	772.99	773.13	773.25	773.34	773.43	773.50	773.53	773.56	773.56	773.57
REF. LINE 25 BEAM B22R	STATION	332+06.37	332+18.77	332+31.15	332+43.52	332+55.90	332+68.27	332+80.64	332+93.01	333+05.38	333+17.74	333+30.11
	FINAL TOP OF DECK ELEVATION	773.63	773.76	773.87	773.98	774.08	774.16	774.24	774.30	774.36	774.40	774.44
	TOP OF HAUNCH ELEVATION	772.92	773.08	773.22	773.36	773.48	773.56	773.64	773.68	773.72	773.72	773.73
REF. LINE GRADE BREAK 6	STATION	332+08.09	332+20.56	332+33.03	332+45.50	332+70.44	332+82.92	332+95.39	333+07.86	333+20.33	333+32.80	333+45.47
	FINAL TOP OF DECK ELEVATION	773.67	773.81	773.93	774.03	774.23	774.32	774.39	774.46	774.51	774.55	774.59
	SCREED ELEVATION	773.67	773.84	773.99	774.12	774.34	774.43	774.50	774.55	774.58	774.58	774.59
REF. LINE 26 BEAM B23R	STATION	332+09.64	332+22.10	332+34.56	332+47.02	332+59.48	332+71.94	332+84.39	332+96.85	333+09.30	333+21.76	333+34.21
	FINAL TOP OF DECK ELEVATION	773.54	773.68	773.80	773.92	774.02	774.12	774.20	774.28	774.34	774.40	774.45
	TOP OF HAUNCH ELEVATION	772.83	773.00	773.15	773.30	773.42	773.53	773.60	773.66	773.70	773.73	773.74
REF. LINE 28 BEAM B24R	STATION	332+12.86	332+25.40	332+37.94	332+50.48	332+63.02	332+75.56	332+88.11	333+00.65	333+13.19	333+25.73	333+38.27
	FINAL TOP OF DECK ELEVATION	773.28	773.41	773.53	773.64	773.74	773.83	773.91	773.98	774.04	774.09	774.13
	TOP OF HAUNCH ELEVATION	772.57	772.73	772.88	773.01	773.13	773.23	773.30	773.36	773.39	773.41	773.42
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	332+13.29	332+25.84	332+38.39	332+50.93	332+63.48	332+76.03	332+88.58	333+01.13	333+13.67	333+26.22	333+38.77
	FINAL TOP OF DECK ELEVATION	773.25	773.38	773.50	773.61	773.70	773.79	773.88	773.94	774.00	774.05	774.09
	SCREED ELEVATION	773.25	773.41	773.56	773.69	773.80	773.90	773.98	774.03	774.06	774.08	774.09

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 3

LOCATION		℄ PIER 2R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	332+96.79	333+06.45	333+16.12	333+25.79	333+35.45	333+45.12	333+54.78	333+64.45	333+74.12	333+83.78	333+93.45
	FINAL TOP OF DECK ELEVATION	773.20	773.20	773.19	773.18	773.16	773.13	773.09	773.06	773.01	772.96	772.91
	SCREED ELEVATION	773.20	773.21	773.21	773.21	773.20	773.17	773.13	773.09	773.03	772.97	772.91
REF. LINE 16 BEAM B25R	STATION	332+97.28	333+06.99	333+16.70	333+26.41	333+36.12	333+45.82	333+55.53	333+65.24	333+74.95	333+84.66	333+94.36
	FINAL TOP OF DECK ELEVATION	773.22	773.22	773.21	773.19	773.17	773.15	773.11	773.07	773.03	772.98	772.92
	TOP OF HAUNCH ELEVATION	772.51	772.52	772.52	772.51	772.50	772.48	772.44	772.39	772.34	772.28	772.21
REF. LINE 18 BEAM B26R	STATION	333+01.74	333+11.78	333+21.81	333+31.84	333+41.87	333+51.89	333+61.90	333+71.91	333+81.92	333+91.91	334+01.88
	FINAL TOP OF DECK ELEVATION	773.37	773.38	773.36	773.35	773.33	773.30	773.27	773.23	773.19	773.14	773.08
	TOP OF HAUNCH ELEVATION	772.66	772.68	772.68	772.68	772.67	772.64	772.61	772.56	772.51	772.45	772.37
REF. LINE RIGHT PROFILE GRADE	STATION	333+02.96	333+13.14	333+23.32	333+33.51	333+43.69	333+53.87	333+64.06	333+74.24	333+84.43	333+94.60	334+04.73
	FINAL TOP OF DECK ELEVATION	773.41	773.42	773.41	773.40	773.38	773.36	773.33	773.29	773.25	773.19	773.14
	SCREED ELEVATION	773.41	773.43	773.44	773.44	773.43	773.41	773.38	773.33	773.28	773.20	773.14
REF. LINE 19 BEAM B27R	STATION	333+05.49	333+15.88	333+26.27	333+36.67	333+47.06	333+57.46	333+67.85	333+78.25	333+88.65	333+99.01	334+09.37
	FINAL TOP OF DECK ELEVATION	773.50	773.50	773.51	773.49	773.47	773.46	773.42	773.38	773.34	773.29	773.24
	TOP OF HAUNCH ELEVATION	772.79	772.81	772.83	772.83	772.81	772.81	772.76	772.72	772.66	772.60	772.53
REF. LINE 20 BEAM B28R	STATION	333+09.59	333+20.33	333+31.06	333+41.80	333+52.53	333+63.27	333+74.01	333+84.76	333+95.47	334+06.15	334+16.83
	FINAL TOP OF DECK ELEVATION	773.65	773.65	773.66	773.65	773.64	773.62	773.59	773.55	773.51	773.46	773.40
	TOP OF HAUNCH ELEVATION	772.94	772.96	772.99	772.99	772.99	772.98	772.94	772.89	772.84	772.77	772.69
REF. LINE 21 BEAM B29R	STATION	333+13.70	333+24.77	333+35.85	333+46.93	333+58.01	333+69.09	333+80.18	333+91.25	334+02.25	334+13.26	334+24.27
	FINAL TOP OF DECK ELEVATION	773.80	773.81	773.81	773.81	773.80	773.79	773.75	773.72	773.68	773.63	773.58
	TOP OF HAUNCH ELEVATION	773.09	773.12	773.14	773.16	773.16	773.15	773.11	773.07	773.01	772.94	772.87
REF. LINE 22 BEAM B30R	STATION	333+17.80	333+29.21	333+40.63	333+52.05	333+63.48	333+74.91	333+86.34	333+97.69	334+09.02	334+20.35	334+31.68
	FINAL TOP OF DECK ELEVATION	773.96	773.97	773.98	773.98	773.97	773.95	773.93	773.89	773.86	773.81	773.75
	TOP OF HAUNCH ELEVATION	773.25	773.28	773.32	773.34	773.34	773.32	773.30	773.25	773.20	773.12	773.04
REF. LINE XX CONSTR. JOINT	STATION	333+19.85	333+31.45	333+43.05	333+54.65	333+66.25	333+77.85	333+89.44	334+00.93	334+12.41	334+23.89	334+35.37
	FINAL TOP OF DECK ELEVATION	774.03	774.05	774.06	774.06	774.06	774.04	774.02	773.99	773.95	773.90	773.85
	SCREED ELEVATION	774.03	774.07	774.11	774.13	774.14	774.12	774.10	774.06	774.00	773.92	773.85
REF. LINE 23 BEAM B31R	STATION	333+21.90	333+33.66	333+45.42	333+57.18	333+68.95	333+80.82	333+92.46	334+04.11	334+15.76	334+27.41	334+39.06
	FINAL TOP OF DECK ELEVATION	774.11	774.13	774.15	774.15	774.15	774.13	774.11	774.08	774.04	773.99	773.94
	TOP OF HAUNCH ELEVATION	773.40	773.45	773.49	773.52	773.53	773.51	773.49	773.45	773.38	773.31	773.23
REF. LINE 24 BEAM B32R	STATION	333+26.00	333+38.10	333+50.21	333+62.31	333+74.42	333+86.54	333+98.54	334+10.50	334+22.47	334+34.44	334+46.42
	FINAL TOP OF DECK ELEVATION	774.28	774.30	774.32	774.33	774.33	774.31	774.29	774.26	774.23	774.18	774.13
	TOP OF HAUNCH ELEVATION	773.57	773.62	773.67	773.70	773.72	773.70	773.68	773.63	773.58	773.50	773.42
REF. LINE 25 BEAM B33R	STATION	333+30.11	333+42.55	333+54.99	333+67.44	333+79.90	333+92.31	334+04.59	334+16.88	334+29.16	334+41.46	334+53.75
	FINAL TOP OF DECK ELEVATION	774.44	774.47	774.50	774.50	774.51	774.50	774.48	774.45	774.42	774.38	774.33
	TOP OF HAUNCH ELEVATION	773.73	773.79	773.86	773.88	773.91	773.91	773.88	773.83	773.78	773.70	773.62
REF. LINE GRADE BREAK 6	STATION	333+45.47	333+58.14	333+70.81	333+83.49	333+96.06	334+08.53	334+20.96	334+33.37	334+45.75	334+58.09	334+71.07
	FINAL TOP OF DECK ELEVATION	774.59	774.61	774.63	774.63	774.62	774.61	774.58	774.55	774.50	774.45	774.38
	SCREED ELEVATION	774.59	774.65	774.70	774.73	774.74	774.74	774.70	774.65	774.57	774.49	774.38
REF. LINE 26 BEAM B34R	STATION	333+34.21	333+46.99	333+59.78	333+72.57	333+85.37	333+98.03	334+10.62	334+23.23	334+35.83	334+48.44	334+61.06
	FINAL TOP OF DECK ELEVATION	774.45	774.48	774.50	774.52	774.52	774.51	774.49	774.46	774.42	774.36	774.29
	TOP OF HAUNCH ELEVATION	773.74	773.81	773.86	773.91	773.93	773.93	773.90	773.85	773.78	773.69	773.58
REF. LINE 28 BEAM B35R	STATION	333+38.27	333+51.36	333+64.44	333+77.52	333+90.58	334+03.43	334+16.28	334+29.12	334+41.97	334+54.82	334+67.66
	FINAL TOP OF DECK ELEVATION	774.13	774.16	774.19	774.20	774.20	774.19	774.16	774.13	774.09	774.03	773.96
	TOP OF HAUNCH ELEVATION	773.42	773.48	773.54	773.57	773.59	773.58	773.55	773.50	773.44	773.35	773.25
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	333+38.77	333+51.93	333+65.10	333+78.27	333+91.41	334+04.34	334+17.24	334+30.11	334+42.96	334+55.76	334+68.53
	FINAL TOP OF DECK ELEVATION	774.09	774.12	774.14	774.15	774.15	774.14	774.11	774.08	774.03	773.98	773.91
	SCREED ELEVATION	774.09	774.15	774.20	774.23	774.25	774.24	774.21	774.16	774.09	774.01	773.91

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN MEH REVISED
DESIGNED JWF CHECKED GHD

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

194/229

1441/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 4

LOCATION		℄ PIER 3R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	333+93.45	334+02.93	334+12.40	334+21.86	334+31.29	334+40.69	334+50.07	334+59.42	334+68.73	334+78.00	334+87.24
	FINAL TOP OF DECK ELEVATION	772.91	772.84	772.78	772.70	772.63	772.54	772.46	772.36	772.26	772.16	772.06
	SCREED ELEVATION	772.91	772.85	772.80	772.72	772.66	772.57	772.49	772.38	772.28	772.17	772.06
REF. LINE 16 BEAM B36R	STATION	333+94.36	334+03.86	334+13.36	334+22.86	334+32.36	334+41.86	334+51.36	334+60.86	334+70.36	334+79.86	334+89.36
	FINAL TOP OF DECK ELEVATION	772.92	772.86	772.79	772.73	772.64	772.56	772.48	772.37	772.28	772.18	772.08
	TOP OF HAUNCH ELEVATION	772.21	772.16	772.10	772.04	771.96	771.88	771.80	771.68	771.59	771.48	771.37
REF. LINE 18 BEAM B37R	STATION	334+01.88	334+11.76	334+21.65	334+31.53	334+41.42	334+51.30	334+61.18	334+71.06	334+80.94	334+90.82	335+00.70
	FINAL TOP OF DECK ELEVATION	773.08	773.01	772.94	772.87	772.79	772.70	772.60	772.51	772.41	772.31	772.20
	TOP OF HAUNCH ELEVATION	772.37	772.31	772.25	772.19	772.12	772.03	771.93	771.83	771.72	771.61	771.49
REF. LINE RIGHT PROFILE GRADE	STATION	334+04.73	334+14.84	334+24.93	334+35.00	334+45.05	334+55.07	334+65.07	334+75.03	334+84.95	334+94.84	335+04.69
	FINAL TOP OF DECK ELEVATION	773.14	773.07	773.00	772.93	772.85	772.76	772.66	772.56	772.46	772.35	772.25
	SCREED ELEVATION	773.14	773.08	773.02	772.96	772.89	772.80	772.70	772.59	772.48	772.36	772.25
REF. LINE 19 BEAM B38R	STATION	334+09.37	334+19.64	334+29.91	334+40.18	334+50.44	334+60.71	334+70.97	334+81.23	334+91.49	335+01.75	335+12.00
	FINAL TOP OF DECK ELEVATION	773.24	773.17	773.10	773.02	772.93	772.84	772.75	772.65	772.55	772.45	772.35
	TOP OF HAUNCH ELEVATION	772.53	772.47	772.42	772.35	772.27	772.18	772.09	771.98	771.87	771.75	771.64
REF. LINE 20 BEAM B39R	STATION	334+16.83	334+27.49	334+38.14	334+48.79	334+59.43	334+70.08	334+80.72	334+91.36	335+02.00	335+12.64	335+23.27
	FINAL TOP OF DECK ELEVATION	773.40	773.33	773.26	773.18	773.09	773.00	772.90	772.80	772.70	772.60	772.49
	TOP OF HAUNCH ELEVATION	772.69	772.64	772.58	772.52	772.44	772.35	772.25	772.14	772.02	771.91	771.78
REF. LINE 21 BEAM B40R	STATION	334+24.27	334+35.30	334+46.34	334+57.37	334+68.40	334+79.42	334+90.44	335+01.46	335+12.47	335+23.48	335+34.49
	FINAL TOP OF DECK ELEVATION	773.58	773.50	773.43	773.34	773.26	773.16	773.06	772.97	772.86	772.74	772.64
	TOP OF HAUNCH ELEVATION	772.87	772.81	772.76	772.68	772.61	772.52	772.41	772.31	772.19	772.05	771.93
REF. LINE 22 BEAM B41R	STATION	334+31.68	334+43.10	334+54.51	334+65.92	334+77.32	334+88.73	335+00.12	335+11.52	335+22.91	335+34.29	335+45.68
	FINAL TOP OF DECK ELEVATION	773.75	773.68	773.61	773.52	773.42	773.33	773.24	773.13	773.01	772.90	772.78
	TOP OF HAUNCH ELEVATION	773.04	772.99	772.95	772.87	772.79	772.70	772.60	772.48	772.34	772.21	772.07
REF. LINE XX CONSTR. LINE	STATION	334+35.38	334+46.95	334+58.51	334+70.08	334+81.64	334+93.21	335+04.77	335+16.34	335+27.90	335+39.47	335+51.04
	FINAL TOP OF DECK ELEVATION	773.85	773.78	773.68	773.60	773.50	773.41	773.33	773.21	773.09	772.97	772.85
	SCREED ELEVATION	773.85	773.80	773.72	773.66	773.57	773.49	773.40	773.27	773.13	772.99	772.85
REF. LINE 23 BEAM B42R	STATION	334+39.06	334+50.86	334+62.65	334+74.44	334+86.22	334+98.00	335+09.77	335+21.54	335+33.31	335+45.07	335+56.82
	FINAL TOP OF DECK ELEVATION	773.94	773.87	773.79	773.70	773.61	773.52	773.41	773.28	773.17	773.04	772.93
	TOP OF HAUNCH ELEVATION	773.23	773.19	773.13	773.06	772.99	772.90	772.79	772.64	772.51	772.35	772.22
REF. LINE 24 BEAM B43R	STATION	334+46.42	334+58.59	334+70.76	334+82.93	334+95.09	335+07.24	335+19.39	335+31.53	335+43.67	335+55.80	335+67.93
	FINAL TOP OF DECK ELEVATION	774.13	774.06	773.98	773.89	773.80	773.70	773.57	773.45	773.32	773.20	773.07
	TOP OF HAUNCH ELEVATION	773.42	773.38	773.33	773.26	773.19	773.09	772.96	772.82	772.67	772.52	772.36
REF. LINE 25 BEAM B44R	STATION	334+53.75	334+66.30	334+78.85	334+91.38	335+03.92	335+16.45	335+28.97	335+41.48	335+53.99	335+66.50	335+78.99
	FINAL TOP OF DECK ELEVATION	774.33	774.25	774.17	774.09	774.00	773.87	773.74	773.61	773.48	773.35	773.22
	TOP OF HAUNCH ELEVATION	773.62	773.57	773.53	773.48	773.40	773.28	773.14	773.00	772.84	772.67	772.51
REF. LINE GRADE BREAK 6	STATION	334+71.07	334+84.04	334+96.98	335+09.89	335+22.77	335+35.61	335+48.40	335+61.14	335+73.83	335+86.45	335+95.72
	FINAL TOP OF DECK ELEVATION	774.38	774.30	774.23	774.12	773.98	773.85	773.72	773.59	773.45	773.33	773.22
	SCREED ELEVATION	774.38	774.34	774.30	774.23	774.10	773.98	773.84	773.69	773.52	773.37	773.22
REF. LINE 26 BEAM B45L	STATION	334+61.06	334+73.98	334+86.90	334+99.81	335+12.72	335+25.62	335+38.52	335+51.40	335+64.28	335+77.15	335+90.02
	FINAL TOP OF DECK ELEVATION	774.29	774.24	774.24	774.26	774.16	774.04	773.90	773.77	773.63	773.50	773.36
	TOP OF HAUNCH ELEVATION	773.58	773.57	773.61	773.66	773.58	773.46	773.32	773.17	773.00	772.83	772.65
REF. LINE 28 BEAM B46R	STATION	334+67.66	334+80.99	334+94.33	335+07.66	335+21.00	335+34.33	335+47.67	335+61.00	335+74.34	335+87.67	336+01.01
	FINAL TOP OF DECK ELEVATION	773.96	773.92	773.93	773.90	773.76	773.62	773.49	773.34	773.20	773.06	772.92
	TOP OF HAUNCH ELEVATION	773.25	773.24	773.28	773.28	773.16	773.02	772.89	772.72	772.55	772.38	772.21
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	334+68.53	334+82.07	334+95.59	335+09.09	335+22.55	335+35.97	335+49.35	335+62.68	335+75.96	335+89.17	336+02.32
	FINAL TOP OF DECK ELEVATION	773.91	773.88	773.87	773.76	773.69	773.55	773.41	773.20	773.14	772.99	772.86
	SCREED ELEVATION	773.91	773.91	773.93	773.84	773.79	773.66	773.51	773.29	773.20	773.02	772.86

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN MEH | REVISED
DESIGNED JWF | CHECKED GHD

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	334+87.24	334+98.55	335+09.82	335+21.05	335+32.25	335+43.41	335+54.54	335+65.64	335+76.71	335+87.75	335+98.78
	FINAL TOP OF DECK ELEVATION	772.06	771.92	771.80	771.69	771.57	771.46	771.33	771.22	771.11	770.99	770.88
	SCREED ELEVATION	772.06	771.94	771.83	771.74	771.63	771.52	771.39	771.27	771.15	771.01	770.88
REF. LINE 16 BEAM B47R	STATION	334+89.36	335+00.52	335+11.69	335+22.86	335+34.02	335+45.19	335+56.36	335+67.52	335+78.69	335+89.85	336+01.02
	FINAL TOP OF DECK ELEVATION	772.08	771.95	771.83	771.71	771.59	771.48	771.36	771.26	771.14	771.03	770.92
	DEAD LOAD DEFLECTION	0.00	-0.02	-0.03	-0.05	-0.06	-0.06	-0.06	-0.05	-0.04	-0.02	0.00
	SCREED ELEVATION	772.08	771.97	771.86	771.76	771.65	771.54	771.42	771.31	771.18	771.05	770.92
	TOP OF HAUNCH ELEVATION	771.37	771.26	771.16	771.05	770.94	770.84	770.71	770.60	770.47	770.34	770.21
REF. LINE 18 BEAM B48R	STATION	335+00.70	335+11.57	335+22.44	335+33.32	335+44.20	335+55.08	335+65.96	335+76.84	335+87.83	335+98.61	336+09.50
	FINAL TOP OF DECK ELEVATION	772.20	772.09	771.97	771.86	771.75	771.63	771.52	771.40	771.29	771.18	771.07
	DEAD LOAD DEFLECTION	0.00	-0.02	-0.04	-0.05	-0.06	-0.07	-0.06	-0.05	-0.04	-0.02	0.00
	SCREED ELEVATION	772.20	772.11	772.01	771.91	771.81	771.70	771.58	771.45	771.33	771.20	771.07
	TOP OF HAUNCH ELEVATION	771.49	771.40	771.30	771.20	771.10	770.99	770.87	770.74	770.62	770.49	770.36
REF. LINE RIGHT PROFILE GRADE	STATION	335+04.69	335+15.63	335+26.54	335+37.41	335+48.24	335+59.04	335+69.81	335+80.56	335+91.28	336+01.97	336+12.64
	FINAL TOP OF DECK ELEVATION	772.25	772.14	772.02	771.92	771.80	771.69	771.57	771.46	771.36	771.24	771.13
	SCREED ELEVATION	772.25	772.16	772.06	771.97	771.86	771.76	771.63	771.51	771.40	771.26	771.13
REF. LINE 19 BEAM B49R	STATION	335+12.00	335+22.64	335+33.27	335+43.91	335+54.55	335+65.19	335+75.84	335+86.48	335+97.13	336+07.78	336+18.43
	FINAL TOP OF DECK ELEVATION	772.35	772.23	772.12	772.01	771.89	771.78	771.67	771.56	771.45	771.35	771.24
	TOP OF HAUNCH ELEVATION	771.64	771.54	771.45	771.35	771.24	771.13	771.02	770.90	770.78	770.66	770.53
REF. LINE 20 BEAM B50R	STATION	335+23.27	335+33.67	335+44.07	335+54.47	335+64.87	335+75.28	335+85.68	335+96.09	336+06.50	336+16.91	336+27.33
	FINAL TOP OF DECK ELEVATION	772.49	772.38	772.27	772.16	772.04	771.94	771.83	771.72	771.62	771.51	771.40
	TOP OF HAUNCH ELEVATION	771.78	771.69	771.59	771.50	771.39	771.29	771.18	771.06	770.94	770.82	770.69
REF. LINE 21 BEAM B51R	STATION	335+34.49	335+44.65	335+54.82	335+64.99	335+75.15	335+85.32	335+95.50	336+05.67	336+15.84	336+26.02	336+36.19
	FINAL TOP OF DECK ELEVATION	772.64	772.52	772.42	772.30	772.20	772.10	771.98	771.88	771.77	771.67	771.57
	TOP OF HAUNCH ELEVATION	771.93	771.82	771.74	771.63	771.54	771.44	771.32	771.21	771.09	770.97	770.86
REF. LINE 22 BEAM B52R	STATION	335+45.68	335+55.60	335+65.54	335+75.47	335+85.40	335+95.34	336+05.27	336+15.21	336+25.15	336+35.09	336+45.03
	FINAL TOP OF DECK ELEVATION	772.78	772.67	772.56	772.46	772.36	772.25	772.15	772.04	771.94	771.84	771.73
	TOP OF HAUNCH ELEVATION	772.07	771.97	771.88	771.79	771.70	771.59	771.49	771.37	771.26	771.14	771.02
REF LINE XX CONSTR. JOINT	STATION	335+51.27	335+61.07	335+70.87	335+80.67	335+90.47	336+00.27	336+10.07	336+19.87	336+29.67	336+39.47	336+49.27
	FINAL TOP OF DECK ELEVATION	772.85	772.75	772.64	772.53	772.43	772.33	772.22	772.12	772.02	771.92	771.82
	SCREED ELEVATION	772.85	772.76	772.67	772.57	772.47	772.38	772.26	772.16	772.04	771.93	771.82
REF. LINE 23 BEAM B53R	STATION	335+56.82	335+66.52	335+76.21	335+85.91	335+95.61	336+05.31	336+15.01	336+24.72	336+34.42	336+44.13	336+53.83
	FINAL TOP OF DECK ELEVATION	772.93	772.82	772.71	772.61	772.51	772.41	772.30	772.20	772.11	772.00	771.90
	TOP OF HAUNCH ELEVATION	772.22	772.12	772.03	771.94	771.84	771.75	771.63	771.53	771.43	771.30	771.19
REF. LINE 24 BEAM B54R	STATION	335+67.93	335+77.39	335+86.85	335+96.32	336+05.79	336+15.25	336+24.72	336+34.19	336+43.66	336+53.14	336+62.61
	FINAL TOP OF DECK ELEVATION	773.07	772.97	772.87	772.76	772.67	772.57	772.46	772.37	772.27	772.17	772.08
	TOP OF HAUNCH ELEVATION	772.36	772.27	772.18	772.08	772.00	771.90	771.79	771.69	771.58	771.47	771.37
REF. LINE 25 BEAM B55R	STATION	335+78.99	335+88.19	335+97.40	336+06.61	336+15.82	336+25.03	336+34.24	336+43.45	336+52.67	336+61.89	336+71.11
	FINAL TOP OF DECK ELEVATION	773.22	773.12	773.02	772.92	772.82	772.72	772.63	772.53	772.43	772.34	772.23
	TOP OF HAUNCH ELEVATION	772.51	772.42	772.33	772.24	772.15	772.05	771.96	771.85	771.74	771.64	771.52
REF. LINE GRADE BREAK 6	STATION	335+95.72	336+04.97	336+14.18	336+23.36	336+32.52	336+41.66	336+50.77	336+59.86	336+68.93	336+77.97	336+85.40
	FINAL TOP OF DECK ELEVATION	773.22	773.13	773.04	772.94	772.84	772.75	772.65	772.56	772.47	772.37	772.30
	SCREED ELEVATION	773.22	773.14	773.06	772.97	772.87	772.79	772.68	772.59	772.49	772.38	772.30
REF. LINE 26 BEAM B56L	STATION	335+90.02	335+99.01	336+08.00	336+17.00	336+25.99	336+34.99	336+43.99	336+52.98	336+61.98	336+70.99	336+79.99
	FINAL TOP OF DECK ELEVATION	773.36	773.27	773.17	773.08	772.98	772.88	772.79	772.70	772.60	772.51	772.42
	TOP OF HAUNCH ELEVATION	772.65	772.57	772.48	772.40	772.31	772.21	772.12	772.02	771.91	771.81	771.71
REF. LINE 28 BEAM B57R	STATION	336+01.01	336+09.79	336+18.57	336+27.35	336+36.13	336+44.92	336+53.70	336+62.48	336+71.26	336+80.05	336+88.83
	FINAL TOP OF DECK ELEVATION	772.92	772.82	772.74	772.66	772.57	772.48	772.40	772.30	772.21	772.13	772.03
	TOP OF HAUNCH ELEVATION	772.21	772.12	772.05	771.97	771.89	771.80	771.72	771.61	771.52	771.43	771.32
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	336+02.32	336+11.28	336+20.20	336+29.10	336+37.98	336+46.82	336+55.64	336+64.44	336+73.22	336+81.98	336+90.72
	FINAL TOP OF DECK ELEVATION	772.86	772.76	772.67	772.58	772.49	772.40	772.31	772.21	772.12	772.03	771.94
	SCREED ELEVATION	772.86	772.77	772.69	772.60	772.52	772.43	772.34	772.23	772.14	772.04	771.94

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	335+98.78	336+09.14	336+19.47	336+29.77	336+40.03	336+50.27	336+60.48	336+70.67	336+80.84	336+90.99	337+01.13
	FINAL TOP OF DECK ELEVATION	770.88	770.77	770.67	770.55	770.45	770.35	770.24	770.13	770.02	769.92	769.82
	SCREED ELEVATION	770.88	770.78	770.69	770.58	770.49	770.39	770.28	770.16	770.04	769.93	769.82
REF. LINE 16 BEAM B58R	STATION	336+01.02	336+11.13	336+21.25	336+31.36	336+41.48	336+51.60	336+61.71	336+71.83	336+81.95	336+92.06	337+02.18
	FINAL TOP OF DECK ELEVATION	770.92	770.81	770.70	770.59	770.48	770.37	770.27	770.17	770.06	769.96	769.85
	TOP OF HAUNCH ELEVATION	770.21	770.11	770.01	769.91	769.81	769.70	769.60	769.49	769.37	769.26	769.14
REF. LINE 18 BEAM B59R	STATION	336+09.50	336+19.36	336+29.22	336+39.08	336+48.93	336+58.79	336+68.64	336+78.48	336+88.32	336+98.16	337+08.00
	FINAL TOP OF DECK ELEVATION	771.07	770.97	770.86	770.76	770.65	770.55	770.46	770.35	770.25	770.15	770.05
	TOP OF HAUNCH ELEVATION	770.36	770.27	770.17	770.08	769.98	769.88	769.79	769.67	769.56	769.45	769.34
REF. LINE RIGHT PROFILE GRADE	STATION	336+12.64	336+22.48	336+32.30	336+42.08	336+51.83	336+61.57	336+71.28	336+80.98	336+90.65	337+00.32	337+09.97
	FINAL TOP OF DECK ELEVATION	771.13	771.03	770.93	770.83	770.72	770.62	770.52	770.42	770.32	770.22	770.12
	SCREED ELEVATION	771.13	771.04	770.95	770.86	770.76	770.66	770.56	770.45	770.34	770.23	770.12
REF. LINE 19 BEAM B60R	STATION	336+18.43	336+27.98	336+37.52	336+47.07	336+56.61	336+66.15	336+75.68	336+85.22	336+94.75	337+04.27	337+13.80
	FINAL TOP OF DECK ELEVATION	771.24	771.14	771.04	770.93	770.84	770.74	770.64	770.54	770.44	770.35	770.26
	TOP OF HAUNCH ELEVATION	770.53	770.44	770.35	770.25	770.17	770.07	769.97	769.86	769.75	769.65	769.55
REF. LINE 20 BEAM B61R	STATION	336+27.33	336+36.56	336+45.80	336+55.03	336+64.26	336+73.48	336+82.71	336+91.93	337+01.15	337+10.36	337+19.58
	FINAL TOP OF DECK ELEVATION	771.40	771.31	771.21	771.11	771.02	770.92	770.83	770.73	770.64	770.55	770.45
	TOP OF HAUNCH ELEVATION	770.69	770.61	770.52	770.43	770.34	770.24	770.15	770.05	769.95	769.85	769.74
REF. LINE 21 BEAM B62R	STATION	336+36.19	336+45.12	336+54.04	336+62.96	336+71.88	336+80.80	336+89.71	336+98.62	337+07.53	337+16.43	337+25.33
	FINAL TOP OF DECK ELEVATION	771.57	771.47	771.38	771.29	771.20	771.11	771.01	770.92	770.84	770.74	770.66
	TOP OF HAUNCH ELEVATION	770.86	770.77	770.69	770.60	770.52	770.43	770.33	770.23	770.15	770.04	769.95
REF. LINE 22 BEAM B63R	STATION	336+45.03	336+53.64	336+62.26	336+70.87	336+79.47	336+88.08	336+96.68	337+05.28	337+13.88	337+22.48	337+31.07
	FINAL TOP OF DECK ELEVATION	771.73	771.65	771.56	771.46	771.38	771.29	771.20	771.12	771.03	770.94	770.86
	TOP OF HAUNCH ELEVATION	771.02	770.95	770.87	770.77	770.70	770.61	770.51	770.43	770.33	770.24	770.15
REF. LINE XX CONSTR. JOINT	STATION	336+49.44	336+57.89	336+66.33	336+74.78	336+83.23	336+91.68	337+00.13	337+08.58	337+17.03	337+25.48	337+33.93
	FINAL TOP OF DECK ELEVATION	771.82	771.73	771.64	771.56	771.47	771.38	771.30	771.21	771.13	771.04	770.96
	SCREED ELEVATION	771.82	771.74	771.65	771.58	771.49	771.40	771.32	771.23	771.14	771.05	770.96
REF. LINE 23 BEAM B64R	STATION	336+53.83	336+62.14	336+70.44	336+78.74	336+87.04	336+95.34	337+03.63	337+11.93	337+20.21	337+28.50	337+36.79
	FINAL TOP OF DECK ELEVATION	771.90	771.82	771.73	771.65	771.56	771.47	771.39	771.31	771.22	771.14	771.07
	TOP OF HAUNCH ELEVATION	771.19	771.12	771.03	770.96	770.87	770.78	770.70	770.62	770.52	770.44	770.36
REF. LINE 24 BEAM B65R	STATION	336+62.61	336+70.60	336+78.60	336+86.59	336+94.58	337+02.57	337+10.56	337+18.54	337+26.53	337+34.51	337+42.48
	FINAL TOP OF DECK ELEVATION	772.08	771.99	771.91	771.83	771.74	771.66	771.59	771.50	771.42	771.35	771.27
	TOP OF HAUNCH ELEVATION	771.37	771.29	771.21	771.14	771.05	770.97	770.90	770.81	770.72	770.65	770.56
REF. LINE 25 BEAM B66R	STATION	336+71.11	336+78.83	336+86.55	336+94.26	337+01.97	337+09.68	337+17.38	337+25.08	337+32.78	337+40.47	337+48.16
	FINAL TOP OF DECK ELEVATION	772.23	772.16	772.08	772.01	771.92	771.85	771.77	771.69	771.62	771.55	771.47
	TOP OF HAUNCH ELEVATION	771.52	771.46	771.38	771.31	771.23	771.16	771.08	770.99	770.92	770.84	770.76
REF. LINE GRADE BREAK 6	STATION	336+85.40	336+92.81	337+00.21	337+07.60	337+14.99	337+22.37	337+29.74	337+37.11	337+44.48	337+51.85	337+65.05
	FINAL TOP OF DECK ELEVATION	772.30	772.22	772.14	772.06	771.99	771.91	771.83	771.76	771.68	771.60	771.47
	SCREED ELEVATION	772.30	772.22	772.15	772.07	772.00	771.92	771.84	771.77	771.69	771.60	771.47
REF. LINE 26 BEAM B67L	STATION	336+79.99	336+87.38	336+94.77	337+02.16	337+09.55	337+16.93	337+24.31	337+31.69	337+39.07	337+46.44	337+53.82
	FINAL TOP OF DECK ELEVATION	772.42	772.33	772.26	772.19	772.11	772.04	771.97	771.89	771.81	771.73	771.65
	TOP OF HAUNCH ELEVATION	771.71	771.62	771.56	771.49	771.41	771.35	771.27	771.19	771.11	771.02	770.94
REF. LINE 28 BEAM B68R	STATION	336+88.83	336+95.89	337+02.94	337+10.00	337+17.06	337+24.11	337+31.17	337+38.22	337+45.28	337+52.33	337+59.38
	FINAL TOP OF DECK ELEVATION	772.03	771.96	771.88	771.80	771.73	771.66	771.58	771.50	771.42	771.35	771.26
	TOP OF HAUNCH ELEVATION	771.32	771.25	771.18	771.10	771.03	770.96	770.88	770.80	770.72	770.64	770.55
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	336+90.72	336+97.68	337+04.63	337+11.57	337+18.51	337+25.44	337+32.37	337+39.29	337+46.22	337+53.14	337+60.07
	FINAL TOP OF DECK ELEVATION	771.94	771.87	771.80	771.72	771.65	771.58	771.50	771.43	771.36	771.29	771.21
	SCREED ELEVATION	771.94	771.87	771.81	771.73	771.66	771.59	771.51	771.44	771.36	771.29	771.21

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 7
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	337+01.13	337+14.65	337+28.14	337+41.60	337+55.03	337+68.44	337+81.81	337+95.17	338+08.49	338+21.79	338+35.06
	FINAL TOP OF DECK ELEVATION	769.82	769.67	769.53	769.39	769.25	769.12	768.97	768.84	768.70	768.56	768.42
	SCREED ELEVATION	769.82	769.71	769.61	769.50	769.39	769.26	769.10	768.95	768.78	768.60	768.42
REF. LINE 16 BEAM B69R	STATION	337+02.18	337+15.57	337+28.96	337+42.34	337+55.73	337+69.12	337+82.51	337+95.90	338+09.29	338+22.68	338+36.07
	FINAL TOP OF DECK ELEVATION	769.85	769.71	769.56	769.42	769.28	769.14	769.00	768.86	768.73	768.59	768.46
	TOP OF HAUNCH ELEVATION	769.14	769.04	768.93	768.83	768.71	768.57	768.43	768.27	768.10	767.92	767.75
REF. LINE 18 BEAM B70R	STATION	337+08.00	337+21.35	337+34.71	337+48.06	337+61.41	337+74.77	337+88.12	338+01.48	338+14.83	338+28.19	338+41.54
	FINAL TOP OF DECK ELEVATION	770.05	769.90	769.76	769.62	769.48	769.34	769.21	769.06	768.93	768.79	768.67
	TOP OF HAUNCH ELEVATION	769.34	769.24	769.15	769.05	768.93	768.80	768.66	768.48	768.32	768.13	767.96
REF. LINE RIGHT PROFILE GRADE	STATION	337+09.97	337+23.43	337+36.87	337+50.27	337+63.65	337+77.00	337+90.33	338+03.63	338+16.90	338+30.15	338+43.37
	FINAL TOP OF DECK ELEVATION	770.12	769.98	769.84	769.70	769.56	769.42	769.29	769.14	769.01	768.87	768.74
	SCREED ELEVATION	770.12	770.03	769.94	769.83	769.72	769.59	769.45	769.27	769.10	768.92	768.74
REF. LINE 19 BEAM B71R	STATION	337+13.80	337+27.12	337+40.44	337+53.75	337+67.07	337+80.40	337+93.72	338+07.04	338+20.35	338+33.67	338+46.99
	FINAL TOP OF DECK ELEVATION	770.26	770.11	769.97	769.82	769.69	769.54	769.41	769.27	769.13	769.00	768.86
	TOP OF HAUNCH ELEVATION	769.55	769.45	769.36	769.25	769.14	769.00	768.86	768.69	768.52	768.34	768.15
REF. LINE 20 BEAM B72R	STATION	337+19.58	337+32.86	337+46.14	337+59.43	337+72.72	337+86.00	337+99.29	338+12.57	338+25.86	338+39.14	338+52.42
	FINAL TOP OF DECK ELEVATION	770.45	770.31	770.16	770.03	769.88	769.75	769.61	769.48	769.34	769.21	769.07
	TOP OF HAUNCH ELEVATION	769.74	769.65	769.55	769.46	769.33	769.21	769.06	768.90	768.73	768.55	768.36
REF. LINE 21 BEAM B73R	STATION	337+25.33	337+38.58	337+51.83	337+65.08	337+78.34	337+91.59	338+04.84	338+18.09	338+31.34	338+44.59	338+57.84
	FINAL TOP OF DECK ELEVATION	770.66	770.52	770.37	770.23	770.09	769.95	769.82	769.68	769.55	769.41	769.27
	TOP OF HAUNCH ELEVATION	769.95	769.86	769.76	769.65	769.54	769.41	769.27	769.10	768.94	768.75	768.56
REF. LINE 22 BEAM B74R	STATION	337+31.07	337+44.29	337+57.50	337+70.72	337+83.94	337+97.15	338+10.37	338+23.59	338+36.80	338+50.02	338+63.23
	FINAL TOP OF DECK ELEVATION	770.86	770.71	770.58	770.43	770.30	770.16	770.02	769.88	769.75	769.62	769.47
	TOP OF HAUNCH ELEVATION	770.15	770.05	769.97	769.85	769.75	769.62	769.47	769.30	769.14	768.96	768.76
REF. LINE XX CONSTR. JOINT	STATION	337+33.93	337+47.13	337+60.34	337+73.54	337+86.75	337+99.95	338+13.16	338+26.36	338+39.57	338+52.77	338+65.98
	FINAL TOP OF DECK ELEVATION	770.96	770.82	770.68	770.54	770.40	770.26	770.13	769.99	769.86	769.72	769.56
	SCREED ELEVATION	770.96	770.87	770.77	770.67	770.56	770.43	770.29	770.12	769.95	769.77	769.56
REF. LINE 23 BEAM B75R	STATION	337+36.79	337+49.97	337+63.15	337+76.33	337+89.52	338+02.70	338+15.88	338+29.07	338+42.25	338+55.43	338+68.61
	FINAL TOP OF DECK ELEVATION	771.07	770.92	770.78	770.64	770.50	770.36	770.22	770.09	769.96	769.83	769.65
	TOP OF HAUNCH ELEVATION	770.36	770.26	770.17	770.06	769.95	769.82	769.67	769.51	769.35	769.17	768.94
REF. LINE 24 BEAM B76R	STATION	337+42.48	337+55.63	337+68.78	337+81.93	337+95.08	338+08.23	338+21.37	338+34.52	338+47.67	338+60.82	338+73.97
	FINAL TOP OF DECK ELEVATION	771.27	771.12	770.98	770.84	770.70	770.57	770.43	770.30	770.16	770.01	769.84
	TOP OF HAUNCH ELEVATION	770.56	770.46	770.37	770.26	770.15	770.03	769.88	769.72	769.55	769.35	769.13
REF. LINE 25 BEAM B77R	STATION	337+48.16	337+61.27	337+74.39	337+87.50	338+00.62	338+13.73	338+26.85	338+39.96	338+53.08	338+66.19	338+79.31
	FINAL TOP OF DECK ELEVATION	771.47	771.33	771.19	771.05	770.91	770.78	770.64	770.51	770.37	770.19	770.01
	TOP OF HAUNCH ELEVATION	770.76	770.67	770.58	770.47	770.36	770.24	770.09	769.93	769.75	769.53	769.30
REF. LINE GRADE BREAK 6	STATION	337+65.05	337+78.23	337+91.38	338+04.51	338+17.61	338+30.68	338+43.73	338+56.76	338+69.76	338+82.73	338+95.05
	FINAL TOP OF DECK ELEVATION	771.47	771.33	771.20	771.05	770.92	770.78	770.65	770.50	770.31	770.12	769.93
	SCREED ELEVATION	771.47	771.38	771.29	771.18	771.07	770.94	770.80	770.63	770.40	770.17	769.93
REF. LINE 26 BEAM B78L	STATION	337+53.82	337+66.90	337+79.98	337+93.06	338+06.14	338+19.22	338+32.30	338+45.38	338+58.46	338+71.54	338+84.62
	FINAL TOP OF DECK ELEVATION	771.65	771.52	771.39	771.25	771.12	770.98	770.84	770.71	770.53	770.24	769.97
	TOP OF HAUNCH ELEVATION	770.94	770.86	770.78	770.67	770.57	770.43	770.29	770.13	769.91	769.58	769.26
REF. LINE 28 BEAM B79R	STATION	337+59.38	337+72.43	337+85.47	337+98.51	338+11.56	338+24.60	338+37.65	338+50.69	338+63.73	338+76.78	338+89.82
	FINAL TOP OF DECK ELEVATION	771.26	771.14	771.00	770.88	770.74	770.61	770.47	770.33	770.09	769.80	769.57
	TOP OF HAUNCH ELEVATION	770.55	770.47	770.37	770.28	770.16	770.04	769.89	769.73	769.46	769.13	768.86
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	337+60.07	337+73.22	337+86.35	337+99.45	338+12.53	338+25.58	338+38.60	338+51.60	338+64.58	338+77.53	338+90.46
	FINAL TOP OF DECK ELEVATION	771.21	771.08	770.94	770.81	770.67	770.54	770.40	770.27	770.02	769.74	769.52
	SCREED ELEVATION	771.21	771.12	771.02	770.92	770.80	770.68	770.53	770.38	770.10	769.78	769.52

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN MEH REVISED
DESIGNED JWF CHECKED GHD

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	338+35.06	338+47.66	338+60.23	338+72.78	338+85.31	338+97.81	339+10.29	339+22.75	339+35.19	339+47.61	339+60.00
	FINAL TOP OF DECK ELEVATION	768.42	768.29	768.14	767.96	767.80	767.67	767.54	767.41	767.28	767.15	767.02
	SCREED ELEVATION	768.42	768.32	768.20	768.04	767.90	767.77	767.64	767.49	767.34	767.18	767.02
REF. LINE 16 BEAM B80R	STATION	338+36.07	338+48.55	338+61.04	338+73.53	338+86.02	338+98.51	339+11.00	339+23.49	339+35.98	339+48.46	339+60.95
	FINAL TOP OF DECK ELEVATION	768.46	768.33	768.17	767.99	767.83	767.71	767.57	767.45	767.32	767.20	767.07
	TOP OF HAUNCH ELEVATION	767.75	767.65	767.52	767.36	767.22	767.11	766.96	766.82	766.67	766.52	766.36
REF. LINE 18 BEAM B81R	STATION	338+41.54	338+54.00	338+66.47	338+78.94	338+91.40	339+03.87	339+16.34	339+28.80	339+41.27	339+53.74	339+66.20
	FINAL TOP OF DECK ELEVATION	768.67	768.53	768.39	768.24	768.11	767.98	767.85	767.72	767.60	767.47	767.35
	TOP OF HAUNCH ELEVATION	767.96	767.86	767.75	767.63	767.52	767.39	767.26	767.11	766.96	766.80	766.64
REF. LINE RIGHT PROFILE GRADE	STATION	338+43.37	338+55.91	338+68.44	338+80.94	338+93.04	339+05.87	339+18.30	339+30.72	339+43.11	339+55.48	339+67.83
	FINAL TOP OF DECK ELEVATION	768.74	768.60	768.48	768.34	768.22	768.08	767.96	767.82	767.70	767.57	767.44
	SCREED ELEVATION	768.74	768.63	768.55	768.44	768.34	768.20	768.08	767.92	767.77	767.60	767.44
REF. LINE 19 BEAM B82R	STATION	338+46.99	338+59.43	338+71.88	338+84.32	338+96.77	339+09.21	339+21.66	339+34.10	339+46.54	339+58.99	339+71.43
	FINAL TOP OF DECK ELEVATION	768.86	768.73	768.59	768.46	768.32	768.19	768.05	767.93	767.79	767.66	767.53
	TOP OF HAUNCH ELEVATION	768.15	768.06	767.95	767.85	767.73	767.60	767.46	767.32	767.15	766.99	766.82
REF. LINE 20 BEAM B83R	STATION	338+52.42	338+64.85	338+77.27	338+89.69	339+02.11	339+14.53	339+26.96	339+39.38	339+51.80	339+64.22	339+76.64
	FINAL TOP OF DECK ELEVATION	769.07	768.93	768.79	768.64	768.50	768.36	768.22	768.08	767.95	767.81	767.67
	TOP OF HAUNCH ELEVATION	768.36	768.26	768.15	768.03	767.91	767.77	767.63	767.47	767.31	767.14	766.96
REF. LINE 21 BEAM B84R	STATION	338+57.84	338+70.24	338+82.64	338+95.04	339+07.44	339+19.84	339+32.24	339+44.64	339+57.04	339+69.43	339+81.83
	FINAL TOP OF DECK ELEVATION	769.27	769.12	768.97	768.82	768.67	768.53	768.38	768.23	768.08	767.94	767.80
	TOP OF HAUNCH ELEVATION	768.56	768.45	768.33	768.21	768.08	767.94	767.79	767.62	767.44	767.27	767.09
REF. LINE 22 BEAM B85R	STATION	338+63.23	338+75.61	338+87.99	339+00.37	339+12.75	339+25.12	339+37.50	339+49.88	339+62.25	339+74.63	339+87.00
	FINAL TOP OF DECK ELEVATION	769.47	769.31	769.15	768.99	768.84	768.68	768.53	768.38	768.22	768.07	767.92
	TOP OF HAUNCH ELEVATION	768.76	768.64	768.51	768.38	768.25	768.09	767.94	767.77	767.58	767.40	767.21
REF. LINE XX CONSTR. JOINT	STATION	338+65.92	338+78.29	338+90.66	339+03.02	339+15.39	339+27.76	339+40.12	339+52.49	339+64.86	339+77.22	339+89.58
	FINAL TOP OF DECK ELEVATION	769.56	769.40	769.24	769.08	768.92	768.76	768.60	768.45	768.29	768.13	767.98
	SCREED ELEVATION	769.56	769.43	769.31	769.18	769.04	768.88	768.72	768.55	768.36	768.16	767.98
REF. LINE 23 BEAM B86R	STATION	338+68.61	338+80.97	338+93.32	339+05.68	339+18.03	339+30.39	339+42.74	339+55.10	339+67.45	339+79.81	339+92.16
	FINAL TOP OF DECK ELEVATION	769.65	769.49	769.32	769.16	769.00	768.83	768.67	768.51	768.35	768.19	768.03
	TOP OF HAUNCH ELEVATION	768.94	768.82	768.68	768.55	768.41	768.24	768.08	767.90	767.71	767.52	767.32
REF. LINE 24 BEAM B87R	STATION	338+73.97	338+86.30	338+98.63	339+10.97	339+23.30	339+35.64	339+47.97	339+60.30	339+72.63	339+84.96	339+97.29
	FINAL TOP OF DECK ELEVATION	769.84	769.66	769.49	769.32	769.15	768.98	768.81	768.65	768.47	768.31	768.14
	TOP OF HAUNCH ELEVATION	769.13	768.99	768.85	768.71	768.56	768.39	768.22	768.04	767.83	767.64	767.43
REF. LINE 25 BEAM B88R	STATION	338+79.31	338+91.62	339+03.93	339+16.24	339+28.55	339+40.86	339+53.18	339+65.49	339+77.79	339+90.10	340+02.41
	FINAL TOP OF DECK ELEVATION	770.01	769.83	769.65	769.47	769.30	769.12	768.94	768.77	768.60	768.42	768.24
	TOP OF HAUNCH ELEVATION	769.30	769.16	769.01	768.86	768.71	768.53	768.35	768.16	767.96	767.75	767.53
REF. LINE GRADE BREAK 6	STATION	338+95.05	339+07.34	339+19.61	339+31.86	339+44.09	339+56.30	339+68.49	339+80.66	339+92.80	340+04.93	340+17.25
	FINAL TOP OF DECK ELEVATION	769.93	769.75	769.57	769.38	769.20	769.02	768.84	768.66	768.47	768.29	768.12
	SCREED ELEVATION	769.93	769.78	769.64	769.47	769.31	769.14	768.95	768.75	768.54	768.32	768.12
REF. LINE 26 BEAM B89L	STATION	338+84.62	338+96.91	339+09.20	339+21.50	339+33.79	339+46.07	339+58.36	339+70.65	339+82.94	339+95.22	340+07.51
	FINAL TOP OF DECK ELEVATION	769.97	769.79	769.61	769.42	769.23	769.04	768.85	768.67	768.47	768.28	768.09
	TOP OF HAUNCH ELEVATION	769.26	769.11	768.97	768.80	768.63	768.45	768.25	768.06	767.83	767.60	767.38
REF. LINE 28 BEAM B90R	STATION	338+89.82	339+02.00	339+14.18	339+26.36	339+38.54	339+50.72	339+62.90	339+75.07	339+87.25	339+99.43	340+11.61
	FINAL TOP OF DECK ELEVATION	769.57	769.40	769.22	769.04	768.86	768.68	768.50	768.31	768.13	767.94	767.76
	TOP OF HAUNCH ELEVATION	768.86	768.72	768.56	768.41	768.24	768.07	767.88	767.68	767.48	767.26	767.05
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	338+90.46	339+02.73	339+14.98	339+27.20	339+39.41	339+51.60	339+63.76	339+75.90	339+88.03	340+00.13	340+12.22
	FINAL TOP OF DECK ELEVATION	769.52	769.34	769.16	768.98	768.79	768.61	768.43	768.25	768.07	767.89	767.71
	SCREED ELEVATION	769.52	769.37	769.21	769.06	768.88	768.70	768.52	768.33	768.12	767.92	767.71

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 9
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	339+60.00	339+72.59	339+85.15	339+97.69	340+10.21	340+22.71	340+35.19	340+47.65	340+60.08	340+72.52	340+84.95
	FINAL TOP OF DECK ELEVATION	767.02	766.89	766.76	766.63	766.50	766.37	766.24	766.11	765.98	765.85	765.72
	SCREED ELEVATION	767.02	766.92	766.82	766.71	766.60	766.47	766.34	766.19	766.04	765.88	765.72
REF. LINE 16 BEAM B91R	STATION	339+60.95	339+73.40	339+85.85	339+98.30	340+10.75	340+23.21	340+35.66	340+48.11	340+60.56	340+73.02	340+85.48
	FINAL TOP OF DECK ELEVATION	767.07	766.94	766.80	766.67	766.53	766.40	766.26	766.14	766.01	765.88	765.75
	TOP OF HAUNCH ELEVATION	766.36	766.26	766.15	766.04	765.92	765.80	765.65	765.51	765.36	765.20	765.04
REF. LINE 18 BEAM B92R	STATION	339+66.20	339+78.63	339+91.05	340+03.48	340+15.91	340+28.34	340+40.77	340+53.20	340+65.65	340+78.11	340+90.57
	FINAL TOP OF DECK ELEVATION	767.35	767.21	767.08	766.94	766.81	766.68	766.55	766.42	766.29	766.16	766.04
	TOP OF HAUNCH ELEVATION	766.64	766.54	766.44	766.33	766.22	766.10	765.96	765.81	765.65	765.49	765.33
REF. LINE RIGHT PROFILE GRADE	STATION	339+67.83	339+80.36	339+92.88	340+05.37	340+17.85	340+30.30	340+42.73	340+55.14	340+67.57	340+80.01	340+92.44
	FINAL TOP OF DECK ELEVATION	767.44	767.31	767.18	767.05	766.92	766.79	766.66	766.53	766.40	766.27	766.15
	SCREED ELEVATION	767.44	767.35	767.25	767.15	767.04	766.92	766.78	766.63	766.47	766.31	766.15
REF. LINE 19 BEAM B93R	STATION	339+71.43	339+83.83	339+96.24	340+08.64	340+21.05	340+33.46	340+45.86	340+58.27	340+70.73	340+83.19	340+95.65
	FINAL TOP OF DECK ELEVATION	767.53	767.39	767.26	767.12	766.98	766.85	766.71	766.58	766.45	766.32	766.18
	TOP OF HAUNCH ELEVATION	766.82	766.72	766.62	766.51	766.39	766.27	766.12	765.97	765.81	765.65	765.47
REF. LINE 20 BEAM B94R	STATION	339+76.64	339+89.02	340+01.40	340+13.79	340+26.17	340+38.56	340+50.94	340+63.36	340+75.82	340+88.28	341+00.74
	FINAL TOP OF DECK ELEVATION	767.67	767.52	767.37	767.24	767.09	766.95	766.81	766.67	766.52	766.38	766.24
	TOP OF HAUNCH ELEVATION	766.96	766.85	766.73	766.63	766.50	766.37	766.22	766.06	765.88	765.71	765.53
REF. LINE 21 BEAM B95R	STATION	339+81.83	339+94.19	340+06.55	340+18.91	340+31.27	340+43.63	340+56.00	340+68.44	340+80.90	340+93.36	341+05.82
	FINAL TOP OF DECK ELEVATION	767.80	767.64	767.49	767.34	767.19	767.04	766.90	766.75	766.59	766.44	766.30
	TOP OF HAUNCH ELEVATION	767.09	766.97	766.85	766.73	766.60	766.46	766.31	766.14	765.95	765.77	765.59
REF. LINE 22 BEAM B96R	STATION	339+87.00	339+99.34	340+11.68	340+24.02	340+36.36	340+48.70	340+61.07	340+73.53	340+85.99	340+98.45	341+10.91
	FINAL TOP OF DECK ELEVATION	767.92	767.76	767.60	767.44	767.28	767.13	766.97	766.82	766.66	766.50	766.34
	TOP OF HAUNCH ELEVATION	767.21	767.09	766.96	766.83	766.69	766.55	766.38	766.21	766.02	765.83	765.63
REF. LINE XX CONSTR. JOINT	STATION	399+89.58	340+01.91	340+14.24	340+26.56	340+38.89	340+51.22	340+63.61	340+76.07	340+88.53	341+00.99	341+13.45
	FINAL TOP OF DECK ELEVATION	767.98	767.81	767.65	767.49	767.33	767.17	767.01	766.85	766.69	766.52	766.36
	SCREED ELEVATION	767.98	767.85	767.72	767.59	767.45	767.30	767.13	766.95	766.76	766.56	766.36
REF. LINE 23 BEAM B97R	STATION	339+92.16	340+04.47	340+16.79	340+29.10	340+41.42	340+53.74	340+66.16	340+78.61	340+91.07	341+03.53	341+15.99
	FINAL TOP OF DECK ELEVATION	768.03	767.87	767.70	767.54	767.37	767.21	767.04	766.88	766.71	766.54	766.38
	TOP OF HAUNCH ELEVATION	767.32	767.20	767.06	766.93	766.78	766.63	766.45	766.27	766.07	765.87	765.67
REF. LINE 24 BEAM B98R	STATION	339+97.29	340+09.59	340+21.88	340+34.17	340+46.47	340+58.78	340+71.24	340+83.70	340+96.16	341+08.62	341+21.07
	FINAL TOP OF DECK ELEVATION	768.14	767.97	767.79	767.62	767.45	767.28	767.11	766.93	766.76	766.59	766.42
	TOP OF HAUNCH ELEVATION	767.43	767.30	767.15	767.01	766.86	766.69	766.52	766.32	766.12	765.92	765.71
REF. LINE 25 BEAM B99R	STATION	340+02.41	340+14.60	340+26.79	340+38.99	340+51.18	340+63.47	340+75.85	340+88.22	341+00.60	341+12.98	341+25.36
	FINAL TOP OF DECK ELEVATION	768.24	768.07	767.88	767.70	767.52	767.34	767.16	766.98	766.80	766.61	766.44
	TOP OF HAUNCH ELEVATION	767.53	767.39	767.24	767.08	766.92	766.75	766.56	766.36	766.16	765.93	765.73
REF. LINE GRADE BREAK 6	STATION	340+17.25	340+29.54	340+41.81	340+54.07	340+66.45	340+78.88	340+91.32	341+03.76	341+16.19	341+28.63	341+40.03
	FINAL TOP OF DECK ELEVATION	768.12	767.93	767.74	767.56	767.38	767.19	767.01	766.82	766.64	766.45	766.28
	SCREED ELEVATION	768.12	767.96	767.81	767.65	767.49	767.31	767.12	766.91	766.71	766.48	766.28
REF. LINE 26 BEAM B100L	STATION	340+07.51	340+19.60	340+31.69	340+43.79	340+55.89	340+68.16	340+80.47	340+92.77	341+05.07	341+17.37	341+29.67
	FINAL TOP OF DECK ELEVATION	768.09	767.92	767.75	767.58	767.41	767.24	767.07	766.89	766.71	766.54	766.37
	TOP OF HAUNCH ELEVATION	767.38	767.24	767.11	766.96	766.81	766.65	766.47	766.27	766.07	765.86	765.66
REF. LINE 28 BEAM B101R	STATION	340+11.61	340+23.84	340+36.08	340+48.31	340+60.60	340+73.06	340+85.52	340+97.98	341+10.43	341+22.89	341+35.35
	FINAL TOP OF DECK ELEVATION	767.76	767.58	767.39	767.21	767.03	766.84	766.65	766.47	766.28	766.10	765.91
	TOP OF HAUNCH ELEVATION	767.05	766.90	766.74	766.59	766.43	766.24	766.05	765.85	765.64	765.42	765.20
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	340+12.22	340+24.49	340+36.74	340+48.97	340+61.25	340+73.69	340+86.12	340+98.56	341+10.99	341+23.43	341+35.99
	FINAL TOP OF DECK ELEVATION	767.71	767.53	767.34	767.16	766.98	766.79	766.61	766.42	766.23	766.05	765.85
	SCREED ELEVATION	767.71	767.56	767.40	767.25	767.09	766.90	766.72	766.51	766.29	766.08	765.85

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 10

LOCATION		℄ PIER 9	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 10
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	340+84.95	340+97.03	341+09.12	341+21.20	341+33.28	341+45.37	341+57.46	341+69.55	341+81.64	341+93.73	342+05.82
	FINAL TOP OF DECK ELEVATION	765.72	765.60	765.47	765.35	765.22	765.10	764.97	764.84	764.71	764.59	764.46
	SCREED ELEVATION	765.72	765.63	765.52	765.43	765.31	765.19	765.06	764.92	764.76	764.62	764.46
REF. LINE 16 BEAM B102R	STATION	340+85.48	340+97.61	341+09.74	341+21.87	341+34.00	341+46.12	341+58.25	341+70.38	341+82.51	341+94.64	342+06.77
	FINAL TOP OF DECK ELEVATION	765.75	765.63	765.51	765.39	765.26	765.14	765.02	764.90	764.77	764.65	764.53
	TOP OF HAUNCH ELEVATION	765.04	764.95	764.86	764.76	764.64	764.53	764.40	764.27	764.11	763.97	763.82
REF. LINE 18 BEAM B103R	STATION	340+90.57	341+02.61	341+14.65	341+26.69	341+38.74	341+50.78	341+62.83	341+74.88	341+86.93	341+98.98	342+11.04
	FINAL TOP OF DECK ELEVATION	766.04	765.91	765.79	765.67	765.55	765.42	765.31	765.18	765.06	764.93	764.82
	TOP OF HAUNCH ELEVATION	765.33	765.23	765.14	765.05	764.94	764.82	764.70	764.56	764.41	764.25	764.11
REF. LINE RIGHT PROFILE GRADE	STATION	340+92.44	341+04.41	341+16.38	341+28.35	341+40.32	341+52.30	341+64.28	341+76.27	341+88.26	342+00.25	342+12.25
	FINAL TOP OF DECK ELEVATION	766.15	766.02	765.90	765.77	765.65	765.52	765.40	765.27	765.15	765.02	764.90
	SCREED ELEVATION	766.15	766.05	765.96	765.86	765.75	765.63	765.50	765.35	765.21	765.05	764.90
REF. LINE 19 BEAM B104R	STATION	340+95.65	341+07.60	341+19.56	341+31.51	341+43.47	341+55.44	341+67.41	341+79.38	341+91.35	342+03.33	342+15.31
	FINAL TOP OF DECK ELEVATION	766.18	766.05	765.93	765.80	765.67	765.54	765.41	765.28	765.16	765.02	764.89
	TOP OF HAUNCH ELEVATION	765.47	765.37	765.28	765.17	765.06	764.94	764.80	764.65	764.51	764.34	764.18
REF. LINE 20 BEAM B105R	STATION	341+00.74	341+12.60	341+24.46	341+36.34	341+48.21	341+60.10	341+71.98	341+83.88	341+95.77	342+07.67	342+19.58
	FINAL TOP OF DECK ELEVATION	766.24	766.11	765.97	765.84	765.70	765.57	765.43	765.29	765.16	765.02	764.88
	TOP OF HAUNCH ELEVATION	765.53	765.43	765.32	765.21	765.09	764.96	764.82	764.66	764.51	764.34	764.17
REF. LINE 21 BEAM B106R	STATION	341+05.82	341+17.59	341+29.37	341+41.16	341+52.95	341+64.75	341+76.56	341+88.37	342+00.19	342+12.02	342+23.85
	FINAL TOP OF DECK ELEVATION	766.30	766.15	766.01	765.87	765.72	765.59	765.44	765.30	765.16	765.01	764.87
	TOP OF HAUNCH ELEVATION	765.59	765.47	765.36	765.24	765.11	764.98	764.82	764.67	764.51	764.33	764.16
REF. LINE 22 BEAM B107R	STATION	341+10.91	341+22.59	341+34.28	341+45.98	341+57.69	341+69.41	341+81.14	341+92.87	342+04.61	342+16.36	342+28.12
	FINAL TOP OF DECK ELEVATION	766.34	766.19	766.04	765.90	765.75	765.60	765.45	765.30	765.15	765.00	764.85
	TOP OF HAUNCH ELEVATION	765.63	765.51	765.39	765.27	765.13	764.99	764.83	764.67	764.50	764.32	764.14
REF. LINE XX CONSTR. JOINT	STATION	341+13.45	341+25.13	341+36.80	341+48.48	341+60.15	341+71.83	341+83.51	341+95.18	342+06.86	342+18.54	342+30.21
	FINAL TOP OF DECK ELEVATION	766.36	766.21	766.06	765.91	765.75	765.60	765.45	765.30	765.15	764.99	764.84
	SCREED ELEVATION	766.36	766.24	766.11	765.98	765.84	765.69	765.54	765.37	765.20	765.02	764.84
REF. LINE 23 BEAM B108R	STATION	341+15.99	341+27.58	341+39.19	341+50.81	341+62.43	341+74.07	341+85.71	341+97.37	342+09.03	342+20.71	342+32.39
	FINAL TOP OF DECK ELEVATION	766.38	766.23	766.07	765.92	765.76	765.61	765.45	765.29	765.14	764.98	764.83
	TOP OF HAUNCH ELEVATION	765.67	765.55	765.41	765.29	765.14	765.00	764.83	764.66	764.48	764.30	764.12
REF. LINE 24 BEAM B109R	STATION	341+21.07	341+32.58	341+44.10	341+55.63	341+67.17	341+78.73	341+90.29	342+01.87	342+13.46	342+25.05	342+36.66
	FINAL TOP OF DECK ELEVATION	766.42	766.25	766.09	765.93	765.77	765.61	765.45	765.28	765.12	764.96	764.80
	TOP OF HAUNCH ELEVATION	765.71	765.57	765.43	765.29	765.14	764.99	764.82	764.64	764.46	764.28	764.09
REF. LINE 25 BEAM B110R	STATION	341+25.36	341+36.87	341+48.39	341+59.92	341+71.46	341+83.01	341+94.58	342+06.15	342+17.73	342+29.33	342+40.93
	FINAL TOP OF DECK ELEVATION	766.44	766.27	766.10	765.94	765.77	765.60	765.44	765.27	765.10	764.94	764.77
	TOP OF HAUNCH ELEVATION	765.73	765.59	765.44	765.30	765.14	764.98	764.81	764.63	764.44	764.25	764.06
REF. LINE GRADE BREAK 6	STATION	341+40.03	341+51.46	341+62.89	341+74.34	341+85.80	341+97.28	342+09.02	342+21.30	342+33.57	342+45.83	342+60.03
	FINAL TOP OF DECK ELEVATION	766.28	766.11	765.94	765.77	765.60	765.43	765.25	765.07	764.88	764.69	764.48
	SCREED ELEVATION	766.28	766.09	765.90	765.71	765.52	765.35	765.17	765.01	764.84	764.67	764.48
REF. LINE 26 BEAM B111L	STATION	341+29.67	341+41.18	341+52.69	341+64.22	341+75.76	341+87.31	341+98.87	342+10.44	342+22.02	342+33.61	342+45.20
	FINAL TOP OF DECK ELEVATION	766.37	766.19	766.01	765.83	765.65	765.47	765.29	765.13	765.01	764.88	764.71
	TOP OF HAUNCH ELEVATION	765.66	765.50	765.35	765.19	765.02	764.84	764.66	764.49	764.35	764.19	764.00
REF. LINE 27 BEAM B112R	STATION	341+32.51	341+44.18	341+55.86	341+67.54	341+79.23	341+90.93	342+02.63	342+14.33	342+26.04	342+37.75	342+49.47
	FINAL TOP OF DECK ELEVATION	766.14	765.94	765.74	765.55	765.35	765.15	764.96	764.80	764.66	764.52	764.38
	TOP OF HAUNCH ELEVATION	765.43	765.25	765.08	764.90	764.72	764.52	764.33	764.15	764.00	763.83	763.67
REF. LINE 28 BEAM B113R	STATION	341+35.35	341+47.19	341+59.03	341+70.87	341+82.71	341+94.55	342+06.39	342+18.23	342+30.06	342+41.90	342+53.74
	FINAL TOP OF DECK ELEVATION	765.91	765.69	765.48	765.27	765.05	764.84	764.63	764.48	764.32	764.16	764.01
	TOP OF HAUNCH ELEVATION	765.20	765.01	764.83	764.64	764.44	764.23	764.02	763.85	763.67	763.48	763.30
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	341+35.99	341+47.88	341+59.77	341+71.65	341+83.54	341+95.42	342+07.31	342+19.19	342+31.06	342+42.94	342+54.69
	FINAL TOP OF DECK ELEVATION	765.85	765.64	765.41	765.20	764.98	764.76	764.56	764.40	764.24	764.07	763.92
	SCREED ELEVATION	765.85	765.67	765.47	765.28	765.08	764.86	764.66	764.48	764.30	764.10	763.92

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
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4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 11

LOCATION		℄ PIER 10	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 11
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	342+05.82	342+18.83	342+31.83	342+44.84	342+57.84	342+70.85	342+83.86	342+96.86	343+09.87	343+22.87	343+35.88
	FINAL TOP OF DECK ELEVATION	764.46	764.33	764.19	764.06	763.92	763.79	763.65	763.52	763.38	763.25	763.11
	SCREED ELEVATION	764.46	764.37	764.27	764.17	764.05	763.93	763.78	763.63	763.46	763.29	763.11
REF. LINE 16 BEAM B114R	STATION	342+06.77	342+19.78	342+32.80	342+45.81	342+58.82	342+71.83	342+84.85	342+97.86	343+10.87	343+23.89	343+36.90
	FINAL TOP OF DECK ELEVATION	764.53	764.40	764.26	764.12	763.99	763.85	763.72	763.58	763.44	763.31	763.17
	TOP OF HAUNCH ELEVATION	763.82	763.73	763.63	763.52	763.41	763.28	763.14	762.98	762.81	762.64	762.46
REF. LINE 18 BEAM B115R	STATION	342+11.04	342+24.08	342+37.13	342+50.17	342+63.22	342+76.27	342+89.31	343+02.36	343+15.40	343+28.45	343+41.49
	FINAL TOP OF DECK ELEVATION	764.82	764.68	764.54	764.41	764.27	764.14	764.00	763.86	763.73	763.59	763.46
	TOP OF HAUNCH ELEVATION	764.11	764.02	763.92	763.82	763.71	763.58	763.44	763.27	763.11	762.93	762.75
REF. LINE RIGHT PROFILE GRADE	STATION	342+12.25	342+25.30	342+38.36	342+51.41	342+64.46	342+77.52	342+90.57	343+03.63	343+16.68	343+29.74	343+42.79
	FINAL TOP OF DECK ELEVATION	764.90	764.76	764.63	764.49	764.36	764.21	764.08	763.94	763.81	763.67	763.54
	SCREED ELEVATION	764.90	764.80	764.72	764.61	764.50	764.36	764.22	764.06	763.90	763.71	763.54
REF. LINE 19 BEAM B116R	STATION	342+15.31	342+28.39	342+41.46	342+54.54	342+67.62	342+80.70	342+93.77	343+06.85	343+19.93	343+33.00	343+46.08
	FINAL TOP OF DECK ELEVATION	764.89	764.75	764.61	764.47	764.33	764.18	764.04	763.90	763.75	763.62	763.47
	TOP OF HAUNCH ELEVATION	764.18	764.09	763.99	763.89	763.77	763.63	763.48	763.32	763.13	762.96	762.76
REF. LINE 20 BEAM B117R	STATION	342+19.58	342+32.69	342+45.80	342+58.91	342+72.02	342+85.13	342+98.24	343+11.34	343+24.45	343+37.56	343+50.67
	FINAL TOP OF DECK ELEVATION	764.88	764.74	764.58	764.43	764.28	764.13	763.98	763.83	763.68	763.54	763.38
	TOP OF HAUNCH ELEVATION	764.17	764.08	763.96	763.85	763.72	763.58	763.42	763.25	763.06	762.88	762.67
REF. LINE 21 BEAM B118R	STATION	342+23.85	342+36.99	342+50.13	342+63.27	342+76.42	342+89.56	343+02.70	343+15.84	343+28.98	343+42.12	343+55.26
	FINAL TOP OF DECK ELEVATION	764.87	764.71	764.55	764.40	764.24	764.08	763.92	763.76	763.60	763.44	763.29
	TOP OF HAUNCH ELEVATION	764.16	764.05	763.93	763.82	763.68	763.53	763.36	763.18	762.98	762.78	762.58
REF. LINE 22 BEAM B119R	STATION	342+28.12	342+41.29	342+54.47	342+67.64	342+80.81	342+93.99	343+07.16	343+20.33	343+33.51	343+46.68	343+59.85
	FINAL TOP OF DECK ELEVATION	764.85	764.69	764.52	764.35	764.18	764.01	763.85	763.68	763.51	763.35	763.18
	TOP OF HAUNCH ELEVATION	764.14	764.03	763.90	763.77	763.62	763.46	763.29	763.10	762.89	762.69	762.47
REF. LINE XX CONSTR. JOINT	STATION	342+30.21	342+43.45	342+56.63	342+69.82	342+83.01	342+96.20	343+09.39	343+22.58	343+35.77	343+48.96	343+62.15
	FINAL TOP OF DECK ELEVATION	764.84	764.67	764.50	764.33	764.16	763.98	763.81	763.64	763.47	763.30	763.13
	SCREED ELEVATION	764.84	764.72	764.59	764.46	764.31	764.14	763.96	763.77	763.56	763.35	763.13
REF. LINE 23 BEAM B120R	STATION	342+32.39	342+45.60	342+58.80	342+72.01	342+85.21	342+98.42	343+11.62	343+24.83	343+38.03	343+51.24	343+64.44
	FINAL TOP OF DECK ELEVATION	764.83	764.66	764.48	764.30	764.12	763.95	763.77	763.60	763.42	763.25	763.07
	TOP OF HAUNCH ELEVATION	764.12	764.00	763.86	763.72	763.56	763.40	763.21	763.02	762.80	762.59	762.36
REF. LINE 24 BEAM B121R	STATION	342+36.66	342+49.90	342+63.14	342+76.37	342+89.61	343+02.85	343+16.09	343+29.32	343+42.56	343+55.80	343+69.03
	FINAL TOP OF DECK ELEVATION	764.80	764.61	764.43	764.25	764.06	763.87	763.69	763.51	763.32	763.14	762.95
	TOP OF HAUNCH ELEVATION	764.09	763.95	763.81	763.67	763.50	763.32	763.13	762.93	762.70	762.48	762.24
REF. LINE 25 BEAM B122R	STATION	342+40.93	342+54.20	342+67.47	342+80.74	342+94.01	343+07.28	343+20.55	343+33.82	343+47.09	343+60.36	343+73.63
	FINAL TOP OF DECK ELEVATION	764.77	764.57	764.38	764.19	763.99	763.80	763.60	763.41	763.22	763.02	762.83
	TOP OF HAUNCH ELEVATION	764.06	763.91	763.77	763.61	763.44	763.25	763.05	762.83	762.60	762.36	762.12
REF. LINE 26 BEAM B123L	STATION	342+45.20	342+58.50	342+71.81	342+85.11	342+98.41	343+11.71	343+25.01	343+38.31	343+51.61	343+64.91	343+78.22
	FINAL TOP OF DECK ELEVATION	764.71	764.51	764.31	764.11	763.92	763.71	763.52	763.31	763.11	762.91	762.71
	TOP OF HAUNCH ELEVATION	764.00	763.85	763.70	763.53	763.37	763.17	762.97	762.73	762.50	762.25	762.00
REF. LINE GRADE BREAK 6	STATION	342+60.03	342+74.24	342+88.46	343+02.70	343+16.18	343+29.52	343+42.85	343+56.19	343+69.52	343+82.85	343+89.71
	FINAL TOP OF DECK ELEVATION	764.48	764.27	764.05	763.84	763.63	763.41	763.20	763.00	762.78	762.57	762.46
	SCREED ELEVATION	764.48	764.32	764.15	763.97	763.79	763.58	763.36	763.13	762.87	762.62	762.46
REF. LINE 27 BEAM B124R	STATION	342+49.47	342+62.81	342+76.14	342+89.47	343+02.81	343+16.14	343+29.47	343+42.81	343+56.14	343+69.47	343+82.81
	FINAL TOP OF DECK ELEVATION	764.38	764.24	764.10	763.96	763.83	763.63	763.42	763.20	763.00	762.78	762.57
	TOP OF HAUNCH ELEVATION	763.67	763.58	763.49	763.38	763.28	763.09	762.87	762.62	762.39	762.12	761.86
REF. LINE 28 BEAM B125R	STATION	342+53.74	342+67.11	342+80.47	342+93.84	343+07.20	343+20.57	343+33.94	343+47.30	343+60.67	343+74.03	343+87.40
	FINAL TOP OF DECK ELEVATION	764.01	763.86	763.73	763.59	763.44	763.23	763.01	762.81	762.60	762.38	762.18
	TOP OF HAUNCH ELEVATION	763.30	763.20	763.11	763.01	762.88	762.68	762.45	762.22	761.98	761.72	761.47
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	342+54.69	342+68.06	342+81.44	342+94.81	343+08.18	343+21.55	343+34.93	343+48.30	343+61.67	343+75.04	343+88.42
	FINAL TOP OF DECK ELEVATION	763.92	763.78	763.65	763.50	763.35	763.14	762.93	762.72	762.51	762.30	762.08
	SCREED ELEVATION	763.92	763.82	763.74	763.62	763.50	763.29	763.08	762.84	762.60	762.34	762.08

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

202/229

1449/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 12

LOCATION		℄ PIER 11	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 12
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	343+35.88	343+45.63	343+55.37	343+65.12	343+74.86	343+84.61	343+94.36	344+04.10	344+13.85	344+23.59	344+33.34
	FINAL TOP OF DECK ELEVATION	763.11	763.01	762.91	762.81	762.71	762.60	762.51	762.40	762.30	762.20	762.10
	SCREED ELEVATION	763.11	763.02	762.93	762.85	762.75	762.65	762.55	762.44	762.33	762.21	762.10
REF. LINE 16 BEAM B126R	STATION	343+36.90	343+46.58	343+56.27	343+65.95	343+75.63	343+85.32	343+95.00	344+04.68	344+14.37	344+24.05	344+33.73
	FINAL TOP OF DECK ELEVATION	763.17	763.08	762.97	762.87	762.78	762.67	762.57	762.47	762.37	762.27	762.17
	TOP OF HAUNCH ELEVATION	762.46	762.38	762.29	762.20	762.11	762.01	761.91	761.80	761.69	761.58	761.46
REF. LINE 18 BEAM B127R	STATION	343+41.49	343+50.89	343+60.29	343+69.69	343+79.09	343+88.50	343+97.90	344+07.30	344+16.70	344+26.10	344+35.50
	FINAL TOP OF DECK ELEVATION	763.46	763.36	763.26	763.16	763.07	762.97	762.87	762.77	762.68	762.58	762.48
	TOP OF HAUNCH ELEVATION	762.75	762.66	762.58	762.49	762.40	762.31	762.20	762.10	762.00	761.89	761.77
REF. LINE RIGHT PROFILE GRADE	STATION	343+42.79	343+52.11	343+61.43	343+70.75	343+80.07	343+89.39	343+98.72	344+08.04	344+17.36	344+26.68	344+36.00
	FINAL TOP OF DECK ELEVATION	763.54	763.44	763.35	763.24	763.15	763.06	762.95	762.86	762.77	762.66	762.57
	SCREED ELEVATION	763.54	763.45	763.37	763.27	763.19	763.10	762.99	762.90	762.80	762.67	762.57
REF. LINE 19 BEAM B128R	STATION	343+46.08	343+55.20	343+64.32	343+73.44	343+82.56	343+91.67	344+00.79	344+09.91	344+19.03	344+28.15	344+37.27
	FINAL TOP OF DECK ELEVATION	763.47	763.38	763.28	763.18	763.08	762.98	762.88	762.78	762.69	762.58	762.49
	TOP OF HAUNCH ELEVATION	762.76	762.68	762.59	762.50	762.41	762.31	762.21	762.10	762.01	761.88	761.78
REF. LINE 20 BEAM B129R	STATION	343+50.67	343+59.51	343+68.35	343+77.18	343+86.02	343+94.85	344+03.69	344+12.53	344+21.36	344+30.20	344+39.03
	FINAL TOP OF DECK ELEVATION	763.38	763.28	763.18	763.08	762.98	762.88	762.77	762.67	762.57	762.47	762.37
	TOP OF HAUNCH ELEVATION	762.67	762.58	762.49	762.40	762.30	762.21	762.10	761.99	761.88	761.77	761.66
REF. LINE 21 BEAM B130R	STATION	343+55.26	343+63.82	343+72.37	343+80.93	343+89.48	343+98.03	344+06.59	344+15.14	344+23.69	344+32.25	344+40.80
	FINAL TOP OF DECK ELEVATION	763.29	763.18	763.08	762.97	762.87	762.76	762.66	762.56	762.46	762.36	762.25
	TOP OF HAUNCH ELEVATION	762.58	762.48	762.39	762.29	762.19	762.08	761.98	761.88	761.77	761.66	761.54
REF. LINE 22 BEAM B131R	STATION	343+59.85	343+68.13	343+76.40	343+84.67	343+92.94	344+01.21	344+09.48	344+17.76	344+26.03	344+34.30	344+42.57
	FINAL TOP OF DECK ELEVATION	763.18	763.07	762.97	762.86	762.76	762.65	762.55	762.44	762.34	762.23	762.13
	TOP OF HAUNCH ELEVATION	762.47	762.37	762.28	762.17	762.08	761.97	761.87	761.76	761.65	761.53	761.42
REF. LINE XX CONSTR. JOINT	STATION	343+62.15	343+70.28	343+78.41	343+86.54	343+94.67	344+02.80	344+10.93	344+19.06	344+27.19	344+35.32	344+43.45
	FINAL TOP OF DECK ELEVATION	763.13	763.02	762.91	762.81	762.70	762.60	762.49	762.38	762.28	762.17	762.07
	SCREED ELEVATION	763.13	763.03	762.92	762.83	762.72	762.63	762.51	762.40	762.30	762.18	762.07
REF. LINE 23 BEAM B132R	STATION	343+64.44	343+72.43	343+80.42	343+88.41	343+96.40	344+04.39	344+12.38	344+20.37	344+28.36	344+36.35	344+44.34
	FINAL TOP OF DECK ELEVATION	763.07	762.96	762.86	762.75	762.65	762.54	762.43	762.32	762.22	762.11	762.00
	TOP OF HAUNCH ELEVATION	762.36	762.26	762.16	762.06	761.97	761.86	761.75	761.63	761.53	761.41	761.29
REF. LINE 24 BEAM B133R	STATION	343+69.03	343+76.74	343+84.45	343+92.16	343+99.86	344+07.57	344+15.28	344+22.98	344+30.69	344+38.40	344+46.10
	FINAL TOP OF DECK ELEVATION	762.95	762.85	762.74	762.63	762.53	762.42	762.31	762.20	762.10	761.99	761.88
	TOP OF HAUNCH ELEVATION	762.24	762.15	762.04	761.94	761.84	761.73	761.62	761.51	761.41	761.29	761.17
REF. LINE 25 BEAM B134R	STATION	343+73.63	343+81.05	343+88.47	343+95.90	344+03.32	344+10.75	344+18.17	344+25.60	344+33.02	344+40.45	344+47.87
	FINAL TOP OF DECK ELEVATION	762.83	762.72	762.62	762.51	762.40	762.29	762.18	762.07	761.97	761.86	761.75
	TOP OF HAUNCH ELEVATION	762.12	762.02	761.92	761.82	761.71	761.60	761.49	761.38	761.27	761.16	761.04
REF. LINE 26 BEAM B135L	STATION	343+78.22	343+85.36	343+92.50	343+99.64	344+06.79	344+13.93	344+21.07	344+28.21	344+35.36	344+42.50	344+49.64
	FINAL TOP OF DECK ELEVATION	762.71	762.60	762.49	762.38	762.27	762.16	762.05	761.95	761.84	761.73	761.62
	TOP OF HAUNCH ELEVATION	762.00	761.90	761.79	761.68	761.58	761.47	761.36	761.26	761.14	761.03	760.91
REF. LINE GRADE BREAK 6	STATION	343+89.71	343+96.57	344+03.42	344+10.28	344+17.14	344+24.00	344+30.85	344+37.71	344+44.57	344+51.43	344+58.83
	FINAL TOP OF DECK ELEVATION	762.46	762.35	762.25	762.14	762.03	761.92	761.81	761.71	761.59	761.49	761.37
	SCREED ELEVATION	762.46	762.35	762.26	762.15	762.04	761.94	761.83	761.72	761.60	761.50	761.37
REF. LINE 27 BEAM B136R	STATION	343+82.81	343+89.67	343+96.53	344+03.39	344+10.25	344+17.11	344+23.97	344+30.83	344+37.69	344+44.55	344+51.41
	FINAL TOP OF DECK ELEVATION	762.57	762.46	762.36	762.25	762.14	762.03	761.92	761.81	761.71	761.60	761.49
	TOP OF HAUNCH ELEVATION	761.86	761.75	761.66	761.55	761.45	761.34	761.23	761.12	761.01	760.90	760.78
REF. LINE 28 BEAM B137R	STATION	343+87.40	343+93.97	344+00.55	344+07.13	344+13.71	344+20.29	344+26.86	344+33.44	344+40.02	344+46.60	344+53.18
	FINAL TOP OF DECK ELEVATION	762.18	762.06	761.96	761.86	761.76	761.65	761.55	761.44	761.34	761.24	761.13
	TOP OF HAUNCH ELEVATION	761.47	761.35	761.26	761.16	761.06	760.96	760.86	760.74	760.64	760.54	760.42
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	343+88.42	343+94.93	344+01.45	344+07.96	344+14.48	344+20.99	344+27.51	344+34.02	344+40.54	344+47.05	344+53.57
	FINAL TOP OF DECK ELEVATION	762.08	761.98	761.88	761.77	761.67	761.57	761.46	761.36	761.26	761.16	761.05
	SCREED ELEVATION	762.08	761.98	761.89	761.78	761.68	761.58	761.47	761.37	761.27	761.16	761.05

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 13

LOCATION		℄ PIER 12	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	344+33.34	344+40.74	344+48.14	344+55.54	344+62.94	344+70.34	344+77.74	344+85.14	344+92.54	344+99.94	345+07.34
	FINAL TOP OF DECK ELEVATION	762.10	762.02	761.95	761.86	761.79	761.72	761.64	761.56	761.48	761.41	761.33
	SCREED ELEVATION	762.10	762.04	761.99	761.92	761.86	761.80	761.71	761.62	761.52	761.43	761.33
REF. LINE 16 BEAM B138R	STATION	344+33.73	344+41.13	344+48.53	344+55.93	344+63.33	344+70.73	344+78.13	344+85.53	344+92.93	345+00.33	345+07.73
	FINAL TOP OF DECK ELEVATION	762.17	762.09	762.02	761.93	761.86	761.78	761.71	761.63	761.55	761.48	761.40
	TOP OF HAUNCH ELEVATION	761.46	761.40	761.36	761.28	761.22	761.15	761.07	760.98	760.89	760.79	760.69
REF. LINE 40 BEAM B139R	STATION	344+35.41	344+42.82	344+50.22	344+57.61	344+65.02	344+72.41	344+79.82	344+87.22	344+94.62	345+02.02	345+09.42
	FINAL TOP OF DECK ELEVATION	762.47	762.39	762.31	762.23	762.16	762.08	762.00	761.93	761.85	761.77	761.70
	TOP OF HAUNCH ELEVATION	761.76	761.70	761.64	761.58	761.52	761.45	761.36	761.28	761.18	761.08	760.99
REF. LINE RIGHT PROFILE GRADE	STATION	344+36.00	344+43.40	344+50.80	344+58.20	344+65.60	344+73.00	344+80.40	344+87.80	344+95.20	345+02.60	345+10.00
	FINAL TOP OF DECK ELEVATION	762.57	762.50	762.41	762.34	762.26	762.18	762.11	762.03	761.95	761.87	761.80
	SCREED ELEVATION	762.57	762.52	762.45	762.40	762.33	762.25	762.18	762.09	761.99	761.89	761.80
REF. LINE 41 BEAM B140R	STATION	344+37.10	344+44.50	344+51.90	344+59.30	344+66.70	344+74.10	344+81.50	344+88.90	344+96.30	345+03.70	345+11.10
	FINAL TOP OF DECK ELEVATION	762.50	762.42	762.33	762.26	762.18	762.10	762.02	761.94	761.86	761.78	761.70
	TOP OF HAUNCH ELEVATION	761.79	761.73	761.66	761.61	761.54	761.47	761.38	761.29	761.19	761.09	760.99
REF. LINE 42 BEAM B141R	STATION	344+38.78	344+46.18	344+53.58	344+60.98	344+68.38	344+75.78	344+83.18	344+90.58	344+97.98	345+05.38	345+12.78
	FINAL TOP OF DECK ELEVATION	762.39	762.30	762.22	762.13	762.05	761.96	761.88	761.80	761.71	761.63	761.54
	TOP OF HAUNCH ELEVATION	761.68	761.61	761.55	761.48	761.41	761.33	761.24	761.15	761.04	760.94	760.83
REF. LINE 43 BEAM B142R	STATION	344+40.46	344+47.87	344+55.27	344+62.67	344+70.07	344+77.46	344+84.87	344+92.26	344+99.67	345+07.07	345+14.47
	FINAL TOP OF DECK ELEVATION	762.27	762.18	762.10	762.01	761.91	761.83	761.74	761.65	761.56	761.47	761.39
	TOP OF HAUNCH ELEVATION	761.56	761.49	761.43	761.36	761.27	761.20	761.10	761.00	760.89	760.78	760.68
REF. LINE 44 BEAM B143R	STATION	344+42.15	344+49.55	344+56.96	344+64.35	344+71.75	344+79.15	344+86.55	344+93.35	345+01.35	345+08.75	345+16.15
	FINAL TOP OF DECK ELEVATION	762.16	762.07	761.97	761.88	761.79	761.69	761.60	761.51	761.41	761.32	761.23
	TOP OF HAUNCH ELEVATION	761.45	761.38	761.30	761.23	761.15	761.06	760.96	760.86	760.74	760.63	760.52
REF. LINE XX CONSTR. JOINT	STATION	344+42.99	344+50.39	344+57.79	344+65.19	344+72.59	344+79.99	344+87.39	344+94.79	345+02.19	345+09.59	345+16.99
	FINAL TOP OF DECK ELEVATION	762.10	762.00	761.91	761.81	761.72	761.62	761.53	761.43	761.34	761.24	761.15
	SCREED ELEVATION	762.10	762.02	761.95	761.87	761.79	761.69	761.60	761.49	761.38	761.26	761.15
REF. LINE 45 BEAM B144R	STATION	344+43.84	344+51.24	344+58.64	344+66.03	344+73.44	344+80.83	344+88.24	344+95.63	345+03.04	345+10.44	345+17.83
	FINAL TOP OF DECK ELEVATION	762.04	761.94	761.85	761.75	761.65	761.55	761.46	761.36	761.26	761.16	761.07
	TOP OF HAUNCH ELEVATION	761.33	761.25	761.18	761.10	761.01	760.91	760.82	760.71	760.59	760.47	760.36
REF. LINE 46 BEAM B145R	STATION	344+45.39	344+52.79	344+60.19	344+67.59	344+74.99	344+82.39	344+89.79	344+97.19	345+04.59	345+11.99	345+19.39
	FINAL TOP OF DECK ELEVATION	761.93	761.83	761.73	761.63	761.52	761.42	761.32	761.22	761.12	761.02	760.91
	TOP OF HAUNCH ELEVATION	761.22	761.14	761.06	760.98	760.88	760.78	760.68	760.57	760.45	760.33	760.20
REF. LINE 47 BEAM B146R	STATION	344+46.95	344+54.35	344+61.75	344+69.15	344+76.55	344+83.95	344+91.35	344+98.74	345+06.15	345+13.55	345+20.95
	FINAL TOP OF DECK ELEVATION	761.82	761.71	761.61	761.50	761.40	761.29	761.19	761.08	760.98	760.87	760.76
	TOP OF HAUNCH ELEVATION	761.11	761.02	760.94	760.85	760.76	760.65	760.55	760.43	760.31	760.18	760.05
REF. LINE 48 BEAM B147L	STATION	344+48.50	344+55.91	344+63.31	344+70.70	344+78.11	344+85.50	344+92.91	345+00.31	345+07.71	345+15.11	345+22.50
	FINAL TOP OF DECK ELEVATION	761.71	761.59	761.49	761.38	761.26	761.16	761.05	760.94	760.83	760.72	760.61
	TOP OF HAUNCH ELEVATION	761.00	760.90	760.82	760.73	760.62	760.52	760.41	760.29	760.16	760.03	759.90
REF. LINE 49 BEAM B148R	STATION	344+50.06	344+57.46	344+64.86	344+72.26	344+79.66	344+87.06	344+94.46	345+01.86	345+09.26	345+16.66	345+24.06
	FINAL TOP OF DECK ELEVATION	761.59	761.48	761.36	761.25	761.13	761.02	760.91	760.80	760.68	760.57	760.46
	TOP OF HAUNCH ELEVATION	760.88	760.79	760.69	760.60	760.49	760.38	760.27	760.15	760.01	759.88	759.75
REF. LINE GRADE BREAK 6	STATION	344+58.83	344+66.23	344+66.23	344+73.63	344+81.03	344+88.43	344+95.83	345+03.23	345+10.63	345+18.03	345+25.43
	FINAL TOP OF DECK ELEVATION	761.37	761.26	761.26	761.14	761.02	760.90	760.78	760.67	760.55	760.43	760.31
	SCREED ELEVATION	761.37	761.28	761.30	761.20	761.09	760.97	760.85	760.73	760.59	760.45	760.31
REF. LINE 50 BEAM B149R	STATION	344+51.62	344+59.02	344+66.42	344+73.82	344+81.22	344+88.62	344+96.02	345+03.42	345+10.82	345+18.22	345+25.62
	FINAL TOP OF DECK ELEVATION	761.45	761.33	761.22	761.10	760.98	760.86	760.74	760.63	760.52	760.39	760.27
	TOP OF HAUNCH ELEVATION	760.74	760.64	760.55	760.45	760.34	760.22	760.10	759.98	759.85	759.70	759.56
REF. LINE 28 BEAM B150R	STATION	344+53.18	344+60.58	344+67.98	344+75.38	344+82.78	344+90.18	344+97.58	345+04.98	345+12.38	345+19.78	345+27.18
	FINAL TOP OF DECK ELEVATION	761.13	761.02	760.90	760.78	760.67	760.55	760.43	760.31	760.20	760.08	759.96
	TOP OF HAUNCH ELEVATION	760.42	760.33	760.23	760.13	760.03	759.91	759.79	759.66	759.53	759.39	759.25
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	344+53.57	344+60.97	344+68.37	344+75.77	344+83.17	344+90.57	344+97.97	345+05.37	345+12.77	345+20.17	345+27.57
	FINAL TOP OF DECK ELEVATION	761.05	760.94	760.82	760.70	760.58	760.47	760.35	760.23	760.11	760.00	759.88
	SCREED ELEVATION	761.05	760.96	760.86	760.76	760.65	760.54	760.42	760.29	760.15	760.02	759.88

NOTES:

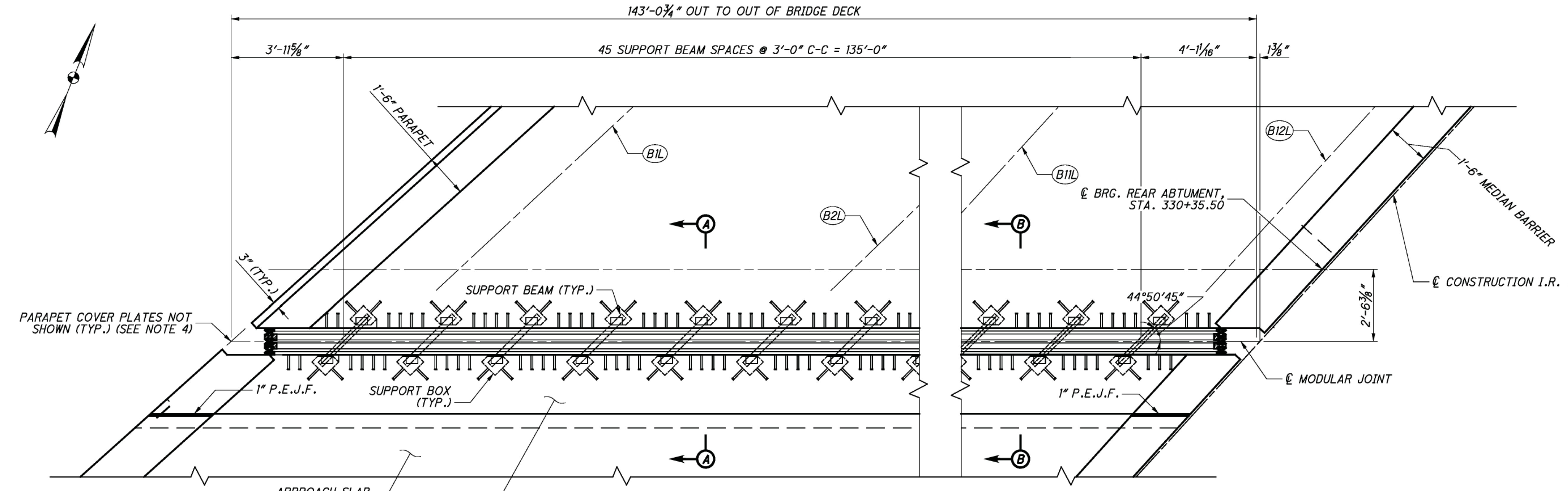
1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

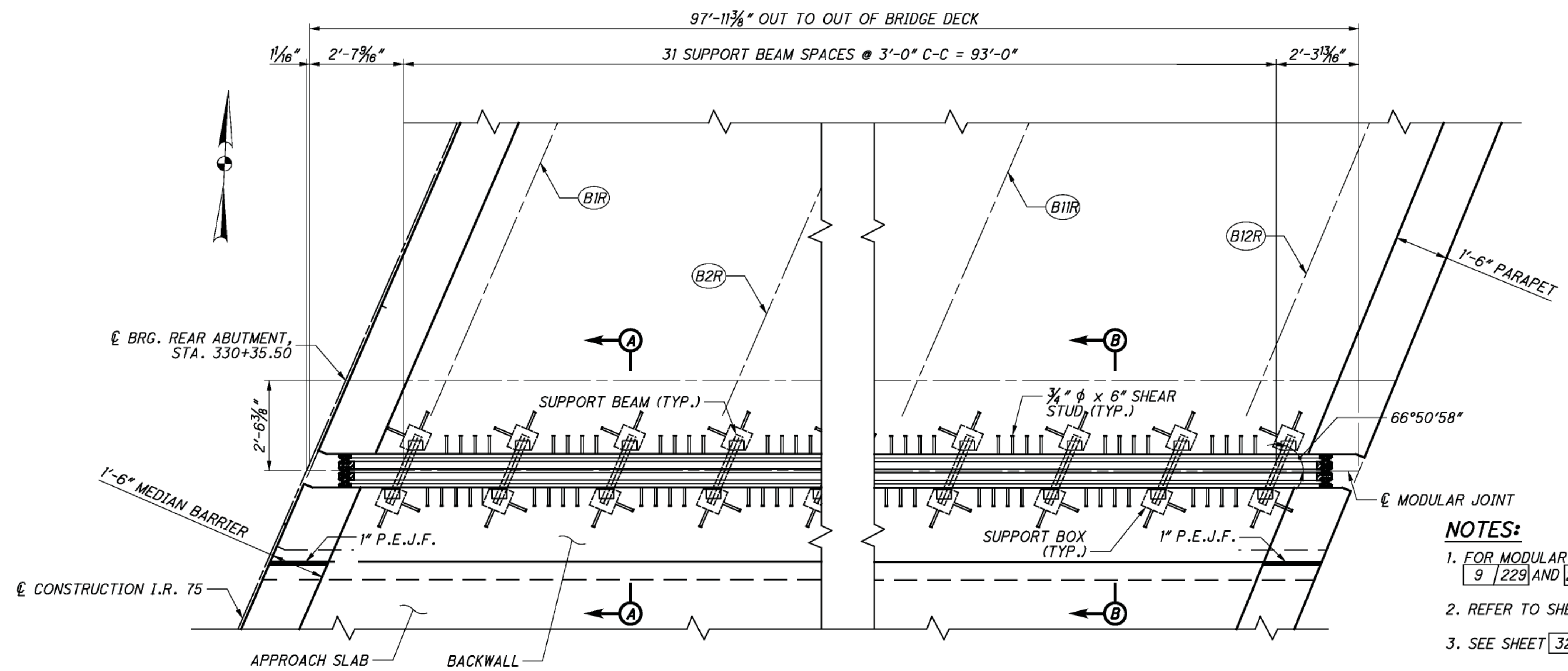
DESIGNED JWF | CHECKED GHD | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



PARTIAL PLAN - LEFT BRIDGE



PARTIAL PLAN - RIGHT BRIDGE

LEGEND:

(BXX) BEAM NUMBER

NOTES:

1. FOR MODULAR EXPANSION JOINT NOTES, SEE SHEETS 9/229 AND 206/229.
2. REFER TO SHEET 206/229 FOR SECTIONS A-A AND B-B.
3. SEE SHEET 32/229 FOR REAR ABUTMENT SECTION.
4. FOR COVER PLATE DETAILS, SEE SHEET 207/229.
5. FOR REAR ABUTMENT TOP OF BACKWALL ELEVATIONS AT PROFILE GRADE LINES, GUTTER LINES, GRADE BREAK LINES, ETC. SEE SHEET 30/229 AND 31/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
JWF	JDH	JWF		MSL	03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

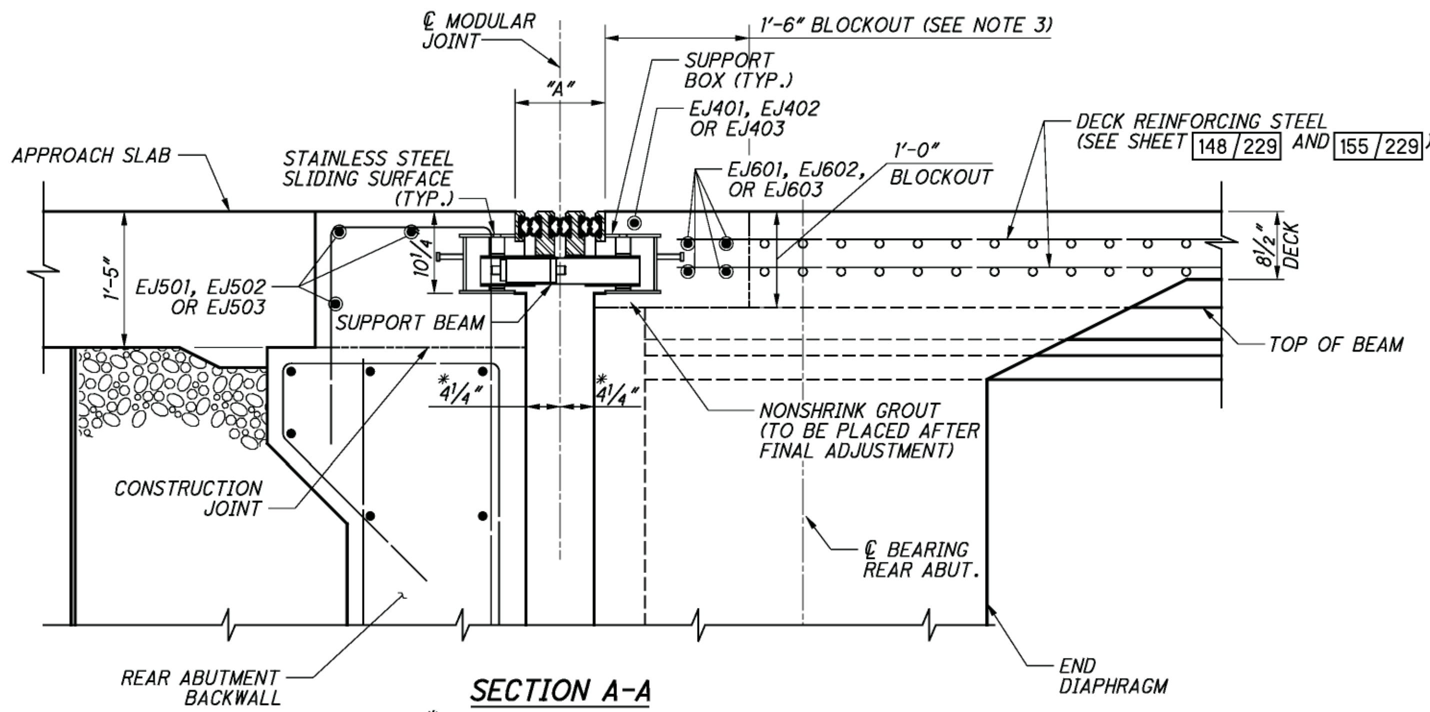
MODULAR EXPANSION JOINT AT REAR ABUTMENT (1 OF 4)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

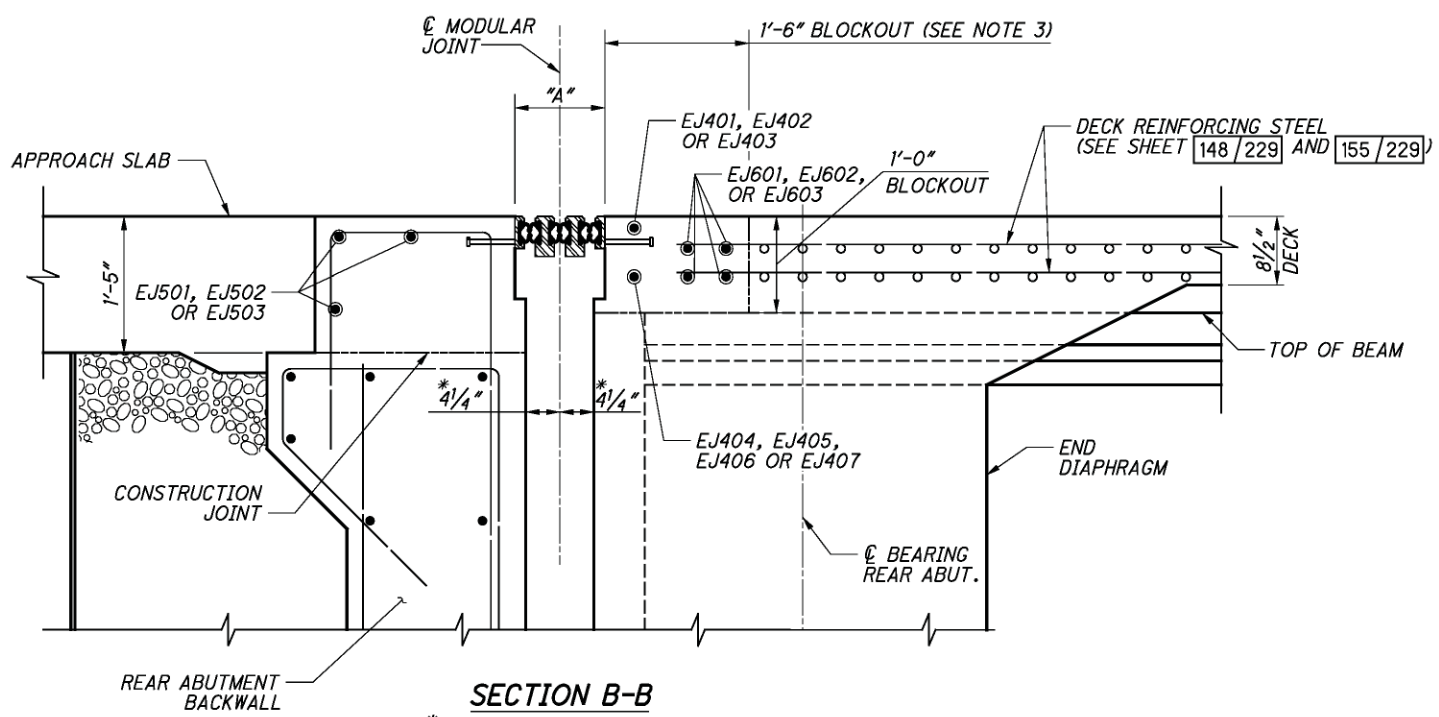
MOT-75-12.00

PID No. 77247



SECTION A-A

*DIMENSION SHOWN AT 60°F



SECTION B-B

*DIMENSION SHOWN AT 60°F

MODULAR EXPANSION JOINT OPENINGS		
TEMP	DIMENSION "A"	
	LEFT BRIDGE	RIGHT BRIDGE
30 °F	13 9/16"	14"
40 °F	12 13/16"	13 1/16"
50 °F	12"	12 3/16"
60 °F	11 1/4"	11 1/4"
70 °F	10 11/16"	10 9/16"
80 °F	10 1/8"	9 15/16"
90 °F	9 9/16"	9 1/4"

NOTES

1. DECK JOINT DIMENSIONS AND REINFORCEMENT ARE DETAILED IN ACCORDANCE WITH THE WABO MODULAR EXPANSION JOINT, MODEL NUMBER D900 BY WATSON BOWMAN ACME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING DIMENSIONS AND REINFORCEMENT AS NECESSARY TO ACCOMMODATE A DIFFERENT JOINT.

2. FOR DECK CROSS-SLOPES AT REAR ABUTMENT, SEE SHEET 171/229.

3. BEFORE PLACING BLOCKOUT CONCRETE, AN APPROVED BONDING AGENT SHALL BE APPLIED TO HORIZONTAL & VERTICAL DECK SURFACES.

4. ALL STRUCTURAL STEEL ASSOCIATED WITH THE 9.0" MOVEMENT RATED MODULAR EXPANSION JOINT AND ALL REINFORCING BARS PREFIXED WITH "EJ" SHALL BE INCLUDED WITH THE ITEM 513, STUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN.

5. A MINIMUM LAP SPLICE OF 2'-7" SHALL BE USED FOR THE TRANSVERSE NO. 4 BARS.

6. FOR LOCATION OF SECTIONS A-A AND B-B SEE SHEET 205/229.

7. EXTEND DECK REINFORCING STEEL INTO BLOCKOUT AS SHOWN.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
					DIMENSIONS						
EXPANSION JOINTS											
EJ401	8	30'-0"	160	STR							
EJ402	1	4'-10"	3	STR							
EJ403	1	15'-10"	11	STR							
EJ404	45	1'-6"	45	STR							
EJ405	2	2'-9"	4	STR							
EJ406	32	1'-7"	34	STR							
EJ407	1	1'-9"	1	STR							
EJ501	8	30'-0"	250	STR							
EJ502	1	8'-8"	9	STR							
EJ503	1	17'-0"	18	STR							
EJ601	8	30'-0"	360	STR							
EJ602	1	9'-6"	14	STR							
EJ603	1	17'-10"	27	STR							
JS501	382	4'-8"	1859	STR							
JS502	60	30'-0"	1877	STR							
JS503	10	11'-9"	123	STR							
JS504	10	18'-7"	194	STR							
TOTAL MODULAR JOINT			4,990								

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED JDH | DRAWN JWF | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

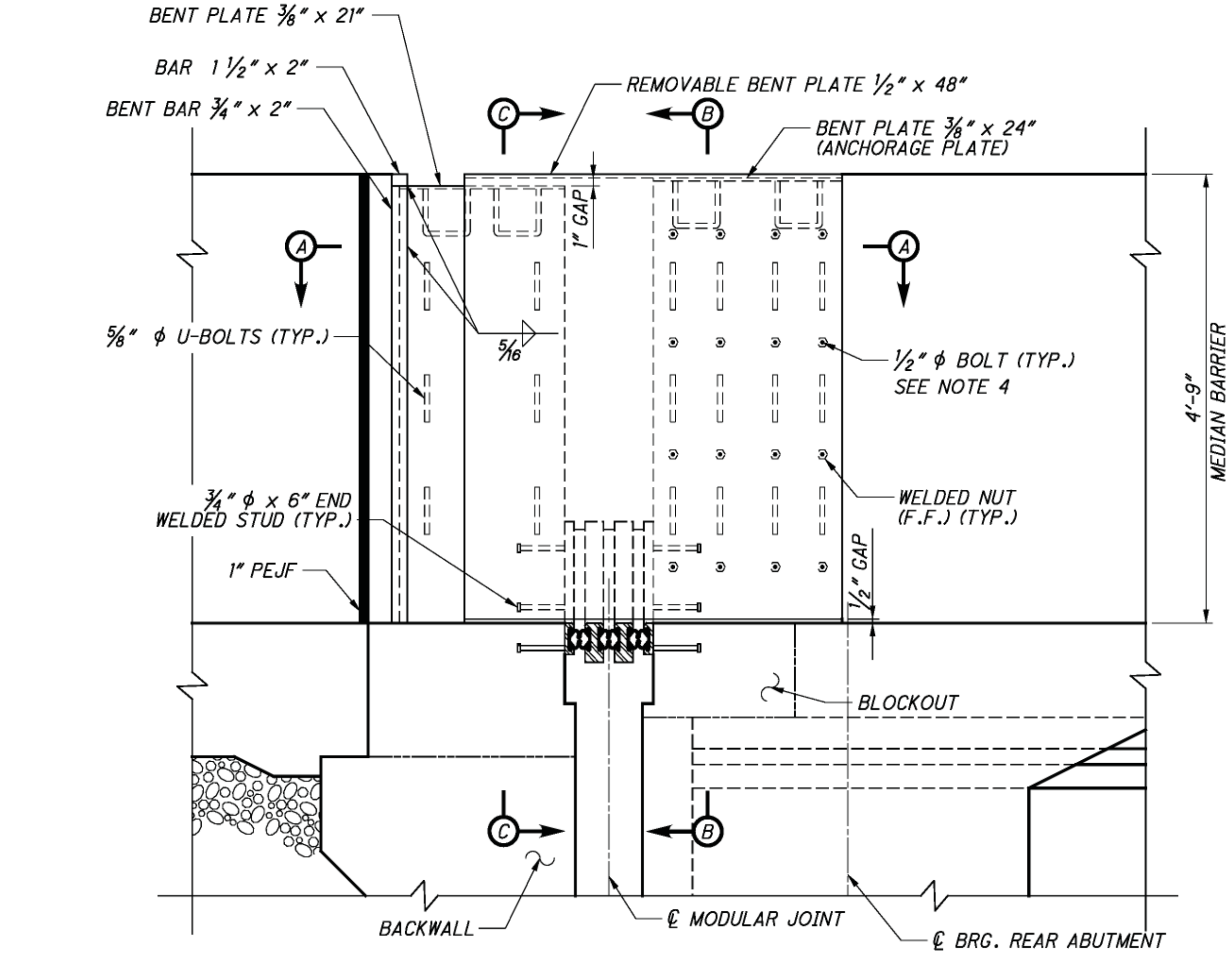
MODULAR EXPANSION JOINT AT REAR ABUTMENT (2 OF 4)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

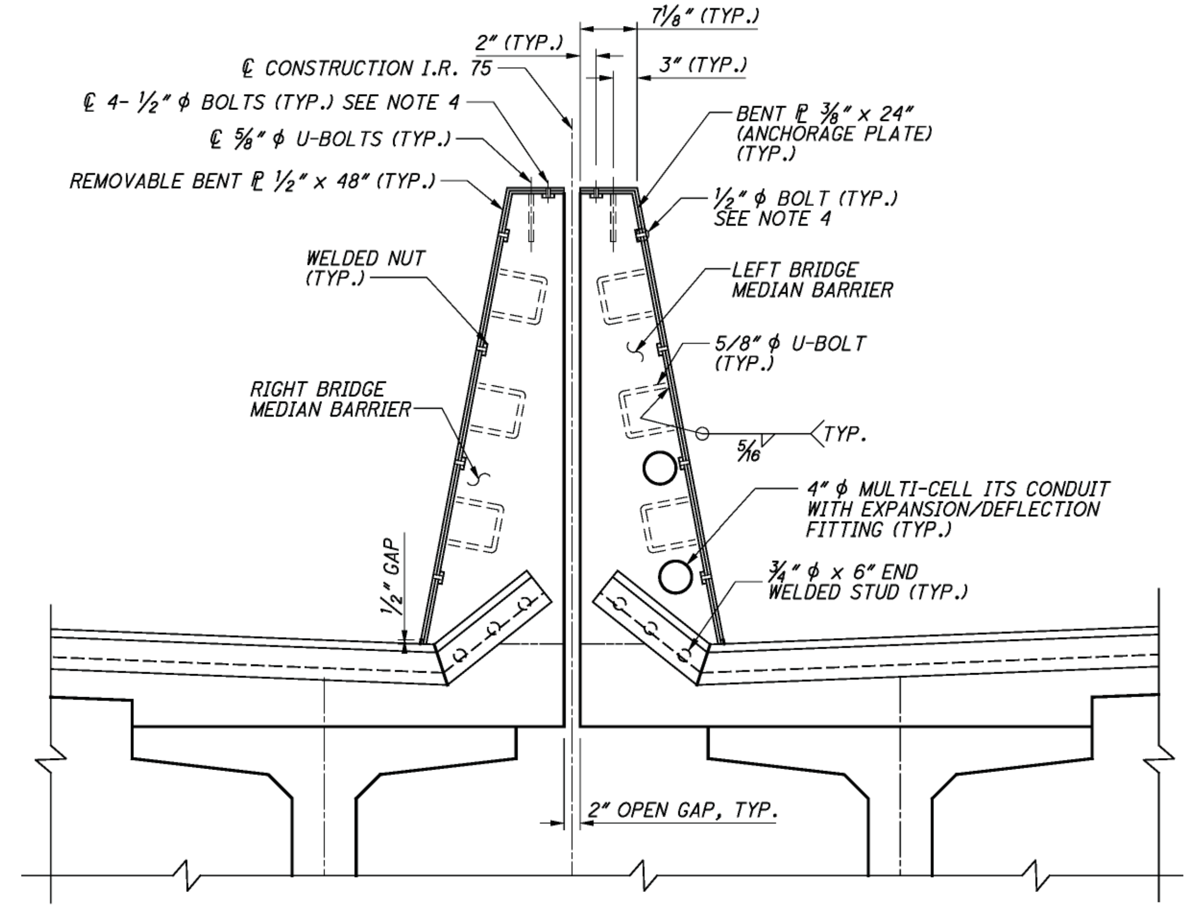
MOT-75-12.00

PID No. 77247



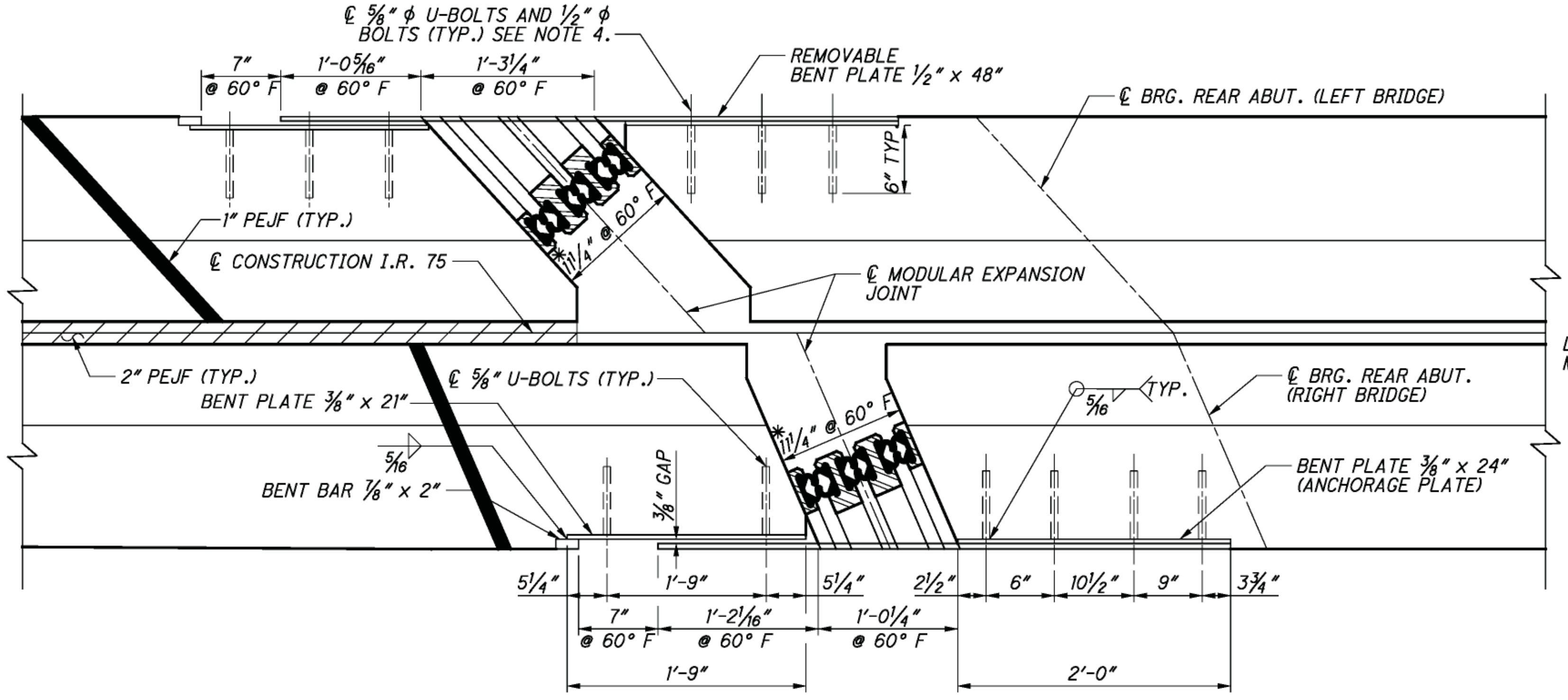
MEDIAN BARRIER COVER PLATE DETAILS

(SECTION AT MEDIAN GUTTER LINE - LOOKING WEST)



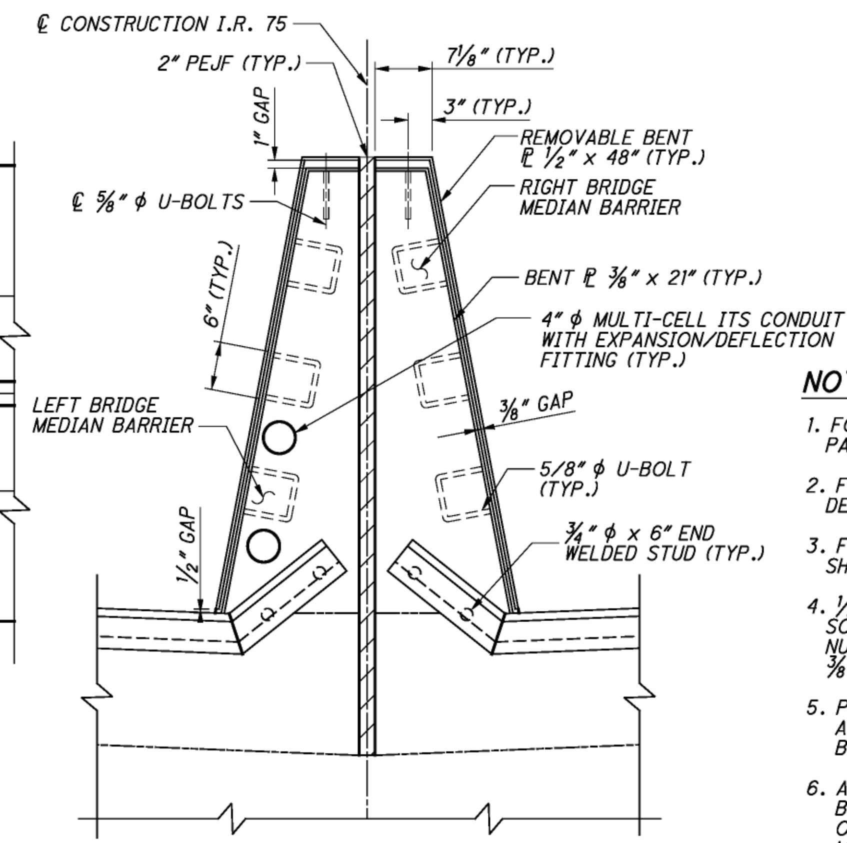
SECTION B-B

(DIAPHRAGM AND REINFORCING STEEL NOT SHOWN)



SECTION A-A

*MEASURED PERPENDICULAR TO MODULAR EXPANSION JOINT



SECTION C-C

NOTES:

1. FOR MODULAR JOINT AT OUTSIDE PARAPETS, SEE SHEET 208/229.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 166/229.
3. FOR MODULAR JOINT DETAILS, SEE SHEETS 205/229 AND 206/229.
4. 1/2" ϕ BOLTS SHALL BE COUNTERSUNK SOCKET HEAD STAINLESS STEEL WITH NUTS WELDED TO THE BACK OF THE 3/8" ANCHORAGE PLATE.
5. PLATES SHALL BE ASTM A709 GRADE 50. ALL PLATES, U-BOLTS, AND BOLTS SHALL BE GALVANIZED PER CMS 711.02.
6. AN EXPANSION/DEFLECTION FITTING SHALL BE PROVIDED ACROSS THE EXPANSION OPENINGS FOR EACH OF THE 4" ϕ MULTI-CELL ITS CONDUIT.
7. FOR 4" ϕ MULTI-CELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

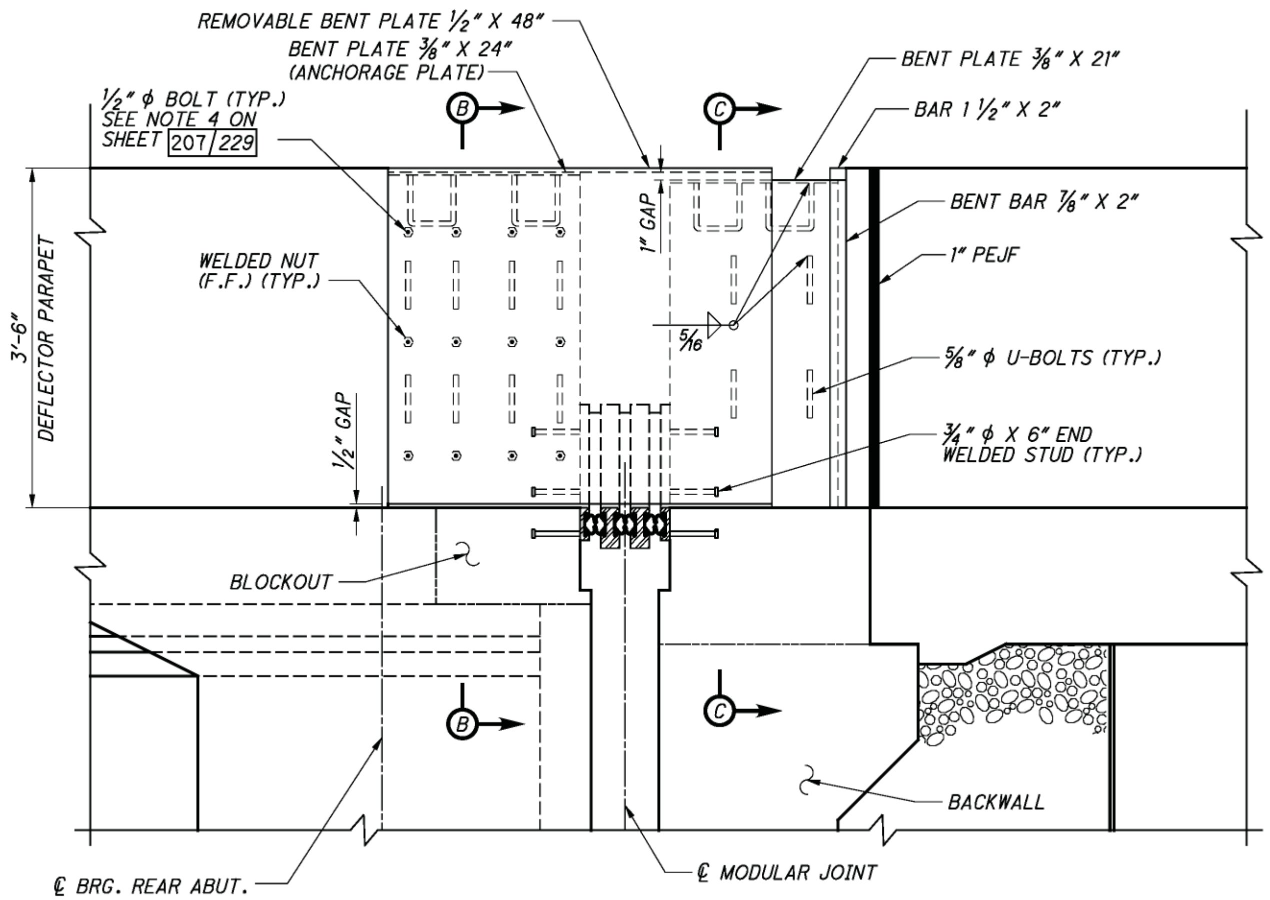
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

MODULAR EXPANSION JOINT AT REAR ABUTMENT (3 OF 4)

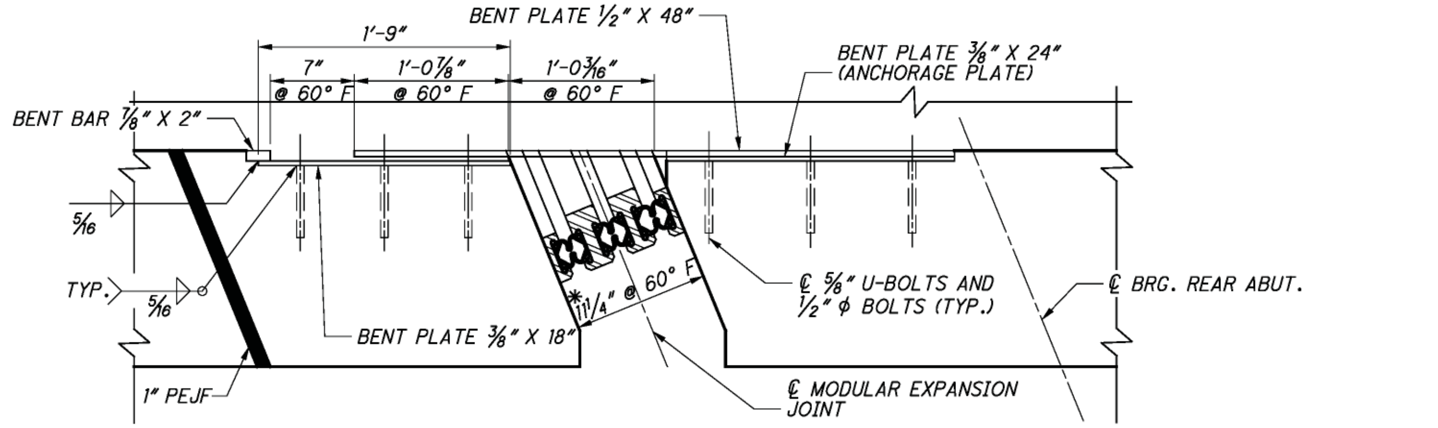
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



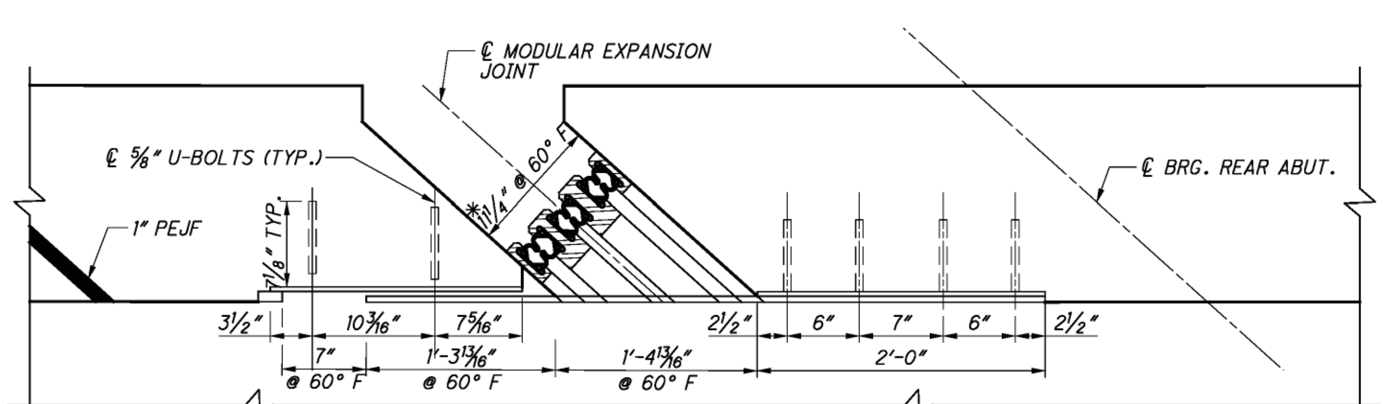
PARAPET COVER PLATE DETAILS

(SECTION AT LEFT BRIDGE - LOOKING EAST)

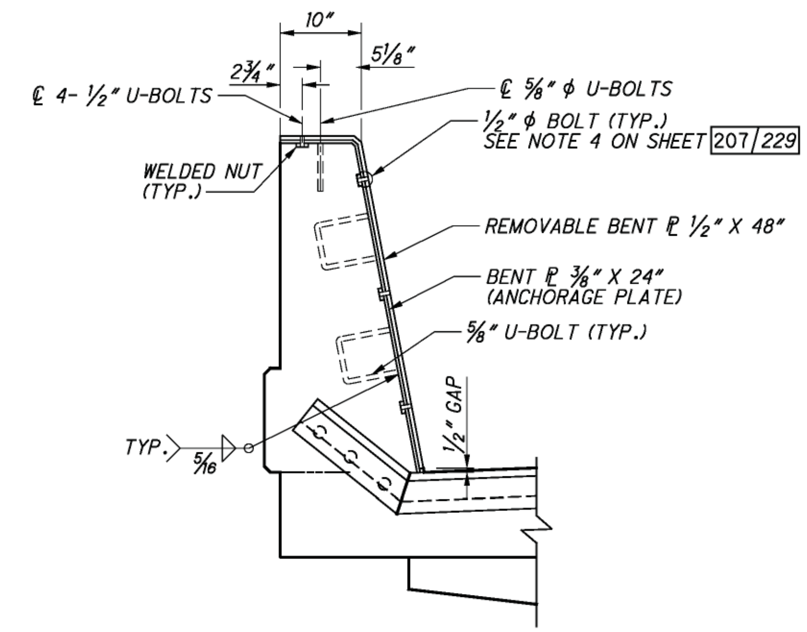


PART SECTION - RIGHT BRIDGE

*MEASURED PERPENDICULAR TO MODULAR EXPANSION JOINT

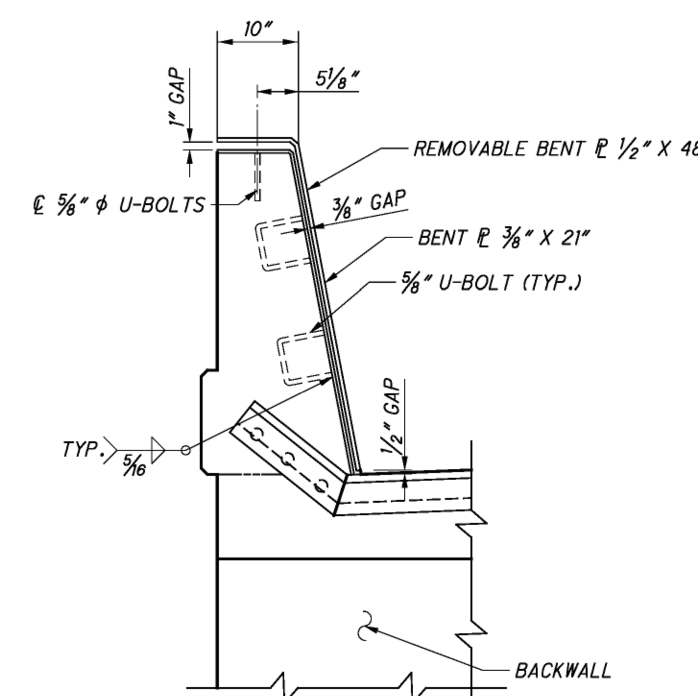


PART SECTION - LEFT BRIDGE



SECTION B-B

(REINFORCING STEEL NOT SHOWN)



SECTION C-C

NOTES:

1. FOR NOTES, SEE SHEET 207/229.

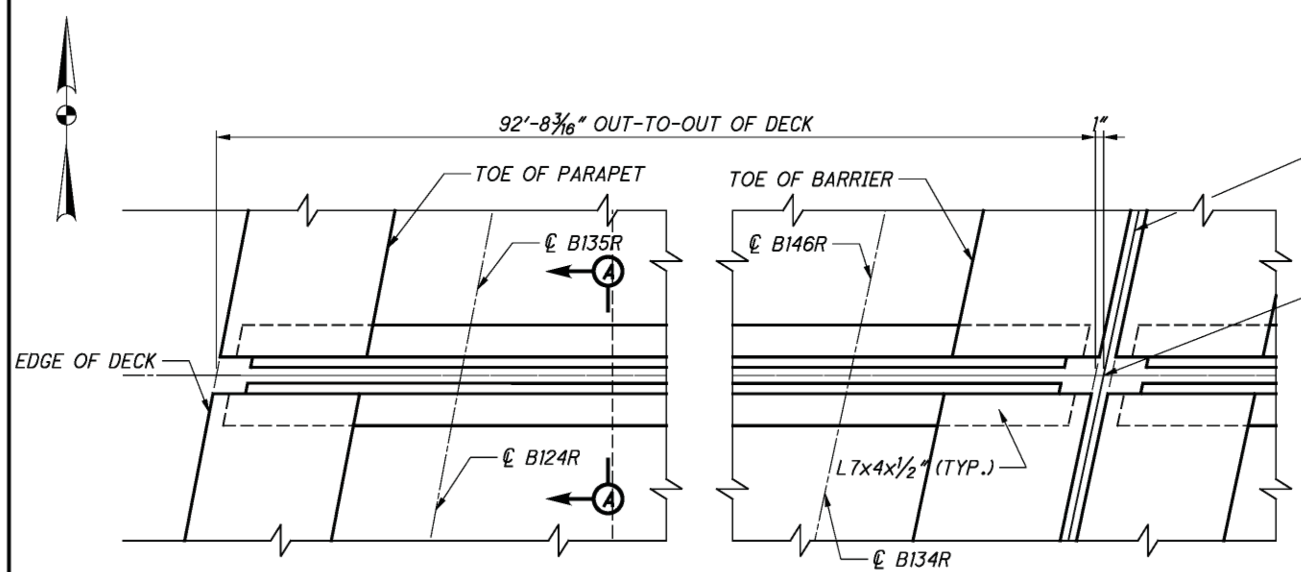
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF	DRAWN JAH	REVIEWED MSL	DATE 03/01/12
CHECKED GHD	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

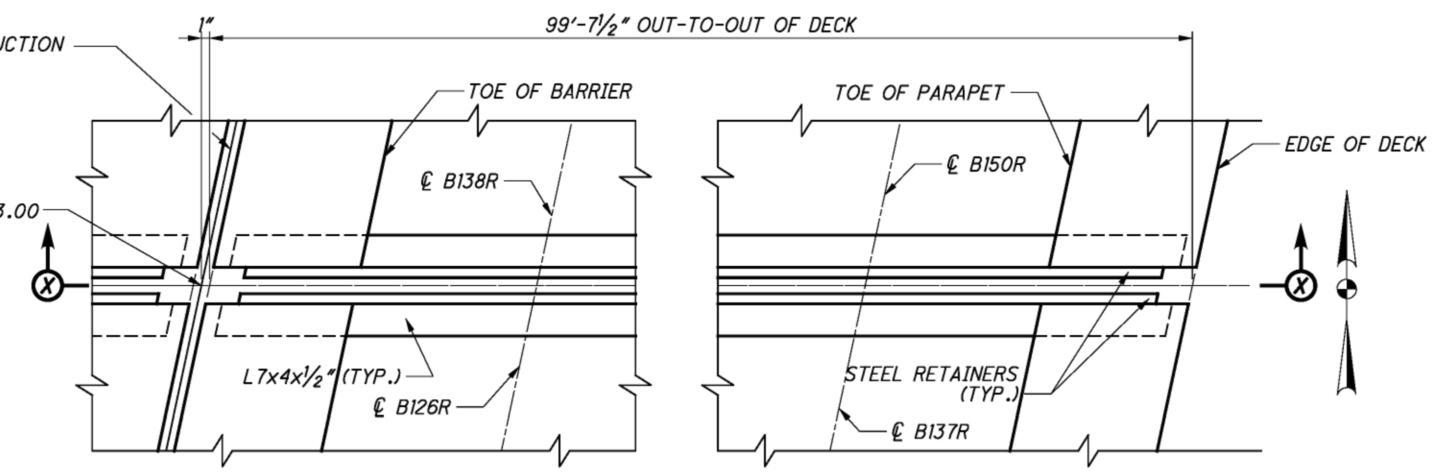
MODULAR EXPANSION JOINT AT REAR ABUTMENT (4 OF 4)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

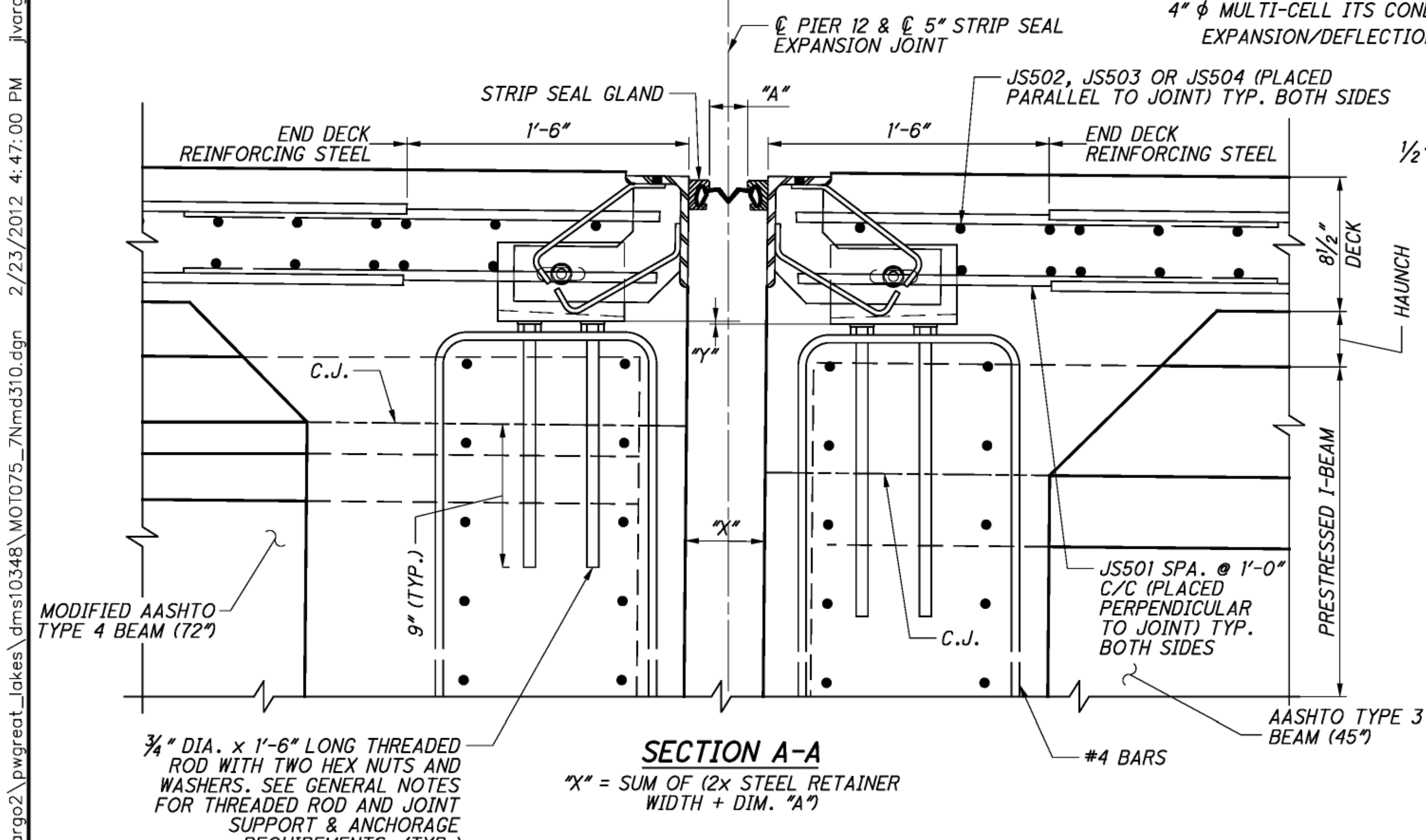


PIER 12 EXPANSION JOINT PLAN - LEFT BRIDGE



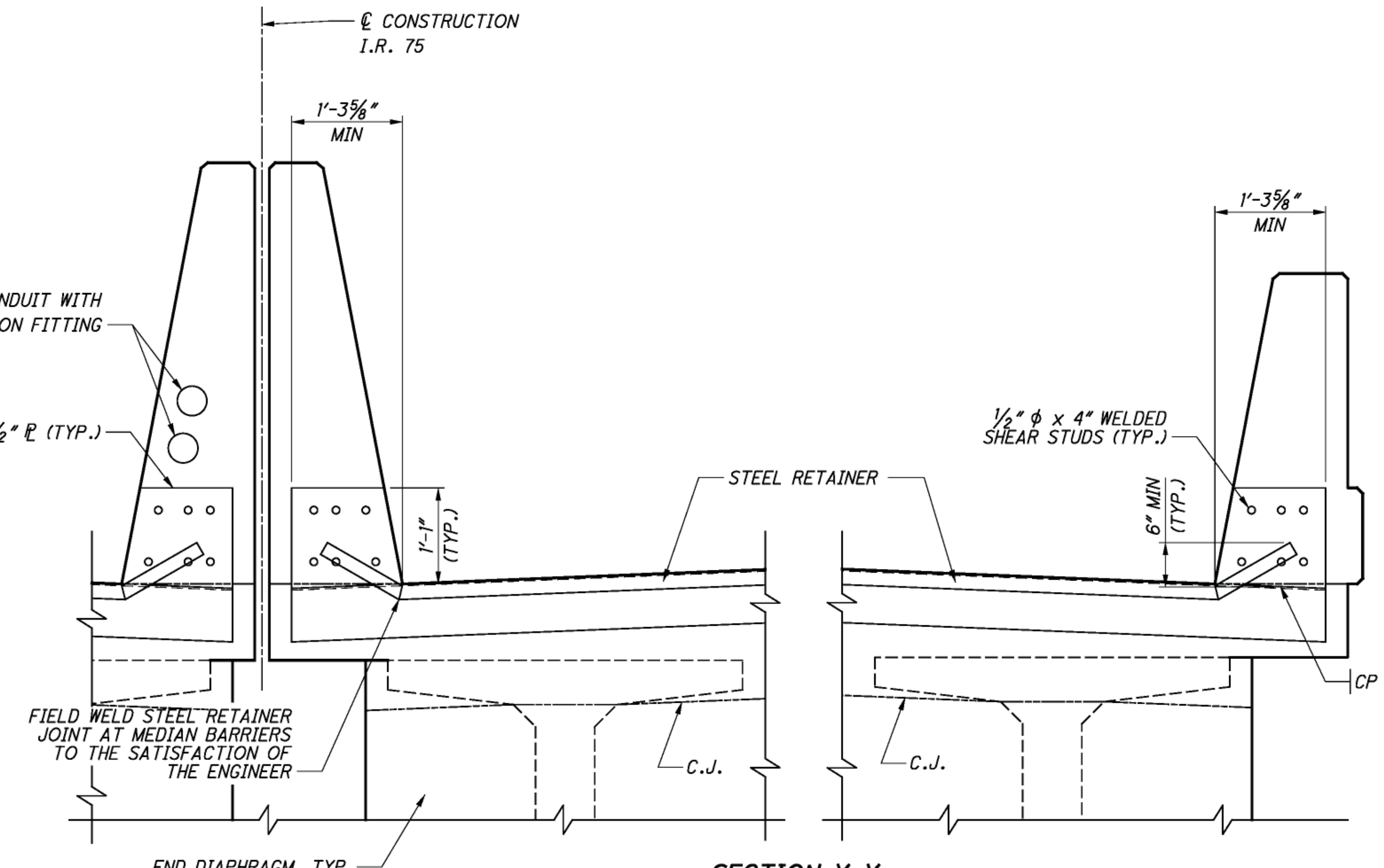
PIER 12 EXPANSION JOINT PLAN - RIGHT BRIDGE

PIER 12 JOINT OPENINGS		
TEMP.	DIMENSION "A"	DIMENSION "Y"
30°F	3 3/8"	1/4"
40°F	2 15/16"	1/4"
50°F	2 7/16"	3/16"
60°F	2"	3/16"
70°F	1 11/16"	3/16"
80°F	1 5/16"	3/16"
90°F	1"	3/16"



SECTION A-A

"X" = SUM OF (2x STEEL RETAINER WIDTH + DIM. "A")



SECTION X-X

NOTE:

FOR SKEWED SUPERSTRUCTURES, FIELD BEND THE JS501 BARS AS NECESSARY AT THE ACUTE CORNERS TO MAINTAIN CONCRETE CLEAR COVER AT THE DECK EDGE

NOTES:

1. FOR ADDITIONAL DETAILS NOT SHOWN, REFER TO ODOT STANDARD BRIDGE DRAWING EXJ-6-06.
2. THE INSTALLATION SEQUENCE OF THE EXPANSION JOINT SHALL FOLLOW THE CONSTRUCTION PRCEDURE ON ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 OF 5 AND AS MODIFIED HERIN.
3. NO JOINTS IN STRIP SEALS ARE ALLOWED UNLESS APPROVED BY THE DIRECTOR.
4. FOR JOINT TREATMENTS IN RETAINERS AND IN ARMOR STEEL, REFER TO ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 OF 5.
5. AN EXPANSION/DEFLECTION FITTING SHALL BE PROVIDED ACROSS THE EXPANSION OPENING FOR EACH OF THE 4" ϕ MULTI-CELL ITS CONDUIT.
6. FOR 4" ϕ MULTI-CELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

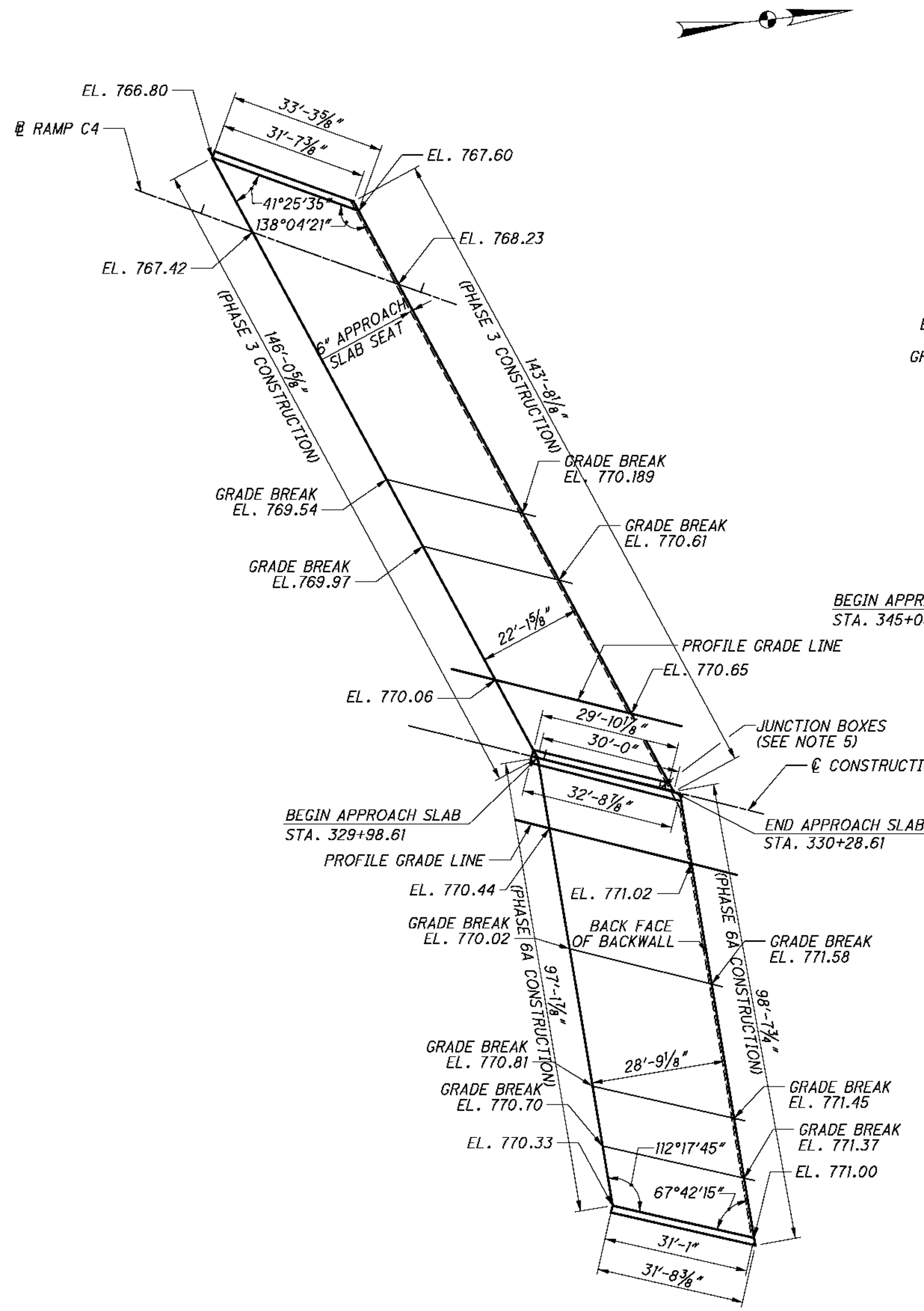
REVIEWED	DATE
MSL	03/01/12

STRUCTURE FILE NUMBER: 5707994/5708001

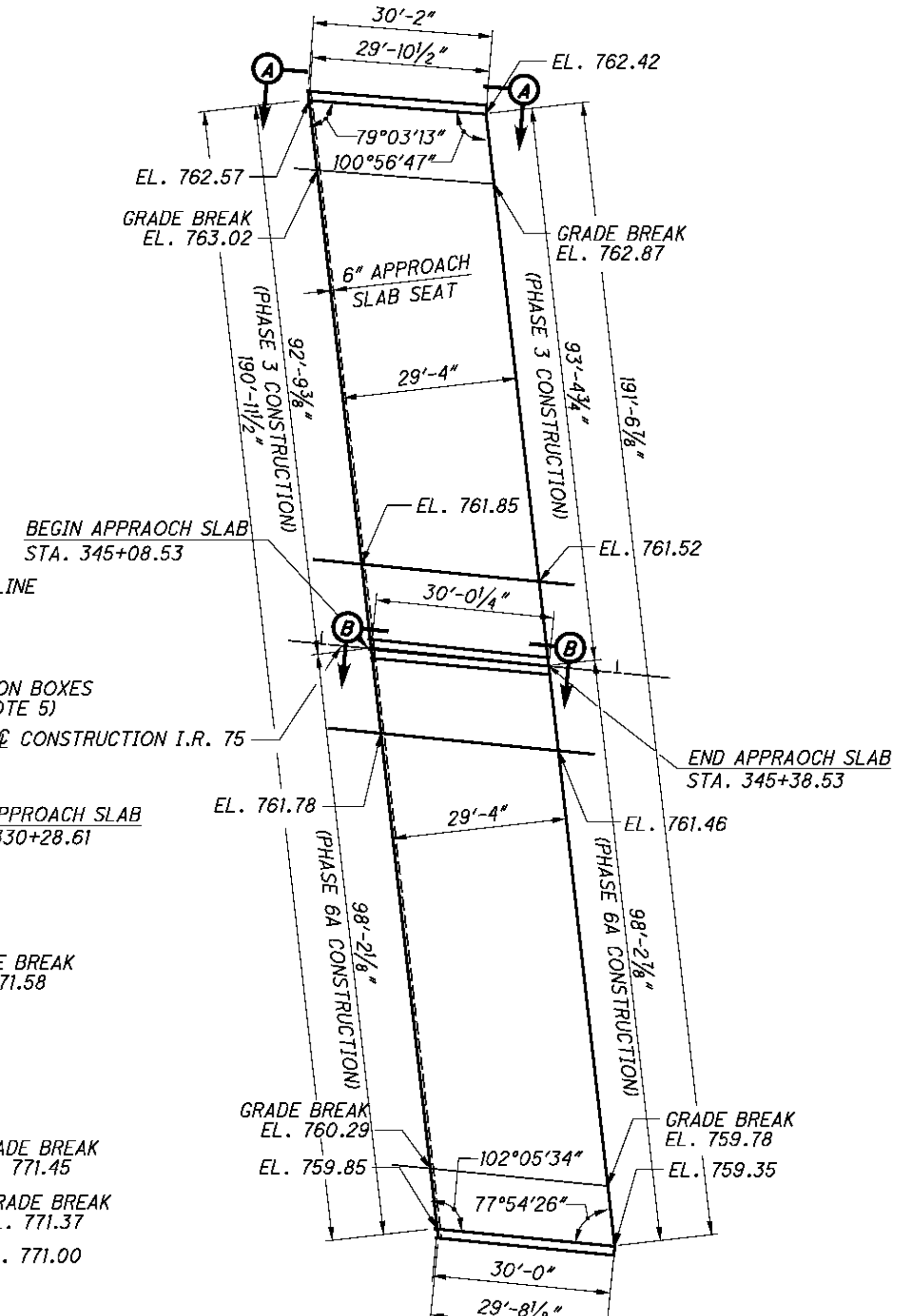
DRAWN: JWF | REVISED:
DESIGNED: JWF | CHECKED: GHD

PIER 12 EXPANSION JOINT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



REAR ABUTMENT APPROACH SLAB PLAN



FORWARD ABUTMENT APPROACH SLAB PLAN

NOTES:

1. FOR VIEWS A-A, AND B-B SEE SHEET 211/229.

2. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.

3. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTUCTURE (APPROACH SLAB). T=17", AS PER PLAN:
   - SS 898 QC/QA CONCRETE, CLASS QSC2 IN APPROACH SLABS, OUTSIDE PARAPETS AND MEDIAN BARRIERS
   - ALL ASSOCIATED EPOXY COATED REINFORCING STEEL
   - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS

4. SEALING OF CONCRETE SURFACES ON PARAPETS AND MEDIAN BARRIER IS INCLUDED WITH ITEM 512.

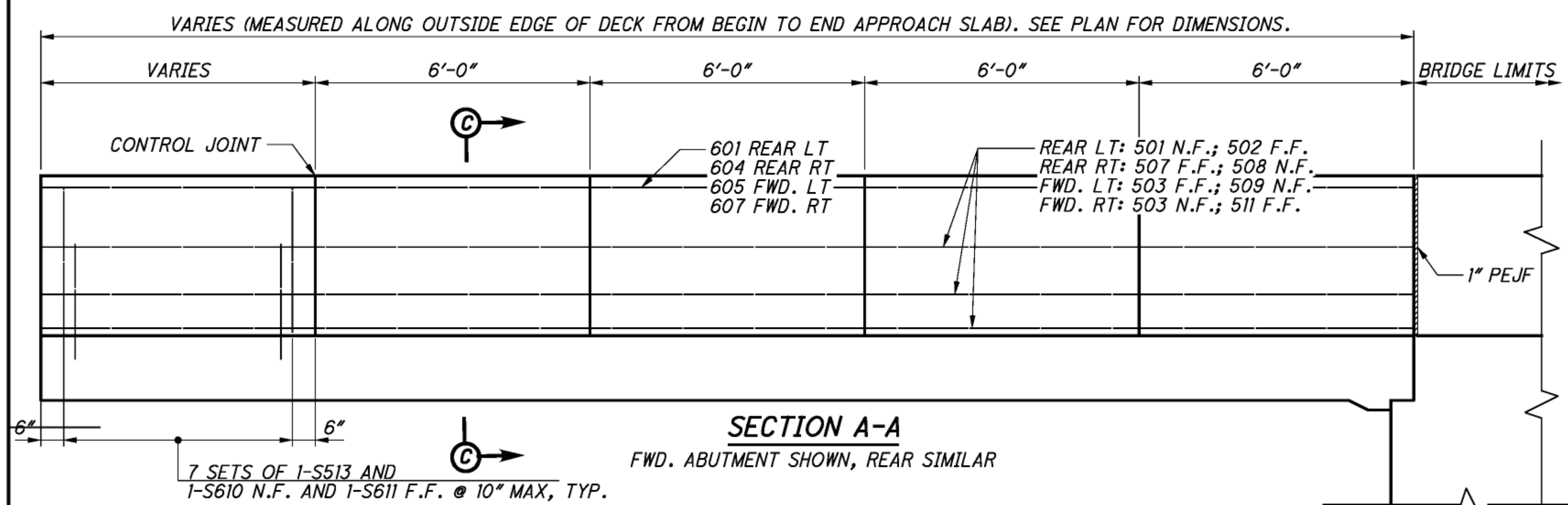
5. EACH LOCATION REQUIRES TWO JUNCTION BOXES TO ACCOUNT FOR THE TWO ITS CONDUITS. FOR THE EXACT LOCATION OF THE JUNCTION BOXES SEE SHEET 725/1565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/1565 AND ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | CHECKED DMP | DRAWN MEH | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

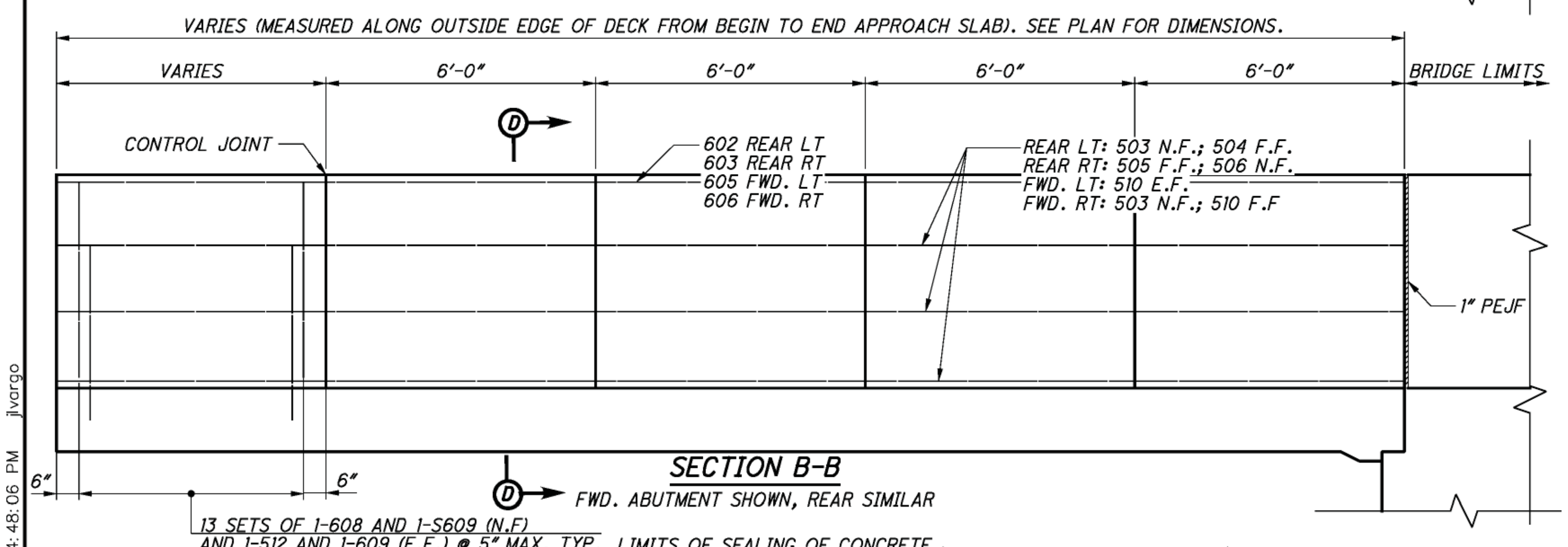
MODIFIED APPROACH SLAB PLAN
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



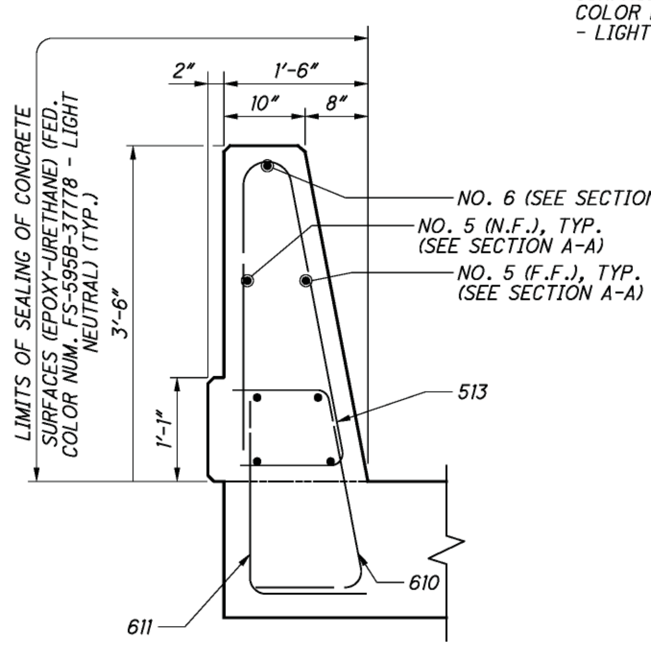
SECTION A-A

FWD. ABUTMENT SHOWN, REAR SIMILAR



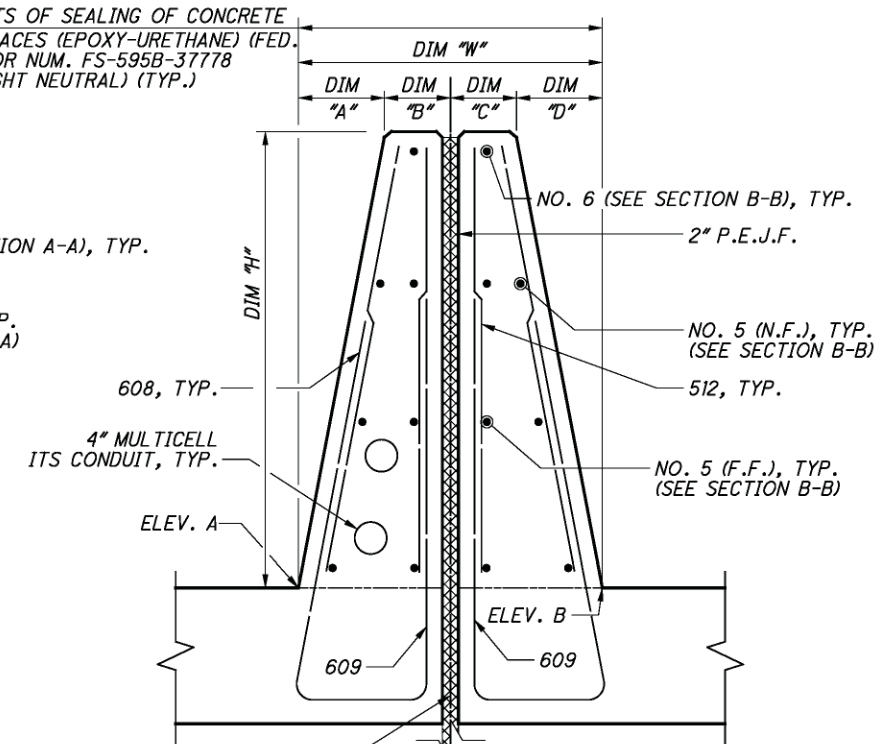
SECTION B-B

FWD. ABUTMENT SHOWN, REAR SIMILAR



SECTION C-C

EXTERIOR PARAPET DETAIL

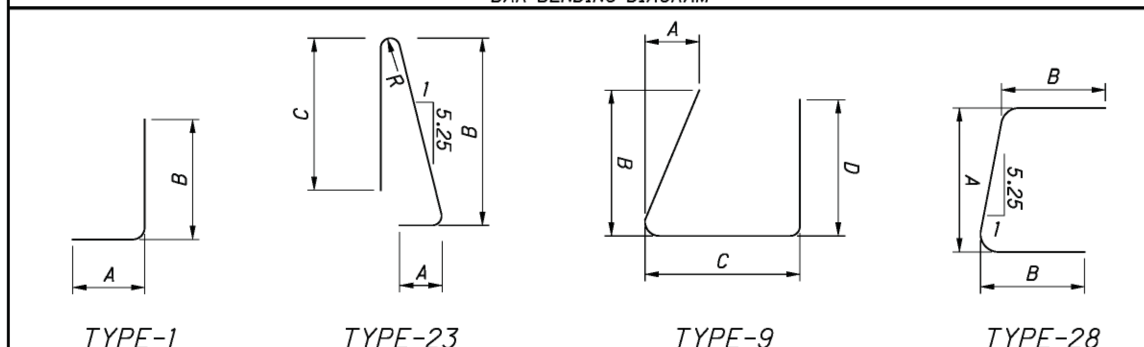


SECTION D-D

MEDIAN BARRIER DETAIL

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
501	1	31'-4 1/2"	33	STR							
502	1	32'-8 1/4"	34	STR							
503	4	29'-7"	123	STR							
504	1	30'-8"	32	STR							
505	1	31'-2 1/4"	33	STR							
506	1	32'-6 3/4"	34	STR							
507	1	30'-9 3/4"	32	STR							
508	1	31'-3 1/2"	33	STR							
509	1	29'-9 1/2"	31	STR							
510	3	29'-8"	93	STR							
511	1	29'-4 1/2"	41	STR							
512	266	4'-5"	1248	STR							
513	143	7'-3"	1081	23	1'-1"	3'-2"	3'-0"			0'-3"	
601	1	32'-0 1/2"	48	STR							
602	1	30'-1 1/2"	45	STR							
603	1	32'-7 3/4"	49	STR							
604	1	31'-0 1/2"	47	STR							
605	1	29'-8 1/4"	45	STR							
606	1	29'-7 1/2"	44	STR							
607	1	29'-6"	44	STR							
608	266	4'-5"	1798	STR							
609	266	9'-5 3/4"	3787	9	0'-9 1/4"	4'-0 3/4"	1'-3 1/2"	4'-3"			
610	143	3'-11"	841	28	2'-0 3/4"	1'-2 1/2"					
611	143	3'-1 1/2"	671	1	1'-2 1/2"	2'-0"					
TOTAL APPROACH SLAB			10268								

BAR BENDING DIAGRAM



APPROACH SLAB MEDIAN BARRIER GEOMETRY												
APPROACH SLAB		LOCATION	℄ STATION	ELEV. A	ELEV. B	DIM. A	DIM. B	DIM. C	DIM D.	DIM W.	DIM H.
REAR	LEFT	BEGIN	329+97.32	769.79	-	11 1/2"	6"	-	-	33 3/4"	59 3/16"
		END	330+27.16	770.36	-	10 7/8"	7 1/8"	-	-	38"	57"
	RIGHT	BEGIN	329+97.32	-	769.97	-	-	6"	10 7/8"	33 3/4"	57"
		END	330+30.06	-	770.71	-	-	7 1/8"	10 7/8"	38"	57"
FORWARD	LEFT	BEGIN	345+08.20	761.32	-	10 7/8"	7 1/8"	-	-	38"	57"
		END	345+38.23	760.99	-	10 7/8"	6"	-	-	33 3/4"	57"
	RIGHT	BEGIN	345+08.87	-	761.31	-	-	7 1/8"	10 7/8"	38'	57"
		END	345+38.84	-	760.99	-	-	6"	10 7/8"	33 3/4"	57"

NOTES:

1. FOR APPROACH SLAB PLAN AND NOTES SEE SHEET 210/229.
2. VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.
3. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JWF | REVISED
DESIGNED JWF | CHECKED DMP

MODIFIED APPROACH SLAB DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

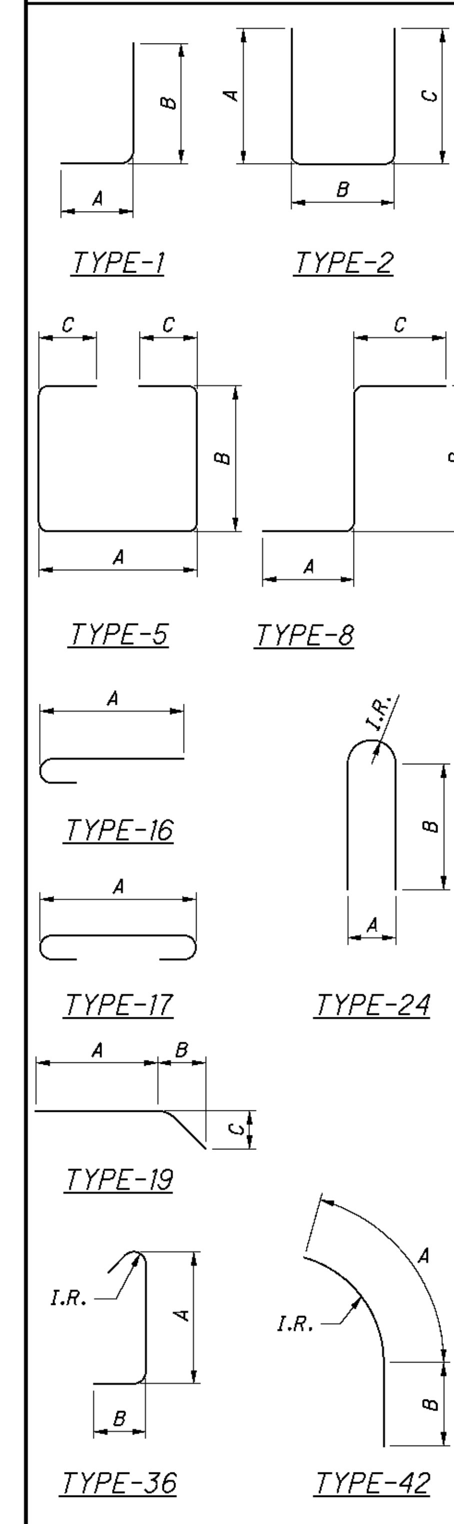
MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 1L											
1P401	340	3'-5"	776	36	2'-6"	0'-8"				0'-1"	
1P402	408	2'-11"	795	36	2'-0"	0'-8"				0'-1"	
1P501	32	17'-9"	592	STR							
1P502	20	9'-11"	207	24	2'-6"	3'-0"				1'-2⅜"	
1P503	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
1P504	68	11'-5"	810	5	3'-6"	2'-8"	1'-7"				
	4 SER	18'-6"									
1P505	OF	TO	330	STR							0'-10"
	4	21'-0"									
1P506	24	25'-6"	638	STR							
1P507	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
1P508	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
1P509	1	2'-8"	3	STR							
1P510	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
1P511	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
1P512	5	15'-4"	80	5	5'-5"	2'-8"	2'-7"				
1P513	7	15'-10"	116	5	5'-5"	2'-11"	2'-7"				
1P514	9	16'-4"	153	5	5'-5"	3'-2"	2'-7"				
1P515	9	16'-10"	158	5	5'-5"	3'-5"	2'-7"				
1P516	9	17'-4"	163	5	5'-5"	3'-8"	2'-7"				
1P517	4	18'-0"	75	5	5'-5"	4'-0"	2'-7"				
1P518	1	17'-9"	18	5	5'-3"	4'-0"	2'-6"				
1P519	1	16'-0"	17	5	4'-5"	4'-0"	2'-1"				
1P520	1	4'-0"	4	STR							
1P521	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
1P522	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
1P523	16	18'-6"	309	STR							
	4 SER	19'-3"									
1P524	OF	TO	342	STR							0'-10"
	4	21'-9"									
1P525	24	26'-3"	657	STR							
1P526	2	27'-6"	57	STR							
1P527	1	4'-2"	4	STR							
1P528	1	16'-4"	17	5	4'-5"	4'-2"	2'-1"				
1P529	1	18'-0"	19	5	5'-3"	4'-2"	2'-6"				
1P530	5	18'-4"	96	5	5'-5"	4'-2"	2'-7"				
1P531	9	18'-6"	174	5	5'-5"	4'-3"	2'-7"				
1P532	9	18'-4"	172	5	5'-5"	4'-2"	2'-7"				
1P533	8	18'-2"	152	5	5'-5"	4'-1"	2'-7"				
1P534	9	17'-10"	167	5	5'-5"	3'-11"	2'-7"				
1P535	5	17'-4"	90	5	5'-5"	3'-8"	2'-7"				
1P536	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
1P537	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
1P538	1	3'-8"	4	STR							
1P539	2	13'-3"	28	STR							
1P540	41	13'-0"	556	STR							
1P541	28	21'-9"	635	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
1P601	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
1P602	1	4'-11"	7	STR							
	4 SER	9'-9"			4'-5"		4'-5"				
1P603	OF	TO	919	2	TO	1'-3"	TO				0'-6½"
	12	15'-9"			7'-5"		7'-5"				

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 1L (CONTINUED)											
1P604	1	6'-3"	9	STR							
	4 SER	9'-11"			4'-6"		4'-6"				
1P605	OF	TO	931	2	TO	1'-3"	TO				0'-6½"
	12	15'-11"			7'-6"		7'-6"				
1P606	1	6'-5"	10	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
1P607	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
1P608	1	5'-11"	9	STR							
1P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
1P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
1P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
1P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
1P801	100	22'-4"	5963	STR							
1P802	82	17'-8"	3868	STR							
1P901	298	14'-7"	14,776	8	1'-7"	12'-0"	1'-7"				
1P902	270	17'-1"	15,682	2	1'-7"	14'-6"	1'-7"				
1P1001	52	15'-10"	3543	17	13'-0"						
1P1002	18	31'-5"	2433	16	30'-0"						
1P1003	18	32'-2"	2491	16	30'-9"						
1P1101	64	20'-8"	7027	17	17'-6"						
1P1102	27	40'-2"	5762	STR							
TOTAL PIER 1L			75,764								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 1R											
1P450	608	3'-5"	1388	36	2'-6"	0'-8"				0'-1"	
1P451	384	2'-11"	748	36	2'-0"	0'-8"				0'-1"	
1P550	50	17'-3"	900	STR							
1P551	38	9'-11"	393	24	2'-6"	3'-0"				1'-2⅜"	
1P552	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
1P553	64	11'-5"	762	5	3'-6"	2'-8"	1'-7"				
	8 SER	18'-0"									
1P554	OF	TO	642	STR							0'-10"
	4	20'-6"									
1P555	48	25'-0"	1252	STR							
1P556	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
1P557	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
1P558	1	2'-8"	3	STR							
1P559	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
1P560	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
1P561	5	15'-4"	80	5	5'-5"	2'-8"	2'-7"				
1P562	8	15'-8"	131	5	5'-5"	2'-10"	2'-7"				
1P563	8	16'-0"	134	5	5'-5"	3'-0"	2'-7"				
1P564	8	16'-4"	136	5	5'-5"	3'-2"	2'-7"				
1P565	8	16'-6"	138	5	5'-5"	3'-3"	2'-7"				
1P566	5	16'-10"	88	5	5'-5"	3'-5"	2'-7"				
1P567	2	16'-6"	34	5	5'-3"	3'-5"	2'-6"				
1P568	2	14'-10"	31	5	4'-5"	3'-5"	2'-1"				
1P569	2	3'-5"	7	STR							

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV	DRAWN JLV	REVIEWED MSL	DATE 03/01/12
CHECKED DMP	REVISED	STRUCTURE FILE NUMBER 5707994/5708001	

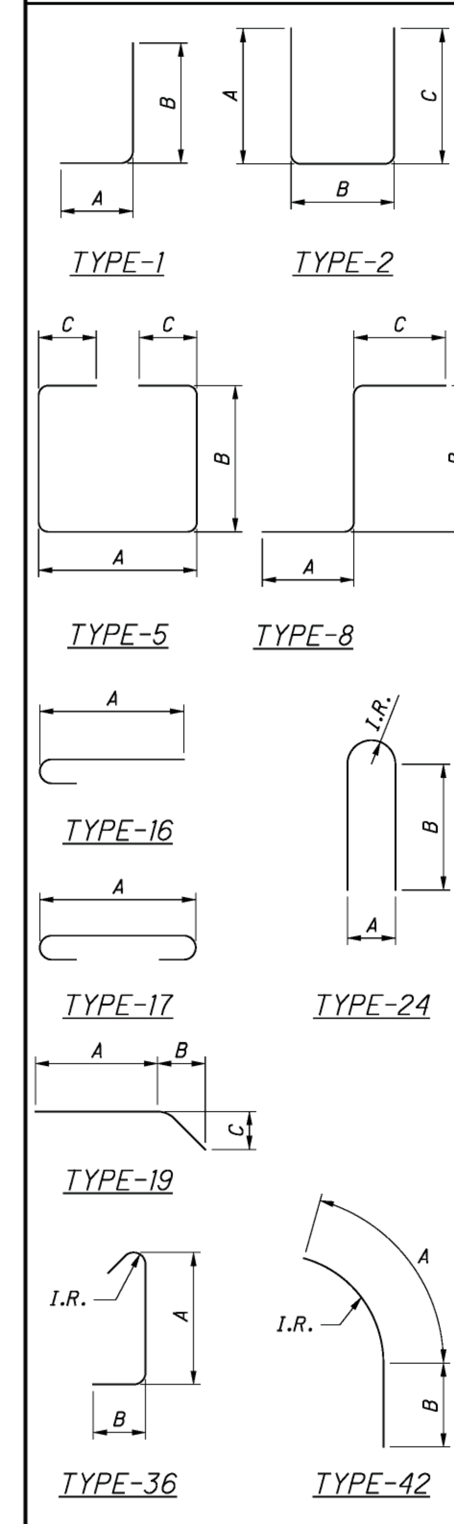
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 1R (CONTINUED)											
1P570	12	14'-3"	178	24	5'-3"	3'-0"				2'-6⅞"	
1P571	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
1P572	8	17'-0"	142	5	5'-5"	3'-6"	2'-7"				
1P573	8	17'-2"	143	5	5'-5"	3'-7"	2'-7"				
1P574	8	17'-4"	145	5	5'-5"	3'-8"	2'-7"				
1P575	8	17'-2"	143	5	5'-5"	3'-7"	2'-7"				
1P576	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
1P577	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
1P578	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
1P579	1	3'-6"	4	STR							
1P580	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
1P581	78	13'-0"	1058	STR							
1P582	56	20'-6"	1197	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
1P650	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
1P651	1	4'-11"	7	STR							
	4 SER	9'-1"			4'-1"		4'-1"				
1P652	OF	TO	871	2	TO	1'-3"	TO				0'-6½"
	12	15'-1"			7'-1"		7'-1"				
1P653	1	5'-8"	9	STR							
	4 SER	9'-1"			4'-1"		4'-1"				
1P654	OF	TO	871	2	TO	1'-3"	TO				0'-6½"
	12	15'-1"			7'-1"		7'-1"				
1P655	1	5'-8"	9	STR							
	4 SER	8'-11"			4'-0"		4'-0"				
1P656	OF	TO	859	2	TO	1'-3"	TO				0'-6½"
	12	14'-11"			7'-0"		7'-0"				
1P657	1	5'-6"	8	STR							
1P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
1P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
1P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
1P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
1P850	56	21'-0"	3140	STR							
1P950	284	11'-10"	11,426	1	1'-7"	10'-6"					
1P951	142	15'-4"	7403	1	1'-7"	14'-0"					
1P952	256	17'-1"	14,869	2	1'-7"	14'-6"	1'-7"				
1P953	142	16'-10"	8127	1	1'-7"	15'-6"					
1P1050	104	15'-10"	7086	17	13'-0"						
1P1051	36	30'-11"	4789	16	29'-6"						
TOTAL PIER 1R			71,732								
PIER 2L											
2P401	322	3'-5"	735	36	2'-6"	0'-8"				0'-1"	
2P402	378	2'-11"	736	36	2'-0"	0'-8"				0'-1"	
2P501	28	14'-9"	431	STR							
2P502	20	9'-11"	207	24	2'-6"	3'-0"				1'-2⅜"	

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 2L (CONTINUED)											
2P503	36	18'-6"	695	STR							
2P504	63	11'-5"	750	5	3'-6"	2'-8"	1'-7"				
2P505	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
2P506	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	15'-6"									
2P507	OF	TO	280	STR							0'-10"
	4	18'-0"									
2P508	24	22'-6"	563	STR							
	4 SER	19'-2"									
2P509	OF	TO	341	STR							0'-10"
	4	21'-8"									
2P510	26	26'-3"	712	STR							
2P511	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
2P512	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
2P513	13	14'-3"	193	24	5'-3"	3'-0"				2'-6⅞"	
2P514	1	2'-8"	3	STR							
2P515	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
2P516	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
2P517	3	15'-4"	48	5	5'-5"	2'-8"	2'-7"				
2P518	5	15'-6"	81	5	5'-5"	2'-9"	2'-7"				
2P519	7	15'-10"	116	5	5'-5"	2'-11"	2'-7"				
2P520	9	16'-4"	153	5	5'-5"	3'-2"	2'-7"				
2P521	8	16'-10"	140	5	5'-5"	3'-5"	2'-7"				
2P522	5	17'-4"	90	5	5'-5"	3'-8"	2'-7"				
2P523	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
2P524	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
2P525	1	3'-8"	4	STR							
2P526	1	3'-10"	4	STR							
2P527	1	15'-8"	16	5	4'-5"	3'-10"	2'-1"				
2P528	1	17'-4"	18	5	5'-3"	3'-10"	2'-6"				
2P529	5	17'-8"	92	5	5'-5"	3'-10"	2'-7"				
2P530	9	17'-10"	167	5	5'-5"	3'-11"	2'-7"				
2P531	8	17'-8"	147	5	5'-5"	3'-10"	2'-7"				
2P532	9	17'-6"	164	5	5'-5"	3'-9"	2'-7"				
2P533	9	17'-2"	161	5	5'-5"	3'-7"	2'-7"				
2P534	5	16'-6"	86	5	5'-5"	3'-3"	2'-7"				
2P535	1	16'-3"	17	5	5'-3"	3'-3"	2'-6"				
2P536	1	14'-6"	15	5	4'-5"	3'-3"	2'-1"				
2P537	1	3'-3"	3	STR							
2P538	75	13'-0"	1017	STR							
2P539	28	18'-0"	526	STR							
2P540	28	21'-8"	633	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
2P601	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
2P602	1	4'-11"	7	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
2P603	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
2P604	1	5'-11"	9	STR							
	4 SER	9'-7"			4'-4"		4'-4"				
2P605	OF	TO	907	2	TO	1'-3"	TO				0'-6½"
	12	15'-7"			7'-4"		7'-4"				
2P606	1	6'-1"	9	STR							

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113
DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

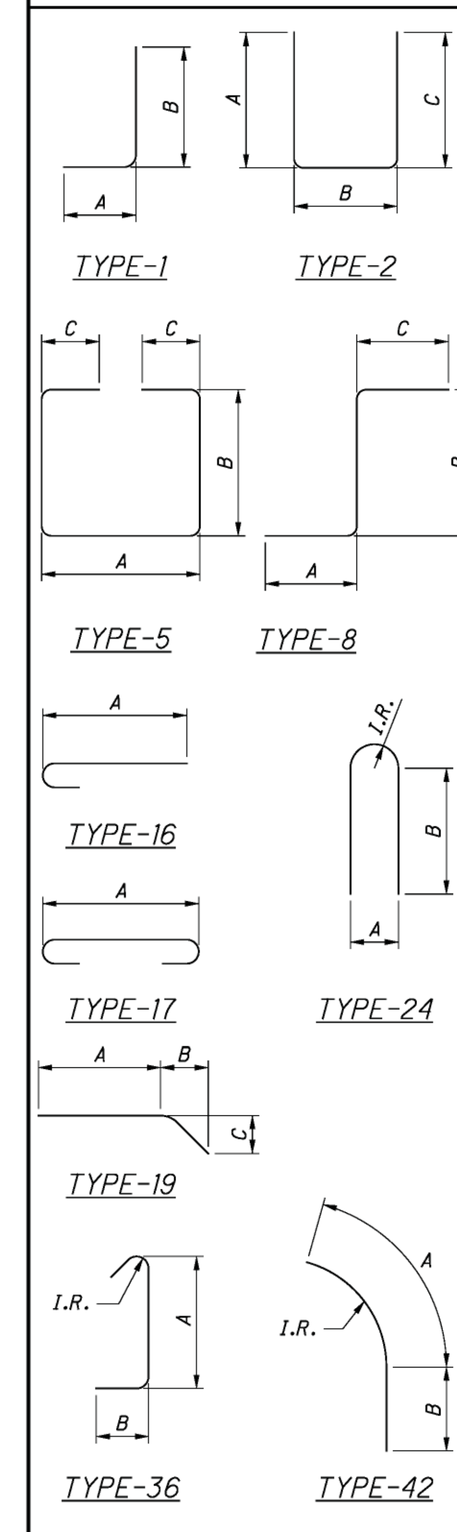
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 2L (CONTINUED)											
	4 SER	9'-3"			4'-2"		4'-2"				
2P607	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
2P608	1	5'-10"	9	STR							
2P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
2P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
2P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
2P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
2P801	28	18'-6"	1383	STR							
2P802	28	22'-3"	1663	STR							
2P901	124	13'-10"	5832	8	1'-7"	11'-3"	1'-7"				
2P902	152	11'-10"	6115	1	1'-7"	10'-6"					
2P903	152	11'-3"	5814	1	1'-7"	9'-11"					
2P904	248	17'-1"	14,405	2	1'-7"	14'-6"	1'-7"				
2P1001	113	15'-10"	7699	17	13'-0"						
2P1002	18	28'-5"	2201	16	27'-0"						
2P1003	18	32'-2"	2491	16	30'-9"						
TOTAL PIER 2L			61,870								
PIER 2R											
2P450	695	3'-5"	1586	36	2'-6"	0'-8"				0'-1"	
2P451	402	2'-11"	783	36	2'-0"	0'-8"				0'-1"	
2P550	4	16'-7"	69	STR							
2P551	48	19'-11"	997	STR							
2P552	42	9'-11"	434	24	2'-6"	3'-0"				1'-2⅜"	
2P553	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
2P554	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
2P555	67	11'-5"	798	5	3'-6"	2'-8"	1'-7"				
	4 SER	20'-8"									
2P556	OF	TO	366	STR							0'-10"
	4	23'-2"									
2P557	24	27'-8"	693	STR							
2P558	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
2P559	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
2P560	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
2P561	1	2'-8"	3	STR							
2P562	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
2P563	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
2P564	3	15'-4"	48	5	5'-5"	2'-8"	2'-7"				
2P565	5	15'-6"	81	5	5'-5"	2'-9"	2'-7"				
2P566	7	15'-8"	114	5	5'-5"	2'-10"	2'-7"				
2P567	9	15'-10"	149	5	5'-5"	2'-11"	2'-7"				
2P568	10	16'-2"	169	5	5'-5"	3'-1"	2'-7"				
2P569	9	16'-6"	155	5	5'-5"	3'-3"	2'-7"				
2P570	5	16'-10"	88	5	5'-5"	3'-5"	2'-7"				
2P571	1	16'-6"	17	5	5'-3"	3'-5"	2'-6"				
2P572	1	14'-10"	15	5	4'-5"	3'-5"	2'-1"				
2P573	1	3'-5"	4	STR							
2P574	56	15'-3"	891	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 2R (CONTINUED)											
	4 SER	16'-0"									
2P575	OF	TO	288	STR							0'-10"
	4	18'-6"									
2P576	28	23'-0"	672	STR							
2P577	1	3'-6"	4	STR							
2P578	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
2P579	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
2P580	6	17'-0"	106	5	5'-5"	3'-6"	2'-7"				
2P581	9	17'-4"	163	5	5'-5"	3'-8"	2'-7"				
2P582	18	17'-8"	332	5	5'-5"	3'-10"	2'-7"				
2P583	5	17'-2"	90	5	5'-5"	3'-7"	2'-7"				
2P584	1	16'-10"	18	5	5'-3"	3'-7"	2'-6"				
2P585	1	15'-2"	16	5	4'-5"	3'-7"	2'-1"				
2P586	1	3'-7"	4	STR							
2P587	79	13'-0"	1071	STR							
2P588	14	23'-0"	336	STR							
2P589	14	7'-11"	116	1	4'-0"	4'-0"					
2P590	14	22'-9"	332	STR							
2P591	28	18'-6"	540	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
2P650	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
2P651	1	5'-0"	8	STR							
	4 SER	9'-1"			4'-1"		4'-1"				
2P652	OF	TO	871	2	TO	1'-3"	TO				0'-6½"
	12	15'-1"			7'-1"		7'-1"				
2P653	1	5'-8"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
2P654	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
2P655	1	5'-9"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
2P656	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
2P657	1	5'-10"	9	STR							
2P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
2P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
2P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
2P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
2P850	14	22'-9"	850	STR							
2P851	14	10'-7"	396	19	5'-4"	3'-9¼"	3'-9¼"				
2P852	14	20'-10"	779	STR							
2P853	28	19'-0"	1420	STR							
2P950	280	11'-10"	11,265	1	1'-7"	10'-6"					
2P951	12	13'-10"	564	1	1'-7"	12'-6"					
2P952	89	14'-6"	4388	1	1'-7"	13'-2"					
2P953	75	16'-6"	4208	1	1'-7"	15'-2"					
2P954	264	17'-1"	15,334	2	1'-7"	14'-6"	1'-7"				
2P955	128	17'-6"	7616	1	1'-7"	16'-2"					
2P1050	113	15'-10"	7699	17	13'-0"						
2P1051	18	33'-8"	2608	16	32'-3"						
2P1052	18	28'-11"	2240	16	27'-6"						
TOTAL PIER 2R			76,010								

BAR BENDING DIAGRAMS



NOTES:

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2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

214/229

1461/1565

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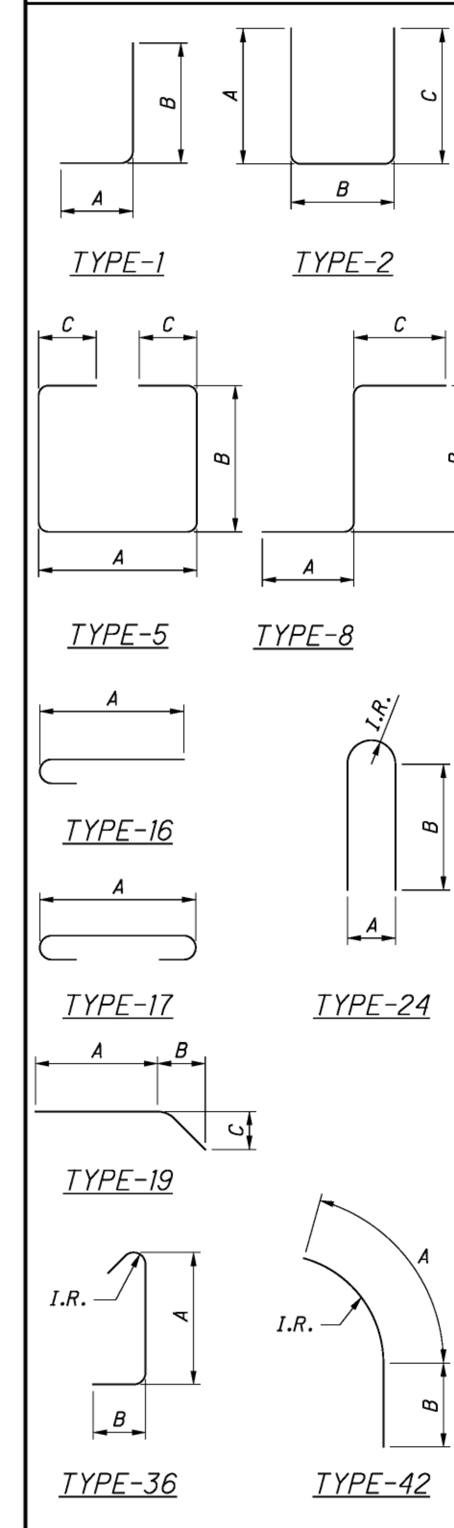
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3L											
3P401	512	3'-5"	1169	36	2'-6"	0'-8"				0'-1"	
3P402	372	2'-11"	725	36	2'-0"	0'-8"				0'-1"	
3P501	4	7'-7"	32	STR							
3P502	34	9'-11"	352	24	2'-6"	3'-0"				1'-2⅜"	
3P503	44	13'-9"	631	STR							
3P504	44	18'-9"	860	STR							
3P505	62	11'-5"	738	5	3'-6"	2'-8"	1'-7"				
3P506	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
3P507	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	14'-6"									
3P508	OF	TO	263	STR							0'-10"
	4	17'-0"									
3P509	24	21'-6"	538	STR							
	4 SER	19'-6"									
3P510	OF	TO	346	STR							0'-10"
	4	22'-0"									
3P511	28	26'-6"	774	STR							
3P512	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
3P513	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
3P514	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
3P515	1	2'-8"	3	STR							
3P516	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
3P517	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
3P518	4	15'-4"	64	5	5'-5"	2'-8"	2'-7"				
3P519	9	15'-8"	147	5	5'-5"	2'-10"	2'-7"				
3P520	9	16'-2"	152	5	5'-5"	3'-1"	2'-7"				
3P521	8	16'-6"	138	5	5'-5"	3'-3"	2'-7"				
3P522	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
3P523	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
3P524	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
3P525	1	3'-6"	4	STR							
3P526	1	3'-7"	4	STR							
3P527	1	15'-2"	16	5	4'-5"	3'-7"	2'-1"				
3P528	1	16'-10"	18	5	5'-3"	3'-7"	2'-6"				
3P529	5	17'-2"	90	5	5'-5"	3'-7"	2'-7"				
3P530	9	17'-6"	164	5	5'-5"	3'-9"	2'-7"				
3P531	9	17'-8"	166	5	5'-5"	3'-10"	2'-7"				
3P532	8	17'-10"	149	5	5'-5"	3'-11"	2'-7"				
3P533	9	17'-8"	166	5	5'-5"	3'-10"	2'-7"				
3P534	5	16'-10"	88	5	5'-5"	3'-5"	2'-7"				
3P535	1	16'-6"	17	5	5'-3"	3'-5"	2'-6"				
3P536	1	14'-10"	15	5	4'-5"	3'-5"	2'-1"				
3P537	1	3'-5"	4	STR							
3P538	74	13'-0"	1003	STR							
3P539	14	13'-9"	201	STR							
3P540	14	7'-11"	116	1	4'-0"	4'-0"					
3P541	14	19'-9"	288	STR							
3P542	28	22'-0"	642	STR							
	4 SER	8'-7"			3'-10"		3'-10"				
3P601	OF	TO	835	2	TO	1'-3"	TO				0'-6½"
	12	14'-7"			6'-10"		6'-10"				
3P602	1	4'-11"	7	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3L (CONTINUED)											
	4 SER	9'-3"			4'-2"		4'-2"				
3P603	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P604	1	5'-9"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
3P605	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
3P606	1	5'-11"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P607	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P608	1	5'-8"	9	STR							
3P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
3P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
3P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
3P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
3P801	14	12'-0"	449	STR							
3P802	14	10'-7"	396	19	5'-4"	3'-9¼"	3'-9¼"				
3P803	14	19'-6"	729	STR							
3P804	28	22'-7"	1688	STR							
3P901	260	11'-10"	10,461	1	1'-7"	10'-6"					
3P902	39	15'-10"	2100	1	1'-7"	14'-6"					
3P903	12	13'-10"	564	1	1'-7"	12'-6"					
3P904	233	13'-10"	10,959	1	1'-7"	12'-6"					
3P905	244	17'-1"	14,172	2	1'-7"	14'-6"	1'-7"				
3P1001	98	15'-10"	6677	17	13'-0"						
3P1002	18	27'-4"	2117	16	25'-11"						
3P1003	18	32'-4"	2504	16	30'-11"						
TOTAL PIER 3L			68,106								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
PIER 3R											
3P450	588	3'-5"	1342	36	2'-6"	0'-8"				0'-1"	
3P451	504	2'-11"	982	36	2'-0"	0'-8"				0'-1"	
3P550	40	25'-0"	1043	STR							
3P551	28	9'-11"	290	24	2'-6"	3'-0"				1'-2⅜"	
3P552	40	18'-10"	786	STR							
3P553	84	11'-5"	1000	5	3'-6"	2'-8"	1'-7"				
3P554	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
3P555	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	25'-9"									
3P556	OF	TO	451	STR							0'-10"
	4	28'-3"									
3P557	24	32'-9"	820	STR							
	4 SER	19'-8"									
3P558	OF	TO	349	STR							0'-10"
	4	22'-2"									
3P559	28	26'-7"	776	STR							
3P560	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
3P561	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
3P562	1	2'-8"	3	STR							
3P563	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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DESIGNED JLV | CHECKED DMP

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

215/229

1462/1565

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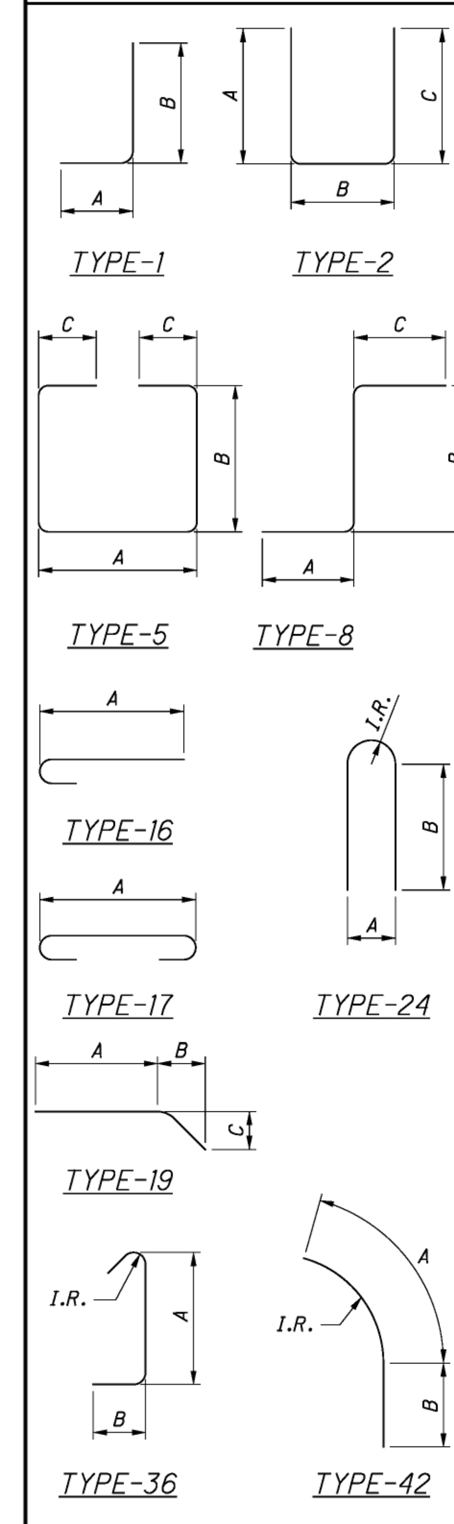
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
					PIER 3R (CONTINUED)						
3P564	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
3P565	7	15'-4"	112	5	5'-5"	2'-8"	2'-7"				
3P566	11	15'-6"	178	5	5'-5"	2'-9"	2'-7"				
3P567	11	16'-0"	184	5	5'-5"	3'-0"	2'-7"				
3P568	11	16'-2"	185	5	5'-5"	3'-1"	2'-7"				
3P569	11	16'-6"	189	5	5'-5"	3'-3"	2'-7"				
3P570	7	17'-0"	124	5	5'-5"	3'-6"	2'-7"				
3P571	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
3P572	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
3P573	1	3'-6"	4	STR							
3P574	1	3'-7"	4	STR							
3P575	1	15'-2"	16	5	4'-5"	3'-7"	2'-1"				
3P576	1	16'-10"	18	5	5'-3"	3'-7"	2'-6"				
3P577	7	17'-2"	125	5	5'-5"	3'-7"	2'-7"				
3P578	11	17'-6"	201	5	5'-5"	3'-9"	2'-7"				
3P579	21	17'-10"	391	5	5'-5"	3'-11"	2'-7"				
3P580	7	17'-4"	127	5	5'-5"	3'-8"	2'-7"				
3P581	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
3P582	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
3P583	1	3'-8"	4	STR							
3P584	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
3P585	96	13'-0"	1302	STR							
3P586	28	28'-3"	825	STR							
3P587	28	22'-3"	650	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
3P650	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
3P651	1	4'-11"	7	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P652	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P653	1	5'-9"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P654	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P655	1	5'-10"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
3P656	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
3P657	1	5'-11"	9	STR							
3P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
3P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
3P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
3P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
3P850	28	28'-10"	2156	STR							
3P851	28	22'-9"	1701	STR							
3P950	362	11'-10"	14,564	1	1'-7"	10'-6"					
3P951	362	12'-9"	15,693	1	1'-7"	11'-5"					
3P952	334	17'-1"	19,400	2	1'-7"	14'-6"	1'-7"				
3P1050	111	15'-10"	7563	17	13'-0"						
3P1051	18	38'-7"	2988	16	37'-2"						
3P1052	18	32'-5"	2511	16	31'-0"						
TOTAL PIER 3R			84,197								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
					PIER 4						
4P401	2444	3'-5"	5578	36	2'-6"	0'-8"				0'-1"	
4P402	2968	2'-11"	5783	36	2'-0"	0'-8"				0'-1"	
4P501	838	30'-0"	26,221	STR							
4P502	72	17'-9"	1333	STR							
4P503	72	10'-9"	807	STR							
4P504	24	9'-11"	248	24	2'-6"	3'-0"				1'-2⅜"	
4P505	420	9'-5"	4125	5	3'-6"	1'-8"	1'-7"				
4P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
4P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7⅜"	
4P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11⅜"	
4P509	4	13'-4"	56	24	4'-7¾"	3'-0"				2'-3¼"	
4P510	6	13'-10"	87	24	4'-11¾"	3'-0"				2'-5 ¼"	
4P511	1	3'-8"	4	STR							
4P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
4P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
4P514	420	11'-10"	5184	5	4'-9"	3'-0"	0'-10"				
4P515	13	9'-6"	129	5	5'-1"	1'-8"	0'-10"				
4P516	21	9'-8"	212	5	5'-1"	1'-9"	0'-10"				
4P517	21	9'-10"	215	5	5'-1"	1'-10"	0'-10"				
4P518	36	10'-0"	376	5	5'-1"	1'-11"	0'-10"				
4P519	40	10'-2"	424	5	5'-1"	2'-0"	0'-10"				
4P520	20	10'-4"	216	5	5'-1"	2'-1"	0'-10"				
4P521	20	10'-6"	219	5	5'-1"	2'-2"	0'-10"				
4P522	20	10'-8"	223	5	5'-1"	2'-3"	0'-10"				
4P523	20	10'-10"	226	5	5'-1"	2'-4"	0'-10"				
4P524	20	11'-0"	229	5	5'-1"	2'-5"	0'-10"				
4P525	17	10'-2"	180	5	5'-1"	2'-0"	0'-10"				
4P526	1	4'-9"	5	STR							
4P527	1	9'-6"	10	5	4'-5"	2'-0"	0'-10"				
4P528	1	11'-4"	12	5	4'-9"	2'-9"	0'-10"				
4P529	12	11'-8"	146	5	5'-1"	2'-9"	0'-10"				
4P530	20	12'-6"	261	5	5'-1"	3'-2"	0'-10"				
4P531	20	12'-4"	257	5	5'-1"	3'-1"	0'-10"				
4P532	20	12'-0"	250	5	5'-1"	2'-11"	0'-10"				
4P533	20	11'-8"	243	5	5'-1"	2'-9"	0'-10"				
4P534	20	11'-4"	236	5	5'-1"	2'-7"	0'-10"				
4P535	20	11'-0"	229	5	5'-1"	2'-5"	0'-10"				
4P536	20	10'-10"	226	5	5'-1"	2'-4"	0'-10"				
4P537	20	10'-6"	219	5	5'-1"	2'-2"	0'-10"				
4P538	11	21'-0"	241	STR							
4P539	11	13'-0"	149	STR							
4P540	4	23'-9"	99	STR							
4P541	302	9'-6"	2992	STR							
4P542	11	8'-11"	102	1	4'-6"	4'-6"					
4P801	80	30'-0"	6408	STR							
4P802	8	25'-0"	534	STR							
4P803	8	18'-9"	400	STR							
4P804	239	11'-2"	7126	17	9'-6"						
4P805	840	10'-4"	23,176	1	1'-4"	9'-3"					
4P806	223	17'-7"	10,469	1	1'-4"	16'-6"					
4P807	842	9'-10"	22,107	1	1'-4"	8'-9"					
4P808	842	18'-6"	41,591	STR							
4P809	10	12'-10"	343	1	1'-4"	11'-9"					
4P810	627	15'-1"	25,251	1	1'-4"	14'-0"					
4P811	8	12'-1"	258	19	6'-1"	4'-3¾"	4'-3¾"				
TOTAL PIER 4			195,800								

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN JLV | REVISED
DESIGNED JLV | CHECKED DMP

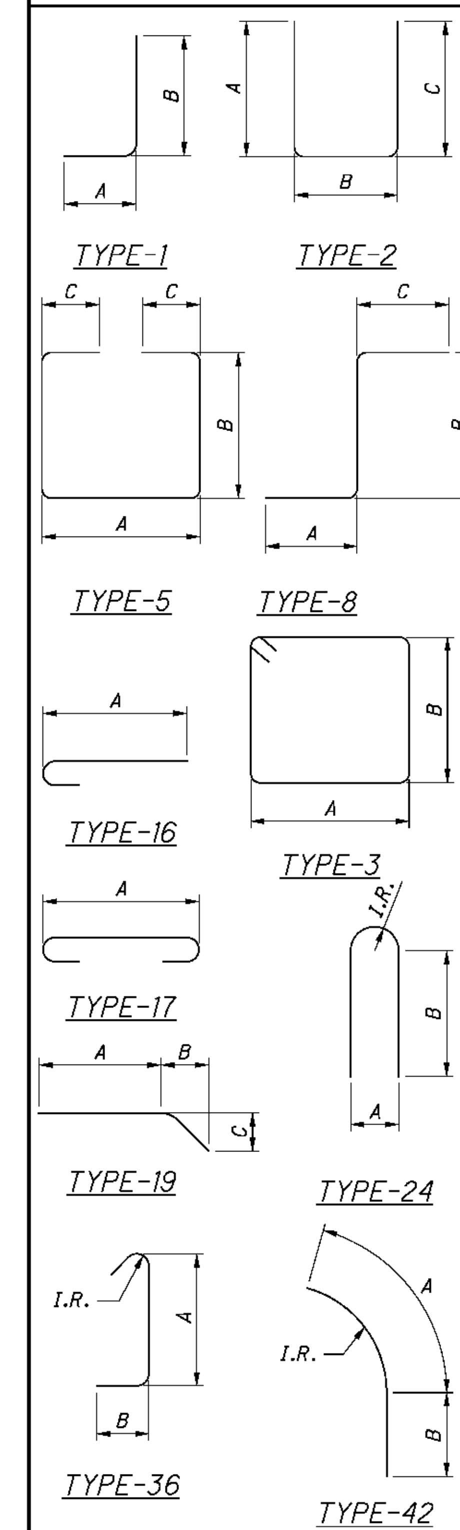
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 5											
5P401	1899	3′-5″	4334	36	2′-6″	0′-8″				0′-1″	
5P402	3570	2′-11″	6956	36	2′-0″	0′-8″				0′-1″	
5P501	680	30′-0″	21,277	STR							
5P502	74	25′-0″	1930	STR							
5P503	74	23′-3″	1794	STR							
5P504	18	9′-11″	186	24	2′-6″	3′-0″				1′-2 3/8″	
5P505	421	9′-5″	4135	5	3′-6″	1′-8″	1′-7″				
5P506	4	11′-3″	47	24	3′-4″	3′-0″				1′-7 3/8″	
5P507	10	4′-7″	48	2	1′-7″	1′-8″	1′-7″				
5P508	34	9′-2″	325	24	2′-0″	3′-0″				0′-11 3/8″	
5P509	4	13′-4″	56	24	4′-7 3/4″	3′-0″				2′-3 1/4″	
5P510	6	13′-10″	87	24	4′-11 3/4″	3′-0″				2′-5 1/4″	
5P511	1	3′-8″	4	STR							
5P512	1	11′-6″	12	5	4′-5″	3′-0″	0′-10″				
5P513	1	9′-2″	10	5	4′-9″	1′-8″	0′-10″				
5P514	418	11′-10″	5159	5	4′-9″	3′-0″	0′-10″				
5P515	13	9′-6″	129	5	5′-1″	1′-8″	0′-10″				
5P516	19	9′-10″	195	5	5′-1″	1′-10″	0′-10″				
5P517	19	10′-2″	201	5	5′-1″	2′-0″	0′-10″				
5P518	20	10′-6″	219	5	5′-1″	2′-2″	0′-10″				
5P519	20	10′-10″	226	5	5′-1″	2′-4″	0′-10″				
5P520	19	11′-2″	221	5	5′-1″	2′-6″	0′-10″				
5P521	20	11′-6″	240	5	5′-1″	2′-8″	0′-10″				
5P522	20	11′-10″	247	5	5′-1″	2′-10″	0′-10″				
5P523	20	12′-4″	257	5	5′-1″	3′-1″	0′-10″				
5P524	20	12′-6″	261	5	5′-1″	3′-2″	0′-10″				
5P525	18	11′-8″	219	5	5′-1″	2′-9″	0′-10″				
5P526	17	11′-4″	201	5	5′-1″	2′-7″	0′-10″				
5P527	19	11′-8″	231	5	5′-1″	2′-9″	0′-10″				
5P528	19	12′-0″	238	5	5′-1″	2′-11″	0′-10″				
5P529	19	12′-4″	244	5	5′-1″	3′-1″	0′-10″				
5P530	19	12′-8″	251	5	5′-1″	3′-3″	0′-10″				
5P531	19	13′-0″	258	5	5′-1″	3′-5″	0′-10″				
5P532	19	13′-4″	264	5	5′-1″	3′-7″	0′-10″				
5P533	19	13′-8″	271	5	5′-1″	3′-9″	0′-10″				
5P534	19	14′-0″	277	5	5′-1″	3′-11″	0′-10″				
5P535	19	14′-4″	284	5	5′-1″	4′-1″	0′-10″				
5P536	22	13′-8″	314	5	5′-1″	3′-9″	0′-10″				
5P537	1	11′-6″	12	5	4′-5″	3′-0″	0′-10″				
5P538	1	9′-4″	10	5	4′-9″	1′-9″	0′-10″				
5P539	1	3′-9″	4	STR							
5P540	269	9′-6″	2665	STR							
5P541	11	26′-6″	304	STR							
5P542	11	26′-0″	298	STR							
5P701	20	8′-4″	341	STR							
5P702	13	10′-8″	283	3	2′-5″	2′-5″					
5P801	64	30′-0″	5126	STR							
5P802	8	33′-0″	705	STR							
5P803	8	30′-10″	659	STR							
5P804	260	11′-2″	7752	17	9′-6″						
5P805	852	10′-4″	23,507	1	1′-4″	9′-3″					
5P806	852	16′-8″	37,914	1	1′-4″	15′-7″					
5P807	844	9′-10″	22,159	1	1′-4″	8′-9″					
5P808	844	27′-3″	61,407	STR							
TOTAL PIER 5			214,754								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 6											
6P401	2353	3′-5″	5370		2′-6″	0′-8″				0′-1″	
6P402	2896	2′-11″	5642		2′-0″	0′-8″				0′-1″	
6P501	546	30′-0″	17,084	STR							
6P502	80	27′-2″	2267	STR							
6P503	80	23′-3″	1940	STR							
6P504	26	9′-11″	269	24	2′-6″	3′-0″				1′-2 3/8″	
6P505	361	9′-5″	3546	5	3′-6″	1′-8″	1′-7″				
6P506	10	4′-7″	48	2	1′-7″	1′-8″	1′-7″				
6P507	4	11′-3″	47	24	3′-4″	3′-0″				1′-7 3/8″	
6P508	32	9′-2″	306	24	2′-0″	3′-0″				0′-11 3/8″	
6P509	4	13′-4″	56	24	4′-7 3/4″	3′-0″				2′-3 1/4″	
6P510	7	13′-10″	101	24	4′-11 3/4″	3′-0″				2′-5 1/4″	
6P511	1	3′-8″	4	STR							
6P512	1	11′-6″	12	5	4′-5″	3′-0″	0′-10″				
6P513	1	9′-2″	10	5	4′-9″	1′-8″	0′-10″				
6P514	359	11′-10″	4431	5	4′-9″	3′-0″	0′-10″				
6P515	11	9′-6″	109	5	5′-1″	1′-8″	0′-10″				
6P516	17	9′-10″	174	5	5′-1″	1′-10″	0′-10″				
6P517	17	10′-4″	183	5	5′-1″	2′-1″	0′-10″				
6P518	17	10′-8″	189	5	5′-1″	2′-3″	0′-10″				
6P519	17	11′-2″	198	5	5′-1″	2′-6″	0′-10″				
6P520	17	11′-6″	204	5	5′-1″	2′-8″	0′-10″				
6P521	17	11′-10″	210	5	5′-1″	2′-10″	0′-10″				
6P522	17	12′-4″	219	5	5′-1″	3′-1″	0′-10″				
6P523	17	12′-8″	225	5	5′-1″	3′-3″	0′-10″				
6P524	17	13′-0″	231	5	5′-1″	3′-5″	0′-10″				
6P525	16	12′-2″	203	5	5′-1″	3′-0″	0′-10″				
6P526	1	6′-6″	7	STR							
6P527	1	11′-6″	12	5	4′-5″	3′-0″	0′-10″				
6P528	1	14′-8″	15	5	4′-9″	4′-5″	0′-10″				
6P529	10	15′-0″	156	5	5′-1″	4′-5″	0′-10″				
6P530	17	15′-10″	281	5	5′-1″	4′-10″	0′-10″				
6P531	17	15′-4″	272	5	5′-1″	4′-7″	0′-10″				
6P532	17	14′-10″	263	5	5′-1″	4′-4″	0′-10″				
6P533	17	14′-4″	254	5	5′-1″	4′-1″	0′-10″				
6P534	17	14′-0″	248	5	5′-1″	3′-11″	0′-10″				
6P535	17	13′-6″	239	5	5′-1″	3′-8″	0′-10″				
6P536	17	13′-2″	233	5	5′-1″	3′-6″	0′-10″				
6P537	17	12′-8″	225	5	5′-1″	3′-3″	0′-10″				
6P538	17	12′-4″	219	5	5′-1″	3′-1″	0′-10″				
6P539	14	11′-10″	173	5	5′-1″	2′-10″	0′-10″				
6P540	215	9′-6″	2130	STR							
6P541	11	28′-8″	329	STR							
6P542	11	25′-0″	287	STR							
6P801	48	30′-0″	3845	STR							
6P802	8	33′-11″	724	STR							
6P803	8	28′-9″	614	STR							
6P804	239	11′-2″	7126	17	9′-6″						
6P805	736	10′-4″	20,306	1	1′-4″	9′-3″					
6P806	736	19′-1″	37,501	1	1′-4″	18′-0″					
6P807	724	9′-10″	19,009	1	1′-4″	8′-9″					
6P808	724	25′-10″	49,938	STR							
TOTAL PIER 6			187,684								

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

217/229

1464/1565

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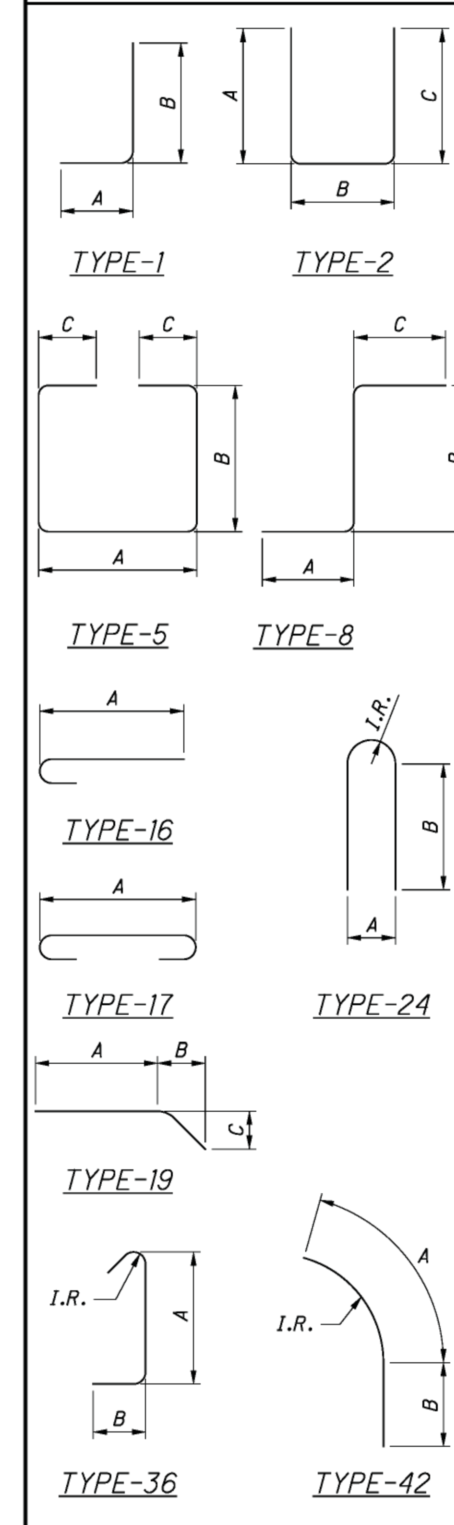
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 7											
7P401	2015	3'-5"	4599	36	2'-6"	0'-8"				0'-1"	
7P402	2310	2'-11"	4501	36	2'-0"	0'-8"				0'-1"	
7P501	534	30'-0"	16,079	STR							
7P502	78	25'-3"	2054	STR							
7P503	78	21'-3"	1729	STR							
7P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
7P505	309	9'-5"	3035	5	3'-6"	1'-8"	1'-7"				
7P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
7P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
7P508	30	9'-2"	287	24	2'-0"	3'-0"				0'-11 3/8"	
7P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
7P510	7	13'-9"	100	24	4'-11 1/4"	3'-0"				2'-6 1/4"	
7P511	1	3'-8"	4	STR							
7P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
7P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
7P514	307	11'-10"	3789	5	4'-9"	3'-0"	0'-10"				
7P515	7	9'-6"	69	5	5'-1"	1'-8"	0'-10"				
7P516	15	9'-10"	154	5	5'-1"	1'-10"	0'-10"				
7P517	15	10'-2"	159	5	5'-1"	2'-0"	0'-10"				
7P518	15	10'-8"	167	5	5'-1"	2'-3"	0'-10"				
7P519	15	11'-0"	172	5	5'-1"	2'-5"	0'-10"				
7P520	15	11'-6"	180	5	5'-1"	2'-8"	0'-10"				
7P521	15	12'-0"	188	5	5'-1"	2'-11"	0'-10"				
7P522	15	12'-4"	193	5	5'-1"	3'-1"	0'-10"				
7P523	15	12'-10"	201	5	5'-1"	3'-4"	0'-10"				
7P524	15	13'-2"	206	5	5'-1"	3'-6"	0'-10"				
7P525	12	12'-4"	154	5	5'-1"	3'-1"	0'-10"				
7P526	1	6'-2"	6	STR							
7P527	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
7P528	1	14'-0"	15	5	4'-9"	4'-1"	0'-10"				
7P529	8	14'-4"	120	5	5'-1"	4'-1"	0'-10"				
7P530	13	15'-2"	206	5	5'-1"	4'-6"	0'-10"				
7P531	15	15'-4"	240	5	5'-1"	4'-7"	0'-10"				
7P532	15	15'-0"	235	5	5'-1"	4'-5"	0'-10"				
7P533	15	14'-6"	227	5	5'-1"	4'-2"	0'-10"				
7P534	15	14'-2"	222	5	5'-1"	4'-0"	0'-10"				
7P535	15	13'-10"	216	5	5'-1"	3'-10"	0'-10"				
7P536	15	13'-4"	209	5	5'-1"	3'-7"	0'-10"				
7P537	15	13'-0"	203	5	5'-1"	3'-5"	0'-10"				
7P538	15	12'-6"	196	5	5'-1"	3'-2"	0'-10"				
7P539	12	12'-2"	152	5	5'-1"	3'-0"	0'-10"				
7P540	211	9'-6"	2091	STR							
7P541	11	26'-9"	307	STR							
7P542	11	23'-0"	264	STR							
7P801	48	30'-0"	3845	STR							
7P802	8	32'-0"	684	STR							
7P803	8	26'-9"	571	STR							
7P804	237	11'-2"	7066	17	9'-6"						
7P805	632	10'-4"	17,437	1	1'-4"	9'-3"					
7P806	632	21'-1"	35,577	1	1'-4"	20'-0"					
7P807	620	9'-10"	16,278	1	1'-4"	8'-9"					
7P808	620	24'-4"	40,281	STR							
TOTAL PIER 7			165,752								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 8											
8P401	1755	3'-5"	4005	36	2'-6"	0'-8"				0'-1"	
8P402	1890	2'-11"	3682	36	2'-0"	0'-8"				0'-1"	
8P501	528	30'-0"	16,521	STR							
8P502	80	23'-3"	1940	STR							
8P503	78	19'-6"	1586	STR							
8P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
8P505	271	9'-5"	2662	5	3'-6"	1'-8"	1'-7"				
8P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
8P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
8P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11 3/8"	
8P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
8P510	7	13'-10"	101	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
8P511	1	3'-8"	4	STR							
8P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
8P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
8P514	269	11'-10"	3320	5	4'-9"	3'-0"	0'-10"				
8P515	8	9'-6"	79	5	5'-1"	1'-8"	0'-10"				
8P516	13	10'-0"	136	5	5'-1"	1'-11"	0'-10"				
8P517	13	10'-4"	140	5	5'-1"	2'-1"	0'-10"				
8P518	13	10'-10"	147	5	5'-1"	2'-4"	0'-10"				
8P519	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
8P520	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
8P521	13	12'-0"	163	5	5'-1"	2'-11"	0'-10"				
8P522	13	12'-4"	167	5	5'-1"	3'-1"	0'-10"				
8P523	13	12'-8"	172	5	5'-1"	3'-3"	0'-10"				
8P524	13	12'-6"	169	5	5'-1"	3'-2"	0'-10"				
8P525	11	11'-8"	134	5	5'-1"	2'-9"	0'-10"				
8P526	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
8P527	13	12'-4"	167	5	5'-1"	3'-1"	0'-10"				
8P528	13	12'-8"	172	5	5'-1"	3'-3"	0'-10"				
8P529	13	13'-0"	176	5	5'-1"	3'-5"	0'-10"				
8P530	13	13'-2"	179	5	5'-1"	3'-6"	0'-10"				
8P531	13	13'-6"	183	5	5'-1"	3'-8"	0'-10"				
8P532	13	13'-8"	185	5	5'-1"	3'-9"	0'-10"				
8P533	13	14'-0"	190	5	5'-1"	3'-11"	0'-10"				
8P534	13	14'-2"	192	5	5'-1"	4'-0"	0'-10"				
8P535	11	13'-10"	159	5	5'-1"	3'-10"	0'-10"				
8P536	6	13'-2"	82	5	5'-1"	3'-6"	0'-10"				
8P537	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
8P538	1	12'-10"	13	5	4'-9"	3'-6"	0'-10"				
8P539	1	5'-6"	6	STR							
8P540	207	9'-6"	2051	STR							
8P541	11	24'-9"	284	STR							
8P542	11	21'-3"	244	STR							
8P801	48	30'-0"	3845	STR							
8P802	8	30'-0"	641	STR							
8P803	8	25'-0"	534	STR							
8P804	226	11'-2"	6738	17	9'-6"						
8P805	552	10'-4"	15,230	1	1'-4"	9'-3"					
8P806	552	21'-1"	31,073	1	1'-4"	20'-0"					
8P807	544	9'-10"	14,283	1	1'-4"	8'-9"					
8P808	544	23'-3"	33,770	STR							
TOTAL PIER 8			146,717								

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	03/01/12
STRUCTURE FILE NUMBER	
5707994/5708001	
DRAWN JLV	REVISED
DESIGNED JLV	CHECKED DMP

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

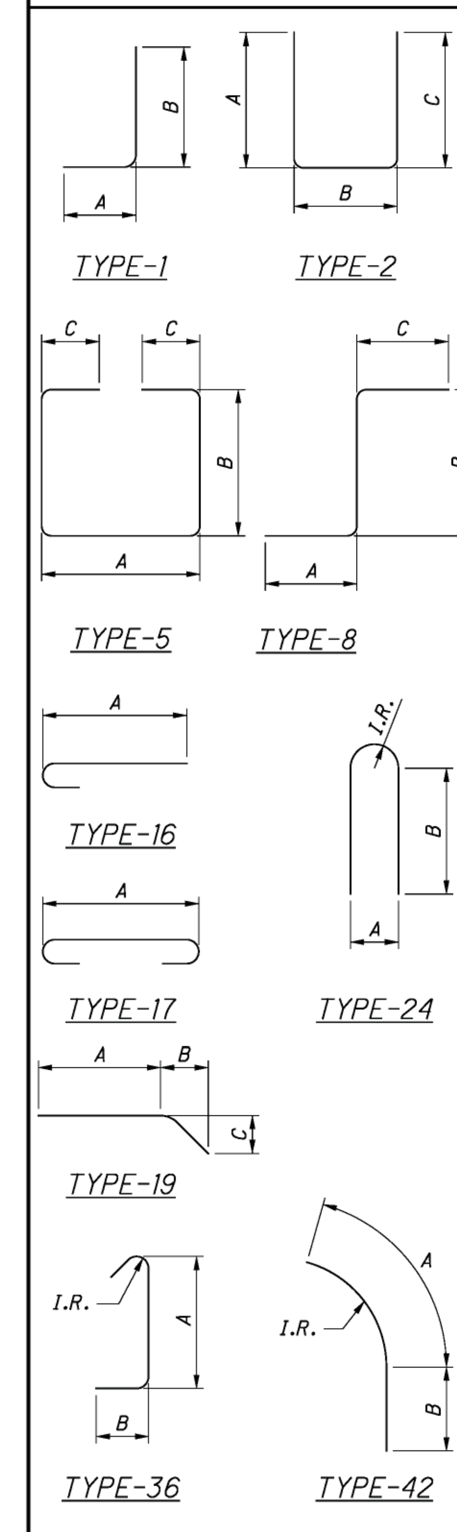
218/229

1465/1565

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 9											
9P401	1755	3'-5"	4005	36	2'-6"	0'-8"				0'-1"	
9P402	1876	2'-11"	3655	36	2'-0"	0'-8"				0'-1"	
9P501	522	30'-0"	16,333	STR							
9P502	76	22'-0"	1744	STR							
9P503	76	19'-3"	1526	STR							
9P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
9P505	269	9'-5"	2642	5	3'-6"	1'-8"	1'-7"				
9P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
9P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 1/2"	
9P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11 1/4"	
9P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
9P510	6	13'-10"	87	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
9P511	1	3'-8"	4	STR							
9P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
9P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
9P514	267	11'-10"	3295	5	4'-9"	3'-0"	0'-10"				
9P515	7	9'-6"	69	5	5'-1"	1'-8"	0'-10"				
9P516	13	10'-0"	136	5	5'-1"	1'-11"	0'-10"				
9P517	13	10'-6"	142	5	5'-1"	2'-2"	0'-10"				
9P518	13	10'-8"	145	5	5'-1"	2'-3"	0'-10"				
9P519	12	11'-0"	138	5	5'-1"	2'-5"	0'-10"				
9P520	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
9P521	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
9P522	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P523	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
9P524	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P525	10	10'-8"	111	5	5'-1"	2'-3"	0'-10"				
9P526	1	4'-3"	4	STR							
9P527	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
9P528	1	10'-4"	11	5	4'-9"	2'-3"	0'-10"				
9P529	7	10'-8"	78	5	5'-1"	2'-3"	0'-10"				
9P530	4	11'-0"	46	5	5'-1"	2'-5"	0'-10"				
9P531	11	11'-8"	134	5	5'-1"	2'-9"	0'-10"				
9P532	11	12'-0"	138	5	5'-1"	2'-11"	0'-10"				
9P533	11	12'-0"	138	5	5'-1"	2'-11"	0'-10"				
9P534	13	11'-10"	160	5	5'-1"	2'-10"	0'-10"				
9P535	13	11'-10"	160	5	5'-1"	2'-10"	0'-10"				
9P536	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
9P537	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P538	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P539	14	11'-2"	163	5	5'-1"	2'-6"	0'-10"				
9P540	11	10'-6"	120	5	5'-1"	2'-2"	0'-10"				
9P541	206	9'-6"	2041	STR							
9P542	11	23'-6"	270	STR							
9P543	11	20'-9"	238	STR							
9P801	48	30'-0"	3845	STR							
9P802	8	24'-3"	518	STR							
9P803	8	24'-9"	529	STR							
9P804	227	11'-2"	6768	17	9'-6"						
9P805	548	10'-4"	15,119	1	1'-4"	9'-3"					
9P806	548	21'-1"	30,848	1	1'-4"	20'-0"					
9P807	540	9'-10"	14,178	1	1'-4"	8'-9"					
9P808	540	22'-5"	32,320	STR							
TOTAL PIER 9			143,825								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 10											
10P401	1305	3'-5"	2978	36	2'-6"	0'-8"				0'-1"	
10P402	1740	2'-11"	3390	36	2'-0"	0'-8"				0'-1"	
10P501	450	30'-0"	14,081	STR							
10P502	64	18'-6"	1235	STR							
10P503	64	25'-3"	1685	STR							
10P504	18	9'-11"	186	24	2'-6"	3'-0"				1'-2 3/8"	
10P505	290	9'-5"	2848	5	3'-6"	1'-8"	1'-7"				
10P506	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
10P507	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
10P508	24	9'-2"	229	24	2'-0"	3'-0"				0'-11 3/8"	
10P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-2 1/4"	
10P510	6	13'-10"	87	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
10P511	1	4'-2"	4	STR							
10P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
10P513	1	10'-2"	11	5	4'-9"	2'-2"	0'-10"				
10P514	287	11'-10"	3542	5	4'-9"	3'-0"	0'-10"				
10P515	8	10'-6"	88	5	5'-1"	2'-2"	0'-10"				
10P516	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P517	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P518	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P519	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P520	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P521	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P522	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P523	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P524	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P525	12	10'-8"	134	5	5'-1"	2'-3"	0'-10"				
10P526	12	10'-6"	131	5	5'-1"	2'-2"	0'-10"				
10P527	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P528	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P529	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P530	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P531	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P532	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P533	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P534	13	11'-0"	149	5	5'-1"	2'-5"	0'-10"				
10P535	13	10'-10"	147	5	5'-1"	2'-4"	0'-10"				
10P536	13	10'-2"	138	5	5'-1"	2'-0"	0'-10"				
10P537	8	9'-6"	79	5	5'-1"	1'-8"	0'-10"				
10P538	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
10P539	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
10P540	1	3'-8"	4	STR							
10P541	208	9'-6"	2061	STR							
10P542	11	20'-0"	229	STR							
10P543	11	26'-9"	307	STR							
10P801	48	30'-0"	3845	STR							
10P802	8	25'-3"	539	STR							
10P803	8	30'-6"	651	STR							
10P804	227	11'-2"	6768	17	9'-6"						
10P805	590	10'-4"	16,278	1	1'-4"	9'-3"					
10P806	590	15'-7"	24,548	1	1'-4"	14'-6"					
10P807	582	9'-10"	15,280	1	1'-4"	8'-9"					
10P808	582	20'-3"	31,467	STR							
TOTAL PIER 10			135,777								

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY TranSystems 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113

DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

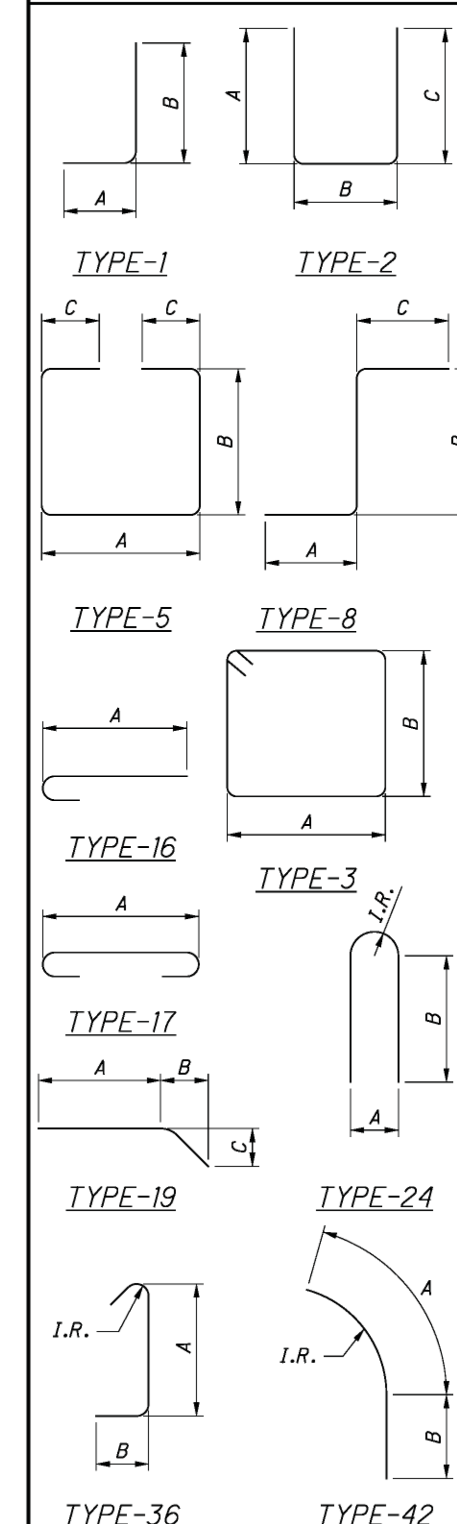
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
					PIER 11						
11P401	378	2'-11"	736	36	2'-0"	3'-0"				0'-1"	
11P501	264	30'-0"	8260	STR							
11P502	32	19'-3"	642	STR							
11P503	32	26'-0"	868	STR							
11P504	14	9'-2"	134	24	2'-0"	3'-0"				0'-11⅜"	
11P505	4	13'-4"	56	24	4'-7¾"	3'-0"				2'-3¼"	
11P506	7	13'-10"	101	24	4'-11¾"	3'-0"				2'-5¼"	
11P507	1	5'-2"	5	STR							
11P508	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
11P509	1	12'-2"	13	5	4'-9"	3'-2"	0'-10"				
11P510	208	11'-10"	2567	5	4'-9"	3'-0"	0'-10"				
11P511	5	12'-6"	65	5	5'-1"	3'-2"	0'-10"				
11P512	10	13'-0"	136	5	5'-1"	3'-5"	0'-10"				
11P513	9	13'-2"	124	5	5'-1"	3'-6"	0'-10"				
11P514	10	13'-2"	137	5	5'-1"	3'-6"	0'-10"				
11P515	9	13'-0"	122	5	5'-1"	3'-5"	0'-10"				
11P516	10	12'-10"	134	5	5'-1"	3'-4"	0'-10"				
11P517	9	12'-10"	120	5	5'-1"	3'-4"	0'-10"				
11P518	10	12'-8"	132	5	5'-1"	3'-3"	0'-10"				
11P519	9	12'-6"	117	5	5'-1"	3'-2"	0'-10"				
11P520	10	12'-2"	127	5	5'-1"	3'-0"	0'-10"				
11P521	8	11'-4"	95	5	5'-1"	2'-7"	0'-10"				
11P522	1	3'-8"	4	STR							
11P523	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
11P524	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
11P525	6	9'-6"	59	5	5'-1"	1'-8"	0'-10"				
11P526	9	10'-2"	95	5	5'-1"	2'-0"	0'-10"				
11P527	10	10'-4"	108	5	5'-1"	2'-1"	0'-10"				
11P528	9	10'-8"	100	5	5'-1"	2'-3"	0'-10"				
11P529	10	10'-10"	113	5	5'-1"	2'-4"	0'-10"				
11P530	9	11'-0"	103	5	5'-1"	2'-5"	0'-10"				
11P531	10	11'-4"	118	5	5'-1"	2'-7"	0'-10"				
11P532	9	11'-6"	108	5	5'-1"	2'-8"	0'-10"				
11P533	10	11'-8"	122	5	5'-1"	2'-9"	0'-10"				
11P534	9	11'-10"	111	5	5'-1"	2'-10"	0'-10"				
11P535	10	11'-10"	123	5	5'-1"	2'-10"	0'-10"				
11P536	8	11'-2"	93	5	5'-1"	2'-6"	0'-10"				
11P537	212	9'-6"	2101	STR							
11P538	11	21'-9"	250	STR							
11P539	11	28'-9"	330	STR							
11P801	48	30'-0"	3845	STR							
11P802	8	27'-0"	577	STR							
11P803	8	32'-6"	694	STR							
11P804	164	11'-2"	4890	17	9'-6"						
11P805	422	10'-4"	11,643	1	1'-4"	9'-3"					
11P806	422	11'-9"	13,239	STR							
TOTAL PIER 11			53,551								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
					PIER 12L						
12P401	256	4'-5"	755	36	3'-6"	0'-8"				0'-1"	
12P402	384	2'-11"	748	36	2'-0"	0'-8"				0'-1"	
12P501	16	17'-4"	289	STR							
12P502	16	11'-6"	192	24	3'-6"	3'-0"				1'-8⅜"	
12P503	16	16'-4"	273	STR							
	4 SER	18'-1"									
12P504	OF	TO	323	STR							0'-10"
	4	20'-7"									
12P505	36	25'-0"	939	STR							
12P506	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
12P507	1	3'-5"	4	STR							
12P508	1	14'-2"	15	5	4'-1"	3'-5"	1'-11"				
12P509	1	15'-10"	17	5	4'-11"	3'-5"	2'-4"				
12P510	5	16'-2"	84	5	5'-1"	3'-5"	2'-5"				
12P511	8	16'-10"	140	5	5'-1"	3'-9"	2'-5"				
12P512	7	17'-0"	124	5	5'-1"	3'-10"	2'-5"				
12P513	10	16'-8"	174	5	5'-1"	3'-8"	2'-5"				
12P514	8	16'-6"	138	5	5'-1"	3'-7"	2'-5"				
12P515	5	16'-6"	86	5	5'-1"	3'-7"	2'-5"				
12P516	1	16'-2"	17	5	4'-11"	3'-7"	2'-4"				
12P517	1	14'-6"	15	5	4'-1"	3'-7"	1'-11"				
12P518	1	3'-7"	4	STR							
12P519	1	3'-8"	4	STR							
12P520	1	11'-4"	12	3	1'-8"	3'-8"					
12P521	1	12'-4"	13	3	2'-2"	3'-8"					
12522	166	5'-9"	996	2	1'-11"	2'-2½"	1'-11"				
12523	1	12'-2"	13	3	2'-2"	3'-7"					
12524	1	11'-2"	12	3	1'-8"	3'-7"					
12P525	1	3'-7"	4	STR							
12P526	14	13'-9"	201	24	4'-11"	3'-0"				2'-5¼"	
12P527	8	9'-3"	77	24	2'-1"	3'-0"				11⅞"	
12P528	1	3'-5"	4	STR							
12P529	1	14'-2"	15	5	4'-1"	3'-5"	1'-11"				
12P530	1	15'-10"	17	5	4'-11"	3'-5"	2'-4"				
12P531	9	16'-2"	152	5	5'-1"	3'-5"	2'-5"				
12P532	10	16'-0"	167	5	5'-1"	3'-4"	2'-5"				
12P533	10	15'-10"	165	5	5'-1"	3'-3"	2'-5"				
12P534	9	15'-6"	145	5	5'-1"	3'-1"	2'-5"				
12P535	5	14'-8"	76	5	5'-1"	2'-8"	2'-5"				
12P536	1	14'-4"	15	5	4'-11"	2'-8"	2'-4"				
12P537	1	12'-8"	13	5	4'-1"	2'-8"	1'-11"				
12P538	1	2'-8"	3	STR							
12P539	1	3'-7"	4	STR							
12P540	1	11'-2"	12	3	1'-8"	3'-7"					
12P541	1	12'-2"	13	3	2'-2"	3'-7"					
12P542	166	8'-11"	1544	2	3'-6"	2'-2½"	3'-6"				
12P543	1	12'-2"	13	3	2'-2"	3'-7"					
12P544	1	11'-2"	12	3	1'-8"	3'-7"					
12P545	1	3'-7"	4	STR							
	4 SER	17'-1"									
12P546	OF	TO	306	STR							0'-10"
	4	19'-7"									
12P547	76	24'-0"	1902	STR							
12P548	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
12P549	76	9'-6"	753	STR							

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

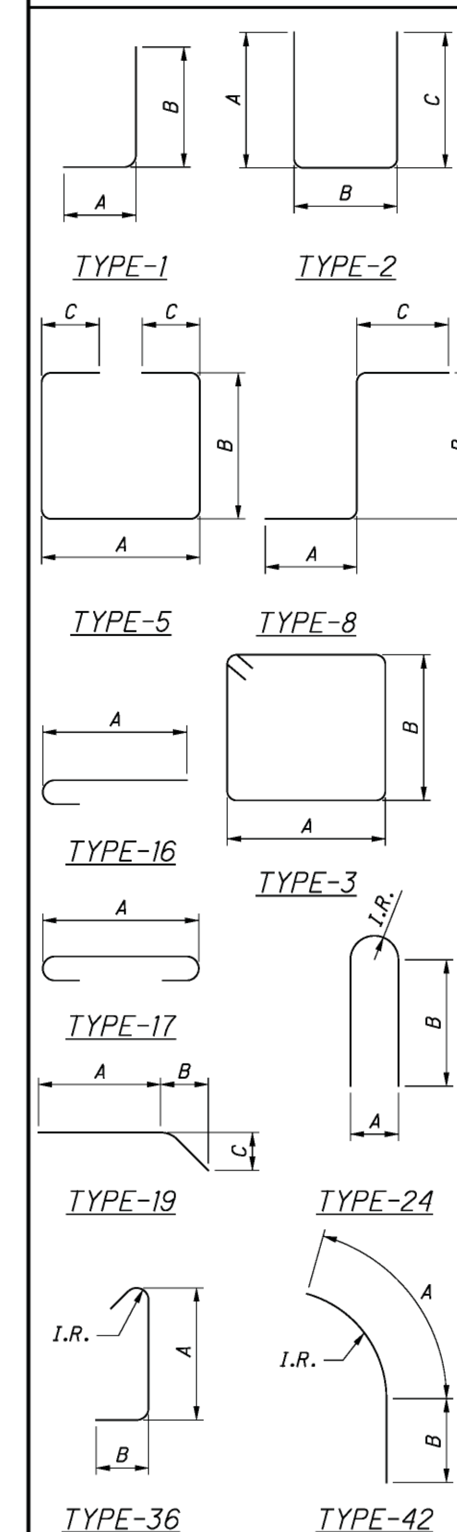
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12L (CONTINUED)											
	4 SER	9'-5"			4'-3"		4'-3"				
12P601	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P602	1	6'-0"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
12P603	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P604	1	5'-11"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
12P605	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
12P606	1	5'-8"	9	STR							
	4 SER	8'-9"			3'-11"		3'-11"				
12P607	OF	TO	847	2	TO	1'-3"	TO				0'-6½"
	12	14'-9"			6'-11"		6'-11"				
12P608	1	5'-3"	8	STR							
12P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
12P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
12P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
12P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
12P801	20	22'-2"	1184	STR							
12P802	86	11'-2"	2564	17	9'-6"						
12P803	20	21'-2"	1130	STR							
12P804	8	27'-6"	587	16	26'-8"						
12P805	8	26'-6"	566	16	25'-8"						
12P901	148	10'-8"	5367	8	1'-7"	8'-1"	1'-7"				
12P902	128	17'-7"	7652	2	1'-7"	15'-0"	1'-7"				
12P903	22	29'-7"	2213	16	28'-4"						
12P904	22	28'-7"	2138	16	27'-4"						
TOTAL PIER 12L			39,020								
PIER 12R											
12P450	276	4'-5"	814	36	3'-6"	0'-8"					
12P451	414	2'-11"	807	36	2'-0"	0'-8"					
12P550	16	17'-9"	296	STR							
12P551	16	11'-6"	192	24	3'-6"	3'-0"				1'-8⅜"	
12P552	16	18'-6"	309	STR							
	4 SER	18'-6"									
12P553	OF	TO	330	STR							0'-10"
	4	21'-0"									
12P554	36	25'-6"	957	STR							
12P555	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
12P556	1	3'-8"	4	STR							
12P557	1	14'-8"	15	5	4'-1"	3'-8"	1'-11"				
12P558	1	16'-4"	17	5	4'-11"	3'-8"	2'-4"				
12P559	5	16'-8"	87	5	5'-1"	3'-8"	2'-5"				
12P560	16	17'-4"	289	5	5'-1"	4'-0"	2'-5"				
12P561	9	17'-2"	161	5	5'-1"	3'-11"	2'-5"				

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12R (CONTINUED)											
12P562	9	16'-10"	158	5	5'-1"	3'-9"	2'-5"				
12P563	5	16'-8"	87	5	5'-1"	3'-8"	2'-5"				
12P564	1	16'-4"	17	5	4'-11"	3'-8"	2'-4"				
12P565	1	14'-8"	15	5	4'-1"	3'-8"	1'-11"				
12P566	1	3'-8"	4	STR							
12P567	1	3'-5"	4	STR							
12P568	1	10'-10"	11	3	1'-8"	3'-5"					
12P569	1	11'-10"	12	3	2'-2"	3'-5"					
12P570	176	8'-7"	1576	2	3'-4"	2'-2½"	3'-4"				
12P571	176	5'-5"	994	2	1'-9"	2'-2½"	1'-9"				
12P572	1	11'-10"	12	3	2'-2"	3'-5"					
12P573	1	10'-10"	11	3	1'-8"	3'-5"					
12P574	1	3'-5"	4	STR							
12P575	14	13'-9"	201	24	4'-11"	3'-0"				2'-5¼"	
12P576	8	9'-3"	77	24	2'-1"	3'-0"				11⅞"	
	4 SER	20'-6"									
12P577	OF	TO	363	STR							0'-10"
	4	23'-0"									
12P578	32	26'-3"	876	STR							
12P579	1	14'-4"	15	5	4'-1"	3'-6"	1'-11"				
12P580	1	16'-0"	17	5	4'-11"	3'-6"	2'-4"				
12P581	7	16'-4"	119	5	5'-1"	3'-6"	2'-5"				
12P582	8	16'-2"	135	5	5'-1"	3'-5"	2'-5"				
12P583	8	15'-10"	132	5	5'-1"	3'-3"	2'-5"				
12P584	9	15'-8"	147	5	5'-1"	3'-2"	2'-5"				
12P585	8	15'-4"	128	5	5'-1"	3'-0"	2'-5"				
12P586	5	14'-8"	76	5	5'-1"	2'-8"	2'-5"				
12P587	1	11'-10"	12	3	2'-2"	3'-5"					
12P588	1	10'-10"	11	3	1'-8"	3'-5"					
12P589	1	3'-5"	4	STR							
12P590	1	11'-10"	12	3	2'-2"	3'-5"					
12P591	1	10'-10"	11	3	1'-8"	3'-5"					
12P592	1	3'-5"	4	STR							
12P593	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
12P594	1	3'-6"	4	STR							
12P595	1	14'-4"	15	5	4'-11"	2'-8"	2'-4"				
12P596	1	12'-8"	13	5	4'-1"	2'-8"	1'-11"				
12P597	1	2'-8"	3	STR							
12P598	81	9'-6"	803	STR							
12P599	44	21'-9"	998	STR							
	4 SER	9'-9"			4'-5"		4'-5"				
12P650	OF	TO	919	2	TO	1'-3"	TO				0'-6½"
	12	15'-9"			7'-5"		7'-5"				
12P651	1	6'-3"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
12P652	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P653	1	5'-10"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
12P654	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
12P655	1	5'-9"	9	STR							
	4 SER	8'-9"			3'-11"		3'-11"				
12P656	OF	TO	847	2	TO	1'-3"	TO				0'-6½"
	12	14'-9"			6'-11"		6'-11"				

BAR BENDING DIAGRAMS



NOTES:

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JLV | CHECKED DMP | DRAWN JLV | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

221/229

1468/1565

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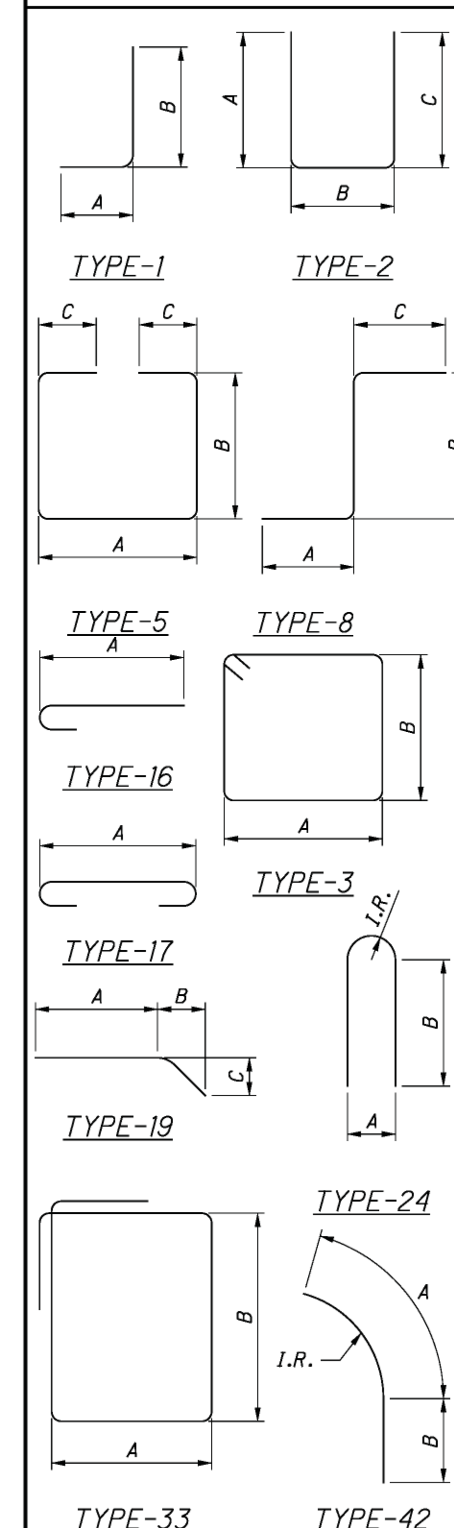
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12R (CONTINUED)											
12P657	1	5'-3"	8	STR							
12P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
12P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
12P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
12P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
12P850	20	22'-8"	1210	STR							
12P851	92	11'-2"	2743	17	9'-6"						
12P852	20	23'-4"	1246	STR							
12P853	8	28'-0"	598	16	27'-2"						
12P854	8	28'-8"	612	16	27'-10"						
12P950	158	10'-8"	5730	8	1'-7"	8'-1"	1'-7"				
12P951	138	17'-7"	8250	2	1'-7"	15'-0"	1'-7"				
12P952	22	30'-0"	2244	16	28'-9"						
12P953	22	30'-9"	2300	16	29'-6"						
TOTAL PIER 12R			40,931								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	I.R.	INC
SEISMIC PEDESTALS											
SP501	20	10'-10"	226	33	2'-2"	2'-9"					
SP502	24	5'-8"	142	STR							
SP503	20	10'-4"	216	33	2'-2"	2'-6"					
SP504	20	10'-0"	209	33	2'-3"	2'-3"					
SP505	24	5'-9"	144	STR							
SP506	20	10'-8"	223	33	2'-3"	2'-7"					
SP507	10	13'-0"	136	33	3'-6"	2'-6"					
SP508	6	9'-11"	62	STR							
SP509	10	12'-10"	134	33	3'-5"	2'-6"					
SP510	12	9'-0"	113	STR							
SP511	40	12'-6"	522	33	3'-3"	2'-6"					
SP512	18	9'-3"	174	STR							
SP513	60	11'-8"	730	33	2'-11"	2'-5"					
SP514	24	8'-3"	207	STR							
SP515	40	10'-8"	445	33	2'-5"	2'-5"					
SP516	84	6'-6"	569	STR							
SP517	20	10'-6"	219	33	2'-5"	2'-4"					
SP518	140	10'-6"	1533	33	2'-4"	2'-5"					
SP519	72	6'-3"	469	STR							
SP520	120	10'-4"	1293	33	2'-3"	2'-5"					
SP521	42	6'-4"	277	STR							
SP522	160	10'-2"	1697	33	2'-2"	2'-5"					
SP523	60	6'-1"	381	STR							
SP524	40	9'-10"	410	33	2'-0"	2'-5"					
SP525	6	5'-5"	34	STR							
SP526	20	11'-0"	229	33	2'-3"	2'-9"					
SP527	24	5'-1"	127	STR							
SP528	30	10'-10"	339	33	2'-3"	2'-8"					
SP529	10	11'-0"	115	33	2'-4"	2'-8"					
SP530	20	10'-10"	226	33	2'-4"	2'-7"					
SP531	12	6'-0"	75	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
SEISMIC PEDESTALS (CONTINUED)											
SP532	20	11'-10"	247	33	2'-10"	2'-7"					
SP533	24	7'-5"	186	STR							
SP534	20	11'-6"	240	33	2'-9"	2'-6"					
SP535	10	12'-8"	132	33	3'-4"	2'-6"					
SP536	12	9'-1"	114	STR							
SP537	10	12'-4"	129	33	3'-2"	2'-6"					
SP538	12	7'-9"	97	STR							
SP539	20	11'-6"	240	33	2'-10"	2'-5"					
SP540	12	7'-10"	98	STR							
SP541	12	6'-7"	82	STR							
SP542	36	6'-5"	241	STR							
SP543	12	5'-6"	69	STR							
SP801	40	2'-2"	231	STR							
SP802	40	6'-2"	659	2	2'-0"	2'-7"	2'-0"				
SP803	120	5'-11"	1896	2	2'-0"	2'-4"	2'-0"				
SP804	42	2'-3"	252	STR							
SP805	20	5'-8"	303	2	2'-0"	2'-1"	2'-0"				
SP806	60	6'-0"	961	2	2'-0"	2'-5"	2'-0"				
SP807	2	3'-6"	19	STR							
SP808	2	3'-5"	18	STR							
SP809	8	3'-3"	69	STR							
SP810	12	2'-11"	93	STR							
SP811	580	5'-10"	9034	2	2'-0"	2'-3"	2'-0"				
SP812	12	2'-5"	77	STR							
SP813	20	5'-9"	307	2	2'-0"	2'-2"	2'-0"				
SP814	34	2'-4"	212	STR							
SP815	8	2'-0"	43	STR							
SP816	40	6'-1"	650	2	2'-0"	2'-6"	2'-0"				
SP817	8	2'-10"	61	STR							
SP818	4	2'-9"	29	STR							
SP819	2	3'-4"	18	STR							
SP820	2	3'-2"	17	STR							
TOTAL SEISMIC PEDESTALS			28,500								

BAR BENDING DIAGRAMS



NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED	DATE
MSL	03/01/12
STRUCTURE FILE NUMBER	
5707994/5708001	

DESIGNED	DRAWN
JLV	JLV
CHECKED	REVISED
DMP	

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

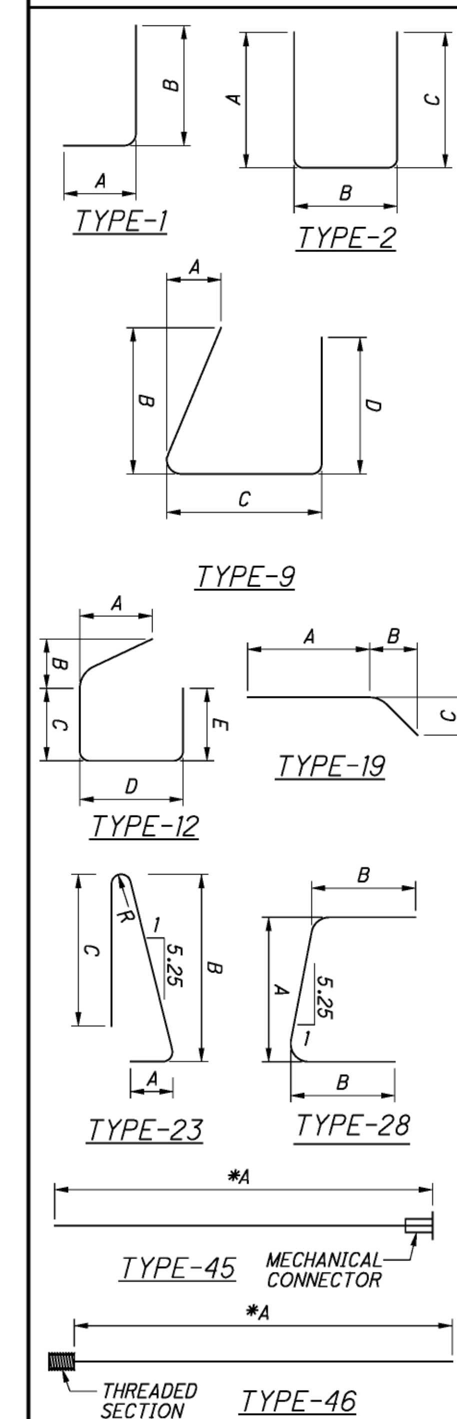
222/229

1469
1565

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
REAR ABUTMENT											
AR501	95	24'-1"	2386	STR							
AR502	2	12'-2"	25	STR							
AR503	96	7'-2½"	722	1	0'-10"	6'-6"					
AR504	244	6'-5"	1633	2	2'-0"	2'-8"	2'-0"				
AR505	120	28'-5"	3557	STR							
AR506	26	9'-2"	249	STR							
AR507	NOT USED										
AR508	NOT USED										
AR509	NOT USED										
AR510	NOT USED										
AR511	62	6'-10½"	445	1	0'-10"	6'-2"					
AR512	21	6'-4½"	140	1	0'-10"	5'-8"					
AR513	14	5'-7"	82	1	0'-10"	4'-10½"					
AR514	14	5'-2½"	76	1	0'-10"	4'-6"					
AR515	14	4'-10½"	71	1	0'-10"	4'-2"					
AR516	14	4'-9"	69	2	0'-10"	3'-4"	0'-10"				
AR517	9	4'-9"	45	2	0'-10"	3'-4"	0'-10"				
AR518	2	7'-10"	16	STR							
AR519	NOT USED										
AR520	5	30'-0"	156	STR							
AR521	NOT USED										
AR522	NOT USED										
AR523	NOT USED										
AR524	NOT USED										
AR525	6	2'-4"	15	STR							
AR526	6	1'-11"	12	STR							
AR527	6	4'-4"	27	STR							
AR528	NOT USED										
AR529	NOT USED										
AR530	6	2'-7"	16	STR							
AR531	6	7'-5"	46	23	1'-1"	3'-2"	3'-0"				
AR532	1	3'-10"	4	19	2'-4¾"	1'-1"	1'-0"				
AR533	NOT USED										
AR534	NOT USED										
AR535	4	7'-7"	32	46	7'-7"						
AR536	3	9'-8"	30	46	9'-8"						
AR537	NOT USED										
AR538	4	10'-1"	42	STR							
AR539	NOT USED										
AR540	3	21'-4"	67	45	19'-3½"						
AR541	2	24'-10"	52	45	22'-9½"						
AR542	1	6'-10"	7	46	6'-10"						
AR543	3	8'-11½"	28	STR							
AR544	NOT USED										
AR545	1	6'-4"	7	46	6'-4"						
AR546	12	24'-10"	311	45	24'-10"						
AR547	12	24'-4"	305	45	24'-4"						
AR548	NOT USED										
AR549	6	1'-10"	11	STR							
AR550	12	9'-7"	120	46	9'-7"						
	1 SER	8'-1"			8'-1"						
AR551	OF	TO	37	46	TO						0'-6"
	4	9'-7"			9'-7"						
AR552	2	17'-10"	37	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
REAR ABUTMENT (CONTINUED)											
AR601	80	16'-2"	1943	2	6'-9"	7'-3"	2'-6"				
	1 SER	15'-11"				7'-3"					
AR602	OF	TO	171	2	6'-6"	TO	2'-6"				0'-8"
	7	16'-7"				7'-11"					
	1 SER	16'-1½"				7'-5½"					
AR603	OF	TO	123	2	6'-6"	TO	2'-6"				0'-1"
	5	16'-6"				7'-10"					
AR604	242	10'-8"	3877	12	1'-6"	1'-6"	0'-9¼"	2'-2"	6'-0"		
AR605	242	8'-2"	2968	2	4'-7"	1'-8"	2'-3"				
AR606	242	6'-0"	2181	STR							
AR607	223	7'-7"	2540	2	3'-4"	1'-3"	3'-4"				
AR608	223	7'-2"	2400	2	0'-10"	5'-10"	0'-10"				
AR609	213	8'-5"	2693	2	0'-10"	7'-1"	0'-10"				
	1 SER	8'-6"				7'-2"					
AR610	OF	TO	93	2	0'-10"	TO	0'-10"				0'-1½"
	7	9'-2"				7'-10"					
	1 SER	8'-9½"				7'-5½"					
AR611	OF	TO	67	2	0'-10"	TO	0'-10"				0'-1"
	5	9'-2"				7'-10"					
AR612	22	6'-1"	201	1	0'-5"	5'-10"					
AR613	22	6'-2"	204	1	0'-10"	5'-6"					
AR614	14	15'-5"	324	2	6'-0"	7'-3"	2'-6"				
AR615	49	15'-7"	1147	2	6'-2"	7'-3"	2'-6"				
AR616	21	15'-0"	473	2	5'-7"	7'-3"	2'-6"				
AR617	14	14'-6"	305	2	5'-1"	7'-3"	2'-6"				
AR618	14	14'-1"	98	2	4'-8"	7'-3"	2'-6"				
	1 SER	12'-5"				4'-1"					
AR619	OF	TO	105	2	6'-2"	TO	2'-6"				0'-9½"
	5	15'-7"				7'-3"					
	1 SER	11'-0"				3'-3"					
AR620	OF	TO	136	2	5'-7"	TO	2'-6"				0'-7½"
	7	14'-10"				7'-1"					
	1 SER	5'-5"				4'-1"					
AR621	OF	TO	53	2	0'-10"	TO	0'-10"				0'-9½"
	5	8'-7"				7'-3"					
AR622	6	3'-11"	35	28	2'-0"	1'-1"					
AR623	1	4'-2"	6	2	0'-10"	2'-9½"	0'-10"				
AR624	1	11'-2"	17	2	6'-2"	2'-9½"	2'-6"				
AR625	6	2'-9"	25	1	1'-1"	1'-10"					
AR626	14	13'-7"	286	2	4'-2"	7'-3"	2'-6"				
	1 SER	4'-7"				3'-3"					
AR627	OF	TO	68	2	0'-10"	TO	0'-10"				0'-8"
	7	8'-5"				7'-1"					
AR628	1	2'-4"	4	STR							
AR629	1	1'-11"	3	STR							
AR630	6	9'-2"	83	9	0'-9"	3'-11"	1'-4½"	4'-2"			
AR631	1	2'-7"	4	STR							
AR634	1	3'-3"	5	2	0'-10"	1'-10½"	0'-10"				
AR635	1	10'-4"	16	2	5'-7"	1'-10½"	2'-6"				
AR636	1	8'-8"	13	2	5'-7"	0'-11"	2'-6"				
AR637	1	2'-2"	3	2	0'-10"	0'-10"	0'-10"				
AR638	4	7'-8"	46	2	0'-10"	6'-4"	0'-10"				
AR639	NOT USED										
AR640	1	8'-3"	12	2	0'-10"	6'-11"	0'-10"				
AR641	1	7'-10"	12	2	0'-10"	6'-6"	0'-10"				

BAR BENDING DIAGRAMS



*REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | CHECKED DMP | DRAWN BFG | REVISED | REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001

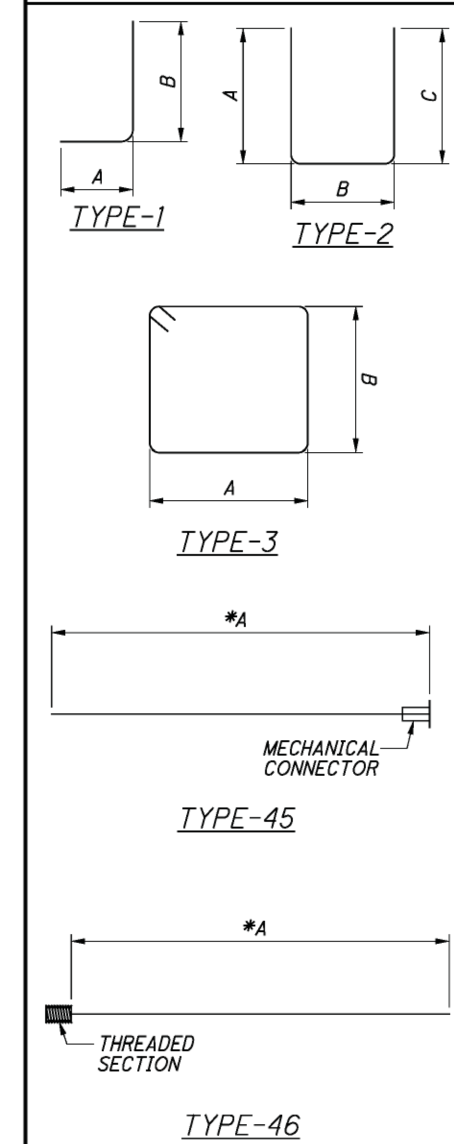
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REAR ABUTMENT (CONTINUED)											
AR642	1	9'-4"	14	1	0'-5"	9'-3"					
	1 SER	1'-7"				1'-4"					
AR643	OF	TO	25	1	0'-5"	TO					0'-10"
	5	5'-0"				4'-11"					
AR644	1	1'-10"	3	STR							
AR645	2	16'-7"	50	2	6'-6"	7'-11"	2'-6"				
AR646	2	17'-4"	52	2	6'-6"	8'-0"	2'-6"				
AR647	2	9'-2"	28	2	0'-10"	7'-10"	0'-10"				
AR648	2	9'-1"	27	2	0'-10"	7'-9"	0'-10"				
AR649	6	4'-5"	40	STR							
AR801	24	25'-4"	1623	STR							
AR802	1	10'-1"	27	STR							
AR803	40	30'-0"	3257	STR							
AR804	1	13'-11"	37	STR							
AR805	1	9'-2"	24	STR							
	1 SER	9'-2"									
AR806	OF	TO	181	STR							0'-10"
	6	13'-5"									
	1 SER	23'-6"			19'-6"						
AR807	OF	TO	403	45	TO						0'-8"
	6	26'-9½"			22'-9½"						
AR808	1	26'-10"	72	45	22'-9½"						
AR809	1	23'-3"	62	45	19'-3"						
	1 SER	6'-4"			6'-4"						
AR810	OF	TO	125	46	TO						
	6	9'-4"			9'-4"						
AR811	1	7'-6"	20	46	7'-6"						
TOTAL REAR ABUTMENT			39,686								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT											
AF501	4	28'-11"	121	STR							
AF502	6	27'-5"	172	STR							
AF503	3	19'-3"	60	3	3'-1"	6'-4"					
AF504	132	17'-7"	2402	3	6'-0"	2'-6"					
AF505	5	21'-4"	111	3	3'-0"	7'-4½"					
AF506	8	16'-9"	140	3	3'-0"	5'-1"					
AF507	15	19'-11"	312	3	3'-0"	6'-8"					
AF508	5	19'-8"	103	3	3'-0"	6'-6½"					
AF509	5	19'-1"	100	3	3'-0"	6'-3"					
AF510	5	18'-9"	98	3	3'-0"	6'-1"					
AF511	5	18'-6"	96	3	3'-0"	5'-11½"					
AF512	5	18'-3"	95	3	3'-0"	5'-10"					
AF513	5	17'-11"	93	3	3'-0"	5'-8"					
AF514	5	17'-5"	91	3	3'-0"	5'-5"					
AF515	20	26'-9"	558	STR							
AF516	4	17'-9"	74	STR							
AF517	4	23'-11"	100	STR							
AF518	30	27'-0"	845	STR							
AF519	6	17'-9"	111	STR							
AF520	10	16'-9"	175	3	3'-0"	5'-1"					
AF521	5	17'-11"	56	3	6'-2"	2'-6"					
AF522	3	17'-9"	56	3	6'-1"	2'-6"					
AF523	6	18'-7"	116	45	18'-7"						

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT (CONTINUED)											
AF524	1	19'-6"	20	3	3'-0"	6'-5"					
AF525	2	13'-10"	29	3	3'-0"	3'-7½"					
AF526	5	14'-6"	76	3	3'-0"	3'-11½"					
AF527	6	8'-4"	52	45	8'-4"						
AF528	10	17'-4"	181	3	3'-0"	5'-4½"					
AF529	5	17'-0"	89	3	3'-0"	5'-2½"					
AF530	5	14'-10"	77	3	3'-0"	4'-1½"					
AF531	5	16'-5"	86	3	3'-0"	4'-11"					
AF532	10	16'-0"	167	3	3'-0"	4'-8½"					
AF533	5	15'-2"	79	3	3'-0"	4'-3½"					
AF534	5	15'-9"	82	3	3'-0"	4'-7"					
AF535	5	15'-5"	80	3	3'-0"	4'-5"					
AF536	2	17'-1"	36	3	3'-2"	5'-1"					
AF537	2	14'-2"	30	3	3'-2"	3'-7½"					
AR801	4	28'-11"	309	STR							
AR802	4	27'-5"	293	STR							
AR803	20	28'-1"	1500	STR							
AR804	4	19'-9"	211	STR							
AR805	4	23'-11"	255	STR							
AR806	20	29'-0"	1549	STR							
AR807	4	19'-9"	211	STR							
AR808	4	8'-4"	89	46	8'-4"						
AR809	4	20'-7"	220	45	20'-7"						
TOTAL FORWARD ABUTMENT			11,840								

BAR BENDING DIAGRAMS



*REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

NOTES:

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, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

REVIEWED MSL | DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
DRAWN BFG | REVISED
DESIGNED BFG | CHECKED DMP

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REAR ABUTMENT - END DIAPHRAGMS											
SD401	118	12′-2″	959	2	4′-10″	2′-8″	4′-10″				
SD402	164	13′-5″	1469	2	4′-10″	3′-9″	4′-10″				
SD601	30	7′-3″	327	STR							
SD602	21	10′-3″	323	STR							
SD603	12	13′-0″	234	STR							
SD604	3	8′-11″	40	19	4′-10½″	3′-0¼″	2′-8¾″				
SD605	3	4′-4″	20	1	1′-6¼″	2′-11″					
SD606	3	5′-2″	23	11	10⅝″	2′-1⅛″	3′-0″				
SD670	5	12′-0″	90	STR							
SD671	3	8′-9″	39	STR							
SD672	40	29′-6″	1772	STR							
SD673	5	19′-0″	143	STR							
SD674	3	4′-7″	21	1	1′-9″	2′-11½″					
SD675	60	9′-2″	826	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-6″			
SD676	42	10′-8″	673	13	3′-9¾″	0′-7⅞″	0′-7⅞″	6′-0″			
SD677	6	9′-11″	89	13	3′-9¾″	0′-7⅞″	0′-7⅞″	5′-3″			
SD678	24	12′-0″	433	13	3′-9¾″	0′-7⅞″	0′-7⅞″	7′-4″			
SD679	3	8′-4″	38	13	3′-9¾″	0′-7⅞″	0′-7⅞″	3′-8″			
SD680	3	6′-5″	29	13	3′-9¾″	0′-7⅞″	0′-7⅞″	1′-9″			
SD681	3	7′-2″	32	13	3′-9¾″	0′-7⅞″	0′-7⅞″	2′-6″			
SD682	3	6′-3″	28	13	3′-9¾″	0′-7⅞″	0′-7⅞″	1′-6½″			
TOT. REAR ABUT. END DIAPHRAGMS			7608								

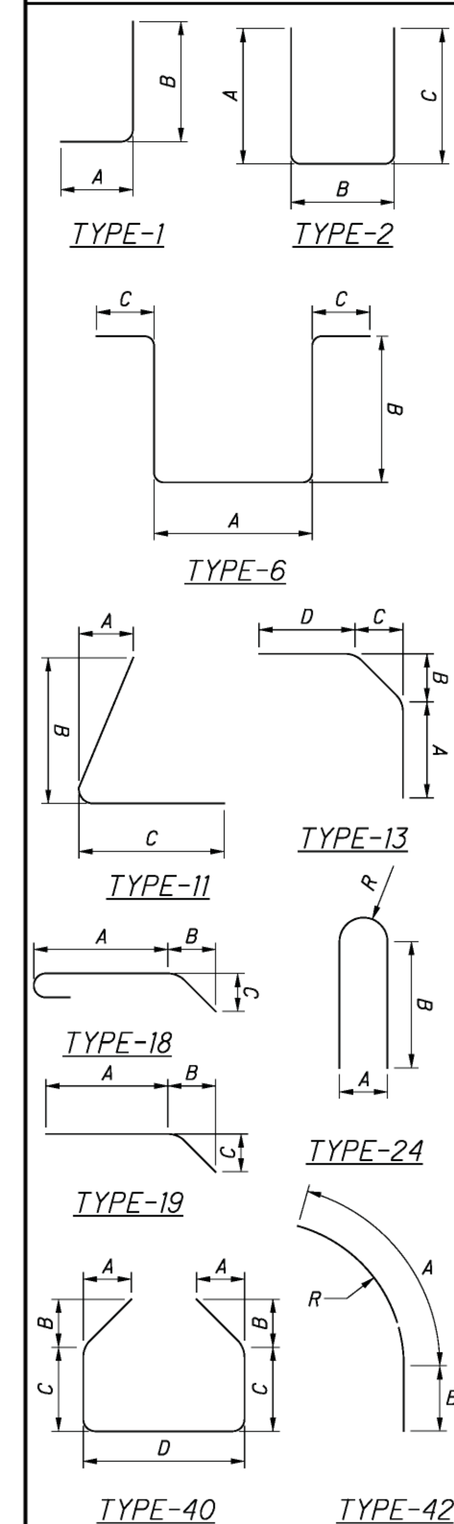
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT - DIAPHRAGMS											
SD501	123	6′-3″	802	2	2′-0″	2′-6″	2′-0″				
SD502	246	10′-1″	1294	2	3′-8″	3′-0″	3′-8″				
SD801	129	5′-5″	1866	18	4′-0″	1′-5″	1′-5″				
SD814	2	7′-10″	42	STR							
SD834	4	28′-11″	309	STR							
SD835	20	30′-3″	1615	STR							
SD836	4	19′-1″	204	STR							
SD837	1	15′-10″	42	13	1′-5¾″	0′-9¼″	0′-9¼″	1′-4¼″			
SD838	2	1′-4″	7	STR							
SD839	4	28′-11″	309	STR							
SD840	20	30′-3″	1615	STR							
SD841	4	19′-1″	204	STR							
SD842	3	28′-11″	232	STR							
SD843	15	30′-3″	1212	STR							
SD844	3	19′-1″	153	STR							
SD845	32	7′-2″	612	STR							
SD846	2	1′-4″	7	STR							
SD847	32	16′-11″	1445	13	1′-5¾″	0′-7½″	0′-7½″	4′-11″			
SD848	1	3′-7″	10	13	1′-5¾″	0′-9¼″	0′-9¼″	1′-1″			
SD849	2	2′-2″	12	STR							
SD850	1	4′-5″	12	13	1′-5¾″	0′-7½″	0′-7½″	2′-1″			
SD851	1	4′-4″	12	13	1′-5¾″	0′-6¾″	0′-6¾″	2′-1″			
SD852	4	24′-6″	262	STR							
SD853	12	6′-10″	219	13	1′-5¾″	0′-7¾″	0′-7¾″	4′-6½″			
SD854	2	7′-6″	40	13	1′-5¾″	0′-7″	0′-7″	5′-3″			
SD855	12	6′-8″	214	STR							
SD856	4	24′-6″	262	STR							
SD857	3	24′-6″	196	STR							
SD858	2	1′-7″	8	STR							
TOT. FORWARD ABUT. DIAPHRAGMS			13,214								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 1L-1R DIAPHRAGMS											
SD403	119	15′-9″	1252	6	3′-3″	5′-7″	0′-10″				
SD404	24	13′-1″	210	24	0′-4″	6′-1½″					
SD405	24	3′-8″	59	STR							
SD406	24	4′-5″	71	40	1′-4″	1′-4″	0′-10½″	1′-10″			
SD601	66	7′-3″	719	STR							
SD607	96	9′-2″	1322	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-5¾″			
SD608	8	8′-11″	107	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-3″			
SD609	72	9′-5″	1018	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-9″			
SD610	54	7′-10″	635	STR							
SD611	6	6′-10″	62	STR							
SD612	6	7′-4″	66	STR							
TOTAL PIER 1L-1R DIAPHRAGMS			5520								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 2L-2R DIAPHRAGMS											
SD404	24	13′-1″	210	24	0′-4″	6′-1½″					
SD405	24	3′-8″	59	STR							
SD406	24	4′-5″	71	40	1′-4″	1′-4″	0′-10½″	1′-10″			
SD408	21	13′-10″	194	42	1′-4″	5′-7″	0′-10″				
SD409	53	16′-1″	569	6	3′-7″	5′-7″	0′-10″				
SD417	54	15′-8″	565	6	3′-2″	5′-7″	0′-10″				
SD613	54	7′-9″	629	STR							
SD614	42	8′-11″	562	STR							
SD615	24	4′-1″	147	STR							
SD616	6	8′-3″	74	STR							
SD618	36	7′-8″	415	13	3′-9¾″	0′-7⅞″	0′-7⅞″	3′-0″			
SD635	10	9′-4″	140	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-7¼″			
SD636	6	7′-6″	68	STR							
SD682	72	9′-5″	1018	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-8¼″			
SD808	80	10′-8″	2278	13	3′-9¾″	0′-7⅞″	0′-7⅞″	5′-11⅞″			
TOTAL PIER 2L-2R DIAPHRAGMS			7000								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 3L-3R DIAPHRAGMS											
SD403	59	15′-9″	621	6	3′-3″	5′-7″	0′-10″				
SD404	22	13′-1″	192	24	0′-4″	6′-1½″					
SD405	22	3′-8″	54	STR							
SD406	22	4′-5″	65	40	1′-4″	1′-4″	0′-10½″	1′-10″			
SD410	79	16′-5″	866	6	3′-11″	5′-7″	0′-10″				
SD619	72	9′-6″	1027	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-9½″			
SD620	8	8′-11″	107	13	3′-9¾″	0′-7⅞″	0′-7⅞″	4′-2¾″			
SD621	54	7′-11″	642	STR							
SD622	6	6′-9″	61	STR							
SD623	6	9′-3″	83	STR							
SD624	54	10′-3″	831	STR							

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BFG	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 3L-3R DIAPHRAGMS (CONTINUED)											
SD810	90	11'-8"	2804	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-11¾"			
SD811	10	11'-2"	298	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5¾"			
TOTAL PIER 3L-3R DIAPHRAGMS			7,652								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 4L-4R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD411	113	16'-11"	1277	6	4'-5"	5'-7"	0'-10"				
SD412	110	17'-1"	1255	6	4'-7"	5'-7"	0'-10"				
SD625	6	13'-8"	123	STR							
SD626	12	14'-2"	255	STR							
SD627	42	13'-2"	831	STR							
SD628	60	13'-0"	1172	STR							
SD812	12	13'-6"	433	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-8"			
SD813	24	13'-7"	870	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-11¼"			
SD815	84	13'-2"	2953	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-5½"			
SD816	120	13'-1"	4192	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-4 7/16"			
TOTAL PIER 4L-4R DIAPHRAGMS			13,672								

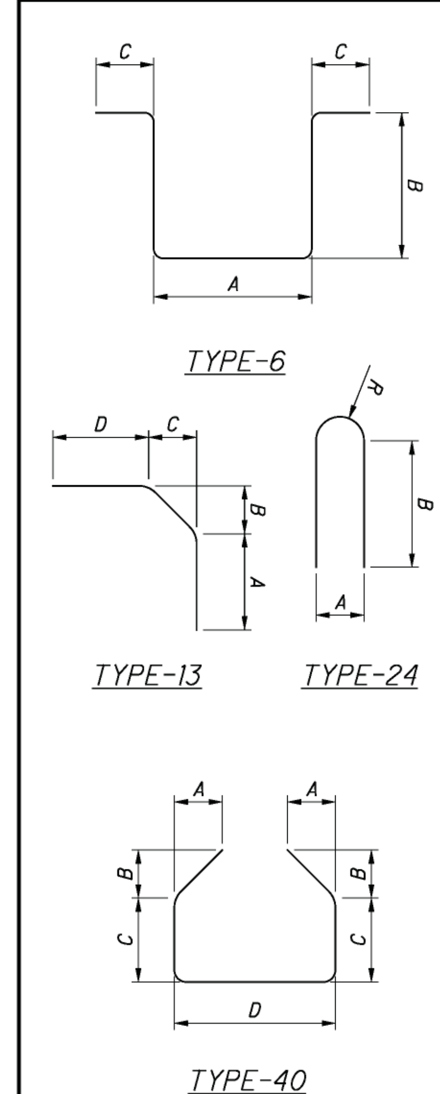
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 5L-5R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD411	97	16'-11"	1096	6	4'-5"	5'-7"	0'-10"				
SD419	92	16'-10"	1035	6	4'-4"	5'-7"	0'-10"				
SD629	18	11'-0"	297	STR							
SD630	42	11'-8"	736	STR							
SD631	6	10'-6"	95	STR							
SD632	36	11'-2"	604	STR							
SD633	6	10'-10"	98	STR							
SD634	12	11'-4"	204	STR							
SD817	36	12'-0"	1153	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-4½"			
SD818	84	12'-4"	2766	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-8"			
SD819	12	11'-9"	376	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-1¼"			
SD820	72	12'-1"	2323	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-5"			
SD821	12	11'-11"	382	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-3"			
SD822	24	12'-2"	780	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-6¼"			
TOTAL PIER 5L-5R DIAPHRAGMS			12,256								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 6L-6R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	101	16'-7"	1119	6	4'-1"	5'-7"	0'-10"				
SD637	108	9'-1½"	1480	STR							
SD638	6	9'-0"	81	STR							
SD639	6	9'-10"	89	STR							
SD809	180	11'-1"	5327	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5"			
SD823	6	11'-5"	183	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-9"			
SD824	6	11'-0"	176	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-4¼"			
TOTAL PIER 6L-6R DIAPHRAGMS			8,766								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 7L-7R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	99	16'-7"	1097	6	4'-1"	5'-7"	0'-10"				
SD637	54	9'-1½"	740	STR							
SD640	6	8'-9"	79	STR							
SD641	6	7'-10"	71	STR							
SD642	10	9'-6"	143	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-9½"			
SD643	54	8'-11"	723	STR							
SD809	90	11'-1"	2663	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5"			
SD825	90	11'-0"	2643	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-4"			
SD826	10	10'-11"	291	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3"			
TOTAL PIER 7L-7R DIAPHRAGMS			8761								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 8L-8R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	50	16'-7"	554	6	4'-1"	5'-7"	0'-10"				
SD418	49	10'-9"	352	6	3'-10"	5'-7"	0'-10"				
SD643	54	8'-11"	723	STR							
SD644	54	8'-9"	710	STR							
SD645	6	9'-3"	83	STR							
SD646	6	7'-1"	64	STR							
SD647	10	10'-0"	150	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-4½"			
SD825	90	11'-0"	2643	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3½"			
SD827	90	10'-11"	2623	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3"			
SD828	10	11'-1"	296	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5¼"			
TOTAL PIER 8L-8R DIAPHRAGMS			8510								

BAR BENDING DIAGRAMS



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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | CHECKED DMP | DRAWN BFG | REVISED | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 9L-9R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	45	16'-7"	498	6	4'-1"	5'-7"	0'-10"				
SD415	10	13'-11"	93	30	0'-8"	1'-8½"	5'-7"	5'-7"			
SD418	50	16'-4"	546	6	3'-10"	5'-7"	0'-10"				
SD643	42	8'-11"	562	STR							
SD644	54	8'-9"	710	STR							
SD648	6	8'-2"	74	STR							
SD649	3	10'-1"	45	STR							
SD650	6	4'-7"	41	STR							
SD651	4	7'-9"	47	13	3'-9¾"	0'-7⅞"	0'-7⅞"	3'-1"			
SD667	20	9'-2"	275	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6¼"			
SD683	12	7'-5"	134	STR							
SD825	70	11'-0"	2056	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3¾"			
SD827	90	10'-11"	2623	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-2½"			
SD829	10	10'-7"	283	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11¼"			
SD859	4	11'-7"	124	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-10½"			
TOTAL PIER 9L-9R DIAPHRAGMS		8,436									

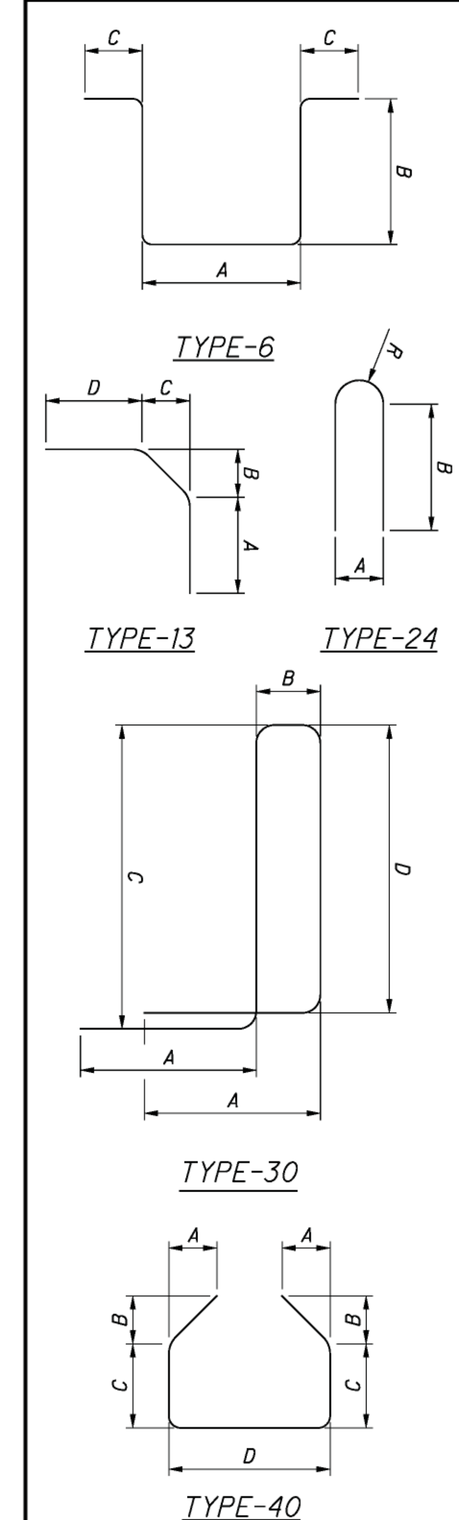
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 10L-10R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	55	16'-7"	609	6	4'-1"	5'-7"	0'-10"				
SD418	50	16'-4"	546	6	3'-10"	5'-7"	0'-10"				
SD653	120	8'-4½"	1510	STR							
SD654	6	8'-1"	73	STR							
SD830	200	10'-8"	5696	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-0"			
SD831	6	10'-6"	168	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-10½"			
TOTAL PIER 10L-10R DIAPHRAGMS		8,927									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 11L-11R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD418	105	16'-4"	1146	6	3'-10"	5'-7"	0'-10"				
SD655	6	8'-3"	74	STR							
SD656	120	8'-6"	1532	STR							
SD832	200	10'-9"	5741	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-1"			
SD833	6	10'-7"	170	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11½"			
TOTAL PIER 11L-11R DIAPHRAGMS		8,987									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
PIER 12L-12R DIAPHRAGMS											
SD413	177	9'-4"	1104	30	0'-8"	1'-2"	3'-7"	3'-7"			
SD416	110	14'-2"	1041	30	0'-8"	1'-8"	5'-9"	5'-9"			
SD657	30	7'-5"	334	STR							
SD658	20	9'-2"	275	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6"			
SD659	20	10'-8"	320	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11½"			
SD660	30	8'-4"	376	STR							
SD661	66	7'-6"	743	STR							
SD662	44	9'-2"	606	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6"			
SD663	36	6'-5"	347	STR							
SD664	96	8'-0"	1154	STR							
SD665	64	6'-8"	641	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-5½"			
SD666	4	6'-3"	38	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-0½"			
SD668	6	6'-2"	56	STR							
SD669	24	6'-4"	228	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-1¾"			
TOTAL PIER 12L-12R DIAPHRAGMS		7,262									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	A	B	C	D	E	R	INC
SUPERSTRUCTURE											
S401	30568	30'-0"	612583	STR							
	1 SER	12'-1"									
S402	OF	TO	580	STR							
	35	37'-6"									
	1 SER	3'-7"									
S403	OF	TO	733	STR							
	52	38'-7"									
	1 SER	3'-7"									
S404	OF	TO	453	STR							
	40	30'-0"									
	1 SER	24'-0"									
S405	OF	TO	181	STR							
	10	30'-0"									
	1 SER	10'-9"									
S406	OF	TO	476	STR							
	49	18'-4"									
	1 SER	18'-6"									
S407	OF	TO	156	STR							
	12	20'-3"									
	1 SER	20'-6"									
S408	OF	TO	703	STR							
	44	27'-4"									
	1 SER	27'-6"									
S409	OF	TO	327	STR							
	10	30'-0"									
	1 SER	10'-8"									
S410	OF	TO	1663	STR							
	122	30'-0"									
	1 SER	16'-5"									
S411	OF	TO	1315	STR							
	85	29'-11"									
	1 SER	2'-8"									
S412	OF	TO	143	STR							
	38	8'-7"									

BAR BENDING DIAGRAMS



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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BFG	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

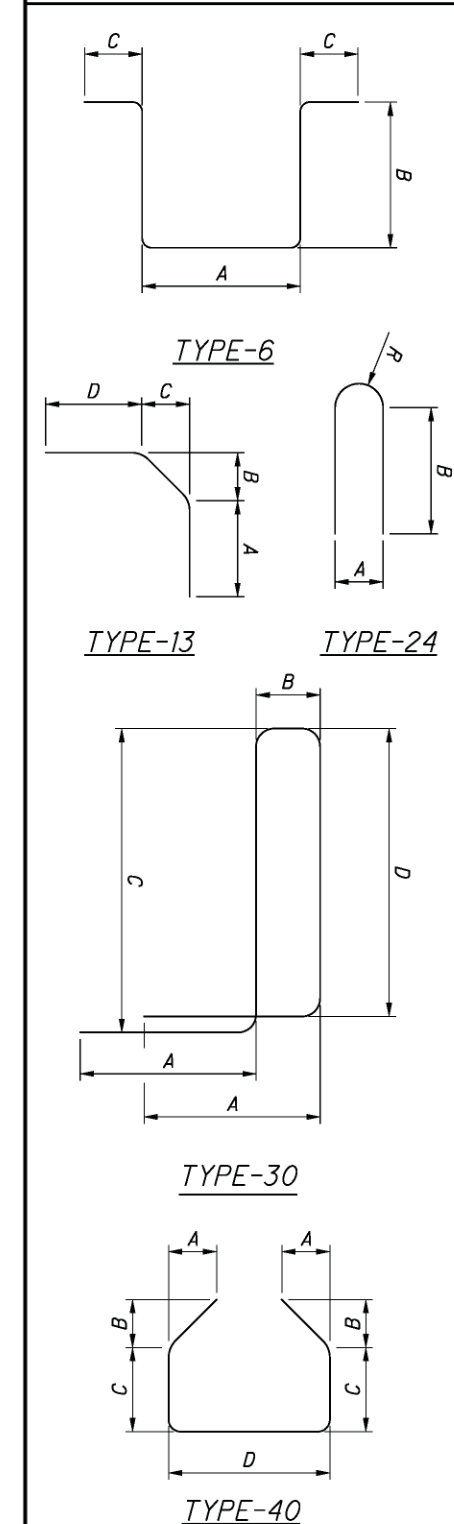
REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	1 SER	2'-10"									
S413	OF	TO	918	STR							
	84	29'-10"									
	1 SER	18'-7"									
S414	OF	TO	584	STR							
	36	29'-11"									
	1 SER	24'-1"									
S415	OF	TO	667	STR							
	37	29'-10"									
	1 SER	2'-7"									
S416	OF	TO	621	STR							
	93	17'-5"									
	1 SER	9'-3"									
S417	OF	TO	1705	STR							
	130	30'-0"									
	1 SER	16'-8"									
S418	OF	TO	1291	STR							
	83	29'-10"									
	1 SER	2'-7"									
S419	OF	TO	198	STR							
	47	10'-1"									
	1 SER	6'-3"									
S420	OF	TO	1010	STR							
	69	37'-6"									
	1 SER	9'-3"									
S421	OF	TO	891	STR							
	63	33'-1"									
	1 SER	6'-6"									
S422	OF	TO	1192	STR							
	84	36'-1"									
	1 SER	24'-0"									
S423	OF	TO	517	STR							
	27	33'-4"									
	1 SER	10'-10"									
S424	OF	TO	2619	STR							
	192	30'-1"									
	1 SER	10'-8"									
S425	OF	TO	2649	STR							
	195	30'-0"									
	1 SER	16'-5"									
S426	OF	TO	2190	STR							
	140	30'-5"									
	1 SER	3'-2"									
S427	OF	TO	214	STR							
	55	8'-7"									
	1 SER	6'-3"									
S428	OF	TO	1587	STR							
	132	29'-10"									
	1 SER	18'-7"									
S429	OF	TO	1355	STR							
	78	33'-5"									
	1 SER	24'-2"									
S430	OF	TO	1455	STR							
	78	31'-9"									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	1 SER	4'-6"									
S431	OF	TO	963	STR							
	132	17'-4"									
	1 SER	9'-3"									
S432	OF	TO	2838	STR							
	216	30'-0"									
	1 SER	16'-8"									
S433	OF	TO	2332	STR							
	148	30'-6"									
	1 SER	3'-3"									
S434	OF	TO	356	STR							
	80	10'-0"									
S435	24	21'-9"	349	STR							
S501	30050	30'-0"	940265	STR							
	2 SER	3'-7"									
S502	OF	TO	3929	STR							
	87	39'-9"									
	2 SER	13'-4"									
S503	OF	TO	3548	STR							
	64	39'-10"									
	2 SER	13'-5"									
S504	OF	TO	3560	STR							
	64	39'-11"									
S505	234	16'-2"	3946	STR							
S506	642	40'-0"	26784	STR							
S507	5180	36'-5"	196750	STR							
	2 SER	14'-4"									
S508	OF	TO	627	STR							
	12	35'-9"									
	2 SER	13'-11"									
S509	OF	TO	777	STR							
	14	39'-3"									
	2 SER	3'-10"									
S510	OF	TO	845	STR							
	12	38'-10"									
	2 SER	4'-11"									
S511	OF	TO	809	STR							
	18	38'-2"									
	2 SER	13'-3"									
S512	OF	TO	758	STR							
	14	38'-8"									
	2 SER	13'-9"									
S513	OF	TO	614	STR							
	12	35'-3"									
S514	262	38'-0"	10384	STR							
	2 SER	13'-7"									
S515	OF	TO	685	STR							
	13	36'-11"									
	2 SER	13'-2"									
S516	OF	TO	754	STR							
	14	38'6"									
	2 SER	5'-0"									
S517	OF	TO	808	STR							
	18	38'-1"									

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

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TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BFG	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

228/229

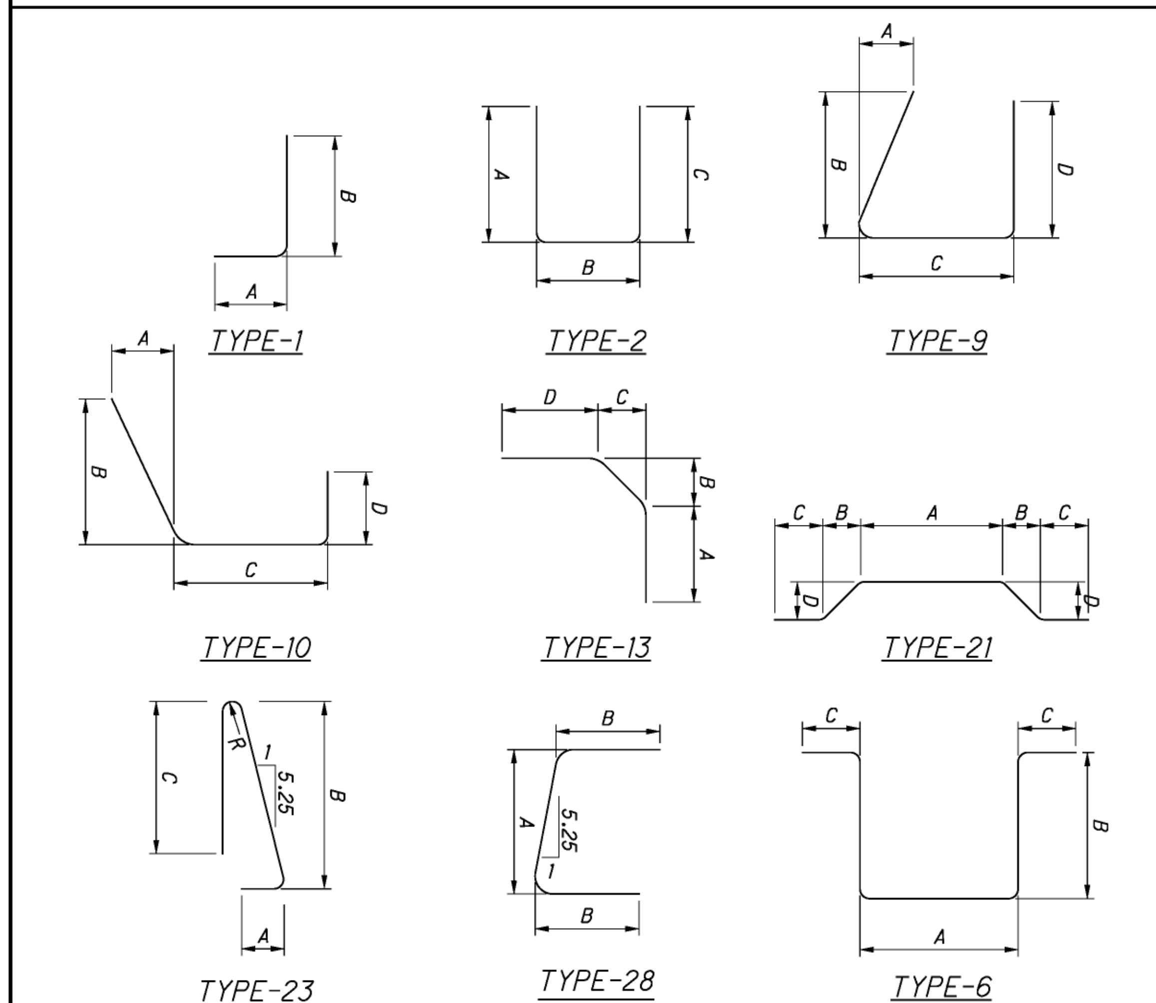
1475
1565

C:\caddlib\pw\jvargo2\pwgreat_lakes\dms10348\MOT075_7Nr1312.dgn 2/23/2012 4:49:01 PM jlvargo

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	2 SER	3′-3″									
S518	OF	TO	1757	STR							
	39	39′-10″									
	2 SER	14′-0″									
S519	OF	TO	1575	STR							
	28	39′-11″									
	2 SER	14′-1″									
S520	OF	TO	1182	STR							
	23	35′-2″									
S521	4592	35′-8″	170824	STR							
S522	1312	16′-5″	22465	STR							
	2 SER	14′-11″									
S523	OF	TO	722	STR							
	13	38′-3″									
	2 SER	14′-7″									
S524	OF	TO	794	STR							
	14	39′-10″									
	2 SER	4′-6″									
S525	OF	TO	871	STR							
	19	39′-5″									
	2 SER	5′-0″									
S526	OF	TO	808	STR							
	18	38′-1″									
	2 SER	13′-2″									
S527	OF	TO	754	STR							
	14	38′-5″									
	2 SER	13′-7″									
S528	OF	TO	765	STR							
	14	38′-10″									
	2 SER	10′-6″									
S529	OF	TO	838	STR							
	16	39′-8″									
	2 SER	10′-2″									
S530	OF	TO	690	STR							
	14	35′-5″									
	2 SER	13′-7″									
S531	OF	TO	690	STR							
	17	38′-10″									
S532	6	24′-5″	153	STR							
S533	6	21′-5″	134	STR							
S534	8	12′-5″	104	STR							
S535	22	21′-9″	499	STR							
S536	6	6′-4″	40	STR							
S537	8	10′-4″	86	STR							
S538	6368	4′-6″	29888	STR							
S539	3411	7′-3″	25793	23	1′-1″	3′-2″	3′-0″			3″	
S540	64	9′-0″	602	9	0′-6″	3′-2″	2′-9 1/4″	3′-2″			
S541	64	3′-6″	234	2	0′-7″	2′-5 1/4″	0′-7″				
S542	96	7′-0″	699	21	1′-4″	1′-5 1/2″	0′-6″	1′-3″			
S543	64	3′-3″	216	STR							
S544	112	6′-6″	754	STR							
S545	22	7′-8″	176	10	0′-11″	4′-10″	1′-0″	2′-0″			
S546	22	5′-6″	126	13	2′-11″	1′-6″	0′-4″	1′-2″			
S547	4	10′-7″	44	STR							
S548	456	22′-2″	10543	STR							
S549	72	6′-6″	488	6	3′-8″	0′-8″	1′-0″				
S550	40	9′-0″	375	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
S601	220	30′-0″	9913	STR							
S602	1	17′-1″	26	STR							
S603	1	22′-5″	34	STR							
S604	1	30′-10″	46	STR							
S605	3	22′-9″	103	STR							
S606	1	24′-9″	37	STR							
S607	1	28′-9″	43	STR							
S608	6368	4′-6″	43041	STR							
S609	6368	8′-7″	82097	9	8 1/4″	3′-7″	1′-3 1/2″	3′-9 1/2″			
S610	3411	3′-3″	16651	28	1′-4 3/4″	1′-0″					
S611	3411	2′-5″	12381	1	1′-1 1/4″	1′-4″					
S612	128	3′-3″	625	2	0′-9 1/2″	1′-9″	0′-9 1/2″				
S613	22	4′-4″	143	1	2′-3″	2′-3″					
S614	22	7′-5″	245	9	0′-7″	3′-0″	1′-8″	3′-0″			
S615	2	10′-7″	32	STR							
S616	28	10′-3″	431	STR							
S617	1050	22′-4″	35222	STR							
S701	16	4′-6″	147	STR							
S702	16	6′-6″	211	STR							
S801	12	1′-2″	37	STR							
S802	12	3′-6″	112	STR							
TOTAL SUPERSTRUCTURE			2320919								

BAR BENDING DIAGRAMS



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TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	CHECKED	DRAWN	REVISED	REVIEWED	DATE
BFG	DMP	BFG		MSL	03/01/12

STRUCTURE FILE NUMBER
5707994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

RIGHT OF WAY LEGEND SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO

CITY OF DAYTON

Sec. 27, 28 & 33, T.2, R.6 E.

Sec. 9 & 10, T.1, R.7, M.Rs.

& Great Miami River

UTILITY OWNERS

TELEPHONE:
AT&T OHIO
3233 WOODMAN DR. RM. 225
DAYTON, OH 45420
SHAWN JENKINS
(937) 296-3630

WATER:
CITY OF DAYTON
DEPARTMENT OF WATER
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

ELECTRIC:
DAYTON POWER AND LIGHT
1900 DRYDEN RD.
DAYTON, OH 45439
JOHN KENTON
(937) 331-4132

STREET LIGHTS:
CITY OF DAYTON STREET LIGHTS
1736 E. MONUMENT AVE.
DAYTON, OH 45402
DANIEL WHALLON
(937) 333-3850

CABLE:
TIME WARNER CABLE SOUTHWEST OHIO
3691 TURNER RD.
DAYTON, OH 45415
TIM KUSS
(937) 425-8850

CABLE:
TIME WARNER TELECOM
2 PRESTIGE PL. STE 440
MIAMISBURG, OH 45342
WALTER TRACY
(937) 425-8247

MIAMI CONSERVANCY DISTRICT
38 E. MONUMENT AVE.
DAYTON, OH 45402
KURT RINEHART
(937) 223-1271

STREET LIGHTING:
OHIO DEPT. OF TRANS.
1001 ST. MARYS AVE.
SIDNEY, OH 45365
RALPH VANKIRK
(937) 497-6834

TRAFFIC CONTROL:
CITY OF DAYTON
DEPARTMENT OF PUBLIC WORKS
PO BOX 22
DAYTON, OH 45401
JOHN ZELINSKI
(937) 333-4087

GAS:
VECTREN ENERGY DELIVERY
6500 CLYO RD.
CENTERVILLE, OH 45459
DON SPECHT
(937) 440-1965

GREATER DAYTON RTA
600 LONGWORTH ST.
DAYTON, OH 45402
GARY ROBINSON
(937) 425-8536

TELEPHONE:
MCI NETWORK SERVICES, INC.
2400 N. GLENVILLE
RICHARDSON, TX 75082
JOHN BACHELDER
(972) 729-6016

SINCLAIR COMMUNITY COLLEGE
444 W. 3RD ST.
DAYTON, OH 45402
LIZ VERZI
(937) 512-3048

SANITARY SEWER:
CITY OF DAYTON
320 W. MONUMENT AVE.
DAYTON, OH 45402
SCOTT HOLMES
(937) 333-3737

STREET LIGHTING:
MIAMI VALLEY LIGHTING
BDA BPL ENERGY
1065 WOODMAN DR.
DAYTON, OH 45432
THEODORE VALLEY
(937) 259-7866
NOTE: NOT MEMBER OF OUPS. CONTACT FOR LOCATING FACILITIES IS LYNN HARBUT, (937) 259-7858

NOTES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.

INDEX OF SHEETS:

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

CONVENTIONAL SYMBOLS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (Ex) (Pr)
Center Line
Right of Way (Ex) Ex R/W
Right of Way (Pr) R/W
Standard Highway Ease.(Ex) Ex SH
Temporary Right of Way TMP
Channel Ease. (Pr) CH
Utility Ease. (Ex) Ex U
Railroad or
Guardrail (Ex) (Pr)
Construction Limits
Edge of Pavement (Ex)
Edge of Pavement (Pr)
Edge of Shoulder (Ex)
Edge of Shoulder (Pr)
Area to be Vacated

Ditch / Creek (Ex)
Ditch / Creek (Pr)
Tree Line (Ex)
Ownership Hook Symbol , Example
Property Line Symbol , Example
Break Line Symbol , Example
Tree (Pr) , Tree (Ex) , Shrub (Ex)
Tree (Remove) , Shrub (Remove)
Evergreen (Ex) , Stump
Evergreen (Remove) , Stump (Remove)
Wetland (Pr) , Grass (Pr) , Aerial Target
Post (Ex) , Mailbox (Ex) , Mailbox (Pr)
Light (Ex) , Telephone Marker (Ex) TEL
Fire Hydrant (Ex) , Water Meter (Ex)
Water Valve (Ex) , Utility Valve Unknown (Ex.)
Telephone Pole (Ex) , Power Pole (Ex)
Light Pole (Ex)
Lot Line or
Division Line or
Encroachment
DND= Do Not Disturb

PROJECT DESCRIPTION

RECONSTRUCTION OF 0.91 MILES OF URBAN INTERSTATE PN I-75. THE PROJECT INCLUDES THE RECONFIGURATION OF THE SERVICE INTERCHANGES IN DOWNTOWN DAYTON INTO THE FOLLOWING STRUCTURES; I-75 OVER FIRST, SECOND, THIRD ST, AND ROBERT DRIVE; RAMP C5 OVER RAMP C1, SECOND ST, AND ROBERT DR; RAMP C4 OVER ROBERT DR, SALEM AVE, AND FIRST ST; AND TWO I-75 STRUCTURES OVER THE GREAT MIAMI RIVER

PROJECT CONTROL

STATE PLANE GRID OHIO SOUTH NAD 83 (1995)
PROJECT ADJUSTMENT FACTOR 1.000071425

PLANS PREPARED BY:

FIRM NAME : LJB INC.

PLANS PREPARED BY: HARRY G. HERBST III

FIELD REVIEW BY:

DATE COMPLETED:

OWNERSHIP VERIFIED BY:

DATE COMPLETED:

DATE COMPLETED:

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.

LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = WARRANTY DEED
BS = BILL OF SALE
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
LA = LIMITED ACCESS EASEMENT
T = TEMPORARY EASEMENT
S = SEWER EASEMENT
FL = FLOW EASEMENT
U = UTILITY EASEMENT
A = AERIAL EASEMENT
V = IN NAME OF ANOTHER STATE AGENCY, LPA, ETC.

I, Harry G. Herbst III , P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation in September, 2006 . The results of that survey are contained herein.

The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates system NAD 83, South Zone using the 1995 adjustment
The Project Adjustment Factor used for this project is 1.000071425.

As a part of this project I have reestablished the locations of the existing property lines and the existing centerline of Right of Way for property takes contained herein.

As a part of this project I have established the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as prepared the legal descriptions necessary to acquire the parcels as shown herein.

As a part of this work I have set the monuments at the proposed Property corners, Section Corners and other points as shown herein. However, Item 604 Monument Assemblies, Item 604 Reference Monuments and Centerline Monuments shall be installed by the construction contractor as specified in the plans. All Centerline Monuments, and Right of Way Monuments set and/or reset by the contractor's surveyor will include a cap as per Standard Construction Drawing RM-1.1 and bear the surveyor's Ohio registration number and/or name or company name. This work will be done in accordance with OAC 4733-37 as cited below.

All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "A Minimum Standards for Boundary Surveys in the State of Ohio" unless noted.

The words I and my as used herein are to mean either myself or someone working under my direct supervision.

Harry G. Herbst III , Professional Land Surveyor #6596 Date:

SURVEYORS SEAL

STATE OF OHIO
HARRY G. HERBST III
S-6596
REGISTERED PROFESSIONAL SURVEYOR

SIGNED:
DATE:

FEDERAL PROJECT NO. E040544

PID NO. 77247

CALCULATED HGH CHECKED AJS

RIGHT OF WAY LEGEND SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RL401.dgn 27-FEB-2012 11:58AM rgreenland

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec.33, T.2, R.6 E.
Sec. 9 & 10, T.1, R.7, M.Rs.
& Great Miami River

I.R. 75
P.I. STA. 284+69.05
Δ = 25° 34′ 45″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 867.09′
L = 1,705.27′
E = 97.18′
emax = 0.037

S ROBERT DR SB
P.I.= Sta. 24+38.01
D = 18° 27′ 11″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 232.68′
L = 461.33′
E = 18.78′
C = 459.34′
C.B. = N 32° 48′ 16″ W
emax = NC
PC Sta. 22+05.33
PT Sta. 26+66.66

S ROBERT DR SB
P.I.= Sta. 28+46.16
D = 14° 27′ 17″ (RT)
Dc = 6° 00′ 00″
R = 954.93′
T = 121.10′
L = 240.91′
E = 7.65′
C = 240.27′
C.B. = N 16° 21′ 01″ W
emax = NC
PC Sta. 27+25.07
PT Sta. 29+65.98

S ROBERT DR NB
P.I.= Sta. 45+06.46
D = 69° 07′ 41″ (RT)
Dc = 21° 00′ 00″
R = 272.84′
T = 187.97′
L = 329.18′
E = 58.48′
C = 309.58′
C.B. = N 7° 28′ 01″ W
emax = 0.021
PC Sta. 43+18.50
PT Sta. 46+47.68

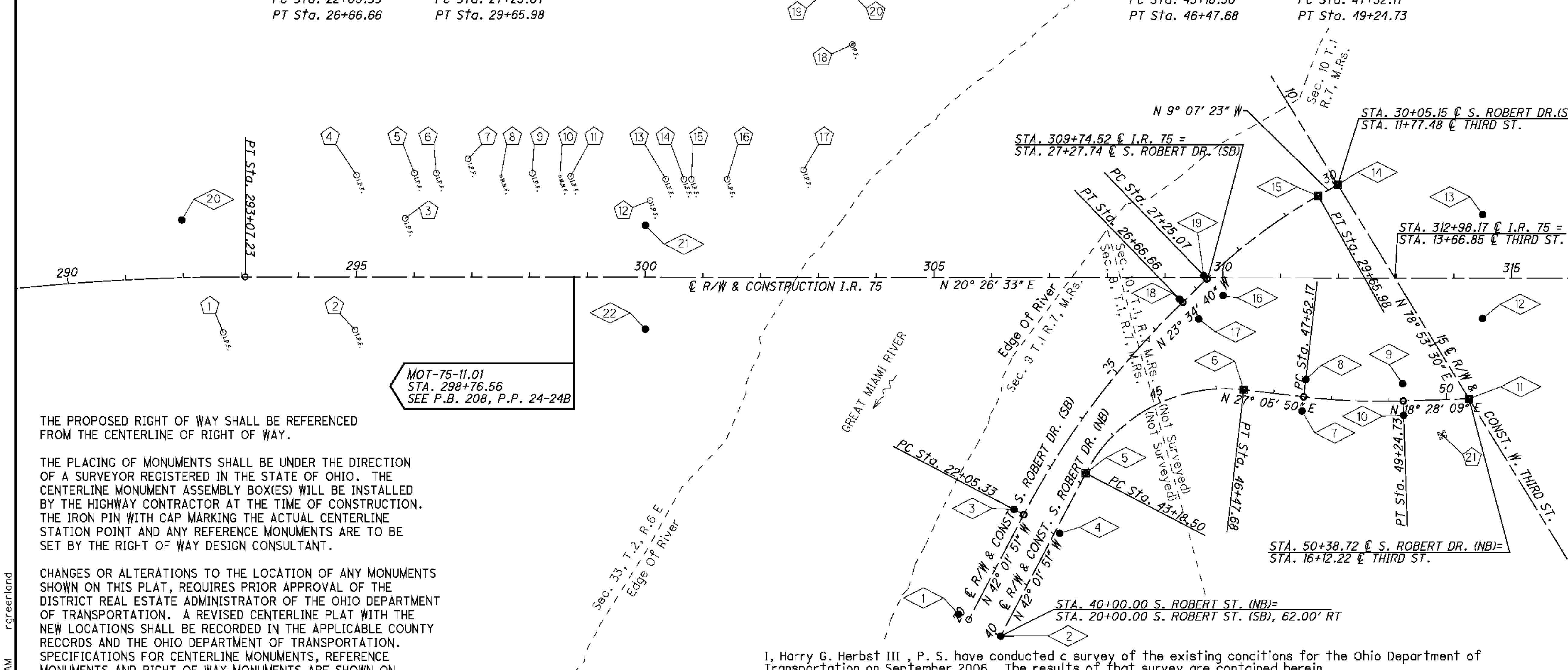
S ROBERT DR NB
P.I.= Sta. 48+38.62
D = 8° 37′ 41″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 86.44′
L = 172.56′
E = 3.26′
C = 172.40′
C.B. = N 22° 47′ 00″ E
emax = NC
PC Sta. 47+52.17
PT Sta. 49+24.73

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING THE DOCUMENTS LISTED ON SHEET 4/89

FOR EXISTING MONUMENT TABLE SEE SHEET 5/89

FOR PROPOSED MONUMENT TABLE SEE SHEET 6/89

ORIGINAL SCALE 1″=100′
0 50 100 200
HORIZONTAL SCALE IN FEET



THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

THE PLACING OF MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE CENTERLINE MONUMENT ASSEMBLY BOX(ES) WILL BE INSTALLED BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN WITH CAP MARKING THE ACTUAL CENTERLINE STATION POINT AND ANY REFERENCE MONUMENTS ARE TO BE SET BY THE RIGHT OF WAY DESIGN CONSULTANT.

CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN ON THIS PLAT, REQUIRES PRIOR APPROVAL OF THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1 OF THE OHIO DEPARTMENT OF TRANSPORTATION.

BASIS FOR BEARINGS:

BEARINGS ARE BASED UPON THE CENTERLINE OF INTERSTATE 75 AS ESTABLISHED ON THE CENTERLINE PLATS OF MOT-75-11.01 AS RECORDED IN PLAT BOOK 208, PAGE 24 AND MOT-75-13.11 AS RECORDED IN PLAT BOOK 206, PAGE 1, THE BEARING OF SAID CENTERLINE BEING NORTH 20° 26′ 33″ EAST FROM PT STATION 293+07.23 TO PC STATION 333+89.44.
ALL BEARINGS SHOWN ARE FOR PROJECT USE ONLY.
NAD 83,(95) NAVD 88.
PROPOSED CENTERLINES BASED UPON DESIGN GEOMETRICS

RECEIVED 1/06, 20 11
RECORDED 1/06, 20 11
BOOK 215 PAGE 35
COUNTY RECORDER

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- I.P.F. 5/8″, 3/4″, 1″ IRON PIN FOUND
- I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. 3/4″ IRON PIN IRON PIN SET WITH (2″ AL. CAP, "ODOT R/W-LJB INC")
- I.P.F. IRON PIPE FOUND
- I.P.S. 3/4″ IRON PIPE SET
- P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET
- M.N.F. MAG NAIL FOUND
- M.N.S. MAG NAIL SET
- × CROSS NOTCH FOUND

FOR EXISTING MONUMENTATION DATA SEE SHEET 5/89

I, Harry G. Herbst III , P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on September 2006. The results of that survey are contained herein.

The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates system NAD 83, South Zone using the 1995 adjustment
The Project Adjustment Factor used for this project is 1.000071425.

As a part of this project I have reestablished the locations of the existing property lines and the existing centerline of Right of Way for property takes contained herein.

As a part of this project I have established the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as prepared the legal descriptions necessary to acquire the parcels as shown herein.

As a part of this work I have set the monuments at the proposed Property corners, Section Corners and other points as shown herein. However, Item 604 Monument Assemblies, Item 604 Reference Monuments and Centerline Monuments shall be installed by the construction contractor as specified in the plans. All Centerline Monuments, and Right of Way Monuments set and/or reset by the contractor's surveyor will include a cap as per Standard Construction Drawing RM-1.1 and bear the surveyor's Ohio registration number and/or name or company name. This work will be done in accordance with OAC 4733-37 as cited below.

All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "A Minimum Standards for Boundary Surveys in the State of Ohio" unless noted.

The words I and my as used herein are to mean either myself or someone working under my direct supervision.

HARRY G. HERBST III , Professional Land Surveyor #6596   PREPARED BY LJB   Date:

SHEET 1/5
SURVEYORS SEAL
STATE OF OHIO HARRY G. HERBST III S-6596 REGISTERED PROFESSIONAL SURVEYOR
SIGNED:
DATE:

PID NO. 77247
R/W DESIGNER HGH
R/W REVIEWER AJS

CENTERLINE PLAT

MOT-75-12.00

2 / 89

1478 / 1565

P_PWP:dms17580\77247RC401.dgn 27-FEB-2012 11:58AM rgreenland

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
Sec.10, T.1, R.7, M.Rs.
& Great Miami River

FIRST ST
P.I.= Sta. 106+20.86
Δ = 65° 26′ 42″ (LT)
Dc = 12° 00′ 00″
R = 477.46′
T = 306.79′
L = 545.38′
E = 90.07′
C = 516.21′
C.B. = S 87° 46′ 56″ E

FIRST ST
P.I.= Sta. 110+86.35
Δ = 19° 38′ 48″ (RT)
Dc = 12° 00′ 00″
R = 477.46′
T = 82.67′
L = 163.72′
E = 7.10′
C = 162.92′
C.B. = N 69° 19′ 07″ E

MONUMENT AVE.
P.I.= Sta. 19+53.03
Δ = 41° 31′ 51″ (RT)
Dc = 11° 45′ 00″
R = 487.62′
T = 184.89′
L = 353.45′
E = 31.68′
C = 345.76′
C.B. = S 81° 26′ 54″ E

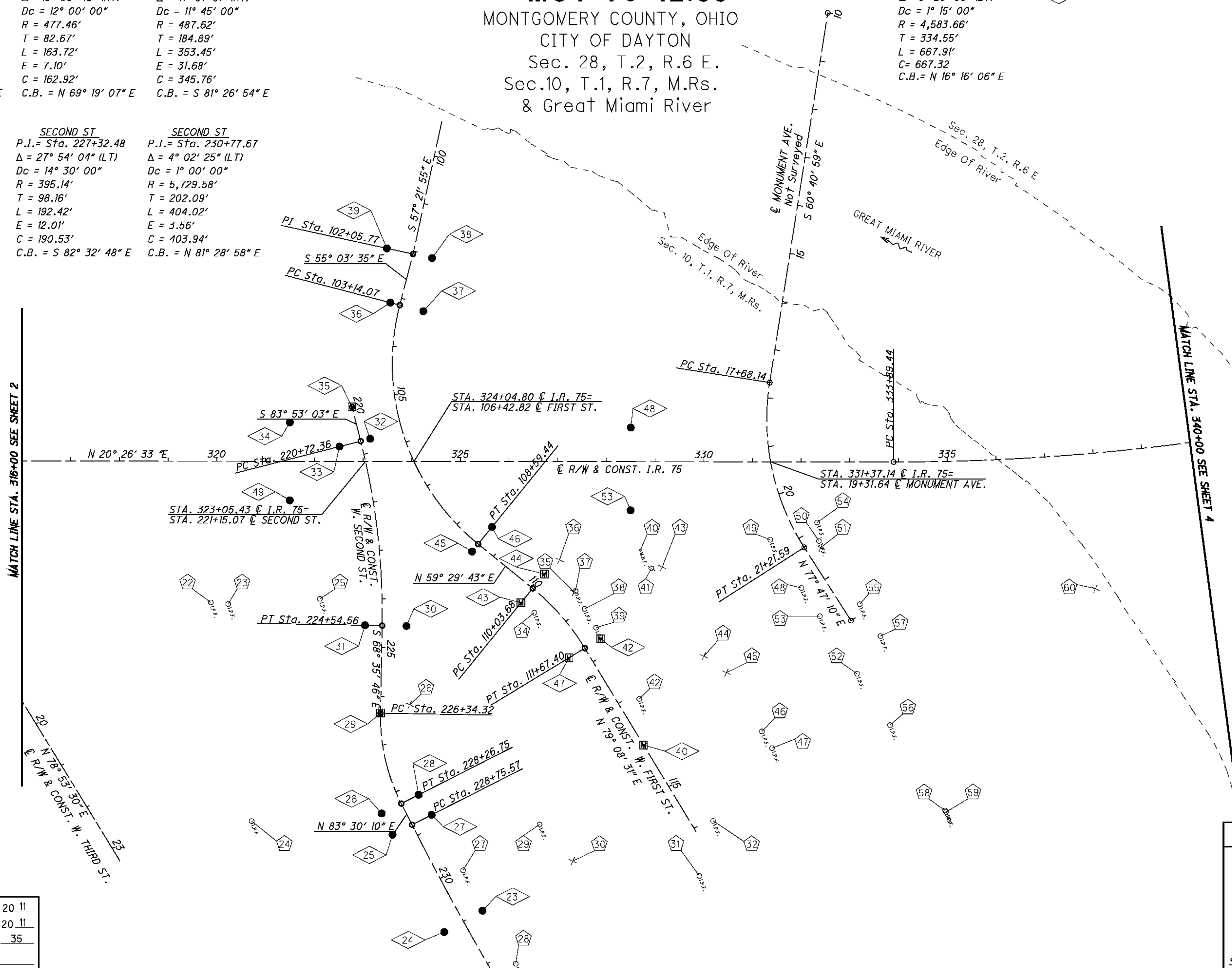
SECOND ST
P.I.= Sta. 222+64.60
Δ = 15° 17′ 17″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 192.24′
L = 382.20′
E = 12.84′
C = 381.07′
C.B. = S 76° 14′ 25″ E

SECOND ST
P.I.= Sta. 227+32.48
Δ = 27° 54′ 04″ (LT)
Dc = 14° 30′ 00″
R = 395.14′
T = 98.16′
L = 192.42′
E = 12.01′
C = 190.53′
C.B. = S 82° 32′ 48″ E

SECOND ST
P.I.= Sta. 230+77.67
Δ = 4° 02′ 25″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 202.09′
L = 404.02′
E = 3.56′
C = 403.94′
C.B. = N 81° 28′ 58″ E

I.R. 75
P.I. STA. 337+23.99
Δ = 8° 20′ 56″ (LT)
Dc = 1° 15′ 00″
R = 4,583.66′
T = 334.55′
L = 667.91′
C= 667.32
C.B.= N 16° 16′ 06″ E

FOR EXISTING MONUMENT TABLE SEE SHEET 5/89
FOR PROPOSED MONUMENT TABLE SEE SHEET 6/89



ORIGINAL SCALE 1″=100′
HORIZONTAL SCALE IN FEET
0 50 100 200

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

CENTERLINE PLAT

MOT-75-12.00

3 / 89

1479 / 1565

SHEET 2/5

SURVEYORS SEAL

STATE OF OHIO ★ HARRY C. HERBST III S-6596 ★ REGISTERED PROFESSIONAL SURVEYOR

SIGNED:
DATE:

RECEIVED 1/06 , 20 11	
RECORDED 1/06 , 20 11	
BOOK 215	PAGE 35
COUNTY RECORDER	

IP_PWP:dms17580\77247RC402.dgn 27-FEB-2012 11:58AM rgreenland

MOT-75-12.00

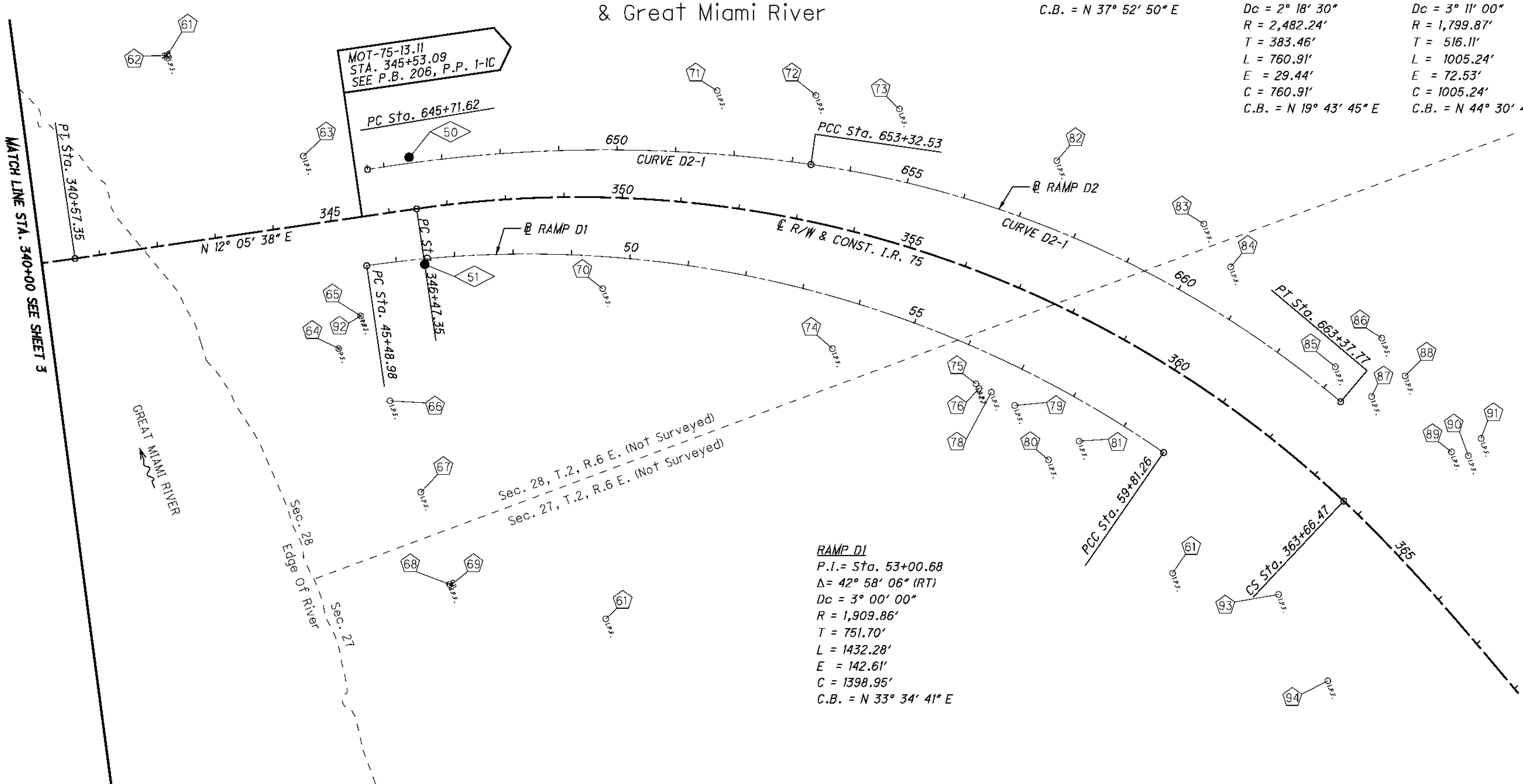
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.
Sec.10, T.1, R.7, M.Rs.
& Great Miami River

I.R. 75
P.I. STA. 355+70.07
Δ = 51° 34′ 25″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
Δc = 51° 34′ 25″ (RT)
Lc = 1,719.12′
E = 211.22′
C = 1661.67′
C.B. = N 37° 52′ 50″ E

FOR EXISTING MONUMENT TABLE SEE SHEET 5/89
FOR PROPOSED MONUMENT TABLE SEE SHEET 6/89

RAMP D2-1
P.I.= Sta. 649+55.08
Δ= 17° 33′ 48″ (RT)
Dc = 2° 18′ 30″
R = 2,482.24′
T = 383.46′
L = 760.91′
E = 29.44′
C = 760.91′
C.B. = N 19° 43′ 45″ E

RAMP D2-2
P.I.= Sta. 658+48.63
Δ= 32° 00′ 01″ (RT)
Dc = 3° 11′ 00″
R = 1,799.87′
T = 516.11′
L = 1005.24′
E = 72.53′
C = 1005.24′
C.B. = N 44° 30′ 42″ E



Sec. 10, T.1, R.7, M.Rs.
Edge Of River

ROAD RECORDS ON FILE AT THE COUNTY ENGINEER'S OFFICE
2-M-30

SURVEY RECORDS ON FILE AT THE COUNTY ENGINEER'S OFFICE
84-15
94-45 THRESHER VACATION

R/W PLANS ON FILE AT THE ODOT DISTRICT OFFICES
MOT-25-10.41
MOT-25-11.90
MOT-25-12.24
MOT-25-12.49
MOT-25-12.79
MOT-75-11.01
MOT-75-13.11

PLATS ON FILE AT THE MONTGOMERY COUNTY RECORDERS OFFICE

P.B. A, P. 125	P.B. 79, P. 29	D.B. E2, P. 246
P.B. A, P. 151	P.B. 83, P. 31-33	D.B. E2, P. 571
P.B. A, P. 260	P.B. 84, P. 46	D.B. G2, P. 127
P.B. B, P. 52	P.B. 84, P. 9	D.B. K2, P. 14
P.B. B, P. 63	P.B. 86, P. 16	D.B. K2, P. 626
P.B. B, P. 111	P.B. 86, P. 21	D.B. M2, P. 163
P.B. B, P. 175	P.B. 90, P. 122	D.B. O2, P. 109
P.B. 2, P. 93	P.B. 95, P. 31	P.B. 206, P. 1-1c
P.B. 2, P. 113	P.B. 131, P. 54	P.B. 207, P. 20
P.B. 3, P. 56	P.B. 135, P. 28	P.B. 208, P. 24-24b
P.B. 3 P. 59	P.B. 144, P. 21	D.B. 209, P. 7
P.B. 4, P. 6	P.B. 144, P. 32	P.B. 210, P. 30
P.B. 8, P. 49	P.B. 146, P. 43	
P.B. 76, P. 18	P.B. 156, P. 19	
P.B. 79, P. 11	P.B. 197 P. 21	
P.B. 79, P. 12	P.B. 204, P. 31	

RECEIVED 1/06, 20 11
RECORDED 1/06, 20 11
BOOK 215 PAGE 35
COUNTY RECORDER

SHEET 3/5
SURVEYORS SEAL
STATE OF OHIO HARRY G. HERBST III S-6596 REGISTERED PROFESSIONAL SURVEYOR
SIGNED:
DATE:

ORIGINAL SCALE 1"=100'
0 50 100 200
HORIZONTAL SCALE IN FEET
PID NO. 77247
R/W DESIGNER HGH
R/W REVIEWER AJS
CENTERLINE PLAT
MOT-75-12.00
4 / 89
1480 / 1565

IP_PWP:dms17580\77247RC403.dgn 27-FEB-2012 11:58AM rgreenland

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27, 28 & 33, T.2, R.6 E.
Sec. 9 & 10, T.1, R.7, M.Rs.
& Great Miami River

EXISTING MONUMENT TABLE

POINT NO.	LJB POINT NO.	DESCRIPTION	CENTERLINE	STATION	SIDE	OFFSET	PROJECT COORDINATES	
							NORTHING	EASTING
3	S1184	5/8" IRON PIN FOUND BENT	I.R. 75	295+83.82	LT.	101.60	643208.2330	1489301.1900
4	S1159	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	294+99.86	LT.	176.38	643155.6840	1489201.7950
5	S1175	3/4" IRON PIN FOUND w ODOT CAP	I.R. 75	296+00.00	LT.	180.04	643250.7900	1489233.3370
6	S1160	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	296+37.85	LT.	180.01	643286.2530	1489246.5890
7	S300	5/8" IRON PIN FOUND	I.R. 75	296+92.63	LT.	204.75	643346.2180	1489242.5350
8	S1162	MAG NAIL FOUND	I.R. 75	297+49.97	LT.	175.01	643389.5600	1489290.4320
9	S1163	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	298+04.22	LT.	179.97	643442.1260	1489304.7370
10	S1164	MAG NAIL FOUND	I.R. 75	298+51.89	LT.	174.90	643485.0210	1489326.1310
11	S1165	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	298+70.36	LT.	174.91	643502.3330	1489332.5730
12	S1116	5/8" IRON PIN FOUND	I.R. 75	300+08.11	LT.	133.01	643616.7800	1489419.9490
13	S1166	3/4" IRON PIN FOUND w ODOT CAP STAMPED "5757"	I.R. 75	300+35.23	LT.	170.00	643655.1080	1489394.7580
14	S1167	3/4" IRON PIN FOUND w ODOT CAP STAMPED "5757"	I.R. 75	300+66.55	LT.	169.99	643684.4520	1489405.7070
15	S1168	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	300+79.46	LT.	169.98	643696.5510	1489410.2240
16	S1170	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7819"	I.R. 75	301+41.63	LT.	169.86	643754.7580	1489432.0480
17	S1061	5/8" IRON PIN FOUND	I.R. 75	302+73.73	LT.	186.56	643884.3690	1489462.5390
18	S1045	3/4" IRON PIPE FOUND	I.R. 75	303+58.08	LT.	403.53	644039.1910	1489288.7040
19	S1046	MONUMENT BOX FOUND (COULD NOT OPEN)	I.R. 75	303+05.85	LT.	491.02	644020.8110	1489188.4770
20	S1047	3/4" IRON PIPE FOUND	I.R. 75	303+39.70	LT.	510.54	644059.3430	1489182.0050
21	S1023	MONUMENT BOX FOUND (COULD NOT OPEN)	I.R. 75	313+80.37	RT.	271.77	644761.2410	1490278.5250
22	S1018	5/8" IRON PIN FOUND	I.R. 75	319+88.06	RT.	289.77	645324.3690	1490507.6340
23	S1017	5/8" IRON PIN FOUND	I.R. 75	320+23.67	RT.	292.99	645356.6140	1490523.0980
24	S1030	5/8" IRON PIN FOUND	I.R. 75	320+72.51	RT.	738.68	645246.7140	1490957.7750
25	S1016	5/8" IRON PIN FOUND	I.R. 75	322+12.08	RT.	282.27	645536.9060	1490578.8500
26	S1019	CROSS-CUT FOUND	I.R. 75	323+96.83	RT.	499.44	645634.1620	1490846.8700
27	S1022	5/8" IRON PIN FOUND	I.R. 75	325+06.71	RT.	839.03	645618.5150	1491203.4550
28	S1015	5/8" IRON PIN FOUND	I.R. 75	326+14.84	RT.	1030.67	645652.9060	1491420.7960
29	S1020	5/8" IRON PIN FOUND	I.R. 75	326+63.41	RT.	745.04	645798.1780	1491170.1160
30	S1021	CROSS-CUT FOUND	I.R. 75	327+31.74	RT.	820.00	645836.0240	1491264.2190
31	S1042	5/8" IRON PIN FOUND	I.R. 75	329+91.75	RT.	850.29	646069.0790	1491383.4200
32	S1038	5/8" IRON PIN FOUND	I.R. 75	330+19.73	RT.	737.01	646134.8630	1491287.0430
34	S1014	5/8" IRON PIN FOUND	I.R. 75	326+52.36	RT.	310.16	645939.7150	1490758.7650
35	S1011	CROSS-CUT FOUND	I.R. 75	327+34.09	RT.	267.32	646031.2530	1490747.1670
36	S1013	CROSS-CUT FOUND	I.R. 75	327+03.76	RT.	201.69	646025.7570	1490675.0760
37	S1010	5/8" IRON PIN FOUND	I.R. 75	327+37.04	RT.	265.54	646034.6390	1490746.5300
38	S1009	5/8" IRON PIN FOUND	I.R. 75	327+55.68	RT.	302.20	646039.3060	1490787.3890
39	S1040	5/8" IRON PIN FOUND	I.R. 75	327+79.01	RT.	340.75	646047.6960	1490831.6640
40	S1007	MAG NAIL FOUND	I.R. 75	328+70.00	RT.	181.71	646188.5120	1490714.4180
41	S1008	RAILROAD SPIKE FOUND	I.R. 75	328+92.66	RT.	218.81	646196.7800	1490757.0980
42	S1039	5/8" IRON PIN FOUND	I.R. 75	328+67.84	RT.	487.19	646079.7900	1490999.9010
43	S1062	CROSS-CUT FOUND	I.R. 75	329+14.76	RT.	216.19	646218.4100	1490762.3600
44	S1035	CROSS-CUT FOUND	I.R. 75	330+00.57	RT.	399.29	646234.8600	1490963.9010
45	S1064	CROSS-CUT FOUND	I.R. 75	330+46.85	RT.	433.04	646266.4400	1491011.6900
46	S1036	5/8" IRON PIN FOUND	I.R. 75	331+19.91	RT.	553.44	646292.8430	1491150.0230
47	S1037	5/8" IRON PIN FOUND	I.R. 75	331+40.76	RT.	587.59	646300.4540	1491189.3050
48	S1006	5/8" IRON PIN FOUND	I.R. 75	332+00.61	RT.	258.93	646471.3310	1490902.2510
49	S1065	5/8" IRON PIN FOUND	I.R. 75	331+36.57	RT.	159.85	646445.9300	1490787.0400
50	S1001	5/8" IRON PIN FOUND	I.R. 75	332+36.59	RT.	162.35	646538.7730	1490824.3140
52	S1004	5/8" IRON PIN FOUND	I.R. 75	333+15.03	RT.	435.01	646517.0390	1491107.1960
53	S1005	5/8" IRON PIN FOUND	I.R. 75	332+38.41	RT.	316.87	646486.5150	1490969.7410
54	S1002	5/8" IRON PIN FOUND	I.R. 75	332+32.78	RT.	124.40	646548.4540	1490787.4250
55	S1000	5/8" IRON PIN FOUND	I.R. 75	333+20.60	RT.	292.12	646572.1660	1490975.2490
56	S1032	5/8" IRON PIN FOUND	I.R. 75	333+82.82	RT.	540.02	646543.8830	1491229.2770
57	S1003	5/8" IRON PIN FOUND	I.R. 75	333+62.96	RT.	357.56	646589.0070	1491051.3690

EXISTING MONUMENT TABLE

POINT NO.	LJB POINT NO.	DESCRIPTION	CENTERLINE	STATION	SIDE	OFFSET	PROJECT COORDINATES	
							NORTHING	EASTING
58	S1033	5/8" IRON PIN FOUND	I.R. 75	334+81.77	RT.	716.32	646588.9200	1491433.0610
59	S1034	5/8" IRON PIN FOUND	I.R. 75	334+83.45	RT.	719.49	646589.7050	1491436.6930
60	S1060	CROSS-CUT FOUND	I.R. 75	337+81.09	RT.	277.50	647036.7050	1491113.8810
61	S1055	5/8" IRON PIN FOUND	I.R. 75	342+63.15	LT.	320.51	647647.6850	1490642.2340
61	S1058	5/8" IRON PIN FOUND	I.R. 75	350+00.94	RT.	719.87	648015.3170	1491805.8000
61	S1141	3/4" IRON PIN FOUND w ODOT CAP STAMPED "6823"	I.R. 75	362+15.32	RT.	285.21	648950.5970	1492070.0790
62	S1057	MONUMENT BOX FOUND (COULD NOT OPEN)	I.R. 75	342+62.97	LT.	320.51	647647.5110	1490642.1930
64	S1052	3/4" IRON PIPE FOUND	I.R. 75	344+81.16	RT.	217.36	647748.1710	1491213.8410
65	S1053	3/4" IRON PIPE FOUND	I.R. 75	345+26.38	RT.	167.40	647802.8450	1491174.4670
66	S1051	5/8" IRON PIN FOUND	I.R. 75	345+55.01	RT.	318.37	647799.2160	1491328.0850
67	S1050	5/8" IRON PIN FOUND	I.R. 75	345+84.56	RT.	480.55	647794.1290	1491492.8580
68	S1049	5/8" IRON PIN FOUND	I.R. 75	346+10.82	RT.	643.41	647785.6870	1491657.6080
69	S1048	MONUMENT BOX FOUND (COULD NOT OPEN)	I.R. 75	346+13.86	RT.	644.20	647788.4920	1491659.0150
70	S1155	3/4" IRON PIN FOUND	I.R. 75	349+70.25	RT.	156.06	648206.8230	1491275.0000
71	S1111	3/4" IRON PIN FOUND	I.R. 75	351+40.37	LT.	195.46	648508.0760	1491025.8250
72	S1112	5/8" IRON PIN FOUND w CAP STAMPED "NBP"	I.R. 75	352+92.48	LT.	213.17	648663.6910	1491092.4030
73	S1113	5/8" IRON PIN FOUND w CAP STAMPED "NBP"	I.R. 75	354+21.61	LT.	222.69	648789.0310	1491163.6070
74	S1149	5/8" IRON PIN FOUND	I.R. 75	354+16.18	RT.	202.53	648539.2240	1491507.7510
75	S1147	3/4" IRON PIN FOUND w ODOT CAP STAMPED "6823"	I.R. 75	356+95.97	RT.	179.64	648748.2180	1491649.6300
76	S1146	3/4" IRON PIN FOUND w ODOT CAP STAMPED "7366"	I.R. 75	357+04.68	RT.	185.20	648750.0720	1491659.0930
78	S1145	3/4" IRON PIN FOUND BENT w ODOT CAP	I.R. 75	357+28.97	RT.	182.21	648767.9080	1491672.2490
79	S1144	5/8" IRON PIN FOUND BENT	I.R. 75	357+79.64	RT.	185.98	648797.4300	1491707.4420
80	S1143	5/8" IRON PIN FOUND	I.R. 75	358+85.53	RT.	242.06	648819.3260	1491814.6860
81	S1142	3/4" IRON PIN FOUND w ODOT CAP STAMPED "6823"	I.R. 75	359+19.12	RT.	188.52	648879.4440	1491802.8380
82	S1114	1/2" IRON PIN FOUND	I.R. 75	356+75.69	LT.	225.60	649010.9130	1491340.4000
83	S1117	5/8" IRON PIN FOUND	I.R. 75	359+19.13	LT.	239.50	649208.5140	1491529.1330
84	S1118	1" IRON PIN FOUND	I.R. 75	359+88.45	LT.	200.00	649226.0390	1491614.1460
85	S1119	5/8" IRON PIN FOUND	I.R. 75	362+11.74	LT.	163.89	649334.0930	1491836.3310
86	S1129	3/4" IRON PIN FOUND w ODOT CAP	I.R. 75	362+39.77	LT.	252.10	649425.8560	1491818.2580
87	S1120	5/8" IRON PIN FOUND	I.R. 75	362+85.59	LT.	164.45	649374.5090	1491905.5960
88	S1126	3/4" IRON PIN FOUND BENT	I.R. 75	363+03.72	LT.	228.66	649440.4830	1491892.5500
89	S1122	3/4" IRON PIN FOUND BENT	I.R. 75	364+36.76	LT.	188.77	649469.7500	1492041.9990
90	S1123	3/4" IRON PIN FOUND w ODOT CAP	I.R. 75	364+59.53	LT.	204.74	649494.4030	1492058.0140
91	S1124	3/4" IRON PIN FOUND w ODOT CAP	I.R. 75	364+54.09	LT.	240.98	649525.1360	1492037.9030
92	S1158	3/4" IRON PIN FOUND	I.R. 75	345+26.42	RT.	167.50	647802.8730	1491174.5730
93	S1134	3/4" IRON PIN FOUND BENT	I.R. 75	363+97.97	RT.	192.39	649107.7260	1492167.3520
94	S1130	3/4" IRON PIN FOUND BENT	I.R. 75	365+77.12	RT.	233.47	649135.0420	1492334.8360

NOTE:
ALL MONUMENTS FOUND IN GOOD CONDITION
UNLESS OTHERWISE NOTED.

RECEIVED 1/06, 20 11
RECORDED 1/06, 20 11
BOOK 215 PAGE 35

COUNTY RECORDER

SHEET 4/5

SURVEYORS SEAL

STATE OF OHIO
HARRY G. HERBST III
S-6596
REGISTERED
PROFESSIONAL SURVEYOR

SIGNED:
DATE:

NO SCALE
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

CENTERLINE PLAT

MOT-75-12.00

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27, 28 & 33, T.2, R.6 E.
Sec. 9 & 10, T.1, R.7, M.Rs.
& Great Miami River

PROPOSED MONUMENTS TO BE SET BY CONTRACTOR DURING CONSTRUCTION

℄ of RIGHT OF WAY STATION	DISTANCE FROM ℄ of RIGHT OF WAY				ADJUSTABLE ℄ MONUMENTS	REFERENCE MONUMENTS	GROUND COORDINATES LEFT MONUMENT		GROUND COORDINATES CENTERLINE		GROUND COORDINATES RIGHT MONUMENT	
I-75	◇	LEFT	◇	RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
P.O.C 292+00 (Ex.)	20	100′					642844.875	1489169.101	642812.59	1489263.749		
P.O.T. 300+00	21	90′	22	90′		2	643594.155	1489457.417	643562.720	1489541.749	643531.286	1489626.081
P.O.T. 314+50	13	110′	12	70′		2	644959.823	1489945.116	644921.403	1490048.189	644896.954	1490113.780
P.O.T. 321+50	34	80′	49	80′		2	645605.260	1490217.715	645577.319	1490292.677	645549.377	1490367.639
P.O.T. 328+50	48	70′	53	100′		2	646257.683	1490471.574	646233.234	1490537.166	646198.307	1490630.868
P.C. 346+47.35 (Ex)	50	89′	51	96′		2	647974.852	1490949.101	647956.205	1491036.126	647936.090	1491129.997
S. ROBERT DRIVE (SB)		LEFT		RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
P.O.T. 20+00	1	19′	2	62′ *		1	643868.557	1490278.767	643881.279	1490292.879	643922.790 *	1490338.932 *
P.C. 22+05.33	3	19′	4	70′		2	644021.073	1490141.292	644033.794	1490155.405	644080.662	1490207.400
P.T. 26+66.66	18	8′	17	40′		2	644416.679	1489899.217	644419.879	1489906.549	644435.878	1489943.210
P.C. 27+25.07	19	8′	16	40′		2	644470.215	1489875.853	644473.410	1489883.187	644489.414	1489919.846
P.T. 29+65.98	15		ON ℄		1				644703.967	1489815.547		
INT. 30+05.15	14		ON ℄		1				644742.644	1489809.336		
S. ROBERT DRIVE (NB)		LEFT		RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
P.O.T. 40+00	1	81′ **			1	**	643868.557 **	1490278.767 **	643922.790	1490338.932		
P.C. 43+18.50	5		ON ℄		1				644159.366	1490125.686		
P.T. 46+47.68	6		ON ℄		1				644466.314	1490085.459		
P.C. 47+52.17	8	30′	7	25′		2	644573.002	1490106.349	644559.341	1490133.058	644547.949	1490155.312
P.T. 49+24.73	9	30′	10	25′		2	644727.791	1490171.363	644718.287	1490199.818	644710.367	1490223.531
INT. 50+38.72	11		ON ℄		1				644826.401	1490235.928		
W. THIRD STREET		LEFT		RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
INT. 11+77.47	14		ON ℄		1	SAME AS 30+05.15			644742.644	1489809.336		
INT. 16+12.22	11		ON ℄		1	SAME AS 50+38.72			644826.401	1490235.928		
P.O.T 20+00	52		ON ℄		1				644901.118	1490616.446		
W. SECOND STREET		LEFT		RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
INT.T 220+00	35		ON ℄		1				645735.852	1490232.620		
P.C. 220+72.36	32	20′	33	45′		2	645748.029	1490306.699	645728.143	1490304.567	645683.399	1490299.774
P.T. 224+54.56	30	50′	31	35′		2	645684.057	1490692.945	645637.505	1490674.698	645604.919	1490661.926
P.C. 226+34.32	29		ON ℄		1				645571.903	1490842.061		
P.T. 228+26.75	28	40′	26	45′		2	645586.930	1491026.454	645547.187	1491030.981	645502.476	1491036.072
P.C. 228+75.57	22	45′	25	45′		2	645597.423	1491074.400	645552.712	1491079.495	645508.001	1491084.584
P.O.C. 231+00	23	45′	24	45′		2	645626.944	1491295.087	645582.467	1491301.926	645537.990	1491308.765
W. FIRST STREET		LEFT		RIGHT			NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING
P.I. 102+05.77	38	40′	39	55′		2	645996.363	1490003.470	645962.678	1489981.899	645916.362	1489952.238
P.O.T. 103+14.07	37	50′	36	20′		2	645941.640	1490099.313	645900.655	1490070.674	645884.257	1490059.223
P.T. 108+59.44	46	45′	45	20′		2	645919.449	1490563.652	645880.678	1490586.495	645863.446	1490596.647
P.C. 110+03.68	44	38′	43	38′	2		645986.635	1490691.480	645953.894	1490710.767	645921.154	1490730.058
P.T. 111+67.40	42	38′	47	38′	2		646048.752	1490856.031	646011.433	1490863.190	645974.113	1490870.348
P.O.T. 114+00	40		ON ℄		1				646055.249	1491091.625		

DATA RAMP D1 & D2 - MOT-75-13.11

STATION	GROUND COORDINATES	
	NORTHING	EASTING
RAMP D1		
P.C. 45+48.98	647842.43	1491097.65
P.I. 56+54.88	648923.78	1491329.35
P.C.C 59+81.26	649007.97	1491871.37
RAMP D2		
P.C. 645+71.62	647901.03	1490944.11
P.I. 649+55.08	648277.51	1491016.93
P.C.C. 653+32.53	648614.47	1491199.97
P.I. 655+48.63	649067.98	1491446.33
P.T. 663+37.77	649322.03	1491895.57

* RIGHT REFERENCE MONUMENT IS ℄ MONUMENT, STA. 40+00 S. ROBERT DRIVE (NB)

** LEFT REFERENCE MONUMENT IS SAME AS STA. 20+00, 19′ LT. S. ROBERT DRIVE (SB).

RECEIVED 1/06, 20 11
RECORDED 1/06, 20 11
BOOK 215 PAGE 35

COUNTY RECORDER

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SHEET 5/5

SURVEYORS SEAL

STATE OF OHIO
HARRY G. HERBST III
S-6596
REGISTERED
PROFESSIONAL SURVEYOR

SIGNED:
DATE:

NO SCALE

HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

CENTERLINE PLAT

MOT-75-12.00

6/89

1482
1565

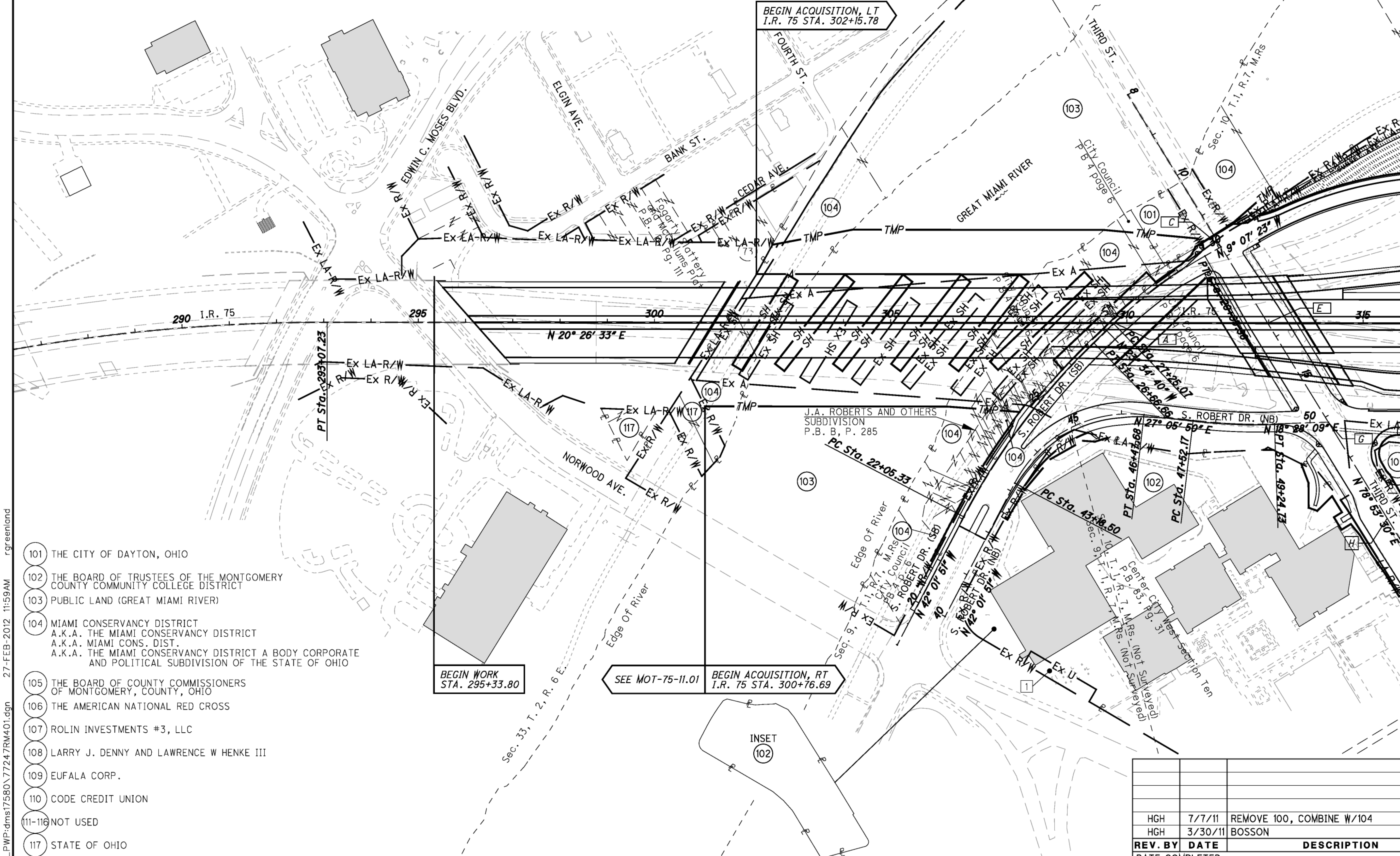
MOT-75-12.00
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec.33, T.2, R.6 E.
Sec. 9 &10, T.1, R.7, M.Rs.
& Great Miami River

℄- INTERSECTION STATION EQUATIONS

A	STA. 309+74.52 ℄ I.R. 75 = STA. 27+27.75 ℄ S. ROBERT DR. (SB)
C	STA. 30+05.15 ℄ S. ROBERT DR. (SB)= STA. 11+77.48 ℄ THIRD ST.
E	STA. 312+98.17 ℄ I.R. 75 = STA. 13+66.85 ℄ THIRD ST.
G	STA. 50+38.72 ℄ S. ROBERT DR. (NB) = STA. 16+12.22 ℄ THIRD ST.

EASEMENTS

1 30' DP&L Electric Easement DMF 00-00326B05



101	THE CITY OF DAYTON, OHIO
102	THE BOARD OF TRUSTEES OF THE MONTGOMERY COUNTY COMMUNITY COLLEGE DISTRICT
103	PUBLIC LAND (GREAT MIAMI RIVER)
104	MIAMI CONSERVANCY DISTRICT A.K.A. THE MIAMI CONSERVANCY DISTRICT A.K.A. MIAMI CONS. DIST. A.K.A. THE MIAMI CONSERVANCY DISTRICT A BODY CORPORATE AND POLITICAL SUBDIVISION OF THE STATE OF OHIO
105	THE BOARD OF COUNTY COMMISSIONERS OF MONTGOMERY, COUNTY, OHIO
106	THE AMERICAN NATIONAL RED CROSS
107	ROLIN INVESTMENTS #3, LLC
108	LARRY J. DENNY AND LAWRENCE W HENKE III
109	EUFALA CORP.
110	CODE CREDIT UNION
111-116	NOT USED
117	STATE OF OHIO

REV. BY	DATE	DESCRIPTION
HGH	7/7/11	REMOVE 100, COMBINE W/104
HGH	3/30/11	BOSSON

DATE COMPLETED

ORIGINAL SCALE 1"=100'
0 50 100 200
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

PROPERTY MAP

MOT-75-12.00

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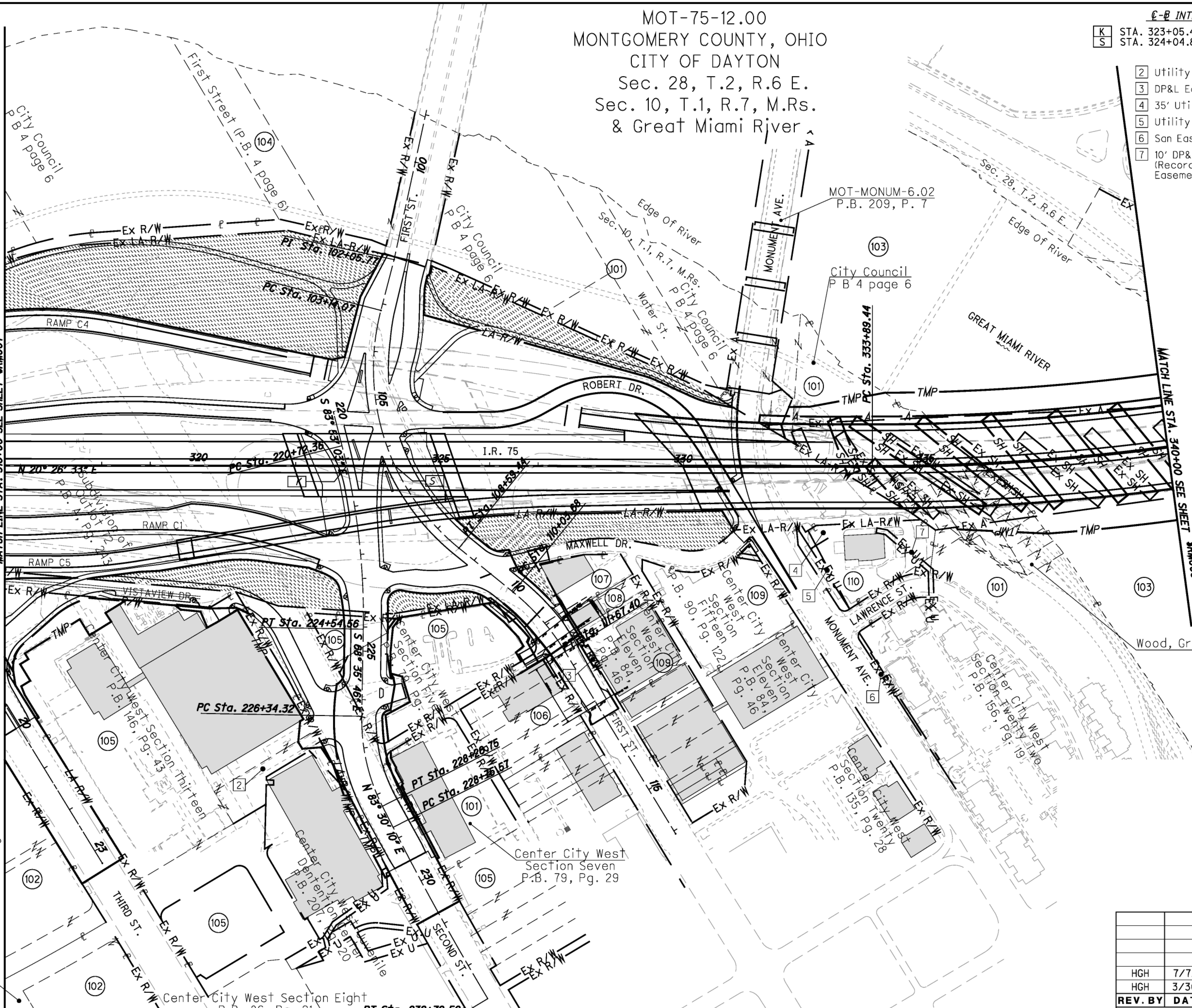
MOT-75-12.00
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
Sec. 10, T.1, R.7, M.Rs.
& Great Miami River



℄-℄ INTERSECTION STATION EQUATIONS

K STA. 323+05.43 ℄ I.R. 75 = STA. 221+15.07 ℄ SECOND ST.
S STA. 324+04.80 ℄ I.R. 75 = STA. 106+42.82 ℄ FIRST ST.

EASEMENTS

2 Utility Easement Pb-146 Pg-43
3 DP&L Easement DMF 75-0219D05
4 35' Utility Easement Pb-86 Pg-16
5 Utility Easement
6 San Easement Pb-86 Pg-16
7 10' DP&L Easement DMF 96-0525B10
(Recorded document cannot be accurately plotted. Easement is shown based on field observations)

101 THE CITY OF DAYTON, OHIO
102 THE BOARD OF TRUSTEES OF THE MONTGOMERY COUNTY COMMUNITY COLLEGE DISTRICT
103 PUBLIC LAND (GREAT MIAMI RIVER)
104 MIAMI CONSERVANCY DISTRICT
A.K.A. THE MIAMI CONSERVANCY DISTRICT
A.K.A. MIAMI CONS. DIST.
A.K.A. THE MIAMI CONSERVANCY DISTRICT A BODY CORPORATE AND POLITICAL SUBDIVISION OF THE STATE OF OHIO
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110 CODE CREDIT UNION
111-116 NOT USED
117 STATE OF OHIO

ORIGINAL SCALE 1"=100'
0 50 100 200
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

PROPERTY MAP

MOT-75-12.00

REV. BY	DATE	DESCRIPTION
HGH	7/7/11	REMOVE 100
HGH	3/30/11	BOSSON
DATE COMPLETED		

8 / 89

1484 / 1565

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MOT-75-12.00
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E. & Great Miami River

101	THE CITY OF DAYTON, OHIO
102	THE BOARD OF TRUSTEES OF THE MONTGOMERY COUNTY COMMUNITY COLLEGE DISTRICT
103	PUBLIC LAND (GREAT MIAMI RIVER)
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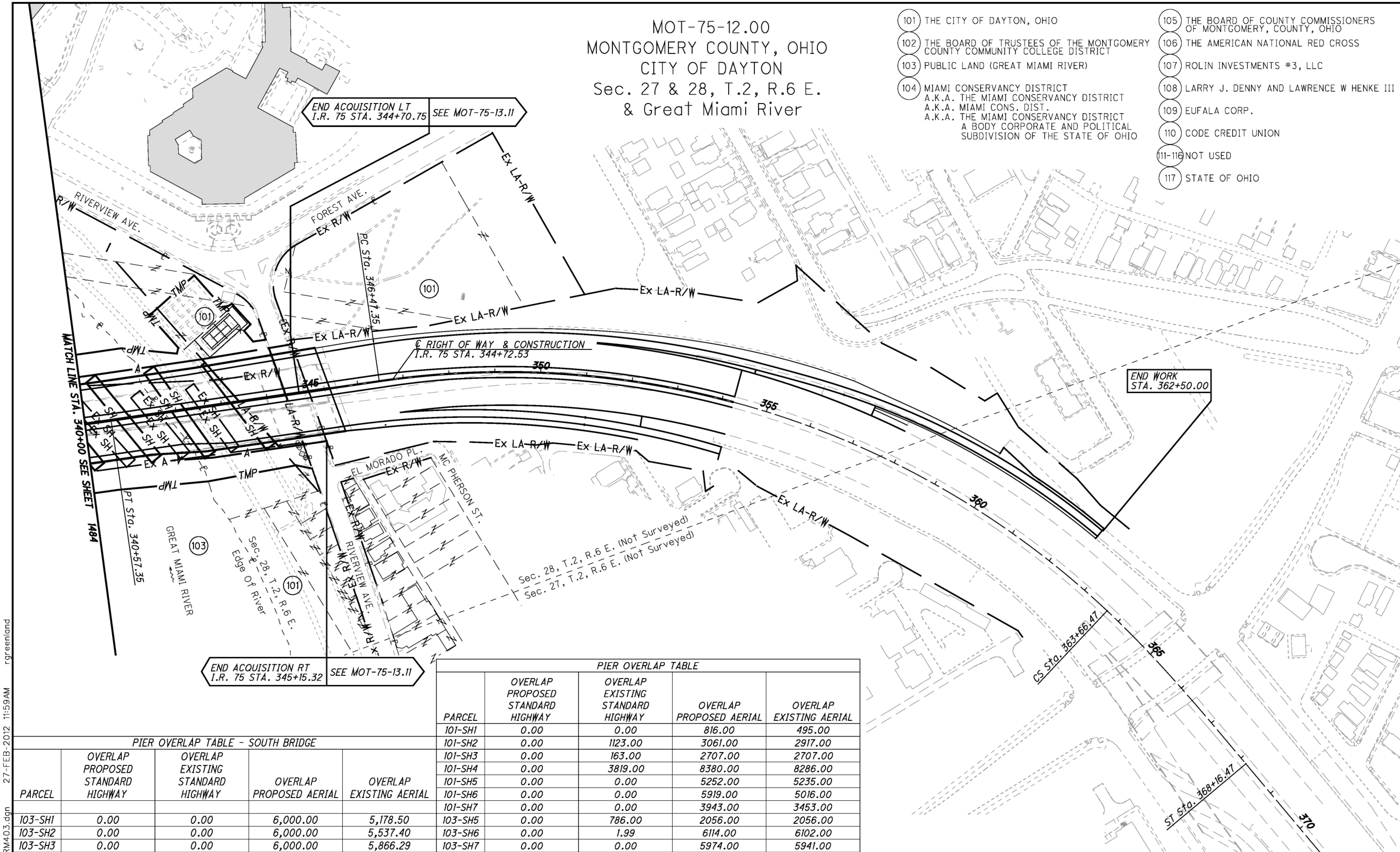
117	STATE OF OHIO



PIER OVERLAP TABLE - SOUTH BRIDGE

PARCEL	OVERLAP PROPOSED STANDARD HIGHWAY	OVERLAP EXISTING STANDARD HIGHWAY	OVERLAP PROPOSED AERIAL	OVERLAP EXISTING AERIAL
103-SH1	0.00	0.00	6,000.00	5,178.50
103-SH2	0.00	0.00	6,000.00	5,537.40
103-SH3	0.00	0.00	6,000.00	5,866.29
103-SH4	0.00	0.00	6,000.00	5,998.93
104-SH1	0.00	390.00	5,586.00	4,495.00
104-SH2	0.00	0.00	6,887.50	6,887.50
104-SH3	0.00	0.00	6,493.80	6,493.80
101-A1	0.00	0.00	0.00	60.36
103-A1	2,400.00	17,264.36	0.00	107,116.17
104-A1	5,586.00	4,941.00	0.00	20,609.00
104-A2	13,381.30	14,400.87	0.00	63,127.55

NOTE: ALL AREAS IN SQUARE FEET

PIER OVERLAP TABLE

PARCEL	OVERLAP PROPOSED STANDARD HIGHWAY	OVERLAP EXISTING STANDARD HIGHWAY	OVERLAP PROPOSED AERIAL	OVERLAP EXISTING AERIAL
101-SH1	0.00	0.00	816.00	495.00
101-SH2	0.00	1123.00	3061.00	2917.00
101-SH3	0.00	163.00	2707.00	2707.00
101-SH4	0.00	3819.00	8380.00	8286.00
101-SH5	0.00	0.00	5252.00	5235.00
101-SH6	0.00	0.00	5919.00	5016.00
101-SH7	0.00	0.00	3943.00	3453.00
103-SH5	0.00	786.00	2056.00	2056.00
103-SH6	0.00	1.99	6114.00	6102.00
103-SH7	0.00	0.00	5974.00	5941.00
103-SH8	0.00	0.00	5922.00	5752.00
103-SH9	0.00	0.00	5858.00	5393.00
104-SH4	0.00	0.00	755.00	755.00
101-A2	19400.00	11808.00	0.00	62217.00
101-A3	9862.00	3696.00	0.00	28237.00
101-A4	0.00	0.00	0.00	0.00
103-A2	25923.00	23931.00	0.00	112636.00
104-A3	755.00	1211.00	0.00	5406.00

NOTE: ALL AREAS IN SQUARE FEET

REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6
HGH	7/7/11	REMOVE 100, COMBINE W/104
HGH	3/30/11	BOSSON

DATE COMPLETED

ORIGINAL SCALE 1"=100'
HORIZONTAL SCALE IN FEET 0 50 100 200

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

PROPERTY MAP

MOT-75-12.00

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TOTAL NUMBER OF:

OWNERSHIPS 10 OWNERSHIPS WITH STRUCTURES INVOLVED 0
PARCELS 82
TOTAL TAKES 0

ALL AREAS IN ACRES

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
101-WL1	THE CITY OF DAYTON, OHIO	34-35	258	584	R72 00402 0063	0.284	0.000	0.001	0.000	0.001		0.283			PT OUT LOT 127, RECORD AREA MEASURED,		
															SUBJECT TO MIAMI CONSERVANCY		
															DISTRICT REGULATIONS		
101-A1		26-27						0.001	0.001	0.000					PT OUT LOT 127		
															SEE PIER OVERLAP TABLE SHEET 9		
101-T1		26-27,						0.095	0.000	0.095					CONSTRUCT A BRIDGE		
		34-35															
101-WL2	THE CITY OF DAYTON, OHIO	54-55	DMF 98-0811E08		R72 00104 0036	1.0874	0.000	0.002	0.000	0.002			1.085		LOT 77858; CENTER CITY WEST SECTION SEVEN		
															FLOWER BED*, 2 CONCRETE PADS*, 3 BOLLARDS*		
															BOLLARD, TWO BUILDING CANOPIES* DND		
101-PRW		54-57													PRW L/A = 230.81 LF, POINT OF PERMISSABLE ACCESS FOR DRIVE-		
															WAY: STA. 229+84.46 RT. TO STA. 230+07.43 (SECOND STREET)		
101-T2		54-57						0.035	0.000	0.035					CONSTRUCT SIDEWALK AND PERFORM GRADING		
															FLOWER BED(2)*		
101-SH1	THE CITY OF DAYTON, OHIO	64-65	"O" 2	354	R72 00305 0078	1.286	0.167	0.011	0.000	0.011					PT OUT LOT 121, PT VAC. BRIDGE ST.		
			310	187	R72 00302 0078	4.624	0.132	16 SF	0.000	16 SF					ALL RECORD AREAS MEASURED		
					SUBTOTAL	5.910	0.299	0.011	0.000	0.011					1 BOLLARD, SEE PIER OVERLAP TABLE SHEET 9		
101-SH2		64-67	"O" 2	354	R72 00305 0078			0.070	0.026	0.044					SEE PIER OVERLAP TABLE SHEET 9		
101-SH3	THE CITY OF DAYTON, OHIO	64-67	"O" 2	354	R72 00305 0078			0.032	0.002	0.030					PT OUT LOT 121, PT VAC. BRIDGE ST.		
			"O" 2	351	R72 00305 0077	2.714	0.108	0.030	0.002	0.028					WOOD, GRISWOLD, COMLY AND COMLY		
															CONCRETE PAD, WALK, SEE PIER OVERLAP		
					SUBTOTAL			0.062	0.004	0.058					TABLE SHEET 9		
101-SH4		64-67,	"O" 2	354	R72 00305 0078			0.094	0.030	0.064					SEE PIER OVERLAP TABLE SHEET 9		
		70-71	"O" 2	351	R72 00305 0077			0.079	0.053	0.026							
			2137	559	R72 00305 0063	0.085	0.003	0.019	0.006	0.013							
					SUBTOTAL			0.192	0.089	0.103							
101-SH5		64-71	"O" 2	354	R72 00305 0078			0.035	0.000	0.035					SEE PIER OVERLAP TABLE SHEET 9		
			"O" 2	351	R72 00305 0077			0.086	0.000	0.086							
					SUBTOTAL			0.121	0.000	0.121							
					TOTAL	8.709	0.410	0.456	0.119	0.337		4.129	3.833		CONT. OWNERSHIP EXTENDS THROUGH		
101-A2		64-71	"O" 2	354	R72 00305 0078			0.786	0.711	0.075					SEE PIER OVERLAP TABLE SHEET 9		
			"O" 2	351	R72 00305 0077			0.508	0.508	0.000					8 LIGHTPOLES, LIGHTPOLE*, TO BE REMOVED BY CONTRACTOR		
			2137	559	R72 00305 0063			0.084	0.084	0.000					FOR SALVAGE BY OWNER (MCD)		
			310	187	R72 00302 0078			0.011	0.001	0.010							
					TOTAL			1.389	1.304	0.085				FEDERAL			

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = FEE SIMPLE RESERVATION OF ACCESS
WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
S = SEWER EASEMENT
SL = TEMPORARY EASEMENT
T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	7/7/11	REMOVE 100, REVISE TOTAL # PARCELS
HGH	3/30/11	TEMP. 42 MO:, BOSSON

DATE COMPLETED
FIELD REVIEW BY: HARRY G. HERBST III DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 100-101

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES — NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT
** DENOTES DEED OF RECORD NOT FOUND

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
101-T3	THE CITY OF DAYTON, OHIO	64-65	"O" 2	354	R72 00305 0078	1.286	0.137	0.186	0.000	0.186					PT OUT LOT 121, PT VAC. BRIDGE ST.		
															CONSTRUCT A BRIDGE		
101-T4		66-67,	"O" 2	351	R72 00305 0077			0.075	0.000	0.075					PT. LOTS 2680-2682 & 2687, PT. VAC. DEKALD ST.		
		70-71	2137	559	R72 00305 0063			0.007	0.000	0.007							
					TOTAL			0.082	0.000	0.082					CONSTRUCT A BRIDGE		
101-WL3		74-75	290	455	R72 06409 0002	1.099	0.331	0.163	0.000	0.163					S.28, T.4, R 6E., CONTIGUOUS PARCELS:		
															R72 06411 0070, R72 006409 0006-0009		
															ALL RECORD AREAS MEASURED, STRUCTURE IS		
															LIGHTPOLE - TO BE REMOVED BY CONTRACTOR FOR		
101-WL4		74-77						0.005	0.000	0.005					SALVAGE BY OWNER (MCD)		
					SUBTOTAL			0.168	0.000	0.168							
101-SH6		74-77	229	578	R72 06409 0010	2.021	0.085	0.136	0.000	0.136					S.28, T.4, R 6E., RECORD AREA MEASURED		
															SEE PIER OVERLAP TABLE SHEET 9		
101-SH7		74-77						0.091	0.000	0.091					SEE PIER OVERLAP TABLE SHEET 9		
					TOTAL	3.120	0.416	0.395	0.000	0.395		1.430	0.879		LIGHTPOLE - TO BE REMOVED BY CONTRACTOR FOR		
															SALVAGE BY OWNER (MCD)		
101-A3		74-77	229	578	R72 06409 0010			0.814	0.648	0.166					SEE PIER OVERLAP TABLE SHEET 9		
															LIGHTPOLE - TO BE REMOVED BY CONTRACTOR FOR		
															SALVAGE BY OWNER (MCD)		
101-A4		74-75	**		NO APN ASSIGNED			0.257	0.000	0.257					CONTAINED WITHIN CURRENT FEE R/W FOR		
															RIVERVIEW AVENUE, SEE PIER OVERLAP TABLE		
															SHEET 9		
101-T5		74-77	229	578	R72 06409 0010			0.198	0.000	0.198					BUILDING FOR PARK ENTRANCE, 5 STONE COLUMNS, WALL		
			290	455	R72 06409 0002			0.045	0.000	0.045					CONSTRUCT A BRIDGE, 35 LF METAL FENCE, BENCH & GATE		
					TOTAL			0.243	0.000	0.243					2 LIGHTPOLES - TO BE REMOVED BY CONTRACTOR		
															FOR SALVAGE BY OWNER (MCD)		
101-T6		68-69,	229	578	R72 06409 0010			0.158	0.000	0.158					CONSTRUCT A BRIDGE AND RELOCATE A TENNIS COURT		
		72-75	290	455	R72 06409 0002			0.439	0.000	0.439					RECORD AREAS MEASURED		
			CIV. REC. BK. 56, PG. 33		R72 06409 0007	0.261	0.000	0.053	0.000	0.053							
					TOTAL			0.650	0.000	0.650							
101-T7		34-35	152	66	R72 00101 0001	0.526	0.000	0.026	0.000	0.026					PT OUT LOT 126, CONSTRUCT SIDEWALK AND PERFORM GRADING		
															D.N.D. EXISTING FLOODWALL AND HANDRAIL		
102-WL	BOARD OF TRUSTEES OF THE MONTGOMERY	36-37	2424	67	R72 00416 0002	11.680	0.000	0.001	0.000	0.001					LOT 78082; CENTER CITY WEST SECTION TEN		
	COUNTY COMMUNITY COLLEGE DISTRICT														STRUCTURE: SECURITY BLDG UNDER INTERSTATE*, TO BE RE-		
															MOVED BY OWNER, PARKING SPACES(52)*, SPRINKLER HEADS (3)*		
															CURBING, IRRIGATION SYSTEM*, BOLLARDS(42)*		
															SIGNS(3)*, EMERGENCY LIGHT*		
															EMERGENCY PHONE*, GATE CONTROL BOX*, TO BE REMOVED		
															BY OWNER		
102-PRW		38-41	2424	67	R72 00416 0002										LOT 78082, PRW L/A = 460.35 LF		
			DMF 76-0166B12		R72 00416 0001	0.1824	0.000								LOT 78081, PRW L/A = 16.50 LF		
			DMF 76-0166B12		R72 00407 0003	1.7769	0.000								LOT 77853 & PT VAC ST. MARYS ST., PRW L/A = 100.51 LF		
															TOTAL = 577.36 LF		
102-WD		28-31	2424	67	R72 00416 0002			0.037	0.000	0.037							
			DMF 76-0166B12		R72 00416 0001			0.000	0.000	0.000							
			DMF 77-0524B03		R72 00407 0001	2.8329	0.000	0.000	0.000	0.000					LOT 77851 & PT VAC ST. MARYS ST.		
					SUBTOTAL			0.037	0.000	0.037							
					TOTAL	16.472	0.000	0.038	0.000	0.038			16.434	FEDERAL			

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

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(C) = CALCULATED AREA

LEGEND:
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WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
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T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6
HGH	3/30/11	TEMP. 42 MO., 101-T5 PERSONALTY, ADD 101-T7, ADJUST LINES

DATE COMPLETED

FIELD REVIEW BY: HARRY G. HERBST III — DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY — DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 101-102

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES — NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE — * DENOTES RIGHT OF WAY ENCROACHMENT

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
102-T1	BOARD OF TRUSTEES OF THE MONTGOMERY	28-31	2424	67	R72 00416 0002	11.680	0.000	0.056	0.000	0.056					LOT 78082; CENTER CITY WEST SECTION TEN		
	COUNTY COMMUNITY COLLEGE DISTRICT														CONSTRUCT A DRIVEWAY, SIDEWALK AND PERFORM		
															GRADING, SPRINKLER SYSTEM		
102-T2		36-39						0.136	0.000	0.136					CONSTRUCT A DRIVEWAY, SIDEWALK AND PERFORM		
															GRADING, 3 LIGHTPOLES, LIGHTPOLE*		
															2 BOLLARDS		
103-SH1	PUBLIC LAND (GREAT MIAMI RIVER)	22-25	NO DEED		NO APN ASSIGNED		0.396	0.138	0.000	0.138					SEE PIER OVERLAP TABLE SHEET 9		
103-SH2		22-25						0.138	0.000	0.138					SEE PIER OVERLAP TABLE SHEET 9		
103-SH3		22-25,						0.138	0.000	0.138					SEE PIER OVERLAP TABLE SHEET 9		
		26-27															
103-SH4		26-29						0.138	0.000	0.138					SEE PIER OVERLAP TABLE SHEET 9		
					TOTAL			0.552	0.000	0.552							
103-A1		22-29						2.673	2.459	0.214					SEE PIER OVERLAP TABLE SHEET 9		
103-T1		24-25,						0.315	0.000	0.315					CONSTRUCT A BRIDGE		
		28-29															
103-T2		22-23,						1.093	0.000	1.093					CONSTRUCT A BRIDGE		
		26-27															
103-SH5		64-65,					0.550	0.047	0.018	0.029					SEE PIER OVERLAP TABLE SHEET 9		
		68-71															
103-SH6		68-71						0.140	2 SF	0.140					SEE PIER OVERLAP TABLE SHEET 9		
103-SH7		68-71						0.137	0.000	0.137					SEE PIER OVERLAP TABLE SHEET 9		
103-SH8		68-71						0.136	0.000	0.136					SEE PIER OVERLAP TABLE SHEET 9		
103-SH9		68-69,						0.134	0.000	0.134					SEE PIER OVERLAP TABLE SHEET 9		
		74-77			TOTAL			0.594	2 SF	0.576							
103-A2		64-65,						2.748	2.586	0.162					SEE PIER OVERLAP TABLE SHEET 9		
		68-71,															
		74-77															
103-T3		66-77,						0.561	0.000	0.561					CONSTRUCT A BRIDGE		
		70-71,															
		74-77															
103-T4		64-65,						0.729	0.000	0.729					CONSTRUCT A BRIDGE		
		68-69,															
		74-75															
														FEDERAL			

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

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T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	3/30/11	TEMP. 42 MO.

DATE COMPLETED
FIELD REVIEW BY: HARRY G. HERBST III — DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY — DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 102-103

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES — NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT
** DENOTES DEED OF RECORD NOT FOUND

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL	RECORD AREAS MEASURED		
104-SH1	MIAMI CONSERVANCY DISTRICT	24-25	408	82	NO APN ASSIGNED	0.451	0.064	0.032	0.002	0.030					PT LOT C; SUPERIOR COURT CASE 8729		
	A.K.A. THE MIAMI CONSERVANCY DISTRICT		389	372	R72 08501 0052	3.788	0.041	0.096	0.006	0.090					PT. LOT A & NORTH, INCLUDES R72 08501 0051		
	A.K.A. MIAMI CONS. DIST., A.K.A. THE MIAMI				TOTAL	4.239	0.105	0.128	0.008	0.120		3.644	0.370		NOTE: APN's DO NOT ALIGN WITH LOT NUMBERS		
	CONSERVANCY DISTRICT A BODY CORPORATE AND														SEE PIER OVERLAP TABLE SHEET 9		
104-A1	POLITICAL SUBDIVISION OF THE STATE OF OHIO	20-25	408	82	NO APN ASSIGNED			0.269	0.269	0.000					PT LOT C; SUPERIOR COURT CASE 8729		
			389	372	R72 08501 0052			0.336	0.204	0.132					PT. LOT A & NORTH, INCLUDES R72 08501 0051		
					TOTAL			0.605	0.473	0.132					SEE PIER OVERLAP TABLE SHEET 9		
104-T1		20-21, 24-25						0.111	0.000	0.111					CONSTRUCT A BRIDGE		
104-T5		22-23						0.237	0.000	0.237					CONSTRUCT A BRIDGE		
104-WL		26-27, 34-35	408	76	R72 00402 0061	0.282	0.000	0.015	0.000	0.015					PT OUT LOT 127, RECORD AREA MEASURED		
															CONTIGUOUS PARCELS: R72 00402 0031, 0060		
104-WD	MIAMI CONSERVANCY DISTRICT	28-31	408	6	R72 00402 0041	0.034	0.006	0.000	0.000	0.000					PT LOT 13948		
	A.K.A. THE MIAMI CONSERVANCY DISTRICT		408	6	R72 00402 0040	0.014	0.002	0.000	0.000	0.000					PT LOT 13947		
	A.K.A. MIAMI CONS. DIST., A.K.A. THE MIAMI		**	**	R72 00402 0029	0.143	0.000	0.000	0.000	0.000					PT OUT LOT 130		
	CONSERVANCY DISTRICT A BODY CORPORATE AND		**	**	R72 00402 0028	0.0583	0.000	0.000	0.000	0.000					PT LOT 13955		
	POLITICAL SUBDIVISION OF THE STATE OF OHIO		391	536	R72 00402 0027	0.043	0.000	0.001	0.000	0.001					PT LOT 13955		
			391	536	R72 00402 0026	0.019	0.000	0.001	0.000	0.001					PT LOT 13954		
			391	505	R72 00402 0025	0.052	0.000	0.002	0.000	0.002					PT LOT 13954		
			**	**	R72 00402 0030	1.013	0.071	0.023	0.000	0.023					PT OUT LOTS 129-131, 235 LF GUARDRAIL		
			391	505	R72 00402 0024	0.041	0.000	0.003	0.000	0.003					LOT 13953		
			391	505	R72 00402 0023	0.042	0.000	0.003	0.000	0.003					LOT 13952		
			391	505	R72 00402 0022	0.023	0.000	0.002	0.000	0.002					PT LOT 13951		
			402	68	R72 00402 0021	0.017	0.000	0.002	0.000	0.002					PT LOT 13951		
			402	68	R72 00402 0020	0.025	0.000	0.000	0.000	0.000					PT OUT LOT 129		
			402	68	R72 00402 0019	0.031	0.000	0.003	0.000	0.003					PT LOT 13950		
			402	68	R72 00402 0017	0.024	0.001	0.000	0.000	0.000					PT OUT LOT 129		
			402	68	R72 00402 0018	0.009	0.000	0.001	0.000	0.001					PT LOT 13950		
			402	68	R72 00402 0016	0.035	0.000	0.003	0.000	0.003					PT LOT 13949		
			408	6	R72 00402 0015	0.006	0.000	0.001	0.000	0.001					PT LOT 13949		
					SUBTOTAL	1.629	0.080	0.045	0.000	0.045					RECORD AREAS MEASURED		
104-SH2		26-29	**	**	R72 00402 0030			0.015	0.000	0.015					PT OUT LOTS 129-131		
			**	**	R72 00402 0032	0.753	0.230	0.143	0.000	0.143					PT OUT LOT 128		
					SUBTOTAL	0.753	0.23	0.158	0.000	0.158					RECORD AREAS MEASURED		
104-SH3		26-29	408	49	R72 00402 0008	0.035	0.000	0.001	0.000	0.001					PT LOT 13944, RECORD AREAS MEASURED		
			**	**	R72 00402 0039	0.035	0.000	0.019	0.000	0.019					PT LOT 13943		
			402	69	R72 00402 0038	0.031	0.000	0.018	0.000	0.018					PT LOT 13942, SEE PIER OVERLAP TABLE SHEET 9		
			402	69	R72 00402 0037	0.028	0.000	0.018	0.000	0.018					PT LOT 13941		
			402	69	R72 00402 0036	0.025	0.000	0.018	0.000	0.018					PT LOT 13940		
			393	512	R72 00402 0002	0.018	0.000	0.014	0.000	0.014					PT LOT 13939		
			393	512	R72 00402 0001	0.003	0.000	0.002	0.000	0.002					PT LOT 13888		
			408	61	R72 00402 0047	0.004	0.000	0.004	0.000	0.004					PT LOT 13888		
			**	**	R72 00402 0031	0.325	0.009	0.017	0.000	0.017					PT OUT LOT 127		
			408	76	R72 00402 0061	0.090	0.000	0.038	0.000	0.038					PT OUT LOT 127		
					SUBTOTAL	0.594	0.009	0.149	0.000	0.149							
					TOTAL	2.976	0.319	0.352	0.000	0.352		0.511	1.794				
														FEDERAL			

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

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REV. BY	DATE	DESCRIPTION
HGH	7/7/11	PARCELS 104-SH1, 104-A1, 104-T5
HGH	3/30/11	TEMP. 42 MO.

DATE COMPLETED

FIELD REVIEW BY: HARRY G. HERBST III — DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY — DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 104

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES
NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

* DENOTES RIGHT OF WAY ENCROACHMENT
** DENOTES DEED OF RECORD NOT FOUND

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
104-A2	MIAMI CONSERVANCY DISTRICT	26-29,	**	**	R72 00402 0030	0.431	0.071	0.200	0.200	0.000					PT OUT LOTS 129-131		
	A.K.A. THE MIAMI CONSERVANCY DISTRICT	34-35	402	68	R72 00402 0020	0.025	0.000	0.004	0.004	0.000					PT OUT LOT 129		
	A.K.A. MIAMI CONS. DIST., A.K.A. THE MIAMI		402	68	R72 00402 0017	0.024	0.001	0.020	0.020	0.000					PT OUT LOT 129		
	CONSERVANCY DISTRICT A BODY CORPORATE AND		402	68	R72 00402 0016	0.035	0.000	0.002	0.002	0.000					PT LOT 13949		
	POLITICAL SUBDIVISION OF THE STATE OF OHIO		408	6	R72 00402 0015	0.006	0.000	0.001	0.001	0.000					PT LOT 13949		
			408	6	R72 00402 0042	0.007	0.001	0.002	0.002	0.000					PT LOT 13948		
			408	6	R72 00402 0041	0.034	0.006	0.019	0.019	0.000					PT LOT 13948		
			408	6	R72 00402 0040	0.014	0.002	0.012	0.012	0.000					PT LOT 13947		
			408	52	R72 00402 0046	0.026	0.004	0.026	0.026	0.000					PT LOT 13947		
			408	52	R72 00402 0045	0.004	0.001	0.004	0.004	0.000					PT LOT 13946		
			408	52	R72 00402 0044	0.043	0.002	0.043	0.043	0.000					PT LOT 13946		
			408	52	R72 00402 0043	0.043	0.000	0.043	0.043	0.000					PT LOT 13945		
			408	49	R72 00402 0008	0.035	0.000	0.035	0.035	0.000					PT LOT 13944		
			**	**	R72 00402 0039	0.035	0.000	0.035	0.035	0.000					PT LOT 13943		
			402	69	R72 00402 0038	0.031	0.000	0.031	0.031	0.000					PT LOT 13942		
			402	69	R72 00402 0037	0.028	0.000	0.028	0.028	0.000					PT LOT 13941		
			402	69	R72 00402 0036	0.025	0.000	0.025	0.025	0.000					PT LOT 13940		
			393	512	R72 00402 0002	0.018	0.000	0.018	0.018	0.000					PT LOT 13939		
			393	512	R72 00402 0001	0.003	0.000	0.003	0.003	0.000					PT LOT 13888		
			408	61	R72 00402 0047	0.004	0.000	0.004	0.004	0.000					PT LOT 13888		
			**	**	R72 00402 0031	0.325	0.009	0.141	0.141	0.000					PT OUT LOT 127		
			408	81	R72 00402 0060	0.113	0.000	0.013	0.013	0.000					PT OUT LOT 127		
			408	76	R72 00402 0061	0.090	0.000	0.066	0.066	0.000					PT OUT LOT 127		
			**	**	R72 00402 0032	0.753	0.230	0.673	0.673	0.000					PT OUT LOT 128		
					TOTAL			1.448	1.448	0.000					SEE PIER OVERLAP TABLE SHEET 9		
															ALL RECORD AREAS MEASURED		
104-T2		28-29	**	**	R72 00402 0030			0.020	0.000	0.020					PT OUT LOTS 129-131		
			402	68	R72 00402 0020			0.010	0.000	0.010					PT OUT LOT 129		
			402	68	R72 00402 0019			0.04 SF	0.000	0.04 SF					PT LOT 13950		
			402	68	R72 00402 0017			0.003	0.000	0.003					PT OUT LOT 129		
			402	68	R72 00402 0018			21 SF	0.000	21 SF					PT LOT 13950		
			402	68	R72 00402 0016			0.008	0.000	0.008					PT LOT 13949		
			408	6	R72 00402 0015			0.001	0.000	0.001					PT LOT 13949		
			408	6	R72 00402 0042			0.002	0.000	0.002					PT LOT 13948		
			408	6	R72 00402 0041			0.010	0.000	0.010					PT LOT 13948		
			408	6	R72 00402 0040			0.002	0.000	0.002					PT LOT 13947		
			408	52	R72 00402 0046			11 SF	0.000	11 SF					PT LOT 13947		
					TOTAL			0.057	0.000	0.057					CONSTRUCT A BRIDGE		
															ALL RECORD AREAS MEASURED		
104-T3		26-27	**	**	R72 00402 0032			0.057	0.000	0.057					PT OUT LOT 128		
			**	**	R72 00402 0031			0.177	0.000	0.177					PT OUT LOT 127		
			408	81	R72 00402 0060			0.062	0.000	0.062					PT OUT LOT 127		
								0.296	0.000	0.296					CONSTRUCT A BRIDGE		
															ALL RECORD AREAS MEASURED		
104-T4		26-27,	408	76	R72 00402 0061			0.009	0.000	0.009					PT OUT LOT 127, RECORD AREA MEASURED		
		34-35													CONSTRUCT A BRIDGE		
104-SH4	MIAMI CONSERVANCY DISTRICT	66-67	**	**	R72 00305 0072			0.017	0.09 SF	0.017					PT LOT 2689 & PT LOT 2690		
														FEDERAL	SEE PIER OVERLAP TABLE SHEET 9		

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WD = FEE SIMPLE RESERVATION OF ACCESS
WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
S = SEWER EASEMENT
SL = TEMPORARY EASEMENT
T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	3/30/11	42 MO, REMOVE PARCEL 104-T5

DATE COMPLETED

FIELD REVIEW BY: HARRY G. HERBST III DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 104

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES
NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE
* DENOTES RIGHT OF WAY ENCROACHMENT

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
104-A3	MIAMI CONSERVANCY DISTRICT	66-67	408	94	R72 00305 0072	0.042	0.018	0.052	0.052	0.000					PT LOT 2689 & PT LOT 2690		
	A.K.A. THE MIAMI CONSERVANCY DISTRICT		408	94	R72 00305 0064	0.071	0.000	0.072	0.072	0.000					PT LOT 2688; WOOD, GRISWOLD, COMLY AND COMLY		
	A.K.A. MIAMI CONS. DIST., A.K.A. THE MIAMI				TOTAL			0.124	0.124	0.000					SEE PIER OVERLAP TABLE SHEET 9		
	CONSERVANCY DISTRICT A BODY CORPORATE AND														LIGHTPOLE*, LIGHTPOLE		
	POLITICAL SUBDIVISION OF THE STATE OF OHIO																
104-S		26-27	408	76	R72 00402 0061			0.004	0.000	0.004					PT OUT LOT 127		
105-WL1	THE BOARD OF COUNTY COMMISIONERS	36-39	DMF 86-0224A01		R72 00110 0001	5.596	0.000	0.057	0.000	0.057					PT LOT 81917; CENTER CITY WEST SECTION THIRTEEN		
	OF MONTGOMERY, COUNTY, OHIO		2448	80											8 PARKING SPACES, 2 BOLLARDS		
															121 LF CONCRETE WALL, CONCRETE STEPS		
															SPRINKLER HEADS (3) - IRRIGATION SYSTEM*		
															POINT OF PERMISSABLE ACCESS FOR VISTA VIEW		
															DRIVEWAY: STA. 17+99.86 LT. TO STA. 18+74.02 LT. (SECOND		
															STREET)		
105PRW1		38-41													PT LOT 81917; CENTER CITY WEST SECTION THIRTEEN		
															PRW L/A = 340.97 LF		
105PRW2		56-57	DMF 99-0222C02		R72 00108 0008	5.1337	0.000								CENTER CITY WEST - JUVENILE DETENTION CENTER		
		56-57	DMF 86-0224A01												LOT 84209, PRW L/A = 426.49 LF, BUILDING*		
105-WDV		36-39,	DMF 86-0224A01		R72 00110 0001			0.447	0.000	0.447					PT LOT 81917; CENTER CITY WEST SECTION THIRTEEN		
		46-47,	2448	80											PARKING GATE		
		52-53			TOTAL	10.730	0.000	0.504	0.000	0.504			10.226				
105-T1		38-39,	DMF 86-0224A01		R72 00110 0001			0.236	0.000	0.236					PT LOT 81917; CENTER CITY WEST SECTION THIRTEEN		
		46-47	2448	80											CONSTRUCT A WALL, DRIVEWAY, SIDEWALK, CURB		
															AND PERFORM GRADING, CONCRETE STEPS		
															15 BOLLARDS, PARKING SPACES, 8 LIFT GATES		
															SPRINKLER HEADS (9)		
105-T2		46-47,	DMF 86-0224A01														
		52-57	2448	80	R72 00110 0001			0.159	0.000	0.159					PT LOT 81917; CENTER CITY WEST SECTION THIRTEEN		
			DMF 99-0222C02		R72 00108 0008			0.090	0.000	0.090					LOT 84209, OVERLAP EX'G UTIL, ESMT. (1032 SF) PER PLAT		
					TOTAL			0.249	0.000	0.249					CENTER CITY WEST - JUVENILE DETENTION CENTER		
															CONSTRUCT A DRIVEWAY, SIDEWALK, CURB		
															AND PERFORM GRADING		
105-WL2		52-55	DMF 00-0847E03		R72 00103 0061	0.2224	0.000	0.115	0.000	0.115					PT LOT 77850; CENTER CITY WEST SECTION FIVE		
			DMF 00-0847E03		R72 00103 0022	1.5480	0.000	0.33	0.000	0.330					PT LOT 77850; CENTER CITY WEST SECTION FIVE		
					SUBTOTAL			0.445	0.000	0.445					PARKING SPACES, LIGHT POLE, OVERLAP EX'G		
															UTILITY ESMT. (44 SF) PER PLAT, POINT OF PERMISSABLE		
															ACCESS FOR DRIVEWAY: STA. 225+67.38 LT. TO STA. 226+05.22 LT.		
															(SECOND STREET)		
105-WL3		60-63	DMF 00-0847E03		R72 00103 0022			0.024	0.000	0.024					PT LOT 77850; CENTER CITY WEST SECTION FIVE		
															PARKING SPACES, POINT OF PERMISSABLE ACCESS FOR		
					TOTAL	1.7704	0.000	0.469	0.000	0.469		1.192	0.109		DRIVEWAY: STA. 111+17.51 TO STA. 111+32.88 RT. (FIRST STREET)		
															NET RESIDUE CALCULATED FROM RELOCATED SECOND STREET		
105PRW3		56-57	I.R. DEED 02-162185		R72 00104 0041	0.4247	0.000								LOT 78144; CENTER CITY WEST SECTION TWELVE, PRW L/A =		
															66.99 LF, POINT OF PERMISSABLE ACCESS FOR DRIVEWAY:		
															STA. 230+07.43 LT. TO STA. 230+23.11 LT. (SECOND STREET)		
															OVERLAP EX'G ELEC ESMT. (305 SF)		
105PRW4		52-53	DMF 00-0847E03		R72 00103 0022										PT LOT 77850; CENTER CITY WEST SECTION FIVE		
														FEDERAL	PRW L/A = 218.11 LF		

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

(C) = CALCULATED AREA

LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = FEE SIMPLE RESERVATION OF ACCESS
WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
S = SEWER EASEMENT
SL = TEMPORARY EASEMENT
T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	PARCELS 105-WL2, WL3, PRW4
HGH	3/30/11	TEMP 42 MO., 105-WDV PERSONALTY, 105-T1 AREA

DATE COMPLETED

FIELD REVIEW BY: HARRY G. HERBST III DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 104-105

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON
ALL AREAS IN ACRES   NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE   * DENOTES RIGHT OF WAY ENCROACHMENT

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
105-SL1	BOARD OF COUNTY COMMISSIONERS	52-55	DMF 00-0847E03		R72 00103 0022	1.5480	0.000	0.022	0.000	0.022					PT LOT 77850; CENTER CITY WEST SECTION FIVE		
	OF MONTGOMERY COUNTY OHIO																
105-SL2		52-53,	DMF 00-0847E03		R72 00103 0022			0.059	0.000	0.059					OVERLAPS 105-S 0.004 AC.		
		60-63													OVERLAPS EXISITNG UTILITY EASEMENT 130 SF.		
105-S		52-55	DMF 00-0847E03		R72 00103 0022			0.004	0.000	0.004							
105-T3		54-55	DMF 00-0847E03		R72 00103 0022			0.055	0.000	0.055					RECONNECT DRIVEWAYS AND PERFORM GRADING		
106-PRW	THE AMERICAN NATIONAL RED CROSS	62-63	DMF 94-0352B05		R72 00104 0005	0.1722									LOT 518, 59.08 LF, BUILDING*		
			DMF 94-0352B05		R72 00104 0006	0.1745									LOT 517		
			DMF 94-0352B09		R72 00104 0007	0.1745									LOT 516		
			DMF 94-0352B09		R72 00104 0008	0.2663									LOT 515		
			DMF 94-0352B09		R72 00104 0009	0.096									PT LOT 514, RECORD AREAS MEASURED		
106-T		62-63	DMF 94-0352B05		R72 00104 0005			0.005	0.000	0.005					CONSTRUCT SIDEWALK AND PERFORM GRADING		
			DMF 94-0352B05		R72 00104 0006			0.001	0.000	0.001					FLOWER BED*		
								0.006	0.000	0.006							
107-PRW	ROLIN INVESTMENTS #3, LLC	60-61	I.R. DEED 07-013400		R72 00303 0084	0.319	0.000								LOT 84153; ROLIN SUBDIVISION, RECORD AREA MEASURED		
															PRW L/A = 46.26 LF, POINT OF PERMISSABLE		
															ACCESS FOR DRIVEWAY: STA. 110+86.00 LT. TO STA. 111+08.68 LT.		
															(FIRST STREET)		
107-T1		60-61	I.R. DEED 07-013400		R72 00303 0084			0.001	0.000	0.001					CONSTRUCT A DRIVEWAY, SIDEWALK AND		
															PERFORM GRADING		
107-T2		60-61	I.R. DEED 07-013400		R72 00303 0084			0.003	0.000	0.003					CONSTRUCT A DRIVEWAY, SIDEWALK AND		
															PERFORM GRADING, FLOWER BED		
108-PRW	LARRY J. DENNY AND	60-63	DMF 98-0618C11		R72 00303 0050	0.1497	0.000								LOT 2429 & PT VAC ALLEY		
	LAWRENCE W HENKE III														PRW L/A = 40.15 LF, POINT OF PERMISSABLE ACCESS FOR DRIVEWAY:		
															STA. 111+08.68 LT. TO STA. 111+12.99 LT. (FIRST STREET)		
108-T		60-63	DMF 98-0618C11		R72 00303 0050			0.005	0.000	0.005					CONSTRUCT A DRIVEWAY, SIDEWALK AND		
															PERFORM GRADING		
109-PRW	EUFALA CORP.	62-63	I.R. DEED 09-000887		R72 51454 0005	0.6320									LOT 78146; WEST FIRST BUILDING CONDOMINIUM		
															PRW L/A = 9.66 LF, POINT OF PERMISSABLE ACCESS FOR DRIVEWAY:		
															STA. 111+51.43 LT. TO STA. 111+54.09 LT. (FIRST STREET)		
109-T		62-63	I.R. DEED 09-000887		R72 51454 0005			0.005	0.000	0.005					CONSTRUCT A DRIVEWAY, SIDEWALK AND		
															PERFORM GRADING		
														FEDERAL			

(C) = CALCULATED AREA

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = FEE SIMPLE RESERVATION OF ACCESS
WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
S = SEWER EASEMENT
SL = TEMPORARY EASEMENT
T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	DELETE 105-T4
HGH	2/15/12	PARCELS 105-SL1, SL2; ADD 105-S;
HGH	3/30/11	TEMP 42 MO., 105-T4 TAKE

DATE COMPLETED

FIELD REVIEW BY: HARRY G. HERBST III   DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY   DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

SUMMARY OF ADDITIONAL RIGHT OF WAY, 105-109

MOT-75-12.00

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.
WDV = CITY OF DAYTON

ALL AREAS IN ACRES NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE * DENOTES RIGHT OF WAY ENCROACHMENT

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	TYPE FUND	REMARKS	AS ACQUIRED BOOK	AS ACQUIRED PAGE
														FEDERAL			
110	CODE CREDIT UNION	66-67	DMF 96-0224C12		R72 00312 0018	0.8080									PT LOT 82137 PT LOT 82138		
															CENTER CITY WEST SECTION TWENTY TWO		
															NO ADDITIONAL R/W REQUIRED		
															BANK DRIVE THROUGH*, TWO PARKING LOTS*,		
															BUMPER BLOCKS*, BY PERMIT		
															LEASE FROM STATE TO CODE CREDIT UNION		
111-116	NOT USED																
117	STATE OF OHIO	20-21,	I.R. CT/E 10-018077		NONE										NO ADDITIONAL R/W REQUIRED - SUBJECT TO		
		24-25	2044	663	NONE										MIAMI CONSERVANCY DISTRICT REGULATIONS		
118-582	NOT USED																
583-WL	STATE OF OHIO	74-75	2229	255	R72 06409 0011	0.331	0.331	0.331	0.331	0.000					EXISTING WD R/W CONVERTED TO L/A R/W BY		
															JOURNAL ENTRY No. XXX, ORIGINAL DEED IS		
															583-WD TAKE FROM 1965 PLANS		
															2 LIGHTPOLES* - TO BE REMOVED BY CONTRACTOR		
															FOR SALVAGE BY OWNER (MCD)		
														FEDERAL			

NOTE: ALL TEMPORARY PARCELS TO BE OF 42 MONTHS DURATION.

(C) = CALCULATED AREA

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = FEE SIMPLE RESERVATION OF ACCESS
WDV = FEE SIMPLE RESERVATION OF ACCESS IN THE NAME OF THE CITY OF DAYTON
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
A = AERIAL EASEMENT
S = SEWER EASEMENT
SL = TEMPORARY EASEMENT
T = TEMPORARY EASEMENT

REV. BY	DATE	DESCRIPTION
HGH	3/30/11	TEMP. 42 MO.

DATE COMPLETED

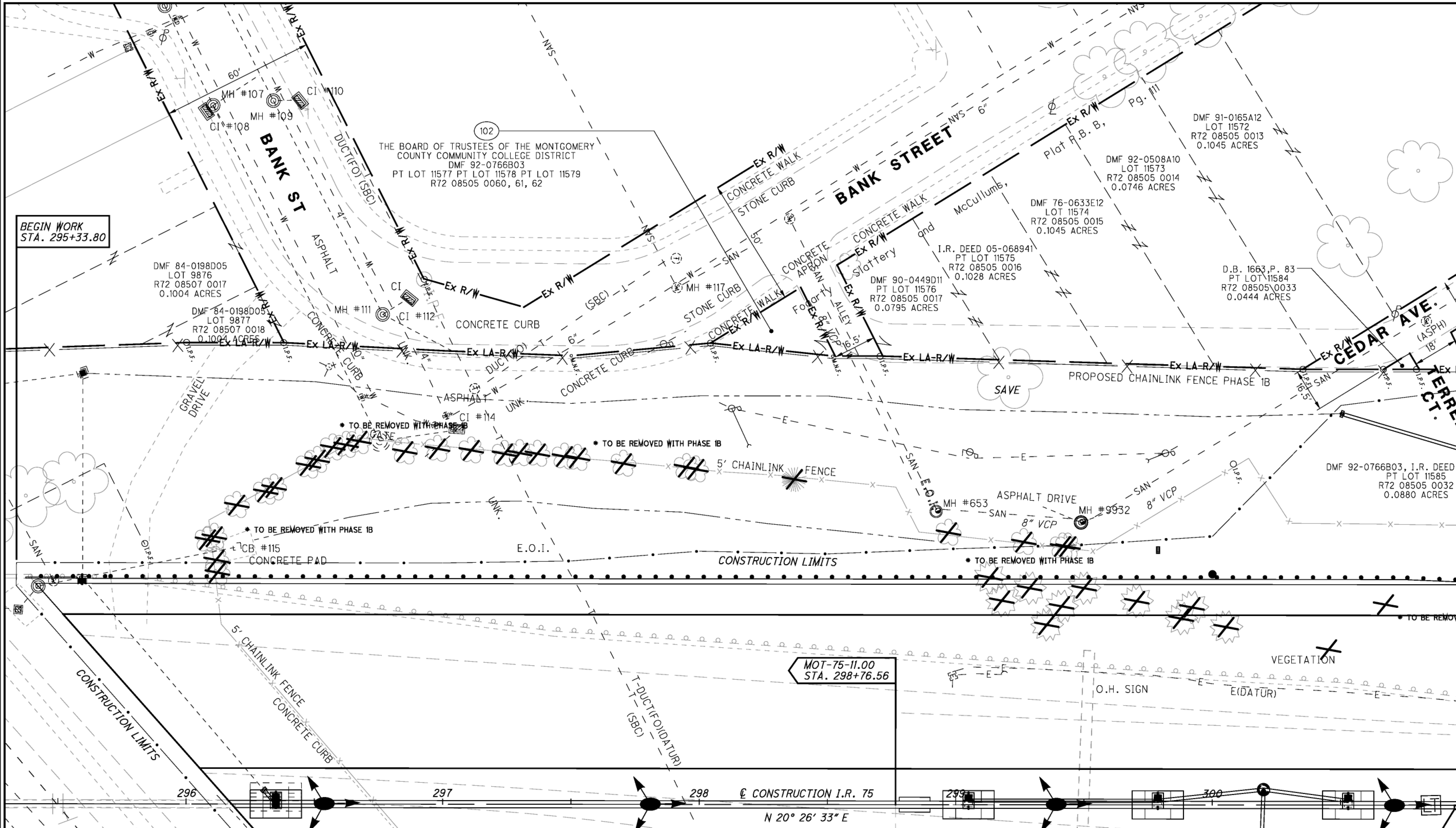
FIELD REVIEW BY: HARRY G. HERBST III DATE 01/XX/11
OWNERSHIP VERIFIED BY: NATHAN D. TIREY DATE 01/XX/11
DATE COMPLETED:

FEDERAL PROJECT NO. E040544
PID NO. 77247
STATE JOB NO. 478221
R/W DESIGNER HGH
R/W REVIEWER AJS

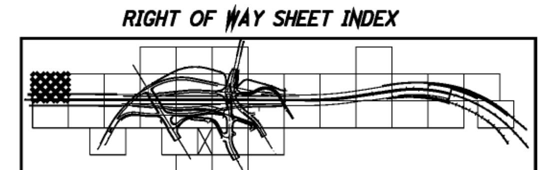
SUMMARY OF ADDITIONAL RIGHT OF WAY, 110-117 & 583

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

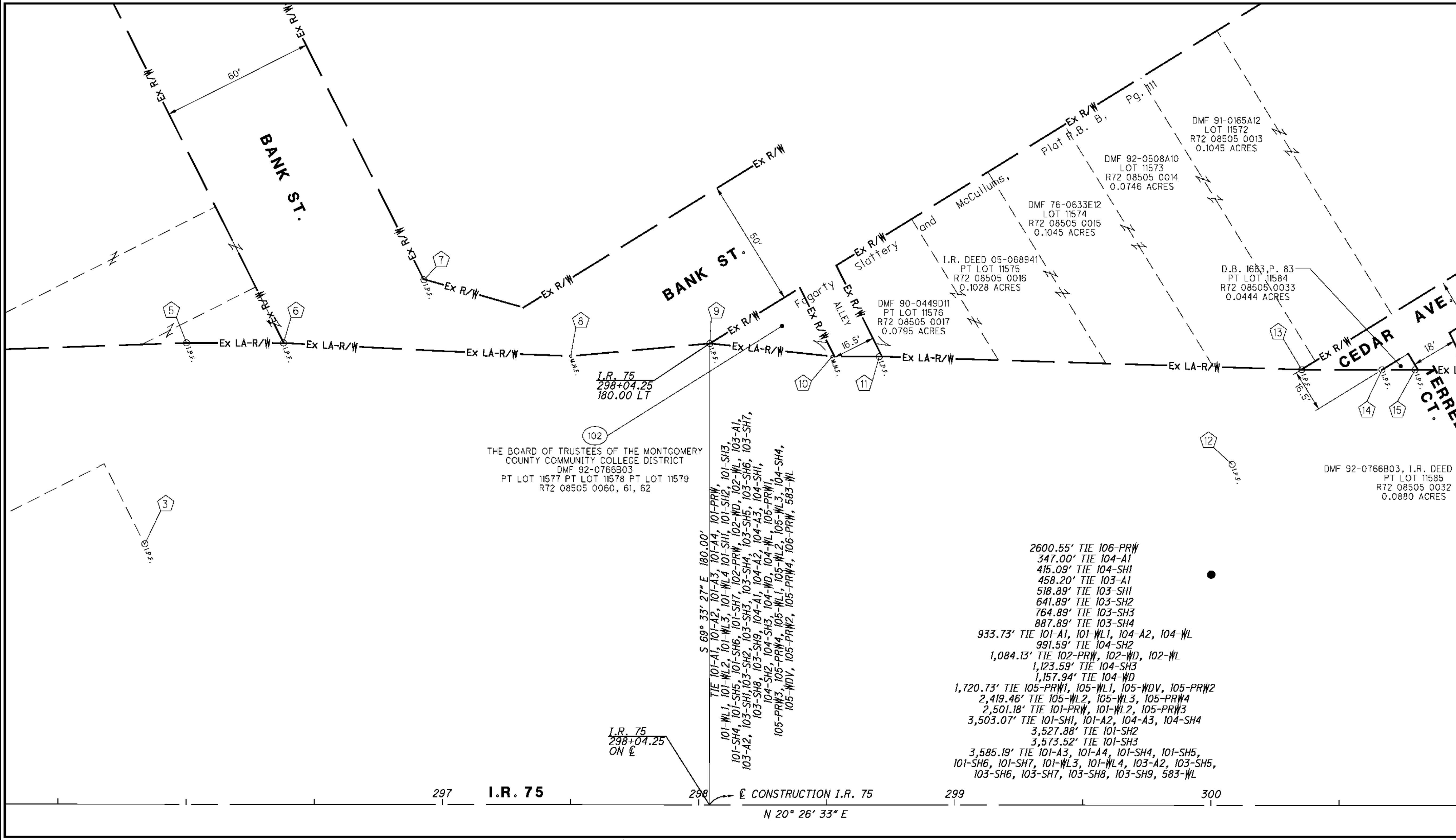
MOT-75-12.00

1494 / 1565

rgreenland 27-FEB-2012 12:00PM IP_PWP:dms17580\77247RT401.dgn

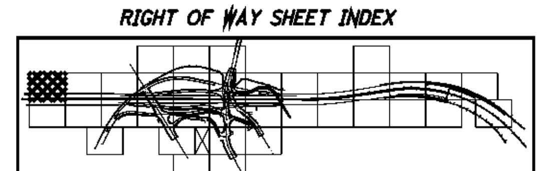
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



MATCH LINE SEE SHEET 21

RIGHT OF WAY SHEET INDEX



ORIGINAL SCALE 1"=20'

0 10 20 40 HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

HGH	7/7/11	REMOVE PARCEL 100 TIES
REV. BY	DATE	DESCRIPTION

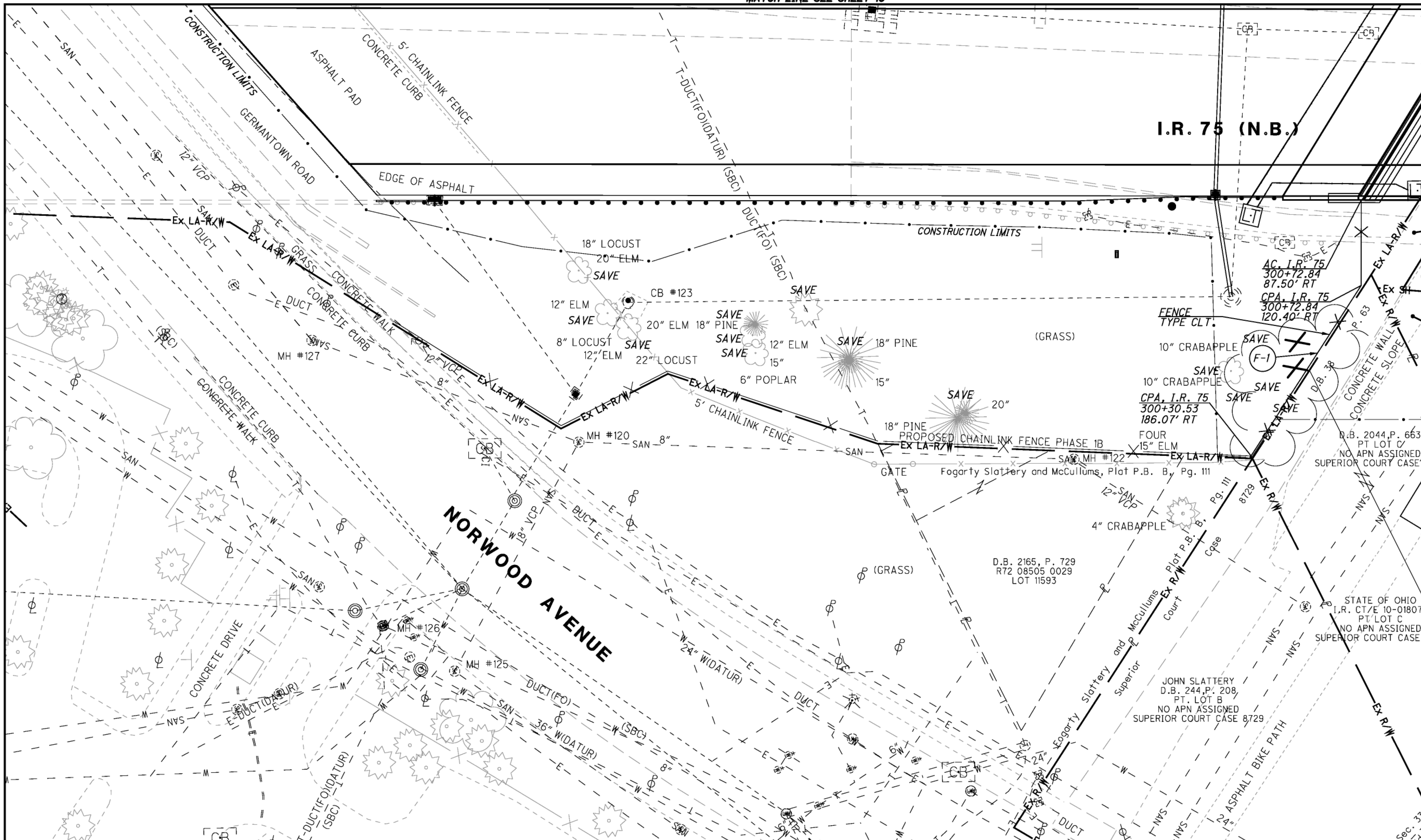
DATE COMPLETED

IP_PWP:dms17580\77247RB401.dgn 27-FEB-2012 12:00PM rgreenland

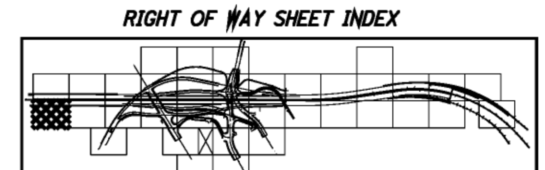
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.
and Great Miami River

MATCH LINE SEE SHEET 18

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89



RIGHT OF WAY SHEET INDEX



HGH	7/7/11	ADD LABEL 104-SH1, SUPERIOR COURT CASE
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

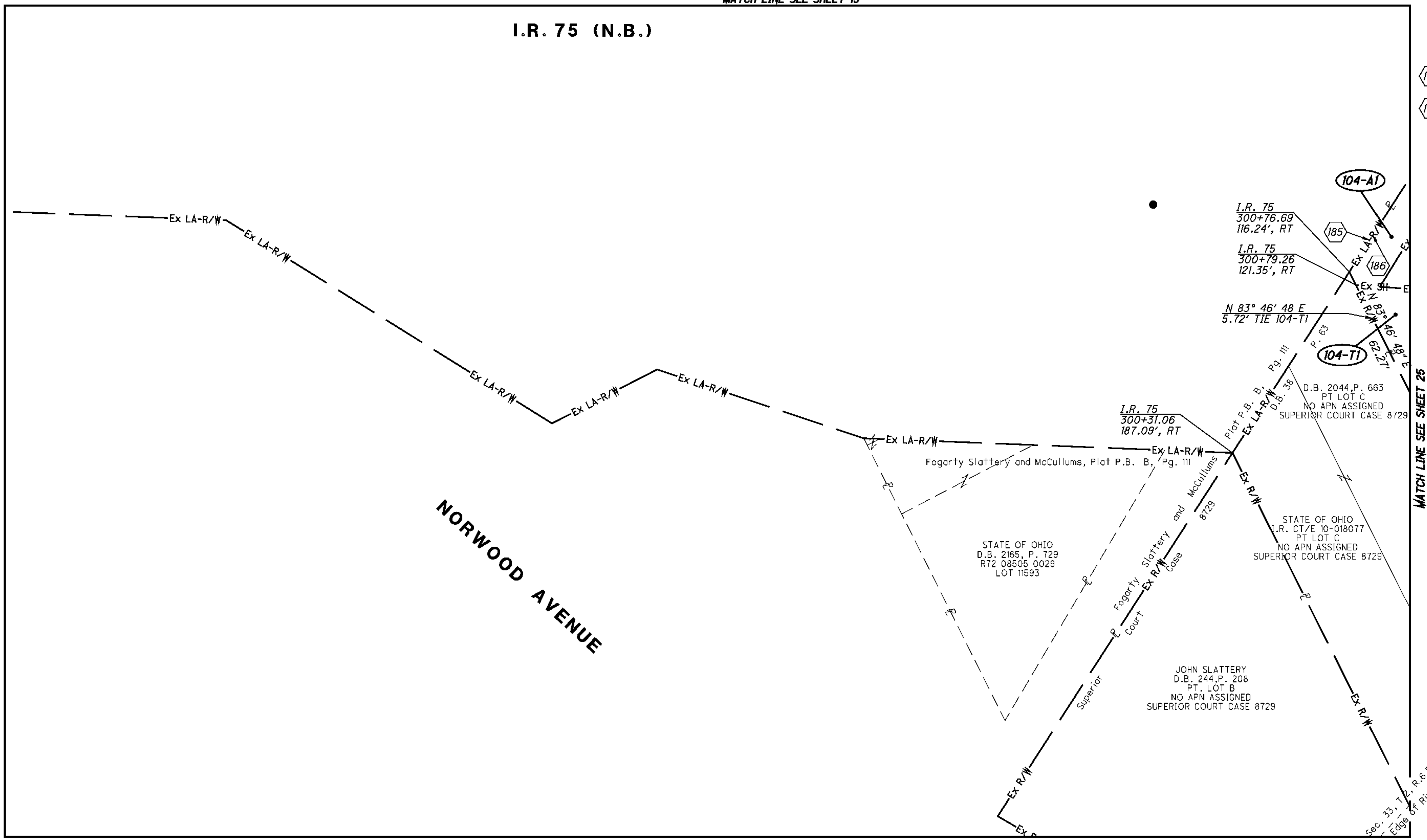
MOT-75-12.00

IP_PWP:dms17580\77247RT402.dgn 27-FEB-2012 12:01PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.
and Great Miami River

MATCH LINE SEE SHEET 19

FOR EXISTING MONUMENT TABLE SEE SHEET 5



185 S 36° 52' 48" E 170.15' TIE 104-T1

186 S 36° 52' 48" E 138.10' TIE 104-T1

ORIGINAL SCALE 1"=20'
0 10 20 40 HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	7/7/11	LABEL SUPERIOR COURT CASE

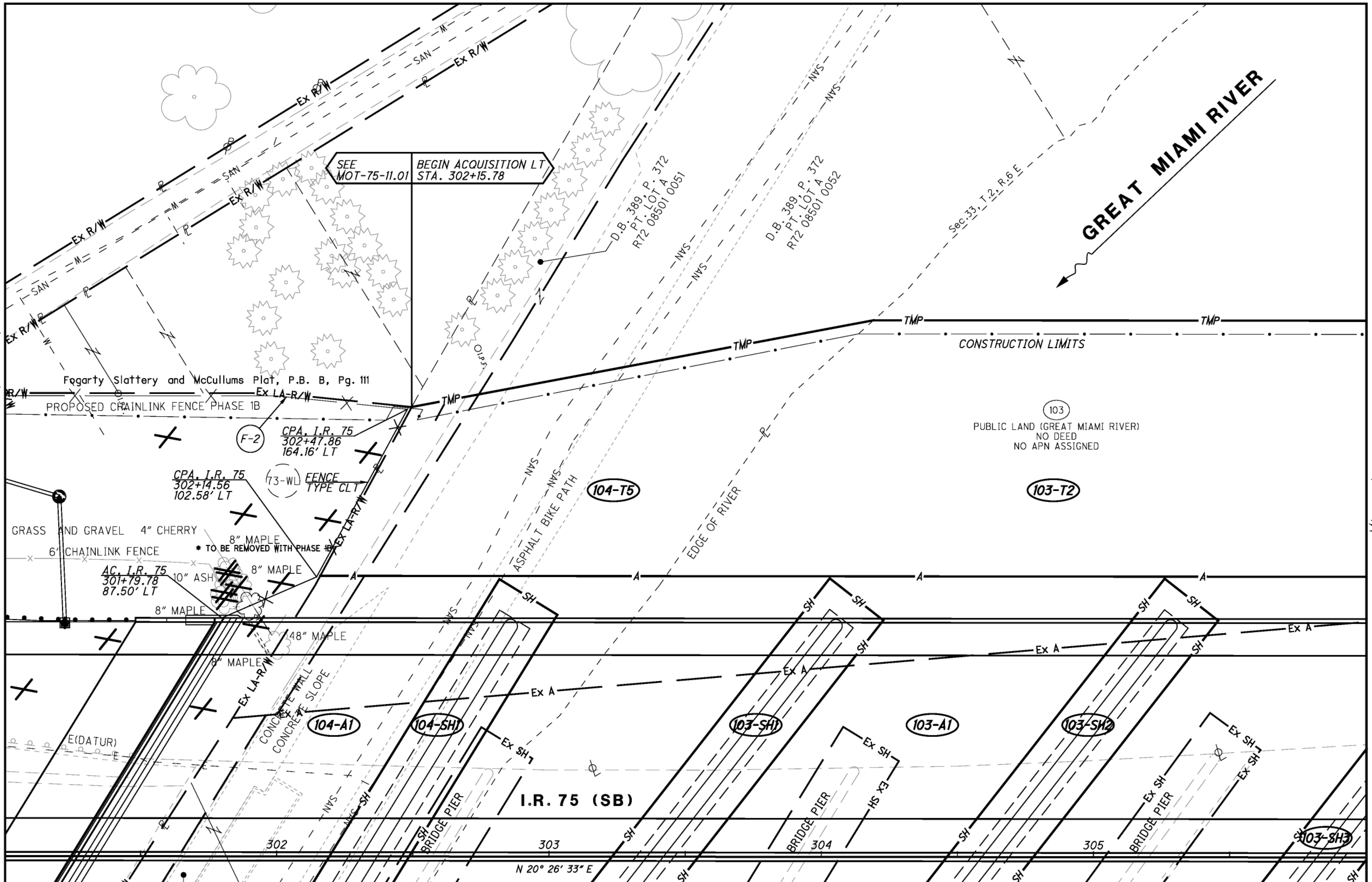
DATE COMPLETED

IP_PWP:dms17580\77247RB402.dgn 27-FEB-2012 12:01PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89

MATCH LINE SEE SHEET 18

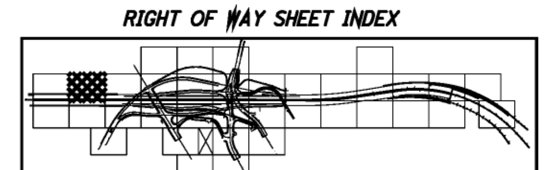


MATCH LINE SEE SHEET 26

MATCH LINE SEE SHEET 24

104
MIAMI CONSERVANCY DISTRICT
D.B. 408, P. 82
PT LOT C
NO APN ASSIGNED

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	7/7/11	PARCELS 104-SH1, 104-A1, 104-T5, APN LINE
HGH	3/30/11	BOSSON

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

22 / 89

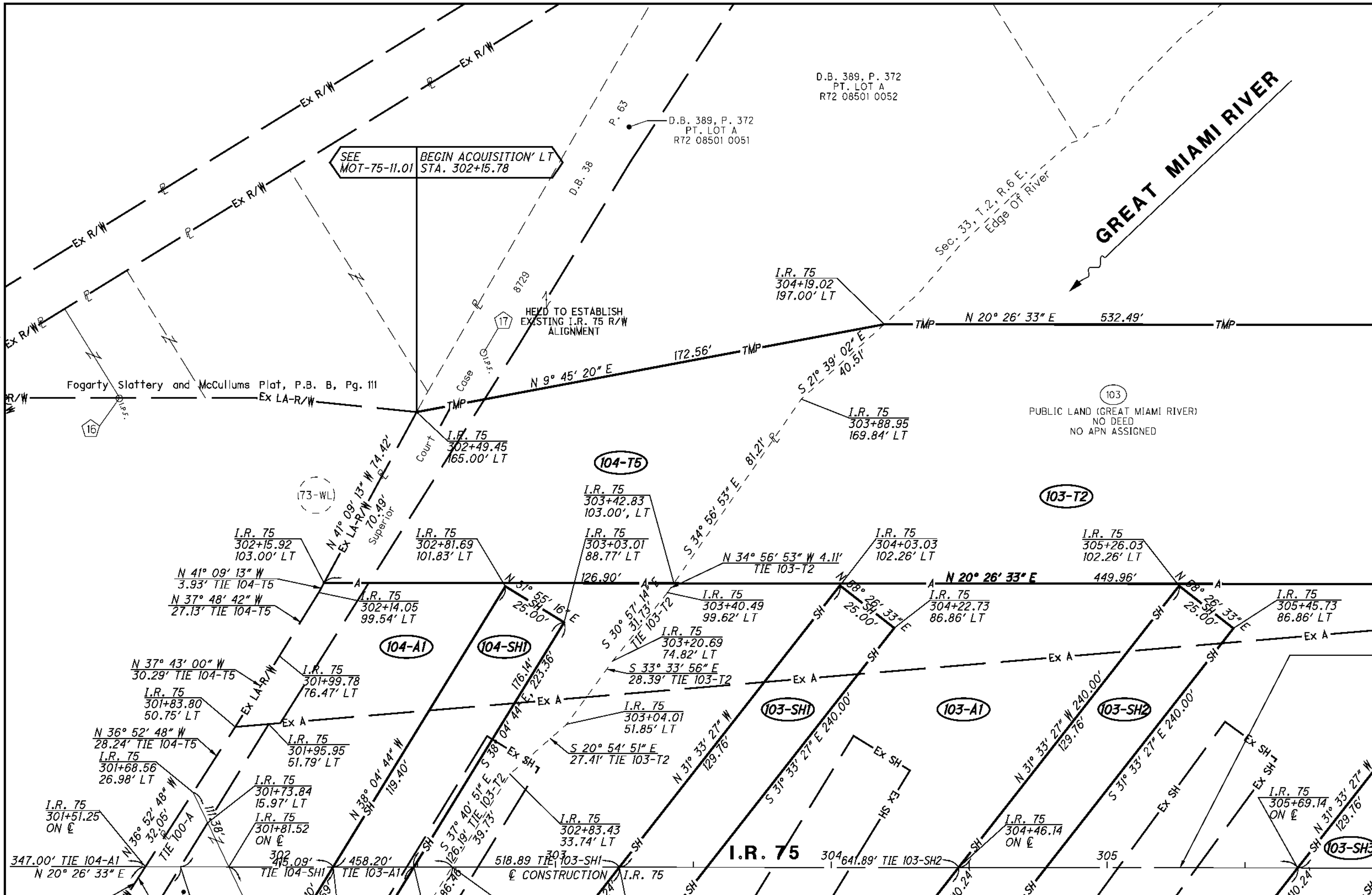
1498 / 1565

IP_PWP:dms17580\77247RT403.dgn 27-FEB-2012 12:01PM rgreenland

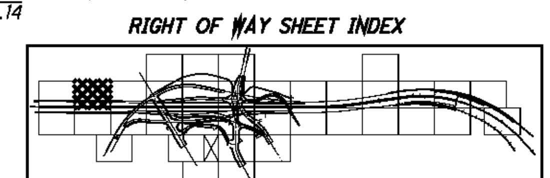
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33, T.2, R.6 E.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5

(185) S 36° 52′ 48″ E 170.15′ TIE 104-T1
(186) S 36° 52′ 48″ E 138.10′ TIE 104-T1



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	7/7/11	PARCELS 104-SH1, 104-A1, 104-T5, LOT LABELS
HGH	3/30/11	BOSSON

DATE COMPLETED

ORIGINAL SCALE 1″=20′
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77.27

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

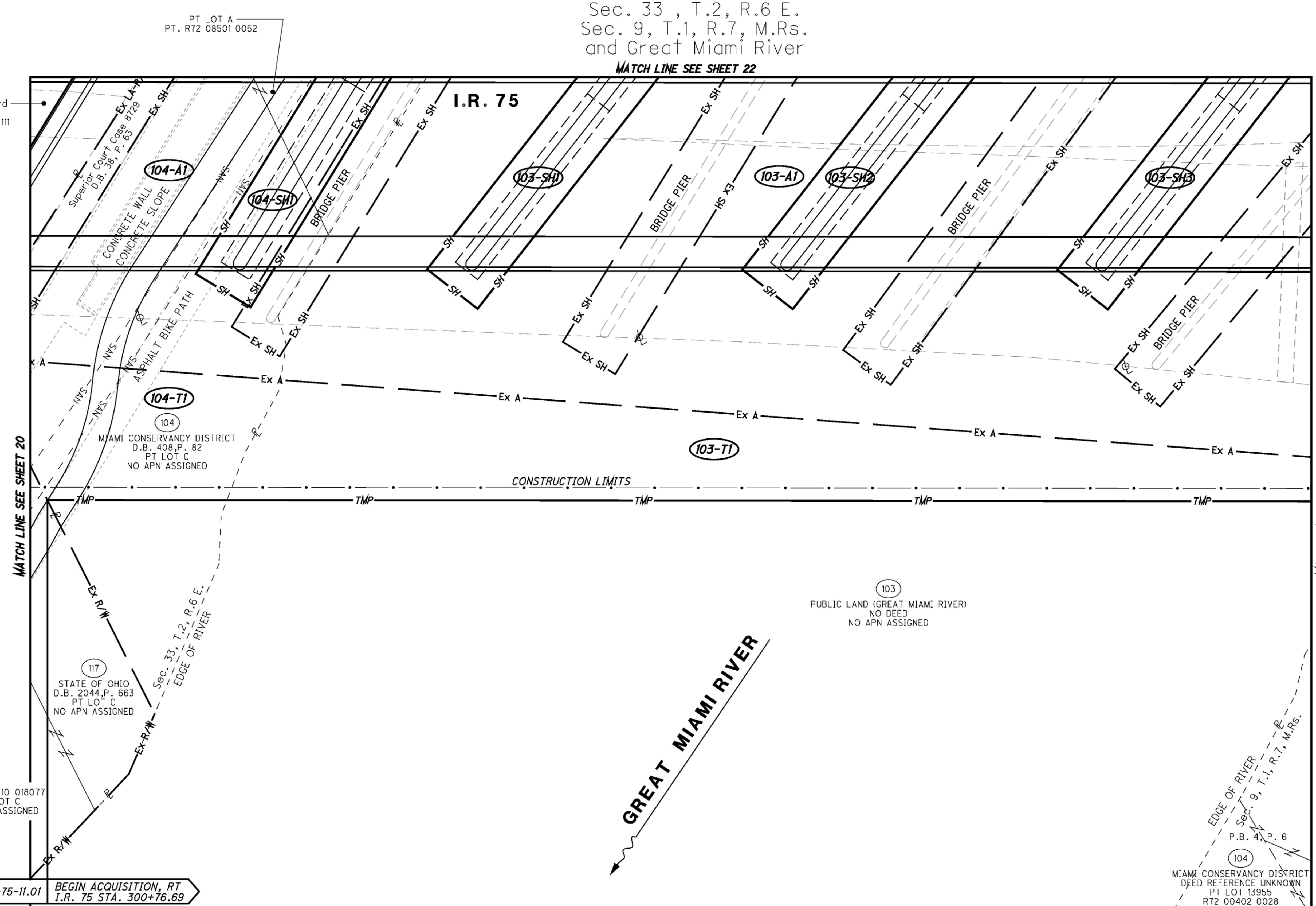
23/89

1499/1565

IP_PWP:dms17580\77247RB403.dgn 27-FEB-2012 12:02PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 33 , T.2, R.6 E.
Sec. 9, T.1, R.7, M.Rs.
and Great Miami River

MATCH LINE SEE SHEET 22

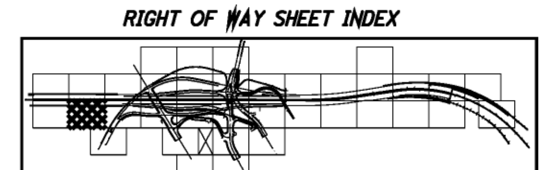


SEE MOT-75-11.01

BEGIN ACQUISITION, RT
I.R. 75 STA. 300+76.69

MATCH LINE SEE SHEET 31

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	7/7/11	PARCELS 104-SH1, 104-A1, 104-T5, SUPERIOR COURT CASE 8729
HGH	3/30/11	BOSSON

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

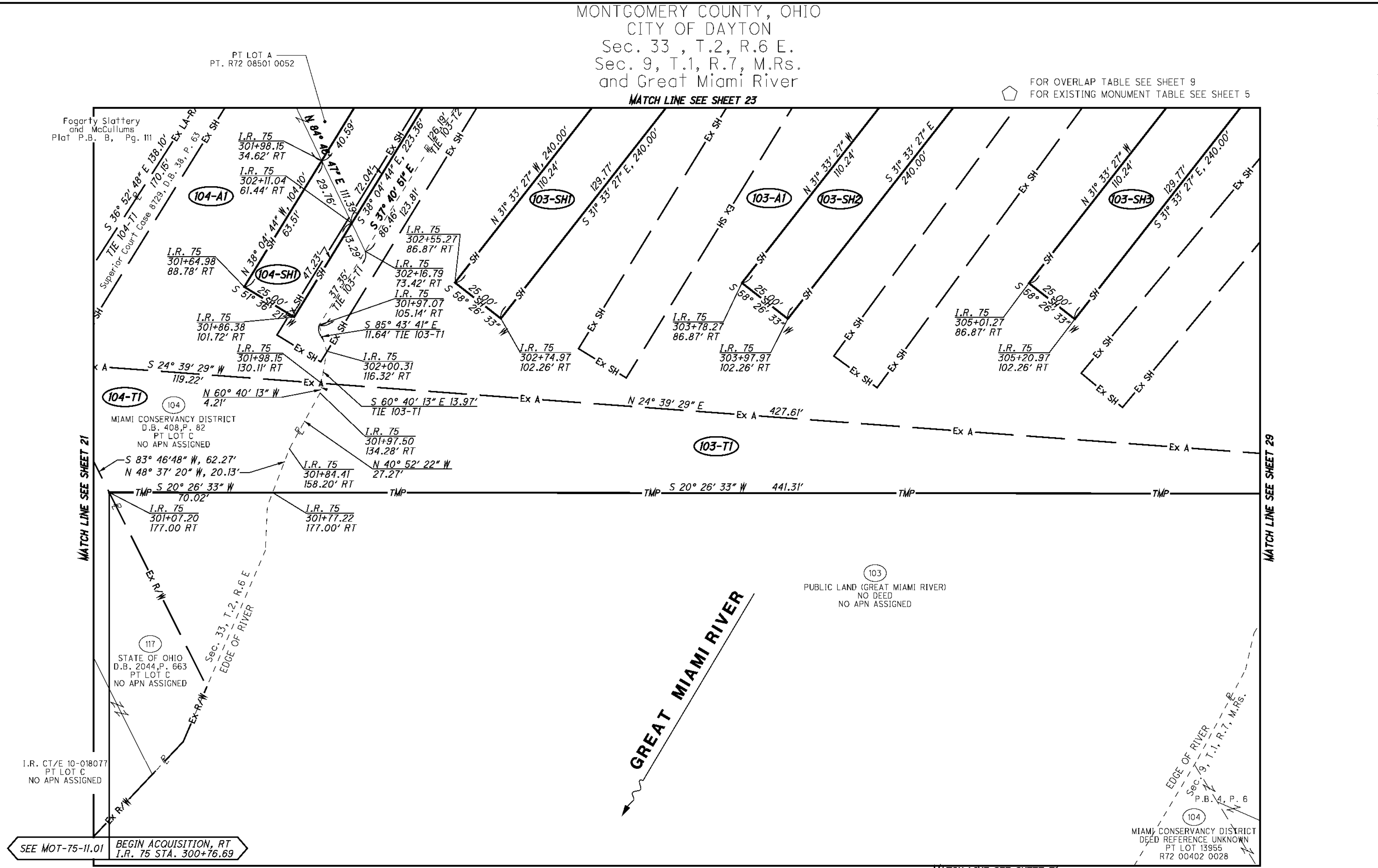
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

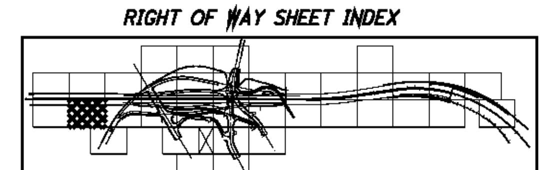
MOT-75-12.00

1500
1565

IP_PWP:dms17580\77247RT404.dgn 27-FEB-2012 12:02PM rgreenland



RIGHT OF WAY SHEET INDEX



ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

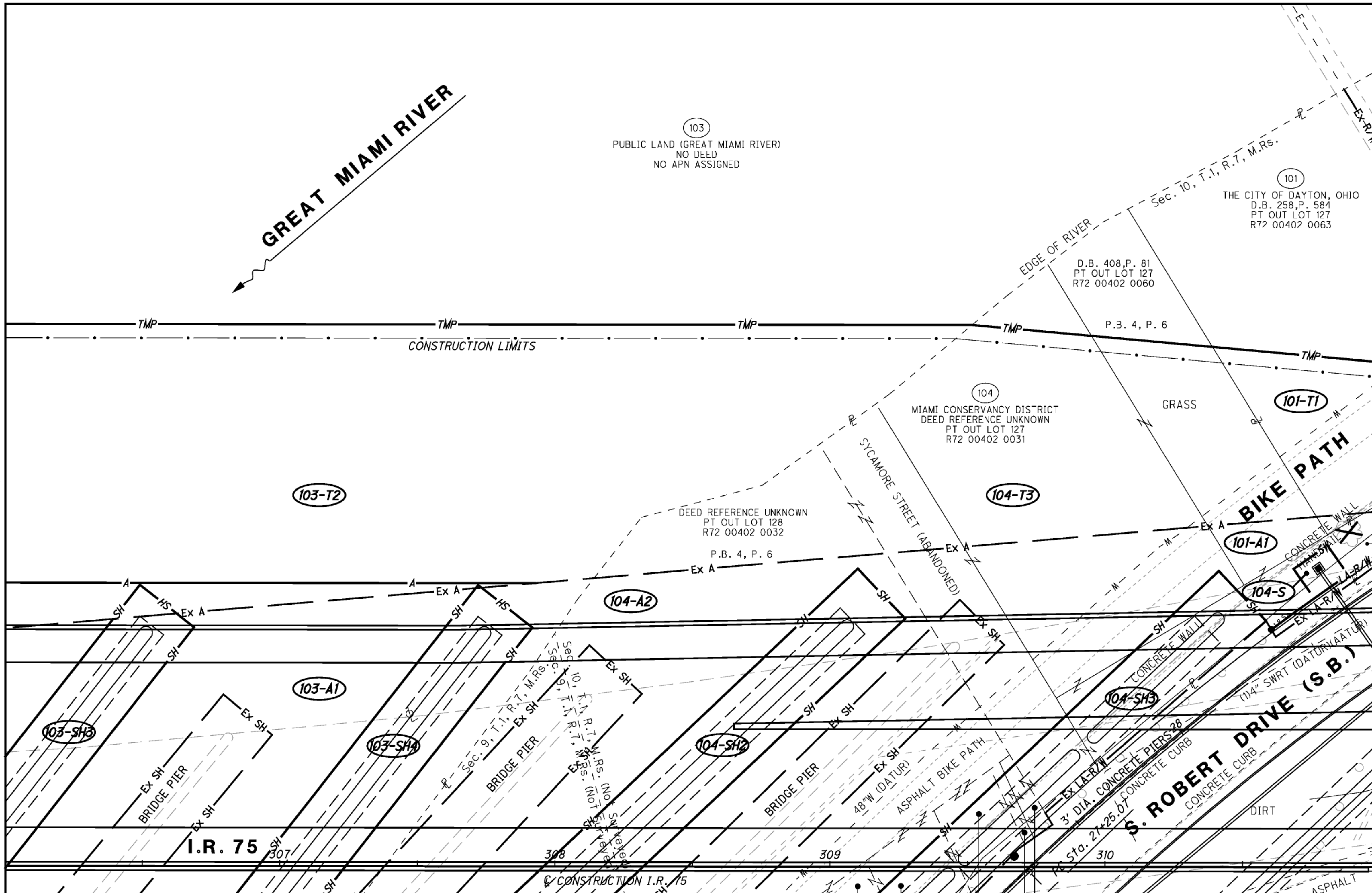
REV. BY	DATE	DESCRIPTION
HGH	7/7/11	PARCELS 104-SH1, 104-A1, 104-T5, SUPERIOR COURT CASE 8729
HGH	3/30/11	BOSSON

DATE COMPLETED

IP_PWP:dms17580\77247R8404.dgn 27-FEB-2012 12:02PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9 & 10, T.1, R.7, M.Rs.
and Great Miami River

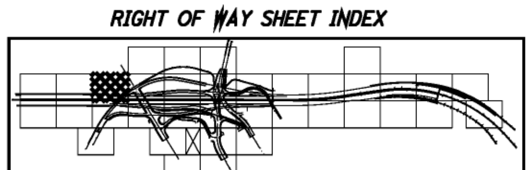
MATCH LINE SEE SHEET 22



MATCH LINE SEE SHEET 34

MATCH LINE SEE SHEET 28

RIGHT OF WAY SHEET INDEX



D.B. 402,P. 69
PT LOT 13941
R72 00402 0037

D.B. 402,P. 69
PT LOT 13940
R72 00402 0036

D.B. 393,P. 512
PT LOT 13939
R72 00402 0002

D.B. 393,P. 512
PT LOT 13888
R72 00402 0001

D.B. 408,P. 61
PT LOT 13888
R72 00402 0047

REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABEL 104-T3 Z,104-WL
DATE COMPLETED		

ORIGINAL SCALE 1"=20'

0 10 20 40
HORIZONTAL
SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

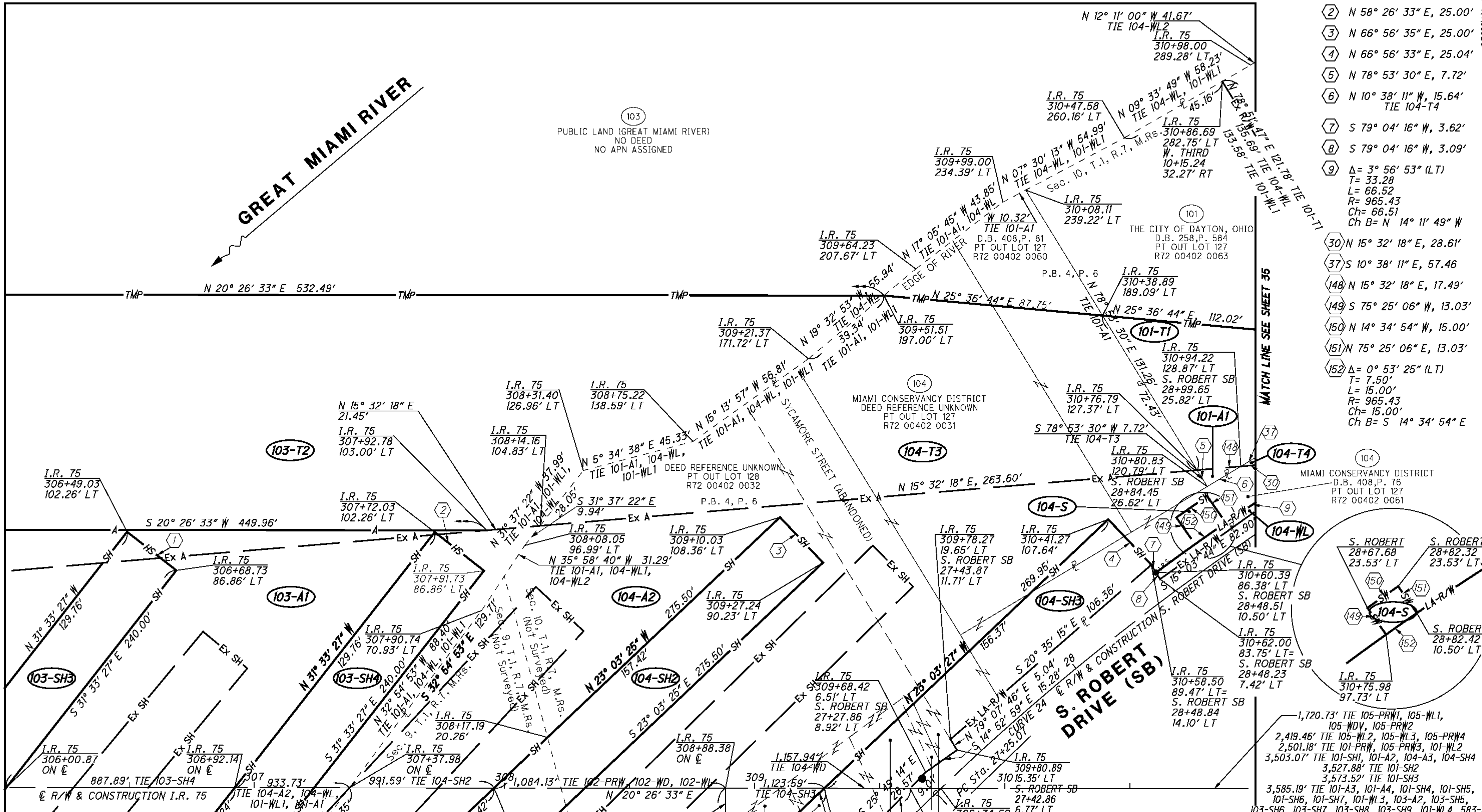
MOT-75-12.00

1502
1565

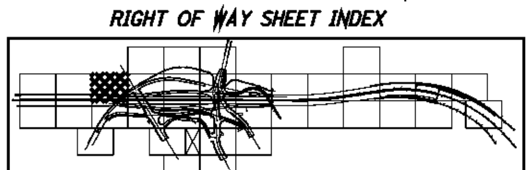
IP_PWP:dms17580\77247RT405.dgn 27-FEB-2012 12:03PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9 & 10, T.1, R.7, M.Rs.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5



RIGHT OF WAY SHEET INDEX



1	N 58° 26′ 33″ E, 25.00′
2	N 58° 26′ 33″ E, 25.00′
3	N 66° 56′ 35″ E, 25.00′
4	N 66° 56′ 33″ E, 25.04′
5	N 78° 53′ 30″ E, 7.72′
6	N 10° 38′ 11″ W, 15.64′ TIE 104-T4
7	S 79° 04′ 16″ W, 3.62′
8	S 79° 04′ 16″ W, 3.09′
9	Δ= 3° 56′ 53″ (LT) T= 33.28 L= 66.52 R= 965.43 Ch= 66.51 Ch B= N 14° 11′ 49″ W
30	N 15° 32′ 18″ E, 28.61′
37	S 10° 38′ 11″ E, 57.46
148	N 15° 32′ 18″ E, 17.49′
149	S 75° 25′ 06″ W, 13.03′
150	N 14° 34′ 54″ W, 15.00′
151	N 75° 25′ 06″ E, 13.03′
152	Δ= 0° 53′ 25″ (LT) T= 7.50′ L= 15.00′ R= 965.43 Ch= 15.00′ Ch B= S 14° 34′ 54″ E

CURVE 24
S. ROBERT SB
P.I.= Sta. 28+46.16
Δ= 14° 27′ 17″ (RT)
Dc = 6° 00′ 00″
R = 954.93′
T = 121.10′
L = 240.91′
E = 7.65′
C = 240.27′
C.B. = N 16° 21′ 01″ W

REV. BY	DATE	DESCRIPTION
HGH	5/31/11	ADD I.R. 75 310+94.22, 128.87′ LT
HGH	3/30/11	LABEL 104-T3, 310+38.89
DATE COMPLETED		

ORIGINAL SCALE 1″=20′
0 10 20 40 HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

27/89

1503/1565

IP_PWP:dms17580\77247RB405.dgn 27-FEB-2012 12:03PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9 & 10, T.1, R.7, M.Rs.

D.B. 402,P. 69
PT LOT 13941
R72 00402 0037
P.B. 4, P. 6

D.B. 402,P. 69
PT LOT 13942
R72 00402 0038
P.B. 4, P. 6

D.B. 403,P. 38
PT LOT 13943
R72 00402 0039
P.B. 4, P. 6

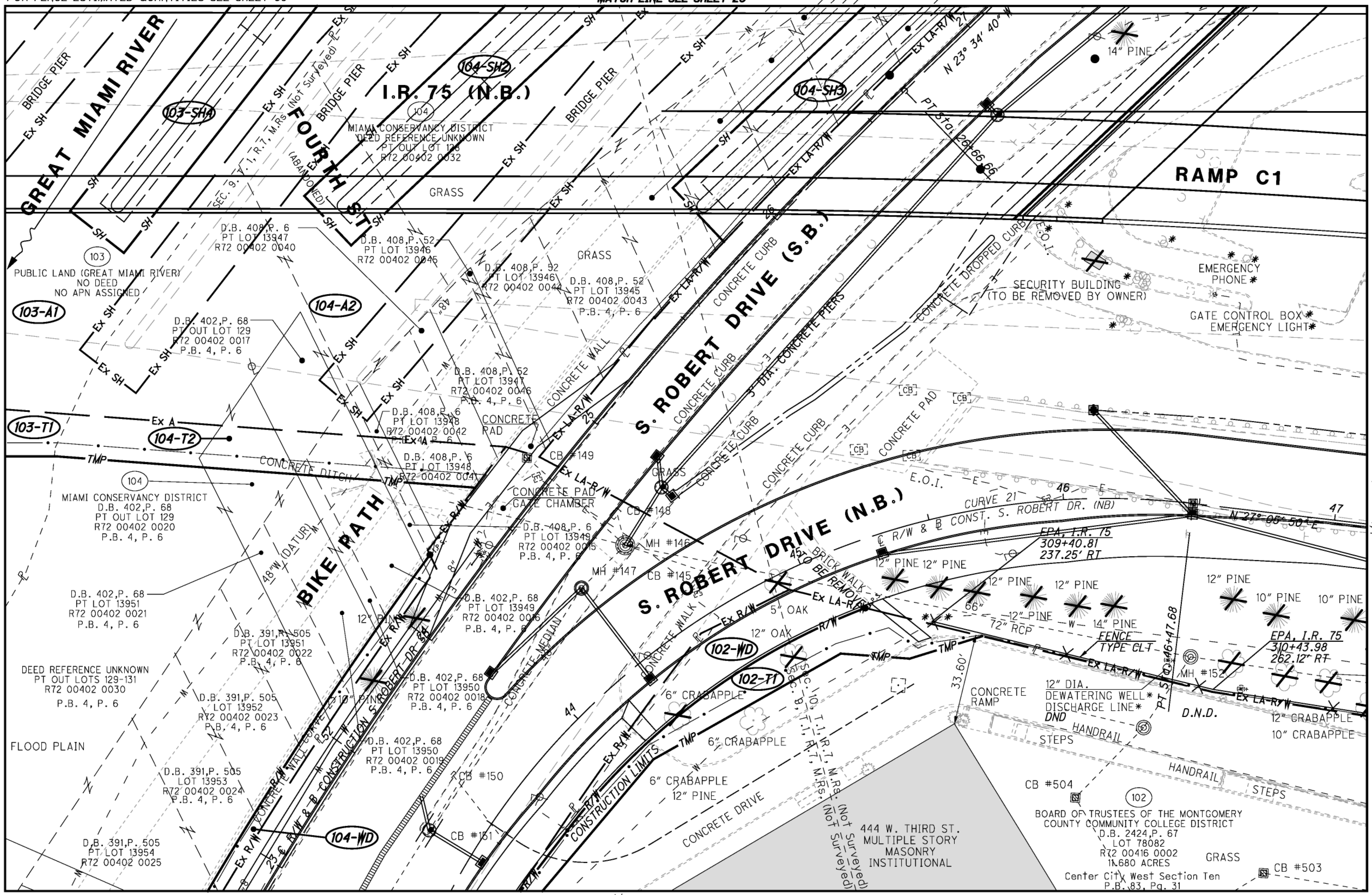
D.B. 408,P. 49
PT LOT 13944
R72 00402 0008
P.B. 4, P. 6

D.B. 402,P. 69
PT LOT 13940
R72 00402 0036
P.B. 4, P. 6

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89

MATCH LINE SEE SHEET 26

MATCH LINE SEE SHEET 24



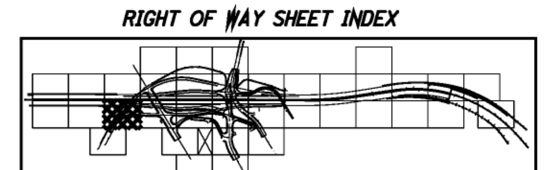
MATCH LINE SEE SHEET 36

MATCH LINE SEE SHEET 30

CURVE DATA CURVE 23
℄ R/W S. ROBERT DR. SB
P.I.= Sta. 24+38.01
Δ= 18° 27' 11" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 232.68'
L = 461.33'
E = 18.78'
C = 459.34'
C.B. = N 32° 48' 16" W

CURVE DATA CURVE 21
℄ R/W S. ROBERT NB
P.I.= Sta. 45+06.46
Δ= 69° 07' 41" (RT)
Dc = 21° 00' 00"
R = 272.84'
T = 187.97'
L = 329.18'
E = 58.48'
C = 309.58'
C.B. = N 7° 28' 01" W

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	MODIFY LABELS (CONC. PADS) (2)

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT406.dgn 27-FEB-2012 12:03PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9 & 10, T.1, R.7, M.Rs.
and GREAT MIAMI RIVER

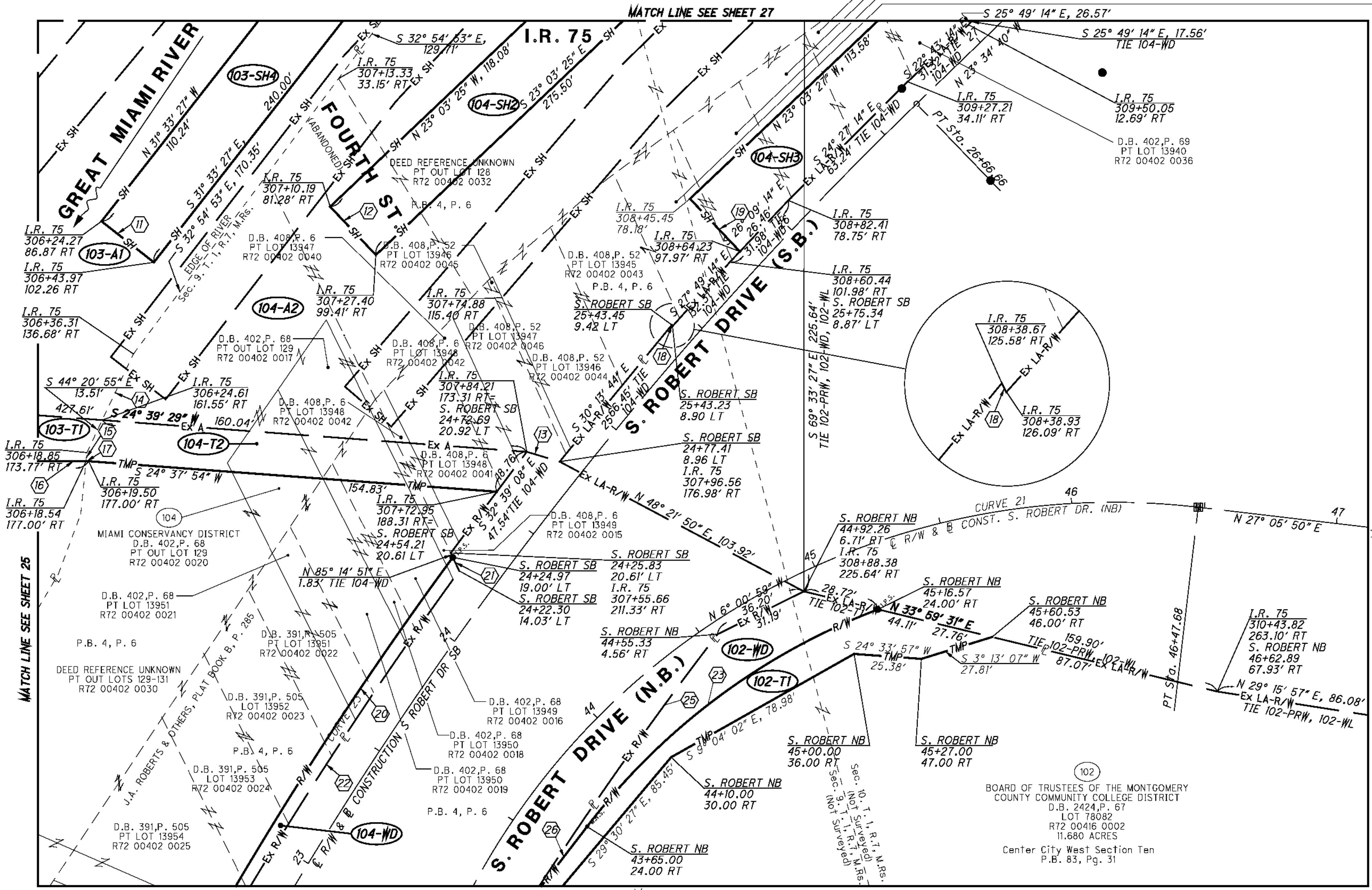
D.B. 402, P. 69
PT LOT 13941
R72 00402 0037

D.B. 402, P. 69
PT LOT 13942
R72 00402 0038

D.B. 403, P. 38
PT LOT 13943
R72 00402 0039

FOR EXISTING MONUMENT TABLE SEE SHEET 5

D.B. 408, P. 49
PT LOT 13944
R72 00402 0008



CURVE DATA CURVE 23
℄ R/W S. ROBERT DR. SB
P.I.= Sta. 24+38.01
Δ= 18° 27′ 11″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 232.68′
L = 461.33′
E = 18.78′
C = 459.34′
C.B. = N 32° 48′ 16″ W

CURVE DATA CURVE 21
℄ R/W S. ROBERT NB
P.I.= Sta. 45+06.46
Δ= 69° 07′ 41″ (RT)
Dc = 21° 00′ 00″
R = 272.84′
T = 187.97′
L = 329.18′
E = 58.48′
C = 309.58′
C.B. = N 7° 28′ 01″ W

104
MIAMI CONSERVANCY DISTRICT
D.B. 402, P. 68
PT LOT 13950
R72 00402 0019

10 NOT USED
11 S 58° 26′ 33″ W, 25.00′
12 S 66° 56′ 35″ W 25.00′
13 S 37° 00′ 27″ W, 12.88′ TIE 104-T2, 104-WD
14 S 44° 20′ 55″ E, 27.48′
15 S 63° 54′ 32″ E, 3.24′
16 S 20° 26′ 33″ W, 441.31′
17 S 20° 26′ 33″ W, 0.97′
18 S 83° 58′ 46″ W, 0.57′ TIE 104-WD
19 S 66° 56′ 33″ W, 27.28′
20 Δ= 8° 47′ 08″ (RT) T= 111.50′ L= 222.55′ R= 1,451.39′ Ch= 222.34′ Ch B= N 37° 38′ 17″ W
21 N 85° 14′ 51″ E, 5.66′
22 Δ= 8° 29′ 07″ (LT) T= 118.83′ L= 237.23′ R= 1,601.90′ Ch= 237.02′ Ch B= 37° 47′ 21″ E
23 Δ= 31° 49′ 49″ (LT) T= 70.96′ L= 138.24′ R= 248.84′ Ch= 136.47′ Ch B= S 16° 20′ 59″ E
24 NOT USED
25 Δ= 4° 42′ 33″ (RT) T= 62.08′ L= 124.10′ R= 1509.90′ Ch= 124.06′ Ch B= N 34° 27′ 39″ W
26 S 32° 04′ 36″ E, 36.76′

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1″=20′
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

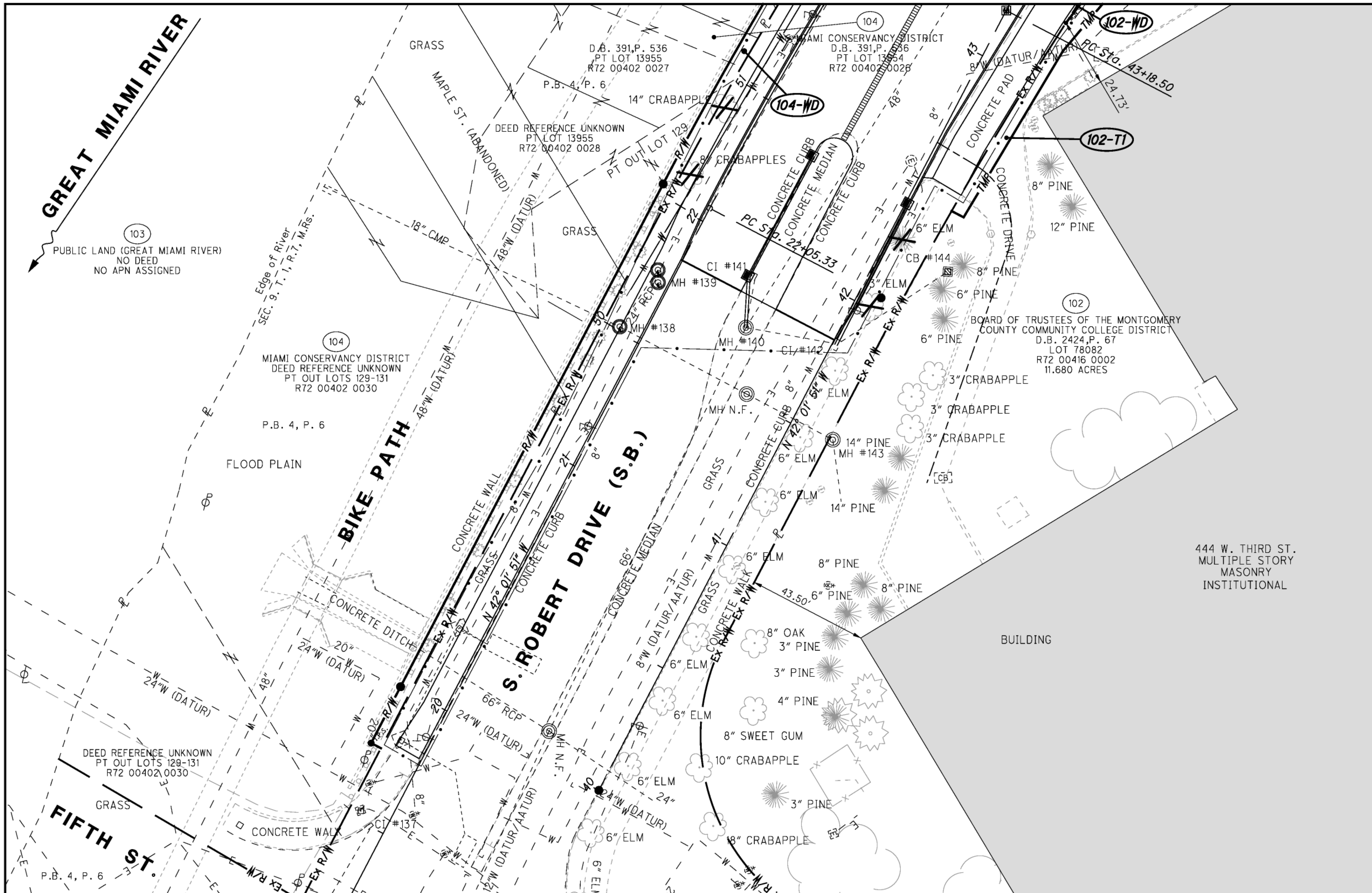
MOT-75-12.00

IP_PWP:dms17580\77247RB406.dgn 27-FEB-2012 12:03PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9, T.1, R.7, M.Rs.
and Great Miami River

MATCH LINE SEE SHEET 24

MATCH LINE SEE SHEET 28



RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

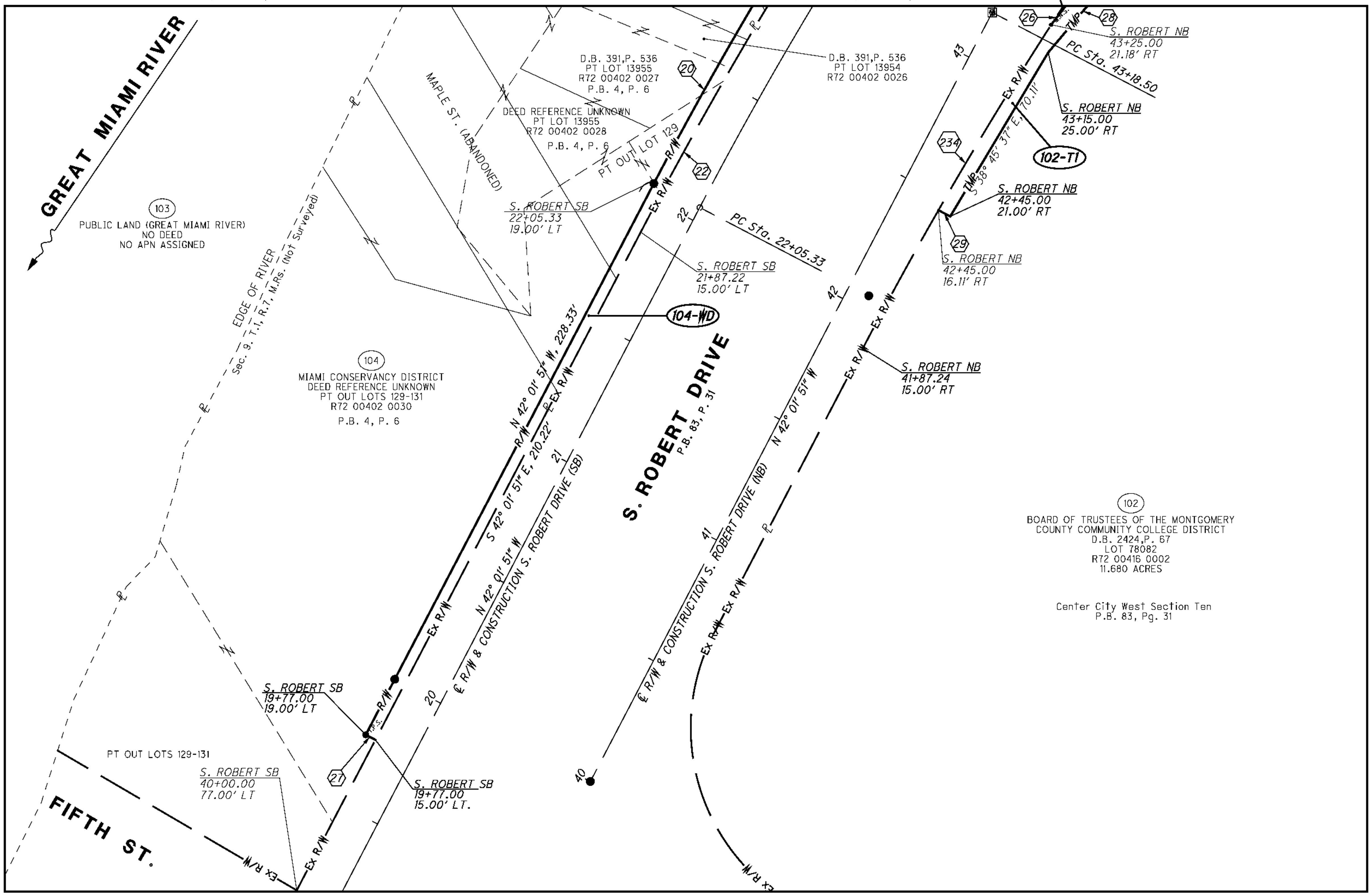
30/89

1506/1565

IP_PWP:dms17580\77247RT407.dgn 27-FEB-2012 12:04PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 9, T.1, R.7, M.Rs.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5



(20) Δ= 8° 47' 08" (RT)
T= 70.96'
L= 138.24'
R= 248.84'
Ch= 136.47'
Ch B= N 37° 38' 17" W

(22) Δ= 8° 29' 07" (LT)
T= 118.83'
L= 237.23'
R= 1,601.90'
Ch= 237.02'
Ch B= 37° 47' 21" E

(23) Δ= 31° 49' 49" (LT)
T= 70.96'
L= 138.24'
R= 248.84'
Ch= 136.47'
Ch B= S 16° 20' 59" E

(25) Δ= 9° 55' 25" (RT)
T= 131.09'
L= 261.52'
R= 1,509.90'
Ch= 261.19'
Ch B= N 38° 19' 37 W

(26) S 32° 04' 36" E, 36.76'

(27) S 47° 58' 09" W, 4.00'

(28) S 29° 30' 27" E, 85.45'

(29) S 47° 58' 09" W, 4.89'

(234) Δ= 3° 01' 24" (RT)
T= 39.84'
L= 79.67'
R= 1509.90'
Ch= 79.66'
Ch B= N 38° 19' 37" W

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

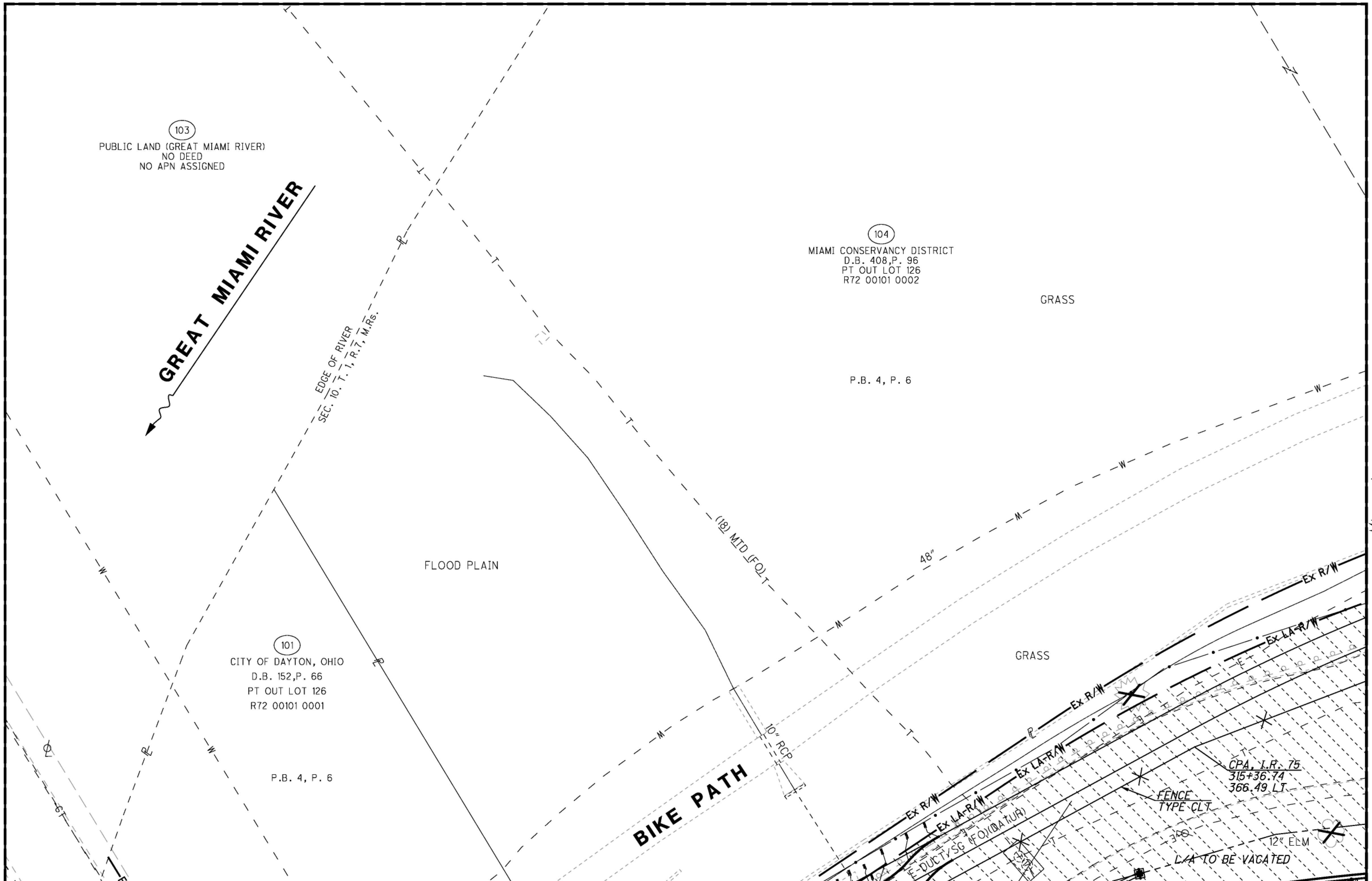
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB407.dgn 27-FEB-2012 12:04PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

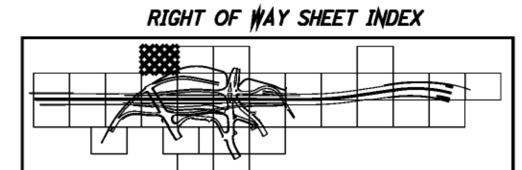
FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89



MATCH LINE SEE SHEET 42

MATCH LINE SEE SHEET 34

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	PARCEL 101-DAYTON

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

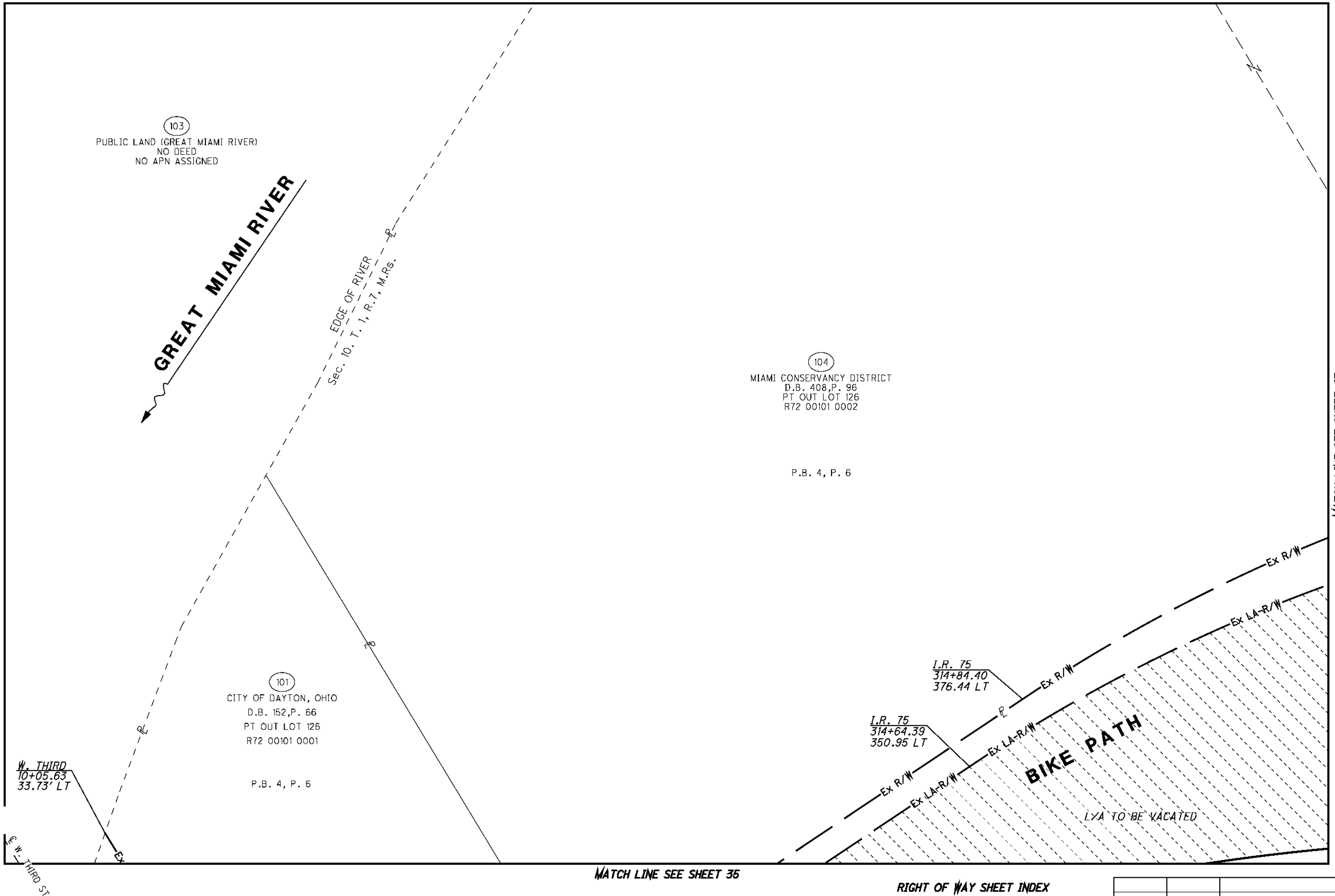
32/89

1508
1565

IP_PWP:dms17580\77247RT408.dgn 27-FEB-2012 12:04PM rgreenland

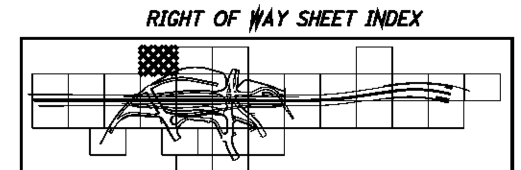
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

FOR EXISTING MONUMENT TABLE SEE SHEET 5



MATCH LINE SEE SHEET 36

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	PARCEL 101-DAYTON

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

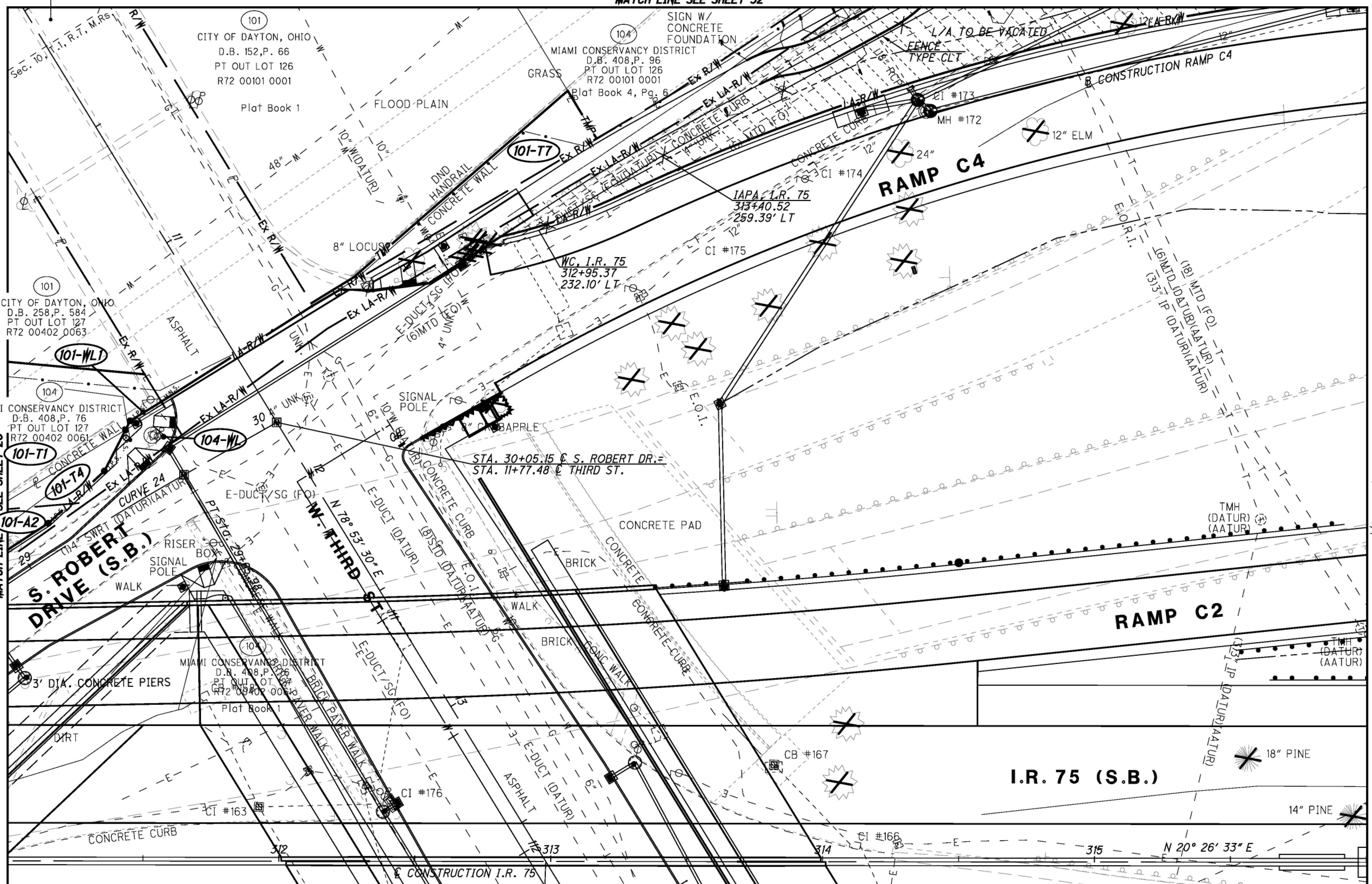
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB408.dgn 27-FEB-2012 12:04PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

MATCH LINE SEE SHEET 32

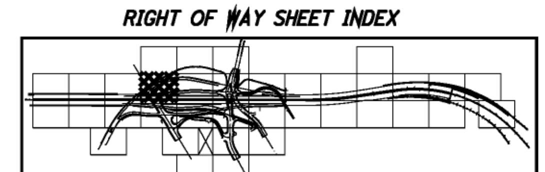


MATCH LINE SEE SHEET 36

STA. 312+98.62 ℄ I.R. 75=
STA. 13+67.09 ℄ THIRD ST.

CURVE DATA CURVE 24
S ROBERT DR SB
P.I.= Sta. 28+46.16
Δ= 14° 27' 17" (RT)
Dc = 6° 00' 00"
R = 954.93'
T = 121.10'
L = 240.91'
E = 7.65'
C= 240.27'

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	101-T7, DAYTON, PB. 4, PG. 6, PARCEL BUBBLES 101-T1, 104-T4

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
PID NO. 77247
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

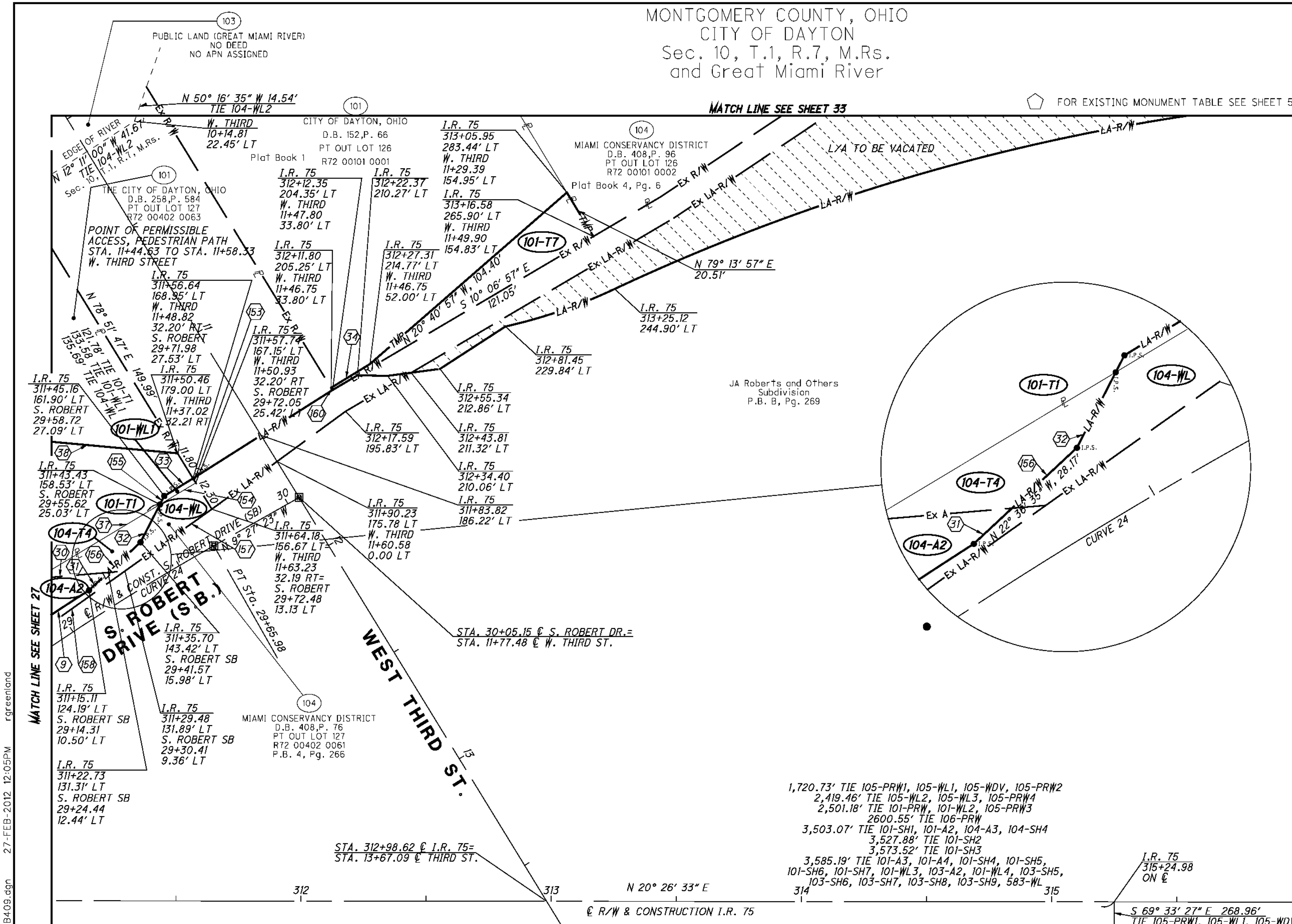
34/89
1510/1565

IP_PWP:dms17580\77247RT409.dgn 27-FEB-2012 12:05PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 33



MATCH LINE SEE SHEET 37

CURVE DATA CURVE 24
S ROBERT DR SB
P.I.= Sta. 28+46.16
Δ= 14° 27′ 17″ (RT)
Dc = 6° 00′ 00″
R = 954.93′
T = 121.10′
L = 240.91′
E = 7.65′
C= 240.27′
C.B. = N 16° 21′ 01″ W

- (9) Δ= 3° 56′ 53″ (LT), T= 33.28, L= 66.52, R= 965.43, Ch= 66.51, Ch B= S 14° 11′ 49″ E
- (30) N 15° 32′ 18″ E, 28.61′
- (31) S 22° 36′ 35″ E, 10.43′ (104-A2)
- (32) N 42° 25′ 51″ W, 16.97′
- (33) N 11° 06′ 30″ W, 13.47′
- (34) N 11° 06′ 30″ W, 18.20′
- (35) NOT USED
- (36) NOT USED
- (37) S 10° 38′ 11″ E, 57.46′
- (38) N 25° 36′ 44″ E, 111.81′
- (153) N 78° 51′ 47″ E, 2.11′
- (154) S 10° 38′ 11″ E, 16.71′
- (155) N 42° 25′ 51″ W, 3.79′
- (156) S 22° 36′ 35″ E, 17.74′ (104-WL)
- (157) S 15° 05′ 27″ E, 42.64′
- (158) S 15° 03′ 44″ E, 82.90′
- (159) NOT USED
- (160) S 78° 51′ 47″ W, 1.05′

ORIGINAL SCALE 1″=20′
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	5/31/11	LABEL INDEX 156, DETAIL
HGH	3/30/11	101-T7, DAYTON, PB. 4, PG. 6

DATE COMPLETED

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

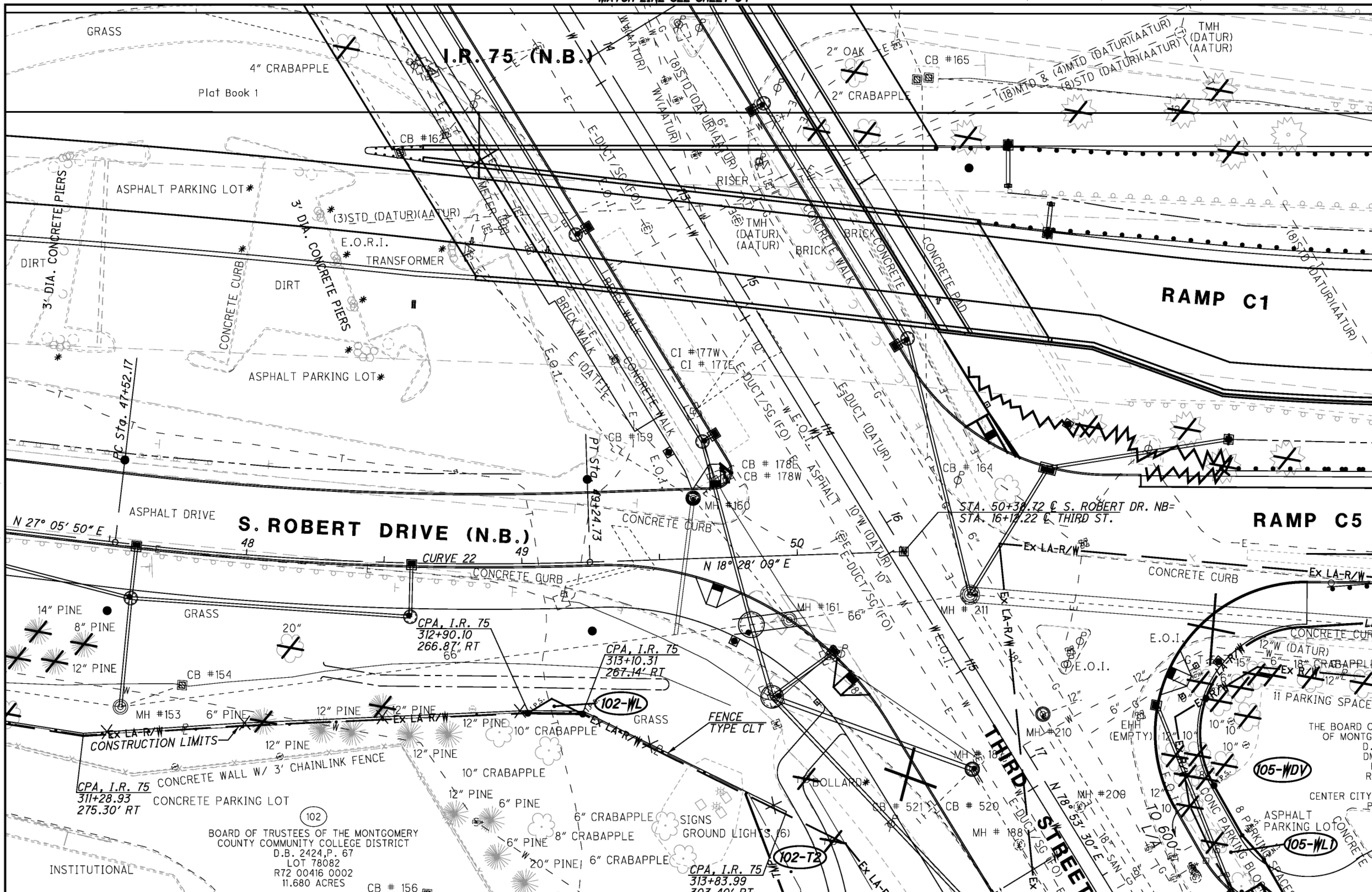
MATCH LINE SEE SHEET 34

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89

CURVE DATA, CURVE 22
S. ROBERT DRIVE (N.B.)
Δ= 8° 37′ 41″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 86.44′
L = 172.56′
E = 3.26′
C= 172.40′
C.B. = N 22° 47′ 00″ E

MATCH LINE SEE SHEET 28

MATCH LINE SEE SHEET 46

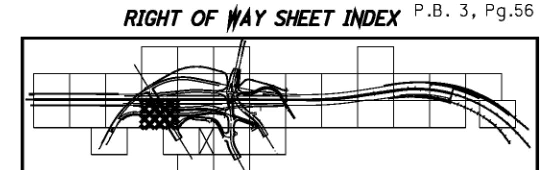


POINT OF PERMISSIBLE ACCESS
STA. 17+99.86
18.74.02′ LT

MATCH LINE SEE SHEET 38

Davis and Howard Plat
P.B. 3, Pg.56

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	GROUND LIGHTS (6), X-BOLLARDS, 2 TREES GONE

DATE COMPLETED

ORIGINAL SCALE 1″=20′
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

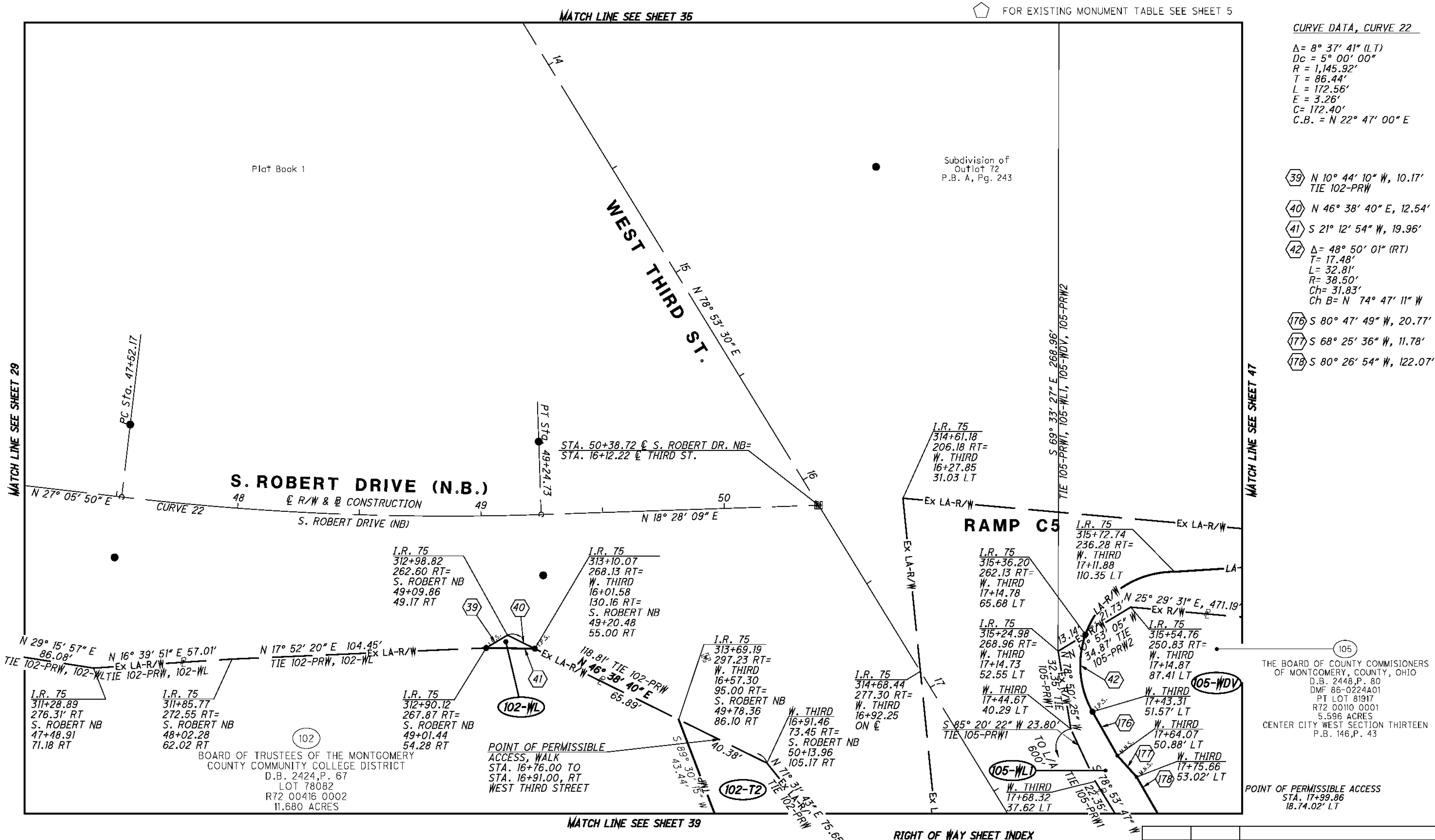
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT410.dgn 27-FEB-2012 12:05PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



CURVE DATA, CURVE 22

Δ= 8° 37' 41" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
T = 86.44'
L = 172.56'
E = 3.26'
C= 172.40'
C.B. = N 22° 47' 00" E

39 N 10° 44' 10" W, 10.17' TIE 102-PRW

40 N 46° 38' 40" E, 12.54'

41 S 21° 12' 54" W, 19.96'

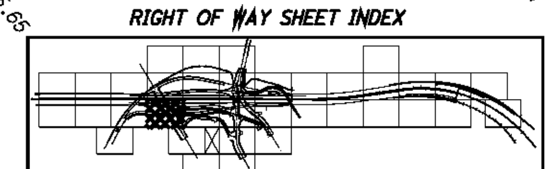
42 Δ= 48° 50' 01" (RT)
T= 17.48'
L= 32.81'
R= 38.50'
Ch= 31.83'
Ch B= N 74° 47' 11" W

176 S 80° 47' 49" W, 20.77'

177 S 68° 25' 36" W, 11.78'

178 S 80° 26' 54" W, 122.07'

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

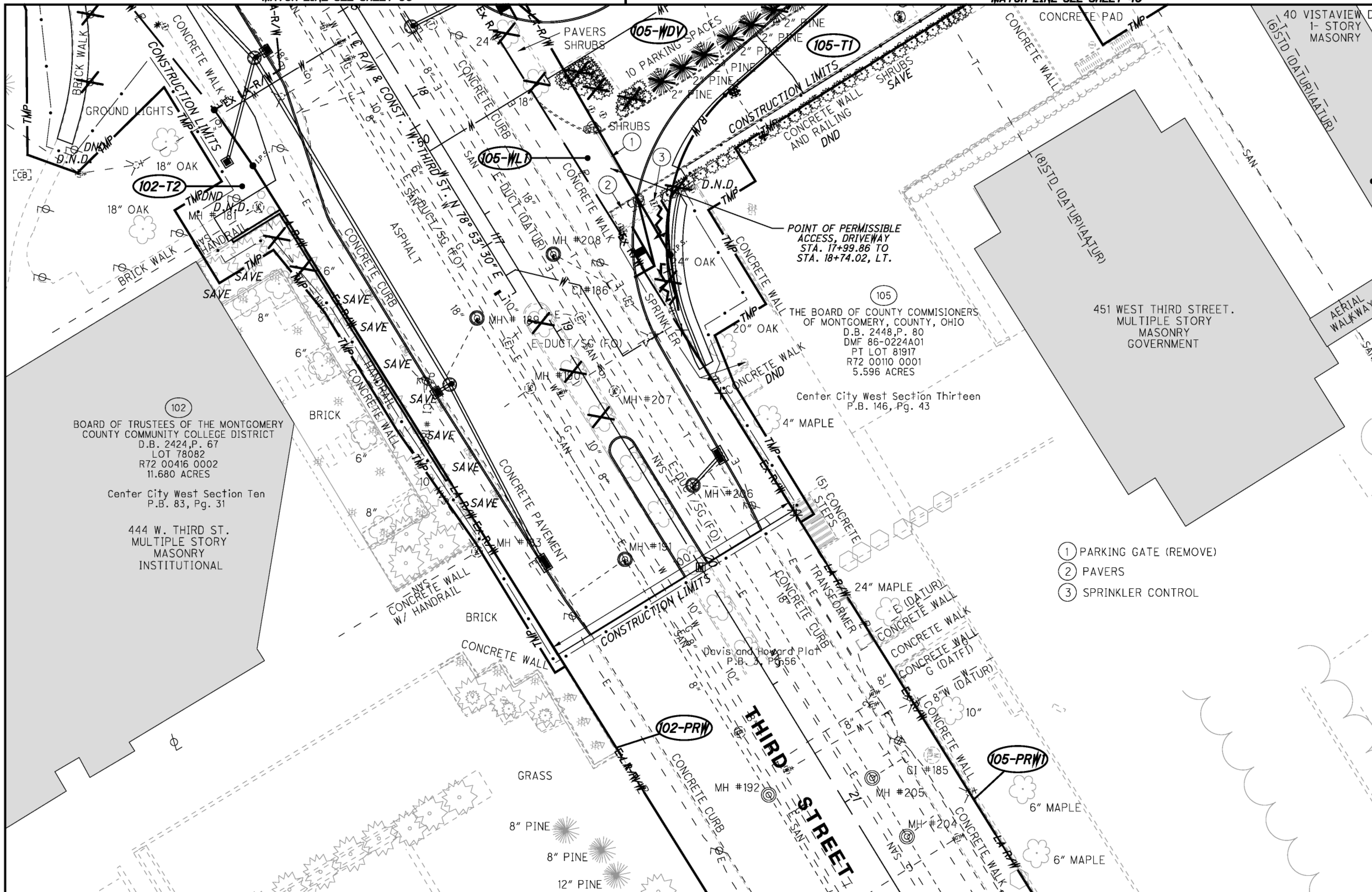
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

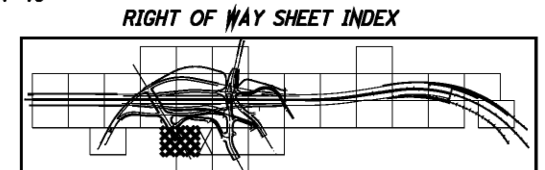
MATCH LINE SEE SHEET 36

MATCH LINE SEE SHEET 46



MATCH LINE SEE SHEET 40

RIGHT OF WAY SHEET INDEX



ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	BLDG. ADDRESSES, 105 PARCELS
HGH	3/30/11	WALL & 105-T1, ADD PERSONALTY ITEMS

DATE COMPLETED

IP_PWP:dms17580\77247RT411.dgn 27-FEB-2012 12:06PM rgreenland

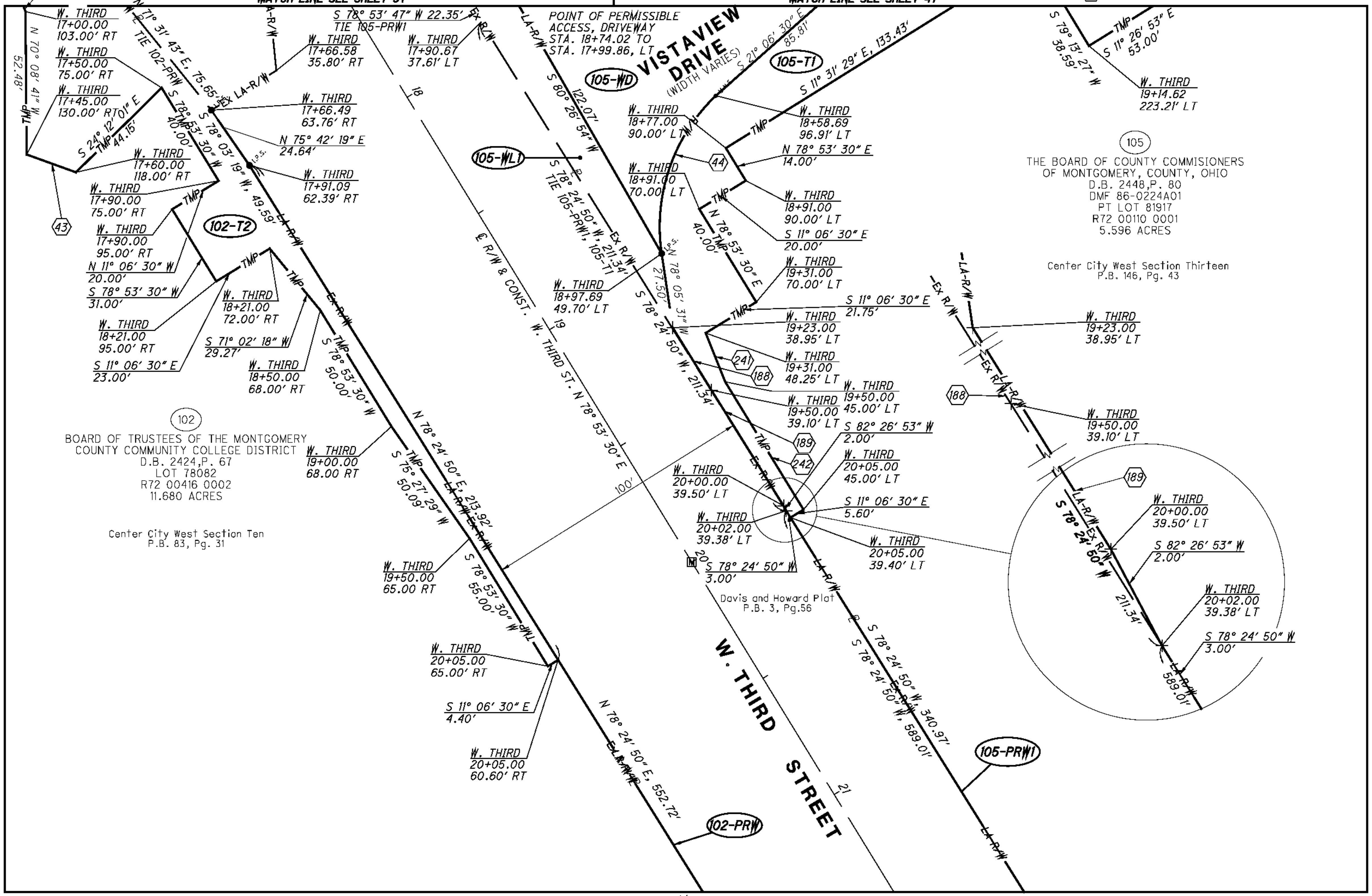
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

S 89° 30' 15" W
43.44'

MATCH LINE SEE SHEET 37

MATCH LINE SEE SHEET 47

FOR EXISTING MONUMENT TABLE SEE SHEET 5



MATCH LINE SEE SHEET 41

43	S 40° 13' 54" W, 19.21'
44	Δ= 54° 48' 46" (LT) T= 34.48' L= 63.63' R= 66.51' Ch= 61.23' Ch B= S 50° 40' 15" E
188	S 78° 34' 24" W, 27.00'
189	S 78° 26' 00" W, 50.00'
241	N 88° 35' 54" E, 19.28'
242	N 78° 53 '30" E, 55.00'

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	105 PARCELS
HGH	3/30/11	PARCEL 105-T1

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

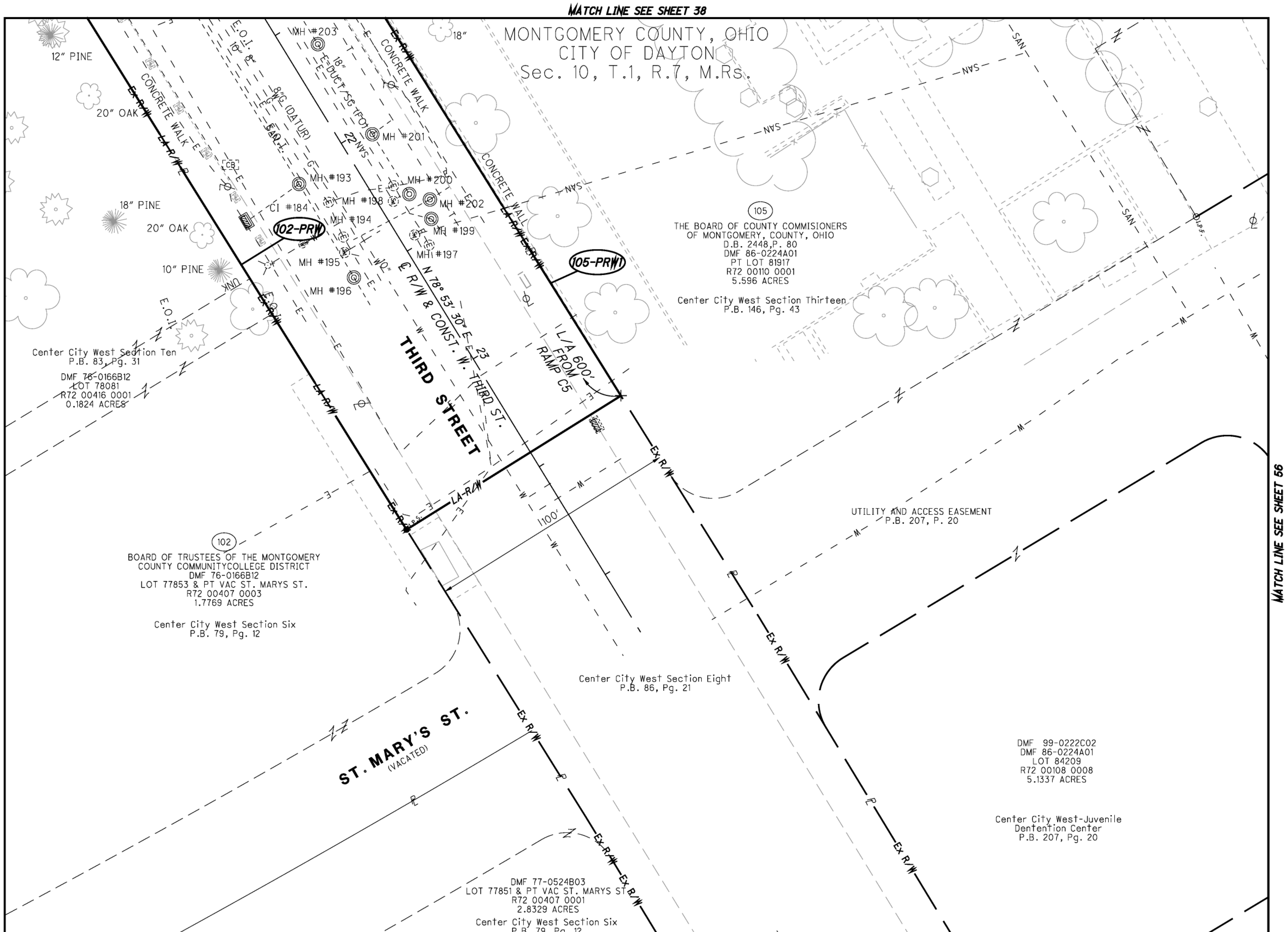
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB411.dgn 27-FEB-2012 12:06PM rgreenland



RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

40/89

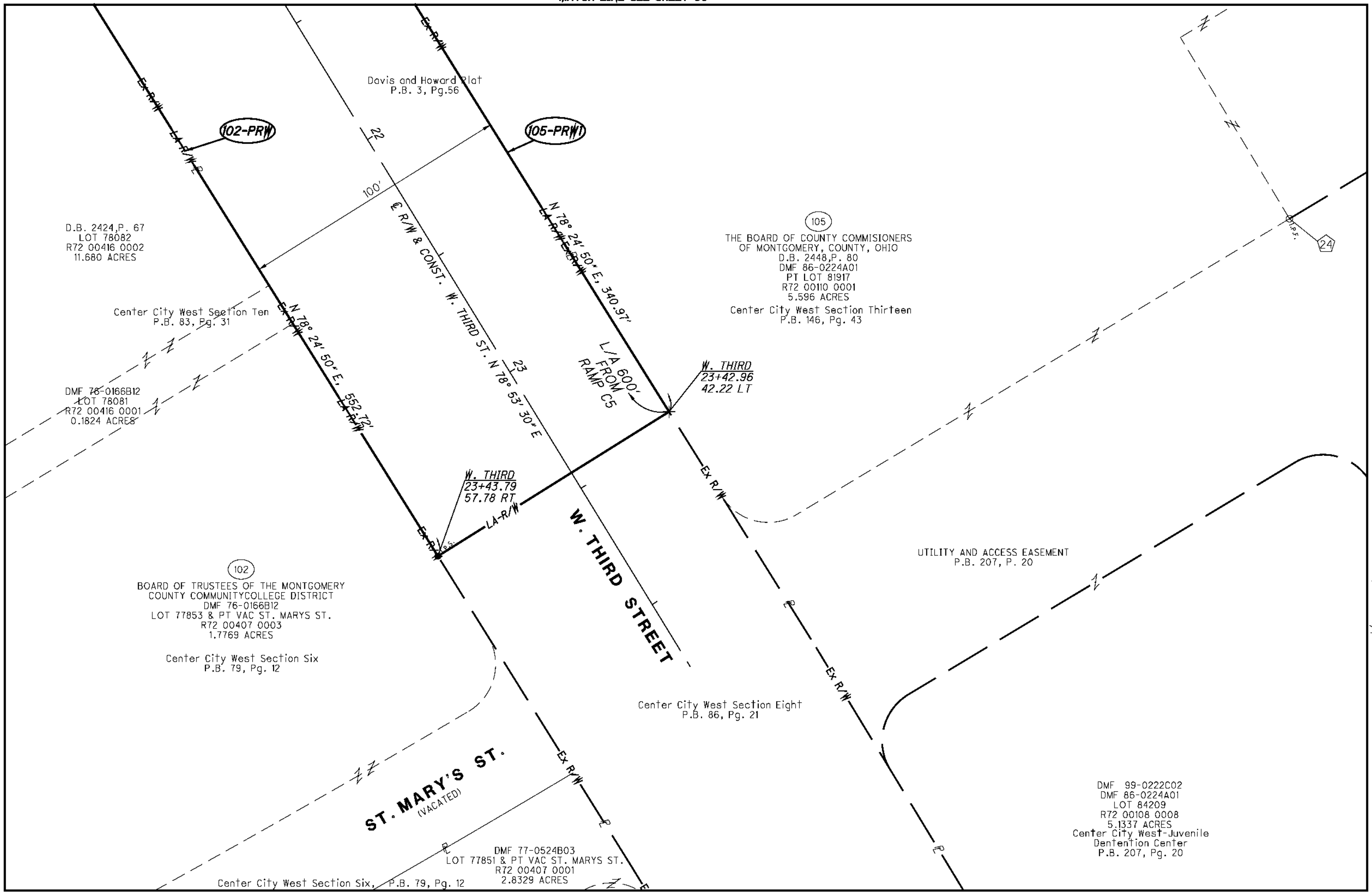
1516/1565

IP_PWP:dms17580\77247RT412.dgn 27-FEB-2012 12:06PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 39



MATCH LINE SEE SHEET 57

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

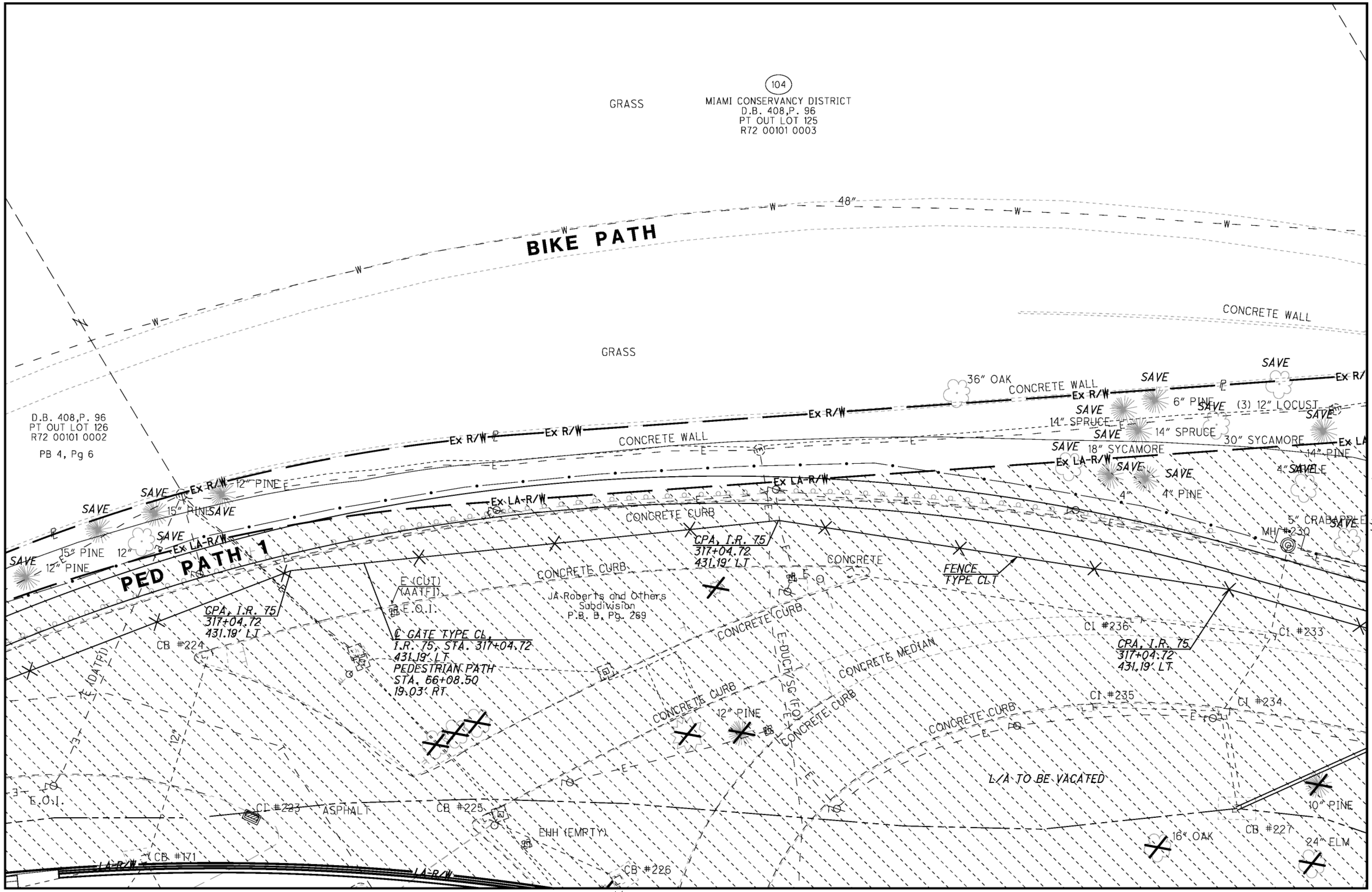
MOT-75-12.00

rgreenland 27-FEB-2012 12:07PM IP_PWP:dms17580\77247RB412.dgn

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89

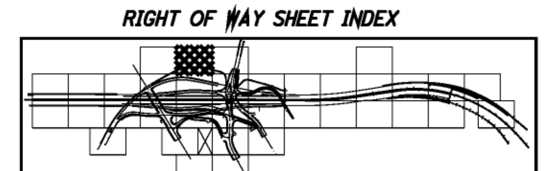
MATCH LINE SEE SHEET 32



MATCH LINE SEE SHEET 48

MATCH LINE SEE SHEET 44

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

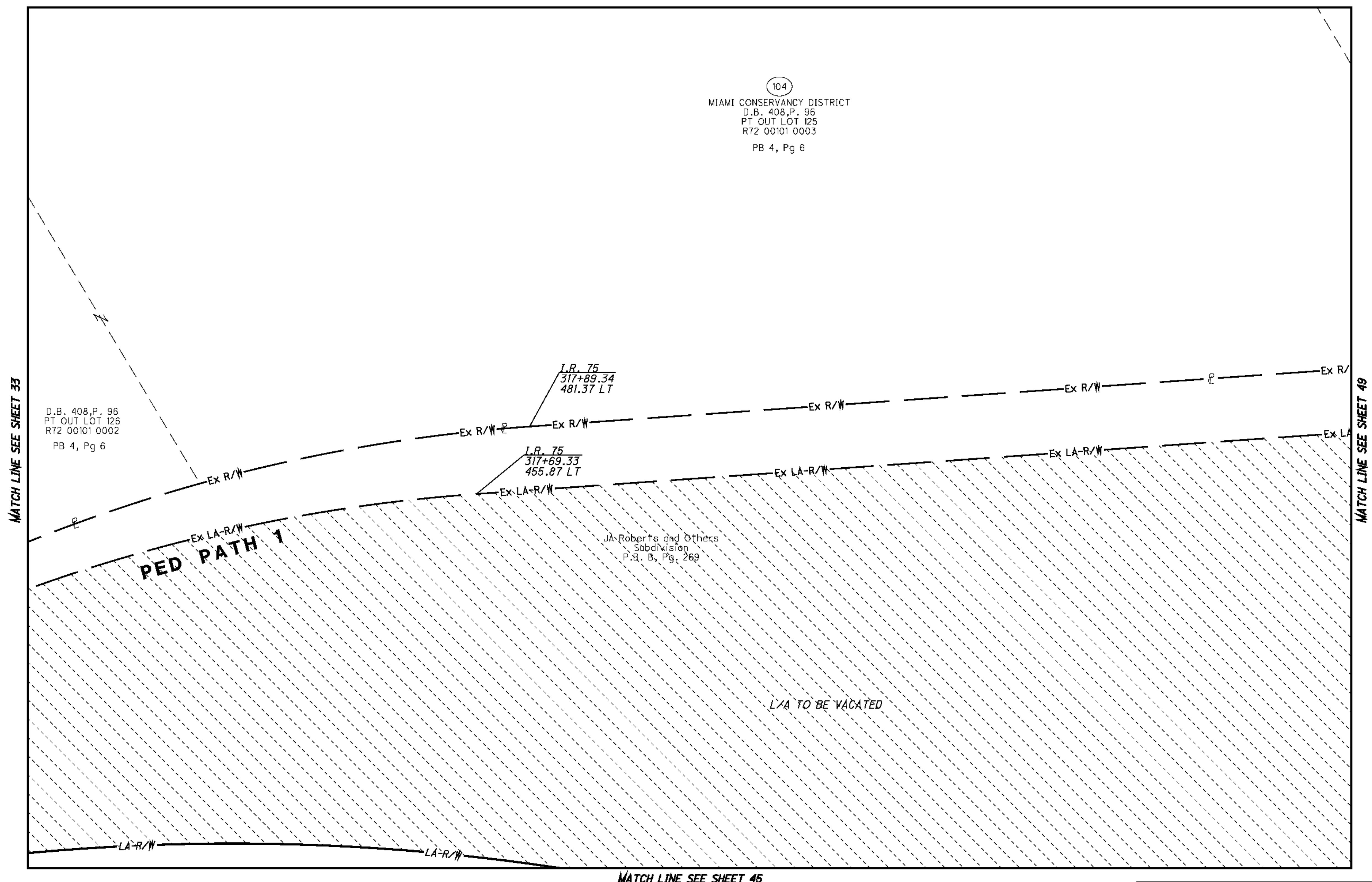
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

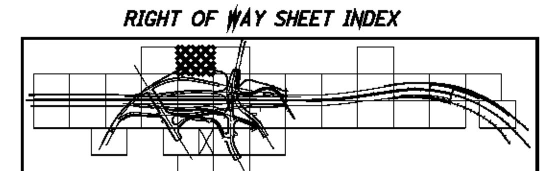
IP_PWP:dms17580\77247RT413.dgn 27-FEB-2012 12:07PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

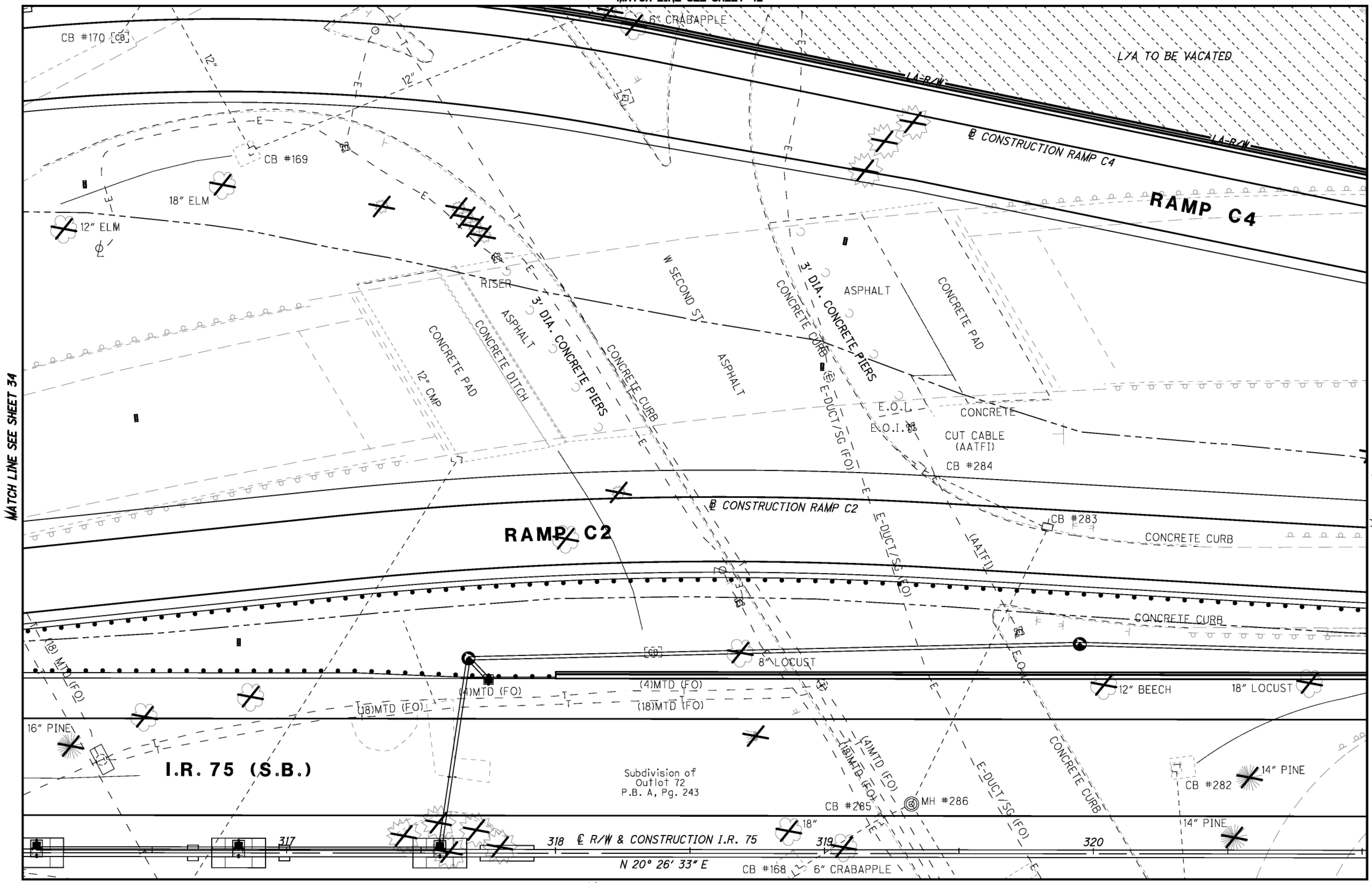
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

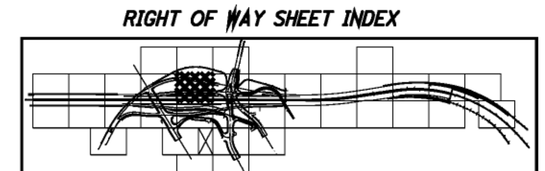
MOT-75-12.00

IP_PWP:dms17580\77247R8413.dgn 27-FEB-2012 12:07PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

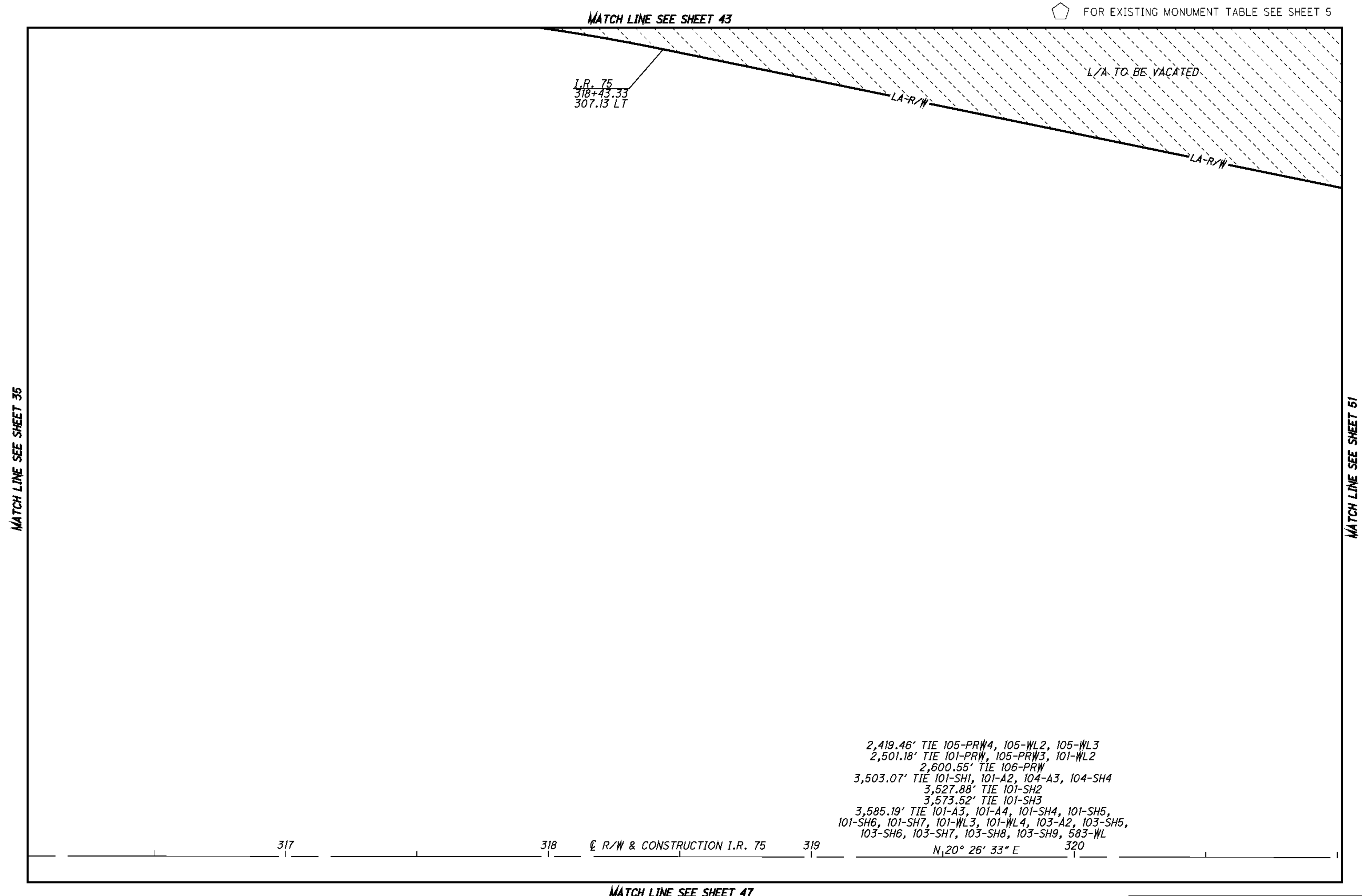
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

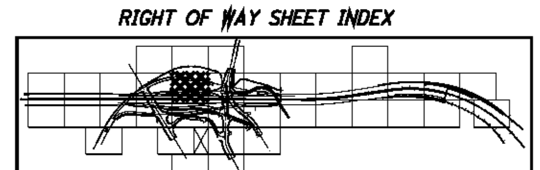
MOT-75-12.00

IP_PWP:dms17580\77247RT414.dgn 27-FEB-2012 12:07PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

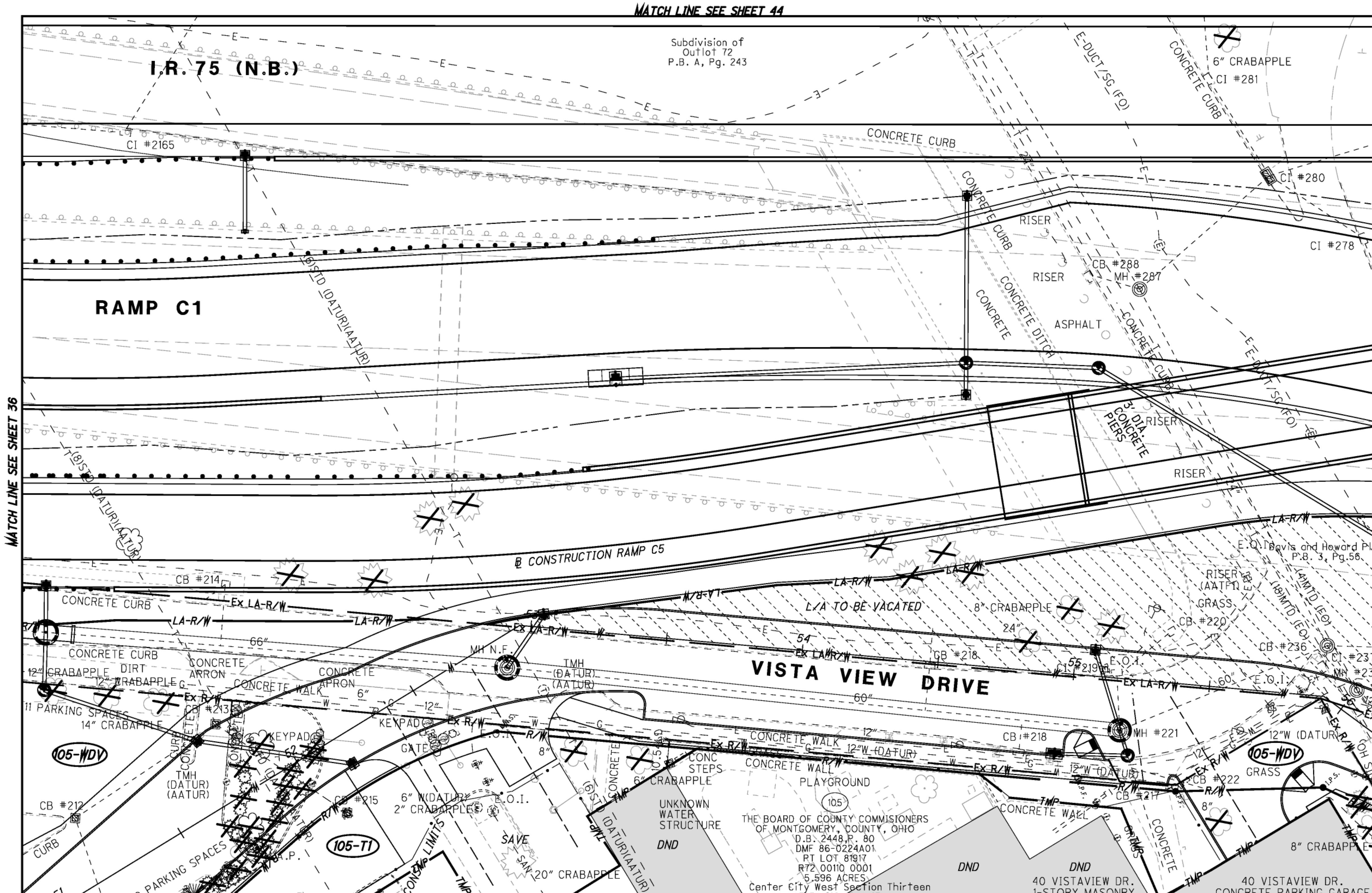
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247R8414.dgn 27-FEB-2012 12:08PM rgreenland

MATCH LINE SEE SHEET 44

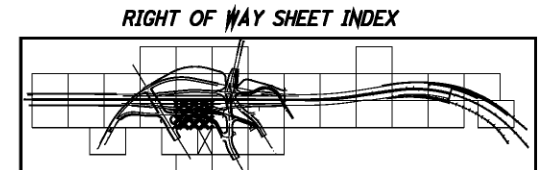


MATCH LINE SEE SHEET 36

MATCH LINE SEE SHEET 52

MATCH LINE SEE SHEET 38

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	BLDG. ADDRESSES, 105 PARCELS

DATE COMPLETED

ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

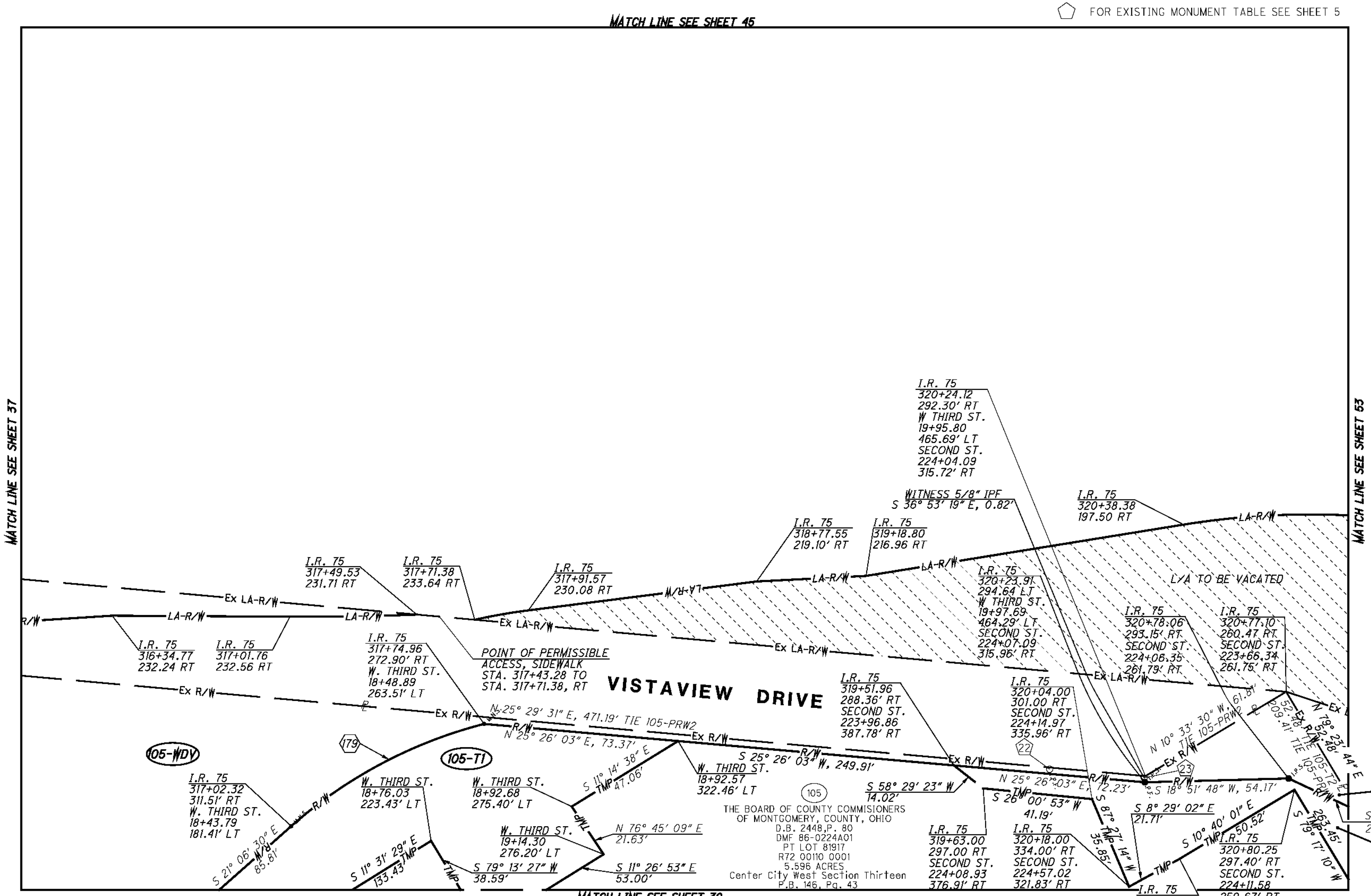
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT415.dgn 27-FEB-2012 12:08PM rgreenland

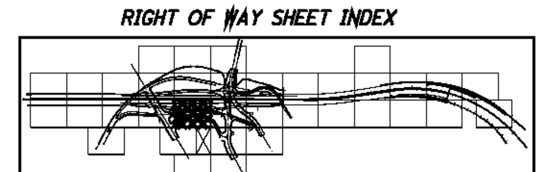
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



179 Δ= 27° 06' 28" (RT)
T= 42.31'
L= 83.03'
R= 175.50'
C= 82.26'
C.B.= S 07° 33' 16" E

RIGHT OF WAY SHEET INDEX



ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

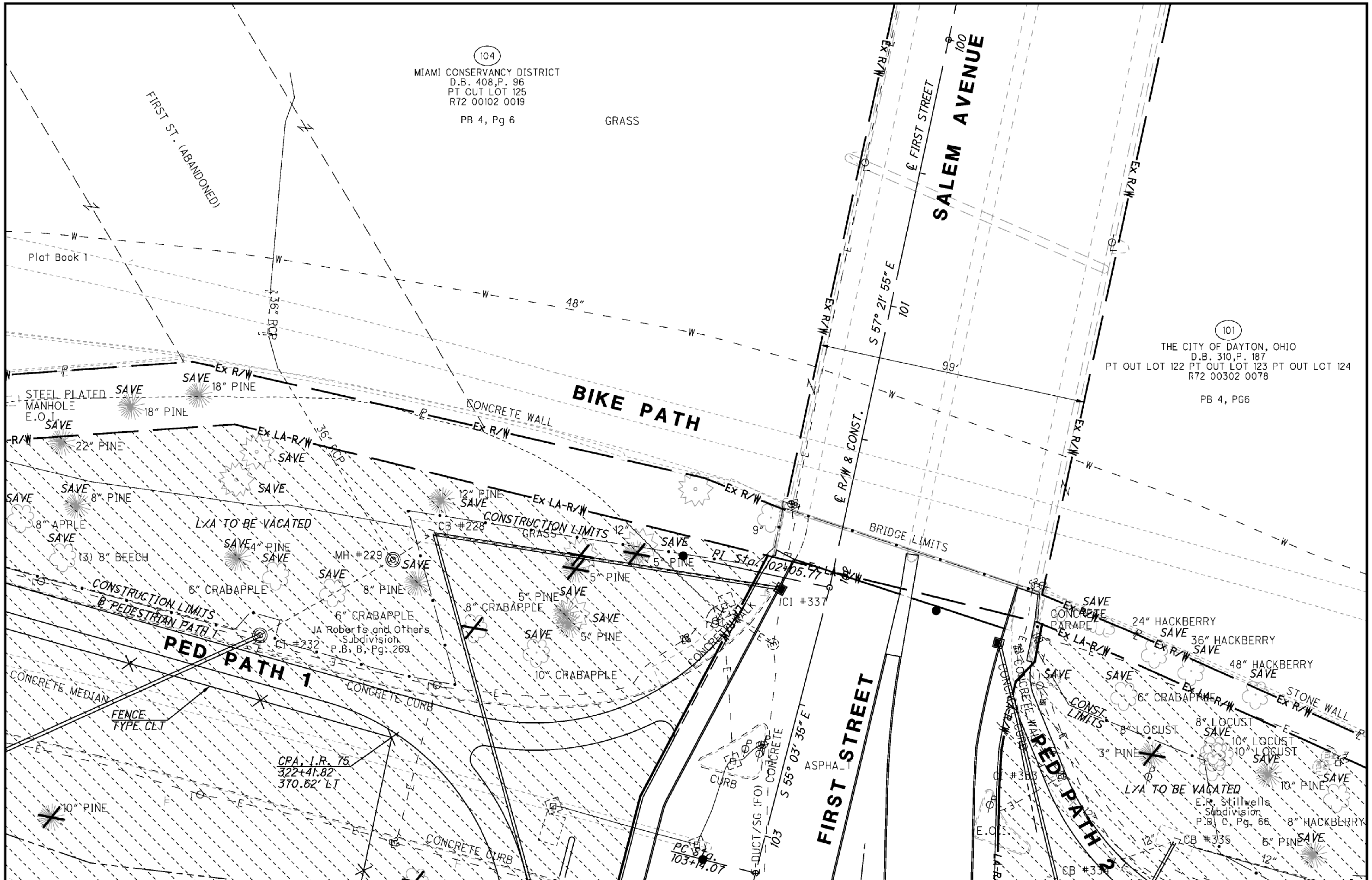
REV. BY	DATE	DESCRIPTION
HGH	5/2/11	ADD SECOND ST. STA 223+96.86, 387.78' RT

DATE COMPLETED

IP_PWP:dms17580\77247R8415.dgn 27-FEB-2012 12:08PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

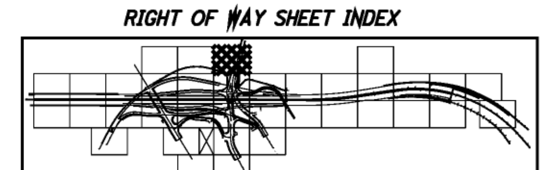
FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89



MATCH LINE SEE SHEET 42

MATCH LINE SEE SHEET 50

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	CONSTRUCTION LIMITS

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

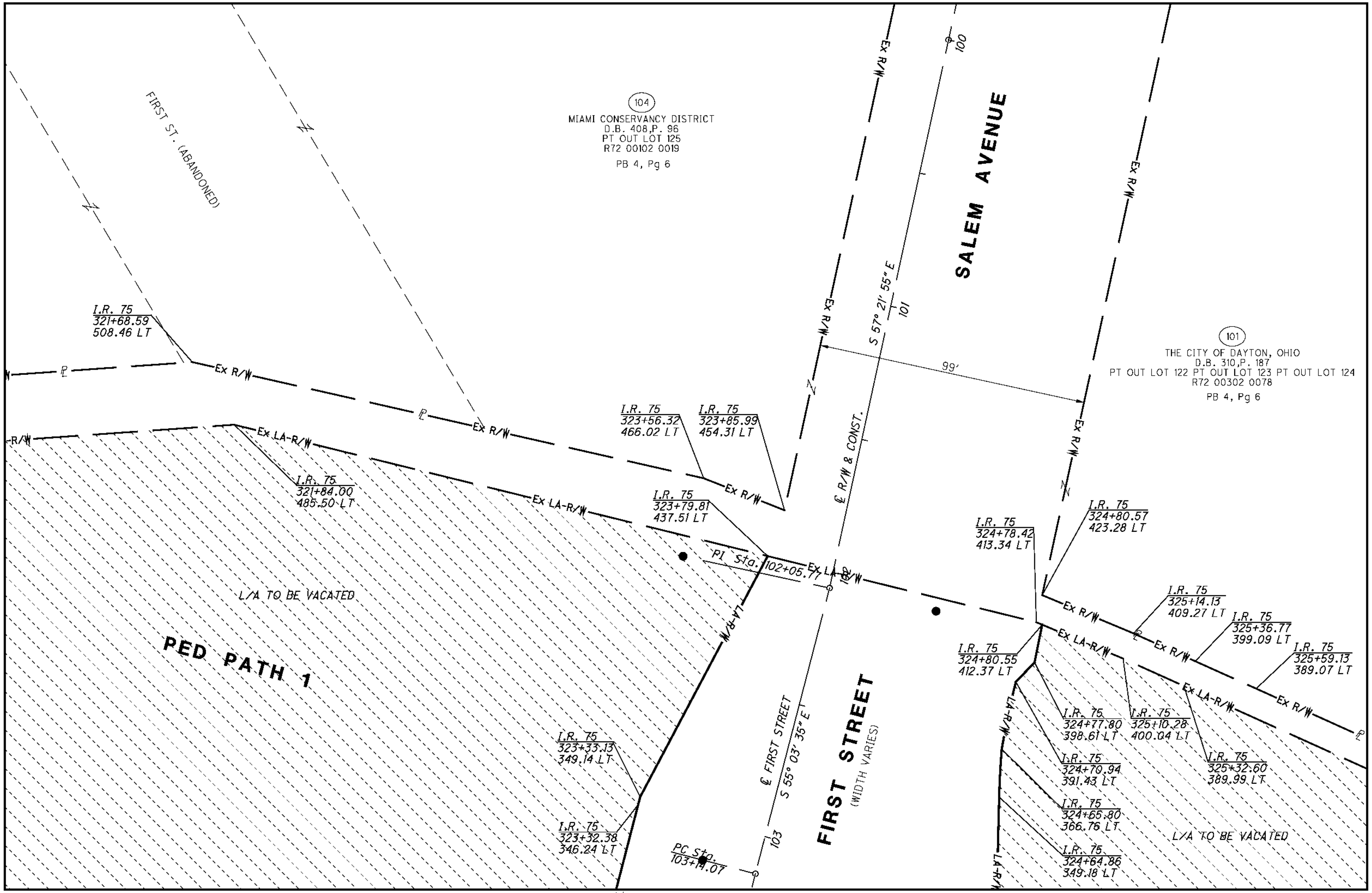
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

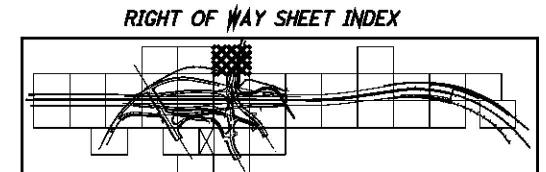
IP_PWP:dms17580\77247RT416.dgn 27-FEB-2012 12:09PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

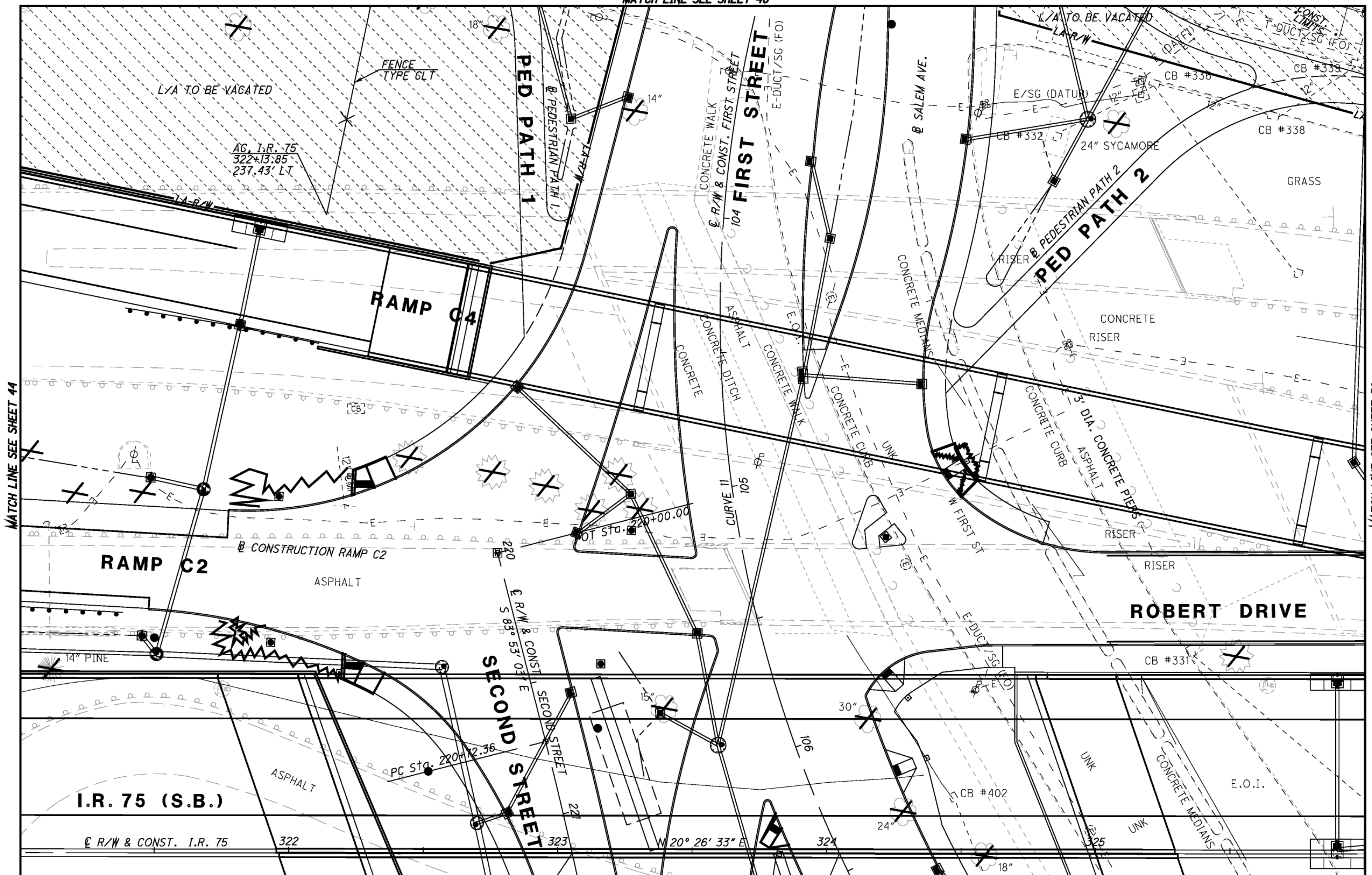
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB416.dgn 27-FEB-2012 12:09PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

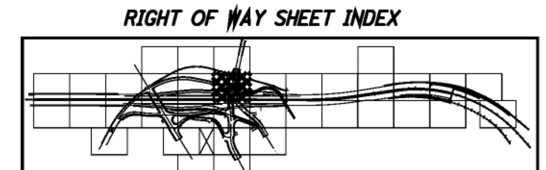


CURVE DATA CURVE 11
FIRST STREET
Δ= 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E

STA. 323+05.43 ℄ I.R. 75 =
STA. 221+15.07 ℄ SECOND ST.

STA. 324+05.28 ℄ I.R. 75=
STA. 106+42.82 ℄ FIRST ST.

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	CONSTRUCTION LIMITS
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

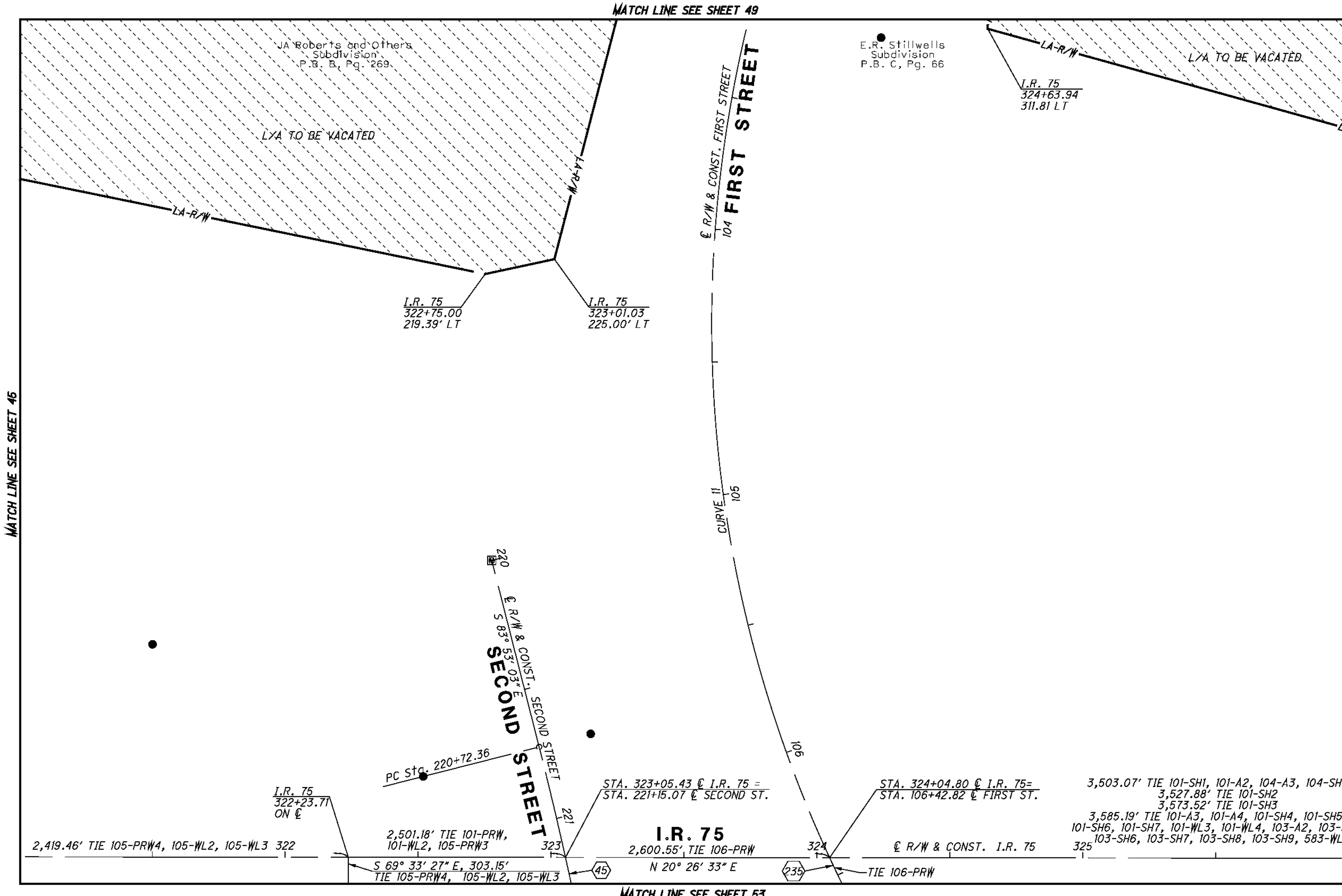
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

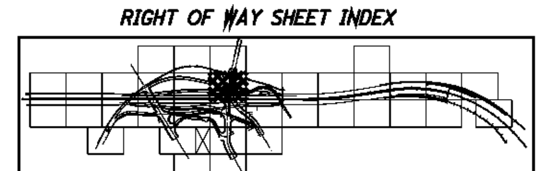
MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



RIGHT OF WAY SHEET INDEX



CURVE DATA CURVE 11

Δ = 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E

(45) Δ= 13° 34' 46" (RT)
T= 170.54'
L= 339.49'
R= 1,432.39'
C= 338.69'
C.B.= S 75° 23' 09" E
TIE 101-WL2, 101-PRW, 105-PRW3

(235) Δ= 25° 59' 43" (LT)
T= 110.21'
L= 216.63'
R= 477.46'
C= 214.77'
C.B.= N 72° 29' 34" E
TIE 106-PRW

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

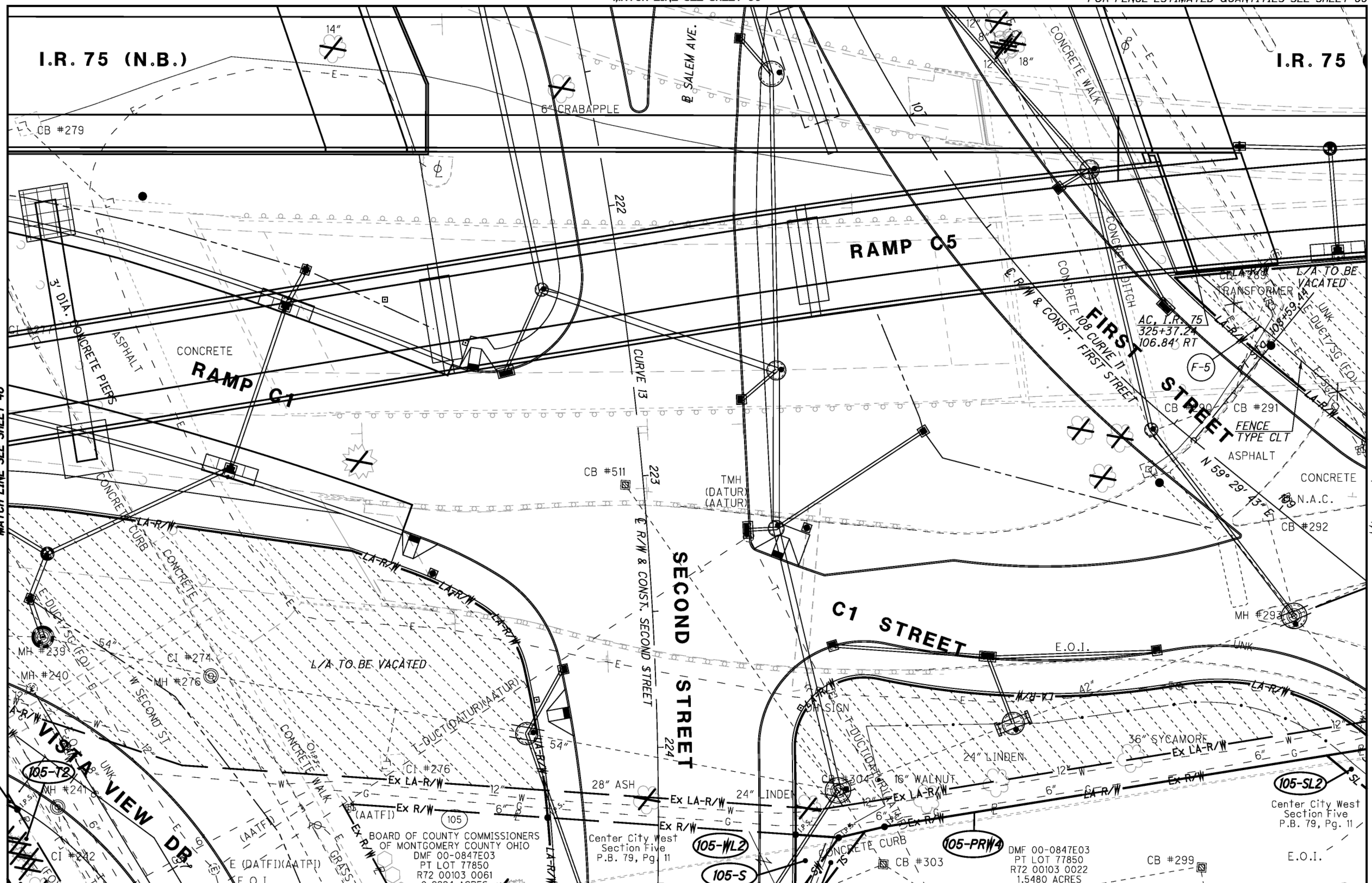
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

MATCH LINE SEE SHEET 50

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89

MATCH LINE SEE SHEET 46

MATCH LINE SEE SHEET 60



MATCH LINE SEE SHEET 54

105-SL1

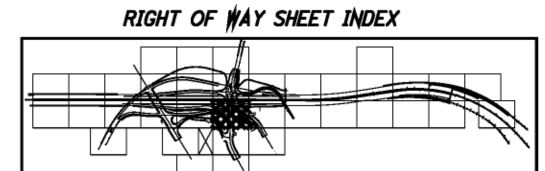
105
THE BOARD OF COUNTY COMMISSIONERS
OF MONTGOMERY, COUNTY, OHIO
D.B. 2448,P. 80
DMF 86-0224A01
LOT 81917
R72 00110 0001
5.5960 ACRES

Center City West Section Thirteen
P.B. 146, Pg. 43

CURVE DATA CURVE 11
FIRST STREET
Δ= 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E

CURVE DATA CURVE 13
SECOND STREET
Δ= 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4, ADD 105-S
HGH	2/15/12	PARCELS 105-WL2, WL3, SL1, SL2, PRW4
HGH	3/30/11	PARCEL 105-T4

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

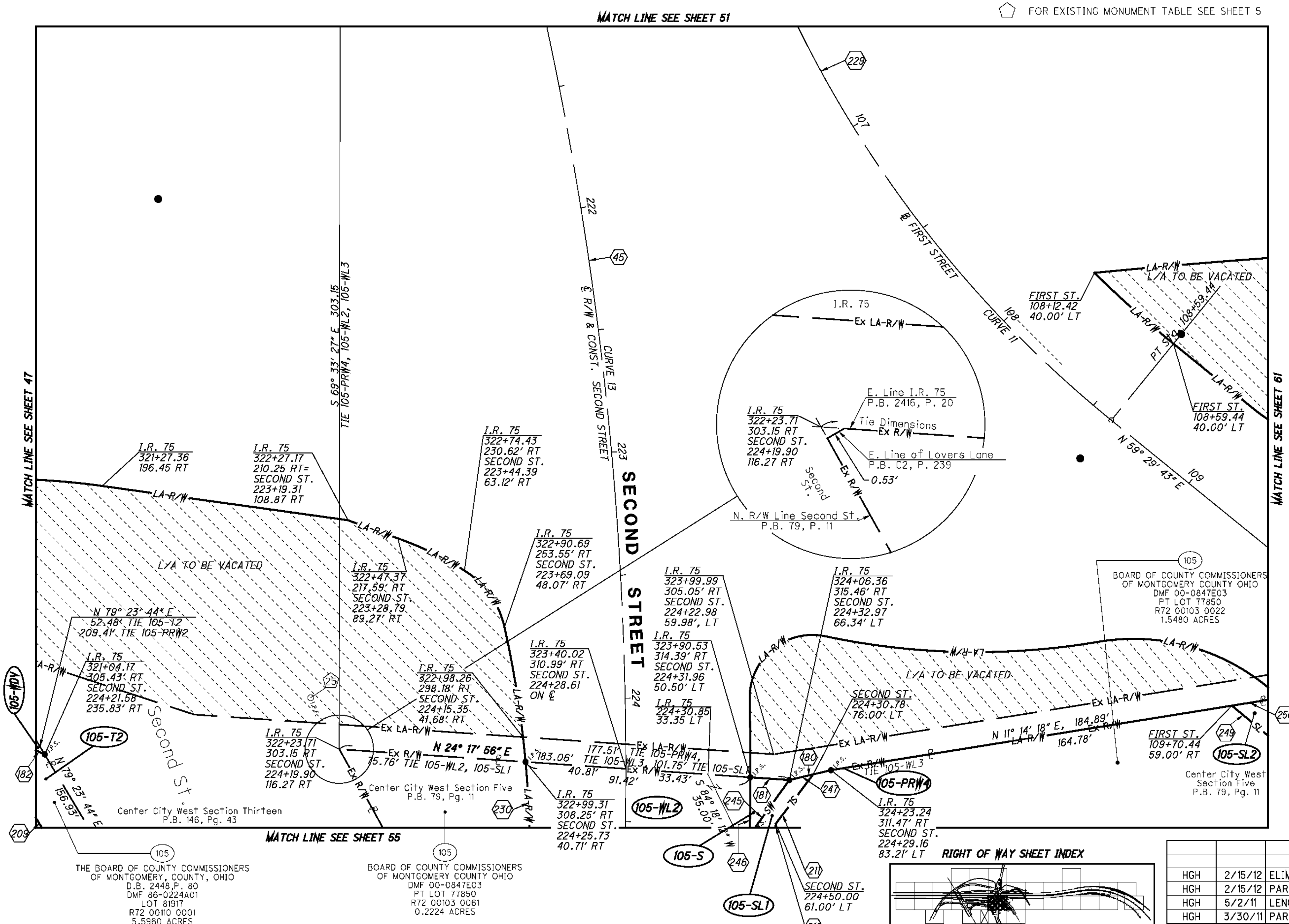
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



CURVE DATA CURVE 11
FIRST STREET
Δ= 65° 26' 42" (LT)
Dc = 12° 00' 00"
R = 477.46'
T = 306.79'
L = 545.38'
E = 90.07'
C = 516.21'
C.B. = S 87° 46' 56" E

CURVE DATA CURVE 13
SECOND STREET
Δ= 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E

45 Δ = 13° 34' 46" (RT)
T= 170.54'
L= 339.49'
R= 1,432.39'
C= 338.69'
C.B.= S 75° 23' 09" E
TIE 101-PRW, 101-WL2, 105-PRW3

180 N 07° 07' 26" E 17.34'
TIE 105-WL3

181 N 24° 17' 56" E, 15.88'

182 S 45° 38' 34" W, 28.85'

209 S 79° 17' 10" W, 263.45'

210 S 64° 02' 54" E, 50.35'

211 S 32° 29' 11" E, 25.11'

229 Δ= 25° 59' 43" (LT)
T= 110.21'
L= 216.63'
R= 477.46'
C= 214.77'
C.B.= N 72° 29' 34" E
TIE 106-PRW

230 Δ= 06° 11' 49" (LT)
T= 23.09'
L= 46.13'
R= 426.50'
C= 46.11'
C.B.= N 71° 41' 41" W

245 S 33° 51' 04" E, 27.50'

246 Δ= 00° 54' 14" (LT)
T= 11.70'
L= 23.40'
R= 1482.89'
C= 23.40'
C.B.= S 69° 02' 53" E

247 N 07° 07' 26" E, 9.93'

249 S 60° 08' 32" W, 56.30'

250 N 11° 14' 18" E, 20.10'

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

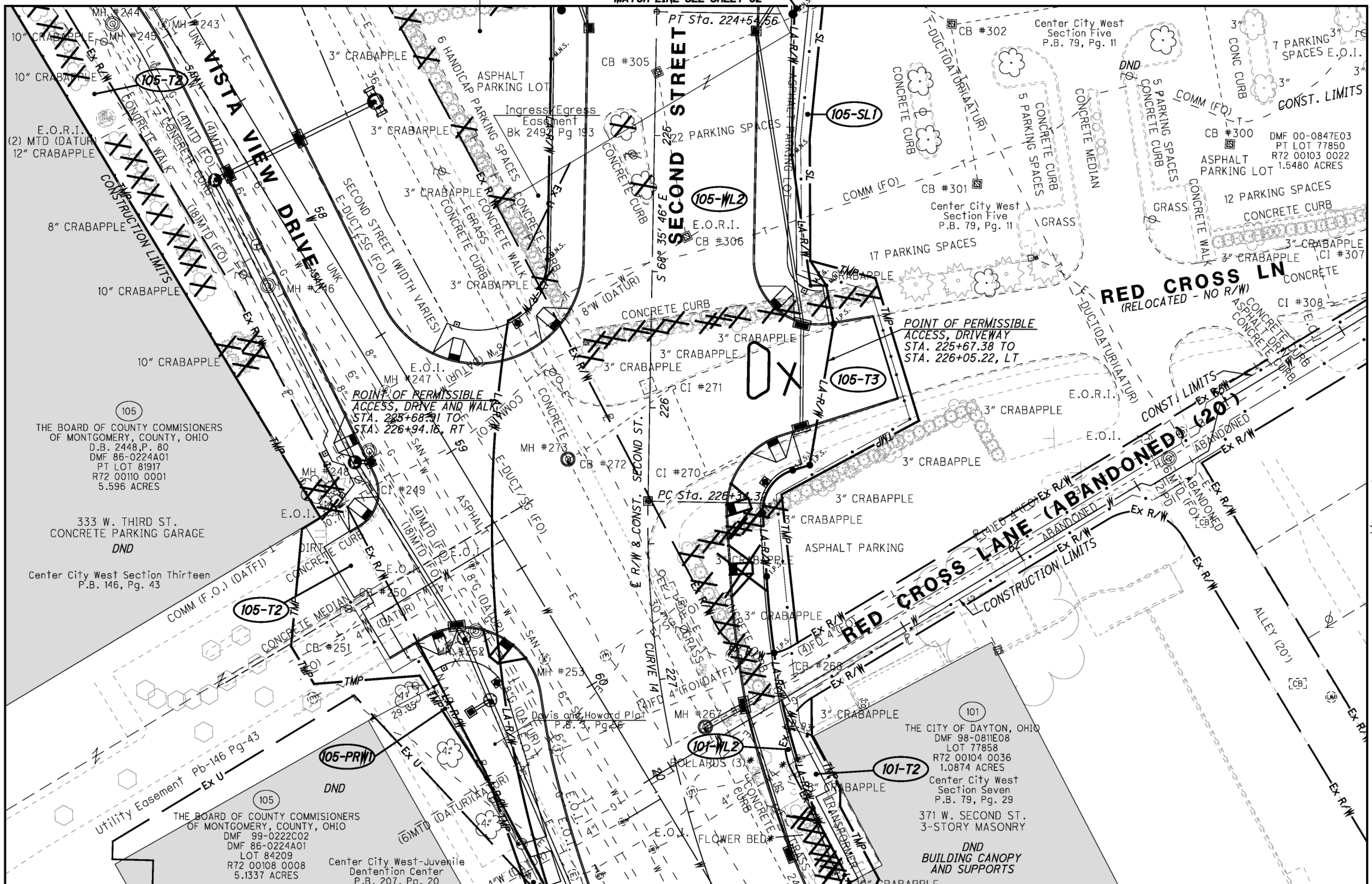
MOT-75-12.00

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4, ADD 105-S
HGH	2/15/12	PARCELS 105-WL2, WL3, SL1, SL2, PRW4
HGH	5/2/11	LENGTH 209 CORRECTED
HGH	3/30/11	PARCEL 105-T4
DATE COMPLETED		

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

MATCH LINE SEE SHEET 52

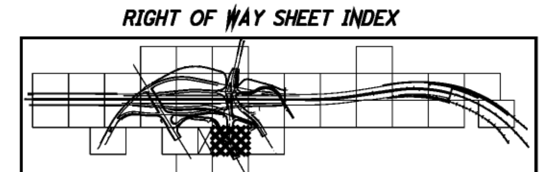


MATCH LINE SEE SHEET 56

CURVE DATA CURVE 14
SECOND ST.
Δ= 27° 54' 04" (LT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4, ADD 105-S
HGH	2/15/12	PARCELS 105-WL2, WL3, SL1, SL2, PRW4
HGH	3/30/11	PARCEL 105-T4, W.L.-RED CROSS LN.

DATE COMPLETED

PID NO. 77247
R/W DESIGNER HGH
R/W REVIEWER AJS

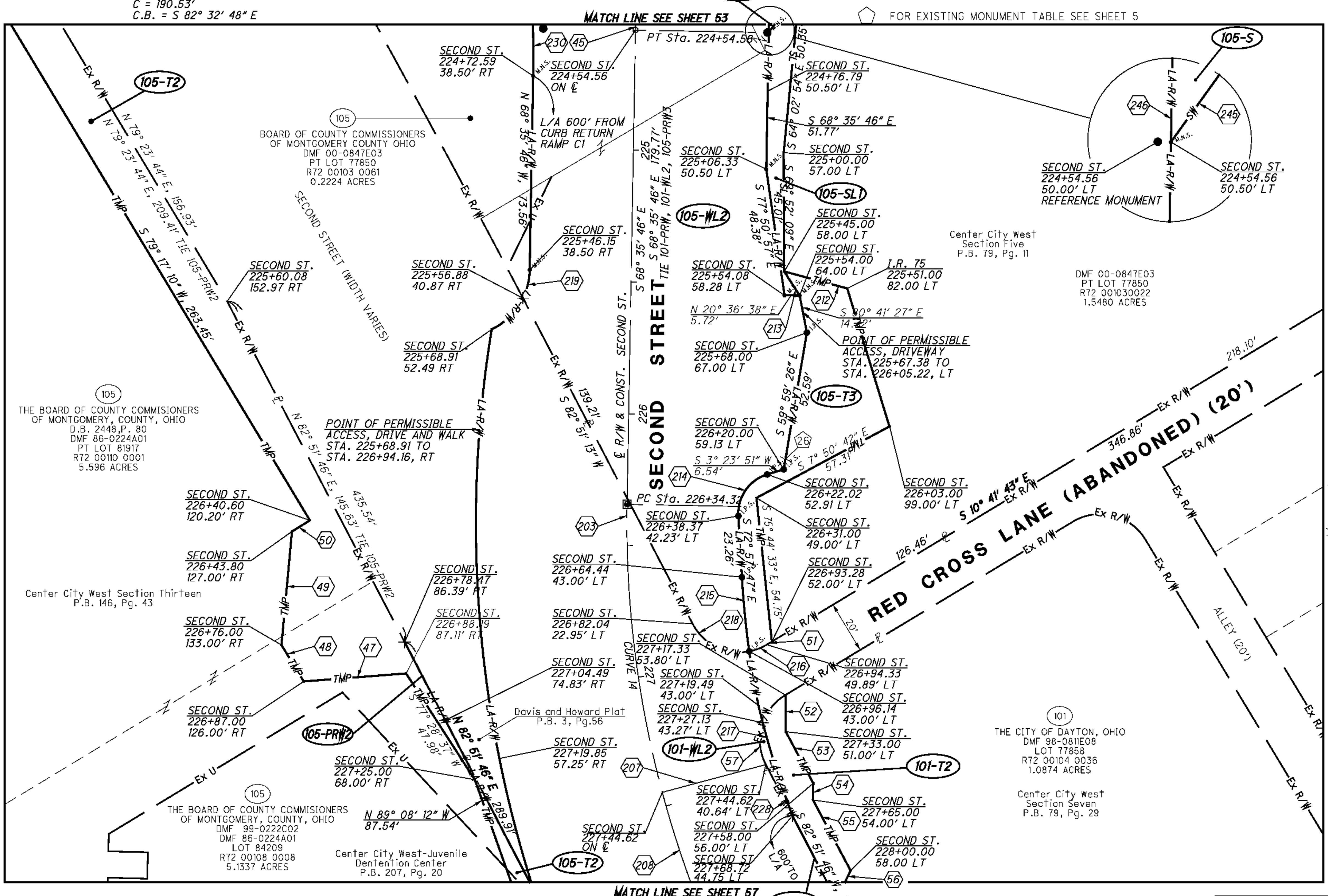
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

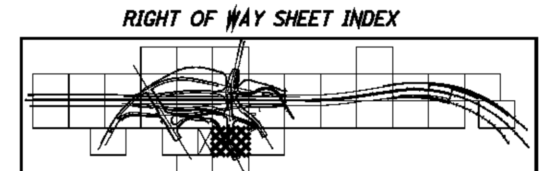
CURVE DATA CURVE 14
Δ= 27° 54′ 04″ (LT)
Dc = 14° 30′ 00″
R = 395.14′
T = 98.16′
L = 192.42′
E = 12.01′
C = 190.53′
C.B. = S 82° 32′ 48″ E

FOR EXISTING MONUMENT TABLE SEE SHEET 5



DESIGN	CURVE / COURSE DATA
45	Δ= 13° 34′ 46″ (RT) T= 170.54′ L= 339.49′ R= 1,432.39′ C= 338.69′ C.B.= S 75° 23′ 09″ E TIE 101-WL2
47	S 15° 54′ 35″ W, 38.92′
48	S 78° 57′ 25″ W, 16.20′
49	N 64° 19′ 40″ W, 43.20′
50	N 11° 26′ 44″ W, 7.99′
51	S 10° 41′ 43″ E, 2.30′
52	S 70° 06′ 58″ E, 13.88′
53	N 82° 15′ 47″ E, 22.18′
54	S 68° 40′ 31″ E, 6.35′
55	N 82° 20′ 19″ E, 30.29′
56	S 43° 39′ 45″ E, 6.59′
57	Δ = 46° 42′ 37″ (RT) T = 8.64′ L = 16.30′ R = 20.00 C = 15.86′ C.B. = N 73° 46′ 52″ W
203	Δ= 15° 59′ 38″ (LT) T= 55.51′ L= 110.30′ R= 395.14′ C= 109.94′ C.B.= S 76° 35′ 33″ E TIE 101-WL2
207	N 5° 24′ 38.17″ E, 40.64′ TIE 101-WL2
208	Δ= 27° 54′ 04″ (LT) T= 98.16′ L= 192.42′ R= 395.14′ C= 109.53′ C.B.= S 82° 32′ 48″ E TIE 101-PRW, 105-PRW3
212	N 35° 26′ 24″ E, 24.74′
213	N 77° 42′ 50″ E, 10.82′
214	Δ= 76° 21′ 39″ (LT) T= 12.19′ L= 20.66′ R= 15.50′ C= 19.16′ C.B.= S 34° 46′ 59″ E
215	Δ= 04° 35′ 48″ (LT) T= 14.13′ L= 28.25′ R= 352.14′ C= 28.24′ C.B.= S 75° 15′ 41″ E
216	Δ= 20° 22′ 23″ (RT) T= 3.59′ L= 7.11′ R= 20.00′ C= 7.07′ C.B.= S 00° 30′ 41″ E
228	S 82° 51′ 46″ W, 21.88′
230	Δ= 06° 11′ 49″ (LT) T= 23.09′ L= 46.13′ R= 426.50′ C= 46.11′ C.B.= N 71° 41′ 41″ W
217	Δ= 06° 01′ 07″ (LT) T= 18.51′ L= 36.99′ R= 352.14′ C= 36.97′ C.B.= S 87° 20′ 52″ E
218	Δ= 73° 11′ 19″ (RT) T= 14.85′ L= 25.55′ R= 20.00′ C= 23.85′ C.B.= S 46° 16′ 11″ W
219	Δ= 24° 53′ 21″ (LT) T= 5.63′ L= 11.08′ R= 25.50′ C= 10.99′ C.B.= N 56° 09′ 06″ W
181	N 24° 17′ 56″ E, 15.88″
245	S 33° 51′ 04″ E, 27.50′
246	Δ= 00° 54′ 14″ (LT) T= 11.70′ L= 23.40′ R= 1482.89′ C= 23.40′ C.B.= N 69° 02′ 53″ W

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4, ADD 105-S
HGH	2/15/12	PARCELS 105-WL2, WL3, SL1, SL2, PRW4
HGH	5/2/11	105-T2 LENGTH 156.93′
HGH	3/30/11	105-T4, 227+17.33, 227+68.72, #215

DATE COMPLETED

ORIGINAL SCALE 1″=20′
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

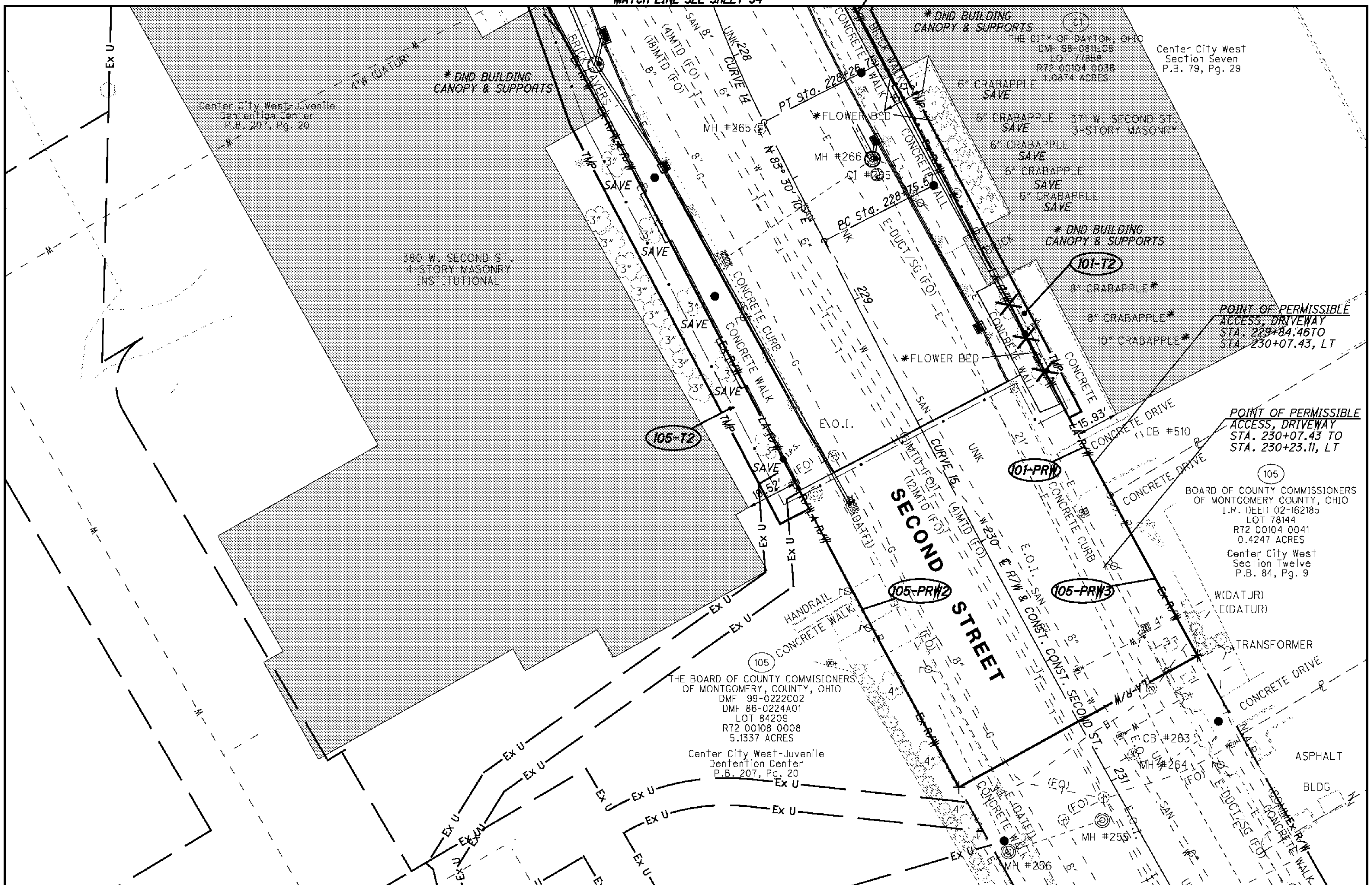
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB419.dgn 27-FEB-2012 12:11PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



CURVE DATA CURVE 14
SECOND STREET
Δ= 15° 17' 17" (RT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 192.24'
L = 382.20'
E = 12.84'
C = 381.07'
C.B. = S 76° 14' 25" E

CURVE DATE. CURVE 15
SECOND STREET
Δ= 4° 02' 25" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 202.09'
L = 404.02'
E = 3.56'
C = 403.94'
C.B. = N 81° 28' 58" E

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

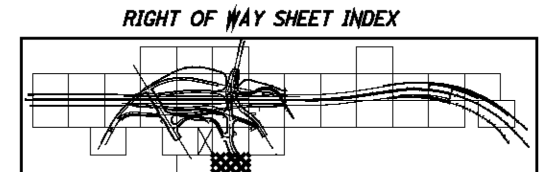
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

RIGHT OF WAY SHEET INDEX



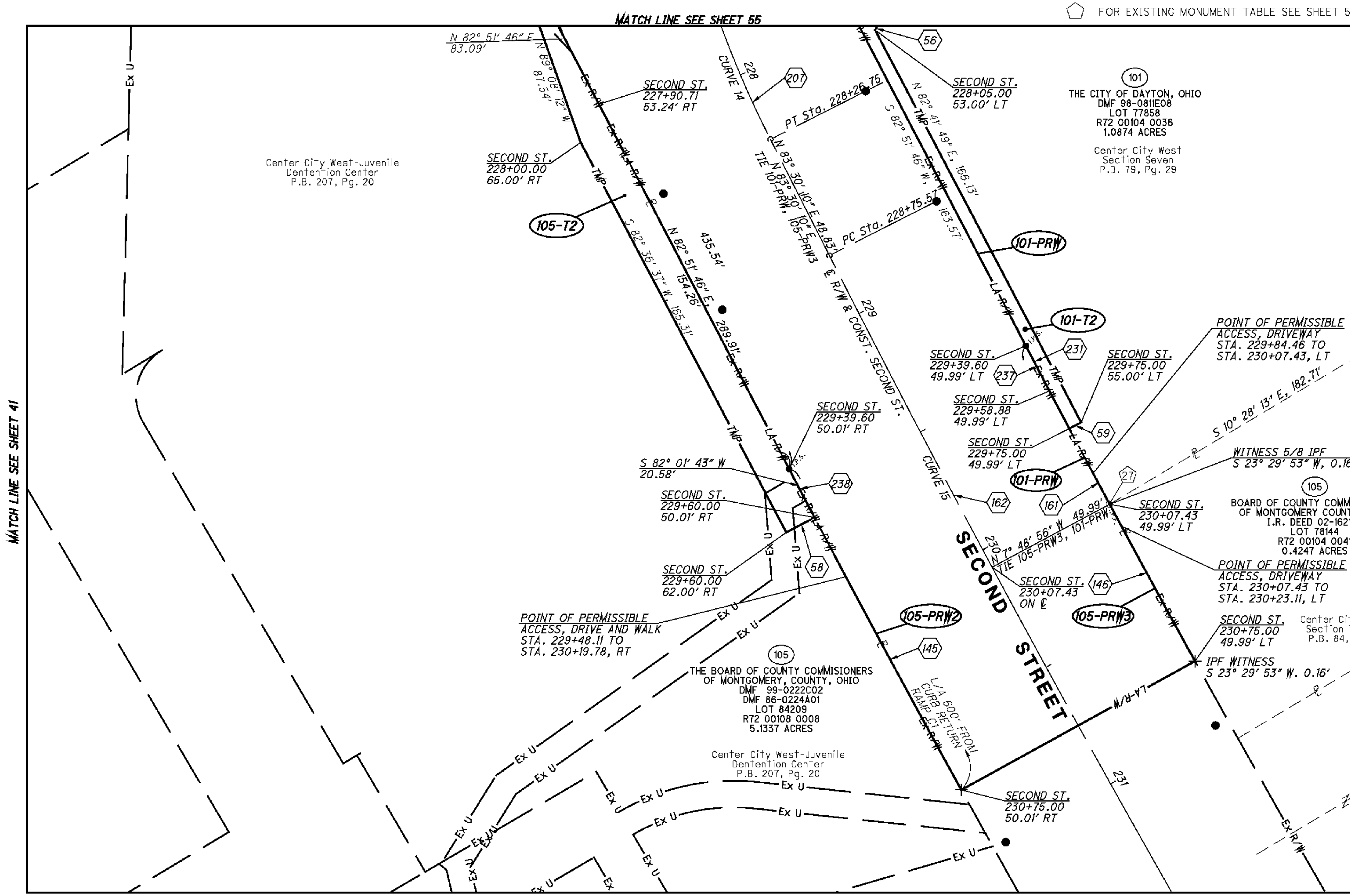
REV. BY	DATE	DESCRIPTION
HGH	3/8/12	101-PRW, PPA IS LT.

DATE COMPLETED

IP_PWP:dms17580\77247RT420.dgn 09-MAR-2012 9:37AM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



CURVE DATA CURVE 14
SECOND STREET
Δ= 27° 54' 04" (RT)
Dc = 14° 30' 00"
R = 395.14'
T = 98.16'
L = 192.42'
E = 12.01'
C = 190.53'
C.B. = S 82° 32' 48" E

CURVE DATA CURVE 15
SECOND STREET
Δ= 4° 02' 25" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 202.09'
L = 404.02'
E = 3.56'
C = 403.94'
C.B. = N 81° 28' 58" E

56 N 43° 39' 45" W, 6.59'
58 S 7° 20' 29" E, 11.99'
59 S 7° 29' 29" E, 5.01'

145 Δ= 1° 21' 14" (LT) T= 68.29' L= 136.58' R= 5,779.58' C= 136.58' C.B = N 82° 11' 08" E

146 Δ= 0° 40' 33" (LT) T= 33.49' L= 66.99' R= 5,679.58' C= 66.98' C.B.= N 81° 50' 47" E

161 Δ 0° 19' 27" (RT) T= 16.07' L= 32.14' R= 5,679.58' C= 32.14' C.B. S 82° 20' 47" W TIE 101-T2

162 Δ 1° 19' 07" (LT) T= 65.93' L= 131.85' R= 5,729.58 C= 131.85' C.B.= N 82° 50' 37" E TIE 105-PRW3, 101-PRW

208 Δ= 27° 54' 04" (LT) T= 98.16' L= 192.42' R= 395.14' C= 109.53' C.B.= S 82° 32' 48" E TIE 101-PRW, 105-PRW3

231 Δ= 0° 21' 14" (RT) T= 17.55' L= 35.09' R= 5,679.58' C= 35.09' C.B.= S 82° 41' 08" W

237 Δ= 0° 40' 42" (RT) T= 33.62' L= 67.24' R= 5679.58' C= 67.24' C.B.= S 82° 31' 24" E

238 Δ= 0° 12' 14" (RT) T= 10.29' L= 20.58' R= 5779.58' C= 20.58' C.B.= S 82° 54' 38" E

ORIGINAL SCALE 1"=20'
0 10 20 40 HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

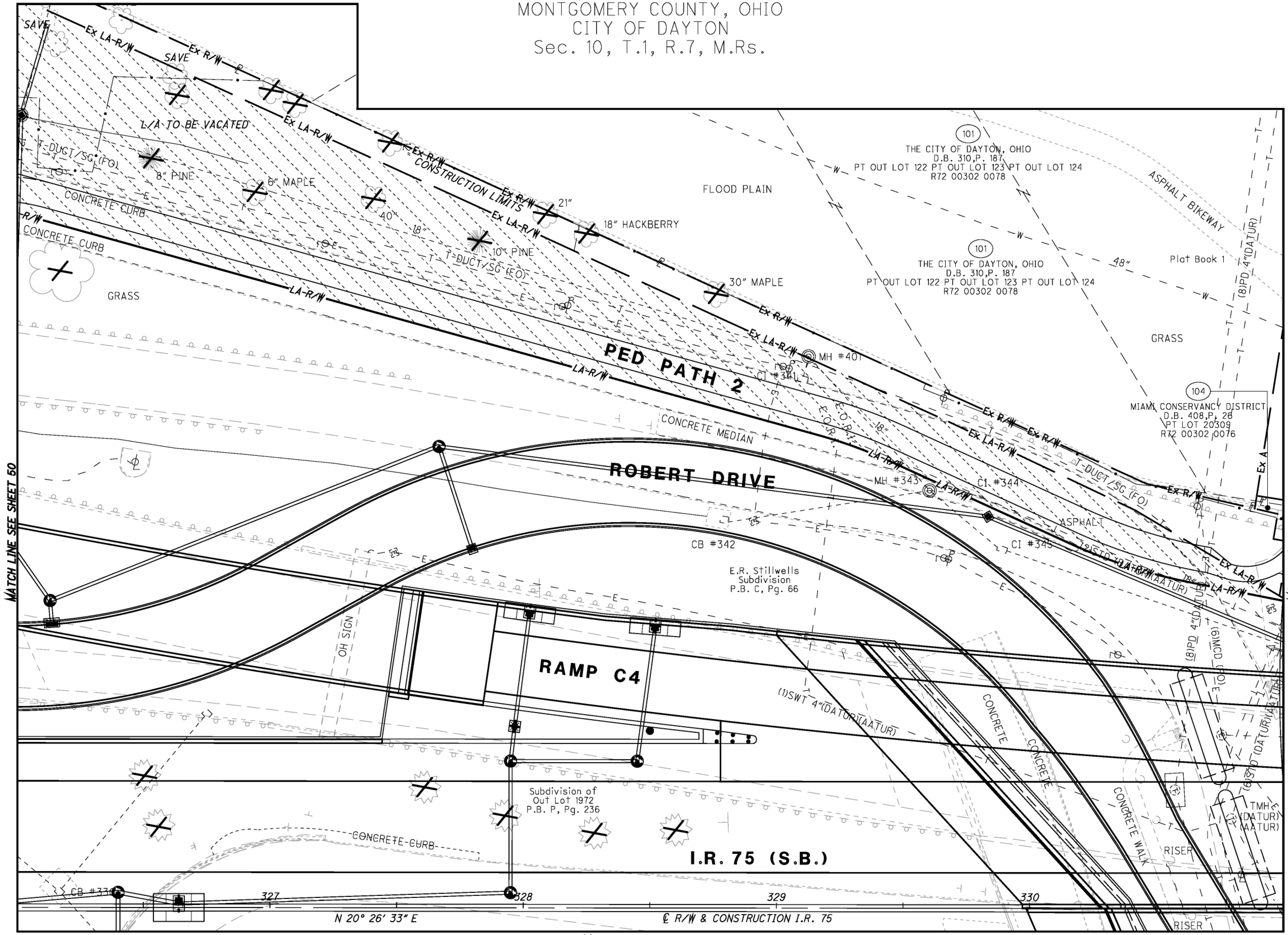
RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	3/8/12	101-PRW, PPA IS LT.

DATE COMPLETED

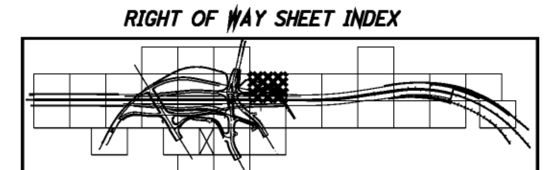
IP_PWP:dms17580\77247RB420.dgn 09-MAR-2012 9:37AM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



MATCH LINE SEE SHEET 60

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	CONSTRUCTION LIMITS

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

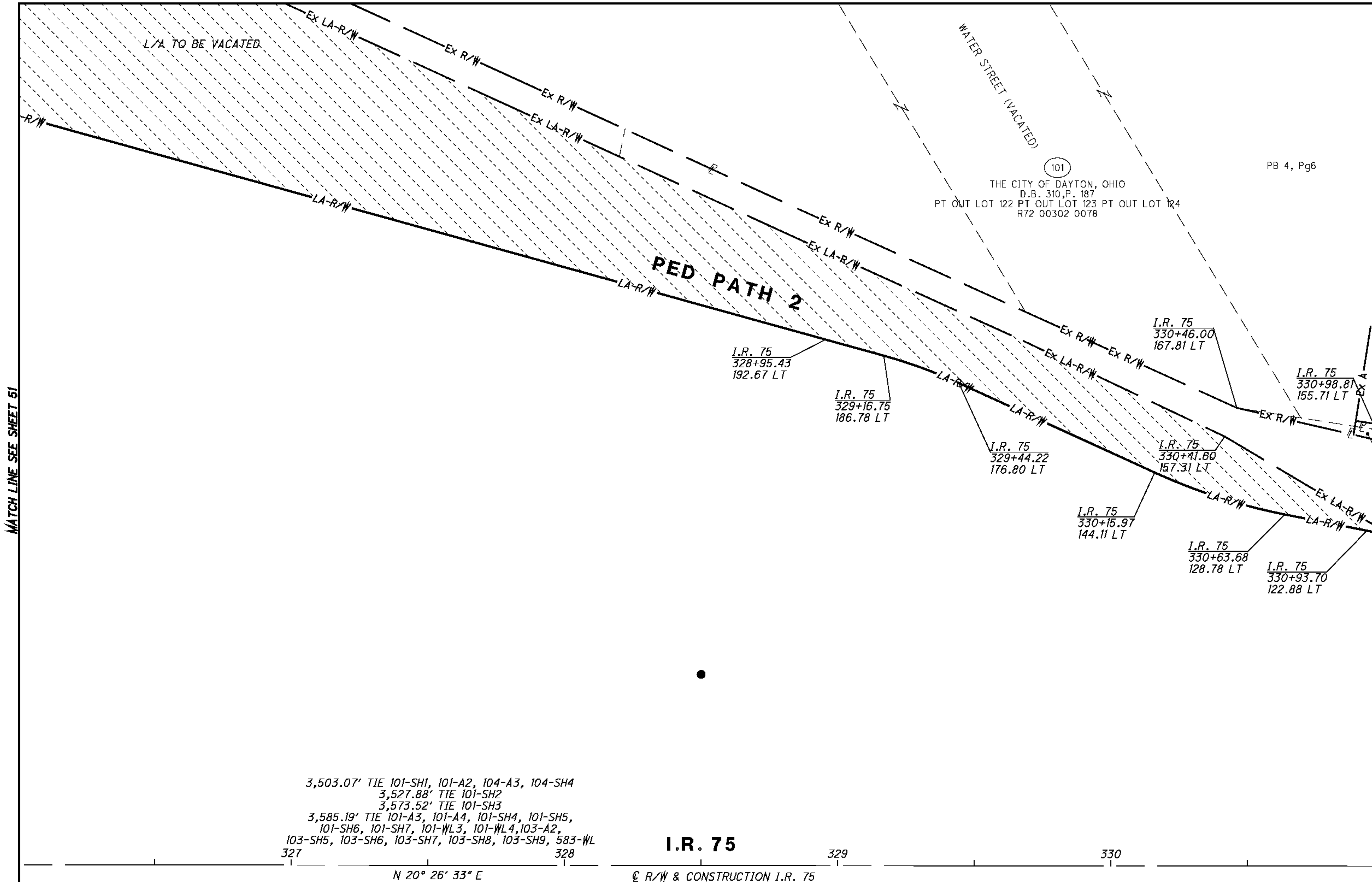
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT421.dgn 27-FEB-2012 12:12PM rgreenland

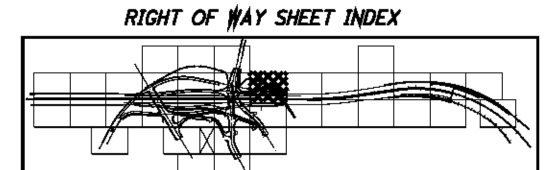
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



MATCH LINE SEE SHEET 61

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

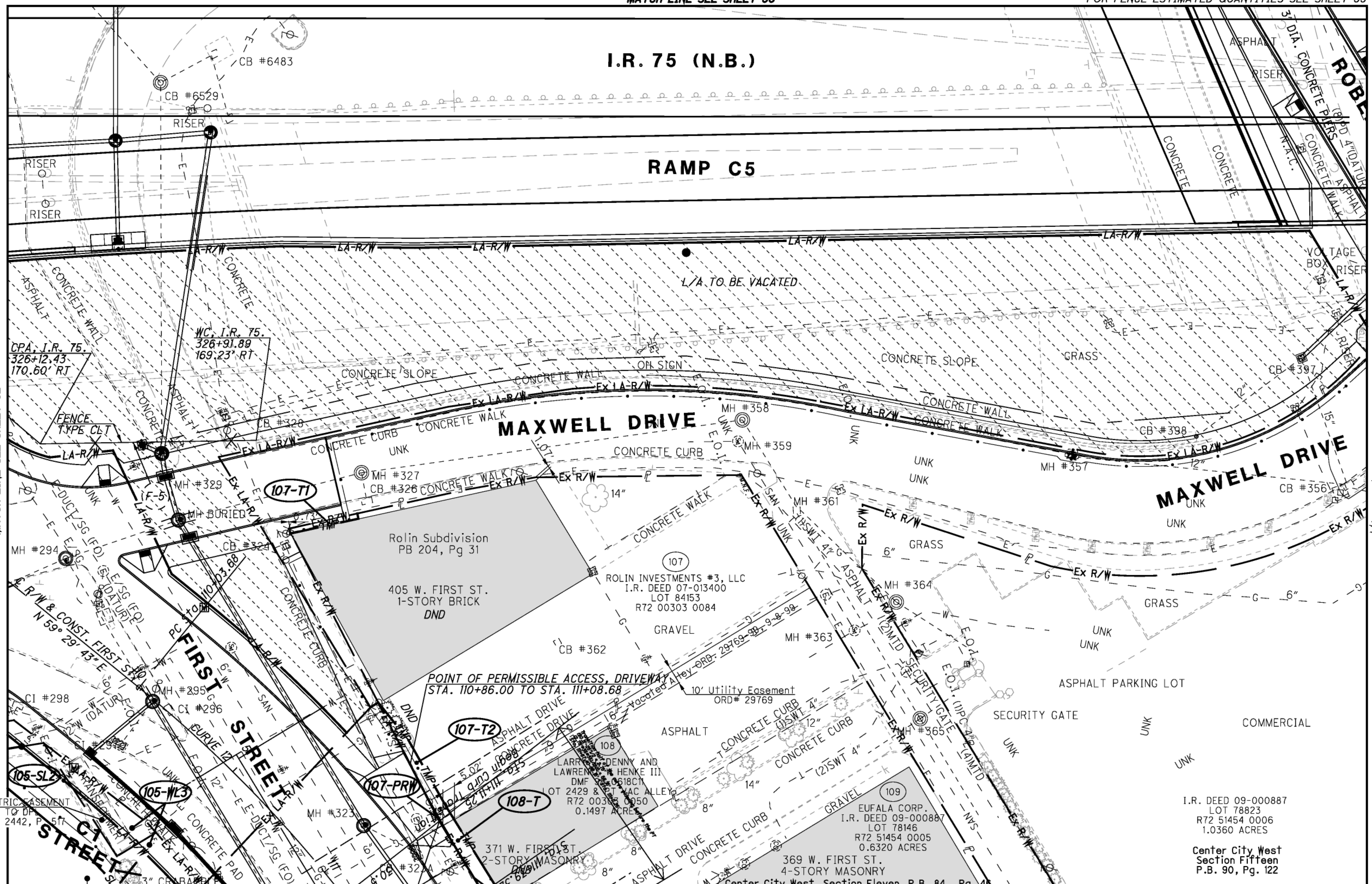
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

MATCH LINE SEE SHEET 58

FOR FENCE ESTIMATED QUANTITIES SEE SHEET 89



MATCH LINE SEE SHEET 52

MATCH LINE SEE SHEET 66

MATCH LINE SEE SHEET 62

POINT OF PERMISSIBLE ACCESS DRIVE
STA. 111+08.68 TO STA. 111+12.99

105
BOARD OF COUNTY COMMISSIONERS
OF MONTGOMERY COUNTY OHIO
DMF 00-0847E03
PT LOT 77850
R72 00103 0022
1.5480 ACRES
Center City West
Section Five
P.B. 79, Pg. 11

CURVE DATA CURVE 12
FIRST STREET
Δ = 19° 38' 48" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 82.67'
L = 163.72'
E = 7.10'
C = 162.92'
C.B. = N 69° 19' 07" E

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

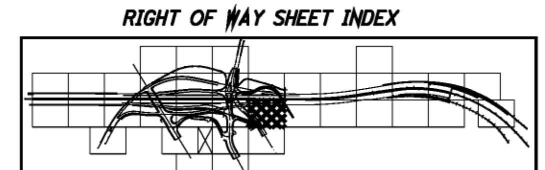
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

RIGHT OF WAY SHEET INDEX

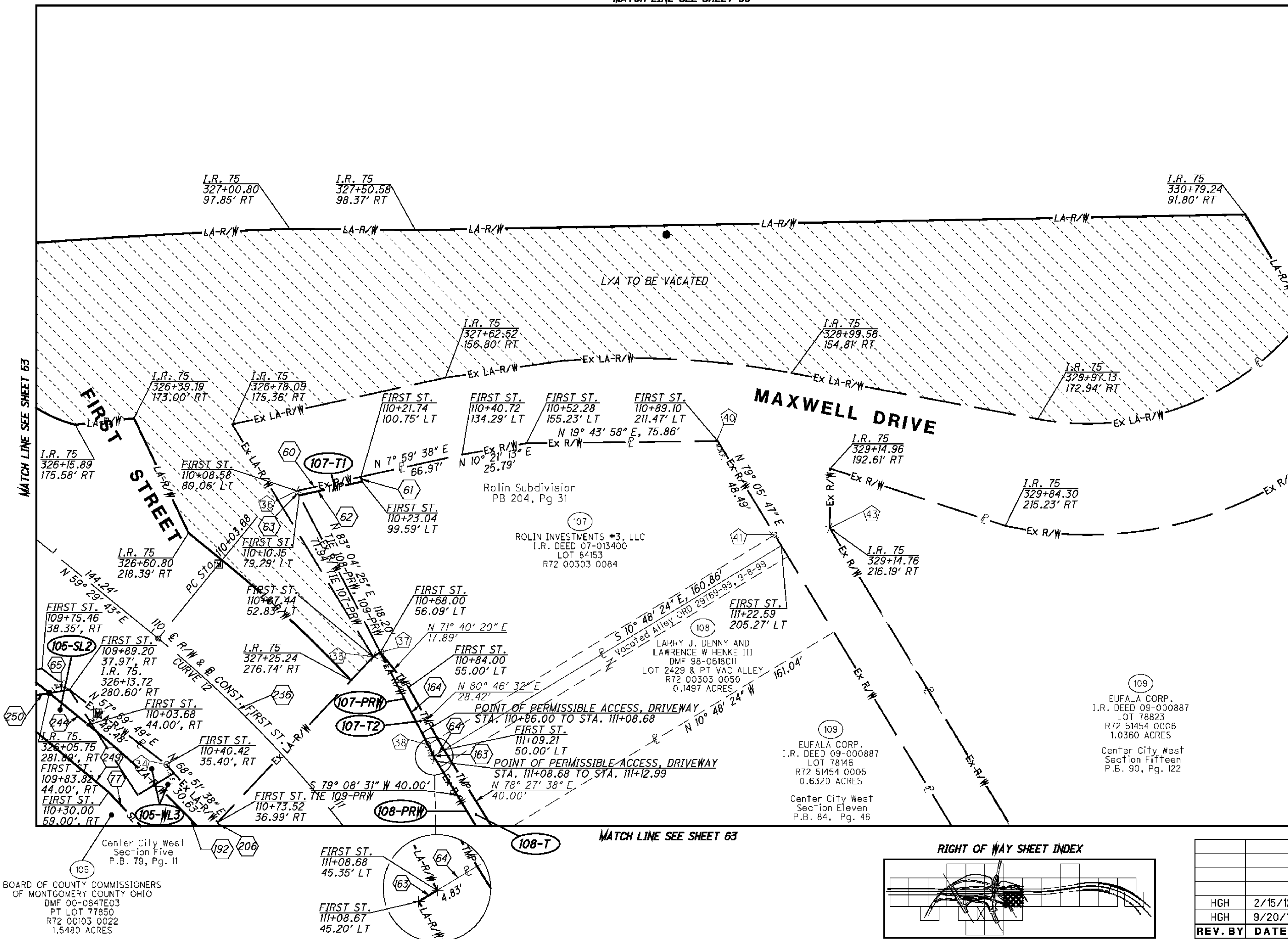


REV. BY	DATE	DESCRIPTION
HGH	2/15/12	PARCELS 105-WL3, SL2
HGH	9/20/11	LABELLING 108-PRW, PPA

DATE COMPLETED

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



CURVE DATA CURVE 12

Δ= 19° 38' 48" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 82.67'
L = 163.72'
E = 7.10'
C = 162.92'
C.B. = N 69° 19' 07" E

60	N 7° 59' 38" E, 25.94'
61	S 81° 57' 05" E, 1.95'
62	S 8° 03' 33" W, 25.42'
63	S 83° 04' 25" W, 1.98'
64	S 10° 48' 24" E, 4.69'
65	N 11° 14' 18" E, 8.07'
77	S 66° 57' 42" , 43.76'
163	S 10° 48' 24" E, 0.15' TIE 109-PRW
164	N 83° 04' 25" E, 46.26'
192	Δ= 11° 10' 32" (LT) T= 42.41' L= 84.55' R= 433.46' C= 84.41' CB= S 65° 04' 59" W
206	N 75° 20' 09" E, 35.16'
236	Δ 18° 23' 18" (RT) T= 77.28' L= 153.24' R= 477.46' C= 152.58' C.B.= N 68° 41' 22" E TIE 106-PRW
244	S 59° 29' 43" W, 19.85'
249	S 60° 08' 32" W, 56.30'
250	N 11° 14' 18" E, 20.10'

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	PARCELS 105-WL3, SL2
HGH	9/20/11	LABELLING 108-PRW, 108-T

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40 HORIZONTAL SCALE IN FEET

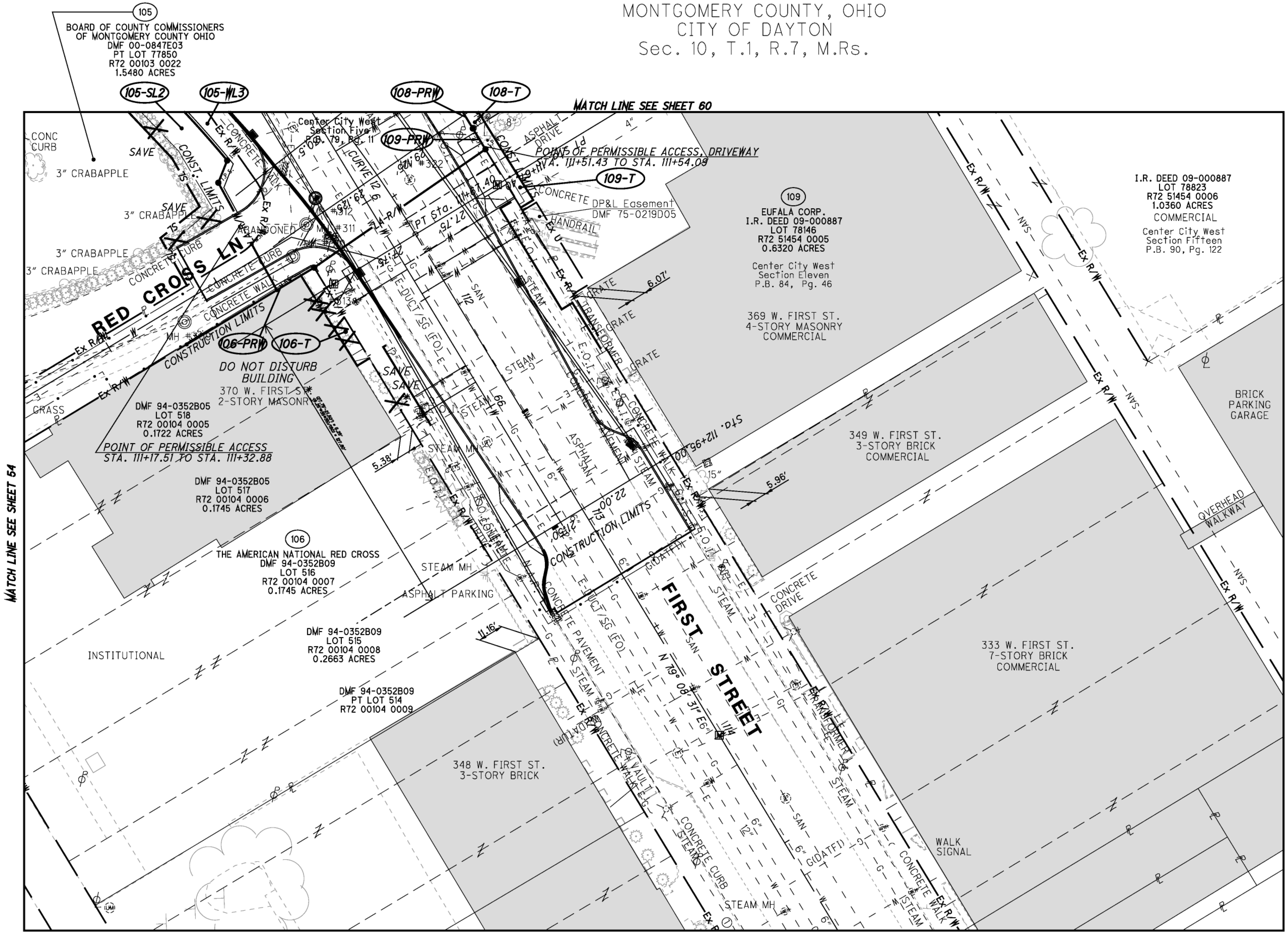
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



CURVE DATA CURVE 12
FIRST STREET
Δ = 19° 38' 48" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 82.67'
L = 163.72'
E = 7.10'
C = 162.92'
C.B. = N 69° 19' 07" E

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

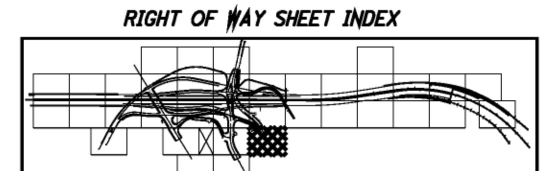
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4
HGH	2/15/12	PARCELS 105-WL3, SL2
HGH	6/28/11	LABEL PPA 111+54.09
HGH	3/30/11	PARCEL 105-T4, 109-PRW LEADER, W.L. RED CROSS LN.

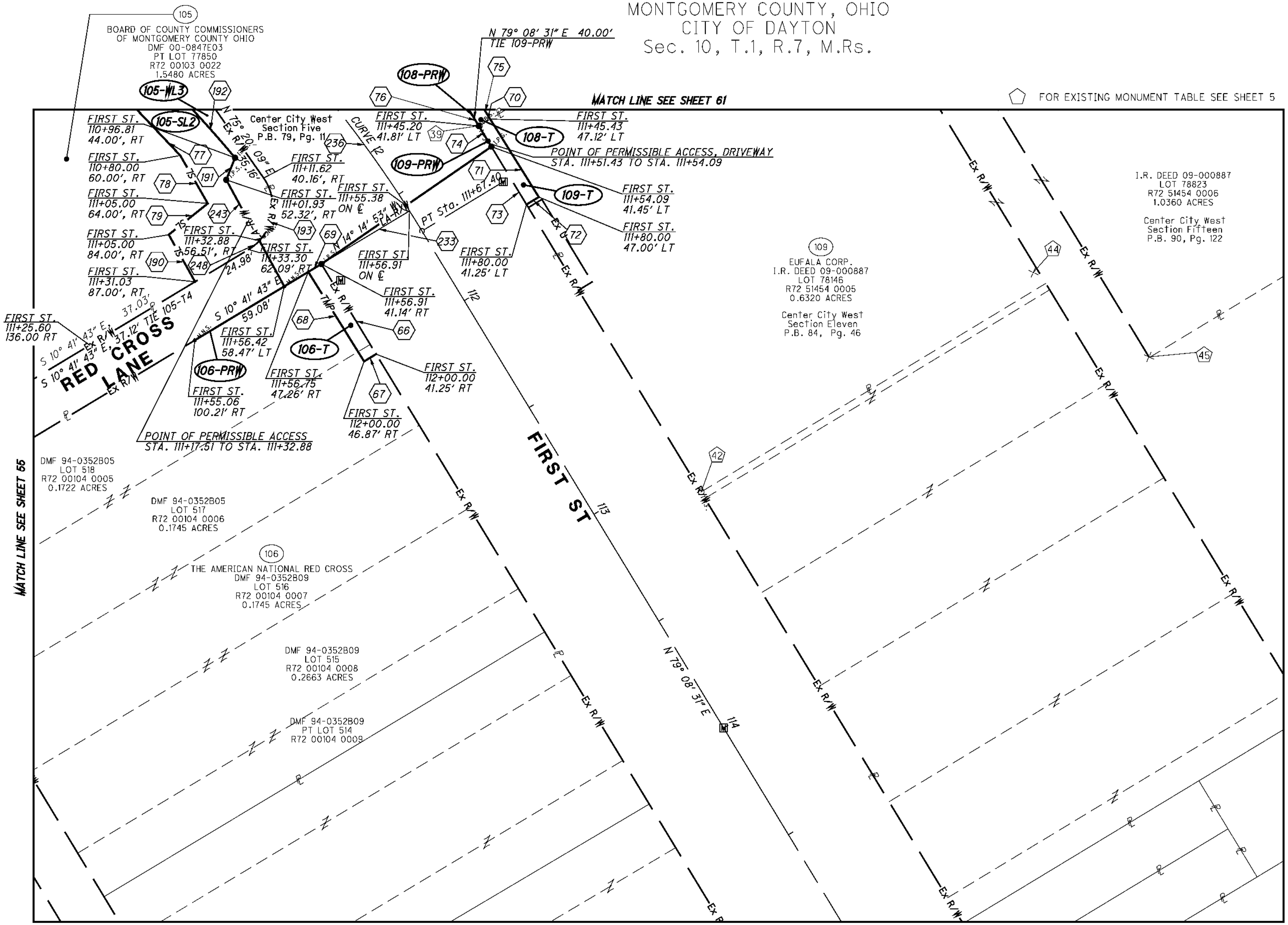
DATE COMPLETED

62/89

1538
1565

IP_PWP:dms17580\77247RT423.dgn 27-FEB-2012 12:13PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.



CURVE DATA CURVE 12

Δ= 19° 38' 48" (RT)
Dc = 12° 00' 00"
R = 477.46'
T = 82.67'
L = 163.72'
E = 7.10'
C = 162.92'
C.B. = N 69° 19' 07" E

66 N 79° 08' 31" E, 42.18'
67 S 10° 51' 29" E, 5.62'
68 S 78° 28' 10" W, 42.20'
69 N 10° 41' 43" W, 6.11'
70 N 10° 48' 24" W, 5.31'
71 S 78° 27' 38" W, 36.73'
72 S 10° 51' 29" E, 5.75'
73 S 79° 08' 31" W, 36.73'
74 N 79° 08' 31" E, 9.66'
75 N 78° 27' 38" E, 40.00'
76 N 79° 08' 31" E, 40.00'
77 S 66° 57' 42" W, 43.76'
78 S 80° 34' 14" W, 22.12'
79 N 18° 20' 46" W, 20.00'
190 S 81° 12' 20" W, 21.58'
191 N 47° 59' 31" W, 9.51'
192 Δ= 11° 10' 32" (LT) T= 42.41' L= 84.55' R= 433.46' C= 84.41' CB= S 65° 04' 59" W
193 Δ=77° 52' 40" (RT) T= 16.16' L= 27.18' R= 20.00' C= 25.14' C.B.= S 65° 43' 31" E
233 S 12° 06' 59" E 41.14' TIE 106-PRW
236 Δ= 18° 23' 18.02" (RT) T= 77.28' L= 153.24' R= 477.46' C= 152.58' C.B.= N 68° 41' 22" E TIE 106-PRW
243 S 81° 49' 40" W, 27.73'
248 Δ=16° 05' 27" (RT) T= 2.83' L= 5.62' R= 20.00' C= 5.60' C.B.= S 18° 44' 28" E

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	2/15/12	ELIMINATE PARCEL 105-T4
HGH	2/15/12	PARCELS 105-WL3, SL2
HGH	6/28/11	LABEL PPA 111+54.09
HGH	3/30/11	PARCEL 105-T4

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

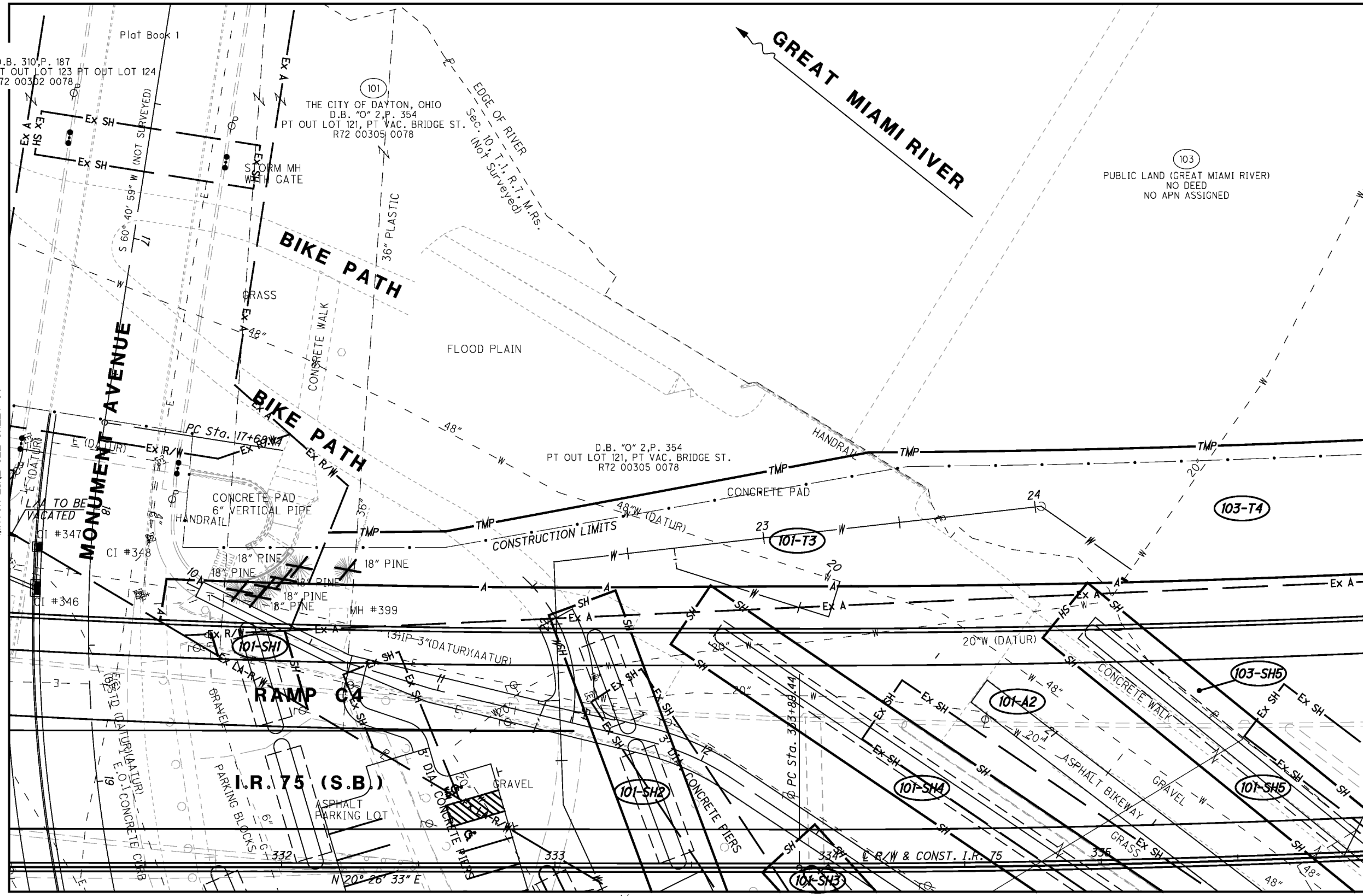
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

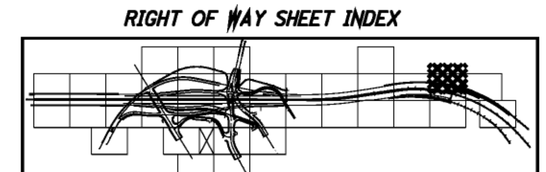


MATCH LINE SEE SHEET 66

CURVE DATA I.R. 75
Δ = 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
C = 667.316
C.B. = N 16° 16' 06" E

MONUMENT AVE.
P.I. = Sta. 19+53.03
Δ = 41° 31' 51" (RT)
Dc = 11° 45' 00"
R = 487.62'
T = 184.89'
L = 353.45'
E = 31.68'
C = 345.76'
C.B. = S 81° 26' 54" E

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

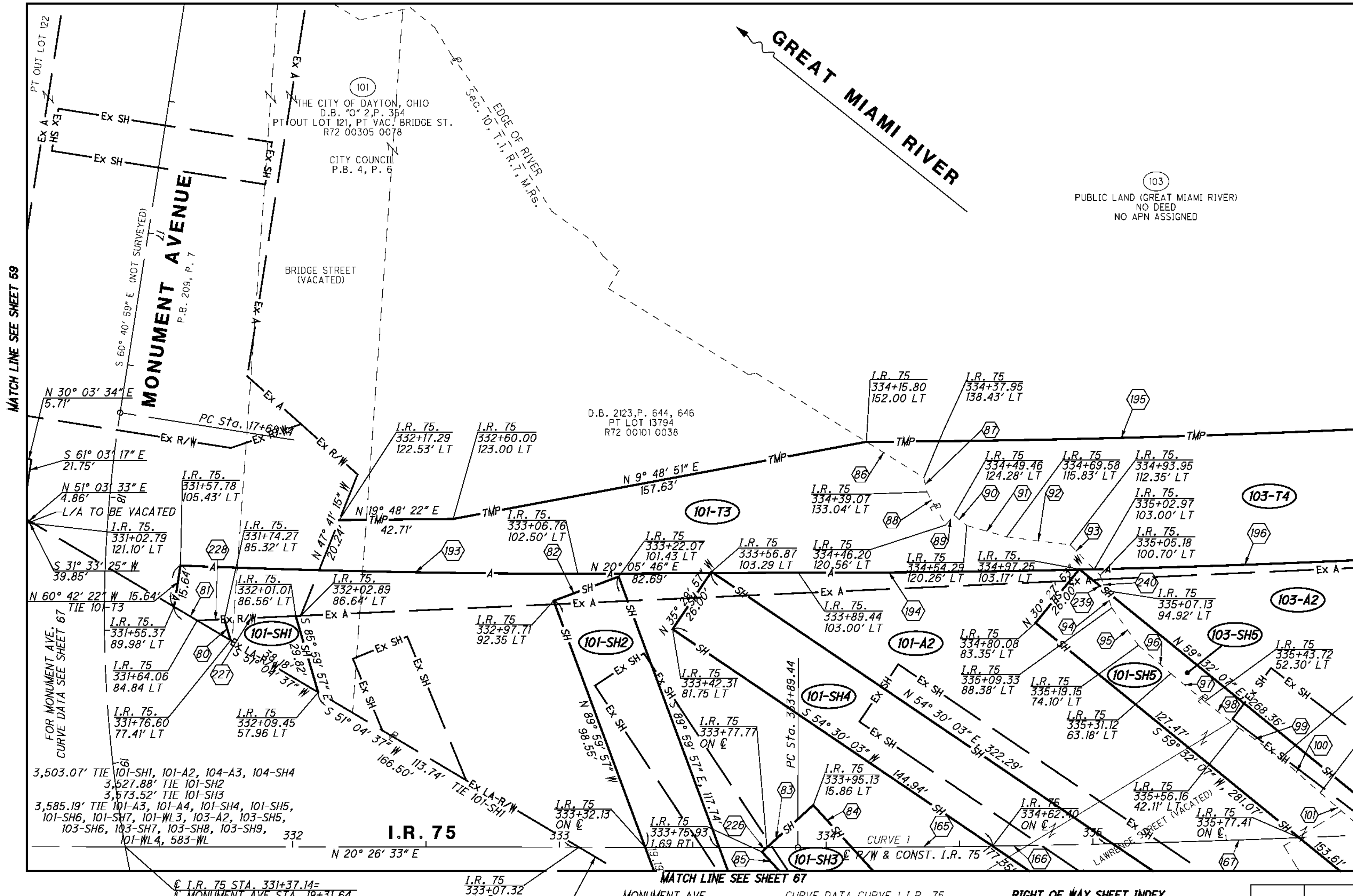
MOT-75-12.00

IP_PWP:dms17580\77247RT424.dgn 27-FEB-2012 12:14PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5

80	N 85° 59' 57" W, 8.24'
81	S 51° 03' 33" W, 10.09'
82	N 00° 00' 03" E, 26.00'
83	N 21° 59' 57" W, 23.50'
84	N 68° 00' 03" E, 106.68'
85	S 68° 00' 03" W, 101.59'
86	S 52° 17' 21" W, 25.38'
87	N 81° 33' 03" W, 5.50'
88	S 80° 42' 43" W, 14.27'
89	S 29° 49' 09" E, 4.89'
90	S 60° 10' 15" W, 6.19'
91	S 36° 06' 27" W, 15.53'
92	S 27° 37' 29" W, 24.02'
93	N 65° 46' 02" E, 12.85' 3.15' TIE 103-T4
94	S 89° 16' 17" E, 6.88' (101-SH5)
95	N 74° 50' 36" E, 17.23' TIE 103-T4
96	N 61° 33' 32" E, 16.08' TIE 103-T4
97	N 59° 46' 52" E, 16.52' TIE 103-T4
98	N 58° 01' 49" E, 15.99' TIE 103-T4
99	N 56° 17' 10" E, 19.47' TIE 103-T4
100	N 61° 42' 12" E, 19.77' TIE 103-T4
101	N 60° 49' 00" E, 22.02' TIE 103-T4
165	Δ= 0° 54' 43" (LT) T= 36.48' L= 72.96' R= 4,583.66' Ch= 72.96' Ch B= N 19° 59' 12" E TIE 101-SH4
166	Δ= 2° 20' 58" (LT) T= 94.00' L= 187.96' R= 4,583.66' Ch= 187.95' Ch B= N 19° 16' 04" E TIE 101-SH5
167	Δ= 2° 40' 49" (LT) T= 107.23' L= 214.41 R= 4,583.66' Ch= 214.39' Ch B= N 19° 06' 09" E TIE 103-A2, 103-SH5
193	Δ 1° 27' 58" (RT) T= 48.51' L= 97.01' R= 3,791.22' Ch= 97.01' Ch B= S 20° 26' 34" W
194	Δ 1° 25' 09" (RT) T= 55.49' L= 110.98' R= 4,480.66' Ch= 110.98' Ch B= S 19° 43' 59" W
195	Δ 8° 01' 10" (LT) T= 310.64' L= 620.27' R= 4,431.66' Ch= 619.77' Ch B= N 16° 06' 12" E
196	Δ 6° 55' 47" (RT) T= 271.29' L= 541.92' R= 4,480.66' Ch= 541.59' Ch B= S 15° 33' 31" W
226	N 21° 59' 57" W, 2.50'
227	N 17° 46' 58" E, 26.77'
228	N 17° 46' 58" E, 10.22'
239	N 59° 32' 07" E, 12.71' (101-SH5)
240	N 89° 16' 17" W, 12.97' (101-A2 & 103-A2 & TIE 103-T4)



℄ I.R. 75 STA. 331+37.14= ℄ MONUMENT AVE STA. 19+31.64

I.R. 75 333+07.32 ON ℄

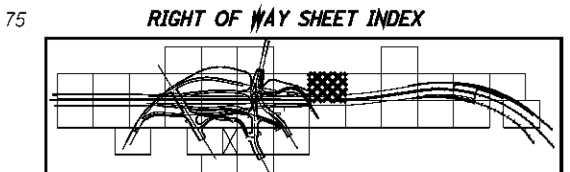
N 51° 04' 37" E 98.31' TIE 104-A3, 104-SH4

NOTE: FOR CURVE DATA TIES 101-A3, 101-A4, 101-SH6, 101-SH7, 101-WL3, 103-A2, 103-SH6, 103-SH7, 103-SH8 AND 103-SH9 SEE SHEET 69

MONUMENT AVE.
P.I.= Sta. 19+53.03
Δ = 41° 31' 51" (RT)
Dc = 11° 45' 00"
R = 487.62'
T = 184.89'
L = 353.45'
E = 31.68'
C = 345.76'
C.B. = S 81° 26' 54" E

CURVE DATA CURVE 1 I.R. 75
P.I. STA. 337+23.99
Δ = 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
C = 667.32'
C.B. = N 16° 16' 06" E

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABEL 333+06.76

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

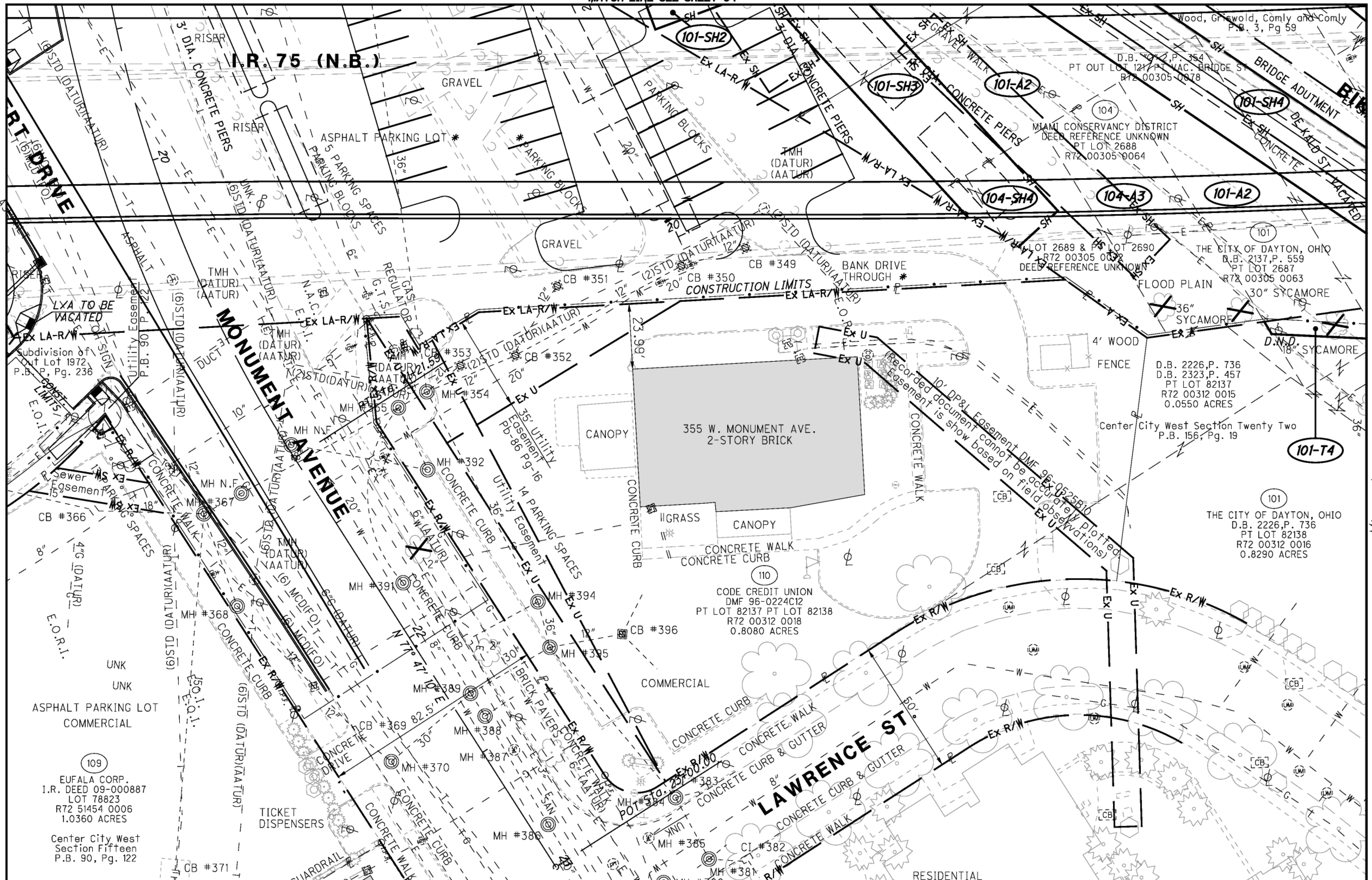
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

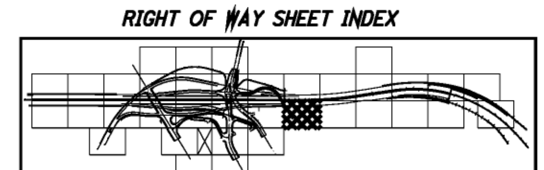
MATCH LINE SEE SHEET 64



MATCH LINE SEE SHEET 60

MATCH LINE SEE SHEET 70

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/15/12	BLDG. ADDRESS
HGH	3/30/11	CONSTRUCTION LIMITS

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

66/89

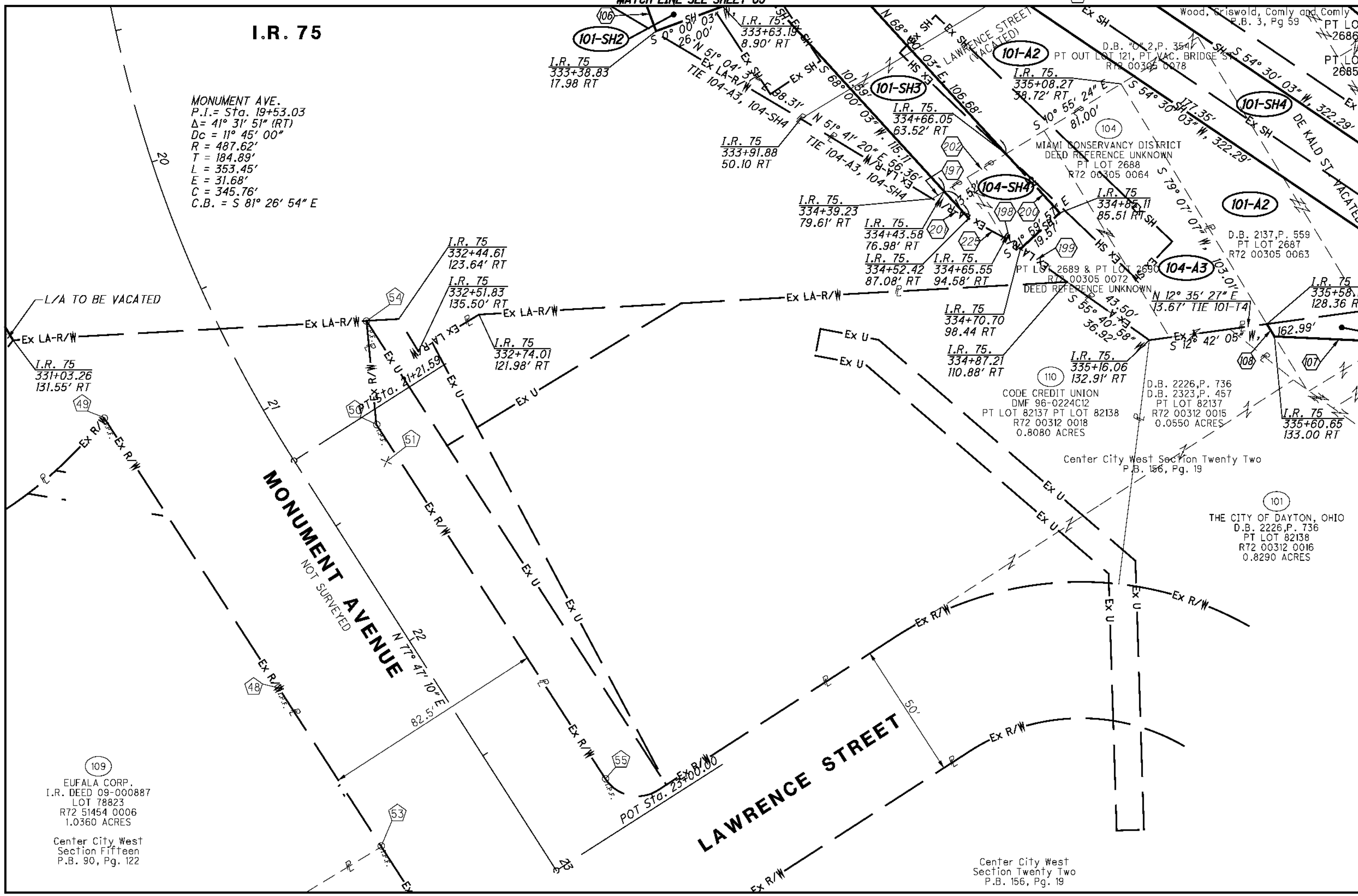
1542
1565

IP_PWP:dms17580\77247RT425.dgn 27-FEB-2012 12:14PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 65



106	N 89° 59' 57" W, 19.19'
107	S 23° 04' 41" W, 185.07'
108	S 79° 07' 07" W, 5.32'
197	N 10° 55' 24" W, 5.14'
198	S 55° 42' 05" W, 6.52'
199	S 55° 42' 05" W, 27.50'
200	N 68° 00' 03" E, 29.31'
201	S 48° 50' 05" W, 30.71'
202	S 10° 55' 24" E, 26.49'
225	S 48° 50' 05" W, 15.35'

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

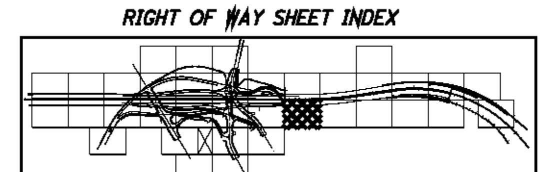
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

RIGHT OF WAY SHEET INDEX

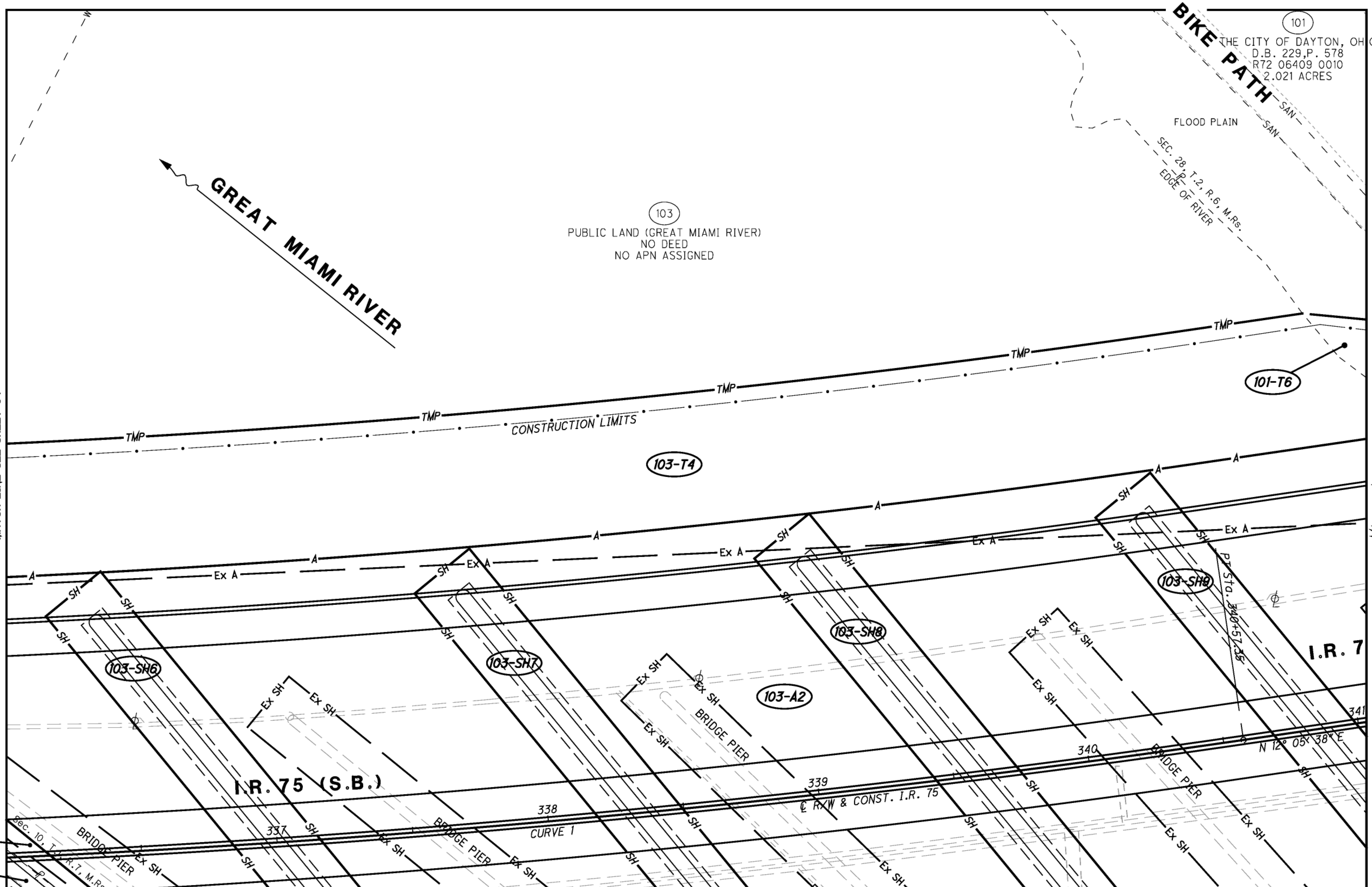


REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABEL 333+91.88 RT., Z LINE

DATE COMPLETED

IP_PWP:dms17580\77247RB425.dgn 27-FEB-2012 12:15PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
SEC. 28, T.2, R.6, M.Rs.
and Great Miami River



MATCH LINE SEE SHEET 70

101
THE CITY OF DAYTON, OHIO
D.B. "O" 2,P. 351
PT VACATED LIBERTY STREET, PT VACATED DE KALD ST,
PT LOT 2686
R72 00305 0077

Wood, Griswold, Comly and Comly
P.B. 3, Pg 59

CURVE DATA CURVE 1
I.R. 75
Δ= 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
C = 667.32
C.B. = N 16° 16' 06" E

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

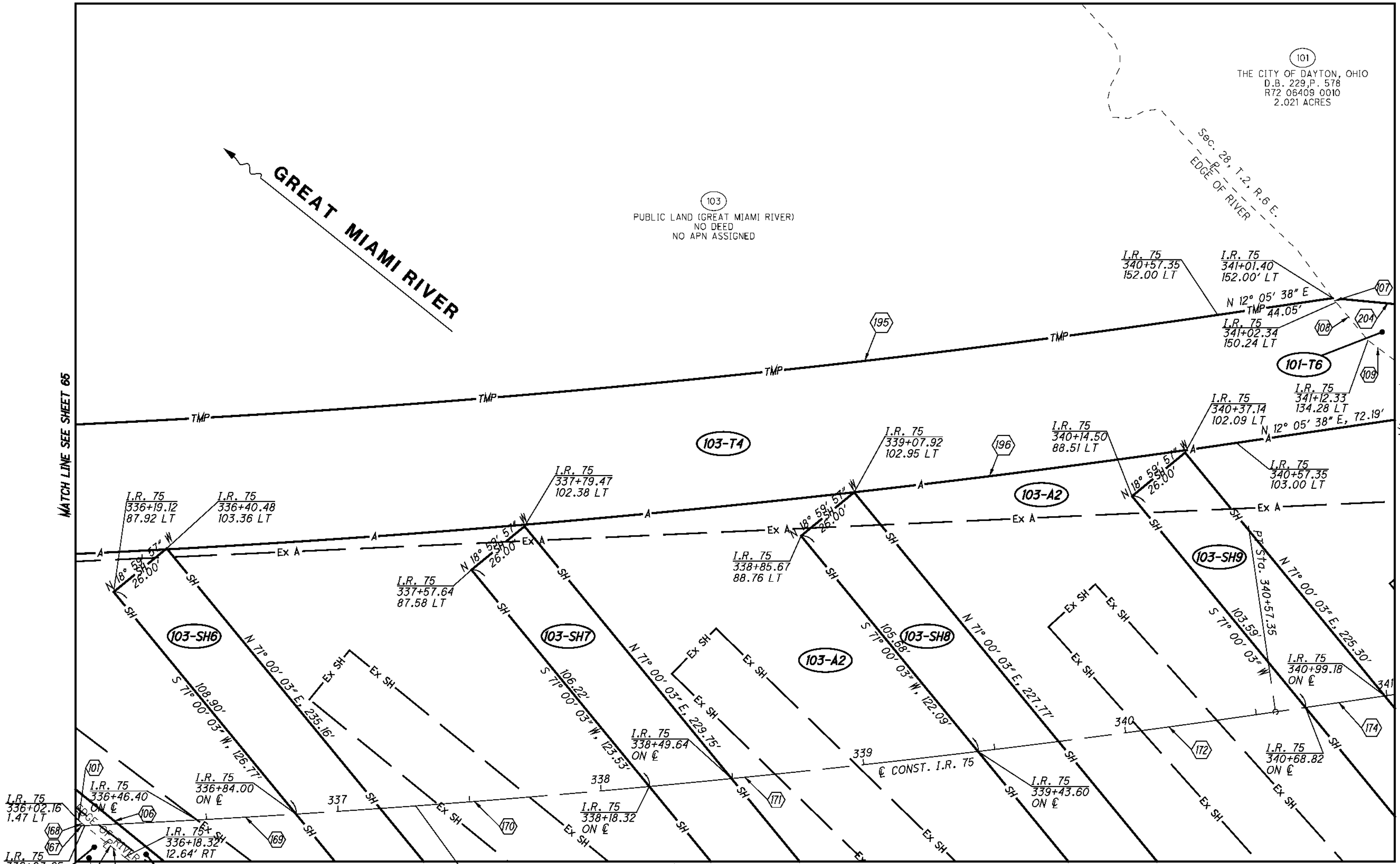
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT426.dgn 27-FEB-2012 12:15PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

FOR OVERLAP TABLE SEE SHEET 9
FOR EXISTING MONUMENT TABLE SEE SHEET 5



Sec. 10, T1, R. 7, M.Rs.

101
THE CITY OF DAYTON, OHIO
D.B. "O" 2,P. 351
PT VACATED LIBERTY STREET, PT VACATED DE KALD ST,
PT LOT 2686
R72 00305 0077
Wood, Griswold, Comly and Comly
P.B. 3, Pg 59

CURVE DATA CURVE 1 I.R. 75
Δ= 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'
C = 667.32
C.B. = N 16° 16' 06" E

(101) S 60° 49' 00" W, 22.02' TIE 103-T4
(106) N 59° 32' 07" E, 268.36'
(107) S 23° 04' 41" W, 185.07'
(108) S 70° 25' 32" W, 20.83'
(168) S 58° 46' 51" W, 2.24' TIE 103-T4
(167) Δ= 2° 40' 49" (LT) T= 107.23' L= 214.41 R= 4,583.66' Ch= 214.39' Ch B= N 19° 06' 09" E TIE 103-A2, 103-SH5
(169) Δ= 3° 40' 55" (LT) T= 147.33' L= 294.56' R=4,583.66' Ch= 294.51' Ch B= N 18° 36' 06" E TIE 103-SH6
(170) Δ= 5° 21' 40" (LT) T= 214.60' L= 428.88' R= 4,583.66' Ch= 428.72' Ch B= N 17° 45' 44" E TIE 103-SH7
(171) Δ= 6° 55' 37" (LT) T= 277.42' L= 554.16' R= 4,583.66' CH= 553.82' Ch B= N 16° 58' 45" E TIE 103-A2, 103-SH8
(172) Δ= 8° 20' 56" (LT) T= 334.55' L= 667.91' R= 4,583.66' Ch= 667.32' Ch B= N 16° 16' 06" E TIE 101-A3, 101-A4, 101-SH6, 101-SH7, 101-WL3, 101-WL4, 103-A2, 583-WL
(173) N 58° 46' 51" E 21.46' 19.22' TIE 103-T3
(174) N 12° 05' 38" E 11.47' TIE 103-SH9, 116.60' TIE 101-A3, 133.01' TIE 101-SH6, 262.78' TIE 101-SH7, 282.02' TIE 101-WL3, 101-WL4, 583-WL 384.11' TIE 101-A4
(195) Δ= 8° 01' 10" (LT) T= 310.64' L= 620.27' R= 4,431.66' Ch= 619.77' Ch B= N 16° 06' 12" E
(196) Δ= 6° 55' 47" (RT) T= 271.29' L= 541.92' R= 4,480.66' Ch= 541.59' Ch B= S 15° 33' 31" W
(204) N 25° 50' 03" E, 122.09'

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABELS 195, 196 & N 12° 05' 38" E

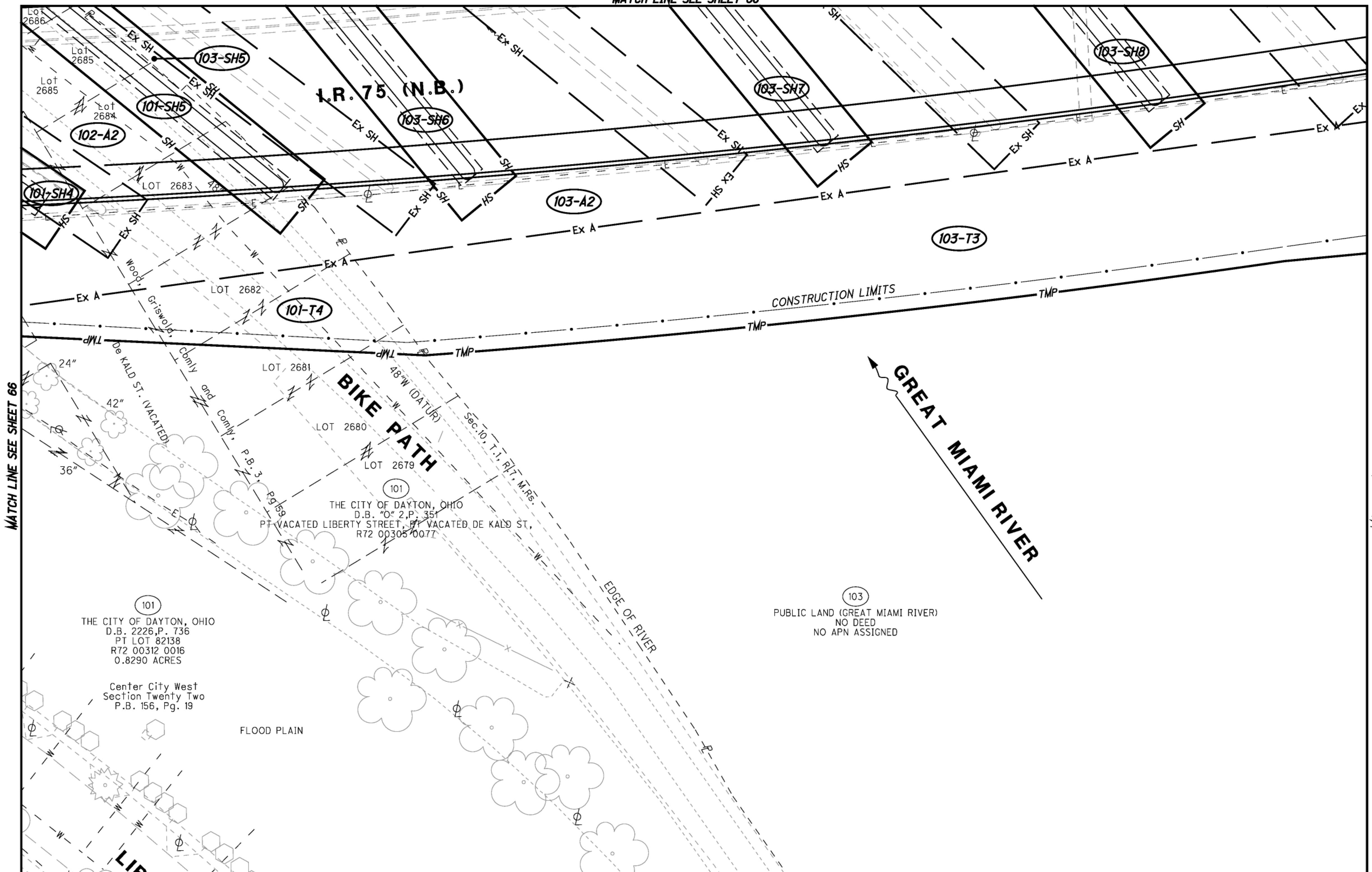
DATE COMPLETED

MOT-75-12.00

IP_PWP:dms17580\77247RB426.dgn 27-FEB-2012 12:15PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

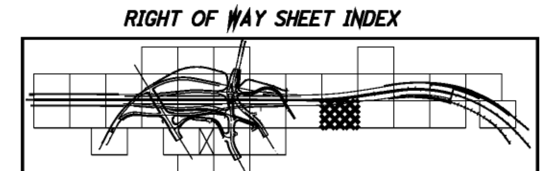
MATCH LINE SEE SHEET 68



MATCH LINE SEE SHEET 66

MATCH LINE SEE SHEET 76

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

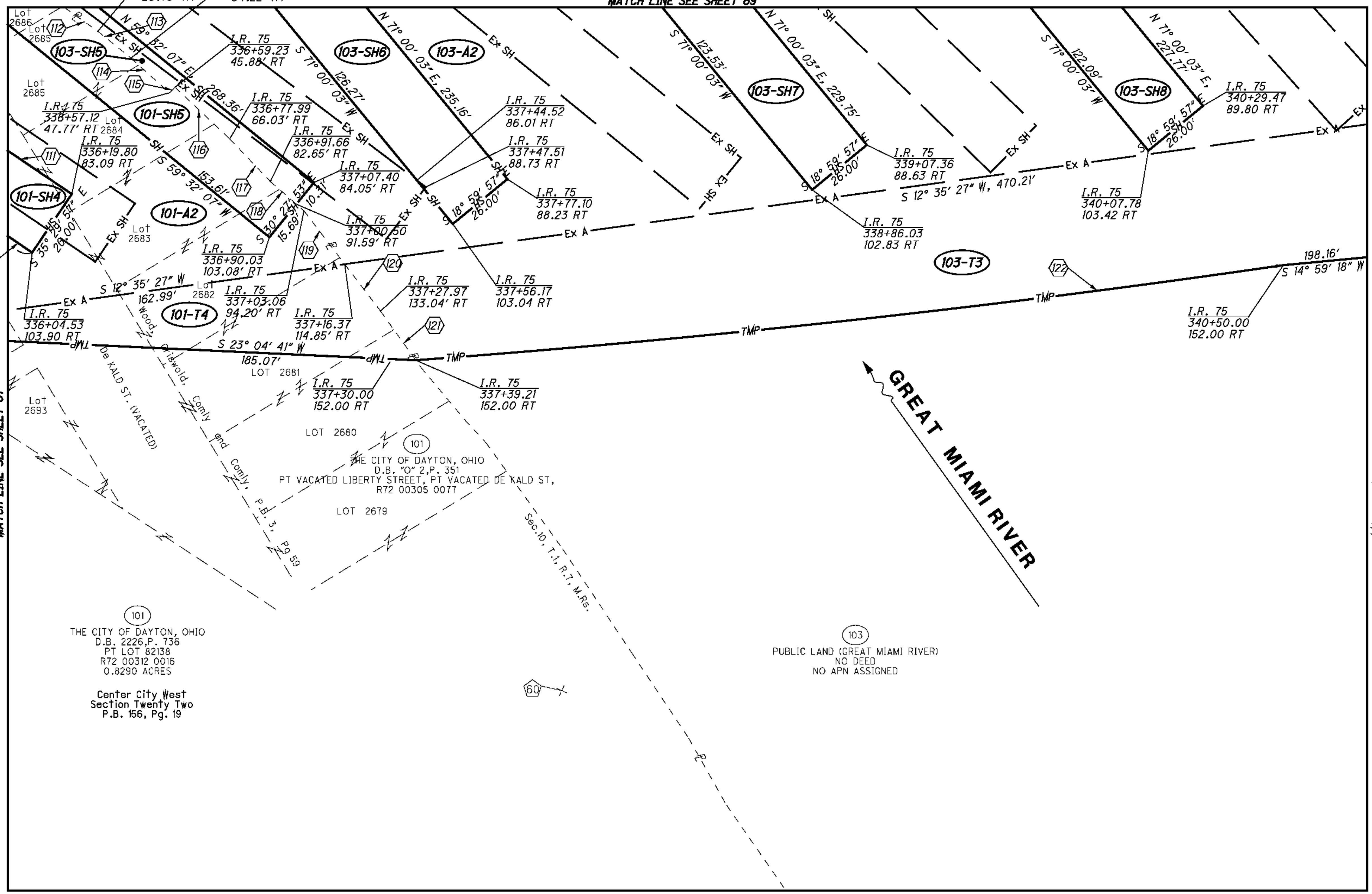
MOT-75-12.00

1546
1565

IP_PWP:dms17580\77247RT427.dgn 27-FEB-2012 12:15PM rgreenland

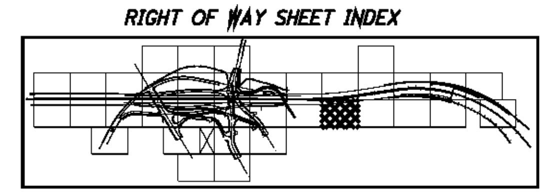
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 10, T.1, R.7, M.Rs.
and Great Miami River

FOR EXISTING MONUMENT TABLE SEE SHEET 5



110 S 54° 30' 03" W, 322.29'
111 N 54° 30' 03" E, 177.35'
112 N 55° 55' 29" E, 17.85' TIE 103-T3
113 N 59° 23' 26" E, 15.66' TIE 103-T3
114 N 62° 24' 20" E, 19.08' TIE 103-T3
115 N 24° 18' 34" W, 2.85' TIE 103-T3
116 N 63° 38' 29" E, 27.69' TIE 103-T3
117 N 66° 51' 14" E, 21.66' TIE 103-T3
118 N 61° 26' 23" E, 16.39' TO PI 12.69' TO SH TIE 103-T3
119 N 73° 02' 58" E, 24.73' TIE 103-T3
120 N 73° 02' 58" E, 21.75'
121 N 74° 43' 26" E, 22.22'
122 Δ= 4° 00' 30" (RT) T= 160.62' L= 321.10' R= 4,590.00' Ch= 321.04' CB= S 14° 07' 41" W

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABEL 337+39.21, 152.00' RT

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

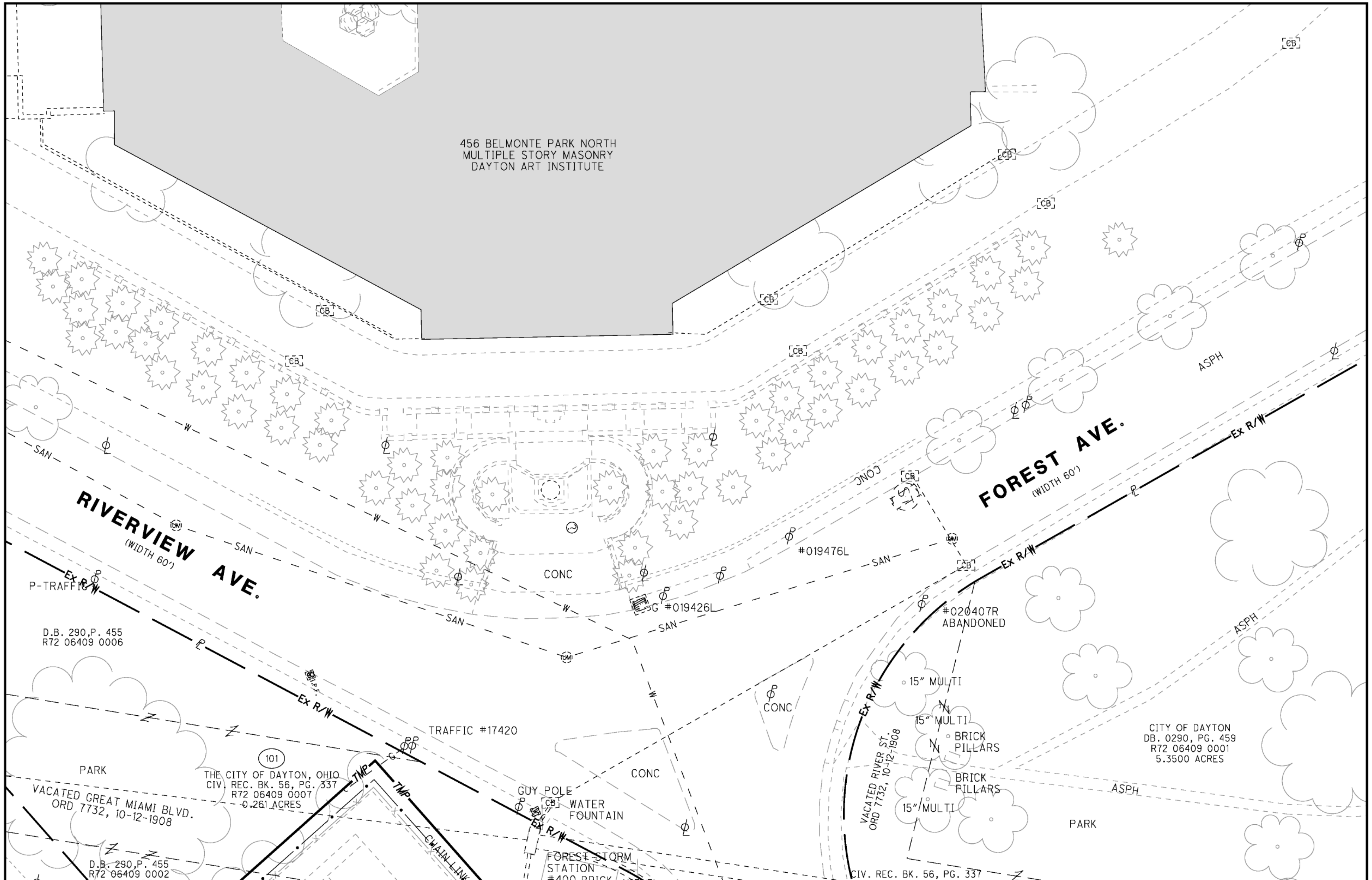
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB427.dgn 27-FEB-2012 12:16PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.



MATCH LINE SEE SHEET 74

RIGHT OF WAY SHEET INDEX

REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6
HGH	2/15/12	BLDG. ADDRESS

DATE COMPLETED

ORIGINAL SCALE 1"=20'

0 10 20 40 HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

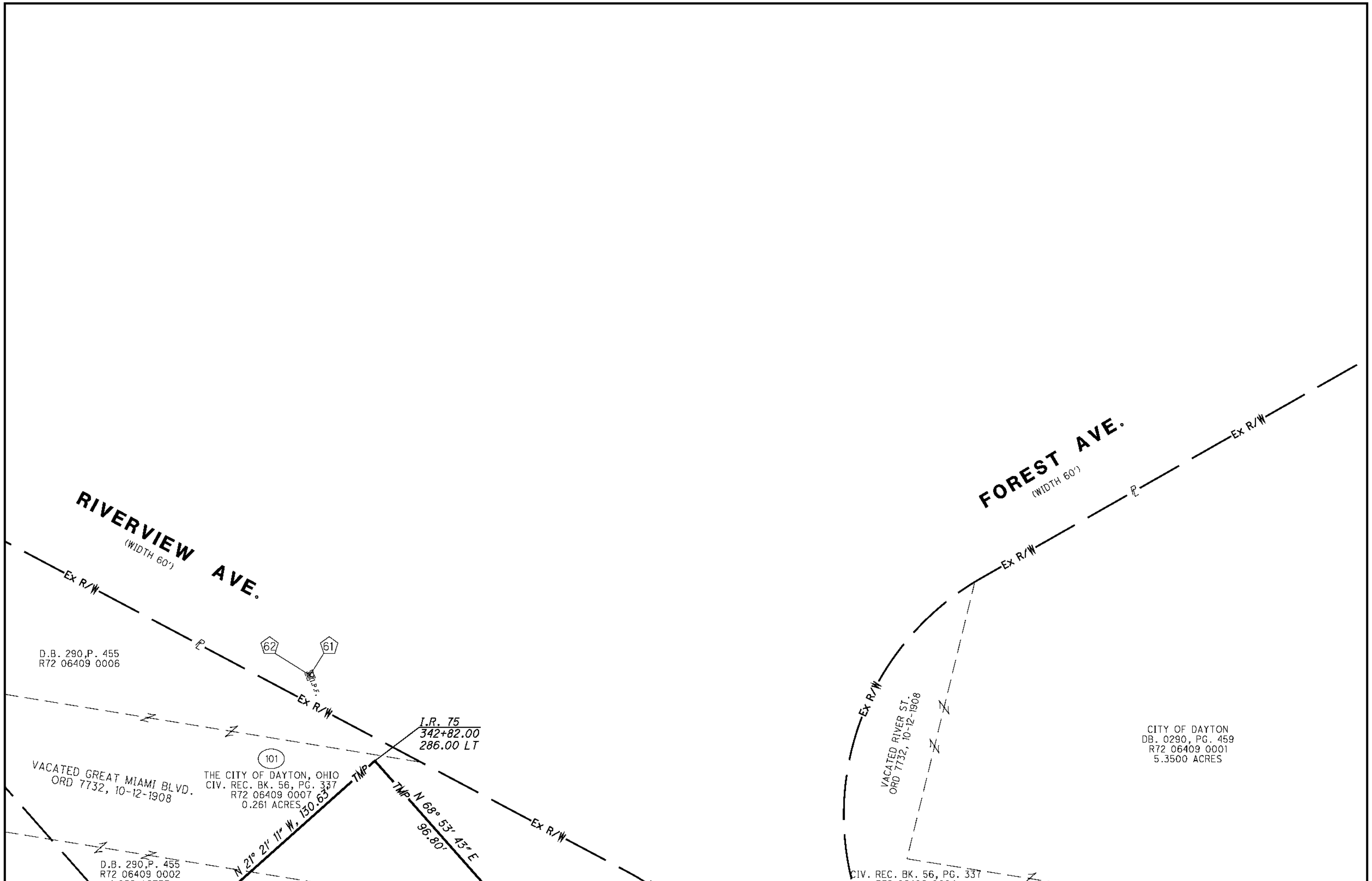
72/89

1548
1565

IP_PWP:dms17580\77247RT428.dgn 27-FEB-2012 12:16PM rgreenland

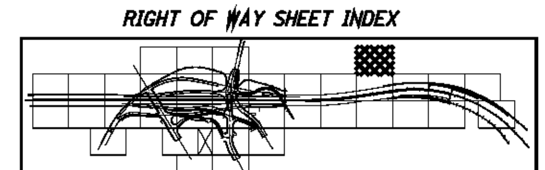
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



MATCH LINE SEE SHEET 75

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB428.dgn 27-FEB-2012 12:16PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
and Great Miami River

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

PID NO. 77247

ORIGINAL SCALE 1"=20'

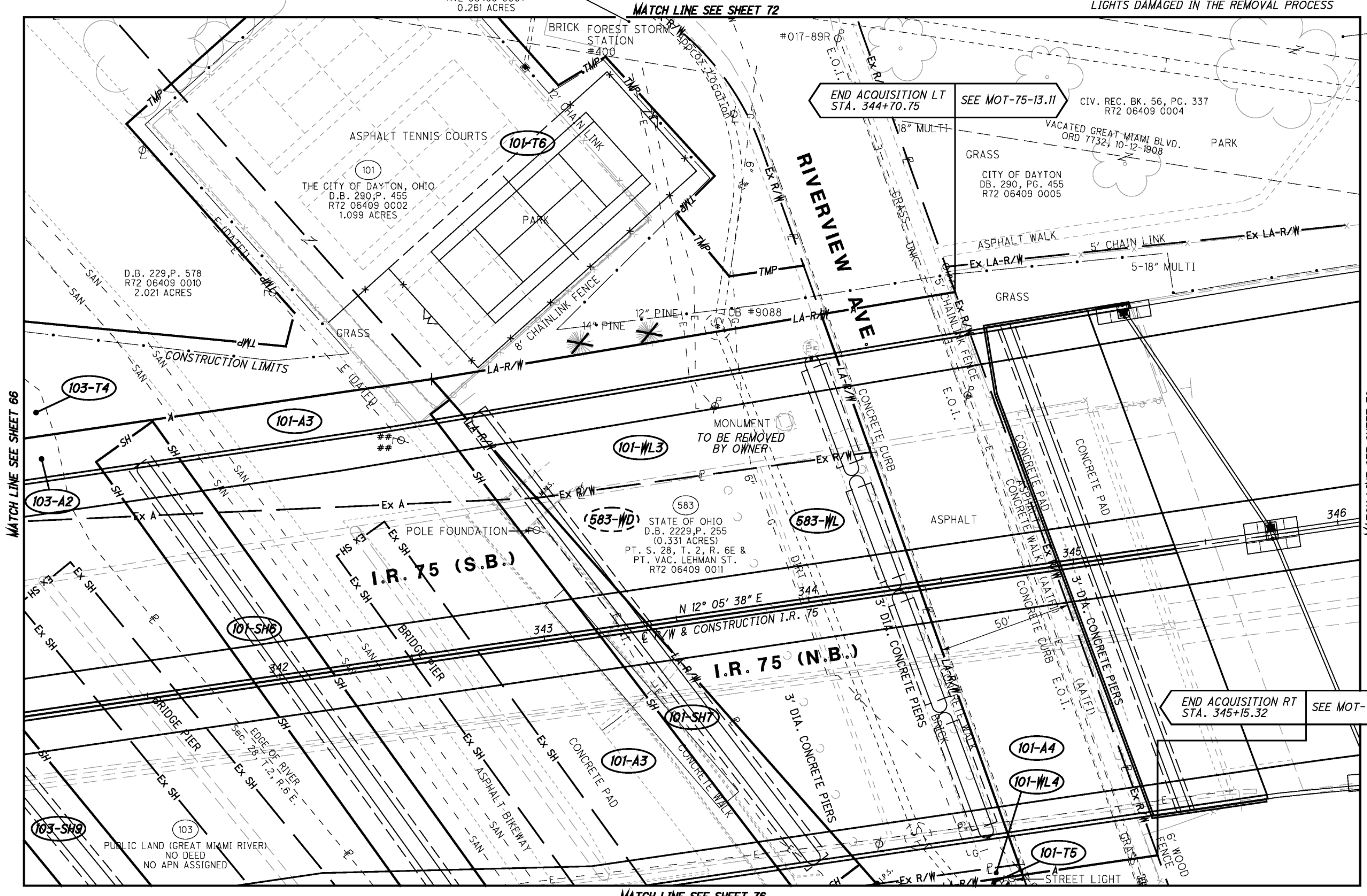
HORIZONTAL SCALE IN FEET 0 10 20 40

R/W DESIGNER

R/W REVIEWER

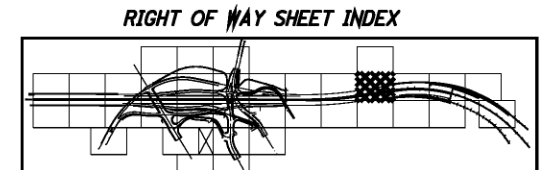
TO BE REMOVED BY CONTRACTOR AND STORED FOR MCD PICKUP. THE CONTRACTOR WILL NOT BE RESPONSIBLE TO REPLACE ANY LIGHTS DAMAGED IN THE REMOVAL PROCESS

MATCH LINE SEE SHEET 72



MATCH LINE SEE SHEET 76

RIGHT OF WAY SHEET INDEX

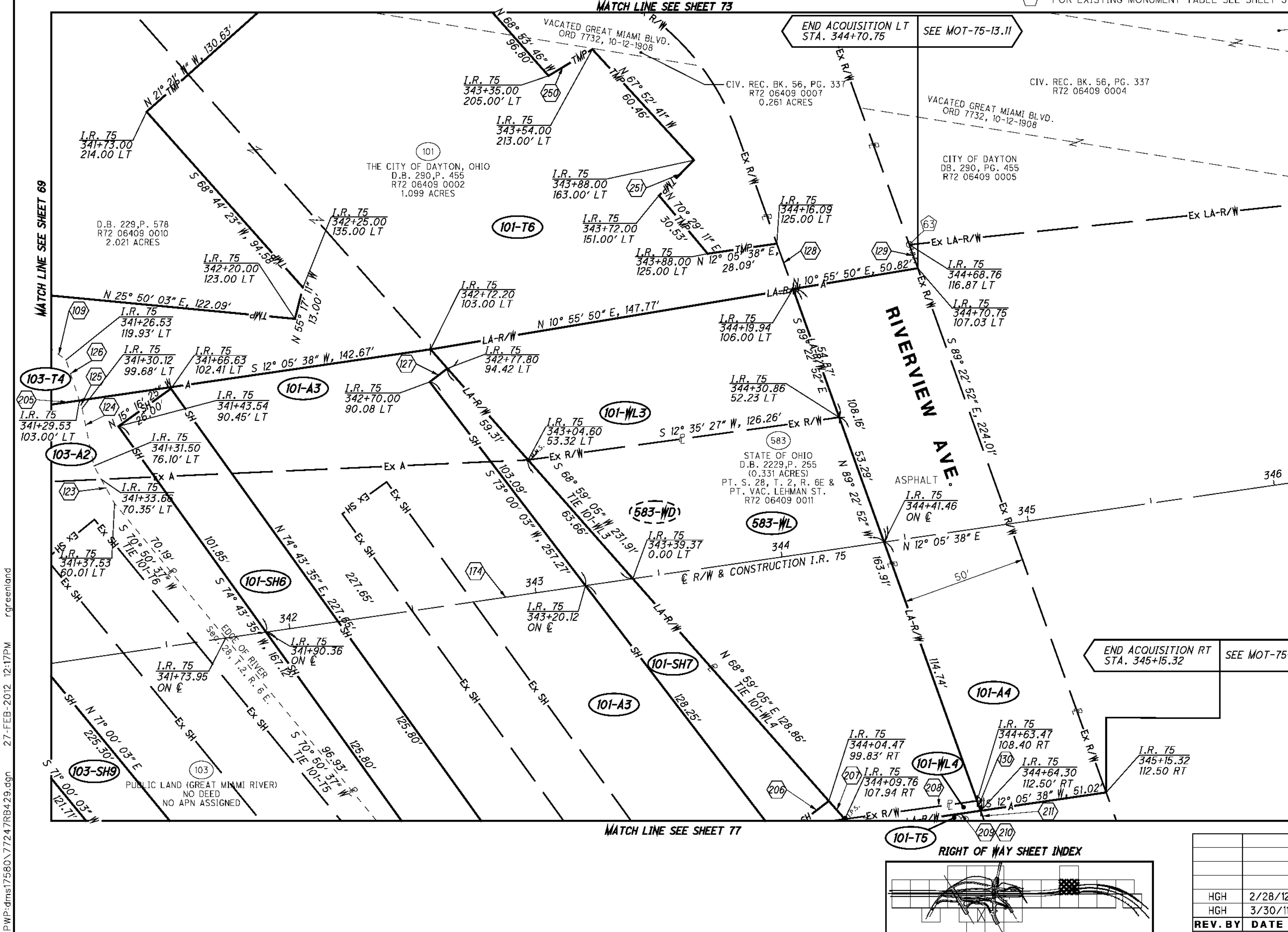


REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6
HGH	3/30/11	DASH BUBBLE FOR 583-WD, 4 LABELS

DATE COMPLETED

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
and Great Miami River

FOR EXISTING MONUMENT TABLE SEE SHEET 5



109	S 57° 23′ 34″ W, 20.18′
123	S 81° 33′ 17″ W, 17.19′ TIE 101-T6
124	S 81° 15′ 06″ W, 23.62′ TIE 101-T6
125	N 87° 58′ 55″ W, 3.37′ TIE 101-T6
126	N 87° 58′ 55″ W, 17.20′
127	N 16° 59′ 57″ W, 8.92′
128	S 89° 22′ 52″ E, 19.39′
129	S 89° 22′ 52″ E, 19.39′
130	S 89° 22′ 52″ E, 4.18′
174	N 12° 05′ 38″ E 116.60′ TIE 101-A3, 133.01′ TIE 101-SH6, 262.78′ TIE 101-SH7, 282.02′ TIE 101-WL3, 101-WL4, 583-WL 384.11′ TIE 101-A4
205	N 12° 05′ 38″ e, 72.19′
206	S 16° 59′ 57″ E, 25.17′
207	S 68° 59′ 05″ W, 5.45′
208	N 12° 35′ 26″ E, 53.71′
209	S 12° 05′ 38″ W, 51.56′
210	S 12° 05′ 38″ W, 198.57′
211	S 89° 22′ 52″ E, 55.61′
250	N 10° 44′ 24″ W, 20.62′
251	S 24° 46′ 34″ E, 20.00′

RIGHT OF WAY SHEET INDEX

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

REV. BY	DATE	DESCRIPTION
HGH	2/28/12	PARCEL 101-T6
HGH	3/30/11	DASH BUBBLE FOR 583-WD

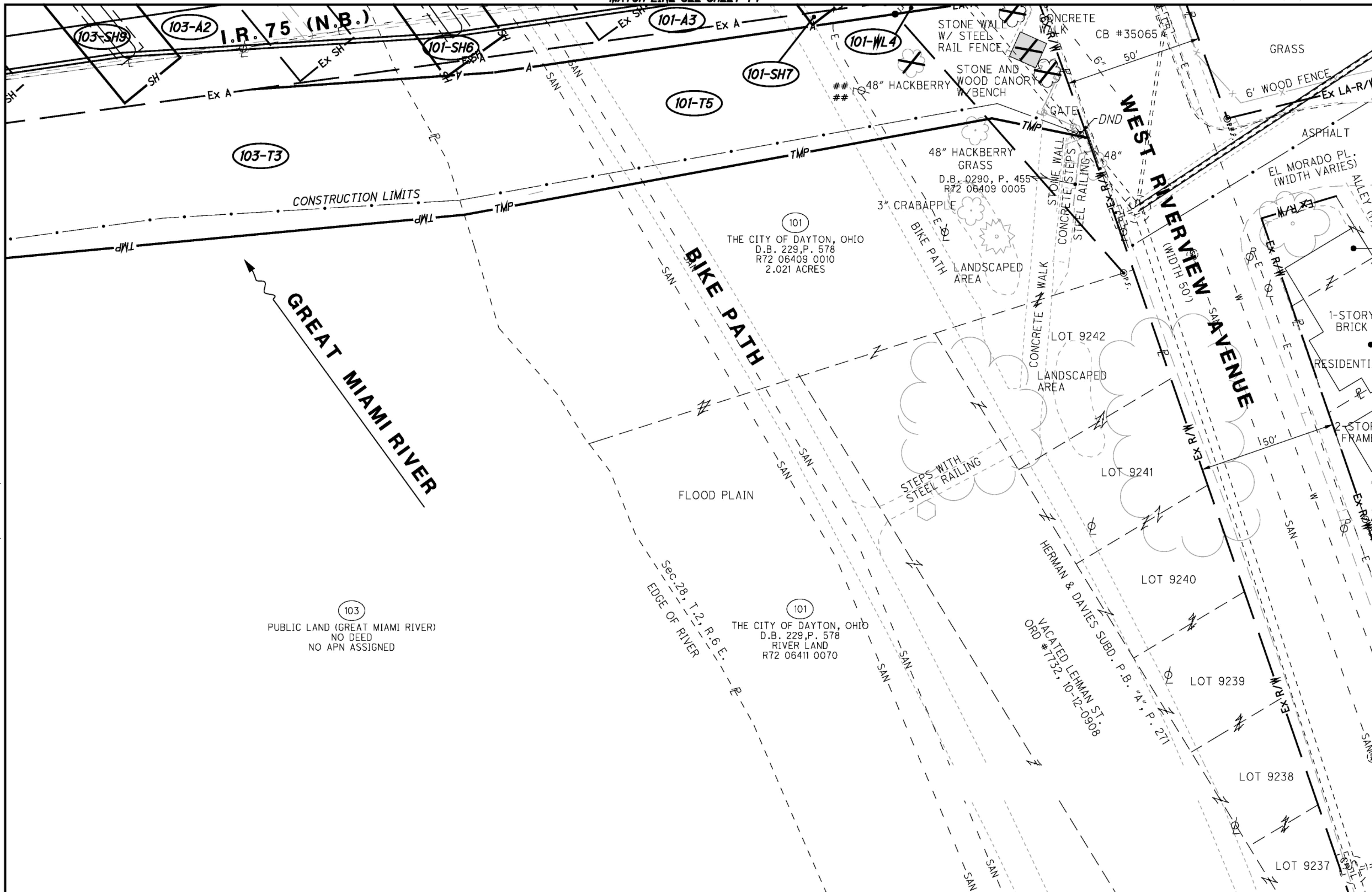
DATE COMPLETED

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6, E.
and Great Miami River

TO BE REMOVED BY CONTRACTOR AND STORED FOR MCD PICKUP. THE CONTRACTOR WILL NOT BE RESPONSIBLE TO REPLACE ANY LIGHTS DAMAGED IN THE REMOVAL PROCESS

MATCH LINE SEE SHEET 74

MATCH LINE SEE SHEET 70



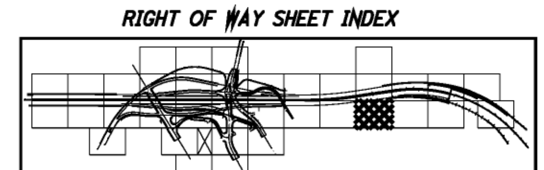
MATCH LINE SEE SHEET 80

MARY ANN THINNES
DMF 96-0680B04
PT LOT 9242
R72 06411 0015
0.0300 ACRES

MARY ANN THINNES
DMF 96-0680B04
PT LOT 9241
R72 06411 0016
0.0331 ACRES

MICHAEL MURPHY AND LORETTA MURPHY
I.R. DEED 05-066351
PT LOT 9240
R72 06411 0017
0.0376 ACRES

RIGHT OF WAY SHEET INDEX



HGH	3/30/11	ADD 5 LABELS
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

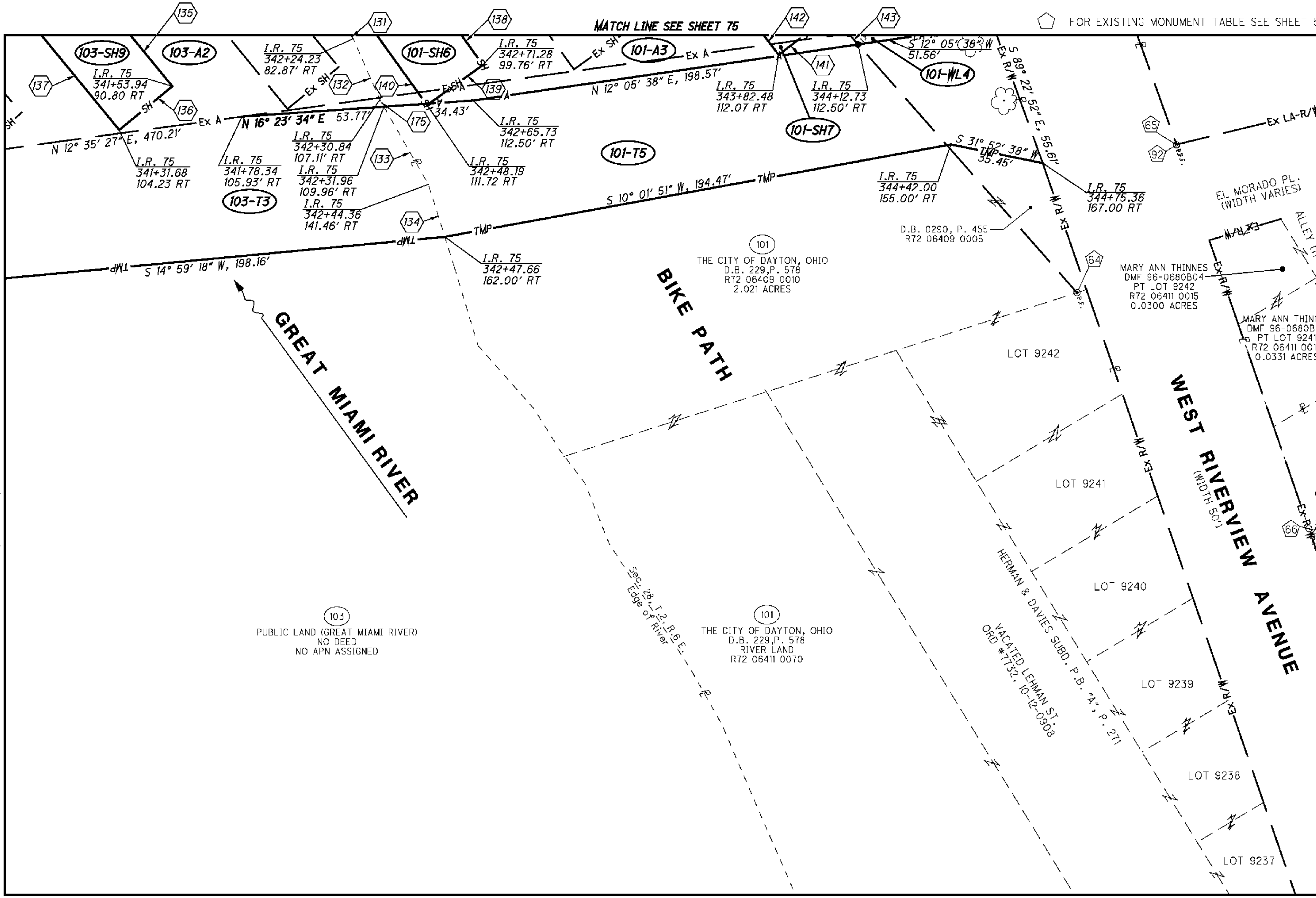
PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

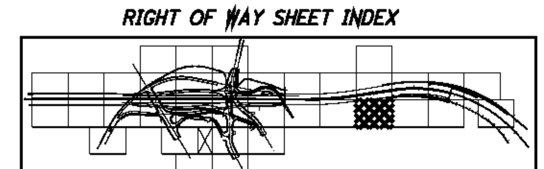
MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.
and Great Miami River



131 S 70° 50' 37" E, 96.93', 167.12' TIE 101-T5
132 S 86° 50' 30" W, 25.13' TIE 101-T5
133 S 80° 36' 43" W, 33.84'
134 N 87°02' 14" W, 20.81'
135 N 71° 00' 03" E, 225.30'
136 S 18° 59' 57" E, 26.00'
137 S 71° 00' 03" W, 121.71'
138 N 74° 43' 35" E, 227.65'
139 S 15° 16' 25" E, 26.00'
140 S 74° 43' 35" W, 125.80'
141 S 16° 59' 57" E, 25.17'
142 S 73° 00' 03" W, 128.25'
143 S 68° 59' 05" W, 5.45' TO EX AERIAL 257.27' TO LA R/W,
175 N 80° 36' 43" E, 3.06' TIE 101-T5

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION
HGH	3/30/11	LABELS 342+48.19, 342+65.73, 344+75.36

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

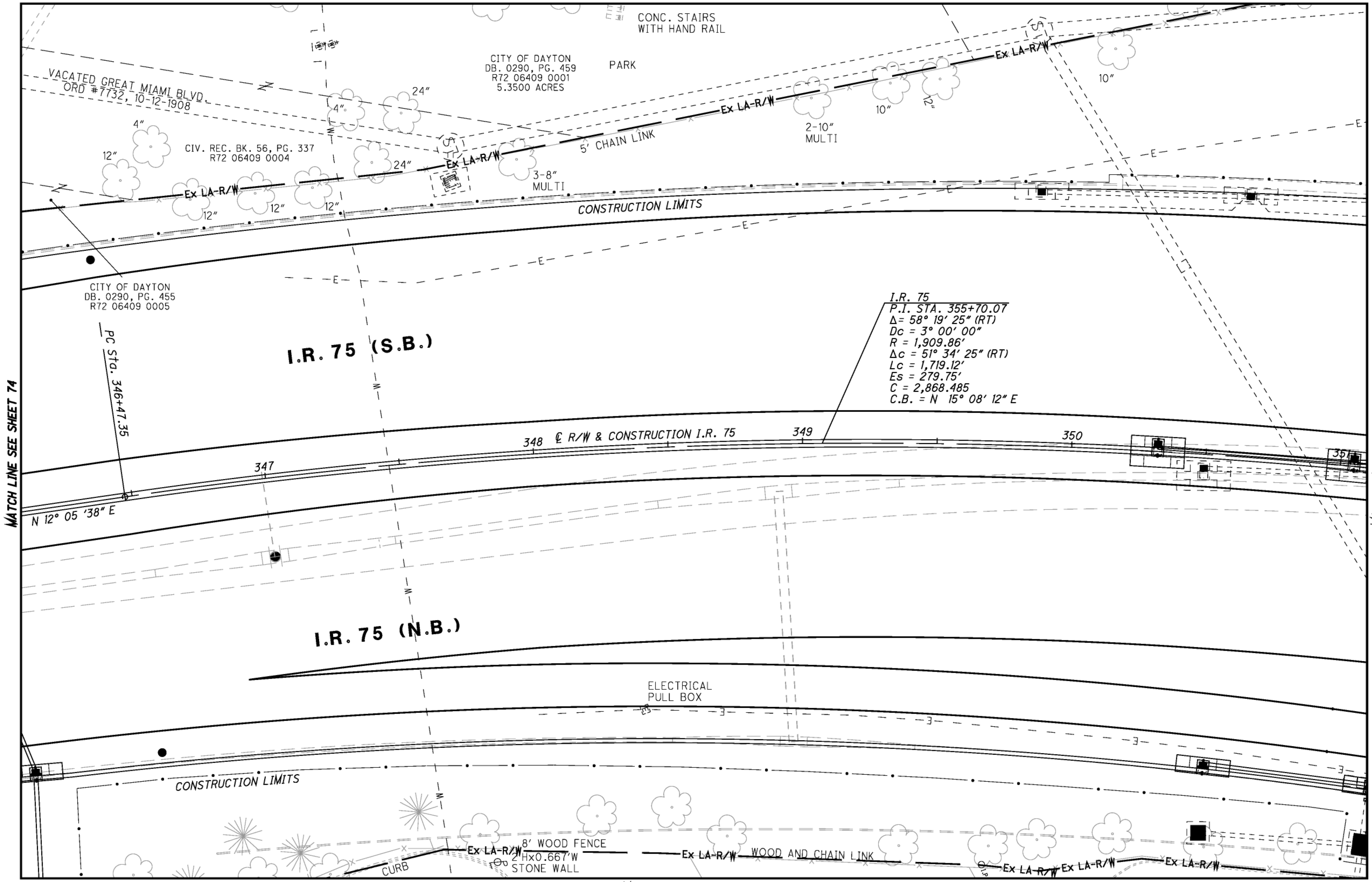
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.

MATCH LINE SEE SHEET 74



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MATCH LINE SEE SHEET 80

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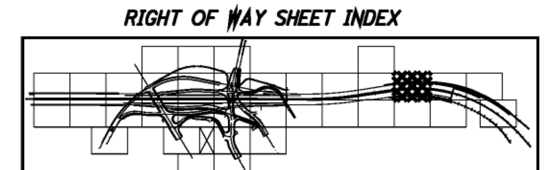


REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

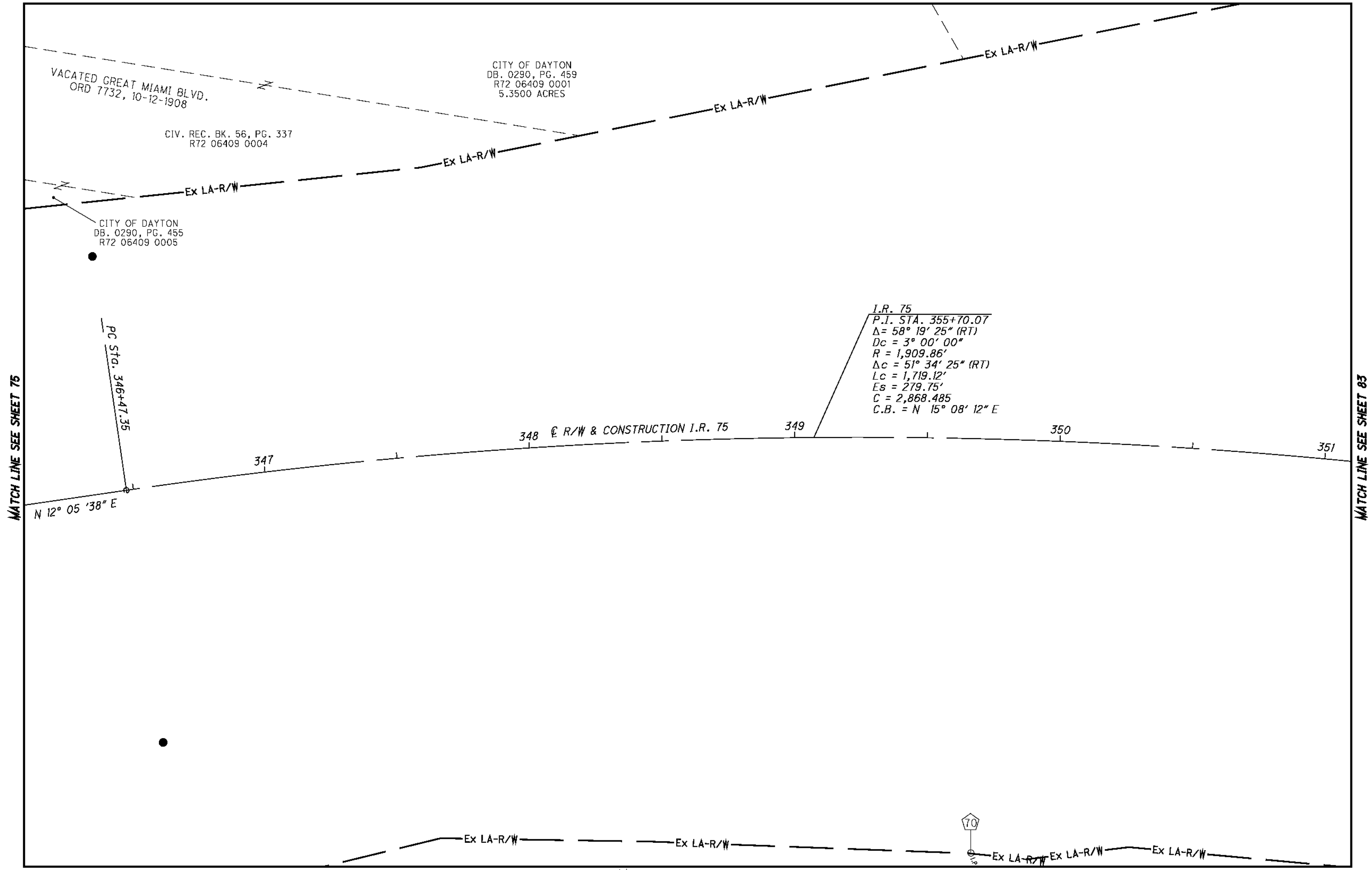
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT431.dgn 27-FEB-2012 12:18PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



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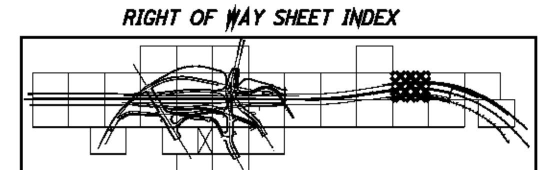


REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

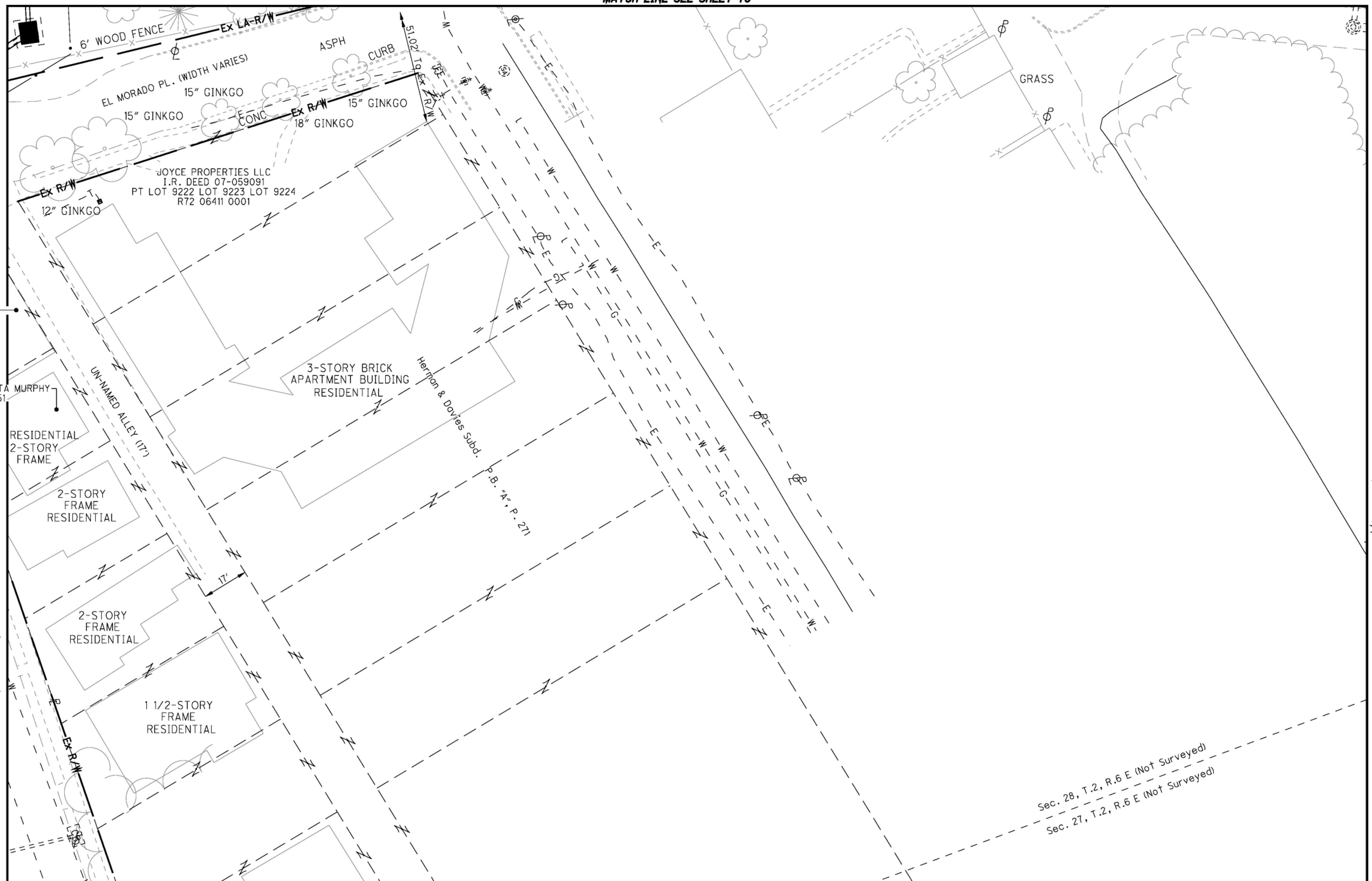
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RB431.dgn 27-FEB-2012 12:18PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.

MATCH LINE SEE SHEET 78



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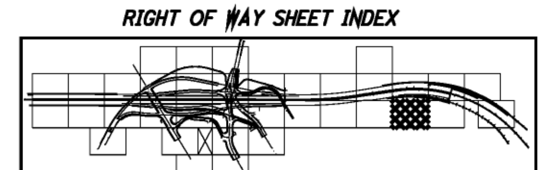


REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

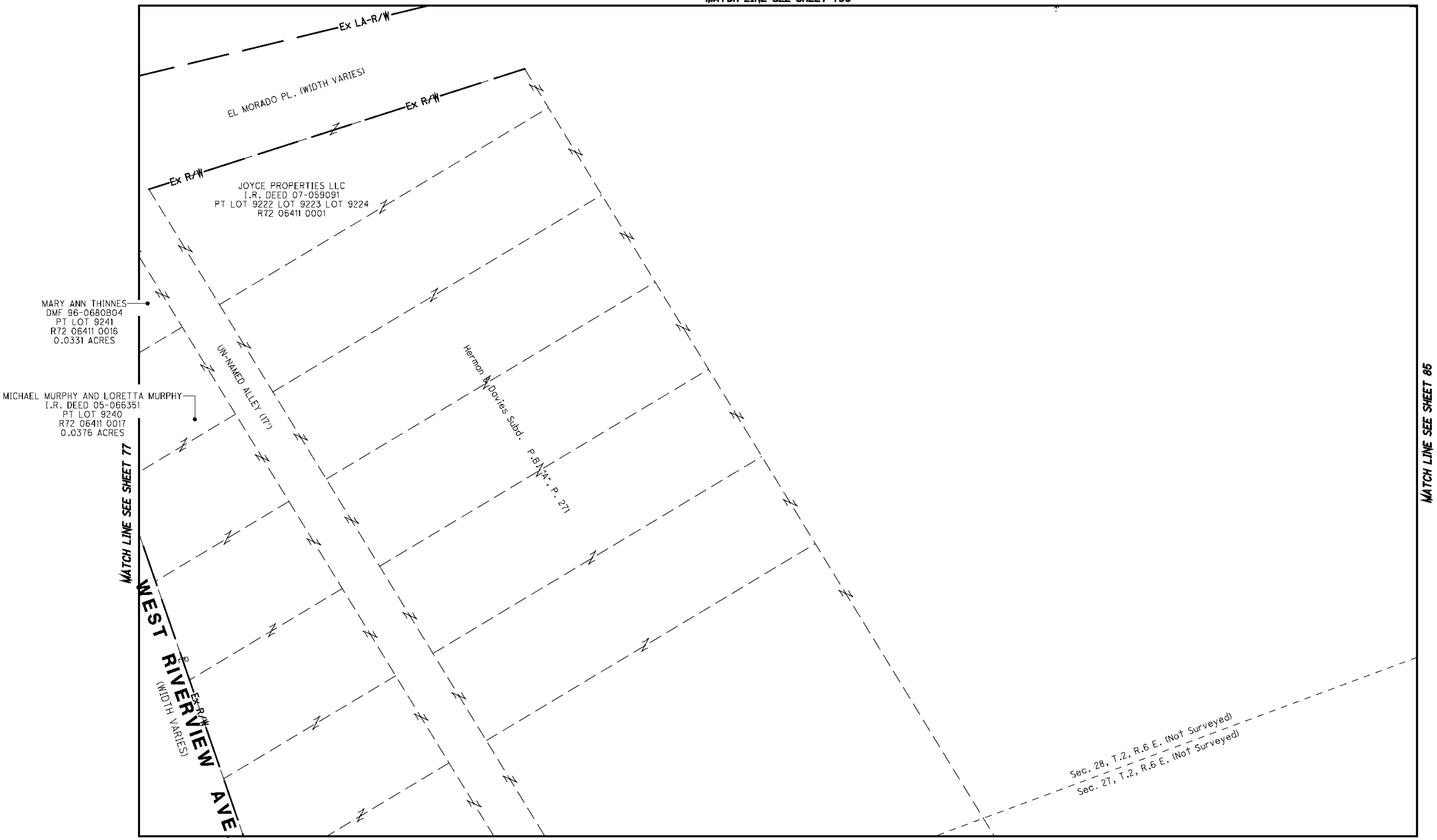
80/89

1556
1565

IP_PWP:dms17580\77247RT432.dgn 27-FEB-2012 12:18PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



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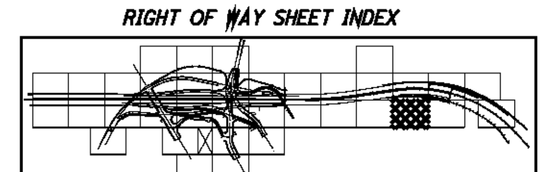

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

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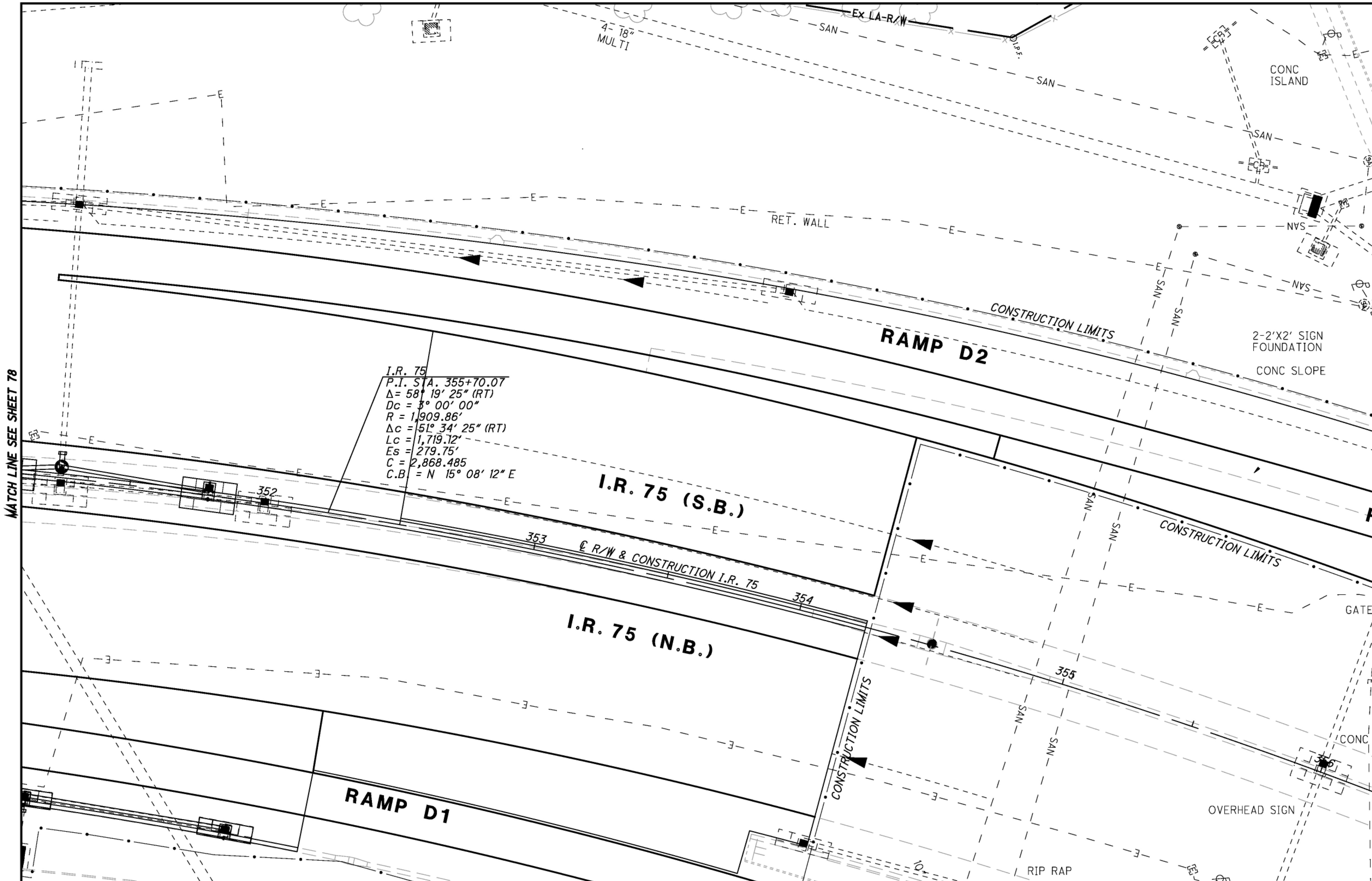
RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.



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MATCH LINE SEE SHEET 86

MATCH LINE SEE SHEET 84

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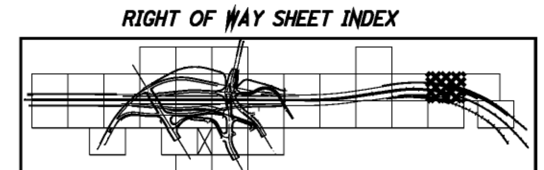


REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'
0 10 20 40
HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

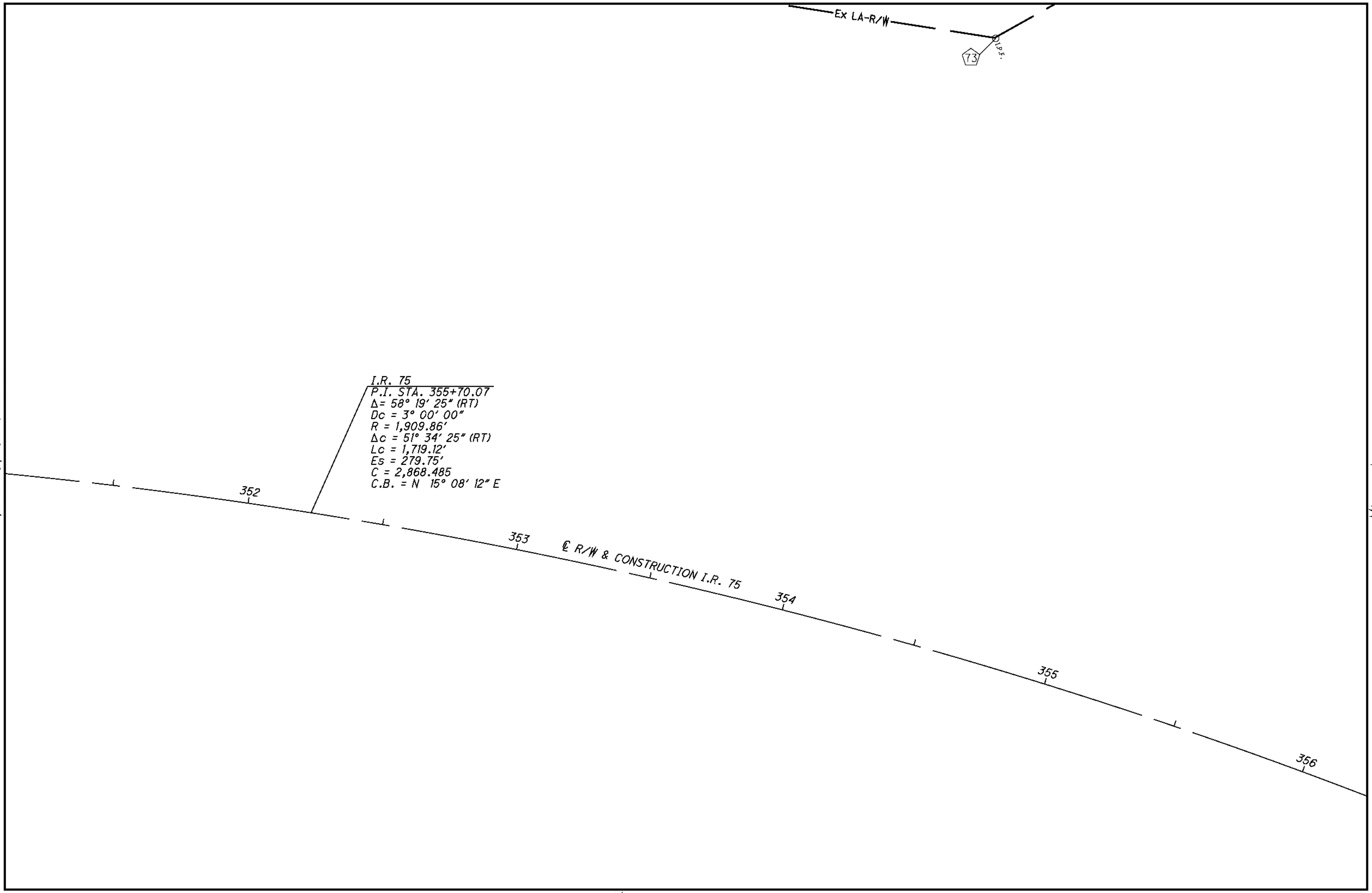
RIGHT OF WAY TOPO SHEET

MOT-75-12.00

IP_PWP:dms17580\77247RT433.dgn 27-FEB-2012 12:19PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 28, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5



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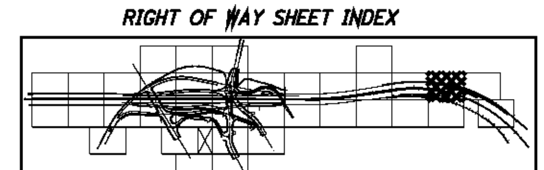

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DATE COMPLETED

ORIGINAL SCALE 1"=20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

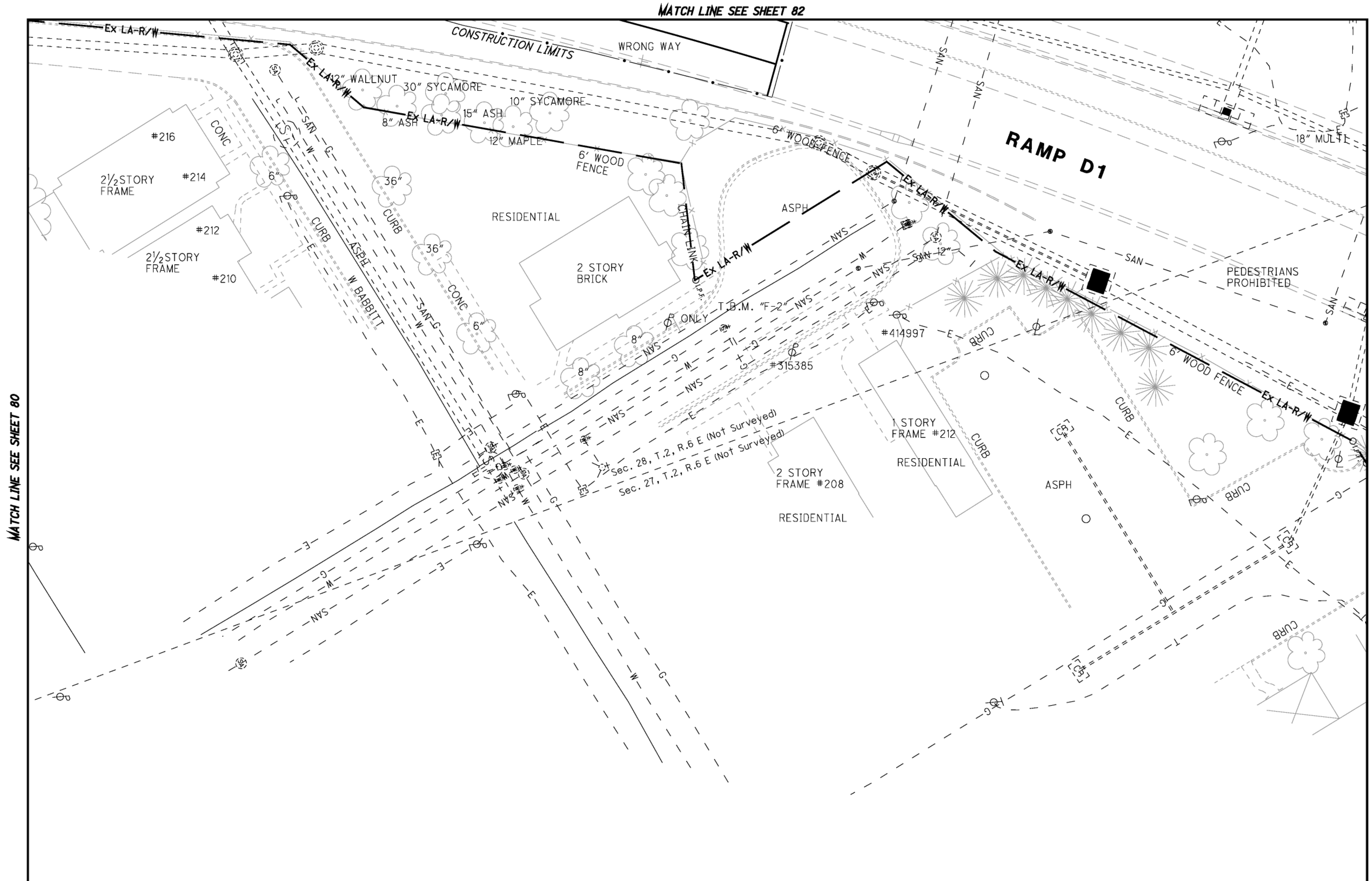
R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

IP_PWP:dms17580\77247R8433.dgn 27-FEB-2012 12:19PM rgreenland

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.



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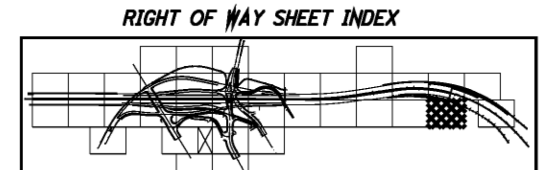

REV. BY	DATE	DESCRIPTION

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HORIZONTAL SCALE IN FEET

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

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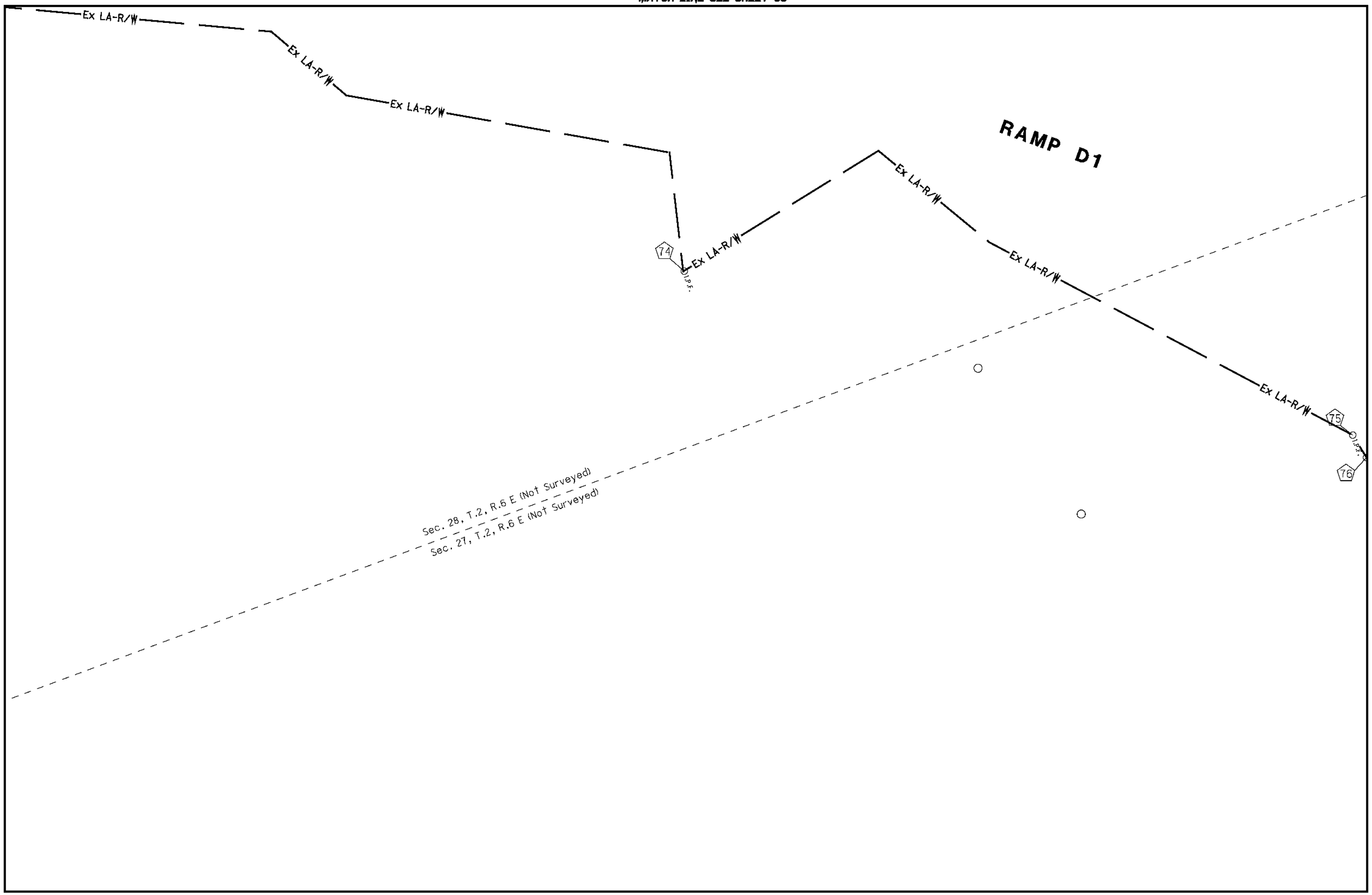
MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 83

MATCH LINE SEE SHEET 81



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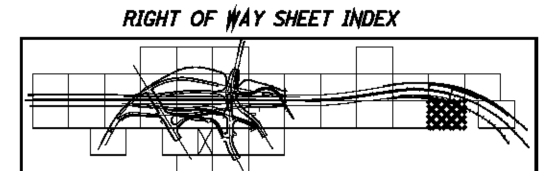

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. **77247**

R/W DESIGNER HGH

R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

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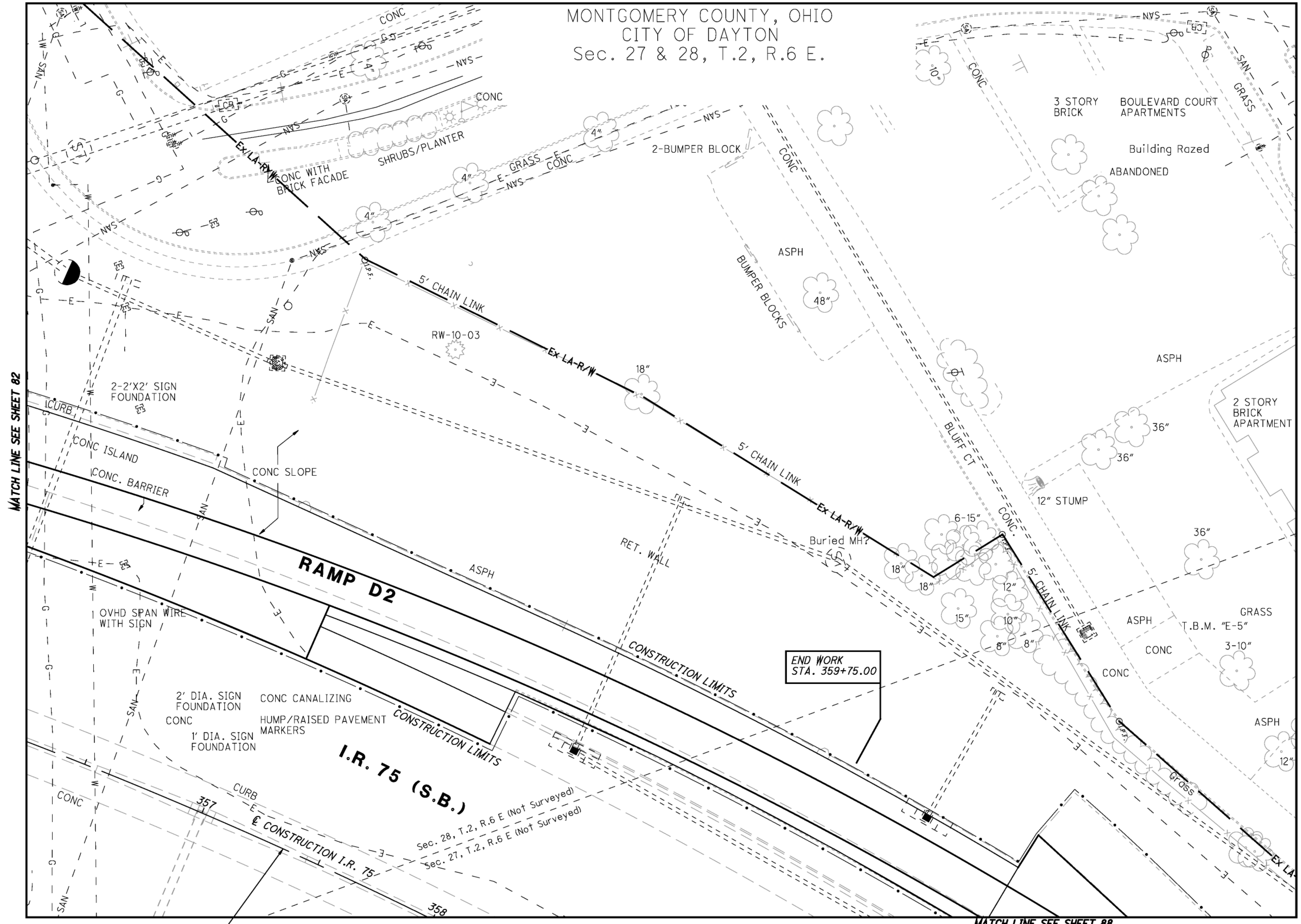
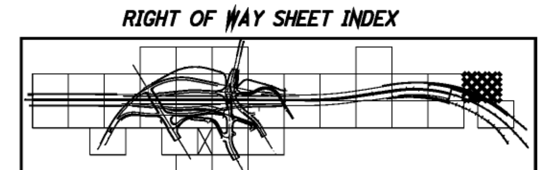


I.R. 75
P.I. STA. 355+70.07
Δ= 51° 34' 25" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
Δc = 51° 34' 25" (RT)
Lc = 1,719.12'
E = 211.22'
C = 1661.67'
C.B. = N 37° 52' 50" E

RIGHT OF WAY SHEET INDEX



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0 10 20 40

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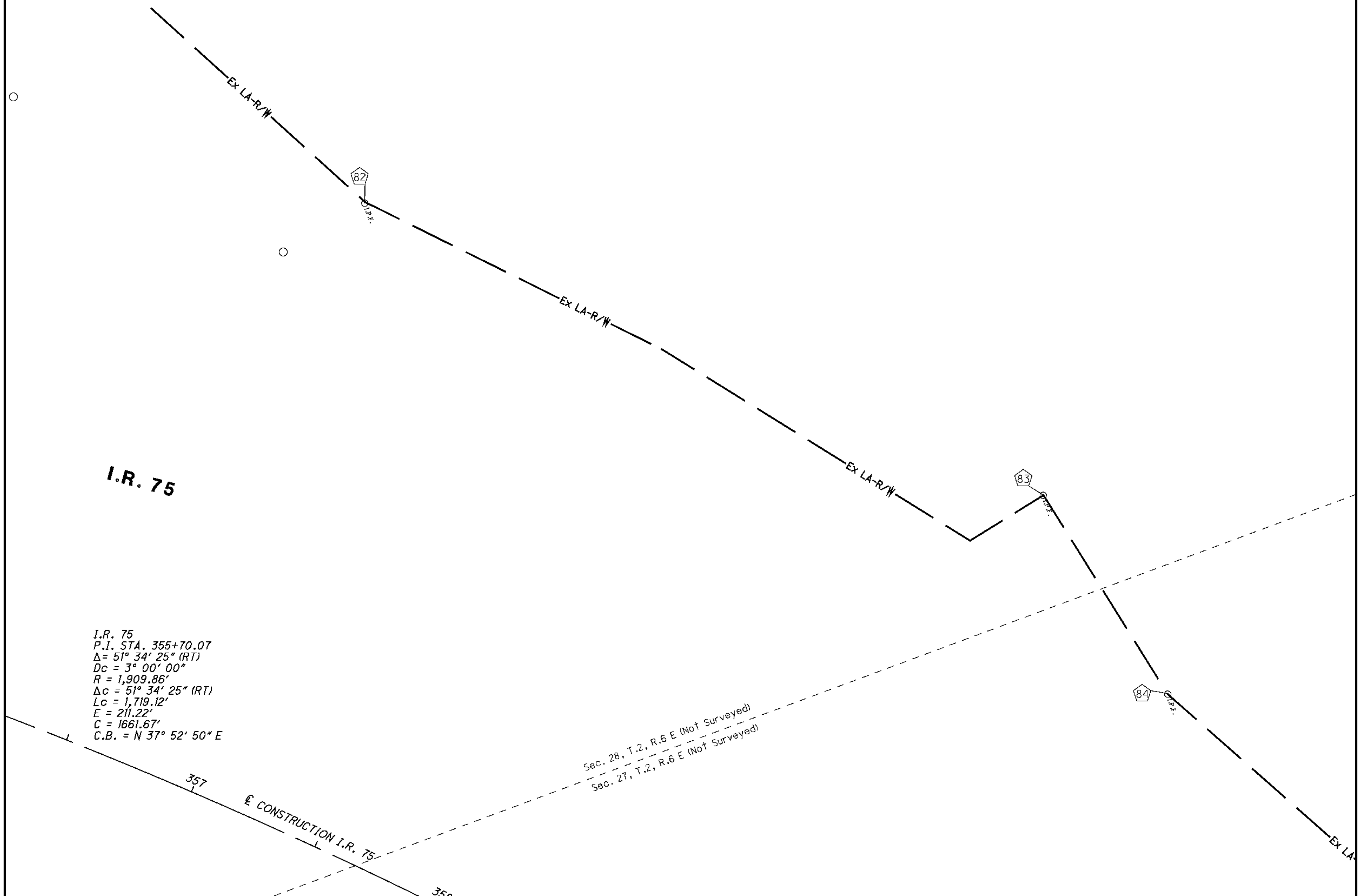
MOT-75-12.00

MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27 & 28, T.2, R.6 E.

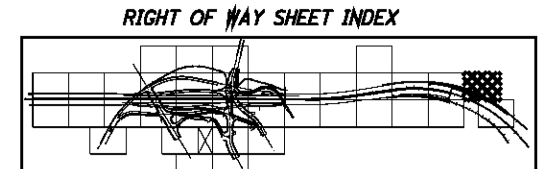
FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 82



MATCH LINE SEE SHEET 89

RIGHT OF WAY SHEET INDEX



REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"=20'

HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH

R/W REVIEWER AJS

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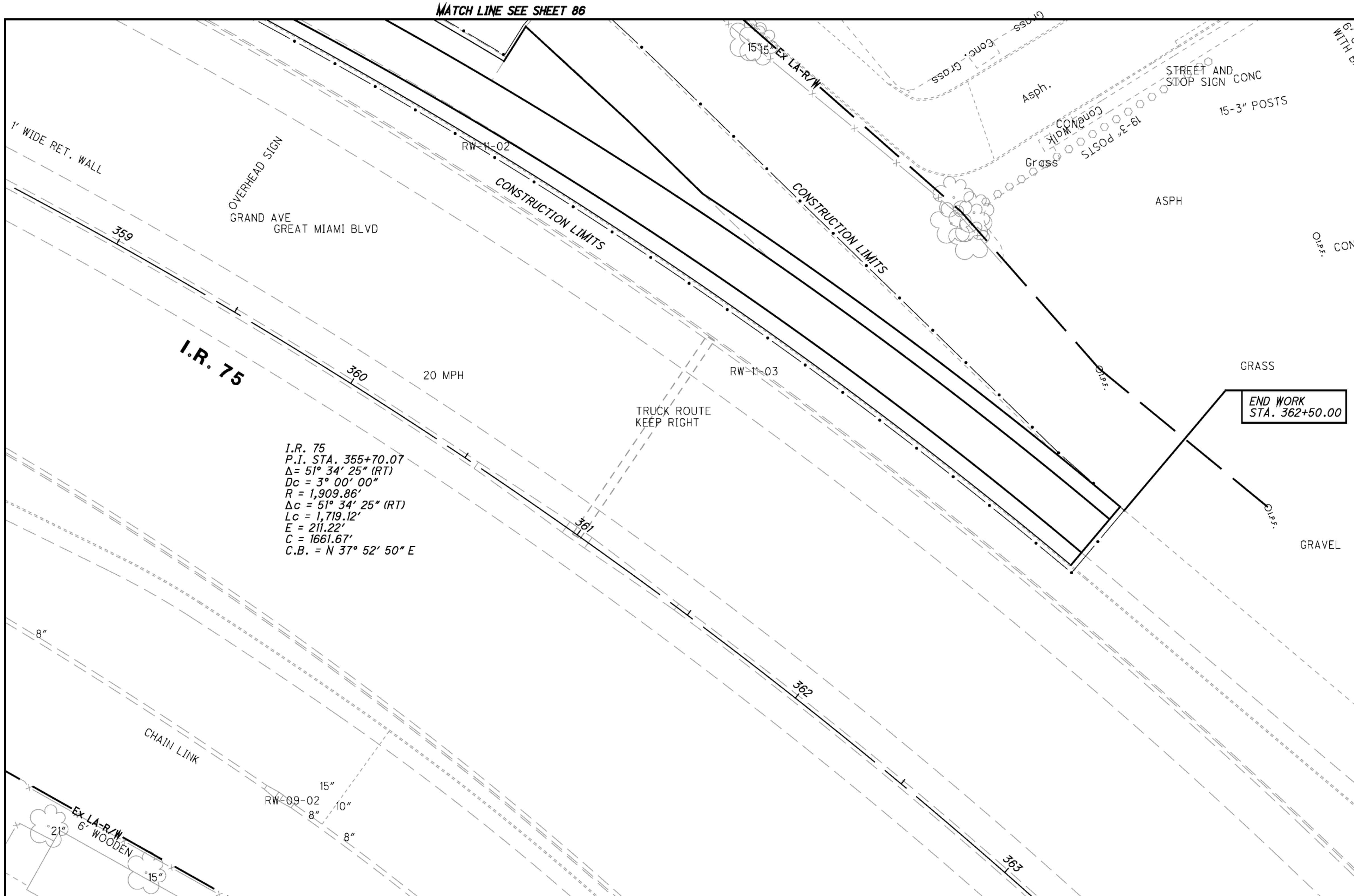

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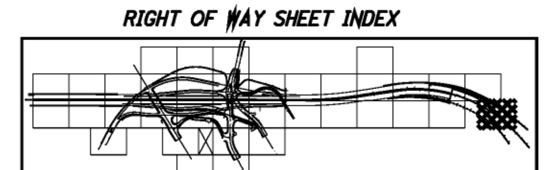

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ORIGINAL SCALE 1"= 20'
HORIZONTAL SCALE IN FEET
0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY TOPO SHEET

MOT-75-12.00

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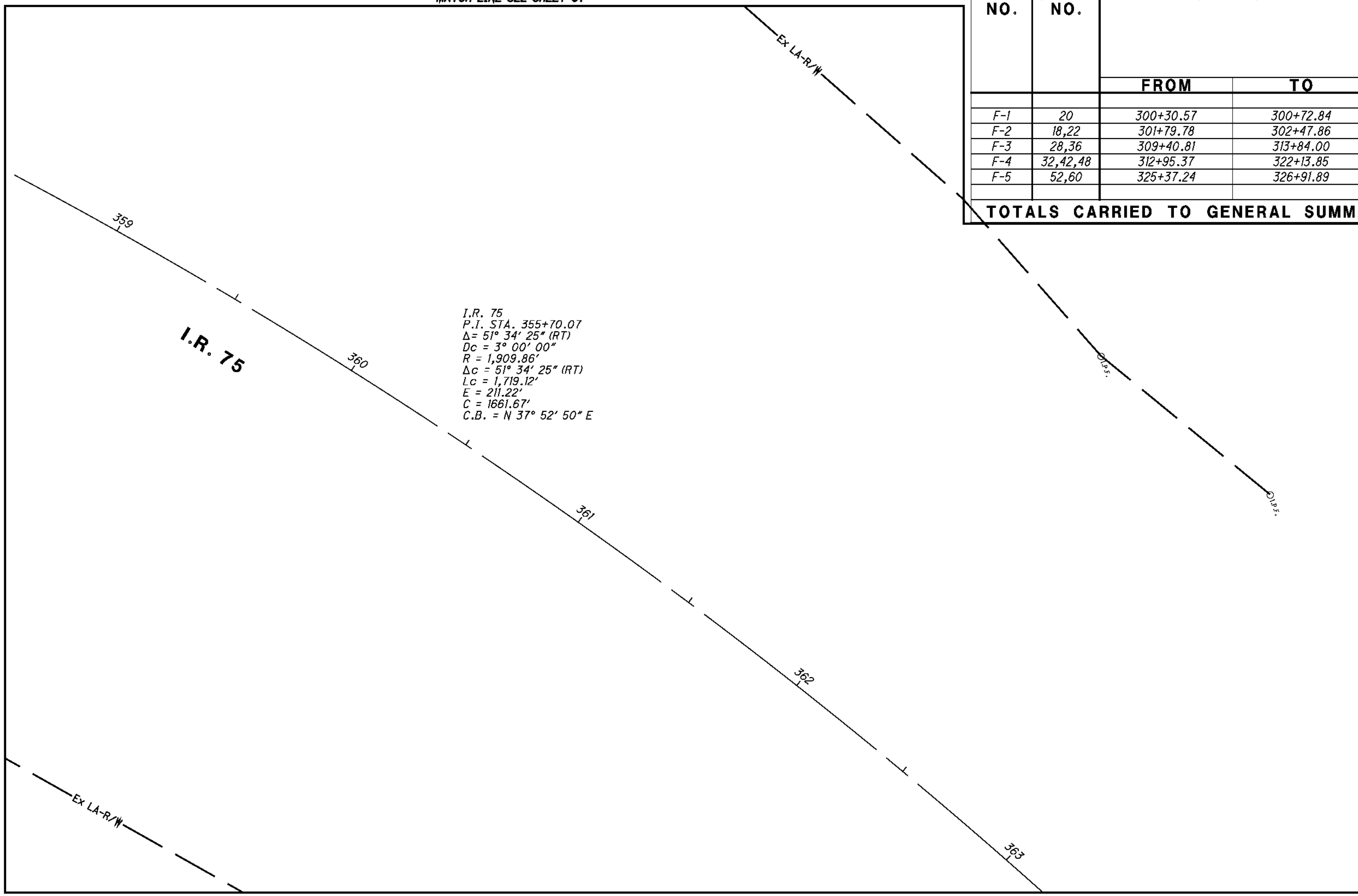
MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
Sec. 27, T.2, R.6 E.

FOR EXISTING MONUMENT TABLE SEE SHEET 5

MATCH LINE SEE SHEET 87

FENCE ESTIMATED QUANTITIES

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	607 FENCE, TYPE CLT (FEET)	607 GATE, TYPE CL (EACH)
F-1	20	300+30.57	300+72.84	RT	111	
F-2	18,22	301+79.78	302+47.86	LT	108	
F-3	28,36	309+40.81	313+84.00	RT	457	
F-4	32,42,48	312+95.37	322+13.85	LT	1130	1
F-5	52,60	325+37.24	326+91.89	RT	178	
TOTALS CARRIED TO GENERAL SUMMARY					1984	1



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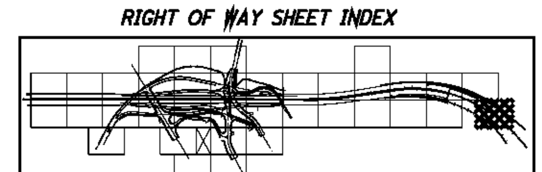

REV. BY	DATE	DESCRIPTION

DATE COMPLETED

ORIGINAL SCALE 1"= 20'
HORIZONTAL SCALE IN FEET 0 10 20 40

PID NO. 77247

R/W DESIGNER HGH
R/W REVIEWER AJS

RIGHT OF WAY BOUNDARY SHEET

MOT-75-12.00

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PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 15 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 80 FEET TO 140 FEET DEEP. SIX (6) OF THE BORINGS WERE PERFORMED WITHIN THE GREAT MIAMI RIVER.
LAND BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS. BORINGS PERFORMED WITHIN THE GREAT MIAMI RIVER WERE DRILLED OFF A BARGE PLATFORM WITH A TRACK-MOUNTED ROTARY DRILL RIG UTILIZING MUD-ROTARY DRILLING PROCEDURES.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDED COBBLES AND BOULDERS. THE SURFACE MATERIALS AT THE LAND BORINGS GENERALLY CONSISTED OF ASPHALT CONCRETE AND PORTLAND CEMENT CONCRETE, GRAVEL, TOPSOIL, FILL (GRANULAR WITH VARIABLE FINES) AND/OR SAND AND GRAVEL DEPOSITS WITH VARIABLE AMOUNTS OF FINES. THE SURFACE MATERIALS AT THE LAND BORINGS AND WATER AT THE BARGE BORINGS WERE GENERALLY UNDERLAIN BY GRANULAR DEPOSITS DESCRIBED AS LOOSE TO VERY DENSE. COBBLES AND POSSIBLE BOULDERS WERE ALSO ENCOUNTERED. LAYERS OF COHESIVE SOIL UP TO APPROXIMATELY 33 FEET IN THICKNESS WERE NOTED. THE COHESIVE MATERIALS WERE DESCRIBED AS STIFF TO HARD CONSISTENCY. DEEPER GRANULAR MATERIALS WERE PRESENT BELOW THE COHESIVE LAYERS.
GROUNDWATER WAS REPORTED AT ELEVATIONS OF APPROXIMATELY 701 FT TO 712 FEET WHILE DRILLING THE LAND BORINGS. MONITORING WELLS WERE INSTALLED AT B7-15 AND FARTHER AWAY AT B7-20. WATER WAS GENERALLY OBSERVED AT ELEVATIONS 712 FEET TO 713 FEET ABOUT 2 TO 3 MONTHS AFTER THE WELLS WERE INSTALLED; HOWEVER, ONE READING AT B7-15 DID NOT DETECT WATER AND THE CONDITION WAS DESCRIBED AS "DRY."
D50 VALUES WHICH HAVE BEEN CALCULATED FOR THE SCOUR ANALYSIS ARE PRESENTED ON THIS PAGE.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	26	130
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	28	95
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	13	25
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-6	1	-
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-7	1	2
FINE SAND	A-3	1	3
COARSE AND FINE SAND	A-3a	1	4
SANDY SILT	A-4a	16	33
SILT	A-4b	5	5
SILT AND CLAY	A-6a	5	20
SILTY CLAY	A-6b	1	6
CLAY	A-7-6	2	1
TOP SOIL		-	1
UNCONTROLLED FILL		-	1
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W INDICATES FREE WATER ELEVATION.

● INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

○ INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

ST INDICATES A SHELBY TUBE SAMPLE.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

BOULDERS	12"	COBBLES	3"	GRAVEL	2.0 mm	COARSE SAND	0.42 mm	FINE SAND	0.074 mm	SILT	0.005 mm	CLAY
					No. 10 SIEVE		No. 40 SIEVE		No. 200 SIEVE			

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

D_{50} VALUES

BORING NO.	SAMPLE NO.	ELEVATION	D_{50} VALUE
B7-7	SS-3	719.0' - 715.0'	2.4606
	SS-10	701.5' - 698.0'	0.8375
	SS-15	679.0' - 672.5'	0.2810
	SS-19	659.0' - 652.5'	1.0450

RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

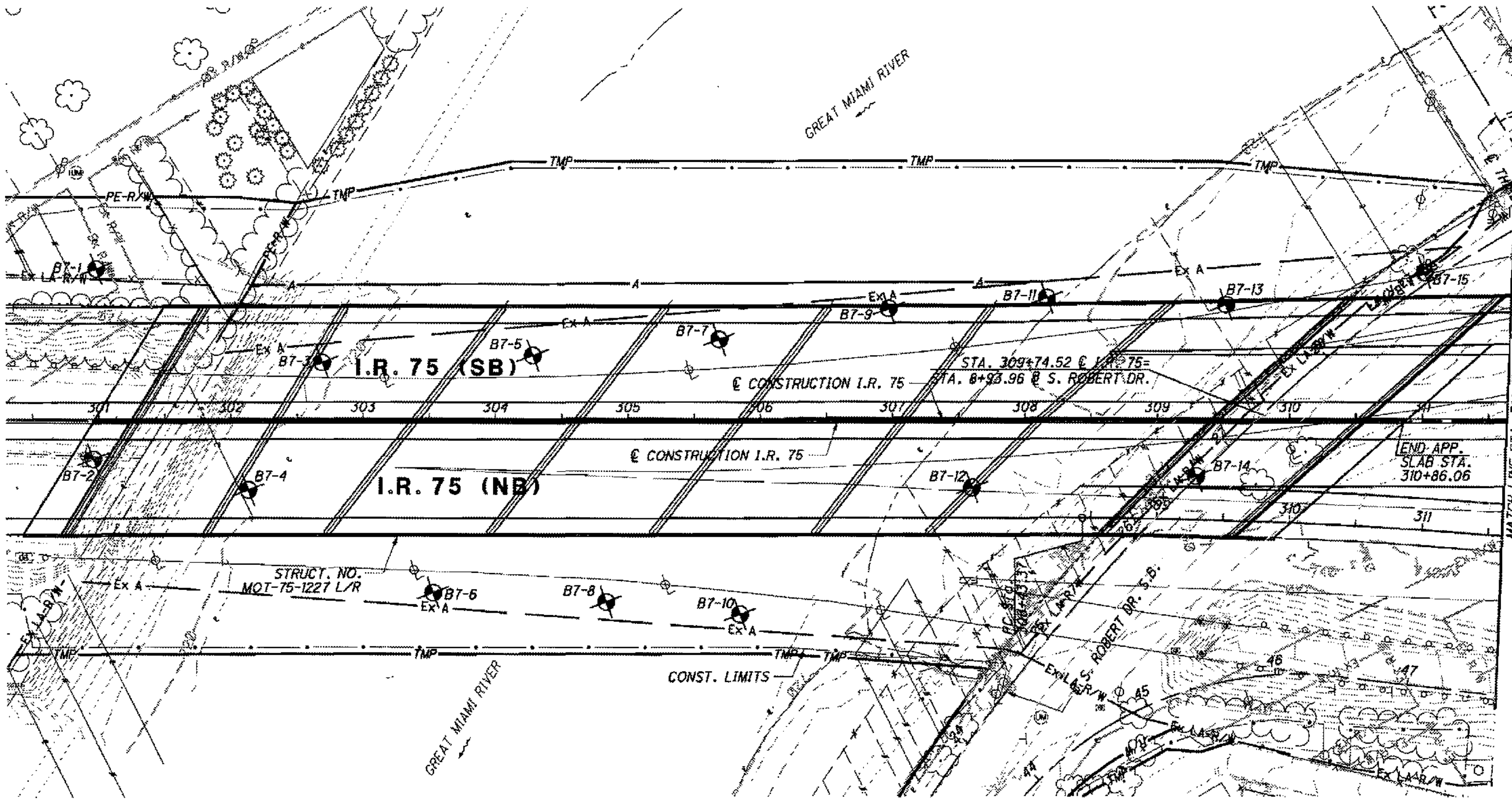
DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE. STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)
OVER GREAT MIAMI RIVER & S. ROBERT DR.

MOT-75-12.00

77247ZC001.dgn 18-MAR-2010 4:23PM sgage



BORING PLAN

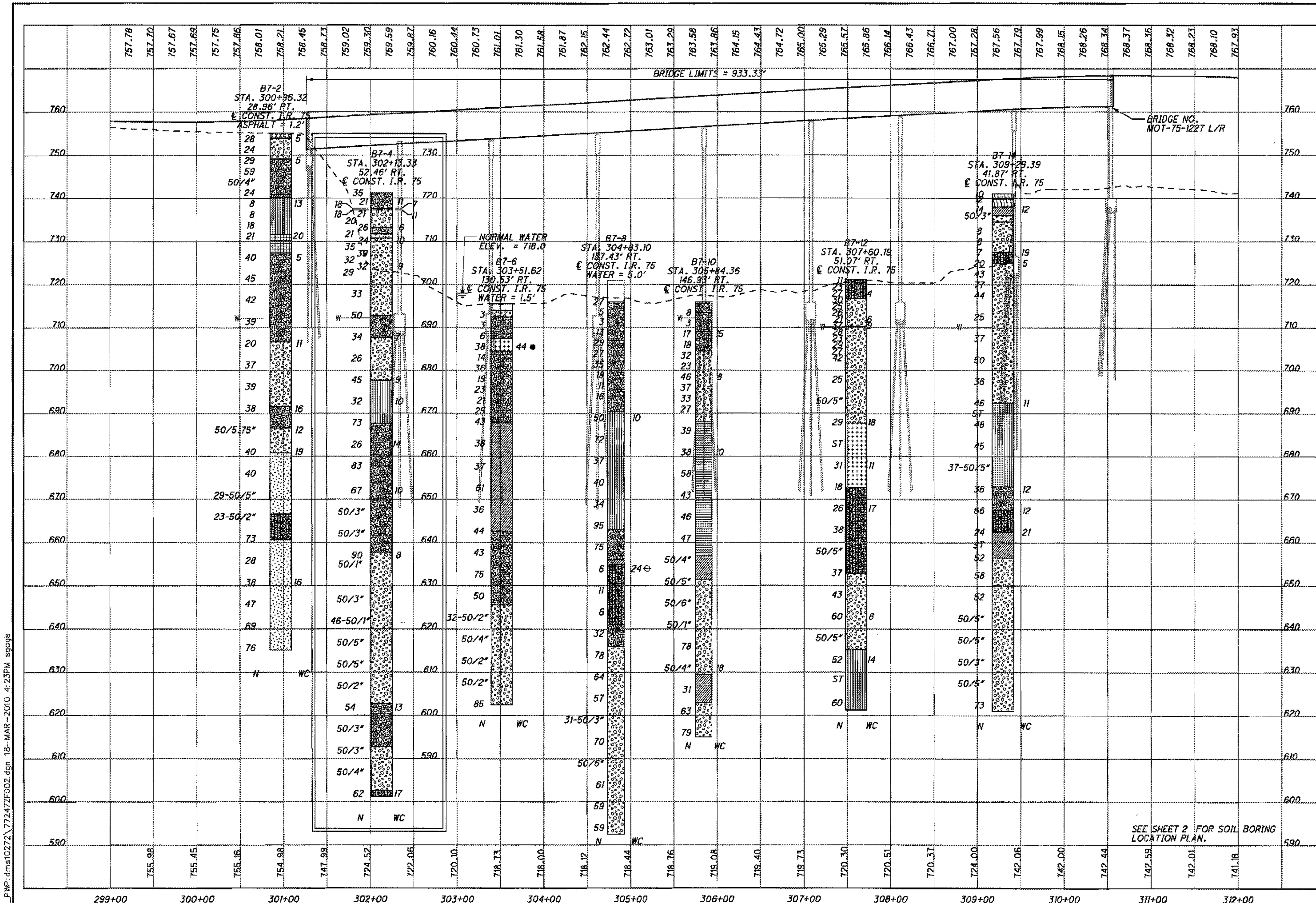
SEE SHEETS 3 AND 4 FOR SOIL BORING PROFILES.

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

3/34

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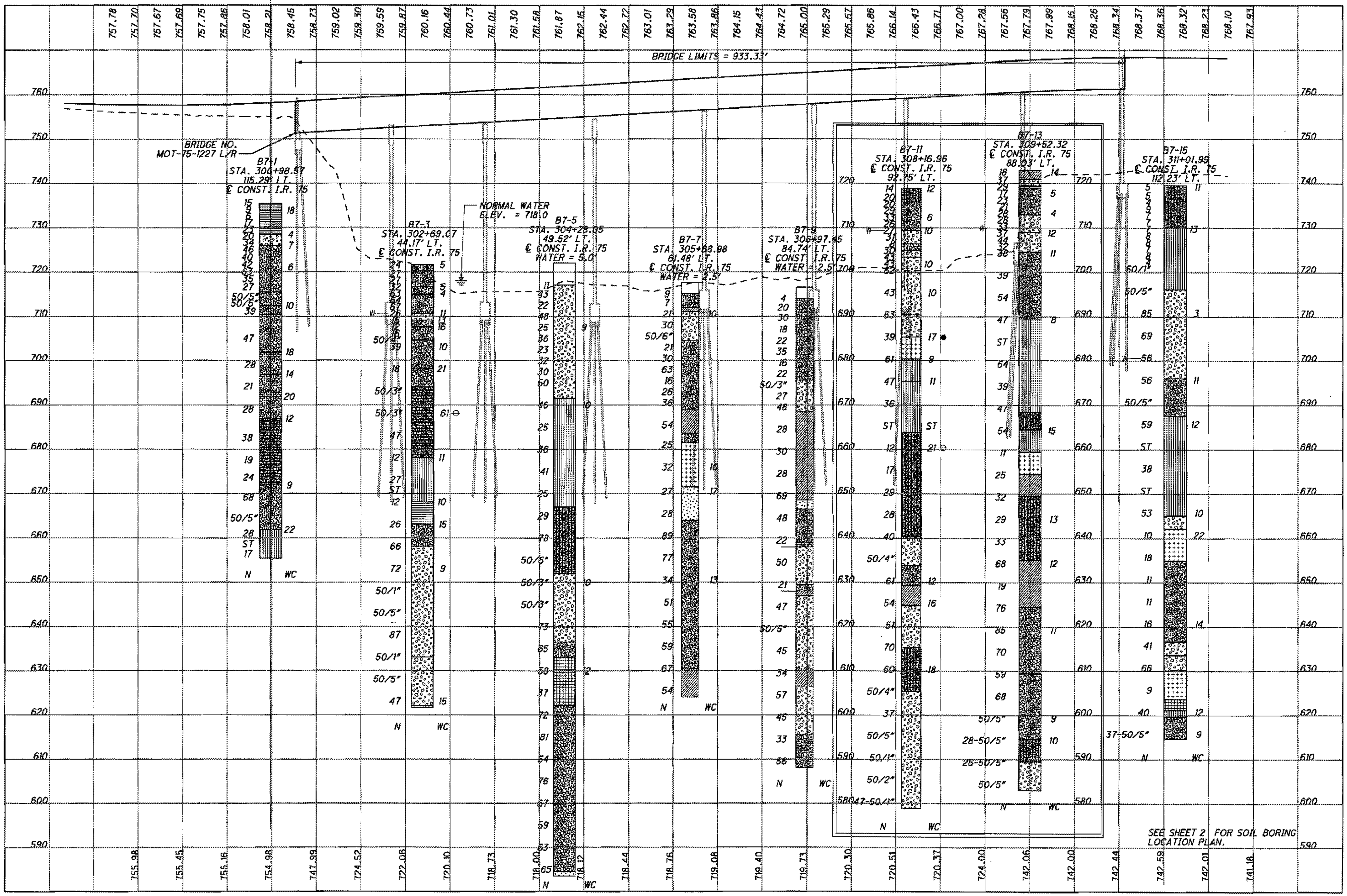

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

CALCULATED AS
CHECKED RL

4/34

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BORING B7-1: STA. 300+98.57, 115.29' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/28/06 Sampler: Type SS Dia. 2.25" Water Elev. 711.6ft

Date Completed 9/28/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-1 Northing & Easting N: 643651.081, E: 1489357.989 Surface Elev. 735.4ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.4	0	8-5-10-5	13/24		SURFACE- grass Top 5" black silty, clayey sand (FILL) SAND and GRAVEL	1									
733.9		5-8-3	12/18		(FILL) SANDY LEAN CLAY - stiff to medium stiff, black, moist, trace plant organics, trace red brick pieces, with interbedded sand seams (from 2-3.5') (qp = 1.0 tsf)	2	13.9	10.8	22.9	28.4	24.0	36	18	18	A-6b(10)
		3-2-4	1/18			3									
	5	1-8-11	7/18		(qp = 1.5 tsf)	4									
728.4		5-11-12	13/18		(qp = 1.0 tsf)	5									
		7-9-11	11/18		SILTY GRAVEL WITH SAND - medium dense, light brown, moist, fine sand; fine to coarse gravel (2-3" round cobbles in auger cuttings)	6	60.8	15.5	9.4	10.5	3.7			4	A-1-a(0)
725.9	10	6-15-19	12/18		SILTY SAND with GRAVEL - dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	7									
		8-20-26	13/18		occasional interbedded clay seams and layers	8	17.2	47.9	14.4	14.7	5.8	16	2	7	A-1-b(0)
		10-20-20	13/18			9	49.1	19.5	12.5	12.6	6.3			6	A-1-b(0)
		9-10-20	11/18			10									
	15	10-33-30	10/18			11									
		8-10-19	11/18			12									
		9-11-16	6/18			13									
715.4	20	40-50/5"	5/18		SILTY GRAVEL with SAND - very dense, light brown, moist, fine to coarse gravel	14									
		17-50/5"	9/18			15									
712.4		27-18-23	14/18		SILTY SAND - dense, brown, moist to wet, fine to coarse sand, little fine to coarse gravel	16	19.7	39.7	25.2	12.4	7.0			10	A-1-b(0)
	25														

Particle Sizes: Agg >= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TR-151 Revised 9/94

Boring No. B7-1 Northing & Easting N. 643651.081, E: 1489357.989 Surface Elev. 735.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
710.4	25														
		12-19-26	NR		SILTY SAND - dense, brown, moist to wet, fine to coarse sand, little fine to coarse gravel	17									
	30														
701.9		5-11-17	12/18		POORLY GRADED SAND with SILT - medium dense, brown, wet, fine to coarse sand, little to some fine coarse gravel, trace clay	18	15.9	50.0	23.9	7.0	3.2			18	A-1-b(0)
	35														
696.9		5-9-12	14/18		SILTY SAND - medium dense, brown, wet, fine to medium sand, trace fine gravel, trace clay	19	28.5	35.2	23.7	10.1	2.4			14	A-1-b(0)
	40														
691.9		8-14-14	17/18		POORLY GRADED SAND with SILT - medium dense, brown, wet, fine to medium sand, trace fine gravel, trace clay	20	7.1	53.0	25.3	4.6	2.6			20	A-1-b(0)
	45														
686.9		12-18-20	18/18		CLAYEY SAND with GRAVEL - dense to medium dense, brown, wet, fine to coarse gravel, fine to coarse sand, some silt, trace clay	21	43.2	26.4	14.5	10.5	5.4	26	14	12	A-2-6(1)
	50														
		3-8-11	11/18			22									
	55														

Boring No. B7-1 Northing & Easting N: 643651.081, E: 1489357.989 Surface Elev. 735.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.4	55				CLAYEY SAND with GRAVEL - dense to medium dense, brown, wet, fine to coarse gravel, fine to coarse sand, some silt, trace clay										
		7-10-11	13/18			23									
	60														
671.9		17-36-32	11/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse gravel, fine to coarse sand, some silt, trace clay (occasional cobbles)	24	47.0	26.9	14.9	9.8	2.4			9	A-1-b(0)
	65														
		50/5"	NR			25									
	70														
661.9		12-12-16	12/18		LEAN CLAY - very stiff to hard, gray, wet, trace fine sand	26									
	75	ST	7/24			1									
		7-9-8	18/18			27	5.5	2.4	1.9	48.2	42.0	26	8	22	A-4a(8)
655.4	80														

E.O.B. @ 80 feet

Cave-in @ 19.0 feet

Water elevation during drilling: 711.6 ft

Drilling Method: HSA with bentonite drilling fluid

Bentonite drilling fluid added at 35.5 ft

NR - No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

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BORING B7-2: STA. 300+96.32, 28.96' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

(1/5)

Date Started 10/23/06 Sampler: Type SS Dia. 3.25" Water Elev. 711.6ft
Date Completed 10/24/06 Casing: Length ____ Dia. 7.75"

Project Identification. MOT-75-12.00

Boring No. B7-2 Northing & Easting N: 643598.590, E: 1489492.374 Surface Elev. 755.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
755.1	0				ASPHALTIC CONCRETE - approximately 14.5"										
753.9		10-14-17	13/18		SILTY SAND with GRAVEL - dense to medium dense, grayish brown to gray, moist, fine to coarse sand, trace clay (POSSIBLE FILL)	1	56.0	30.0	11.0	9.3	3.8			5	A-1-b(0)
		26-12-12	12/18			2									
749.1	5	11-12-17	13/18		SILTY SAND with GRAVEL - dense, brownish gray, moist (POSSIBLE FILL)	3	46.0	23.1	13.3	11.5	6.1	13	3	5	A-1-b(0)
		7-22-37	12/18			4									
	10	41-50/6"	5/18			5									
740.8		16-7-17	9/18			6									
740.2	15				GRAVELY LEAN CLAY - very stiff, dark gray, moist (POSSIBLE FILL) (qp = 3.5 tsf)										
		5-4-4	12/18		SILTY CLAYEY SAND with GRAVEL - loose to medium dense, black to grey, moist, fine to coarse gravel, fine to coarse sand (POSSIBLE FILL)	7	25.3	19.4	18.8	23.1	14.4	29	7	13	A-4a(8)
		4-4-4	13/18			8									
	20	5-8-10	4/18			9									
731.6		5-9-12	13/18		LEAN CLAY with SAND - very stiff to hard, dark grey, moist, little fine to coarse gravel (qp = 4.0 tsf)	10	2.3	2.3	11.0	43.4	41.0	44	24	20	A-7-6(20)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/04

(2/5)

Boring No. B7-2 Northing & Easting N: 643598.590, E: 1489492.374 Surface Elev. 755.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
730.1	25				LEAN CLAY with SAND - very stiff to hard, dark gray, moist, little fine to coarse gravel (qp = 4.0 tsf)										
726.6		14-24-16	15/18		SILTY SAND with GRAVEL - dense, light brown to grayish brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay	11	52.8	17.8	8.0	15.6	5.3			5	A-1-b(0)
	30	10-23-22	17/18			12									
	35	10-21-21	15/18			13									
	40	20-15-20	18/18			14									
	45														
706.6		10-6-14	18/18		WELL GRADED SAND with GRAVEL - medium dense to dense, grayish brown, wet, fine to coarse gravel, trace silt and clay	15	57.4	24.0	4.2	2.4	3.8			17	A-1-a(0)
	50	13-15-19	12/18			16									
	55														

(3/5)

Boring No. B7-2 Northing & Easting N: 643598.590, E: 1489492.374 Surface Elev. 755.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
700.1	55														
		12-19-20	10/18		WELL GRADED SAND with GRAVEL - medium dense to dense, grayish brown, wet, fine to coarse gravel, trace silt and clay	17									
	60														
691.6		6-10-28	15/18		WELL GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace silt and clay (occasional cobbles)	18	24.7	50.1	18.2	4.8	2.2			16	A-1-b(0)
	65														
686.6		27-50/5.75"	11/18		WELL GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace silt and clay (occasional cobbles)	19	64.9	23.2	5.4	4.2	2.3			12	A-1-a(0)
	70														
681.6		6-14-28	8/18		SILTY SAND - dense to very dense, hard, dark gray, wet, fine sand (occasional cobbles)	20	1.3	4.6	80.5	8.1	5.5			19	A-3a(0)
	75	9-14-26	8/18			21									
	80	15-29-50/5"	7/18			22									
	85														

(4/5)

Boring No. B7-2 Northing & Easting N: 643598.590, E: 1489492.374 Surface Elev. 755.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
670.1	85				SILTY SAND - dense to very dense, hard, dark gray, wet, fine sand (occasional cobbles)										
666.6		6-23-50/2"	4/18		SILTY, CLAYEY SAND - very dense, dark gray, wet, fine to coarse sand	23									
	90	9-42-31	8/18			24									
660.6	95				SILTY SAND - medium dense to very dense, brownish gray, wet, fine to coarse sand, little fine gravel										
		11-10-18	NR			25									
	100	18-13-20	18/18			26	0.1	34.4	50.8	10.2	4.5			16	A-3a(0)
	105	26-23-24	18/18			27									
	110	22-33-34	18/18			28									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-3: STA. 302+69.07, 44.17' LT, ℄ CONST. I.R. 75

Boring No. B7-2 Northing & Easting N: 643598.690, E: 1489492.374 Surface Elev. 755.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
640.1	115														
					SILTY SAND - medium dense to very dense, brownish gray, wet, fine to coarse sand, little fine gravel										
		14-36-40	18/18			29									
635.1	120														

E.O.B. @ 120'
Cave in = 42.4'
Water elevation during drilling: 711.6 ft
NR- No Recovery

HNTB

LOG OF BORING

Date Started 8/17/06 Sampler: Type SS Dia. 2.25" Water Elev. 710.6ft Project Identification: MOT-75-12.00
Date Completed 8/18/06 Casing: Length 100ft Dia. 7.76"

Boring No. B7-3 Northing & Easting N: 643788.008, E: 1489484.179 Surface Elev. 721.6ft

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
721.6	0														
		9-15-11-12	18/18		SILTY, CLAYEY SAND with GRAVEL- medium dense, dark brown, fine to coarse gravel, fine to coarse sand, trace clay	1	47.7	15.2	11.5	16.0	9.6	22	6	5	A-1-b(0)
720.1															
		32-13-14	11/18		SILTY SAND with GRAVEL- medium dense, brown, moist, fine grained sand, fine to coarse gravel	2									
		10-15-12	0/18		Rig Chatter (gravel and cobbles)	3									
716.6	5														
		3-11-21	12/18		SILTY SAND with GRAVEL - dense, brown to dark brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	4	47.9	24.9	12.1	10.0	5.2			5	A-1-b(0)
714.9															
		17-31-32	13/18		SILTY SAND with GRAVEL- dense to very dense, brown, moist, fine sand, fine to coarse gravel, trace clay (occasional cobbles)	5	46.5	22.6	11.2	12.9	3.8			4	A-1-b(0)
		4-25-35	8/18			6									
	10	2-21-45	5/81			7									
710.6															
		11-14-12	14/18		POORLEY GRADED GRAVEL with SILT and SAND- medium dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	8	60.4	20.5	7.7	11.4*				11	A-1-a(0)
		6-7-9	18/18			9	44.3	34.0	10.4	6.2	5.1			13	A-1-b(0)
707.6															
		7-6-8	16/18		WELL GRADED SAND with SILT- medium dense, brown, wet, fine to coarse grained sand, trace fine gravel (occasional silt seams)	10	21.3	46.9	22.7	9.1*				16	A-1-b(0)
	15														
		5-10-8	12/18			11									
704.6															
		44-50/4"	3/18		POORLY GRADED SAND with SILT and GRAVEL- dense to very dense, brown, wet, fine to coarse grained gravel (occasional silt seams)	12									
		8-23-16	16/18			13	49.1	27.0	13.0	10.9*				10	A-1-b(0)
	20														
698.1															
		22-8-10	17/18		SILTY SAND- medium dense, brown, wet, trace fine to coarse gravel, trace clay (occasional silt seams)	14	4.4	57.5	25.6	7.6	4.5			21	A-1-b(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-3 Northing & Easting N: 643788.008, E: 1489484.179 Surface Elev. 721.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
696.6	25														
					SILTY SAND- medium dense, brown, wet, trace fine to coarse gravel, trace clay (occasional silt seams)										
694.1															
		22-50/3"	8/18		CLAYEY SAND-dense to very dense, brown, wet, fine to coarse grained sand, little fine gravel, little silt	15									
	30														
		16-50/3"	18/18			16	21.0	33.6	22.0	10.3	13.1	70	57	61	A-2-7(4)
	35														
		4-23-24	18/18			17									
	40														
678.1															
		8-2-10	7/18		SANDY SILTY CLAY- hard, gray, moist, fine sand to coarse, little fine gravel. Qp=4.5 tsf	18	18.9	11.4	19.6	35.7	14.4	19	6	11	A-4a(8)
	45														
		4-11-16	16/18			19									
	50	ST	15/24												
668.1															
		3-4-8	10/18		SANDY LEAN CLAY with GRAVEL- medium stiff to stiff, gray, wet, fine sand, fine gravel Qp=1.0 tsf	20								10	
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-4: STA. 302+13.33, 52.46' RT, ℄ CONST. I.R. 75

Boring No. B7-3 Northing & Easting N: 643786.008, E: 1489484.179 Surface Elev. 721.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
666.6	55				SANDY LEAN CLAY with GRAVEL- medium stiff to stiff, gray, wet, fine sand; fine gravel Qp=1.0 tsf										
663.1		9-11-15	15/18		SILTY SAND- medium dense, gray, wet, trace fine to coarse gravel, little clay	21	2.1	51.3	28.0	10.2	10.2			15	A-1-b(0)
	60				Rig Chatter, cobbles, 60-63.5 feet										
658.1		22-25-40	14/18		SILTY SAND with GRAVEL- very dense, gray to brown-tan, wet, fine to coarse gravel, trace clay	22									
	65														
		20-40-32	12/18			23	51.2	17.3	7.3	9.8	4.6	17	15	9	A-1-a(0)
	70				Heavy Rig Chatter 70-73.5 feet, large cobbles, possible boulders										
		50/3"	1/18			24									
	75														
		28-50/5"	11/18			25									
	80														
		27-38-49	16/18			26									
	85														

Boring No. B7-3 Northing & Easting N: 643786.008, E: 1489484.179 Surface Elev. 721.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
636.6	85				SILTY SAND with GRAVEL- very dense, gray to brown-tan, wet; fine to coarse gravel, trace clay										
633.1		50/1"	1/18		WELL GRADED GRAVEL with SILT and SAND- dense to very dense, gray, wet, fine to coarse gravel	27									
	90														
		50/5"	NR			28									
	95														
622.1		12-18-29				29									
621.6	100				LEAN CLAY- hard, gray, moist, trace sand Qp=4.5 tsf-4.0 tsf							27	12	15	

EOB@100'

Notes:
* = Percentage passing # 200 sieve
Water elevation while drilling: 710.6 ft
Water elevation after 24 hrs: 699.8 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 18.5 ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 8/18/06 Sampler: Type SS Dia. 2.25" Water Elev. 712.2ft Project Identification: MOT-75-12.00
Date Completed 8/22/06 Casing: Length Dia. 7.75"

Boring No. B7-4 Northing & Easting N: 643700.028, E: 1489555.259 Surface Elev. 721.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
721.2	0	19-14-21	12/18		SILTY CLAYEY GRAVEL with SAND - medium dense to dense, dark brown, to gray, moist, fine to coarse gravel, fine to coarse sand, trace clay (fine to coarse gravel and cobbles noted at surface)	1									
		5-16-5	6/18			2	54.0	12.0	11.8	14.9	7.2	23	6	11	A-2-4(0)
717.5		3-8-10	9/18		SILTY SAND with GRAVEL - medium dense, brown to tan, moist, fine to coarse sand, fine to coarse gravel, trace clay, rust silty lenses	3A	20.1	18.8	8.2	9.4	3.7	42	24	7	A-2-6(4)
	5	6-5-13	9/18			3B	51.4	22.9	12.0	13.4**				11	A-1-a(0)
		6-10-11	4/18			4									
		3-10-16	9/18			5									
713.2		3-11-15	15/18		POORLY GRADED SAND - medium dense, brown, moist, fine grained sand, trace silt	6								6	
711.7	10	3-7-14	13/18		SILTY SAND - medium dense, brown, moist to wet, fine grained sand, little gravel	7									
710.2		9-9-15	11/18		WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse gravel, trace clay	8	47.4	24.0	8.4	6.5	3.8			10	A-1-a(0)
		10-14-21	12/18			9									
		15-20-19	10/18		Gravel in split-spoon tip-possible cobbles	10									
	15	13-13-19	12/18			11									
		20-20-12	18/18			12	52.3	21.4	12.3	9.6	4.4			9	A-1-a(0)
		19-19-13	14/18			13									
	20														
		17-19-14	12/18		Gravel in split spoon tip	14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm. Form TF-151 Revised 9/94

Boring No. B7-4 Northing & Easting N: 643700.028, E: 1489555.259 Surface Elev. 721.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
696.2	25				WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse gravel, trace clay										
692.7		20-18-32	9/18		SILTY SAND with GRAVEL - dense to very dense, brown, fine to coarse gravel, fine to coarse sand, trace clay (occasional clay and silt seams)	15									
	30														
687.7		9-13-21	15/18		POORLY GRADED GRAVEL with SILT and SAND - medium dense to dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	16	63.9	17.9	8.3	6.5	3.4			7	A-1-a
	35														
		6-9-17	11/18			17									
	40														
677.7		16-14-31	9/18		SANDY SILT - dense, gray, moist, fine to coarse grained sand, little fine to coarse gravel, little clay qp>4.0 tsf	18								9	
	45														
		10-19-19	18/18			19	17.3	8.1	17.5	37.9	18.2	16	3	10	A-4(0)
	50														
667.7		20-37-38	18/18		SILTY SAND - very dense to medium dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay	20									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

Boring No. B7-4 Northing & Easting: N: 843700.023, E: 1489555.269 Surface Elev. 721.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
666.2	55				SILTY SAND - very dense to medium dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay										
		6-6-18	16/18			21	9.0	45.7	23.4	11.1	6.0			14	A-1-b
657.7		36-36-44	14/18		SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (occasional cobbles)	22									
		13-17-50	14/18			23	46.8	22.7	11.8	13.1	5.5			10	A-1-b
		50/3"	3/18		Possible cobbles	24									
		32-50/3"	7/18			25									
637.7		30-45-47	13/18		SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, fine to coarse sand, trace clay (possible cobbles)	26	62.4	17.1	7.1	9.1	4.3			8	A-1-a
	85														

Boring No. B7-4 Northing & Easting: N: 843700.023, E: 1489555.259 Surface Elev. 721.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
636.2	85	50/1	1/18		SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, fine to coarse sand, trace clay (possible cobbles)	27									
		50/3"	3/18			28									
		18-46-50/1"	7/18			29									
		50/5"	5/18			30									
		50/6"	6/18			31									
		43-50/2"	6/18			32									
	115														

Boring No. B7-4 Northing & Easting: N: 843700.023, E: 1489555.259 Surface Elev. 721.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
606.2	115				SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, fine to coarse sand, trace clay (possible cobbles)										
602.7		28-28-26	16/18		SILTY SAND - very dense, grayish brown, wet, little fine gravel, trace clay	33	31.7	28.4	26.1	9.2	4.6			13	A-1-b
		50/3"	3/18			34									
592.7		49-50/3"	9/18		SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel	35									
		50/4"	4/18			36									
582.7		36-25-37	6/18		SILTY SAND - very dense, grayish brown, wet, fine to coarse sand, trace fine gravel, trace clay	37	10.7	25.5	48.7	16.6**				17	A-2-4(0)
581.2	140				E.O.B. @ 140'										

Notes:
** = Percentage passing #200 sieve
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

CALCULATED AS
CHECKED RL

MOT-75-12.00

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BORING B7-5: STA. 304+28.05, 49.52' LT, ℄ CONST. I.R. 75

1/5

HNTB
LOG OF BORING

Date Started: 10/31/08 Sampler: Type SS Dia. ______ Water Elev. 722.0ft
Date Completed: 10/31/08 Casing: Length ______ Dia. ______

Project Identification: MOT-75-12.00

Boring No. B7-5 Northing & Easting N: 643936.839, E: 1489534.699 Surface Elev. 722.0ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
722.0	0				WATER - River ~5 feet deep										
717.0	5	6-6-5	5/18		WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse gravel and sand, trace clay	1									
		10-21-22	2/18			2									
	10	13-11-11	3/18			3									
		20-22-25	4/18			4									
	15	12-13-12	10/18			5	54.6	19.3	8.9	5.9	3.3			9	A-1-a(0)
		11-12-24	12/18			6									
	20	11-11-12	10/18			7									
		15-16-17	11/18			8									
	25	14-14-16	3/18			9									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TS-161 Revised 8/94

2/5

Boring No. B7-5 Northing & Easting N: 643936.839, E: 1489534.699 Surface Elev. 722.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
697.0	25				WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse gravel and sand, trace clay										
		16-23-27	7/18			10									
691.5	30				SANDY SILTY CLAY - very stiff to hard, gray, wet, fine to coarse sand, trace fine gravel, cobbles noted qp = 4.5+ tsf										
		15-21-26	18/18			11	11.5	11.3	10.9	32.8	24.5	10	7	10	A-4a(8)
	35	10-11-14	14/18			12									
	40	11-16-20	16/18			13									
	45	13-22-19	13/18			14									
	50	8-10-15	15/18			15									
	55														

3/5

Boring No. B7-5 Northing & Easting N: 643936.839, E: 1489534.699 Surface Elev. 722.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
667.0	55				SANDY SILTY CLAY - very stiff to hard, gray, wet, fine to coarse sand, trace fine gravel, cobbles noted										
666.5					SILTY SAND - medium dense to very dense, gray, wet, fine sand (occasional cobbles)										
		10-12-17	5/18			16									
	60	27-33-45	10/18			17									
	65	50/6"	1/15		limestone fragments	18									
651.5	70				SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (occasional cobbles)										
		34-50/3"	5/18			19*	58.1	19.5	8.2	8.9	5.3	18	3	10	A-1-b(0)
	75	50/3"	2/18			20									
	80	37-33-40	9/18			21									
	85														

4/5

Boring No. B7-5 Northing & Easting N: 643936.839, E: 1489534.699 Surface Elev. 722.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
637.0	85				SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (occasional cobbles)										
		36-37-38	10/18			22									
633.0	90				LEAN CLAY - hard, gray to black, wet, trace coarse gravel, trace fine sand qp = 4.5+ tsf (occasional cobbles)										
		25-27-31	14/18			23						24	9	12	
	95	12-16-22	5/18			24									
622.0	100				SILTY GRAVEL with SAND - very dense, gray, wet, fine to coarse sand, fine gravel (occasional cobbles)										
		27-37-35	12/18			25									
	105	32-45-36	4/18			26									
	110	29-37-27	5/18			27									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

5/5

Boring No. B7-5 Northing & Easting N: 643536.839, E: 1489534.699 Surface Elev. 722.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
607.0	115														
		27-34-42	6/18		SILTY GRAVEL with SAND - very dense, gray, wet, fine to coarse sand, fine gravel (occasional cobbles)	28									
	120	27-33-34	8/18			29									
	125	28-30-26	6/18			30									
	130	28-34-23	7/18			31									
584.5	135	46-40-25	15/18			32									
583.5					WELL GRADED SAND - very dense, brownish grey, wet, fine to coarse sand										

E.O.B. @ 138.5'

Notes:
* - This data is a composite of samples collected from 72' to 88.5' bgs
NR - No Recovery

1/4

HNTB
LOG OF BORING

Date Started 10/26/06 Sampler Type SS Dia. Water Elev. 715.5ft
Date Completed 10/26/06 Casing: Length Dia.

Project Identification: MOT-75-12.00

Boring No. B7-6 Northing & Easting N: 643860.764, E: 1489829.682 Surface Elev. 715.5ft

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
715.5	0				WATER - River - 1.5 feet deep										
714.0		2-2-1	NR		POORLY GRADED SAND with GRAVEL - very loose, wet, coarse sand (cobbles noted)	1									
712.5	5	3-2-1	7/18		SILTY SAND with GRAVEL - very loose to loose, gray, wet, fine to coarse sand, fine to coarse gravel	2									
		4-4-2	15/18			3									
707.5	10	14-20-18	9/18		SILT - hard, black, moist, trace to little fine to medium sand	4						35	9	44	
704.5		10-6-8	11/18		WELL GRADED GRAVEL with SAND - dense to medium dense, grayish brown, wet, fine to coarse sand and gravel, some silt, trace clay (cobbles noted)	5									
	15	19-18-20	10/18			6									
		12-11-8	9/18			7									
	20	12-12-11	11/18			8									
		9-10-11	9/18			9									
	25	10-12-13	12/18			10									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

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Boring No. B7-6 Northing & Easting N: 643860.764, E: 1489829.682 Surface Elev. 715.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
690.5	25				WELL GRADED GRAVEL with SAND - dense to medium dense, grayish brown, wet, fine to coarse sand and gravel, some silt, trace clay (cobbles noted)										
688.0		14-15-28	15/18		SANDY LEAN CLAY with GRAVEL - hard, gray, moist to wet, fine to coarse gravel, some silt, fine sand (qp = 4.5+ tsf) (cobbles noted)	11									
	30	15-18-20	16/18		(qp = 4.5+ tsf)	12									
	35	11-18-21	7/18		(qp = 4.5+ tsf)	13									
	40	23-26-33	18/18		(qp = 4.5+ tsf)	14									
	45	12-15-21	15/18		(qp = 4.5+ tsf)	15									
	50	9-17-27	14/18		(qp = 4.5+ tsf)	16									
662.5					SILTY GRAVEL with SAND - dense to very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (occasional cobbles and boulders)										
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-7: STA. 305+68.98, 61.48' LT, ℄ CONST. I.R. 75

3/4

Boring No. B7-6 Northing & Easting N: 643860.764; E: 1489629.662 Surface Elev. 715.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
660.5	55														
		18-20-23	9/18		SILTY GRAVEL with SAND - dense to very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (occasional cobbles and boulders)	17									
	60				limestone fragments										
		23-32-43	13/18			18									
	65														
		25-27-23	10/18			19									
	70														
		30-32-50/2"	9/18		weathered limestone fragments	20									
	75														
		50/4"	1/18			21									
	80														
		50/2"	2/18			22									
	85														

4/4

Boring No: B7-6 Northing & Easting N: 643860.764, E: 1489629.662 Surface Elev 715.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
630.5	85														
		50/2"	2/18		SILTY GRAVEL with SAND - dense to very dense, gray, wet, medium to coarse sand, fine to coarse gravel, trace clay (occasional cobbles and boulders)	23									
	90														
		33-40-45	14/18			24									
622.5															

E.O.B. @ 93'
NR- No Recovery

1/4

HNTB
LOG OF BORING

Date Started 10/27/06 Sampler: Type SS Dia. ______ Water Elev. 717.5ft
Date Completed 10/27/06 Casing: Length ______ Dia. ______

Project Identification: MOT-75-12.00

Boring No. B7-7 Northing & Easting N: 644073.074, E: 1489572.709 Surface Elev. 717.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
717.5	0				WATER - River - 2.5 feet deep										
715.0		3-4-5	2/18		WELL GRADED GRAVEL with SAND - loose, gray, wet	1									
	5	7-5-2	9/18			2									
712.0					CLAYEY SILT with SAND - loose, wet (qp=0.25 tsf)										
711.0		9-10-11	7/18		WELL GRADED SAND with SILT and GRAVEL - loose to very dense, gray, wet, fine to coarse sand and gravel, trace clay	3*	52.6	25.3	10.7	7.7	2.7			10	A-1-a(0)
	10	15-15-20	5/18			4									
		24-50/6"	NR			5									
	15	10-9-12	8/18			6									
		9-15-15	10/18			7									
	20	9-16-47	5/18			8									
		8-8-8	5/18			9									
	25	9-12-14	10/18			10**	39.0	27.8	15.8	10.7	6.7	13	1	11	A-1-b(0)

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

2/4

Boring No. B7-7 Northing & Easting N: 644073.074, E: 1489572.709 Surface Elev. 717.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
692.5	25				WELL GRADED SAND with SILT and GRAVEL - loose to very dense, gray, wet, fine to coarse sand and gravel, trace clay										
		10-22-14	12/18			11									
689.0					SANDY LEAN CLAY with GRAVEL - hard, gray, wet qp = 4.5 tsf										
	30														
		14-25-29	14/18			12									
683.5					SILTY SAND with GRAVEL - very dense to medium dense, wet										
	35														
681.5		10-12-13	12/18		SANDY LEAN CLAY with GRAVEL - hard, gray, wet qp = 4.5 tsf	13									
	40														
		12-14-18	7/18			14						19	7	10	
	45														
671.5		11-13-14	13/18		SILTY SAND - medium dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay	15***	3.8	29.8	40.8	16.6	8.7			17	A-3a(0)
	50														
		12-16-13	10/18			16									
664.0					SILTY SAND with GRAVEL - medium dense to very dense, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)										
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

12/34

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BORING B7-8: STA. 304+83.10, 137.43' RT, ℄ CONST. I.R. 75

Boring No. B7-7 Northing & Easting N: 644073.074, E: 1489572.709 Surface Elev. 717.5ft Project MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
662.5	55														
		17-44-45	18/18		SILTY SAND with GRAVEL - medium dense to very dense, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)	17									
	60														
		30-37-40	17/18			18									
	65														
		42-20-14	11/18			19	41.7	25.5	17.0	9.9	5.9			13	A-1-b(0)
	70														
		22-22-28	15/18			20									
	75														
		33-28-27	12/18			21									
	80														
		27-29-30	11/18			22									
	85														

Boring No. B7-7 Northing & Easting N: 644073.074, E: 1489572.709 Surface Elev. 717.5ft Project MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
632.5	85														
630.5		27-37-30	18/18		SILTY SAND with GRAVEL - medium dense to very dense, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)	23									
					SANDY LEAN CLAY - hard, gray, wet, trace gravel										
	90														
		10-26-25	16/18			24									
624.0															

E.O.B. @ 93.5'

Field Notes:

The hole was offset 10 feet west after sample number 11 (SS-11), due to spuds not holding on gravel bottom and encountering a BOULDER @ 34 feet.

Note:
* - Sample tested was a combined sample between SS-3 and SS-4
** - Sample tested was a combined sample between SS-10 and SS-11
*** - Sample tested was a combined sample between SS-15 and SS-16
**** - Sample tested was a combined sample between SS-19 and SS-20
NR- No Recovery

(1/4)

HNTB
LOG OF BORING

Date Started 10/30/06 Sampler: Type SS Dia. ______ Water Elev. 721.0ft
Date Completed 10/30/06 Casing: Length ______ Dia. ______

Project Identification: MOT-75-12.00

Boring No. B7-8 Northing & Easting N:643989.996, E: 1489668.854 Surface Elev. 721.0ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
721.0	0				WATER- River - 5 feet deep										
716.0	5														
		6-10-17	7/18		SILTY GRAVEL with SAND - very loose to medium dense, dark gray, wet (cobbles at 5 feet to 6.5 feet)	1									
		2-3-2	2/18			2									
	10	1-2-1	2/18			3									
		5-6-7	5/18			4									
707.0					SILTY GRAVEL with SAND - medium dense to dense, dark gray, wet										
	15	15-15-14	10/18			5									
		15-12-15	13/18			6									
	20	17-17-18	11/18			7									
		17-9-8	11/18			8									
	25	7-8-5	NR			9									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-181 Revised 9/94

Boring No. B7-8 Northing & Easting N:643989.996, E: 1489668.854 Surface Elev. 721.0ft Project: MOT-75-12.00 (2/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
696.0	25				SILTY GRAVEL with SAND - medium dense to dense, dark gray, wet										
		8-6-8	8/18			10									
690.5	30				SILTY CLAY with SAND - hard, gray, moist (qp = 4.5+ tsf)										
		11-22-28	16/18			11						20	7	10	
					(Boulder encountered at 35 feet)										
	35														
		28-28-44	14/18			12									
	40														
		14-18-19	12/18			13									
	45														
		14-15-22	16/18			14									
	50														
		13-16-18	14/18			15									
	55														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

CALCULATED AS CHECKED RL

MOT-75-12.00

Boring No. B7-8 Northing & Easting N:643989.996, E: 1469668.864 Surface Elev. 721.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
666.0	55														
		24-47-48	14/18		SILTY CLAY with SAND - hard, gray, moist (qp = 4.5+ tsf)	16									
663.3					SILTY SAND with GRAVEL - very dense, gray, wet										
	60														
		33-39-36	14/18			17									
656.0	65				SANDY LEAN CLAY - medium stiff, gray, wet										
655.0					SILTY SAND - loose to medium dense, brown, wet, fine to coarse sand, trace fine gravel, little clay										
		2-3-3	12/18			18	1.0	11.1	71.6	4.9	11.4			24	A-2-4(0)
	70														
		4-4-7	5/18			19									
	75														
		5-3-9	8/18			20									
641.0	80				SILTY GRAVEL with SAND - medium dense to very dense, gray, wet (occasional cobbles)										
		13-15-17	5/18			21									
	85														

Boring No. B7-8 Northing & Easting N:643989.996, E: 1469668.864 Surface Elev. 721.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
636.0	85														
					SILTY GRAVEL with SAND - medium dense to very dense, gray, wet (occasional cobbles)										
		27-32-48	13/18			22									
	90														
		32-36-28	12/18			23									
	95														
		25-27-30	17/18			24									
	100														
		33-31-50/3"	11/18			25									
	105														
		35-33-37	12/18			26									
	110														
		50/6"	2/18			27									
	115														

Boring No. B7-8 Northing & Easting N:643989.996, E: 1459668.864 Surface Elev. 721.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
606.0	115														
					SILTY GRAVEL with SAND - medium dense to very dense, gray, wet (occasional cobbles)										
		25-38-33	10/18			28									
	120														
		22-22-37	13/18			29									
	125														
		39-30-29	12/18			30									
592.5															

E.O.B. @ 128.5'
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-9: STA. 306+97.45, 84.74' LT, ℄ CONST. I.R. 75

(1/4)

HNTB
LOG OF BORING

Date Started 10/27/06 Sampler: Type SS Dia. Water Elev. 716.5ft
Date Completed 10/27/06 Casing: Length Dia.

Project Identification: MOT-75-12.00

Boring No. B7-9 Northing & Easting N: 644201.536, E: 1489605.787 Surface Elev. 716.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
716.5	0				WATER - River 2.5 feet deep										
714.0		3-2-2	4/18		SILTY GRAVEL with SAND - loose to very dense, wet (occasional cobbles)	1									
	5	8-9-11	7/18			2									
		14-18-14	5/18			3									
	10	10-9-9	9/18			4									
		8-12-10	11/18			5									
	15	18-16-19	12/18			6									
		5-5-8	9/18			7									
	20	8-10-12	5/18			8									
		13-50/3"	2/18			9									
	25	12-11-13	9/18			10									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

(2/4)

Boring No. B7-9 Northing & Easting N: 644201.536, E: 1489605.787 Surface Elev. 716.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
691.5	25				SILTY GRAVEL with SAND - loose to very dense, wet (occasional cobbles)										
		12-32-16	14/18			11									
688.5					SANDY LEAN CLAY - hard, gray, wet (occasional cobbles) (qp = 4.5+ tsf)										
	30	9-12-16	15/18			12									
	35	9-15-15	12/18			13									
	40	10-13-18	14/18			14									
	45	20-33-36	16/18			15									
668.5					WELL GRADED SAND - very dense, gray, wet										
666.5	50				SILTY GRAVEL with SAND - medium dense to dense, gray, wet										
		18-21-27	10/18			16									
	55														

(3/4)

Boring No. B7-9 Northing & Easting N: 644201.536, E: 1489605.787 Surface Elev. 716.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
661.5	55														
659.0		19-11-11	18/18		SILTY GRAVEL with SAND - very dense, gray, wet	17									
					SILTY SAND - medium dense, gray, wet										
658.0					SILTY GRAVEL with SAND - very dense, gray, wet										
	60	60/6"	2/18			18									
	65														
650.0		8-13-8	8/18		SILTY SAND - medium dense, brown, wet	19									
648.0					SANDY LEAN CLAY - hard, gray, wet										
647.0	70				SILTY GRAVEL with SAND - dense to very dense, gray, wet										
		13-16-31	10/18			20									
	75	50/6"	1/18			21									
	80	30-32-13	12/18			22									
	85														

(4/4)

Boring No. B7-9 Northing & Easting N: 644201.536, E: 1489605.787 Surface Elev. 716.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
631.5	85				SILTY GRAVEL with SAND - dense to very dense, gray, wet										
630.5					SANDY LEAN CLAY - hard, gray, wet										
		13-16-19	13/18			23									
626.5	90				SILTY GRAVEL with SAND - dense to very dense, gray, wet										
		30-52-25	7/18			24									
	95	17-24-21	11/18			25									
	100														
615.5					SILTY SAND - dense to very dense, brown, wet										
		13-16-17	8/18			26									
	105	18-20-27	12/18			27									
608.0					E.O.B @ 108.5'										

NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-10: STA. 305+84.36, 146.93' RT, ℄ CONST. I.R. 75

(1/4)

HNTB
LOG OF BORING

Date Started 10/25/06 Sampler: Type SS Dia. Water Elev. 716.0ft
Date Completed 10/25/06 Casing: Length Dia.

Project Identification: MOT-75-12.00

Boring No. B7-10 Northing & Easting N: 644100.55, E: 148971.634 Surface Elev. 716.0ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
716.0	0				WELL GRADED SAND with GRAVEL - fine to coarse sand										
713.5		4-4-4	3/18			1									
					SILTY GRAVEL with SAND - loose, brown, wet										
	5	2-2-1	6/18			2									
709.0		6-8-9	6/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense, gray, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)	3*	45.0	15.7	28.4	6.7	4.2			16	A-1-b(0)
	10	6-8-10	14/18			4									
704.5		12-17-16	3/18		WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)	5									
	15	11-13-10	8/18			6									
		12-25-21	10/18			7**	54.9	18.1	7.0	6.2	3.8	15	1	6	A-1-a(0)
	20	16-21-16	12/18			8									
		20-17-16	10/18			9									
	25	10-10-17	7/18			10									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/04

(2/4)

Boring No. B7-10 Northing & Easting N: 644100.55, E: 148971.634 Surface Elev. 716.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
691.0	25				WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, brown, wet, fine to coarse sand and gravel, trace clay (occasional cobbles)										
686.0					SILTY CLAY - hard, grey, wet (qp = 4.5+ tsf)										
	30	16-19-20	16/18			11									
	35	16-16-22	15/18			12***						17	4	10	
	40	24-26-33	18/18			13									
	45	24-20-23	18/18			14									
	50	23-22-24	13/18			15									
	55	18-25-27	18/18			16									

(3/4)

Boring No. B7-10 Northing & Easting N: 644100.55, E: 148971.634 Surface Elev. 716.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
661.0	55				SILTY CLAY - hard, gray, wet (qp = 4.5+ tsf)										
657.0					SANDY LEAN CLAY with GRAVEL - very dense, gray, wet										
	60	50/4"	4/18			17									
651.5	65	50/5"	5/18		SILTY GRAVEL with SAND - very dense, gray, wet (occasional cobbles)	18									
	70	50/6"	5/18			19									
	75	50/1"	1/18			20									
	80	35-30-48	9/18			22									
	85	40-50/4"	9/18			23						46	27	18	

(4/4)

Boring No. B7-10 Northing & Easting N: 644100.56, E: 148971.834 Surface Elev. 716.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
631.0	85				SILTY GRAVEL with SAND - very dense, gray, wet (occasional cobbles)										
629.5					SILTY LEAN CLAY with GRAVEL - hard, black, moist										
	90	11-13-18	14/18			24									
623.0					WELL GRADED SAND with GRAVEL - very dense, brown, wet										
	95	12-30-33	12/18			25									
	100	31-38-41	18/18			26									
615.0															

E.O.B. @ 101'
Note:
*-Sample tested was a combined sample between SS-3 and SS-4
**-Sample tested was a combined sample between SS-7, SS-8 and SS-9
***-Sample tested was a combined sample between SS-11, SS-12 and SS-13

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-11: STA. 308+16.96, 92.75' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 8/24/06 Sampler: Type SS Dia. 2" Water Elev. 709.4ft
Date Completed: 8/25/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-11 Northing & Easting N:644316.341, E: 1489692.942 Surface Elev. 718.9ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
718.9	0	5-7-7-7	21/24		SURFACE - river stones and cobbles CLAYEY SAND with GRAVEL - medium dense, brown to black, moist, fine to coarse sand, fine to coarse gravel (qp =4.0)	1	34.0	16.0	17.7	18.7	13.5	28	10	12	A-2-6(0)
		34-7-13	12/18			2									
715.9		6-8-12	12/18		SILTY SAND with GRAVEL - medium dense to dense, brown to light brown, moist, fine to coarse sand and gravel, trace clay	3									
	5	13-14-15	13/18			4									
		12-18-17	16/18			5	53.8	22.8	8.0	11.7	3.9	17	2	6	A-1-b(0)
		6-12-14	10/18			6									
709.4	10	7-13-14	16/18		WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	7	59.3	21.8	8.8	7.0	3.1			10	A-1-a(0)
		8-15-16	9/18			8									
706.4		2-3-5	7/18		SILTY SAND with GRAVEL - loose, brown, wet, coarse sand, fine to coarse gravel	9									
704.9		14-15-15	10/18		SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	10									
703.4	15	18-25-18	8/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	11									
		18-21-22	10/18			12	63.6	18.9	7.0	7.1	3.4	15	1	10	A-1-a(0)
		12-39-23	8/18			13									
	20														
		18-20-21	8/18		SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse sand and gravel, trace clay	14	51.6	23.5	12.1	8.7	4.1			10	A-1-a(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-11 Northing & Easting N:644316.341, E: 1489692.942 Surface Elev. 718.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
693.9	25				SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse sand and gravel, trace clay										
690.4		13-30-33	15/18		SILTY SAND - very dense, grayish-brown, wet, fine to coarse sand, trace fine gravel interbedded 1 to 3 inch clay seams	15									
	30														
685.4		9-15-23	10/18		SANDY SILT - dense, gray, wet, fine to coarse sand, trace fine to coarse gravel, little clay	16	8.6	5.5	21.5	51.0	15.4	15	1	17	A-4b(8)
	35														
680.4		13-18-43	18/18		SILTY CLAYEY SAND with GRAVEL - very dense, gray, wet, fine to coarse sand, fine to coarse gravel	17	25.9	10.2	18.8	31.1	13.0	15	4	9	A-4a(8)
	40														
675.4		12-15-29	15/18		SANDY SILTY CLAY - very stiff, gray, moist, fine sand, little fine gravel (qp >4.0 tsf)	18	17.7	11.5	19.5	33.7	17.6	17	6	11	A-4a(8)
	45														
		7-12-24	8/18		qp >4.0 tsf	19									
	50														
		ST	21/24			ST-1									
663.9	55														

Boring No. B7-11 Northing & Easting N:644316.341, E: 1489692.942 Surface Elev. 718.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
663.9	55				POORLY GRADED SAND with SILT - medium dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay										
		4-6-8	16/18			20	2.7	32.3	53.8	6.8	4.5			21	A-2-4(0)
	60														
		8-7-10	17/18			21									
	65														
		13-17-12	17/18			22									
	70														
		8-13-15	14/18			23									
	75														
640.4		9-10-30	9/18		SILTY CLAYEY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand	24									
	80														
		27-50/4"	2/18		possible cobbles, gravel in tip	25									
	85														

Boring No. B7-11 Northing & Easting N:644316.341, E: 1489692.942 Surface Elev. 718.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
633.9	85				SILTY CLAYEY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand										
		29-37-24	13/18			26	46.3	28.4	8.9	13.9	5.8	19	4	12	A-1-b(0)
629.4	90				SANDY LEAN CLAY - very stiff, dark brown with rust and gray mottles, fine to coarse sand, trace fine gravel (qp >4.0 tsf)										
624.9		7-25-29	18/18		qp = 3.75 tsf	27	10.3	11.7	15.1	36.1	26.8	28	13	16	A-6(5)
	95				SILTY GRAVEL with SAND - very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		15-22-20	10/18			28									
	100														
615.4		23-37-33	8/18		SILTY SAND - very dense, grayish brown, wet, fine to coarse sand, little silt, trace fine gravel	29									
	105														
		9-31-29	12/18			30	9.0	29.9	44.3	12.6	4.2			18	A-2-4(0)
	110														
605.4		24-50/4"	9/18		SILTY GRAVEL with SAND - very dense to dense, brown, wet, fine to coarse gravel, fine to coarse sand	31									
	115														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-12: STA. 307+60.19, 51.07' RT, ℄ CONST. I.R. 75

Boring No. B7-11 Northing & Easting N 644316.341, E 1469692.942 Surface Elev. 718.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
603.9	115				SILTY GRAVEL with SAND - very dense to dense, brown, wet, fine to coarse gravel, fine to coarse sand										
		8-12-26	10/18			32									
	120														
		50/5"	5/18			33									
	125														
		42-50/1"	7/18			34									
	130														
		50/2"	2/18			35									
	135														
		35-47-50/1"	13/13			36									
578.9	140														

E.O.B. @ 140 feet
Water elevation during drilling: 709.4 ft
Water elevation after 24 hrs: 708.7 ft
Drilling Method: HSA with [illegible] drilling fluid
Bentonite drilling fluid added at 30 ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 8/25/06 Sampler: Type SS Dia. 2" Water Elev. 709.8ft
Date Completed 8/28/06 Casing: Length Dia. 7.75"
Project Identification: MOT-75-12.00

Boring No. B7-12 Northing & Easting N: 644212.929, E: 1489744.957 Surface Elev. 721.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
721.3	0	3-8-3-3	18/24		SURFACE: river deposited cobbles and sand CLAYEY SAND with GRAVEL - loose to medium dense, dark brown, moist, fine to coarse sand, fine to coarse gravel, little silt	1									
		8-9-14	9/18			2									
		9-11-16	16/18			3	37.3	17.2	15.7	16.8	13.0	27	13	14	A-2-4(0)
716.8	5	8-16-14	10/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to dense, light brown to grayish brown, moist to wet, fine to coarse sand, fine gravel, trace silt and clay	4									
		8-12-13	14/18			5									
		6-12-14	3/18			6									
	10	10-9-12	13/18			7	57.3	19.7	11.9	8.1	3.0			6	A-1-a(0)
710.3		9-18-19	15/18		POORLY GRADED GRAVEL with SILT and SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	8	67.9	16.3	7.0	6.6	2.2			9	A-1-a(0)
		7-14-14	15/18			9									
		9-10-13	15/18			10									
	15	11-13-16	18/18			11									
		10-12-16	18/18			12									
		8-18-24	18/18			13									
	20														
		9-10-15	11/18			14									
	25														

Particle Sizes: Agg>= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm   Form TE-151 Revised 9/94

Boring No. B7-12 Northing & Easting N: 644212.925, E: 1489744.957 Surface Elev. 721.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
698.3	25				POORLY GRADED GRAVEL with SILT and SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		12-50/5"	10/18			15									
	30														
687.8		9-10-19	18/18		SILTY CLAY - very stiff to hard, gray, wet, trace fine gravel, trace fine to coarse sand (qp = 3.25 tsf)	16	0.2	0.1	0.4	69.1	40.2	23	7	18	A-4b(8)
	35														
		ST	13/24			ST-1									
	40														
		11-13-16	15/18		(qp = 4.5 tsf)	17								11	
	45														
672.8		4-8-10	11/18		Driller reports softer drilling @ 48' CLAYEY SAND - medium dense to very dense, grayish brown, wet, fine to coarse sand, trace fine gravel, little silt and clay	18									
	50														
		12-12-14	18/18			19	7.1	41.8	27.2	11.6	12.3	18	8	17	A-2-4(0)
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

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BORING B7-13: STA. 309+52.32, 88.03' LT, ℄ CONST. I.R. 75

Boring No. B7-12 Northing & Easting N: 644212.929, E: 1489744.957 Surface Elev. 721.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
666.3	55														
					CLAYEY SAND - medium dense to very dense, grayish brown, wet, fine to coarse sand, trace fine gravel, little silt and clay										
		13-12-26	18/18		3 inch, dark gray silt seam (59.5 to 59.8)	20									
	60														
		21-50/3"	11/18		4" clay lense @ 64'	21									
	65														
657.8		20-16-19	16/18		POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown to brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	22									
	70														
		27-24-19	7/18			23									
	75														
		19-38-27	15/18			24	55.4	26.9	6.7	7.4	3.6	17	2	8	A-1-a(0)
	80														
		50/5"	5/18			25									
	85														

HNTB

LOG OF BORING

Date Started 6/29/06 Sampler: Type SS Dia. 3.25" Water Elev. 710.0ft

Date Completed 6/30/06 Casing: Length ___ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-13 Northing & Easting N: 644441.546, E: 1489681.727 Surface Elev. 723.0ft

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
723.0	0														
		3-7-11	10/26		CLAYEY SAND with GRAVEL - medium dense, dark brown to black, moist, fine to coarse sand and gravel (qp = 2.5 tsf)	1	32.7	13.5	15.6	22.1	14.8	31	19	14	A-6a(10)
721.0		11-19-18	14/18		WELL GRADED GRAVEL with SAND - dense, brown, moist, trace to little silt	2									
719.5															
719.0		10-12-17	18/18		SILTY CLAY with GRAVEL - very stiff, grayish brown, moist, fine to coarse gravel, trace to little sand (qp = 1.5 tsf)	3a									
	5				SILTY SAND with GRAVEL - medium dense to dense, brown, moist, fine to coarse sand, fine to coarse gravel	3b									
		8-8-0	14/18			4	40.8	25.9	9.3	16.8	7.2	19	3	5	A-1-b(0)
		10-8-15	10/18			5									
		7-12-9	12/18			6									
	10	9-11-17	16/18			7	45.6	29.2	8.3	12.7	4.3			4	A-1a(0)
		9-13-15	14/18			8									
		10-14-19	16/18			9									
709.0		12-17-20	17/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, brown, moist, fine to coarse sand and gravel	10	73.5	15.4	5.5	3.7	1.9			12	A-1-a(0)
	15	10-20-24	18/18			11									
		7-13-19	15/18			12									
704.5		11-20-18	18/18		SILTY SAND with GRAVEL - dense to dense, brown, moist, fine to coarse sand and gravel	13	32.0	28.8	22.3	10.6	6.0			11	A-1-b(0)
	20														
		8-17-22	13/18			14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/04

Boring No. B7-12 Northing & Easting N: 644212.929, E: 1489744.957 Surface Elev. 721.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
636.3	85														
635.3					POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown to brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
					LEAN CLAY with SAND - hard, gray to dark gray, wet, fine to coarse sand, trace fine gravel										
		20-24-28	10/18		(qp = 4.0 tsf)	26	3.7	7.8	14.8	42.7	31.0	24	9	14	A-4-a(4)
	90														
		ST	NR			ST-2									
	95														
		12-16-44	6/18			27									
621.3	100														

E.O.B. @ 100 feet
Cave-in @ 10 feet
Water elevation during drilling: 710.0 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 20 ft
NR- No Recovery

Boring No. B7-13 Northing & Easting N: 644441.546, E: 1489681.727 Surface Elev. 723.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
698.0	25														
					SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand and gravel										
		12-22-32	16/18		Rig chatter at 30'	15									
	30														
689.5		9-33-24	18/18		SILTY CLAYEY SAND - dense to very dense, gray, wet, fine to coarse sand, little fine to coarse gravel (qp = 4.5 tsf)	16	18.6	10.5	21.5	32.7	16.7	16	5	8	A-4a(6)
	35														
		ST	24/24			ST-1									
	40														
		11-28-38	16/18		(qp = 4.5 tsf)	17									
	45														
		18-18-21	17/18		(qp = 2.0 tsf)	18									
	50														
		17-16-31	15/18			19A									
668.5	55				SILTY GRAVEL with SAND - dense, grayish brown, wet, fine to coarse	19b									

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

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Boring No. B7-13 Northing & Easting N: 644441.546, E: 1489681.727 Surface Elev. 723.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
668.0	55				gravel SILTY GRAVEL with SAND - dense, grayish brown, wet, fine to coarse gravel										
664.5		14-24-30	12/18		SILTY SAND - very dense, grayish brown, wet, trace fine gravel, trace clay 6" silt seam at 59'7"	20	6.0	27.8	30.6	27.5	8.1	16	2	15	A-4a(8)
	60														
659.5		5-5-5	10/18		SILT with SAND - medium dense, grayish brown, wet, fine to coarse sand, little clay (qp = 0.75 tsf)	21									
	65														
654.5		8-10-15	17/18		SILTY CLAY - very stiff, gray, wet, trace to little fine to coarse sand, little to some gravel 6" sand pocket at 70 feet 0.25 tsf < qp < 3.5 tsf	22									
	70														
649.5		8-10-22	7/18		SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse sand and gravel, trace clay (1" silt pocket at 74.5') Rig chatter noted from 75' to 85'	23									
	75														
		17-16-13	12/18			24	50.7	12.2	11.4	21.0	4.7			13	A-2-4(0)
	80														
		27-14-19	10/18			25									
	85														

Boring No. B7-13 Northing & Easting N: 644441.546, E: 1489681.727 Surface Elev. 723.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
638.0	85				SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse sand and gravel, trace clay										
634.5		17-20-45	10/18		LEAN CLAY with SAND - hard to stiff, bluish gray, wet, fine to coarse sand, trace fine gravel (qp = 4.5 tsf)	26	9.6	6.1	12.1	34.9	35.4	25	12	13	A-6a(10)
	90														
		13-9-18	14/18		(qp = 1.5 tsf) 4" silty sand pocket at 95'	27									
	95														
624.5		22-23-47	15/18		SILTY SAND - very dense, brown, wet, trace fine to coarse sand, fine to coarse gravel	28									
	100														
		18-41-44	17/18			29	22.3	31.2	27.8	12.3	6.4			11	A-1-b(0)
	105														
		20-24-46	14/18			30									
	110														
609.5		22-28-31	15/18		SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand	31									
	115														

Boring No. B7-13 Northing & Easting N: 644441.546, E: 1489681.727 Surface Elev. 723.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
608.0	115				SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand										
		23-25-43	17/18			32									
	120														
		41-50/5"	16/18		3" clay seam to 125'	33	46.0	29.2	12.9	7.3	4.0			9	A-1-b(0)
	125														
594.5		20-28-50/5"	17/18		CLAYEY SAND with GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, little clay	34	37.9	15.7	12.7	18.9	14.8	23	8	10	A-2-4(0)
	130														
589.5		23-26-50/5"	17/18		SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	35									
	135														
		38-50/5"	11/18			36									
583.0	140														

E.O.B. @ 140 feet
Water elevation during drilling: 710.0 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 20 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

20/34

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BORING B7-14: STA. 309+29.39, 41.87' RT, ℄ CONST. I.R. 75

(1/5)

HNTB
LOG OF BORING

Date Started 8/31/06 Sampler: Type SS Dia. 2.25" Water Elev. 710.18
Date Completed 9/1/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-14 Northing & Easting N: 644374.614, E: 1489795.404 Surface Elev. 741.0ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
741.0	0	4-4-6-8	14/24		(FILL) TOPSOIL - approximately 12"	1									
740.0 / 739.8		3-3-8	2/18		CONCRETE - approximately 3" (FILL) TOPSOIL and GRAVEL - coarse gravel	2									
738.0		3-6-9	17/18		(FILL) CLAYEY SAND with GRAVEL 3" layer of gravel, topsoil extends to 5'	3	22.5	14.9	23.8	24.1	15.8	31	12	12	A-6a(10)
736.0	5	50/3"	3/18		FOUNDATION MATERIALS and GRAVEL	4									
734.5					encountered rubble at 6.5' boring was moved 3' SW (obstruction)										
		4-4-4	18/18		CLAYEY GRAVEL - loose, gray, moist, fine to coarse gravel, little sand	5									
	10	4-4-4	8/18			6									
727.5		4-4-3	15/18		SILTY CLAYEY SAND - loose, brown, moist, fine to coarse sand	7	0.1	17.1	47.7	20.6	14.5	20	6	18	A-2-4(0)
725.0	15	6-9-11	13/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, light brown to brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay	8	59.5	18.4	14.0	8.3	2.9			5	A-1-a(0)
		9-18-25	12/18		concrete pieces in sample at 19.5' to 20'	9									
	20	20-44-33	14/18			10									
	25	33-21-23	15/18			11									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 2/04

(2/5)

Boring No. B7-14 Northing & Easting N: 644374.614, E: 1489795.404 Surface Elev. 741.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
716.0	25				POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, light brown to brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay										
	30	10-11-14	13/18			12									
	35	9-15-22	16/18			13									
	40	18-27-23	13/18			14									
	45	13-22-14	16/18			15									
692.5	50	31-22-24	12/18		SANDY SILTY CLAY - hard, gray, wet, fine to coarse sand, little fine to coarse gravel (qp > 4.5 tsf)	16	15.7	10.8	19.1	34.2	20.1	17	6	11	A-4a(8)
		ST	9/24			1									
	55	17-23-36	14/18			17									

(3/5)

Boring No. B7-14 Northing & Easting N: 644374.614, E: 1489795.404 Surface Elev. 741.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
686.0	55				SANDY SILTY CLAY - hard, gray, wet, fine to coarse sand, little fine to coarse gravel										
	60	12-15-26	16/18		(qp = 4.0 tsf)	18									
	65	11-37-50/5"	18/18		(qp > 4.5 tsf; 8" sand pocket to 65')	19									
673.0	70	12-15-21	18/18		SILTY GRAVEL with SAND - dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay (1" silt seam to 70')	20	51.1	16.0	9.0	17.8	6.2	20	8	12	A-1-b(0)
667.5	75	22-39-27	12/18		CLAYEY SAND with GRAVEL - very dense, wet, fine to coarse gravel, fine to coarse sand, little silt	21	26.7	31.9	17.0	13.3	11.1	22	5	12	A-2-4(0)
662.5		10-13-11	17/18		LEAN CLAY with SAND - stiff to very stiff, dark gray, wet, fine to medium sand, little gravel (qp = 2.5 tsf)	22	0.1	6.6	18.2	55.0	21.3	30	11	21	A-6a(10)
	80	ST	18/24			2									
656.5	85	17-20-32	18/18		(qp = 1.5 tsf)	23									
					SILTY GRAVEL with SAND - very dense, light brown to grayish brown, wet										

(4/5)

Boring No. B7-14 Northing & Easting N: 644374.614, E: 1489795.404 Surface Elev. 741.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
656.0	85				SILTY GRAVEL with SAND - very dense, light brown to grayish brown, wet, fine to coarse gravel, some fine to coarse sand, trace to little clay										
	90	24-28-30	5/18			24									
	95	18-27-25	15/18			25									
	100	50/5"	5/18			26									
	105	28-50/5"	11/18			27									
	110	50/3"	3/18			28									
	115	50/5"	5/18			29									

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

BORING B7-15: STA. 311+01.99, 112.23' LT, ℄ CONST. I.R. 75

Boring No. B7-14 Northing & Easting N: 644374.614, E: 1489795.404 Surface Elev. 741.0ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
626.0	115				SILTY GRAVEL with SAND - very dense, light brown to grayish brown, wet, fine to coarse gravel, some fine to coarse sand, trace to little clay										
		31-35-38	5/18			30									
621.0	120														

E.O.B. @ 120 feet
Water elevation during drilling: 710.1 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 30 ft

HNTB
LOG OF BORING

Date Started: 8/29/06 Sampler: Type SS Dia. 2" Water Elev. 700.6ft
Date Completed: 8/31/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-15 Northing & Easting N: 644341.172, E: 1489985.412 Surface Elev. 739.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.6	0	4-3-2-2	15/24		(FILL) CLAYEY SAND with GRAVEL - very loose to loose, brown, moist, little fine gravel (qp = 1.25 tsf)	1	25.6	17.2	22.9	20.7	13.6	25	8	11	A-2-4(0)
		1-2-3	10/18			2									
		2-2-2	6/18			3									
	5	4-5-4	14/18		trace brick fragments	4									
		2-3-5	4/18			5									
		6-3-4	2/18		trace crushed chert	6									
730.1	10	4-4-3	14/18		(FILL) CLAYEY SAND - loose to very dense, brown, moist, trace brick fragments (qp = 2.25 tsf)	7	19.2	16.2	26.6	23.0	16.0	27	9	13	A-6a(5)
		1-3-5	8/18			8									
		1-5-3	15/18		some brick fragments (qp = 1.75 tsf)	9									
		2-4-3	7/18		(qp = 1.50 tsf)	10									
	15	1-4-4	11/18			11									
		1-1-3	5/18			12									
		43-50/1"	7/18		possible cobble or boulder	13									
	20														
716.1		50/5"	4/18		SILTY GRAVEL with SAND - very dense, brownish gray to gray, moist, fine to coarse sand, fine to coarse gravel	14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-161 Revised 9/94

Boring No. B7-15 Northing & Easting N: 644341.172, E: 1489985.412 Surface Elev. 739.68 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
718.6	25				SILTY GRAVEL with SAND - very dense, brownish gray to gray, moist, fine to coarse sand, fine to coarse gravel										
		29-40-45	14/18			15	56.0	19.3	9.6	11.1	3.8			3	A-1-a(0)
	30														
		29-34-35	18/18			16									
	35														
		15-32-24	12/18			17									
	40														
696.1		11-23-33	16/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, brownish gray to gray, moist, fine to coarse sand and gravel	18	49.1	30.3	9.9	7.4	3.3			11	A-1-b(0)
	45														
		50/5"	5/18			19									
	50														
687.6					SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, trace fine to coarse gravel (qp = 4.5+ tsf)										
		8-33-26	18/18			20	17.0	9.3	16.7	33.3	23.7	19	8	12	A-4a(3)
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

22/34

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Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00 (3/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.6	55														
					SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, trace fine to coarse gravel										
		ST	19/24		(qp = 4.25+ tsf)	ST-1									
	60														
		8-16-22	18/18		(qp = 4.5+ tsf)	21									
	65														
		ST	NR			ST-2									
	70														
		10-23-30	18/18		(qp = 2.75 tsf)	22A	16.1	11.8	20.5	30.4	20.9	19	8	10	A-4a(8)
665.0	75				SILTY GRAVEL with SAND - dense, gray, wet	22B									
662.1					LEAN CLAY with SAND - very stiff, dark gray to black, moist, fine to coarse sand										
		2-2-8	10/18			23	0.2	2.6	15.1	61.5	20.5	30	9	22	A-4b(8)
	80														
		7-10-5	11/18		(qp = 2.5 tsf)	24									
654.6	85														

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00 (4/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.6	85				SILTY SAND with GRAVEL - medium dense, grayish brown to gray, moist to wet, fine to coarse sand and gravel										
		3-6-5	8/18			25									
	90														
		7-6-6	7/18			26									
	95														
		9-8-8	10/18			27	45.6	27.5	10.1	11.5	4.8	18	3	14	A-1-b(0)
	100														
636.6					WELL GRADED GRAVEL - dense, brown, moist to wet, trace sand, trace silt										
		20-13-25	4/18			28									
	105														
633.6					SILTY GRAVEL with SAND - very dense, brown, moist to wet										
		26-31-35	18/18			29									
629.1	110				SILT - loose, brown, moist										
		3-3-6	NR			30									
	115														

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00 (5/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
624.6	115														
623.6					SILT - loose, brown, moist										
					LEAN CLAY - hard, gray, moist, some gravel										
					(qp = 4.5+ tsf)										
621.1		12-13-27	18/18		CLAYEY SAND - dense, grayish brown, wet, fine to coarse-grained sand, little fine to coarse gravel	31	21.9	21.2	18.0	22.3	16.6	22	10	12	A-4a(8)
619.6	120				SILTY SAND with GRAVEL - very dense, brown, moist to wet, little fine to coarse sand and gravel										
		19-37-50/5"	12/18			32	46.2	19.2	13.5	12.3	8.8	15	3	9	A-1-b(0)
614.6	125														

E.O.B. @ 125 feet
Water elevation during drilling: 700.6 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 35.0 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-11
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 308+16.96, 92.75' LT.
SAMPLE ID: 865
DEPTH: 54.5' - 55.0'
LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.866 in.
HEIGHT: 6.039 in.
WET DENSITY: 136.03 pcf
DRY DENSITY: 149.32 pcf
VISUAL DESCRIPTION: GRAY SILTY SANDY CLAY, SOME GRAVEL

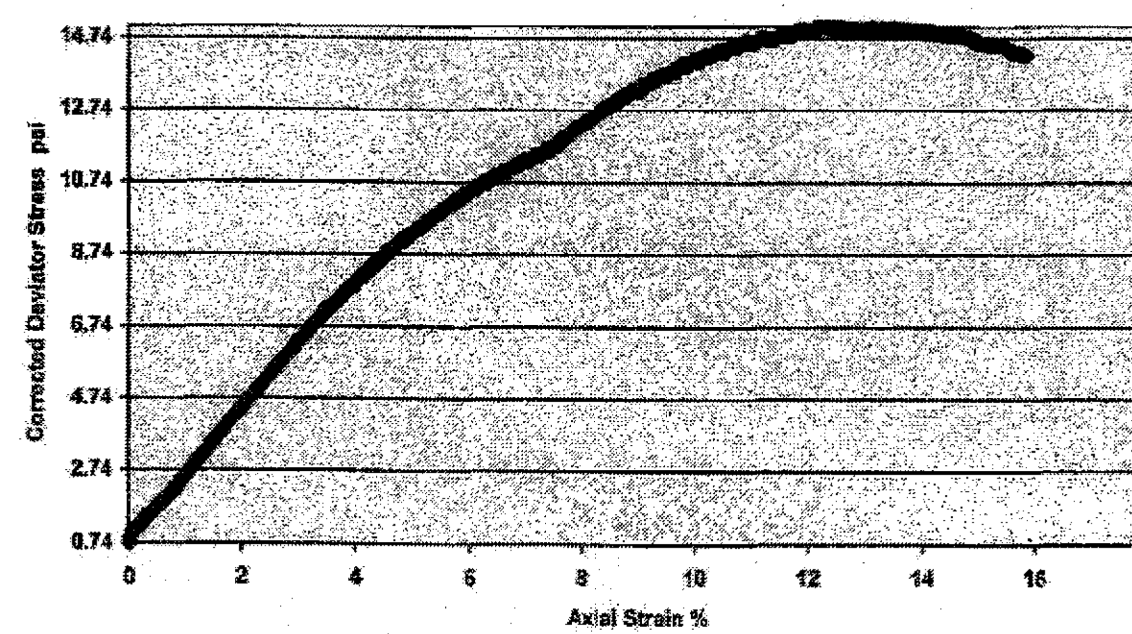
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17.7	11.5	19.5	33.7	17.6	17	11	6	10.6

PENETROMETER:
TORVANE:
REMARKS: qu = 15.03 psi @ 12.56% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-11 SAMPLE ID: 865 DEPTH: 54.5' - 55.0'



STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

CALCULATED AS CHECKED RL

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UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

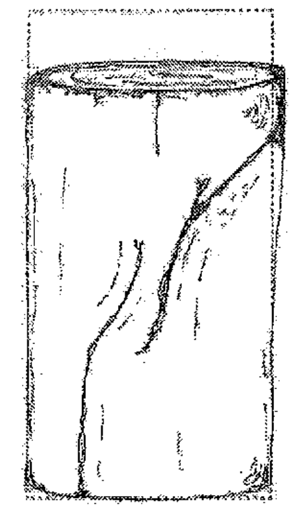
EXPLORATION ID: B7-12

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 307+60.19, 51.07' RT.

SAMPLE ID: 865

DEPTH: 38.4' - 38.9'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.870 in.

HEIGHT: 5.719 in.

WET DENSITY: 134.66 pcf

DRY DENSITY: 113.83 pcf

VISUAL DESCRIPTION: GRAY LEAN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
0.2	0.1	0.4	59.1	40.2	23	16	7	18.0

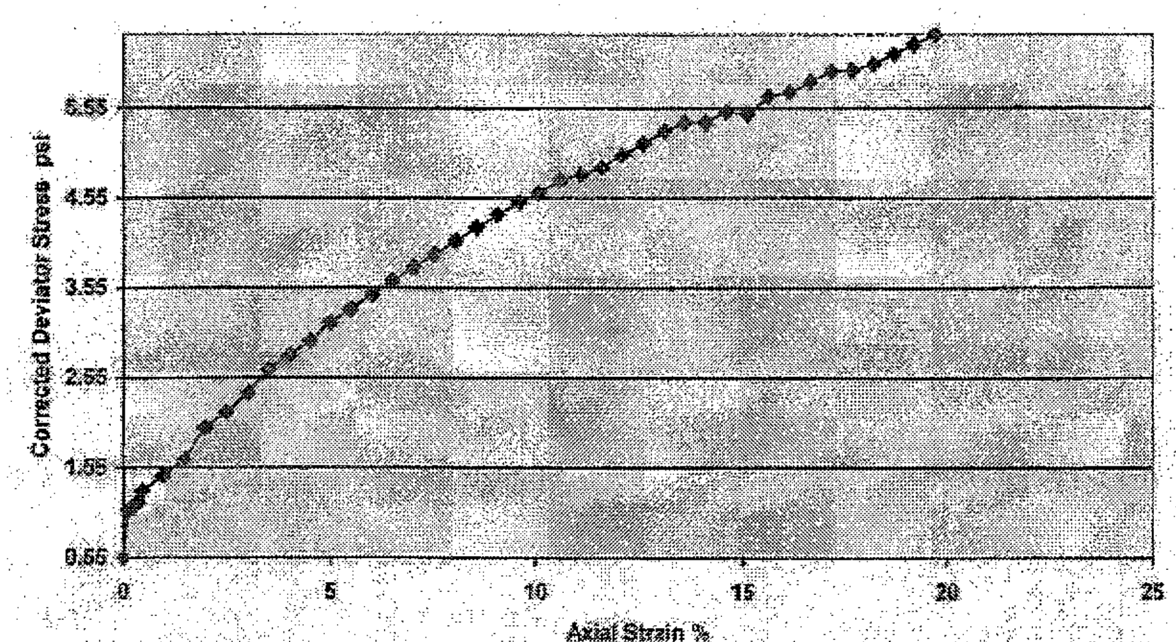
PENETROMETER:

TORVANE:

REMARKS: qu = 6.37 psi @ 19.71% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-12 SAMPLE ID: 865 DEPTH: 38.4' - 38.9'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

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UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

EXPLORATION ID: B7-12

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 307+60.19, 51.07' RT.

SAMPLE ID: 865

DEPTH: 38.9' - 39.1'

LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.873 in.

HEIGHT: 5.881 in.

WET DENSITY: 133.95 pcf

DRY DENSITY: 112.56 pcf

VISUAL DESCRIPTION: GRAY LEAN CLAY

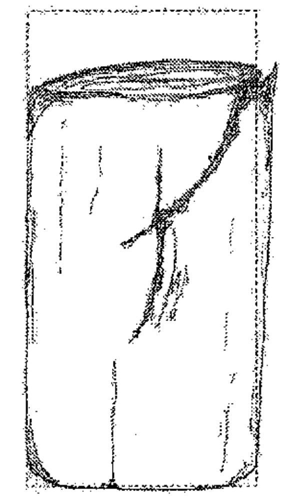
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
0.2	0.1	0.4	59.1	40.2	23	16	7	18.0

PENETROMETER:

TORVANE:

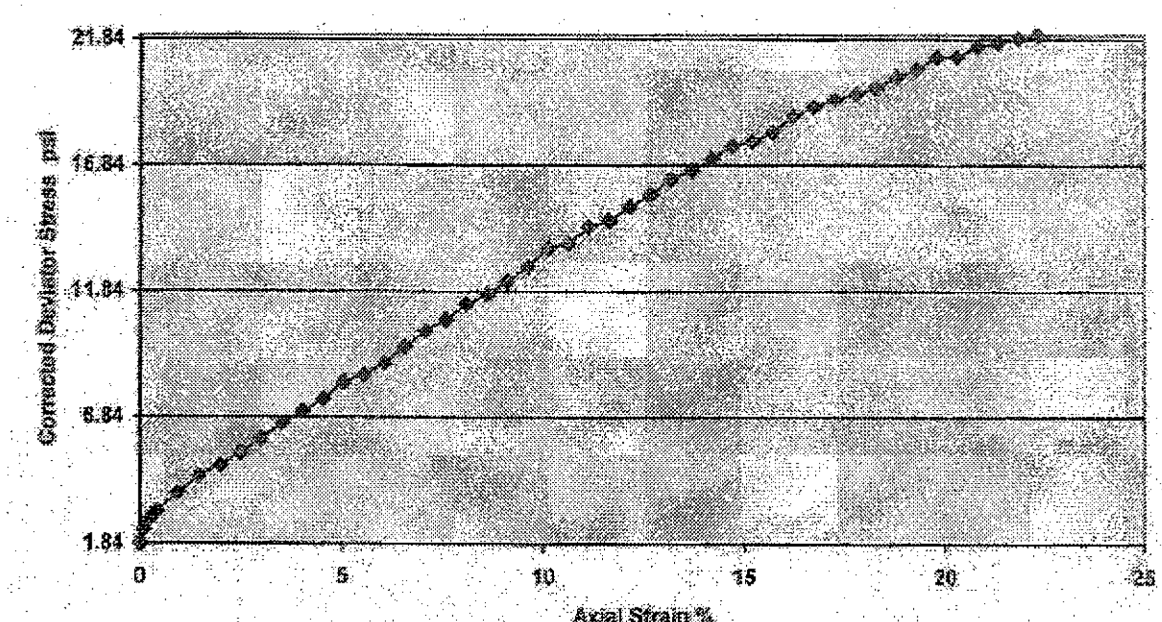
REMARKS: qu = 22.02 psi @ 22.34% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-12 SAMPLE ID: 865 DEPTH: 38.9' - 39.1'



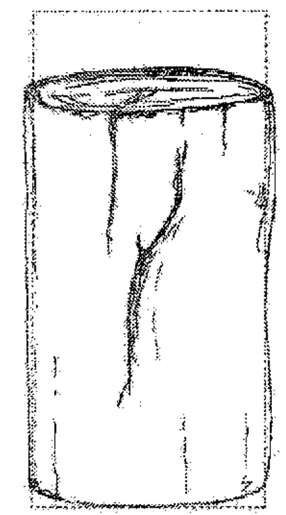
STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

CALCULATED AS
CHECKED RL

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-12
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 307+60.19, 51.07' RT.
SAMPLE ID: 865
DEPTH: 39.1' - 39.6'
LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.866 in.
HEIGHT: 5.894 in.
WET DENSITY: 140.07 pcf
DRY DENSITY: 117.60 pcf
VISUAL DESCRIPTION: GRAY LEAN CLAY

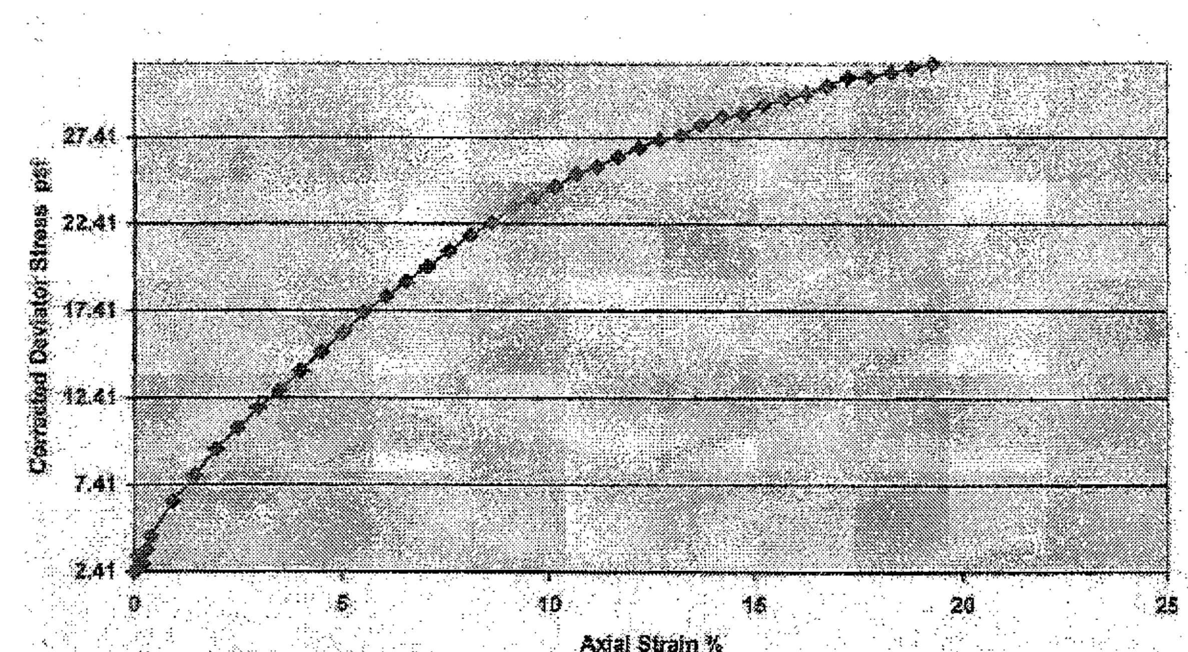
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
0.2	0.1	0.4	59.1	40.2	23	16	7	18.0

PENETROMETER:
TORVANE:
REMARKS: qu = 31.63 psi @ 19.29% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-12 SAMPLE ID: 865 DEPTH: 39.1' - 39.6'



STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

CALCULATED AS CHECKED RL

MOT-75-12.00

27/34

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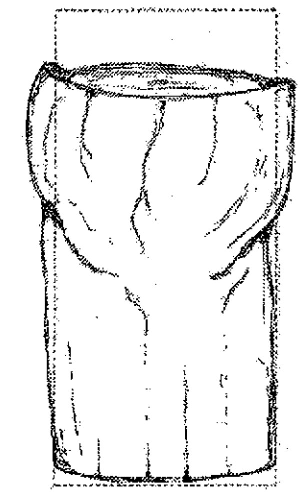
UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-13
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 309+52.32, 88.03' LT.
SAMPLE ID: 865
DEPTH: 38.6' - 39.1'
LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.963 in.
HEIGHT: 5.930 in.
WET DENSITY: 142.08 pcf
DRY DENSITY: 127.81 pcf
VISUAL DESCRIPTION: GRAY SILTY CLAYEY SAND

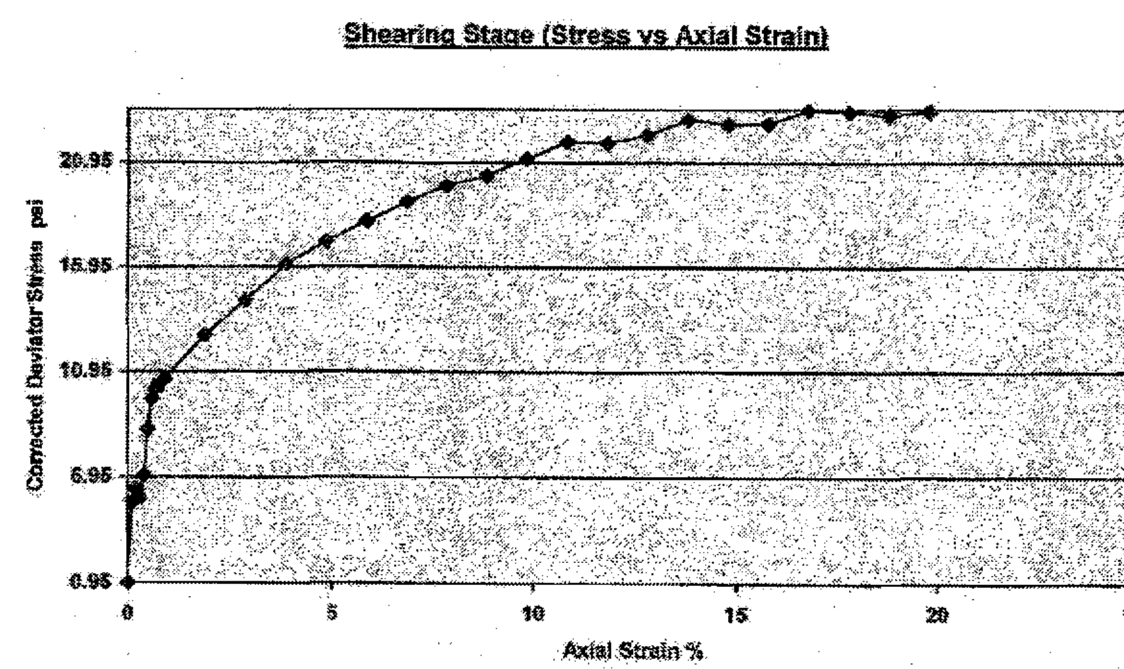
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
18.6	10.5	21.5	32.7	16.7	16	11	5	8.4

PENETROMETER:
TORVANE:
REMARKS: qu = 23.43 psi @ 16.84% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-13 SAMPLE ID: 865 DEPTH: 38.6' - 39.1'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

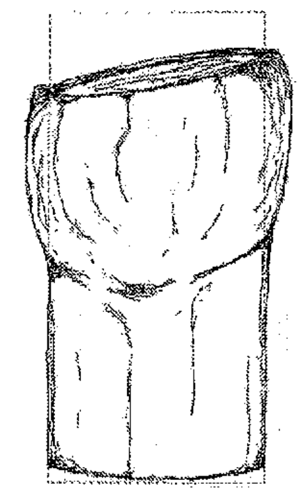
EXPLORATION ID: B7-13

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 309+52.32, 88.03' LT.

SAMPLE ID: 865

DEPTH: 39.1' - 39.6'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.938 in.

HEIGHT: 5.882 in.

WET DENSITY: 146.51 pcf

DRY DENSITY: 134.17 pcf

VISUAL DESCRIPTION: GRAY SILTY CLAYEY SAND

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
18.6	10.5	21.5	32.7	16.7	16	11	5	8.4

PENETROMETER:

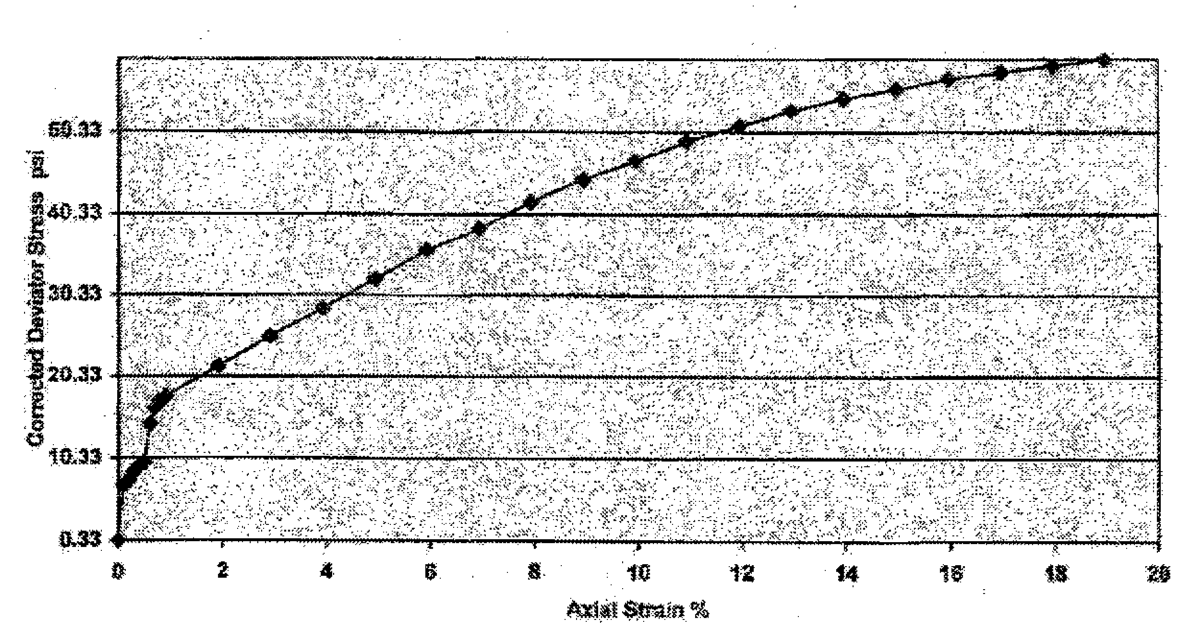
TORVANE:

REMARKS: qu = 59.30 psi @ 18.97% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-13 SAMPLE ID: 865 DEPTH: 39.1' - 39.6'

Shearing Stage (Stress vs Axial Strain)



STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

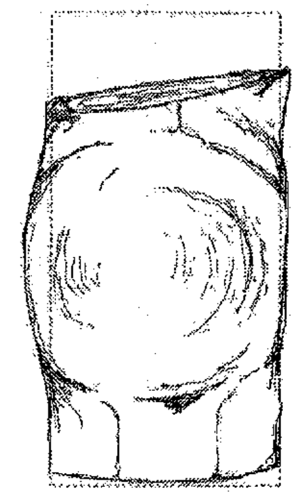
EXPLORATION ID: B7-13

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 309+52.32, 88.03' LT.

SAMPLE ID: 865

DEPTH: 39.6' - 40.4'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.887 in.

HEIGHT: 5.998 in.

WET DENSITY: 148.59 pcf

DRY DENSITY: 136.89 pcf

VISUAL DESCRIPTION: GRAY SILTY CLAYEY SAND

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
18.6	10.5	21.5	32.7	16.7	16	11	5	8.4

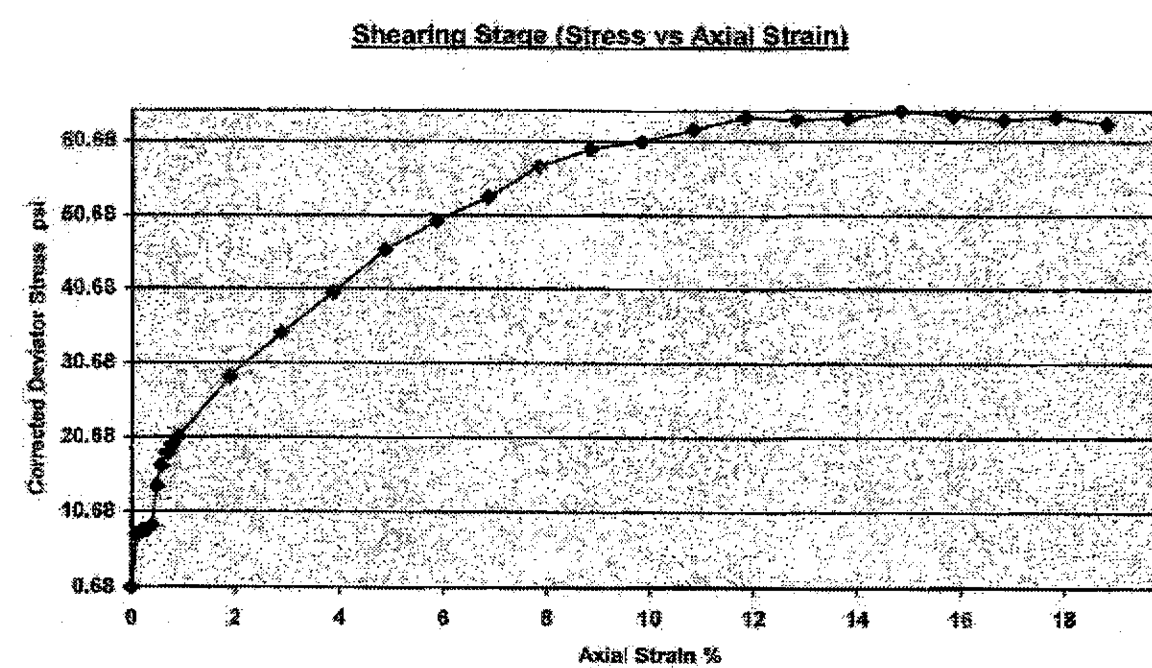
PENETROMETER:

TORVANE:

REMARKS: qu = 64.76 psi @ 14.87% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-13 SAMPLE ID: 865 DEPTH: 39.6' - 40.4'



CALCULATED AS CHECKED RL

STRUCTURE FOUNATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-14
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 309+29.39, 41.87' RT.
SAMPLE ID: 865
DEPTH: 80.8' - 81.3'
LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.858 in.
HEIGHT: 6.012 in.
WET DENSITY: 127.75 pcf
DRY DENSITY: 103.23 pcf
VISUAL DESCRIPTION: BROWN CLAYEY SAND WITH GRAVEL

PHYSICAL CHARACTERISTICS

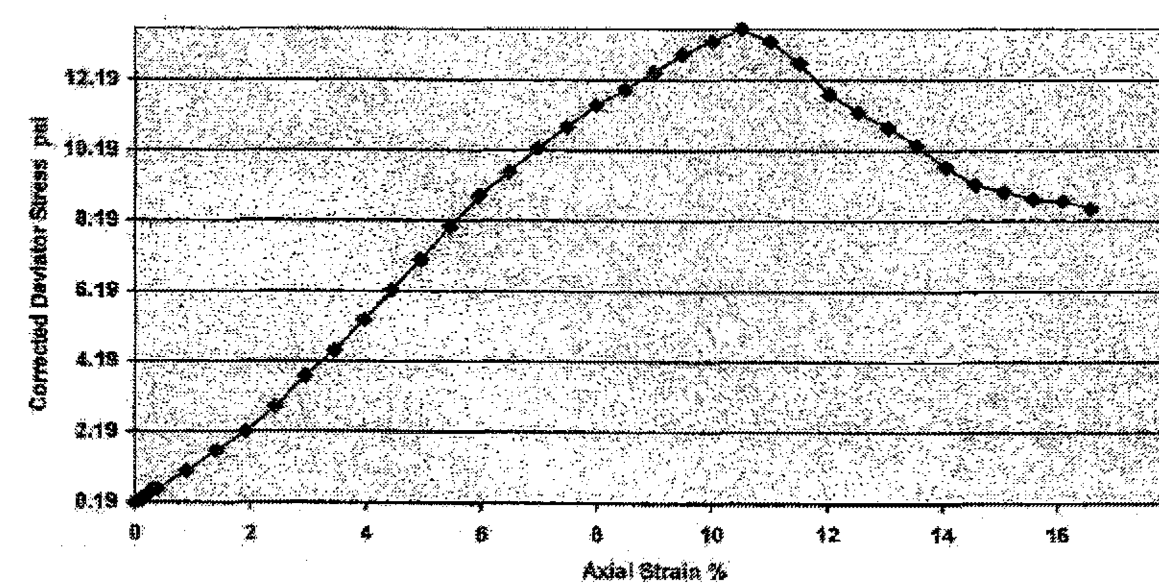
% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

PENETROMETER:
TORVANE:
REMARKS: qu = 13.29 psi @ 11.06% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-14 SAMPLE ID: 865 DEPTH: 80.8' - 81.3'

Shearing Stage (Stress Vs Axial Strain %)



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

31/34

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UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 59.0' - 59.5'

LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.822 in.

HEIGHT: 5.932 in.

WET DENSITY: 137.95 pcf

DRY DENSITY: 113.35 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

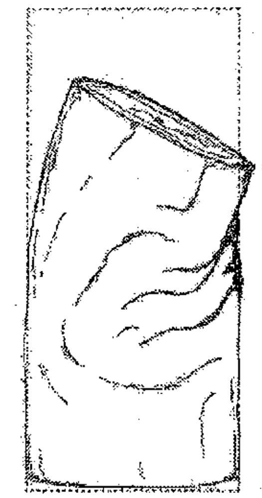
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:

TORVANE:

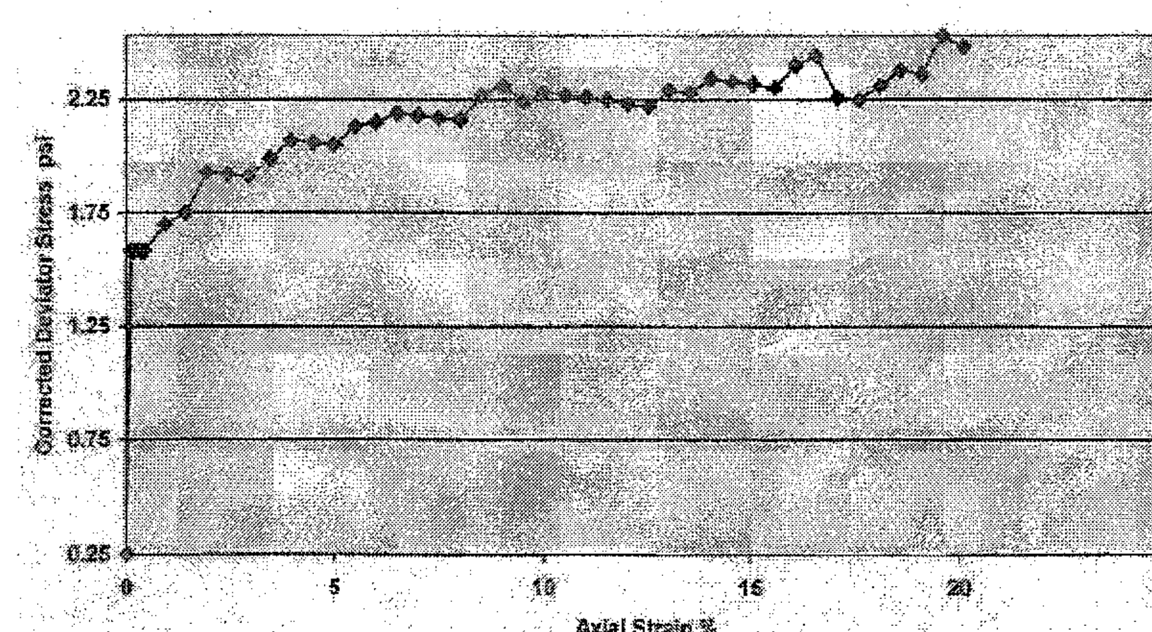
REMARKS: qu = 2.53 psi @ 19.63% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 59.0' - 59.5'



STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

CALCULATED AS CHECKED RL

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UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

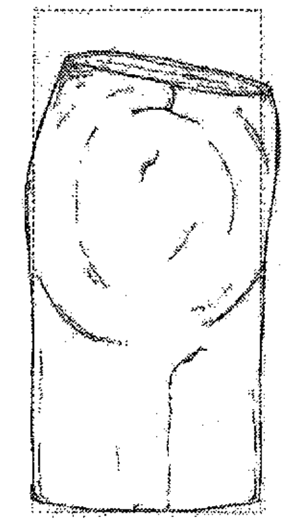
EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 59.5' - 60.0'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.853 in.

HEIGHT: 5.677 in.

WET DENSITY: 139.65 pcf

DRY DENSITY: 119.67 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

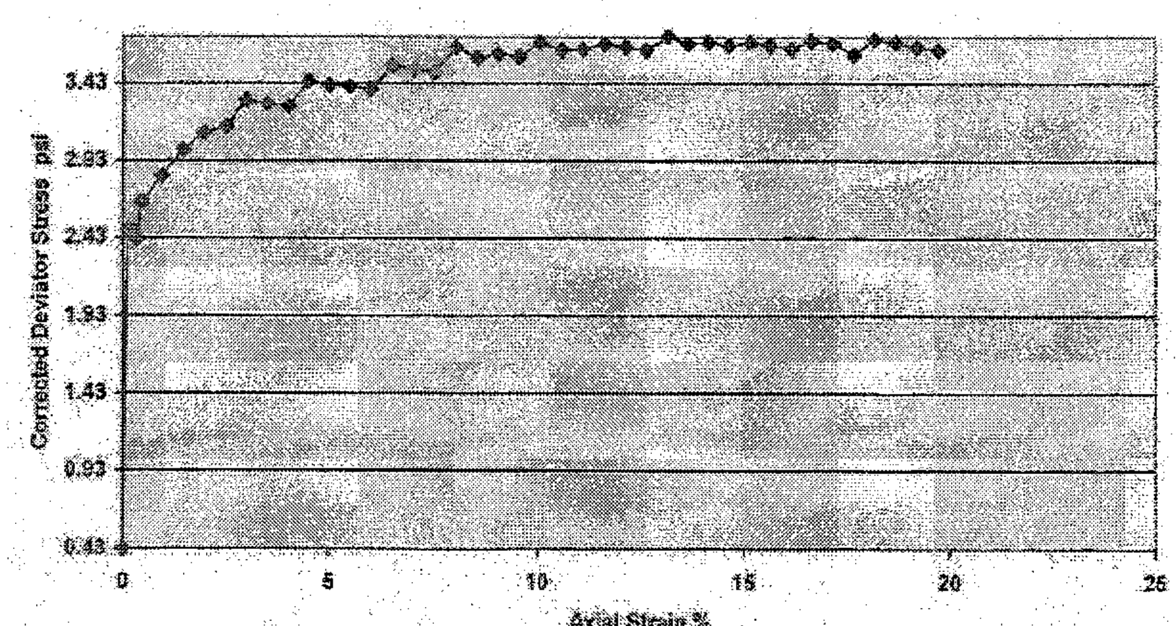
PENETROMETER:

TORVANE:

REMARKS: qu = 3.71 psi @ 18.21% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 59.5' - 60.0'



CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

P_PWP:dms10272\77247ID0010.dgn 18-MAR-2010 4:38PM sgcge

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

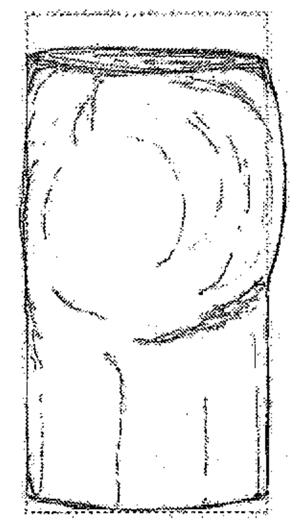
EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 60.0' - 60.5'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.898 in.

HEIGHT: 5.975 in.

WET DENSITY: 136.45 pcf

DRY DENSITY: 116.92 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:

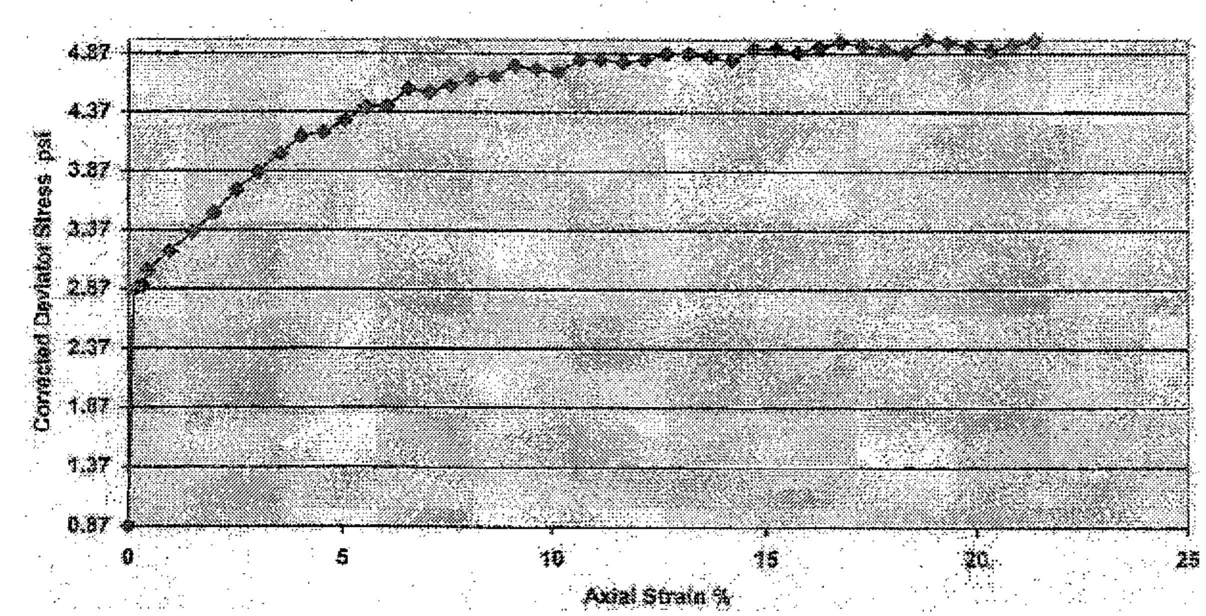
TORVANE:

REMARKS: qu = 4.99 psi @ 18.82% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 60.0' - 60.5'

Shearing Stage (Stress Vs Axial Strain %)



CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1227 L/R (BRIDGE 7S)

MOT-75-12.00

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 4 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 100 FEET TO 125 FEET DEEP.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDED COBBLES AND BOULDERS. ASPHALTIC CONCRETE PAVEMENT UNDERLAIN BY EXISTING FILL WAS ENCOUNTERED AT THE SURFACE OF BORING B7-18. EXISTING FILL OF PRIMARILY GRANULAR COMPOSITION WAS ENCOUNTERED AT THE SURFACE OF THE OTHER BORINGS. THE EXISTING FILL EXTENDED TO DEPTHS OF APPROXIMATELY 5 FEET TO 33 FEET BELOW EXISTING GROUND SURFACE (APPROXIMATE ELEVATIONS 735 FEET TO 716 FEET, RESPECTIVELY). THE EXISTING FILL PRIMARILY CONSISTED OF SAND, GRAVEL. COHESIVE MATERIALS AND OCCASIONAL BRICK FRAGMENTS WERE ALSO ENCOUNTERED IN THE FILL. THE NATIVE SOIL BELOW THE FILL TYPICALLY CONSISTED OF LOOSE TO VERY DENSE SAND AND GRAVEL DEPOSITS. THE GRANULAR SOILS, OCCASIONALLY INTERRUPTED BY MEDIUM STIFF TO HARD CONSISTENCY COHESIVE SOILS, WERE PRESENT WITHIN THE NATIVE DEPOSITS. COBBLES OR BOULDERS WERE ALSO OCCASIONALLY ENCOUNTERED WITHIN THE NATIVE SOIL DEPOSITS. THE BORINGS EXTENDED TO DEPTHS OF 100 FEET TO 125 FEET BELOW EXISTING GRADE.

*GROUNDWATER WAS OBSERVED BETWEEN ELEVATIONS 700.6 FEET AND 706.9 FEET WHILE DRILLING BORINGS B7-15, B7-19, AND B7-20. GROUNDWATER WAS OBSERVED AT 723.1 FEET WHILE DRILLING BORING B7-18. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. IN DECEMBER 2006, WATER WAS NOT OBSERVED AT NEARBY WELL LOCATION B7-15 (LOCATED NEAR THE SOUTH ABUTMENT FOR PROPOSED BRIDGES 8A AND 9A) AND THE CONDITION WAS DESCRIBED AS *DRY.* AT THE TIME OF THE JANUARY 2007 GROUNDWATER MEASUREMENTS, WATER WAS ENCOUNTERED AT ALL TEN WELL LOCATIONS. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 AND 723 FEET) AT OTHER TIMES IN THE TEN WELLS INSTALLED WITHIN THE PROJECT LIMITS.*

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	3	16
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	10	27
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	2	11
COARSE AND FINE SAND	A-3a	-	3
SANDY SILT	A-4a	7	12
SILT	A-4b	3	4
SILT AND CLAY	A-6a	2	4
SILTY CLAY	A-6b	-	5
CLAY	A-7-6	1	10
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W INDICATES FREE WATER ELEVATION.

INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

ST INDICATES A SHELBY TUBE SAMPLE.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

PARTICLE SIZE DEFINITIONS

	12"		3"		2.0 mm		0.42 mm		0.074 mm		0.005 mm	
BOULDERS		COBBLES		GRAVEL		COARSE SAND		FINE SAND		SILT		CLAY
					No. 10 SIEVE		No. 40 SIEVE		No. 200 SIEVE			

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

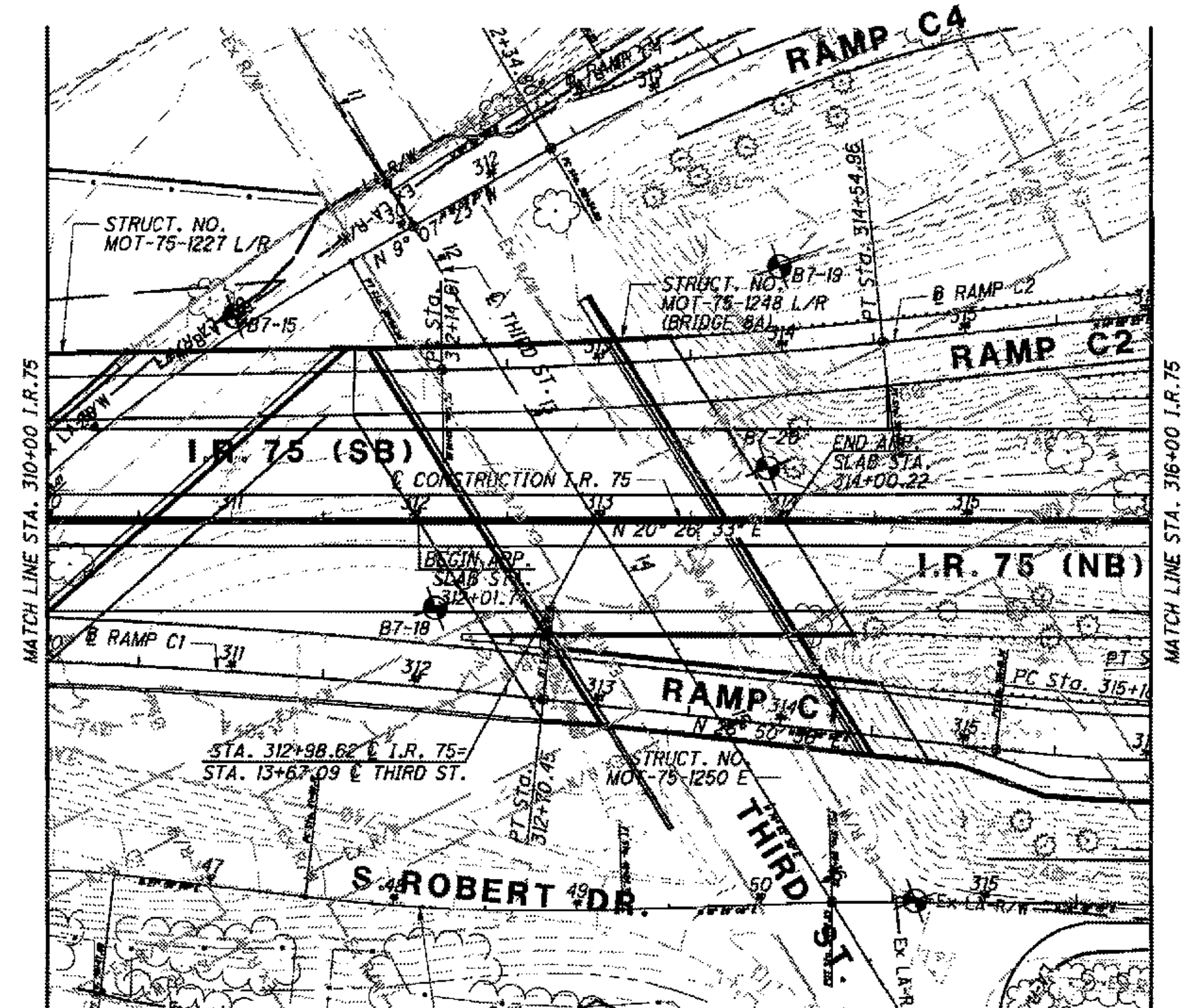
RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE., STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)
OVER THIRD STREET

MOT-75-12.00



BORING PLAN

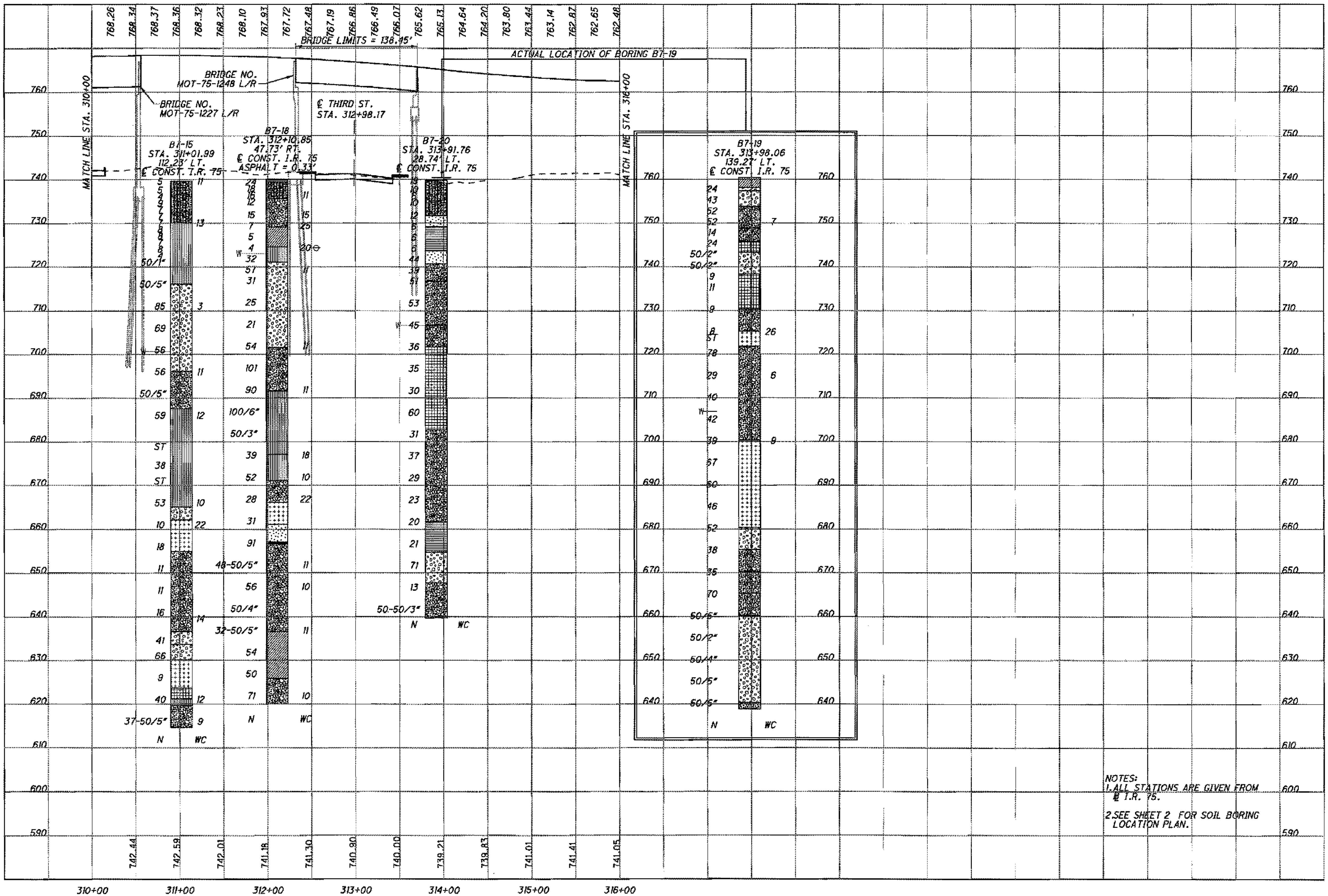
SEE SHEET 3 FOR SOIL BORING PROFILES.

HORIZONTAL SCALE IN FEET

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00



STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

3 / 12

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BORING B7-15: STA. 311+01.99, 112.23' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 8/29/08 Sampler: Type SS Dia. 2" Water Elev. 700.6ft
Date Completed: 8/31/08 Casing: Length ______ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.6	0	4-3-2-2	16/24		(FILL) CLAYEY SAND with GRAVEL - very loose to loose, brown, moist, little fine gravel (qp = 1.25 tsf)	1	25.6	17.2	22.9	20.7	13.6	25	6	11	A-2-4(0)
		1-2-3	10/18			2									
		2-3-2	6/18			3									
	5	4-5-4	14/18		trace brick fragments	4									
		2-2-6	4/18			5									
		6-3-4	2/18		trace crushed shed	6									
730.1	10	4-4-3	14/18		(FILL) CLAYEY SAND - loose to very dense, brown, moist, trace brick fragments (qp = 2.25 tsf)	7	19.2	16.2	25.6	23.0	16.0	27	9	13	A-4a(8)
		1-3-5	8/18			8									
		1-5-3	15/18		some brick fragments (qp = 1.75 tsf)	9									
		2-4-3	7/18		(qp = 1.50 tsf)	10									
	15	1-1-4	11/18			11									
		1-1-3	5/18			12									
		43-50/1"	7/18		possible cobble or boulder	13									
	20														
716.1		50/5"	4/18		SILTY GRAVEL with SAND - very dense, brownish gray to gray, moist, fine to coarse sand, fine to coarse gravel	14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-15: Revised 9/94

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
714.6	25				SILTY GRAVEL with SAND - very dense, brownish gray to gray, moist, fine to coarse sand, fine to coarse gravel										
		29-40-46	14/18			15	56.0	19.3	9.8	11.1	3.6			3	A-1-a(0)
	30														
		29-34-35	16/18			16									
	35														
		15-32-24	12/18			17									
	40														
695.1		11-23-33	16/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, brownish gray to gray, moist, fine to coarse sand and gravel	18	49.1	30.3	9.8	7.4	3.3			11	A-1-b(0)
	45														
		50/5"	5/18			19									
	50														
687.6		8-33-26	16/18		SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, trace fine to coarse gravel (qp = 4.5+ tsf)	20	17.0	9.3	16.7	33.3	23.7	19	8	13	A-4a(8)
	55														

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.6	55				SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, trace fine to coarse gravel										
		ST	19/24		(qp = 4.25+ tsf)	ST-1									
	60														
		8-18-22	18/18		(qp = 4.5+ tsf)	21									
	65														
		ST	NR			ST-2									
	70														
		10-22-30	18/18		(qp = 2.75 tsf)	22A	19.1	11.8	20.8	30.4	20.9	19	8	10	A-4a(8)
665.0	75				SILTY GRAVEL with SAND - dense, gray, wet	22B									
662.1					LEAN CLAY with SAND - very stiff, dark gray to black, moist, fine to coarse sand										
		2-2-5	10/18			23	0.3	2.0	15.1	61.5	20.5	30	9	22	A-4b(8)
	80														
		7-10-8	11/18		(qp = 2.5 tsf)	24									
654.6	85														

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489985.412 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.6	85				SILTY SAND with GRAVEL - medium dense, grayish brown to grey, moist to wet, fine to coarse sand and gravel										
		3-6-5	8/18			25									
	90														
		7-5-6	7/18			26									
	95														
		8-8-8	10/18			27	45.6	27.9	10.1	11.5	9.9	18	0	14	A-1-b(0)
	100														
636.6		20-13-28	4/18		WELL GRADED GRAVEL - dense, brown, moist to wet, trace sand, trace silt	28									
	105														
633.6					SILTY GRAVEL with SAND - very dense, brown, moist to wet										
		26-31-35	18/18			29									
630.1	110				SILT - loose, brown, moist										
		3-3-6	NR			30									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

BORING B7-18: STA. 312+10.85, 47.73' RT, ℄ CONST. I.R. 75

Boring No. B7-15 Northing & Easting N: 644541.172, E: 1489965.412 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
624.6	115														
623.6					SILT - loose, brown, moist										
					LEAN CLAY - hard, gray, moist, some gravel (qp = 4.5+ tsf)										
621.1		12-13-27	18/18		CLAYEY SAND - dense, grayish brown, wet, fine to coarse-grained sand, little fine to coarse gravel	31	21.9	21.2	18.0	22.3	16.6	22	10	12	A-4a(3)
619.6	120				SILTY SAND with GRAVEL - very dense, brown, moist to wet, little fine to coarse sand and gravel										
		19-31-50/5"	12/18			32	46.2	10.2	13.6	12.3	8.8	15	5	8	A-1-b(0)
614.6	125														

E.O.B. @ 125 feet
Water elevation during drilling: 700.8 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 35.0 ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 8/31/06 Sampler: Type SS Dia. 2" Water Elev. 723.1ft
Date Completed 9/5/06 Casing: Length Dia. 7.75"

Project Identification MOT-75-12.00

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1488899.227 Surface Elev. 740.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.1	0														
739.8					ASPHALT - 4" thick										
739.4					(FILL) Base Course "Pavement Base" - 5" thick										
		13-13-11	15/18		(FILL) SILTY SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand and gravel, trace clay, trace brick fragments	1									
		4-8-10	10/18			2									
735.6		5-8-7	13/18			3	26.4	16.3	31.2	15.9	9.2			11	A-2-4(0)
	5	3-5-7	4/18		CLAYEY SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand and gravel, little silt, trace clay	4									
		2-2-13	6/18			5	35.1	23.9	21.7	10.7	8.6	23	6	15	A-1-b(0)
	10														
729.1		4-3-4	18/18		SANDY LEAN CLAY - medium stiff, brown, moist, fine to coarse sand, trace fine gravel (qp = 1.75 tsf)	6	2.9	3.9	25.7	41.1	26.4	36	15	25	A-6a(10)
		1-1-4	13/18			7									
	15														
724.6		3-3-1	13/18		SILTY CLAYEY SAND - loose to dense, brown, wet, medium sand, trace fine gravel	8	2.7	9.5	39.1	31.7	17.0	23	7	20	A-4a(6)
721.1		12-13-16	18/18			9									
	20				CLAYEY SAND with GRAVEL - medium dense to very dense, brown to grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel, little silt										
		22-28-28	14/18			10	53.3	22.3	8.2	10.5	4.7	19	5	11	A-1-a(0)
		12-16-16	13/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = <0.005mm. Form TE-151 Revised 3/94

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1488899.227 Surface Elev. 740.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.1	25														
					CLAYEY SAND with GRAVEL - medium dense to very dense, brown to grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel, little silt.										
		8-7-18	8/18		some cobbles noted	12									
	30														
		1-3-15	11/18		3 inches medium-grained silty sand @ 34.7 feet	13									
	35														
701.6		30-22-32	18/18		SILTY SAND with GRAVEL - very dense, brown, moist to wet, fine to coarse sand and gravel, trace clay	14	41.4	32.1	13.0	0.8	3.7			11	A-1-b(0)
	40														
		32-42-59	15/18			15									
	45														
691.6		13-26-54	18/18		SANDY LEAN CLAY - hard, gray, moist, trace fine to coarse sand, trace fine to coarse gravel, some silt	16	10.5	11.4	17.9	33.8	26.4	19	8	11	A-4a(8)
	50														
		38-100/6"	10/18		cobbles noted	17									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project: MOT-75-12.00 (3/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.1	55				SANDY LEAN CLAY - hard, gray, moist, trace fine to coarse sand, trace fine to coarse gravel, some silt										
		23-50/3"	10/18		(qp = 4.5 tsf)	18									
	60														
677.1		15-18-31	18/18		SILTY SAND - dense to very dense, gray, wet, fine to coarse sand, little clay, trace fine gravel	19	2.5	15.4	46.3	21.4	14.4			18	A-4a(6)
	65														
671.1		22-24-28	18/18			20A									
	70				SILTY, CLAYEY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, trace clay, rust mottles (1 inch clay seam in tip of spoon)	20B	53.8	17.6	11.2	12.2	5.2	19	4	10	A-1-b(0)
666.1		10-12-16	18/18			21A									
	75				LEAN CLAY with SAND - very stiff, gray to black, moist, fine to coarse sand, trace fine gravel	21B	1.6	2.1	17.0	58.9	20.5	28	6	22	A-4b(8)
661.1		6-10-21	18/18			22									
	80				SILTY SAND - medium dense, gray, wet, fine sand										
657.1					SILTY CLAY - hard, gray, wet, little fine sand										
656.6		21-18-43	18/18		SILTY SAND with GRAVEL - very dense, light brown, wet, fine to coarse sand, fine to coarse gravel (possible cobbles)	23									
	85														

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project: MOT-75-12.00 (4/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.1	85				SILTY SAND with GRAVEL - very dense, light brown, wet, fine to coarse sand, fine to coarse gravel (possible cobbles)										
		17-48-50/5"	12/18			24	43.2	21.0	11.7	17.5	6.0	17	2	11	A-1-b(0)
	90														
		19-24-32	18/18			25	46.7	28.1	10.2	10.3	4.7			10	A-1-b(0)
	95														
		50/4"	2/18		Increase gravel, cobbles (possible boulders) Rig chatter observed	26									
	100														
636.6		22-32-50/5"	18/18		SANDY LEAN CLAY - very stiff to hard, gray, moist, trace fine to coarse gravel, fine to coarse sand, some silt (qp = 4.5 tsf)	27	3.5	12.5	20.3	34.6	29.1	25	13	11	A-6a(10)
	105														
		14-21-33	18/18		(qp = 4.0 tsf)	28									
	110														
625.1		12-24-26	18/18		very stiff (qp = 3.0 tsf)	29									
	115														

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project: MOT-75-12.00 (5/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
625.1	115				SILTY SAND with GRAVEL - very dense, light orangish brown, fine to coarse sand, fine gravel										
		21-30-41	11/18			30	32.7	33.3	20.0	9.5	4.5			10	A-1-b(0)
620.1	120														

E.O.B. @ 120 feet
Cave-in @ 15 feet
Water elevation during drilling: 723.1 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 15.0 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

6/12

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BORING B7-19: STA. 313+98.06, 139.27' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 11/10/06 Sampler: Type SS Dia: 3.25" Water Elev. 708.9ft
Date Completed: 11/11/06 Casing: Length Dia: 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
760.4	0				(FILL) SANDY LEAN CLAY - very stiff, dark gray, moist, trace gravel, fine to coarse sand, trace organics										
		8-11-13	8/18			1									
759.1					(FILL) POORLY GRADED GRAVEL - medium dense, gray, moist										
757.9		14-11-32	18/18		(FILL) WELL-GRADED GRAVEL with SAND - dense, gray, moist, fine to coarse gravel, fine to coarse sand, some clay	2									
	5														
754.4		22-28-26	14/18		(FILL) SILTY SAND with GRAVEL - very dense, grayish brown, moist, fine to coarse gravel, fine to coarse sand	3									
					Rig chatter noted										
		11-23-29	12/18		trace cobbles	4	47.3	20.1	13.8	13.0	5.8	16	2	7	A-1-b(0)
	10														
749.4		9-8-6	13/18		(FILL) SILTY SAND with GRAVEL - medium dense, gray with white and orange mottles, moist, fine sand, coarse sand	5									
746.9		6-5-15	13/18		(FILL) GRAVELLY LEAN CLAY with SAND - very stiff, black, moist, fine to coarse gravel, coarse sand (qp = 3.0 tsf)	6									
	15														
744.4		50/2"	2/18		(FILL) POORLY GRADED GRAVEL - very dense, brown to gray, moist, fine to coarse sand and fine to coarse gravel	7									
		50/2"	2/18			8									
	20														
739.4		5-4-5	9/18		(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)	9									
		6-6-6	3/18			10									
	25														

Particle Sizes: Agg =>2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.4	25				(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)										
731.9		4-4-5	14/18		(FILL) SILTY SAND - loose, dark brown to black, moist, fine sand, trace fine gravel, little clay, some silt, roots	11									
	30														
726.9		3-3-6	12/18		SILT - medium, dark brown, moist, trace fine sand	12						39	12	26	
	35	ST	24/24			1									
723.4					SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
		26-33-46	14/18		Rig chatter observed.	13									
	40														
		12-16-13	12/18		Rig chatter observed	14	39.7	31.5	14.1	9.8	4.9			6	A-1-b(0)
	45														
		18-16-24	12/18			15									
	50														
		14-11-31	14/18			16									
	55														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
705.4	55				SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
701.9		10-15-24	15/18		GRAVELLY LEAN CLAY - hard, gray, wet, fine to medium gravel (qp = 4.0 tsf)	17						19	7	9	
	60														
		11-24-43	18/18			18									
	65														
		19-28-32	16/18			19									
	70														
		4-16-30	16/18		(qp = 3.0 tsf)	20									
	75														
681.9		10-24-25	8/18		SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, little fine to coarse sand	21									
	80														
676.9		16-15-23	18/18		SILTY SAND - dense, gray, wet, fine to coarse sand, little fine gravel	22									
	85														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
675.4	85				SILTY SAND - dense, gray, wet, fine to coarse sand, little fine gravel										
671.9		10-9-26	9/18		SILTY SAND with GRAVEL - dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace to little clay Rig chatter observed	23									
	90														
666.9		6-32-38	18/18		SILTY SAND - very dense, gray, wet, fine to coarse sand, little clay, trace fine gravel	24									
	95														
661.9		4-50/5"	6/16		SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, some silt, trace to little clay	25									
	100														
		50/2"	3/18			26									
	105														
		50/4"	6/18			27									
	110														
		50/5"	5/18			28									
	115														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

CALCULATED AS CHECKED RL

BORING B7-20: STA. 313+91.76, 28.74' LT, ℄ CONST. I.R. 75

Boring No. B7-19 Northing & Easting N: 644677.110, E: 1489788.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
645.4	115				SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, some silt, trace to little clay										
641.9		4-50/5"	8/18		SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse gravel, fine to coarse sand, trace clay	29									
640.4	120														

E.O.B. @ 120'
Water elevation during drilling: 706.9 ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 10/16/06 Sampler Type SS Dia. 2" Water Elev. 706.6ft
Date Completed 10/19/06 Casing Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-20 Northing & Easting N: 644832.605, E: 1489890.764 Surface Elev. 739.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.6	0	6-10-9-6	18/24		(FILL) CLAYEY SAND - loose, grayish brown, moist, fine to coarse sand, some silt	1									
		6-5-5	6/18			2									
		3-3-3	8/18			3									
	5	5-5-5	8/18		brick fragments	4									
731.6		3-6-6	9/18		WELL GRADED SAND - medium dense, brownish gray, moist, fine to coarse-grained sand, little gravel	5									
729.1	10	3-3-3	12/18		SILTY CLAY - medium stiff, brown, moist, some fine sand	6									
		2-2-4	18/18			7									
	15														
723.6		1-3-3	16/18		WELL GRADED SAND - loose, brownish gray, moist, fine to coarse sand	8									
720.6		11-19-25	15/18			9									
	20				SILTY GRAVEL with SAND - dense, brownish gray, dry, fine and coarse gravel, some fine to medium sand										
		11-13-26	6/18			10									
718.6		22-26-25	8/18		SILTY SAND - very dense, brownish gray, moist, fine to coarse sand, little gravel	11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/04

Boring No. B7-20 Northing & Easting N: 644832.605, E: 1489890.764 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
714.6	25				SILTY SAND - very dense, brownish gray, moist, fine to coarse sand, little gravel										
		25-24-29	12/18			12									
	30														
705.6		20-24-21	18/18		WELL GRADED SAND - dense, brownish gray, wet, fine to coarse sand, little gravel	13									
	35														
701.6		10-13-21	12/18		LEAN CLAY - hard, gray, moist, some fine to medium-grained sand, some gravel (qp =4.5+ tsf)	14									
	40														
		10-17-13	8/18			15									
	45														
		11-17-19	14/18			16									
	50														
		11-24-36	13/18			17									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

Boring No. B7-20 Northing & Easting N: 644832.805, E: 1489890.764 Surface Elev. 739.5ft Project: MOT-75-12.00

(3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ ROD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.5	55														
					LEAN CLAY - hard, gray, moist, some fine to medium-grained sand, some gravel (qp = 4.5+ tsf)										
682.5					WELL GRADED SAND - medium dense to dense, grayish brown, moist, fine to coarse sand, little fine gravel										
		6-10-21	4/18			18									
	60														
		13-15-21	NR			19									
	65														
		9-9-20	18/18			20									
	70														
		7-9-14	12/18			21									
	75														
661.5					SILTY CLAY with SAND - very stiff, grayish brown, moist, fine sand										
		6-8-12	18/18			22									
	80														
		5-10-11	18/18			23									
654.5	85														

Boring No. B7-20 Northing & Easting N. 644832.805, E: 1489890.764 Surface Elev. 739.5ft Project MOT-75-12.00

(4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ ROD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.5	85				CLAYEY GRAVEL - very dense, grayish brown, moist, fine and coarse gravel, some sand										
		29-40-31	8/18			24									
	90														
647.5					WELL GRADED SAND - medium dense to very dense, gray, moist, fine to coarse sand										
		0-6-7	18/18			25									
	95														
		16-50-50/3"	16/18		little fine gravel	26									
639.5	100														

E.O.B. @ 100 feet
Water elevation while drilling: 706.0 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-15
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.
SAMPLE ID: 865
DEPTH: 59.0' - 59.5'
LAB NO.: 25435

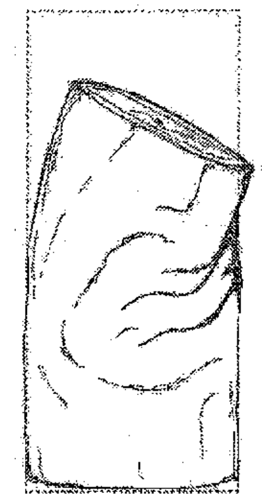
SPECIMEN DATA

DIAMETER: 2.822 in.
HEIGHT: 5.932 in.
WET DENSITY: 137.95 pcf
DRY DENSITY: 113.35 pcf
VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

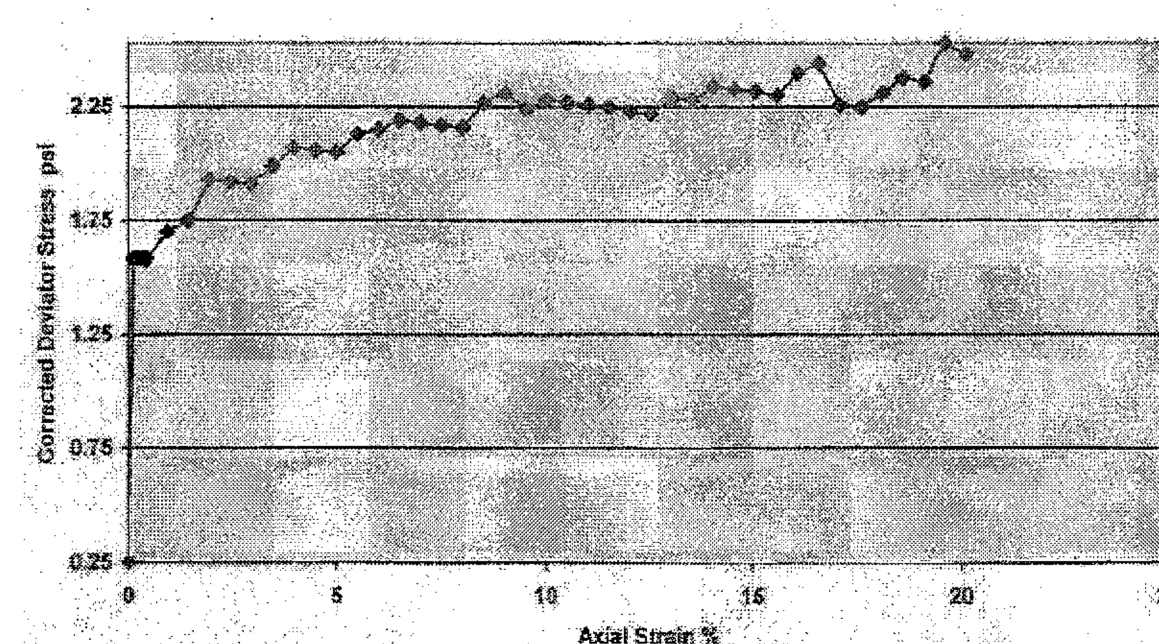
PENETROMETER:
TORVANE:
REMARKS: qu = 2.53 psi @ 19.63% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 59.0' - 59.5'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

10 / 12

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

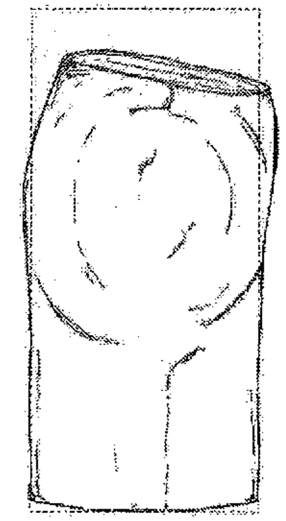
EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 59.5' - 60.0'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.853 in.

HEIGHT: 5.677 in.

WET DENSITY: 139.65 pcf

DRY DENSITY: 119.67 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

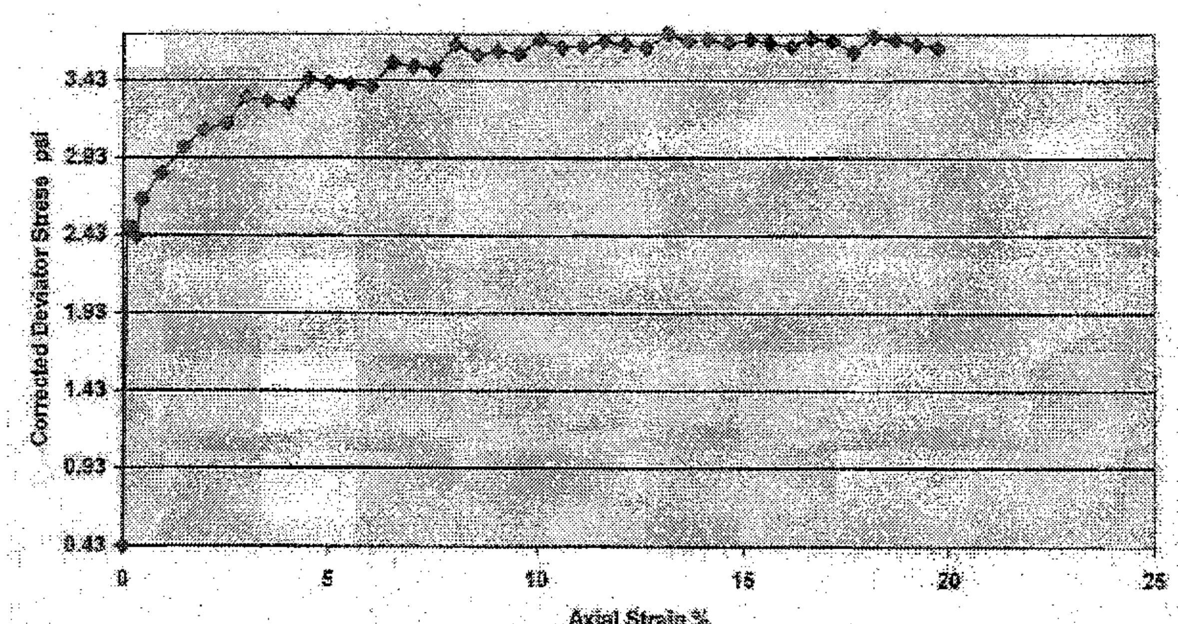
PENETROMETER:

TORVANE:

REMARKS: qu = 3.71 psi @ 18.21% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247   EXPLORATION ID: B7-15   SAMPLE ID: 865   DEPTH: 59.5' - 60.0'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 60.0' - 60.5'

LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.898 in.

HEIGHT: 5.975 in.

WET DENSITY: 136.45 pcf

DRY DENSITY: 116.92 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

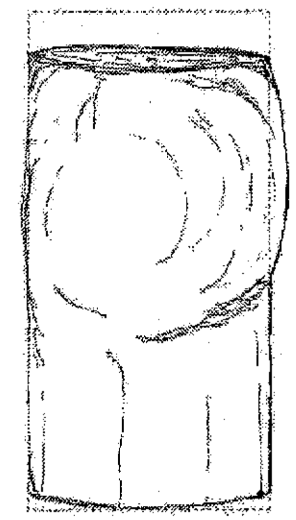
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:

TORVANE:

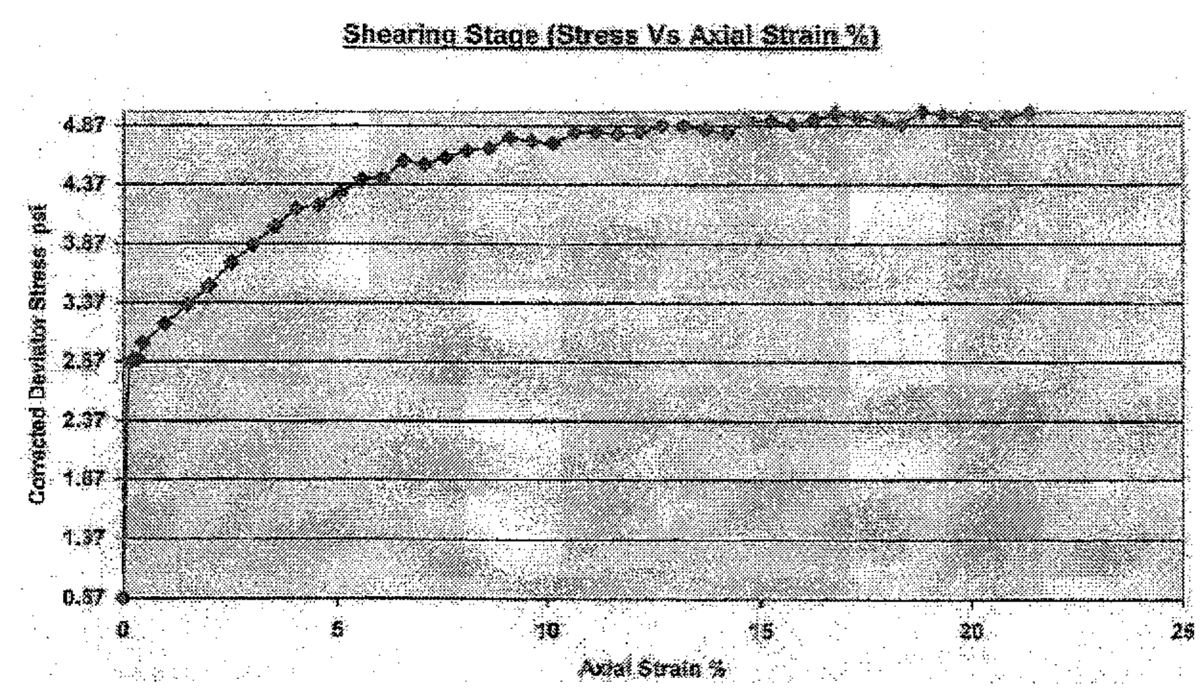
REMARKS: qu = 4.99 psi @ 18.82% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 60.0' - 60.5'



CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1248 L/R (BRIDGE 8A)

MOT-75-12.00

12/12

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PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 3 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 120 FEET TO 140 FEET DEEP.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDED COBBLES AND BOULDERS. ASPHALTIC CONCRETE PAVEMENT UNDERLAIN BY EXISTING FILL WAS ENCOUNTERED AT THE SURFACE OF BORING B7-18. EXISTING FILL OF PRIMARILY GRANULAR COMPOSITION WAS ENCOUNTERED AT THE SURFACE OF THE OTHER BORINGS. THE EXISTING FILL EXTENDED TO DEPTHS OF APPROXIMATELY 5 FEET TO 33 FEET BELOW EXISTING GROUND SURFACE (APPROXIMATE ELEVATIONS 735 FEET TO 716 FEET). COHESIVE MATERIALS AND OCCASIONAL BRICK FRAGMENTS WERE ALSO ENCOUNTERED IN THE FILL. THE NATIVE SOIL BELOW THE FILL TYPICALLY CONSISTED OF LOOSE TO VERY DENSE SAND AND GRAVEL DEPOSITS. MEDIUM STIFF TO HARD CONSISTENCY COHESIVE SOILS WERE PRESENT WITHIN THE NATIVE DEPOSITS. COBBLES OR BOULDERS WERE ALSO OCCASIONALLY ENCOUNTERED WITHIN THE NATIVE SOIL DEPOSITS. THE BORINGS EXTENDED TO DEPTHS OF 120 FEET TO 140 FEET BELOW EXISTING GRADE.

GROUNDWATER WAS OBSERVED BETWEEN ELEVATIONS 701 FEET TO 707 FEET WHILE DRILLING BORINGS B7-19 AND B7-22. GROUNDWATER WAS OBSERVED AT 723.1 FEET WHILE DRILLING BORING B7-18. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. IN DECEMBER 2006, WATER WAS NOT OBSERVED AT NEARBY WELL LOCATION B7-15 (LOCATED NEAR THE SOUTH ABUTMENT FOR PROPOSED BRIDGES 8A AND 9A) AND THE CONDITION WAS DESCRIBED AS *DRY.* AT THE TIME OF THE JANUARY 2007 GROUNDWATER MEASUREMENTS, WATER WAS ENCOUNTERED AT ALL TEN WELL LOCATIONS. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 AND 723 FEET) AT OTHER TIMES IN THE TEN WELLS INSTALLED WITHIN THE PROJECT LIMITS.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	3	14
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	12	27
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	2	3
COARSE AND FINE SAND	A-3a	5	4
SANDY SILT	A-4a	2	2
SILT	A-4b	-	-
SILT AND CLAY	A-6a	3	8
SILTY CLAY	A6-b	-	1
CLAY	A-7-6	1	6
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

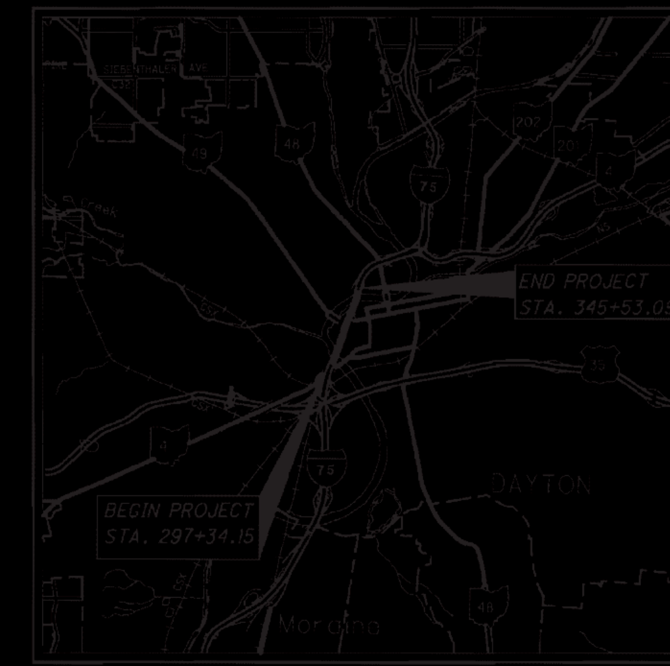
DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY.
HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

ST INDICATES A SHELBY TUBE SAMPLE.



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

	12"		3"		2.0 mm		0.42 mm		0.074 mm		0.005 mm	
BOULDERS		COBBLES		GRAVEL		COARSE SAND		FINE SAND		SILT		CLAY
					No. 10 SIEVE		No. 40 SIEVE		No. 200 SIEVE			

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

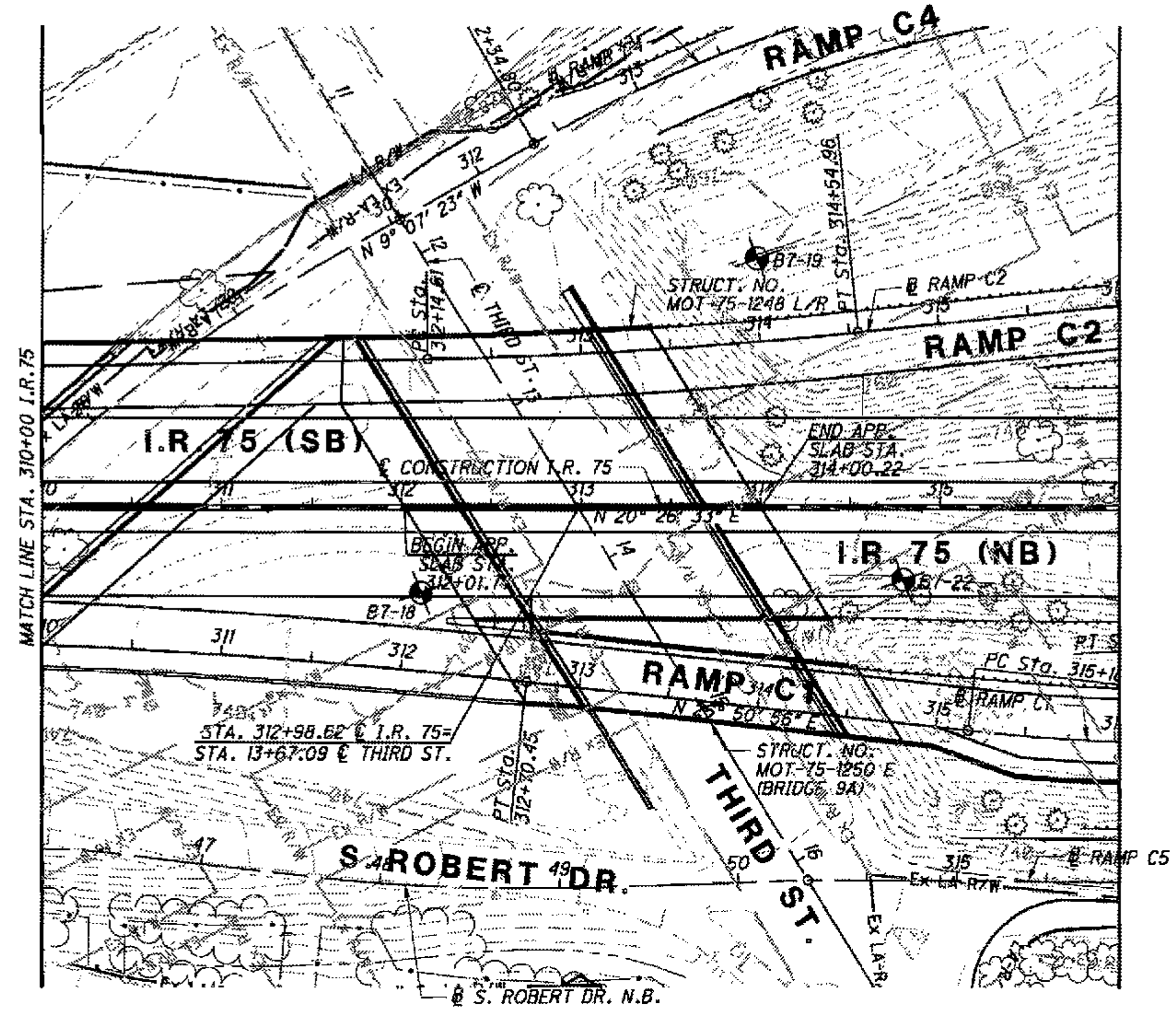
RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE., STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1250 E (BRIDGE 9A)
OVER THIRD STREET

MOT-75-12.00



BORING PLAN

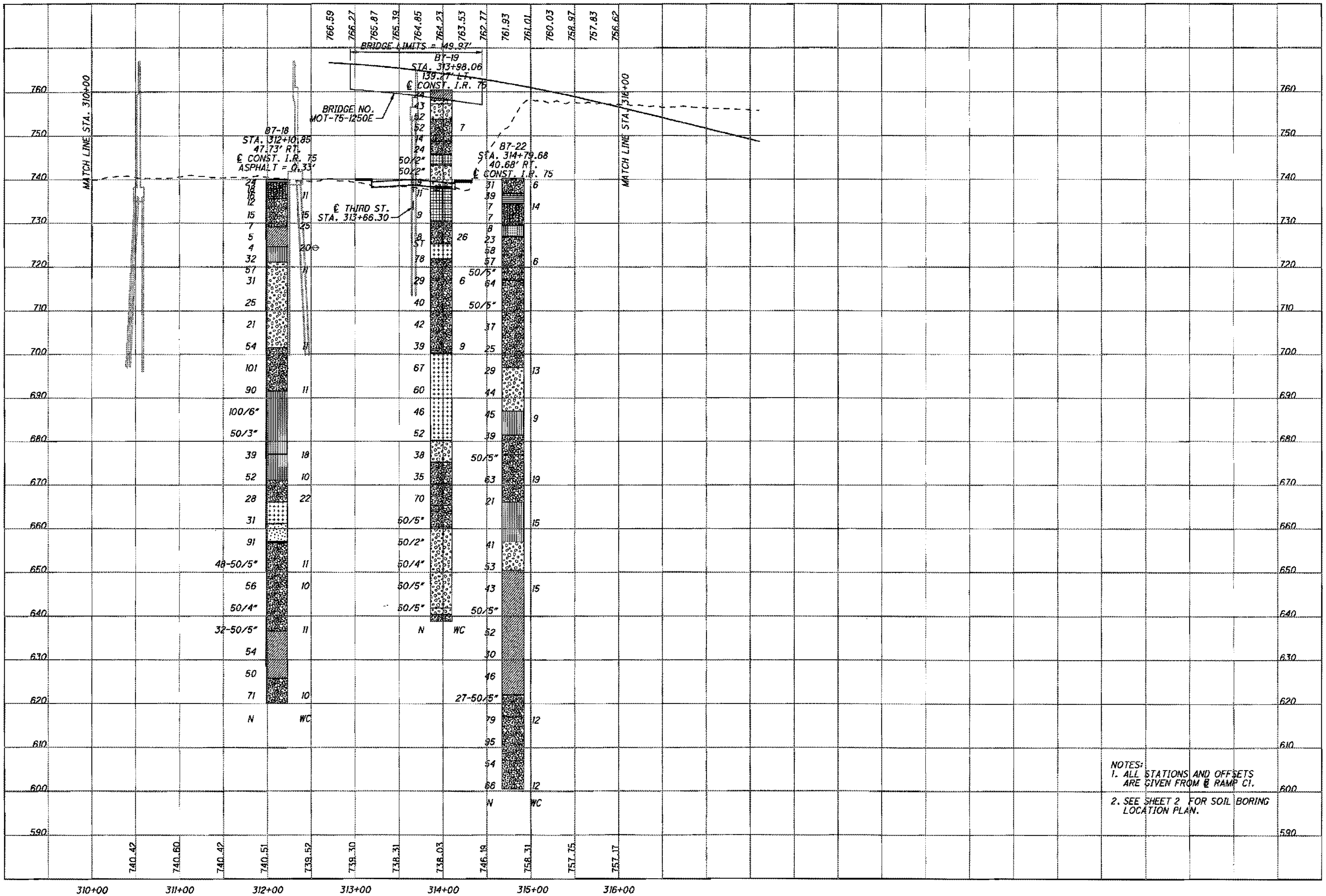
NOTES:
1. SEE SHEETS 3 FOR SOIL BORING PROFILES.

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1250 E (BRIDGE 9A)

CALCULATED AS
CHECKED RL

HORIZONTAL SCALE IN FEET
0 25 50 100

MOT-75-12.00



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1250 E (BRIDGE 9A)

MOT-75-12.00

3/8

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BORING B7-18: STA. 312+10.85, 47.73' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 8/31/06 Sampler: Type SS Dia. 2" Water Elev. 723.1ft
Date Completed 9/5/06 Casing: Length ___ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.1	0				ASPHALT - 4" thick										
739.8					(FILL) Base Course (Pavement Base) 3" thick										
739.4		13-13-11	15/18		(FILL) SILTY SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand and gravel, trace clay, trace brick fragments	1									
		4-8-10	10/18			2									
		8-9-7	13/18			3	26.4	16.3	31.2	16.9	9.2			11	A-2-4(0)
735.6	5	3-5-7	4/18		CLAYEY SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand and gravel, little silt, trace clay	4									
		2-2-13	6/18			5	35.1	23.9	21.7	10.7	8.6	23	6	15	A-1-b(0)
729.1	10	4-3-4	12/18		SANDY LEAN CLAY - medium stiff, brown, moist, fine to coarse sand, trace fine gravel (qp = 1.75 tsf)	6	2.9	5.9	25.7	41.1	26.4	36	15	25	A-6a(10)
		1-1-4	18/18			7									
724.6	15	3-3-1	13/18		SILTY CLAYEY SAND - loose to dense, brown, wet, medium sand, trace fine gravel	8	2.7	9.5	39.1	31.7	17.0	23	7	20	A-4a(8)
721.1		12-13-19	18/18			9									
	20	22-29-28	14/18		CLAYEY SAND with GRAVEL - medium dense to very dense, brown to grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel, little silt	10	53.8	22.8	9.2	10.5	4.7	19	5	11	A-1-a(0)
	25	32-16-15	18/18			11									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.1	25				CLAYEY SAND with GRAVEL - medium dense to very dense, brown to grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel, little silt										
		6-7-18	6/18		some cobbles noted	12									
	30	1-3-18	11/18		3 inches medium-grained silty sand @ 34.7 feet	13									
701.6	35	30-22-32	18/18		SILTY SAND with GRAVEL - very dense, brown, moist to wet, fine to coarse sand and gravel, trace clay	14	44.4	32.1	13.0	9.8	3.7			11	A-1-b(0)
	40	32-42-59	15/18			15									
691.6	45	13-35-54	18/18		SANDY LEAN CLAY - hard, gray, moist, trace fine to coarse sand, trace fine to coarse gravel, some silt	16	10.5	11.4	17.9	33.8	26.4	19	8	11	A-4a(8)
	50	38-100/6"	10/18		cobbles noted	17									
	55														

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.1	55				SANDY LEAN CLAY - hard, gray, moist, trace fine to coarse sand, trace fine to coarse gravel, some silt										
		23-50/3"	10/18		(qp = 4.5 tsf)	18									
677.7	60	15-18-21	18/18		SILTY SAND - dense to very dense, gray, wet, fine to coarse sand, little clay, trace fine gravel	19	2.5	15.4	46.3	21.4	14.4			18	A-4a(8)
671.1	65	22-24-28	15/18		SILTY, CLAYEY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, trace clay, rust mottles (1 inch clay seam in tip of spoon)	20A 20B	63.9	17.6	11.2	12.2	5.2	19	4	10	A-1-b(0)
666.1	70	10-12-16	18/18		LEAN CLAY with SAND - very stiff, gray to black, moist, fine to coarse sand, trace fine gravel	21A 21B	1.5	2.1	17.0	58.9	20.5	28	8	22	A-4b(8)
661.1	75	6-10-21	18/18		SILTY SAND - medium dense, gray, wet, fine sand	22									
657.1	80				SILTY CLAY - hard, gray, wet, little fine sand										
656.6		21-46-43	15/18		SILTY SAND with GRAVEL - very dense, light brown, wet, fine to coarse sand, fine to coarse gravel (possible cobbles)	23									
	85														

Boring No. B7-18 Northing & Easting N: 644636.382, E: 1489899.227 Surface Elev. 740.1ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.1	85				SILTY SAND with GRAVEL - very dense, light brown, wet, fine to coarse sand, fine to coarse gravel (possible cobbles)										
		17-48-50/6"	12/18			24	43.2	21.6	11.7	17.5	6.0	17	3	11	A-1-b-(0)
	90	14-24-32	18/18			25	46.7	28.1	10.2	10.3	4.7			10	A-1-b-(0)
	95	50/4"	2/18		increase gravel, cobbles (possible boulders). Rig chatter observed	26									
636.6	100	29-32-50/5"	18/18		SANDY LEAN CLAY - very stiff to hard, gray, moist, trace fine to coarse gravel, fine to coarse sand, some silt (qp = 4.5 tsf)	27	3.5	12.5	20.3	34.6	29.1	26	13	11	A-6a(10)
	105	14-21-33	13/18		(qp = 4.0 tsf)	28									
625.6	110	12-24-26	18/18		very stiff (qp = 2.0 tsf)	29									
	115														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1250 E (BRIDGE 9A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

Boring No. B7-18 Northing & Easting N: 644635.382, E: 1489899.227 Surface Elev. 740.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
625.1	115														
		21-30-41	13/18		SILTY SAND with GRAVEL - very dense, light orangish brown, fine to coarse sand, fine gravel	30	32.7	33.3	20.0	9.5	4.6			10	A-1-b(0)
620.1	120														

E.O.B. @ 120 feet
Cave-in @ 15 feet
Water elevation during drilling: 720.4 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 19.0 ft
NR- No Recovery

BORING B7-19: STA. 313+98.06, 139.27' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 11/10/08 Sampler: Type SS Dia. 3.25" Water Elev. 706.9ft
Date Completed 11/11/08 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
760.4	0														
		8-11-13	8/18		(FILL) SANDY LEAN CLAY - very stiff, dark gray, moist, trace gravel, fine to coarse sand, trace organics	1									
758.1															
757.9					(FILL) POORLY GRADED GRAVEL - medium dense, gray, moist										
		14-11-32	16/18		(FILL) WELL GRADED GRAVEL with SAND - dense, gray, moist, fine to coarse gravel, fine to coarse sand, some clay	2									
	5														
754.4															
		22-26-26	14/18		(FILL) SILTY SAND with GRAVEL - very dense, grayish brown, moist, fine to coarse gravel, fine to coarse sand	3									
					Rig chatter noted										
		11-23-29	12/18		trace cobbles	4	47.3	20.1	13.8	13.0	5.8	16	2	7	A-1-b(0)
	10														
749.4															
		8-8-6	13/18		(FILL) SILTY SAND with GRAVEL - medium dense, gray with white and orange mottles, moist, fine sand, coarse sand	5									
746.9															
		6-9-15	13/18		(FILL) GRAVELLY LEAN CLAY with SAND - very stiff, black, moist, fine to coarse gravel, coarse sand (qp = 3.0 tsf)	6									
	15														
744.4															
		50/2"	2/18		(FILL) POORLY GRADED GRAVEL - very dense, brown to gray, moist, fine to coarse sand and fine to coarse gravel	7									
		50/2"	2/18			8									
	20														
739.4															
		6-4-5	9/18		(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)	9									
		6-5-5	1/18			10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.4	25														
					(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)										
731.9															
		4-4-5	14/18		(FILL) SILTY SAND - loose, dark brown to black, moist, fine sand, trace fine gravel, little clay, some silt, roots	11									
	30														
726.9															
		3-3-5	12/18		SILT - medium, dark brown, moist, trace fine sand	12						38	12	26	
	35	ST	24/24			1									
723.4															
					SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
		26-33-45	14/18		Rig chatter observed	13									
	40														
		12-16-13	12/18		Rig chatter observed	14	39.7	31.5	14.1	8.8	4.9			6	A-1-b(0)
	45														
		18-16-24	12/18			15									
	50														
		14-11-31	14/18			16									
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE MOT-75-1250 E (BRIDGE 9A)

MOT-75-12.00

5/8

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Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
705.4	55														
					SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
701.9		10-15-24	15/18		GRAVELLY LEAN CLAY - hard, gray, wet, fine to medium gravel (qp = 4.0 tsf)	17						19	7	9	
	60														
		11-24-43	18/18			18									
	65														
		10-26-32	10/18			19									
	70														
		4-16-30	16/18		(qp = 3.0 tsf)	20									
	75														
681.9		10-24-28	8/18		SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, little fine to coarse sand	21									
	80														
676.9		16-15-23	18/18		SILTY SAND - dense, gray, wet, fine to coarse sand, little fine gravel	22									
	85														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
675.4	85														
					SILTY SAND - dense, gray, wet, fine to coarse sand, little fine gravel										
671.9		10-9-26	8/18		SILTY SAND with GRAVEL - dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace to little clay Rig chatter observed	23									
	90														
666.9		8-32-36	18/18		SILTY SAND - very dense, gray, wet, fine to coarse sand, little clay, trace fine gravel	24									
	95														
661.9		4-50/5"	8/18		SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, some silt, trace to little clay	25									
	100														
		50/2"	3/18			26									
	105														
		50/4"	6/18			27									
	110														
		50/2"	5/18			28									
	115														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
645.4	115														
					SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, some silt, trace to little clay										
641.9		4-50/5"	8/18		SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse gravel, fine to coarse sand, trace clay	29									
640.4	120														

E.O.B. @ 120'
Water elevation during drilling: 706.9 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE MOT-75-1250 E (BRIDGE 9A)

MOT-75-12.00

CALCULATED AS
CHECKED RL

BORING B7-22: STA. 314+79.68, 40.68' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/6/06 Sampler: Type SS Dia. 2" Water Elev. 701.5ft
Date Completed 9/18/06 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.3	0														
		4-10-21	12/18		(FILL) SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	1	47.1	15.7	16.6	13.6	7.0	17	3	6	A-1-b(0)
735.6															
735.1		4-8-21	18/18		(FILL) GRAVEL and ASPHALT contains wood and organic material	2									
	5				(FILL) SILTY CLAY with GRAVEL - brown										
734.3		3-3-4	18/18		(FILL) CLAYEY SAND with GRAVEL - loose, gray, moist, fine to coarse gravel, fine to coarse sand, little silt (1 inch silty sand lense at bottom of sample)	3	36.9	15.9	18.4	18.3	10.5	23	7	14	A-2-4(0)
		2-3-4	9/18			4									
	10														
729.3		2-3-5	18/18		(FILL) SILTY SAND - loose, brown, moist, fine to coarse-grained sand, trace gravel	5									
726.8		8-11-12	13/18		(FILL) SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	6									
	15				Rig chatter observed										
		12-23-35	14/18		Very dense 3 inches concrete and asphalt fragments @ approximately 17 feet	7									
		12-27-30	15/18			8	54.0	19.6	11.0	13.6	4.8	15	1	6	A-1-b(0)
	20														
		50/5"	3/18			9									
716.8		30-27-37	8/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = < 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.3	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay										
		50/5"	5/18			11									
	30														
		11-16-21	8/18			12									
	35														
		12-11-14	17/18			13									
	40														
698.8		9-13-16	10/18		WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	14	51.7	32.3	8.4	4.2	3.4			13	A-1-a(0)
	45														
		15-20-24	9/18		grayish brown	15									
	50														
686.8		35-19-26	10/18		SILTY, CLAYEY SAND with GRAVEL - dense, gray, moist, fine to coarse gravel, fine to coarse sand	16	21.1	11.5	20.2	30.3	16.9	20	7	9	A-4a(8)
	55														

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.3	55				SILTY, CLAYEY SAND with GRAVEL - dense, gray, moist, fine to coarse gravel, fine to coarse sand										
681.3		8-18-21	15/18		SILTY SAND with GRAVEL, dense, orangish brown, wet, medium to coarse-grained sand, fine to coarse gravel, cobbles	17									
	60														
676.8		33-50/6"	11/18		SILTY, CLAYEY SAND with GRAVEL - very dense, light brown, wet, medium to coarse-grained sand, fine gravel, cobbles	18									
	65														
		17-26-39	18/18			19	56.7	16.6	8.2	13.2	5.3	21	6	19	A-1-b(0)
	70														
		20-6-15	10/18			20									
665.9	75				SANDY LEAN CLAY with GRAVEL - very stiff, gray, wet, fine to coarse sand, fine to coarse gravel and silt										
		***	13/18			21	23.9	11.7	11.7	36.7	16.0	25	9	18	A-4a(8)
	80														
656.8		17-14-27	15/18		SILTY GRAVEL with SAND - dense, grayish brown to black, wet, fine to coarse gravel, fine to coarse sand	22									
	85														

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.3	85				SILTY GRAVEL with SAND - dense, grayish brown to black, wet, fine to coarse gravel, fine to coarse sand										
		18-25-28	10/18			23									
650.3	90				SANDY LEAN CLAY - hard, brown, wet, fine to coarse sand, trace fine to coarse gravel										
		13-15-24	13/18			24	6.8	9.1	17.2	35.1	29.8	27	15	15	A-6a(10)
	95				1 inch silty sand lense @ approximately 96 feet										
		8-50/5"	6/18			25									
	100														
		17-23-29	5/18		color change to bluish gray	26									
	105														
		14-12-18	13/18		gray with brown mottles	27									
	110				gray with bluish gray mottles										
		8-19-27				28									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE MOT-75-1250 E (BRIDGE 9A)

MOT-75-12.00

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.38 Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
625.3	115				SANDY LEAN CLAY - hard, brown, wet, little gravel, fine to coarse sand, trace fine to coarse gravel seam of silty sand with gravel from 114.9 feet to 115 feet										
621.8	120	4-27-60/6"	6/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine gravel, fine to coarse-grained sand, little clay	28									
616.8	125	19-35-**	7/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay Rig chatter observed	30**	45.2	28.9	11.3	11.9	2.7	16	2	12	A-1-b(0)
	130	22-67-30	7/18												
605.8	135	23-24-30	5/18		SILTY SAND - very dense, brown, wet, little fine to coarse sand, trace fine to coarse gravel, little clay	32									
600.3	140	14-26-38	9/18			33	37.5	47.1	10.3	4.9	15.0	14	1	12	A-1-b(0)

E.O.B. @ 140 feet
* - Recovery amounts not noted
** - Composite sample from 123.5 to 130 feet
*** - Blow counts not noted
Water elevation while drilling: 701.48 ft
Drilling Method: HSA with bentonite drilling fluid
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE MOT-75-1250 E (BRIDGE 9A)

MOT-75-12.00

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 3 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 99 FEET TO 105 FEET DEEP. TEN OF THE BORINGS WERE PERFORMED WITHIN THE GREAT MIAMI RIVER.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDED COBBLES AND BOULDERS.

AT THE BORING LOCATIONS, ASPHALTIC CONCRETE OR PORTLAND CONCRETE WAS UNDERLAIN BY GRANULAR FILL AND NATIVE MATERIALS. RELATIVE DENSITY RANGED FROM LOOSE TO VERY DENSE BUT WAS TYPICALLY MEDIUM DENSE TO VERY DENSE. THE SAND AND GRAVEL DEPOSITS CONTAINED VARYING AMOUNT OF FINES AND OCCASIONAL LAYERS OF COHESIVE SOIL. COBBLES OR BOULDERS WERE OCCASIONALLY ENCOUNTERED WITHIN THE NATIVE SOIL DEPOSITS, PARTICULARLY BETWEEN DEPTHS OF APPROXIMATELY 15 FEET TO 90 FEET BELOW GROUND SURFACE.

GROUNDWATER WAS OBSERVED BETWEEN ELEVATIONS 710.2AND 719.1 FEET WHILE DRILLING B10-2, B10-4, AND B10-5. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 AND 723 FEET) WHEN READINGS WERE TAKEN IN DECEMBER 2006 AND JANUARY 2007.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	3	15
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	12	29
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	2	11
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-6	2	1
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-7	1	-
SANDY SILT	A-4a	3	6
SILT AND CLAY	A-6a	1	-
CLAY	A-7-6	1	2
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W— INDICATES FREE WATER ELEVATION.

INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

ST INDICATES A SHELBY TUBE SAMPLE.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

	12"		3"		2.0 mm		0.42 mm		0.074 mm		0.005 mm	
BOULDERS		COBBLES		GRAVEL		COARSE SAND		FINE SAND		SILT		CLAY
					No. 10 SIEVE		No. 40 SIEVE		No. 200 SIEVE			

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT, SZ 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

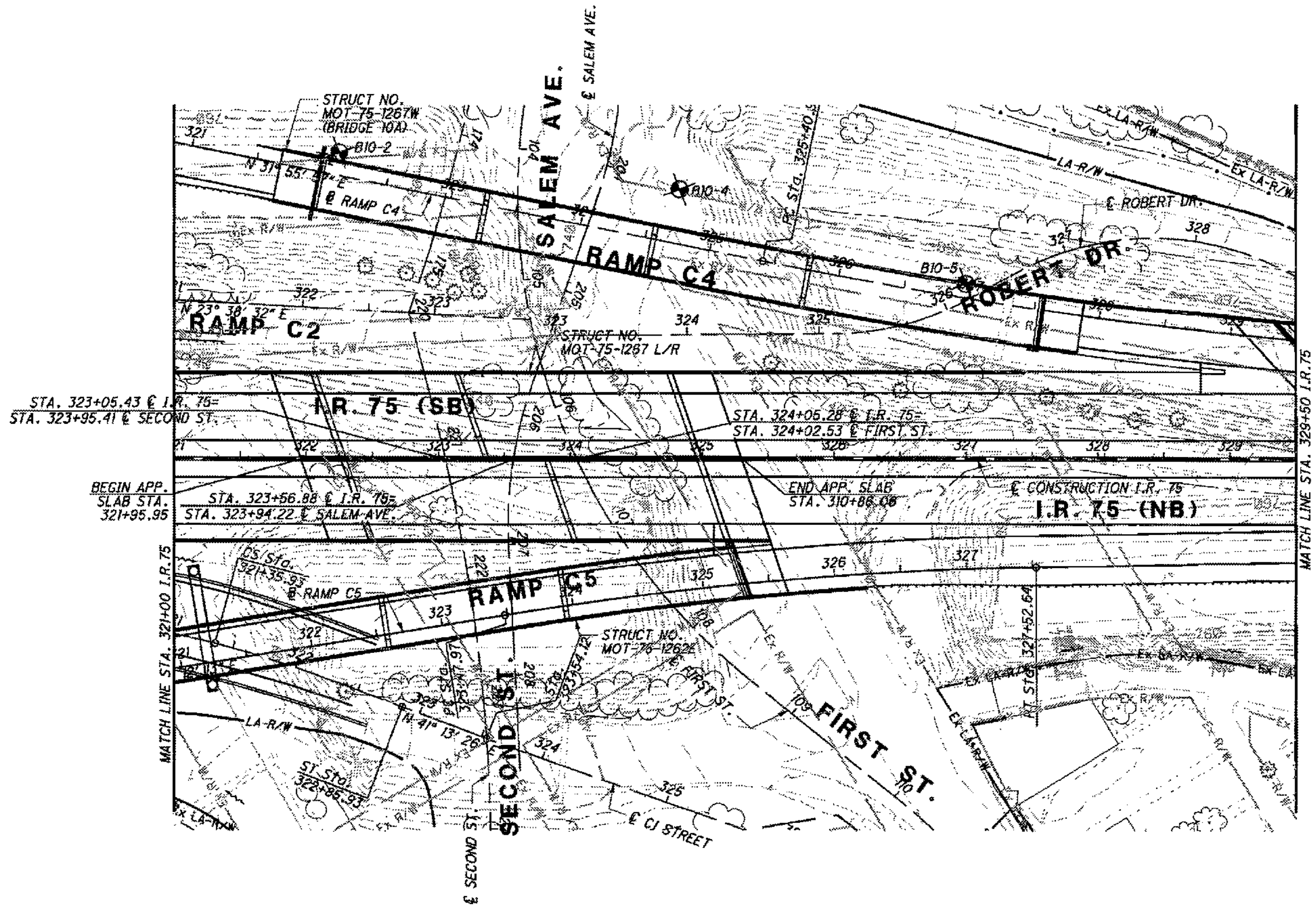
DESIGN AGENCY
HNTB OHIO, INC.
100 SUPERIOR AVE. STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)
OVER FIRST ST., SALEM AVE. & ROBERT DR.

MOT-75-12.00

1/6



BORING PLAN

SEE SHEET 3 FOR SOIL PROFILES.

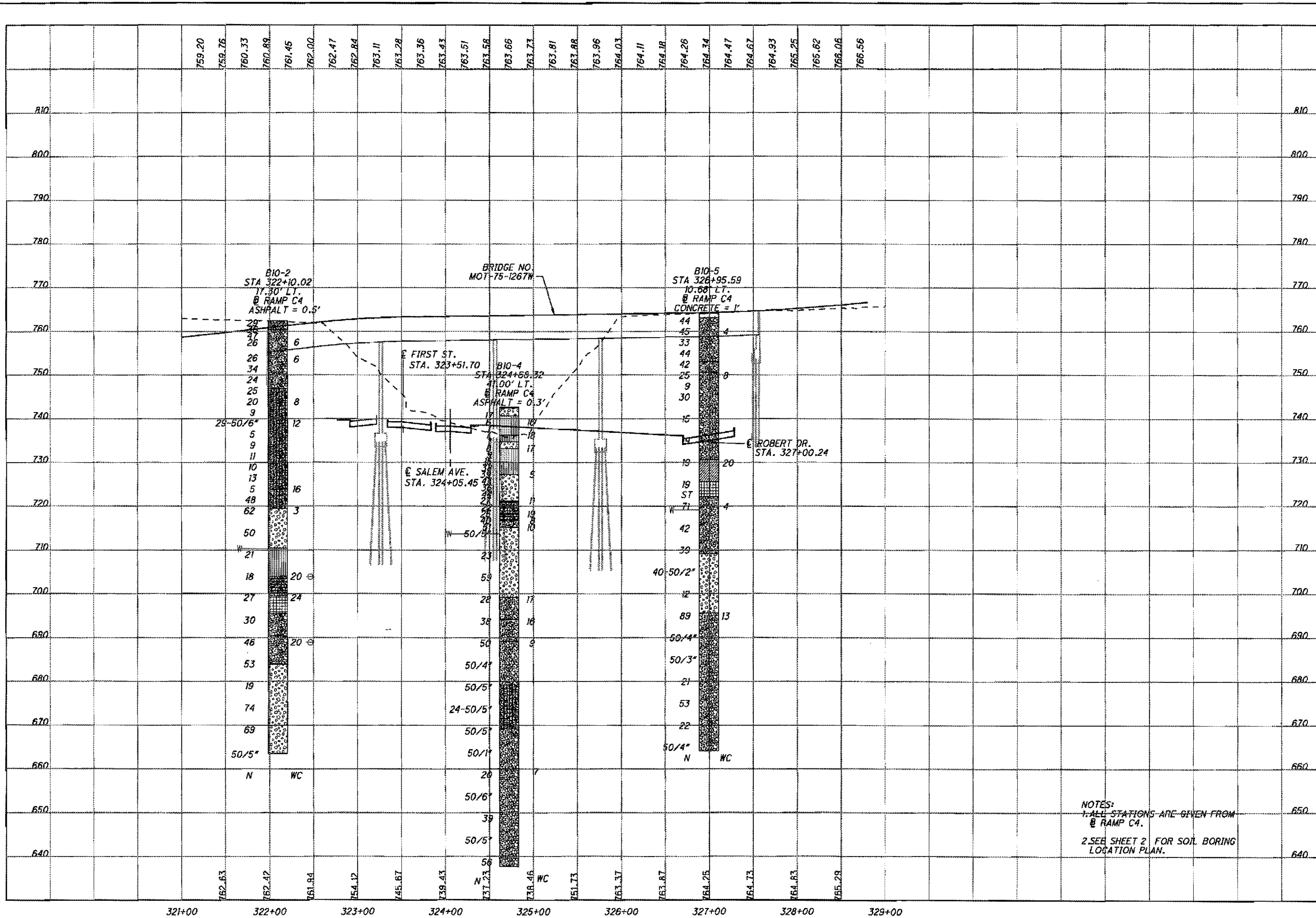
CALCULATED AS
CHECKED RL

HORIZONTAL SCALE IN FEET

0 25 50 100

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)

MOT-75-12.00



CALCULATED AS
CHECKED RL

STRUCTURE EXPLORATION REPORT
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)

MOT-75-12.00

3/6

IP_PWP:cms10272\77247ZF009.dgn 18-MAR-2010 4:55PM sgage

BORING B10-2: STA. 322+10.02, 17.30' LT, @ RAMP C4

1/4

HNTB
LOG OF BORING

Date Started 10/12/06 Sampler: Type SS Dia. 2" Water Elev. 710.2ft
Date Completed 10/13/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B10-2 Northing & Easting N: 645684.883, E: 1489989.997 Surface Elev. 763.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
763.2	0														
762.7					Asphaltic Concrete, 6" thick										
		8-14-15	6/18		(FILL) SILTY SAND with GRAVEL - medium dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay, asphalt fragments	1									
761.2		13-16-20	8/18		SILTY SAND with GRAVEL - medium dense to dense, brown, moist, fine gravel, fine to coarse sand, trace clay	2									
		28-17-30	6/18			3									
	5	19-13-15	8/18			4	30.6	20.7	17.4	13.5	5.8			6	A-1-b(0)
		8-8-17	8/18			5	35.2	23.3	21.4	12.3	6.8			6	A-1-b(0)
	10	3-16-18	8/18			6									
		20-8-16	6/18			7									
747.7	15	6-11-14	6/18		SILTY, CLAYEY SAND with GRAVEL - loose to very dense, brown to dark brown, moist, fine to coarse gravel	8									
		3-9-11	10/18			9	34.5	41.0	9.5	8.0	7.0	23	7	8	A-2-4(0)
	20	8-5-4	8/18			10									
		2-29-50/2"	12/18			11	25.9	19.5	22.1	19.4	13.1	25	8	12	A-2-4(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-101 Revised 6/94

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Boring No. B10-2 Northing & Easting N: 645684.883, E: 1489989.997 Surface Elev. 763.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
708.2	55				SILTY SAND - medium dense, dark brown, moist, fine to coarse sand, little clay										
704.7		6-6-10	16/18		CLAYEY SAND with GRAVEL - medium dense, dark brown to brown, moist, fine to coarse sand, fine to coarse gravel, little silt	22	48.5	18.9	8.5	10.3	13.8	40	16	20	A-2-6(4)
	60														
700.2		6-11-16	14/18		LEAN CLAY - very stiff, grayish-brown, moist, trace fine to coarse sand, trace fine gravel, little silt	23	3.2	3.4	2.5	12.8	78.1	42	18	24	A-7-6(20)
	65														
696.2		19-19-17	8/16		SILTY GRAVEL with SAND - dense, brown, fine to coarse gravel, fine to coarse sand	24									
	70														
691.2		14-22-24	18/18		POORLY GRADED SAND with SILT - dense, brown, wet, fine to coarse sand, trace clay	25	2.3	56.0	22.9	8.9**				20	A-1-b(0)
	75														
684.7		20-30-23	18/18		WELL GRADED SAND with GRAVEL - medium to very dense, brown, wet, fine to coarse sand, fine to coarse gravel	26									
	80														
		10-10-9	18/18			27									
	85														

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Boring No. B10-2 Northing & Easting N: 645684.883, E: 1489989.997 Surface Elev. 763.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
738.2	25														
		2-2-3	8/18		SILTY, CLAYEY SAND with GRAVEL - loose to very dense, brown to dark brown, moist, fine to coarse gravel	12									
		4-4-5	16/18			13									
	30	3-5-6	12/18			14									
		8-6-5	16/18			15									
	35	9-8-5	14/18			16									
724.7		2-2-3	15/18		SILTY CLAYEY SAND - loose to dense, brown, moist, fine to coarse sand, fine gravel	17	6.5	24.7	34.3	20.3	14.1	22	4	16	A-2-4(0)
	40	8-19-29	6/18			18									
720.2		2-21-41	12/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	19	50.6	28.7	9.7	8.3	2.7			8	A-1-a(0)
	45														
		18-21-29	12/18			20									
	50														
711.2		8-11-10	*		SILTY SAND - medium dense, dark brown, moist, fine to coarse sand, little clay	21									
	55														

4/4

Boring No. B10-2 Northing & Easting N: 645684.883, E: 1489989.997 Surface Elev. 763.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
678.2	85				WELL GRADED SAND with GRAVEL - medium to very dense, brown, wet, fine to coarse sand, fine to coarse gravel										
		24-33-35	18/18			28									
	90														
		11-24-45	18/18			29									
	95														
664.3		60/5"	5/15			30									

B.O.B @ 98.9'

Notes:
* - No recovery noted on field boring log.
** - Percentage passing No. 200 sieve.
Water elevation during drilling: 710.2 ft
NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)

MOT-75-12.00

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BORING B10-4: STA. 324+68.32, 41.00' LT, @ RAMP C4

HNTB
LOG OF BORING

(1/4)

Date Started 10/4/05 Sampler: Type SS Dia. 2" Water Elev. 713.7ft
Date Completed 10/5/05 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B10-4 Northing & Easting N: 645916.626, E: 1490106.507 Surface Elev. 742.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
742.7	0														
742.5					ASPHALTIC CONCRETE - approximately 3" thick										
					(FILL) WELL GRADED SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand, fine to coarse gravel										
740.7		6-9-8	4/18		CLAYEY SAND - very loose to loose, brown to black, moist, little fine gravel, some silt	1									
		2-3-3	7/18			2	18.1	13.3	27.3	24.7	16.6	24	6	16	A-4a(8)
	5	4-4-3	10/18			3									
736.2		2-2-5	6/18		SILTY CLAYEY SAND - loose, black, white and orange, moist, trace fine gravel, fine to coarse sand	4	14.7	15.3	27.5	26.5	16.0	24	7	16	A-4a(5)
733.7		5-4-3	10/18		WELL GRADED SAND with GRAVEL - loose, brown, moist, fine sand, fine gravel	5									
733.2	10	2-4-4	12/18		SILTY, CLAYEY SAND - loose, dark brown, moist, fine to coarse sand, trace gravel	6	1.2	12.4	45.5	24.1	16.8	21	4	17	A-4a(8)
		3-4-5	12/18			7									
		3-4-11	13/18			8									
	15	16-18-20	10/18			9									
727.2		12-22-17	9/18		SILTY GRAVEL with SAND - very dense, brown, moist, fine sand, fine to coarse gravel, trace clay	10	63.3	20.7	10.2	9.2	4.6			5	A-1-a(0)
		18-20-23	12/18		possible cobbles	11									
		12-18-18	4/18		possible cobbles	12									
	20	25-21-23	6/18			13									
721.2		12-12-15	10/18		CLAYEY SAND with GRAVEL - medium dense, reddish brown, moist, fine to coarse gravel, little silt	14	38.8	20.0	12.3	14.0	14.9	29	14	11	A-2-6(1)
		9-10-12	12/18			15									
718.2	25	9-12-13	12/18		CLAYEY GRAVEL with SAND - medium dense, light brown, fine to coarse	16	52.3	12.6	4.6	7.5	22.9	53	30	19	A-2-7(3)

Particle Sizes: Agg >= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay < 0.005mm.

Form TE-151 Revised 9/94

(2/4)

Boring No. B10-4 Northing & Easting N: 645916.626, E: 1490106.507 Surface Elev. 742.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
717.7	25				sand and gravel, little silt and clay										
716.7		21-19-21	12/18		SILTY SAND with GRAVEL - dense, light brown to brown, moist, fine sand, fine to coarse gravel, trace clay Rig chatter observed at 27'	17	44.0	21.0	10.3	16.1	7.7	17	2	8	A-1-b(0)
715.2		22-23-23	6/18		SILTY GRAVEL with SAND - dense to very dense, reddish brown, wet, fine sand, fine to coarse gravel, trace clay	18	58.1	19.4	9.8	9.1	3.6			10	A-1-a(0)
	30	29-50/5"	11/18		rig chatter observed at 30'	19									
	35	12-8-15	6/18		gravel in spoon tip	20									
	40	13-25-34	18/18		4" clay seam (gray and stiff)	21									
699.2	45	9-10-18	18/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense, gray-brown, wet, fine to coarse sand, fine gravel, trace silt	22	48.9	30.3	9.0	7.1	4.7	18	5	17	A-1-b(0)
694.2	50	9-18-20	16/18		SILTY SAND - dense, brown, wet, fine to coarse sand, some fine gravel, trace clay	23	22.7	49.6	12.7	8.6	6.5			18	A-1-b(0)
689.2	55	17-25-25	11/18		SILTY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay Rig chatter observed at 54' Cobbles encountered below 55'	24	45.6	23.0	12.5	9.5	5.7	16	3	9	A-1-b(0)

(3/4)

Boring No. B10-4 Northing & Easting N: 645916.626, E: 1490106.507 Surface Elev. 742.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
687.7	55				SILTY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay Rig chatter observed at 54' Cobbles encountered below 55'										
	60	50/4"	4/18			25									
679.2	65	50/5"	3/18		CLAYEY GRAVEL - very dense, gray to brown, wet, fine to coarse gravel, little to some sand	26									
	70	36-24-50/5"	5/18		boulder approximately 12" diameter encountered at 70'	27									
669.2	75	50/5"	4/18		Cobbles encountered from 73' to 80' SILTY SAND with GRAVEL - very dense to medium dense, brown, wet, fine to coarse sand, fine gravel (cobbles to 80 feet deep)	28									
	80	50/1"	0/18			29									
	85	5-10-10	17/18			30	53.4	18.4	8.3	12.6	6.7	16	2	7	A-1-b(0)

(4/4)

Boring No. B10-4 Northing & Easting N: 645916.626, E: 1490106.507 Surface Elev. 742.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
657.7	85				SILTY SAND with GRAVEL - very dense to medium dense, brown, wet, fine to coarse sand, fine gravel Rig chatter observed										
	90	50/6"	2/18			31									
	95	18-19-20	4/18			32									
	100	22-50/5"	2/18			33									
637.7	105	12-13-43	7/18			34									

E.O.B. @ 105'
Cave-in = 20.6'
Water elevation during drilling, 713.7 ft
Bentonite drilling fluid added at 40 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)

MOT-75-12.00

5 / 6

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BORING B10-5: STA. 326+95.59, 10.68' LT, ℄ RAMP C4

(1/4)

HNTB
LOG OF BORING

Date Started 10/25/06 Sampler: Type SS Dia. 3.25" Water Elev. 719.18
Date Completed 10/26/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B10-5 Northing & Easting N: 646094.713, E: 1490249.540 Surface Elev. 764.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
764.1	0				12" of concrete										
763.1		9-19-26	17/18		SILTY SAND with GRAVEL - dense to very dense, dark gray to brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	1									
	5	19-22-23	10/18			2	39.3	22.4	13.5	10.5	4.3			4	A-1-b(0)
		35-15-18	14/18			3									
	10	5-14-30	12/18			4									
753.8		6-17-25	12/18		SILTY GRAVEL with SAND - dense, brown, moist, fine to coarse gravel, fine to coarse sand	5									
750.6	15	7-11-14	18/18		SILTY, CLAYEY SAND with GRAVEL - loose to dense, brown to black, moist, fine to coarse sand, fine to coarse gravel, trace clay	6	36.6	26.7	17.2	12.3	7.2	18	6	8	A-2-4(0)
		6-4-5	10/18			7									
	20	6-18-17	7/18			8									
	25	7-6-7	12/18		3" silt seam from 24'6" to 24'9" black mottles/white mottles from 24'9" to 25'	9									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 3/94

(2/4)

Boring No. B10-5 Northing & Easting N: 646094.713, E: 1490249.540 Surface Elev. 764.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.1	25				SILTY, CLAYEY SAND with GRAVEL - loose to dense, brown to black, moist, fine to coarse sand, fine to coarse gravel, trace clay										
	30	20-8-11	7/18		brownish orange stone from 29'10" to 30'	10									
730.6	35	6-8-11	16/18		SANDY LEAN CLAY - very stiff, brown, moist, fine to coarse sand, trace fine gravel (qp = 2.0 tsf)	11	2.5	7.9	35.5	32.0	21.8	36	14	20	A-6a(10)
725.5		7-8-13	18/18		LEAN CLAY - stiff, brown, moist (qp = 1.0 tsf)	12									
	40	87	17/24		gravel and sand at the end of the tube	I									
722.1		31-44-27	15/18		SILTY GRAVEL with SAND - dense to very dense, light brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay	13	53.5	18.6	9.4	12.5	4.0			4	A-1-b(0)
	45	18-16-28	11/18			14									
	50	14-21-16	15/18		silty sand at spoon tip	15									
	55														

(3/4)

Boring No. B10-5 Northing & Easting N: 646094.713, E: 1490249.540 Surface Elev. 764.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
709.1	55				SILTY GRAVEL with SAND - dense to very dense, light brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay										
	60	28-40-50/2"	14/18		Rig chatter noticeable from 58' to 59'	16									
	65	8-6-7	8/18			17									
695.6	70	20-40-49	18/18		SILTY CLAYEY GRAVEL with SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand Rig chatter from 69' to 60'	18	51.6	15.2	7.3	10.0	5.9	19	4	13	A-1-b(0)
	75	25-50/4"	10/18			19									
	80	16-50/3"	9/18			20									
	85	4-6-15	3/18			21									

(4/4)

Boring No. B10-5 Northing & Easting N: 646094.713, E: 1490249.540 Surface Elev. 764.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
679.1	85				SILTY CLAYEY GRAVEL with SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand										
	90	11-38-15	15/18			22									
	95	6-9-13	18/18			23									
664.1	100	50/4"	4/18			24									

E.O.B @ 100'
Cave in = 48.8'
Water elevation during drilling: 719.1 ft
NR- No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 W (BRIDGE 10A)

MOT-75-12.00

6/6

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PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 5 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 95 FEET TO 140 FEET DEEP. TEN OF THE BORINGS WERE PERFORMED WITHIN THE GREAT MIAMI RIVER.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDE COBBLES AND BOULDERS.

THE SURFACE AT THE BORING LOCATIONS OF BRIDGE 11A CONSISTED OF GRANULAR FILL OR NATIVE SOILS WITH A VARIABLE AMOUNT OF FINES. THE FILL EXTENDED TO DEPTHS OF APPROXIMATELY 5 FEET TO 21 FEET (ELEVATIONS 724.9 FEET TO 731.5 FEET) AT BORING LOCATIONS B7-31, B7-34, B7-35. THE NATIVE GRANULAR MATERIALS IN BORINGS IN THIS AREA ALSO CONTAINED LAYERS OF COHESIVE SOIL, STIFF TO VERY STIFF IN CONSISTENCY. THE GRANULAR MATERIAL VARIED FROM LOOSE TO VERY DENSE. ALTHOUGH BLOW COUNTS INDICATED THE RELATIVE DENSITY RANGED FROM LOOSE TO VERY DENSE, THE MATERIALS WERE TYPICALLY MEDIUM DENSE TO DENSE BELOW APPROXIMATELY 15 FEET TO 30 FEET. COBBLES OR BOULDERS WERE ALSO REPORTED IN THE SUBSURFACE PROFILE.

GROUNDWATER WAS OBSERVED BETWEEN ELEVATIONS 709.3 FEET AND 713.6 FEET IN THE BORINGS WHILE DRILLING. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 FEET AND 723 FEET) WHEN READINGS WERE TAKEN IN DECEMBER 2006 AND JANUARY 2007.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	15	50
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	17	28
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	7	8
SANDY SILT	A-4a	6	4
SILT AND CLAY	A-6a	1	-
SILTY CLAY	A-6b	2	4
CLAY	A-7-6	3	1
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W INDICATES FREE WATER ELEVATION.

ST INDICATES A SHELBY TUBE SAMPLE.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

	12"		3"		2.0 mm		0.42 mm		0.074 mm		0.005 mm	
BOULDERS		COBBLES		GRAVEL		COARSE SAND		FINE SAND		SILT		CLAY
					No. 10 SIEVE		No. 40 SIEVE		No. 200 SIEVE			

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

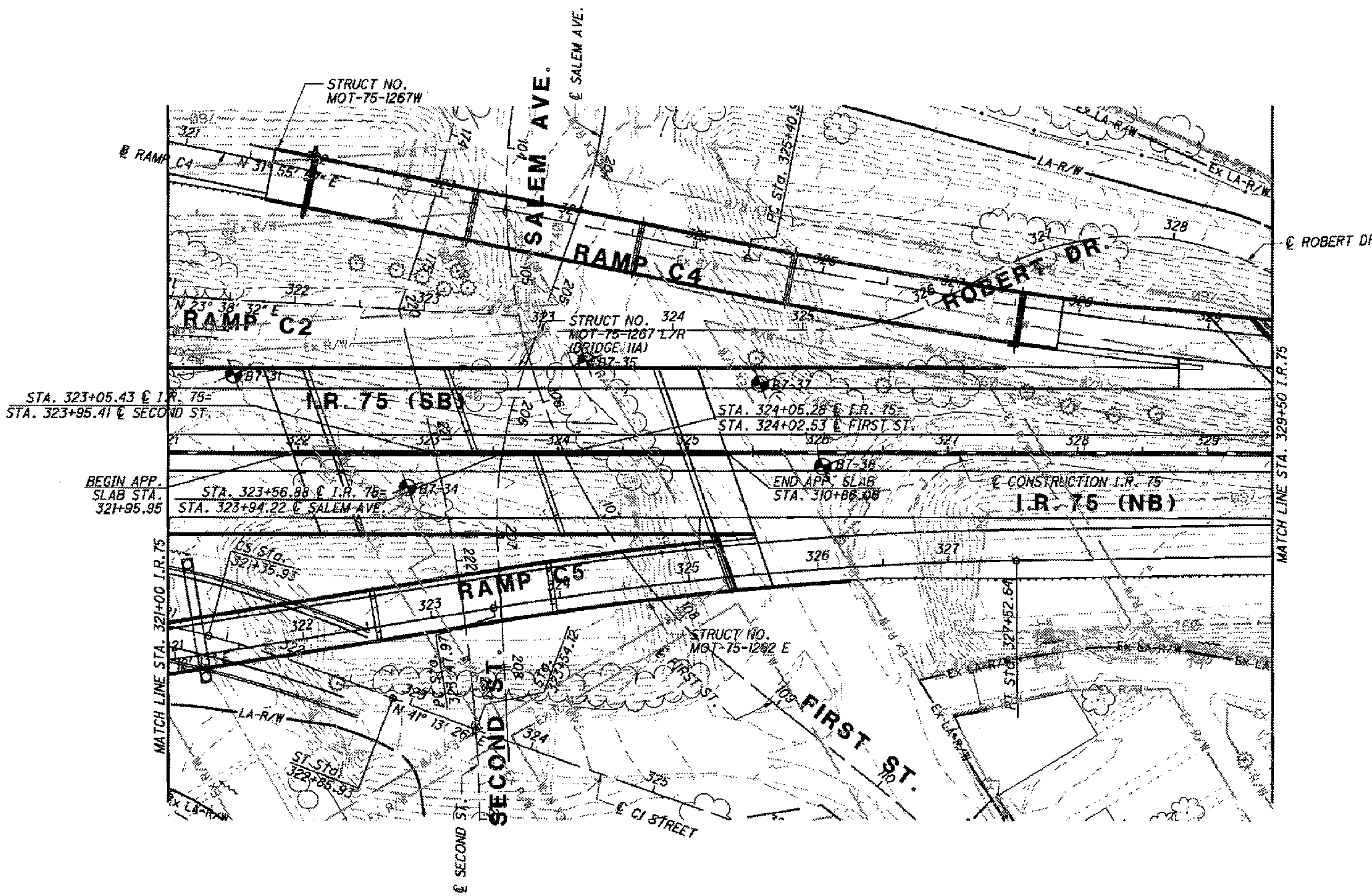
RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT, SZ 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

HNTB OHIO, INC.
1100 SUPERIOR AVE. STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)
OVER FIRST ST., SALEM AVE. & ROBERT DR.

MOT-75-12.00



BORING PLAN

SEE SHEET 3 FOR SOIL PROFILE.

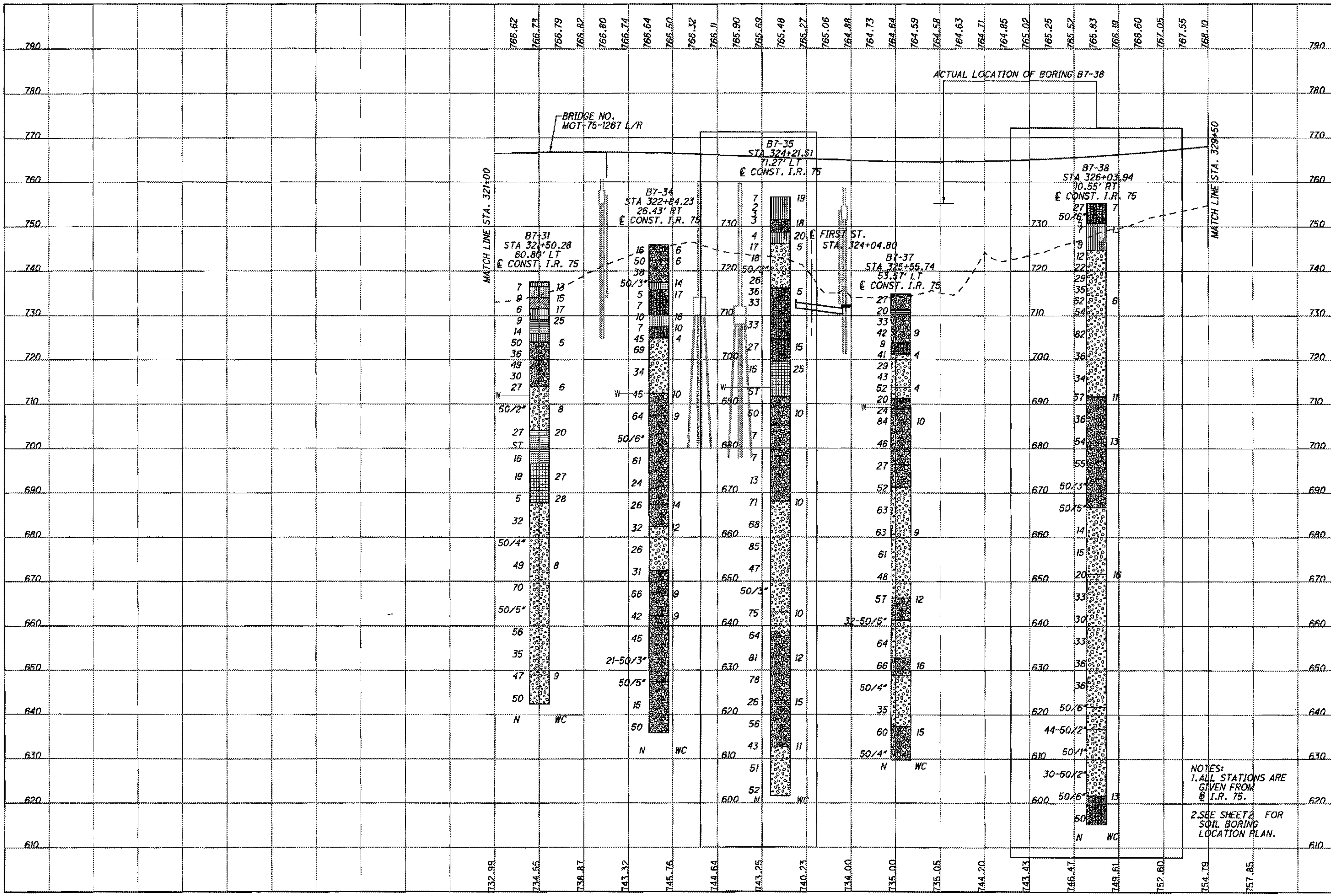
HORIZONTAL SCALE IN FEET

CALCULATED AS

CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

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BORING B7-31: STA. 321+50.28, 60.80' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/28/06 Sampler: Type SS Dia. 4.25" Water Elev. 712.0ft
Date Completed 9/28/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-31 Northing & Easting N: 645554.558, E: 1490125.655 Surface Elev. 737.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
737.5	0				(FILL) SILTY CLAYEY SAND - brown, moist, trace organics										
736.5		4-3-4	6/18		(FILL) SILTY CLAY - medium stiff, light brown, moist	1								13	
734.0		4-4-5	12/18		(FILL) CLAYEY SAND with GRAVEL - loose, brown, moist, fine to coarse sand, fine to coarse gravel, little clay, contains brick fragments	2	23.8	14.1	23.3	20.0	15.9	31	15	15	A-6a(10)
731.5	5	1-3-4	13/18		CLAYEY SAND - loose, light brown, moist, fine to coarse sand	3	0.1	8.0	48.8	26.2	16.9	24	8	17	A-4a(8)
729.0		3-4-5	15/18		LEAN CLAY with SAND - stiff, light brown, moist, fine to medium sand (qp = 1.0 tsf)	4	0.0	1.2	16.1	48.5	31.2	35	18	25	A-6b(16)
726.0	10	4-3-11	8/18			5									
					SILTY SAND - medium dense, light brown, moist										
724.0		14-20-30	14/18		POORLY GRADED GRAVEL with SILT and SAND - medium dense to very dense, light brown, moist, fine to coarse sand and gravel (occasional cobbles)	6	60.4	20.4	7.8	11.4				5	A-1-b(0)
	15	26-23-13	10/18			7									
		16-19-33	14/18			8									
	20	20-16-14	14/18			9									
714.0		13-12-16	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand and gravel, trace clay	10	59.6	23.1	7.2	6.7	3.4			6	A-1-a(0)
	25														

Particle Sizes, Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 3/94

Boring No. B7-31 Northing & Easting N: 645554.558, E: 1490125.655 Surface Elev. 737.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
712.5	25				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand and gravel, trace clay										
		39-50/2"	8/18			11	65.4	19.1	6.3	9.2				8	A-1-a(0)
	30														
704.0		8-12-15	18/18		LEAN CLAY - very stiff to medium stiff, gray, moist to wet, trace fine to medium sand (qp = 3.75 tsf)	12	0.0	0.2	0.4	24.7	74.7	40	19	20	A-6b(16)
	35	ST	22/24			1									
		6-7-9	18/18		(qp = 2.5 tsf)	13									
	40														
		7-8-11	18/18		(qp = 1.5 tsf)	14	0.0	0.1	0.2	23.1	76.6	44	21	27	A-7-6(20)
	45														
		2-1-4	15/18		(qp = 0.5 tsf)	15	0.1	0.8	0.5	21.3	77.3	46	24	25	A-7-6(20)
687.7	50				SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
		6-12-20	8/18			16									
	55														

Boring No. B7-31 Northing & Easting N: 645554.558, E: 1490125.655 Surface Elev. 737.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
682.5	55				SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
		21-50/4"	7/18			17									
	60														
		10-19-30	9/18			18	63.4	13.5	9.2	5.9	4.0	17	2	8	A-1-a(0)
	65														
		21-33-37	8/18			19									
	70														
		50/5"	4/18			20									
	75														
		29-26-30	8/18			21									
	80														
		16-13-22	8/18			22									
	85														

Boring No. B7-31 Northing & Easting N: 645554.558, E: 1490125.655 Surface Elev. 737.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
652.5	85				SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
649.0		15-25-22	12/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - dense to very dense, brown, wet, fine to coarse sand, fine gravel	23	65.8	17.0	7.0	5.9	4.3	18	4	9	A-1-a(0)
	90														
		24-26-24	18/18			24									
642.5	95														

E.O.B. @ 95'
Cave-in depth @ 21'
Water elevation during drilling: 712.0 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

BORING B7-34: STA. 322+84.23, 26.43' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/29/06 Sampler: Type SS Dia. 2" Water Elev. 712.4ft
Date Completed 9/29/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
745.9	0														
		6-8-8	12/18		(FILL) SILTY SAND with GRAVEL - medium dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel trace clay	1	54.7	17.3	10.8	10.3	6.8	20	5	8	A-1-b(0)
742.4	5	6-12-38	15/18		(FILL) CLAYEY SAND with GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, fine gravel, little silt	2	49.0	18.7	13.9	13.9	5.6	18	5	6	A-1-b(0)
		10-15-21	13/18		wood fragments	3									
737.4	10	14-50/3"	9/18		(FILL) SILTY SAND - loose to very dense, gray to grayish brown, moist, fine to coarse sand, little fine gravel; brick fragments	4	38.3	20.3	18.1	15.1	7.2			14	A-4a(8)
		3-2-3	10/18			5	20.5	23.4	29.9	15.5	10.8	20	3	17	A-2-4(0)
	15	3-4-3	NR			6									
729.9		3-5-6	15/18		(FILL) CLAYEY SAND - loose, dark brown, moist, fine to coarse sand, some silt, trace fine gravel, with brick fragments	7	3.5	7.2	44.7	26.6	17.7	27	9	16	A-4a(5)
727.4	20	3-4-3	16/18		(FILL) SILTY SAND - loose, light brown, moist, fine to medium grained sand, little clay, trace fine gravel	8	0.3	9.6	55.3	22.3	12.5			10	A-2-4(0)
724.9		10-20-25	12/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	9	57.2	21.5	10.7	8.0	2.6			4	A-1-a(0)
	25	16-36-35	13/18			10									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.98 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
720.9	25				POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
	30	7-16-18	12/18			11									
712.4	35	18-24-21	14/18		WELL GRADED SAND with SILT and GRAVEL - dense, gray, wet, fine to coarse sand, fine gravel, little silt and clay	12	36.9	40.6	12.3	10.0				18	A-1-b(0)
707.4	40	15-30-54	15/18		SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)	13	53.2	20.1	9.3	11.1	5.8	18	3	9	A-1-b(0)
	45	50/6"	NR			14									
	50	21-26-35	13/18			15									
	55	20-10-14	13/18			16									

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
690.9	55				SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)										
687.4	60	17-8-17	15/18		SILTY SAND - medium dense, light grayish brown, wet, fine to coarse sand, trace fine gravel, trace clay	17	30.8	40.3	14.7	8.9	5.3			14	A-1-b(0)
682.4	65	15-18-14	13/18		POORLY GRADED SAND with SILT and GRAVEL - dense to medium dense, brown, wet, fine to coarse sand, fine gravel, trace clay	18	57.0	24.1	6.7	6.7	3.5			12	A-1-a(0)
	70	14-11-15	12/18			19									
672.4	75	12-7-24	8/18		SILTY SAND with GRAVEL - dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	20									
667.4	80	18-32-34	10/18		SILTY CLAYEY SAND with GRAVEL - very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	21	51.0	16.5	6.9	10.2	5.4	19	4	9	A-1-b(0)
662.4	85	23-18-23	6/18		SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	22	52.6	15.2	9.6	13.1	5.5	16	2	9	A-1-b(0)

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
660.9	85				SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay										
	90	25-19-26	7/18			23									
	95	19-21-50/5"	4/18			24									
647.4	100	50/5"	4/18		SILTY GRAVEL - medium dense to very dense, gray, wet, fine to coarse gravel, little coarse sand, cobbles	25									
	105	4-7-8	3/15			26									
635.9	110	50/2"	0/18			27									

E.O.B. @ 110 feet
Cave-in @ 32.5 feet
Water elevation during drilling, 712.4 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

BORING B7-35: STA. 324+21.51, 71.27' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/14/06 Sampler: Type SS Dia. 2" Water Elev. 713.6ft
Date Completed 9/26/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
736.6	0	5-6-4-3	20/24		(FILL) CLAYEY SAND - very loose to loose, brown, moist, trace brick, trace fine to coarse gravel, some silt	1	12.9	14.5	24.3	30.2	16.1	30	10	19	A-4a(3)
		3-1-1	6/18			2									
		4-2-1	17/18		w/ trace broken asphalt	3									
731.6	5	3-1-2	13/18		CLAYEY SAND - very loose, brown, moist, fine to coarse sand, trace clay, little fine gravel, little silt	4	10.8	35.5	21.9	17.3	14.5	30	10	18	A-2-4(0)
728.6		2-2-2	18/18		SANDY LEAN CLAY - soft, brown, moist, some silt, trace fine gravel, fine to coarse sand, some silt	5	7.5	11.0	32.8	30.2	21.5	24	8	20	A-4a(8)
726.1	10	9-10-7	10/18		WELL GRADED GRAVEL with SILT and SAND - medium dense to very dense, brown, moist, trace clay, fine to coarse sand and gravel	6	61.0	22.3	7.0	8.0	1.7			5	A-1-a(0)
		6-10-8	9/18			7									
	15	18-50/2	7/18			8									
		12-12-14	14/18			9									
716.1	20	12-18-18	14/18		SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse sand and gravel, trace clay	10	24.6	23.8	36.2	12.7	3.7			8	A-2-4(0)
	25	7-10-14	13/18			11									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TF-151 Revised 9/94

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
711.6	25				SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse sand and gravel, trace clay										
	30	6-15-18	18/18			12									
704.6	35	9-12-15	7/18		CLAYEY SAND - medium dense, brown, wet, fine to coarse sand, trace fine gravel, little silt	13	21.2	32.2	20.7	11.4	14.5	25	18	15	A-2-4(0)
699.6	40	4-6-9	17/18		LEAN CLAY - very stiff, gray, moist, trace fine to medium sand, some silt (qp =3.75 tsf)	14	0.0	0.3	0.5	24.7	74.5	42	20	25	A-7-6(20)
		ST	NR			1									
691.6	45	16-25-25	15/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand and gravel, trace clay	16	53.3	22.9	10.1	7.3	6.4	17	3	10	A-1-b(0)
685.1	50	5-5-1	6/18		SILTY SAND with GRAVEL - loose to medium dense, brown, wet, fine to coarse sand and gravel, trace clay	15									
	55														

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
681.6	55				SILTY SAND with GRAVEL - loose to very dense, brown, wet, fine to coarse sand and gravel, trace clay										
	60	4-5-2	7/18			17									
	65	5-8-7	11/18			18									
666.1	70	12-22-49	14/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, trace clay, fine gravel, fine to coarse sand	19	71.2	18.4	6.9	0.1	3.3	6	1	10	A-1-a(0)
	75	16-39-29	*			20									
	80	36-59-48	11/18			21									
	85	22-28-24	9/18			22									

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
651.6	85				POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, trace clay, fine gravel, fine to coarse sand										
	90	50/3"	1/18		(gravel in the bottom of spoon)	23									
643.3	95	40-25-50	18/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - very dense, brown, moist, fine gravel, fine gravel, fine to coarse sand, trace clay	24	60.7	21.0	7.2	7.1	4.0	22	6	10	A-1-a(0)
	100	19-35-29	8/18		WELL GRADED SAND with SILT and GRAVEL - very dense, light brownish gray, wet, fine to coarse sand, fine gravel, cobbles, trace clay	25									
	105	19-31-50	14/18			26	42.6	42.7	7.8	4.9	2.5			12	A-1-b(0)
	110	25-35-43	8/18			27									
623.1	115	6-10-16	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light grayish brown, wet, fine to coarse sand, fine to gravel, trace clay	28	32.0	41.4	16.0	7.7	2.9			15	A-1-b(0)

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

BORING B7-37: STA. 325+55.74, 53.57' LT, ℄ CONST. I.R. 75

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 738.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
621.6	115				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light grayish brown, wet, fine to coarse sand, fine to gravel, trace clay										
		14-22-34	8/18			29									
	123														
		14-24-18	14/18			30	62.2	21.4	7.0	6.1	3.3			11	A-1-a(0)
	125														
		22-25-28	8/18			31									
	133														
		15-21-31	12/18			32									
601.6	135														

E.O.B. @ 136 feet

Notes:
* - Recovery not reported
Water elevation while drilling: 713.6ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 9/15/06 Sampler: Type SS Dia. 2.25" Water Elev. 709.3ft
Date Completed 9/18/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
734.8	0				SILTY SAND with GRAVEL - medium dense, gray, moist, fine to coarse sand, little to some fine to coarse gravel										
		9-10-17	5/18			1									
731.3		9-11-9	12/18		SILTY CLAY with GRAVEL - very stiff, dark brown, moist, fine to coarse gravel	2									
730.3	5				SILTY SAND with GRAVEL - dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel and sand, trace clay										
		10-15-16	10/16			3									
		11-23-18	12/18			4	39.8	15.4	19.8	17.3	7.6	23	5	9	A-4-b(0)
	10														
723.8		4-5-4	12/18		SILTY SAND - loose, grayish brown, moist, fine to coarse sand, little fine to coarse gravel	5									
721.3		6-11-30	13/18		SILTY SAND with GRAVEL - medium dense to dense, brown, moist, fine gravel, trace to little coarse gravel, fine to coarse sand, trace clay	6	53.8	22.8	10.3	10.3	3.0			4	A-1-a(0)
	15														
		17-14-15	13/18			7									
		9-18-25	15/18			8									
	20														
713.8		18-24-28	17/18		WELL GRADED SAND with SILT and GRAVEL - very dense, gray, wet, trace clay	9	56.9	23.8	35.2	7.2	2.8			4	A-1-a(0)
711.3		9-10-10	18/18		SILTY SAND - medium dense to dense, brown, wet, trace fine gravel, fine to coarse sand	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = < 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
709.8	25														
708.8		9-8-16	10/18		SILTY SAND - medium dense to dense, brown, wet, trace fine gravel, fine to coarse sand	11									
					SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay (orange mottles from 27-27.5 feet)										
		21-36-48	18/18			12	46.0	20.7	14.0	13.4	5.9			10	A-1-b(0)
	30														
		20-22-24	17/18			13									
	35														
696.3		12-12-15	16/18		SILTY SAND with GRAVEL - medium dense, brown, wet, fine to coarse gravel, fine to coarse sand	14									
	40														
691.3		17-17-35	10/18		SILTY, CLAYEY GRAVEL with SAND - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand	15									
	45														
		17-25-38	8/18			16									
	50														
		17-33-30	15/18			17	67.1	12.6	5.8	8.8	5.9	20	5	9	A-1-a(0)
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

7/12

PWP: dms10272\77247ZL031.dgn 18-MAR-2010 5:00PM agcge

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
679.8	55				SILTY, CLAYEY GRAVEL with SAND - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand										
		26-31-30	14/18			18									
	60	34-24-24	8/18			19									
666.3	65														
		24-31-26	16/18		SILTY SAND - very dense, brown, wet, fine to coarse sand, trace fine to coarse gravel, trace clay	20	27.7	38.1	22.4	9.9	3.9			12	A-1-b(0)
661.3	70														
		20-32-50/5"	17/18		SILTY GRAVEL with SAND - very dense, brown, wet	21									
	75	38-32-32	13/18			22									
652.6	80														
		17-26-40	18/18		WELL GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	23	10.3	45.2	25.8	6.3	3.4			18	A-1-b(0)
	85														

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
649.8	85				WELL GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
648.8					SILTY GRAVEL with SAND - dense to very dense, brown, wet										
		50/4"	4/18			24									
	90	32-17-18	14/18			25									
637.3	95														
		32-33-27	18/18		SILTY SAND - very dense, wet, fine to coarse sand, trace fine to coarse gravel, trace clay	26	9.6	5.0	28.4	9.2	3.6			15	A-1-b(0)
	100	50/4"	4/18			27									
629.8	105														

E.O.B. @ 105 feet
Cave-in @ 30 feet
Groundwater well set to 30 feet (screen from 20 to 30 feet)
Water elevation while drilling: 709.3 ft
Drilling Method: HSA
NR- No Recovery

HNTB
LOG OF BORING

Date Started 5/15/06 Sampler: Type SS Dia. 2" Water Elev. ft
Date Completed 9/20/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00 (1/5)

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.2	0	3-12-15-18	20/24		CLAYEY SAND with GRAVEL - loose to very dense, brown, moist, fine to coarse sand and gravel, little silt, trace roots/organics, with limestone fragments	1	49.0	18.7	12.5	13.8	6.0	28	9	7	A-2-4(0)
		50/5"	5/18			2									
		3-3-2	NR			3									
730.7	5	3-3-4	16/18		CLAYEY SAND - loose, brown, moist, fine to coarse-grained sand, trace fine gravel, some silt	4	5.0	11.7	42.3	25.4	15.6	23	6	13	A-4a(5)
		3-4-5	13/18			5									
724.7	10	5-6-7	6/18		SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay	6									
		6-10-12	8/18			7									
	15	8-11-18	12/18			8									
		7-12-23	9/18			9									
	20	15-37-25	13/18			10	56.8	18.1	9.5	10.1	2.5			6	A-1-a(0)
		19-23-31	9/18			11									
	25														

Particle Sizes: Agg = > 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = < 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft Project MOT-75-12.00 (3/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
710.2	25				SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay										
		18-40-42	12/18			12									
	30	18-15-21	9/18			13									
	35	12-15-48	9/18			14									
691.7	40	22-27-30	18/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay	15	43.9	30.4	10.0	10.5	5.2			11	A-1-b(0)
	45	27-17-19	11/18			16									
	50	42-25-28	*			17									
	55														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

CALCULATED AS
CHECKED RL

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.853 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
680.2	55				SILTY SAND with GRAVEL- dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay										
		40-27-20	7/18			18									
	60														
		85-50/3"	9/18			19									
	65														
666.7		50/5"	6/18		WELL GRADED SILTY GRAVEL with SAND- medium dense to very dense, brown, moist, trace clay	20									
	70														
		8-7-7	8/18			21									
	75														
		7-8-9	15/18			22									
	80														
651.7		7-9-11	18/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel	23	54.6	28.0	6.4	6.4	3.6	20	6	16	A-1-a(0)
	85														

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.853 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
650.2	85				POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel										
		13-16-17	15/18			24									
	90														
		5-16-14	12/18			25									
	95														
		13-16-17	14/18			26									
	100														
		16-17-19	14/18			27									
	105														
		30-18-18	17/18			28									
	110														
621.7		33-50/0"	5/18		WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel	29									
	115														

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.853 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
620.2	115				WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel Rig chatter noted										
615.7		26-44-50/2"	5/18		WELL GRADED GRAVEL with SILT and SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace to little clay Rig chatter noted	30									
	120														
		32-50/1"	4/18			31									
	125														
		5-30-50/2"	7/10			32									
	130														
601.7		12-50/6"	12/18		SILTY SAND with GRAVEL - very dense, brown, fine to coarse sand, fine gravel, trace clay	33	42.1	22.0	8.2	20.2	7.5	20	3	13	A-2-4(0)
	135														
		50/5"	5/18			34									
595.2	140														

E.O.B. @ 140 feet
Cave-in @ 13.8 feet

Notes:
* - Recovery not recorded
NR - No Recovery

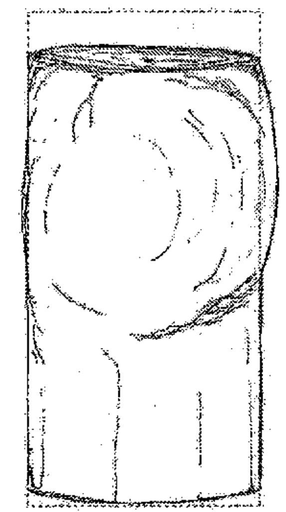
STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-15
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.
SAMPLE ID: 865
DEPTH: 60.0' - 60.5'
LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.898 in.
HEIGHT: 5.975 in.
WET DENSITY: 136.45 pcf
DRY DENSITY: 116.92 pcf
VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

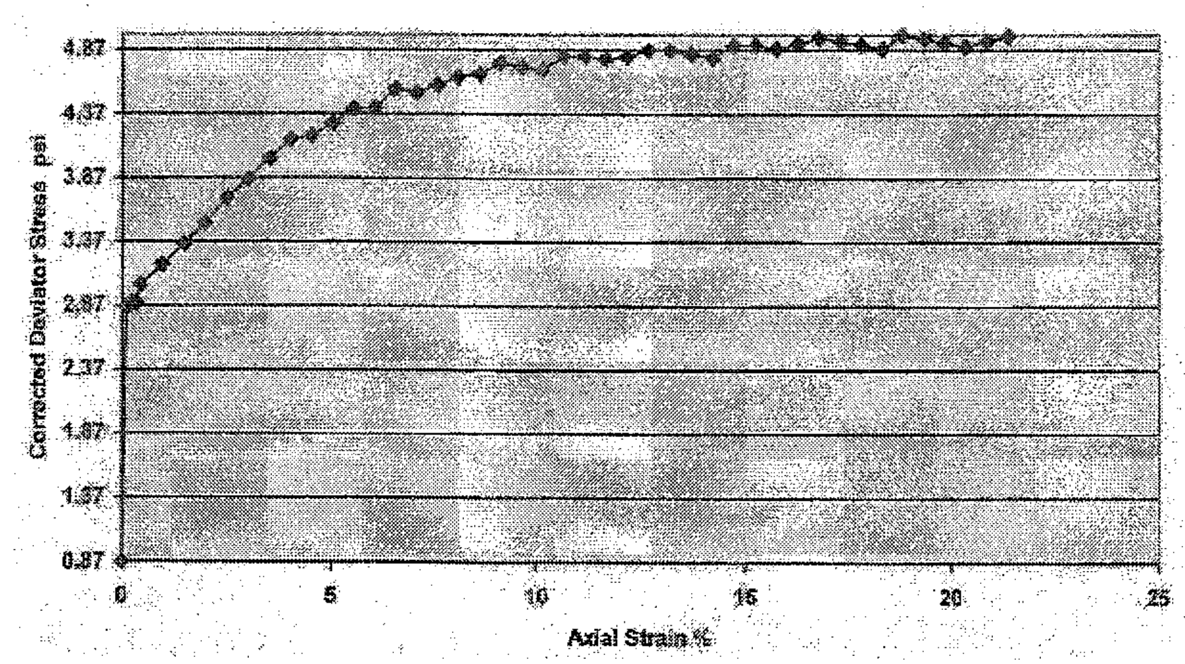
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:
TORVANE:
REMARKS: qu = 4.99 psi @ 18.82% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 60.0' - 60.5'



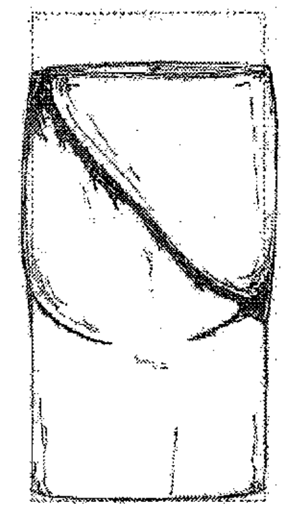
STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. 1267 L/R (BRIDGE 11A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-31
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.
SAMPLE ID: 865
DEPTH: 35.5' - 36.0'
LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.825 in.
HEIGHT: 5.988 in.
WET DENSITY: 128.07 pcf
DRY DENSITY: 103.40 pcf
VISUAL DESCRIPTION: GRAY/BROWN CLAY

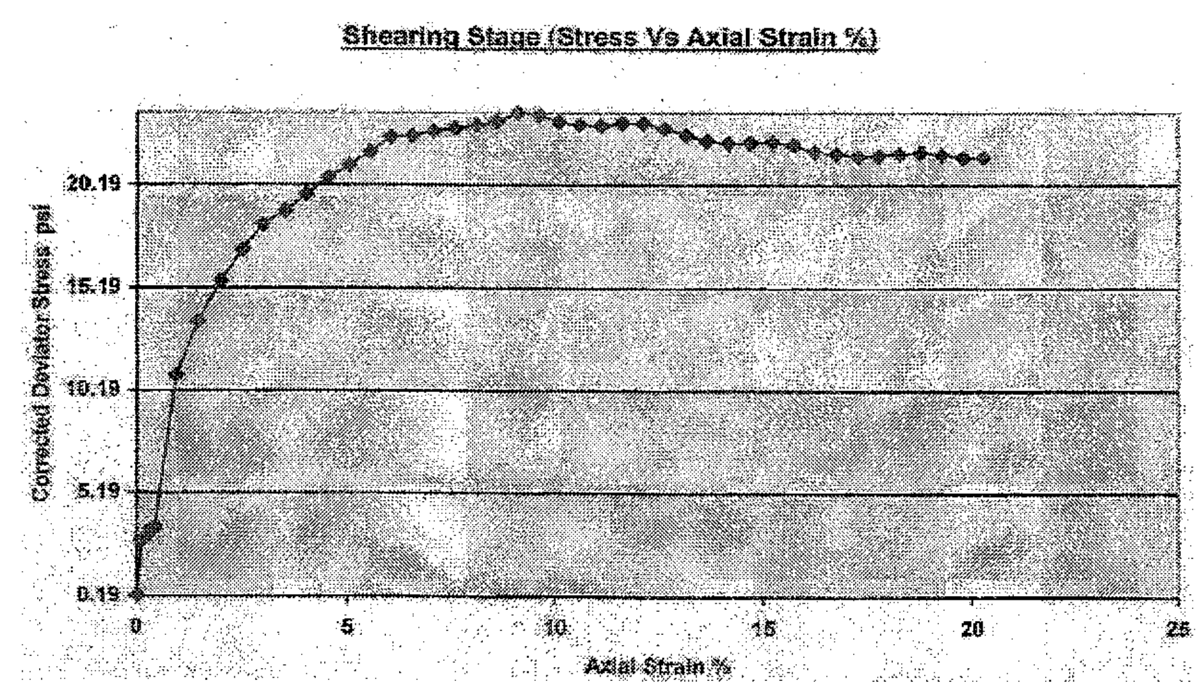
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

PENETROMETER:
TORVANE:
REMARKS: qu = 23.72 psi @ 9.08% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 35.5' - 36.0'



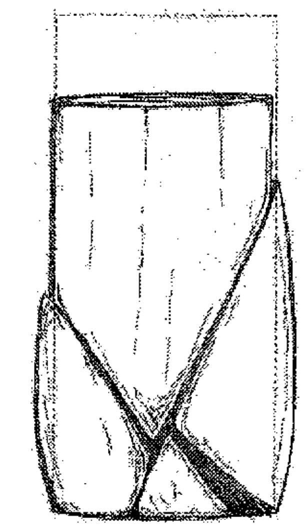
CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-31
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.
SAMPLE ID: 865
DEPTH: 36.0' - 36.5'
LAB NO.: 25435



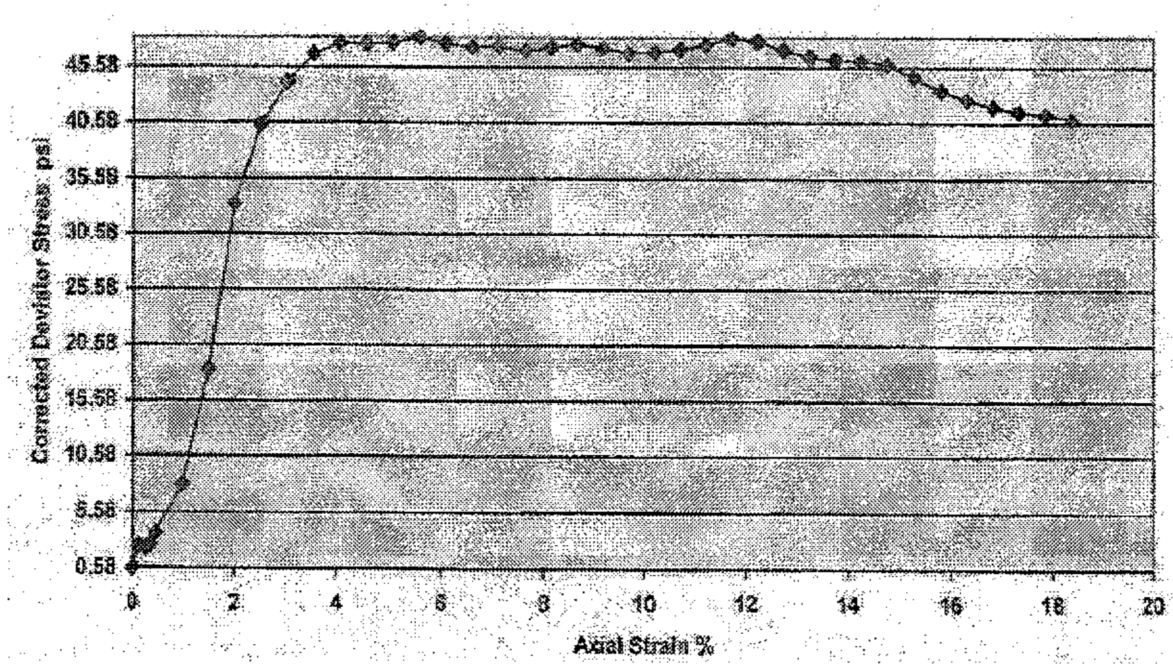
Mode of Failure

SPECIMEN DATA

DIAMETER: 2.797 in.
HEIGHT: 6.083 in.
WET DENSITY: 128.49 pcf
DRY DENSITY: 104.85 pcf
VISUAL DESCRIPTION: GRAY/BROWN CLAY

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 36.0' - 36.5'



PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

PENETROMETER:
TORVANE:
REMARKS: qu = 48.25 psi @ 5.56% STRAIN

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1267 L/R (BRIDGE 11A)

MOT-75-12.00

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 5 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 60 FEET TO 140 FEET DEEP.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206).

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDE COBBLES AND BOULDERS.

THE SURFACE AT THE BORING LOCATIONS OF BRIDGE 12A CONSISTED OF PAVEMENT, GRANULAR FILL AND/OR NATIVE GRANULAR SOILS. FILL EXTENDED TO DEPTHS OF APPROXIMATELY 3 FEET TO 5 FEET (ELEVATIONS 728.7 FEET TO 752.5 FEET) AT BORING LOCATIONS B9-3, RW3-1, AND RW4-1. THE NATIVE GRANULAR MATERIALS ENCOUNTERED AT THE SURFACE OR BENEATH THE FILL CONTAINED LAYERS OF COHESIVE SOIL, STIFF TO VERY STIFF IN CONSISTENCY, UP TO 16 FEET THICK. THE GRANULAR MATERIAL VARIED FROM LOOSE TO VERY DENSE. ALTHOUGH BLOW COUNTS INDICATED THE RELATIVE DENSITY RANGED FROM LOOSE TO VERY DENSE, THE MATERIALS WERE TYPICALLY MEDIUM DENSE TO DENSE BELOW APPROXIMATELY 15 FEET TO 30 FEET. COBBLES OR BOULDERS WERE ALSO REPORTED IN THE SUBSURFACE PROFILE.

GROUNDWATER WAS OBSERVED BETWEEN ELEVATIONS 702.1 FEET AND 712.4 FEET IN THE BORINGS WHILE DRILLING. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 FEET AND 723 FEET) WHEN READINGS WERE TAKEN IN DECEMBER 2006 AND JANUARY 2007.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	5	37
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	19	31
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	7	11
COARSE AND FINE SAND	A-3a	1	-
SANDY SILT	A-4a	6	2
SILT AND CLAY	A-6a	4	2
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W— INDICATES FREE WATER ELEVATION.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

PARTICLE SIZE DEFINITIONS

BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY
12"	3"	2.0 mm (No. 10 SIEVE)	0.42 mm (No. 40 SIEVE)	0.074 mm (No. 200 SIEVE)	0.005 mm	

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

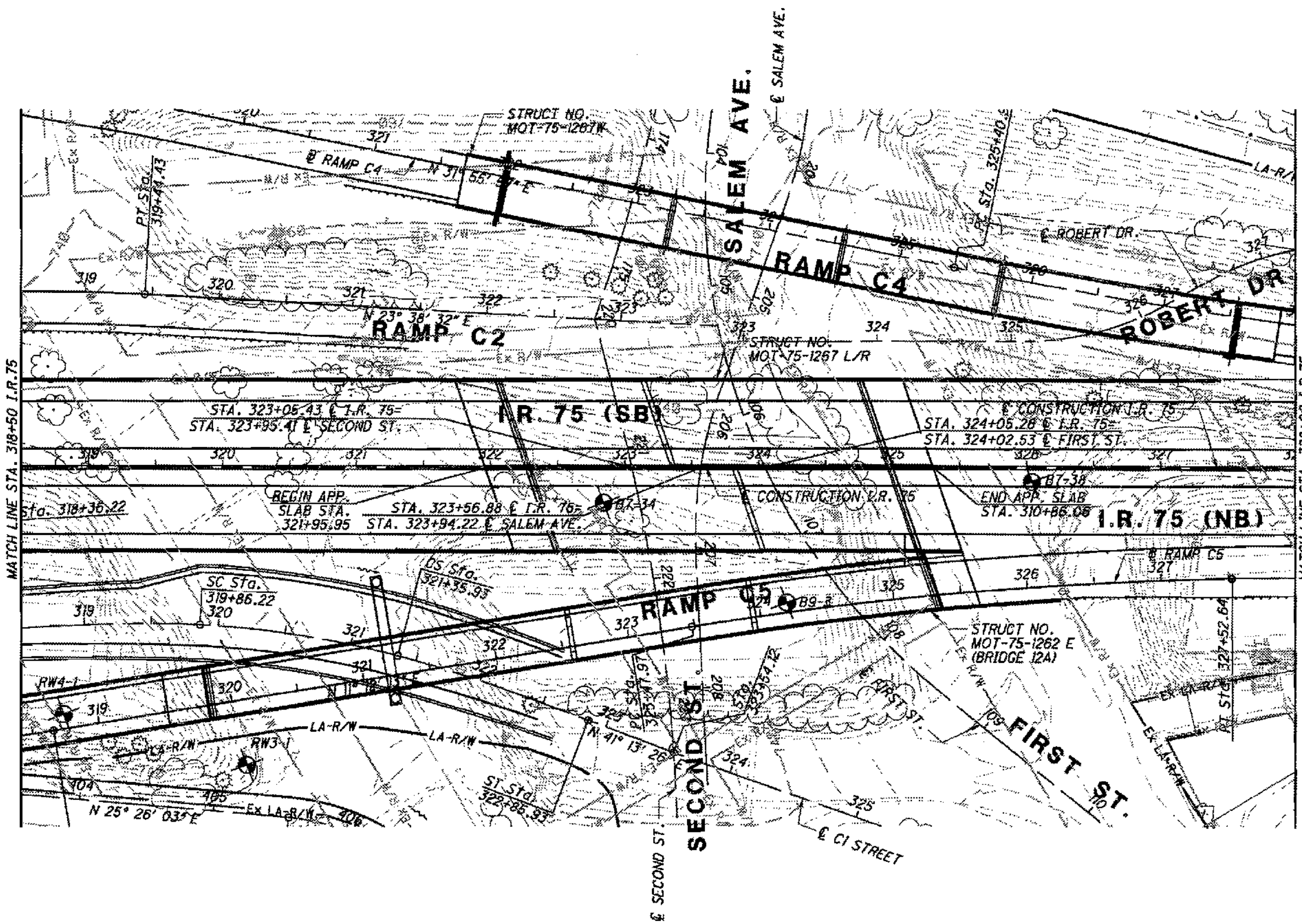
RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT, SZ 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE. STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A) OVER
RAMP C1, SECOND ST., SALEM AVE. & FIRST ST.

MOT-75-12.00



BORING PLAN

SEE SHEET 3 FOR SOIL PROFILE.

HORIZONTAL SCALE IN FEET

0 25 50 100

CALCULATED AS

CHECKED RL

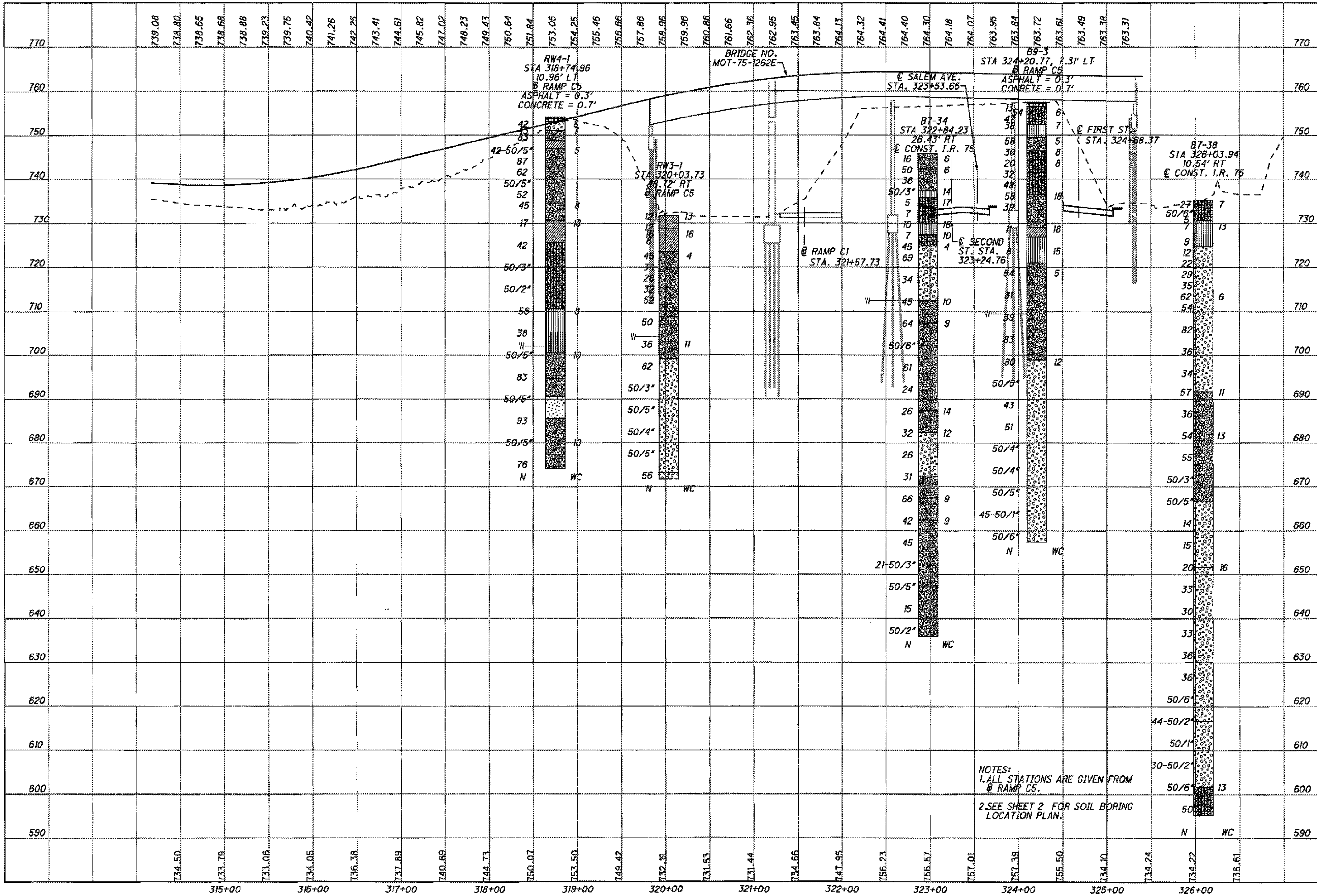
STRUCTURE FOUNDATION EXPLORATION

BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

2/9

P_PWP:dms10272\77247ZP012.dgn 18-MAR-2010 5:02PM sgage



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

3/9

P_PWP: dms10272\77472F013.dgn 18-MAR-2010 5:03PM sgage

BORING B9-3: STA. 324+20.77, 7.31' LT, @ RAMP C5

HNTB
LOG OF BORING

Date Started 10/10/05 Sampler: Type SS Dia. 2" Water Elev. 709.5ft
Date Completed 10/11/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
757.5	0				ASPHALT										
757.?					CONCRETE										
756.5		6-13	9/12		(FILL) SILTY CLAYEY SAND with GRAVEL - medium dense, brownish gray, moist, fine to coarse gravel, asphalt fragments	1									
		24-20-24	15/18			2	36.0	23.5	14.5	16.2	10.3	17	5	6	A-2-4(0)
		28-21-26	14/18			3									
752.5	5	18-11-27	3/18		SILTY CLAYEY SAND with GRAVEL - dense, brown, moist (qp = 4.0 tsf)	4	26.9	21.4	13.8	21.4	16.5	20	7	7	A-4(0)
749.5		19-28-30	14/18		SILTY SAND with GRAVEL - very dense, brown, moist, trace clay	5	49.7	19.7	12.2	11.9	6.5	18	2	5	A-1-b(0)
	10														
746.5		10-12-18	13/18		CLAYEY SAND with GRAVEL - dense, brown, moist, little silt (qp = 3.25 tsf)	6	45.5	19.5	11.2	13.7	10.1	28	9	8	A-2-4(0)
744.5		3-13-7	8/18		SILTY, CLAYEY GRAVEL with SAND - medium dense, brown, wet, fine to coarse gravel, some fine to coarse sand	7	57.3	17.1	7.7	11.0	6.9	21	7	6	A-2-4(0)
	15														
741.5		2-11-21	5/18		SILTY SAND - dense, brown, moist, fine to coarse sand, trace gravel	8									
		5-30-14	15/18			9									
	20														
736.5		24-46-19	15/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, trace clay, fine to coarse sand	10	46.8	25.3	14.1	10.5	4.2			18	A-1-b(0)
		5-10-29	12/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TF-151 Revised 9/94

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
732.5	25				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, trace clay, fine to coarse sand										
729.0		1-4-7	14/18		SILTY SAND - medium dense, dark brown, moist, little clay, trace gravel	12	12.1	15.5	26.3	28.5	17.6	30	13	16	A-6(3)
	30														
727.0		2-4-5	16/18		SILTY CLAYEY SAND - loose, brown, moist, fine to coarse sand, trace gravel	13	8.5	6.4	44.0	27.0	14.1	21	6	15	A-4a(0)
	35														
723.0		1-17-37	14/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	14	43.7	24.0	16.3	11.1	5.9	18	3	6	A-1-b(0)
	40														
		6-12-18	15/18			15									
	45														
		9-26-14	19/18			16									
	50														
		21-44-50	18/18			17									
	55														

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
702.5	55				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
699.0		14-38-42	18/18		POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, brown, moist, trace clay, little gravel	18	53.6	26.4	8.9	7.1	3.9	17	2	12	A-1-a(0)
	60														
		11-50/5"	11/18			19									
	65														
		10-17-26	10/18			20									
	70														
		10-21-30	17/18			21									
	75														
		14-50/4"	9/18			22									
	80														
		50/4"	4/18			23									
	85														

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
672.5	85				POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, brown, moist, trace clay, little gravel										
		50/5"	5/18			24									
	90														
		7-46-50/1"	10/18			25									
	95														
		8-50/6"	7/18			26									
657.5	100														

E.O.B. @ 100 feet
Borehole abandoned with grout on 10-11-2006
Water elevation while drilling: 709.5 ft

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

CALCULATED AS
CHECKED RL

MOT-75-12.00

BORING RW3-1: STA. 320+03.73, 48.72' RT, @ RAMP C5

HNTB
LOG OF BORING

Date Started 9/11/06 Sampler: Type SS Dia. 2" Water Elev. 704.2ft
Date Completed 9/11/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. RW3-1 Northing & Easting N: 645331.896, E: 1490345.285 Surface Elev. 731.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
731.7	0	12-8-4-6	14/24		(FILL) CLAYEY SAND with GRAVEL - medium dense, brown, moist, some silt, trace sand and brick	1	24.5	7.2	23.3	26.6	18.4	34	15	13	A-6a(10)
		4-4-6	10/18			2									
726.7		4-7-9	14/18		SANDY LEAN CLAY - medium stiff to very stiff, brown, moist, fine to coarse sand, trace gravel	3	6.6	4.0	34.2	37.4	25.8	32	13	16	A-6a(10)
	5	3-4-4	14/18			4									
723.5		5-19-26	18/18		SILTY, CLAYEY GRAVEL with SAND - medium dense to very dense, brownish gray, moist, fine to coarse sand	5	54.2	18.4	10.6	12.0	4.8	20	4	4	A-1-b(0)
	10	15-15-18	12/18			6									
		10-15-13	10/18			7									
	15	9-14-15	14/18			8									
		10-20-32	15/18			9									
	20														
708.7		9-27-23	17/18		WELL GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, trace clay	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. RW3-1 Northing & Easting N. 645331.896, E. 1490345.285 Surface Elev. 731.7ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
706.7	25				WELL GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, trace clay										
		11-16-16	12/18			11	28.1	17.0	12.1	7.9	2.6			11	A-1-b(0)
	30														
699.2		16-34-49	7/18		SILTY GRAVEL - very dense, brown wet, trace sand	12									
	35	50/3"	NR			13									
	40	50/5"	4/18			14									
	45														
		35-50/4"	10/18			15									
	50	50/5"	5/18			16									
	55														

Boring No. RW3-1 Northing & Easting N: 645331.896, E: 1490345.285 Surface Elev. 731.7ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
676.7	55				SILTY GRAVEL - very dense, brown wet, trace sand										
673.2		40-32-24	*		SILTY GRAVEL with SAND - very dense, brown, wet	17									
671.7	60														

E.O.B. @ 60 feet

Notes:
* - Recovery not recorded
Water elevation while drilling: 704.2 ft
Drilling Method: HSA
NR- No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

IP_FWP: dms10272\77247ZL035.dgn 18-MAR-2010 5:03PM sgage

BORING RW4-1: STA. 318+74.96, 10.96' LT, @ RAMP C5

HNTB
LOG OF BORING

Date Started 10/2/08 Sampler: Type SS Dia. 3.25" Water Elev. 702.1ft
Date Completed 10/3/08 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1490261.720 Surface Elev. 754.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
754.1	0				3" asphalt 8" concrete sand and gravel base										
753.1		15-19-23	11/18		(FILL) SILTY, CLAYEY SAND with GRAVEL - dense to very dense, grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel	1	55.2	20.0	10.4	9.1	5.8	17	4	5	A-1-a(0)
		21-23-28	18/18			2	44.8	23.3	12.2	11.8	7.9	21	4	7	A-1-b(0)
	5	19-38-45	8/18			3									
748.6					(FILL) GRAVELLY LEAN CLAY - hard, grayish brown, moist										
747.1		28-12-59/5"	15/18		SILTY SAND with GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel	4	48.0	20.3	14.0	11.1	6.6	16	3	6	A-1-b(0)
	10	28-38-49	12/18		2" gravel at bottom of spoon Rig chatter noted	5									
		17-34-28	12/18			6									
	15	20-50/6"	11/18			7									
		26-52-20	5/18		possible boulder	8									
734.6	20	17-20-25	11/18		SILTY CLAYEY SAND with GRAVEL - dense, brown, moist, fine to coarse sand, fine to coarse gravel	9	40.5	15.5	23.0	13.5	7.5	17	4	9	A-1-b(0)
730.6		5-7-10	7/18		SANDY LEAN CLAY - very stiff, dark gray, moist, trace fine gravel, some silt	10	1.0	8.0	30.8	35.4	24.8	33	13	18	A-6a(10)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1490261.720 Surface Elev. 754.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
729.1	25				SANDY LEAN CLAY - very stiff, dark gray, moist, trace fine gravel, some silt										
725.6		10-17-25	13/18		SILTY SAND - dense to very dense, brown, moist, fine to coarse sand, little fine gravel	11									
	30														
		50/3"	2/18			12									
	35														
		50/2"	NR			13									
	40														
710.6		18-20-35	17/18		SANDY SILTY CLAY - hard, gray, moist, some fine to coarse gravel (qp = 4.0 tsf)	14	21.5	9.5	22.1	29.9	17.0	17	6	8	A-4a(6)
	45														
		14-17-21	16/18		(qp = 3.0 tsf)	15									
	50														
700.6		24-50/6"	11/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	16	36.0	43.4	9.5	7.4	3.7	15	2	10	A-1-b(0)
	55														

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1490261.720 Surface Elev. 754.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
699.1	55				POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay										
		27-40-43	7/18			17									
694.7	60				SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand.										
690.6		50/5"	5/18		SILTY SAND - very dense, grayish brown, wet, trace fine gravel, fine to coarse sand	18	8.6	23.6	51.5	16.3**					
	65														
685.6		40-55-52	14/18		SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, fine to coarse sand, trace clay 1" clay seam to 68'7"	19									
	70														
		34-50/5"	9/18			20	47.4	24.2	10.1	10.4	7.8	17	2	16	A-1-b(0)
	75														
		45-27-49	18/18			21									
674.1	80				E.O.B. @ 80' Cave in = 13'										

Notes
** - Percentage passing #200 sieve
Water elevation while drilling: 702.1 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 58.0 ft
NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

BORING B7-34: STA. 322+84.23, 26.43' RT, ℄ CONST. I.R. 75

HNTB

LOG OF BORING

Date Started 9/29/06 Sampler: Type SS Dia. 2" Water Elev. 712.4ft

Date Completed 9/29/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
745.9	0														
		6-8-8	12/18		(FILL) SILTY SAND with GRAVEL - medium dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel trace clay	1	54.7	17.3	10.9	10.3	6.8	20	5	8	A-1-b(0)
742.4		6-12-38	10/18		(FILL) CLAYEY SAND with GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, fine gravel, little silt	2	49.0	16.7	13.9	13.9	6.5	15	5	6	A-1-b(0)
	5	10-15-21	13/18		wood fragments	3									
737.4		14-50/3"	9/18		(FILL) SILTY SAND - loose to very dense, gray to grayish brown, moist, fine to coarse sand, little fine gravel; brick fragments	4	38.3	20.3	18.1	16.1	7.2			14	A-4a(0)
	10	3-2-3	10/18			5	20.5	23.3	29.9	15.6	10.8	25	3	17	A-2-4(0)
		3-4-3	NR			6									
729.9	15	3-5-5	15/18		(FILL) CLAYEY SAND - loose, dark brown, moist, fine to coarse sand, some silt, trace fine gravel, with brick fragments	7	3.8	7.2	44.7	26.6	17.7	27	9	16	A-4a(5)
727.4		3-4-3	18/18		(FILL) SILTY SAND - loose, light brown, moist, fine to medium grained sand, little clay, trace fine gravel	8	0.3	9.8	55.3	22.3	12.3			10	A-2-4(0)
724.9	20	10-20-25	12/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	9	57.2	21.5	10.7	8.0	2.6			4	A-1-a(0)
		16-36-33	13/18			10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
720.9	25				POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
		7-10-18	12/18			11									
	30														
712.4		16-24-21	14/18		WELL GRADED SAND with SILT and GRAVEL - dense, gray, wet, fine to coarse sand, fine gravel, little silt and clay	12	38.9	40.8	12.3	10.0				19	A-1-b(0)
	35														
707.4		15-30-34	15/18		SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)	13	53.2	20.1	9.8	11.1	5.8	18	3	9	A-1-b(0)
	40														
		50/6"	NR			14									
	45														
		21-28-35	13/18			15									
	50														
		20-10-14	13/18			16									
	55														

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
690.9	55				SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)										
687.4		17-9-17	15/18		SILTY SAND - medium dense, light grayish brown, wet, fine to coarse sand, trace fine gravel, trace clay	17	30.8	40.3	14.7	8.9	5.3			14	A-1-b(0)
	60														
682.4		15-18-14	13/18		POORLY GRADED SAND with SILT and GRAVEL - dense to medium dense, brown, wet, fine to coarse sand, fine gravel, trace clay	18	57.0	24.1	6.7	8.7	3.5			12	A-1-a(0)
	65														
		14-11-15	12/18			19									
	70														
672.4		12-7-24	8/18		SILTY SAND with GRAVEL - dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	20									
	75														
667.4		16-32-34	10/18		SILTY CLAYEY SAND with GRAVEL - very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	21	61.0	16.5	6.9	10.2	5.4	19	4	9	A-1-b(0)
	80														
662.4		23-18-23	6/18		SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	22	52.8	19.2	9.6	13.1	5.3	18	2	9	A-1-b(0)
	85														

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
660.9	85				SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay										
		25-19-26	7/18			23									
	90														
		19-21-50/3"	4/18			24									
	95														
647.4		50/5"	4/18		SILTY GRAVEL - medium dense to very dense, gray, wet, fine to coarse gravel, little coarse sand, cobbles	25									
	100														
		4-7-8	3/18			26									
	105														
		50/2"	2/18			27									
635.9	110														

E.O.B. @ 110 feet.
Cave-in @ 32.9 feet
Water elevation during drilling: 712.4 ft
NR - No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION

BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

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BORING B7-38: STA. 326+03.94, 10.54' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/15/06 Sampler: Type SS Dia. 2" Water Elev. 8
Date Completed 9/20/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-38 Northing & Easting N: 646954.729, E: 1490350.953 Surface Elev. 735.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.2	0	3-12-15-18	20/24		CLAYEY SAND with GRAVEL - loose to very dense, brown, moist, fine to coarse sand and gravel, little silt, trace roots/organics, with limestone fragments	1	49.0	10.7	12.5	13.8	6.0	28	9	7	A-2-4(0)
		50/6"	5/18			2									
		3-3-2	NR			3									
730.7	5	3-3-4	16/18		CLAYEY SAND - loose, brown, moist, fine to coarse-grained sand, trace fine gravel, some silt	4	5.0	11.7	42.3	26.4	16.6	23	6	13	A-4a(6)
		3-4-5	13/18			5									
724.7	10	15-6-7	8/18		SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay	6									
		6-10-12	8/18			7									
	15	8-11-18	12/18			8									
		7-12-29	9/18			9									
	20	15-37-25	13/18			10	58.8	19.1	9.3	10.1	2.5			6	A-1-a(0)
		19-23-31	9/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/94

Boring No. B7-38 Northing & Easting N: 646954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
710.2	25				SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay										
		15-40-42	12/18			12									
	30	19-15-21	9/18			13									
	35	12-15-18	9/18			14									
	40														
691.7		22-27-30	10/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay	15	43.9	30.4	10.0	10.5	5.2			11	A-1-b(0)
	45	27-17-19	11/18			16									
	50	42-25-29	*			17									
	55														

Boring No. B7-38 Northing & Easting N: 646954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.2	55				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay										
		40-27-28	7/18			18									
	60	45-50/3"	9/18			19									
	65														
666.7		50/6"	5/18		WELL GRADED SILTY GRAVEL with SAND - medium dense to very dense, brown, moist, trace clay	20									
	70	6-7-7	8/18			21									
	75	7-6-9	16/18			22									
	80														
651.7		7-9-11	18/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel	23	54.6	29.0	6.4	6.4	3.6	20	6	18	A-1-a(0)
	85														

Boring No. B7-38 Northing & Easting N: 646954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
650.2	85				POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel										
		18-16-17	15/18			24									
	90	6-10-14	12/18			25									
	95	13-16-17	14/18			26									
	100	10-17-19	14/18			27									
	105	30-15-18	17/18			28									
	110														
621.7		30-50/6"	5/18		WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel	29									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

Boring No. B7-36 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
620.2	115														
					WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel Rig chatter noted										
618.7		26-44-50/2"	8/18		WELL GRADED GRAVEL with SILT and SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace to little clay	30									
	120				Rig chatter noted.										
		32-50/1"	4/18			31									
	125														
		5-30-50/2"	7/18			32									
	130														
601.7		12-50/6"	12/18		SILTY SAND with GRAVEL - very dense, brown, fine to coarse sand, fine gravel, trace clay	33	42.1	22.5	8.2	20.2	7.5	20	3	13	A-2-4(0)
	135														
		50/5"	5/18			34									
595.2	140														

E.O.B. @ 140 feet
Cave-in @ 13.8 feet

Notes:
* - Recovery not recorded
NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1262 E (BRIDGE 12A)

MOT-75-12.00

9/9

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PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 19 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 95 FEET TO 140 FEET DEEP. FOUR (4) OF THE BORINGS WERE PERFORMED WITHIN THE GREAT MIAMI RIVER.
LAND BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS. BORINGS PERFORMED WITHIN THE GREAT MIAMI RIVER WERE DRILLED OFF A BARGE PLATFORM WITH A TRACK-MOUNTED ROTARY DRILL RIG UTILIZING MUD-ROTARY DRILLING PROCEDURES.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

AT THE LAND BORINGS, THE SURFACE MATERIALS CONSISTED OF ASPHALTIC CONCRETE AND PORTLAND CEMENT CONCRETE PAVEMENT; NATIVE SOIL, TOPSOIL AND/OR FILL MATERIALS. FILL WAS ENCOUNTERED TO DEPTHS OF 3 FEET TO 28 FEET BELOW GROUND SURFACE IN 6 OF THE 19 BORINGS (BORINGS B7-47, B7-51, B7-61, B7-63, B10-7, AND B10-8). BELOW THE RIVER WATER AND LAND SURFACE MATERIALS, THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF ALLUVIAL AND GLACIAL OUTWASH DEPOSITS THAT INCLUDED COBBLES AND COULD CONTAIN BOULDERS. THE NATIVE SOILS WERE PREDOMINANTLY GRANULAR MATERIALS THAT VARIED FROM LOOSE TO VERY DENSE. LAYERS OF COHESIVE MATERIALS WERE ALSO ENCOUNTERED AND WERE DESCRIBED AS MEDIUM TO HARD IN CONSISTENCY. WITH INCREASING DEPTH, SOILS ENCOUNTERED CONSISTED PRIMARILY OF MEDIUM DENSE TO DENSE GRANULAR MATERIALS.

THE BORINGS PERFORMED ON LAND ENCOUNTERED GROUNDWATER AT ELEVATIONS RANGING FROM 709 FEET TO 719 FEET. GROUNDWATER OBSERVATION WELLS WERE INSTALLED AT BORINGS B10-8, B7-46 AND B7-61. MEASUREMENTS TAKEN IN DECEMBER 2006 AND JANUARY 2007 INDICATED WATER ELEVATIONS RANGED FROM 719.2 FEET TO 720.6 FEET AT THE WELLS LOCATED NEAR THE REAR ABUTMENT (B10-8 AND B7-46) AND FROM 721.6 FEET TO 722.7 FEET AT THE WELL NEAR THE FORWARD ABUTMENT (B7-61).
D50 VALUES WHICH HAVE BEEN CALCULATED FOR THE SCOUR ANALYSIS ARE PRESENTED ON THIS PAGE.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	35	141
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	52	160
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	16	36
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-6	4	4
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-7	1	-
FINE SAND	A-3	4	9
COARSE AND FINE SAND	A-3a	3	16
SANDY SILT	A-4a	15	27
SILT	A-4b	3	4
SILT AND CLAY	A-6a	12	22
SILTY CLAY	A-6b	5	12
CLAY	A-7-6	-	1
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W INDICATES FREE WATER ELEVATION.

● INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

○ INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.

ST INDICATES A SHELBY TUBE SAMPLE.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

PARTICLE SIZE DEFINITIONS

BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY

12" | 3" | 2.0 mm | 0.42 mm | 0.074 mm | 0.005 mm

No. 10 SIEVE | No. 40 SIEVE | No. 200 SIEVE

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

D_{50} VALUES			
BORING NO.	SAMPLE NO.	ELEVATION	D_{50} VALUE
B7-54	SS-3	708.0' - 701.8'	0.3028

RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT, JZ 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

HNTB OHIO, INC.
1100 SUPERIOR AVE, STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)
OVER GREAT MIAMI RIVER

MOT-75-12.00

1/35

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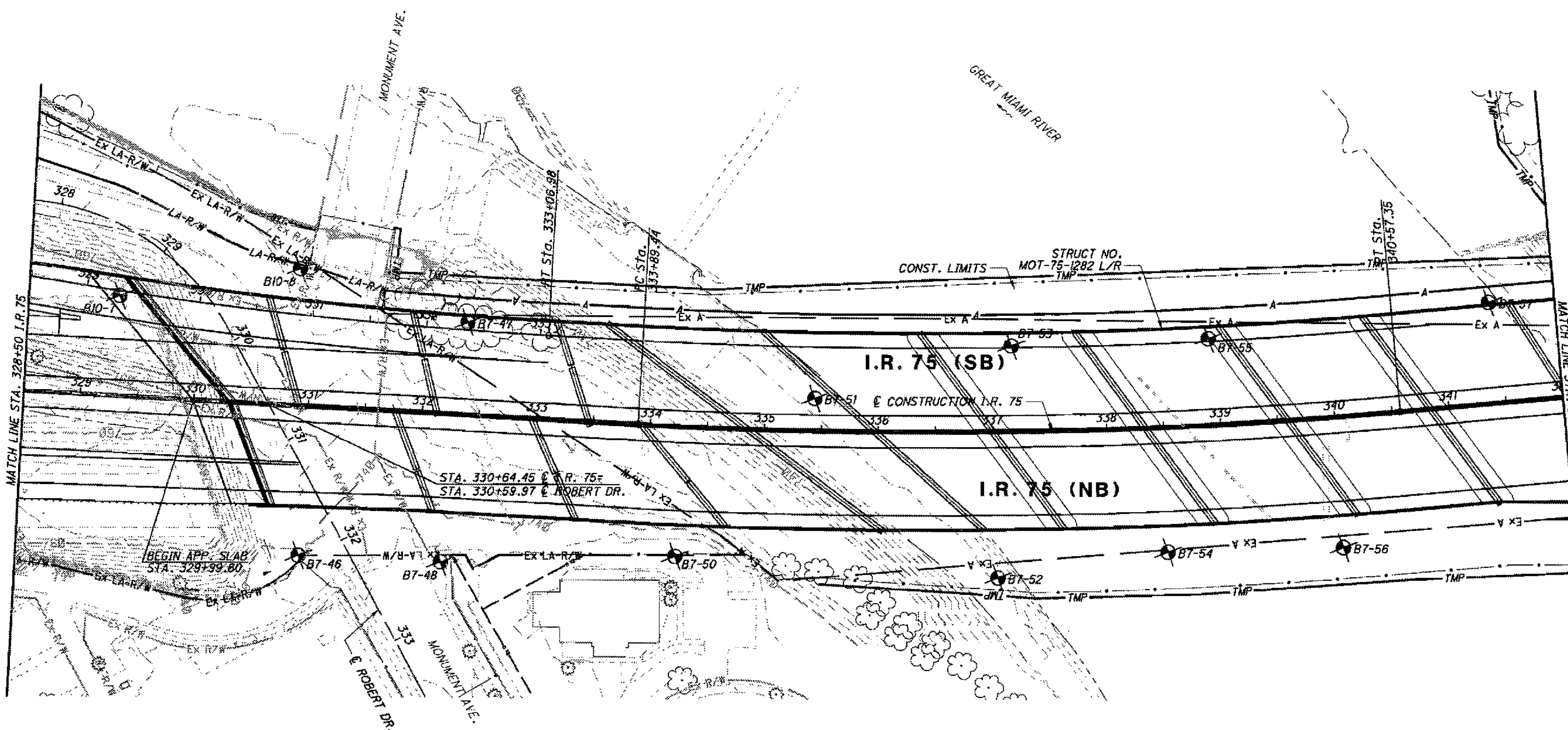

BORING PLAN 1

SEE SHEETS 4 AND 5 FOR SOIL PROFILE.

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

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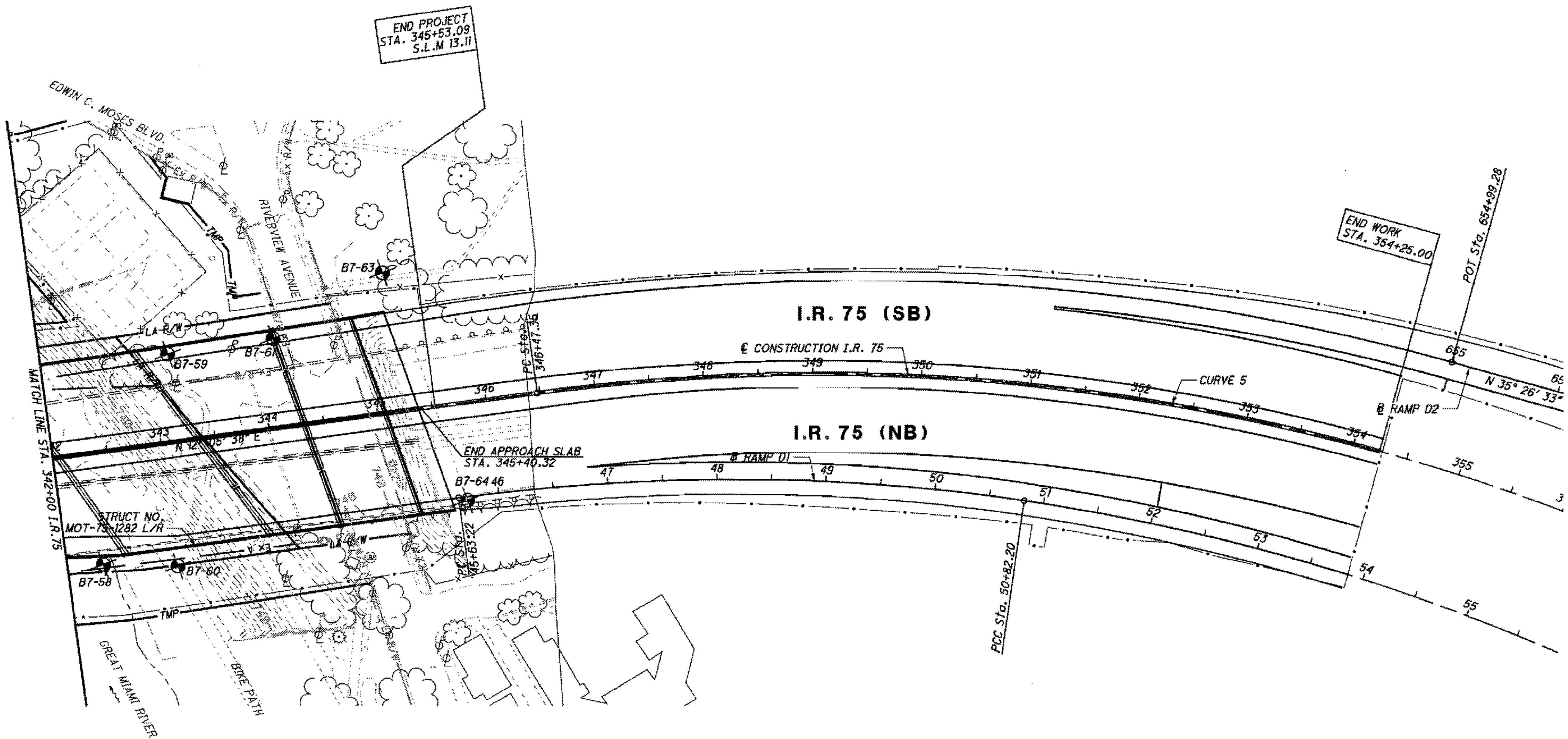


BORING PLAN 2

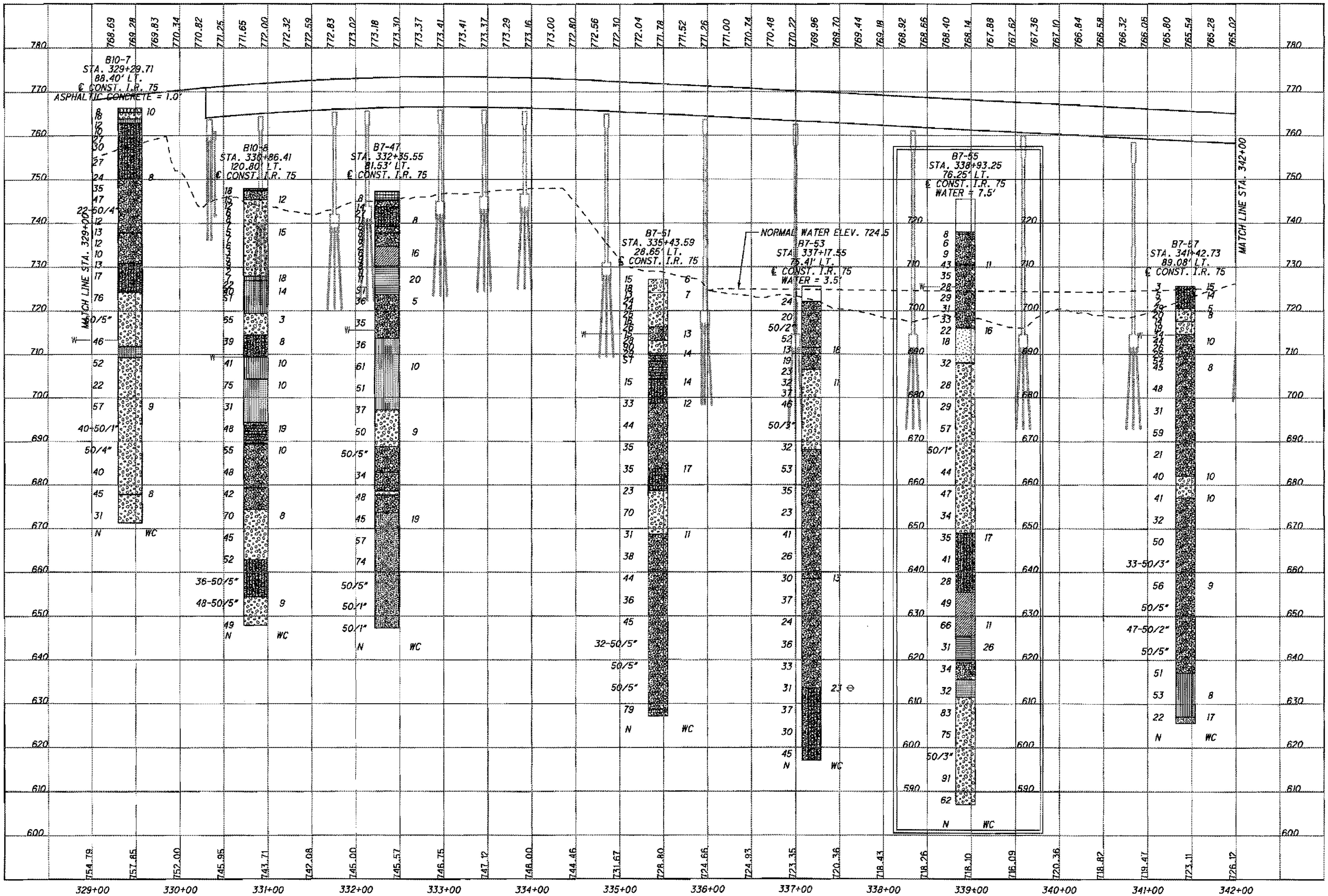
NOTES:
1. SEE SHEETS 6 AND 7 FOR SOIL PROFILES.

CALCULATED AS
CHECKED RL

HORIZONTAL SCALE IN FEET

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

4/35

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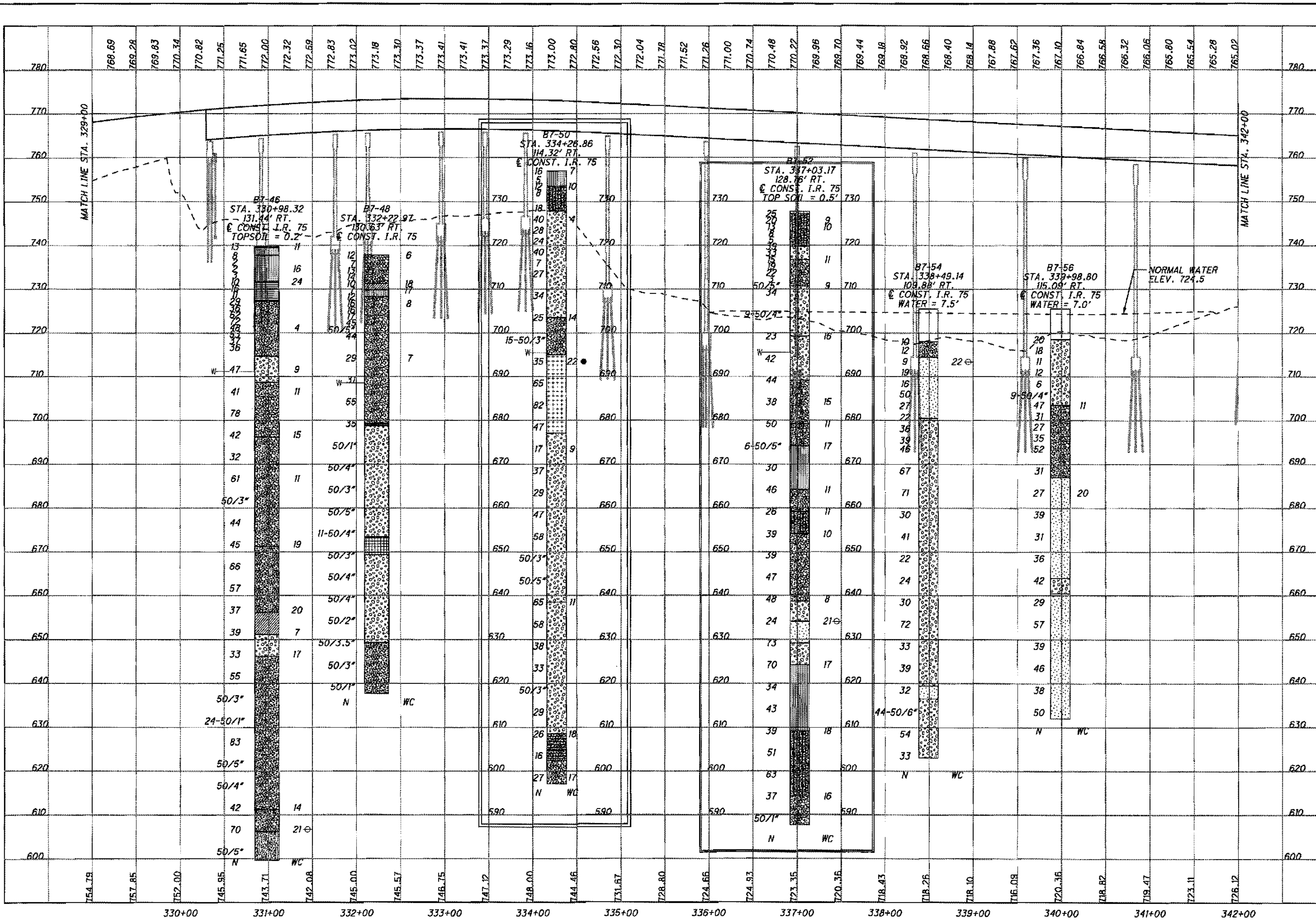


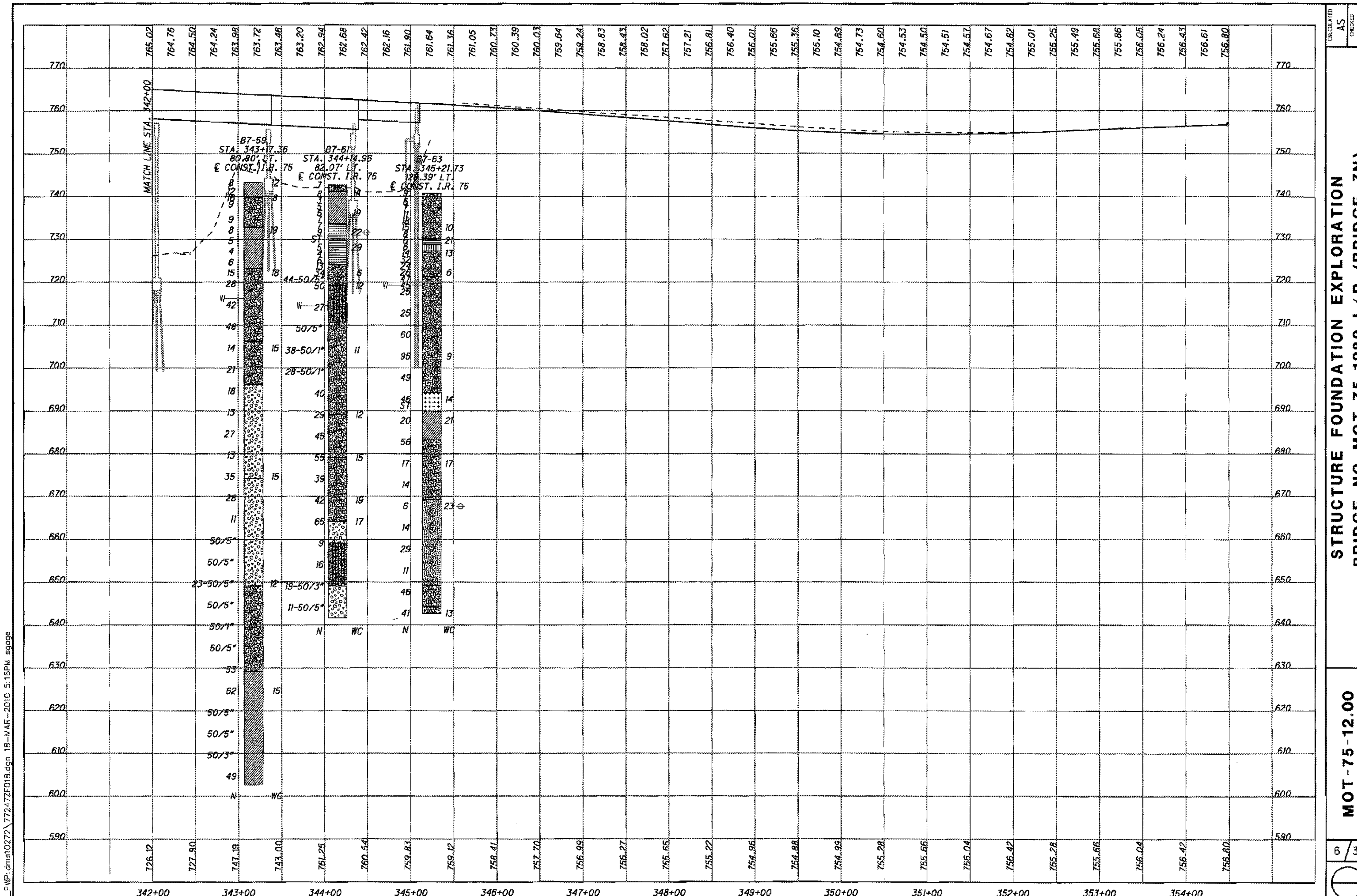
CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

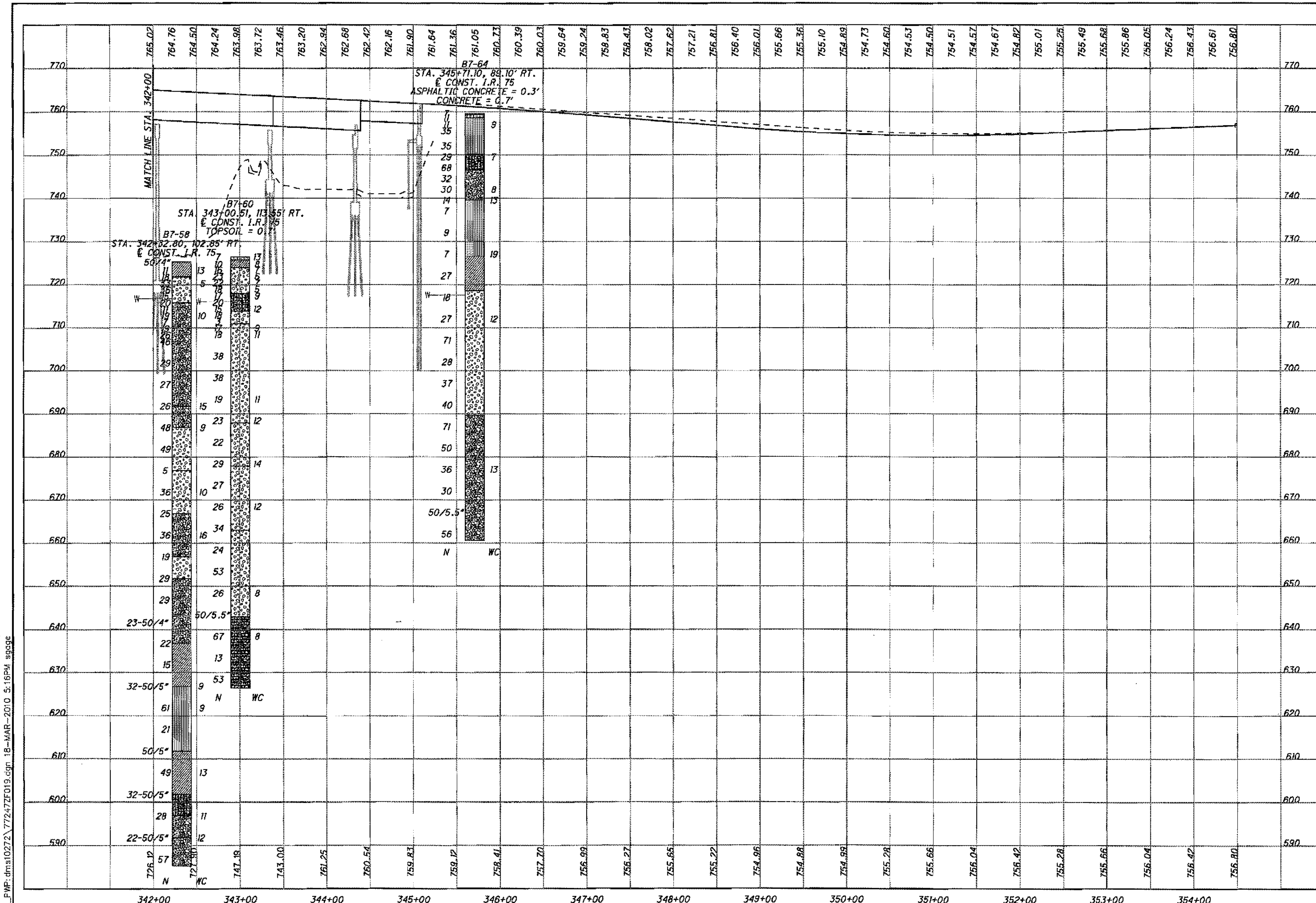
MOT-75-12.00

5/35

P_PWP:dms10272\77247ZF016.dgn 18-MAR-2010 5:16PM sgage



MATCH LINE STA. 342+00
B7-59
STA. 343+17.36
80.80' LT.
℄ CONST. I.R. 75
B7-61
STA. 344+14.95
82.07' LT.
℄ CONST. I.R. 75
B7-63
STA. 345+21.73
128.39' LT.
℄ CONST. I.R. 75
770
760
750
740
730
720
710
700
690
680
670
660
650
640
630
620
610
600
590
342+00
343+00
344+00
345+00
346+00
347+00
348+00
349+00
350+00
351+00
352+00
353+00
354+00
CALCULATED AS
CHECKED RL
STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)
MOT-75-12.00
6/35



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

7/35

P_PWP: dms10272\77247ZF019.dgn 18-MAR-2010 5:16PM sgage

BORING B7-46: STA. 330+98.32, 131.44' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 10/2/06 Sampler Type SS Dia. 2.25" Water Elev. 711.2ft Project Identification:
Date Completed 10/3/06 Casing: Length Dia. 7.75" MOT-75-12.00

Boring No. B7-46 Northing & Easting N: 648375.749, E: 1490636.911 Surface Elev. 739.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.7	0														
739.5		6-7-6-3	10/24		TOPSOIL - 1" to 2" thick, CLAYEY SAND SILTY CLAYEY SAND with GRAVEL - brown, very loose to loose, moist, fine to coarse sand and gravel	1	26.4	15.3	20.2	23.6	13.5	22	8	11	A-4a(5)
737.7		7-6-2	6/18			2									
		2-1-1	4/18			3									
	5	WT-1-1	10/18		CLAYEY SAND - very loose, brown to dark brown, black to gray mottling, moist, fine to coarse sand, trace fine gravel, some silt	4	15.0	17.5	20.0	28.7	20.1	23	7	16	A-6(3)
		2-1-2	0/18			5									
731.7		2-3-7	13/18		LEAN CLAY with SAND - stiff, light brown, moist, black silt mottles, fine to coarse sand (qp = 1.0 tsf)	6	0.3	4.6	17.8	44.9	32.8	38	17	24	A-6b(13)
	10	4-7-8	15/18		(qp = 1.0 tsf)	7									
		2-1-10	10/18			8									
727.2		7-12-17	8/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	9									
	15	9-15-21	13/18			10									
		12-21-41	6/18			11									
		13-37-35	6/18		possible cobbles	12									
		12-21-27	10/18		heavy rig chatter @ 19 feet	13	49.2	23.0	11.8	11.5	4.4			4	A-1-b(0)
	20	20-23-30	9/18		light brown to gray color	14									
		20-23-14	14/18			15									
		13-17-19	18/18			16									
	25														

Particle Sizes, Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-46 Northing & Easting N: 648375.749, E: 1490636.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
714.7	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, trace clay Rig chatter @ 25 feet										
		19-21-20	10/18			17	53.4	22.3	10.9	8.4	5.0			9	A-1-a(0)
	30														
		27-22-19	13/18			18	36.5	32.9	14.2	9.4	7.0	18	2	11	A-1-b(0)
	35														
		21-36-42	10/18			19									
	40														
696.2		19-20-22	18/18		SILTY SAND - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	20	19.0	32.5	31.9	13.2	3.5			15	A-1-b(0)
	45														
		9-11-21	18/18			21									
	50														
		22-30-31	18/18			22	23.6	43.2	20.3	8.0	5.0			11	A-1-b(0)
	55														

Boring No. B7-46 Northing & Easting N: 648375.749, E: 1490636.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.7	55				SILTY SAND - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		28-50/3"	9/18			23									
	60														
		7-18-26	18/18			24									
	65														
671.2		7-13-32	15/18		WELL GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, little fine gravel, trace clay	25	15.1	50.6	25.5	6.2	2.7			19	A-1-b(0)
	70														
		15-30-36	NR			26									
	75														
		17-26-31	12/18			27									
	80														
656.2		10-10-21	14/18		LEAN CLAY - hard, brownish grey, wet, and silt, trace fine gravel, trace fine to coarse sand (qp = 4.0 tsf)	28	1.8	1.8	3.3	49.1	44.0	29	11	20	A-6a(10)
	85														

Boring No. B7-46 Northing & Easting N: 648375.749, E: 1490636.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.7	85				LEAN CLAY - hard, brownish gray, wet, and silt, trace fine gravel, trace fine to coarse sand (qp = 4.0 tsf)										
651.2		21-25-14	18/18		SILTY GRAVEL with SAND - dense, brownish-gray, wet, fine to coarse sand, fine to coarse gravel, trace clay Loud rig chatter @ 89 feet	29	51.8	18.9	14.2	10.5	4.6			7	A-1-a(0)
	90														
646.2		12-14-18	18/18		POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	30	8.6	43.7	38.8	6.1	2.8			17	A-1-b(0)
	95														
		12-23-32	18/18			31									
	100														
		21-50/3"	9/18			32									
	105														
		20-24-50/1"	13/18			33									
	110														
		9-41-42	18/18			34									
	115														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B7-47: STA. 332+35.55, 81.53' LT, ℄ CONST. I.R. 75

Boring No. B7-46 Northing & Easting N: 648375.749, E: 1490636.911 Surface Elev. 738.7ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
623.7	115				POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay. Heavy rig chatter @ 118 feet - possible cobbles										
	120	50/5"	5/18			35									
	125	50/4"	4/18			36									
611.2	130	25-18-24	13/18		SILTY SAND with GRAVEL - dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, trace clay. Rig chatter @ 129 feet	37	37.0	20.4	24.8	11.8	6.0			14	A-1-b(0)
602.2	135	15-33-37	18/18		POORLY GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace clay. Rig chatter @ 137 feet	38	0.3	31.2	61.9	3.6	3.4			21	A-3(0)
598.7	140	50/6"	4/18			39									

E.O.B. @ 140 feet
Water elevation while drilling: 711.2 ft
Drilling Method: HSA
NR- No Recovery
WT- Weight of Hammer

HNTB
LOG OF BORING

Date Started 9/10/08 Sampler: Type SS Dia. 2" Water Elev. 715.5ft
Date Completed 9/10/08 Casing: Length Dia. 7.75"
Project Identification: MOT-75-12.00

Boring No. B7-47 Northing & Easting N: 646578.716, E: 1490485.280 Surface Elev. 747.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
747.2	0	4-5-3-5	4/24		(FILL) GRAVELLY LEAN CLAY - medium stiff, dark brown, moist, fine to coarse gravel (qp = 1.0 tsf)	1									
745.2		5-5-8	3/18		(FILL) SILTY SAND with GRAVEL - medium dense, dark brown, moist, fine to coarse gravel, fine to coarse sand	2									
743.7		7-6-19	9/19		(FILL) SILTY CLAYEY SAND with GRAVEL - loose to medium dense, dark brown with white mottles, moist, fine gravel, fine to coarse sand (orange mottles at spoon tip)	3									
	5	7-5-5	12/18			4	37.3	20.2	16.4	17.5	8.9	26	6	8	A-2-4(0)
		4-2-3	6/18		dark brown and light brown and white mottles; rig chatter observed	5									
739.2		5-4-4	11/18		(FILL) SILTY SAND with GRAVEL - loose, brown, moist, fine gravel, fine to coarse sand. (8" of orange mottles to 9.5'); rig chatter observed	6									
737.7	10	5-4-4	5/18		(FILL) SILTY GRAVEL with SAND - very loose to loose, brown, moist, fine to coarse gravel, fine to coarse sand	7									
		1-1-1	6/18		3" of wood debris to 12.5'	8									
734.7		1-2-4	6/18		(FILL) SANDY LEAN CLAY - medium stiff to stiff, brown with orange and white mottles, moist, fine to coarse sand, trace fine gravel, some silt (qp = 1.0 tsf)	9	9.8	10.1	18.8	39.3	22.0	28	11	18	A-6a(10)
	15	6-5-4	6/18			10									
		4-4-4	11/18			11									
		3-5-6	13/18		(qp = 1.5 tsf)	12									
		4-4-7	16/18		black mottles to 19' (qp = 2.0 tsf)	13	2.3	5.7	27.6	40.1	24.3	52	22	20	A-6b(16)
	20	ST	24/24			1									
723.7	25	8-12-24	13/18		SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	14	57.6	19.5	6.5	13.4	3.0			6	A-1-b(0)

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-47 Northing & Easting N: 646578.716, E: 1490485.280 Surface Elev. 747.2ft Project MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
722.2	25				SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
		11-14-21	6/18			15									
	30				rig chatter observed										
713.7	35	13-16-21	13/18		CLAYEY SAND with GRAVEL - dense to very dense, gray, moist to wet, fine to coarse gravel, fine to coarse sand, some silt. Rig chatter observed from 33.5 to 50 feet	16									
		17-29-32	15/18			17	23.4	11.0	17.2	27.7	20.7	22	9	10	A-4a(8)
	40														
	45	13-21-30	18/18			18									
		17-14-23	5/18		(silty gravel in spoon tip)	19									
697.2	50				SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
	55	33-24-26	14/18		pinkish mottles to 54.5'	20	67.1	13.0	7.4	7.4	5.1	17	4	9	A-1a(0)

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

CALCULATED AS
CHECKED RL

MOT-75-12.00

BORING B7-48: STA. 332+22.97, 130.63' RT, ℄ CONST. I.R. 75

Boring No. B7-47 Northing & Easting N: 646578.716, E: 1490485.280 Surface Elev. 747.2ft Project MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
692.2	55				SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
686.7		50/5"	5/18		CLAYEY GRAVEL with SAND - dense to very dense, gray wet, fine to coarse gravel, some fine to coarse sand, trace silt	21									
	60														
682.9		11-15-19	18/18			22									
	65				SILTY SAND - dense, brown, wet, fine to coarse sand										
678.6		16-20-28	17/18		SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse gravel, fine to coarse sand	23									
677.6	70				SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse sand, coarse gravel										
673.7		20-24-21	18/18		POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay Rig chatter observed from 73.5 to 85 feet	24	3.0	19.3	60.4	5.1	3.2			19	A-2(0)
	75														
		19-26-31	18/18			25									
	80														
		25-36-32	18/18			26									
	85														

HNTB
LOG OF BORING

Date Started 9/9/06 Sampler: Type SS Dia. 3.25" Water Elev. 708.5ft
Date Completed 10/26/06 Casing: Length ______ Dia. 7.75"
Project Identification: MOT-75-12.00 (1/4)

Boring No. B7-48 Northing & Easting N: 646492.822, E: 1490679.670 Surface Elev. 737.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
737.6	0	11-8-7-5	18/24		SILTY SAND with GRAVEL - loose to medium dense, grayish brown to gray, moist, fine to coarse gravel, fine to coarse sand, trace clay, orange mottles	1	49.0	18.3	18.7	15.6	6.5	17	3	8	A-1-b(0)
		4-5-2	11/18			2									
		27-9-4	12/18			3									
	5	6-6-6	6/18			4									
731.3		4-4-6	18/18		CLAYEY SAND with GRAVEL - medium dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel, some silt	5	18.7	20.5	18.7	25.7	16.4	30	14	15	A-6a(10)
		3-3-4	18/18			6	14.0	24.6	23.2	24.0	14.4	28	10	17	A-4a(8)
728.3	10	7-5-6	12/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	7									
		5-9-7	14/18			8	47.4	21.2	14.6	11.7	5.1			8	A-1-b(0)
		6-8-10	12/18			9									
		10-7-10	12/18			10									
	15	10-19-22	12/18			11									
		40-50/6"	7/18			12									
		22-23-10	18/18			13									
	20														
		12-10-15	18/18			14	48.0	21.3	13.1	15.9	1.7	16	[illegible]	7	A-1-b(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm   Form TE-121 Revised 9/94

Boring No. B7-47 Northing & Easting N: 646578.716, E: 1490485.280 Surface Elev. 747.2ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
662.2	85				POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		29-50/5"	11/18			27									
	90														
		22-50/1"	7/18			28									
	95														
		21-50/1"	7/18			29									
647.2	100				E.O.B. @ 100 feet Cave-in @ 35 feet Water elevation while drilling: 715.6 ft NR- No Recovery										

Boring No. B7-48 Northing & Easting N: 646492.822, E: 1490679.670 Surface Elev. 737.6ft Project: MOT-75-12.00 (2/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
712.6	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay										
		12-14-17	8/18			15									
	30														
		22-25-30	18/18			16									
	35														
699.3		13-15-20	18/18		SILTY CLAY with GRAVEL - hard, gray, wet, fine to coarse gravel (qp = 4.0 tsf) Rig chatter noted	17									
698.8	40				SILTY GRAVEL with SAND - dense to very dense, brown to grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		50/1"	1/18		rig chatter noted	18									
	45														
		30-50/4"	10/18			19									
	50														
		20-50/3"	9/18			20									
	55														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

CALCULATED AS CHECKED RL

Boring No. B7-48 Northing & Easting N: 646492.822, E: 1490679.670 Surface Elev. 737.8ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
682.8	55														
					SILTY GRAVEL with SAND - dense to very dense, brown to grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		10-50/5"	8/18			21									
	60														
		6-11-50/4"	7/18			22									
673.4	65				GRAVELLY LEAN CLAY - very stiff, brownish gray, wet, fine to coarse gravel, some fine to coarse sand (qp = 3.0 tsf)										
669.3		30-50/3"	6/18		SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, little clay	23									
	70														
		50/4"	4/18			24									
	75														
		50/4"	1/18			25									
	80														
		50/2"	2/18			26									
	85														

HNTB
LOG OF BORING

Date Started: 9/16/06 Sampler: Type SS Dia. 2" Water Elev. 715.5ft
Date Completed: 10/6/06 Casing: Length Dia. 7.75"
Project Identification: MOT-75-12.00

Boring No. B7-50 Northing & Easting N: 646890.501, E: 1490735.796 Surface Elev. 737.0ft (1/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
737.0	0	11-6-6-8	5/24		SANDY LEAN CLAY - medium stiff to stiff, brown, moist	1								7	
		4-3-2	2/18			2									
733.5		16-10-9	14/18		SILTY SAND WITH GRAVEL - loose to medium dense, brown	3	35.5	18.1	20.4	16.9	9.1	20	5	10	A-2-4(0)
	5	4-4-4	10/18			4									
727.6		5-8-10	16/18			5									
	10				POORLY GRADED GRAVEL with SILT and SAND - loose to dense, brownish gray, moist, fine to coarse sand and gravel										
		14-18-22	16/18			6	63.9	16.2	8.9	7.7	3.3			4	A-1-a(0)
		11-14-14	12/18			7									
	15	5-5-15	9/18			8									
		21-27-13	9/18			9									
	20	6-3-4	12/18			10									
		9-12-15	16/18			11									
	25														

Particle Size: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-48 Northing & Easting N: 646492.822, E: 1490679.670 Surface Elev. 737.8ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
652.8	85				SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, little clay										
649.3		50/3.5"	3/18		SILTY GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, little sand	27									
	90														
		50/3"	NR			28									
	95														
		42-50/1"	7/18			29									
637.8	100														

E.O.B. @ 100'
Cave-in = 32.8'
Water elevation during drilling: 705.5 ft
NR - No Recovery

Boring No. B7-50 Northing & Easting N: 646890.501, E: 1490735.796 Surface Elev. 737.0ft Project: MOT-75-12.00 (2/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
712.0	25				POORLY GRADED GRAVEL with SILT and SAND - loose to dense, brownish gray, moist, fine to coarse sand and gravel										
		9-10-24	16/18			12									
	30														
703.3		11-12-13	12/18		SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay	13	34.7	30.3	17.2	11.9	5.9			14	A-1-b(0)
	35														
		15-35-50/3"	15/18			14									
	40														
695.0					LEAN CLAY - hard, gray, moist, trace fine to medium sand, trace clay, trace coarse sand										
		14-13-22	18/18			15	0.0	0.1	8.8	54.1	37.0	29	8	22	A-4b(8)
	45														
		14-28-39	18/18			16									
	50														
		10-39-43	17/18			17									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

Boring No. B7-50 Northing & Easting N: 646690.501, E: 1490735.798 Surface Elev. 737.0ft Project: MOT-75-12.00 (3/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
682.0	55				LEAN CLAY -hard, gray, moist, trace fine to medium sand, trace clay, trace coarse sand										
		22-26-21	NR			18									
677.0	60				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, brown to gray, moist, fine to coarse sand and gravel, trace clay										
		10-7-10	18/18			19	57.5	22.8	8.7	7.4	3.6			9	A-1-a(0)
	65														
		8-18-21	8/18			20									
	70														
		14-16-13	8/18			21									
	75														
		20-26-21	13/18			22									
	80														
		25-30-26	10/18			23									
	85														

Boring No. B7-50 Northing & Easting N: 646690.501, E: 1490735.798 Surface Elev. 737.0ft Project: MOT-75-12.00 (4/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
652.0	85				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, brown to gray, moist, fine to coarse sand and gravel, trace clay										
		35-50/3"	9/18			24									
	90														
		50/5"	5/10			25									
	95														
638.5		27-36-30	16/18		SILTY GRAVEL with SAND-medium dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	26	65.0	12.7	7.0	10.3	5.0	18	3	11	A-1-a(0)
	100														
		20-32-26	18/18			27									
	105														
		12-19-20	7/18			28									
	110														
		10-15-18	12-18			29									
	115														

Boring No. B7-50 Northing & Easting N: 646690.501, E: 1490735.798 Surface Elev. 737.0ft Project: MOT-75-12.00 (5/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
622.0	115				SILTY GRAVEL with SAND-medium dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
		50/5"	5/15			30									
	120														
		24-13-16	9/18			31									
	125														
606.5		15-7-19	18/15		CLAYEY SAND with GRAVEL-medium dense, brown, wet, fine to coarse sand and gravel, trace silt	32	55.5	19.4	11.3	8.3	4.5	23	11	10	A-2-6(4)
	130														
602.6		9-6-10	10/16			33									
[illegible]	135				LEAN CLAY - stiff, gray, wet, trace gravel (qp = 1.0 tsf)										
					SILTY SAND - medium dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay										
		12-12-15	13/18			34	1.8	59.7	20.6	9.6	8.1	14	2	17	A-1-b(0)
597.0	140														

E.O.B @ 140'
Water elevation during drilling: 715.6 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 40.0 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

CALCULATED AS CHECKED RL

MOT-75-12.00

BORING B7-51: STA. 335+43.59, 28.65' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 8/24/06 — Sampler: Type SS — Dia. 2" — Water Elev. 714.6ft

Date Completed 8/24/06 — Casing: Length — Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-51 — Northing & Easting N: 646848.862, E: 1490639.654 — Surface Elev. 727.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
727.2	0	7-8-7-5	12/18		SILTY GRAVEL with SAND - medium dense, brown to black, fine to coarse gravel and sand (possible fill)	1	57.6	13.4	16.9	12.1*				6	A-1-a(0)
		4-6-10	15/18			2									
724.2		6-5-8	12/18		SILTY GRAVEL with SAND - medium dense, brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	3	65.5	15.9	6.6	6.4	5.8	19	3	7	A-1-a(0)
	5	4-10-14	10/18		rig chatter from 5-6.5 feet, possible cobbles	4									
		9-7-7	11/18			5									
		8-12-13	11/18			6									
	10	4-8-8	10/18			7									
715.2		8-10-7	13/18		SILTY SAND with GRAVEL - medium dense, dark brown, wet, fine to coarse sand, fine gravel, trace clay	8									
		6-7-8	11/18			9	35.0	27.4	24.1	7.7	5.8			18	A-1-b(0)
713.2		4-7-21	10/18		WELL GRADED GRAVEL with SAND - medium dense, brown, wet, fine to coarse gravel, fine to coarse sand, little silt, trace to little clay	10									
	15	14-42-48	11/18		gravel in spoon tip; rig chatter from 15.5-17 feet, possible cobbles	11									
710.2		10-14-15	9/18		CLAYEY SAND with GRAVEL - dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace silt	12	38.7	23.2	11.7	8.1	18.3	38	23	14	A-2-6(4)
		-ST	15/24												
	20														
704.2		2-5-10	13/18		SILTY SAND with GRAVEL - medium dense, brown, wet, fine to coarse gravel, trace clay	13	44.1	15.8	9.7	22.0	8.3	21	2	14	A-2-4(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-161 Revised 9/94

Boring No. B7-51 — Northing & Easting N: 646848.862, E: 1490639.654 — Surface Elev. 727.2ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
702.2	25				SILTY SAND with GRAVEL - medium dense, brown, wet, fine to coarse gravel, trace clay										
698.7		4-10-15	12/18		SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse gravel and sand, trace to little clay	14	43.9	18.5	16.2	16.9	6.5			12	A-1-b(0)
	30				rig chatter 25-65 ft, possible cobbles										
		12-20-24	11/18			15									
	35														
		5-15-23	10/18			16									
	40														
683.7		4-14-21	11/18		SILTY SAND - dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	17	3.2	25.1	53.4	13.6	4.7			17	A-2-4(0)
	45														
678.7		13-12-11	10/18		SILTY GRAVEL with SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	18									
	50														
		15-14-26	11/18		color change to orange brown, rig chatter from 55-58 feet, possible cobbles	19									
	55														

Boring No. B7-51 — Northing & Easting N: 646848.862, E: 1490639.654 — Surface Elev. 727.2ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
672.2	55				SILTY GRAVEL with SAND - medium dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
668.7		12-15-16	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, wet, fine to coarse sand and gravel, trace clay	20	49.0	31.5	9.9	6.1	3.4			11	A-1-b(0)
	60														
		9-14-24	12/18			21									
	65														
		11-16-22	6/18			22									
	70														
		11-18-20	6/18		color change to grayish brown	23									
	75														
		20-24-21	5/18			24									
	80														
		19-32-50/5"	11/10		color change to orange brown	25									
	85														

Boring No. B7-51 — Northing & Easting N: 646848.862, E: 1490639.654 — Surface Elev. 727.2ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
642.2	85				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, wet, fine to coarse sand and gravel, trace clay										
		50/5"	16/18		3" seam of silty sand at 88.5 feet	26									
	90														
		50/5"	12/18		color change in spoon tip to grayish black	27									
	95														
628.7		16-39-40	18/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	28									
627.2	100														

E.O.B. @ 100 feet

Notes:
* - Percentage passing #200 sieve
Water elevation while drilling: 705.6 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 20.5 ft
NR - No Recovery

CALCULATED AS — CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B7-52: STA. 337+03.17, 128.76' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 8/21/06 Sampler: Type SS Dia. 2.25" Water Elev. 715.7ft
Date Completed 8/23/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-52 Northing & Easting N: 646955.314, E: 1490838.298 Surface Elev. 727.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
727.7	0														
727.2		5-14-11-14	12/18		TOPSOIL: SILTY CLAY - 6 inches, dark brown, moist, organics, trace fine sand	1									
		8-8-12	11/18		CLAYEY SAND with GRAVEL - loose to medium dense, dark brown, moist, fine to coarse sand, fine to coarse gravel, little silt layers of silt	2	41.5	12.3	15.0	21.0	10.2	26	10	8	A-2-4(0)
		8-7-6	6/18		wet	3								10	
	5	10-5-3	NR			4									
		2-2-3	NR		gravel in tip, possible cobbles	5									
719.7		4-15-24	10/18		SILTY GRAVEL with SAND - dense, black, moist to wet, fine to coarse grained sand, trace clay	6									
	10	16-23-10	9/18		cobbles noted	7									
715.7		4-7-8	10/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very loose, dark brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay	8	48.0	32.2	12.3	4.2	2.3			13	A-1-b(0)
		10-7-12	11/18			9									
		17-10-12	12/18			10									
	15	8-2-1	9/18			11									
710.7		36-50/5"	10/18		WELL GRADED SAND with SILT and GRAVEL - dense to very dense, dark brown to gray, wet, fine gravel, fine to coarse sand, trace clay	12	60.5	22.7	8.2	6.1	2.5			9	A-1-a(0)
		5-12-22	9/18			13									
	20														
		23-8-50/4"	NR		gravel in tip of spoon	14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-52 Northing & Easting N: 646955.314, E: 1490838.298 Surface Elev. 727.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
702.7	25				WELL GRADED SAND with SILT and GRAVEL - dense to very dense, dark brown to gray, wet, fine gravel, fine to coarse sand, trace clay										
699.2		19-18-8	9/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to dense, grayish brown, wet, fine to coarse gravel and sand, trace clay	15	56.1	25.6	7.8	6.0	4.5			16	A-1-a(0)
	30														
		10-10-23	10/18			16									
	35														
689.2		12-24-23	9/18		POORLY GRADED SAND with SILT - dense, grayish brown, wet, fine to coarse sand, fine gravel	17									
	40														
		18-23-15	12/18			18	15.6	39.3	32.9	12**				15	A-1-b(0)
	45														
679.2		13-24-26	12/18		SILTY SAND with GRAVEL - dense, grayish brown, wet, fine to coarse gravel, fine sand, trace clay	19	40.0	31.5	15.3	8.6	4.6			11	A-1-b(0)
	50														
674.2		4-6-50/5"	13/18		SILTY CLAYEY SAND with GRAVEL - dense to very dense, brown, moist, fine gravel, fine to coarse sand	20	22.2	18.2	11.5	26.5	20.6	22	7	17	A-4a(8)
	55														

Boring No. B7-52 Northing & Easting N: 646955.314, E: 1490838.298 Surface Elev. 727.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
672.7	55				SILTY CLAYEY SAND with GRAVEL - dense to very dense, brown, moist, fine gravel, fine to coarse sand										
		9-14-16	10/18			21									
	60														
664.2		15-23-22	11/18		SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	22	43.8	30.6	12.6	7.8	5.4			11	A-1-b(0)
	65														
659.2		4-8-18	9/18		SILTY CLAYEY SAND with GRAVEL - medium dense, brown, wet, fine to coarse sand and gravel	23	44.0	[illegible]	9.9	19.0	14.4	21	6	11	A-2-4(0)
	70														
654.2		10-16-21	9/18		SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	24	50.8	22.9	10.7	10.1	5.5			10	A-1-b(0)
	75														
		14-14-25	9/18			25									
	80														
		22-27-20	10/18			26									
	85														

Boring No. B7-52 Northing & Easting N: 646955.314, E: 1490838.298 Surface Elev. 727.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
642.7	85				SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		14-20-28	10/18			27	55.6	19.0	10.8	10.4	4.2			8	A-1-a(0)
	90														
634.2		12-11-13	5/18		SILTY SAND - medium dense, brown, wet, fine to coarse grained sand, trace fine gravel.	28								21	
	95														
629.2		30-35-38	11/18		WELL GRADED GRAVEL with SILT and SAND - very dense, brown, wet, fine to coarse gravel	29									
	100														
624.2		15-26-44	10/18		SANDY SILT - dense to very dense, gray, wet, fine to coarse grained sand, trace clay, trace fine gravel, trace clay	30	1.8	6.9	38.6	47.2	5.5			17	A-4a(0)
	105														
		12-10-24	16/18			31									
	110														
		11-20-25	17/18			32									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B7-53: STA. 337+17.55, 75.41' LT, ℄ CONST. I.R. 75

Boring No. B7-52 Northing & Easting N: 646955.314, E: 1490835.298 Surface Elev. 727.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
612.7	115				SANDY SILT - dense to very dense, gray, wet, fine to coarse grained sand trace clay, trace fine gravel, trace clay										
609.2		9-18-25	15/18		SILTY SAND - dense to very dense, grey, wet, trace fine gravel, trace clay	33	0.9	47.2	37.2	10.3	4.4			15	A-2-4(0)
	120	7-16-36	18/18			34									
	125														
		29-32-31	18/18			35									
	130														
593.2		11-16-21	18/18		POORLY GRADED SAND with SILT - dense to very dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay	36	2.8	62.6	22.5	7.6	4.5			16	A-1-b(0)
	135														
		40-50/1"	7/18			37									
587.7	140				B.O.B. @ 140 feet										

Notes:
*= Possible concrete encountered at 5.5 feet. Bang drilled to 5.5 feet at new boring location, offset 10 feet North.
** = Percentage passing #200 sieve
Water elevation while drilling: 715.7 ft
Drilling Method: HSA with bentonite drilling fluid
NR=No Recovery

HNTB

LOG OF BORING

Date Started 11/1/06 Sampler: Type SS Dia. Water Elev. 725.5ft
Date Completed 11/1/06 Casing: Length Dia.

Project Identification: MOT-75-12.00

Boring No. B7-53 Northing & Easting N: 647036.942, E: 1490646.564 Surface Elev. 725.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
725.5	0				WATER - River - 3.5 feet deep										
722.0		3-4-20	3/18		SILTY GRAVEL with SAND - dense to very dense, wet, coarse sand, fine to coarse gravel, cobbles noted	1									
	5	8-10-10	2/18			2									
	10	60/2"	2/18			3									
		12-21-31	5/18			4									
711.5	15	7-5-8	5/18		SILTY, CLAYEY SAND - medium dense to dense, reddish brown, wet, fine to medium sand	5*	15.9	35.8	28.9	12.5	6.9	19	4	18	A-1-b(0)
		5-8-11	6/18			6									
706.5	20	11-10-13	5/18		WELL GRADED SAND with SILT and GRAVEL - dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay, cobbles noted	7									
		13-14-18	11/18			8	56.1	20.2	11.8	7.7	4.2			11	A-1-a(0)
	25	15-16-21	7/18			9									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TS 151 Revised 9/94

Boring No. B7-53 Northing & Easting N: 647036.942, E: 1490646.564 Surface Elev. 725.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
700.5	25				WELL GRADED SAND with SILT and GRAVEL - dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay, cobbles noted										
		23-25-21	5/18			10									
	30	40-50/3"	4/18			11									
	35														
688.0		10-14-18	13/18			12									
					SILTY SAND with GRAVEL - dense to very dense, brown to gray, wet, fine to medium sand, fine gravel, cobbles noted										
	40	23-24-29	15/18			13									
	45	25-21-14	5/15			14									
	50	8-10-13	4/18			15									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

15/35

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Boring No. B7-53 Northing & Easting N: 647036.942, E: 1490846.564 Surface Elev. 725.5ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
670.5	55				SILTY SAND with GRAVEL - dense to very dense, brown to gray, wet, fine to medium sand, fine gravel, cobbles noted										
		14-22-19	6/18			16									
	60	12-12-14	13/18			17									
	65														
658.5		13-15-15	7/18		WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet	18**	38.1	33.3	16.8	8.9	2.9			13	A-1-b(0)
	70	11-19-18	6/18			19									
	75	14-11-13	12/18			20									
	80	14-19-17	11/18			21									
	85														

Boring No. B7-53 Northing & Easting N: 647036.942, E: 1490846.564 Surface Elev. 725.5ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
640.5	85				WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet										
		13-15-18	4/18			22									
	90														
633.5		8-15-16	13/18		SILTY SAND - dense, brownish gray, wet, fine to coarse sand, trace fine gravel	23	3.5	8.7	74.8	9.1	3.9			23	A-2-4(0)
	95	12-15-21	5/18			24									
	100	12-13-17	7/18			25									
	105	13-16-29	6/18			26									
617.0					E.O.B. @ 108.5'										

E.O.B. @ 108.5'
*-Sample tested was a combined sample between SS-5 and SS-6
**-Sample tested was a combined sample between SS-18, SS-19 and SS-20.
NR- No Recovery

(1/4)

HNTB
LOG OF BORING

Date Started 11/1/06 Sampler: Type SS Dia. Water Elev. 725.5ft Project Identification: MOT-75-12.00
Date Completed 11/1/06 Casing: Length Dia.

Boring No. B7-54 Northing & Easting N: 647104.635, E: 1490860.411 Surface Elev. 725.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
725.5	0				WATER - River ~7.5 feet deep										
	5														
718.0		6-3-7	2/18		POORLY GRADED SAND with GRAVEL - loose to medium dense, brown, wet, coarse sand, with cobbles	1									
715.5	10	5-5-7	2/18			2									
		4-4-5	6/18		SILTY SAND - loose to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	3*	0.3	14.3	73.0	9.0	3.4			22	A-3a(0)
	15	7-8-10	5/18			4									
		7-8-8	6/18			5									
	20	13-34-16	5/18			6									
		8-12-15	0/18			7									
701.5	25	11-12-10	4/18		SILTY GRAVEL with SAND - medium dense to very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, cobbles noted	8									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-161 Revised 8/04

Boring No. B7-54 Northing & Easting N: 647104.635, E: 1490860.411 Surface Elev. 725.5ft Project: MOT-75-12.00 (2/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
700.5	25				SILTY GRAVEL with SAND - medium dense to very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, cobbles noted										
		12-15-21	7/18			9									
	30	21-18-21	16/18			10									
		32-22-24	18/18			11									
	35	16-23-34	5/18			12									
	40	22-35-33	5/18			13									
	45	14-13-17	4/18			14									
	50	17-25-15	6/18			15									
	55														

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

CALCULATED AS CHECKED RL

MOT-75-12.00

BORING B7-55: STA. 338+93.25, 76.25' LT, ℄ CONST. I.R. 75

Boring No. B7-54 Northing & Easting N: 647104.635, E: 1490860.411 Surface Elev. 725.5ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
670.5	55				SILTY GRAVEL with SAND - medium dense to very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, cobbles noted										
		5-10-12	9/15			16									
	60	14-12-12	4/18			17									
	65	14-15-15	7/18			18									
	70	13-46-26	4/18			19									
	75	16-20-13	6/18			20									
	80	12-15-24	10/18			21									
640.5	85														

HNTB
LOG OF BORING

Date Started 11/2/06 Sampler: Type SS Dia. Water Elev. 725.5ft Project Identification:
Date Completed 11/2/06 Casing: Length Dia. MOT-75-12.00 (1/4)

Boring No. B7-55 Northing & Easting N: 647193.866, E: 1490891.179 Surface Elev. 725.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
725.5	0				WATER - River 7.5 feet deep										
	5														
718.0		5-4-4	2/18		POORLY GRADED SAND with GRAVEL - loose, wet, medium to coarse sand, with cobbles	1									
717.5					SILTY GRAVEL with SAND - loose to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay, cobbles noted										
	10	3-2-4	NR			2									
		5-5-4	1/18			3									
710.5	15	14-21-22	6/18			4*	48.8	15.9	10.4	18.3	6.6	18	2	11	A-1-b(0)
					SILTY SAND with GRAVEL - medium dense, brown, wet										
		12-17-18	6/18			5									
	20	11-13-16	4/18			6									
		12-13-16	9/18			7									
	25	16-14-17	6/18			8									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm Form TE-151 Revised 9/94

Boring No. B7-54 Northing & Easting N: 647104.635, E: 1490860.411 Surface Elev. 725.5ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
640.5	85				SILTY SAND - dense, brown, wet, fine to medium sand, trace fine gravel										
		11-14-15	6/18			22									
635.5	90				SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace cobbles										
		30-44-50/6"	4/16			23									
	95	23-23-31	7/18			24									
	100	17-17-18	12/18			25									
622.0															

E.O.B. @ 103.5'

Notes:
* - This data is a composite of samples collected from 12' to 18.5' bgs
NR - No Recovery

Boring No. B7-55 Northing & Easting N: 647193.866, E: 1490891.179 Surface Elev. 725.5ft Project: MOT-75-12.00 (2/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
700.5	25				SILTY SAND with GRAVEL - medium dense, brown, wet										
		6-15-10	12/18			9									
696.0	30	8-11-11	5/18		SILTY SAND - medium dense, brown, wet, fine to medium sand, trace fine gravel, trace clay	10**	10.9	31.5	37.5	13.7	6.4			16	A-3a(0)
		6-8-9	13/18			11									
	35														
688.0		12-16-16	4/18			12									
					SILTY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse sand, fine to coarse gravel, cobbles noted										
	40	15-14-14	6/18			13									
	45	19-18-18	8/18			14									
	50	24-27-30	4/18			15									
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

Boring No. B7-55 Northing & Easting N: 647193.868, E: 1490691.179 Surface Elev. 725.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
670.5	55				SILTY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse sand, fine to coarse gravel, cobbles noted										
		50/1"	NR			16									
	60	16-17-27	7/18			17									
	65	26-25-22	3/18			18									
	70	17-19-15	5/18			19									
	75														
649.0		15-18-19	6/15		SILTY SAND - dense, brown, wet, fine to coarse sand, little fine to coarse gravel, trace clay	20***	18.9	12.2	51.2	12.9	4.8			17	A-2-4(0)
	80	14-21-20	6/18			21									
	85														

Boring No. B7-55 Northing & Easting N: 647193.866, E: 1490691.179 Surface Elev. 725.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
640.5	85				SILTY SAND - dense, brown, wet, fine to coarse sand, little fine to coarse gravel, trace clay										
		12-14-14	5/18			22									
635.5	90				SANDY LEAN CLAY - hard, gray, wet, fine sand, some silt, trace fine gravel (qp = 4.5+ tsf)										
		11-19-30	12/18			23									
	95	15-26-40	14/18			24						21	9	11	
625.5	100				LEAN CLAY - hard, brown, wet, trace fine gravel, trace fine sand										
		8-14-17	13/18			25								26	
	105														
619.5		11-17-17	5/18		WELL GRADED SAND - dense, gray, wet, fine to coarse sand, trace fine gravel, trace to little silt	26									
615.5	110				LEAN CLAY - hard, grayish-brown, wet, trace fine gravel, trace fine sand										
		9-14-18	6/18			27									
611.5	115				SILTY GRAVEL with SAND - very dense, brown to gray, wet, fine to coarse sand, fine to coarse gravel										

Boring No. B7-55 Northing & Easting N: 647193.866, E: 1490691.179 Surface Elev. 725.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
610.5	115				SILTY GRAVEL with SAND - very dense, brown to gray, wet, fine to coarse sand, fine to coarse gravel										
		17-39-44	6/18			28									
	120	20-44-31	9/18		sandy lean clay seams from 122' to 123.5'	29									
	125	50/3"	NR			30									
	130	25-34-47	10/18			31									
	135	27-30-32	****			32									
587.0															

E.O.B. @ 138.5'
*-Sample tested was a combined sample between SS-4, SS-5 and SS-6
**-Sample tested was a combined sample between SS-10, SS-11 and SS-12
***-Sample tested was a combined sample between SS-20 and SS-21
**** - Recovery not recorded
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

CALCULATED AS
CHECKED RL

P_PWP: dms10272\77247ZL047.dgn 18-MAR-2010 5:22PM sgage

BORING B7-56: STA. 339+98.80, 115.09' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 11/2/06 — Sampler Type SS — Dia: — Water Elev. 725.5ft
Date Completed 11/2/06 — Casing: Length — Dia.

Project Identification: MOT-75-12.00

Boring No. B7-56 — Northing & Easting N:647252.328, E: 1490901.951 — Surface Elev. 725.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
725.5	0				WATER - River - 7 feet deep										
	5														
718.5		7-10-10	4/18		WELL GRADED GRAVEL with SAND - medium dense to very dense, wet, coarse gravel, coarse sand, trace silt, cobbles noted	1									
	10	6-6-10	2/18			2									
		8-7-4	5/18			3									
	15	6-5-7	NR			4									
		5-3-3	4/18			5									
	20	9-9-50/4"	3/18			6									
703.5		21-22-25	5/18		SILTY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse sand, fine to coarse gravel	7*	42.5	25.2	15.1	10.1	7.1			11	A-1-b(0)
	25	15-16-15	8/18			8									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-56 — Northing & Easting N:647252.328, E: 1490901.951 — Surface Elev. 725.5ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
700.5	25				SILTY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse sand, fine to coarse gravel										
		9-12-15	8/18			9									
	30	15-18-19	5/18			10									
		24-24-28	4/18			11									
	35	10-14-17	8/18			12									
687.0					SILTY SAND - dense to very dense, gray, wet, fine to coarse sand, trace fine gravel										
	40	7-11-18	12/18			13	5.8	38.8	41.8	9.3	4.3			20	A-3a(0)
	45	26-19-20	7/18			14									
	50	10-14-17	8/18			15									
	55														

Boring No. B7-56 — Northing & Easting N:647252.328, E: 1490901.951 — Surface Elev. 725.5ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
670.5	55				SILTY SAND - dense to very dense, grey, wet, fine to coarse sand, trace fine gravel										
		13-15-21	12/18			16									
	60														
664.0		20-19-23	6/18		SILTY GRAVEL with SAND - dense, brown, wet, fine to coarse sand, fine to coarse gravel	17									
660.5	65				SILTY SAND - dense, brown, wet, fine to medium sand, trace fine to coarse gravel										
		15-13-16	5/18			18									
	70	17-25-29	5/18			19									
	75	11-17-22	6/18			20									
	80	21-21-25	13/18			21									
	85														

Boring No. B7-56 — Northing & Easting N:647252.328, E: 1490901.951 — Surface Elev. 725.5ft — Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.%	P.I.%	W.C.%	ODOT Class
640.5	85				SILTY SAND - dense, brown, wet, fine to medium sand, trace fine to coarse gravel										
		17-15-19	7/18			22									
	90	13-18-22	**			23									
632.0															

E.O.B. @ 93.5 feet
* - Sample tested was a combined sample between SS-7 and SS-8
** - Recovery not noted
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

P_PWP:dms10272\77247ZL048.dgn 18-MAR-2010 5:23PM sgage

BORING B7-57: STA. 341+42.73, 89.08' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 8/17/06 Sampler: Type SS Dia. 2" Water Elev. 714.48
Date Completed 8/17/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-57 Northing & Easting N: 647437.193, E: 1490733.148 Surface Elev. 725.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
725.6	0														
		3-3-1	6/24		SURFACE- Aquatic vegetation, gravel CLAYEY GRAVEL with SAND- very loose, grayish brown, fine to coarse gravel, fine to coarse sand, wet, trace silt	1	57.3	12.5	14.3	8.8	7.8	26	10	15	A-2-4(0)
		2-3-2	9/18			2								14	
		3-1-1	NR			3									
720.6	5	12-14-15	18/18		WELL GRADED GRAVEL with SILT and SAND- medium dense, light brown, moist, fine to coarse gravel and sand, trace clay	4	60.6	17.4	6.6	3.9	2.5			5	A-1-a(0)
		7-11-9	7/18			5									
717.6		5-5-9	17/18		SILTY GRAVEL with SAND- medium dense, brown, wet	6								8	
	10	4-8-13	10/18		rig chatter, possible cobbles and gravel	7									
714.6		6-25-11	8/18		SILTY SAND with GRAVEL- medium dense to very dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	8									
		6-20-24	10/18			9	48.4	21.8	13.0	11.0	5.8			10	A-1-b(0)
		2-5-21	8/18			10									
	15	11-12-14	15/18			11									
		45-38-16	13/18			12									
		13-16-27	18/18			13	48.3	27.6	11.3	9.2	3.6			8	A-1-b(0)
	20														
		26-27-21	14/18			14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-57 Northing & Easting N: 647437.193, E: 1490733.148 Surface Elev. 725.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
700.6	25				SILTY SAND with GRAVEL- medium dense to very dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		10-13-15	11/18			15									
	30														
		17-26-30	12/18			16									
	35														
		4-7-14	7/18			17									
	40														
682.1		46-41-22	17/18		POORLY GRADED SAND with SILT and GRAVEL- dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay (rig chatter, possible cobbles)	18	60.3	23.4	9.4	5.4	4.5			10	A-1-a(0)
	45														
677.1		22-21-20	18/18		SILTY SAND with GRAVEL- medium dense to very dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	19	39.3	26.2	13.4	11.7	6.9			10	A-1-b(0)
	50														
		15-13-19	12/18			20									
	55														

Boring No. B7-57 Northing & Easting N: 647437.193, E: 1490733.148 Surface Elev. 725.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
670.6	55				SILTY SAND with GRAVEL- medium dense to very dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		35-24-26	10/18			21									
	60														
		29-33-50/3"	NR		rig chatter, possible cobbles	22									
	65														
		21-24-32	12/18		grayish brown	23	45.8	22.0	17.6	8.6	5.9			9	A-1-b(0)
	70														
		31-50/5"	11/18			24									
	75														
		16-47-50/2"	14/18			25									
	80														
		18-50/5"	10/18			26									
	85														

Boring No. B7-57 Northing & Easting N: 647437.193, E: 1490733.148 Surface Elev. 725.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
640.6	85				SILTY SAND with GRAVEL- medium dense to very dense, dark to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
637.1		32-21-30	6/18		SILTY CLAYEY SAND with GRAVEL- very dense, gray, moist, fine to coarse sand, fine to coarse gravel	27									
	90														
		9-15-38	18/18			28	23.6	12.7	17.3	28.6	17.8	16	4	8	A-4a(10)
	95														
627.1		10-8-14	0/18		POORLY GRADED SAND with SILT- medium dense, dark gray, wet, trace fine gravel, fine to coarse sand, trace clay	29	8.5	30.7	51.8	9.3**				17	A-3a(0)
625.6	100														

E.O.B. @ 100 feet

Notes:
** = Percentage passing #200 sieve
Water elevation while drilling: 714.4 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 15.5 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

CALCULATED AS
CHECKED RL

MOT-75-12.00

BORING B7-58: STA. 342+32.80, 102.85' RT, ℄ CONST. I.R. 75

1/5

HNTB
LOG OF BORING

Date Started 8/15/06 Sampler: Type SS Dia. 2" Water Elev. 716.8ft
Date Completed 8/16/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-58 Northing & Easting N: 647485.050, E: 1490939.688 Surface Elev. 725.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
725.3	0														
		50/4"	4/24		SURFACE -grass, possible rip rap and cobbles CLAYEY SAND with GRAVEL - very dense to medium dense, dark brown, moist, fine to coarse gravel, fine to coarse sand, some silt	1									
		3-5-6	12/18			2	33.4	10.3	15.1	21.6	19.5	27	12	13	A-6a(10)
721.3					gravel in spoon at 3.5 feet										
		9-8-10	NR		WELL GRADED GRAVEL with SILT and SAND - medium dense to dense, gray to brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	3									
	5	15-17-16	11/18			4	71.6	14.7	6.5	4.8	2.4			5	A-1-a(0)
		5-20-16	4/18			5									
		7-6-9	7/18			6									
715.8	10	5-8-12	6/18		SILTY GRAVEL with SAND - loose to dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	7									
		4-5-8	12/18			8									
		23-12-6	10/18			9	59.4	11.9	11.8	13.5	3.4			10	A-1-b(0)
		6-4-3	8/18			10									
	15	33-11-8	12/18			11									
		17-15-7	10/18			12									
		7-31-15	6/18			13									
	20														
		8-20-9	4/18			14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm,

Form TE-151 Revised 9/94

2/5

Boring No. B7-58 Northing & Easting N. 647485.050, E: 1490939.688 Surface Elev. 725.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
700.3	25				SILTY GRAVEL with SAND - loose to dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		8-10-17	7/18			15									
	30														
691.0		10-17-8	11/18		POORLY GRADED SAND with SILT - medium dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay Rig chatter from 37-38.5 feet	16	12.7	64.6	21.8	7.7	3.2			15	A-1-b(0)
	35														
686.8		22-33-25	13/18		SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	17	57.0	19.8	9.3	10.0	3.6			9	A-1-a(0)
	40														
		15-23-25	11/18			18									
	45														
676.8		4-3-2	6/18		POORLY GRADED GRAVEL with SILT and SAND - loose to dense, grayish brown, wet, fine to coarse gravel, fine to coarse, trace clay	19									
	50														
		4-11-25	8/18			20	64.9	21.0	7.7	4.6	1.9			10	A-1-a(0)
	55														

3/5

Boring No. B7-58 Northing & Easting N: 647485.050, E: 1490939.688 Surface Elev. 725.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
670.3	55				POORLY GRADED GRAVEL with SILT and SAND - loose to dense, grayish brown, wet, fine to coarse gravel, fine to coarse, trace clay										
666.8		9-9-10	10/18		SILTY SAND - medium dense to dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	21									
	60														
		12-15-21	18/18			22	4.3	65.7	16.5	11.0	2.5			16	A-1-b(0)
	65														
656.8		7-7-12	7/18		WELL GRADED GRAVEL with SILT - medium dense, brown, wet, fine to coarse sand	23									
	70														
651.8		7-13-16	18/18		WELL GRADED SAND with SILT - medium dense to very dense, brown, wet, medium to coarse sand, trace fine gravel, trace clay	24									
	75														
		13-17-12	18/18			25	11.4	66.2	14.5	5.2	2.7				A-1-b(0)
	80														
		9-23-50/4"	14/18			26									
	85														

4/5

Boring No. B7-58 Northing & Easting N. 647485.050, E: 1490939.688 Surface Elev. 725.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
640.3	85				WELL GRADED SAND with SILT - medium dense to very dense, brown, wet, medium to coarse sand, trace fine gravel, trace clay										
635.8		6-9-12	6/18		SANDY LEAN CLAY - very stiff, brown, wet, trace coarse gravel (qp = 2.5 tsf)	27									
	90														
		9-2-13	NR		gravel in spoon	28									
	95														
625.8		15-32-50/5"	15/18		SILTY CLAYEY SAND - medium dense to very dense, gray to brown, wet, fine to coarse sand, little fine to coarse gravel	29	23.3	15.4	18.7	29.1	13.5	10	5	9	A-4a(0)
	100														
		20-23-35	17/18			30								9	
	105														
		5-9-12	9/18			31									
	110														
611.8		50/5"	7/18		SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, little fine to coarse gravel	32									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

21/35

IP_PWP: dms10272\77247ZL050.dgn 18-MAR-2010 5:24PM sgage

Boring No. B7-58 Northing & Easting N: 647485.050, E: 1490939.688 Surface Elev. 725.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
610.3	115														
					SANDY LEAN CLAY - hard, gray, wet, fine to coarse sand, little fine to coarse gravel										
		15-17-32	18/18		trace organics (wood fragments) (qp = 4.0 tsf)	33	16.9	12.0	14.5	29.5	27.1	25	12	13	A-6a(10)
	120														
601.8		31-32-50/5"	16/16		SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay	34									
	125														
596.8		4-8-22	18/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace clay	35	39.2	34.5	14.6	6.6	5.1			11	A-1-b(0)
	130														
591.8		14-22-50/6"	12/18		SILTY SAND - very dense, gray, wet, fine to coarse sand, trace fine gravel, trace clay	36	18.8	52.1	15.9	8.5	4.7			12	A-1-b(0)
	135														
		36-15-41	18/18			37									
585.3	140														

E.O.B @ 140'
Water elevation while drilling: 716.8 ft
Drilling Method: HSA with bentonite drilling fluid.
Bentonite drilling fluid was added at 18.5 ft
NR - No Recovery

HNTB
LOG OF BORING

Date Started 9/21/06 Sampler: Type SS Dia. 2" Water Elev. 716.2ft
Date Completed 9/22/06 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-59 Northing & Easting N: 647666.208, E: 1490777.833 Surface Elev. 743.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
743.2	0	3-3-5-7	12/24		CLAYEY SAND with GRAVEL - medium dense, brown, moist, fine to coarse sand, fine and coarse gravel	1	32.9	10.4	16.9	22.4	18.4	29	12	12	A-6A(10)
		2-3-5	16/18			2									
739.7		7-9-7	13/18		SILTY, CLAYEY SAND with GRAVEL - loose to medium dense, brown, moist, fine to coarse sand and gravel, trace clay	3	52.5	17.1	10.8	11.7	7.9	21	6	8	A-1-b(0)
	5	7-6-3	8/18			4									
		5-5-4	4/18			5									
732.7	10	4-5-2	17/18		CLAYEY SAND with GRAVEL - loose, brown, fine to coarse gravel, fine to coarse sand, some silt	6	25.8	12.4	15.9	26.8	19.1	33	13	18	A-6a(10)
		2-2-3	18/18			7									
	15	1-2-2	18/18			8									
		2-2-4	18/18			9									
723.2	20	4-6-7	18/18		SILTY SAND with GRAVEL - medium dense to dense, grayish brown, moist, fine and coarse gravel, fine to coarse sand, trace clay	10	34.1	16.6	32.0	11.0	6.3			18	A-1-b(0)
		9-35-13	13/18			11									
	25														

Particle Sizes. Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-181 Revised 9/04

Boring No. B7-59 Northing & Easting N: 647666.208, E: 1490777.833 Surface Elev. 743.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
718.2	25				SILTY SAND with GRAVEL - medium dense to dense, grayish brown, moist, fine and coarse gravel, fine to coarse sand, trace clay										
		12-16-20	18/18			12									
	30														
		18-19-29	18/18			13									
	35														
708.2		7-8-8	16/18		WELL GRADED SAND with SILT and GRAVEL - medium dense, brown, wet, fine to coarse-grained sand and gravel, trace clay	14	31.3	43.4	16.7	5.0	3.6			15	A-1-b(0)
	40														
		13-11-10	16/18			15									
	45														
698.7		12-10-8	0/18		SILTY GRAVEL with SAND - medium dense, brown, wet	16									
	50														
		5-7-6	10/18			17									
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

Boring No. B7-59 Northing & Easting N: 647606.208, E: 1490777.833 Surface Elev. 743.2ft Project: MOT-75-12.00 (3/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
688.2	55														
					SILTY GRAVEL with SAND - medium dense, brown, wet										
		5-11-18	8/18			18									
	60														
		17-6-7	7/18			19									
	65														
674.7		11-12-23	12/18		SILTY, CLAYEY SAND with GRAVEL - medium dense to very dense, brown to gray, wet, fine to coarse sand, fine gravel	20	54.4	20.2	10.9	9.1	5.4	20	4	15	A-1-a (0)
	70														
		8-12-16	9/18			21									
	75														
		8-4-7	7/18			22									
	80														
		19-50/5"	11/18			23									
	85														

Boring No. B7-59 Northing & Easting N: 647606.208, E: 1490777.833 Surface Elev. 743.2ft Project: MOT-75-12.00 (4/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
658.2	85														
					SILTY, CLAYEY SAND with GRAVEL - medium dense to very dense, brown to gray, wet, fine to coarse sand, fine gravel										
		15-50/5"	11/18			24									
	90														
649.7		13-23-50/1"	13/18		SILTY SAND with GRAVEL - very dense, brown to gray, wet, fine to coarse sand, fine gravel, trace clay	25	55.5	18.2	10.4	10.4	5.5	18	4	12	A-1-b(0)
	95														
		50/5"	5/18			26									
	100														
		45-50/3"	7/18			27									
	105														
		35-50/6"	8/18			28									
	110														
629.7		6-21-32	14/18		SANDY LEAN CLAY - hard, gray, wet, little fine to coarse gravel, some silt (qp = 4.5 tsf)	29									
	115														

Boring No. B7-59 Northing & Easting N: 647606.208, E: 1490777.833 Surface Elev. 743.2ft Project: MOT-75-12.00 (5/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
628.2	115														
					SANDY LEAN CLAY - hard, gray, wet, little fine to coarse gravel, some silt										
		18-26-34	18/18		(qp = 4.5 tsf)	30	17.2	7.9	11.9	28.0	35.0	29	14	15	A-6a(10)
	120														
		50/5"	5/18		(qp = 4.0 tsf) 1" of silty gravel w/sand to 125' with orange mottles	31									
	125														
		21-50/5"	11/18		(qp = 4.0 tsf)	32									
	130														
		8-50/3"	6/18		(qp = 4.0 tsf)	33									
	135														
		23-17-32	4/18		(qp = 3.0 tsf)	34									
603.2	140														

E.O.B. @ 140 feet
Water elevation during drilling: 716.2 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

CALCULATED AS
CHECKED RL

BORING B7-60: STA. 343+00.51, 113.55' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 8/14/06 Sampler: Type SS Dia. 2" Water Elev. 716.2ft
Date Completed 8/15/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-60 Northing & Easting N: 647549.021, E: 1490984.337 Surface Elev. 726.4ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
726.4	0														
725.7					TOPSOIL - CLAYEY SAND - loose, dark brown, moist, trace fine to coarse gravel, approximately 8" thick										
		5-3-3	16/24		CLAYEY SAND with GRAVEL - loose, dark brown, moist, fine to coarse gravel and sand, some silt	1	27.9	11.1	18.9	22.2	19.0	31	13	13	A-6a(10)
723.9		6-3-7	1/18			2								8	
		5-7-9	12/18		WELL GRADED GRAVEL with SILT and SAND - medium dense, light brown to brown, moist, fine to coarse gravel, fine to coarse sand, trace to little clay	3								7	
	5	5-12-11	3.5/18			4								6	
718.9		4-7-15	13/18		SILTY, CLAYEY GRAVEL with SAND - medium dense, light brown, moist, fine to coarse sand and gravel	5	61.8	18.9	6.7	8.4	4.1	20	5	7	A-1-a(0)
717.9		4-7-11	8/18			6								5	
	10	7-9-6	12/18		CLAYEY GRAVEL with SAND - medium dense, dark brown, moist, fine to coarse sand, fine to coarse gravel, little silt	7	52.5	14.8	5.5	16.1	11.0	26	9	9	A-2-4(0)
		7-8-12	6/18			8									
713.9		4-7-8	9/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense, dark brown, moist, fine to coarse sand, fine to coarse gravel	9	56.5	23.6	8.0	11.3**				12	A-1-a(0)
		7-5-10	9.5/18			10									
710.9	15	3-5-1	7/18		WELL GRADED SAND with SILT and GRAVEL - loose to dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	11									
		9-8-9	14/18		light brown	12	63.4	20.4	7.9	8.3**				9	A-1-a(0)
		11-11-7	8/18			13	60.2	20.4	7.9	4.8	3.3			11	A-1-a(0)
	20														
		16-21-17	6/18		rig chatter, possible cobbles	14									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 0/94

Boring No. B7-60 Northing & Easting N: 647549.021, E: 1490984.337 Surface Elev. 726.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
701.4	25														
					WELL GRADED SAND with SILT and GRAVEL - loose to dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		20-21-17	8/18			15									
	30														
		5-9-10	8/18			16	54.0	26.2	10.1	9.7**				11	A-1-a(0)
	35														
687.9		3-10-13	10/18		POORLY GRADED GRAVEL with SILT and SAND - medium dense, light brown, wet, fine to coarse gravel, trace clay	17	69.1	15.8	6.1	9.0**				12	A-1-a(0)
	40														
		14-9-13	11/18			18									
	45														
672.9		10-14-15	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense, brown, fine to coarse sand, fine to coarse gravel, trace clay	19	53.1	25.9	7.9	8.1**				14	A-1-a(0)
	50														
		8-13-14	10/18			20									
	55														

Boring No. B7-60 Northing & Easting N: 647549.021, E: 1490984.337 Surface Elev. 726.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
671.4	55														
					POORLY GRADED SAND with SILT and GRAVEL - medium dense, brown, fine to coarse sand, fine to coarse gravel, trace clay										
		5-8-18	9/18			21	52.4	26.6	10.8	7.0	3.2			12	A-1-a(0)
	60														
662.9		7-13-21	7/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay; rig chatter from 63.5-66 feet	22									
	65														
		11-11-13	8/18		brown	23									
	70														
		7-4-9	8/18		gravel in spoon tip; rig chatter at 74-78.5 feet	24									
	75														
		17-12-14	8/18		light brown	25	72.6	13.6	5.3	8.3**				8	A-1-a(0)
	80														
642.9		17-50/5.5"	6/18		CLAYEY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse gravel and sand, trace silt	26									
	85														

Boring No. B7-60 Northing & Easting N: 647549.021, E: 1490984.337 Surface Elev. 726.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
641.4	85														
					CLAYEY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse gravel and sand, trace silt										
		14-40-27	8/18			27	59.1	17.1	8.8	10.0	5.2	39	25	8	A-2-6(1)
	90														
		3-6-7	NR			28									
	95														
		11-17-36	5/18		limestone fragments	29									
626.4	100														

E.O.B @ 100'

Notes:
** - Percentage passing #200 sieve
Water elevation while drilling: 710.6 ft
Water elevation after 19 hrs: 696.6 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 15.5 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

CALCULATED AS
CHECKED RL

MOT-75-12.00

BORING B7-61: STA. 344+14.96, 82.07' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/26/06 Sampler: Type SS Dia. 2" Water Elev. 714.5ft
Date Completed 9/26/06 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft

Elev (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
742.6	0	3-4-6-3	9/24		(FILL) SILTY SAND - loose, black, moist, fine to coarse sand, trace fine gravel	1									
741.1		1-1-4	5/18		(FILL) SANDY LEAN CLAY - medium stiff, black, moist, trace fine gravel, red brick pieces noted in auger, trace fibrous organics (qp = 1.0 tsf) (qp = 0.75 tsf)	2						35	11	18	A-6a(10)
		1-1-2	4/18		(qp = 0.5 tsf)	3									
	5	2-3-2	6/18		qp = 1.0 tsf)	4									
		1-2-3	13/18		(qp = 0.5 tsf)	5	9.2	8.3	23.7	32.1	26.7	29	12	19	A-6a(10)
		2-4-3	NR			6									
	10	2-3-4	13/18		little organics (marine shells) (qp = 0.5 tsf)	7									
		2-4-5	18/18		(qp = 1.25 tsf)	8	1.0	8.1	26.1	36.8	28.0	35	16	22	A-6b(10)
		ST	24/24			1									
728.1	15	2-3-2	18/18		(FILL) LEAN CLAY with SAND - medium stiff to soft, greenish gray, moist, fine to coarse sand, trace fine gravel, organics (shells) (qp = 0.75 tsf)	9	1.1	4.9	10.9	45.5	37.6	38	20	29	A-6b(15)
		2-2-2	10/18		fibrous plant organics (qp = 0.5 tsf)	10									
		3-3-3	13/18		(qp = 0.25 tsf)	11									
724.1		8-7-6	13/18		SILTY SAND - medium dense to very dense, light brown to grey, moist, trace fine gravel, fine to coarse sand, trace clay	12									
	20	13-15-19	9/18			13	20.4	33.0	19.1	13.3	6.2			9	A-1-b(0)
		28-44-50/5"	7/18			14									
719.1		11-21-28	12/18		SILTY SAND with GRAVEL - medium dense to very dense, brown to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	15	35.8	16.5	14.1	26.3	7.3			12	A-2-4(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 8/94

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
717.6	25				SILTY SAND with GRAVEL - medium dense to very dense, brown to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		7-13-14	8/18			16									
	30														
		50/5"	5/18			17									
	35														
		10-38-50/3"	10/18			18	46.6	23.4	13.0	12.0	4.0			11	A-1-b(0)
	40														
		19-29-50/1"	10/18			19									
	45														
		31-18-22	11/18			20									
	50														
689.1		16-14-15	13/18		SILTY SAND - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	21	23.3	37.0	21.0	12.9	5.8			12	A-1-b(0)
	55														

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
687.6	55				SILTY SAND - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay										
		16-20-25	14/18			22									
	60														
679.1		16-28-27	18/18		POORLY GRADED SAND with SILT - very dense to dense, gray, wet, fine to coarse sand, trace fine gravel	23	20.4	62.6	8.2	8.8				15	A-1-b(0)
	65														
		11-10-29	9/18			24									
	70														
		12-20-22	18/18			25	13.1	75.8	5.1	5.0				18	A-1-b(0)
	75														
664.1		9-22-43	5/18		POORLY GRADED GRAVEL with SAND - very dense, gray, wet, fine to coarse gravel, fine to coarse sand, trace silt and clay	26	78.3	17.3	2.2	1.4	0.8			17	A-1-a(0)
	80														
658.1		4-4-5	2/18		CLAYEY SAND - loose to medium dense, gray, wet, fine to coarse sand, little silt	27									
	85														

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
657.6	85				CLAYEY SAND - loose to medium dense, gray, wet, fine to coarse sand, little silt. Driller reported soft material while drilling 85' to 89.5'										
		5-7-9	2/18			28									
	90														
649.1		6-15-50/3"	3/18		SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, little clay	29									
	95														
		8-11-50/3"	2/18			30									
642.6	100														

E.O.B. @ 100 feet
Cave In @ 27 feet
Water elevation during drilling: 714.5 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 26.5 ft
NR - No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B7-63: STA. 345+21.73, 128.39' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/27/06 Sampler Type SS Dia. 2" Water Elev. 719.3ft
Date Completed 9/27/06 Casing Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-63 Northing & Easting N: 647816.016, E: 1490774.118 Surface Elev. 740.8ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.8	0	2-4-5-4	8/24		SURFACE - grass (FILL) SILTY SAND with GRAVEL - loose to medium dense, black, moist, fine to coarse sand, fine gravel, trace clay	1									
		2-2-4	2/18			2									
		2-3-4	2/18			3									
	5	5-6-5	3/18			4									
		6-7-11	4/18			5									
		6-6-9	9/18		brick and glass pieces	6	35.4	18.1	30.8	13.4	6.5			10	A-1-b(0)
	10	5-4-4	14/18			7									
730.3		3-3-3	11/18		LEAN CLAY with SAND - medium stiff to stiff, dark brown, moist, fine to coarse sand, trace fine gravel (qp = 2.5 tsf) (qp = 0.75 tsf)	8	1.1	2.5	25.2	41.6	29.8	32	17	21	A-6b(15)
727.8		2-2-4	16/18			9									
	15	6-8-6	12/18		SANDY, SILTY CLAY - medium stiff, light brown, moist, fine to coarse sand, fine to coarse gravel, trace organics (qp = 0.75 tsf) (qp = 0.25 tsf)	10	15.2	2.5	30.7	33.4	18.2	21	6	13	A-4a(6)
725.3		6-10-18	8/18		SILTY SAND with GRAVEL - medium dense, brown to gray, moist, fine to coarse sand, fine gravel, trace clay	11									
		4-10-14	3/18			12									
		5-10-18	11/18			13	49.4	21.8	8.7	13.1	6.0			6	A-1-b(0)
	20	16-20-27	14/18			14									
719.3		25-20-25	10/18		SILTY GRAVEL with SAND - dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	15									
		4-10-15	12/18			16									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 8/94

Boring No. B7-63 Northing & Easting N: 647816.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.8	25				SILTY GRAVEL with SAND - dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		9-11-14	12/18			17									
	30														
707.3		28-33-27	9/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay Rig chatter observed	18									
	35														
		35-18-47	15/18			19	55.0	17.3	12.0	11.8	4.1	15	1	9	A-1-b(0)
	40														
		14-21-28	8/18			20									
	45														
692.8		14-17-26	18/18		LEAN CLAY - hard, gray, wet, trace fine to coarse sand (qp = 4.25 tsf)	21	—	0.2	5.8	61.8	32.4	24	9	14	A-4b(8)
	50	ST	20/24			1									
		9-9-11	18/18		(qp = 2.5 tsf)	22	0.1	0.1	2.5	47.2	50.1	28	13	21	A-6a(10)
	55														

Boring No. B7-63 Northing & Easting N: 647816.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.8	55				LEAN CLAY - hard, gray, wet, trace fine to coarse sand										
		12-26-30	18/18			23									
681.3	60				WELL GRADED SAND with SILT - medium dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	24									
		9-8-9	16/18			25	11.1	49.1	31.2	5.2	3.3			17	A-1-b(0)
	65														
		7-7-7	7/18			26									
	70														
667.3		2-2-4	18/18		POORLY GRADED SAND with SILT - loose to medium dense, light brown, wet, fine to coarse sand, trace fine gravel, trace clay	27	3.1	44.4	46.0	3.8	2.6			22	A-3(0)
	75														
		2-6-8	18/18			28									
	80														
		3-9-20	10/18			29									
	85														

Boring No. B7-63 Northing & Easting N: 647816.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.8	85				POORLY GRADED SAND with SILT - loose to medium dense, light brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		2-2-8	8/18			30									
	90														
647.3		14-22-24	4/18		WELL GRADED SAND with SILT - dense, brown, wet, fine to coarse sand, little fine gravel	31									
	95														
642.3		14-19-22	10/18		SILTY SAND - dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	32	19.2	47.6	17.5	11.5	4.2			13	A-1-b(0)
640.8	100														

E.O.B @ 100'
Cave-in depth @ 13.5'
Water elevation during drilling: 719.3 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 30.0 ft
Cave in depth :13 ft
NR: No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B7-64: STA. 345+71.10, 89.10' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 10/9/06 Sampler: Type SS Dia. 2" Water Elev. 717.6ft
Date Completed 10/10/06 Casing: Length ______ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490997.125 Surface Elev. 759.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
759.6	0														
759.3					ASPHALTIC CONCRETE - 4" thick										
758.6					PORTLAND CEMENT CONCRETE - 8" thick										
		5-7	6/12		SILTY SAND with GRAVEL - medium dense, brown, moist, trace clay	1									
757.6		4-5-6	9/18		SILTY CLAYEY SAND with GRAVEL - medium dense to very dense, brown, moist, fine gravel, fine to coarse sand	2									
		15-6-5	15/18			3	20.6	15.1	15.2	27.4	18.7	22	7	9	A-4a(0)
	5	4-17-18	16/18			4									
		9-12-23	16/18			5									
749.1	10														
		7-11-16	15/18		SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, little clay	6	39.7	17.7	15.7	16.2	10.7	14	3	7	A-2-4(0)
		13-30-38	16/18			7									
	15	10-18-14	13/18			8									
		12-15-14	16/18			9	43.3	16.6	16.1	14.2	9.6	17	6	8	A-1-b(0)
738.6	20	6-5-6	18/15		CLAYEY SAND - loose to medium dense, dark brown, moist, little fine gravel, fine to coarse sand, trace gravel	10	18.7	15.0	24.8	24.0	17.6	26	9	13	A-4a(8)
		2-3-4	15/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = < 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490997.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
734.6	25				CLAYEY SAND - loose to medium dense, dark brown, moist, little fine gravel, fine to coarse sand, trace gravel										
		3-4-5	18/18			12									
	30														
		4-5-4	18/18			13	3.5	19.3	27.1	28.7	21.1	26	11	19	A-6a(10)
	35														
		10-13-14	14/18			14									
	40														
717.6					SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		7-8-9	14/18			15									
	45														
		12-14-13	18/18			16	54.3	21.3	10.3	9.3	4.8	18	2	12	A-1-a(0)
	50														
		25-43-26	15/18			17									
	55														

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490997.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
704.6	55				SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		8-15-13	14/18			18									
	60														
		14-19-21	17/18			19									
	65														
		8-20-20	16/18			20									
	70														
		34-38-38	13/18			21									
	75														
		27-30-20	12/18			22									
	80														
		27-13-21	15/18			23	41.2	25.3	17.0	9.8	6.7			13	A-1-b(0)
	85														

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490997.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
674.6	85				SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		11-12-18	10/18			24									
	90														
		50/5.5"	3/18			25									
	95														
		10-29-27	11/18			26									
659.6	100														

E.O.B. @ 100 feet
Borehole abandoned with grout
Water elevation during drilling: 717.6 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B10-7: STA. 329+29.71, 88.40' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 10/17/06 Sampler: Type SS Dia. 2" Water Elev. 713.3ft
Date Completed 10/18/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
766.3	0				Asphaltic Concrete										
765.3		10-8	7/12		(FILL) SILTY GRAVEL with SAND - medium dense, brown, moist	1									
		6-9-9	9/18			2									
763.8					(FILL) SANDY LEAN CLAY with GRAVEL - very stiff, brown, moist (qp = 2.5 tsf)										
762.8		9-7-5	10/18		(FILL) CLAYEY SAND with GRAVEL - loose to dense, brown, moist, fine to coarse sand and gravel, little silt	3									
	5	7-6-5	12/18			4	46.1	18.9	14.4	11.2	8.4	24	9	10	A-2-4(0)
		9-14-18	14/18			5									
	10	5-15-15	7/18			6									
		9-12-15	8/18			7									
750.8	15	10-16-8	18/18		(FILL) SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay	8	38.8	22.6	20.5	11.1	6.8	17	3	8	A-1-b(0)
		5-17-18	18/18			9									
	20	10-15-32	12/18		traces of asphalt fragments	10									
		23-32-50/4"	15/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TB-161, Revised 9/94

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
741.3	25	7-7-5	14/18		(FILL) SILTY SAND with GRAVEL, medium dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay trace brick fragments	12									
737.8		5-8-7	18/18		SILTY SAND with GRAVEL-medium dense to loose, brown, moist, trace clay.	13									
	30	3-5-7	18/18			14									
		5-5-6	18/18			15									
730.8	35	6-6-7	18/18		SILTY SAND - medium dense, brown, moist	16									
		6-8-9	18/18			17									
724.3	40				SILTY GRAVEL with SAND - dense to very dense, brown, moist										
		24-29-47	10/18			18									
	45	50/5"	8/18			19									
	50	31-18-30	16/18			20									
711.8	55				SANDY LEAN CLAY - hard, grayish brown, moist										

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
711.3	55				SANDY LEAN CLAY - hard, grayish brown, moist										
709.3					SILTY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse sand and gravel, trace clay										
		3-10-42	9/18			21									
	60	4-9-13	7/18			22									
	65	25-25-32	13/18			23	52.0	15.6	7.2	6.2	6.1	19	6	9	A-1-a(0)
	70	32-40-50/1"	12/18			24									
	75	50/4"	4/18			25									
	80	23-19-21	15/18			26									
	85														

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
681.3	85				SILTY GRAVEL with SAND -medium dense to very dense, brown, wet, fine to coarse sand, and gravel, trace clay										
677.8		20-23-22	16/18		SILTY, CLAYEY SAND with GRAVEL - dense, brown, fine to coarse sand and gravel	27	57.4	21.2	7.6	8.3	5.0	17	4	8	A-1-a(0)
	90	19-15-16	18/18			28									
671.3	95														

E.O.B. @ 95 feet
Borehole was abandoned with grout on 11/18/2006
Water elevation while drilling: 713.3 ft
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

BORING B10-8: STA. 330+86.41, 120.80' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/28/06 Sampler: Type SS Dia. 3.25" Water Elev. 709.4ft
Date Completed 10/2/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B10-8 Northing & Easting N: 648452.688, E: 1490396.392 Surface Elev. 747.9ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
747.9	0														
747.4		8-11-7-7	7/24		SURFACE - grass (FILL) SILTY, CLAYEY SAND - loose, black	1	59.7	9.3	9.6	13.2	8.2	36	14		A-2-6(4)
					(FILL) CLAYEY GRAVEL with SAND - loose, black, some silt, fine to coarse gravel, fine sand										
745.4		7-5-7	14/18			2								12	
		5-7-5	5/18		(FILL) CLAYEY SAND with GRAVEL - loose to medium dense, dark brown, moist, fine sand, fine to coarse gravel, some silt Red brick at spoon tip (3.5')	3									
	5	4-3-3	9/18		with red brick pieces and interbedded clay lenses	4									
		2-3-5	6/18		with interbedded clay lenses	5									
		1-4-3	6/18			6									
	10	3-2-3	13/18		red brick pieces, little slag and coal	7	31.3	13.1	17.3	22.2	16.1	33	11	15	A-6a(10)
		2-3-4	6/18			8									
		2-3-3	NR			9									
		1-2-1	4/18			10									
	15	1-1-4	11/18		3" sand lense @ 16.0'	11									
		4-5-4	6/18			12									
		1-1-1	NR			13									
727.9	20	4-3-4	18/18		SILTY, CLAYEY SAND - loose, light brown, moist, fine to coarse sand, trace fine gravel, trace organics (marine shells)	14	1.8	19.0	25.0	25.8	18.4	29	7	18	A-4a(6)
726.9		3-6-16	13/18		SILTY, CLAYEY SAND with GRAVEL - medium dense to dense, light brown, moist, fine to coarse sand, fine to coarse gravel, little organics (shells).	15									
		5-8-32	12/18			16	22.5	15.1	24.3	25.0	13.0	24	7	17	A-4a(6)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-131 Revised 9/94

Boring No. B10-8 Northing & Easting N: 648452.688, E: 1490396.392 Surface Elev. 747.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
722.9	25	ST	12/24		SILTY, CLAYEY SAND with GRAVEL - medium dense to dense, light brown, moist, fine to coarse sand, fine to coarse gravel, little organics (shells)	1									
719.4		33-33-32	11/18		GRAVEL with SAND - very dense, light brown, moist, fine to coarse gravel, fine to coarse sand, little silt and clay	17	66.2	14.8	7.2	11.8**				3	
	30														
714.4		22-10-29	12/18		SILTY CLAYEY SAND with GRAVEL - dense, light brown to brown, moist, fine to coarse sand, fine to coarse gravel	18	34.8	15.6	15.6	22.7	11.1	18	5	8	A-2-4(0)
	35														
709.4		12-15-26	11/18		CLAYEY SAND - dense, gray, wet, fine to coarse sand, little fine to coarse gravel, some silt	19	18.4	12.1	20.2	25.6	19.4	20	6	10	A-4a(8)
	40														
704.4		18-35-40	18/18		SANDY LEAN CLAY - gray, hard, wet, fine to coarse sand, trace fine gravel, some silt (qp = 4.5+ tsf)	20	13.7	12.2	19.5	31.9	22.7	23	10	10	A-4a(8)
	45														
		9-12-19	6/18			21									
	50														
694.4		9-20-28	10/18		CLAYEY SAND with GRAVEL - gray, dense, fine to coarse gravel and sand, trace silt	22	39.9	17.2	7.7	6.9	28.3	42	24	19	A-2-7(4)
	55														

Boring No. B10-8 Northing & Easting N: 648452.688, E: 1490396.392 Surface Elev. 747.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
692.9	55				CLAYEY SAND with GRAVEL - gray, dense, fine to coarse gravel and sand, trace silt										
689.4		40-25-26	12/18		SILTY, CLAYEY GRAVEL with SAND - dense to very dense, grey with brown mottles, wet, fine to coarse gravel and sand	23	52.0	14.8	10.3	13.6	9.3	20	6	10	A-1-b(0)
	60														
		18-23-26	14/18			24									
	65														
679.4		18-21-21	10/18		SILTY SAND - dense, brown, wet, fine to coarse sand	25									
	70														
674.4		32-29-41	18/18		SILTY, CLAYEY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse sand and gravel	26	56.9	21.4	7.7	8.9	5.6	18	4	8	A-1-a(0)
	75														
		18-20-25	18/18			27									
	80														
		21-24-23	18/18			28									
	85														

Boring No. B10-8 Northing & Easting N: 648452.688, E: 1490396.392 Surface Elev. 747.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
662.9	85				SILTY CLAYEY SAND with GRAVEL - dense to very dense, brown, wet, fine to coarse sand and gravel										
		26-36-50/5"	17/18			29									
	90														
654.4		45-48-50/5"	17/18		POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, brown, wet, fine to coarse sand, fine gravel, trace clay	30	63.5	20.8	6.3	6.6	3.8	16	2	9	A-1-a(0)
	95														
		16-23-28	8/18			31									
647.9	100														

E.O.B. @ 100 feet

Notes:
** - Percentage passing #200 sieve.
Water elevation during drilling: 709.4 ft.
Drilling method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 43.5 ft
NR- No Recovery

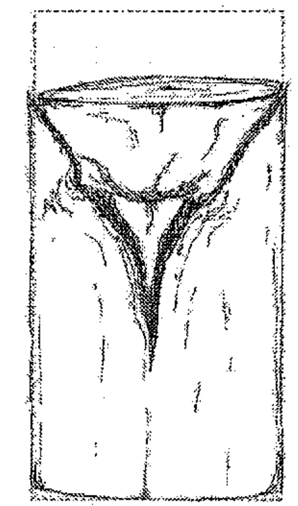
CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-47
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 332+35.55, 81.53' LT.
SAMPLE ID: 865
DEPTH: 21.5' - 22.0'
LAB NO.: 25435



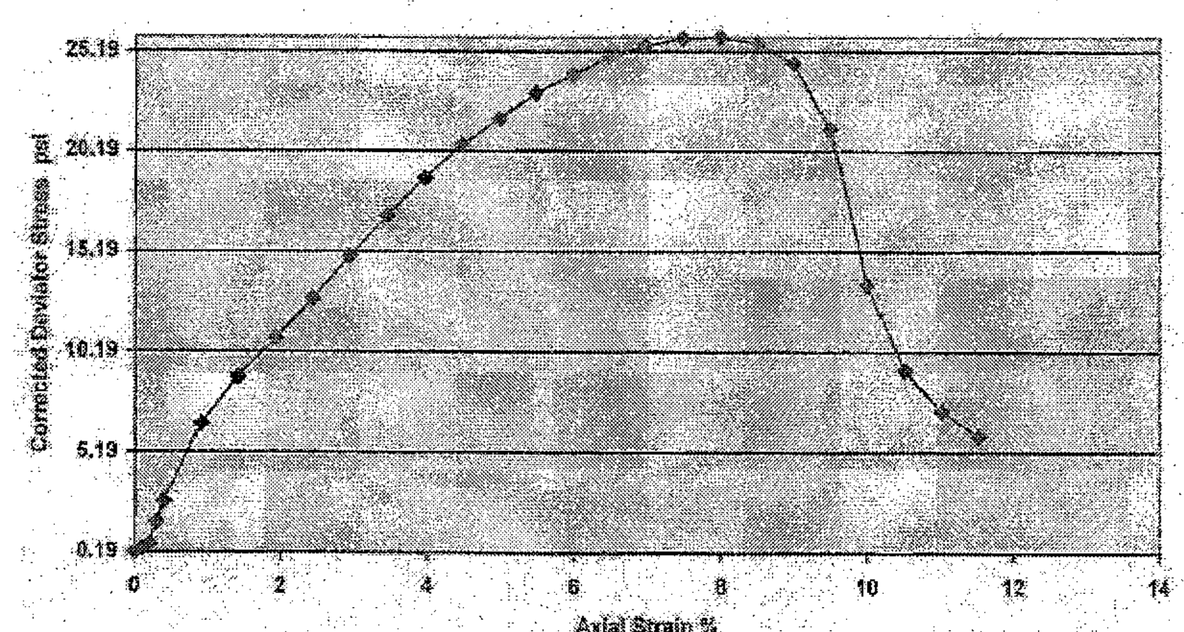
Mode of Failure

SPECIMEN DATA

DIAMETER: 2.864 in.
HEIGHT: 6.060 in.
WET DENSITY: 130.07 pcf
DRY DENSITY: 108.78 pcf
VISUAL DESCRIPTION: BROWN CLAYEY SAND

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247   EXPLORATION ID: B7-47   SAMPLE ID: 865   DEPTH: 21.5' - 22.0'



PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

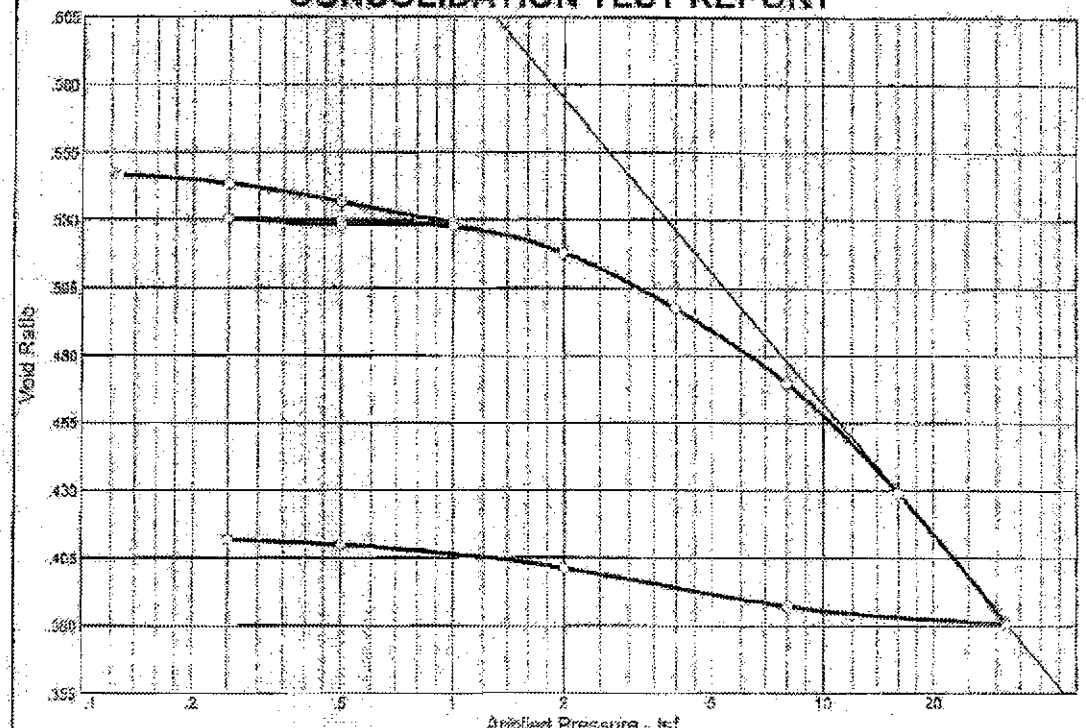
PENETROMETER:
TORVANE:
REMARKS: qu = 25.91 psi @ 7.99% STRAIN

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

CONSOLIDATION TEST REPORT



Coefficients of Consolidation and Secondary Consolidation											
No.	Load (tsf)	C_v (ft.²/day)	C_α	No.	Load (tsf)	C_v (ft.²/day)	C_α	No.	Load (tsf)	C_v (ft.²/day)	C_α
1	0.13	2.18		13	32.00	0.53					
2	0.25	4.08									
3	0.50	9.45									
4	1.00	0.48									
7	0.50	0.35									
8	1.00	1.09									
9	2.00	0.62									
10	4.00	0.62									
11	8.00	0.59									
12	16.00	0.53									

Natural Saturation	Natural Moisture	Dry Dens. (pcf)	LL	PI	Sp. Gr.	Overburden (tsf)	P_c (tsf)	C_c	C_r	Initial Void Ratio
98.9 %	18.3 %	109.7			2.72		5.27	0.16	0.01	0.548

MATERIAL DESCRIPTION	USCS	AASHTO
brown sandy CLAY		

Project No. 25435 Client: HNTB Corporation Project #42814

Project: ODOT MOT - 75-12.00, PID #77247

Location: B7-47 21.0'-23.0'

Remarks:

TES TECH

Dayton, Ohio

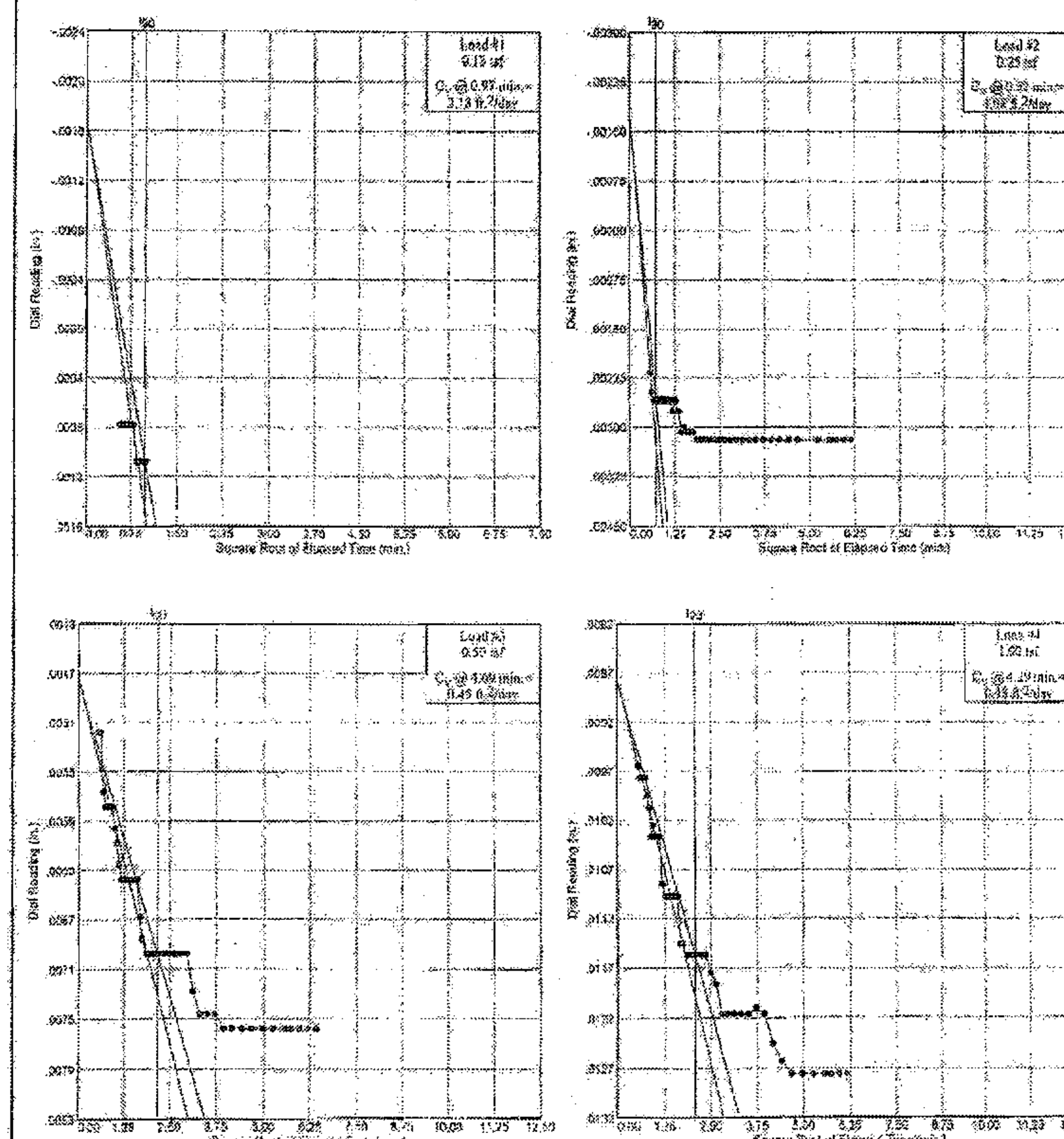
File No.

Dial Reading vs. Time

Project No.: 25435

Project: ODOT MOT - 75-12.00, PID #77247

Location: B7-47 21.0'-23.0'



TES TECH

Dayton, Ohio

File No.

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION

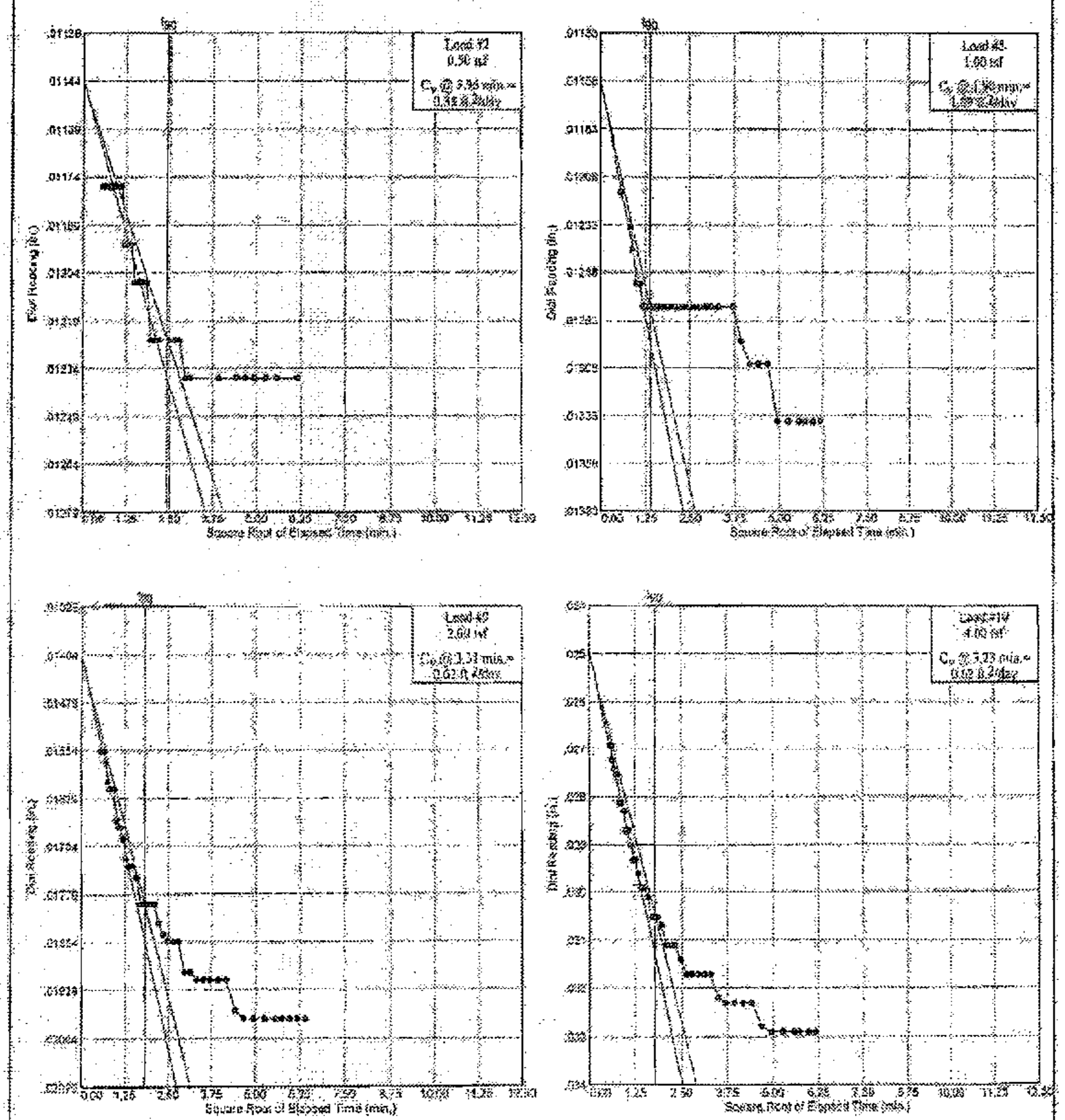
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

Dial Reading vs. Time

Project No.: 25435
Project: ODOT MOT - 75-12.00, PID #77247

Location: B7-47 21.0-23.0'



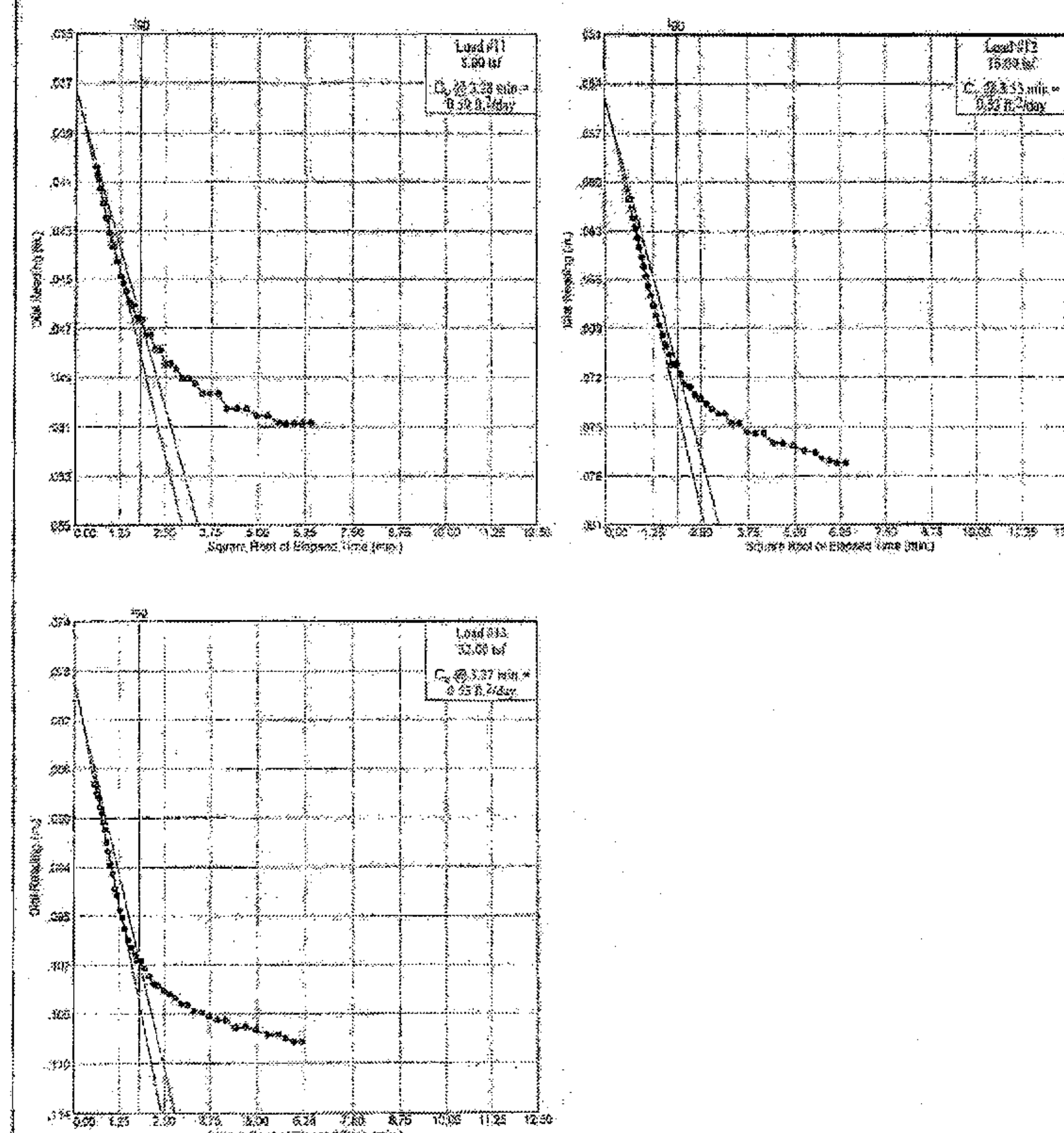
TES TECH
Dayton, Ohio

File No.

Dial Reading vs. Time

Project No.: 25435
Project: ODOT MOT - 75-12.00, PID #77247

Location: B7-47 21.0-23.0'



TES TECH
Dayton, Ohio

File No.

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

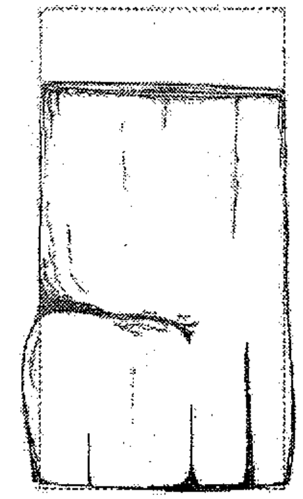
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 12.9' - 13.4'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.844 in.

HEIGHT: 6.018 in.

WET DENSITY: 126.89 pcf

DRY DENSITY: 102.97 pcf

VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

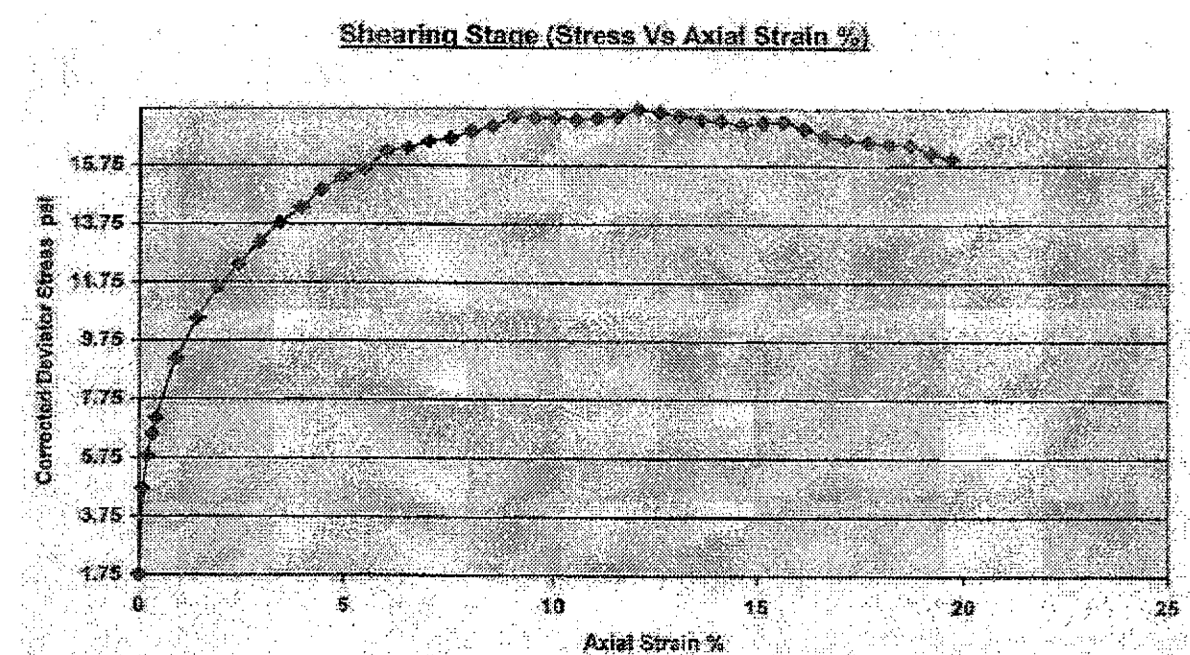
PENETROMETER:

TORVANE:

REMARKS: qu = 17.68 psi @ 12.09% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 12.9' - 13.4'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
BRIDGE NO. MOT-75-1282 L/R (BRIDGE 7N)

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

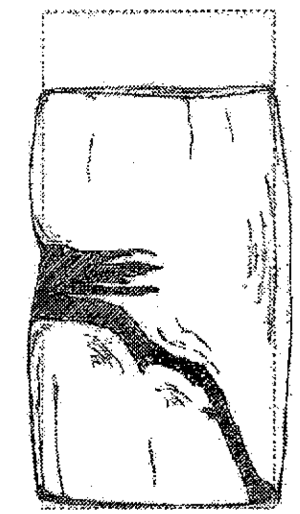
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 13.4' - 13.9'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.855 in.

HEIGHT: 6.017 in.

WET DENSITY: 126.53 pcf

DRY DENSITY: 102.58 pcf

VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

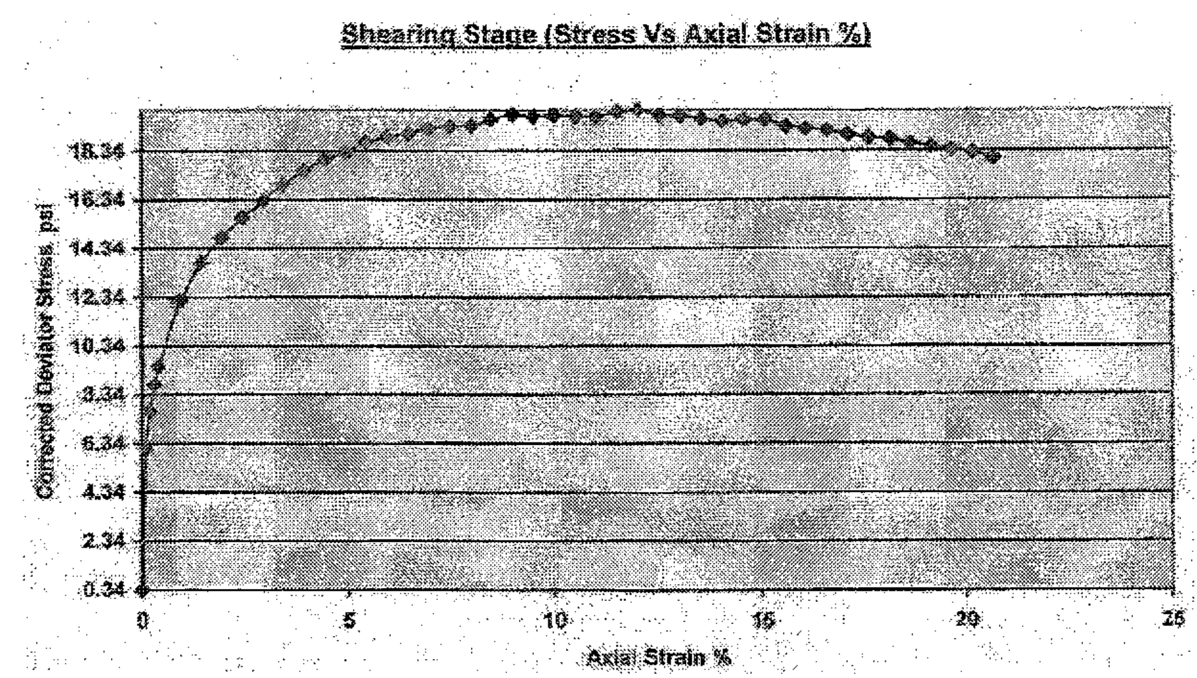
PENETROMETER:

TORVANE:

REMARKS: qu = 20.01 psi @ 12.05% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 13.4' - 13.9'



UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

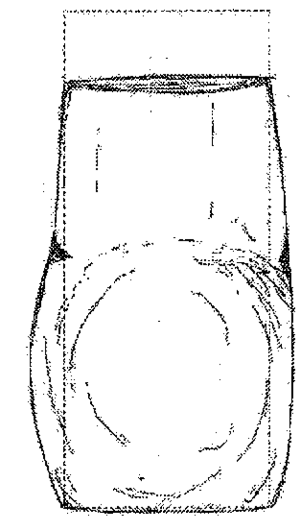
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 13.9' - 14.1'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.860 in.

HEIGHT: 5.960 in.

WET DENSITY: 125.17 pcf

DRY DENSITY: 100.62 pcf

VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

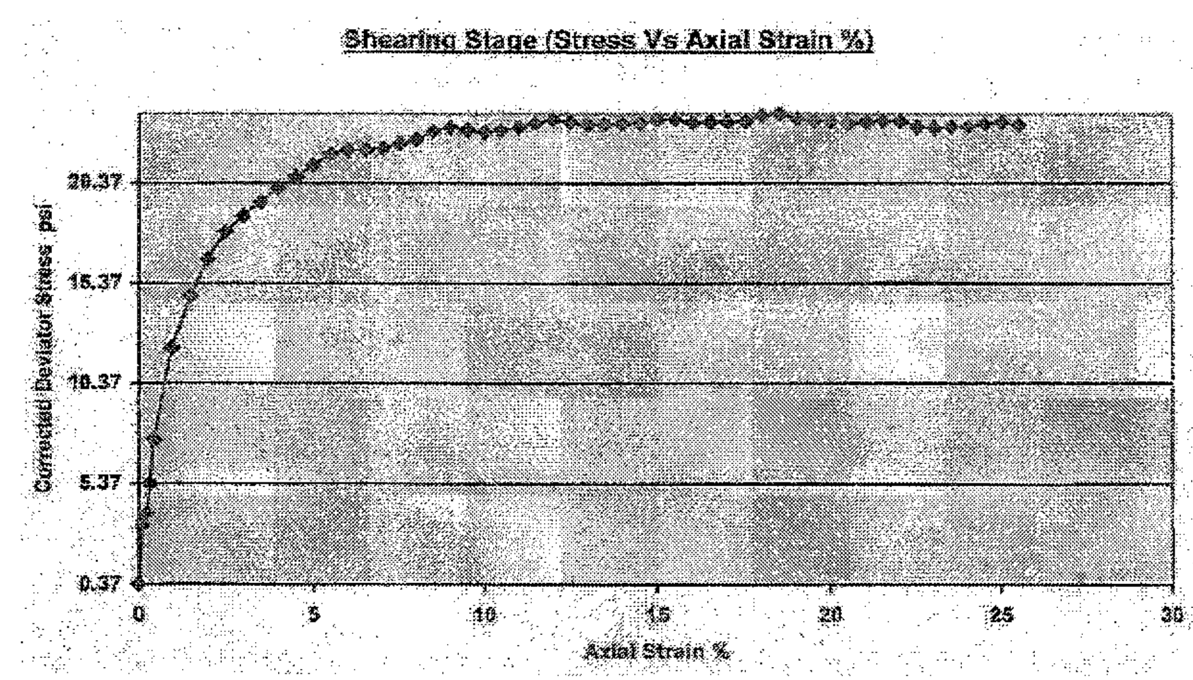
PENETROMETER:

TORVANE:

REMARKS: qu = 23.82 psi @ 18.51% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 13.9' - 14.1'



PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES, AND NEW RETAINING WALLS AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 21 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR, RANGING FROM 60 FEET TO 140 FEET DEEP.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF FILL OVERLYING ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDE COBBLES AND BOULDERS.

WALL NO. 1
BORINGS B7-19, B7-20, B7-22, AND B8-3 WERE USED FOR ANALYSIS. EXISTING FILL WAS ENCOUNTERED TO DEPTHS OF APPROXIMATELY 8 FEET TO 33.5 FEET IN BORINGS B7-19, B7-20, AND B7-22 (APPROXIMATE ELEVATIONS 727 FEET TO 732 FEET). PAVEMENT WAS PRESENT AT THE SURFACE OF BORING B8-3. THE NATIVE SOIL BELOW THE FILL CONSISTED OF LOOSE TO VERY DENSE GRANULAR MATERIAL WITH OCCASIONAL MEDIUM STIFF TO HARD CONSISTENCY COHESIVE SOIL.

WALL NO. 2
BORINGS RW4-1 AND RW3-1 WERE USED FOR ANALYSIS. EXISTING GRANULAR FILL WAS ENCOUNTERED TO APPROXIMATE DEPTHS OF 3 FEET TO 7 FEET (ELEVATIONS 729 FEET TO 741 FEET). THE NATIVE SOIL BELOW THE FILL CONSISTED OF MEDIUM DENSE TO VERY DENSE GRANULAR MATERIAL WITH OCCASIONAL MEDIUM STIFF TO HARD CONSISTENCY COHESIVE SOIL.

WALL NO. 3
BORINGS B7-26, B7-28, B7-29, B7-31, AND B7-34 WERE USED FOR ANALYSIS. EXISTING FILL CONSISTING OF COHESIVE AND GRANULAR MATERIALS WAS ENCOUNTERED TO DEPTHS OF APPROXIMATELY 3.5 FEET TO 21 FEET (APPROXIMATE ELEVATIONS 725 FEET TO 731.5 FEET) IN FOUR OF THE FIVE BORINGS. THE NATIVE SOIL CONSISTED OF LOOSE TO VERY DENSE GRANULAR MATERIAL WITH OCCASIONAL LAYERS OF STIFF TO HARD CONSISTENCY COHESIVE SOIL.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	40	146
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	72	163
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	20	45
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-6	1	1
FINE SAND	A-3	2	4
COARSE AND FIND SAND	A-3a	2	8
SANDY SILT	A-4a	26	36
SILT	A-4b	4	6
SILT & CLAY	A-6a	14	14
SILTY CLAY	A-6b	7	16
CLAY	A-7-6	4	12
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W— INDICATES FREE WATER ELEVATION.

ST INDICATES A SHELBY TUBE SAMPLE.

WALL NO. 4
BORINGS B7-35, B7-37, B7-38, B7-40, B7-46, B9-3, AND B10-7 WERE USED FOR ANALYSIS. FILL WAS NOT ENCOUNTERED AT THE LOCATION OF BORING B7-37. PAVEMENT WAS ENCOUNTERED AT THE SURFACE OF BORINGS B7-40, B9-3, AND B10-7. EXISTING FILL WAS ENCOUNTERED TO DEPTHS OF 5 FEET TO 28.5 FEET (APPROXIMATE ELEVATIONS 727 FEET TO 753 FEET) IN FOUR OF THE SEVEN BORINGS. THE NATIVE SOIL BENEATH THE FILL BELOW THE SURFACE AT THE OTHER THREE BORINGS GENERALLY CONSIST OF LOOSE TO VERY DENSE GRANULAR MATERIAL WITH LAYERS OF STIFF TO VERY STIFF CONSISTENCY COHESIVE SOIL.

WALL NO. 5
BORINGS B7-61, B7-63, AND B7-64 WERE USED FOR ANALYSIS. EXISTING FILL WAS IDENTIFIED AT BORINGS B7-61 AND B7-63 TO DEPTHS OF 18.5 FEET AND 10.5 FEET, RESPECTIVELY (APPROXIMATE ELEVATIONS 724 FEET AND 730 FEET). PAVEMENT WAS ENCOUNTERED AT THE SURFACE OF B7-64 BUT NO FILL WAS REPORTED AT THAT LOCATION. THE NATIVE SOIL GENERALLY CONSISTED OF LOOSE TO VERY DENSE GRANULAR MATERIAL.

GROUNDWATER WAS OBSERVED BETWEEN APPROXIMATE ELEVATIONS 701 FEET AND 729 FEET IN THE BORINGS WHILE DRILLING. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 FEET AND 723 FEET) WHEN READINGS WERE TAKEN IN DECEMBER 2006 AND JANUARY 2007.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

BOULDERS	12"	COBBLES	3"	GRAVEL	2.0 mm (No. 10 SIEVE)	COARSE SAND	0.42 mm (No. 40 SIEVE)	FINE SAND	0.074 mm (No. 200 SIEVE)	SILT	0.005 mm	CLAY

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

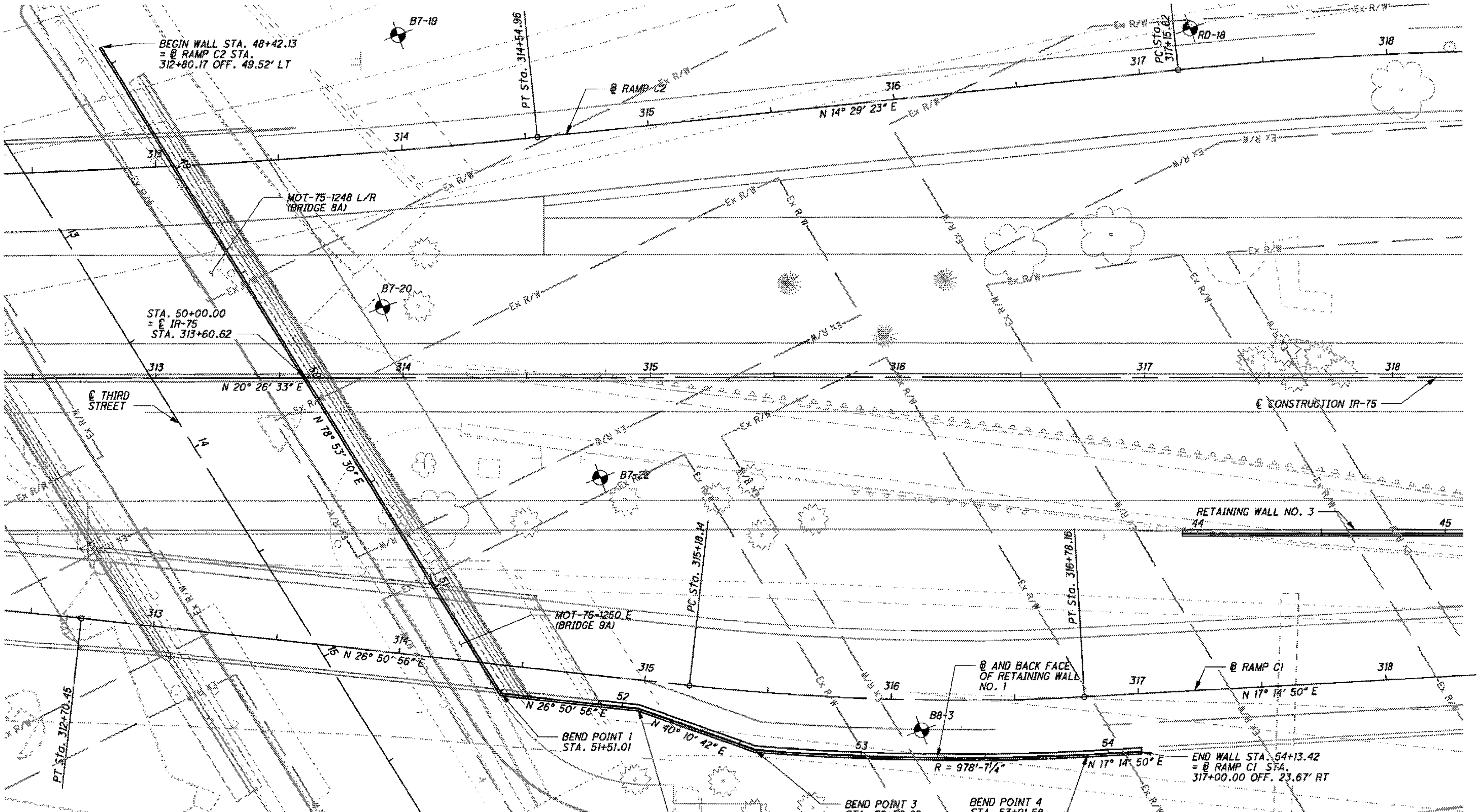
RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT 8/2006 - 11/2006
DRAWN - JE 1/2010
REVIEWED - RL 1/2010

DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE., STE 330
CLEVELAND OHIO 44114

PID NO. 77247

STRUCTURE FOUNDATION EXPLORATION
MSE WALLS

MOT-75-12.00



BORING PLAN

NOTES:
1. SEE SHEET3 FOR SOIL PROFILES.

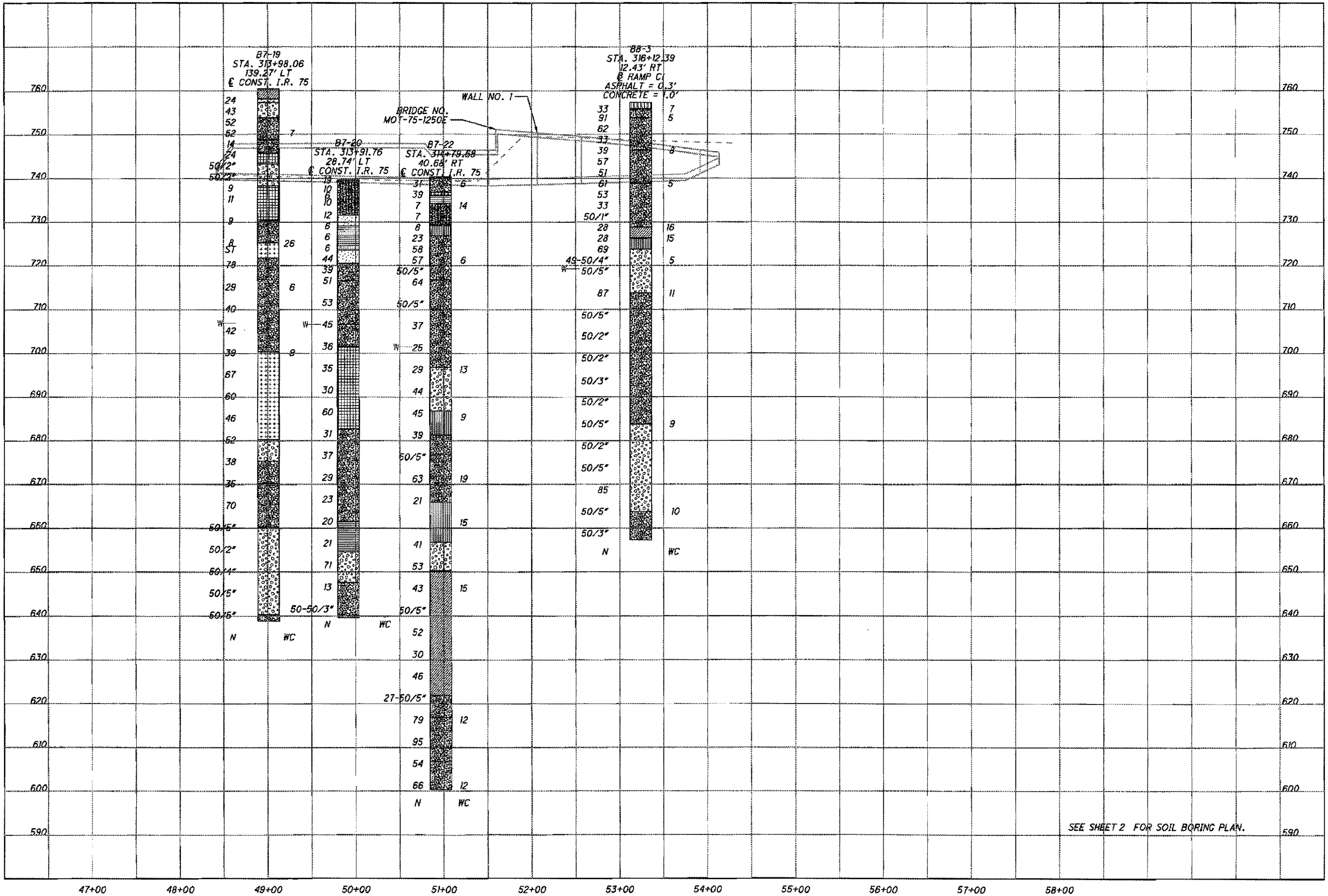
HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

2/45



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

3 / 45

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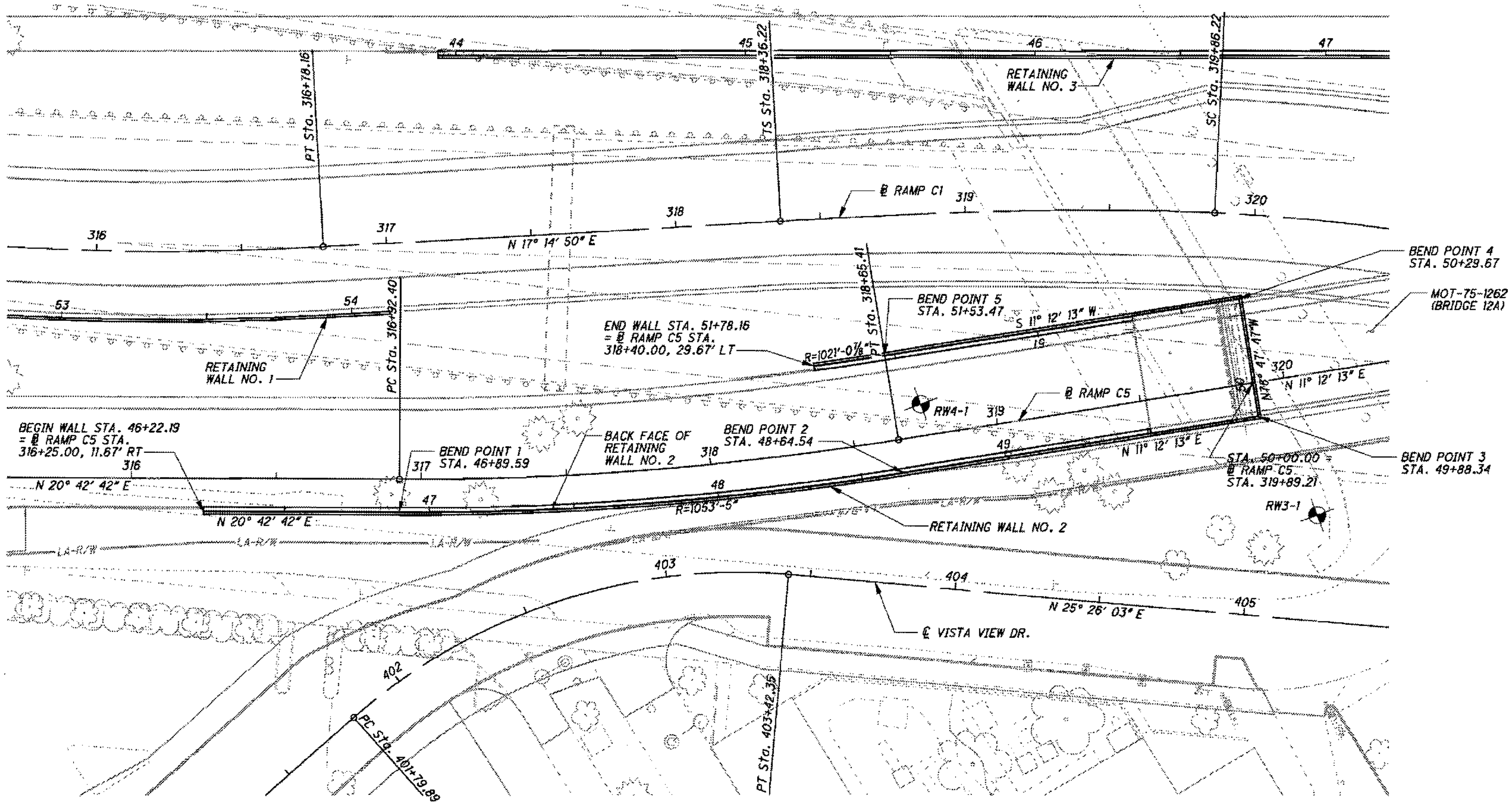


BORING PLAN

NOTES:

1. SEE SHEETS FOR SOIL PROFILES.

0 10 20 40
HORIZONTAL SCALE IN FEET

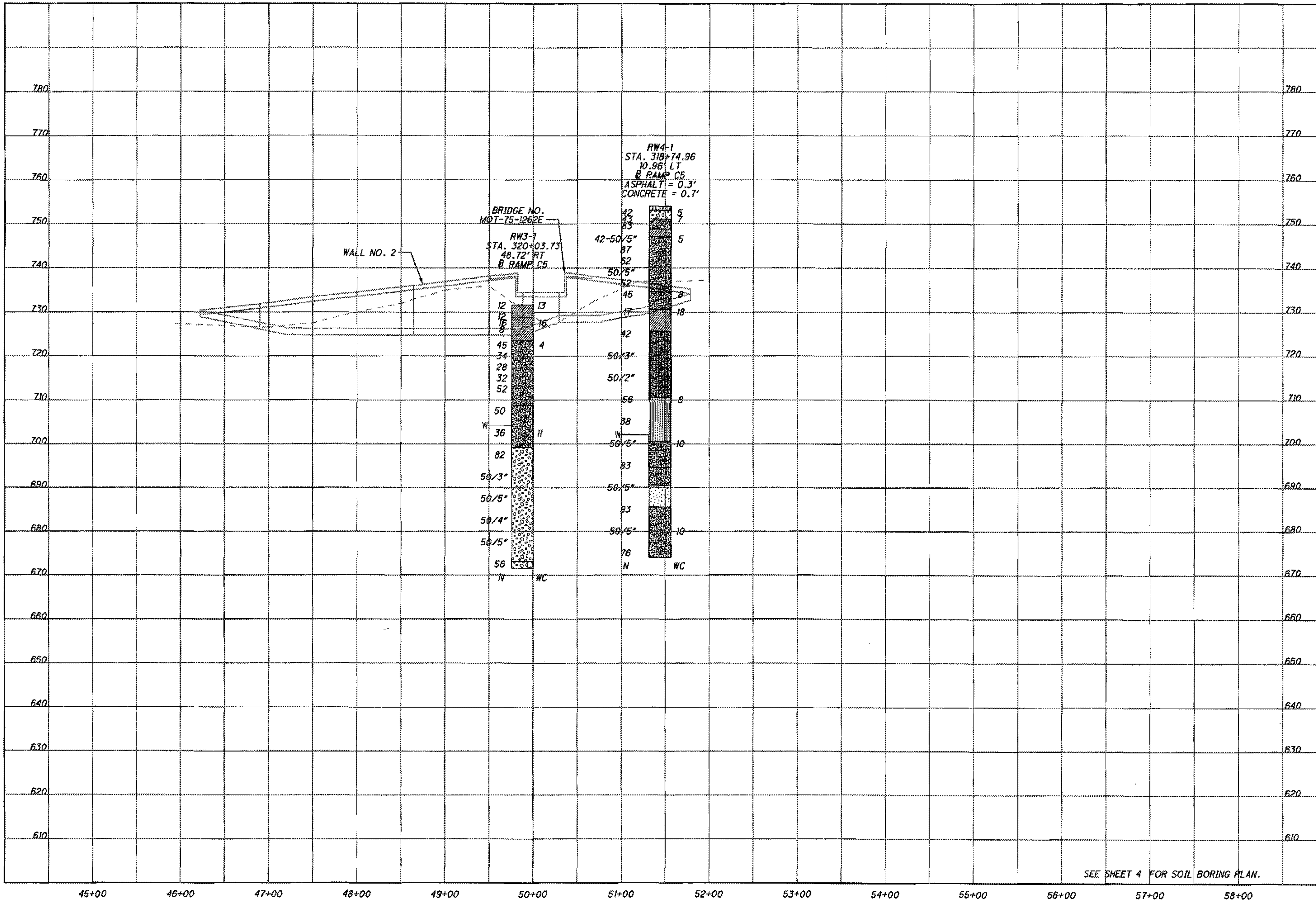
CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 2

MOT-75-12.00

4 / 45

P_PWP:dms10272\77247ZPC22.dgn 18-MAR-2010 5:38PM sgage



CALCULATED AS
CHECKED RL

STRCUTURE FOUNDATION EXPLORATION
WALL NO. 2

MOT-75-12.00

5/45

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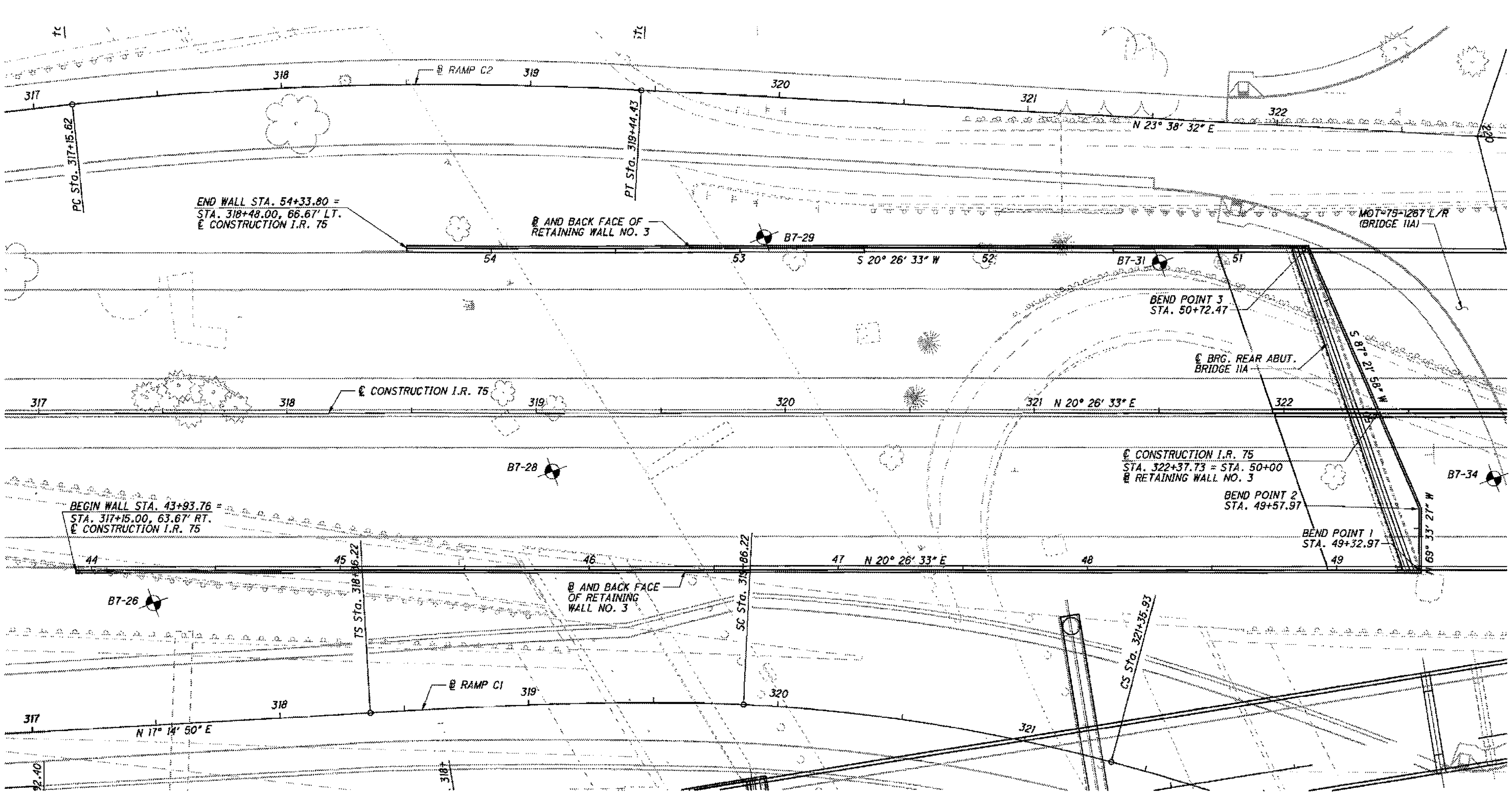


BORING PLAN

NOTES:

1. SEE SHEET 7 FOR SOIL PROFILES.

HORIZONTAL SCALE IN FEET

0 10 20 40

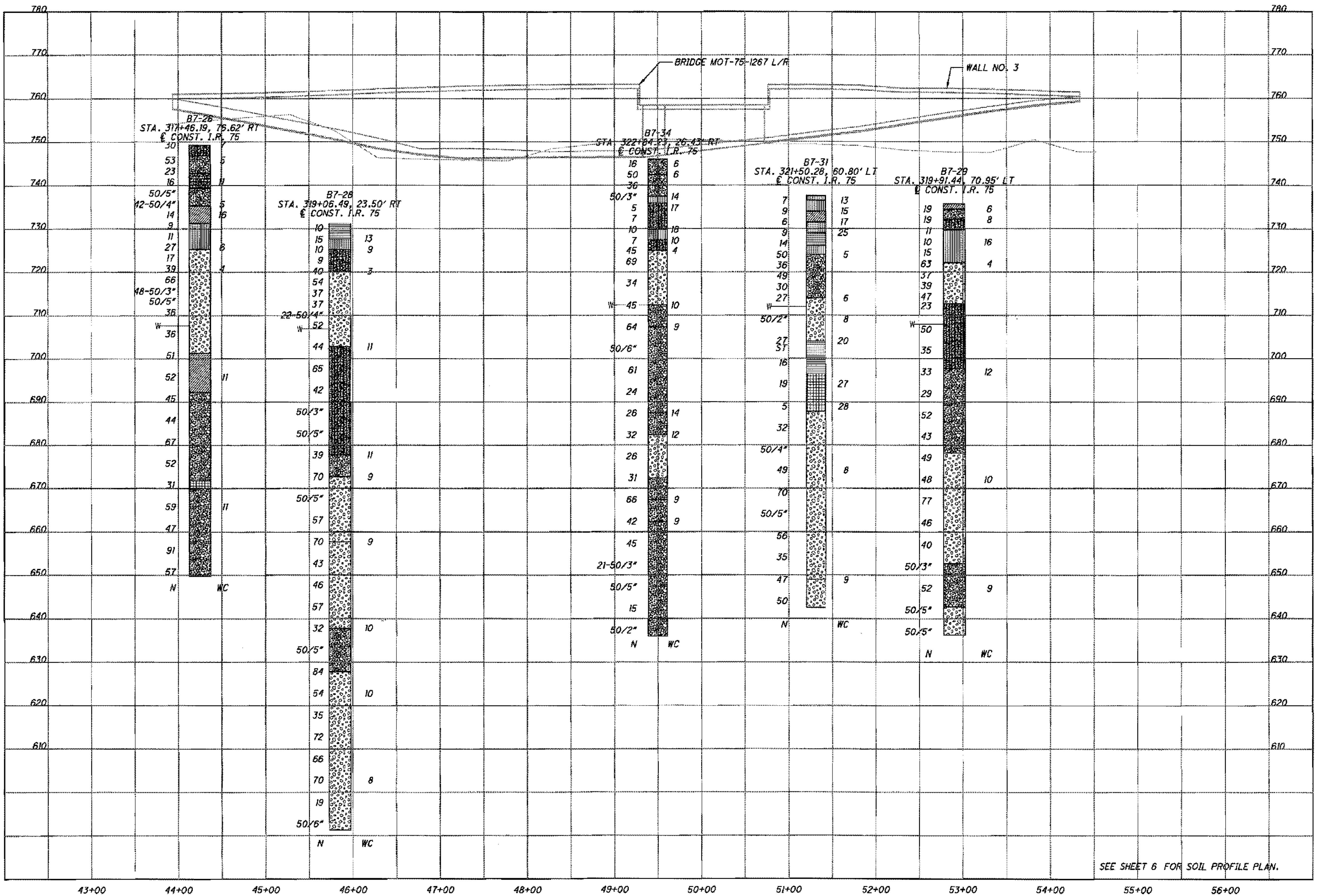
CALCULATED AS

CHECKED RL

STRUCTURE FOUNDATION EXPLORATION

WALL NO. 3

MOT-75-12.00



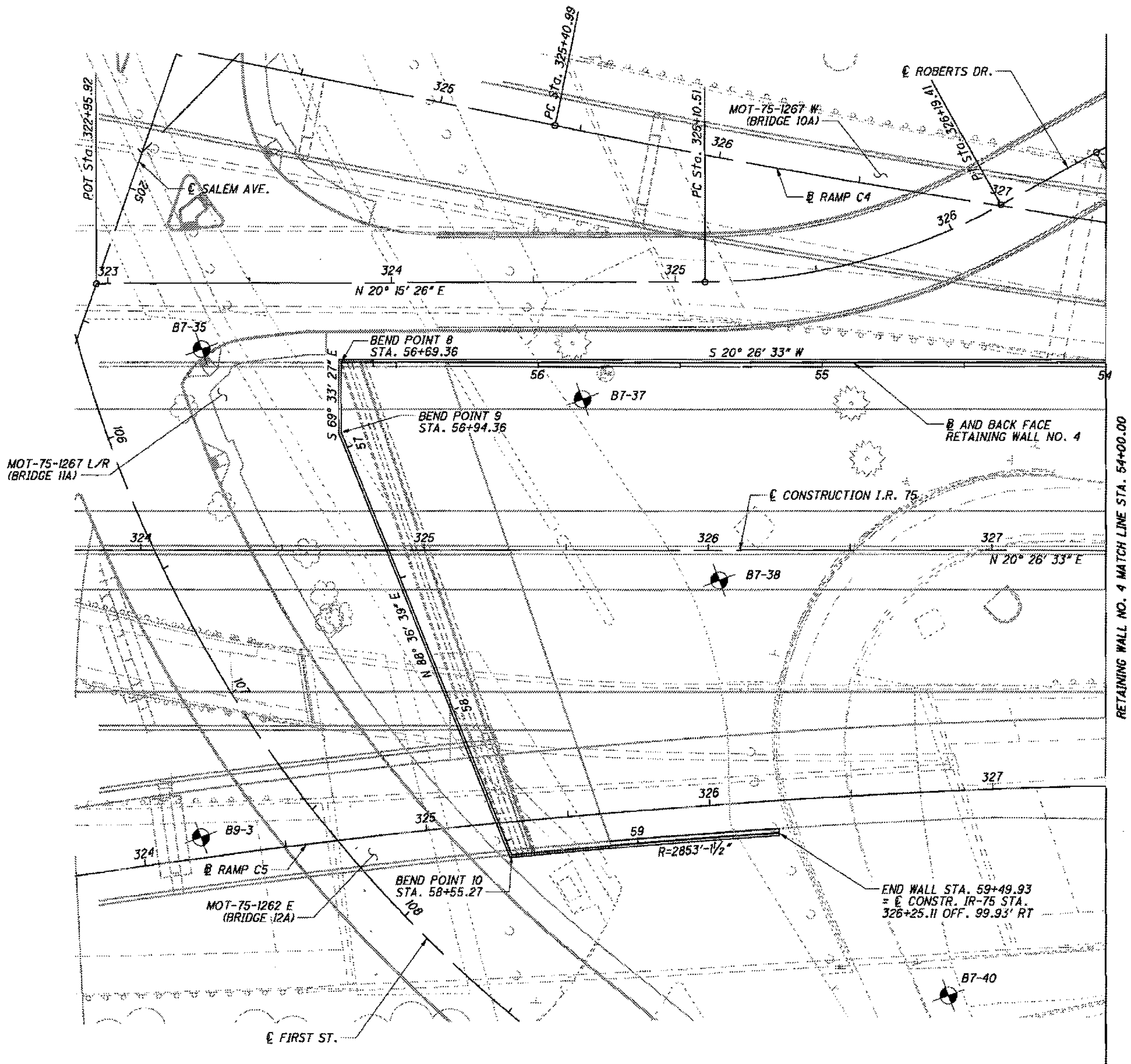
SEE SHEET 6 FOR SOIL PROFILE PLAN.

IP_FWP:dms10272\77247ZF025.dgn 18-MAR-2010 5:38PM sgage

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALL NO. 3

MOT-75-12.00



BORING PLAN 1

NOTES:
1. SEE SHEET 10 FOR SOIL PROFILES.

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

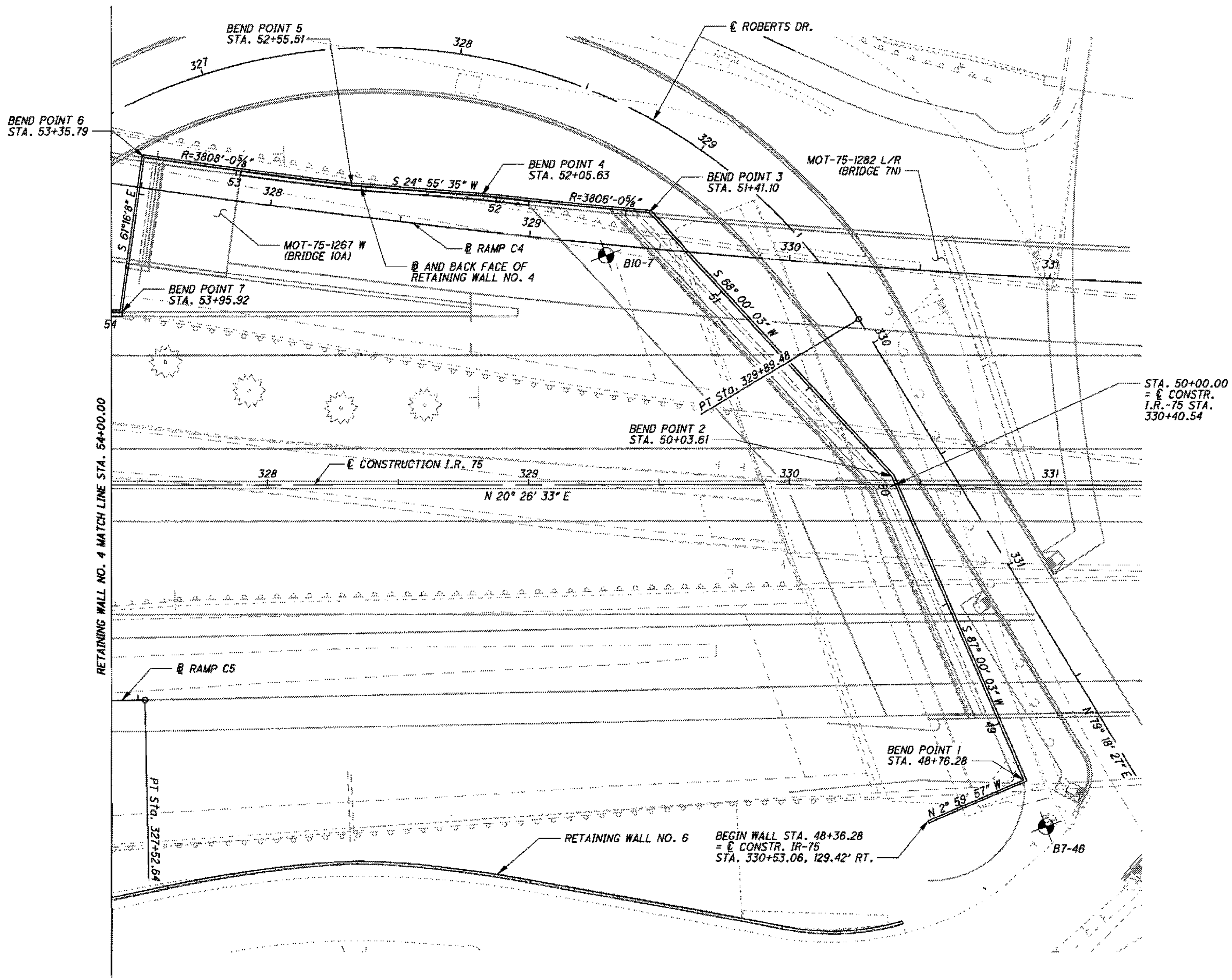
MOT-75-12.00

HORIZONTAL SCALE IN FEET

CALCULATED AS
CHECKED RL

8/45

IP_PWP:dms10272\77247ZP026.dgn 18-MAR-2010 5:39PM sgage



BORING PLAN 2

NOTES:

1. SEE SHEET 10 FOR SOIL PROFILES.

HORIZONTAL SCALE IN FEET

0 25 50 100

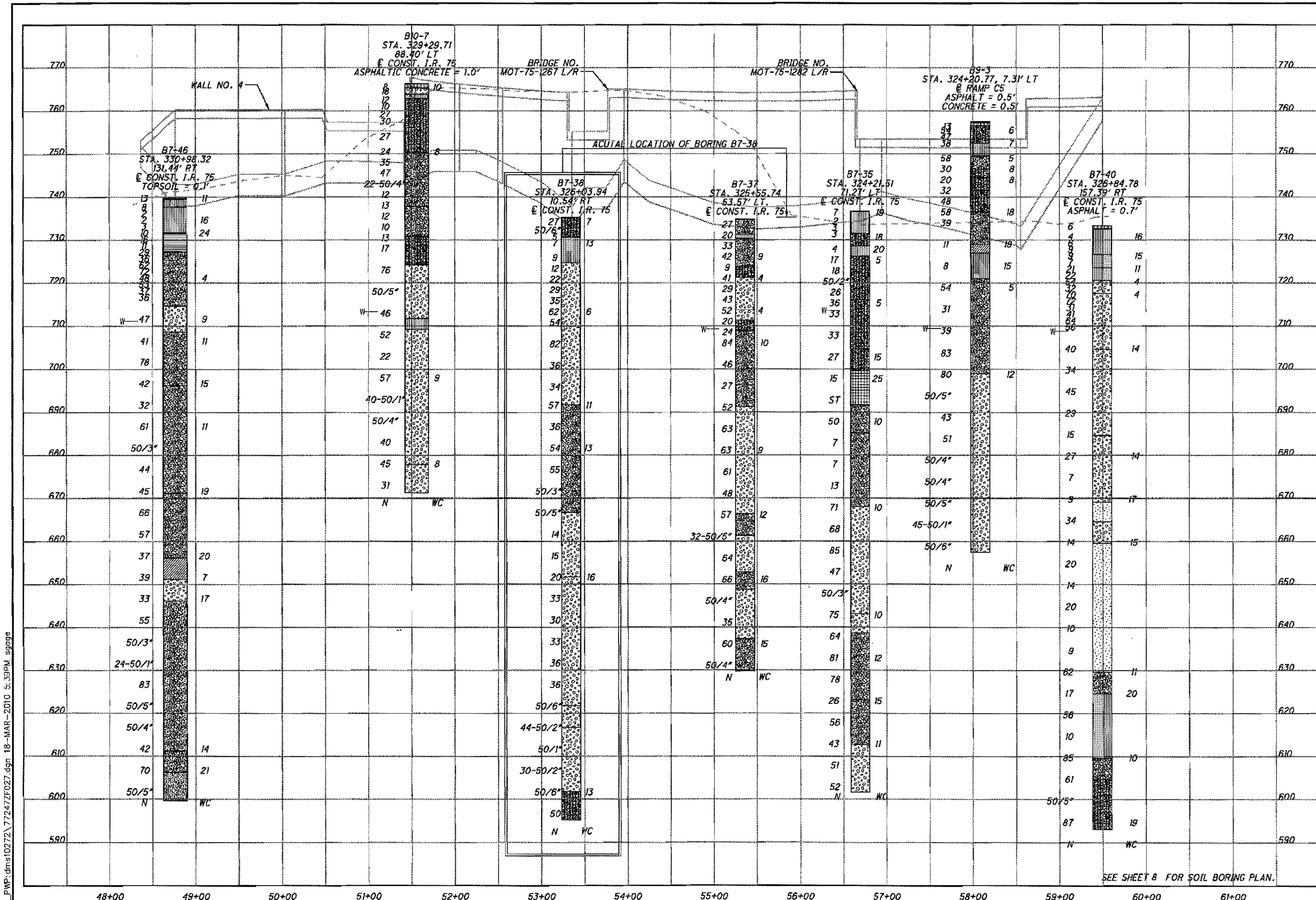
CALCULATED AS

CHECKED RL

STRUCTURE FOUNDATION EXPLORATION

WALL NO. 4

MOT-75-12.00



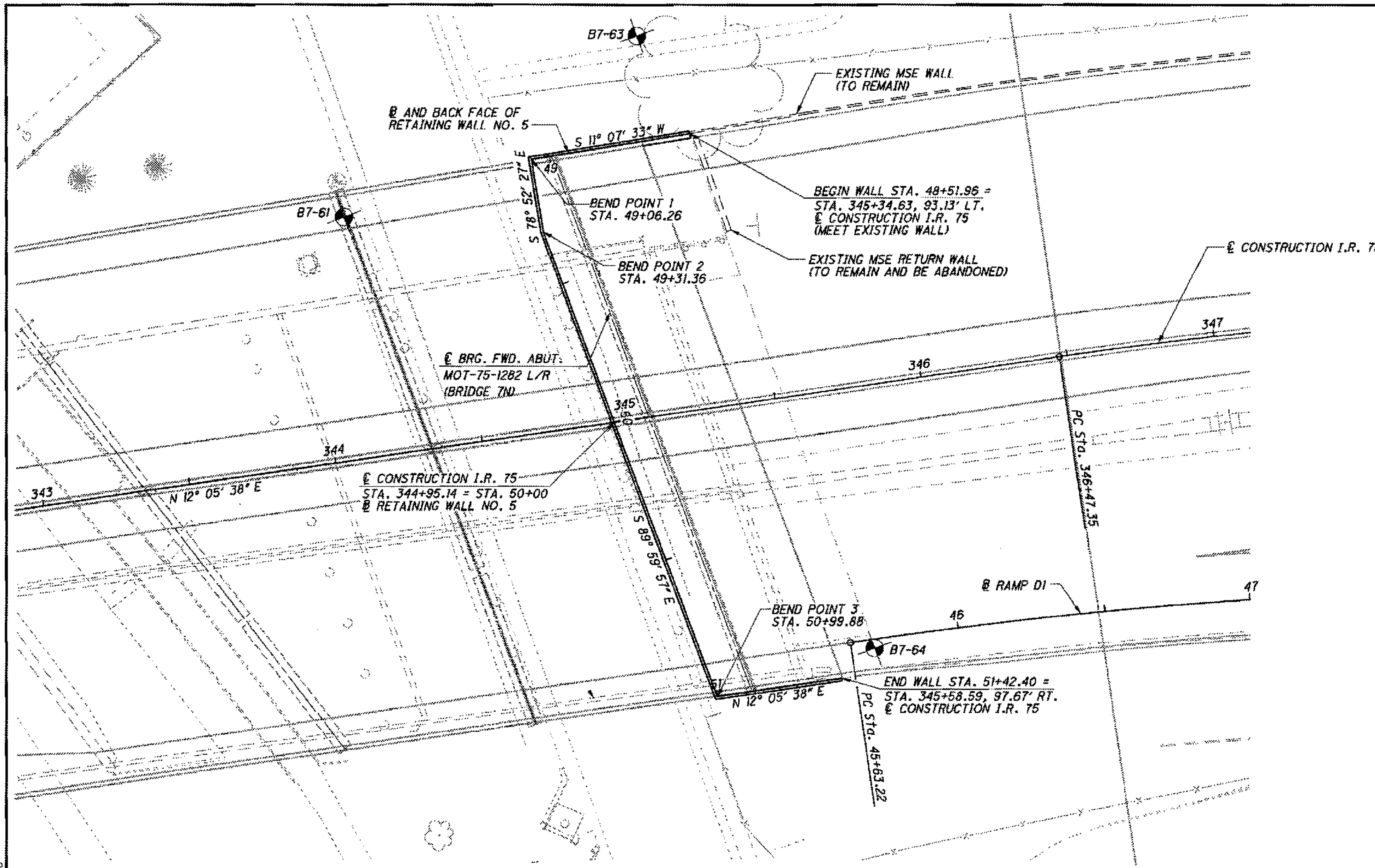
STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

10/45

CALCULATED AS
CHECKED RL

IF_PWP:dms10272\77247ZF027.dgn 18-MAR-2010 5:39PM sgage



BORING PLAN

NOTES:
1. SEE SHEET 12 FOR SOIL PROFILES.

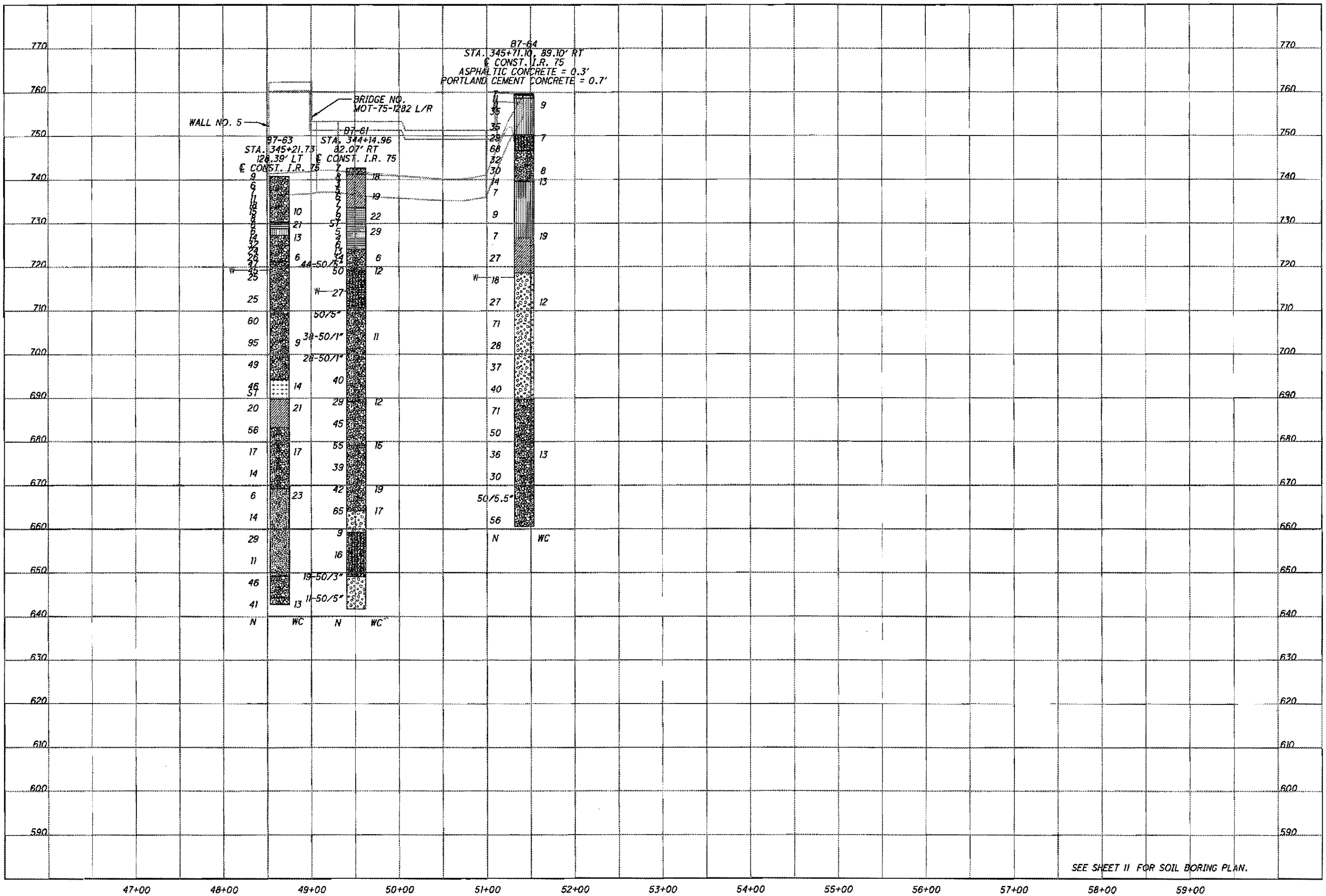
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

MOT-75-12.00

P_PWP:dms10272\77247ZP028.dgn 18-MAR-2010 5:39PM sgage



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

MOT-75-12.00

BORING B7-19: STA. 313+98.06, 139.27' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 11/10/08 Sampler: Type SS Dia. 3.25" Water Elev. 706.9ft
Date Completed 11/11/08 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
760.4	0														
		8-11-13	8/18		(FILL) SANDY LEAN CLAY - very stiff, dark gray, moist, trace gravel, fine to coarse sand, trace organics	1									
758.1					(FILL) POORLY GRADED GRAVEL - medium dense, gray, moist										
757.9		14-11-32	16/18		(FILL) WELL GRADED GRAVEL with SAND - dense, gray, moist, fine to coarse gravel, fine to coarse sand, some clay	2									
	5														
754.4		23-20-20	14/18		(FILL) SILTY SAND with GRAVEL - very dense, grayish brown, moist, fine to coarse gravel, fine to coarse sand	3									
					Rig chatter noted										
		11-23-29	12/18		trace cobbles	4	47.3	20.1	13.8	13.0	5.8	18	2	7	A-1-b(0)
	10														
749.4		9-0-6	13/18		(FILL) SILTY SAND with GRAVEL - medium dense, gray with white and orange mottles, moist, fine sand, coarse sand	5									
746.9		8-9-15	13/18		(FILL) GRAVELLY LEAN CLAY with SAND - very stiff, black, moist, fine to coarse gravel, coarse sand (qp = 3.0 tsf)	6									
	15														
744.4		50/2"	2/18		(FILL) POORLY GRADED GRAVEL - very dense, brown to gray, moist, fine to coarse sand and fine to coarse gravel	7									
		50/2"	2/18			8									
	20														
739.4		6-4-5	9/18		(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)	9									
		6-5-6	1/18			10									
	25														

Particle Sizes: Agg >= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay = < 0.005mm

Form TE-161 Revised 8/94

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.4	25				(FILL) GRAVELLY LEAN CLAY - medium to stiff, black, moist, fine to medium gravel, little sand, brick fragments (qp = 1.0 tsf)										
731.9		4-4-5	14/18		(FILL) SILTY SAND - loose, dark brown to black, moist, fine sand, trace fine gravel, little clay, some silt, roots	11									
	30														
726.9		3-3-6	12/18		SILT - medium, dark brown, moist, trace fine sand	12						39	12	26	
	35	ST	24/24			1									
723.4					SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
		26-33-45	14/18		Rig chatter observed	13									
	40														
		12-10-13	12/18		Rig chatter observed	14	39.7	31.5	14.1	9.8	4.9			6	A-1-b(0)
	45														
		18-16-24	12/18			15									
	50														
		14-11-31	14/18			16									
	55														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
705.4	55				SILTY SAND with GRAVEL - dense to very dense, light brown to gray, moist, fine to coarse sand, fine to coarse gravel, trace clay										
701.9		10-13-24	15/18		GRAVELLY LEAN CLAY - hard, gray, wet, fine to medium gravel (qp = 4.0 tsf)	17						19	7	9	
	60														
		11-24-43	16/18			18									
	65														
		18-26-32	16/16			19									
	70														
		4-18-30	16/18		(qp = 3.0 tsf)	20									
	75														
681.9		10-24-28	8/18		SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, little fine to coarse sand	21									
	80														
676.9		10-15-23	18/18		SILTY SAND - dense, grey, wet, fine to coarse sand, little fine gravel	22									
	85														

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
675.4	85				SILTY SAND - dense, grey, wet, fine to coarse sand, little fine gravel										
671.9		10-9-26	6/18		SILTY SAND with GRAVEL - dense, gray, wet, fine to coarse sand, fine to coarse gravel, trace to little clay Rig chatter observed	23									
	90														
666.9		6-32-35	18/18		SILTY SAND - very dense, gray, wet, fine to coarse sand, little clay, trace fine gravel	24									
	95														
661.9		4-50/5"	6/18		SILTY GRAVEL - very dense, grey, wet, fine to coarse gravel, some silt, trace to little clay	25									
	100														
		50/2"	3/18			26									
	105														
		50/4"	6/18			27									
	110														
		50/5"	5/18			28									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

BORING B7-20: STA. 313+91.76, 28.74' LT, ℄ CONST. I.R. 75

Boring No. B7-19 Northing & Easting N: 644877.110, E: 1489789.393 Surface Elev. 760.4ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
645.4	115				SILTY GRAVEL - very dense, gray, wet, fine to coarse gravel, some silt, trace to little clay										
641.9		4-50/5"	8/18		SILTY SAND with GRAVEL - very dense, gray, wet, fine to coarse gravel, fine to coarse sand, trace clay	29									
640.4	120														

E.O.B. @ 120'
Water elevation during drilling, 705.9 ft
NR- No Recovery

HNTB
LOG OF BORING

Date Started 10/10/06 Sampler: Type SS Dia. 2" Water Elev. 706.6ft
Date Completed 10/10/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-20 Northing & Easting N: 644832.605, E: 1489890.764 Surface Elev. 739.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.6	0	6-10-9-6	18/24		(FILL) CLAYEY SAND - loose, grayish brown, moist, fine to coarse sand, some silt	1									
		6-5-6	6/18			2									
		3-3-3	6/18			3									
	5	5-5-5	8/18		brick fragments	4									
731.9		3-6-6	6/18		WELL GRADED SAND - medium dense, brownish gray, moist, fine to coarse-grained sand, little gravel	5									
729.1	10	3-3-3	12/18		SILTY CLAY - medium stiff, brown, moist, some fine sand	6									
		2-2-4	10/18			7									
723.6	15	1-3-3	18/18		WELL GRADED SAND - loose, brownish gray, moist, fine to coarse sand	8									
720.6		11-19-25	18/18			9									
	20				SILTY GRAVEL with SAND - dense, brownish gray, dry, fine and coarse gravel, some fine to medium sand										
		11-13-26	8/18			10									
716.6		22-28-25	8/18		SILTY SAND - very dense, brownish gray, moist, fine to coarse sand, little gravel	11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/98

Boring No. B7-20 Northing & Easting N: 644832.605, E: 1489890.764 Surface Elev. 739.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
714.6	25				SILTY SAND - very dense, brownish gray, moist, fine to coarse sand, little gravel										
		25-24-29	12/18			12									
	30														
706.6		20-24-21	18/18		WELL GRADED SAND - dense, brownish gray, wet, fine to coarse sand, little gravel	13									
	35														
701.6		10-15-21	12/18		LEAN CLAY - hard, grey, moist, some fine to medium-grained sand, some gravel (qp = 4.5+ tsf)	14									
	40														
		10-17-18	6/18			15									
	45														
		11-11-19	14/18			16									
	50														
		11-24-26	13/18			17									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

Boring No. B7-20 Northing & Easting N: 644832.805, E: 1489890.764 Surface Elev. 739.8ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.8	55														
					LEAN CLAY - hard, gray, moist, some fine to medium-grained sand, some gravel (qu = 4.5+ tsf)										
682.6					WELL GRADED SAND - medium dense to dense, grayish brown, moist, fine to coarse sand, little fine gravel										
		6-10-21	4/18			18									
	60														
		13-18-21	NR			19									
	65														
		5-9-20	18/18			20									
	70														
		7-9-14	12/18			21									
	75														
661.6					SILTY CLAY with SAND - very stiff, grayish brown, moist, fine sand										
		6-8-12	18/18			22									
	80														
		5-10-11	18/18			23									
654.8	85														

Boring No. B7-20 Northing & Easting N: 644832.805, E: 1489890.764 Surface Elev. 739.8ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.8	85				CLAYEY GRAVEL - very dense, grayish brown, moist, fine and coarse gravel, some sand										
		29-40-31	8/18			24									
	90														
647.8					WELL GRADED SAND - medium dense to very dense, gray, moist, fine to coarse sand										
		6-6-7	18/18			25									
	95														
		18-50-50/3"	18/18		little fine gravel	26									
639.8	100														

E.O.B. @ 100 feet.
Water elevation while drilling: 705.6 ft.
NR- No Recovery

HNTB
LOG OF BORING

Date Started: 9/8/06 Sampler: Type SS Dia. 2" Water Elev. 701.6ft
Date Completed: 9/18/06 Casing: Length Dia. 7.75"
Project Identification: MOT-75-12.00 (1/5)

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.3	0														
		4-10-21	12/18		(FILL) SILTY SAND with GRAVEL - dense, brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	1	47.1	15.7	16.3	13.6	7.0	17	3	6	A-1-b(0)
736.8															
736.1		4-8-51	12/18		(FILL) GRAVEL and ASPHALT contains wood and organic material	2									
	5				(FILL) SILTY CLAY with GRAVEL - brown										
734.3		3-3-4	13/18		(FILL) CLAYEY SAND with GRAVEL - loose, gray, moist, fine to coarse gravel, fine to coarse sand, little silt (1 inch silty sand lense at bottom of sample)	3	36.0	15.9	18.4	19.3	10.5	23	7	14	A-2-4(0)
		2-3-4	9/18			4									
	10														
729.0		2-5-5	18/18		(FILL) SILTY SAND - loose, brown, moist, fine to coarse-grained sand, trace gravel	5									
726.8		8-11-12	13/18		(FILL) SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	6									
	15				Rig chatter observed										
		12-23-35	14/18		Very dense, 3 inches concrete and asphalt fragments @ approximately 17 feet	7									
		12-27-33	16/18			8	51.0	19.6	11.0	13.5	4.9	15	1	8	A-1-b(0)
	20														
		50/5"	5/18			9									
716.8		30-27-37	8/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1489986.522 Surface Elev. 740.3ft Project: MOT-75-12.00 (2/5)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.3	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist to wet, fine to coarse sand, fine to coarse gravel, trace clay										
		50/5"	5/18			11									
	30														
		11-16-21	8/18			12									
	35														
		12-11-14	17/18			13									
	40														
695.6		9-13-16	10/18		WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	14	51.7	32.3	8.4	4.2	3.4			13	A-1-a(0)
	45														
		16-20-24	9/18		grayish brown	15									
	50														
686.6		35-19-26	10/18		SILTY, CLAYEY SAND with GRAVEL - dense, gray, moist, fine to coarse gravel, fine to coarse sand	16	21.1	11.6	20.2	30.3	16.9	20	7	9	A-4a(6)
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

Boring No. B7-22 Northing & Easting N: 644690.745, E: 1469986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.3	55				SILTY, CLAYEY SAND with GRAVEL - dense, gray, moist, fine to coarse gravel, fine to coarse sand.										
681.3		8-13-21	15/18			17									
	60				SILTY SAND with GRAVEL, dense, orangish brown, wet, medium to coarse-grained sand, fine to coarse gravel, cobbles										
676.8		39-60/5"	11/18		SILTY, CLAYEY SAND with GRAVEL - very dense, light brown, wet, medium to coarse grained sand, fine gravel, cobbles	18									
	65														
		17-25-35	18/18			19	55.7	16.6	8.2	13.7	5.3	21	6	19	A-1-b(0)
	70														
666.9		20-8-13	16/18			20									
	75				SANDY LEAN CLAY with GRAVEL - very stiff, gray, wet, fine to coarse sand, fine to coarse gravel and silt										
		***	13/18			21	23.9	11.7	11.7	36.7	16.0	25	9	15	A-4a(8)
	80														
656.8		17-14-27	15/18		SILTY GRAVEL with SAND - dense, grayish brown to black, wet, fine to coarse gravel, fine to coarse sand	22									
	85														

Boring No. B7-22 Northing & Easting N: 644890.745, E: 1469986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.3	85				SILTY GRAVEL with SAND - dense, grayish brown to black, wet, fine to coarse gravel, fine to coarse sand										
		18-25-28	10/18			23									
650.3	90				SANDY LEAN CLAY - hard, brown, wet, fine to coarse sand, trace fine to coarse gravel										
		13-19-24	13/18			24	8.8	9.1	17.2	35.1	29.8	27	15	15	A-6a(10)
	95				1 inch silty sand lense @ approximately 95 feet										
		8-50/5"	8/18			25									
	100														
		17-23-29	5/18		color change to bluish gray	26									
	105														
		14-12-18	13/18		gray with brown mottles	27									
	110				gray with bluish gray mottles										
		8-18-27	*			28									
	115														

Boring No. B7-22 Northing & Easting N: 644890.745, E. 1469986.522 Surface Elev. 740.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
625.3	115				SANDY LEAN CLAY - hard, brown, wet, fine gravel, fine to coarse sand, trace fine to coarse gravel seam of silty sand with gravel from 114.9 feet to 115 feet										
621.3		4-27-50/5"	8/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine gravel, fine to coarse-grained sand, little clay	29									
	120														
616.8		19-35-44	7/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay Rig chatter observed	30**	45.2	28.9	11.3	11.9	4.7	16	2	12	A-1-b(0)
	125														
		22-57-38	7/18												
	130														
606.8		23-24-30	5/18		SILTY SAND- very dense, brown, wet, little fine to coarse sand, trace fine to coarse gravel, little clay	32									
	135														
		14-26-38	9/18			33	37.5	47.1	10.5	4.9	13.0	14	1	12	A-1-b(0)
600.3	140														

E.O.B. @ 140 feet
* - Recovery amounts not noted
** - Composite sample from 123.5 to 130 feet
*** - Blow counts not noted
Water elevation while drilling: 701.48 ft
Drilling Method: HSA with bentonite drilling fluid
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 1

MOT-75-12.00

CALCULATED AS
CHECKED RL

BORING B7-26: STA. 317+46.19, 76.62' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 9/5/06 Sampler: Type SS Dia. 2" Water Elev. 707.7ft

Date Completed: 9/6/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-26 Northing & Easting N: 645127.913, E: 1490113.284 Surface Elev. 749.38

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
749.3	0	12-17-15	16/18		CLAYEY SAND with GRAVEL - dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace silt	1	43.0	20.3	12.8	13.7	10.2	10	9	7	A-2-4(0)
746.8		3-24-26	11/18		SILTY CLAYEY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	2	40.5	33.6	14.1	12.9	8.8	17	6	5	A-1-b(0)
	5	7-15-8	9/18			3									
740.8		7-8-8	17/18		CLAYEY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, little silt	4	45.4	17.4	10.9	15.0	11.3	30	12	11	A-2-6(4)
	10	10-50/5"	11/18			5									
737.3		34-42-50/4"	16/19		CLAYEY SAND with GRAVEL - very dense, brown to gray, moist, fine to coarse gravel, fine to coarse-grained sand, little silt	6	47.9	20.7	13.0	11.2	7.2	17	4	5	A-1-b(0)
733.8	15	4-6-6	13/18		CLAYEY SAND - loose to medium dense, brown with orange and black mottles, moist, fine to coarse gravel, fine to coarse sand, some silt	7	8.4	13.3	35.6	24.1	18.6	30	11	16	A-6a(10)
		5-4-5	17/18		6 inch orange gravel/sand layer @19.5 to 20 feet	8									
729.3	20	5-6-6	10/18		SILTY SAND with GRAVEL - loose to medium dense, light brown to brown, moist, fine to coarse sand, fine gravel, trace clay	9									
	25	8-8-19	16/18			10	26.0	28.9	27.6	10.5	7.1			6	A-4a(8)

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm

Form 12-151 Revised 9/94

Boring No. B7-26 Northing & Easting N: 645127.913, E: 1490113.284 Surface Elev. 749.38 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
724.3	25														
723.3		7-10-7	8/18		SILTY SAND with GRAVEL - loose to medium dense, light brown to brown, moist, fine to coarse sand, fine gravel, trace clay. POORLY GRADED GRAVEL with SILT and SAND - medium dense to very dense, grayish-brown, moist to wet, fine to coarse gravel, fine to coarse sand, trace clay	11									
		10-15-21	12/18			12	61.4	19.8	7.3	8.4	3.1			4	A-1-a(0)
	30	36-35-31	13/18			13									
		15-48-50/3"	15/18			14									
	35	10-50/5	9/18			15									
		4-10-20	9/18			16									
	40														
	45	6-17-19	12/18			17									
		11-24-27	14/18			18									
699.3	50				SANDY LEAN CLAY - very stiff to hard, gray, wet, fine to coarse sand, little fine to coarse gravel										
		34-22-30	8/18		qu = 4.5	19	16.0	10.4	16.7	30.0	27.0	29	11	11	A-6a(10)
	55														

Boring No. B7-26 Northing & Easting N: 645127.913, E: 1490113.284 Surface Elev. 749.38 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
694.3	55				SANDY LEAN CLAY - very stiff to hard, gray, wet, fine to coarse sand, little fine to coarse gravel										
					qu = 2.0										
690.3		5-23-24	13/18		SILTY GRAVEL with SAND - dense, brown to grayish brown, wet, fine to coarse gravel, fine to coarse-grained sand, trace to little clay	20									
	60														
		8-8-36	8/18			21									
	65	20-31-36	12/18			22									
	70	13-27-25	10/18			23									
	75	9-14-17	7/18			24									
669.9 / 669.3	80				GRAVELLY LEAN CLAY with SAND - hard, grayish brown with black mottles, wet, fine to coarse gravel, fine to coarse sand. SILTY GRAVEL with SAND - dense to very dense, brown to grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		15-31-26	11/18			25	60.4	16.3	7.8	11.2	4.3	16	3	11	A-1-b(0)
	85														

Boring No. B7-26 Northing & Easting N: 645127.913, E: 1490113.284 Surface Elev. 749.38 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
664.3	85				SILTY GRAVEL with SAND - dense to very dense, brown to grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		19-25-22	10/18			26									
	90														
		27-41-50	18/18			27									
	95														
		12-22-36	13/18			28									
649.3	100														

E.O.B. @ 100 feet
Cave-in @ 40 feet
Water elevation during drilling: 707.7 ft
NR- No Recovery

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALL NO. 3

MOT-75-12.00

BORING B7-28: STA. 319+06.49, 23.50' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/6/06 Sampler Type SS Dia. 2" Water Elev. 706.8ft
Date Completed 9/27/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-28 Northing & Easting N: 646296.671, E: 1490119.496 Surface Elev. 733.2ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
733.2	0				(FILL) SILTY CLAY - stiff, brown, wet, little to some, fine to coarse sand, little fine gravel										
		4-4-6	4/18			1									
729.7		7-8-7	18/18		SANDY LEAN CLAY - stiff, brown to light brown, moist, fine sand, trace gravel and silt	2	0.1	0.2	20.1	40.1	23.5	28	10	13	A-4a(8)
	5														
727.2		6-6-6	15/18		SILTY SAND - loose, light brown, moist, fine to coarse sand, trace clay	3	0.0	18.8	59.9	14.0	7.5			9	A-2-4(0)
		4-3-6	14/18			4									
	10														
722.2		20-24-18	15/18		WELL GRADED GRAVEL with SILT and SAND - dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, with cobbles	5	75.9	11.7	5.3	7.1				3	A-1-a(0)
		20-34-20	15/18			6									
	15														
		13-16-21	14/18			7									
		17-19-18	10/18			8									
	20														
		41-22-50/4"	7/18			9									
		11-32-30	8/18		grayish brown color	10									
	25														

Particle Sizes: Agg >= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm. Form TS-151 Revised 5/94

Boring No. B7-28 Northing & Easting N: 646296.671, E: 1490119.496 Surface Elev. 733.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
708.2	25				WELL GRADED GRAVEL with SILT and SAND - dense to very dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel, with cobbles										
704.7		11-23-21	11/18		CLAYEY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand, fine to coarse gravel, cobbles, trace silt Rig chatter observed from 30 to 33 feet	11	55.8	16.5	7.5	8.8	11.3	24	5	11	A-2-4(0)
	30														
		32-30-35	13/18		light grayish brown color	12									
	35														
		12-18-24	12/18			13									
	40														
		50/3"	1/18		gravel in bottom of spoon	14									
	45														
		40-50/5"	5/18			15									
	50														
679.7		14-20-19	17/18		SILTY SAND with GRAVEL - dense, grayish brown, wet, fine sand, fine to coarse gravel, coarse sand, trace clay	16	46.7	10.8	26.6	10.1	5.8			11	A-1-b(0)
	55														

Boring No. B7-28 Northing & Easting N: 646296.671, E: 1490119.496 Surface Elev. 733.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
678.2	55				SILTY SAND with GRAVEL - dense, grayish brown, wet, fine sand, fine to coarse gravel, coarse sand, trace clay										
674.7		27-32-38	15/18		WELL GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	17	54.4	19.6	14.0	8.2	3.8			9	A-1-a(0)
	60														
		50/5"	4/18			18									
	65														
		22-22-35	15/18			19									
	70														
659.7		23-38-32	12/18		SILTY GRAVEL with SAND - dense to very dense, light grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	20	57.8	18.7	13.1	10.1	5.1			9	A-1-a(0)
	75														
		21-28-18	11/18			21									
	80														
		16-47-28	10/18			22									
	85														

Boring No. B7-28 Northing & Easting N: 645296.671, E: 1490119.496 Surface Elev. 733.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
648.2	85				SILTY GRAVEL with SAND - dense to very dense, light grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		12-20-37	12/18		possible cobbles	23									
	90														
639.7		46-6-24	14/18		POORLY GRADED SAND with SILT - dense to very dense, brownish gray, wet, fine to coarse sand, trace fine gravel, trace clay	24	43.2	33.1	11.7	7.8	4.2			10	A-1-b(0)
	95														
		20-50/5"	11/18			25									
	100														
629.7		37-44-40	18/18		SILTY SAND with GRAVEL - very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles) Rig chatter observed from 105 to 108 feet	26									
	105														
		29-24-30	16/18			27	55.7	16.7	9.9	12.0	5.7	16	2	10	A-1-b(0)
	110														
		22-16-19	12/18			28									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

BORING B7-29: STA. 319+91.44, 70.95' LT, ℄ CONST. I.R. 75

Boring No. B7-28 Northing & Easting N: 645296.671, E: 1490119.496 Surface Elev. 733.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
619.2	115				SILTY SAND with GRAVEL - very dense, brownish gray, wet, fine to coarse sand, fine to coarse gravel , trace clay										
		16-37-35	10/18			29									
	120														
		11-16-50	8/15			30									
	125														
		24-38-32	16/18		cobbles	31	58.4	19.1	15.6	12.1	4.8			8	A-1-b(0)
	130														
		11-9-10	8/18			32									
	135														
		40-60/6"	12/18			33									
593.2	140														

E.O.B. @ 140 feet
Cave in depth @ 25 feet
Water elevation while drilling: 706.9 ft
*- Percentage passing No. 200 sieve
NR- No Recovery

HNTB
LOG OF BORING

Date Started 9/8/06 Sampler: Type SS Dia. 2" Water Elev. 708.0ft
Date Completed 9/15/06 Casing: Length Dia. 7.75"
Project Identification: MOT-75-12.00

Boring No. B7-29 Northing & Easting N: 645409.257, E: 1490060.561 Surface Elev. 735.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.7	0														
					(FILL) SILTY CLAY - black, moist, little fine sand and organics (topsoil), little gravel										
734.5		6-10-0	12/18		(FILL) SILTY CLAYEY GRAVEL with SAND - medium dense, light grayish brown, moist, fine to coarse sand, fine gravel	1	51.0	18.1	11.7	12.9	6.3	19	4	6	A-1b(0)
732.2		6-10-9	7/18		(FILL) SILTY SAND - medium dense, dark gray, moist, little to some, fine to coarse sand, little fine gravel	2	28.3	29.7	21.7	20.3				8	NEM
	5														
729.7		6-5-6	9/18		SILTY SAND - loose to medium dense, light brown, moist, fine to medium sand, trace coarse sand, little clay	3									
		5-5-5	16/18			4	0.0	1.7	49.4	30.1	18.8			16	A-4a(8)
	10														
		13-7-8	NR			5									
722.2		14-27-36	14/18		WELL GRADED GRAVEL with SILT and SAND - dense to very dense, light grayish brown, moist, fine to coarse sand, fine to coarse gravel occasional cobbles	6	60.9	21.4	8.0	8.7				4	A-1a(0)
	15														
		14-18-19	7/18			7									
		38-21-18	10/18		Rig chatter (13.5 to 20 feet)	8									
	20														
		26-29-18	14/18		possible boulders	9									
712.7		12-9-14	12/18		SILTY SAND - medium dense to dense, grayish brown, moist to wet, fine to coarse sand, little fine to coarse gravel	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm
Form TE-151 Revised 8/94

Boring No. B7-29 Northing & Easting N: 645409.257, E: 1490060.661 Surface Elev. 735.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg.	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
710.7	25				SILTY SAND - medium dense to dense, grayish brown, moist to wet, fine to coarse sand, little fine to coarse gravel										
		23-28-22	12/18			11									
	30														
		16-15-20	12/18			12									
	35														
697.2		14-13-20	12/18		SILTY SAND with GRAVEL - medium dense to very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	13	28.8	33.0	24.5	8.2	3.3			12	A-1-b(0)
	40														
		8-12-17	11/18			14									
	45														
		23-15-36	16/18			15									
	50														
		19-15-20	11/18			16									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

19/45

IP_PWP:dms10272\77247ZL065.dgn 18-MAR-2010 5:43PM sgcge

BORING B7-31: STA. 321+50.28, 60.80' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 9/28/06 | Sampler Type: SS | Dia: 4.25" | Water Elev. 712.0ft | Project Identification: MOT-75-12.00
Date Completed: 9/28/06 | Casing: Length: | Dia. 7.75"

Boring No. B7-31 | Northing & Easting N: 645554.556, E: 1490125.635 | Surface Elev. 737.5ft

(1/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
737.5	0				(FILL) SILTY CLAYEY SAND - brown, moist, trace organics										
736.5		4-3-4	6/18		(FILL) SILTY CLAY - medium stiff, light brown, moist	1								13	
734.0		4-4-5	12/18		(FILL) CLAYEY SAND with GRAVEL - loose, brown, moist, fine to coarse sand, fine to coarse gravel, little clay, contains brick fragments	2	26.8	11.1	23.3	20.0	18.8	31	15	15	A-6a(10)
731.5	5	1-2-4	13/18		CLAYEY SAND - loose, light brown, moist, fine to coarse sand	3	0.1	8.0	46.8	28.2	16.9	24	8	17	A-4a(8)
729.0		3-4-5	15/18		LEAN CLAY with SAND - stiff, light brown, moist, fine to medium sand (qp = 1.0 tsf)	4	0.0	1.2	19.1	48.5	31.2	38	16	25	A-6b(16)
726.0	10	4-3-11	8/18			5									
					SILTY SAND - medium dense, light brown, moist										
724.0		14-20-30	14/18		POORLY GRADED GRAVEL with SILT and SAND - medium dense to very dense, light brown, moist, fine to coarse sand and gravel (occasional cobbles)	6	60.4	20.4	7.8	11.4				5	A-1-b(0)
	15	29-23-13	10/18			7									
		18-16-33	14/18			8									
	20	20-15-14	14/18			9									
716.0		13-12-15	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand and gravel, trace clay	10	59.6	23.1	7.2	6.7	3.4			5	A-1-a(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

(2/4)

Boring No. B7-31 | Northing & Easting N: 645554.556, E: 1490125.635 | Surface Elev. 737.5ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
712.5	25				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand and gravel, trace clay										
	30	39-50/2"	8/18			11	65.4	19.1	6.3	9.2				8	A-1-a(0)
704.0		8-12-15	18/18		LEAN CLAY - very stiff to medium stiff, gray, moist to wet, trace fine to medium sand (qp = 3.75 tsf)	12	0.0	0.2	0.4	24.7	74.7	40	19	20	A-6b(16)
	35	ST	22/24			1									
	40	6-7-9	18/18		(qp = 2.5 tsf)	13									
	45	7-8-11	18/18		(qp = 1.5 tsf)	14	0.0	0.1	0.2	23.1	76.6	44	21	27	A-7-6(20)
687.7	50	2-1-1	15/18		(qp = 0.6 tsf)	15	0.1	0.8	0.5	21.3	77.3	46	24	28	A-7-6(20)
					SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
	55	5-12-20	8/18			16									

(3/4)

Boring No. B7-29 | Northing & Easting N: 645409.257, E: 1490060.661 | Surface Elev. 735.7ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
680.7	55				SILTY SAND with GRAVEL - medium dense to very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay										
677.7		14-26-23	9/18		POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	17									
	60	14-22-26	13/18			18	53.0	19.8	17.1	7.4	2.7			10	A-1-a(0)
	65	21-41-30	4/18		(possible cobbles)	19									
	70	19-17-29	13/18			20									
	75	14-19-21	12/18			21									
652.2	80	18-50/3"	9/18		SILTY CLAYEY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	22									
	85														

(4/4)

Boring No. B7-29 | Northing & Easting N: 645409.257, E: 1490060.661 | Surface Elev. 735.7ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
650.7	85				SILTY CLAYEY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
	90	30-30-22	13/18			23	59.5	15.3	8.4	9.5	7.3	18	4	9	A-1-b(0)
642.2	95	50/5"	5/18		CLAYEY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, little to some silt	24									
635.7	100	50/5"	5/18			25									

E.O.B. @ 100 feet
Cave-in @ 32.8 feet
Water elevation while drilling: 708.0 ft
NR- No Recovery
NEM- Not Enough Material to classify

CALCULATED AS | CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

IP_PWP:dms10272\77247ZL066.dgn 18-MAR-2010 5:44PM sgage

HNTB

LOG OF BORING

Date Started 9/29/06 Sampler: Type SS Dia. 2" Water Elev. 712.4ft

Date Completed 9/29/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
745.9	0														
		6-8-8	12/18		(FILL) SILTY SAND with GRAVEL - medium dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel trace clay	1	54.7	17.3	10.9	10.3	6.8	20	8	6	A-1-b(0)
742.4		6-12-38	15/18		(FILL) CLAYEY SAND with GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, fine gravel, little silt	2	49.0	16.7	13.9	13.9	6.5	18	5	6	A-1-b(0)
	5	10-15-21	13/18		wood fragments	3									
737.4		14-50/3"	9/18		(FILL) SILTY SAND - loose to very dense, gray to grayish brown, moist, fine to coarse sand, little fine gravel	4	39.3	20.3	18.1	16.1	7.2			14	A-4a(5)
	10	3-2-3	10/18		brick fragments	5	20.5	29.3	28.9	15.5	10.8	38	3	17	A-2-4(0)
		3-4-3	NR			6									
729.9	15	3-5-5	15/18		(FILL) CLAYEY SAND - loose, dark brown, moist, fine to coarse sand, some silt, trace fine gravel, with brick fragments	7	3.8	7.2	44.7	26.6	17.7	27	9	16	A-4a(8)
727.4		3-4-3	18/18		(FILL) SILTY SAND - loose, light brown, moist, fine to medium grained sand, little clay, trace fine gravel	8	0.3	6.8	55.3	22.3	12.3			10	A-2-4(0)
724.9	20	10-20-25	12/18		POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	9	57.2	21.5	10.7	8.0	2.6			4	A-1-a(0)
		15-30-33	13/18			10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/84

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.167 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
720.9	25				POORLY GRADED GRAVEL with SILT and SAND - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
		7-18-18	12/18			11									
712.4	30	18-24-21	14/18		WELL GRADED SAND with SILT and GRAVEL - dense, gray, wet, fine to coarse sand, fine gravel, little silt and clay	12	36.9	40.8	12.3	10.0				10	A-1-b(0)
707.4	35	15-30-34	16/18		SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)	13	63.2	20.1	9.5	11	5.8	18	3	9	A-1-b(0)
	40	50/6"	NR			14									
	45	21-26-38	13/18			15									
	50	20-10-14	13/18			16									
	55														

Boring No. B7-31 Northing & Easting N: 645554.556, E: 1490125.655 Surface Elev. 737.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
682.5	55				SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
		21-50/4"	7/18			17									
	60	10-19-30	9/18			18	63.4	13.5	9.2	8.9	4.9	17	2	8	A-1-a(0)
	65	21-32-37	8/18			19									
	70	50/5"	4/18			20									
	75	29-26-30	3/18			21									
	80	15-13-22	8/18			22									
	85														

Boring No. B7-31 Northing & Easting N: 645554.556, E: 1490125.655 Surface Elev. 737.5ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
652.5	85				SILTY GRAVEL with SAND - dense to very dense, light brown, wet, fine to coarse sand and gravel (occasional cobbles)										
649.0		15-25-22	12/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - dense to very dense, brown, wet, fine to coarse sand, fine gravel	23	65.6	17.0	7.0	5.9	4.5	16	4	8	A-1-a(0)
	90	24-26-24	10/18			24									
642.5	95														

E.O.B. @ 95'
Cave-in depth @ 21'
Water elevation during drilling: 712.0 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

CALCULATED AS
CHECKED RL

MOT-75-12.00

P_PWP:dms10272\77247ZL067.dgn 18-MAR-2010 5:44PM sgage

BORING B7-35: STA. 324+21.51, 71.27' LT, ℄ CONST. I.R. 75

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.157 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
690.9	55				SILTY SAND with GRAVEL - very dense to medium dense, light brown to gray, wet, fine to coarse sand, fine to coarse gravel, trace clay (possible cobbles)										
687.4	60	17-9-17	15/18		SILTY SAND - medium dense, light grayish brown, wet, fine to coarse sand, trace fine gravel, trace clay	17	30.8	40.3	14.7	8.9	5.3			14	A-1-b(0)
682.4	65	15-18-14	13/18		POORLY GRADED SAND with SILT and GRAVEL - dense to medium dense, brown, wet, fine to coarse sand, fine gravel, trace clay	18	57.0	24.1	8.7	6.7	3.5			12	A-1-a(0)
	70	14-11-13	12/18			19									
672.4	75	12-7-24	6/18		SILTY SAND with GRAVEL - dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	20									
667.4	80	16-32-34	10/18		SILTY CLAYEY SAND with GRAVEL- very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	21	61.0	16.5	6.9	10.2	5.4	19	4	9	A-1-b(0)
662.4	85	23-19-23	8/18		SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay	22	52.8	19.2	9.6	13.1	5.3	18	2	9	A-1-b(0)

HNTB
LOG OF BORING

Date Started 9/14/06 Sampler: Type SS Dia. 2" Water Elev. 713.6ft Project Identification:
Date Completed 9/25/06 Casing: Length Dia. 7.75" MOT-75-12.00

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
736.6	0	3-4-6-3	20/24		(FILL) CLAYEY SAND - very loose to loose, brown, moist, trace brick, trace fine to coarse gravel, some silt	1	12.9	14.5	24.3	30.2	18.1	30	10	19	A-4a(5)
		1-1-1	6/18			2									
		1-2-1	17/18		w/ trace broken asphalt	3									
731.6	5	2-1-2	13/18		CLAYEY SAND - very loose, brown, moist, fine to coarse sand, trace clay, little fine gravel, little silt	4	19.6	35.5	24.9	14.5	14.5	30	10	18	A-2-4(0)
728.6		2-2-2	18/18		SANDY LEAN CLAY - soft, brown, moist, some silt, trace fine gravel, fine to coarse sand, some silt	5	4.4	11.0	32.8	30.2	21.6	24	8	20	A-4a(5)
726.1	10	9-10-7	10/18		WELL GRADED GRAVEL with SILT and SAND - medium dense to very dense, brown, moist, trace clay, fine to coarse sand and gravel	6	61.0	22.3	7.0	6.0	1.7			5	A-1-a(0)
		6-10-8	9/18			7									
	15	16-50/2	7/18			8									
		12-12-44	14/18			9									
716.1	20	12-18-20	14/18		SILTY SAND with GRAVEL- dense, brown, moist, fine to coarse sand and gravel, trace clay	10	24.5	23.8	35.2	12.7	3.7			5	A-2-4(0)
	25	7-19-14	13/18			11									

Particle Sizes: Agg.=> 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-34 Northing & Easting N:645649.601, E: 1490254.157 Surface Elev. 745.9ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
660.9	85				SILTY SAND with GRAVEL - dense to very dense, light grayish brown, wet, fine to coarse sand, fine gravel, trace clay										
	90	25-19-26	7/18			23									
	95	19-21-50/3"	4/18			24									
647.4	100	50/5"	4/18		SILTY GRAVEL - medium dense to very dense, gray, wet, fine to coarse gravel, little coarse sand, cobbles	25									
	105	4-7-8	3/18			26									
635.9	110	50/2"	2/18			27									

E.O.B. @ 110 feet
Cave-in @ 32.8 feet
Water elevation during drilling: 712.4 ft
NR- No Recovery

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
711.6	25				SILTY SAND with GRAVEL- dense, brown, moist, fine to coarse sand and gravel, trace clay										
	30	6-15-18	18/18			12									
704.6	35	9-12-16	7/18		CLAYEY SAND - medium dense, brown, wet, fine to coarse sand, trace fine gravel, little silt	13	21.2	32.2	20.7	11.4	14.5	25	8	15	A-2-4(0)
699.6	40	4-6-9	17/18		LEAN CLAY - very stiff, gray, moist, trace fine to medium sand, some silt (qp = 3.75 tsf)	14	0.0	0.3	0.6	24.7	74.6	42	20	25	A-7-6(20)
		ST	NR			1									
691.6	45				SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand and gravel, trace clay										
	50	16-25-25	13/18			15	53.3	22.9	10.1	7.3	6.4	17	3	10	A-1-b(0)
685.1	55	9-6-1	8/18		SILTY SAND with GRAVEL - loose to medium dense, brown, wet, fine to coarse sand and gravel, trace clay	16									

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALLS NO. 3 AND 4

MOT-75-12.00

22/45

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Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

3/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
681.6	55				SILTY SAND with GRAVEL - loose to very dense, brown, wet, fine to coarse sand and gravel, trace clay										
		4-5-2	7/18			17									
	60														
		5-6-7	11/18			16									
	65														
668.1		12-22-49	14/18		POORLY GRADED GRAVEL with SILT and SAND- dense to very dense, brown, trace clay, fine gravel, fine to coarse sand	18	71.2	14.4	6.0	5.1	3.3	6	1	10	A-1-a(0)
	70														
		16-39-20	*			20									
	75														
		36-30-46	11/18			21									
	80														
		22-23-24	9/18			22									
	85														

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

4/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
651.6	85				POORLY GRADED GRAVEL with SILT and SAND- dense to very dense, brown, trace clay, fine gravel, fine to coarse sand										
		50/3"	1/18		(gravel in the bottom of spoon)	23									
	90														
643.1		40-25-50	18/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - very dense brown, moist, fine gravel, fine gravel, fine to coarse sand, trace clay	24	60.7	21.0	7.2	7.1	4.0	22	6	10	A-1-b(0)
	95														
		19-36-29	8/18		WELL GRADED SAND with SILT and GRAVEL - very dense, light brownish gray, wet, fine to coarse sand, fine gravel, cobbles, trace clay	25									
	100														
		19-31-50	14/18			26	42.6	42.7	7.6	4.6	2.8			12	A-1-b(0)
	105														
		25-35-43	8/18			27									
	110														
623.1		6-10-16	14/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light grayish brown, wet, fine to coarse sand, fine to gravel, trace clay	28	32.0	41.4	16.0	7.7	2.9			15	A-1-b(0)
	115														

Boring No. B7-35 Northing & Easting N: 645812.355, E: 1490210.575 Surface Elev. 736.6ft Project: MOT-75-12.00

5/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
621.6	115				POORLY GRADED SAND with SILT and GRAVEL - medium dense to very dense, light grayish brown, wet, fine to coarse sand, fine to gravel, trace clay										
		14-22-34	6/18			29									
	120														
		14-24-19	14/18			30	62.2	21.4	7.0	6.1	3.3			11	A-1-a(0)
	125														
		22-25-28	9/18			31									
	130														
		15-21-31	12/18			32									
601.6	135														

E.O.B. @ 135 feet

Notes:
* - Recovery not reported
Water elevation while drilling: 713.6 ft
NR- No Recovery

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

23/45

CALCULATED AS
CHECKED RL

P_PWP:dms10272\77247ZL069.dgn 18-MAR-2010 5:45PM sgage

BORING B7-37: STA. 325+55.74, 53.57' LT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 9/15/08 Sampler: Type SS Dia. 2.25" Water Elev. 709.3ft
Date Completed 9/16/08 Casing: Length ___ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
734.8	0														
		9-10-17	5/18		SILTY SAND with GRAVEL - medium dense, gray, moist, fine to coarse sand, little to some fine to coarse gravel	1									
731.3		9-11-6	12/18		SILTY CLAY with GRAVEL - very stiff, dark brown, moist, fine to coarse gravel	2									
730.3	5				SILTY SAND with GRAVEL - dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel and sand, trace clay										
		10-16-18	10/18			3									
		11-23-19	12/18			4	39.8	15.4	19.8	17.3	7.6	23	5	9	A-1-b(0)
	10														
723.8		8-6-4	12/18		SILTY SAND - loose, grayish brown, moist, fine to coarse sand, little fine to coarse gravel	5									
721.3		6-11-30	13/18		SILTY SAND with GRAVEL - medium dense to dense, brown, moist, fine gravel, trace to little coarse gravel, fine to coarse sand, trace clay	6	53.8	22.6	10.3	10.3	3.0			4	A-1-a(0)
	15	17-14-15	13/18			7									
		9-18-25	15/18			8									
	20														
713.8		18-24-28	17/18		WELL GRADED SAND with SILT and GRAVEL - very dense, gray, wet, trace clay	9	56.9	23.8	36.2	7.2	2.6			4	A-1-a(0)
711.3		9-10-10	18/18		SILTY SAND - medium dense to dense, brown, wet, trace fine gravel, fine to coarse sand	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 9/94

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
709.8	25														
708.8		9-8-16	10/18		SILTY SAND - medium dense to dense, brown, wet, trace fine gravel, fine to coarse sand	11									
					SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay (orange mottles from 27-27.5 feet)										
		21-36-48	18/18			12	46.0	20.7	14.0	13.4	5.9			10	A-1-b(0)
	30														
		20-22-24	17/18			13									
	35														
696.3		12-12-15	15/18		SILTY SAND with GRAVEL - medium dense, brown, wet, fine to coarse gravel, fine to coarse sand	14									
	40														
691.3		17-17-35	13/18		SILTY, CLAYEY GRAVEL with SAND - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand	15									
	45														
		17-25-30	5/18			16									
	50														
		17-33-30	15/18			17	67.1	12.6	5.8	8.6	5.9	20	6	9	A-1-a(0)
	55														

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
679.8	55				SILTY, CLAYEY GRAVEL with SAND - dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand										
		26-31-30	14/18			18									
	60														
		34-24-34	8/18			19									
	65														
668.3		24-31-26	18/18		SILTY SAND - very dense, brown, wet, fine to coarse sand, trace fine to coarse gravel, trace clay	20	27.7	39.1	22.4	6.9	3.9			12	A-1-b(0)
	70														
661.3		20-32-50/5"	17/18		SILTY GRAVEL with SAND - very dense, brown, wet	21									
	75														
		36-32-32	18/18			22									
	80														
652.8		17-26-40	18/18		WELL GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	23	19.3	45.2	25.8	6.3	3.4			16	A-1-b(0)
	85														

Boring No. B7-37 Northing & Easting N: 645931.957, E: 1490274.043 Surface Elev. 734.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
649.8	85														
648.8					WELL GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
					SILTY GRAVEL with SAND - dense to very dense, brown, wet										
		50/4"	4/18			24									
	90														
		32-17-18	14/18			25									
	95														
637.3		32-33-27	18/18		SILTY SAND - very dense, wet, fine to coarse sand, trace fine to coarse gravel, trace clay	26	0.6	5.9	28.4	0.3	3.6			15	A-3-b(0)
	100														
		50/4"	4/18			27									
629.8	105														

E.O.B. @ 105 feet
Cave-in @ 30 feet
Groundwater well set to 30 feet (screen from 20 to 30 feet)
Water elevation while drilling: 709.3 ft
Drilling Method: HSA
NR: No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALL NO. 4

MOT-75-12.00

BORING B7-38: STA. 326+03.94, 10.54' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started: 9/15/06 Sampler: Type SS Dia. 2" Water Elev. ft
Date Completed: 9/20/06 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft

1/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
735.2	0	3-12-15-15	20/24		CLAYEY SAND with GRAVEL - loose to very dense, brown, moist, fine to coarse sand and gravel, little silt, trace roots/organics, with limestone fragments	1	49.0	16.7	12.5	13.8	8.0	28	9	7	A-2-4(0)
		50/6"	5/18			2									
		3-3-2	NR			3									
730.7	5	3-3-4	16/18		CLAYEY SAND - loose, brown, moist, fine to coarse-grained sand, trace fine gravel, some silt	4	5.0	11.7	42.3	26.4	15.6	23	6	13	A-4a(6)
		3-4-5	13/18			5									
724.7	10	8-5-7	5/18		SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay	6									
		6-10-12	8/18			7									
	15	8-11-15	12/18			8									
		7-12-23	9/18			9									
	20	15-37-25	13/18			10	58.8	19.1	9.5	10.1	2.5			6	A-1-a(0)
	25	19-23-31	9/18			11									

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-161 Revised 9/94

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

2/6

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
710.2	25				SILTY GRAVEL with SAND - dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay										
	30	15-40-42	12/18			12									
	35	15-16-21	9/18			13									
	40	12-15-18	9/18			14									
691.7	45	22-27-30	10/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay	15	43.9	30.4	10.0	10.5	5.2			11	A-1-b(0)
	50	27-17-19	11/18			16									
	55	42-26-29	*			17									

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

3/6

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
680.2	55				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse sand, fine gravel, trace clay										
	60	40-37-28	7/18			18									
	65	45-50/3"	9/18			19									
666.7	70	50/5"	5/18		WELL GRADED SILTY GRAVEL with SAND - medium dense to very dense, brown, moist, trace clay	20									
	75	9-7-7	8/18			21									
	80	7-6-9	15/18			22									
651.7	85	7-9-11	10/18		POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel	23	54.6	29.9	8.4	6.4	3.8	20	6	18	A-1-a(0)

Boring No. B7-38 Northing & Easting N: 645954.729, E: 1490350.953 Surface Elev. 735.2ft Project: MOT-75-12.00

4/6

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
650.2	85				POORLY GRADED SAND with SILTY CLAY and GRAVEL - medium dense to dense, brown, fine to coarse sand, fine gravel										
	90	18-16-17	15/18			24									
	95	6-13-14	12/18			25									
	100	13-13-17	14/18			26									
	105	16-17-19	14/18			27									
	110	30-18-19	17/18			28									
621.7	115	38-50/6"	5/18		WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel	29									

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

Boring No. B7-38 Northing & Easting N: 645854.729, E: 1490350.363 Surface Elev. 735.2ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
620.2	115				WELL GRADED GRAVEL - very dense, grayish brown, wet, fine to coarse gravel. Rig chatter noted										
616.7		26-44-50/2"	8/18		WELL GRADED GRAVEL with SILT and SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace to little clay	30									
	120				Rig chatter noted										
		32-50/1"	4/18			31									
	125														
		5-30-50/2"	7/18			32									
	130														
601.7		12-50/6"	12/18		SILTY SAND with GRAVEL - very dense, brown, fine to coarse sand, fine gravel, trace clay	33	42.1	22.0	8.2	20.2	7.5	20	3	13	A-2-4(0)
	135														
		50/5"	5/18			34									
595.2	140				E.O.B. @ 140 feet Cave-in @ 13.8 feet										

Notes:
* - Recovery not recorded
NR - No Recovery

HNTB
LOG OF BORING

Date Started: 10/4/06 Sampler: Type SS Dia. 3.25" Water Elev. 708.6ft Project Identification: MOT-75-12.00
Date Completed: 10/5/06 Casing: Length Dia. 7.75"

Boring No. B7-40 Northing & Easting N: 645979.190, E: 1490516.781 Surface Elev. 733.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
733.3	0														
732.6		3-3-3	*		ASPHALTIC CONCRETE - 8" thick	1									
					(FILL) SILTY CLAYEY SAND - very loose to loose, black to brown, moist, fine to coarse sand, trace coarse gravel										
		2-1-3	10/18			2	8.0	15.0	36.5	26.1	14.4	23	5	16	A-4a(8)
		2-2-4	12/18			3									
	5	1-6-3	10/18			4									
725.8		4-4-5	13/18		SILTY SAND - loose, light brown to brown, moist, fine to coarse sand, some clay, trace fine gravel	5	1.0	10.0	46.2	27.3	15.5	19	3	15	A-4a(8)
		3-3-4	6/18			6									
723.8	10	3-5-16	14/18		SILTY CLAYEY SAND - medium dense, brown, moist, fine to coarse sand, little fine to coarse gravel	7	17.6	13.1	30.7	26.7	11.9	20	5	11	A-4a(8)
		1-5-17	8/18			8									
720.8		2-14-40	6/18		POORLY GRADED SAND with SILT and GRAVEL - medium dense to dense, gray, moist, fine to coarse sand, fine to coarse gravel, trace clay	9	53.6	23.3	10.0	10.4**				4	A-1-a(0)
		17-22-10	8/18		Rig chatter observed from 14' to 15.5'	10									
717.8	15	3-24-46	7/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, coarse gravel, trace clay	11	51.9	22.9	11.4	10.2	3.6			4	A-1-a(0)
		17-38-35	NR			12									
		14-15-16	11/18			13									
	20	9-16-25	10/18			14									
		14-24-40	8/18			15									
		31-25-31	11/18			16									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B7-40 Northing & Easting N: 645979.190, E: 1490516.781 Surface Elev. 733.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
708.3	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, coarse gravel, trace clay										
704.5		14-25-15	9/18		WELL GRADED SAND with SILT and GRAVEL - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	17	55.9	17.5	16.3	6.9	3.4			14	A-1-a(0)
	30														
		9-16-18	5/18			18									
	35														
		15-26-19	4/18			19									
	40														
		9-12-17	8/18			20									
	45														
684.8		4-8-7	9/18		SILTY SAND - loose to medium dense, wet, fine to coarse sand, trace to little fine gravel, trace clay	21									
	50														
		5-13-14	13/18			22	28.0	26.6	31.3	10.7	3.4			14	A-1-a(0)
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

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Boring No. B7-40 Northing & Easting N: 645979.190, E: 1490516.781 Surface Elev. 733.3ft Project: MOT-75-12.00

3/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
678.3	55				SILTY SAND - loose to medium dense, wet, fine to coarse sand, trace to little fine gravel, trace clay										
		1-3-4	10/18			23									
	60														
		1-5-4	15/18			24	1.0	21.1	54.2	19.1	4.6			17	A-3a(0)
	65														
664.8		9-14-20	18/18		SILTY SAND with GRAVEL - dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	25									
	70														
659.8		4-8-6	16/18		SILTY SAND - loose to medium dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	26	3.9	20.3	44.8	15.9	6.3			15	A-3a(0)
	75														
		7-9-11	18/18			27									
	80														
		3-5-6	18/18			28									
	85														

Boring No. B7-40 Northing & Easting N: 645979.190, E: 1490516.781 Surface Elev. 733.3ft Project: MOT-75-12.00

4/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
648.3	85				SILTY SAND - loose to medium dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		9-3-17	11/18			29									
	90														
		5-7-8	18/18			30									
	95														
		8-5-4	18/18			31									
	100														
629.8		40-39-23	14/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand, fine gravel, trace clay	32	29.3	21.1	26.6	17.7	5.3			11	A-1-b(0)
	105														
624.8		5-9-8	12/18		SILTY SAND - medium dense to very dense, brown, wet, fine to coarse sand, trace clay, trace fine gravel	33	1.6	6.2	54.9	35.8	2.5			20	A-4a(0)
	110														
		3-6-50	18/18			34									
	115														

Boring No. B7-40 Northing & Easting N: 645979.190, E: 1490516.781 Surface Elev. 733.3ft Project: MOT-75-12.00

5/5

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
618.3	115				SILTY SAND - loose to very dense, brown, wet, fine to coarse sand, trace clay, trace fine gravel										
		5-6-6	15/18			35									
	120														
608.8		41-43-42	10/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand and gravel, trace clay	36	38.4	13.8	24.2	17.4	6.2			10	A-1-b(0)
	125														
604.8		35-26-30	10/18		SILTY SAND - very dense, brown, wet, fine to coarse sand, trace fine to coarse gravel, trace clay	37									
	130														
		26-50/5"	NR			38									
	135														
		17-40-47	18/18			39	1.8	9.8	54.9	30.2	3.3			19	A-2-4(0)
593.3	140				E.O.B. @ 140'										

Notes:
* - Recovery not recorded
** - Percentage passing # 200 sieve
Water elevation while drilling: 708.8 ft
Drilling Method: HSA
NR- No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

BORING B7-46: STA. 330+98.32, 131.44' RT, ℄ CONST. I.R. 75

HNTB
LOG OF BORING

Date Started 10/2/06 Sampler: Type SS Dia. 2.25" Water Elev. 711.2ft
Date Completed 10/3/06 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

(1/5)

Boring No. B7-46 Northing & Easting N: 646375.749, E: 1490836.911 Surface Elev. 739.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
739.7	0														
739.5		6-7-6-3	10/24		TOPSOIL - 1" to 2" thick, CLAYEY SAND SILTY CLAYEY SAND with GRAVEL - brown, very loose to loose, moist, fine to coarse sand and gravel	1	26.4	16.3	20.7	23.6	13.5	22	8	11	A-4a(6)
737.7		7-8-2	8/18			2									
		2-1-1	4/18			3									
	5	[illegible]-1-1	10/18		CLAYEY SAND - very loose, brown to dark brown, black to grey mottling, moist, fine to coarse sand, trace fine gravel, some silt	4	15.6	17.6	23.9	25.7	20.1	26	7	16	A-6(3)
		2-1-2	0/18			5									
731.7		2-3-7	13/18		LEAN CLAY with SAND - stiff, light brown, moist, black silt mottles, fine to coarse sand (qp = 1.0 tsf)	6	0.1	4.6	17.8	44.9	32.6	36	17	24	A-6b(16)
	10	4-7-9	15/18		(qp = 1.0 tsf)	7									
		2-4-10	10/18			8									
727.2		7-12-17	8/18		SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	9									
	15	9-15-21	10/18			10									
		12-21-41	6/18			11									
		13-37-35	6/18		possible cobbles	12									
		12-21-27	10/18		heavy rig chatter @ 19 feet	13	49.3	23.0	11.8	11.5	4.4			4	A-1-b(0)
	20	20-23-30	9/18		light brown to gray color	14									
		20-23-14	14/18			15									
		18-17-19	10/18			16									
	25														

Particle Sizes: Agg >= 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay <= 0.005mm.

Form TE-151 Revised 9/94

(2/5)

Boring No. B7-46 Northing & Easting N. 646375.749, E. 1490836.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
714.7	25				SILTY SAND with GRAVEL - medium dense to very dense, light brown, moist, fine to coarse sand, fine to coarse gravel, trace clay Rig chatter @ 25 feet										
		19-21-26	10/18			17	53.4	22.3	10.9	8.4	5.0			9	A-1-a(0)
	30														
		27-22-19	13/18			18	36.5	32.9	14.2	9.4	7.0	16	2	11	A-1-b(0)
	35														
		21-36-42	10/18			19									
	40														
696.2		19-20-22	18/18		SILTY SAND - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	20	19.0	32.3	31.9	13.3	3.5			15	A-1-b(0)
	45														
		5-11-21	10/18			21									
	50														
		22-30-31	18/18			22	20.0	45.2	20.3	9.5	5.0			11	A-1-b(0)
	55														

(3/5)

Boring No. B7-46 Northing & Easting N: 646375.749, E: 1490836.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
684.7	55				SILTY SAND - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		28-50/3"	9/18			23									
	60														
		7-18-28	18/18			24									
	65														
671.2		7-18-32	15/18		WELL GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, little fine gravel, trace clay	25	15.1	50.5	28.5	3.2	2.7			19	A-1-b(0)
	70														
		15-30-36	NR			26									
	75														
		17-26-31	12/18			27									
	80														
656.2		10-18-21	14/18		LEAN CLAY - hard, brownish gray, wet, and silt, trace fine gravel, trace fine to coarse sand (qp = 4.0 tsf)	28	1.8	1.8	3.3	49.1	44.0	29	11	20	A-6a(10)
	85														

(4/5)

Boring No. B7-46 Northing & Easting N: 646375.749, E: 1490836.911 Surface Elev. 739.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
654.7	85				LEAN CLAY - hard, brownish gray, wet, and silt, trace fine gravel, trace fine to coarse sand (qp = 4.0 tsf)										
651.2		21-25-14	18/18		SILTY GRAVEL with SAND - dense, brownish-gray, wet, fine to coarse sand, fine to coarse gravel, trace clay Loud rig chatter @ 89 feet	29	51.8	18.9	14.2	10.5	4.6			7	A-1-a(0)
	90														
646.2		12-14-19	18/18		POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	30	8.8	48.7	38.6	6.1	2.8			17	A-1-b(0)
	95														
		12-23-32	18/18			31									
	100														
		21-50/3"	9/18			32									
	105														
		20-24-50/1"	13/18			33									
	110														
		9-41-42	18/18			34									
	115														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

BORING B7-61: STA. 344+14.96, 82.07' RT, ℄ CONST. I.R. 75

Boring No. B7-46 Northing & Easting N: 646375.749, E: 1490536.911 Surface Elev. 739.78 Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
624.7	115				POORLY GRADED SAND with SILT - dense to very dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay Heavy rig chatter @ 116 feet - possible cobbles										
		50/5"	5/18			35									
	120														
		50/4"	4/18			36									
	125														
611.2		25-18-24	13/18		SILTY SAND with GRAVEL - dense, brownish-gray, wet, fine to coarse sand, fine to coarse gravel, trace clay Rig chatter @ 129 feet	37	37.0	20.4	24.8	11.8	6.0			14	A-1-b(0)
	130														
606.2		15-33-37	18/18		POORLY GRADED SAND with SILT - very dense, brown, wet, fine to coarse sand, trace clay	38	0.2	31.2	61.9	3.6	3.1			21	A-3(0)
	135				Rig chatter @ 137 feet										
		50/5"	4/18			39									
599.7	140														

E.O.B. @ 140 feet
Water elevation while drilling: 711.9 ft
Drilling Method: HSA
NR- No Recovery
WT- Weight of Hammer

HNTB
LOG OF BORING

Date Started 9/25/08 Sampler: Type SS Dia. 2" Water Elev. 714.5ft
Date Completed 9/26/08 Casing: Length Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
742.6	0	3-4-3-3	9/24		(FILL) SILTY SAND - loose, black, moist, fine to coarse sand, trace fine gravel	1									
741.1		1-4-4	5/18		(FILL) SANDY LEAN CLAY - medium stiff, black, moist, trace fine gravel, red brick pieces noted in auger, trace fibrous organics (qp = 1.0 tsf) (qp = 0.75 tsf)	2						38	11	18	A-6a(10)
		1-1-2	4/18		(qp = 0.5 tsf)	3									
	5	2-3-2	8/18		(qp = 1.0 tsf)	4									
		1-3-3	13/18		(qp = 0.5 tsf)	5	9.2	8.3	23.7	32.1	26.7	29	12	19	A-6a(10)
		3-4-3	NR			6									
	10	2-3-4	13/18		little organics (marine shells) (qp = 0.5 tsf)	7									
		2-4-5	18/18		(qp = 1.25 tsf)	8	1.0	8.1	26.3	35.8	28.8	35	16	22	A-6b(16)
		ST	24/24			1									
728.1	15	2-3-2	18/18		(FILL) LEAN CLAY with SAND - medium stiff to soft, greenish gray, moist, fine to coarse sand, trace fine gravel, organics (shells) (qp = 0.75 tsf)	9	1.1	4.8	10.9	45.5	37.6	38	20	28	A-6b(16)
		2-2-2	10/18		fibrous plant organics (qp = 0.5 tsf)	10									
		3-3-3	13/18		(qp = 0.25 tsf)	11									
724.1		9-7-6	13/18		SILTY SAND - medium dense to very dense, light brown to gray, moist, trace fine gravel, fine to coarse sand, trace clay	12									
	20	18-15-19	9/18			13	28.4	33.0	19.1	13.3	6.2			8	A-1-b(0)
		29-44-50/5"	7/18			14									
719.1		11-21-29	12/18		SILTY SAND with GRAVEL - medium dense to very dense, brown to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	15	35.8	18.6	14.5	26.3	7.3			12	A-2-4(0)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 9/04

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
717.6	25				SILTY SAND with GRAVEL - medium dense to very dense, brown to light brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		7-13-14	8/18			16									
	30														
		50/5"	5/18			17									
	35														
		10-38-50/4"	10/18			18	46.8	23.4	13.6	12.0	4.0			11	A-1-b(0)
	40														
		19-28-50/4"	10/18			19									
	45														
		31-18-22	11/18			20									
	50														
688.1		15-14-15	13/18		SILTY SAND - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	21	23.3	37.0	21.0	12.9	5.8			12	A-1-b(0)
	55														

CALCULATED	AS
CHECKED	RL

STRUCTURE FOUNDATION EXPLORATION
WALLS NO. 4 AND 5

MOT-75-12.00

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
687.6	55														
		16-20-25	14/18		SILTY SAND - medium dense to dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	22									
	60														
679.1		18-29-27	18/18		POORLY GRADED SAND with SILT - very dense to dense, gray, wet, fine to coarse sand, trace fine gravel	23	20.4	69.8	8.2	8.8				15	A-1-b(0)
	65														
		11-10-29	9/18			24									
	70														
		19-20-27	16/18			25	13.1	75.8	6.1	5.0				19	A-1-b(0)
	75														
664.1		9-22-43	8/18		POORLY GRADED GRAVEL with SAND - very dense, gray, wet, fine to coarse gravel, fine to coarse sand, trace silt and clay	26	78.3	17.2	2.2	1.4	0.8			17	A-1-a(0)
	80														
659.1		4-4-5	2/18		CLAYEY SAND - loose to medium dense, gray, wet, fine to coarse sand, little silt	27									
	85														

HNTB
LOG OF BORING

Date Started 9/27/06 Sampler: Type SS Dia. 2" Water Elev. 719.3ft Project Identification: MOT-75-12.00
Date Completed 9/27/06 Casing: Length Dia. 7.75"

Boring No. B7-63 Northing & Easting N: 647818.016, E: 1490774.118 Surface Elev. 740.8ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
740.8	0	2-4-5-4	8/24		SURFACE - grass (FILL) SILTY SAND with GRAVEL - loose to medium dense, black, moist, fine to coarse sand, fine gravel, trace clay	1									
		2-2-4	2/18			2									
		2-3-4	2/18			3									
	5	6-6-5	3/18			4									
		6-7-11	4/18			5									
		5-6-8	8/18		brick and glass pieces	6	35.4	18.1	26.6	13.4	6.5			10	A-1-b(0)
	10	5-4-4	14/18			7									
730.3		3-3-3	17/18		LEAN CLAY with SAND - medium stiff to stiff, dark brown, moist, fine to coarse sand, trace fine gravel (qp = 2.0 tsf) (qp = 0.75 tsf)	8	1.1	2.5	20.2	41.6	29.6	32	17	21	A-6b(16)
727.8		2-2-4	10/18			9									
		5-8-8	12/18		SANDY, SILTY CLAY - medium stiff, light brown, moist, fine to coarse sand, fine to coarse gravel, trace organics (qp = 0.75 tsf) (qp = 0.25 tsf)	10	15.2	2.5	30.7	32.4	19.2	21	6	13	A-4a(8)
725.3	15														
		6-16-10	8/18		SILTY SAND with GRAVEL - medium dense, brown to gray, moist, fine to coarse sand, fine gravel, trace clay	11									
		4-10-14	3/18			12									
		6-10-16	11/18			13	49.4	21.8	9.7	13.1	6.0			6	A-1-b(0)
	20	16-20-27	14/18			14									
719.3		20-20-25	10/18		SILTY GRAVEL with SAND - dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	15									
		4-10-15	12/18			16									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-161 Revised 9/94

Boring No. B7-61 Northing & Easting N: 647701.909, E: 1490797.033 Surface Elev. 742.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
657.6	85														
		5-7-9	2/18		CLAYEY SAND - loose to medium dense, gray, wet, fine to coarse sand, little silt Driller reported soft material while drilling 85' to 93.5'	28									
	90														
649.1		6-19-50/3"	3/18		SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, little clay	29									
	95														
		5-11-50/5"	2/18			30									
642.6	100														

E.O.B. @ 100 feet
Cave-in @ 27 feet
Water elevation during drilling: 714.5 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 28.5 ft
NR: No Recovery

Boring No. B7-63 Northing & Easting N: 647818.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
715.8	25														
		8-11-18	12/18		SILTY GRAVEL with SAND - dense, dark brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	17									
	30														
707.3		28-33-27	9/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand, fine to coarse gravel, trace clay Rig chatter observed	18									
	35														
		35-46-47	15/18			19	55.0	17.3	12.0	11.6	4.1	15	1	9	A-1-b(0)
	40														
		14-21-26	8/18			20									
	45														
692.3		14-17-29	13/18		LEAN CLAY - hard, gray, wet, trace fine to coarse sand (qp = 4.25 tsf)	21	—	0.2	5.8	61.6	32.4	24	9	14	A-4b(8)
	50	ST	20/24			1									
		9-9-11	18/18		(qp = 2.9 tsf)	22	0.1	0.1	2.5	47.2	50.1	28	13	21	A-6a(13)
	55														

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

CALCULATED AS CHECKED RL

MOT-75-12.00

1/4

HNTB
LOG OF BORING

Date Started: 10/9/06 Sampler: Type SS Dia. 2" Water Elev. 717.6ft
Date Completed: 10/10/06 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490987.125 Surface Elev. 759.6ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
759.6	0														
759.3					ASPHALTIC CONCRETE - 4" thick										
758.6					PORTLAND CEMENT CONCRETE - 8" thick										
		5-7	8/12		SILTY SAND with GRAVEL - medium dense, brown, moist, trace clay	1									
757.6		4-5-6	9/18		SILTY CLAYEY SAND with GRAVEL - medium dense to very dense, brown, moist, fine gravel, fine to coarse sand	2									
		15-5-5	15/18			3	20.6	15.1	18.2	27.4	18.7	22	7	9	A-4a(0)
	5	4-17-18	16/18			4									
		9-12-23	16/18			5									
749.1	10	7-11-18	15/18		SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, little clay	6	39.7	17.7	15.7	16.2	10.7	14	3	7	A-2-4(0)
		18-30-38	18/18			7									
	15	10-18-14	18/18			8									
		12-16-14	18/18			9	43.3	16.6	16.1	14.2	9.8	17	6	6	A-1-b(0)
735.0	20	6-6-6	15/18		CLAYEY SAND - loose to medium dense, dark brown, moist, little fine gravel, fine to coarse sand, trace gravel	10	18.7	16.0	24.8	24.0	17.5	26	9	13	A-4a(3)
		3-3-4	16/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-161 Revised 9/94

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Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490987.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
734.6	25				CLAYEY SAND - loose to medium dense, dark brown, moist, little fine gravel, fine to coarse sand, trace gravel										
		3-4-5	18/18			12									
	30	4-3-4	18/18			13	3.8	19.3	27.1	28.7	21.1	26	11	19	A-6a(10)
	35	16-13-14	14/18			14									
	40														
717.6		7-8-9	14/18		SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	15									
	45	12-14-13	16/18			16	54.3	21.0	10.3	9.3	4.8	18	2	12	A-1-a(0)
	50	25-43-28	18/18			17									
	55														

3/4

Boring No. B7-65 Northing & Easting N: 647818.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
685.8	55				LEAN CLAY - hard, gray, wet, trace fine to coarse sand										
		12-26-30	18/18			23									
681.3	60				WELL GRADED SAND with SILT - medium dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	24									
		9-8-9	16/18			25	11.1	49.1	31.3	5.2	3.3			17	A-1-b(0)
	65	7-7-7	7/18			26									
	70														
667.3		2-2-4	18/18		POORLY GRADED SAND with SILT - loose to medium dense, light brown, wet, fine to coarse sand, trace fine gravel, trace clay	27	3.1	44.4	46.0	3.9	2.6			23	A-3(0)
	75	2-6-8	18/18			28									
	80	3-9-20	10/18			29									
	85														

4/4

Boring No. B7-65 Northing & Easting N: 647818.016, E: 1490774.118 Surface Elev. 740.8ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
655.8	85				POORLY GRADED SAND with SILT - loose to medium dense, light brown, wet, fine to coarse sand, trace fine gravel, trace clay										
		2-2-9	8/18			30									
	90														
647.3		14-22-24	4/18		WELL GRADED SAND with SILT - dense, brown, wet, fine to coarse sand, little fine gravel	31									
	95														
642.3		14-19-22	10/18		SILTY SAND - dense, brown, wet, fine to coarse sand, trace fine gravel, trace clay	32	19.2	47.8	17.5	11.3	4.2			13	A-1-b(0)
640.8	100														

E.O.B @ 100'
Cave-in depth @ 13.5'
Water elevation during drilling: 719.3 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid added at 30.0 ft
Cave in depth: 13 ft
NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

MOT-75-12.00

BORING B8-3: STA. 316+12.39, 12.43' RT, @ RAMP C1

Boring No. B7-64 Northing & Easting N. 647818.726, E: 1490997.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
704.6	55				SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		6-13-13	14/18			18									
	60	14-15-21	17/18			19									
	65	6-20-20	16/18			20									
	70	34-38-33	13/18			21									
	75	27-30-20	12/18			22									
	80	27-15-21	15/18			23	41.2	26.3	17.0	9.8	5.7			13	A-1-b(0)
	85														

Boring No. B7-64 Northing & Easting N: 647818.726, E: 1490997.125 Surface Elev. 759.6ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
674.6	85				SILTY SAND with GRAVEL - medium dense to very dense, brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		11-12-18	10/18			24									
	90	50/5.5"	3/18			25									
	95	10-29-27	11/18			26									
659.6	100														

E.O.B. @ 100 feet
Borehole abandoned with grout
Water elevation during drilling: 717.9 ft.
NR- No Recovery

HNTB
LOG OF BORING

Date Started 10/3/06 Sampler; Type SS Dia. 3.25" Water Elev. 729.3ft
Date Completed 10/4/06 Casing: Length Dia. 7.75"

Project Identification:
MOT-75-12.00

Boring No. B8-3 Northing & Easting N: 644976.434, E: 1490128.506 Surface Elev. 757.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
757.3	0				ASPHALT - approximately 5" thick CONCRETE - approximately 12" thick										
755.8		17-17-16	10/18		SILTY, CLAYEY SAND with GRAVEL - dense, brown, moist, fine to coarse sand, fine to coarse gravel, trace clay	1	40.6	23.1	17.4	12.4	6.5	16	4	7	A-1-b(0)
753.3		27-43-48	12/18		SILTY GRAVEL with SAND, medium dense to very dense, brown to dark gray, moist, fine to coarse gravel, fine to coarse sand, trace clay.	2	55.1	15.4	12.7	11.0	5.8	14	1	5	A-1-b(0)
	5	22-23-39	9/18			3									
		10-16-17	11/18			4									
746.3	10	14-18-23	11/18		SILTY CLAYEY SAND with GRAVEL- dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand	5	51.0	18.1	14.1	11.3	5.5	16	4	8	A-1-b(0)
		24-22-35	11/18			6									
	15	18-20-31	10/18			7									
738.8		25-31-30	13/18		SILTY, CLAYEY GRAVEL with SAND- dense to very dense, brown to gray, moist, fine to coarse gravel, fine to coarse sand	8	58.2	16.6	7.4	12.7	5.1	17	4	5	A-1-b(0)
	20	20-38-17	13/18			9									
		20-17-16	6/18			10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-151 Revised 9/94

Boring No. B8-3 Northing & Easting N: 644976.434, E: 1490128.506 Surface Elev. 757.3ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
732.3	25	50/1"	NR		SILTY, CLAYEY GRAVEL with SAND- dense to very dense, brown to grey, moist, fine to coarse gravel, fine to coarse sand Rig chatter observed stone in spoon tip	11									
728.8		11-13-15	13/18		SANDY LEAN CLAY - very stiff, dark gray, moist, fine to coarse sand, trace fine gravel (qp = 3.75 tsf)	12	3.5	9.2	36.5	28.4	22.4	30	11	16	A-6a(10)
726.3	30	9-12-16	12/18		SANDY SILT - medium dense, brown, moist, fine sand, trace fine gravel, little clay	13	0.7	13.6	35.1	32.2	18.4	23	3	15	A-4a(8)
723.8		14-32-37	13/18		POORLY GRADED GRAVEL with SILT and SAND - very dense, grayish brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	14									
	35	26-40-50/4	13/18			15	59.7	23.4	6.9	7.3	2.7			5	A-1-a(0)
		50/5"	5/18			16									
	40														
713.8		24-42-45	11/18		Rig chatter observed at 42' SILTY SAND with GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	17	36.7	35.7	13.8	9.5	4.3			11	A-1-b(0)
	45	27-30/5"	6/18			18									
	50	50/2"	2/18			19									
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALLS NO. 5 AND 1

MOT-75-12.00

HNTB
LOG OF BORING

Date Started: 10/10/05 | Sampler: Type SS | Dia. 2" | Water Elev. 705.50
Date Completed: 10/11/05 | Casing: Length | Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. B9-3 | Northing & Easting N: 645751.867, E: 1490372.296 | Surface Elev. 757.5ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
757.5	0				ASPHALT										
757.2					CONCRETE										
756.5		8-13	8/12		(FILL) SILTY CLAYEY SAND with GRAVEL - medium dense, brownish gray, moist, fine to coarse gravel, asphalt fragments	1									
		24-30-24	15/18			2	36.0	23.0	14.5	16.2	10.3	17	5	6	A-2-4(0)
		23-21-20	14/18			3									
752.5	5	18-11-27	8/18		SILTY CLAYEY SAND with GRAVEL - dense, brown, moist (qp = 4.0 tsf)	4	26.9	21.4	13.8	21.4	16.5	20	7	7	A-4(0)
749.5		19-28-30	14/18		SILTY SAND with GRAVEL - very dense, brown, moist, trace clay	5	49.7	19.7	12.2	11.9	6.5	18	2	5	A-1-b(0)
	10														
746.5		10-12-18	13/18		CLAYEY SAND with GRAVEL - dense, brown, moist, little silt (qp = 3.25 tsf)	6	45.5	19.5	11.2	13.7	10.1	26	9	8	A-2-4(0)
744.5		3-13-7	8/18		SILTY, CLAYEY GRAVEL with SAND - medium dense, brown, wet, fine to coarse gravel, some fine to coarse sand	7	57.3	17.1	7.7	11.0	6.9	21	7	8	A-2-4(0)
	15														
741.5		2-11-21	8/18		SILTY SAND - dense, brown, moist, fine to coarse sand, trace gravel	8									
		5-30-18	15/18			9									
	20														
735.0		24-45-13	15/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, trace clay, fine to coarse sand	10	45.8	26.3	14.1	10.6	4.2			18	A-1-b(0)
		5-10-20	12/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm.

Form TE-157 Revised 8/94

Boring No. B9-3 | Northing & Easting N: 645751.667, E: 1490372.296 | Surface Elev. 757.5ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
732.5	25				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, trace clay, fine to coarse sand										
729.0		1-4-7	14/18		SILTY SAND - medium dense, dark brown, moist, little clay, trace gravel	12	12.1	13.5	26.3	28.5	17.6	36	18	18	A-6(3)
	30														
727.0		2-4-4	16/18		SILTY CLAYEY SAND - loose, brown, moist, fine to coarse sand, trace gravel	13	8.5	6.4	44.0	27.0	14.1	21	8	15	A-4a(0)
	35														
721.0		1-17-37	14/18		SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay	14	43.7	24.0	15.3	11.1	5.9	18	3	5	A-1-b(0)
	40														
		6-12-19	15/18			15									
	45														
		9-25-14	10/18			16									
	50														
		21-44-59	18/18			17									
	55														

Boring No. B8-3 | Northing & Easting N: 644976.434, E: 1490128.506 | Surface Elev. 757.3ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
702.3	55				SILTY SAND with GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		50/2"	2/18			20									
	60														
		50/3"	3/18			21									
	65														
		50/2"	2/18			22									
	70														
683.8		24-50/5"	9/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay	23	56.5	20.8	10.8	7.9	4.0	15	1	8	A-1-a(0)
	75														
		50/2"	2/18			24									
	80														
		50/5"	5/18			25									
	85														

Boring No. B8-3 | Northing & Easting N: 644976.434, E: 1490128.506 | Surface Elev. 757.3ft | Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
672.3	85				POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand, trace clay										
		33-40-45	12/18		rig chatter noted	26									
	90														
663.8		24-50/5"	11/18		SILTY SAND with GRAVEL - very dense, brown, wet, fine to coarse sand, fine gravel, trace clay; rig chatter noted	27	38.7	31.2	15.8	9.9	4.4			10	A-1-b(0)
	95														
		50/3"	3/18			28									
657.3	100														

E.O.B. @ 100'
Cave in = 44'
Water elevation during drilling: 729.3 ft
NR: No Recovery

CALCULATED AS | CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALL NO. 1 AND 4

MOT-75-12.00

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BORING B10-7: STA. 329+29.71, 88.40' LT, ℄ CONST. I.R. 75

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
702.5	55				SILTY SAND with GRAVEL - dense to very dense, brown, moist, fine to coarse gravel, fine to coarse sand, trace clay										
699.0		14-38-42	18/18		POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, brown, moist, trace clay, little gravel	18	52.6	28.4	8.0	7.1	3.9	17	2	12	A-1-a(0)
	60	11-50/5"	11/18			19									
	65	10-17-26	18/18			20									
	70	10-21-30	11/18			21									
	75	14-50/4"	8/10			22									
	80	50/4"	4/18			23									
	85														

Boring No. B9-3 Northing & Easting N: 645751.867, E: 1490372.296 Surface Elev. 757.5ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
672.5	85				POORLY GRADED SAND with SILT and GRAVEL - dense to very dense, brown, moist, trace clay, little gravel										
		50/5"	5/18			24									
	90	7-46-50/1"	10/10			25									
	95	8-50/6"	7/18			26									
657.5	100														

E.O.B. @ 100 feet
Borehole abandoned with grout on 10-11-2006
Water elevation while drilling: 709.5 ft

HNTB
LOG OF BORING (1/4)

Date Started: 10/17/06 Sampler: Type SS Dia. 2" Water Elev. 713.3ft Project Identification: MOT-75-12.00
Date Completed: 10/18/06 Casing: Length ___ Dia. 7.75"

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
766.3	0				Asphaltic Concrete										
765.3		10-8	7/12		(FILL) SILTY GRAVEL with SAND - medium dense, brown, moist	1									
763.8		6-9-9	9/18			2									
762.8					(FILL) SANDY LEAN CLAY with GRAVEL - very stiff, brown, moist (qp = 2.5 tsf)										
		9-7-5	10/18		(FILL) CLAYEY SAND with GRAVEL - loose to dense, brown, moist, fine to coarse sand and gravel, little silt	3									
	5	7-5-6	12/18			4	46.1	18.9	14.4	11.2	9.4	24	9	10	A-2-4(0)
		9-14-19	14/18			5									
	10	5-15-15	7/18			6									
		9-12-15	9/18			7									
750.3	15	10-16-8	18/18		(FILL) SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay	8	38.8	32.8	20.5	11.1	6.8	17	3	8	A-1-b(0)
		6-17-18	18/18			9									
	20	10-15-32	12/18		traces of asphalt fragments	10									
		26-22-50/4"	15/18			11									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm. Form TE-151 Revised 0/94

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00 (2/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
741.3	25	7-7-5	14/18		(FILL) SILTY SAND with GRAVEL - medium dense to very dense, brown, moist, fine to coarse sand and gravel, trace clay trace brick fragments	12									
737.8		5-6-7	18/18		SILTY SAND with GRAVEL - medium dense to loose, brown, moist, trace clay	13									
	30	3-3-7	18/18			14									
		5-5-5	16/18			15									
730.8	35	6-6-7	18/18		SILTY SAND - medium dense, brown, moist	16									
		6-6-9	18/18			17									
724.3	40				SILTY GRAVEL with SAND - dense to very dense, brown, moist										
		24-29-47	16/18			18									
	45	50/5"	3/18			19									
	50	21-16-30	16/18			20									
711.8	55				SANDY LEAN CLAY - hard, grayish brown, moist										

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 4

MOT-75-12.00

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00 (3/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
711.3	55														
					SANDY LEAN CLAY - hard, grayish brown, moist										
709.3					SILTY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse sand and gravel, trace clay										
		3-10-42	9/18			21									
	60														
		7-9-13	7/18			22									
	65														
		25-25-32	13/18			23	62.0	15.8	7.9	8.2	6.1	19	6	9	A-1-a(0)
	70														
		32-40-50/5"	12/18			24									
	75														
		50/4"	4/18			25									
	80														
		23-19-21	15/18			26									
	85														

Boring No. B10-7 Northing & Easting N: 646294.540, E: 1490372.022 Surface Elev. 766.3ft Project: MOT-75-12.00 (4/4)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
681.3	85				SILTY GRAVEL with SAND - medium dense to very dense, brown, wet, fine to coarse sand and gravel, trace clay										
677.3		20-23-22	16/18		SILTY, CLAYEY SAND with GRAVEL - dense, brown, fine to coarse sand and gravel	27	57.4	21.7	7.6	8.3	5.0	17	4	8	A-1-a(0)
	90														
		19-15-16	18/18			28									
671.3	95														

E.O.B. @ 95 feet
Borehole was abandoned with grout on 11/18/2006
Water elevation while drilling: 713.3 ft
NR- No Recovery

HNTB
LOG OF BORING

(1/2)

Date Started 9/11/06 Sampler: Type SS Dia. 2" Water Elev. 704.2ft Project Identification: MOT-75-12.00
Date Completed 9/11/06 Casing: Length Dia. 7.75"

Boring No. RW3-1 Northing & Easting N: 645331.896, E: 1490346.285 Surface Elev. 731.7ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
731.7	0	12-6-4-5	14/24		(FILL) CLAYEY SAND with GRAVEL - medium dense, brown, moist, some silt, trace sand and brick	1	24.5	7.2	23.3	26.6	18.4	34	15	13	A-6a(10)
		4-4-5	10/16			2									
728.7		4-7-9	14/18		SANDY LEAN CLAY - medium stiff to very stiff, brown, moist, fine to coarse sand, trace gravel	3	0.6	4.0	34.2	37.4	23.8	32	13	16	A-6a(10)
	5	3-4-4	14/18			4									
723.5		5-19-26	16/18		SILTY, CLAYEY GRAVEL with SAND - medium dense to very dense, brownish gray, moist, fine to coarse sand	5	54.2	18.4	10.6	12.0	4.8	20	4	7	A-1-b(0)
	10	15-16-18	12/18			6									
		10-15-13	10/18			7									
	15	9-14-18	14/18			8									
		10-20-32	18/18			9									
	20														
709.7		9-27-23	17/18		WELL GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, trace clay	10									
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-131 Revised 9/04

Boring No. RW3-1 Northing & Easting N: 645331.896, E: 1490346.285 Surface Elev. 731.7ft Project: MOT-75-12.00 (2/2)

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
705.7	26				WELL GRADED SAND with SILT and GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, trace clay										
		11-18-18	12/18			11	20.1	17.0	12.1	7.8	2.6			11	A-1-b(0)
	30														
699.2		16-34-48	7/18		SILTY GRAVEL - very dense, brown wet, trace sand	12									
	35														
		50/3"	NR			13									
	40														
		50/5"	4/18			14									
	45														
		38-50/4"	10/18			15									
	50														
		50/5"	5/18			16									
	55														

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALLS NO. 4 AND 2

MOT-75-12.00

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(3/3)

Boring No. RW3-1 Northing & Easting N: 645331.896, E: 1490346.285 Surface Elev. 731.7ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
676.7	55														
					SILTY GRAVEL - very dense, brown wet, trace sand										
673.2		40-32-24	*		SILTY GRAVEL with SAND - very dense, brown, wet	17									
671.7	60														

E.O.B. @ 60 feet

Notes:
* - Recovery not recorded
Water elevation while drilling: 704.2 ft
Drilling Method: HSA
NR- No Recovery

(1/3)

HNTB
LOG OF BORING

Date Started: 10/2/08 Sampler: Type SS Dia. 3.25" Water Elev. 702 ft
Date Completed: 10/3/08 Casing: Length ____ Dia. 7.75"

Project Identification: MOT-75-12.00

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1490261.720 Surface Elev. 754.1ft

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
754.1	0				3" asphalt 6" concrete sand and gravel base										
753.1		15-19-23	11/18		(FILL) SILTY, CLAYEY SAND with GRAVEL - dense to very dense, grayish brown, moist to wet, fine to coarse sand, fine to coarse gravel	1	55.2	20.0	10.4	9.1	5.3	17	4	5	A-1-a(0)
		21-23-28	14/18			2	44.8	23.3	12.2	11.8	7.9	21	4	7	A-1-b(0)
		16-38-45	8/18			3									
748.8	5				(FILL) GRAVELLY LEAN CLAY - hard, grayish brown, moist										
747.1		25-42-50/5"	15/18		SILTY SAND with GRAVEL - dense to very dense, grayish brown, moist, fine to coarse sand, fine to coarse gravel	4	48.0	20.3	14.0	11.1	6.6	18	3	5	A-1-b(0)
	10	28-38-49	12/18		2" gravel at bottom of spoon Rig chatter noted	5									
		17-34-28	12/18			6									
	15	29-50/5"	11/18			7									
		26-32-20	5/18		possible boulder	8									
734.6	20	17-20-25	11/18		SILTY CLAYEY SAND with GRAVEL - dense, brown, moist, fine to coarse sand, fine to coarse gravel	9	40.6	15.5	23.0	13.5	7.3	17	4	8	A-1-b(0)
730.6		6-7-10	7/18		SANDY LEAN CLAY - very stiff, dark gray, moist, trace fine gravel, some silt	10	1.0	8.0	30.8	35.4	24.8	33	13	18	A-6a(10)
	25														

Particle Sizes: Agg => 2.00mm, Coarse Sand = 2.00-0.42mm, Fine Sand = 0.42-0.074mm, Silt = 0.074-0.005mm, Clay =< 0.005mm

Form TE-151 Revised 8/84

(2/3)

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1490261.720 Surface Elev. 754.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./ RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
729.1	25				SANDY LEAN CLAY - very stiff, dark gray, moist, trace fine gravel, some silt										
725.6		10-17-25	13/18		SILTY SAND - dense to very dense, brown, moist, fine to coarse sand, little fine gravel	11									
	30														
		50/3"	2/18			12									
	35														
		50/2"	NR			13									
	40														
710.6		18-20-36	17/18		SANDY SILTY CLAY - hard, gray, moist, some fine to coarse gravel (qp = 4.0 tsf)	14	21.5	9.5	22.1	29.9	17.0	17	6	8	A-4a(6)
	45														
		14-17-21	16/18		(qp = 3.0 tsf)	15									
	50														
700.6		24-50/5"	11/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	16	39.0	43.4	9.5	7.4	3.7	15	2	18	A-1-b(0)
	55														

CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 2

MOT-75-12.00

Boring No. RW4-1 Northing & Easting N: 645217.174, E: 1493261.720 Surface Elev. 754.1ft Project: MOT-75-12.00

Elev. (ft)	Depth (ft)	Std. Pen./RQD	Rec. (in)	Loss (in)	USCS Visual Description	Sample No.	% Agg	% C.S.	% F.S.	% Silt	% Clay	L.L.	P.I.	W.C.	ODOT Class
699.1	55														
		27-40-48	7/18		POORLY GRADED SAND with SILT and GRAVEL - very dense, grayish brown, wet, fine to coarse sand, fine to coarse gravel, trace clay	17									
694.7	60				SILTY GRAVEL with SAND - very dense, grayish brown, wet, fine to coarse gravel, fine to coarse sand.										
690.8		50/5"	5/18		SILTY SAND - very dense, grayish brown, wet, trace fine gravel, fine to coarse sand	18	8.6	23.6	51.5	16.3**					
	65														
685.6		40-45-48	14/18		SILTY GRAVEL with SAND - very dense, brownish gray, wet, fine to coarse gravel, fine to coarse sand, trace clay 1" clay seam to 68'7"	19									
	70														
		34-60/5"	9/15			20	47.4	24.2	10.1	10.4	7.9	17	2	10	A-1-b(0)
	75														
		45-27-48	18/18			21									
674.1	80														

E.O.B. @ 80'
Cave-in = 18'

Notes
** - Percentage passing #200 sieve
Water elevation while drilling 702.1 ft
Drilling Method: HSA with bentonite drilling fluid
Bentonite drilling fluid was added at 58.9 ft
NR - No Recovery

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 2

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 59.0' - 59.5'

LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.822 in.

HEIGHT: 5.932 in.

WET DENSITY: 137.95 pcf

DRY DENSITY: 113.35 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

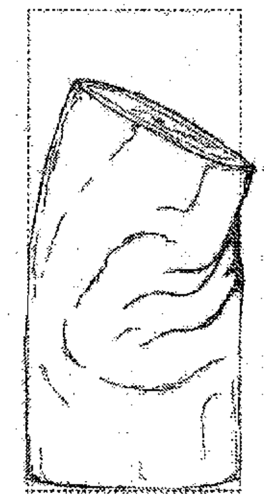
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:

TORVANE:

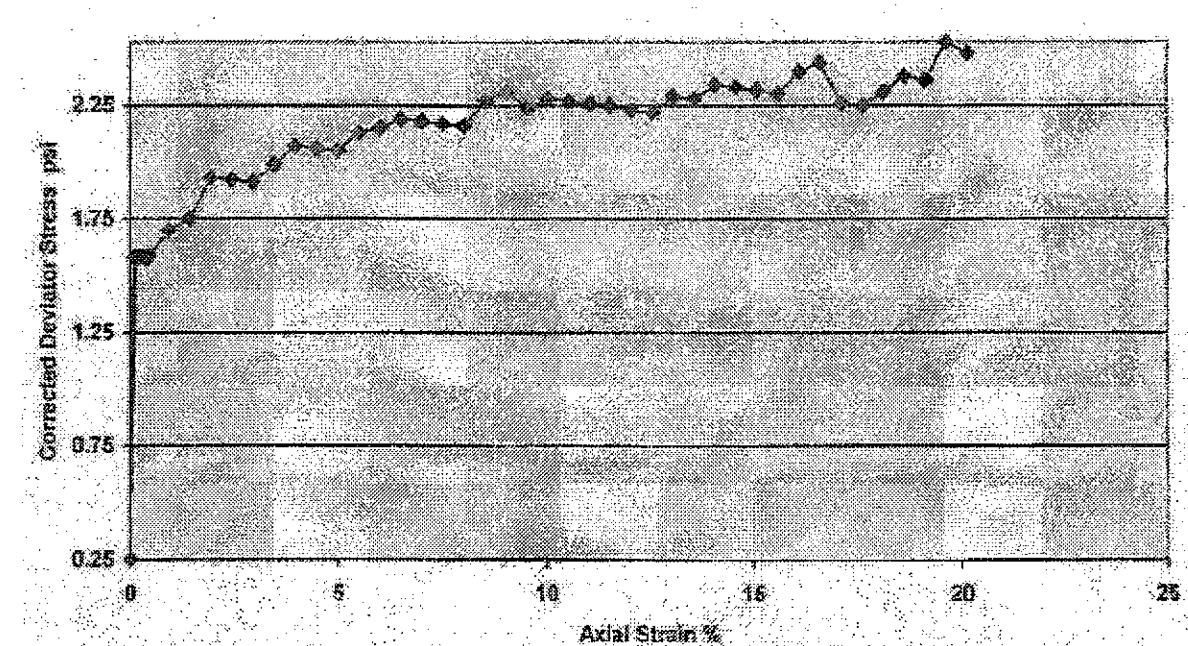
REMARKS: qu = 2.53 psi @ 19.63% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 59.0' - 59.5'



CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

EXPLORATION ID: B7-15

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.

SAMPLE ID: 865

DEPTH: 59.5' - 60.0'

LAB NO.: 25435

SPECIMEN DATA

DIAMETER: 2.853 in.

HEIGHT: 5.677 in.

WET DENSITY: 139.65 pcf

DRY DENSITY: 119.67 pcf

VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

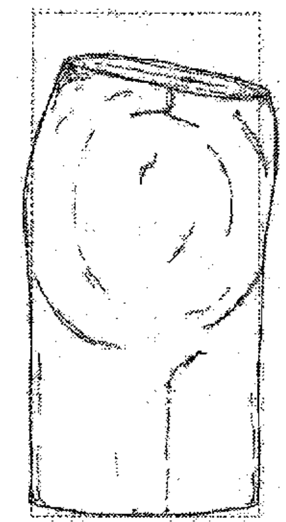
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:

TORVANE:

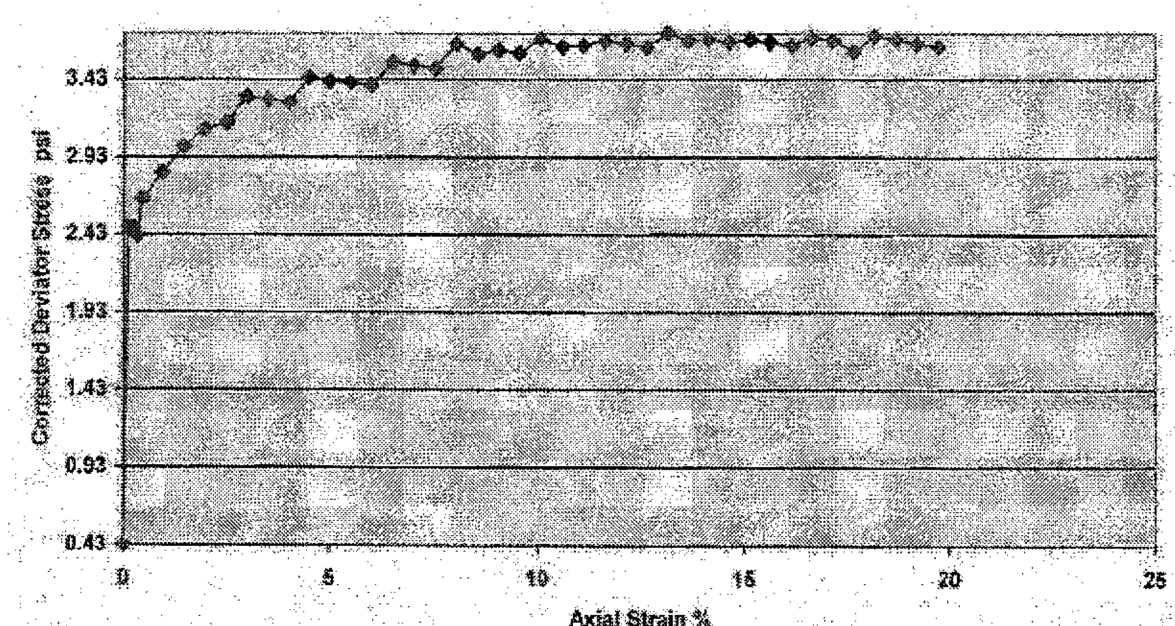
REMARKS: qu = 3.71 psi @ 18.21% STRAIN



Mode of Failure

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 59.5' - 60.0'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

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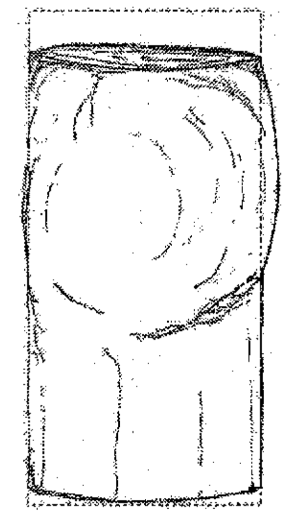
UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-15
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 311+01.99, 112.23' LT.
SAMPLE ID: 865
DEPTH: 60.0' - 60.5'
LAB NO.: 25435



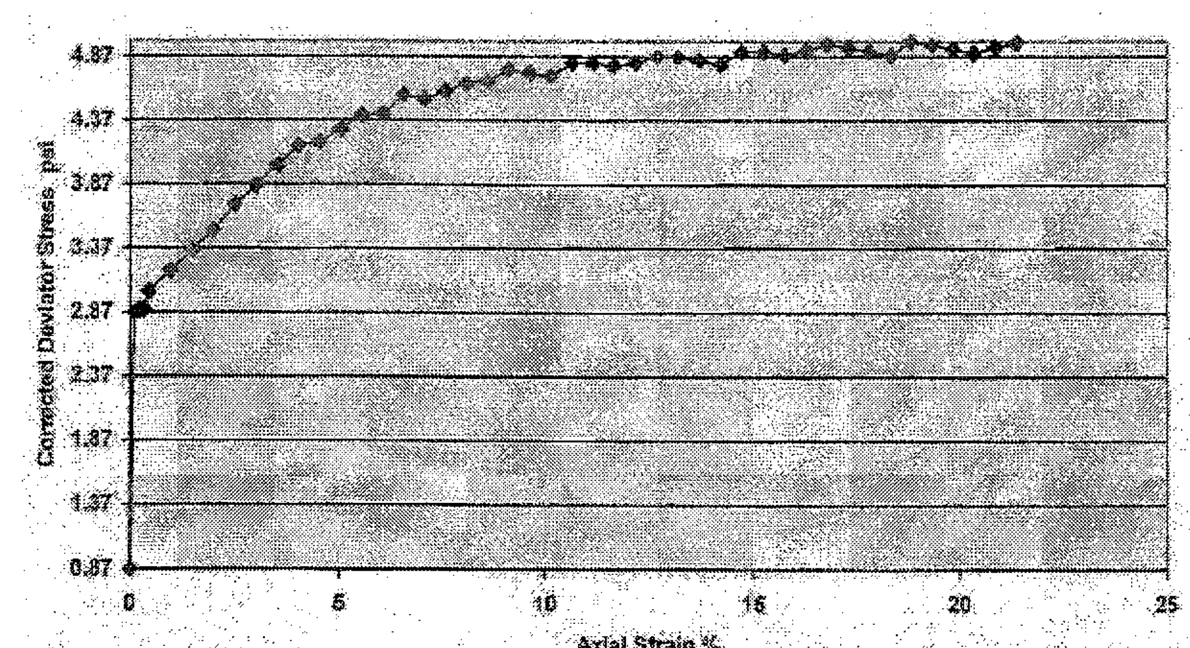
Mode of Failure

SPECIMEN DATA

DIAMETER: 2.898 in.
HEIGHT: 5.975 in.
WET DENSITY: 136.45 pcf
DRY DENSITY: 116.92 pcf
VISUAL DESCRIPTION: GRAY SANDY LEAN CLAY

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-15 SAMPLE ID: 865 DEPTH: 60.0' - 60.5'



PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
17	9.3	16.7	33.3	23.7	19	11	8	11.8

PENETROMETER:
TORVANE:
REMARKS: qu = 4.99 psi @ 18.82% STRAIN

CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

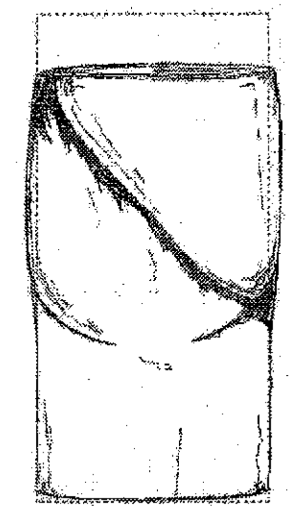
MOT-75-12.00

40/45

P_PWP:dms10272\77247\D019.dgn 18-MAR-2010 5:54PM scage

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247
EXPLORATION ID: B7-31
ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.
SAMPLE ID: 865
DEPTH: 35.5' - 36.0'
LAB NO.: 25435


Mode of Failure

SPECIMEN DATA

DIAMETER: 2.825 in.
HEIGHT: 5.988 in.
WET DENSITY: 128.07 pcf
DRY DENSITY: 103.40 pcf
VISUAL DESCRIPTION: GRAY/BROWN CLAY

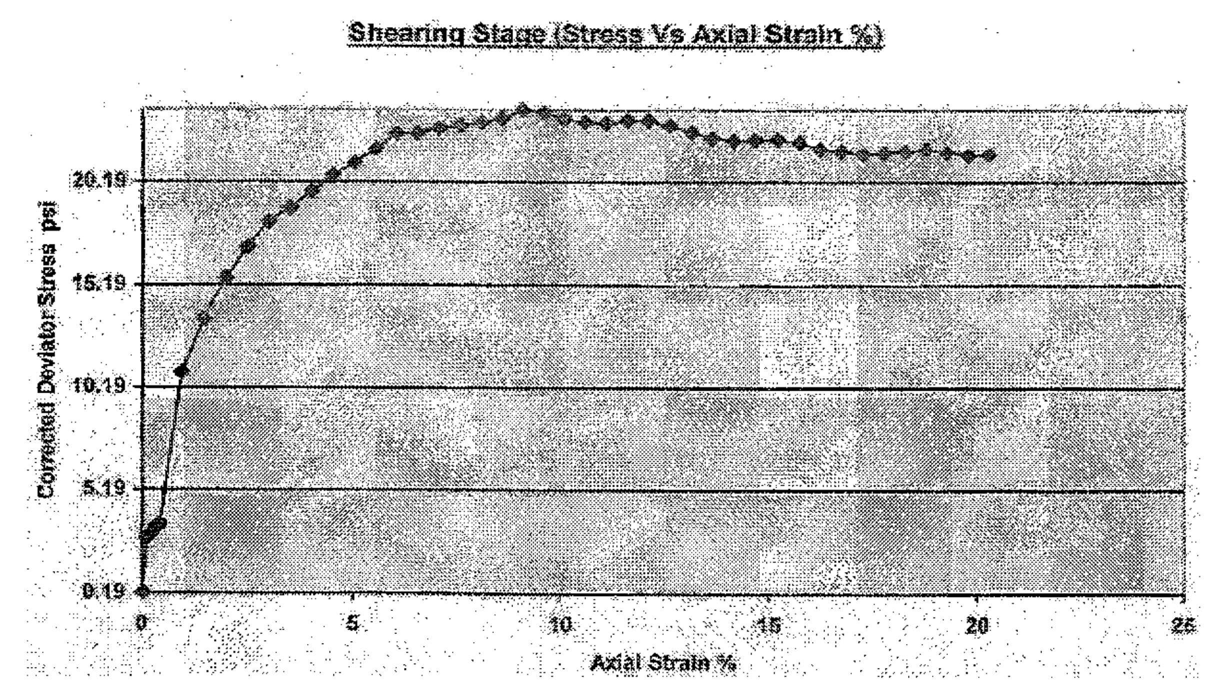
PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

PENETROMETER:
TORVANE:
REMARKS: qu = 23.72 psi @ 9.08% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 35.5' - 36.0'



CALCULATED AS
CHECKED RL

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 3

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

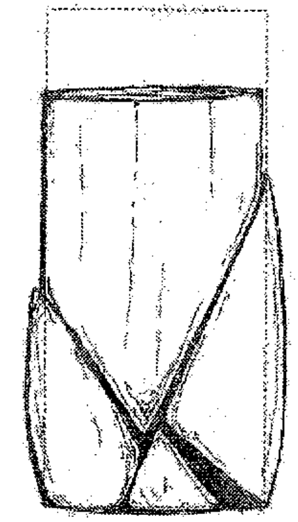
EXPLORATION ID: B7-31

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.

SAMPLE ID: 865

DEPTH: 36.0' - 36.5'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.797 in.

HEIGHT: 6.083 in.

WET DENSITY: 128.49 pcf

DRY DENSITY: 104.85 pcf

VISUAL DESCRIPTION: GRAY/BROWN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

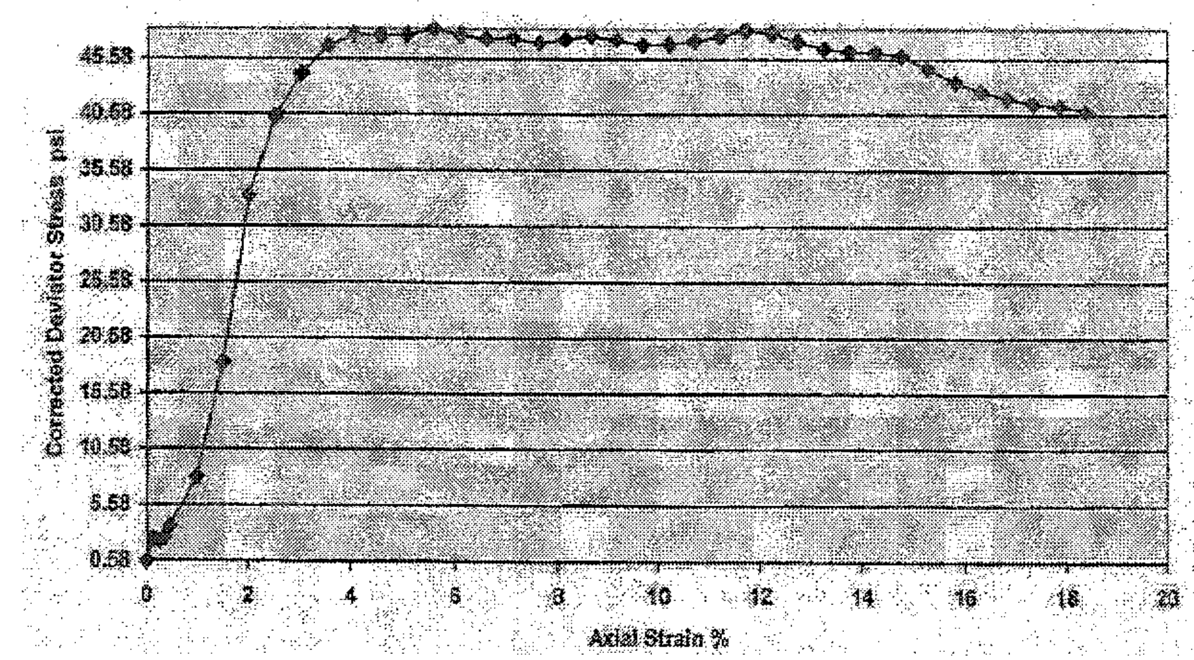
PENETROMETER:

TORVANE:

REMARKS: qu = 48.25 psi @ 5.56% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 36.0' - 36.5'



CALCULATED AS CHECKED RL

STRUCTURE FOUNDATION EXPLORATION WALL NO. 3

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

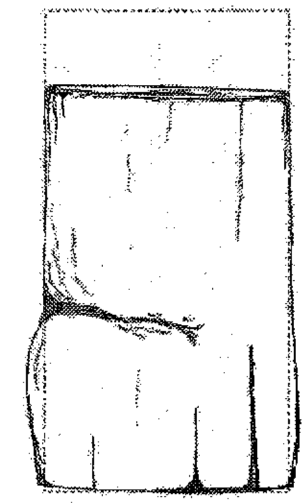
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 12.9' - 13.4'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.844 in.

HEIGHT: 6.018 in.

WET DENSITY: 126.89 pcf

DRY DENSITY: 102.97 pcf

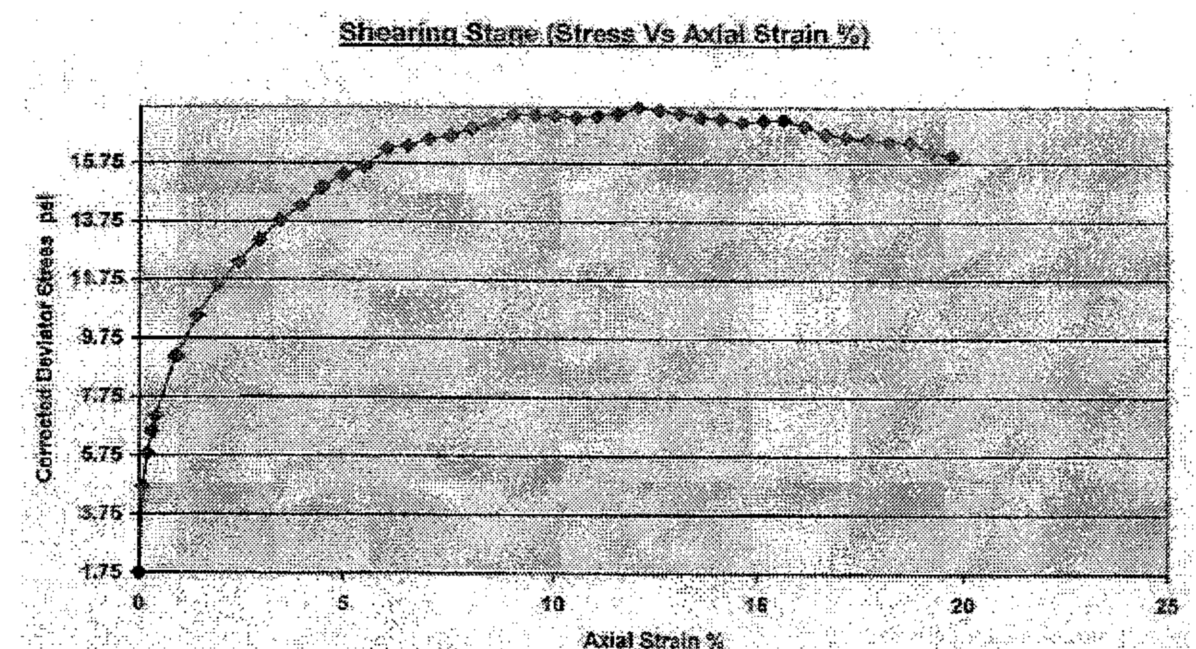
VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 12.9' - 13.4'



PENETROMETER:

TORVANE:

REMARKS: qu = 17.68 psi @ 12.09% STRAIN

STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

MOT-75-12.00

CALCULATED AS CHECKED RL

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

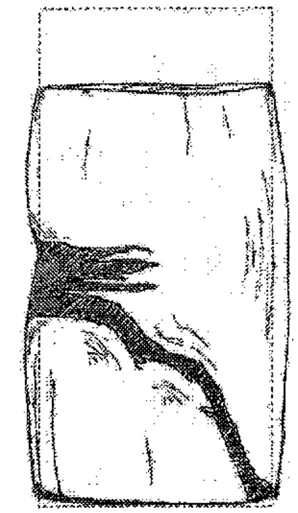
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 13.4' - 13.9'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.855 in.

HEIGHT: 6.017 in.

WET DENSITY: 126.53 pcf

DRY DENSITY: 102.58 pcf

VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

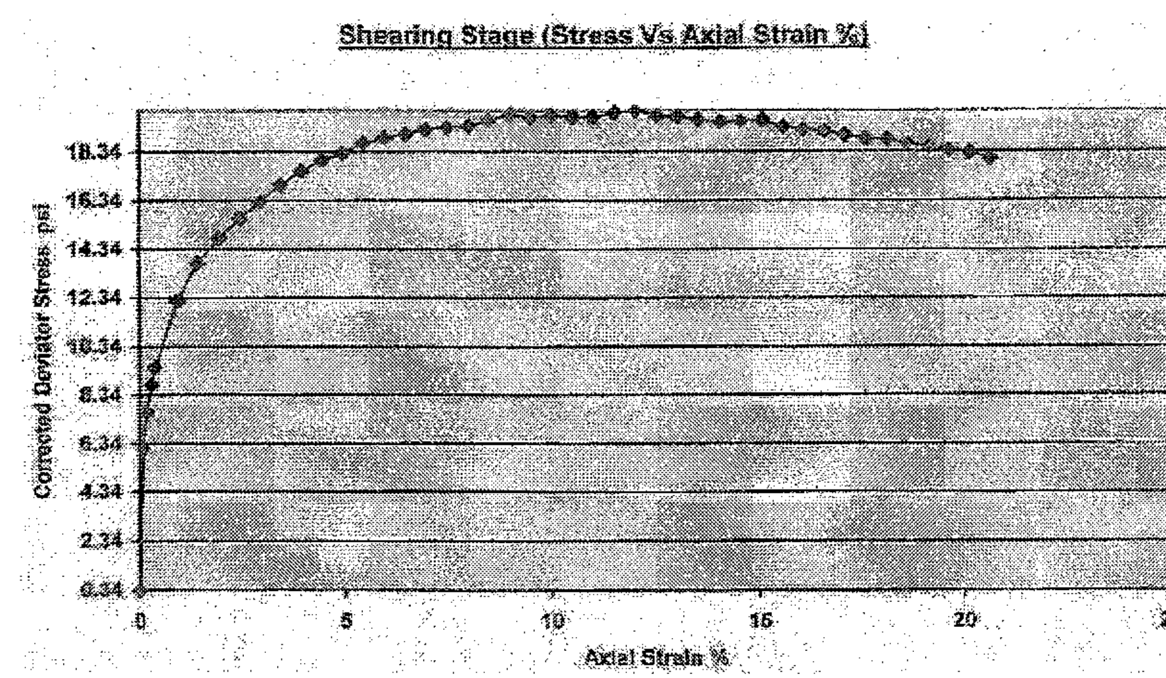
PENETROMETER:

TORVANE:

REMARKS: qu = 20.01 psi @ 12.05% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 13.4' - 13.9'



UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

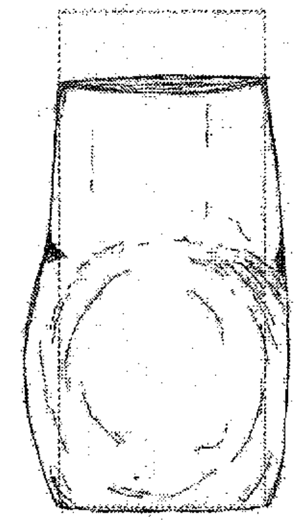
EXPLORATION ID: B7-61

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 344+14.96, 82.07' LT.

SAMPLE ID: 865

DEPTH: 13.9' - 14.1'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.860 in.

HEIGHT: 5.960 in.

WET DENSITY: 125.17 pcf

DRY DENSITY: 100.62 pcf

VISUAL DESCRIPTION: DARK BROWN SANDY CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

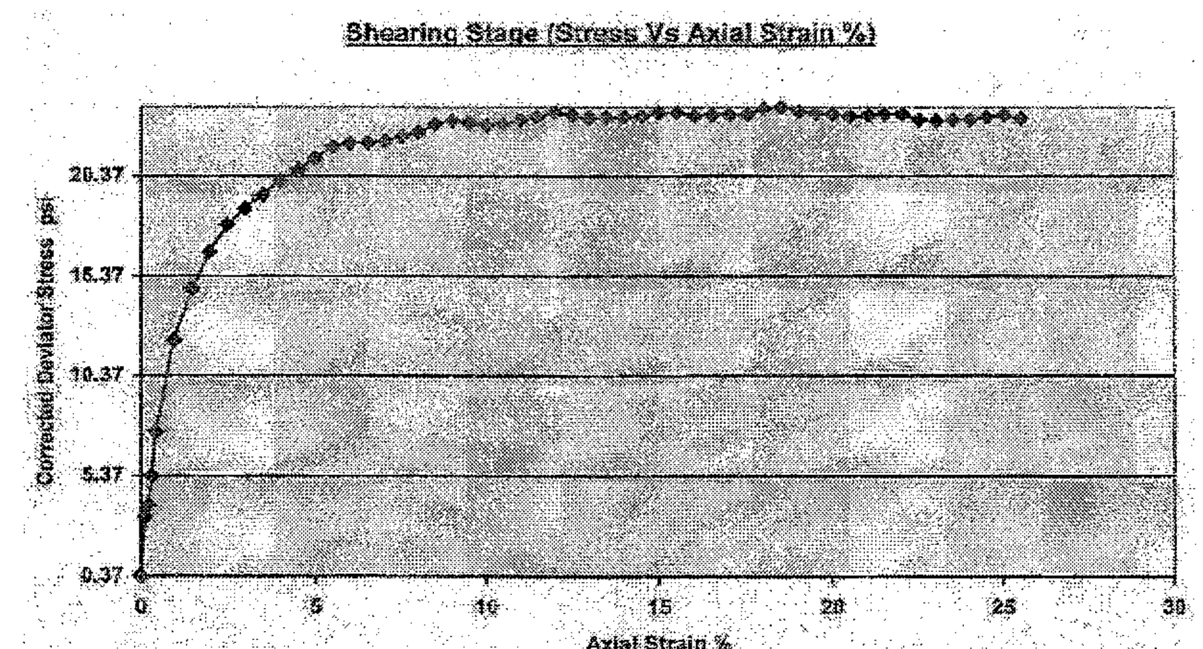
PENETROMETER:

TORVANE:

REMARKS: qu = 23.82 psi @ 18.51% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-61 SAMPLE ID: 865 DEPTH: 13.9' - 14.1'



STRUCTURE FOUNDATION EXPLORATION
WALL NO. 5

MOT-75-12.00

CALCULATED AS CHECKED RL

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF WIDENING (THREE CONTINUOUS MAINLINE LANES) ON I.R. 75 AND REPLACEMENT OF FOUR LEFT-SIDE AND RIGHT-SIDE RAMPS. NEW BRIDGES WILL REPLACE EXISTING BRIDGES. NEW RETAINING WALLS, RAMPS C1, C2, C3, AND C4, AND EMBANKMENTS WILL BE CONSTRUCTED. LOCAL ROADS WILL ALSO BE IMPROVED OR RELOCATED; FIRST STREET, SECOND STREET, THIRD STREET, NORTH ROBERT DRIVE, SOUTH ROBERT DRIVE (FORMERLY MEAD STREET), C1 STREET, AND VISTA VIEW DRIVE.

GEOLOGY

THE MOT-75-12.00 PROJECT CORRIDOR IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN OF THE CENTRAL LOWLAND PROVINCE. THE PROVINCE CONSISTS OF WISCONSINAN-AGE LOAMY TILL ASSOCIATED WITH GLACIAL END AND RECESSIONAL MORAINES. THE CENTRAL LOWLAND PROVINCE IS CHARACTERIZED BY A LOW-RELIEF SURFACE FORMED BY GLACIAL TILL, OUTWASH PLAINS, AND GLACIAL-LAKE PLAINS. UNDERLYING THE TILL AND EXTENSIVE OUTWASH PLAINS, THE PREDOMINANT GEOLOGIC DEPOSITS CONSIST OF CAMBRIAN AND ORDOVICIAN-AGE BEDROCK. THE ORDOVICIAN-AGED BEDROCK IS SHALE WITH THIN, INTERBEDDED LIMESTONE STRATA, WHICH BELONGS TO THE MAYSVILLE GROUP. BEDROCK WAS NOT ENCOUNTERED WITHIN THE LIMITS AND DEPTHS OF THE EXPLORATION PROGRAM.

RECONNAISSANCE

THE SITE RECONNAISSANCE VISIT WAS PERFORMED IN APRIL 2006. LOCALIZED LONGITUDINAL, TRANSVERSE, AND FATIGUE CRACKING WERE NOTED ALONG SECTIONS OF SECOND STREET, THIRD STREET, ROBERT DRIVE AND MEAD STREET. RAVELING OF THE PAVEMENT WAS ALSO OBSERVED AT THE INTERSECTION OF MEAD STREET AND THIRD STREET. CRACKING WAS ALSO OBSERVED ALONG THE PAVEMENT EDGE ALONG WITH CURB AND GUTTER THROUGHOUT THE PROJECT ALIGNMENT. EXISTING BRIDGES AND DRAINAGE STRUCTURES APPEARED TO BE IN GOOD TO FAIR CONDITION WITHIN THE PROJECT CORRIDOR.

EVIDENCE OF MINOR SURFACE EROSION WAS OBSERVED ON EXISTING EMBANKMENT SLOPES THROUGHOUT THE PROJECT AREA WHERE THERE WAS AN ABSENCE OF VEGETATION. NO SEEPS WERE OBSERVED FROM SLOPES. BEDROCK EXPOSURES WERE NOT IDENTIFIED AND NO DUMPS WERE OBSERVED WITHIN THE PROJECT AREA. NO EVIDENCE OF SURFACE OR SUBSURFACE MINING WITHIN THE PROJECT AREA WAS IDENTIFIED DURING THE FIELD RECONNAISSANCE. EROSION WAS NOT OBSERVED ALONG THE BANKS OF THE GREAT MIAMI RIVER.

SUBSURFACE EXPLORATION

BETWEEN AUGUST AND NOVEMBER OF 2006, 27 SOIL BORINGS WERE PERFORMED WITHIN THE PROJECT CORRIDOR. THIRTEEN (13) OF THE BORINGS WERE RELATIVELY SHALLOW AND EXTENDED TO DEPTHS OF 10 FEET TO 19.5 FEET BELOW GROUND SURFACE ELEVATION. THESE BORINGS ARE DESIGNATED RD-1 TO RD-4, RD-7 TO RD-11, RD-15, RD-16, RD-18, AND RD-20. FOURTEEN (14) DEEPER BORINGS DRILLED FOR STRUCTURE DESIGN WERE ALSO UTILIZED IN PAVEMENT SUBGRADE ANALYSIS. THESE BORINGS EXTENDED TO DEPTHS OF 60 FEET TO 140 FEET BELOW EXISTING GRADE.
THE BORINGS WERE ADVANCED USING A ROTARY DRILL RIG MOUNTED ON EITHER A TRUCK OR ATV WITH CONTINUOUS-FLIGHT HOLLOW-STEM AUGERS.

DISTURBED SOIL SAMPLES WERE OBTAINED USING A SPLIT-BARREL SAMPLER DRIVEN DURING STANDARD PENETRATION TESTS (SPT) IN GENERAL ACCORDANCE WITH ASTM D 1586 (AASHTO T 206). IN ADDITION TO SPLIT-BARREL SAMPLES, 3-INCH DIAMETER SHELBY TUBE SAMPLES WERE OBTAINED FROM THE BORINGS ON COHESIVE (PLASTIC) SOIL SAMPLES. THE TUBES WERE PUSHED IN GENERAL ACCORDANCE WITH ASTM D 1587 (AASTHTO T 207) PROCEDURES.

EXPLORATION FINDINGS

THE SUBSURFACE CONDITIONS GENERALLY CONSISTED OF ALLUVIAL DEPOSITS AND GLACIAL OUTWASH DEPOSITS THAT INCLUDE COBBLES AND BOULDERS. FILL MATERIAL WAS ENCOUNTERED ABOVE THE NATIVE SOIL DEPOSITS AT MOST OF THE BORING LOCATIONS. THE FILL MATERIAL WAS PRIMARILY GRANULAR IN NATURE BUT COHESIVE FILL WAS ENCOUNTERED AT SOME BORING LOCATIONS. NATIVE SOILS WERE COMPOSED OF PRIMARILY GRANULAR MATERIAL. COHESIVE SOIL ENCOUNTERED WITHIN THE NATIVE DEPOSITS WAS TYPICALLY STIFF TO HARD IN CONSISTENCY. STANDARD PENETRATION RESISTANCE VALUES INDICATED THE GRANULAR MATERIALS EXHIBITED LOOSE TO VERY DENSE RELATIVE DENSITY.

GROUNDWATER WAS NOT ENCOUNTERED AT THE SHALLOW ROADWAY RD-SERIES BORINGS. GROUNDWATER WAS OBSERVED WHILE DRILLING THE DEEPER STRUCTURE BORINGS BETWEEN APPROXIMATE ELEVATIONS 702 FEET AND 729 FEET. TEN OBSERVATION WELLS WERE INSTALLED IN THE DOWNTOWN PROJECT AREA. THE DEPTH TO WATER VARIED FROM APPROXIMATELY 14 FEET TO 32 FEET (BETWEEN APPROXIMATE ELEVATIONS 712 FEET AND 723 FEET) WHEN READINGS WERE TAKEN IN DECEMBER 2006 AND JANUARY 2007.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL/STONE FRAGMENTS	A-1-a	14	16
GRAVEL/STONE FRAGMENTS W/SAND	A-1-b	33	67
GRAVEL/STONE FRAGMENTS W/SAND AND SILT	A-2-4	12	14
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-6	5	2
GRAVEL/STONE FRAGMENTS W/SAND, SILT AND CLAY	A-2-7	1	-
COARSE AND FINE SAND	A-3a	1	-
SANDY SILT	A-4a	9	5
SILT & CLAY	A-6a	10	6
SILTY CLAY	A-6b	6	8
CLAY	A-7-6	3	1
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL		
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		

BORING LOCATION - PLAN VIEW.

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC INDICATES WATER CONTENT IN PERCENT.

N INDICATES STANDARD PENETRATION RESISTANCE.

W— INDICATES FREE WATER ELEVATION.

* INDICATES SAMPLE OBTAINED WITHIN 3 FEET OF PROPOSED GRADE.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR SUBSURFACE INVESTIGATION, DATED SEPTEMBER 1996 AND SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED OCTOBER 2009.

AVAILABLE INFORMATION

AVAILABLE INFORMATION USED FOR ANALYSIS AND THAT COULD BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN REPORTED. ADDITIONAL SUBSURFACE EXPLORATIONS MAY HAVE BEEN MADE. COPIES OF THIS DATA MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF GEOTECHNICAL ENGINEERING, OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

LOCATION MAP

SCALE IN MILES

0 1 2 3 4

PARTICLE SIZE DEFINITIONS

BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY

12" | 3" | 2.0 mm (No. 10 SIEVE) | 0.42 mm (No. 40 SIEVE) | 0.074 mm (No. 200 SIEVE) | 0.005 mm

INDEX OF SHEETS

RECON. - TK 4/2006
DRILLING - CW, CM, BG, JM, PT 8/2006 - 11/2006
DRAWN - JE, WH 1/2010
REVIEWED - RL 1/2010

DESIGN AGENCY
HNTB OHIO, INC.
1100 SUPERIOR AVE. STE 1330
CLEVELAND OHIO 44114

PID NO. 77247

SOIL PROFILE

MOT-75-12.00

SUMMARY OF SOIL TEST DATA
ROADWAY ID: S. ROBERT DRIVE (SOUTHBOUND)

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-1	1.0	2.0	SS-1	8	SAME AS SS-2									A-2-6(4) VISUAL
STA. 23+68.21, 9.36' RT.	2.0	3.5	SS-2	39	40	15	17	15	12	30	17	13	10.8	A-2-6(4) *
NORTHING = 644141.882	3.5	5.0	SS-3	56	13	10	25	29	23	32	22	10	13.0	A-4a(8)
EASTING = 1489950.921														
SURFACE ELEVATION: 736.5 FEET	5.0	6.5	SS-4	78	SAME AS SS-3									A-4a(8) VISUAL
	8.5	10.0	SS-5	100	0	6	43	29	22	29	18	11	17.5	A-6a(10)
RD-2	1.0	2.0	SS-1	50	60	18	10	8	4				4.2	A-1-a(0) *
STA. 20+09.38, 30.75' RT.	2.0	3.5	SS-2	78	36	19	18	16	11	25	16	9	10.1	A-2-4(0) *
NORTHING = 643864.569	3.5	5.0	SS-3	78	SAME AS SS-2									A-2-4(0) VISUAL
EASTING = 1490199.285														
SURFACE ELEVATION: 742.9 FEET	5.0	6.5	SS-4	83	29	17	20	20	14	28	18	10	10.8	A-2-4(0)
	8.5	10.0	SS-5	56	28	18	19	21	14	29	17	12	10.9	A-2-6(4)
RD-3	1.0	2.0	SS-1	67	SANDY SILT (FILL)									A-4a VISUAL
STA. 30+05.15, 7.84' LT.	2.0	3.5	SS-2	72	53	16	14	12	6	17	15	2	5.1	A-1-b(0)
NORTHING = 644786.546	3.5	5.0	SS-3	61	54	15	15	12	5	19	18	1	6.2	A-1-b(0)
EASTING = 1489677.086														
SURFACE ELEVATION: 744.9 FEET	5.0	6.5	SS-4	44	44	18	17	15	7	19	15	4	8.1	A-1-b(0)
	8.5	10.0	SS-5	50	SAME AS SS-4									A-1-b(0) VISUAL

SUMMARY OF SOIL TEST DATA
ROADWAY ID: S. ROBERT DRIVE (NORTHBOUND)

	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-1	1.0	2.0	SS-1	8	SAME AS SS-2									A-2-6(4) VISUAL
STA. 43+59.84, 41.12' LT.	2.0	3.5	SS-2	39	40	15	17	15	12	30	17	13	10.8	A-2-6(4) *
NORTHING = 644141.882	3.5	5.0	SS-3	56	13	10	25	29	23	32	22	10	13.0	A-4a(8) *
EASTING = 1489950.921														
SURFACE ELEVATION: 736.5 FEET	5.0	6.5	SS-4	78	SAME AS SS-3									A-4a(8) VISUAL
	8.5	10.0	SS-5	100	0	6	43	29	22	29	18	11	17.5	A-6a(10)
RD-2	1.0	2.0	SS-1	50	60	18	10	8	4				4.2	A-1-a(0) *
STA. 40+09.38, 31.25' LT.	2.0	3.5	SS-2	78	36	19	18	16	11	25	16	9	10.1	A-2-4(0) *
NORTHING = 643854.569	3.5	5.0	SS-3	78	SAME AS SS-2									A-2-4(0) VISUAL
EASTING = 1490199.285														
SURFACE ELEVATION: 742.9 FEET	5.0	6.5	SS-4	83	29	17	20	20	14	28	18	10	10.8	A-2-4(0)
	8.5	10.0	SS-5	56	28	18	19	21	14	29	17	12	10.9	A-2-6(4)
RD-15	0.0	2.0	SS-1	42	31	13	23	19	14	32	21	11	15.9	A-2-6(0)
STA. 47+58.58, 45.25' LT.	2.0	3.5	SS-2	28	SAME AS SS-1					25	18	7	8.7	A-2-6(0) *
NORTHING = 647701.909	3.5	5.0	SS-3	56	10	17	45	17	11				19	A-3a(0) *
EASTING = 1490797.033														
SURFACE ELEVATION: 740.0 FEET	5.0	6.5	SS-4	39	SAME AS SS-6									A-6b(16) VISUAL
	6.5	8.0	SS-5	44	SAME AS SS-6									A-6b(16) VISUAL
	9.0	10.5	SS-6	61	2	2	29	39	29	40	22	18	26.3	A-6b(16)
	11.5	13.0	SS-7	89	1	6	50	24	19				15.7	A-4a(8)
RD-16	0.0	1.5	SS-1	56	40	20	16	14	9	26	17	9	9.3	A-2-4(0)
STA. 50+38.72, 0.86' RT.	2.5	4.0	SS-2	83	14	11	26	28	21	37	21	16	21.8	A-6b(16)
NORTHING = 644824.680	4.0	5.5	SS-3	72	SAME AS SS-4									A-6b(16) VISUAL
EASTING = 1490140.892														
SURFACE ELEVATION: 734.6 FEET	6.0	7.5	SS-4	83	0	1	15	49	35	37	20	17	23.8	A-6b(16)
	8.0	9.5	SS-5	83	SILT AND CLAY									A-6a VISUAL

SUMMARY OF SOIL TEST DATA
ROADWAY ID: THIRD STREET

	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-3	1.0	2.0	SS-1	67	SANDY SILT (FILL)									A-4a VISUAL
STA. 11+72.78, 90.77' LT.	2.0	3.5	SS-2	72	53	16	14	12	6	17	15	2	5.1	A-1-b(0) *
NORTHING = 644786.546	3.5	5.0	SS-3	61	54	15	15	12	5	19	18	1	6.2	A-1-b(0)
EASTING = 1489677.086														
SURFACE ELEVATION: 744.9 FEET	5.0	6.5	SS-4	44	44	18	17	15	7	19	15	4	8.1	A-1-b(0)
	8.5	10.0	SS-5	50	SAME AS SS-4									A-1-b(0) VISUAL
RD-4	0	---	SS-1	---	43	20	16	16	5				5.3	A-1-b(0)
STA. 18+54.96, 2.19' LT.	2	3.5	SS-2	6	SILT AND CLAY (FILL)									A-6a VISUAL
NORTHING = 644831.057	4	5.5	SS-3	44	58	16	11	16*					5.5	A-1a *
EASTING = 1490363.553														
SURFACE ELEVATION: 732.7 FEET														
	6	7.5	SS-4	50	54	19	11	14	4				3.8	A-1-b(0)
	8	9.5	SS-5	67	48	21	10	15	5				3.8	A-1-b(0)
RD-16	0.0	1.5	SS-1	56	40	20	16	14	9	26	17	9	9.3	A-2-4(0)
STA. 16+35.25, 38.83' LT.	2.5	4.0	SS-2	83	14	11	26	28	21	37	21	16	21.8	A-6b(16) *
NORTHING = 644824.680	4.0	5.5	SS-3	72	SAME AS SS-4									A-6b(16) VISUAL
EASTING = 1490140.892														
SURFACE ELEVATION: 734.6 FEET	6.0	7.5	SS-4	83	0	1	15	49	35	37	20	17	23.8	A-6b(16)
	8.0	9.5	SS-5	83	SILT AND CLAY									A-6a VISUAL

DRAWN IS CHECKED RL

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

MOT-75-12.00

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C4

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-3 STA. 312+39.47, 7.85' LT. NORTHING = 644786.546 EASTING = 1489577.086 SURFACE ELEVATION: 744.9 FEET	1.0	2.0	SS-1	67	SANDY SILT (FILL)									A-4a VISUAL
	2.0	3.5	SS-2	72	53	16	14	12	6	17	15	2	5.1	A-1-b(0) *
	3.5	5.0	SS-3	61	54	15	15	12	5	19	18	1	6.2	A-1-b(0) *
	5.0	6.5	SS-4	44	44	18	17	15	7	19	15	4	8.1	A-1-b(0)
	8.5	10.0	SS-5	50	SAME AS SS-4									A-1-b(0) VISUAL
RD-7 STA. 316+11.66, 40.33' NORTHING = 645167.695 EASTING = 1489673.555 SURFACE ELEVATION: 748.7 FEET	0.0	2.0	SS-1	38	29	20	30	21					11.7	A-1-b
	2.0	3.5	SS-2	22	SAME AS SS-3									A-1-a (VISUAL)
	3.5	5.0	SS-3	56	60	16	12	8	4	17	15	2	5.2	A-1-a *
	5.0	6.5	SS-4	61	SAME AS SS-3									A-1-a (VISUAL)
	8.5	10.0	SS-5	100	54	20	9	12	6	18	14	4	5.3	A-1-b(0)
B10-2 STA. 319+71.01, 34.47' RT. NORTHING = 645684.883 EASTING = 1489989.997 SURFACE ELEVATION: 763.2 FEET	0.5	2.0	SS-1	33	SILTY SAND WITH GRAVEL (FILL)									VISUAL
	2.0	3.5	SS-2	33	SAME AS SS-4									A-1-b(0) VISUAL
	3.5	5.0	SS-3	33	SAME AS SS-4									A-1-b(0) VISUAL
	5.0	6.5	SS-4	44	37	27	17	14	6				5.5	A-1-b(0)
	8.5	10.0	SS-5	44	35	23	21	13	7				6.1	A-1-b(0) *
	11.0	12.5	SS-6	44	SAME AS SS-4									A-1-b(0) VISUAL
	13.5	15.0	SS-7	33	SAME AS SS-4									A-1-b(0) VISUAL
	16.0	17.5	SS-8	33	SAME AS SS-9									A-2-4(0) VISUAL
	18.5	20.0	SS-9	56	35	41	10	8	7	23	16	7	8.3	A-2-4(0)
	21.0	22.5	SS-10	44	SAME AS SS-9									A-2-4(0) VISUAL
	23.5	25.0	SS-11	67	26	20	22	19	13	25	17	8	11.8	A-2-4(0)
	26.0	27.5	SS-12	44	SAME AS SS-11									A-2-4(0) VISUAL
	28.5	30.0	SS-13	89	SAME AS SS-11									A-2-4(0) VISUAL
RW5-2 STA. 320+29.38, 19.32' RT. NORTHING = 645454.650 EASTING = 1489907.519 SURFACE ELEVATION: 764.1 FEET	1.0	2.0	SS-1	92	52	20	14	9	5	14	12	2	6	A-1-a(0)
	2.0	3.5	SS-2	67	SAME AS SS-1									A-1-a(0) VISUAL
	3.5	5.0	SS-3	67	SAME AS SS-1									A-1-a(0) VISUAL
	5.0	6.5	SS-4	100	15	15	31	28	12	14	13	1	8.6	A-4a(8)
	8.5	10.0	SS-5	100	SAME AS SS-4									A-4a(8) VISUAL
	11.0	12.5	SS-6	17	GRAVEL WITH SAND									A-1-b VISUAL
	13.5	15.0	SS-7	72	SAME AS SS-6									A-1-b VISUAL
	16.0	17.5	SS-8	56	SANDY SILT									A-4a VISUAL
	18.5	20.0	SS-9	83	SAME AS SS-8									A-4a VISUAL
	21.0	22.5	SS-10	100	SAME AS SS-8					23	14	9	13	A-4a
	23.5	25.0	SS-11	100	GRAVEL WITH SAND									A-1-b VISUAL
	26.0	27.5	SS-12	83	SAME AS SS-11									A-1-b VISUAL
	28.5	30.0	SS-13	72	SAME AS SS-11									A-1-b VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1250E, SHEET 3 FOR BORING B10-2 BELOW ELEV.733.2

SEE SOIL PROFILE RAMP C4, SHEET 17 FOR BORING RW5-2 BELOW ELEV.734.1

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C4

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RW5-3 STA. 322+10.02, 17.30' LT. NORTHING = 645512.203 EASTING = 1489925.526 SURFACE ELEVATION: 763.8 FEET	1.0	2.0	SS-1	75	GRAVEL WITH SAND (FILL)									A-1-b VISUAL
	2.0	3.5	SS-2	67	SAME AS SS-3									A-1-b(0) VISUAL
	3.5	5.0	SS-3	78	43	18	17	13	9	22	16	6	8.4	A-1-b(0) *
	5.0	6.5	SS-4	89	SAME AS SS-3									A-1-b(0) VISUAL
	8.5	10.0	SS-5	67	SAME AS SS-3									A-1-b(0) VISUAL
	11.0	12.5	SS-6	100	SAME AS SS-3									A-1-b(0) VISUAL
	13.5	15.0	SS-7	94	SAME AS SS-3									A-1-b(0) VISUAL
	16.0	17.5	SS-8	83	GRAVEL WITH SAND AND SILT					22	14	8	10.9	A-2-4
	18.5	20.0	SS-9	100	SILT AND CLAY									A-6a VISUAL
	21.0	22.5	SS-10	83	SAME AS SS-13									A-1-a(0) VISUAL
	23.5	25.0	SS-11	56	SAME AS SS-13									A-1-a(0) VISUAL
	26.0	27.5	SS-12	61	SAME AS SS-13									A-1-a(0) VISUAL
	28.5	30.0	SS-13	67	59	18	10	9	5	18	17	1	6.5	A-1-a(0)

SEE STRUCTURE FOUNDATION EXPLORATION WALL NO.3, SHEET 7 FOR BORING RW5-3 BELOW ELEV.733.8

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C2

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-18 STA. 317+22.08, 16.24' LT. NORTHING = 645178.223 EASTING = 1489899.021 SURFACE ELEVATION: 762.7 FEET	1.0	2.5	SS-1	67	SAME AS SS-2									A-1-b(0) VISUAL
	2.5	4.0	SS-2	78	38	22	16	14	9	19	13	6	8.0	A-1-b(0)
	5.5	7.0	SS-3	56	SAME AS SS-8									A-1-b(0) VISUAL
	6.5	8.0	SS-4	72	SAME AS SS-8									A-1-b(0) VISUAL
	7.5	9.0	SS-5	78	SAME AS SS-8									A-1-b(0) VISUAL
	8.5	10.0	SS-6	17	SAME AS SS-8									A-1-b(0) VISUAL
	10.0	11.5	SS-7	50	SAME AS SS-8									A-1-b(0) VISUAL
	11.5	13.0	SS-8	61	49	20	15	10	6	14	13	1	4.6	A-1-b(0) *
	13.0	14.5	SS-9	56	SAME AS SS-8									A-1-b(0) VISUAL
	15.5	17.0	SS-10	83	37	22	12	17	11	19	14	5	6.8	A-2-4(0)
	18.0	19.5	SS-11	39	LEAN CLAY					27	14	13	14.2	VISUAL
B7-31 STA. 321+56.08, 57.87' RT. NORTHING = 645554.556 EASTING = 1490125.655 SURFACE ELEVATION: 737.5 FEET	1.0	2.5	SS-1	33	SILT AND CLAY (FILL)								12.8	A-6a VISUAL
	3.5	5.0	SS-2	67	27	14	23	20	16	31	16	15	14.7	A-6a(10)
	6.0	7.5	SS-3	72	0	8	47	28	17	24	16	8	17.4	A-4a(8)
	8.5	10.0	SS-4	83	0	1	19	49	31	35	19	16	24.5	A-6b(16)
	11.0	12.5	SS-5	44	SILTY SAND									VISUAL
	13.5	15.0	SS-6	78	60	20	8	11					5.2	A-1-b(0)
	16.0	17.5	SS-7	56	SAME AS SS-6									A-1-b(0) VISUAL
	18.5	20.0	SS-8	78	SAME AS SS-6									A-1-b(0) VISUAL
	21.0	22.5	SS-9	78	SAME AS SS-6									A-1-b(0) VISUAL
	23.5	25.0	SS-10	78	60	23	7	7	3				5.8	A-1-a(0)
	28.5	30.0	SS-11	44	65	19	6	9					8.1	A-1-a(0)

SEE STRUCTURE FOUNDATION EXPLORATION WALL NO.3, SHEET 7 FOR BORING B7-31 BELOW ELEV.707.5

DRAWN IS CHECKED RL

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

MOT-75-12.00

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C1

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B8-3	1.5	3.0	SS-1	56	41	23	17	12	7	16	12	4	6.7	A-1-b(0)
STA. 316+12.39, 12.43' LT.	3.5	5.0	SS-2	67	55	15	13	11	6	14	13	1	4.9	A-1-b(0) *
NORTHING = 644976.434	6.0	7.5	SS-3	50	SAME AS SS-2									A-1-b(0) VISUAL
EASTING = 1490128.506	8.5	10.0	SS-4	61	SAME AS SS-2									A-1-b(0) VISUAL
SURFACE ELEVATION: 757.3 FEET	11.0	12.5	SS-5	61	51	18	14	11	6	19	15	4	7.7	A-1-b(0)
	13.5	15.0	SS-6	61	SAME AS SS-5									A-1-b(0) VISUAL
	16.0	17.5	SS-7	56	SAME AS SS-5									A-1-b(0) VISUAL
	18.5	20.0	SS-8	72	58	17	7	13	5	17	13	4	4.9	A-1-b(0)
	21.0	22.5	SS-9	72	SAME AS SS-8									A-1-b(0) VISUAL
	23.5	25.0	SS-10	33	SAME AS SS-8									A-1-b(0) VISUAL
	26.0	27.5	SS-11	0	SAME AS SS-8									A-1-b(0) VISUAL
	28.5	30.0	SS-12	72	4	9	37	28	22	30	19	11	16.1	A-6a(10)

SEE STRUCTURE FOUNDATION EXPLORATION WALL 1, SHEET 3 FOR BORING B8-3 BELOW ELEV.727.3

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B7-26	0.0	1.5	SS-1	100	43	20	13	14	10	18	9	9	6.6	A-2-4(0) *
STA. 317+51.74, 49.32' LT.	3.5	5.0	SS-2	61	41	24	14	13	9	17	12	5	5.3	A-1-b(0)
NORTHING = 645127.913	6.0	7.5	SS-3	50	SAME AS SS-2									A-1-b(0) VISUAL
EASTING = 1490113.284	8.5	10.0	SS-4	94	45	17	11	15	11	30	18	12	10.6	A-2-6(4)
SURFACE ELEVATION: 749.3 FEET	11.0	12.5	SS-5	61	SAME AS SS-4									A-2-6(4) VISUAL
	13.5	15.0	SS-6	89	48	21	13	11	7	17	13	4	4.5	A-1-b(0)
	16.0	17.5	SS-7	72	8	13	36	24	19	30	19	11	16.1	A-6a(10)
	18.5	20.0	SS-8	94	SAME AS SS-7									A-6a(10) VISUAL
	21.0	22.5	SS-9	56	SAME AS SS-10									A-4a(8) VISUAL
	23.5	25.0	SS-10	89	26	29	28	11	7				5.8	A-4a(8)
	26.0	27.5	SS-11	44	SAME AS SS-12									A-1-a(0) VISUAL
	28.5	30.0	SS-12	67	61	20	7	8	3				3.5	A-1-a(0)

SEE STRUCTURE FOUNDATION EXPLORATION WALL 3, SHEET 7 FOR BORING B7-26 BELOW ELEV.719.3

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C5

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-16	0.0	1.5	SS-1	56	40	20	16	14	9	26	17	9	9.3	A-2-4(0)
STA. 314+62.37, 0.90' LT.	2.5	4.0	SS-2	83	14	11	26	28	21	37	21	16	21.8	A-6b(16)
NORTHING = 644824.680	4.0	5.5	SS-3	72	SAME AS SS-4									A-6b(16) VISUAL
EASTING = 1490140.892	6.0	7.5	SS-4	83	0	1	15	49	35	37	20	17	23.8	A-6b(16)
SURFACE ELEVATION: 734.6 FEET	8.0	9.5	SS-5	83	SILT AND CLAY									A-6a VISUAL

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RW3-1	0.0	2.0	SS-1	58	25	7	23	27	18	34	19	15	13.2	A-6a(10)
STA. 320+03.73, 48.72' RT.	2.0	3.5	SS-2	56	SAME AS SS-1									A-6a(10) VISUAL
NORTHING = 645331.896	3.5	5.0	SS-3	78	1	4	34	37	24	32	19	13	15.9	A-6a(10)
EASTING = 1490345.285	5.0	6.5	SS-4	78	SAME AS SS-3									A-6a(10) VISUAL
SURFACE ELEVATION: 731.7 FEET	8.5	10.0	SS-5	89	54	18	11	12	5	20	16	4	4.3	A-1-b(0)
	11.0	12.5	SS-6	67	SAME AS SS-5									A-1-b(0) VISUAL
	13.5	15.0	SS-7	56	SAME AS SS-5									A-1-b(0) VISUAL
	16.0	17.5	SS-8	78	SAME AS SS-5									A-1-b(0) VISUAL
	18.5	20.0	SS-9	89	SAME AS SS-5									A-1-b(0) VISUAL
	23.5	25.0	SS-10	94	SAME AS SS-11									A-1-b(0) VISUAL
	28.5	30.0	SS-11	67	28	17	12	8	3				10.8	A-1-b(0)

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1262E, SHEET 3 FOR BORING B7-26 BELOW ELEV.731.7

SUMMARY OF SOIL TEST DATA
ROADWAY ID: RAMP C5

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RW4-1	1.0	2.5	SS-1	61	55	20	10	9	5	17	13	4	5.3	A-1-a(0) *
STA. 318+74.96, 10.96' LT.	2.5	4.0	SS-2	78	45	23	12	12	8	21	17	4	6.5	A-1-b(0)
NORTHING = 645217.174	4.0	5.5	SS-3	44	SAME AS SS-2									A-1-b(0) VISUAL
EASTING = 1490261.720	7.0	8.5	SS-4	83	48	20	14	11	7	16	13	3	4.7	A-1-b(0)
SURFACE ELEVATION: 754.1 FEET	9.5	11.0	SS-5	67	SAME AS SS-4									A-1-b(0) VISUAL
	12.0	13.5	SS-6	67	SAME AS SS-4									A-1-b(0) VISUAL
	14.5	16.0	SS-7	61	SAME AS SS-4									A-1-b(0) VISUAL
	17.0	18.5	SS-8	28	SAME AS SS-4									A-1-b(0) VISUAL
	19.5	21.0	SS-9	61	41	16	23	14	8	17	13	4	7.7	A-1-b(0)
	23.5	25.0	SS-10	39	1	8	31	35	25	33	20	13	17.9	A-6a(10)
	28.5	30.0	SS-11	72	SANDY SILT									A-4a VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1262E, SHEET 3 FOR BORING B7-26 BELOW ELEV.724.1

SUMMARY OF SOIL TEST DATA
ROADWAY ID: VISTA VIEW DRIVE

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-4	0.0	---	SS-1	---	43	20	16	16	5				5.3	A-1-b(0) *
STA. 400+01.45, 4.38' RT.	2.0	3.5	SS-2	6	SILT AND CLAY (FILL)									A-6a VISUAL
NORTHING = 644831.057	4.0	5.5	SS-3	44	58	16	11	16*					5.5	A-1a
EASTING = 1490363.553	6.0	7.5	SS-4	50	53	19	11	14	4				3.8	A-1-b(0)
SURFACE ELEVATION: 732.7 FEET	8.0	9.5	SS-5	67	48	21	10	15	5				3.8	A-1-b(0)

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-8	1.0	2.5	SS-1	56	32	14	20	19	15	42	22	20	15.5	A-2-7(4) *
STA. 409+75.02, 128.25' LT.	2.0	3.5	SS-2	33	COARSE AND FINE SAND (FILL)									A-3a VISUAL
NORTHING = 645512.474	4.0	5.5	SS-3	44	8	10	25	31	26	44	22	22	19.5	A-7-6(20)
EASTING = 1490863.719	6.0	7.5	SS-4	67	2	4	18	38	38	44	20	24	20.6	A-7-6(20)
SURFACE ELEVATION: 733.1 FEET	8.0	9.5	SS-5	78	SAME AS SS-4									A-7-6(20) VISUAL

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RW3-1	0.0	2.0	SS-1	58	25	7	23	27	18	34	19	15	13.2	A-6a(10) *
STA. 405+22.07, 36.62' LT.	2.0	3.5	SS-2	56	SAME AS SS-1									A-6a(10) VISUAL
NORTHING = 645331.896	3.5	5.0	SS-3	78	1	4	34	37	24	32	19	13	15.9	A-6a(10)
EASTING = 1490345.285	5.0	6.5	SS-4	78	SAME AS SS-3									A-6a(10) VISUAL
SURFACE ELEVATION: 731.7 FEET	8.5	10.0	SS-5	89	54	18	11	12	5	20	16	4	4.3	A-1-b(0)
	11.0	12.5	SS-6	67	SAME AS SS-5									A-1-b(0) VISUAL
	13.5	15.0	SS-7	56	SAME AS SS-5									A-1-b(0) VISUAL
	16.0	17.5	SS-8	78	SAME AS SS-5									A-1-b(0) VISUAL
	18.5	20.0	SS-9	89	SAME AS SS-5									A-1-b(0) VISUAL
	23.5	25.0	SS-10	94	SAME AS SS-11									A-1-b(0) VISUAL
	28.5	30.0	SS-11	67	28	17	12	8	3				10.8	A-1-b(0)

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1262E, SHEET 3 FOR BORING B7-26 BELOW ELEV.731.7

DRAWN IS CHECKED RL

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

MOT-75-12.00

SUMMARY OF SOIL TEST DATA
ROADWAY ID: SECOND STREET

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-8	1.0	2.5	SS-1	56	32	14	20	19	15	42	22	20	15.5	A-2-7(4) *
STA. 227+69.15, 11.89' LT.	2.0	3.5	SS-2	33	COARSE AND FINE SAND (FILL)									A-3a VISUAL
NORTHING = 645512.474	4.0	5.5	SS-3	44	8	10	25	31	26	44	22	22	19.5	A-7-6(20)
EASTING = 1490863.719	6.0	7.5	SS-4	67	2	4	18	38	38	44	20	24	20.6	A-7-6(20)
SURFACE ELEVATION: 733.1 FEET	8.0	9.5	SS-5	78	SAME AS SS-4									A-7-6(20) VISUAL
RD-9	0.0	1.5	SS-1	50	50	21	14	11	5				4.8	A-1-b(0) *
STA. 231+73.04, 19.16' LT.	2.0	3.5	SS-2	33	SAME AS SS-1									A-1-b(0) VISUAL
NORTHING = 645568.668	4.0	5.5	SS-3	11	SAME AS SS-1									A-1-b(0) VISUAL
EASTING = 1491260.742	6.0	7.5	SS-4	17	SAME AS SS-1									A-1-b(0) VISUAL
SURFACE ELEVATION: 734.0 FEET	8.0	9.5	SS-5	3	SAME AS SS-1									A-1-b(0) VISUAL

SUMMARY OF SOIL TEST DATA
ROADWAY ID: N. ROBERT DRIVE (SOUTHBOUND)

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B7-35	0.0	2.0	ss-1	83	13	15	24	30	18	30	20	10	19.3	A-4a(8) *
STA. 323+33.09, 23.36' RT.	2.0	3.5	ss-2	33	SAME AS SS-1									A-4a(8) VISUAL
NORTHING = 645812.355	3.5	5.0	ss-3	94	SAME AS SS-1									A-4a(8) VISUAL
EASTING = 1490210.575	5.0	6.5	ss-4	72	11	36	25	15	15	30	20	10	18.2	A-2-4(0)
	8.5	10.0	ss-5	100	4	11	33	30	22	24	16	8	19.6	A-4a(8)
	11.0	12.5	ss-6	56	61	22	7	8	2				4.6	A-1-a(0)
	13.5	15.0	ss-7	50	SAME AS SS-6									A-1-a(0) VISUAL
	16.0	17.5	ss-8	39	SAME AS SS-6									A-1-a(0) VISUAL
	18.5	20.0	ss-9	78	SAME AS SS-6									A-1-a(0) VISUAL
	21.0	22.5	ss-10	78	25	24	35	13	4				4.8	A-2-4(0)
	23.5	25.0	ss-11	72	SAME AS SS-10									A-2-4(0) VISUAL
	28.5	30.0	ss-12	100	SAME AS SS-10									A-2-4(0) VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1262E, SHEET 3 FOR BORING B7-35 BELOW ELEV.710.0

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B7-37	1.0	2.5	ss-1	28	GRAVEL WITH SAND									A-1-b VISUAL
STA. 324+67.27, 41.49' RT.	3.5	5.0	ss-2	67	GRAVEL WITH SAND									A-1-b VISUAL
NORTHING = 645931.957	6.0	7.5	ss-3	56	SAME AS SS-4									A-1-b(0) VISUAL
EASTING = 1490274.043	8.5	10.0	ss-4	67	40	15	20	17	8	23	18	5	8.6	A-1-b(0)
	11.0	12.5	ss-5	67	COARSE AND FINE SAND									A-3a VISUAL
	13.5	15.0	ss-6	72	54	23	10	10	3				3.6	A-1-a(0)
	16.0	17.5	ss-7	72	SAME AS SS-6									A-1-a(0) VISUAL
	18.5	20.0	ss-8	83	SAME AS SS-6									A-1-a(0) VISUAL
	21.0	22.5	ss-9	94	57	24	35	7	3				4.4	A-1-a(0)
	23.5	25.0	ss-10	100	COARSE AND FINE SAND									A-3a VISUAL
	26.0	27.5	ss-11	56	SAME AS SS-12									A-1-b(0) VISUAL
	28.5	30.0	ss-12	100	46	21	14	13	6				9.5	A-1-b(0)

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1262E, SHEET 3 FOR BORING B7-37 BELOW ELEV.710.0

SUMMARY OF SOIL TEST DATA
ROADWAY ID: N. ROBERT DRIVE (SOUTHBOUND)

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B7-46	0.0	2.0	SS-1	42	26	16	20	24	14	22	16	6	10.9	A-4a(8)
STA. 331+93.62, 39.60' RT.	2.0	3.5	SS-2	44	SAME AS SS-4									A-6b VISUAL
NORTHING = 646375.749	3.5	5.0	SS-3	22	SAME AS SS-4									A-6b VISUAL
EASTING = 1490636.911	5.0	6.5	SS-4	56	16	18	21	26	20	23	16	7	16.2	A-6b
	6.5	8.0	SS-5	0	SAME AS SS-4									A-6b(3) VISUAL
	8.0	9.5	SS-6	72	0	5	18	45	33	36	19	17	24.2	A-6b(16)
	9.5	11.0	SS-7	83	SAME AS SS-6									A-6b(16) VISUAL
	11.0	12.5	SS-8	56	SAME AS SS-6									A-6b(16) VISUAL
	12.5	14.0	SS-9	33	SAME AS SS-13									A-1-b(0) VISUAL
	14.0	15.5	SS-10	56	SAME AS SS-13									A-1-b(0) VISUAL
	15.5	17.0	SS-11	33	SAME AS SS-13									A-1-b(0) VISUAL
	17.0	18.5	SS-12	33	SAME AS SS-13									A-1-b(0) VISUAL
	18.5	20.0	SS-13	56	49	23	12	12	4				4.2	A-1-b(0)
	20.0	21.5	SS-14	50	SAME AS SS-13									A-1-b(0) VISUAL
	21.5	23.0	SS-15	78	SAME AS SS-13									A-1-b(0) VISUAL
	23.0	24.5	SS-16	56	SAME AS SS-13									A-1-b(0) VISUAL
	28.5	30.0	SS-17	56	53	22	11	8	5				9.0	A-1-a(0)

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1282 L/R, SHEET 5 FOR BORING B7-46 BELOW ELEV.710.0

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B7-48	0.0	2.0	SS-1	75	49	16	17	13	6	17	14	3	6.3	A-1-b(0) *
STA. 332+57.28, 67.72' RT.	2.0	3.5	SS-2	61	SAME AS SS-1									A-1-b(0) VISUAL
NORTHING = 646492.822	3.5	5.0	SS-3	67	SAME AS SS-1									A-1-b(0) VISUAL
EASTING = 1490679.670	5.0	6.5	SS-4	22	SAME AS SS-1									A-1-b(0) VISUAL
	6.5	8.0	SS-5	100	19	21	19	26	16	36	22	14	18.1	A-6a(10)
	8.0	9.5	SS-6	89	14	25	23	24	14	28	18	10	16.6	A-4a(8)
	9.5	11.0	SS-7	67	SAME AS SS-8									A-1-b(0) VISUAL
	11.0	12.5	SS-8	78	47	21	15	12	5				7.7	A-1-b(0)
	12.5	14.0	SS-9	67	SAME AS SS-8									A-1-b(0) VISUAL
	14.0	15.5	SS-10	67	SAME AS SS-8									A-1-b(0) VISUAL
	15.5	17.0	SS-11	67	SAME AS SS-8									A-1-b(0) VISUAL
	17.0	18.5	SS-12	39	SAME AS SS-8									A-1-b(0) VISUAL
	18.5	20.0	SS-13	89	SAME AS SS-8									A-1-b(0) VISUAL
	23.5	25.5	SS-14	89	45	21	13	16	5	16	15	1	7.1	A-1-b(0)
	28.5	30.0	SS-15	44	SAME AS SS-14									A-1-b(0) VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1282 L/R, SHEET 5 FOR BORING B7-48 BELOW ELEV.710.0

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
B10-7	1.0	2.0	SS-1	58	GRAVEL WITH SAND (FILL)									A-1-b VISUAL
STA. 328+91.34, 58.81' RT.	2.0	3.5	SS-2	50	SANDY SILT (FILL)									A-4a VISUAL
NORTHING = 646294.540	3.5	5.0	SS-3	56	SAME AS SS-4									A-2-4(0) VISUAL
EASTING = 1490372.022	5.0	6.5	SS-4	67	46	19	14	11	9	24	15	9	9.5	A-2-4(0)
	8.5	10.0	SS-5	78	SAME AS SS-4									A-2-4(0) VISUAL
	11.0	12.5	SS-6	39	SAME AS SS-4									A-2-4(0) VISUAL
	13.5	15.0	SS-7	50	SAME AS SS-4									A-2-4(0) VISUAL
	16.0	17.5	SS-8	100	39	23	21	11	7	17	14	3	8.4	A-1-b(0)
	18.5	20.0	SS-9	100	SAME AS SS-8									A-1-b(0) VISUAL
	21.0	22.5	SS-10	67	SAME AS SS-8									A-1-b(0) VISUAL
	23.5	25.0	SS-11	83	SAME AS SS-8									A-1-b(0) VISUAL
	26.0	27.5	SS-12	78	SAME AS SS-8									A-1-b(0) VISUAL
	28.5	30.0	SS-13	100	GRAVEL WITH SAND									A-1-b VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1282 L/R, SHEET 4 FOR BORING B10-7 BELOW ELEV.735.0

DRAWN IS CHECKED RL

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

MOT-75-12.00

SUMMARY OF SOIL TEST DATA
ROADWAY ID: FIRST STREET

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-10	0.0	1.0	SS-1	50	29	12	15	27	18	45	22	23	14.2	A-7-6(20)
STA. 103+52.85, 16.99' RT.	1.0	2.5	SS-2	33	45	19	14	13	9	23	18	5	8.4	A-1-b(0)
NORTHING = 645820.824	2.5	4.0	SS-3	33	34	18	15	18	15	28	19	9	11.5	A-2-4(0) *
EASTING = 1489984.611	4.0	5.5	SS-4	78	35	21	15	17	10	23	17	6	9	A-2-4(0) *
SURFACE ELEVATION: 745.7 FEET	5.5	7.0	SS-5	28	SAME AS SS-4									A-2-4(0) VISUAL
	7.0	8.5	SS-6	33	SAME AS SS-4									A-2-4(0) VISUAL
	8.5	10.0	SS-7	33	SAME AS SS-4									A-2-4(0) VISUAL
RD-11	0.3	1.8	SS-1	50	55	19	11	10	5	17	15	2	7.2	A-1-a(0) *
STA. 111+34.14, 22.86' LT.	2.0	3.5	SS-2	6	SAME AS SS-1									A-1-a(0) VISUAL
NORTHING = 645981.870	4.0	5.5	SS-3	0	SAME AS SS-1									A-1-a(0) VISUAL
EASTING = 1490714.759														
SURFACE ELEVATION: 734.1 FEET	6.0	7.5	SS-4	44	63	17	8	10	3				5.2	A-1-a(0)
	8.0	9.5	SS-5	50	SAME AS SS-4									A-1-a(0) VISUAL
RD-20	1.0	2.5	SS-1	67	32	10	19	21	19	29	16	13	12	A-6a(10) *
STA. 108+54.60, 26.82' RT.	2.5	4.0	SS-2	78	SAME AS SS-1									A-6a(10) VISUAL
NORTHING = 64581.736	4.0	5.5	SS-3	67	68	8	8	12	4	22	17	5	6	A-1-b(0)
EASTING = 14904856.541														
SURFACE ELEVATION: 734.0 FEET	5.5	7.0	SS-4	78	3	15	29	33	20	31	17	14	18	A-6a(10)
	7.0	8.5	SS-5	0	SAME AS SS-4									A-6a(10) VISUAL
	8.5	10.0	SS-6	89	SAME AS SS-4									A-6a(10) VISUAL
B7-35	0.0	2.0	ss-1	83	13	15	24	30	18	30	20	10	19.3	A-4a(8) *
STA. 105+79.60, 41.40' LT.	2.0	3.5	ss-2	33	SAME AS SS-1									A-4a(8) VISUAL
NORTHING = 645812.355	3.5	5.0	ss-3	94	SAME AS SS-1									A-4a(8) VISUAL
EASTING = 1490210.575	5.0	6.5	ss-4	72	11	36	25	15	15	30	20	10	18.2	A-2-4(0)
	8.5	10.0	ss-5	100	4	11	33	30	22	24	16	8	19.6	A-4a(8)
	11.0	12.5	ss-6	56	61	22	7	8	2				4.6	A-1-a(0)
	13.5	15.0	ss-7	50	SAME AS SS-6									A-1-a(0) VISUAL
	16.0	17.5	ss-8	39	SAME AS SS-6									A-1-a(0) VISUAL
	18.5	20.0	ss-9	78	SAME AS SS-6									A-1-a(0) VISUAL
	21.0	22.5	ss-10	78	25	24	35	13	4				4.8	A-2-4(0)
	23.5	25.0	ss-11	72	SAME AS SS-10									A-2-4(0) VISUAL
	28.5	30.0	ss-12	100	SAME AS SS-10									A-2-4(0) VISUAL

SEE STRUCTURE FOUNDATION EXPLORATION BRIDGE NO. MOT-75-1267 L/R, SHEET 3 FOR BORING B7-35 BELOW ELEV.705.0

SUMMARY OF SOIL TEST DATA
ROADWAY ID: C1 STREET

EXPLORATION NO., STATION & OFFSET	FROM	TO	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)
RD-11	0.3	1.8	SS-1	50	55	19	11	10	5	17	15	2	7.2	A-1-a(0)
STA. 327+74.30, 56.80' LT.	2.0	3.5	SS-2	6	SAME AS SS-1									A-1-a(0) VISUAL
NORTHING = 645981.870	4.0	5.5	SS-3	0	SAME AS SS-1									A-1-a(0) VISUAL
EASTING = 1490714.759														
SURFACE ELEVATION: 734.1 FEET	6.0	7.5	SS-4	44	63	17	8	10	3				5.2	A-1-a(0)
	8.0	9.5	SS-5	50	SAME AS SS-4									A-1-a(0) VISUAL
RD-20	1.0	2.5	SS-1	67	32	10	19	21	19	29	16	13	12	A-6a(10)
STA. 325+15.43, 85.35' LT.	2.5	4.0	SS-2	78	SAME AS SS-1									A-6a(10) VISUAL
NORTHING = 64581.736	4.0	5.5	SS-3	67	68	8	8	12	4	22	17	5	6	A-1-b(0) *
EASTING = 14904856.541														
SURFACE ELEVATION: 734.0 FEET	5.5	7.0	SS-4	78	3	15	29	33	20	31	17	14	18	A-6a(10)
	7.0	8.5	SS-5	0	SAME AS SS-4									A-6a(10) VISUAL
	8.5	10.0	SS-6	89	SAME AS SS-4									A-6a(10) VISUAL

DRAWN IS CHECKED RL

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

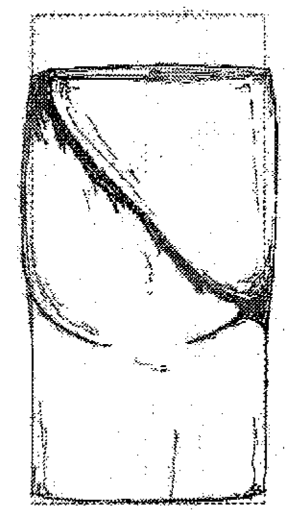
EXPLORATION ID: B7-31

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.

SAMPLE ID: 865

DEPTH: 35.5' - 36.0'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.825 in.

HEIGHT: 5.988 in.

WET DENSITY: 128.07 pcf

DRY DENSITY: 103.40 pcf

VISUAL DESCRIPTION: GRAY/BROWN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

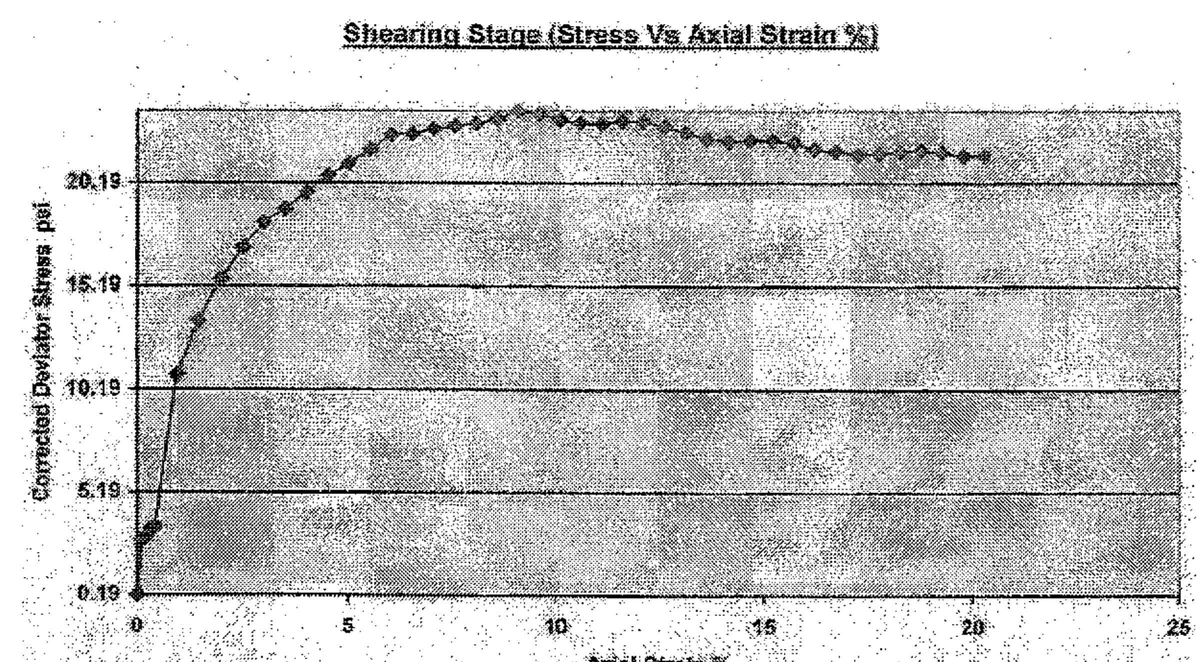
PENETROMETER:

TORVANE:

REMARKS: qu = 23.72 psi @ 9.08% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 35.5' - 36.0'



CALCULATED AS CHECKED RL

SOIL PROFILE
LABORATORY DATA

MOT-75-12.00

UNCONFINED COMPRESSION TEST
(AASHTO T208)

PROJECT DESIGNATION: MOT-75-12.00, PID 77247

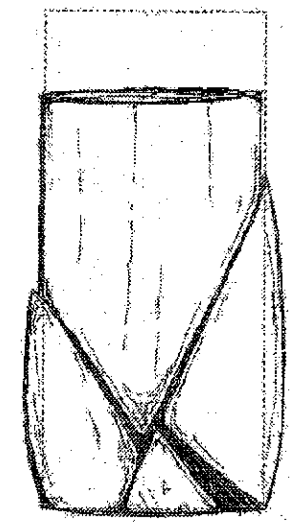
EXPLORATION ID: B7-31

ALIGNMENT, STATION & OFFSET: I.R. 75, STA. 321+50.28, 60.80' LT.

SAMPLE ID: 865

DEPTH: 36.0' - 36.5'

LAB NO.: 25435



Mode of Failure

SPECIMEN DATA

DIAMETER: 2.797 in.

HEIGHT: 6.083 in.

WET DENSITY: 128.49 pcf

DRY DENSITY: 104.85 pcf

VISUAL DESCRIPTION: GRAY/BROWN CLAY

PHYSICAL CHARACTERISTICS

% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	WC
-	-	-	-	-	-	-	-	-

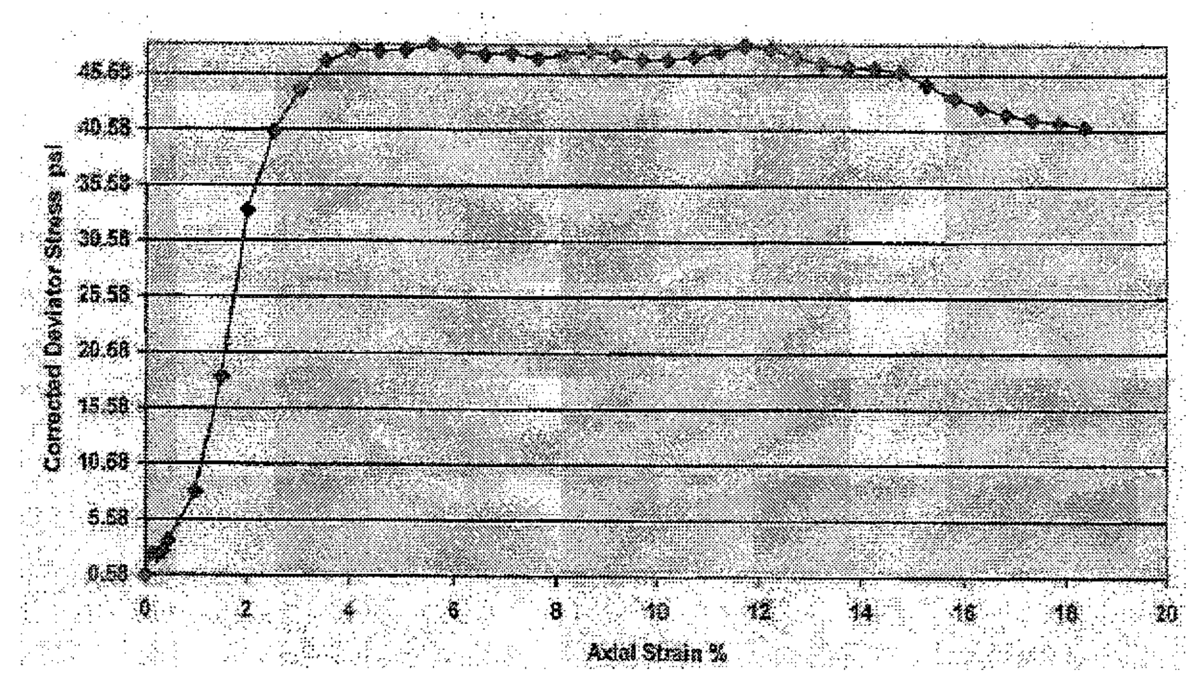
PENETROMETER:

TORVANE:

REMARKS: qu = 48.25 psi @ 5.56% STRAIN

DEVIATOR STRESS VS. AXIAL STRAIN
(AASHTO T208)

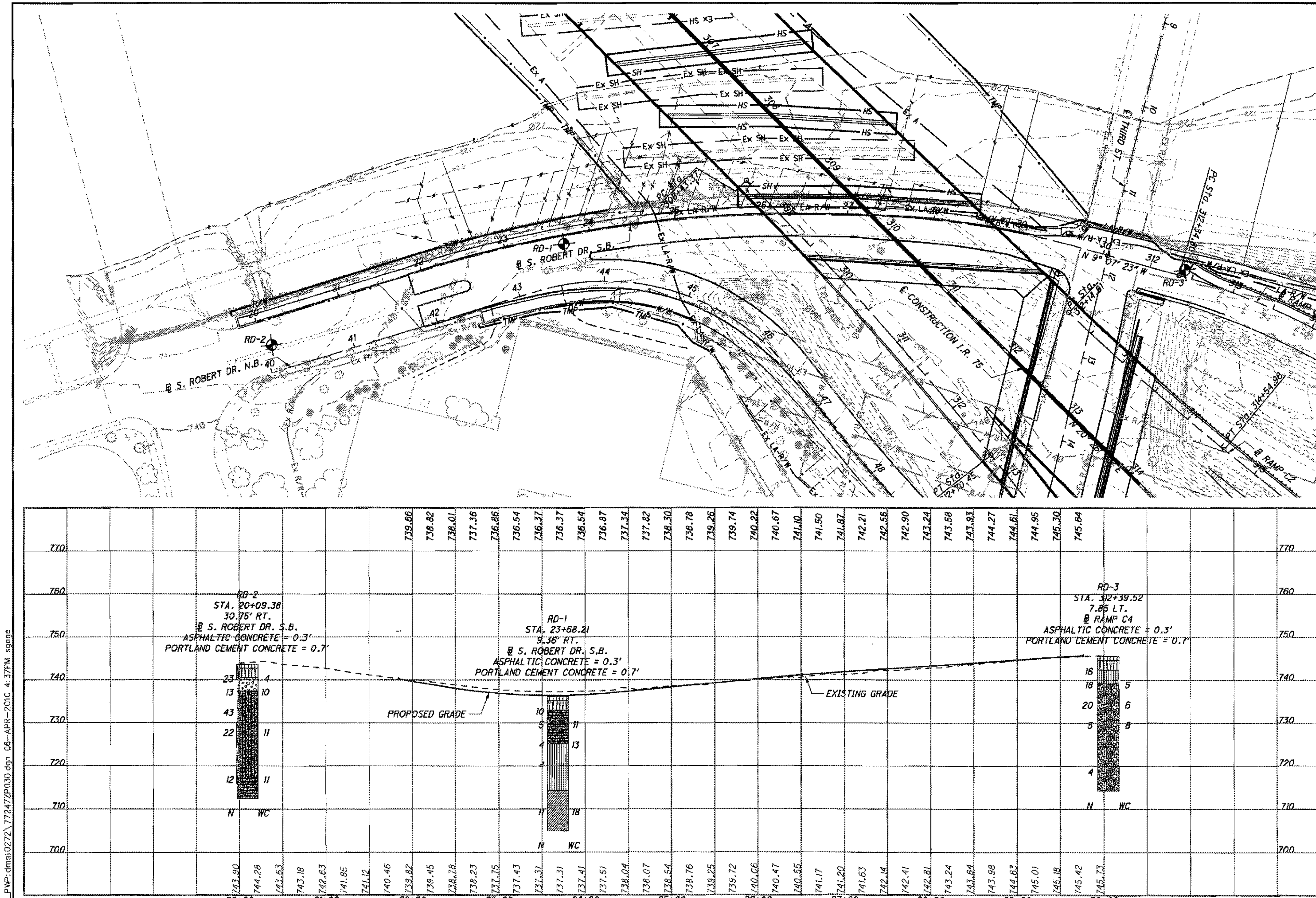
PROJECT DESIGNATION: MOT-75-12.00, PID 77247 EXPLORATION ID: B7-31 SAMPLE ID: 865 DEPTH: 36.0' - 36.5'



CALCULATED AS CHECKED RL

SOIL PROFILE
LABORATORY TEST DATA

MOT-75-12.00



HORIZONTAL SCALE IN FEET

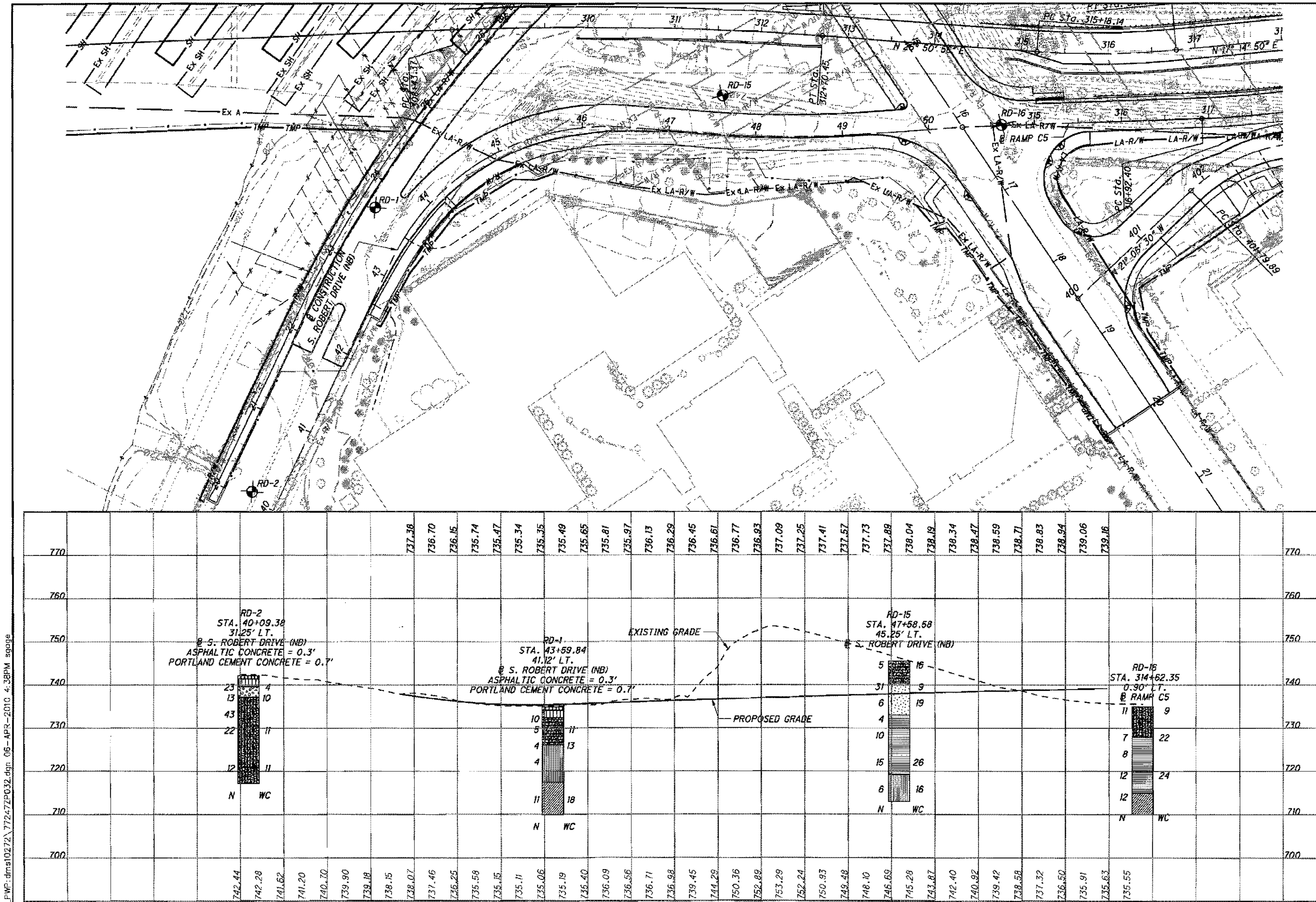
CALCULATED AS
CHECKED RL

SOIL PROFILE
SOUTH ROBERT DRIVE (SOUTHBOUND)

MOT-75-12.00

9 / 21

IP_PWP:dms10272\77247ZP030.dgn 06-APR-2010 4:37PM sgage



SOIL PROFILE
SOUTH ROBERT DRIVE (NORTHBOUND)

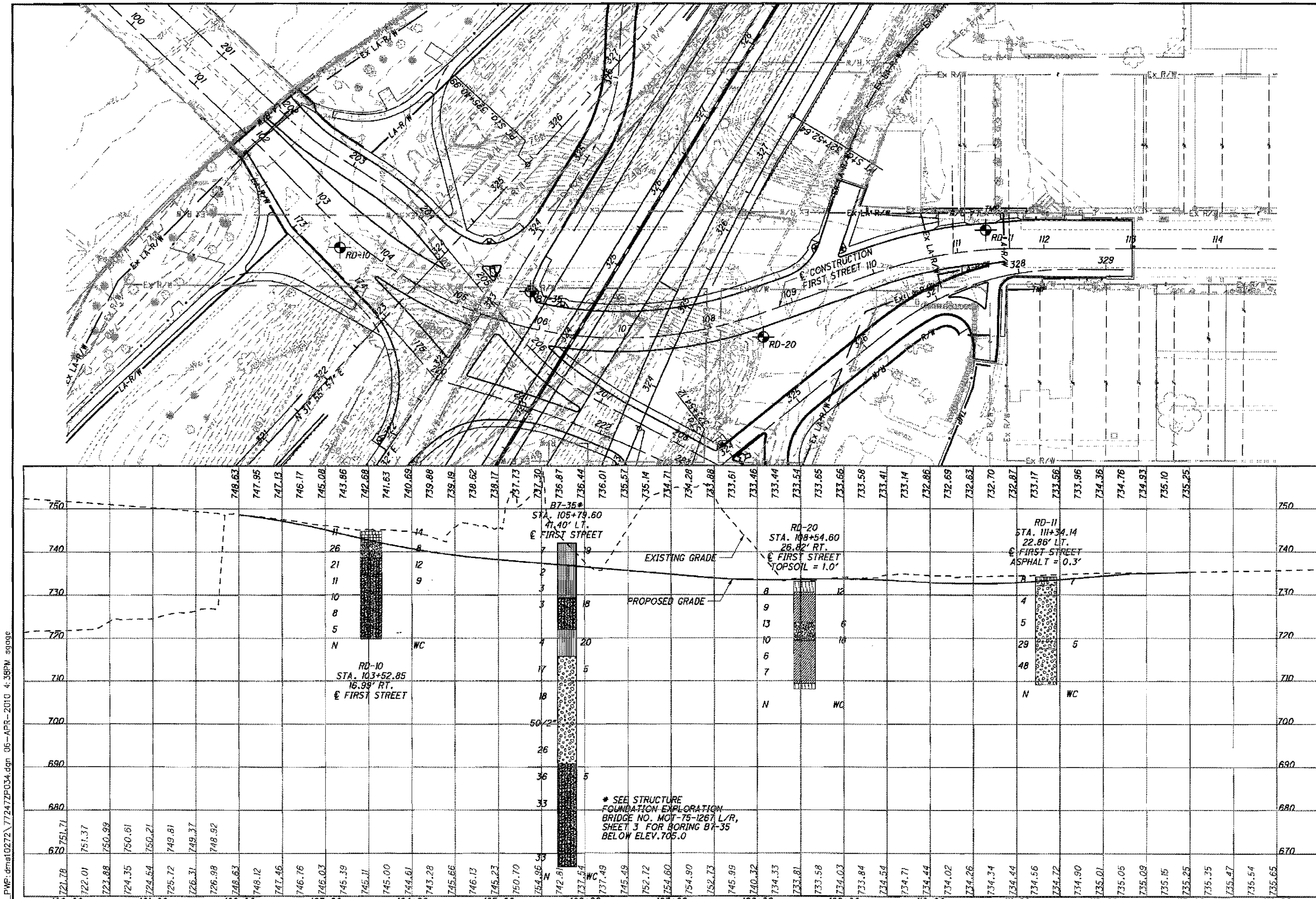
HORIZONTAL SCALE IN FEET
0 25 50 100

DRAWN AS
CHECKED RL

MOT-75-12.00

10/21

P_PWP:dms10272\77247ZP032.dgn 06-APR-2010 4:38PM sgage



HORIZONTAL SCALE IN FEET

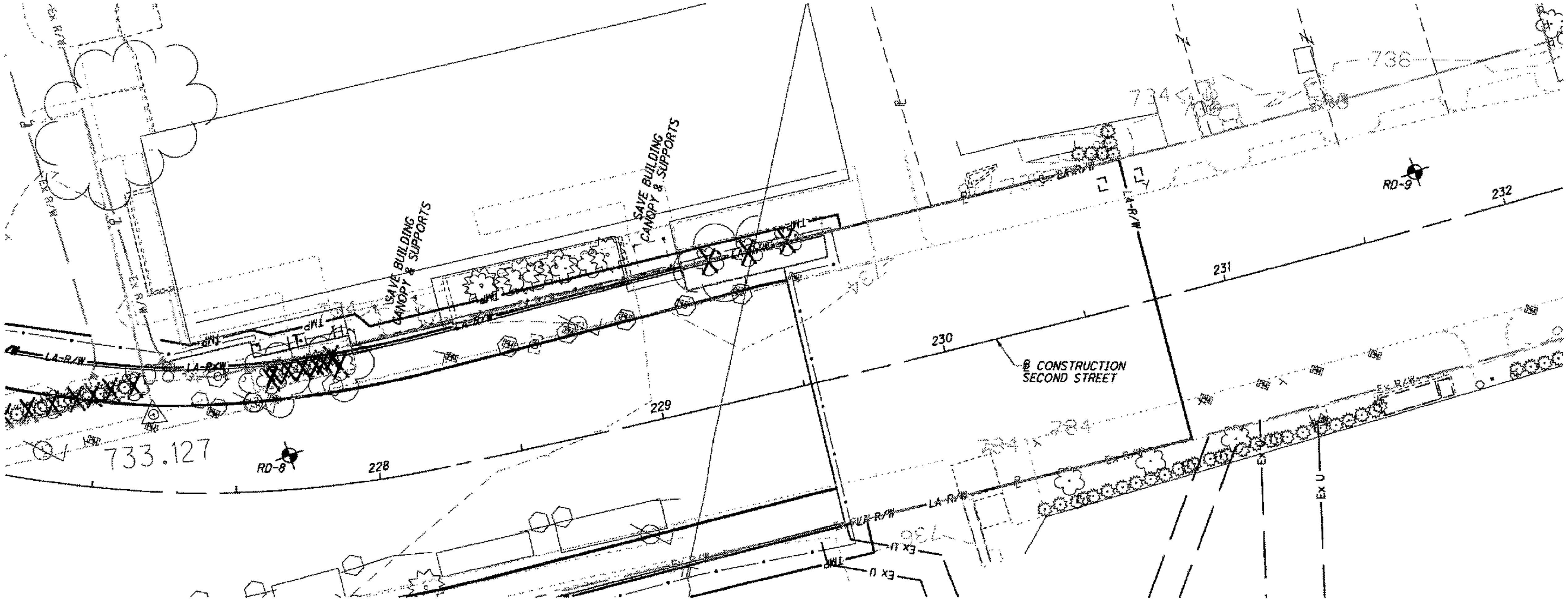
DRAWN AS
CHECKED RL

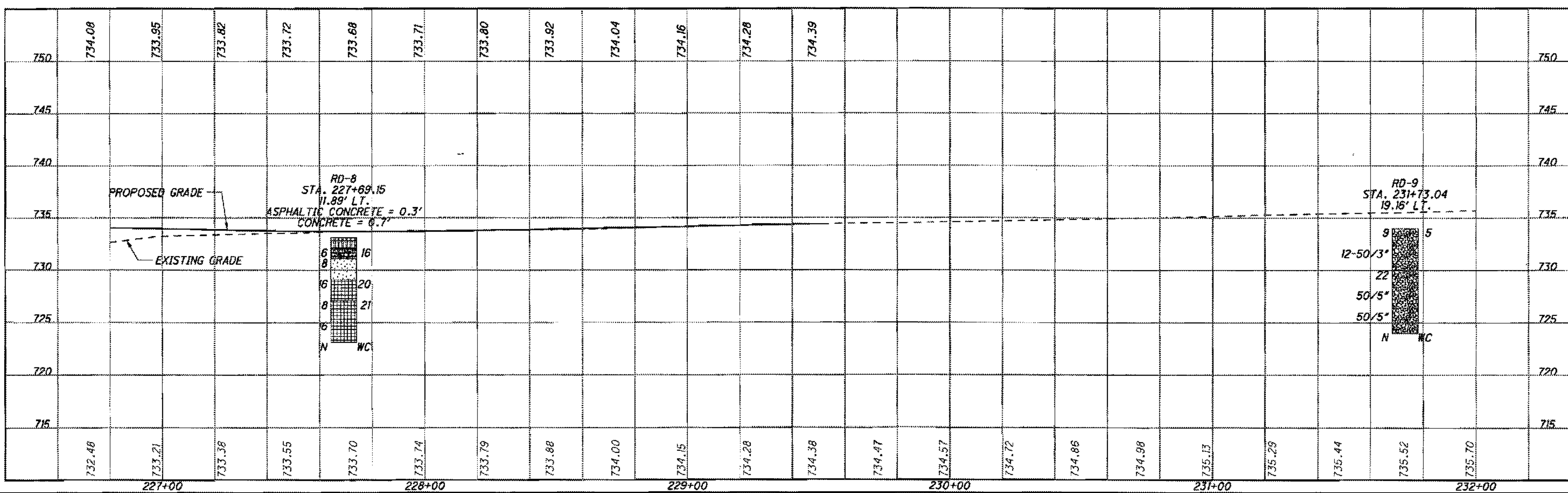
SOIL PROFILE
FIRST STREET

MOT-75-12.00

11/21

P_PWF-dms10272\77247ZP034.dgn 06-APR-2010 4:38PM sgage





HORIZONTAL SCALE IN FEET

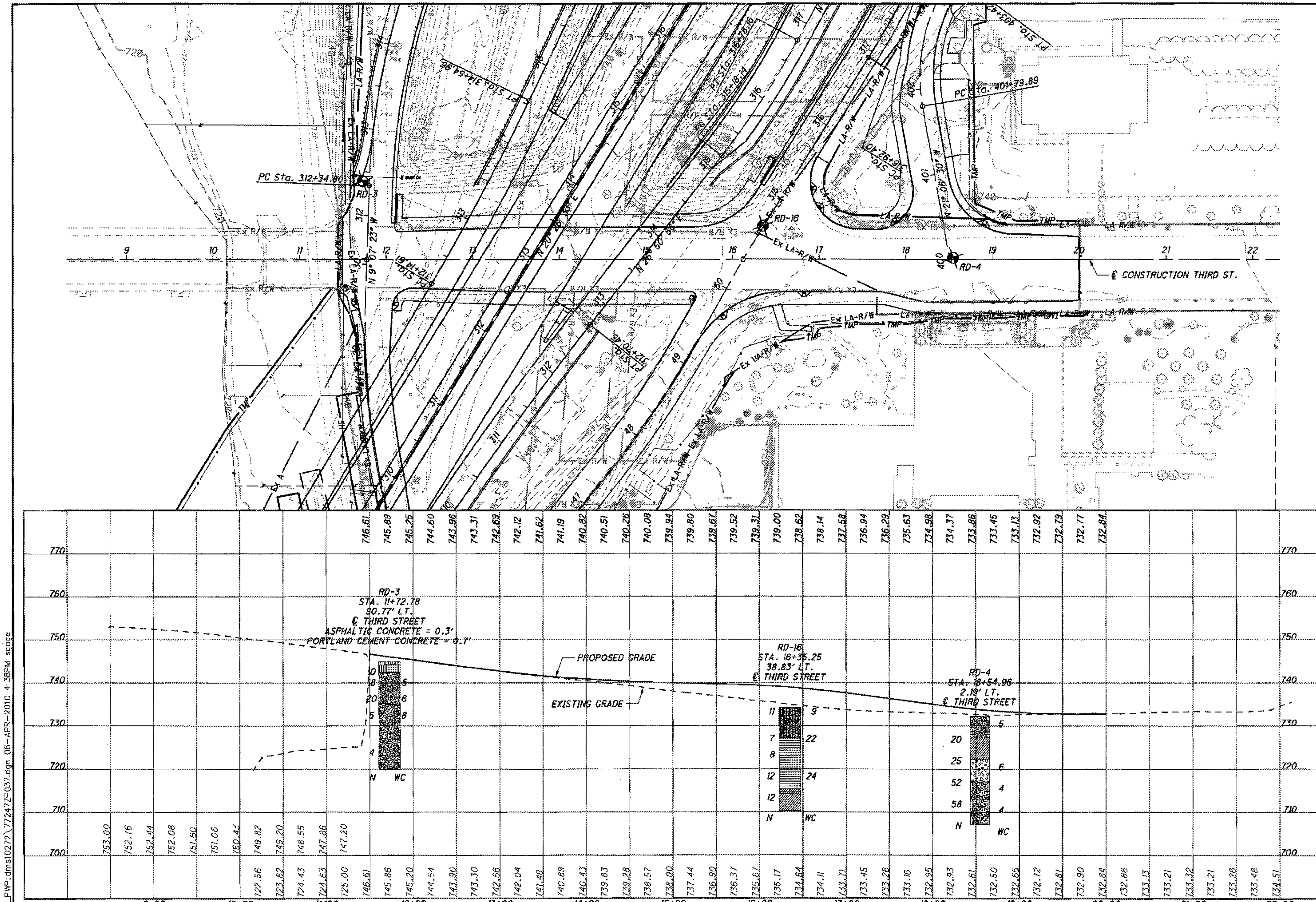
CALCULATED AS

CHECKED RL

SOIL PROFILE SECOND STREET

MOT-75-12.00

P_PWP:dms10272\77247ZP036.dgn 06-APR-2010 4:38PM sgage



HORIZONTAL SCALE IN FEET

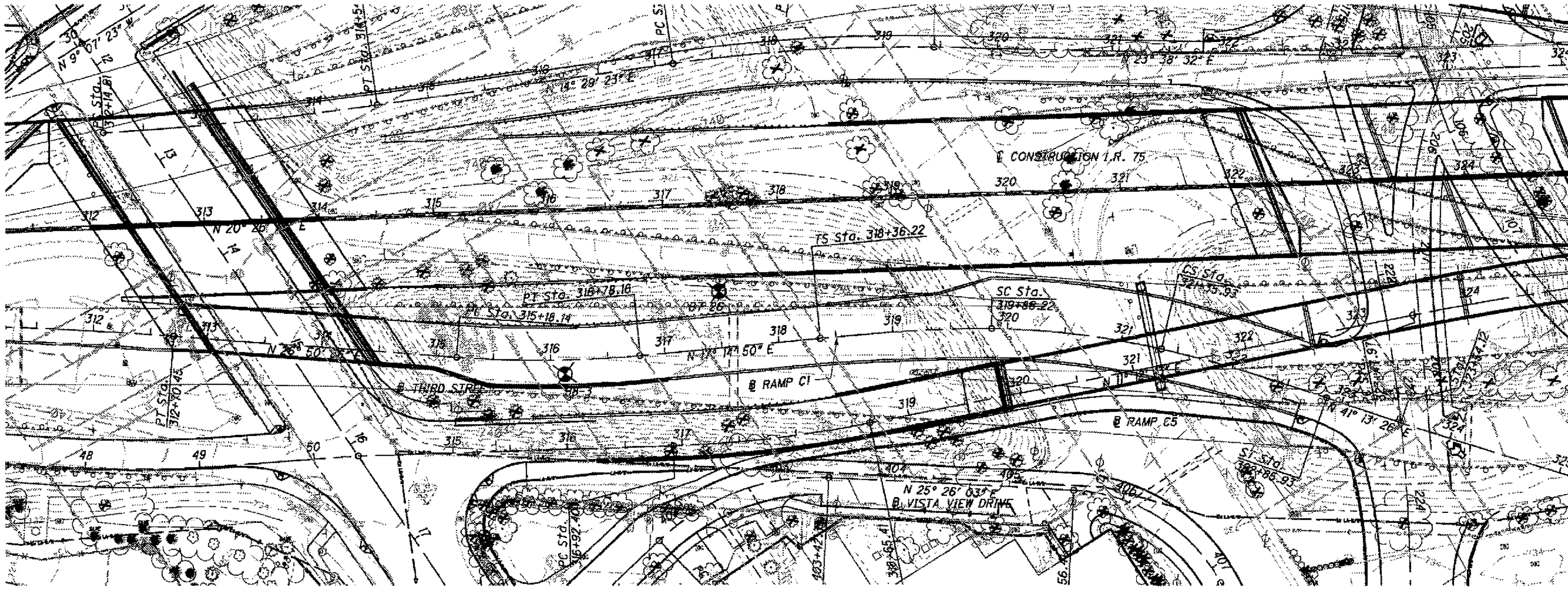
DRAWN AS
CHECKED RL

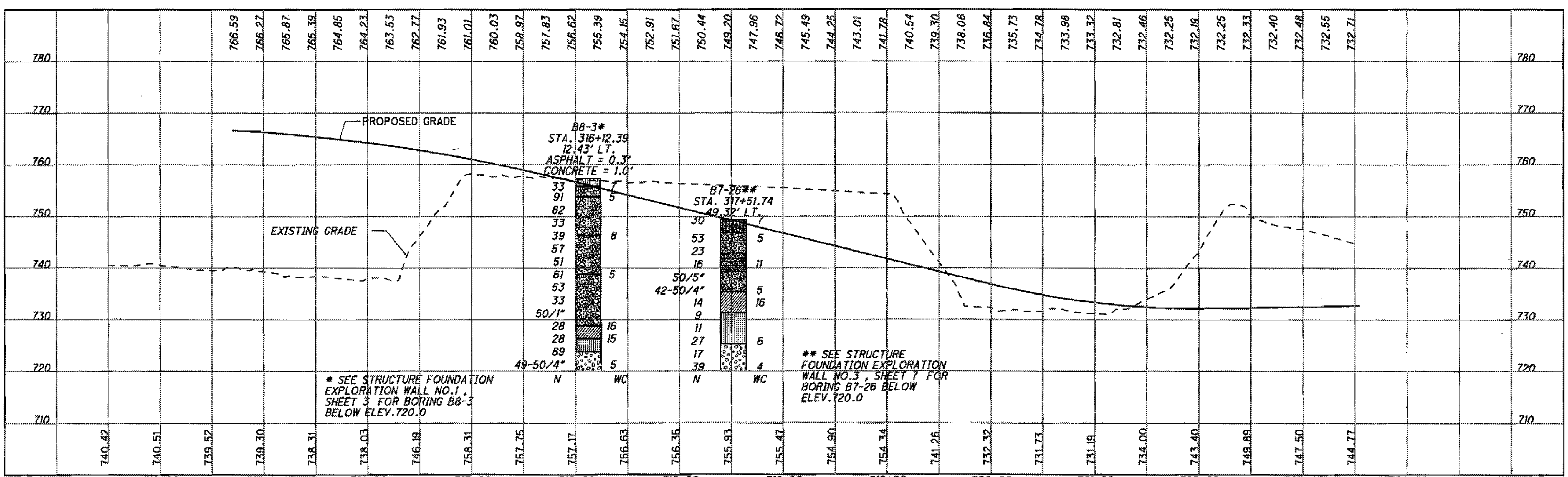
SOIL PROFILE
THIRD STREET

MOT-75-12.00

13/21

P_PWP:dms10272\77247P037.dgn 06-APR-2010 4:38PM sgage





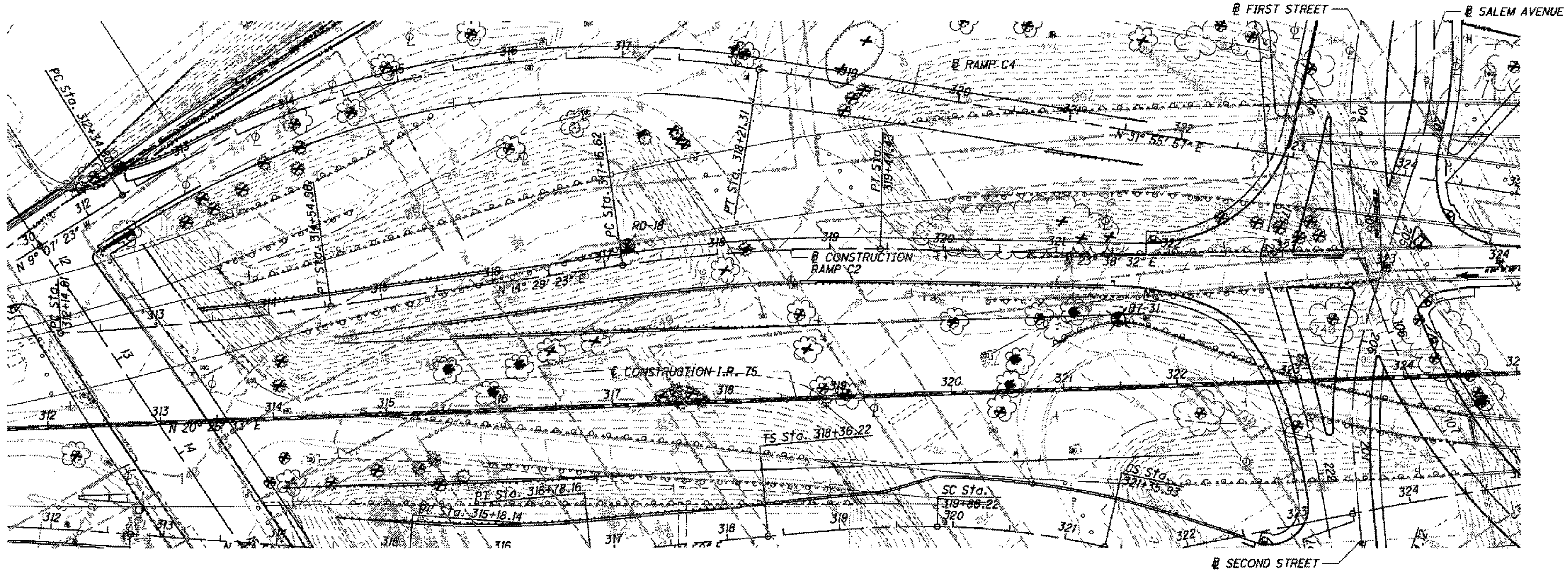
CALCULATED AS
CHECKED RL

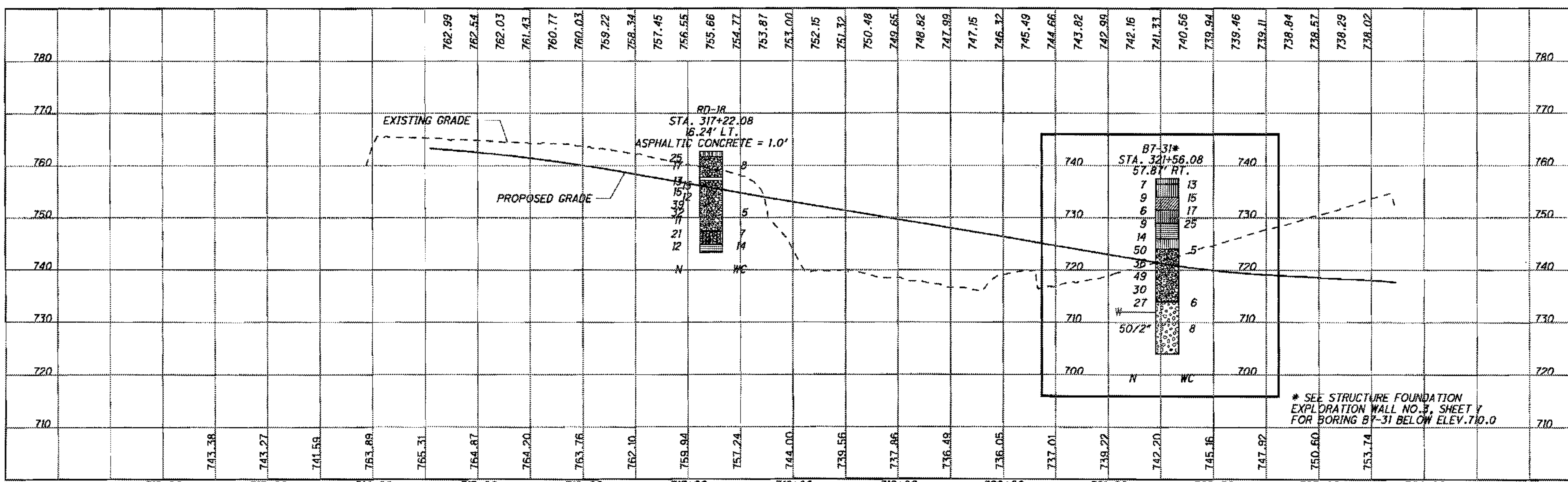
HORIZONTAL SCALE IN FEET

SOIL PROFILE RAMP C1

MOT-75-12.00

14 / 21





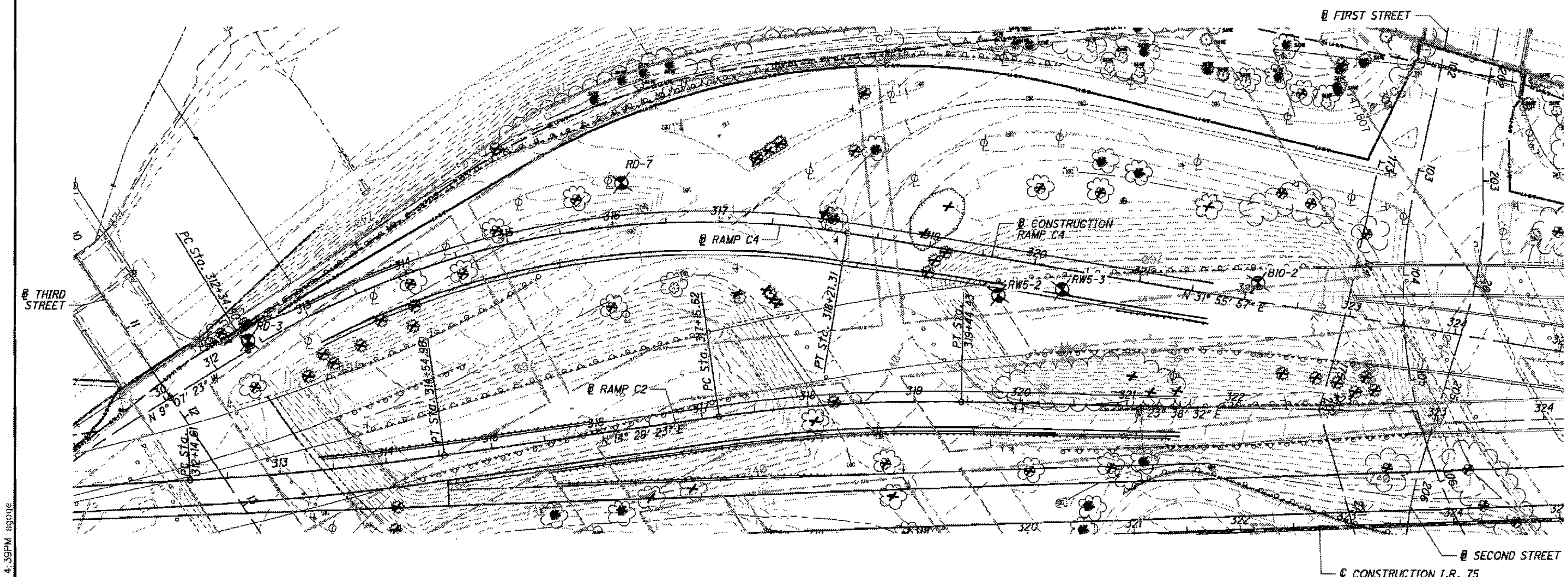
SOIL PROFILE
RAMP C2

CALCULATED AS
CHECKED RL

HORIZONTAL SCALE IN FEET 0 10 20 40

MOT-75-12.00

15 / 21



SEE SHEET 17 FOR SOIL BORING PROFILES.

HORIZONTAL SCALE IN FEET

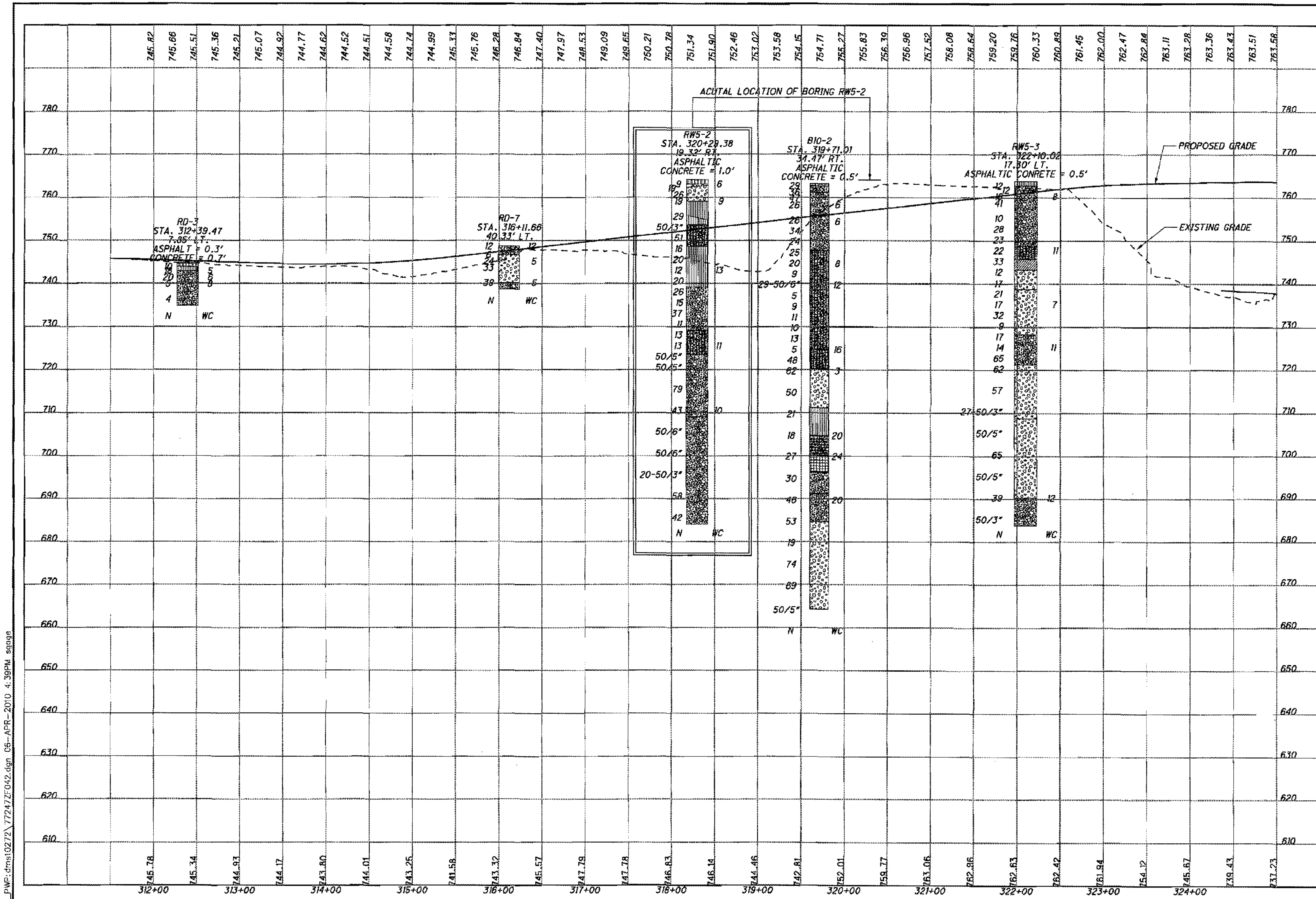
0 25 50 100

CALCULATED AS

CHECKED RL

SOIL PROFILE RAMP C4

MOT-75-12.00



SOIL PROFILE
RAMP C4

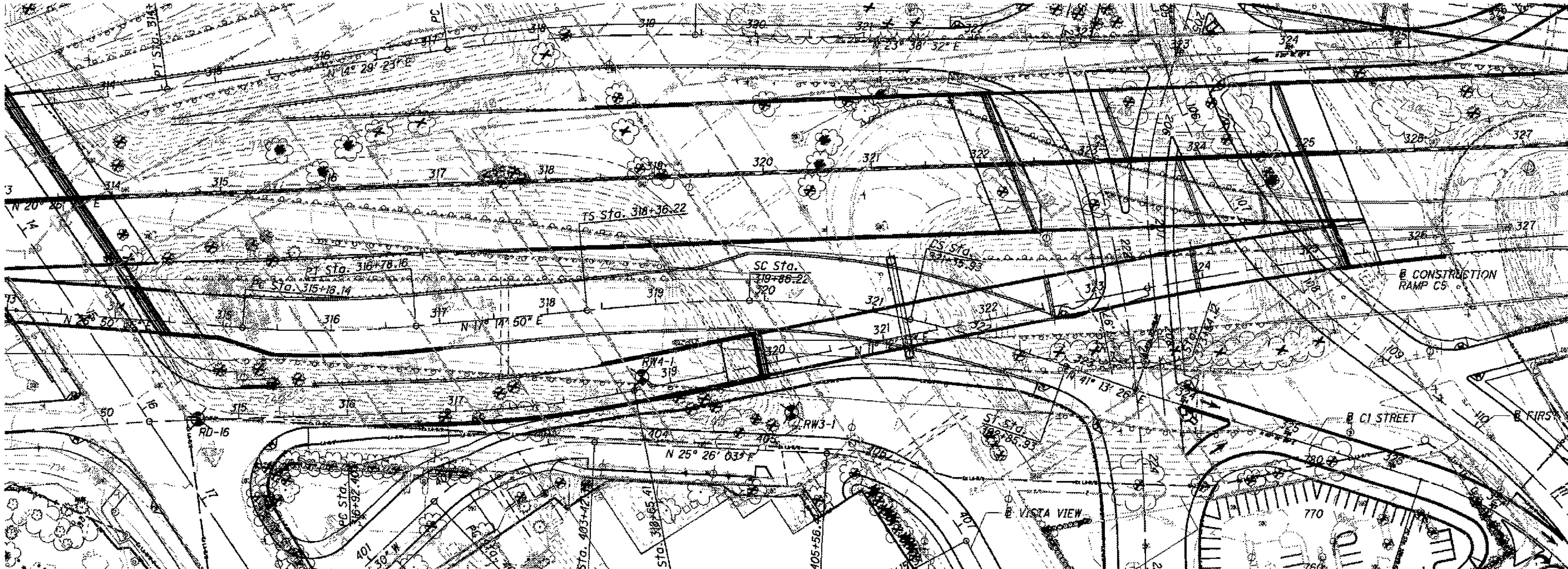
CALCULATED AS
CHECKED RL

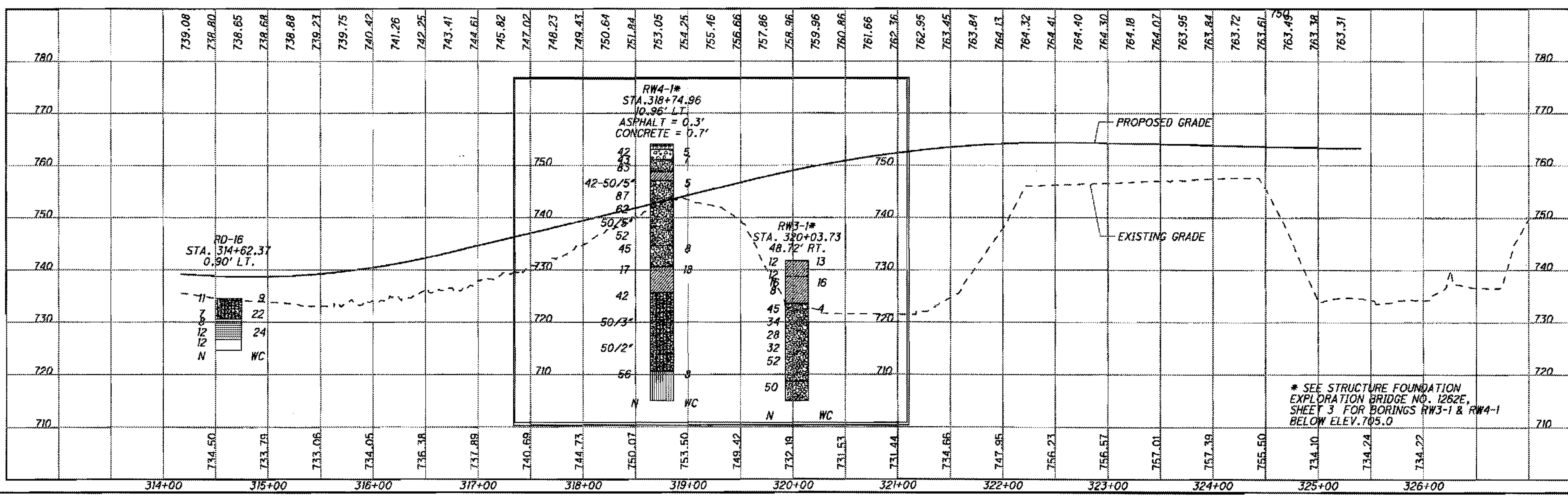
MOT-75-12.00

17 / 21

IP_PWP:dms10272\77247ZF042.dgn 06-APR-2010 4:39PM sgage

IP_PWP:dms10272\772472P043.dgn 06-APR-2010 4:40PM sgage





HORIZONTAL SCALE IN FEET

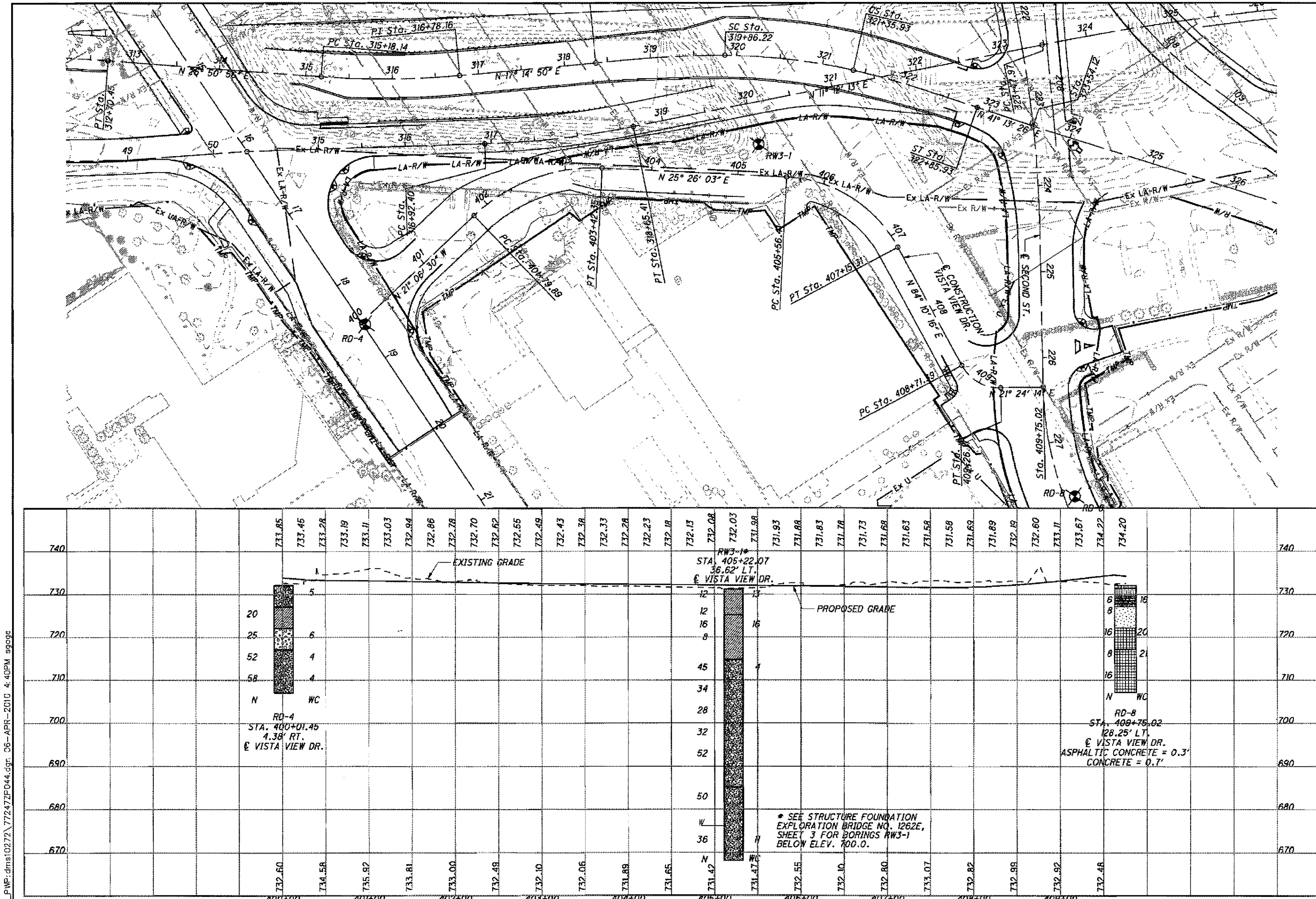
0 25 50 100

CALCULATED AS

CHECKED RL

SOIL PROFILE RAMP C5

MOT-75-12.00



HORIZONTAL SCALE IN FEET

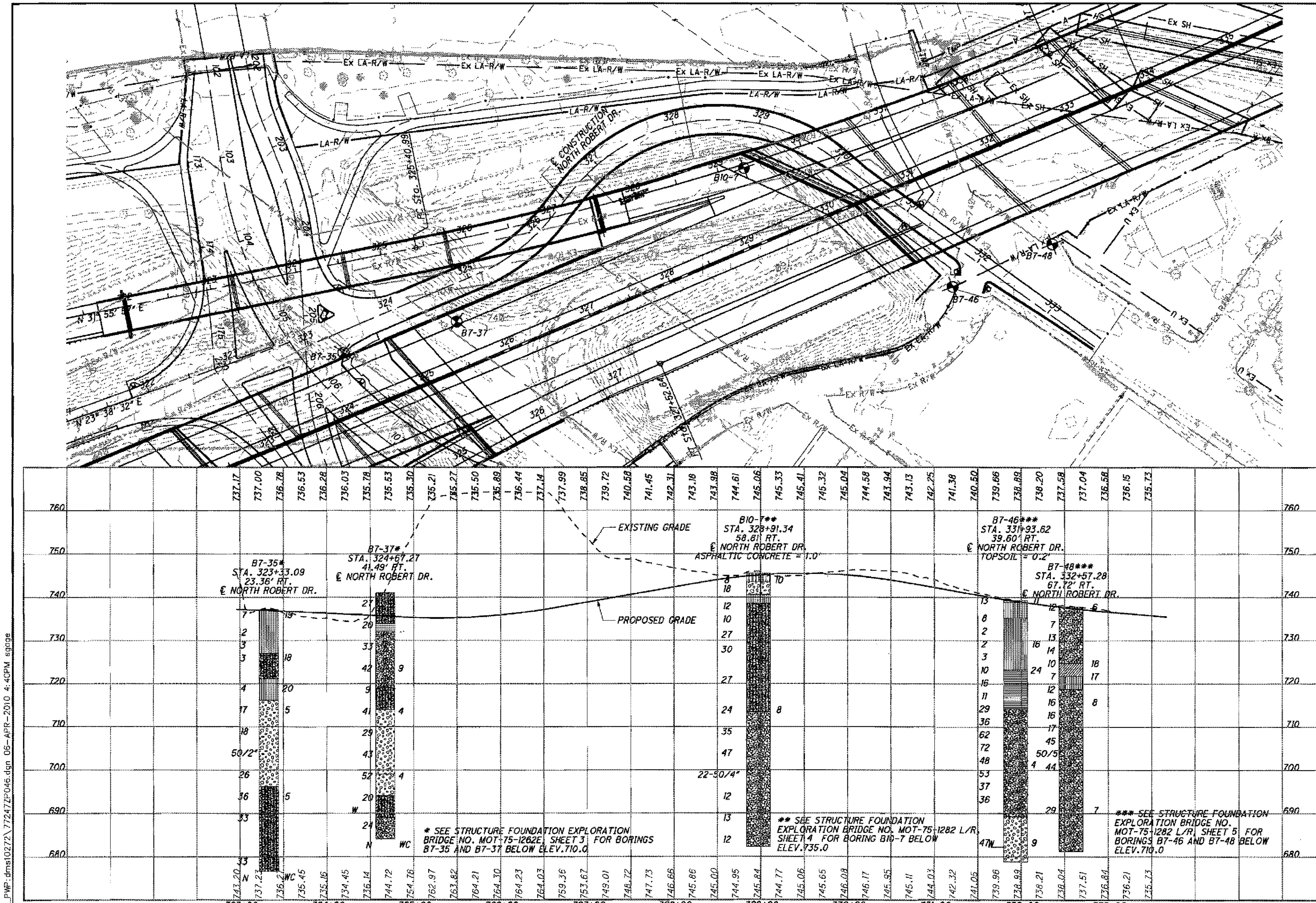
DRAWN AS

CHECKED RL

SOIL PROFILE
VISTA VIEW DRIVE

MOT-75-12.00

19 / 21



HORIZONTAL SCALE IN FEET

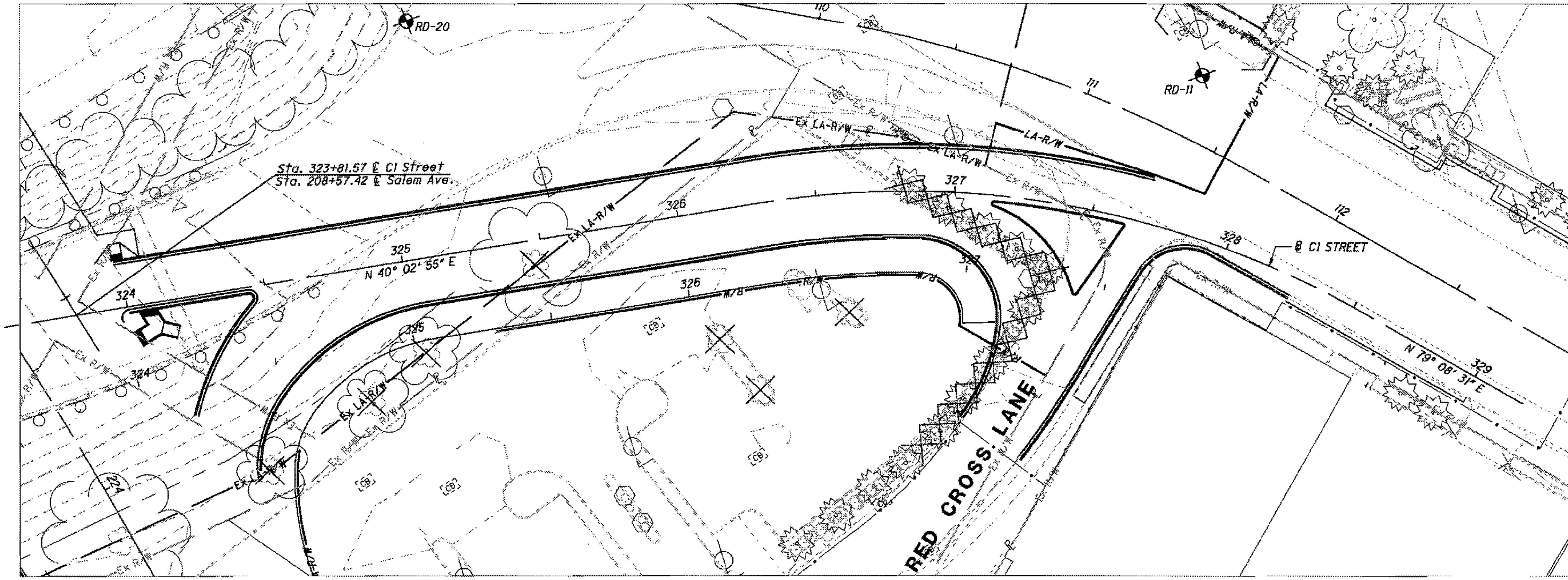
DRAWN AS
CHECKED RL

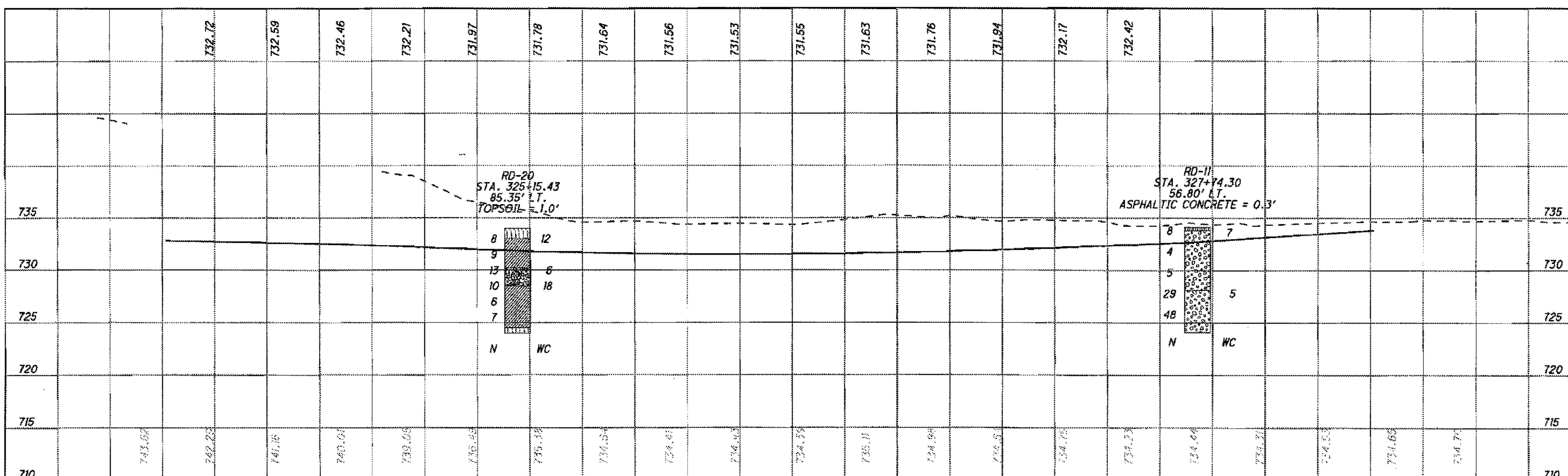
SOIL PROFILE NORTH ROBERT DRIVE

MOT-75-12.00

20/21

IP_PW:dms10272\77247ZP046.dgn 06-APR-2010 4:40PM sgage





SOIL PROFILE
C1 STREET

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED AS
CHECKED RL

MOT-75-12.00

21/21

P_FWP:dms10272\77247ZP048.dgn 06-APR-2010 4:41PM sgage