

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-75-(10.44)(10.78)

CITY OF DAYTON
MONTGOMERY COUNTY

PROJECT DESCRIPTION

REMOVAL AND REPLACEMENT OF THE CONCRETE DECK OF THE MOT-75-1044 STRUCTURE OVER CARILLON BLVD AND THE GREAT MIAMI RIVER. SUPERSTRUCTURE REPLACEMENT OF THE MOT-75-1078 STRUCTURE OVER EDWIN C. MOSES BLVD. APPROACH SLAB REPLACEMENT FOR EACH STRUCTURE, GUIDE SIGN REPLACEMENT ALONG EDWIN C. MOSES BLVD, REMOVAL OF THE TURNAROUND LOCATED AT THE EDWIN C. MOSES BLVD. INTERCHANGE, AND REPLACEMENT OF MEDIAN BARRIER WALL. RESURFACING OF I.R. 75 AND THE EDWIN C. MOSES BLVD INTERCHANGE RAMP.

PROJECT EARTH DISTURBED AREA: 1.89 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 4.9 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.

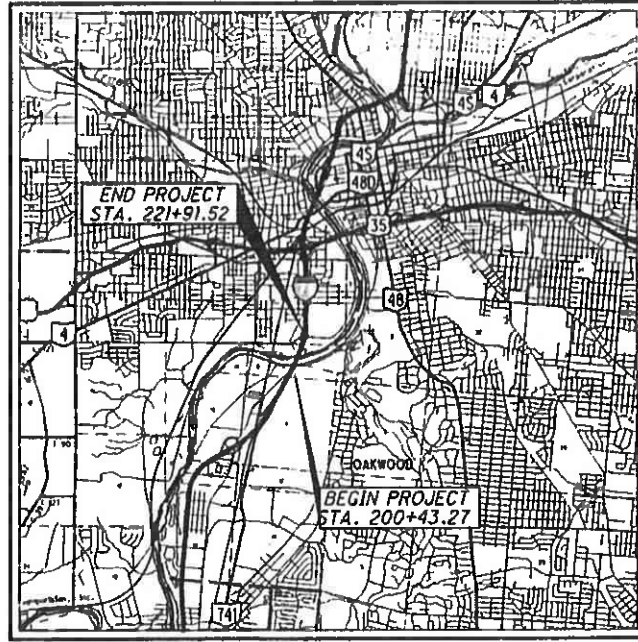
2019 SPECIFICATIONS

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 APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

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LOCATION MAP
LATITUDE: 39°43'52" LONGITUDE: 84°12'21"



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	-----
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

DESIGN DESIGNATION

CURRENT ADT (2019)	119,000
DESIGN YEAR ADT (2039)	131,000
DESIGN HOURLY VOLUME (2039)	12,000
DIRECTIONAL DISTRIBUTION	53%
TRUCKS (24 HOUR B&C)	20%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN INTERSTATE	
NHS PROJECT	YES

DESIGN EXCEPTIONS

SUPERELEVATION - APPROVED 11/7/16
SHOWN ON SHEETS 2-6-7-8

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

OHIO Utilities Protection SERVICE
Call Before You Dig
1-800-362-2164
(Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:
E.L. ROBINSON ENGINEERING
1801 Watermark Drive, Suite 310 • Columbus, Ohio 43215
www.erobinsonengineering.com

ENGINEERS SEAL:
FOR SHEETS 178-192

STATE OF OHIO
REGISTERED PROFESSIONAL ENGINEER
MARK E. MOELLMAN
E-48120

SIGNED: [Signature]
DATE: 2/13/20

ENGINEERS SEAL:
FOR SHEETS 193-340

STATE OF OHIO
REGISTERED PROFESSIONAL ENGINEER
DAVID F. TRAINI
E-48751

SIGNED: [Signature]
DATE: 2/13/20

ENGINEERS SEAL:
FOR SHEETS 1-177

STATE OF OHIO
REGISTERED PROFESSIONAL ENGINEER
BRENT B. DOWNING
#E-EX2866

SIGNED: [Signature]
DATE: 2/13/20

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS			
BP-3.1	01/17/20	MGS-4.3	1/18/13	VFP-1-90	7/20/18	MT-95.31	7/19/19	MT-103.10	1/19/18	TC-65.11	7/21/17	800-2019	4/17/20	GEPA DEMO
		MGS-5.2	7/15/16			MT-95.40	1/17/20	MT-104.10	10/16/15	TC-72.20	7/20/18	808	1/18/19	1/28/09
I-2.1	1/15/16	MGS-5.3	7/15/16	HL-10.11	7/19/19	MT-95.41	1/17/20	MT-105.10	1/17/20			813	10/18/18	
I-2.2	7/19/19	MGS-6.1	1/19/18	HL-10.12	1/20/17	MT-95.45	1/17/20	MT-110.10	7/19/13			814	7/15/16	WPC
				HL-10.13	1/17/20	MT-95.72	1/17/20					821	4/20/12	6/15/18
DM-1.1	7/21/17	RM-4.1	1/17/20	HL-20.11	4/21/17	MT-98.10	1/17/20	TC-7.65	7/20/18			832	10/18/18	
DM-1.2	1/18/13	RM-4.2	1/17/20	HL-20.13	1/19/18	MT-98.11	1/17/20	TC-9.10	1/19/18			845	4/20/18	
DM-2.1	1/18/13	RM-4.3	7/18/14	HL-30.11	7/19/19	MT-98.20	4/19/19	TC-12.30	1/19/18					
DM-4.1	7/20/18	RM-4.4	7/19/19	HL-30.31	1/17/20	MT-98.21	1/17/20	TC-21.10	7/19/19			908	10/20/17	
DM-4.3	1/15/16	RM-4.6	7/19/13	HL-30.32	1/17/20	MT-98.22	1/17/20	TC-21.20	7/20/18			913	4/21/17	
DM-4.4	1/15/16			HL-30.33	1/17/20	MT-98.29	1/17/20	TC-21.50	7/15/16			914	7/15/16	
		A-1-69	7/19/02	HL-30.41	1/19/18	MT-98.30	7/19/19	TC-41.10	7/19/13			921	4/20/12	
BP-5.1	1/18/19	AS-1-15	7/17/15	HL-40.10	1/20/17	MT-99.20	4/19/19	TC-41.20	10/18/13					
BP-9.1	1/18/19	AS-2-15	1/18/19	HL-40.20	1/17/20	MT-99.30	1/17/20	TC-41.30	10/18/13					
		GSD-1-96	7/19/02	HL-50.11	1/16/15	MT-101.60	1/17/20	TC-42.10	10/18/13					
F-1.1	7/19/13	HW-2.1	7/20/18	HL-50.21	1/18/19	MT-101.70	1/17/20	TC-42.20	10/18/13					
		HW-2.2	7/20/18	HL-60.11	7/21/17	MT-101.75	1/17/20	TC-51.11	1/15/16					
MGS-1.1	1/19/18	PCB-91	1/18/13	HL-60.12	7/15/16	MT-101.80	1/17/20	TC-51.12	1/15/16					
MGS-2.1	1/19/18	SBR-1-13	7/20/18	HL-60.21	7/20/18	MT-101.90	7/21/17	TC-52.10	10/18/13					
MGS-3.1	1/19/18	SBR-2-13	7/20/18	HL-60.31	1/17/20	MT-102.10	1/17/20	TC-52.20	7/20/18					
MGS-3.2	1/18/13	SICD-1-96	7/18/14			MT-102.20	4/19/19	TC-61.30	7/19/19					
MGS-4.2	7/19/13	SICD-2-14	7/18/14	MT-95.30	7/19/19	MT-102.30	10/16/15	TC-65.10	1/17/14					

APPROVED: [Signature] DISTRICT DEPUTY DIRECTOR
DATE: 2/15/20

APPROVED: [Signature] DIRECTOR, DEPARTMENT OF TRANSPORTATION
DATE: 3/5/20

MOT - IR - 75 - (10.44)(10.78)
200341
PID - 91606
Dist 7
07/02/2020

Contract Proposal Available @
www.contracts.dot.state.oh.us/home

FEDERAL PROJECT NO. E120(723)
PID NO. 91606
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
MOT-75-(10.44)(10.78)
1/348



CALCULATED
M/JT
CHECKED
MJC

SCHEMATIC PLAN
STA. 170+86.32 TO STA. 237+00.00

MOT-75-(10.44)(10.78)

I.R. 75 CURVE DATA

P.I. Sta. 157+50.40
 $\Delta = 30^\circ 51' 09''$ (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 1,581.01'
L = 3,085.25'
E = 214.13'
C = 3,048.11'
C.B. = N 45° 03' 21" E
e max = .030

I.R. 75 CURVE DATA

P.I. Sta. 216+01.41
 $\Delta = 28^\circ 59' 35''$ (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 1,481.40'
L = 2,899.30'
E = 188.41'
C = 2,868.47'
C.B. = N 15° 07' 59" E
e max = .0220
(NDC = .027)

RAMP A CURVE DATA

P.I. Sta. 11+09.33
 $\Delta = 5^\circ 12' 07''$ (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 260.27'
L = 520.19'
E = 5.91'
C = 520.01'
C.B. = S 21° 23' 05" W
e max = .0300

RAMP A CURVE DATA

P.I. Sta. 5+54.71
 $\Delta = 13^\circ 30' 26''$ (RT)
Dc = 2° 17' 01"
R = 2,508.87'
T = 297.11'
L = 591.46'
E = 17.53'
C = 590.09'
C.B. = S 12° 01' 49" W
e max = .0300

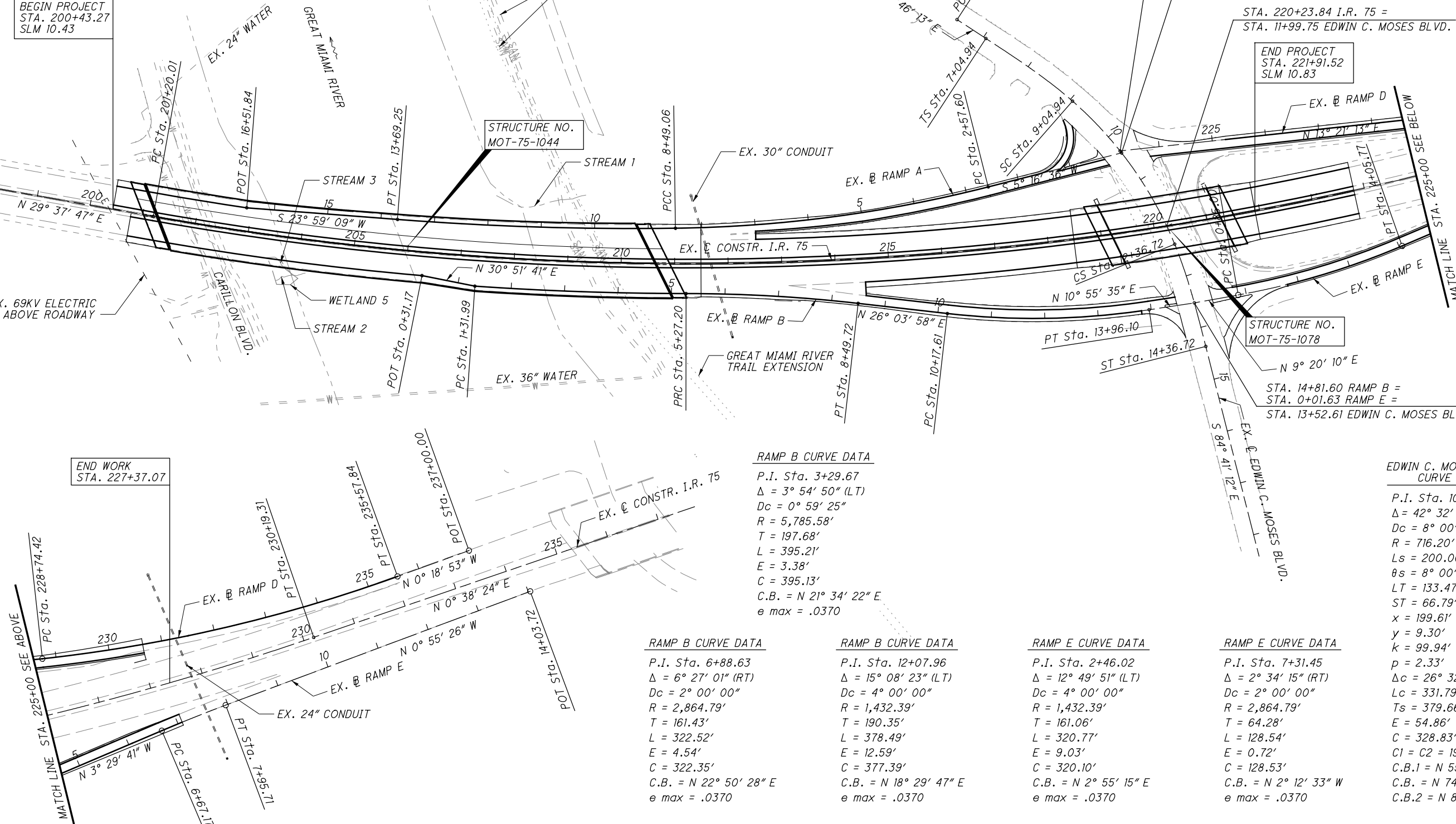
RAMP D CURVE DATA

P.I. Sta. 232+17.76
 $\Delta = 13^\circ 40' 06''$ (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 343.34'
L = 683.42'
E = 20.50'
C = 681.80'
C.B. = S 6° 31' 10" W
e max = .0300

BEGIN WORK
STA. 170+86.32
SLM 9.87

BEGIN PROJECT
STA. 200+43.27
SLM 10.43

END PROJECT
STA. 221+91.52
SLM 10.83



RAMP B CURVE DATA

P.I. Sta. 3+29.67
 $\Delta = 3^\circ 54' 50''$ (LT)
Dc = 0° 59' 25"
R = 5,785.58'
T = 197.68'
L = 395.21'
E = 3.38'
C = 395.13'
C.B. = N 21° 34' 22" E
e max = .0370

RAMP B CURVE DATA

P.I. Sta. 6+88.63
 $\Delta = 6^\circ 27' 01''$ (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 161.43'
L = 322.52'
E = 4.54'
C = 322.35'
C.B. = N 22° 50' 28" E
e max = .0370

RAMP B CURVE DATA

P.I. Sta. 12+07.96
 $\Delta = 15^\circ 08' 23''$ (LT)
Dc = 2° 00' 00"
R = 1,432.39'
T = 190.35'
L = 378.49'
E = 12.59'
C = 377.39'
C.B. = N 18° 29' 47" E
e max = .0370

RAMP E CURVE DATA

P.I. Sta. 2+46.02
 $\Delta = 12^\circ 49' 51''$ (LT)
Dc = 4° 00' 00"
R = 1,432.39'
T = 161.06'
L = 320.77'
E = 9.03'
C = 320.10'
C.B. = N 2° 55' 15" E
e max = .0370

RAMP E CURVE DATA

P.I. Sta. 7+31.45
 $\Delta = 2^\circ 34' 15''$ (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 64.28'
L = 128.54'
E = 0.72'
C = 128.53'
C.B. = N 2° 12' 33" W
e max = .0370

**EDWIN C. MOSES BLVD.
CURVE DATA**

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
θs = 8° 00' 00"
LT = 133.47'
ST = 66.79'
x = 199.61'
y = 9.30'
k = 99.94'
p = 2.33'
 $\Delta c = 26^\circ 32' 34''$ (RT)
Lc = 331.79'
Ts = 379.66'
E = 54.86'
C = 328.83'
C1 = C2 = 199.83'
C.B.1 = N 55° 26' 12" E
C.B. = N 74° 02' 31" E
C.B.2 = N 87° 21' 11" W

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PRIMARY PROJECT CONTROL INFORMATION

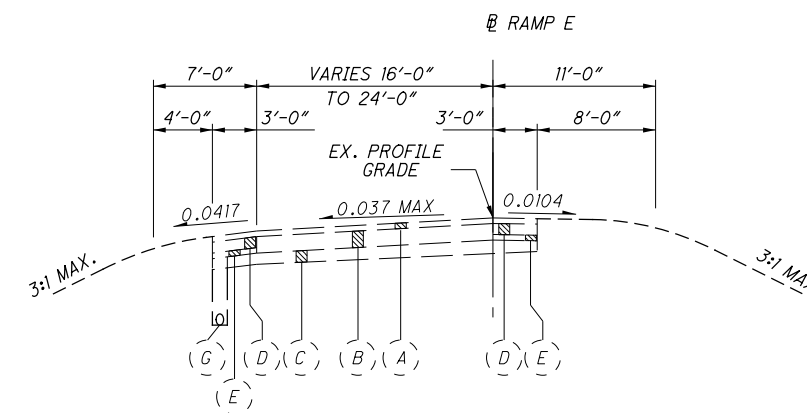
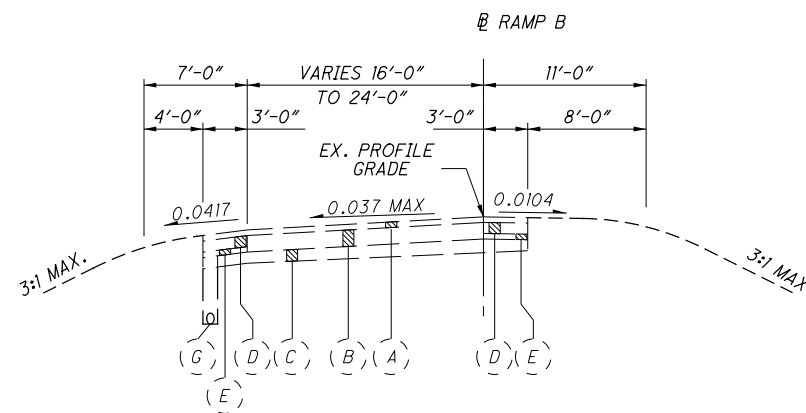
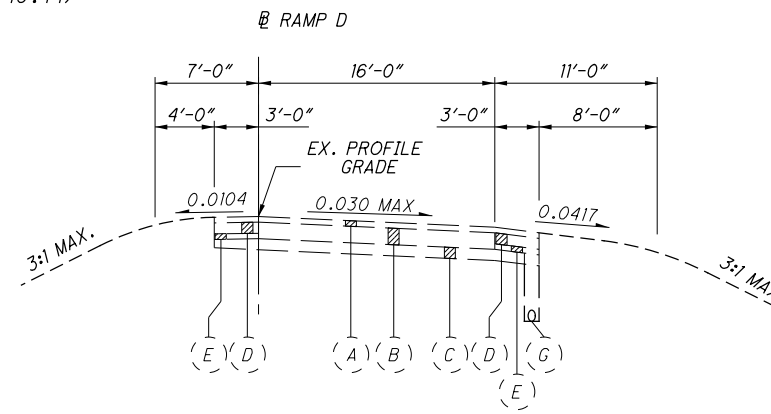
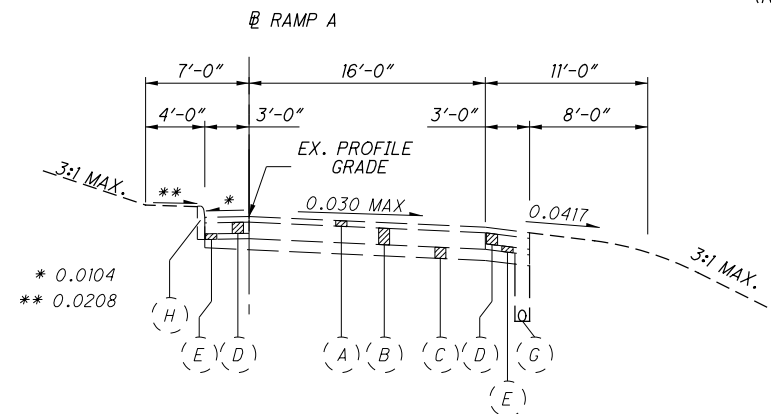
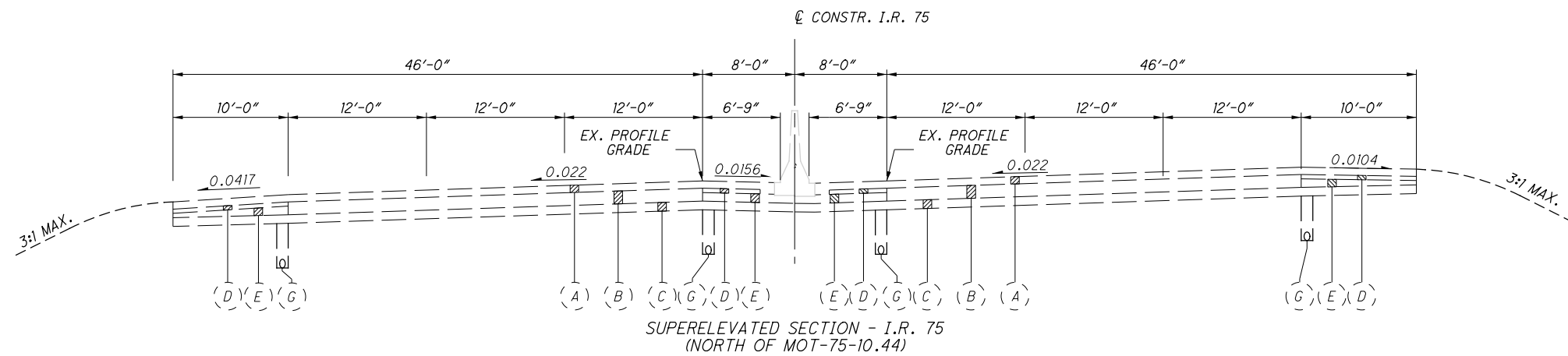
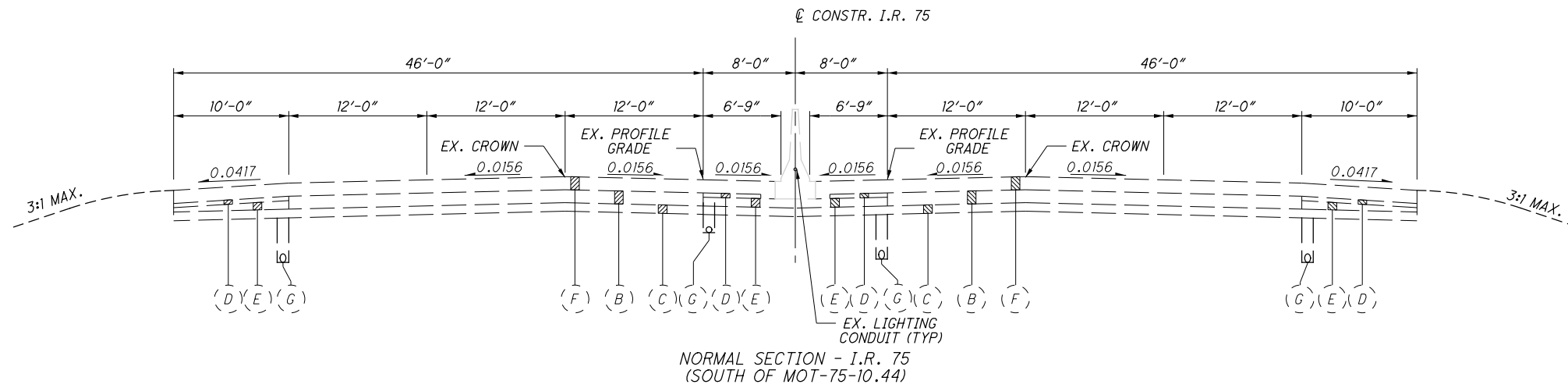
POINT NUMBER	GRID COORDINATES U.S. SURVEY FEET		SCALED COORDINATES U.S. SURVEY FEET		ORTHOMETRIC HEIGHT (ELEVATION)	DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING		
603	634,046.7281	1,488,335.2000	634,046.7281	1,488,335.2000	762.36	B.M.#3 - SQUARE CUT IN THE S.W. CORNER OF THE S.E. BASE FOR OVERHEAD SIGN.
604	634,220.0611	1,488,573.2104	634,220.0611	1,488,573.2104	742.49	B.M.#4 - SQUARE CUT IN THE N.E. CORNER OF THE RAISED CONCRETE SLAB.
605	634,337.6618	1,487,752.9117	634,337.6618	1,487,752.9117	738.97	B.M.#5 - TOP OF BOLT IN TOP FLANGE OF FIRE HYDRANT.
606	634,973.6888	1,488,602.6348	634,973.6888	1,488,602.6348	723.74	B.M.#6 - SQUARE CUT IN THE S.E. CORNER OF HEADWALL FOR 72" CULVERT.
607	635,262.6130	1,488,898.3012	635,262.6130	1,488,898.3012	745.84	B.M.#7 - SQUARE CUT IN THE N.E. CORNER OF THE S.E. BASE FOR OVERHEAD SIGN.
608	635,826.0859	1,489,157.9387	635,826.0859	1,489,157.9387	729.49	B.M.#8 - W. BOLT IN BASE OF HIGH MAST LIGHT POLE ON RAMP B.
609	636,012.4444	1,488,923.9366	636,012.4444	1,488,923.9366	729.49	B.M.#9 - SQUARE CUT IN THE S.W. CORNER OF THE CATCH BASIN ON RAMP A.
610	636,300.4140	1,488,980.3858	636,300.4140	1,488,980.3858	744.37	B.M.#10 - SQUARE CUT IN THE W. SIDE OF BASE OF HIGH MAST LIGHT POLE ON I.R.75.

REFERENCE POINTS

POINT NUMBER	GRID COORDINATES U.S. SURVEY FEET		SCALED COORDINATES U.S. SURVEY FEET		ALIGNMENT	STATION	OFFSET	DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING				
PC	629,556.4567	1,484,775.5739	629,556.4567	1,484,775.5739	EX. I.R. 75	141+69.39	C/L	C/L STATION
PT	631,709.6927	1,486,933.0146	631,709.6927	1,486,933.0146	EX. I.R. 75	172+54.64	C/L	C/L STATION
PC	634,200.3850	1,488,349.6292	634,200.3850	1,488,349.6292	EX. I.R. 75	201+20.01	C/L	C/L STATION
PT	636,969.3795	1,489,098.4790	636,969.3795	1,489,098.4790	EX. I.R. 75	230+19.31	C/L	C/L STATION
TS	635,778.8490	1,488,557.3851	635,778.8490	1,488,557.3851	EX. EDWIN C. MOSES BLVD.	7+04.94	C/L	C/L MONUMENT FOUND
SC	637,014.9307	1,489,204.9828	637,014.9307	1,489,204.9828	EX. EDWIN C. MOSES BLVD.	9+04.94	C/L	C/L MONUMENT FOUND
CS	635,982.6202	1,489,038.0964	635,982.6202	1,489,038.0964	EX. EDWIN C. MOSES BLVD.	12+36.72	C/L	C/L MONUMENT FOUND
ST	635,973.3917	1,489,237.7099	635,973.3917	1,489,237.7099	EX. EDWIN C. MOSES BLVD.	14+36.72	C/L	C/L MONUMENT FOUND
POT	635,888.9296	1,490,152.3565	635,888.9296	1,490,152.3565	EX. EDWIN C. MOSES BLVD.	23+55.72	C/L	C/L MONUMENT FOUND

REFERENCES AND BENCHMARKS

MOT-75-(10.44)(10.78)



EXISTING LEGEND

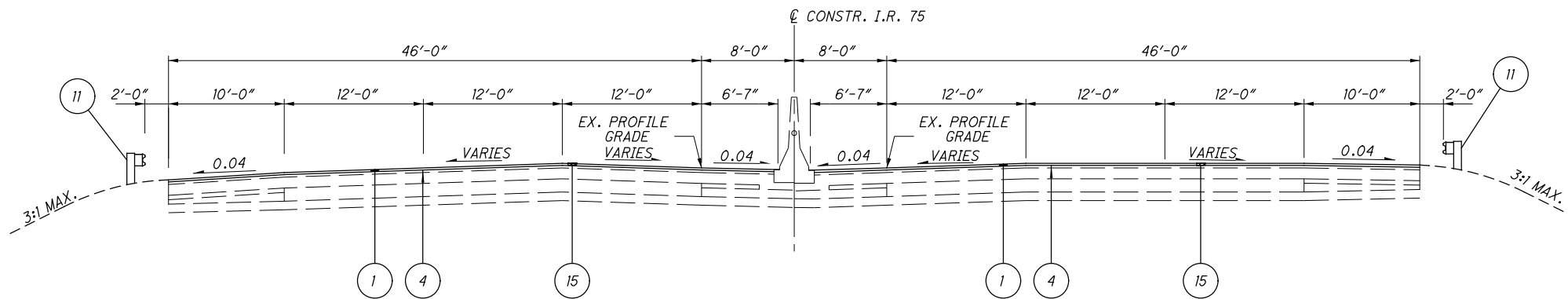
- (A) 3.25"± ASPHALT
- (B) 9" PORTLAND CEMENT CONCRETE
- (C) SUBBASE
- (D) 3"± ASPHALT BASE
- (E) VARIABLE DEPTH (6"± TYP.) ASPHALT BASE
- (F) 9"± ASPHALT
- (G) 6" UNDERDRAIN
- (H) TYPE 6 CONCRETE CURB

SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP A

SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP D

SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B

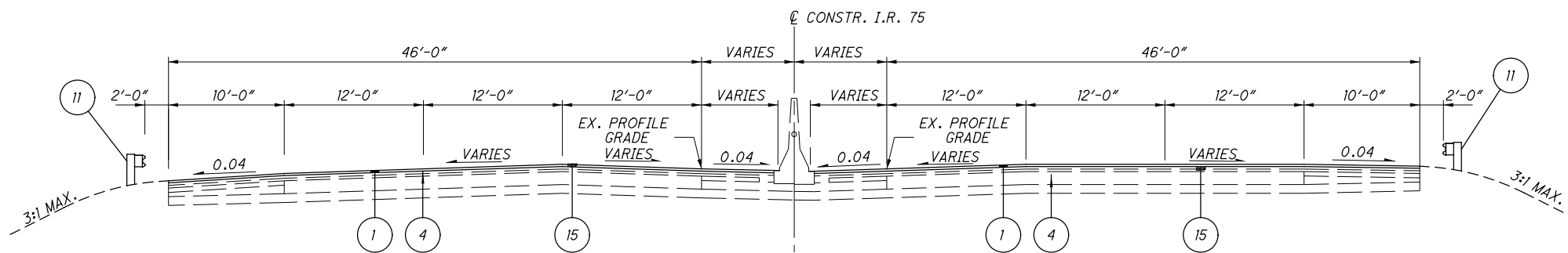
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP E



RESURFACING SECTION - I.R. 75

LIMITING STATIONS
 STA. 161+50.00 TO STA. 200+43.27 = 3893.27 FT.
 STA. 223+80.00 TO STA. 235+23.00 = 1143.00 FT.
 STA. 237+30.00 TO STA. 242+83.00 = 553.00 FT.

LIMITING STATIONS
 STA. 160+36.00 TO STA. 200+78.20 = 4042.20 FT.
 STA. 223+80.00 TO STA. 235+33.00 = 1153.00 FT.
 STA. 237+40.00 TO STA. 242+70.00 = 530.00 FT.



INITIAL RESURFACING SECTION - I.R. 75

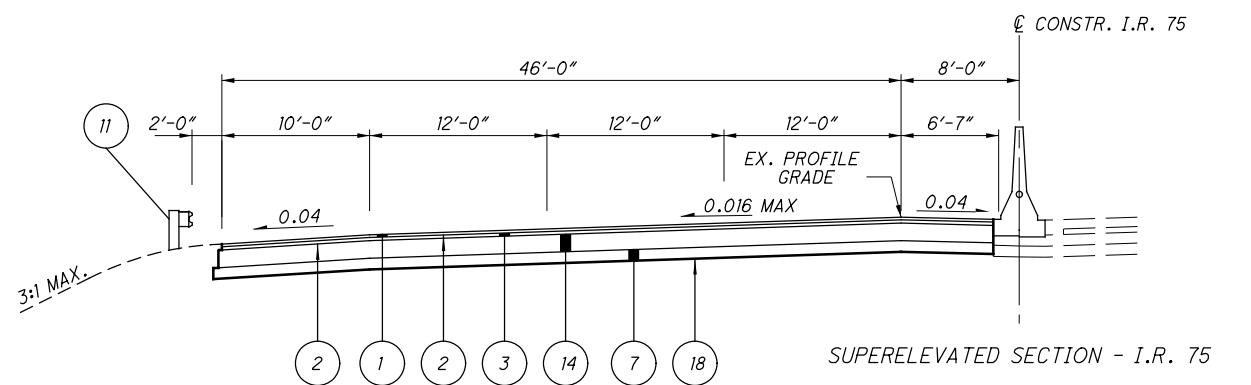
* RESURFACING TO BE PERFORM AT BEGINNING OF THE PROJECT.
 VARIABLE DEPTH RESURFACING SHOWN ON SUBSEQUENT TYPICALS
 TO BE PERFORMED IN LATER MOT PHASES.

LIMITING STATIONS
 *STA. 200+43.27 TO STA. 201+26.41 = 83.14 FT.
 *STA. 210+90.47 TO STA. 219+18.94 = 828.47 FT.
 *STA. 221+92.52 TO STA. 223+80.00 = 187.48 FT.

LIMITING STATIONS
 *STA. 200+78.20 TO STA. 201+26.41 = 48.21 FT.
 *STA. 210+90.47 TO STA. 219+18.94 = 828.47 FT.
 *STA. 221+92.52 TO STA. 223+80.00 = 187.48 FT.

LEGEND

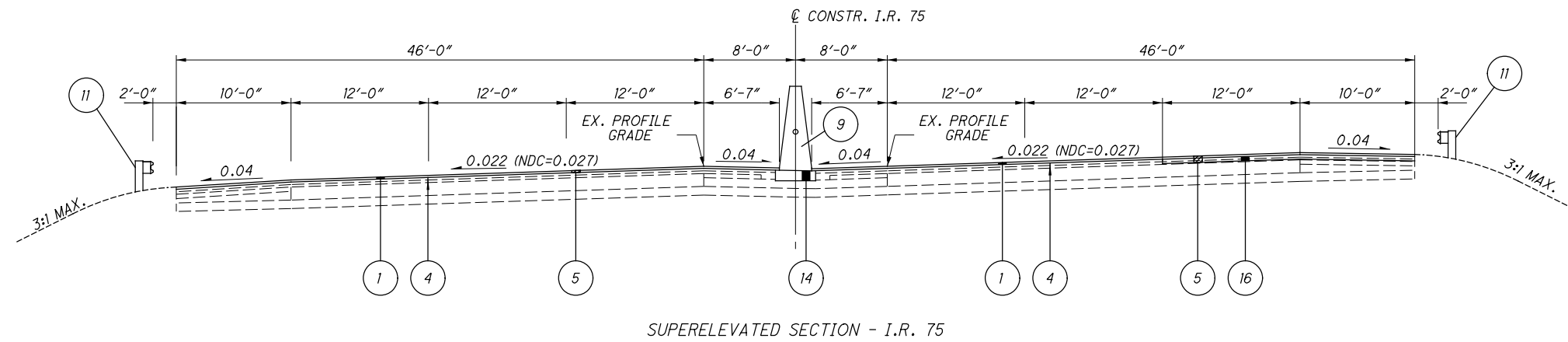
- | | | | |
|---|---|----|--|
| 1 | ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) | 10 | ITEM 609 CURB, TYPE 4-C |
| 2 | ITEM 407 TACK COAT (ASSUMES 0.06 GAL/SY FOR NEW ASPHALT) | 11 | ITEM 606 GUARDRAIL, TYPE MGS |
| 3 | ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) | 12 | ITEM 659 SEEDING AND MULCHING |
| 4 | ITEM 407 TACK COAT (ASSUMES 0.08 GAL/SY FOR EXISTING SURFACES) | 13 | ITEM 609 CURB, TYPE 4-B |
| 5 | ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE THICKNESS) | 14 | ITEM 302 9.5" ASPHALT CONCRETE BASE, PG64-22 |
| 6 | ITEM 526 REINFORCED CONCRETE APPROACH SLAB (T=15') | 15 | ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5') |
| 7 | ITEM 304 6" AGGREGATE BASE | 16 | ITEM 301 3" ASPHALT CONCRETE BASE, PG64-22 |
| 8 | ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) (VARIABLE - 3" MAX) | 17 | ITEM 408 PRIME COAT
ITEM 617 COMPACTED AGG. |
| 9 | ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | 18 | ITEM 204 SUBGRADE COMPACTION |
| | | 19 | ITEM 302 10.5" ASPHALT CONCRETE BASE, PG64-22 |



SUPERELEVATED SECTION - I.R. 75

LIMITING STATIONS
 STA. 200+43.27 TO STA. 200+78.20 = 34.93 FT.

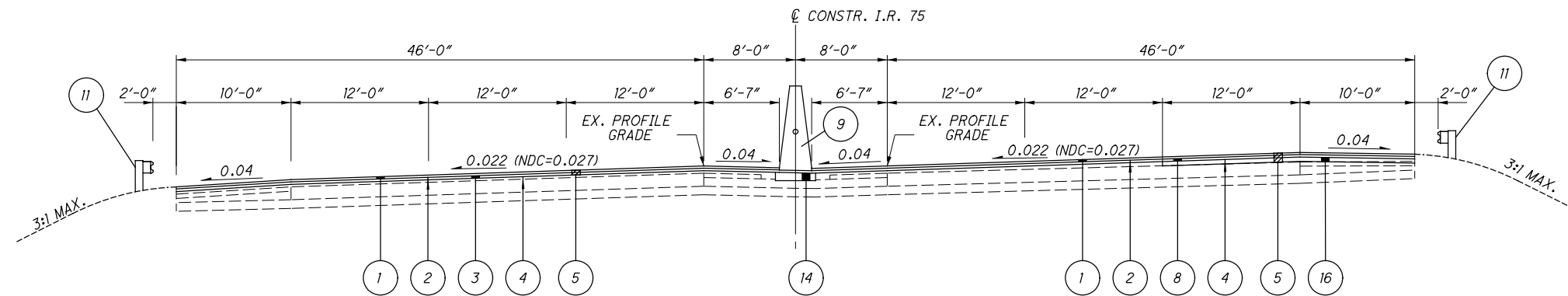
NOTE: TRANSITION MEDIAN BARRIER SHAPE TO MATCH EXISTING BARRIER FROM STA. 200+58.20 TO STA. 200+78.20 AND STA. 223+60.00 TO STA. 223+80.00 PER DETAILS ON SHEET 157.



SUPERELEVATED SECTION - I.R. 75

LIMITING STATIONS
 STA. 211+49.33 TO STA. 212+75.00 = 125.67 FT.
 STA. 215+50.00 TO STA. 218+48.38 = 298.38 FT.
 STA. 222+25.00 TO STA. 223+80.00 = 155.00 FT.

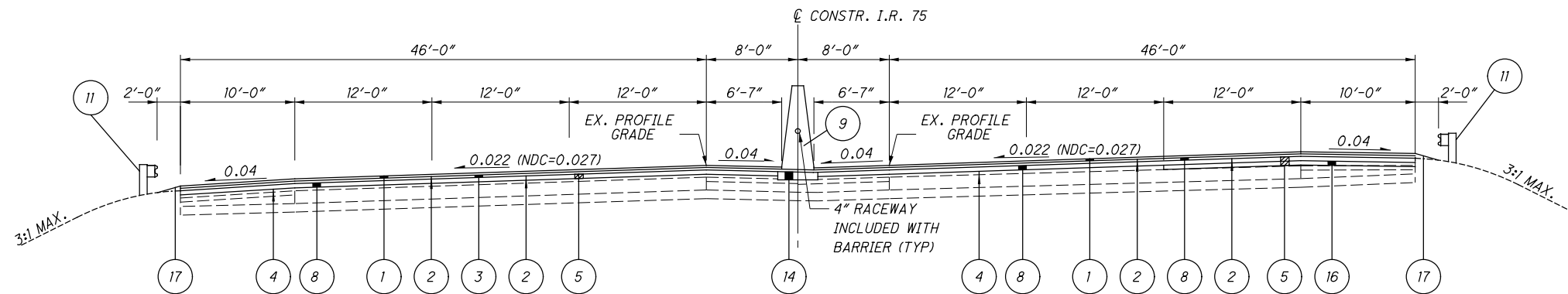
LIMITING STATIONS
 STA. 211+49.33 TO STA. 212+50.00 = 100.67 FT.
 STA. 215+50.00 TO STA. 217+20.00 = 170.00 FT.



SUPERELEVATED SECTION - I.R. 75

LIMITING STATIONS
 STA. 211+18.56 TO STA. 211+25.00 = 6.44 FT.
 STA. 221+91.52 TO STA. 222+25.00 = 33.48 FT.

LIMITING STATIONS
 STA. 211+18.56 TO STA. 211+50.00 = 31.44 FT.
 STA. 212+50.00 TO STA. 212+95.00 = 45.00 FT.
 STA. 215+05.00 TO STA. 215+50.00 = 45.00 FT.
 STA. 217+20.00 TO STA. 218+48.38 = 128.38 FT.
 STA. 221+91.52 TO STA. 223+80.00 = 188.48 FT.

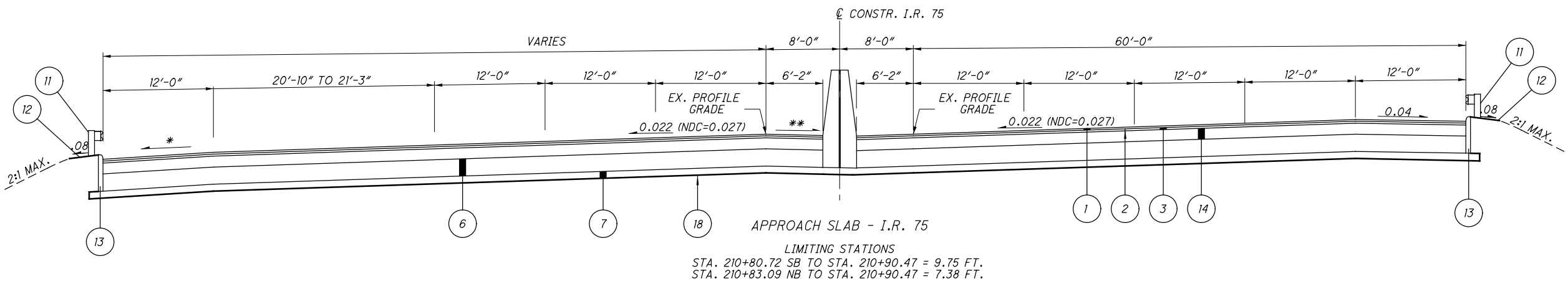


SUPERELEVATED SECTION - I.R. 75

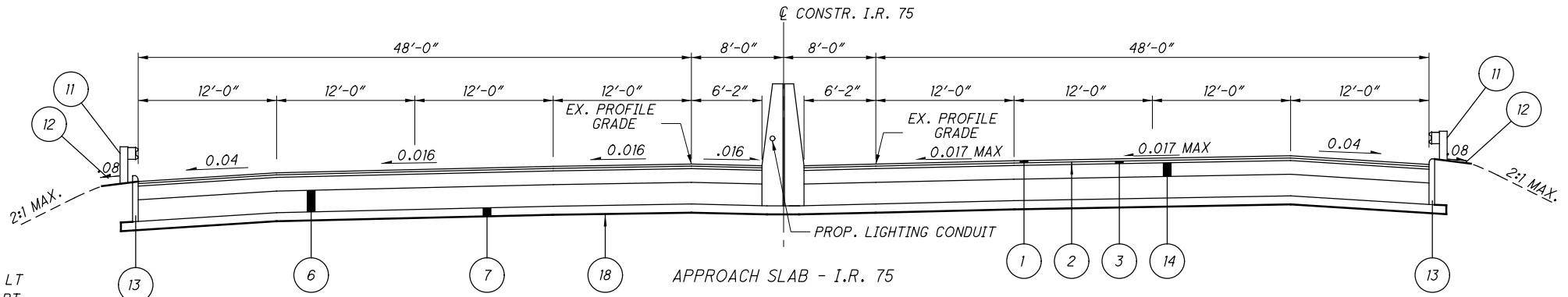
LIMITING STATIONS
 STA. 213+00.00 TO STA. 215+00.00 = 200.00 FT.

LIMITING STATIONS
 STA. 212+95.00 TO STA. 215+05.00 = 310.00 FT.

FOR LEGEND, SEE SHEET 5
 SEE SHEETS 151 AND 152 FOR RESURFACING DETAILS

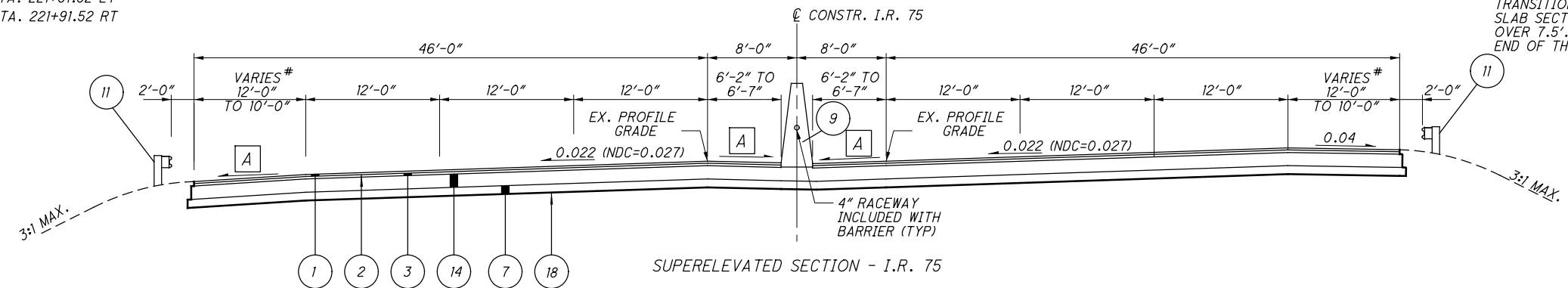


APPROACH SLAB - I.R. 75
 LIMITING STATIONS
 STA. 210+80.72 SB TO STA. 210+90.47 = 9.75 FT.
 STA. 210+83.09 NB TO STA. 210+90.47 = 7.38 FT.

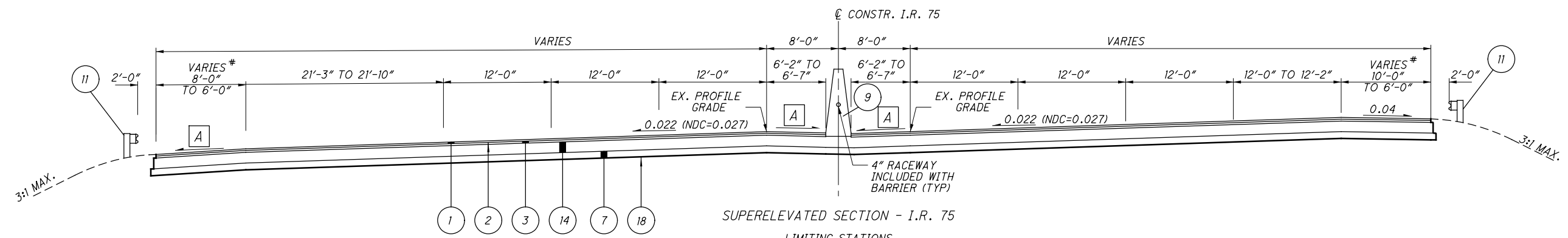


APPROACH SLAB - I.R. 75
 LIMITING STATIONS
 STA. 201+01.41 TO STA. 201+05.97 SB = 4.56 FT.
 STA. 201+01.41 TO STA. 201+09.50 NB = 8.09 FT.

A TRANSITION SHOULDER SLOPE FROM APPROACH SLAB SECTION SLOPES TO 0.04 ROADWAY SHOULDER SLOPE IN FULL DEPTH SECTION LENGTH.
 TRANSITION MEDIAN BARRIER WIDTH FROM APPROACH SLAB SECTION WIDTH TO STANDARD BARRIER WIDTH OVER 7.5'. THE TRANSITION SHALL BEGIN AT THE END OF THE APPROACH SLAB.



SUPERELEVATED SECTION - I.R. 75
 LIMITING STATIONS
 STA. 200+78.20 TO STA. 201+01.41 = 23.21 FT.
 STA. 218+48.38 TO STA. 218+93.94 = 45.56 FT.
 STA. 221+50.57 TO STA. 221+91.52 = 40.95 FT.
 123.02 FT.



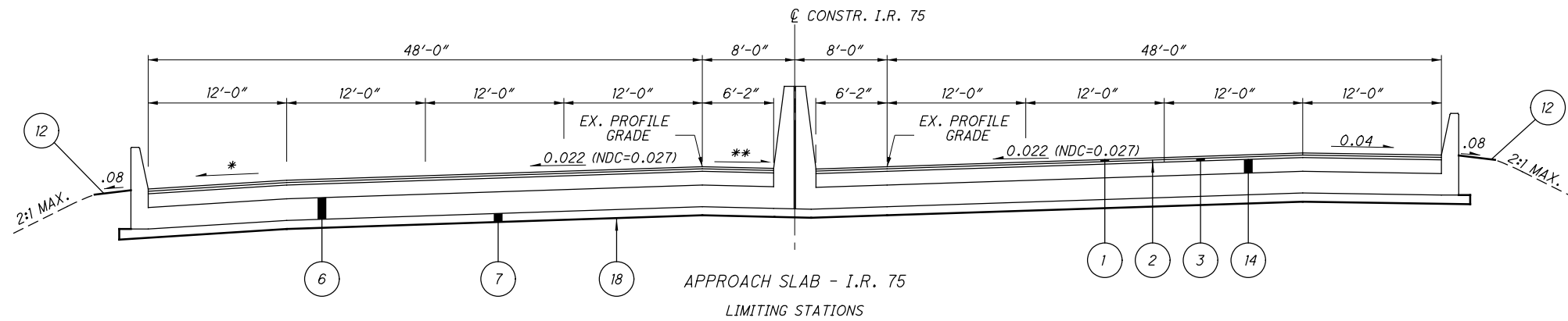
SUPERELEVATED SECTION - I.R. 75
 LIMITING STATIONS
 STA. 210+90.47 TO STA. 211+49.33 = 58.86 FT.

- *:
 0.04 - STA. 210+65.85 TO STA. 210+90.85
 0.022 - STA. 218+93.94 TO STA. 219+18.94
 0.022 - STA. 221+25.57 TO STA. 221+50.57
- **:
 0.016 - STA. 210+65.85 TO STA. 210+90.85
 0.04 - STA. 218+93.94 TO STA. 219+18.94
 0.04 - STA. 221+25.57 TO STA. 221+50.57
- #:
 12'-0" - FOR CURB LIMITS, SEE SHEET 9
 12'-0" - STA. 200+43.27 TO STA. 200+67.64 LT
 12'-0" - STA. 200+78.20 TO STA. 201+25.08 RT
 8'-0" TO 6'-0" - STA. 210+69.35 TO STA. 211+49.33 LT
 8'-0" TO 6'-0" - STA. 211+40.94 TO STA. 211+49.33 RT
 10'-0" TO 12'-0" - STA. 218+48.38 TO STA. 218+86.35 RT
 10'-0" TO 12'-0" - STA. 221+52.78 TO STA. 221+91.52 LT
 10'-0" TO 12'-0" - STA. 221+66.36 TO STA. 221+91.52 RT

FOR LEGEND, SEE SHEET 5

TYPICAL SECTIONS
 I.R. 75

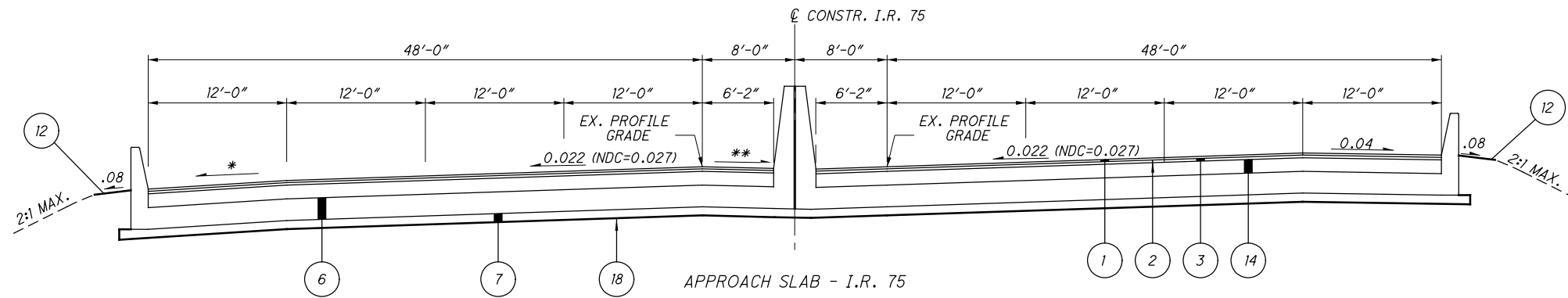
MOT-75-(10.44)(10.78)



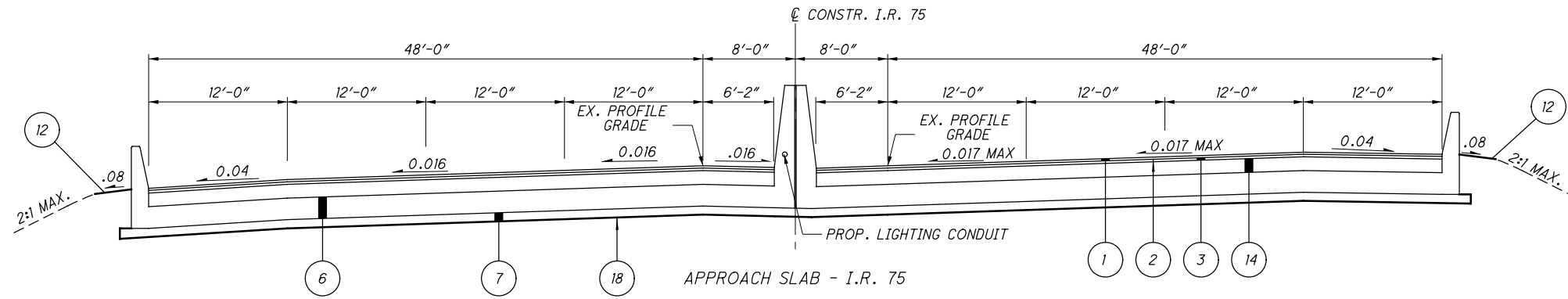
*: 0.04 - STA. 210+65.85 TO STA. 210+90.85
 0.022 - STA. 218+93.94 TO STA. 219+18.94
 0.022 - STA. 221+25.57 TO STA. 221+50.57

**: 0.016 - STA. 210+65.85 TO STA. 210+90.85
 0.04 - STA. 218+93.94 TO STA. 219+18.94
 0.04 - STA. 221+25.57 TO STA. 221+50.57

STA. 218+93.94 TO STA. 219+18.94 = 25.00 FT.
 STA. 221+25.57 TO STA. 221+50.57 = 25.00 FT.
 50.00 FT.



STA. 210+65.47 TO STA. 210+80.72 SB = 15.25 FT.
 STA. 210+65.47 TO STA. 210+83.09 NB = 17.62 FT.



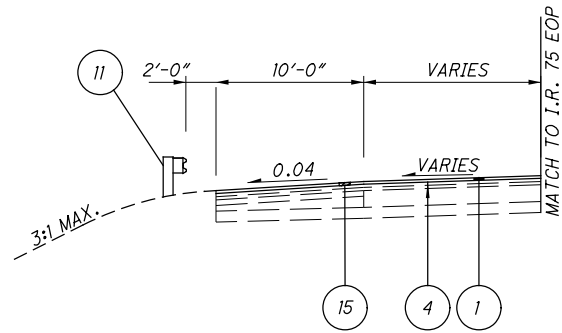
STA. 201+05.97 SB TO STA. 201+26.41 = 20.44 FT.
 STA. 201+09.50 NB TO STA. 201+26.41 = 16.91 FT.

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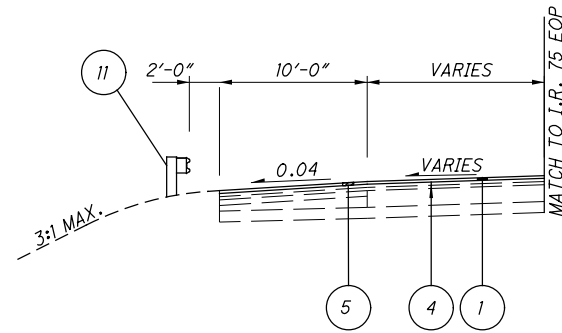
TYPICAL SECTIONS
I.R. 75

MOT-75-(10.44)(10.78)

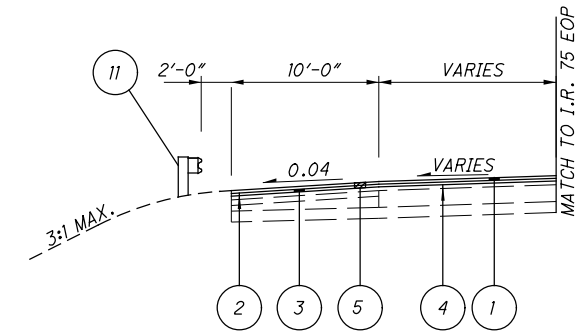
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SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 180+39.00 TO STA. 188+35.00 = 796.00 FT.
 STA. 227+06.00 TO STA. 251+57.00 = 2451.00 FT.
 *STA. 211+18.56 TO STA. 211+25.00 = 6.44 FT.
 *STA. 211+25.00 TO STA. 212+52.68 = 152.68 FT.



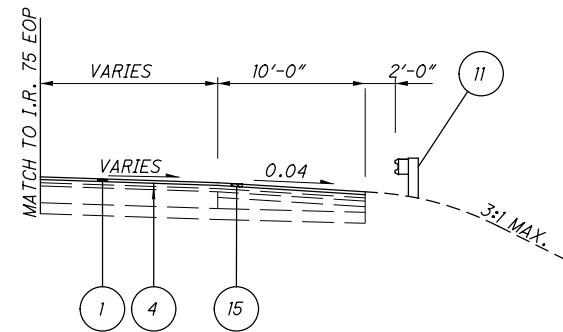
SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 211+25.00 TO STA. 212+52.68 = 152.68 FT.



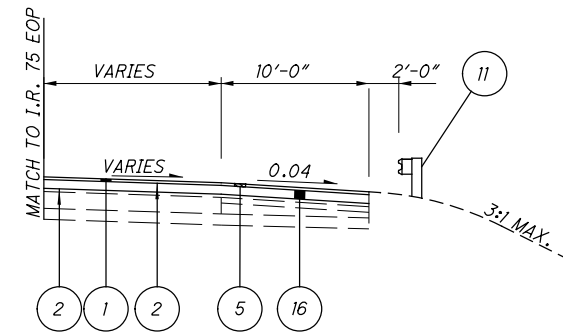
SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 211+18.56 TO STA. 211+25.00 = 6.44 FT.

* -INITIAL RESURFACING SECTION - RAMPS

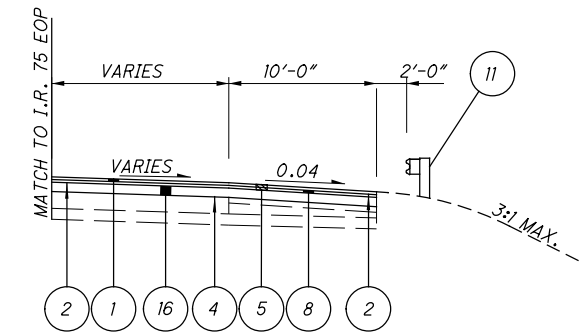
RESURFACING TO BE PERFORM AT BEGINNING OF THE PROJECT. VARIABLE DEPTH RESURFACING SHOWN ON SUBSEQUENT TYPICALS TO BE PERFORMED IN LATER MOT PHASES.



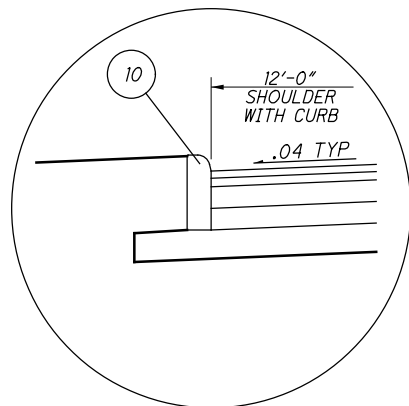
SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 176+15.00 TO STA. 187+00.00 = 1085.00 FT.
 STA. 227+08.00 TO STA. 234+68.00 = 760.00 FT.
 *STA. 211+18.56 TO STA. 211+50.00 = 31.44 FT.
 *STA. 211+50.00 TO STA. 212+50.00 = 100.00 FT.
 *STA. 212+50.00 TO STA. 212+95.00 = 45.00 FT.
 *STA. 212+95.00 TO STA. 214+54.76 = 159.76 FT.



SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 211+50.00 TO STA. 212+50.00 = 100.00 FT.



SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 211+18.56 TO STA. 211+50.00 = 31.44 FT.
 STA. 212+50.00 TO STA. 212+95.00 = 45.00 FT.



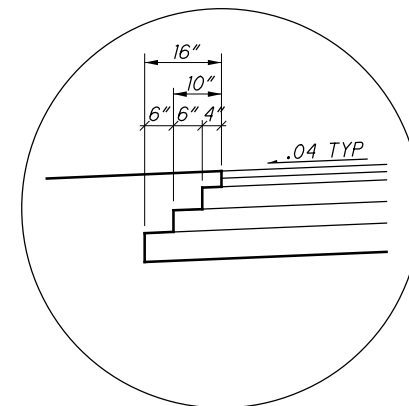
4-C CURBED SHOULDER DETAIL

SEE APPROACH SLAB SECTIONS FOR CURB, TYPE 4-B DETAILS

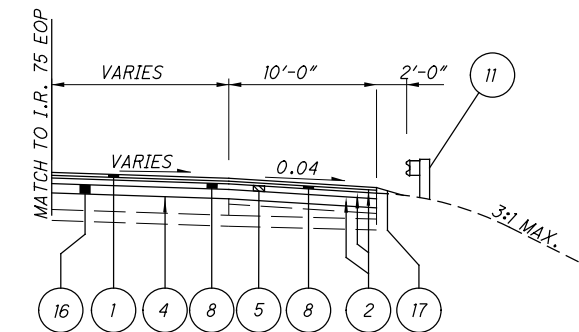
LIMITING STATIONS (CURB TYPE):

NORTHBOUND OUTSIDE:
 STA. 201+25.08 TO STA. 201+35.02 - 4-C
 STA. 201+35.02 TO STA. 201+43.06 - 4-B
 STA. 211+15.22 TO STA. 211+22.46 - 4-B
 STA. 211+22.46 TO STA. 211+40.94 - 4-C
 STA. 218+86.35 TO STA. 219+12.45 - 4-C

SOUTHBOUND OUTSIDE:
 STA. 200+64.67 TO STA. 200+72.15 - 4-B
 STA. 210+43.02 TO STA. 210+52.88 - 4-B
 STA. 210+52.88 TO STA. 210+69.35 - 4-C
 STA. 218+48.38 TO STA. 218+75.05 - 4-C
 STA. 221+34.45 TO STA. 221+52.78 - 4-C



EDGE COURSE DETAIL

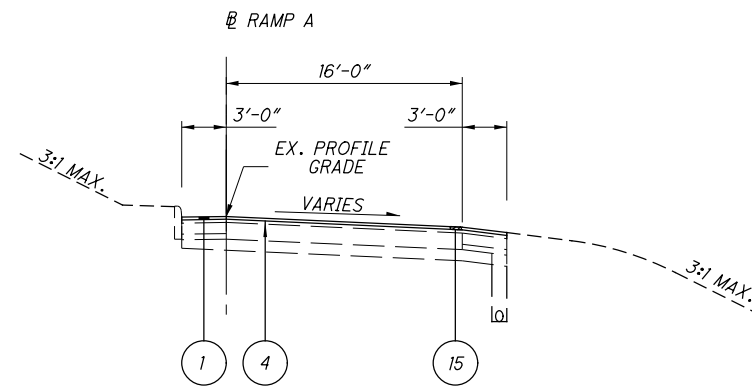


SPEED CHANGE LANE SECTION - I.R. 75
 LIMITING STATIONS
 STA. 212+95.00 TO STA. 214+54.76 = 159.76 FT.

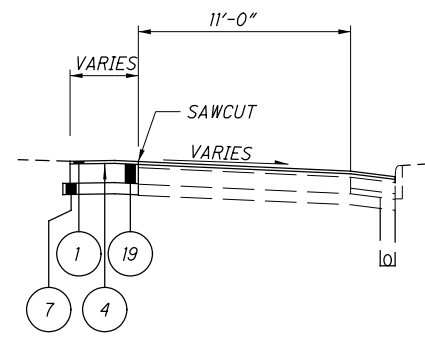
TYPICAL SECTIONS
 I.R. 75

MOT-75-(10.44)(10.78)

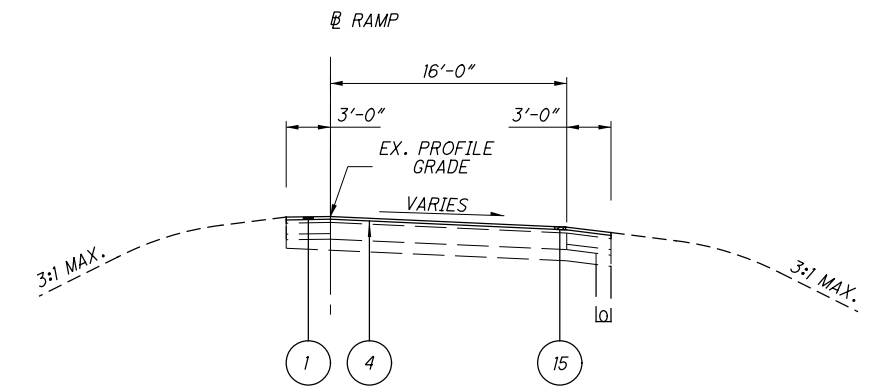
FOR LEGEND, SEE SHEET 5
 SEE SHEETS 151 AND 152 FOR RESURFACING DETAILS



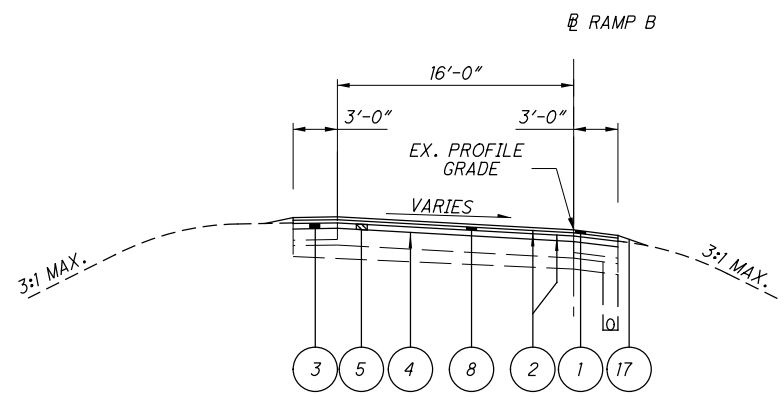
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP A
LIMITING STATIONS
STA. 1+59.52 TO STA. 6+99.85 = 540.33 FT.



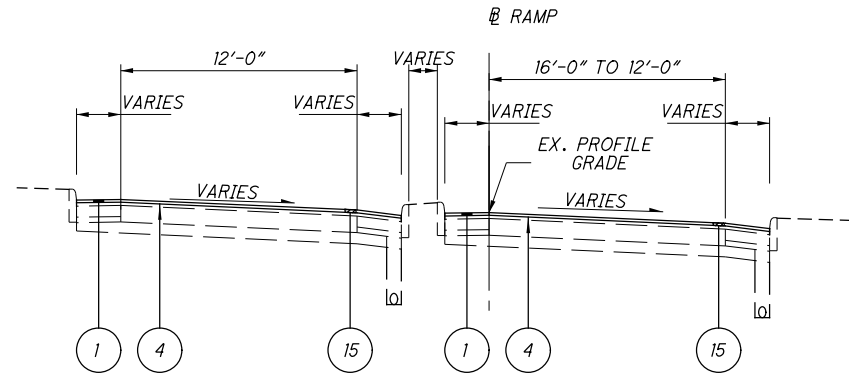
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP A
LIMITING STATIONS
RAMP A - STA. 0+89.90 TO STA. 1+60.35 = 70.45 FT.



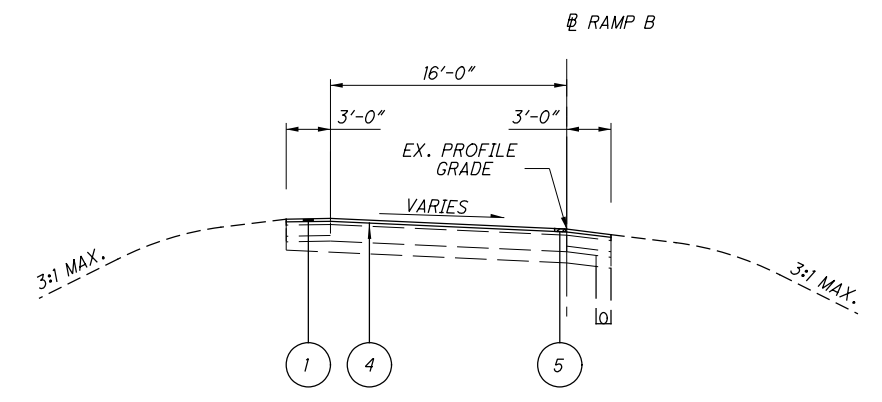
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
RAMP B - STA. 11+13.40 TO STA. 13+81.76 = 268.36 FT. (OPPOSITE HAND)
RAMP D - STA. 224+67.74 TO STA. 230+63.94 = 596.20 FT.
RAMP E - STA. 1+79.31 TO STA. 7+08.27 = 528.96 FT. (OPPOSITE HAND)



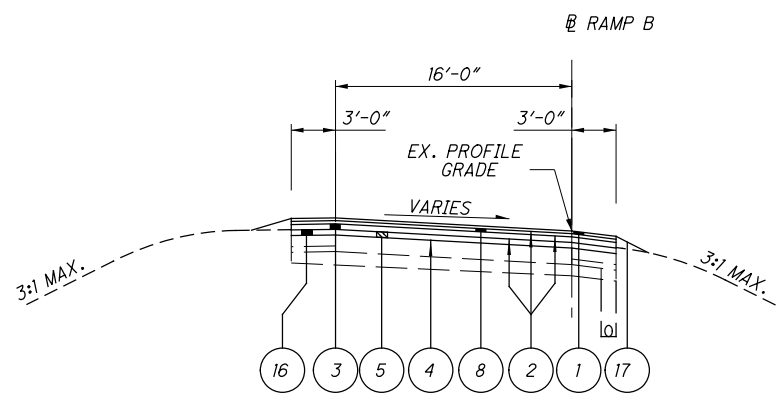
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
STA. 9+10.00 TO STA. 9+65.00 = 55.00 FT.



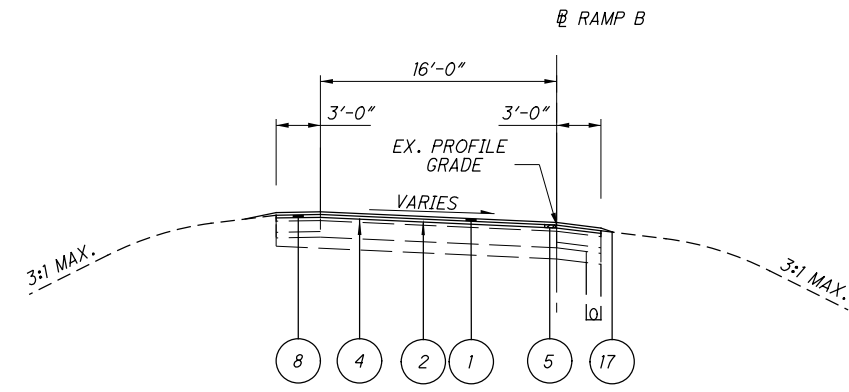
SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
RAMP A - STA. 0+35.41 TO STA. 1+59.52 = 124.11 FT.
RAMP B - STA. 13+81.76 TO STA. 14+49.50 = 67.74 FT. (OPPOSITE HAND)
RAMP D - STA. 223+63.61 TO STA. 224+67.74 = 104.13 FT.
RAMP E - STA. 0+35.78 TO STA. 1+79.31 = 143.53 FT. (OPPOSITE HAND)



SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
RAMP B - STA. 10+65.00 TO STA. 11+13.40 = 48.40 FT.



SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
STA. 8+63.40 TO STA. 9+10.00 = 46.60 FT.



SUPERELEVATED SECTION - EDWIN C. MOSES BLVD. RAMP B
LIMITING STATIONS
STA. 9+65.00 TO STA. 10+65.00 = 100.00 FT.

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TYPICAL SECTIONS
EDWIN C. MOSES BLVD. RAMP A, B, D & E

MOT-75-(10.44)(10.78)

FOR LEGEND, SEE SHEET 5

UTILITIES

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

CINCINNATI BELL
221 E. 4TH ST.
BUILDING 121-900
CINCINNATI, OH 45201
ATTN: MARK CONNER
513-565-7043

CITY OF DAYTON
DEPARTMENT OF WATER
320 WEST MONUMENT AVE.
DAYTON, OHIO 45402
ATTN: CHIEF ENGINEER OF FIELD
(937) 333-3736

AT&T OHIO (FORMERLY SBC)
3233 WOODMAN DR. RM. 225
DAYTON, OHIO 45420
ATTN: JESSE WEAD
(937) 296-3894
email: jwl291@att.com

DAYTON POWER & LIGHT CO.
1900 DRYDEN RD.
DAYTON, OHIO 45439
ATTN: JOHN KENTON
(937)-331-4132
email: john.kenton@dplinc.com

LEVEL 3 COMMUNICATIONS
226 N. 5TH ST., SUITE 100
COLUMBUS, OHIO 43215
ATTN: TERRY SPAW
(613)-644-8933
email: terry.spaw@level3.com

QWEST COMMUNICATIONS
4650 LAKEHURST CT. 1ST FLOOR
DUBLIN, OHIO 43016
ATTN: CHRIS STRAYER
(303)-886-1299
email: christoper.strayer@qwest.com

MONTGOMERY COUNTY ENVIRONMENTAL SERVICE
1850 SPAULDING RD.
DAYTON, OHIO 45432-3732
ATTN: EDWARD SCHLAACK
(937)-781-2632
email: schlaack@mcOhio.org

ODOT DISTRICT 7 (LIGHTING)
1001 ST. MARYS AVE.
SIDNEY, OHIO 45365
ATTN: JUSTIN YOH
(937)-497-6897
email: justin.yoh@dot.ohio.gov

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.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3 FOR PROJECT CONTROL INFORMATION.

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

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID09

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 1.000000000
ORIGIN OF COORDINATE SYSTEM: 0,0

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 ITEM 623.

UNITS ARE IN U.S. SURVEY FEET.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE IN SIDNEY.

IRON PIN REFERENCES

THE CONTRACTOR SHALL REFERENCE ALL IRON PINS AND MONUMENTS BEFORE EXCAVATING AT OR NEAR SAID IRON PINS OR MONUMENTS. IF ANY PINS OR MONUMENTS ARE DESTROYED OR DAMAGED BY THE CONTRACTOR, THEY SHALL BE ACCURATELY REPLACED BY A LICENSED SURVEYOR AT THE COMPLETION OF THE PROJECT, OR AT THE DIRECTION OF THE ENGINEER AND AT NO EXPENSE TO THE OWNER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS.

WORK LIMITS

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

POST-CONSTRUCTION BRIDGE INSPECTION

THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT 7 BRIDGE INSPECTION ENGINEER (937-497-6884) AT LEAST TWO WEEKS PRIOR TO OPENING THE BRIDGE TO TRAFFIC TO ALLOW FOR THE NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) REQUIRED POST-CONSTRUCTION INITIAL INSPECTION OF THE BRIDGE.

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 611 CONDUIT ITEM.

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.

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 611 CONDUIT ITEMS.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

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.

CITY OF DAYTON DEPARTMENT OF WATER GENERAL NOTES

LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES, WHETHER OR NOT SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

NO CONSTRUCTION SHALL COMMENCE UNTIL THE CONTRACTOR OBTAINS THE CITY OF DAYTON PERMITS AND THE PERMITS HAVE BEEN ISSUED AS REQUIRED. CONTACT KEITH STEEBER AT 937-333-3838 FOR PERMIT INFORMATION.

ALL PROJECT ORDERS (FIELD OR OFFICE), REQUESTS, CHANGES, ADDITIONS OR DELETIONS PERTAINING TO PUBLIC WATER MAIN, AND SANITARY SEWER FACILITIES SHALL BE BY DIRECTION OR REQUEST OF THE DEPARTMENT OF WATER.

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.

COMPACTED FILLS ARE TO BE MADE TO A MINIMUM OF THREE FEET ABOVE THE CROWN OF ANY WATER LINE, OR SANITARY SEWER LINES PRIOR TO CUTTING OF TRENCHES FOR PLACEMENT OF SAID LINES. ALL FILLS SHALL BE CONTROLLED, COMPACTED AND INSPECTED.

PROTECTION OF SANITARY AND WATER FACILITIES

THE CONTRACTOR SHALL USE CAUTION AND MAKE PROVISIONS TO AVOID DAMAGE TO THE EXISTING SANITARY INTERCEPTOR AND WATER MAINS SHOWN ON THE PLANS. THE CONTRACTOR SHALL AVOID LOCATING CRANES AND HEAVY EQUIPMENT OVER THE LINES UNLESS ADEQUATE PRECAUTIONS ARE IN PLACE. ANY DAMAGE TO THE EXISTING LINE DUE TO EXCESS LOADING OR CONSTRUCTION ACTIVITIES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. DUE TO THE SIGNIFICANCE OF THESE LINES TO THE PUBLIC, ANY DAMAGE SHALL BE IMMEDIATELY REPAIRED.

CITY OF DAYTON AND MONTGOMERY COUNTY SERVICE CREWS DO NOT HAVE THE ABILITY TO PERFORM AN EMERGENCY REPAIR ON THESE WATER MAINS AND SANITARY INTERCEPTOR. THE CONTRACTOR SHALL HAVE A PLAN IN PLACE TO BRING IN A QUALIFIED CONTRACTOR FOR REPAIRS THAT ARE BEYOND THE ABILITY OF THE CITY OF DAYTON OR MONTGOMERY COUNTY. ANY COSTS ASSOCIATED WITH REPAIR OF DAMAGED CAUSED BY THE CONTRACTOR ARE THE RESPONSIBILITY OF THE CONTRACTOR. CITY OF DAYTON AND MONTGOMERY COUNTY WILL PROVIDE ASSISTANCE IN SUCH AN EMERGENCY. THE CONTRACTOR SHALL CONTACT WATER DISPATCH AT 937-333-4915 AS SOON AS THE BREAK OCCURS.

ACCESS TO THE WATER BOOSTER STATION LOCATED ON CARILLON BLVD SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR SUPPLIES ON THE BOOSTER STATION PROPERTY.

CALCULATED
MJT
CHECKED
BAL

GENERAL NOTES

MOT-75-(10.44)(10.78)

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, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

INSTREAM WORK

NO INSTREAM WORK MAY OCCUR UNTIL THE REQUIRED MUSSEL SURVEY/RELOCATION HAS BEEN COMPLETED AND ODNR HAS ACCEPTED THE SURVEY/RELOCATION REPORT.

SOLE SOURCE AQUIFER

PORTIONS OF THE PROJECT ARE 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 FUEL, 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 DAYTON AND MORAINÉ FIRE DEPARTMENTS, LOCAL EMERGENCY COORDINATOR (937-901-5112) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

BOAT ACCESS

AT LEAST ONE FULL BRIDGE SPAN WITHIN THE RIVER CHANNEL MUST BE KEPT OPEN FOR BOAT TRAFFIC EXCEPT FOR SHORT-TERM CLOSURES TO PROTECT BOATERS DURING OVERHEAD WORK. IF SHORT-TERM CLOSURES ARE REQUIRED, ADVANCED NOTICE SIGNAGE SHALL BE PROVIDED AT THE NEAREST POINTS UPSTREAM AND DOWNSTREAM OF THE BRIDGE TO ALERT USERS TO THE UPCOMING CLOSURE. SEE CAUSEWAY PLAN ON SHEET 158 FOR OPENING DETAILS.

ODNR NOTIFICATION

AT LEAST TWO WEEKS PRIOR TO THE START OF INSTREAM CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OHIO DEPARTMENT OF NATURAL RESOURCES (TOM ARBOUR AT 614-265-6575, TOM.ARBOUR@DNR.STATE.OH.US) OF THE NECESSARY DETOUR OF THE GREAT MIAMI RIVER TRAIL. ADVANCE NOTICE OF THE DETOUR SHALL BE POSTED ON THE TRAIL AT LEAST TWO WEEKS PRIOR TO THE START OF THE DETOUR.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING. THE CONTRACTOR SHALL CLEAR AN AREA 30' IN WIDTH AROUND THE ABUTMENTS FOR THE MOT-75-1044 AND MOT-75-1078 STRUCTURES.

GREAT MIAMI RIVER RECREATION TRAIL COORDINATION

AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ANY NECESSARY PERMITS FROM AND NOTIFY THE MIAMI CONSERVANCY DISTRICT (ROXANNE FARRIER, 937-223-1278 X3230) AND THE CITY OF DAYTON (JOE WEINEL, 937-333-4218) OF THE NECESSARY DETOUR OF THE GREAT MIAMI RIVER RECREATION TRAIL. ADVANCE NOTICE OF THE DETOUR SHALL BE POSTED ON THE RECREATION TRAIL AT LEAST TWO WEEKS PRIOR TO THE START OF THE DETOUR.

THE CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION FENCING ALONG THE PROPOSED CONSTRUCTION LIMITS OF THE GREAT MIAMI RIVER RECREATION TRAIL PRIOR TO THE START OF CONSTRUCTION, TO PROTECT THE RECREATION TRAIL AND THE PUBLIC.

NO STAGING OF EQUIPMENT OR MATERIALS IS PERMITTED ON THE GREAT MIAMI RIVER RECREATION TRAIL OUTSIDE OF THE ESTABLISHED CONSTRUCTION LIMITS.

THE CONTRACTOR SHALL RESTORE THE AFFECTED AREA OF THE GREAT MIAMI RIVER RECREATION TRAIL, FLOODPLAIN, AND RIVER CHANNEL TO PRE-EXISTING CONDITION OR BETTER. THE MIAMI CONSERVANCY DISTRICT (ROXANNE FARRIER, 937-223-1278 X3230) AND THE CITY OF DAYTON (JOE WEINEL, 937-333-4218) SHALL BE PROVIDED AN OPPORTUNITY TO REVIEW AND INSPECT THE AFFECTED AREA PRIOR TO COMPLETION OF THE PROJECT. ANY DAMAGES OR DEFICIENCIES CAUSED BY THE PROJECT SHALL BE ADDRESSED BY THE CONTRACTOR TO THE SATISFACTION OF THE MIAMI CONSERVANCY DISTRICT PRIOR TO COMPLETION OF THE PROJECT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO REPAIR AND RESTORE THE TRAILS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) - 5 CY

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 - 15 CY

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

601, TIED CONCRETE BLOCK MAT, TYPE 1 - 3.1 SQ. YD.

611, 6" CONDUIT, TYPE F - 25 FT.

611, PRECAST REINFORCED CONCRETE OUTLET - 4 EACH

605, 6" UNCLASSIFIED PIPE UNDERDRAINS - 25 FT.

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.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST 2 EACH

659, TOPSOIL 312 CU. YD.

659, SEEDING AND MULCHING 2808 SQ. YD.

659, REPAIR SEEDING AND MULCHING 141 SQ. YD.

659, INTER-SEEDING 141 SQ. YD.

659, COMMERCIAL FERTILIZER 0.40 TON

659, LIME 0.59 ACRES

659, WATER 16 M. GAL.

659, MOWING 7 M. SQ. FT.

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.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL 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 31 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, MGS 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 140 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. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING AN FAA FORM 7460-1.

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 WEST DUBLIN-GRANVILLE ROAD
 COLUMBUS, OHIO 43235
 614-387-2346

ITEM 631 - REMOVAL OF LUMINAIRE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS ITEM 631.10, THE REMOVAL SHALL ALSO INCLUDE GLARE SHIELDS AND FIXTURE SUPPORT ARM.

MEASUREMENT FOR THIS ITEM SHALL BE ONE EACH PER LUMINAIRE, WHICH SHALL INCLUDE THE GLARE SHIELD AND FIXTURE SUPPORT ARM.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PER EACH OF ITEM 631 REMOVAL OF LUMINAIRE, AS PER PLAN.

ITEM 631 - REMOVAL MISC.: REMOVAL OF SIGN SERVICE AND DISPOSAL

THE CONTRACTOR SHALL REMOVE ALL SIGN WIRING, AND ELECTRICAL EQUIPMENT THAT PROVIDED ELECTRICAL SERVICE TO THE SIGN. THE CONTRACTOR SHALL ALSO CUT OUT EXISTING SPLICE KITS, AND INSTALL NEW SPLICE KITS TO RECONNECT THE MAIN LIGHTING CIRCUIT. THE CONDUIT COMING OUT OF THE EXISTING PULLBOX SHALL BE CAPPED. PULLBOXES SHALL REMAIN. DISPOSAL OF ITEMS SHALL BE ACCORDING TO CMS 105.17.

MEASUREMENT FOR THIS ITEM SHALL BE ONE PER SIGN STRUCTURE ASSEMBLY (TRUSS OR CANTILEVER).

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PER EACH OF ITEM 631 REMOVAL MISC.: REMOVAL OF SIGN SERVICE AND DISPOSAL.

MEDIAN AND/OR CURBING ON APPROACH SLABS

WITHIN 7.5' OF THE APPROACH SLAB, TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

PAYMENT FOR THE ABOVE DESCRIBED TRANSITION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN.

ITEM 611 - INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS ITEM 611, THE WIDTH OF THE BARRIER SHAPE SHALL TRANSITION FROM THE APPROACH SLAB WIDTH TO THE STANDARD WIDTH OVER A DISTANCE OF 7.5'. THE TRANSITION SHALL BEGIN AT THE END OF THE APPROACH SLAB. ALL REINFORCEMENT SHALL BE PER STANDARD CONSTRUCTION DRAWING I-2.2. ALL LABOR, MATERIAL, AND EQUIPMENT COST ASSOCIATED WITH THE ABOVE DESCRIBED WORK SHALL BE AT THE UNIT PRICE BID FOR ITEM 611 -INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN.

ITEM 202 - REMOVAL, MISC.: SHEET PILING REMOVED

PRIOR TO CONSTRUCTION OF THE MOT-75-1078 STRUCTURE, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING SHEET PILING INSTALLED IN THE MOT-75-11.01 PROJECT (SHOWN ON SHEETS 603-604) ALONG THE TURNAROUND AND ADJACENT TO THE MOT-75-1078 STRUCTURE. THE EXISTING SHEET PILING SHALL BE PULLED OUT OF THE GROUND TO AVOID CONFLICTS WITH THE PROPOSED MOT-75-1078 ABUTMENT CONSTRUCTION AND PILING. PORTIONS OF THE EXISTING SHEET PILING LOCATED AWAY FROM THE STRUCTURE MAY BE CUT 1' BELOW THE EXISTING PAVEMENT ELEVATION AND LEFT IN PLACE AT THE APPROVAL OF THE ENGINEER. THE EXISTING SLOPES SHALL BE REGRADED AS SHOWN IN THE PLANS.

THE DEPARTMENT WILL MEASURE THIS ITEM BY THE HORIZONTAL LINEAR FEET OF SHEETING. BASED ON EXISTING PLANS, THE DEPTH OF SHEETING VARIES BETWEEN 5' AND 40'.

ALL LABOR, EQUIPMENT, MATERIALS, AND DISPOSAL FEES FOR THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER LINEAR FOOT FOR ITEM 202 - REMOVAL, MISC.: SHEET PILING REMOVED.

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

THIS ITEM SHALL BE USED TO INSTALL A NEW STRUCTURE IDENTIFICATION SIGN ON THE SIDE OF THE CONCRETE PARAPET. SEE SHEETS 165 & 166 FOR LOCATION OF SIGNS.

THE SIGN SIZE SHALL BE 24" X 4". THE SIGN SHALL BE ALUMINUM WITH NON-REFLECTIVE WHITE SHEETING BACKGROUND AS PER CMS 730.20. LETTERS SHALL BE BLACK 2" HEIGHT, SERIES C STROKE WIDTH, AND SILK SCREENED AS PER CMS 730.22. SIGNS SHALL BE FASTENED TO THE CONCRETE PARAPET BY TWO 5/16" DIAMETER BOLTS X 3" LONG TAP CONS OR EQUIVALENT.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PERFORM THE ITEM OF WORK AS DESCRIBED ABOVE.

RPMS ON BRIDGES

THE CONTRACTOR SHALL INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED ON BRIDGE DECKS EXCEPT THE MOT-75-1044 STRUCTURE.

PAVEMENT RESTORATION FOR PIPE INSTALLATION AND/OR REMOVALS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 - 5 CY
ITEM 304- AGGREGATE BASE - 3 CY

THE QUANTITIES SHOWN ABOVE ARE AN ESTIMATION BASED ON A 301 THICKNESS OF 11 1/4" INCHES, AND A 304 THICKNESS OF 6 INCHES, AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO (2) FEET ON EACH SIDE OF THE TRENCH.

ITEM 301 SHALL BE BROUGHT TO THE LEVEL OF THE EXISTING PAVEMENT, AND 1.5" WILL BE MILLED OFF DURING THE MILL AND FILL OPERATION.

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

ITEM 614, MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS, AND THE FOLLOWING:

1. A MINIMUM OF THREE ELEVEN FOOT LANES OF TRAFFIC IN EACH DIRECTION ON IR 75 SHALL BE MAINTAINED BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, OR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. A REDUCTION IN THE NUMBER OF LANES ON IR 75 IS PERMITTED AS LONG AS IT IS IN COMPLIANCE WITH THE NOTES LISTED HEREIN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN 72 HOURS PRIOR TO A SCHEDULED DISRUPTION OF TRAFFIC.

2. ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON CARILLON BLVD EXCEPT FOR 15 MINUTE INTERVALS WHEN TRAFFIC MAY BE STOPPED FROM 8 PM TO 6 AM ON WEEKDAYS OR WEEKENDS (FOR BRIDGE DECK REMOVAL, THE PLACEMENT OF BEAMS, ETC.). LANE RESTRICTIONS DESCRIBED ABOVE SHALL BE APPROVED BY THE ENGINEER. 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.

3. TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON EDWIN C. MOSES BLVD EXCEPT FOR NIGHTLY RIGHT LANE CLOSURES FROM 8 PM TO 6 AM, AND FOR 15 MINUTE INTERVALS WHEN TRAFFIC MAY BE STOPPED FROM 8 PM TO 6 AM ON WEEKDAYS OR WEEKENDS (FOR BRIDGE DECK REMOVAL, THE PLACEMENT OF BEAMS, ETC.). LANE CLOSURES SHALL BE PER STANDARD CONSTRUCTION DRAWING MT-95.31. ALL DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES. LANE RESTRICTIONS WILL NOT BE PERMITTED DURING SCHEDULED EVENTS AT UNIVERSITY OF DAYTON ARENA. LANE RESTRICTIONS DESCRIBED ABOVE SHALL BE APPROVED BY THE ENGINEER. 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.

4. ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON IR 75 RAMPS EXCEPT DURING PERIODS APPROVED BY THE ENGINEER OR AS PERMITTED BY THE NOTES HERE IN. 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.

5. ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE FINAL ALIGNMENT BY OCTOBER 15, 2022

SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS AND TIME FRAMES LISTED ABOVE, A DISINCENTIVE SHALL BE ASSESSED DURING THE TIME FRAMES IN THE AMOUNT OF \$10,000 PER CALENDAR DAY PER THE NOTE ON SHEET 19.

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
NCAA BASKETBALL TOURNAMENT AT UNIVERSITY OF DAYTON	

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)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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.

7. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

8. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

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 OR NEAR 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.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL LIST A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THE FOLLOWING PHONE NUMBER FOR ODOT DISTRICT 7 SHALL BE USED: (888) 200-9919

ROAD WILL BE CLOSED MMM-DD FOR XX DAYS
INFO: 888-200-9919

W20-H13-60

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU. YD.

10. 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 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC AS SHOWN IN THE PLANS.

11. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN IN THE PLANS.

12. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS 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 SEPARATELY ITEMIZED IN THE PLAN.

PERMITTED LANE CLOSURES

LANE CLOSURES ON IR 75 SHALL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S PERMITTED LANE CLOSURES 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 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 A DISINCENTIVE IN THE AMOUNT OF \$125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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 20 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 50 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 SHUTDOWNS.

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-I) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES 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-H5A-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 RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 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, 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 REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 11 EACH

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-40271	MOT-IR75	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRECONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT 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, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

[WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THE NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.]

[WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).]

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY, 46 SIGN MONTH

ASSUMING 1 DSL SIGN ASSEMBLIES FOR 26 MONTHS AND 1 DSL SIGN ASSEMBLIES FOR 20 MONTHS

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME 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 OPERATIVE 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 (PLAN NOTE 642-2).

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 7 M. GAL

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

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.

TEMPORARY ASPHALT WEDGES

THE CONTRACTOR SHALL PLACE TEMPORARY ASPHALT WEDGES CONSISTING OF ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) AT A MAXIMUM SLOPE OF 35' PER 1" TO TRANSITION BETWEEN PAVEMENT ELEVATIONS. PAVEMENT WEDGES WILL BE REQUIRED ON EACH END OF THE PROPOSED APPROACH SLABS TO MEET THE EXISTING OR PROPOSED INTERMEDIATE COURSE ELEVATION. THE CONTRACTOR SHALL REMOVE THE TEMPORARY WEDGES ONCE THE WARRANTING CONDITION IS NO LONGER PRESENT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED WORK.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN 250 CU. YD.

MAINTENANCE OF CANOE TRAFFIC

CANOE TRAFFIC SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THE PROJECT EITHER THROUGH EXISTING RIVER CHANNEL OR THROUGH PORTAGE TRAIL APPROVED BY THE ENGINEER.

ADEQUATE SIGNING BOTH UPSTREAM AND DOWNSTREAM SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR. THE FOLLOWING TYPE SIGNS ARE CONSIDERED TO BE MINIMUM TREATMENT.

1. APPROXIMATELY ONE-QUARTER MILE UPSTREAM, ADVANCED WARNING TYPE SIGNS ON BOTH BANKS;
2. APPROXIMATELY 300 FEET UPSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF CANOEIST ON BOTH BANKS;
3. APPROXIMATELY ONE-QUARTER MILE DOWNSTREAM, ADVANCE WARNING TYPE SIGNS ON BOTH BANKS; AND
4. APPROXIMATELY 300 FEET DOWNSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF CANOEIST OF BOTH BANKS.

THE ABOVE SIGNING SHALL BE MOUNTED IN SUCH A WAY AS TO BE A MINIMUM OF 4 FEET ABOVE THE WATER LEVEL, UNOBSTRUCTED BY TREE BRANCHES, AND PROPERLY ANGLED FOR MAXIMUM VISIBILITY FROM THE MAIN CLEAR CHANNEL. THE METHOD OF SUPPORTING THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. UPON COMPLETION OF THE PROJECT, THE SIGNS AND SUPPORT SYSTEMS SHALL BE COMPLETELY REMOVED FROM THE RIVER CHANNEL. THE CONTRACTOR SHALL NOTIFY LOCAL CANOE LIVERIES BELOW USING THIS PORTION OF THE RIVER AT LEAST 10 DAYS PRIOR TO ANY CHANGES AFFECTING CANOE TRAFFIC.

DAYTON CANOE CLUB - 937-222-9392
WHITewater WAREHOUSE - 937-222-7020
GREAT MIAMI OUTFITTERS - 937-847-8787
ADVENTURES ON THE GREAT MIAMI - 937-266-6252
TWIN CREEK KAYAK & CANOE LIVERY - 937-903-8934
BAREFOOT CANOE LIVERY - 937-698-4351

PORTAGE TRAILS IF USED SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR WITH THE LEAST POSSIBLE DISTURBANCE TO THE SURROUNDING AREA. THE TRAIL SHALL BE ADEQUATELY MARKED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE RIGHT-OF-WAY FOR THE PORTAGE TRAILS IF REQUIRED.

IN THE EVENT PIPES ARE USED TO DIVERT OR CARRY RIVER WATER, BOTH THE INLET AND OUTLET ENDS SHALL BE ADEQUATELY PROTECTED BY GRATES OR FENCE SO THAT PEOPLE OR CANOES ARE NOT DRAWN THROUGH OR HELD BY THEM.

CALCULATED
MJC
CHECKED
BBD

MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-75-(10.44)(10.78)

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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. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, 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. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET 16 OF THE PLAN. 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 AWAY FROM ALL 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.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED 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 UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH

ASSUMING 1 PCMS SIGN(S) FOR 6 MONTH

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 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 OCTOBER 15 THROUGH MARCH 1.

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 C&MS 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 C&MS 621.08. WZRPMS SHALL NOT BE PLACED ON BRIDGE DECKS.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED BY A FUTURE CONSTRUCTION PROJECT.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 2550 EACH

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT 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 MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2 ONE-WAY 100 EACH

ITEM 614, OBJECT MARKER, ONE-WAY 100 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

MEDIAN BARRIER, COVERING OF INLET AND LIGHTING REMOVAL FOR CROSSOVER

AT THE BEGINNING OF PHASE I, REMOVE THE MEDIAN BARRIER MARKED FOR REMOVAL ON SHEETS 53 & 54. WITHIN THE BARRIER WALL REMOVAL LIMITS, COVER THE EXISTING INLET WITH A STEEL PLATE. REMOVE THE EXISTING LIGHT POLES AND WIRING. THE EXISTING LIGHTING CIRCUIT SHALL BE MAINTAINED WHILE THE CROSSOVER IS IN USE BY RUNNING A TEMPORARY CONNECTOR USING 4 #2 AWG IN A 3" CONDUIT PLACED A MINIMUM OF 6" BELOW THE BOTTOM OF THE TEMPORARY SUBGRADE. THE EXISTING LIGHT POLES MARKED FOR REMOVAL SHALL BE REMOVED AND STORED AT A LOCATION SPECIFIED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING LIGHTING WITHIN 500' OF THE CENTER OF THE CROSSOVER. LIGHTS LOCATED WITHIN 500' OF THE CENTER OF THE CROSSOVER SHALL REMAIN ILLUMINATED WHENEVER TRAFFIC IS BEING CROSSED OVER. THE CONTRACTOR SHALL REPAIR ANY OUTAGES OF SAID LIGHTS WITHIN 48 HOURS OF THE REPORTED OUTAGE.

ESTIMATED QUANTITIES HAVE BEEN INCLUDED ON THE CROSSOVER DETAIL SHEETS LISTED ABOVE. ANY ADDITIONAL COST NOT ITEMIZED SEPARATELY IN THE PLANS FOR ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL AND ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FT OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY 890 EACH
ITEM 614, OBJECT MARKER, ONE-WAY 623 EACH
ITEM 614, OBJECT MARKER, TWO-WAY 267 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

MEDIAN CROSSOVER OF A PASSING LANE NOTES

THE EXISTING CONFLICTING PAVEMENT MARKINGS AND REFLECTORS FROM THE RAISED PAVEMENT MARKERS SHALL BE REMOVED AND THE APPROPRIATE COLOR WORK ZONE EDGE LINES SHALL BE APPLIED.

AFTER COMPLETION OF THE WORK, PAVEMENT MARKINGS OTHER THAN CMS 740.06, TYPE I SHALL BE REMOVED IN ACCORDANCE WITH CMS 614.111. THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED AT NO ADDITIONAL COST UNLESS SEPARATELY ITEMIZED IN THE PLANS.

A 12" CHANNELIZING LINE SHALL BE PROVIDED IN BETWEEN THE CROSSOVER LANE AND THE THROUGH LANE IN ADVANCE OF THE "EXIT" GORE. ALL OTHER CHANNELIZING LINES SHOWN ON THIS DRAWING SHALL BE OF STANDARD 8" WIDTH.

DRUMS ALONG THE CROSSOVER CURVES SHALL BE SPACED AT 20' CENTER-TO-CENTER.

DRUMS USED TO CLOSE OFF A CROSSOVER SHALL BE SPACED AT 10' CENTER-TO-CENTER.

IN ADDITION TO THE REQUIREMENT OF STANDARD CONSTRUCTION DRAWING MT-99.30, RPMS AT 20' SPACING SHALL BE PROVIDED BESIDE THE CHANNELIZING LINE LOCATED BETWEEN THE CROSSOVER LANE AND THE THROUGH LANES.

CALCULATED
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MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-75-(10.44)(10.78)

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN A NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

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

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF ODOT CHAPTER 61, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
 - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND

C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

- A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
 - I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
- B. FOLLOWING AN INCIDENT/CRASH:
 - I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - II. RECOMMEND ROADWAY REPAIR NEEDS.
 - III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

SPEEDINFO DEVICES WITHIN PROJECT LIMITS

THE CONTRACTOR SHALL TAKE MEASURES TO MAINTAIN THE PROPER OPERATION OF ANY SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS. THE DEVICES ARE DOPPLER RADAR UNITS WHICH LOOK LIKE CYLINDRICAL TUBES WITH SOLAR PANELS ATTACHED TO THEM. THE SENSORS ARE IMPLEMENTED ON ALL INTERSTATES STATEWIDE AND OTHER MAJOR US AND STATE ROUTES IN URBAN AREAS, GENERALLY SPACED BETWEEN 1 TO 2 MILES APART, AND INSTALLED ON ANY EXISTING ODOT INFRASTRUCTURE (TYPICALLY OVERHEAD TRUSSES, CANTILEVERS, GROUND-MOUNTED SIGN SUPPORTS, OR LIGHT POLES). ODOT WILL COORDINATE THE RELOCATION OF ANY DEVICES THAT MAY BE AFFECTED BY THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT REMOVE THE DEVICES THEMSELVES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF TEN CALENDAR DAYS PRIOR TO PERFORMING ANY WORK WHICH REQUIRES DEVICE RELOCATION. THE PROJECT ENGINEER SHALL THEN NOTIFY SPEEDINFO, INC. AND THE ODOT OFFICE OF TRAFFIC OPERATIONS OF ANY DEVICES THAT REQUIRE RELOCATION. THE CONTRACTOR SHOULD BE AWARE THAT SINCE SPEED DATA IS STILL DESIRABLE TO ODOT, THE PROJECT ENGINEER WILL ATTEMPT TO INFORM SPEEDINFO, INC. OF NEWLY AVAILABLE INSTALL LOCATIONS FOR THE SENSORS TO BE RELOCATED TO, WITH MINIMAL DOWNTIME.

IF IMMEDIATE ATTENTION TO A SPEEDINFO SENSOR IS REQUIRED, THE CONTRACTOR MAY DIRECTLY CONTACT THE REGIONAL INSTALLER FOR SPEEDINFO, INC. FROM THE PROVIDED CONTACT INFORMATION. THE REGIONAL INSTALLER WOULD BE ABLE TO PROVIDE THE QUICKEST POSSIBLE ATTENTION TO THE SITUATION. IF THE REGIONAL INSTALLER CANNOT BE REACHED, THE LIST OF STATEWIDE CONTACTS SHOULD BE USED IN THE ORDER IT IS PRESENTED. AN EMAIL INFORMING ALL PARTIES OF THE SITUATION SHOULD ALSO BE SENT AT THE EARLIEST CONVENIENCE.

REGIONAL CONTACTS:
MATT SLUSHER, CAPITAL ELECTRIC (937) 531-7518
MSLUSHER@CAPITALELECTRIC.COM
JOE HUTSELL, CAPITAL ELECTRIC (937) 604-5838
JHUTSELL@CAPITALELECTRIC.COM

STATEWIDE CONTACTS:
CHARLIE ARMIGER, SPEEDINFO OFFICE: (408) 333-9960
CELL: (408) 425-4684
CARMIGER@SPEEDINFO.COM
BRYAN COMER, ODOT (614) 387-1253
BRYAN.COMER@DOT.OHIO.GOV
JOHN MACADAM, ODOT (614)-752-9695
JOHN.MACADAM@DOT.OHIO.GOV
JASON YERAY, ODOT (614) 466-2168

THE SPEEDINFO DEVICES WITHIN THE PROJECT LIMITS ARE LOCATED AT THE BELOW LOCATIONS. THE CONTRACTOR SHALL BE ADVISED THAT THESE LOCATIONS MAY HAVE CHANGED BY THE TIME OF CONSTRUCTION AND SHALL USE THE ABOVE PROCEDURE FOR ANY OTHER SPEED DETECTION DEVICES.

EXISTING EDWIN C. MOSES BLVD OVERHEAD EXIT ONLY SIGN STA. 230+50 I.R. 75 SOUTHBOUND SIDE
MILE POST - 52.0
LAT: 39.736507, LONG: -84.205061

CALCULATED
MJC
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BBD

MAINTENANCE OF TRAFFIC GENERAL NOTES

MOT-75-(10.44)(10.78)

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WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 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 (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.

7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED, AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE 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 TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE OF THE FOLLOWING PROJECT(S) ADJACENT TO OR WITHIN THE PROJECT LIMITS THAT ARE EITHER UNDER CONTRACT OR PLANNED TO BE UNDER CONTRACT DURING THIS PROJECT. REFER TO CMS 105.08.

MOT-75-6.86, PID 107375
 STATUS: SALE DATE = JULY 2022
 ESTIMATED CONSTRUCTION COMPLETION DATE: SEPTEMBER 2024
 DESCRIPTION: MAJOR PAVEMENT REPLACEMENT OF IR-75

MOT-75-9.53, PID 109436
 STATUS: SALE DATE DECEMBER 2020
 ESTIMATED CONSTRUCTION COMPLETION DATE: SEPTEMBER 2021
 DESCRIPTION: REBUILD TRAFFIC SIGNAL& REALIGN SR741 RAMP

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORSEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME FRAME TABLE.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH 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 ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS 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 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 BARRIER, 50", AS PER PLAN.

WINTER WORK

THE CONTRACTOR IS REQUIRED TO PURSUE ALL AVAILABLE WORK THROUGH THE WINTERS WHILE IN PHASE 2 AND PHASE 4 OF THE PLAN MOT. A SCHEDULE WILL NOT BE ACCEPTED THAT DOES NOT REPRESENT WORK (CRITICAL AND NON-CRITICAL) BEING PERFORMED THROUGHOUT THESE WINTER PERIODS. THE PLAN MOT IS PHASED AS SUCH WITH POTENTIAL DISINCENTIVES TO ENSURE THE PROJECT IS IN A CONDITION TO ALLOW WORK TO CONTINUE THROUGHOUT PHASE 2 AND PHASE 4. WEATHER DAYS THROUGHOUT THESE WINTER PERIODS WILL BE ANALYZED IN ACCORDANCE WITH 108.06 IN CONJUNCTION WITH THE TABLE IN 108.06-1, HOWEVER THE CONTRACT IS REQUIRED TO RECOGNIZE DURING THE BIDDING PROCESS THAT WINTER WORK MAY POTENTIALLY REQUIRE ITEMS SUCH AS COLD WEATHER PROTECTION, LESS EFFICIENT PRODUCTIVITY, ETC.

SEQUENCE OF CONSTRUCTION

PHASE 1

INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 1 CONFIGURATION. SHIFT NORTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER AS SHOWN IN THE PLANS.

REMOVE MEDIAN BARRIER WALL WITHIN CROSSOVER LIMITS. EXISTING LIGHT POLES WITHIN REMOVAL LIMITS SHALL BE STORED. PLACE ASPHALT WEDGE ON EXISTING INSIDE SHOULDERS NEAR CROSSOVERS AS DETAILED IN THE PLANS. INSTALL TEMPORARY DRAINAGE NEEDED FOR FUTURE PHASES.

UTILIZE APPLICABLE STANDARD CONSTRUCTION DRAWINGS TO SHIFT OR CLOSE LANES IN ACCORDANCE WITH THE NOTES HEREIN IN ORDER TO PERFORM A 1.5" MILL AND FILL OF THE EXISTING PAVEMENT FROM THE NORTHERN LIMIT OF THE BRIDGE OVER SR-741 TO THE SOUTHERN LIMIT OF THE BRIDGE OVER STEWART ST., INCLUDING THE EDWIN C. MOSES INTERCHANGE RAMPS AND BETWEEN THE MOT-1044 AND MOT-1078 STRUCTURES. THE VARIABLE DEPTH OVERLAY BETWEEN THE STRUCTURES SHALL BE COMPLETED IN FUTURE PHASES.

THE SOUTHBOUND EXIT RAMP TO NORTHBOUND ENTRANCE RAMP TURNAROUND SHALL BE CLOSED AT THE START OF WORK. REMOVAL OF THE PORTION OF THE TURNAROUND ALONG THE EXISTING RAMPS SHALL BE COMPLETED PRIOR TO RAMP RESURFACING. EDWIN C. MOSES BLVD AND RAMP TRAFFIC SHALL BE MAINTAINED ACCORDING TO THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND NOTES HEREIN. THE REMOVAL OF THE REMAINDER OF THE TURNAROUND MAY BE PERFORMED AT ANY TIME DURING THE PROJECT.

PHASE 2

PHASE 2 CONSTRUCTION SHALL BEGIN NO LATER THAN OCTOBER 15, 2020.

REMOVE EXISTING SIGNING IN CONFLICT WITH PROPOSED MOT SETUP. INSTALL MOT SIGNING AS PER STANDARD CONSTRUCTION DRAWINGS LISTED AND AS SHOWN IN THE PLANS.

INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN THE PHASE 2 CONFIGURATION. SHIFT NORTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER AS SHOWN IN THE PLANS. CROSSOVER THE SOUTHBOUND INSIDE LANE OF TRAFFIC TO THE NORTHBOUND INSIDE SHOULDER. SHIFT THE REMAINING TWO OUTSIDE SOUTHBOUND LANES ONTO THE EXISTING INSIDE LANES AND SHOULDER. RAMP TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THESE PLANS.

THE SOUTHBOUND ENTRANCE RAMP FROM EDWIN C. MOSES BLVD SHALL BE CLOSED AND DETOURED AS SHOWN IN THE PLANS FOR THE DURATION OF THIS PHASE.

RECONSTRUCT THE PORTION OF SOUTHBOUND PAVEMENT NOT USED TO MAINTAIN TRAFFIC AS SHOWN IN THE PLANS. PLACE TEMPORARY PAVEMENT ADJACENT TO THE EXISTING OUTSIDE SHOULDER AS SHOWN IN THE PLANS. RECONSTRUCT EASTBOUND EDWIN C. MOSES SLIP RAMP TO I.R. 75 SOUTHBOUND DURING RAMP CLOSURE.

PHASE 3A

NORTHBOUND TRAFFIC SHALL REMAIN IN THE PHASE 2 CONFIGURATION. CONTINUE TO CROSSOVER THE SOUTHBOUND INSIDE LANE OF TRAFFIC TO THE NORTHBOUND INSIDE SHOULDER AS SETUP IN PHASE 2. SHIFT THE REMAINING TWO OUTSIDE SOUTHBOUND LANES ONTO THE EXISTING OUTSIDE LANES AND SHOULDER AND TEMPORARY PAVEMENT INSTALLED IN PHASE 2. RAMP TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THESE PLANS. DURING CONCRETE DECK PLACEMENT, THE CONTRACTOR SHALL CLOSE THE LANE ADJACENT TO THE WORK ZONE DURING PERMITTED LANE CLOSURES TIMES WITH THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS.

RECONSTRUCT THE PORTION OF SOUTHBOUND PAVEMENT NOT USED TO MAINTAIN TRAFFIC AS SHOWN IN THE PLANS.

IN ORDER TO PROVIDE ADEQUATE PROTECTION FOR THE DROPOFF BETWEEN EXISTING AND PROPOSED PAVEMENT, THE CONTRACTOR SHALL COMPLETE RESURFACING UP TO THE INTERMEDIATE COURSE BETWEEN THE MOT-75-1044 AND MOT-75-1078 STRUCTURES PRIOR TO INSTALLATION OF THE CONSTRUCTION ACCESS POINT DETAILED ON SHEET 69.

PHASE 3B

NORTHBOUND TRAFFIC SHALL REMAIN IN THE PHASE 2 CONFIGURATION. RETURN ALL LANES OF SOUTHBOUND TRAFFIC TO THE SOUTHBOUND SIDE OF THE MEDIAN AND SHIFT SOUTHBOUND TRAFFIC ONTO THE OUTSIDE LANES AND SHOULDER AS SHOWN IN THE PLANS. RAMP TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THE PLANS.

REPLACE THE PORTIONS OF THE EXISTING CONCRETE MEDIAN BARRIER SHOWN IN THE PLANS. PERFORM ADDITIONAL MEDIAN WORK SUCH AS CATCH BASIN REPLACEMENT AND SIGN FOUNDATION REPLACEMENT.

PHASE 4A

PHASE 4 CONSTRUCTION SHALL BEGIN NO LATER THAN OCTOBER 15, 2021.

PRIOR TO THE START OF PROPOSED PHASE 4 CONSTRUCTION, PLACE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS REQUIRED FOR PHASE 4 OPERATIONS.

SOUTHBOUND TRAFFIC SHALL BE SHIFTED ONTO THE OUTSIDE SHOULDER. CROSSOVER THE NORTHBOUND INSIDE LANE OF TRAFFIC TO THE SOUTHBOUND INSIDE SHOULDER. SHIFT THE REMAINING TWO OUTSIDE NORTHBOUND LANES ONTO THE EXISTING INSIDE SHOULDER. RAMP TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THESE PLANS.

RECONSTRUCT THE PORTION OF NORTHBOUND PAVEMENT NOT USED TO MAINTAIN TRAFFIC AS SHOWN IN THE PLANS.

PHASE 4B

NORTHBOUND AND SOUTHBOUND TRAFFIC SHALL REMAIN IN THE PHASE 4A CONFIGURATION. CLOSE THE NORTHBOUND EXIT RAMP TO EDWIN C. MOSES TO COMPLETE OUTSIDE I.R. 75 AND RAMP RESURFACING. THE RAMP SHALL BE CLOSED FOR A SINGLE WEEKEND PERIOD FROM 8PM FRIDAY TO 6AM MONDAY. RAMP TRAFFIC SHALL BE DETOURED AS SHOWN IN THE PLANS.

PHASE 5

SOUTHBOUND TRAFFIC SHALL REMAIN IN THE PHASE 4 CONFIGURATION. CONTINUE TO CROSSOVER THE NORTHBOUND INSIDE LANE OF TRAFFIC TO THE SOUTHBOUND INSIDE SHOULDER AS SETUP IN PHASE 4. SHIFT THE REMAINING TWO OUTSIDE NORTHBOUND LANES ONTO THE EXISTING OUTSIDE SHOULDER AND TEMPORARY PAVEMENT INSTALLED IN PHASE 4. RAMP TRAFFIC SHALL BE MAINTAINED AS SHOWN IN THESE PLANS. DURING CONCRETE DECK PLACEMENT, THE CONTRACTOR SHALL CLOSE THE LANE ADJACENT TO THE WORK ZONE DURING PERMITTED LANE CLOSURES TIMES WITH THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS.

RECONSTRUCT THE PORTION OF NORTHBOUND PAVEMENT NOT USED TO MAINTAIN TRAFFIC AS SHOWN IN THE PLANS.

IN ORDER TO PROVIDE ADEQUATE PROTECTION FOR THE DROPOFF BETWEEN EXISTING AND PROPOSED PAVEMENT, THE CONTRACTOR SHALL COMPLETE RESURFACING UP TO THE INTERMEDIATE COURSE BETWEEN THE MOT-75-1044 AND MOT-75-1078 STRUCTURES PRIOR TO INSTALLATION OF THE CONSTRUCTION ACCESS POINT DETAILED ON SHEET 106.

AT LEAST TWO WEEKS PRIOR TO OPENING THE BRIDGE TO TRAFFIC THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT 7 BRIDGE INSPECTION ENGINEER (937-497-6884) TO PERFORM THE POST-CONSTRUCTION INITIAL INSPECTION OF THE BRIDGE PER THE NOTE ON SHEET 11.

PHASE 6

COMPLETE ALL REMAINING WORK ITEMS.

PLACE FINAL SURFACE COURSE AND PAVEMENT MARKINGS UTILIZING STANDARD CONSTRUCTION DRAWINGS FOR LANE SHIFTS AND CLOSURES AS PER THE PLANS AND NOTES HEREIN.

THE NORTH AND SOUTH CROSSOVERS SHALL BE CLOSED WITH PB USING SCD MT-101.80 AT LOCATIONS SHOWN BELOW. PORTABLE BARRIER USED TO CLOSE THE CROSSOVERS SHALL BE CONCRETE AND INCLUDE ALL COST TO CONNECT TO THE EXISTING CONCRETE BARRIER. AT THE END OF THE PROJECT THE BARRIER SHALL BE LEFT IN PLACE AND WILL BECOME PROPERTY OF ODOT UPON CONTRACT COMPLETION.

PB LOCATIONS:
STA. 176+75 TO 180+40 = 365'
STA. 238+50 TO 242+20 = 370'

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE WORK.

ITEM 622 PORTABLE BARRIER, ANCHORED, AS PER PLAN-735'

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PRIOR TO PLACING FINAL PAVEMENT MARKINGS:

ITEM 614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT-6.17 MI
ITEM 614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT-6.23 MI
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT-3500'
ITEM 614 WORK ZONE DOTTED LINE, 6", CLASS III, 642 PAINT-3274'
ITEM 614 WORK ZONE DOTTED LINE, 12", CLASS III, 642 PAINT-1288'

PN 121 - INCENTIVE/DISINCENTIVE CONTRACT

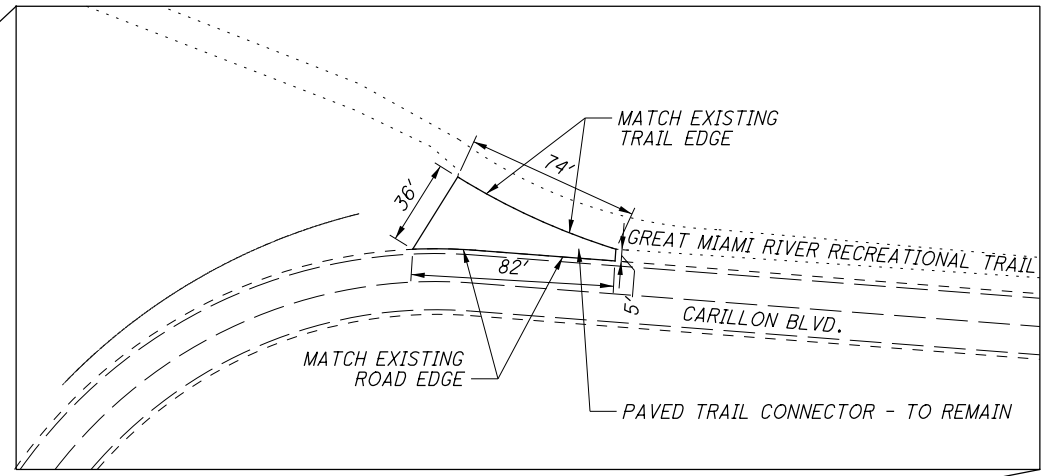
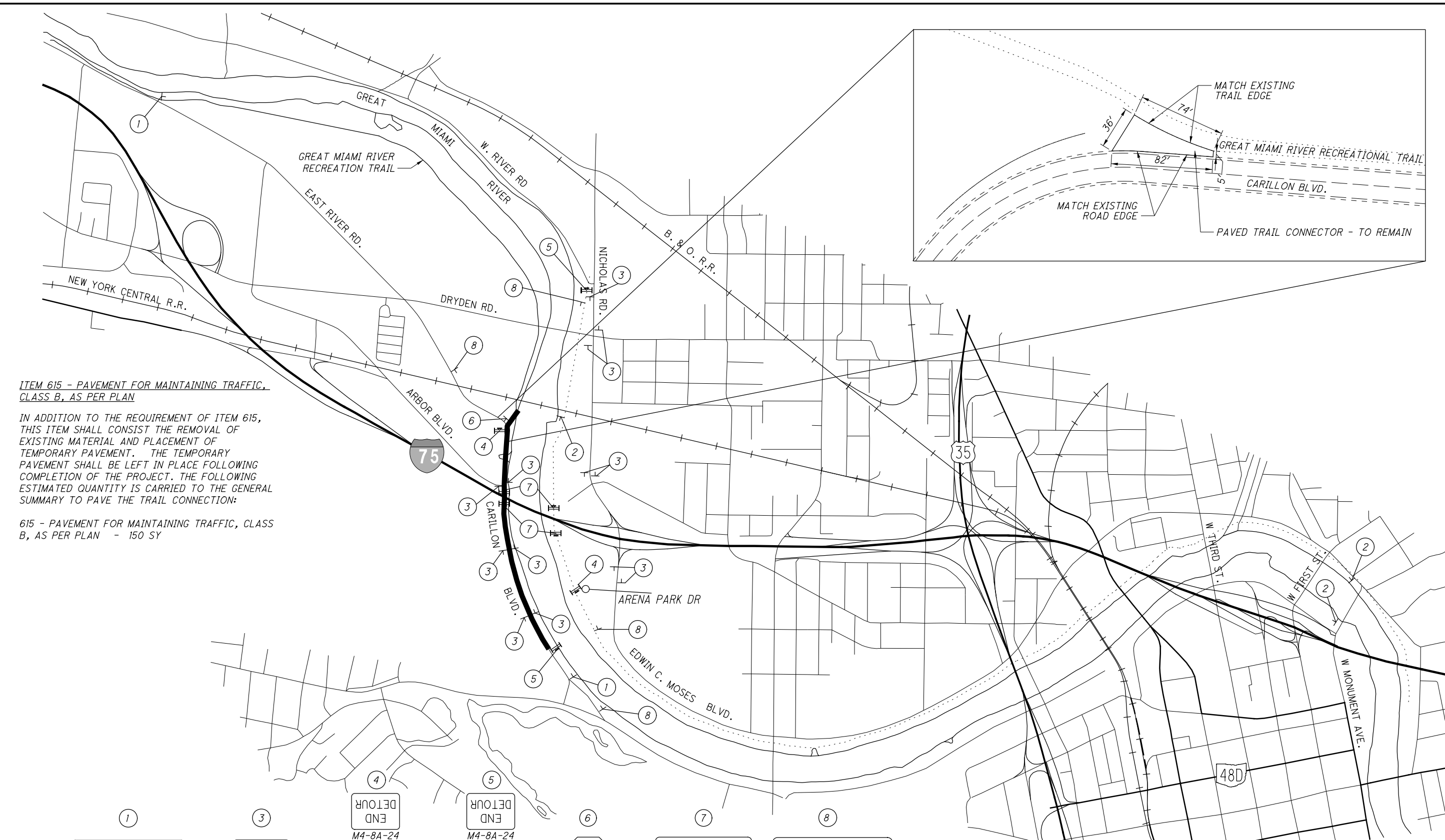
THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE IN THE MOT PHASE OR THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
TRAFFIC IN PHASE 2 CONFIGURATION	10/15/2020	DAY	\$2,000
TRAFFIC IN PHASE 4 CONFIGURATION	10/15/2021	DAY	\$2,000
TRAFFIC IN FINAL CONFIGURATION	10/15/2022	DAY	\$10,000



ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN

IN ADDITION TO THE REQUIREMENT OF ITEM 615, THIS ITEM SHALL CONSIST THE REMOVAL OF EXISTING MATERIAL AND PLACEMENT OF TEMPORARY PAVEMENT. THE TEMPORARY PAVEMENT SHALL BE LEFT IN PLACE FOLLOWING COMPLETION OF THE PROJECT. THE FOLLOWING ESTIMATED QUANTITY IS CARRIED TO THE GENERAL SUMMARY TO PAVE THE TRAIL CONNECTION:

615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN - 150 SY

1
TRAIL DETOUR AHEAD
POSSIBLE NIGHT CLOSURE
OF DETOUR AT I-75

2
INSTREAM WORK AT RM 76.9
RIVER TRAFFIC MAINTAINED,
SHORT TERM CLOSURES POSSIBLE

3

MAY USE
FULL LANE
R4-11-30

4
END
DETOUR
M4-8A-24
M4-9cR-30

DETOUR
M4-9cR-30
MOUNTED ON
TYPE III BARRICADE

5
END
DETOUR
M4-8A-24
M4-9cL-30

DETOUR
M4-9cL-30
MOUNTED ON
TYPE III BARRICADE

6

R1-1-24

7
TRAIL
CLOSED
R11-2-48 (MOD.)
MOUNTED ON
TYPE III BARRICADE

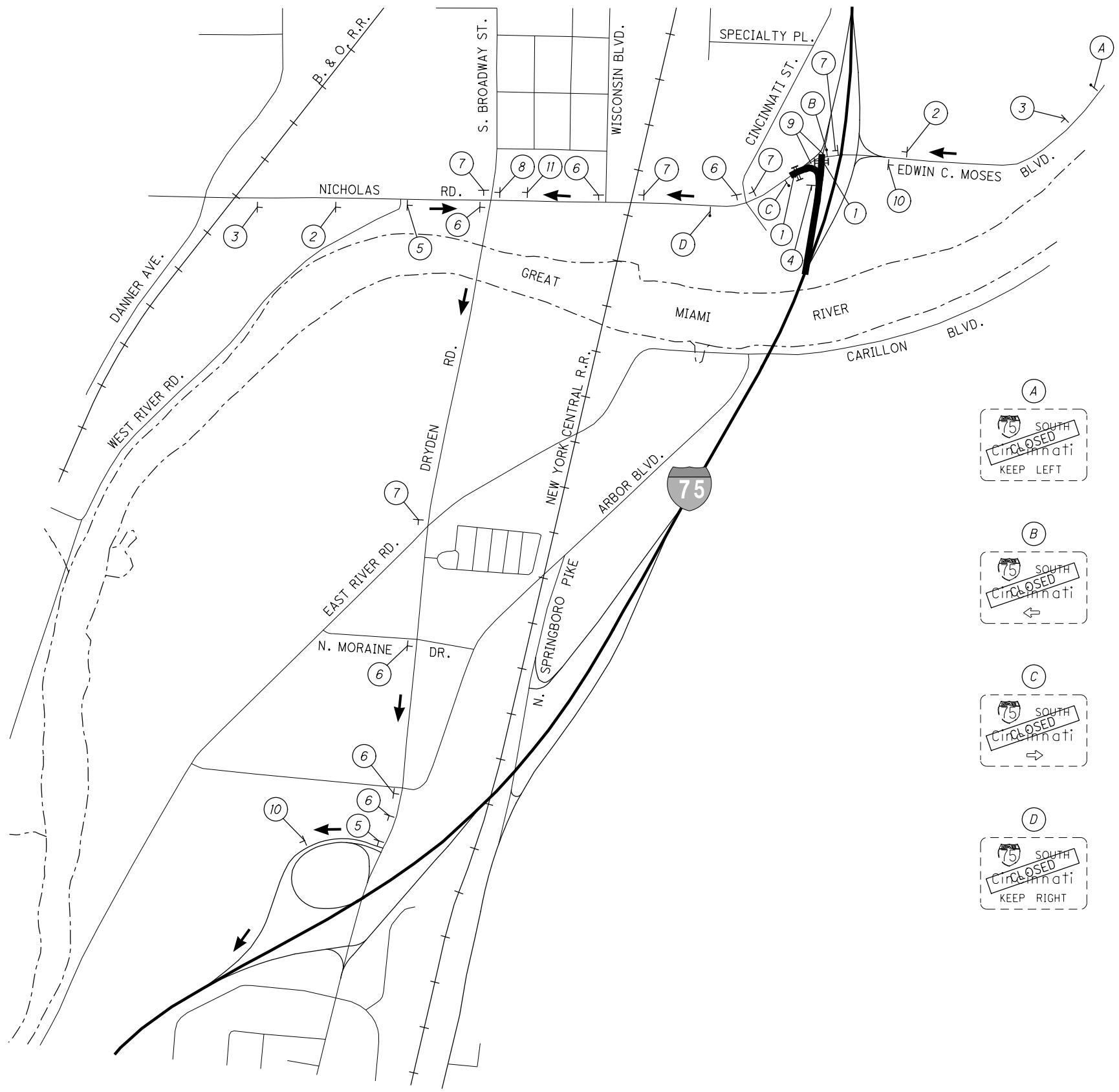
8
WILL BE
CLOSED
FOR DAYS
INFO: 1-888-200-9919
W20-H13-60
NOTICE OF CLOSURE SIGN,
SEE NOTE ON SHEET 14

NOTE:
THE CONTRACTOR SHALL TEMPORARILY COVER, REMOVE, OR INSTALL A CLOSED PLAQUE OVER ANY SIGN IN CONFLICT WITH THE PROPOSED DETOUR.

THE SOUTHERN IN STREAM WORK NOTICE SHALL BE PLACED AT PORTAGE POINT RM 76.6 AND THE NORTHERN NOTICES SHALL BE PLACED AT RM PORTAGE POINT 79.9. SIGNAGE SHALL BE IN PLACE TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

PRIOR TO START OF THE PROPOSED TRAIL DETOUR, THE CONTRACTOR SHALL PAVE A CONNECTION BETWEEN CARILLON BLVD, THE GREAT MIAMI RIVER RECREATIONAL TRAIL, AND THE TRAIL PARKING LOT. THE CONNECTION SHALL BE PAVED WITH ITEM - 615 TEMPORARY PAVEMENT, CLASS B, AS PER PLAN. THE CONNECTION SHALL REMAIN FOLLOWING COMPLETION OF CONSTRUCTION.

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CALCULATED
MJT
CHECKED
MJC

1 ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE

2 DETOUR AHEAD
W20-2-48

3 ROAD WORK AHEAD
W20-1-48

4 WILL BE CLOSED FOR DAYS
INFO: 1-888-200-9919
W20-H13-60
NOTICE OF CLOSURE SIGN, SEE NOTE ON SHEET 14

5 DETOUR
M4-8-24
SOUTH
M3-3-24
INTERSTATE 75
M1-1-24-2
M5-IR-21

6 DETOUR
M4-8-24
SOUTH
M3-3-24
INTERSTATE 75
M1-1-24-2
M6-IR-21

7 DETOUR
M4-8-24
SOUTH
M3-3-24
INTERSTATE 75
M1-1-24-2
M6-3-21

8 DETOUR
M4-8-24
SOUTH
M3-3-24
INTERSTATE 75
M1-1-24-2
M6-1L-21

A SOUTH CLOSED Cincinnati KEEP LEFT

B SOUTH CLOSED Cincinnati

C SOUTH CLOSED Cincinnati

D SOUTH CLOSED Cincinnati KEEP RIGHT

9 CLOSED
W20-H15A-72
PLACE ON EXISTING GUIDE SIGNS

10 END DETOUR
M4-8A-24

11 DETOUR
M4-8-24
SOUTH
M3-3-24
INTERSTATE 75
M1-1-24-2
M5-1L-21

NOTE:
THE CONTRACTOR SHALL TEMPORARILY COVER, REMOVE, OR INSTALL A CLOSED PLAQUE OVER ANY SIGN IN CONFLICT WITH THE PROPOSED DETOUR.

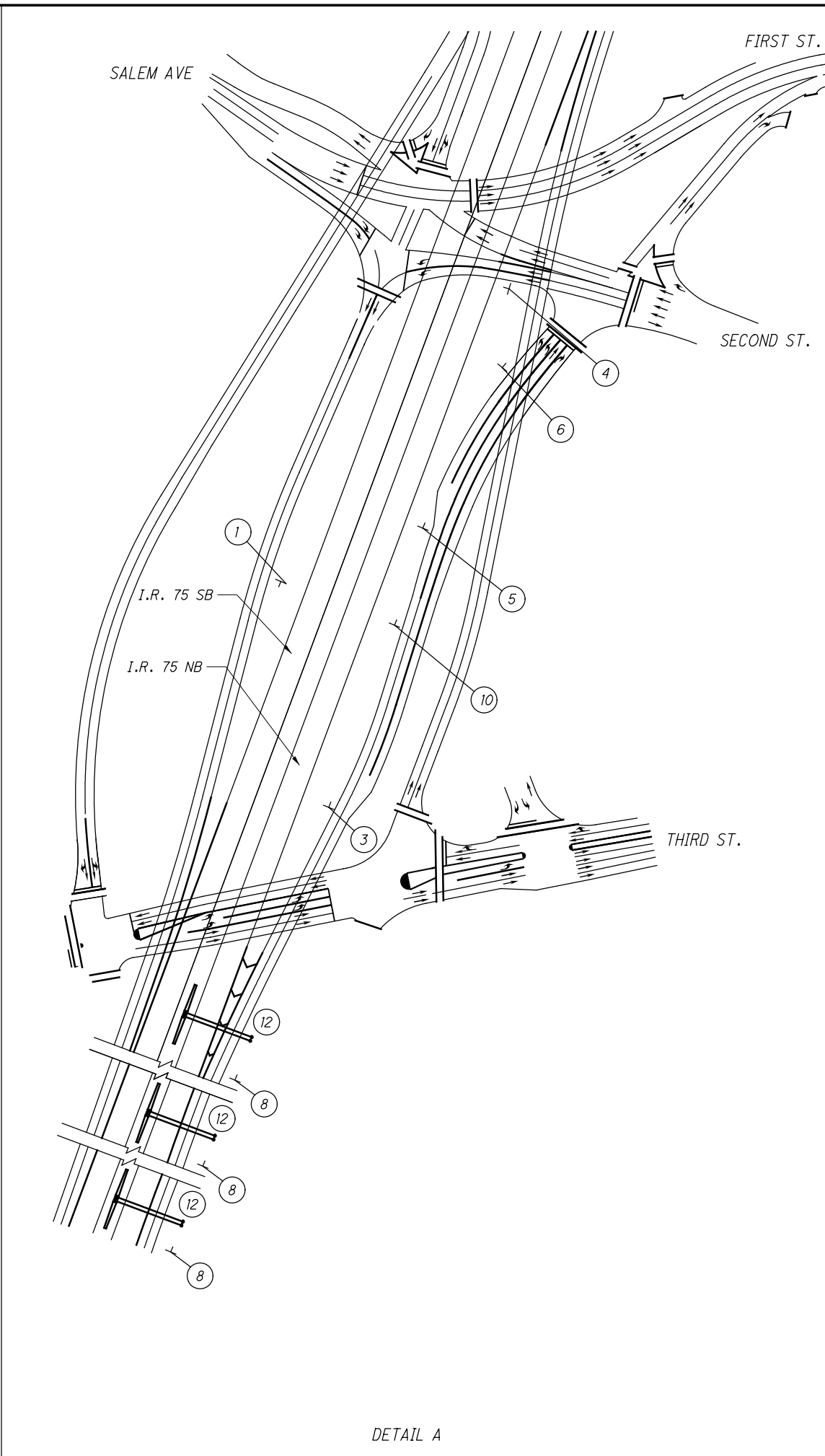
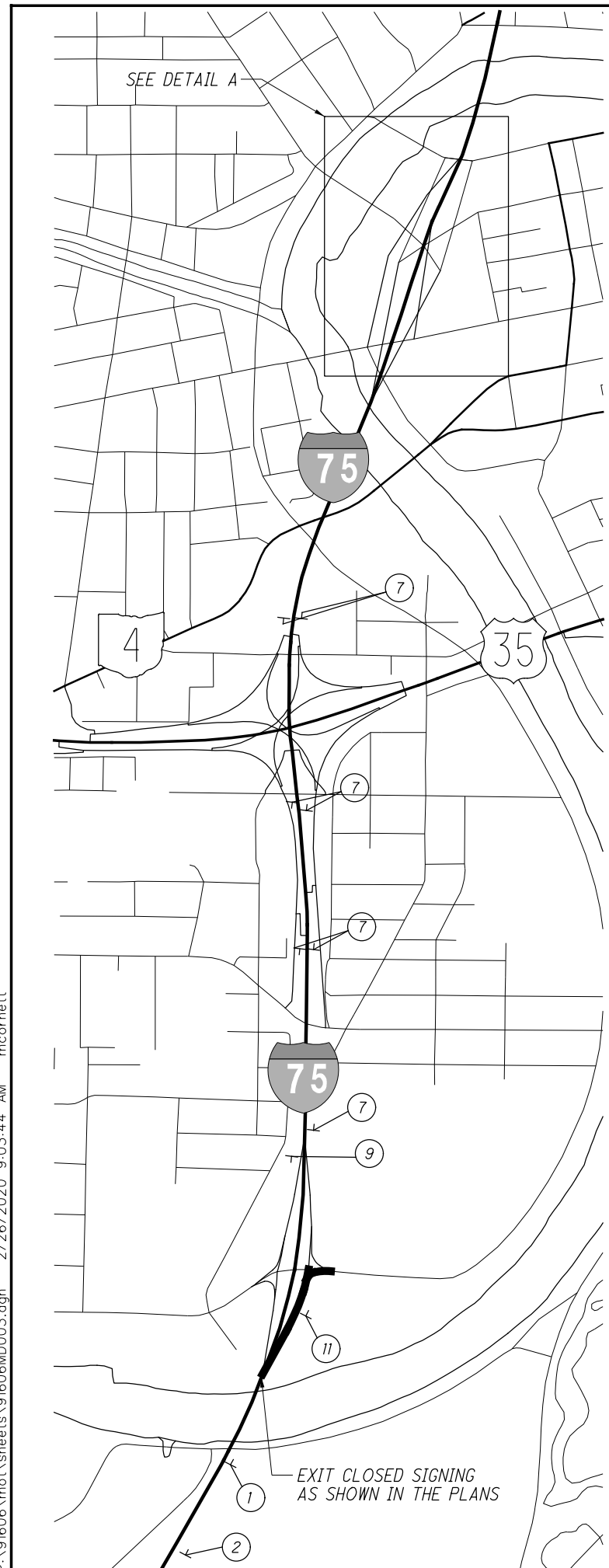
THE MESSAGE TO BE DISPLAYED ON THE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL CLOSE THE LEFT TURN LANE TO THE ENTRANCE RAMP PER STANDARD CONSTRUCTION DRAWING MT-98.30.

THE CONTRACTOR SHALL PROVIDE DETOUR SIGNAGE FOR DRIVES ALONG EDWIN C. MOSES BLVD. BETWEEN THE SOUTHBOUND RAMPS TO I-75 AND DRYDEN ROAD. FOR DRIVES ON THE SOUTH SIDE USE SIGN ASSEMBLY NO.8 AND FOR DRIVES ON THE NORTH SIDE USE SIGN ASSEMBLY NO.6.

DETOUR PLAN
EDWIN C. MOSES BLVD. SOUTHBOUND ENTRANCE RAMP

MOT-75-(10.44)(10.78)



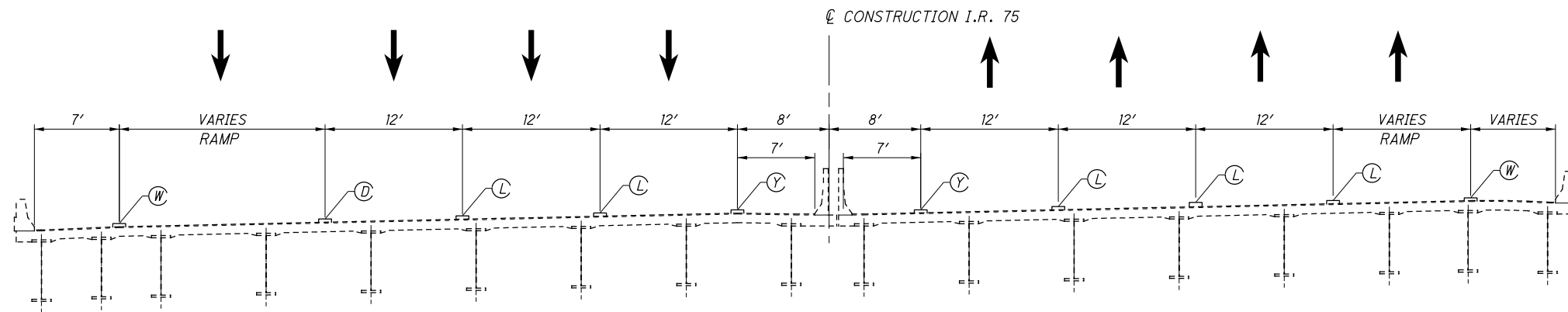
DETAIL A

① PCMS D3-1 - VAR	② EDWIN C. MOSES BLVD. D3-1 - VAR DETOUR AHEAD W20-2-48	③ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR KEEP LEFT M5-H4A-30
④ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR ← M6-2L-30	⑤ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR LEFT LANE M5-4-30	⑥ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR ← M6-1L-30 KEEP LEFT M5-H4A-30
⑦ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR ↑ M6-3-30	⑧ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR ↗ M6-2R-30	⑨ END DETOUR M4-8A-30 EDWIN C. MOSES BLVD. D3-1 - VAR
⑩ DETOUR M4-8-30 EDWIN C. MOSES BLVD. D3-1 - VAR ↙ M5-1L-30	⑪ WILL BE CLOSED FOR DAYS INFO: 1-888-200-9919 W20-H13-60 NOTICE OF CLOSURE SIGN, SEE NOTE ON SHEET 14	⑫ M4-8-30 D3-1 - VAR M5-2R-30 DETOUR EDWIN C. MOSES BLVD. EXIT ONLY EXIT 53 Second St Salem Ave First St

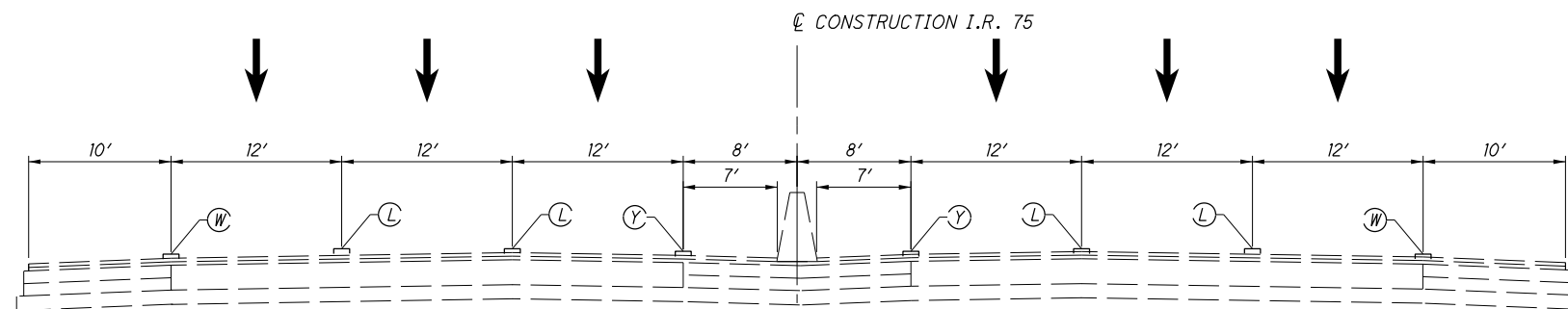
NOTE:
THE CONTRACTOR SHALL TEMPORARILY COVER, REMOVE, OR INSTALL A CLOSED PLAQUE OVER ANY SIGN IN CONFLICT WITH THE PROPOSED DETOUR.

THE MESSAGE TO BE DISPLAYED ON THE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE APPROVED BY THE ENGINEER.

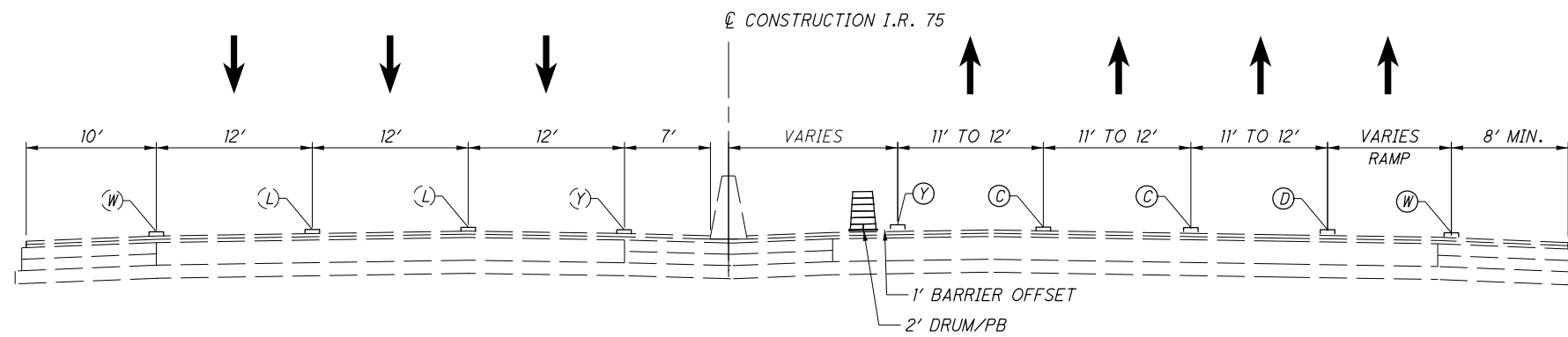
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SECTION C-C



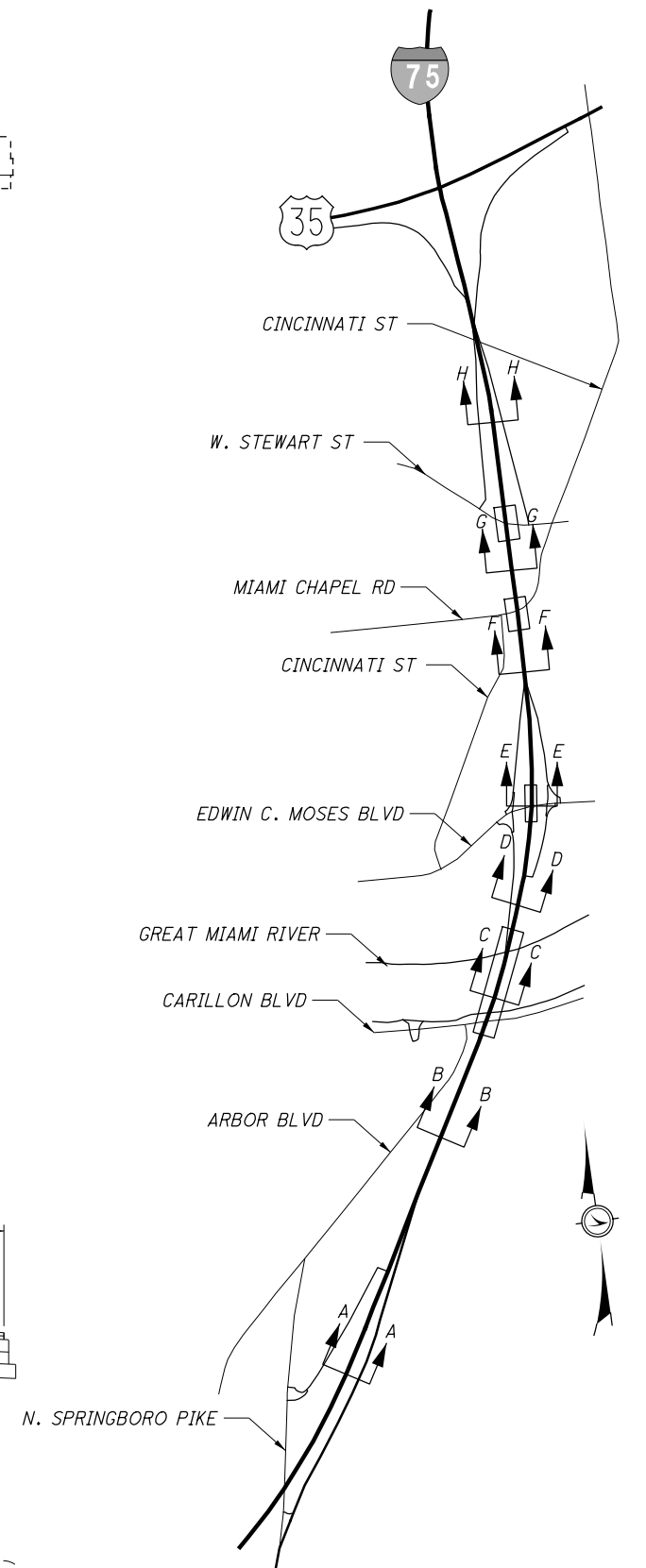
SECTION B-B



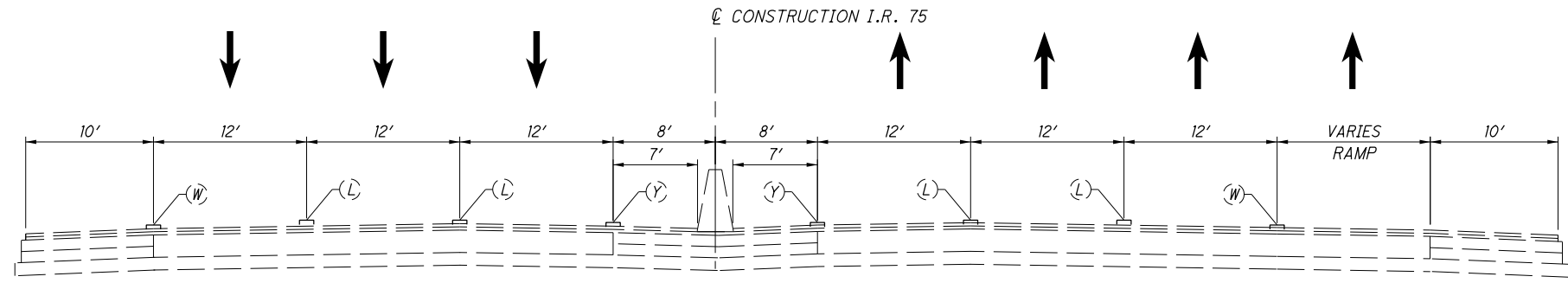
SECTION A-A

LEGEND

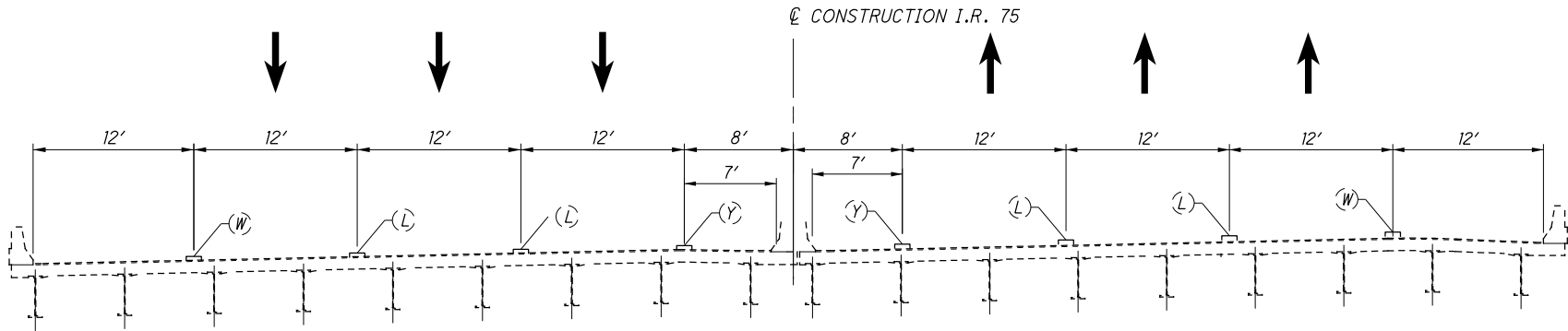
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



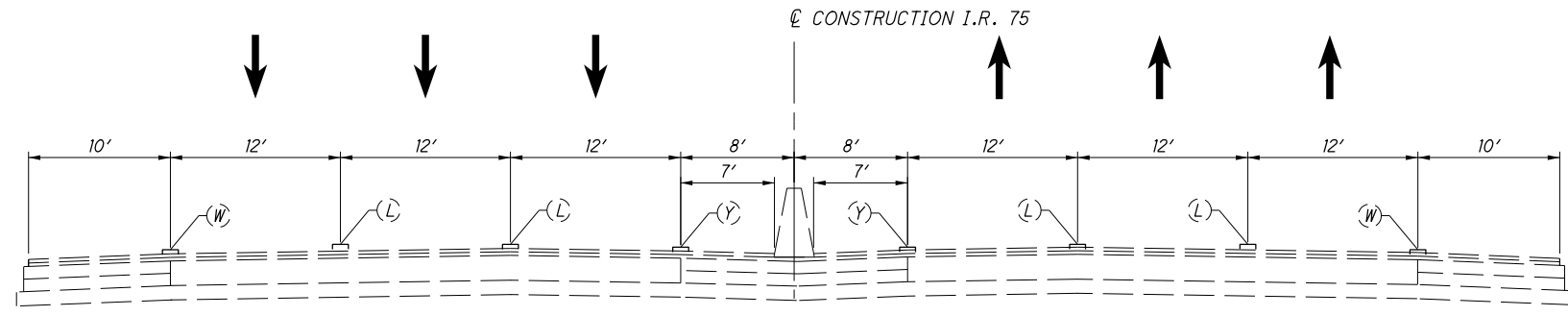
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SECTION F-F



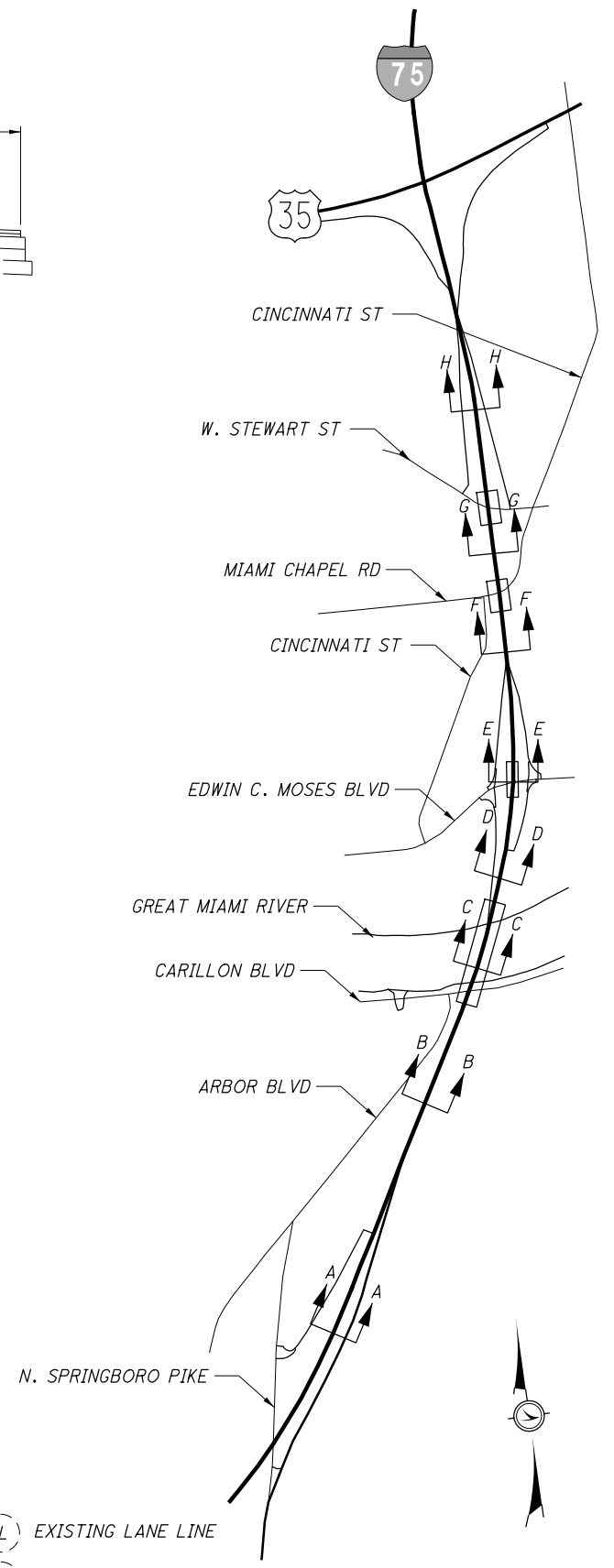
SECTION E-E



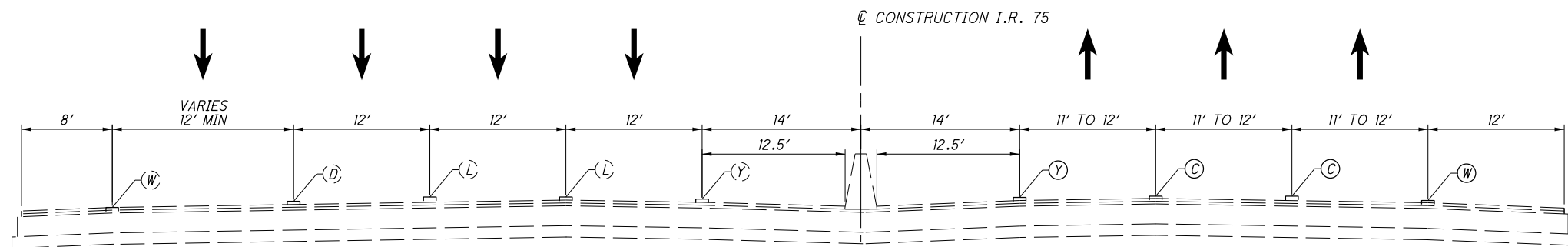
SECTION D-D

LEGEND

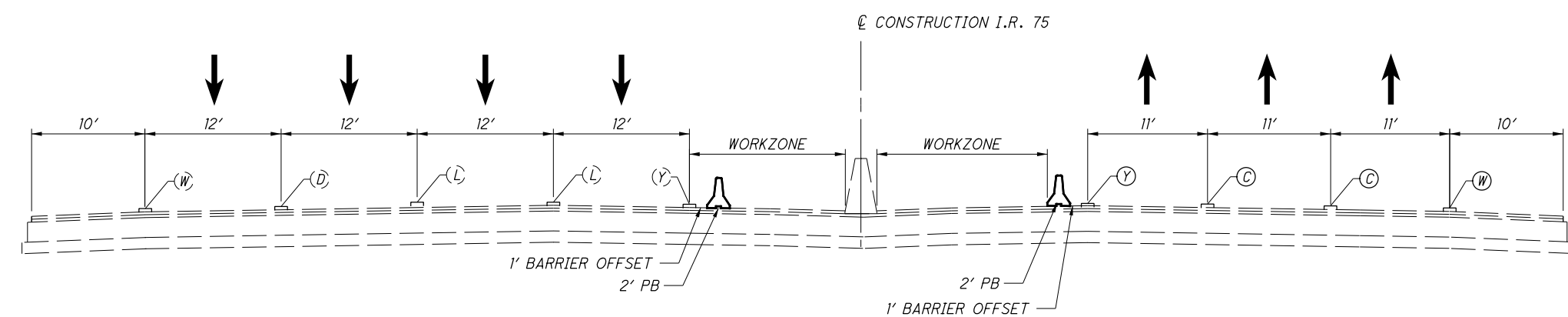
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



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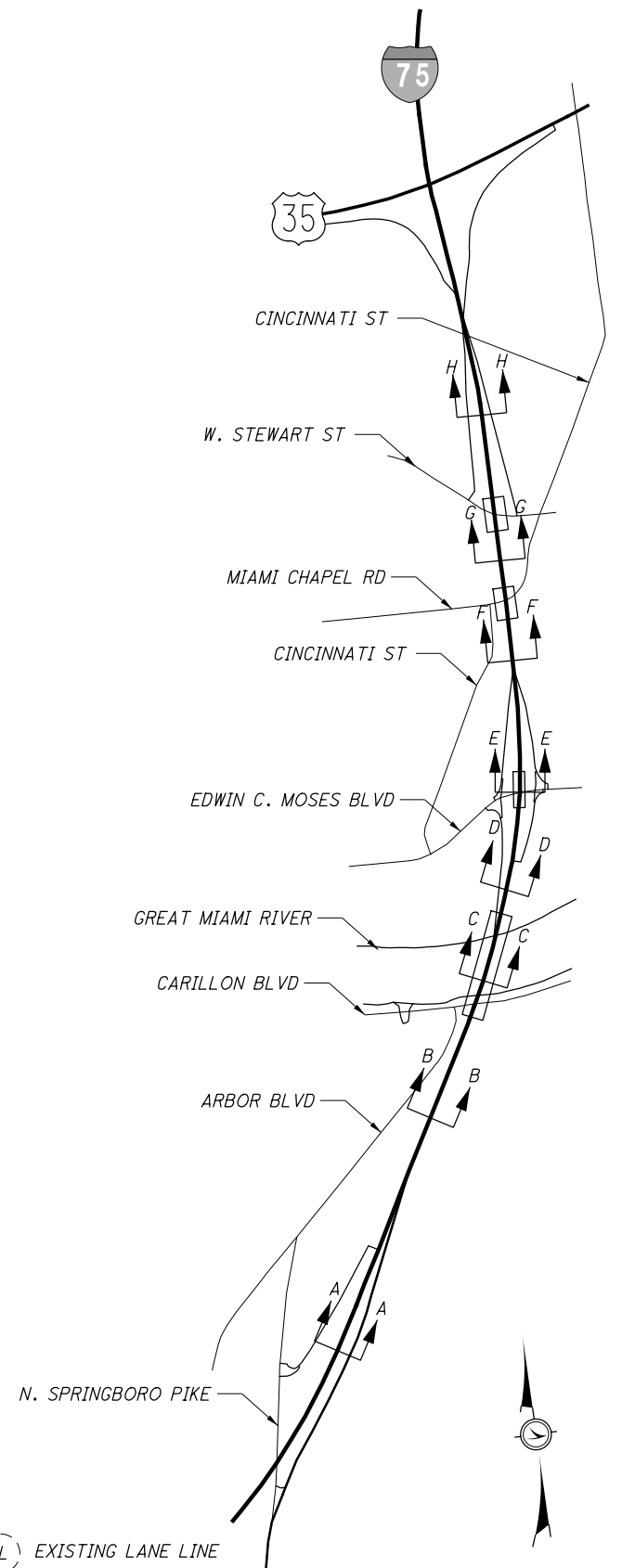
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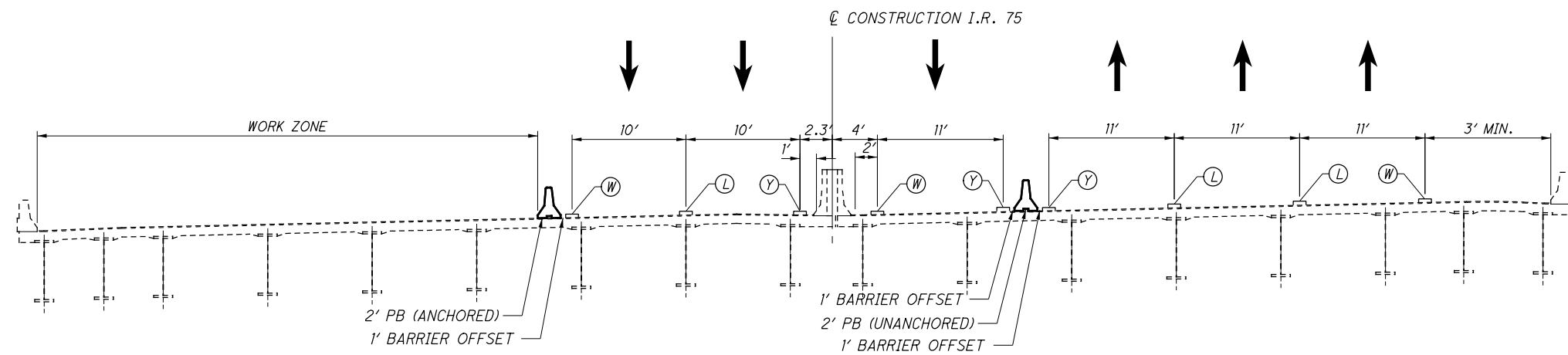
SECTION G-G

LEGEND

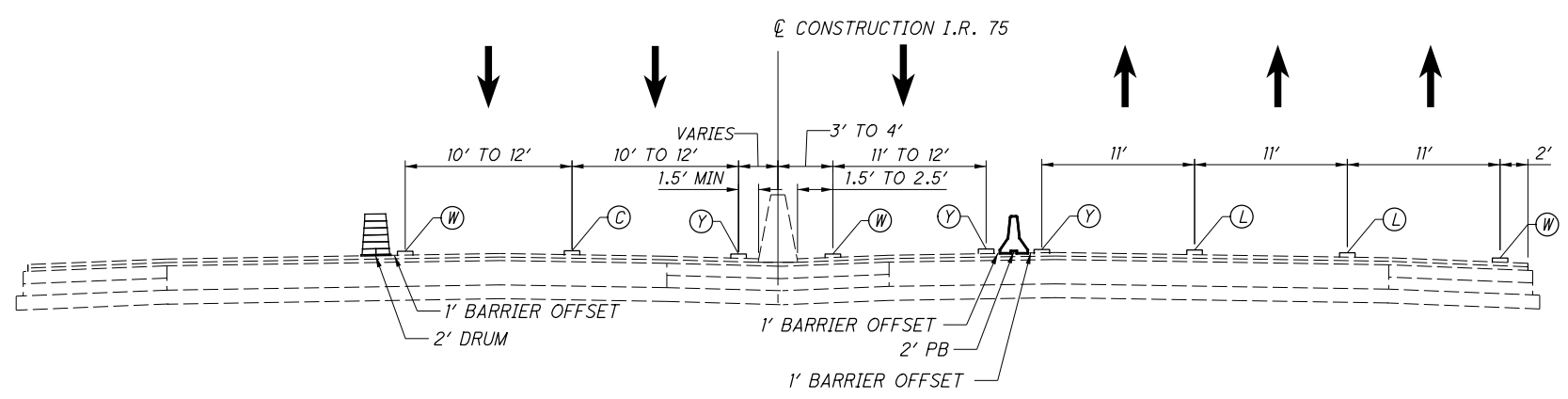
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



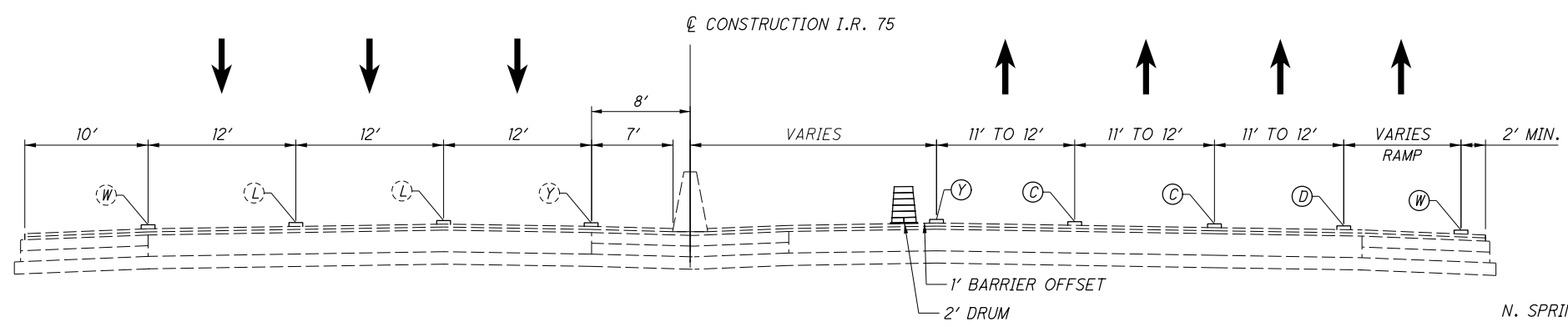
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SECTION C-C



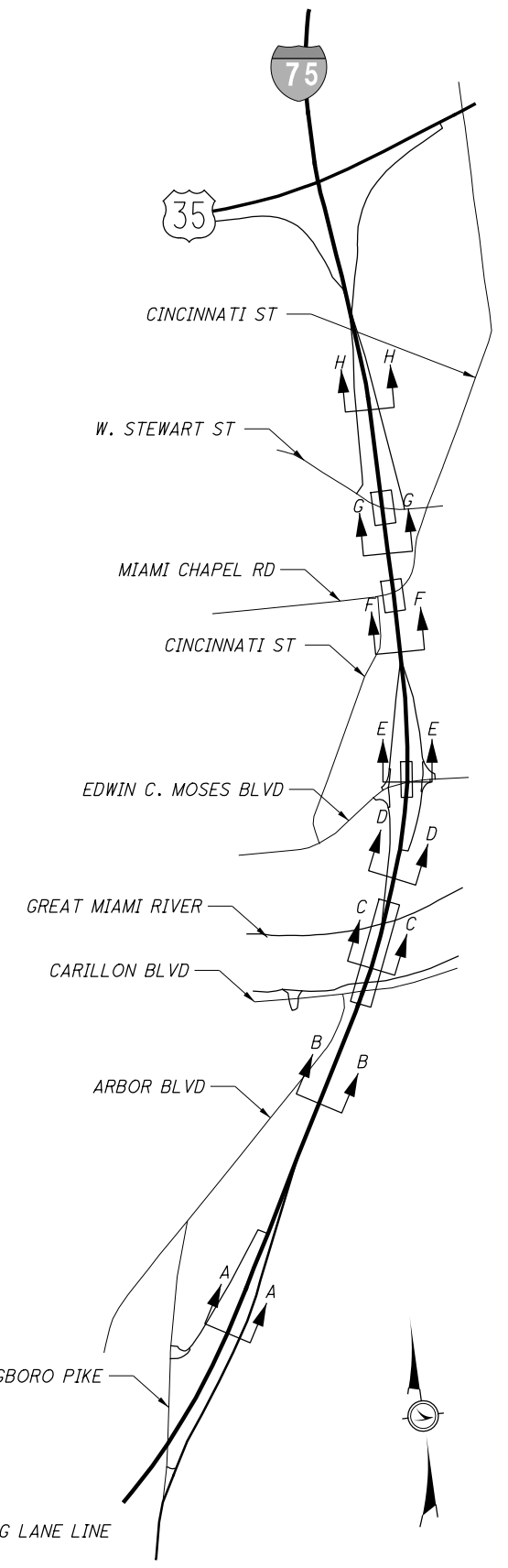
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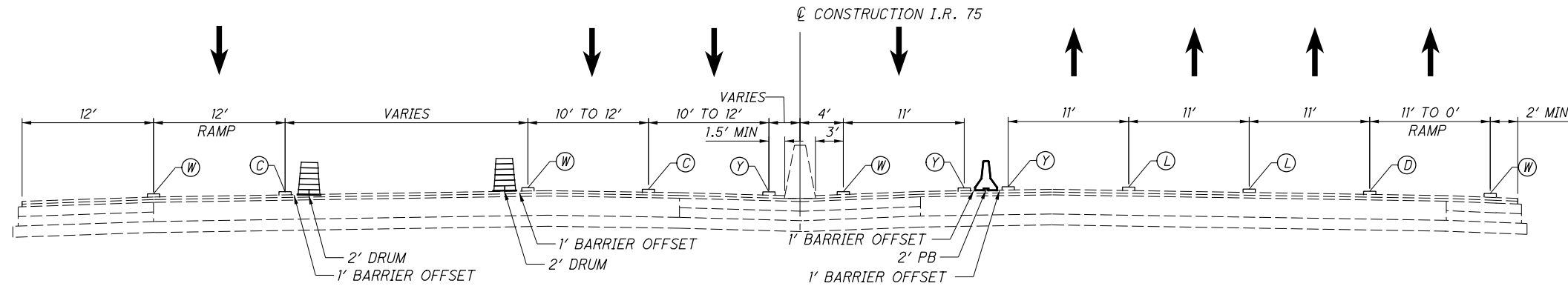
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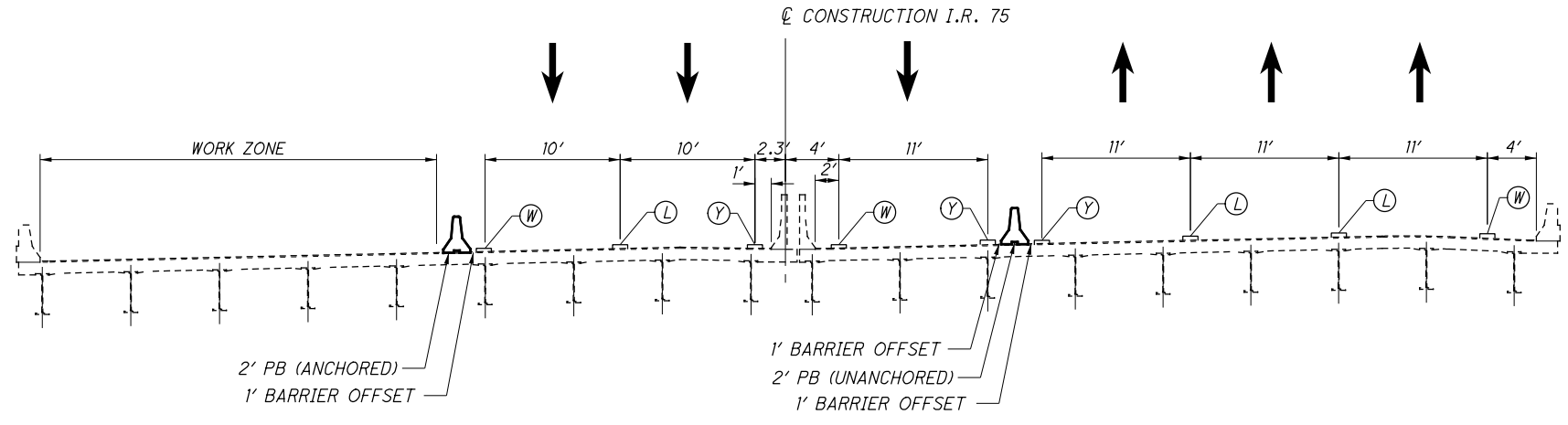
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|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|--------------------------|
| (W) ITEM 648 - EDGE LINE, 6" (WHITE) | (D) ITEM 648 - DOTTED LINE, 6" | (C) ITEM 648 - CHANNELIZING LINE, 12" | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) ITEM 648 - EDGE LINE, 6" (YELLOW) | (L) ITEM 648 - LANE LINE, 6" | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



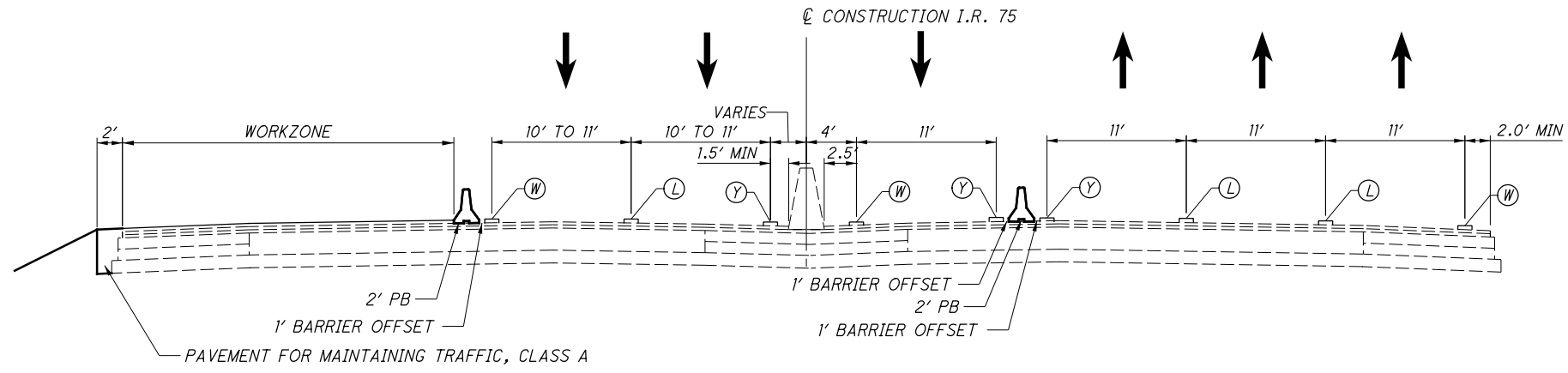
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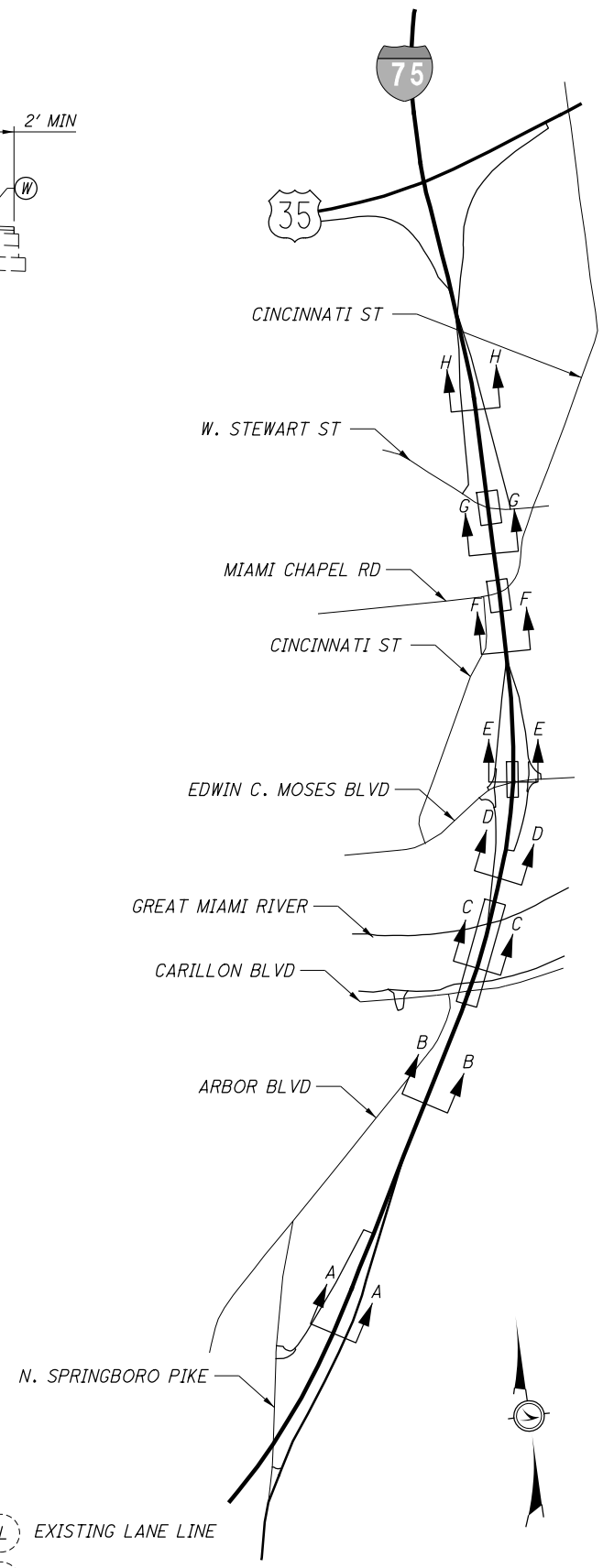


SECTION E-E

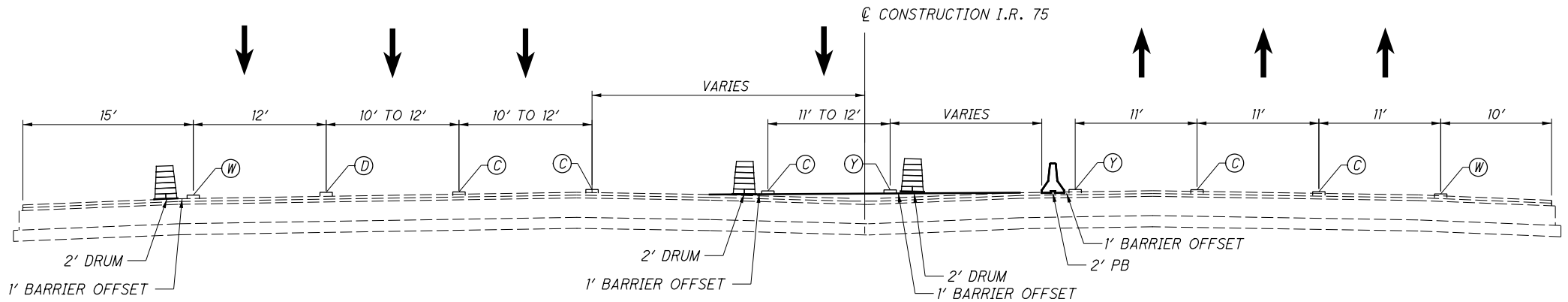
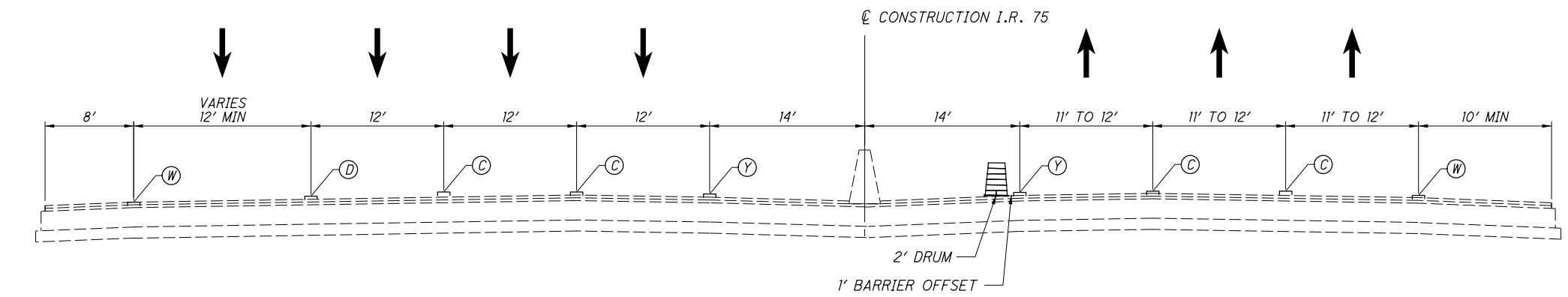


SECTION D-D

- LEGEND**
- ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - CHANNELIZING LINE, 12"
 - EXISTING EDGE LINE, WHITE
 - EXISTING LANE LINE
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - LANE LINE, 6"
 - EXISTING EDGE LINE, YELLOW
 - EXISTING DOTTED LINE

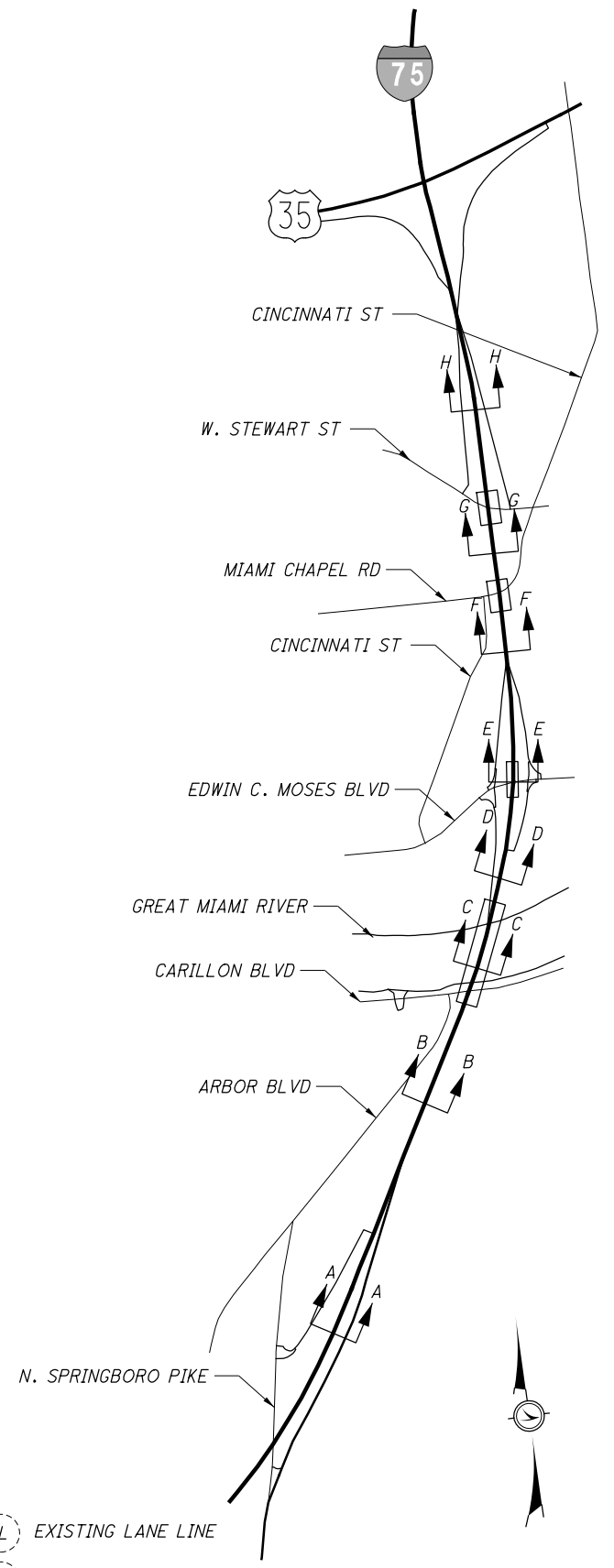


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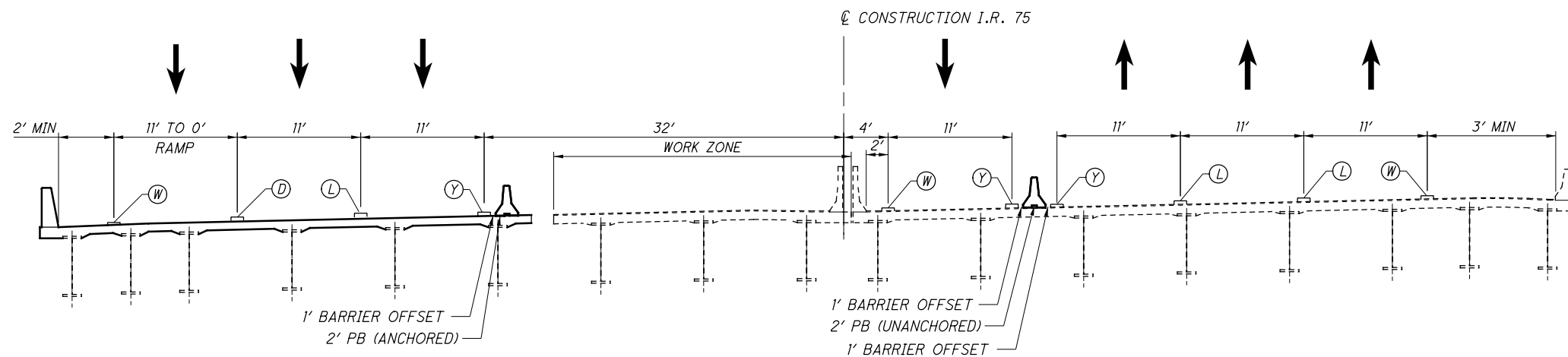


LEGEND

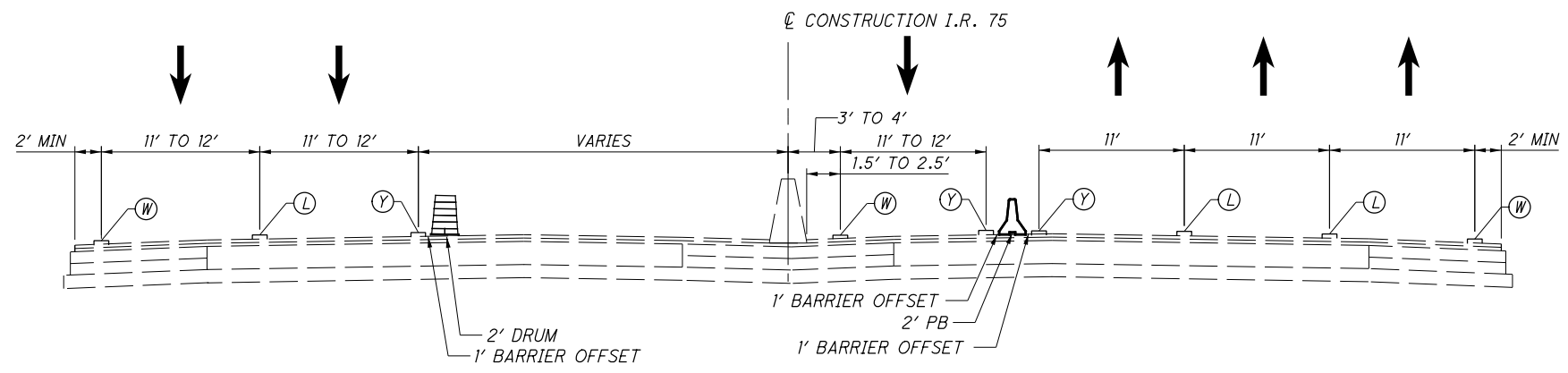
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|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|--------------------------|
| (W) ITEM 648 - EDGE LINE, 6" (WHITE) | (D) ITEM 648 - DOTTED LINE, 6" | (C) ITEM 648 - CHANNELIZING LINE, 12" | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) ITEM 648 - EDGE LINE, 6" (YELLOW) | (L) ITEM 648 - LANE LINE, 6" | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



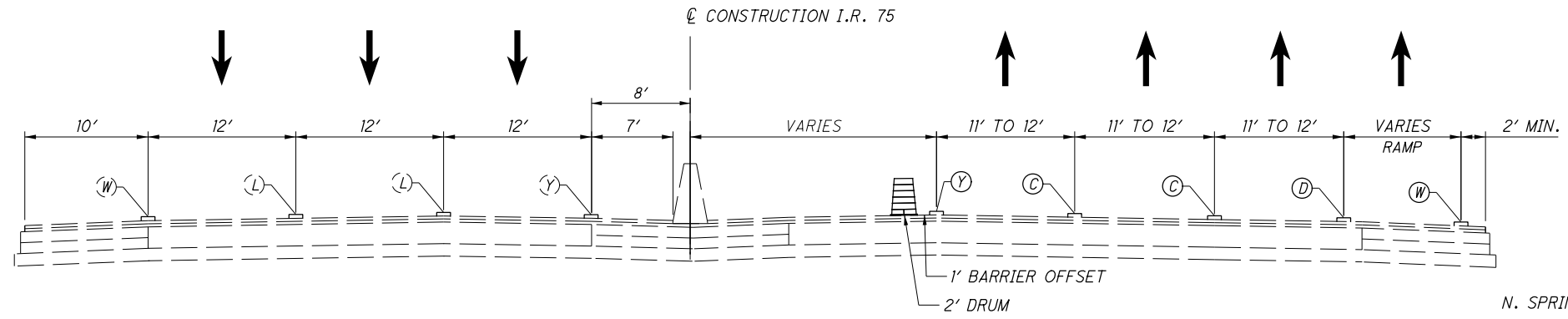
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SECTION C-C



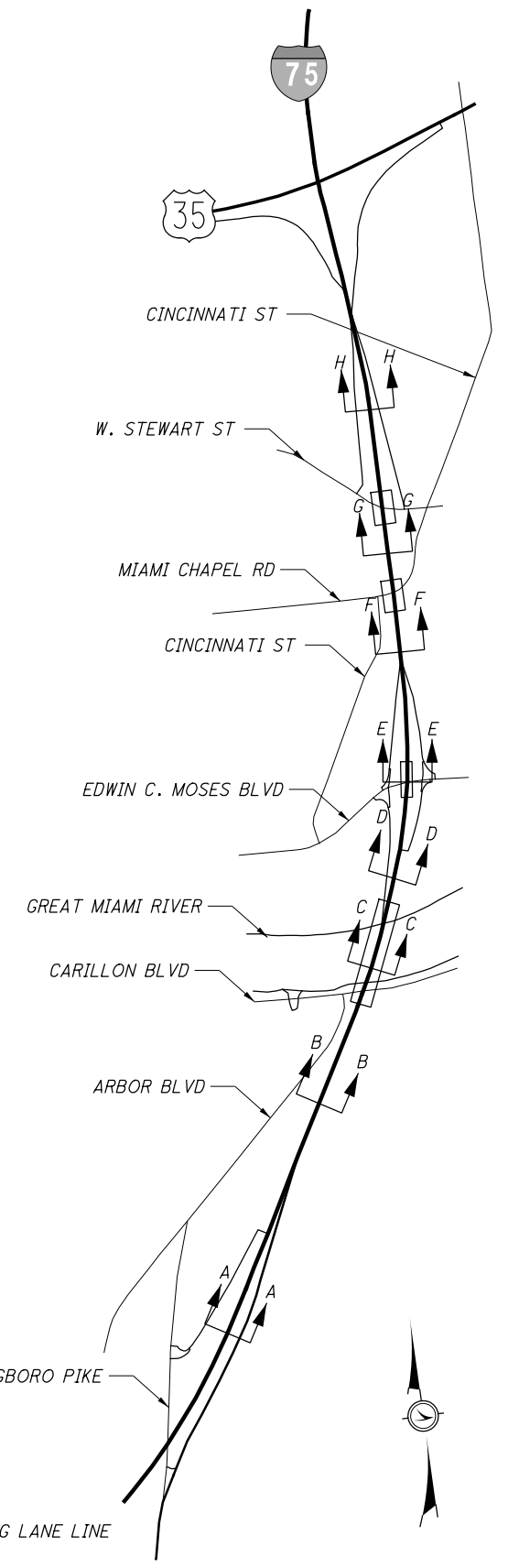
SECTION B-B



SECTION A-A

LEGEND

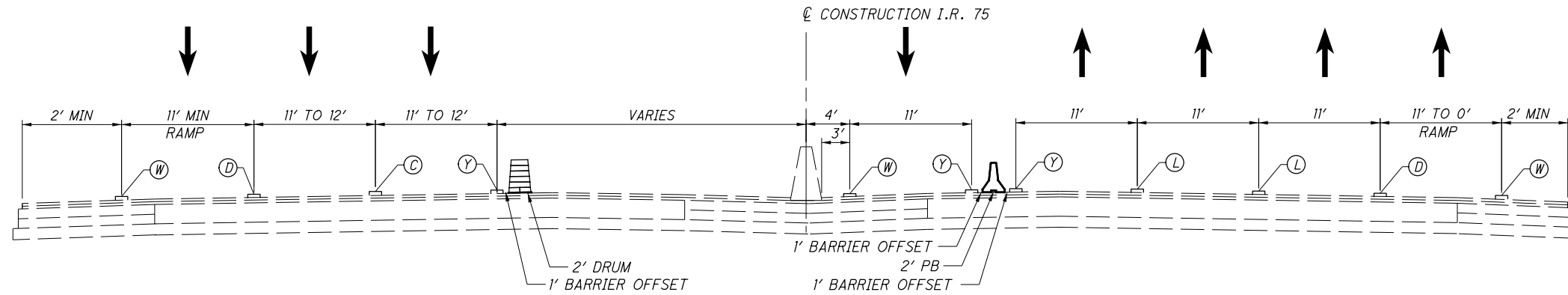
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



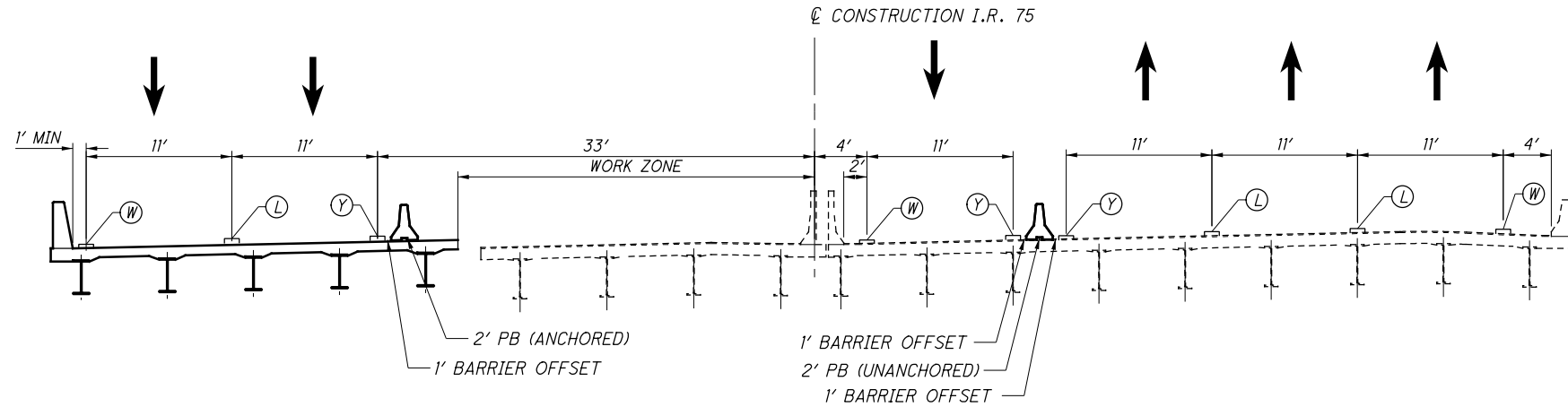
MAINTENANCE OF TRAFFIC - IR 75
TYPICAL SECTIONS - PHASE 3A

MOT-75-(10.44)(10.78)

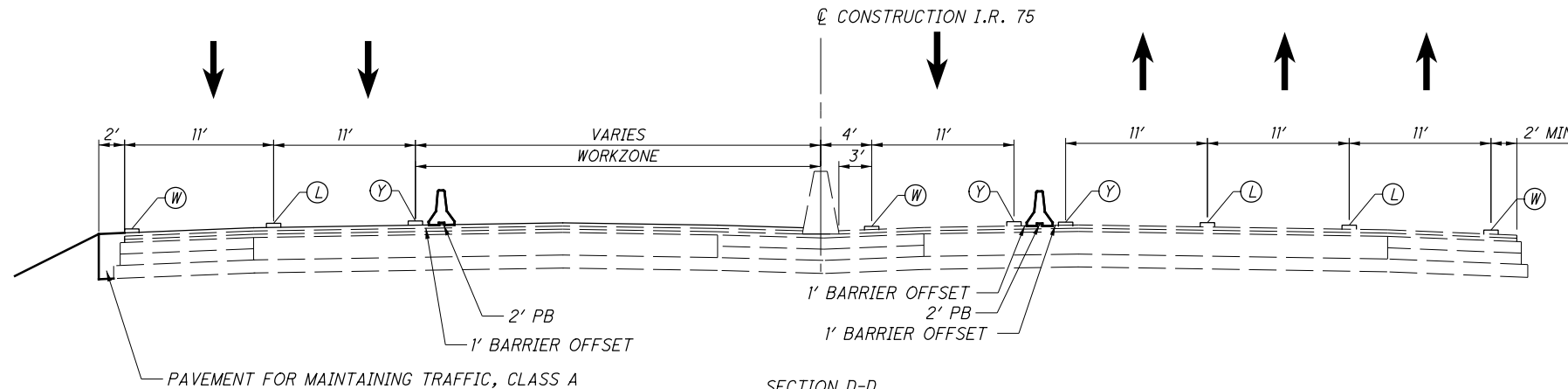
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SECTION F-F



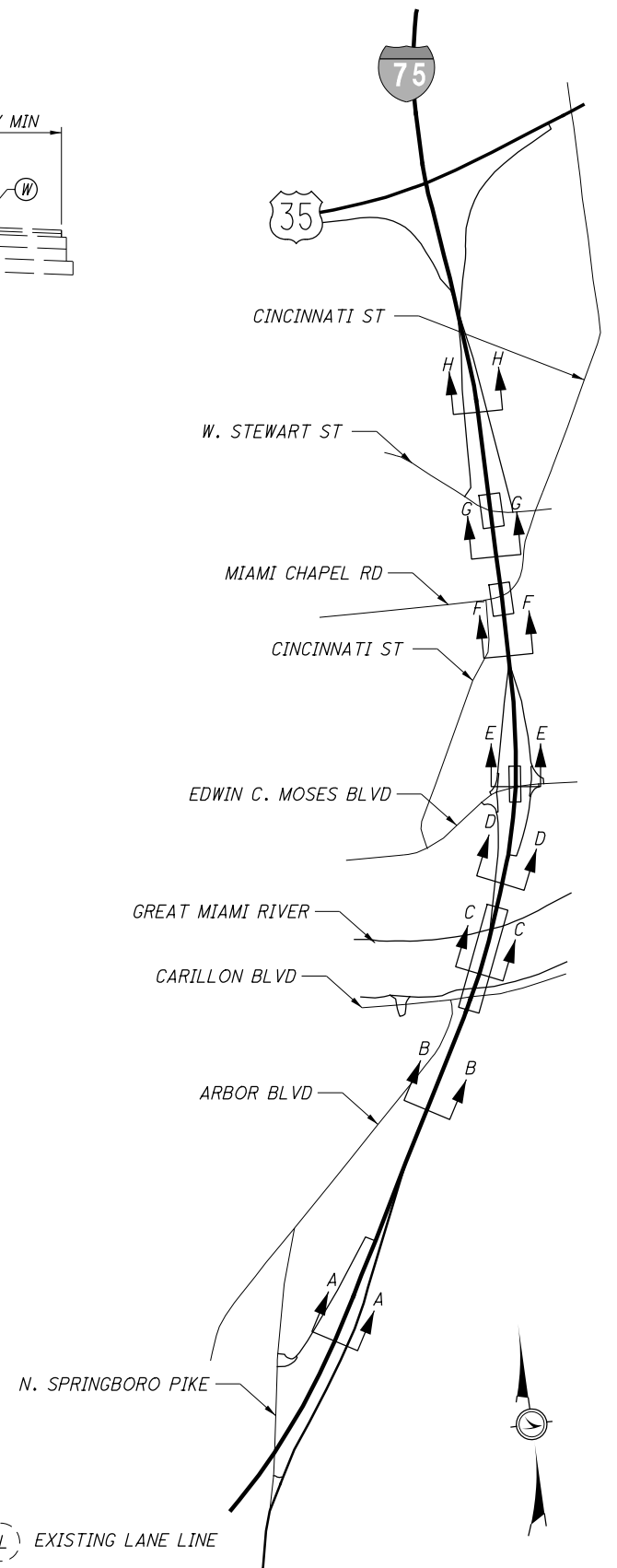
SECTION E-E



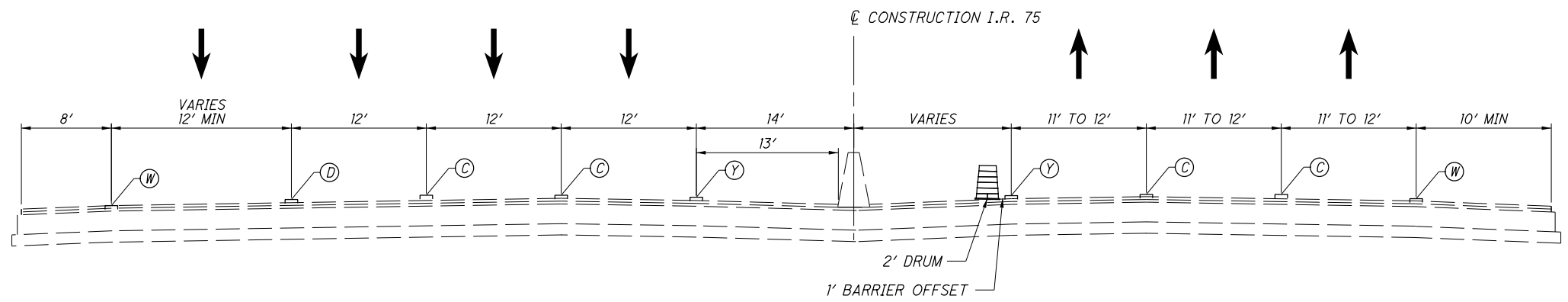
SECTION D-D

LEGEND

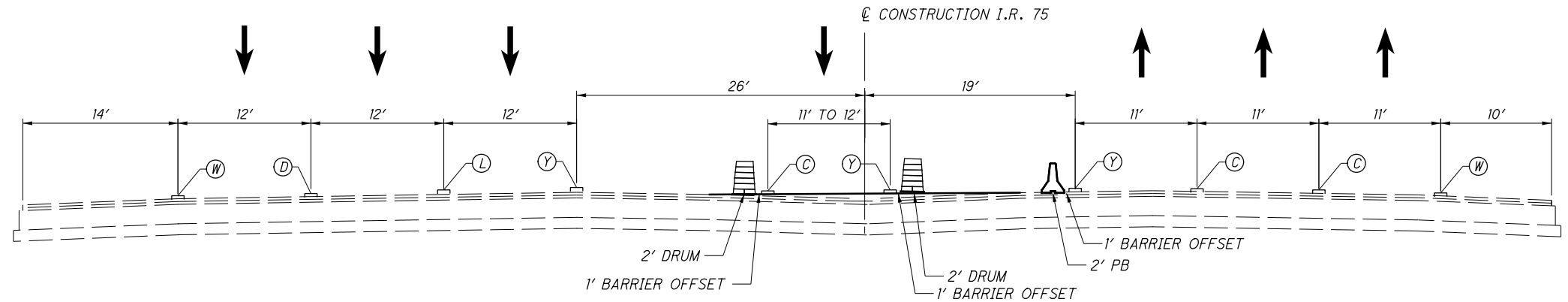
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



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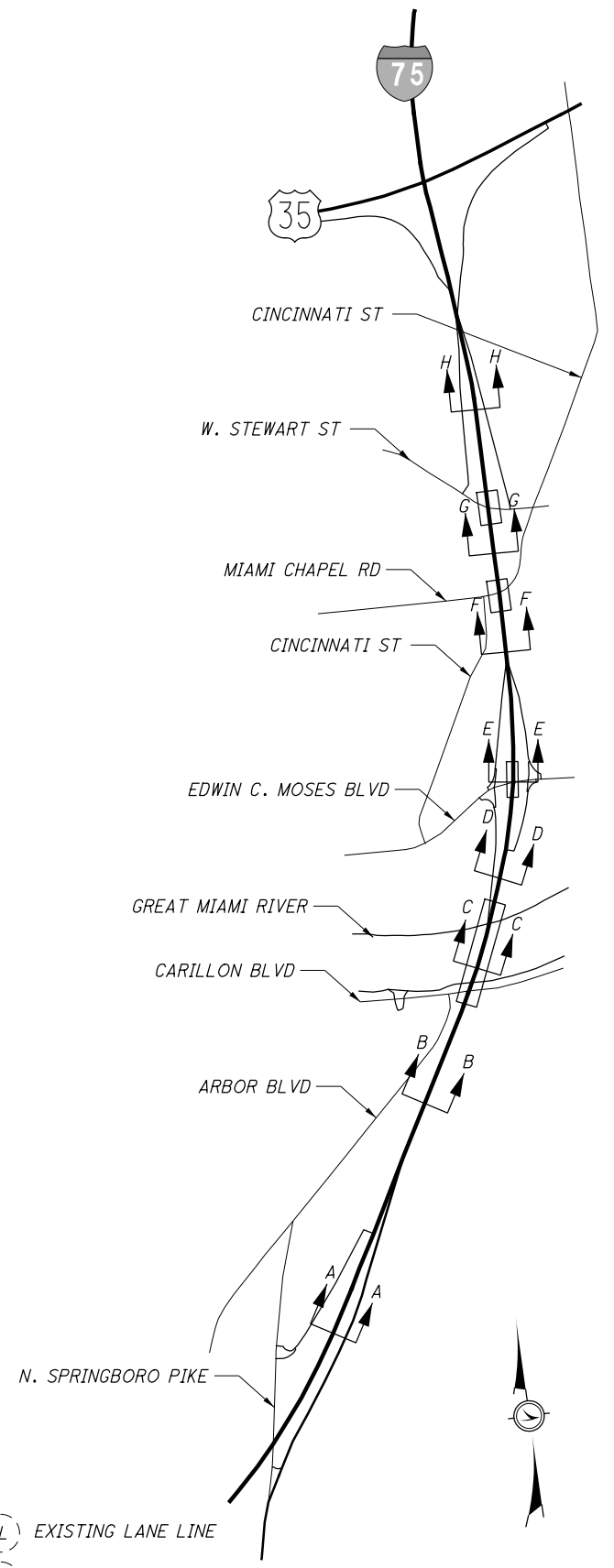
SECTION H-H



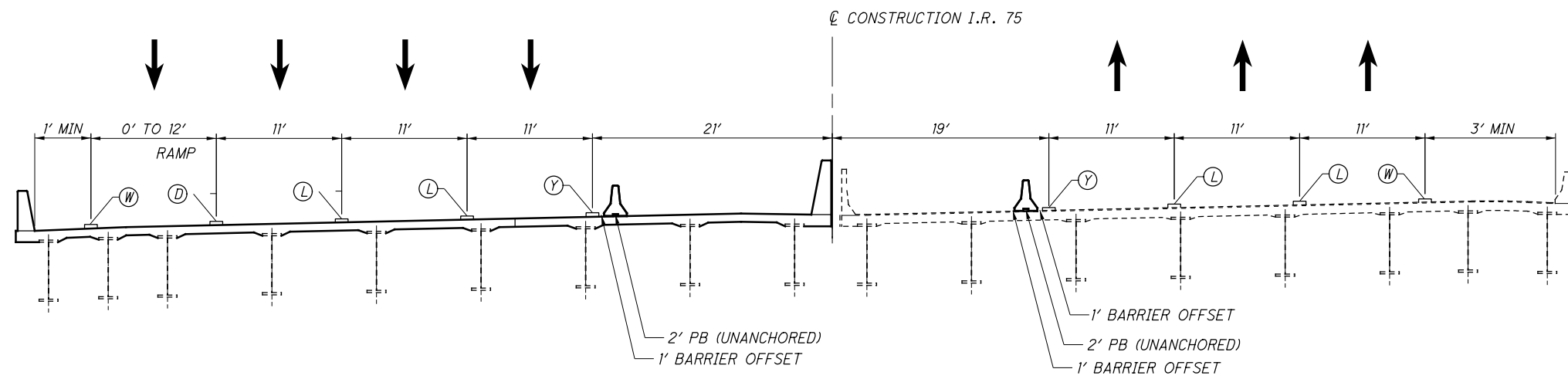
SECTION G-G

LEGEND

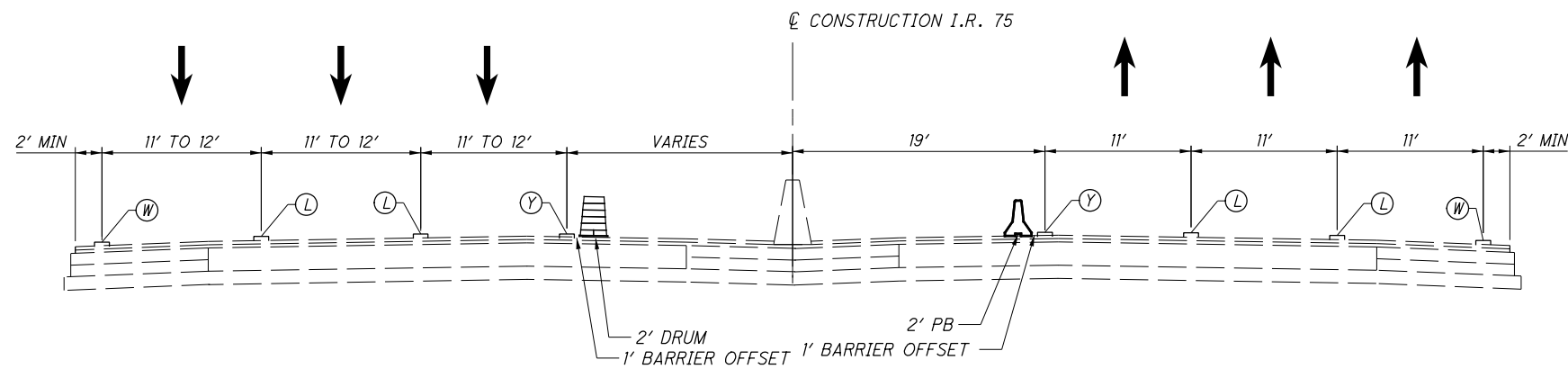
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



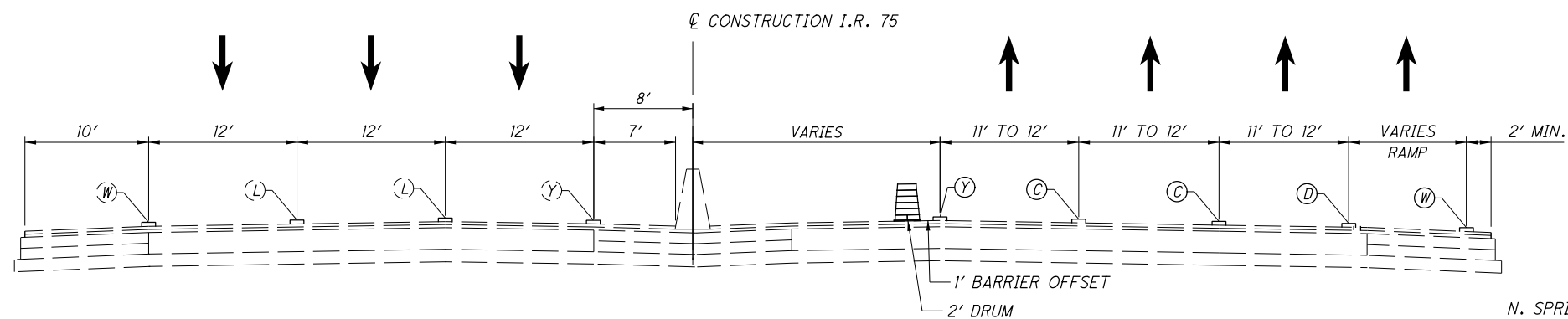
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SECTION C-C



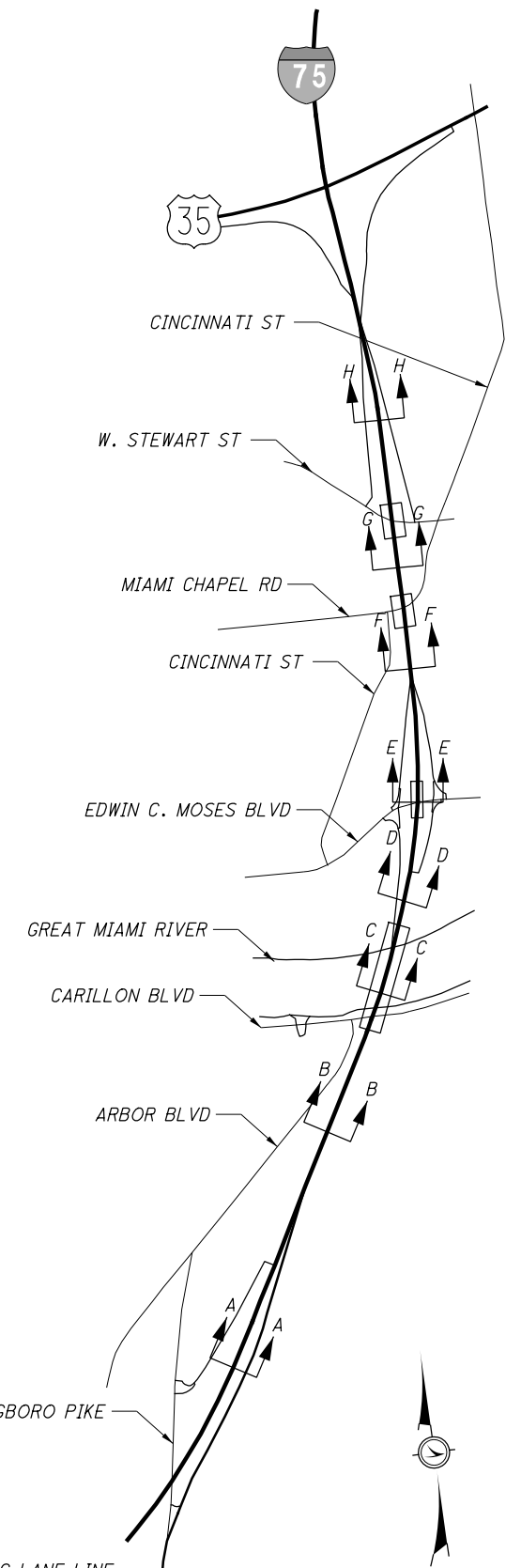
SECTION B-B



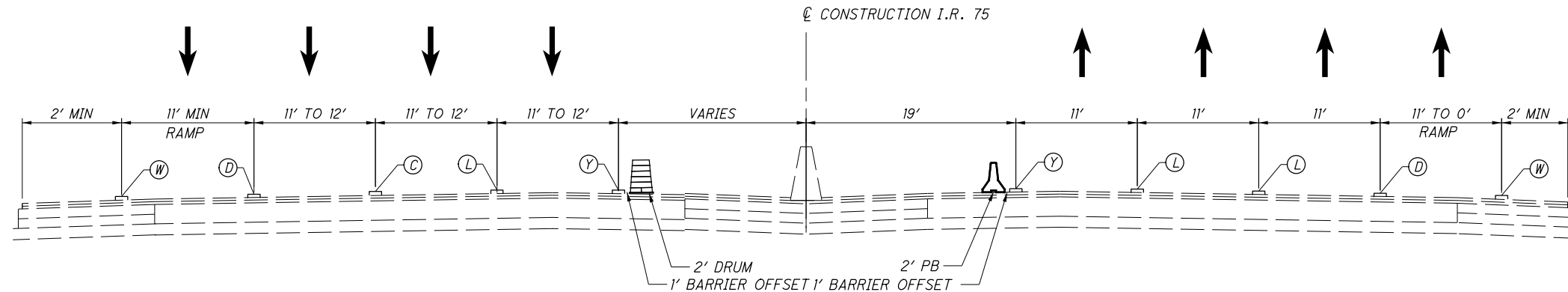
SECTION A-A

LEGEND

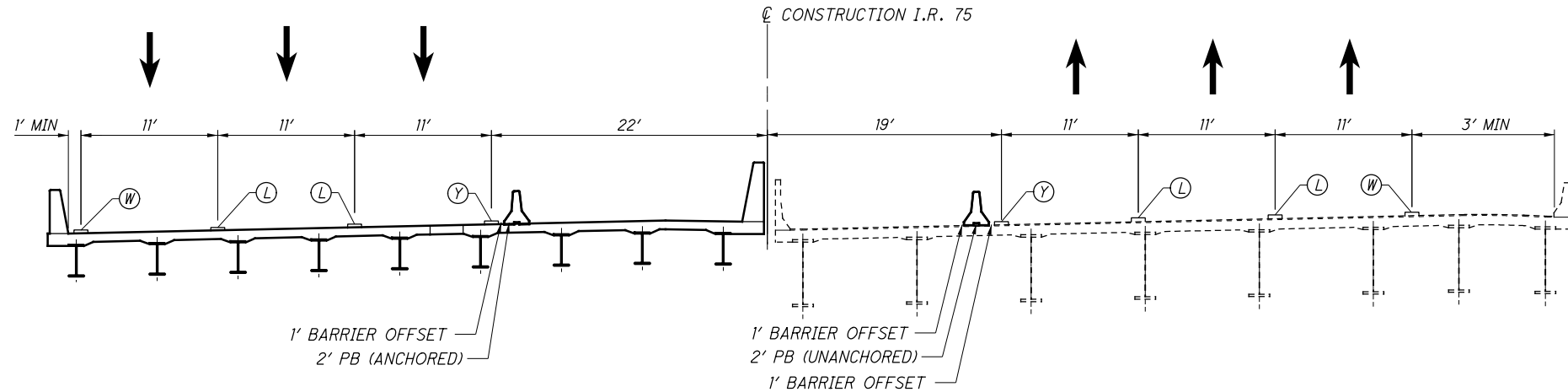
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



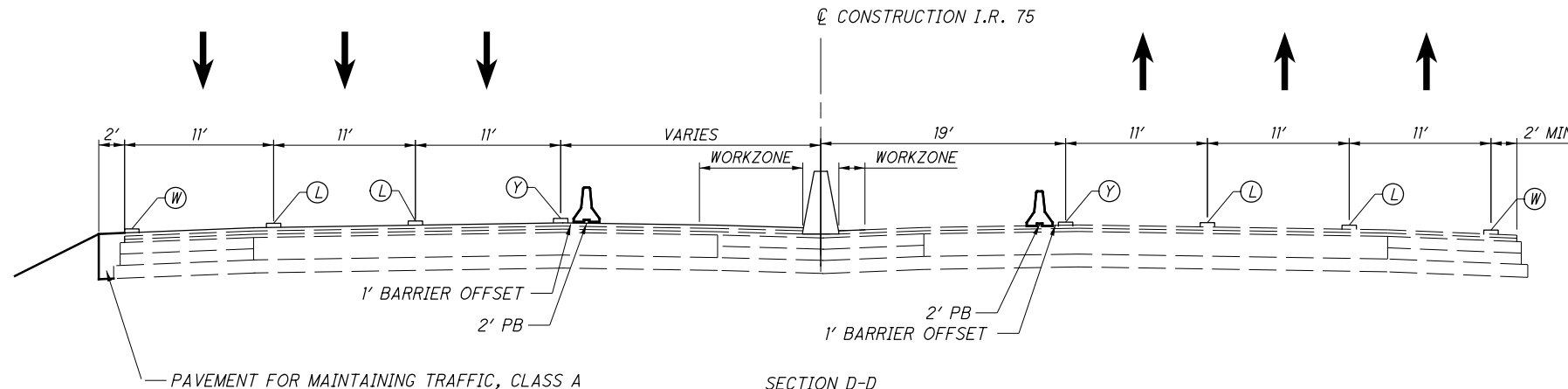
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SECTION F-F



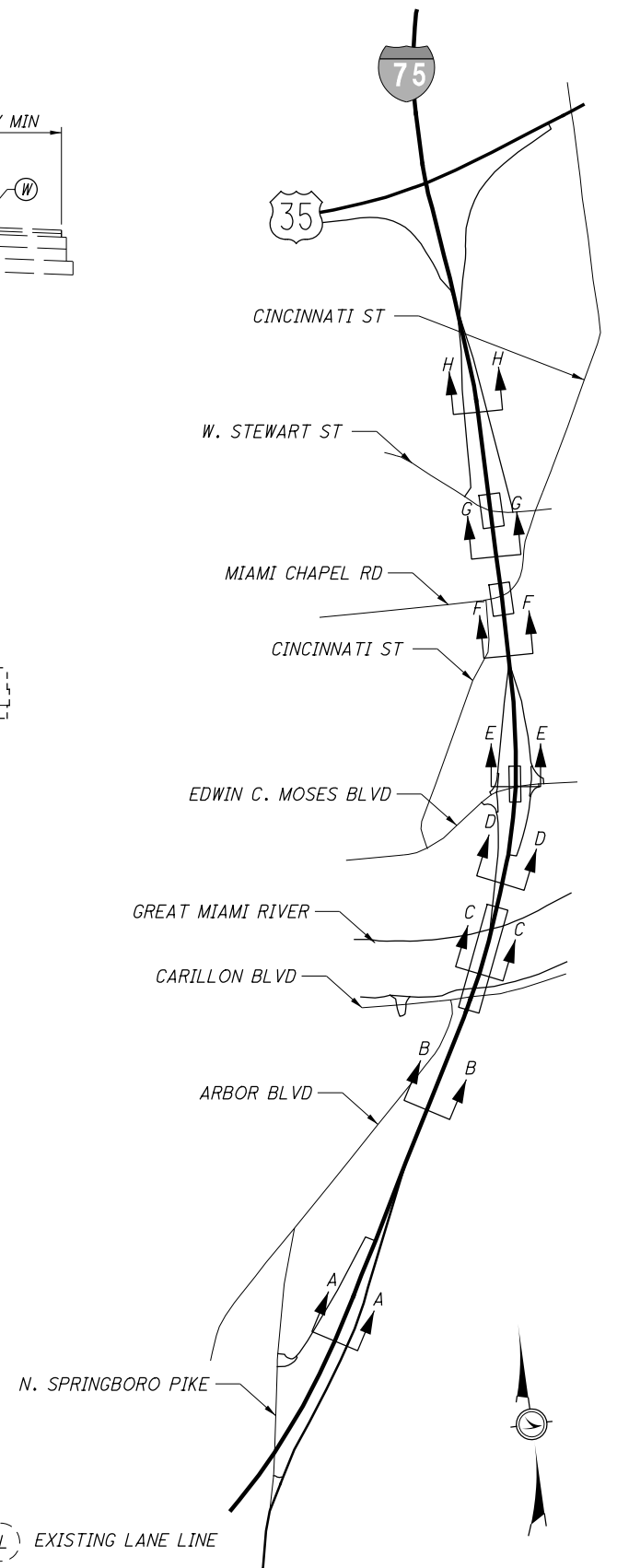
SECTION E-E



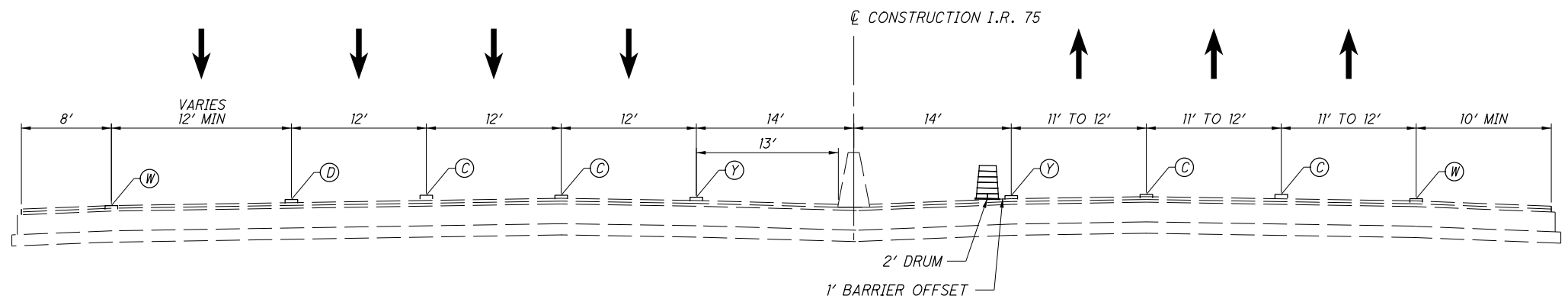
SECTION D-D

LEGEND

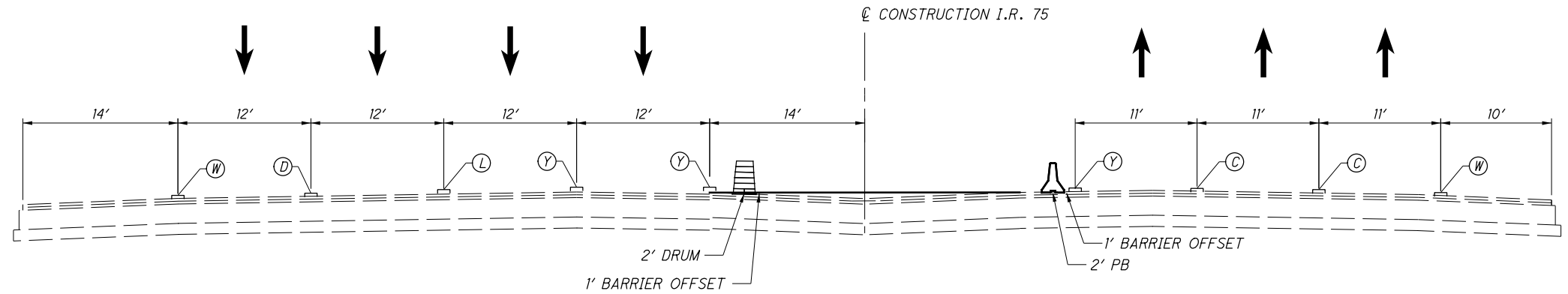
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



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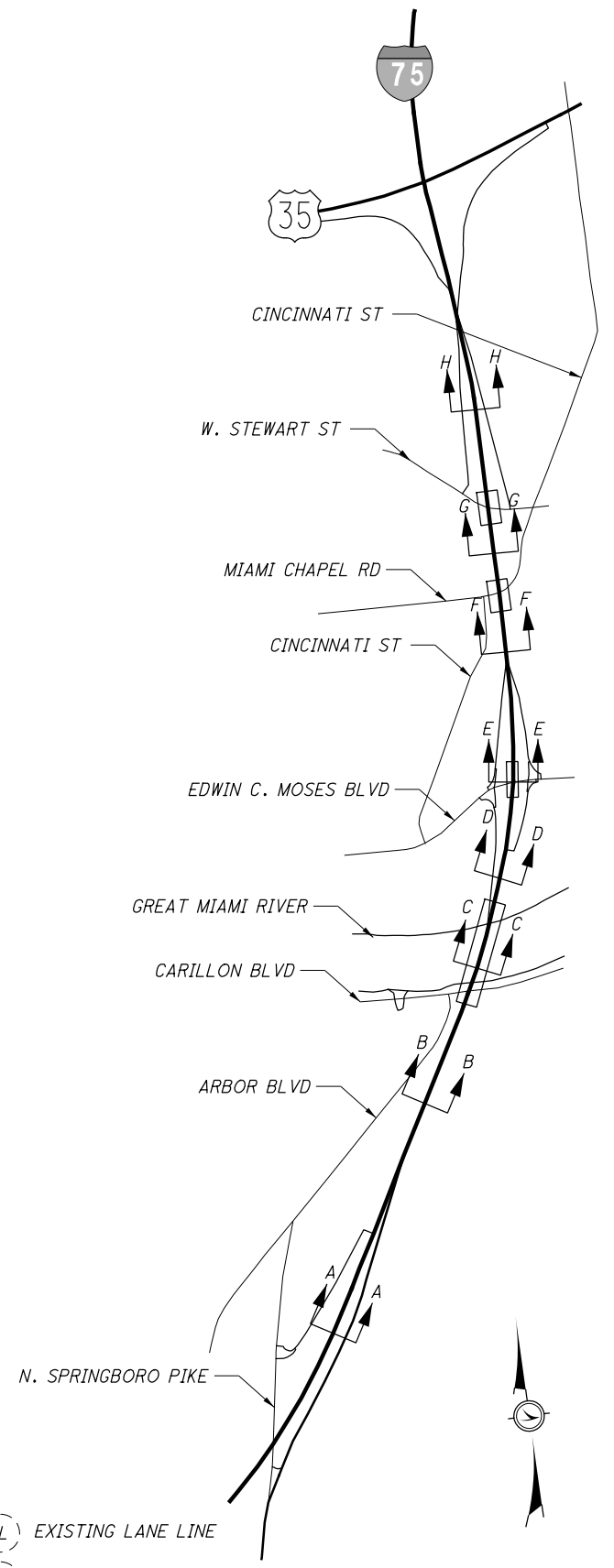
SECTION H-H



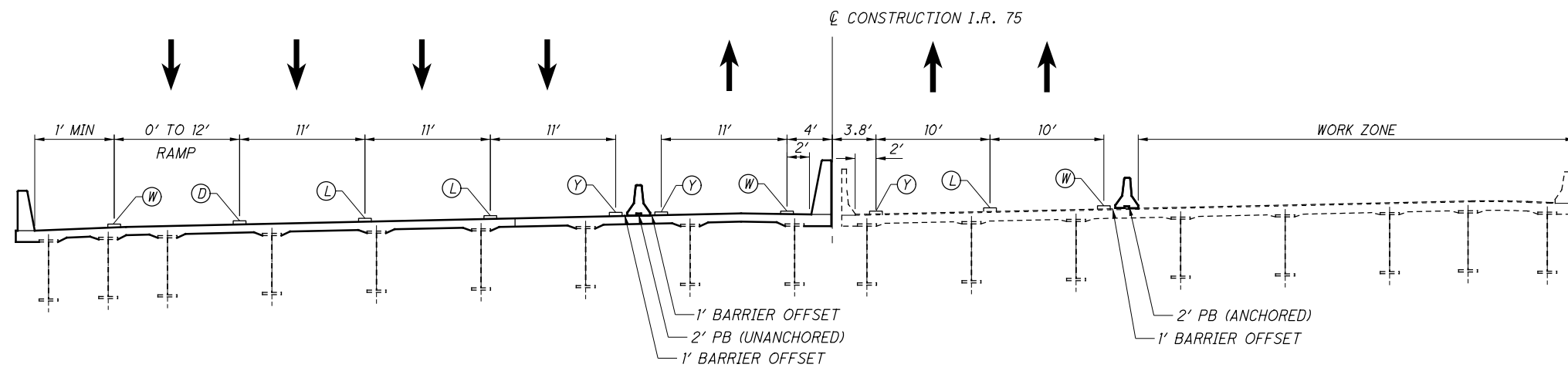
SECTION G-G

LEGEND

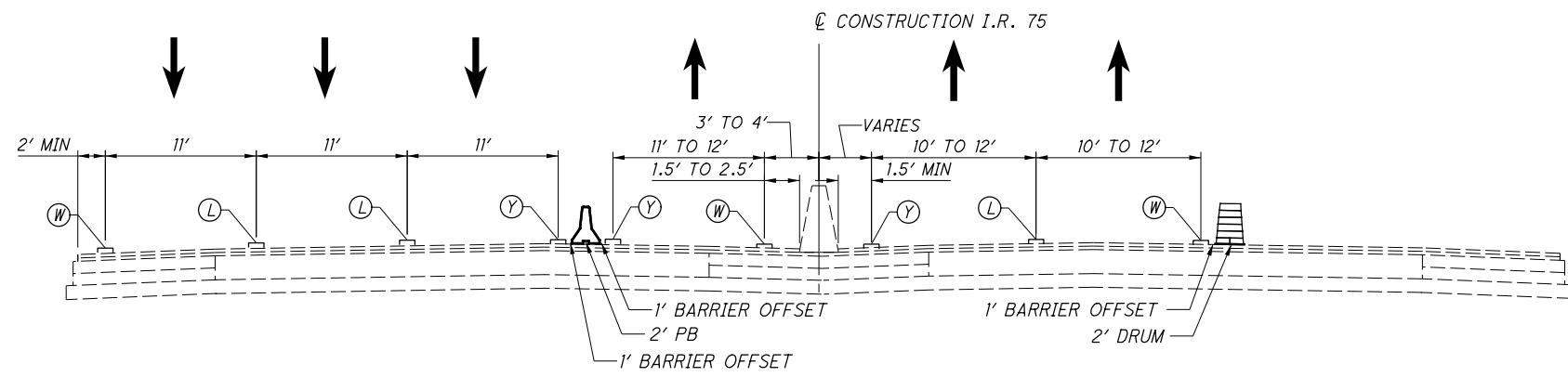
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



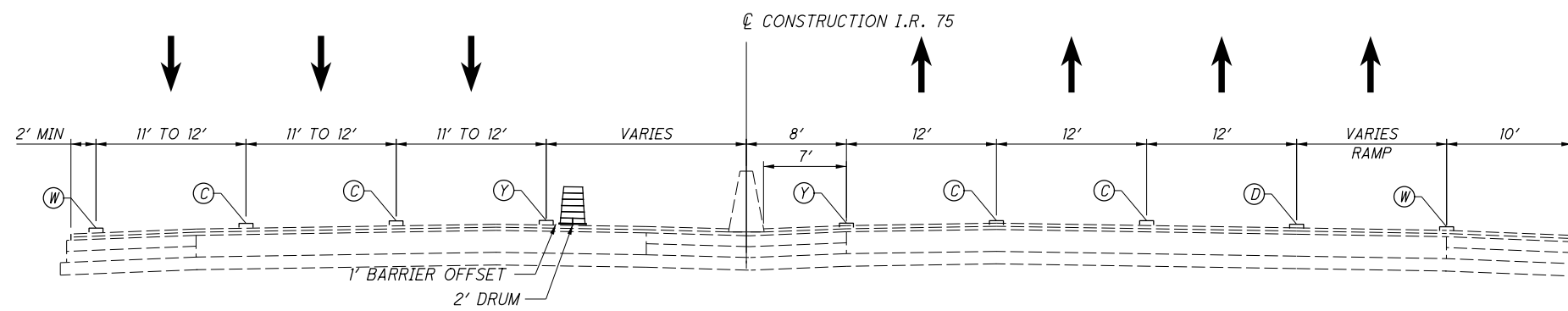
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SECTION C-C



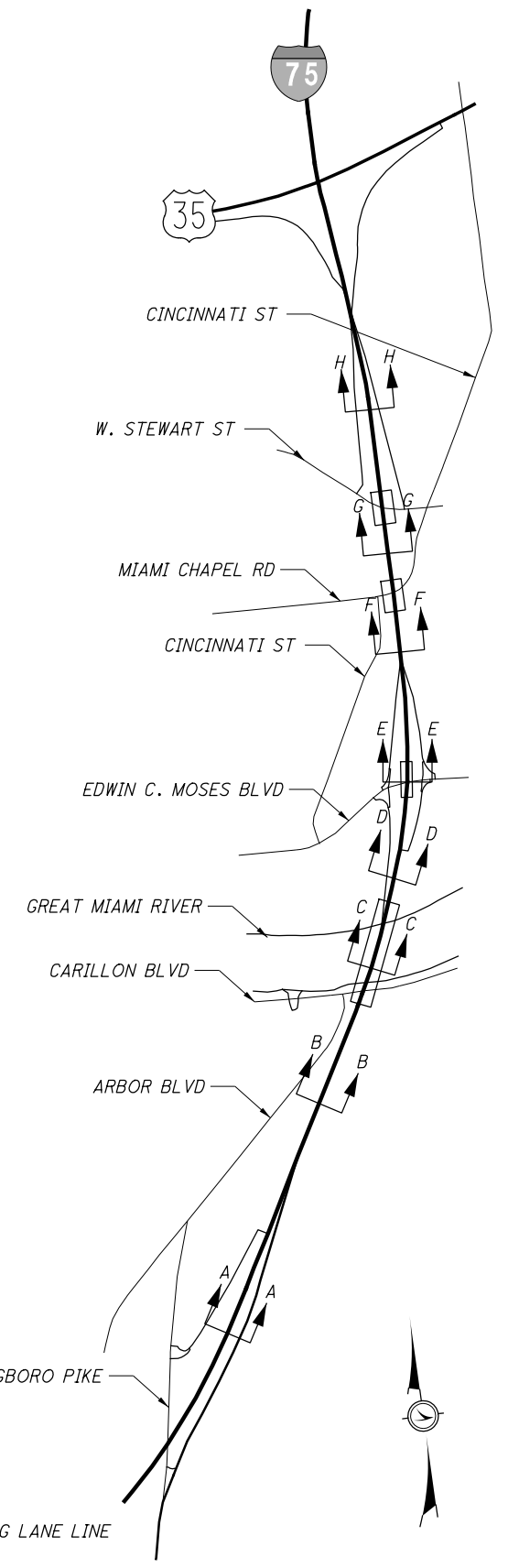
SECTION B-B



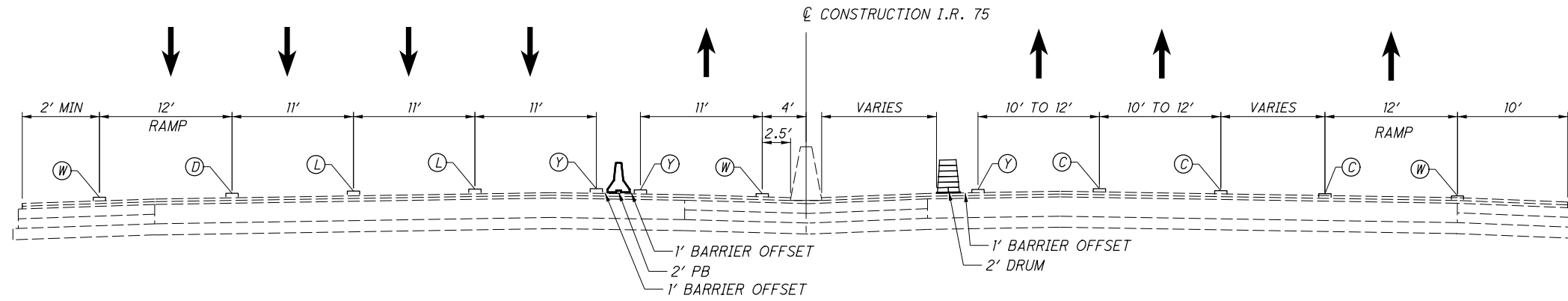
SECTION A-A

LEGEND

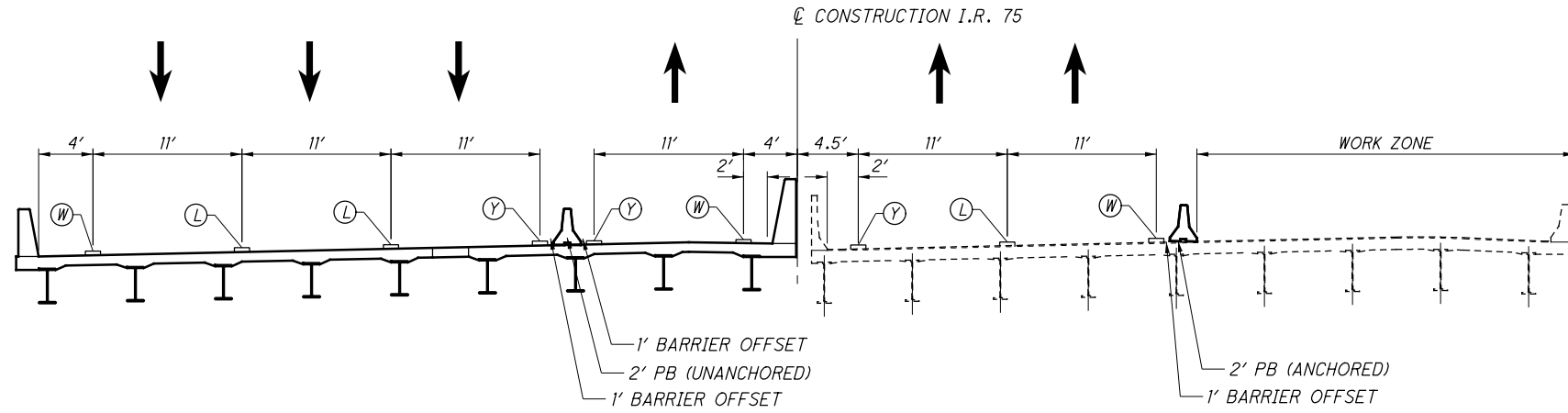
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|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|--------------------------|
| (W) ITEM 648 - EDGE LINE, 6" (WHITE) | (D) ITEM 648 - DOTTED LINE, 6" | (C) ITEM 648 - CHANNELIZING LINE, 12" | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) ITEM 648 - EDGE LINE, 6" (YELLOW) | (L) ITEM 648 - LANE LINE, 6" | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



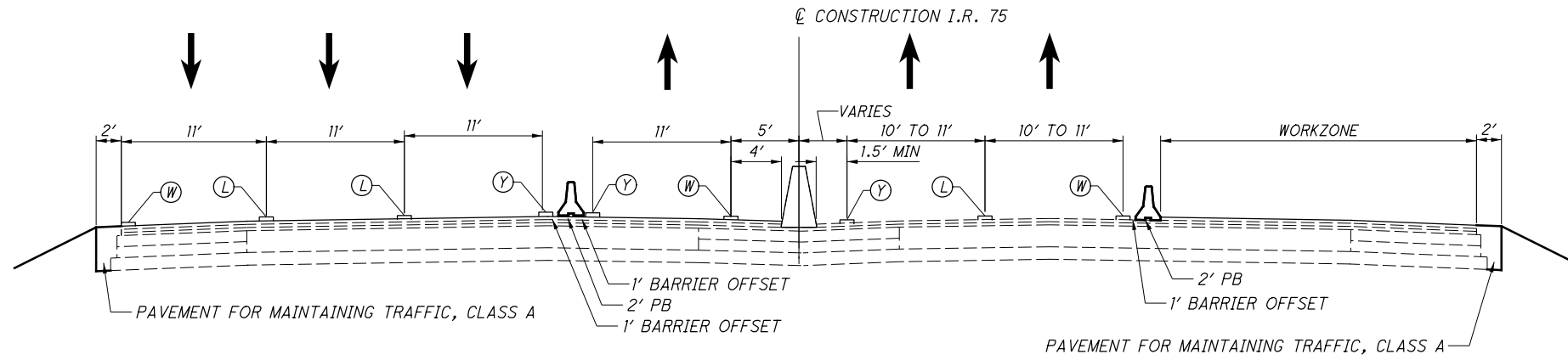
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SECTION F-F



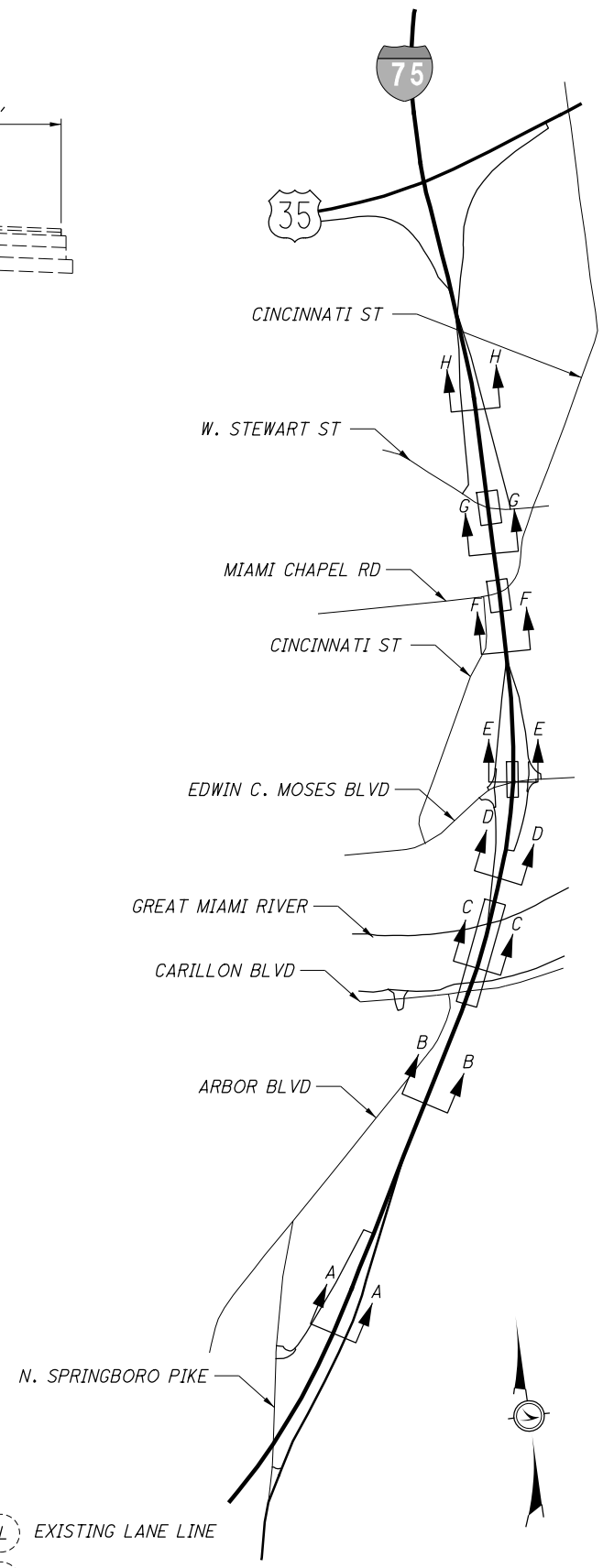
SECTION E-E



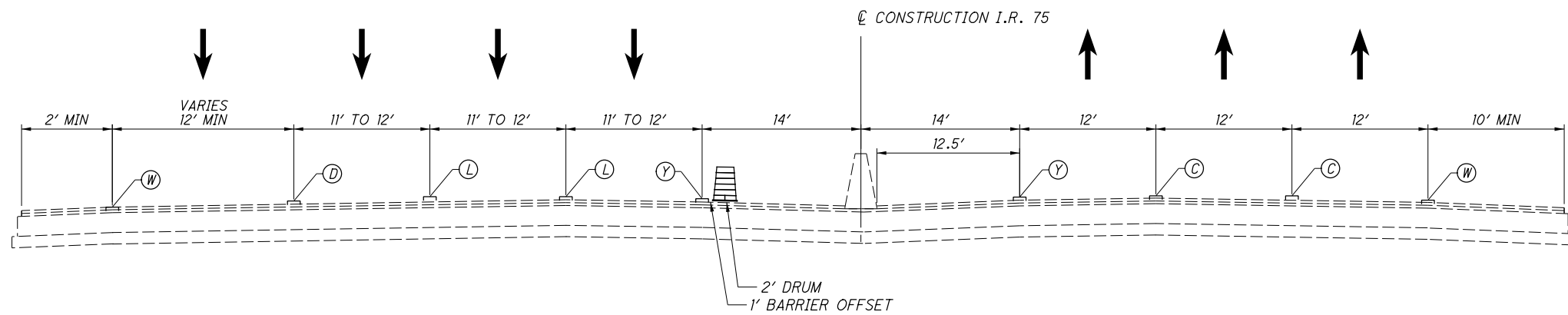
SECTION D-D

LEGEND

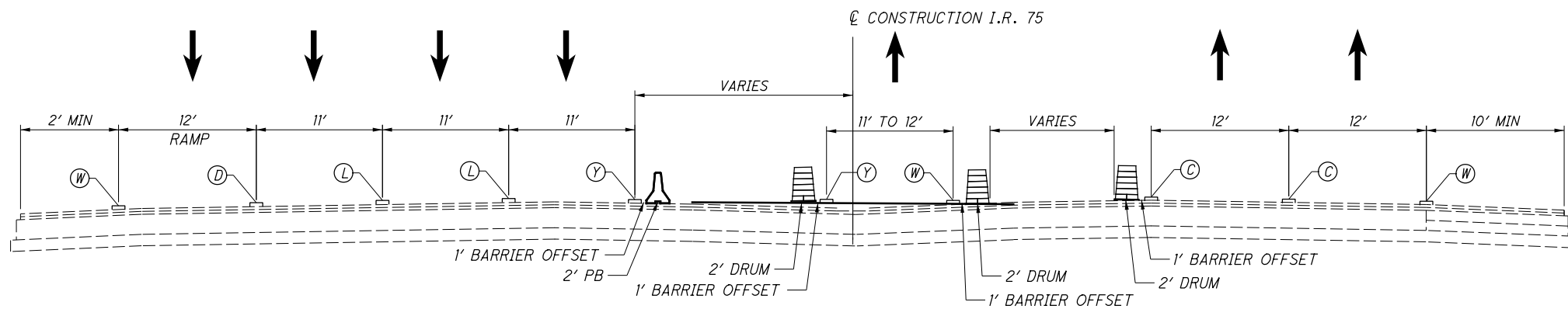
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|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|--------------------------|
| (W) ITEM 648 - EDGE LINE, 6" (WHITE) | (D) ITEM 648 - DOTTED LINE, 6" | (C) ITEM 648 - CHANNELIZING LINE, 12" | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) ITEM 648 - EDGE LINE, 6" (YELLOW) | (L) ITEM 648 - LANE LINE, 6" | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



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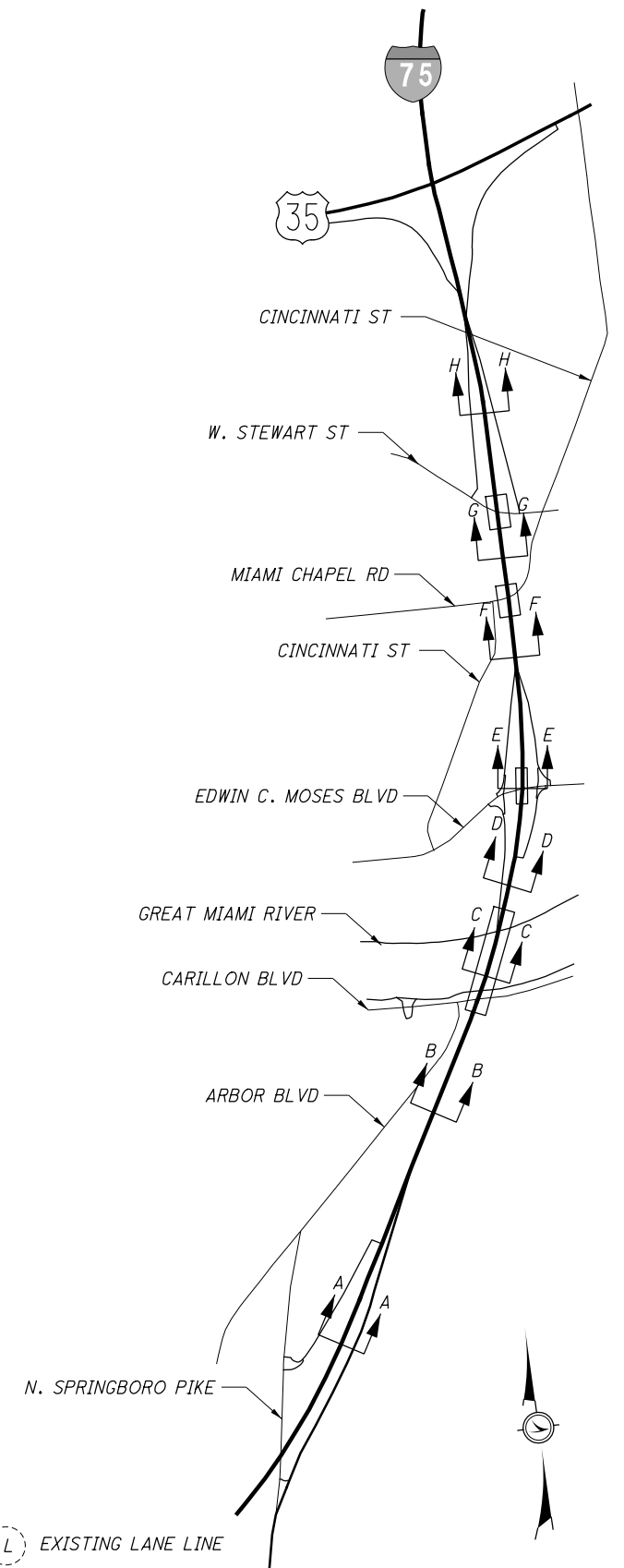
SECTION H-H



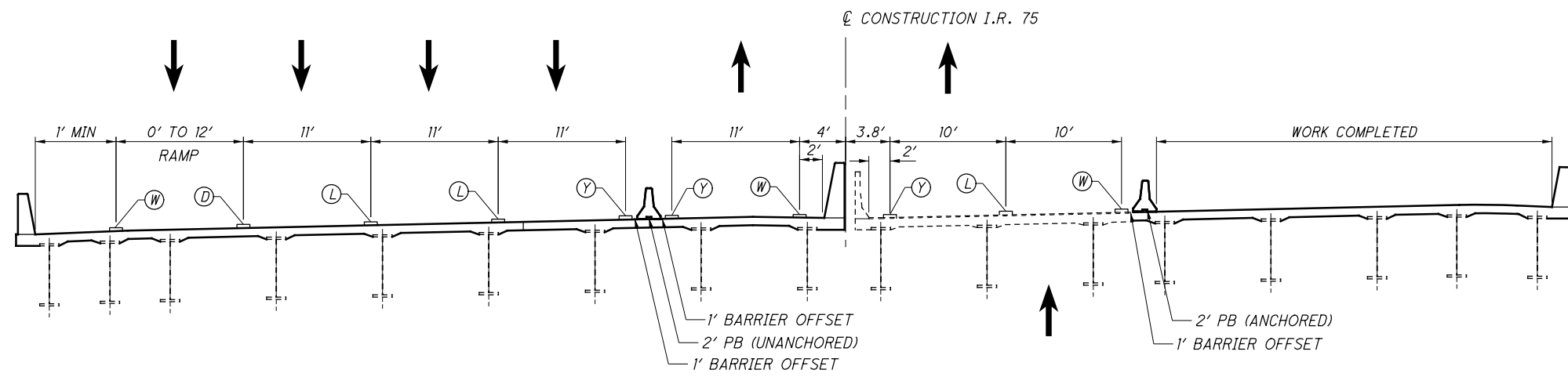
SECTION G-G

LEGEND

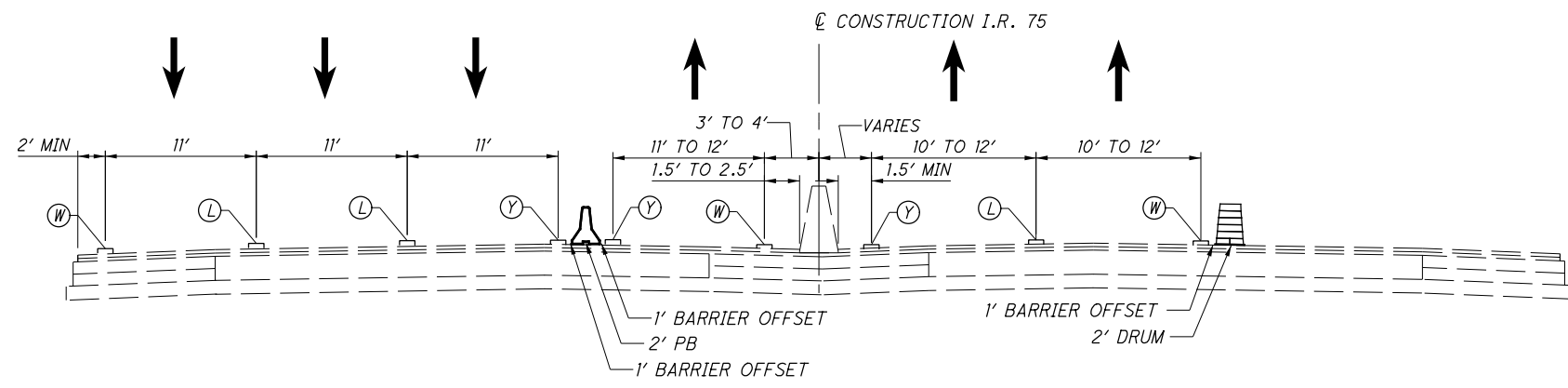
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|---------------------------------------|--------------------------------|---------------------------------------|--------------------------------|--------------------------|
| (W) ITEM 648 - EDGE LINE, 6" (WHITE) | (D) ITEM 648 - DOTTED LINE, 6" | (C) ITEM 648 - CHANNELIZING LINE, 12" | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) ITEM 648 - EDGE LINE, 6" (YELLOW) | (L) ITEM 648 - LANE LINE, 6" | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



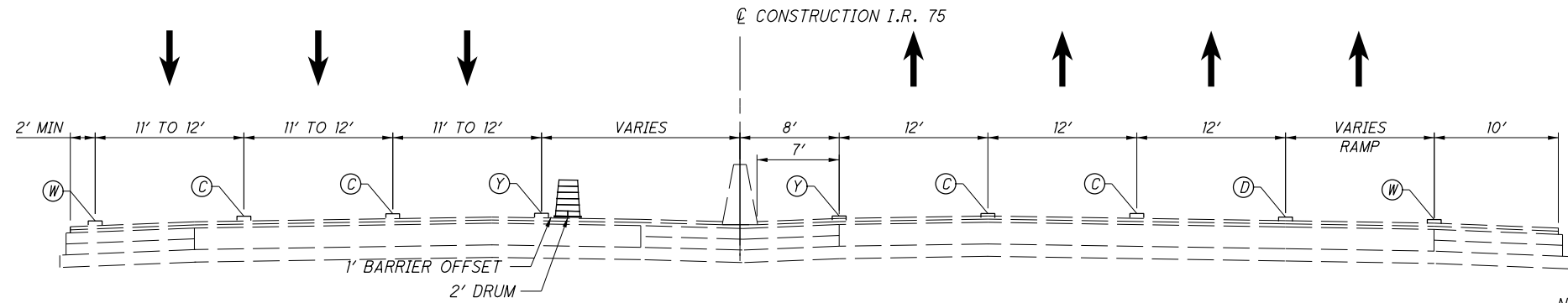
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SECTION C-C



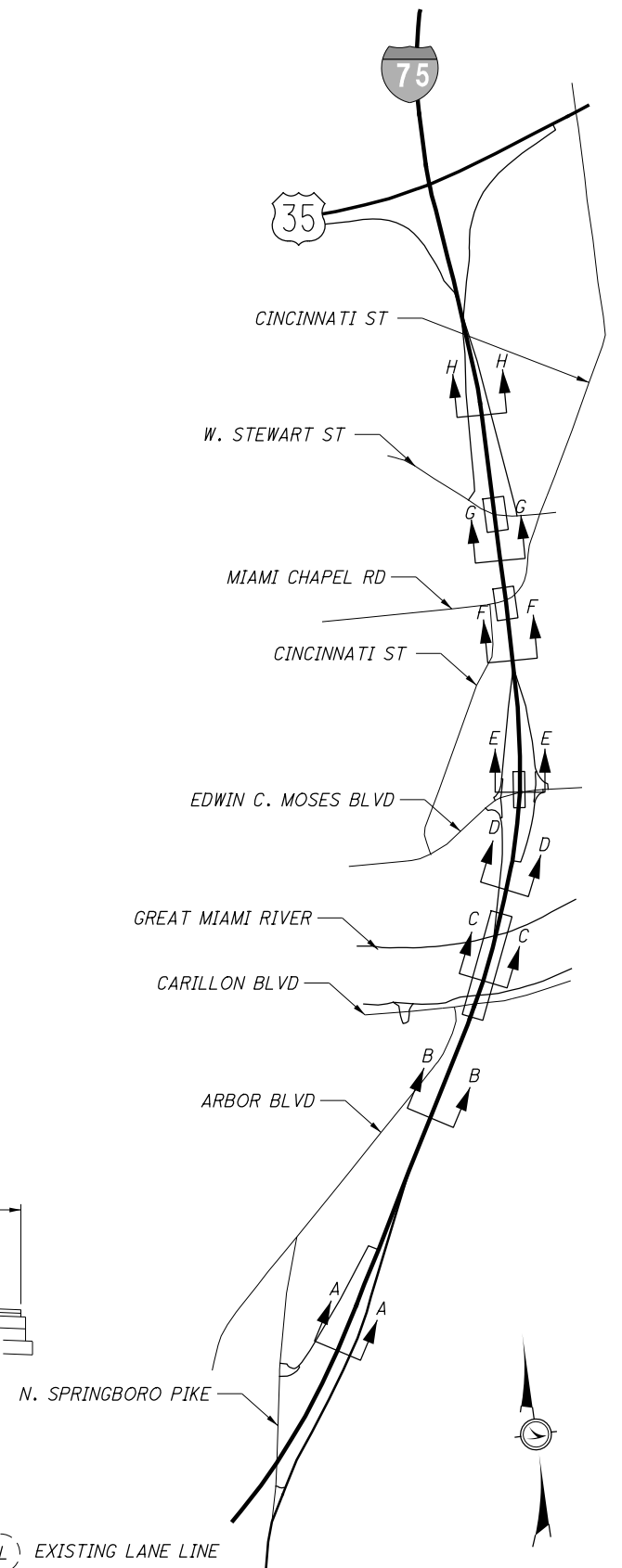
SECTION B-B



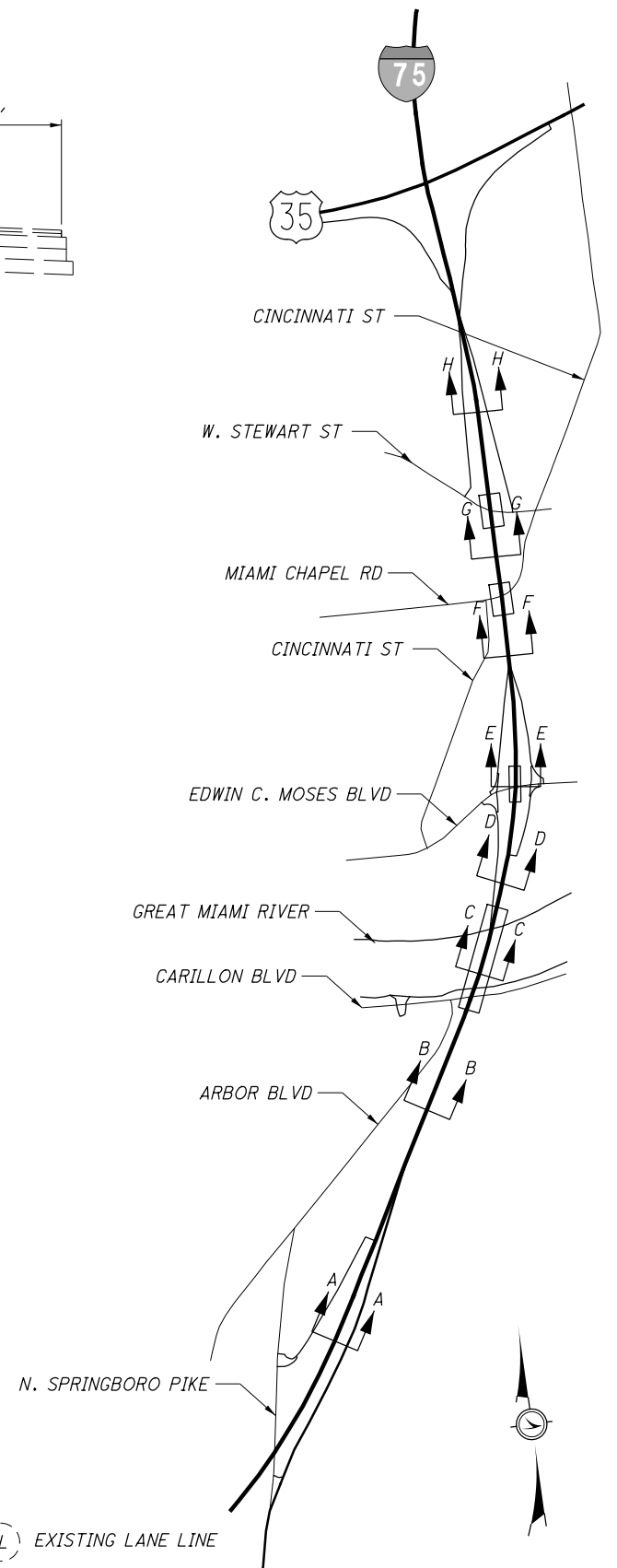
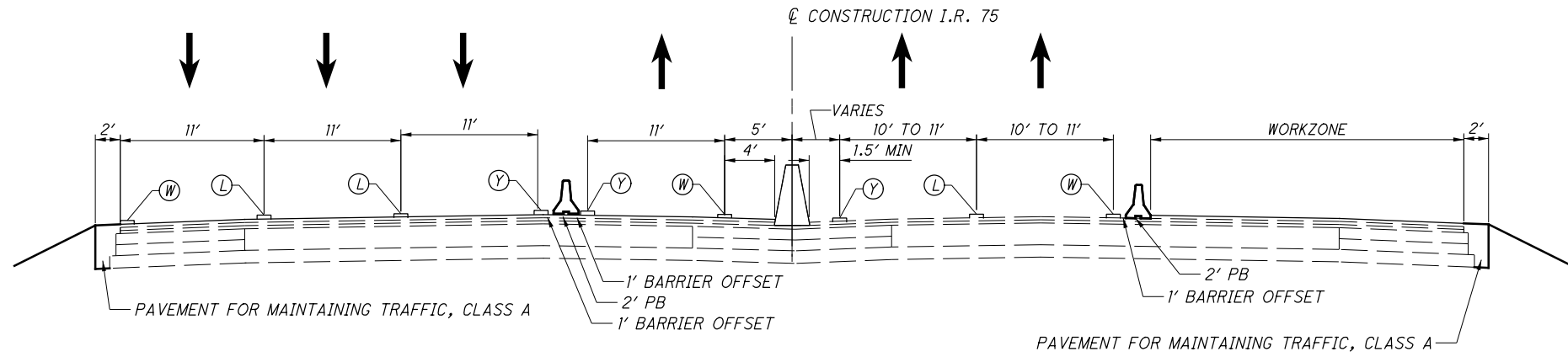
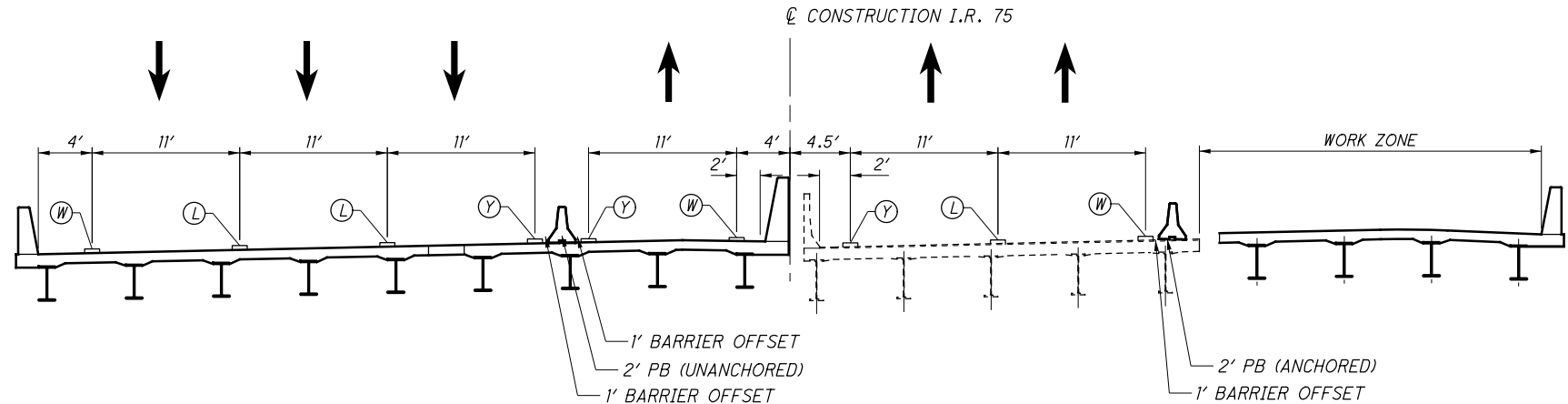
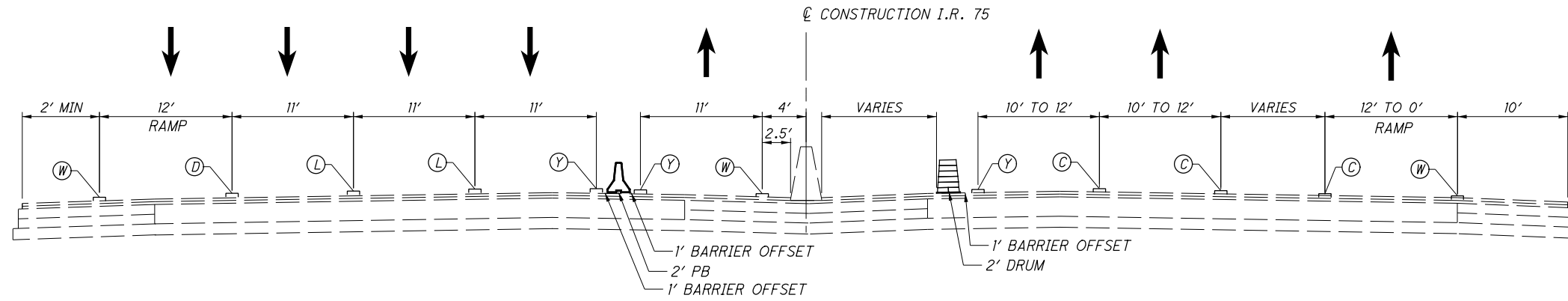
SECTION A-A

LEGEND

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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |

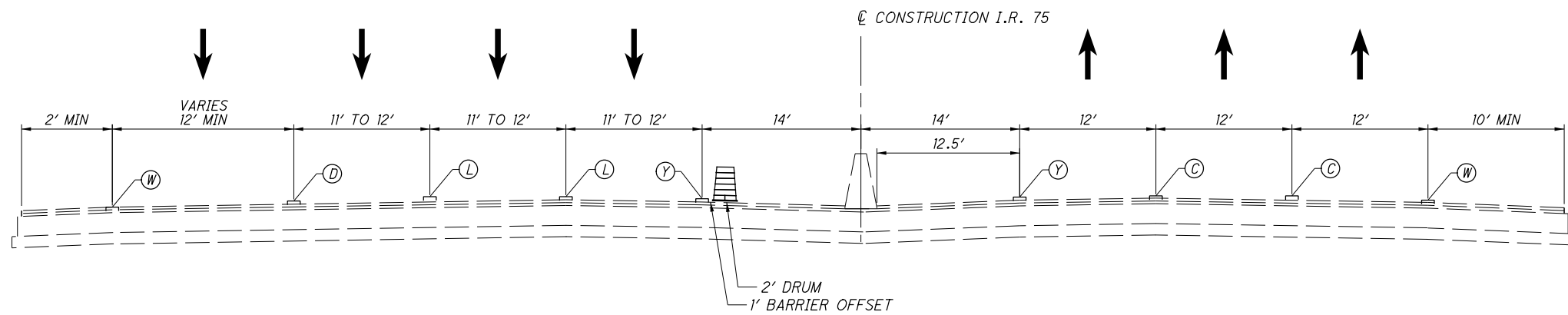


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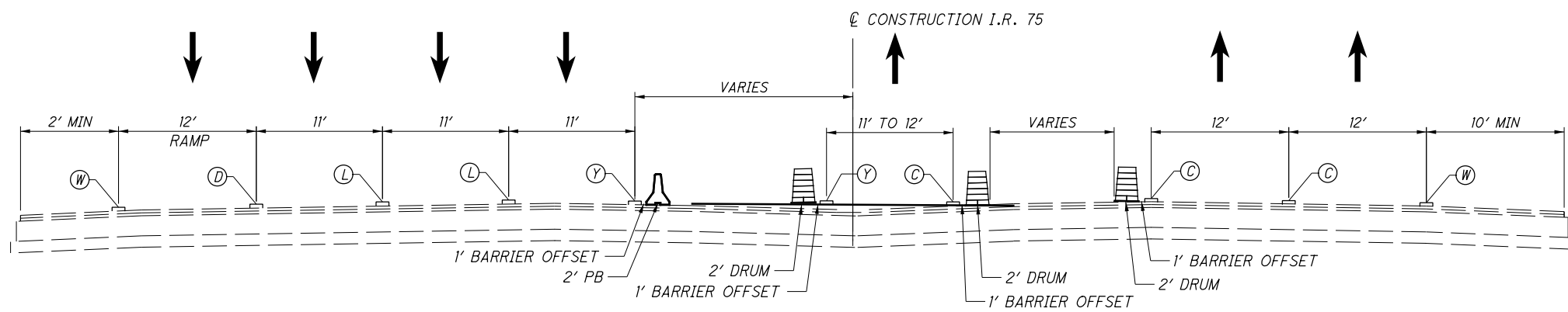


- LEGEND**
- (W) WORK ZONE EDGE LINE, WHITE, CLASS I
 - (D) WORK ZONE DOTTED LINE, CLASS I
 - (C) WORK ZONE CHANNELIZING LINE, CLASS I
 - (W) EXISTING EDGE LINE, WHITE
 - (L) EXISTING LANE LINE
 - (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I
 - (L) WORK ZONE LANE LINE, CLASS I
 - (Y) EXISTING EDGE LINE, YELLOW
 - (D) EXISTING DOTTED LINE

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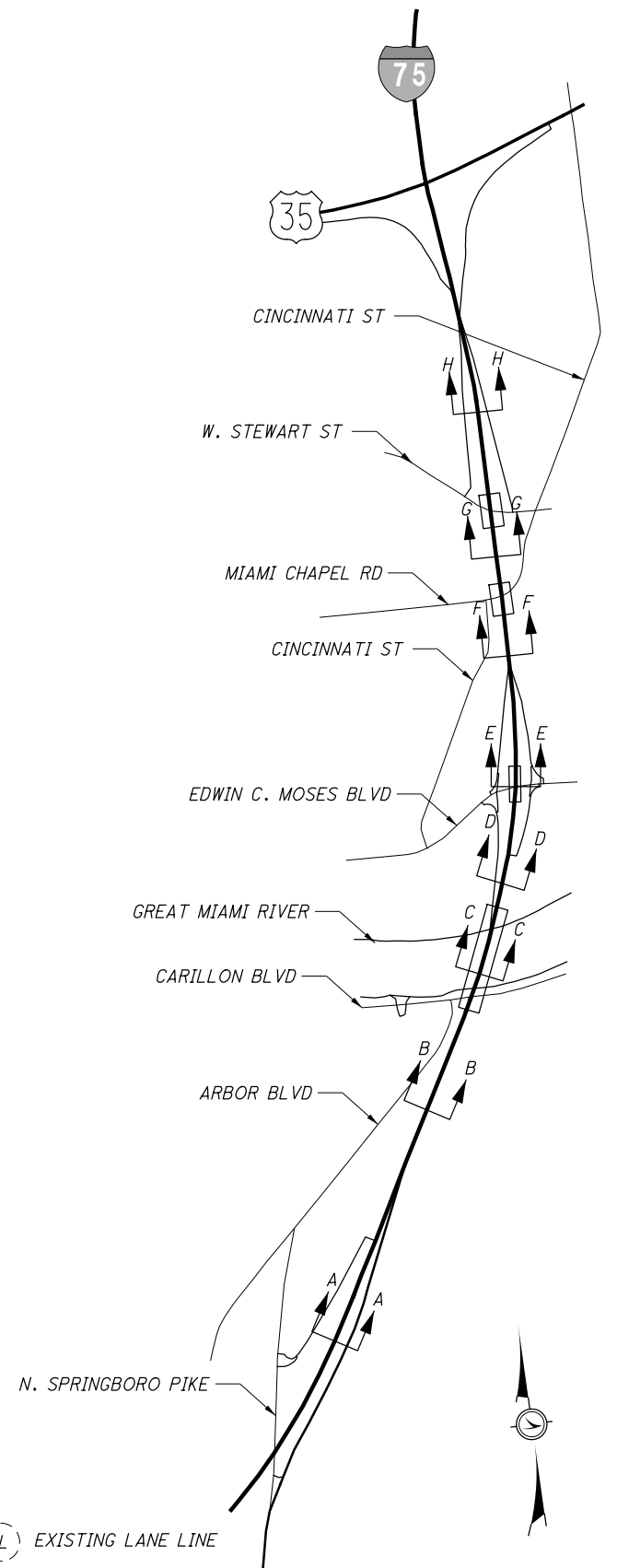
SECTION H-H



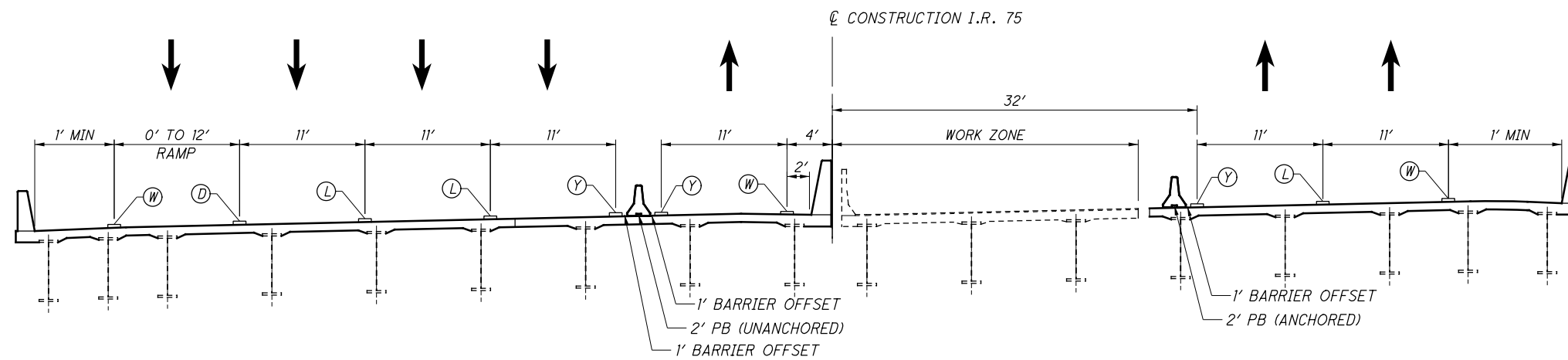
SECTION G-G

LEGEND

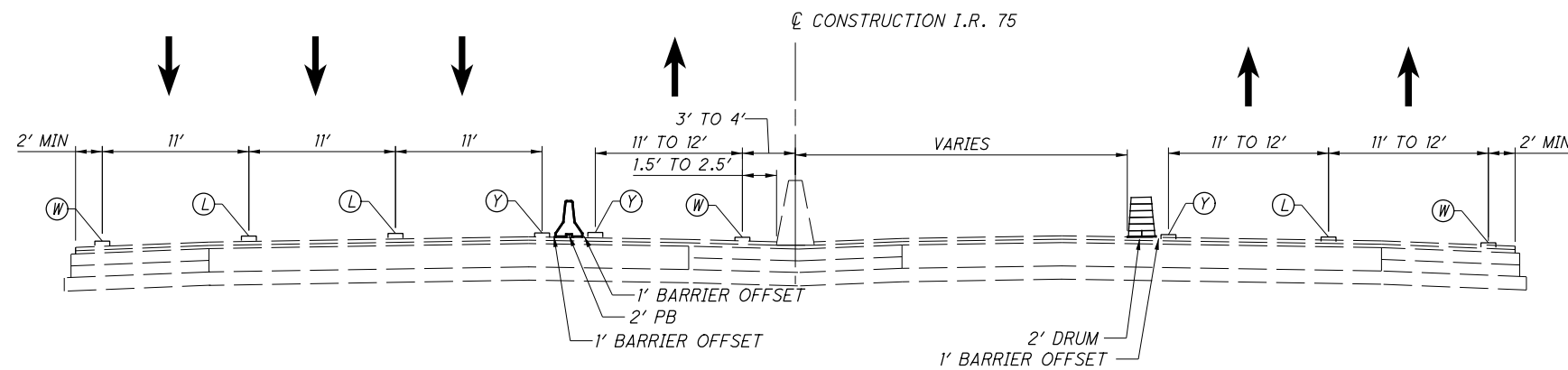
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



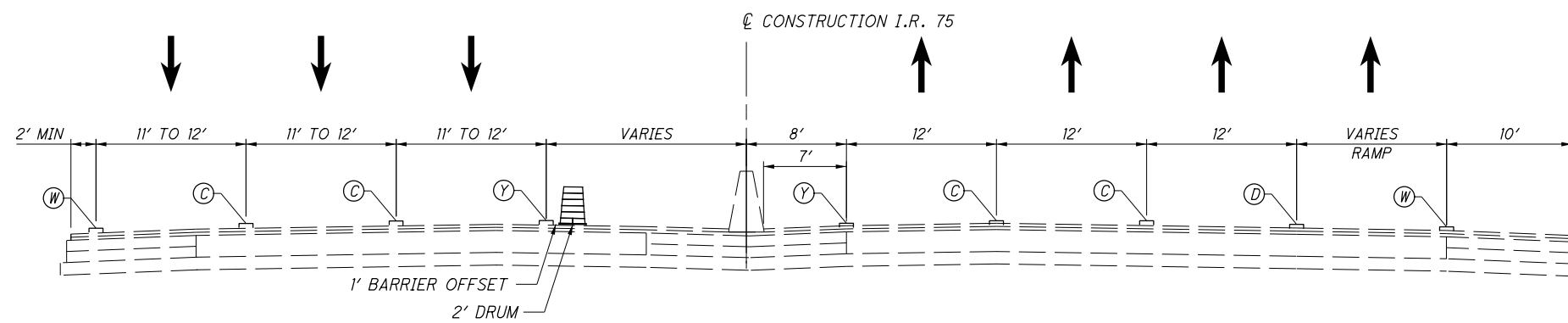
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SECTION C-C



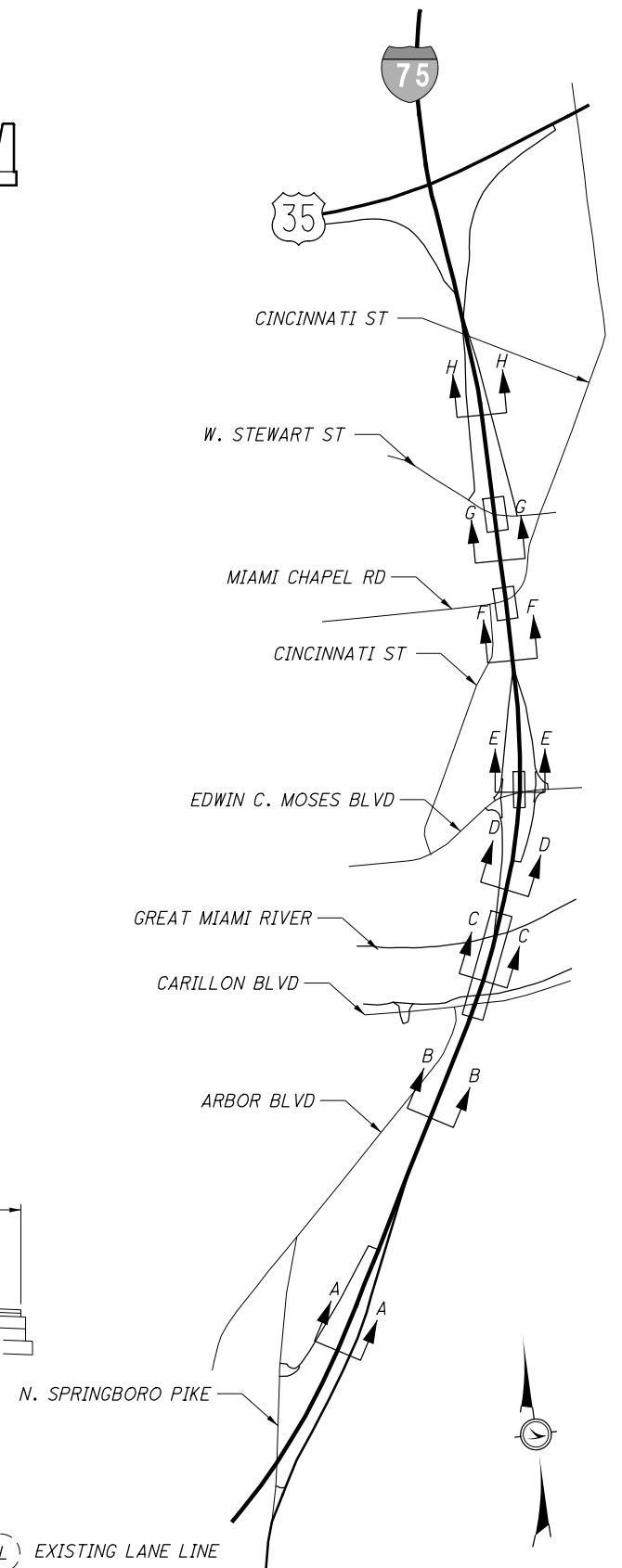
SECTION B-B



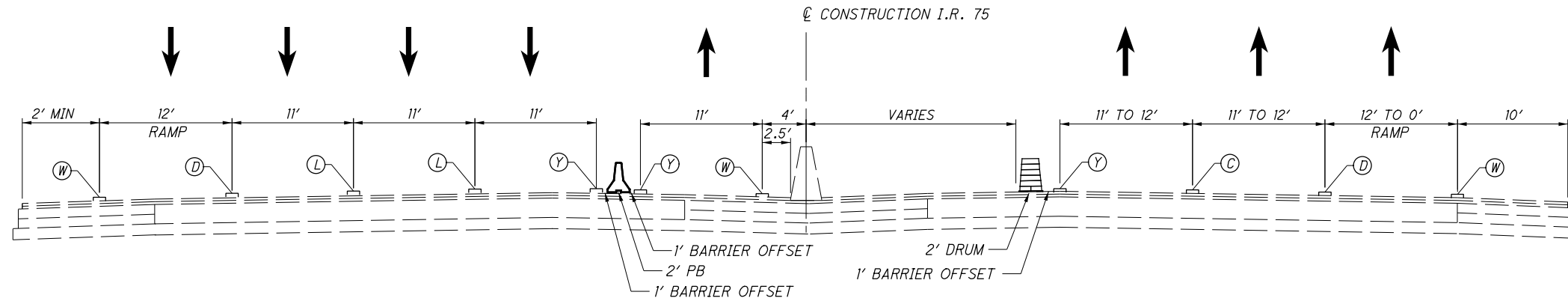
SECTION A-A

LEGEND

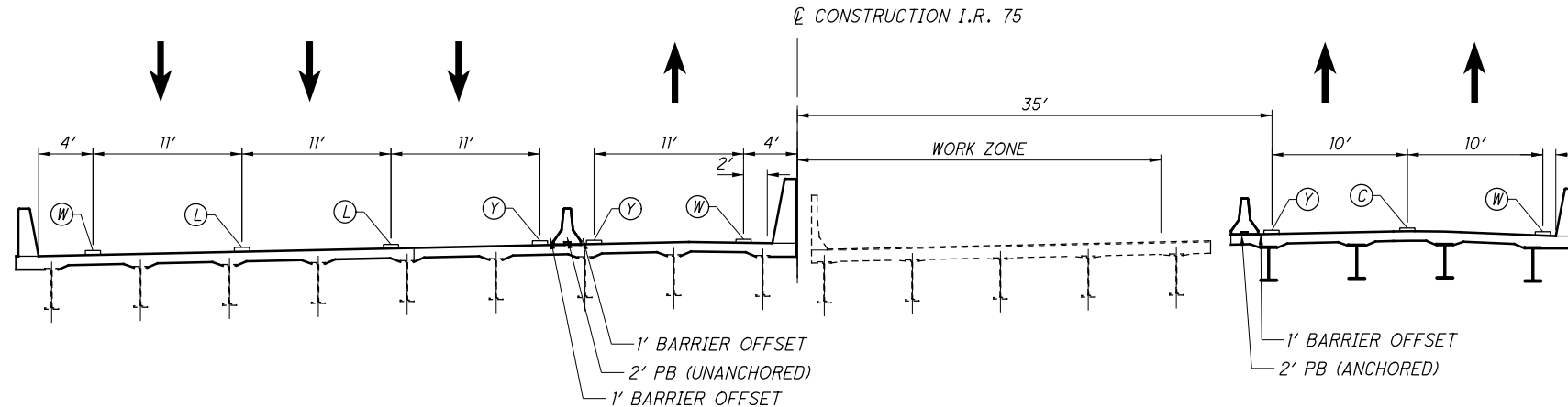
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|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |



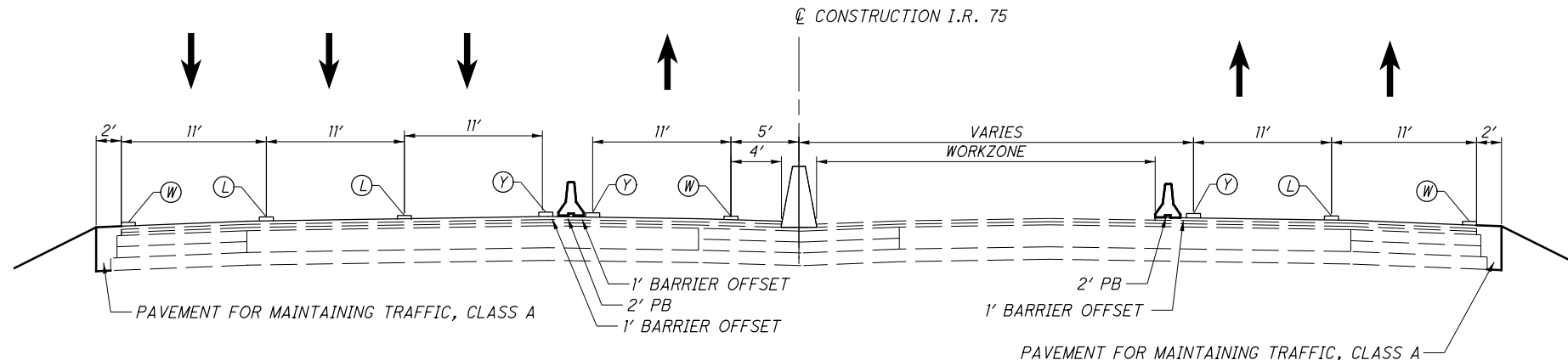
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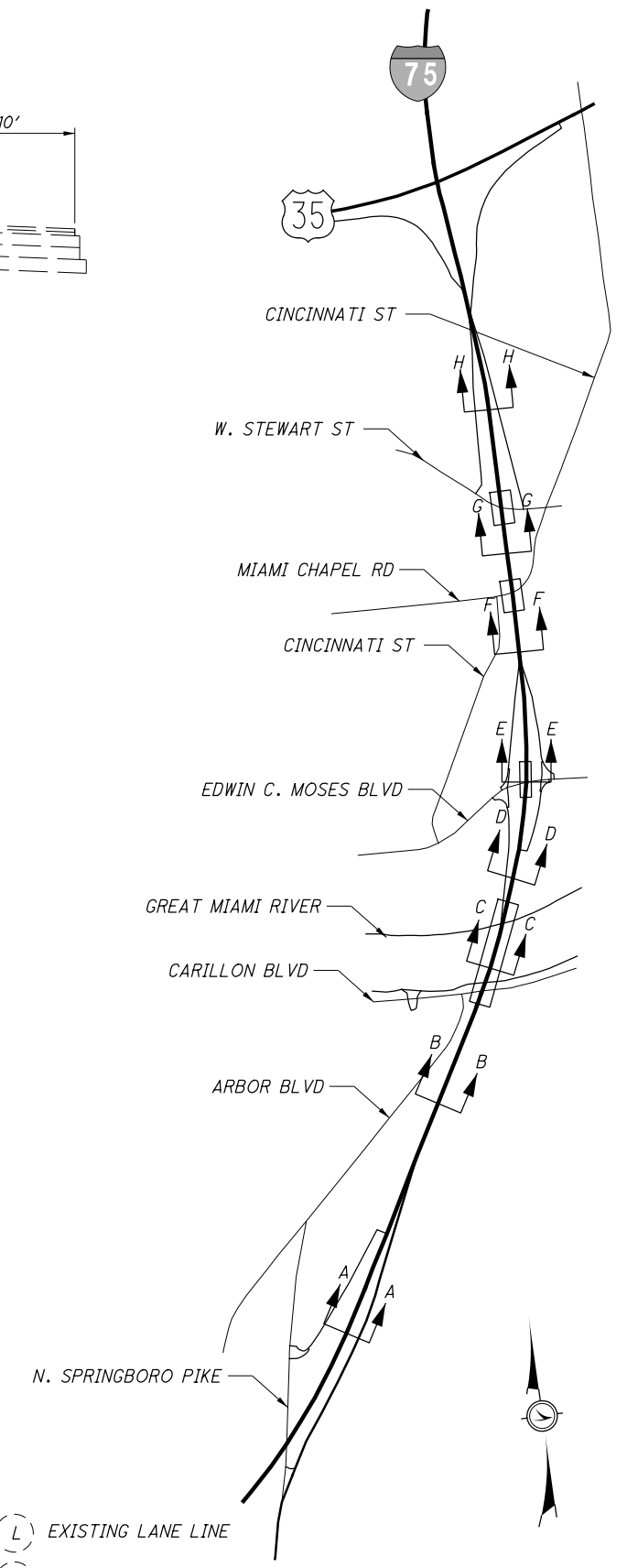
SECTION F-F



SECTION E-E



SECTION D-D

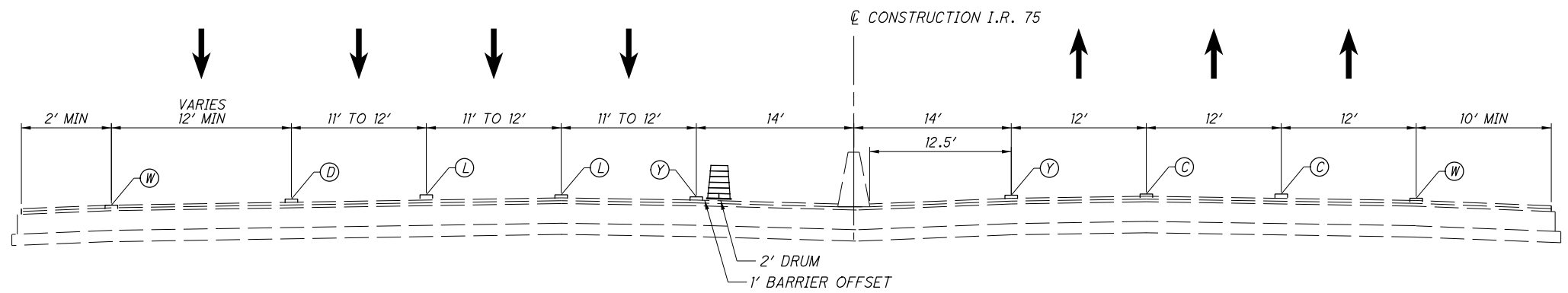


MAINTENANCE OF TRAFFIC - IR 75
TYPICAL SECTIONS - PHASE 5

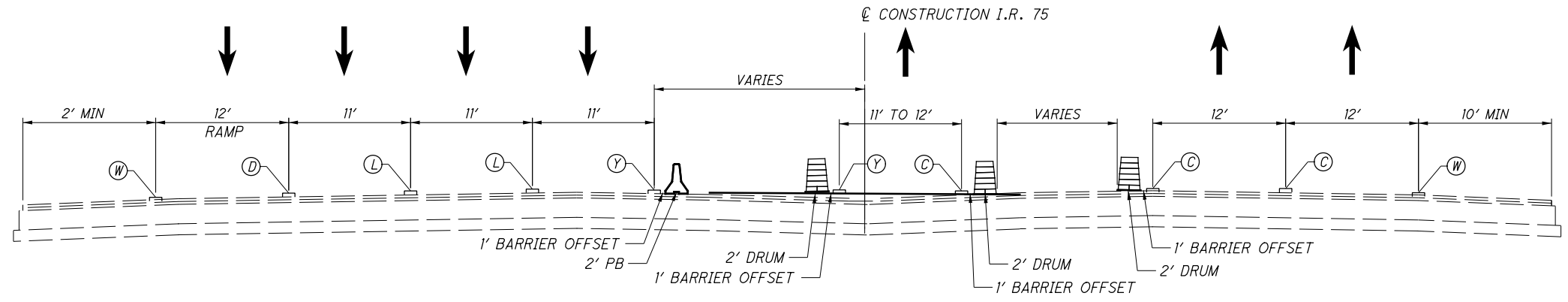
MOT-75-(10.44)(10.78)

- LEGEND**
- (W) WORK ZONE EDGE LINE, WHITE, CLASS I
 - (D) WORK ZONE DOTTED LINE, CLASS I
 - (C) WORK ZONE CHANNELIZING LINE, CLASS I
 - (W) EXISTING EDGE LINE, WHITE
 - (L) EXISTING LANE LINE
 - (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I
 - (L) WORK ZONE LANE LINE, CLASS I
 - (Y) EXISTING EDGE LINE, YELLOW
 - (D) EXISTING DOTTED LINE

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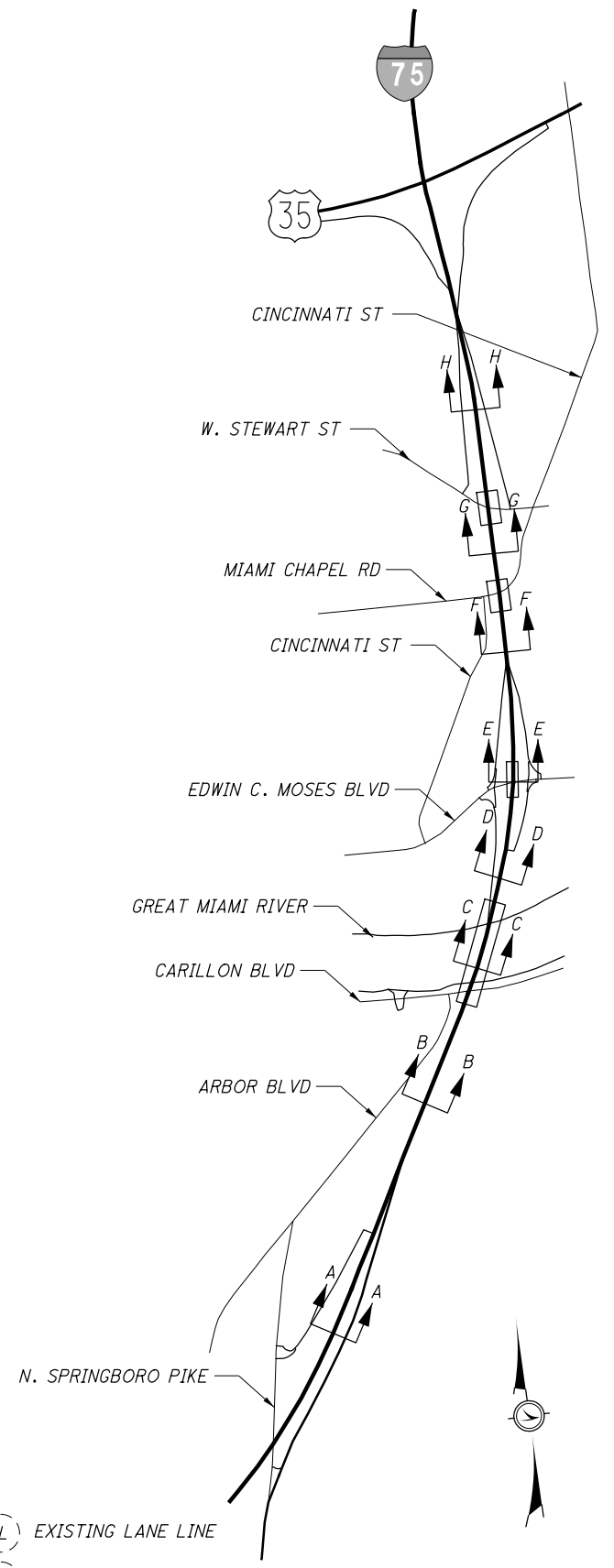
SECTION H-H



SECTION G-G

LEGEND

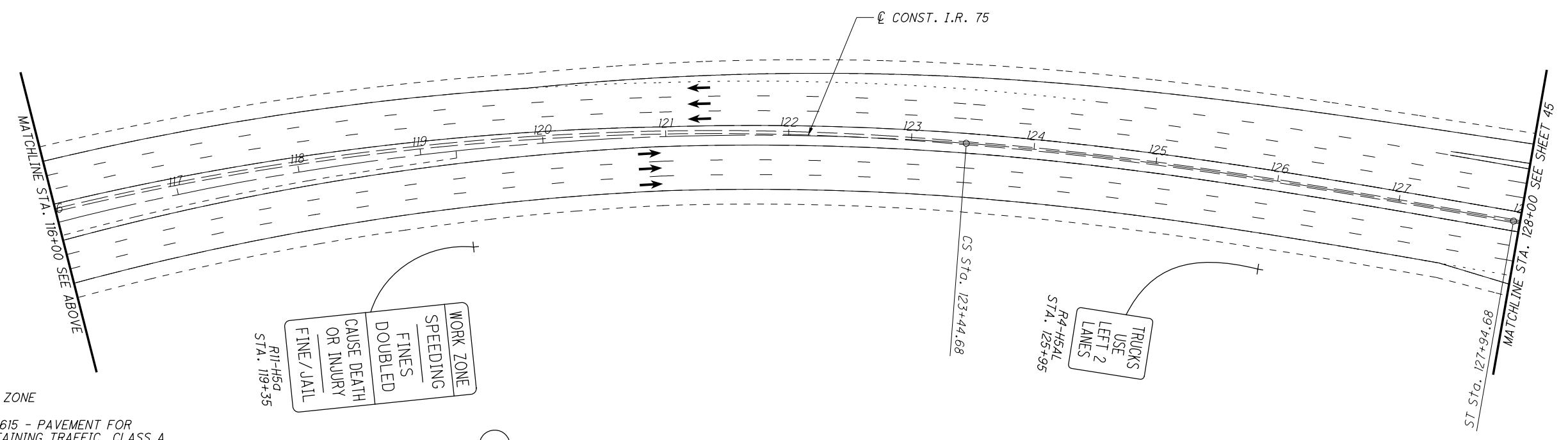
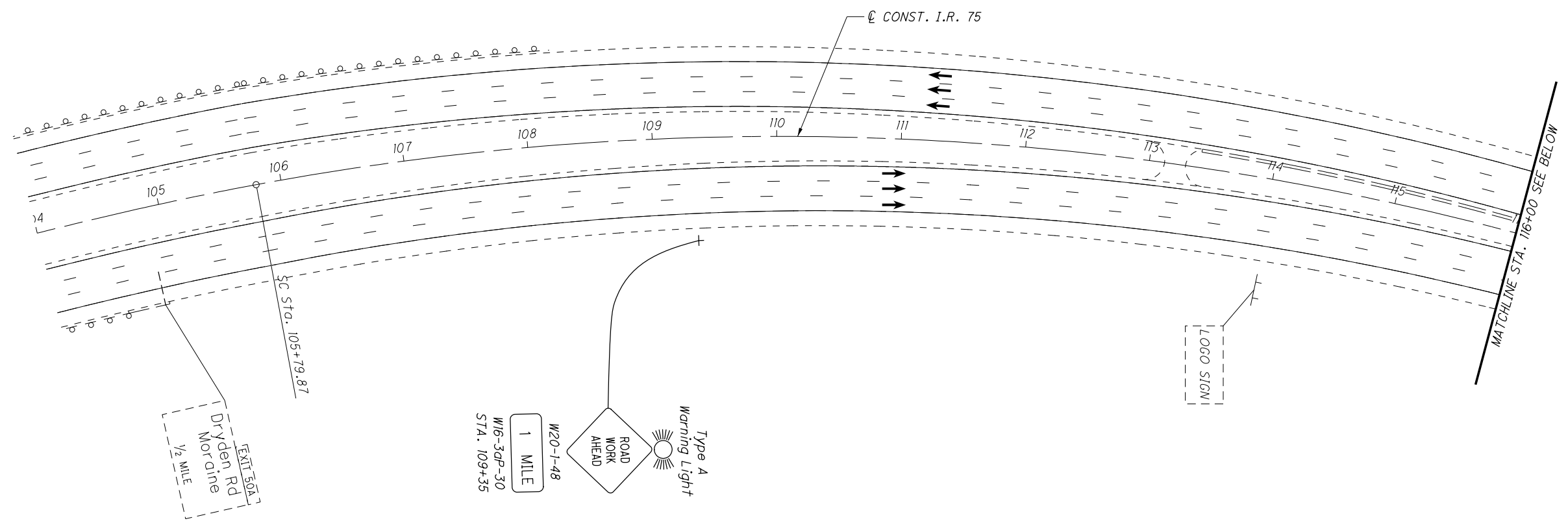
- | | | | | |
|--|------------------------------------|--|--------------------------------|--------------------------|
| (W) WORK ZONE EDGE LINE, WHITE, CLASS I | (D) WORK ZONE DOTTED LINE, CLASS I | (C) WORK ZONE CHANNELIZING LINE, CLASS I | (W) EXISTING EDGE LINE, WHITE | (L) EXISTING LANE LINE |
| (Y) WORK ZONE EDGE LINE, YELLOW, CLASS I | (L) WORK ZONE LANE LINE, CLASS I | | (Y) EXISTING EDGE LINE, YELLOW | (D) EXISTING DOTTED LINE |





MAINTENANCE OF TRAFFIC - PHASE 1
STA. 104+00.00 TO STA. 128+00.00

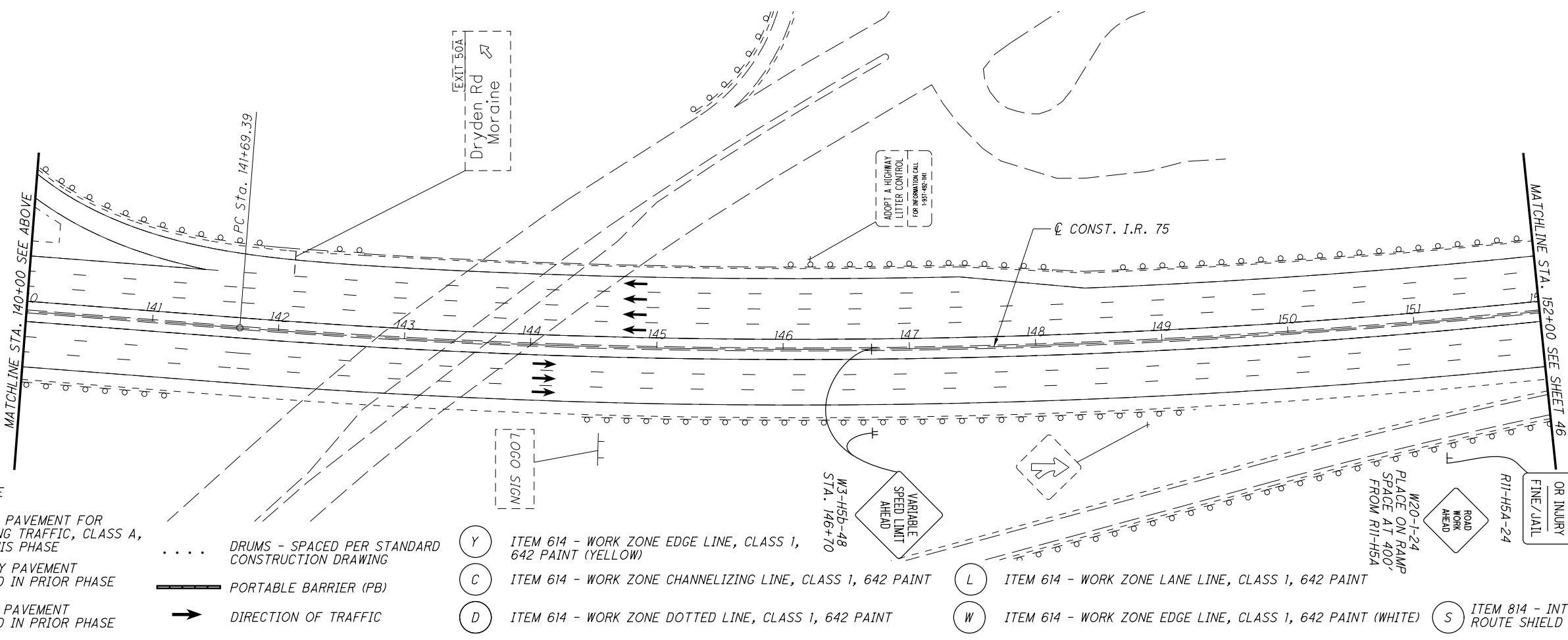
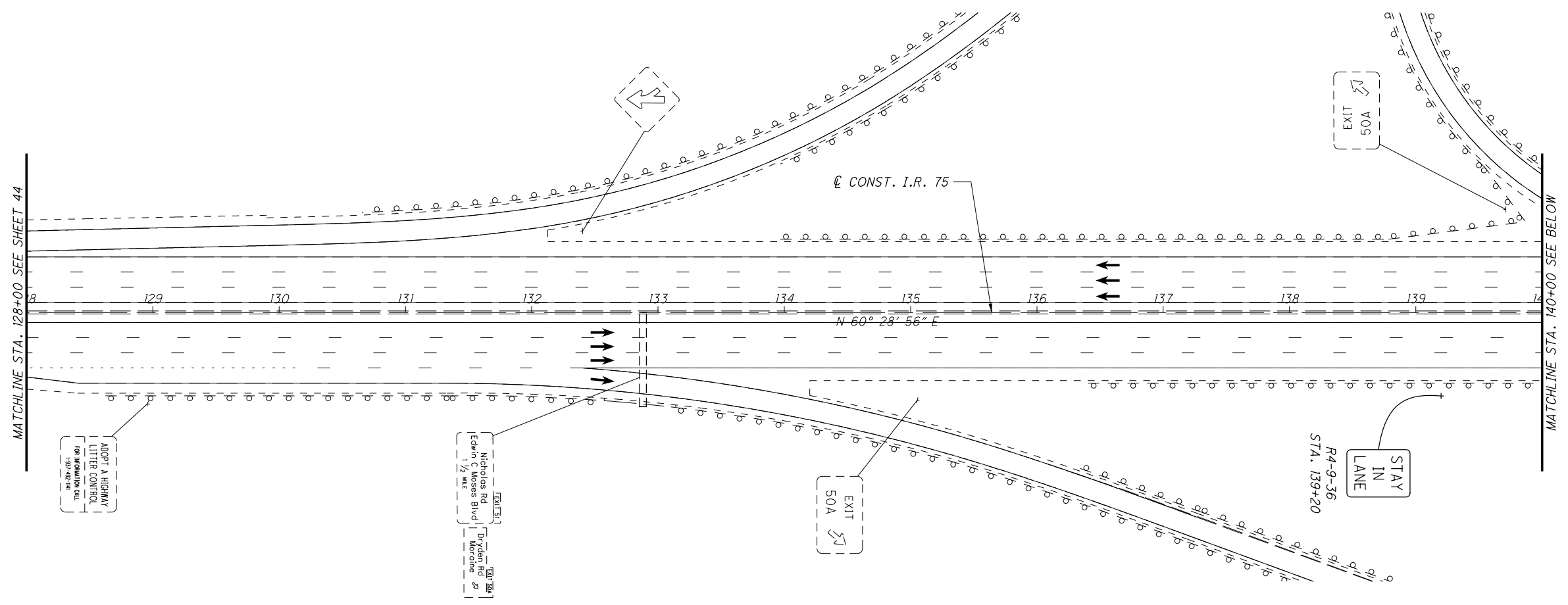
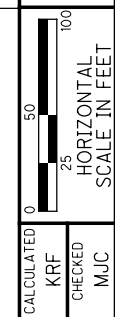
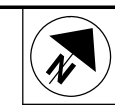
MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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MAINTENANCE OF TRAFFIC - PHASE 1
STA. 128+00.00 TO STA. 152+00.00

MOT-75-(10.44)(10.78)

LEGEND

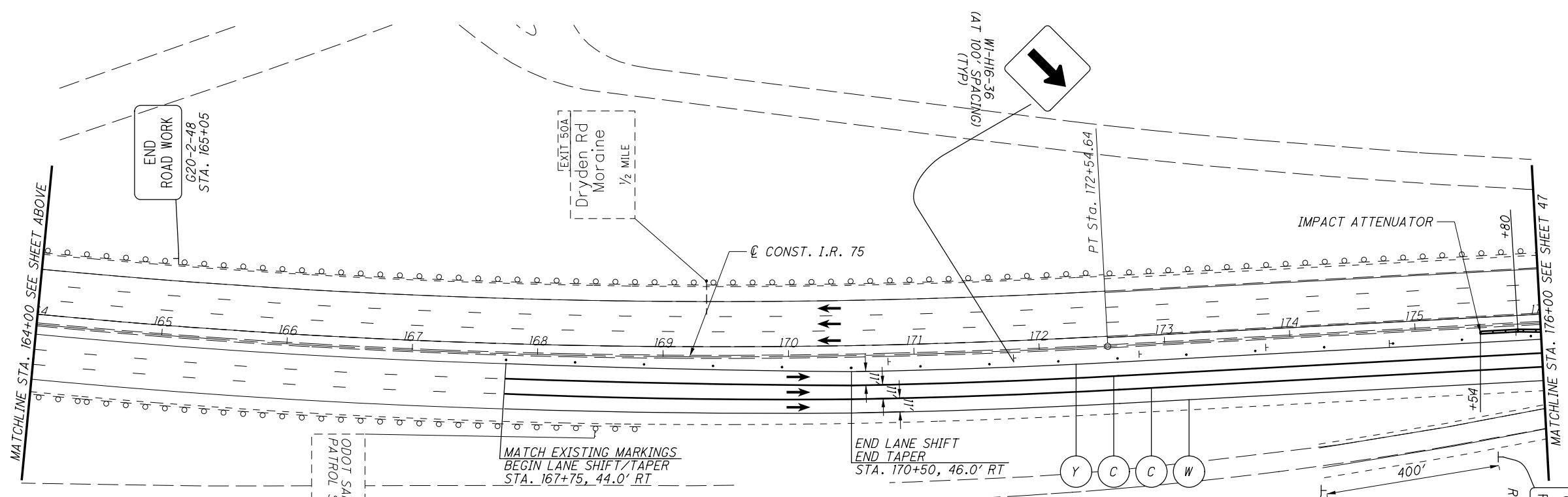
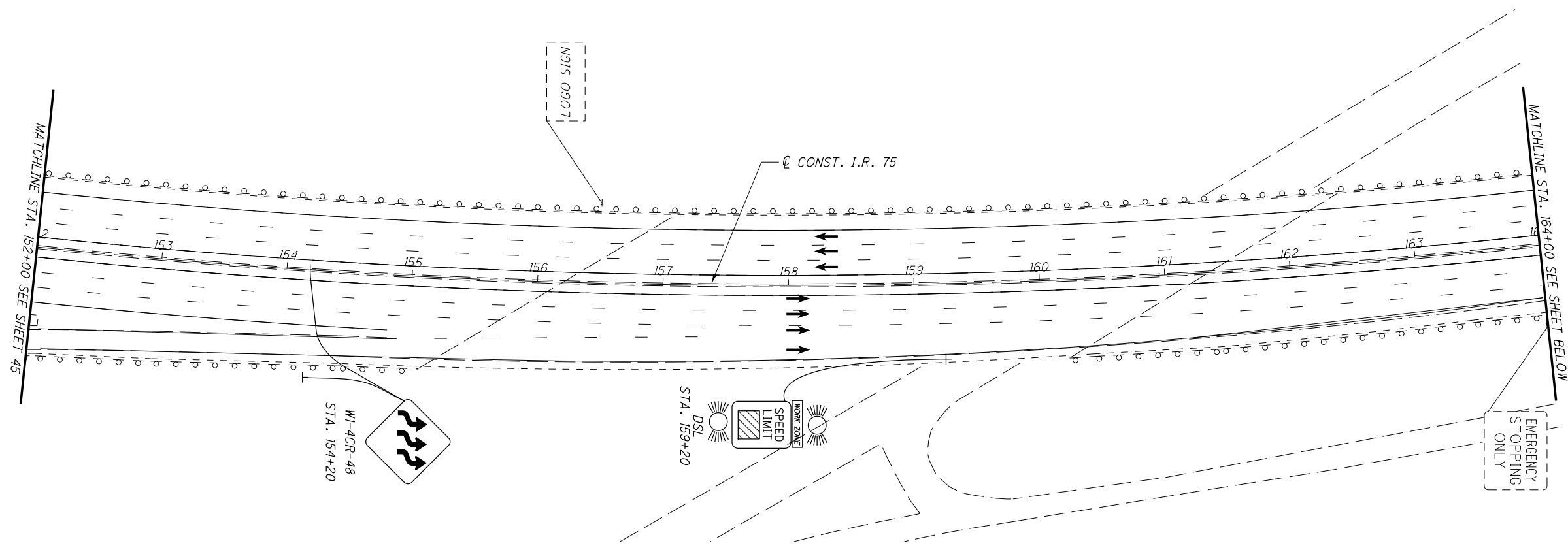
- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 1
STA. 152+00.00 TO STA. 176+00.00



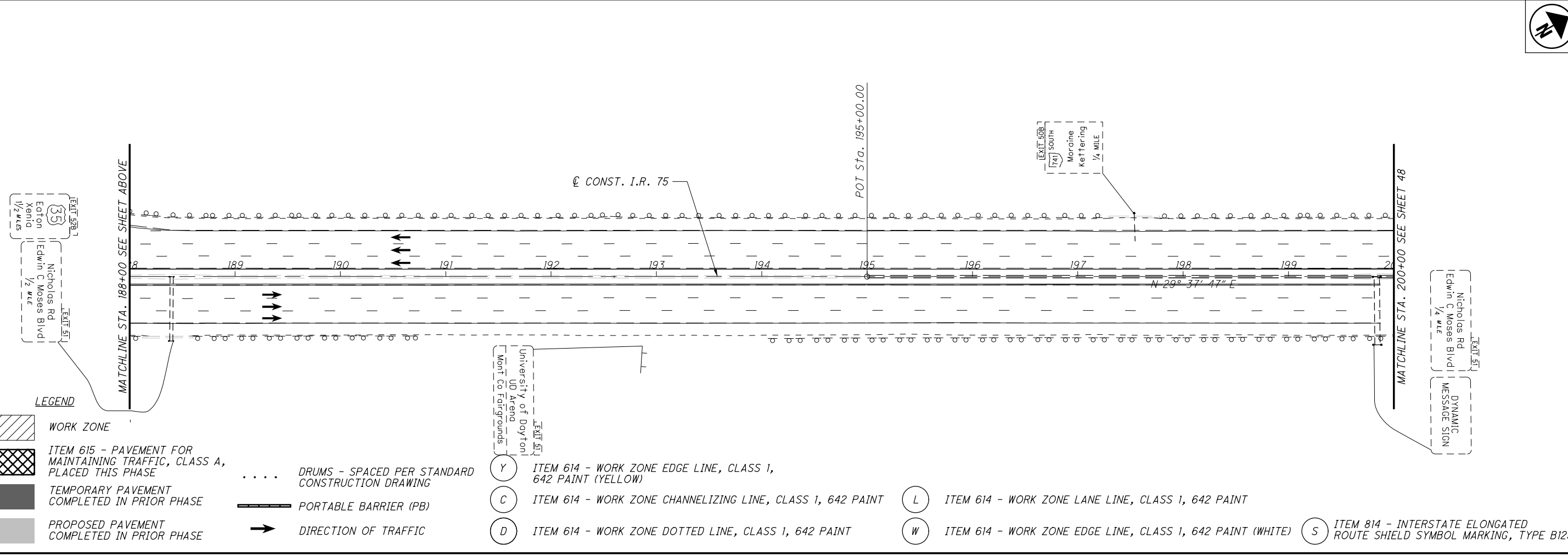
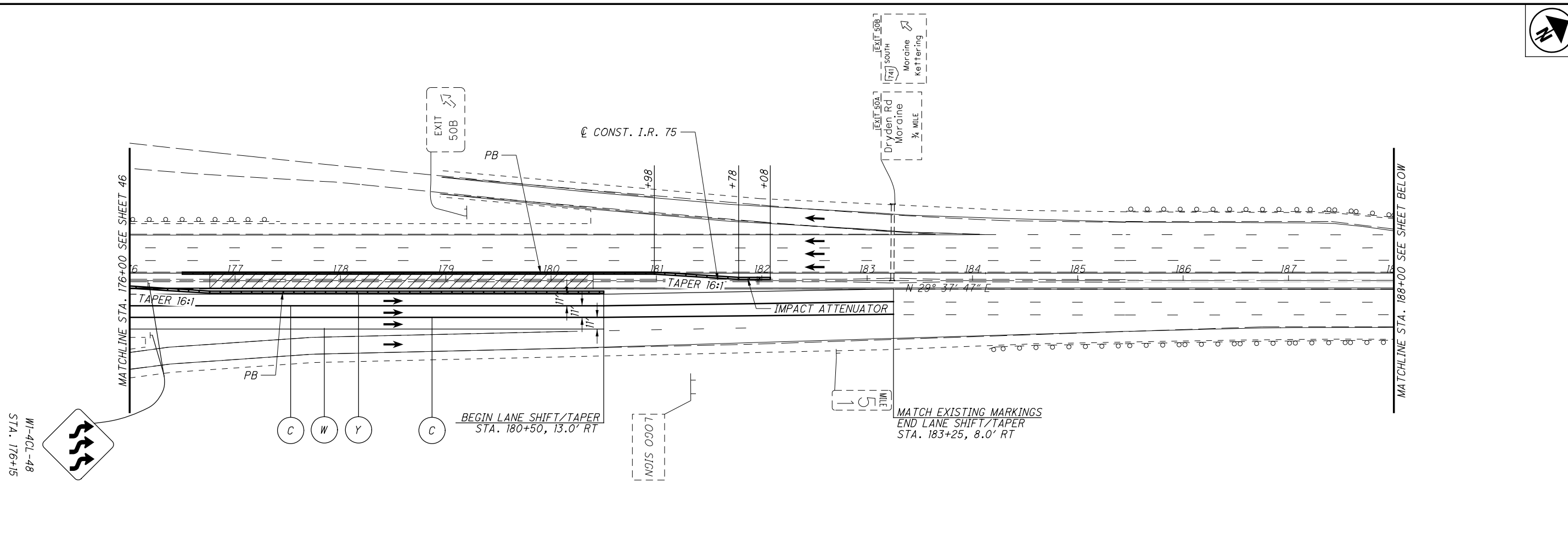
MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

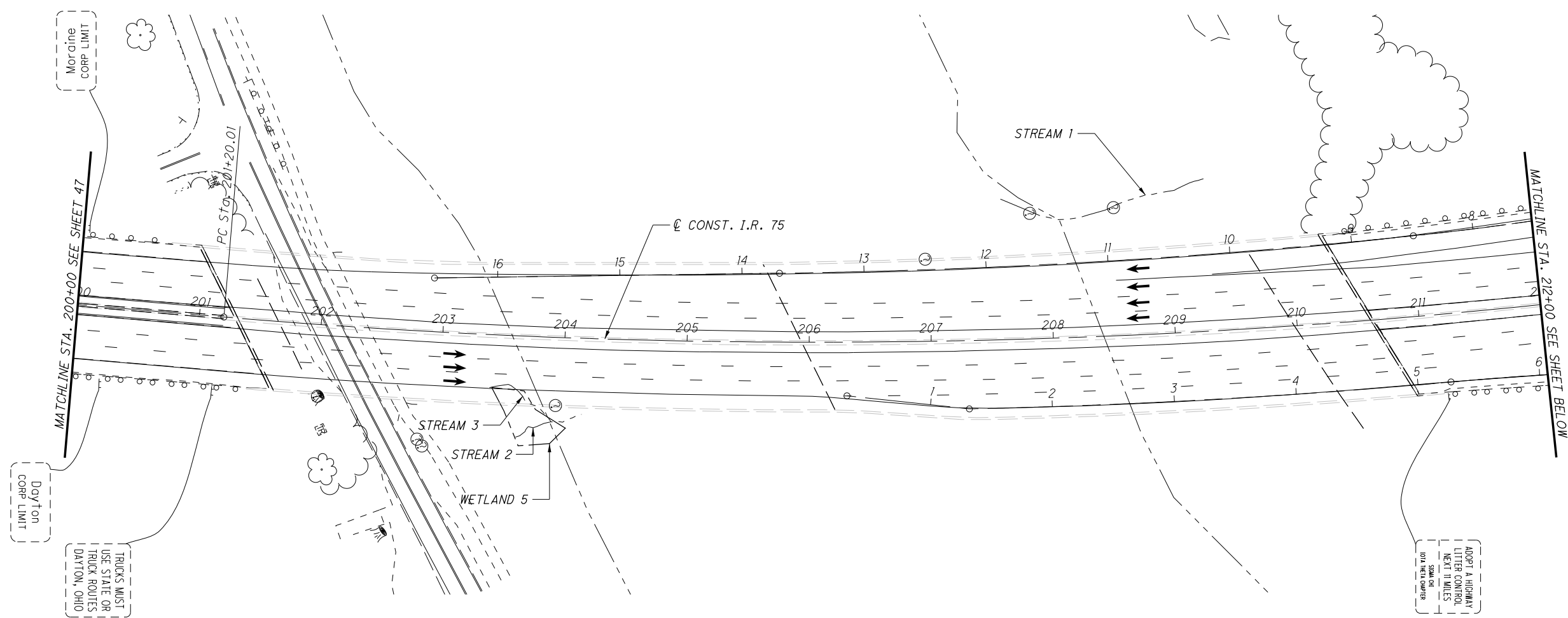
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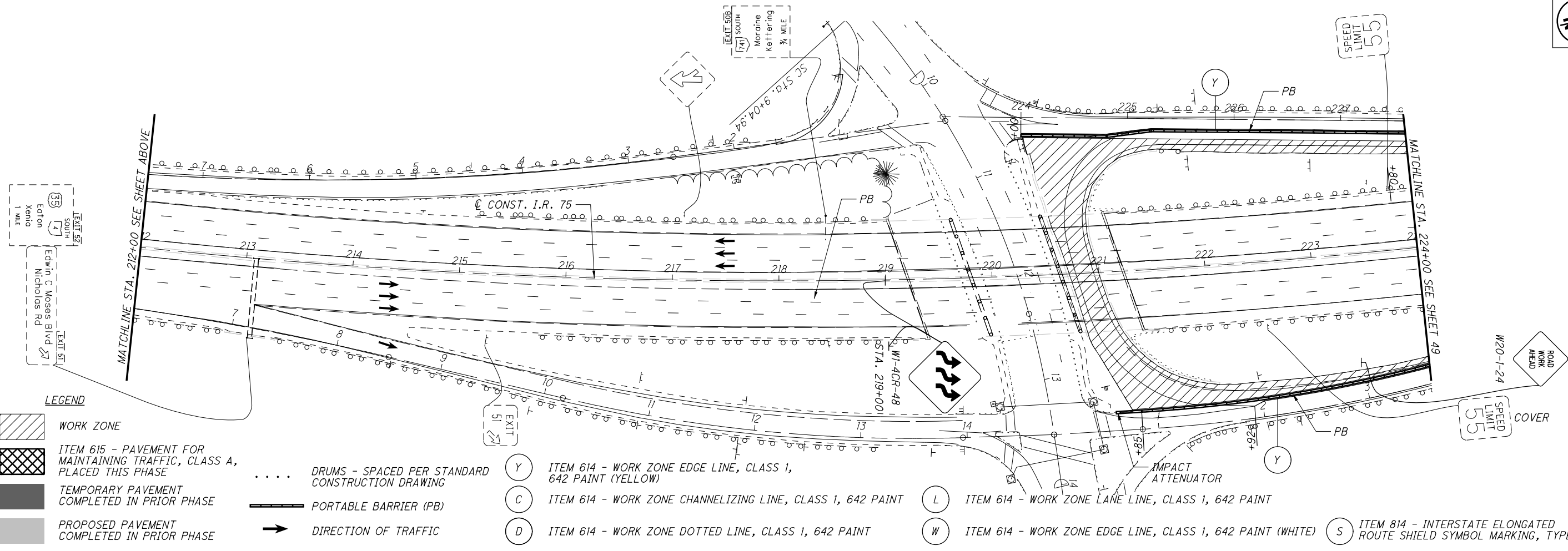
LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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**MAINTENANCE OF TRAFFIC - PHASE 1
STA. 200+00.00 TO STA. 224+00.00**

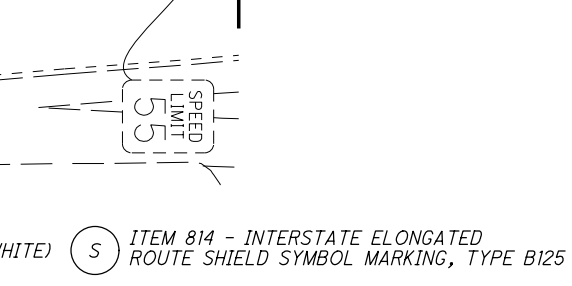
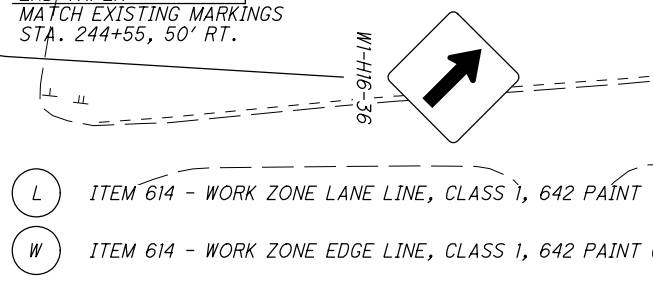
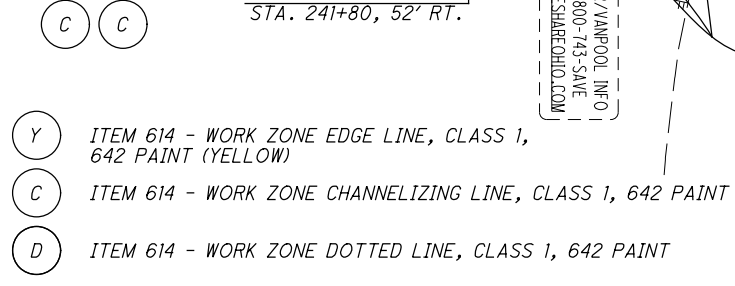
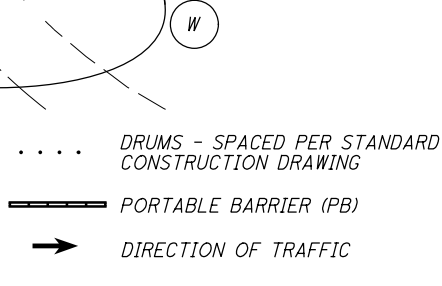
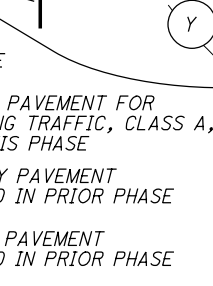
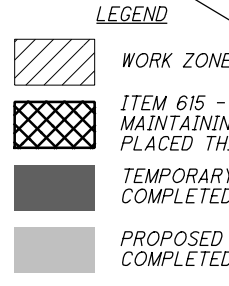
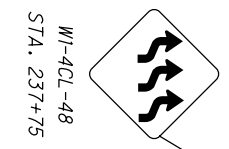
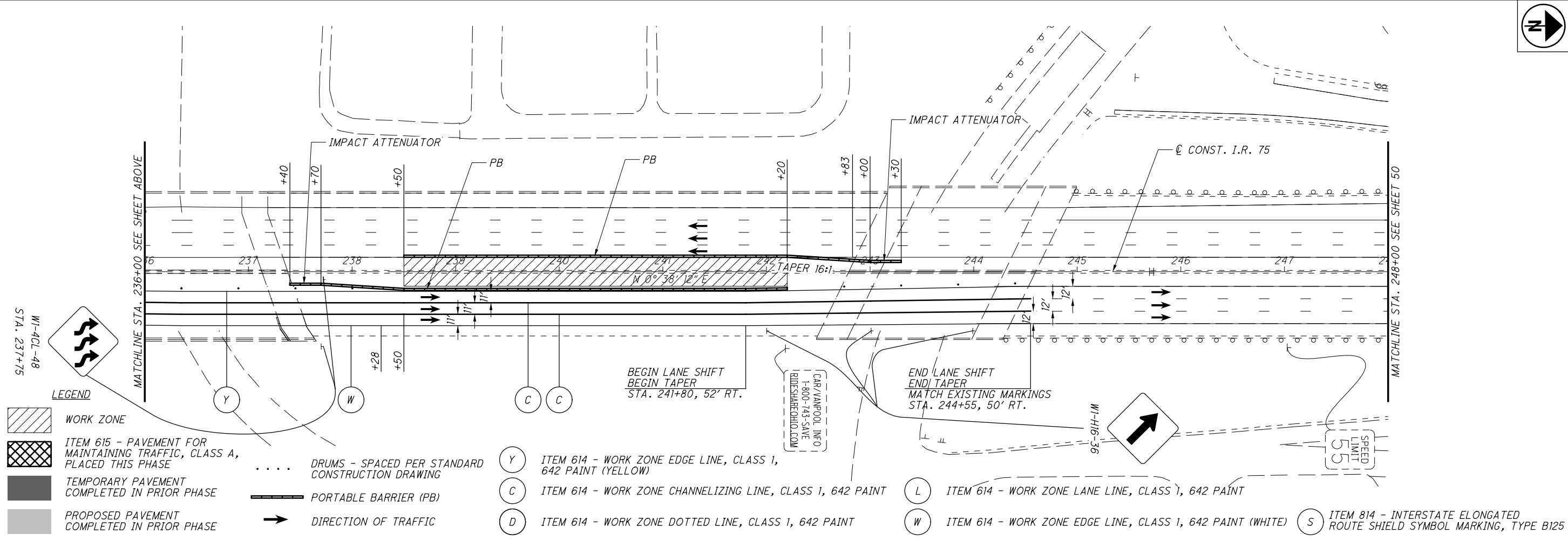


MOT-75-(10.44)(10.78)

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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WORK ZONE
SPEEDING
FINES
DOUBLED
CAUSE DEATH
OR INJURY
FINE/JAIL
R1-H5A-24



LEGEND

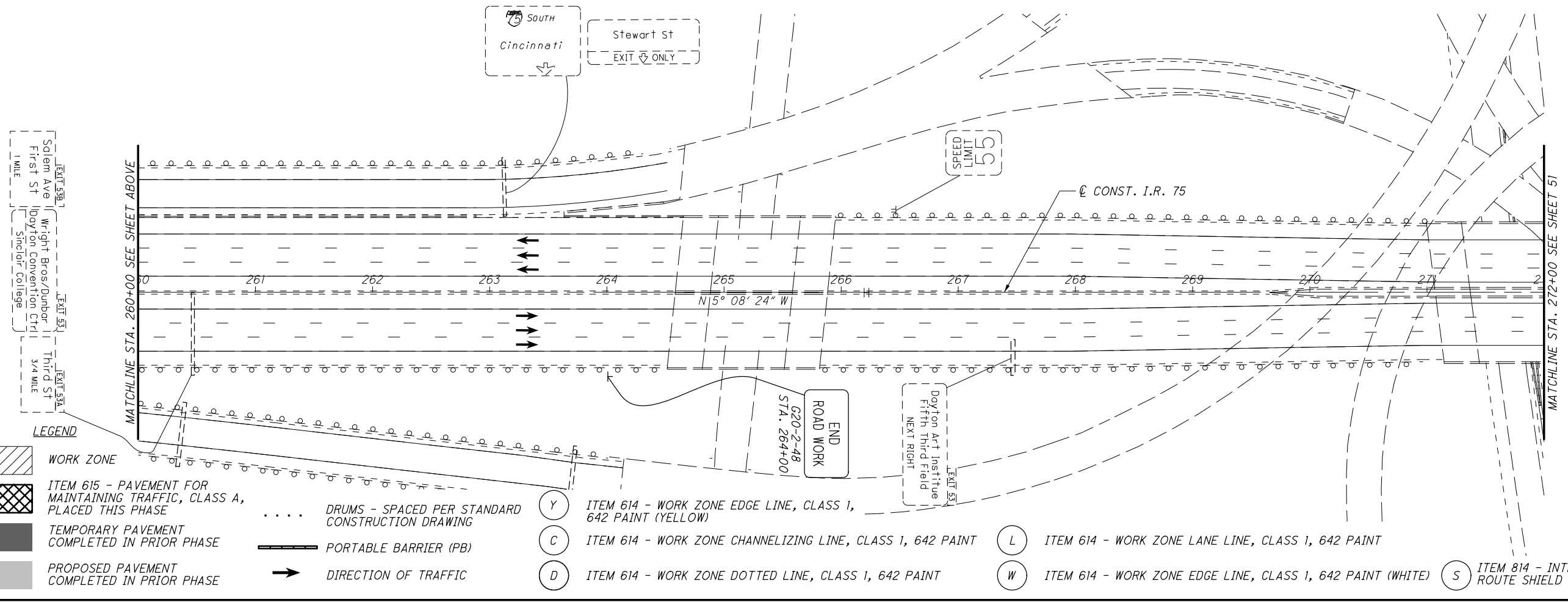
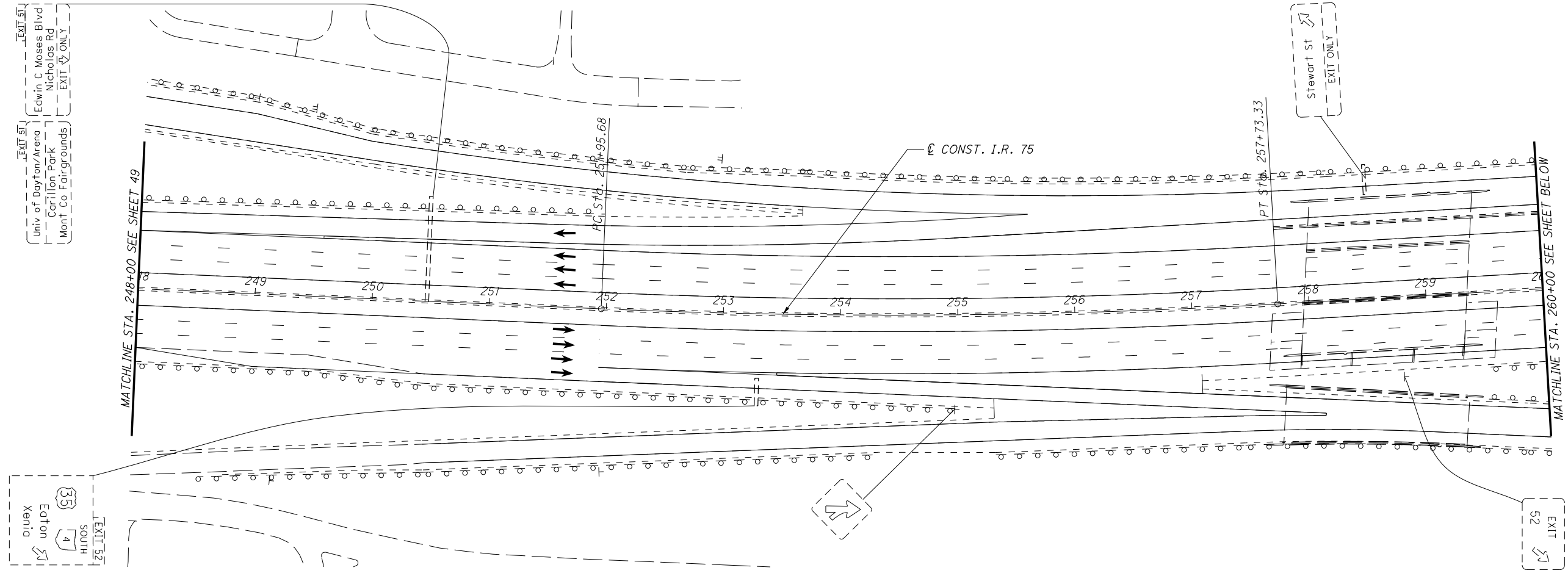
- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 1
STA. 224+00.00 TO STA. 248+00.00

MOT-75-(10.44)(10.78)
49
348

CALCULATED
KRF
CHECKED
MJC



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

- (Y) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- (C) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- (D) ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- (L) ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- (W) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



CALCULATED	KRF	CHECKED	MJC

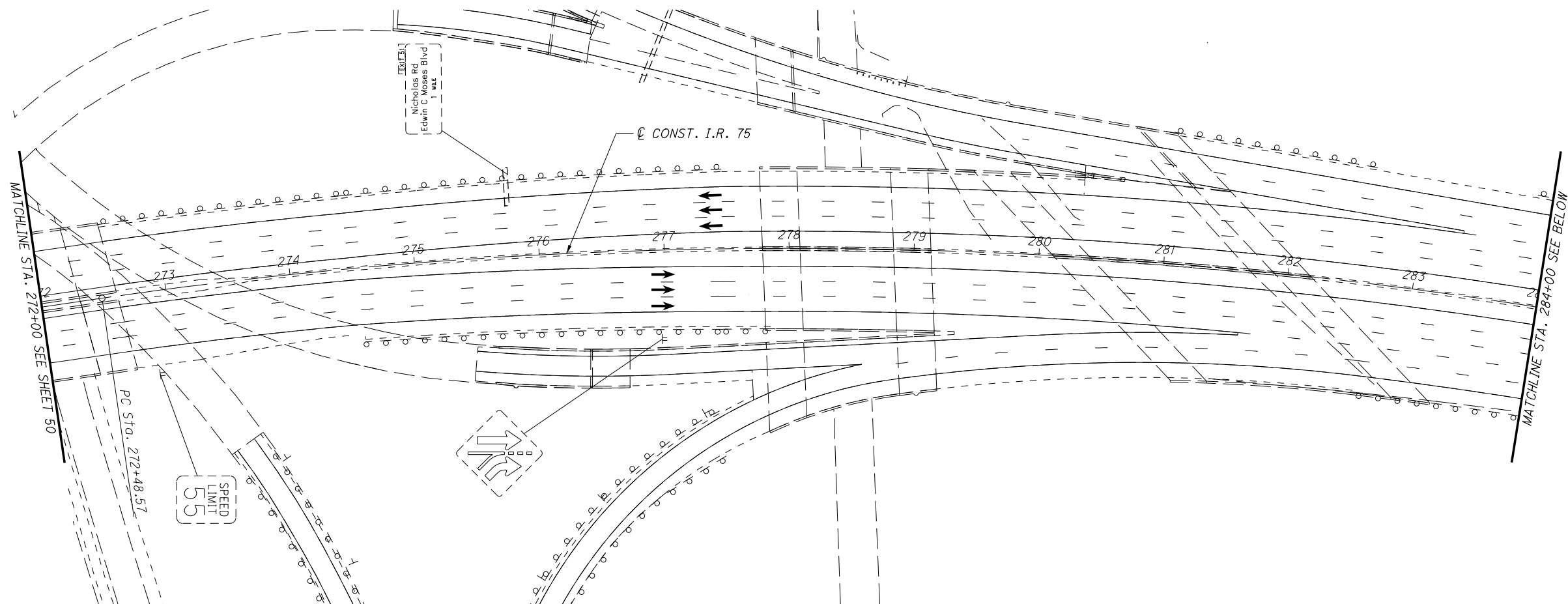
0 50 100
HORIZONTAL SCALE IN FEET



MAINTENANCE OF TRAFFIC - PHASE 1
STA. 248+00.00 TO STA. 272+00.00

MOT-75-(10.44)(10.78)

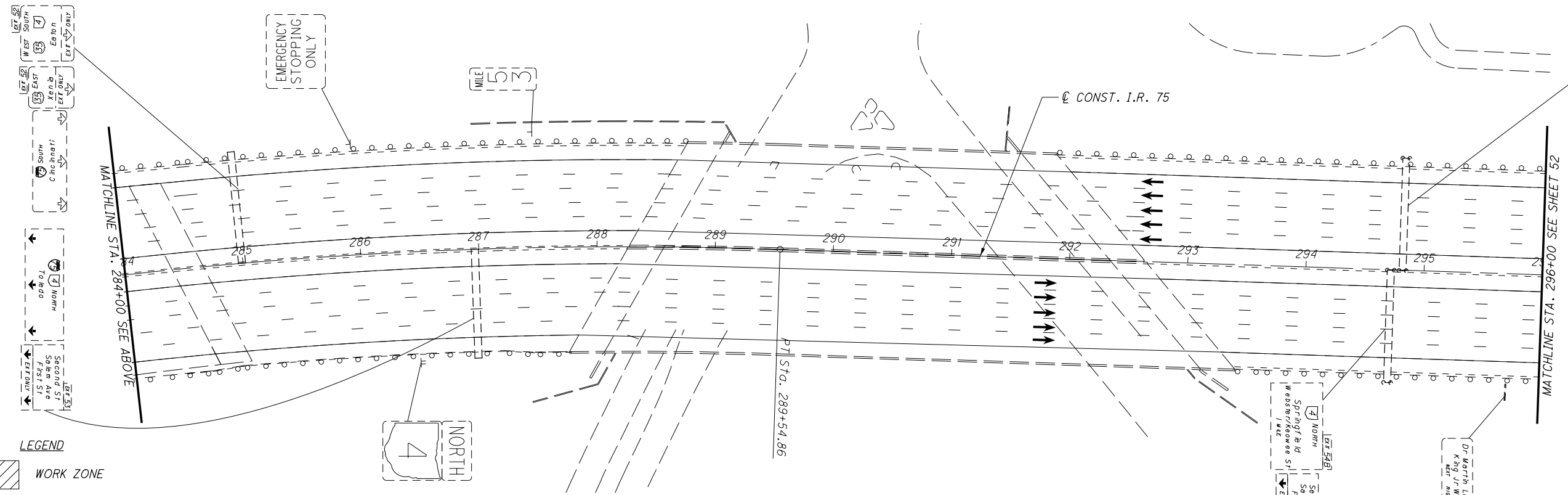
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MAINTENANCE OF TRAFFIC - PHASE 1
STA. 272+00.00 TO STA. 296+00.00

MOT-75-(10.44)(10.78)

51
348



LEGEND

- | | | | | | |
|--|---|--|---|--|--|
| | WORK ZONE | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW) | | ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT |
| | ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE | | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE) |
| | TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE | | ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT | | ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125 |
| | PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

SPEED LIMIT 55

MILE 53

NORTH

MATCHLINE STA. 272+00 SEE SHEET 50

MATCHLINE STA. 284+00 SEE BELOW

MATCHLINE STA. 284+00 SEE ABOVE

MATCHLINE STA. 296+00 SEE SHEET 52

PC STA. 272+48.57

PT STA. 289+54.86

NICHOLAS RD
Edwin C. Moses Blvd
1 MILE

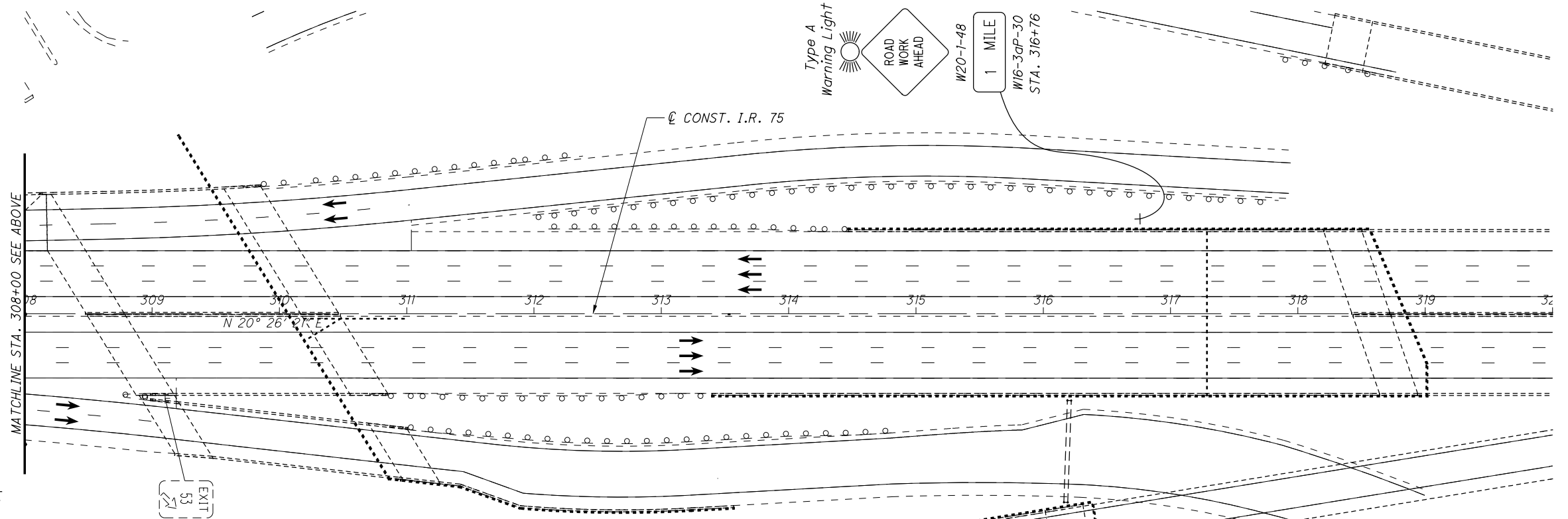
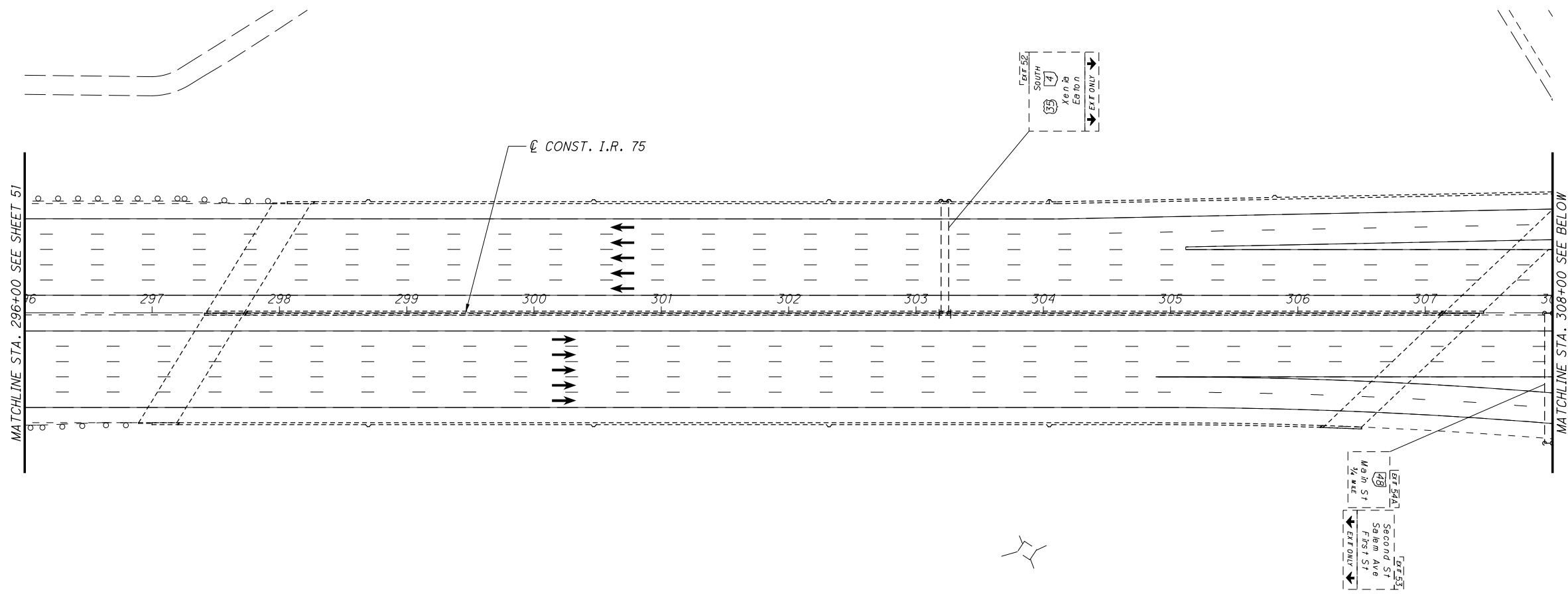
Springfield
Webster/Knowee St
1 MILE

DR. MARTIN LUTHER KING JR. BLVD

CONST. I.R. 75

CONST. I.R. 75

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LEGEND

	WORK ZONE		DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING		ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)		ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE		PORTABLE BARRIER (PB)		ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT		ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE		DIRECTION OF TRAFFIC		ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT		ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE						



CALCULATED
KRF
CHECKED
MJC

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 296+00.00 TO STA. 320+00.00

MOT-75-(10.44)(10.78)

**SOUTHBOUND CROSSOVER
CURVE 1**

P.I. Sta. 21+04.95
 $\Delta = 6^\circ 17' 27''$ (RT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 104.95'$
 $L = 209.69'$
 $E = 2.88'$
 $C = 209.59'$
 C.B. = N 32° 46' 30" E

**SOUTHBOUND CROSSOVER
CURVE 2**

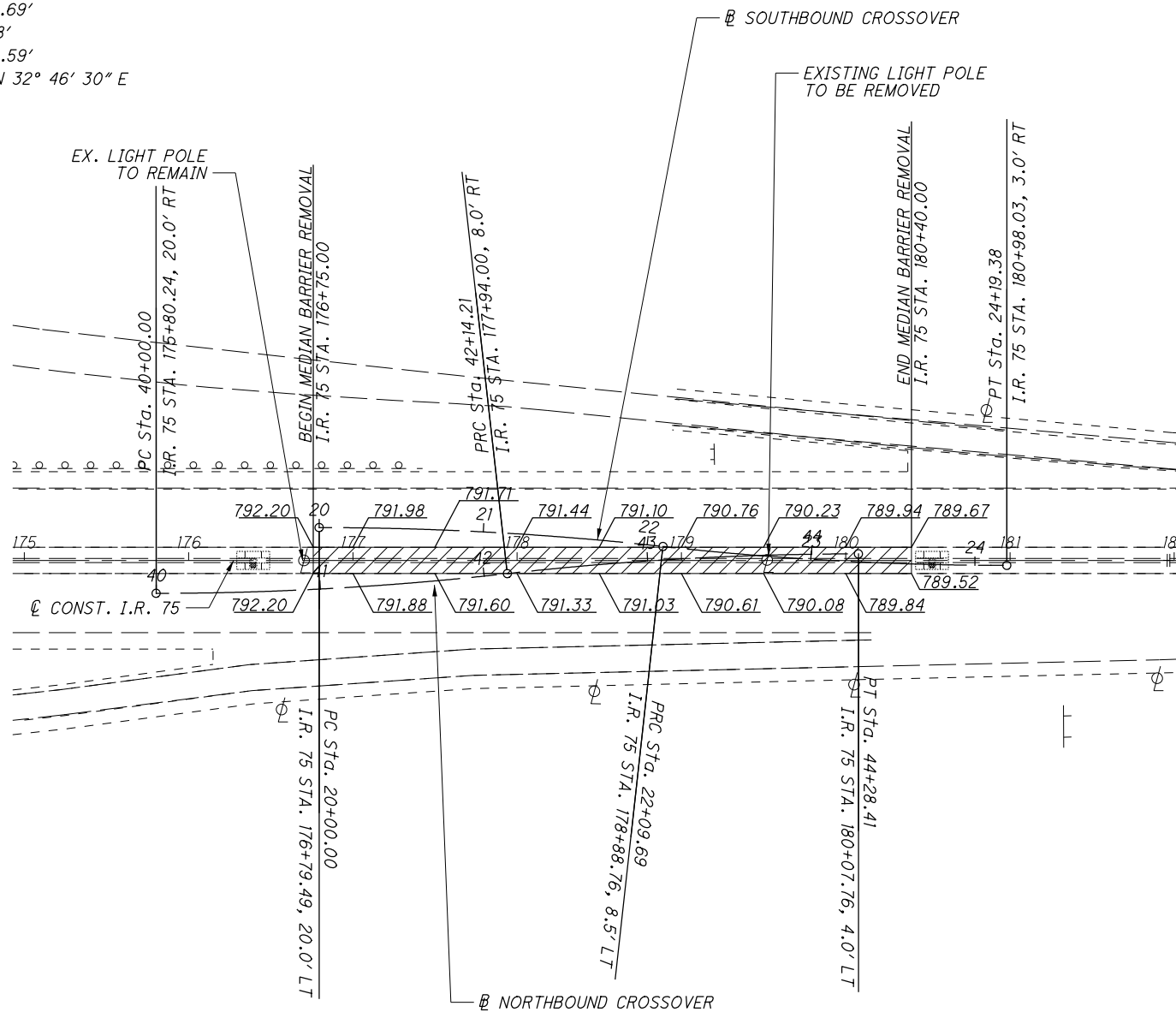
P.I. Sta. 23+14.64
 $\Delta = 6^\circ 17' 27''$ (LT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 104.95'$
 $L = 209.69'$
 $E = 2.88'$
 $C = 209.59'$
 C.B. = N 32° 46' 30" E

**NORTHBOUND CROSSOVER
CURVE 1**

P.I. Sta. 41+07.22
 $\Delta = 6^\circ 25' 34''$ (LT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.85'$
 $T = 107.22'$
 $L = 214.21'$
 $E = 3.01'$
 $C = 214.09'$
 C.B. = N 26° 24' 59" E

**NORTHBOUND CROSSOVER
CURVE 2**

P.I. Sta. 43+21.42
 $\Delta = 6^\circ 25' 34''$ (RT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 107.22'$
 $L = 214.21'$
 $E = 3.01'$
 $C = 214.10'$
 C.B. = N 26° 24' 59" E

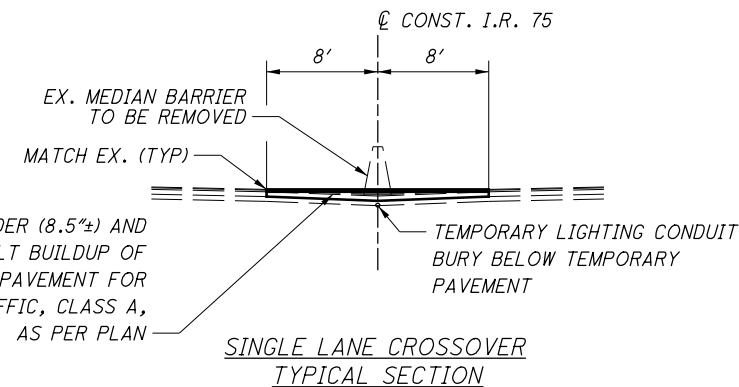


ESTIMATED QUANTITIES	
ITEM 202 - CONCRETE BARRIER REMOVED	364 FT
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	648 SQ. YD.

NOTES:

ALL ELEVATIONS DENOTED ARE EXISTING AT 50' INTERVALS BASED ON THE \odot OF CONSTRUCTION OF I.R. 75. THE CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS PRIOR TO THE CONSTRUCTION OF THE CROSSOVERS.

THE ESTIMATED QUANTITY FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE THE REMOVAL OF EXISTING SHOULDERS AS DETAILED BELOW. THE EXISTING LIGHTING AND DRAINAGE SYSTEM SHALL BE MAINTAINED THROUGHOUT THE PROJECT. FOR ADDITIONAL DETAILS, SEE THE NOTES ON SHEET 16.



HORIZONTAL SCALE IN FEET
 CALCULATED M/JT
 CHECKED M/JC

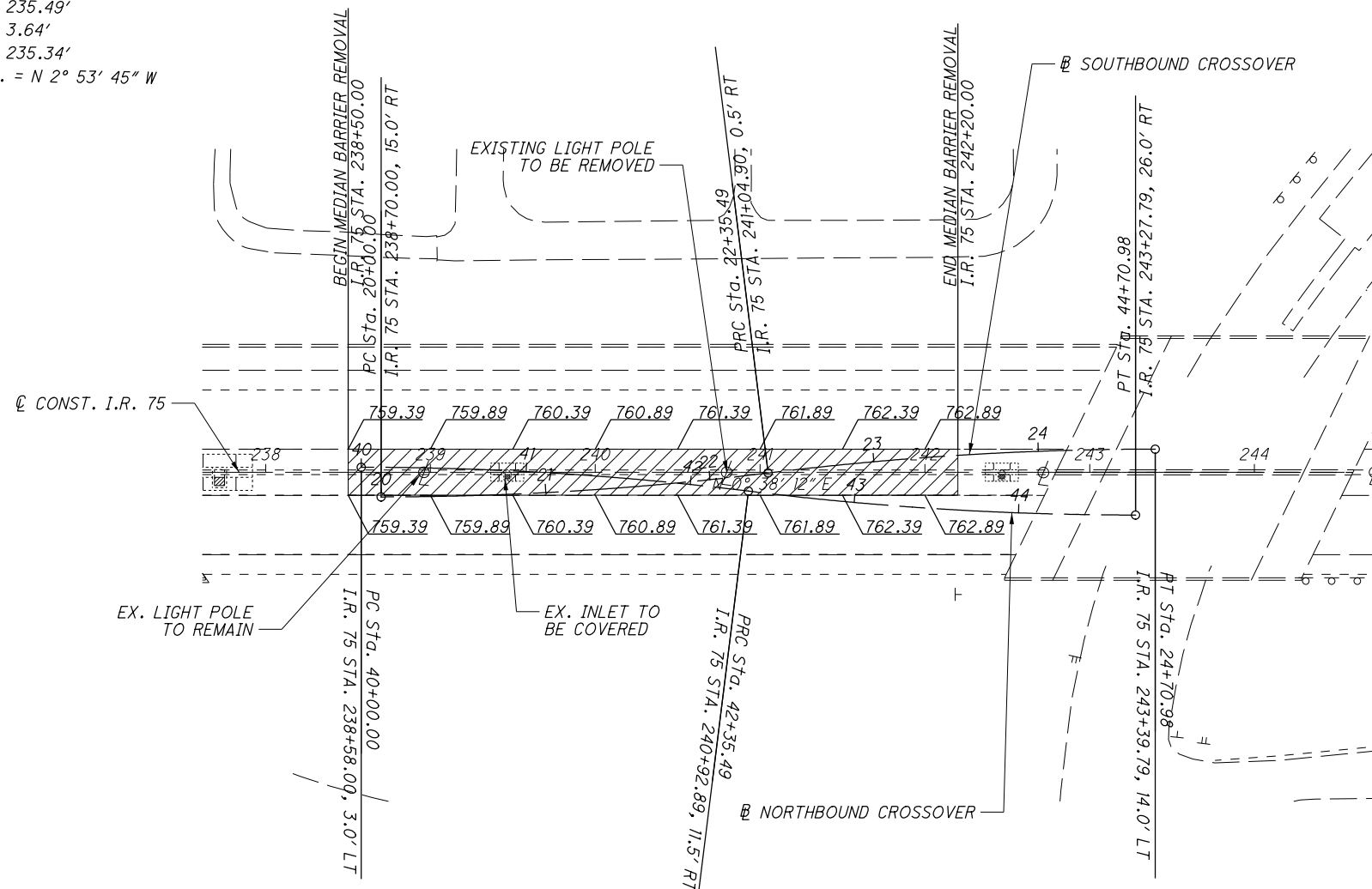
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**SOUTHBOUND CROSSOVER
CURVE 1**

P.I. Sta. 21+17.90
 $\Delta = 7^\circ 03' 53''$ (LT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 117.90'$
 $L = 235.49'$
 $E = 3.64'$
 $C = 235.34'$
 C.B. = $N 2^\circ 53' 45'' W$

**SOUTHBOUND CROSSOVER
CURVE 2**

P.I. Sta. 23+53.39
 $\Delta = 7^\circ 03' 53''$ (RT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 117.90'$
 $L = 235.49'$
 $E = 3.64'$
 $C = 235.34'$
 C.B. = $N 2^\circ 53' 45'' W$



NOTES:

ALL ELEVATIONS DENOTED ARE EXISTING AT 50' INTERVALS BASED ON THE ϕ OF CONSTRUCTION OF I.R. 75. THE CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS PRIOR TO THE CONSTRUCTION OF THE CROSSOVERS.

THE ESTIMATED QUANTITY FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE THE REMOVAL OF EXISTING SHOULDERS AS DETAILED BELOW.

THE ESTIMATED QUANTITY FOR ITEM 202 - INLET REMOVED, AS PER PLAN SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY TO REMOVE THE PORTION OF THE EXISTING INLET NECESSARY TO MAINTAIN TRAFFIC AND PLATE OVER THE VAULT.

THE EXISTING LIGHTING AND DRAINAGE SYSTEM SHALL BE MAINTAINED THROUGHOUT THE PROJECT. FOR ADDITIONAL DETAILS, SEE THE NOTES ON SHEET 16.



**MAINTENANCE OF TRAFFIC - I.R. 75
NORTH CROSSOVER DETAILS**

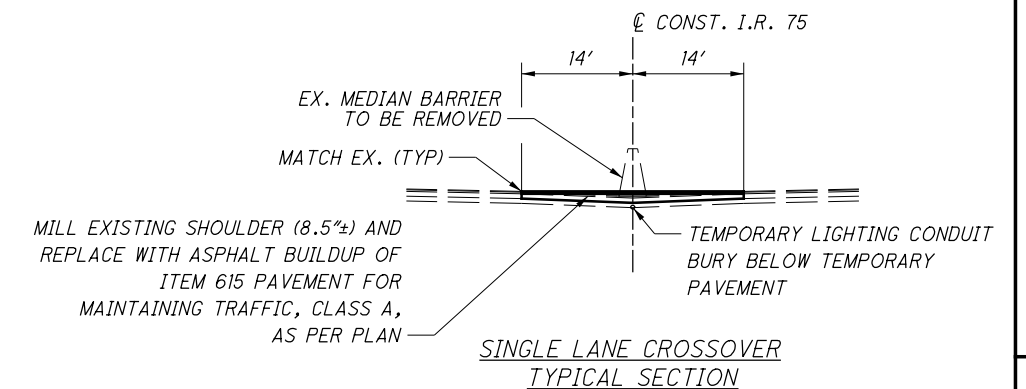
**NORTHBOUND CROSSOVER
CURVE 1**

P.I. Sta. 41+17.90
 $\Delta = 7^\circ 03' 53''$ (RT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 117.90'$
 $L = 235.49'$
 $E = 3.64'$
 $C = 235.34'$
 C.B. = $N 4^\circ 10' 08'' E$

**NORTHBOUND CROSSOVER
CURVE 2**

P.I. Sta. 43+53.39
 $\Delta = 7^\circ 03' 53''$ (LT)
 $D_c = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $T = 117.90'$
 $L = 235.49'$
 $E = 3.64'$
 $C = 235.34'$
 C.B. = $N 4^\circ 10' 08'' E$

ESTIMATED QUANTITIES	
ITEM 202 - CONCRETE BARRIER REMOVED	370 FT
ITEM 202 - INLET REMOVED, AS PER PLAN	1 EA
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	1151 SQ. YD.

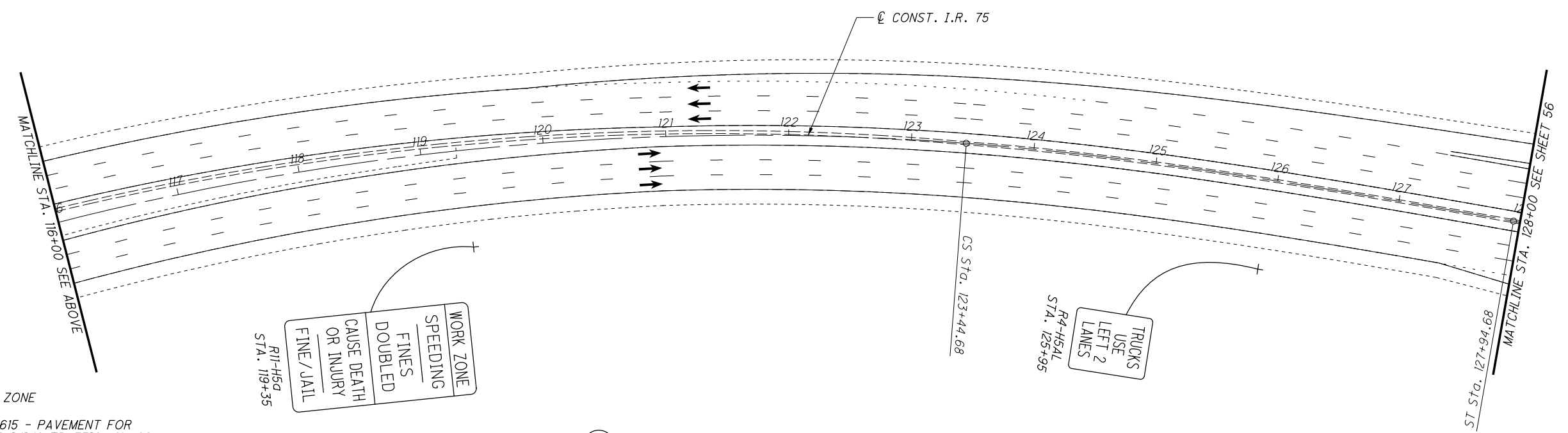
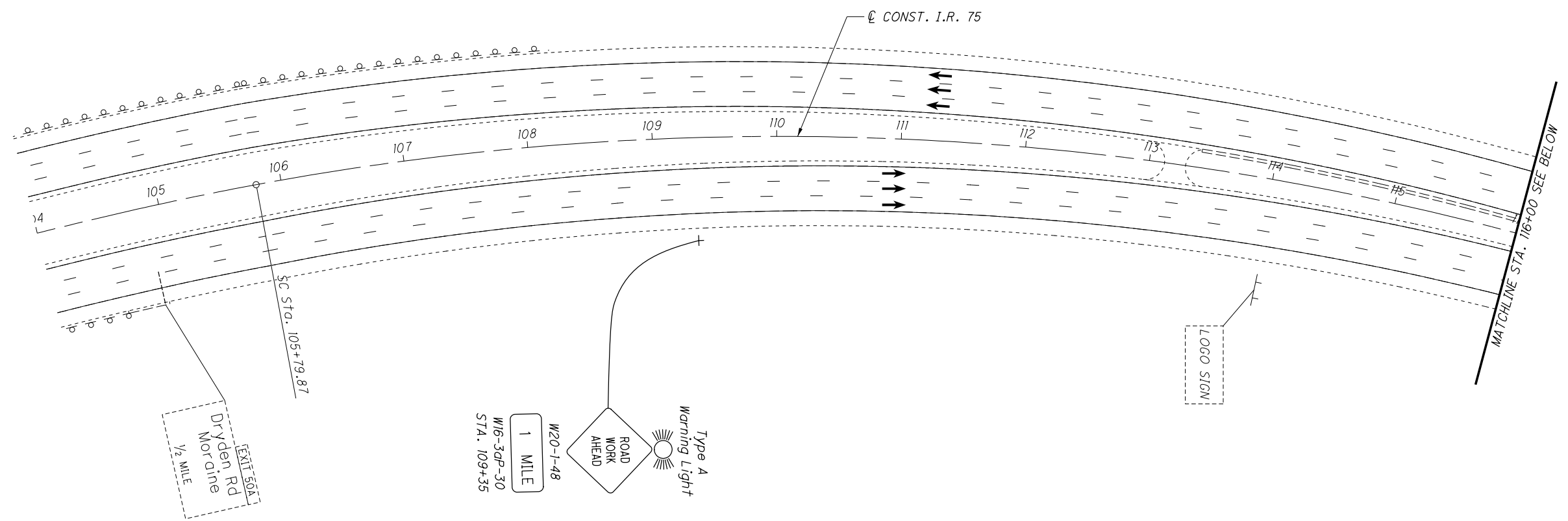




MAINTENANCE OF TRAFFIC - PHASE 2
STA. 104+00.00 TO STA. 128+00.00

MOT-75-(10.44)(10.78)

55
348
















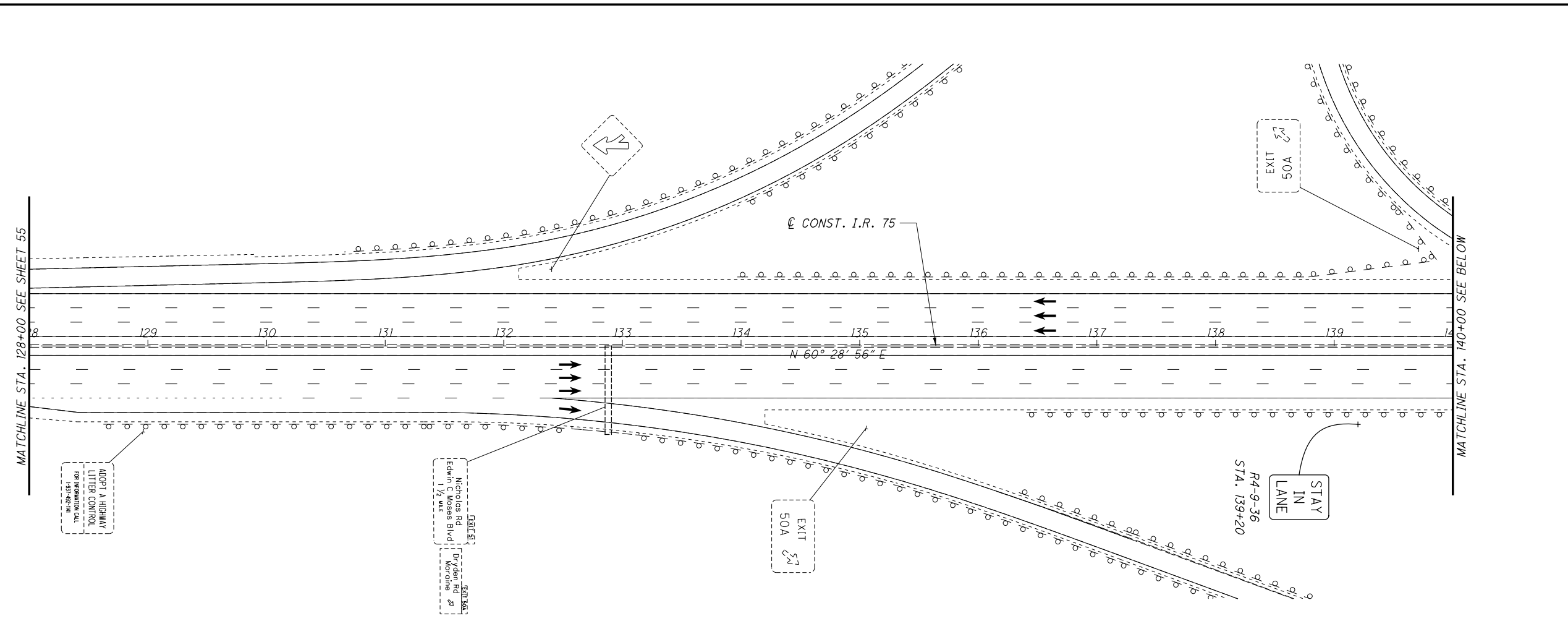
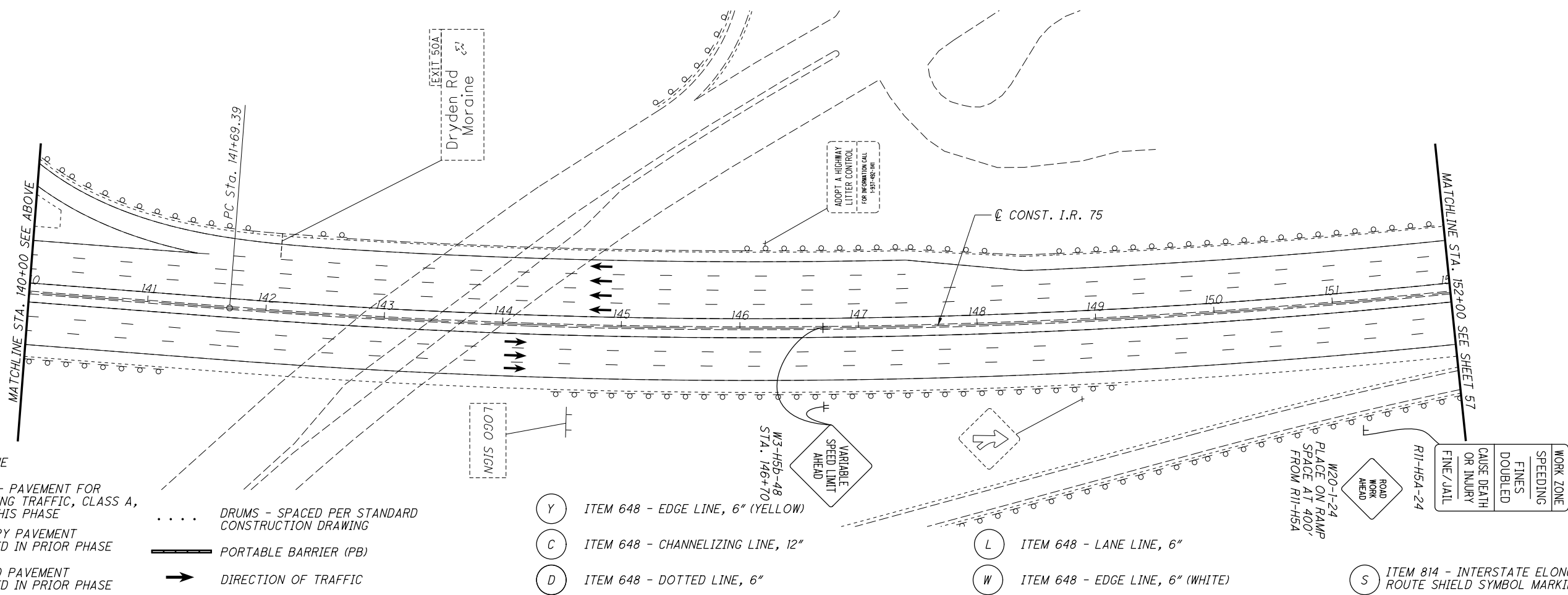
LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 648 - EDGE LINE, 6" (YELLOW)
- ITEM 648 - CHANNELIZING LINE, 12"
- ITEM 648 - DOTTED LINE, 6"
- ITEM 648 - LANE LINE, 6"
- ITEM 648 - EDGE LINE, 6" (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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LEGEND

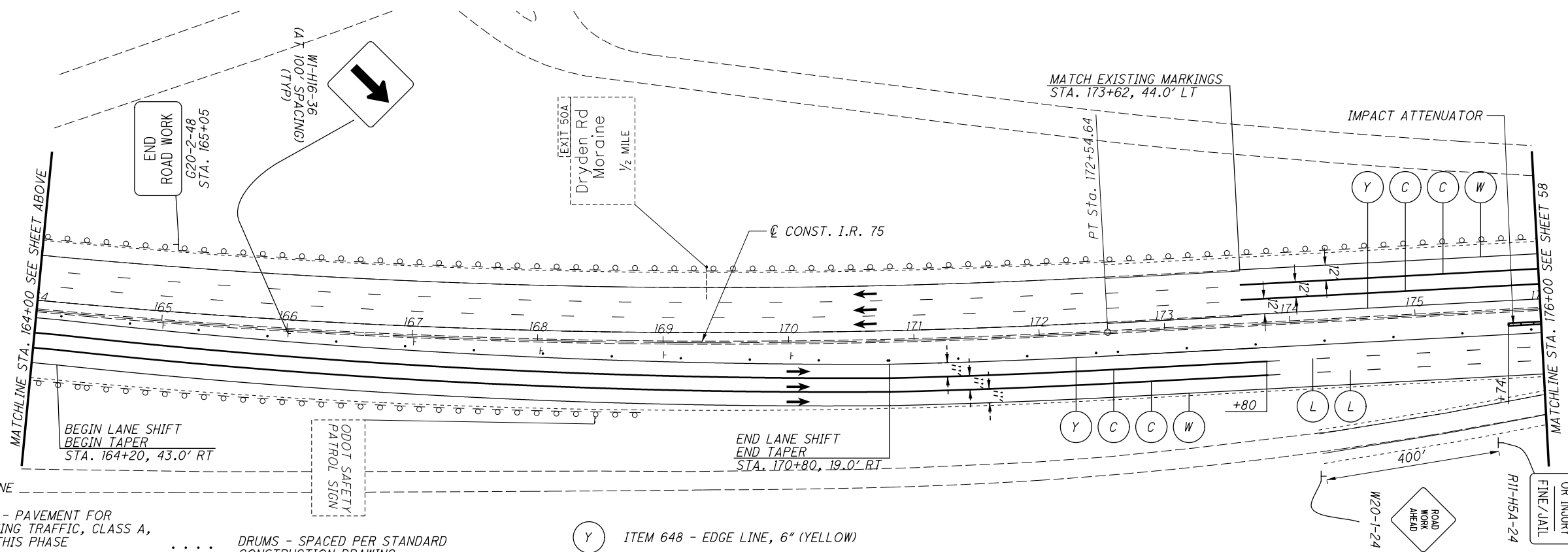
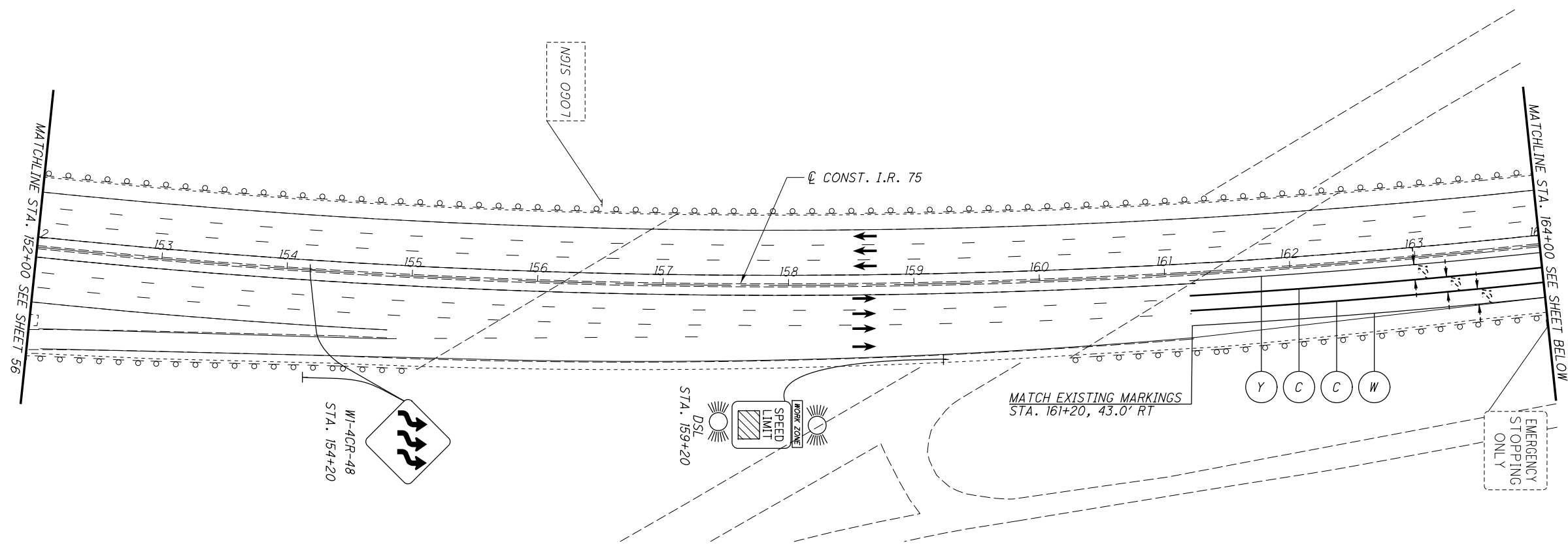
-  WORK ZONE
-  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
-  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
-  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
-  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
-  PORTABLE BARRIER (PB)
-  DIRECTION OF TRAFFIC
-  Y ITEM 648 - EDGE LINE, 6" (YELLOW)
-  C ITEM 648 - CHANNELIZING LINE, 12"
-  D ITEM 648 - DOTTED LINE, 6"
-  L ITEM 648 - LANE LINE, 6"
-  W ITEM 648 - EDGE LINE, 6" (WHITE)
-  S ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
















**MAINTENANCE OF TRAFFIC - PHASE 2
STA. 128+00.00 TO STA. 152+00.00**

MOT-75-(10.44)(10.78)

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LEGEND

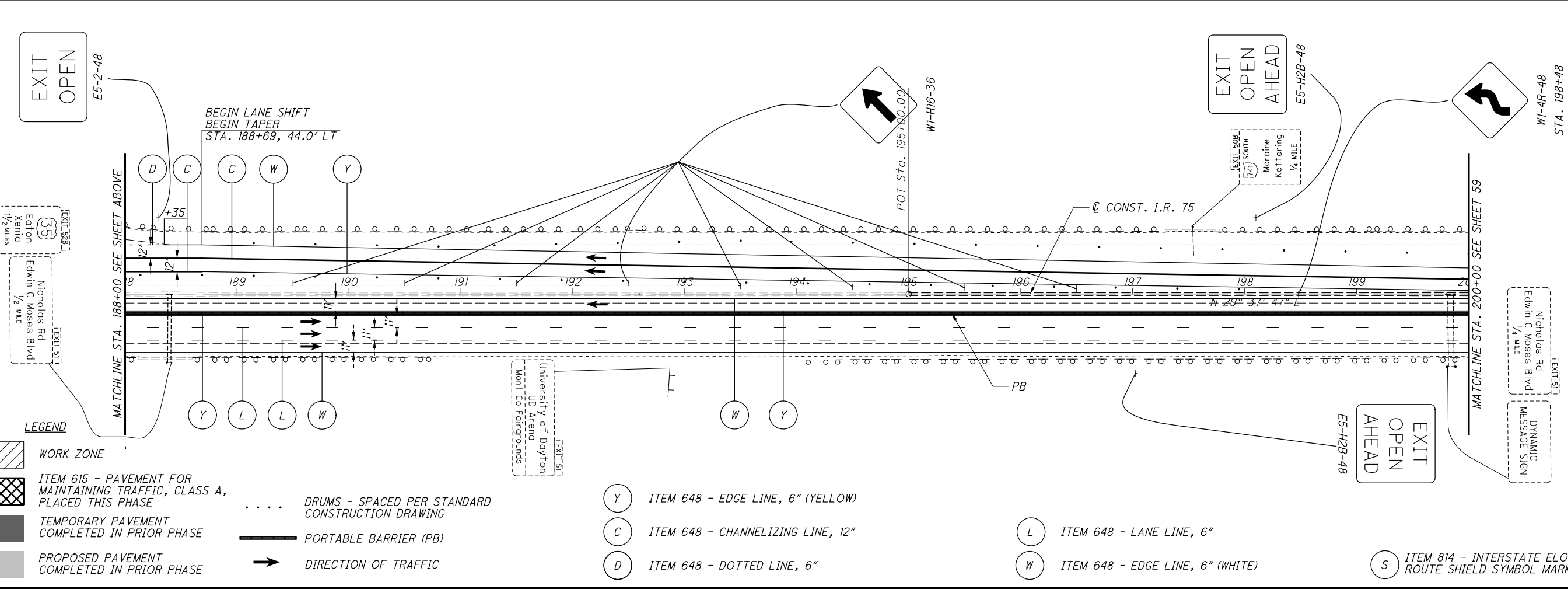
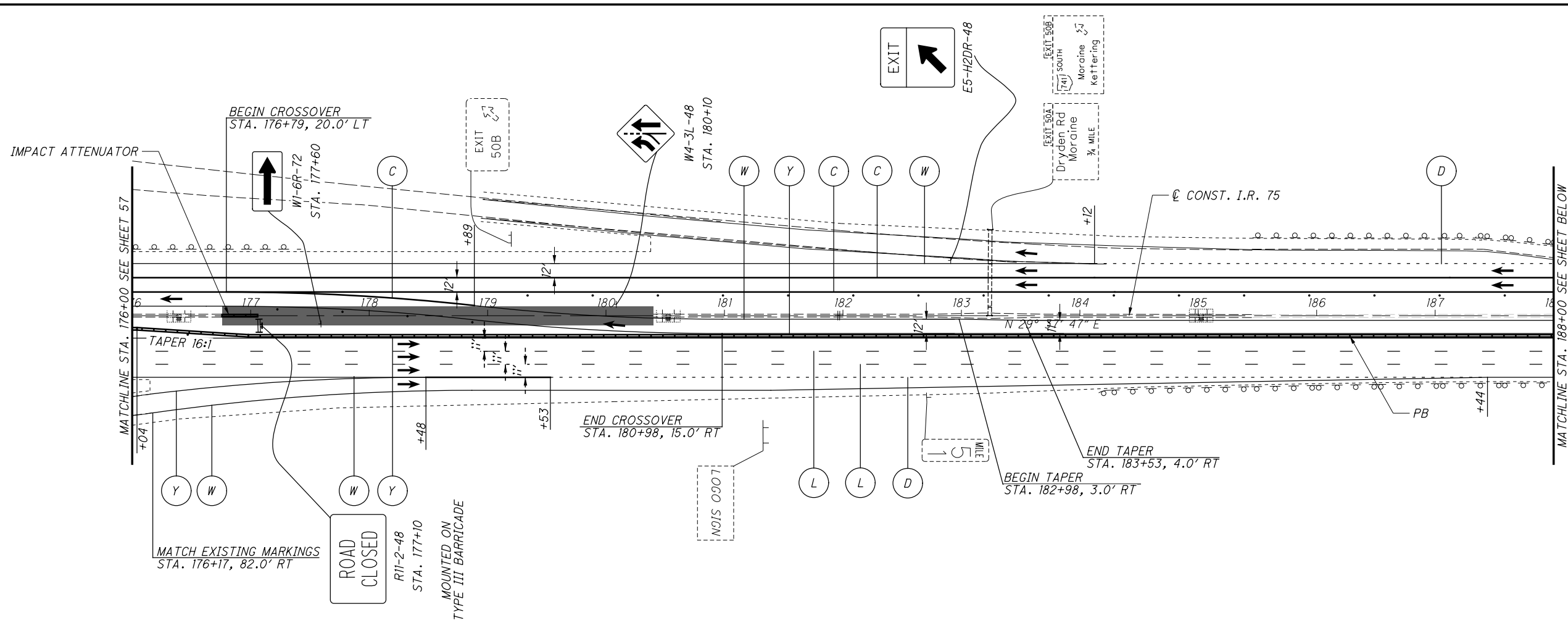
- | | | | |
|---|--|---|--|
|  WORK ZONE |  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING |  ITEM 648 - EDGE LINE, 6" (YELLOW) |  ITEM 648 - LANE LINE, 6" |
|  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE |  PORTABLE BARRIER (PB) |  ITEM 648 - CHANNELIZING LINE, 12" |  ITEM 648 - EDGE LINE, 6" (WHITE) |
|  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE |  DIRECTION OF TRAFFIC |  ITEM 648 - DOTTED LINE, 6" |  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125 |
|  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE | | | |



**MAINTENANCE OF TRAFFIC - PHASE 2
STA. 152+00.00 TO STA. 176+00.00**



MOT-75-(10.44)(10.78)



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

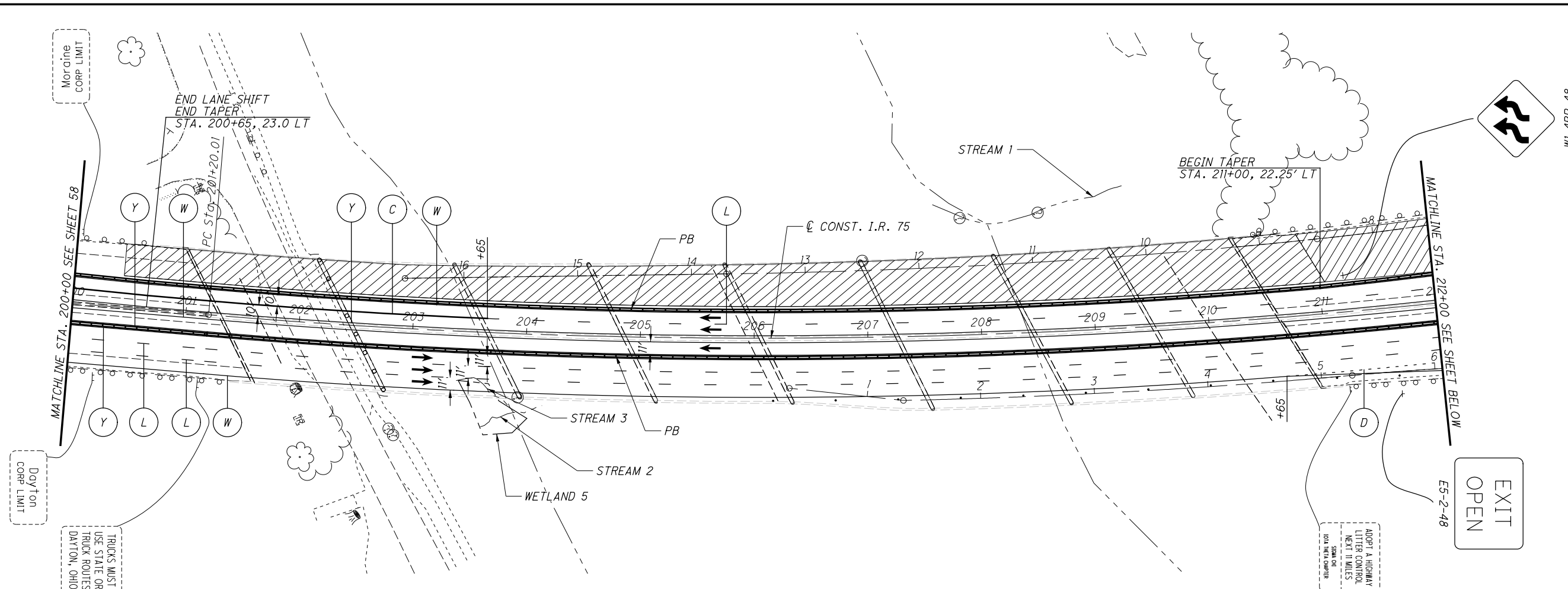
CALCULATED
KRF
CHECKED
MJC

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 176+00.00 TO STA. 200+00.00

MOT-75-(10.44)(10.78)

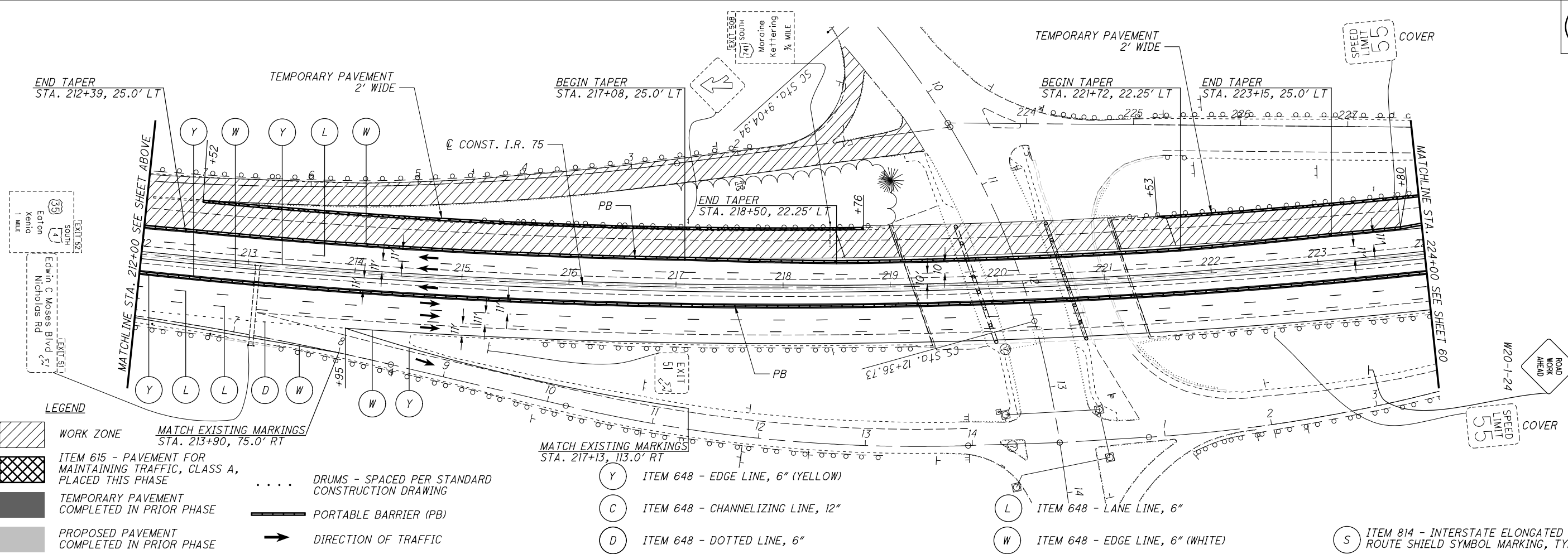
58
348

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CALCULATED KRF
 CHECKED MJC

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 200+00.00 TO STA. 224+00.00



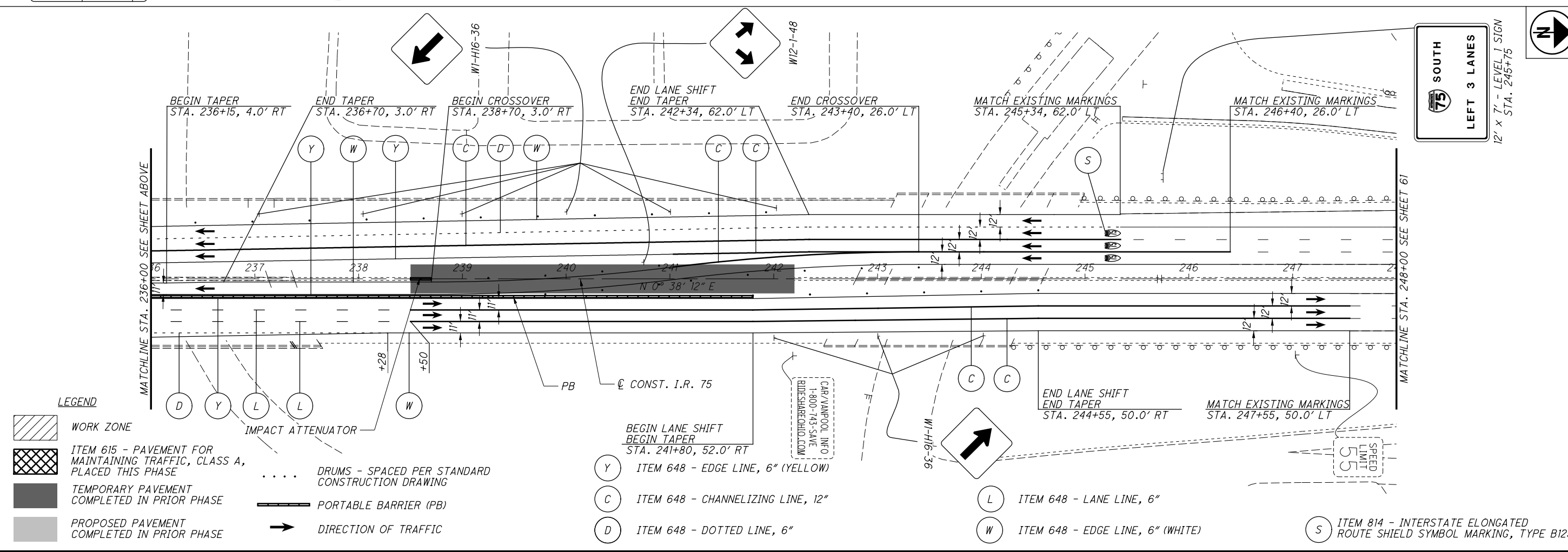
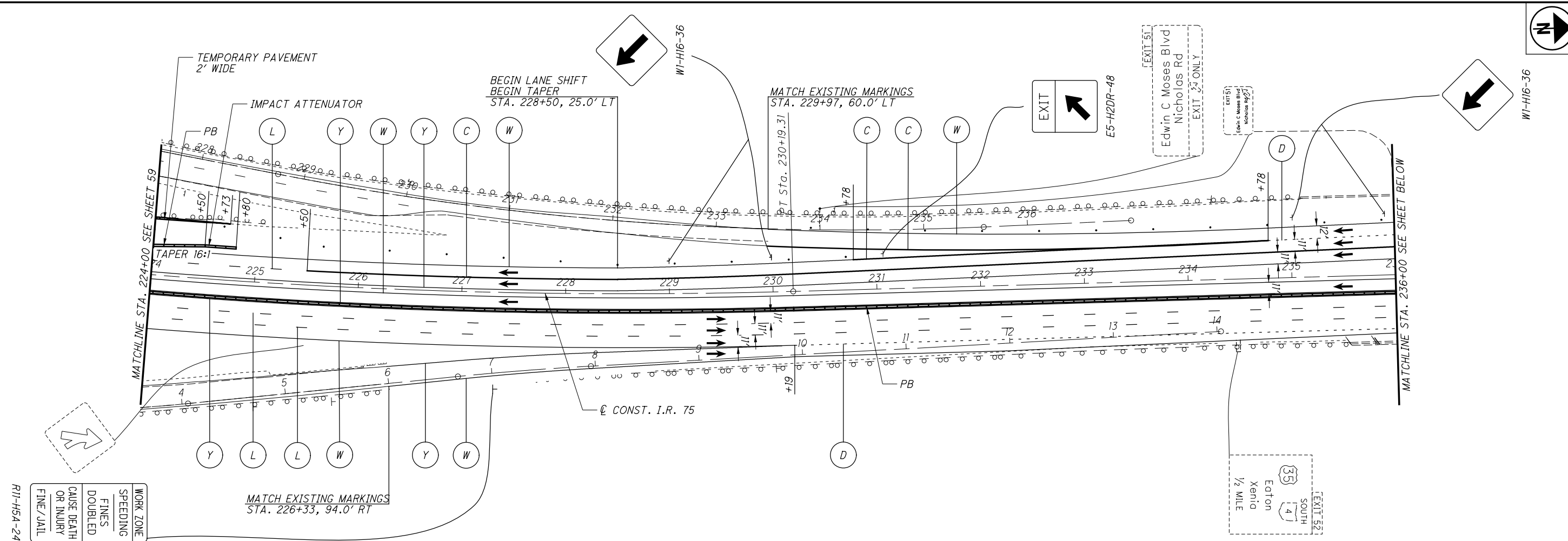
CALCULATED KRF
 CHECKED MJC

MOT-75-(10.44)(10.78)

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC

- ITEM 648 - EDGE LINE, 6" (YELLOW)
- ITEM 648 - CHANNELIZING LINE, 12"
- ITEM 648 - DOTTED LINE, 6"
- ITEM 648 - LANE LINE, 6"
- ITEM 648 - EDGE LINE, 6" (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

MOT-75-(10.44)(10.78)

60
348

MAINTENANCE OF TRAFFIC - PHASE 2

STA. 224+00.00 TO STA. 248+00.00

SCALE IN FEET

0 25 50 100

HORIZONTAL

CALCULATED: KRF

CHECKED: MJC

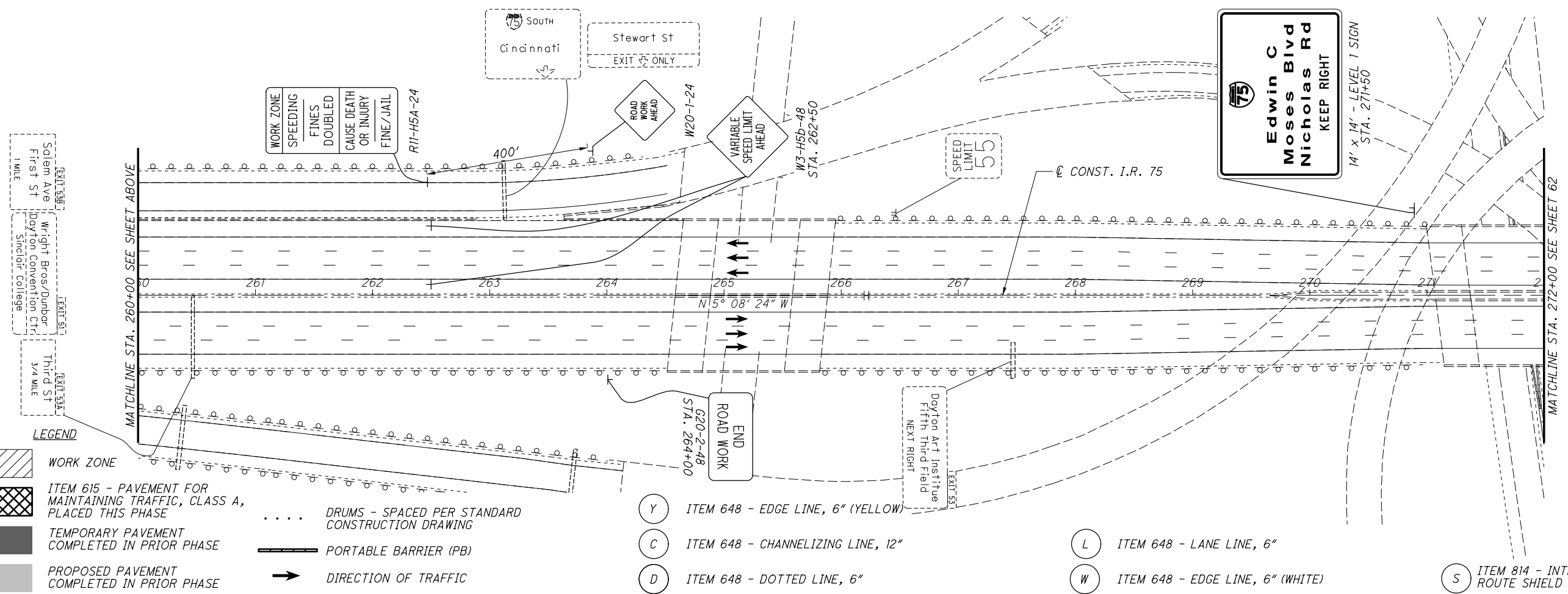
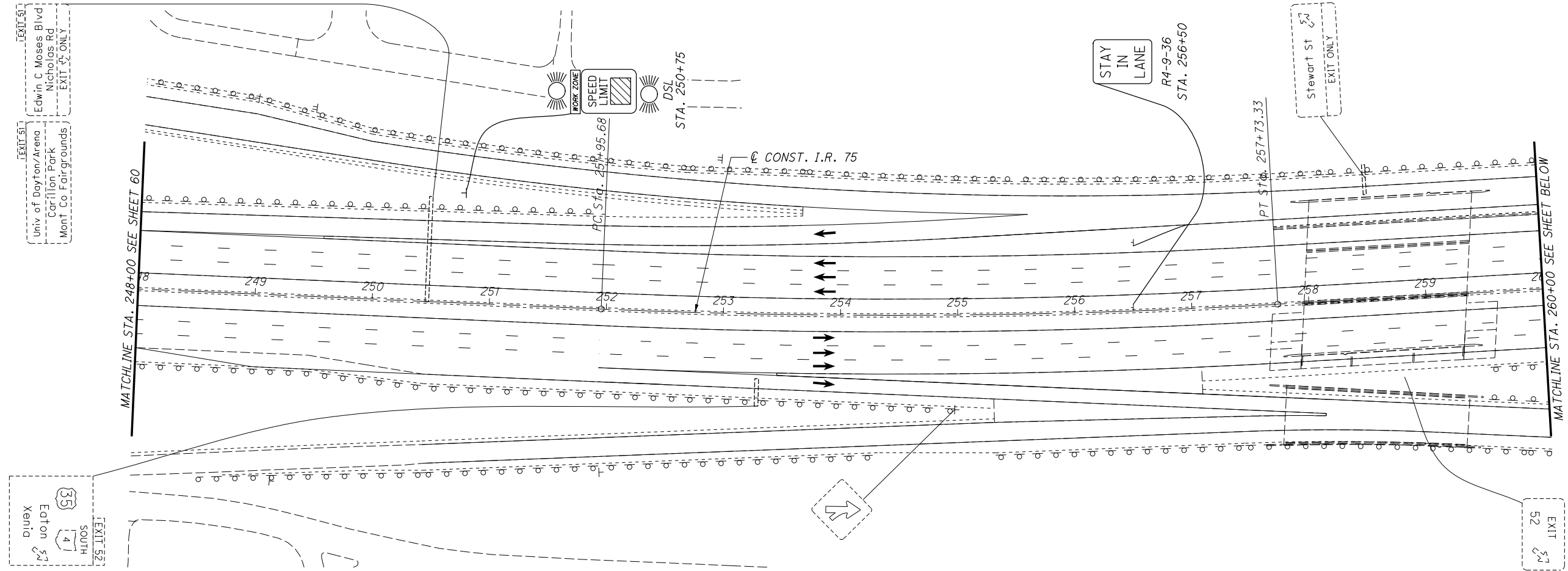
W1-H16-36

W12-1-48

EXIT 51

Edwin C. Moses Blvd
Nicholas Rd

EXIT 52 ONLY



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



CALCULATED
KRF
CHECKED
M/JC

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 248+00.00 TO STA. 272+00.00

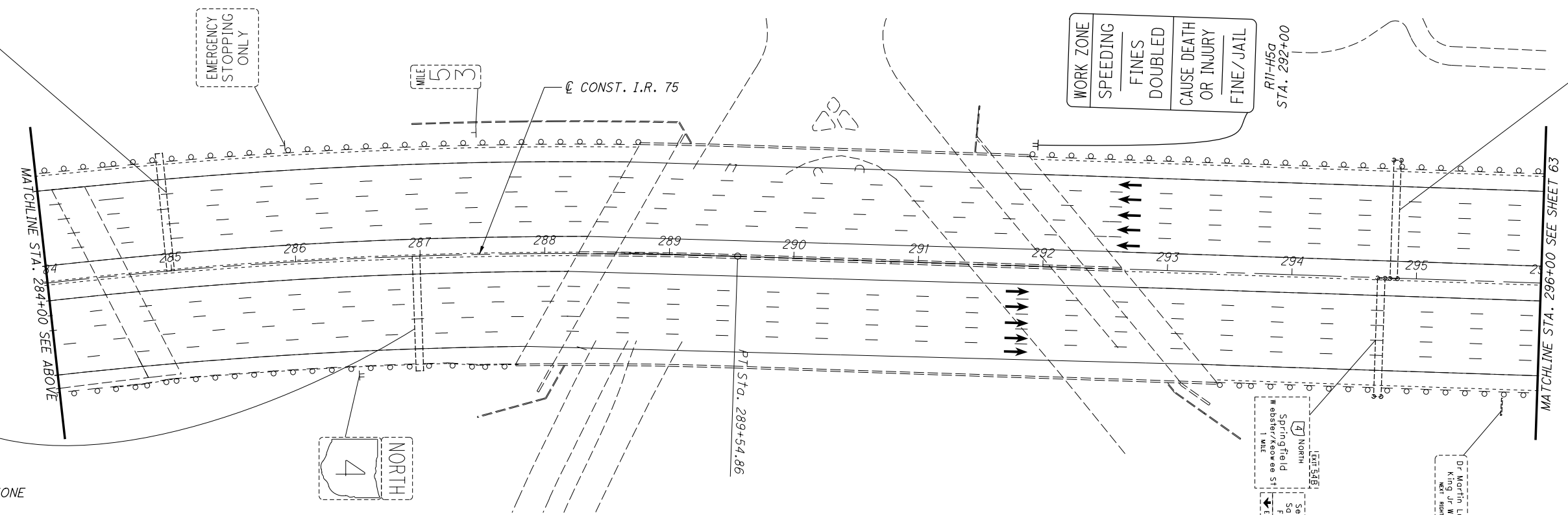
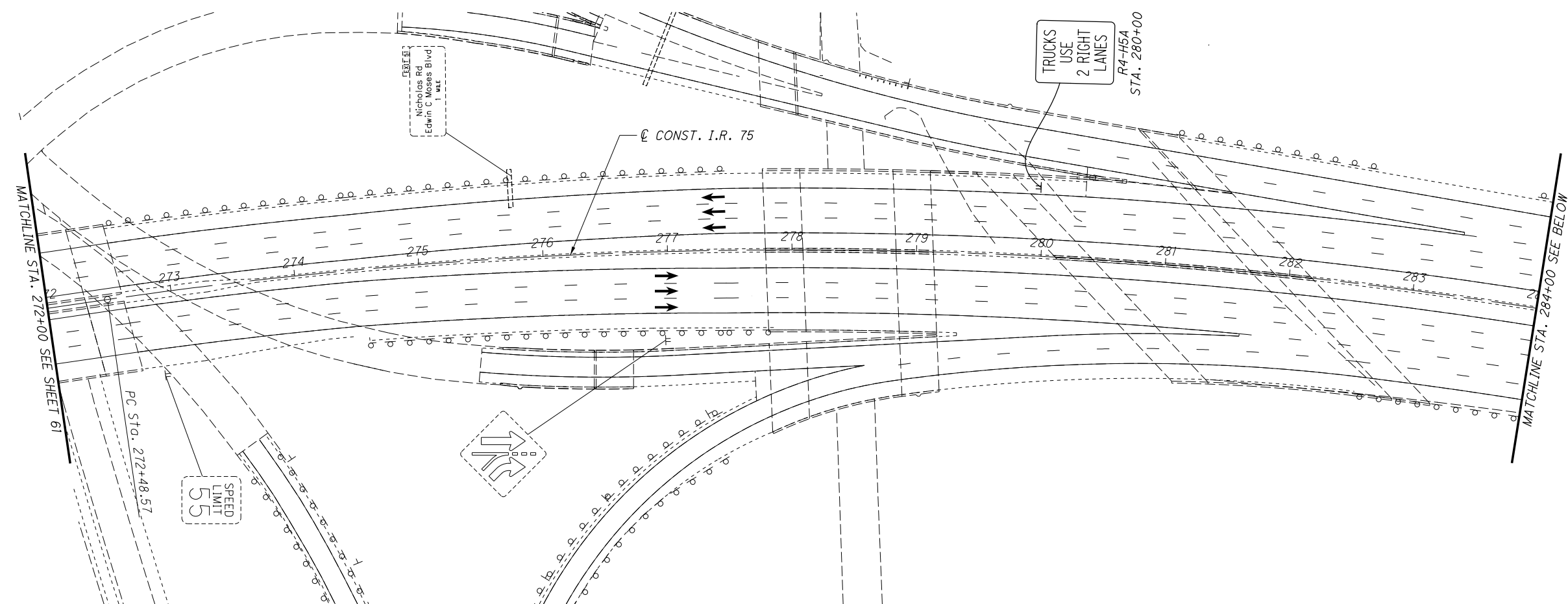
MOT-75-(10.44)(10.78)

61
348

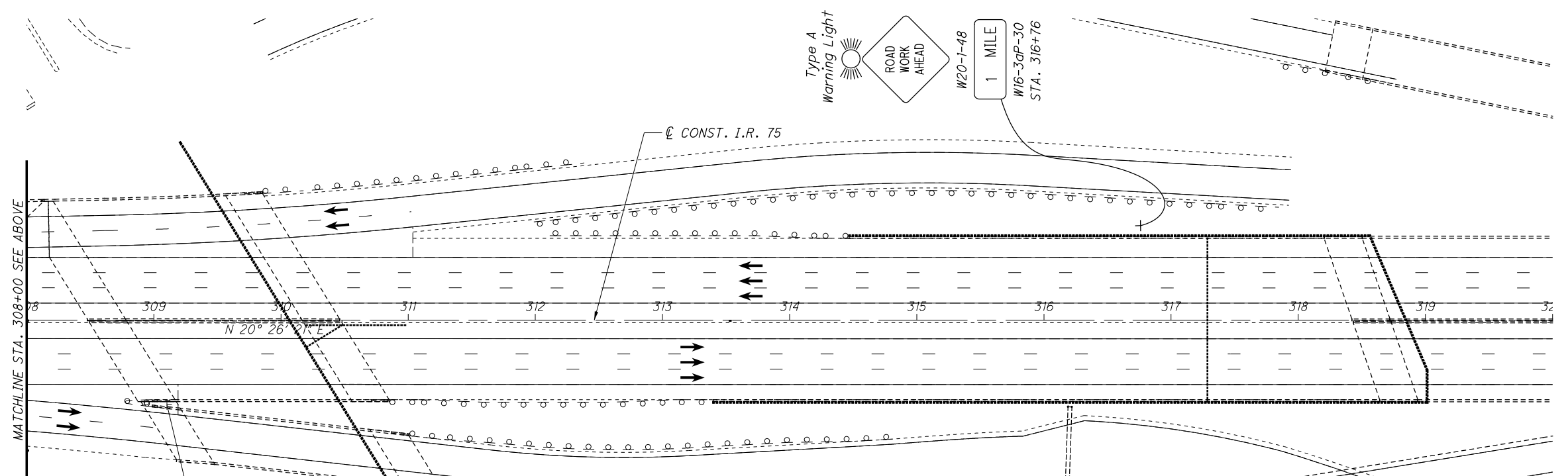
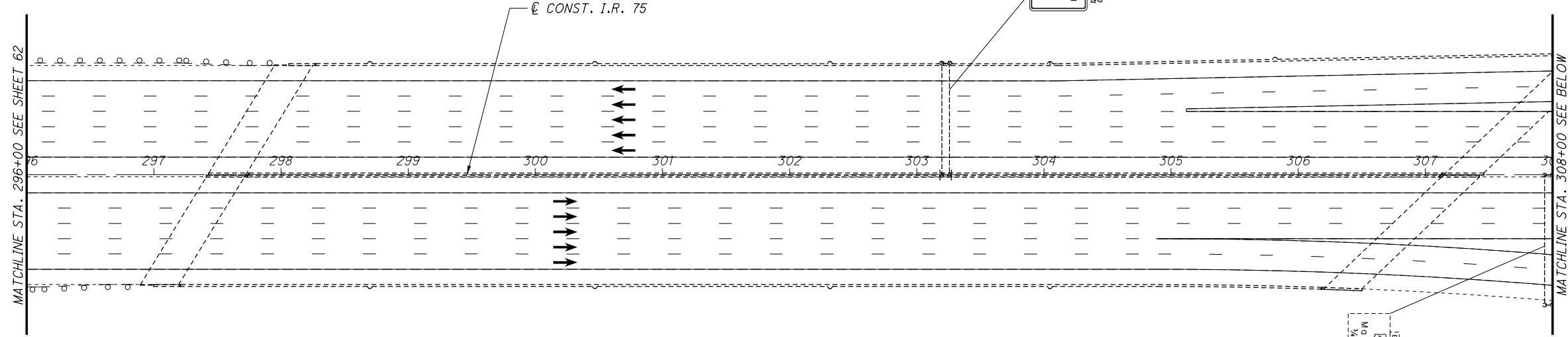


MAINTENANCE OF TRAFFIC - PHASE 2
STA. 272+00.00 TO STA. 296+00.00

MOT-75-(10.44)(10.78)



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



0	50	100
HORIZONTAL SCALE IN FEET		
CALCULATED	KRF	CHECKED
		MJC



MAINTENANCE OF TRAFFIC - PHASE 2
STA. 296+00.00 TO STA. 320+00.00

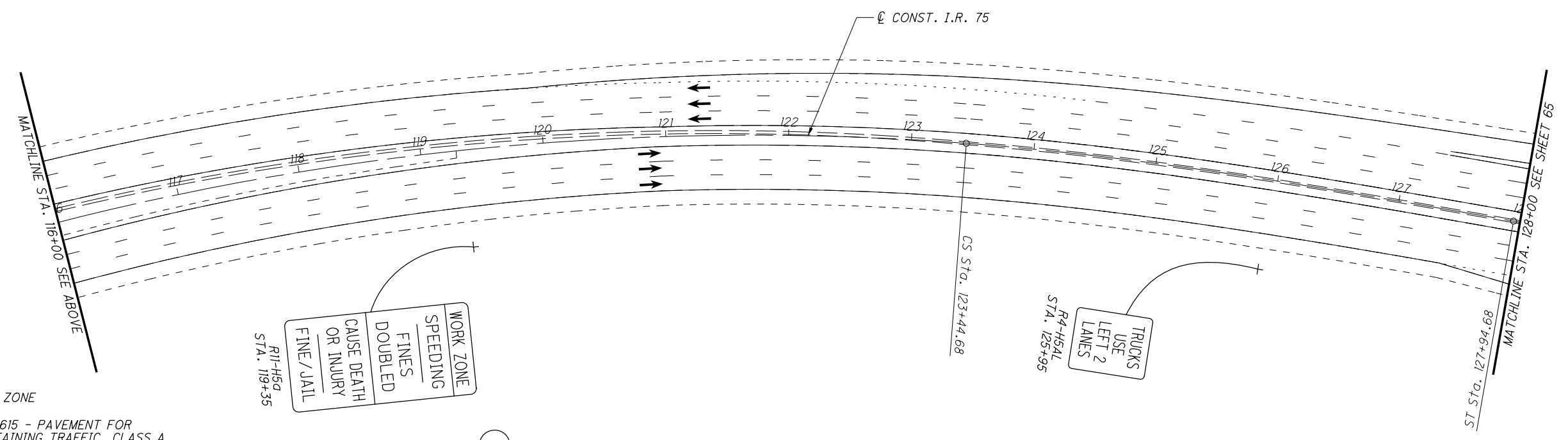
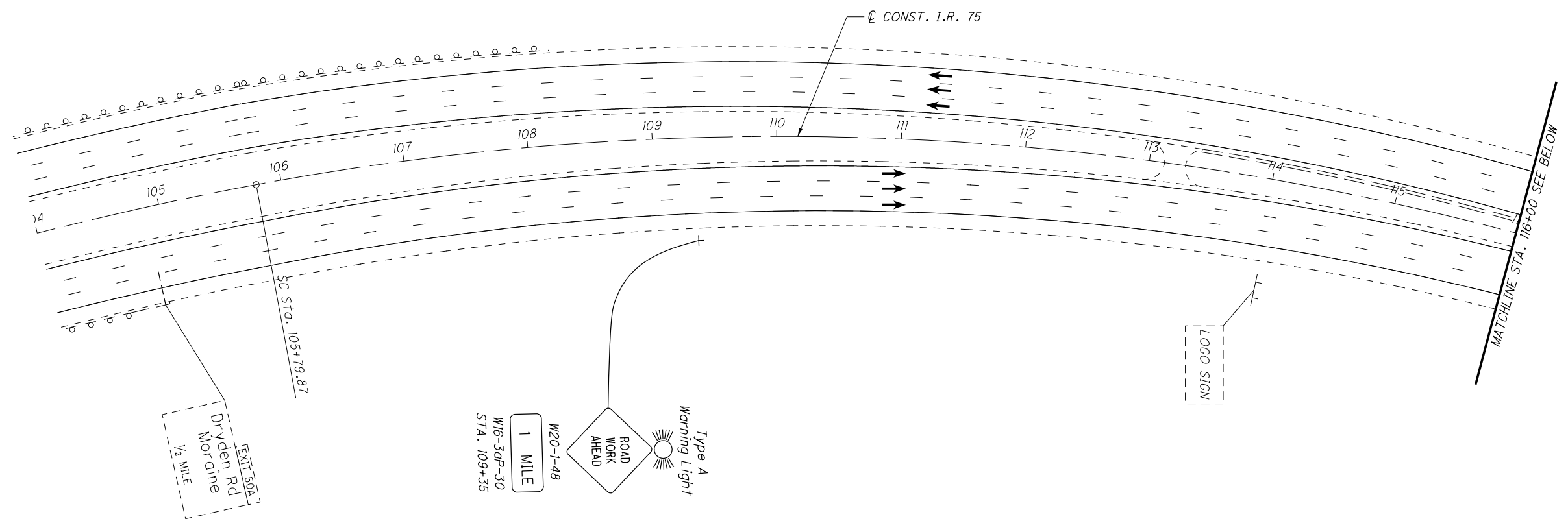
MOT-75-(10.44)(10.78)
















MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 104+00.00 TO STA. 128+00.00

MOT-75-(10.44)(10.78)

64
348



LEGEND

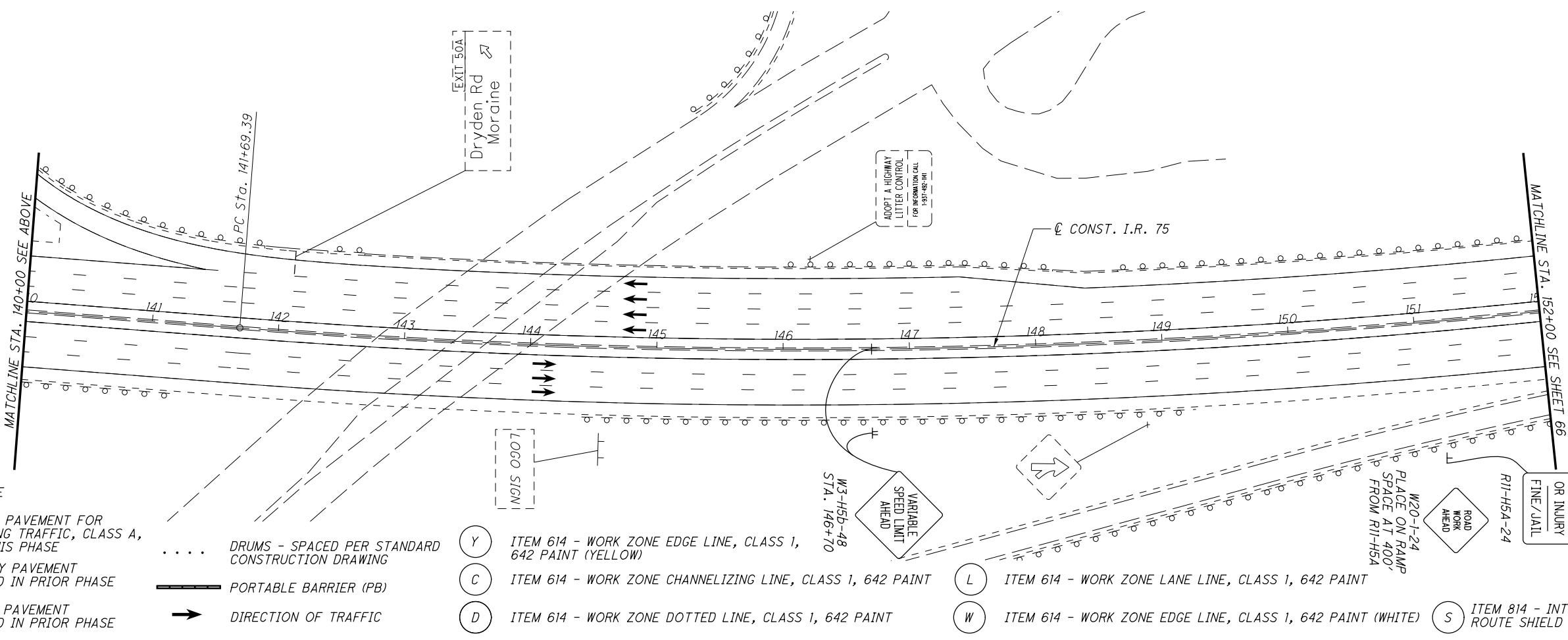
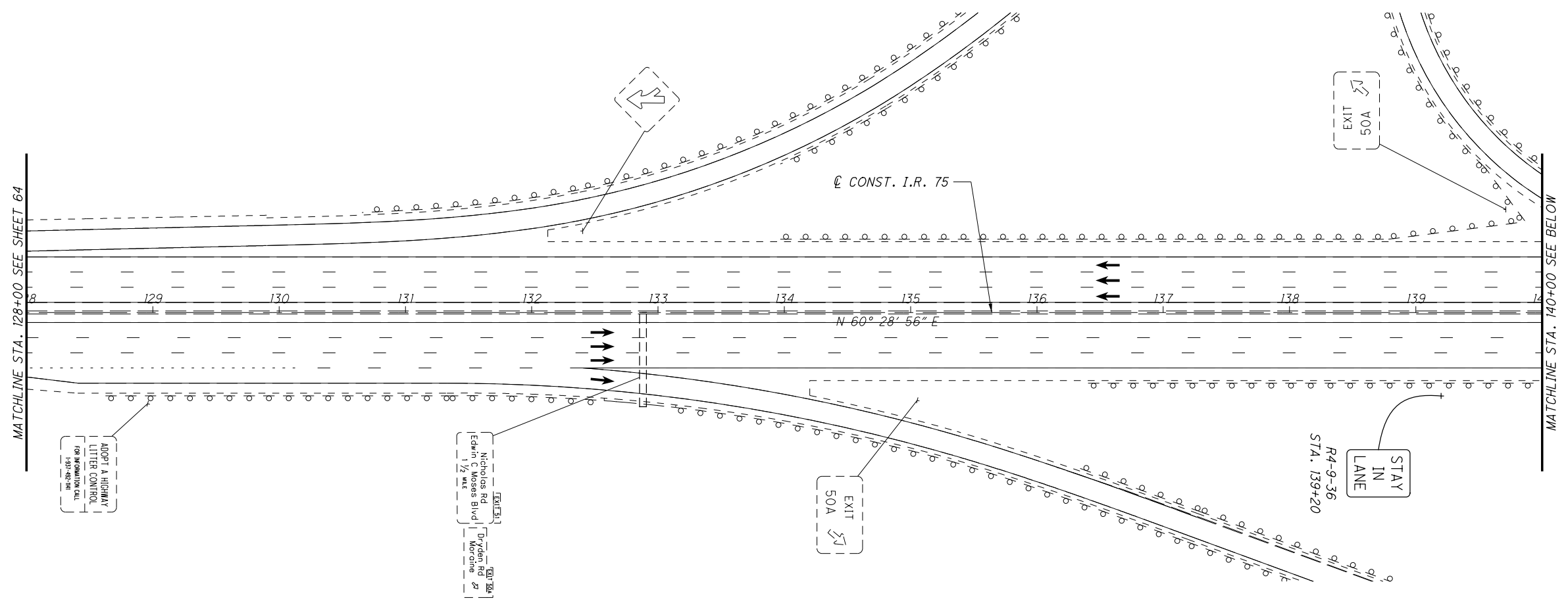
-  WORK ZONE
-  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
-  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
-  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
-  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
-  PORTABLE BARRIER (PB)
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
-  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 128+00.00 TO STA. 152+00.00

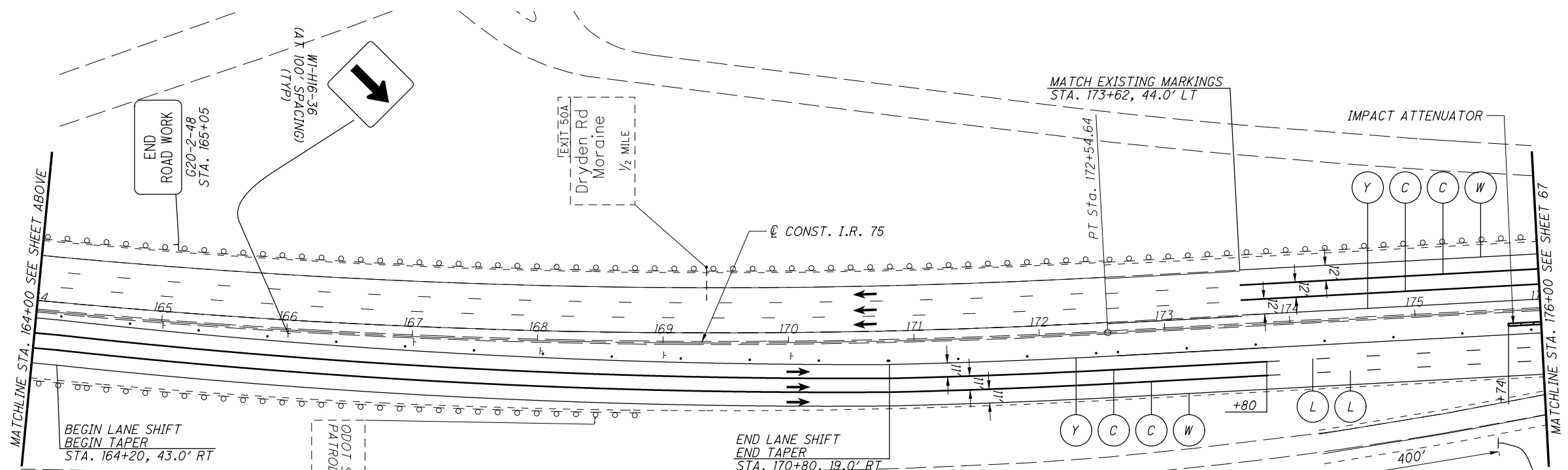
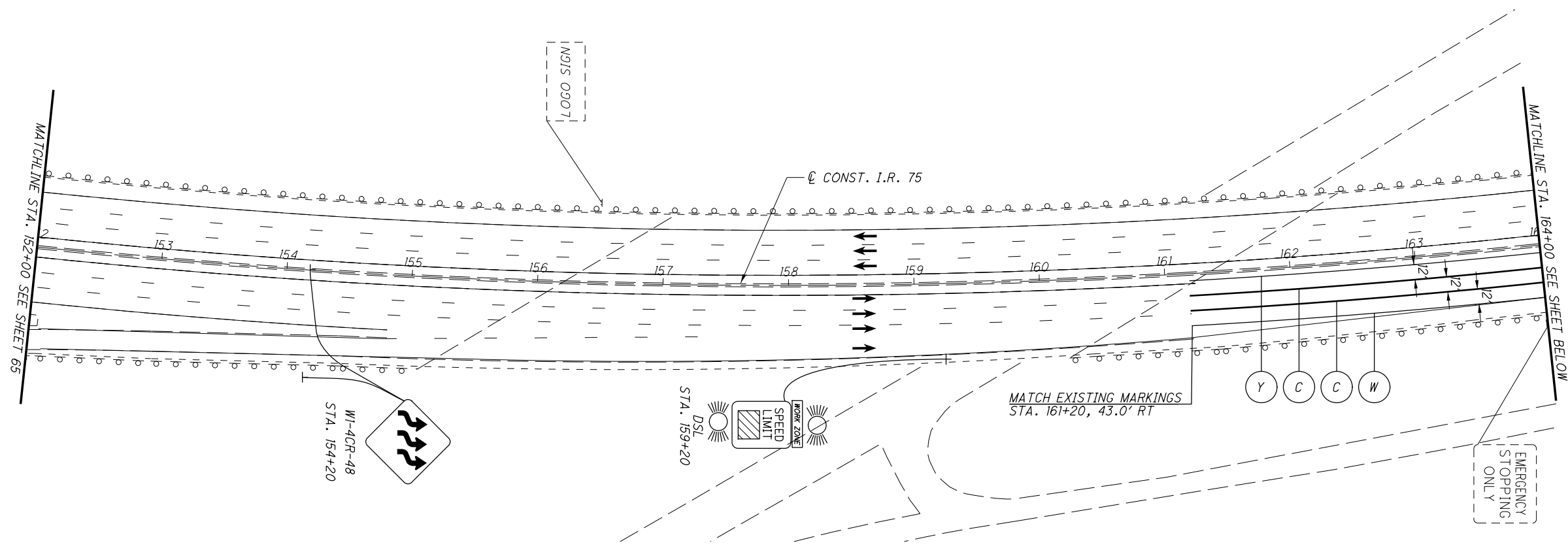
MOT-75-(10.44)(10.78)
















LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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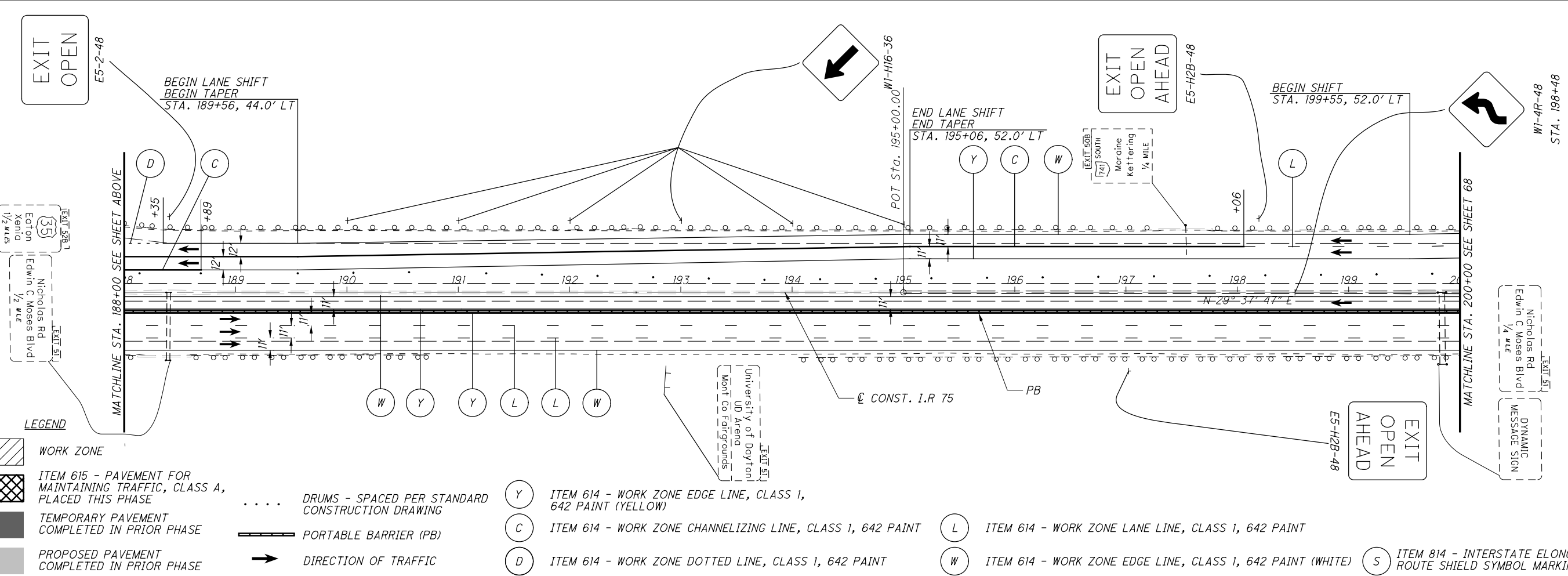
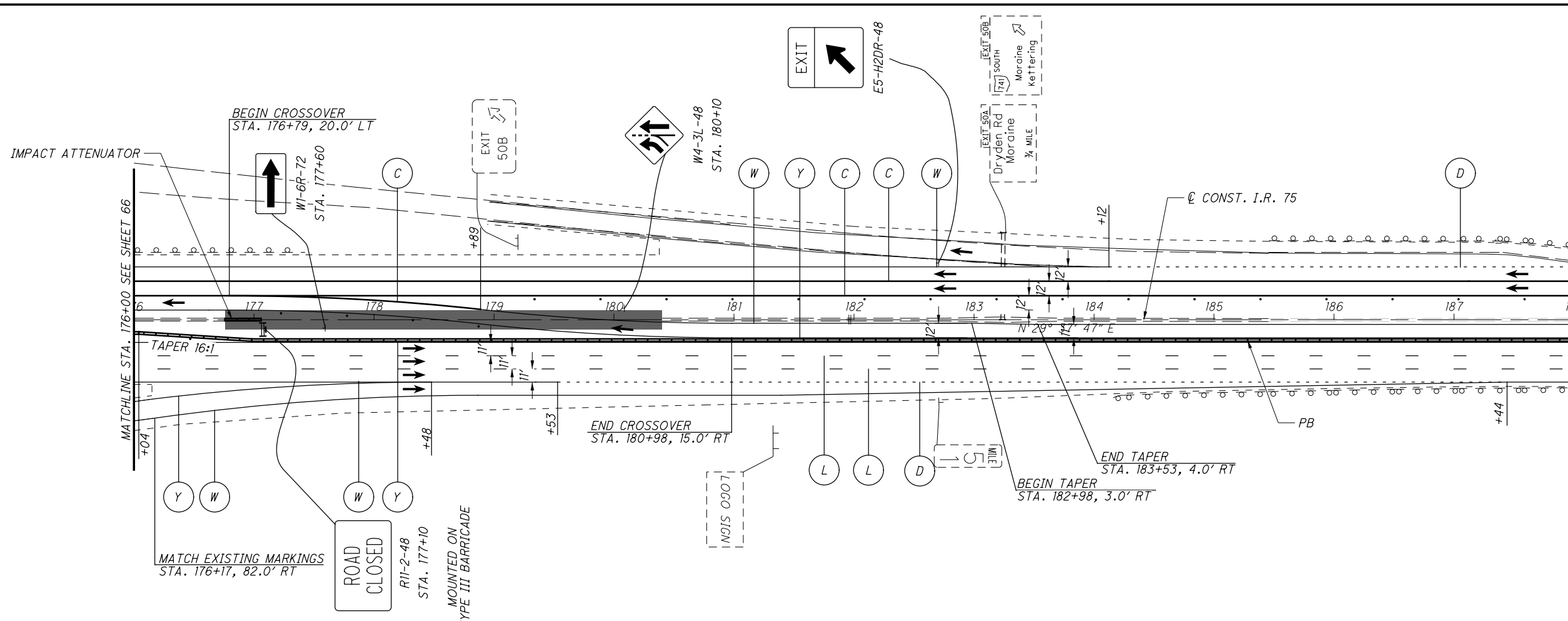
LEGEND

- | | | | | | | | |
|---|---|---|--|---|---|---|--|
|  | WORK ZONE |  | DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING |  | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW) |  | ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT |
|  | ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE |  | PORTABLE BARRIER (PB) |  | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT |  | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE) |
|  | TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE |  | DIRECTION OF TRAFFIC |  | ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT |  | ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125 |
|  | PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE | | | | | | |



MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 152+00.00 TO STA. 176+00.00

MOT-75-(10.44)(10.78)



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

CALCULATED
KRF
CHECKED
MJC

0 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 176+00.00 TO STA. 200+00.00

MOT-75-(10.44)(10.78)

67
348

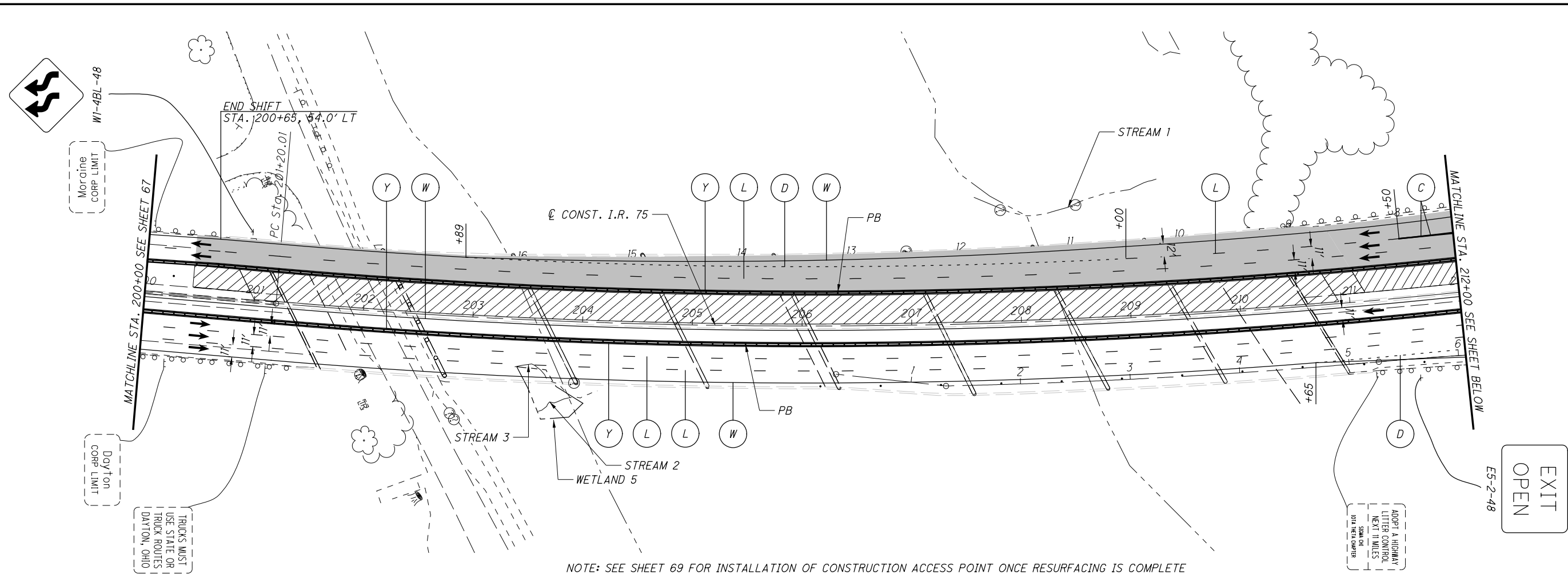


MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 200+00.00 TO STA. 224+00.00

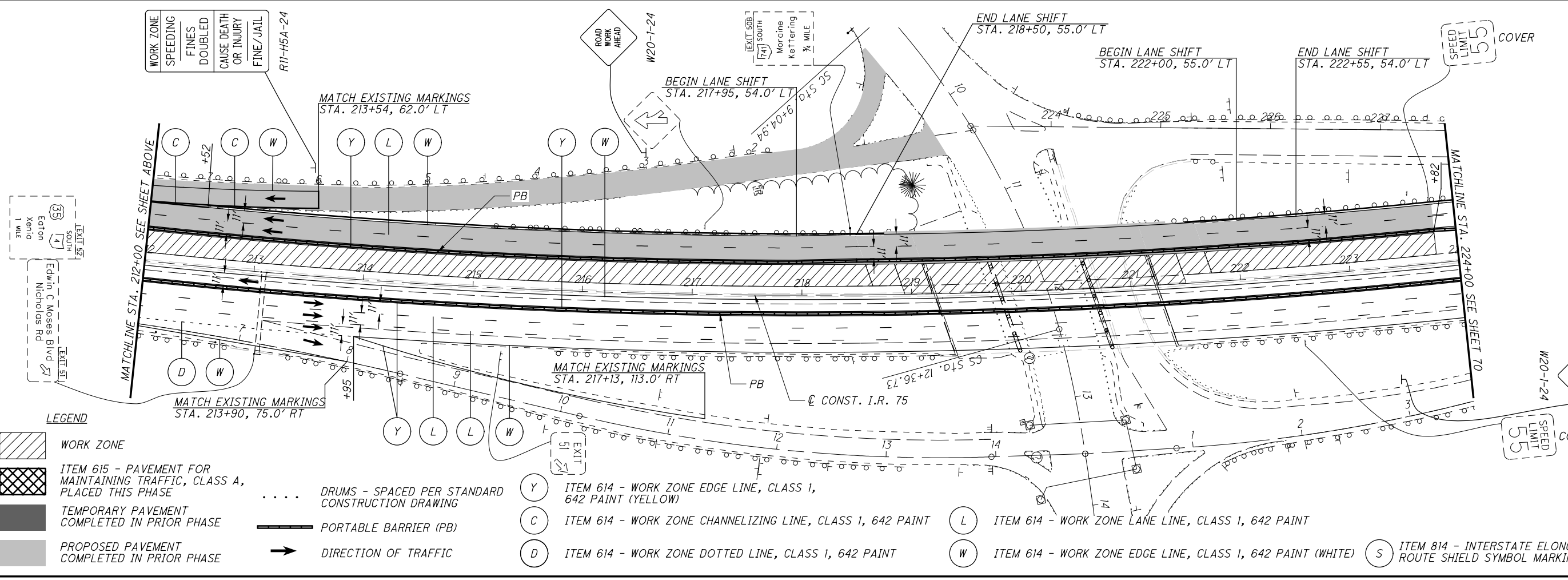


MOT-75-(10.44)(10.78)
68
348

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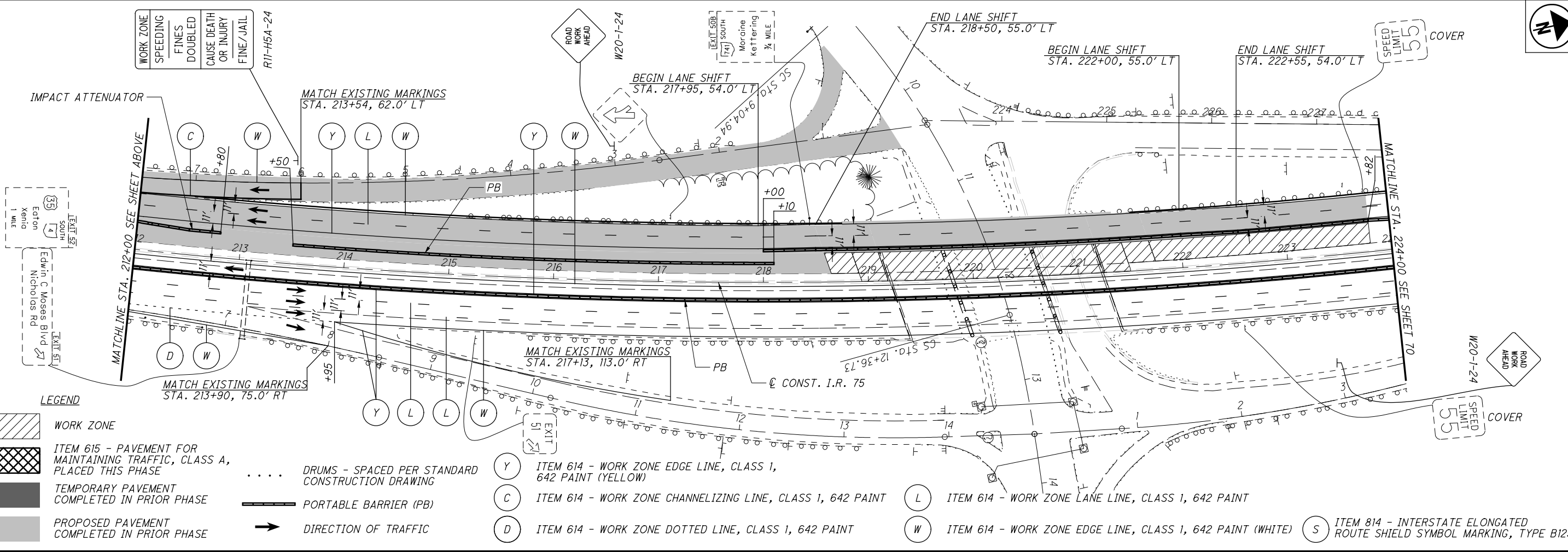
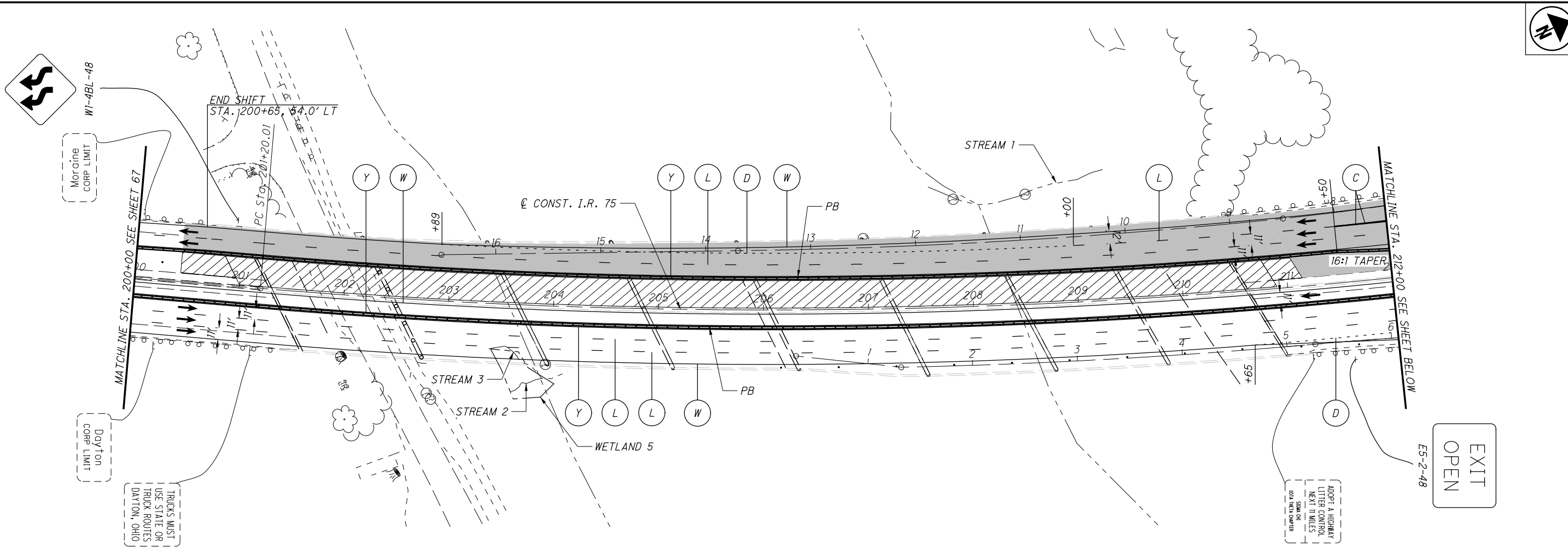


NOTE: SEE SHEET 69 FOR INSTALLATION OF CONSTRUCTION ACCESS POINT ONCE RESURFACING IS COMPLETE



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

HORIZONTAL SCALE IN FEET

CALCULATED
KRF

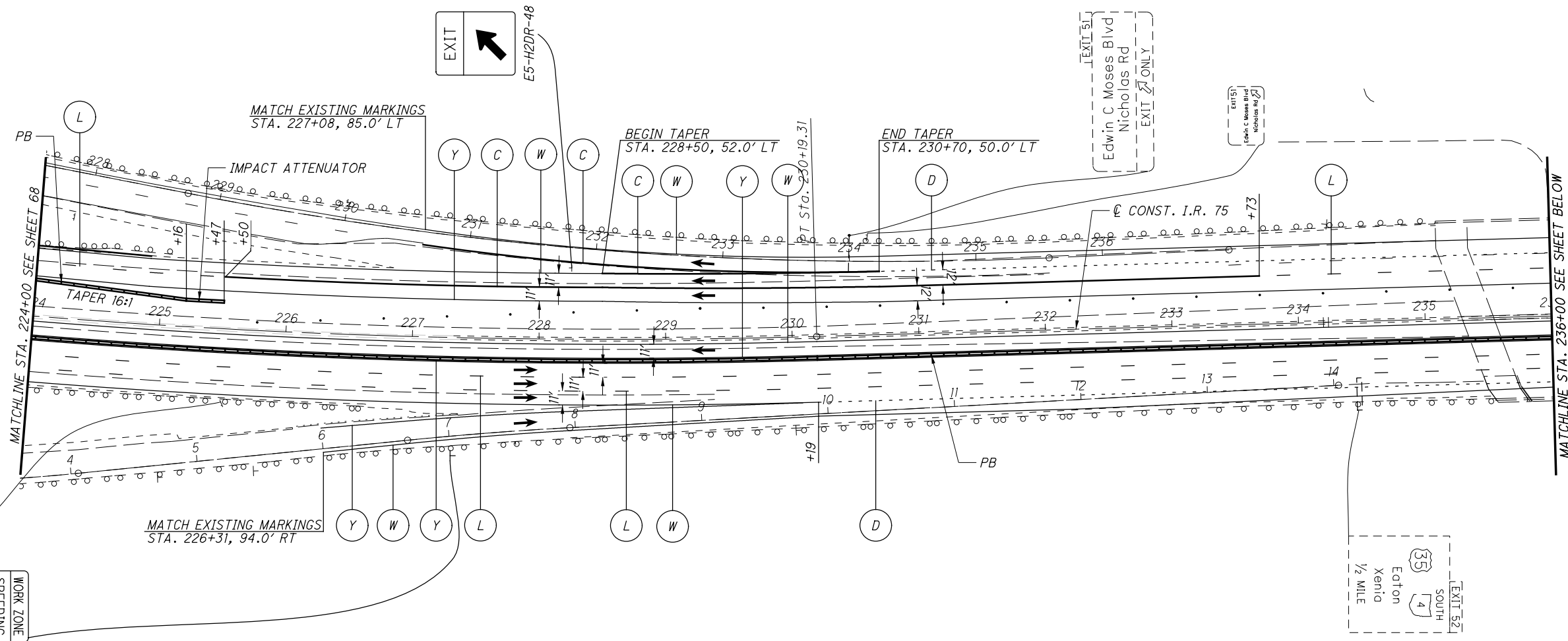
CHECKED
MJC

MAINTENANCE OF TRAFFIC - PHASE 3A ACCESS
 STA. 200+00.00 TO STA. 224+00.00

MOT-75-(10.44)(10.78)

69
348

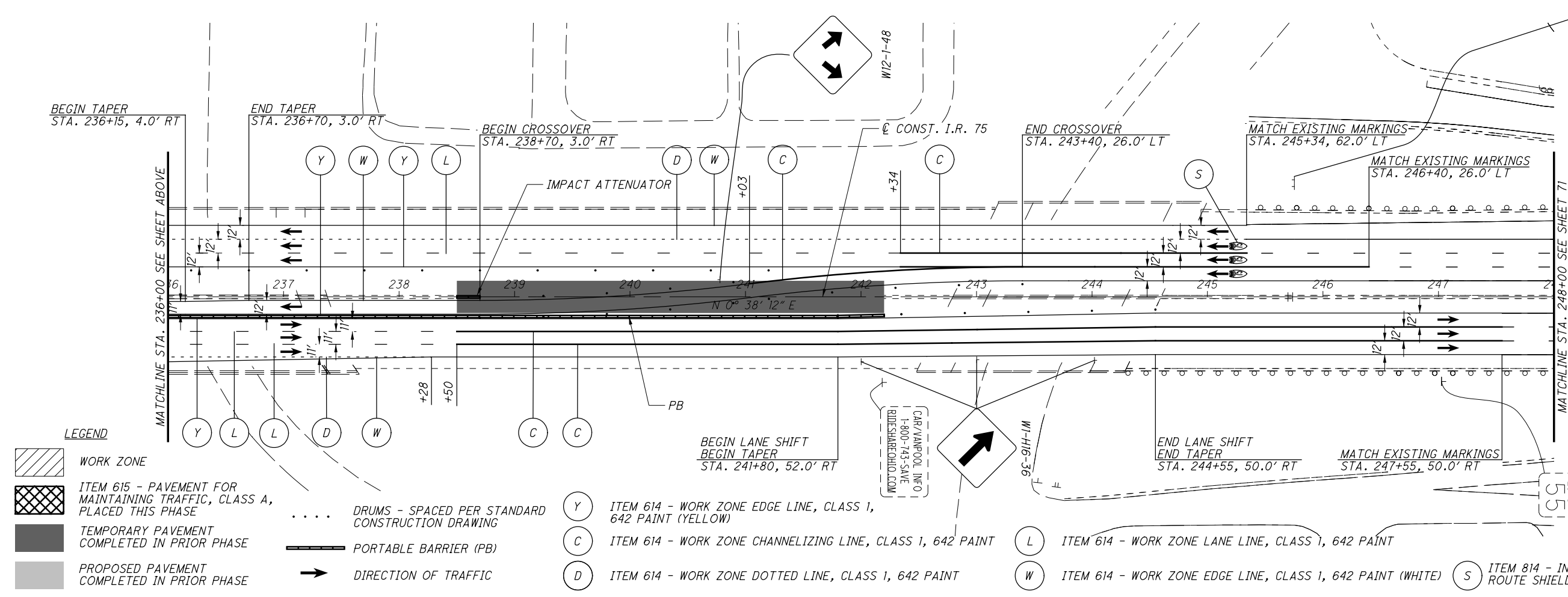
R1-H54-24
 WORK ZONE
 SPEEDING
 FINES
 DOUBLED
 CAUSE DEATH
 OR INJURY
 FINE/JAIL



CALCULATED
 KRF
 CHECKED
 MJC

0 25 50 100
 HORIZONTAL
 SCALE IN FEET

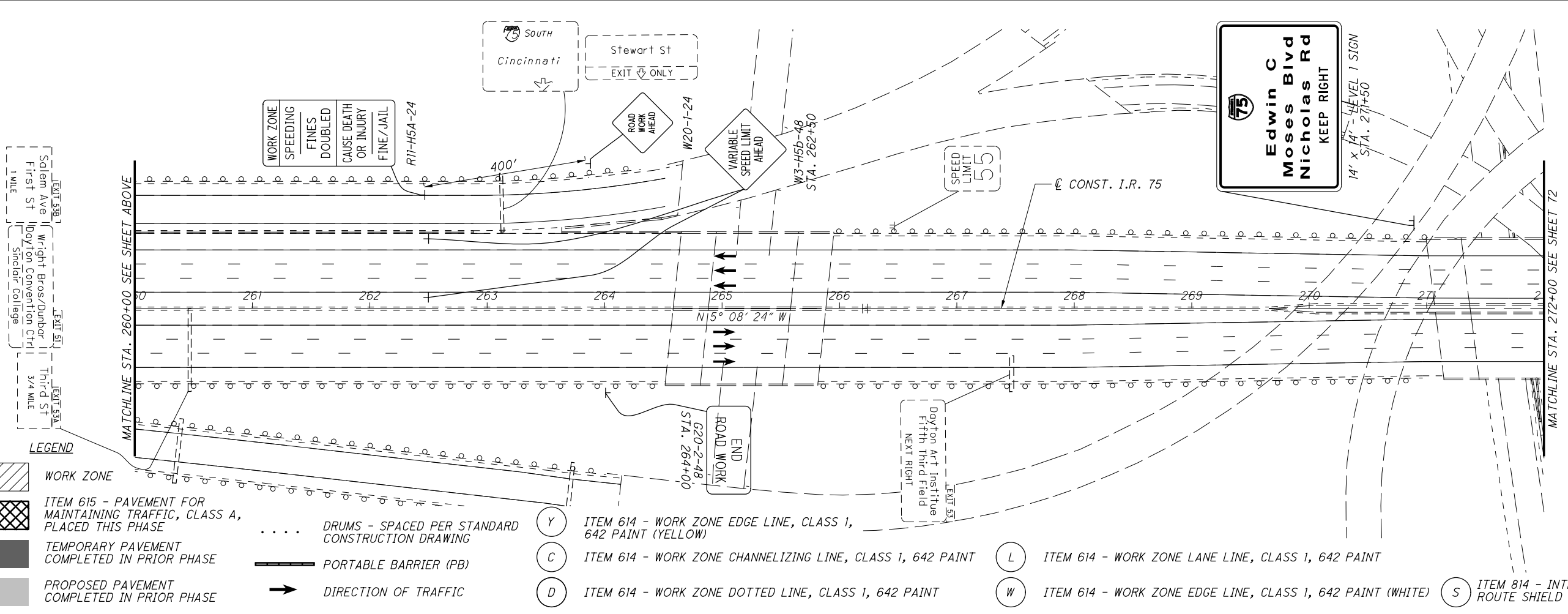
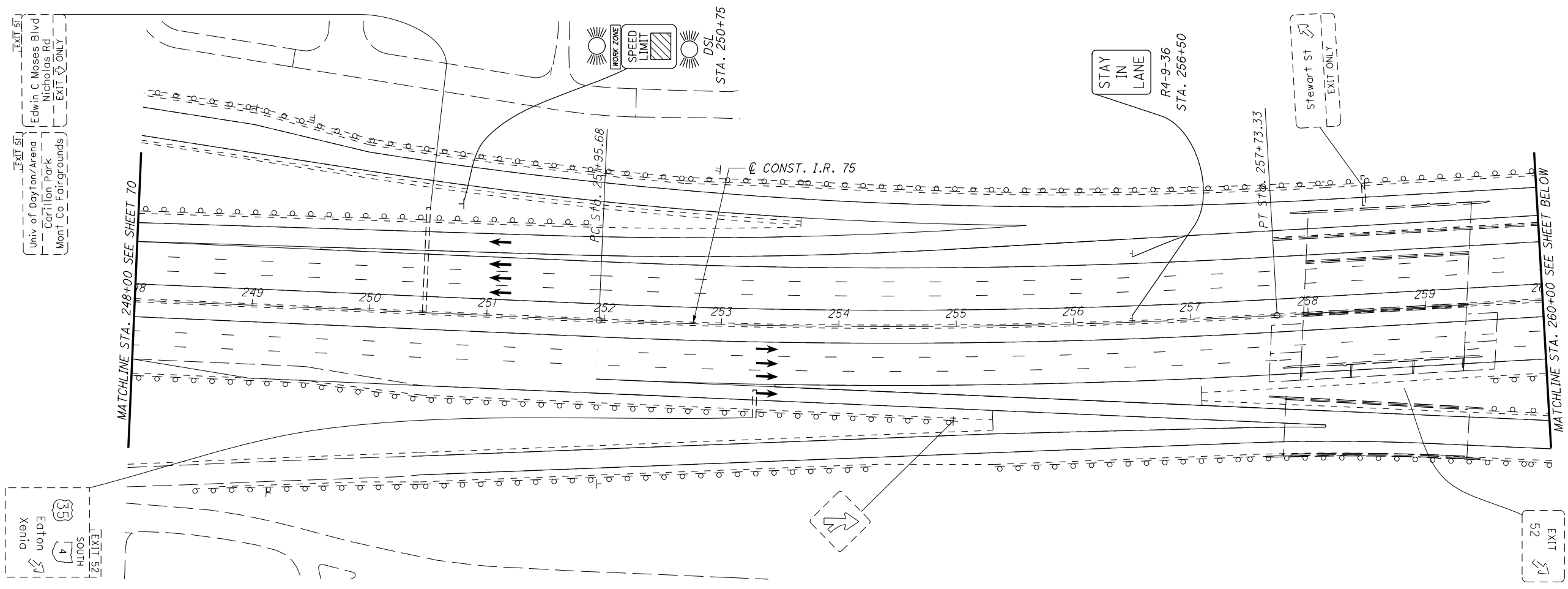
MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 224+00.00 TO STA. 248+00.00



75 SOUTH
LEFT 3 LANES
 12' x 7' - LEVEL 1 SIGN
 STA. 245+75

MOT-75-(10.44)(10.78)
 70
 348

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

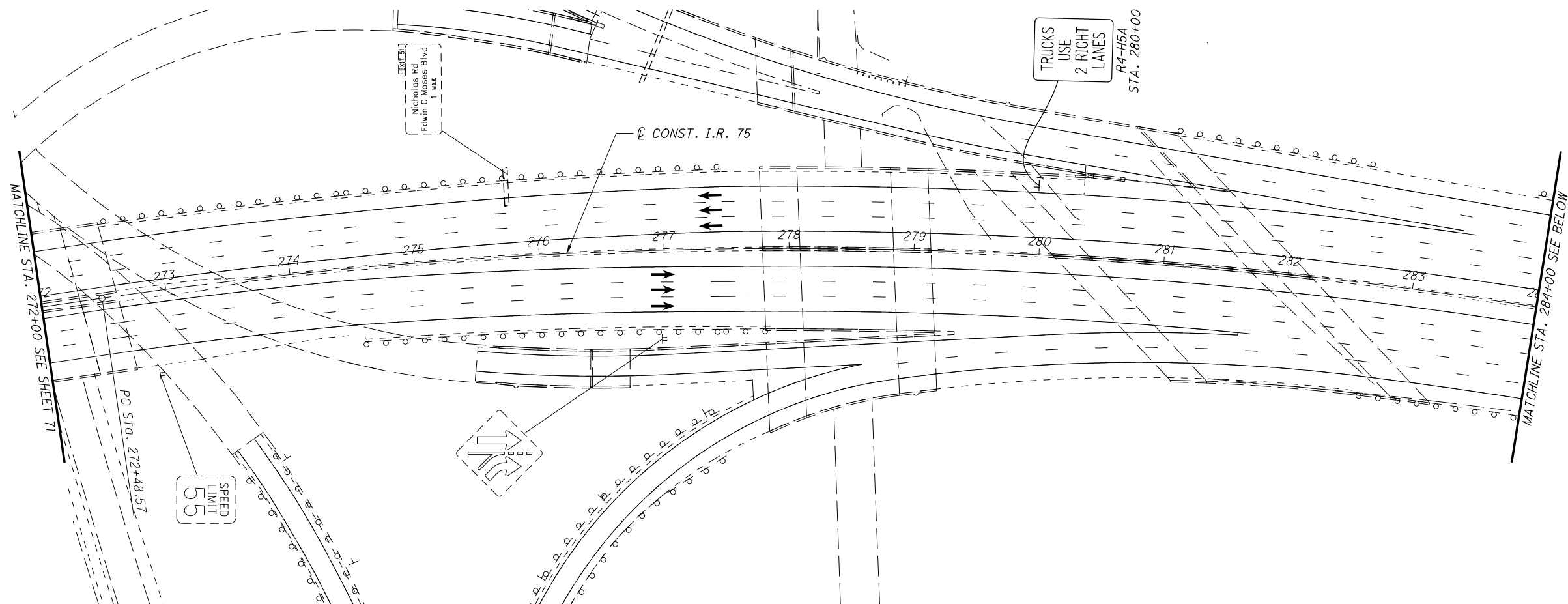
- (Y) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- (C) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- (D) ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- (L) ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- (W) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



CALCULATED	KRF	CHECKED	MJC

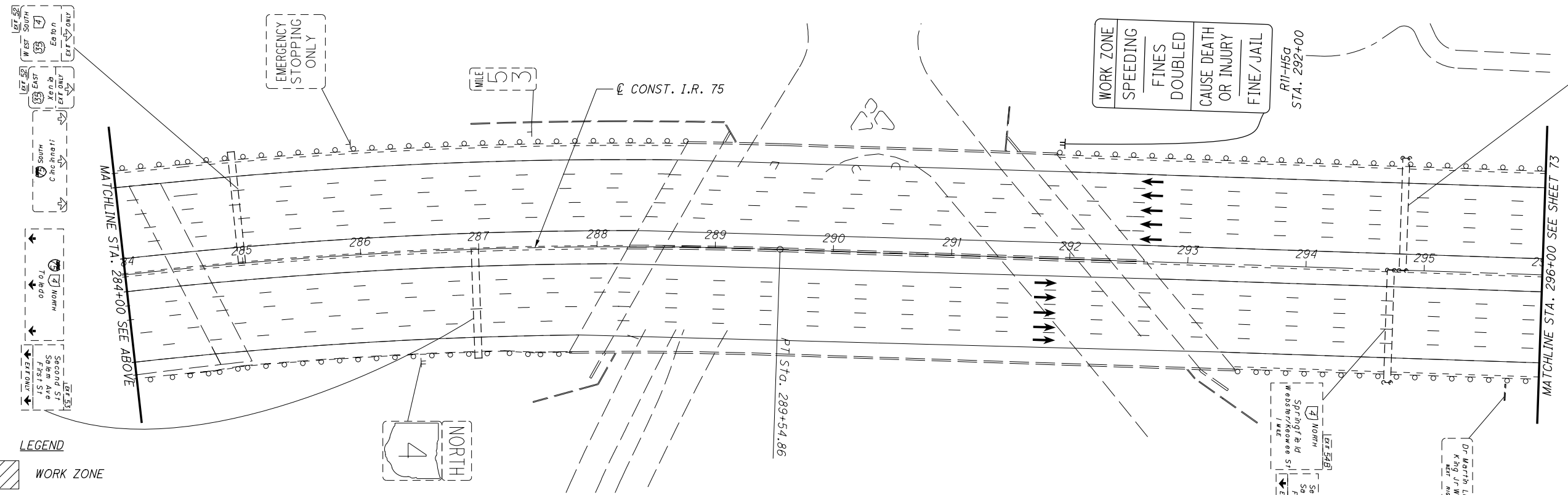
MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 248+00.00 TO STA. 272+00.00

MOT-75-(10.44)(10.78)



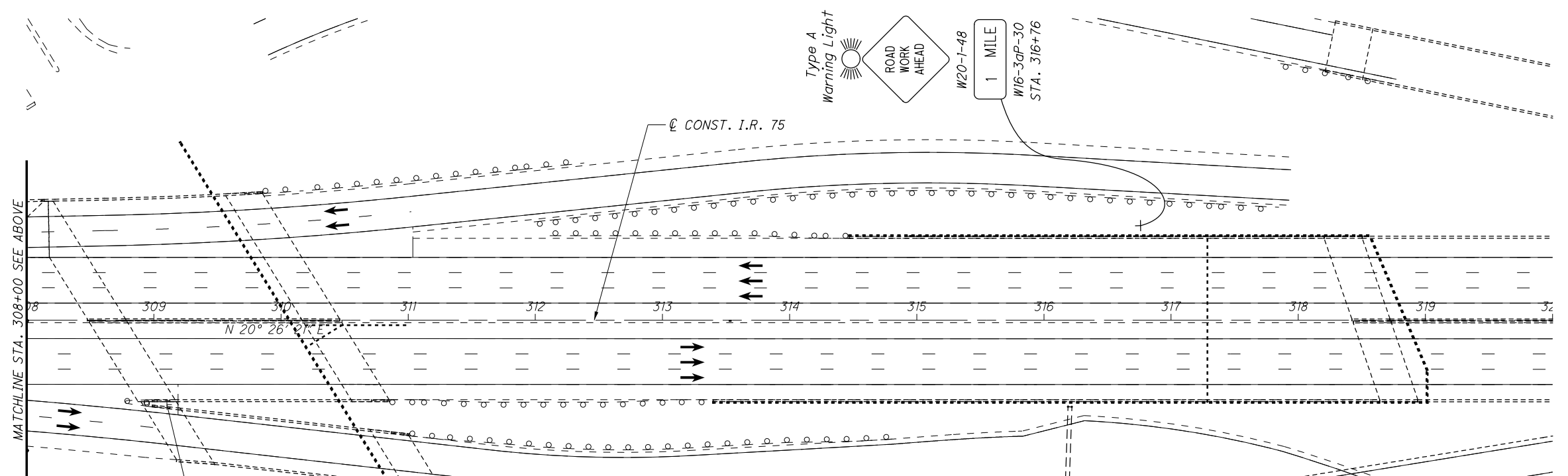
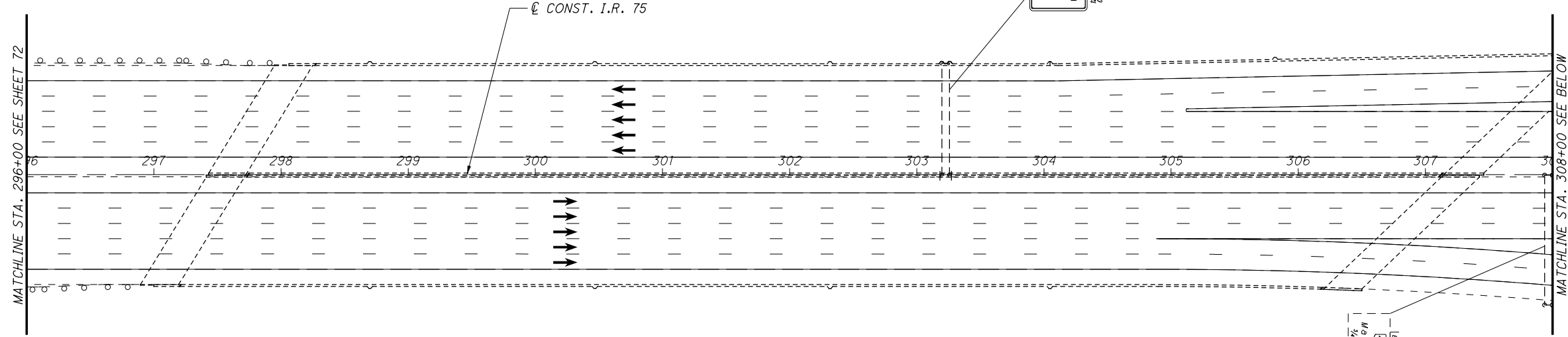
MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 272+00.00 TO STA. 296+00.00

MOT-75-(10.44)(10.78)



LEGEND

- | | | | | | |
|--|---|--|---|--|--|
| | WORK ZONE | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW) | | ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT |
| | ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE | | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE) |
| | TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE | | ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT | | ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125 |
| | PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE | | | | |
| | DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING | | | | |
| | PORTABLE BARRIER (PB) | | | | |
| | DIRECTION OF TRAFFIC | | | | |



LEGEND

	WORK ZONE		DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING		ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)		ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE		PORTABLE BARRIER (PB)		ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT		ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE		DIRECTION OF TRAFFIC		ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT		ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE						



CALCULATED
KRF
CHECKED
MJC

MAINTENANCE OF TRAFFIC - PHASE 3A
STA. 296+00.00 TO STA. 320+00.00

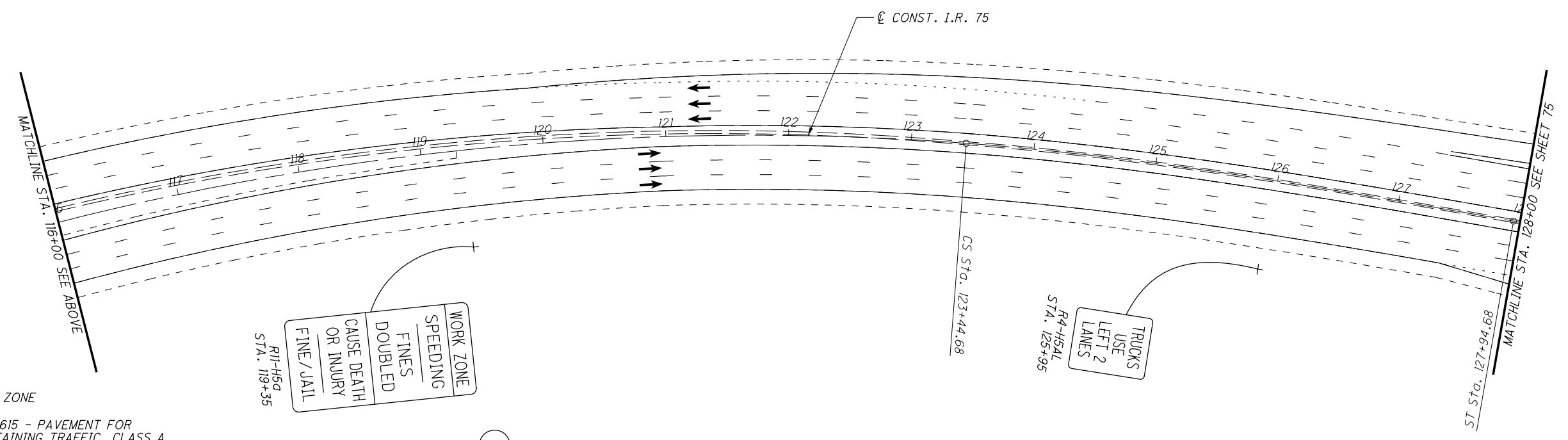
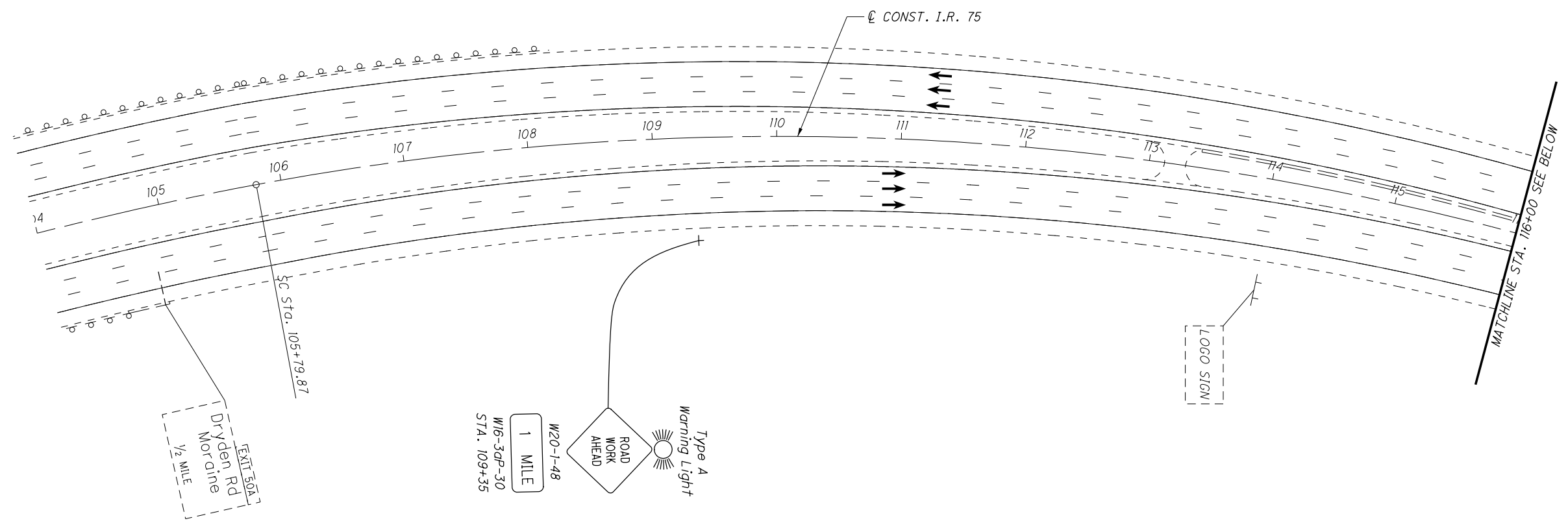
MOT-75-(10.44)(10.78)

73
348
















MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 104+00.00 TO STA. 128+00.00

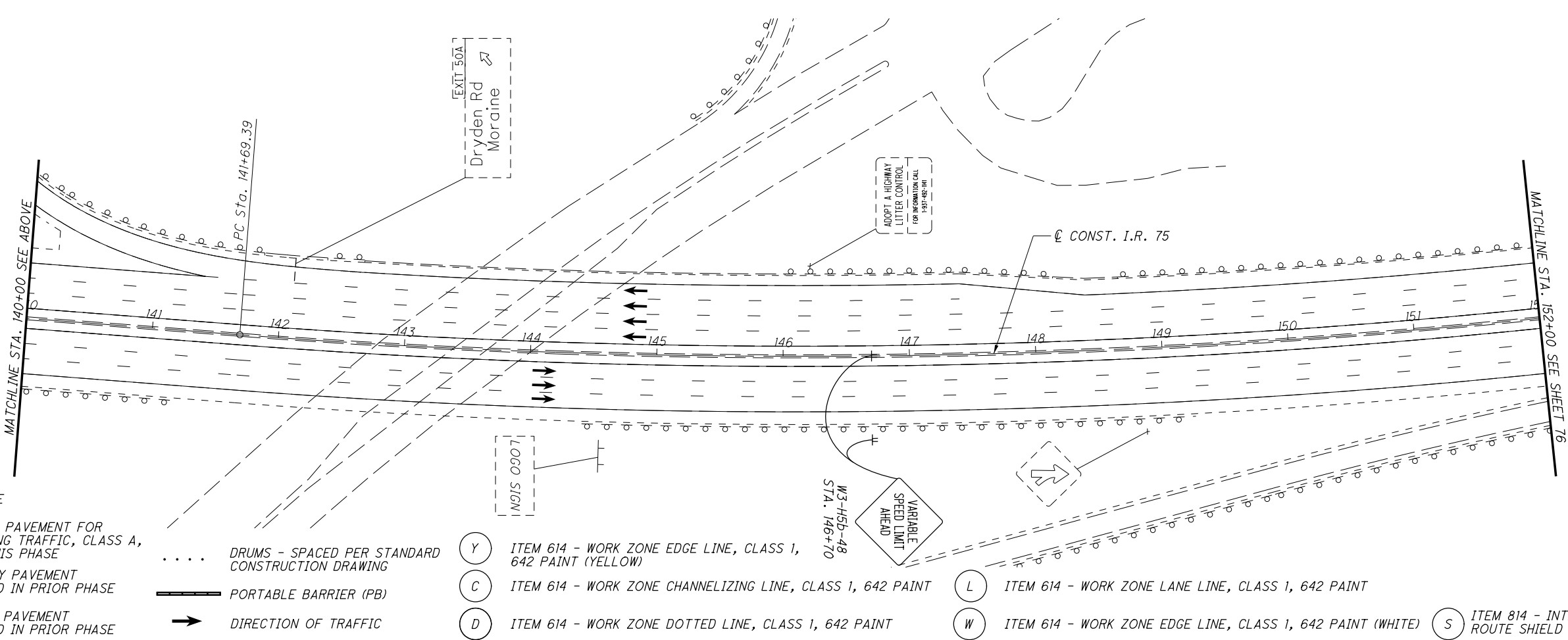
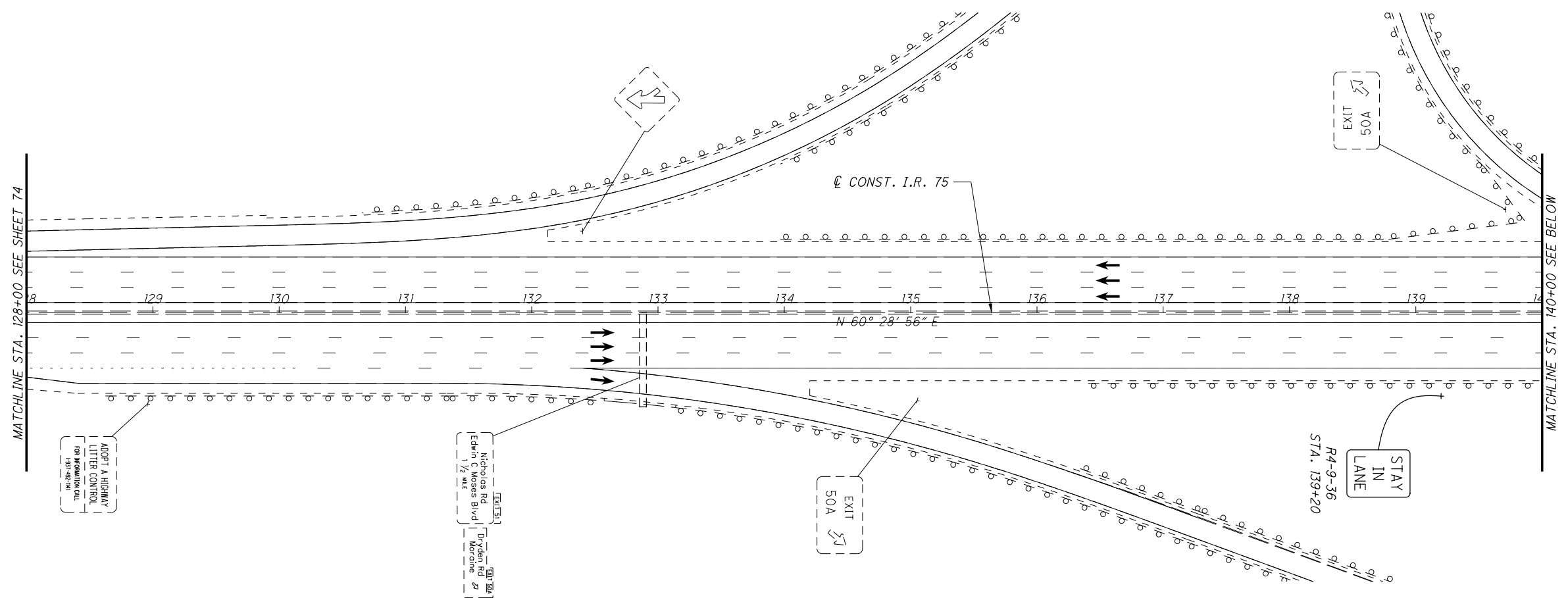
MOT-75-(10.44)(10.78)
















LEGEND

-  WORK ZONE
-  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
-  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
-  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
-  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
-  PORTABLE BARRIER (PB)
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
-  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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- LEGEND**
-  WORK ZONE
 -  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 -  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 -  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 -  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 -  PORTABLE BARRIER (PB)
 -  DIRECTION OF TRAFFIC
 -  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 -  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 -  ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 -  ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 -  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 -  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 128+00.00 TO STA. 152+00.00

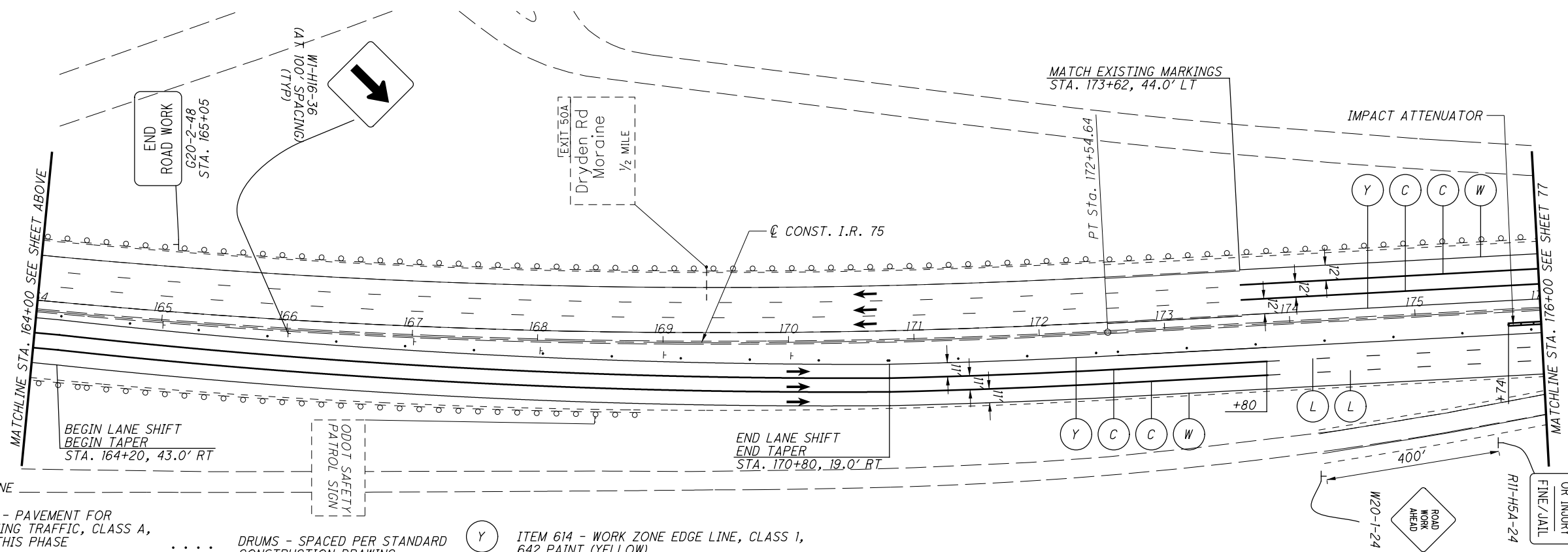
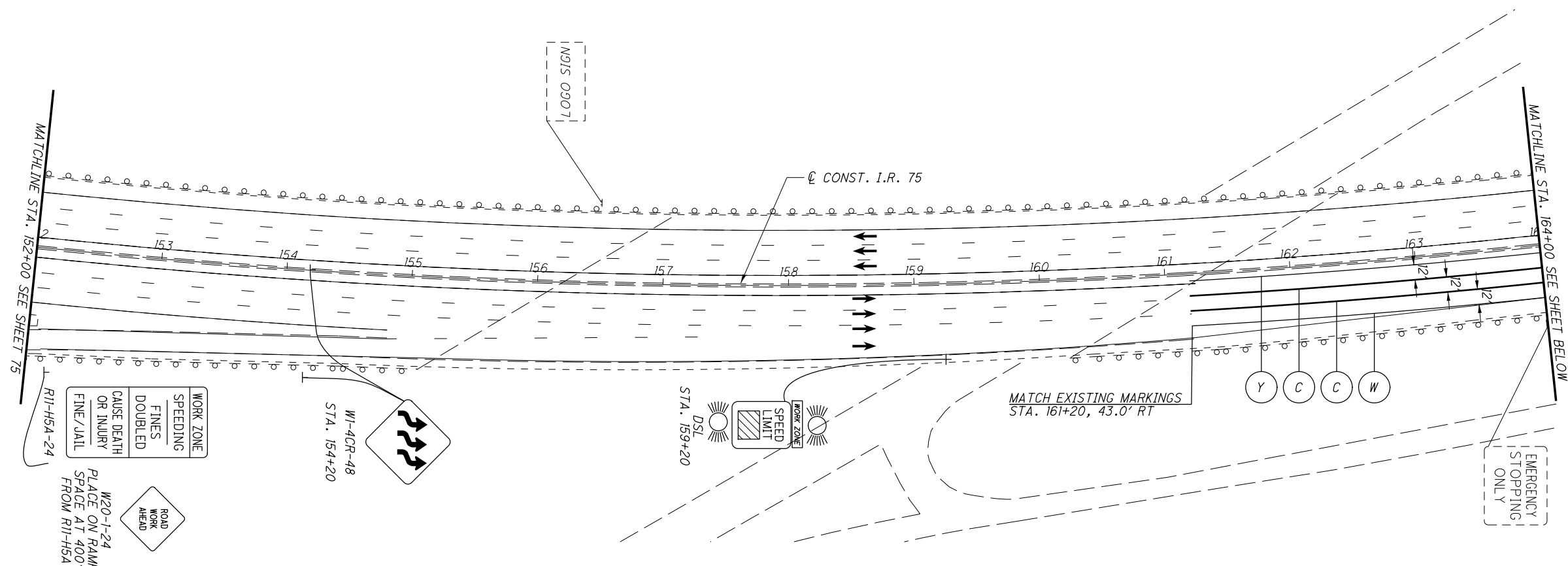
MOT-75-(10.44)(10.78)

75
348



MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 152+00.00 TO STA. 176+00.00

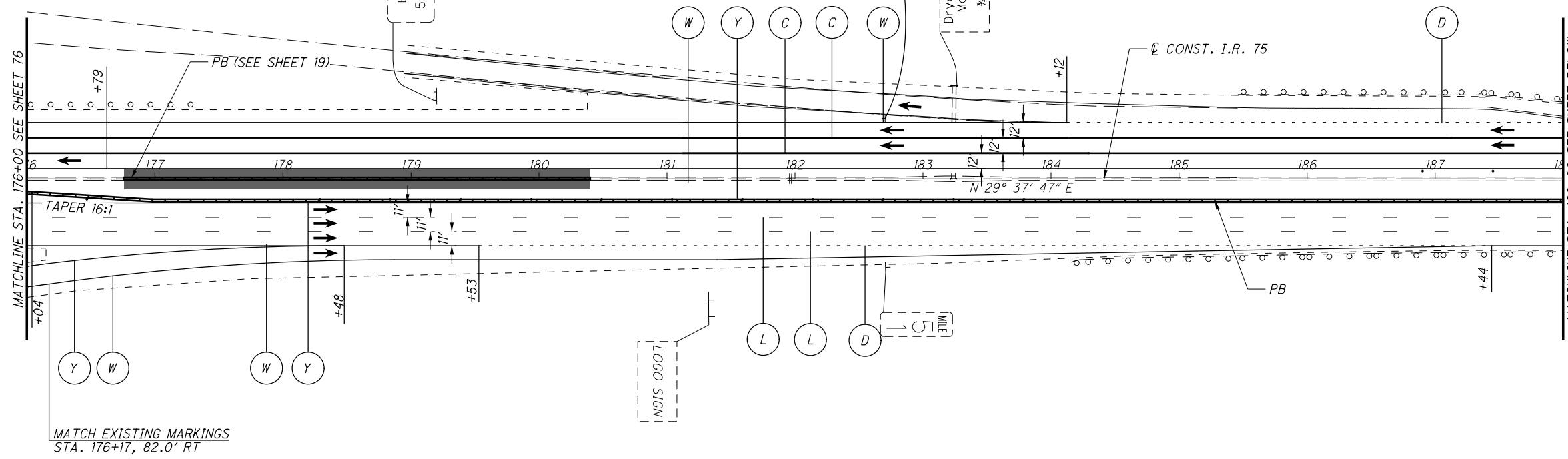
MOT-75-(10.44)(10.78)



LEGEND

- | | | | | | | | |
|--|---|--|--|--|---|--|--|
| | WORK ZONE | | DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW) | | ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT |
| | ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE | | PORTABLE BARRIER (PB) | | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT | | ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE) |
| | TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE | | DIRECTION OF TRAFFIC | | ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT | | ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125 |
| | PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE | | | | | | |

MATCHLINE STA. 176+00 SEE SHEET 76



MATCH EXISTING MARKINGS
STA. 176+17, 82.0' RT

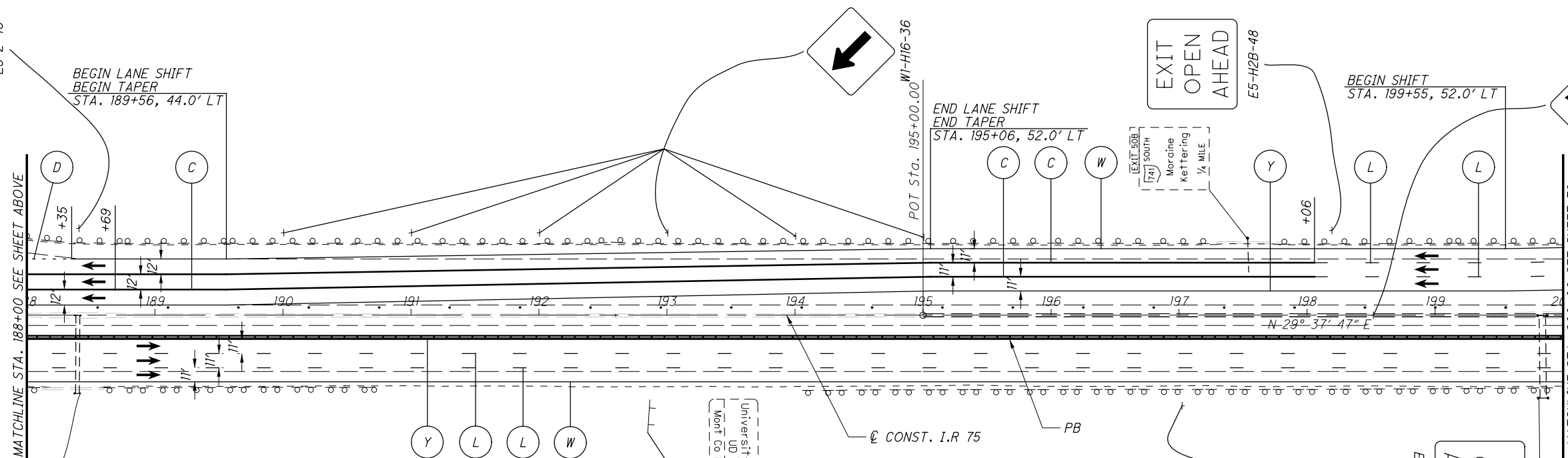
MATCHLINE STA. 188+00 SEE SHEET BELOW



MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 176+00.00 TO STA. 200+00.00

MOT-75-(10.44)(10.78)

MATCHLINE STA. 188+00 SEE SHEET ABOVE



BEGIN LANE SHIFT
BEGIN TAPER
STA. 189+56, 44.0' LT

END LANE SHIFT
END TAPER
STA. 195+06, 52.0' LT

BEGIN SHIFT
STA. 199+55, 52.0' LT

MATCHLINE STA. 200+00 SEE SHEET 78



EXIT OPEN
E5-2-48

EXIT OPEN AHEAD
E5-H2B-48

EXIT OPEN AHEAD
E5-H2B-48

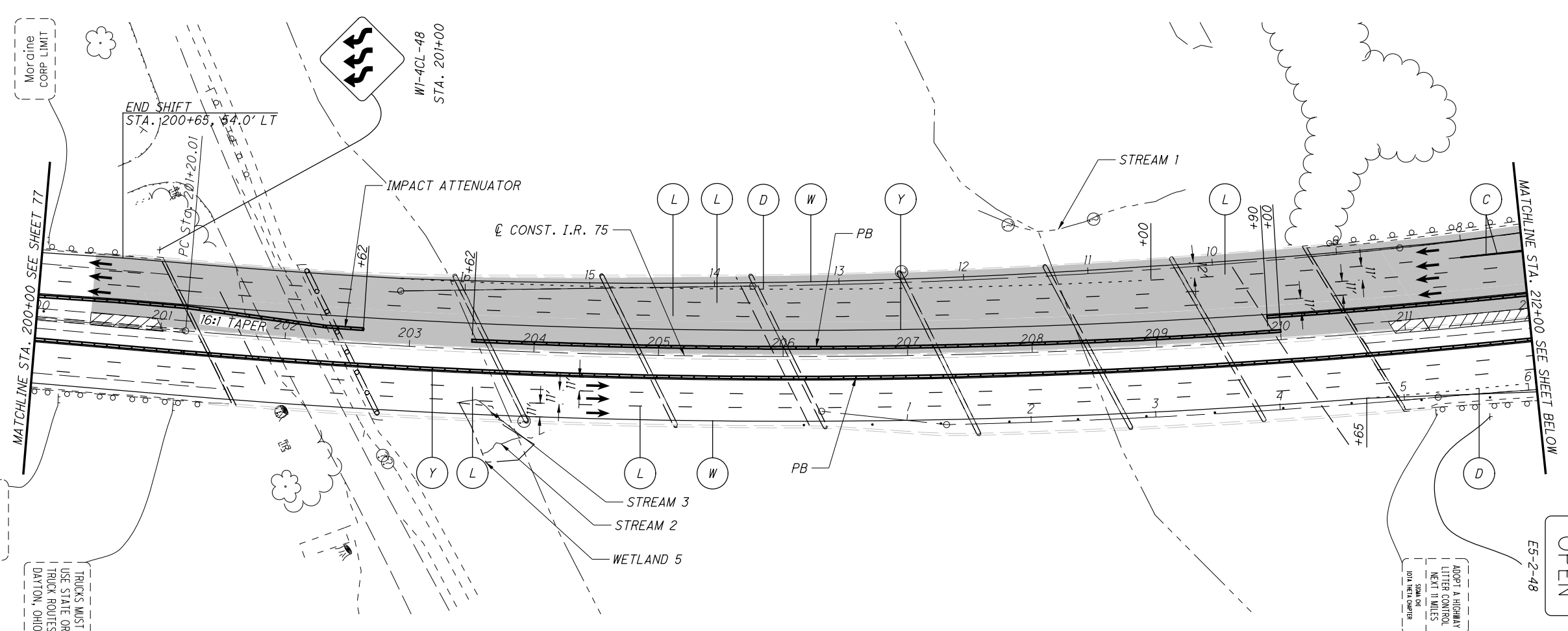


W1-4R-48
STA. 198+48

LEGEND

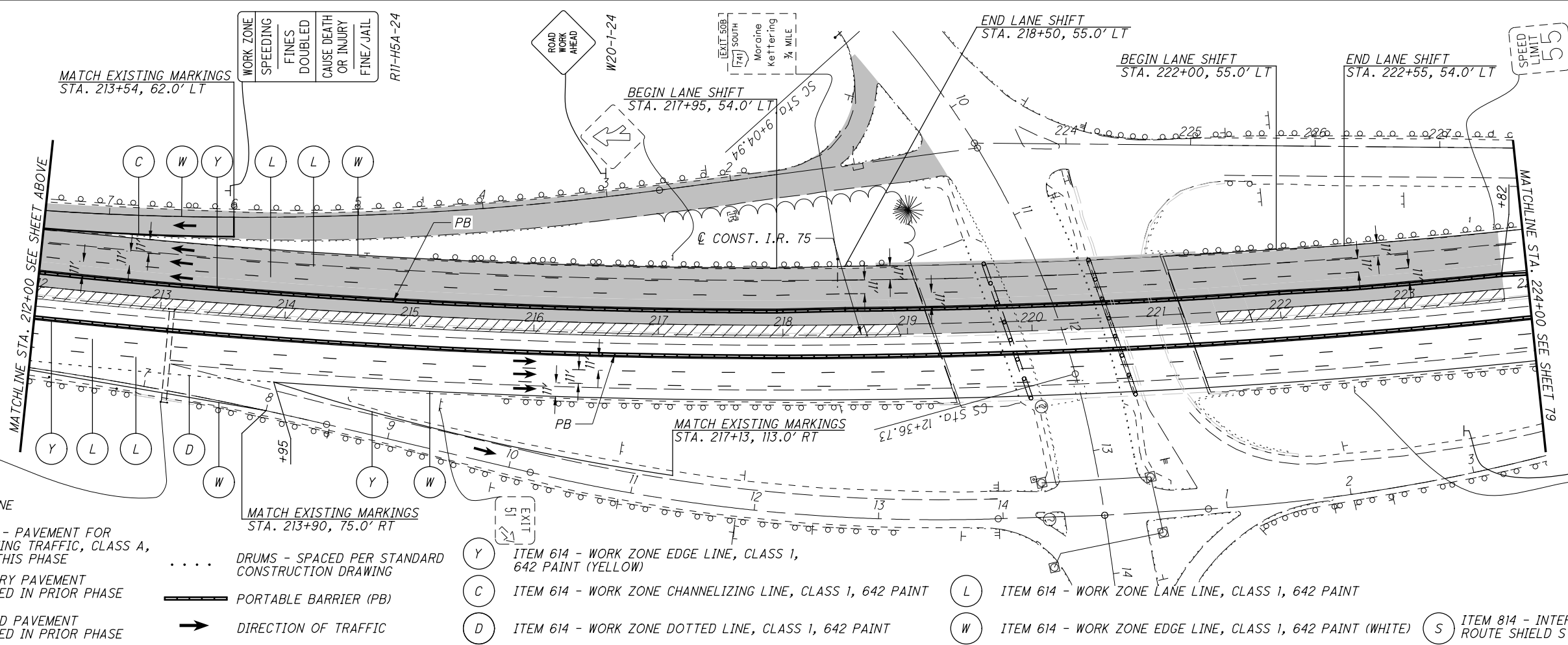
- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- (Y) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- (C) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- (D) ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- (L) ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- (W) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED KRF CHECKED MJC

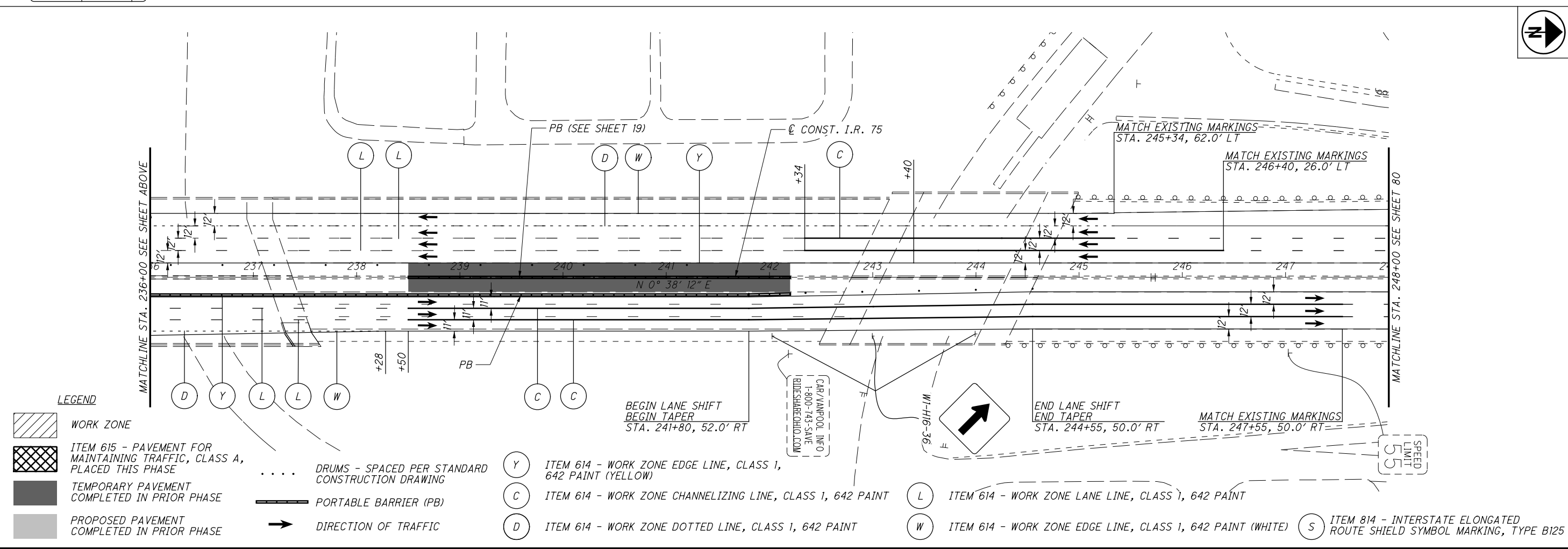
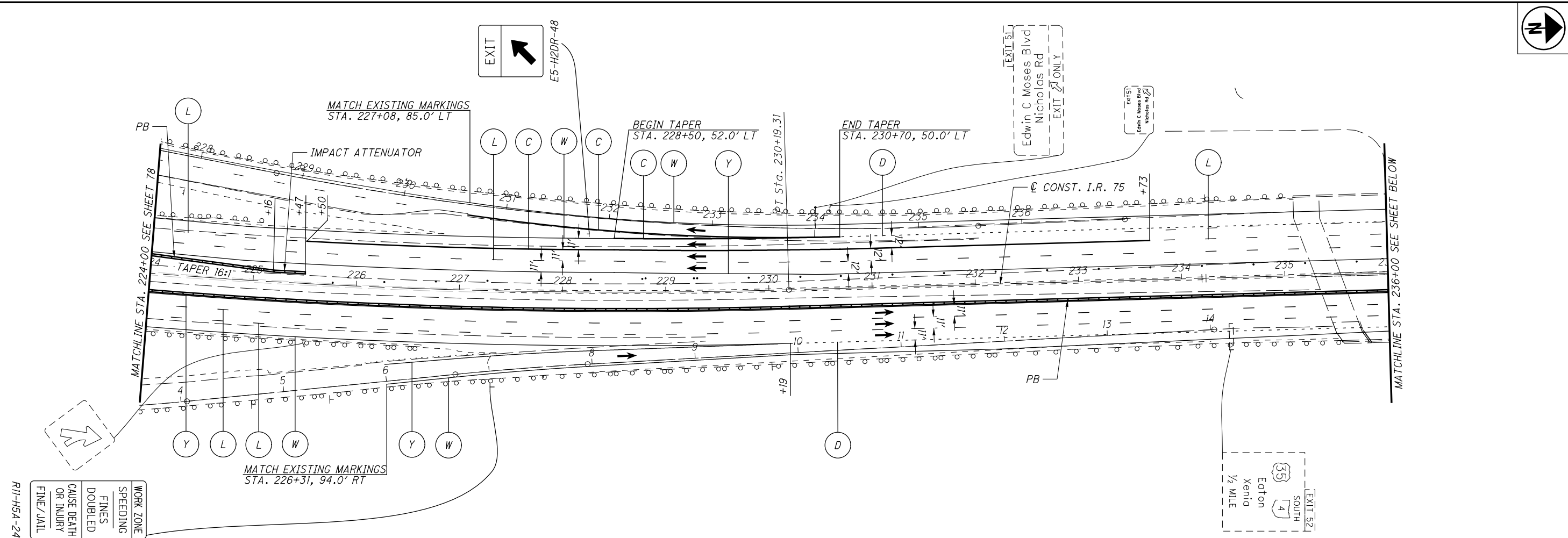
MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 200+00.00 TO STA. 224+00.00



MOT-75-(10.44)(10.78)

78
 348

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

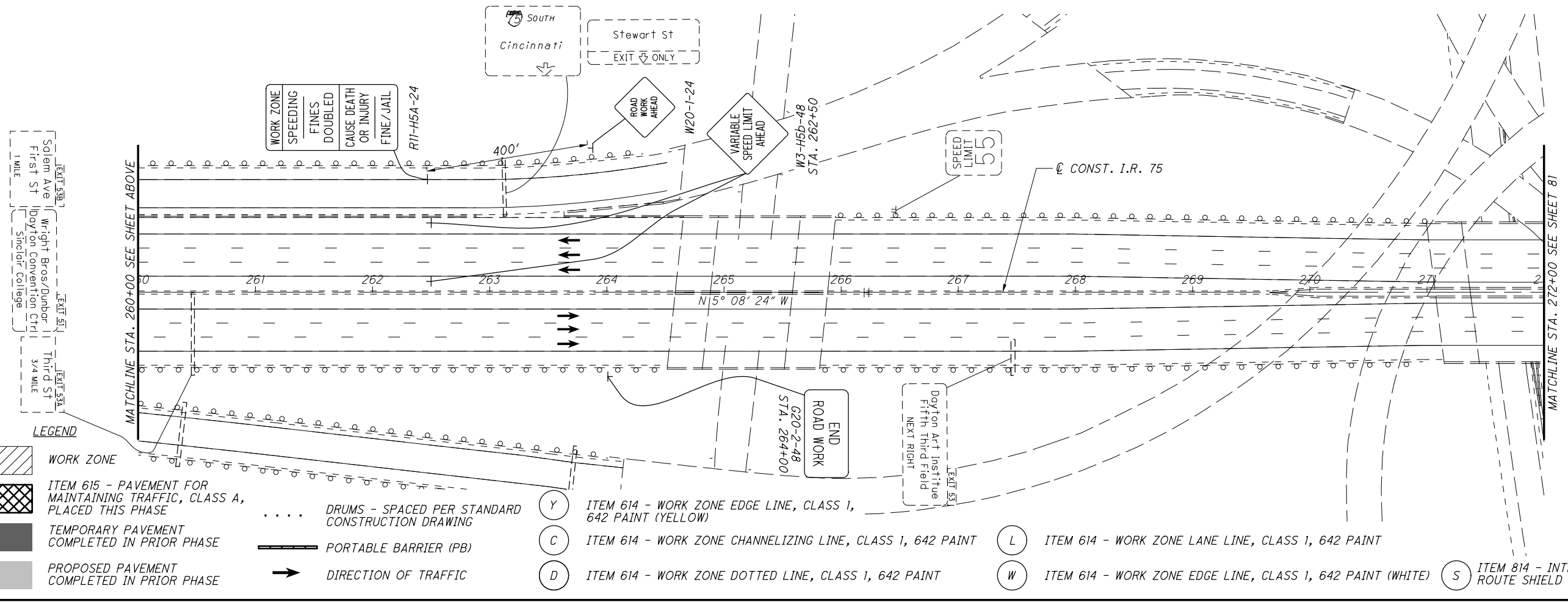
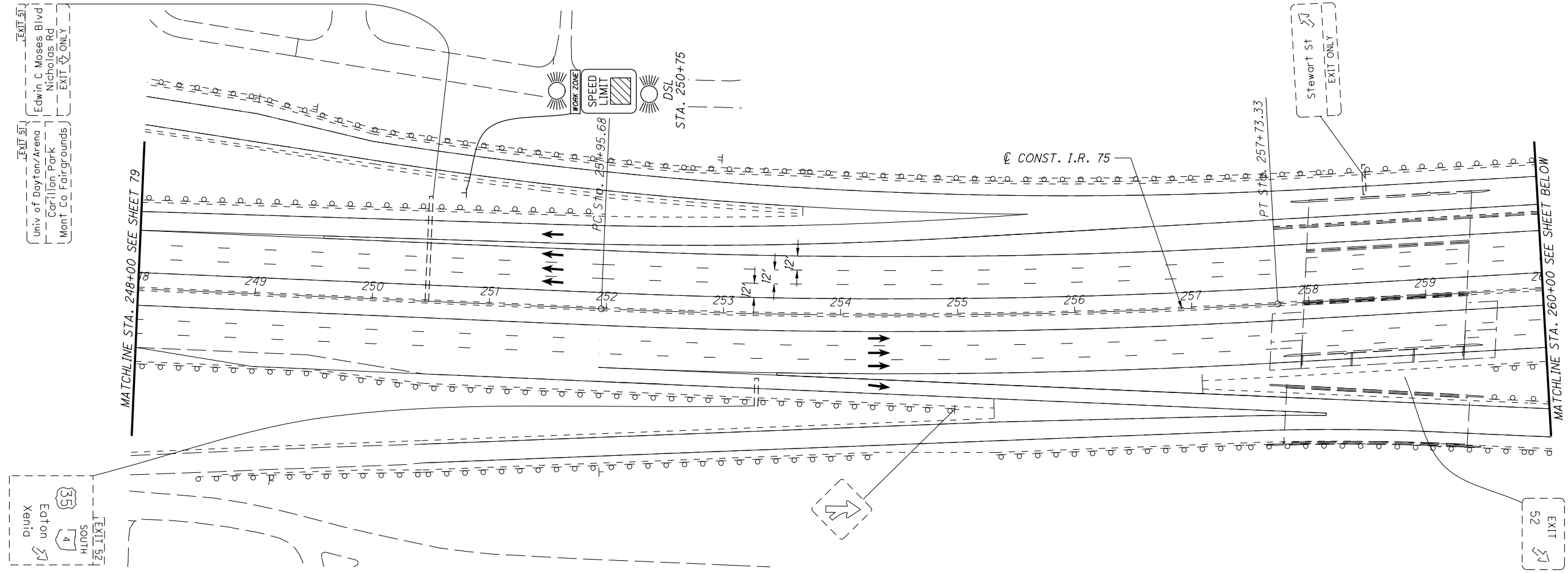
MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 224+00.00 TO STA. 248+00.00

MOT-75-(10.44)(10.78)

79
348

CALCULATED: KRF
 CHECKED: MJC

HORIZONTAL SCALE IN FEET
 0 25 50 100



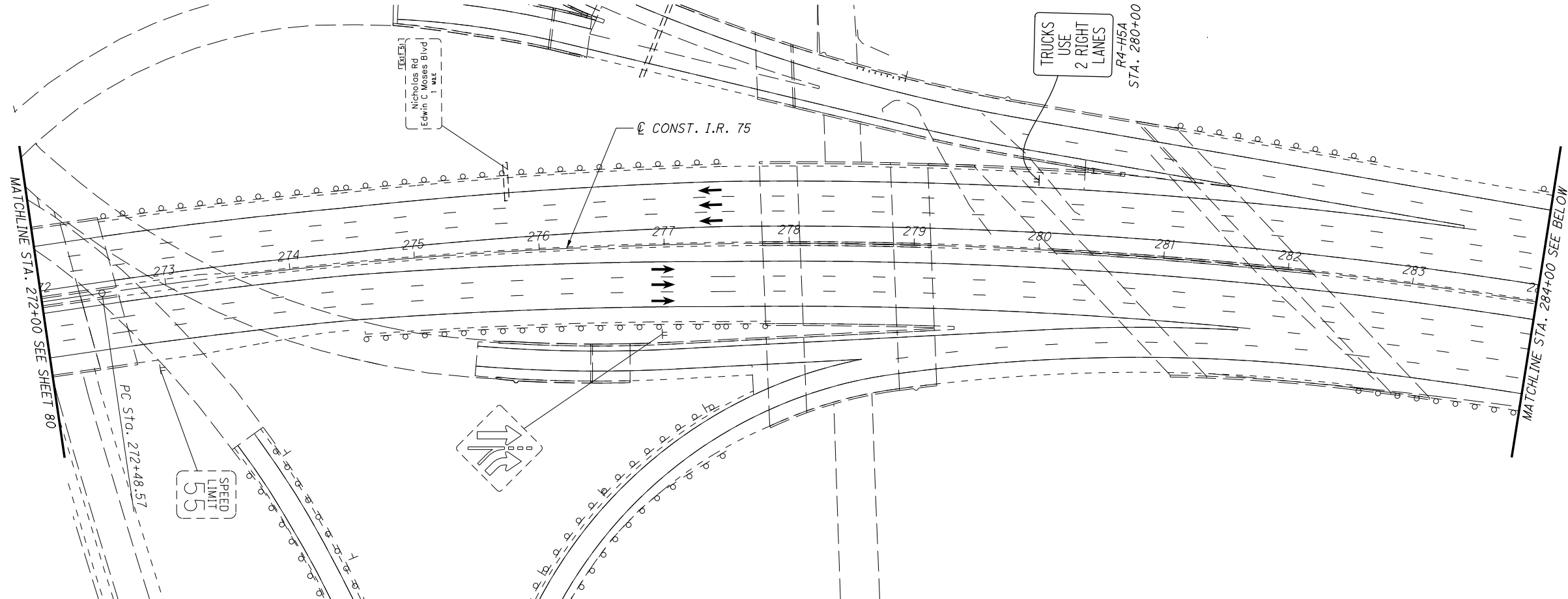
CALCULATED	KRF	CHECKED	MJC

MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 248+00.00 TO STA. 272+00.00

MOT-75-(10.44)(10.78)

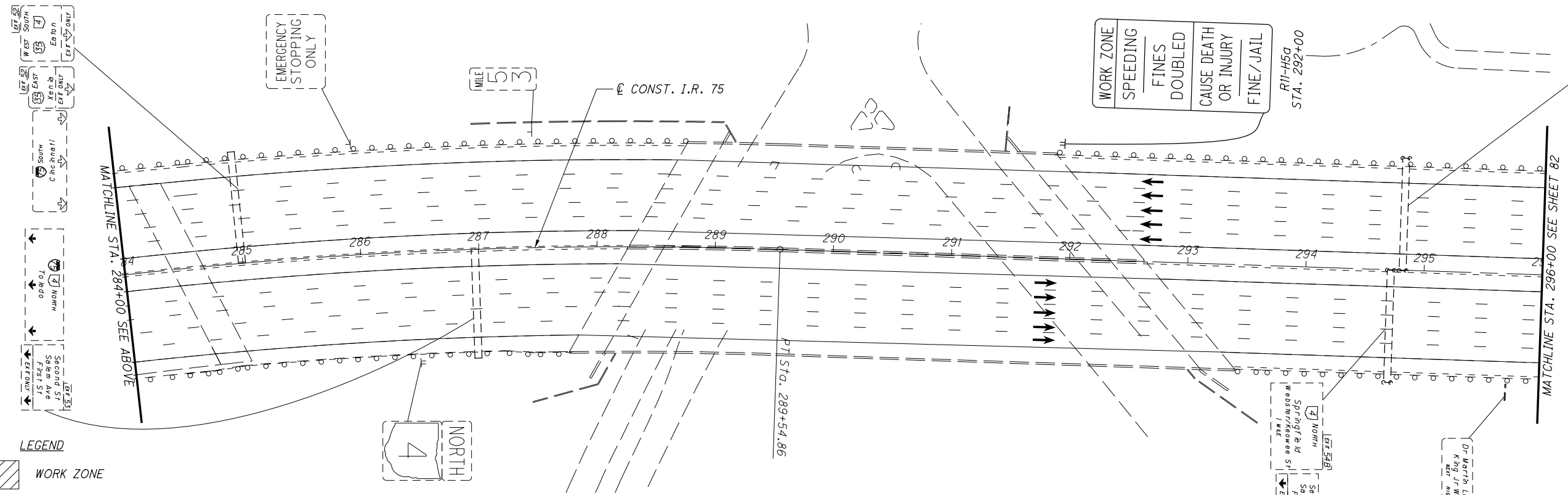
80
348

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 272+00.00 TO STA. 296+00.00

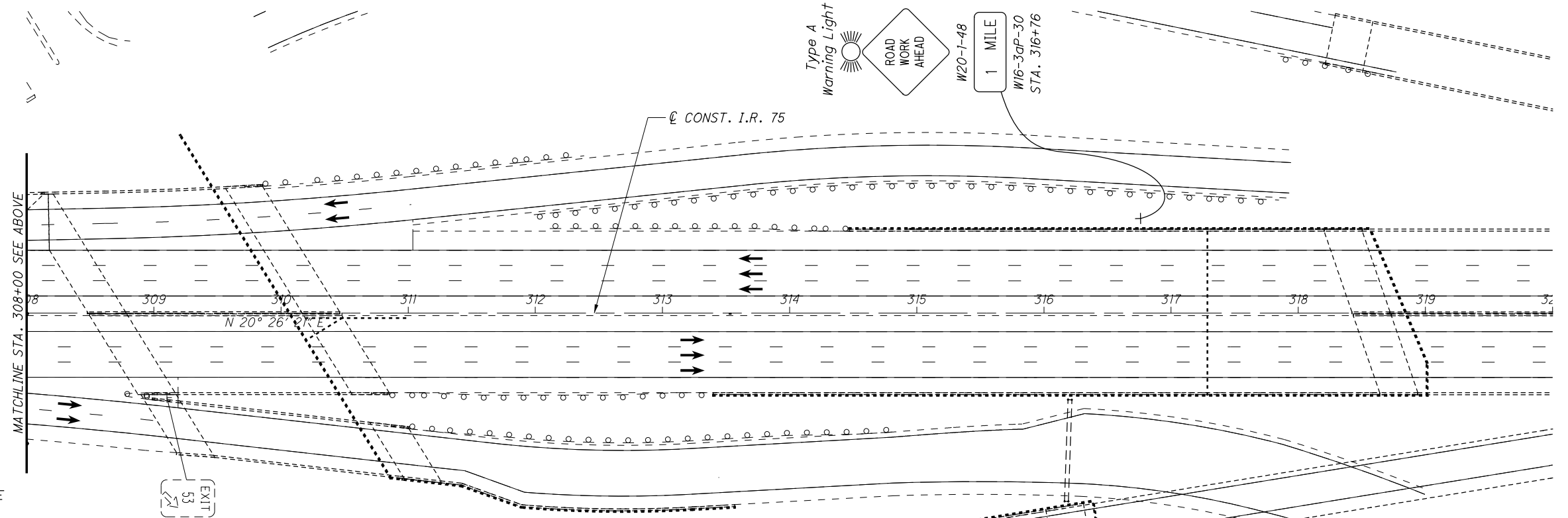
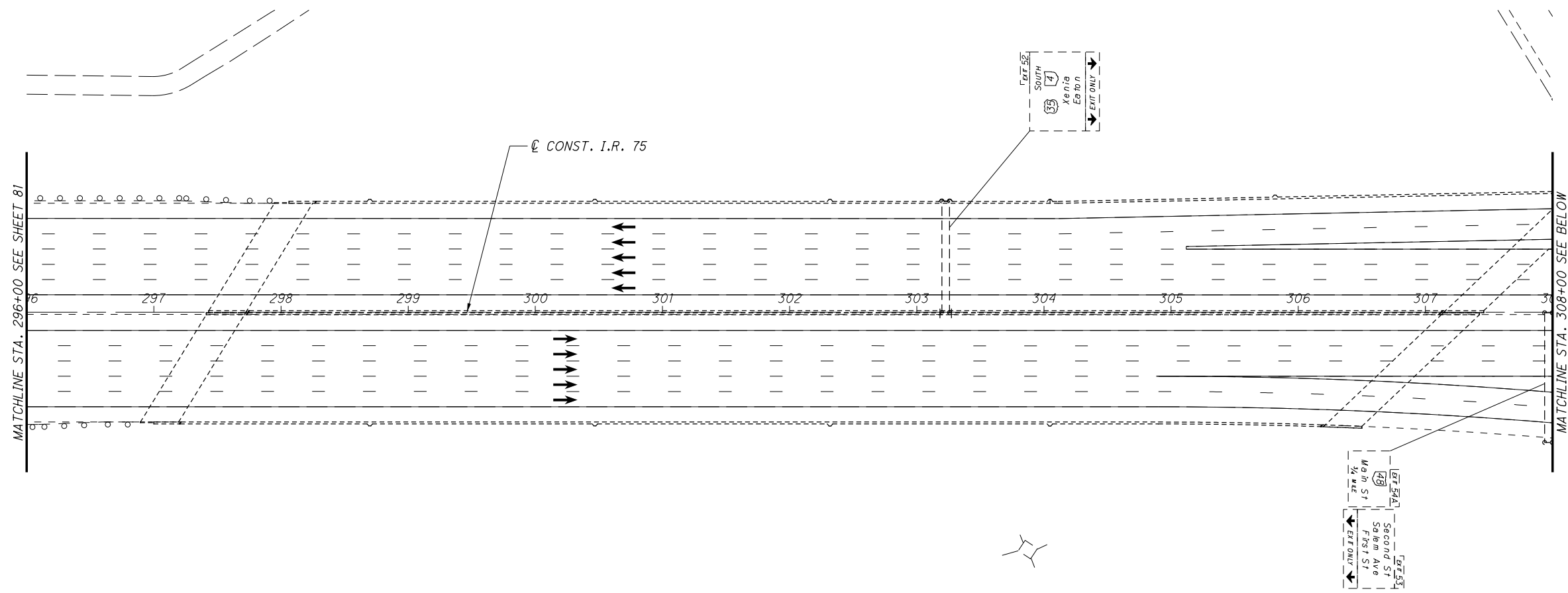
MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE**
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE**
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE**
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE**
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING**
- PORTABLE BARRIER (PB)**
- DIRECTION OF TRAFFIC**
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)**
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT**
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT**
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT**
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)**
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125**

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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



0 50 100
25
HORIZONTAL
SCALE IN FEET

CALCULATED
KRF
CHECKED
MJC



MAINTENANCE OF TRAFFIC - PHASE 3B
STA. 296+00.00 TO STA. 320+00.00

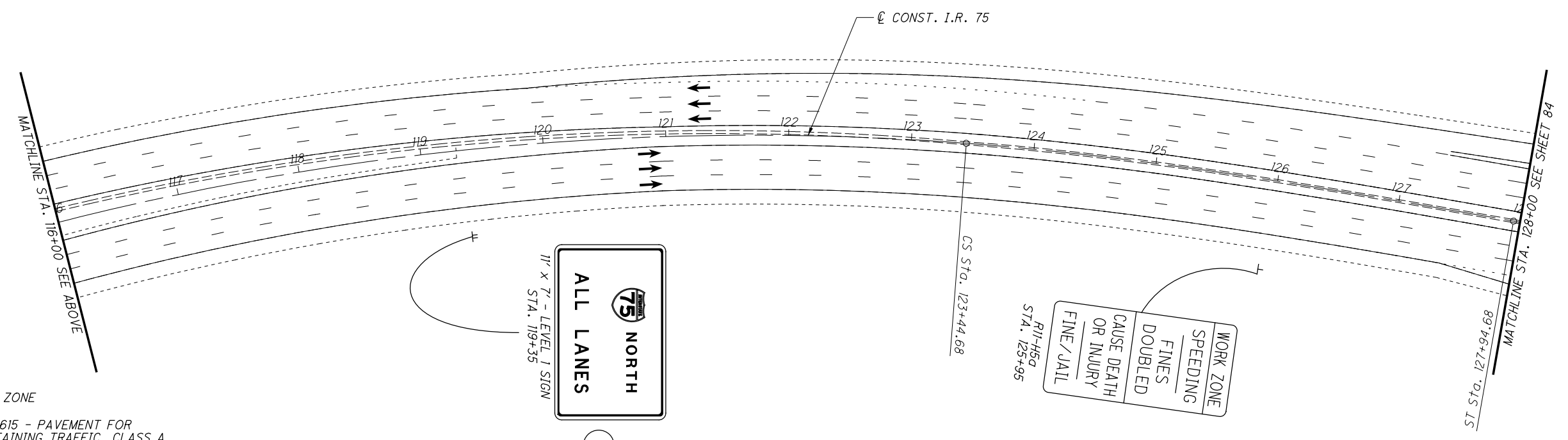
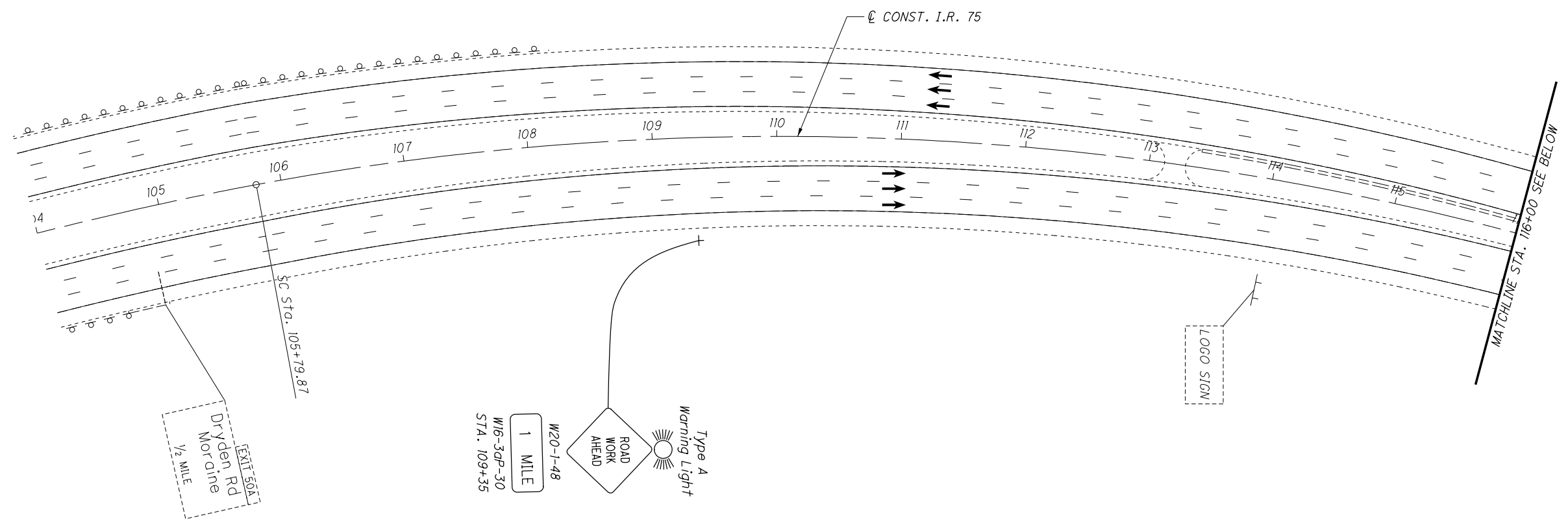
MOT-75-(10.44)(10.78)

82
348



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 104+00.00 TO STA. 128+00.00

MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE

- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC

- ITEM 648 - EDGE LINE, 6" (YELLOW)
- ITEM 648 - CHANNELIZING LINE, 12"
- ITEM 648 - DOTTED LINE, 6"

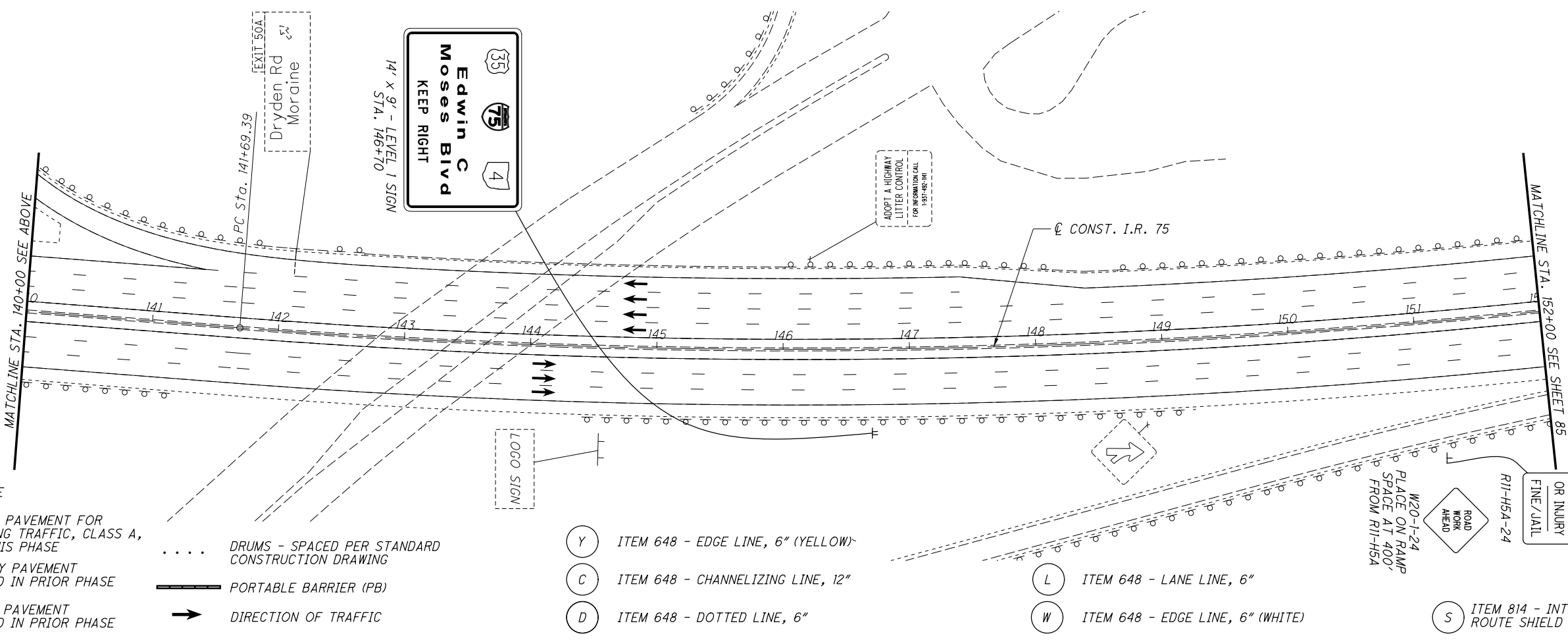
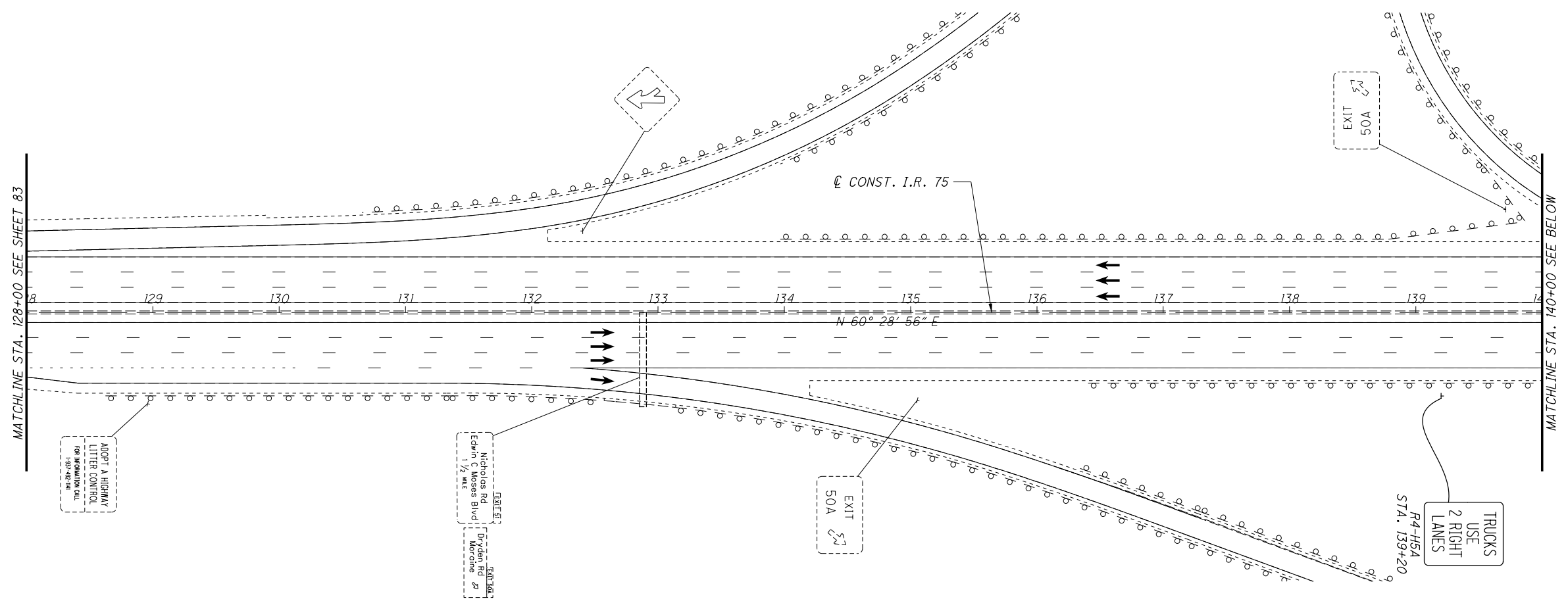
- ITEM 648 - LANE LINE, 6"
- ITEM 648 - EDGE LINE, 6" (WHITE)

- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 128+00.00 TO STA. 152+00.00

MOT-75-(10.44)(10.78)



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE

- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC

- (Y) ITEM 648 - EDGE LINE, 6" (YELLOW)
- (C) ITEM 648 - CHANNELIZING LINE, 12"
- (D) ITEM 648 - DOTTED LINE, 6"

- (L) ITEM 648 - LANE LINE, 6"
- (W) ITEM 648 - EDGE LINE, 6" (WHITE)

- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

WORK ZONE	SPEDING
FINES DOUBLED	CAUSE DEATH OR INJURY
CAUSE DEATH OR INJURY	FINE/JAIL

W20-1-24
PLACE ON RAMP
SPACE AT 400'
FROM R1-H54

Edwin C
Moses Blvd
KEEP RIGHT
14' x 9' - LEVEL 1 SIGN
STA. 146+70

EXIT 50A
Dryden Rd
Morraine

ADOPT A HIGHWAY
LITTER CONTROL
FOR INFORMATION CALL
937-487-1854

EXIT 50A
Nicholas Rd
Edwin C Moses Blvd
Morraine

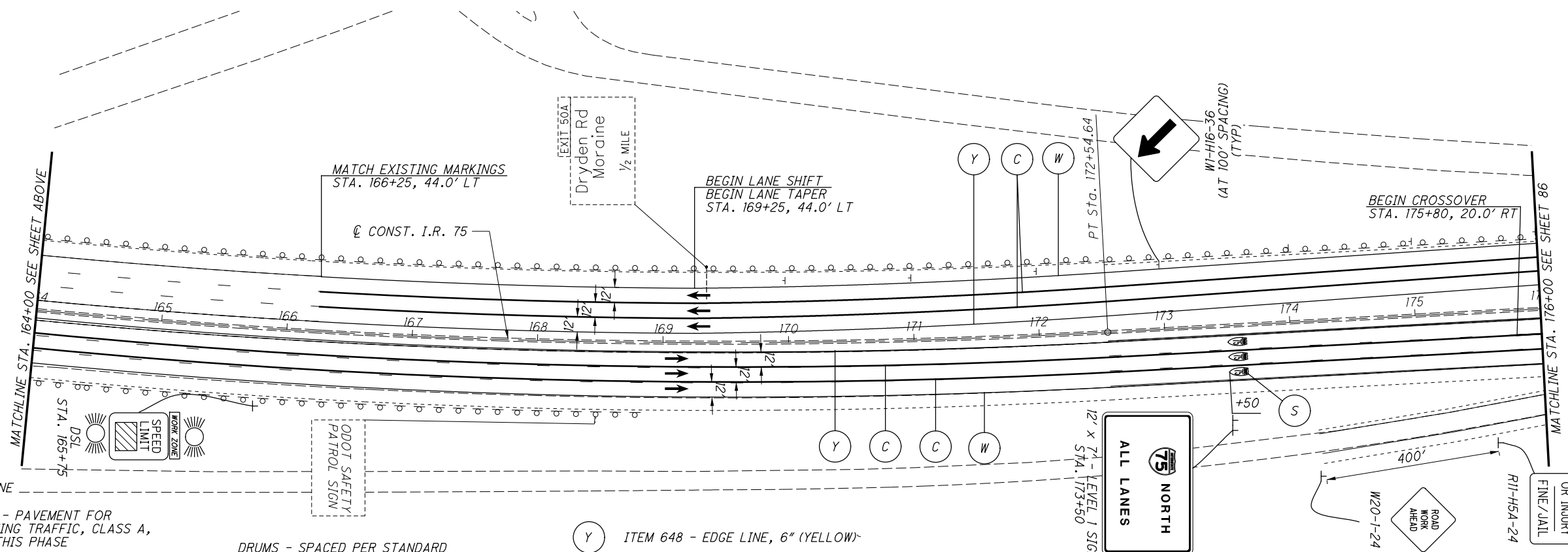
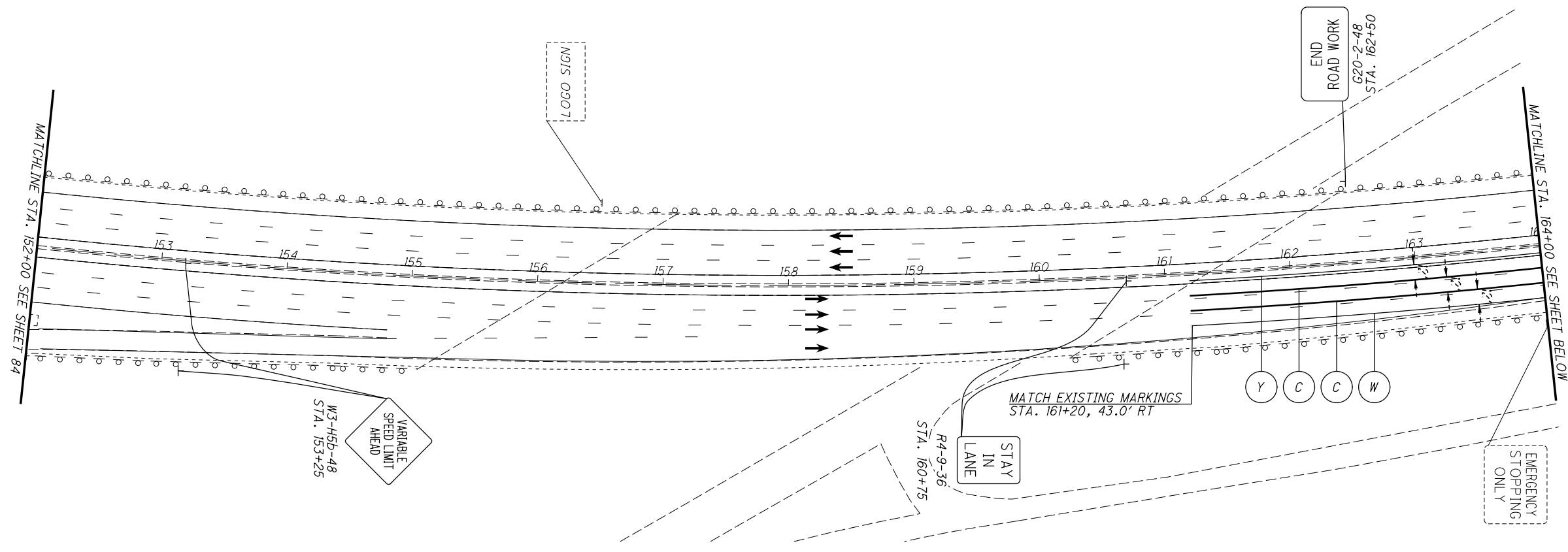
EXIT 50A

TRUCKS
USE
2 RIGHT
LANES
R1-H54
STA. 139+20

LOGO SIGN

ADOPT A HIGHWAY
LITTER CONTROL
FOR INFORMATION CALL
937-487-1854

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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 648 - EDGE LINE, 6" (YELLOW)
 - ITEM 648 - CHANNELIZING LINE, 12"
 - ITEM 648 - DOTTED LINE, 6"
 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



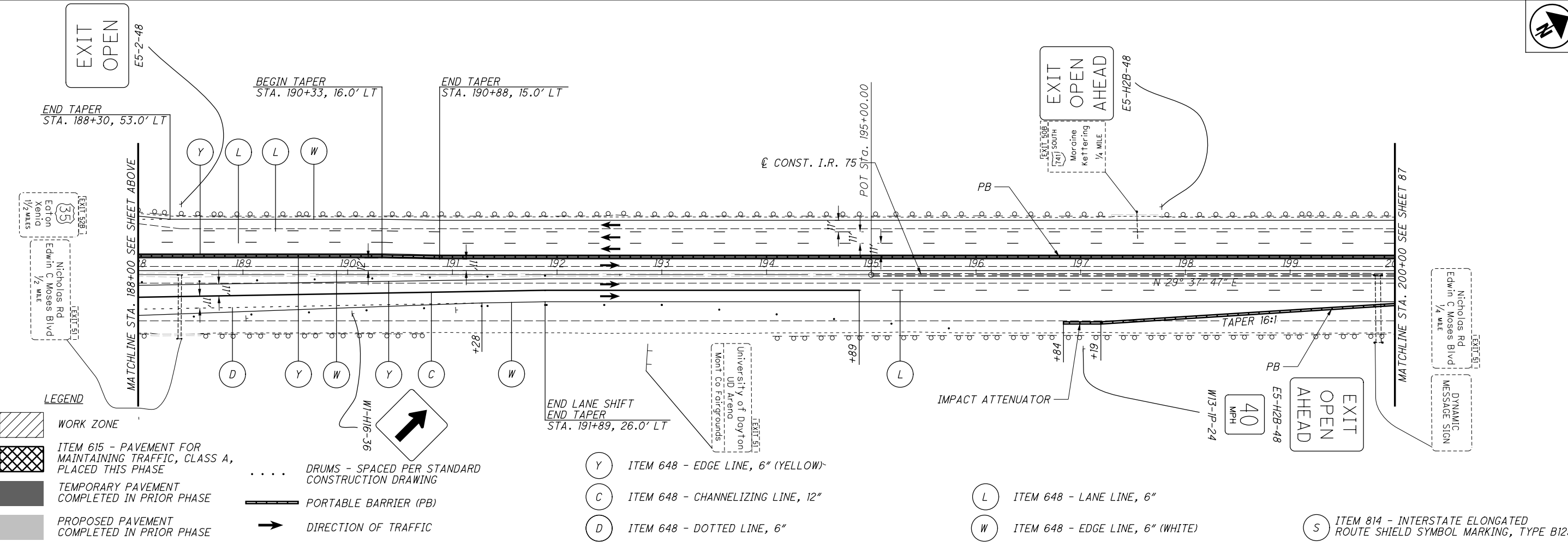
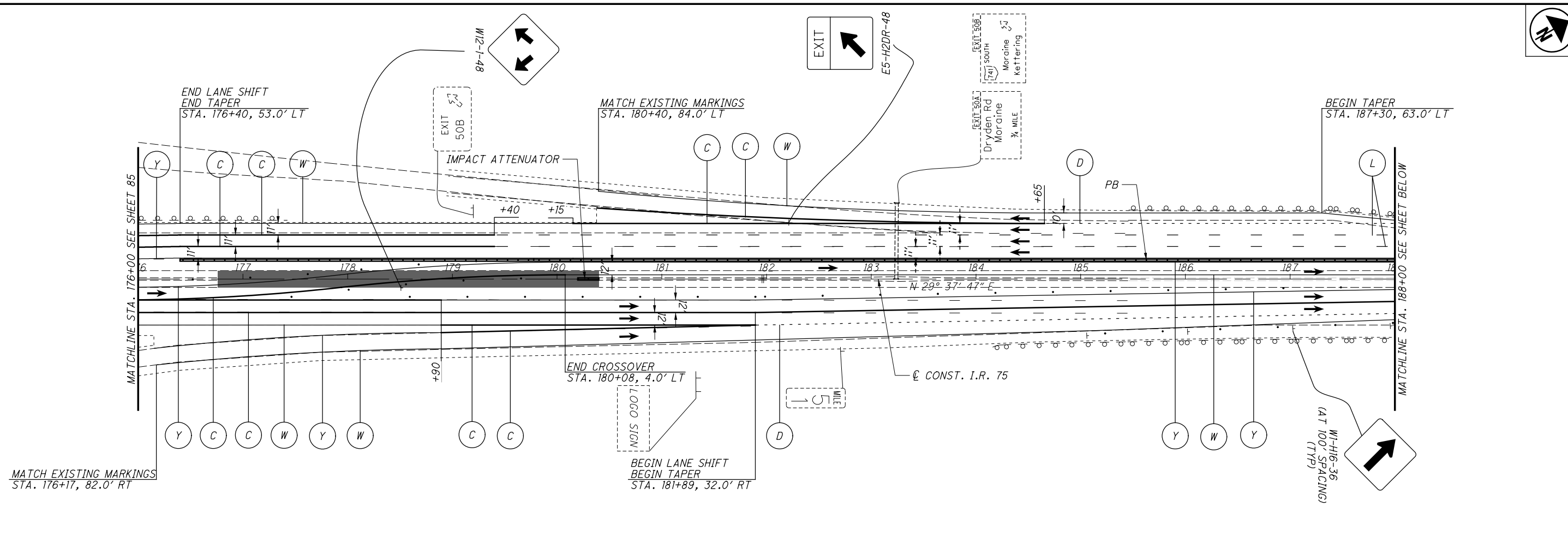
MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 152+00.00 TO STA. 176+00.00



MOT-75-(10.44)(10.78)

85
348

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LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 648 - EDGE LINE, 6" (YELLOW)
- ITEM 648 - CHANNELIZING LINE, 12"
- ITEM 648 - DOTTED LINE, 6"
- ITEM 648 - LANE LINE, 6"
- ITEM 648 - EDGE LINE, 6" (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 176+00.00 TO STA. 200+00.00

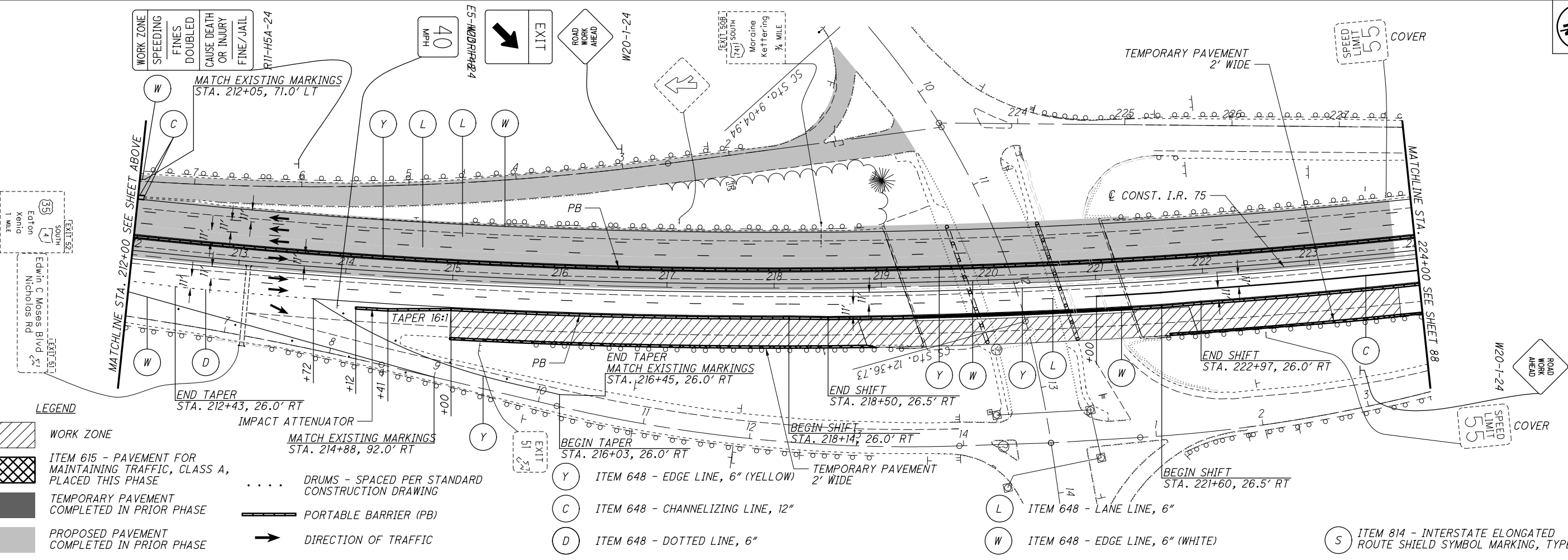
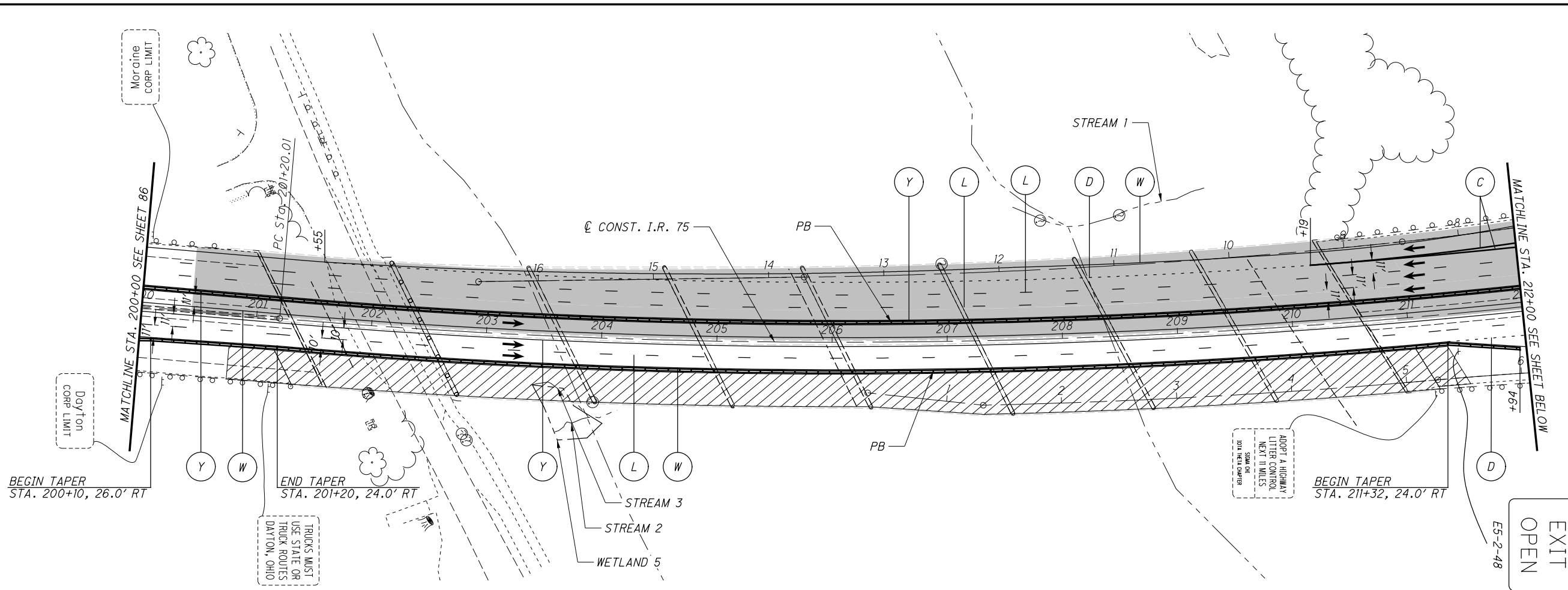


MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 200+00.00 TO STA. 224+00.00



MOT-75-(10.44)(10.78)

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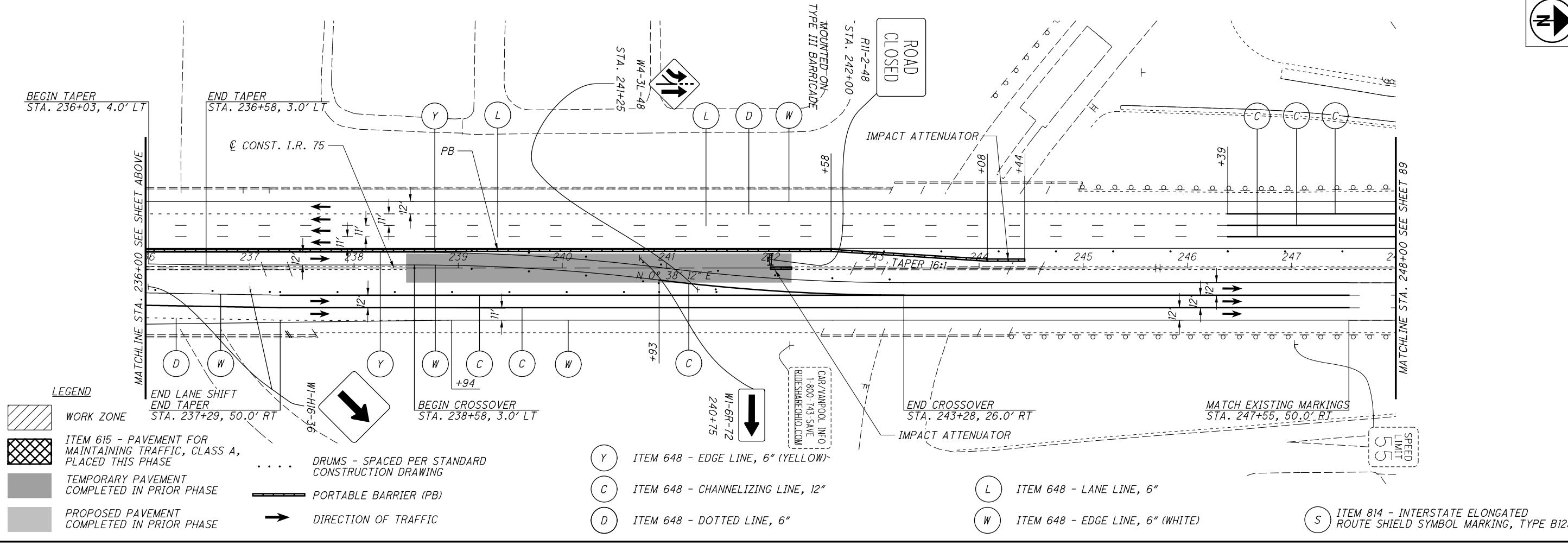
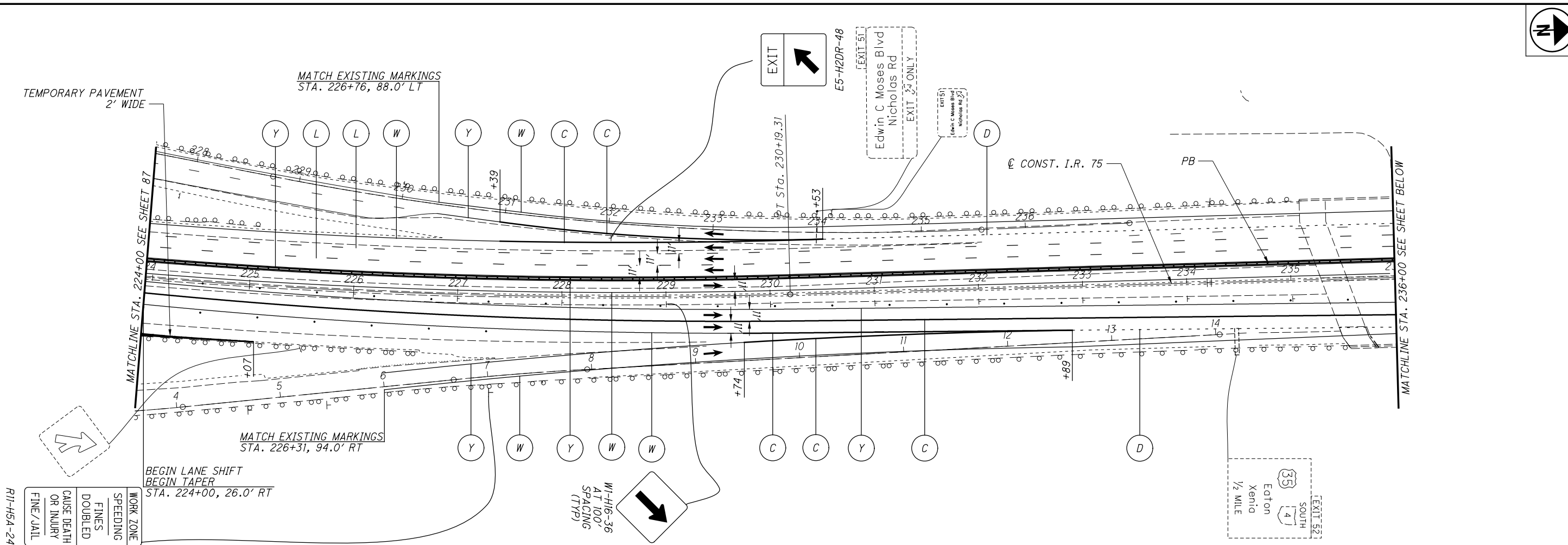
- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
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 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 224+00.00 TO STA. 248+00.00



MOT-75-(10.44)(10.78)



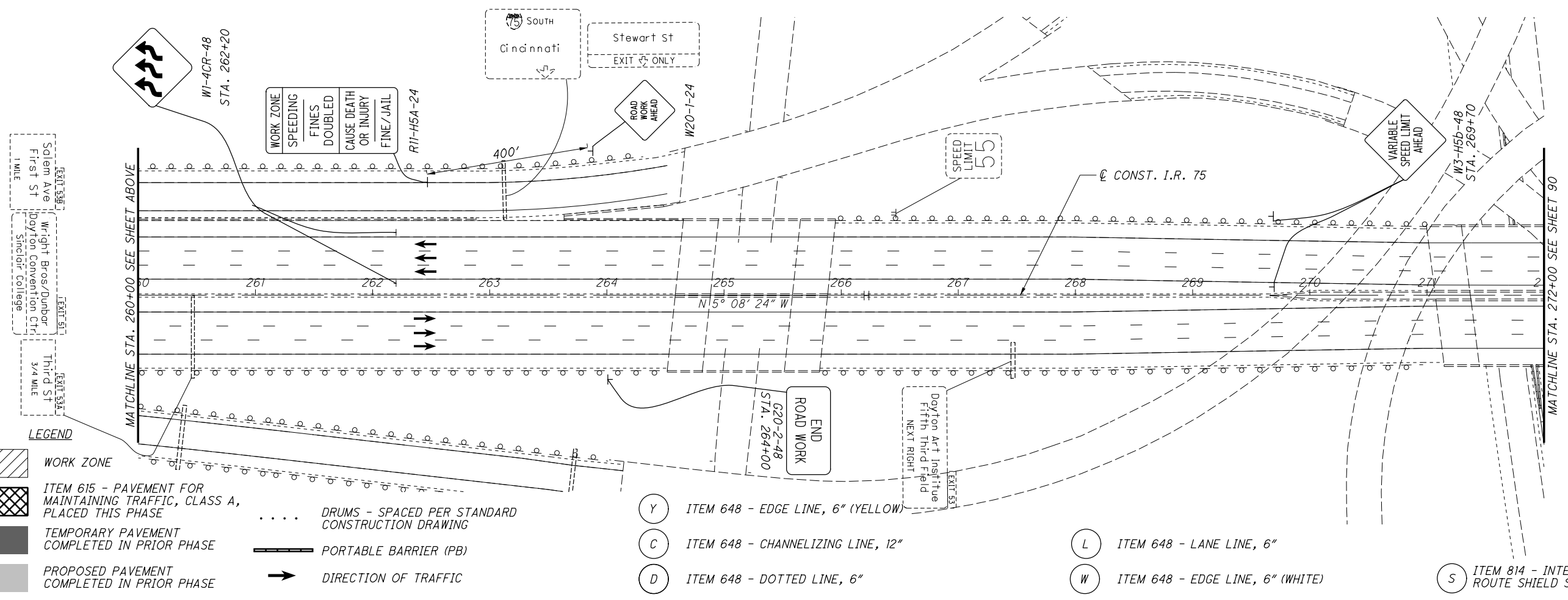
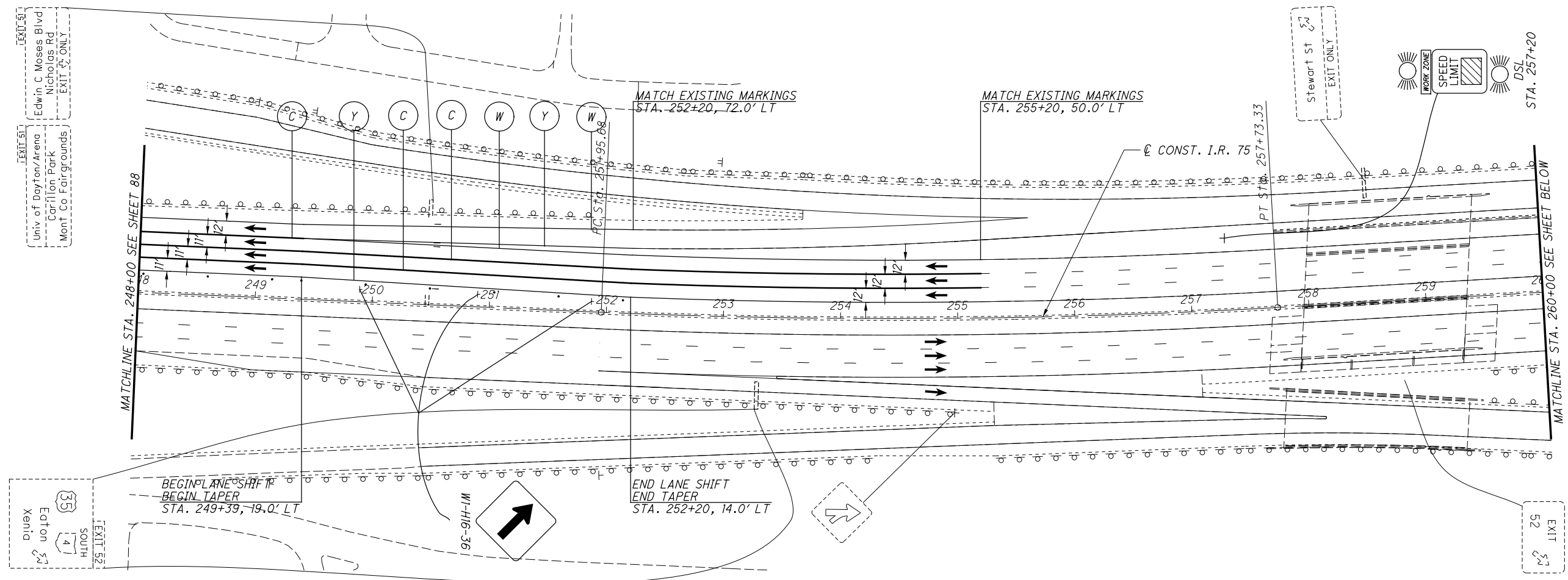
WORK ZONE
SPEEDING FINES DOUBLED
CAUSE DEATH OR INJURY FINE/JAIL

LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

- (Y) ITEM 648 - EDGE LINE, 6" (YELLOW)
- (C) ITEM 648 - CHANNELIZING LINE, 12"
- (D) ITEM 648 - DOTTED LINE, 6"
- (L) ITEM 648 - LANE LINE, 6"
- (W) ITEM 648 - EDGE LINE, 6" (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

- (Y) ITEM 648 - EDGE LINE, 6" (YELLOW)
- (C) ITEM 648 - CHANNELIZING LINE, 12"
- (D) ITEM 648 - DOTTED LINE, 6"
- (L) ITEM 648 - LANE LINE, 6"
- (W) ITEM 648 - EDGE LINE, 6" (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



CALCULATED	KRF	CHECKED	MJC

MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 248+00.00 TO STA. 272+00.00

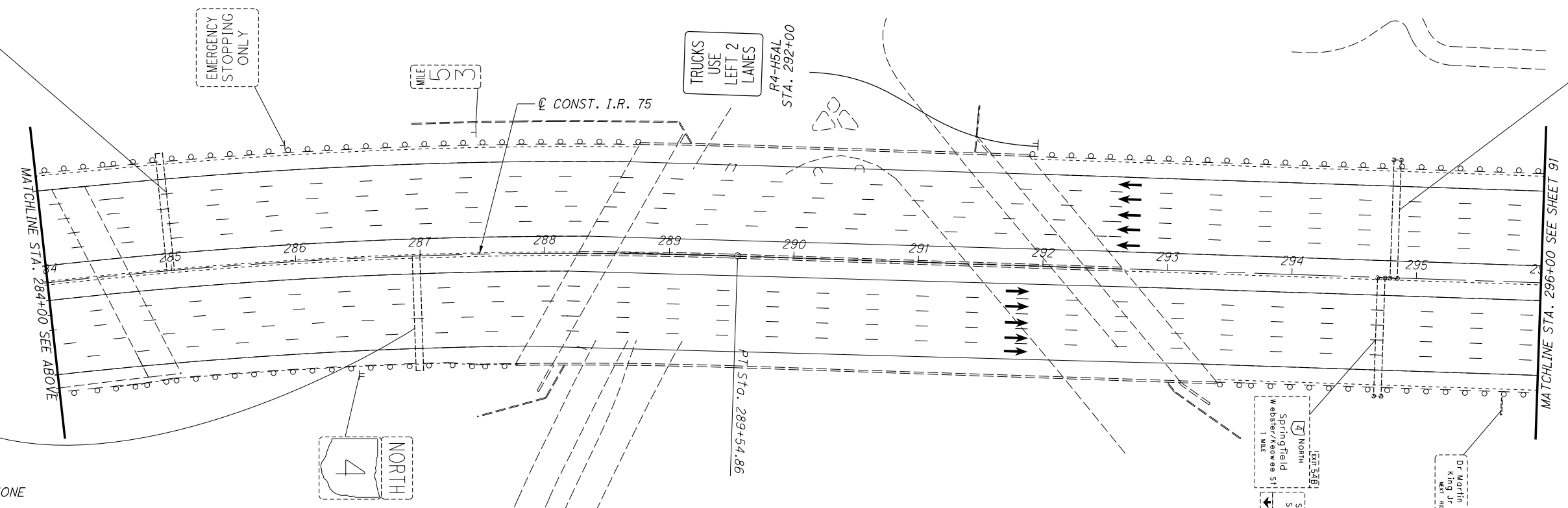
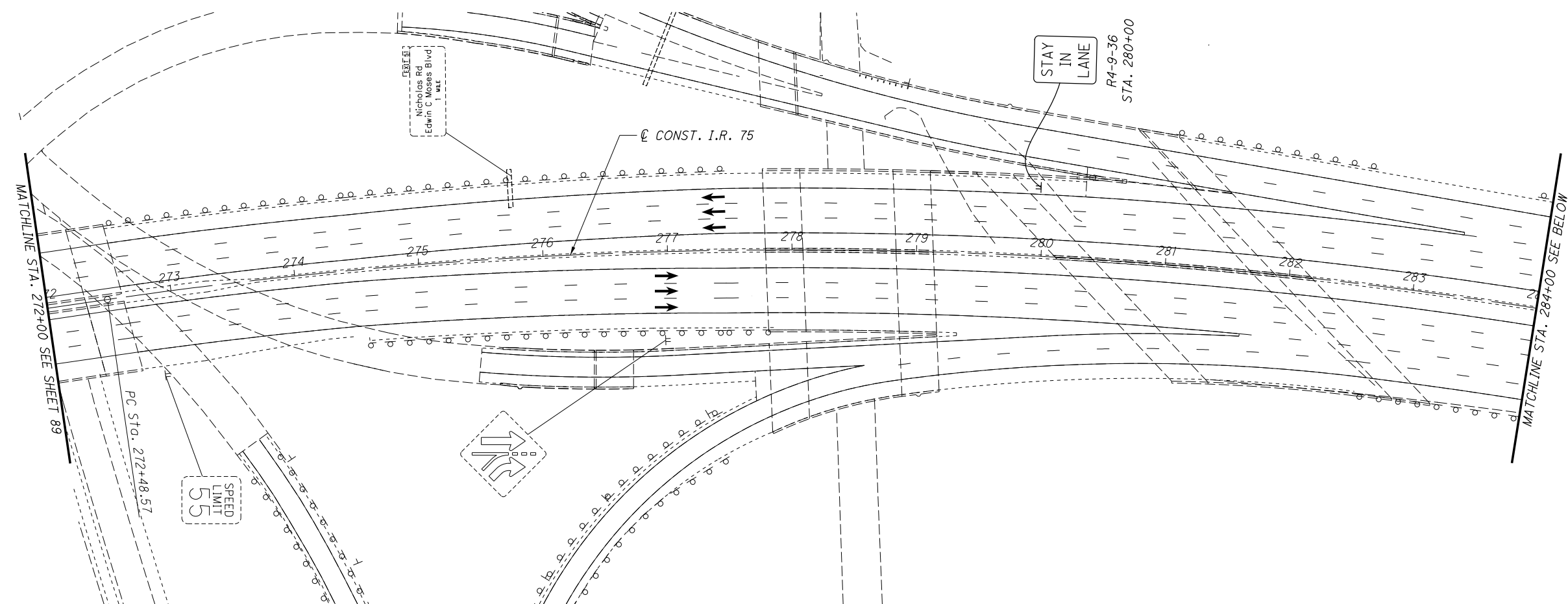
MOT-75-(10.44)(10.78)



0	50	100
HORIZONTAL SCALE IN FEET		
CALCULATED	KRF	CHECKED
		MJC

MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 272+00.00 TO STA. 296+00.00

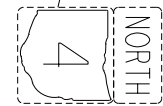
MOT-75-(10.44)(10.78)



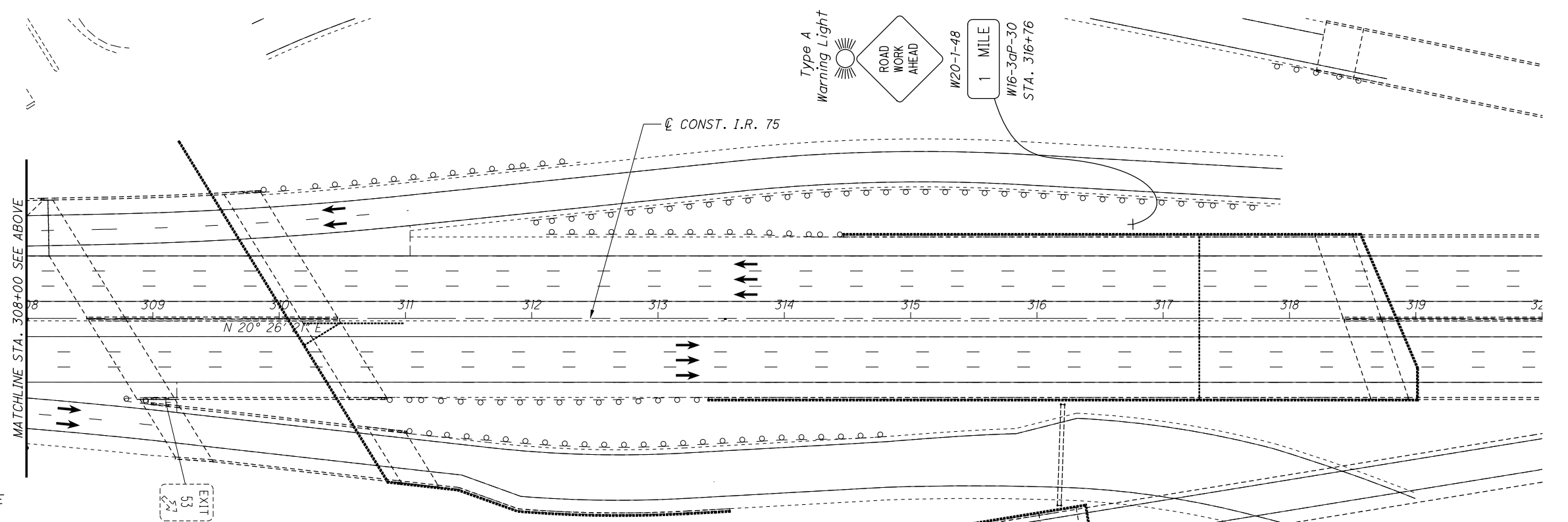
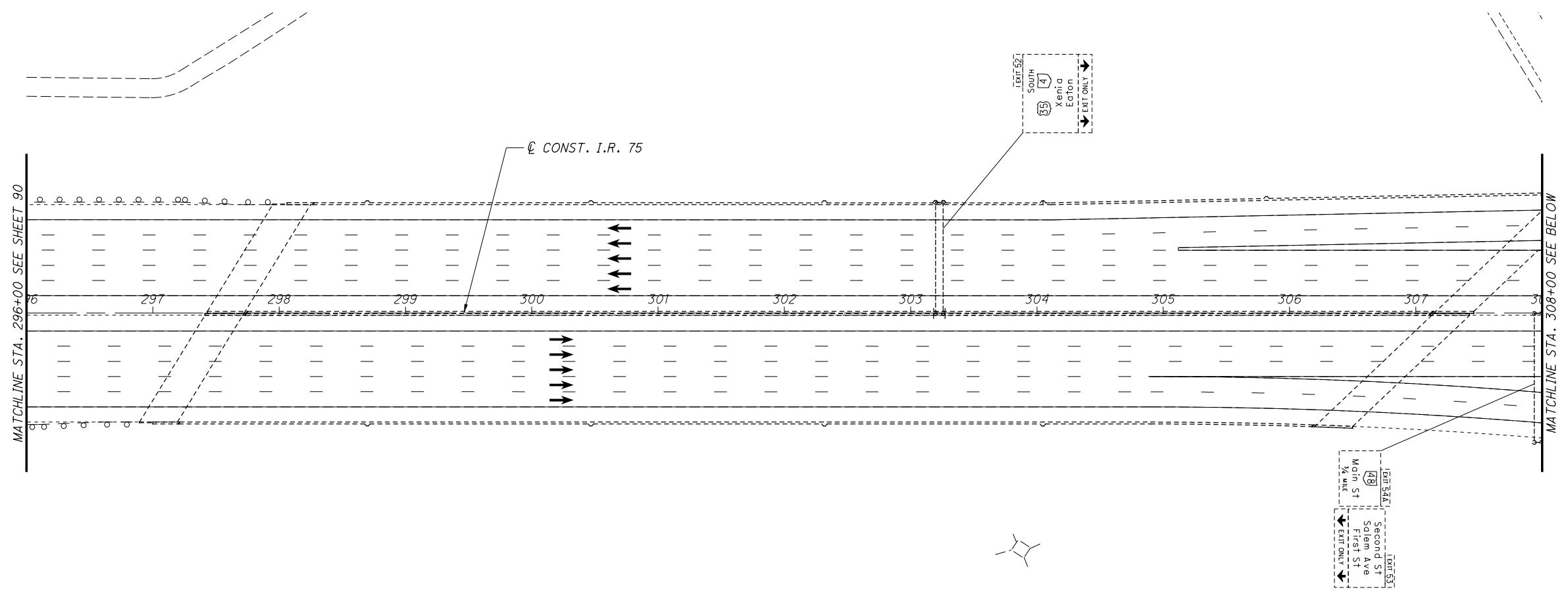
LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

	ITEM 648 - EDGE LINE, 6" (YELLOW)		ITEM 648 - LANE LINE, 6"
	ITEM 648 - CHANNELIZING LINE, 12"		ITEM 648 - EDGE LINE, 6" (WHITE)
	ITEM 648 - DOTTED LINE, 6"		ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
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 - ITEM 648 - LANE LINE, 6"
 - ITEM 648 - EDGE LINE, 6" (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 296+00.00 TO STA. 320+00.00

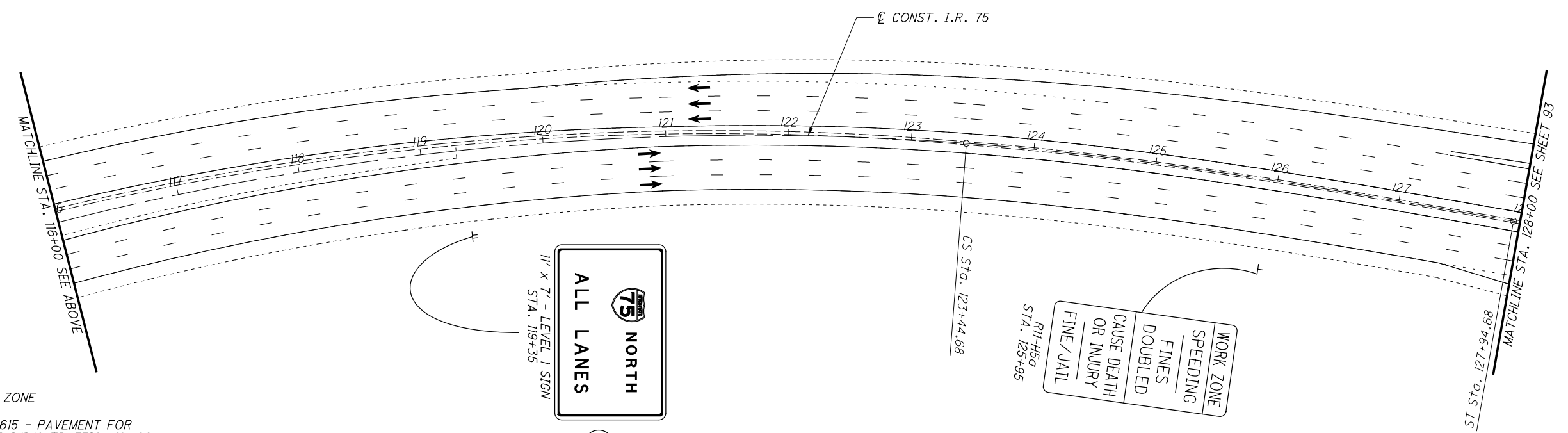
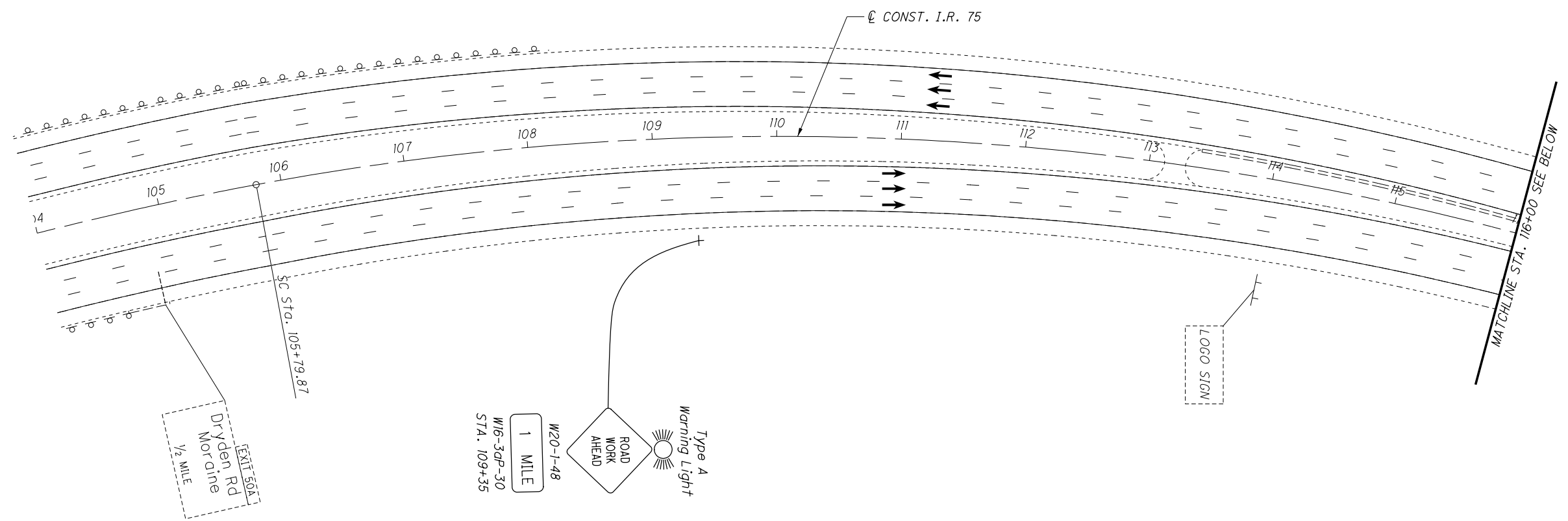
MOT-75-(10.44)(10.78)

91
348



MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 104+00.00 TO STA. 128+00.00

MOT-75-(10.44)(10.78)



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

- (Y) ITEM 648 - EDGE LINE, 6" (YELLOW)
- (C) ITEM 648 - CHANNELIZING LINE, 12"
- (D) ITEM 648 - DOTTED LINE, 6"

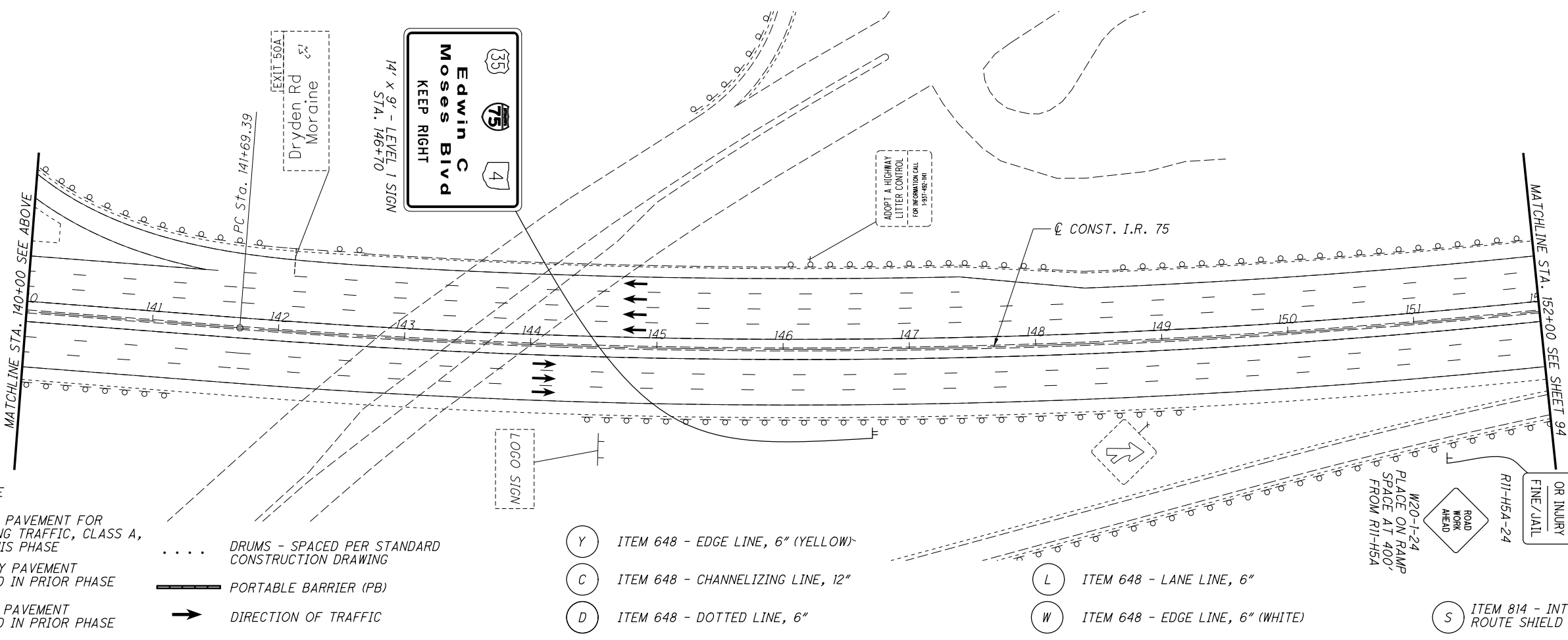
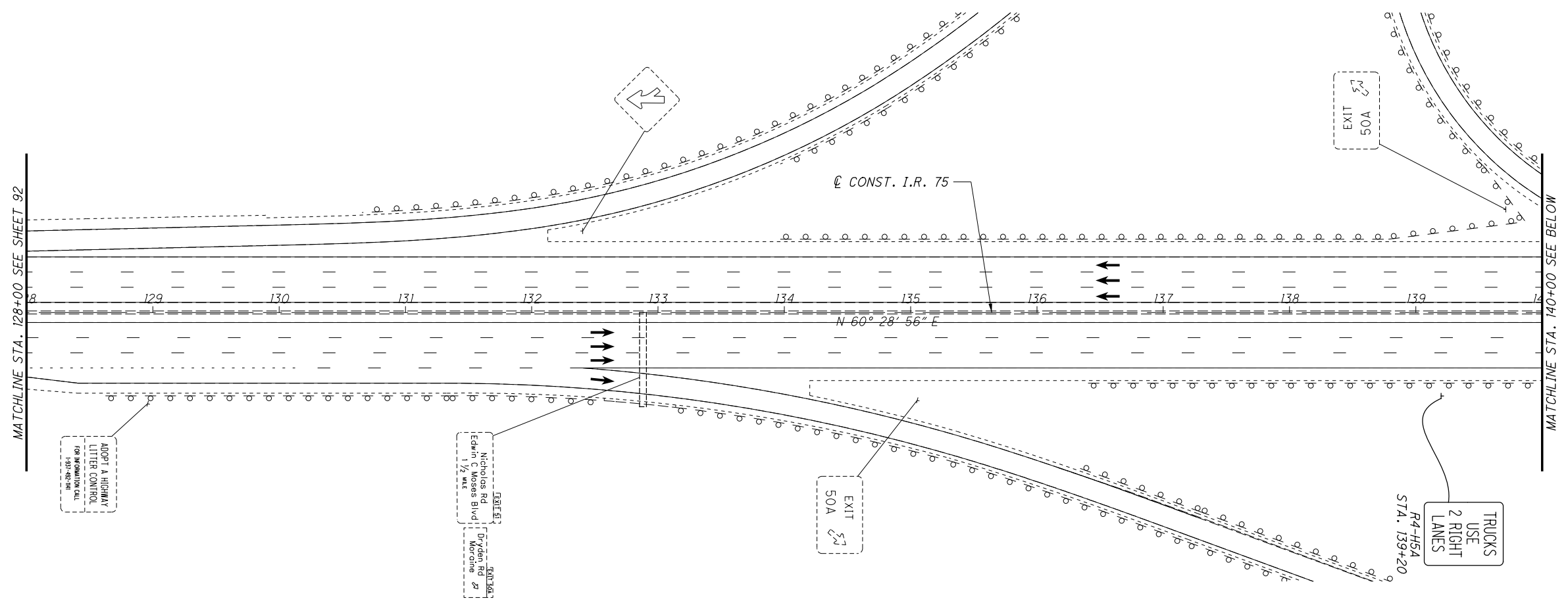
- (L) ITEM 648 - LANE LINE, 6"
- (W) ITEM 648 - EDGE LINE, 6" (WHITE)

(S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 128+00.00 TO STA. 152+00.00

MOT-75-(10.44)(10.78)



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
	DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	PORTABLE BARRIER (PB)
	DIRECTION OF TRAFFIC

- (Y) ITEM 648 - EDGE LINE, 6" (YELLOW)
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- (D) ITEM 648 - DOTTED LINE, 6"

- (L) ITEM 648 - LANE LINE, 6"
- (W) ITEM 648 - EDGE LINE, 6" (WHITE)

- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

Edwin C Moses Blvd
KEEP RIGHT
 14' x 9' - LEVEL 1 SIGN
 STA. 146+70

ADOPT A HIGHWAY LITTER CONTROL FOR INFORMATION CALL 1-801-462-3411

Nicholas Rd
 Edwin C Moses Blvd
 Dryden Rd
 Moraine

EXIT 50A

EXIT 50A

R4-H54
 STA. 139+20

TRUCKS
 USE
 2 RIGHT
 LANES

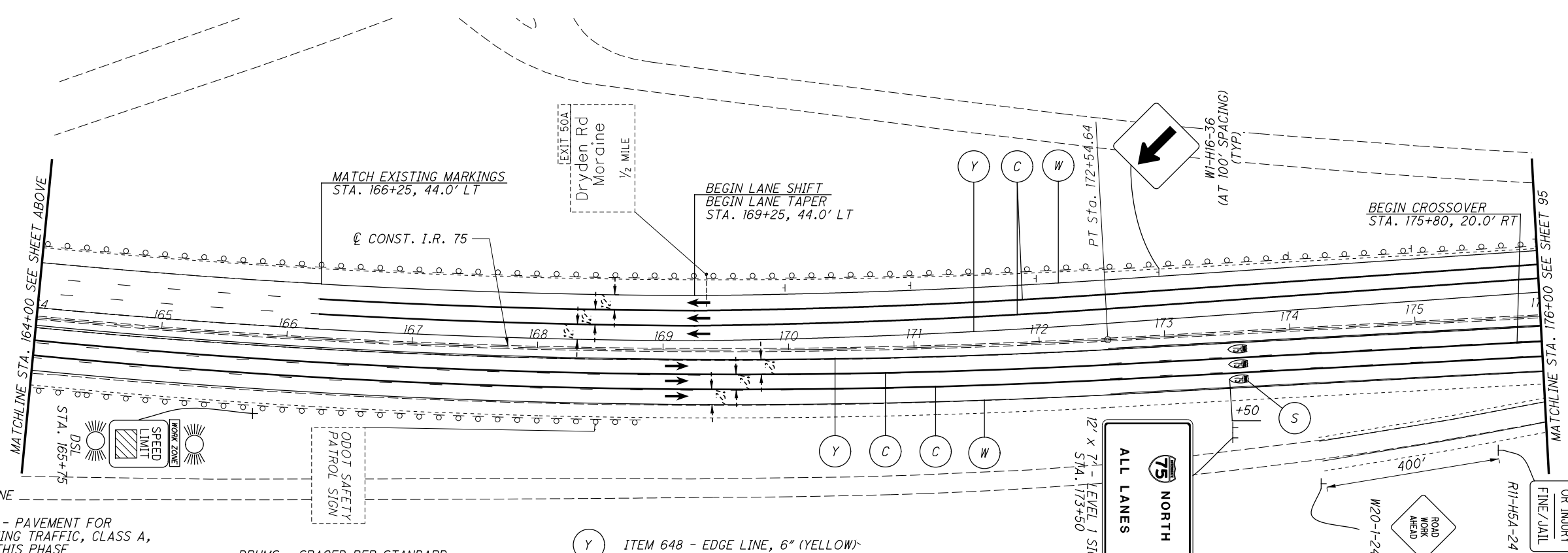
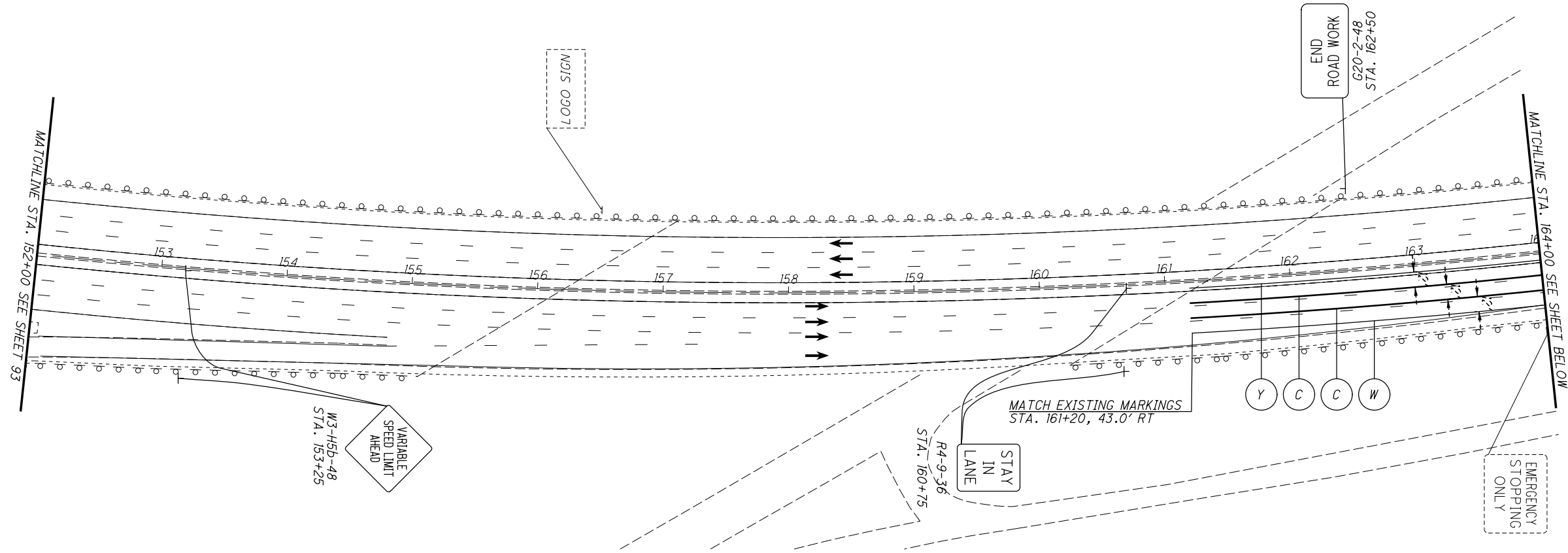
ADOPT A HIGHWAY LITTER CONTROL FOR INFORMATION CALL 1-801-462-3411

W20-I-24
 PLACE ON RAMP SPACE AT 400' FROM R11-H54

R1-H54-24

WORK ZONE
 SPEEDING
 FINES
 DOUBLED
 CAUSE DEATH
 OR INJURY
 FINE/JAIL

LOGO SIGN



LEGEND

	WORK ZONE
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
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- (W) ITEM 648 - EDGE LINE, 6" (WHITE)

(S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

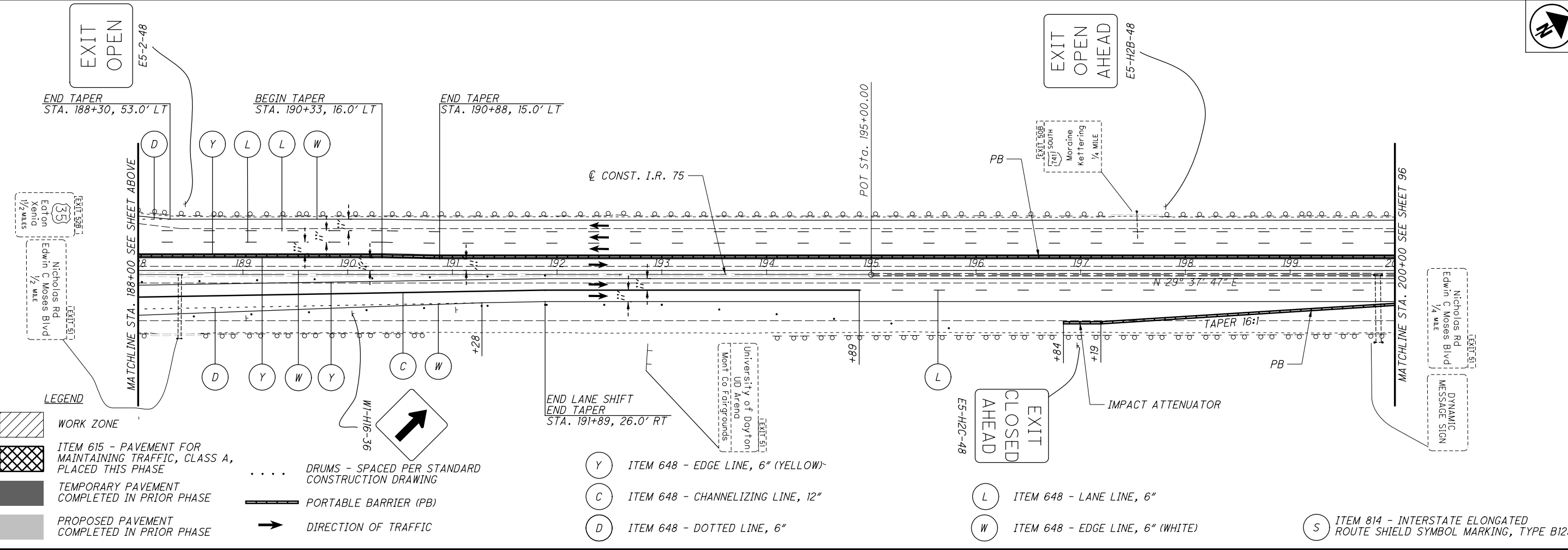
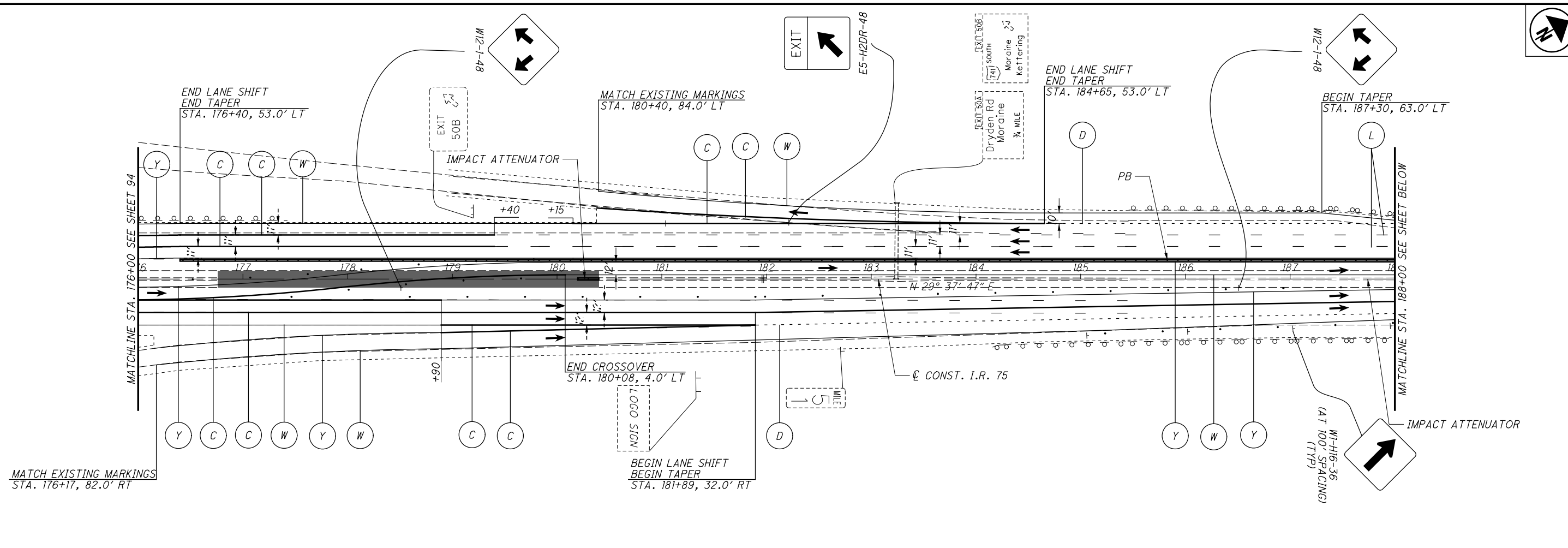


CALCULATED	KRF	CHECKED	MJC

MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 152+00.00 TO STA. 176+00.00

MOT-75-(10.44)(10.78)

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LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
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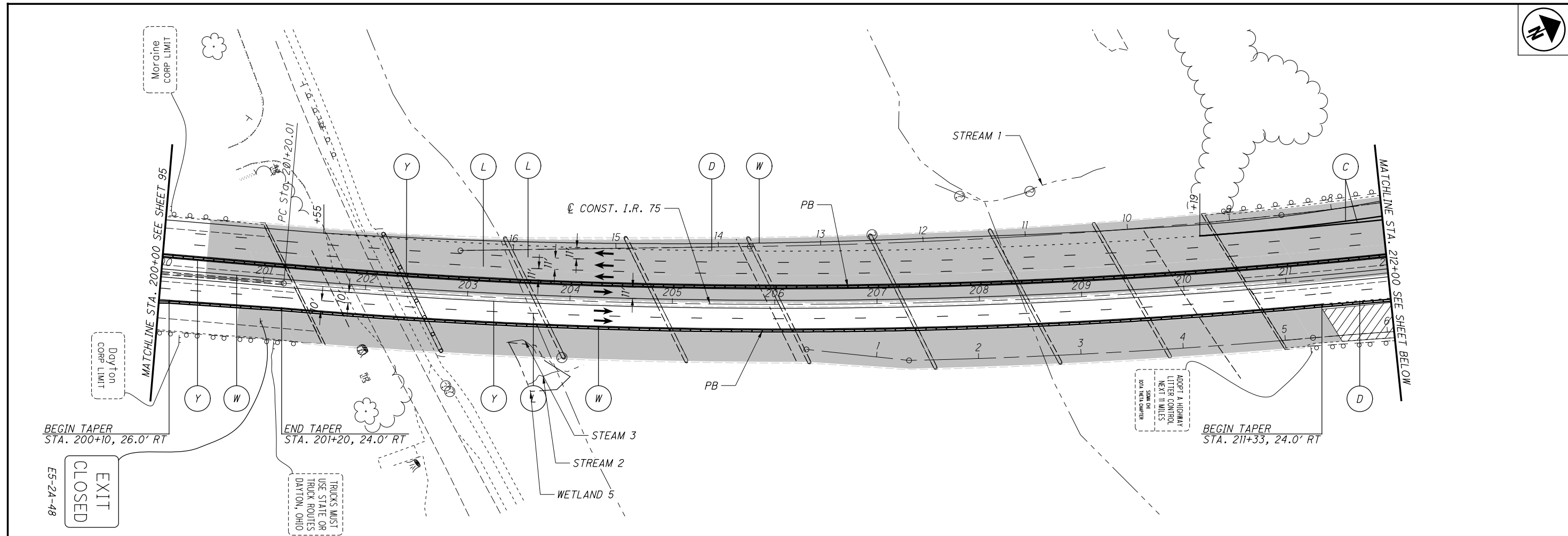
MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 176+00.00 TO STA. 200+00.00

MOT-75-(10.44)(10.78)

95
348

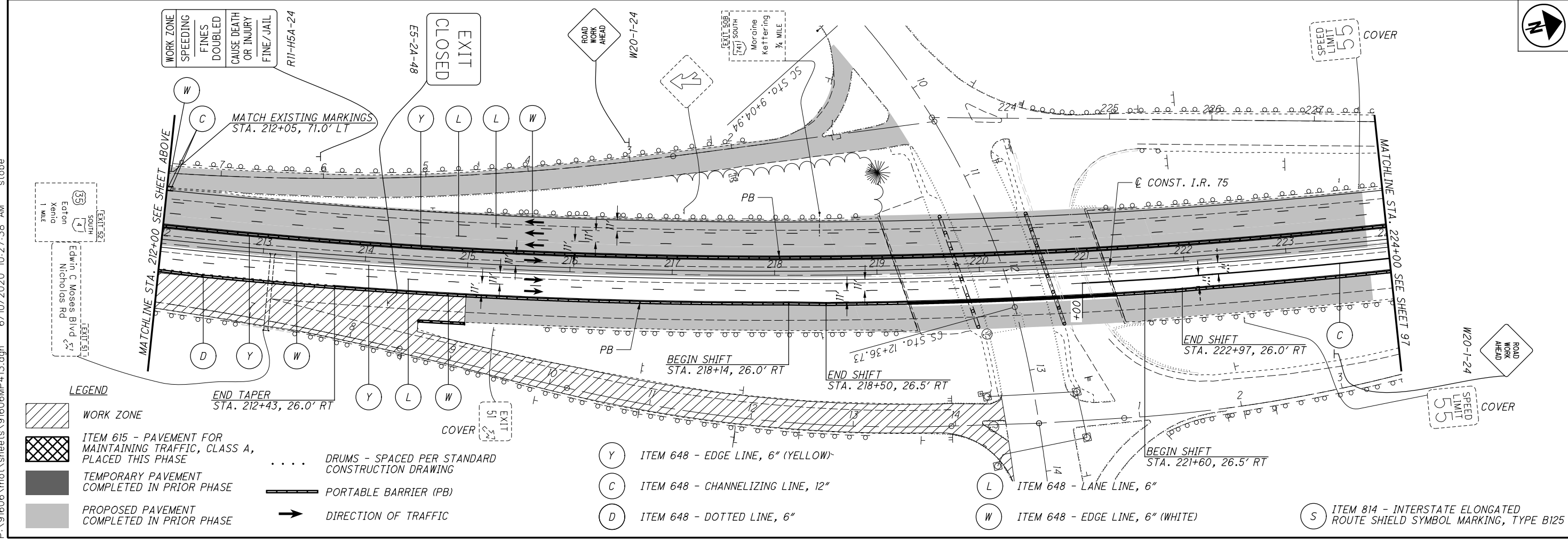
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 CHECKED: MJC

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CALCULATED KRF CHECKED MJC

MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 200+00.00 TO STA. 224+00.00



MOT-75-(10.44)(10.78)

EXIT CLOSED
E5-24-48

TRUCKS MUST USE STATE OR TRUCK ROUTES DARTON, OHIO

ADOPT A HIGHWAY LITTER CONTROL PLAN 1 MILE

WORK ZONE SPEEDING FINES DOUBLED CAUSE DEATH OR INJURY OR FINE/JAIL R11-H5A-24

EXIT CLOSED E5-24-48

ROAD WORK AHEAD W20-1-24

EXIT 508 SOUTH Moraine Kettering 1/4 MILE

SPEED LIMIT 5 COVER

MATCH EXISTING MARKINGS STA. 212+05, 71.0' LT

EXIT 52 SOUTH Edin Xenia 1 MILE

EXIT 51 EDWIN C MOSES BLVD Edin Nicholas Rd

- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
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 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

END TAPER STA. 212+43, 26.0' RT

BEGIN SHIFT STA. 218+14, 26.0' RT

END SHIFT STA. 218+50, 26.5' RT

END SHIFT STA. 222+97, 26.0' RT

BEGIN SHIFT STA. 221+60, 26.5' RT

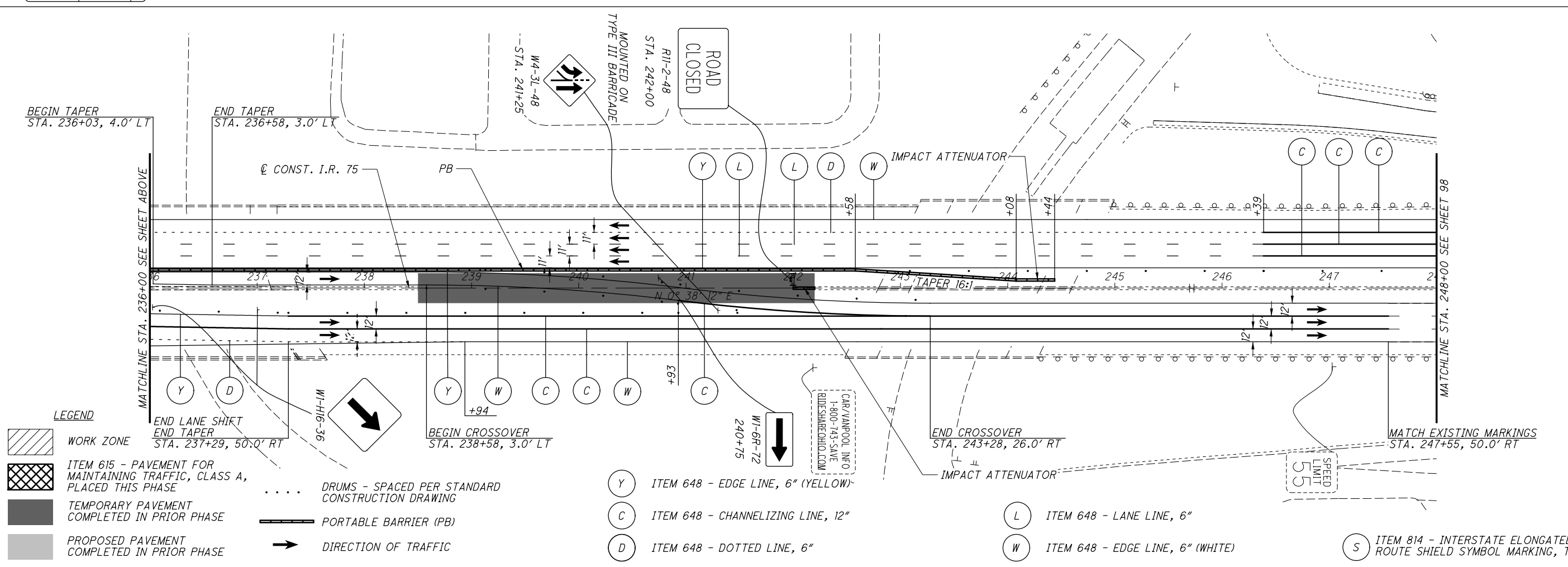
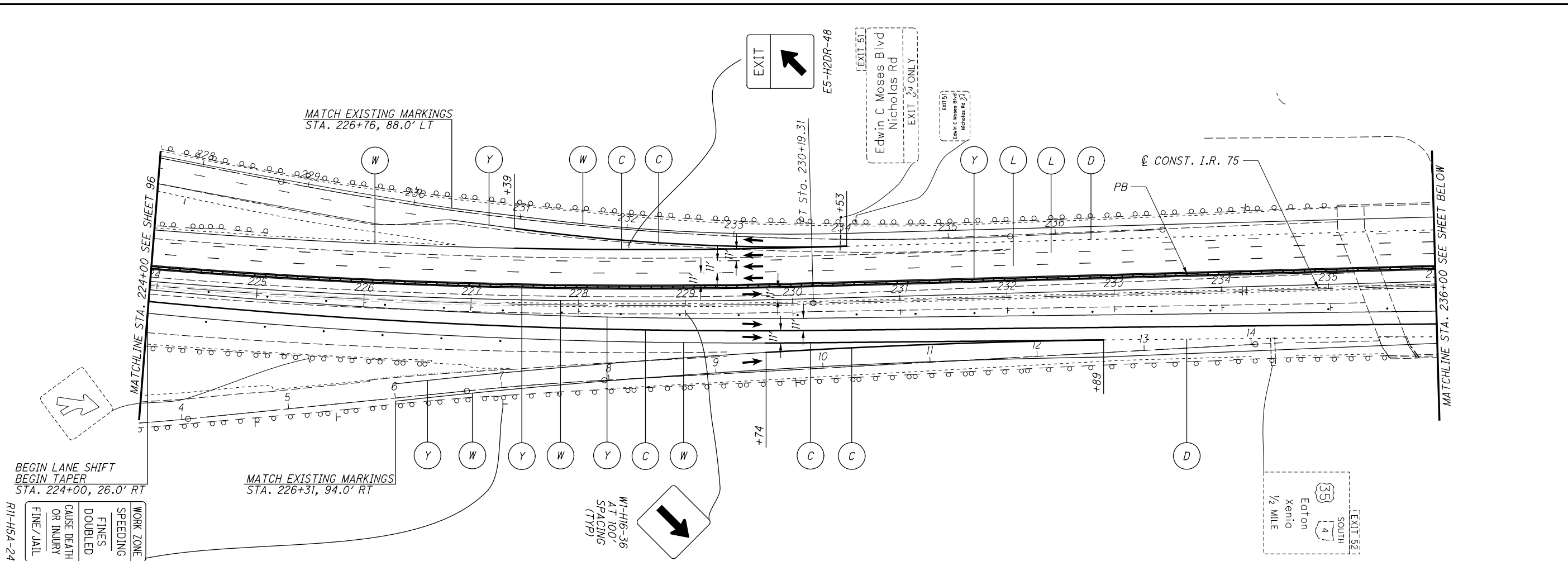
SPEED LIMIT 5 COVER W20-1-24 ROAD WORK AHEAD



MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 224+00.00 TO STA. 248+00.00



MOT-75-(10.44)(10.78)



BEGIN LANE SHIFT
BEGIN TAPER
STA. 224+00, 26.0' RT

WORK ZONE
SPEEDING
FINES
DOUBLED
CAUSE DEATH
OR INJURY
FINE/JAIL

MATCH EXISTING MARKINGS
STA. 226+31, 94.0' RT

W1-H16-36
AT 100'
SPACING
(TYP)

BEGIN TAPER
STA. 236+03, 4.0' LT

END TAPER
STA. 236+58, 3.0' LT

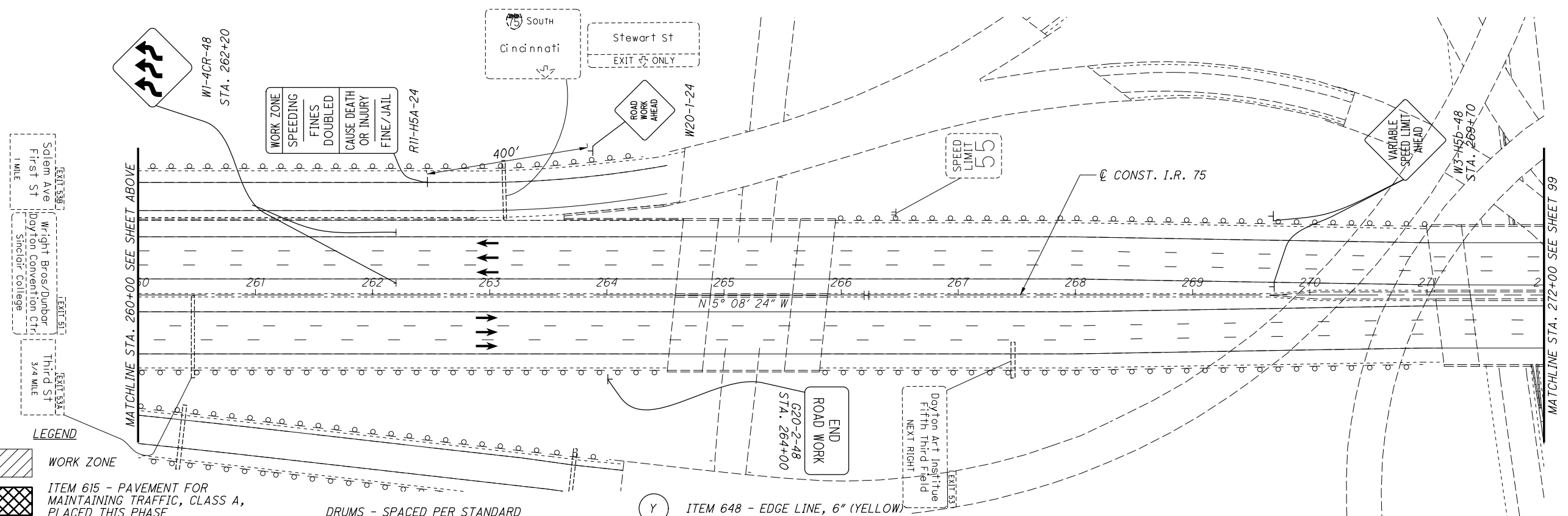
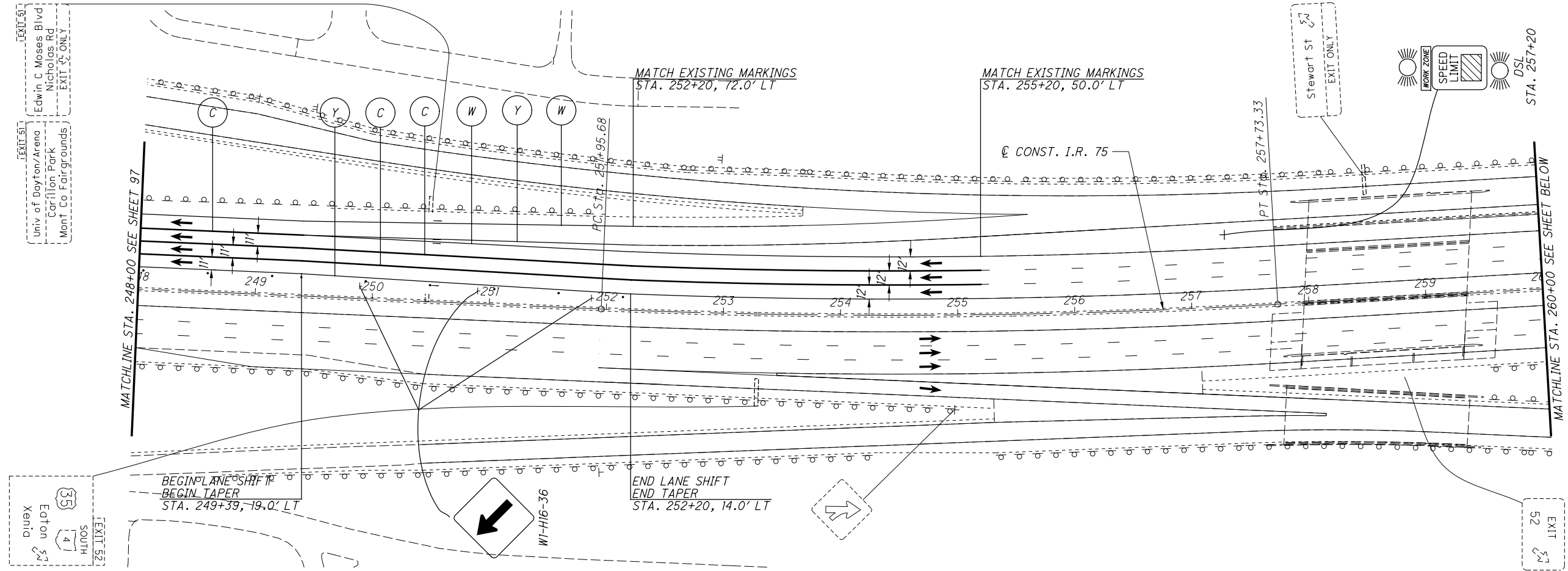
BEGIN CROSSOVER
STA. 238+58, 3.0' LT

END CROSSOVER
STA. 243+28, 26.0' RT

MATCH EXISTING MARKINGS
STA. 247+55, 50.0' RT

- LEGEND**
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- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
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MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 248+00.00 TO STA. 272+00.00

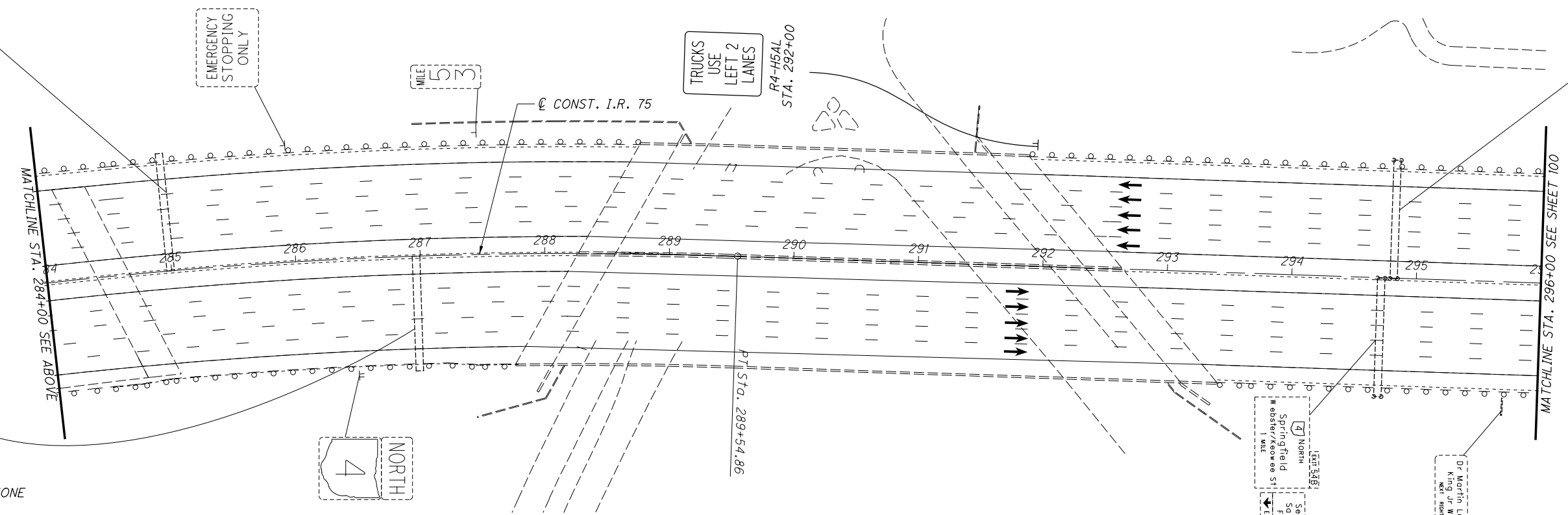
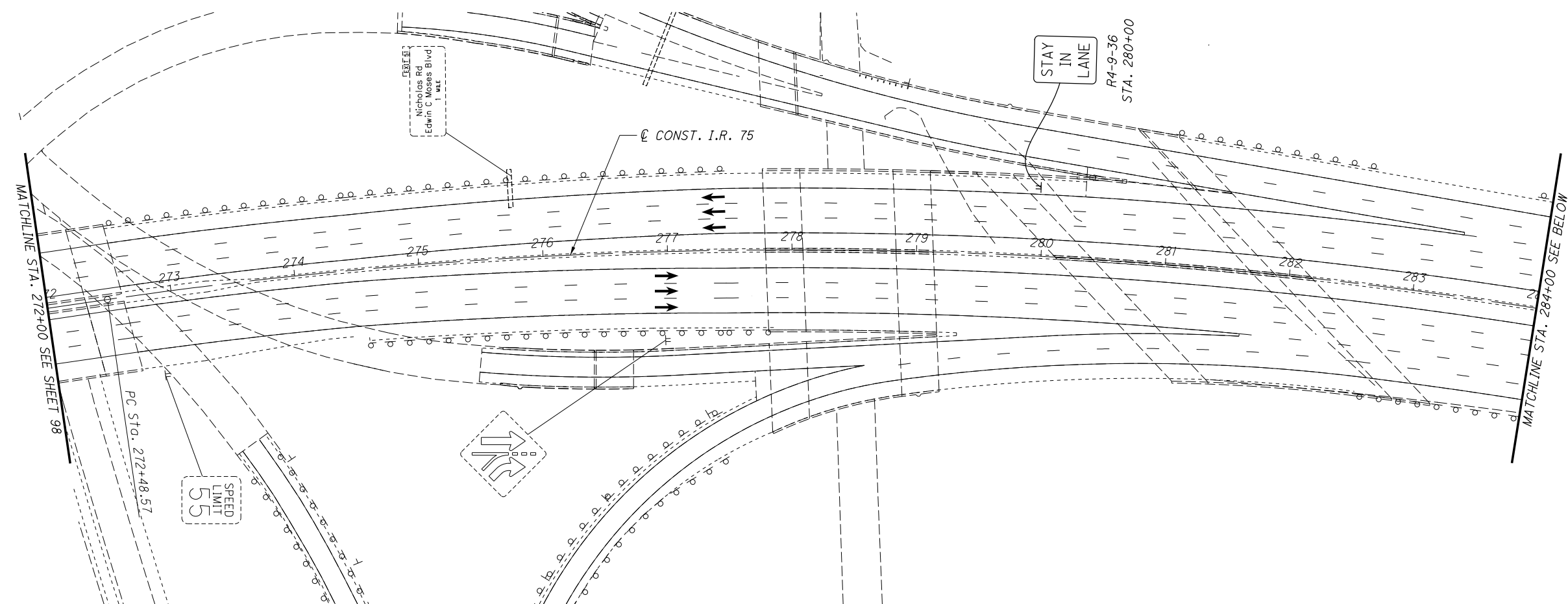
MOT-75-(10.44)(10.78)



CALCULATED	KRF	CHECKED	MJC

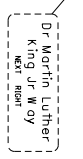
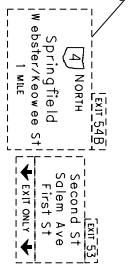
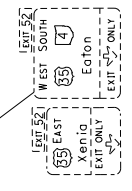
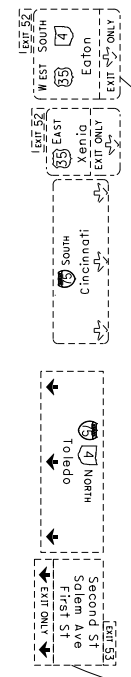
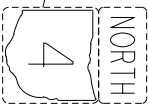
MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 272+00.00 TO STA. 296+00.00

MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
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1.5 MILE

TRUCKS USE LEFT 2 LANES
 R4-H5AL
 STA. 292+00

STAY IN LANE
 R4-9-36
 STA. 280+00

SPEED LIMIT 55

MATCHLINE STA. 272+00 SEE SHEET 98

MATCHLINE STA. 284+00 SEE BELOW

MATCHLINE STA. 284+00 SEE ABOVE

MATCHLINE STA. 296+00 SEE SHEET 100

PC STA. 272+48.57

PT STA. 289+54.86

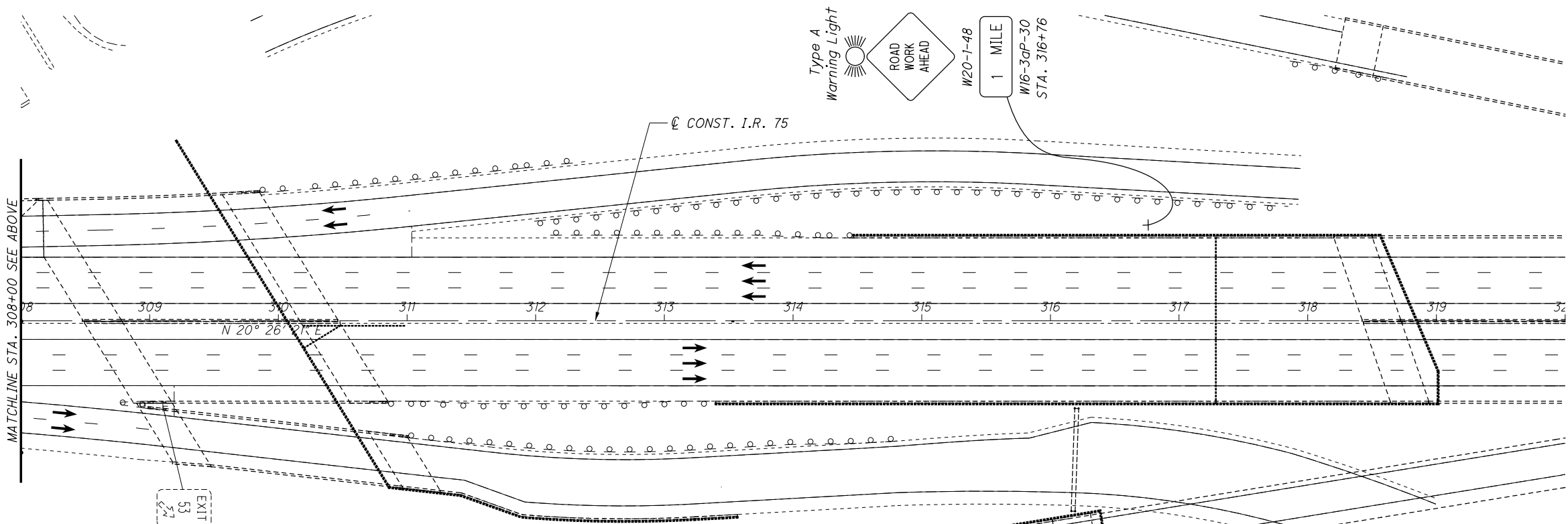
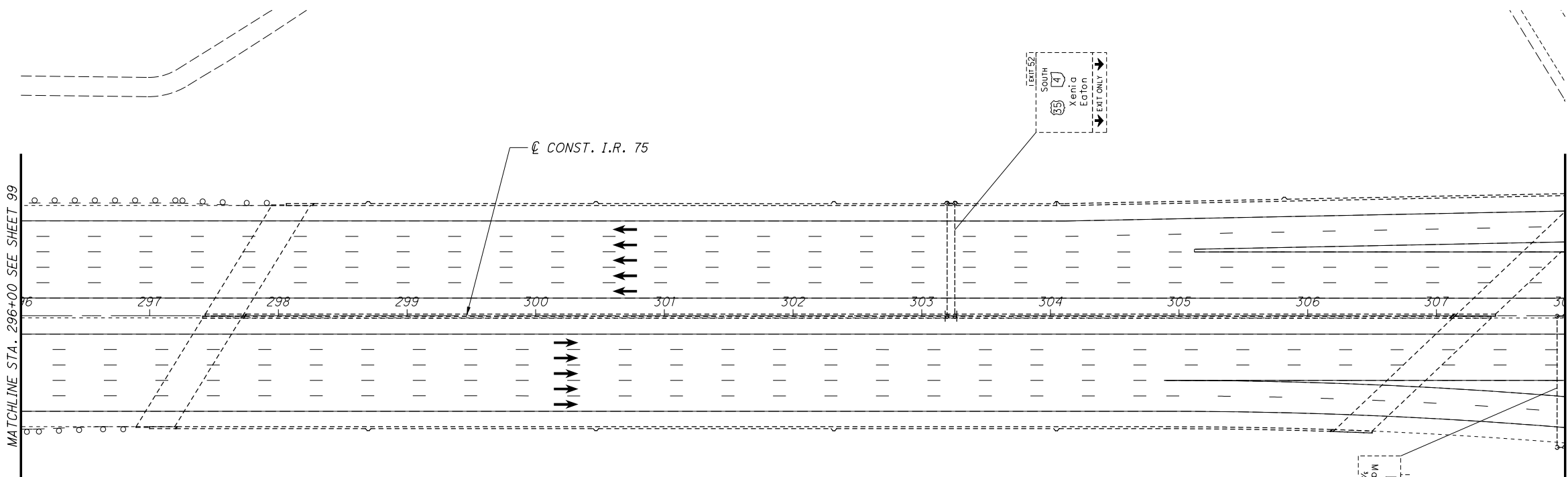
Nicholas Rd
 Edwin C. Moses Blvd
 1 MILE














Springfield
 Webster/Keefer St
 1 MILE

Second St
 Salem Ave
 First St

Dr Martin Luther
 King Jr Blvd

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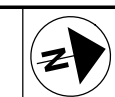
- LEGEND**
-  WORK ZONE
 -  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 -  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 -  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 -  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 -  PORTABLE BARRIER (PB)
 -  DIRECTION OF TRAFFIC
 -  ITEM 648 - EDGE LINE, 6" (YELLOW)
 -  ITEM 648 - CHANNELIZING LINE, 12"
 -  ITEM 648 - DOTTED LINE, 6"
 -  ITEM 648 - LANE LINE, 6"
 -  ITEM 648 - EDGE LINE, 6" (WHITE)
 -  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 4B
STA. 296+00.00 TO STA. 320+00.00

MOT-75-(10.44)(10.78)

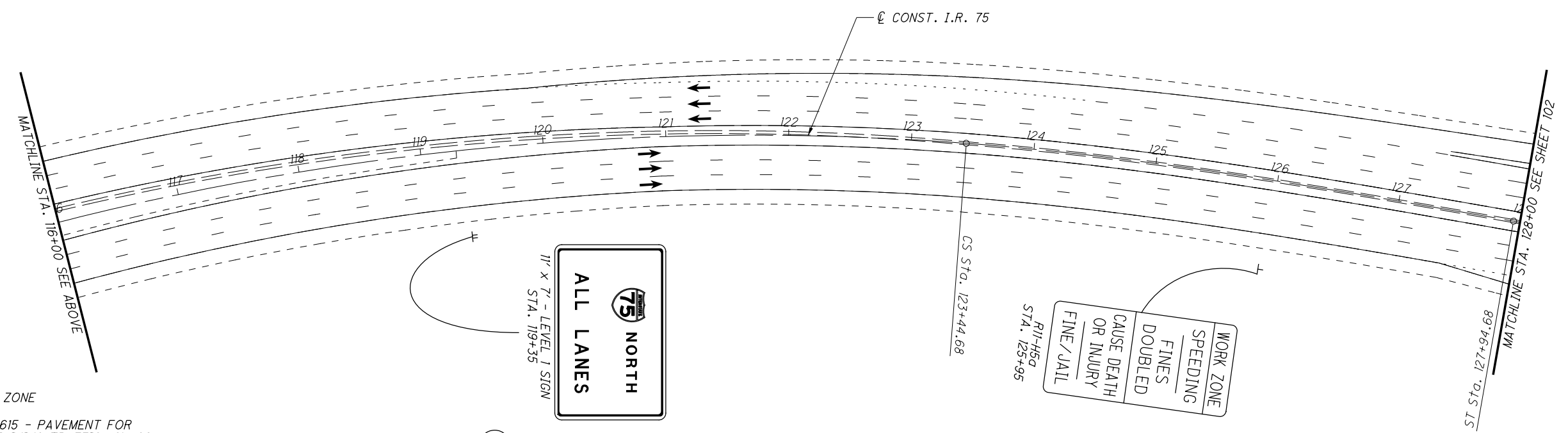
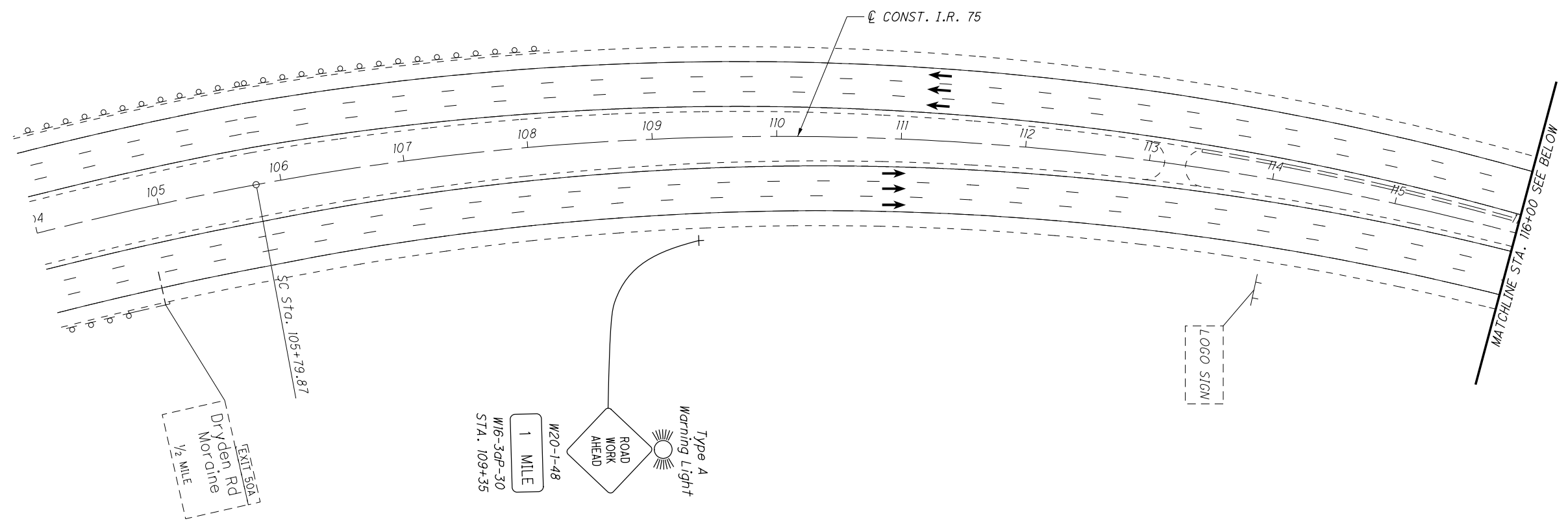
100
348



MAINTENANCE OF TRAFFIC - PHASE 5
STA. 104+00.00 TO STA. 128+00.00

MOT-75-(10.44)(10.78)

101
348



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

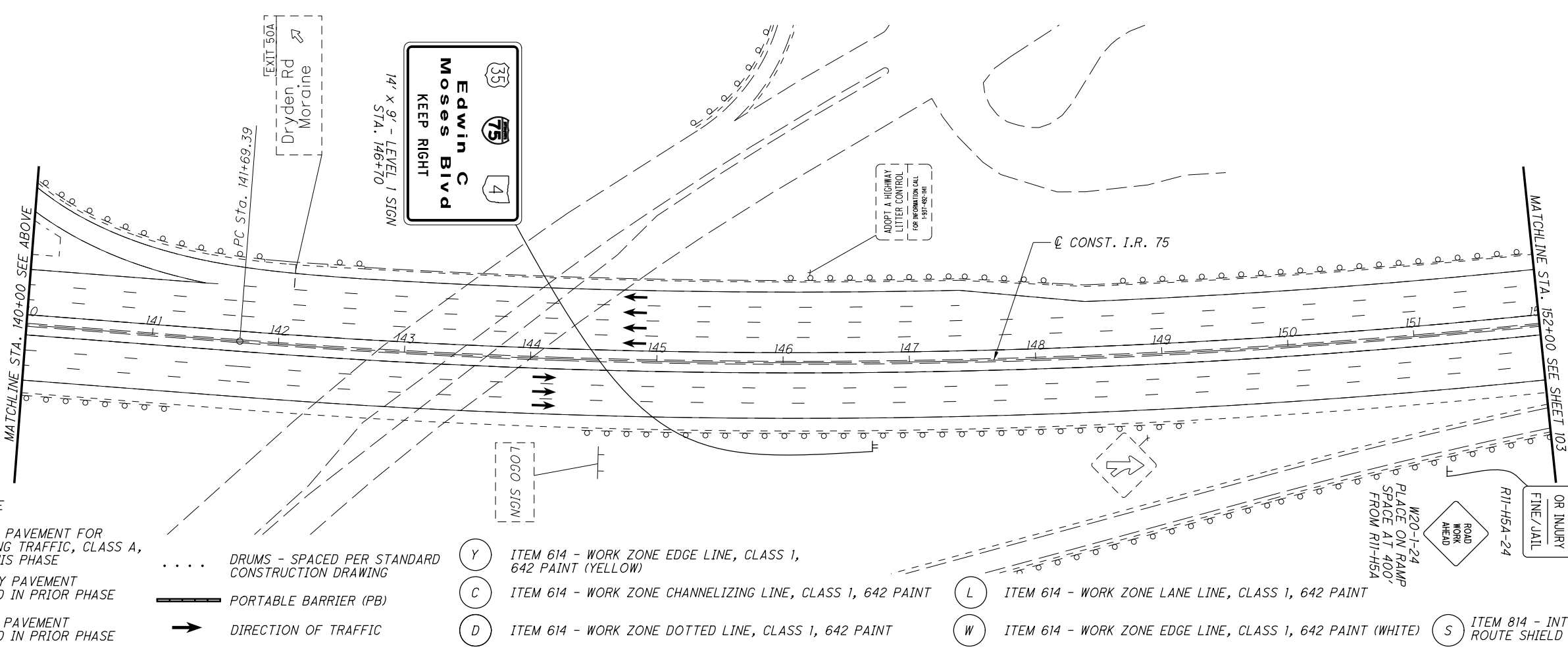
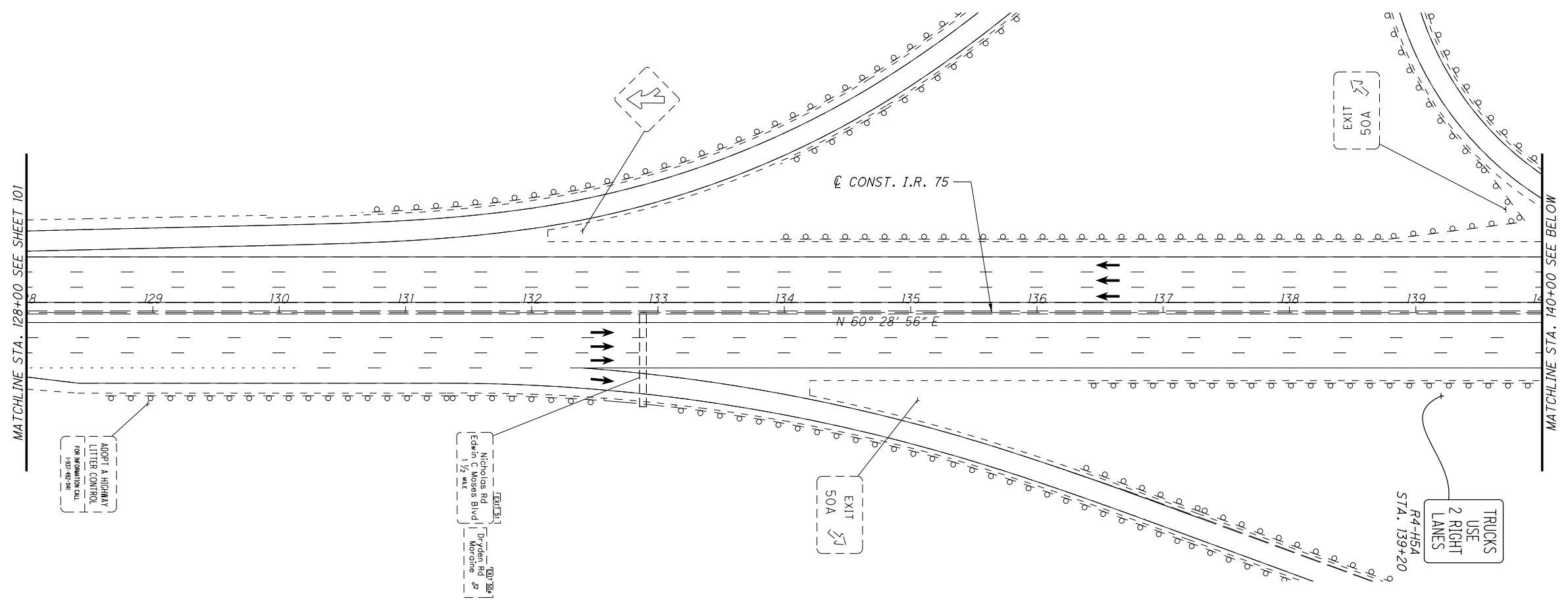


CALCULATED	KRF	CHECKED	MJC

0 50 100
HORIZONTAL SCALE IN FEET

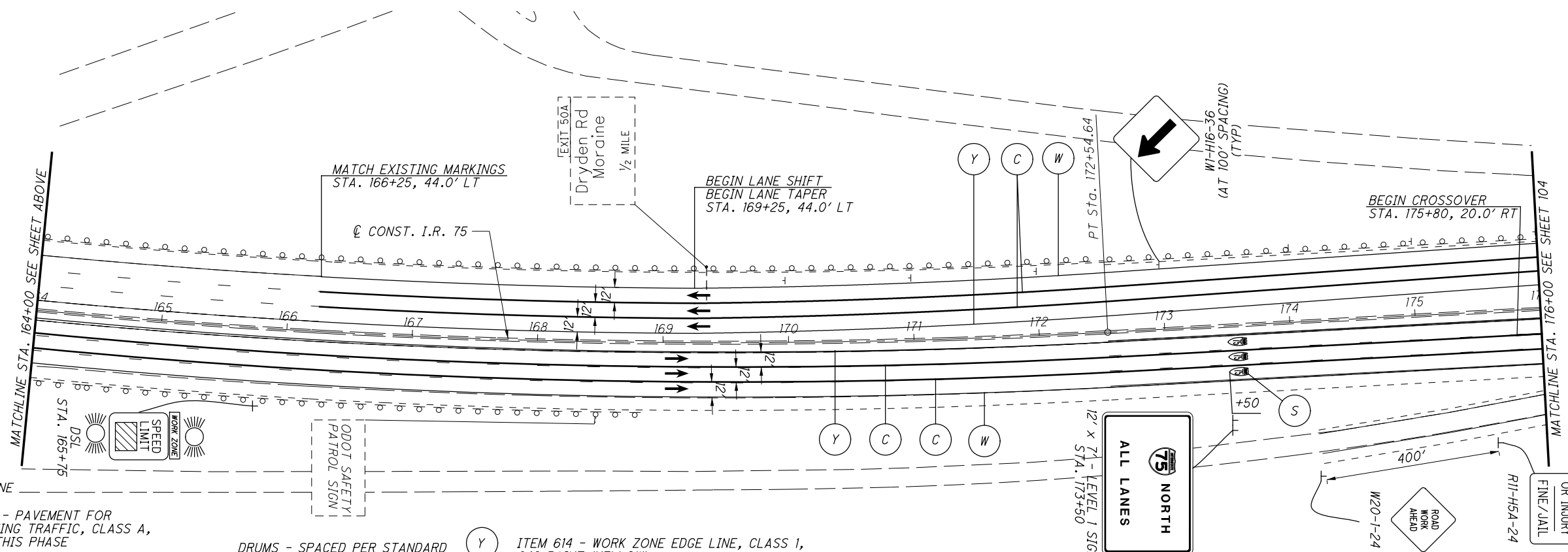
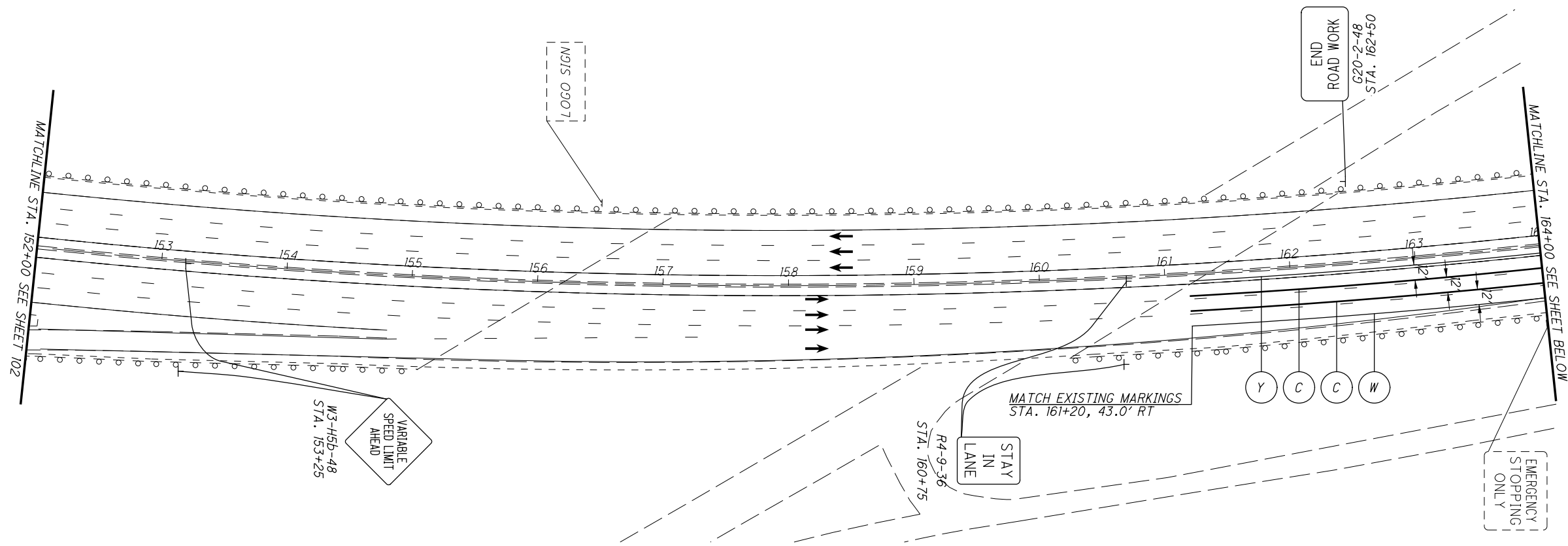
MAINTENANCE OF TRAFFIC - PHASE 5
STA. 128+00.00 TO STA. 152+00.00

MOT-75-(10.44)(10.78)



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
 - ROAD WORK AHEAD
 - R7-H5A-24
 - W20-1-24 PLACE ON RAMP SPACE AT 400' FROM R11-H54
 - CAUSE DEATH OR INJURY FINE/JAIL
 - SPEEDING FINES DOUBLED
 - WORK ZONE

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LEGEND

	WORK ZONE		DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
	ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE		PORTABLE BARRIER (PB)
	TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE		DIRECTION OF TRAFFIC
	PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE		

- (Y) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- (C) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- (D) ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- (L) ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- (W) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

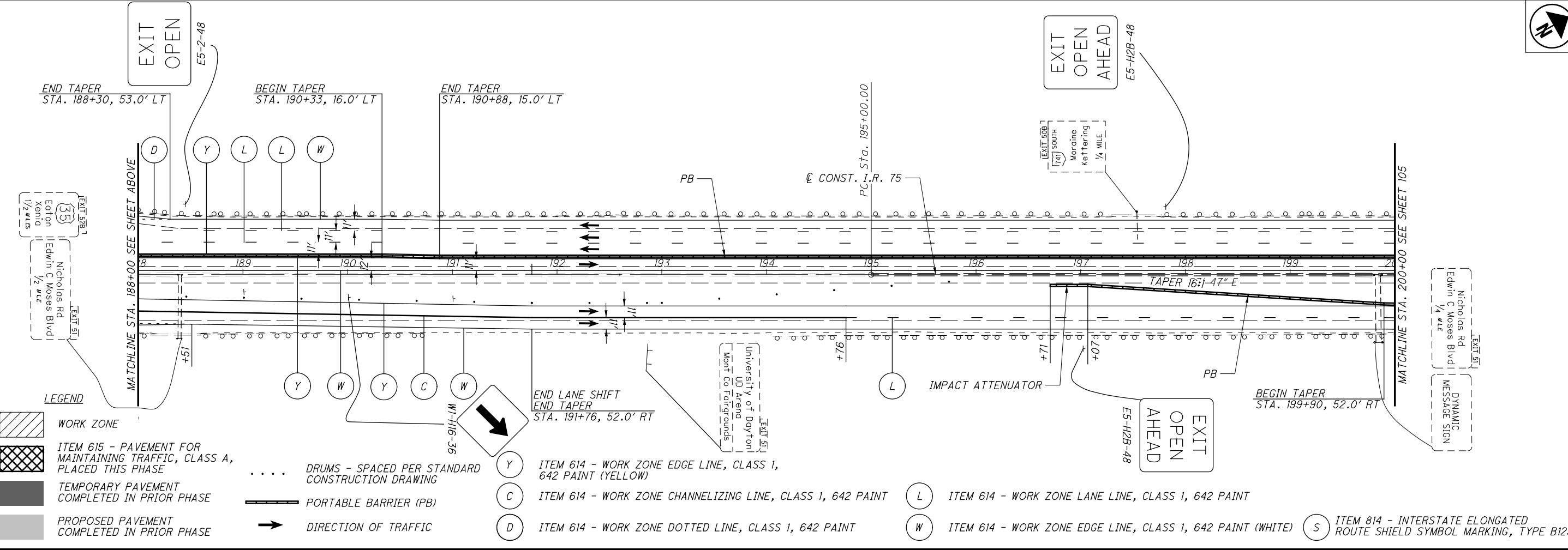
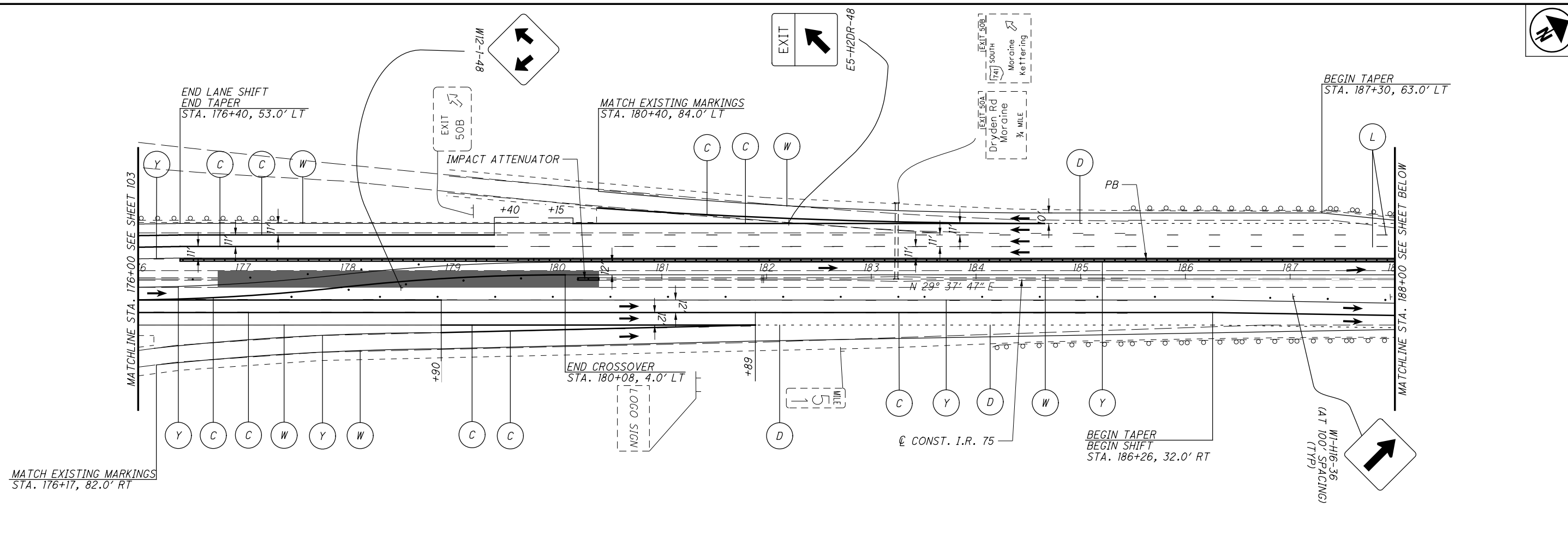


CALCULATED
KRF
CHECKED
MJC

0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC - PHASE 5
STA. 152+00.00 TO STA. 176+00.00

MOT-75-(10.44)(10.78)



LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC

- (Y) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- (C) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- (D) ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- (L) ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- (W) ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- (S) ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

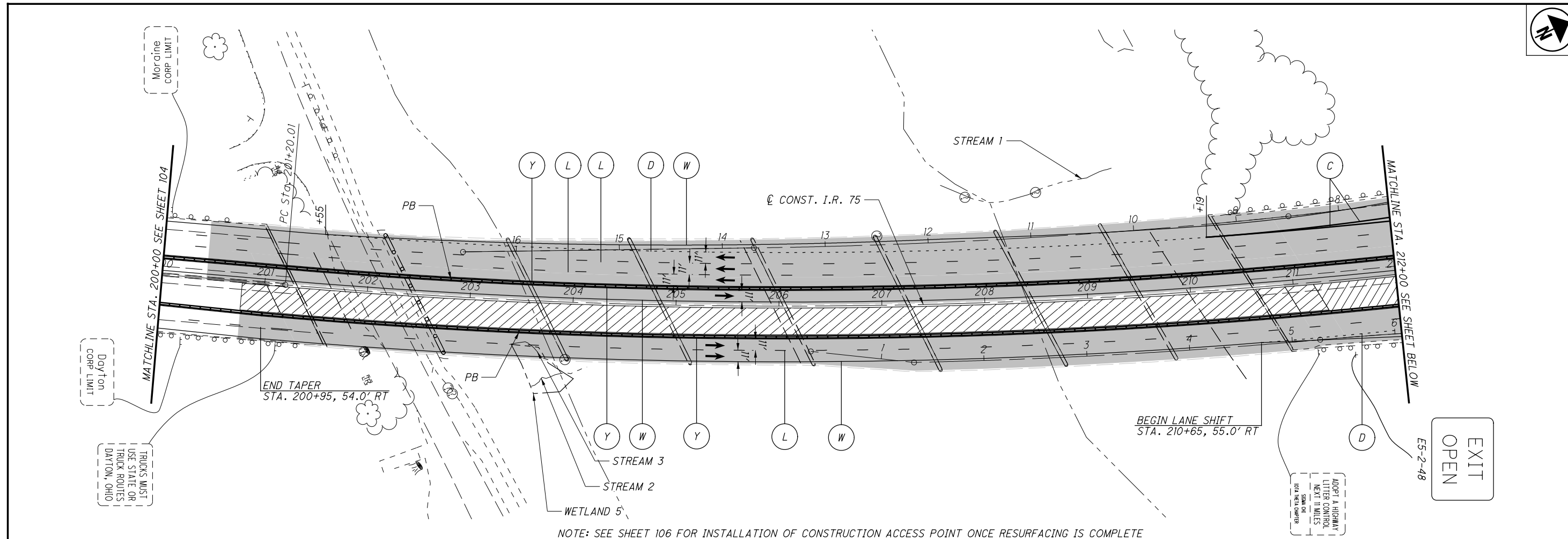
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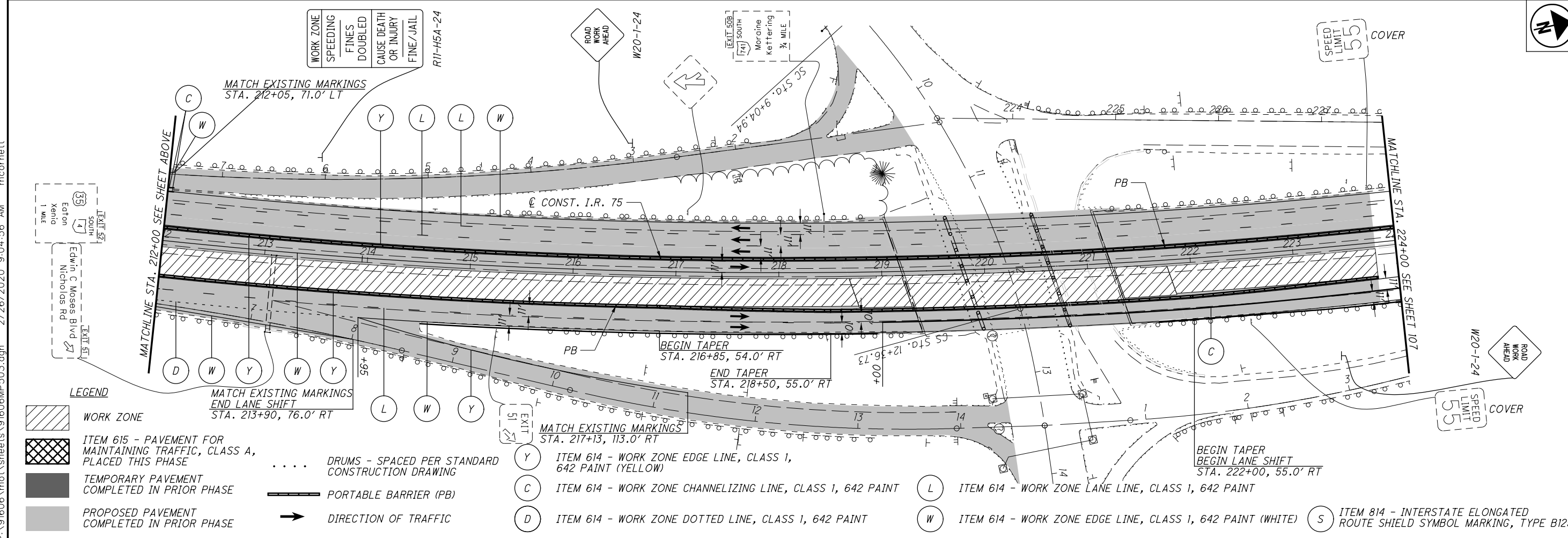
MAINTENANCE OF TRAFFIC - PHASE 5
STA. 200+00.00 TO STA. 224+00.00

MOT-75-(10.44)(10.78)

105
348



NOTE: SEE SHEET 106 FOR INSTALLATION OF CONSTRUCTION ACCESS POINT ONCE RESURFACING IS COMPLETE



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

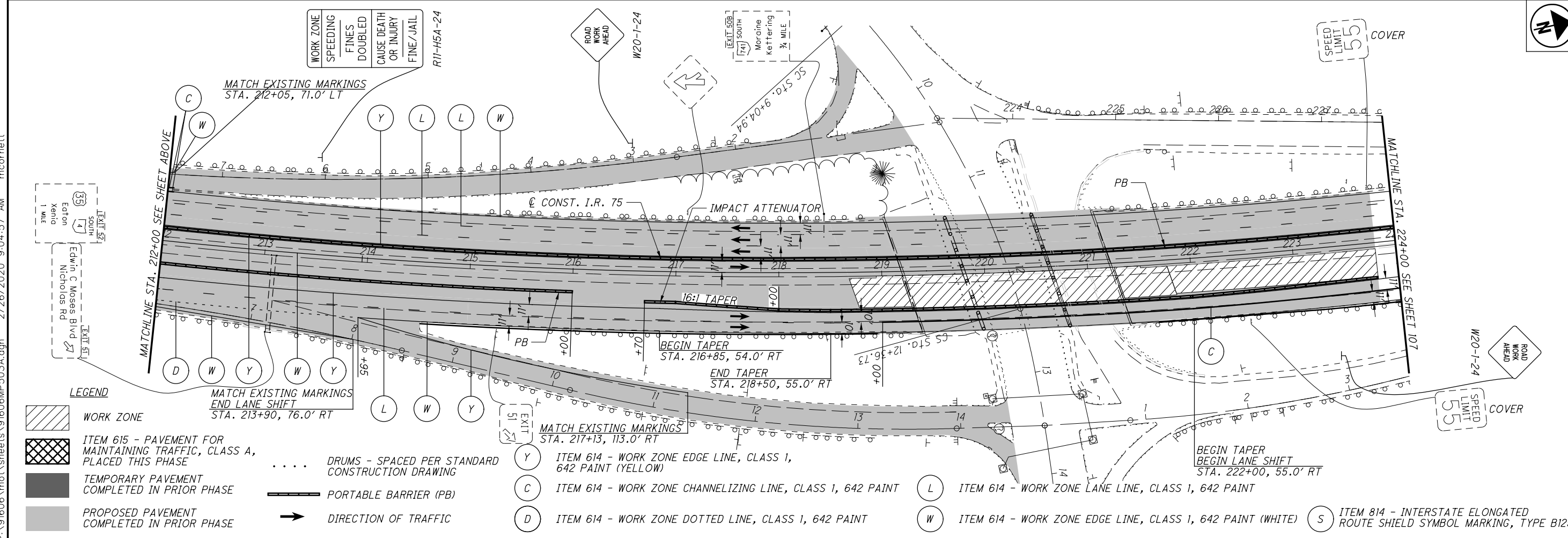
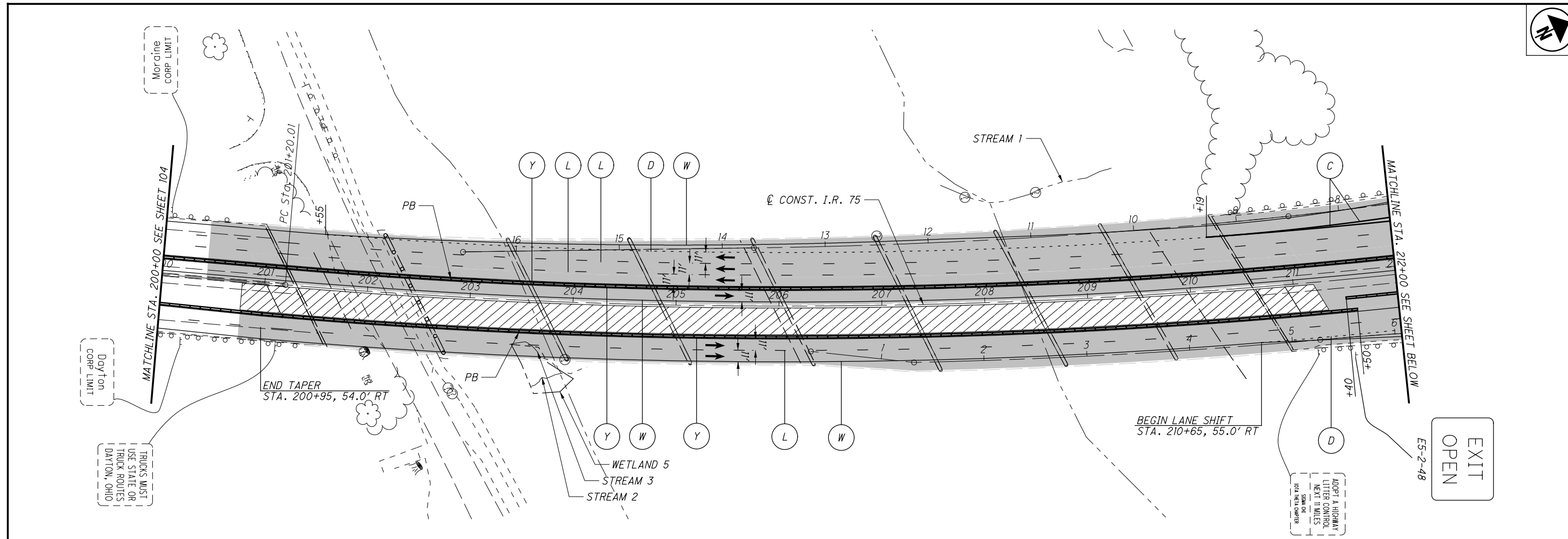
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MAINTENANCE OF TRAFFIC - PHASE 5 ACCESS
STA. 200+00.00 TO STA. 224+00.00

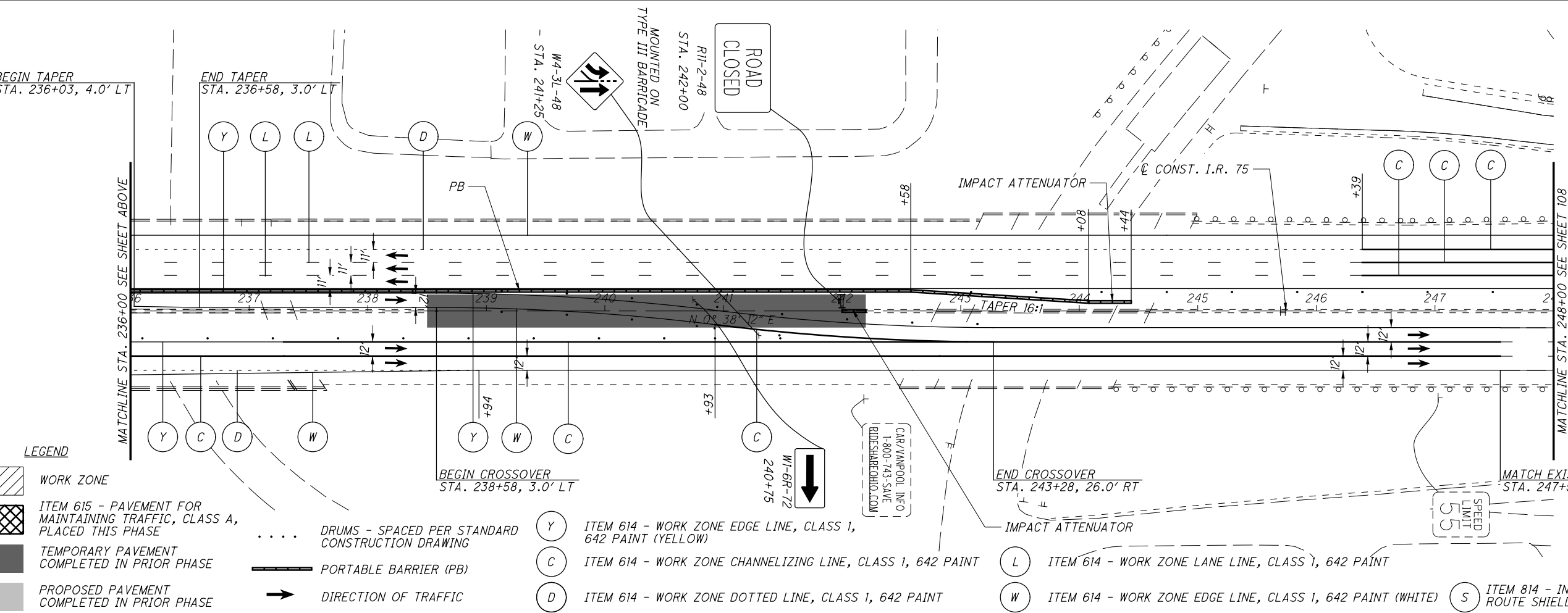
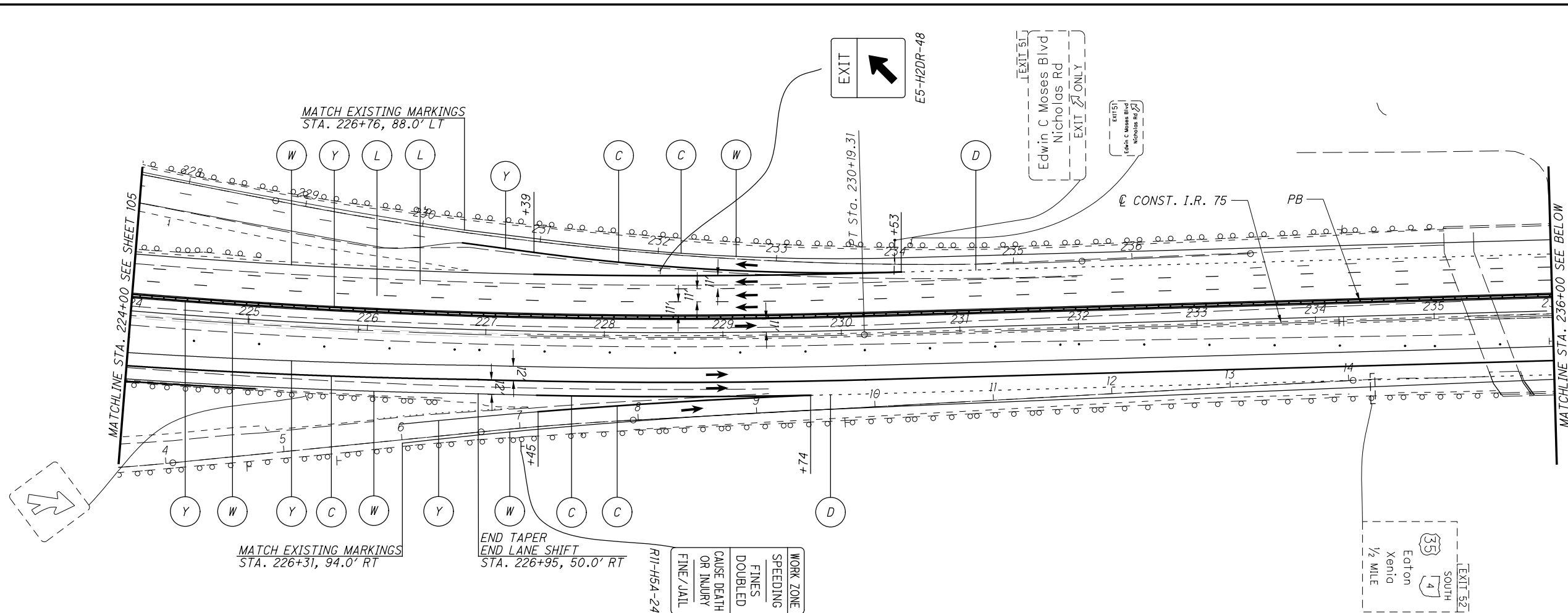
MOT-75-(10.44)(10.78)

106
348



- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125





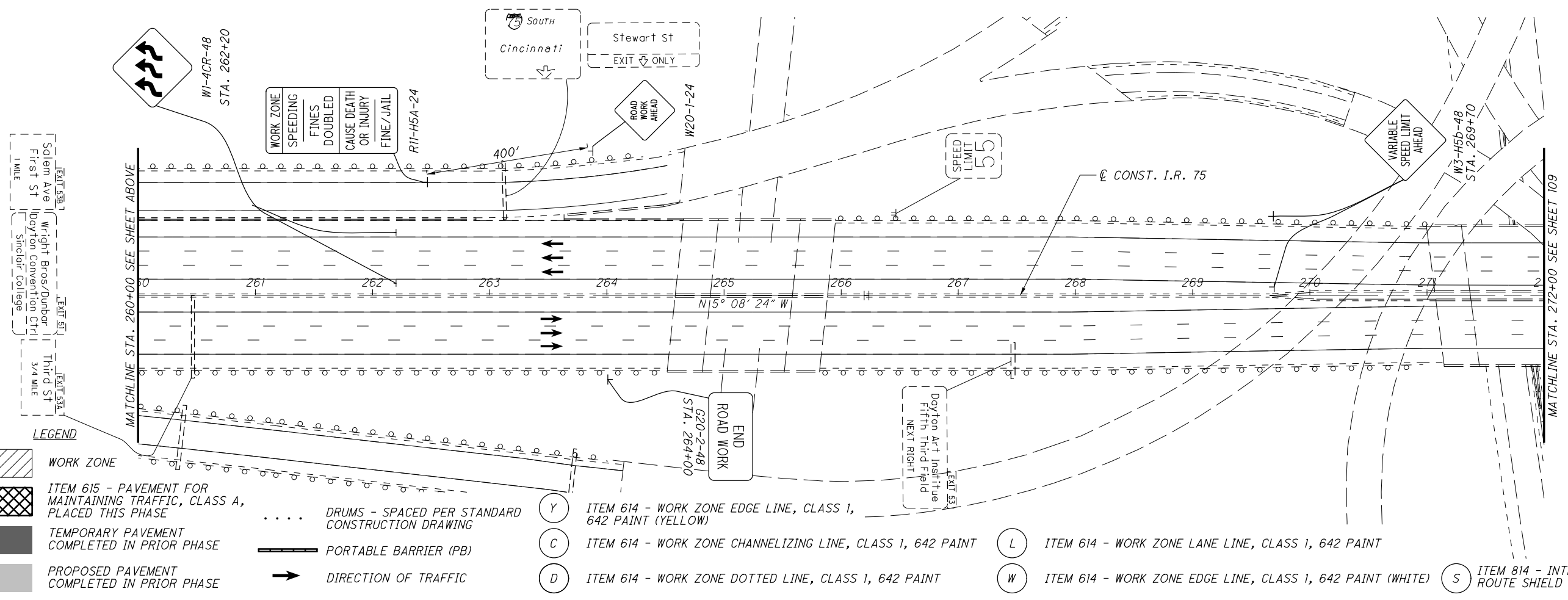
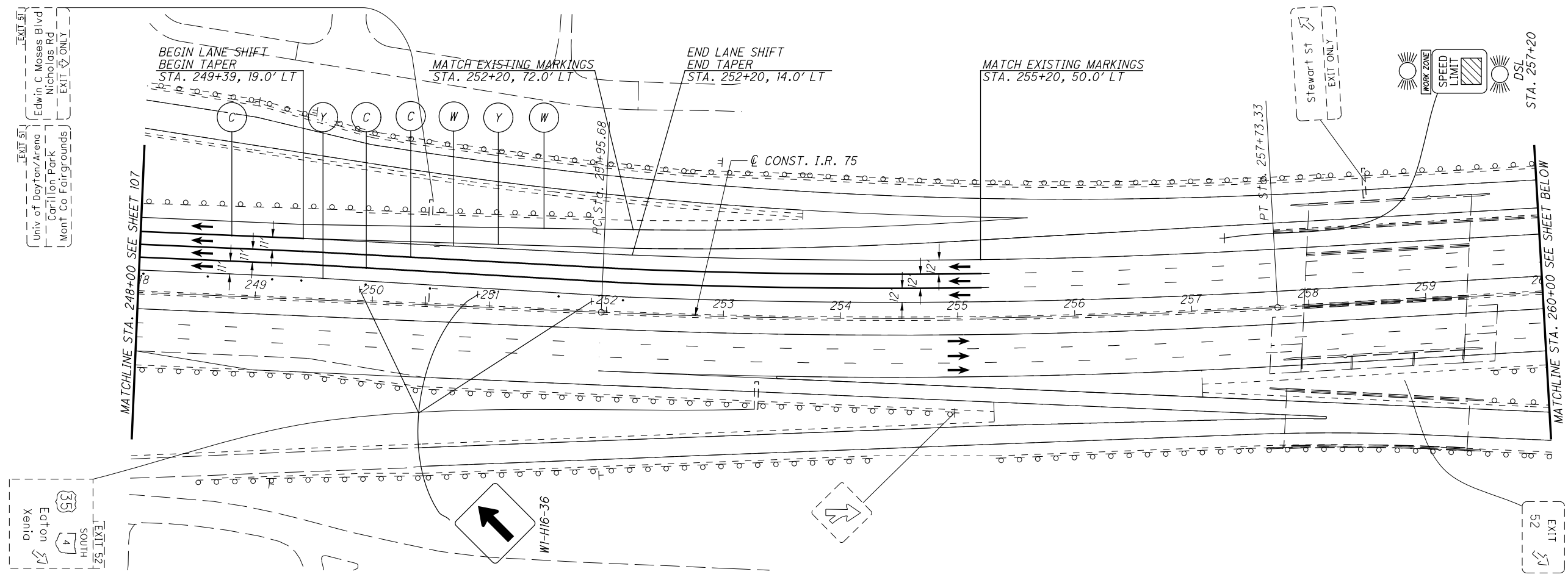
LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
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- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 5
STA. 224+00.00 TO STA. 248+00.00

MOT-75-(10.44)(10.78)

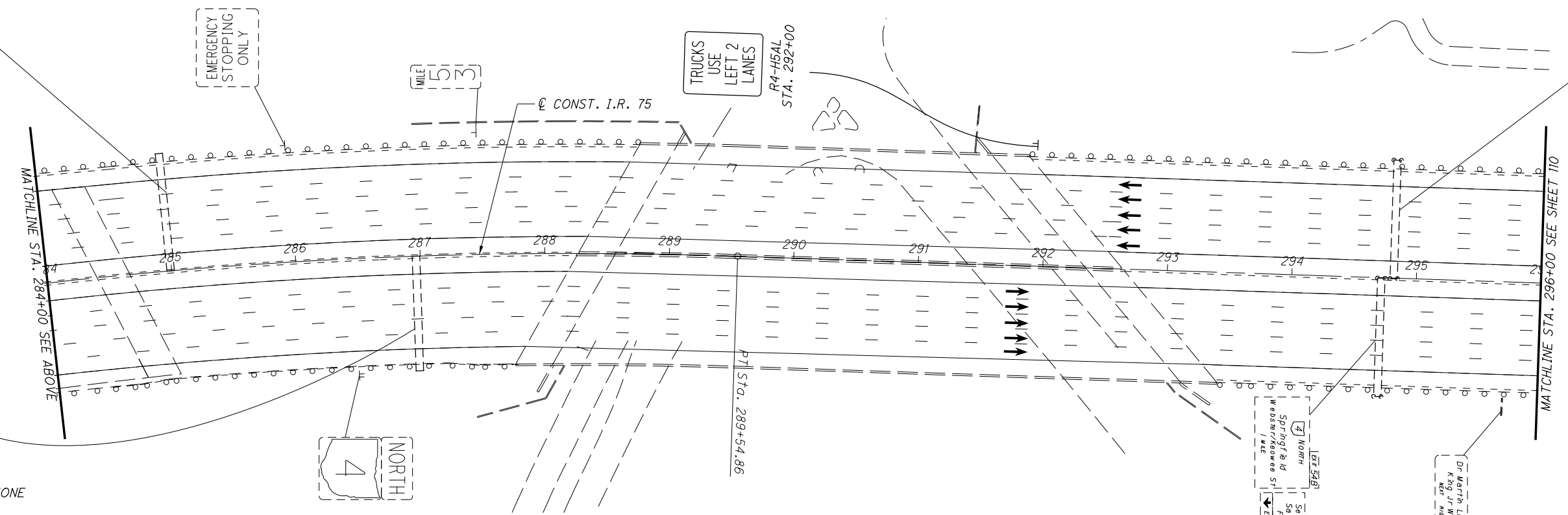
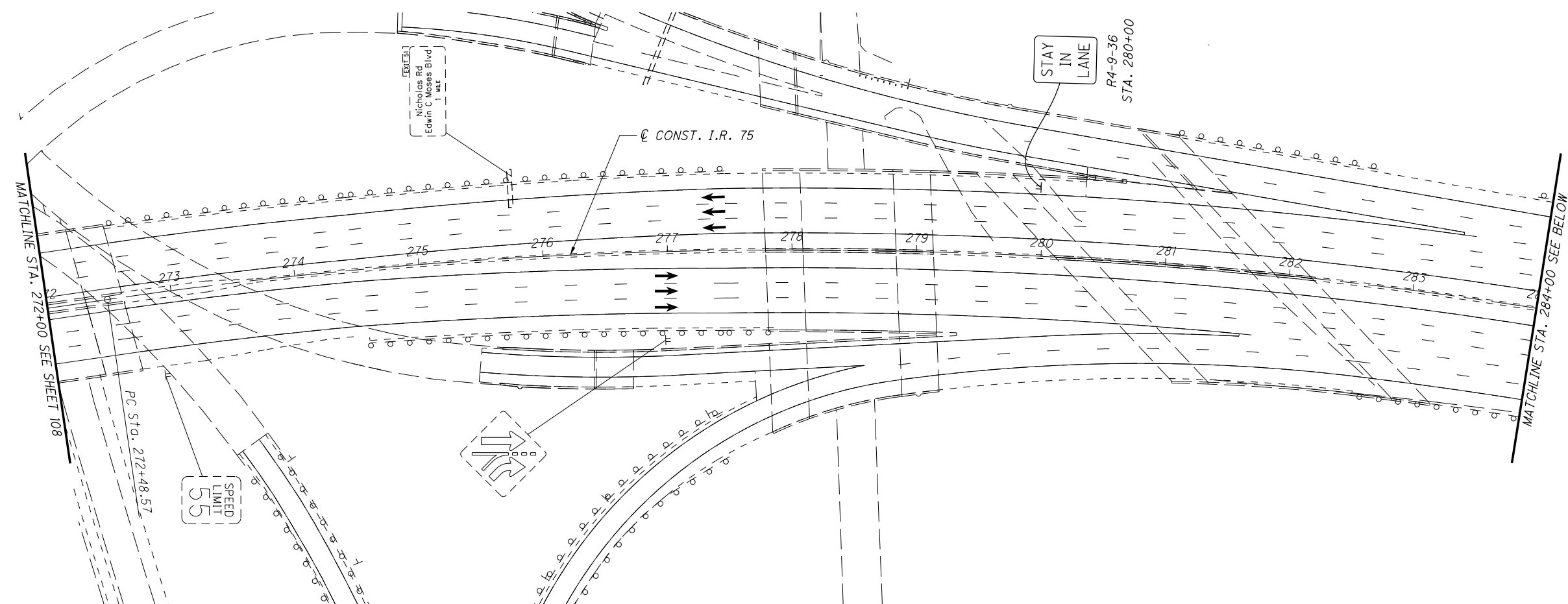


- LEGEND**
- WORK ZONE
 - ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
 - TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
 - PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
 - DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
 - PORTABLE BARRIER (PB)
 - DIRECTION OF TRAFFIC
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
 - ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
 - ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



MAINTENANCE OF TRAFFIC - PHASE 5
STA. 272+00.00 TO STA. 296+00.00

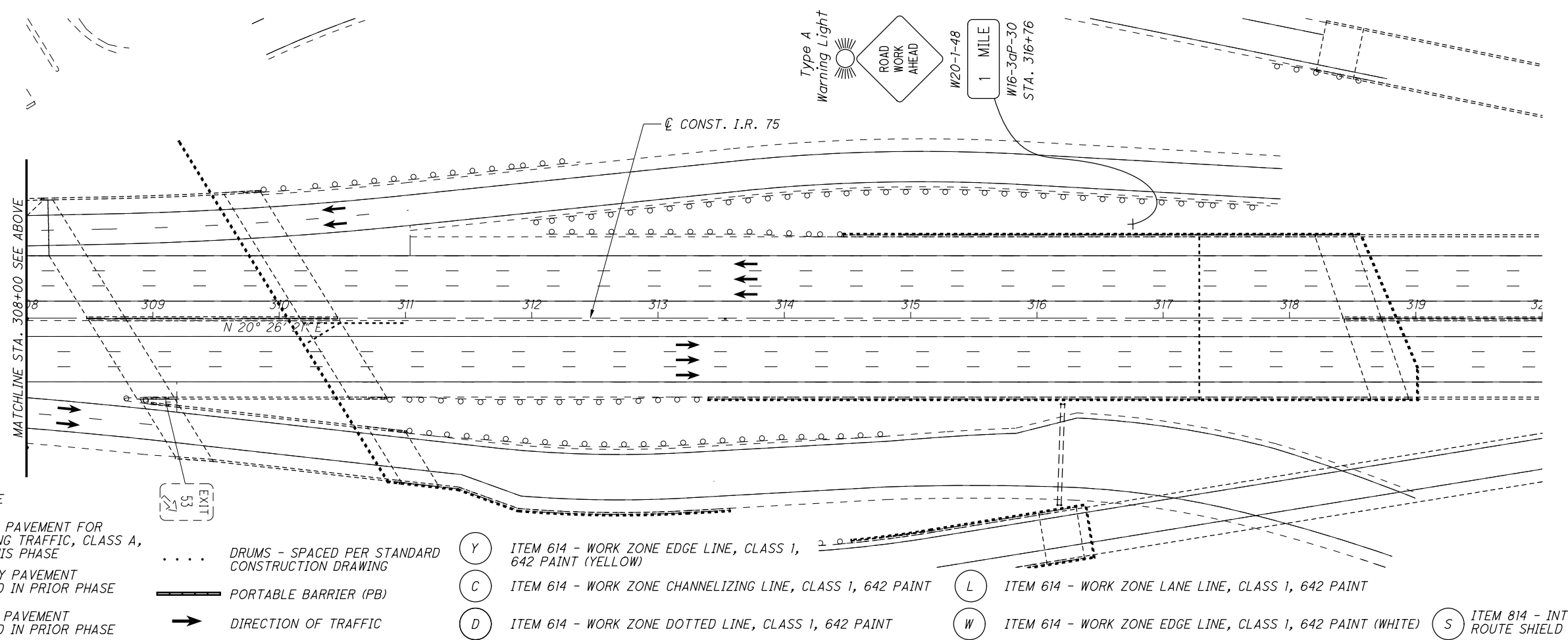
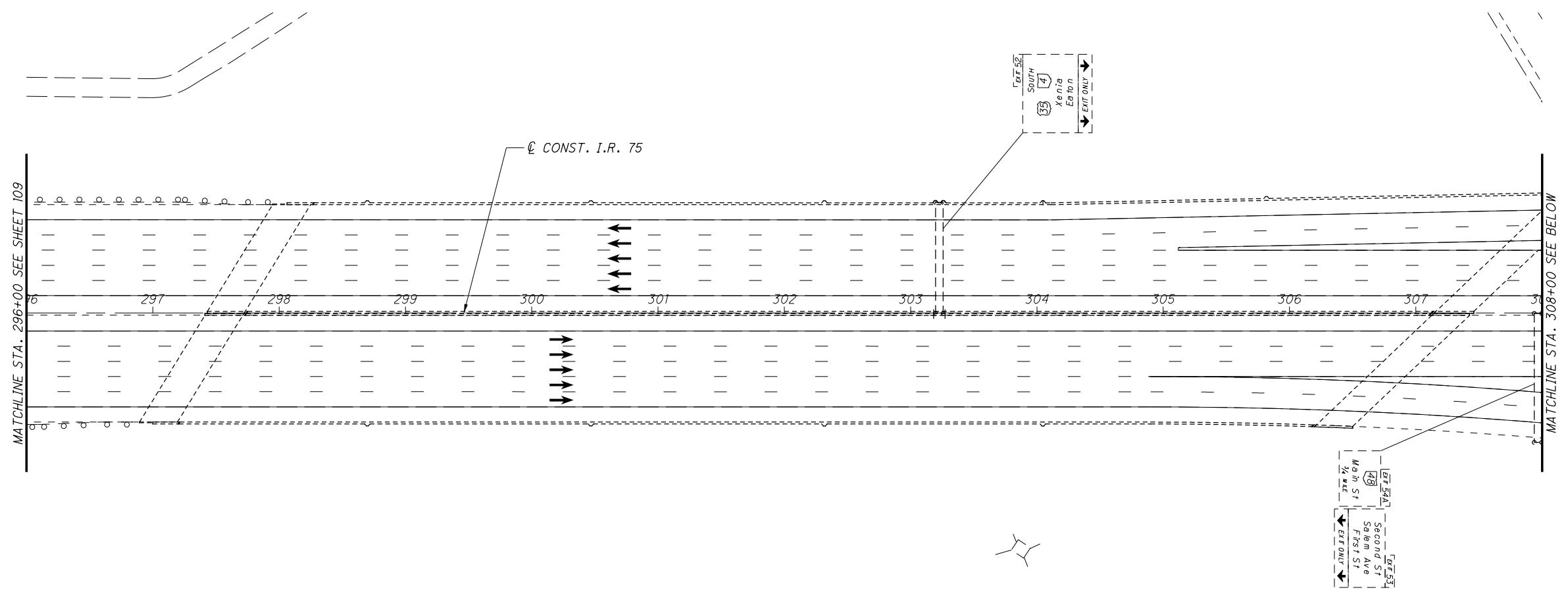
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












LEGEND

- WORK ZONE
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
- TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
- PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
- DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
- PORTABLE BARRIER (PB)
- DIRECTION OF TRAFFIC
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
- ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125

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LEGEND

-  WORK ZONE
-  ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, PLACED THIS PHASE
-  TEMPORARY PAVEMENT COMPLETED IN PRIOR PHASE
-  PROPOSED PAVEMENT COMPLETED IN PRIOR PHASE
-  DRUMS - SPACED PER STANDARD CONSTRUCTION DRAWING
-  PORTABLE BARRIER (PB)
-  DIRECTION OF TRAFFIC
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)
-  ITEM 814 - INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125



0	50	100
HORIZONTAL SCALE IN FEET		
CALCULATED	KRF	CHECKED
		MJC



MAINTENANCE OF TRAFFIC - PHASE 5
STA. 296+00.00 TO STA. 320+00.00

MOT-75-(10.44)(10.78)

110
348

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SHEET NO.	STATION		DIRECTION	614						615	622			648				814	
	FROM	TO		WORK ZONE IMPACT ATTENUATOR, (BIDIRECTIONAL)	WORK ZONE LANE LINE, CLASS 1, 6", 642 PAINT	WORK ZONE EDGE LINE, WHITE, CLASS 1, 6", 642 PAINT	WORK ZONE EDGE LINE, YELLOW, CLASS 1, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS 1, 6", 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 50', AS PER PLAN	PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, Y-CONNECTOR	LANE LINE, 6"	EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125
			EA	FT	FT	FT	FT	FT	SQ YD	FT	FT	EA	FT	FT	FT	FT	FT	EA	
PHASE 1																			
46	167+75	176+00	NB			825	825	1650											
46	175+54	176+00	NB	1						20									
47	176+00	183+25	NB				725	1450											
47	176+00	180+50	NB			450													
47	176+50	182+08	SB	1						528									
49	229+75	244+55	NB				1480	2960											
49	234+30	244+55	NB			1025													
49	237+40	242+20	NB	1						450									
49	238+50	243+30	SB	1						450									
TURNAROUND REMOVAL																			
48-49	224+00 RAMP D	228+48	SB	1						662		1							
48-49	224+00 RAMP D	230+35 RAMP D	SB				635												
48-49	226+00	228+48	SB							248									
48-49	0+85 RAMP E	5+00 RAMP E	NB	1						415									
48-49	1+92 RAMP E	5+25 RAMP E	NB				333												
PHASE 2																			
57	161+20	176+00	NB										1480	1480					
57	161+20	173+80	NB												2520				
57	173+62	176+00	SB										238	238	476				
57	173+80	176+00	NB										440						
57	175+74	176+00	NB	1															
58	176+00	200+00	NB							2400			4800	2400					
58	176+00	178+48	NB										248						
58	176+00	200+00	SB											2400	2400				
58	176+00	188+69	SB												1269				
58	176+00	184+12	SB										812						
58	176+04	200+00	NB										2396						
58	176+04	178+48	NB											244					
58	176+75	177+05	SB	1															
58	176+79	178+89	SB												210				
58	178+89	200+00	SB										2111						
58	178+48	179+53	NB													105			
58	179+53	187+44	NB														791		
58	184+12	188+35	SB														423		
58	188+35	200+00	SB										1165						
58	188+69	200+00	SB												1131				
SUBTOTALS CARRIED TO SHEET 115				8	0	2300	3998	6060	0	0	5898	0	1	5240	8450	7893	6980	1214	0

CALCULATED	MJC
	CHECKED
BBD	
MAINTENANCE OF TRAFFIC SUBSUMMARY	
MOT-75-(10.44)(10.78)	
111	348

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SHEET NO.	STATION		DIRECTION	614					615	622			648					814	
	FROM	TO		WORK ZONE IMPACT ATTENUATOR, (BIDIRECTIONAL) EA	WORK ZONE LANE LINE, CLASS 1, 6", 642 PAINT FT	WORK ZONE EDGE LINE, WHITE, CLASS 1, 6", 642 PAINT FT	WORK ZONE EDGE LINE, YELLOW, CLASS 1, 6", 642 PAINT FT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS 1, 6", 642 PAINT FT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	PORTABLE BARRIER, 50", AS PER PLAN FT	PORTABLE BARRIER, ANCHORED FT	PORTABLE BARRIER, Y-CONNECTOR EA	LANE LINE, 6" FT	EDGE LINE, 6" (WHITE) FT	EDGE LINE, 6" (YELLOW) FT	CHANNELIZING LINE, 12" FT	DOTTED LINE, 6" FT	INTERSTATE ELONGATED ROUTE SHIELD MARKING, TYPE B125 EA
PHASE 5																			
104	181+89	200+00	NB			1811	1811												
104	181+89	194+76	NB					1287											
104	181+89	188+51	NB					662											
104	194+76	200+00	NB		524														
104	196+71	200+00	NB	1							299								
105	200+00	224+00	NB				2400												
105	200+00	223+80	NB								1245	1135							
105	200+00	219+00	NB		1900														
105	200+00	213+95	NB			1395													
105	210+65	213+95	NB					330											
105	214+95	224+00	NB			905													
105	214+95	217+13	NB				218												
105	219+00	224+00	NB					500											
PHASE 5 ACCESS																			
106	211+40	216+00	NB								460								
106	216+70	218+00	NB	1							100								
PHASE 5 CONT.																			
107	224+00	237+29	NB				1329	1329											
107	224+00	227+45	NB			345													
107	226+31	237+29	NB			1098													
107	226+31	227+45	NB				114												
107	227+45	229+74	NB					458											
107	229+74	237+29	NB						755										
SUBTOTALS THIS SHEET				2	2424	5554	5872	3574	1747	0	2104	1135	0	0	0	0	0	0	
SUBTOTALS CARRIED FROM SHEET 111				8	0	2300	3998	6060	0	0	5898	0	1	5240	8450	7893	6980	1214	0
SUBTOTALS CARRIED FROM SHEET 112				3	2844	3633	3531	1243	611	196	7360	2270	0	9885	13856	14199	5926	2195	3
SUBTOTALS CARRIED FROM SHEET 113				4	5439	1976	8495	2342	1164	0	4874	0	0	4120	9495	9638	9949	939	3
SUBTOTALS CARRIED FROM SHEET 114				4	0	0	0	0	0	141	6085	1135	0	11889	16500	13635	7608	3660	0
SUBTOTALS				21	10707	13463	21896	13219	3522	337	26321	4540	1	31134	48301	45365	30463	8008	6
TOTALS CARRIED TO GENERAL SUMMARY				21	2.03 MI	6.7 MI		13219	3522	337	26321	4540	1	5.9 MI	17.74 MI		30463	8008	6

CALCULATED MJC CHECKED BBD	MAINTENANCE OF TRAFFIC SUBSUMMARY	MOT-75-(10.44)(10.78)
115 348		

P:\91606\roadway\sheets\91606GG002.dgn Sheet 6/26/2020 9:15:45 AM stobe

Main data table with columns: SHEET NUM., PART., ITEM, ITEM EXT, GRAND TOTAL, UNIT, DESCRIPTION, SEE SHEET NO. Includes sub-headers for OFFICE CALCS, SHEET NUM., PART., ITEM, ITEM EXT, GRAND TOTAL, UNIT, DESCRIPTION, and SEE SHEET NO. Rows include items like DRAINAGE, PAVEMENT, LIGHTING, and various material quantities.

Summary table with columns: CALCULATED, MJC, CHECKED, BBD. Includes a large vertical label 'GENERAL SUMMARY' and a specific sheet reference 'MOT-75-(10.44)(10.78)' with a circled number '117' and a box containing '348'.

P:\91606\roadway\sheets\91606GG004.dgn Sheet 6/26/2020 9:14:36 AM stobe

Table with columns: SHEET NUM., PART. (01/BRO/BR, 02/IMS/BR, 03/IMS/PV), ITEM, ITEM EXT, GRAND TOTAL, UNIT, DESCRIPTION, SEE SHEET NO., CALCULATED, MJC, CHECKED, BBD. Rows include items like PORTIONS OF STRUCTURE REMOVED, COFFERDAMS AND EXCAVATION BRACING, STEEL SHEET PILING, etc.

GENERAL SUMMARY

MOT-75-(10.44)(10.78)

P:\91606\roadway\sheet\91606GS001.dgn 2/26/2020 9:05:07 AM mcorbett

REF. NO.	SHEET NO.	STATION TO STATION		SIDE	202													
					HEADWALL REMOVED	CONCRETE BARRIER REMOVED	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	IMPACT ATTENUATOR REMOVED	CATCH BASIN REMOVED	INLET RMOEVED	FENCE RMOEVED	REMOVAL, MISC.: SHEET PILING REMOVED				
					EA	FT	FT	FT	FT	EA	EA	EA		FT	FT			
		I.R. 75																
R1	127	200+47.15	200+72.65	L										26				
R2	127	200+58.20	201+29.05	C		71												
R3	127	200+81.39	201+42.92	R										62				
R35	127	200+85.00	200+95.00	L				20										
R26	127	201+11.00	202+26.00	L/R											223.0			
R4	127	201+13.69		R	1				100						1			
R5	127 - 128	210+43.00	1+80.23 "RAMP A"	L						712								
R6	127	210+74.16		L							1							
R7	127 - 128	210+64.83	219+21.16	C		857												
R8	128	211+15.28	212+85.29	R						170								
R9	128	212+85.29	213+32.70	R		48												
R10	128	213+32.70	13+21.39 "RAMP B"	R						575								
R11	128	213+80.50		C				58							1			
R12	128	214+50.00		C				70							1			
R13	128	215+13.93	218+87.66	L						370								
R14	128	215+76.17	219+24.64	R						352								
R15	128	217+00.00		C				250							1			
R16	128	221+22.34	223+80.00	L						255								
R17	128	221+23.94	223+80.00	C		256												
R18	128	221+54.20	223+80.00	R						228								
		RAMP A																
R27	129	0+89.90	1+60.35	L/R				52										
		RAMP D																
R19	131	224+77.62	224+87.86	R											60			
R20	131,136&142	225+27.61 "RAMP D"		R		326												
R21	131	225+49.61		R						1								
		RAMP E																
R22	136	0+80.40	1+53.59	L											118			
R23	136	0+90.36		L							1							
R24	136	1+72.73		L				51			1							
		EDWIN C. MOSES BLVD																
R25	142	11+01.23	12+70.34	L		181												
TOTALS CARRIED TO GENERAL SUMMARY					1	1739	52	664		2750	1	3	4		223	178		

CALCULATED	KAF
CHECKED	MJC
REMOVAL SUBSUMMARY	
MOT-75-(10.44)(10.78)	
122	348

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REF. NO.	SHEET NO.	STATION TO STATION	SIDE	606				607		608	609		622			626		632					
				GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE E EACH	ANCHOR ASSEMBLY, MGS TYPE T EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	FENCE, TYPE CL FT	FENCE LINE SEEDING AND MULCHING FT	4" CONCRETE WALK SF	CURB, TYPE 4-C FT	6" CONCRETE TRAFFIC ISLAND SY	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FT	BARRIER TRANSITION EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN EACH	BARRIER REFLECTOR, TYPE 1, 1WAY EACH	BARRIER REFLECTOR, TYPE 2, 1WAY EACH	DETECTOR LOOP EA	LOOP DETECTOR TIE-IN EA			
		I.R. 75																					
GR1	127	200+47.15	L	25.0				1															
B1	127	200+58.20	C									5	1			2	1						
GR2	127	200+81.39	R	37.5			1										1						
C1	127	201+25.08	R								10												
C2	127	210+52.88	L								14												
GR3	127 - 128	210+43.02	L	650.0	1		1									8							
F-1	100	201+11.00	L/R					223	223														
	127 - 128	MOT-75-1044 STRUCTURE	L/R/C																				
B2	128	210+90.00	C													40							
C3	128	211+22.46	R								19			565	10	18							
GR4	128	211+15.22	R	787.5		1		1									9						
GR5	128	215+21.59	L	337.5				1									4						
GR6	128	215+78.81	R	262.5	1			1									4						
C4	128	218+48.38	L								27												
C5	128	218+86.35	R								27												
GR7	128	221+34.45	L	225.0			1																
C6	128	221+34.45	L								18												
	128	MOT-75-1078 STRUCTURE	L/R/C																				
B3	128	221+50.05	C													12							
GR8	128	221+66.36	R	212.5				1						195	1	1	6	3					
		RAMP B																					
L1	130	14+30.00	L/R															2					
		RAMP D																					
IS1	131	223+59.00	L/R										35										
		EDWIN C. MOSES																					
SW1	142	11+40.00	L							1137													
TOTALS CARRIED TO GENERAL SUMMARY				2537.5	2	1	4	4	223	223	1137		115	35	765	2	11		78	30		2	2

CALCULATED	KAF	CHECKED	MJC
ROADWAY SUBSUMMARY			
MOT-75-(10.44)(10.78)			
123 348			

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SHEET NO.	STATION		203			659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING	
			CU. YD.	CU. YD.	SQ. YD.	
FROM TO		CU. YD.	CU. YD.	SQ. YD.		
I.R. 75 RAMP D						
132	223+50.00	225+00.00	16	62	239	
133	225+50.00	227+00.00	44	43	466	
134	227+50.00	229+00.00	47	29	376	
135	229+50.00	231+00.00	31	21	272	
I.R. 75 RAMP E						
137	0+01.63	1+50.00	28	524	628	
138	2+00.00	3+00.00	41	24	300	
139	3+50.00	5+00.00	12	19	183	
140	5+50.00	7+00.00	0	0	0	
141	7+50.00		0	0	0	
EDWIN C. MOSES BLVD						
143	10+25.00	10+75.00	0	0	0	
144	11+00.00	11+50.00	0	96	72	
145	11+75.00	12+25.00	0	480	72	
146	12+50.00	13+00.00	0	641	72	
147	13+25.00	13+50.00	0	168	128	
TOTALS CARRIED TO GENERAL SUMMARY			219	2107	2808	

EARTHWORK SUBSUMMARY	CALCULATED
	MJC
	CHECKED
124	
348	

MOT -75 - (10.44)(10.78)

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REF. NO.	SHEET NO.	STATION TO STATION	SIDE	601		602				611			670					
				TIED CONCRETE BLOCK MAT, TYPE 2 SY	PAVED GUTTER, MISC.: TYPE 1-3 FT					CONCRETE MASONRY CY	15" CONDUIT, TYPE B FT	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 FT	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 EA	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN EA				
D1-D7		I.R. 75 NOT USED																
D8	127	200+88.20	R			0.27			52	44		1						
EC1	128	211+41.00	R	32														
D9	128	213+30.00	C					50			1							
D10	128	213+80.50	C					8			1							
D11	128	214+50.00	C					70			1							
EC2	128	216+00.00 218+25.00	R											1109				
D12	128	217+00.00	C					250			1							
EC3	128	218+40.00	L	42														
EC4	128	218+77.00	R	57														
EC5	128	222+75.00 223+80.00	R											684				
		RAMP A																
D12	129	0+94.50	R										1					
		RAMP D																
EC6	131	228+00.00 229+00.00	R															
		RAMP E																
EC7	136	00+53.00 03+00.00	L															
EC8	136	04+00.00 05+00.00	L															
		EDWIN C. MOSES BLVD																
G1	142	11+55.00 12+75.00	L		120													
TOTALS CARRIED TO GENERAL SUMMARY				131	120	0.27			430	44		4	1	1			1793	374

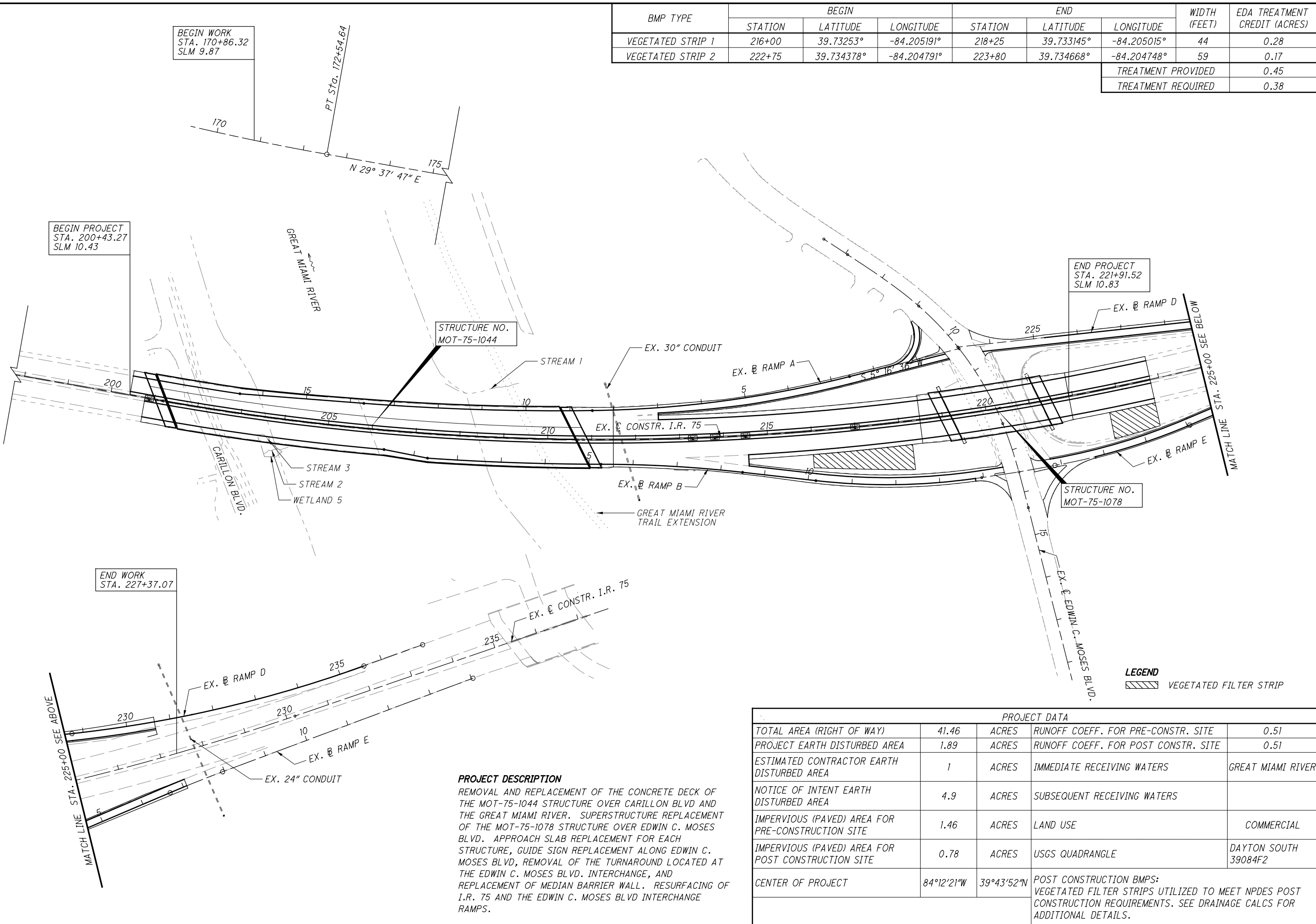
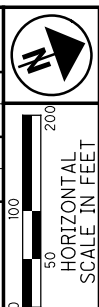
DRAINAGE & EROSION CONTROL SUBSUMMARY

CALCULATED
MJC
CHECKED
ENB

MOT-75-(10.44)(10.78)

125
348

BMP TYPE	BEGIN			END			WIDTH (FEET)	EDA TREATMENT CREDIT (ACRES)
	STATION	LATITUDE	LONGITUDE	STATION	LATITUDE	LONGITUDE		
VEGETATED STRIP 1	216+00	39.73253°	-84.205191°	218+25	39.733145°	-84.205015°	44	0.28
VEGETATED STRIP 2	222+75	39.734378°	-84.204791°	223+80	39.734668°	-84.204748°	59	0.17
							TREATMENT PROVIDED	0.45
							TREATMENT REQUIRED	0.38



BEGIN WORK
STA. 170+86.32
SLM 9.87

BEGIN PROJECT
STA. 200+43.27
SLM 10.43

END PROJECT
STA. 221+91.52
SLM 10.83

END WORK
STA. 227+37.07

STRUCTURE NO.
MOT-75-1044

STRUCTURE NO.
MOT-75-1078

LEGEND
 VEGETATED FILTER STRIP

PROJECT DESCRIPTION
 REMOVAL AND REPLACEMENT OF THE CONCRETE DECK OF THE MOT-75-1044 STRUCTURE OVER CARILLON BLVD AND THE GREAT MIAMI RIVER. SUPERSTRUCTURE REPLACEMENT OF THE MOT-75-1078 STRUCTURE OVER EDWIN C. MOSES BLVD. APPROACH SLAB REPLACEMENT FOR EACH STRUCTURE, GUIDE SIGN REPLACEMENT ALONG EDWIN C. MOSES BLVD, REMOVAL OF THE TURNAROUND LOCATED AT THE EDWIN C. MOSES BLVD. INTERCHANGE, AND REPLACEMENT OF MEDIAN BARRIER WALL. RESURFACING OF I.R. 75 AND THE EDWIN C. MOSES BLVD INTERCHANGE RAMPS.

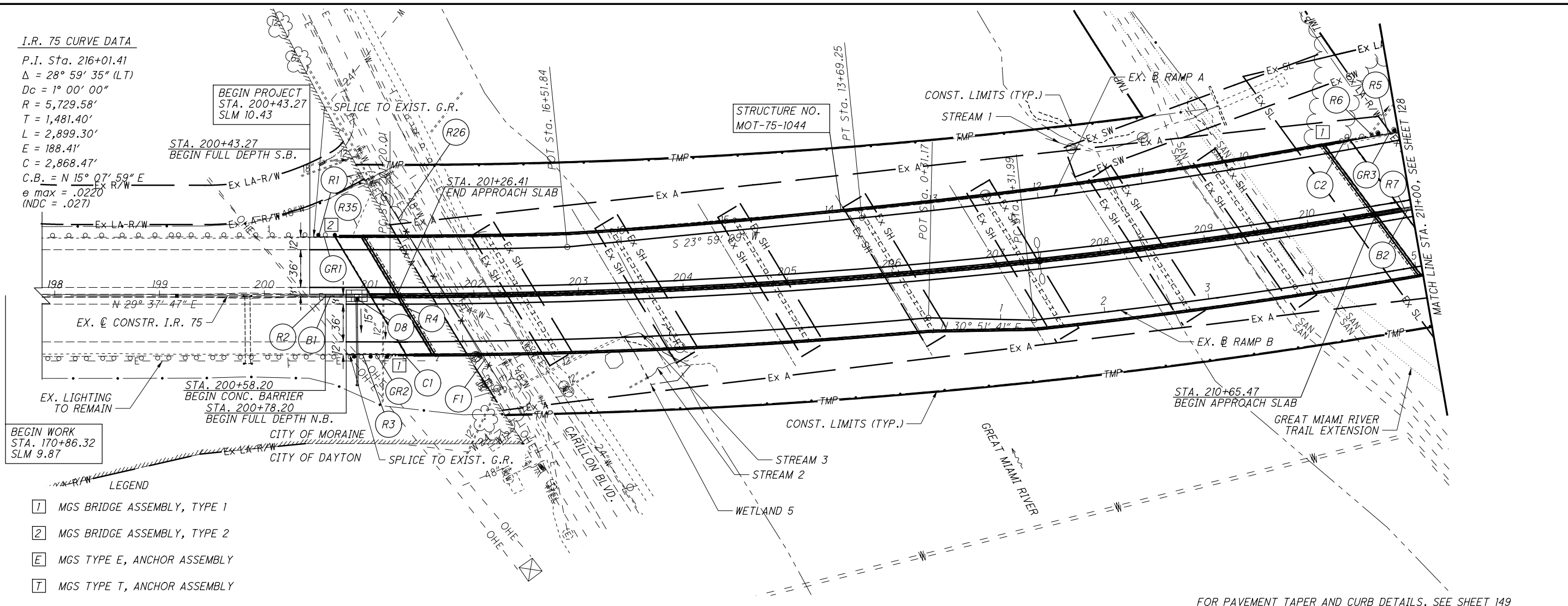
PROJECT DATA				
TOTAL AREA (RIGHT OF WAY)	41.46	ACRES	RUNOFF COEFF. FOR PRE-CONSTR. SITE	0.51
PROJECT EARTH DISTURBED AREA	1.89	ACRES	RUNOFF COEFF. FOR POST CONSTR. SITE	0.51
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	1	ACRES	IMMEDIATE RECEIVING WATERS	GREAT MIAMI RIVER
NOTICE OF INTENT EARTH DISTURBED AREA	4.9	ACRES	SUBSEQUENT RECEIVING WATERS	
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	1.46	ACRES	LAND USE	COMMERCIAL
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	0.78	ACRES	USGS QUADRANGLE	DAYTON SOUTH 39084F2
CENTER OF PROJECT	84°12'21"W	39°43'52"N	POST CONSTRUCTION BMPs: VEGETATED FILTER STRIPS UTILIZED TO MEET NPDES POST CONSTRUCTION REQUIREMENTS. SEE DRAINAGE CALCS FOR ADDITIONAL DETAILS.	

PROJECT SITE PLAN

MOT-75-(10.44)(10.78)

I.R. 75 CURVE DATA

P.I. Sta. 216+01.41
 $\Delta = 28^\circ 59' 35''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,481.40'$
 $L = 2,899.30'$
 $E = 188.41'$
 $C = 2,868.47'$
 $C.B. = N 15^\circ 07' 59'' E$
 $e_{max} = .0220$
 $(NDC = .027)$



BEGIN WORK
 STA. 170+86.32
 SLM 9.87

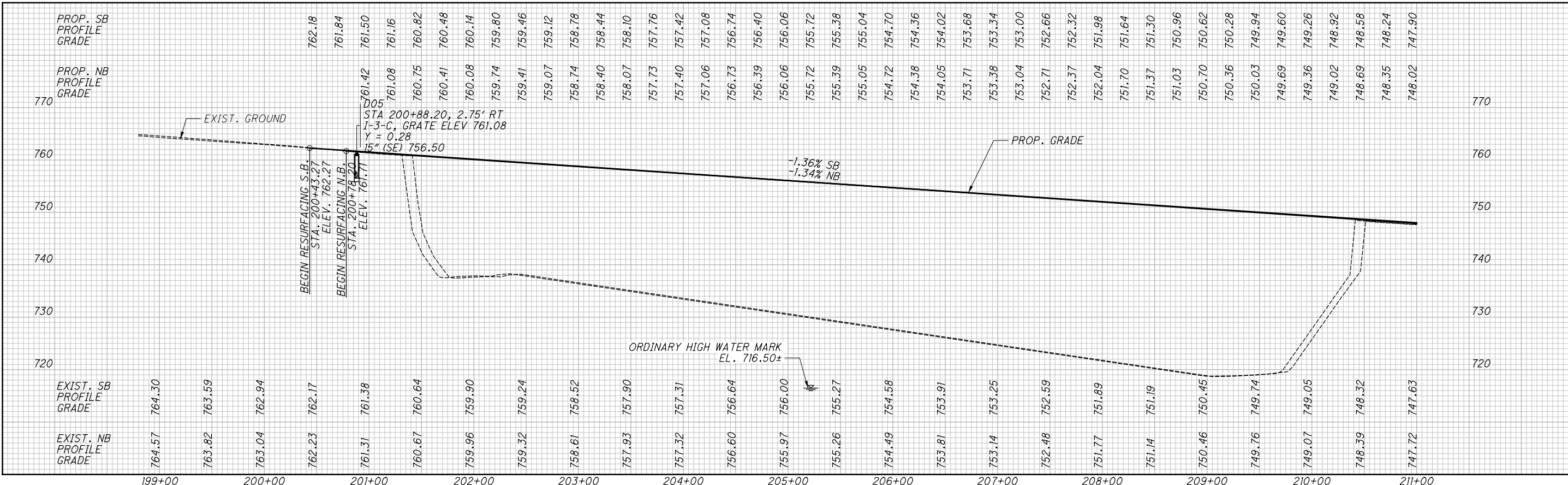
BEGIN PROJECT
 STA. 200+43.27
 SLM 10.43

STRUCTURE NO.
 MOT-75-1044

STA. 210+65.47
 BEGIN APPROACH SLAB

- LEGEND**
- 1 MGS BRIDGE ASSEMBLY, TYPE 1
 - 2 MGS BRIDGE ASSEMBLY, TYPE 2
 - E MGS TYPE E, ANCHOR ASSEMBLY
 - T MGS TYPE T, ANCHOR ASSEMBLY

FOR PAVEMENT TAPER AND CURB DETAILS, SEE SHEET 149



CALCULATED MJT CHECKED MJC

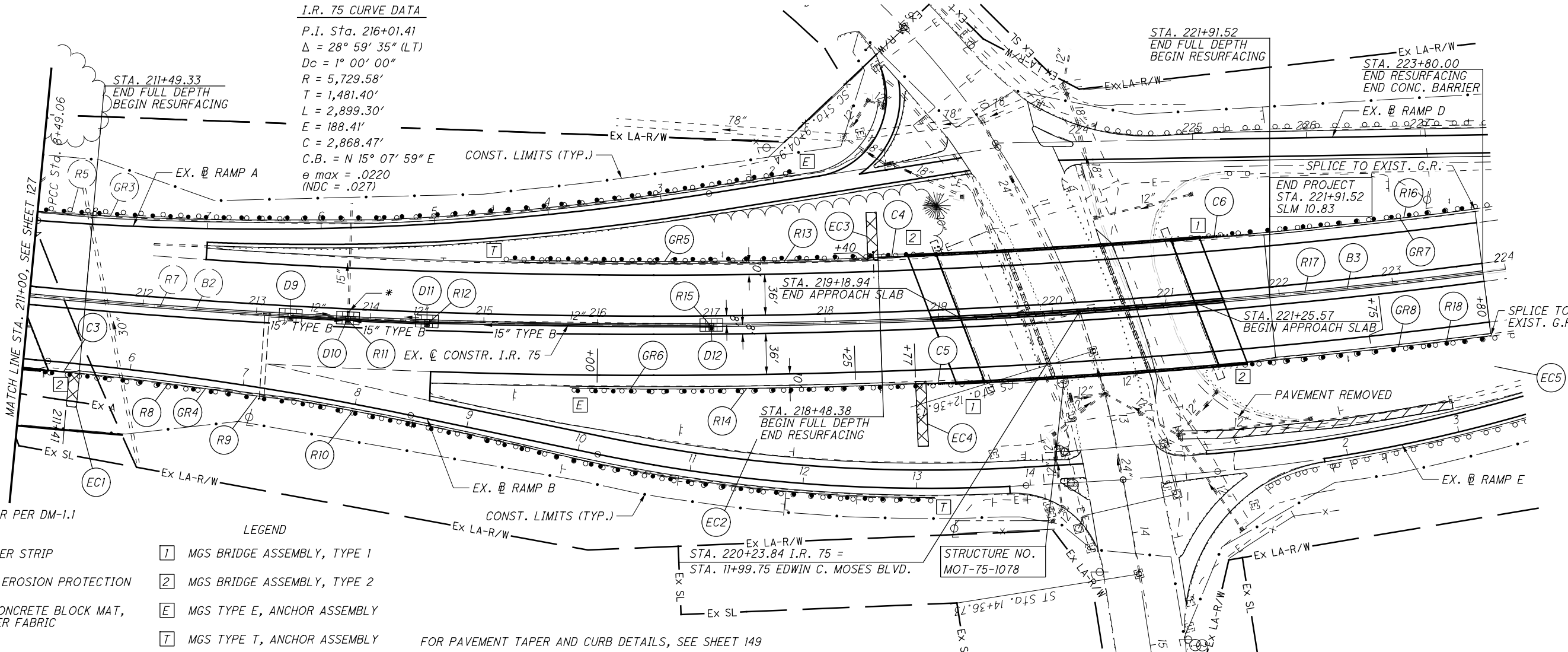
PLAN AND PROFILE I.R. 75
STA. 201+02.09 TO STA. 211+00.00

MOT-75-(10.44)(10.78)

127
 348



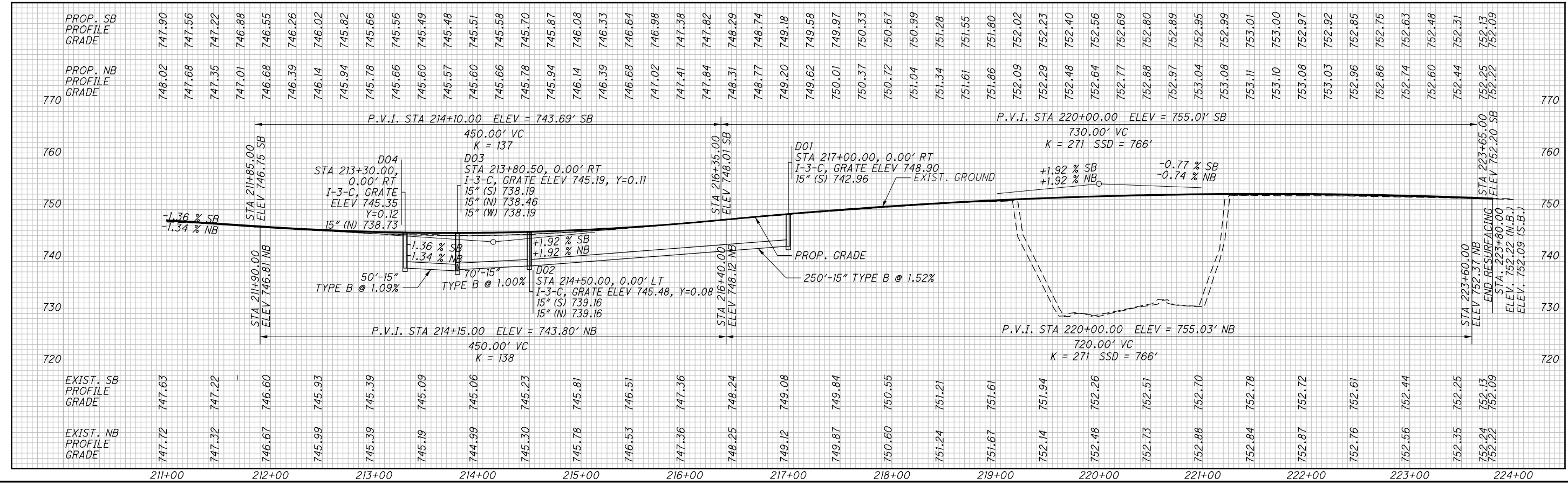
I.R. 75 CURVE DATA
 P.I. Sta. 216+01.41
 $\Delta = 28^\circ 59' 35''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,481.40'$
 $L = 2,899.30'$
 $E = 188.41'$
 $C = 2,868.47'$
 C.B. = N $15^\circ 07' 59''$ E
 $e_{max} = .0220$
 $(NDC = .027)$



* MASONRY COLLAR PER DM-1.1
 EL. 738.12+

- LEGEND**
- VEGETATED FILTER STRIP
 - ITEM 670 DITCH EROSION PROTECTION
 - ITEM 601 TIED CONCRETE BLOCK MAT, TYPE 2 ON FILTER FABRIC
 - MGS BRIDGE ASSEMBLY, TYPE 1
 - MGS BRIDGE ASSEMBLY, TYPE 2
 - MGS TYPE E, ANCHOR ASSEMBLY
 - MGS TYPE T, ANCHOR ASSEMBLY

FOR PAVEMENT TAPER AND CURB DETAILS, SEE SHEET 149



PLAN AND PROFILE I.R. 75
STA. 211+00.00 TO STA. 223+80.00

MOT-75-(10.44)(10.78)



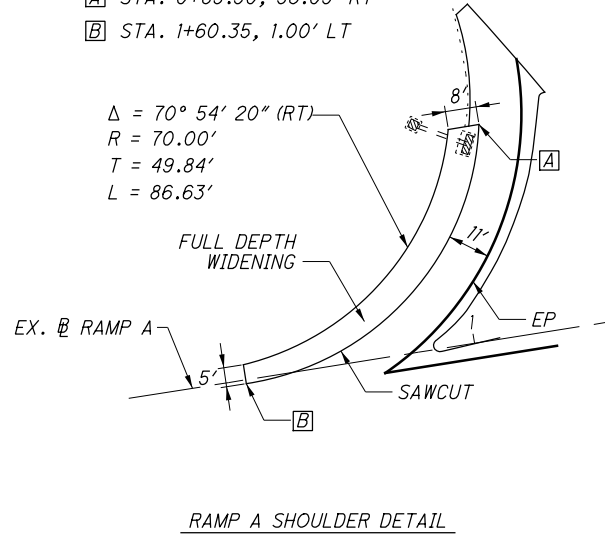
CALCULATED MJT
CHECKED MJC

**PLAN AND PROFILE RAMP A
STA. 8+00.00 TO STA. 0+00.27**

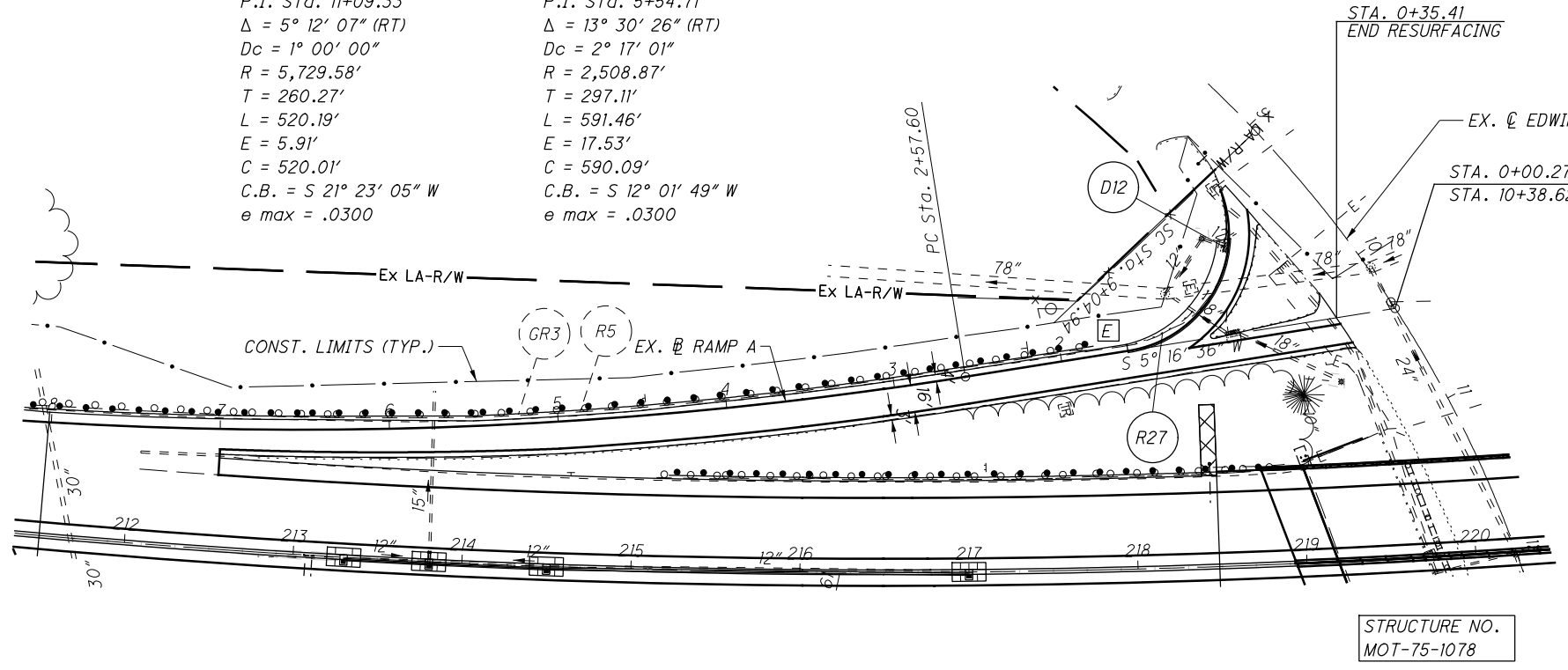
MOT-75-(10.44)(10.78)

- [A] STA. 0+89.90, 56.09' RT
- [B] STA. 1+60.35, 1.00' LT

$\Delta = 70^\circ 54' 20''$ (RT)
 $R = 70.00'$
 $T = 49.84'$
 $L = 86.63'$



RAMP A CURVE DATA		RAMP A CURVE DATA	
P.I. Sta. 11+09.33	$\Delta = 5^\circ 12' 07''$ (RT)	P.I. Sta. 5+54.71	$\Delta = 13^\circ 30' 26''$ (RT)
$Dc = 1^\circ 00' 00''$	$R = 5,729.58'$	$Dc = 2^\circ 17' 01''$	$R = 2,508.87'$
$T = 260.27'$	$L = 520.19'$	$T = 297.11'$	$L = 591.46'$
$E = 5.91'$	$C = 520.01'$	$E = 17.53'$	$C = 590.09'$
$C.B. = S 21^\circ 23' 05'' W$	$e_{max} = .0300$	$C.B. = S 12^\circ 01' 49'' W$	$e_{max} = .0300$



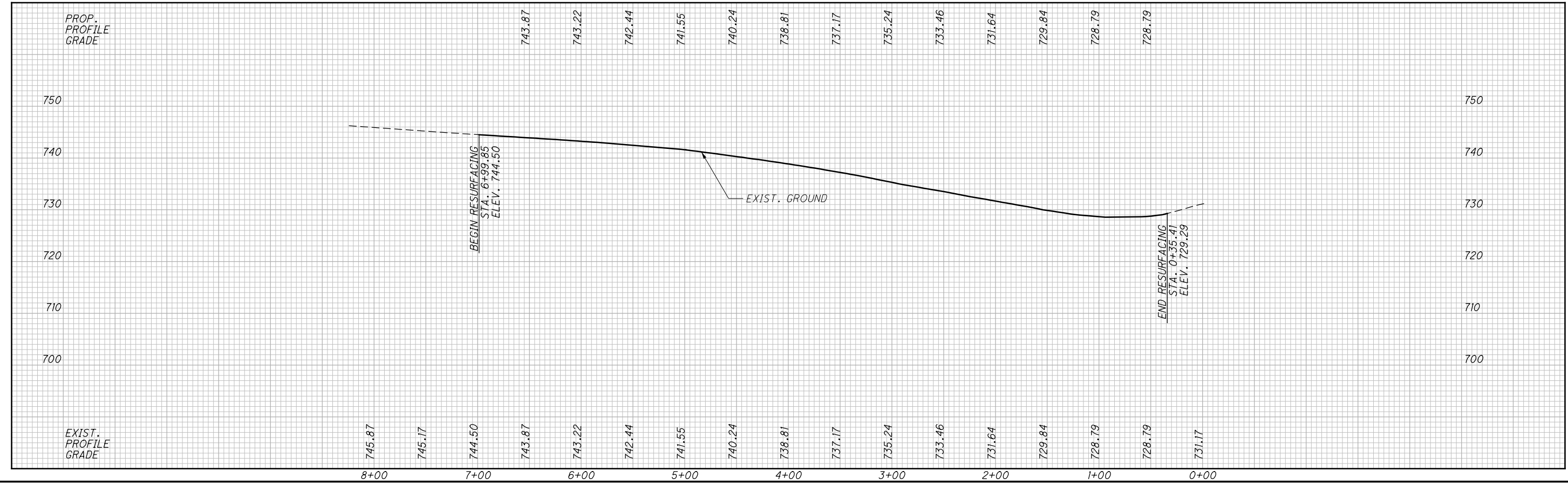
EDWIN C. MOSES BLVD. CURVE DATA

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 200.00'$
 $\theta_s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $\Delta c = 26^\circ 32' 34''$ (RT)
 $Lc = 331.79'$
 $Ts = 379.66'$
 $E = 54.86'$
 $C = 328.83'$
 $C1 = C2 = 199.83'$
 $C.B.1 = N 55^\circ 26' 12'' E$
 $C.B.2 = N 74^\circ 02' 31'' E$
 $C.B.2 = N 87^\circ 21' 11'' W$

STRUCTURE NO.
MOT-75-1078

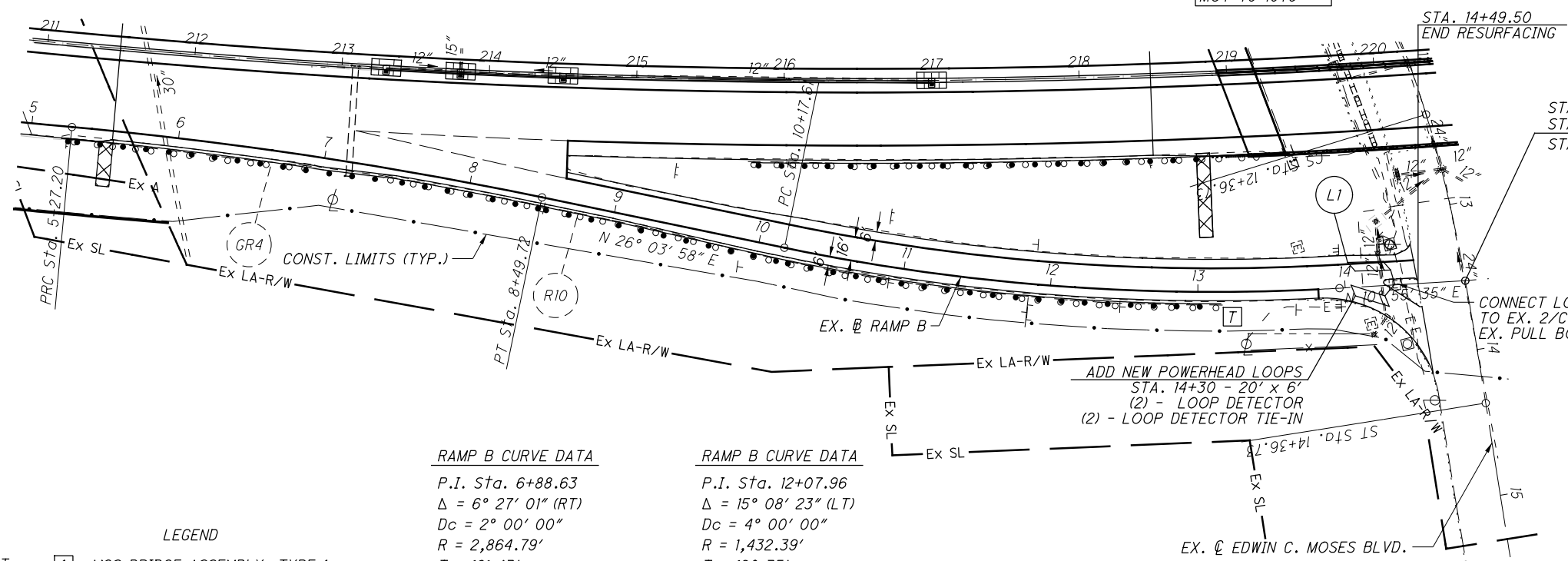
LEGEND

- [X] ITEM 601 TIED CONCRETE BLOCK MAT, TYPE 2 ON FILTER FABRIC
- [1] MGS BRIDGE ASSEMBLY, TYPE 1
- [2] MGS BRIDGE ASSEMBLY, TYPE 2
- [E] MGS TYPE E, ANCHOR ASSEMBLY
- [T] MGS TYPE T, ANCHOR ASSEMBLY



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STRUCTURE NO.
MOT-75-1078



STA. 14+81.60 RAMP B =
 STA. 0+01.63 RAMP E =
 STA. 13+52.61 EDWIN C. MOSES BLVD.

EDWIN C. MOSES BLVD. CURVE DATA

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 200.00'$
 $\theta s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $\Delta c = 26^\circ 32' 34''$ (RT)
 $Lc = 331.79'$
 $Ts = 379.66'$
 $C = 328.83'$
 $C1 = C2 = 199.83'$
 $C.B.1 = N 55^\circ 26' 12'' E$
 $C.B. = N 74^\circ 02' 31'' E$
 $C.B.2 = N 87^\circ 21' 11'' W$






RAMP B CURVE DATA

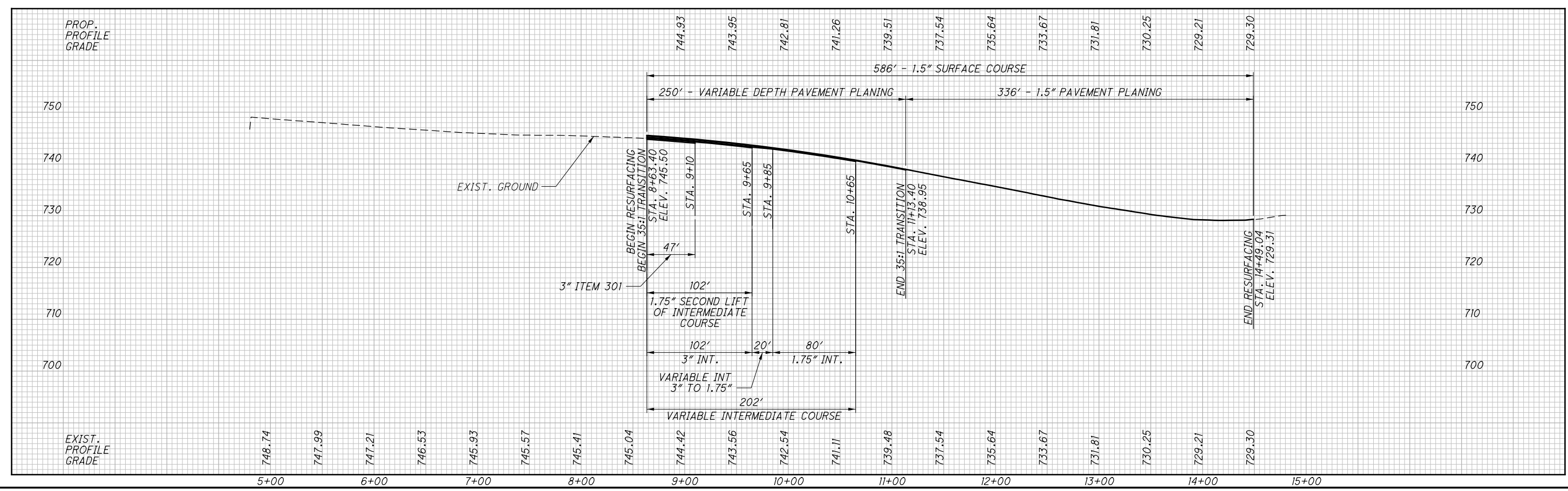
P.I. Sta. 6+88.63
 $\Delta = 6^\circ 27' 01''$ (RT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 161.43'$
 $L = 322.52'$
 $E = 4.54'$
 $C = 322.35'$
 $C.B. = N 22^\circ 50' 28'' E$
 $e \text{ max} = .0370$

RAMP B CURVE DATA

P.I. Sta. 12+07.96
 $\Delta = 15^\circ 08' 23''$ (LT)
 $Dc = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 190.35'$
 $L = 378.49'$
 $E = 12.59'$
 $C = 377.39'$
 $C.B. = N 18^\circ 29' 47'' E$
 $e \text{ max} = .0370$

LEGEND

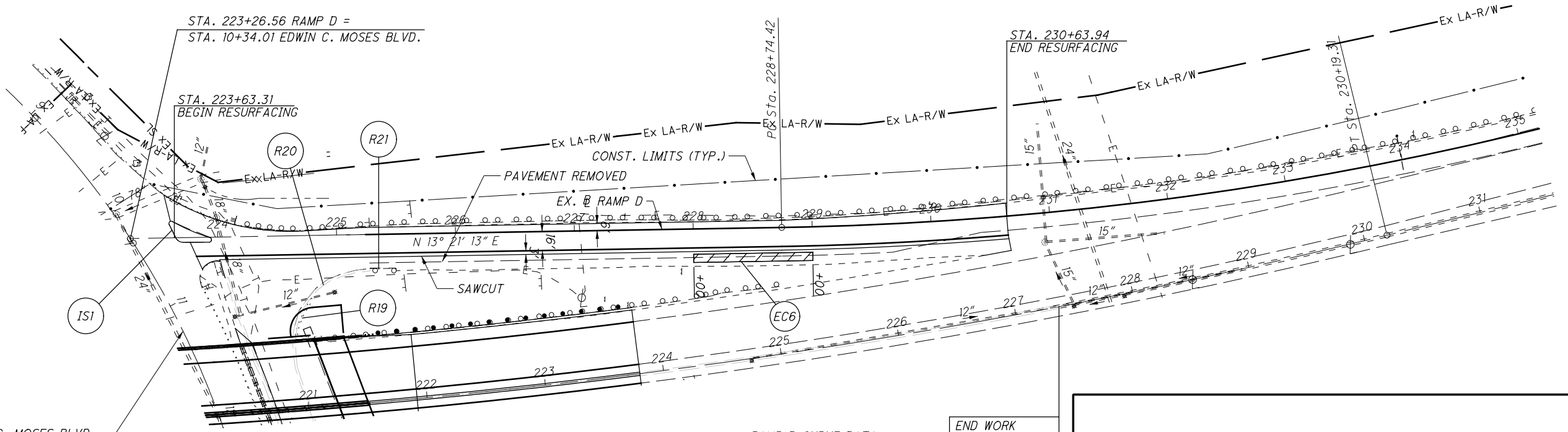
-  ITEM 601 TIED CONCRETE BLOCK MAT, TYPE 2 ON FILTER FABRIC
-  MGS BRIDGE ASSEMBLY, TYPE 1
-  MGS BRIDGE ASSEMBLY, TYPE 2
-  MGS TYPE E, ANCHOR ASSEMBLY
-  MGS TYPE T, ANCHOR ASSEMBLY



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**EDWIN C. MOSES BLVD.
CURVE DATA**

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 200.00'$
 $\theta s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $\Delta c = 26^\circ 32' 34''$ (RT)
 $Lc = 331.79'$
 $Ts = 379.66'$
 $E = 54.86'$
 $C = 328.83'$
 $C1 = C2 = 199.83'$
 $C.B.1 = N 55^\circ 26' 12'' E$
 $C.B. = N 74^\circ 02' 31'' E$
 $C.B.2 = N 87^\circ 21' 11'' W$



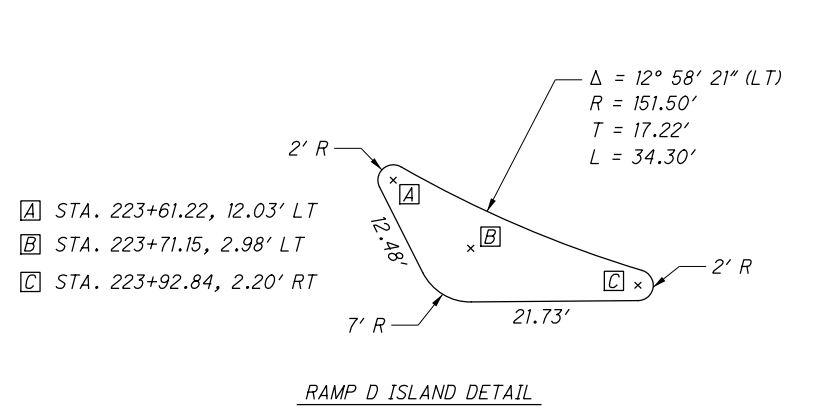
EX. EDWIN C. MOSES BLVD.

STRUCTURE NO.
MOT-75-1078

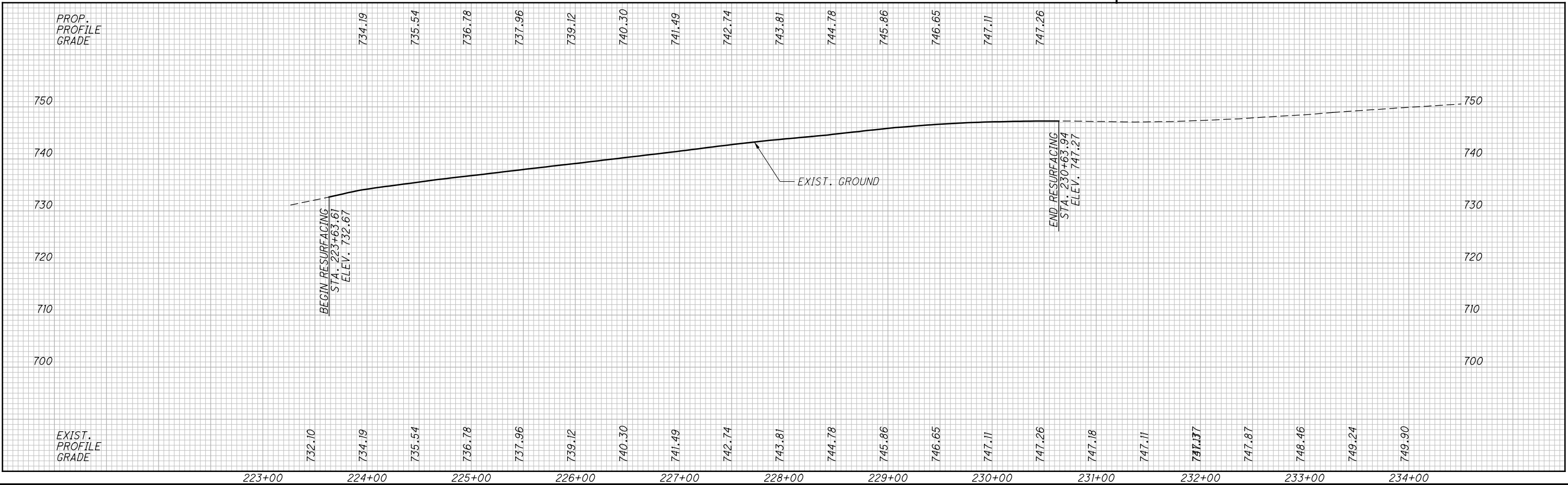
END WORK
STA. 227+37.07

RAMP D CURVE DATA

P.I. Sta. 232+17.76
 $\Delta = 13^\circ 40' 06''$ (LT)
 $Dc = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 343.34'$
 $L = 683.42'$
 $E = 20.50'$
 $C = 681.80'$
 $C.B. = S 6^\circ 31' 10'' W$
 $e_{max} = .0300$



ITEM 670 DITCH EROSION PROTECTION



CALCULATED MJT
 CHECKED MJC

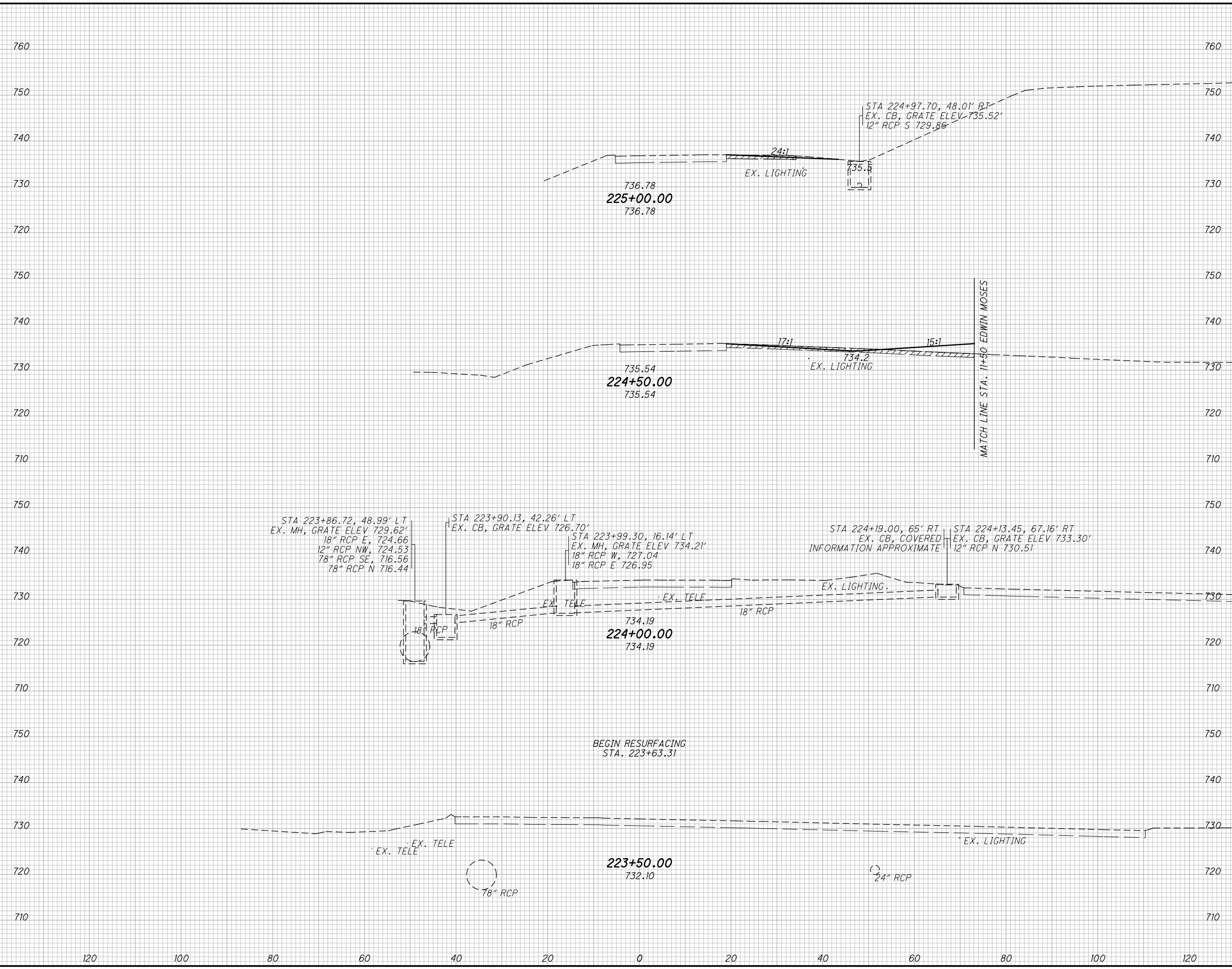
**PLAN AND PROFILE RAMP D
STA. 223+26.56 TO STA. 234+00.00**

MOT-75-(10.44)(10.78)

131
348

P:\91606\roadway\sheets\91606XS301.dgn 2/26/2020 9:05:32 AM mcornett

SEEDING	
END WIDTH	SO. YDS.
28	239
58	0
239	239

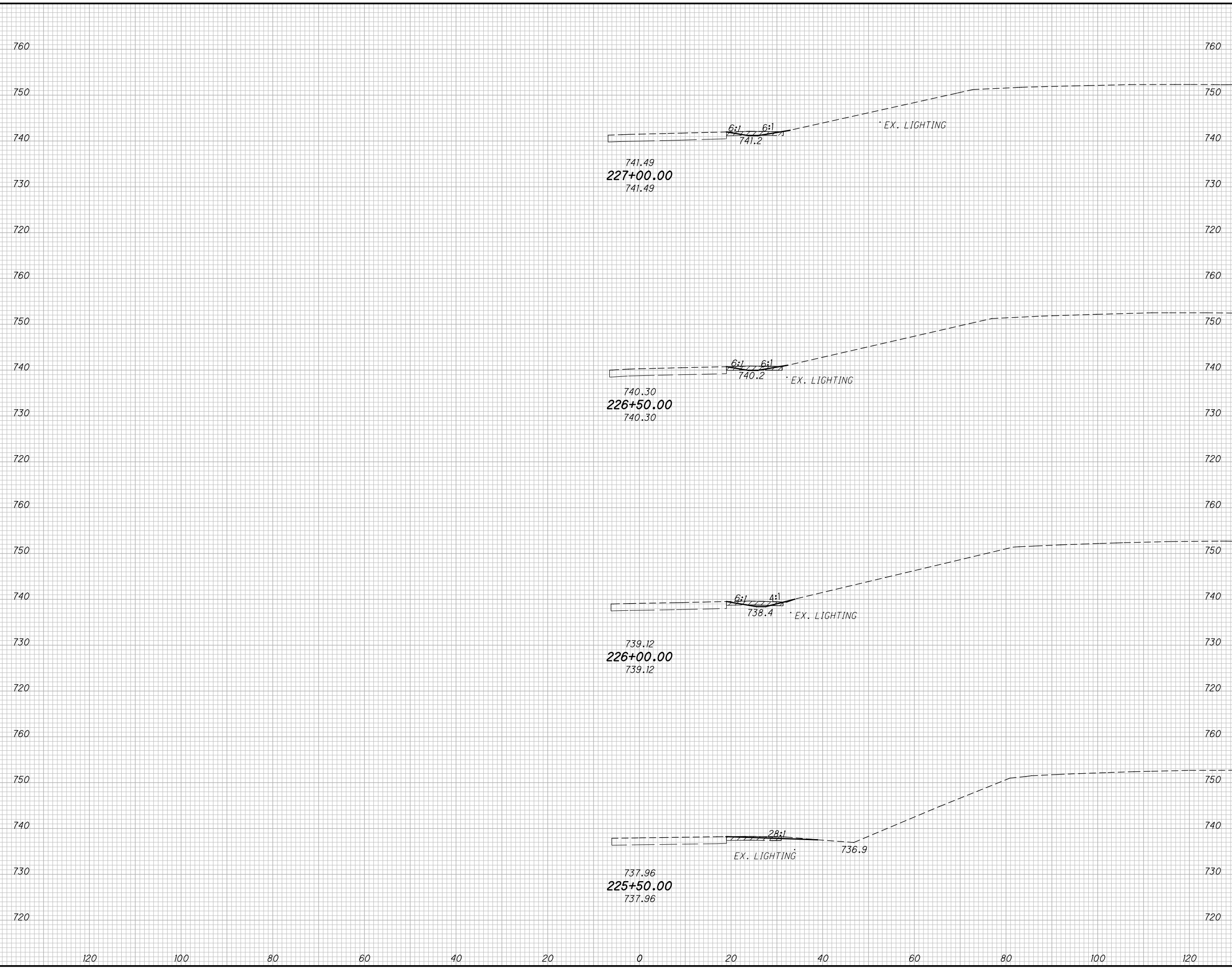


END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
6	10				
11	57	16	62		
		0	0		
		16	62		

CROSS SECTIONS - RAMP D
STA. 223+50.00 TO STA. 225+00.00
MOT-75-(10.44)(10.78)
 132
 348

P:\91606\roadway\sheets\91606XS302.dgn 2/26/2020 9:05:33 AM mcornett

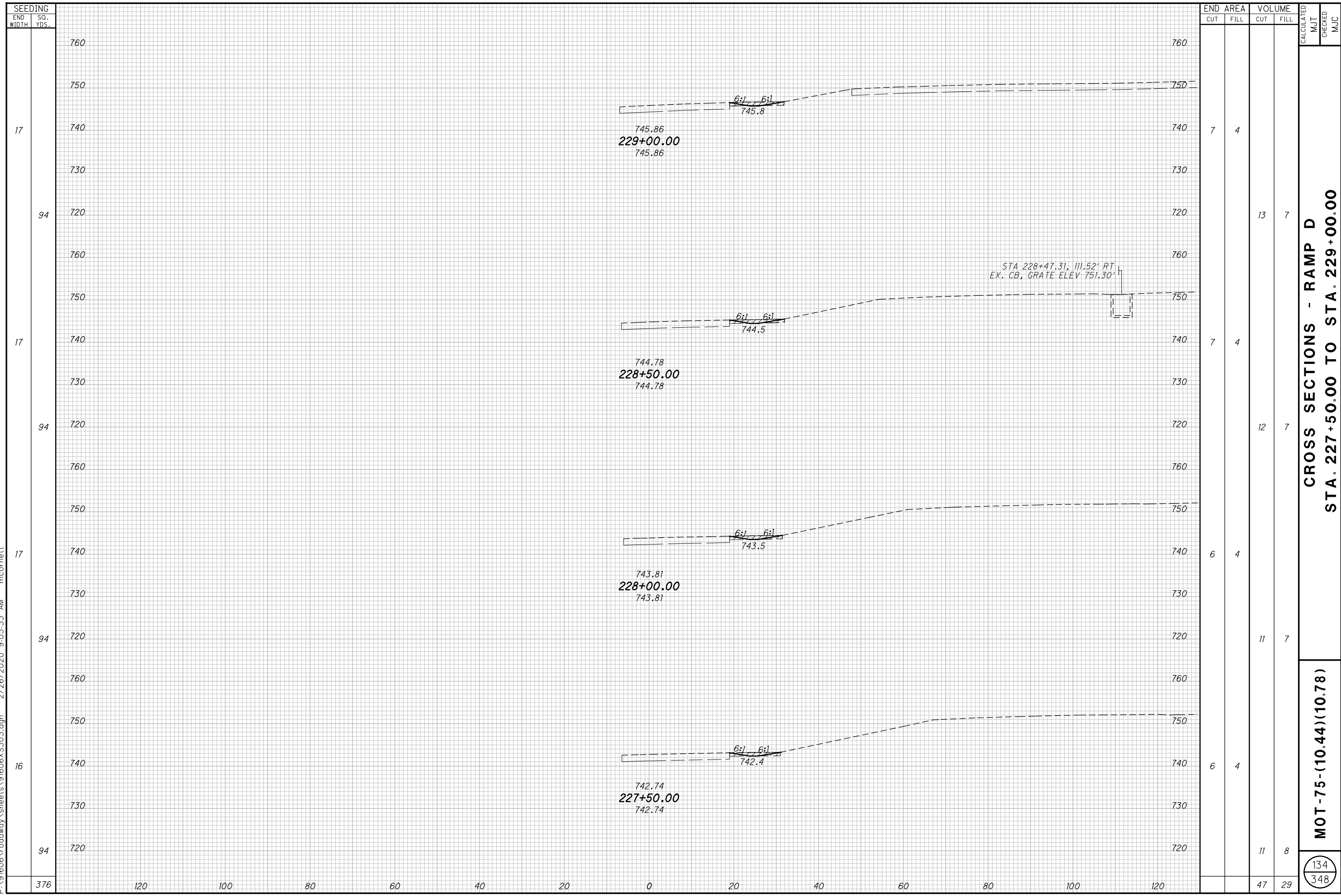
SEEDING	
END WIDTH	SO. YDS.
18	100
17	100
19	122
24	144
466	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
6	5	11	9
6	5	13	8
8	4	11	10
4	7	9	16
		44	43

CALCULATED	CHECKED
MJT	MJC
CROSS SECTIONS - RAMP D STA. 225+50.00 TO STA. 227+00.00	
MOT-75-(10.44)(10.78)	
133 348	

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SEEDING	
END WIDTH	SO. YDS.
17	94
17	94
17	94
16	94
376	

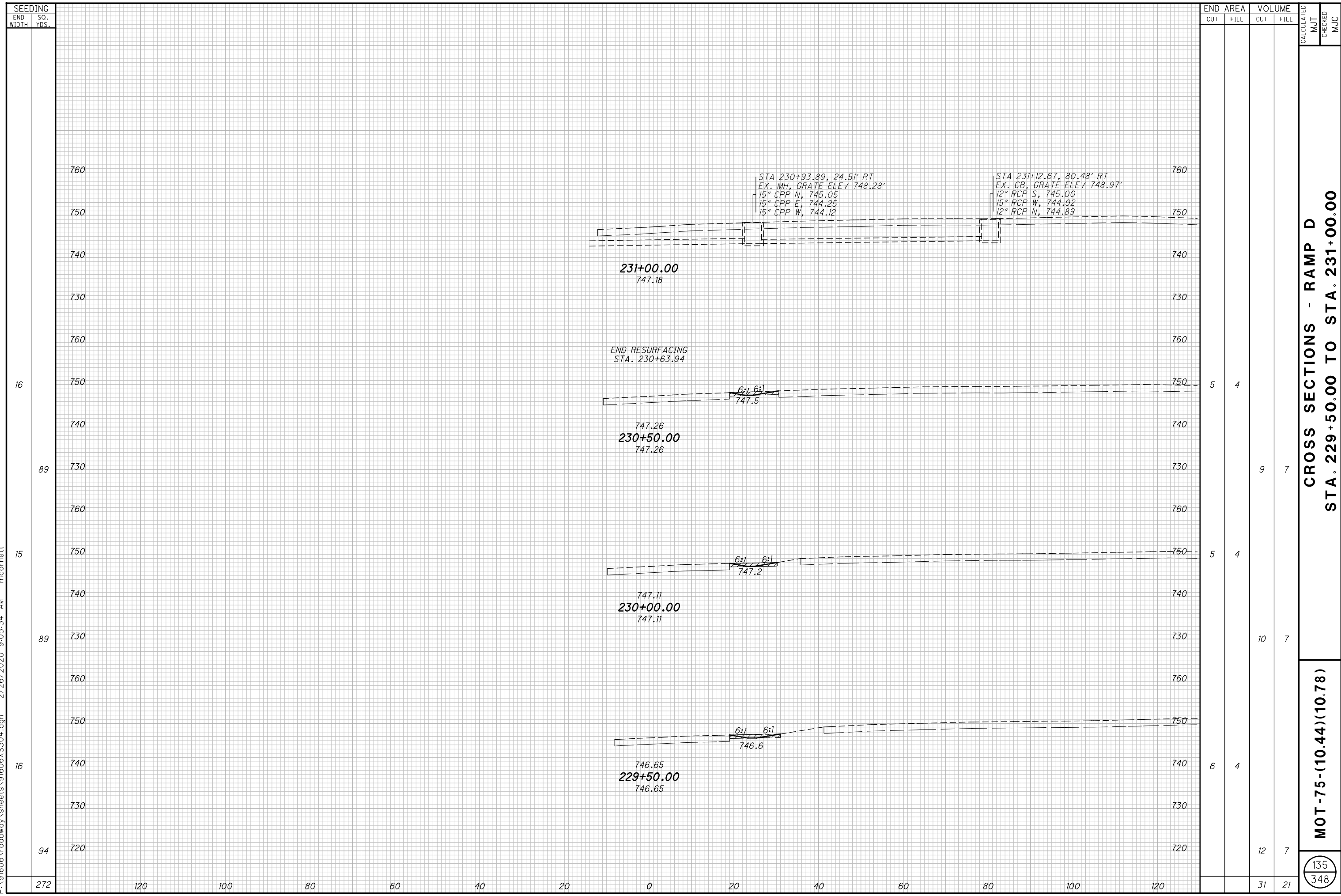
END AREA		VOLUME		CALCULATED MJT	CHECKED MJC
CUT	FILL	CUT	FILL		
7	4				
		13	7		
7	4				
		12	7		
6	4				
		11	7		
6	4				
		11	8		
		47	29		

CROSS SECTIONS - RAMP D
STA. 227+50.00 TO STA. 229+00.00

MOT - 75 - (10.44)(10.78)

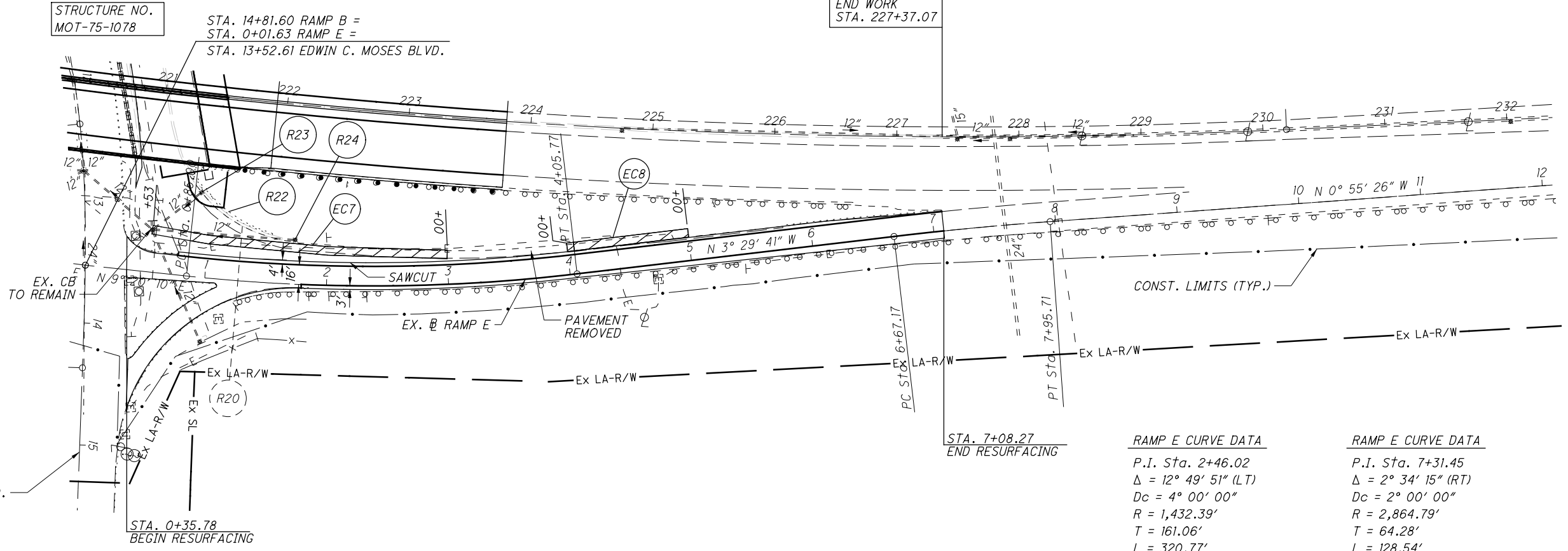
134
 348

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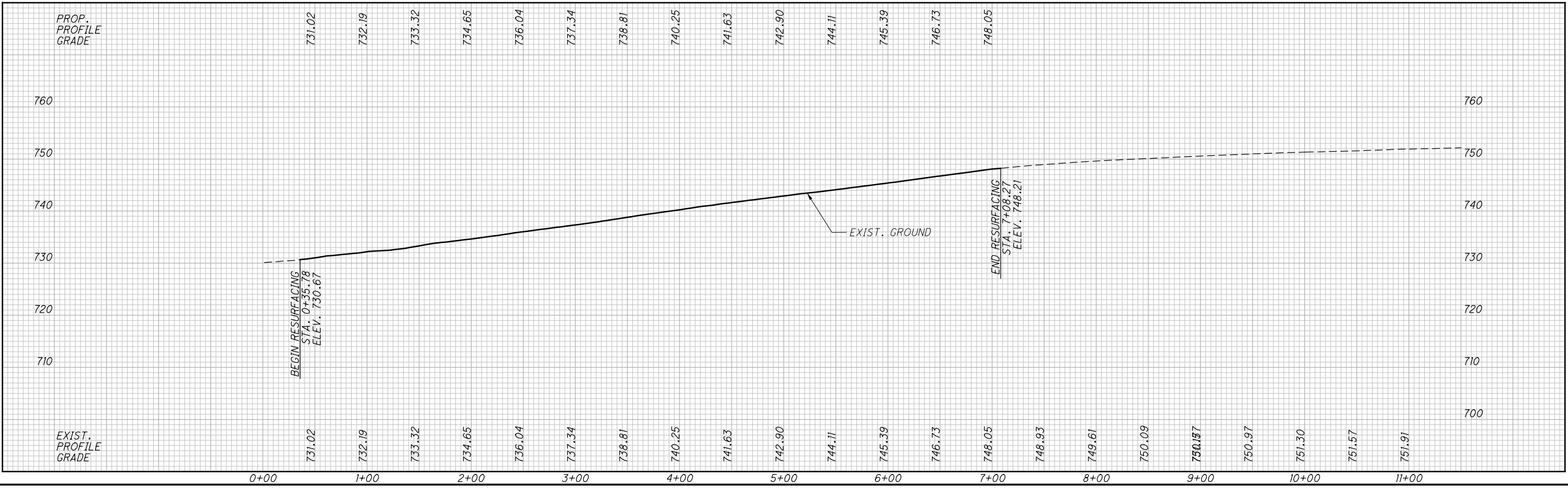
**EDWIN C. MOSES BLVD.
CURVE DATA**

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 200.00'$
 $\theta s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $\Delta c = 26^\circ 32' 34''$ (RT)
 $Lc = 331.79'$
 $Ts = 379.66'$
 $E = 54.86'$
 $C = 328.83'$
 $C1 = C2 = 199.83'$
 $C.B.1 = N 55^\circ 26' 12'' E$
 $C.B. = N 74^\circ 02' 31'' E$
 $C.B.2 = N 87^\circ 21' 11'' W$



RAMP E CURVE DATA		RAMP E CURVE DATA	
P.I. Sta.	2+46.02	P.I. Sta.	7+31.45
Δ	$12^\circ 49' 51''$ (LT)	Δ	$2^\circ 34' 15''$ (RT)
Dc	$4^\circ 00' 00''$	Dc	$2^\circ 00' 00''$
R	1,432.39'	R	2,864.79'
T	161.06'	T	64.28'
L	320.77'	L	128.54'
E	9.03'	E	0.72'
C	320.10'	C	128.53'
C.B.	$N 2^\circ 55' 15'' E$	C.B.	$N 2^\circ 12' 33'' W$
e max	.0370	e max	.0370

ITEM 670 DITCH EROSION PROTECTION



CALCULATED MJT CHECKED MJC

 HORIZONTAL SCALE IN FEET

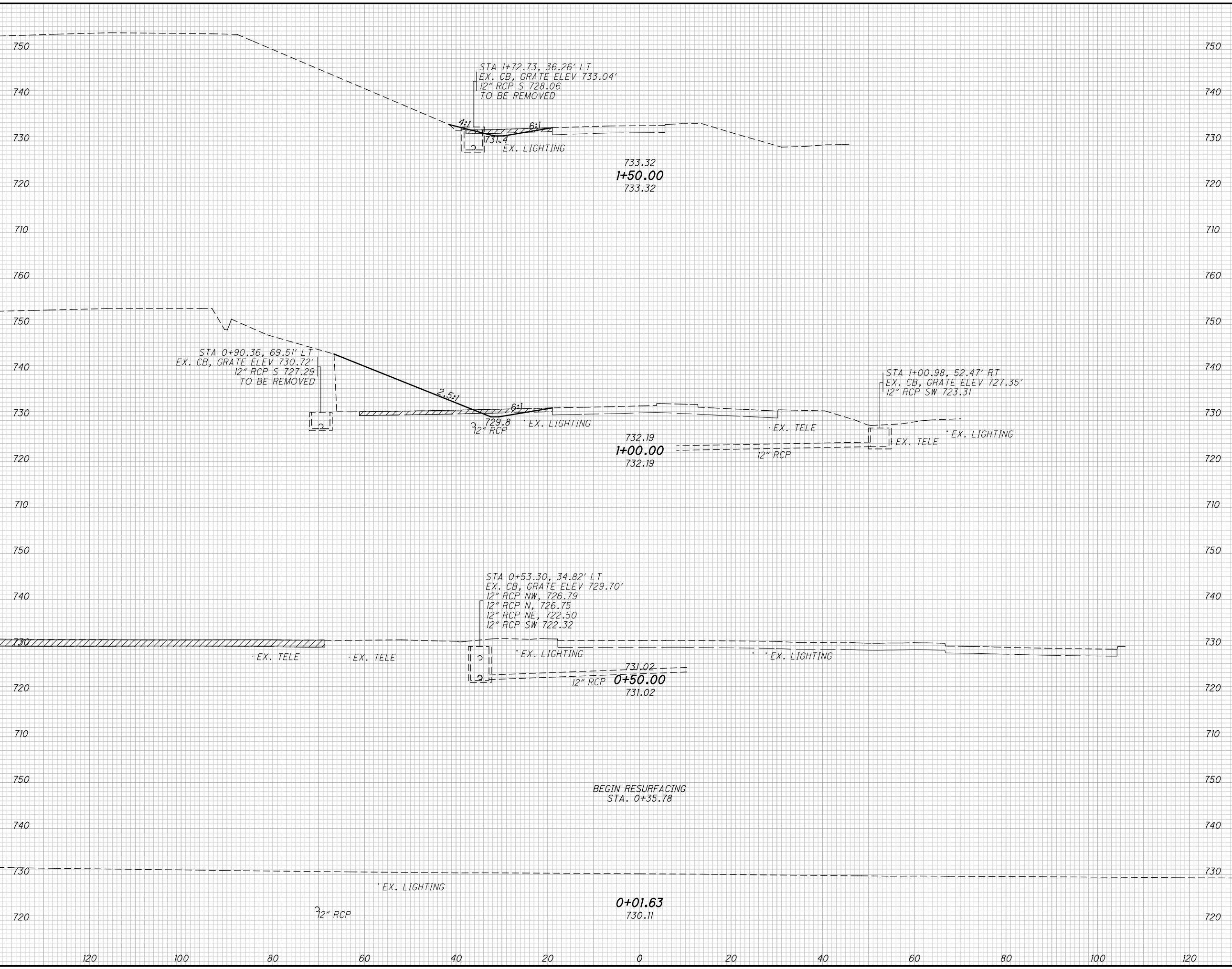
**PLAN AND PROFILE RAMP E
STA. 0+01.63 TO STA. 11+00.00**

MOT-75-(10.44)(10.78)

P:\91606\roadway\sheets\91606GP401.dgn 2/26/2020 9:05:35 AM mcornett

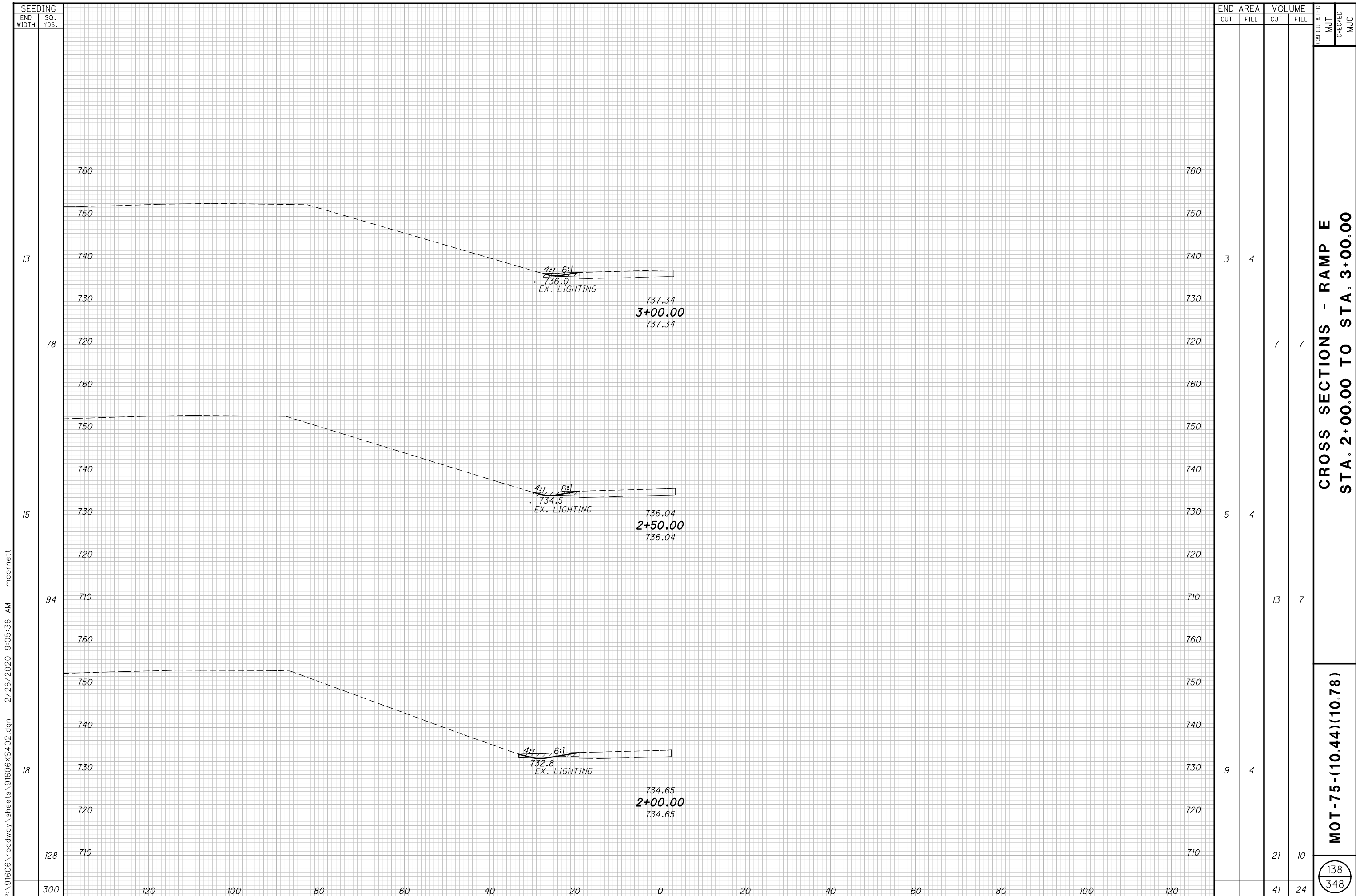
P:\91606\roadway\sheets\91606XS401.dgn 2/26/2020 9:05:35 AM mcornett

SEEDING	
END WIDTH	SO. YDS.
27	
228	
54	
400	
90	
0	
628	



END AREA		VOLUME		CALCULATED MUT	CHECKED MJC
CUT	FILL	CUT	FILL		
14	7				
		28	202		
		0	322		
0	136				
		0	0		
		28	524		

CROSS SECTIONS - RAMP E
STA. 0+01.63 TO STA. 1+50.00
MOT-75-(10.44)(10.78)
 137
 348



P:\91606\roadway\sheets\91606XS402.dgn 2/26/2020 9:05:36 AM mcornett

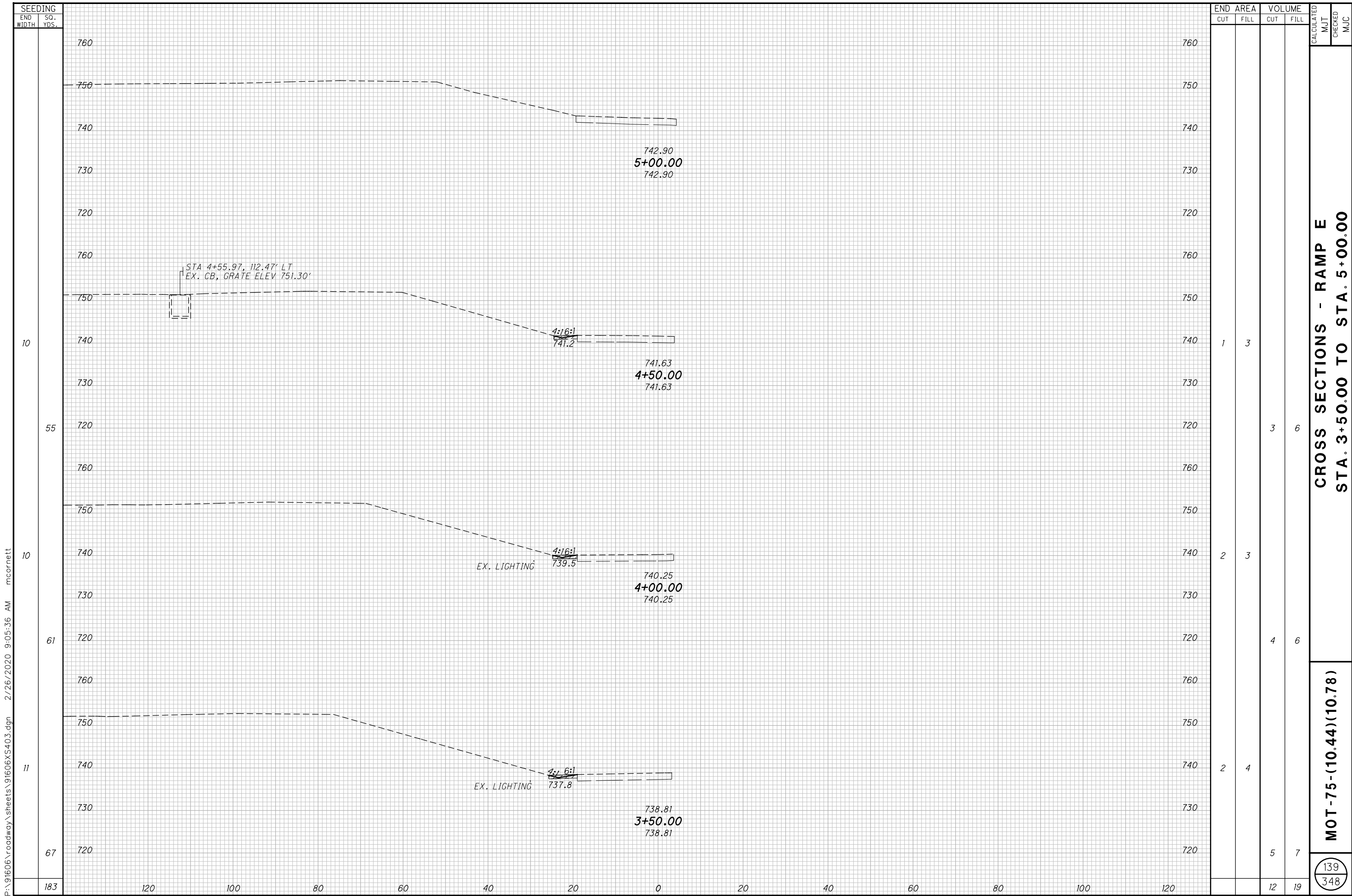
SEEDING	
END WIDTH	SO. YDS.
300	
128	
18	
94	
15	
78	
13	

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
3	4				
		7	7		
5	4				
		13	7		
9	4				
		21	10		
		41	24		

CROSS SECTIONS - RAMP E
STA. 2+00.00 TO STA. 3+00.00

MOT -75 - (10.44)(10.78)

138
348



P:\91606\roadway\sheets\91606XS403.dgn 2/26/2020 9:05:36 AM mcornett

SEEDING	
END WIDTH	SO. YDS.
183	
120	
100	
80	
60	
40	
20	
0	
20	
40	
60	
80	
100	
120	

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
1	3				
		3	6		
2	3				
		4	6		
2	4				
		5	7		
		12	19		

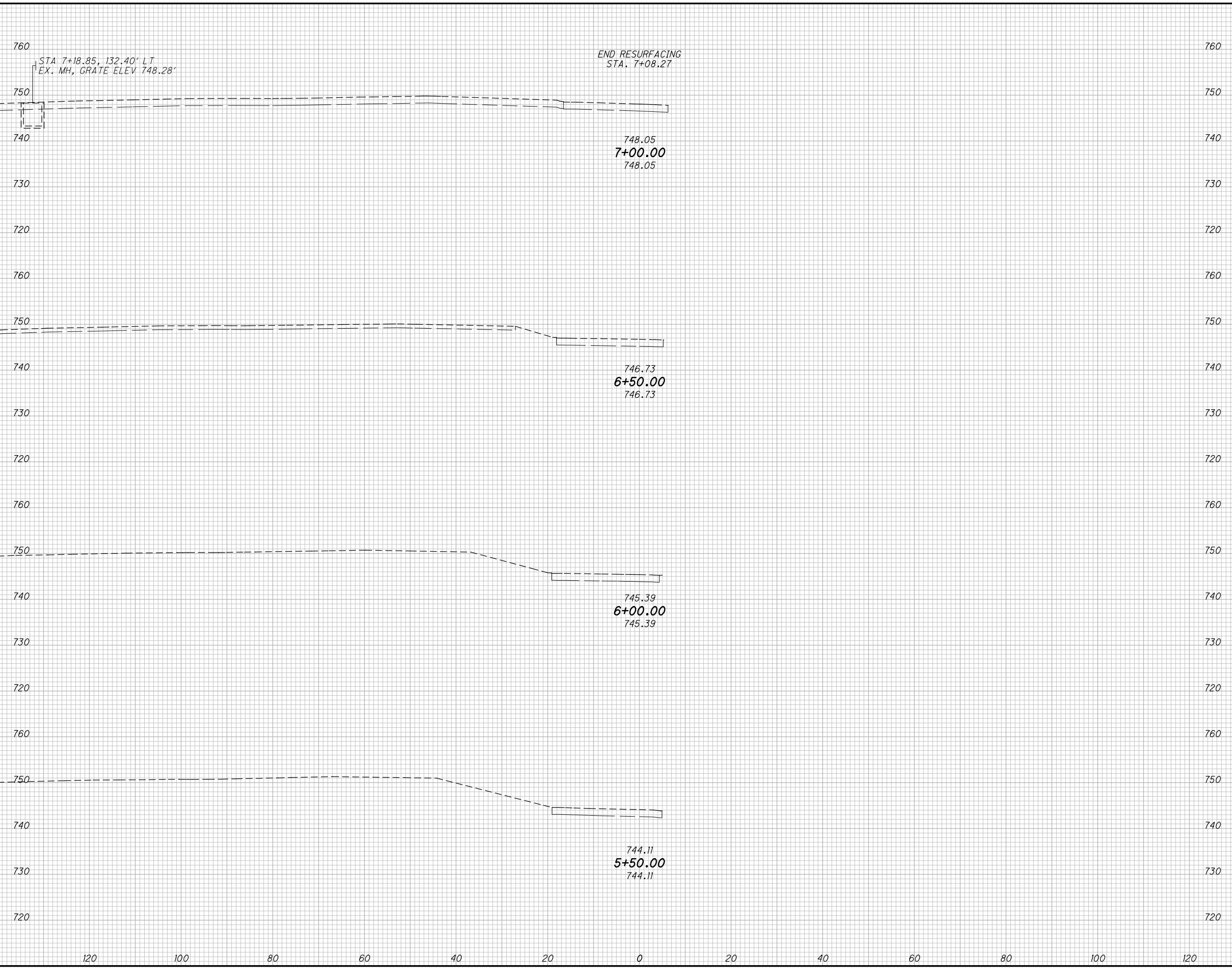
CROSS SECTIONS - RAMP E
STA. 3+50.00 TO STA. 5+00.00

MOT-75-(10.44)(10.78)

139
348

P:\91606\roadway\sheets\91606XS404.dgn 2/26/2020 9:05:37 AM mcornett

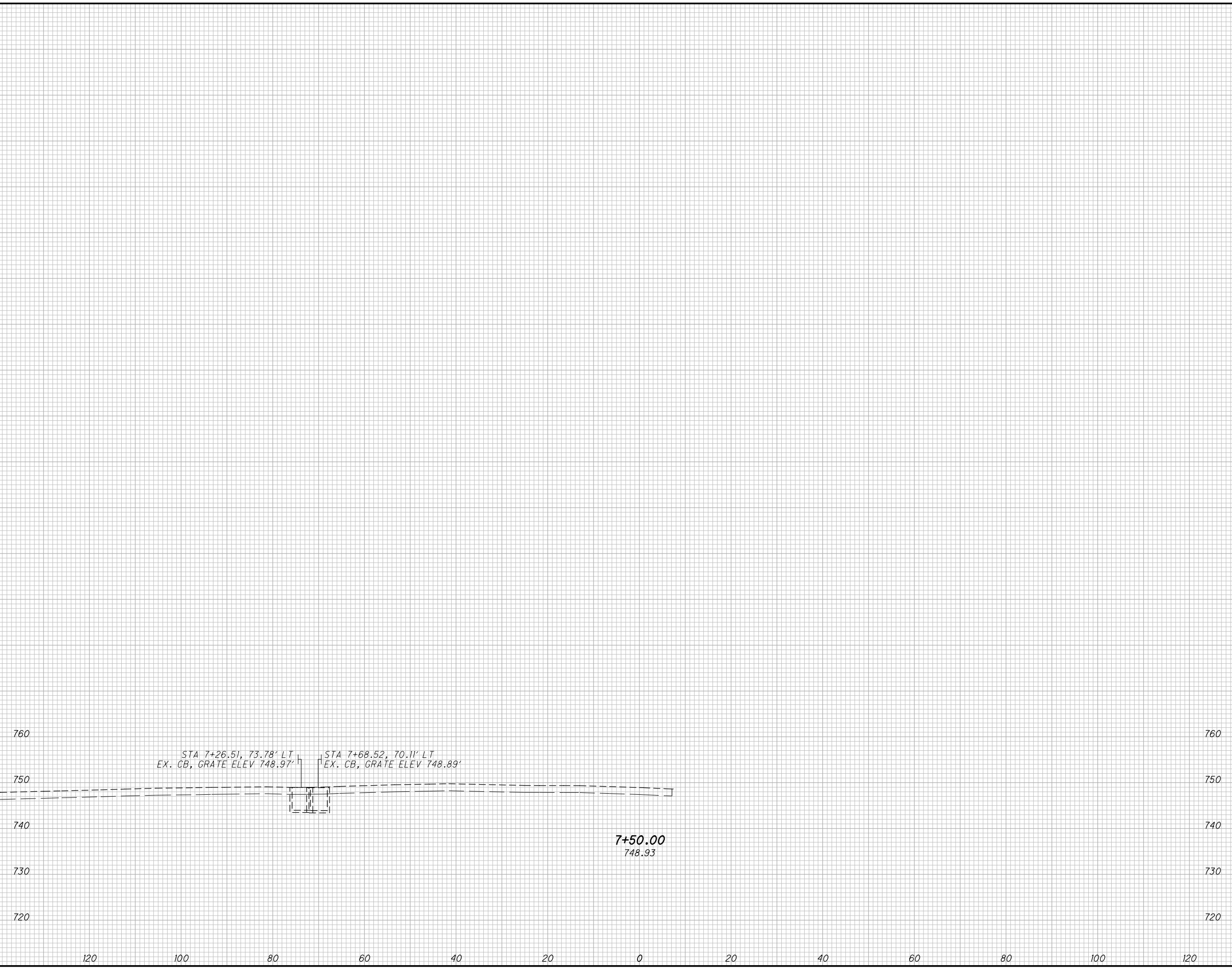
SEEDING	
END WIDTH	SO. YDS.
0	



END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
CROSS SECTIONS - RAMP E					
STA. 5+50.00 TO STA. 7+00.00					
MOT -75 - (10.44)(10.78)					
				140	348

P:\91606\roadway\sheets\91606XS405.dgn 2/26/2020 9:05:37 AM mcornett

SEEDING	
END WIDTH	SO. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

CALCULATED	CHECKED
MJT	MJC

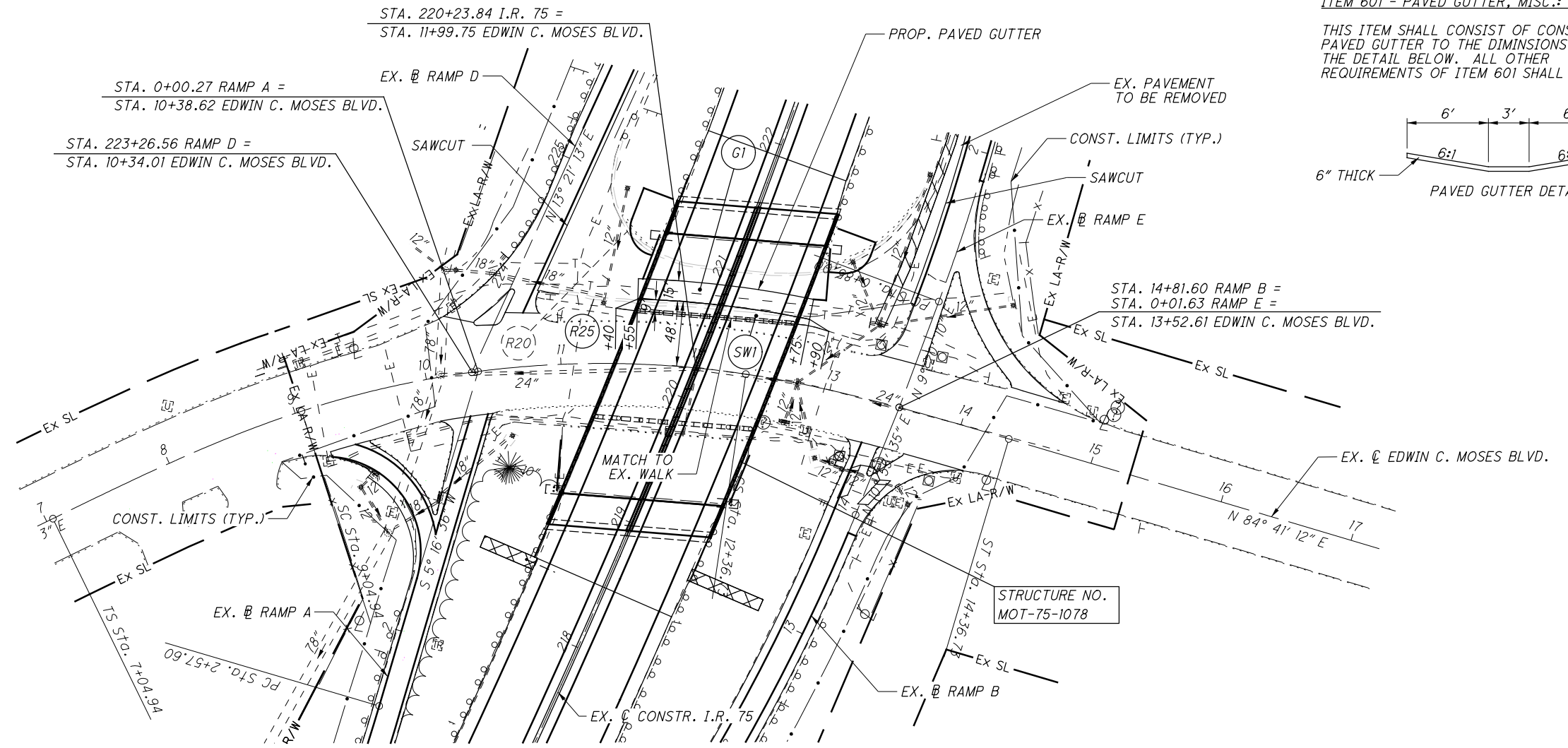
CROSS SECTIONS - RAMP E
STA. 7+50.00

MOT -75 - (10.44)(10.78)

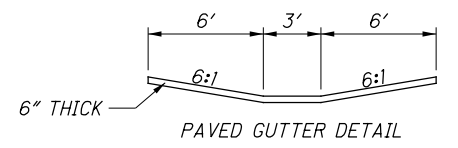
141
348

EDWIN C. MOSES BLVD.
CURVE DATA

P.I. Sta. 10+84.60
 $\Delta = 42^\circ 32' 34''$ (RT)
 $D_c = 8^\circ 00' 00''$
 $R = 716.20'$
 $L_s = 200.00'$
 $\theta_s = 8^\circ 00' 00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $\Delta c = 26^\circ 32' 34''$ (RT)
 $L_c = 331.79'$
 $T_s = 379.66'$
 $E = 54.86'$
 $C = 328.83'$
 $C1 = C2 = 199.83'$
 $C.B.1 = N 55^\circ 26' 12'' E$
 $C.B. = N 74^\circ 02' 31'' E$
 $C.B.2 = N 87^\circ 21' 11'' W$



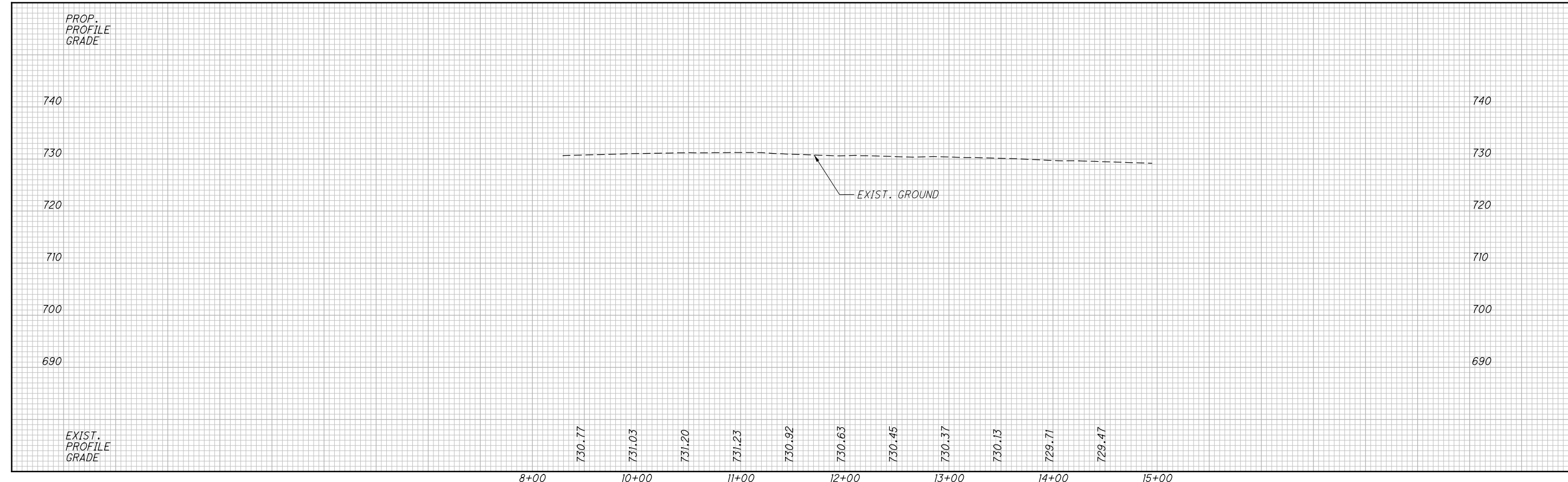
ITEM 601 - PAVED GUTTER, MISC.: TYPE 1-3
 THIS ITEM SHALL CONSIST OF CONSTRUCTING A PAVED GUTTER TO THE DIMENSIONS SHOWN IN THE DETAIL BELOW. ALL OTHER REQUIREMENTS OF ITEM 601 SHALL APPLY.



PLAN AND PROFILE EDWIN C. MOSES BLVD.
 STA. 8+00.00 TO STA. 15+00.00

MOT-75-(10.44)(10.78)

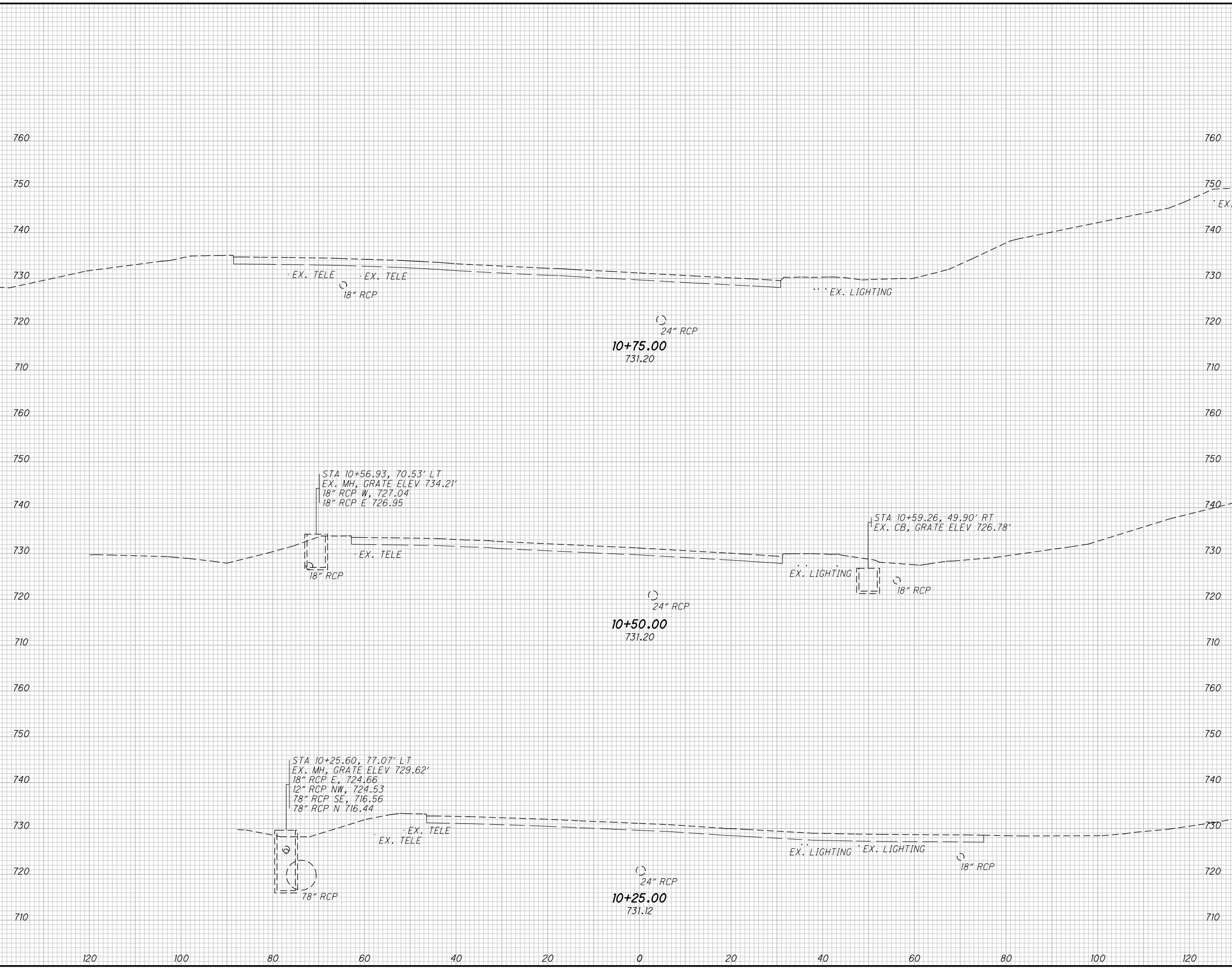
142
348



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SEEDING	
END WIDTH	SO. YDS.
0	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		0	0

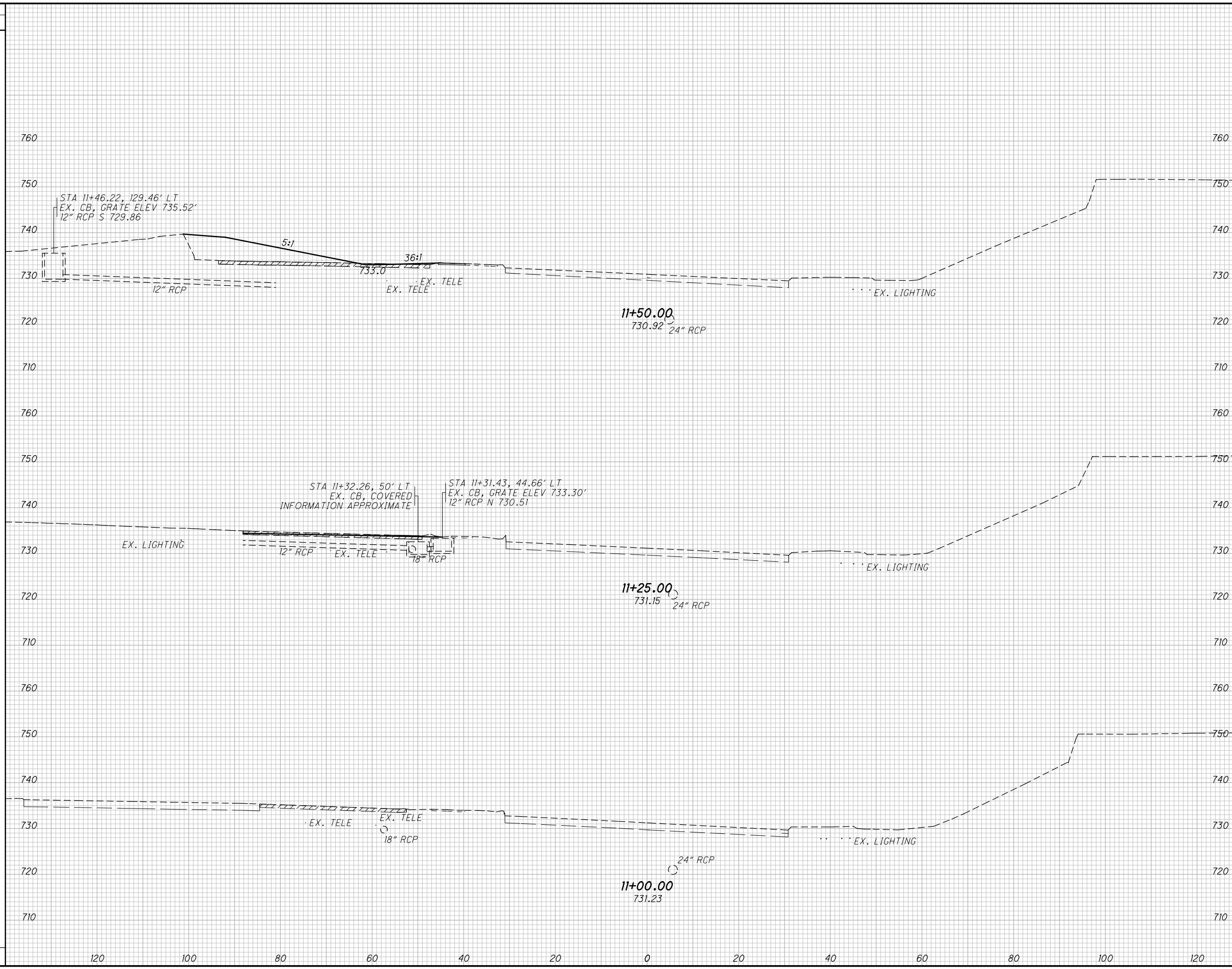
CALCULATED	CHECKED
MJT	MJC

CROSS SECTIONS - EDWIN C. MOSES BLVD
STA. 10+25.00 TO STA. 10+75.00

MOT-75-(10.44)(10.78)

143
348

SEEDING
 END SO.
 WIDTH YDS.
 51
 72
 0
 0
 72

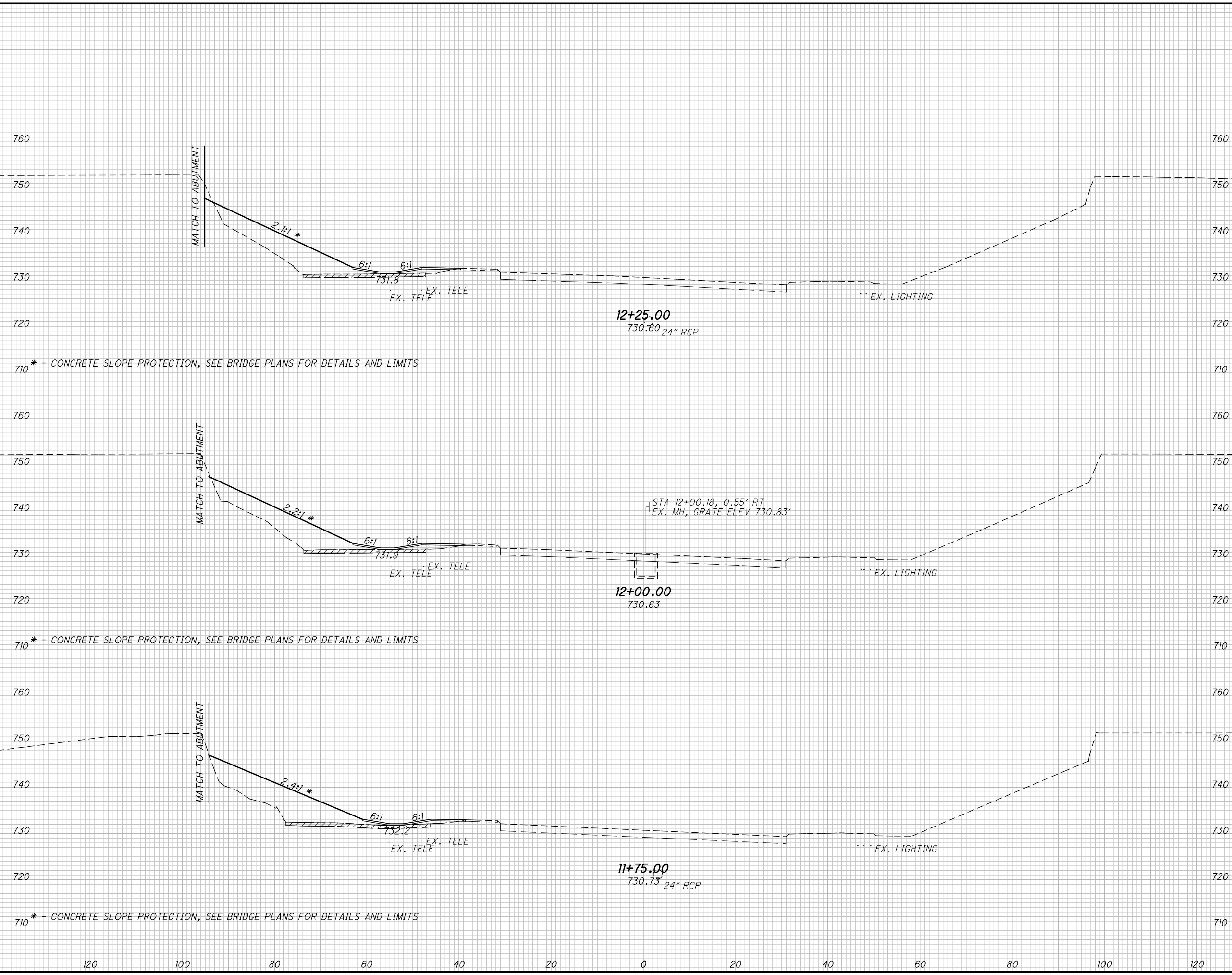


END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
0	150	0	77		
0	16	0	19		
0	96	0	96		

CROSS SECTIONS - EDWIN C. MOSES BLVD
STA. 11+00.00 TO STA. 11+50.00
MOT-75-(10.44)(10.78)
 144
 348

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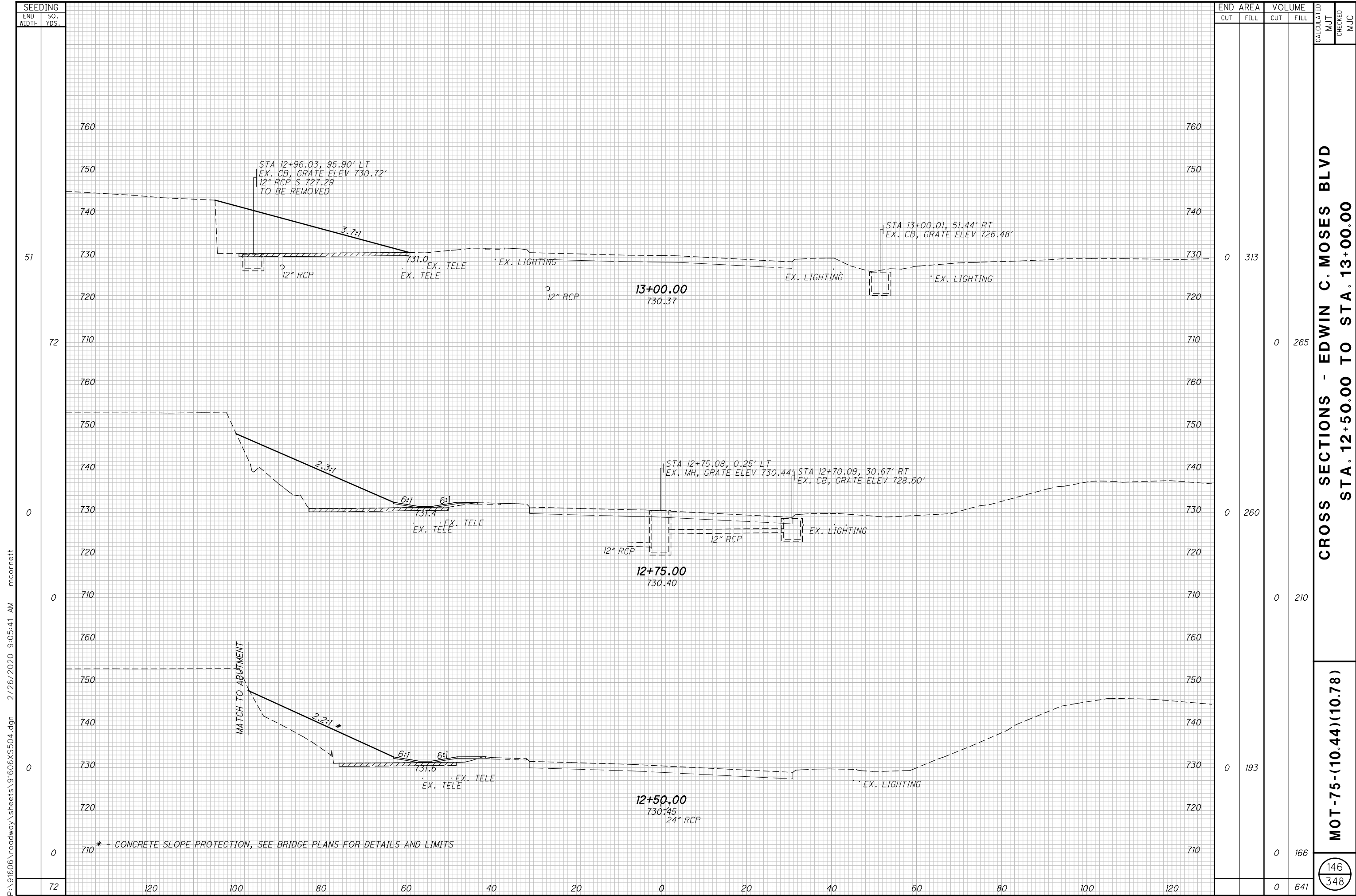
SEEDING	END		SO.
	WIDTH	YDS.	
	72		
		72	



END	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
72	0	166	0	153		
70	0	164	0	167		
72	0	196	0	160		
72	0	480	0			

CROSS SECTIONS - EDWIN C. MOSES BLVD
STA. 11+75.00 TO STA. 12+25.00

MOT-75-(10.44)(10.78)
 145
 348



SEEDING

END WIDTH	SO. YDS.
72	0
0	70
0	71
0	72
51	73

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	MJT	MJC
0	313	0	265		
0	260	0	210		
0	193	0	166		
		0	641		

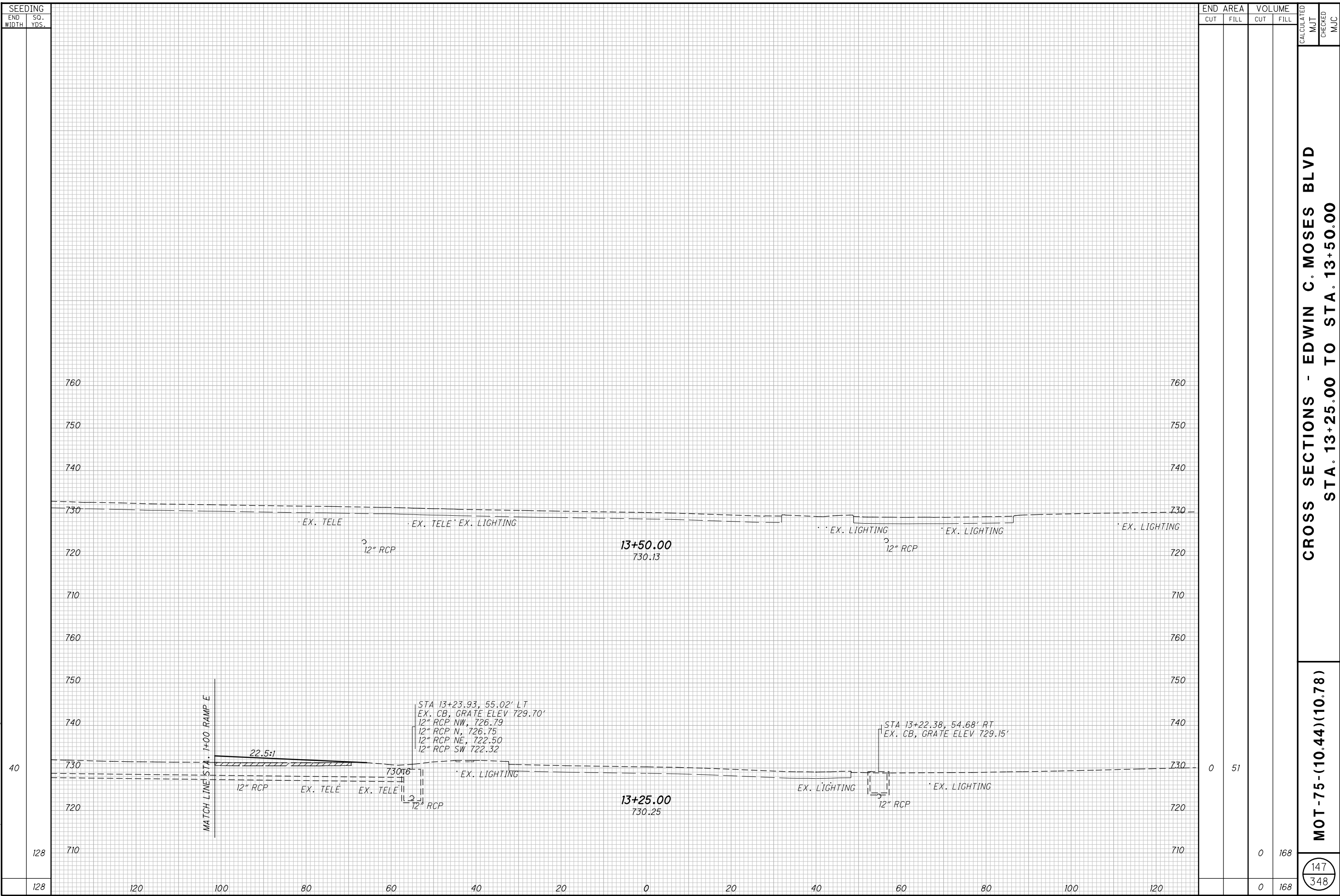
CROSS SECTIONS - EDWIN C. MOSES BLVD
STA. 12+50.00 TO STA. 13+00.00

MOT-75-(10.44)(10.78)

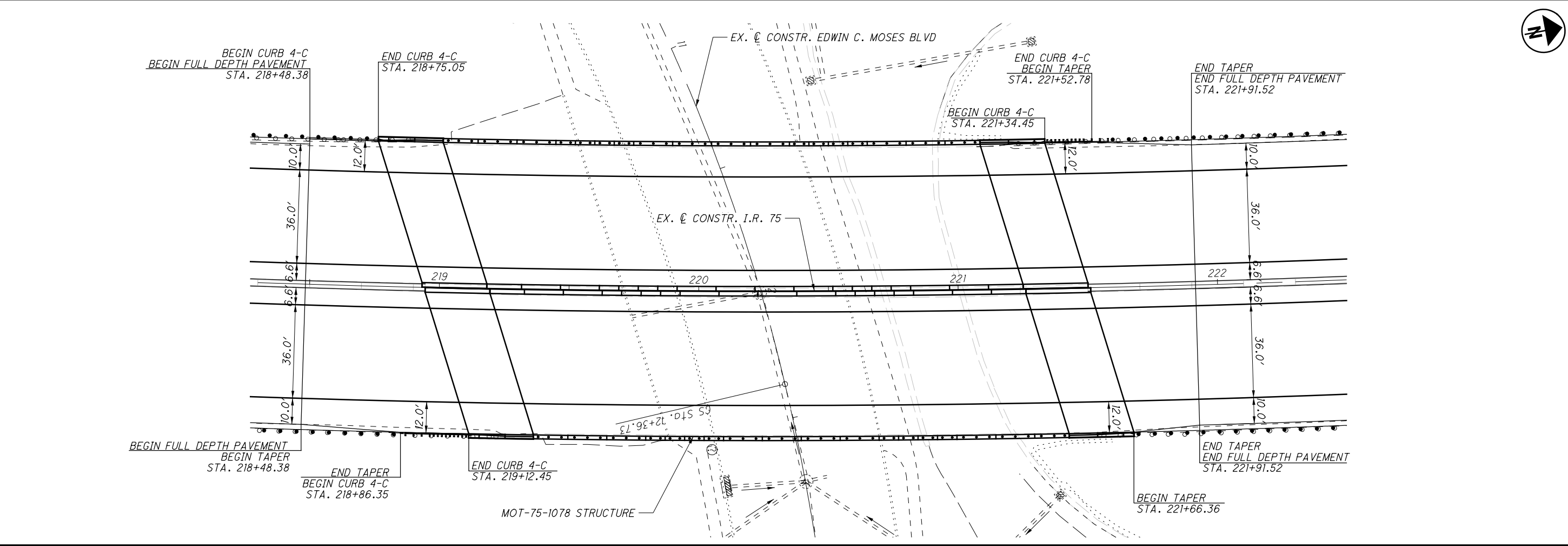
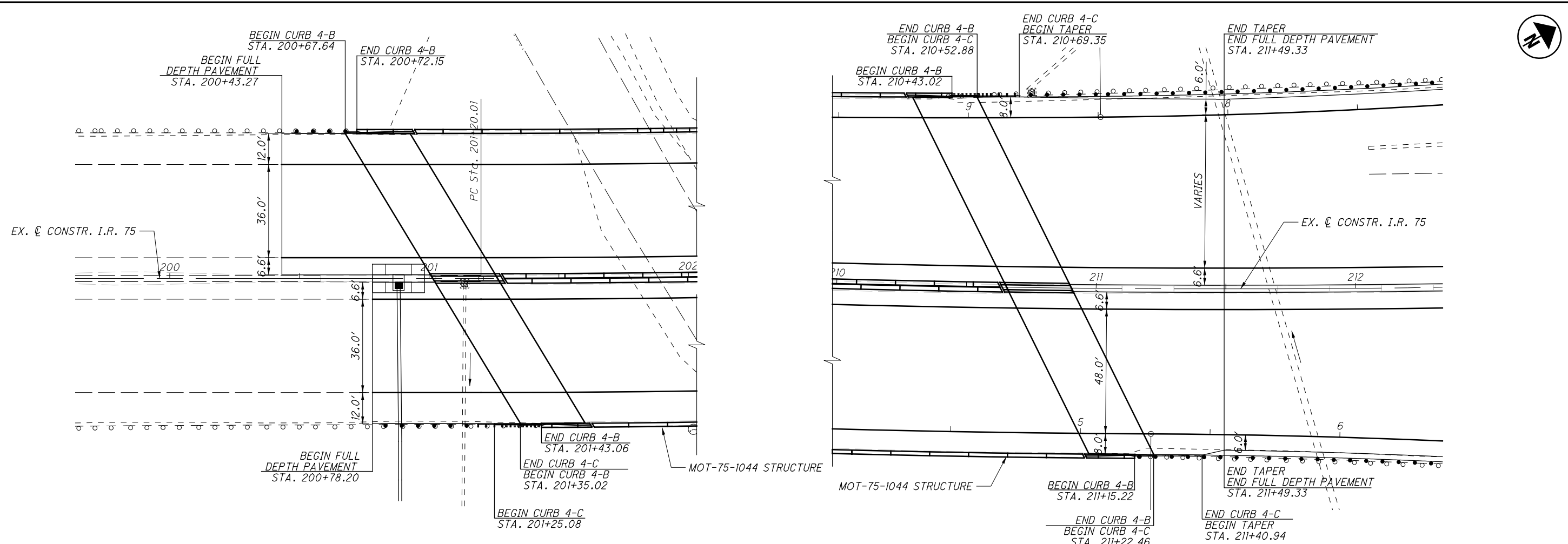
146
348

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P:\91606\roadway\sheet\91606XS505.dgn 2/26/2020 9:05:41 AM mcornett



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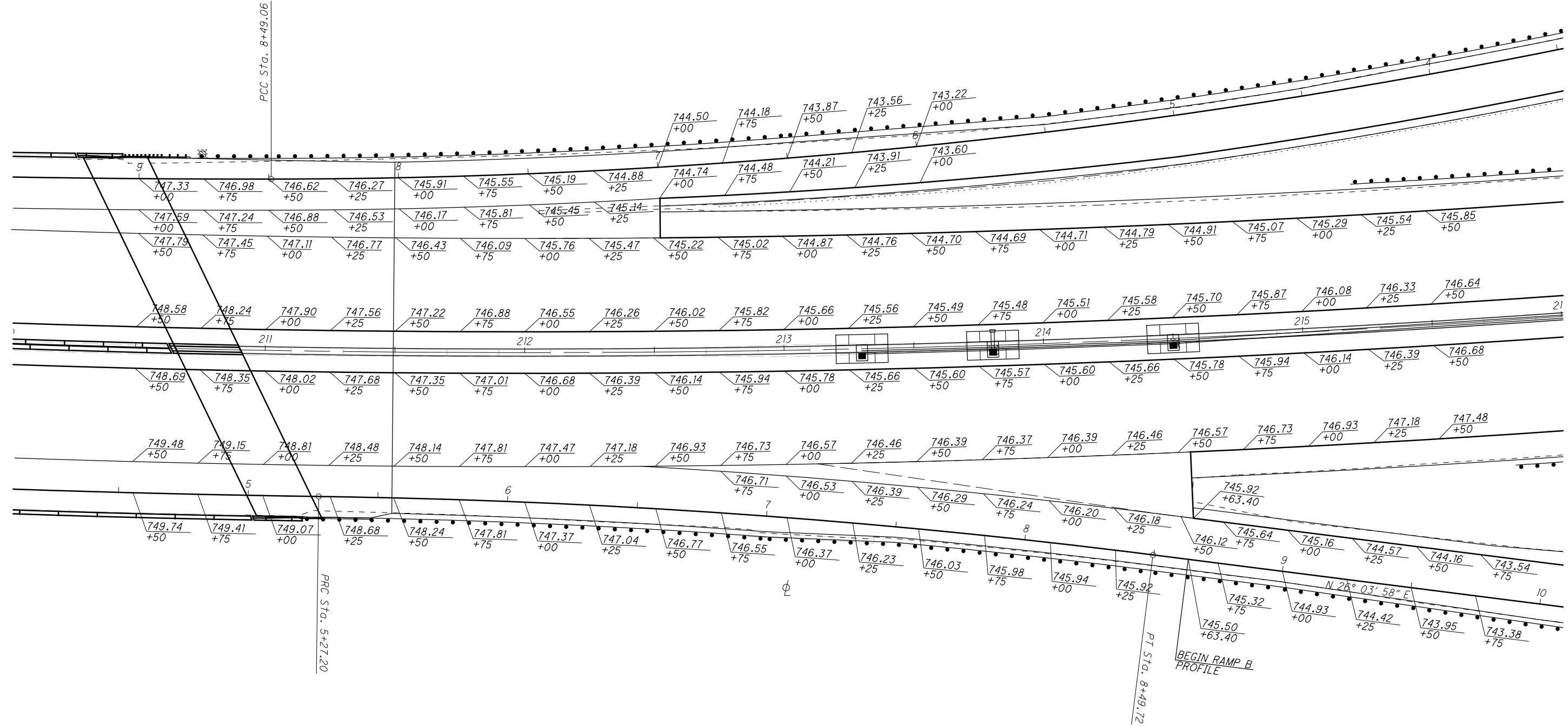
CALCULATED
MJC
CHECKED
BBD

0 20 40
HORIZONTAL
SCALE IN FEET

PAVEMENT TAPER DETAIL

MOT-75-(10.44)(10.78)

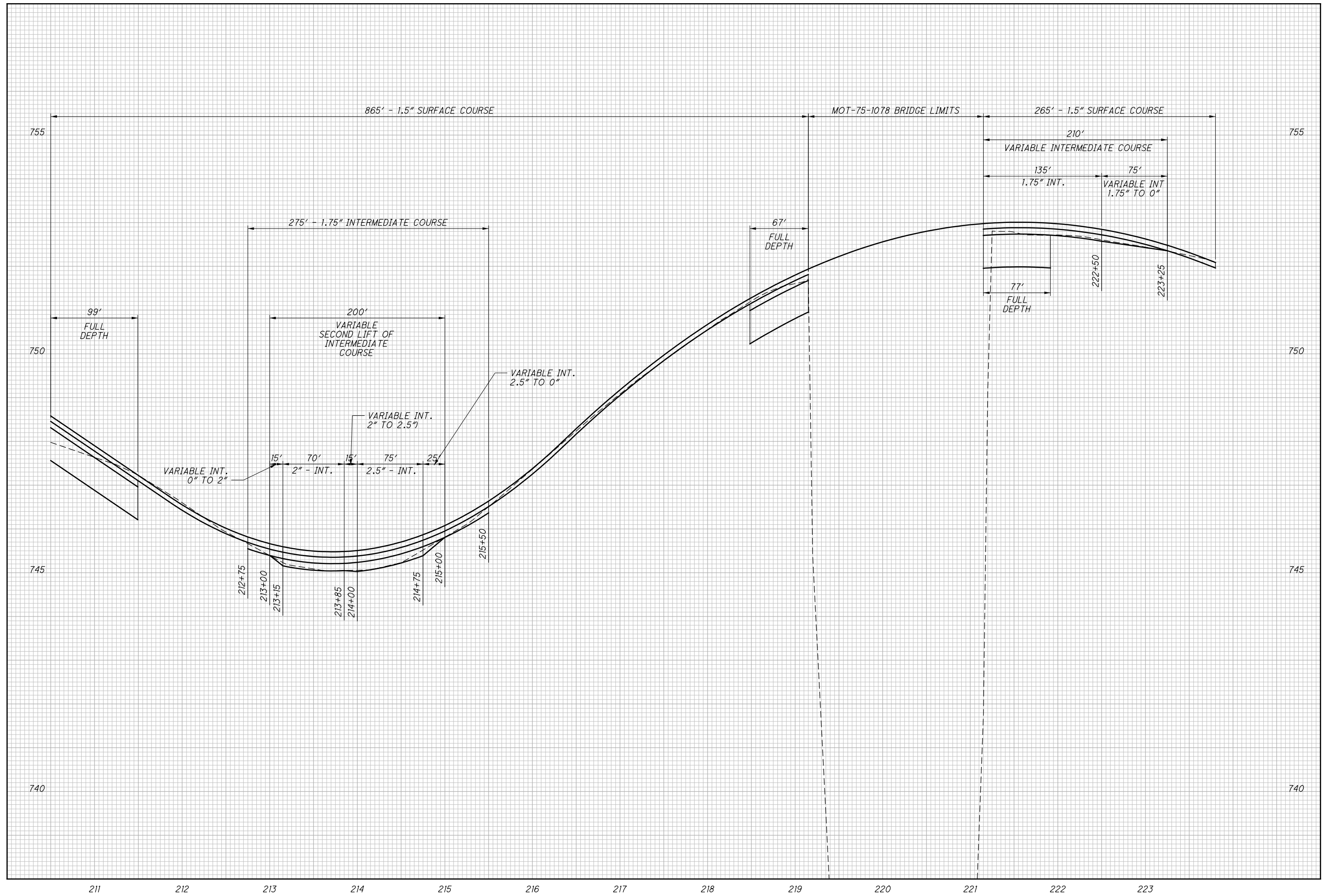
149
348



CALCULATED
MJC
CHECKED
BBD

**INTERCHANGE DETAIL - I.R. 75
STA. 210+00.00 TO STA. 215+50.00**

MOT-75-(10.44)(10.78)

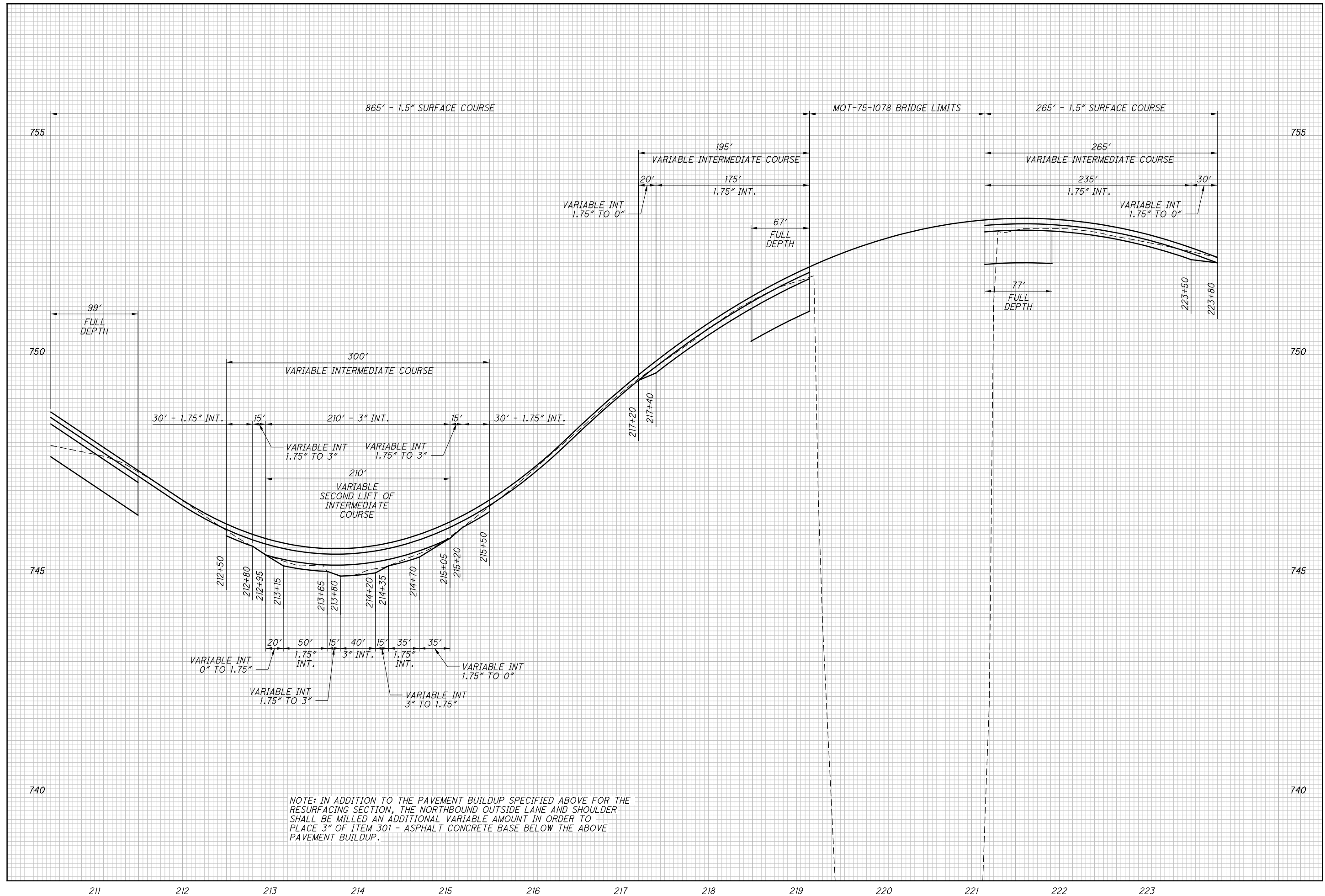


CALCULATED
MJC
CHECKED
BBD

RESURFACING DETAIL - SOUTHBOUND I.R. 75
STA. 210+50 TO 223+80

MOT-75-(10.44)(10.78)

P:\91606\roadway\sheets\91606GF002.dgn 2/26/2020 9:05:45 AM mcornett



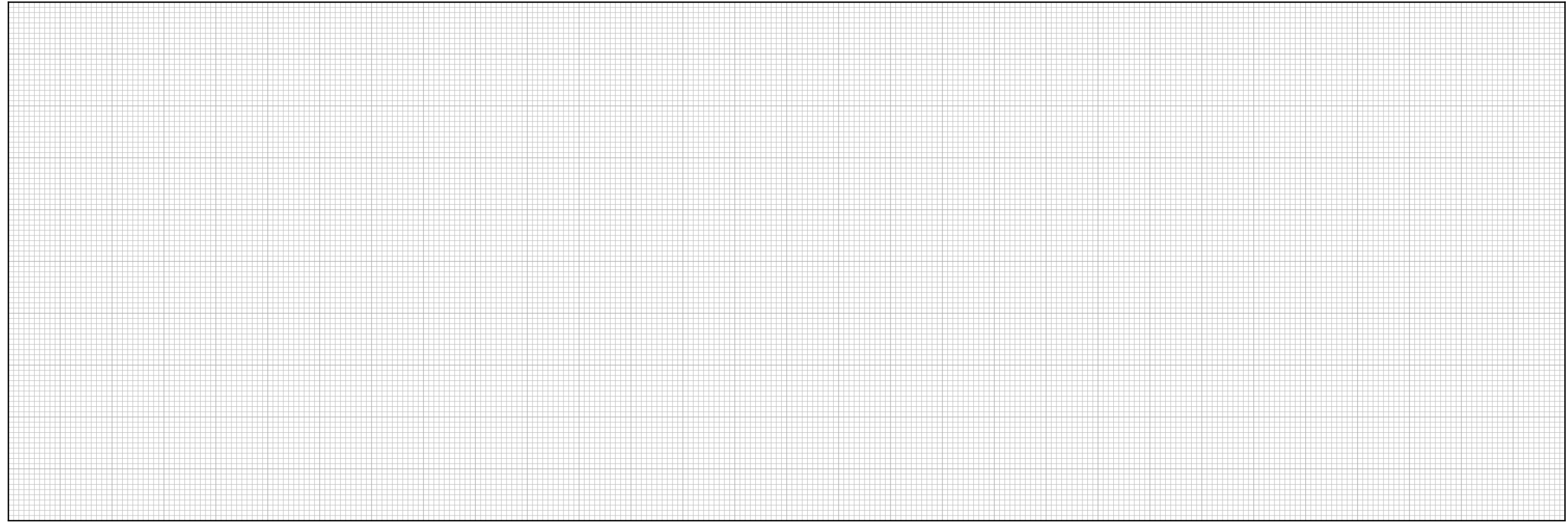
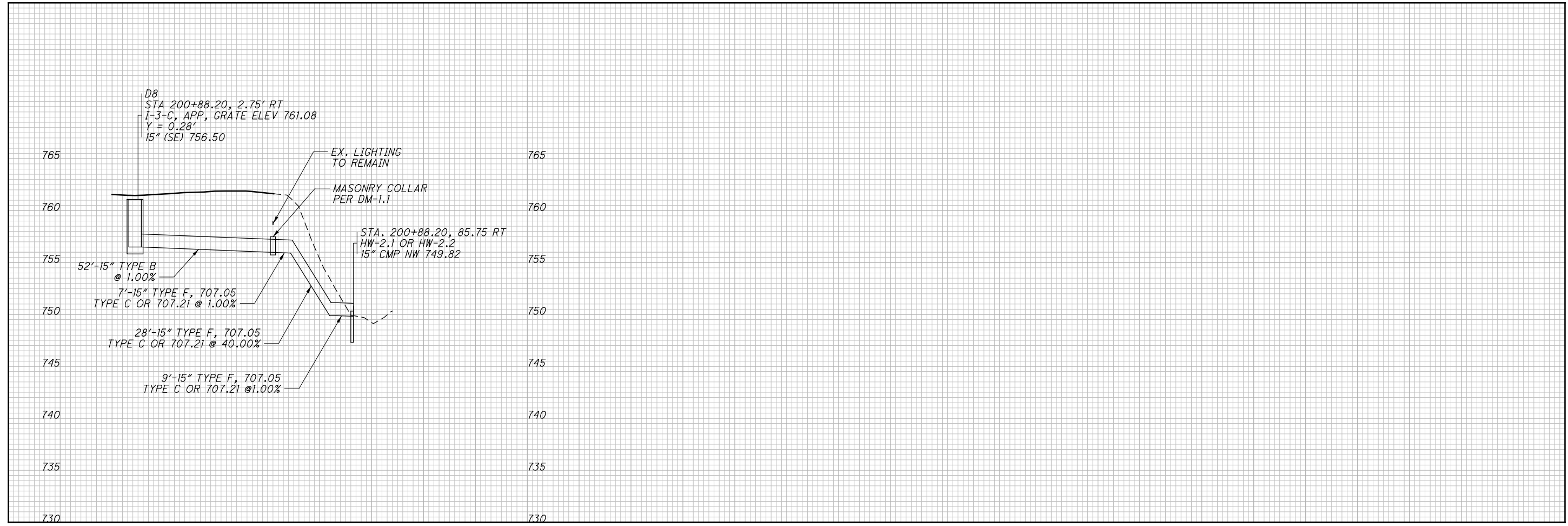
NOTE: IN ADDITION TO THE PAVEMENT BUILDUP SPECIFIED ABOVE FOR THE RESURFACING SECTION, THE NORTHBOUND OUTSIDE LANE AND SHOULDER SHALL BE MILLED AN ADDITIONAL VARIABLE AMOUNT IN ORDER TO PLACE 3" OF ITEM 301 - ASPHALT CONCRETE BASE BELOW THE ABOVE PAVEMENT BUILDUP.

CALCULATED
MJC
CHECKED
BBD

RESURFACING DETAIL - NORTHBOUND I.R. 75
STA. 210+50 TO 223+80

MOT-75-(10.44)(10.78)

152
348



DRAWN	LMP	CHECKED	KEW
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STORM PROFILES
STA. 200+88.20

MOT-75-(10.44)(10.78)



NOTES

GENERAL: This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 for Type D).

ADJACENT CONCRETE BARRIER RUNS: Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or CI Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transition should contain horizontal reinforcing steel similar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

BARRIER FACE TRANSITION: To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

MATERIALS: Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

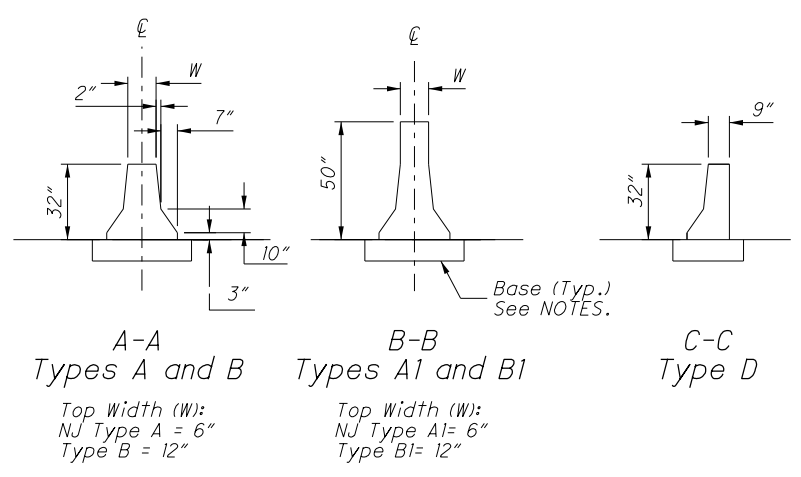
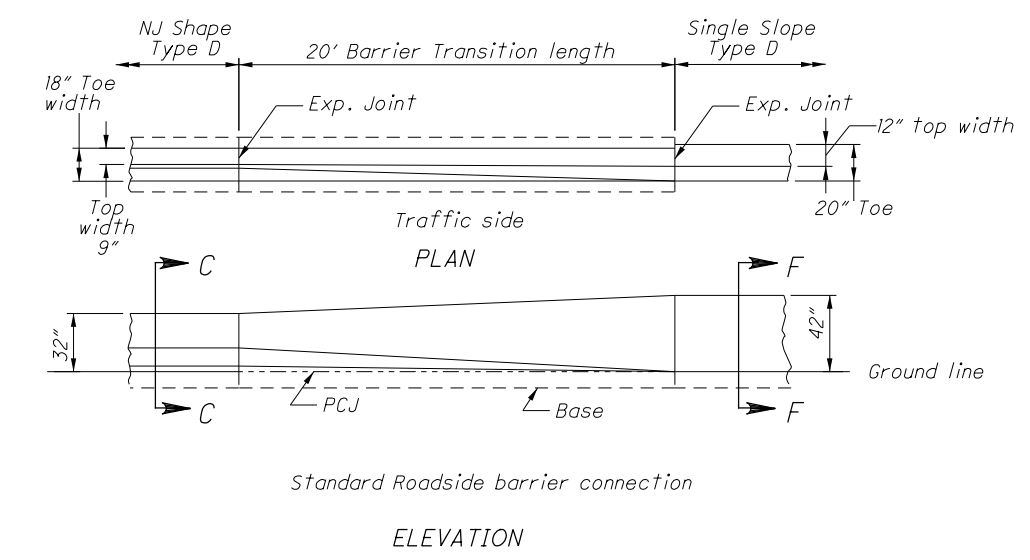
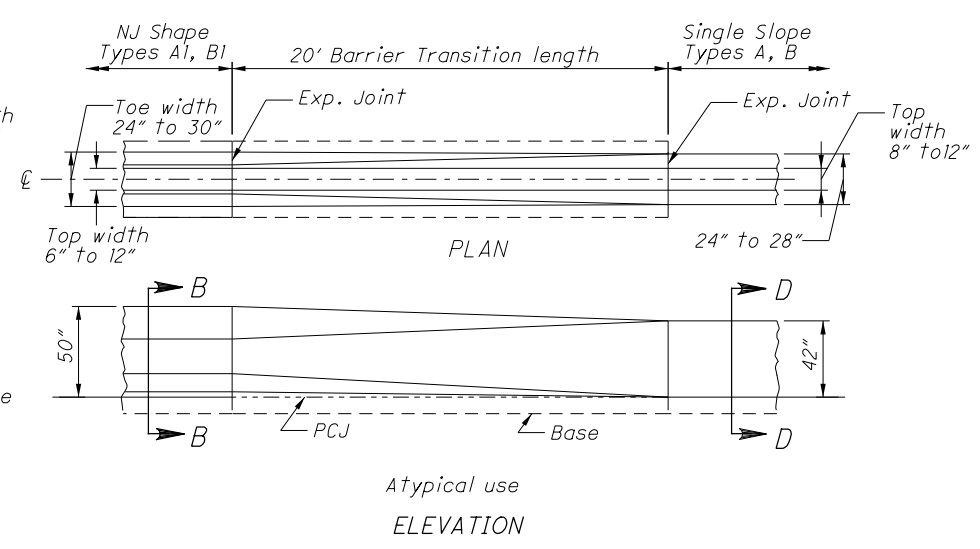
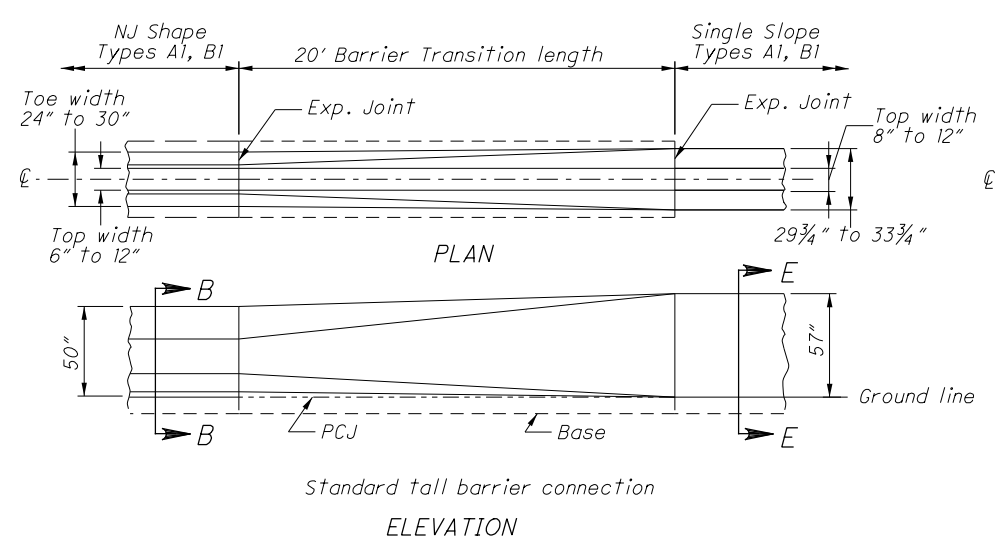
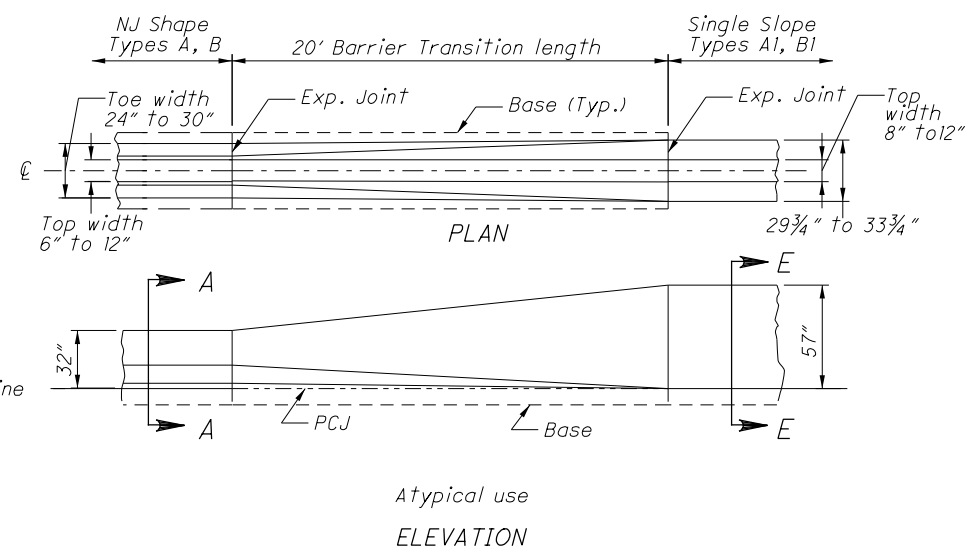
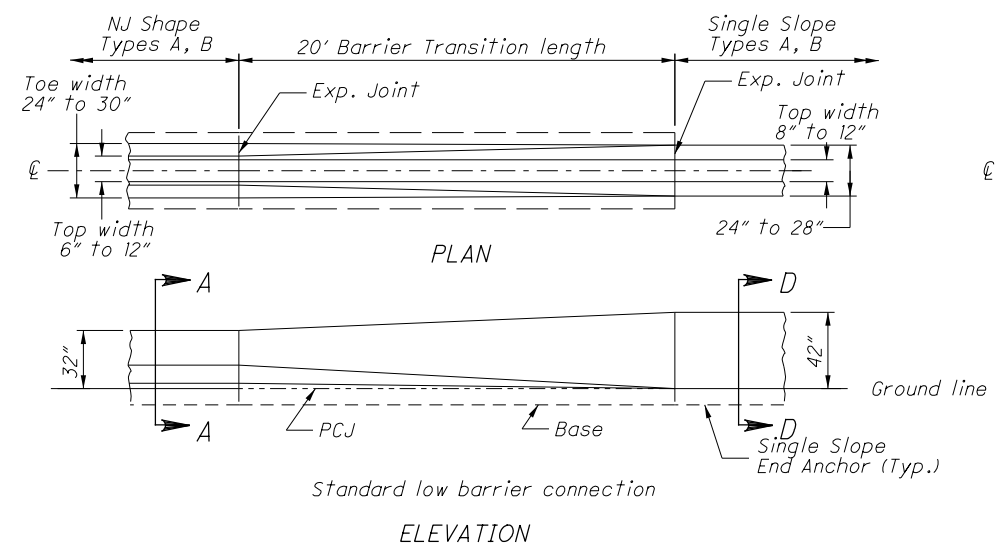
CONCRETE BASE: Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

JOINTS: Construct joints as shown on respective barrier drawings.

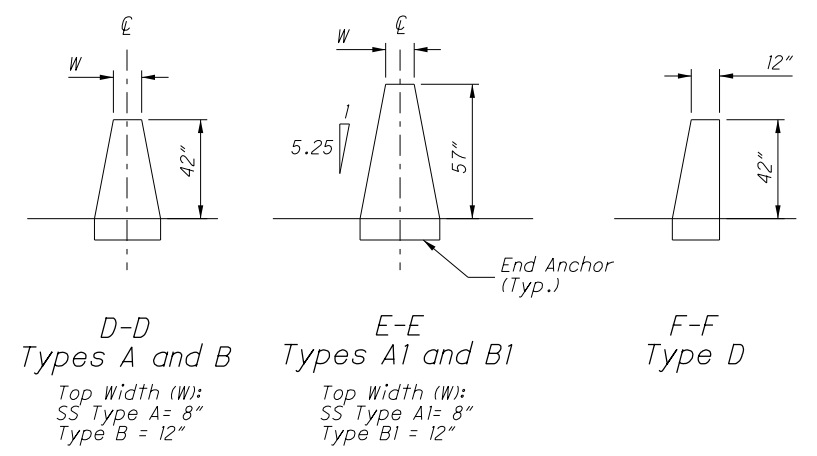
RACEWAYS: When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

METRIC UNITS: Refer to respective barrier drawings or inserts for metric dimensions.

PAYMENT: This Barrier Transition shall include all material and labor needed to construct this 20' section, including any raceways, reinforcing steel, dowels and other necessary incidentals. Payment shall be made at the unit price for Item 622 - Barrier Transition, Each.



NJ SHAPE SECTIONS
 See Plan Insert sheets for specific NJ Shape Concrete barrier details.



SINGLE SLOPE SECTIONS
 See SCD RM-4.3 and RM-4.5 for specific Single Slope concrete barrier details.

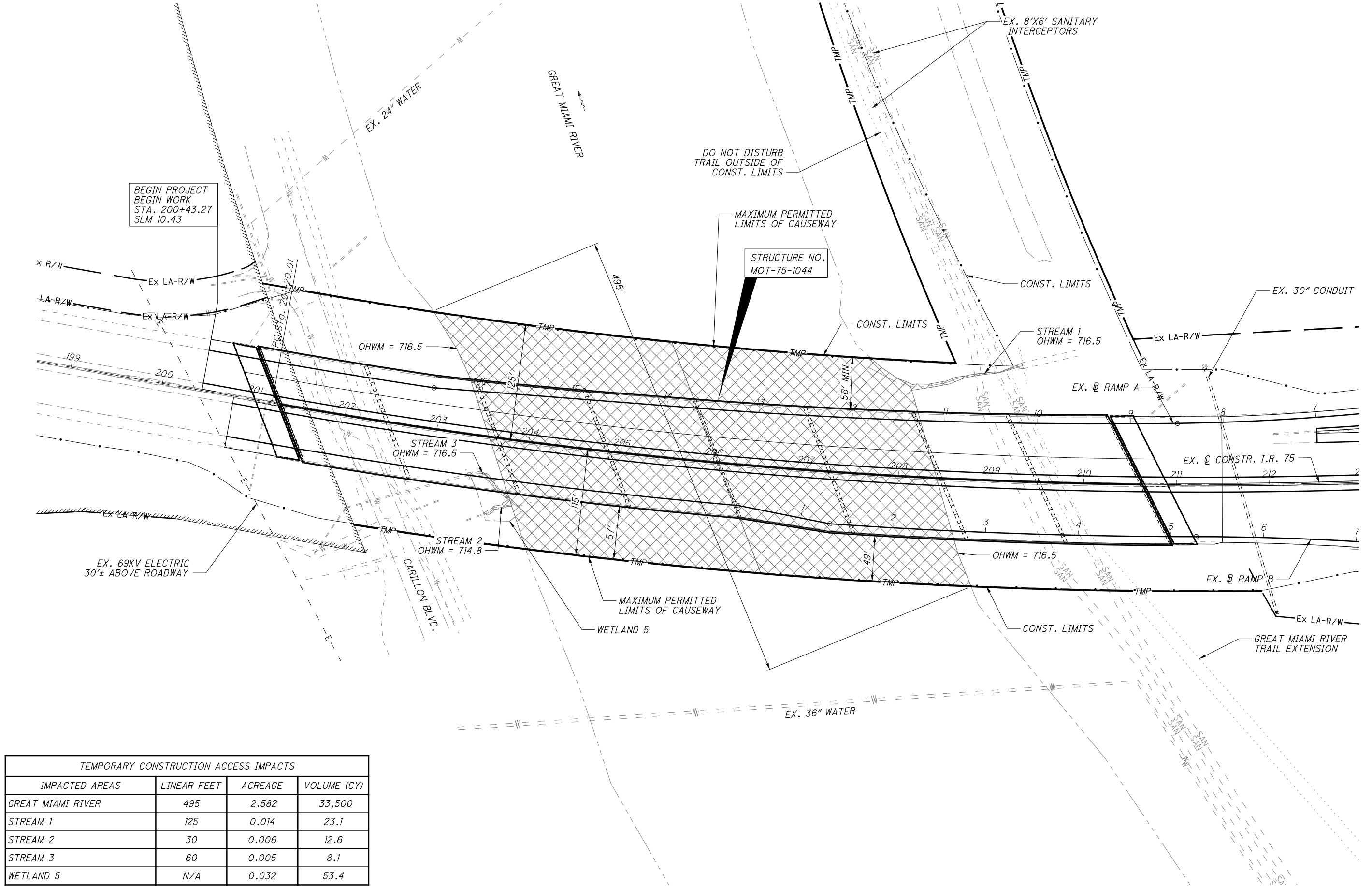


CALCULATED MJT
 CHECKED MJC

CAUSEWAY PLAN

MOT-75-(10.44)(10.78)

158
348



BEGIN PROJECT
 BEGIN WORK
 STA. 200+43.27
 SLM 10.43

STRUCTURE NO.
 MOT-75-1044

TEMPORARY CONSTRUCTION ACCESS IMPACTS			
IMPACTED AREAS	LINEAR FEET	ACREAGE	VOLUME (CY)
GREAT MIAMI RIVER	495	2.582	33,500
STREAM 1	125	0.014	23.1
STREAM 2	30	0.006	12.6
STREAM 3	60	0.005	8.1
WETLAND 5	N/A	0.032	53.4

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CAUSEWAY NOTES

THE FOLLOWING REQUIREMENTS OF THE CMS AND SUPPLEMENTAL SPECIFICATION 832.07 DO NOT APPLY FOR WORK ASSOCIATED WITH THE CAUSEWAY CONSTRUCTION SHOWN IN THE PLANS. SEE SHEET 158 FOR THE CAUSEWAY PLAN.

1. PRIOR TO THE INITIATION OF ANY IN-STREAM WORK, ESTABLISH A MONUMENT UPSTREAM OF PROPOSED TEMPORARY CROSSING OR TEMPORARY CONSTRUCTION ACCESS FILL TO VISUALLY MONITOR THE WATER ELEVATION IN THE WATERWAY WHERE THE FILL IS PERMITTED. MAINTAIN THE MONUMENT THROUGHOUT THE PROJECT. PROVIDE A VISUAL MARK ON THE MONUMENT THAT IDENTIFIES THE ELEVATION 1 FOOT ABOVE THE ORDINARY HIGH WATER MARK (OHWM). IF THE OHWM IS NOT SHOWN ON THE PLANS, THE DEPARTMENT WILL ESTABLISH THE OHWM BASED ON THE DEFINITION OF OHWM (832.02) OR THE PEAK DISCHARGE FROM THE 2 YEAR EVENT, USING THE METHOD DESCRIBED IN THE MOST CURRENT VERSION OF THE DEPARTMENT'S LOCATION AND DESIGN MANUAL VOLUME II.

2. REMOVED

3. IF THE POOL ELEVATION OF THE WATERWAY EXCEEDS THE 1 FOOT ABOVE THE OHWM ELEVATION AS READ FROM THE MONUMENT, THE CONTRACTOR IS ENTITLED TO AN EXCUSABLE, NON-COMPENSABLE DELAY IN ACCORDANCE WITH SECTION 108.06 OF THE CONSTRUCTION & MATERIALS SPECIFICATIONS.

4. CONSTRUCT THE CAUSEWAY AND ACCESS FILLS TO A WATER ELEVATION AT LEAST 1 FOOT (0.3 M) ABOVE THE OHWM. IF THE CAUSEWAY FILLS MORE THAN ONE-THIRD THE WIDTH OF THE STREAM, THEN USE CULVERT PIPES TO ALLOW THE MOVEMENT OF AQUATIC LIFE.

THE FOLLOWING REQUIREMENTS ARE IN ADDITION TO THE WATERWAY SPECIAL PROVISIONS, CMS AND SS832 REQUIREMENTS FOR THE CAUSEWAY SHOWN ON THIS PLAN.

1. PRIOR TO THE INITIATION OF ANY IN-STREAM WORK, ESTABLISH A MONUMENT UPSTREAM OF PROPOSED CAUSEWAY TO VISUALLY MONITOR THE WATER ELEVATION IN THE WATERWAY WHERE THE CAUSEWAY IS PERMITTED. MAINTAIN THE MONUMENT THROUGHOUT THE PROJECT. PROVIDE A VISUAL MARK ON THE MONUMENT THAT IDENTIFIES THE ELEVATION OF THE ORDINARY HIGH WATER MARK (OHWM) AND ELEVATION 718.6.

2. FOLLOW THE REQUIREMENTS IN ITEM 502 FOR STRUCTURES FOR MAINTAINING TRAFFIC AND IN ITEM 503 FOR COFFERDAMS AND EXCAVATION BRACING AND ANY MODIFICATIONS TO THESE ITEMS AS SHOWN IN THE PLANS. THE DEPARTMENT WILL NOT PAY FOR REPAIR AND MAINTENANCE OF TAFS ASSOCIATED WITH ITEMS 502 AND 503 AS A RESULT OF SURFACE WATER ELEVATION EXCEEDING 718.60. COMPENSATION FOR DAMAGES ASSOCIATED WITH WATERWAY FLOWS WILL BE PROVIDED AS DESCRIBED IN ITEMS 502 AND 503.

3. IF THE POOL ELEVATION OF THE WATERWAY EXCEEDS 718.6, AS READ FROM THE ELEVATION MONUMENT, THE CONTRACTOR IS ENTITLED TO AN EXCUSABLE, NON-COMPENSABLE DELAY IN ACCORDANCE WITH SECTION 108.06 OF THE CONSTRUCTION & MATERIALS SPECIFICATIONS.

4. A COMPLETE SPAN OF THE WATERWAY IS NOT ALLOWED WITH THE CAUSEWAY. A MINIMUM OF 115-FEET, AS MEASURED PARALLEL WITH THE ROADWAY CENTERLINE, SHALL REMAIN OPEN AND FREE OF CAUSEWAY MATERIAL AT ALL TIMES. THE CONTRACTOR SHALL PHASE WORK IN ORDER TO MAINTAIN THE REQUIRED OPENING AT ALL TIMES.

5. CAUSEWAY MATERIAL MAY NOT EXCEED ELEVATION 717.0 WITHIN THE LIMITS OF THE WATERWAY.

CALCULATED
MJT
CHECKED
BAL

CAUSEWAY NOTES

MOT - 75 - (10.44) (10.78)

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REF. NO.	SHEET NO.	STATION		SIDE	621				644						646						
					RAISED PAVEMENT MARKER (1-WAY WHITE)	RAISED PAVEMENT MARKER (2-WAY WHITE/RED)	RAISED PAVEMENT MARKER (2-WAY (YELLOW/RED))	RAISED PAVEMENT MARKER REMOVED	EDGE LINE, WHITE, 6"	EDGE LINE, YELLOW, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	STOP LINE	DOTTED LINE, 6"	DOTTED LINE, 12"	EDGE LINE, WHITE, 6"	EDGE LINE, YELLOW, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	DOTTED LINE, 12"
		FROM	TO		EACH	EACH	EACH	EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
ELW-1	164	160+38	176+15	RT					1577												
DL-1	164	160+59	164+00	RT										341							
CH-1	164	176+15	179+43	RT								328									
CH-2	164	176+15	179+43	RT		9		9				328									
DL-2	164	179+43	187+00	RT										757							
ELW-2	164	176+15	198+00	RT					2185												
LL-1	164	160+79	198+00	RT	32			32			3721										
LL-2	164	161+01	198+00	RT	32			32			3699										
ELY-1	164	161+20	198+00	RT						3680											
ELY-2	164	161+53	198+00	LT							3647										
LL-3	164	161+75	198+00	LT	31			31			3625										
LL-4	164	161+98	198+00	LT	31			31			3602										
ELW-3	164	162+22	180+39	LT					1817												
CH-3	164	180+39	183+75	LT								336									
CH-4	164	180+39	183+75	LT		9		9				336									
DL-3	164	183+75	188+35	LT									460								
ELW-4	164	180+39	198+00	LT					1761												
ELW-1	165	198+00	210+00	RT					328						872						
LL-1	165	198+00	210+00	RT	12			3			320					880					
LL-2	165	198+00	210+00	RT	12			3			313					887					
ELY-1	165	198+00	210+00	RT						306					894						
DL-1	165	206+31	210+00	RT														369			
ELY-2	165	198+00	210+00	LT							296					904					
LL-3	165	198+00	210+00	LT	12			3			290					910					
LL-4	165	198+00	210+00	LT	12			3			282					918					
ELW-2	165	198+00	210+00	LT					275						925						
DL-2	165	202+91	209+13	LT															622		
CH-1	165	209+13	210+00	LT		3													87		
CH-2	165	209+13	210+00	LT		3													87		
ELW-1	166	210+00	13+82 RAMP B	RT					883						95						
DL-1	166	210+00	212+44	RT										155					89		
CH-1	166	212+44	214+50	RT		6		6				206									
ELW-2	166	214+50	223+00	RT					850												
LL-1	166	210+00	223+00	RT	9			7			1217					83					
LL-2	166	210+00	223+00	RT	9			7			1223					77					
ELY-1	166	210+00	223+00	RT							1230					70					
CH-2	166	212+44	214+50	RT		6		6				206									
ELY-2	166	8+59 RAMP B	14+31 RAMP B	RT				8													
ELW-3	166	1+80 RAMP E	223+00	RT					76												
ELY-3	166	0+33 RAMP E	223+00	RT				4													
ELY-4	166	210+00	223+00	LT							1238					62					
LL-3	166	210+00	223+00	LT	9			7			1244					56					
LL-4	166	210+00	223+00	LT	9			7			1250					50					
ELW-4	166	212+53	223+00	LT					1047												
CH-3	166	210+00	212+53	LT		5		4				215							38		
CH-4	166	210+00	212+53	LT		5		4				210							43		
ELY-5	166	7+00 RAMP A	0+29 RAMP A	LT				9					675								
ELW-5	166	210+00	0+89 RAMP A	LT					860							32					
SUBTOTALS CARRIED TO SHEET 161					210	46	21	225	11659	11865	20786	2165	0	1713	0	1924	1930	3861	255	1080	0

PAVEMENT MARKING SUBSUMMARY
 CALCULATED MJC
 CHECKED BBD
MOT-75-(10.44)(10.78)
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REF. NO.	SHEET NO.	STATION		SIDE	621				644					646							
					RAISED PAVEMENT MARKER (1-WAY WHITE)	RAISED PAVEMENT MARKER (2-WAY WHITE/RED)	RAISED PAVEMENT MARKER 2-WAY (YELLOW/RED)	RAISED PAVEMENT MARKER REMOVED	EDGE LINE, WHITE, 6"	EDGE LINE, YELLOW, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	STOP LINE	DOTTED LINE, 6"	DOTTED LINE, 12"	EDGE LINE, WHITE, 6"	EDGE LINE, YELLOW, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	DOTTED LINE, 12"
					EACH	EACH	EACH	EACH	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.
ELY-6	166	223+95 RAMP D	223+00	LT			4	4													
ELW-6	166	223+56 RAMP D	223+00	LT					312	268											
ELW-1	167	223+00	227+28	RT					428												
LL-1	167	223+00	242+61	RT	17						1753							208			
LL-2	167	223+00	242+66	RT	17						1758							208			
ELY-1	167	223+00	242+72	RT						1764						208					
ELY-2	167	223+00	7+08 RAMP E	RT			7	7		440											
CH-1	167	227+28	229+84	RT							256										
CH-2	167	227+28	229+84	RT		7		7			256										
DL-1	167	229+84	234+68	RT								484									
ELW-2	167	223+00	242+55	RT					1747						208						
ELY-3	167	223+00	242+85	LT						1777						208					
LL-4	167	223+00	242+92	LT	17						1784										
LL-5	167	223+00	242+97	LT	17						1789							208			
ELW-3	167	223+00	227+06	LT					406												
CH-2	167	227+06	230+19	LT		9		9			313										
ELY-4	167	223+00	230+64 RAMP D	LT			6	6		406											
CH-3	167	227+06	230+19	LT		9		9			313										
DL-2	167	230+19	243+04	LT									1077								208
ELW-4	167	223+00	243+09	LT					1801						208						
CH-1	169	13+84 RAMP B	14+28 RAMP B	LT/RT							47										
CH-2	169	13+84 RAMP B	14+32 RAMP B	LT							48										
SL-1	169	14+28 RAMP B		RT							19										
SL-2	169	14+31 RAMP B		LT							15										
CH-3	169	0+40 RAMP E	1+18 RAMP E	RT							78										
CH-4	169	0+34 RAMP A	1+23 RAMP A	LT							89										
CH-5	169	0+75 RAMP A	1+23 RAMP A	LT/RT							84										
SL-3	169	223+97 RAMP D		RT							20										
CH-6	169	223+86 RAMP D	224+40 RAMP D	RT							54										
CH-7	169	223+60 RAMP D	224+40 RAMP D	LT/RT							83										
SUBTOTALS THIS SHEET					68	25	17	110	4694	4655	7084	1621	54	484	1077	416	416	832	0	0	208
SUBTOTALS CARRIED FROM SHEET 160					210	46	21	225	11659	11865	20786	2165	0	1713	0	1924	1930	3861	255	1080	0
SUBTOTAL					278	71	38	335	16353	16520	27870	3786	54	2197	1077	2340	2346	4693	255	1080	208
TOTALS CARRIED TO GENERAL SUMMARY					387			335	6.23 MI		5.28 MI	3786	54	2197	1077	0.89 MI		0.89 MI	255	1080	208

CALCULATED
MJC
CHECKED
BBD

PAVEMENT MARKING SUBSUMMARY

MOT -75 - (10.44)(10.78)

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630			631							
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	REMOVAL OF LUMINAIRE, AS PER PLAN	REMOVAL OF DISCONNECT SWITCH	REMOVAL OF BALLAST	REMOVAL MISC.: REMOVAL OF SIGN SERVICE AND DISPOSAL	
							EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	
165	R-1	IR 75	203+12	M			2		1								
166	R-2	IR 75	213+10	R							1						
166	R-3	RAMP D	223+70	R			1		1								
166	R-4	RAMP D	224+00	R			1		1								
166	R-5	RAMP D	225+65	R			3		4								
166	R-6	RAMP E	0+52	L			1		2								
166	R-7	RAMP E	1+82	R			1		1								
166	R-8	RAMP E	2+30	R			1		1								
167	R-9	IR 75	223+60	M			2		1								
167	R-10	RAMP D	226+70	R					1	6							
167	R-11	RAMP D	227+90	R			3		2								
167	R-12	RAMP D	232+00	L			2		2								
167	R-13	RAMP E	5+40	R			1		1								
167	R-14	IR 75	230+50	L			1		2								
168	R-15	EDWIN C. MOSES BLVD	103+25	R							1		1	1	1	1	1
168	R-16	EDWIN C. MOSES BLVD	4+58	R							1		1	1	1	1	1
168	R-17	EDWIN C. MOSES BLVD	8+95	R							1		1	1	1	1	1
168	R-18	EDWIN C. MOSES BLVD	11+00	L							1	1	1	1	1	1	1
168	R-19	EDWIN C. MOSES BLVD	14+10	L							2		1	2	1	1	1
168	R-20	EDWIN C. MOSES BLVD	23+10	L							1		1	1	1	1	1
168	R-21	EDWIN C. MOSES BLVD	26+92	L							1		1	1	1	1	1
TOTALS CARRIED TO GENERAL SUMMARY							19	1	25	8	1	8	8	7	8	7	

SIGNING REMOVAL SUBSUMMARY	CALCULATED
	MJC
MOT-75-(10.44)(10.78)	CHECKED
	BBD

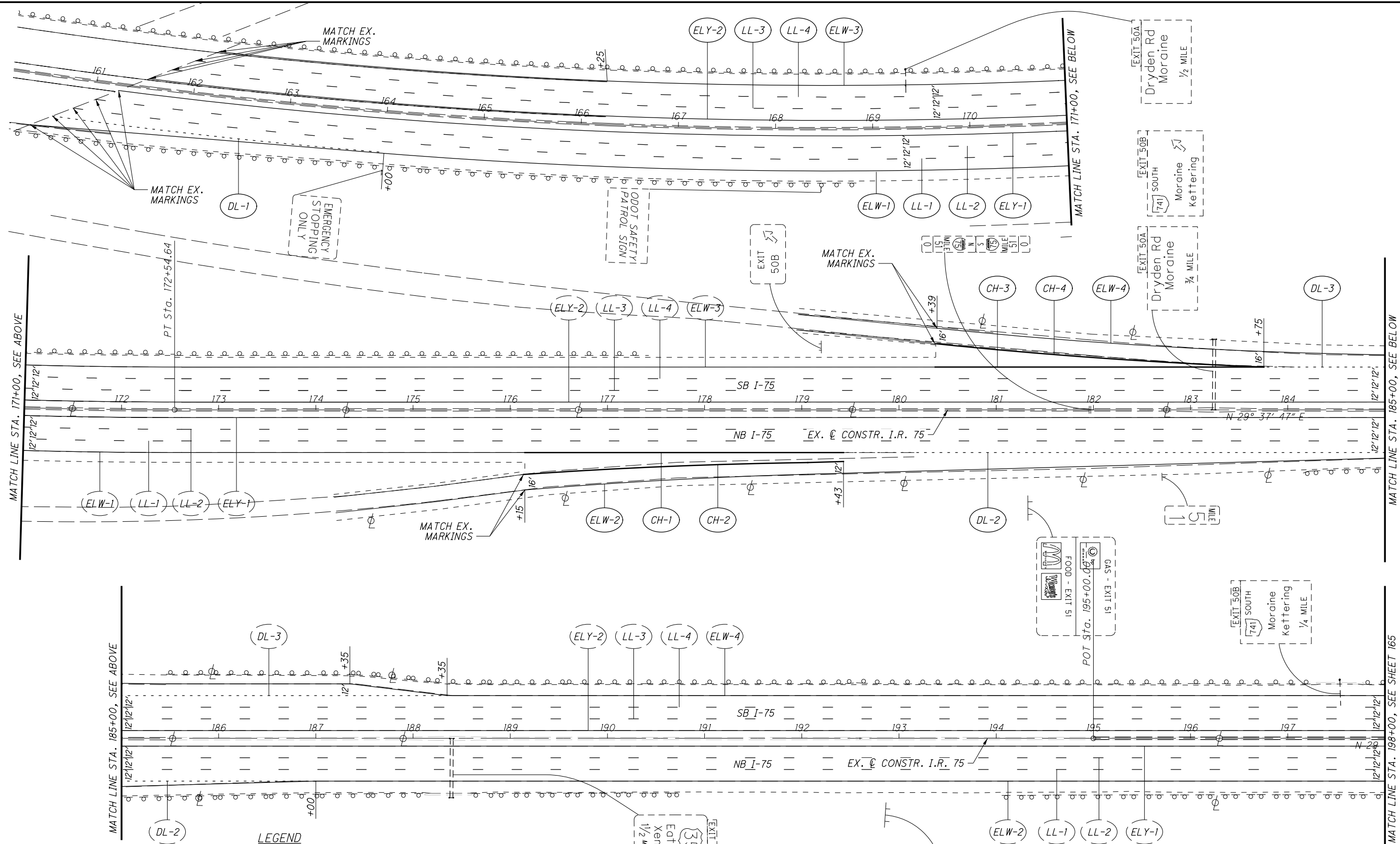
SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625											630										
							GROUND ROD	GROUND MOUNTED SUPPORT, NO. 3 POST		GROUND MOUNTED STRUCTURAL BEAM SUPPORT, #6X9		SIGN POST REFLECTOR	BREAKAWAY STRUCTURAL BEAM CONNECTION	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 3	OVERHEAD SIGN SUPPORT, TYPE TC-9.10, DESIGN 2	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TC-7.65	SIGN, FLAT SHEET	SIGN, FLAT SHEET, AS PER PLAN	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, OVERHEAD EXTRUSHEET	MAINLINE REFERENCE MARKER	CONCRETE MEDIAN BARRIER SIGN BRACKET	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
							EA	FT	FT	EA	EA	EA	EA	EA	EA	EA	SQ FT	SQ FT	SQ FT	SQ FT	EA	EA	EA	EA	EA	EA		
165	S-1	IR 75	201+15	R				14.0 / 15.0														1						
165	S-2	IR 75	202+00	R	I-H25C	24" X 4"										1												
165	S-3	IR 75	203+12	M	D10-5-18	18" X 60"		7.3										2	1									
165	S-4	IR 75	209+50	L	I-H25C	24" X 4"										1												
166	S-5	IR 75	211+19	R				14.0 / 15.0															1					
166	OHS-1	IR 75	212+50	R			2					1	1								1	1	4					
166	S-6	IR 75	219+50	R	I-H25C	24" X 4"										1												
166	S-7	IR 75	221+00	L	I-H25C	24" X 4"										1												
166	S-8	RAMP D	223+70	L	R1-1-36	36" X 36"		13.5								9												
166	S-9	RAMP D	224+00	R	R5-1-36	36" X 36"		13.5/13.5			2					9												
166	S-10	RAMP D	225+70	R	R5-1A-42	42" X 30"		13.8 / 14.0			2					8.75												
167	S-11	IR 75	223+60	M	D10-5-18	18" X 60"		7.3										2	1									
167	S-12	IR 75	226+50	L	E5-H1A-72	72" X 60"			17.2 / 18.0		2					30				2								
168	OHS-2	ECM	103+25	R		108" X 72"	1					1					54				1							
168	OHS-3	ECM	4+58	R		96" X 72"	1					1					48				1							
168	OHS-4	ECM	8+95	R		108" X 84"	1					1					63				1							
168	OHS-5	ECM	11+00	L		108" X 84"	1					1					63				1							
168	OHS-6	ECM	14+10	L		96" X 84"	1					1					56				1							
168	OHS-7	ECM	23+10	L		96" X 84"	1					1					56				1							
168	OHS-8	ECM	26+92	L		108" X 72"	1					1					48				1							
TOTALS CARRIED TO GENERAL SUMMARY							9	140.9	35.2	4	2	5	2	1	1	35.8	4	30.0	442.0	4	2	2	8	2	4			

SIGNING SUBSUMMARY

CALCULATED MJC CHECKED BBD

MOT-75-(10.44)(10.78)

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- | | | |
|---------------------------------|-------------------------------|---------------------------------|
| (ELY-1) EDGE LINE, YELLOW | (S-1) GROUND MOUNTED SIGN | [] EX. SIGN TO REMAIN |
| (ELW-1) EDGE LINE, WHITE | (OHS-1) OVERHEAD MOUNTED SIGN | [X] EX. SIGN TO BE REMOVED |
| (CH-1) CHANNELIZING LINE, WHITE | (R-1) SIGN REMOVED | [] PROP. OVERHEAD SIGN MOUNTED |
| (LL-1) LANE LINE, WHITE | (LA-1) LANE ARROW | [] PROP. GROUND MOUNTED SIGN |
| (DL-1) DOTTED LINE, WHITE | (SL-1) STOP LINE | |

NOTE:
 INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11.
 DO NOT INSTALL RAISED PAVEMENT MARKERS ON BRIDGE DECKS EXCEPT THE MOT-75-1044 BRIDGE DECKS.
 ALL MARKINGS PLACED ON CONCRETE SURFACES SHALL BE ITEM 646 EPOXY.
 ALL MARKINGS ON ASPHALT SURFACES SHALL BE ITEM 644 THERMOPLASTIC.

CALCULATED
 M/JT
 CHECKED
 M/JC

0 50 100
 25
 HORIZONTAL
 SCALE IN FEET

**TRAFFIC CONTROL PLAN I.R. 75
 STA. 171+00.00 TO STA. 198+00.00**

MOT-75-(10.44)(10.78)

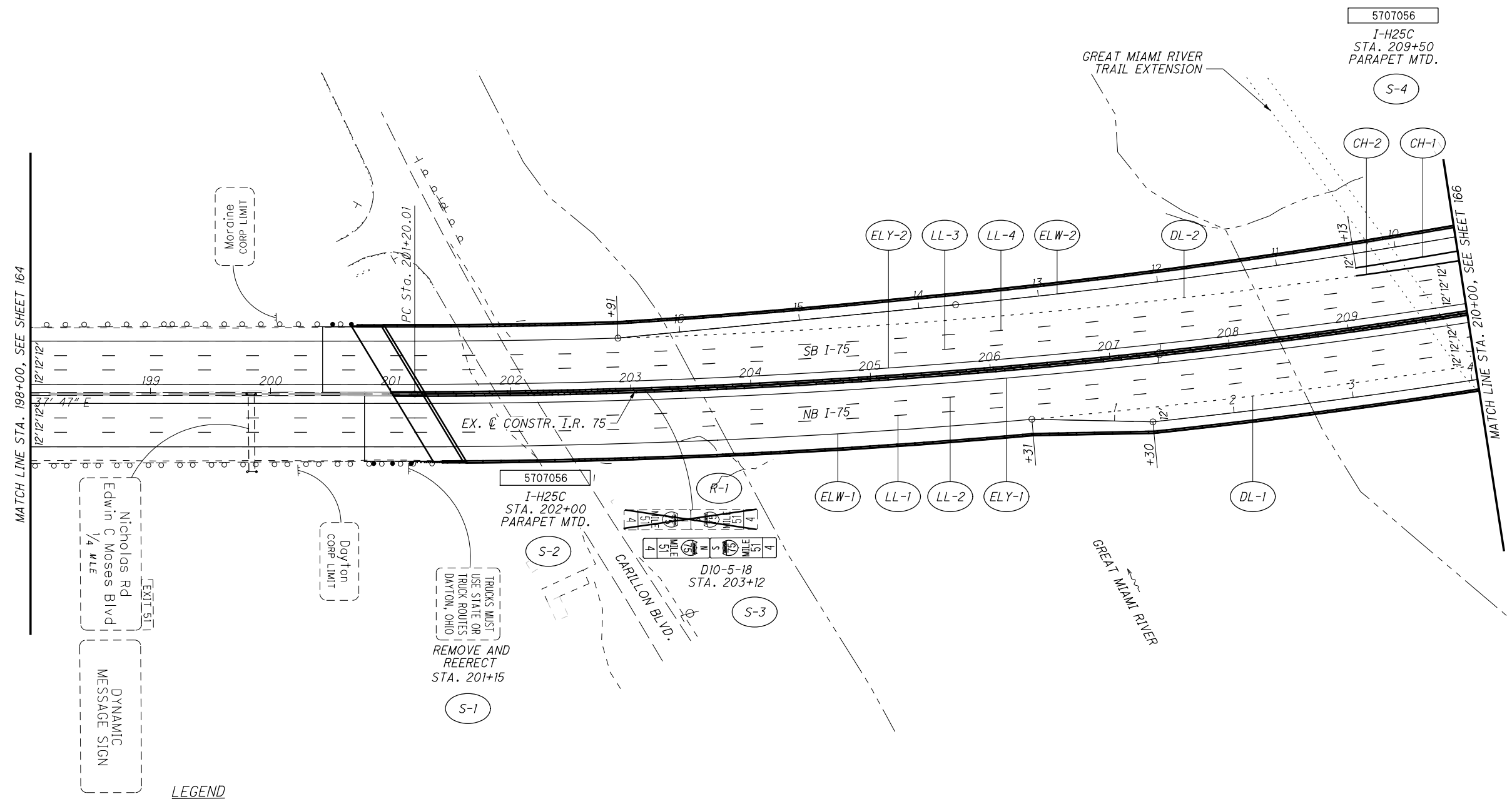


CALCULATED
M/JT
CHECKED
M/JC

**TRAFFIC CONTROL PLAN I.R. 75
STA. 198+00.00 TO STA. 210+00.00**

MOT-75-(10.44)(10.78)

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Nicholas Rd
Edwin C Moses Blvd
1/4 MLE

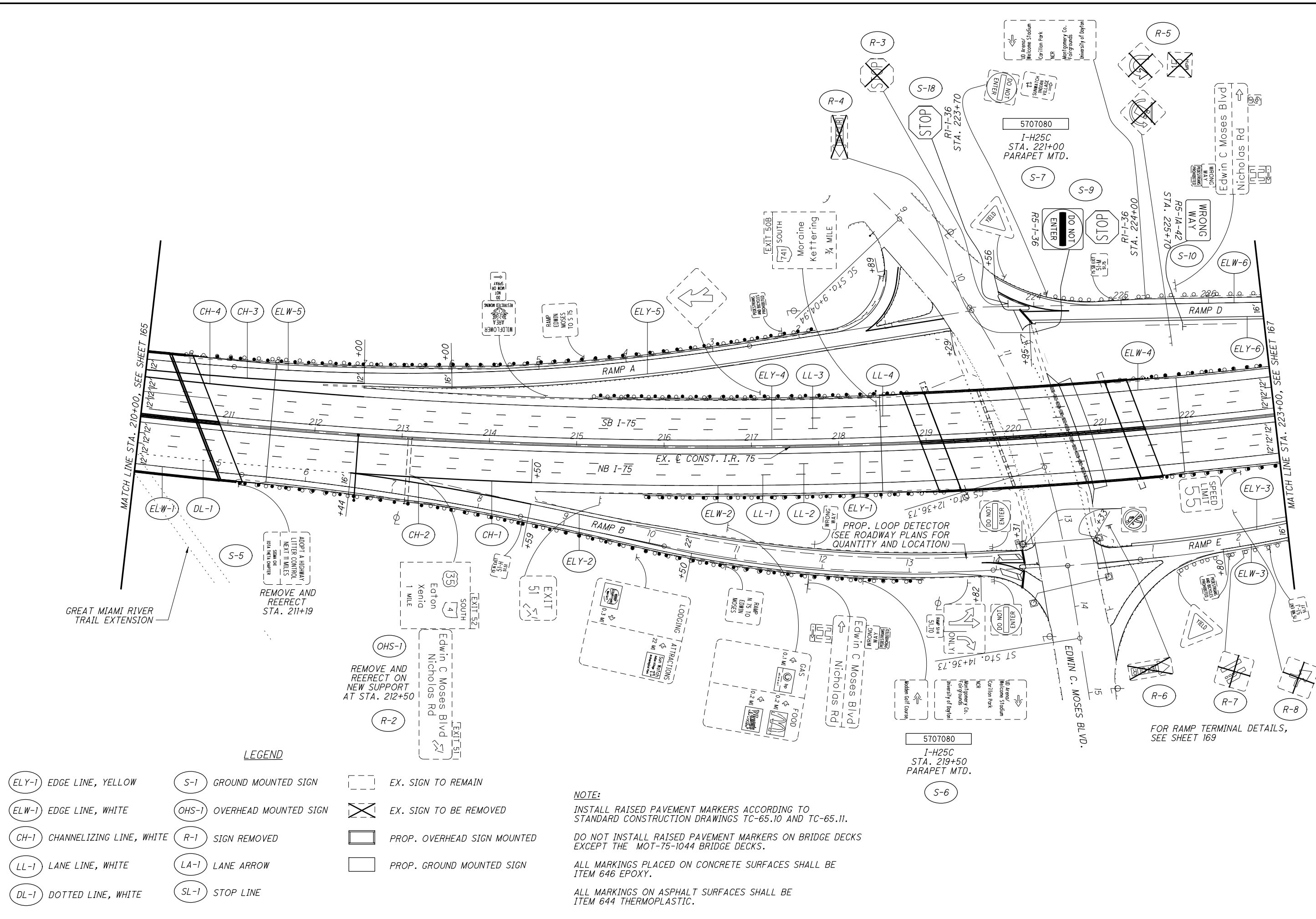
DYNAMIC
MESSAGE SIGN

LEGEND

- | | | |
|---------------------------------|-------------------------------|---------------------------------|
| (ELY-1) EDGE LINE, YELLOW | (S-1) GROUND MOUNTED SIGN | [---] EX. SIGN TO REMAIN |
| (ELW-1) EDGE LINE, WHITE | (OHS-1) OVERHEAD MOUNTED SIGN | [X] EX. SIGN TO BE REMOVED |
| (CH-1) CHANNELIZING LINE, WHITE | (R-1) SIGN REMOVED | [] PROP. OVERHEAD SIGN MOUNTED |
| (LL-1) LANE LINE, WHITE | (LA-1) LANE ARROW | [] PROP. GROUND MOUNTED SIGN |
| (DL-1) DOTTED LINE, WHITE | (SL-1) STOP LINE | |

NOTE:

INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11.
DO NOT INSTALL RAISED PAVEMENT MARKERS ON BRIDGE DECKS EXCEPT THE MOT-75-1044 BRIDGE DECKS.
ALL MARKINGS PLACED ON CONCRETE SURFACES SHALL BE ITEM 646 EPOXY.
ALL MARKINGS ON ASPHALT SURFACES SHALL BE ITEM 644 THERMOPLASTIC.

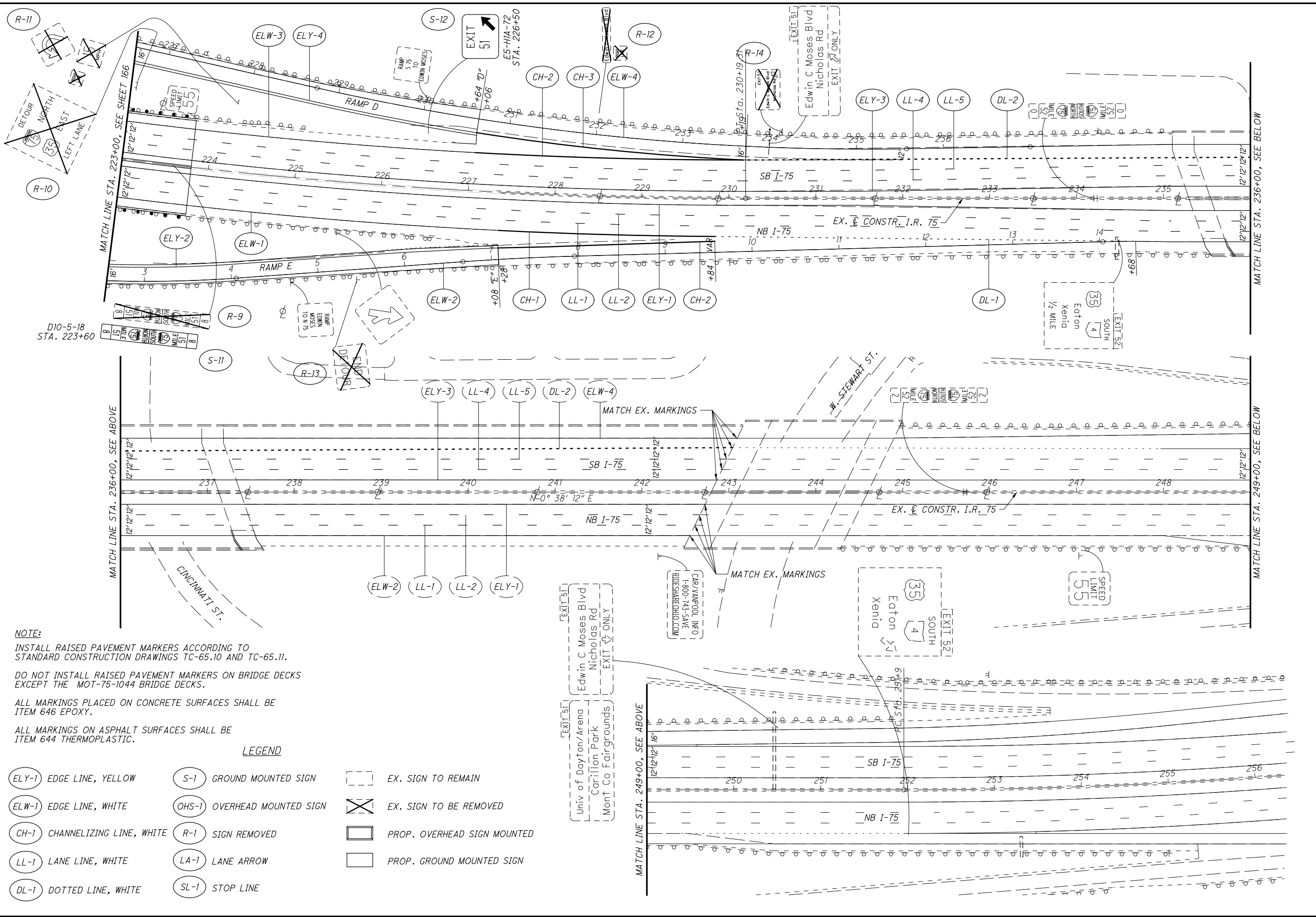


LEGEND

- | | | |
|---------------------------------|-------------------------------|---------------------------------|
| (ELY-1) EDGE LINE, YELLOW | (S-1) GROUND MOUNTED SIGN | [] EX. SIGN TO REMAIN |
| (ELW-1) EDGE LINE, WHITE | (OHS-1) OVERHEAD MOUNTED SIGN | [X] EX. SIGN TO BE REMOVED |
| (CH-1) CHANNELIZING LINE, WHITE | (R-1) SIGN REMOVED | [] PROP. OVERHEAD SIGN MOUNTED |
| (LL-1) LANE LINE, WHITE | (LA-1) LANE ARROW | [] PROP. GROUND MOUNTED SIGN |
| (DL-1) DOTTED LINE, WHITE | (SL-1) STOP LINE | |

NOTE:
 INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11.
 DO NOT INSTALL RAISED PAVEMENT MARKERS ON BRIDGE DECKS EXCEPT THE MOT-75-1044 BRIDGE DECKS.
 ALL MARKINGS PLACED ON CONCRETE SURFACES SHALL BE ITEM 646 EPOXY.
 ALL MARKINGS ON ASPHALT SURFACES SHALL BE ITEM 644 THERMOPLASTIC.

FOR RAMP TERMINAL DETAILS, SEE SHEET 169



NOTE:
 INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11.
 DO NOT INSTALL RAISED PAVEMENT MARKERS ON BRIDGE DECKS EXCEPT THE MOT-75-1044 BRIDGE DECKS.
 ALL MARKINGS PLACED ON CONCRETE SURFACES SHALL BE ITEM 646 EPOXY.
 ALL MARKINGS ON ASPHALT SURFACES SHALL BE ITEM 644 THERMOPLASTIC.

LEGEND

(ELY-1) EDGE LINE, YELLOW	(S-1) GROUND MOUNTED SIGN	[] EX. SIGN TO REMAIN
(ELW-1) EDGE LINE, WHITE	(OHS-1) OVERHEAD MOUNTED SIGN	[X] EX. SIGN TO BE REMOVED
(CH-1) CHANNELIZING LINE, WHITE	(R-1) SIGN REMOVED	[] PROP. OVERHEAD SIGN MOUNTED
(LL-1) LANE LINE, WHITE	(LA-1) LANE ARROW	[] PROP. GROUND MOUNTED SIGN
(DL-1) DOTTED LINE, WHITE	(SL-1) STOP LINE	

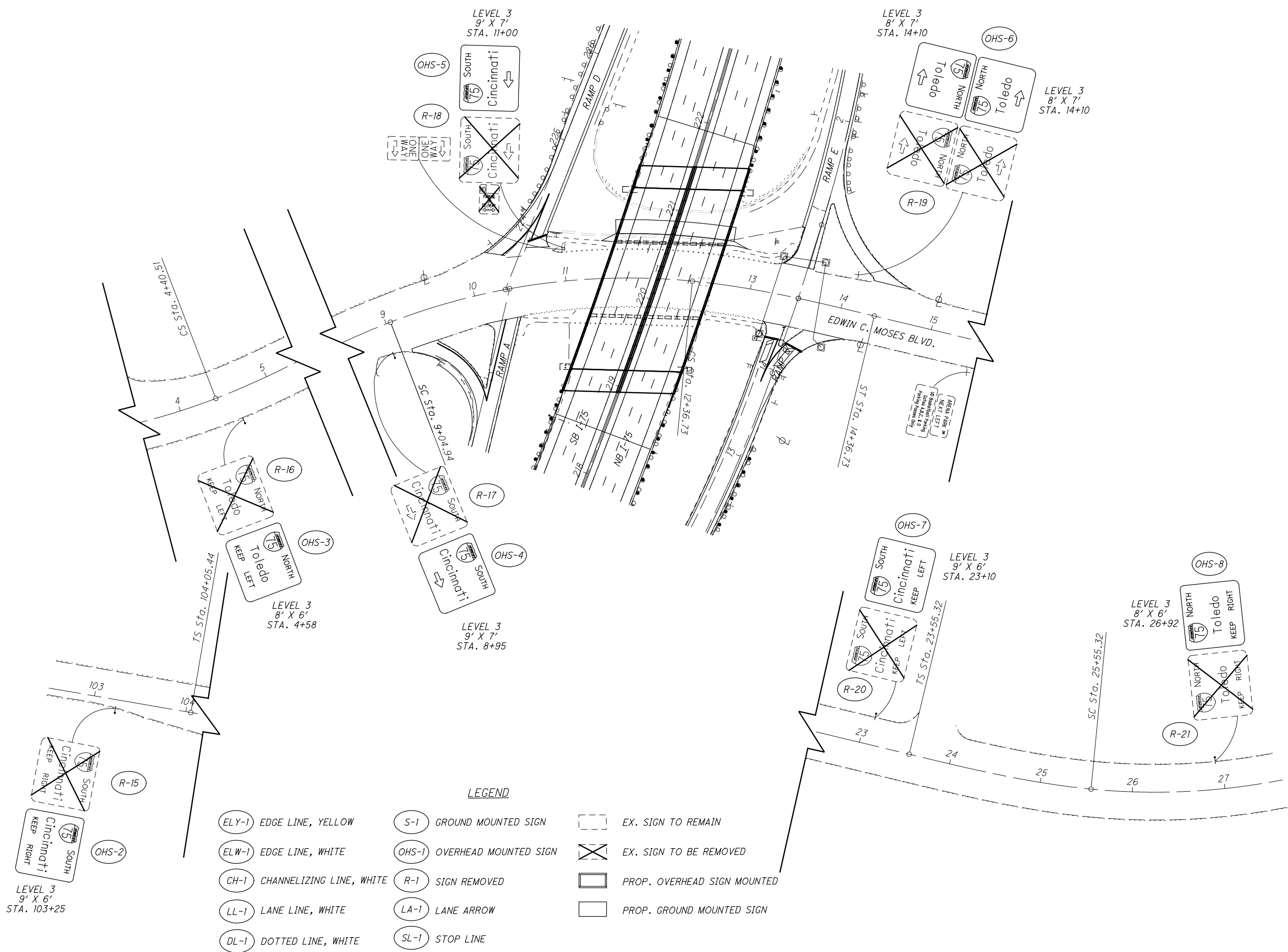
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0 50 100
 HORIZONTAL SCALE IN FEET

N

**TRAFFIC CONTROL PLAN I.R. 75
 STA. 223+00.00 TO STA. 252+00.00**

MOT-75-(10.44)(10.78)



LEGEND

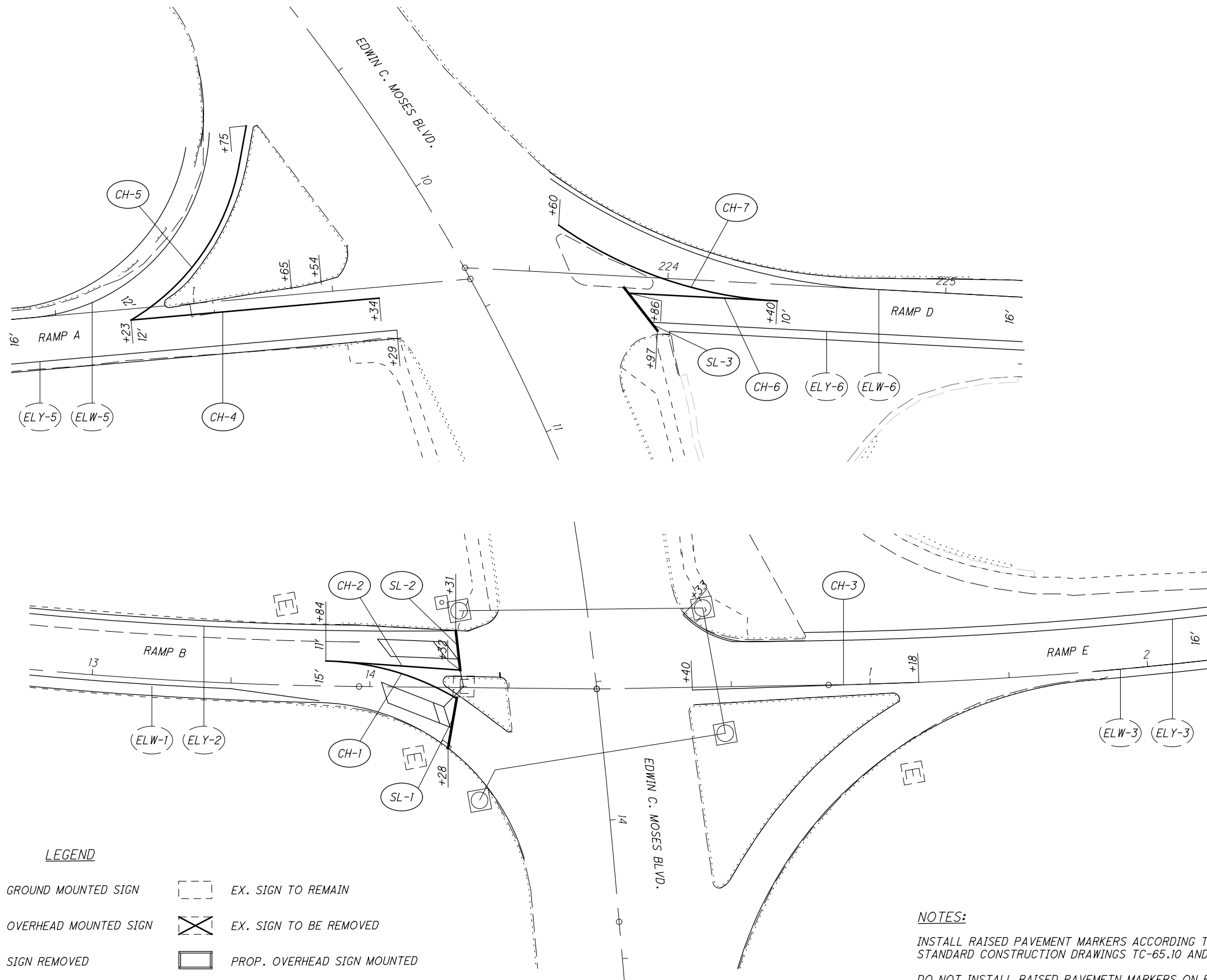
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(CH-1) CHANNELIZING LINE, WHITE	(R-1) SIGN REMOVED	[] PROP. OVERHEAD SIGN MOUNTED
(LL-1) LANE LINE, WHITE	(LA-1) LANE ARROW	[] PROP. GROUND MOUNTED SIGN
(DL-1) DOTTED LINE, WHITE	(SL-1) STOP LINE	

CALCULATED
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**TRAFFIC CONTROL PLAN EDWIN C. MOSES BLVD
STA. 103+00.00 TO STA. 28+00.00**

MOT-75-(10.44)(10.78)

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LEGEND

(ELY-1) EDGE LINE, YELLOW	(S-1) GROUND MOUNTED SIGN	[---] EX. SIGN TO REMAIN
(ELW-1) EDGE LINE, WHITE	(OHS-1) OVERHEAD MOUNTED SIGN	[X] EX. SIGN TO BE REMOVED
(CH-1) CHANNELIZING LINE, WHITE	(R-1) SIGN REMOVED	[] PROP. OVERHEAD SIGN MOUNTED
(LL-1) LANE LINE, WHITE	(LA-1) LANE ARROW	[] PROP. GROUND MOUNTED SIGN
(DL-1) DOTTED LINE, WHITE	(SL-1) STOP LINE	

NOTES:

INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11.
 DO NOT INSTALL RAISED PAVEMENT MARKERS ON BRIDGE DECKS.
 ALL MARKINGS PLACED ON CONCRETE SURFACES SHALL BE ITEM 646 EPOXY.
 ALL MARKINGS ON ASPHALT SURFACES SHALL BE ITEM 644 THERMOPLASTIC.

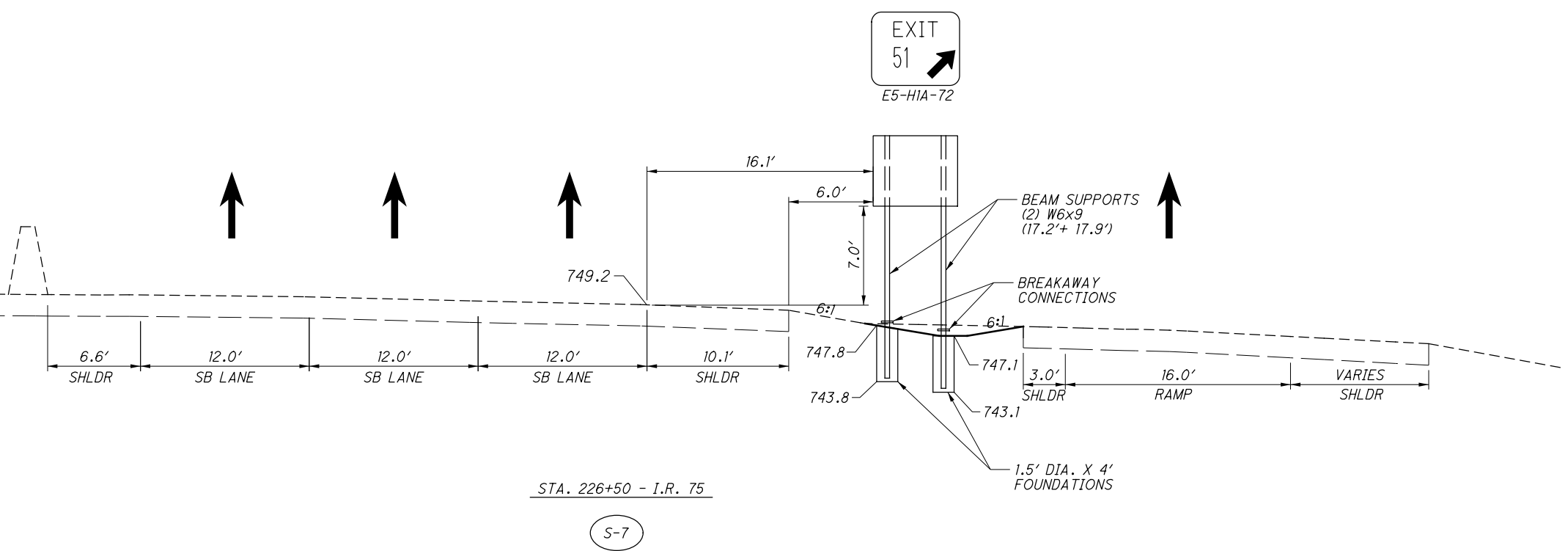
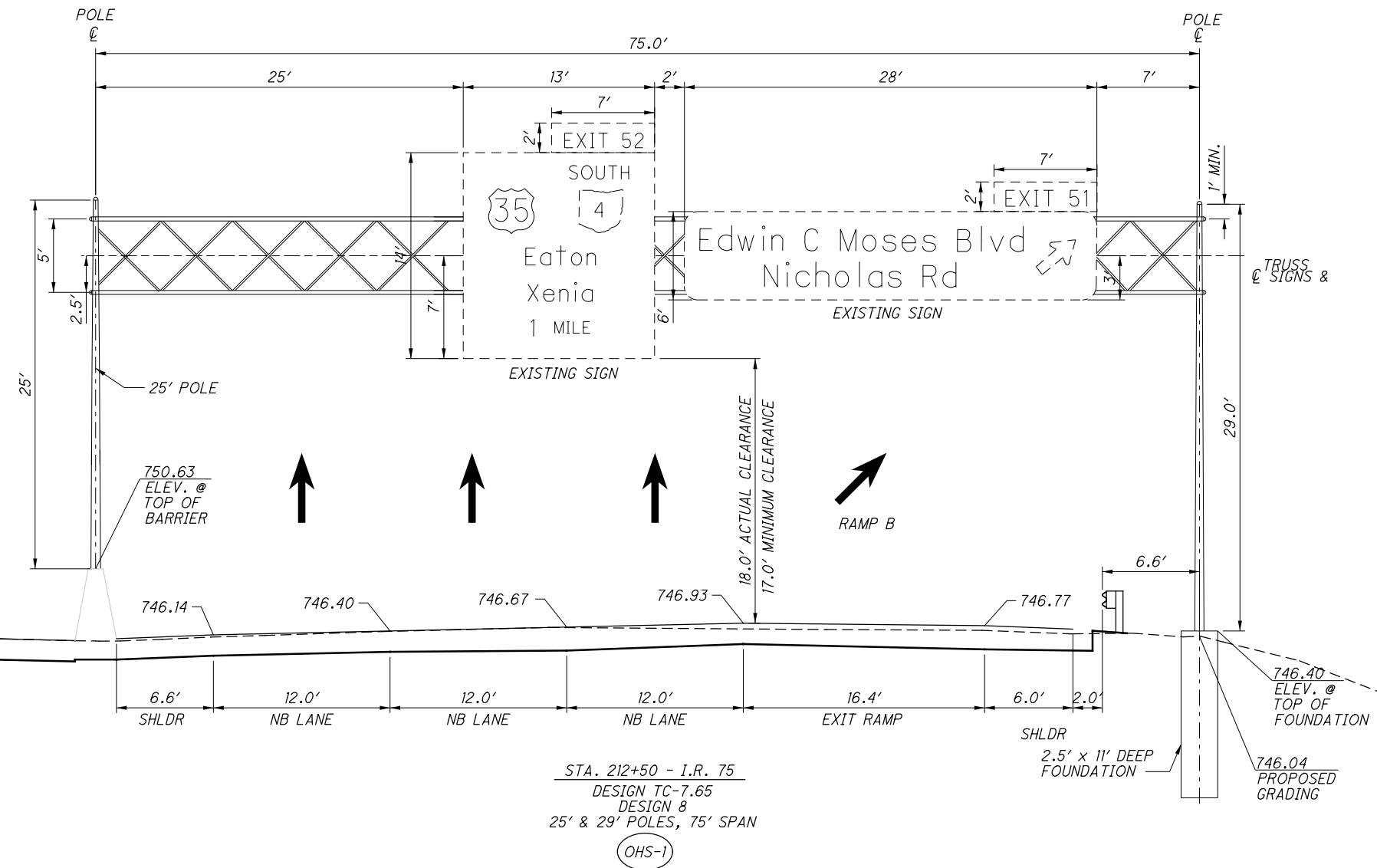
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**TRAFFIC CONTROL PLAN
 RAMP TERMINAL DETAILS**

MOT-75-(10.44)(10.78)

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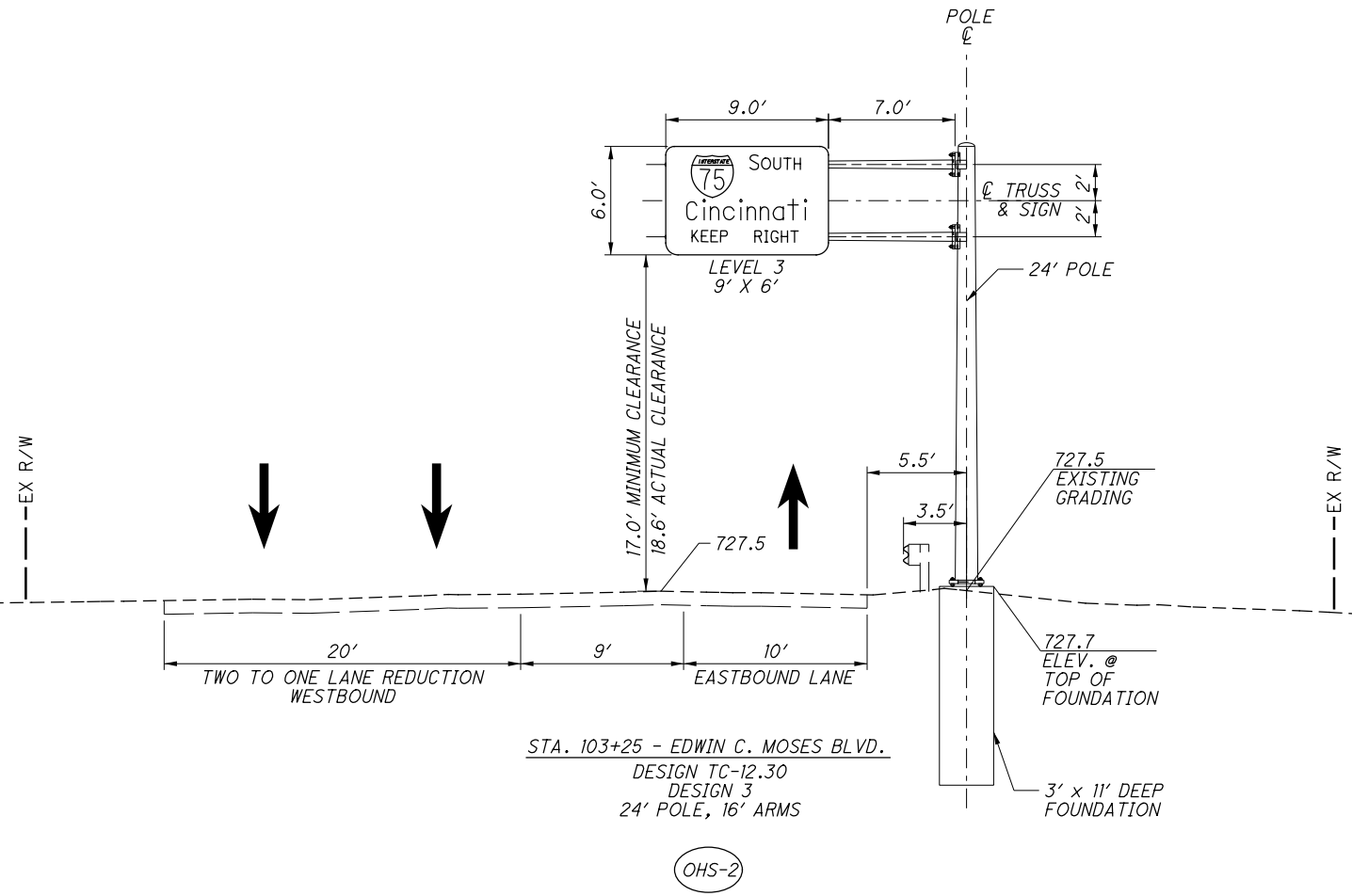
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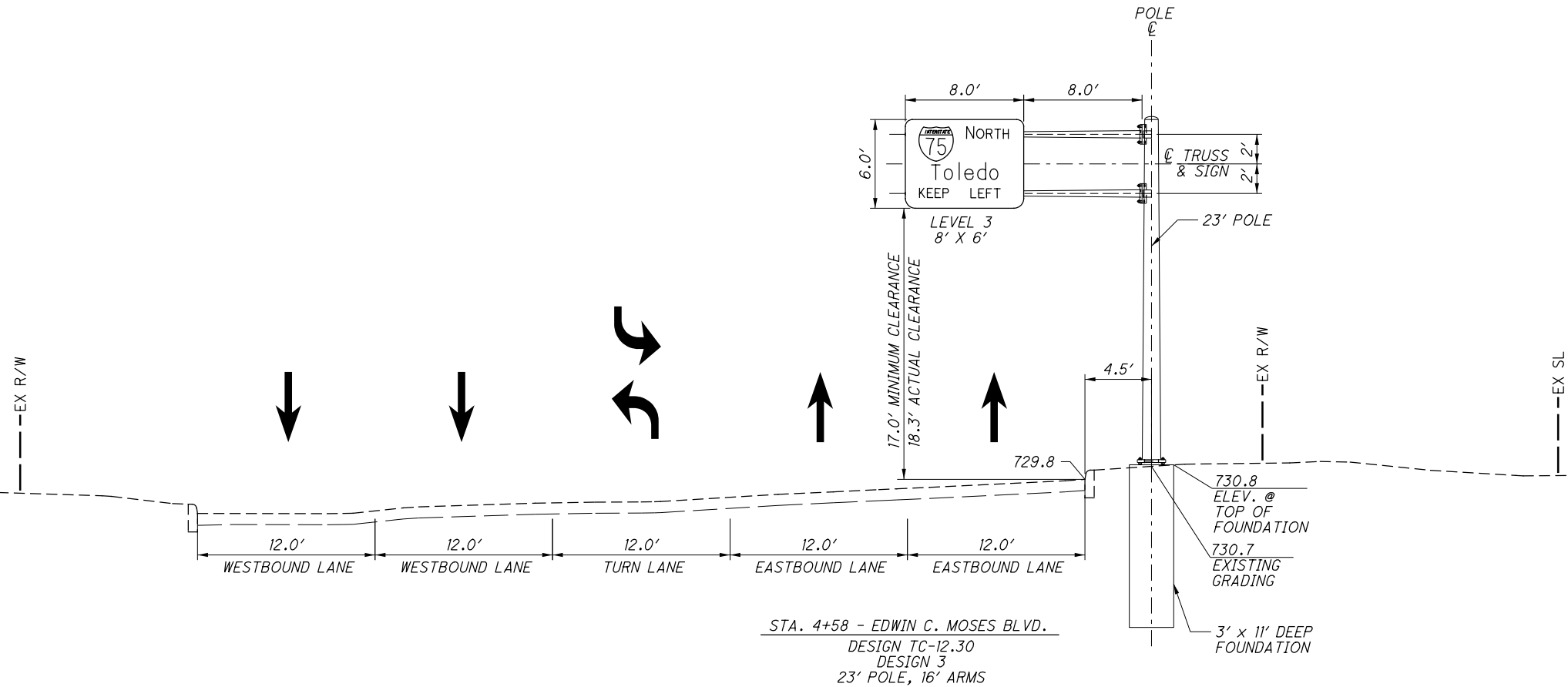
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2.5' HORIZONTAL SCALE IN FEET

SIGN ELEVATION DETAIL
OHS-1 - STA. 212+50

MOT-75-(10.44)(10.78)

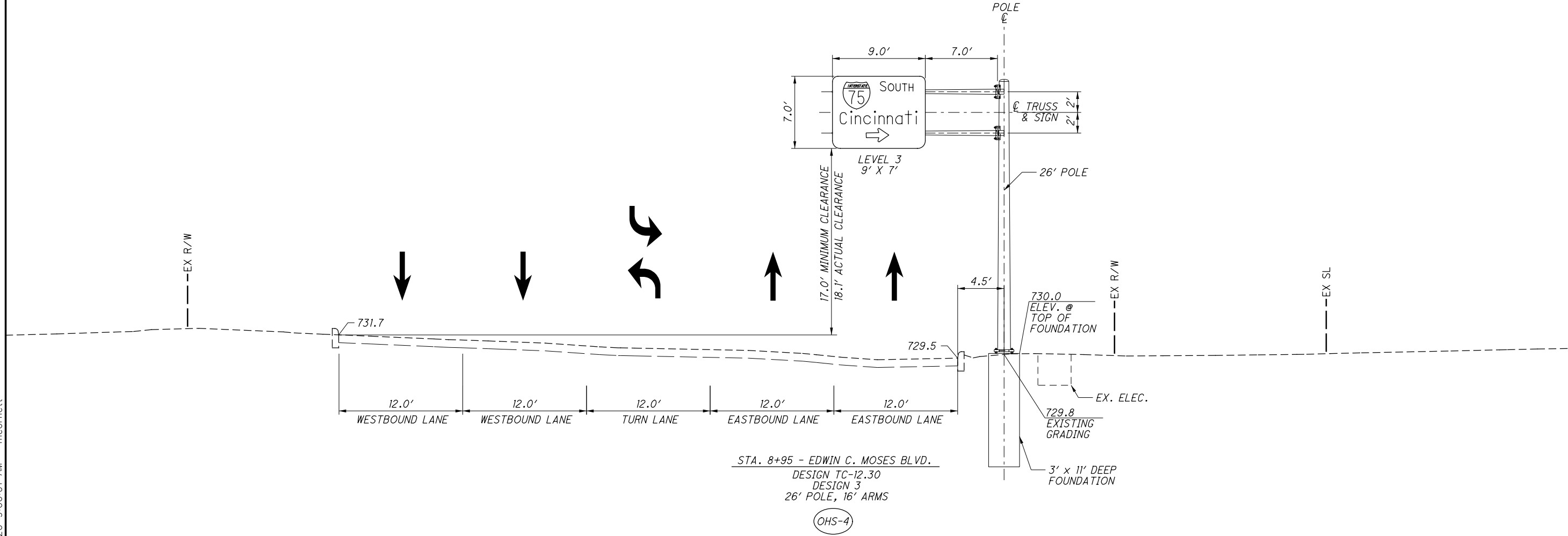
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STA. 4+58 - EDWIN C. MOSES BLVD.
 DESIGN TC-12.30
 DESIGN 3
 23' POLE, 16' ARMS

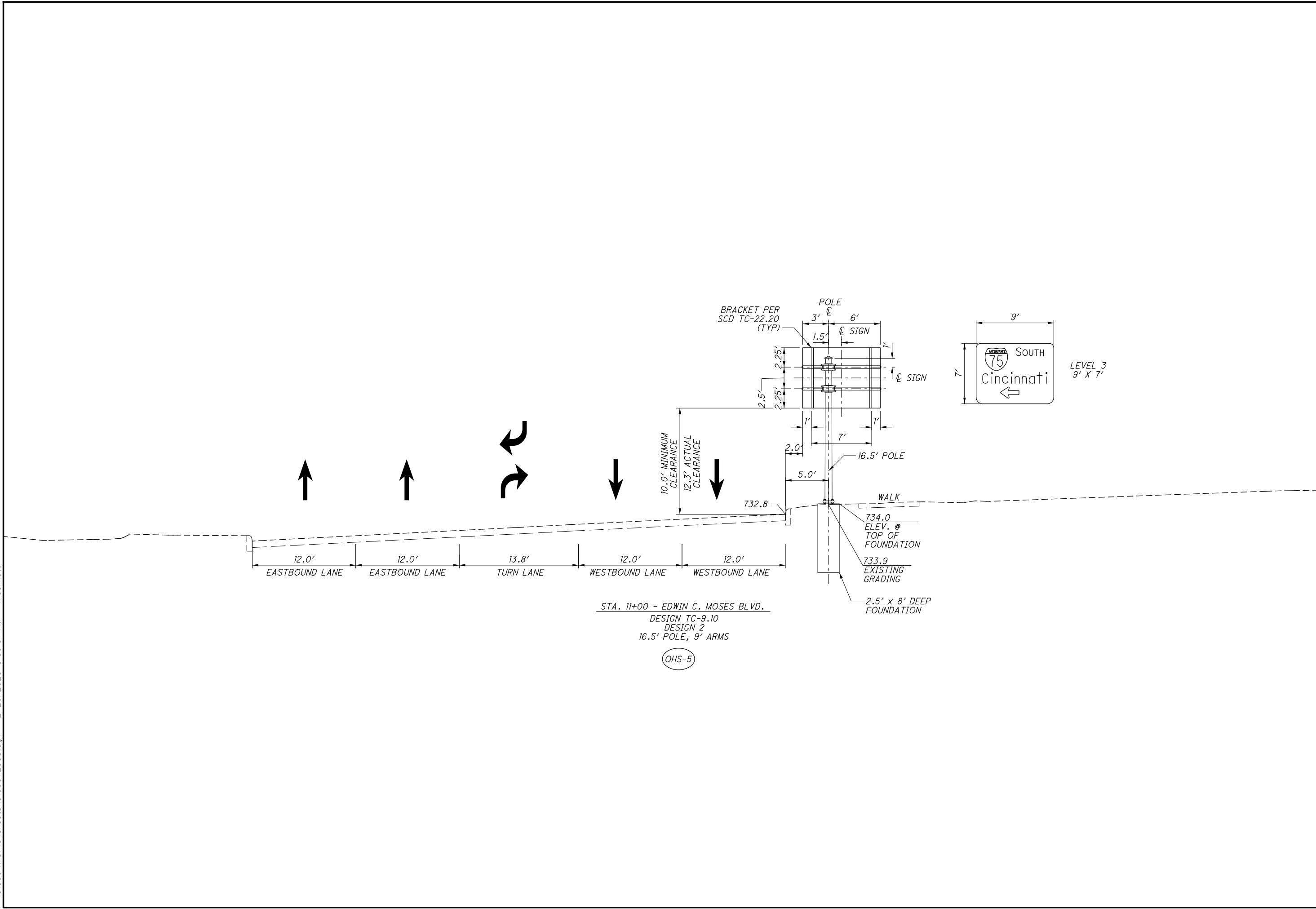
(OHS-3)



CALCULATED	
MJC	
CHECKED	
BBD	

0 5 10
2.5
HORIZONTAL SCALE IN FEET

SIGN ELEVATION DETAIL
OHS-4 - STA. 8+95

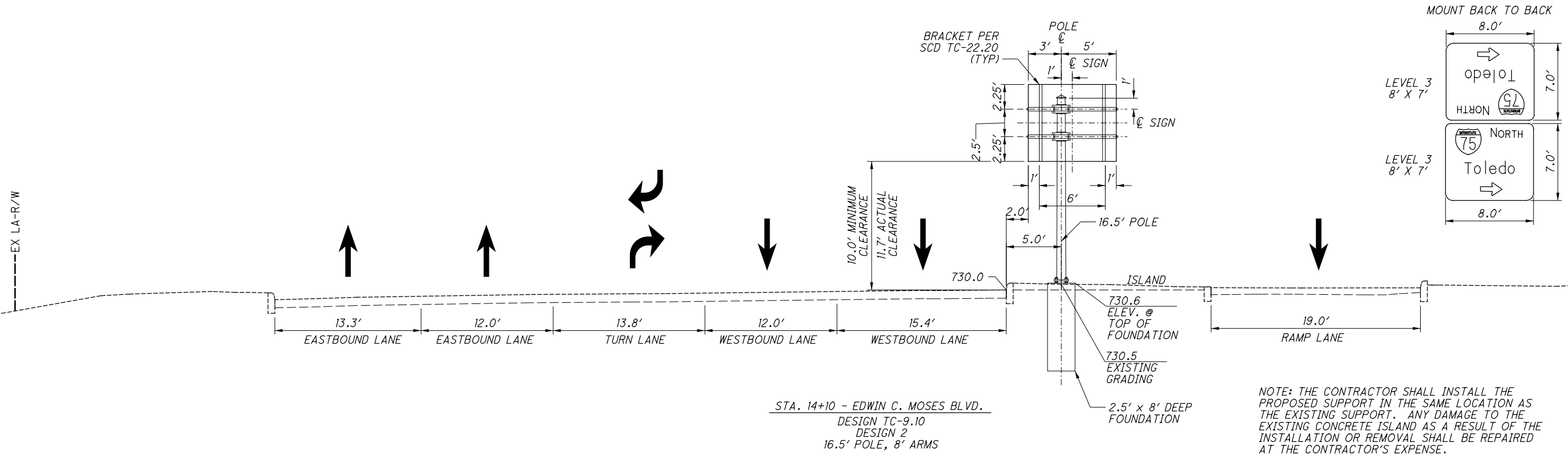


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MJC	5
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2.5' HORIZONTAL SCALE IN FEET

SIGN ELEVATION DETAIL
OHS-5 - STA. 11+00

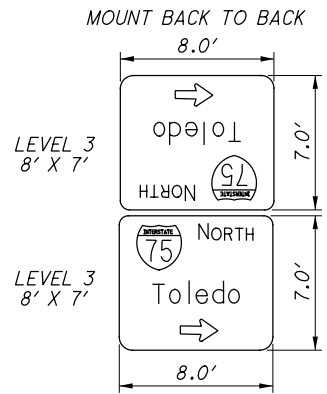
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STA. 14+10 - EDWIN C. MOSES BLVD.
 DESIGN TC-9.10
 DESIGN 2
 16.5' POLE, 8' ARMS

(OHS-6)

NOTE: THE CONTRACTOR SHALL INSTALL THE PROPOSED SUPPORT IN THE SAME LOCATION AS THE EXISTING SUPPORT. ANY DAMAGE TO THE EXISTING CONCRETE ISLAND AS A RESULT OF THE INSTALLATION OR REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

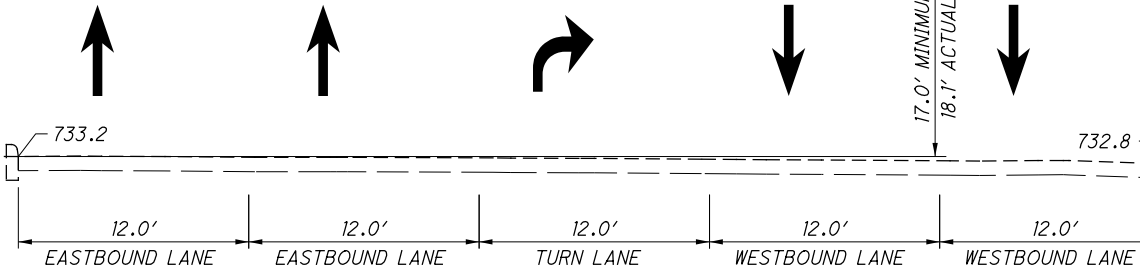


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2.5' SCALE		
HORIZONTAL SCALE IN FEET		
CALCULATED	MJC	CHECKED
		BBD

SIGN ELEVATION DETAIL
OHS-6 - STA. 14+10

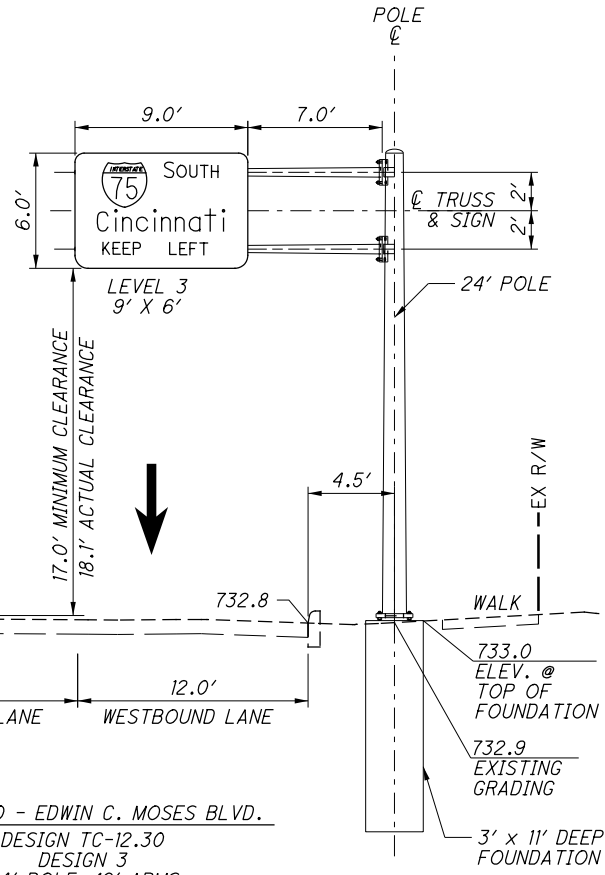
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EX R/W



STA. 23+10 - EDWIN C. MOSES BLVD.
 DESIGN TC-12.30
 DESIGN 3
 24' POLE, 16' ARMS

OHS-7



WALK
 733.0
 ELEV. @
 TOP OF
 FOUNDATION
 732.9
 EXISTING
 GRADING
 3' x 11' DEEP
 FOUNDATION

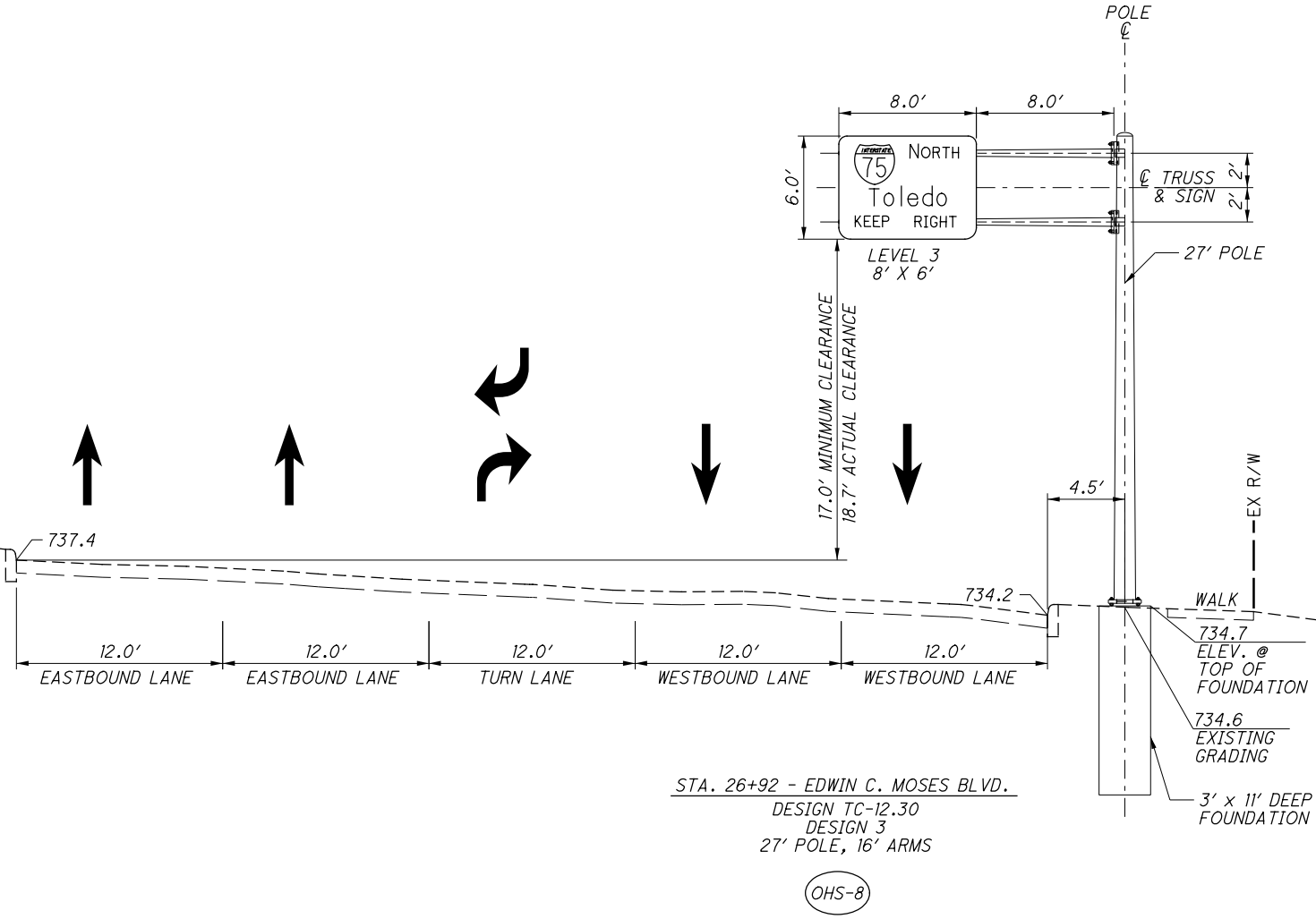
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SIGN ELEVATION DETAIL
OHS-7 - STA. 23+10

MOT-75-(10.44)(10.78)

EX SL





CALCULATED	
MJC	
CHECKED	
BDD	

0 5 10
2.5
HORIZONTAL
SCALE IN FEET

SIGN ELEVATION DETAIL
OHS-8 - STA. 26+92

625, LIGHT POLE ANCHOR BOLTS ON STRUCTURES

WHEN A LIGHT POLE IS MOUNTED ON THE MEDIAN OF 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 MEDIAN RAILING OR PILASTER IS ALSO PART OF THIS WORK.

PAYMENT WILL BE MADE AT EACH SUCH POLE LOCATION AT THE UNIT PRICE BID FOR EACH C&MS ITEM 625, "LIGHT POLE ANCHOR BOLTS ON STRUCTURE" AND SHALL BE FULL COMPENSATION FOR FURNISHING AND PLACING THE SET OF ANCHOR BOLTS REQUIRED.

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 C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

UNDERDRAINS FOR PULL BOXES

REFERENCE IS MADE TO STANDARD CONSTRUCTION DRAWINGS FOR DETAILS ON DRAINING PULL BOXES. UNDERDRAINS FOR PULL BOXES SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE PROVIDED WHERE A SATISFACTORY OUTLET DOES NOT EXCEED 20 FEET. AN ESTIMATED QUANTITY OF 160 FEET OF ITEM 611 - 4" CONDUIT, TYPE E, IS INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE.

625, LUMINAIRE REMOVED, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 625, THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING UNDERPASS LUMINAIRES AND LIGHTING SYSTEM INCLUDING ALL CABLE, CONDUITS, AND CONDUIT SUPPORTS THAT ARE TO BE ABANDONED BY THE NEW SYSTEM UNDER THIS PROJECT. CONDUIT THAT IS BURIED UNDERGROUND OR ENCASED IN CONCRETE DOES NOT NEED TO BE REMOVED.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL NECESSARY LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO REMOVE THE EXISTING LIGHTING SYSTEM INDICATED IN THE PLANS.

625, LUMINAIRE, CONVENTIONAL, HPS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS WITH AN IES II-M-SC DISTRIBUTION AND 250 WATT HIGH PRESSURE SODIUM LAMPS SHALL BE AMERICAN ELECTRIC "SERIES I25" WITH PHOTOMETRIC DISTRIBUTION AE3849I (ADJUST LUMEN VALUE FOR 250W HPS), COOPER "OVX" WITH PHOTOMETRIC DISTRIBUTION OVX25SXX2DF (ADJUST LUMEN VALUE FOR 250W HPS), GENERAL ELECTRIC "M-400" WITH PHOTOMETRIC DISTRIBUTION 1014 (ADJUST LUMEN VALUE FOR 250W HPS), OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, CONVENTIONAL, HPS, 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.

625, LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, WALL MOUNTED

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR UNDERPASS LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR UNDERPASS LIGHTING UNITS SHALL BE GENERAL ELECTRIC "EVOLVE N-SERIES (EWN) EWNXC4540INGRAYFR, 7181 LUMENSASYMETRIC FORWARD, HOLOPHANE "WALL PACK IV" W4P LED 10C 700 40K T3M" 2183 LUMENS WALL MOUNT, ELECTROMATIC AR-SERIES F2E MOUNT, LE3T4S084EF2EOXSOH 6593 LUMENS (T4S), COOPER LIGHTING "WALPAK SERIES" WKP6BLEDEUGLBIK10K7040BDU, OR EQUAL AS APPROVED BY THE ENGINEER.

LUMINAIRES FOR UNDERPASS LIGHTING UNIT WHICH ARE WALL MOUNTED SHALL BE FURNISHED WITH AN INTEGRAL FUSE HOLDER AND 10-AMPERE FUSES. THE LIGHTING UNITS SHALL BE BLACK AND EQUIPPED WITH BIRD SPIKES.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, "LUMINAIRE, UNDERPASS, SOLID STATE (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.

625, CONNECTION, UNFUSED PERMANENT, AS PER PLAN

FURNISH AND INSTALL A SPLICE KIT CONFORMING TO THE REQUIREMENTS OF 625.18 AND 725.15E. IN ADDITION, THE SPLICE KIT SHALL HAVE A RIGID TRANSPARENT SPLICE ENCLOSURE AND THE EPOXY USED SHALL BE NON-SHRINKING.

THIS ITEM IS ONLY NEEDED WHEN A TIE-IN SITUATION EXISTS WHERE AN EXISTING CABLE IS SPLICED TO A NEW CABLE. WHEN ALL NEW LEAD-IN WIRE IS SPECIFIED IN THE PLAN, THIS ITEM OF WORK IS NOT REQUIRED.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL NECESSARY LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO PROVIDE FOR ITEM 625, CONNECTION, UNFUSED PERMANENT, AS PER PLAN. BASIS OF PAYMENT WILL BE AT CONTRACT BID PRICE PER EACH.

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 RD, DAYTON, OH 45439
(937) 331-4132
MICHAEL KOHR

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE 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 REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS 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.

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 NOT 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.

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 IS NOT REQUIRED TO PROVIDE TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

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.

CROSSOVERS: THE EXISTING LIGHTING CIRCUITS IN THE MEDIAN SHALL BE MAINTAINED DURING THE MAINTENANCE OF TRAFFIC PHASES. THE EXISTING LIGHTING CIRCUITS IN THE MEDIAN LIGHTING CONDUITS SHALL BE RELOCATED AND MAINTAINED DURING ALL MOT PHASES. THE CONTRACTOR SHALL COORDINATE WITH THE ELECTRIC UTILITY TO DEENERGIZE THE EXISTING CIRCUITS AND ENERGIZE TEMPORARY CIRCUIT CONNECTION MADE BY THE CONTRACTOR. MAXIMUM CIRCUIT OUTAGE TO BE 12 HOURS.

EXISTING LOW MAST LIGHT POLES AND LUMINAIRES REMOVED SHALL BE STORED FOR REINSTALLATION ON NEW LIGHT POLE FOUNDATIONS. THE CONVENTIONAL LIGHT POLES AND LUMINAIRES REMOVED SHALL PROPERLY BE DISPOSED OF BY THE CONTRACTOR.

THE LUMP SUM BID FOR ITEM SPECIAL - MAINTAIN EXISTING LIGHTING, SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, INCIDENTALS, AND TEMPORARY POWER SERVICES NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

625, JUNCTION BOX, AS PER PLAN

THE JUNCTION BOX SHALL HAVE AN EMBOSSEMENT IN THE BACK OF THE BOX THAT SHALL BE DRILLED AND TAPPED FOR A 1/4" - 20 CAP SCREW FOR CONNECTION OF GROUNDS. WHEN ENCASED IN CONCRETE, THE JUNCTION BOX SHALL HAVE INWARD FLANGED COVERS AND MAY HAVE IN LIEU OF BOSSED DRILLED AND TAPPED CONNECTIONS, SLIP HOLES FIELD DRILLED TO ACCOMMODATE THE CONDUITS ENTERING THE JUNCTION BOX SO LONG AS EACH METALLIC CONDUIT IS EQUIPPED WITH A GROUNDING BUSHING JUMPED TO THE BOX ITSELF. WHEN SURFACE MOUNTED, THE JUNCTION MAY HAVE IN LIEU OF BOSSED DRILLED AND TAPPED CONNECTIONS, FIELD INSTALLED HUBS TO ACCOMMODATE THE CONDUITS ENTERING THE BOX.

625, SERVICE TO UNDERPASS LIGHTING, AS PER PLAN

FURNISH AND INSTALL SERVICE TO UNDERPASS LIGHTING CONFORMING TO THE REQUIREMENTS OF 625. IN ADDITION, THE CONNECTION IN THE PIER MOUNTED JUNCTION BOXES SHALL BE ILSCO OR THOMAS AND BETTS INSULATED MECHANICAL CONNECTORS OR APPROVED EQUAL.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL NECESSARY LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO PROVIDE FOR ITEM 625, SERVICE TO UNDERPASS LIGHTING, AS PER PLAN. BASIS OF PAYMENT WILL BE AT CONTRACT BID PRICE PER EACH.

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE HL AND TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.
 - A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.
2. CONDUITS.
 - A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.
 - B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUT-SIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
 - C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
 - D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
3. WIRE FOR GROUNDING AND BONDING.
 - A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:
 - I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.
 - II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/ LABELS INSTALLED AT ALL ACCESS POINTS.
 - B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.
4. GROUND ROD.
 - A. A 3/4 INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

- B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.
8. PAYMENT.
 - A. ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED.
 - B. WORK ON BRIDGES MAY BE INCLUDED IN THE BID ITEM FOR "ITEM 625, STRUCTURE GROUNDING."
 - C. IN A 3-WIRE HIGHWAY LIGHTING SYSTEM, THE THIRD CONDUCTOR OF THE DUCT CABLE OR DISTRIBUTION CABLE WILL BE USED AS THE EQUIPMENT GROUNDING CONDUCTOR AND MAY AS SUCH BE PART OF THE CABLE BID ITEM.

HIGH VOLTAGE TEST

THE HIGH VOLTAGE TEST SHALL NOT BE PERFORMED ON ANY CIRCUITS CONSTRUCTED BY THIS PROJECT WHICH INCLUDE EXISTING DISTRIBUTION CABLE, SINCE THE TEST COULD DAMAGE THE PORTION OF THE COMPLETED CIRCUIT WHICH HAD BEEN IN SERVICE PRIOR TO THIS PROJECT. THE HIGH VOLTAGE TEST SHALL BE PERFORMED ON ALL NEW 3-WIRE CIRCUITS (WHERE ALL THREE OF THE CONDUCTORS ARE NEW) INSTALLED ON THIS PROJECT.

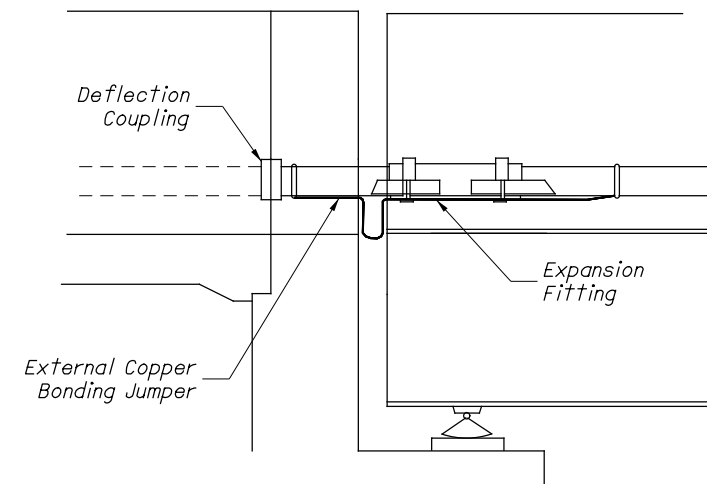
625, DISCONNECT EXISTING CIRCUIT, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE DISCONNECTION OF AN EXISTING LIGHT CIRCUIT AT A PULL BOX 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 SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL CONNECTOR KITS. ALL DUCT-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 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.



DETAIL "A"

CONDUIT EXPANSION FITTING

Dimensions May be Altered to Fit Abutment Design

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 4 INCHES OF TOTAL MOVEMENT AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER.

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.

514, FIELD PAINTING, MISC.: LIGHTING CONDUIT AND REPAIR

THIS ITEM OF WORK SHALL CONSIST OF PAINTING THE PROPOSED CONDUITS AND JUNCTION BOXES MOUNTED TO THE EXISTING PIER CAPS TO MATCH THE COLOR OF THE CONCRETE SEALANT.

PAINT MATERIALS FOR APPLICATION TO THE GALVANIZED METAL ITEMS SHALL BE SHERMAN-WILLIAMS ENVIROLASTIC 980 PA POLYASPARTIC URETHANE (PART A) EXTRA WHITE B65-985 SERIES SEMI-GLOSS WITH (Part B) B65V980 HARDENER OR EQUAL APPROVED BY THE ENGINEER.

PROTECT EXISTING STRUCTURAL STEEL FROM OVERSPRAY OR FIELD PAINT CONDUITS AND JUNCTION BOXES AND APPURTENANCES PRIOR TO INSTALLATION.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 514, "FIELD PAINTING, MISC.: LIGHTING CONDUIT AND REPAIR" MEASURED PER FOOT OF CONDUIT PAINTED WITH ALLOWANCE OF 10 FEET PER EACH JUNCTION BOX AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

P:\91606\lighting\sheet\91606L_G001.dgn Sheet 6/26/2020 12:59:32 PM stobe

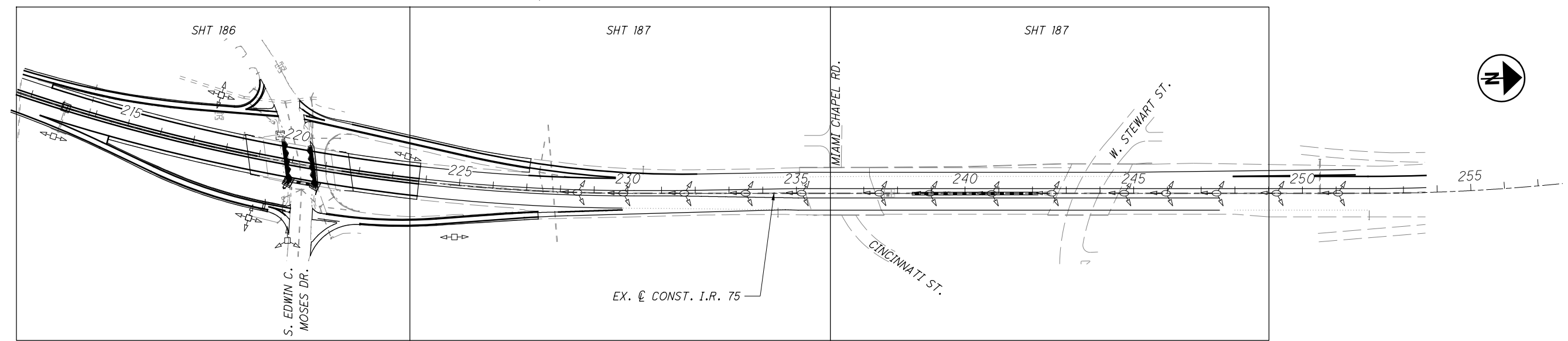
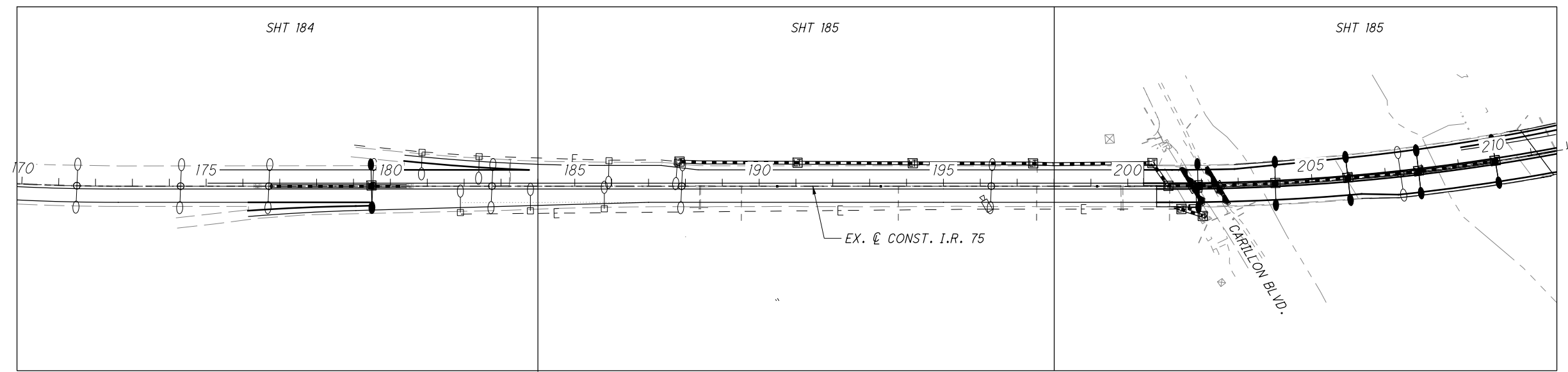
SHEET NUMBER											PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								178	181	182								
										762			514	27710	762	FT	FIELD PAINTING, MISC.: LIGHTING CONDUIT AND REPAIR	179
								160					611	00400	160	FT	4" CONDUIT, TYPE E	
									10				625	00450	10	EACH	CONNECTION, FUSED PULL APART	
									23				625	00481	23	EACH	CONNECTION, UNFUSED PERMANENT, AS PER PLAN	178
									5				625	10490	5	EACH	LIGHT POLE, CONVENTIONAL, DESIGN A8BB41.7	
									20				625	10614	20	EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE	
									7,116	3,066			625	23200	10,182	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
									1,570				625	23300	1,570	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	
									325	180			625	23400	505	FT	NO. 10 AWG POLE AND BRACKET CABLE	
									25	395			625	25300	420	FT	CONDUIT, 1-1/2", 725.04	
									1,327	367			625	25400	1,694	FT	CONDUIT, 2", 725.04	
									1,725				625	25500	1,725	FT	CONDUIT, 3", 725.04	
									10				625	26251	10	EACH	LUMINAIRE, CONVENTIONAL, HPS, AS PER PLAN	178
										18			625	27503	18	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, WALL MOUNTED	178
									1,407	125			625	29002	1,532	FT	TRENCH, 24" DEEP	
									5	23			625	29901	28	EACH	JUNCTION BOX, AS PER PLAN	179
									6				625	29940	6	EACH	BARRIER JUNCTION BOX	
									5	3			625	30700	8	EACH	PULL BOX 725.08, 18"	
										2			625	32000	2	EACH	GROUND ROD	
										2			625	33000	2	EACH	STRUCTURE GROUNDING SYSTEM	
										2			625	34001	2	EACH	POWER SERVICE, AS PER PLAN	178
										2			625	34450	2	EACH	CONTROL CENTER CABINET, COMPLETE	
									1,407	125			625	36000	1,532	FT	PLASTIC CAUTION TAPE	
										2			625	37101	2	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	179
									LS	LS			625	40000	LS		SPECIAL-MAINTAIN EXISTING LIGHTING	178
									4				625	75400	4	EACH	LIGHT POLE REMOVED	
									8	18			625	75507	26	EACH	LUMINAIRE REMOVED, AS PER PLAN	178
									2	2			625	75801	4	EACH	DISCONNECT CIRCUIT, AS PER PLAN	179

LIGHTING GENERAL SUMMARY

MOT-75-10.44)(10.78)

LIGHTING SCHEMATIC PLAN

MOT-75-(10.44)(10.78)



LEGEND

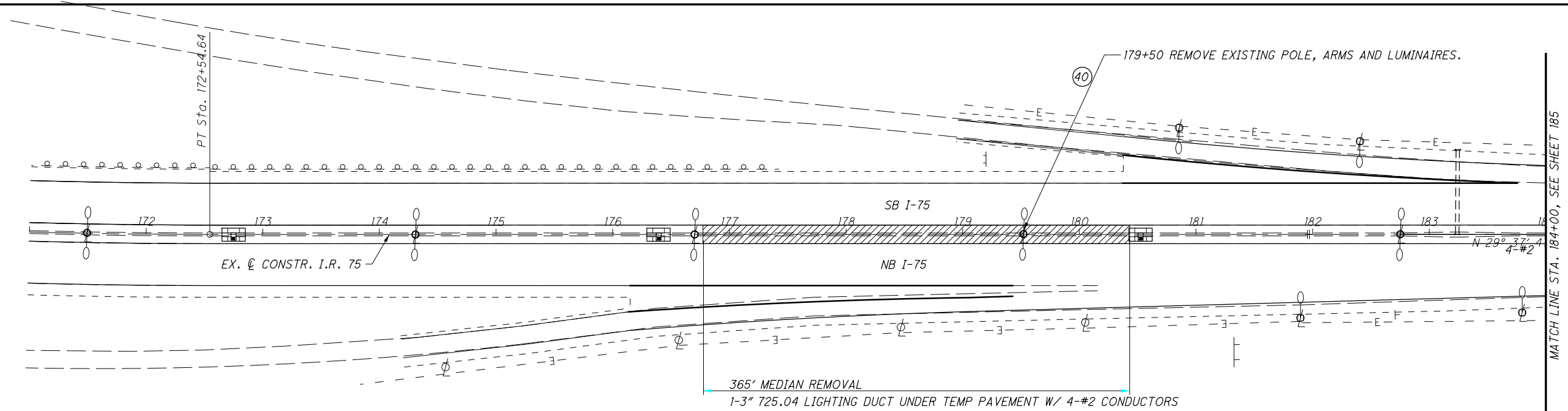
EXISTING	PROPOSED	
		CONVENTIONAL LIGHT POLE (SEE PLAN SHEETS FOR FIXTURE WATTAGE)
		CONVENTIONAL LIGHT POLE TWIN ARM
		HIGH MAST LIGHT TOWER
		LOW MAST LIGHT TOWER
		UNDERPASS LIGHTS
		LIGHTING CONTROL CENTER
		PULL BOX

WIRING LEGEND

	PROPOSED CONDUIT (2", UNLESS OTHERWISE NOTED)
	EXISTING ELECTRICAL

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SOUTH CROSSOVER
 - REMOVE EXISTING LIGHT POLE, ARMS AND LUMINAIRES
 - SAW CUT MEDIAN, PROVIDE TEMPORARY JUNCTION BOX ON EXISTING CONDUITS
 - REMOVE MEDIAN, INSTALL TEMPORARY 3" RIGID CONDUIT BETWEEN JUNCTION BOXES, BURY UNDER MEDIAN
 - PROVIDE TEMPORARY PAVEMENT FOR CROSSOVER

365' MEDIAN REMOVAL
 1-3" 725.04 LIGHTING DUCT UNDER TEMP PAVEMENT W/ 4-#2 CONDUCTORS



CALCULATED MEM CHECKED ASW

LEGEND

EXISTNG PROPOSED

- CONVENTIONAL LIGHT POLE (SEE PLAN SHEETS FOR FIXTURE WATTAGE)
- CONVENTIONAL LIGHT POLE TWIN ARM
- HIGH MAST LIGHT TOWER
- LIGHTING CONTROL CENTER
- PULL BOX

WIRING LEGEND

- PROPOSED CONDUIT (2", UNLESS OTHERWISE NOTED)
- EXISTING LIGHTING CIRCUIT (TO REMAIN)

MOT-75-(10.44)(10.78)
LIGHTING PLAN I.R. 75
STA. 171+00.00 TO STA. 184+00.00

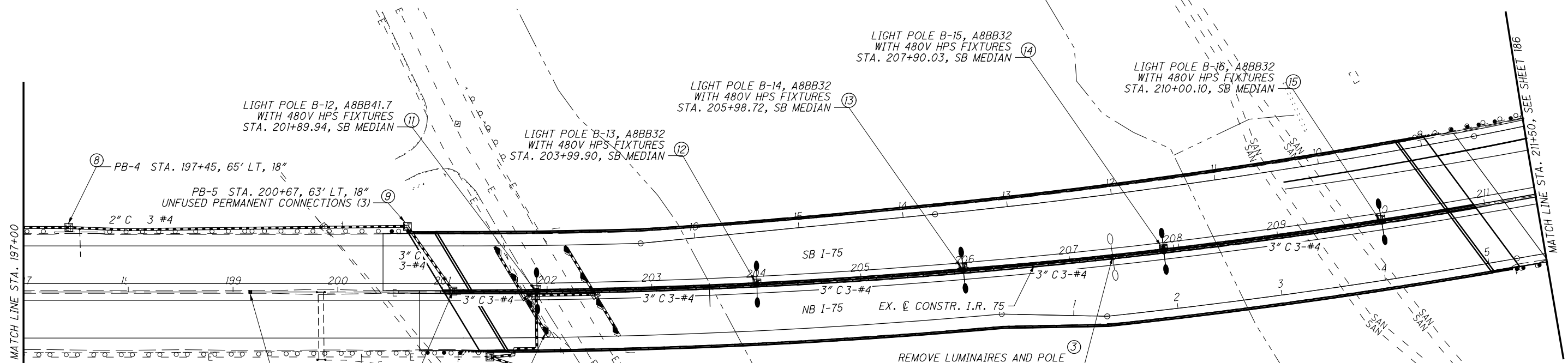
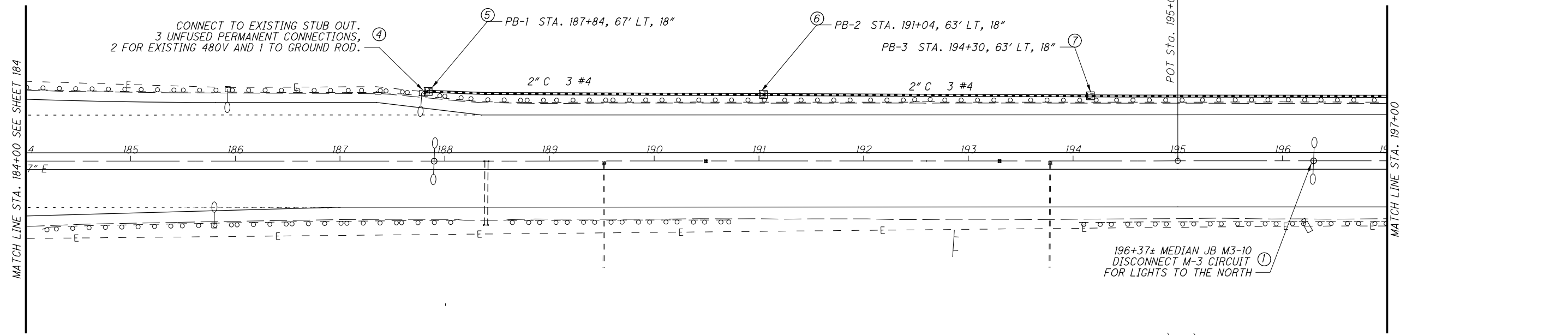


CALCULATED MEM CHECKED ASW

LIGHTING PLAN I.R. 75
STA. 184+00.00 TO STA. 211+50.00

MOT-75-10.44(10.78)

185
348



NOTE:
POLE FOUNDATION ONLY AT 199+16±
MEDIAN JB M4-10 DISCONNECT
M-4 CIRCUIT FOR LIGHTS NORTH

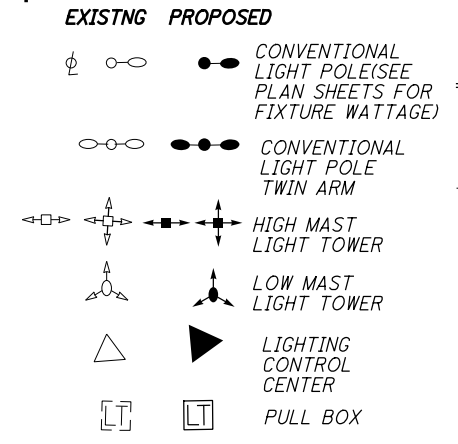
UNDERPASS LIGHTING
SEE SHEET 188
FOR DETAILS

REMOVE LUMINAIRES AND POLE
STA 207+40±

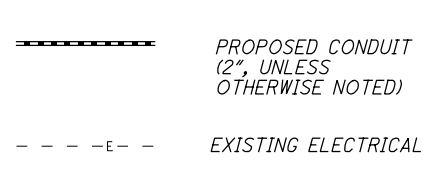
LIGHTING DEMOLITION MOT-75-1044

- 1.) MAINTAIN LIGHTS AND DYNAMIC MESSAGE BOARD SOUTH OF THE RIVER DURING CONSTRUCTION.
- 2.) REMOVE AND REPLACE THE LIGHTS, CONDUIT AND CABLE FOR THE LUMINAIRES MOUNTED TO THE PIER 1 CAP. CONNECT TO EXISTING LIGHT CIRCUIT TO MAINTAIN UNDERPASS LIGHTING DURING CONSTRUCTION.
- 3.) REMOVE AND REPLACE THE LIGHTS, CONDUIT AND CABLE FOR THE LUMINAIRES MOUNTED TO THE STRUCTURE BEAMS. MAINTAIN SUPPORT ANGLES AND HANGERS FOR NEW CONDUIT. DAMAGED PAINT AREAS WILL BE REPAIRED PER 514.

LEGEND

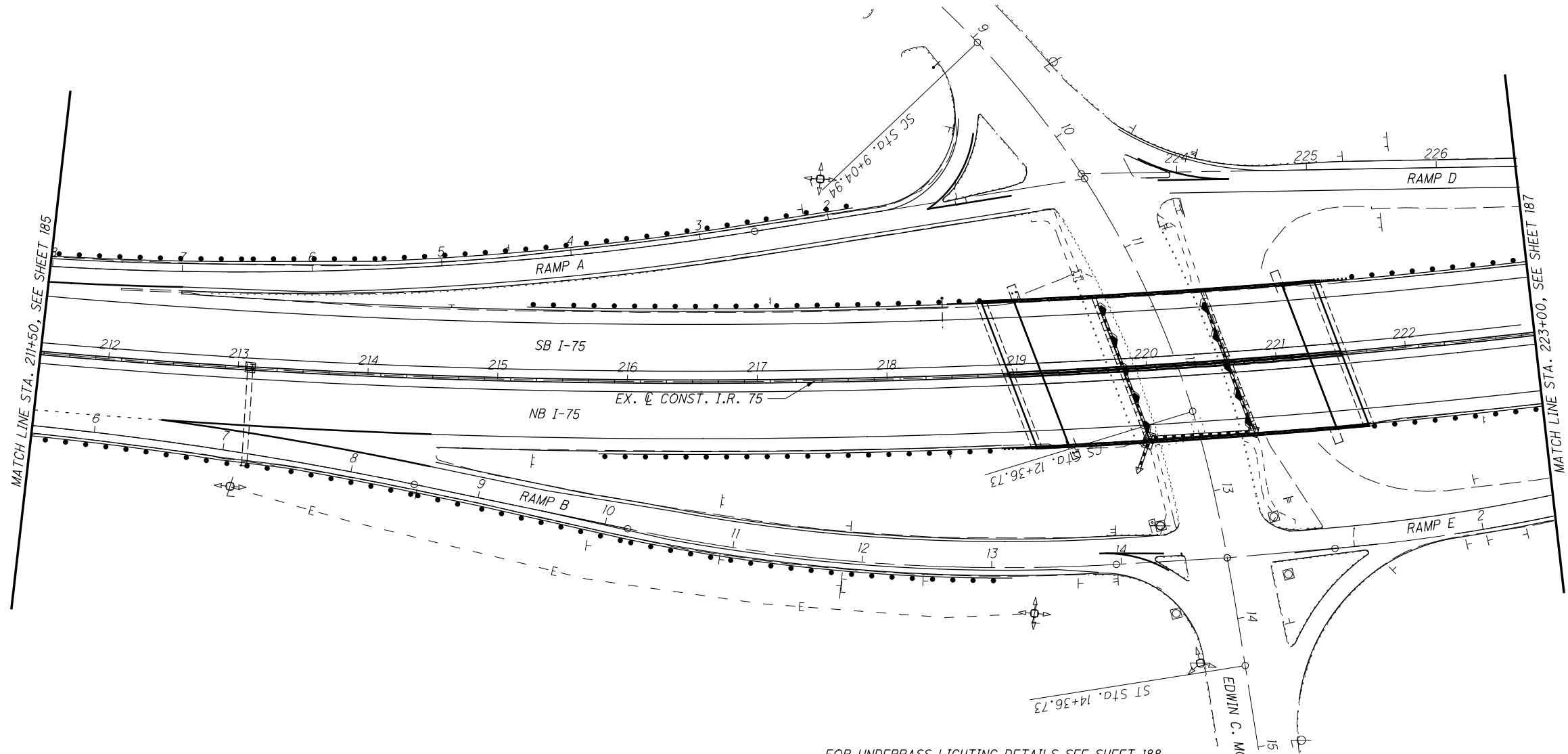


WIRING LEGEND



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FOR UNDERPASS LIGHTING DETAILS SEE SHEET 188

LEGEND		WIRING LEGEND	
EXISTING	PROPOSED		
			PROPOSED CONDUIT (2", UNLESS OTHERWISE NOTED)
			EXISTING ELECTRICAL

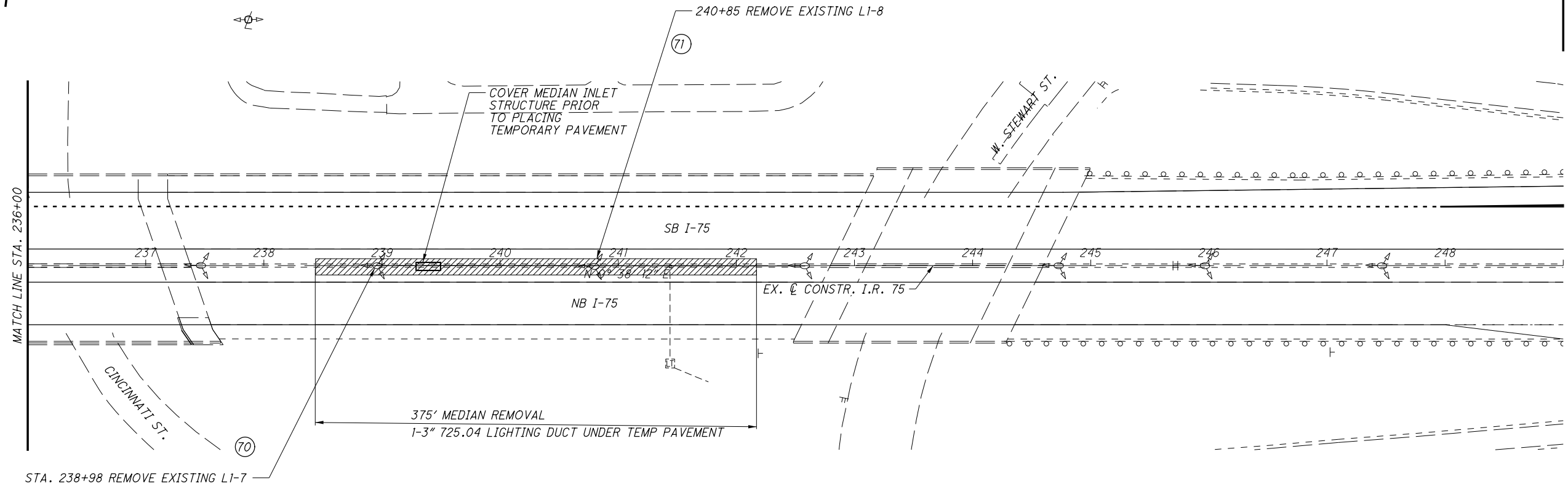
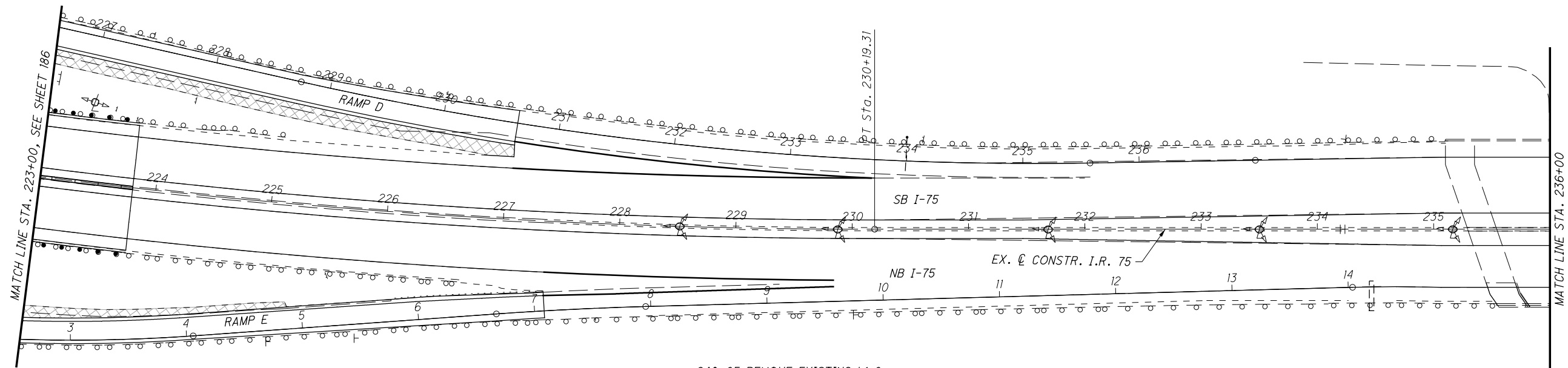
CALCULATED MEM CHECKED ASW

0 25 50 100
HORIZONTAL SCALE IN FEET

LIGHTING PLAN I.R. 75
STA. 211+50.00 TO STA. 223+00.00

MOT-75-(10.44)(10.78)

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LEGEND

EXISTNG PROPOSED

- CONVENTIONAL LIGHT POLE (SEE PLAN SHEETS FOR FIXTURE WATTAGE)
- CONVENTIONAL LIGHT POLE TWIN ARM
- HIGH MAST LIGHT TOWER
- LOW MAST LIGHT TOWER
- LIGHTING CONTROL CENTER
- PULL BOX

WIRING LEGEND

- PROPOSED CONDUIT (2", UNLESS OTHERWISE NOTED)
- EXISTING ELECTRICAL
- EXISTING CONDUIT TO BE CLEANED

NORTH CROSSOVER

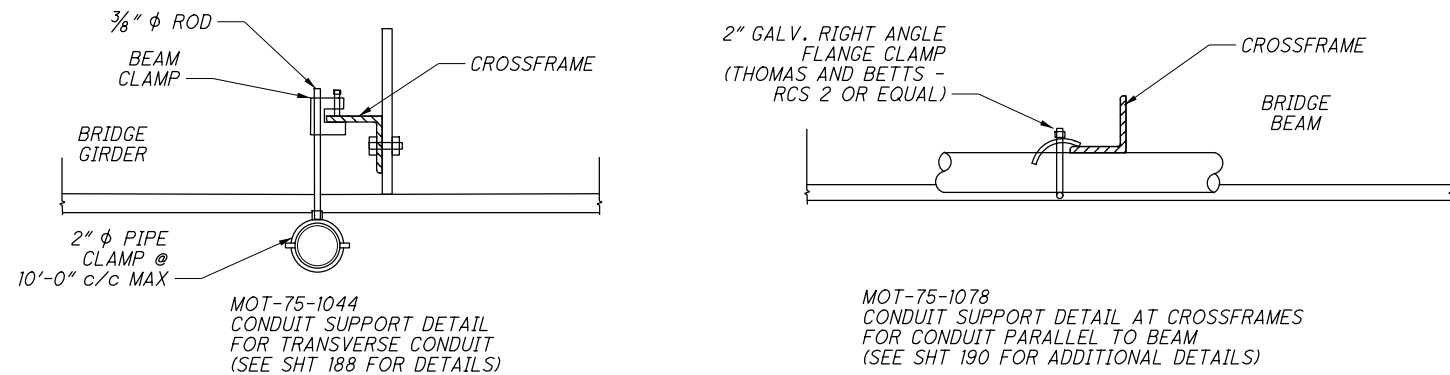
- REMOVE EXISTING LIGHT POLE, ARMS AND LUMINAIRES
- SAW CUT MEDIAN, PROVIDE TEMPORARY JUNCTION BOX ON EXISTING CONDUITS
- REMOVE MEDIAN, INSTALL TEMPORARY 3" RIGID CONDUIT BETWEEN JUNCTION BOXES, BURY UNDER TEMP PAVEMENT.
- COVER MEDIAN INLET AND PROVIDE TEMPORARY PAVEMENT FOR CROSSOVER

CALCULATED MEM CHECKED ASW

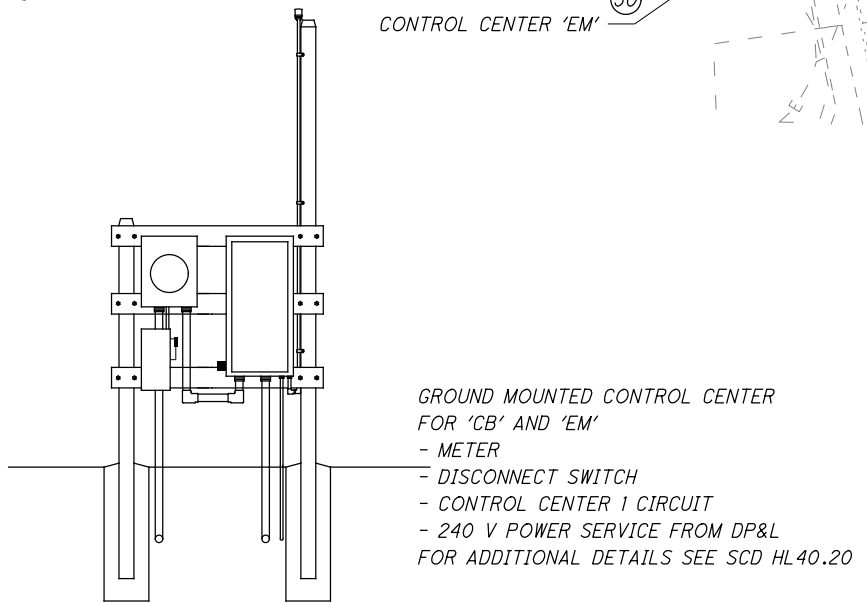
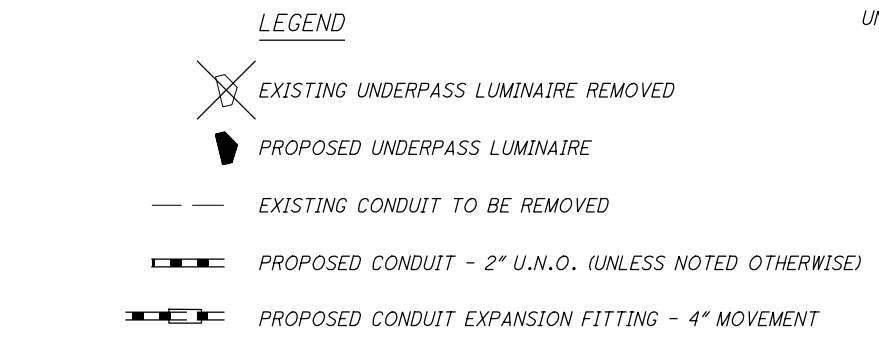
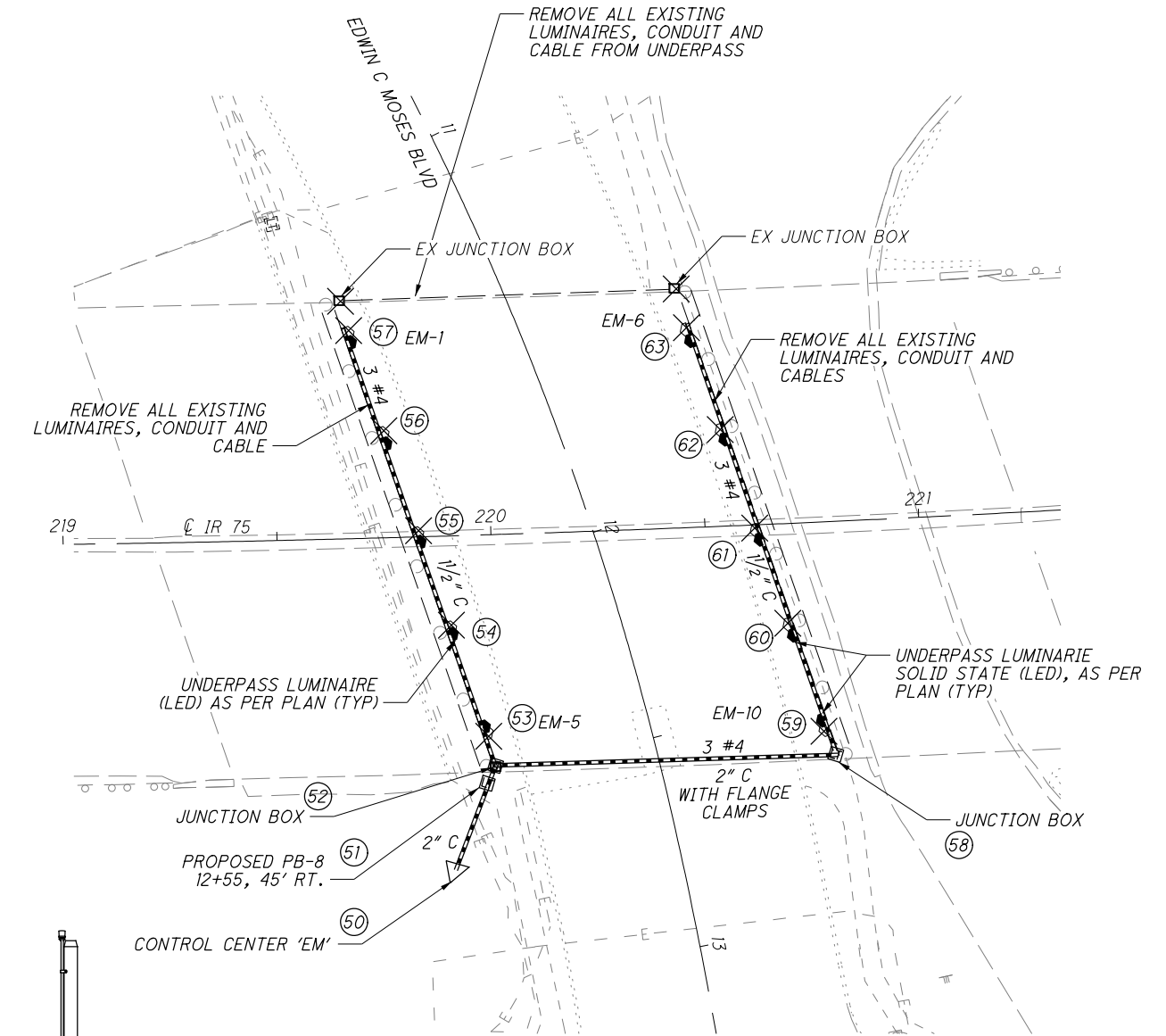
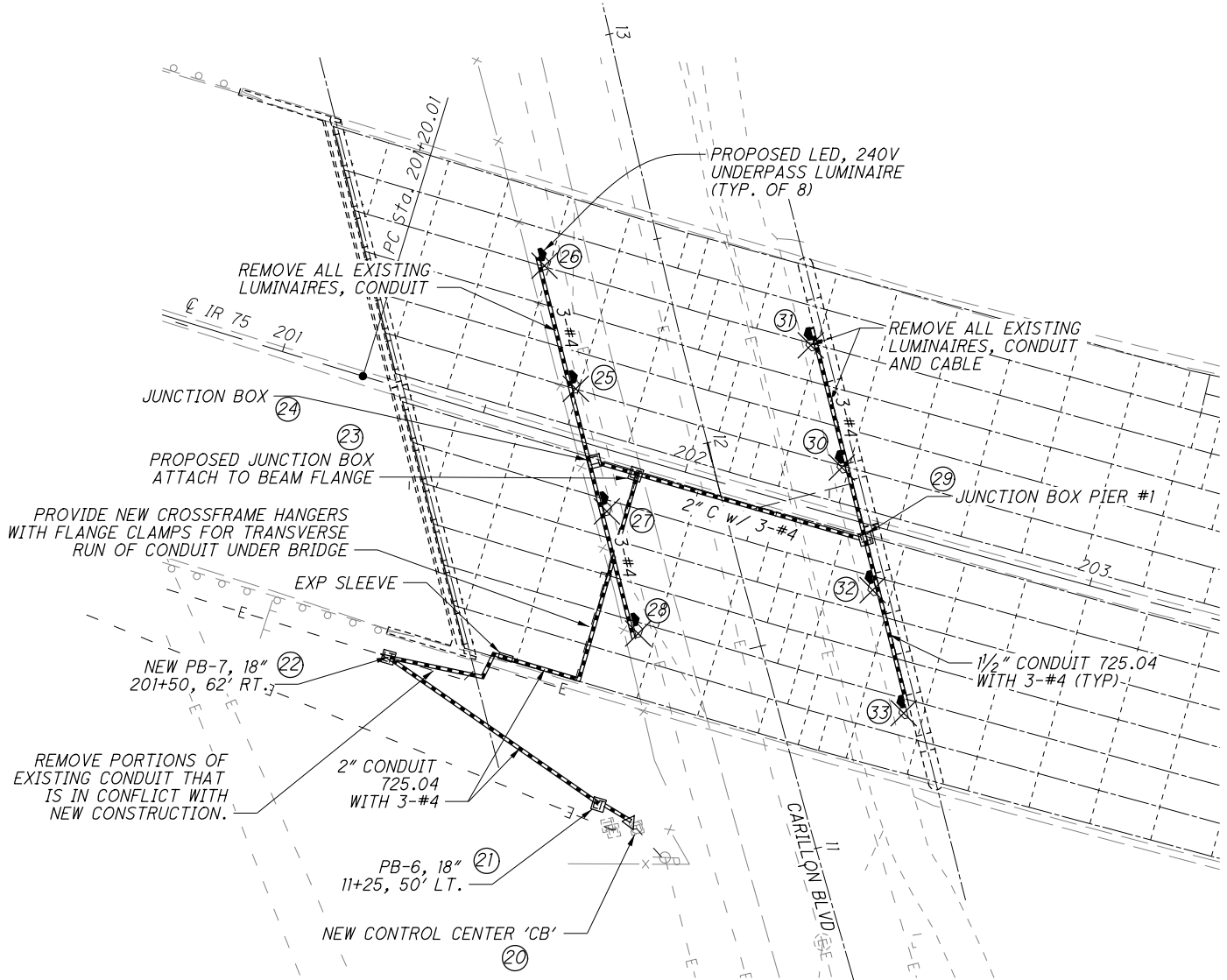
LIGHTING PLAN I.R. 75
STA. 223+00.00 TO STA. 252+00.00

MOT-75-(10.44)(10.78)

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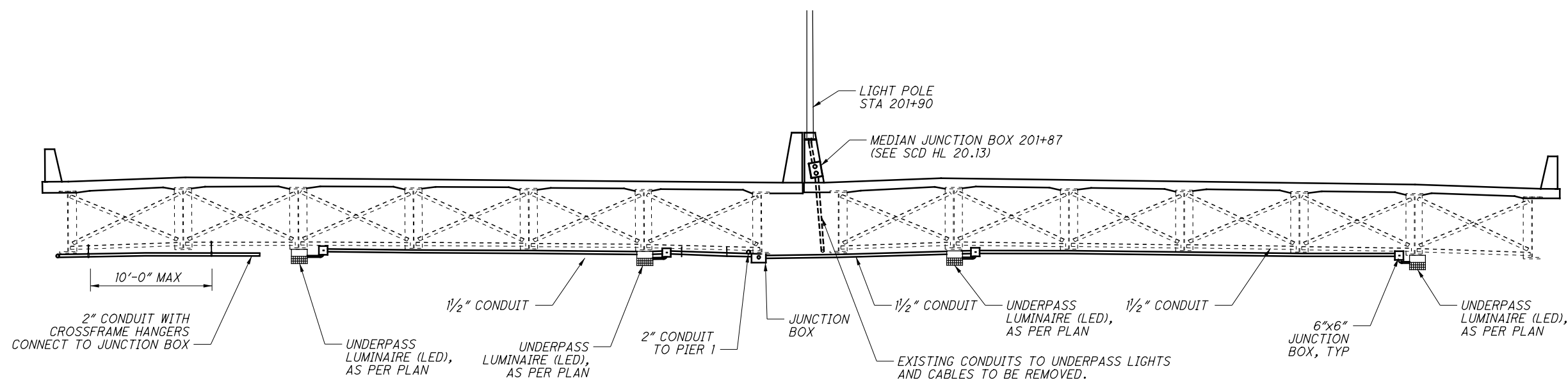


CONTROL CENTER DATA									
CONTROL CENTER	LINE VOLTAGE	CONNECTED LOAD KVA	ENCLOSURE RATING AMPS	SERVICE ENTRANCE CONDUCTOR SIZE-AWG.	CIRCUIT NUMBER	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE AMPS.	CIRCUIT CABLE SIZE	MAINTAINING AGENCY
PROPOSED CB	240	1.15	30	#4	CB	4.8	30	#4	CITY OF DAYTON
PROPOSED EM	240	1.44	30	#4	EM	6.0	30	#4	CITY OF DAYTON

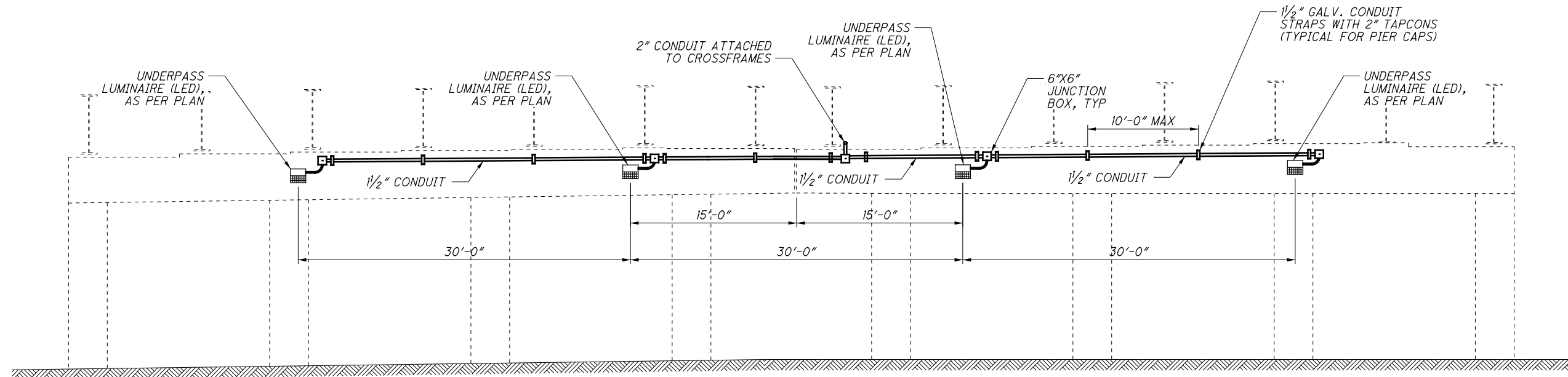


UNDERPASS LIGHTING LAYOUT DETAILS
CARILLON BLVD. & EDWIN C. MOSES BLVD

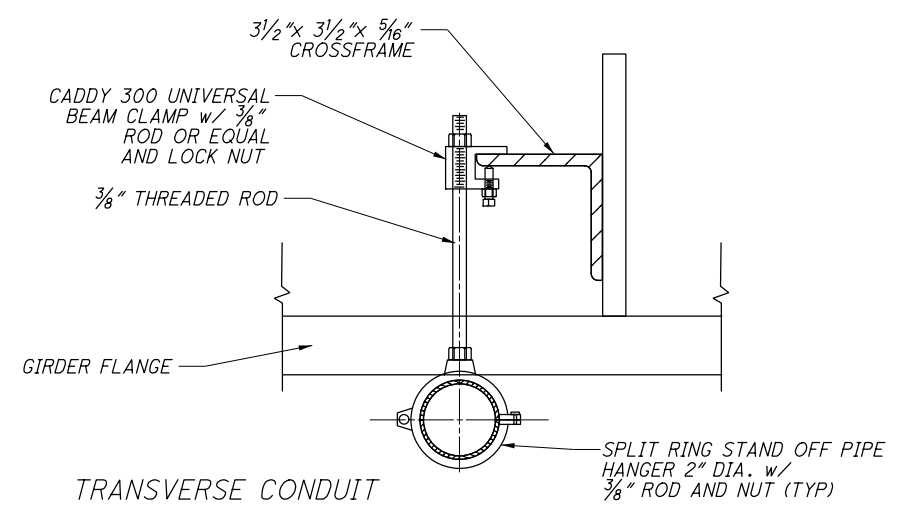
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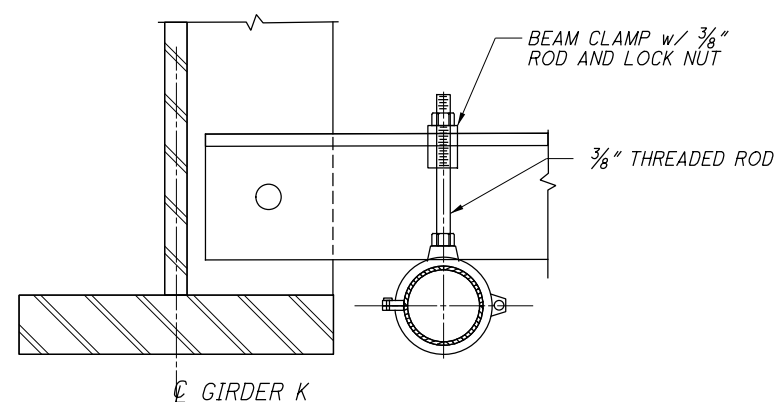
BEAM MOUNTED LIGHTING
LOOKING SOUTH



PIER 1
SOUTH FACE



TRANSVERSE CONDUIT



LONGITUDINAL CONDUIT
SOUTH SIDE TO PIER 1

NOTES
CONTRACTOR TO PAINT CONDUIT TO MATCH BRIDGE BEAMS. REPAIR BRIDGE BEAM PAINT WHERE CONDUIT WAS REMOVED PER ITEM 514. SEE LIGHTING NOTES SHEET 147.

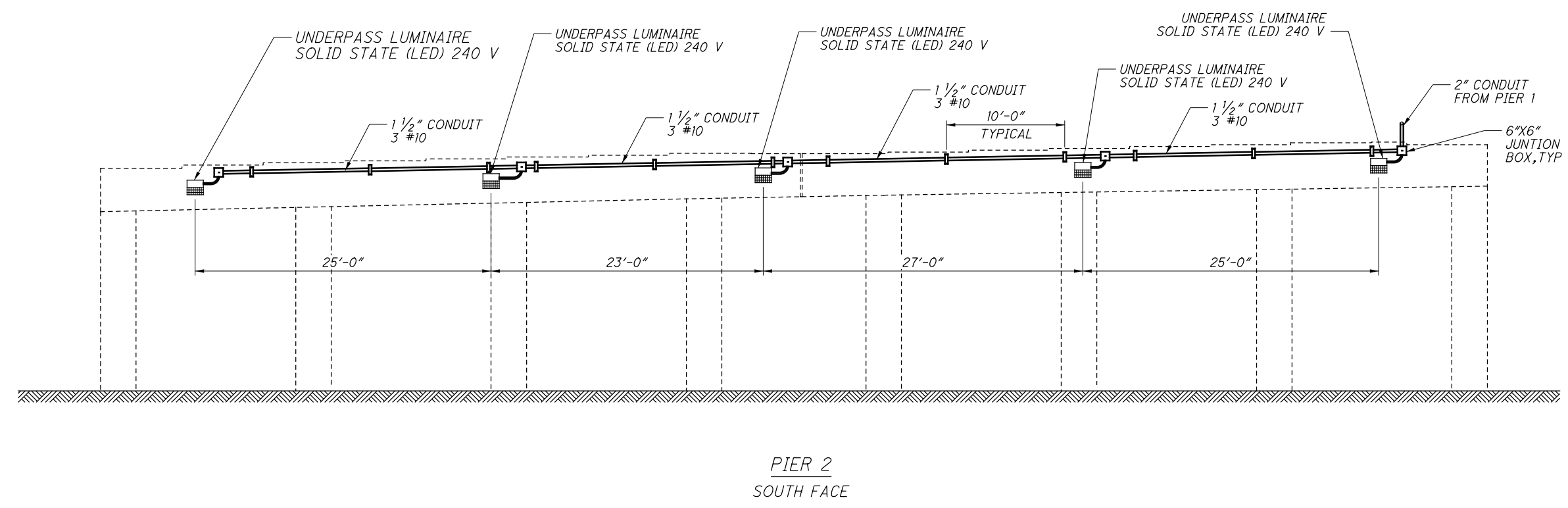
2" PIPE HINGED RING GALV. CONDUIT CLAMP FOR 3/8" ROD AND FLANGE CLAMP WITH 3/8" THREADED HOLE WITH 3/8" GALV. ROD CUT TO LENGTH FOR EACH LOCATION SHALL BE PROVIDED AT CROSSFRAMES FOR PERPENDICULAR AND PARALLEL CONDUIT SUPPORT.

ALL CONDUIT MOUNTING HARDWARE COMPLETE AND IN PLACE SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT OF THE ASSOCIATED CONDUIT ITEM.

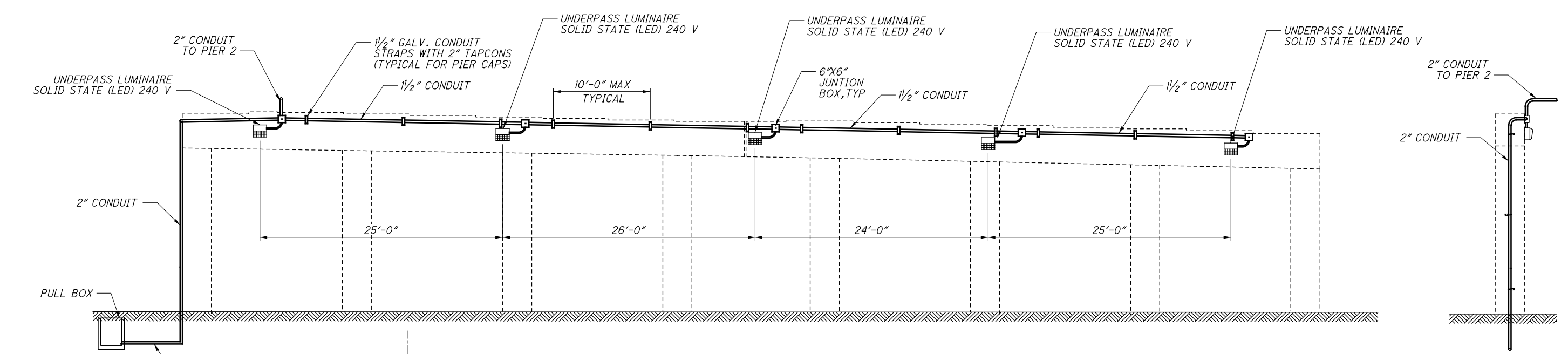
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UNDERPASS LIGHTING DETAIL
EDWIN C MOSES BLVD

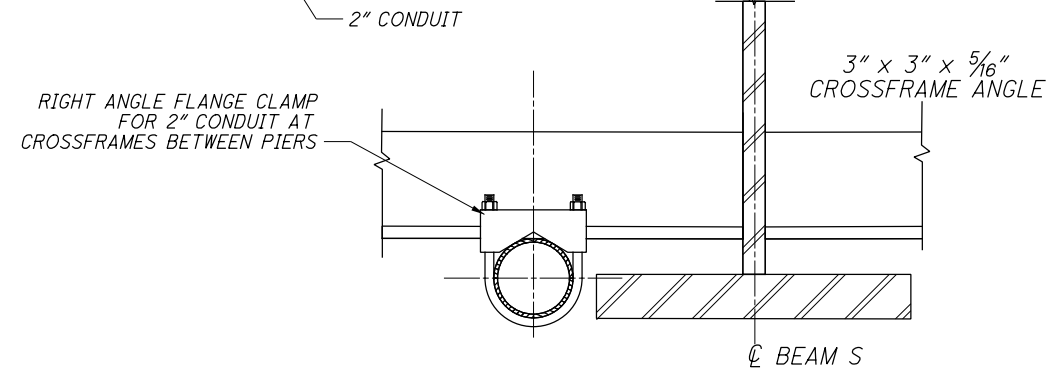
MOT-75-(10.44)(10.78)



PIER 2
SOUTH FACE



PIER 1
NORTH FACE



LONGITUDINAL CONDUIT
PIER 1 TO PIER 2

NOTES
CONTRACTOR TO PAINT CONDUIT TO MATCH BRIDGE BEAMS.
SEE LIGHTING NOTES SHEET 147.

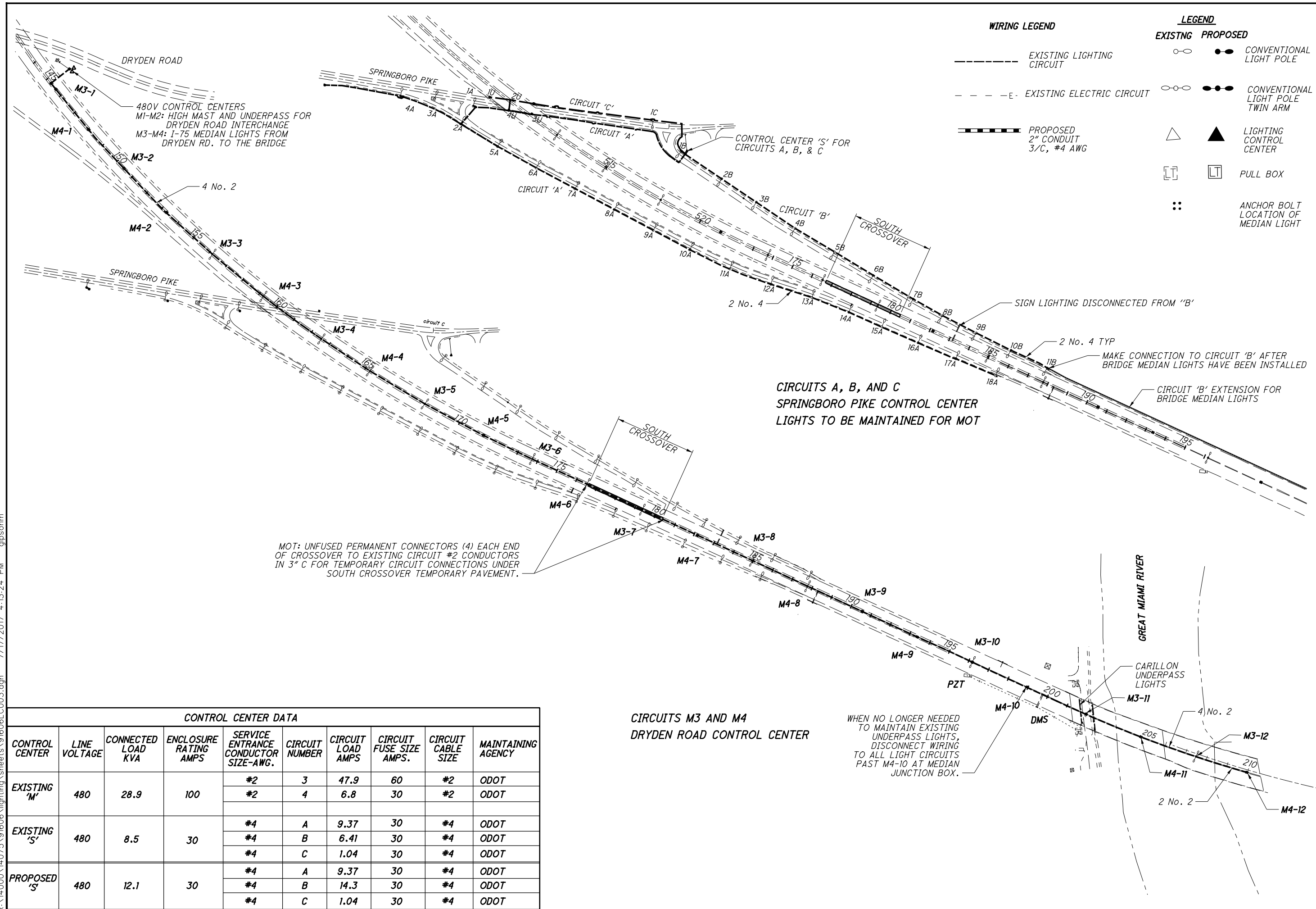
ALL RIGHT ANGLE PIPE CLAMPS AND U-BOLTS TO BE GALVANIZED.

2" PIPE MALLEABLE IRON GALV. CONDUIT CLAMP WITH ONE MOUNTING HOLE AND ONE 3/8" x 3 3/4" SS EXPANSION ANCHOR FOR PIER COLUMN FACE LOCATIONS.

ALL CONDUIT MOUNTING HARDWARE COMPLETE AND IN PLACE SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT OF THE ASSOCIATED CONDUIT ITEM.

EAST FACE
COL. 8

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CONTROL CENTER DATA

CONTROL CENTER	LINE VOLTAGE	CONNECTED LOAD KVA	ENCLOSURE RATING AMPS	SERVICE ENTRANCE CONDUCTOR SIZE-AWG.	CIRCUIT NUMBER	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE AMPS.	CIRCUIT CABLE SIZE	MAINTAINING AGENCY
EXISTING 'M'	480	28.9	100	#2	3	47.9	60	#2	ODOT
					4	6.8	30	#2	ODOT
EXISTING 'S'	480	8.5	30	#4	A	9.37	30	#4	ODOT
					B	6.41	30	#4	ODOT
					C	1.04	30	#4	ODOT
PROPOSED 'S'	480	12.1	30	#4	A	9.37	30	#4	ODOT
					B	14.3	30	#4	ODOT
					C	1.04	30	#4	ODOT

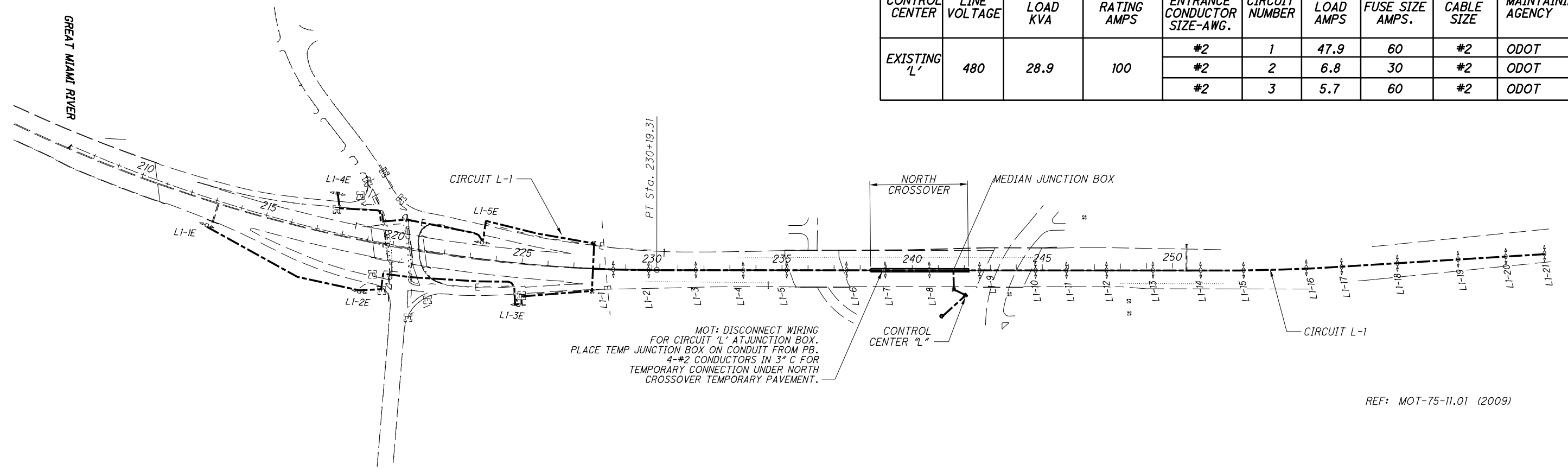
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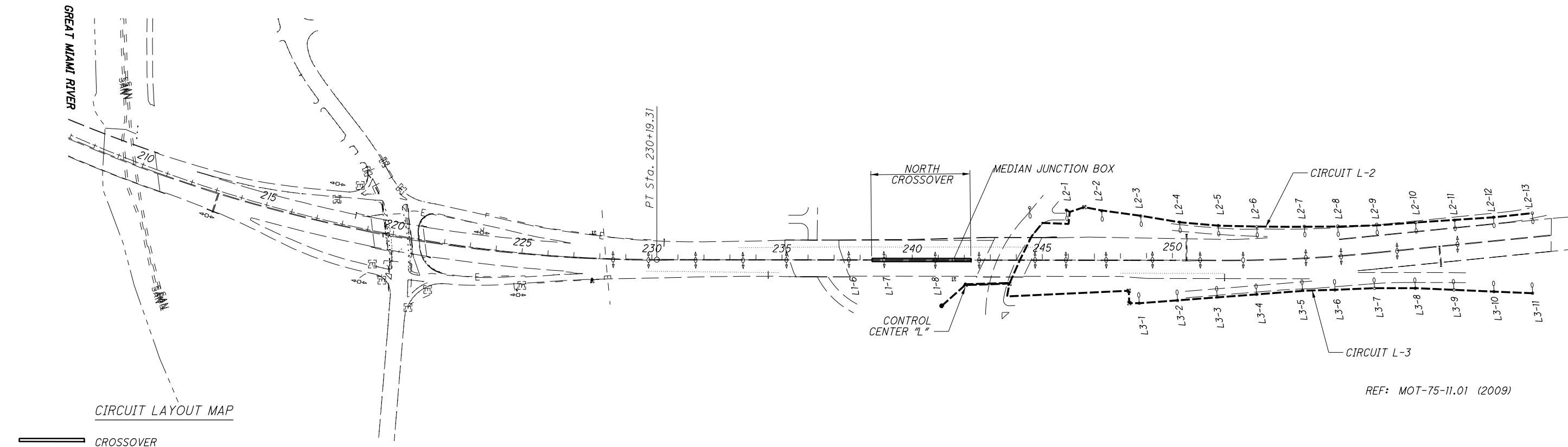
CONTROL CENTER DATA

CONTROL CENTER	LINE VOLTAGE	CONNECTED LOAD KVA	ENCLOSURE RATING AMPS	SERVICE ENTRANCE CONDUCTOR SIZE-AWG.	CIRCUIT NUMBER	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE AMPS.	CIRCUIT CABLE SIZE	MAINTAINING AGENCY
EXISTING 'L'	480	28.9	100	#2	1	47.9	60	#2	ODOT
				#2	2	6.8	30	#2	ODOT
				#2	3	5.7	60	#2	ODOT


 0 150 300
 HORIZONTAL SCALE IN FEET
 CALCULATED MEM CHECKED ASW






CIRCUIT 'L1' LAYOUT MAP



CIRCUIT 'L2 AND 'L3' LAYOUT MAP

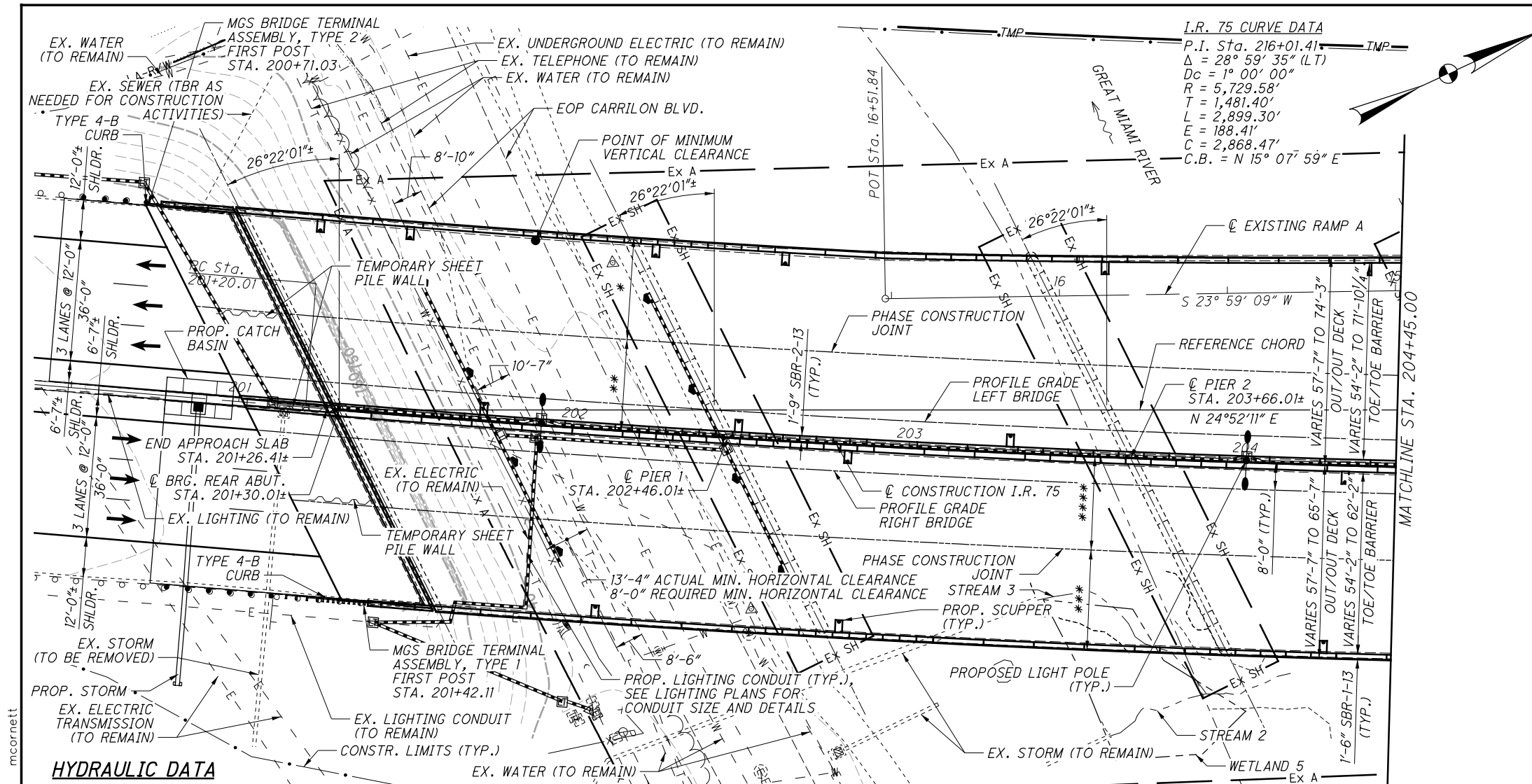
CIRCUIT LAYOUT MAP

-  CROSSOVER
-  CIRCUIT L1
-  CIRCUIT L2 AND L3

CIRCUIT LAYOUT MAP

MOT-75-(10.44)(10.78)

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I.R. 75 CURVE DATA
 P.I. Sta. 216+01.41
 $\Delta = 28^\circ 59' 35''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,481.40'$
 $L = 2,899.30'$
 $E = 188.41'$
 $C = 2,868.47'$
 $C.B. = N 15^\circ 07' 59'' E$

BENCHMARK DATA	
BM #3 STA. 199+79.31	ELEV. 762.36, OFFSET 63.42 RT.
BM #6 STA. 209+34.99	ELEV. 723.74, OFFSET 105.59 LT.
BM #7 STA. 213+07.44	ELEV. 745.84, OFFSET 76.00 RT.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 3/348

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

DESIGN TRAFFIC:
 2019 ADT = 119,000 2019 ADTT = 12,614
 2039 ADT = 131,000 2039 ADTT = 13,866
 DIRECTIONAL DISTRIBUTION = 53%

LEGEND:
 * - PHASE 2 CONSTRUCTION VARIES 30'-5" MIN. TO 47'-1" MAX.
 ** - PHASE 3 CONSTRUCTION = 27'-2"
 *** - PHASE 4 CONSTRUCTION VARIES 29'-10" MIN. TO 37'-10" MAX.
 **** - PHASE 5 CONSTRUCTION = 27'-9"
 [Hatched Box] - PROPOSED WORK
 ● 14.50' REQUIRED MINIMUM VERTICAL CLEARANCE
 ○ 14.48' ACTUAL MINIMUM VERTICAL CLEARANCE

EXISTING STRUCTURE

TYPE: EIGHT-SPAN CONTINUOUS STEEL PLATE GIRDERS WITH NON-COMPOSITE REINFORCED CONCRETE DECK ON STUB ABUTMENTS AND CAP AND COLUMN AND WALL-TYPE PIERS

SPANS: 116'-0"±, 5 SPANS @ 120'-0"±, 105'-0"±, 111'-0"± (MEASURED ALONG C I.R. 75)

ROADWAY: VARIES - 54'-2"± TO 70'-10"± TOE/TOE BARRIER (LEFT)
 53'-5"± TO 61'-5"± TOE/TOE BARRIER (RIGHT)

LOADING: CF2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKREW: VARIES - 25°04'01"± TO 31°01'37"± RIGHT FORWARD (MEASURED TANGENT TO C I.R. 75)

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

ALIGNMENT: 1°00'00" CURVE LEFT

SUPERELEVATION: 0.022 FT./FT.

WEARING SURFACE: 2" MICROSILICA MODIFIED CONCRETE OVERLAY

STRUCTURE FILE NUMBER: 5707056

DATE BUILT: 1965

REHABILITATION DATES: 1984, 1999, AND 2008

DISPOSITION: TO BE REHABILITATED

PROPOSED STRUCTURE

TYPE: EIGHT-SPAN CONTINUOUS STEEL PLATE GIRDERS WITH COMPOSITE REINFORCED CONCRETE DECK ON STUB ABUTMENTS AND CAP AND COLUMN AND WALL-TYPE PIERS

SPANS: 116'-0"±, 5 SPANS @ 120'-0"±, 105'-0"±, 111'-0"± (MEASURED ALONG C I.R. 75)

ROADWAY: VARIES - 54'-2" TO 71'-10"± TOE/TOE BARRIER (LEFT)
 54'-2" TO 62'-2" TOE/TOE BARRIER (RIGHT)

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE (SUPERSTRUCTURE)

SKREW: VARIES - 26°22'01"± TO 31°49'22"± RIGHT FORWARD (MEASURED NORMAL TO REFERENCE CHORD)

APPROACH SLABS: 25'-0" LONG (AS-1-15) (AS-2-15)

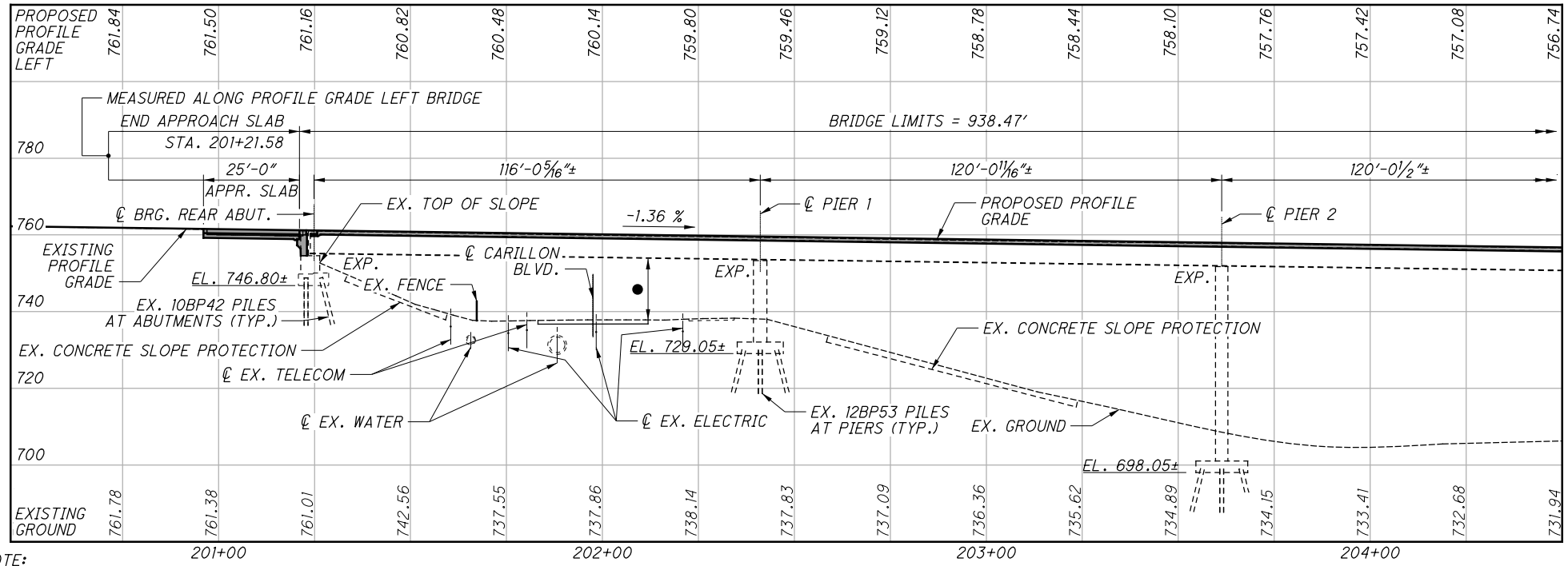
ALIGNMENT: 1°00'00" CURVE LEFT

SUPERELEVATION: 0.022 FT./FT.

WEARING SURFACE: 1" MONOLITHIC CONCRETE

COORDINATES: LATITUDE N39°43'44" LONGITUDE W84°12'26"

HYDRAULIC DATA
 THE HIGH WATER ELEVATION IS 729.25±, THE DESIGN HIGH WATER ELEVATION IS 734.05±, THE ORDINARY HIGH WATER MARK IS 716.50±, AND THE NORMAL WATER ELEVATION IS 715.05±. THESE ELEVATIONS WERE TAKEN FROM EXISTING PLANS AND ADJUSTED FOR THE 0.95' DATUM CORRECTION.



PROFILE ALONG PROFILE GRADE LEFT BRIDGE
 (STATIONING ALONG LEFT PROFILE GRADE)

NOTE:
 ALL EXISTING FOOTING ELEVATIONS WERE ADJUSTED TO THE CURRENT PROJECT SURVEY ELEVATIONS AND ARE APPROXIMATELY 0.95 FEET LOWER THAN THE ELEVATIONS IN THE ORIGINAL BRIDGE PLANS.

E.L. ROBINSON ENGINEERING
 1801 Walsmark Drive, Suite 310 - Columbus, Ohio 43215
 www.elrobinsonengineering.com

DESIGNED	TUE	CHECKED	MRV
DRAWN	DTA	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

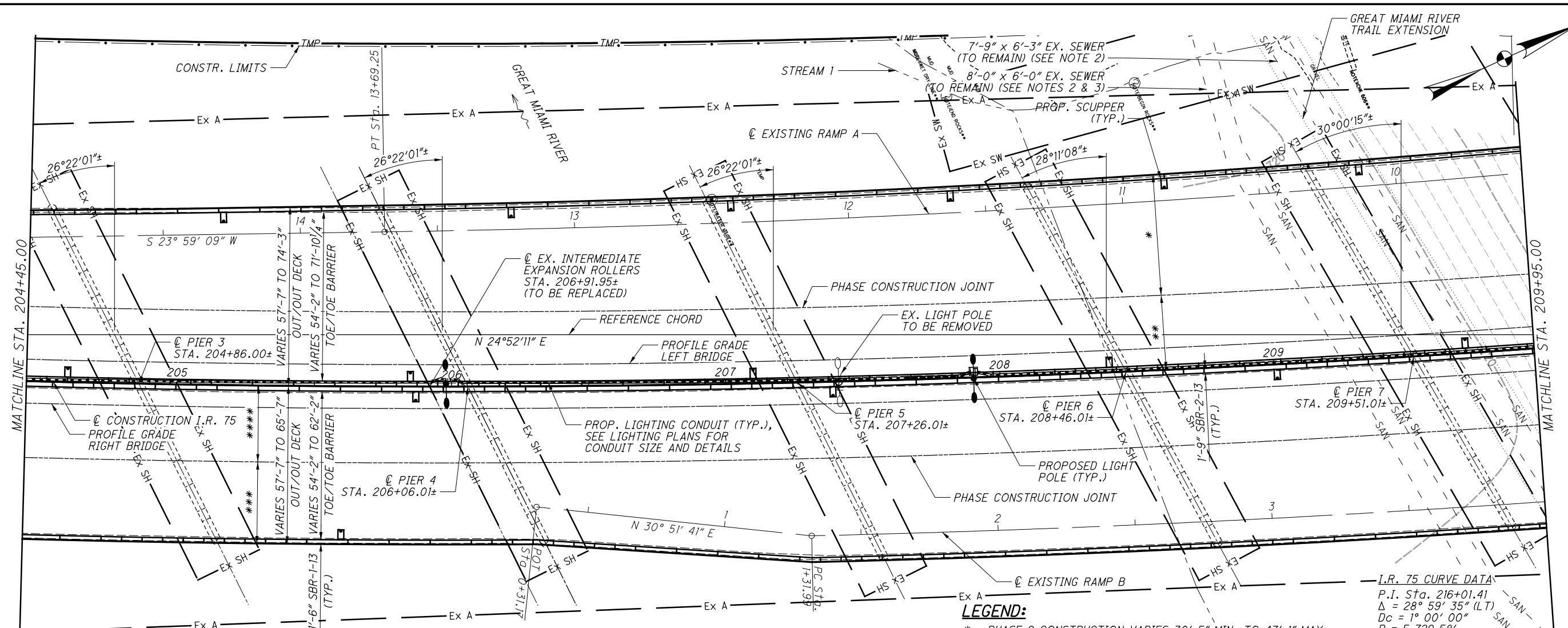
SITE PLAN (1 OF 4)
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARRILLON BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

1/91

193/348

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NOTES:

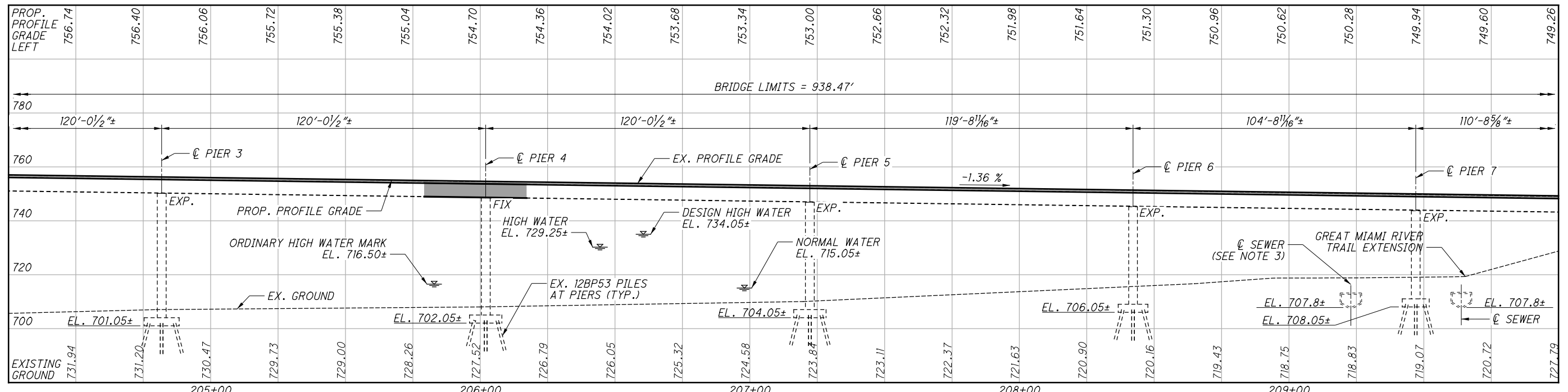
1. FOR EXISTING AND PROPOSED BRIDGE INFORMATION, BENCHMARK DATA, CLEARANCE DATA AND OTHER INFORMATION, SEE SHEET [1/91]
2. THE CONTRACTOR SHALL USE CAUTION AND MAKE PROVISIONS TO AVOID DAMAGE TO THE EXISTING SANITARY SEWERS DURING CONSTRUCTION AND CRANE MOVEMENTS. THE LOCATION IS TO BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE START OF CONSTRUCTION.
3. THE "EXISTING" 8'-0" x 6'-0" SEWER IS EXPECTED TO BE COMPLETED IN 2018. ELEVATION SHOWN IS FROM FUTURE PROPOSED PLANS WHICH ARE NOT COMPLETE.

PLAN

LEGEND:

- * - PHASE 2 CONSTRUCTION VARIES 30'-5" MIN. TO 47'-1" MAX.
- ** - PHASE 3 CONSTRUCTION = 27'-2"
- *** - PHASE 4 CONSTRUCTION VARIES 29'-10" MIN. TO 37'-10" MAX.
- **** - PHASE 5 CONSTRUCTION = 27'-9"
- - PROPOSED WORK

I.R. 75 CURVE DATA
 P.I. Sta. 216+01.41
 $\Delta = 28^\circ 59' 35''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,481.40'$
 $L = 2,899.30'$
 $E = 188.41'$
 $C = 2,868.47'$
 $C.B. = N 15^\circ 07' 59'' E$



PROFILE ALONG PROFILE GRADE LEFT BRIDGE
 (STATIONING ALONG LEFT PROFILE GRADE)

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DESIGNED	TUE	CHECKED	MRV
DRAWN	DTA	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

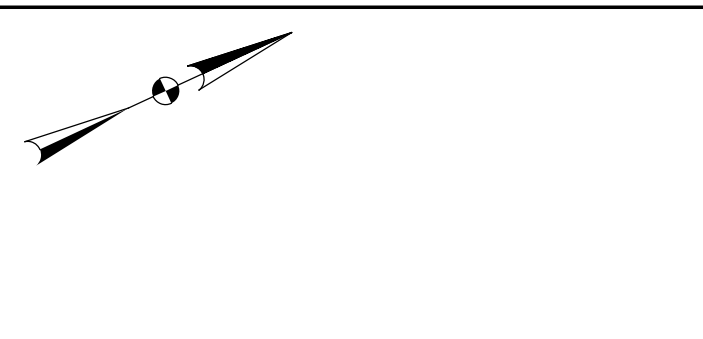
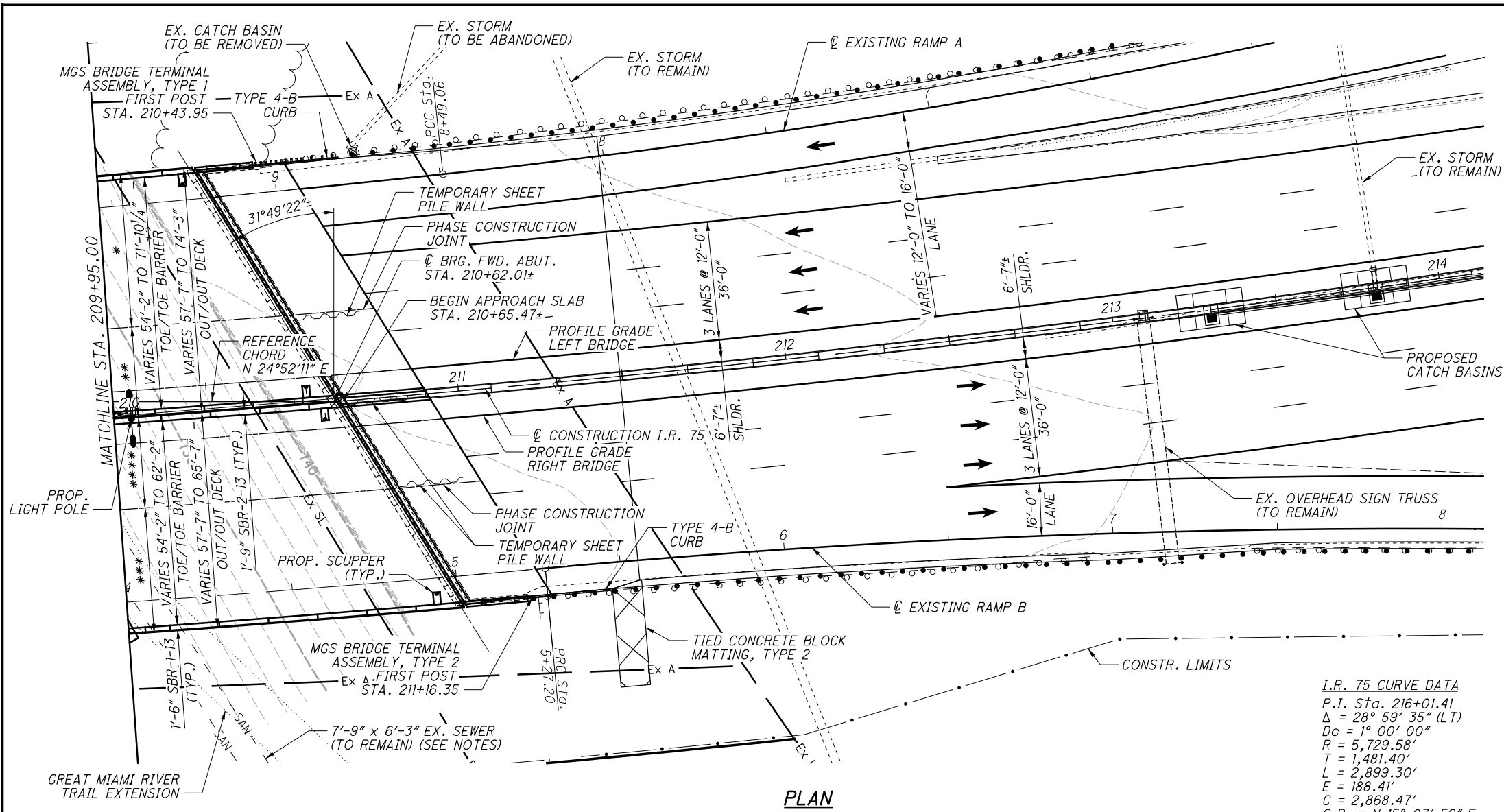
SITE PLAN (2 OF 4)
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

2 / 91

194 / 348

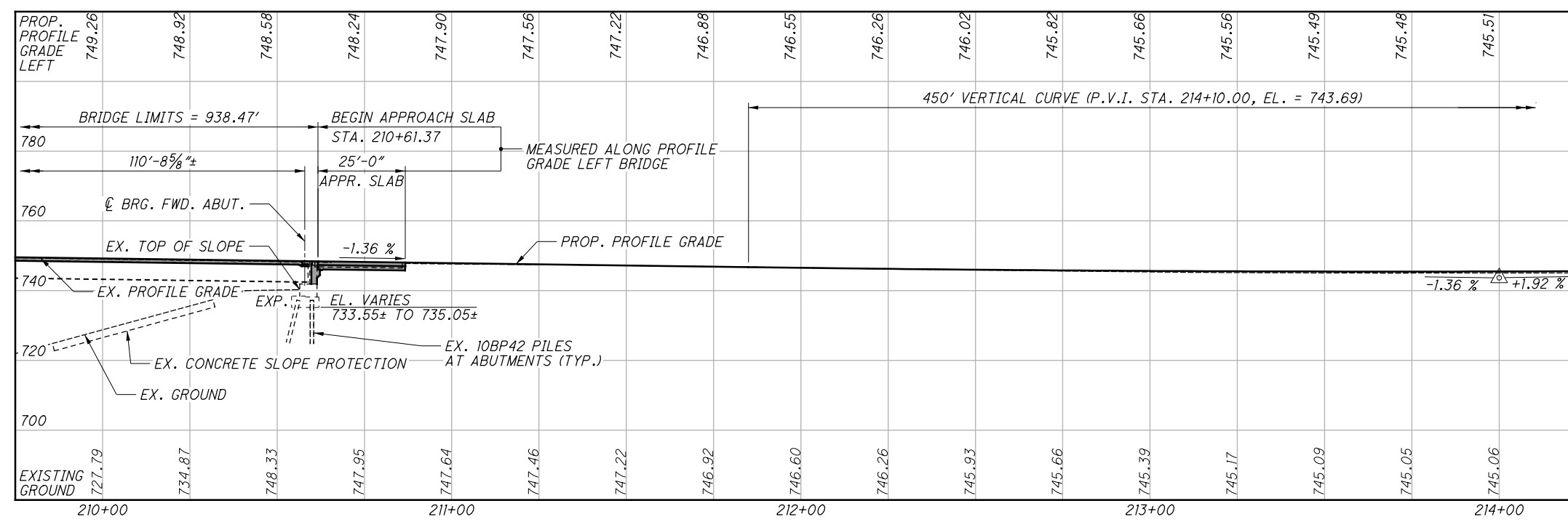
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LEGEND:
 * - PHASE 2 CONSTRUCTION VARIES 30'-5" MIN. TO 47'-1" MAX.
 ** - PHASE 3 CONSTRUCTION = 27'-2"
 *** - PHASE 4 CONSTRUCTION VARIES 29'-10" MIN. TO 37'-10" MAX.
 **** - PHASE 5 CONSTRUCTION = 27'-9"
 [Grey Box] - PROPOSED WORK

NOTES:
 1. FOR EXISTING AND PROPOSED BRIDGE INFORMATION, BENCHMARK DATA, CLEARANCE DATA AND OTHER INFORMATION, SEE SHEET [1/91].
 2. THE CONTRACTOR SHALL USE CAUTION AND MAKE PROVISIONS TO AVOID DAMAGE TO THE EXISTING SANITARY SEWERS DURING CONSTRUCTION AND CRANE MOVEMENTS. THE LOCATION IS TO BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE START OF CONSTRUCTION.

PROPOSED WORK:
 1. REMOVE DECK, ABUTMENT BACKWALLS, WINGWALLS, APPROACH SLAB, EXPANSION JOINTS, BEARINGS, INDICATED CROSSFRAMES, SCUPPERS, INDICATED GIRDER SECTIONS, AND EXPANSION ROLLERS.
 2. REMOVE AND REINSTALL EXISTING CROSSFRAMES AS INDICATED.
 3. RAISE BRIDGE TO INSTALL NEW BEARINGS.
 4. CONSTRUCT NEW PORTIONS OF THE STRUCTURE INCLUDING WINGWALLS, ABUTMENT BACKWALLS, GIRDER SECTIONS, CROSSFRAMES, MODULAR EXPANSION JOINTS, DECK, SCUPPERS, BARRIERS AND APPROACH SLABS.
 5. INSTALL VANDAL PROTECTION FENCING AND LIGHTING, SEAL ALL NEW CONCRETE SURFACES, AND REPAIR PAINT DAMAGED DURING CONSTRUCTION AND PAINT PROPOSED STRUCTURAL STEEL.
 6. PAINT 5' OF THE GIRDER ENDS AND PORTIONS OF THE GIRDERS AROUND PIER 4.

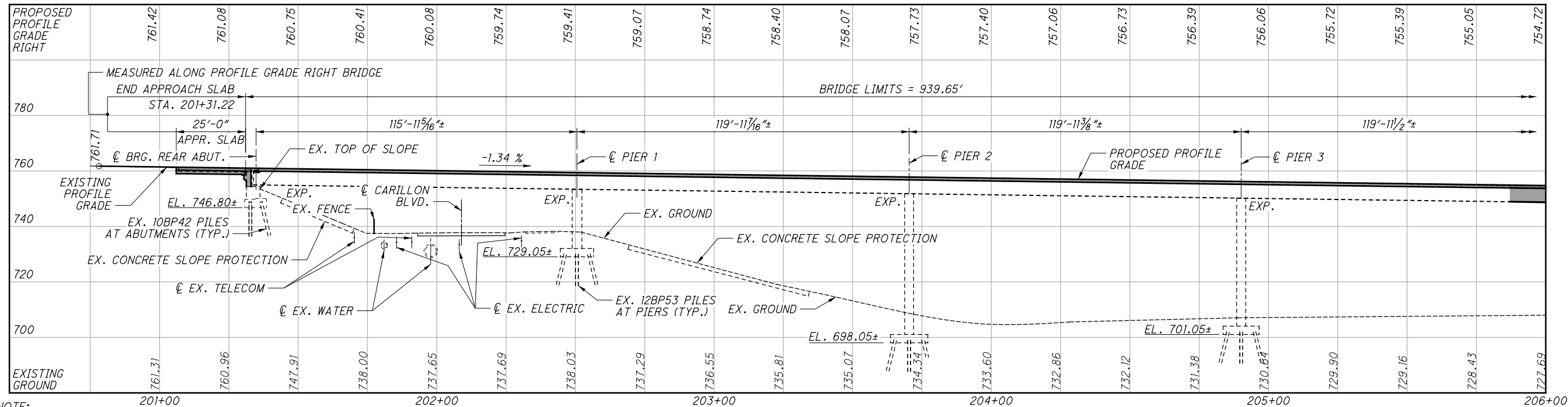


PROFILE ALONG PROFILE GRADE LEFT BRIDGE
 (STATIONING ALONG LEFT PROFILE GRADE)

E.L. ROBINSON ENGINEERING
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DATE	7/2017
REVIEWED	DFT
DESIGNED	TUE
DRAWN	DTA
CHECKED	MRV
STRUCTURE FILE NUMBER	5707056
MONTGOMERY COUNTY	STA. 201+26.41
BRIDGE NO. MOT-75-1044	STA. 210+65.47
SITE PLAN (3 OF 4)	OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD
MOT-75-(10.44)(10.78)	PID No. 91606
3	91
195	348

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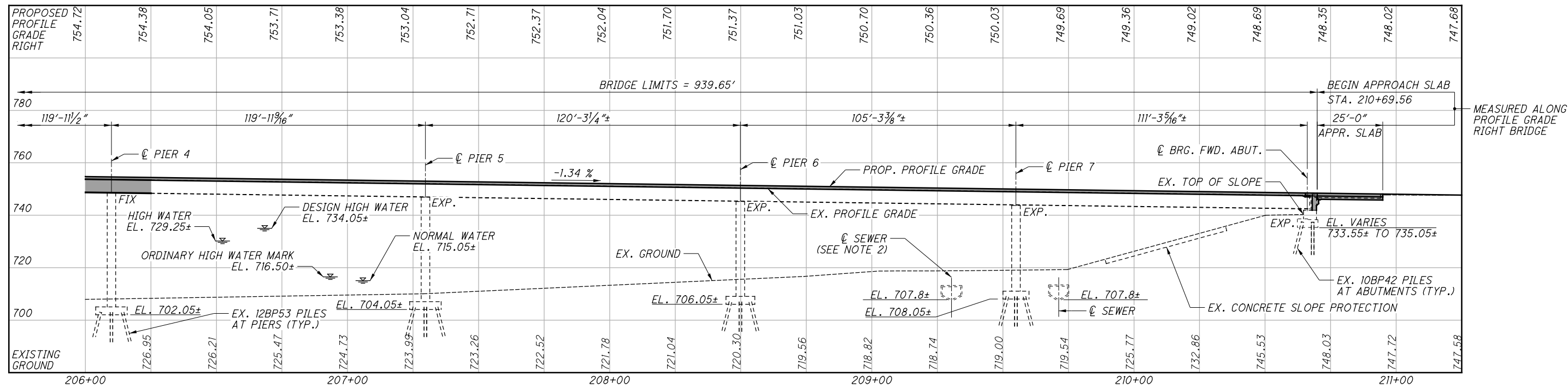


NOTE:
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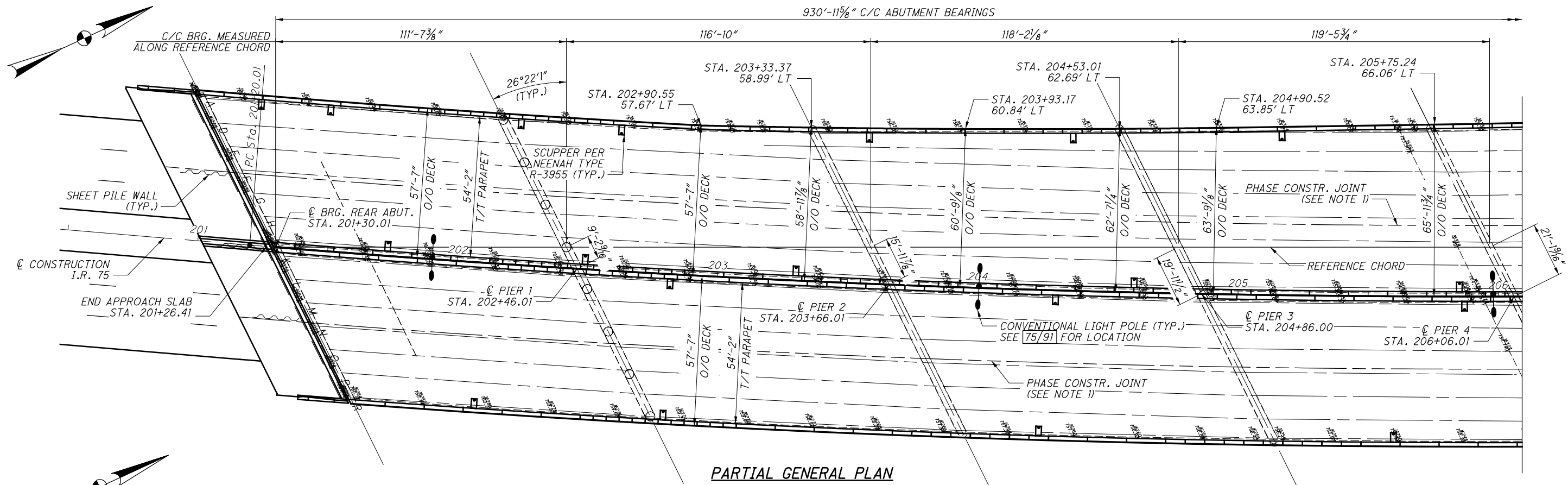
PROFILE ALONG PROFILE GRADE RIGHT BRIDGE
(STATIONING ALONG RIGHT PROFILE GRADE)

NOTES:

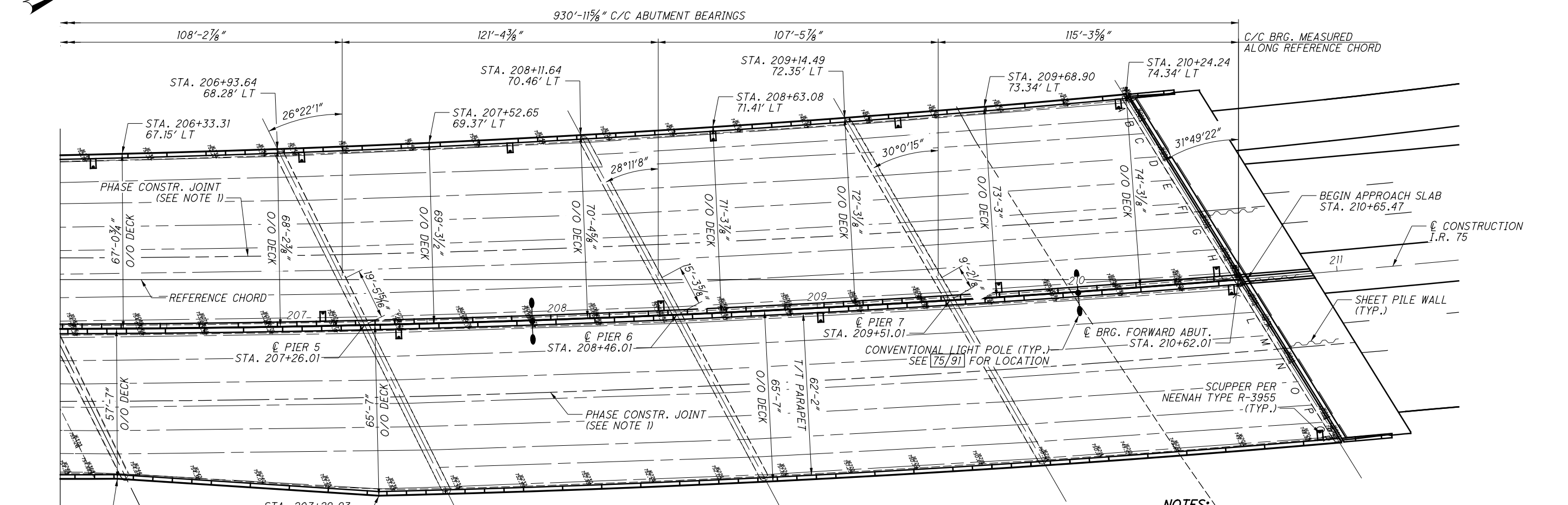
- FOR PLAN VIEWS AND PROFILE ALONG PROFILE GRADE LEFT BRIDGE, SEE SHEETS [1/91] THROUGH [3/91].
- EXPECTED COMPLETION IN 2018. ELEVATION SHOWN IS FROM FUTURE PROPOSED PLANS WHICH ARE NOT COMPLETE.



PROFILE ALONG PROFILE GRADE RIGHT BRIDGE
(STATIONING ALONG RIGHT PROFILE GRADE)



PARTIAL GENERAL PLAN



PARTIAL GENERAL PLAN

NOTES:
 1. FOR LOCATION OF PHASE CONSTRUCTION JOINT, SEE SHEETS 10/91 THRU 16/91.

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DATE	7/2017
REVIEWED	DFT
STRUCTURE FILE NUMBER	5707056
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CHECKED	REVIS
DESIGNED	TAS
CHECKED	CJW

GENERAL PLAN
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

A-1-69	DATED (REVISED)	7-19-02
AS-1-15	DATED (REVISED)	7-17-15
AS-2-15	DATED (REVISED)	1-18-19
GSD-1-96	DATED (REVISED)	7-19-02
PCB-91	DATED (REVISED)	1-18-13
SBR-1-13	DATED (REVISED)	7-20-18
SBR-2-13	DATED (REVISED)	7-20-18
VPF-1-90	DATED (REVISED)	7-20-18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

845	DATED	4-20-18
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DESIGN SPECIFICATIONS:

THIS SUPERSTRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2014, INCLUDING THE 2015 & 2016 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING:

DESIGN LOADING (SUPERSTRUCTURE): HL93
FUTURE WEARING SURFACE (FWS) OF 60 LBS/SF

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI
STRUCTURAL STEEL - ASTM A709 GRADE 50

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL WITH 2 1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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

EXISTING BRIDGE PLANS:

MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE DISTRICT 7 OFFICE IN SIDNEY, OHIO. 1001 SAINT MARYS AVENUE, SIDNEY, OH 45365.

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.

PROTECTION OF TRAFFIC:

REFER TO CMS 501.05 FOR THE REQUIREMENTS FOR THE PROTECTION OF TRAFFIC DURING CONSTRUCTION.

MAINTENANCE OF TRAFFIC:

I.R. 75 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. SEE ROADWAY PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC NOTES AND DETAILS.

UTILITY LINES:

THE UTILITY(IES) SHALL BARE 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.

STRUCTURE GROUNDING:

THE STRUCTURE SHALL BE GROUNDED PER ODOT STANDARD DRAWING HL-50.21.

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 2.4 KIPS FOR A TOTAL MACHINE LOAD OF 19.2 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".

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

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

DESCRIPTION: THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING PARAPETS, RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). ALSO INCLUDED ARE ALL MATERIALS, LABOR, AND INCIDENTALS REQUIRED TO REMOVE AND REINSTALL CROSS FRAMES AS INDICATED IN THE PLANS. DRILLING OF DRAINAGE HOLES IN THE DECK IS INCLUDED. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS 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. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. 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. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

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 REMOVALS OVER STRUCTURAL MEMBERS (PRESTRESSED BOX BEAM, 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 REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN.

THE DESIGN SHOWN IN THE PLANS FOR TEMPORARY SUPPORT OF BRIDGE DECK OVERHANGS DURING PHASE CONSTRUCTION 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 OVERHANG. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF THE OVERHANG, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF OVERHANGS AT THE CONTRACT LUMP SUM PRICE FOR ITEM 202. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 503 - UNCLASSIFIED EXCAVATION:

PLACE AND COMPACT BACKFILL MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE BACKFILL BEHIND THE ABUTMENTS AND UNDER THE APPROACH SLABS.

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL:

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 EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN:

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE IN ACCORDANCE WITH 501.06, TO THE ENGINEER. PROVIDE THE ENGINEER "AS-BUILT" DRAWINGS ACCORDING TO 513.06, EXCEPT 501.04 DOES NOT APPLY. UPON RECEIPT OF THE ENGINEER'S ACCEPTANCE, SUPPLY A COPY OF THE DRAWINGS, ACCORDING TO SUPPLEMENT 1002, TO THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: END CROSS FRAMES AND ASSEMBLIES.

ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN:

ABUTMENT JOINTS SHALL BE WATSON BOWMAN ACME (WABO) MODULAR STM-900 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 LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION, SECTION 14.5.

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 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 "FATIGUE DESIGN OF MODULAR BRIDGE EXPANSION JOINTS" APPENDICES A AND B.



DATE: 7/2017
REVIEWED DFT
STRUCTURE FILE NUMBER: 5707056

DRAWN: TAS
CHECKED: REVISED

DESIGNED: TAS
CHECKED: C/JW

GENERAL NOTES (1 OF 3)

BRIDGE NO. MOT-75-1044

OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN (CONT.):

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 PER AASHTO LRFD 3.12.2 FOR A COLD CLIMATE (TEMPERATE RANGE IS FROM -30°F TO +120°F WITH BASE TEMPERATURE SET TO 60°F).

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. FATIGUE RESISTANCE SHALL BE DETERMINED ACCORDING TO LRFD 6.6.1.2.5 AND BDM SECTION S6.6.1.2.5.

SHOP OR FIELD WELDS SPLICING MAIN BEAMS, OR CONNECTIONS TO THE MAIN BEAMS SHALL BE FULL PENETRATION WELDED AND 100 PERCENT NON-DESTRUCTIVELY TESTED IN ACCORDANCE WITH AWS D1.5 BRIDGE WELDING CODE. ANY REQUIRED FIELD SPLICES OR JOINTS AND NON-DESTRUCTIVE TESTING SHALL BE LOCATED AND DEFINED IN THE PLANS.

FABRICATORS OF MODULAR DEVICES SHALL BE PRE-QUALIFIED 513 LEVEL UF FABRICATORS. REVIEW SECTION 302.4.1.3 AND CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR RECOMMENDATIONS. APPROVED MANUFACTURER/FABRICATOR SHALL SUPPLY A QUALIFIED TECHNICAL REPRESENTATIVE TO THE JOBSITE DURING ALL INSTALLATION PROCEDURES.

APPROVED MANUFACTURER/FABRICATOR SHALL SUPPLY A QUALIFIED TECHNICAL REPRESENTATIVE TO THE JOBSITE DURING ALL INSTALLATION PROCEDURES.

SEALS SHALL BE ONE CONTINUOUS PIECE THROUGH THE TOTAL LENGTH OF THE STRUCTURE.

7. SUPPLY SUPPORT BAR BEARINGS TO TRANSFER THE LOAD FROM THE SUPPORT BARS TO THE JOINT ARMOR.

8. FOR DESIGN OF THE DECK JOINT AT ALL LIMIT STATES, THE DYNAMIC LOAD ALLOWANCE (IM) SHALL BE TAKEN AS 125% OF THE STATIC EFFECT OF EITHER THE DESIGN TRUCK OR THE DESIGN TANDEM.

9. SUPPLY EQUALIZATION SPRINGS TO COUNTER THE COMPRESSION FORCES FROM THE SEALING ELEMENTS AND MAINTAIN EQUAL EXPANSION PROPERTIES FOR EACH SEALING ELEMENT ACROSS THE JOINT.

10. SUPPLY CONTROL SPRINGS WHICH WORK LONGITUDINALLY TO MAINTAIN EQUIDISTANT SPACING BETWEEN TRANSVERSE SEPARATION BEAMS.

11. SUPPLY SEPARATION BEAMS/TRANSVERSE DIVIDERS/CENTER BEAMS TO LIMIT TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

12. 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.

13. SUPPLY REMOVABLE AND REPLACEABLE NEOPRENE SEALS, SUPPORT BAR BEARINGS AND EQUALIZATION SPRINGS.

14. SET SEALS AND RETAINERS 1/8" LOWER THAN THE ROADWAY SURFACE.

15. DESIGN AND FABRICATE THE MODULAR JOINT AS A CONTINUOUS FULL LENGTH MEMBER WITHOUT FIELD SPLICES.

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. THESE MATERIALS SHALL BE TESTED ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 APPENDIX A "A GUIDELINE FOR DURABILITY (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 MANUFACTURERS' 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 1, GALVANIZED, OR A449 GALVANIZED.

D. FABRICATION

1. THE MODULAR JOINTS SHALL BE FABRICATED ACCORDING TO CMS 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. CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT. 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 CMS 514. THE COATING THICKNESS WILL COVER ALL PEAKS, VALLEYS AND SURFACE ROUGHNESS ATTRIBUTED TO METALIZING.

4. THE METALIZED OR GALVANIZED COATINGS SHOULD NOT BE FIELD PAINTED. DAMAGED AREAS OF COATINGS SHALL BE REPAIRED PER 516.03.

5. 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. 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. THE MAXIMUM AGGREGATE SIZE SHALL BE #8 FOR CONCRETE BLOCKOUT AREAS.

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 SUPERSTRUCTURE 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.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT:

THE PAINT COLOR OF THE FINISH COAT SHALL MATCH THE EXISTING PAINT COLOR AS CLOSE AS POSSIBLE.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

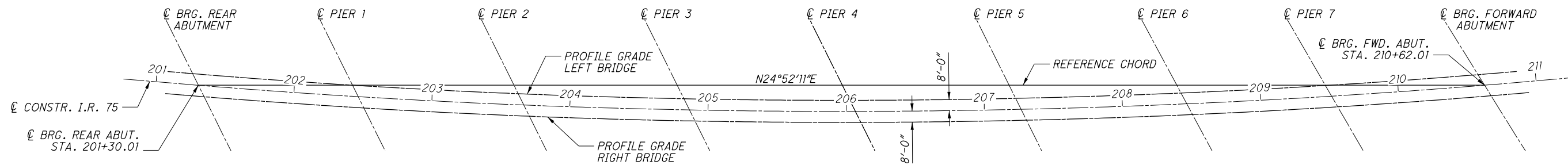
THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE.

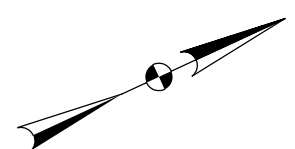
ABBREVIATIONS:

- | | |
|--|---|
| ABUT. - ABUTMENT | MIN. - MINIMUM |
| ADT - AVERAGE DAILY TRAFFIC | MISC. - MISCELLANEOUS |
| ADTT - AVERAGE DAILY TRUCK TRAFFIC | MSE - MECHANICALLY STABILIZED EARTH |
| APPR. - APPROACH | N - NORTH |
| B - BOTTOM | NB - NORTHBOUND |
| BL - BASELINE | NPT - NATIONAL PIPE THREAD TAPER |
| B.F. - BACK FACE | NO. - NUMBER |
| BM - BENCHMARK | N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE |
| BOT. OR BTM. - BOTTOM | OHWM - ORDINARY HIGH WATER MARK |
| BRG. - BEARING | O/O - OUT TO OUT |
| CL - CENTERLINE | P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE |
| C/C - CENTER TO CENTER | P.E.J.F. - PREFORMED EXPANSION JOINT FILLER |
| C.I.P. - CAST-IN-PLACE | PROP. - PROPOSED |
| C.J. - CONSTRUCTION JOINT | PSF - POUNDS PER SQUARE FOOT |
| CLR. - CLEAR | P.V.I. - POINT OF VERTICAL INTERSECTION |
| CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS | Q - FLOW RATE |
| CONC. - CONCRETE | R - RADIUS |
| CONSTR. - CONSTRUCTION | R.A. - REAR ABUTMENT |
| CVN - CHARPY V-NOTCH | REQD. - REQUIRED |
| DIA. - DIAMETER | R.F. - RIGHT FORWARD |
| DIM. - DIMENSION | R.R. - RAILROAD |
| DWG. - DRAWING | RT. - RIGHT |
| E - EAST | R/W - RIGHT OF WAY |
| EB - EASTBOUND | S - SOUTH |
| E.F. - EACH FACE | SB - SOUTHBOUND |
| EL. OR ELEV. - ELEVATION | SER. - SERIES |
| EOP - EDGE OF PAVEMENT | SHLDR - SHOULDER |
| EQ. - EQUAL | SPA. - SPACE OR SPACES |
| EST. - ESTIMATED | STA. - STATION |
| EX. - EXISTING | STD. - STANDARD |
| EXP. - EXPANSION | STR - STRAIGHT |
| F.A. - FORWARD ABUTMENT | T - TOP |
| F/F - FACE TO FACE | T&B - TOP & BOTTOM |
| F.F. - FRONT FACE | TBR - TO BE REMOVED |
| FT. - FOOT OR FEET | TEMP. - TEMPORARY |
| FWD. - FORWARD | T.O.S. OR T/S - TOP OF SLOPE |
| HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE | T/T - TOE TO TOE |
| HW - HIGH WATER | TYP. - TYPICAL |
| IN. - INCH | U.N.O. - UNLESS NOTED OTHERWISE |
| JT. - JOINT | VAR. - VARIES |
| L.F. - LEFT FORWARD | V - VELOCITY |
| LT. - LEFT | W - WEST |
| MAX. - MAXIMUM | WB - WESTBOUND |

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BRIDGE LAYOUT PLAN



DESIGNED	DATE
TAS	7/2017
CHECKED	DFT
CJW	5707056
GENERAL NOTES (3 OF 3) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD	
MOT-75-(10.44)(10.78) PID No. 91606	
8 / 91	
200 348	

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MADE BY: GMW		DATE: 7/16/2017		ESTIMATED QUANTITIES							STRUCTURAL FILE NUMBER: 5707056	
CHECKED BY: DTA		DATE: 7/17/2017										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.			
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	6, 10, 12, AND 23 THRU 31 OF 91			
202	22900	669	SY	APPROACH SLAB REMOVED				669				
503	11100	LUMP		COFFERDAMS AND EXCAVATION BRACING	LUMP							
503	21300	LUMP		UNCLASSIFIED EXCAVATION	LUMP							
504	11101	978	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN (SECTION MODULUS = 21.5 IN3/FT)	978				26 AND 27 OF 91			
504	11101	1,441	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN (SECTION MODULUS = 33.5 IN3/FT)	1,441				29 AND 30 OF 91			
509	10000	1,216,251	LB	EPOXY COATED REINFORCING STEEL	22,827		1,190,601	2,823				
509	20000	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	500							
510	10000	366	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	366							
511	34446	3,761	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			3,761					
511	34450	752	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			718	34				
511	44110	129	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	129							
511	53014	33	CY	CLASS QC3 CONCRETE, MISC.: MODULAR EXPANSION JOINT, AS PER PLAN				33	86 OF 91			
512	10100	3,669	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	441		3,228					
512	33000	17	SY	TYPE 2 WATERPROOFING	17							
513	10201	29,676	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			29,676		6 AND 48 OF 91			
513	10281	235,606	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN			235,606		45 OF 91			
513	17001	286	FT	STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN			286		6, 7, AND 84 THRU 87 OF 91			
513	20000	52,614	EACH	WELDED STUD SHEAR CONNECTORS			52,614					
513	95020	LUMP		STRUCTURAL STEEL, MISC.: TEMPORARY SUPPORT OF EXISTING STRUCTURE			LUMP		46 OF 91			
514	00050	11,720	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			11,720					
514	00057	11,720	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN			11,720		47 OF 91			
514	00060	22,878	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			22,878					
514	00066	22,878	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			22,878					
514	10000	1	EACH	FINAL INSPECTION REPAIR			1					
516	13200	396	SF	1/2" PREFORMED EXPANSION JOINT FILLER	44			352				
516	13600	198	SF	1" PREFORMED EXPANSION JOINT FILLER				198				
516	44101	15	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 2.2988" WITH 23" x 28" x 1.625" LOAD PLATE)	15				40 OF 91			
516	44101	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 2.2988" WITH 23" x 28" x 1.875" LOAD PLATE)	16				40 OF 91			
516	44201	30	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 23" x 28" x 1.5625" LOAD PLATE)		30			41 OF 91			
516	44201	32	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 23" x 28" x 1.8125" LOAD PLATE)		32			41 OF 91			
516	44201	15	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 23" x 28" x 0.5" LOAD PLATE)		15			42 OF 91			
516	44201	17	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 23" x 28" x 1.0" LOAD PLATE)		17			42 OF 91			
516	44201	7	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 18" x 28" x 3.375" LOAD PLATE)		7			43 OF 91			
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 22" x 3.3232" WITH 18" x 28" x 3.875" LOAD PLATE)		8			43 OF 91			
516	47000	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE				LUMP				
518	12301	33	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			33		55 OF 91			
518	21201	179	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN	179				32 THRU 39 OF 91			
518	40000	307	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	307							
518	40011	136	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	136				35 AND 39 OF 91			
526	25011	693	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15'), AS PER PLAN				693	83 OF 91			
526	90020	160	SY	TYPE B INSTALLATION				160				
607	39900	262	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			262					

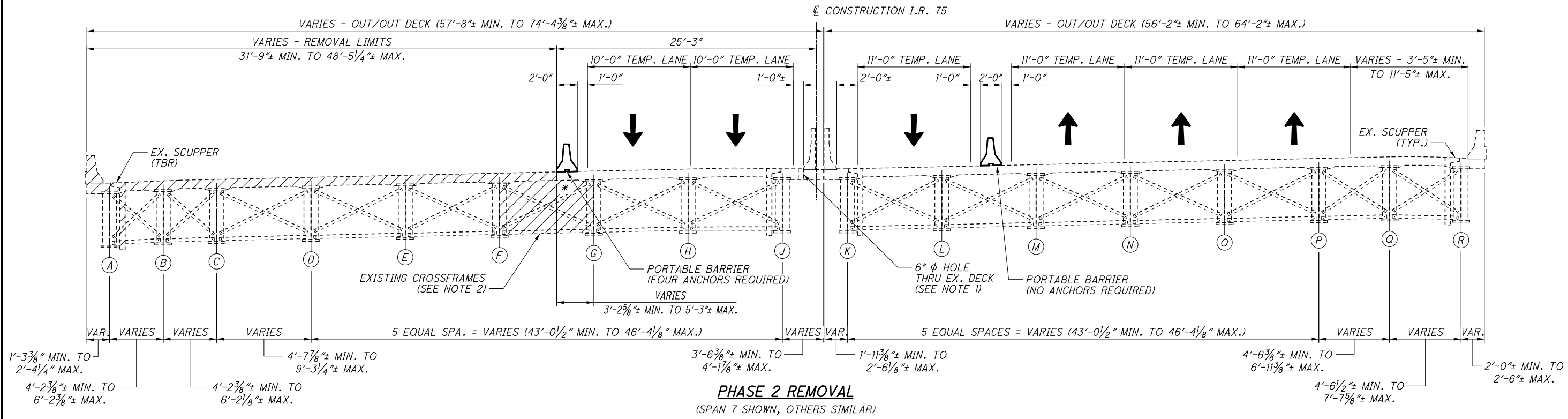


DATE: 7/2017
 REVIEWED: DFT
 DRAWN: GMW
 DESIGNED: GMW
 STRUCTURE FILE NUMBER: 5707056
 CHECKED: CJW

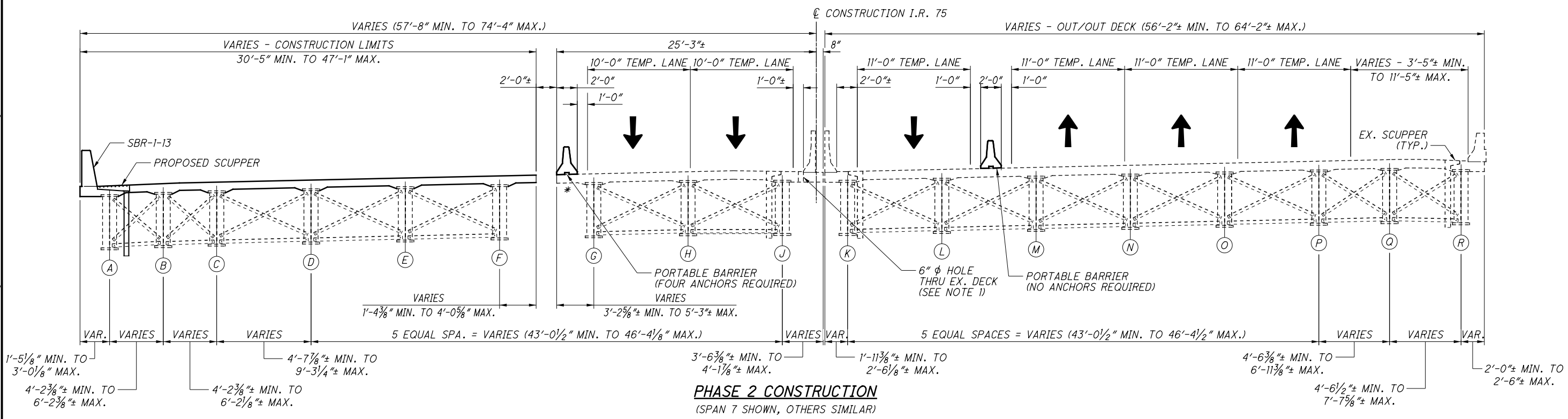
ESTIMATED QUANTITIES
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
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PHASE 2 REMOVAL
(SPAN 7 SHOWN, OTHERS SIMILAR)



PHASE 2 CONSTRUCTION
(SPAN 7 SHOWN, OTHERS SIMILAR)

PHASE 2 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING WEARING COURSE, CONCRETE DECK, SCUPPERS, APPROACH SLABS, AND PORTIONS OF EXISTING GIRDERS TO THE LIMITS SHOWN IN THE PLANS.
3. INSTALL TEMPORARY EXCAVATION BRACING.
4. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 2 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS AND REMOVE TEMPORARY EXCAVATION BRACING.
2. INSTALL NEW BEARINGS, STEEL BEAMS, AND PERFORM STEEL REHABILITATION.
3. CONSTRUCT NEW CONCRETE DECK, PARAPETS, VANDAL PROTECTION FENCE, AND APPROACH SLAB TO THE LIMITS SHOWN IN THE PLANS.
4. SEAL CONCRETE SURFACES.

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- GIRDER DESIGNATION
- DUE TO EXCESSIVE OVERHANG, THE CONTRACTOR SHALL SUPPORT THE EXISTING DECK DURING PHASE 2 WHERE THE OVERHANG EXCEEDS 3'-9". SUPPORTS SHALL BE INSTALLED PRIOR TO ADJACENT DECK REMOVAL. SEE [134]91 FOR DETAILS.

NOTES:

1. SEE [23]91 FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.
2. EXISTING CROSSFRAMES TO BE REMOVED AND STORED DURING PHASE REMOVAL. EXISTING CROSSFRAMES ARE TO BE USED AND REINSTALLED DURING PHASE CONSTRUCTION. PAINT DAMAGED DURING REMOVAL AND REINSTALLATION SHALL BE REPAIRED. CROSSFRAMES REMOVED AND PAINT REPAIR SHALL BE PAID UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. FOR EXISTING SCUPPERS TO BE REMOVED, WELDS SHALL BE GROUND FLUSH AT THE WEB AND PAINT SHALL BE REPAIRED. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

E.L. ROBINSON ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

DATE	7/2017
REVIEWED	DFT
DRAWN	FIB
CHECKED	CJW
STRUCTURE FILE NUMBER	5707056

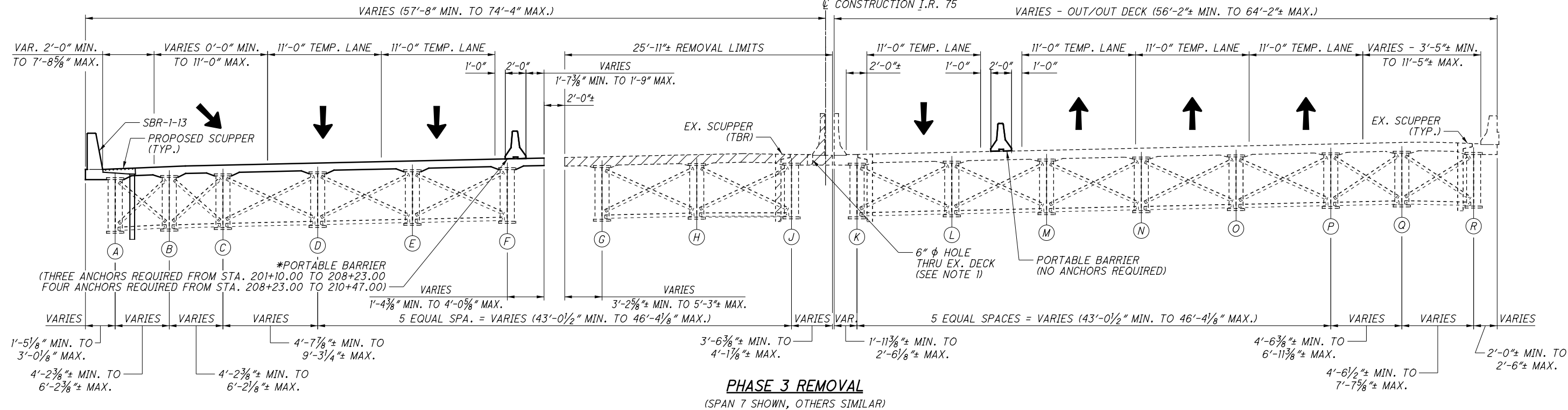
PHASE CONSTRUCTION SEQUENCE (1 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

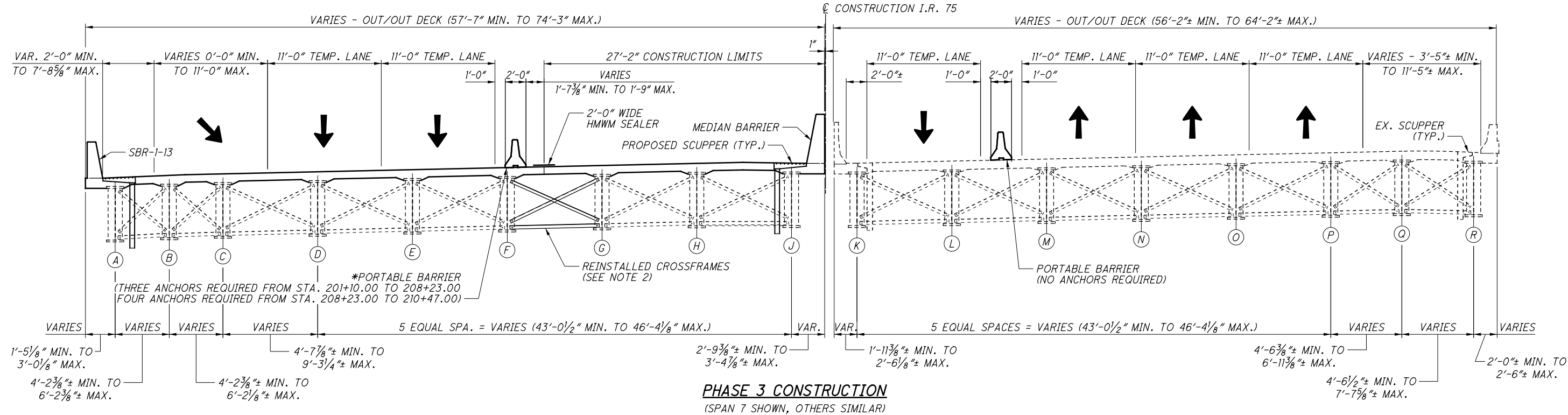
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PHASE 3 REMOVAL
(SPAN 7 SHOWN, OTHERS SIMILAR)



PHASE 3 CONSTRUCTION
(SPAN 7 SHOWN, OTHERS SIMILAR)




PHASE 3 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING WEARING COURSE, CONCRETE DECK, SCUPPERS, APPROACH SLABS, AND PORTIONS OF EXISTING GIRDERS TO THE LIMITS SHOWN IN THE PLANS.
3. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 3 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS AND CROSSFRAMES, AND PERFORM STEEL REHABILITATION.
3. CONSTRUCT NEW CONCRETE DECK, PARAPETS, AND APPROACH SLAB TO THE LIMITS SHOWN IN THE PLANS AND APPLY HMWM SEALER. ADJACENT TRAFFIC LANE SHALL BE CLOSED DURING DECK PLACEMENT.
4. SEAL CONCRETE SURFACES.

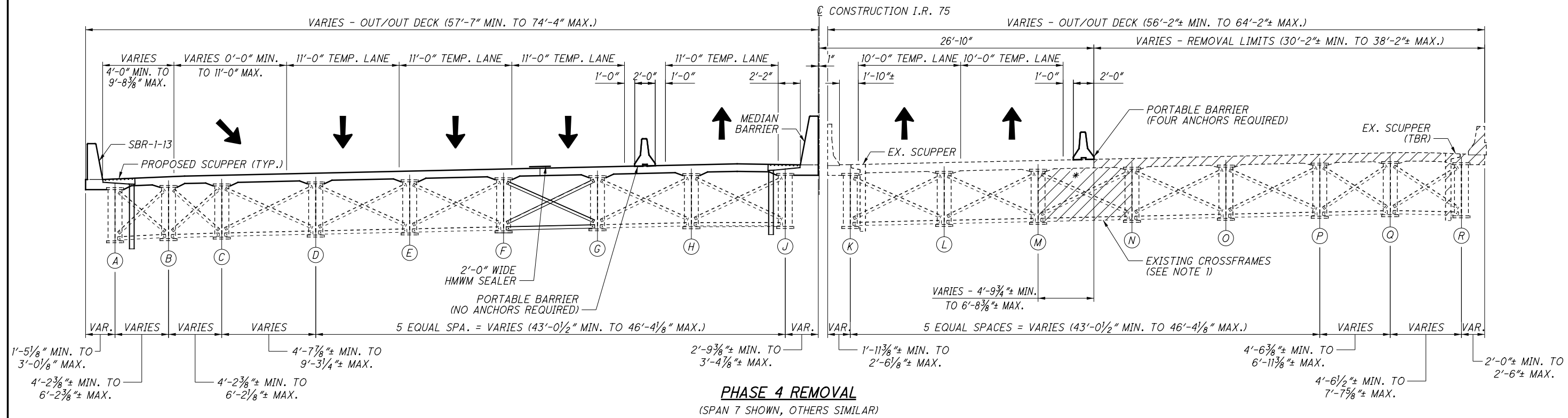
LEGEND:

-  - INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
-  - GIRDER DESIGNATION
-  - CONTRACTOR SHALL AVOID DECK REINFORCING STEEL WHEN INSTALLING ANCHORS. REINFORCING STEEL SHALL BE LOCATED USING A PACHOMETER.

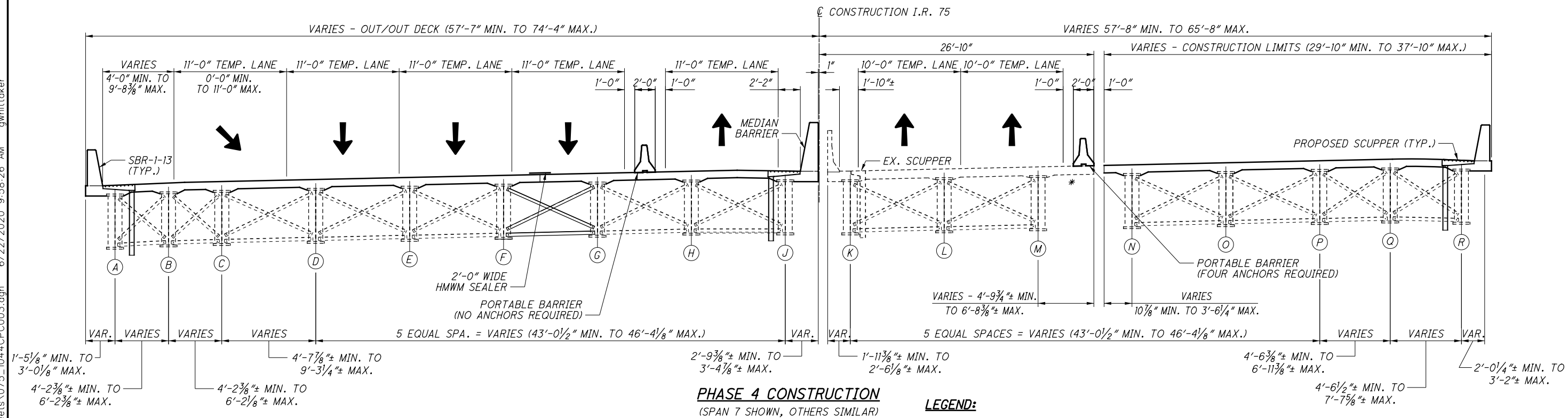
NOTES:

1. SEE [23/91] FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.
2. EXISTING CROSSFRAMES TO BE REMOVED AND STORED DURING PHASE REMOVAL. EXISTING CROSSFRAMES ARE TO BE USED AND REINSTALLED DURING PHASE CONSTRUCTION. PAINT DAMAGED DURING REMOVAL AND REINSTALLATION SHALL BE REPAIRED. CROSSFRAMES REMOVAL AND PAINT REPAIR SHALL BE PAID UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. FOR EXISTING SCUPPERS TO BE REMOVED, WELDS SHALL BE GROUND FLUSH AT THE WEB AND PAINT SHALL BE REPAIRED. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

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PHASE 4 REMOVAL
(SPAN 7 SHOWN, OTHERS SIMILAR)



PHASE 4 CONSTRUCTION
(SPAN 7 SHOWN, OTHERS SIMILAR)

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- # - GIRDER DESIGNATION
- * - DUE TO EXCESSIVE OVERHANG, THE CONTRACTOR SHALL SUPPORT THE EXISTING DECK DURING PHASE 4. SUPPORTS SHALL BE INSTALLED PRIOR TO ADJACENT DECK REMOVAL. SEE 134/91 FOR DETAILS.

NOTES:

1. EXISTING CROSSFRAMES TO BE REMOVED AND STORED DURING PHASE REMOVAL. EXISTING CROSSFRAMES ARE TO BE USED AND REINSTALLED DURING PHASE CONSTRUCTION. PAINT DAMAGED DURING REMOVAL AND REINSTALLATION SHALL BE REPAIRED. CROSSFRAMES REMOVAL AND PAINT REPAIR SHALL BE PAID UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
2. FOR EXISTING SCUPPERS TO BE REMOVED, WELDS SHALL BE GROUND FLUSH AT THE WEB AND PAINT SHALL BE REPAIRED. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

PHASE 4 REMOVAL

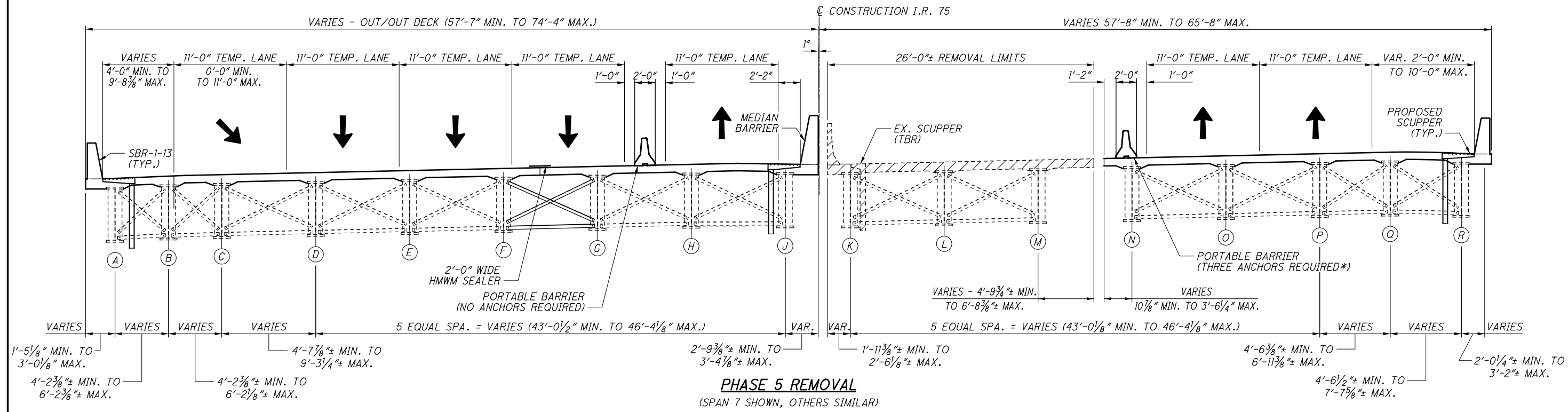
1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING WEARING COURSE, CONCRETE DECK, SCUPPERS, APPROACH SLABS, AND PORTIONS OF EXISTING GIRDERS TO THE LIMITS SHOWN IN THE PLANS.
3. INSTALL TEMPORARY EXCAVATION BRACING.
4. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 4 CONSTRUCTION

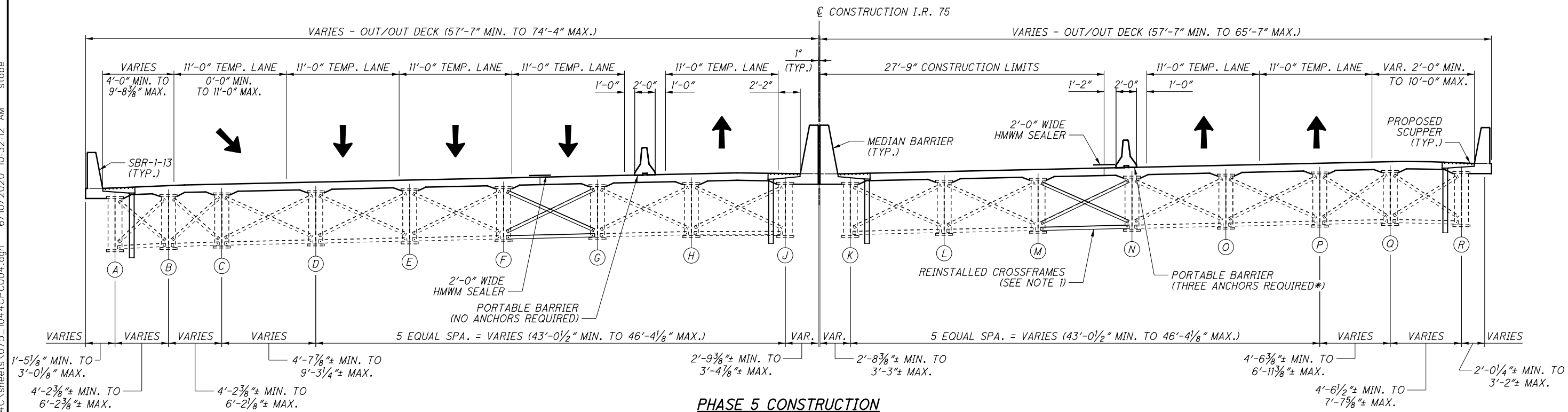
1. CONSTRUCT MODIFIED ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS AND REMOVE TEMPORARY EXCAVATION BRACING.
2. INSTALL NEW BEARINGS, STEEL BEAM, AND CROSSFRAMES, AND PERFORM STEEL REHABILITATION.
3. CONSTRUCT NEW CONCRETE DECK, PARAPETS, VANDAL PROTECTION FENCE, AND APPROACH SLAB TO THE LIMITS SHOWN IN THE PLANS.
4. SEAL CONCRETE SURFACES.

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DATE	7/2017	5707056

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PHASE 5 REMOVAL
(SPAN 7 SHOWN, OTHERS SIMILAR)



PHASE 5 CONSTRUCTION
(SPAN 7 SHOWN, OTHERS SIMILAR)

PHASE 5 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING WEARING COURSE, CONCRETE DECK, SCUPPERS, APPROACH SLABS, AND PORTIONS OF EXISTING GIRDERS TO THE LIMITS SHOWN IN THE PLANS.
3. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 5 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS AND CROSSFRAMES, AND PERFORM STEEL REHABILITATION.
3. CONSTRUCT NEW CONCRETE DECK, PARAPETS, AND APPROACH SLAB TO THE LIMITS SHOWN IN THE PLANS AND APPLY HMWM SEALER. ADJACENT TRAFFIC LANE SHALL BE CLOSED DURING DECK PLACEMENT.
4. REPAIR PAINT ON ALL EXISTING STEEL DAMAGED DURING CONSTRUCTION.
5. SEAL CONCRETE SURFACES.

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- GIRDER DESIGNATION
- * - CONTRACTOR SHALL AVOID DECK REINFORCING STEEL WHEN INSTALLING ANCHORS. REINFORCING STEEL SHALL BE LOCATED USING A PACHOMETER.

NOTES:

1. EXISTING CROSSFRAMES TO BE REMOVED AND STORED DURING PHASE REMOVAL. EXISTING CROSSFRAMES ARE TO BE USED AND REINSTALLED DURING PHASE CONSTRUCTION. PAINT DAMAGED DURING REMOVAL AND REINSTALLATION SHALL BE REPAIRED. CROSSFRAMES REMOVAL AND PAINT REPAIR SHALL BE PAID UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
2. FOR EXISTING SCUPPERS TO BE REMOVED, WELDS SHALL BE GROUND FLUSH AT THE WEB AND PAINT SHALL BE REPAIRED. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

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DATE	7/2017	5707056

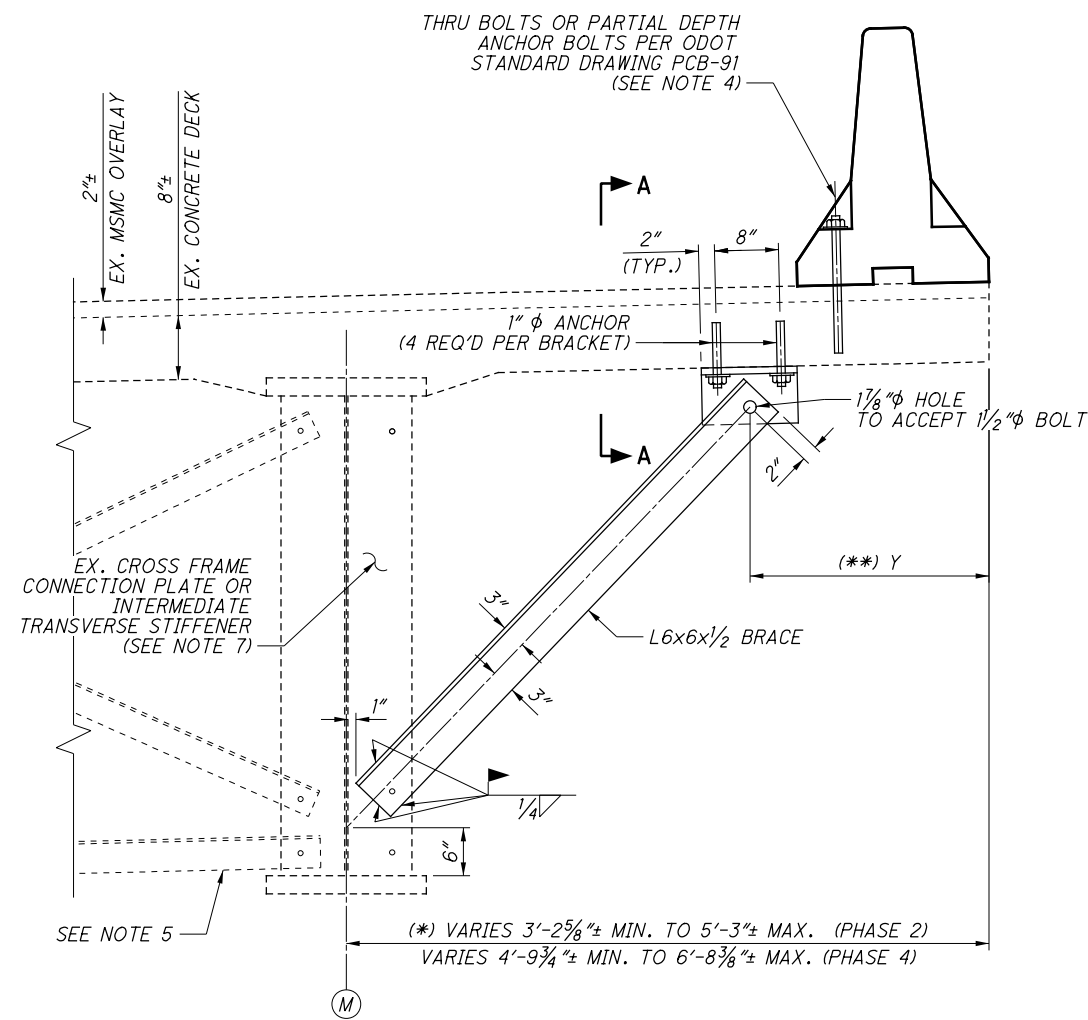
PHASE CONSTRUCTION SEQUENCE (4 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

13 / 91

205 / 348

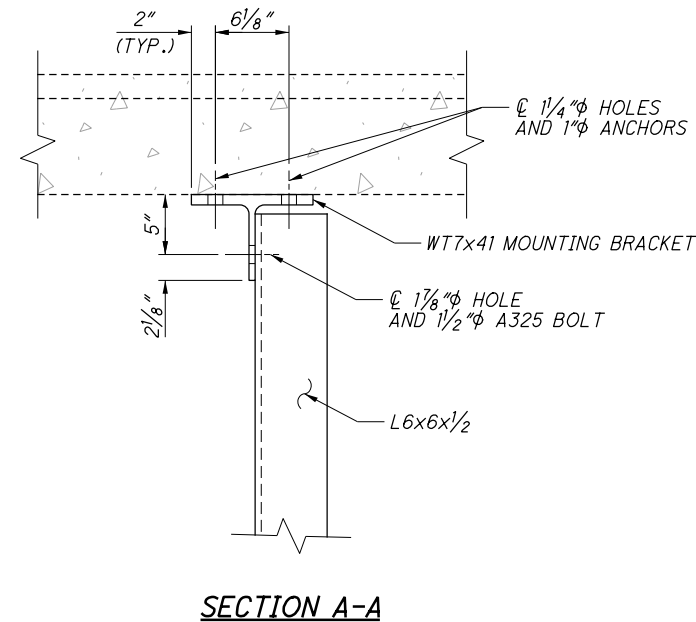
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TEMPORARY OVERHANG SUPPORT
(PHASE 4 SHOWN, PHASE 2 OPPOSITE HAND)

- (*) TEMPORARY SUPPORT REQUIRED AT 15'-0" MAX. SPACING WHERE OVERHANG EXCEEDS 3'-9". TEMPORARY SUPPORT REQUIRED AT 7'-6" MAX. SPACING WHERE OVERHANG EXCEEDS 5'-6".
- (**) FOR OVERHANGS BETWEEN 3'-9" AND 4'-7", Y = OVERHANG - 25"
FOR OVERHANGS > 4'-7", Y = 30"

APPROXIMATE STATION LIMITS FOR TEMPORARY OVERHANG SUPPORT			
PHASE	STATION RANGE	OVERHANG	MAX. SUPPORT SPACING
2	201+15 THRU 208+33	VARIABLES 5'-3"± TO 3'-9"±	15'-0"
4	201+45 THRU 208+12	VARIABLES 6'-8 3/4"± TO 5'-6"±	7'-6"
4	208+12 THRU 210+75	VARIABLES 5'-6"± TO 4'-9 3/4"±	15'-0"



NOTES:

1. MOUNTING BRACKETS AND BRACES SHALL BE ASTM A709 GRADE 50 OR 50W.
2. BOLTS SHALL BE ASTM F3125, GRADE A325, WITH THREADS EXCLUDED FROM THE SHEAR PLANE.
3. THE ANCHOR BOLTS SHALL BE 1"φ HILTI KWIK BOLT 3 CARBON STEEL WITH 4" EFFECTIVE EMBEDMENT, OR APPROVED EQUAL THAT MEET THE FOLLOWING DESIGN CRITERIA:
EFFECTIVE EMBEDMENT = 4"
DESIGN SHEAR CAPACITY = 11.6 KIPS/ANCHOR
DESIGN TENSILE CAPACITY = 2.2 KIPS/ANCHOR
4. PRIOR TO INSTALLING PCB ANCHORS, THE CONTRACTOR SHALL MARK THE LOCATION OF THE OVERHANG BRACKET ANCHORS ON THE TOP SURFACE OF THE BRIDGE DECK. PCB ANCHORS SHALL BE SPACED AS NECESSARY TO PROVIDE A MINIMUM CLEARANCE OF 5 INCHES FROM THE OVERHANG BRACKET ANCHORS.
5. AT TEMPORARY OVERHANG SUPPORTS WHERE CROSS FRAMES ARE NOT LOCATED IN EITHER OF THE ADJACENT TWO BAYS, LATERAL BRACING SUFFICIENT TO RESIST A FACTORED COMPRESSIVE LOAD OF 24 KIPS SHALL BE INSTALLED TO PROVIDE A LINE OF CONTINUOUS SUPPORT AT THE BOTTOM FLANGES OF THE THREE GIRDERS.
6. THE CONTRACTOR MAY, AT HIS DISCRETION, CHOOSE AN ALTERNATE OVERHANG SUPPORT SYSTEM. TEMPORARY SUPPORT DETAILS SHALL BE INCLUDED WITH THE ENGINEERING DRAWING SUBMITTAL REQUIRED PER CM&S 501.05.
7. WHERE THE DECK OVERHANG EXCEEDS 3'-9", TEMPORARY DECK OVERHANG BRACING SHALL BE INSTALLED AT THE EXISTING INTERMEDIATE AND BEND POINT CROSS FRAMES. WHERE THE CROSS FRAME SPACING EXCEEDS THE MAXIMUM TEMPORARY OVERHANG BRACING SPACING, TEMPORARY OVERHANG BRACING SHALL BE INSTALLED AT INTERMEDIATE TRANSVERSE STIFFENERS BETWEEN CROSS FRAMES AS NECESSARY TO MEET THE MAXIMUM ALLOWABLE SPACING. AT EXPANSION ROLLERS, CONTRACTOR SHALL MODIFY THESE DETAILS AS NECESSARY. THE COST OF THIS TEMPORARY BRACING SHALL INCLUDE INSTALLATION OF TEMPORARY BRACING AND REMOVAL, INCLUDING GRINDING FLUSH ALL REQUIRED WELDS AND REPAIRING DAMAGED PAINT. COST TO BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURES REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

TEMPORARY OVERHANG BRACKET
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

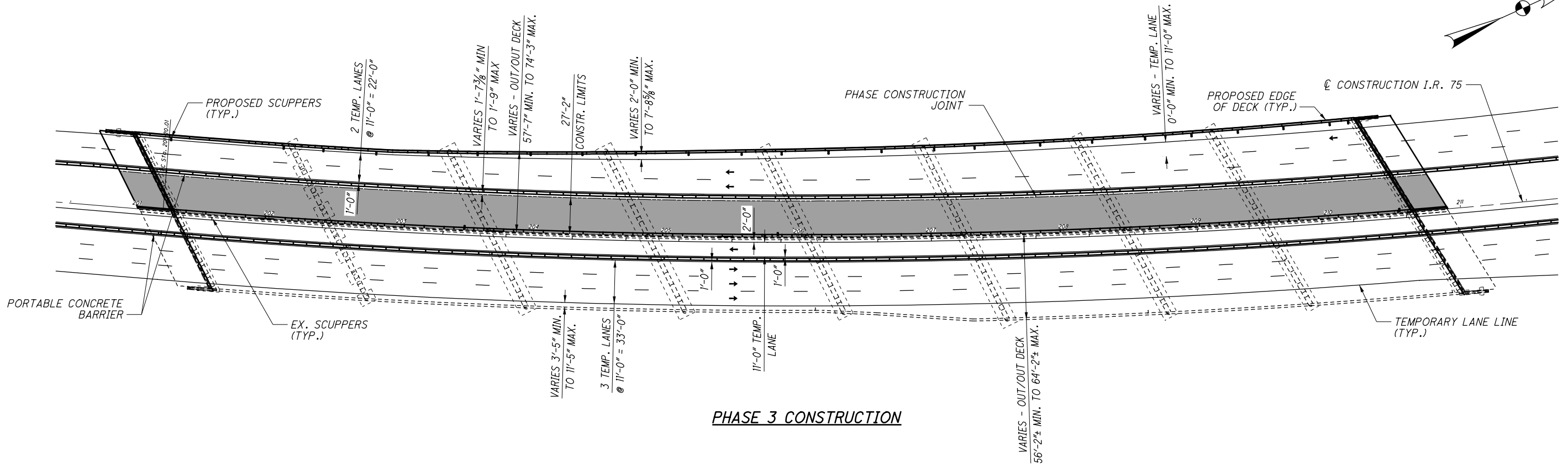
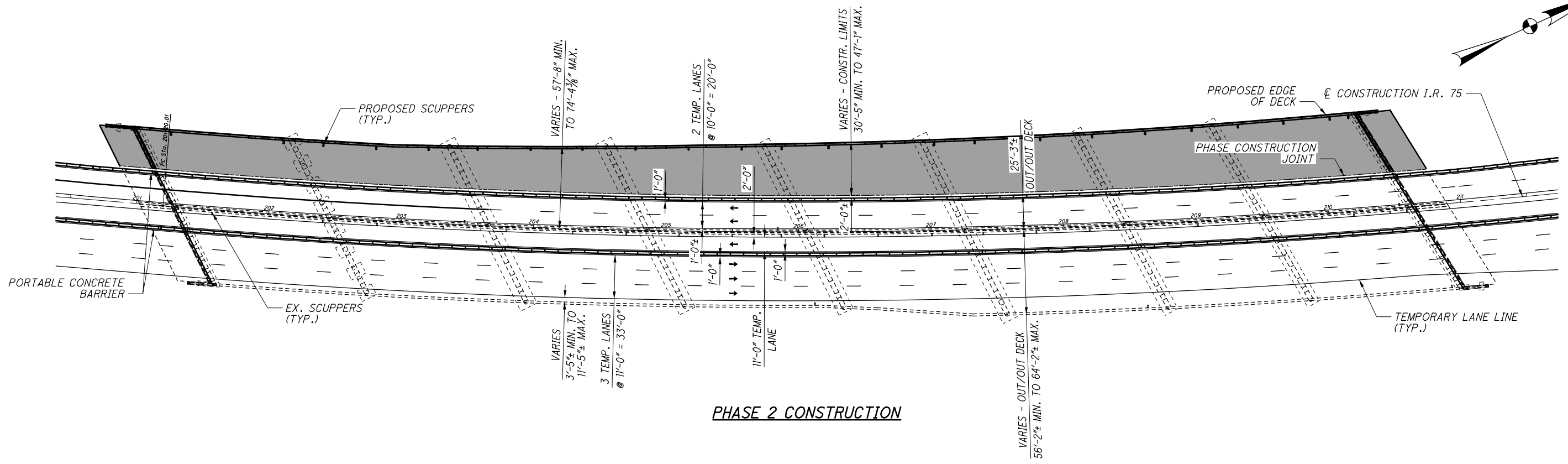
MOT-75-(10.44)(10.78)
PID No. 91606

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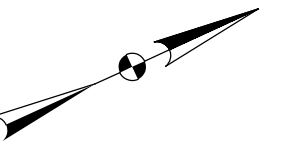
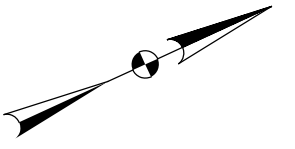
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		STRUCTURE FILE NUMBER	5707056

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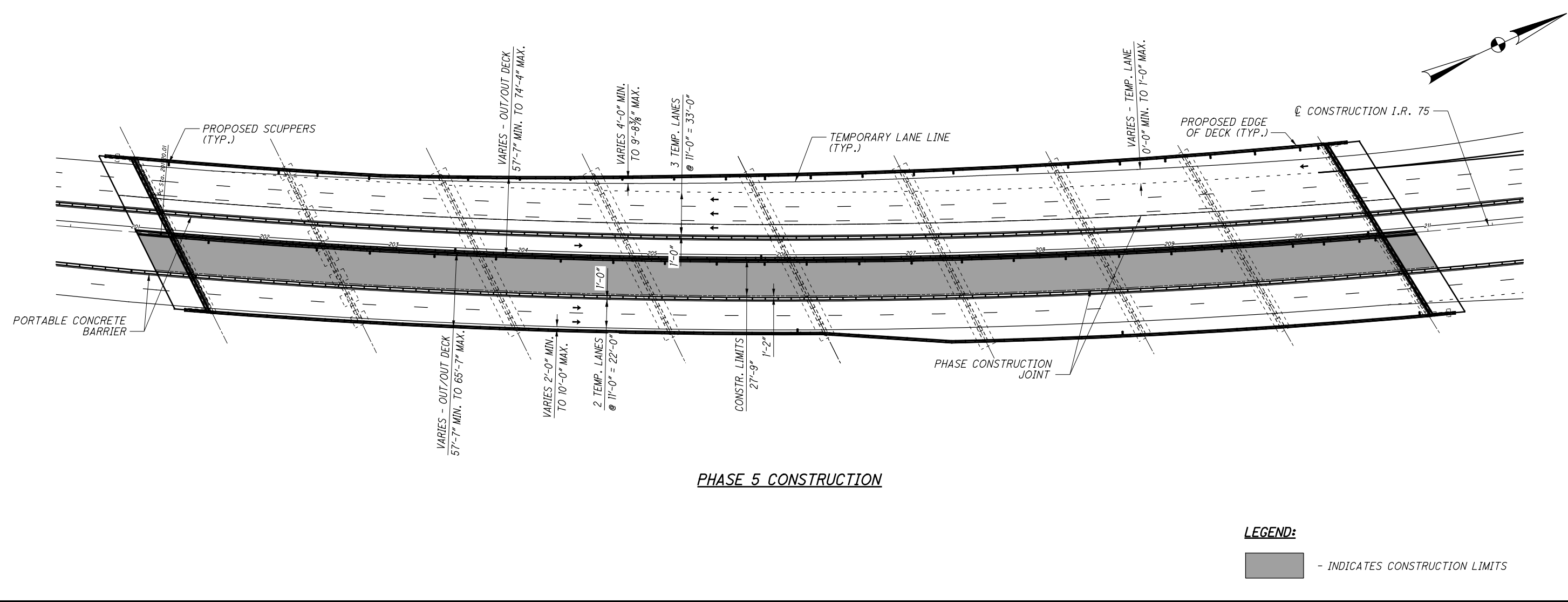
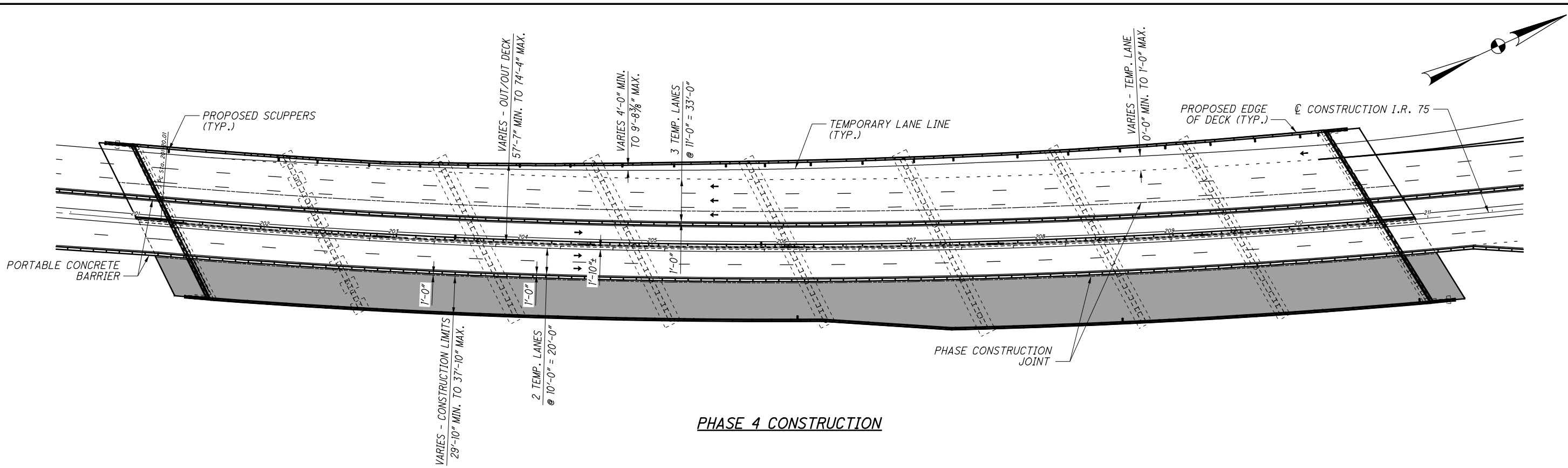


LEGEND:
 - INDICATES CONSTRUCTION LIMITS



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PHASE CONSTRUCTION SEQUENCE PLAN (1 OF 3) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD		STRUCTURE FILE NUMBER	5707056
MOT-75-(10.44)(10.78)	PID No. 91606		
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		206 348	

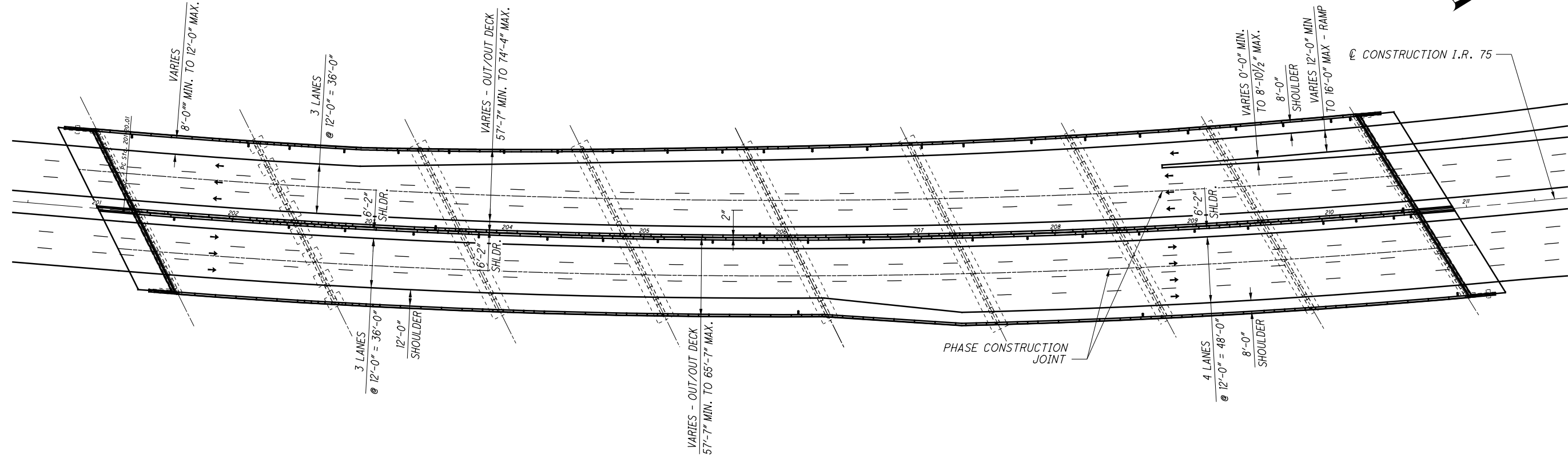
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LEGEND:

 - INDICATES CONSTRUCTION LIMITS

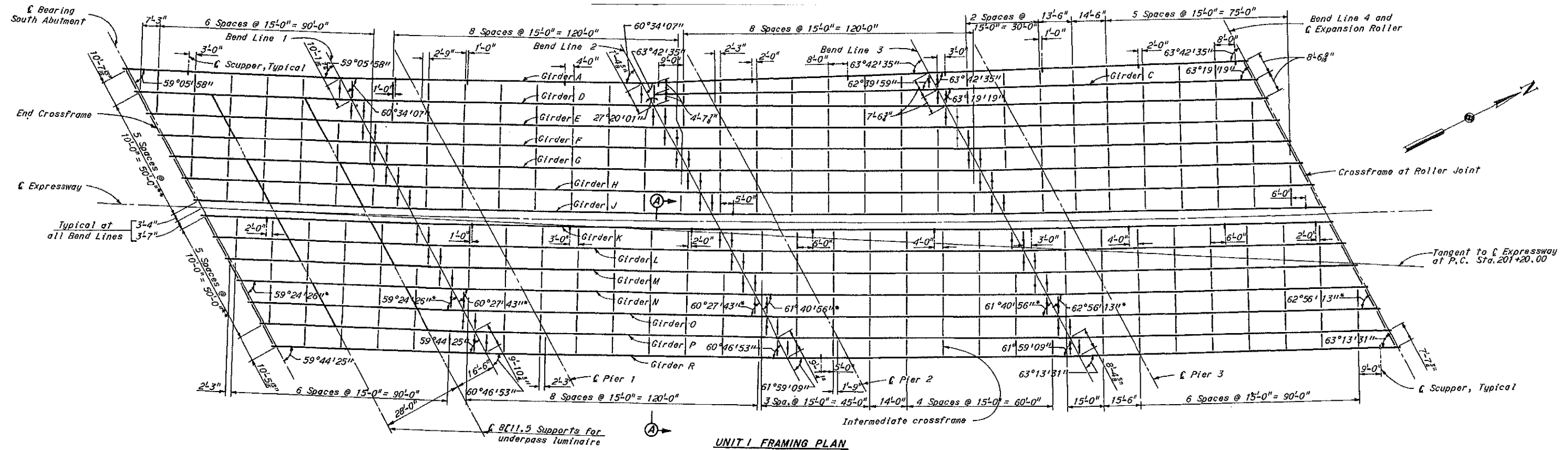
 E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com			
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DATE	7/2017	STRUCTURE FILE NUMBER	5707056
PHASE CONSTRUCTION SEQUENCE PLAN (2 OF 3) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD			
MOT-75-(10.44)(10.78)		PID No. 91606	
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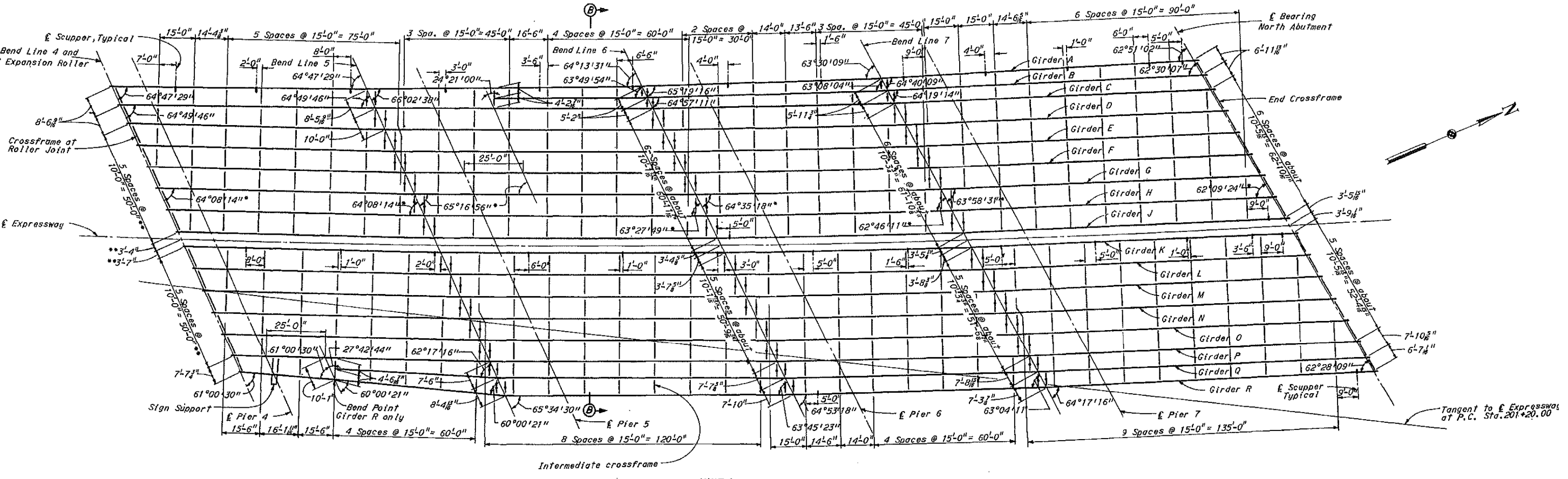
FINAL TRAFFIC PATTERN

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DATE	7/2017		

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UNIT 1 FRAMING PLAN



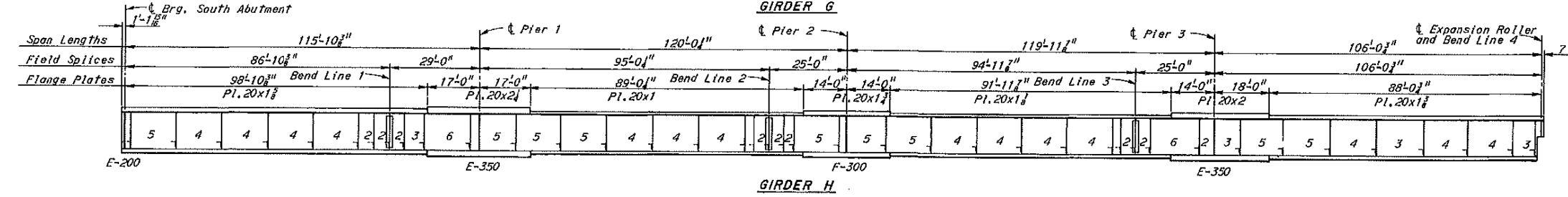
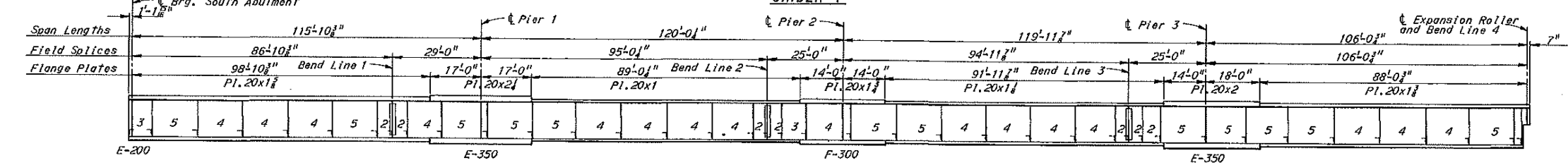
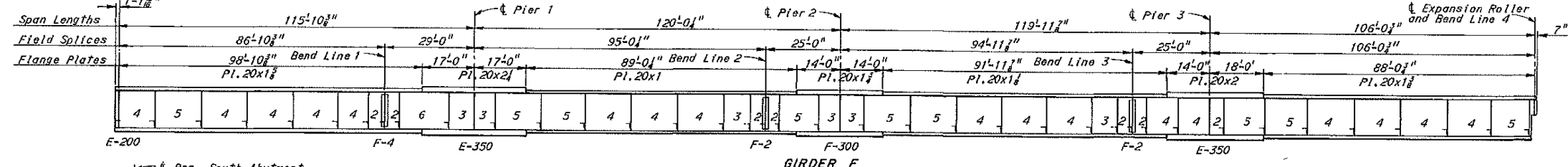
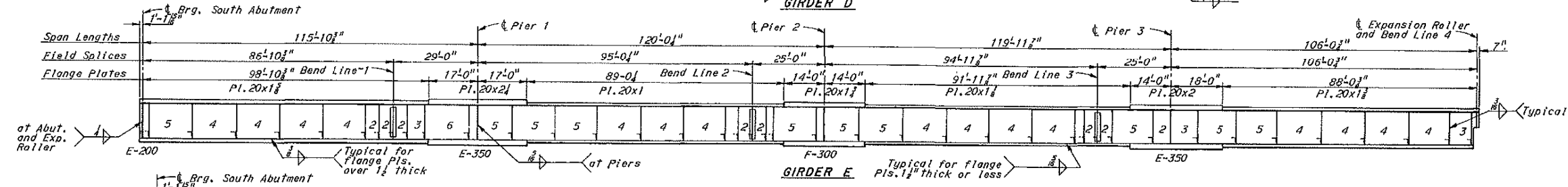
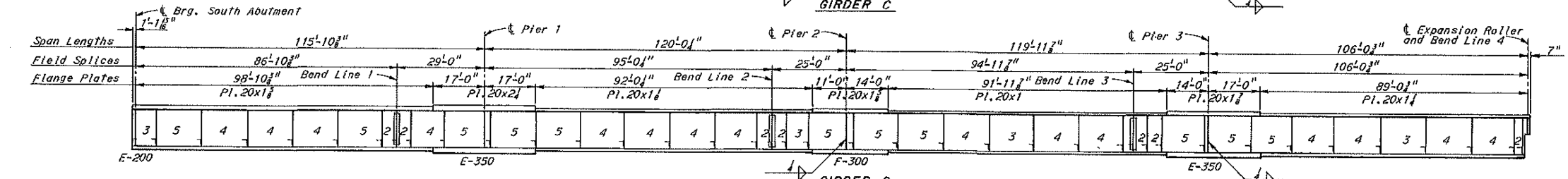
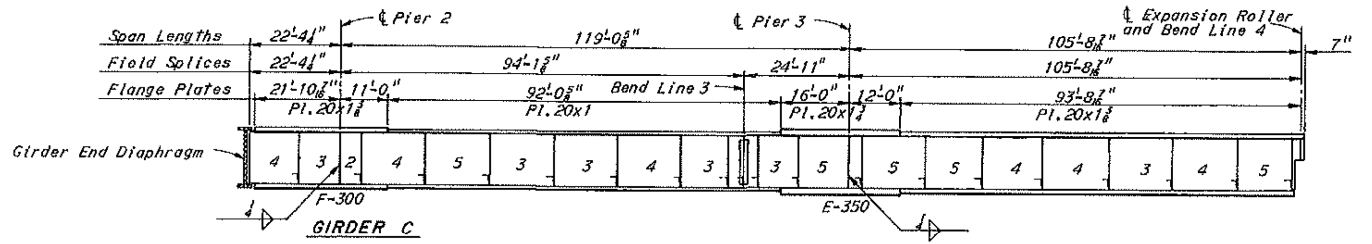
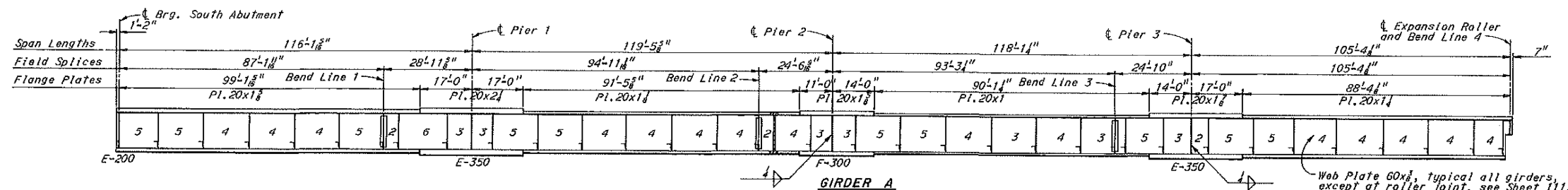
UNIT 2 FRAMING PLAN

NOTES:

1. EXISTING FRAMING PLANS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

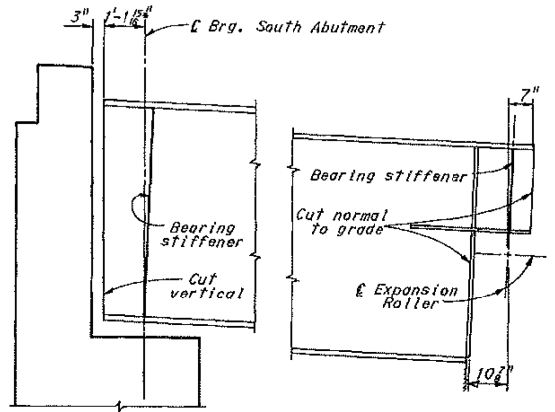
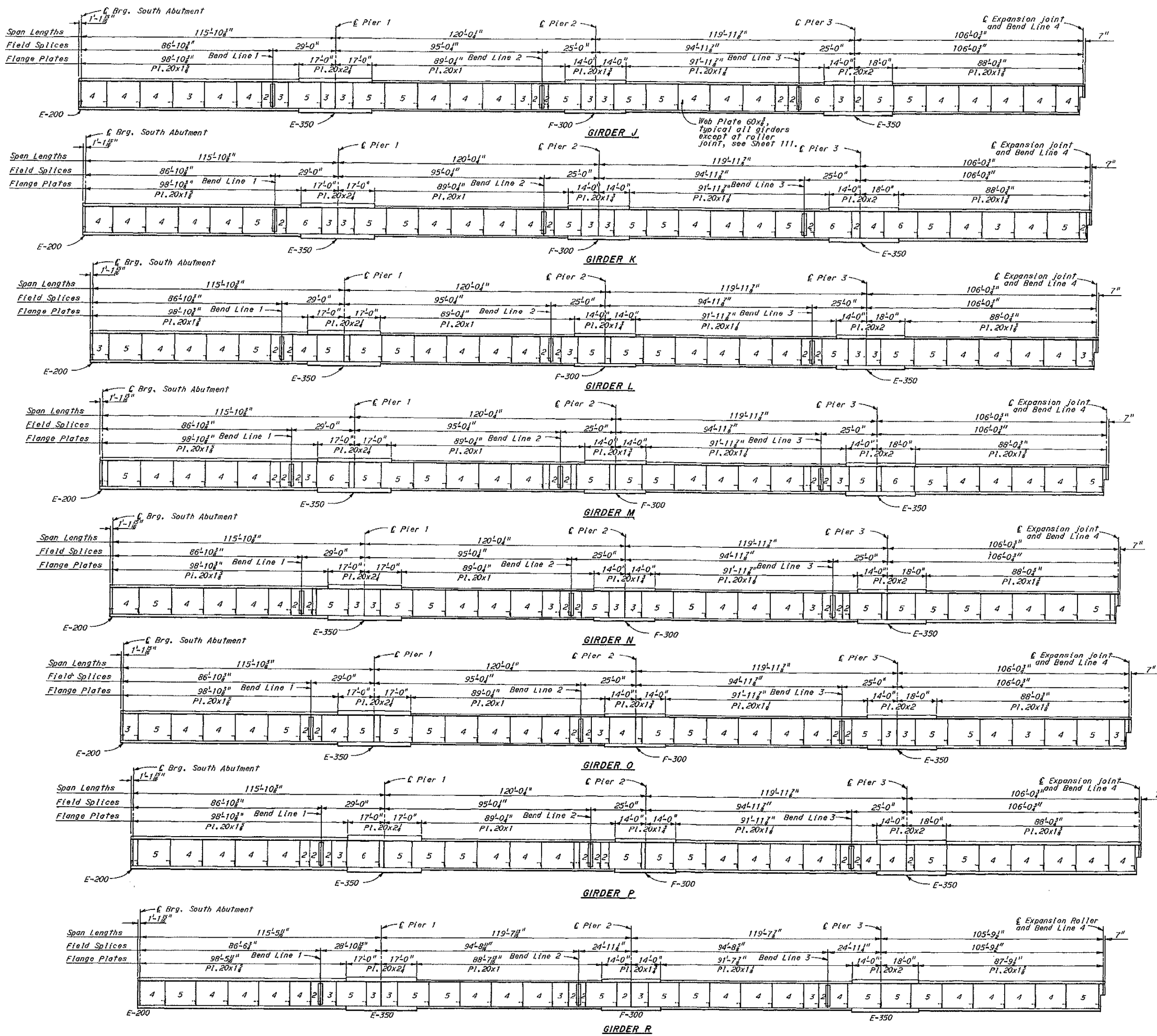
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NOTES:

1. EXISTING GIRDER ELEVATIONS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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DATE	7/2017	FILE NUMBER	5707056



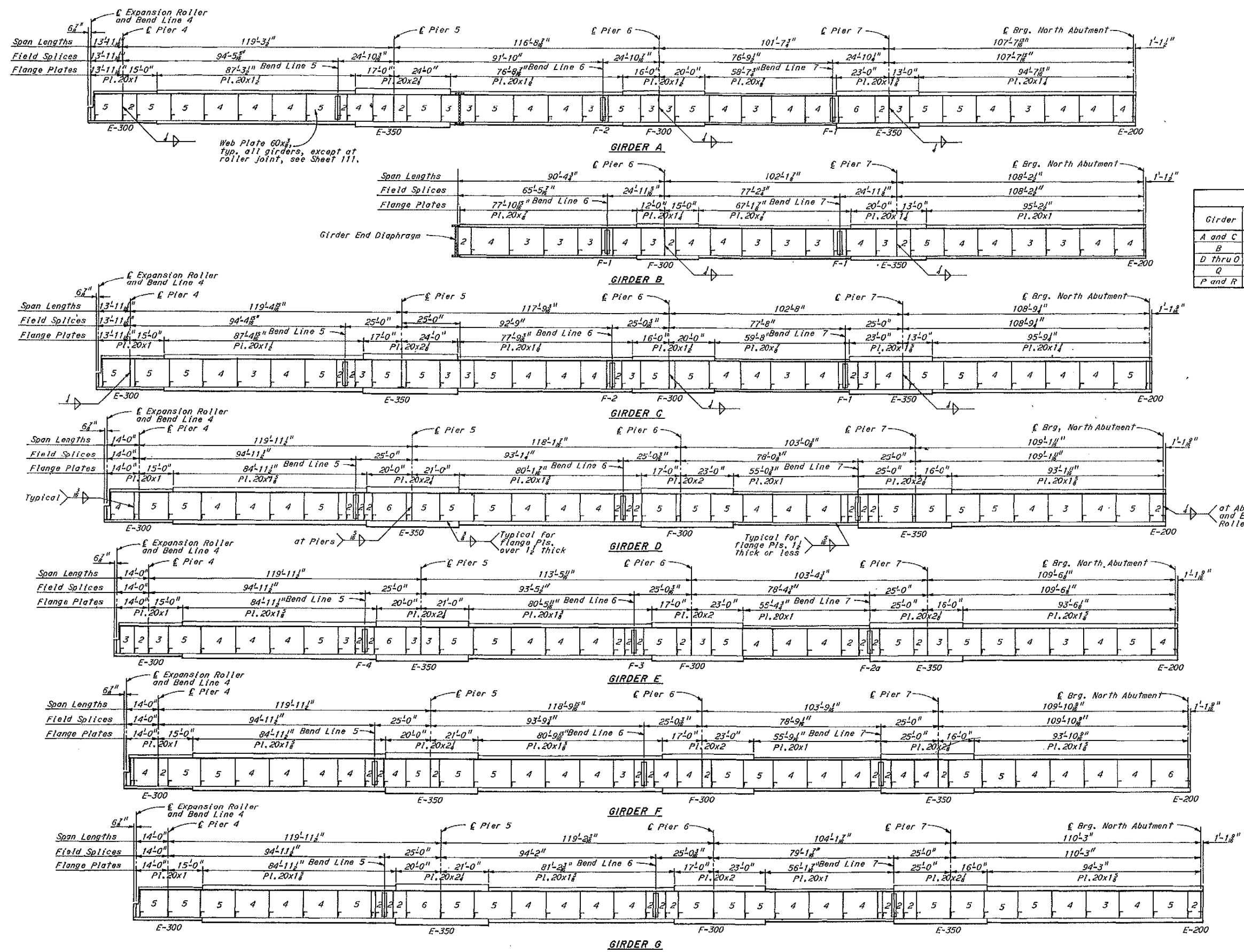
GIRDERS END DETAILS
*For interior girders only.

NOTES:
1. EXISTING GIRDER ELEVATIONS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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STRUCTURE FILE NUMBER	5707056		

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BEARING STIFFENERS					
Girder	Expansion Roller	Pier 4	Pier 5	Pier 6 and Pier 7	& Bearing No. Abut.
A and C	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4
B					
D thru O	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4
Q					
P and R	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4	2 Pls. 8x4

NOTES:
 1. EXISTING GIRDER ELEVATIONS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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STRUCTURE FILE NUMBER: ST07056

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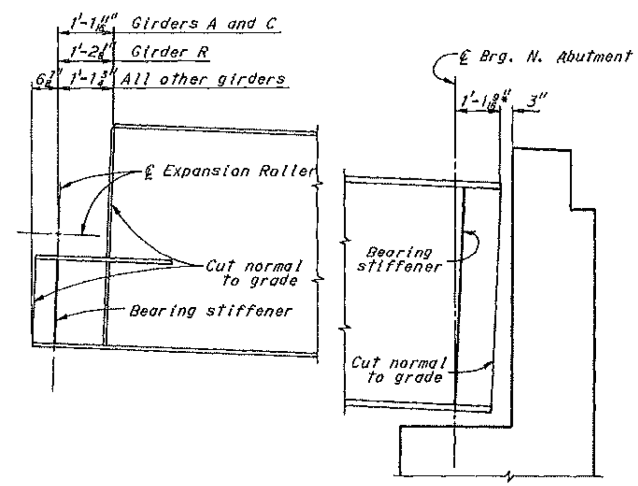
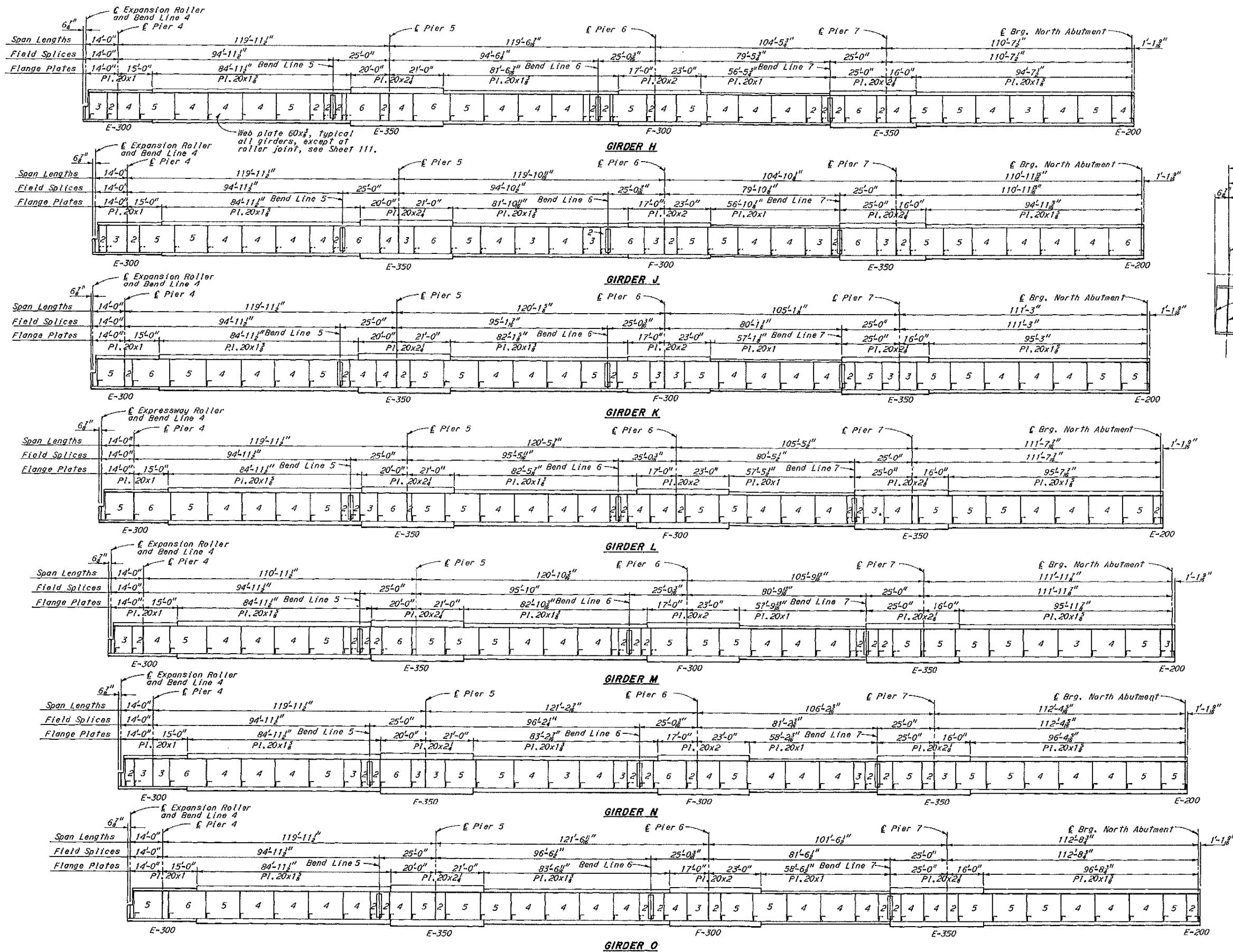
EXISTING GIRDER ELEVATION (3 OF 5)
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

20/91

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NOTES:
1. EXISTING GIRDER ELEVATIONS PLANS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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DRAWN: TAS
REVISED: MRV
STRUCTURE FILE NUMBER: 5707056

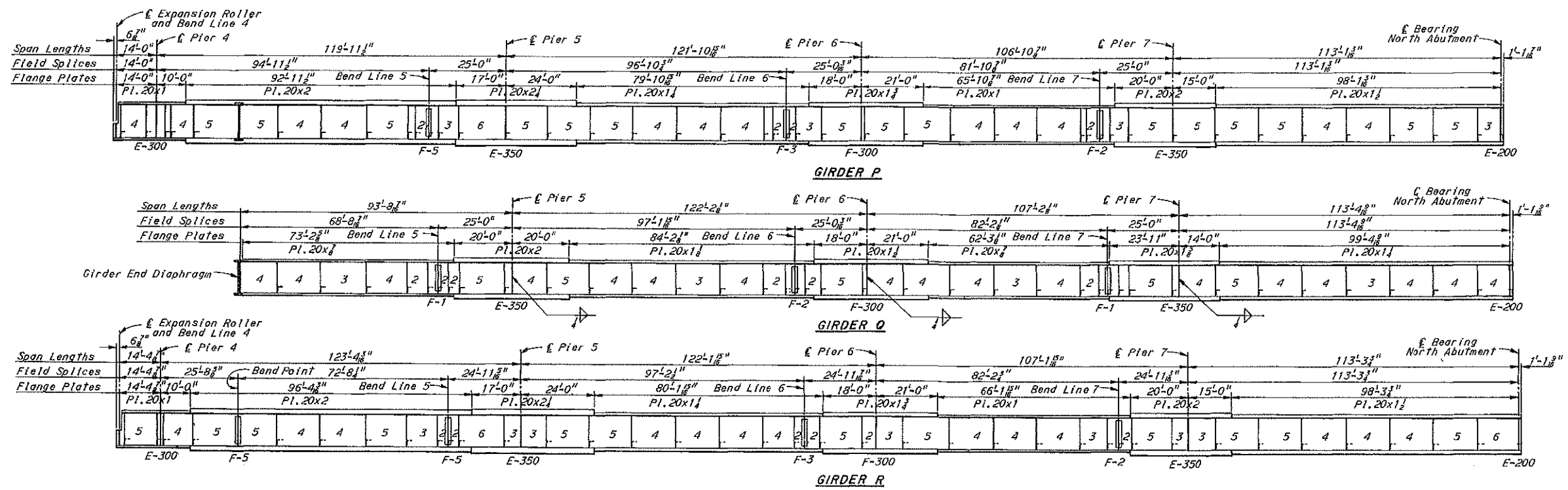
EXISTING GIRDER ELEVATION (4 OF 5)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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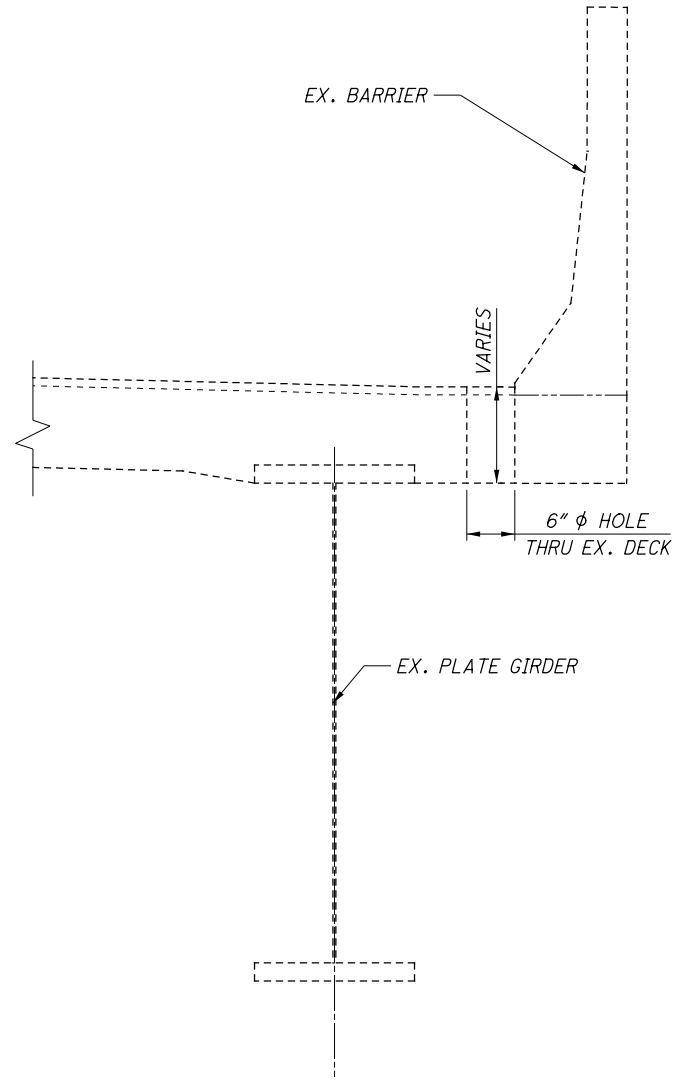
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NOTES:

- EXISTING GIRDER ELEVATIONS WERE TAKEN FROM THE ORIGINAL 1964 MOT-25-10.41 PLANS.

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	<p>CHECKED: MRV</p>	<p>REVISED:</p>	<p>STRUCTURE FILE NUMBER: 5707056</p>	<p>PROJECT: MOT-75-(10.44)(10.78)</p>
<p>EXISTING GIRDER ELEVATION (5 OF 5)</p>				
<p>BRIDGE NO. MOT-75-1044</p>				
<p>OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD</p>				
<p>PID No. 91606</p>				
<p>22 / 91</p>				
<p>214 / 348</p>				



TYPICAL HOLE DETAIL

LEFT BRIDGE - INTERIOR SHOULDER	
STA.	FEATURE
201+35	HOLE
201+45	HOLE
201+60	HOLE
201+75	HOLE
202+20	HOLE
202+35	HOLE
202+50	HOLE
202+65	HOLE
202+80	HOLE
202+95	HOLE
203+10	HOLE
203+25	HOLE
203+60	HOLE
203+70	HOLE
203+80	HOLE
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205+45	HOLE
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206+75	HOLE
206+90	HOLE
207+05	HOLE
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207+65	HOLE
207+80	HOLE
207+95	HOLE
208+10	HOLE
208+25	HOLE
208+40	HOLE
208+55	HOLE
208+70	HOLE
208+85	HOLE
209+00	HOLE
209+15	HOLE
209+30	HOLE
209+45	HOLE
209+60	HOLE
209+75	HOLE
209+90	HOLE
210+05	HOLE
210+20	HOLE
210+35	HOLE

NOTES:

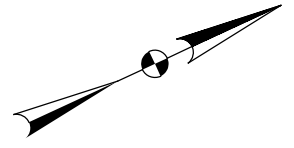
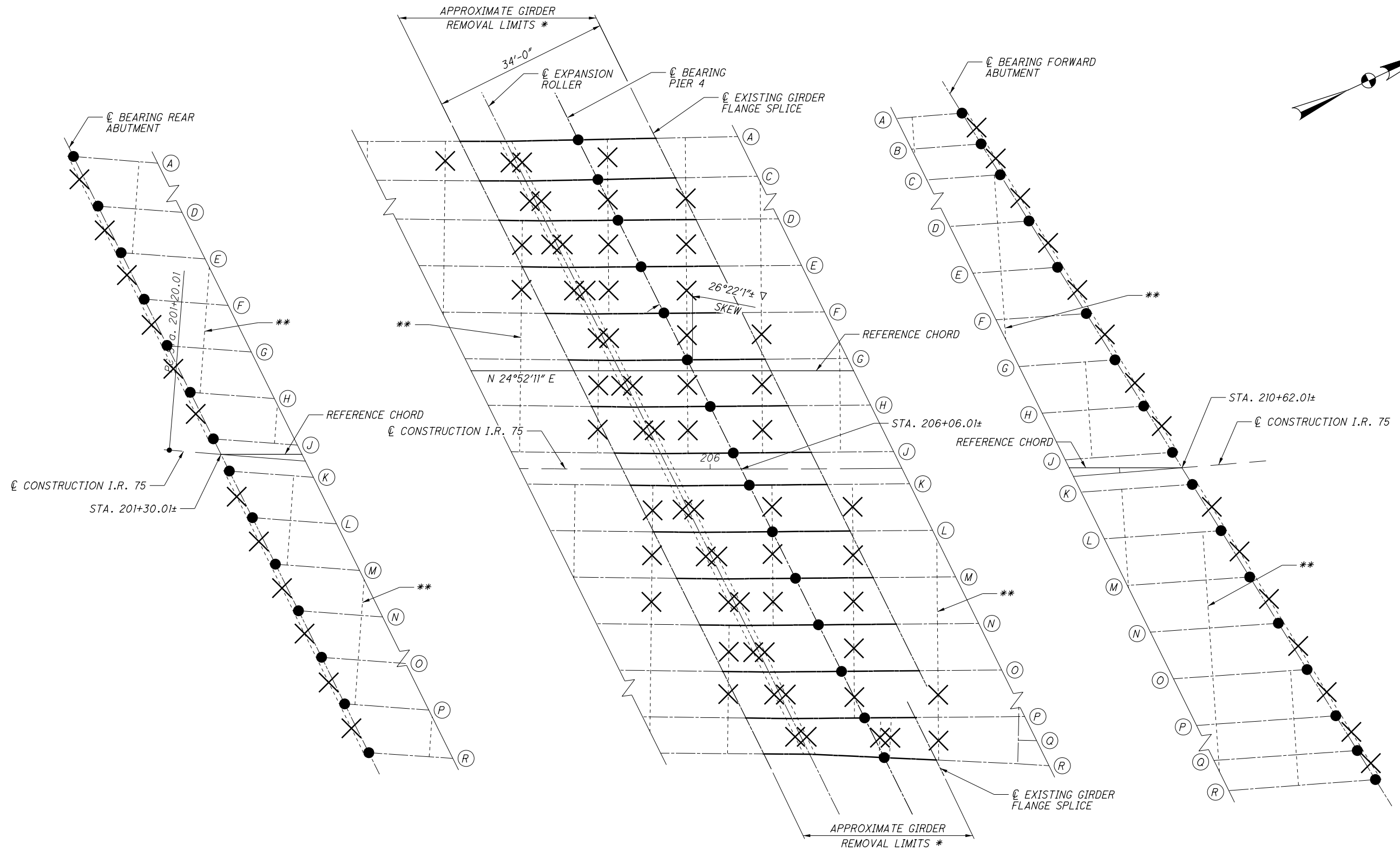
- CONTRACTOR SHALL VERIFY EXISTING BEAM POSITION PRIOR TO DRILLING NEW HOLES.
- ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE. HOLES SHALL BE PAID FOR UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

DESIGNED	TAS	CHECKED	CJW
DRAWN	TAS	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

HOLES THROUGH EXISTING DECK
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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LEGEND:

- - ALL BEARINGS ARE TO BE REMOVED, INCLUDING THOSE NOT SHOWN. WELDS SHALL BE REMOVED AND GROUND FLUSH DURING REMOVAL. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FT, AS PER PLAN. PIERS 1 THRU 3 AND 5 THRU 7 NOT SHOWN FOR CLARITY.
- ✕ - CROSSFRAME TO BE REMOVED. WELDS SHALL BE REMOVED AND GROUND FLUSH AT THE WEB DURING REMOVAL. PAYMENT INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN. FOR EXISTING CROSS FRAME ANGLE SIZES, SEE ORIGINAL BRIDGE PLANS.
- # - GIRDER DESIGNATION
- * - FOR DETAILS OF GIRDER AND EXPANSION ROLLER REMOVAL AND REMOVAL LENGTHS, SEE SHEET 25/91
- ** - EXISTING CROSSFRAMES BETWEEN GIRDERS F AND G AS WELL AS BETWEEN GIRDERS M AND N ARE TO BE REMOVED AND REINSTALLED DURING PHASED CONSTRUCTION. SEE SHEETS 10/91 THRU 13/91 FOR DETAILS AND REMOVAL SEQUENCING. A TOTAL OF 129 CROSSFRAMES ARE TO BE REMOVED AND REINSTALLED. PAYMENT TO BE INCLUDED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- ∇ - MEASURED NORMAL TO REFERENCE CHORD

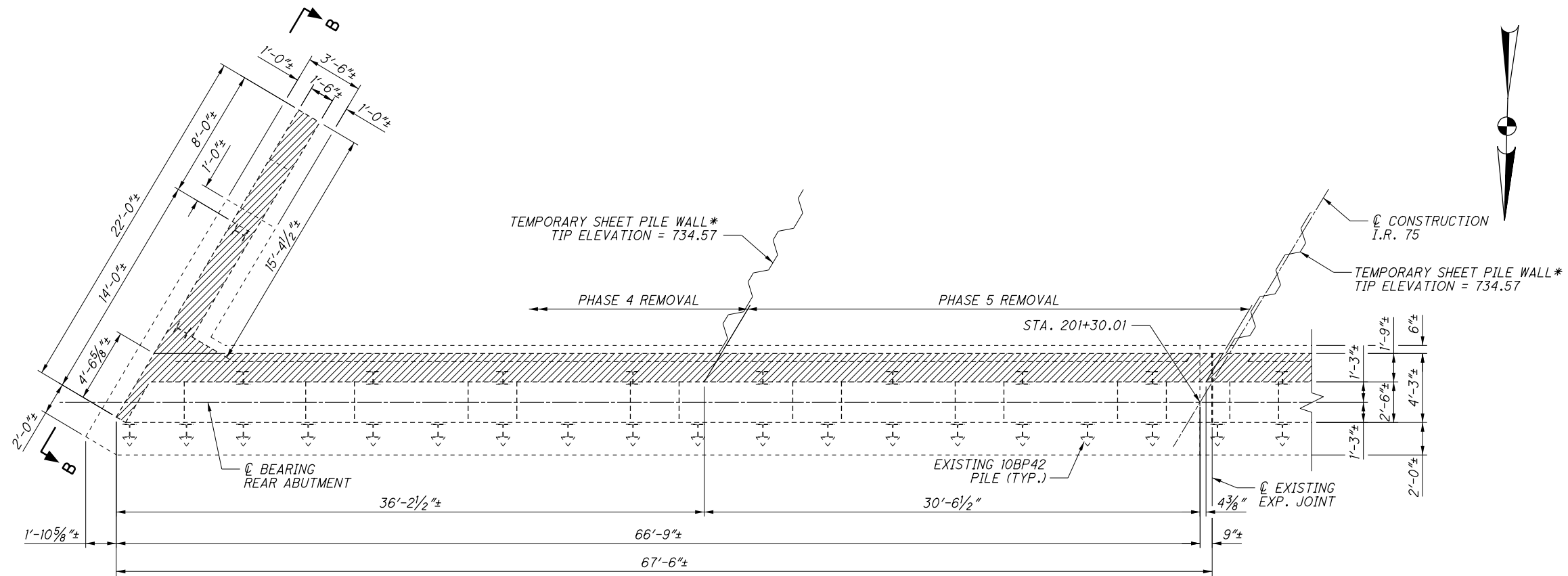
REMOVAL PARTIAL FRAMING PLAN

NOTES:

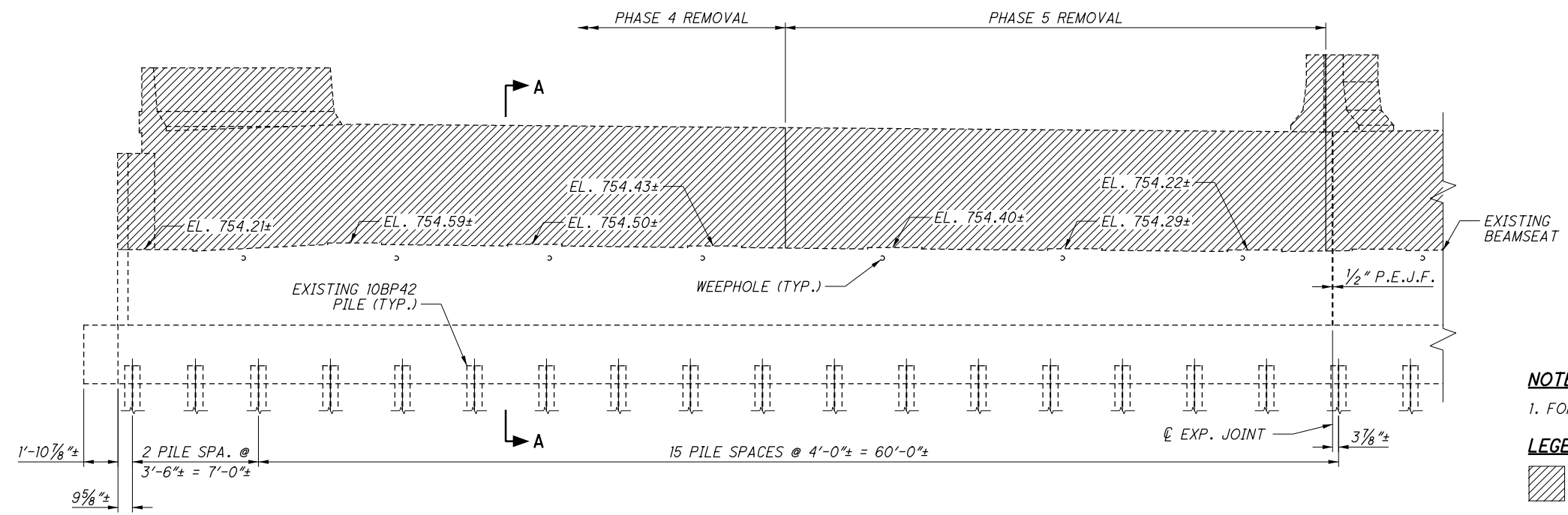
1. FOR EXISTING GIRDER WEB AND FLANGE DIMENSIONS, SEE SHEETS 17/91 THRU 22/91
2. FOR GIRDER REMOVAL AND REPLACEMENT CONSTRUCTION SEQUENCE, SEE SHEET 46/91

E.L. ROBINSON ENGINEERING 1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com			
DESIGNED	TAS	CHECKED	MRV
DRAWN	TAS	REVIEWED	DFT
DATE	7/2017	STRUCTURE FILE NUMBER	5707056
REMOVAL FRAMING PLAN BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD			
MOT-75-(10.44)(10.78)		PID No. 91606	
24 / 91		<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 216 348 </div>	

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REMOVAL PLAN - EAST REAR ABUTMENT






REMOVAL ELEVATION - EAST REAR ABUTMENT

NOTES:

1. FOR SECTION A-A AND VIEW B-B, SEE SHEET 28/91.

LEGEND:

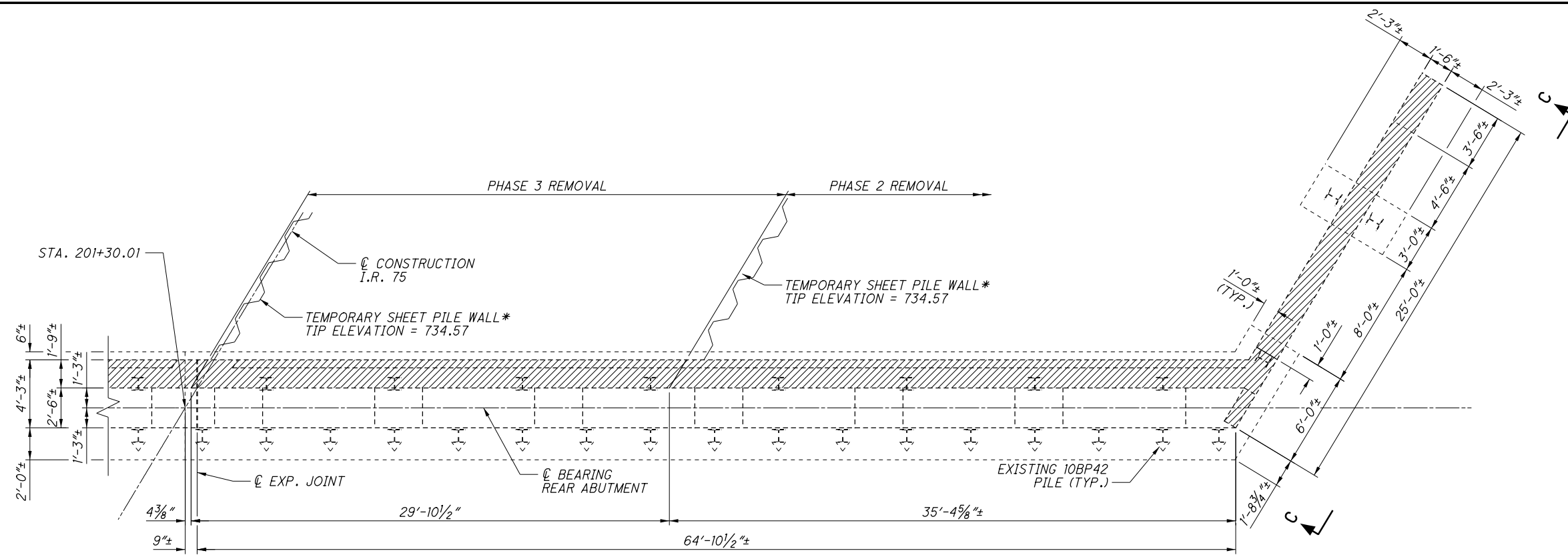
-  - INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
-  - DENOTES BATTERED PILE
-  - DENOTES VERTICAL PILE
- * - SHEET PILING IS TO BE LEFT IN PLACE AND CUT TO ALLOW PLACEMENT OF THE PROPOSED STRUCTURE. SHEET PILING SHALL BE PAID FOR UNDER ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN. THE MINIMUM SECTION MODULUS FOR THE CHOSEN SHEET PILE SECTION SHALL BE 21.5 IN⁴/FT.

DATE	7/2017
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DRAWN	GMW
DESIGNED	TAS
CHECKED	CJW
STRUCTURE FILE NUMBER	5707056

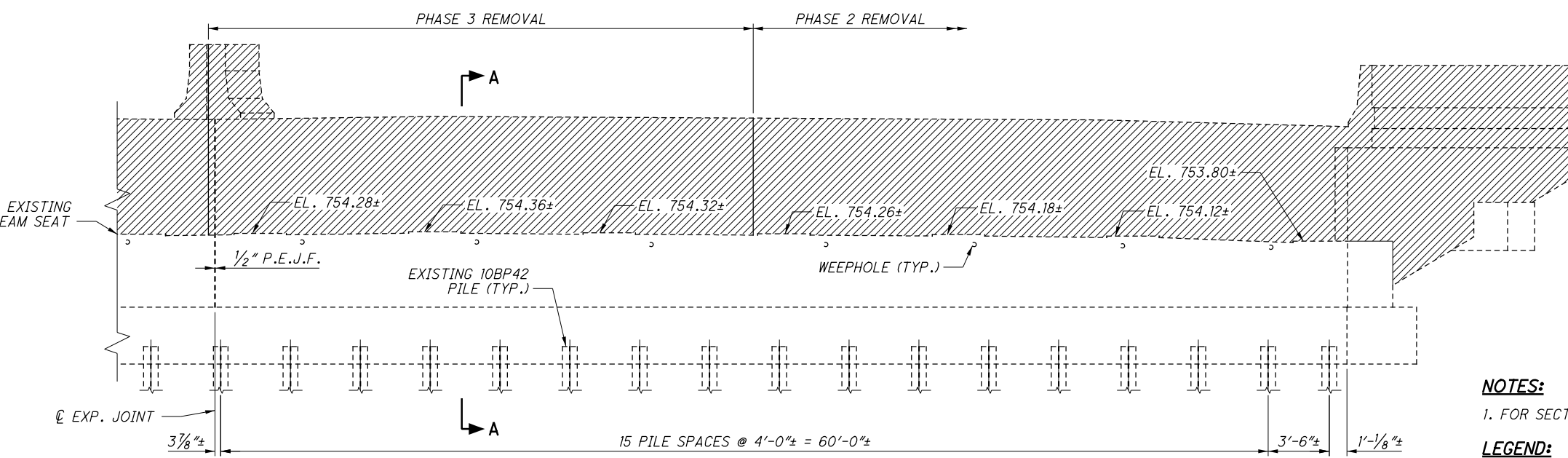
REAR ABUTMENT REMOVAL DETAILS (1 OF 3)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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REMOVAL PLAN - WEST REAR ABUTMENT



REMOVAL ELEVATION - WEST REAR ABUTMENT

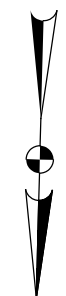
NOTES:

1. FOR SECTION A-A AND VIEW C-C, SEE SHEET [28/91].

LEGEND:

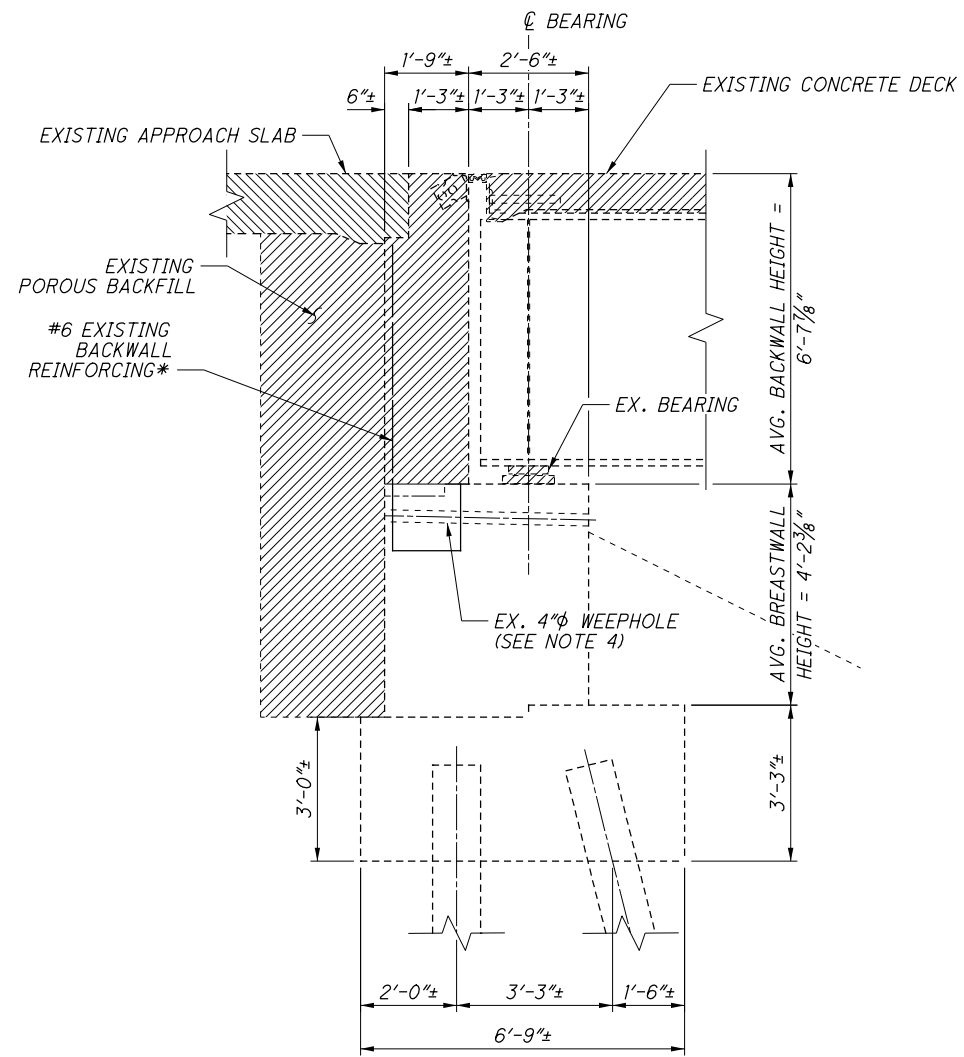
- INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- DENOTES BATTERED PILE
- DENOTES VERTICAL PILE

* - SHEET PILING IS TO BE LEFT IN PLACE AND CUT TO ALLOW PLACEMENT OF THE PROPOSED STRUCTURE. SHEET PILING SHALL BE PAID FOR UNDER ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN. THE MINIMUM SECTION MODULUS FOR THE CHOSEN SHEET PILE SECTION SHALL BE 21.5 IN³/FT

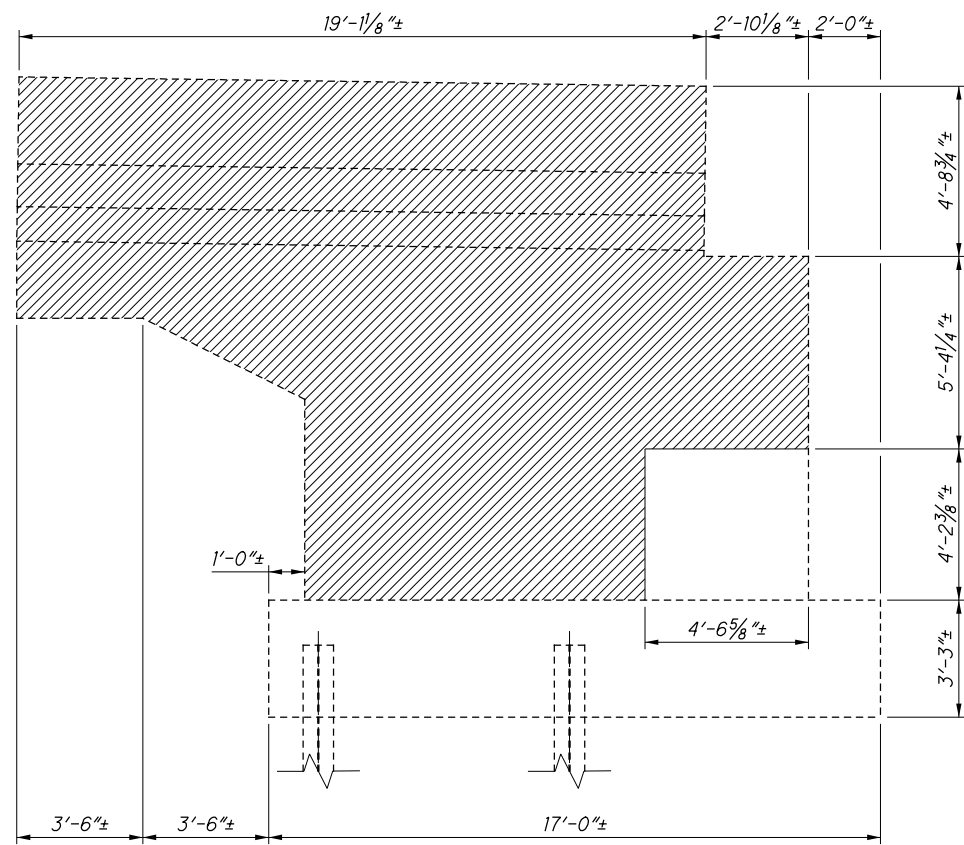


DESIGNED	TAS	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

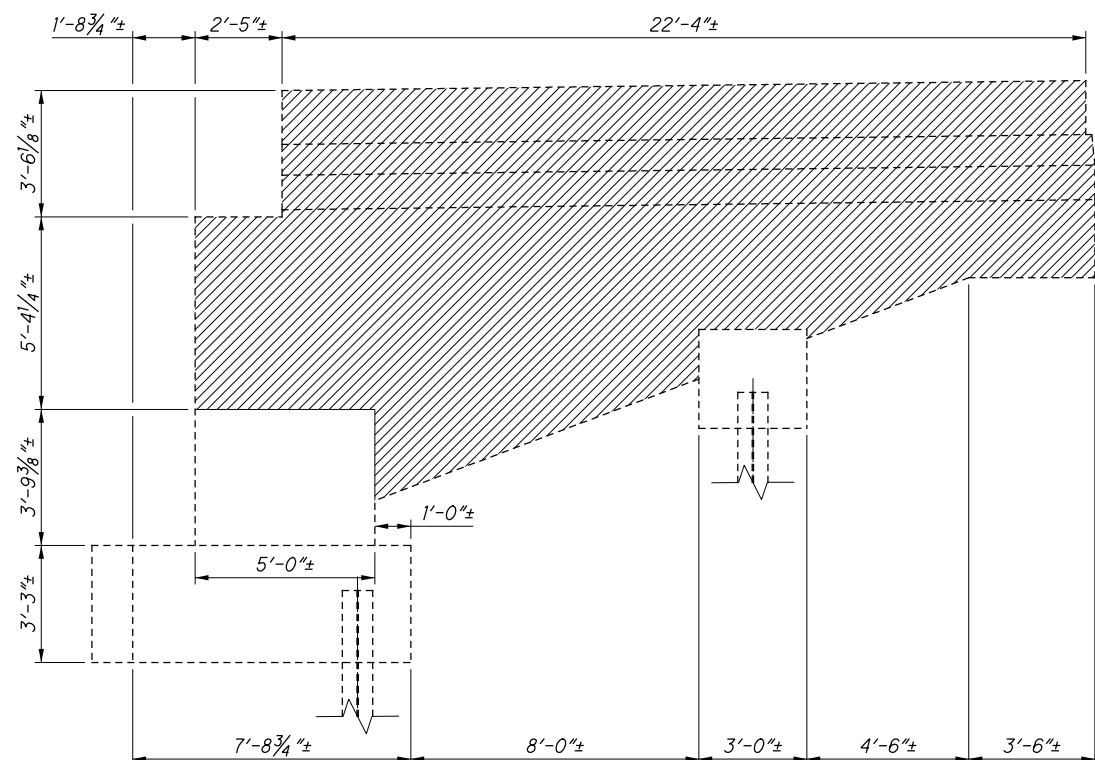
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SECTION A-A



VIEW B-B





VIEW C-C

NOTES:

1. FOR THE LOCATION OF SECTION A-A, SEE SHEET [26/91] AND [27/91].
2. FOR THE LOCATION OF VIEW B-B, SEE SHEET [26/91].
3. FOR THE LOCATION OF VIEW C-C, SEE SHEET [27/91].
4. CLEAR EXISTING WEEPHOLES AND FILL WITH NON-SHRINK, NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED IN ITEM 518 - POROUS BACKFILL, WITH GEOTEXTILE FABRIC, AS PER PLAN.

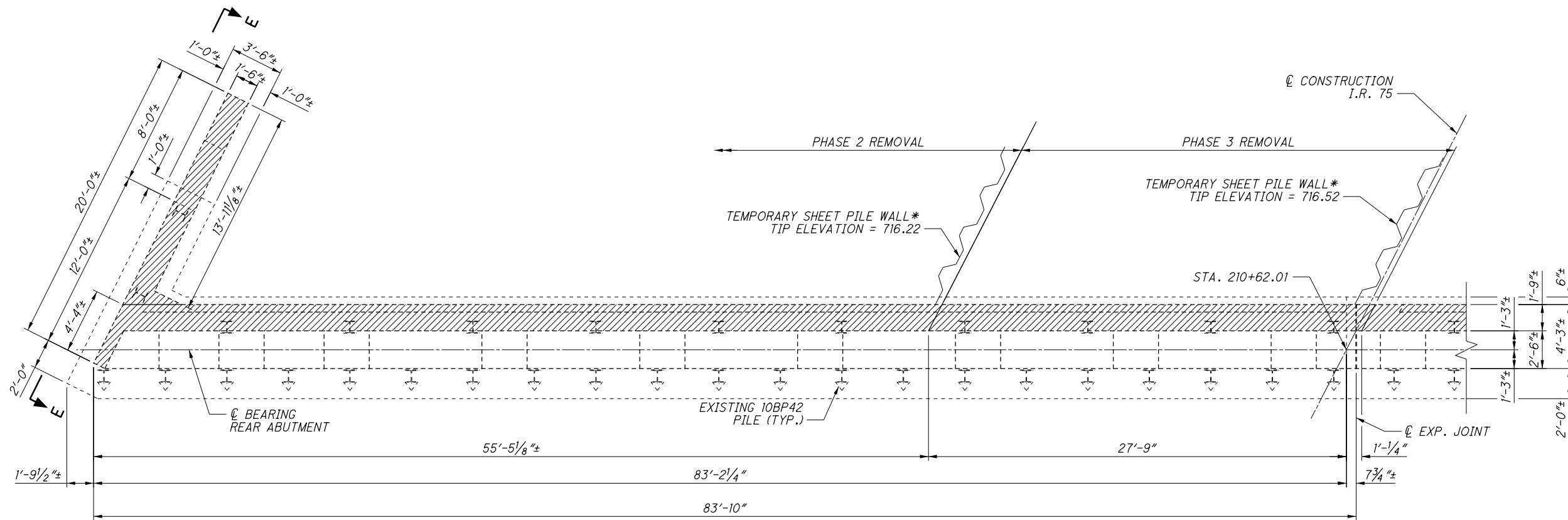
LEGEND:

-  - INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 202 - WEARING COURSE REMOVED
-  - INDICATES APPROACH SLAB TO BE REMOVED AS PER ITEM 202 - APPROACH SLAB REMOVED.

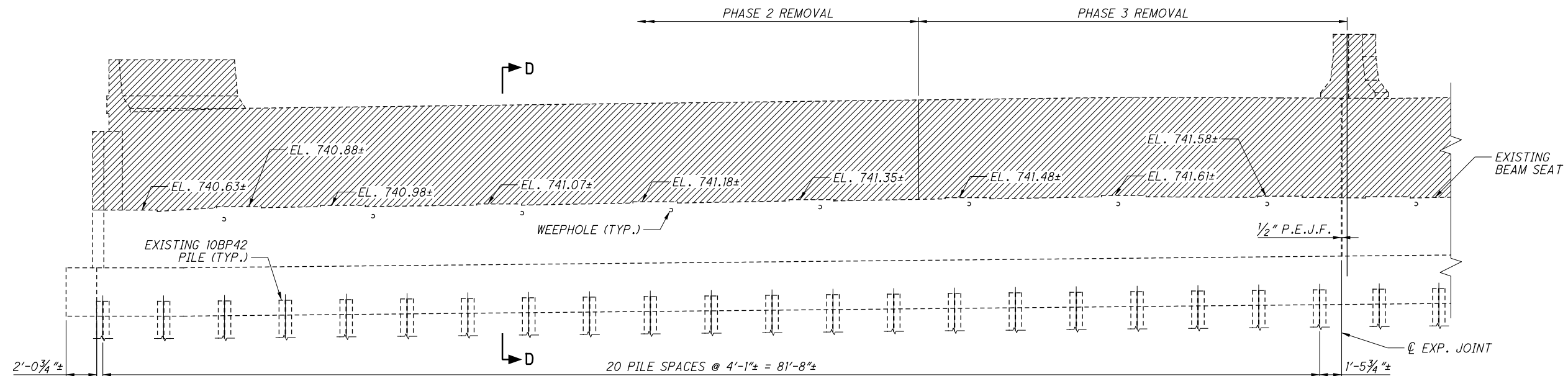
* - EXISTING REINFORCING BARS TO REMAIN AND BE INCORPORATED INTO NEW WORK. BARS MUST BE CLEANED AND CUT WHERE NECESSARY PRIOR TO PLACEMENT OF NEW CONCRETE.

DESIGNED	TAS	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

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REMOVAL PLAN - WEST FORWARD ABUTMENT



REMOVAL ELEVATION - WEST FORWARD ABUTMENT

LEGEND:

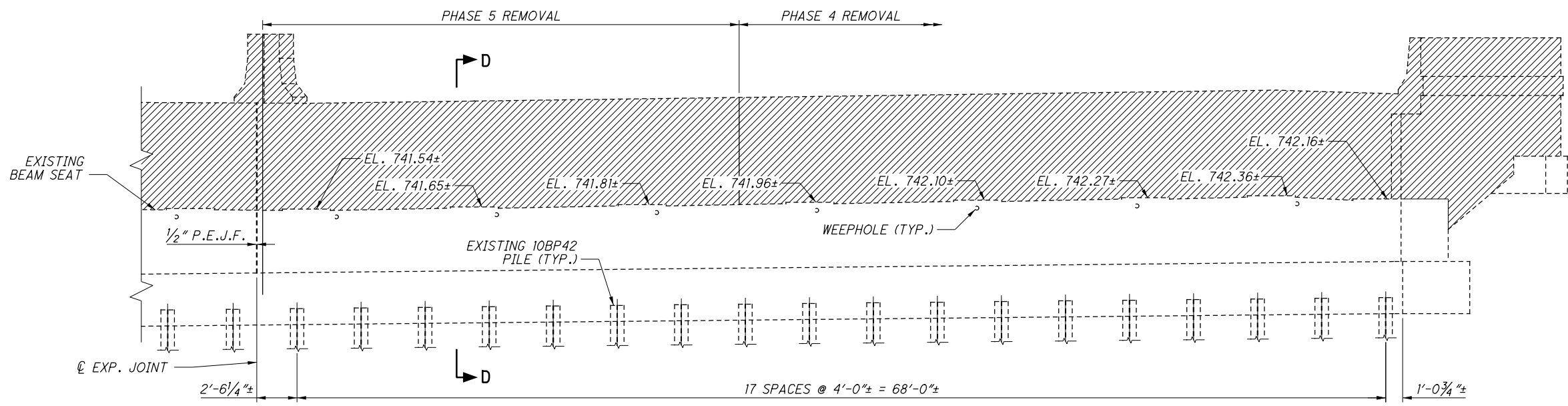
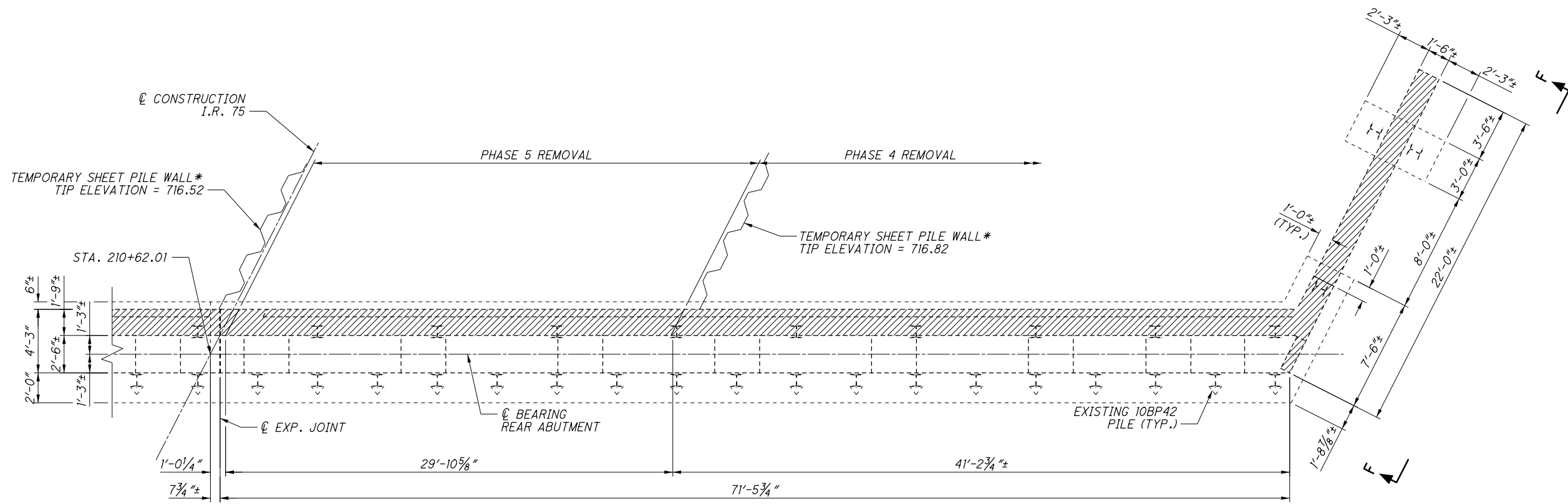
- INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- DENOTES BATTERED PILE
- DENOTES VERTICAL PILE
- * - SHEET PILING IS TO BE LEFT IN PLACE AND CUT TO ALLOW PLACEMENT OF THE PROPOSED STRUCTURE. SHEET PILING SHALL BE PAID FOR UNDER ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN. THE MINIMUM SECTION MODULUS FOR THE CHOSEN SHEET PILE SECTION SHALL BE 33.5 IN³/FT.

NOTES:

1. FOR SECTION D-D AND VIEW E-E, SEE SHEET 31/91.



DESIGNED	TAS	CHECKED	CJW
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DATE	7/2017		



NOTES:

1. FOR SECTION D-D AND VIEW F-F, SEE SHEET 31/91.

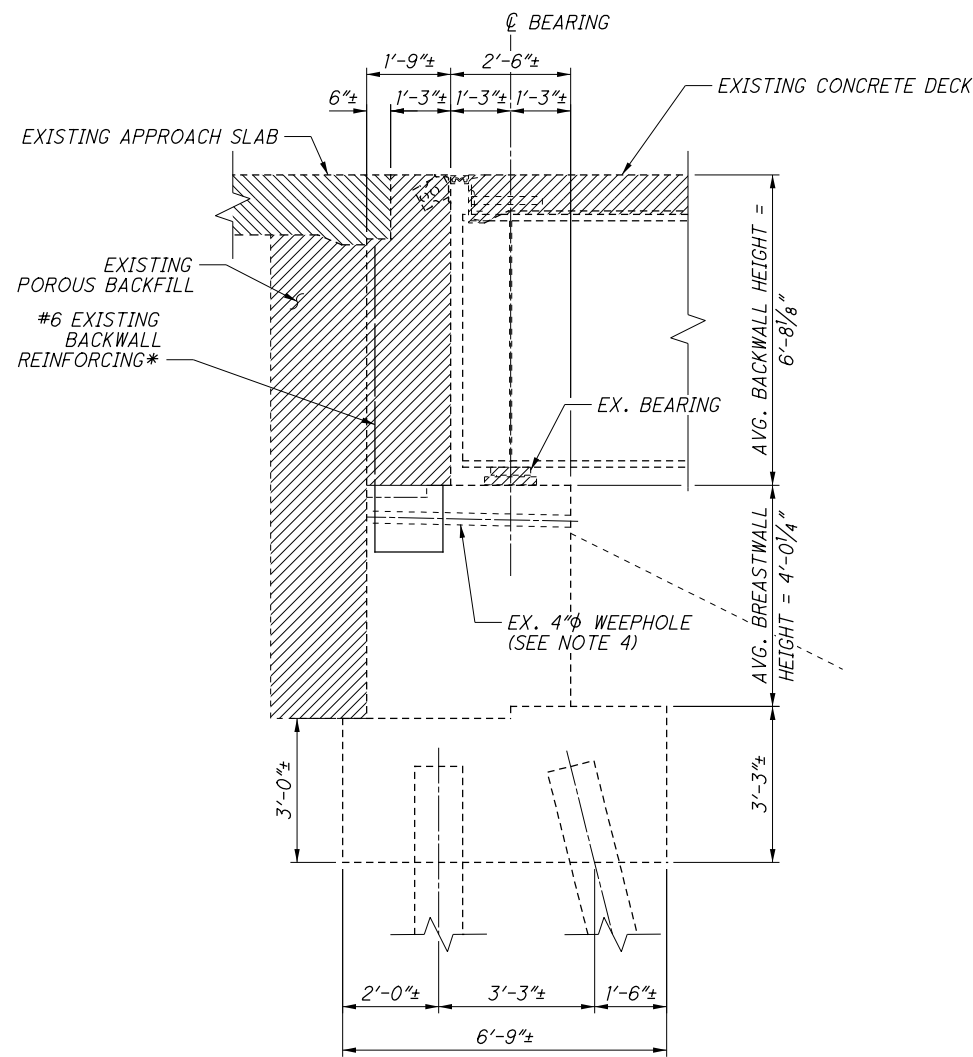
LEGEND:

- INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- DENOTES BATTERED PILE
- DENOTES VERTICAL PILE
- * - SHEET PILING IS TO BE LEFT IN PLACE AND CUT TO ALLOW PLACEMENT OF THE PROPOSED STRUCTURE. SHEET PILING SHALL BE PAID FOR UNDER ITEM 513 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN. THE MINIMUM SECTION MODULUS FOR THE CHOSEN SHEET PILE SECTION SHALL BE 33.5 IN⁴/FT

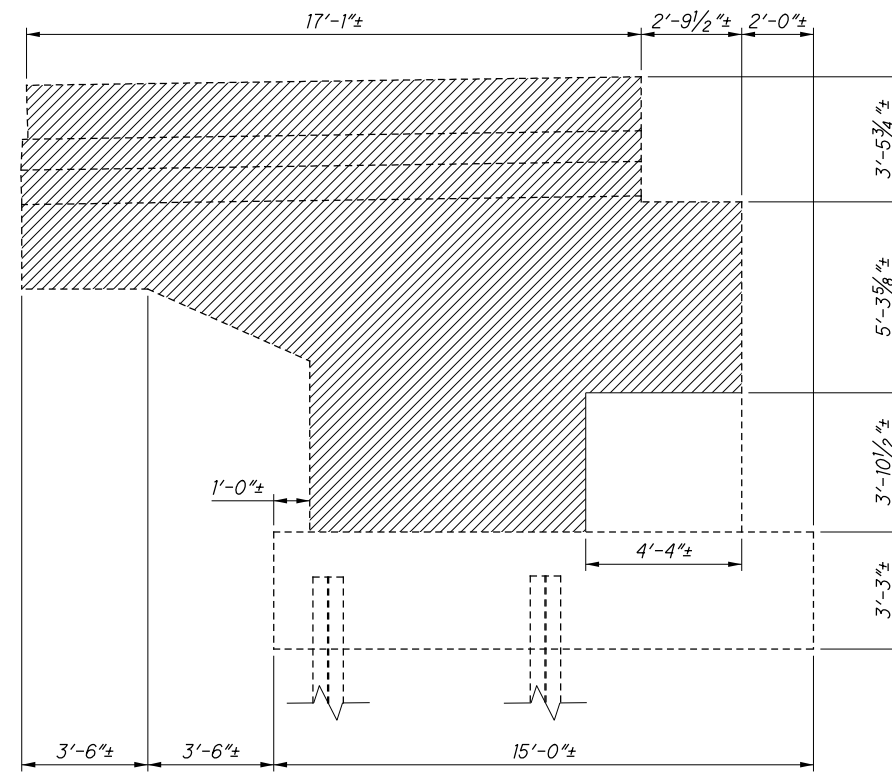
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

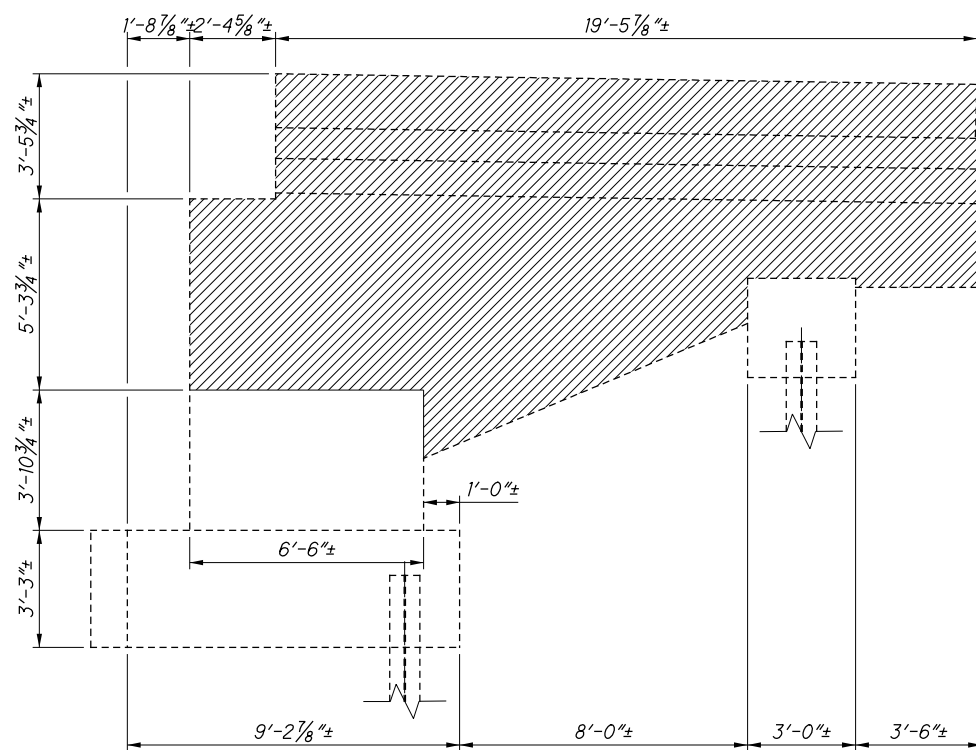
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SECTION D-D



VIEW E-E



VIEW F-F

NOTES:

1. FOR THE LOCATION OF SECTION D-D, SEE SHEET [29/91] AND [30/91].
2. FOR THE LOCATION OF VIEW E-E, SEE SHEET [29/91].
3. FOR THE LOCATION OF VIEW F-F, SEE SHEET [30/91].

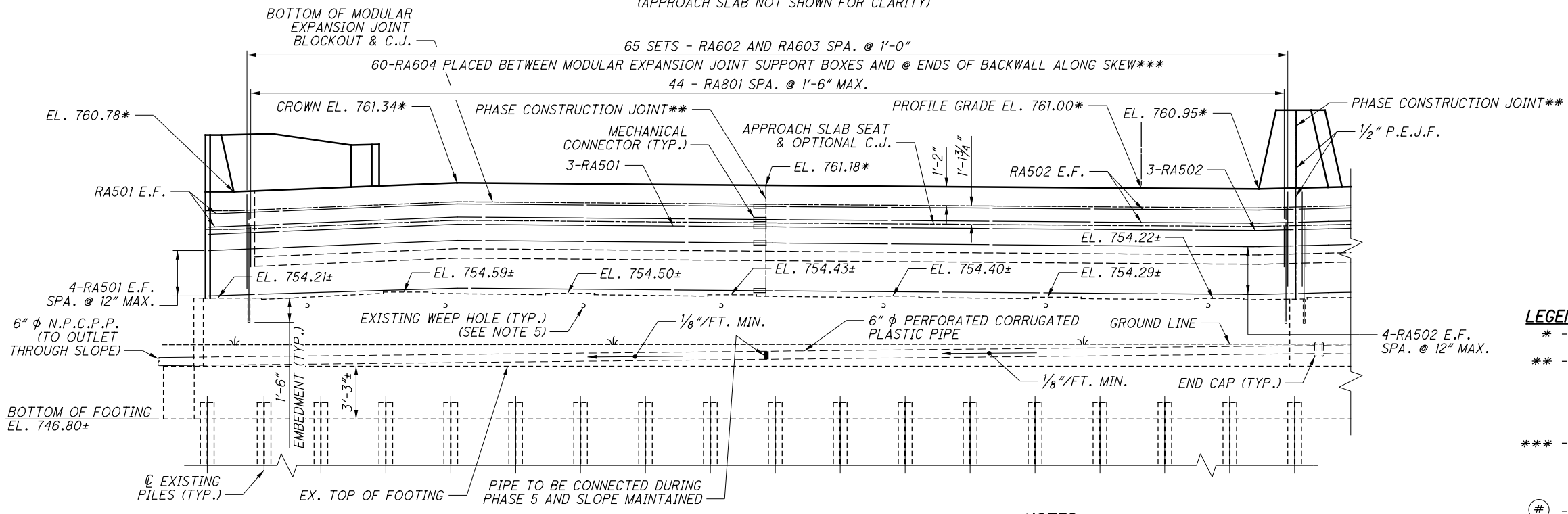
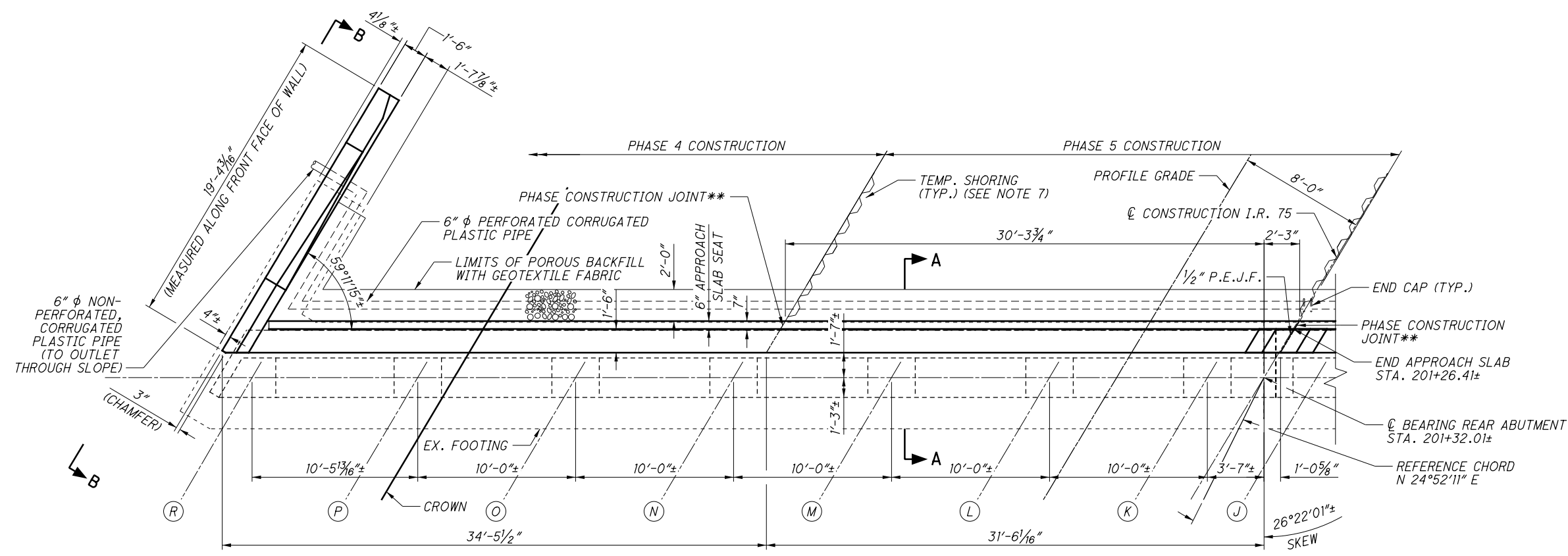
4. CLEAR EXISTING WEEPHOLES AND FILL WITH NON-SHRINK, NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED IN ITEM 518 - POROUS BACKFILL, WITH GEOTEXTILE FABRIC, AS PER PLAN.

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 202 - WEARING COURSE REMOVED
- INDICATES APPROACH SLAB TO BE REMOVED AS PER ITEM 202 - APPROACH SLAB REMOVED.

* - EXISTING REINFORCING BARS TO REMAIN AND BE INCORPORATED INTO NEW WORK. BARS MUST BE CLEANED AND CUT WHERE NECESSARY PRIOR TO PLACEMENT OF NEW CONCRETE.

DESIGNED	TAS	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		



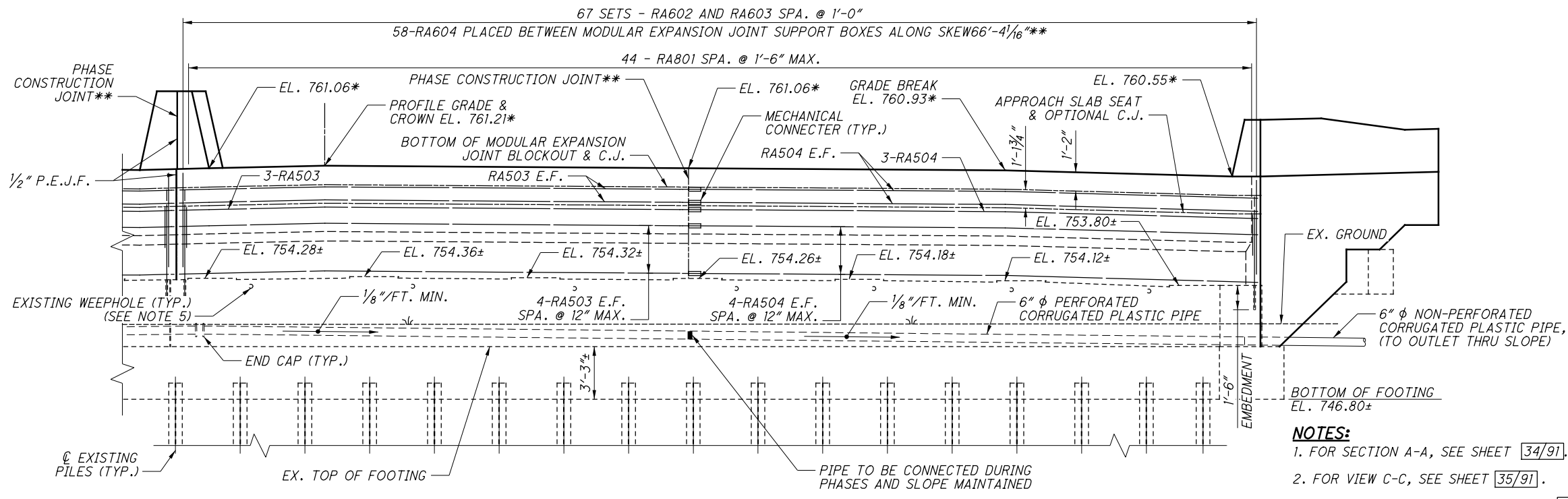
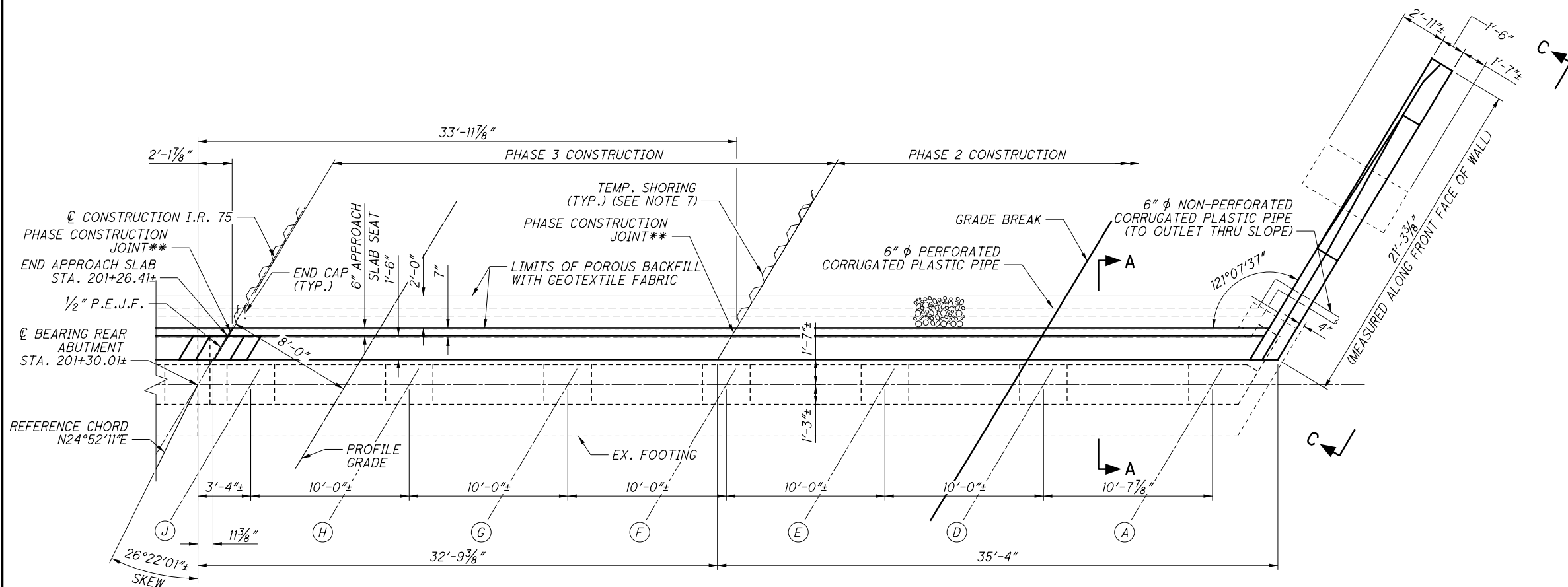
LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

- LEGEND:**
- * - ELEVATION GIVEN AT BRIDGE LIMITS
 - ** - SEAL PHASE CONSTRUCTION JOINT WITH A 3'-0" WIDE STRIP OF ITEM 512 - TYPE 2 WATERPROOFING CENTERED ON THE CONSTRUCTION JOINT FROM THE BOTTOM OF THE APPROACH SLAB TO ONE FOOT BELOW THE BEAM SEAT.
 - *** - THE QUANTITY OF BARS MAY VARY BASED ON THE FINAL MODULAR EXPANSION JOINT DESIGN. SEE SHEET [84/91] FOR ADDITIONAL POSITIONING REQUIREMENTS.
 - # - GIRDER DESIGNATION

- NOTES:**
- FOR SECTION A-A AND VIEW B-B, SEE SHEET [34/91].
 - FOR BARRIER DETAILS, SEE SHEETS [81/91] THRU [83/91].
 - FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS [84/91] THRU [88/91].
 - REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM.
 - CLEAR EXISTING WEEP HOLES AND FILL WITH NON-SHRINK, NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED UNDER ITEM 515 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN.
 - ALL PROPOSED DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NON-SHRINK, NONMETALLIC GROUT. SEE NOTES ON SHEET [6/91] FOR MORE INFORMATION.
 - TEMPORARY SHEET PILING SHALL BE LEFT IN PLACE.

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LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

- LEGEND:**
- * - ELEVATION GIVEN AT BRIDGE LIMITS
 - ** - SEAL PHASED CONSTRUCTION JOINT WITH A 3'-0" WIDE STRIP OF ITEM 512 - TYPE 2 WATERPROOFING CENTERED ON THE CONSTRUCTION JOINT FROM THE BOTTOM OF THE APPROACH SLAB TO ONE FOOT BELOW THE BEAM SEAT.
 - *** - THE QUANTITY OF BARS MAY VARY BASED ON THE FINAL MODULAR EXPANSION JOINT DESIGN. SEE SHEET [84/91] FOR ADDITIONAL POSITIONING REQUIREMENTS.
 - # - GIRDER DESIGNATION

- NOTES:**
1. FOR SECTION A-A, SEE SHEET [34/91].
 2. FOR VIEW C-C, SEE SHEET [35/91].
 3. FOR BARRIER DETAILS, SEE SHEETS [81/91] THRU [83/91].
 4. FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS [84/91] THRU [88/91].
 5. CLEAR EXISTING WEEP HOLES AND FILL WITH NON-SHRINK NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED UNDER ITEM 515 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN.
 6. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM.
 7. TEMPORARY SHEET PILING SHALL BE LEFT IN PLACE.

E.L. ROBINSON ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.e.lrobinsonengineering.com

DATE: 7/2017
REVIEWED: DFT
DRAWN: TAS
DESIGNED: TAS
CHECKED: MRV

STRUCTURE FILE NUMBER: 5707056

REAR ABUTMENT DETAILS (2 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

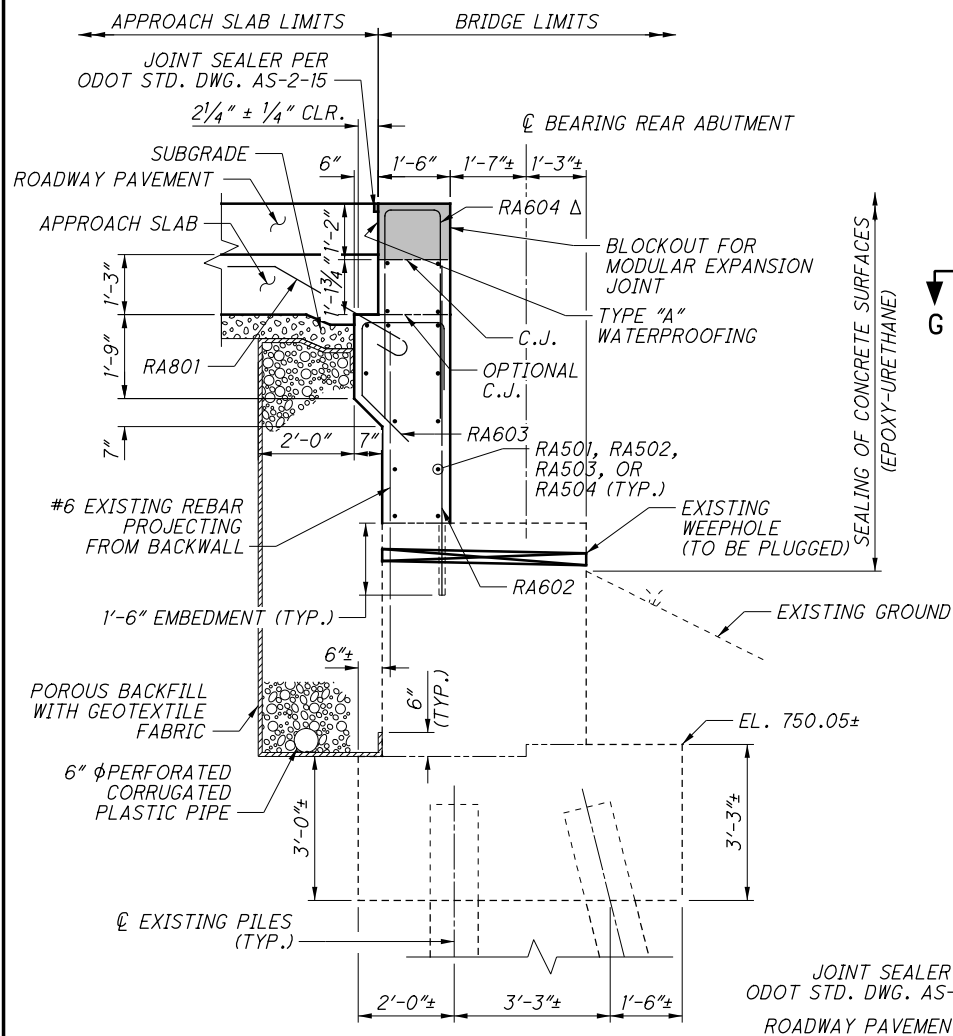
MOT-75-(10.44)(10.78)

PID No. 91606

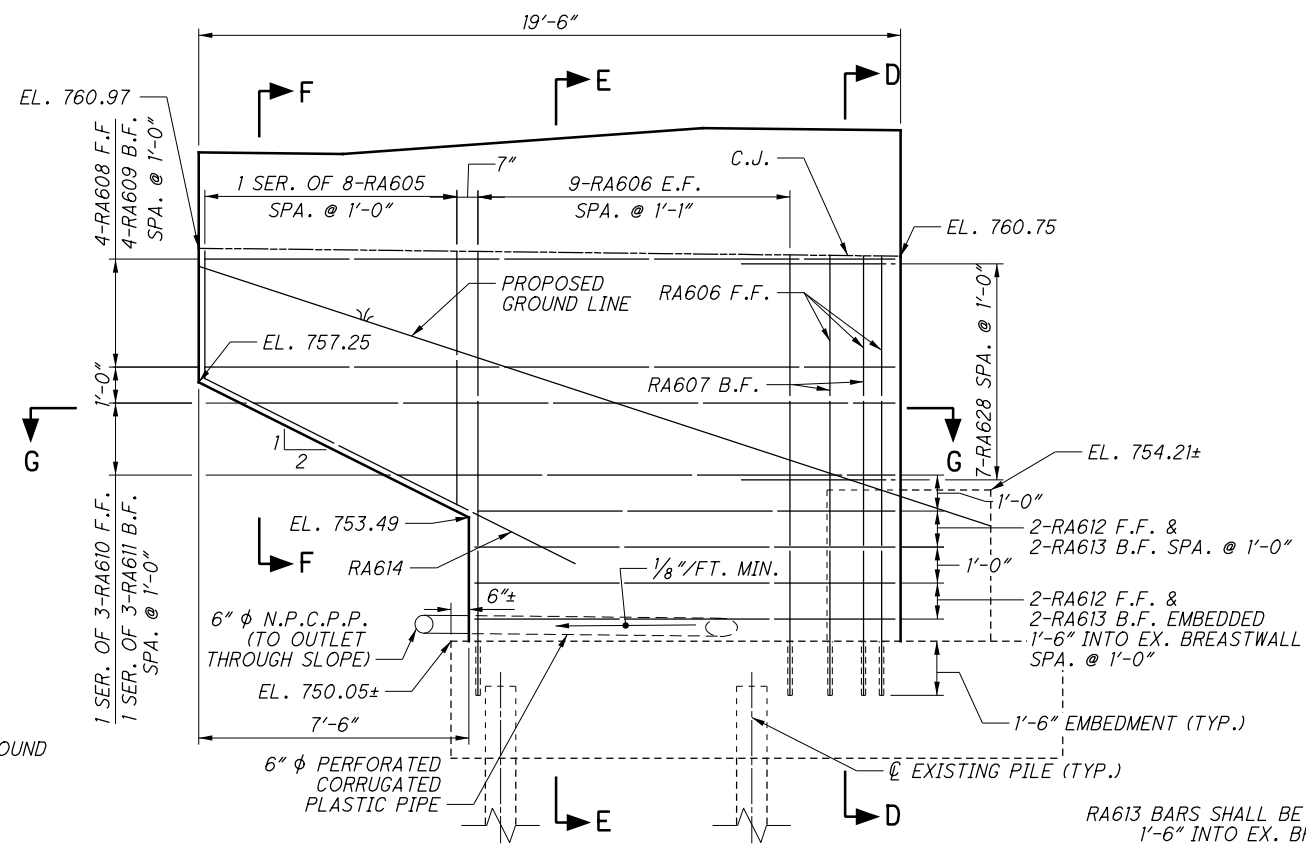
33 / 91

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348

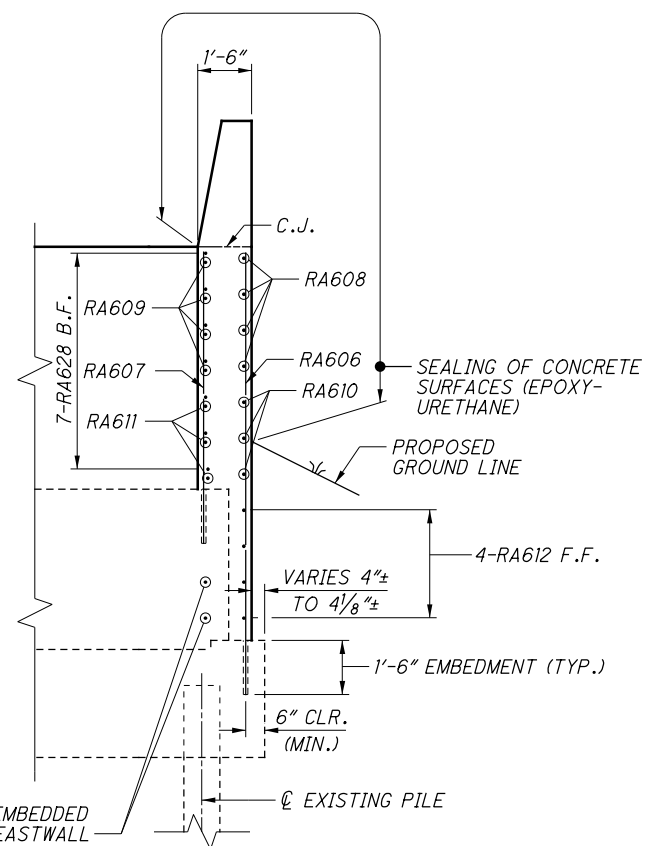
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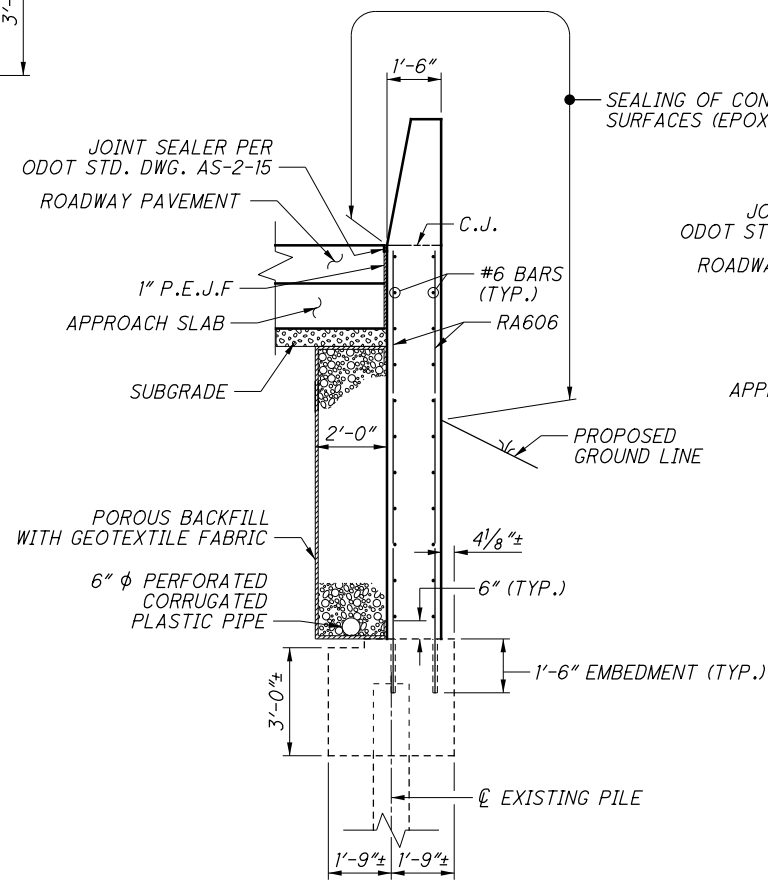
SECTION A-A



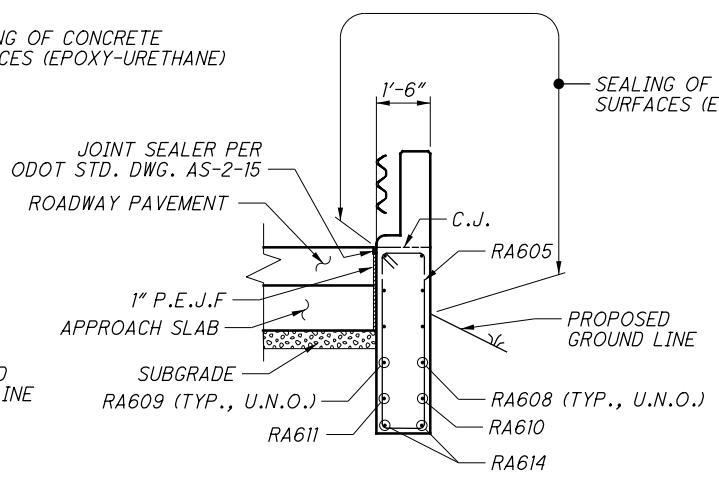
VIEW B-B



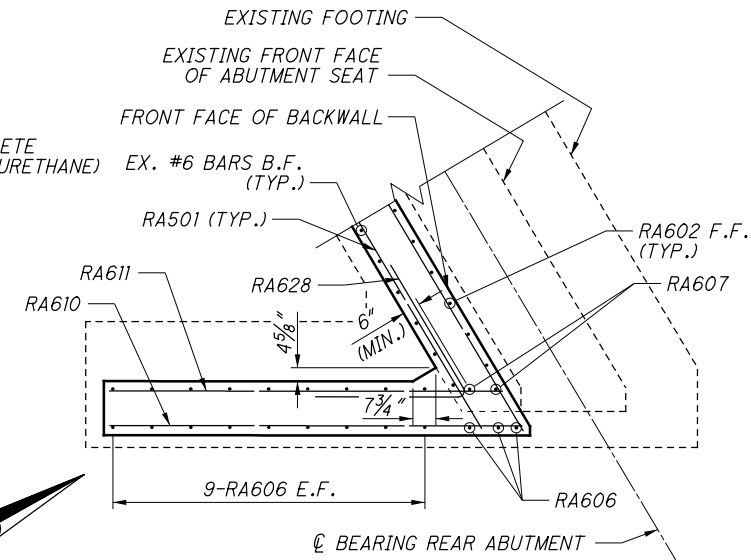
SECTION D-D



SECTION E-E



SECTION F-F



SECTION G-G

LEGEND:

- - CLASS QC3 CONCRETE
- △ - PLACED ALONG SKEW

LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

- NOTES:**
- FOR REAR ABUTMENT PLAN AND ELEVATION, AND LOCATIONS OF VIEW B-B AND SECTION A-A, SEE SHEET 32/91 AND 33/91.
 - FOR BARRIER REINFORCING DETAILS, SEE SHEET 81/91 THRU 83/91.
 - FOR DETAILS OF MODULAR EXPANSION JOINT, SEE SHEETS 84/91 THRU 88/91.
 - CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS.
 - CONTRACTOR SHALL LOCATE EXISTING BARS AND AVOID THEM IN AREAS WHERE BARS ARE BEING DOWELED.
 - REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.
 - FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. A-1-69.

E.L. ROBINSON ENGINEERING
 1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215
 www.elrobinsonengineering.com

DATE: 7/2017
 DFT: 5707056
 STRUCTURE FILE NUMBER: 5707056

DESIGNED: TAS
 CHECKED: MRV

DRAWN: TAS
 REVISIONS: (None)

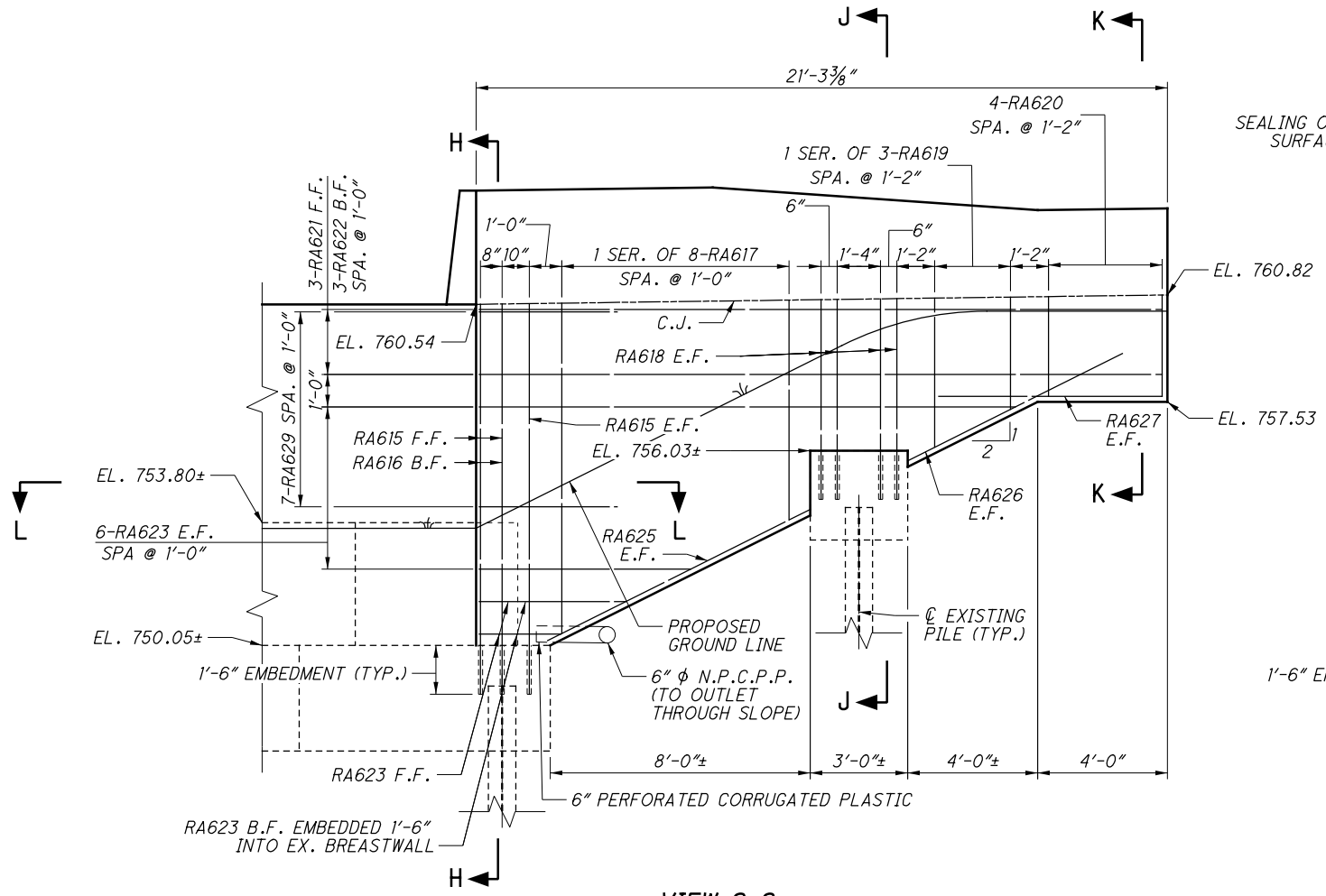
MOT-75-(10.44)(10.78)
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

PID No. 91606

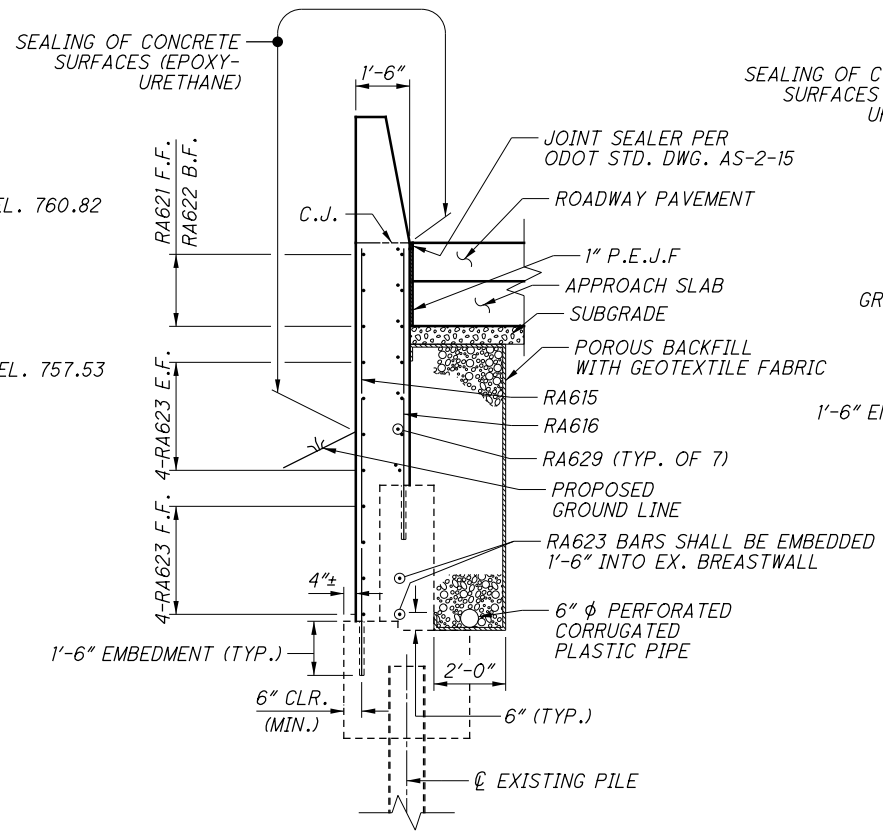
34/91

226
 348

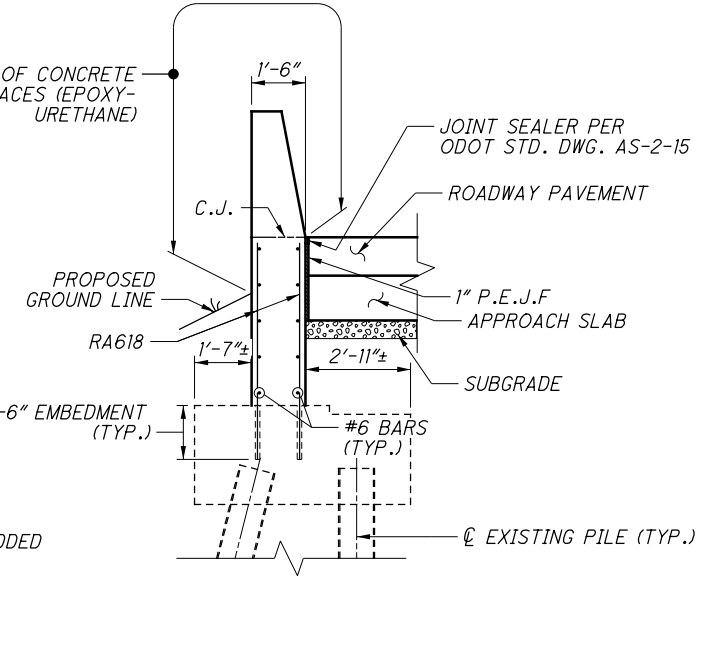
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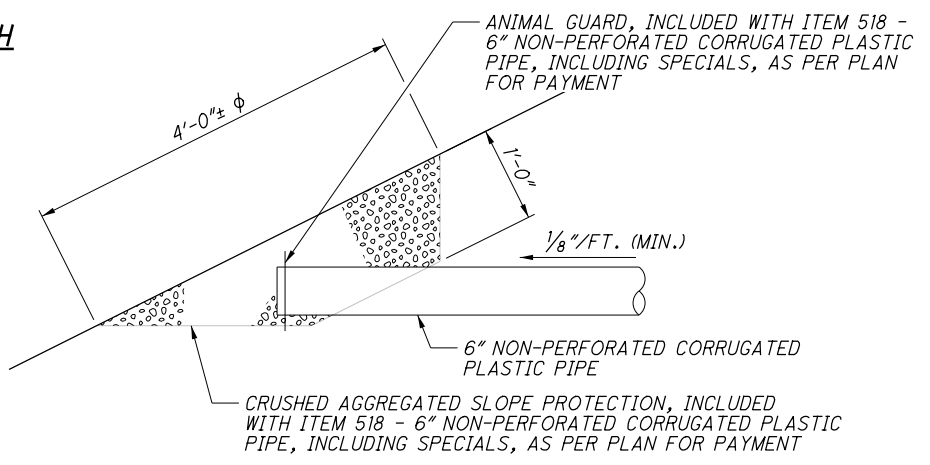
VIEW C-C



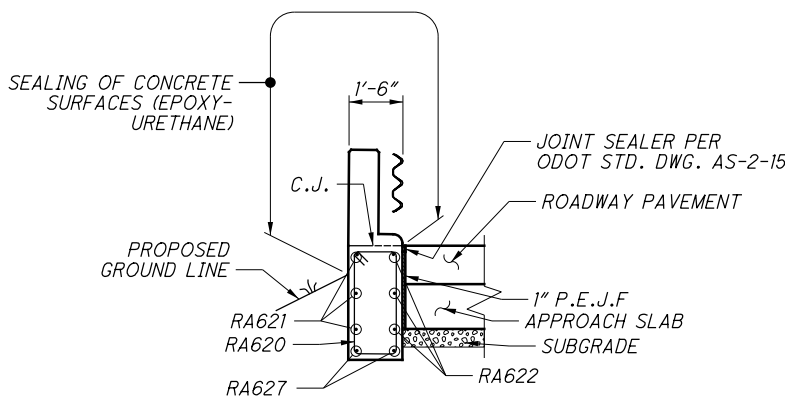
SECTION H-H



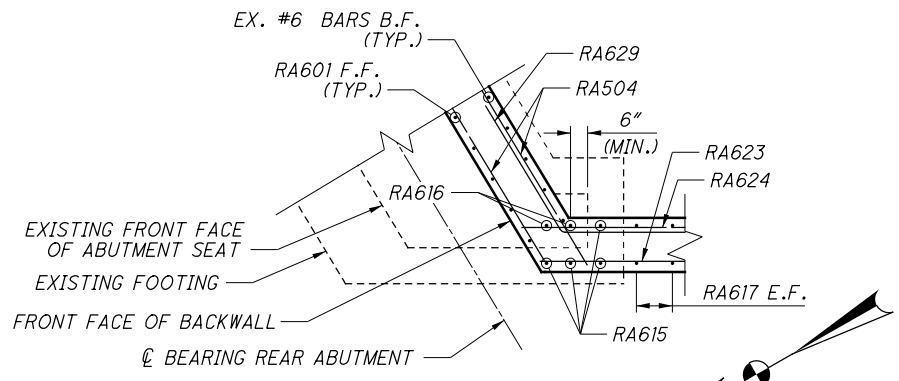
SECTION J-J



TERMINATION OF 6" N.P.C.P.P. DETAIL



SECTION K-K



SECTION L-L

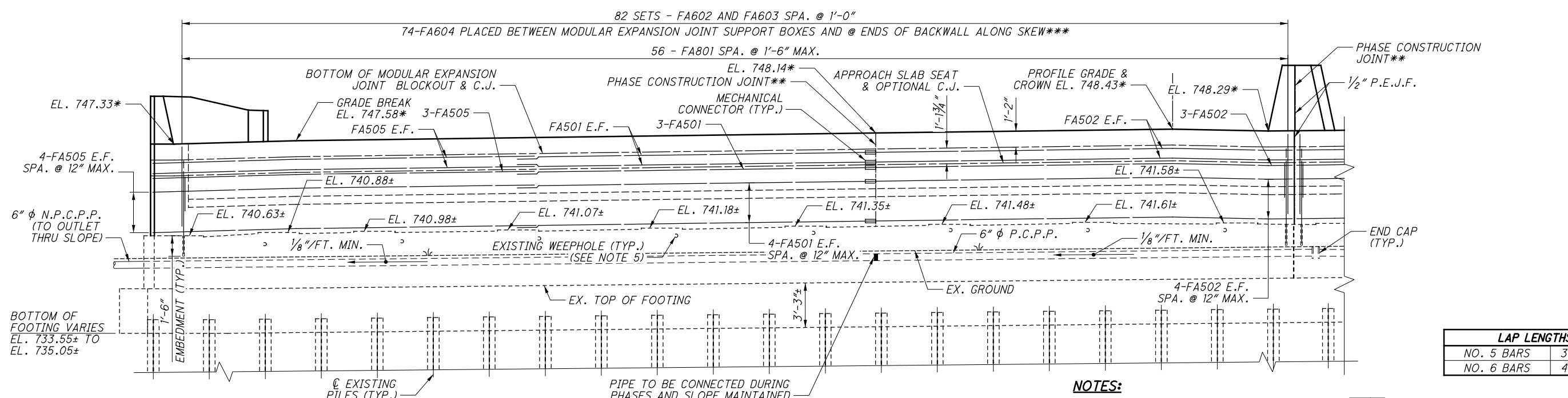
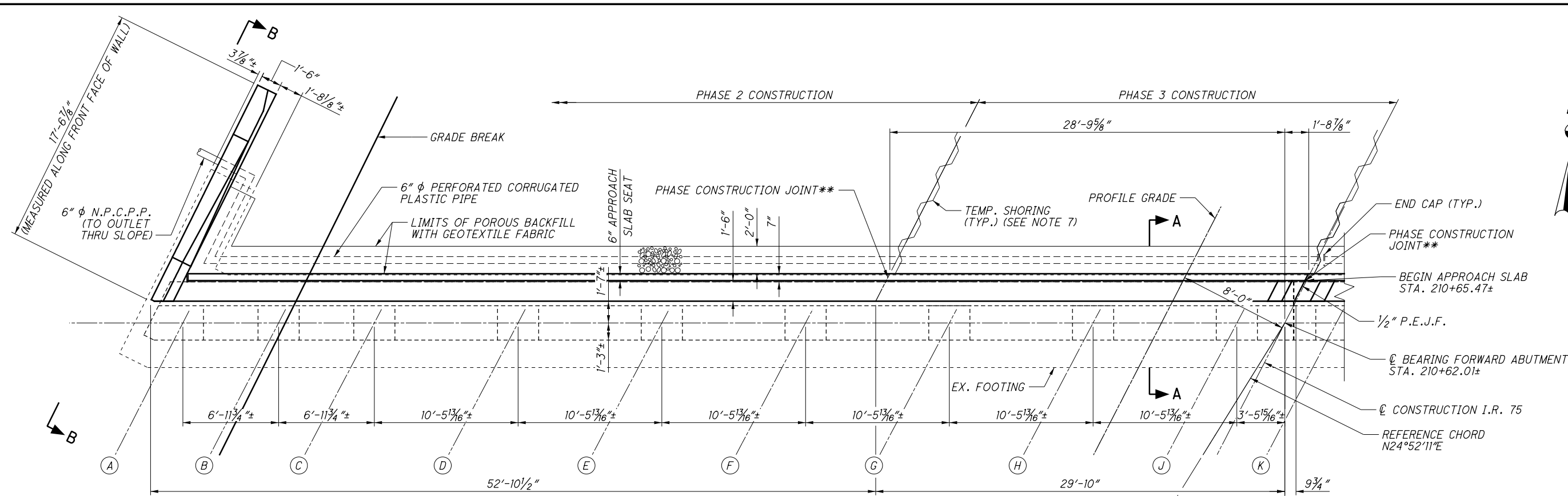
- NOTES:**
1. FOR REAR ABUTMENT PLAN AND ELEVATION, AND LOCATION OF VIEW C-C SEE SHEET [32/91] AND [33/91].
 2. FOR BARRIER REINFORCING DETAILS, SEE SHEET [81/91] THRU [83/91].
 3. FOR DETAILS OF MODULAR EXPANSION JOINT, SEE SHEETS [84/91] THRU [88/91].
 4. CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS.
 5. CONTRACTOR SHALL LOCATE EXISTING BARS AND AVOID THEM IN AREAS WHERE BARS ARE BEING DOWELED.
 6. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.
 7. FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. A-1-69.

DATE	7/2017
REVIEWED	DFT
DESIGNED	TAS
CHECKED	MRV
DRAWN	TAS
STRUCTURE FILE NUMBER	5707056

REAR ABUTMENT DETAILS (4 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

- NOTES:**
- FOR SECTION A-A AND VIEW B-B, SEE SHEET [38/91].
 - FOR BARRIER DETAILS, SEE SHEETS [81/91] THRU [83/91].
 - FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS [84/91] THRU [88/91].
 - REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM.
 - CLEAR EXISTING WEEP HOLES AND FILL WITH NON-SHRINK, NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED UNDER ITEM 515 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN.
 - ALL PROPOSED DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NON-SHRINK, NONMETALLIC GROUT. SEE NOTES ON SHEET [6/91] FOR MORE INFORMATION.
 - TEMPORARY SHEET PILING SHALL BE LEFT IN PLACE.

- LEGEND:**
- * - ELEVATION GIVEN AT BRIDGE LIMITS
 - ** - SEAL PHASED CONSTRUCTION JOINT WITH A 3'-0" WIDE STRIP OF ITEM 512 - TYPE 2 WATERPROOFING CENTERED ON THE CONSTRUCTION JOINT FROM THE BOTTOM OF THE APPROACH SLAB TO ONE FOOT BELOW THE BEAM SEAT.
 - *** - THE QUANTITY OF BARS MAY VARY BASED ON THE FINAL MODULAR EXPANSION JOINT DESIGN. SEE SHEET [85/91] FOR ADDITIONAL POSITIONING REQUIREMENTS.
 - # - GIRDER DESIGNATION

E.L. ROBINSON ENGINEERING
1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215
www.e.lrobinsonengineering.com

DATE: 7/2017
REVIEWED: DFT
DESIGNED: TAS
CHECKED: MRV
DRAIN: TAS
REVISION: REVISED

STRUCTURE FILE NUMBER: 5707056

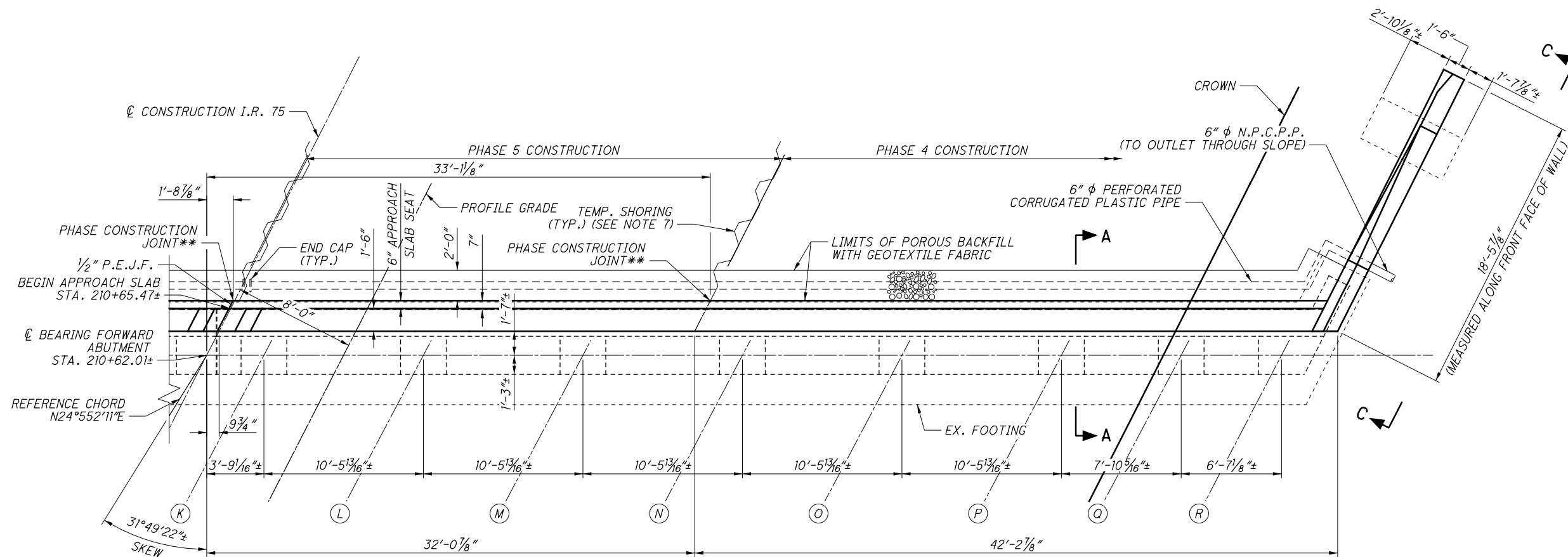
FORWARD ABUTMENT DETAILS (1 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

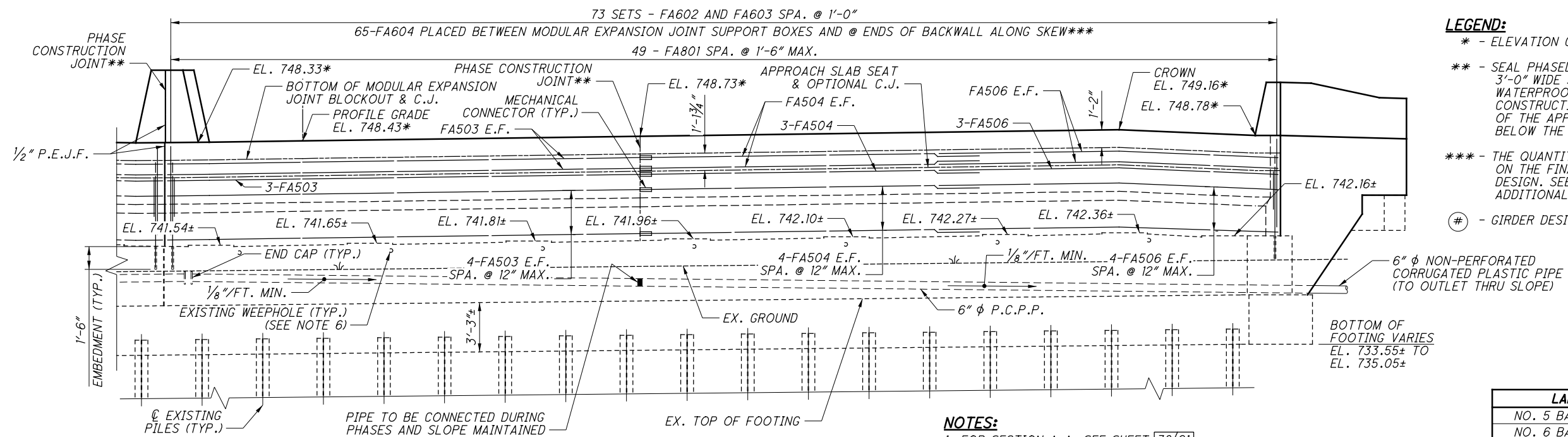
36 / 91

228
348

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PARTIAL PLAN (RIGHT BRIDGE)
(APPROACH SLAB NOT SHOWN FOR CLARITY)



LEGEND:

- * - ELEVATION GIVEN AT BRIDGE LIMITS
- ** - SEAL PHASED CONSTRUCTION JOINT WITH A 3'-0" WIDE STRIP OF ITEM 512 - TYPE 2 WATERPROOFING CENTERED ON THE CONSTRUCTION JOINT FROM THE BOTTOM OF THE APPROACH SLAB TO ONE FOOT BELOW THE BEAM SEAT.
- *** - THE QUANTITY OF BARS MAY VARY BASED ON THE FINAL MODULAR EXPANSION JOINT DESIGN. SEE SHEET [85/91] FOR ADDITIONAL POSITIONING REQUIREMENTS.
- (#) - GIRDER DESIGNATION

LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

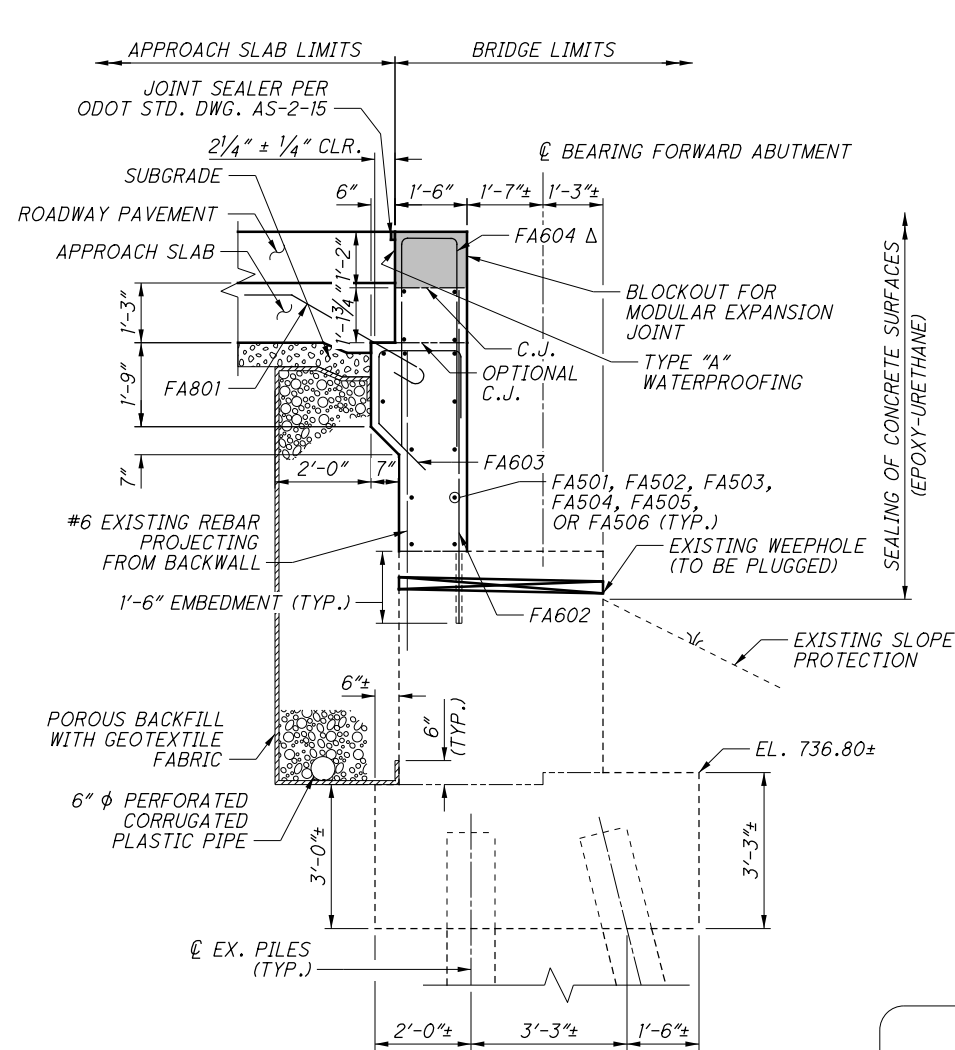
NOTES:

1. FOR SECTION A-A, SEE SHEET [38/91].
2. FOR VIEW C-C, SEE SHEET [39/91].
3. FOR BARRIER DETAILS, SEE SHEETS [81/91] THRU [83/91].
4. FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS [84/91] THRU [88/91].
5. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM.
6. CLEAR EXISTING WEEP HOLES AND FILL WITH NON-SHRINK, NON-METALLIC GROUT PER CMS 705.20. ALL MATERIALS, LABOR, AND INCIDENTALS FOR PAYMENT SHALL BE INCLUDED UNDER ITEM 515 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN.
7. TEMPORARY SHEET PILING SHALL BE LEFT IN PLACE.
8. ALL PROPOSED DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NON-SHRINK, NONMETALLIC GROUT. SEE NOTES ON SHEET [6/91] FOR MORE INFORMATION.

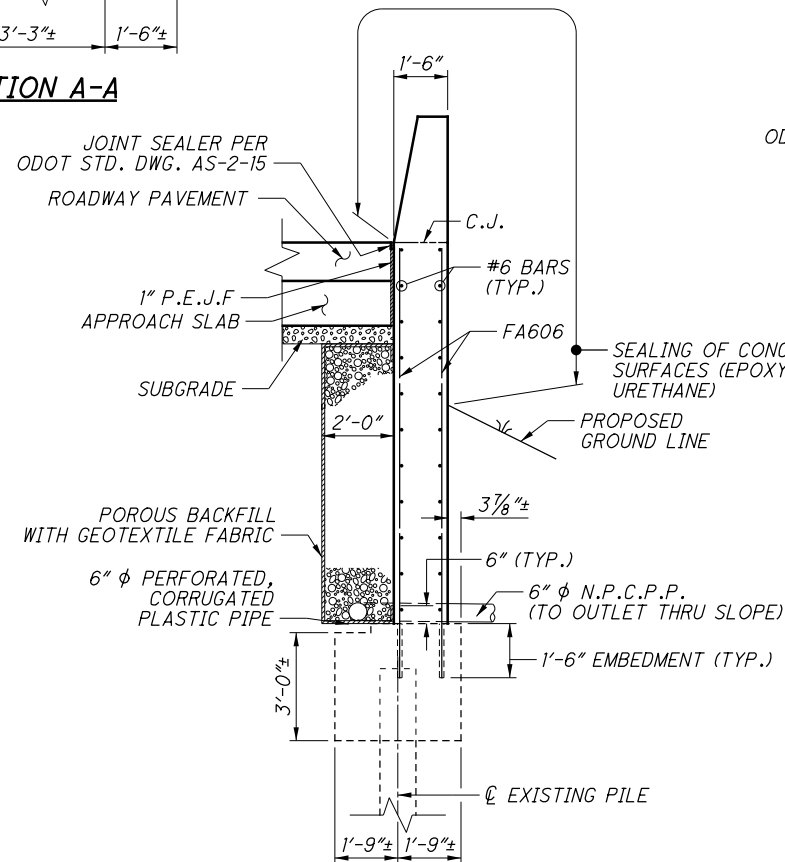
PARTIAL ELEVATION (RIGHT BRIDGE)

DESIGNED	TAS	CHECKED	MRV
DRAWN	TAS	REVIEWED	
DATE	7/2017	STRUCTURE FILE NUMBER	5707056

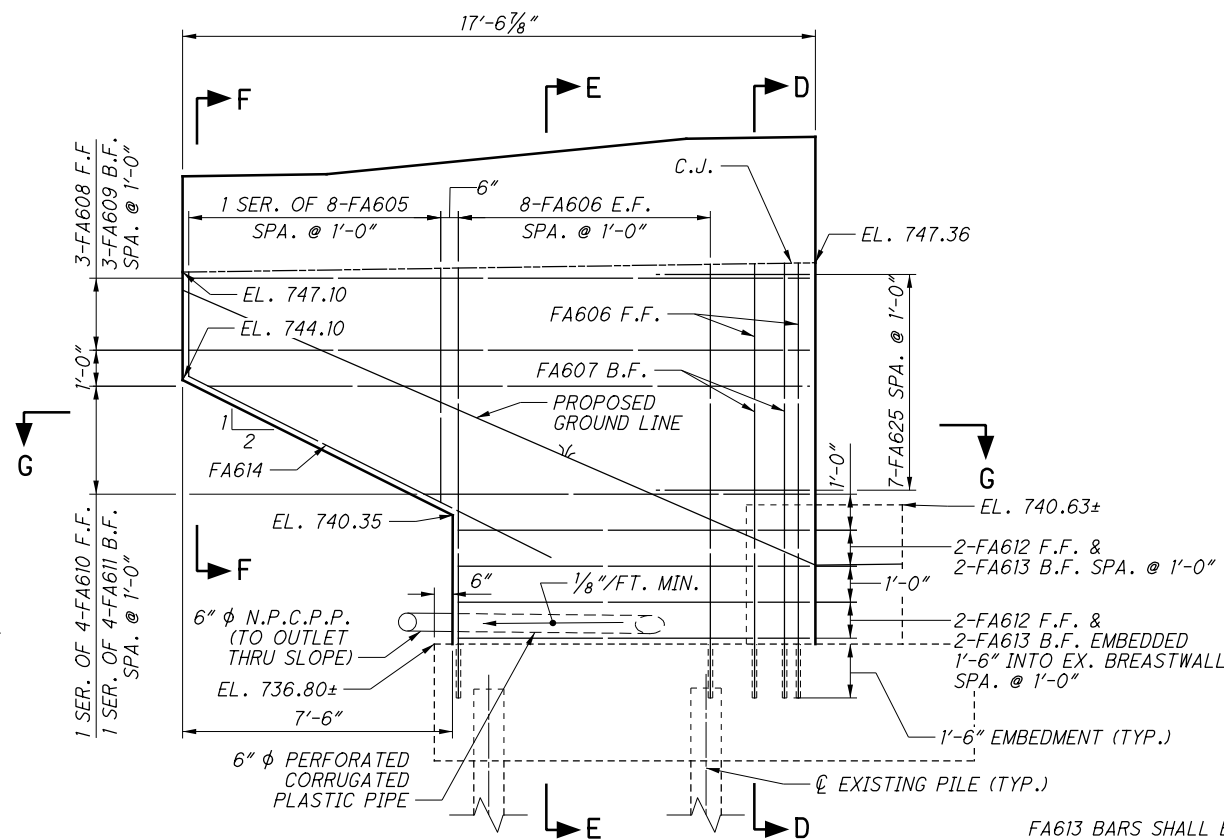
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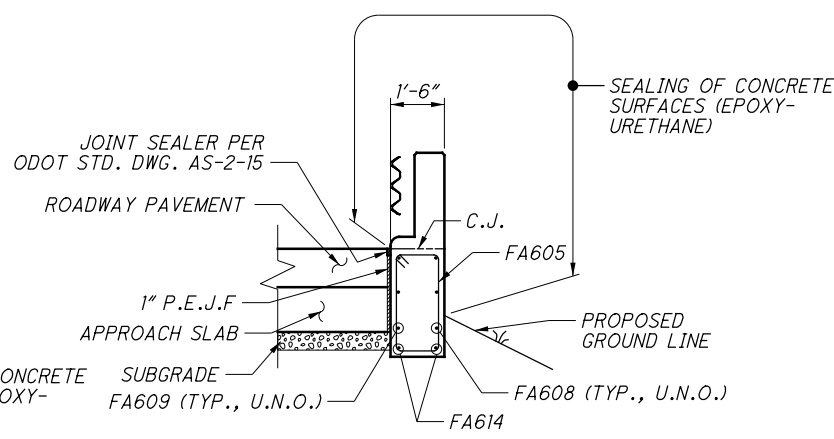
SECTION A-A



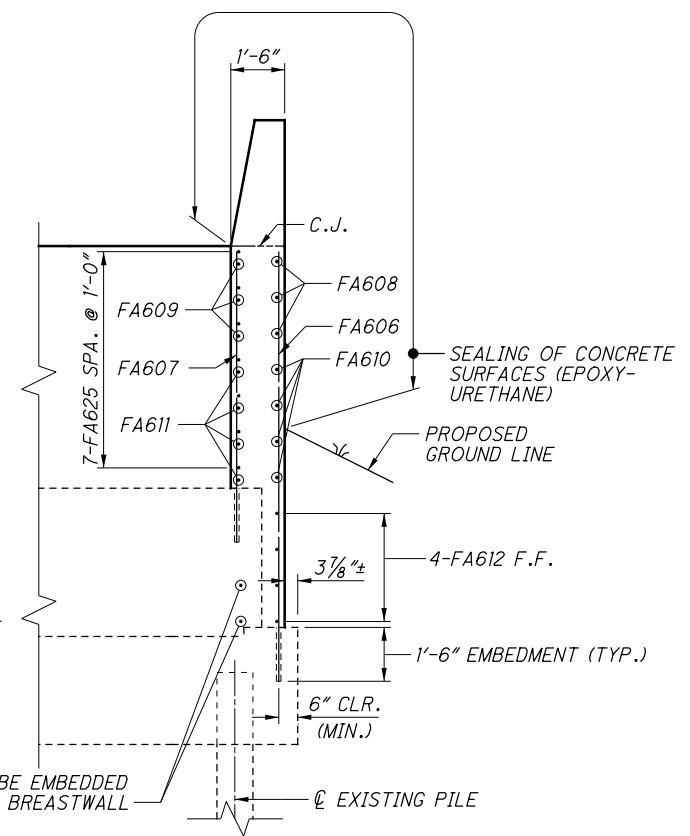
SECTION E-E



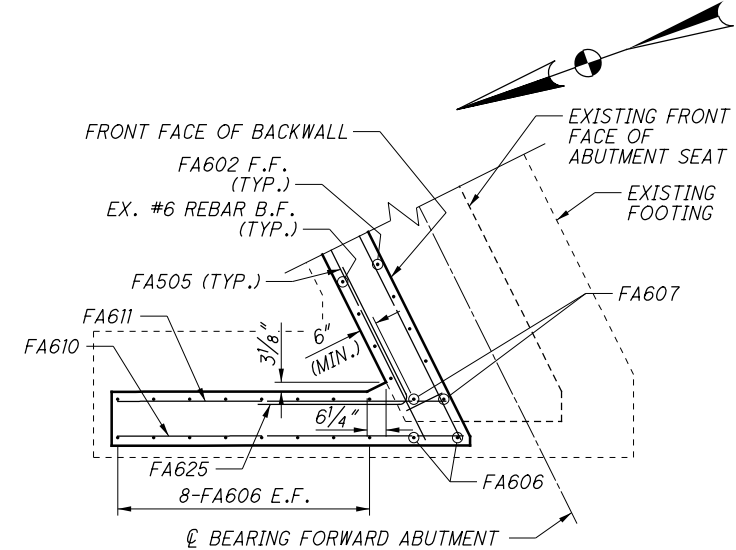
VIEW B-B



SECTION F-F



SECTION D-D



SECTION G-G

LEGEND:

- - CLASS QC3 CONCRETE
- △ - PLACED ALONG SKEW

LAP LENGTHS	
NO. 5 BARS	3'-7" MIN.
NO. 6 BARS	4'-3" MIN.

NOTES:

1. FOR FORWARD ABUTMENT PLAN AND ELEVATION, AND LOCATIONS OF VIEW B-B AND SECTION A-A, SEE SHEET 36/91 AND 37/91.
2. FOR BARRIER REINFORCING DETAILS, SEE SHEETS 81/91 THRU 83/91.
3. FOR DETAILS OF MODULAR EXPANSION JOINT, SEE SHEETS 84/91 THRU 88/91.
4. CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS.
5. CONTRACTOR SHALL LOCATE EXISTING BARS AND AVOID THEM IN AREAS WHERE BARS ARE BEING DOWELED.
6. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.
7. FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. A-1-69.

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1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

DATE	7/2017
REVIEWED	DFT
DRAWN	TAS
DESIGNED	TAS
CHECKED	MRV
STRUCTURE FILE NUMBER	5707056

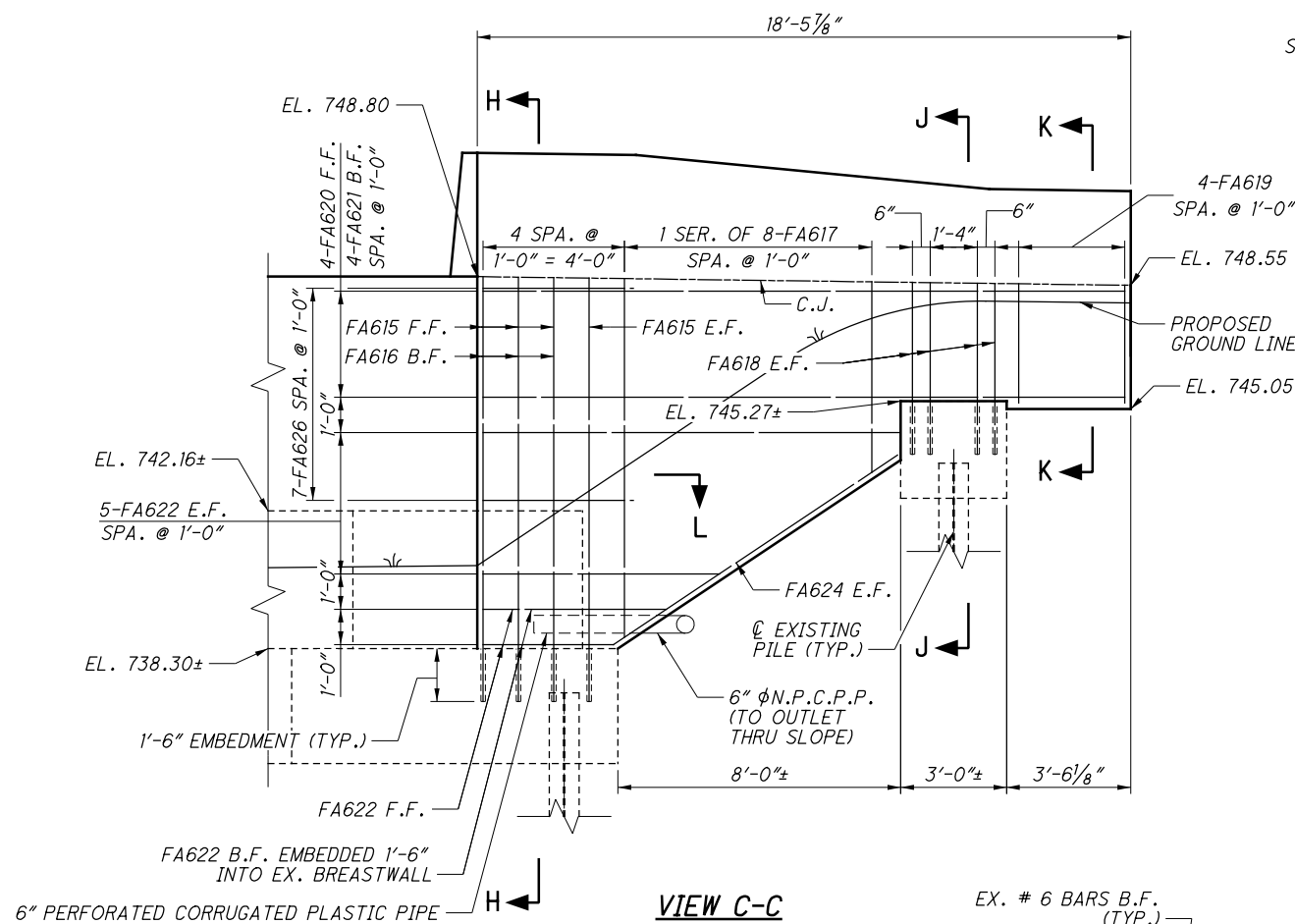
FORWARD ABUTMENT DETAILS (3 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

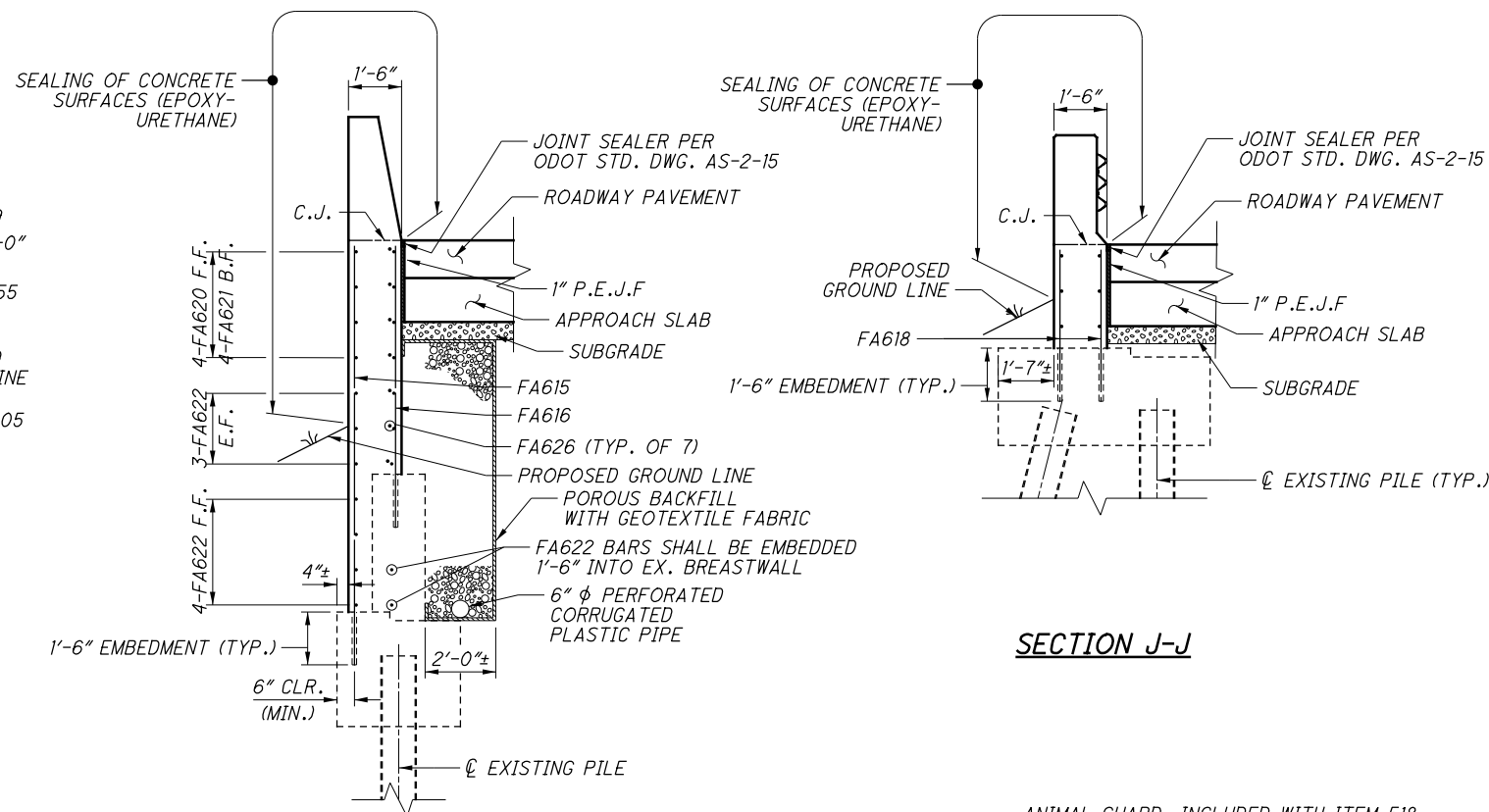
38 / 91

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348

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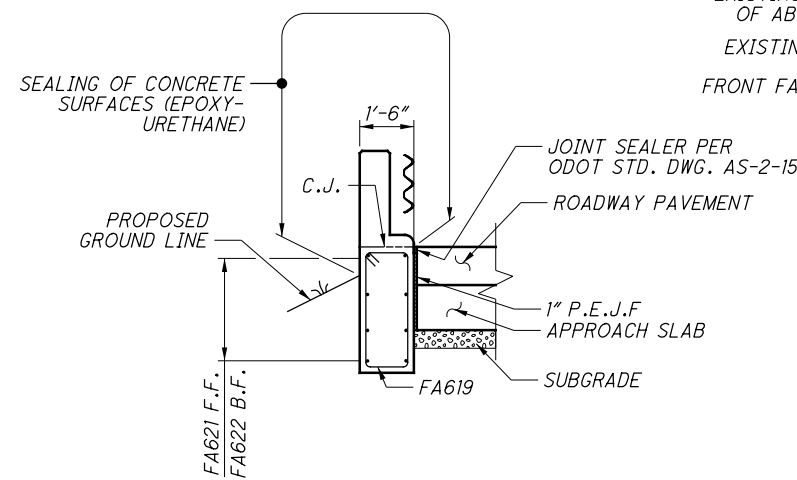


VIEW C-C

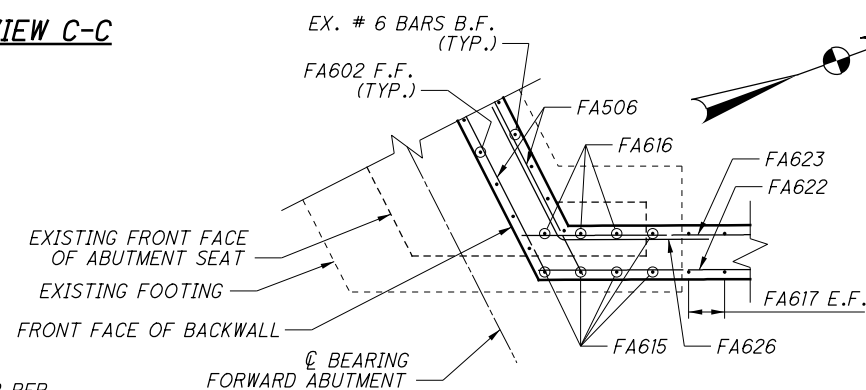


SECTION H-H

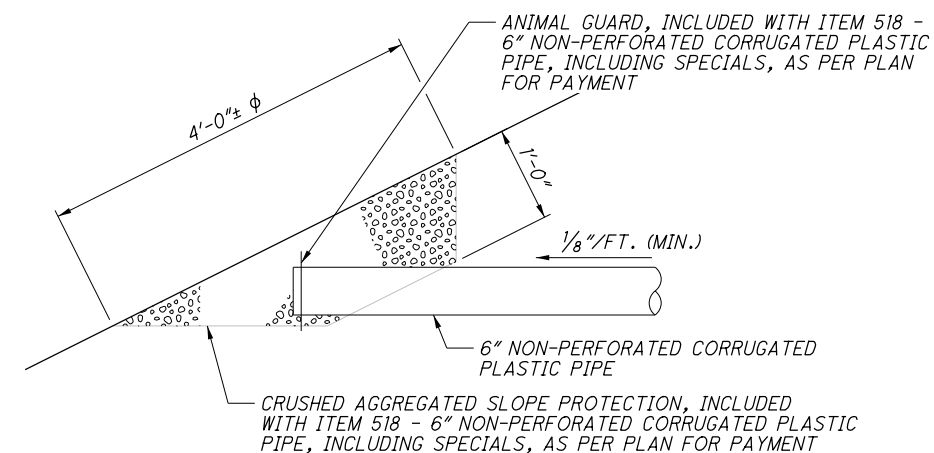
SECTION J-J



SECTION K-K



SECTION L-L



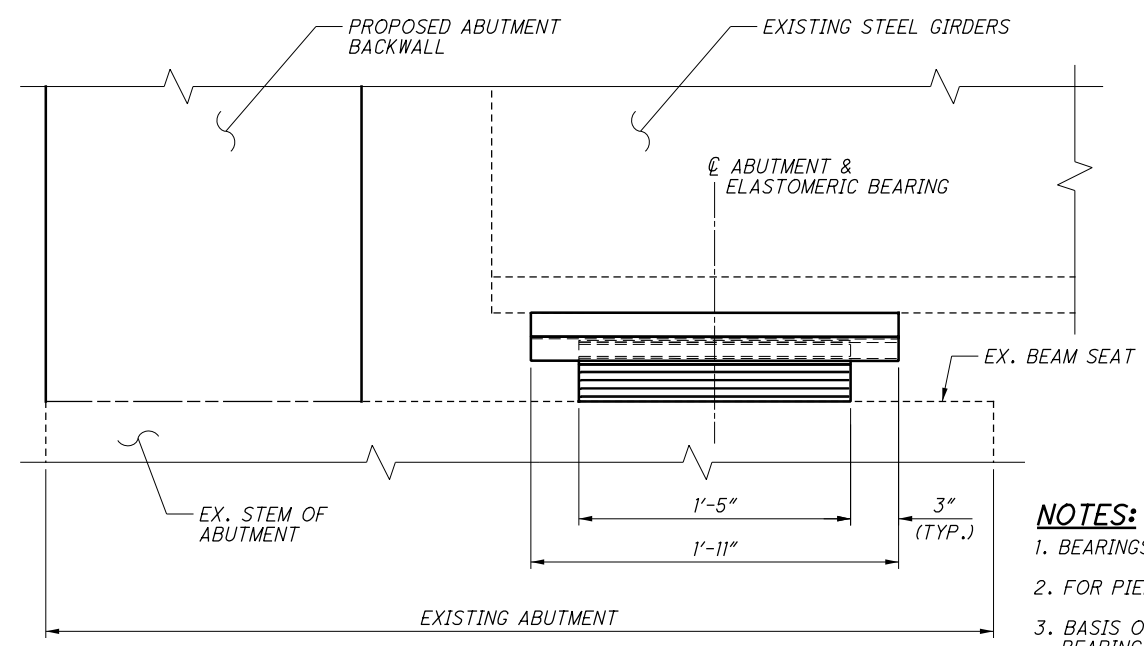
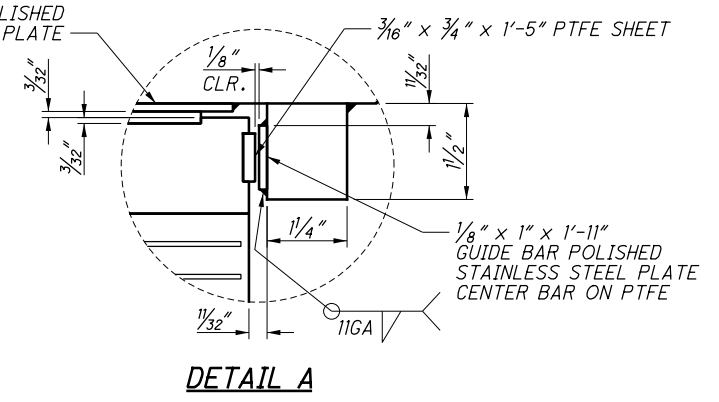
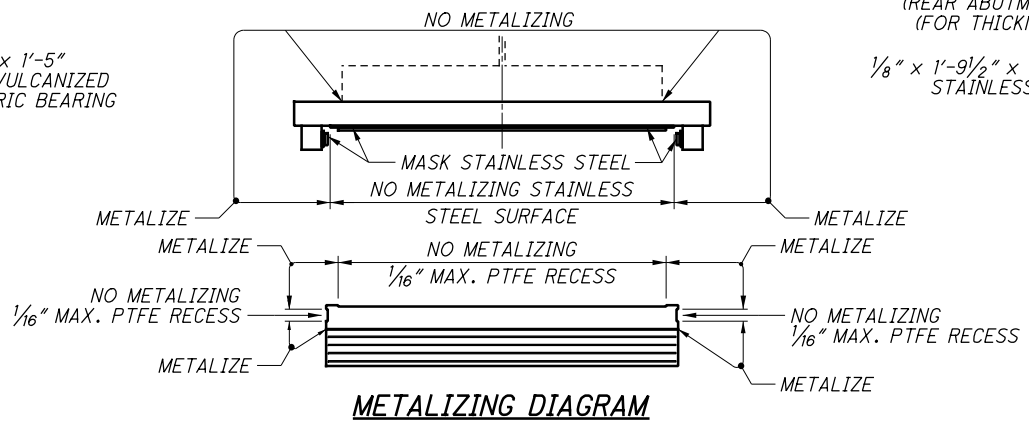
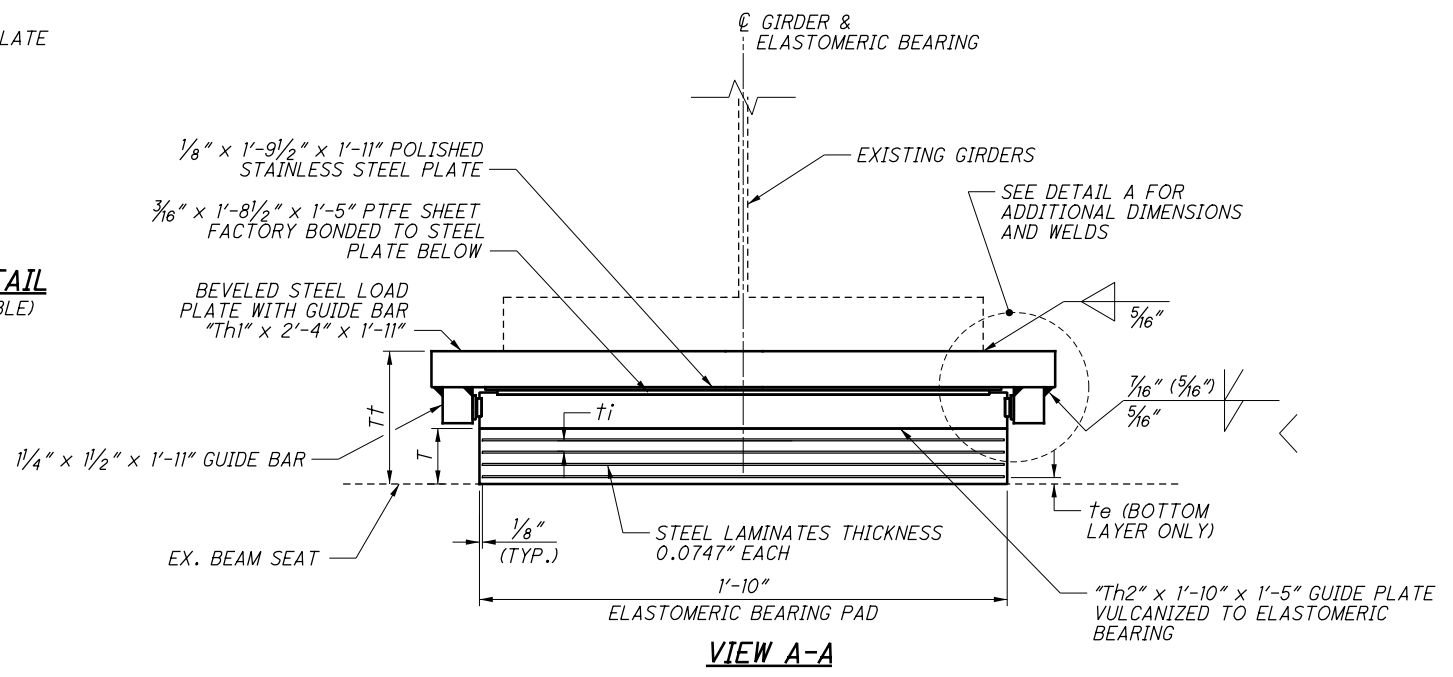
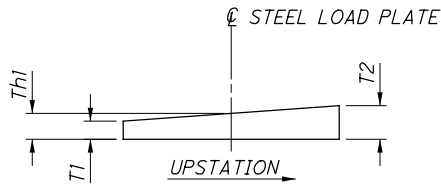
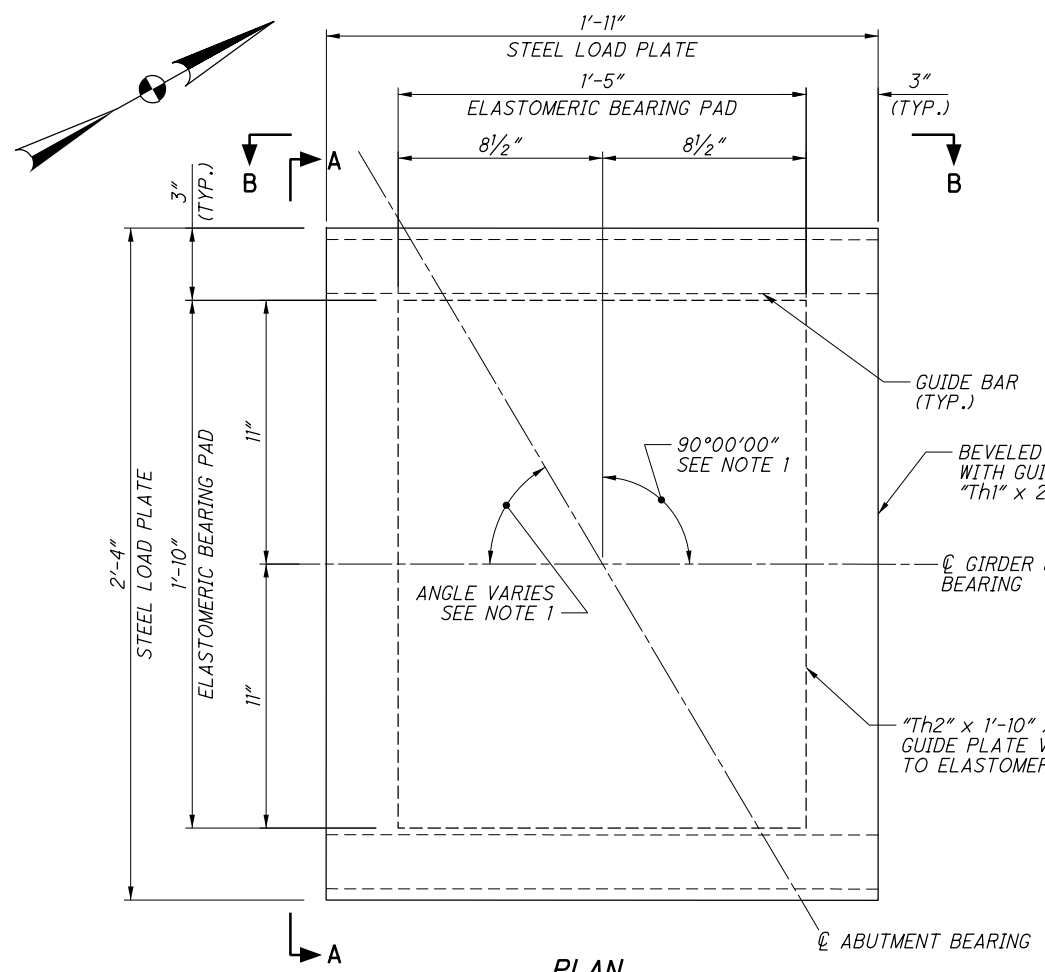
TERMINATION OF 6" N.P.C.P.P. DETAIL

NOTES:

1. FOR FORWARD ABUTMENT PLAN AND ELEVATION, AND LOCATION OF VIEW C-C SEE SHEET 36/91 AND 37/91.
2. FOR BARRIER REINFORCING DETAILS, SEE SHEETS 81/91 THRU 83/91.
3. FOR DETAILS OF MODULAR EXPANSION JOINT, SEE SHEETS 84/91 THRU 88/91.
4. CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS.
5. CONTRACTOR SHALL LOCATE EXISTING BARS AND AVOID THEM IN AREAS WHERE BARS ARE BEING DOWELED.
6. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.
7. FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. A-1-69.

E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com		DATE	7/2017
		REVIEWED	DFT
DESIGNED	TAS	CHECKED	MRV
DRAWN	TAS	REVIEWED	
STRUCTURE FILE NUMBER	5707056		
FORWARD ABUTMENT DETAILS (4 OF 4) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD			
MOT-75-(10.44)(10.78)		PID No. 91606	
39 / 91		231 348	

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LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATES	
												Th1 (IN.)	Th2 (IN.)
REAR ABUTMENT	EXP.	7	94	93	187	0.4375	0.25	4	4	2.2988	6.2676	1.875	1.875
FORWARD ABUTMENT	EXP.	9	93	87	180	0.4375	0.25	4	4	2.2988	6.2676	1.875	1.875

LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATES	
												Th1 (IN.)	Th2 (IN.)
REAR ABUTMENT	EXP.	7	93	90	183	0.4375	0.25	4	4	2.2988	5.7676	1.625	1.625
FORWARD ABUTMENT	EXP.	8	97	88	185	0.4375	0.25	4	4	2.2988	5.7676	1.625	1.625

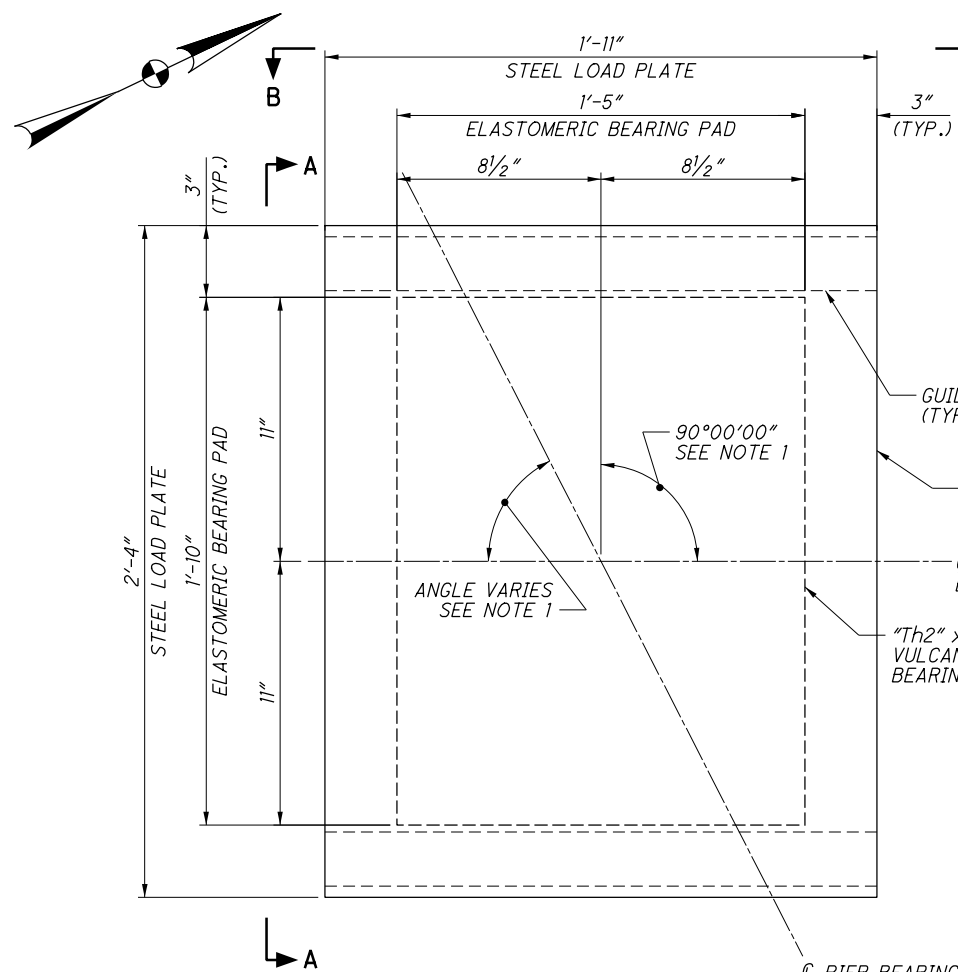
LOCATION	T1	Th1	T2
	(in.)	(in.)	(in.)
LEFT BRIDGE REAR & FORWARD ABUTMENTS	1.75	1.875	2
RIGHT BRIDGE REAR & FORWARD ABUTMENTS	1.5	1.625	1.75

NOTES:

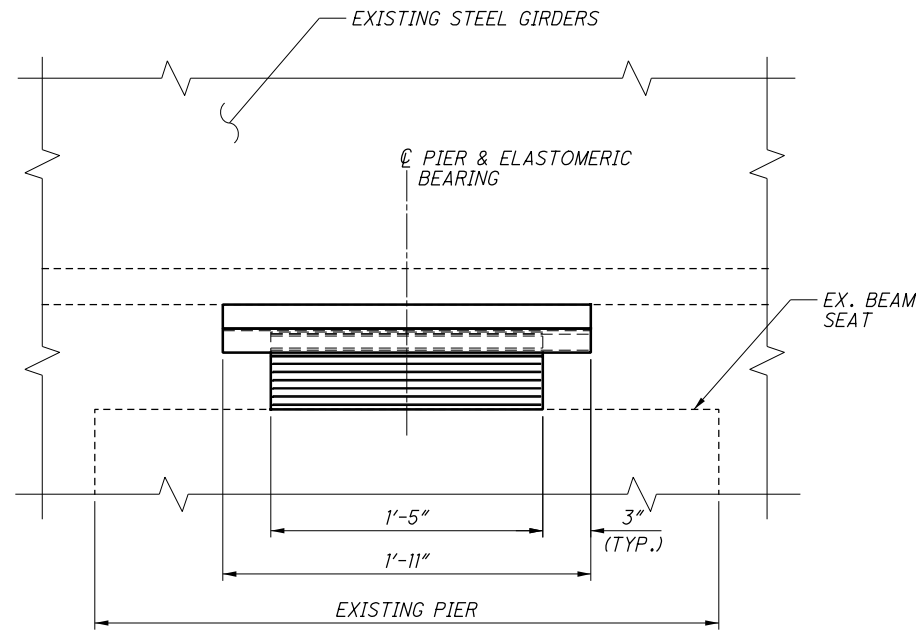
- BEARINGS TO BE PLACED PERPENDICULAR TO ϕ BEAM.
- FOR PIER BEARING DETAILS, SEE SHEETS [41/91] THRU [43/91].
- BASIS OF PAYMENT: THE UNIT BID PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, SHALL INCLUDE THE LOAD PLATE, STEEL PLATE, ALL COMPONENTS OF GUIDE BEARINGS AND ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING REPAIR OF PAINT DAMAGED DURING INSTALLATION.
- TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE. IMPACT IS NOT INCLUDED. LOADS ARE UNFACTORED.
- THE STEEL LOAD PLATES SHALL MEET THE GRADE 50 REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 AND SHALL BE METALLIZED PER CMS 711.02.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION DURING THE MOLDING PROCESS.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND THE DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- 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.
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- CONTRACTOR SHALL VERIFY THE TOTAL HEIGHT OF BEARINGS PRIOR TO FABRICATION. TOTAL BEARING HEIGHT INCLUDING STEEL PLATES AND PTFE SHEET = (EXISTING BEARING HEIGHT) + (AMOUNT BRIDGE IS TO BE RAISED). THE LEFT BRIDGE IS TO BE RAISED 2". THE RIGHT BRIDGE IS TO BE RAISED 1 1/2".
- STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED.

INTERNAL STEEL LAMINATE THICKNESS = 0.0747"
DUROMETER OF ELASTOMER = 50 DUROMETER

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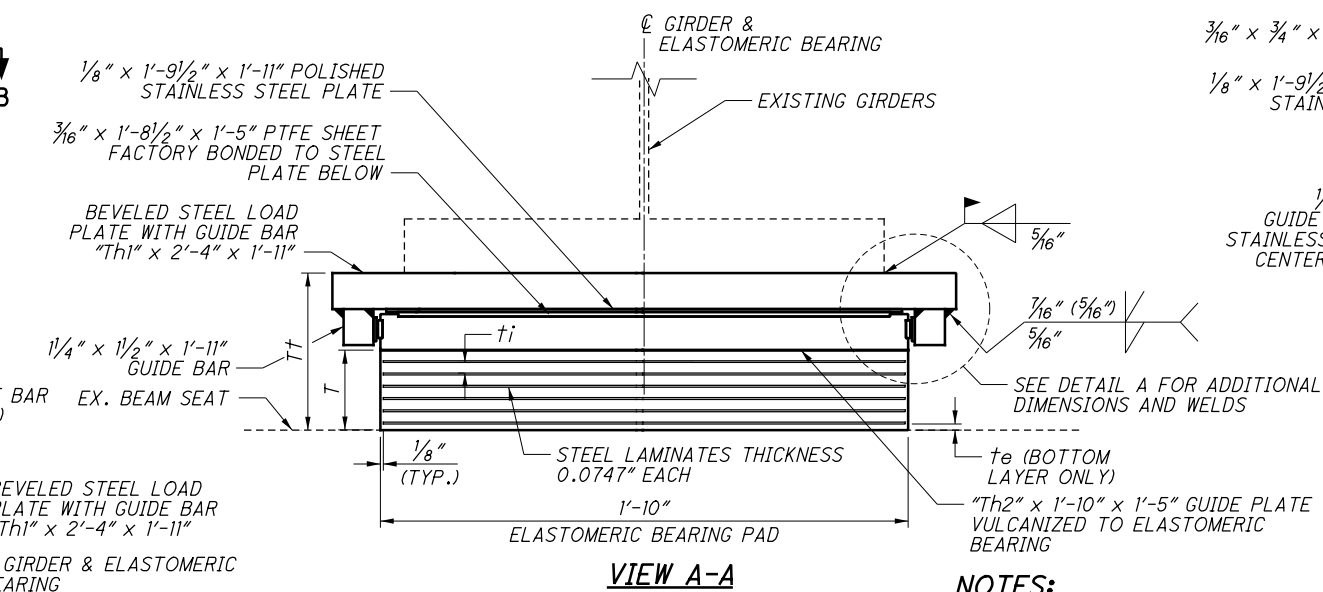


PLAN
(TYP. AT PIERS 1, 3, 5 & 7)
(FOR THICKNESSES "Th1" & "Th2", SEE TABLE BELOW)

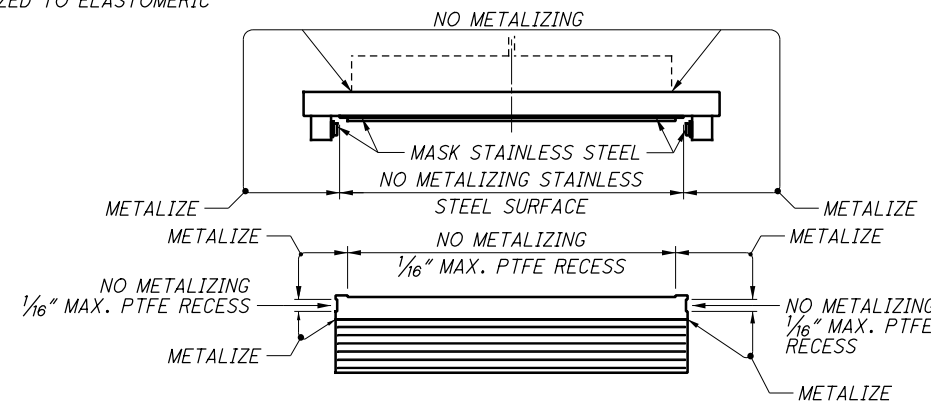


VIEW B-B
(TYP. AT PIERS 1, 3, 5 & 7)

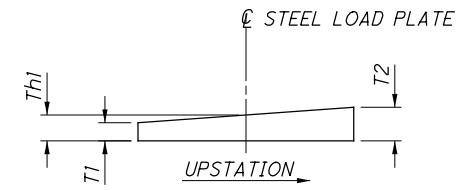
BEVELED LOAD PLATE DATA			
LOCATION	T1 (in.)	Th1 (in.)	T2 (in.)
LEFT BRIDGE PIERS 1, 3, 5 & 7	1.6875	1.8125	1.9375
RIGHT BRIDGE PIERS 1, 3, 5 & 7	1.4375	1.5625	1.6875



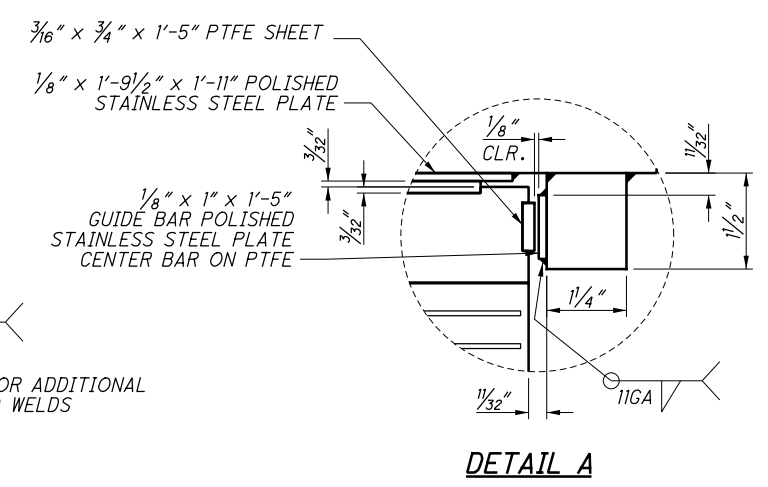
VIEW A-A
(TYP. AT PIERS 1, 3, 5 & 7)
(FOR THICKNESSES "Th1" & "Th2", SEE TABLE BELOW)



METALIZING DIAGRAM



BEVELED LOAD PLATE DETAIL
(SEE BEVELED LOAD PLATE DATA TABLE)



DETAIL A

NOTES:

- BEARINGS TO BE PLACED PERPENDICULAR TO G BEAM.
- FOR ABUTMENT BEARING DETAILS, SEE SHEET 40/91.
- FOR BEARING DETAILS AT PIER 4, SEE SHEET 43/91.
- FOR BEARING DETAILS AT PIERS 2 & 6, SEE SHEET 42/91.
- BASIS OF PAYMENT: THE UNIT BID PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, SHALL INCLUDE THE LOAD PLATE, STEEL PLATE, ALL COMPONENTS OF GUIDE BEARINGS AND ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING REPAIR OF PAINT DAMAGED DURING INSTALLATION.
- TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE. IMPACT IS NOT INCLUDED. LOADS ARE UNFACTORED.
- THE STEEL LOAD PLATES SHALL MEET THE GRADE 50 REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 AND SHALL BE METALLIZED PER CMS 711.02.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION DURING THE MOLDING PROCESS.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND THE DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- CONTRACTOR SHALL VERIFY THE TOTAL HEIGHT OF BEARINGS PRIOR TO FABRICATION. TOTAL BEARING HEIGHT INCLUDING STEEL PLATES AND PTFE SHEET = (EXISTING BEARING HEIGHT) + (AMOUNT BRIDGE IS TO BE RAISED). THE LEFT BRIDGE IS TO BE RAISED 2". THE RIGHT BRIDGE IS TO BE RAISED 1/2".
- BEARING REPOSITIONING: IF THE STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F ±10°F RAISE THE BEAMS OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ±10°F.
- STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED.

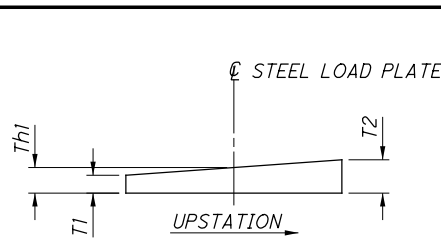
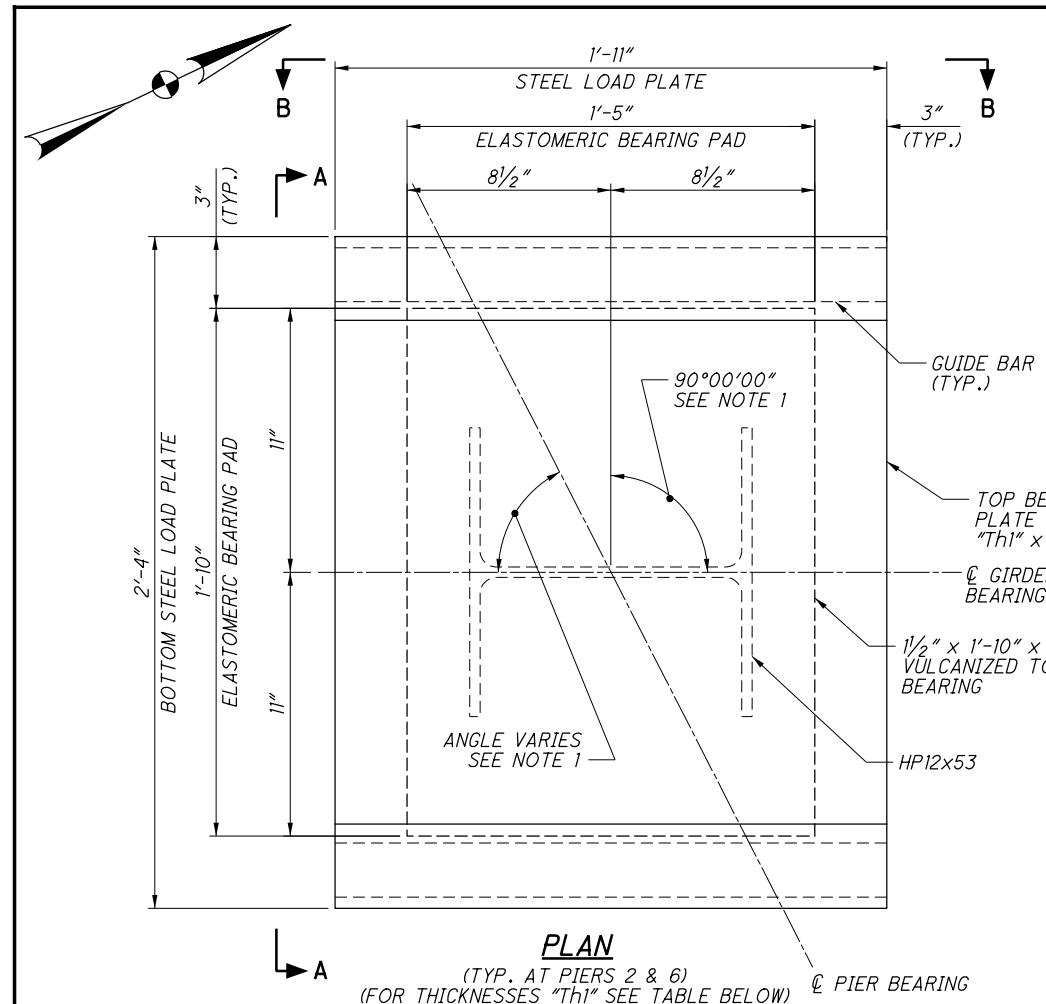
ELASTOMERIC BEARING DATA - LEFT BRIDGE													
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATES	
												Th1 (IN.)	Th2 (IN.)
PIER 1	EXP.	7	275	175	450	0.4375	0.25	6	6	3.3232	7.167	1.8125	1.8125
PIER 3	EXP.	8	254	172	426	0.4375	0.25	6	6	3.3232	7.167	1.8125	1.8125
PIER 5	EXP.	8	288	172	460	0.4375	0.25	6	6	3.3232	7.167	1.8125	1.8125
PIER 7	EXP.	9	253	165	418	0.4375	0.25	6	6	3.3232	7.167	1.8125	1.8125

ELASTOMERIC BEARING DATA - RIGHT BRIDGE													
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATES	
												Th1 (IN.)	Th2 (IN.)
PIER 1	EXP.	7	275	175	450	0.4375	0.25	6	6	3.3232	6.667	1.5625	1.5625
PIER 3	EXP.	7	256	172	428	0.4375	0.25	6	6	3.3232	6.667	1.5625	1.5625
PIER 5	EXP.	8	267	173	440	0.4375	0.25	6	6	3.3232	6.667	1.5625	1.5625
PIER 7	EXP.	8	264	168	432	0.4375	0.25	6	6	3.3232	6.667	1.5625	1.5625

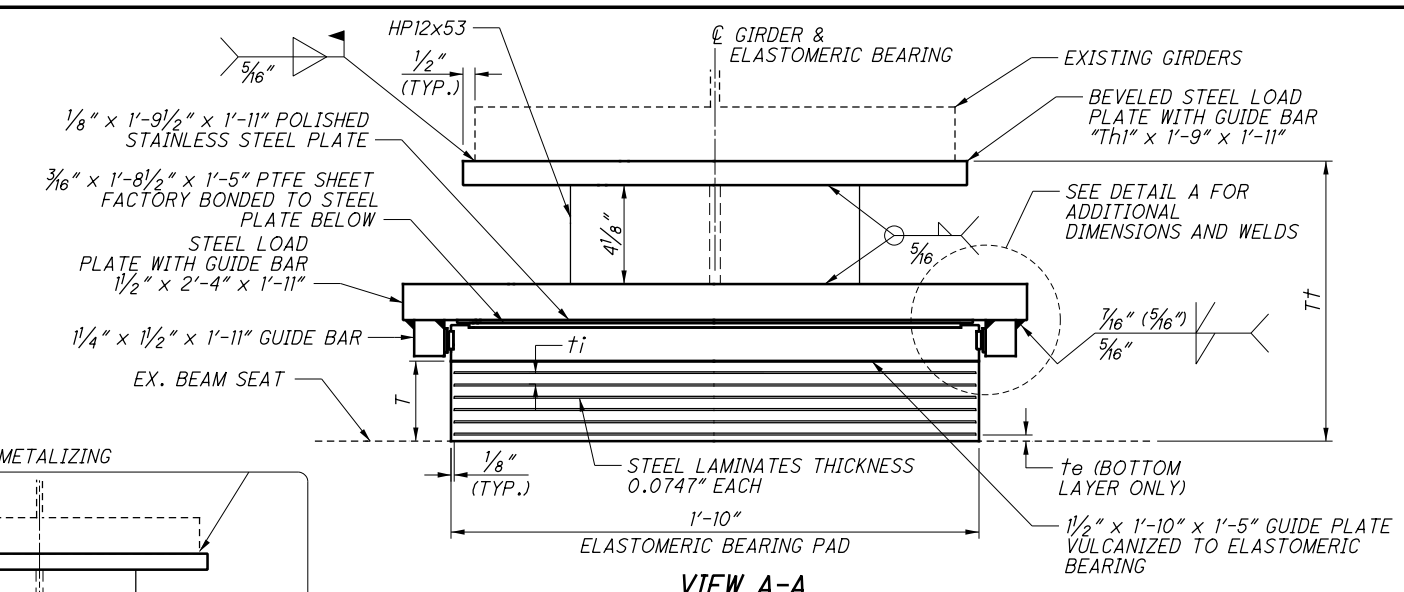
INTERNAL STEEL LAMINATE THICKNESS = 0.0747"

DUROMETER OF ELASTOMER = 50 DUROMETER

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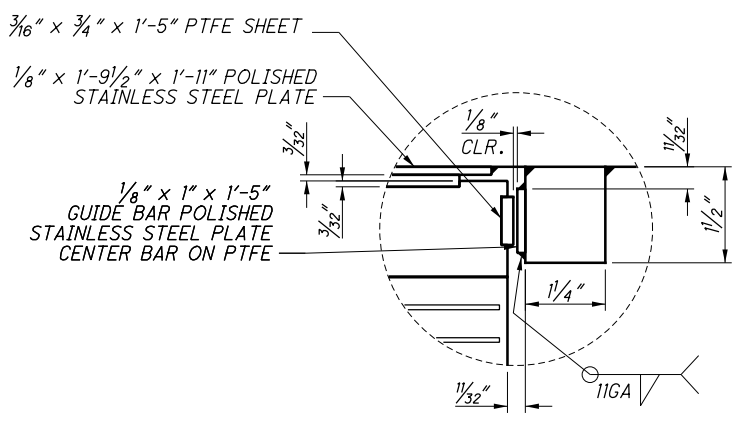
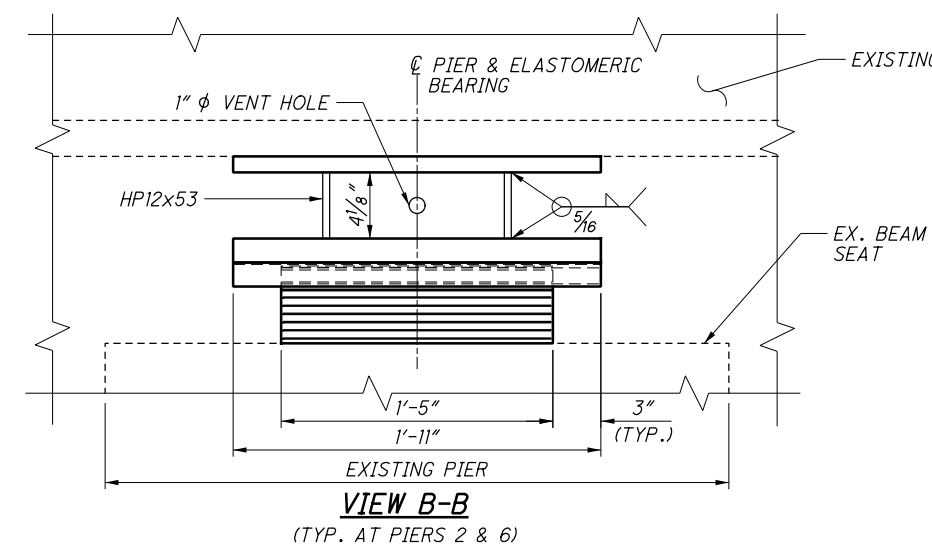
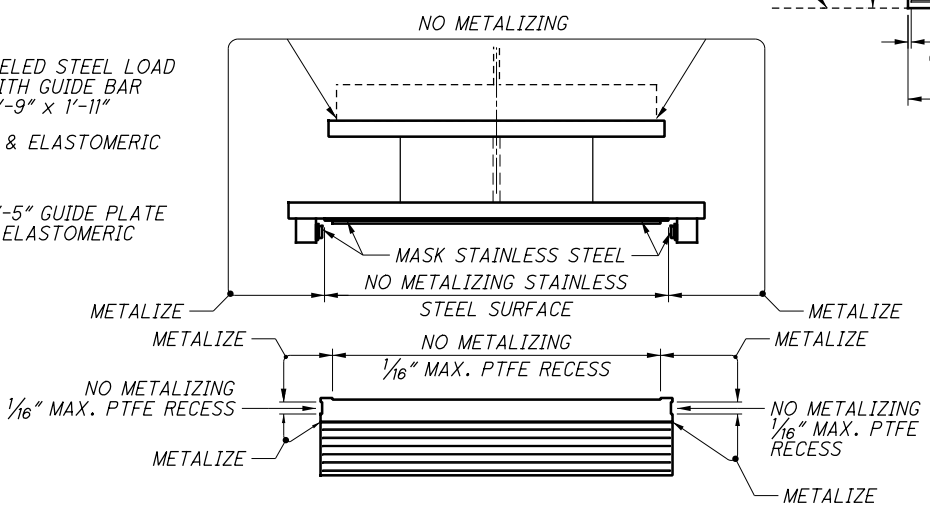


BEVELED LOAD PLATE DETAIL
(SEE BEVELED LOAD PLATE DATA TABLE)



BEVELED LOAD PLATE DATA

LOCATION	T1	Th	T2
	(in.)	(in.)	(in.)
LEFT BRIDGE PIER 2 & 6	0.875	1	1.125
RIGHT BRIDGE PIER 2 & 6	0.375	0.5	0.625



NOTES:

- BEARINGS TO BE PLACED PERPENDICULAR TO ϕ BEAM.
- FOR ABUTMENT BEARING DETAILS, SEE SHEET [40/91].
- FOR BEARING DETAILS AT PIER 4, SEE SHEET [43/91].
- FOR BEARING DETAILS AT PIERS 1, 3, 5 & 7, SEE SHEET [41/91].
- BASIS OF PAYMENT: THE UNIT BID PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, SHALL INCLUDE THE LOAD PLATE, STEEL PLATE, H-PILE, ALL COMPONENTS OF GUIDE BEARINGS AND ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING REPAIR OF PAINT DAMAGED DURING INSTALLATION.
- TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE. IMPACT IS NOT INCLUDED. LOADS ARE UNFACTORED.
- THE STEEL LOAD PLATES SHALL MEET THE GRADE 50 REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 AND SHALL BE METALLIZED PER CMS 711.02.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION DURING THE MOLDING PROCESS.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND THE DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- CONTRACTOR SHALL VERIFY THE TOTAL HEIGHT OF BEARINGS PRIOR TO FABRICATION. TOTAL BEARING HEIGHT INCLUDING STEEL PLATES AND PTFE SHEET = (EXISTING BEARING HEIGHT) + (AMOUNT BRIDGE IS TO BE RAISED). THE LEFT BRIDGE IS TO BE RAISED 2". THE RIGHT BRIDGE IS TO BE RAISED 1/2".
- BEARING REPOSITIONING: IF THE STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F \pm 10°F RAISE THE BEAMS OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F \pm 10°F.
- STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED.

ELASTOMERIC BEARING DATA - LEFT BRIDGE

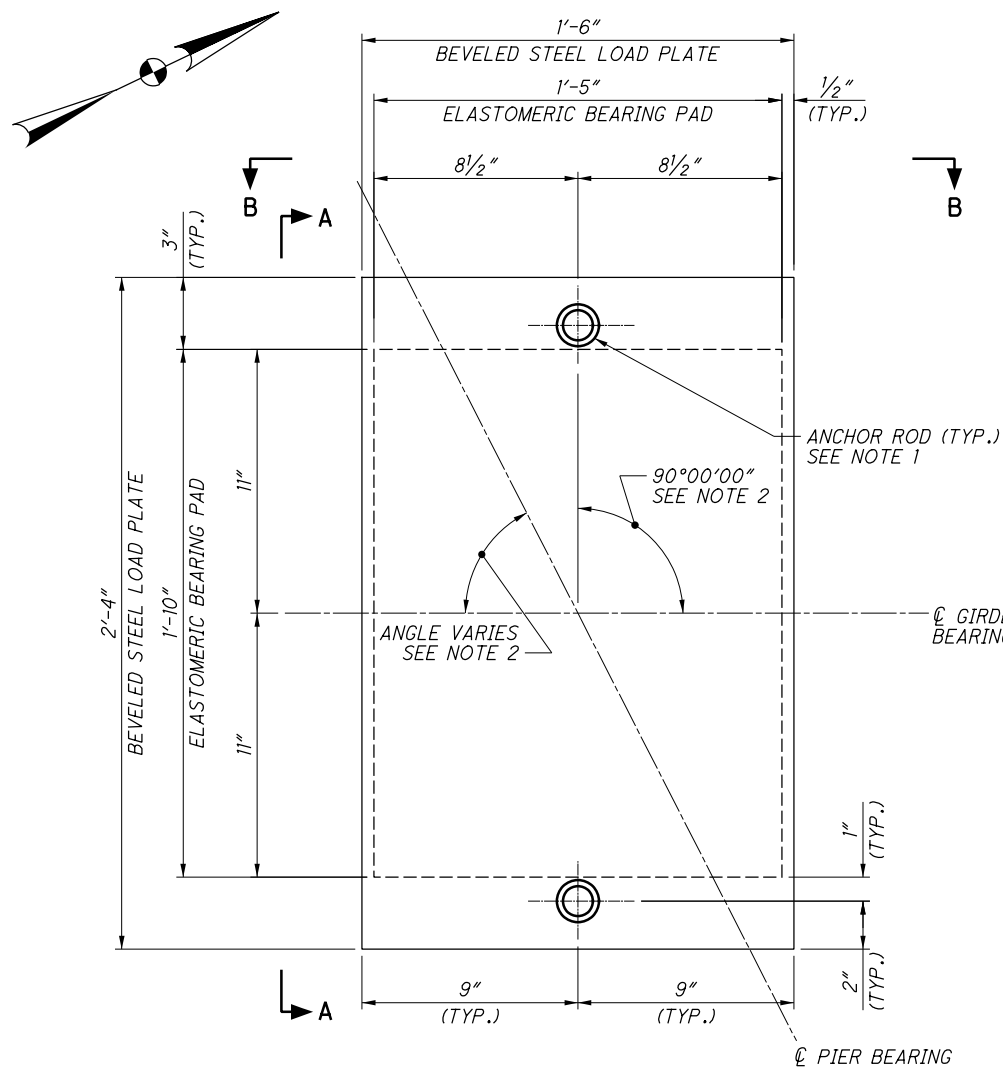
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATE
												Th (IN.)
PIER 2	EXP.	8	227	168	395	0.4375	0.25	6	6	3.3232	11.667	1
PIER 6	EXP.	9	215	161	376	0.4375	0.25	6	6	3.3232	11.667	1

ELASTOMERIC BEARING DATA - RIGHT BRIDGE

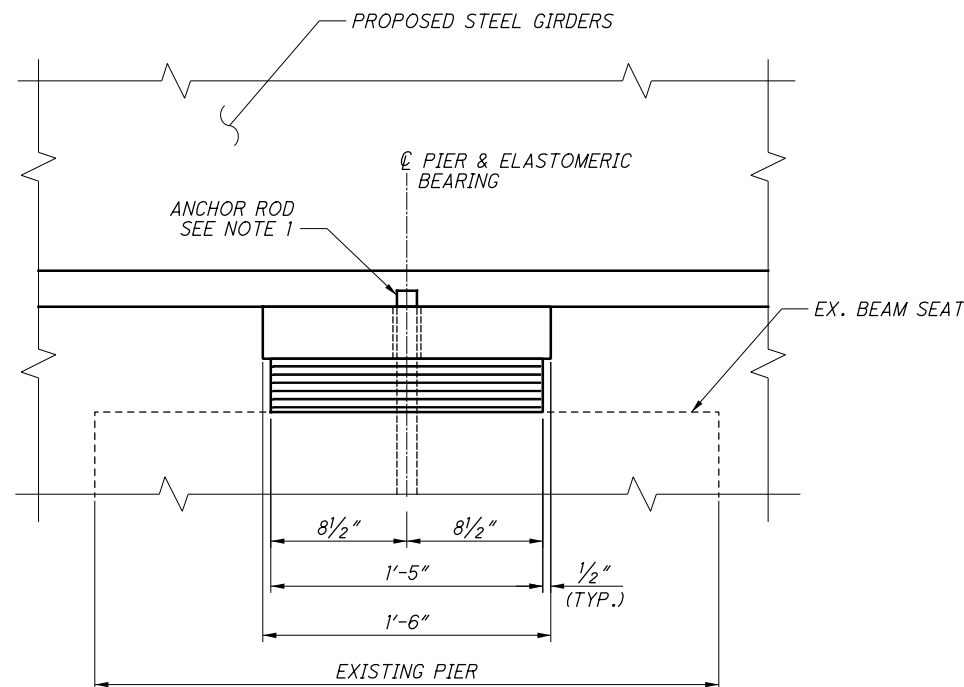
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	Tt (IN.)	STEEL PLATE
												Th (IN.)
PIER 2	EXP.	7	231	168	399	0.4375	0.25	6	6	3.3232	11.167	0.5
PIER 6	EXP.	8	225	164	389	0.4375	0.25	6	6	3.3232	11.167	0.5

INTERNAL STEEL LAMINATE THICKNESS = 0.0747" DUROMETER OF ELASTOMER = 50 DUROMETER

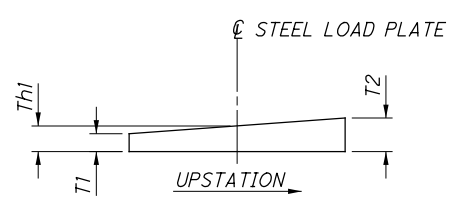
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PLAN

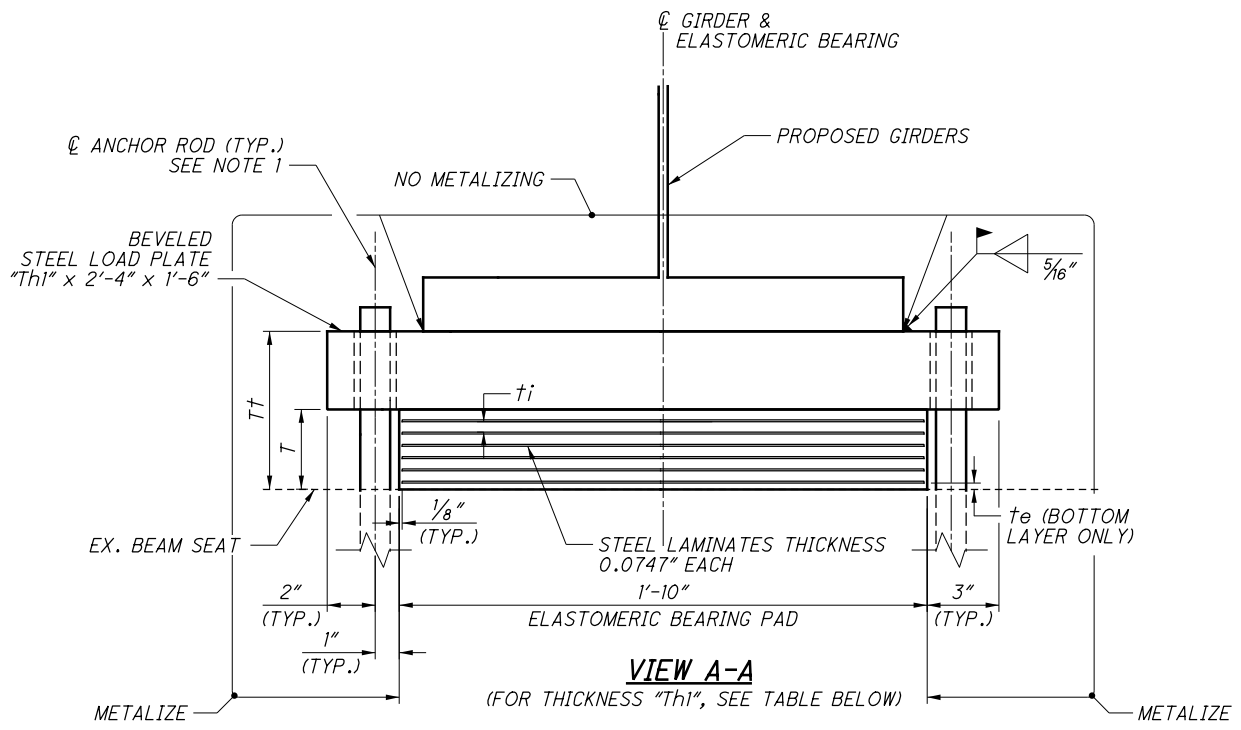


VIEW B-B



BEVELED LOAD PLATE DETAIL
(SEE BEVELED LOAD PLATE DATA TABLE)

BEVELED LOAD PLATE DATA			
LOCATION	T1	Th1	T2
	(in.)	(in.)	(in.)
LEFT BRIDGE PIER 4	3.75	3.875	4
RIGHT BRIDGE PIER 4	3.25	3.375	3.5



VIEW A-A
(FOR THICKNESS "Th", SEE TABLE BELOW)

ELASTOMERIC BEARING DATA - LEFT BRIDGE												
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	T† (IN.)	STEEL PLATES
												Th1 (IN.)
PIER 4	FIX	8	255	166	421	0.4375	0.25	6	6	3.3232	7.1982	3.875

ELASTOMERIC BEARING DATA - RIGHT BRIDGE												
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF INTERNAL LAMINATES	T (IN.)	T† (IN.)	STEEL PLATES
												Th1 (IN.)
PIER 4	FIX	7	236	166	402	0.4375	0.25	6	6	3.3232	6.6982	3.375

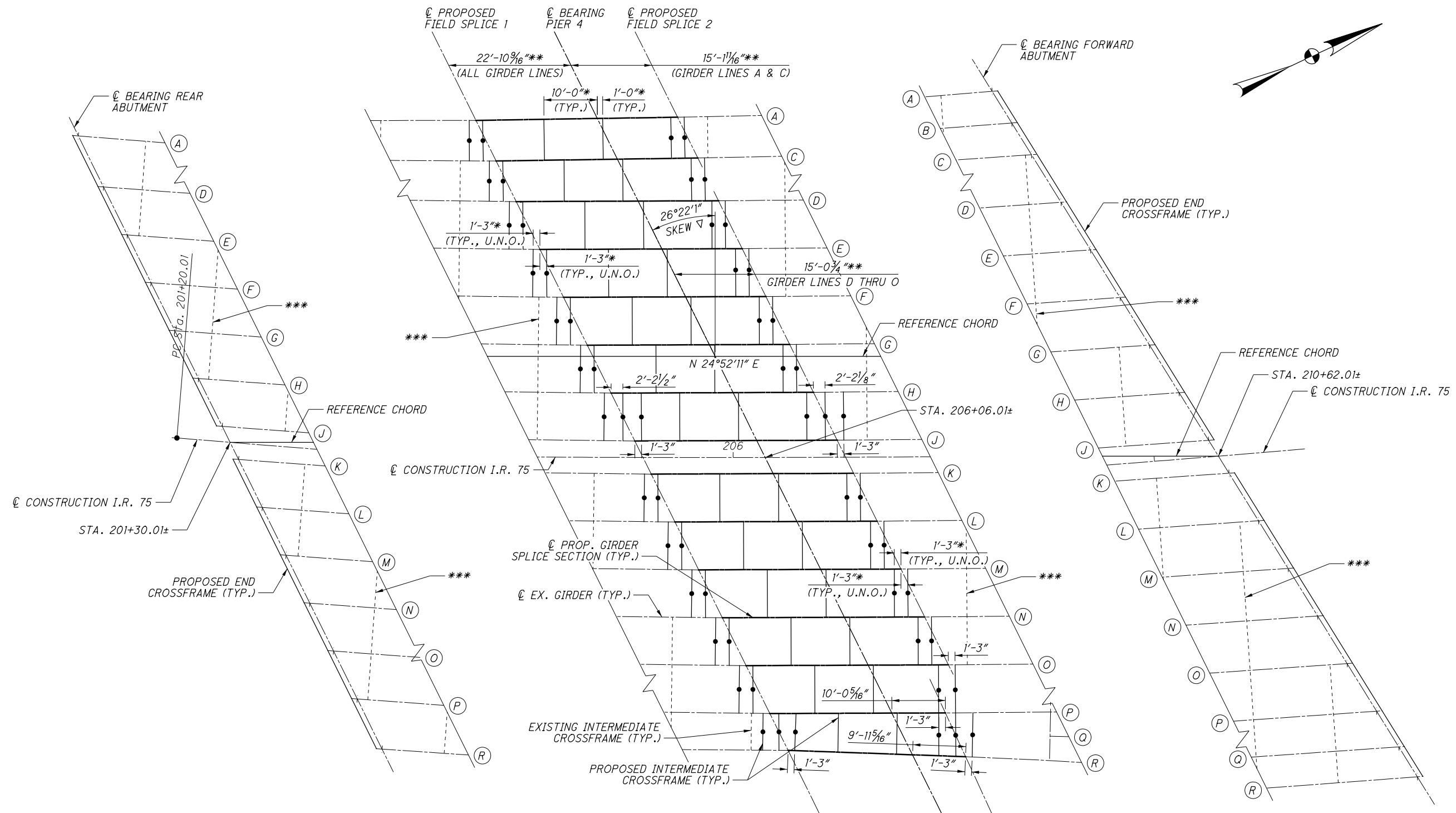
INTERNAL STEEL LAMINATE THICKNESS = 0.0747"
DUROMETER OF ELASTOMER = 50 DUROMETER

NOTES:

1. 1 3/4" ϕ HOLE IN STEEL LOAD PLATE FOR 1/4" ϕ x 1'-7" ANCHOR ROD, GALVANIZED ACCORDING TO 711.02. INSTALL ANCHOR RODS PER 510. INCLUDE DOWEL HOLES AND ANCHOR RODS WITH ITEM 516 FOR PAYMENT.
2. BEARINGS TO BE PLACED PERPENDICULAR TO ϕ BEAM.
3. FOR ABUTMENT BEARING DETAILS, SEE SHEET [40/91].
4. FOR BEARING DETAILS AT PIERS 1, 3, 5 & 7, SEE SHEET [41/91].
5. FOR BEARING DETAILS AT PIERS 2 & 6, SEE SHEET [42/91].
6. BASIS OF PAYMENT: THE UNIT BID PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, SHALL INCLUDE THE LOAD PLATE, STEEL PLATE, ALL COMPONENTS OF GUIDE BEARINGS AND ALL MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING REPAIR OF PAINT DAMAGED DURING INSTALLATION.
7. TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE. IMPACT IS NOT INCLUDED. LOADS ARE UNFACTORED.

8. THE STEEL LOAD PLATES SHALL MEET THE GRADE 50 REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 AND SHALL BE METALLIZED PER CMS 711.02.
9. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION DURING THE MOLDING PROCESS.
10. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND THE DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
11. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
12. CONTRACTOR SHALL VERIFY THE TOTAL HEIGHT OF BEARINGS PRIOR TO FABRICATION. TOTAL BEARING HEIGHT INCLUDING STEEL PLATES AND PTFE SHEET = (EXISTING BEARING HEIGHT) + (AMOUNT BRIDGE IS TO BE RAISED). THE LEFT BRIDGE IS TO BE RAISED 2". THE RIGHT BRIDGE IS TO BE RAISED 1/2".
13. STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED.

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PARTIAL FRAMING PLAN

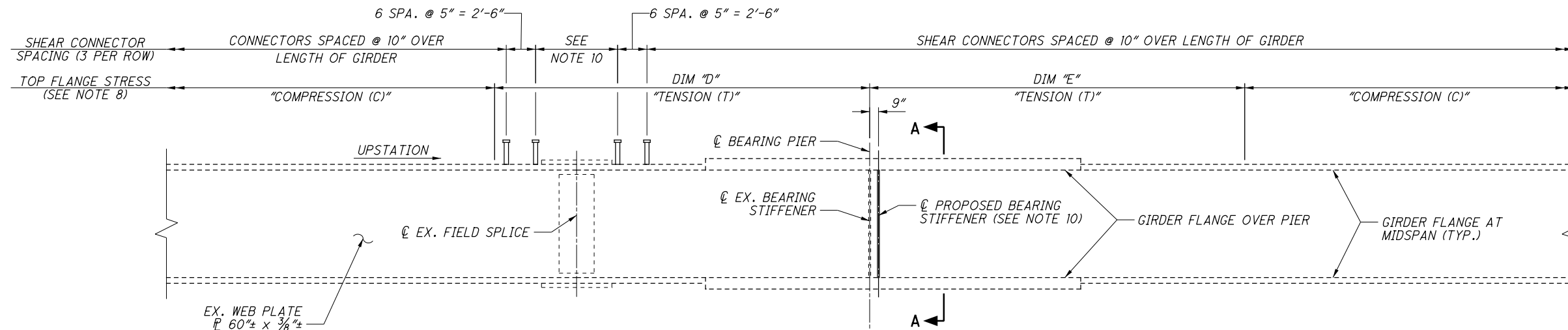
LEGEND:

- Ⓝ - GIRDER DESIGNATION
- * - MEASURED ALONG \bar{C} OF GIRDER
- ** - MEASURED ALONG REFERENCE CHORD
- *** - EXISTING CROSSFRAMES BETWEEN GIRDERS F AND G AS WELL AS BETWEEN GIRDERS M AND N ARE TO BE REMOVED AND REPLACED DURING PHASED CONSTRUCTION. SEE SHEETS 10/91 THRU 13/91 FOR DETAILS AND REMOVAL SEQUENCING.
- - PROPOSED TYPE 'A' INTERMEDIATE CROSSFRAME NEAR SPLICE. SEE NOTE 1.
- ∇ - MEASURED NORMAL TO REFERENCE CHORD

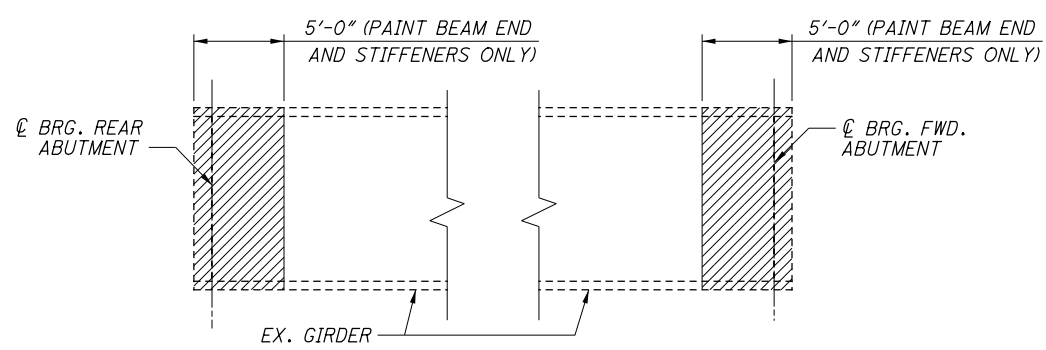
NOTES:

1. FOR TYPE 'A' INTERMEDIATE CROSSFRAME DETAILS, SEE SHEET 48/91. FOR ALL OTHER INTERMEDIATE CROSSFRAME DETAILS, SEE ODOT STANDARD DRAWING GSD-1-96, SHEET 1 OF 3, TYPE 3 OR 4.
2. FOR END CROSSFRAME DETAILS, SEE SHEET 48/91
3. ALL PROPOSED BEAM SECTIONS, CROSSFRAMES AND FIELD SPLICE PLATES SHALL BE ASTM A709, GRADE 50
4. PAINT ALL NEW END CROSSFRAMES, INTERMEDIATE CROSSFRAMES, STIFFENERS, AND SECTIONS OF NEW GIRDERS. PARTIAL PAINTING OF EXISTING GIRDERS IS ALSO REQUIRED.

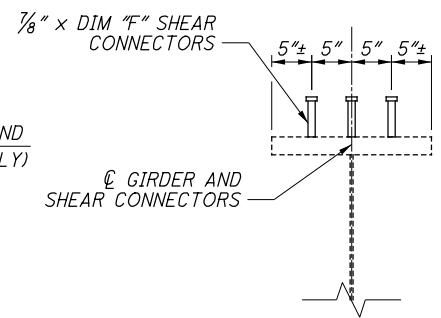
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STRUCTURE FILE NUMBER	5707056		



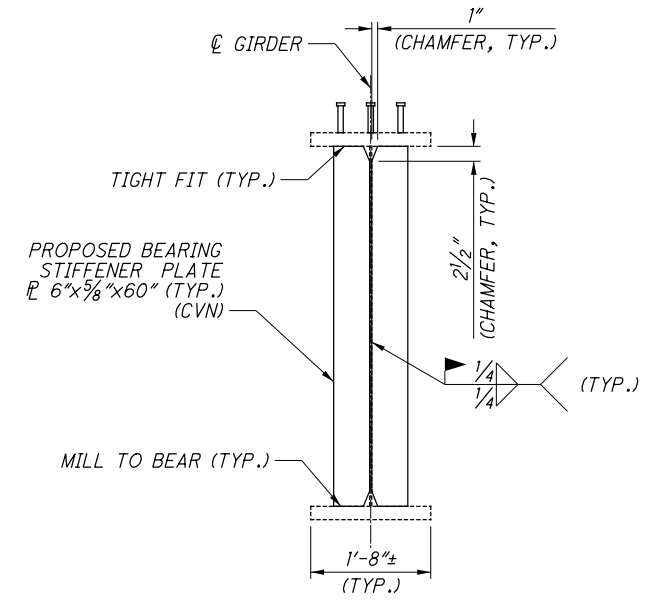
PARTIAL GIRDER ELEVATION
 (TYPICAL ALL GIRDERS AND ALL PIERS)
 (PIERS 1, 2, 3, 5, 6, AND 7 SHOWN)
 (TRANSVERSE STIFFENERS NOT SHOWN FOR CLARITY)



PARTIAL GIRDER ELEVATION - BEAM END PAINTING
 (TYPICAL ALL GIRDERS @ FWD. AND REAR ABUTMENTS)



SHEAR CONNECTOR DETAIL



SECTION A-A

SHEAR CONNECTOR DATA		
GIRDER	CONNECTOR HEIGHT, DIM "F"	CONNECTOR QUANTITY
A	6"	3,315
B	6"	1,089
C	6"	2,559
D	6"	3,345
E	6"	3,348
F	6"	3,351
G	6"	3,357
H	6"	3,360
J	6"	3,363
K	6"	3,366
L	6"	3,369
M	6"	3,375
N	6"	3,378
O	6"	3,381
P	6"	3,387
Q	6"	1,578
R	6"	3,396

GIRDER	PIER 1		PIER 2		PIER 3		PIER 4		PIER 5		PIER 6		PIER 7	
	DIM "D"	DIM "E"	DIM "D"	DIM "E"	DIM "D"	DIM "E"	DIM "D"	DIM "E"	DIM "D"	DIM "E"	DIM "D"	DIM "E"	DIM "D"	DIM "E"
A	27'-4"	34'-1"	26'-5"	25'-3"	29'-0"	27'-11"	22'-11"	23'-2"	29'-4"	29'-4"	21'-4"	27'-4"	33'-3"	23'-0"
B	-	-	-	-	-	-	-	-	-	-	21'-5"	26'-3"	32'-5"	22'-10"
C	-	-	22'-5"	22'-4"	28'-5"	28'-5"	22'-5"	22'-9"	29'-4"	29'-6"	21'-6"	27'-6"	33'-8"	23'-2"
D	27'-3"	34'-0"	31'-2"	25'-5"	29'-2"	28'-6"	22'-11"	23'-0"	28'-9"	29'-1"	22'-1"	28'-9"	34'-7"	23'-6"
E	27'-4"	34'-2"	27'-3"	25'-9"	29'-0"	28'-3"	22'-7"	22'-9"	28'-10"	29'-3"	22'-2"	28'-10"	34'-6"	23'-6"
F	27'-4"	34'-2"	27'-3"	25'-10"	29'-0"	28'-4"	22'-7"	22'-9"	28'-11"	29'-2"	22'-4"	29'-0"	34'-8"	23'-7"
G	27'-4"	34'-2"	27'-3"	25'-9"	29'-0"	28'-2"	22'-6"	22'-9"	29'-0"	29'-3"	22'-4"	29'-1"	34'-11"	23'-9"
H	27'-4"	34'-2"	27'-3"	25'-9"	29'-1"	28'-4"	22'-6"	22'-9"	29'-1"	29'-2"	22'-5"	29'-4"	34'-10"	23'-1"
J	27'-4"	34'-2"	27'-3"	25'-10"	29'-1"	28'-3"	22'-6"	22'-9"	29'-2"	29'-2"	22'-7"	29'-5"	34'-11"	23'-10"
K	27'-4"	34'-2"	27'-5"	25'-9"	29'-3"	28'-3"	22'-6"	22'-9"	29'-4"	29'-1"	22'-6"	29'-5"	35'-1"	24'-0"
L	27'-4"	34'-2"	27'-3"	25'-9"	29'-1"	28'-2"	22'-6"	22'-9"	29'-4"	29'-3"	22'-8"	29'-6"	35'-2"	23'-11"
M	27'-4"	34'-2"	27'-3"	25'-9"	29'-1"	28'-4"	22'-5"	22'-9"	28'-11"	29'-2"	22'-9"	29'-6"	35'-6"	25'-5"
N	27'-4"	34'-2"	27'-3"	25'-10"	29'-1"	28'-2"	22'-5"	22'-9"	29'-6"	29'-2"	22'-9"	29'-10"	35'-4"	24'-1"
O	27'-4"	34'-2"	27'-3"	25'-9"	29'-1"	28'-3"	22'-5"	22'-9"	29'-7"	29'-3"	22'-10"	29'-10"	35'-5"	24'-2"
P	27'-4"	34'-2"	27'-3"	25'-9"	29'-0"	28'-3"	22'-8"	23'-1"	29'-9"	29'-0"	22'-8"	29'-5"	35'-2"	24'-2"
Q	-	-	-	-	-	-	-	-	29'-8"	29'-10"	22'-6"	29'-5"	36'-5"	24'-11"
R	27'-4"	34'-1"	27'-3"	25'-9"	28'-10"	28'-2"	23'-5"	23'-2"	29'-7"	29'-10"	22'-8"	29'-3"	35'-2"	24'-2"

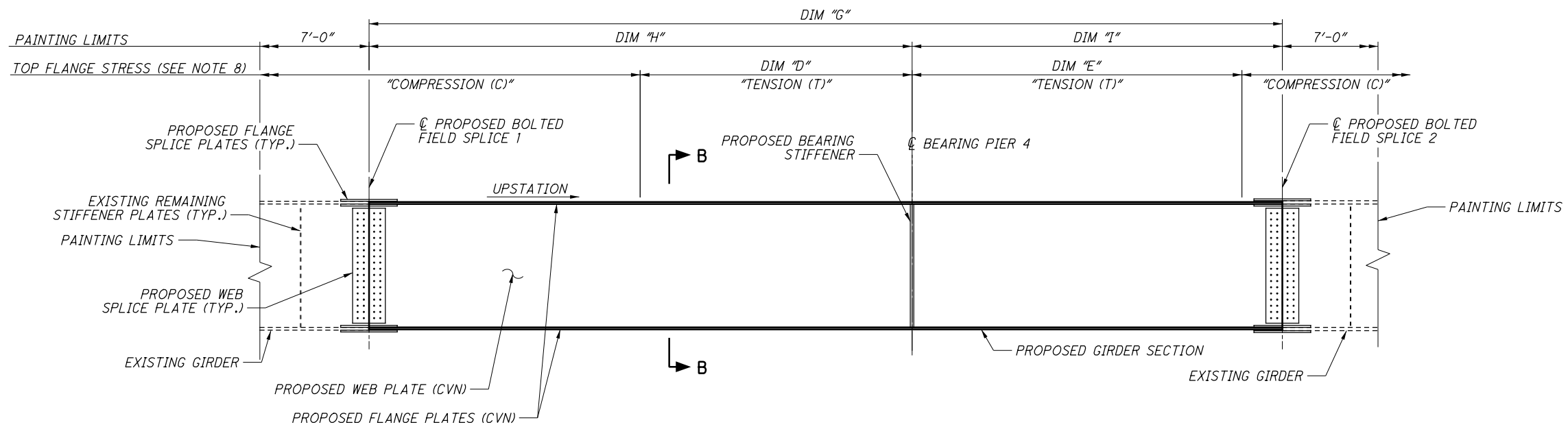
LEGEND:

REPAINT BEAM ENDS PER ITEM 514

NOTES:

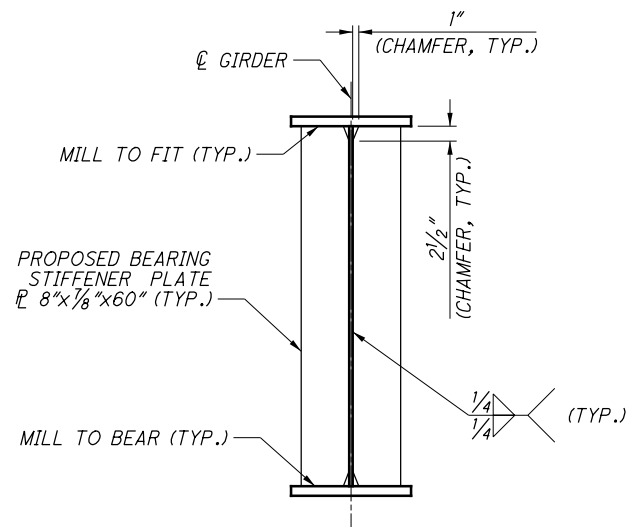
- ALL DIMENSIONS SHOWN ARE HORIZONTAL.
- PAINT THE ENTIRE SURFACE AREA OF ALL NEW STRUCTURAL STEEL AS PER ITEM 514. PAINT EXISTING STRUCTURAL STEEL TO THE LIMITS SHOWN IN THE PLANS AS PER ITEM 514. STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED.
- ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
- FOR FRAMING PLAN, SEE SHEET [44/91].
- FOR CROSSFRAME DETAILS, SEE SHEET [48/91].
- FOR BEARING DETAILS, SEE SHEET [40/91] THRU [43/91].
- FOR BOLTED FIELD SPLICE DETAILS, SEE SHEET [47/91].
- WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA BEAM FLANGES DESIGNATED "COMPRESSION (C)". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION (T)". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESS UP TO 3/4" OR 3/8" FOR GREATER THAN 3/4" THICK.
- SHEAR CONNECTORS SHALL NOT BE WELDED TO SPLICE PLATES. IN THE REGION OF A SPLICE, SHEAR CONNECTORS SHALL BE INSTALLED TO WITHIN 2" OF THE SPLICE PLATE.
- PROPOSED BEARING STIFFENERS ARE TO BE INSTALLED TO EXISTING GIRDER SECTIONS AT ALL BEARING LOCATIONS AT PIERS 1, 2, 3, 5, 6, AND 7. FOR PIER 4 STIFFENER DETAILS, SEE SHEET [46/91]. WORK IS TO BE PERFORMED WHEN DECK IS REMOVED.
- THE CONTRACTOR SHALL MOVE PROPOSED SHEAR STUDS WHICH AS DETAILED WOULD INTERFERE WITH PLACEMENT OF THE PROPOSED SCUPPERS. SHEAR STUDS TO BE MOVED SHALL BE PLACED WITHIN 2" OF THE PROPOSED SCUPPERS. FOR PROPOSED SCUPPER DETAILS, SEE SHEET [55/91].
- CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
- ALL LABOR, MATERIALS, TESTING AND INCIDENTALS REQUIRED REPAIR THE PAINT ON THE EXISTING STRUCTURAL STEEL DUE TO THE INSTALLATION OF BEARING STIFFENERS AT PIERS 1, 2, 3, 5, 6, AND 7 SHALL BE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN.
- PAINT FOR THE PROPOSED BEARING STIFFENERS AT PIERS 1, 2, 3, 5, 6, AND 7 SHALL BE INCLUDED UNDER ITEM 516 FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT AND ITEM 516 - FIELD PAINTING OF STRUCTURAL STEEL FINISH COAT.

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ELEVATION OF PROPOSED GIRDER SECTION

(TYPICAL GIRDERS A, C THRU P, AND R)
 (ALL DIMENSIONS ARE ALONG GIRDER CENTERLINES, NOT @ I.R. 75)
 (ALL DIMENSIONS MEASURED FROM SPLICE @'S)



SECTION B-B

NOTES:

1. PAINT THE ENTIRE SURFACE AREA OF ALL NEW STRUCTURAL STEEL AS PER ITEM 514. PAINT EXISTING STRUCTURAL STEEL TO THE LIMITS SHOWN IN THE PLANS AS PER ITEM 514. STEEL FOR THE PROPOSED BEARING ASSEMBLIES SHALL NOT BE PAINTED. SEE SHEET [47/91] FOR PAINTING OF THE BOLTED SPLICE CONNECTIONS.
2. ALL PROPOSED STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50.
3. FOR HINGE REMOVAL DETAILS AND FRAMING PLAN SEE, SHEETS [24/91] AND [25/91].
4. FOR PARTIAL FRAMING PLAN AND CROSSFRAME DETAILS, SEE SHEETS [44/91] AND [48/91].
5. FOR SPLICE PLATE DETAILS, SEE SHEET [47/91].
6. FOR SHEAR CONNECTOR DETAILS, SEE SHEET [45/91].
7. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
8. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA BEAM FLANGES DESIGNATED "COMPRESSION (C)". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION (T)". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" THICKNESS UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK. FOR DIMENSIONS "D" AND "E", SEE SHEET [45/91].

ERECTION NOTES:

ALL DIMENSIONS FOR THE PROPOSED SPLICED PLATE GIRDERS ARE MARKED WITH "±" DUE TO UNCERTAINTIES REGARDING THE ACTUAL GEOMETRY AND FIT-UP ALIGNMENT AT THE HINGE.

THE DIMENSIONS USE THE FOLLOWING ASSUMPTIONS: EQUAL GAPS ALONG THE HINGES BETWEEN BEAM AND GIRDER ENDS AT THE DESIGN OPENING AND TEMPERATURE; AND THE BEAMS AND GIRDERS ARE ERECTED AS PER THE PLAN ANGLES, TAPERS AND GRADE.

ACTUAL CONDITIONS MAY NOT EXACTLY MATCH THE ORIGINAL PLANS, THEREFORE ALL PROPOSED DIMENSIONS SHALL BE CAREFULLY FIELD VERIFIED.

GIRDER HINGE REPLACEMENTS ARE TO BE FULLY COMPLETED FOR ONE GIRDER AT A TIME.

A BRIEF, SUGGESTED SEQUENCE OF ERECTION IS AS FOLLOWS FOR EACH PHASE:

I. PRIOR TO DECK REMOVAL AND STEEL FABRICATION, SURVEY AND MEASURE HEIGHTS, LENGTHS, DOG-LEG BEND ANGLES, FLANGE THICKNESSES AND ANY OTHER NECESSARY MEASUREMENTS FOR ALL GIRDERS.

II. FABRICATE THE NEW GIRDERS PER THE MEASUREMENTS, EXCEPT THE GIRDER LENGTH IS TO BE 1/4" LONGER THAN NECESSARY. DRILL BOLT HOLES IN PROPOSED GIRDERS.

III. REMOVE A 50' LONG PORTION OF THE DECK CENTERED ON THE GIRDER SECTIONS TO BE REMOVED. THE REST OF THE DECK BETWEEN PIERS 2 AND 6 SHALL REMAIN IN PLACE DURING GIRDER ERECTION.

IV. INSTALL A TEMPORARY SUPPORT BEAM ON EACH SIDE OF PIER 4 SPANNING ALL GIRDERS INVOLVED IN THE CURRENT CONSTRUCTION PHASE. TEMPORARY SUPPORT BEAMS SHALL BE POSITIONED AND FASTENED TO SUPPORT THE CANTILEVERED BEAM SEGMENTS DURING REMOVAL AND REPLACEMENT OF EACH GIRDER SEGMENT.

THE FOLLOWING SEQUENCE SHOULD BE REPEATED FOR EACH GIRDER (ONE AT A TIME):

V. TAKE LAST LENGTH MEASUREMENTS AND MAKE THE FINAL ADJUSTMENT TO THE NEW GIRDER AND DRILL BOLT HOLES.

VI. REMOVE THE EXISTING GIRDER AND ROLLER SEGMENT AFTER DELIVERY OF THE NEW REPLACEMENT GIRDER SEGMENT.

VII. ATTACH ONE SIDE OF SPLICE PLATES AND FIT THE NEW GIRDER IN PLACE. SPLICE PLATES SHALL FIRST BE ALIGNED USING A MINIMUM OF TWO BARREL PINS. THEN BOLTS SHALL BE INSTALLED SNUG BUT NOT TIGHTENED. USE THE SPLICE PLATES AS A TEMPLATE TO MARK THE BOLT HOLE LOCATIONS IN THE EXISTING BEAMS AND GIRDERS. REMOVE THE SPLICE PLATE AND DRILL HOLES.

VIII. PLACE ALL OF THE SPLICE PLATES IN POSITION AND COMPLETE THE BOLTED CONNECTIONS.

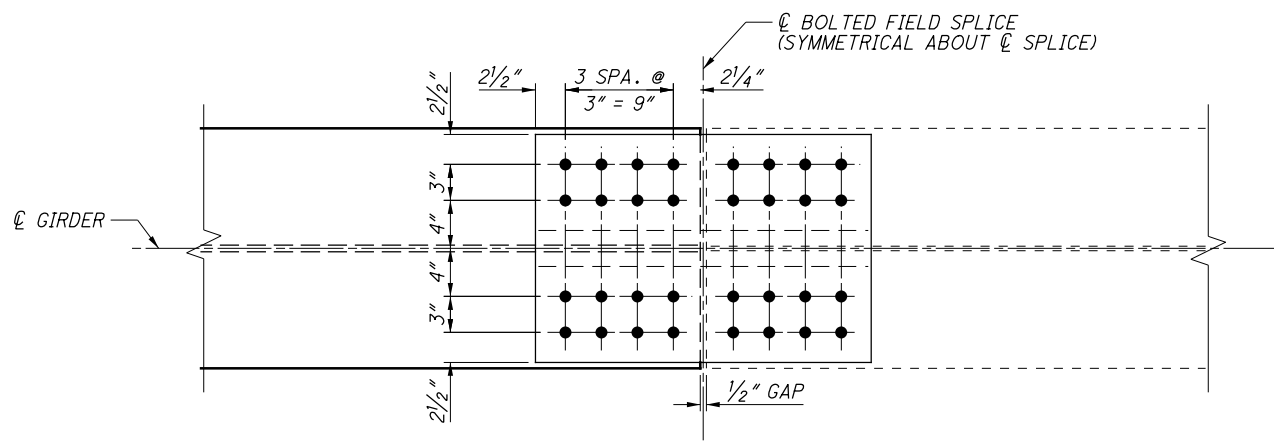
IX. JACK AND RAISE THE SUPERSTRUCTURE. INSTALL NEW BEARINGS.

BEARING AND HINGE REPLACEMENT SHALL BE COMPLETED WITHIN 45 CONSECUTIVE CALENDAR DAYS FOR EACH PHASE. FAILURE TO COMPLETE THE WORK IN THIS TIME FRAME WILL RESULT IN LIQUIDATED DAMAGES BEING ASSESSED PER CMS 108.07.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE SEQUENCE AS PART OF THEIR REQUIRED BEAM INSTALLATION PROCEDURE PURSUANT TO C&M 501.05.B.4 AT NO ADDITIONAL COST TO THE DEPARTMENT.

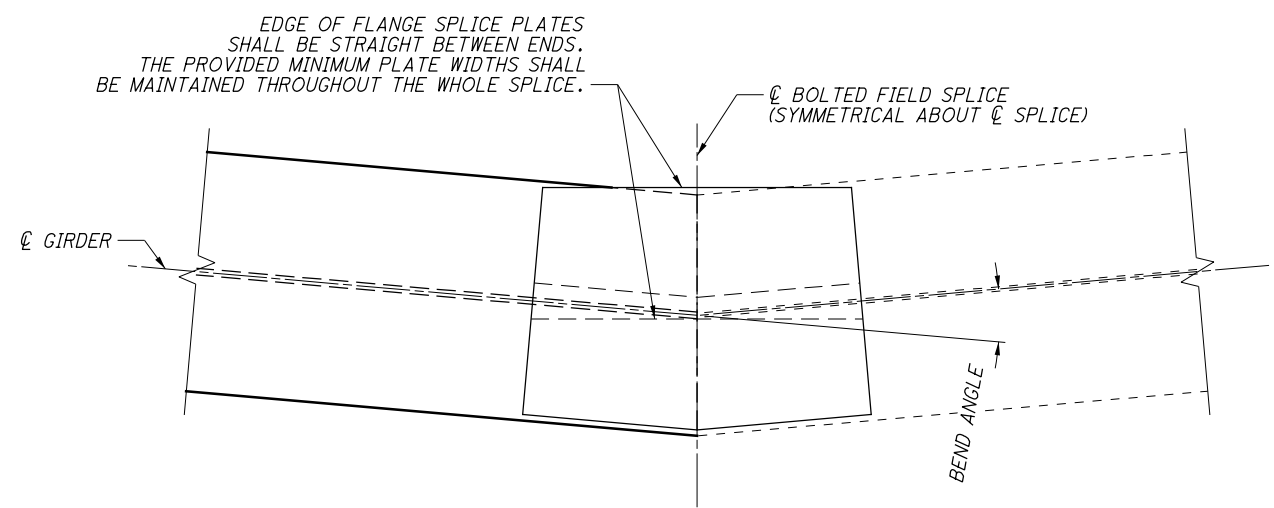
	PROPOSED GIRDER INFORMATION					CONTRACTOR'S FIELD MEASURED DIMENSIONS		
	DIM "G"	DIM "H"	DIM "I"	FLANGE PLATES	WEB PLATE	DIM "G"	DIM "H"	DIM "I"
GIRDER A	37'-8 7/8"±	22'-8 1/2"±	15'-0 3/8"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER C	37'-9 1/8"±	22'-8 5/8"±	15'-0 1/2"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER D	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER E	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER F	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER G	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER H	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER J	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER K	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER L	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER M	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER N	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER O	37'-10 1/2"±	22'-10 1/16"±	15'-0 7/16"±	PL 20" x 1" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER P	32'-10 1/2"±	22'-10 3/16"±	10'-0 5/16"±	PL 20" x 1 1/8" (CVN)	PL 60" x 9/16" (CVN)			
GIRDER R	33'-3"±	23'-3 11/16"±	9'-11 5/16"±	PL 20" x 1 1/8" (CVN)	PL 60" x 9/16" (CVN)			

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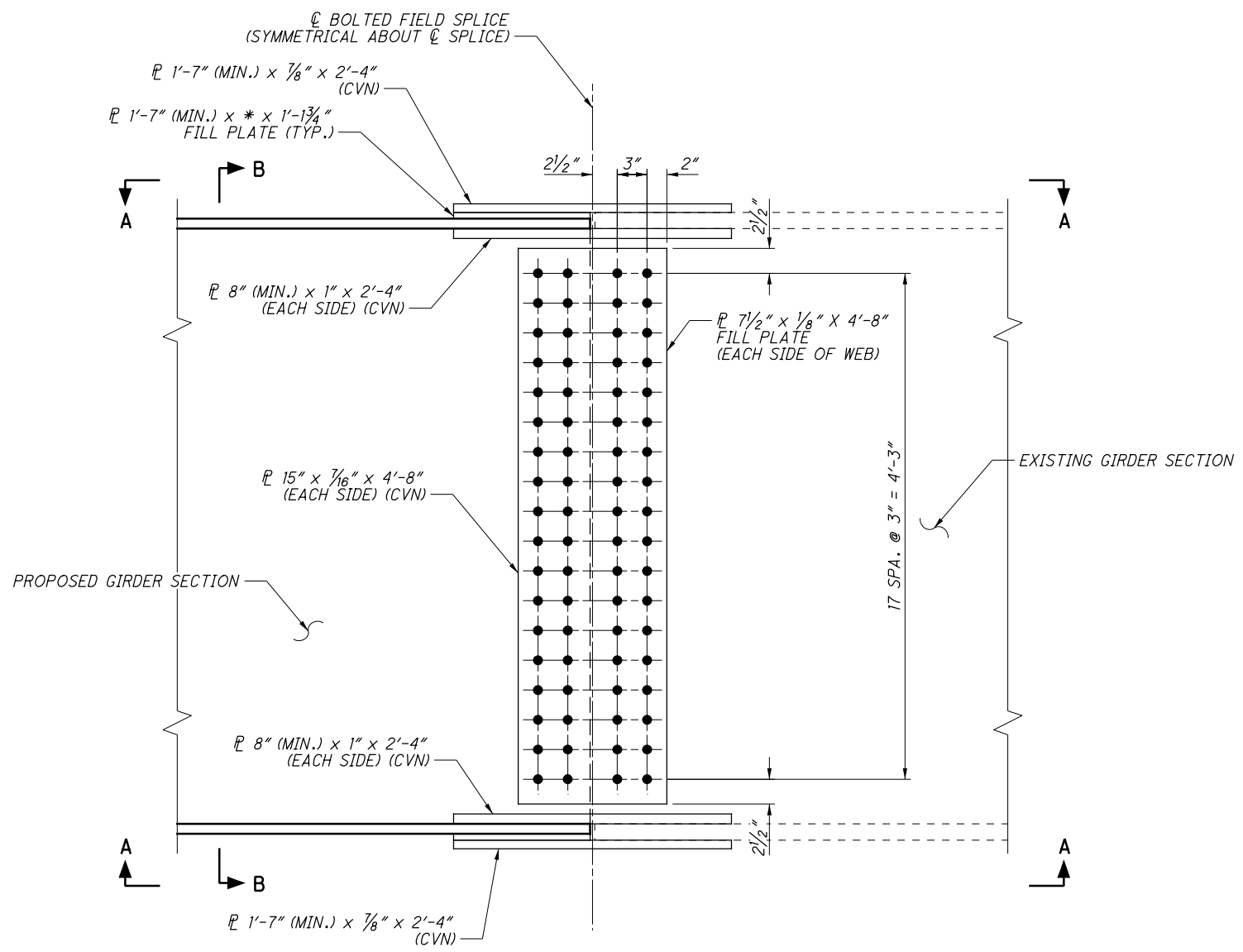


VIEW A-A

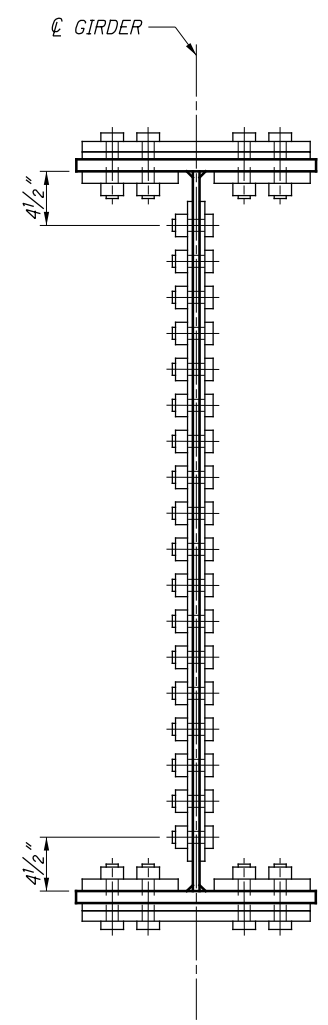
(1 OUTSIDE PLATE AND 2 INSIDE PLATES REQUIRED AT EACH FLANGE)
 (32 FLANGE BOLTS REQUIRED AT EACH FLANGE)
 (GIRDER BEND LINE NOT SHOWN FOR CLARITY)



BEND LINE FLANGE DETAIL
 (BEND ANGLE EXAGGERATED FOR CLARITY)



GIRDER SPLICE DETAIL
 (2 WEB PLATES REQUIRED)
 (72 WEB BOLTS REQUIRED)



SECTION B-B

GIRDER	ANTICIPATED BEND ANGLES		CONTRACTORS' FIELD MEASURED BEND ANGLES	
	SPLICE 1	SPLICE 2	SPLICE 1	SPLICE 2
A	0°49'44"±	0°15'10"±		
C	1°9'17"±	0°21'11"±		
D	0°55'8"±	0°16'52"±		
E	0°55'8"±	0°16'52"±		
F	0°55'8"±	0°16'52"±		
G	0°55'8"±	0°16'52"±		
H	0°55'8"±	0°16'52"±		
J	0°55'8"±	0°16'52"±		
K	0°55'8"±	0°16'52"±		
L	0°55'8"±	0°16'52"±		
M	0°55'8"±	0°16'52"±		
N	0°55'8"±	0°16'52"±		
O	0°55'8"±	0°16'52"±		
P	0°52'34"±	0°19'26"±		
R	-1°37'37"±	-0°35'24"±		

GIRDERS	FLANGE FILL PLATE PROPERTIES	
	FILL PLATE THICKNESS (IN.)	
	PROPOSED SPLICE 1	PROPOSED SPLICE 2
A	1/4	1/2
C	3/8	1/2
D	1/4	5/8
E THRU O	3/8	5/8
P	1/4	7/8
R	1/4	7/8

LEGEND:

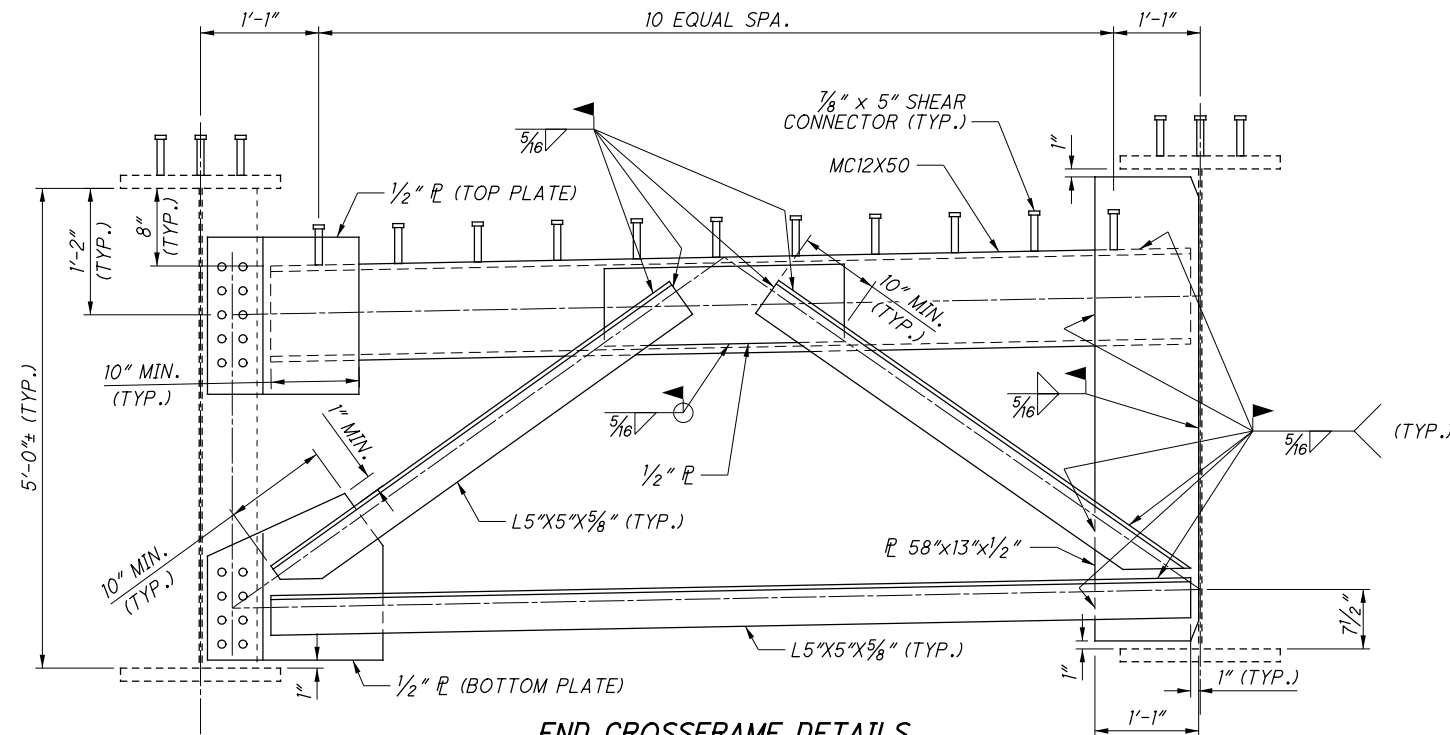
* - SEE "FLANGE FILL PLATE PROPERTIES" TABLE FOR FILL PLATE THICKNESSES.

NOTES:

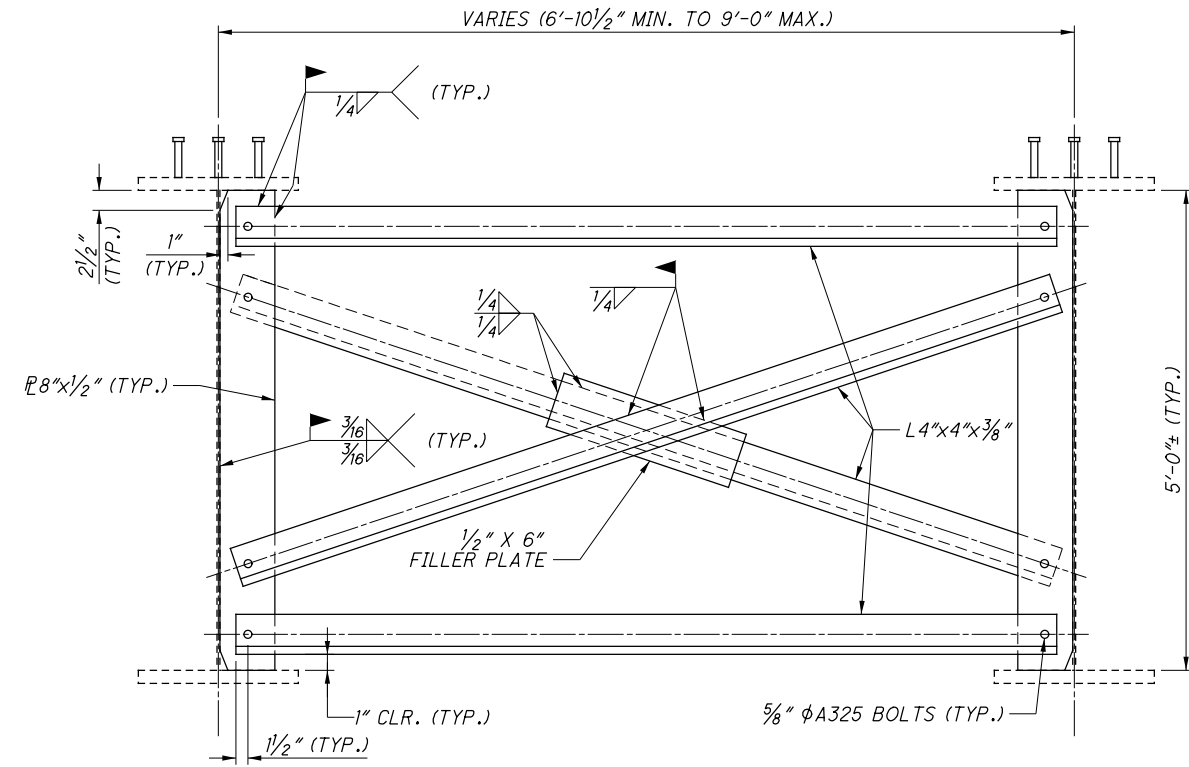
- BOLTS FOR FIELD SPLICES SHALL BE 1" φ ASTM A325 TYPE I GALVANIZED PER CMS 711.02.
- WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
- ALL PROPOSED FIELD SPLICE PLATES SHALL BE ASTM A709 GRADE 50.
- FOR FRAMING PLAN, SEE SHEET [44/91].
- CONTRACTOR SHALL FIELD VERIFY THE ESTIMATED BEND ANGLES PRIOR TO FABRICATION OF NEW GIRDER SECTIONS AND SPLICE PLATES.
- PAINTING OF THE BOLTED SPLICE SURFACES SHALL CONFORM TO CMS 514.17 EXCEPT THAT THE FAYING SURFACE ON EXISTING GIRDER SECTIONS SHALL BE COATED WITH A FIELD APPLIED ORGANIC ZINC PRIMER INSTEAD OF A SHOP APPLIED INORGANIC ZINC PRIMER.

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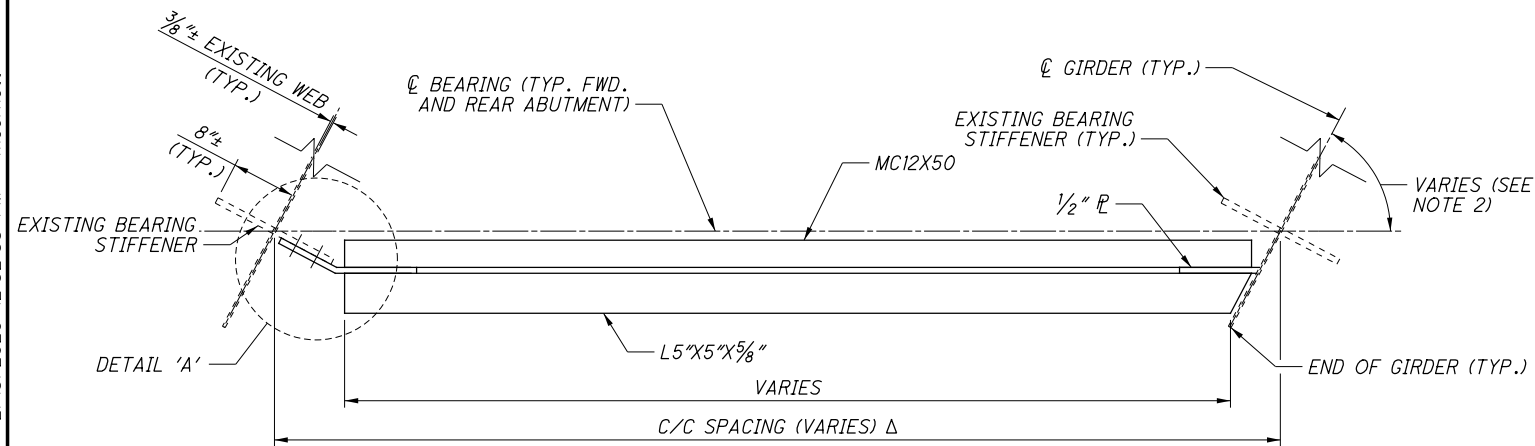
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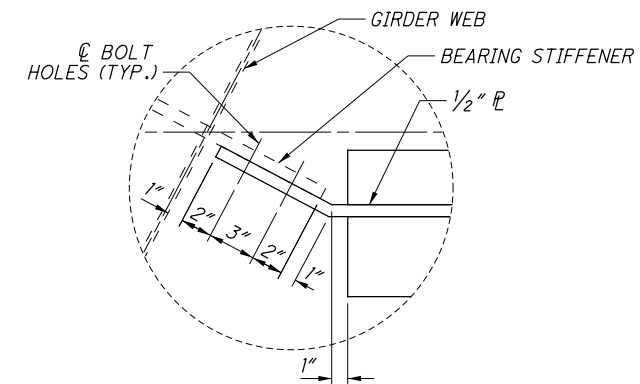
END CROSSFRAME DETAILS
(FINAL CONFIGURATION)
(DECK AND DROP SLAB NOT SHOWN FOR CLARITY)



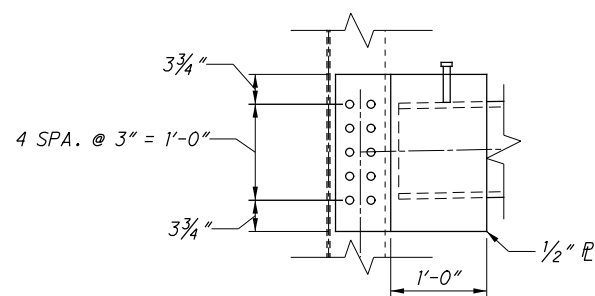
TYPE 'A' INTERMEDIATE WELDED CROSSFRAME DETAILS



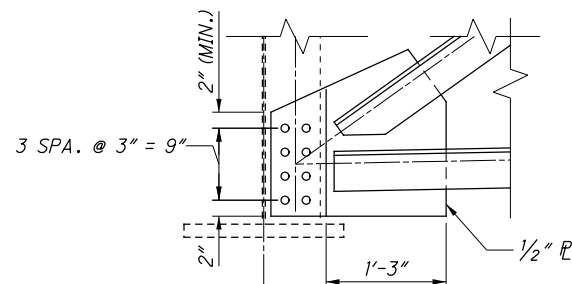
END CROSSFRAME PLAN



DETAIL 'A'



END CROSSFRAME TOP PLATE DETAIL



END CROSSFRAME BOTTOM PLATE DETAIL

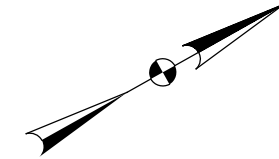
LEGEND:

Δ - FOR C/C SPACING, SEE SHEETS 32/91, 33/91, 36/91, AND 37/91

NOTES:

- HIGH STRENGTH BOLTS SHALL BE 7/8" DIA. ASTM A325 TYPE I GALVANIZED BOLTS. BOLT HOLES SHALL BE 15/16" DIA. HOLES IN EXISTING STIFFENERS ARE TO BE FIELD DRILLED.
- SKEW ANGLE VARIES PER GIRDER LINE. FIELD VERIFY PRIOR TO END CROSSFRAME FABRICATION.
- THE END CROSSFRAMES SHALL BE PAID FOR UNDER ITEM 513, STRUCTURAL STEEL MEMBERS, LEVEL UP, AS PER PLAN.

DESIGNED	TAS	CJW
CHECKED	TAS	
DRAWN	TAS	
REVIEWED	DFT	
DATE	7/2017	
STRUCTURE FILE NUMBER	5707056	



DESIGNED	TAS	CHECKED	CJW
DRAWN	FTB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

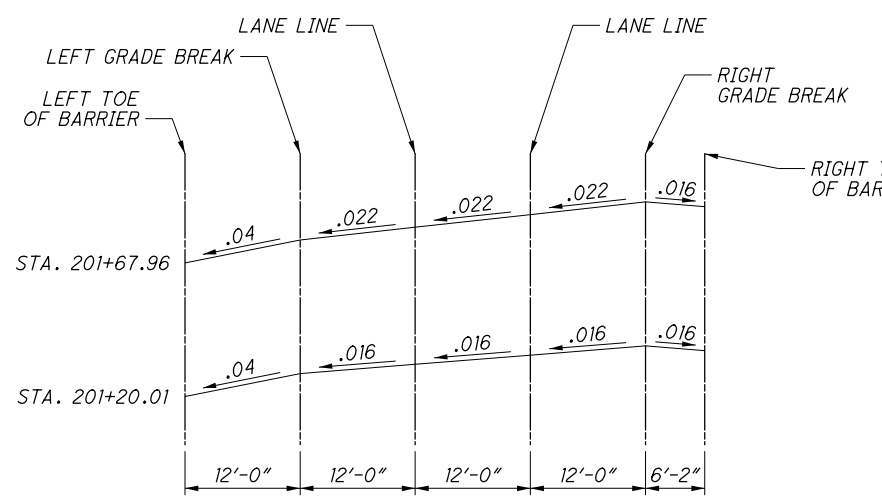
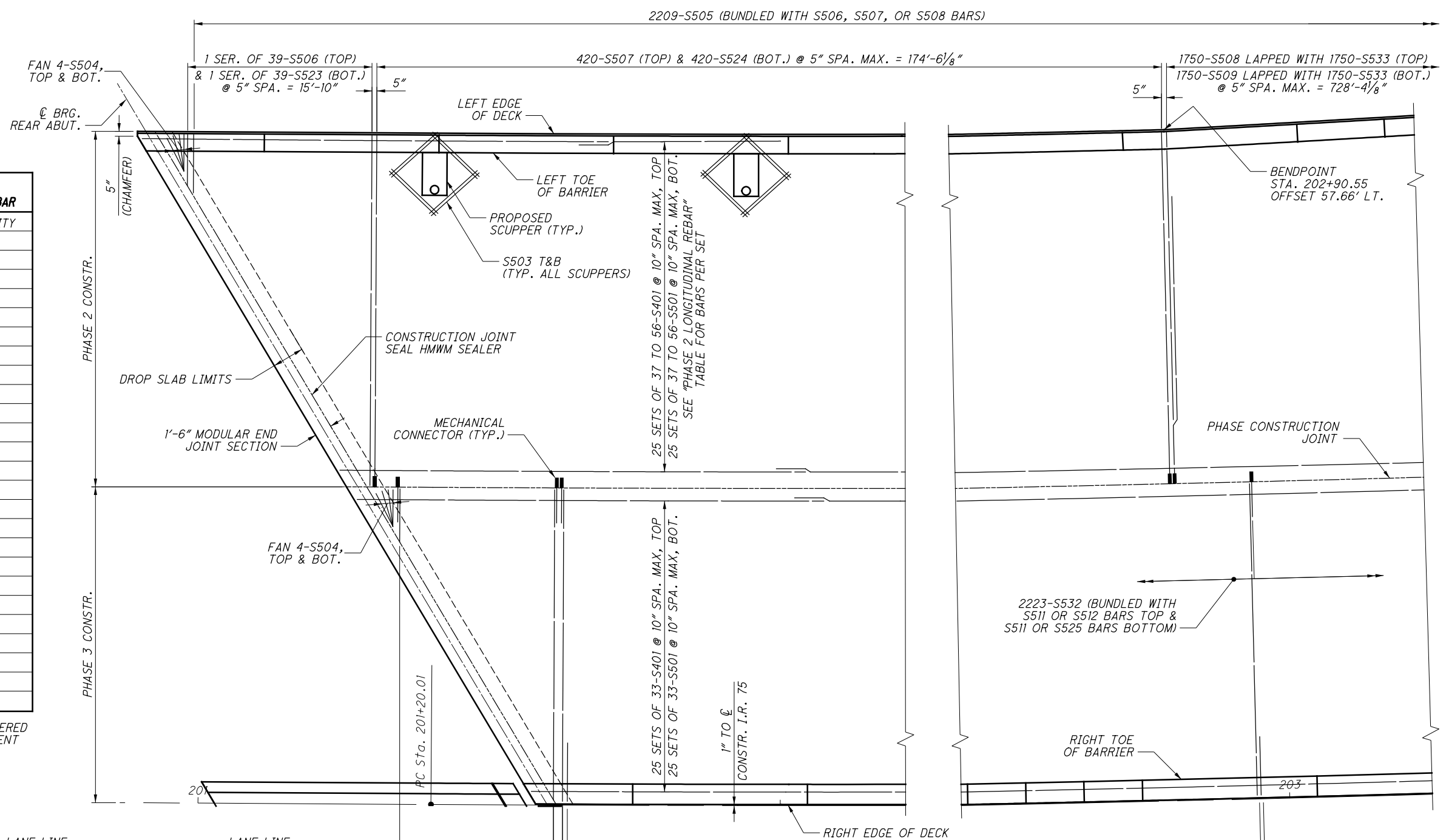
DECK PLAN (1 OF 6)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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PHASE 2 LONGITUDINAL REBAR	
SET	QUANTITY
1	37
2	37
3	37
4	37
5	37
6	39
7	40
8	41
9	42
10	43
11	45
12	46
13	47
14	47
15	48
16	49
17	50
18	51
19	52
20	52
21	53
22	54
23	55
24	55
25	56

NOTES: SETS NUMBERED FROM REAR ABUTMENT



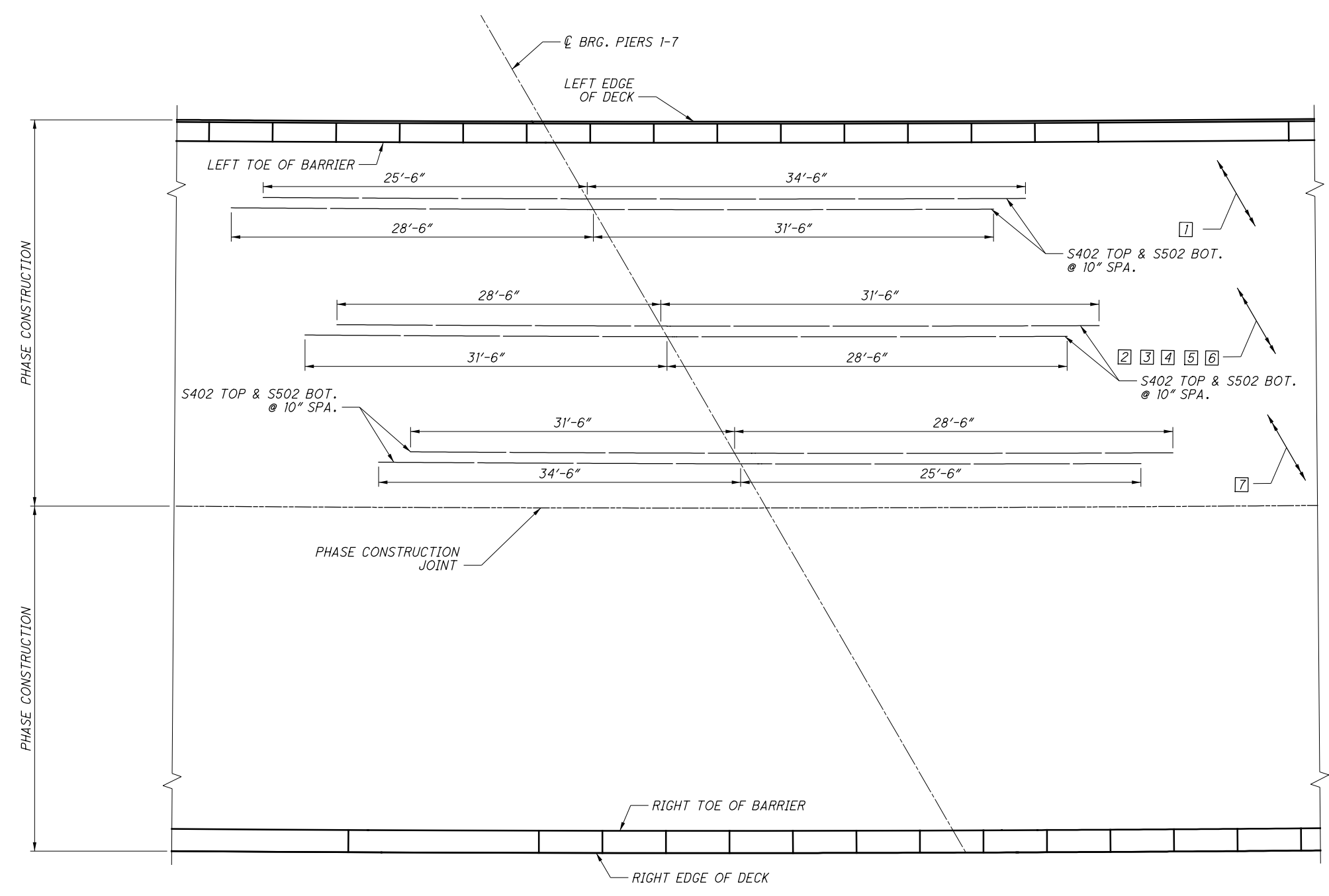
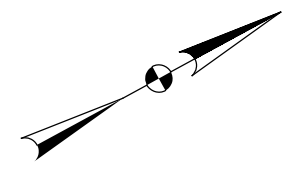
SUPERELEVATION TRANSITION DIAGRAM - LEFT BRIDGE

PARTIAL DECK PLAN - LEFT BRIDGE
(REINFORCING IN END OF DECK NOT SHOWN FOR CLARITY, SEE NOTE 3)

NOTES:

- FOR SCUPPER LOCATION DETAILS, SEE SHEET 55/91
- ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE PHASE CONSTRUCTION JOINT AND @ CONSTRUCTION. PROVIDED SPACINGS ARE MEASURED ALONG THE PHASE CONSTRUCTION JOINT.
- SEE MODULAR EXPANSION JOINT DRAWINGS ON SHEETS 84/91 THRU 88/91 FOR ADDITIONAL REINFORCING AT THE END OF DECK AND IN THE DROP SLAB.

LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.



PARTIAL DECK PLAN
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR
(TRANSVERSE REBAR, PRIMARY LONGITUDINAL REBAR, AND SCUPPERS NOT SHOWN FOR CLARITY)

QUANTITY OF OVER THE PIER REINFORCING PER CONSTRUCTION PHASE								
		PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7
PHASE 2	S402 BARS	37	38	42	46	49	52	54
	S502 BARS	37	38	42	46	49	52	54
PHASE 3	S402 BARS	32	32	32	32	32	32	32
	S502 BARS	32	32	32	32	32	32	32
PHASE 5	S402 BARS	34	34	34	34	34	34	34
	S502 BARS	34	34	34	34	34	34	34
PHASE 4	S402 BARS	36	36	36	36	45	45	45
	S502 BARS	36	36	36	36	45	45	45

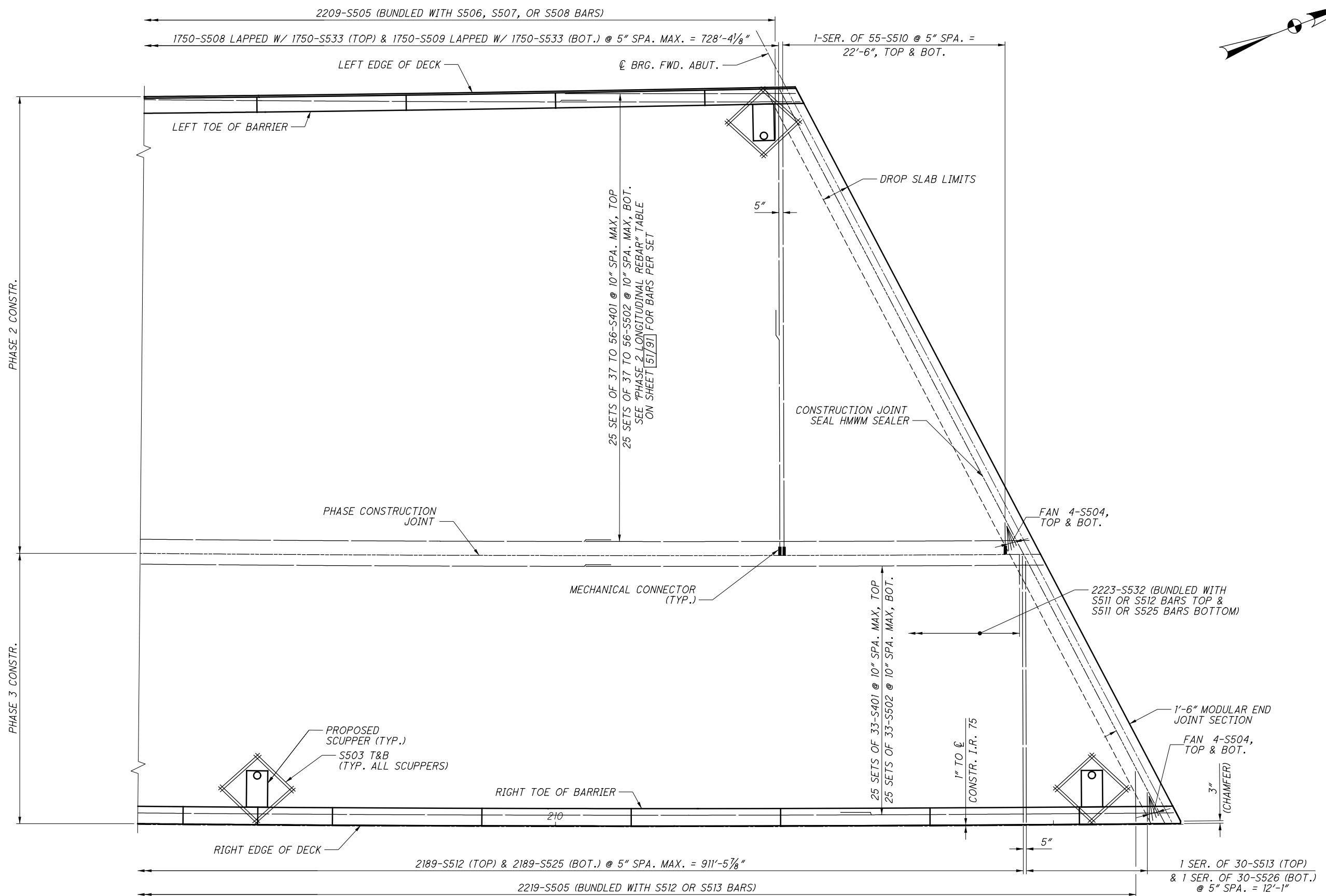
- NOTES:**
- SETS NUMBERED FROM REAR ABUTMENT
 - FOR SCUPPER LOCATION DETAILS, SEE SHEET 55/91

LEGEND:

- PIER DESIGNATION

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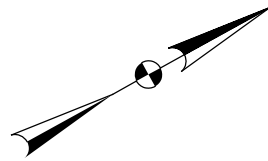


PARTIAL DECK PLAN - LEFT BRIDGE
(REINFORCING IN END OF DECK NOT SHOWN FOR CLARITY, SEE NOTE 3)

NOTES:

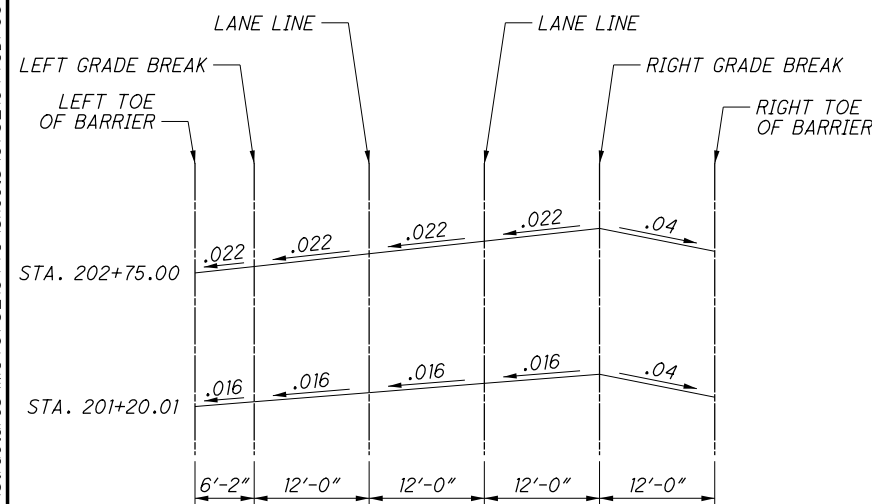
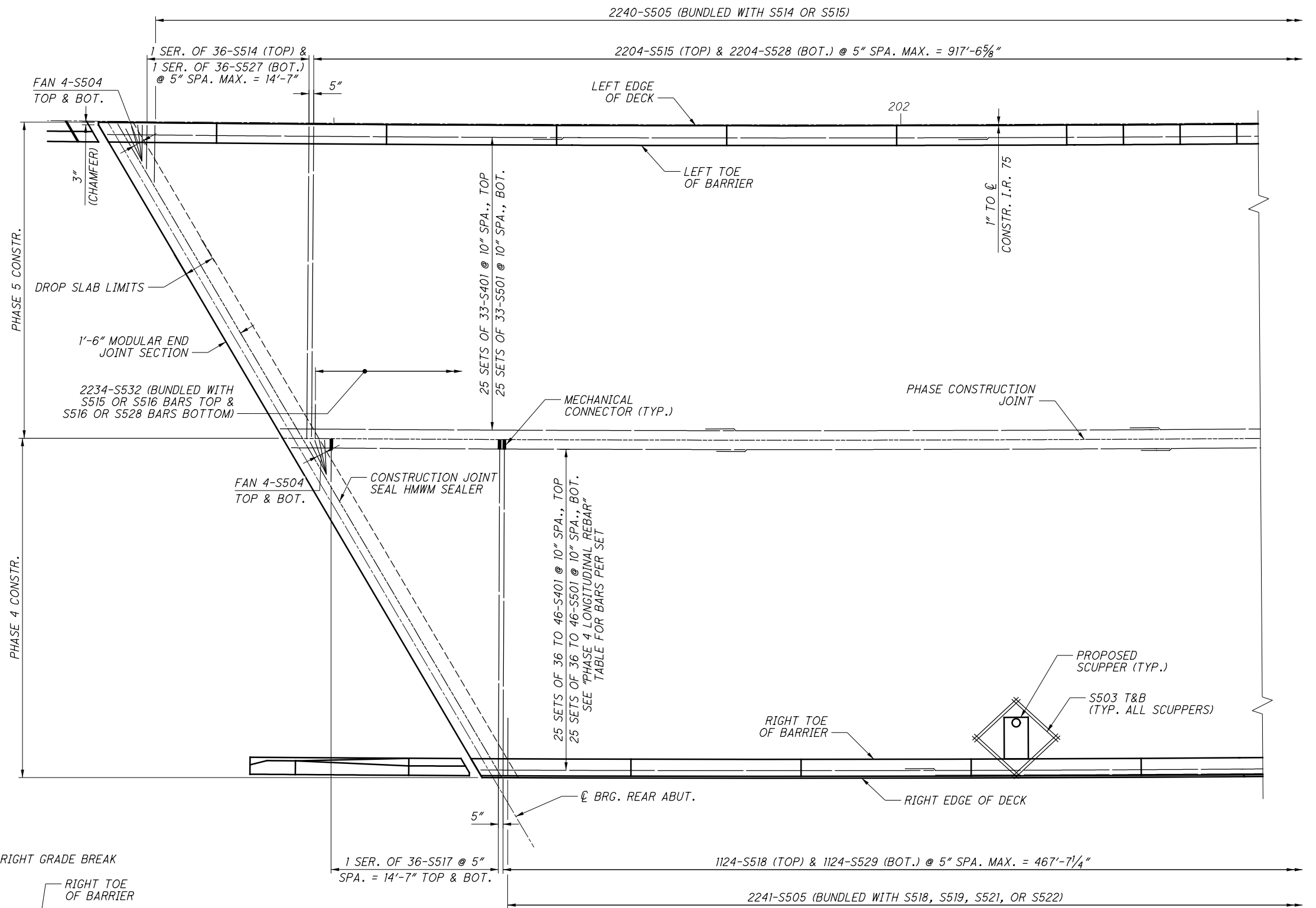
- FOR SCUPPER LOCATION DETAILS, SEE SHEET [55/91]
- ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE PHASE CONSTRUCTION JOINT AND CL CONSTRUCTION. PROVIDED SPACINGS ARE MEASURED ALONG THE PHASE CONSTRUCTION JOINT.
- SEE MODULAR EXPANSION JOINT DRAWINGS ON SHEETS [84/91] THRU [88/91] FOR ADDITIONAL REINFORCING AT THE END OF DECK AND IN THE DROP SLAB.

LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.



PHASE 4 LONGITUDINAL REBAR	
SET	QUANTITY
1	36
2	36
3	36
4	36
5	36
6	36
7	36
8	36
9	36
10	36
11	36
12	36
13	37
14	42
15	46
16	46
17	46
18	46
19	46
20	46
21	46
22	46
23	46
24	46

NOTE: SETS NUMBER FROM REAR ABUTMENT



SUPERELEVATION TRANSITION DIAGRAM - RIGHT BRIDGE

PARTIAL DECK PLAN - RIGHT BRIDGE
(REINFORCING IN END OF DECK NOT SHOWN FOR CLARITY, SEE NOTE 3)

NOTES:

- FOR SCUPPER LOCATION DETAILS, SEE SHEET 55/91
- ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE PHASE CONSTRUCTION JOINT AND CL CONSTRUCTION. PROVIDED SPACINGS ARE MEASURED ALONG THE PHASE CONSTRUCTION JOINT.
- SEE MODULAR EXPANSION JOINT DRAWINGS ON SHEETS 84/91 THRU 88/91 FOR ADDITIONAL REINFORCING AT THE END OF DECK AND IN THE DROP SLAB.

LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.

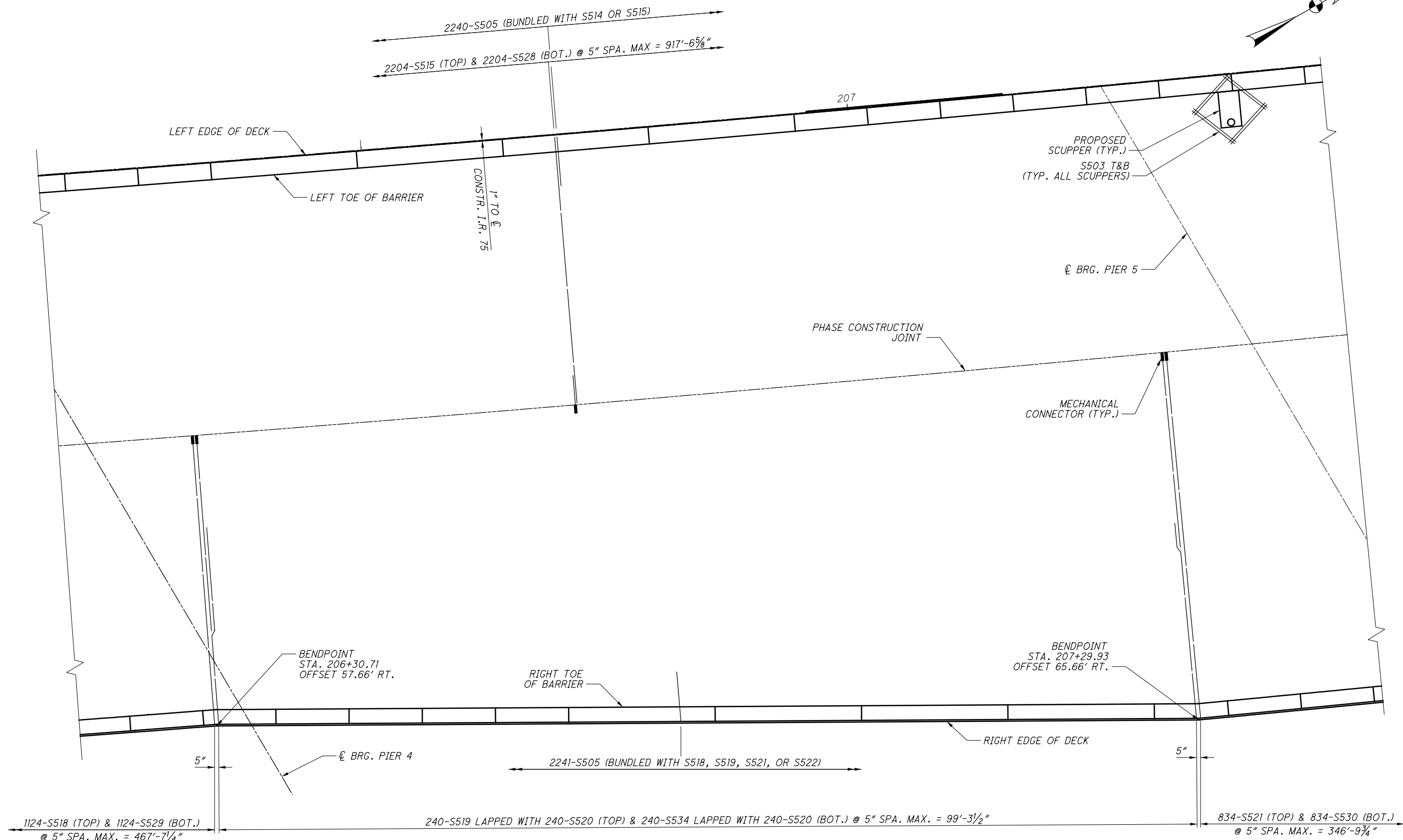
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TAS	FTB	DFT	7/2017
CHECKED	REVIS	STRUCTURE FILE NUMBER	5707056
CJW			

DECK PLAN (4 OF 6)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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PARTIAL DECK PLAN - RIGHT BRIDGE
 (LONGITUDINAL REBAR NOT SHOWN FOR CLARITY)

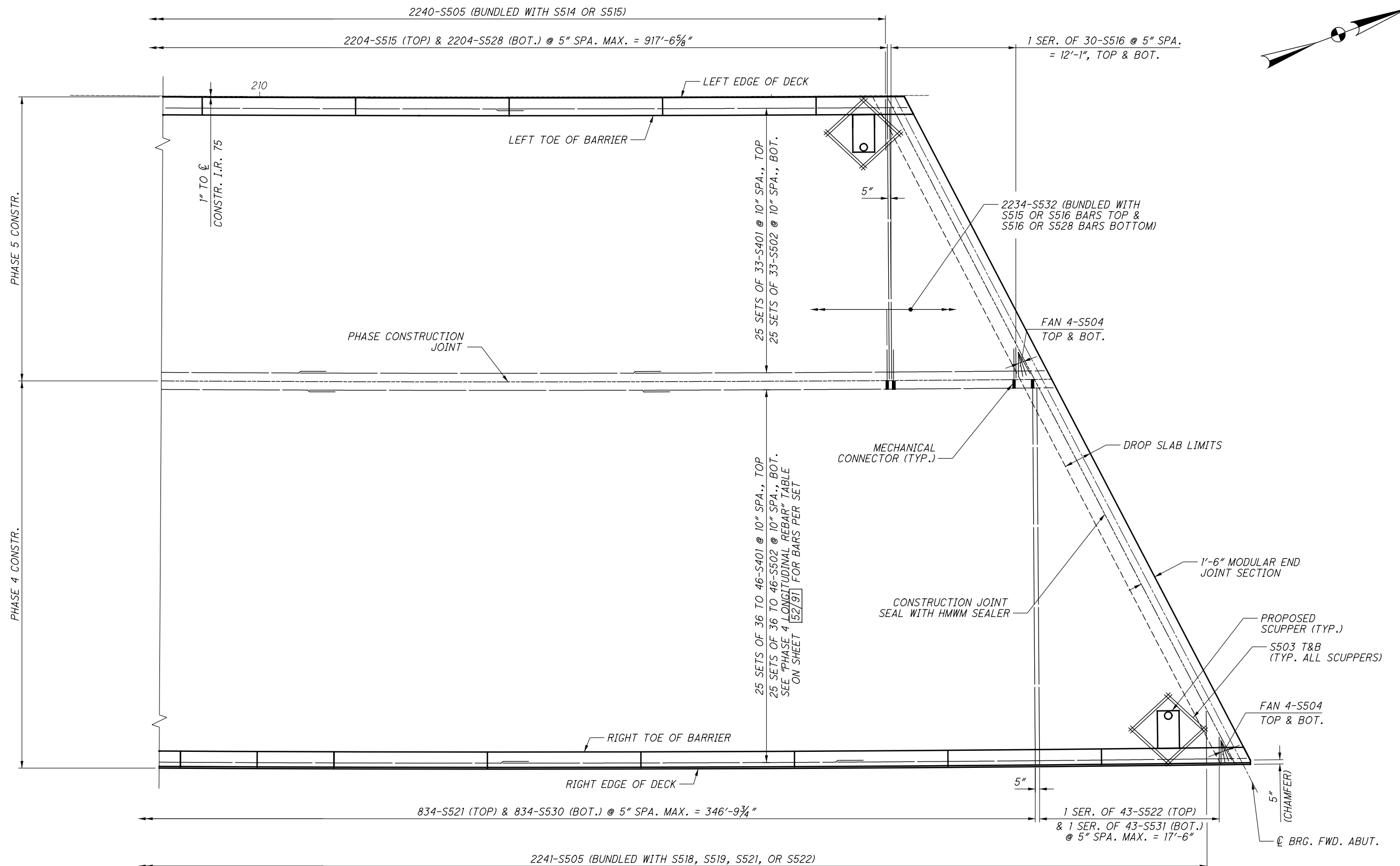
LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.

NOTES:

- FOR SCUPPER LOCATION DETAILS, SEE SHEET 55/91
- ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE PHASE CONSTRUCTION JOINT AND ϕ CONSTRUCTION. PROVIDED SPACINGS ARE MEASURED ALONG THE PHASE CONSTRUCTION JOINT.

 E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com			
DESIGNED	TAS	CHECKED	CJW
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		
DECK PLAN (5 OF 6) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD			
MOT-75-(10.44)(10.78)		PID No. 91606	
53/91		245 348	

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PARTIAL DECK PLAN - RIGHT BRIDGE
(REINFORCING IN END OF DECK NOT SHOWN FOR CLARITY, SEE NOTE 3)

NOTES:

1. FOR SCUPPER LOCATION DETAILS, SEE SHEET 55/91
2. ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE PHASE CONSTRUCTION JOINT AND ϕ CONSTRUCTION. PROVIDED SPACINGS ARE MEASURED ALONG THE PHASE CONSTRUCTION JOINT.
3. SEE MODULAR EXPANSION JOINT DRAWINGS ON SHEETS 84/91 THRU 88/91 FOR ADDITIONAL REINFORCING AT THE END OF DECK AND IN THE DROP SLAB.

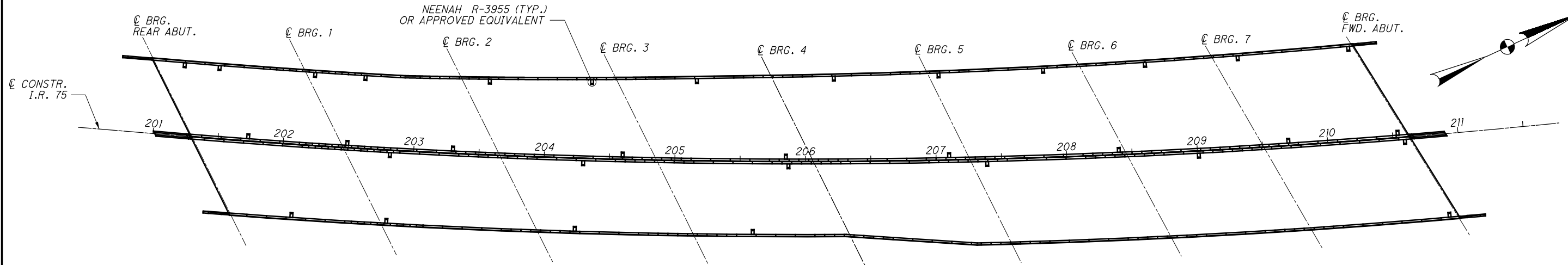
LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.

DESIGNED	DRAWN	REVIEWED	DATE
TAS	FTB	DFT	7/2017
CJW	REVISED	STRUCTURE FILE NUMBER	5707056

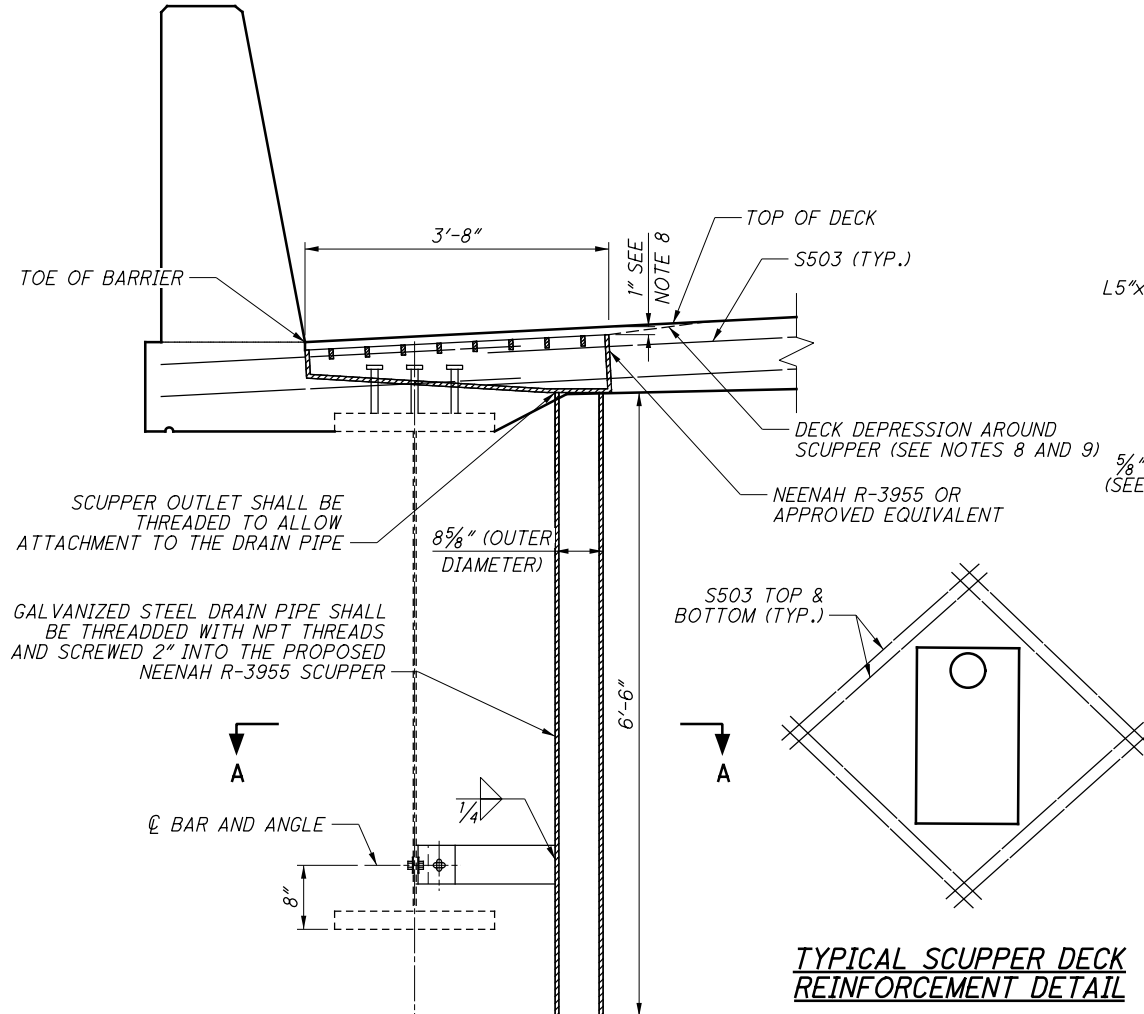
DECK PLAN (6 OF 6)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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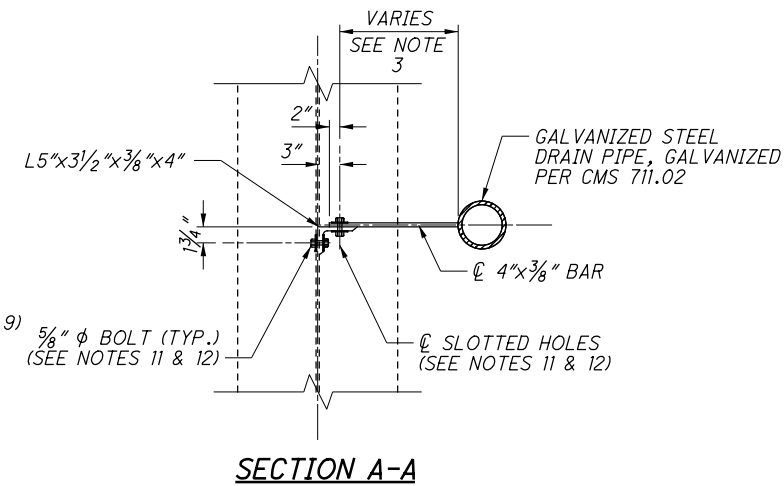


PLAN - PROPOSED SCUPPER LOCATIONS



FINAL SCUPPER DETAIL
(FINAL CONFIGURATION)

TYPICAL SCUPPER DECK
REINFORCEMENT DETAIL



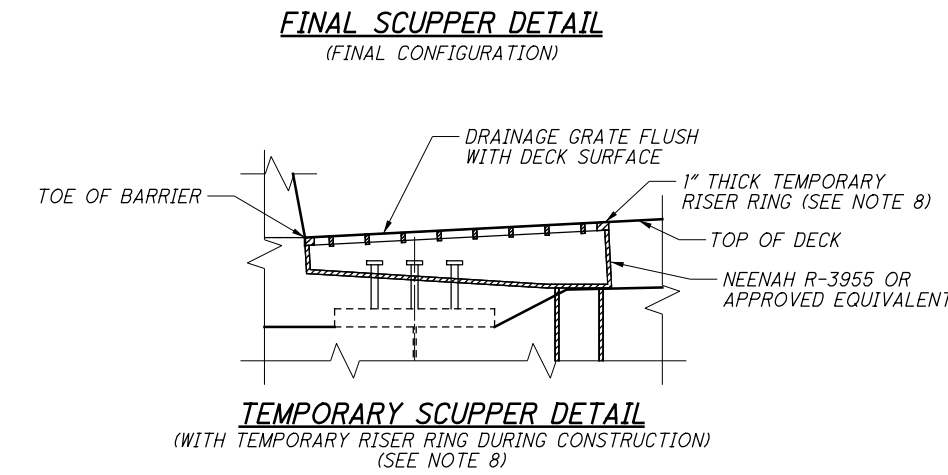
SECTION A-A

SCUPPER, LEFT BRIDGE - EXTERIOR SHOULDER	
STATION	SCUPPER FEATURE
201+20.00	*
201+47.00	*
202+21.00	*
202+60.00	*
203+56.00	*
204+35.00	*
205+16.00	*
206+22.00	*
207+03.00	*
207+84.00	*
208+63.00	*
209+35.00	**
210+21.00	**

SCUPPER, LEFT BRIDGE - INTERIOR SHOULDER	
STATION	SCUPPER FEATURE
201+73.00	*
202+49.00	*
203+30.00	*
204+60.00	*
205+85.00	*
207+10.00	*
208+40.00	*
209+70.00	*
210+54.00	*

SCUPPER, RIGHT BRIDGE - INTERIOR SHOULDER	
STATION	SCUPPER FEATURE
202+82.00	**
204+30.00	**
205+87.00	**
207+39.00	**
209+01.00	**
210+59.00	**

SCUPPER, RIGHT BRIDGE - EXTERIOR SHOULDER	
STATION	SCUPPER FEATURE
202+10.00	*
202+82.00	*
204+25.00	*
205+60.00	*
210+88.00	**



TEMPORARY SCUPPER DETAIL
(WITH TEMPORARY RISER RING DURING CONSTRUCTION)
(SEE NOTE 8)

LEGEND:

- * - DESIGNATES SCUPPERS THAT REQUIRE TEMPORARY RISER DURING CONSTRUCTION, SEE NOTE 8
- ** - DESIGNATES SCUPPERS THAT DO NOT REQUIRE TEMPORARY RISER DURING CONSTRUCTION, SEE NOTE 9

NOTES:

- THE CONTRACTOR SHALL MOVE SHEAR STUDS ON PROPOSED BEAMS AS NECESSARY IN ORDER TO AVOID PROPOSED SCUPPERS.
- FOR MORE INFORMATION NOT SHOWN, SEE ODOT STANDARD DRAWING GSD-1-96.
- LENGTH OF THE 4" x 3/8" BAR IS TO BE FIELD MEASURED PRIOR TO FABRICATION.
- ALL LABOR, MATERIALS, AND INCIDENTALS (INCLUDING EXISTING PAINT TO BE REPAIRED) NECESSARY TO FURNISH THE SCUPPER DRAINAGE SYSTEM AND THE GALVANIZED DRAIN PIPE IN TEMPORARY AND FINAL CONDITIONS SHALL BE PAID FOR UNDER ITEM 518 - SCUPPERS, INCLUDING SUPPORTS AS PER PLAN.
- FOR PHASE CONSTRUCTION SEQUENCING, SEE SHEETS [10/91] THRU [13/91].
- SCUPPERS SHALL BE ANCHORED TO STEEL BEAMS AND ANCHORING SHALL BE APPROVED BY ENGINEER PRIOR TO DECK PLACEMENT.
- FIELD CUT DECK REINFORCING AS NECESSARY TO ALLOW SCUPPER INSTALLATION. PAYMENT TO BE INCLUDED WITH ITEM 518 - SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN.
- SCUPPERS REQUIRING A TEMPORARY RISER RING SHALL BE INSTALLED WITH A SPACER RING OR SIMILAR DEVICE WHICH WILL ELEVATE THE GRATE TO BE FLUSH WITH THE ROADWAY SURFACE DURING CONSTRUCTION AND MAINTENANCE OF TRAFFIC. UPON COMPLETION OF CONSTRUCTION, THE SPACER RING OR SIMILAR DEVICE SHALL BE REMOVED AND THE FINAL DRAINAGE GRATE SURFACE SHALL BE DEPRESSED RELATIVE TO THE DECK SURFACE AS SHOWN. CONTRACTOR SHALL GRIND A DEPRESSION IN THE DECK CONCRETE AROUND THE SCUPPER TO ALLOW WATER TO FLOW INTO THE SCUPPER. THIS SHALL BE PAID FOR UNDER ITEM 518, SCUPPER, MISC.: (NEENAH R-3955 OR SIMILAR). SCUPPERS NOT REQUIRING A TEMPORARY RISER RING SHALL BE INSTALLED NORMALLY AND BE INSTALLED DEPRESSED RELATIVE TO THE DECK SURFACE AS SHOWN.
- FOR SCUPPERS NOT REQUIRING A TEMPORARY RISER RING, THE STANDARD DEPRESSION AT SCUPPER LOCATIONS SHOULD BE FORMED DURING DECK PLACEMENT.
- TO ORDER THE PROPOSED R-3955 SCUPPERS WITH RISER RINGS FROM NEENAH, THE CONTRACTOR MAY CONTACT LINETTA HAYWOOD WITH NEENAH BY PHONE OR EMAIL AT 614-562-7130 OR LINETTA.HAYWOOD@NEENAHENTERPRISES.COM. MAKE REFERENCE TO NEENAH CUSTOM DRAWINGS T2808 THROUGH T2810. COORDINATE WITH NEENAH TO ENSURE ALL SCUPPERS AND THE PROPOSED 8" DRAIN PIPES ARE PROPERLY THREADED TO MATE WITH EACH OTHER.
- THE SIZE OF THE SLOTTED HOLES SHALL BE 1 1/16" x 1 9/16". THE SLOT SHALL BE HORIZONTAL IN THE 4" x 3/8" BAR AND VERTICAL IN THE ANGLE. BOLTS SHALL BE 5/8" DIAMETER A325 TYPE 1, GALVANIZED, WITH HEX NUT AND TWO WASHERS. TIGHTEN ACCORDING TO 513.
- THE BOLTS SHALL BE 5/8" DIAMETER A325 TYPE 1 GALVANIZED. EACH ASSEMBLY SHALL INCLUDE A BOLT, NUT AND TWO WASHERS. TIGHTEN ACCORDING TO 513. AFTER THE DECK CONCRETE HAS BEEN POURED, FIELD DRILL THE 1 3/16" DIAMETER HOLE IN THE WEB.

E.L. ROBINSON ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

DESIGNED	TAS	CHECKED	MRV
DRAWN	FTB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

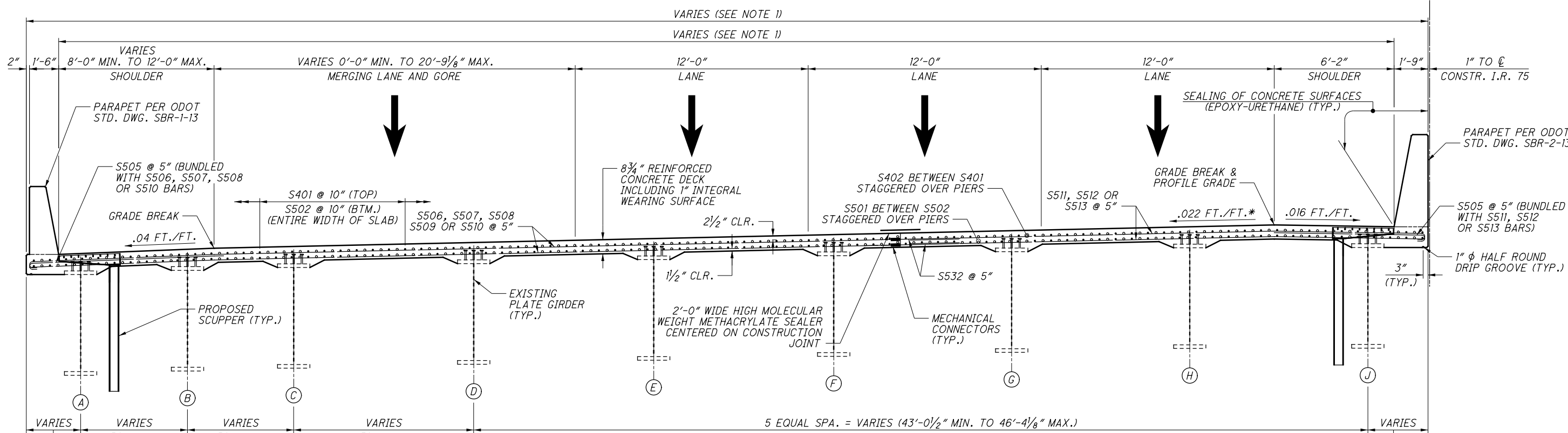
PROPOSED SCUPPER DETAILS
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

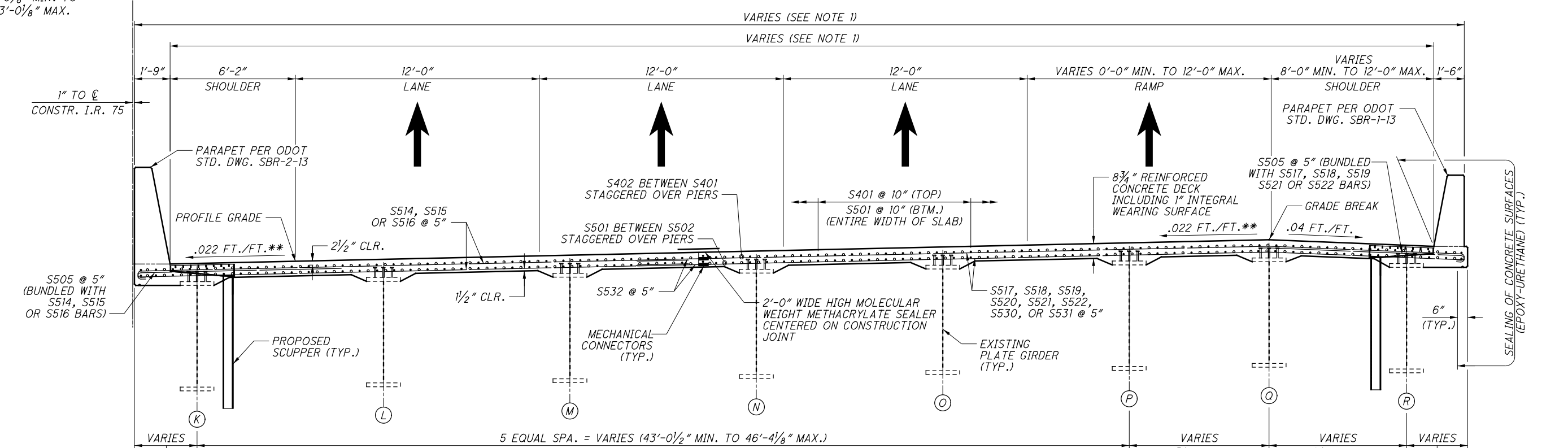
55 / 91

247
348

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TRANSVERSE SECTION - LEFT BRIDGE
(SPAN 7 SHOWN, OTHERS SIMILAR)



TRANSVERSE SECTION - RIGHT BRIDGE
(SPAN 7 SHOWN, OTHERS SIMILAR)

4. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3 1/2 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE IS ±3 INCHES.

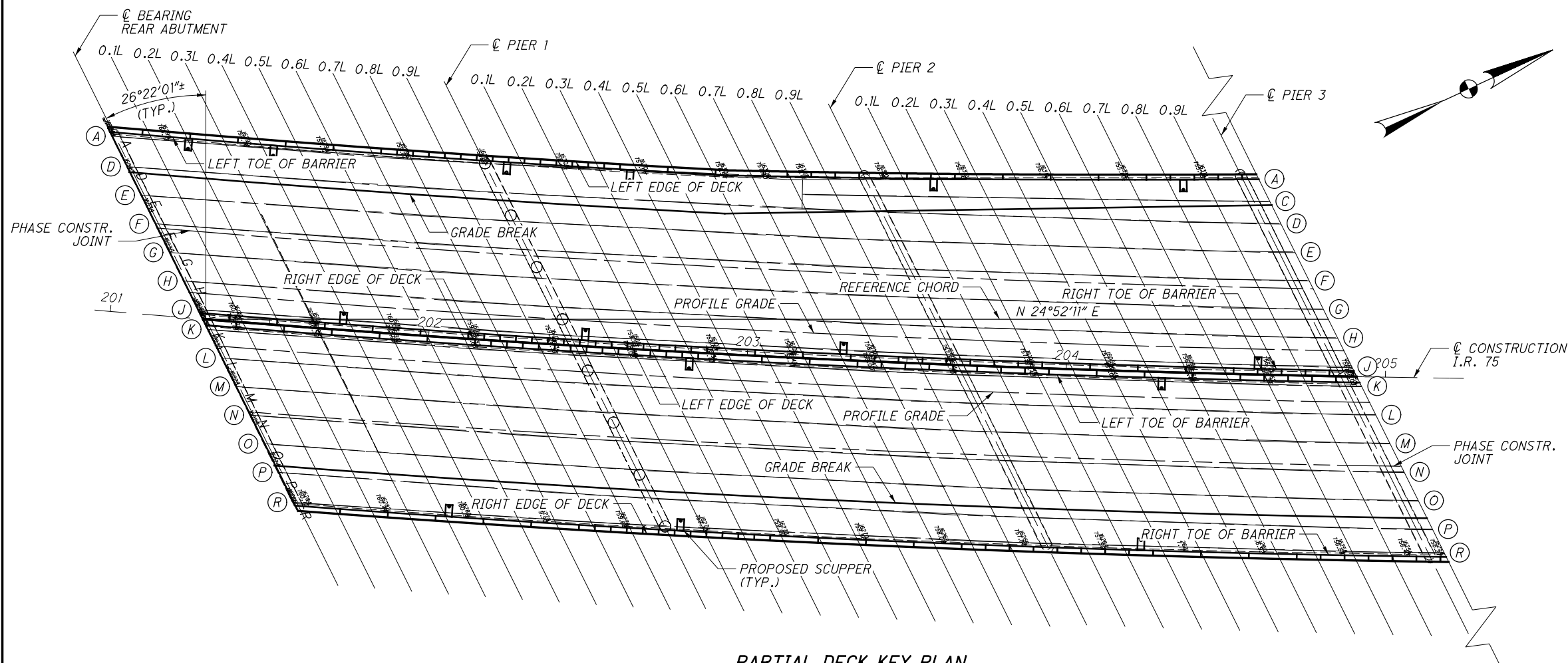
THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

- NOTES:**
1. REFER TO GENERAL PLAN FOR DECK WIDTH AND T/T BARRIER DIMENSIONS. SEE SHEET [5/91].
 2. REFER TO DECK PLAN FOR ADDITIONAL NOTES. SEE SHEETS [49/91] THROUGH [54/91].
 3. FOR REQUIRED LIMITS OF VANDAL PROTECTION FENCE, SEE SHEET [76/91].

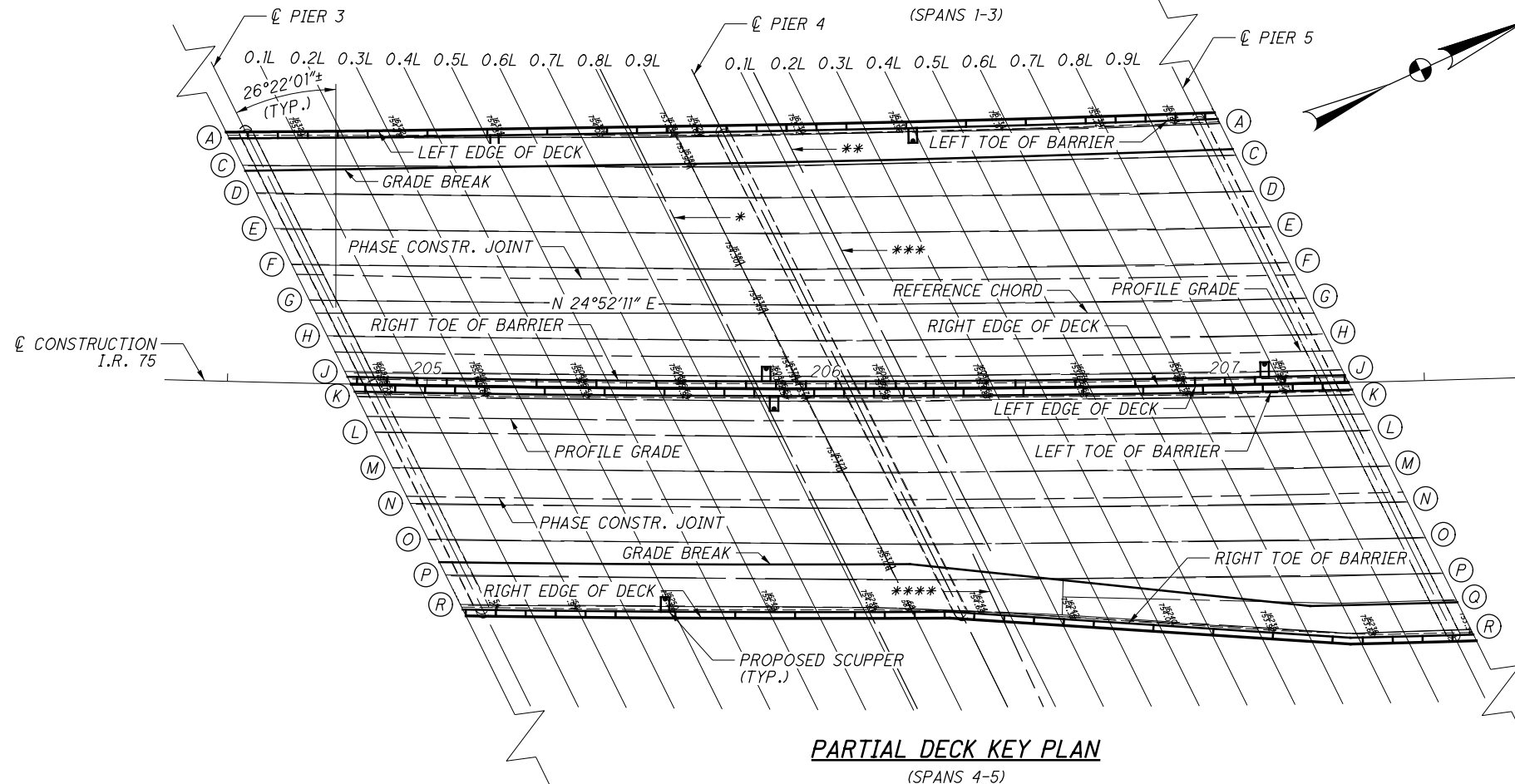
- LEGEND:**
- Ⓜ - DESIGNATES BEAM LINE NUMBER
 - * - 0.022 FT./FT. SLOPE TYPICAL FOR SPANS 2 THROUGH 8. FOR SPAN 1, SEE SUPERELEVATION TABLE.
 - ** - 0.022 FT./FT. SLOPE TYPICAL FOR SPANS 1 AND 2, SEE SUPERELEVATION TABLE.

E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com	
DATE	7/2017
REVIEWED	DFT
DESIGNED	TAS
DRAWN	GMW
CHECKED	CJW
STRUCTURE FILE NUMBER	5707056
TRANSVERSE SECTION	BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD	
MOT-75-(10.44)(10.78)	PID No. 91606
56/91	248/348

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PARTIAL DECK KEY PLAN
(SPANS 1-3)



PARTIAL DECK KEY PLAN
(SPANS 4-5)

LEGEND:

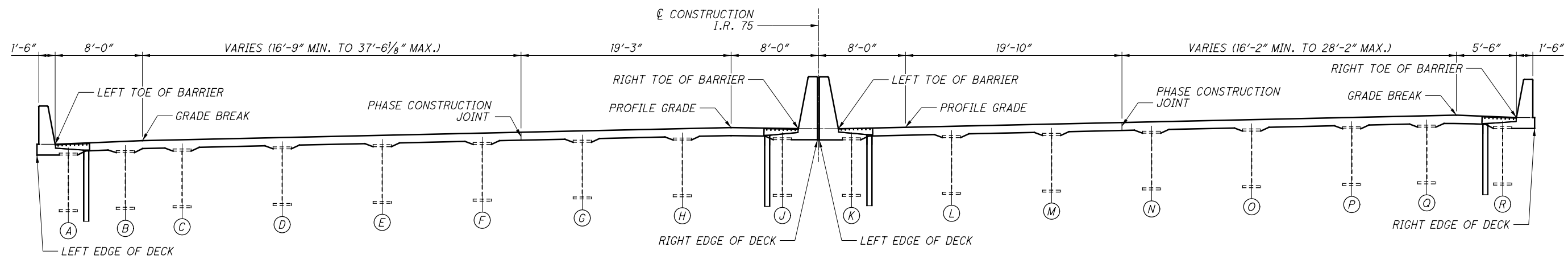
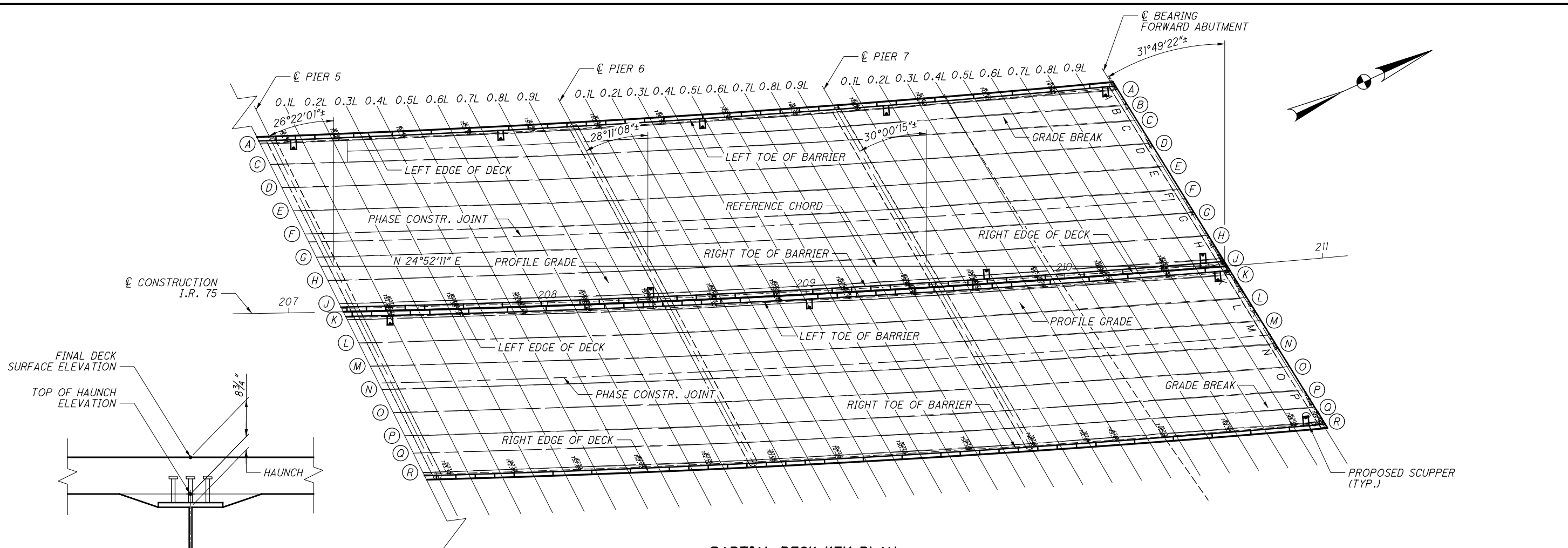
- Ⓝ - GIRDER DESIGNATION
- * - Ⓞ PROPOSED FIELD SPLICE 1 (ALL GIRDERS)
- ** - Ⓞ PROPOSED FIELD SPLICE 2 (GIRDERS A & C)
- *** - Ⓞ PROPOSED FIELD SPLICE 2 (GIRDERS D THRU O)
- **** - Ⓞ PROPOSED FIELD SPLICE 2 (GIRDERS P & R)

NOTES:

1. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [59/91] THRU [74/91].
2. SPAN LENGTHS USED TO COMPUTE TENTH POINT LOCATIONS ARE MEASURED ALONG THE Ⓞ CONSTRUCTION. ALL TENTH POINT REFERENCE LINES ARE ORIENTED AT THE SAME SKEW AS ADJACENT SUPPORTS. IN THE CASE OF ADJACENT SUPPORTS WITH DIFFERENT SKEWS, THE SKEWS OF THE TENTH POINT REFERENCE LINES ARE INCREMENTALLY TRANSITIONED FROM THE REAR SUPPORT SKEW TO THE FORWARD SUPPORT SKEW.

DATE	7/2017
REVIEWED	DFT
STRUCTURE FILE NUMBER	5707056
DRAWN	GMW
REVISION	REVISED
DESIGNED	GMW
CHECKED	MRV

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- NOTES:**
- FOR SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [59/91] THRU [74/91].
 - SPAN LENGTHS USED TO COMPUTE TENTH POINT LOCATIONS ARE MEASURED ALONG THE \hat{C} CONSTRUCTION. ALL TENTH POINT REFERENCE LINES ARE ORIENTED AT THE SAME SKEW AS ADJACENT SUPPORTS. IN THE CASE OF ADJACENT SUPPORTS WITH DIFFERENT SKEWS, THE SKEWS OF THE TENTH POINT REFERENCE LINES ARE INCREMENTALLY TRANSITIONED FROM THE REAR SUPPORT SKEW TO THE FORWARD SUPPORT SKEW.

LEGEND:
- GIRDER DESIGNATION

DATE	7/2017
REVIEWED	DFT
DRAWN	GMW
DESIGNED	GMW
CHECKED	MRV
STRUCTURE FILE NUMBER	5707056
DECK KEY PLAN (2 OF 2) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD	
MOT-75-(10.44)(10.78) PID No. 91606	
58	91
(250 / 348)	

SCREED ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GRADE BREAK		PHASE CONSTRUCTION		PROFILE GRADE		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
Ⓢ BRG. REAR ABUT.	200+95.19	760.51	200+96.20	760.50	201+03.44	760.88	201+13.56	761.01	201+25.19	761.16	201+28.90	761.01	201+29.96	761.00
0.1L	201+06.81	760.36	201+07.81	760.35	201+15.06	760.73	201+25.20	760.84	201+36.81	761.01	201+40.51	760.86	201+41.56	760.85
0.2L	201+18.44	760.21	201+19.45	760.20	201+26.74	760.54	201+36.88	760.66	201+48.43	760.85	201+52.11	760.71	201+53.16	760.69
0.3L	201+30.19	760.01	201+31.20	759.99	201+38.47	760.34	201+48.55	760.47	201+60.05	760.70	201+63.72	760.55	201+64.76	760.54
0.4L	201+41.95	759.80	201+42.95	759.78	201+50.19	760.12	201+60.23	760.29	201+71.68	760.54	201+75.32	760.40	201+76.36	760.38
0.5L	201+53.71	759.59	201+54.71	759.57	201+61.91	759.91	201+71.90	760.11	201+83.30	760.38	201+86.93	760.24	201+87.96	760.23
0.6L	201+65.46	759.37	201+66.46	759.36	201+73.63	759.72	201+83.57	759.95	201+94.92	760.22	201+98.53	760.08	201+99.56	760.06
0.7L	201+77.22	759.20	201+78.22	759.18	201+85.35	759.56	201+95.25	759.79	202+06.54	760.06	202+10.14	759.92	202+11.16	759.90
0.8L	201+88.98	759.03	201+89.97	759.02	201+97.07	759.40	202+06.92	759.63	202+18.16	759.90	202+21.74	759.75	202+22.76	759.74
0.9L	202+00.74	758.86	202+01.72	758.85	202+08.79	759.23	202+18.60	759.47	202+29.78	759.74	202+33.35	759.59	202+34.36	759.58
Ⓢ BRG. PIER 1	202+12.50	758.70	202+13.48	758.69	202+20.51	759.07	202+30.27	759.31	202+41.41	759.58	202+44.95	759.43	202+45.96	759.42
0.1L	202+24.66	758.54	202+25.64	758.52	202+32.64	758.91	202+42.35	759.15	202+53.43	759.42	202+56.96	759.28	202+57.96	759.26
0.2L	202+36.82	758.38	202+37.79	758.37	202+44.76	758.75	202+54.42	758.99	202+65.45	759.26	202+68.96	759.12	202+69.96	759.11
0.3L	202+48.99	758.22	202+49.95	758.21	202+56.88	758.59	202+66.50	758.83	202+77.47	759.11	202+80.97	758.97	202+81.96	758.95
0.4L	202+61.15	758.06	202+62.11	758.05	202+69.01	758.43	202+78.58	758.67	202+89.50	758.95	202+92.98	758.81	202+93.96	758.79
0.5L	202+73.31	757.89	202+74.27	757.88	202+81.13	758.26	202+90.65	758.50	203+01.52	758.78	203+04.98	758.64	203+05.96	758.63
0.6L	202+85.47	757.73	202+86.42	757.71	202+93.15	758.10	203+02.73	758.34	203+13.54	758.62	203+16.99	758.48	203+17.96	758.47
0.7L	202+97.51	757.56	202+98.44	757.55	203+04.83	757.92	203+14.80	758.17	203+25.56	758.45	203+28.99	758.31	203+29.96	758.30
0.8L	203+09.46	757.39	203+10.39	757.38	203+16.53	757.74	203+26.88	758.00	203+37.58	758.28	203+41.00	758.14	203+41.96	758.12
0.9L	203+21.42	757.22	203+22.34	757.21	203+28.25	757.56	203+38.95	757.83	203+49.61	758.11	203+53.00	757.97	203+53.96	757.95
Ⓢ BRG. PIER 2	203+33.37	757.05	203+34.29	757.04	203+39.98	757.38	203+51.03	757.66	203+61.63	757.94	203+65.01	757.80	203+65.96	757.79
0.1L	203+45.33	756.89	203+46.24	756.88	203+51.73	757.20	203+63.10	757.50	203+73.65	757.78	203+77.01	757.64	203+77.96	757.63
0.2L	203+57.29	756.73	203+58.19	756.72	203+63.49	757.03	203+75.18	757.34	203+85.67	757.62	203+89.02	757.48	203+89.96	757.47
0.3L	203+69.25	756.57	203+70.15	756.55	203+75.27	756.86	203+87.25	757.18	203+97.69	757.46	204+01.02	757.33	204+01.96	757.31
0.4L	203+81.21	756.41	203+82.11	756.39	203+87.06	756.69	203+99.32	757.02	204+09.71	757.31	204+13.03	757.17	204+13.96	757.16
0.5L	203+93.17	756.24	203+94.06	756.23	203+98.87	756.52	204+11.40	756.85	204+21.73	757.14	204+25.03	757.01	204+25.96	756.99
0.6L	204+05.13	756.07	204+06.02	756.06	204+10.70	756.34	204+23.47	756.69	204+33.76	756.98	204+37.03	756.84	204+37.96	756.83
0.7L	204+17.10	755.90	204+17.99	755.89	204+22.54	756.17	204+35.54	756.52	204+45.78	756.81	204+49.04	756.67	204+49.96	756.66
0.8L	204+29.07	755.73	204+29.95	755.72	204+34.40	755.99	204+47.62	756.36	204+57.80	756.65	204+61.04	756.50	204+61.96	756.49
0.9L	204+41.04	755.56	204+41.91	755.55	204+46.27	755.82	204+59.69	756.19	204+69.82	756.48	204+73.05	756.33	204+73.96	756.32
Ⓢ BRG. PIER 3	204+53.01	755.39	204+53.88	755.37	204+58.16	755.64	204+71.76	756.02	204+81.84	756.31	204+85.05	756.17	204+85.96	756.15
0.1L	204+64.98	755.22	204+65.85	755.21	204+70.06	755.47	204+83.84	755.86	204+93.86	756.15	204+97.06	756.01	204+97.96	756.00
0.2L	204+76.95	755.05	204+77.82	755.04	204+81.98	755.30	204+95.91	755.70	205+05.88	755.99	205+09.06	755.85	205+09.96	755.84
0.3L	204+88.93	754.89	204+89.79	754.88	204+93.91	755.14	205+07.98	755.54	205+17.90	755.83	205+21.07	755.69	205+21.96	755.68
0.4L	205+00.90	754.72	205+01.76	754.71	205+05.86	754.97	205+20.05	755.37	205+29.92	755.67	205+33.07	755.53	205+33.96	755.52
0.5L	205+12.88	754.55	205+13.73	754.54	205+17.82	754.80	205+32.13	755.21	205+41.95	755.51	205+45.08	755.37	205+45.96	755.36
0.6L	205+24.88	754.38	205+25.73	754.37	205+29.80	754.63	205+44.20	755.05	205+53.97	755.34	205+57.14	755.21	205+57.96	755.19
0.7L	205+36.89	754.21	205+37.73	754.19	205+41.79	754.45	205+56.27	754.88	205+65.99	755.18	205+69.14	755.04	205+69.96	755.03
0.8L	205+48.91	754.03	205+49.75	754.02	205+53.79	754.28	205+68.34	754.71	205+78.01	755.01	205+81.09	754.87	205+81.96	754.86
Ⓢ PROPOSED F.S. 1	205+50.03	754.01	205+50.87	754.00	205+54.91	754.26	205+69.46	754.70	205+79.13	754.99	205+82.21	754.85	205+83.08	754.84
0.9L	205+60.95	753.86	205+61.79	753.85	205+65.81	754.11	205+80.41	754.55	205+90.03	754.84	205+93.15	754.70	205+93.96	754.69
Ⓢ BRG. PIER 4	205+73.00	753.69	205+73.83	753.67	205+77.84	753.94	205+92.49	754.38	206+02.05	754.67	206+05.10	754.53	206+05.96	754.52

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
- FOR TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 63/91 THRU 74/91
- SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

MOT-75-(10.44)(10.78)
 BRIDGE NO. MOT-75-1044
 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

DESIGNED: GMW
 CHECKED: CJW

DRAWN: GMW
 REVISED:

REVIEWED: DFT
 DATE: 7/2017
 STRUCTURE FILE NUMBER: 5707056

SCREED ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GRADE BREAK		PHASE CONSTRUCTION		PROFILE GRADE		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	205+73.00	753.69	205+73.83	753.67	205+77.84	753.94	205+92.49	754.38	206+02.05	754.67	206+05.10	754.53	206+05.96	754.52
0.1L	205+85.06	753.52	205+85.89	753.51	205+89.87	753.77	206+04.56	754.22	206+14.07	754.51	206+17.11	754.37	206+17.97	754.36
⊕ PROPOSED F.S. 2	205+88.20	753.48	205+89.03	753.47	205+93.03	753.73	206+07.62	754.18	206+17.12	754.47	206+20.15	754.33	206+21.01	754.32
0.2L	205+97.12	753.35	205+97.95	753.34	206+01.91	753.61	206+16.63	754.05	206+26.09	754.35	206+29.11	754.21	206+29.97	754.20
0.3L	206+09.18	753.19	206+10.01	753.18	206+13.95	753.44	206+28.70	753.89	206+38.11	754.19	206+41.12	754.06	206+41.97	754.04
0.4L	206+21.25	753.03	206+22.06	753.01	206+25.99	753.27	206+40.77	753.73	206+50.14	754.03	206+53.12	753.89	206+53.97	753.88
0.5L	206+33.31	752.86	206+34.12	752.85	206+38.02	753.11	206+52.84	753.56	206+62.16	753.86	206+65.18	753.73	206+65.97	753.72
0.6L	206+45.37	752.69	206+46.18	752.68	206+50.07	752.94	206+64.91	753.40	206+74.18	753.70	206+77.19	753.57	206+77.97	753.56
0.7L	206+57.44	752.52	206+58.25	752.51	206+62.11	752.77	206+76.98	753.23	206+86.20	753.54	206+89.13	753.40	206+89.97	753.39
0.8L	206+69.51	752.34	206+70.31	752.33	206+74.15	752.59	206+89.05	753.07	206+98.22	753.37	207+01.14	753.23	207+01.97	753.22
0.9L	206+81.57	752.17	206+82.37	752.16	206+86.19	752.42	207+01.12	752.90	207+10.24	753.20	207+13.14	753.07	207+13.97	753.06
⊕ BRG. PIER 5	206+93.64	752.00	206+94.44	751.98	206+98.24	752.25	207+13.19	752.74	207+22.26	753.04	207+25.20	752.90	207+25.97	752.89
0.1L	207+05.45	751.83	207+06.24	751.82	207+10.05	752.09	207+25.16	752.58	207+34.25	752.88	207+37.15	752.74	207+37.97	752.73
0.2L	207+17.25	751.67	207+18.05	751.66	207+21.87	751.93	207+37.12	752.42	207+46.24	752.72	207+49.14	752.59	207+49.97	752.58
0.3L	207+29.05	751.51	207+29.85	751.50	207+33.68	751.76	207+49.09	752.26	207+58.23	752.56	207+61.14	752.43	207+61.97	752.42
0.4L	207+40.85	751.35	207+41.65	751.33	207+45.50	751.60	207+61.05	752.10	207+70.22	752.40	207+73.14	752.27	207+73.97	752.26
0.5L	207+52.65	751.18	207+53.46	751.17	207+57.31	751.43	207+73.01	751.94	207+82.21	752.24	207+85.14	752.11	207+85.97	752.10
0.6L	207+64.45	751.02	207+65.26	751.01	207+69.12	751.27	207+84.98	751.77	207+94.20	752.08	207+97.13	751.94	207+97.97	751.93
0.7L	207+76.25	750.85	207+77.06	750.84	207+80.94	751.10	207+96.94	751.61	208+06.18	751.91	208+09.13	751.78	208+09.97	751.77
0.8L	207+88.05	750.68	207+88.86	750.67	207+92.75	750.93	208+08.90	751.44	208+18.17	751.74	208+21.13	751.61	208+21.97	751.60
0.9L	207+99.85	750.51	208+00.66	750.50	208+04.56	750.76	208+20.87	751.28	208+30.16	751.58	208+33.13	751.44	208+33.97	751.43
⊕ BRG. PIER 6	208+11.64	750.34	208+12.46	750.33	208+16.37	750.60	208+32.83	751.11	208+42.15	751.41	208+45.12	751.27	208+45.97	751.26
0.1L	208+21.93	750.20	208+22.75	750.19	208+26.68	750.45	208+43.28	750.97	208+52.64	751.27	208+55.62	751.13	208+56.47	751.12
0.2L	208+32.22	750.06	208+33.04	750.05	208+36.98	750.31	208+53.74	750.83	208+63.13	751.13	208+66.12	750.99	208+66.97	750.98
0.3L	208+42.51	749.92	208+43.33	749.91	208+47.28	750.17	208+64.19	750.69	208+73.61	750.99	208+76.62	750.85	208+77.47	750.84
0.4L	208+52.79	749.78	208+53.62	749.76	208+57.58	750.03	208+74.65	750.55	208+84.10	750.85	208+87.11	750.71	208+87.97	750.70
0.5L	208+63.08	749.63	208+63.91	749.62	208+67.89	749.88	208+85.10	750.41	208+94.59	750.71	208+97.61	750.57	208+98.47	750.56
0.6L	208+73.36	749.49	208+74.19	749.48	208+78.19	749.74	208+95.56	750.27	209+05.07	750.56	209+08.11	750.43	209+08.97	750.41
0.7L	208+83.64	749.34	208+84.48	749.33	208+88.49	749.59	209+06.01	750.12	209+15.56	750.42	209+18.60	750.28	209+19.47	750.27
0.8L	208+93.93	749.19	208+94.77	749.18	208+98.79	749.44	209+16.47	749.98	209+26.05	750.27	209+29.10	750.13	209+29.97	750.12
0.9L	209+04.21	749.05	209+05.05	749.04	209+09.09	749.30	209+26.92	749.83	209+36.53	750.13	209+39.60	749.99	209+40.47	749.97
⊕ BRG. PIER 7	209+14.49	748.90	209+15.34	748.89	209+19.38	749.15	209+37.38	749.69	209+47.02	749.98	209+50.10	749.84	209+50.97	749.83
0.1L	209+25.37	748.75	209+26.22	748.74	209+30.28	749.00	209+48.43	749.54	209+58.11	749.83	209+61.19	749.70	209+62.07	749.69
0.2L	209+36.26	748.61	209+37.11	748.59	209+41.18	748.86	209+59.49	749.39	209+69.20	749.69	209+72.29	749.55	209+73.17	749.54
0.3L	209+47.14	748.46	209+47.99	748.45	209+52.08	748.71	209+70.55	749.25	209+80.28	749.54	209+83.39	749.41	209+84.27	749.40
0.4L	209+58.02	748.31	209+58.88	748.30	209+62.98	748.56	209+81.61	749.10	209+91.37	749.40	209+94.48	749.26	209+95.37	749.25
0.5L	209+68.90	748.16	209+69.76	748.15	209+73.88	748.41	209+92.66	748.95	210+02.46	749.25	210+05.58	749.12	210+06.47	749.10
0.6L	209+79.79	748.01	209+80.65	748.00	209+84.77	748.26	210+03.72	748.80	210+13.55	749.10	210+16.68	748.96	210+17.56	748.95
0.7L	209+90.67	747.85	209+91.53	747.84	209+95.67	748.10	210+14.78	748.65	210+24.63	748.95	210+27.77	748.81	210+28.66	748.80
0.8L	210+01.55	747.70	210+02.41	747.69	210+06.57	747.94	210+25.83	748.50	210+35.72	748.79	210+38.87	748.65	210+39.76	748.64
0.9L	210+12.42	747.54	210+13.29	747.53	210+17.46	747.79	210+36.89	748.34	210+46.81	748.63	210+49.97	748.49	210+50.86	748.48
⊕ BRG. FWD. ABUT.	210+23.30	747.38	210+24.18	747.37	210+28.36	747.63	210+47.95	748.19	210+57.90	748.47	210+61.07	748.33	210+61.96	748.32

LEGEND:
F.S. - FIELD SPLICE

- NOTES:**
- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
 - FOR TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 63/91 THRU 74/91
 - 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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SCREED ELEVATIONS - RIGHT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		PROFILE GRADE		PHASE CONSTRUCTION		GRADE BREAK		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊘ BRG. REAR ABUT.	201+30.06	760.92	201+31.11	760.90	201+34.81	760.95	201+46.65	761.13	201+56.24	761.29	201+63.31	760.73	201+64.29	760.72
0.1L	201+41.66	760.77	201+42.70	760.75	201+46.39	760.80	201+58.18	760.99	201+67.72	761.16	201+74.76	760.60	201+75.73	760.59
0.2L	201+53.26	760.62	201+54.30	760.60	201+57.97	760.65	201+69.70	760.85	201+79.20	761.03	201+86.20	760.47	201+87.17	760.45
0.3L	201+64.86	760.46	201+65.89	760.45	201+69.55	760.50	201+81.23	760.70	201+90.68	760.89	201+97.65	760.33	201+98.62	760.32
0.4L	201+76.46	760.31	201+77.49	760.29	201+81.12	760.35	201+92.75	760.56	202+02.16	760.75	202+09.10	760.20	202+10.06	760.19
0.5L	201+88.06	760.15	201+89.08	760.14	201+92.70	760.19	202+04.27	760.41	202+13.64	760.62	202+20.55	760.06	202+21.51	760.05
0.6L	201+99.66	759.99	202+00.68	759.97	202+04.28	760.04	202+15.80	760.27	202+25.12	760.48	202+32.00	759.92	202+32.95	759.91
0.7L	202+11.26	759.82	202+12.27	759.81	202+15.86	759.88	202+27.32	760.12	202+36.60	760.34	202+43.45	759.78	202+44.40	759.76
0.8L	202+22.86	759.66	202+23.87	759.65	202+27.44	759.72	202+38.85	759.97	202+48.08	760.19	202+54.90	759.63	202+55.85	759.62
0.9L	202+34.45	759.50	202+35.46	759.48	202+39.01	759.56	202+50.37	759.82	202+59.57	760.05	202+66.35	759.49	202+67.29	759.48
⊘ BRG. PIER 1	202+46.05	759.33	202+47.06	759.32	202+50.59	759.40	202+61.90	759.68	202+71.05	759.91	202+77.80	759.35	202+78.74	759.34
0.1L	202+58.05	759.17	202+59.05	759.16	202+62.57	759.25	202+73.82	759.53	202+82.93	759.76	202+89.65	759.20	202+90.58	759.18
0.2L	202+70.05	759.02	202+71.05	759.00	202+74.55	759.09	202+85.75	759.38	202+94.81	759.61	203+01.50	759.05	203+02.42	759.03
0.3L	202+82.05	758.86	202+83.04	758.85	202+86.53	758.94	202+97.67	759.22	203+06.69	759.46	203+13.34	758.89	203+14.27	758.88
0.4L	202+94.05	758.71	202+95.04	758.69	202+98.51	758.78	203+09.60	759.06	203+18.57	759.30	203+25.19	758.74	203+26.11	758.73
0.5L	203+06.05	758.55	203+07.04	758.54	203+10.48	758.62	203+21.52	758.90	203+30.45	759.15	203+37.04	758.58	203+37.95	758.57
0.6L	203+18.06	758.39	203+19.03	758.37	203+22.46	758.46	203+33.44	758.74	203+42.33	758.98	203+48.89	758.42	203+49.80	758.41
0.7L	203+30.06	758.22	203+31.03	758.21	203+34.44	758.29	203+45.37	758.58	203+54.21	758.82	203+60.74	758.26	203+61.64	758.24
0.8L	203+42.06	758.05	203+43.02	758.04	203+46.42	758.13	203+57.29	758.42	203+66.09	758.66	203+72.59	758.09	203+73.49	758.08
0.9L	203+54.06	757.88	203+55.02	757.87	203+58.40	757.96	203+69.22	758.25	203+77.97	758.49	203+84.44	757.92	203+85.33	757.91
⊘ BRG. PIER 2	203+66.06	757.72	203+67.01	757.71	203+70.38	757.80	203+81.14	758.09	203+89.86	758.33	203+96.29	757.76	203+97.18	757.75
0.1L	203+78.05	757.56	203+79.01	757.55	203+82.35	757.64	203+93.07	757.93	204+01.74	758.17	204+08.14	757.61	204+09.02	757.59
0.2L	203+90.05	757.41	203+91.00	757.39	203+94.33	757.48	204+04.99	757.77	204+13.62	758.01	204+19.99	757.45	204+20.87	757.44
0.3L	204+02.05	757.25	204+03.00	757.24	204+06.31	757.33	204+16.92	757.62	204+25.50	757.86	204+31.84	757.30	204+32.71	757.29
0.4L	204+14.05	757.10	204+14.99	757.08	204+18.29	757.17	204+28.84	757.46	204+37.38	757.70	204+43.69	757.15	204+44.56	757.13
0.5L	204+26.05	756.94	204+26.98	756.93	204+30.27	757.01	204+40.77	757.30	204+49.26	757.55	204+55.54	756.99	204+56.41	756.98
0.6L	204+38.05	756.78	204+38.98	756.76	204+42.24	756.85	204+52.69	757.14	204+61.15	757.39	204+67.39	756.83	204+68.25	756.82
0.7L	204+50.05	756.61	204+50.97	756.60	204+54.22	756.69	204+64.62	756.98	204+73.03	757.23	204+79.24	756.66	204+80.10	756.65
0.8L	204+62.05	756.44	204+62.97	756.43	204+66.20	756.52	204+76.54	756.82	204+84.91	757.06	204+91.09	756.50	204+91.95	756.49
0.9L	204+74.05	756.28	204+74.96	756.26	204+78.18	756.35	204+88.47	756.65	204+96.80	756.90	205+02.94	756.34	205+03.80	756.32
⊘ BRG. PIER 3	204+86.05	756.11	204+86.96	756.10	204+90.16	756.19	205+00.39	756.49	205+08.68	756.74	205+14.80	756.17	205+15.64	756.16
0.1L	204+98.05	755.95	204+98.95	755.94	205+02.14	756.03	205+12.32	756.33	205+20.56	756.58	205+26.65	756.02	205+27.49	756.01
0.2L	205+10.05	755.80	205+10.95	755.79	205+14.11	755.88	205+24.25	756.17	205+32.45	756.42	205+38.50	755.86	205+39.34	755.85
0.3L	205+22.05	755.64	205+22.94	755.63	205+26.09	755.72	205+36.17	756.02	205+44.33	756.27	205+50.36	755.71	205+51.19	755.70
0.4L	205+34.05	755.49	205+34.94	755.47	205+38.07	755.56	205+48.10	755.86	205+56.22	756.11	205+62.21	755.55	205+63.04	755.54
0.5L	205+46.05	755.33	205+46.93	755.32	205+50.05	755.40	205+60.03	755.70	205+68.10	755.95	205+74.07	755.40	205+74.89	755.39
0.6L	205+58.05	755.17	205+58.93	755.15	205+62.03	755.24	205+71.96	755.54	205+79.99	755.79	205+85.92	755.24	205+86.74	755.23
0.7L	205+70.05	755.00	205+70.92	754.99	205+74.01	755.08	205+83.88	755.38	205+91.88	755.63	205+97.78	755.08	205+98.59	755.07
0.8L	205+82.05	754.83	205+82.92	754.82	205+85.99	754.91	205+95.81	755.22	206+03.76	755.47	206+09.63	754.91	206+10.44	754.90
⊘ PROPOSED F.S. 1	205+83.16	754.82	205+84.03	754.81	205+87.10	754.90	205+96.92	755.20	206+04.87	755.45	206+10.73	754.89	206+11.55	754.88
0.9L	205+94.05	754.67	205+94.91	754.66	205+97.97	754.75	206+07.74	755.05	206+15.65	755.31	206+21.49	754.75	206+22.30	754.74
⊘ BRG. PIER 4	206+06.05	754.50	206+06.91	754.49	206+09.95	754.59	206+19.67	754.89	206+27.53	755.14	206+33.44	754.59	206+34.27	754.59

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
- FOR TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 63/91 THRU 74/91
- SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

MOT -75-(10.44)(10.78)

PID No. 91606

61/91

253
348

SCREED ELEVATIONS - RIGHT BRIDGE (1 OF 2)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

DESIGNED
GMW
CHECKED
CJW

DRAWN
GMW
REVISED

REVIEWED
DFT
STRUCTURE FILE NUMBER
5707056

DATE
7/2017

E.L. ROBINSON
ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.robinsoneengineering.com

SCREED ELEVATIONS - RIGHT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		PROFILE GRADE		PHASE CONSTRUCTION		GRADE BREAK		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
Ⓢ BRG. PIER 4	206+06.05	754.50	206+06.91	754.49	206+09.95	754.59	206+19.67	754.89	206+27.53	755.14	206+33.44	754.59	206+34.27	754.59
Ⓢ PROPOSED F.S. 2*									206+37.97	755.02	206+43.39	754.51	206+44.17	754.50
0.1L	206+18.05	754.34	206+18.91	754.33	206+21.93	754.43	206+31.60	754.73	206+39.92	755.00	206+45.72	754.48	206+46.56	754.47
Ⓢ PROPOSED F.S. 2*	206+21.09	754.31	206+21.95	754.29	206+24.96	754.39	206+34.62	754.69						
0.2L	206+30.05	754.19	206+30.90	754.18	206+33.91	754.27	206+43.52	754.57	206+52.50	754.86	206+58.02	754.37	206+58.85	754.36
0.3L	206+42.05	754.03	206+42.90	754.02	206+45.89	754.11	206+55.45	754.42	206+65.08	754.73	206+70.33	754.26	206+68.66	754.27
0.4L	206+54.05	753.88	206+54.89	753.87	206+57.87	753.96	206+67.38	754.26	206+77.67	754.59	206+82.64	754.14	206+83.46	754.14
0.5L	206+66.05	753.72	206+66.89	753.71	206+69.85	753.80	206+79.31	754.10	206+90.26	754.46	206+94.96	754.03	206+95.78	754.03
0.6L	206+78.05	753.55	206+78.88	753.54	206+81.82	753.63	206+91.24	753.94	207+02.87	754.32	207+07.30	753.92	207+08.11	753.91
0.7L	206+90.05	753.39	206+90.88	753.38	206+93.80	753.47	207+03.17	753.78	207+15.47	754.19	207+19.63	753.81	207+20.44	753.80
0.8L	207+02.05	753.22	207+02.87	753.21	207+05.78	753.31	207+15.10	753.62	207+28.09	754.05	207+31.90	753.69	207+32.67	753.68
0.9L	207+14.05	753.06	207+14.87	753.05	207+17.76	753.14	207+27.03	753.45	207+40.06	753.90	207+43.74	753.53	207+44.50	753.52
Ⓢ BRG. PIER 5	207+26.05	752.89	207+26.86	752.88	207+29.74	752.98	207+38.96	753.29	207+51.92	753.74	207+55.58	753.37	207+56.34	753.36
0.1L	207+38.05	752.74	207+38.87	752.73	207+41.75	752.82	207+50.99	753.14	207+63.99	753.58	207+67.66	753.22	207+68.42	753.21
0.2L	207+50.05	752.59	207+50.87	752.57	207+53.76	752.67	207+63.03	752.98	207+76.06	753.43	207+79.74	753.06	207+80.51	753.05
0.3L	207+62.05	752.43	207+62.87	752.42	207+65.77	752.51	207+75.06	752.82	207+88.14	753.27	207+91.82	752.91	207+92.59	752.90
0.4L	207+74.05	752.28	207+74.87	752.26	207+77.78	752.36	207+87.10	752.66	208+00.21	753.11	208+03.91	752.75	208+04.68	752.74
0.5L	207+86.05	752.12	207+86.88	752.11	207+89.80	752.20	207+99.14	752.50	208+12.28	752.95	208+15.99	752.59	208+16.76	752.58
0.6L	207+98.05	751.95	207+98.88	751.94	208+01.81	752.03	208+11.17	752.34	208+24.36	752.79	208+28.07	752.42	208+28.85	752.41
0.7L	208+10.05	751.79	208+10.88	751.78	208+13.82	751.87	208+23.21	752.18	208+36.43	752.62	208+40.16	752.26	208+40.93	752.25
0.8L	208+22.05	751.62	208+22.88	751.61	208+25.83	751.70	208+35.25	752.01	208+48.50	752.46	208+52.24	752.09	208+53.02	752.08
0.9L	208+34.05	751.45	208+34.88	751.44	208+37.84	751.54	208+47.28	751.85	208+60.58	752.29	208+64.32	751.92	208+65.10	751.91
Ⓢ BRG. PIER 6	208+46.05	751.29	208+46.89	751.28	208+49.85	751.37	208+59.32	751.68	208+72.65	752.12	208+76.41	751.75	208+77.19	751.74
0.1L	208+56.55	751.15	208+57.39	751.14	208+60.36	751.23	208+69.87	751.54	208+83.24	751.98	208+87.01	751.61	208+87.80	751.60
0.2L	208+67.05	751.01	208+67.89	751.00	208+70.87	751.09	208+80.41	751.40	208+93.83	751.84	208+97.62	751.47	208+98.40	751.46
0.3L	208+77.55	750.87	208+78.40	750.86	208+81.39	750.96	208+90.96	751.26	209+04.42	751.70	209+08.22	751.33	209+09.01	751.32
0.4L	208+88.05	750.74	208+88.90	750.73	208+91.90	750.82	209+01.50	751.12	209+15.02	751.56	209+18.83	751.19	209+19.62	751.18
0.5L	208+98.55	750.60	208+99.40	750.59	209+02.41	750.68	209+12.05	750.98	209+25.61	751.42	209+29.43	751.05	209+30.23	751.04
0.6L	209+09.05	750.46	209+09.91	750.44	209+12.93	750.54	209+22.60	750.84	209+36.20	751.28	209+40.04	750.91	209+40.83	750.90
0.7L	209+19.55	750.31	209+20.41	750.30	209+23.44	750.39	209+33.14	750.70	209+46.79	751.13	209+50.64	750.76	209+51.44	750.75
0.8L	209+30.05	750.17	209+30.91	750.16	209+33.96	750.25	209+43.69	750.55	209+57.39	750.99	209+61.25	750.62	209+62.05	750.61
0.9L	209+40.55	750.02	209+41.42	750.01	209+44.47	750.10	209+54.24	750.41	209+67.98	750.85	209+71.85	750.47	209+72.66	750.46
Ⓢ BRG. PIER 7	209+51.05	749.88	209+51.92	749.87	209+54.98	749.96	209+64.78	750.27	209+78.57	750.70	209+82.46	750.33	209+83.27	750.32
0.1L	209+62.15	749.74	209+63.02	749.73	209+66.09	749.82	209+75.93	750.12	209+89.76	750.56	209+93.66	750.19	209+94.47	750.18
0.2L	209+73.25	749.60	209+74.13	749.58	209+77.21	749.68	209+87.07	749.98	210+00.94	750.41	210+04.85	750.04	210+05.67	750.03
0.3L	209+84.35	749.46	209+85.23	749.44	209+88.32	749.53	209+98.21	749.83	210+12.13	750.27	210+16.05	749.90	210+16.87	749.89
0.4L	209+95.45	749.31	209+96.33	749.30	209+99.43	749.39	210+09.35	749.69	210+23.31	750.12	210+27.25	749.76	210+28.07	749.74
0.5L	210+06.55	749.17	210+07.43	749.16	210+10.54	749.24	210+20.50	749.54	210+34.50	749.98	210+38.45	749.61	210+39.27	749.60
0.6L	210+17.65	749.02	210+18.54	749.01	210+21.66	749.09	210+31.64	749.39	210+45.68	749.83	210+49.64	749.46	210+50.47	749.45
0.7L	210+28.75	748.87	210+29.64	748.86	210+32.77	748.94	210+42.78	749.24	210+56.87	749.67	210+60.84	749.31	210+61.67	749.29
0.8L	210+39.85	748.71	210+40.74	748.70	210+43.88	748.79	210+53.92	749.09	210+68.05	749.52	210+72.04	749.15	210+72.87	749.14
0.9L	210+50.95	748.55	210+51.84	748.54	210+54.99	748.63	210+65.07	748.93	210+79.24	749.36	210+83.24	748.99	210+84.07	748.98
Ⓢ BRG. FWD. ABUT.	210+62.05	748.39	210+62.95	748.38	210+66.10	748.47	210+76.21	748.77	210+90.43	749.20	210+94.44	748.83	210+95.27	748.82

LEGEND:

F.S. - FIELD SPLICE

* - THE LOCATION OF Ⓢ PROPOSED FIELD SPLICE 2 VARIES BETWEEN BEING BEFORE AND AFTER THE FIRST TENTH POINT IN THE FIFTH SPAN. BECAUSE THE LOCATIONS IN THIS TABLE ARE LISTED IN ASCENDING ORDER ACROSS THE BRIDGE, Ⓢ PROPOSED FIELD SPLICE 2 IS LISTED TWICE SO AS NOT TO INTERRUPT THE ASCENDING ORDER.

NOTES:

1. FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
2. FOR TOP OF HAUNCH AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [63/91] THRU [74/91]
3. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE

LOCATION	GIRDER A		GIRDER B		GIRDER C		GIRDER D		GIRDER E		GIRDER F		GIRDER G		GIRDER H		GIRDER J	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊘ BRG. REAR ABUT.	200+96.93	759.81					201+02.44	760.10	201+07.61	760.20	201+12.78	760.27	201+17.95	760.34	201+23.12	760.40	201+28.29	760.31
0.1L	201+08.52	759.67					201+13.99	759.95	201+19.16	760.06	201+24.35	760.11	201+29.53	760.18	201+34.70	760.25	201+39.85	760.17
0.2L	201+20.01	759.53					201+25.60	759.78	201+30.80	759.87	201+35.98	759.94	201+41.14	760.01	201+46.29	760.10	201+51.42	760.03
0.3L	201+31.86	759.32					201+37.28	759.57	201+42.46	759.68	201+47.62	759.75	201+52.77	759.85	201+57.90	759.95	201+63.01	759.88
0.4L	201+43.60	759.11					201+48.97	759.37	201+54.13	759.48	201+59.27	759.57	201+64.40	759.67	201+69.52	759.79	201+74.61	759.73
0.5L	201+55.36	758.90					201+60.68	759.15	201+65.82	759.28	201+70.94	759.39	201+76.06	759.51	201+81.15	759.63	201+86.23	759.57
0.6L	201+67.14	758.68					201+72.39	758.95	201+77.52	759.11	201+82.63	759.22	201+87.72	759.35	201+92.80	759.47	201+97.86	759.40
0.7L	201+78.93	758.51					201+84.13	758.78	201+89.23	758.94	201+94.32	759.06	201+99.40	759.18	202+04.46	759.30	202+09.51	759.23
0.8L	201+90.64	758.34					201+95.81	758.61	202+00.90	758.77	202+05.97	758.89	202+11.03	759.01	202+16.07	759.13	202+21.10	759.06
0.9L	202+02.28	758.16					202+07.44	758.44	202+12.51	758.60	202+17.57	758.72	202+22.61	758.84	202+27.64	758.96	202+32.65	758.90
⊘ BRG. PIER 1	202+13.93	757.98					202+19.09	758.26	202+24.14	758.43	202+29.18	758.55	202+34.21	758.67	202+39.21	758.80	202+44.21	758.73
0.1L	202+26.00	757.81					202+31.16	758.10	202+36.19	758.27	202+41.21	758.39	202+46.22	758.51	202+51.21	758.63	202+56.18	758.58
0.2L	202+38.09	757.65					202+43.24	757.94	202+48.25	758.10	202+53.26	758.23	202+58.24	758.35	202+63.22	758.48	202+68.17	758.42
0.3L	202+50.19	757.49					202+55.33	757.78	202+60.33	757.95	202+65.32	758.07	202+70.28	758.19	202+75.24	758.32	202+80.18	758.27
0.4L	202+62.31	757.33					202+67.44	757.61	202+72.42	757.79	202+77.39	757.91	202+82.34	758.04	202+87.27	758.16	202+92.19	758.11
0.5L	202+74.44	757.17					202+79.57	757.45	202+84.53	757.62	202+89.48	757.75	202+94.41	757.87	202+99.32	758.00	203+04.23	757.95
0.6L	202+86.58	757.00					202+91.70	757.28	202+96.65	757.46	203+01.58	757.58	203+06.49	757.71	203+11.39	757.84	203+16.27	757.78
0.7L	202+98.74	756.84					203+03.86	757.13	203+08.78	757.29	203+13.69	757.42	203+18.59	757.54	203+23.47	757.67	203+28.33	757.61
0.8L	203+10.88	756.68					203+16.01	756.98	203+20.92	757.12	203+25.82	757.25	203+30.68	757.37	203+35.54	757.50	203+40.39	757.44
0.9L	203+22.70	756.50			203+25.36	756.66	203+28.05	756.81	203+32.94	756.95	203+37.81	757.07	203+42.67	757.20	203+47.51	757.33	203+52.34	757.27
⊘ BRG. PIER 2	203+34.54	756.33			203+37.31	756.49	203+40.10	756.65	203+44.97	756.78	203+49.82	756.90	203+54.66	757.03	203+59.49	757.16	203+64.30	757.10
0.1L	203+46.40	756.16			203+49.27	756.33	203+52.16	756.49	203+57.02	756.62	203+61.85	756.74	203+66.67	756.87	203+71.48	757.00	203+76.27	756.95
0.2L	203+58.27	756.00			203+61.25	756.18	203+64.24	756.33	203+69.08	756.46	203+73.89	756.58	203+78.70	756.71	203+83.48	756.84	203+88.26	756.79
0.3L	203+70.16	755.84			203+73.24	756.02	203+76.34	756.17	203+81.15	756.30	203+85.95	756.43	203+90.73	756.56	203+95.50	756.69	204+00.26	756.64
0.4L	203+82.06	755.68			203+85.25	755.86	203+88.44	756.01	203+93.24	756.14	203+98.02	756.27	204+02.79	756.40	204+07.54	756.53	204+12.27	756.48
0.5L	203+93.98	755.51			203+97.27	755.70	204+00.57	755.85	204+05.34	755.97	204+10.10	756.10	204+14.85	756.23	204+19.58	756.37	204+24.30	756.32
0.6L	204+05.91	755.34			204+09.31	755.54	204+12.70	755.68	204+17.46	755.81	204+22.20	755.94	204+26.93	756.07	204+31.64	756.20	204+36.34	756.15
0.7L	204+17.86	755.17			204+21.36	755.37	204+24.85	755.51	204+29.59	755.64	204+34.31	755.77	204+39.02	755.90	204+43.71	756.04	204+48.39	755.98
0.8L	204+29.82	755.00			204+33.41	755.21	204+37.00	755.34	204+41.72	755.47	204+46.42	755.60	204+51.11	755.73	204+55.79	755.86	204+60.45	755.81
0.9L	204+41.80	754.82			204+45.42	755.04	204+49.03	755.16	204+53.73	755.30	204+58.42	755.43	204+63.09	755.56	204+67.75	755.69	204+72.39	755.64
⊘ BRG. PIER 3	204+53.79	754.65			204+57.44	754.87	204+61.08	754.99	204+65.76	755.12	204+70.43	755.26	204+75.08	755.39	204+79.72	755.52	204+84.35	755.47
0.1L	204+65.80	754.48			204+69.48	754.71	204+73.14	754.83	204+77.81	754.96	204+82.45	755.09	204+87.09	755.23	204+91.71	755.36	204+96.32	755.31
0.2L	204+77.82	754.32			204+81.52	754.55	204+85.22	754.67	204+89.86	754.80	204+94.49	754.93	204+99.11	755.07	205+03.71	755.20	205+08.30	755.16
0.3L	204+89.86	754.16			204+93.59	754.40	204+97.31	754.51	205+01.93	754.64	205+06.54	754.78	205+11.14	754.91	205+15.73	755.05	205+20.29	755.01
0.4L	205+01.91	754.00			205+05.66	754.24	205+09.41	754.35	205+14.02	754.48	205+18.61	754.62	205+23.19	754.75	205+27.75	754.89	205+32.30	754.85
0.5L	205+13.97	753.84			205+17.75	754.08	205+21.53	754.19	205+26.11	754.32	205+30.69	754.45	205+35.25	754.59	205+39.79	754.73	205+44.32	754.69
0.6L	205+26.05	753.67			205+29.86	753.91	205+33.65	754.02	205+38.22	754.15	205+42.78	754.29	205+47.32	754.43	205+51.85	754.56	205+56.36	754.52
0.7L	205+38.14	753.50			205+41.97	753.74	205+45.80	753.85	205+50.35	753.98	205+54.88	754.12	205+59.40	754.26	205+63.91	754.40	205+68.41	754.35
0.8L	205+50.24	753.33			205+54.10	753.57	205+57.95	753.68	205+62.48	753.81	205+67.00	753.95	205+71.50	754.09	205+75.99	754.23	205+80.46	754.18
⊘ PROPOSED F.S. 1	205+51.37	753.31			205+55.23	753.55	205+59.08	753.66	205+63.61	753.80	205+68.12	753.93	205+72.63	754.07	205+77.11	754.21	205+81.59	754.16
0.9L	205+62.28	753.15			205+66.13	753.39	205+70.03	753.51	205+74.54	753.64	205+79.04	753.78	205+83.52	753.92	205+87.99	754.05	205+92.45	754.00
⊘ BRG. PIER 4	205+74.32	752.98			205+78.16	753.22	205+82.11	753.34	205+86.60	753.47	205+91.08	753.61	205+95.55	753.74	206+00.00	753.88	206+04.44	753.83

LEGEND:
F.S. - FIELD SPLICE

- NOTES:
- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
 - FOR SCREED AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [59/91] THRU [62/91] AND [67/91] THRU [74/91], RESPECTIVELY.
 - 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.

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (1 OF 2)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

63 / 91

255
348



DATE: 7/2017
REVIEWED: DFT
STRUCTURE FILE NUMBER: 5707056

DRAWN: GMM
CHECKED: C/JW
DESIGNED: GMM

P:\91606\structures\MOT075_1044\CSD0022.dgn 2/13/2020 12:52:54 PM mcornett

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE

LOCATION	GIRDER A		GIRDER B		GIRDER C		GIRDER D		GIRDER E		GIRDER F		GIRDER G		GIRDER H		GIRDER J	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	205+74.32	752.98			205+78.16	753.22	205+82.11	753.34	205+86.60	753.47	205+91.08	753.61	205+95.55	753.74	206+00.00	753.88	206+04.44	753.83
0.1L	205+86.38	752.81			205+90.21	753.05	205+94.20	753.17	205+98.68	753.31	206+03.14	753.45	206+07.59	753.58	206+12.02	753.72	206+16.44	753.68
⊕ PROPOSED F.S. 2	205+89.52	752.77			205+93.35	753.01	205+97.27	753.13	206+01.74	753.27	206+06.20	753.41	206+10.64	753.54	206+15.07	753.68	206+19.48	753.64
0.2L	205+98.43	752.65			206+02.24	752.89	206+06.29	753.02	206+10.75	753.15	206+15.19	753.29	206+19.61	753.42	206+24.03	753.56	206+28.43	753.52
0.3L	206+10.49	752.49			206+14.28	752.73	206+18.38	752.86	206+22.82	752.99	206+27.24	753.13	206+31.65	753.27	206+36.04	753.41	206+40.42	753.37
0.4L	206+22.56	752.33			206+26.33	752.57	206+30.48	752.69	206+34.90	752.83	206+39.31	752.97	206+43.69	753.11	206+48.07	753.25	206+52.43	753.21
0.5L	206+34.64	752.17			206+38.39	752.40	206+42.60	752.53	206+47.00	752.67	206+51.38	752.80	206+55.75	752.94	206+60.11	753.09	206+64.45	753.05
0.6L	206+46.73	752.00			206+50.47	752.23	206+54.73	752.36	206+59.11	752.50	206+63.47	752.64	206+67.82	752.78	206+72.16	752.92	206+76.49	752.88
0.7L	206+58.84	751.83			206+62.56	752.06	206+66.87	752.19	206+71.23	752.33	206+75.57	752.47	206+79.91	752.61	206+84.23	752.75	206+88.53	752.71
0.8L	206+70.95	751.65			206+74.66	751.89	206+79.01	752.02	206+83.35	752.16	206+87.68	752.30	206+92.00	752.44	206+96.29	752.58	207+00.58	752.54
0.9L	206+82.96	751.47			206+86.72	751.71	206+91.06	751.85	206+95.38	751.99	206+99.69	752.13	207+03.98	752.27	207+08.26	752.41	207+12.53	752.37
⊕ BRG. PIER 5	206+94.98	751.29			206+98.80	751.54	207+03.12	751.68	207+07.42	751.82	207+11.71	751.96	207+15.99	752.10	207+20.25	752.24	207+24.50	752.20
0.1L	207+06.76	751.13			207+10.67	751.38	207+15.00	751.52	207+19.32	751.66	207+23.63	751.80	207+27.92	751.94	207+32.20	752.09	207+36.46	752.05
0.2L	207+18.55	750.97			207+22.55	751.22	207+26.90	751.36	207+31.24	751.50	207+35.56	751.65	207+39.87	751.79	207+44.16	751.93	207+48.44	751.90
0.3L	207+30.35	750.81	207+32.39	750.96	207+34.44	751.07	207+38.81	751.21	207+43.16	751.35	207+47.50	751.49	207+51.82	751.63	207+56.13	751.78	207+60.43	751.75
0.4L	207+42.16	750.66	207+44.25	750.80	207+46.34	750.91	207+50.73	751.05	207+55.09	751.19	207+59.45	751.33	207+63.79	751.47	207+68.12	751.62	207+72.43	751.59
0.5L	207+53.99	750.49	207+56.12	750.64	207+58.26	750.75	207+62.66	750.89	207+67.04	751.03	207+71.41	751.17	207+75.77	751.31	207+80.11	751.46	207+84.44	751.43
0.6L	207+65.82	750.33	207+68.00	750.48	207+70.18	750.59	207+74.60	750.73	207+79.00	750.87	207+83.39	751.01	207+87.76	751.15	207+92.12	751.30	207+96.47	751.26
0.7L	207+77.66	750.16	207+79.89	750.31	207+82.12	750.42	207+86.55	750.56	207+90.97	750.70	207+95.38	750.84	207+99.77	750.98	208+04.14	751.13	208+08.51	751.09
0.8L	207+89.50	749.99	207+91.78	750.15	207+94.06	750.25	207+98.51	750.39	208+02.94	750.53	208+07.36	750.67	208+11.77	750.82	208+16.16	750.96	208+20.54	750.91
0.9L	208+01.26	749.81	208+03.59	749.97	208+05.90	750.08	208+10.37	750.22	208+14.82	750.36	208+19.26	750.50	208+23.69	750.64	208+28.10	750.78	208+32.49	750.74
⊕ BRG. PIER 6	208+13.03	749.64	208+15.40	749.80	208+17.76	749.91	208+22.25	750.05	208+26.72	750.19	208+31.17	750.33	208+35.61	750.47	208+40.04	750.61	208+44.45	750.57
0.1L	208+23.31	749.50	208+25.72	749.66	208+28.12	749.77	208+32.63	749.91	208+37.11	750.05	208+41.59	750.19	208+46.05	750.33	208+50.50	750.47	208+54.93	750.43
0.2L	208+33.59	749.35	208+36.04	749.52	208+38.49	749.63	208+43.01	749.77	208+47.52	749.91	208+52.01	750.05	208+56.49	750.19	208+60.96	750.33	208+65.41	750.29
0.3L	208+43.88	749.21	208+46.37	749.38	208+48.87	749.49	208+53.41	749.63	208+57.94	749.77	208+62.45	749.91	208+66.95	750.05	208+71.43	750.19	208+75.90	750.15
0.4L	208+54.18	749.07	208+56.72	749.24	208+59.25	749.35	208+63.81	749.49	208+68.36	749.63	208+72.89	749.77	208+77.41	749.91	208+81.92	750.05	208+86.41	750.01
0.5L	208+64.48	748.93	208+67.07	749.10	208+69.64	749.21	208+74.23	749.35	208+78.79	749.49	208+83.35	749.63	208+87.88	749.77	208+92.41	749.91	208+96.92	749.87
0.6L	208+74.80	748.79	208+77.42	748.96	208+80.05	749.06	208+84.65	749.20	208+89.24	749.34	208+93.81	749.48	208+98.37	749.62	209+02.91	749.77	209+07.44	749.73
0.7L	208+85.12	748.64	208+87.79	748.82	208+90.46	748.92	208+95.08	749.06	208+99.69	749.20	209+04.28	749.34	209+08.86	749.48	209+13.42	749.62	209+17.97	749.58
0.8L	208+95.41	748.49	208+98.12	748.67	209+00.83	748.78	209+05.48	748.91	209+10.10	749.05	209+14.72	749.19	209+19.31	749.33	209+23.90	749.47	209+28.47	749.43
0.9L	209+05.64	748.34	209+08.40	748.52	209+11.15	748.63	209+15.82	748.77	209+20.46	748.91	209+25.10	749.05	209+29.72	749.19	209+34.32	749.33	209+38.91	749.29
⊕ BRG. PIER 7	209+15.89	748.20	209+18.69	748.38	209+21.49	748.49	209+26.17	748.62	209+30.84	748.76	209+35.49	748.90	209+40.13	749.04	209+44.75	749.18	209+49.36	749.15
0.1L	209+26.74	748.05	209+29.59	748.23	209+32.43	748.34	209+37.13	748.48	209+41.82	748.62	209+46.49	748.76	209+51.14	748.90	209+55.79	749.04	209+60.41	749.01
0.2L	209+37.60	747.91	209+40.50	748.09	209+43.38	748.20	209+48.10	748.34	209+52.81	748.48	209+57.50	748.62	209+62.17	748.76	209+66.83	748.90	209+71.48	748.87
0.3L	209+48.48	747.77	209+51.41	747.95	209+54.35	748.06	209+59.09	748.20	209+63.81	748.33	209+68.52	748.48	209+73.21	748.62	209+77.89	748.76	209+82.56	748.74
0.4L	209+59.36	747.62	209+62.34	747.81	209+65.32	747.92	209+70.08	748.05	209+74.82	748.19	209+79.55	748.33	209+84.27	748.47	209+88.96	748.62	209+93.65	748.60
0.5L	209+70.25	747.47	209+73.28	747.66	209+76.30	747.77	209+81.08	747.91	209+85.85	748.04	209+90.59	748.18	209+95.33	748.33	210+00.04	748.47	210+04.75	748.45
0.6L	209+81.15	747.32	209+84.23	747.51	209+87.30	747.62	209+92.10	747.76	209+96.88	747.89	210+01.65	748.03	210+06.40	748.18	210+11.14	748.32	210+15.86	748.30
0.7L	209+92.07	747.17	209+95.19	747.36	209+98.30	747.47	210+03.12	747.60	210+07.92	747.74	210+12.71	747.88	210+17.48	748.02	210+22.24	748.17	210+26.98	748.14
0.8L	210+02.99	747.01	210+06.16	747.20	210+09.32	747.31	210+14.16	747.44	210+18.98	747.58	210+23.79	747.72	210+28.58	747.86	210+33.35	748.01	210+38.11	747.98
0.9L	210+13.92	746.85	210+17.14	747.05	210+20.35	747.15	210+25.20	747.28	210+30.05	747.42	210+34.87	747.56	210+39.68	747.70	210+44.48	747.84	210+49.25	747.81
⊕ BRG. FWD. ABUT.	210+24.86	746.68	210+28.13	746.88	210+31.38	746.98	210+36.26	747.12	210+41.12	747.26	210+45.97	747.40	210+50.80	747.54	210+55.61	747.68	210+60.41	747.63

LEGEND:

F.S. - FIELD SPLICE

NOTES:

1. FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
2. FOR SCREED AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [59/91] THRU [62/91] AND [67/91] THRU [74/91], RESPECTIVELY.
3. 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.

P:\91606\structures\MOT075_1044CSheets\075_1044CS023.dgn 2/13/2020 12:52:55 PM mcornett

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE (2 OF 2)

MOT-75-(10.44)(10.78)

PID No. 91606



DATE 7/2017
REVIEWED
DFT
STRUCTURE FILE NUMBER
5707056

DRAWN
GMW
REVISED
DESIGNED
GMW
CHECKED
CJW

BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE

LOCATION	GIRDER K		GIRDER L		GIRDER M		GIRDER N		GIRDER O		GIRDER P		GIRDER Q		GIRDER R	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	201+31.85	760.18	201+37.00	760.25	201+42.12	760.33	201+47.23	760.41	201+52.33	760.50	201+57.41	760.47			201+62.72	760.04
0.1L	201+43.40	760.03	201+48.53	760.11	201+53.63	760.19	201+58.73	760.27	201+63.81	760.36	201+68.87	760.34			201+74.12	759.92
0.2L	201+54.96	759.88	201+60.07	759.96	201+65.16	760.04	201+70.24	760.13	201+75.30	760.22	201+80.35	760.20			201+85.54	759.79
0.3L	201+66.54	759.73	201+71.63	759.81	201+76.70	759.89	201+81.76	759.99	201+86.81	760.08	201+91.84	760.07			201+96.98	759.66
0.4L	201+78.13	759.58	201+83.20	759.66	201+88.26	759.75	201+93.30	759.84	201+98.33	759.94	202+03.34	759.93			202+08.42	759.52
0.5L	201+89.74	759.42	201+94.79	759.50	201+99.83	759.60	202+04.85	759.70	202+09.86	759.80	202+14.86	759.79			202+19.88	759.38
0.6L	202+01.35	759.26	202+06.39	759.35	202+11.41	759.45	202+16.42	759.55	202+21.41	759.66	202+26.39	759.64			202+31.36	759.24
0.7L	202+12.99	759.10	202+18.01	759.19	202+23.01	759.30	202+28.00	759.40	202+32.97	759.52	202+37.93	759.50			202+42.85	759.10
0.8L	202+24.57	758.93	202+29.57	759.03	202+34.56	759.14	202+39.53	759.26	202+44.49	759.38	202+49.43	759.35			202+54.29	758.95
0.9L	202+36.10	758.77	202+41.09	758.88	202+46.06	758.99	202+51.01	759.11	202+55.95	759.23	202+60.88	759.22			202+65.68	758.82
⊕ BRG. PIER 1	202+47.65	758.60	202+52.62	758.72	202+57.57	758.84	202+62.51	758.96	202+67.43	759.09	202+72.34	759.08			202+77.09	758.68
0.1L	202+59.61	758.44	202+64.56	758.56	202+69.50	758.69	202+74.42	758.82	202+79.32	758.94	202+84.21	758.93			202+88.91	758.53
0.2L	202+71.59	758.29	202+76.52	758.41	202+81.44	758.54	202+86.34	758.66	202+91.23	758.79	202+96.10	758.77			203+00.74	758.38
0.3L	202+83.58	758.13	202+88.50	758.26	202+93.39	758.38	202+98.28	758.51	203+03.15	758.63	203+08.00	758.62			203+12.59	758.23
0.4L	202+95.59	757.98	203+00.48	758.10	203+05.36	758.22	203+10.23	758.35	203+15.08	758.48	203+19.91	758.46			203+24.45	758.07
0.5L	203+07.61	757.82	203+12.48	757.94	203+17.34	758.07	203+22.19	758.19	203+27.02	758.32	203+31.84	758.30			203+36.32	757.92
0.6L	203+19.64	757.66	203+24.50	757.78	203+29.34	757.91	203+34.17	758.03	203+38.98	758.16	203+43.78	758.13			203+48.21	757.75
0.7L	203+31.69	757.50	203+36.53	757.62	203+41.35	757.74	203+46.16	757.87	203+50.96	758.00	203+55.74	757.96			203+60.11	757.58
0.8L	203+43.73	757.33	203+48.56	757.45	203+53.36	757.58	203+58.15	757.71	203+62.93	757.84	203+67.69	757.79			203+72.02	757.41
0.9L	203+55.67	757.16	203+60.47	757.29	203+65.26	757.42	203+70.03	757.54	203+74.79	757.67	203+79.54	757.62			203+83.81	757.25
⊕ BRG. PIER 2	203+67.61	756.99	203+72.40	757.12	203+77.17	757.25	203+81.93	757.38	203+86.67	757.51	203+91.39	757.46			203+95.62	757.09
0.1L	203+79.58	756.83	203+84.34	756.96	203+89.09	757.09	203+93.83	757.22	203+98.55	757.35	204+03.26	757.31			204+07.44	756.94
0.2L	203+91.55	756.68	203+96.30	756.81	204+01.03	756.94	204+05.75	757.07	204+10.46	757.20	204+15.15	757.15			204+19.27	756.79
0.3L	204+03.54	756.53	204+08.27	756.65	204+12.98	756.78	204+17.68	756.91	204+22.37	757.04	204+27.04	756.99			204+31.12	756.63
0.4L	204+15.54	756.37	204+20.25	756.50	204+24.95	756.62	204+29.63	756.75	204+34.30	756.89	204+38.95	756.84			204+42.98	756.48
0.5L	204+27.55	756.21	204+32.25	756.34	204+36.93	756.47	204+41.59	756.60	204+46.24	756.73	204+50.88	756.67			204+54.85	756.32
0.6L	204+39.58	756.05	204+44.26	756.18	204+48.92	756.31	204+53.56	756.44	204+58.19	756.57	204+62.81	756.51			204+66.74	756.16
0.7L	204+51.62	755.89	204+56.28	756.02	204+60.92	756.15	204+65.55	756.28	204+70.16	756.41	204+74.76	756.34			204+78.64	755.99
0.8L	204+63.66	755.72	204+68.30	755.85	204+72.92	755.98	204+77.53	756.12	204+82.13	756.25	204+86.71	756.17			204+90.54	755.82
0.9L	204+75.59	755.55	204+80.21	755.68	204+84.82	755.82	204+89.41	755.95	204+93.98	756.09	204+98.55	756.01			205+02.33	755.66
⊕ BRG. PIER 3	204+87.54	755.39	204+92.14	755.52	204+96.72	755.65	205+01.30	755.79	205+05.85	755.92	205+10.40	755.85			205+14.13	755.50
0.1L	204+99.49	755.23	205+04.08	755.36	205+08.64	755.50	205+13.20	755.63	205+17.74	755.76	205+22.26	755.69			205+25.95	755.35
0.2L	205+11.46	755.07	205+16.03	755.20	205+20.58	755.34	205+25.11	755.47	205+29.63	755.61	205+34.14	755.54			205+37.79	755.20
0.3L	205+23.45	754.92	205+27.99	755.05	205+32.52	755.18	205+37.04	755.32	205+41.54	755.45	205+46.03	755.38			205+49.63	755.05
0.4L	205+35.44	754.76	205+39.97	754.89	205+44.48	755.02	205+48.98	755.16	205+53.46	755.30	205+57.93	755.22			205+61.49	754.89
0.5L	205+47.45	754.60	205+51.96	754.73	205+56.45	754.86	205+60.93	755.00	205+65.40	755.14	205+69.85	755.06			205+73.36	754.74
0.6L	205+59.47	754.44	205+63.96	754.57	205+68.44	754.70	205+72.90	754.84	205+77.34	754.98	205+81.78	754.90			205+85.24	754.57
0.7L	205+71.51	754.28	205+75.98	754.41	205+80.43	754.54	205+84.87	754.68	205+89.30	754.82	205+93.72	754.73			205+97.14	754.41
0.8L	205+83.55	754.11	205+88.00	754.25	205+92.44	754.38	205+96.86	754.52	206+01.27	754.66	206+05.67	754.56			206+09.05	754.24
⊕ PROPOSED F.S. 1	205+84.67	754.10	205+89.12	754.23	205+93.56	754.37	205+97.98	754.51	206+02.39	754.64	206+06.78	754.54			206+10.15	754.21
0.9L	205+95.52	753.95	205+99.96	754.08	206+04.37	754.22	206+08.78	754.36	206+13.17	754.50	206+17.55	754.39			206+21.12	754.05
⊕ BRG. PIER 4	206+07.50	753.78	206+11.91	753.92	206+16.31	754.06	206+20.70	754.19	206+25.07	754.33	206+29.44	754.23			206+33.22	753.88

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
- FOR SCREED AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS 59/91 THRU 62/91 AND 67/91 THRU 74/91, RESPECTIVELY.
- 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.

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (1 OF 2)

BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

65 / 91

257
348

E.L. ROBINSON
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DESIGNED: GMW / GMW
CHECKED: CUJ / CUJ
DRAWN: GMW / GMW
REVISED: /
REVIEWED: DFT /
DATE: 7/2017
STRUCTURE FILE NUMBER: 5707056

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE

LOCATION	GIRDER K		GIRDER L		GIRDER M		GIRDER N		GIRDER O		GIRDER P		GIRDER Q		GIRDER R	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	206+07.50	753.78	206+11.91	753.92	206+16.31	754.06	206+20.70	754.19	206+25.07	754.33	206+29.44	754.23			206+33.22	753.88
⊕ PROPOSED F.S. 2*											206+39.38	754.16			206+43.06	753.81
0.1L	206+19.48	753.62	206+23.88	753.76	206+28.26	753.90	206+32.63	754.04	206+36.98	754.18	206+41.33	754.14			206+45.34	753.78
⊕ PROPOSED F.S. 2*	206+22.53	753.58	206+26.92	753.72	206+31.29	753.86	206+35.66	754.00	206+40.01	754.14						
0.2L	206+31.46	753.47	206+35.84	753.60	206+40.20	753.74	206+44.55	753.88	206+48.89	754.02	206+53.21	754.07			206+57.52	753.68
0.3L	206+43.45	753.31	206+47.80	753.45	206+52.15	753.58	206+56.48	753.72	206+60.80	753.86	206+65.10	754.00	206+67.40	753.79	206+69.81	753.57
0.4L	206+55.44	753.15	206+59.78	753.29	206+64.11	753.43	206+68.42	753.56	206+72.72	753.70	206+77.00	753.84	206+79.48	753.70	206+82.12	753.46
0.5L	206+67.45	752.99	206+71.77	753.13	206+76.08	753.27	206+80.37	753.40	206+84.65	753.54	206+88.91	753.68	206+91.56	753.61	206+94.44	753.35
0.6L	206+79.47	752.83	206+83.77	752.97	206+88.06	753.11	206+92.33	753.25	206+96.59	753.39	207+00.84	753.53	207+03.66	753.52	207+06.76	753.24
0.7L	206+91.50	752.67	206+95.78	752.81	207+00.05	752.95	207+04.31	753.09	207+08.55	753.23	207+12.78	753.37	207+15.77	753.43	207+19.09	753.13
0.8L	207+03.53	752.51	207+07.80	752.64	207+12.05	752.79	207+16.28	752.93	207+20.50	753.07	207+24.71	753.21	207+27.86	753.32	207+31.38	753.01
0.9L	207+15.47	752.34	207+19.72	752.48	207+23.95	752.62	207+28.17	752.76	207+32.37	752.91	207+36.56	753.05	207+39.70	753.16	207+43.17	752.86
⊕ BRG. PIER 5	207+27.43	752.17	207+31.65	752.32	207+35.87	752.46	207+40.06	752.60	207+44.25	752.75	207+48.42	752.89	207+51.54	753.00	207+54.97	752.70
0.1L	207+39.40	752.02	207+43.65	752.16	207+47.87	752.30	207+52.09	752.44	207+56.29	752.59	207+60.48	752.73	207+63.61	752.84	207+67.03	752.55
0.2L	207+51.39	751.86	207+55.65	752.00	207+59.90	752.14	207+64.13	752.29	207+68.34	752.43	207+72.55	752.58	207+75.69	752.69	207+79.09	752.40
0.3L	207+63.39	751.71	207+67.67	751.85	207+71.93	751.99	207+76.17	752.13	207+80.41	752.27	207+84.63	752.42	207+87.78	752.53	207+91.17	752.24
0.4L	207+75.41	751.55	207+79.70	751.69	207+83.97	751.83	207+88.24	751.97	207+92.48	752.12	207+96.72	752.26	207+99.89	752.37	208+03.26	752.09
0.5L	207+87.43	751.39	207+91.74	751.53	207+96.03	751.67	208+00.31	751.81	208+04.57	751.96	208+08.83	752.10	208+12.01	752.21	208+15.36	751.92
0.6L	207+99.47	751.23	208+03.79	751.37	208+08.10	751.51	208+12.39	751.65	208+16.67	751.80	208+20.94	751.94	208+24.13	752.05	208+27.47	751.75
0.7L	208+11.51	751.07	208+15.85	751.21	208+20.18	751.35	208+24.49	751.49	208+28.79	751.63	208+33.07	751.78	208+36.28	751.89	208+39.59	751.58
0.8L	208+23.57	750.90	208+27.92	751.04	208+32.26	751.18	208+36.59	751.33	208+40.91	751.47	208+45.21	751.62	208+48.42	751.72	208+51.73	751.41
0.9L	208+35.53	750.73	208+39.90	750.87	208+44.26	751.02	208+48.60	751.16	208+52.93	751.30	208+57.25	751.45	208+60.48	751.56	208+63.76	751.25
⊕ BRG. PIER 6	208+47.50	750.57	208+51.89	750.71	208+56.26	750.85	208+60.62	750.99	208+64.97	751.14	208+69.30	751.28	208+72.55	751.39	208+75.81	751.08
0.1L	208+57.99	750.43	208+62.39	750.57	208+66.79	750.71	208+71.17	750.85	208+75.53	751.00	208+79.89	751.14	208+83.14	751.25	208+86.39	750.94
0.2L	208+68.48	750.29	208+72.91	750.43	208+77.32	750.57	208+81.72	750.71	208+86.11	750.86	208+90.48	751.00	208+93.75	751.11	208+96.98	750.80
0.3L	208+78.99	750.15	208+83.43	750.29	208+87.87	750.43	208+92.28	750.58	208+96.69	750.72	209+01.08	750.86	209+04.36	750.97	209+07.59	750.67
0.4L	208+89.50	750.02	208+93.97	750.15	208+98.42	750.29	209+02.86	750.44	209+07.28	750.58	209+11.69	750.72	209+14.98	750.83	209+18.20	750.53
0.5L	209+00.03	749.88	209+04.51	750.01	209+08.98	750.16	209+13.44	750.30	209+17.88	750.44	209+22.31	750.58	209+25.62	750.69	209+28.82	750.38
0.6L	209+10.56	749.74	209+15.06	749.87	209+19.55	750.01	209+24.03	750.16	209+28.49	750.30	209+32.94	750.44	209+36.26	750.54	209+39.45	750.24
0.7L	209+21.10	749.59	209+25.63	749.73	209+30.14	749.87	209+34.63	750.01	209+39.11	750.16	209+43.58	750.30	209+46.92	750.39	209+50.09	750.09
0.8L	209+31.62	749.45	209+36.16	749.59	209+40.69	749.73	209+45.20	749.87	209+49.70	750.01	209+54.19	750.16	209+57.54	750.25	209+60.70	749.94
0.9L	209+42.07	749.30	209+46.63	749.44	209+51.18	749.58	209+55.72	749.73	209+60.23	749.87	209+64.74	750.01	209+68.11	750.10	209+71.25	749.80
⊕ BRG. PIER 7	209+52.53	749.16	209+57.12	749.30	209+61.68	749.44	209+66.24	749.58	209+70.78	749.73	209+75.30	749.87	209+78.68	749.96	209+81.81	749.66
0.1L	209+63.60	749.01	209+68.20	749.15	209+72.79	749.30	209+77.36	749.44	209+81.92	749.58	209+86.46	749.72	209+89.86	749.82	209+92.97	749.52
0.2L	209+74.68	748.87	209+79.30	749.01	209+83.91	749.15	209+88.50	749.29	209+93.07	749.43	209+97.63	749.58	210+01.05	749.67	210+04.14	749.38
0.3L	209+85.77	748.73	209+90.41	748.87	209+95.04	749.01	209+99.65	749.15	210+04.24	749.29	210+08.82	749.43	210+12.24	749.53	210+15.32	749.24
0.4L	209+96.88	748.59	210+01.53	748.73	210+06.18	748.86	210+10.80	749.00	210+15.42	749.14	210+20.01	749.29	210+23.45	749.38	210+26.51	749.10
0.5L	210+07.99	748.44	210+12.67	748.58	210+17.33	748.72	210+21.97	748.85	210+26.60	749.00	210+31.22	749.14	210+34.67	749.23	210+37.72	748.95
0.6L	210+19.11	748.30	210+23.81	748.43	210+28.49	748.57	210+33.15	748.71	210+37.80	748.85	210+42.44	748.99	210+45.90	749.08	210+48.93	748.80
0.7L	210+30.25	748.15	210+34.96	748.28	210+39.66	748.42	210+44.34	748.56	210+49.01	748.70	210+53.67	748.84	210+57.15	748.92	210+60.15	748.64
0.8L	210+41.39	747.99	210+46.13	748.13	210+50.85	748.26	210+55.55	748.41	210+60.24	748.55	210+64.91	748.69	210+68.40	748.76	210+71.39	748.48
0.9L	210+52.55	747.83	210+57.30	747.97	210+62.04	748.11	210+66.76	748.25	210+71.47	748.39	210+76.16	748.54	210+79.67	748.59	210+82.64	748.32
⊕ BRG. FWD. ABUT.	210+63.72	747.67	210+68.49	747.81	210+73.25	747.96	210+77.99	748.10	210+82.71	748.24	210+87.42	748.38	210+90.95	748.43	210+93.90	748.15

LEGEND:

F.S. - FIELD SPLICE

* - THE LOCATION OF ⊕ PROPOSED FIELD SPLICE 2 VARIES BETWEEN BEING BEFORE AND AFTER THE FIRST TENTH POINT IN THE FIFTH SPAN. BECAUSE THE LOCATIONS IN THIS TABLE ARE LISTED IN ASCENDING ORDER ACROSS THE BRIDGE, ⊕ PROPOSED FIELD SPLICE 2 IS LISTED TWICE SO AS NOT TO INTERRUPT THE ASCENDING ORDER.

NOTES:

1. FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
2. FOR SCREED AND FINAL DECK SURFACE ELEVATIONS, SEE SHEETS [59/91] THRU [62/91] AND [67/91] THRU [74/91], RESPECTIVELY.
3. 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.

MOT-75-(10.44)(10.78)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

PID No. 91606

66 / 91

(258/348)

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE (2 OF 2)

BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

DESIGNED
GMW

CHECKED
CJW

DRAWN
GMW

REVISED

REVIEWED
DFT

STRUCTURE FILE NUMBER
5707056

DATE
7/2017

E.L. ROBINSON
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FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GIRDER A		GIRDER B		GIRDER C		GIRDER D		GRADE BREAK		GIRDER E	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	200+95.19	760.51	200+96.20	760.50	200+96.93	760.54					201+02.44	760.83	201+03.44	760.88	201+07.61	760.93
0.1L	201+06.81	760.35	201+07.81	760.34	201+08.52	760.38					201+13.99	760.67	201+15.06	760.72	201+19.16	760.77
0.2L	201+18.44	760.20	201+19.45	760.18	201+20.01	760.22					201+25.60	760.48	201+26.74	760.53	201+30.80	760.57
0.3L	201+30.19	759.99	201+31.20	759.97	201+31.86	760.00					201+37.28	760.26	201+38.47	760.32	201+42.46	760.37
0.4L	201+41.95	759.78	201+42.95	759.76	201+43.60	759.79					201+48.97	760.05	201+50.19	760.11	201+54.13	760.17
0.5L	201+53.71	759.56	201+54.71	759.55	201+55.36	759.58					201+60.68	759.84	201+61.91	759.90	201+65.82	759.97
0.6L	201+65.46	759.35	201+66.46	759.33	201+67.14	759.37					201+72.39	759.64	201+73.63	759.71	201+77.52	759.80
0.7L	201+77.22	759.18	201+78.22	759.17	201+78.93	759.20					201+84.13	759.48	201+85.35	759.55	201+89.23	759.64
0.8L	201+88.98	759.02	201+89.97	759.01	201+90.64	759.04					201+95.81	759.32	201+97.07	759.39	202+00.90	759.48
0.9L	202+00.74	758.86	202+01.72	758.85	202+02.28	758.88					202+07.44	759.16	202+08.79	759.23	202+12.51	759.32
⊕ BRG. PIER 1	202+12.50	758.70	202+13.48	758.69	202+13.93	758.71					202+19.09	758.99	202+20.51	759.07	202+24.14	759.16
0.1L	202+24.66	758.53	202+25.64	758.52	202+26.00	758.54					202+31.16	758.82	202+32.64	758.91	202+36.19	758.99
0.2L	202+36.82	758.37	202+37.79	758.36	202+38.09	758.37					202+43.24	758.66	202+44.76	758.74	202+48.25	758.83
0.3L	202+48.99	758.20	202+49.95	758.19	202+50.19	758.20					202+55.33	758.49	202+56.88	758.58	202+60.33	758.66
0.4L	202+61.15	758.04	202+62.11	758.03	202+62.31	758.04					202+67.44	758.32	202+69.01	758.41	202+72.42	758.50
0.5L	202+73.31	757.87	202+74.27	757.86	202+74.44	757.87					202+79.57	758.16	202+81.13	758.25	202+84.53	758.33
0.6L	202+85.47	757.71	202+86.42	757.69	202+86.58	757.70					202+91.70	757.99	202+93.15	758.08	202+96.65	758.17
0.7L	202+97.51	757.54	202+98.44	757.53	202+98.74	757.55					203+03.86	757.85	203+04.83	757.90	203+08.78	758.00
0.8L	203+09.46	757.38	203+10.39	757.37	203+10.88	757.40					203+16.01	757.70	203+16.53	757.73	203+20.92	757.84
0.9L	203+21.42	757.22	203+22.34	757.20	203+22.70	757.23			203+25.36	757.38	203+28.05	757.54	203+28.25	757.55	203+32.94	757.67
⊕ BRG. PIER 2	203+33.37	757.05	203+34.29	757.04	203+34.54	757.06			203+37.31	757.22	203+40.10	757.38	203+39.98	757.38	203+44.97	757.51
0.1L	203+45.33	756.89	203+46.24	756.88	203+46.40	756.89			203+49.27	757.06	203+52.16	757.21	203+51.73	757.20	203+57.02	757.34
0.2L	203+57.29	756.72	203+58.19	756.71	203+58.27	756.72			203+61.25	756.89	203+64.24	757.05	203+63.49	757.03	203+69.08	757.17
0.3L	203+69.25	756.56	203+70.15	756.55	203+70.16	756.55			203+73.24	756.73	203+76.34	756.88	203+75.27	756.85	203+81.15	757.01
0.4L	203+81.21	756.39	203+82.11	756.38	203+82.06	756.38			203+85.25	756.57	203+88.44	756.72	203+87.06	756.68	203+93.24	756.84
0.5L	203+93.17	756.23	203+94.06	756.21	203+93.98	756.21			203+97.27	756.41	204+00.57	756.55	203+98.87	756.51	204+05.34	756.68
0.6L	204+05.13	756.06	204+06.02	756.05	204+05.91	756.05			204+09.31	756.25	204+12.70	756.39	204+10.70	756.33	204+17.46	756.52
0.7L	204+17.10	755.89	204+17.99	755.88	204+17.86	755.88			204+21.36	756.09	204+24.85	756.22	204+22.54	756.16	204+29.59	756.35
0.8L	204+29.07	755.72	204+29.95	755.71	204+29.82	755.71			204+33.41	755.93	204+37.00	756.06	204+34.40	755.99	204+41.72	756.19
0.9L	204+41.04	755.56	204+41.91	755.54	204+41.80	755.54			204+45.42	755.76	204+49.03	755.89	204+46.27	755.81	204+53.73	756.02
⊕ BRG. PIER 3	204+53.01	755.39	204+53.88	755.37	204+53.79	755.38			204+57.44	755.60	204+61.08	755.72	204+58.16	755.64	204+65.76	755.85
0.1L	204+64.98	755.22	204+65.85	755.21	204+65.80	755.21			204+69.48	755.43	204+73.14	755.56	204+70.06	755.47	204+77.81	755.69
0.2L	204+76.95	755.05	204+77.82	755.04	204+77.82	755.04			204+81.52	755.27	204+85.22	755.39	204+81.98	755.30	204+89.86	755.52
0.3L	204+88.93	754.88	204+89.79	754.87	204+89.86	754.87			204+93.59	755.11	204+97.31	755.22	204+93.91	755.13	205+01.93	755.36
0.4L	205+00.90	754.71	205+01.76	754.69	205+01.91	754.70			205+05.66	754.94	205+09.41	755.06	205+05.86	754.96	205+14.02	755.19
0.5L	205+12.88	754.54	205+13.73	754.52	205+13.97	754.54			205+17.75	754.78	205+21.53	754.89	205+17.82	754.79	205+26.11	755.03
0.6L	205+24.88	754.36	205+25.73	754.35	205+26.05	754.37			205+29.86	754.62	205+33.65	754.73	205+29.80	754.62	205+38.22	754.86
0.7L	205+36.89	754.19	205+37.73	754.18	205+38.14	754.21			205+41.97	754.45	205+45.80	754.56	205+41.79	754.45	205+50.35	754.70
0.8L	205+48.91	754.02	205+49.75	754.01	205+50.24	754.04			205+54.10	754.28	205+57.95	754.40	205+53.79	754.28	205+62.48	754.53
⊕ PROPOSED F.S. 1	205+50.03	754.01	205+50.87	754.00	205+51.37	754.03			205+55.23	754.27	205+59.08	754.38	205+54.91	754.26	205+63.61	754.52
0.9L	205+60.95	753.86	205+61.79	753.84	205+62.28	753.88			205+66.13	754.12	205+70.03	754.23	205+65.81	754.11	205+74.54	754.37
⊕ BRG. PIER 4	205+73.00	753.69	205+73.83	753.67	205+74.32	753.71			205+78.16	753.95	205+82.11	754.07	205+77.84	753.94	205+86.60	754.20

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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DESIGNED	DRAWN	REVIEWED	DATE
GMW	GMW	DFT	7/2017
CHEKED	REVISED	STRUCTURE FILE NUMBER	
CJW		5707056	

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (1 OF 4)

MOT - 75 - (10.44) (10.78)
BRIDGE NO. MOT - 75 - 1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD
PID No. 91606

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	GIRDER F		PHASE CONSTRUCTION		GIRDER G		GIRDER H		PROFILE GRADE		GIRDER J		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊘ BRG. REAR ABUT.	201+12.78	761.00	201+13.56	761.01	201+17.95	761.07	201+23.12	761.13	201+25.19	761.16	201+28.29	761.04	201+28.90	761.01	201+29.96	761.00
0.1L	201+24.35	760.83	201+25.20	760.84	201+29.53	760.89	201+34.70	760.97	201+36.81	761.00	201+39.85	760.88	201+40.51	760.85	201+41.56	760.84
0.2L	201+35.98	760.64	201+36.88	760.65	201+41.14	760.72	201+46.29	760.80	201+48.43	760.84	201+51.42	760.72	201+52.11	760.69	201+53.16	760.68
0.3L	201+47.62	760.45	201+48.55	760.47	201+52.77	760.54	201+57.90	760.64	201+60.05	760.69	201+63.01	760.57	201+63.72	760.54	201+64.76	760.52
0.4L	201+59.27	760.26	201+60.23	760.28	201+64.40	760.36	201+69.52	760.48	201+71.68	760.53	201+74.61	760.41	201+75.32	760.38	201+76.36	760.37
0.5L	201+70.94	760.08	201+71.90	760.10	201+76.06	760.20	201+81.15	760.32	201+83.30	760.37	201+86.23	760.25	201+86.93	760.22	201+87.96	760.21
0.6L	201+82.63	759.92	201+83.57	759.94	201+87.72	760.04	201+92.80	760.16	201+94.92	760.21	201+97.86	760.09	201+98.53	760.06	201+99.56	760.05
0.7L	201+94.32	759.76	201+95.25	759.78	201+99.40	759.88	202+04.46	760.00	202+06.54	760.05	202+09.51	759.93	202+10.14	759.91	202+11.16	759.89
0.8L	202+05.97	759.60	202+06.92	759.62	202+11.03	759.72	202+16.07	759.84	202+18.16	759.90	202+21.10	759.77	202+21.74	759.75	202+22.76	759.73
0.9L	202+17.57	759.44	202+18.60	759.47	202+22.61	759.56	202+27.64	759.68	202+29.78	759.74	202+32.65	759.62	202+33.35	759.59	202+34.36	759.58
⊘ BRG. PIER 1	202+29.18	759.28	202+30.27	759.31	202+34.21	759.40	202+39.21	759.53	202+41.41	759.58	202+44.21	759.46	202+44.95	759.43	202+45.96	759.42
0.1L	202+41.21	759.12	202+42.35	759.14	202+46.22	759.24	202+51.21	759.36	202+53.43	759.42	202+56.18	759.30	202+56.96	759.27	202+57.96	759.26
0.2L	202+53.26	758.95	202+54.42	758.98	202+58.24	759.07	202+63.22	759.20	202+65.45	759.25	202+68.17	759.14	202+68.96	759.11	202+69.96	759.09
0.3L	202+65.32	758.78	202+66.50	758.81	202+70.28	758.91	202+75.24	759.03	202+77.47	759.09	202+80.18	758.98	202+80.97	758.94	202+81.96	758.93
0.4L	202+77.39	758.62	202+78.58	758.65	202+82.34	758.74	202+87.27	758.87	202+89.50	758.93	202+92.19	758.81	202+92.98	758.78	202+93.96	758.77
0.5L	202+89.48	758.46	202+90.65	758.49	202+94.41	758.58	202+99.32	758.71	203+01.52	758.76	203+04.23	758.65	203+04.98	758.62	203+05.96	758.60
0.6L	203+01.58	758.29	203+02.73	758.32	203+06.49	758.42	203+11.39	758.54	203+13.54	758.60	203+16.27	758.48	203+16.99	758.45	203+17.96	758.44
0.7L	203+13.69	758.13	203+14.80	758.16	203+18.59	758.25	203+23.47	758.38	203+25.56	758.43	203+28.33	758.32	203+28.99	758.29	203+29.96	758.28
0.8L	203+25.82	757.97	203+26.88	757.99	203+30.68	758.09	203+35.54	758.22	203+37.58	758.27	203+40.39	758.15	203+41.00	758.13	203+41.96	758.11
0.9L	203+37.81	757.80	203+38.95	757.83	203+42.67	757.93	203+47.51	758.05	203+49.61	758.11	203+52.34	757.99	203+53.00	757.96	203+53.96	757.95
⊘ BRG. PIER 2	203+49.82	757.63	203+51.03	757.66	203+54.66	757.76	203+59.49	757.89	203+61.63	757.94	203+64.30	757.83	203+65.01	757.80	203+65.96	757.79
0.1L	203+61.85	757.47	203+63.10	757.50	203+66.67	757.59	203+71.48	757.72	203+73.65	757.78	203+76.27	757.67	203+77.01	757.64	203+77.96	757.62
0.2L	203+73.89	757.30	203+75.18	757.34	203+78.70	757.43	203+83.48	757.56	203+85.67	757.62	203+88.26	757.51	203+89.02	757.47	203+89.96	757.46
0.3L	203+85.95	757.14	203+87.25	757.17	203+90.73	757.27	203+95.50	757.39	203+97.69	757.45	204+00.26	757.34	204+01.02	757.31	204+01.96	757.30
0.4L	203+98.02	756.97	203+99.32	757.01	204+02.79	757.10	204+07.54	757.23	204+09.71	757.29	204+12.27	757.18	204+13.03	757.15	204+13.96	757.13
0.5L	204+10.10	756.81	204+11.40	756.84	204+14.85	756.94	204+19.58	757.07	204+21.73	757.13	204+24.30	757.01	204+25.03	756.98	204+25.96	756.97
0.6L	204+22.20	756.64	204+23.47	756.68	204+26.93	756.77	204+31.64	756.90	204+33.76	756.96	204+36.34	756.85	204+37.03	756.82	204+37.96	756.81
0.7L	204+34.31	756.48	204+35.54	756.52	204+39.02	756.61	204+43.71	756.74	204+45.78	756.80	204+48.39	756.68	204+49.04	756.66	204+49.96	756.64
0.8L	204+46.42	756.32	204+47.62	756.35	204+51.11	756.45	204+55.79	756.58	204+57.80	756.64	204+60.45	756.52	204+61.04	756.49	204+61.96	756.48
0.9L	204+58.42	756.15	204+59.69	756.19	204+63.09	756.28	204+67.75	756.41	204+69.82	756.47	204+72.39	756.36	204+73.05	756.33	204+73.96	756.32
⊘ BRG. PIER 3	204+70.43	755.99	204+71.76	756.02	204+75.08	756.12	204+79.72	756.25	204+81.84	756.31	204+84.35	756.20	204+85.05	756.17	204+85.96	756.15
0.1L	204+82.45	755.82	204+83.84	755.86	204+87.09	755.95	204+91.71	756.08	204+93.86	756.15	204+96.32	756.04	204+97.06	756.00	204+97.96	755.99
0.2L	204+94.49	755.65	204+95.91	755.69	204+99.11	755.79	205+03.71	755.92	205+05.88	755.98	205+08.30	755.87	205+09.06	755.84	205+09.96	755.83
0.3L	205+06.54	755.49	205+07.98	755.53	205+11.14	755.62	205+15.73	755.76	205+17.90	755.82	205+20.29	755.71	205+21.07	755.68	205+21.96	755.66
0.4L	205+18.61	755.32	205+20.05	755.37	205+23.19	755.46	205+27.75	755.59	205+29.92	755.66	205+32.30	755.55	205+33.07	755.51	205+33.96	755.50
0.5L	205+30.69	755.16	205+32.13	755.20	205+35.25	755.29	205+39.79	755.43	205+41.95	755.49	205+44.32	755.38	205+45.08	755.35	205+45.96	755.34
0.6L	205+42.78	755.00	205+44.20	755.04	205+47.32	755.13	205+51.85	755.26	205+53.97	755.33	205+56.36	755.22	205+57.14	755.19	205+57.96	755.18
0.7L	205+54.88	754.83	205+56.27	754.87	205+59.40	754.97	205+63.91	755.10	205+65.99	755.16	205+68.41	755.05	205+69.14	755.02	205+69.96	755.01
0.8L	205+67.00	754.67	205+68.34	754.71	205+71.50	754.80	205+75.99	754.94	205+78.01	755.00	205+80.46	754.89	205+81.09	754.86	205+81.96	754.85
⊘ PROPOSED F.S. 1	205+68.12	754.65	205+69.46	754.69	205+72.63	754.79	205+77.11	754.92	205+79.13	754.99	205+81.59	754.87	205+82.21	754.85	205+83.08	754.83
0.9L	205+79.04	754.50	205+80.41	754.55	205+83.52	754.64	205+87.99	754.78	205+90.03	754.84	205+92.45	754.73	205+93.15	754.70	205+93.96	754.69
⊘ BRG. PIER 4	205+91.08	754.34	205+92.49	754.38	205+95.55	754.47	206+00.00	754.61	206+02.05	754.67	206+04.44	754.56	206+05.10	754.53	206+05.96	754.52

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (2 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

68 / 91

260
348

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GIRDER A		GIRDER B		GIRDER C		GIRDER D		GRADE BREAK		GIRDER E	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	205+73.00	753.69	205+73.83	753.67	205+74.32	753.71			205+78.16	753.95	205+82.11	754.07	205+77.84	753.94	205+86.60	754.20
0.1L	205+85.06	753.52	205+85.89	753.51	205+86.38	753.54			205+90.21	753.78	205+94.20	753.90	205+89.87	753.77	205+98.68	754.04
⊕ PROPOSED F.S. 2	205+88.20	753.47	205+89.03	753.46	205+89.52	753.49			205+93.35	753.74	205+97.27	753.86	205+93.03	753.72	206+01.74	753.99
0.2L	205+97.12	753.35	205+97.95	753.34	205+98.43	753.37			206+02.24	753.61	206+06.29	753.73	206+01.91	753.60	206+10.75	753.87
0.3L	206+09.18	753.18	206+10.01	753.17	206+10.49	753.20			206+14.28	753.44	206+18.38	753.57	206+13.95	753.43	206+22.82	753.71
0.4L	206+21.25	753.01	206+22.06	753.00	206+22.56	753.03			206+26.33	753.27	206+30.48	753.40	206+25.99	753.26	206+34.90	753.54
0.5L	206+33.31	752.84	206+34.12	752.83	206+34.64	752.86			206+38.39	753.11	206+42.60	753.24	206+38.02	753.09	206+47.00	753.38
0.6L	206+45.37	752.67	206+46.18	752.66	206+46.73	752.70			206+50.47	752.94	206+54.73	753.07	206+50.07	752.93	206+59.11	753.21
0.7L	206+57.44	752.50	206+58.25	752.49	206+58.84	752.53			206+62.56	752.77	206+66.87	752.91	206+62.11	752.76	206+71.23	753.05
0.8L	206+69.51	752.33	206+70.31	752.32	206+70.95	752.37			206+74.66	752.60	206+79.01	752.74	206+74.15	752.59	206+83.35	752.88
0.9L	206+81.57	752.16	206+82.37	752.15	206+82.96	752.19			206+86.72	752.44	206+91.06	752.58	206+86.19	752.42	206+95.38	752.72
⊕ BRG. PIER 5	206+93.64	752.00	206+94.44	751.98	206+94.98	752.02			206+98.80	752.27	207+03.12	752.41	206+98.24	752.25	207+07.42	752.55
0.1L	207+05.45	751.83	207+06.24	751.82	207+06.76	751.86			207+10.67	752.11	207+15.00	752.25	207+10.05	752.09	207+19.32	752.39
0.2L	207+17.25	751.66	207+18.05	751.65	207+18.55	751.69			207+22.55	751.94	207+26.90	752.08	207+21.87	751.92	207+31.24	752.22
0.3L	207+29.05	751.50	207+29.85	751.49	207+30.35	751.52	207+32.39	751.66	207+34.44	751.78	207+38.81	751.92	207+33.68	751.75	207+43.16	752.06
0.4L	207+40.85	751.33	207+41.65	751.32	207+42.16	751.36	207+44.25	751.50	207+46.34	751.62	207+50.73	751.76	207+45.50	751.59	207+55.09	751.90
0.5L	207+52.65	751.17	207+53.46	751.16	207+53.99	751.19	207+56.12	751.34	207+58.26	751.45	207+62.66	751.59	207+57.31	751.42	207+67.04	751.73
0.6L	207+64.45	751.00	207+65.26	750.99	207+65.82	751.03	207+68.00	751.18	207+70.18	751.29	207+74.60	751.43	207+69.12	751.26	207+79.00	751.57
0.7L	207+76.25	750.84	207+77.06	750.83	207+77.66	750.87	207+79.89	751.02	207+82.12	751.13	207+86.55	751.27	207+80.94	751.09	207+90.97	751.41
0.8L	207+88.05	750.67	207+88.86	750.66	207+89.50	750.71	207+91.78	750.86	207+94.06	750.97	207+98.51	751.11	207+92.75	750.93	208+02.94	751.25
0.9L	207+99.85	750.51	208+00.66	750.50	208+01.26	750.54	208+03.59	750.70	208+05.90	750.80	208+10.37	750.94	208+04.56	750.76	208+14.82	751.08
⊕ BRG. PIER 6	208+11.64	750.34	208+12.46	750.33	208+13.03	750.37	208+15.40	750.53	208+17.76	750.64	208+22.25	750.78	208+16.37	750.60	208+26.72	750.92
0.1L	208+21.93	750.20	208+22.75	750.19	208+23.31	750.22	208+25.72	750.39	208+28.12	750.50	208+32.63	750.64	208+26.68	750.45	208+37.11	750.78
0.2L	208+32.22	750.05	208+33.04	750.04	208+33.59	750.08	208+36.04	750.24	208+38.49	750.35	208+43.01	750.49	208+36.98	750.31	208+47.52	750.63
0.3L	208+42.51	749.91	208+43.33	749.90	208+43.88	749.94	208+46.37	750.10	208+48.87	750.21	208+53.41	750.35	208+47.28	750.16	208+57.94	750.49
0.4L	208+52.79	749.77	208+53.62	749.75	208+54.18	749.79	208+56.72	749.96	208+59.25	750.07	208+63.81	750.21	208+57.58	750.02	208+68.36	750.35
0.5L	208+63.08	749.62	208+63.91	749.61	208+64.48	749.65	208+67.07	749.82	208+69.64	749.93	208+74.23	750.07	208+67.89	749.87	208+78.79	750.21
0.6L	208+73.36	749.48	208+74.19	749.47	208+74.80	749.51	208+77.42	749.68	208+80.05	749.79	208+84.65	749.93	208+78.19	749.73	208+89.24	750.07
0.7L	208+83.64	749.33	208+84.48	749.32	208+85.12	749.36	208+87.79	749.54	208+90.46	749.65	208+95.08	749.78	208+88.49	749.59	208+99.69	749.92
0.8L	208+93.93	749.19	208+94.77	749.18	208+95.41	749.22	208+98.12	749.40	209+00.83	749.50	209+05.48	749.64	208+98.79	749.44	209+10.10	749.78
0.9L	209+04.21	749.05	209+05.05	749.03	209+05.64	749.07	209+08.40	749.25	209+11.15	749.36	209+15.82	749.50	209+09.09	749.30	209+20.46	749.64
⊕ BRG. PIER 7	209+14.49	748.90	209+15.34	748.89	209+15.89	748.93	209+18.69	749.11	209+21.49	749.22	209+26.17	749.35	209+19.38	749.15	209+30.84	749.49
0.1L	209+25.37	748.75	209+26.22	748.74	209+26.74	748.77	209+29.59	748.96	209+32.43	749.06	209+37.13	749.20	209+30.28	749.00	209+41.82	749.34
0.2L	209+36.26	748.60	209+37.11	748.59	209+37.60	748.62	209+40.50	748.80	209+43.38	748.91	209+48.10	749.05	209+41.18	748.85	209+52.81	749.19
0.3L	209+47.14	748.45	209+47.99	748.43	209+48.48	748.46	209+51.41	748.65	209+54.35	748.76	209+59.09	748.90	209+52.08	748.70	209+63.81	749.04
0.4L	209+58.02	748.29	209+58.88	748.28	209+59.36	748.31	209+62.34	748.50	209+65.32	748.61	209+70.08	748.75	209+62.98	748.54	209+74.82	748.89
0.5L	209+68.90	748.14	209+69.76	748.13	209+70.25	748.16	209+73.28	748.35	209+76.30	748.46	209+81.08	748.60	209+73.88	748.39	209+85.85	748.74
0.6L	209+79.79	747.99	209+80.65	747.98	209+81.15	748.01	209+84.23	748.20	209+87.30	748.31	209+92.10	748.45	209+84.77	748.24	209+96.88	748.59
0.7L	209+90.67	747.84	209+91.53	747.82	209+92.07	747.86	209+95.19	748.06	209+98.30	748.16	210+03.12	748.30	209+95.67	748.09	210+07.92	748.44
0.8L	210+01.55	747.68	210+02.41	747.67	210+02.99	747.71	210+06.16	747.91	210+09.32	748.01	210+14.16	748.15	210+06.57	747.93	210+18.98	748.29
0.9L	210+12.42	747.53	210+13.29	747.52	210+13.92	747.56	210+17.14	747.76	210+20.35	747.86	210+25.20	748.00	210+17.46	747.78	210+30.05	748.14
⊕ BRG. FWD. ABUT.	210+23.30	747.38	210+24.18	747.37	210+24.86	747.41	210+28.13	747.61	210+31.38	747.71	210+36.26	747.85	210+28.36	747.63	210+41.12	747.99

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS 59/91 THRU 66/91
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE (3 OF 4)

MOT - 75 - (10.44) (10.78)

69 / 91

PID No. 91606
261
348

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	GIRDER F		PHASE CONSTRUCTION		GIRDER G		GIRDER H		PROFILE GRADE		GIRDER J		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	205+91.08	754.34	205+92.49	754.38	205+95.55	754.47	206+00.00	754.61	206+02.05	754.67	206+04.44	754.56	206+05.10	754.53	206+05.96	754.52
0.1L	206+03.14	754.17	206+04.56	754.22	206+07.59	754.31	206+12.02	754.45	206+14.07	754.51	206+16.44	754.40	206+17.11	754.37	206+17.97	754.36
⊕ PROPOSED F.S. 2	206+06.20	754.13	206+07.62	754.18	206+10.64	754.27	206+15.07	754.41	206+17.12	754.47	206+19.48	754.36	206+20.15	754.33	206+21.01	754.32
0.2L	206+15.19	754.01	206+16.63	754.05	206+19.61	754.15	206+24.03	754.28	206+26.09	754.35	206+28.43	754.24	206+29.11	754.21	206+29.97	754.20
0.3L	206+27.24	753.84	206+28.70	753.89	206+31.65	753.98	206+36.04	754.12	206+38.11	754.18	206+40.42	754.08	206+41.12	754.04	206+41.97	754.03
0.4L	206+39.31	753.68	206+40.77	753.72	206+43.69	753.82	206+48.07	753.95	206+50.14	754.02	206+52.43	753.91	206+53.12	753.88	206+53.97	753.87
0.5L	206+51.38	753.51	206+52.84	753.56	206+55.75	753.65	206+60.11	753.79	206+62.16	753.86	206+64.45	753.75	206+65.18	753.72	206+65.97	753.71
0.6L	206+63.47	753.35	206+64.91	753.40	206+67.82	753.49	206+72.16	753.63	206+74.18	753.69	206+76.49	753.58	206+77.19	753.55	206+77.97	753.54
0.7L	206+75.57	753.19	206+76.98	753.23	206+79.91	753.33	206+84.23	753.47	206+86.20	753.53	206+88.53	753.42	206+89.13	753.39	206+89.97	753.38
0.8L	206+87.68	753.02	206+89.05	753.07	206+92.00	753.16	206+96.29	753.30	206+98.22	753.37	207+00.58	753.25	207+01.14	753.23	207+01.97	753.22
0.9L	206+99.69	752.86	207+01.12	752.90	207+03.98	753.00	207+08.26	753.14	207+10.24	753.20	207+12.53	753.09	207+13.14	753.06	207+13.97	753.05
⊕ BRG. PIER 5	207+11.71	752.69	207+13.19	752.74	207+15.99	752.83	207+20.25	752.97	207+22.26	753.04	207+24.50	752.93	207+25.20	752.90	207+25.97	752.89
0.1L	207+23.63	752.53	207+25.16	752.58	207+27.92	752.67	207+32.20	752.81	207+34.25	752.88	207+36.46	752.77	207+37.15	752.74	207+37.97	752.73
0.2L	207+35.56	752.36	207+37.12	752.41	207+39.87	752.50	207+44.16	752.64	207+46.24	752.71	207+48.44	752.61	207+49.14	752.58	207+49.97	752.56
0.3L	207+47.50	752.20	207+49.09	752.25	207+51.82	752.34	207+56.13	752.48	207+58.23	752.55	207+60.43	752.45	207+61.14	752.41	207+61.97	752.40
0.4L	207+59.45	752.04	207+61.05	752.09	207+63.79	752.18	207+68.12	752.32	207+70.22	752.39	207+72.43	752.28	207+73.14	752.25	207+73.97	752.24
0.5L	207+71.41	751.87	207+73.01	751.93	207+75.77	752.01	207+80.11	752.16	207+82.21	752.22	207+84.44	752.12	207+85.14	752.09	207+85.97	752.07
0.6L	207+83.39	751.71	207+84.98	751.76	207+87.76	751.85	207+92.12	751.99	207+94.20	752.06	207+96.47	751.95	207+97.13	751.92	207+97.97	751.91
0.7L	207+95.38	751.55	207+96.94	751.60	207+99.77	751.69	208+04.14	751.83	208+06.18	751.90	208+08.51	751.79	208+09.13	751.76	208+09.97	751.75
0.8L	208+07.36	751.39	208+08.90	751.44	208+11.77	751.53	208+16.16	751.67	208+18.17	751.74	208+20.54	751.62	208+21.13	751.60	208+21.97	751.58
0.9L	208+19.26	751.22	208+20.87	751.27	208+23.69	751.36	208+28.10	751.51	208+30.16	751.57	208+32.49	751.46	208+33.13	751.43	208+33.97	751.42
⊕ BRG. PIER 6	208+31.17	751.06	208+32.83	751.11	208+35.61	751.20	208+40.04	751.34	208+42.15	751.41	208+44.45	751.30	208+45.12	751.27	208+45.97	751.26
0.1L	208+41.59	750.92	208+43.28	750.97	208+46.05	751.06	208+50.50	751.20	208+52.64	751.27	208+54.93	751.16	208+55.62	751.13	208+56.47	751.12
0.2L	208+52.01	750.77	208+53.74	750.83	208+56.49	750.91	208+60.96	751.06	208+63.13	751.12	208+65.41	751.02	208+66.12	750.98	208+66.97	750.97
0.3L	208+62.45	750.63	208+64.19	750.69	208+66.95	750.77	208+71.43	750.91	208+73.61	750.98	208+75.90	750.87	208+76.62	750.84	208+77.47	750.83
0.4L	208+72.89	750.49	208+74.65	750.54	208+77.41	750.63	208+81.92	750.77	208+84.10	750.84	208+86.41	750.73	208+87.11	750.70	208+87.97	750.69
0.5L	208+83.35	750.35	208+85.10	750.40	208+87.88	750.49	208+92.41	750.63	208+94.59	750.70	208+96.92	750.59	208+97.61	750.56	208+98.47	750.54
0.6L	208+93.81	750.21	208+95.56	750.26	208+98.37	750.35	209+02.91	750.49	209+05.07	750.55	209+07.44	750.44	209+08.11	750.41	209+08.97	750.40
0.7L	209+04.28	750.06	209+06.01	750.12	209+08.86	750.20	209+13.42	750.34	209+15.56	750.41	209+17.97	750.30	209+18.60	750.27	209+19.47	750.26
0.8L	209+14.72	749.92	209+16.47	749.97	209+19.31	750.06	209+23.90	750.20	209+26.05	750.27	209+28.47	750.16	209+29.10	750.13	209+29.97	750.12
0.9L	209+25.10	749.78	209+26.92	749.83	209+29.72	749.92	209+34.32	750.06	209+36.53	750.13	209+38.91	750.02	209+39.60	749.99	209+40.47	749.97
⊕ BRG. PIER 7	209+35.49	749.63	209+37.38	749.69	209+40.13	749.77	209+44.75	749.91	209+47.02	749.98	209+49.36	749.88	209+50.10	749.84	209+50.97	749.83
0.1L	209+46.49	749.48	209+48.43	749.54	209+51.14	749.62	209+55.79	749.76	209+58.11	749.83	209+60.41	749.73	209+61.19	749.69	209+62.07	749.68
0.2L	209+57.50	749.33	209+59.49	749.39	209+62.17	749.47	209+66.83	749.61	209+69.20	749.68	209+71.48	749.58	209+72.29	749.54	209+73.17	749.53
0.3L	209+68.52	749.18	209+70.55	749.24	209+73.21	749.32	209+77.89	749.46	209+80.28	749.53	209+82.56	749.43	209+83.39	749.39	209+84.27	749.38
0.4L	209+79.55	749.03	209+81.61	749.09	209+84.27	749.17	209+88.96	749.31	209+91.37	749.38	209+93.65	749.28	209+94.48	749.24	209+95.37	749.23
0.5L	209+90.59	748.88	209+92.66	748.94	209+95.33	749.02	210+00.04	749.16	210+02.46	749.23	210+04.75	749.13	210+05.58	749.09	210+06.47	749.08
0.6L	210+01.65	748.73	210+03.72	748.79	210+06.40	748.87	210+11.14	749.01	210+13.55	749.08	210+15.86	748.97	210+16.68	748.94	210+17.56	748.92
0.7L	210+12.71	748.58	210+14.78	748.64	210+17.48	748.72	210+22.24	748.86	210+24.63	748.93	210+26.98	748.82	210+27.77	748.79	210+28.66	748.77
0.8L	210+23.79	748.43	210+25.83	748.49	210+28.58	748.57	210+33.35	748.71	210+35.72	748.78	210+38.11	748.67	210+38.87	748.63	210+39.76	748.62
0.9L	210+34.87	748.28	210+36.89	748.34	210+39.68	748.42	210+44.48	748.56	210+46.81	748.63	210+49.25	748.52	210+49.97	748.48	210+50.86	748.47
⊕ BRG. FWD. ABUT.	210+45.97	748.13	210+47.95	748.19	210+50.80	748.27	210+55.61	748.41	210+57.90	748.47	210+60.41	748.36	210+61.07	748.33	210+61.96	748.32

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET 57/91 AND 58/91
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS 59/91 THRU 66/91
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GIRDER K		PROFILE GRADE		GIRDER L		GIRDER M		PHASE CONSTRUCTION		GIRDER N	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	201+30.06	760.92	201+31.11	760.90	201+31.85	760.91	201+34.81	760.95	201+37.00	760.98	201+42.12	761.06	201+46.65	761.13	201+47.23	761.14
0.1L	201+41.66	760.76	201+42.70	760.74	201+43.40	760.75	201+46.39	760.80	201+48.53	760.83	201+53.63	760.91	201+58.18	760.99	201+58.73	761.00
0.2L	201+53.26	760.60	201+54.30	760.59	201+54.96	760.60	201+57.97	760.64	201+60.07	760.68	201+65.16	760.76	201+69.70	760.84	201+70.24	760.85
0.3L	201+64.86	760.44	201+65.89	760.43	201+66.54	760.44	201+69.55	760.49	201+71.63	760.52	201+76.70	760.61	201+81.23	760.70	201+81.76	760.71
0.4L	201+76.46	760.28	201+77.49	760.27	201+78.13	760.28	201+81.12	760.33	201+83.20	760.37	201+88.26	760.46	201+92.75	760.55	201+93.30	760.56
0.5L	201+88.06	760.12	201+89.08	760.11	201+89.74	760.12	201+92.70	760.18	201+94.79	760.22	201+99.83	760.31	202+04.27	760.40	202+04.85	760.42
0.6L	201+99.66	759.97	202+00.68	759.95	202+01.35	759.97	202+04.28	760.02	202+06.39	760.06	202+11.41	760.17	202+15.80	760.26	202+16.42	760.27
0.7L	202+11.26	759.81	202+12.27	759.79	202+12.99	759.81	202+15.86	759.87	202+18.01	759.91	202+23.01	760.02	202+27.32	760.11	202+28.00	760.13
0.8L	202+22.86	759.65	202+23.87	759.64	202+24.57	759.65	202+27.44	759.71	202+29.57	759.76	202+34.56	759.87	202+38.85	759.97	202+39.53	759.98
0.9L	202+34.45	759.49	202+35.46	759.48	202+36.10	759.49	202+39.01	759.56	202+41.09	759.60	202+46.06	759.72	202+50.37	759.82	202+51.01	759.84
⊕ BRG. PIER 1	202+46.05	759.33	202+47.06	759.32	202+47.65	759.33	202+50.59	759.40	202+52.62	759.45	202+57.57	759.57	202+61.90	759.68	202+62.51	759.69
0.1L	202+58.05	759.17	202+59.05	759.16	202+59.61	759.17	202+62.57	759.24	202+64.56	759.29	202+69.50	759.41	202+73.82	759.53	202+74.42	759.54
0.2L	202+70.05	759.01	202+71.05	758.99	202+71.59	759.01	202+74.55	759.08	202+76.52	759.13	202+81.44	759.26	202+85.75	759.37	202+86.34	759.38
0.3L	202+82.05	758.84	202+83.04	758.83	202+83.58	758.84	202+86.53	758.92	202+88.50	758.97	202+93.39	759.10	202+97.67	759.21	202+98.28	759.22
0.4L	202+94.05	758.68	202+95.04	758.67	202+95.59	758.68	202+98.51	758.76	203+00.48	758.81	203+05.36	758.94	203+09.60	759.05	203+10.23	759.06
0.5L	203+06.05	758.52	203+07.04	758.51	203+07.61	758.52	203+10.48	758.60	203+12.48	758.65	203+17.34	758.78	203+21.52	758.89	203+22.19	758.91
0.6L	203+18.06	758.36	203+19.03	758.35	203+19.64	758.36	203+22.46	758.44	203+24.50	758.49	203+29.34	758.62	203+33.44	758.73	203+34.17	758.75
0.7L	203+30.06	758.20	203+31.03	758.19	203+31.69	758.21	203+34.44	758.28	203+36.53	758.33	203+41.35	758.46	203+45.37	758.57	203+46.16	758.59
0.8L	203+42.06	758.04	203+43.02	758.03	203+43.73	758.05	203+46.42	758.12	203+48.56	758.17	203+53.36	758.30	203+57.29	758.41	203+58.15	758.43
0.9L	203+54.06	757.88	203+55.02	757.87	203+55.67	757.88	203+58.40	757.96	203+60.47	758.01	203+65.26	758.14	203+69.22	758.25	203+70.03	758.27
⊕ BRG. PIER 2	203+66.06	757.72	203+67.01	757.71	203+67.61	757.72	203+70.38	757.80	203+72.40	757.85	203+77.17	757.98	203+81.14	758.09	203+81.93	758.11
0.1L	203+78.05	757.56	203+79.01	757.55	203+79.58	757.56	203+82.35	757.64	203+84.34	757.69	203+89.09	757.82	203+93.07	757.93	203+93.83	757.95
0.2L	203+90.05	757.40	203+91.00	757.38	203+91.55	757.40	203+94.33	757.48	203+96.30	757.53	204+01.03	757.66	204+04.99	757.77	204+05.75	757.79
0.3L	204+02.05	757.24	204+03.00	757.22	204+03.54	757.24	204+06.31	757.31	204+08.27	757.37	204+12.98	757.50	204+16.92	757.61	204+17.68	757.63
0.4L	204+14.05	757.08	204+14.99	757.06	204+15.54	757.08	204+18.29	757.15	204+20.25	757.21	204+24.95	757.34	204+28.84	757.45	204+29.63	757.47
0.5L	204+26.05	756.91	204+26.98	756.90	204+27.55	756.92	204+30.27	756.99	204+32.25	757.05	204+36.93	757.18	204+40.77	757.29	204+41.59	757.31
0.6L	204+38.05	756.75	204+38.98	756.74	204+39.58	756.76	204+42.24	756.83	204+44.26	756.89	204+48.92	757.02	204+52.69	757.13	204+53.56	757.15
0.7L	204+50.05	756.59	204+50.97	756.58	204+51.62	756.60	204+54.22	756.67	204+56.28	756.73	204+60.92	756.86	204+64.62	756.97	204+65.55	757.00
0.8L	204+62.05	756.43	204+62.97	756.42	204+63.66	756.44	204+66.20	756.51	204+68.30	756.57	204+72.92	756.71	204+76.54	756.81	204+77.53	756.84
0.9L	204+74.05	756.27	204+74.96	756.26	204+75.59	756.28	204+78.18	756.35	204+80.21	756.41	204+84.82	756.54	204+88.47	756.65	204+89.41	756.68
⊕ BRG. PIER 3	204+86.05	756.11	204+86.96	756.10	204+87.54	756.12	204+90.16	756.19	204+92.14	756.25	204+96.72	756.38	205+00.39	756.49	205+01.30	756.52
0.1L	204+98.05	755.95	204+98.95	755.94	204+99.49	755.95	205+02.14	756.03	205+04.08	756.09	205+08.64	756.22	205+12.32	756.33	205+13.20	756.36
0.2L	205+10.05	755.79	205+10.95	755.78	205+11.46	755.79	205+14.11	755.87	205+16.03	755.93	205+20.58	756.06	205+24.25	756.17	205+25.11	756.20
0.3L	205+22.05	755.63	205+22.94	755.62	205+23.45	755.63	205+26.09	755.71	205+27.99	755.77	205+32.52	755.90	205+36.17	756.01	205+37.04	756.04
0.4L	205+34.05	755.47	205+34.94	755.46	205+35.44	755.47	205+38.07	755.55	205+39.97	755.61	205+44.48	755.74	205+48.10	755.85	205+48.98	755.88
0.5L	205+46.05	755.31	205+46.93	755.29	205+47.45	755.31	205+50.05	755.39	205+51.96	755.45	205+56.45	755.58	205+60.03	755.69	205+60.93	755.72
0.6L	205+58.05	755.15	205+58.93	755.13	205+59.47	755.15	205+62.03	755.23	205+63.96	755.29	205+68.44	755.42	205+71.96	755.53	205+72.90	755.56
0.7L	205+70.05	754.99	205+70.92	754.97	205+71.51	754.99	205+74.01	755.07	205+75.98	755.13	205+80.43	755.27	205+83.88	755.37	205+84.87	755.40
0.8L	205+82.05	754.82	205+82.92	754.81	205+83.55	754.83	205+85.99	754.91	205+88.00	754.97	205+92.44	755.11	205+95.81	755.21	205+96.86	755.24
⊕ PROPOSED F.S. 1	205+83.16	754.81	205+84.03	754.80	205+84.67	754.82	205+87.10	754.89	205+89.12	754.95	205+93.56	755.09	205+96.92	755.20	205+97.98	755.23
0.9L	205+94.05	754.66	205+94.91	754.65	205+95.52	754.67	205+97.97	754.75	205+99.96	754.81	206+04.37	754.95	206+07.74	755.05	206+08.78	755.08
⊕ BRG. PIER 4	206+06.05	754.50	206+06.91	754.49	206+07.50	754.51	206+09.95	754.59	206+11.91	754.65	206+16.31	754.79	206+19.67	754.89	206+20.70	754.92

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

LOCATION	GIRDER O		GRADE BREAK		GIRDER P		GIRDER Q		GIRDER R		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	201+52.33	761.23	201+56.24	761.29	201+57.41	761.20			201+62.72	760.77	201+63.31	760.73	201+64.29	760.72
0.1L	201+63.81	761.08	201+67.72	761.15	201+68.87	761.06			201+74.12	760.64	201+74.76	760.59	201+75.73	760.58
0.2L	201+75.30	760.94	201+79.20	761.02	201+80.35	760.92			201+85.54	760.51	201+86.20	760.45	201+87.17	760.44
0.3L	201+86.81	760.80	201+90.68	760.88	201+91.84	760.79			201+96.98	760.37	201+97.65	760.32	201+98.62	760.30
0.4L	201+98.33	760.66	202+02.16	760.74	202+03.34	760.65			202+08.42	760.23	202+09.10	760.18	202+10.06	760.17
0.5L	202+09.86	760.52	202+13.64	760.60	202+14.86	760.50			202+19.88	760.09	202+20.55	760.04	202+21.51	760.03
0.6L	202+21.41	760.38	202+25.12	760.47	202+26.39	760.36			202+31.36	759.96	202+32.00	759.90	202+32.95	759.89
0.7L	202+32.97	760.24	202+36.60	760.33	202+37.93	760.22			202+42.85	759.81	202+43.45	759.77	202+44.40	759.75
0.8L	202+44.49	760.10	202+48.08	760.19	202+49.43	760.08			202+54.29	759.68	202+54.90	759.63	202+55.85	759.62
0.9L	202+55.95	759.96	202+59.57	760.05	202+60.88	759.94			202+65.68	759.55	202+66.35	759.49	202+67.29	759.48
⊕ BRG. PIER 1	202+67.43	759.82	202+71.05	759.91	202+72.34	759.81			202+77.09	759.41	202+77.80	759.35	202+78.74	759.34
0.1L	202+79.32	759.67	202+82.93	759.76	202+84.21	759.65			202+88.91	759.25	202+89.65	759.19	202+90.58	759.18
0.2L	202+91.23	759.51	202+94.81	759.60	202+96.10	759.49			203+00.74	759.10	203+01.50	759.03	203+02.42	759.02
0.3L	203+03.15	759.35	203+06.69	759.44	203+08.00	759.33			203+12.59	758.94	203+13.34	758.87	203+14.27	758.86
0.4L	203+15.08	759.19	203+18.57	759.28	203+19.91	759.17			203+24.45	758.78	203+25.19	758.71	203+26.11	758.70
0.5L	203+27.02	759.03	203+30.45	759.12	203+31.84	759.00			203+36.32	758.62	203+37.04	758.56	203+37.95	758.54
0.6L	203+38.98	758.87	203+42.33	758.96	203+43.78	758.84			203+48.21	758.46	203+48.89	758.40	203+49.80	758.38
0.7L	203+50.96	758.72	203+54.21	758.81	203+55.74	758.67			203+60.11	758.29	203+60.74	758.24	203+61.64	758.23
0.8L	203+62.93	758.56	203+66.09	758.65	203+67.69	758.51			203+72.02	758.13	203+72.59	758.08	203+73.49	758.07
0.9L	203+74.79	758.40	203+77.97	758.49	203+79.54	758.35			203+83.81	757.98	203+84.44	757.92	203+85.33	757.91
⊕ BRG. PIER 2	203+86.67	758.24	203+89.86	758.33	203+91.39	758.19			203+95.62	757.82	203+96.29	757.76	203+97.18	757.75
0.1L	203+98.55	758.08	204+01.74	758.17	204+03.26	758.03			204+07.44	757.66	204+08.14	757.60	204+09.02	757.59
0.2L	204+10.46	757.92	204+13.62	758.01	204+15.15	757.87			204+19.27	757.51	204+19.99	757.44	204+20.87	757.43
0.3L	204+22.37	757.76	204+25.50	757.85	204+27.04	757.71			204+31.12	757.35	204+31.84	757.28	204+32.71	757.27
0.4L	204+34.30	757.60	204+37.38	757.69	204+38.95	757.55			204+42.98	757.19	204+43.69	757.13	204+44.56	757.11
0.5L	204+46.24	757.45	204+49.26	757.53	204+50.88	757.39			204+54.85	757.03	204+55.54	756.97	204+56.41	756.96
0.6L	204+58.19	757.29	204+61.15	757.37	204+62.81	757.22			204+66.74	756.87	204+67.39	756.81	204+68.25	756.80
0.7L	204+70.16	757.13	204+73.03	757.21	204+74.76	757.06			204+78.64	756.70	204+79.24	756.65	204+80.10	756.64
0.8L	204+82.13	756.97	204+84.91	757.05	204+86.71	756.89			204+90.54	756.54	204+91.09	756.49	204+91.95	756.48
0.9L	204+93.98	756.81	204+96.80	756.89	204+98.55	756.73			205+02.33	756.39	205+02.94	756.33	205+03.80	756.32
⊕ BRG. PIER 3	205+05.85	756.65	205+08.68	756.74	205+10.40	756.58			205+14.13	756.23	205+14.80	756.17	205+15.64	756.16
0.1L	205+17.74	756.49	205+20.56	756.58	205+22.26	756.42			205+25.95	756.08	205+26.65	756.01	205+27.49	756.00
0.2L	205+29.63	756.33	205+32.45	756.42	205+34.14	756.26			205+37.79	755.92	205+38.50	755.86	205+39.34	755.84
0.3L	205+41.54	756.17	205+44.33	756.26	205+46.03	756.10			205+49.63	755.76	205+50.36	755.70	205+51.19	755.69
0.4L	205+53.46	756.01	205+56.22	756.10	205+57.93	755.94			205+61.49	755.61	205+62.21	755.54	205+63.04	755.53
0.5L	205+65.40	755.86	205+68.10	755.94	205+69.85	755.78			205+73.36	755.45	205+74.07	755.38	205+74.89	755.37
0.6L	205+77.34	755.70	205+79.99	755.78	205+81.78	755.61			205+85.24	755.28	205+85.92	755.22	205+86.74	755.21
0.7L	205+89.30	755.54	205+91.88	755.62	205+93.72	755.45			205+97.14	755.12	205+97.78	755.06	205+98.59	755.05
0.8L	206+01.27	755.38	206+03.76	755.46	206+05.67	755.28			206+09.05	754.96	206+09.63	754.90	206+10.44	754.89
⊕ PROPOSED F.S. 1	206+02.39	755.37	206+04.87	755.45	206+06.78	755.26			206+10.15	754.94	206+10.73	754.89	206+11.55	754.88
0.9L	206+13.17	755.22	206+15.65	755.30	206+17.55	755.12			206+21.12	754.78	206+21.49	754.74	206+22.30	754.73
⊕ BRG. PIER 4	206+25.07	755.06	206+27.53	755.14	206+29.44	754.96			206+33.22	754.61	206+33.44	754.59	206+34.27	754.59

LEGEND:

F.S. - FIELD SPLICE

NOTES:

- FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
- FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
- FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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DFT	7/2017
STRUCTURE FILE NUMBER	5707056

DRAWN	CHECKED
GMW	CJW
REVISED	

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (2 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT - 75 - (10.44) (10.78)
PID No. 91606

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		GIRDER K		PROFILE GRADE		GIRDER L		GIRDER M		PHASE CONSTRUCTION		GIRDER N	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	206+06.05	754.50	206+06.91	754.49	206+07.50	754.51	206+09.95	754.59	206+11.91	754.65	206+16.31	754.79	206+19.67	754.89	206+20.70	754.92
⊕ PROPOSED F.S. 2*																
0.1L	206+18.05	754.34	206+18.91	754.33	206+19.48	754.35	206+21.93	754.43	206+23.88	754.49	206+28.26	754.63	206+31.60	754.73	206+32.63	754.77
⊕ PROPOSED F.S. 2*	206+21.09	754.30	206+21.95	754.29	206+22.53	754.31	206+24.96	754.38	206+26.92	754.45	206+31.29	754.59	206+34.62	754.69	206+35.66	754.73
0.2L	206+30.05	754.18	206+30.90	754.17	206+31.46	754.19	206+33.91	754.27	206+35.84	754.33	206+40.20	754.47	206+43.52	754.57	206+44.55	754.61
0.3L	206+42.05	754.02	206+42.90	754.01	206+43.45	754.03	206+45.89	754.10	206+47.80	754.17	206+52.15	754.31	206+55.45	754.41	206+56.48	754.45
0.4L	206+54.05	753.86	206+54.89	753.85	206+55.44	753.87	206+57.87	753.94	206+59.78	754.01	206+64.11	754.15	206+67.38	754.25	206+68.42	754.29
0.5L	206+66.05	753.70	206+66.89	753.69	206+67.45	753.71	206+69.85	753.78	206+71.77	753.85	206+76.08	753.99	206+79.31	754.09	206+80.37	754.13
0.6L	206+78.05	753.54	206+78.88	753.53	206+79.47	753.55	206+81.82	753.62	206+83.77	753.69	206+88.06	753.83	206+91.24	753.93	206+92.33	753.97
0.7L	206+90.05	753.38	206+90.88	753.37	206+91.50	753.39	206+93.80	753.46	206+95.78	753.53	207+00.05	753.67	207+03.17	753.77	207+04.31	753.81
0.8L	207+02.05	753.22	207+02.87	753.21	207+03.53	753.23	207+05.78	753.30	207+07.80	753.37	207+12.05	753.51	207+15.10	753.61	207+16.28	753.65
0.9L	207+14.05	753.06	207+14.87	753.04	207+15.47	753.06	207+17.76	753.14	207+19.72	753.21	207+23.95	753.35	207+27.03	753.45	207+28.17	753.49
⊕ BRG. PIER 5	207+26.05	752.89	207+26.86	752.88	207+27.43	752.90	207+29.74	752.98	207+31.65	753.05	207+35.87	753.19	207+38.96	753.29	207+40.06	753.33
0.1L	207+38.05	752.73	207+38.87	752.72	207+39.40	752.74	207+41.75	752.82	207+43.65	752.88	207+47.87	753.03	207+50.99	753.13	207+52.09	753.17
0.2L	207+50.05	752.57	207+50.87	752.56	207+51.39	752.58	207+53.76	752.66	207+55.65	752.72	207+59.90	752.87	207+63.03	752.97	207+64.13	753.01
0.3L	207+62.05	752.41	207+62.87	752.40	207+63.39	752.42	207+65.77	752.50	207+67.67	752.56	207+71.93	752.70	207+75.06	752.81	207+76.17	752.85
0.4L	207+74.05	752.25	207+74.87	752.24	207+75.41	752.26	207+77.78	752.34	207+79.70	752.40	207+83.97	752.54	207+87.10	752.65	207+88.24	752.69
0.5L	207+86.05	752.09	207+86.88	752.08	207+87.43	752.10	207+89.80	752.18	207+91.74	752.24	207+96.03	752.38	207+99.14	752.49	208+00.31	752.53
0.6L	207+98.05	751.93	207+98.88	751.92	207+99.47	751.94	208+01.81	752.02	208+03.79	752.08	208+08.10	752.22	208+11.17	752.33	208+12.39	752.37
0.7L	208+10.05	751.77	208+10.88	751.76	208+11.51	751.78	208+13.82	751.85	208+15.85	751.92	208+20.18	752.06	208+23.21	752.16	208+24.49	752.21
0.8L	208+22.05	751.61	208+22.88	751.60	208+23.57	751.62	208+25.83	751.69	208+27.92	751.76	208+32.26	751.90	208+35.25	752.00	208+36.59	752.05
0.9L	208+34.05	751.45	208+34.88	751.44	208+35.53	751.46	208+37.84	751.53	208+39.90	751.60	208+44.26	751.74	208+47.28	751.84	208+48.60	751.89
⊕ BRG. PIER 6	208+46.05	751.29	208+46.89	751.28	208+47.50	751.30	208+49.85	751.37	208+51.89	751.44	208+56.26	751.58	208+59.32	751.68	208+60.62	751.72
0.1L	208+56.55	751.15	208+57.39	751.13	208+57.99	751.15	208+60.36	751.23	208+62.39	751.30	208+66.79	751.44	208+69.87	751.54	208+71.17	751.58
0.2L	208+67.05	751.01	208+67.89	750.99	208+68.48	751.01	208+70.87	751.09	208+72.91	751.16	208+77.32	751.30	208+80.41	751.40	208+81.72	751.44
0.3L	208+77.55	750.86	208+78.40	750.85	208+78.99	750.87	208+81.39	750.95	208+83.43	751.01	208+87.87	751.16	208+90.96	751.26	208+92.28	751.30
0.4L	208+88.05	750.72	208+88.90	750.71	208+89.50	750.73	208+91.90	750.81	208+93.97	750.87	208+98.42	751.02	209+01.50	751.12	209+02.86	751.16
0.5L	208+98.55	750.58	208+99.40	750.57	209+00.03	750.59	209+02.41	750.67	209+04.51	750.73	209+08.98	750.88	209+12.05	750.97	209+13.44	751.02
0.6L	209+09.05	750.44	209+09.91	750.43	209+10.56	750.45	209+12.93	750.53	209+15.06	750.59	209+19.55	750.74	209+22.60	750.83	209+24.03	750.88
0.7L	209+19.55	750.30	209+20.41	750.29	209+21.10	750.31	209+23.44	750.39	209+25.63	750.45	209+30.14	750.60	209+33.14	750.69	209+34.63	750.74
0.8L	209+30.05	750.16	209+30.91	750.15	209+31.62	750.17	209+33.96	750.24	209+36.16	750.31	209+40.69	750.46	209+43.69	750.55	209+45.20	750.60
0.9L	209+40.55	750.02	209+41.42	750.01	209+42.07	750.03	209+44.47	750.10	209+46.63	750.17	209+51.18	750.31	209+54.24	750.41	209+55.72	750.46
⊕ BRG. PIER 7	209+51.05	749.88	209+51.92	749.87	209+52.53	749.89	209+54.98	749.96	209+57.12	750.03	209+61.68	750.17	209+64.78	750.27	209+66.24	750.31
0.1L	209+62.15	749.73	209+63.02	749.72	209+63.60	749.74	209+66.09	749.81	209+68.20	749.88	209+72.79	750.02	209+75.93	750.12	209+77.36	750.16
0.2L	209+73.25	749.58	209+74.13	749.57	209+74.68	749.59	209+77.21	749.66	209+79.30	749.73	209+83.91	749.87	209+87.07	749.97	209+88.50	750.01
0.3L	209+84.35	749.43	209+85.23	749.42	209+85.77	749.44	209+88.32	749.52	209+90.41	749.58	209+95.04	749.72	209+98.21	749.82	209+99.65	749.86
0.4L	209+95.45	749.28	209+96.33	749.27	209+96.88	749.29	209+99.43	749.37	210+01.53	749.43	210+06.18	749.57	210+09.35	749.67	210+10.80	749.72
0.5L	210+06.55	749.14	210+07.43	749.12	210+07.99	749.14	210+10.54	749.22	210+12.67	749.28	210+17.33	749.42	210+20.50	749.52	210+21.97	749.57
0.6L	210+17.65	748.99	210+18.54	748.98	210+19.11	748.99	210+21.66	749.07	210+23.81	749.13	210+28.49	749.28	210+31.64	749.37	210+33.15	749.42
0.7L	210+28.75	748.84	210+29.64	748.83	210+30.25	748.84	210+32.77	748.92	210+34.96	748.99	210+39.66	749.13	210+42.78	749.22	210+44.34	749.27
0.8L	210+39.85	748.69	210+40.74	748.68	210+41.39	748.70	210+43.88	748.77	210+46.13	748.84	210+50.85	748.98	210+53.92	749.07	210+55.55	749.12
0.9L	210+50.95	748.54	210+51.84	748.53	210+52.55	748.55	210+54.99	748.62	210+57.30	748.69	210+62.04	748.83	210+65.07	748.92	210+66.76	748.97
⊕ BRG. FWD. ABUT.	210+62.05	748.39	210+62.95	748.38	210+63.72	748.40	210+66.10	748.47	210+68.49	748.54	210+73.25	748.69	210+76.21	748.77	210+77.99	748.83

LEGEND:

F.S. - FIELD SPLICE

* - THE LOCATION OF ⊕ PROPOSED FIELD SPLICE 2 VARIES BETWEEN BEING BEFORE AND AFTER THE FIRST TENTH POINT IN THE FIFTH SPAN. BECAUSE THE LOCATIONS IN THIS TABLE ARE LISTED IN ASCENDING ORDER ACROSS THE BRIDGE, ⊕ PROPOSED FIELD SPLICE 2 IS LISTED TWICE SO AS NOT TO INTERRUPT THE ASCENDING ORDER.

NOTES:

1. FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
2. FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
3. FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

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FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

LOCATION	GIRDER O		GRADE BREAK		GIRDER P		GIRDER Q		GIRDER R		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. PIER 4	206+25.07	755.06	206+27.53	755.14	206+29.44	754.96			206+33.22	754.61	206+33.44	754.59	206+34.27	754.59
⊕ PROPOSED F.S. 2*			206+37.97	755.02	206+39.38	754.89			206+43.06	754.53	206+43.39	754.50	206+44.17	754.49
0.1L	206+36.98	754.90	206+39.92	755.00	206+41.33	754.87			206+45.34	754.51	206+45.72	754.48	206+46.56	754.47
⊕ PROPOSED F.S. 2*	206+40.01	754.86												
0.2L	206+48.89	754.75	206+52.50	754.86	206+53.21	754.80			206+57.52	754.41	206+58.02	754.37	206+58.85	754.36
0.3L	206+60.80	754.59	206+65.08	754.73	206+65.10	754.73	206+67.40	754.52	206+69.81	754.30	206+70.33	754.25	206+68.66	754.27
0.4L	206+72.72	754.43	206+77.67	754.59	206+77.00	754.57	206+79.48	754.43	206+82.12	754.19	206+82.64	754.14	206+83.46	754.13
0.5L	206+84.65	754.27	206+90.26	754.46	206+88.91	754.41	206+91.56	754.34	206+94.44	754.08	206+94.96	754.03	206+95.78	754.02
0.6L	206+96.59	754.11	207+02.87	754.32	207+00.84	754.25	207+03.66	754.25	207+06.76	753.97	207+07.30	753.92	207+08.11	753.91
0.7L	207+08.55	753.95	207+15.47	754.19	207+12.78	754.10	207+15.77	754.16	207+19.09	753.86	207+19.63	753.81	207+20.44	753.80
0.8L	207+20.50	753.80	207+28.09	754.05	207+24.71	753.94	207+27.86	754.05	207+31.38	753.74	207+31.90	753.69	207+32.67	753.68
0.9L	207+32.37	753.64	207+40.06	753.90	207+36.56	753.78	207+39.70	753.89	207+43.17	753.59	207+43.74	753.53	207+44.50	753.52
⊕ BRG. PIER 5	207+44.25	753.48	207+51.92	753.74	207+48.42	753.62	207+51.54	753.73	207+54.97	753.43	207+55.58	753.37	207+56.34	753.36
0.1L	207+56.29	753.31	207+63.99	753.58	207+60.48	753.46	207+63.61	753.56	207+67.03	753.27	207+67.66	753.21	207+68.42	753.20
0.2L	207+68.34	753.15	207+76.06	753.42	207+72.55	753.30	207+75.69	753.40	207+79.09	753.11	207+79.74	753.05	207+80.51	753.04
0.3L	207+80.41	752.99	207+88.14	753.25	207+84.63	753.13	207+87.78	753.24	207+91.17	752.95	207+91.82	752.89	207+92.59	752.87
0.4L	207+92.48	752.83	208+00.21	753.09	207+96.72	752.97	207+99.89	753.08	208+03.26	752.79	208+03.91	752.72	208+04.68	752.71
0.5L	208+04.57	752.67	208+12.28	752.93	208+08.83	752.81	208+12.01	752.92	208+15.36	752.62	208+15.99	752.56	208+16.76	752.55
0.6L	208+16.67	752.51	208+24.36	752.77	208+20.94	752.65	208+24.13	752.76	208+27.47	752.46	208+28.07	752.40	208+28.85	752.39
0.7L	208+28.79	752.35	208+36.43	752.61	208+33.07	752.49	208+36.28	752.60	208+39.59	752.29	208+40.16	752.24	208+40.93	752.23
0.8L	208+40.91	752.19	208+48.50	752.45	208+45.21	752.34	208+48.42	752.44	208+51.73	752.13	208+52.24	752.08	208+53.02	752.07
0.9L	208+52.93	752.03	208+60.58	752.28	208+57.25	752.17	208+60.48	752.28	208+63.76	751.97	208+64.32	751.91	208+65.10	751.90
⊕ BRG. PIER 6	208+64.97	751.87	208+72.65	752.12	208+69.30	752.01	208+72.55	752.12	208+75.81	751.81	208+76.41	751.75	208+77.19	751.74
0.1L	208+75.53	751.73	208+83.24	751.98	208+79.89	751.87	208+83.14	751.98	208+86.39	751.67	208+87.01	751.61	208+87.80	751.60
0.2L	208+86.11	751.58	208+93.83	751.84	208+90.48	751.73	208+93.75	751.84	208+96.98	751.53	208+97.62	751.47	208+98.40	751.46
0.3L	208+96.69	751.44	209+04.42	751.70	209+01.08	751.59	209+04.36	751.69	209+07.59	751.39	209+08.22	751.33	209+09.01	751.31
0.4L	209+07.28	751.30	209+15.02	751.55	209+11.69	751.45	209+14.98	751.55	209+18.20	751.24	209+18.83	751.18	209+19.62	751.17
0.5L	209+17.88	751.16	209+25.61	751.41	209+22.31	751.31	209+25.62	751.41	209+28.82	751.10	209+29.43	751.04	209+30.23	751.03
0.6L	209+28.49	751.02	209+36.20	751.27	209+32.94	751.16	209+36.26	751.26	209+39.45	750.96	209+40.04	750.90	209+40.83	750.89
0.7L	209+39.11	750.88	209+46.79	751.13	209+43.58	751.02	209+46.92	751.12	209+50.09	750.81	209+50.64	750.76	209+51.44	750.75
0.8L	209+49.70	750.74	209+57.39	750.99	209+54.19	750.88	209+57.54	750.97	209+60.70	750.67	209+61.25	750.61	209+62.05	750.60
0.9L	209+60.23	750.60	209+67.98	750.84	209+64.74	750.74	209+68.11	750.83	209+71.25	750.53	209+71.85	750.47	209+72.66	750.46
⊕ BRG. PIER 7	209+70.78	750.46	209+78.57	750.70	209+75.30	750.60	209+78.68	750.69	209+81.81	750.39	209+82.46	750.33	209+83.27	750.32
0.1L	209+81.92	750.31	209+89.76	750.55	209+86.46	750.45	209+89.86	750.54	209+92.97	750.25	209+93.66	750.18	209+94.47	750.17
0.2L	209+93.07	750.16	210+00.94	750.40	209+97.63	750.30	210+01.05	750.39	210+04.14	750.10	210+04.85	750.03	210+05.67	750.02
0.3L	210+04.24	750.01	210+12.13	750.25	210+08.82	750.15	210+12.24	750.24	210+15.32	749.95	210+16.05	749.88	210+16.87	749.87
0.4L	210+15.42	749.86	210+23.31	750.10	210+20.01	750.00	210+23.45	750.09	210+26.51	749.80	210+27.25	749.73	210+28.07	749.72
0.5L	210+26.60	749.71	210+34.50	749.95	210+31.22	749.85	210+34.67	749.94	210+37.72	749.65	210+38.45	749.58	210+39.27	749.57
0.6L	210+37.80	749.56	210+45.68	749.80	210+42.44	749.70	210+45.90	749.78	210+48.93	749.50	210+49.64	749.43	210+50.47	749.42
0.7L	210+49.01	749.41	210+56.87	749.65	210+53.67	749.55	210+57.15	749.63	210+60.15	749.34	210+60.84	749.28	210+61.67	749.27
0.8L	210+60.24	749.26	210+68.05	749.50	210+64.91	749.41	210+68.40	749.47	210+71.39	749.19	210+72.04	749.13	210+72.87	749.12
0.9L	210+71.47	749.12	210+79.24	749.35	210+76.16	749.26	210+79.67	749.31	210+82.64	749.04	210+83.24	748.98	210+84.07	748.97
⊕ BRG. FWD. ABUT.	210+82.71	748.97	210+90.43	749.20	210+87.42	749.11	210+90.95	749.16	210+93.90	748.88	210+94.44	748.83	210+95.27	748.82

LEGEND:

F.S. - FIELD SPLICE

* - THE LOCATION OF ⊕ PROPOSED FIELD SPLICE 2 VARIES BETWEEN BEING BEFORE AND AFTER THE FIRST TENTH POINT IN THE FIFTH SPAN. BECAUSE THE LOCATIONS IN THIS TABLE ARE LISTED IN ASCENDING ORDER ACROSS THE BRIDGE, ⊕ PROPOSED FIELD SPLICE 2 IS LISTED TWICE SO AS NOT TO INTERRUPT THE ASCENDING ORDER.

NOTES:

1. FOR DECK KEY PLAN AND TYPICAL CROSS-SECTION, SEE SHEET [57/91] AND [58/91]
2. FOR SCREED AND TOP OF HAUNCH ELEVATIONS, SEE SHEETS [59/91] THRU [66/91]
3. FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



DATE 7/2017
REVIEWED DFT
STRUCTURE FILE NUMBER 5707056

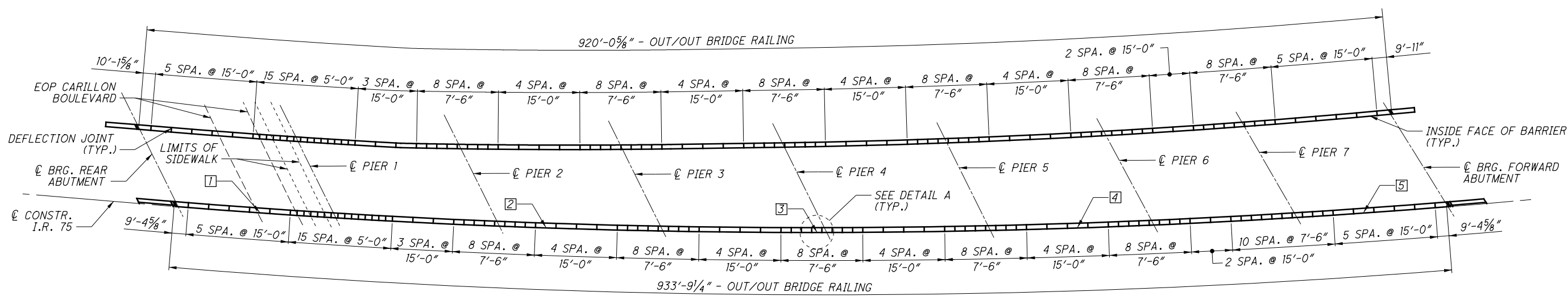
DRAWN GMW
CHECKED CJW
DESIGNED GMW

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE (4 OF 4)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

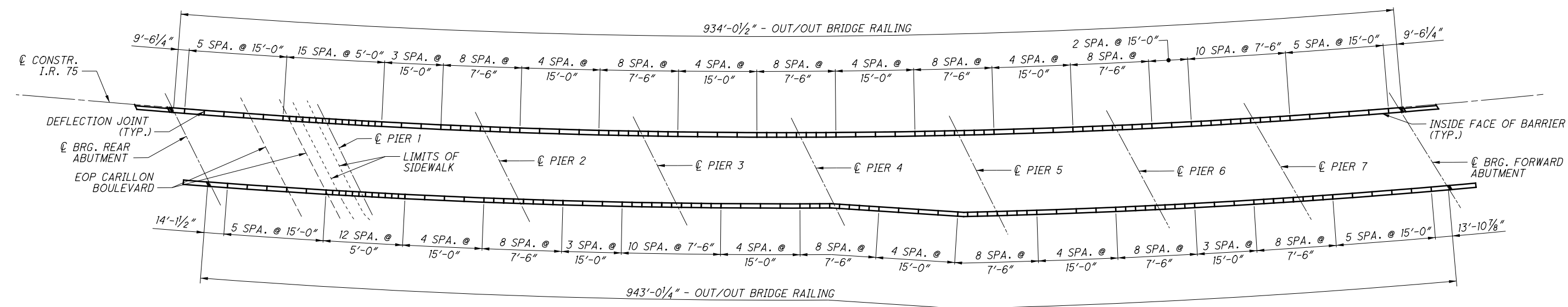
74/91

266
348

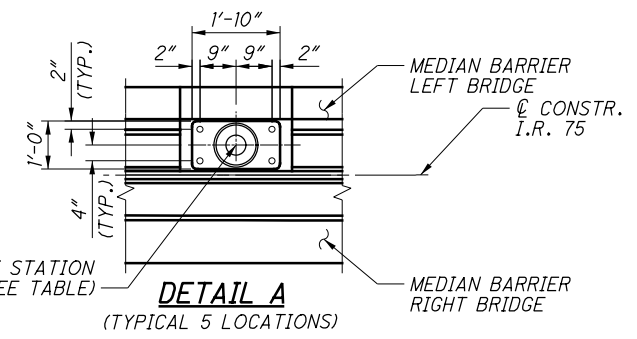


LIGHTPOLE LOCATIONS	
LOCATION #	STATIONING ALONG ϕ CONSTRUCTION I.R. 75
1	201+89.84
2	203+99.90
3	205+98.72
4	207+90.03
5	210+00.10

BARRIER DEFLECTION JOINT LAYOUT PLAN - LEFT BRIDGE
(ALL DIMENSIONS ARE ALONG INSIDE FACE OF BARRIER)



BARRIER DEFLECTION JOINT LAYOUT PLAN - RIGHT BRIDGE
(ALL DIMENSIONS ARE ALONG INSIDE FACE OF BARRIER)



LEGEND:

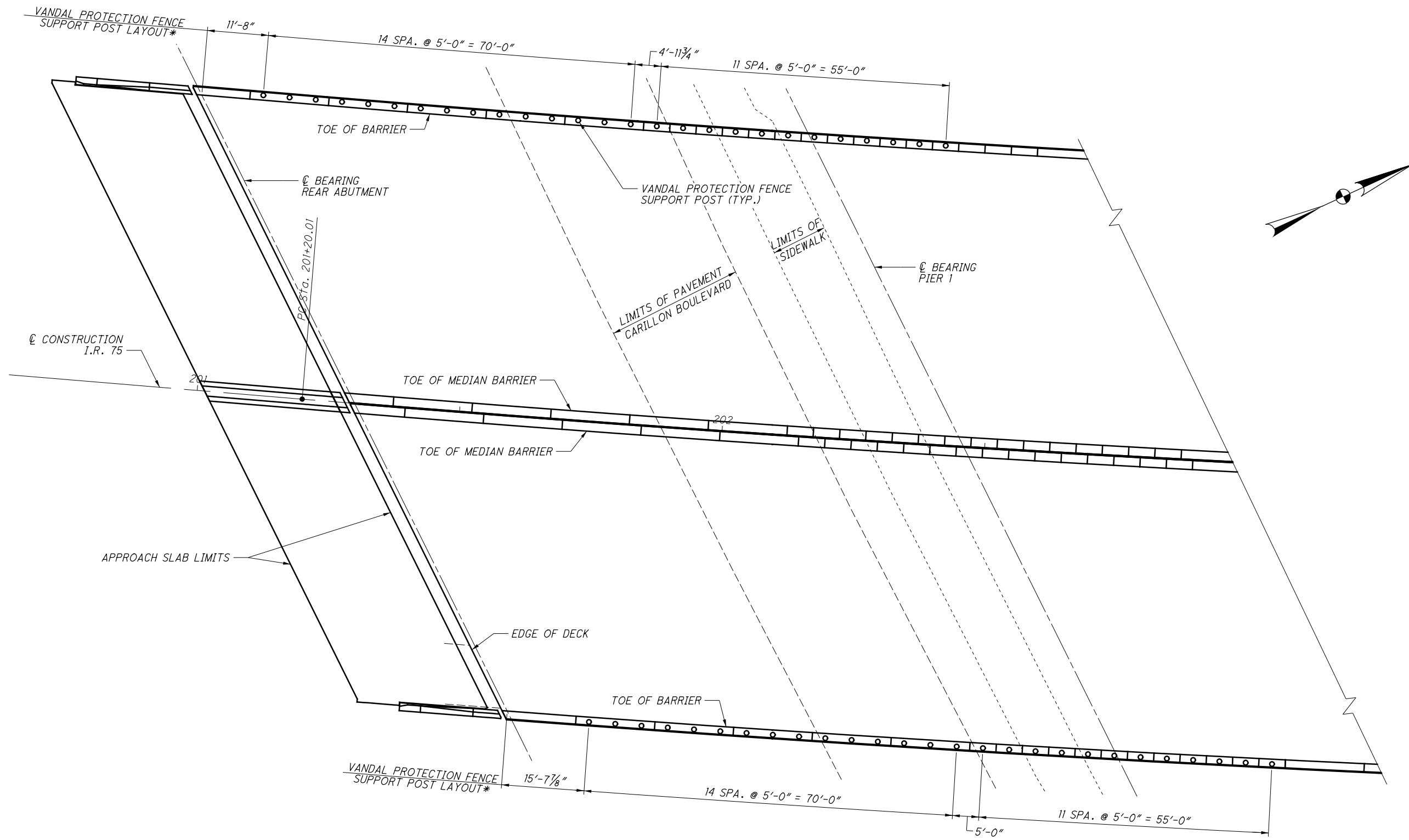
- LIGHTPOLE NUMBER, SEE TABLE FOR LOCATIONS

NOTES:

- FOR BARRIER REINFORCING DETAILS, SEE SHEETS [77/91] THRU [79/91].
- FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET [81/91] THRU [83/91].
- FOR MORE INFORMATION, SEE ODOT STANDARD DRAWINGS SBR-1-13, SBR-2-13, AND HL-20.13.
- FOR VANDAL PROTECTION FENCE LAYOUT AND SPACINGS, SEE SHEET [76/91].

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P:\91606\structures\MOT075_1044C\sheets\075_1044CRA004.dgn 2/13/2020 12:53:07 PM mcornett



VANDAL PROTECTION FENCE SUPPORT POST LAYOUT
(SPAN 1 AND PART OF SPAN 2 SHOWN)

LEGEND:

* - MEASURED ALONG FRONT FACE OF BARRIER

NOTES:

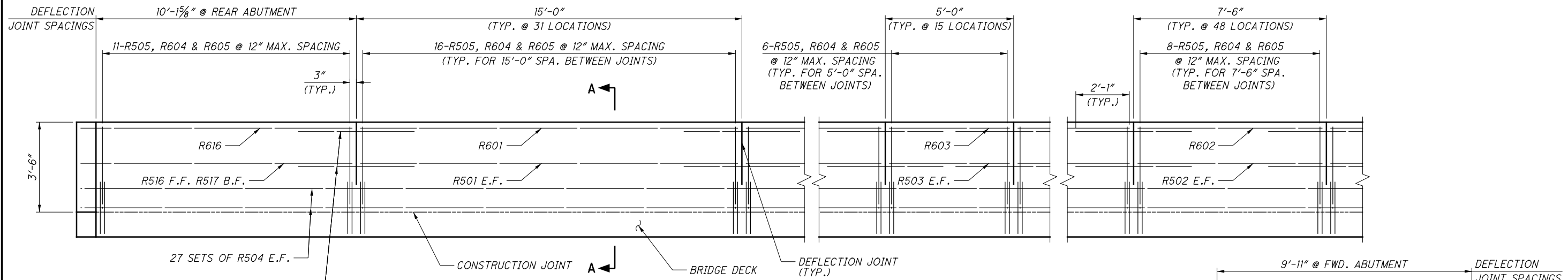
1. THE VANDAL PROTECTION FENCE SHALL BE A 6'-0" STRAIGHT FENCE CONFORMING TO POST SECTION PS-4 WITH BASE PLATE BP-5.
2. FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. VPF-1-90
3. VANDAL PROTECTION FENCE TO SPAN CARILLON BOULEVARD.

DESIGNED	TAS	CHECKED	MRV
DRAWN	LJS	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

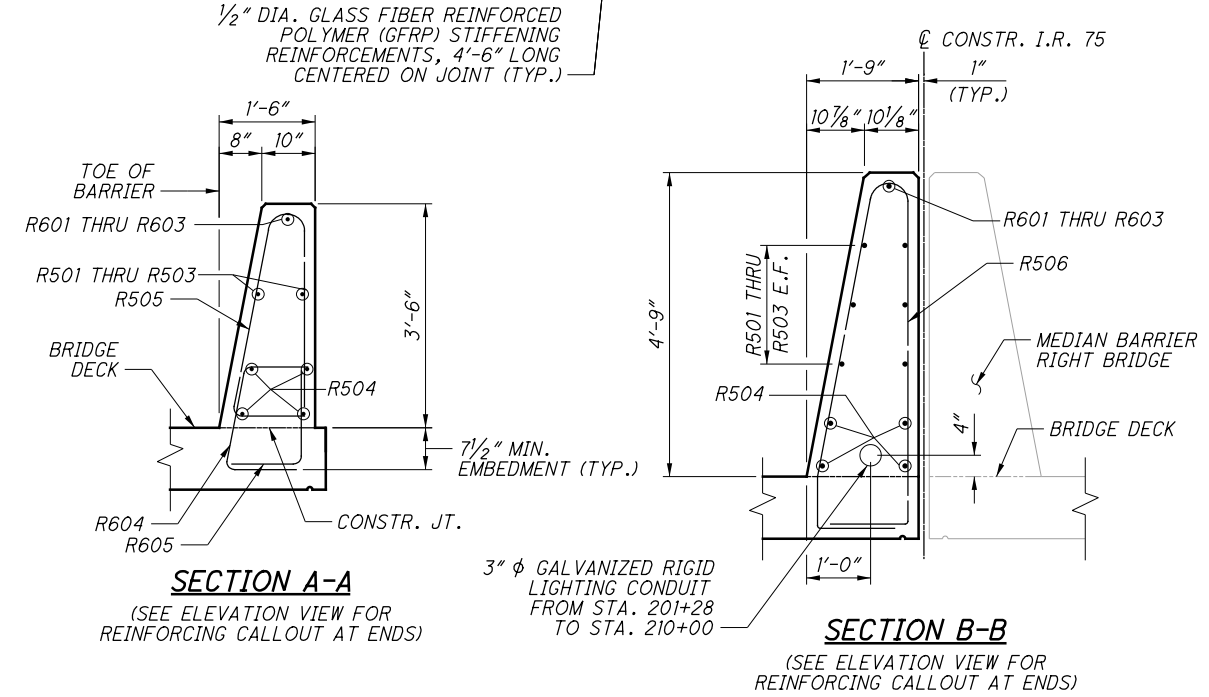
VANDAL PROTECTION FENCE DETAILS
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

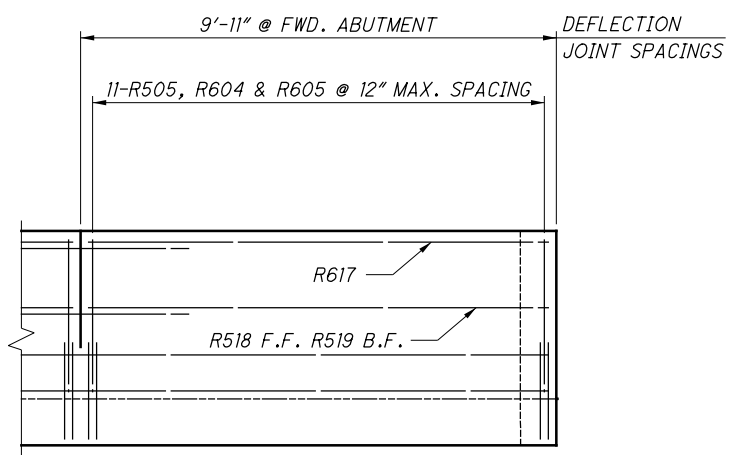
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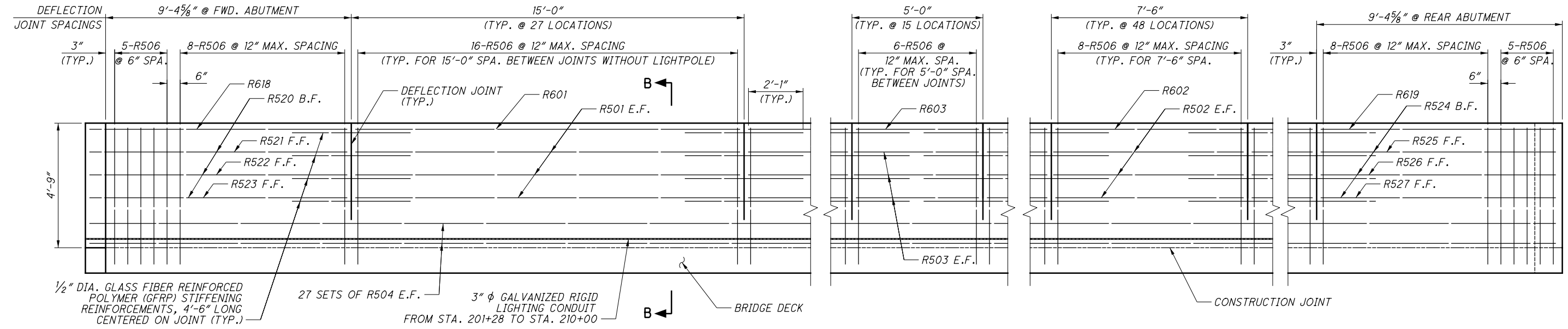
OUTSIDE BARRIER ELEVATION - LEFT BRIDGE
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)



REQUIRED LAP LENGTHS	
NO. 5 BARS	2'-9" MIN.
NO. 6 BARS	3'-4" MIN.



- NOTES:**
1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET [75/91].
 2. FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET [83/91].
 3. FOR DETAILS OF BARRIERS WITH MOUNTED LIGHTPOLES SEE SHEET [78/91].



MEDIAN BARRIER ELEVATION - LEFT BRIDGE
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)
(BARRIERS WITH LIGHTPOLES AND LIGHTPOLE EQUIPMENT NOT SHOWN)

E.L. ROBINSON ENGINEERING
1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

DESIGNED	TAS	CHECKED	CJW
DRAWN	FIB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

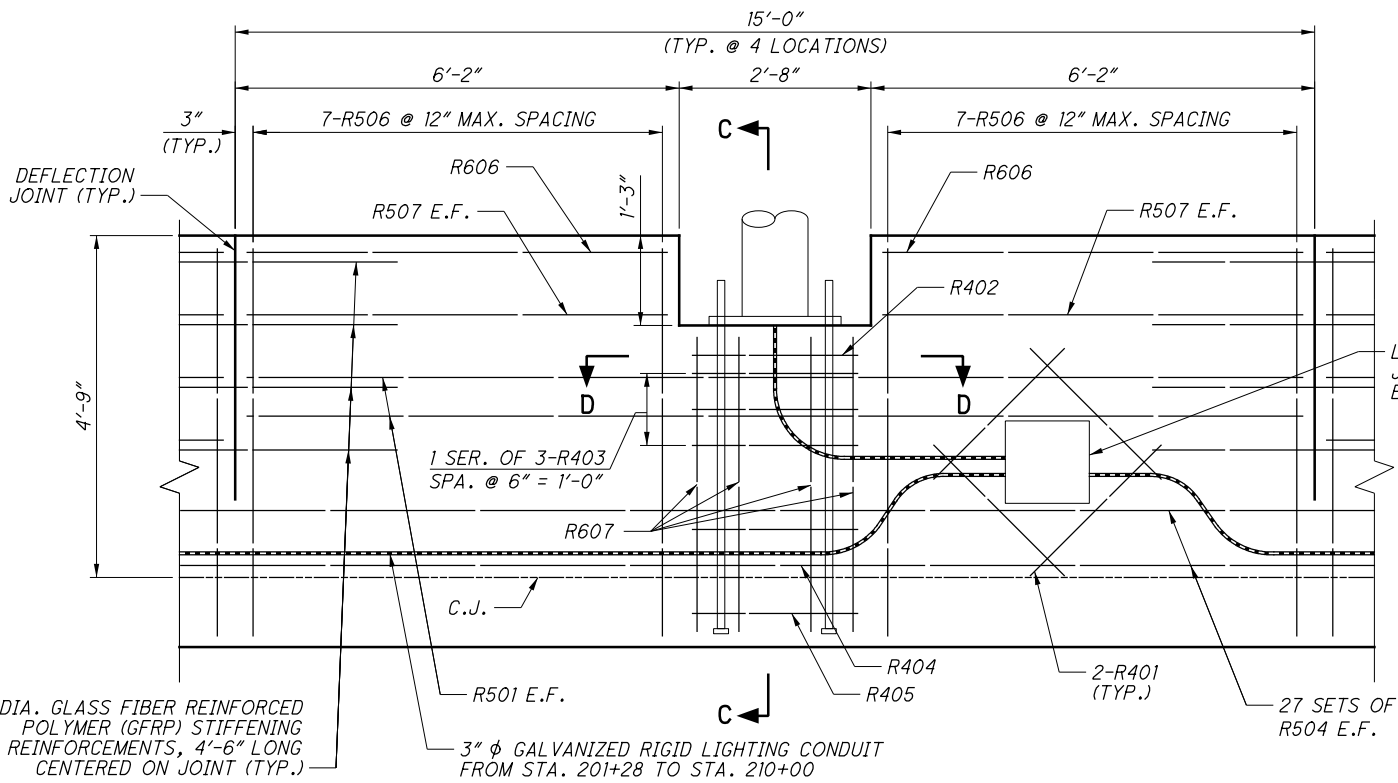
BARRIER DETAILS - LEFT BRIDGE (1 OF 2)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

77 / 91

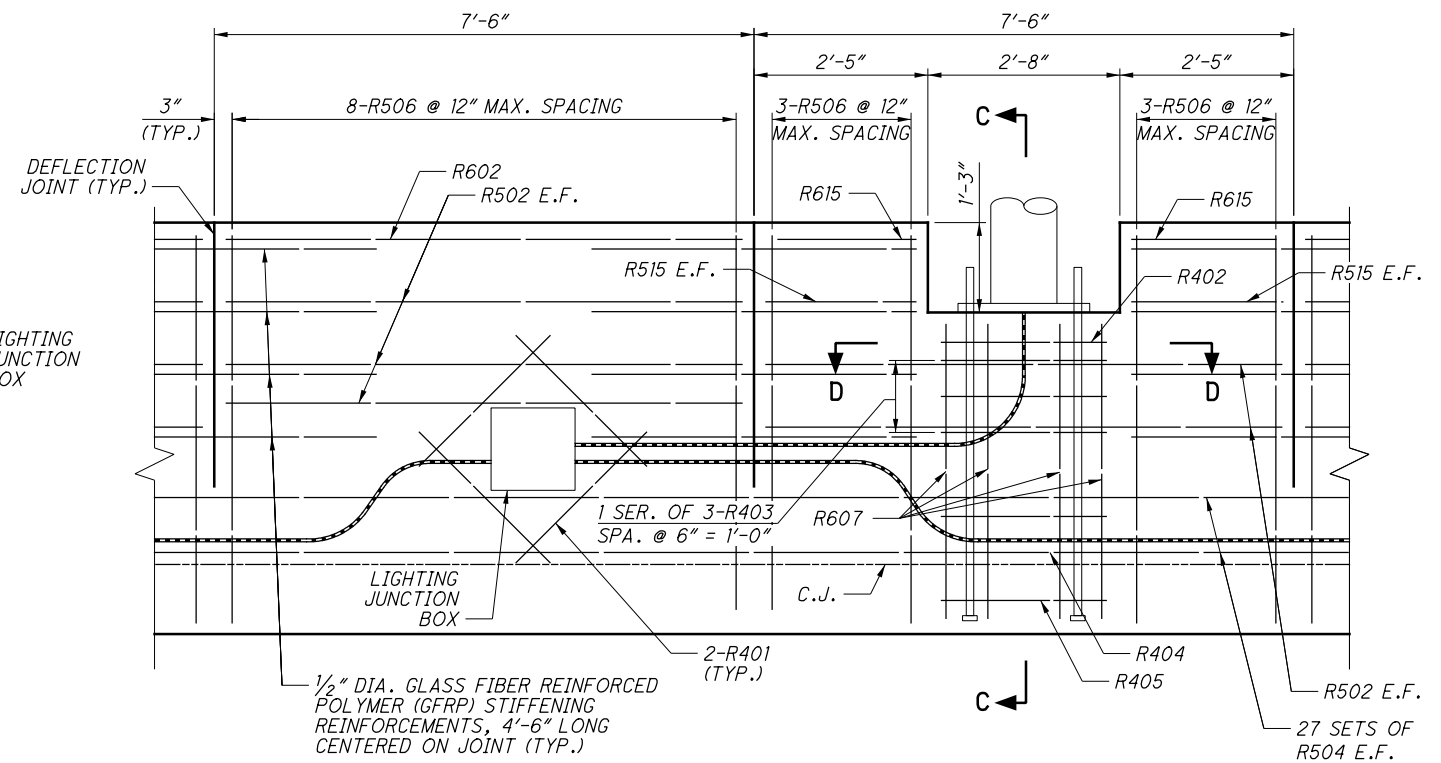
269
348

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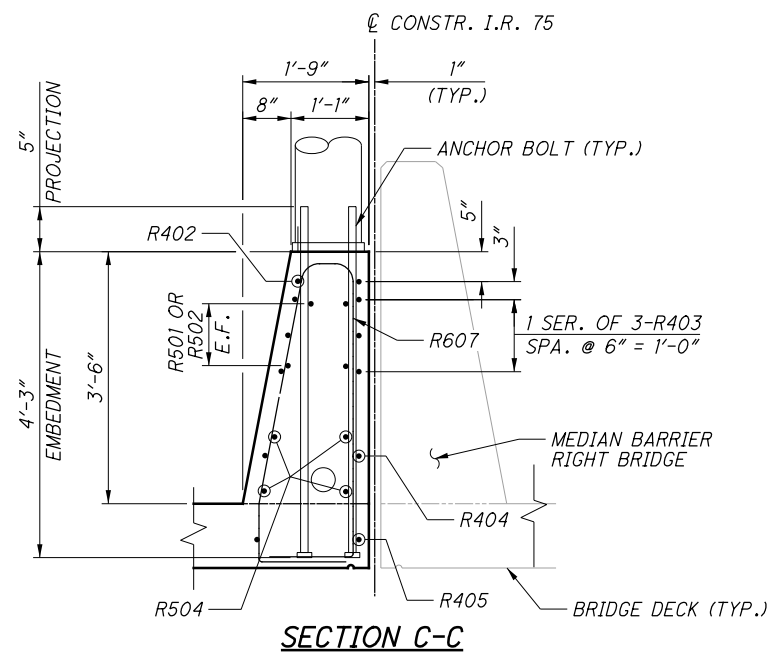
MEDIAN BARRIER ELEVATION WITH LIGHTPOLE - LEFT BRIDGE (15' SECTION)

(DIMENSIONS ALONG INSIDE FACE OF BARRIER)
(TYPICAL @ LIGHTPOLES 1, 2, 4, AND 5)

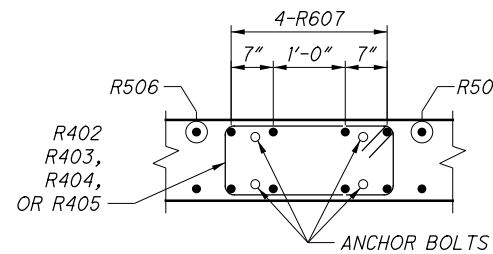


MEDIAN BARRIER ELEVATION WITH LIGHTPOLE - LEFT BRIDGE (7.5' SECTIONS)

(DIMENSIONS ALONG INSIDE FACE OF BARRIER)
(TYPICAL AT LIGHTPOLE 3)



SECTION C-C

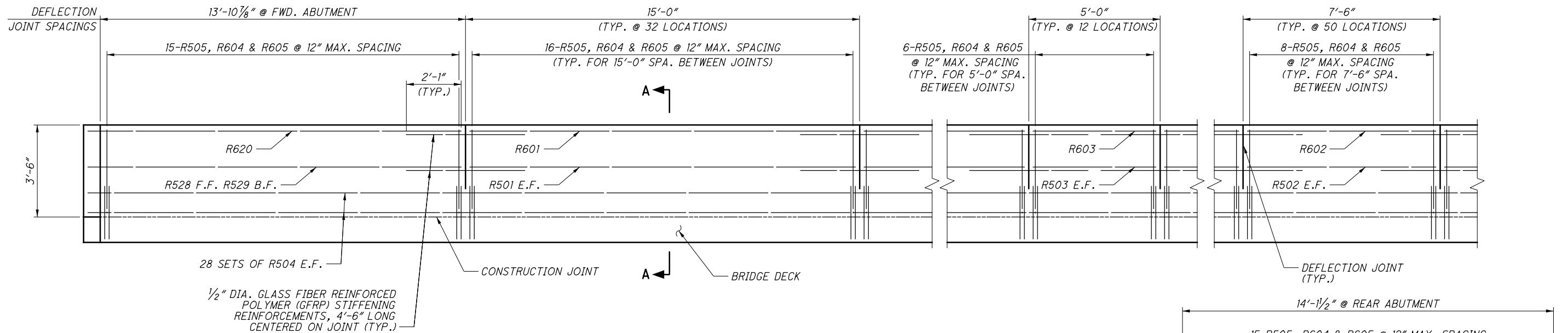


SECTION D-D

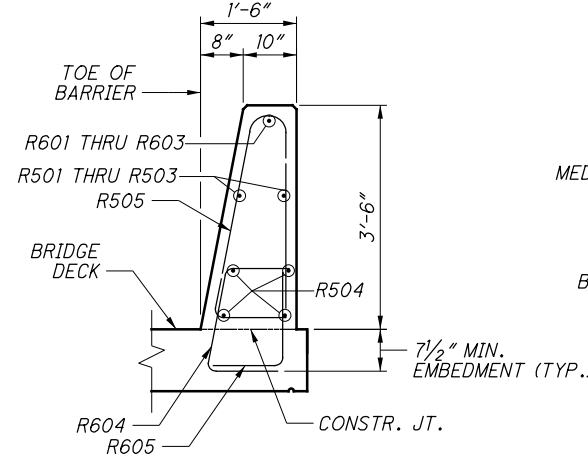
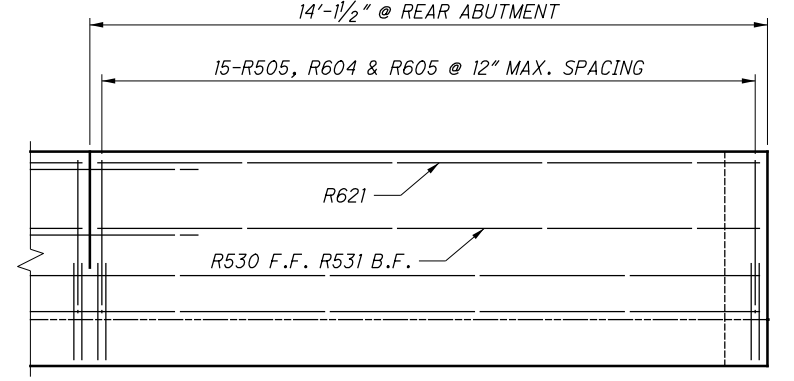
NOTES:

1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET [75/91].
2. FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET [83/91].
3. FOR ADDITIONAL LIGHTPOLE ANCHOR BOLT AND JUNCTION BOX DETAILS, SEE ODOT STANDARD DRAWING HL-20.13.
4. THE STRUCTURE SHALL BE GROUNDED PER ODOT STANDARD DRAWING HL-50.21.

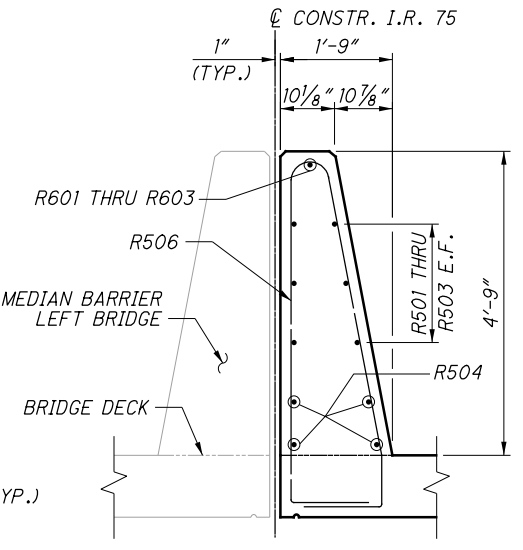
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CHECKED	CJW
STRUCTURE FILE NUMBER	5707056



OUTSIDE BARRIER ELEVATION - RIGHT BRIDGE
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)



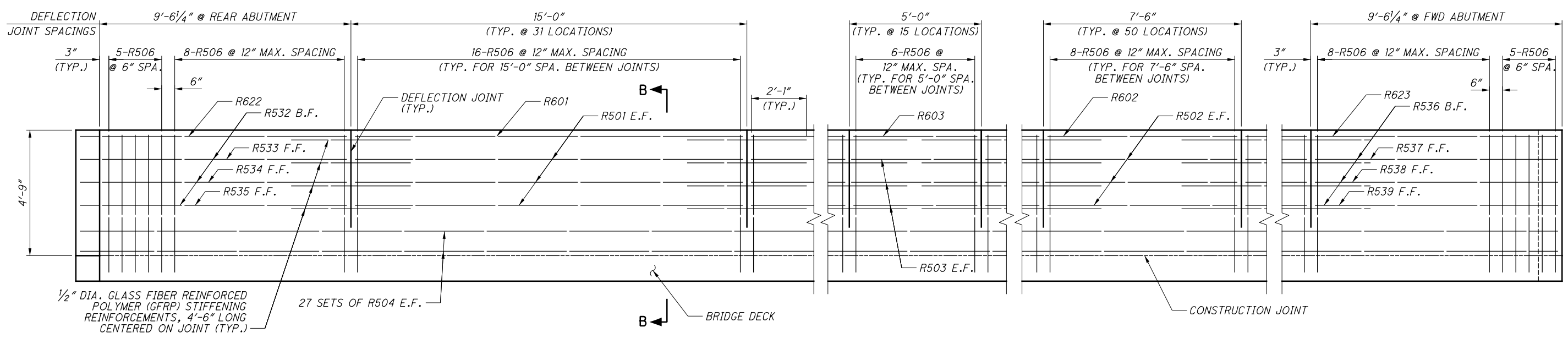
SECTION A-A
(SEE ELEVATION VIEW FOR REINFORCING CALLOUT AT ENDS)



SECTION B-B
(SEE ELEVATION VIEW FOR REINFORCING CALLOUT AT ENDS)

REQUIRED LAP LENGTHS	
NO. 5 BARS	2'-9" MIN.
NO. 6 BARS	3'-4" MIN.

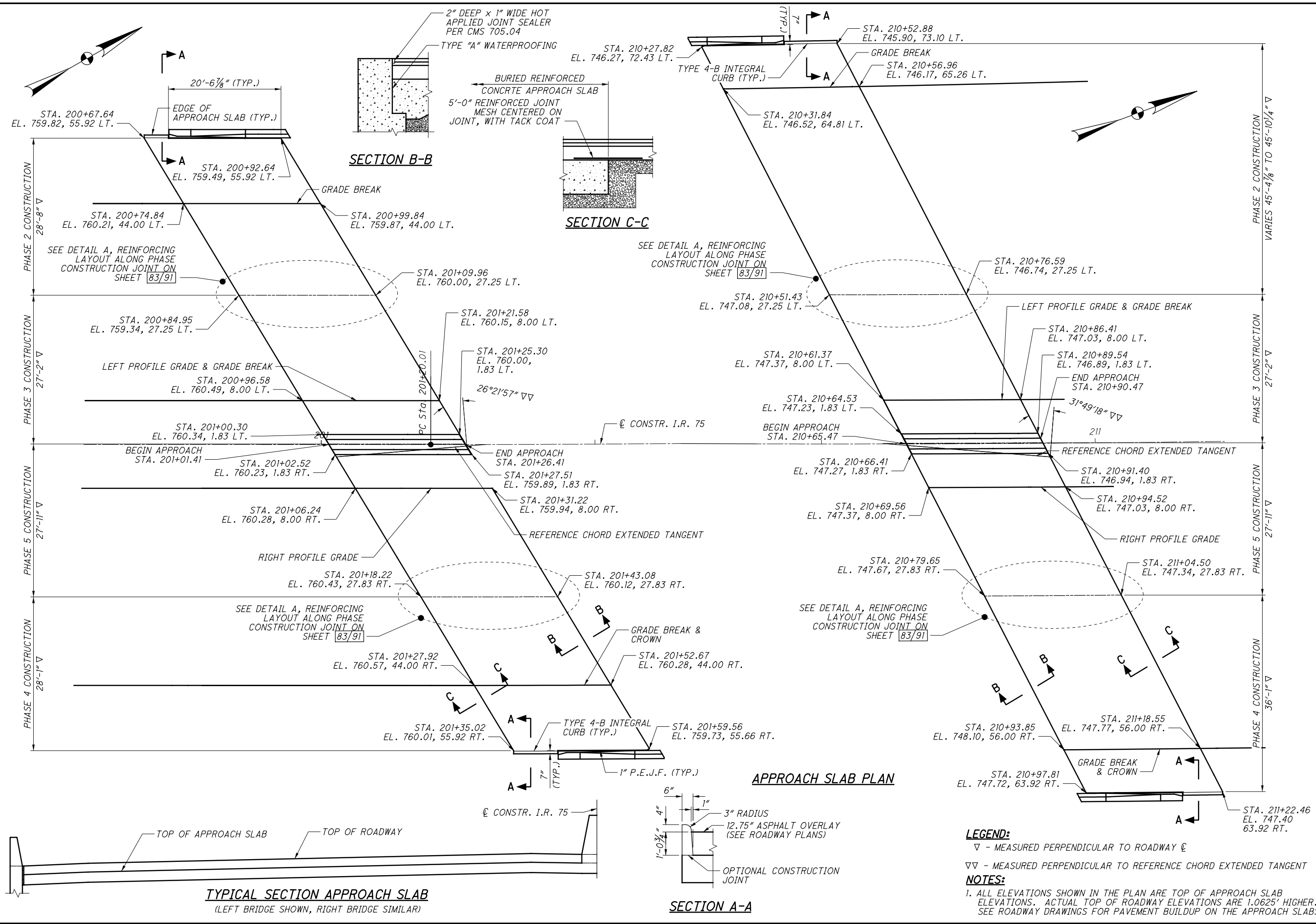
- NOTES:**
- FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET [75/91].
 - FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET [83/91].



MEDIAN BARRIER ELEVATION - RIGHT BRIDGE
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)

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TYPICAL SECTION APPROACH SLAB
(LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR)

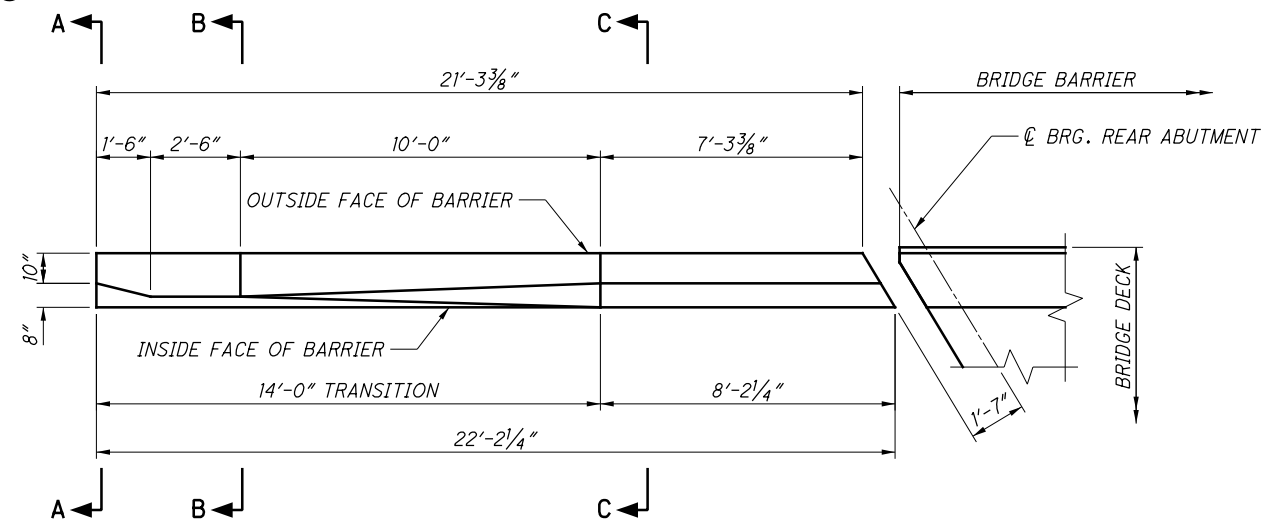
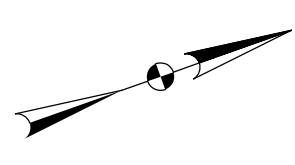
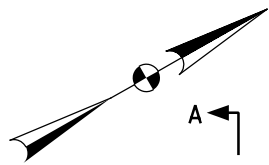
SECTION A-A

APPROACH SLAB PLAN

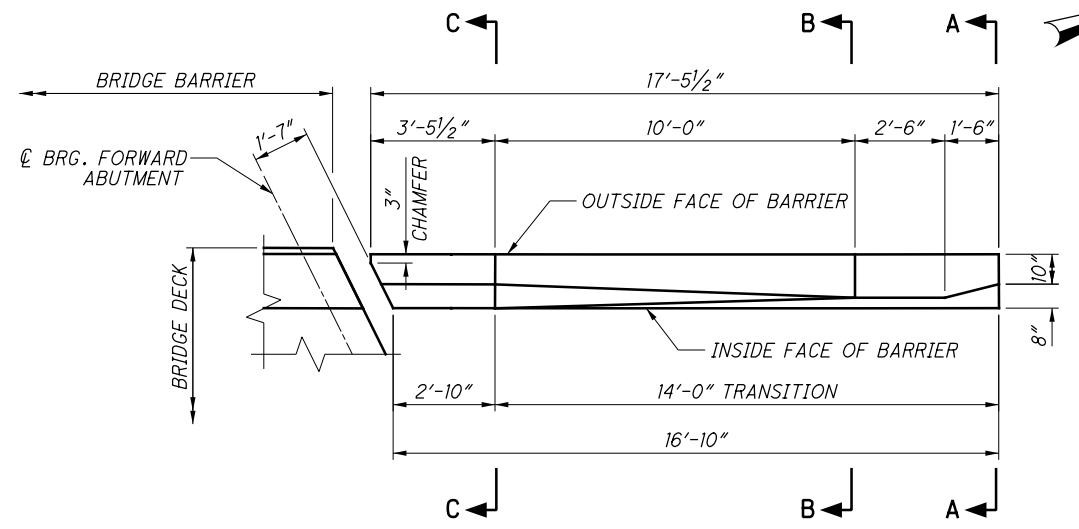
LEGEND:
 ▽ - MEASURED PERPENDICULAR TO ROADWAY \hat{C}
 ▽▽ - MEASURED PERPENDICULAR TO REFERENCE CHORD EXTENDED TANGENT

NOTES:
 1. ALL ELEVATIONS SHOWN IN THE PLAN ARE TOP OF APPROACH SLAB ELEVATIONS. ACTUAL TOP OF ROADWAY ELEVATIONS ARE 1.0625' HIGHER. SEE ROADWAY DRAWINGS FOR PAVEMENT BUILDUP ON THE APPROACH SLABS.

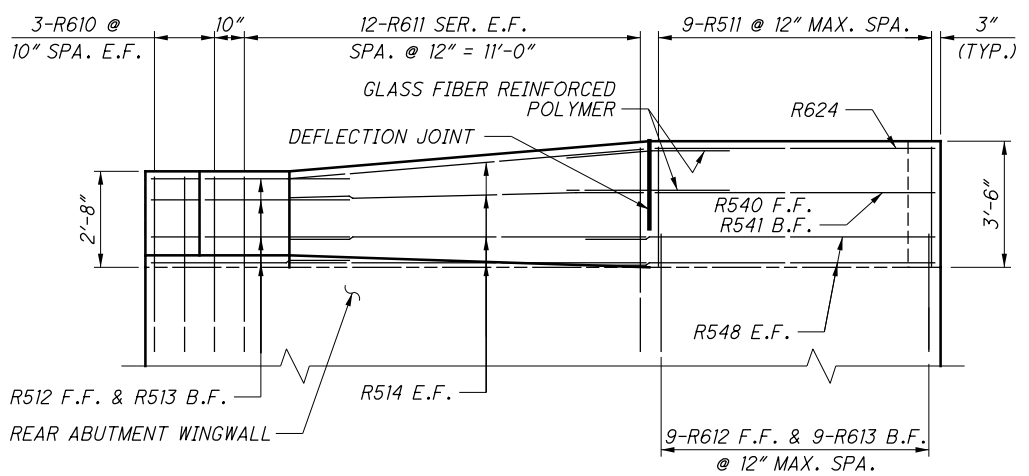
 1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com		DATE	7/2017
		REVIEWED	DFT
DESIGNED	FTB	CHECKED	TAS
DRAWN	FTB	REVISED	
APPROACH SLAB DETAILS BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD		STRUCTURE FILE NUMBER	5707056
MOT-75-(10.44)(10.78) PID No. 91606			
80/91		(272) 348	



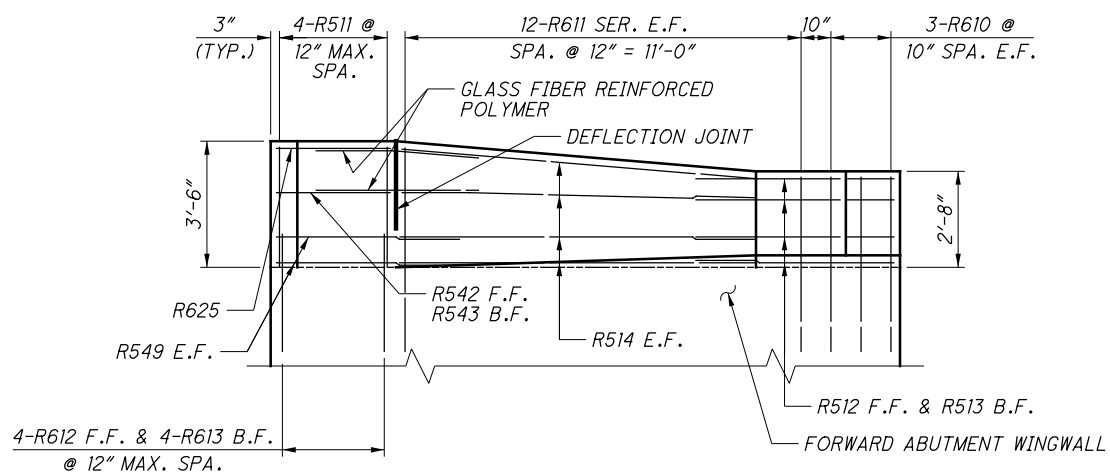
REAR OUTSIDE APPROACH SLAB BARRIER PLAN - LEFT BRIDGE
(DIMENSIONS RADIAL)



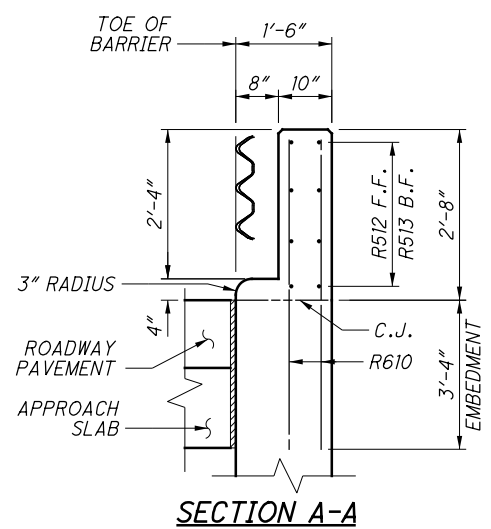
FORWARD OUTSIDE APPROACH SLAB BARRIER PLAN - LEFT BRIDGE
(DIMENSIONS RADIAL)



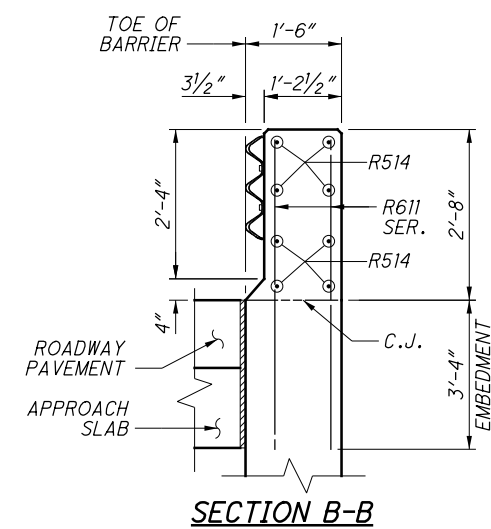
REAR OUTSIDE APPROACH SLAB BARRIER ELEVATION - LEFT BRIDGE
(DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)



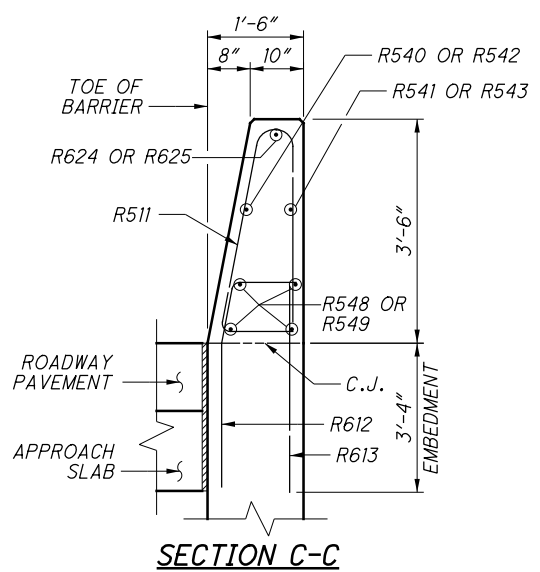
FORWARD OUTSIDE APPROACH SLAB BARRIER ELEVATION - LEFT BRIDGE
(DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)



SECTION A-A



SECTION B-B



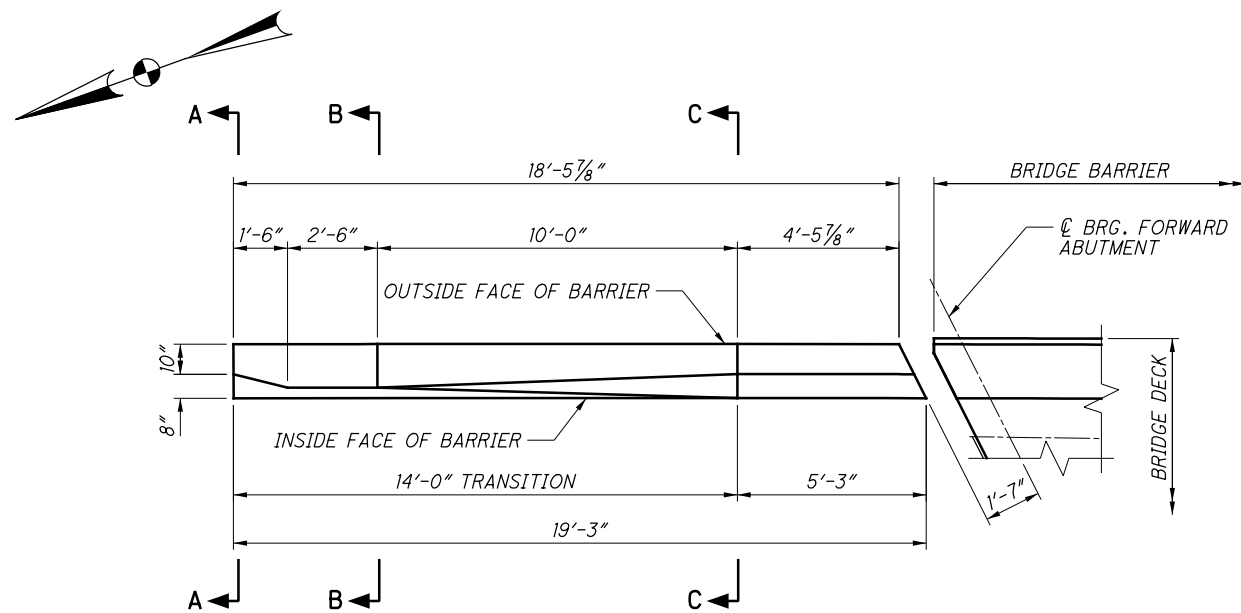
SECTION C-C

- NOTES:**
1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET [75/91].
 2. FOR BRIDGE BARRIER REINFORCING DETAILS, SEE SHEETS [77/91] THRU [79/91].
 3. FOR TYPICAL DEFLECTION JOINT AND ADDITIONAL DETAILS AND NOTES, SEE ODOT STD. DWGS. SBR-1-13 AND SBR-2-13.

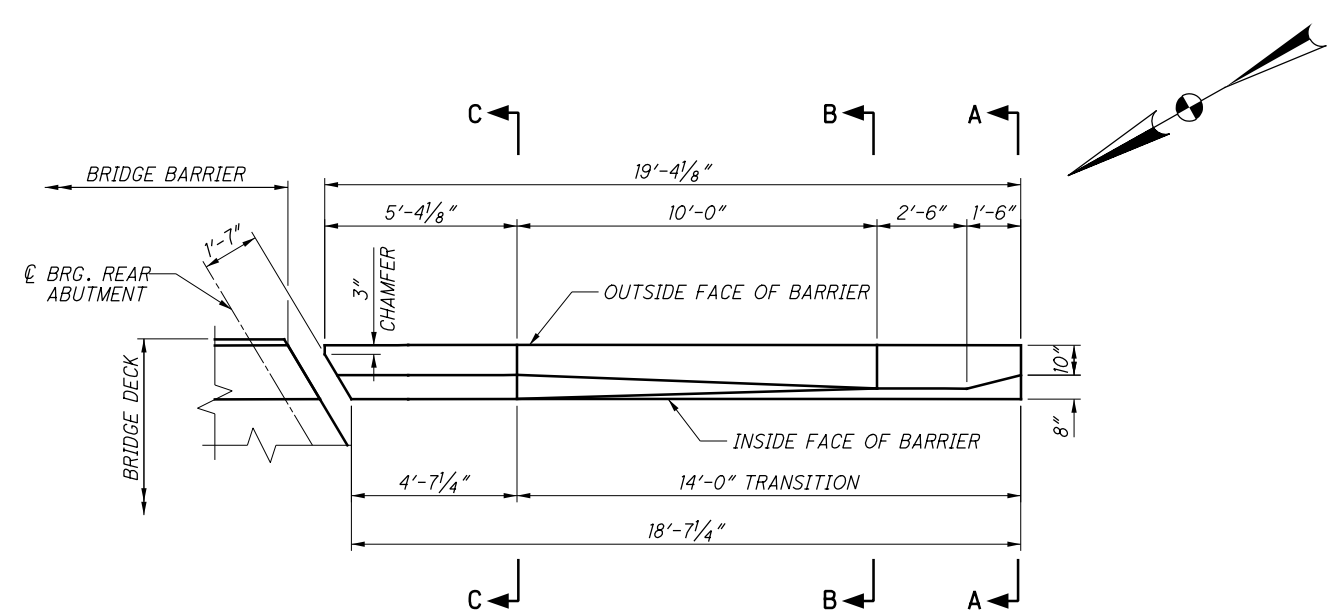
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REVIEWED	DFT	STRUCTURE FILE NUMBER
DATE	7/2017	5707056

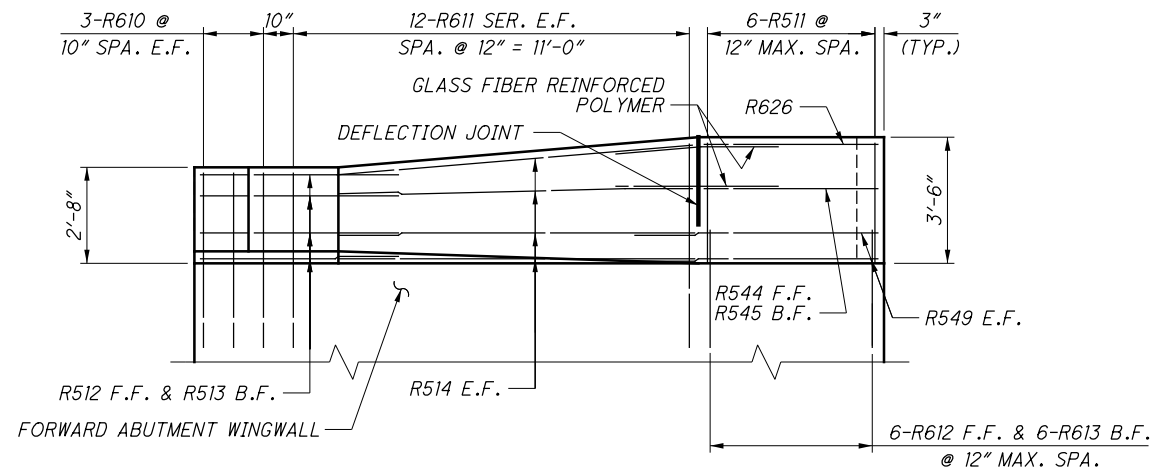
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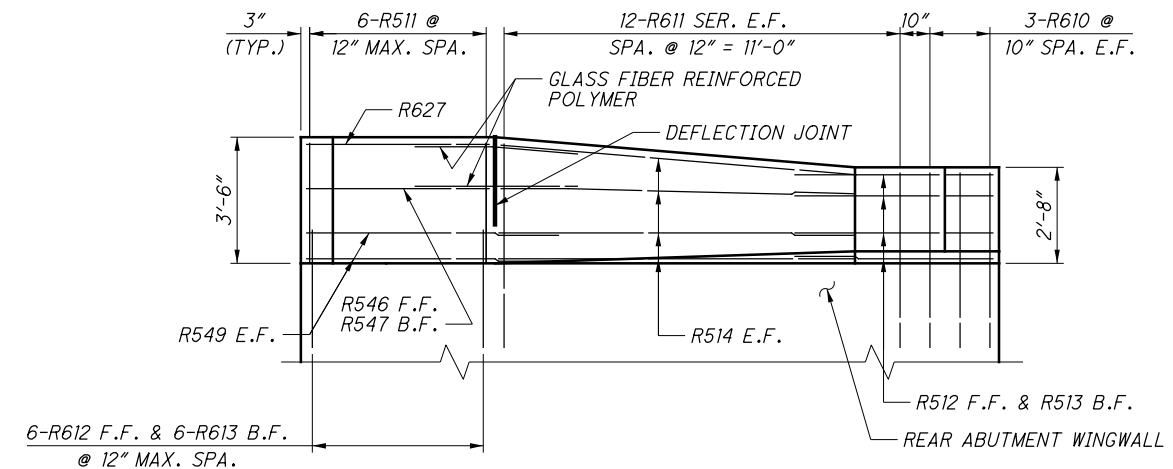
FORWARD OUTSIDE APPROACH SLAB BARRIER PLAN - RIGHT BRIDGE
(DIMENSIONS RADIAL)



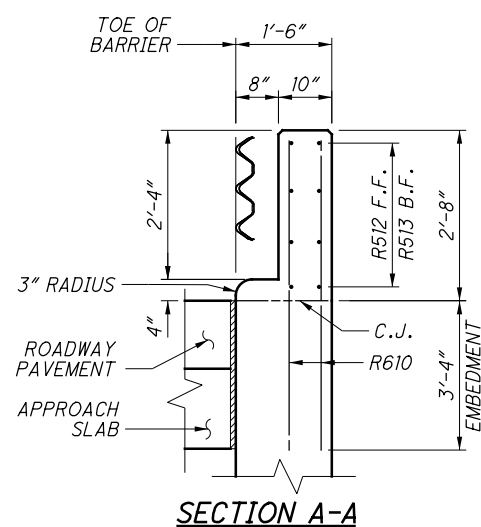
REAR OUTSIDE APPROACH SLAB BARRIER PLAN - RIGHT BRIDGE
(DIMENSIONS RADIAL)



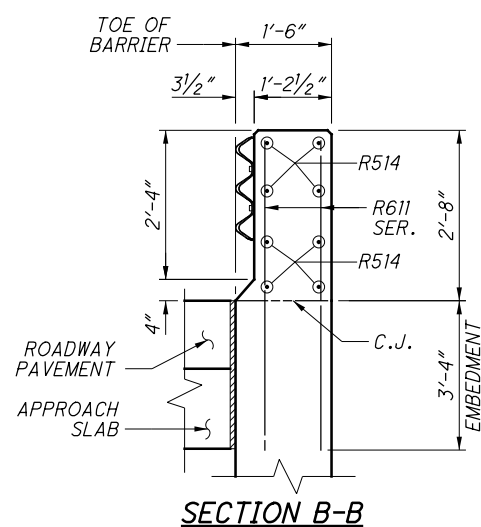
FORWARD OUTSIDE APPROACH SLAB BARRIER ELEVATION - RIGHT BRIDGE
(DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)



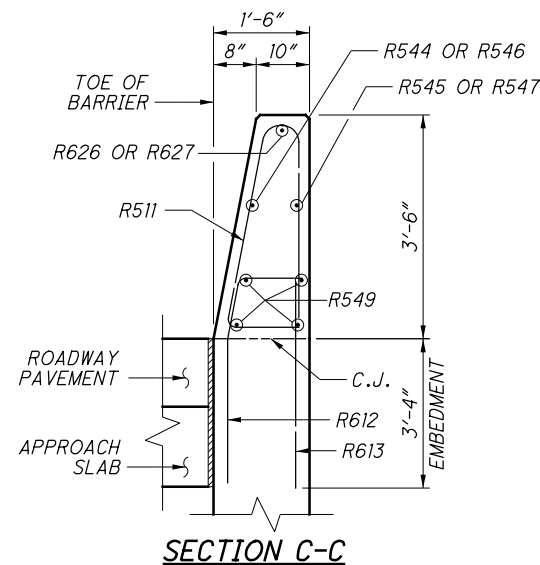
REAR OUTSIDE APPROACH SLAB BARRIER ELEVATION - RIGHT BRIDGE
(DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)



SECTION A-A



SECTION B-B

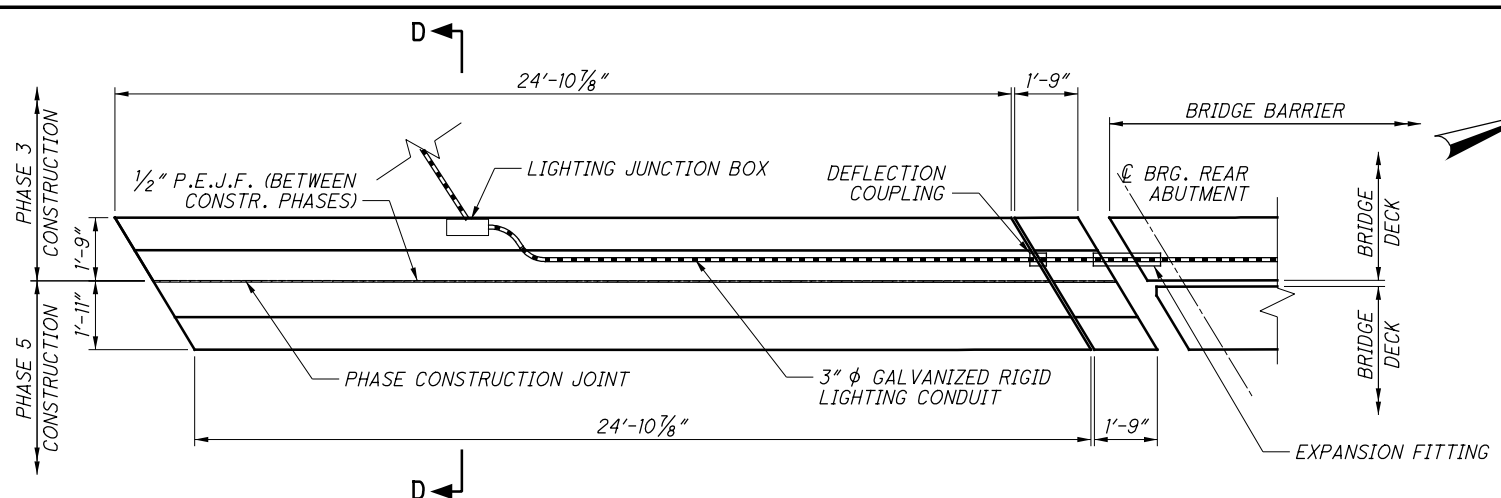


SECTION C-C

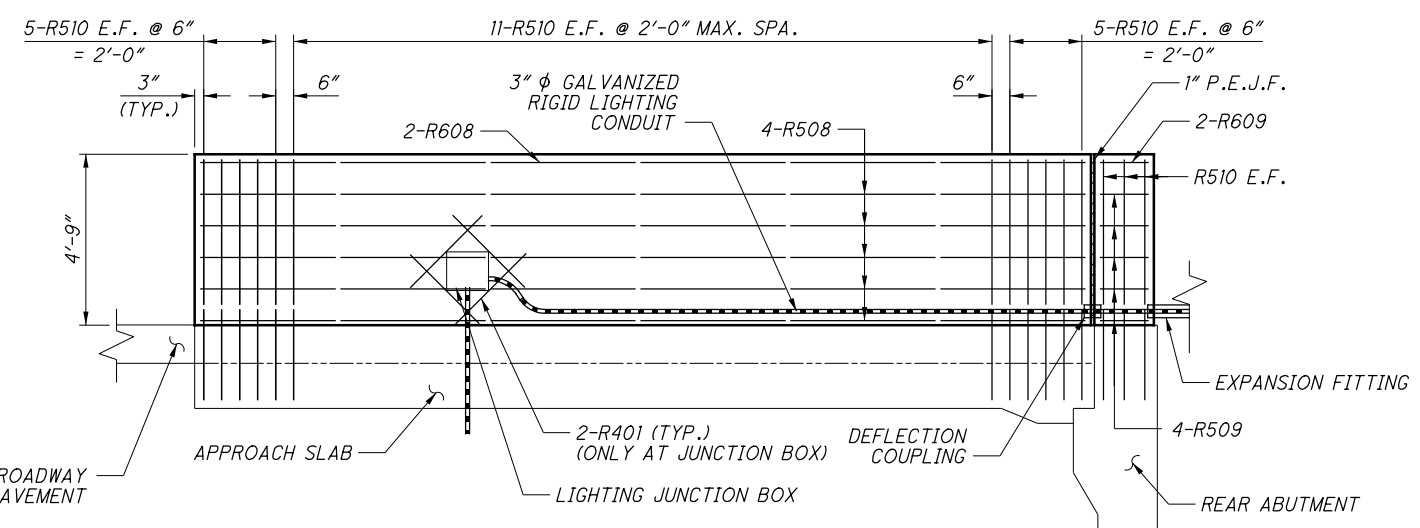
NOTES:

1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET 75/91.
2. FOR BRIDGE BARRIER REINFORCING DETAILS, SEE SHEETS 77/91 THRU 79/91.
3. FOR TYPICAL DEFLECTION JOINT AND ADDITIONAL DETAILS AND NOTES, SEE ODOT STD. DWGS. SBR-1-13 AND SBR-2-13.

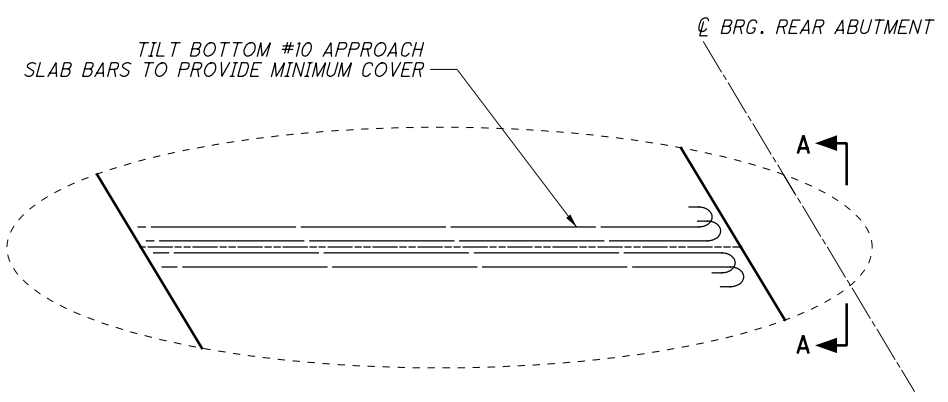
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REVIEWED	DFT	STRUCTURE FILE NUMBER
DATE	7/2017	5707056



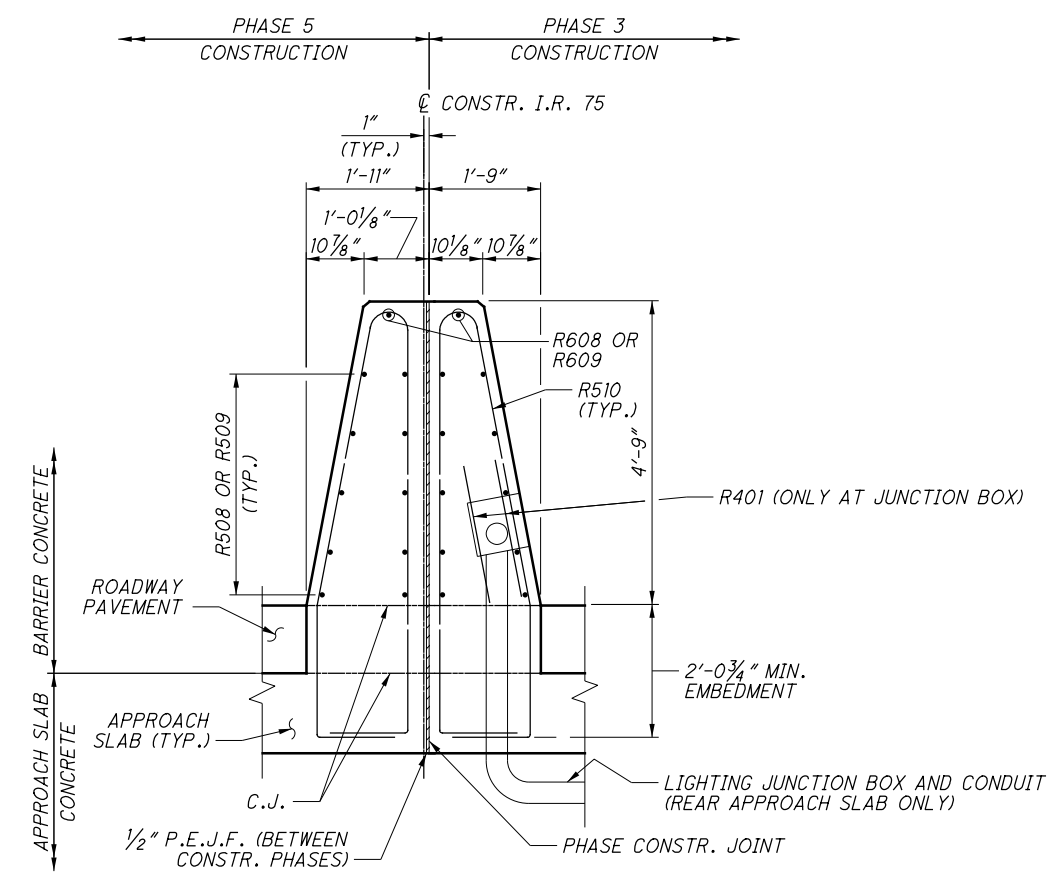
REAR INSIDE APPROACH SLAB BARRIER PLAN
 (DIMENSIONS RADIAL)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)
 (LIGHTING EQUIPMENT IS ONLY IN THE REAR APPROACH SLAB)



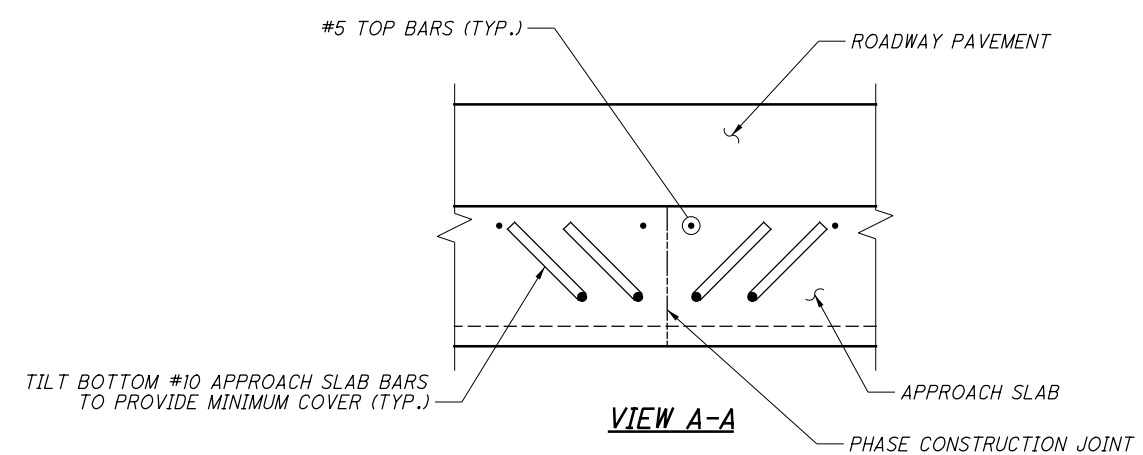
REAR INSIDE APPROACH SLAB BARRIER ELEVATION
 (DIMENSIONS RADIAL)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)
 (LIGHTING EQUIPMENT IS ONLY IN THE REAR APPROACH SLAB)



DETAIL A - REINFORCING LAYOUT ALONG PHASE CONSTRUCTION JOINT
 (REAR ABUTMENT LEFT BRIDGE APPROACH SLAB SHOWN, REST ARE SIMILAR)



SECTION D-D



VIEW A-A

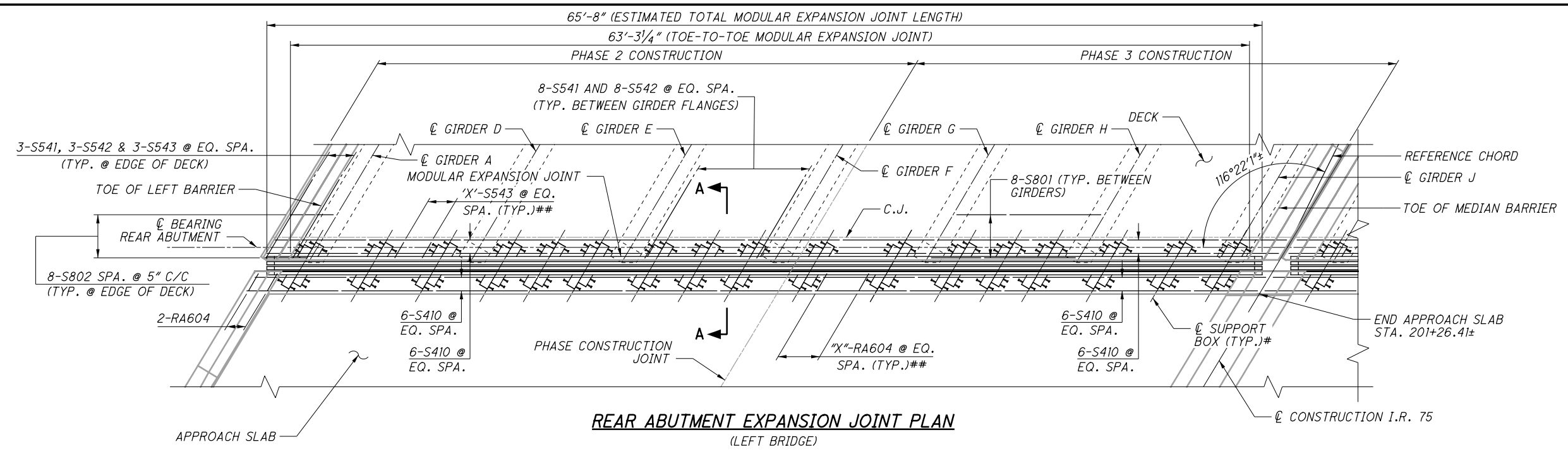
NOTES:

1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET 75/91.
2. FOR BRIDGE BARRIER REINFORCING DETAILS, SEE SHEETS 77/91 THRU 79/91.
3. FOR TYPICAL DEFLECTION JOINT AND ADDITIONAL DETAILS AND NOTES, SEE ODOT STD. DWGS. SBR-1-13 AND SBR-2-13.
4. ALL APPROACH SLAB CONCRETE IS TO PAID FOR INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T-15"), AS PER PLAN.
5. PEDESTAL CONCRETE BELOW THE MEDIAN BARRIER IS TO BE PAID WITH ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK PARAPET.

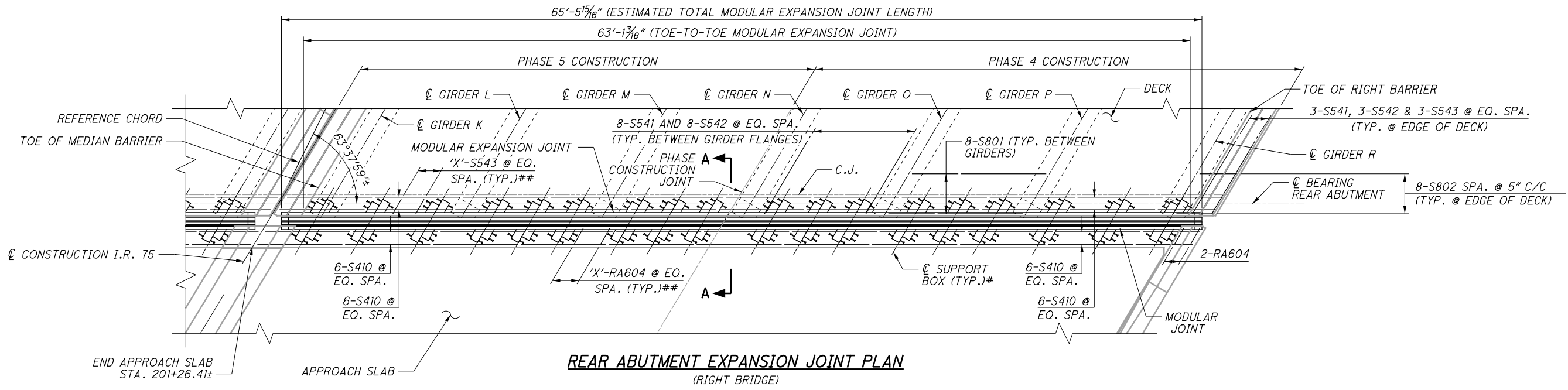
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707056
DATE	7/2017		

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REAR ABUTMENT EXPANSION JOINT PLAN
(LEFT BRIDGE)



REAR ABUTMENT EXPANSION JOINT PLAN
(RIGHT BRIDGE)

FIELD VERIFIED CLEARANCE BETWEEN PROPOSED TOP OF GIRDER AND PROPOSED TOP OF DECK	
GIRDER	CLEARANCE
A	
D	
E	
F	
G	
H	
J	
K	
L	
M	
N	
O	
P	
R	

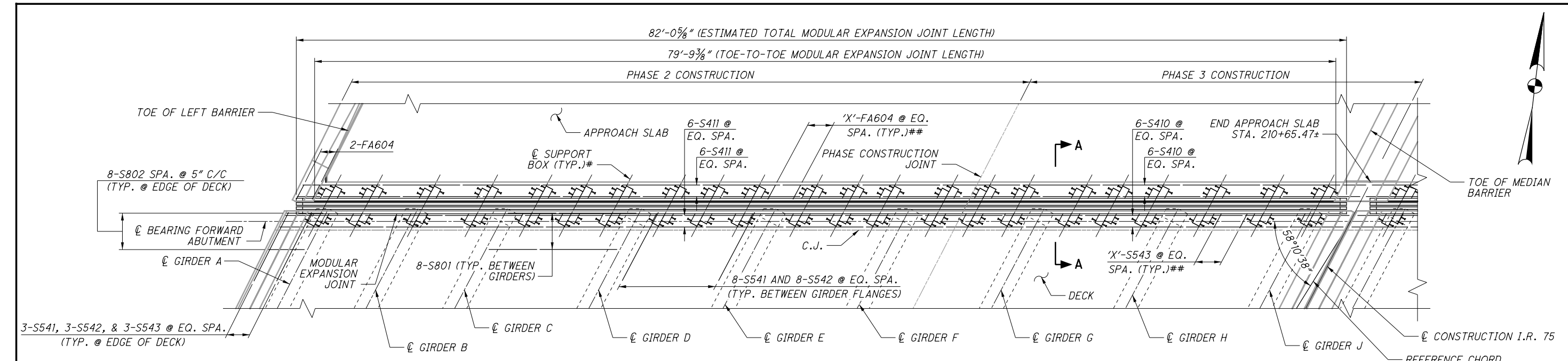
SKEW ANGLE BETWEEN GIRDER CENTERLINE AND BACKWALL		
GIRDER	ANGLE TO BACKWALL	FIELD MEASURED ANGLE
A	30°54'2 1/2"	
D	30°35'33 1/2"	
E	30°35'33 1/2"	
F	30°35'33 1/2"	
G	30°35'33 1/2"	
H	30°35'33 1/2"	
J	30°35'33 1/2"	
K	30°35'33 1/2"	
L	30°35'33 1/2"	
M	30°35'33 1/2"	
N	30°35'33 1/2"	
O	30°35'33 1/2"	
P	30°35'33 1/2"	
R	30°15'35 1/2"	

LEGEND:
 * - THE LOCATION OF SUPPORT BOXES AS DETAILED IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SUPPORT BOX SIZE AND SPACING TO BE DESIGNED BY MANUFACTURER.
 ** - SPACED BETWEEN EACH SUPPORT BOX ALONG THE MODULAR JOINT.
 'X' = 4 WHERE SPACING BETWEEN SUPPORT BOXES IS >= 2'-0"
 'X' = 3 WHERE SPACING BETWEEN SUPPORT BOXES IS BETWEEN 1'-0 AND 2'-0"
 'X' = 2 WHERE SPACING BETWEEN SUPPORT BOXES IS <= 1'-0"

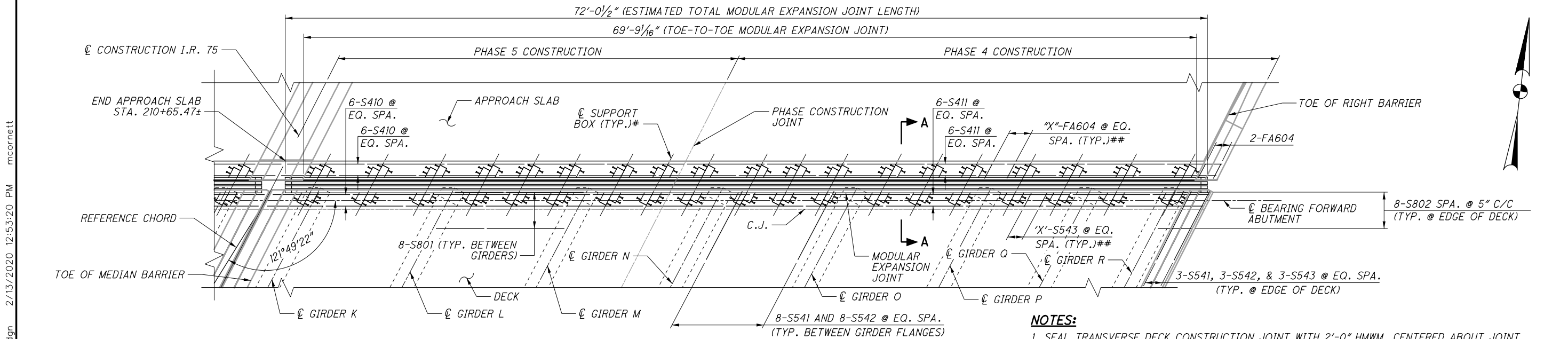
NOTES:
 1. SEAL TRANSVERSE DECK CONSTRUCTION JOINT WITH 2'-0" HMWM, CENTERED ABOUT JOINT.
 2. THE MODULAR JOINT SPECIFIED SHALL BE A WABO "STM-900" MODULAR EXPANSION JOINT SYSTEM OR APPROVED EQUIVALENT. IF AN ALTERNATE JOINT SYSTEM IS USED, THE PLANS SHALL BE MODIFIED TO ACCOMMODATE THE NEW JOINT SYSTEM, AND THE MODIFIED PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR ACCEPTANCE.
 3. FOR REAR ABUTMENT DETAILS, SEE SHEETS [32/91] THRU [35/91].

NOTES (CONTINUED):
 4. FOR DECK PLANS, SEE SHEETS [49/91] THRU [54/91].
 5. FOR SECTION A-A, SEE SHEET [86/91].
 6. WHERE POSSIBLE, THE MODULAR EXPANSION JOINT MANUFACTURER SHALL PROVIDE SUPPORT BOXES THAT FIT ABOVE THE EXISTING GIRDERS. COPING OF THE GIRDERS IN ORDER TO PROVIDE SPACE FOR THE MODULAR JOINT SUPPORT BOXES IS NOT PERMITTED. THE MAXIMUM DISTANCE MEASURED FROM TOP OF DECK TO THE BOTTOM OF SUPPORT BOXES PLACED ABOVE THE GIRDER SHALL BE 9 INCHES. FOR INSTALLATION DETAIL, SEE SHEET [86/91]. THE SUPPORT BOXES LOCATED ABOVE THE GIRDERS SHALL BE SHIMMED AND WELDED IN PLACE. THE REMAINING SUPPORT BOXES WITH A CLEARANCE BETWEEN THE BOTTOM OF THE SUPPORT BOX AND THE CONSTRUCTION JOINT LESS THAN 1 INCH SHALL BE JET GROUTED TO ENSURE PROPER SEATING OF THE MODULAR EXPANSION JOINT SYSTEM. THE CONTRACTOR SHALL FIELD MEASURE ALL DIMENSIONS NECESSARY TO CONSTRUCT THE MODULAR EXPANSION JOINT SYSTEM PRIOR TO FABRICATION OF THE JOINT. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO FABRICATE THE JOINT SHALL BE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN. FOR ADDITIONAL NOTES SEE SHEETS [6/91] THRU [7/91].
 7. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.

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FORWARD ABUTMENT EXPANSION JOINT PLAN
(LEFT BRIDGE)



FORWARD ABUTMENT EXPANSION JOINT PLAN
(RIGHT BRIDGE)

NOTES:

1. SEAL TRANSVERSE DECK CONSTRUCTION JOINT WITH 2'-0" HMWM, CENTERED ABOUT JOINT.
2. THE MODULAR JOINT SPECIFIED SHALL BE A WABO "STM-900" MODULAR EXPANSION JOINT SYSTEM OR APPROVED EQUIVALENT. IF AN ALTERNATE JOINT SYSTEM IS USED, THE PLANS SHALL BE MODIFIED TO ACCOMMODATE THE NEW JOINT SYSTEM, AND THE MODIFIED PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR ACCEPTANCE.
3. FOR FORWARD ABUTMENT DETAILS, SEE SHEETS [36/91] THRU [39/91].
4. FOR DECK PLANS, SEE SHEETS [49/91] THRU [54/91].
5. FOR SECTION A-A, SEE SHEET [86/91].
6. WHERE POSSIBLE, THE MODULAR EXPANSION JOINT MANUFACTURER SHALL PROVIDE SUPPORT BOXES THAT FIT ABOVE THE EXISTING GIRDERS. COPING OF THE GIRDERS IN ORDER TO PROVIDE SPACE FOR THE MODULAR JOINT SUPPORT BOXES IS NOT PERMITTED. THE MAXIMUM DISTANCE MEASURED FROM TOP OF DECK TO THE BOTTOM OF SUPPORT BOXES PLACED ABOVE THE GIRDER SHALL BE 9 INCHES. FOR INSTALLATION DETAIL, SEE SHEET [86/91]. THE SUPPORT BOXES LOCATED ABOVE THE GIRDERS SHALL BE SHIMMED AND WELDED IN PLACE. THE REMAINING SUPPORT BOXES WITH A CLEARANCE BETWEEN THE BOTTOM OF THE SUPPORT BOX AND THE CONSTRUCTION JOINT LESS THAN 1 INCH SHALL BE JET GROUTED TO ENSURE PROPER SEATING OF THE MODULAR EXPANSION JOINT SYSTEM. THE CONTRACTOR SHALL FIELD MEASURE ALL DIMENSIONS NECESSARY TO CONSTRUCT THE MODULAR EXPANSION JOINT SYSTEM PRIOR TO FABRICATION OF THE JOINT. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO FABRICATE THE JOINT SHALL BE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN. FOR ADDITIONAL NOTES SEE SHEETS [6/91] THRU [7/91].
7. REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.

LEGEND:

- * - THE LOCATION OF SUPPORT BOXES AS DETAILED IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SUPPORT BOX SIZE AND SPACING TO BE DESIGNED BY MANUFACTURER.
- ** - SPACED BETWEEN EACH SUPPORT BOX ALONG THE MODULAR JOINT.
 'X' = 4 WHERE SPACING BETWEEN SUPPORT BOXES IS >= 2'-0"
 'X' = 3 WHERE SPACING BETWEEN SUPPORT BOXES IS BETWEEN 1'-0 AND 2'-0"
 'X' = 2 WHERE SPACING BETWEEN SUPPORT BOXES IS <= 1'-0"
- Δ - WHERE BARS CROSS PHASE CONSTRUCTION JOINTS, CUT AND COUPLE AS NEEDED ACROSS THE PHASE CONSTRUCTION JOINT.

FIELD VERIFIED CLEARANCE BETWEEN PROPOSED TOP OF GIRDER AND PROPOSED TOP OF DECK

GIRDER	CLEARANCE
A	
B	
C	
D	
E	
F	
G	
H	
J	
K	
L	
M	
N	
O	
P	
Q	
R	

SKREW ANGLE BETWEEN GIRDER CENTERLINE AND BACKWALL

GIRDER	ANGLE TO BACKWALL	FIELD MEASURED ANGLE
A	27°8'58"±	
B	27°29'53"±	
C	27°50'36"±	
D	27°50'36"±	
E	27°50'36"±	
F	27°50'36"±	
G	27°50'36"±	
H	27°50'36"±	
J	27°50'36"±	
K	27°50'36"±	
L	27°50'36"±	
M	27°50'36"±	
N	27°50'36"±	
O	27°50'36"±	
P	27°50'36"±	
Q	27°50'36"±	
R	27°31'51"±	

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DATE: 7/2017
REVIEWED: DFT
DRAWN: TAS
DESIGNED: TAS

STRUCTURE FILE NUMBER: 5707056
REVISED: MRV

MODULAR EXPANSION JOINT DETAILS (2 OF 5)

BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

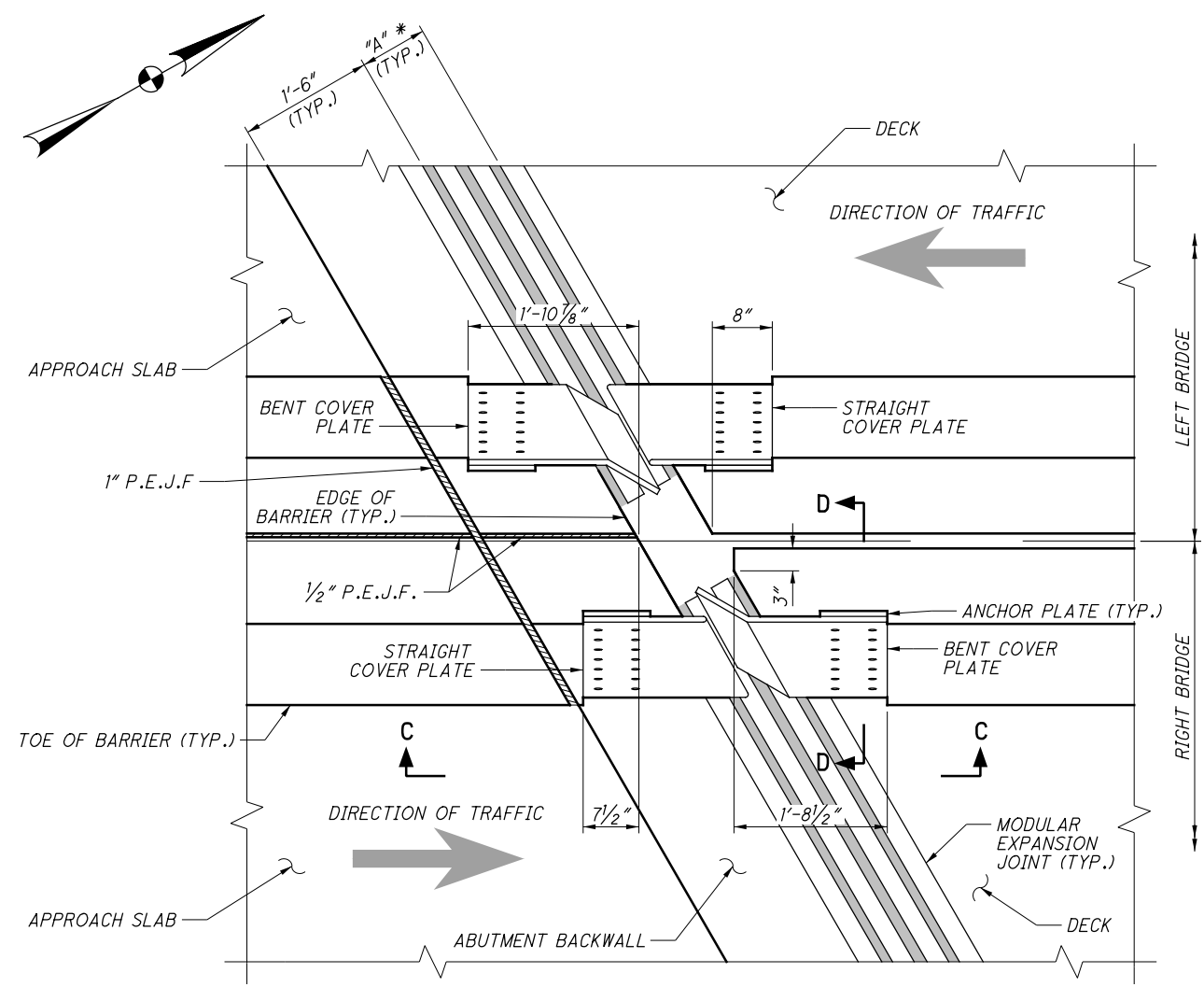
MOT-75-(10.44)(10.78)

PID No. 91606

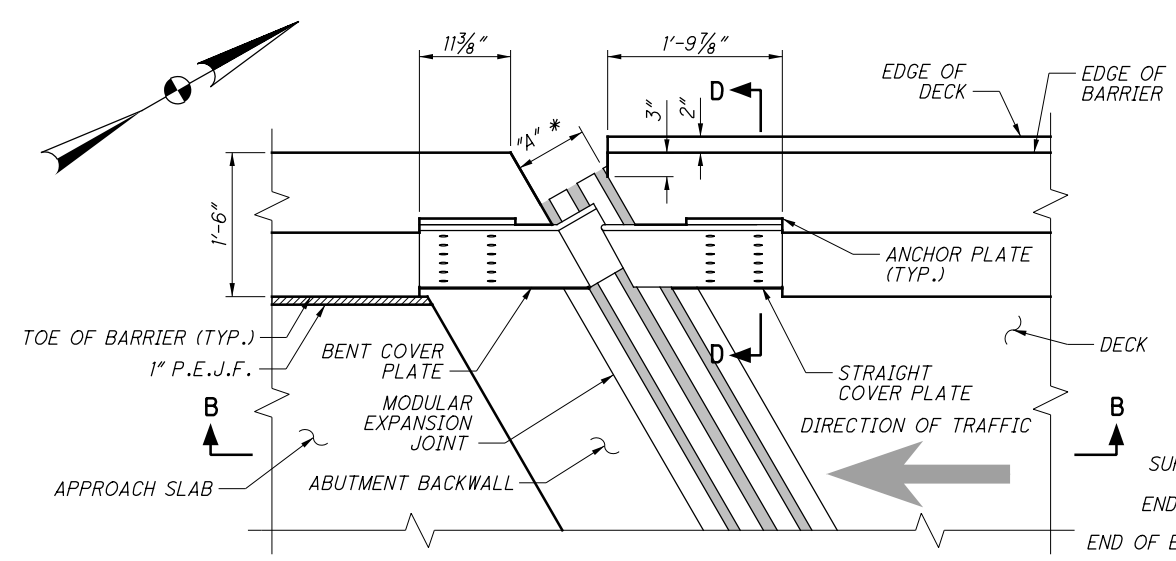
85 / 91

277
348

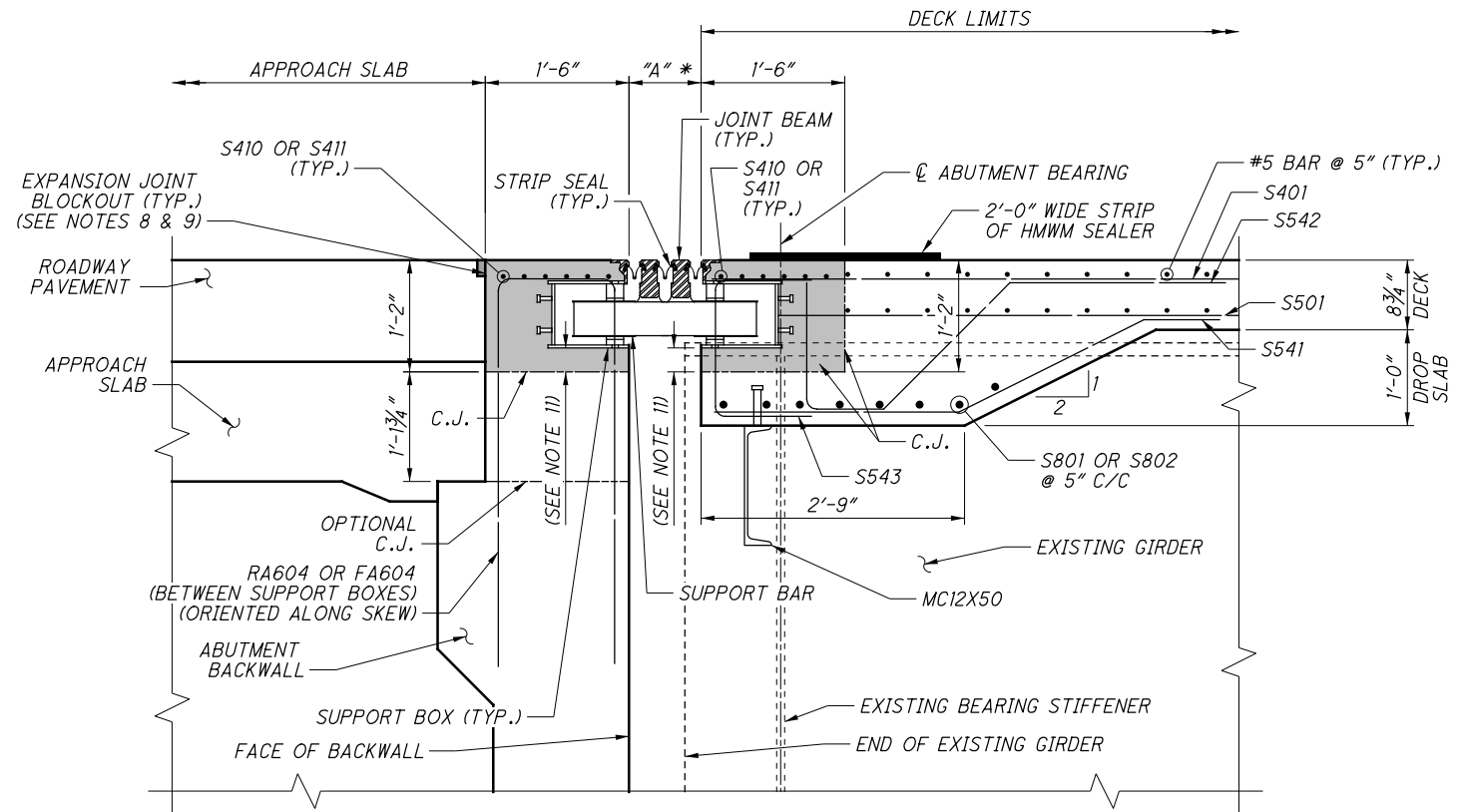
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TYPICAL MEDIAN BARRIER PART PLAN
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



TYPICAL OUTSIDE BARRIER PART PLAN
(REAR ABUTMENT LEFT BRIDGE BARRIER SHOWN, OTHER LOCATIONS SIMILAR)



SECTION A-A
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)

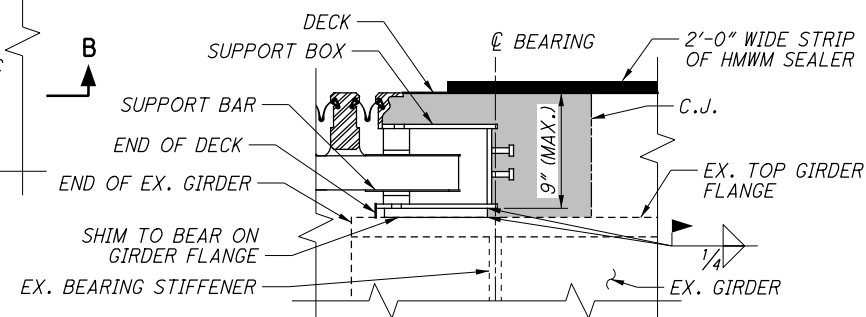
TEMP	DIMENSION "A" (INCHES)	
	REAR ABUTMENT	FWD. ABUTMENT
15°F	10 ⁷ / ₁₆ "	10 ⁷ / ₁₆ "
20°F	10 ⁵ / ₁₆ "	10 ⁵ / ₁₆ "
30°F	10"	10"
40°F	9 ¹¹ / ₁₆ "	9 ¹¹ / ₁₆ "
50°F	9 ⁵ / ₁₆ "	9 ⁵ / ₁₆ "
60°F	9"	9"
70°F	8 ¹¹ / ₁₆ "	8 ¹¹ / ₁₆ "
80°F	8 ³ / ₈ "	8 ³ / ₈ "
90°F	8 ¹ / ₁₆ "	8 ¹ / ₁₆ "
95°F	7 ¹⁵ / ₁₆ "	7 ¹⁵ / ₁₆ "

LEGEND:

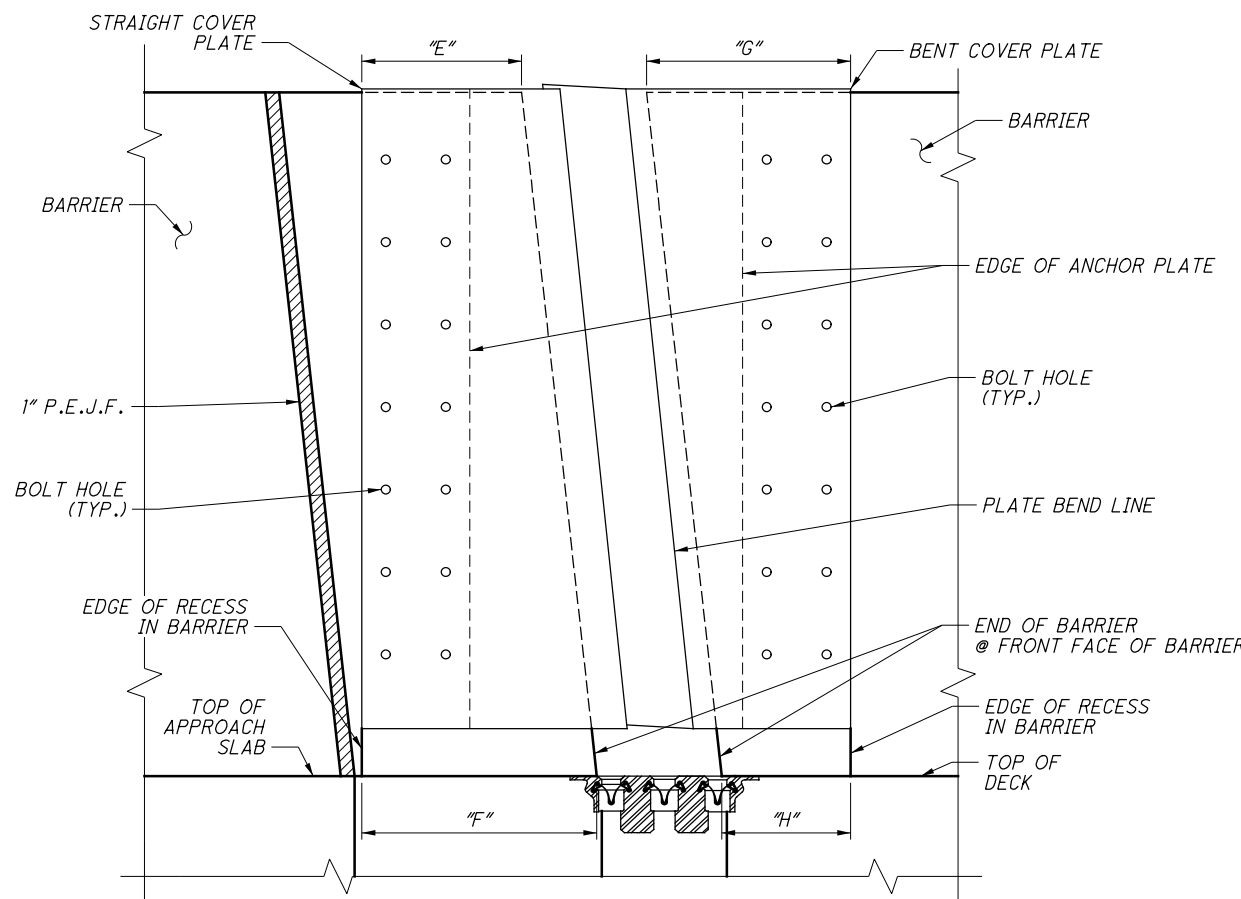
* - DIMENSION MEASURED PERPENDICULAR TO MODULAR JOINT

NOTES:

- SEAL TRANSVERSE DECK CONSTRUCTION JOINT WITH 2'-0" HMWM STRIP, CENTERED ABOUT JOINT.
- THE MODULAR JOINT SPECIFIED SHALL BE A WABO "STM-900" MODULAR EXPANSION JOINT SYSTEM OR APPROVED EQUIVALENT. IF AN ALTERNATE JOINT SYSTEM IS USED, THE PLANS SHALL BE MODIFIED TO ACCOMMODATE THE NEW JOINT SYSTEM, AND THE MODIFIED PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR ACCEPTANCE.
- FOR DECK PLANS, SEE SHEETS [49/91] THRU [54/91].
- DROP SLAB SHALL EXTEND THE ENTIRE WIDTH OF THE DECK.
- CONCRETE BARRIERS TO BE INSTALLED AFTER INSTALLATION OF MODULAR EXPANSION JOINT.
- FOR END CROSSFRAME DETAILS, SEE SHEET [48/91].
- FOR SECTION D-D, AND VIEWS B-B AND C-C, SEE SHEET [87/91].
- CONCRETE PLACED IN THE EXPANSION JOINT BLOCKOUT SHALL BE A SELF-CONSOLIDATING CONCRETE (SCC) MIX AND SHALL BE PAID FOR UNDER ITEM 511 - CLASS QC3 CONCRETE, MISC.: MODULAR EXPANSION JOINT, AS PER PLAN.
- ADDITIONAL REBAR REQUIRED IN THE MODULAR EXPANSION JOINT BLOCKOUT SHALL BE DESIGNED BY CONTRACTOR AND PAID FOR INCIDENTAL TO ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN.
- FOR SECTION A-A LOCATION AND MODULAR EXPANSION JOINT PLAN VIEWS, SEE SHEETS [84/91] THRU [85/91].
- WHERE POSSIBLE, THE MODULAR EXPANSION JOINT MANUFACTURER SHALL PROVIDE SUPPORT BOXES THAT FIT ABOVE THE EXISTING GIRDERS. COPING OF THE GIRDERS IN ORDER TO PROVIDE SPACE FOR THE MODULAR JOINT SUPPORT BOXES IS NOT PERMITTED. THE MAXIMUM DISTANCE MEASURED FROM TOP OF DECK TO THE BOTTOM OF SUPPORT BOXES PLACED ABOVE THE GIRDER SHALL BE 9 INCHES. THE SUPPORT BOXES LOCATED ABOVE THE GIRDERS SHALL BE SHIMMED AND WELDED IN PLACE. THE REMAINING SUPPORT BOXES WITH A CLEARANCE BETWEEN THE BOTTOM OF THE SUPPORT BOX AND THE CONSTRUCTION JOINT OF LESS THAN 1 INCH SHALL BE JET GROUTED TO ENSURE PROPER SEATING OF THE MODULAR EXPANSION JOINT SYSTEM. THE CONTRACTOR MAY PROPOSE AN ALTERNATE METHOD OF CONSTRUCTION TO THE DISTRICT BASED ON THE SELECTED MODULAR JOINT SYSTEM. THE CONTRACTOR'S METHOD SHALL BE APPROVED BY THE DISTRICT PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL FIELD MEASURE ALL DIMENSIONS NECESSARY TO CONSTRUCT THE MODULAR EXPANSION JOINT SYSTEM PRIOR TO FABRICATION OF THE JOINT. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO FABRICATE THE JOINT SHALL BE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN. FOR ADDITIONAL NOTES SEE SHEETS [6/91] THRU [7/91].
- 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.

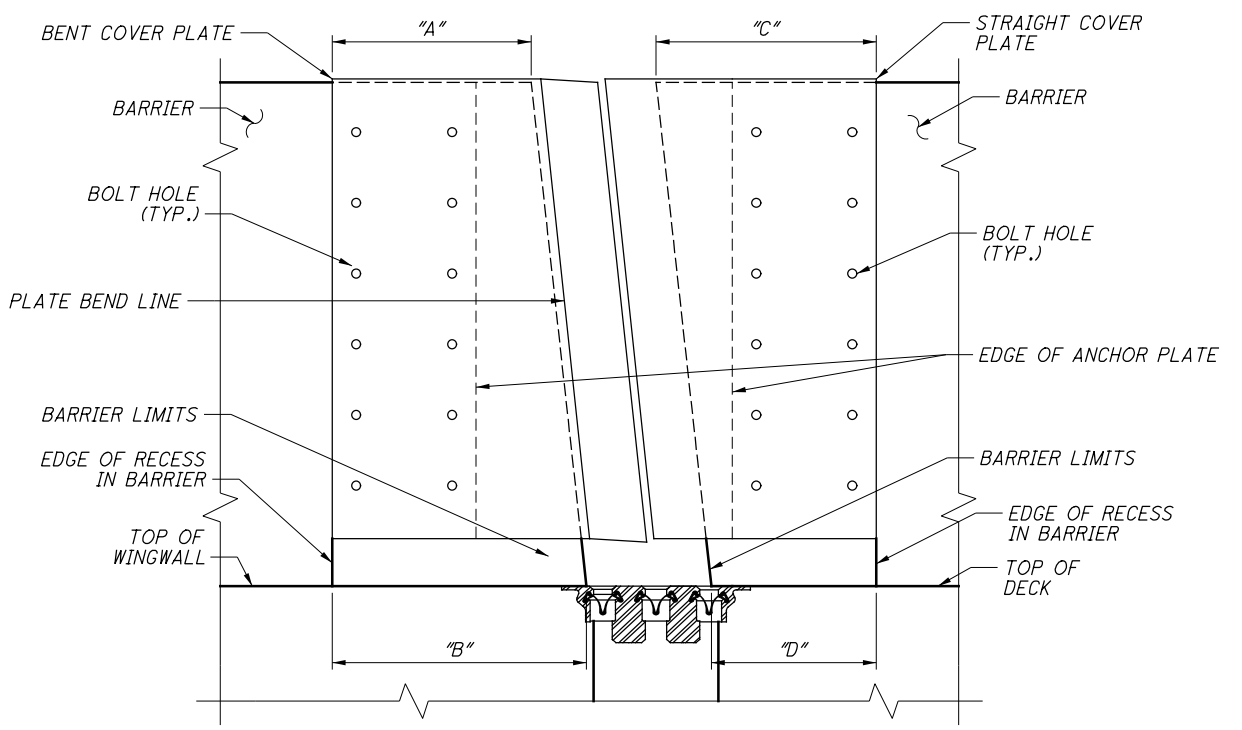


TYPICAL SUPPORT BOX INSTALLED ABOVE GIRDER



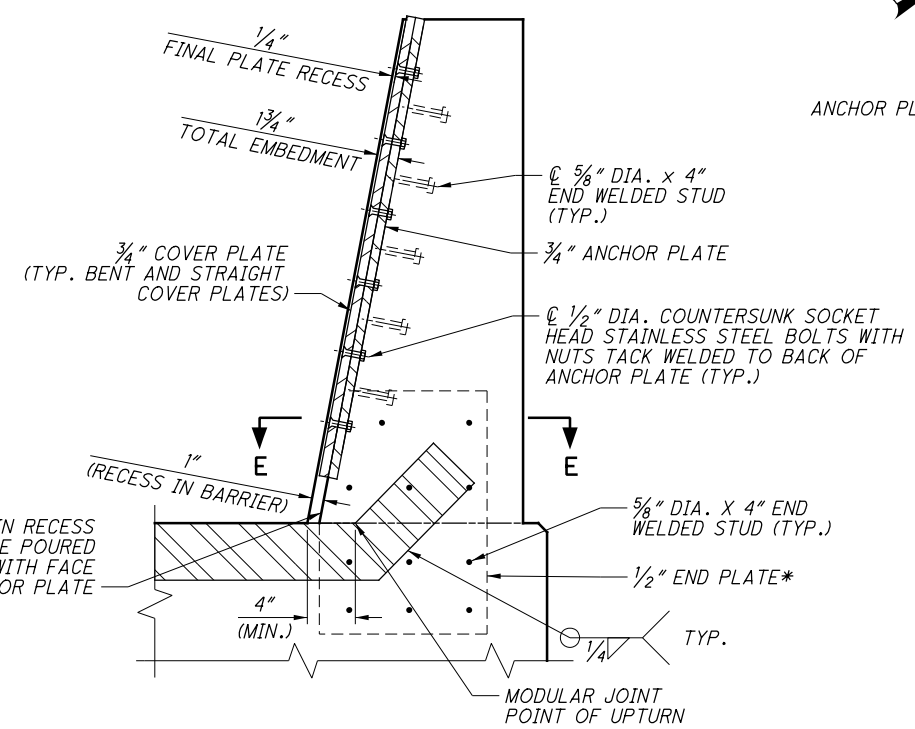
VIEW C-C (MEDIAN BARRIER)

(REAR ABUTMENT RIGHT BRIDGE SHOWN, OTHER LOCATIONS SIMILAR)
(BACK FACE OF BARRIER AND END OF BENT COVER PLATE NOT SHOWN FOR CLARITY)



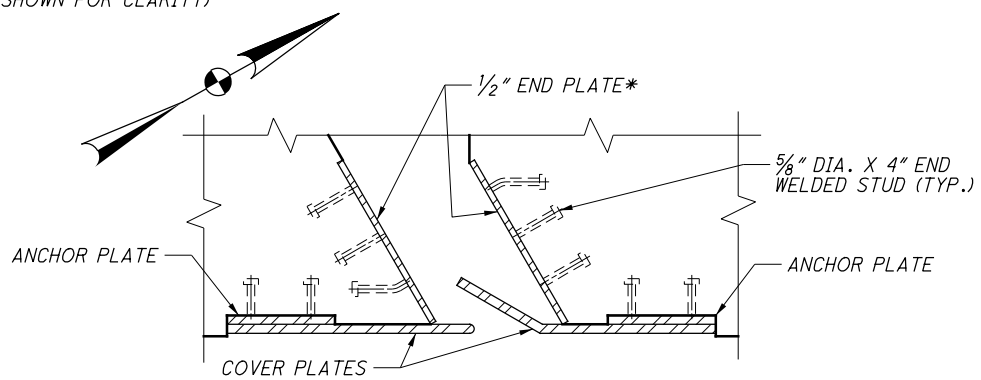
VIEW B-B (OUTSIDE BARRIER)

(REAR ABUTMENT LEFT BRIDGE SHOWN, OTHER LOCATIONS SIMILAR)
(BACK FACE OF BARRIER AND END OF BENT COVER PLATE NOT SHOWN FOR CLARITY)



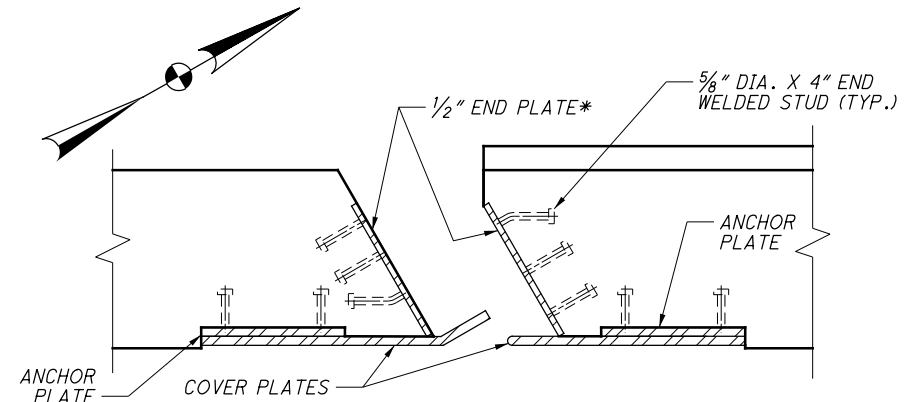
SECTION D-D

(OUTSIDE BARRIER SHOWN, MEDIAN BARRIER SIMILAR)



SECTION E-E (MEDIAN BARRIER)

(REAR ABUTMENT RIGHT SIDE SHOWN, OTHER LOCATIONS SIMILAR)



SECTION E-E (OUTSIDE BARRIER)

(REAR ABUTMENT LEFT BARRIER SHOWN, OTHER LOCATIONS SIMILAR)

		TABLE OF DIMENSIONS							
		OUTSIDE BARRIER				MEDIAN BARRIER			
		A"	B"	C"	D"	E"	F"	G"	H"
REAR ABUTMENT	LEFT BRIDGE	1'-4 3/4"	1'-9 5/8"	1'-6 1/4"	1'-1 1/2"	1'-1 1/2"	1'-8"	1'-4 3/4"	10 1/4"
	RIGHT BRIDGE	1'-4 3/4"	1'-9 1/2"	1'-6 3/8"	1'-1 5/8"	1'-1 5/8"	1'-8 1/8"	1'-4 7/8"	10 3/8"
FORWARD ABUTMENT	LEFT BRIDGE	1'-3 7/8"	1'-7 3/4"	1'-6 7/8"	1'-3"	1'-0 3/4"	1'-6 1/4"	1'-5 3/8"	11 3/4"
	RIGHT BRIDGE	1'-3 7/8"	1'-8"	1'-6 7/8"	1'-2 3/4"	1'-0 5/8"	1'-6 1/4"	1'-5 5/8"	11 1/8"

NOTE: DIMENSIONS ARE GIVEN ALONG THE FRONT FACE OF BARRIER

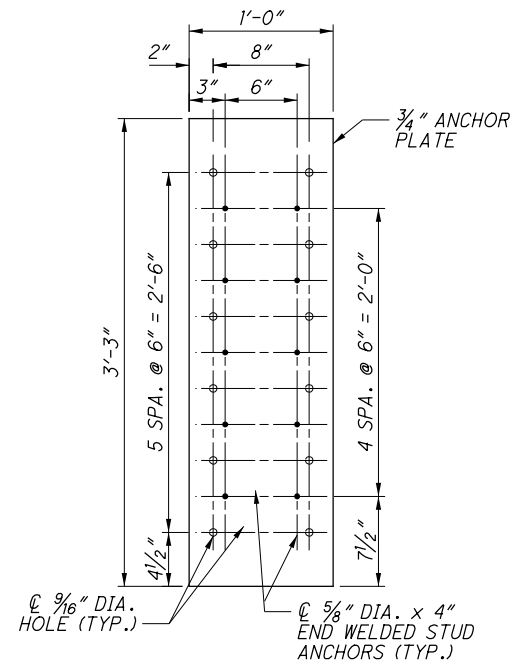
LEGEND:

* - 1/2" END PLATES SHALL BE PAID FOR WITH ITEM 513, STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN.

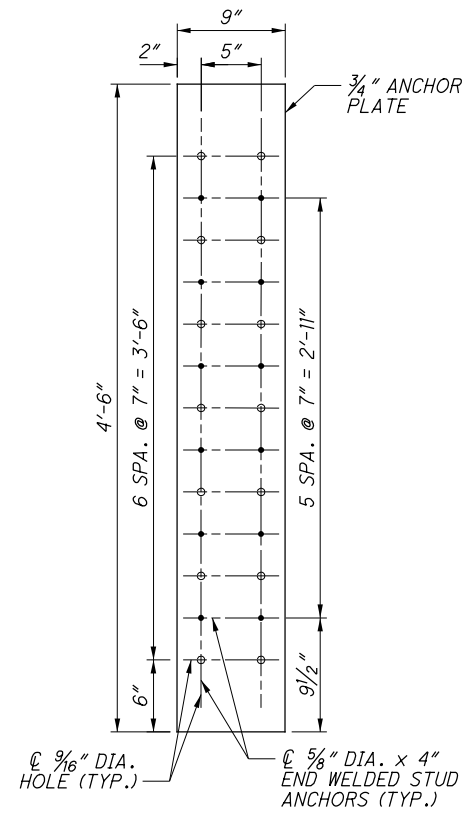
NOTES:

1. FOR THE LOCATION OF VIEW B-B, VIEW C-C, AND SECTION D-D, SEE SHEET [86/91].

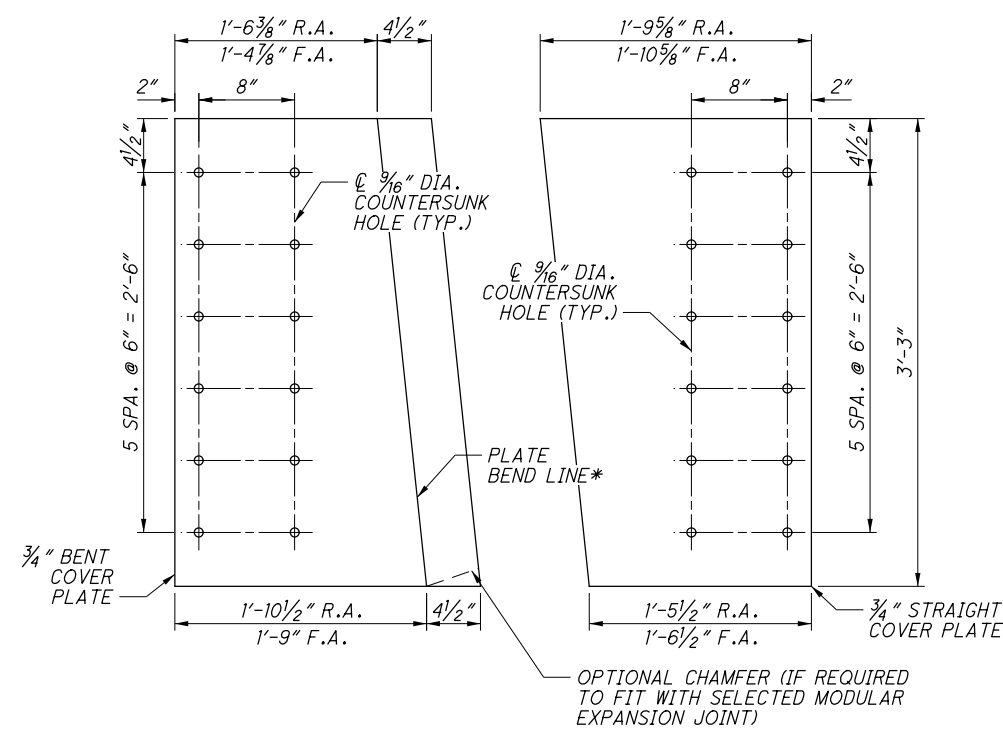
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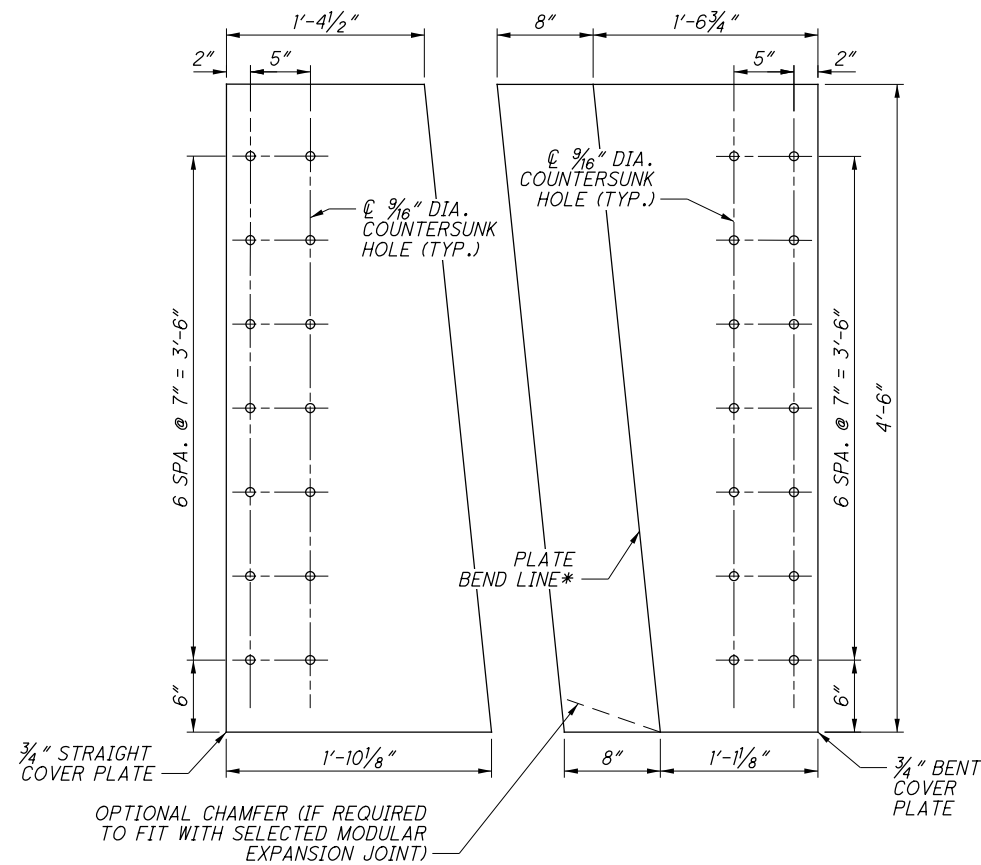
OUTSIDE BARRIER ANCHOR PLATE DETAIL



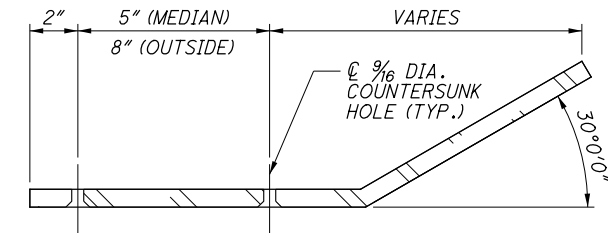
MEDIAN BARRIER ANCHOR PLATE DETAIL



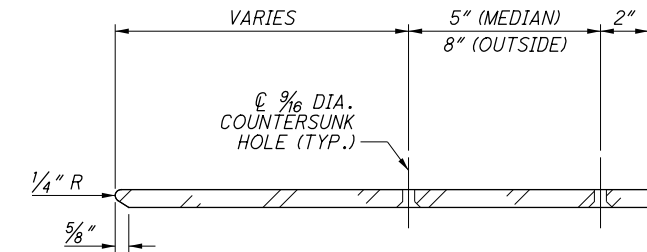
OUTSIDE BARRIER COVER PLATE DETAILS
(DIMENSIONS ARE PROVIDED PRIOR TO PLATE BENDING)



MEDIAN BARRIER COVER PLATE DETAILS
(DIMENSIONS ARE PROVIDED PRIOR TO PLATE BENDING)



3/4" BENT COVER PLATE
(OUTSIDE BARRIER PLATE SHOWN, MEDIAN BARRIER PLATE SIMILAR BUT OPPOSITE HAND)
(BEND ANGLE GIVEN PERPENDICULAR TO BEND LINE)



3/4" STRAIGHT COVER PLATE
(OUTSIDE BARRIER PLATE SHOWN, MEDIAN BARRIER PLATE SIMILAR BUT OPPOSITE HAND)

LEGEND:

* - CONTRACTOR SHALL FIELD VERIFY LOCATION OF THE BEND LINE PRIOR TO BENDING THE BENT PLATES.

NOTES:

- FOR PLACEMENT OF ANCHOR AND COVER PLATES, REFER TO SHEETS **86/91** AND **87/91**.
- ALL ANCHOR AND COVER PLATES SHALL BE GALVANIZED ACCORDING TO 711.02.

DESIGNED	TAS	CHECKED	MRV
DRAWN	TAS	REVIEWED	
REVIEWED	DFT	DATE	7/2017
STRUCTURE FILE NUMBER	5707056		

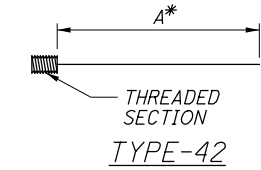
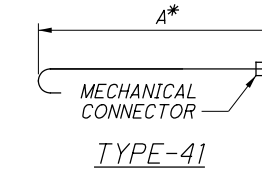
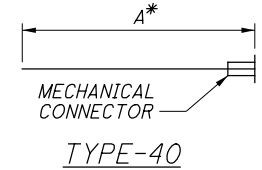
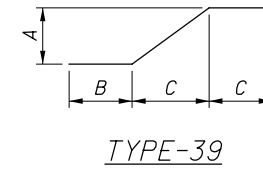
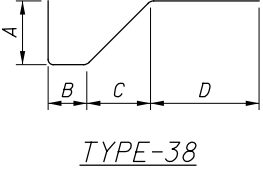
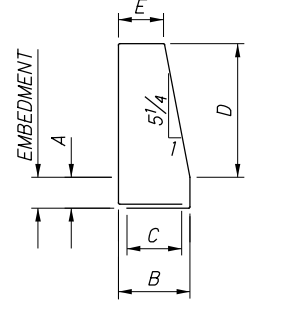
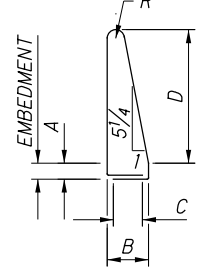
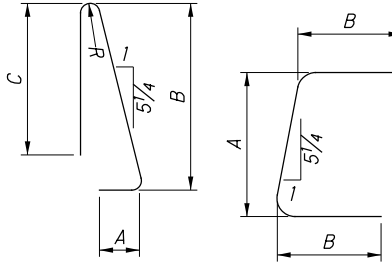
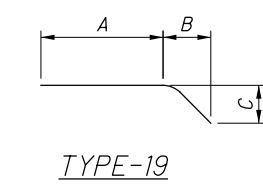
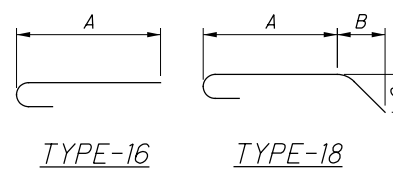
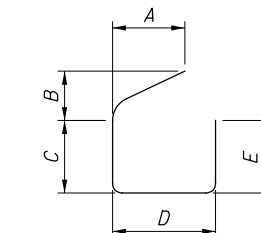
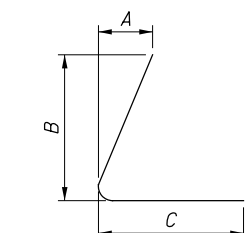
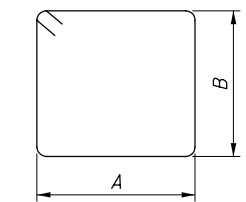
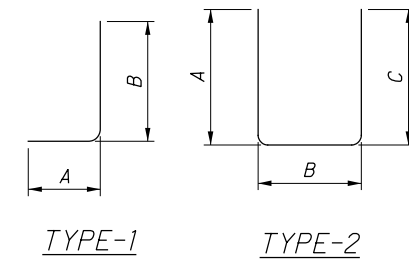
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MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR ABUTMENT											
RA501	15	34'-4"	537	40							
RA502	15	32'-5"	507	42							
RA503	15	31'-5"	492	42							
RA504	15	35'-2"	550	40							
RA601	NOT USED										
RA602	132	7'-0"	1388	STR							
RA603	132	6'-4"	1256	12	1'-1"	1'-1"	1'-6"	1'-8"	2'-0"		
RA604	118	13'-7"	2407	2	6'-4"	1'-3"	6'-4"				
RA605	1 SR OF 8	10'-0" TO 17'-0"	162	3	1'-2"	TO 6'-11"					0'-6"
RA606	21	12'-1"	382	STR							
RA607	2	8'-0"	24	STR							
RA608	4	18'-11"	114	STR							
RA609	4	18'-4"	110	STR							
RA610	1 SR OF 3	13'-7" TO 17'-7"	70	STR							2'-0"
RA611	1 SR OF 3	13'-0" TO 17'-0"	68	STR							2'-0"
RA612	4	11'-5"	69	STR							
RA613	4	11'-0"	66	STR							
RA614	2	11'-6"	35	STR							
RA615	4	12'-0"	72	STR							
RA616	2	8'-3"	25	STR							
RA617	1 SR OF 8	14'-0" TO 20'-10"	209	2	6'-7" TO 10'-0"	1'-2" TO	6'-7" TO 10'-0"				0'-5 3/4"
RA618	8 1 SR	6'-2" 9'-8"	74	STR							
RA619	3	12'-0"	49	3	1'-2"	TO 4'-5"					0'-7"
RA620	4	9'-2"	55	3	1'-2"	3'-0"					
RA621	3	21'-2"	95	STR							
RA622	3	21'-7"	97	STR							
RA623	16	17'-2"	413	STR							
RA624	NOT USED										
RA625	2	9'-1"	27	STR							
RA626	2	7'-5"	22	STR							
RA627	2	6'-10"	21	STR							
RA628	7	8'-1"	85	11	2'-2"	3'-7 3/4"	4'-3"				
RA629	7	8'-5"	88	19	4'-3"	2'-2 1/4"	3'-7 3/4"				
RA801	88	5'-2"	1214	18	3'-0"	1'-0"	1'-0"				
SUB-TOTAL		10,783									

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, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, S601: S: LOCATION OF THE BAR WITHIN THE STRUCTURE 6: BAR SIZE NUMBER (NO. 6 BAR) 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 A BAR. STRAIGHT BARS ARE INDICATED BY "STR". SERIES BARS ARE INDICATED BY "SR".
- STANDARD BENDS SHALL BE PER CMS 509.05.
- ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60 (MINIMUM YIELD STRENGTH OF 60 KSI).
- FIELD REPAIR BARS AS NECESSARY PER CMS 509.09.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
FORWARD ABUTMENT											
FA501	15	28'-2"	441	40							
FA502	15	30'-4"	475	42							
FA503	15	31'-2"	488	42							
FA504	15	22'-10"	357	40							
FA505	15	28'-2"	441	STR							
FA506	15	22'-10"	357	STR							
FA601	NOT USED										
FA602	155	7'-2"	1668	STR							
FA603	155	6'-4"	1474	12	1'-1"	1'-1"	1'-6"	1'-8"	2'-0"		
FA604	139	13'-7"	2836	2	6'-4"	1'-3"	6'-4"				
FA605	1 SR OF 8	8'-8" TO 15'-10"	147	3	1'-2"	TO 6'-4"					0'-6 1/4"
FA606	18	12'-0"	324	STR							
FA607	2	8'-1"	24	STR							
FA608	3	17'-1"	77	STR							
FA609	3	16'-7"	75	STR							
FA610	1 SR OF 4	10'-7" TO 16'-7"	82	STR							2'-0"
FA611	1 SR OF 4	10'-1" TO 16'-1"	79	STR							2'-0"
FA612	4	9'-7"	58	STR							
FA613	4	9'-3"	56	STR							
FA614	2	11'-3"	34	STR							
FA615	5	12'-0"	90	STR							
FA616	3	8'-1"	36	STR							
FA617	1 SR OF 8	11'-6" TO 21'-0"	195	2	5'-4" TO 10'-1"	1'-2" TO	5'-4" TO 10'-1"				0'-8 1/4"
FA618	8	4'-10"	58	STR							
FA619	4	9'-8"	58	3	1'-2"	3'-3"					
FA620	4	18'-3"	110	STR							
FA621	4	18'-9"	113	STR							
FA622	14	12'-6"	263	STR							
FA623	NOT USED										
FA624	2	9'-8"	29	STR							
FA625	7	8'-2"	86	11	1'-10 3/4"	3'-9 3/4"	4'-3"				
FA626	7	8'-5"	88	19	4'-3"	1'-11"	3'-9 1/2"				
FA801	105	5'-1"	1425	18	2'-11"	1'-0"	1'-0"				
SUB-TOTAL		12,044									



* - REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

E.L. ROBINSON ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

DATE: 7/2017
REVIEWED: DFT
DRAWN: TAS
CHECKED: MRV

STRUCTURE FILE NUMBER
5707056

REINFORCING STEEL LIST (1 OF 3)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

89/91

281

348

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MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
DECK											
S401	3771	40'-0"	100761	STR							
S402	1059	60'-0"	42445	STR							
S501	3771	40'-0"	157326	STR							
S502	1059	60'-0"	66272	STR							
S503	528	5'-6"	3029	STR							
S504	64	3'-0"	200	STR							
S505	8909	5'-7"	51881	16	5'-0"						
	1 SR	5'-0"			4'-5"						
S506	OF	TO	722	16	TO					0'-8"	
	39	30'-6"			29'-11"						
S507	420	30'-10"	13507	41	30'-3"						
S508	1750	25'-3"	46088	16	24'-8"						
S509	1750	24'-8"	45023	STR							
	2 SR	3'-2"									
S510	OF	TO	2830	40						0'-9 1/2"	
	55	46'-2"									
	2 SR	4'-0"									
S511	OF	TO	1090	STR						0'-8 1/4"	
	34	26'-9"									
S512	2189	27'-3"	62215	16	26'-8"						
	1 SR	3'-5"			2'-10"						
S513	OF	TO	472	16	TO					0'-9 3/4"	
	30	26'-10"			26'-3"						
	1 SR	4'-4"			3'-9"						
S514	OF	TO	607	16	TO					0'-8 1/4"	
	36	28'-1"			27'-6"						
S515	2204	27'-10"	63982	16	27'-3"						
	2 SR	3'-2"									
S516	OF	TO	928	STR						0'-9 3/4"	
	30	26'-6"									
	2 SR	3'-9"									
S517	OF	TO	1230	STR						0'-8 3/4"	
	36	29'-0"									
S518	1124	30'-3"	35463	41	29'-8"						
S519	240	20'-8"	5173	16	20'-1"						
S520	480	20'-1"	10055	40							
S521	834	38'-3"	33272	41	37'-8"						
	1 SR	3'-1"			2'-6"						
S522	OF	TO	904	16	TO					0'-9 3/4"	
	43	37'-3"			36'-8"						
	1 SR	4'-5"									
S523	OF	TO	698	STR						0'-8"	
	39	29'-11"									
S524	420	30'-3"	13251	40							
S525	2189	26'-8"	60883	STR							
	1 SR	2'-10"									
S526	OF	TO	455	STR						0'-9 3/4"	
	30	26'-3"									
	1 SR	3'-9"									
S527	OF	TO	587	STR						0'-8 1/4"	
	36	27'-6"									
S528	2204	27'-3"	62642	STR							
S529	1124	29'-8"	34779	40							
S530	834	37'-8"	32765	40							
	1 SR	2'-6"									
S531	OF	TO	878	STR						0'-9 3/4"	
	43	36'-8"									
S532	8914	3'-0"	27892	42							
S533	3500	24'-8"	90046	40							
S534	240	20'-1"	5027	STR							
SUB-TOTAL			1,075,378								

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
MODULAR EXPANSION JOINT											
S541	240	7'-10"	1961	38	1'-4"	0'-10"	1'-4"	4'-0"			
S542	240	6'-2"	1544	39	1'-0"	2'-6"	2'-0"	1'-6"			
S543	253	3'-6"	924	2	1'-2"	1'-5"	1'-2"				
S410	72	36'-6"	1756	16	36'-0"						
S411	24	53'-6"	858	16	53'-0"						
S801	216	10'-7"	6104	STR							
S802	64	3'-8"	627	STR							
SUB-TOTAL			13,774								

NOTE:

1. FOR ADDITIONAL NOTES AND BAR BENDING DIAGRAM, SEE SHEET 89/91.



REVIEWED DATE 7/2017
DFT
STRUCTURE FILE NUMBER
5707056

DESIGNED TJS
CHECKED CUW

REINFORCING STEEL LIST (2 OF 3)
BRIDGE NO. MOT-75-1044
OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

90/91

282
348

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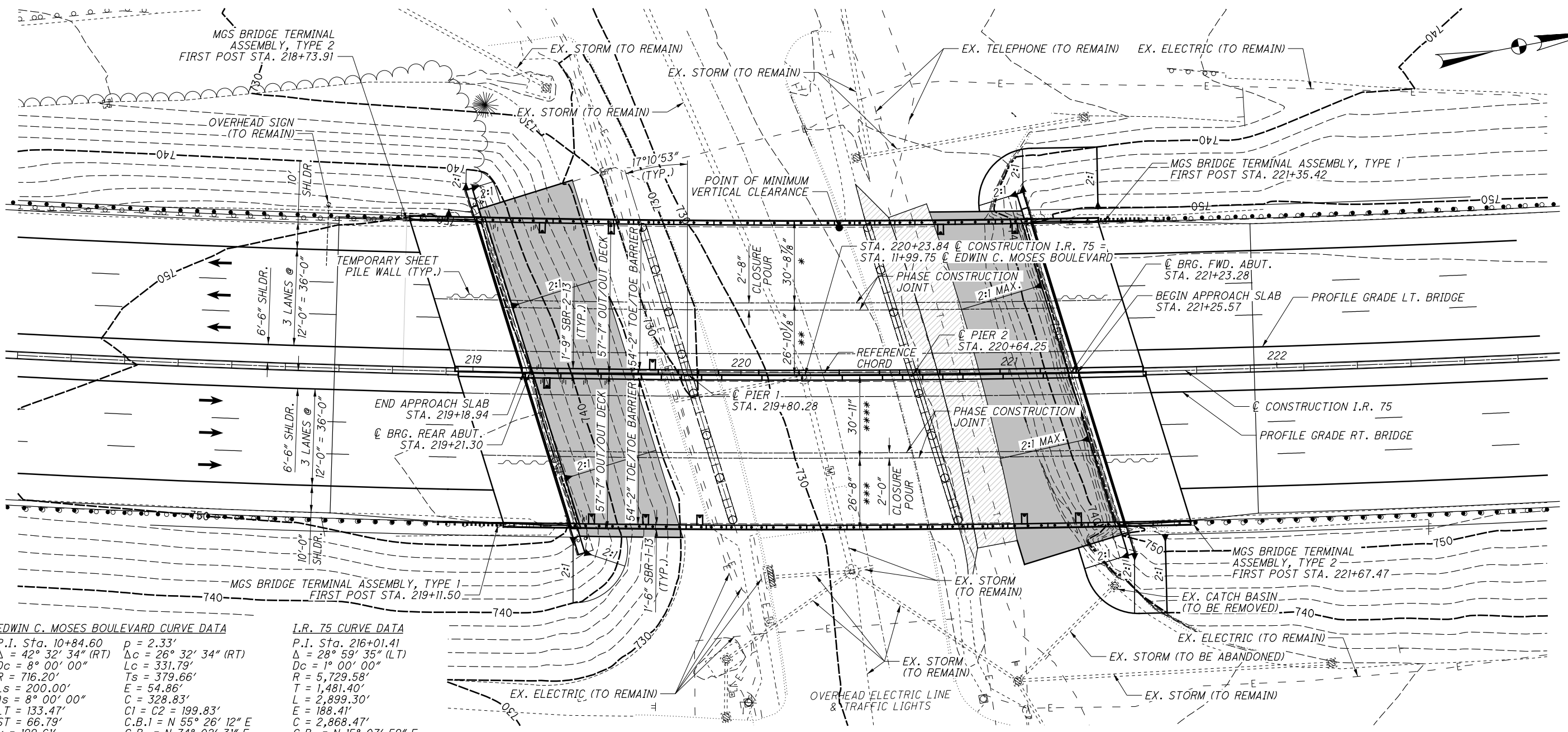
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
BARRIER											
R401	48	2'-9"	88	STR							
R402	5	6'-9"	23	3	2'-4"	0'-10"					
	5 SR	6'-11"				0'-11"					
R403	OF	TO	71	3	2'-4"	TO				0'-1"	
	3	7'-3"				1'-1"					
R404	5	7'-9"	26	3	2'-4"	1'-4"					
R405	5	8'-1"	27	3	2'-4"	1'-6"					
R501	490	14'-8"	7496	STR							
R502	950	7'-2"	7101	STR							
R503	234	4'-8"	1139	STR							
R504	436	37'-6"	17053	STR							
R505	1988	7'-4"	15205	23	0'-11"	3'-3"	3'-0"			0'-3"	
R506	1994	13'-3"	27557	35	0'-9"	1'-5"	1'-0"	4'-7"		0'-3"	
R507	16	5'-10"	97	STR							
R508	40	24'-6"	1022	STR							
R509	40	1'-3"	52	STR							
R510	96	15'-11"	1594	35	2'-1"	1'-5"	1'-0"	4'-7"		0'-3"	
R511	25	7'-4"	191	23	0'-11"	3'-3"	3'-0"			0'-3"	
R512	16	5'-8"	95	20	0'-1"	1'-10"	2'-5"	1'-4 1/2"	0'-4"		
R513	16	5'-8"	95	STR							
R514	32	10'-0"	334	STR							
R515	4	2'-1"	9	STR							
R516	1	9'-10"	10	STR							
R517	1	10'-4"	11	STR							
R518	1	9'-4"	10	STR							
R519	1	8'-10"	9	STR							
R520	3	9'-8"	30	STR							
R521	1	9'-4"	10	STR							
R522	1	9'-1"	9	STR							
R523	1	8'-11"	9	STR							
R524	3	8'-1"	25	STR							
R525	1	8'-7"	9	STR							
R526	1	8'-9"	9	STR							
R527	1	8'-11"	9	STR							
R528	1	13'-10"	15	STR							
R529	1	14'-0"	15	STR							
R530	1	13'-3"	14	STR							
R531	1	13'-0"	14	STR							
R532	1	9'-11"	10	STR							
R533	1	9'-5"	10	STR							
R534	1	9'-3"	10	STR							
R535	1	9'-1"	9	STR							
R536	1	8'-4"	9	STR							
R537	1	8'-10"	9	STR							
R538	1	8'-11"	9	STR							
R539	1	9'-1"	9	STR							
R540	1	7'-4"	8	STR							
R541	1	7'-0"	7	STR							
R542	1	2'-7"	3	STR							
R543	1	3'-0"	3	STR							
R544	1	4'-8"	5	STR							
R545	1	4'-2"	4	STR							
R546	1	4'-6"	5	STR							
R547	1	5'-0"	5	STR							
R548	4	11'-3"	47	STR							
R549	12	8'-2"	102	STR							

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
BARRIER (CONTINUED)											
R601	121	14'-8"	2666	STR							
R602	235	7'-2"	2530	STR							
R603	8	14'-0"	168	STR							
R604	1988	3'-4"	9953	28	1'-8"	1'-0"					
R605	1988	2'-6"	7465	1	1'-0"	1'-8"					
R606	8	5'-10"	70	STR							
R607	20	11'-9"	353	37	0'-9"	1'-5"	1'-0"	3'-4"	0'-8"		
R608	4	24'-6"	147	STR							
R609	4	1'-3"	8	STR							
R610	24	5'-10"	210	STR							
	4 SR	5'-9"									
R611	OF	TO	448	STR						0'-1"	
	12	6'-8"									
R612	25	5'-1"	191	20	0'-7 1/2"	3'-3 1/4"	0'-11 1/4"	0'-2"	0'-11 1/2"		
R613	25	4'-3"	160	STR							
R614	NOT USED										
R615	2	2'-1"	6	STR							
R616	1	10'-4"	16	STR							
R617	1	8'-10"	13	STR							
R618	1	9'-8"	15	STR							
R619	1	8'-1"	12	STR							
R620	1	14'-0"	21	STR							
R621	1	13'-0"	20	STR							
R622	1	9'-11"	15	STR							
R623	1	8'-4"	13	STR							
R624	1	7'-1"	11	STR							
R625	1	2'-11"	4	STR							
R626	1	4'-2"	6	STR							
R627	1	4'-10"	7	STR							
SUB-TOTAL			104,275								

NOTE:

1. FOR ADDITIONAL NOTES AND BAR BENDING DIAGRAMS, SEE SHEET 89/91.

	DATE	7/2017
	REVIEWED	DFT
	STRUCTURE FILE NUMBER	5707056
DRAWN	GMW	CJW
CHECKED	CJW	
REINFORCING STEEL LIST (3 OF 3) BRIDGE NO. MOT-75-1044 OVER THE GREAT MIAMI RIVER AND CARILLON BOULEVARD		
MOT-75-(10.44)(10.78) PID No. 91606		
91/91		



PLAN

EDWIN C. MOSES BOULEVARD CURVE DATA

P.I. Sta. 10+84.60	p = 2.33'
Δ = 42° 32' 34" (RT)	Δc = 26° 32' 34" (RT)
Dc = 8° 00' 00"	Lc = 331.79'
R = 716.20'	Ts = 379.66'
Ls = 200.00'	E = 54.86'
θs = 8° 00' 00"	C = 328.83'
LT = 133.47'	C1 = C2 = 199.83'
ST = 66.79'	C.B.1 = N 55° 26' 12" E
x = 199.61'	C.B. = N 74° 02' 31" E
y = 9.30'	C.B.2 = N 87° 21' 11" W
k = 99.94'	

I.R. 75 CURVE DATA

P.I. Sta. 216+01.41	p = 2.33'
Δ = 28° 59' 35" (LT)	Δc = 1° 00' 00"
Dc = 1° 00' 00"	Lc = 5,729.58'
R = 5,729.58'	T = 1,481.40'
Ls = 2,899.30'	C = 2,868.47'
E = 188.41'	C.B. = N 15° 07' 59" E
C = 2,868.47'	
C.B. = N 15° 07' 59" E	

EXISTING STRUCTURE

TYPE: THREE-SPAN CONTINUOUS ROLLED STEEL BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK ON STUB ABUTMENTS AND CAP AND COLUMN PIERS

SPANS: 58'-8 7/8" ±, 83'-11 1/2" ±, 59'-2 3/8" ± (MEASURED ALONG CHORD)

ROADWAY: 54'-2" ± (LEFT) / 53'-5" ± (RIGHT)

LOADING: CF2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: 17°10'53" ± RIGHT FORWARD (MEASURED NORMAL TO REFERENCE CHORD)

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

ALIGNMENT: 1°00'00" CURVE LEFT

SUPERELEVATION: 0.022 FT./FT.

WEARING SURFACE: 2" MICROSILICA MODIFIED CONCRETE OVERLAY

STRUCTURE FILE NUMBER: 5707080

DATE BUILT: 1965

REHABILITATION DATES: 1984, 1999, AND 2008

PROPOSED STRUCTURE

TYPE: THREE-SPAN CONTINUOUS ROLLED STEEL BEAMS (W30x173) WITH COMPOSITE REINFORCED CONCRETE DECK ON SEMI-INTEGRAL ABUTMENTS AND CAP AND COLUMN PIERS

PROPOSED WORK: CONVERT ABUTMENTS TO SEMI-INTEGRAL WITH NEW COMPOSITE DECK, STEEL BEAMS AND BEARINGS

SPANS: 58'-9", 83'-11 1/16", 59'-3" (MEASURED ALONG CHORD)

ROADWAY: 54'-2" TOE/TOE OF BARRIER (LEFT AND RIGHT)

LOADING: HS25 (SUPERSTRUCTURE) / HS20 (SUBSTRUCTURE) CASE I AND ALTERNATE MILITARY (60 PSF FWS)

SKEW: 17°10'53" RIGHT FORWARD (MEASURED NORMAL TO REFERENCE CHORD)

APPROACH SLABS: 25'-0" LONG (AS-1-15) (AS-2-15)

ALIGNMENT: 1°00'00" CURVE LEFT

SUPERELEVATION: 0.022 FT./FT.

WEARING SURFACE: 1" MONOLITHIC CONCRETE

COORDINATES: LATITUDE N39°44'01" LONGITUDE W84°12'18"

BENCHMARK DATA

BM #8 STA. 219+05.21, ELEV. 729.49, OFFSET 183.59' RT.
BM #9 STA. 220+41.85, ELEV. 729.49, OFFSET 81.91' LT.
BM #10 STA. 223+39.09, ELEV. 744.37, OFFSET 70.82' LT.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 3/348

NOTES

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

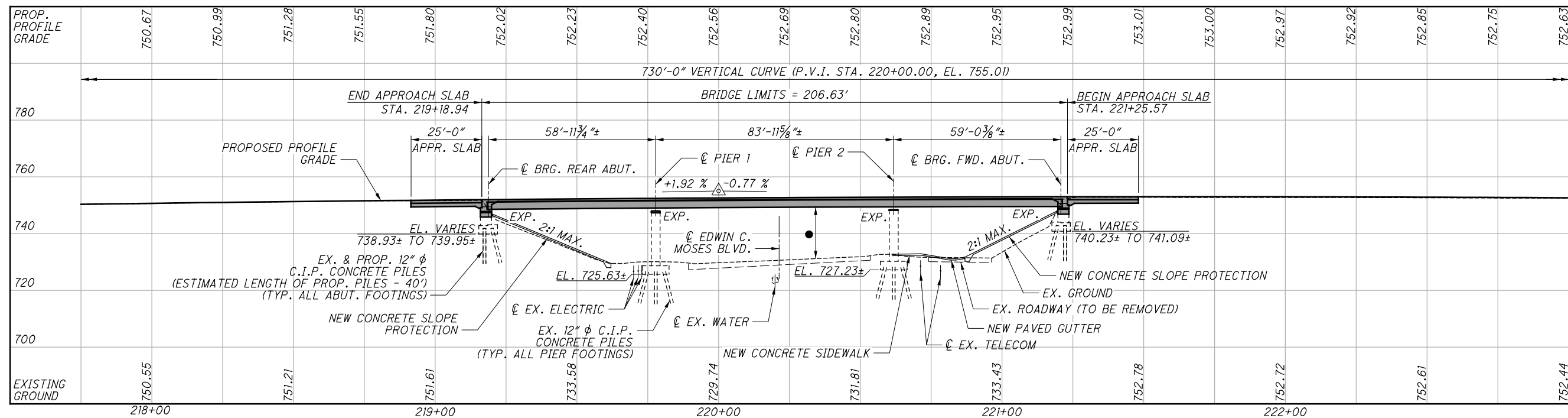
DESIGN TRAFFIC:

2019 ADT = 119,000	2019 ADTT = 23,800
2039 ADT = 131,000	2039 ADTT = 26,200

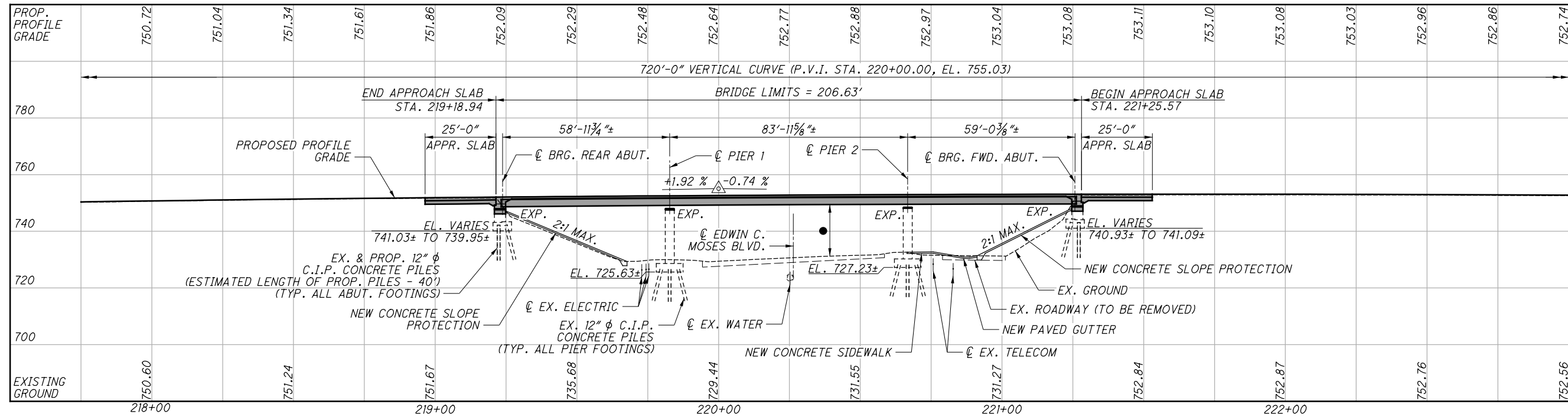
DIRECTIONAL DISTRIBUTION = 53%

LEGEND

- * - PHASE 2 CONSTRUCTION
- ** - PHASE 3 CONSTRUCTION
- *** - PHASE 4 CONSTRUCTION
- **** - PHASE 5 CONSTRUCTION
- ▒ - CONCRETE SLOPE PROTECTION
- ▨ - PAVED GUTTER AND SIDEWALK PAID FOR WITH THE ROADWAY



PROFILE ALONG PROFILE GRADE LEFT BRIDGE
(STATIONING ALONG \varnothing I.R. 75)



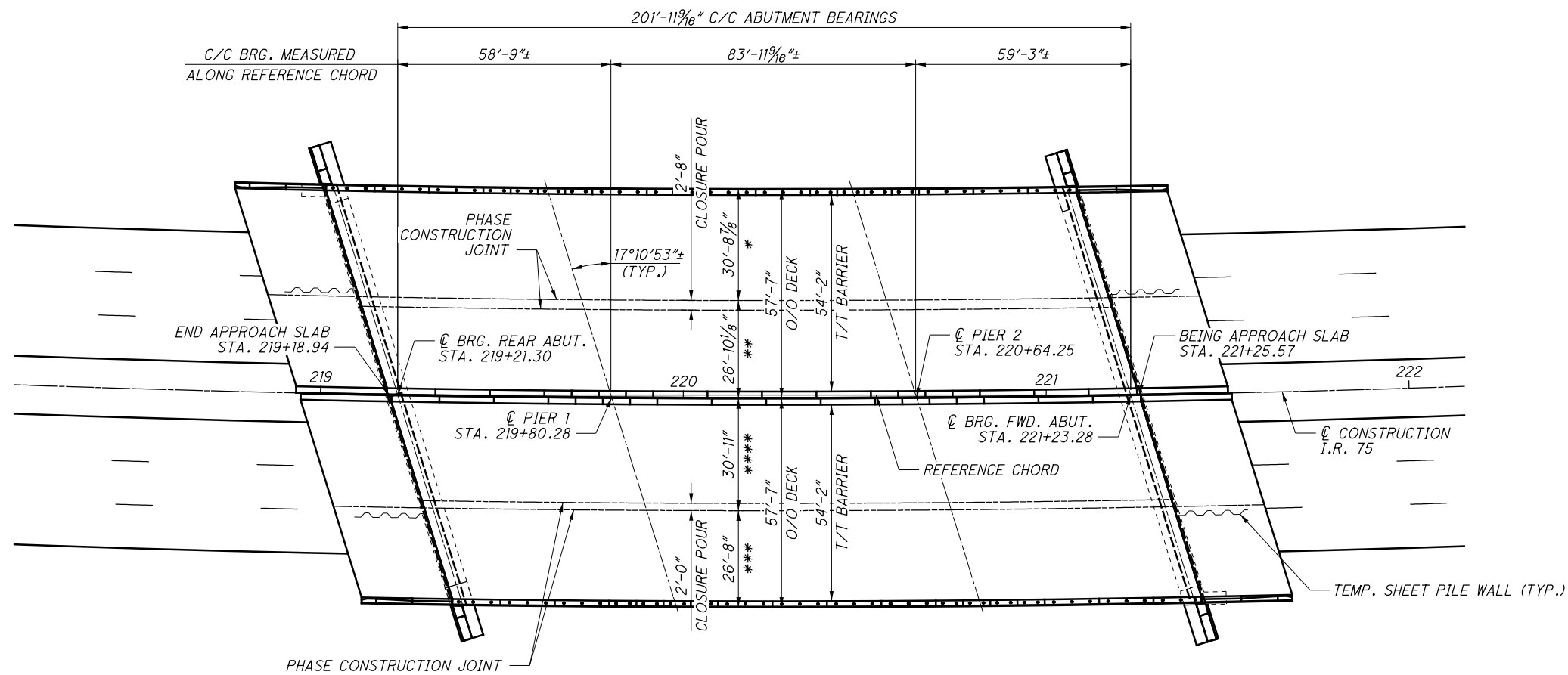
PROFILE ALONG PROFILE GRADE RIGHT BRIDGE
(STATIONING ALONG \varnothing I.R. 75)

- 14.96' EXISTING VERTICAL CLEARANCE (LEFT BRIDGE)
- 15.50' REQUIRED MINIMUM VERTICAL CLEARANCE
- 15.84' PROPOSED MINIMUM VERTICAL CLEARANCE (LEFT BRIDGE)
- 17.31' PROPOSED MINIMUM VERTICAL CLEARANCE (RIGHT BRIDGE)

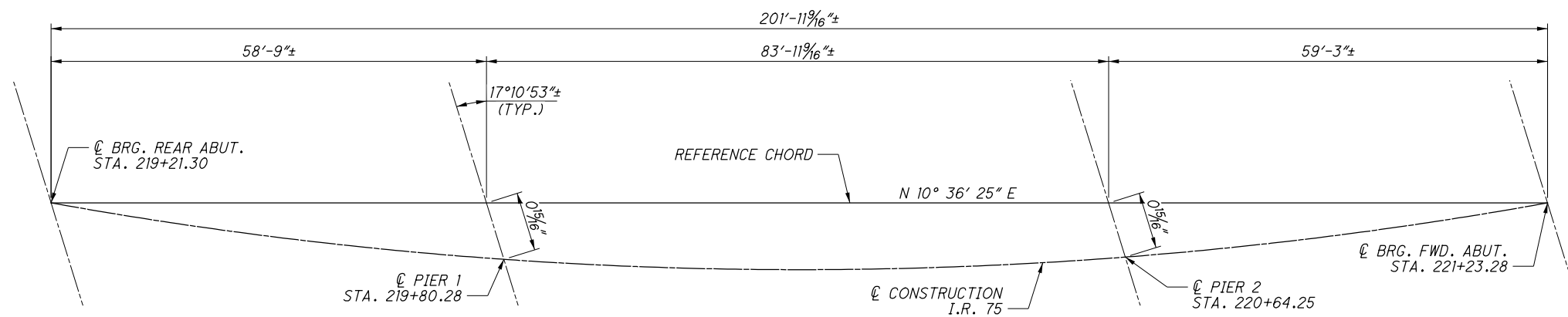
NOTES

1. ALL EXISTING FOOTING ELEVATIONS WERE ADJUSTED TO THE CURRENT PROJECT SURVEY ELEVATIONS AND ARE APPROXIMATELY 0.87 FEET LOWER THAN THE ELEVATIONS IN THE ORIGINAL BRIDGE PLANS.

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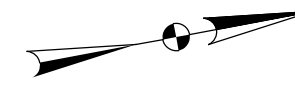
GENERAL PLAN



GEOMETRIC LAYOUT DIAGRAM

LEGEND

- * - PHASE 2 CONSTRUCTION
- ** - PHASE 3 CONSTRUCTION
- *** - PHASE 4 CONSTRUCTION
- **** - PHASE 5 CONSTRUCTION



DESIGNED	GMW	CJW
CHECKED		
DRAWN	GMW	REVISED
REVIEWED	DFT	STRUCTURE FILE NUMBER
DATE	7/2017	5707080

GENERAL PLAN
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

3 / 57

286
348

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED (REVISED)	7-17-15
AS-2-15	DATED (REVISED)	1-18-19
GSD-1-96	DATED (REVISED)	7-19-02
PCB-91	DATED (REVISED)	1-18-13
SBR-1-13	DATED (REVISED)	7-20-18
SBR-2-13	DATED (REVISED)	7-20-18
SICD-1-96	DATED (REVISED)	7-18-14
SICD-2-14	DATED	7-18-14
VPF-1-90	DATED (REVISED)	7-20-18

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, 17TH EDITION AND THE ODOT BRIDGE DESIGN MANUAL, 2004.

DESIGN LOADING:

DESIGN LOADING: HS25 (SUPERSTRUCTURE) CASE I / HS20 (SUBSTRUCTURE) AND ALTERNATE MILITARY

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI
STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

EXISTING BRIDGE PLANS:

MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE DISTRICT 7 OFFICE IN SIDNEY, OHIO. 1001 SAINT MARYS AVENUE, SIDNEY, OH 45365.

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL WITH 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 UP ON 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.

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 2.4 KIPS FOR A TOTAL MACHINE LOAD OF 19.2 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".

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

ITEM 202. PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. 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.

CUT LINE CONSTRUCTION JOINT PREPARATION FOR SUBSTRUCTURES:
SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. WHERE DIRECTED IN THE PLANS LEAVE EXISTING REINFORCING STEEL IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING REINFORCEMENT TO REMOVE LOOSE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY 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.

MEASUREMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 503. UNCLASSIFIED EXCAVATION:

PLACE AND COMPACT BACKFILL MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE BACKFILL BEHIND THE ABUTMENTS AND UNDER APPROACH SLABS.

ITEM 510. DOWEL HOLES WITH NONSHRINK. NONMETALLIC GROUT:

DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.

ITEM 514. FIELD PAINTING OF STRUCTURAL STEEL. FINISH COAT:

THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR NO. 15526 (LIGHT BLUE).

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 100 TONS PER PILE FOR THE 12" DIAMETER CAST-IN-PLACE ABUTMENT PILES.

ABUTMENT PILES:
8 PILES 45 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

ABBREVIATIONS:

- ABUT. - ABUTMENT
- APPR. - APPROACH
- B - BOTTOM
- @ - BASELINE
- B.F. - BACK FACE
- BTM. - BOTTOM
- BRG. - BEARING
- @ - CENTERLINE
- C/C - CENTER TO CENTER
- C.I.P. - CAST-IN-PLACE
- C.J. - CONSTRUCTION JOINT
- CLR. - CLEAR
- CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
- CONC. - CONCRETE
- CONSTR. - CONSTRUCTION
- CVN - CHARPY V-NOTCH
- DIA. - DIAMETER
- DIM. - DIMENSION
- DWG. - DRAWING
- EB - EASTBOUND
- E.F. - EACH FACE
- EL. - ELEVATION
- EOP - EDGE OF PAVEMENT
- EQ. - EQUAL
- EST. - ESTIMATED
- EX. - EXISTING
- EXP. - EXPANSION
- F.F. - FRONT FACE
- FT. - FOOT OR FEET
- FWD. - FORWARD
- HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
- JT. - JOINT
- LT. - LEFT
- MAX. - MAXIMUM
- MIN. - MINIMUM
- MISC. - MISCELLANEOUS
- MSE - MECHANICALLY STABILIZED EARTH
- NB - NORTHBOUND
- NPT - NATIONAL PIPE THREAD TAPER
- NO. - NUMBER
- N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
- O/O - OUT TO OUT
- P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE
- P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
- PROP. - PROPOSED
- R - RADIUS
- REQD. - REQUIRED
- R.R. - RAILROAD
- R/W - RIGHT OF WAY
- SB - SOUTHBOUND
- SER. - SERIES
- SHLDR - SHOULDER
- SPA. - SPACE OR SPACES
- SS - STAINLESS STEEL
- STA. - STATION
- STD. - STANDARD
- STR - STRAIGHT
- T - TOP
- T&B - TOP & BOTTOM
- TEMP. - TEMPORARY
- T/S - TOP OF SLOPE
- T/T - TOE TO TOE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE
- VAR. - VARIES
- WB - WESTBOUND

PROPOSED WORK

- 1. REPLACE AND WIDEN DECK
- 2. REPLACE BARRIERS
- 3. REPLACE STEEL BEAMS
- 4. REPLACE BEARINGS
- 5. CONVERT EX. ABUT. TO SEMI-INTEGRAL
- 6. WIDEN ABUTMENTS
- 7. DRIVE PROPOSED PILING
- 8. REPLACE WINGWALLS
- 9. INSTALL CONCRETE SLOPE PROTECTION
- 10. RAISE PIERS
- 11. PAINT BEAMS
- 12. SEAL CONCRETE SURFACES

WORK LISTED IS NOT ALL INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.

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MADE BY: GMW DATE: 7/16/2017
 CHECKED BY: LAH DATE: 7/17/2017

ESTIMATED QUANTITIES

STRUCTURAL FILE NUMBER: 5707080

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	4, 15 TO 21, AND 31 TO 34 OF 57
202	22900	642	SY	APPROACH SLAB REMOVED				642	
202	32800	588	SY	CONCRETE SLOPE PROTECTION REMOVED				588	
503	11100	LUMP		COFFERDAMS AND EXCAVATION BRACING	LUMP				
503	21300	LUMP		UNCLASSIFIED EXCAVATION	LUMP				
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION	LUMP				
507	00500	320	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	320				
507	00550	360	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	360				
509	10000	209,938	LB	EPOXY COATED REINFORCING STEEL	10,154	4,970	189,448	5,366	
510	10000	716	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	390	326			
511	33501	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	4				43 OF 57
511	34446	819	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			819		
511	34450	208	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			157	51	
511	41010	27	CY	CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS		27			
511	43510	126	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	126				
512	10100	1,750	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	138	641	971		
512	33000	14	SY	TYPE 2 WATERPROOFING	14				
513	10260	725,675	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			725,675		
513	20000	10,620	EACH	WELDED STUD SHEAR CONNECTORS			10,620		
514	00060	35,834	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			35,834		
514	00066	35,834	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			35,834		
516	13200	32	SF	1/2" PREFORMED EXPANSION JOINT FILLER	32				
516	13900	48	SF	2" PREFORMED EXPANSION JOINT FILLER	48				
516	14020	273	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	273				
516	44101	36	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (11" x 15" x 2.948" WITH 12" x 16" x 1.5" LOAD PLATE)			36		38 OF 57
516	44201	36	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13" x 19" x 3.398" WITH 14" x 20" x 1.5" LOAD PLATE)			36		38 OF 57
518	12301	11	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			11		45 OF 57
518	21200	207	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	207				
518	40000	285	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	285				
518	40011	62	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	62				25 AND 29 OF 57
523	20000	1	EACH	DYNAMIC LOAD TESTING	1				
526	25001	640	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				640	55 OF 57
526	90020	134	SY	TYPE B INSTALLATION				134	
601	21000	1,081	SY	CONCRETE SLOPE PROTECTION				1,081	
607	39900	406	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			406		



DATE: 7/2017
 STRUCTURE FILE NUMBER: 5707080

DRAWN: GMW
 CHECKED: LAH

DESIGNED: GMW
 CHECKED: CJW

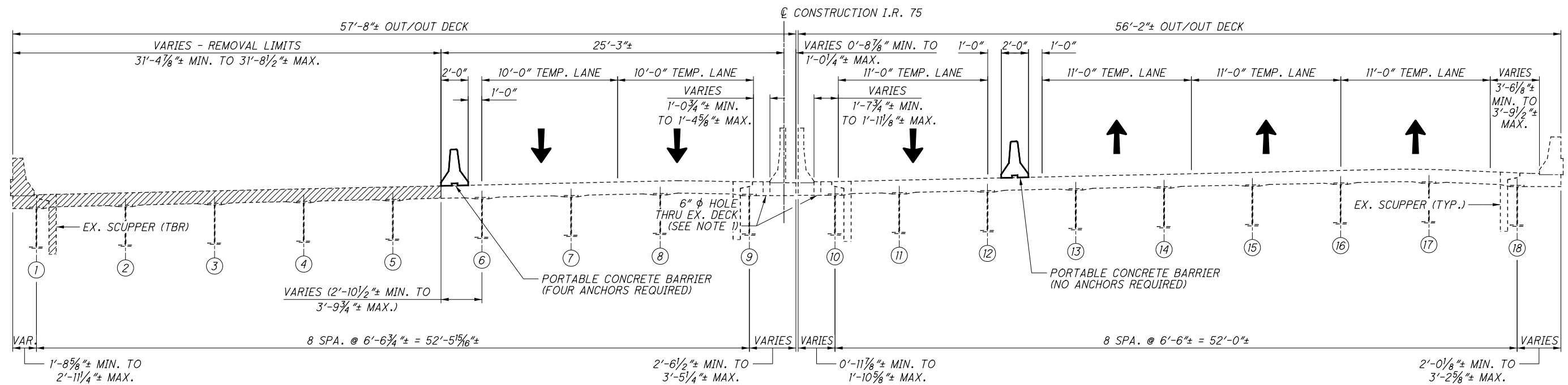
ESTIMATED QUANTITIES
 BRIDGE NO. MOT-75-1078
 OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

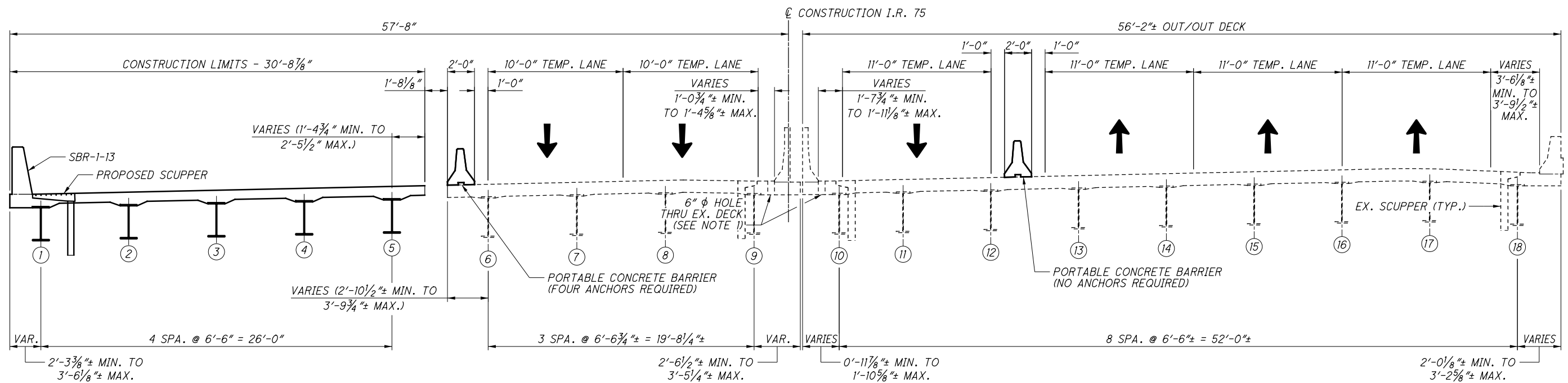
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PHASE 2 REMOVAL



PHASE 2 CONSTRUCTION

PHASE 2 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
3. INSTALL TEMPORARY EXCAVATION BRACING.
4. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 2 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS AND PIERS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS, AND CROSSFRAMES.
3. CONSTRUCT NEW CONCRETE DECK AND BARRIERS TO THE LIMITS SHOWN IN THE PLANS.
4. SEAL CONCRETE SURFACES.

LEGEND:



- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.



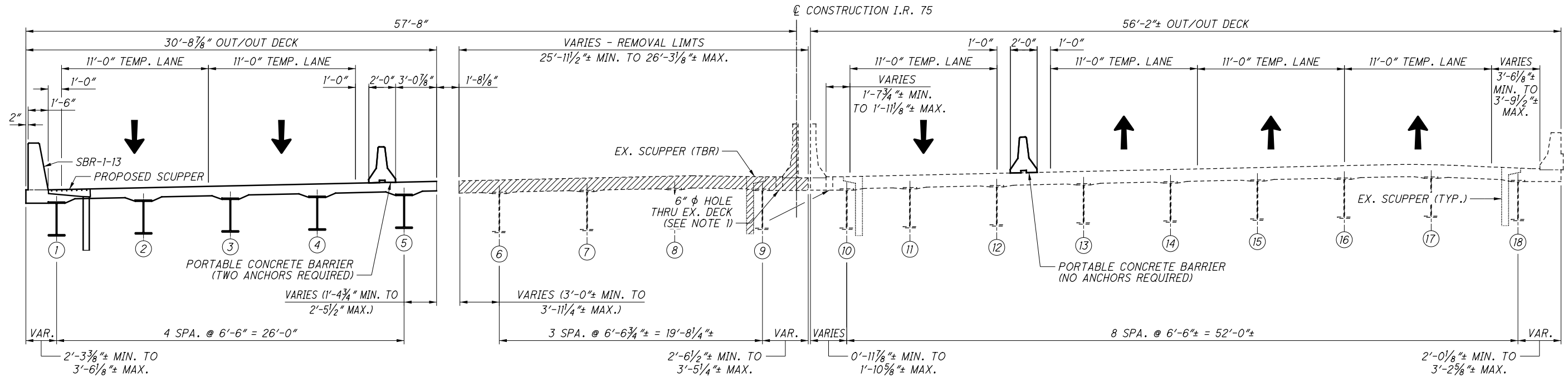
- BEAM DESIGNATION

NOTES:

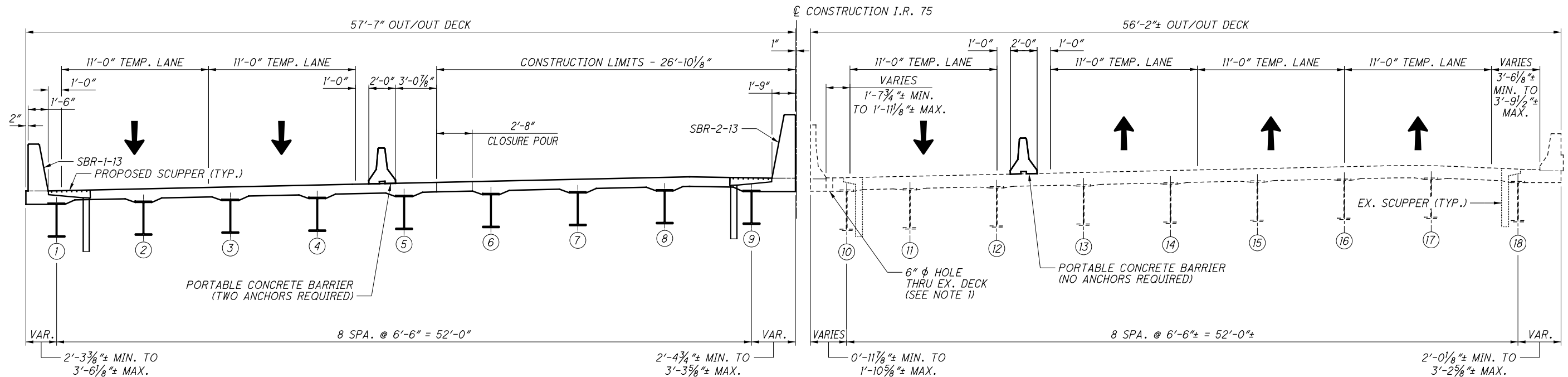
1. SEE [21/57] FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.

<p>E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com</p>	
DATE	7/2017
REVIEWED	DFT
DRAWN	FIB
DESIGNED	GWM
CHECKED	CJW
STRUCTURE FILE NUMBER	5707080
<p>PHASE CONSTRUCTION SEQUENCE BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD</p>	
<p>MOT-75-(10.44)(10.78) PID No. 91606</p>	
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PHASE 3 REMOVAL



PHASE 3 CONSTRUCTION

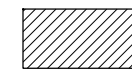
PHASE 3 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
3. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 3 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS AND PIERS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS, AND CROSS FRAMES EXCEPT FOR CROSSFRAMES BENEATH THE CLOSURE POUR.
3. CONSTRUCT NEW CONCRETE DECK AND BARRIERS TO THE LIMITS SHOWN IN THE PLANS. ADJACENT TRAFFIC LANE SHALL BE CLOSED DURING DECK PLACEMENT.
4. INSTALL CROSSFRAMES BENEATH THE CLOSURE POUR.
5. CONSTRUCT THE NEW DECK WITHIN THE LIMITS OF THE CLOSURE POUR AND APPLY HMWM SEALER.
6. SEAL CONCRETE SURFACES.

LEGEND:



- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.



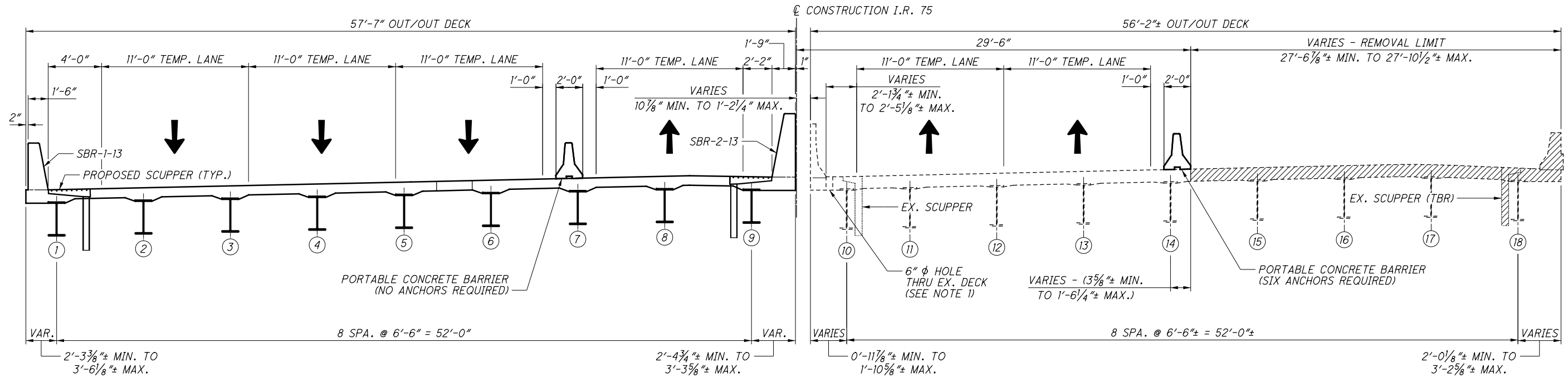
- BEAM DESIGNATION

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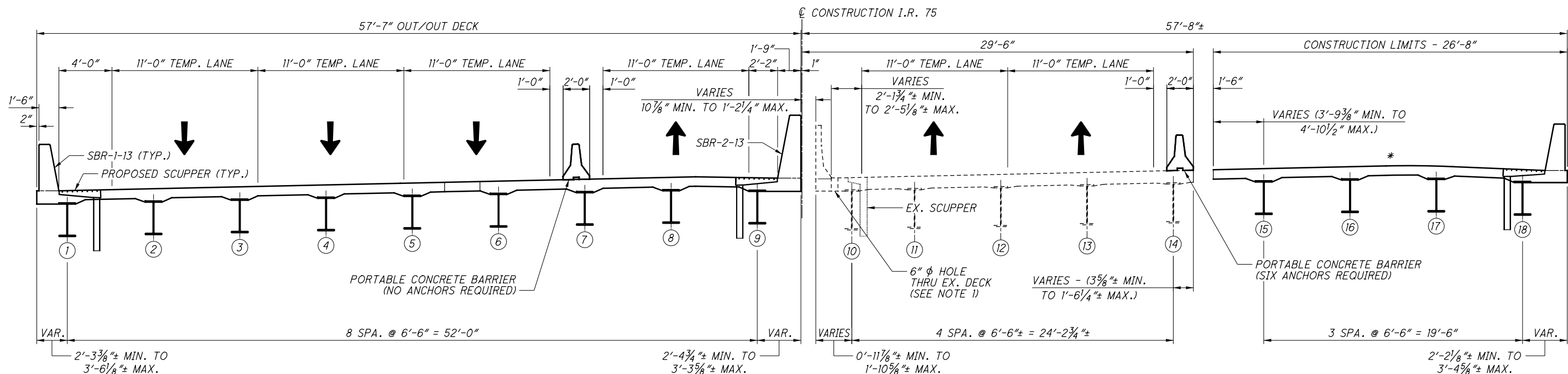
1. SEE 21/57 FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.
2. ANCHORS FOR THE PORTABLE CONCRETE BARRIERS INSTALLED ON THE PROPOSED DECK SHALL NOT BE THROUGH ANCHORS. THE PROVIDED ANCHORS SHALL NOT FULLY PENETRATE THE DECK.

DATE	7/2017
REVIEWED	DFT
DRAWN	FIB
DESIGNED	GWM
CHECKED	CJW
STRUCTURE FILE NUMBER	5707080
PHASE CONSTRUCTION SEQUENCE BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD	
MOT-75-(10.44)(10.78) PID No. 91606	
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PHASE 4 REMOVAL



PHASE 4 CONSTRUCTION

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- BEAM DESIGNATION
- * - PRIOR TO POURING THE DECK, PROVIDE TEMPORARY LATERAL BRACING BETWEEN THE BOTTOM FLANGES. BRACING SHALL BE PLACED MIDWAY BETWEEN EACH CROSSFRAME IN THE GIRDER BAYS BETWEEN GIRDERS 15 AND 16, GIRDERS 16 AND 17 AS WELL AS GIRDERS 17 AND 18. BRACING SHALL BE DESIGNED FOR 16 KIPS OF COMPRESSIVE FORCE. BRACING SHALL BE PLACED BETWEEN THE FLANGES ORIENTED PERPENDICULAR TO THE BEAM CENTERLINE. REFER TO THE FRAMING PLAN ON SHEET 35/57 FOR BRACING LOCATIONS.

NOTES:

1. SEE 21/57 FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.

PHASE 4 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
3. INSTALL TEMPORARY EXCAVATION BRACING.
4. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 4 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS AND PIERS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS, AND CROSSFRAMES.
3. CONSTRUCT NEW CONCRETE DECK AND BARRIERS TO THE LIMITS SHOWN IN THE PLANS.
4. SEAL CONCRETE SURFACES.

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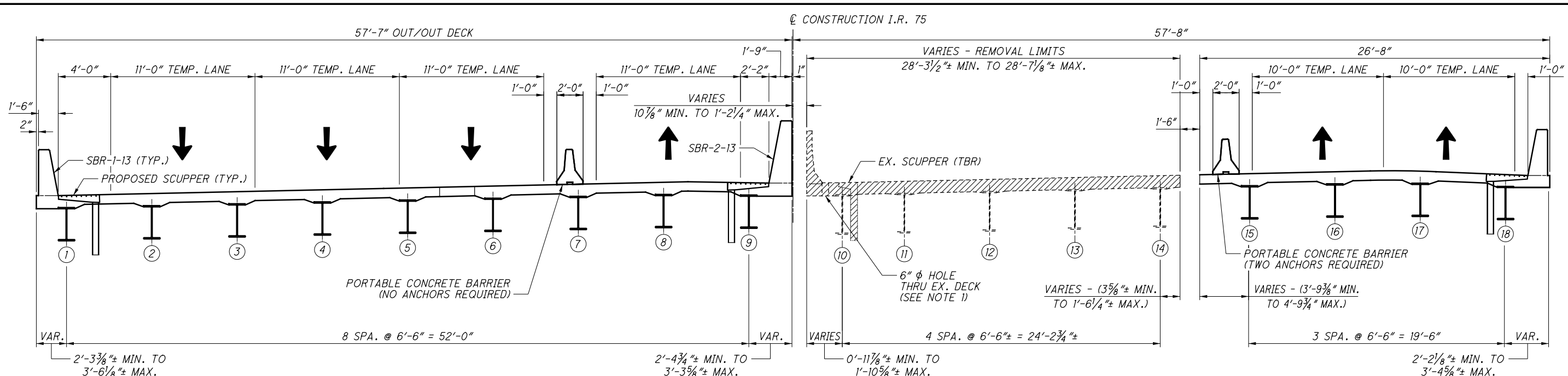
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

PHASE CONSTRUCTION SEQUENCE
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

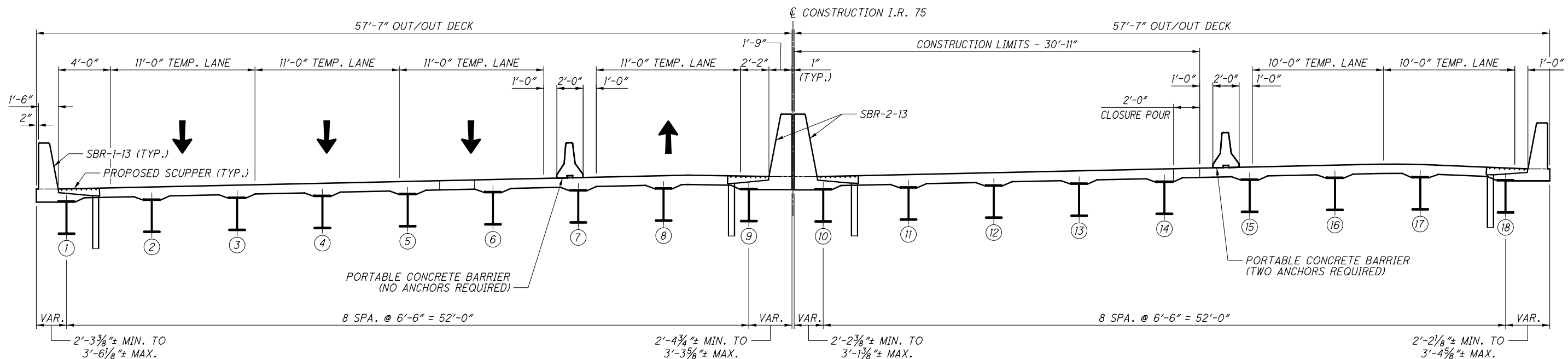
MOT-75-(10.44)(10.78)
PID No. 91606

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PHASE 5 REMOVAL



PHASE 5 CONSTRUCTION

PHASE 5 REMOVAL

1. INSTALL PORTABLE BARRIERS AS SHOWN.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.
3. REMOVE PORTIONS OF ABUTMENT TO THE LIMITS SHOWN IN THE PLANS.

PHASE 5 CONSTRUCTION

1. CONSTRUCT MODIFIED ABUTMENTS AND PIERS TO THE LIMITS SHOWN IN THE PLANS.
2. INSTALL NEW BEARINGS, STEEL BEAMS, AND CROSS FRAMES EXCEPT FOR CROSSFRAMES BENEATH THE CLOSURE POUR.
3. CONSTRUCT NEW CONCRETE DECK AND BARRIERS TO THE LIMITS SHOWN IN THE PLANS.
4. INSTALL CROSSFRAMES BENEATH THE CLOSURE POUR.
5. CONSTRUCT THE NEW DECK WITHIN THE LIMITS OF THE CLOSURE POUR AND APPLY HMWM SEALER.
6. SEAL CONCRETE SURFACES.

LEGEND:

- INDICATES AREAS TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
- BEAM DESIGNATION

NOTES:

1. SEE 21/57 FOR HOLE LOCATIONS. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE.
2. ANCHORS FOR THE PORTABLE CONCRETE BARRIERS INSTALLED ON THE PROPOSED DECK SHALL NOT BE THROUGH ANCHORS. THE PROVIDED ANCHORS SHALL NOT FULLY PENETRATE THE DECK.

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DESIGNED	GMM	CHECKED	CJW
DRAWN	FJB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

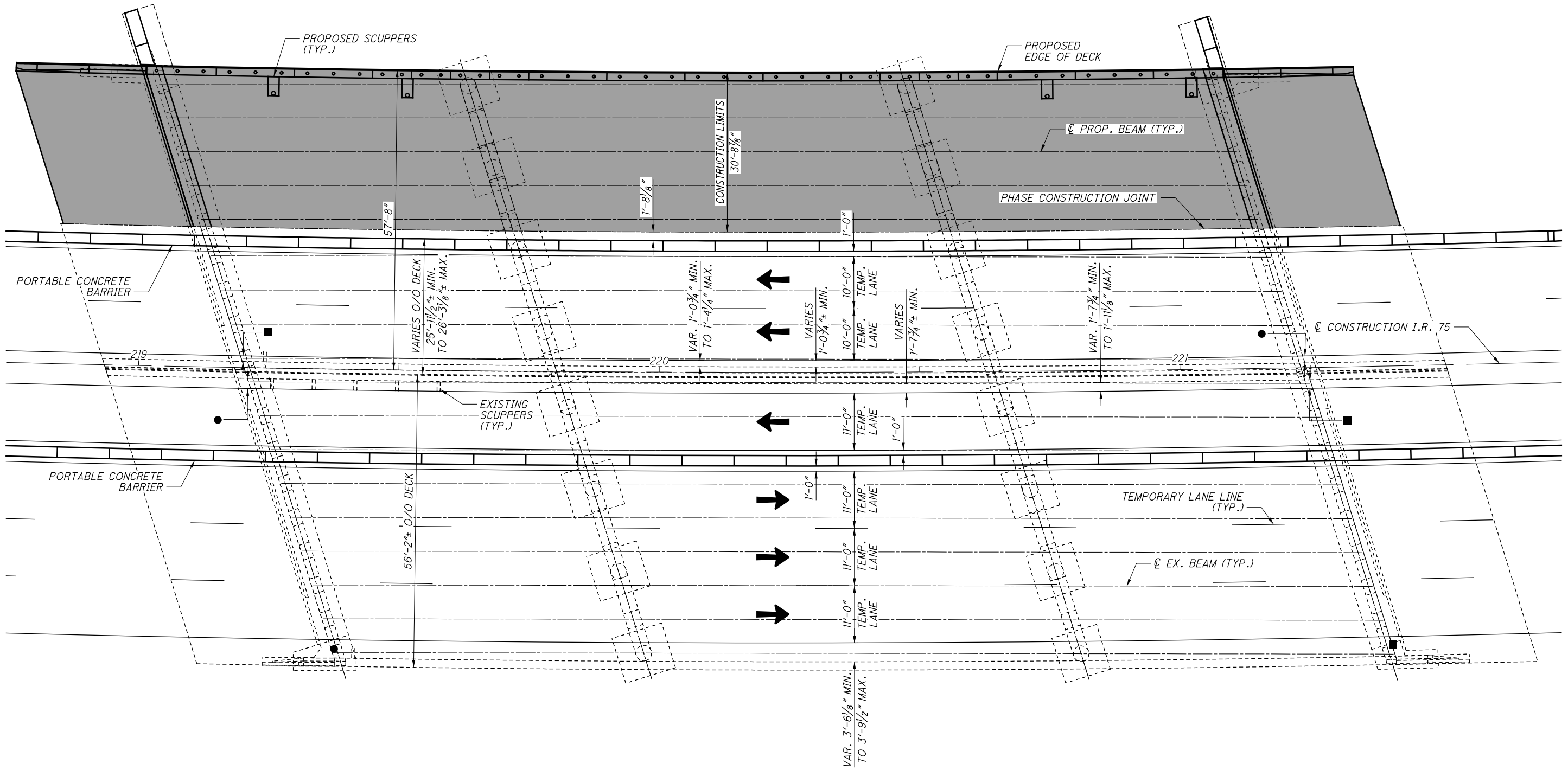
PHASE CONSTRUCTION SEQUENCE
 BRIDGE NO. MOT-75-1078
 OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

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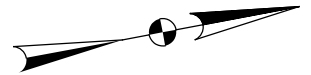
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PHASE 2 CONSTRUCTION

LEGEND:

- - INDICATES CONSTRUCTION LIMITS
- - LOCATION OF MINIMUM SHOULDER WIDTH
- - LOCATION OF MAXIMUM SHOULDER WIDTH

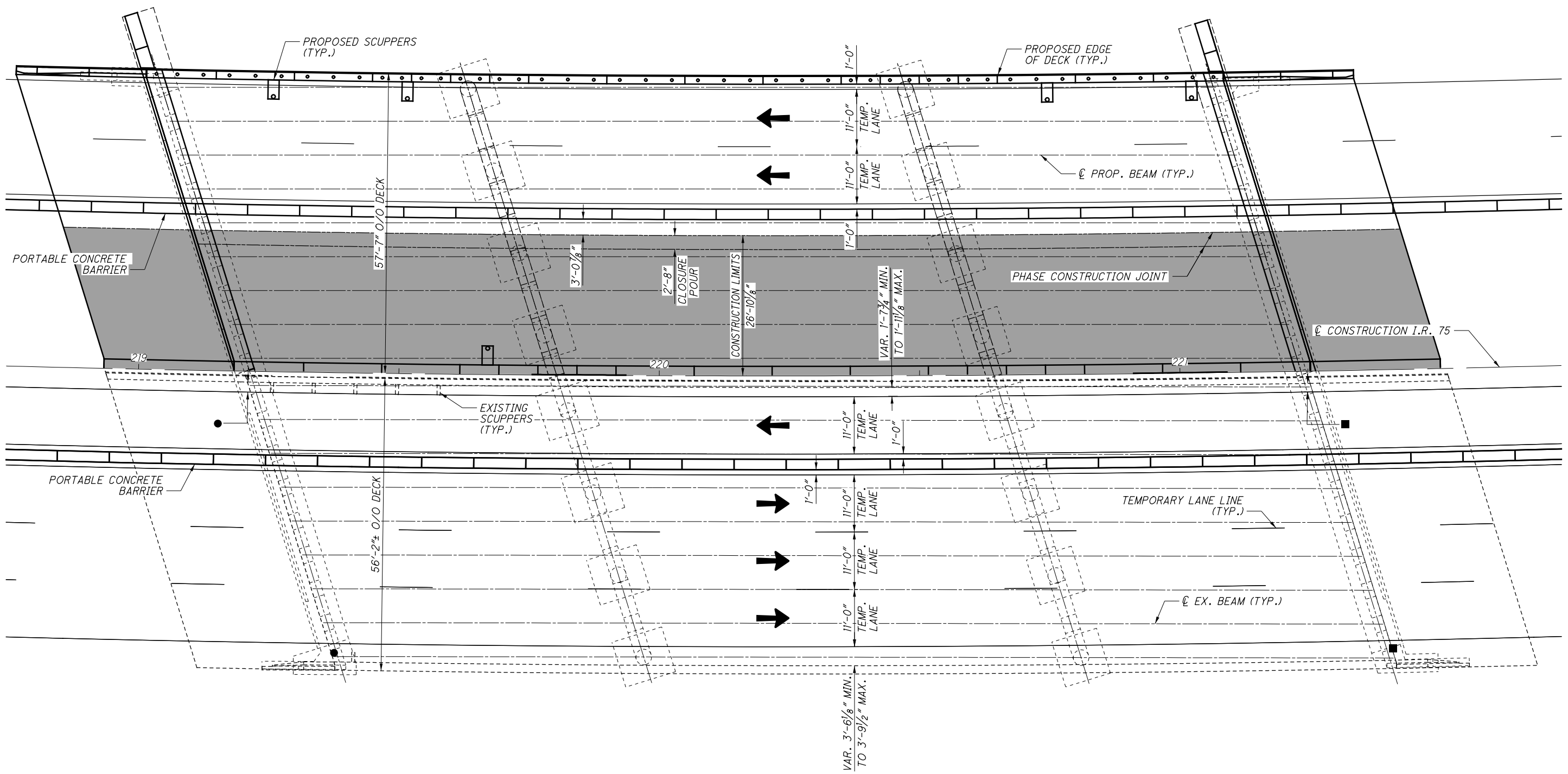
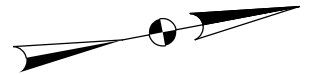


DESIGNED	GWM	CHECKED	CJW
DRAWN	FJB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

PHASE CONSTRUCTION SEQUENCE PLAN
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

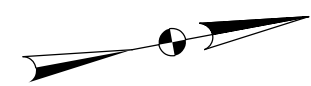
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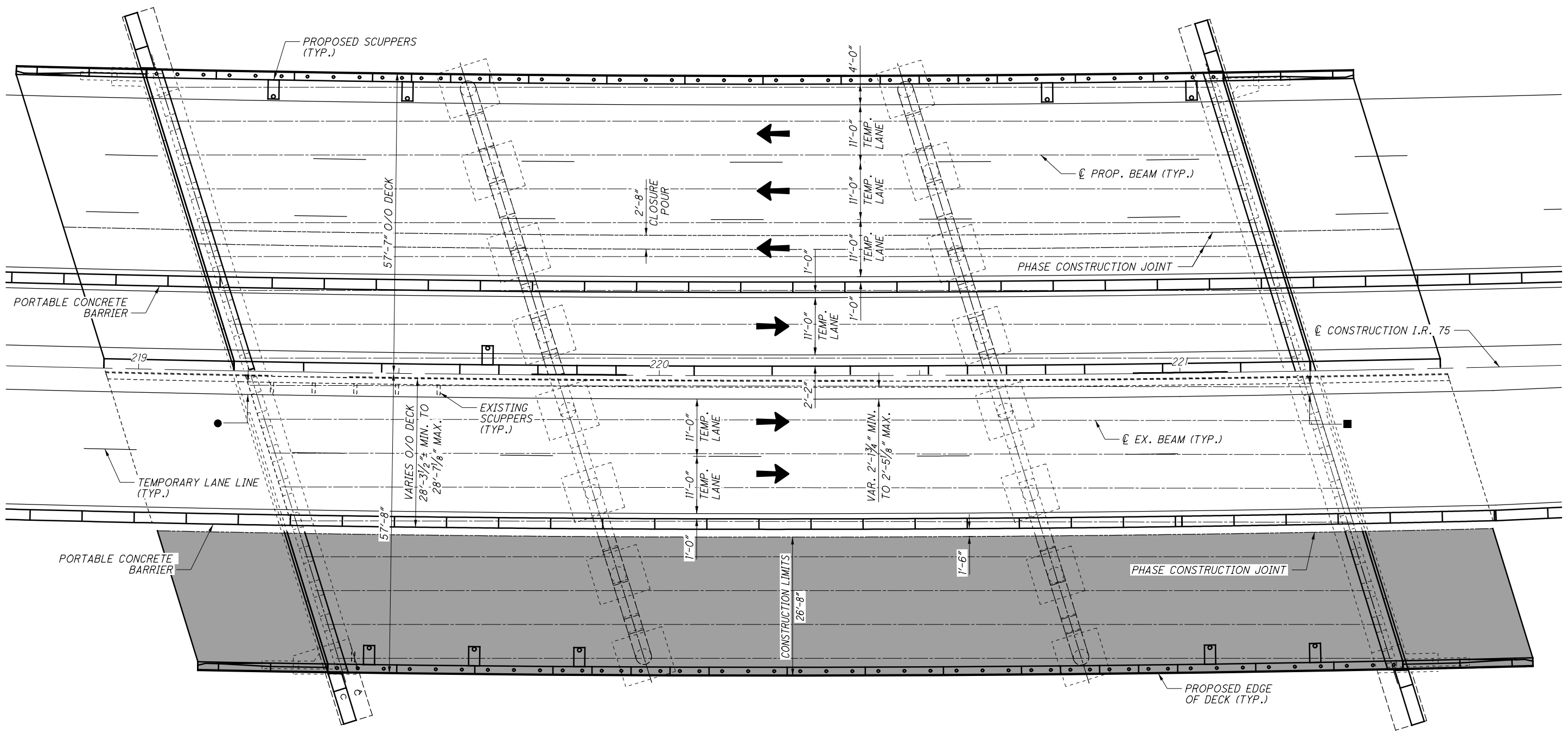
PHASE 3 CONSTRUCTION

- LEGEND:**
- INDICATES CONSTRUCTION LIMITS
 - LOCATION OF MINIMUM SHOULDER WIDTH
 - LOCATION OF MAXIMUM SHOULDER WIDTH

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DESIGNED GWM	DATE 7/2017
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DRAWN FJB	STRUCTURE FILE NUMBER 5707080
PHASE CONSTRUCTION SEQUENCE PLAN	
BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD	
MOT-75-(10.44)(10.78)	PID No. 91606
11 / 57	294 348



P:\91606\structures\MOT075_1078C\sheets\075_1078CPC007.dgn 2/13/2020 12:54:04 PM mcornett

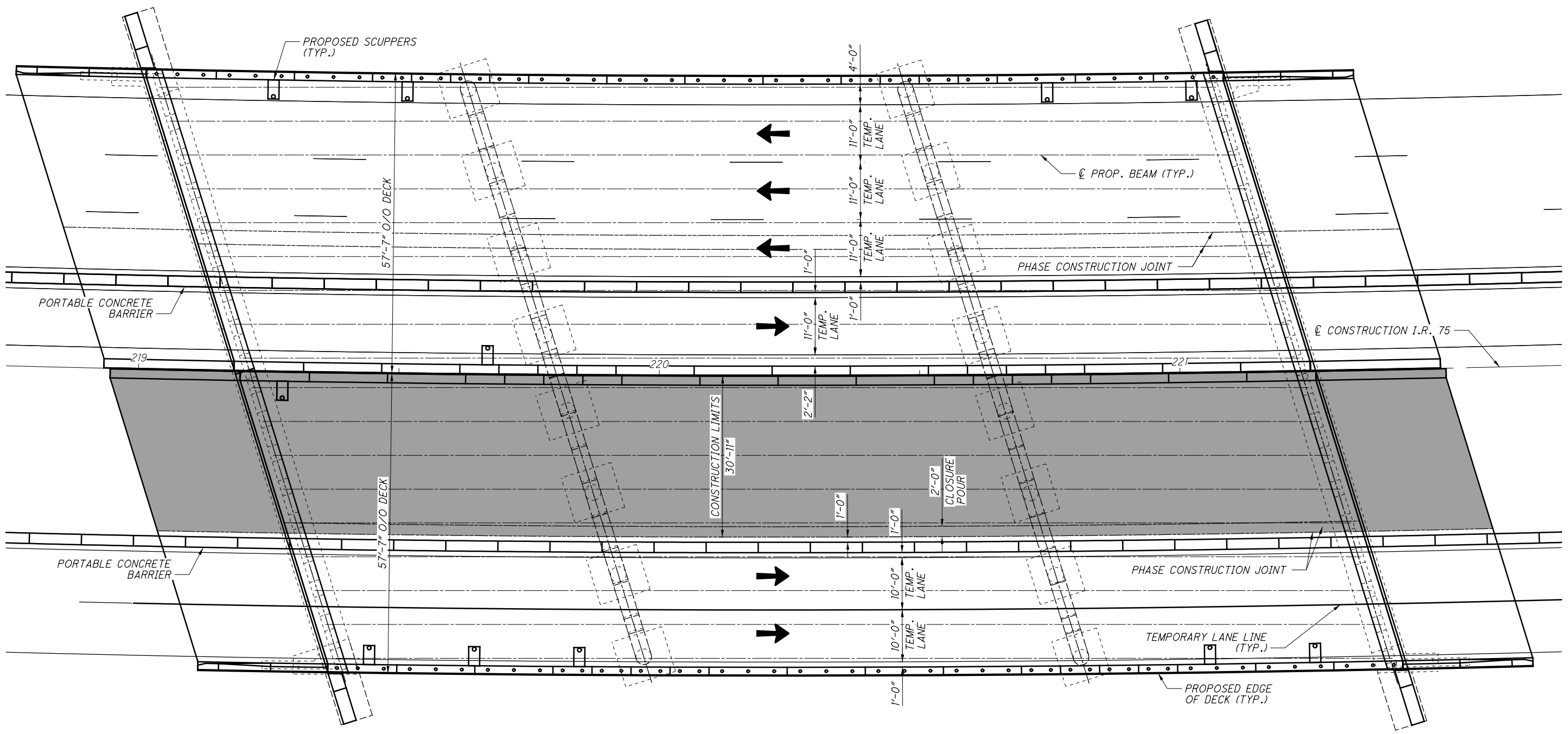
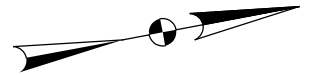


PHASE 4 CONSTRUCTION

- LEGEND:**
- INDICATES CONSTRUCTION LIMITS
 - LOCATION OF MINIMUM SHOULDER WIDTH
 - LOCATION OF MAXIMUM SHOULDER WIDTH

<p>E.L. ROBINSON ENGINEERING</p> <p>1801 Watermark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com</p>	<p>DATE: 7/2017</p>
	<p>REVIEWED: DFT</p>
<p>DRAWN: FIB</p>	<p>STRUCTURE FILE NUMBER: 5707080</p>
<p>DESIGNED: GWM</p>	<p>CHECKED: CUW</p>
<p>PHASE CONSTRUCTION SEQUENCE PLAN</p> <p>BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD</p>	
<p>MOT-75-(10.44)(10.78)</p>	<p>PID No. 91606</p>
<p>12 / 57</p>	<p>295 348</p>

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PHASE 5 CONSTRUCTION

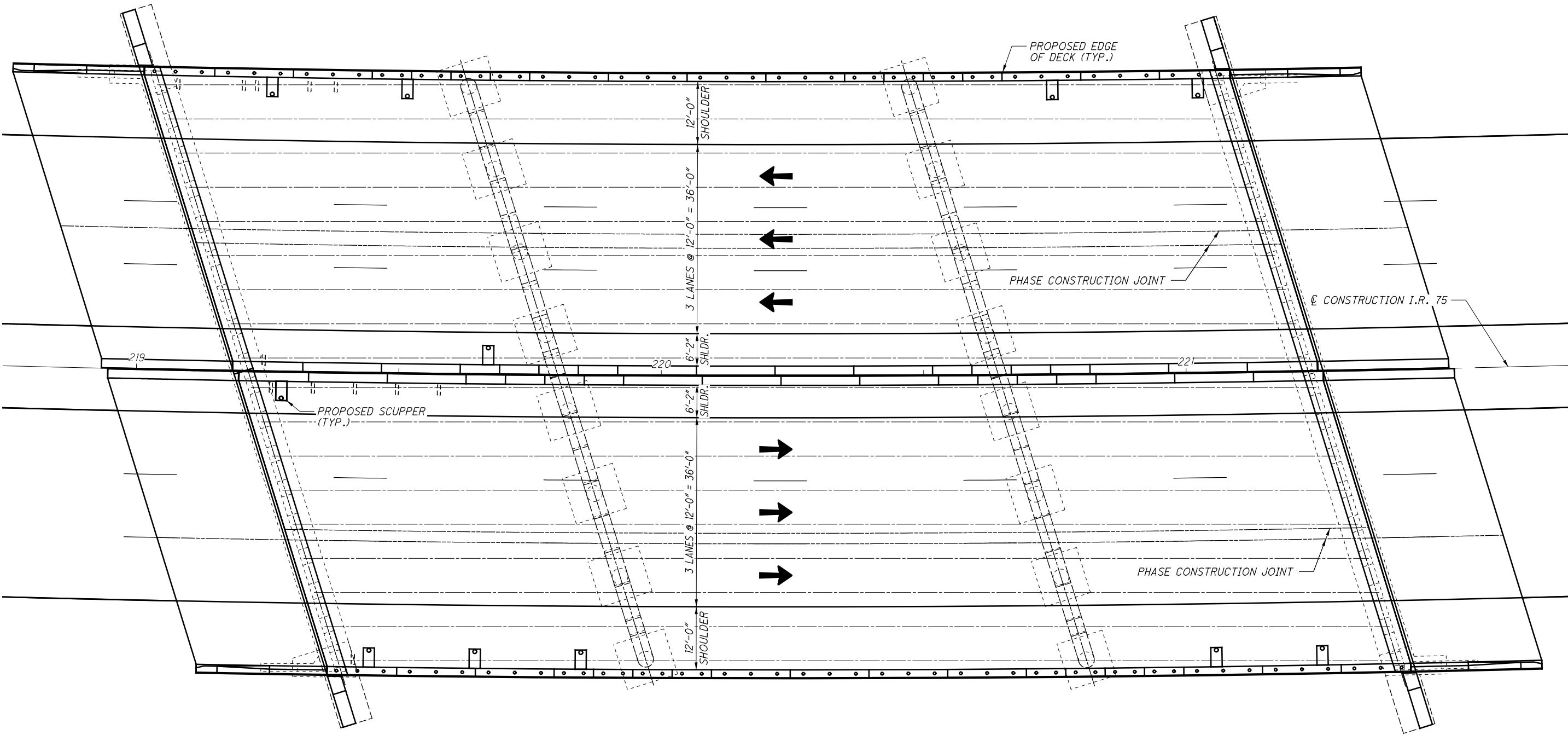
LEGEND:
 - INDICATES CONSTRUCTION LIMITS

DESIGNED	GWM	CHECKED	CJW
DRAWN	FIB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

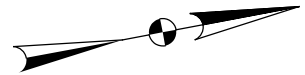
PHASE CONSTRUCTION SEQUENCE PLAN
 BRIDGE NO. MOT-75-1078
 OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
 PID No. 91606

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FINAL TRAFFIC PATTERN



MOT-75-(10.44)(10.78)

PID No. 91606

PHASE CONSTRUCTION SEQUENCE PLAN

BRIDGE NO. MOT-75-1078

OVER EDWIN C. MOSES BOULEVARD

DESIGNED

GMW

CHECKED

CJW

DRAWN

FJB

REVISED

REVIEWED

DFT

STRUCTURE FILE NUMBER

5707080

DATE

7/2017

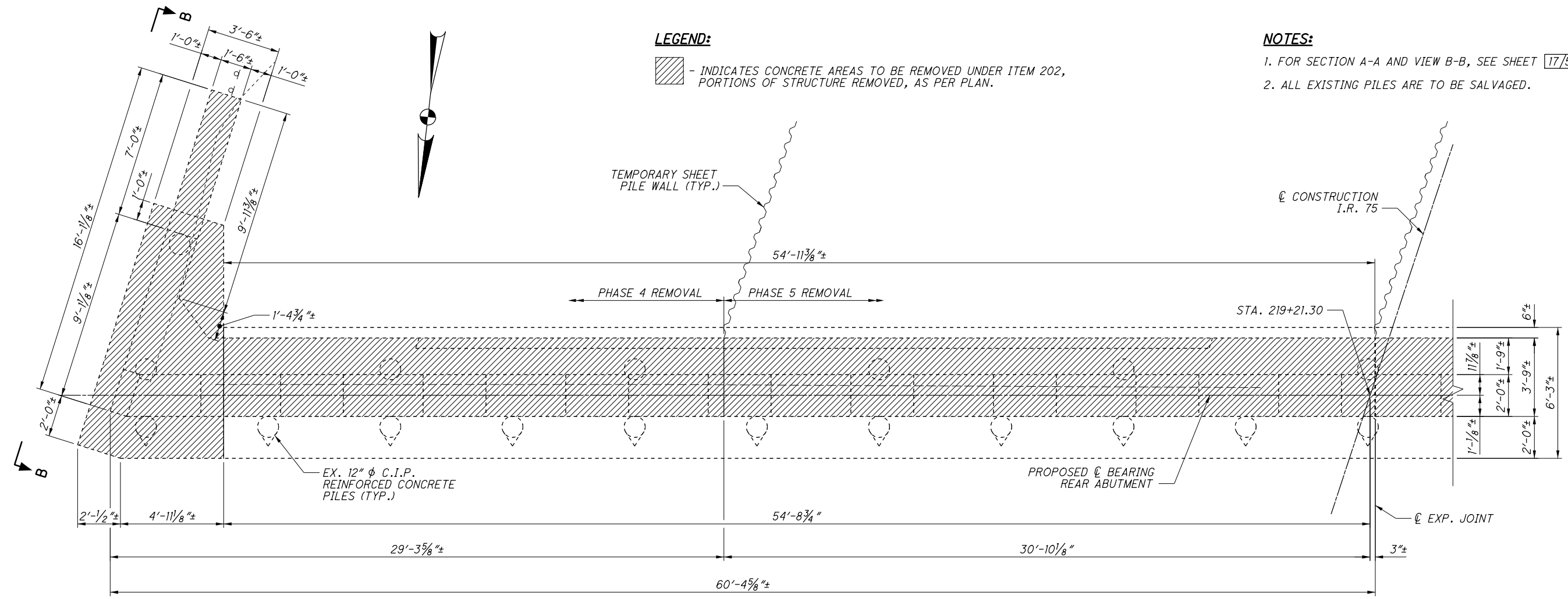


LEGEND:

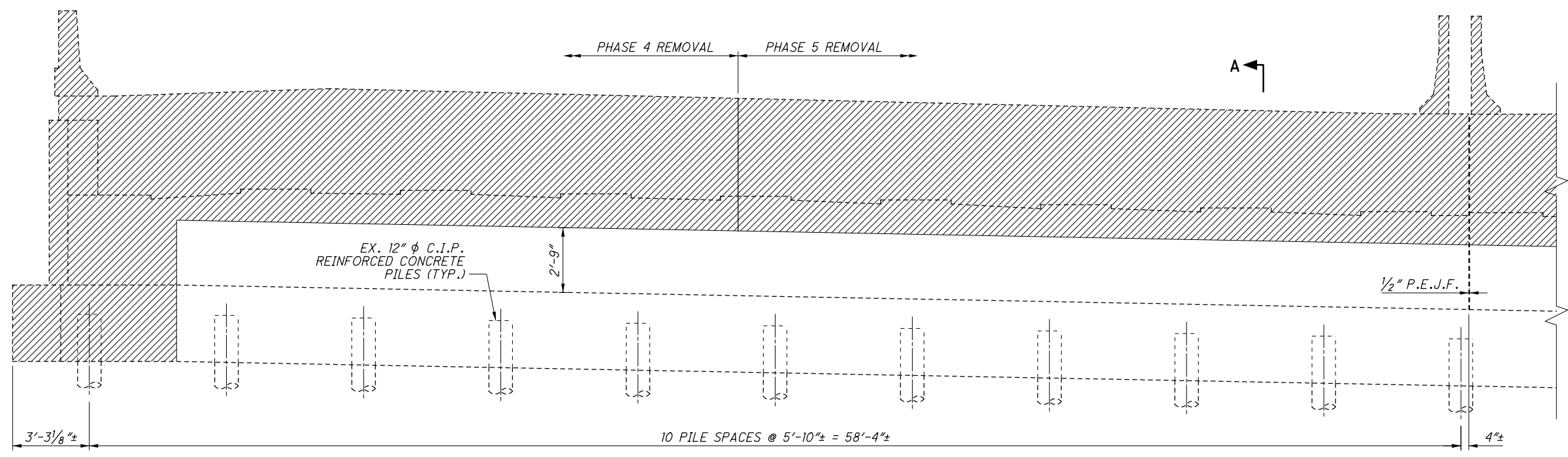
 - INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

NOTES:

1. FOR SECTION A-A AND VIEW B-B, SEE SHEET 17/57.
2. ALL EXISTING PILES ARE TO BE SALVAGED.



REMOVAL PLAN - SOUTHEAST REAR ABUTMENT



REMOVAL ELEVATION - SOUTHEAST REAR ABUTMENT

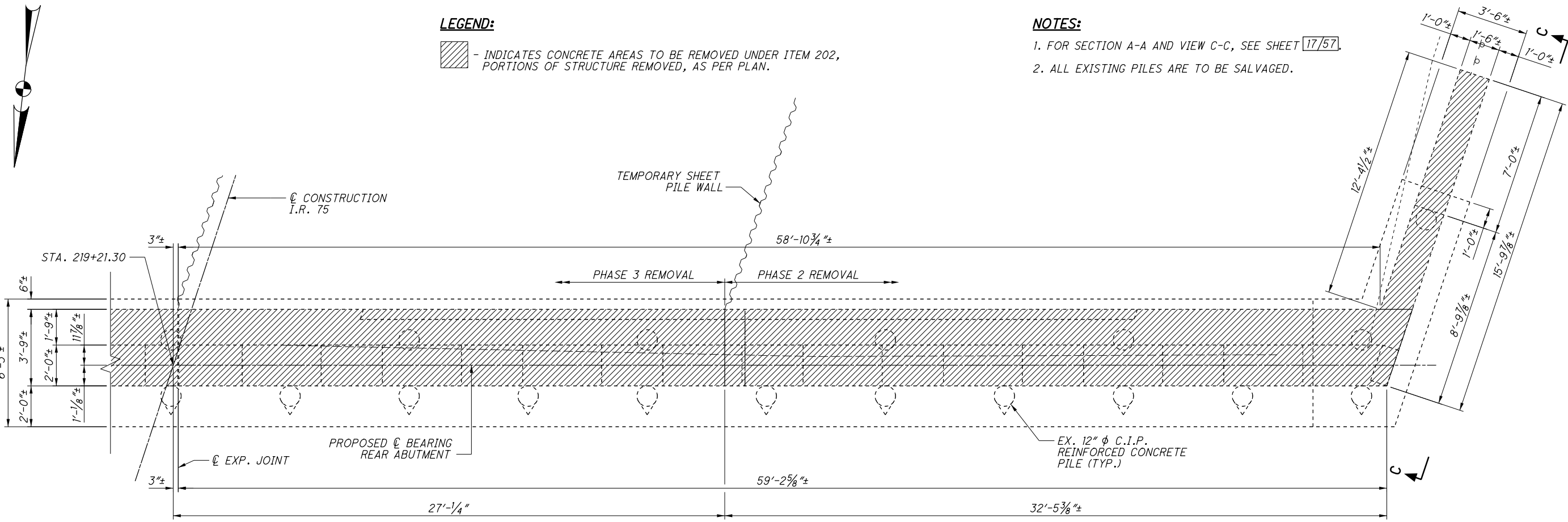
P:\91606\structures\MOT075_1078C\sheets\075_1078CRE001.dgn 2/13/2020 12:54:09 PM mcorneett

DESIGNED	GMW	CHECKED	CJW
DRAWN	DTA/GMW	REVIEWED	
DATE	7/2017	STRUCTURE FILE NUMBER	5707080

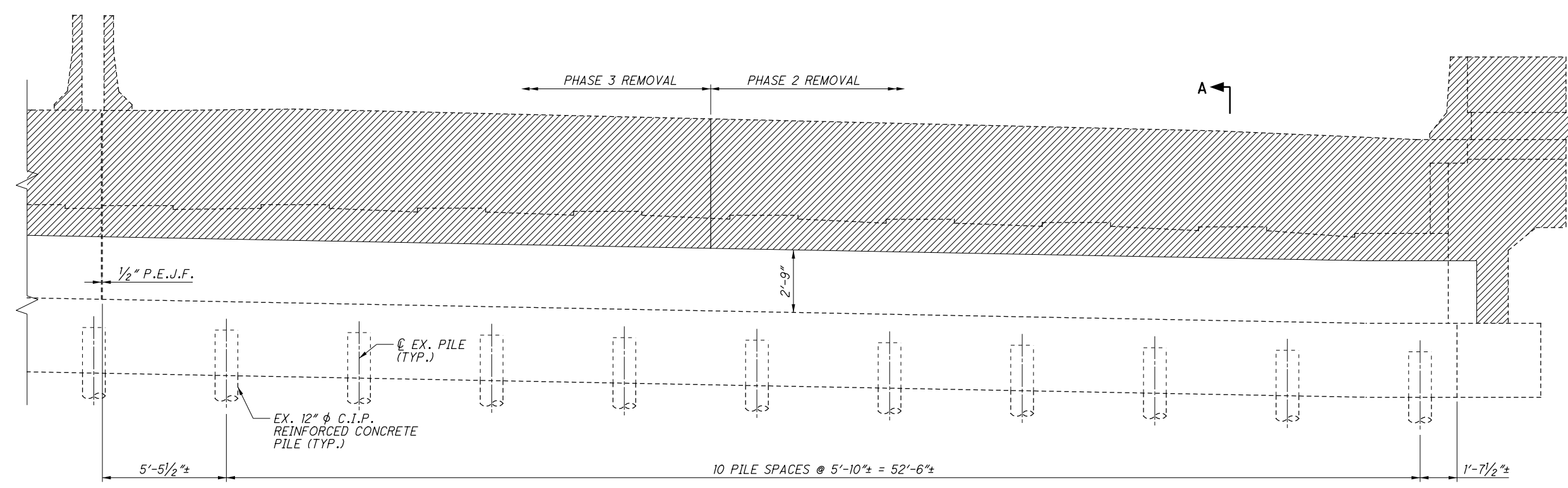
REMOVAL DETAILS - REAR ABUTMENT (1 OF 3)
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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REMOVAL PLAN - SOUTHWEST REAR ABUTMENT

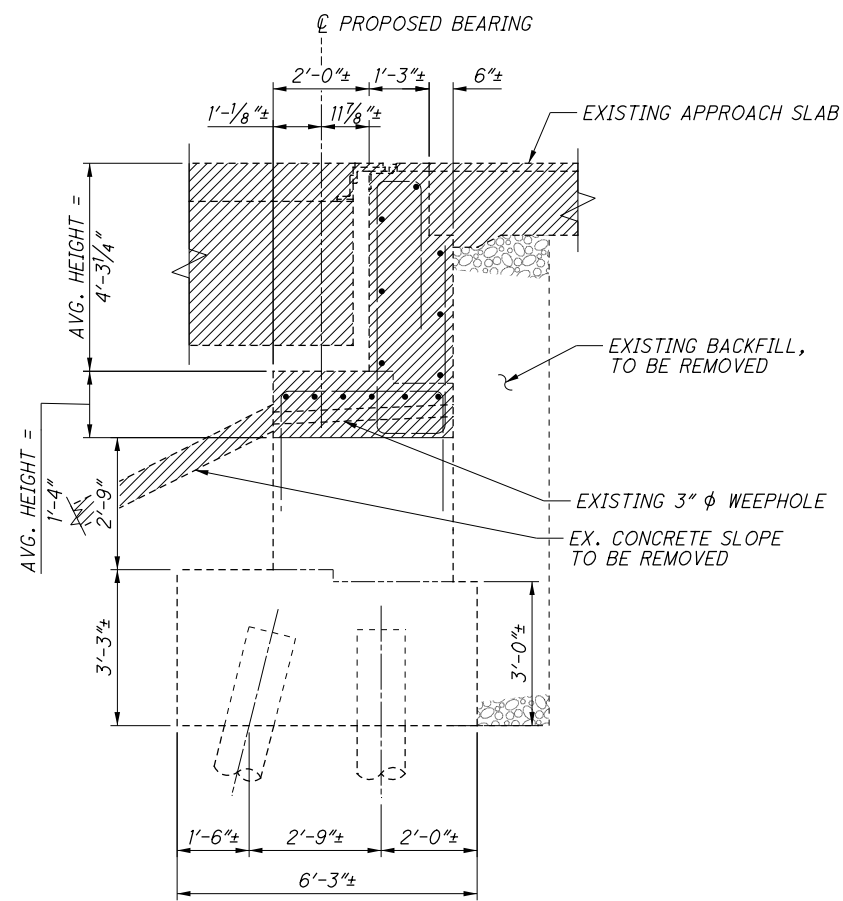


REMOVAL ELEVATION - SOUTHWEST REAR ABUTMENT

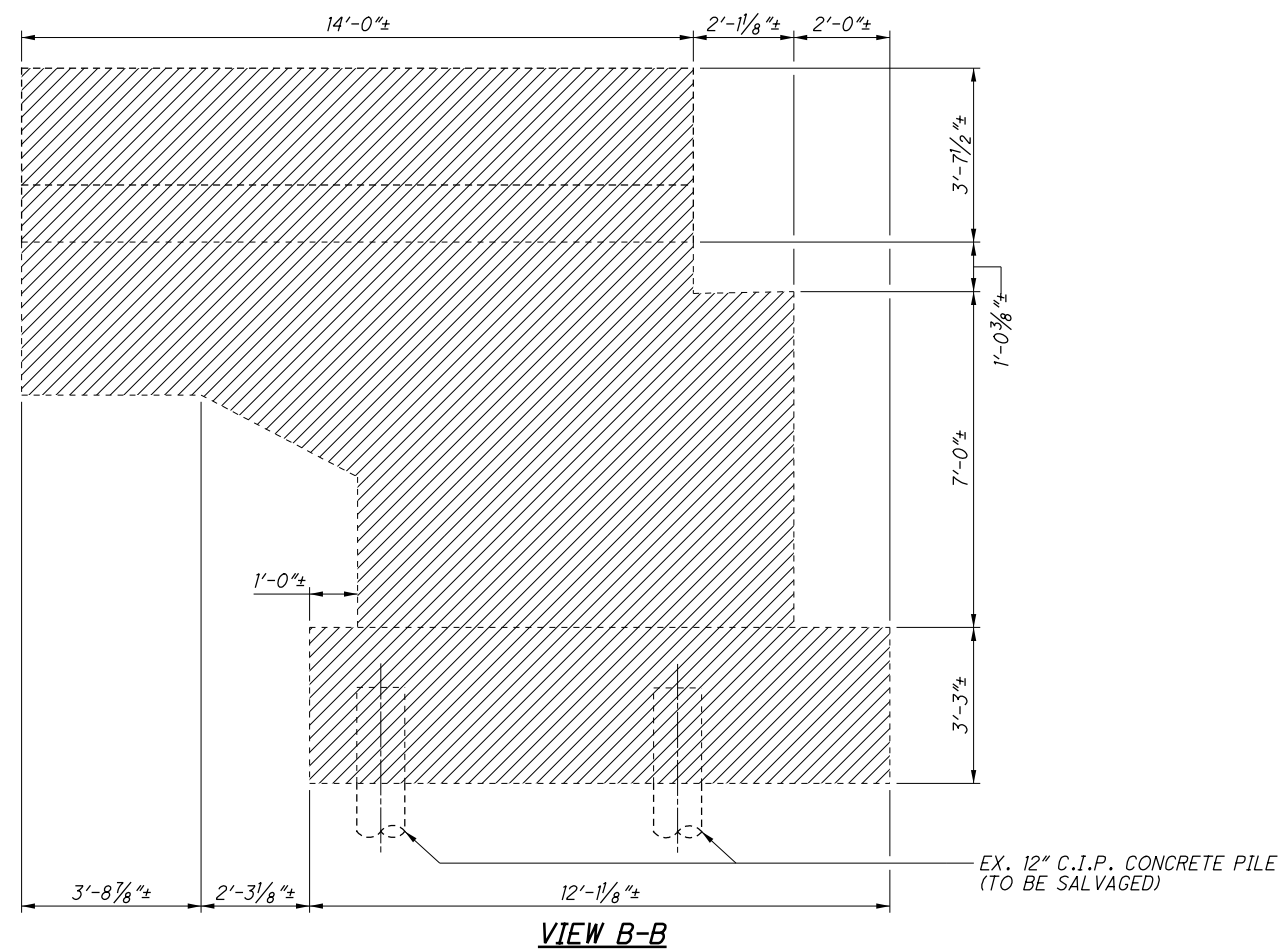
LEGEND:
 - INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

NOTES:
 1. FOR SECTION A-A AND VIEW C-C, SEE SHEET 17/57.
 2. ALL EXISTING PILES ARE TO BE SALVAGED.

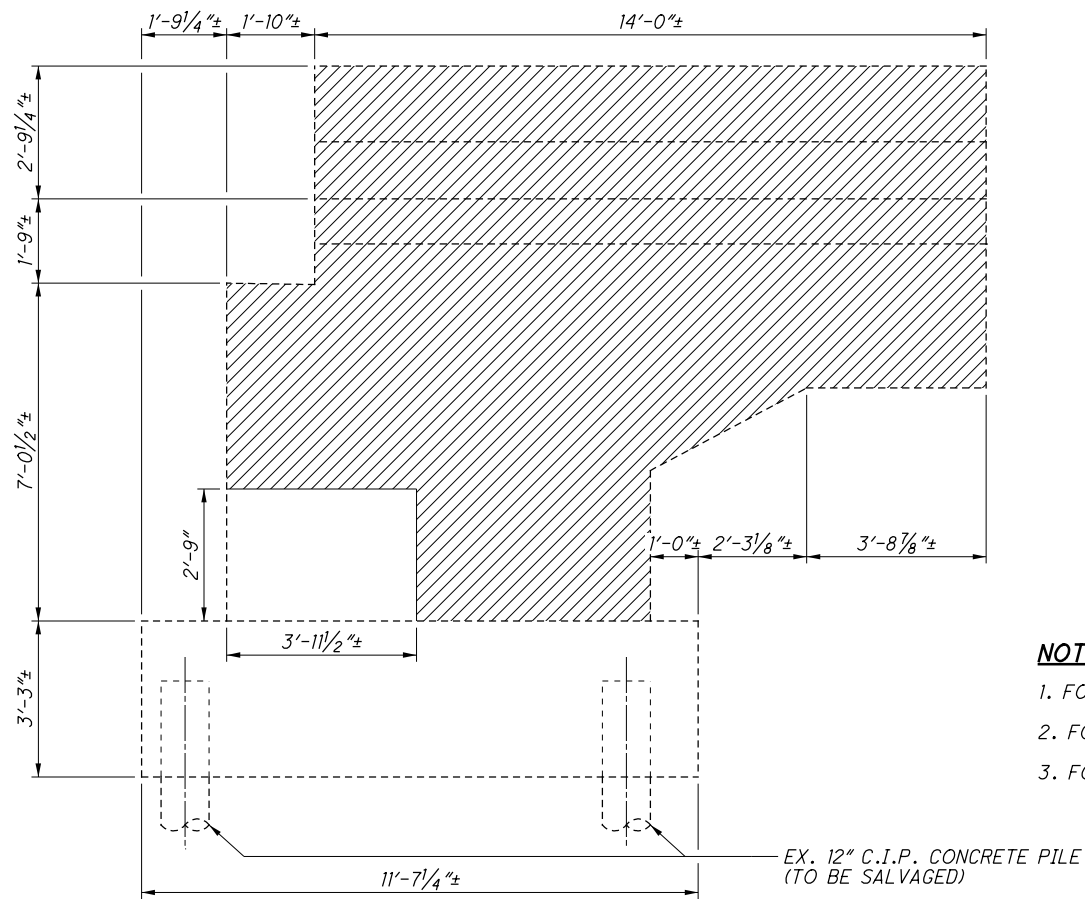
E.L. ROBINSON ENGINEERING	
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.e.lrobinsonengineering.com	
DESIGNED GMM	DATE 7/2017
CHECKED CJW	DFT STRUCTURE FILE NUMBER 5707080
REMOVED DETAILS - REAR ABUTMENT (2 OF 3)	
BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD	
MOT-75-(10.44)(10.78)	PID No. 91606
16 / 57	299 348



SECTION A-A



VIEW B-B



VIEW C-C

NOTES:

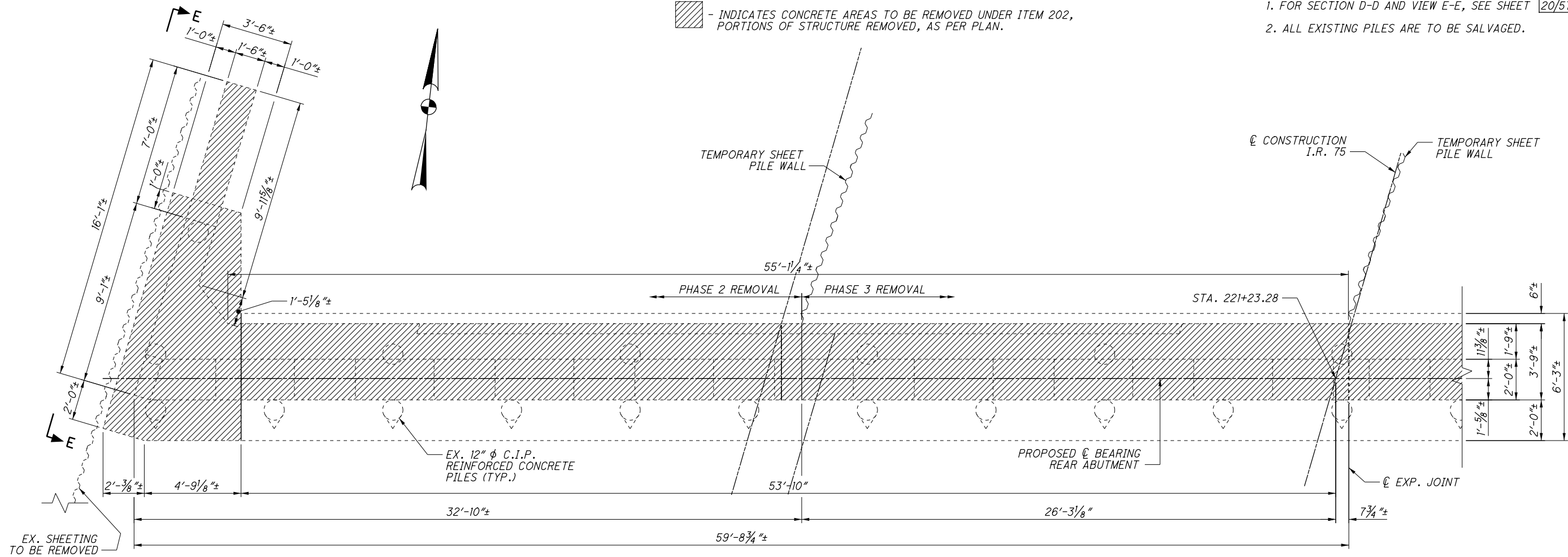
1. FOR LOCATION OF SECTION A-A, SEE SHEET 15/57 AND 16/57.
2. FOR LOCATION OF VIEW B-B, SEE SHEET 15/57.
3. FOR LOCATION OF VIEW C-C, SEE SHEET 16/57.

LEGEND:

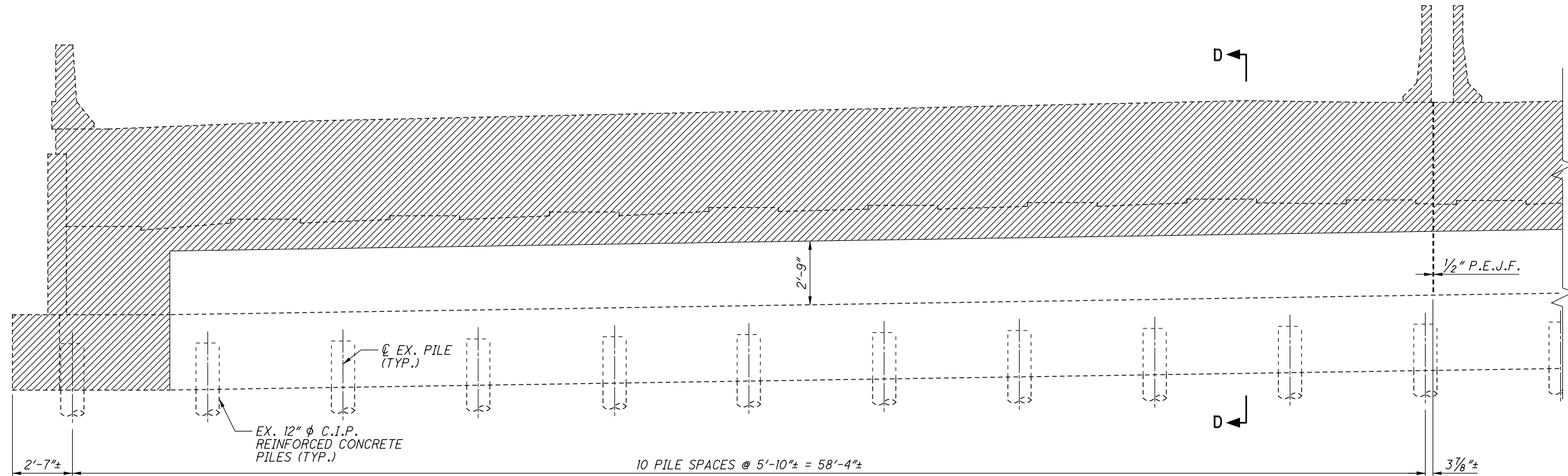
 - INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

NOTES:

1. FOR SECTION D-D AND VIEW E-E, SEE SHEET 20/57.
2. ALL EXISTING PILES ARE TO BE SALVAGED.



REMOVAL PLAN - NORTHWEST FORWARD ABUTMENT



REMOVAL ELEVATION - NORTHWEST FORWARD ABUTMENT

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DESIGNED	GMW	CHECKED	CJW
DRAWN	DTA/GMW	REVIEWED	
DATE	7/2017	STRUCTURE FILE NUMBER	5707080

REMOVAL DETAILS - FORWARD ABUTMENT (1 OF 3)
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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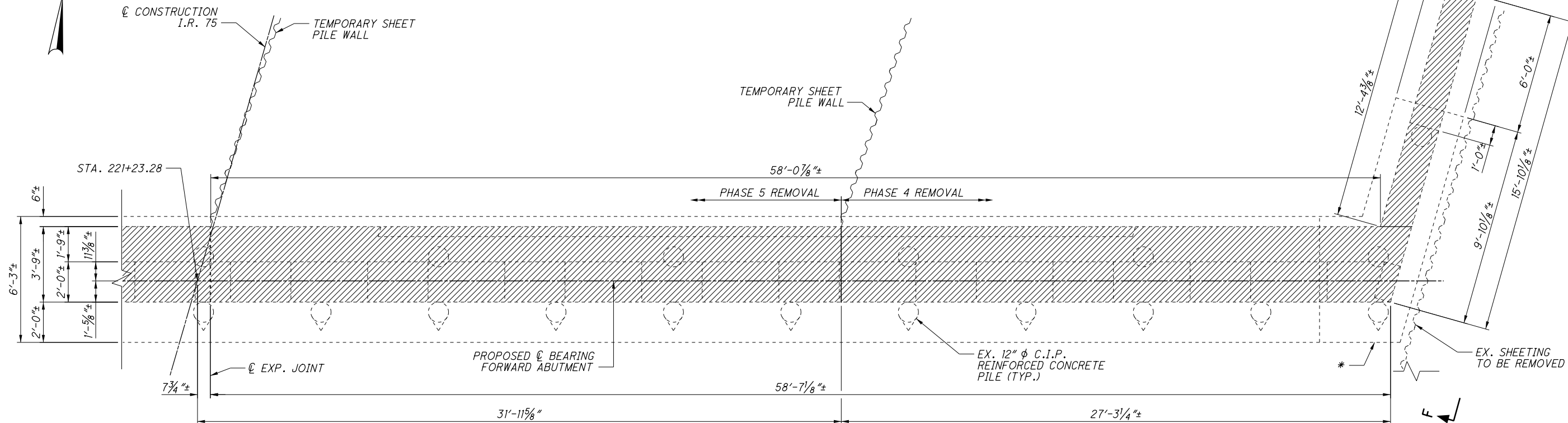


LEGEND:

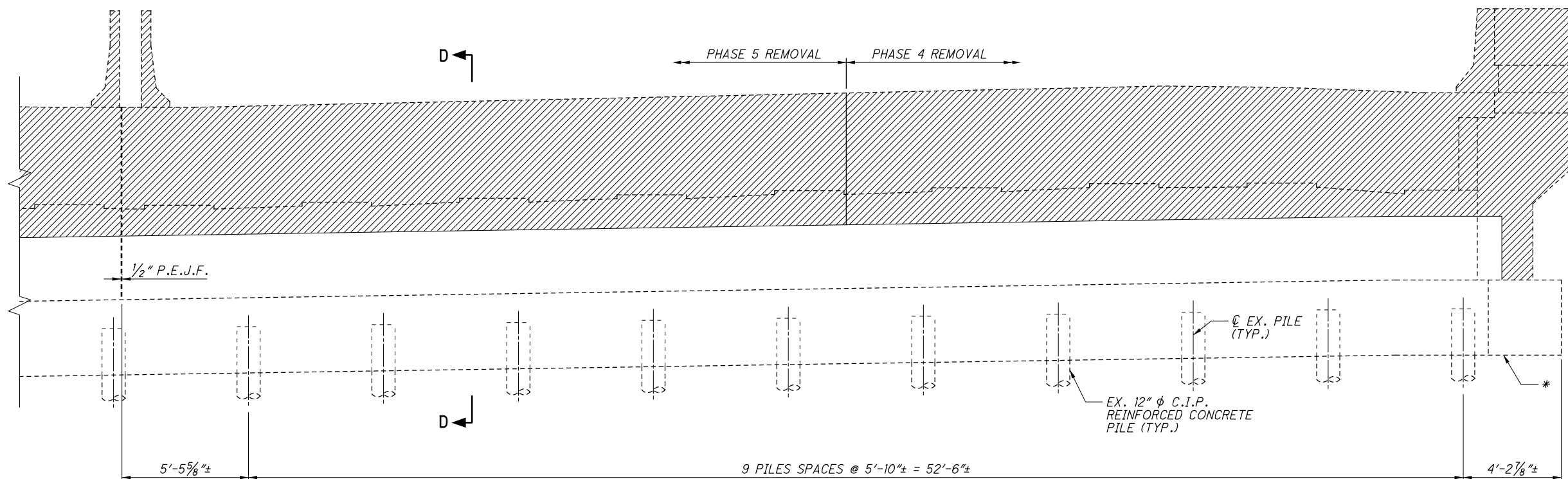
- INDICATES CONCRETE AREAS TO BE REMOVED UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.
- * - CONTRACTOR SHALL BE AWARE OF EXISTING SLOPE FAILURE AT THE EASTERN END OF THE ABUTMENT FOOTING.

NOTES:

1. FOR SECTION D-D AND VIEW F-F, SEE SHEET 20/57.
2. ALL EXISTING PILES ARE TO BE SALVAGED.

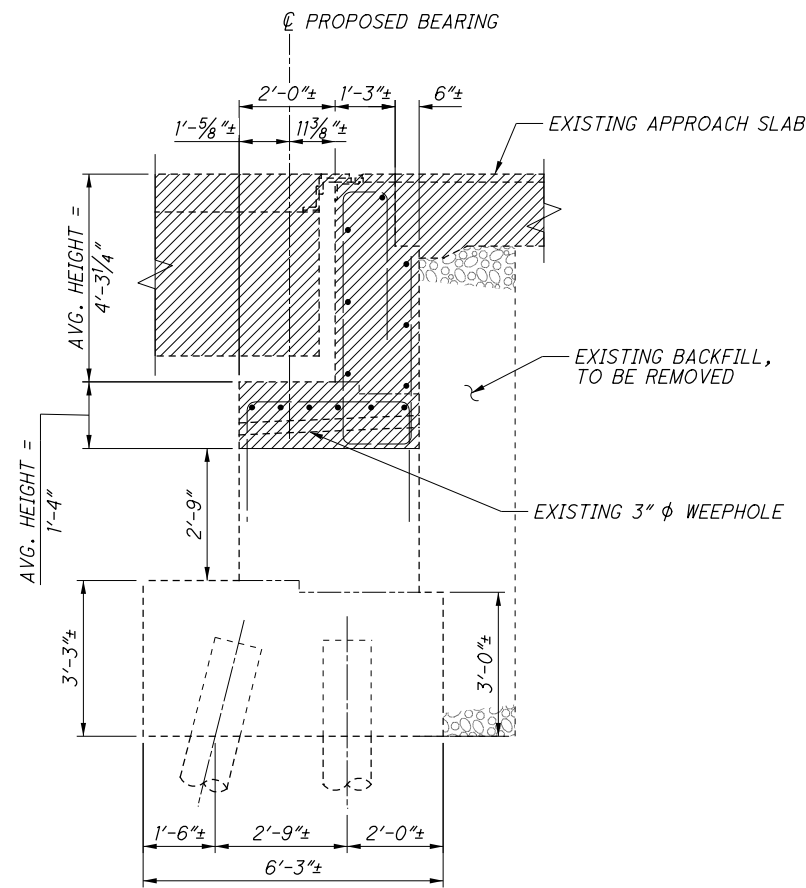


REMOVAL PLAN - NORTHEAST FORWARD ABUTMENT

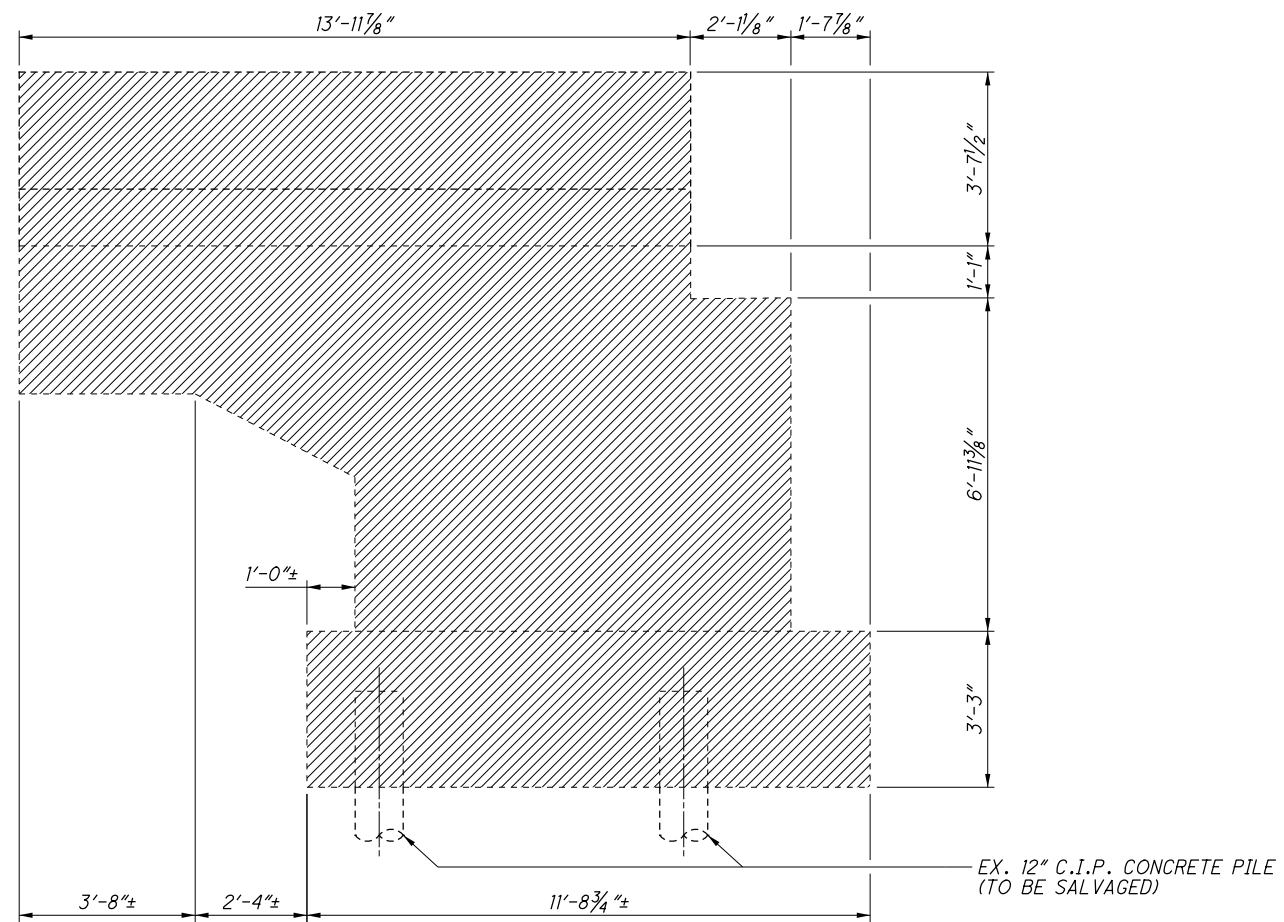


REMOVAL ELEVATION - NORTHEAST FORWARD ABUTMENT

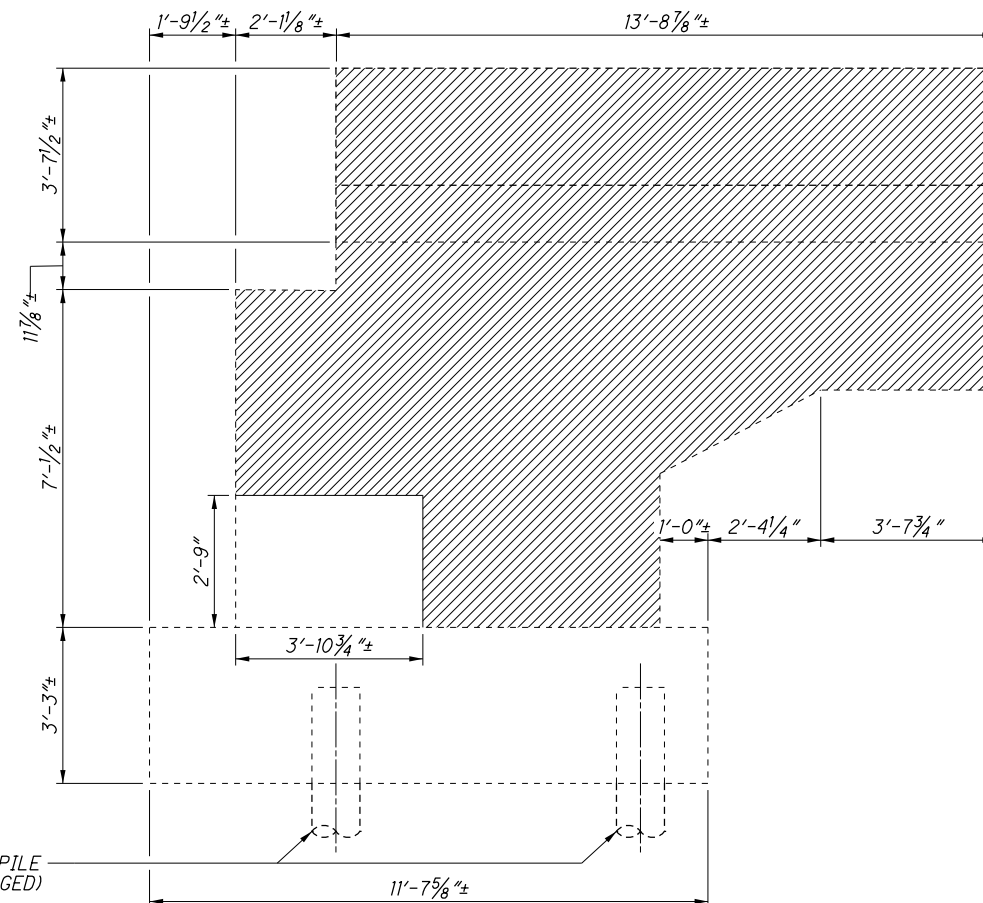
E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.e-robinsonengineering.com	
DESIGNED GMM	DATE 7/2017
CHECKED CJW	STRUCTURE FILE NUMBER 5707080
DRAWN DTA/GMW	REVIEWED DFT
REMOVAL DETAILS - FORWARD ABUTMENT (2 OF 3)	
BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD	
MOT-75-(10.44)(10.78)	PID No. 91606
19 / 57	
302 348	



SECTION D-D



VIEW E-E



VIEW F-F

NOTES:

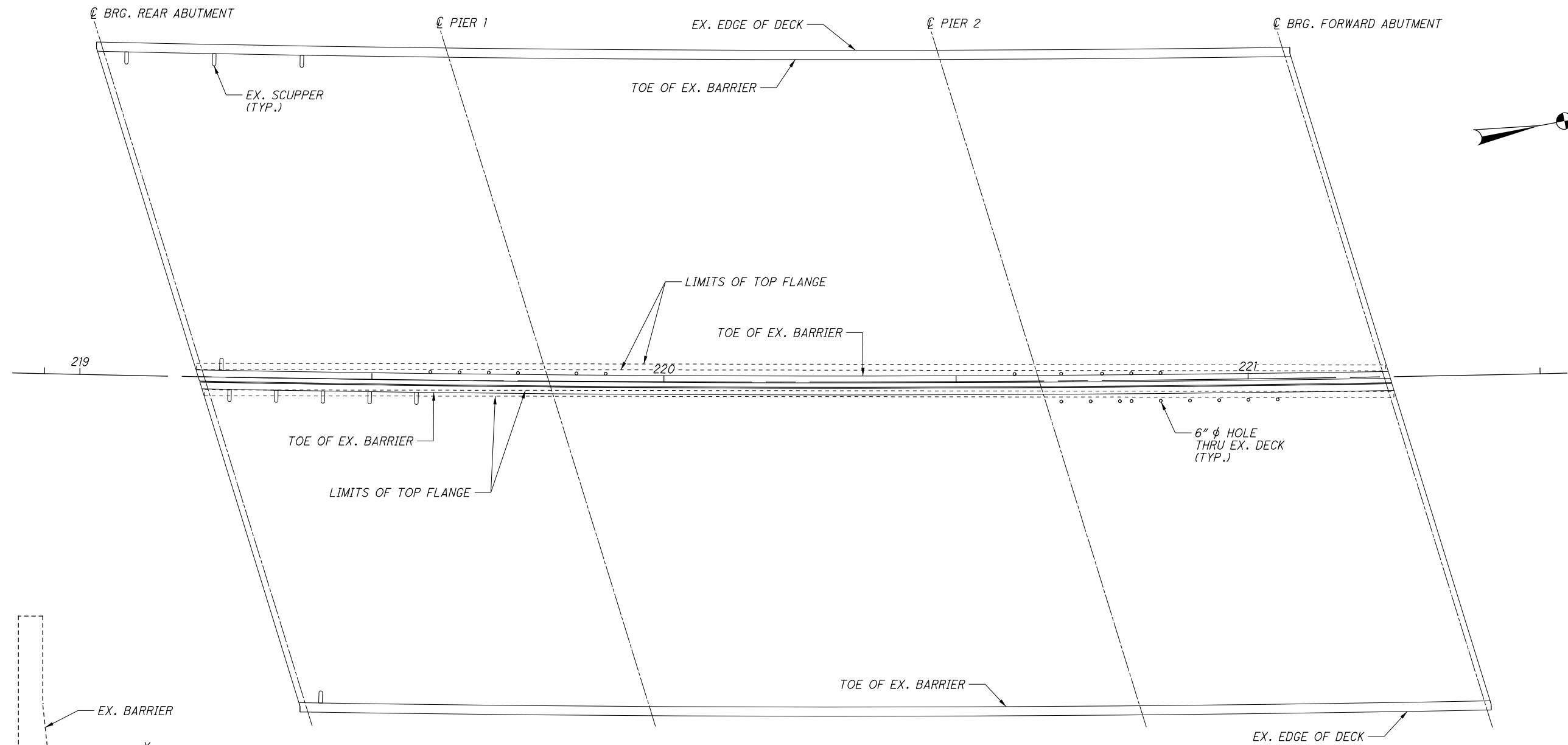
1. FOR LOCATION OF SECTION D-D, SEE SHEET 18/57 AND 19/57.
2. FOR LOCATION OF VIEW E-E, SEE SHEET 18/57.
3. FOR LOCATION OF VIEW F-F, SEE SHEET 19/57.

DESIGNED	GMW	CHECKED	CJW
DRAWN	DTA/GMW	REVIEWED	
REVIEWED	DFT	DATE	7/2017
STRUCTURE FILE NUMBER	5707080		

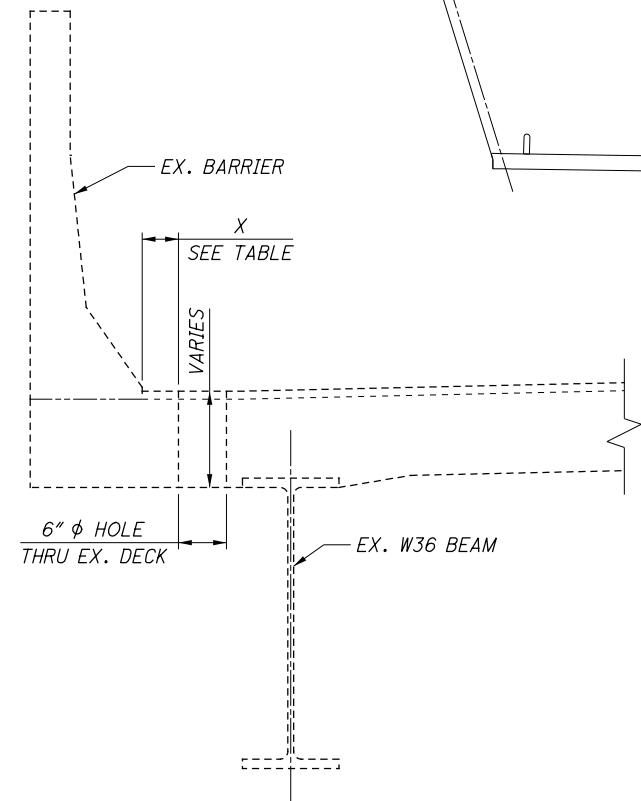
REMOVAL DETAILS - FORWARD ABUTMENT (3 OF 3)
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

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PLAN - DRAINAGE HOLES THRU EXISTING DECK



TYPICAL HOLE DETAIL

LEFT BRIDGE - INTERIOR SHOULDER		
STATION	FEATURE	X (FT)
220+85	HOLE	0.00
220+80	HOLE	0.00
220+75	HOLE	0.00
220+68	HOLE	0.00
220+60	HOLE	0.00
219+90	HOLE	0.00
219+85	HOLE	0.00
219+75	HOLE	0.00
219+70	HOLE	0.00
219+65	HOLE	0.00
219+60	HOLE	0.00
219+24	EX. SCUPPER	0.00

RIGHT BRIDGE - INTERIOR SHOULDER		
STATION	FEATURE	X (FT)
221+05	HOLE	1.00
221+00	HOLE	1.00
220+95	HOLE	1.00
220+90	HOLE	1.00
220+85	HOLE	1.00
220+80	HOLE	1.00
220+78	HOLE	1.00
220+73	HOLE	1.00
220+68	HOLE	1.00
219+58	EX. SCUPPER	0.00
219+50	EX. SCUPPER	0.00
219+42	EX. SCUPPER	0.00
219+34	EX. SCUPPER	0.00
219+25	EX. SCUPPER	0.00

NOTES:

1. CONTRACTOR SHALL VERIFY EXISTING BEAM POSITION PRIOR TO DRILLING NEW HOLES.
2. ALL HOLES THROUGH THE EXISTING DECK SHALL BE DRILLED DURING PHASE 1. THE CONTRACTOR SHALL ADHERE TO ODOT STANDARD DRAWING MT-95.30 REQUIREMENTS FOR LANE CLOSURE. HOLES SHALL BE PAID FOR UNDER ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

HOLES THROUGH EXISTING DECK

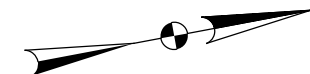
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)

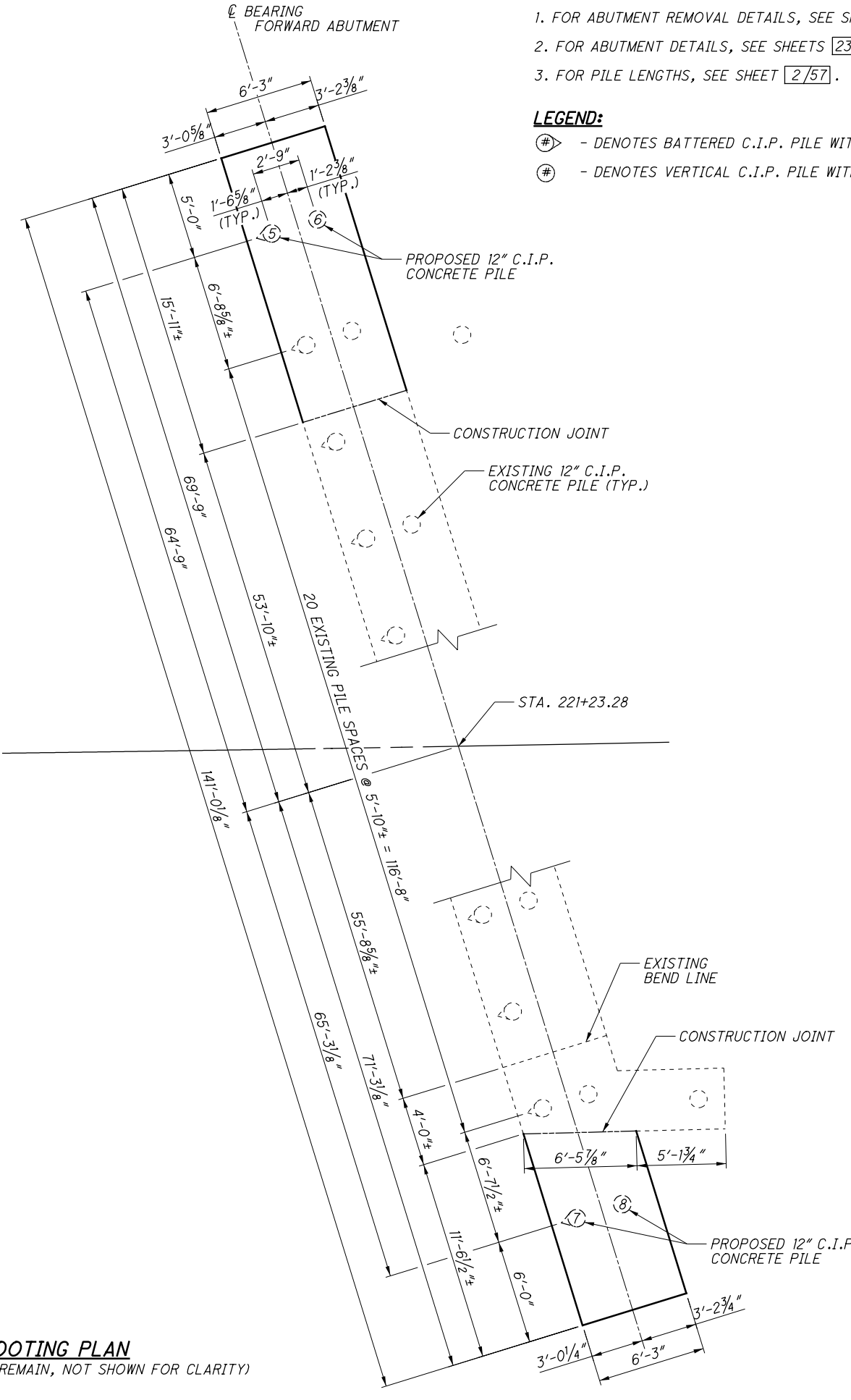
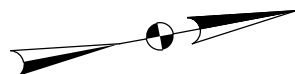
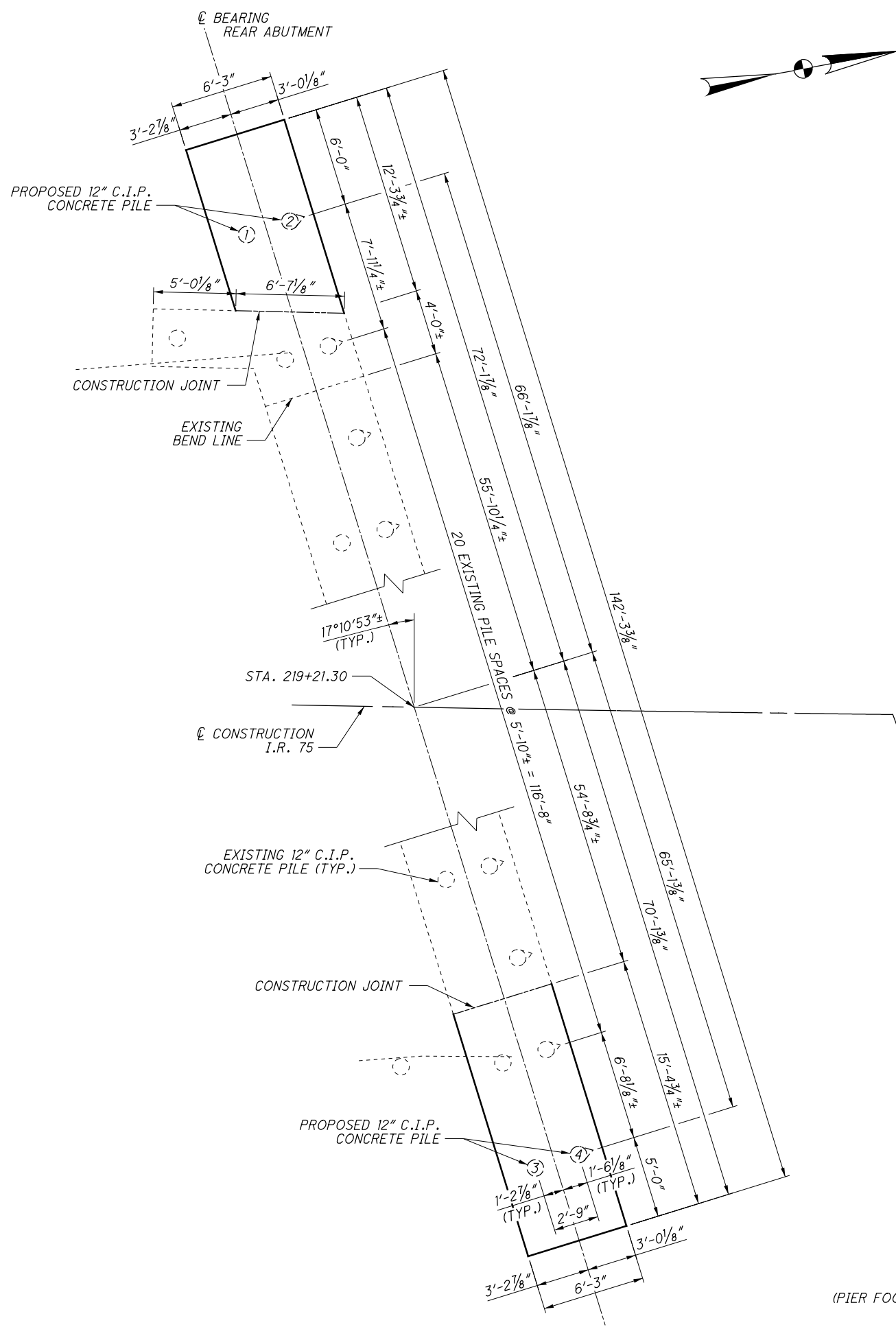
PID No. 91606

21/57

304
348



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FOOTING PLAN
(PIER FOOTINGS TO REMAIN, NOT SHOWN FOR CLARITY)

NOTES:

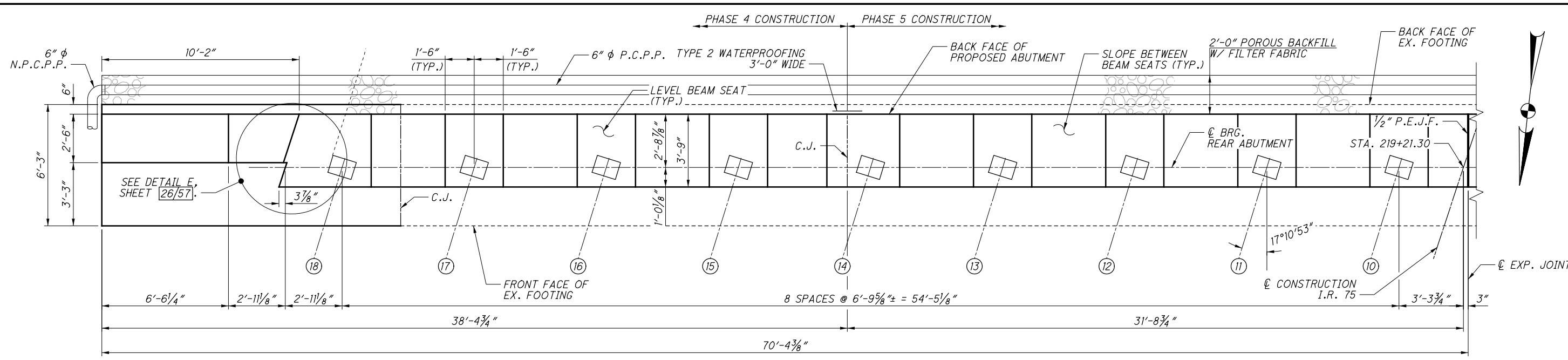
1. FOR ABUTMENT REMOVAL DETAILS, SEE SHEETS 15/57 THRU 20/57 .
2. FOR ABUTMENT DETAILS, SEE SHEETS 23/57 THRU 30/57 .
3. FOR PILE LENGTHS, SEE SHEET 2/57 .

LEGEND:

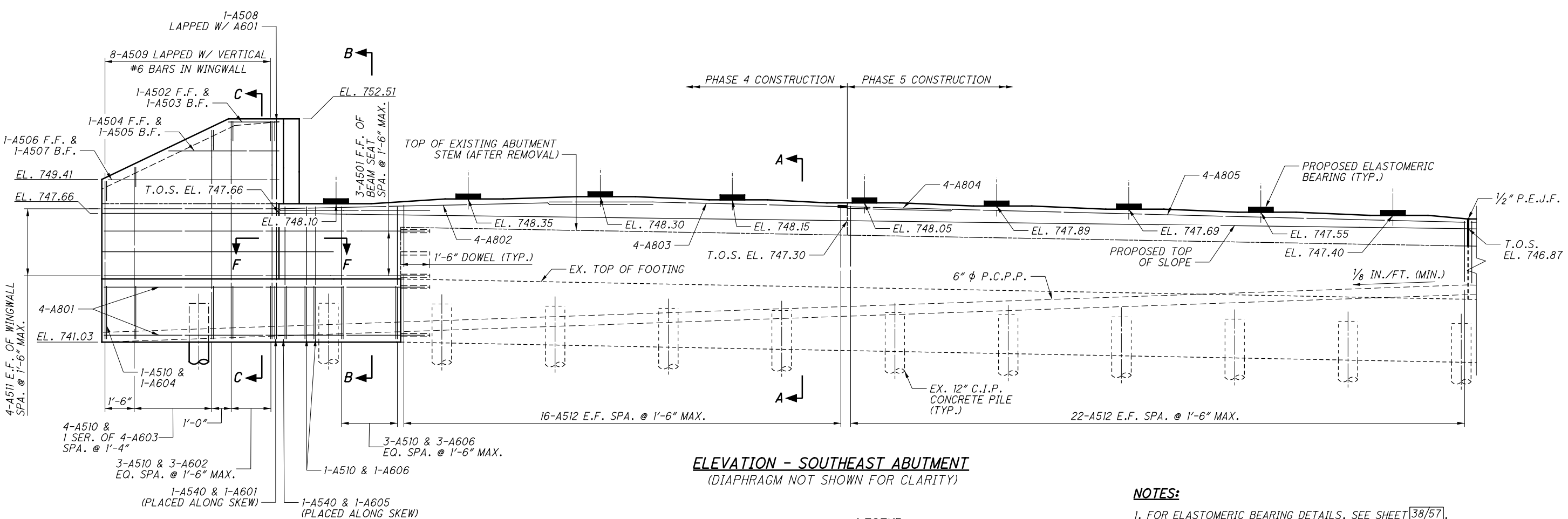
- ⊕ - DENOTES BATTERED C.I.P. PILE WITH PILE NUMBER
- ⊙ - DENOTES VERTICAL C.I.P. PILE WITH PILE NUMBER

		DATE	7/2017
		REVIEWED	DFT
DRAWN	GMW/FIB	STRUCTURE FILE NUMBER	5707080
DESIGNED	GMW	CHECKED	CJW
FOOTING PLAN BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD			
MOT-75-(10.44)(10.78)		PID No. 91606	
22 / 57		305 348	

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PLAN - SOUTHEAST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)



ELEVATION - SOUTHEAST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)

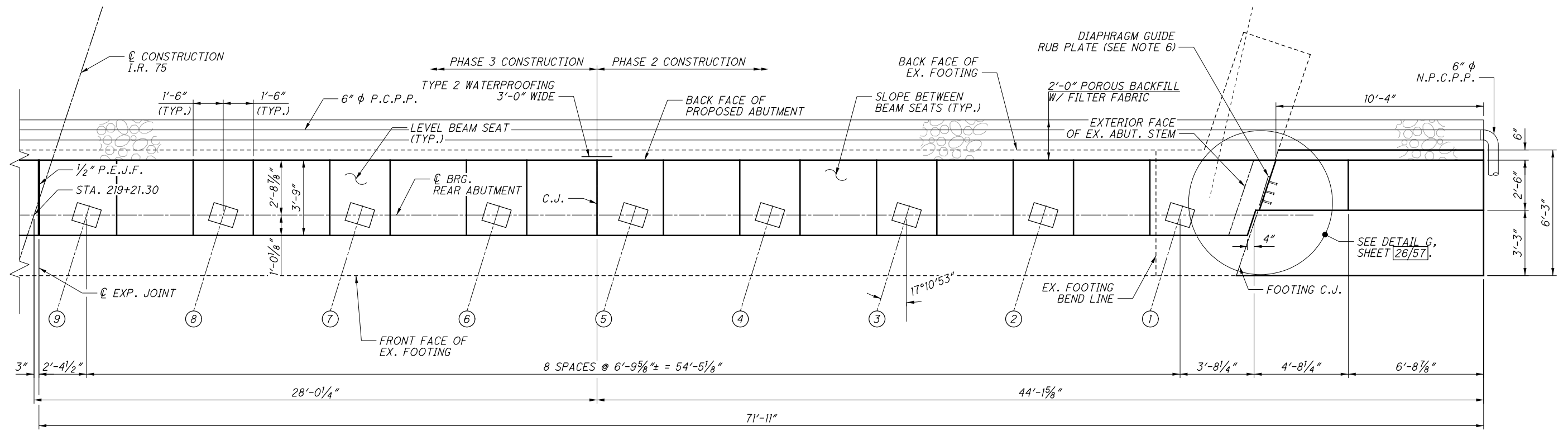
LEGEND:
- BEAM LINE DESIGNATION

LAP LENGTHS	
NO. 5 BARS	2'-4" MIN.
NO. 8 BARS	5'-4" MIN.

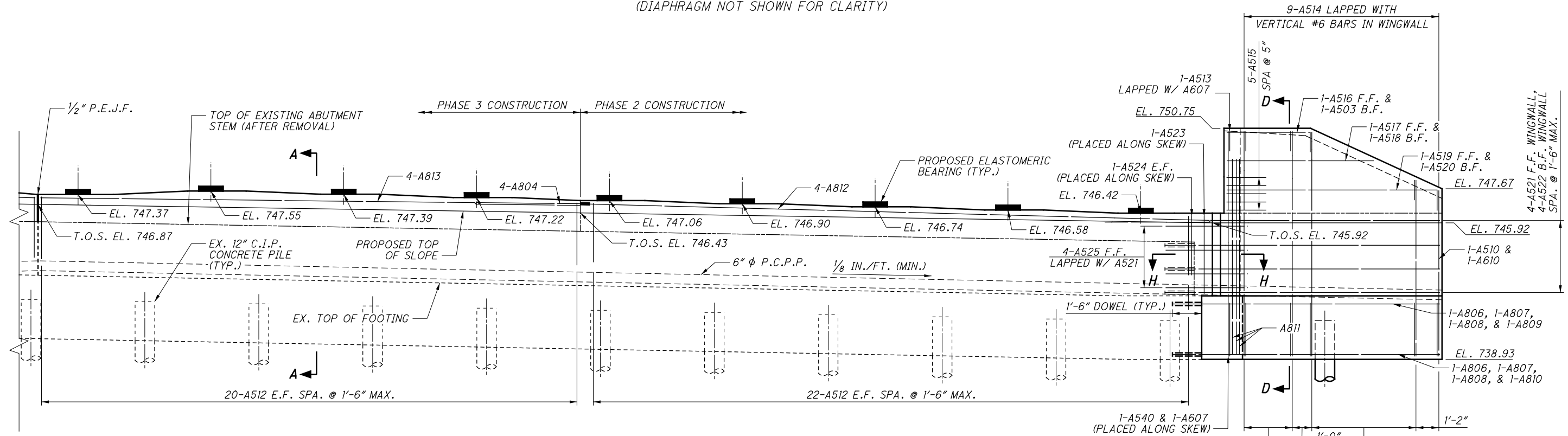
- NOTES:**
- FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [38/57](#).
 - FOR SECTION A-A, SECTION B-B AND SECTION C-C, SEE SHEET [25/57](#).
 - FOR DETAIL E AND SECTION F-F, SEE SHEET [26/57](#).
 - FOR FOOTING PLAN, SEE SHEET [22/57](#).
 - FOR SEMI-INTEGRAL DIAPHRAGM DETAILS, SEE SHEET [39/57](#).

E.L. ROBINSON ENGINEERING 1801 Watermark Drive, Suite 310 - Columbus, Ohio 43215 www.e-robinsonengineering.com	
DATE	7/2017
REVIEWED	DFT
DRAWN	GMM
DESIGNED	GMM
CHECKED	CJW
REVISED	
STRUCTURE FILE NUMBER	5707080
REAR ABUTMENT DETAILS (1 OF 4) BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD	
MOT-75-(10.44)(10.78) PID No. 91606	
23 / 57	
<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;"> 306 348 </div>	

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PLAN - SOUTHWEST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)



ELEVATION - SOUTHWEST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)

LEGEND:
⊕ - BEAM LINE DESIGNATION

LAP LENGTHS	
NO. 5 BARS	2'-4" MIN.
NO. 8 BARS	5'-4" MIN.

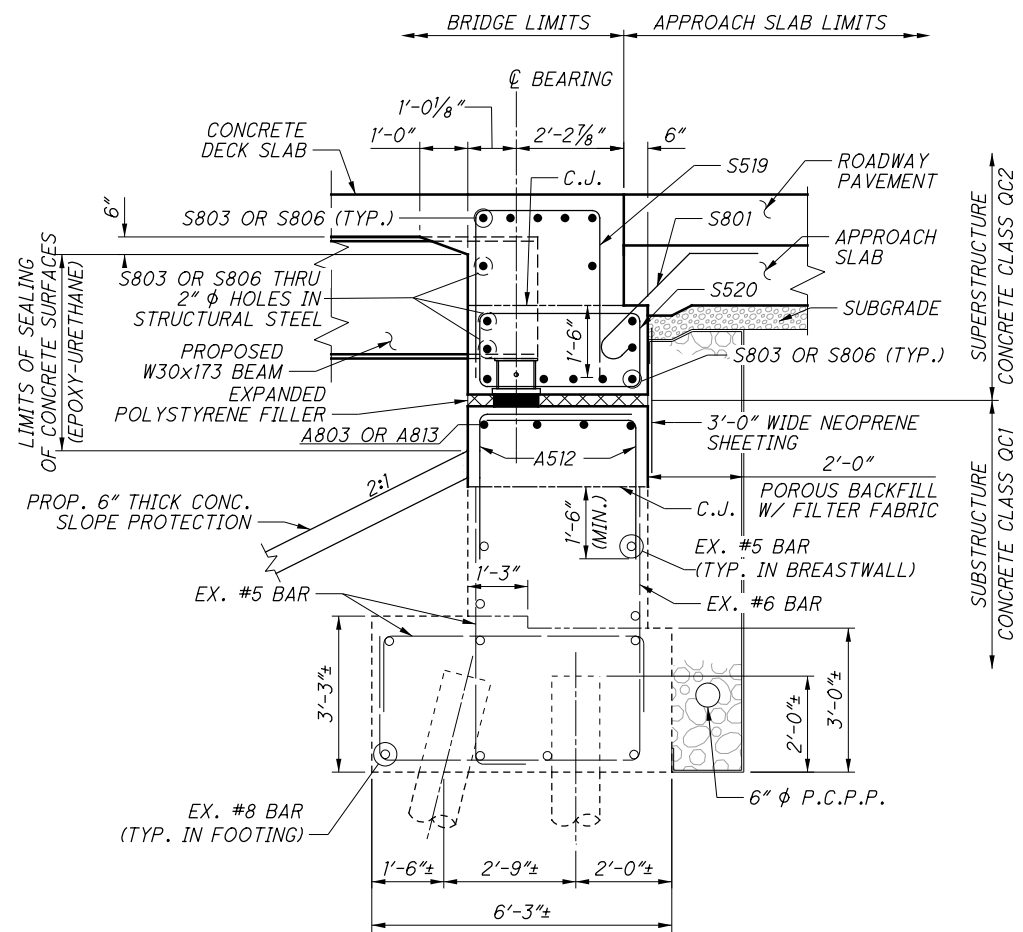
- NOTES:**
1. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [38/57](#).
 2. FOR SECTION A-A AND SECTION D-D, SEE SHEET [25/57](#).
 3. FOR DETAIL G AND SECTION H-H, SEE SHEET [26/57](#).
 4. FOR FOOTING PLAN, SEE SHEET [22/57](#).
 5. FOR SEMI-INTEGRAL DIAPHRAGM DETAILS, SEE SHEET [40/57](#).
 6. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET [43/57](#).

DATE	7/2017
REVIEWED	DFT
DESIGNED	GMW
CHECKED	CJW
DRAWN	GMW
REVISED	
STRUCTURE FILE NUMBER	5707080

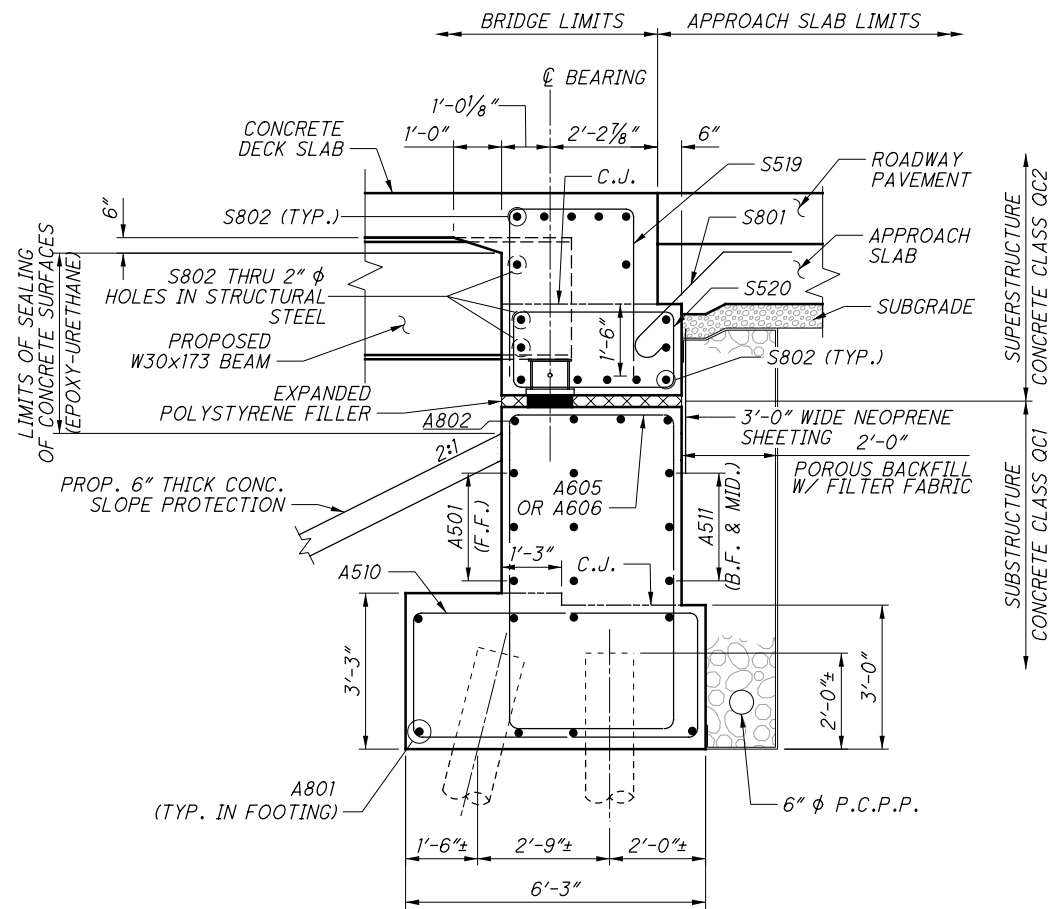
REAR ABUTMENT DETAILS (2 OF 4)
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

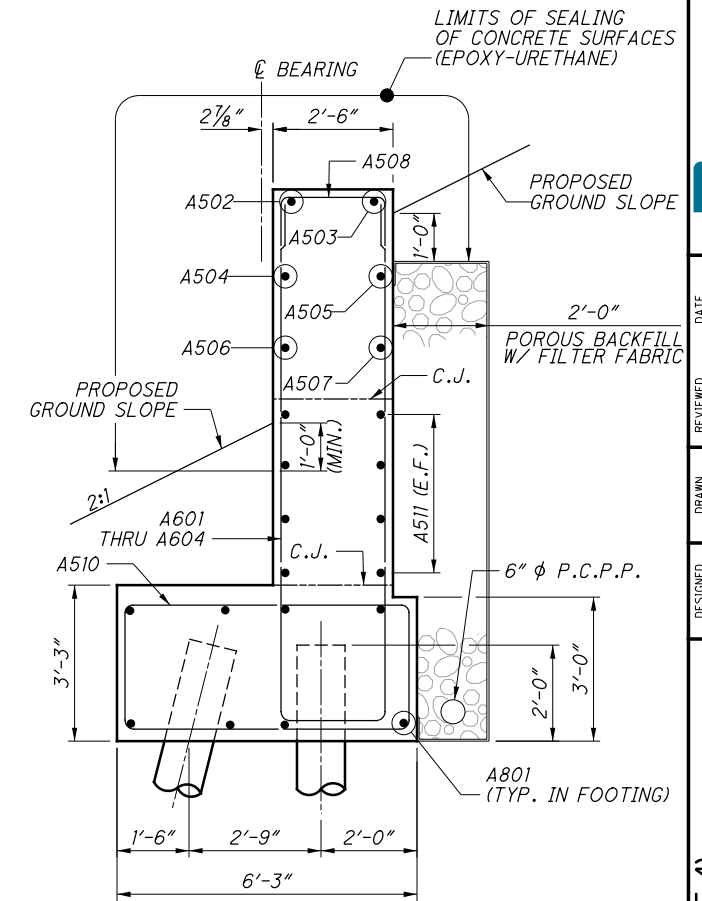
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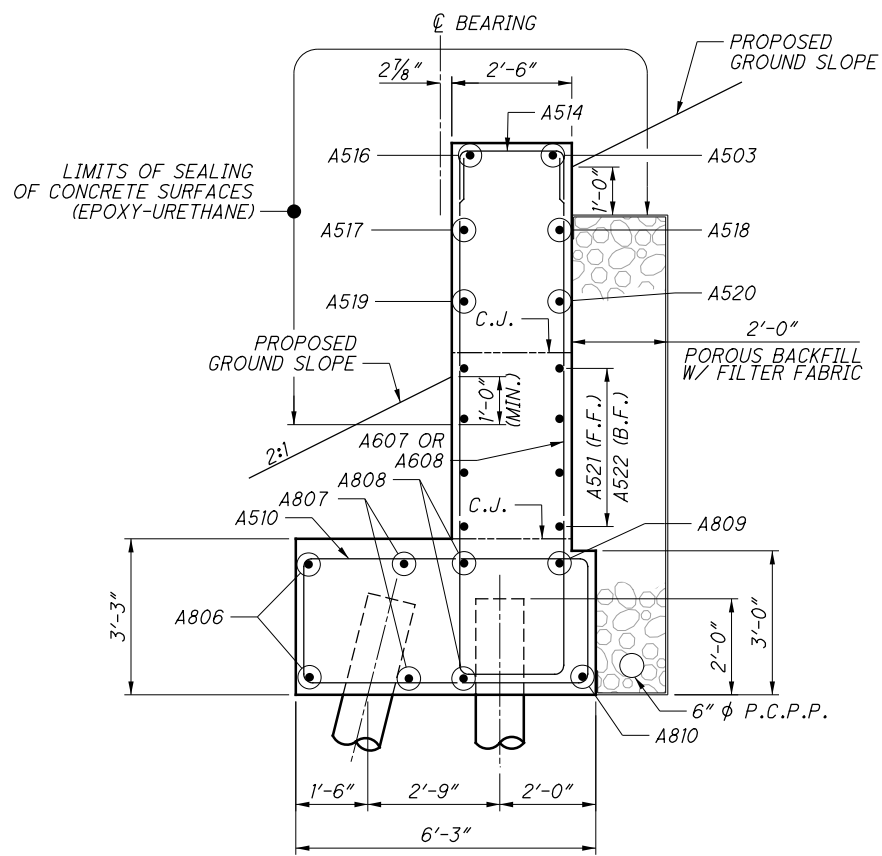
SECTION A-A



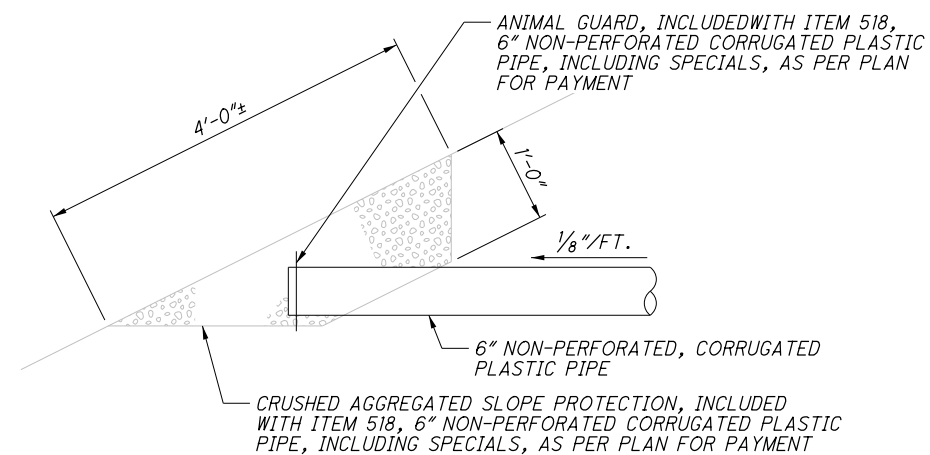
SECTION B-B



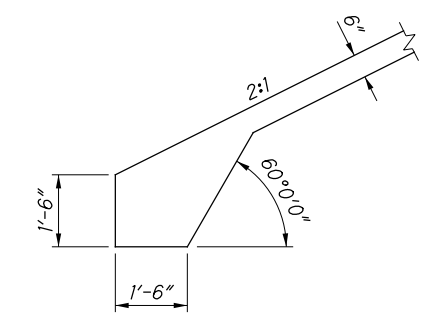
SECTION C-C



SECTION D-D



TERMINATION OF 6" N.P.C.P.P. DETAIL



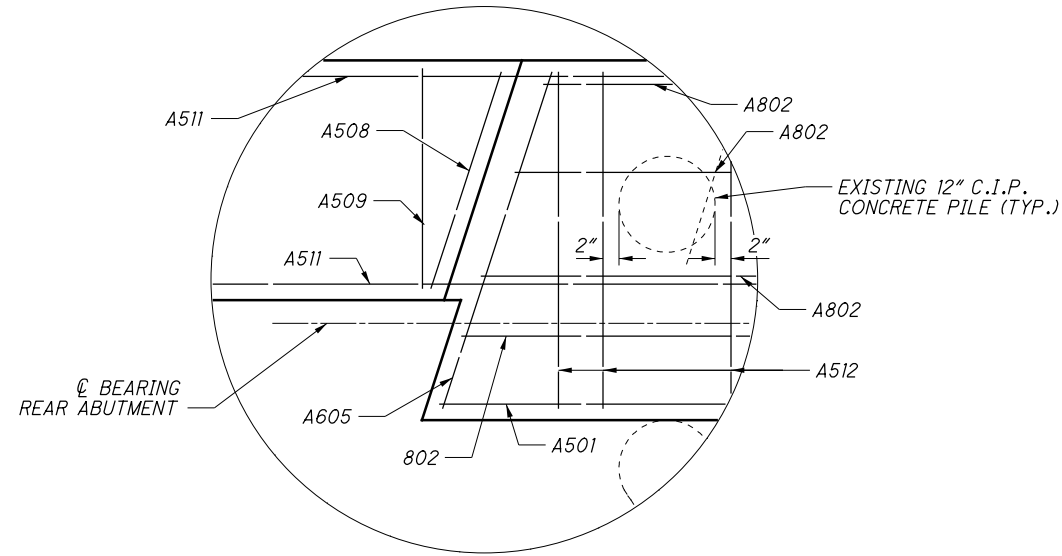
TOE OF CONCRETE SLOPE PROTECTION

NOTES:

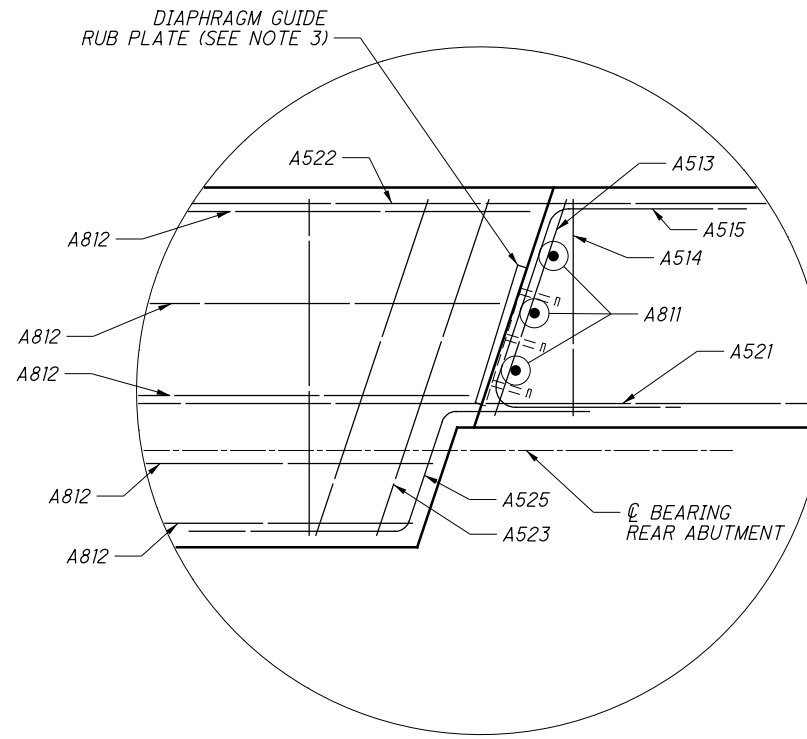
1. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [38/57].
2. FOR LOCATION OF SECTION A-A, SEE SHEET [23/57] AND [24/57].
3. FOR LOCATION OF SECTION B-B AND C-C, SEE SHEET [23/57].
4. FOR LOCATION OF SECTION D-D, SEE SHEET [24/57].
5. PAYMENT FOR THE TOE OF ABUTMENT SLOPE IS INCLUDED WITH ITEM 601 - CONCRETE SLOPE PROTECTION.

E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com	DATE	7/2017
	REVIEWED	DFT
DESIGNED	GMW	CJW
CHECKED	GMW	CJW
DRAWN	GMW	REVISED
STRUCTURE FILE NUMBER	5707080	
REAR ABUTMENT DETAILS (3 OF 4) BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD		
MOT-75-(10.44)(10.78) PID No. 91606		
25 / 57		
308 348		

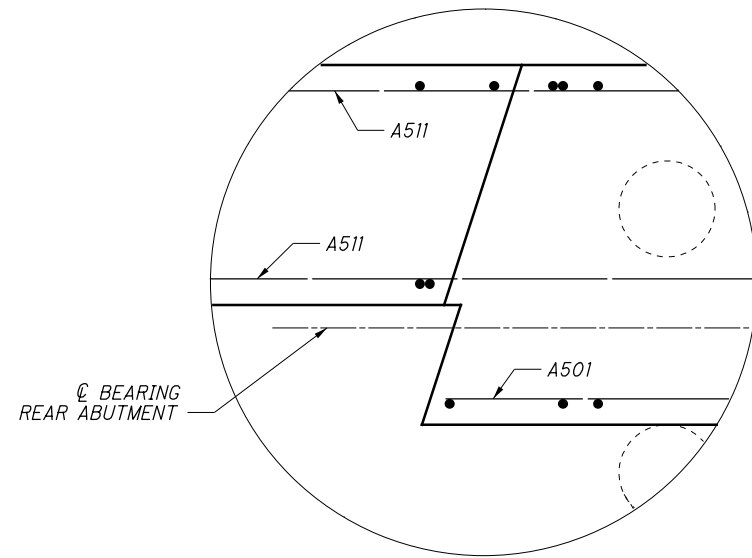
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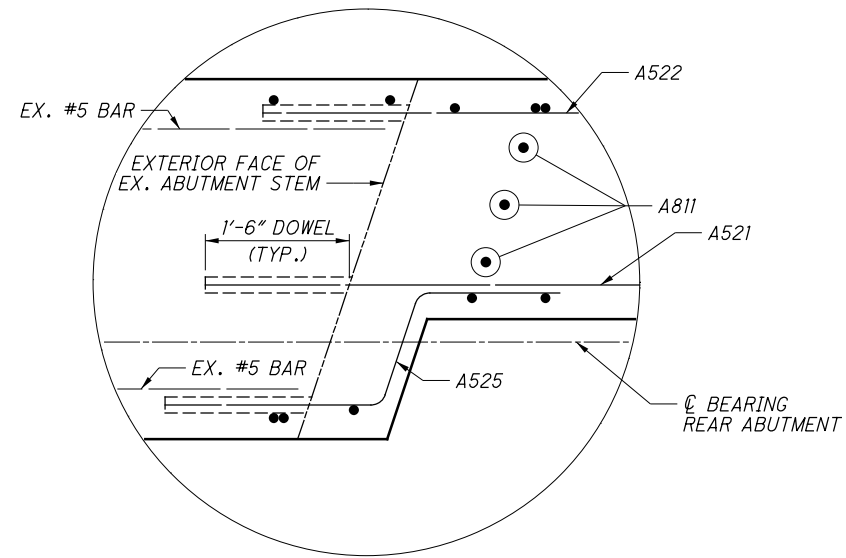
DETAIL E



DETAIL G



SECTION F-F



SECTION H-H

NOTES:

1. FOR THE LOCATION OF DETAIL E AND SECTION F-F, SEE SHEET [23/57](#).
2. FOR THE LOCATION OF DETAIL G AND SECTION H-H, SEE SHEET [24/57](#).
3. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET [43/57](#).

REAR ABUTMENT DETAILS (4 OF 4)

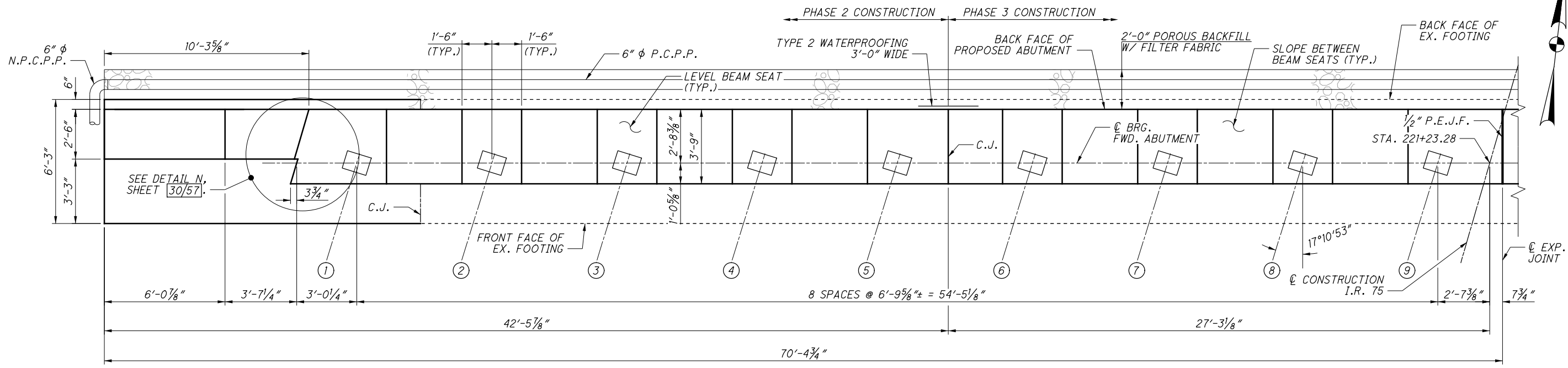
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

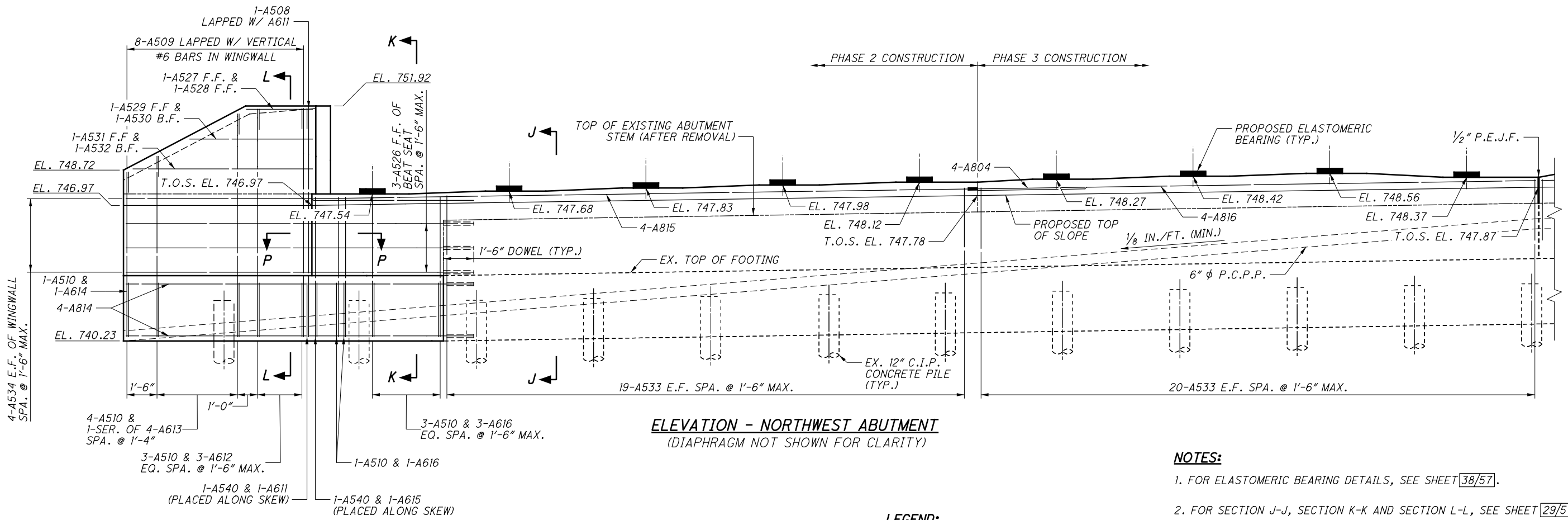
26/57

309
348

DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		



PLAN - NORTHWEST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)



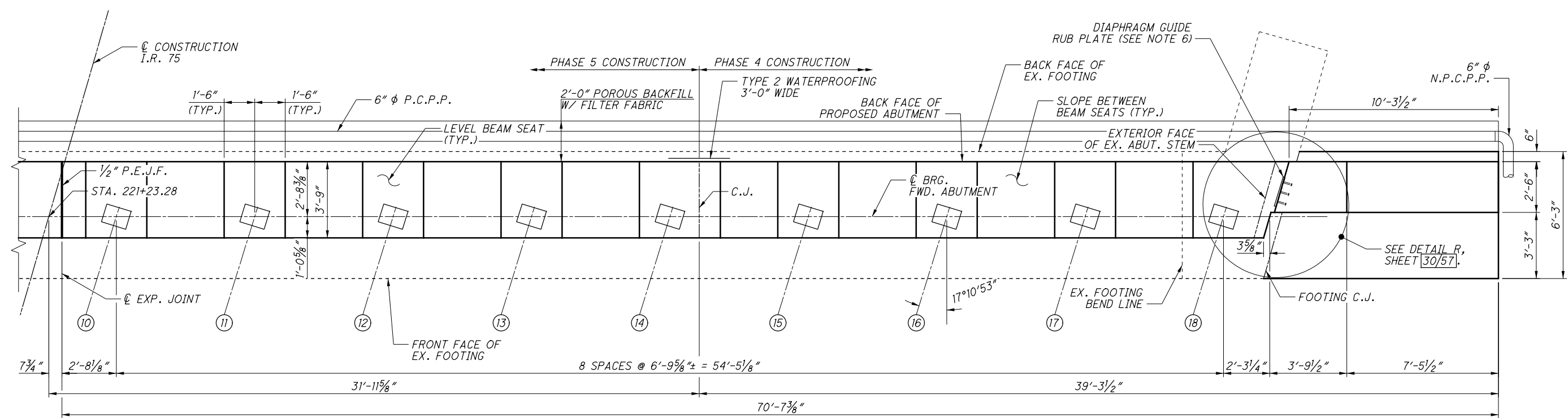
ELEVATION - NORTHWEST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)

- NOTES:**
- FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [38/57](#).
 - FOR SECTION J-J, SECTION K-K AND SECTION L-L, SEE SHEET [29/57](#).
 - FOR DETAIL N AND SECTION P-P, SEE SHEET [30/57](#).
 - FOR FOOTING PLAN, SEE SHEET [22/57](#).
 - FOR SEMI-INTEGRAL DIAPHRAGM DETAILS, SEE SHEET [41/57](#).

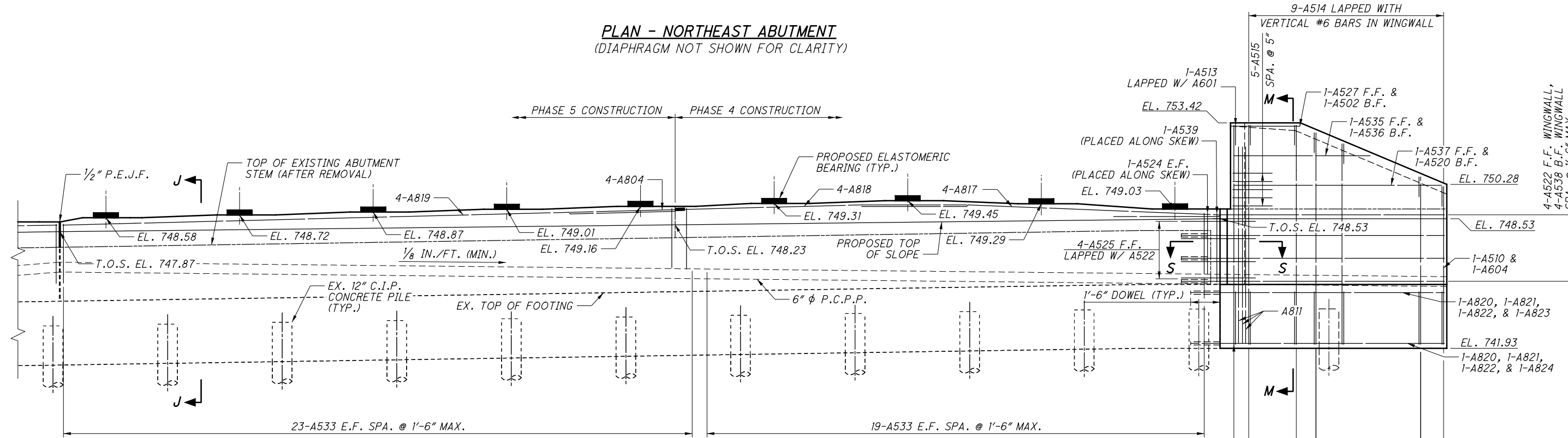
LEGEND:
- BEAM LINE DESIGNATION

LAP LENGTHS	
NO. 5 BARS	2'-4" MIN.
NO. 8 BARS	5'-4" MIN.

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PLAN - NORTHEAST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)



ELEVATION - NORTHEAST ABUTMENT
(DIAPHRAGM NOT SHOWN FOR CLARITY)

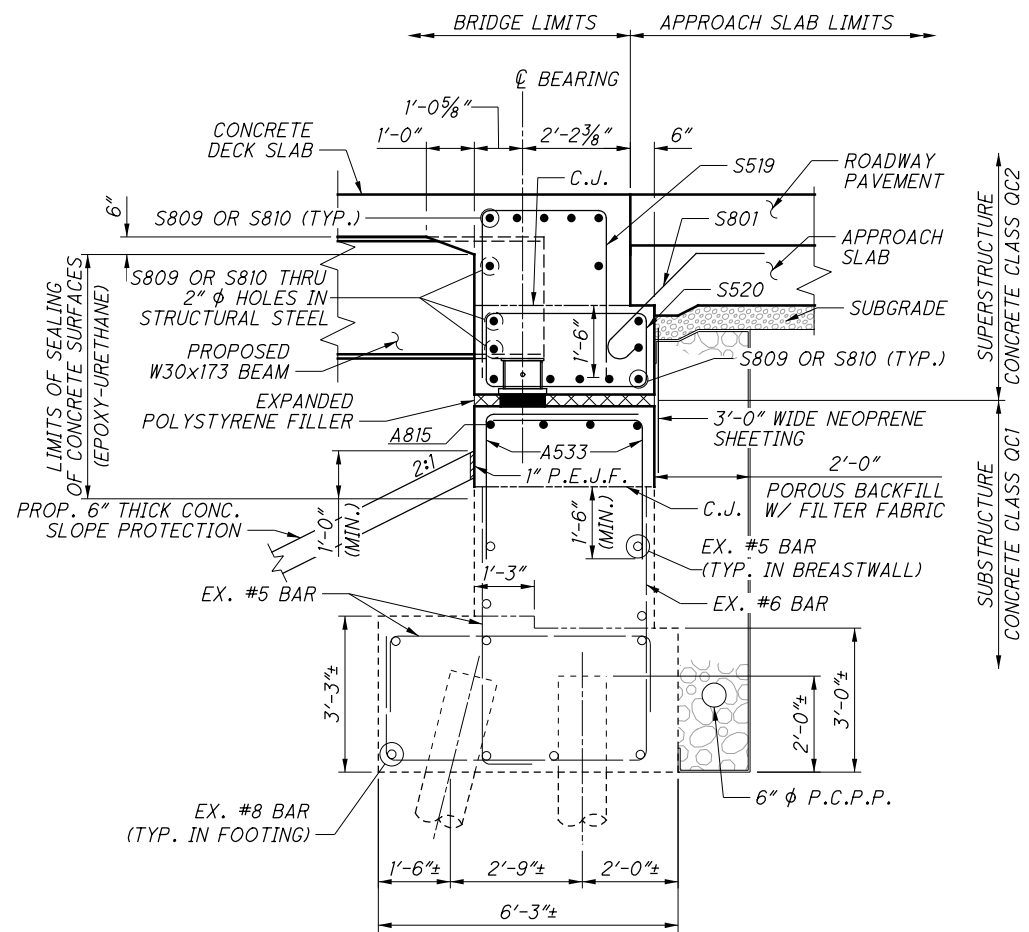
LEGEND:
⊕ - BEAM LINE DESIGNATION

LAP LENGTHS	
NO. 5 BARS	2'-4" MIN.
NO. 8 BARS	5'-4" MIN.

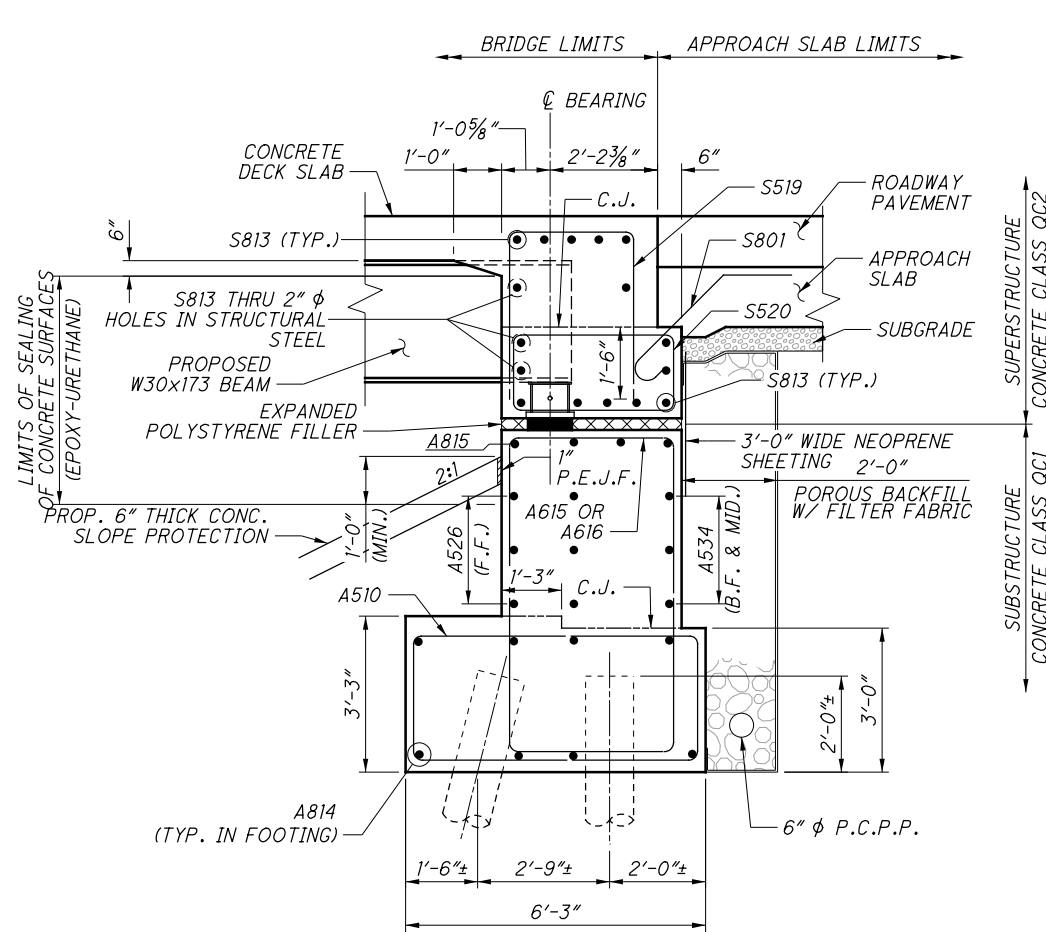
- NOTES:**
1. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [38/57].
 2. FOR SECTION J-J AND SECTION M-M, SEE SHEET [29/57].
 3. FOR DETAIL R AND SECTION S-S, SEE SHEET [30/57].
 4. FOR FOOTING PLAN, SEE SHEET [22/57].
 5. FOR SEMI-INTEGRAL DIAPHRAGM DETAILS, SEE SHEET [42/57].
 6. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET [43/57].

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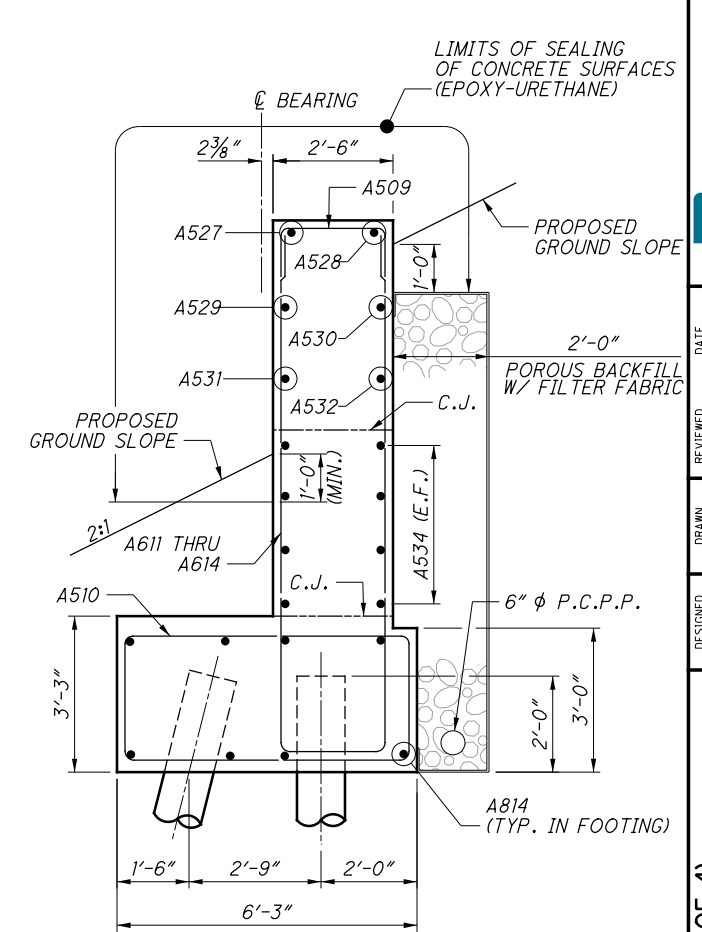
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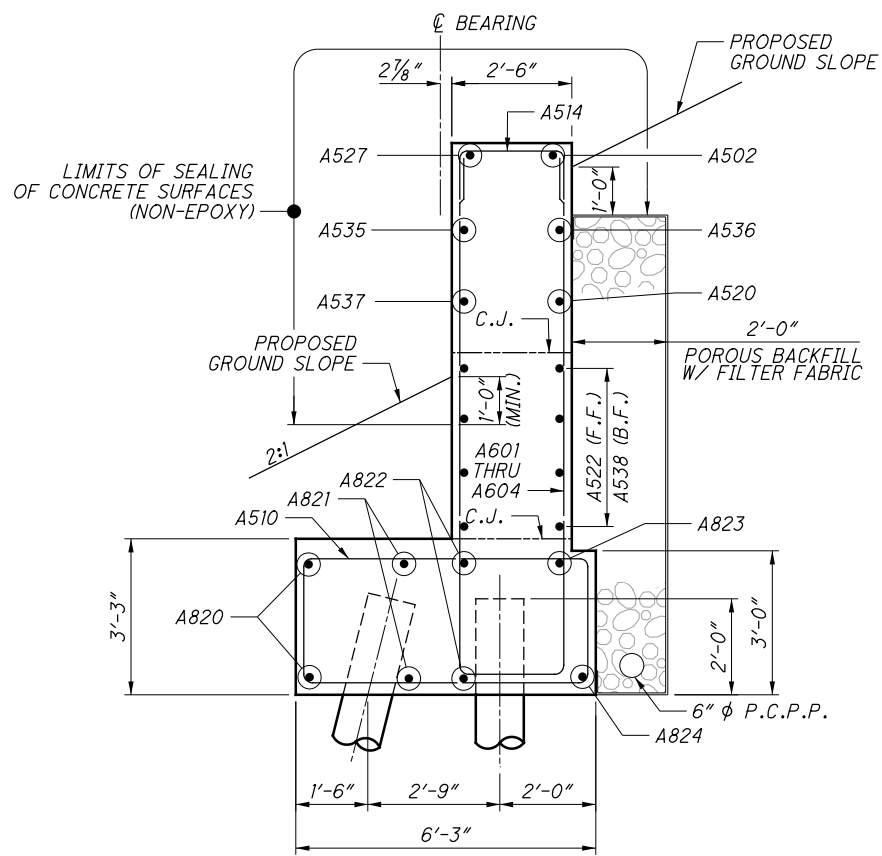
SECTION J-J



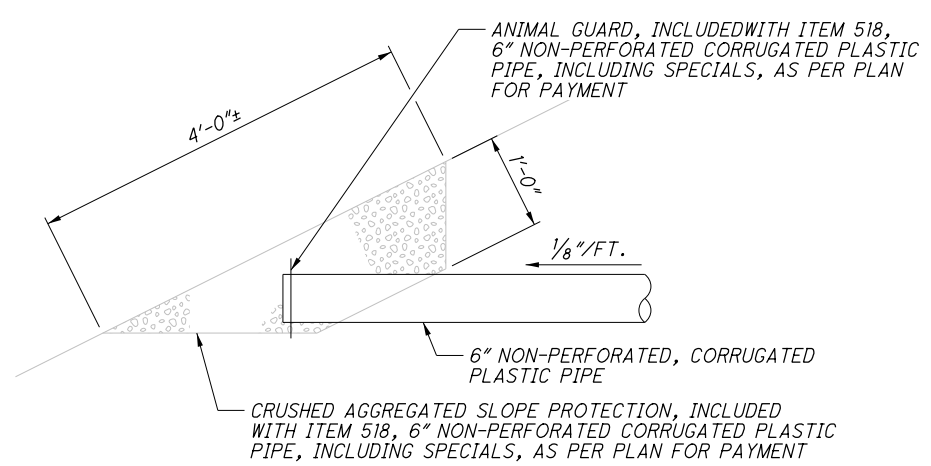
SECTION K-K



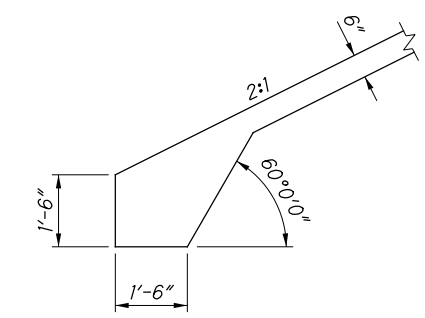
SECTION L-L



SECTION M-M



TERMINATION OF 6" N.P.C.P.P. DETAIL



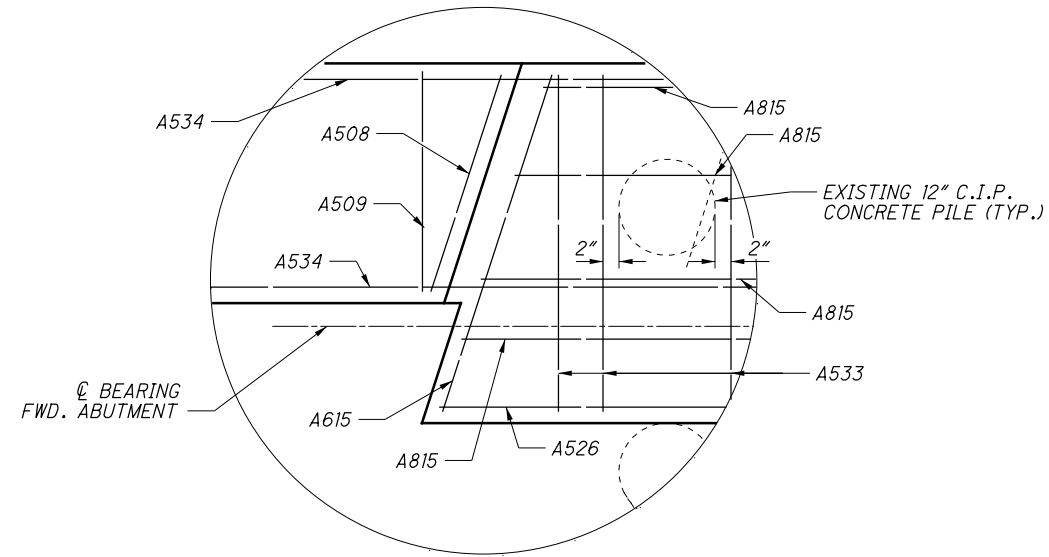
TOE OF CONCRETE SLOPE PROTECTION

NOTES:

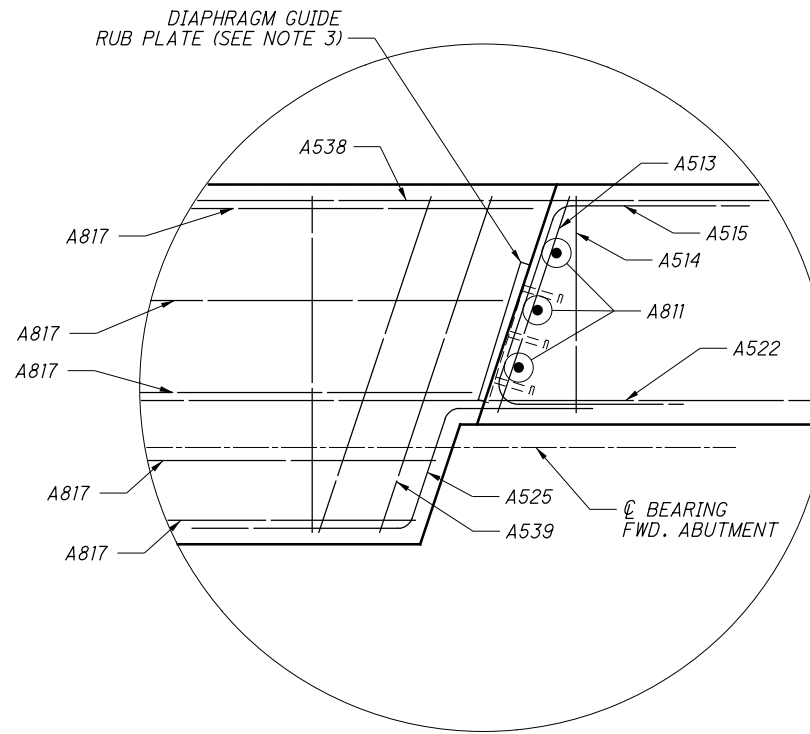
1. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET 38/57.
2. FOR LOCATION OF SECTION J-J, SEE SHEET 27/57 AND 28/57.
3. FOR LOCATION OF SECTION K-K AND L-L, SEE SHEET 27/57.
4. FOR LOCATION OF SECTION M-M, SEE SHEET 28/57.
5. PAYMENT FOR THE TOE OF ABUTMENT SLOPE IS INCLUDED WITH ITEM 601 - CONCRETE SLOPE PROTECTION.

E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com	DATE	7/2017
	REVIEWED	DFT
DESIGNED	GMW	REVISED
CHECKED	CJW	STRUCTURE FILE NUMBER
FORWARD ABUTMENT DETAILS (3 OF 4) BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD		5707080
MOT-75-(10.44)(10.78)		PID No. 91606
29/57		312 348

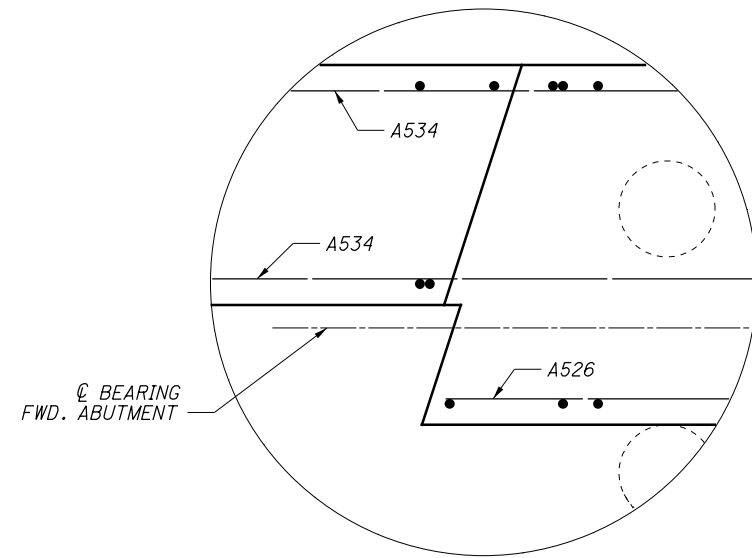
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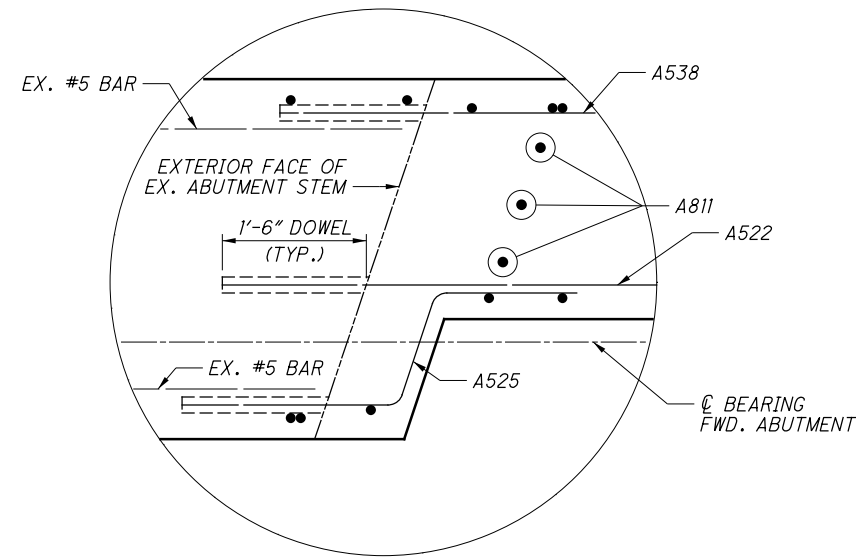
DETAIL N



DETAIL R



SECTION P-P



SECTION S-S

NOTES:

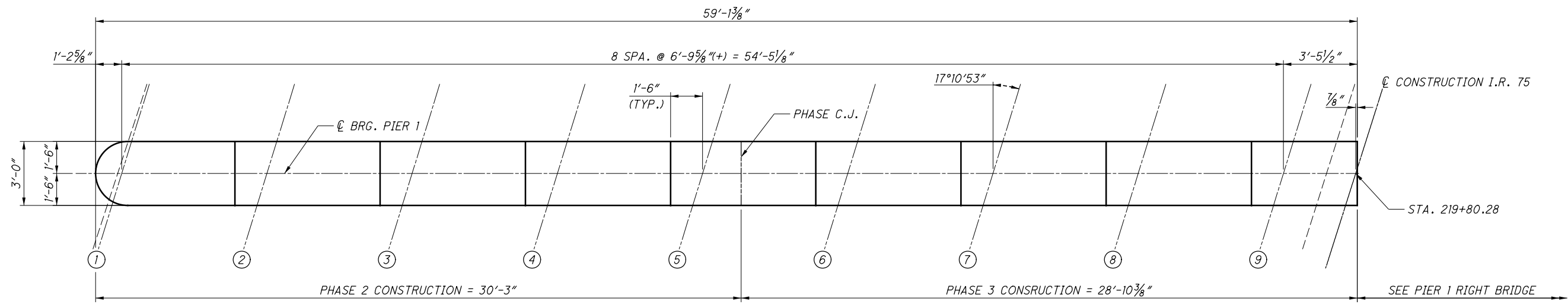
1. FOR THE LOCATION OF DETAIL N AND SECTION P-P, SEE SHEET [27/57](#).
2. FOR THE LOCATION OF DETAIL R AND SECTION S-S, SEE SHEET [28/57](#).
3. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET [43/57](#).

MOT-75-(10.44)(10.78)
PID No. 91606

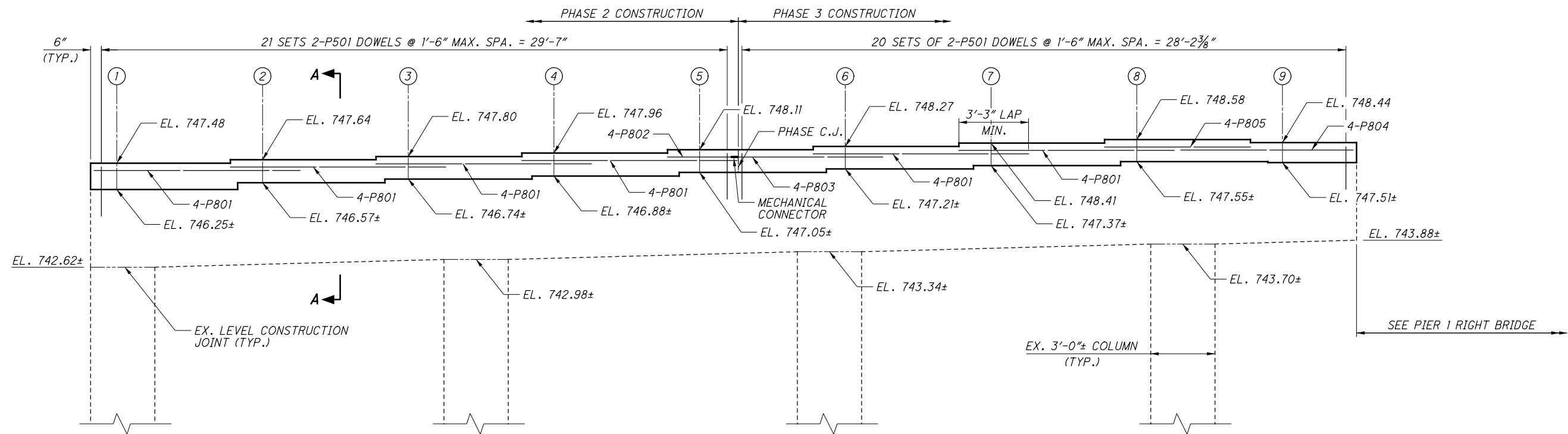
FORWARD ABUTMENT DETAILS (4 OF 4)
 BRIDGE NO. MOT-75-1078
 OVER EDWIN C. MOSES BOULEVARD

DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

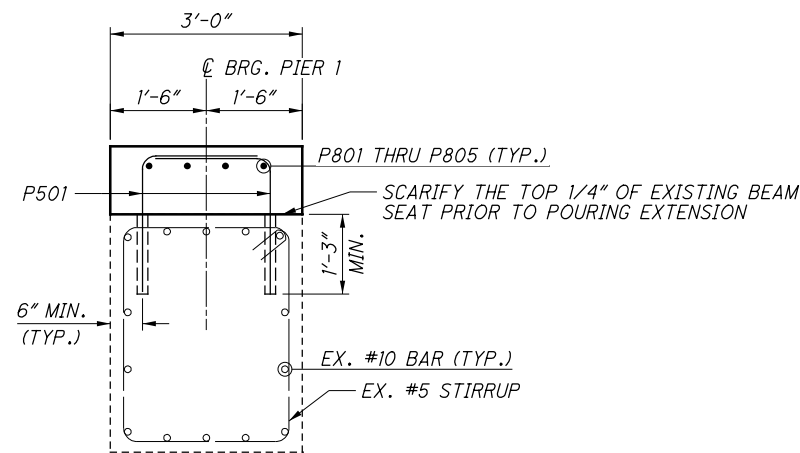
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 ENGINEERING
 1801 Watermark Drive, Suite 310 • Columbus, Ohio 43215
 www.elrobinsonengineering.com



PLAN LEFT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



ELEVATION LEFT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



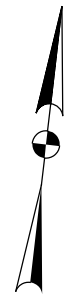
SECTION A-A

LEGEND:

⊙ - BEAM LINE DESIGNATION

NOTES:

- BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD .01 FEET AT PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
- THE VERTICAL FACES OF THE PIER CAP, UNDERSIDE OF THE PIER CAP, AND COLUMNS SHALL BE SEALED WITH AN EPOXY-URETHANE SEALER.
- SCARIFICATION OF THE PIER TOP SHALL BE PAID FOR WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.



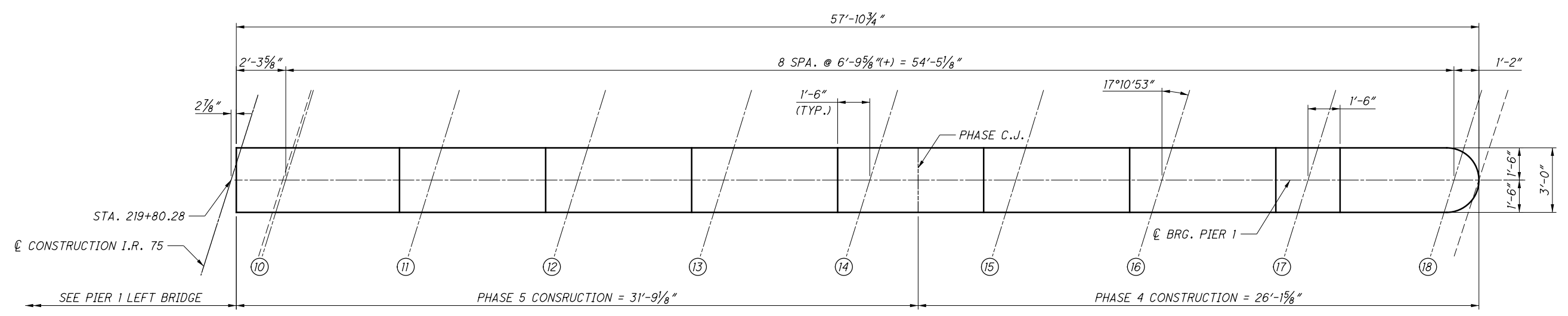
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DRAWN	FIB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

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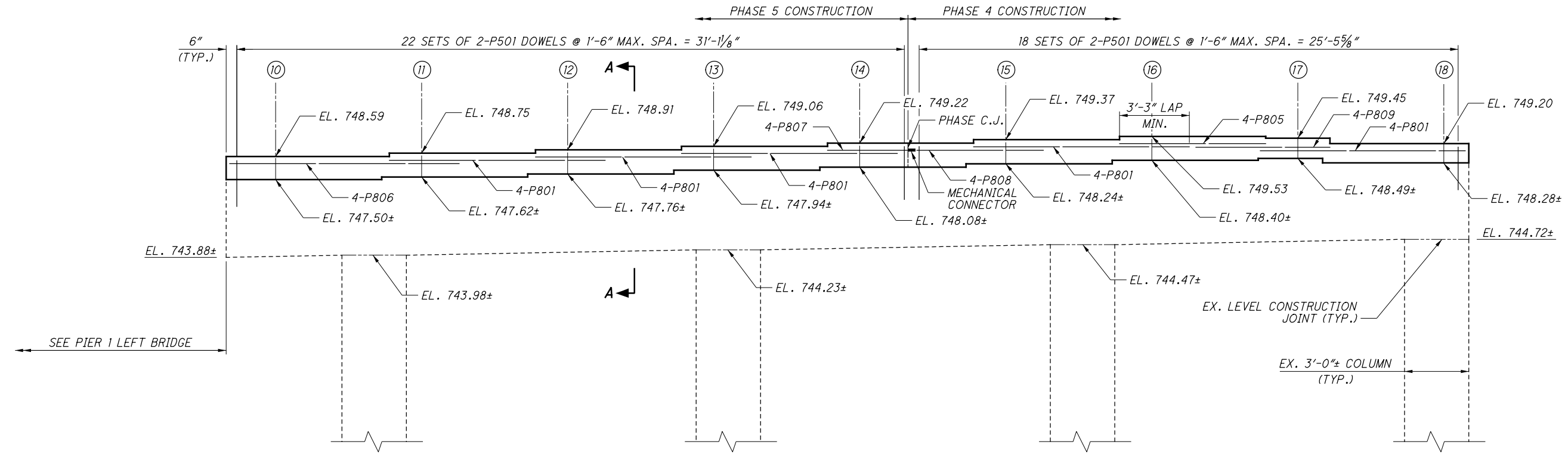
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DRAWN	FIB	REVIEWED	
REVISED		DFT	
DATE	7/2017	STRUCTURE FILE NUMBER	5707080

PIER 1 DETAILS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

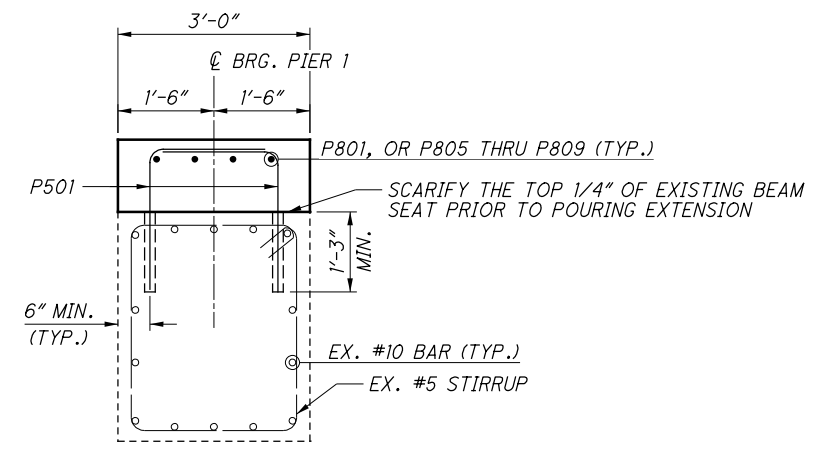
MOT-75-(10.44)(10.78)
PID No. 91606



PLAN RIGHT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



ELEVATION RIGHT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)

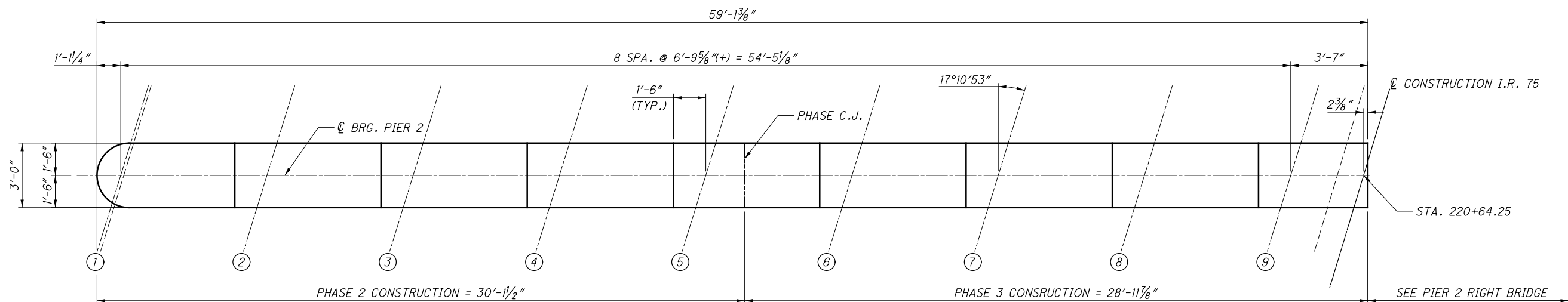


SECTION A-A

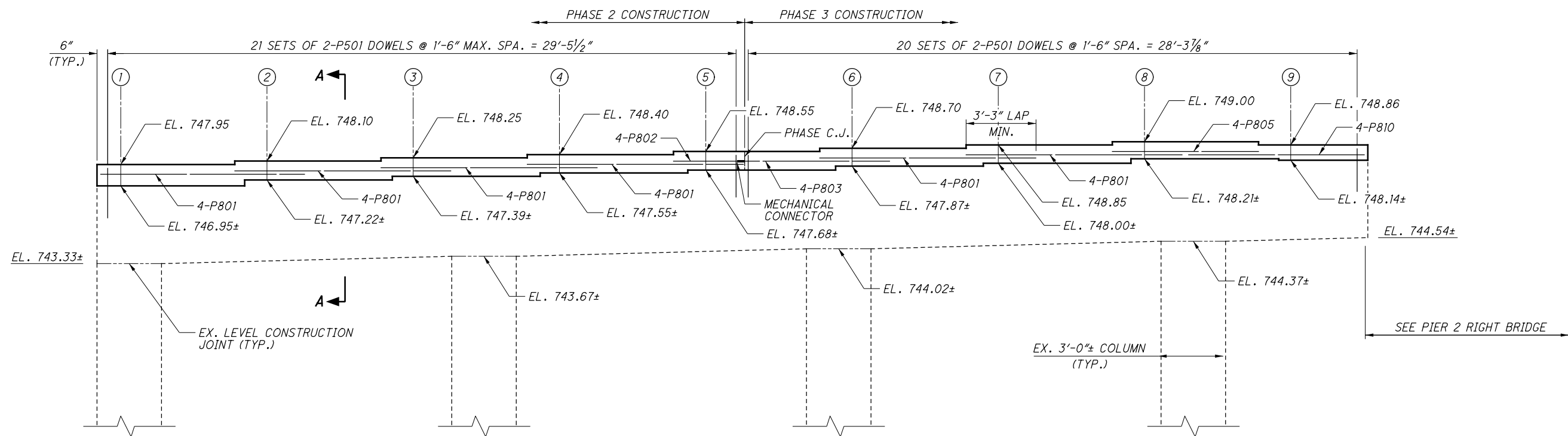
LEGEND:
Ⓝ - BEAM LINE DESIGNATION

- NOTES:**
- BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD .01 FEET AT PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
 - THE VERTICAL FACES OF THE PIER CAP, UNDERSIDE OF THE PIER CAP, AND COLUMNS SHALL BE SEALED WITH AN EPOXY-URETHANE SEALER.
 - SCARIFICATION OF THE PIER TOP SHALL BE PAID FOR WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

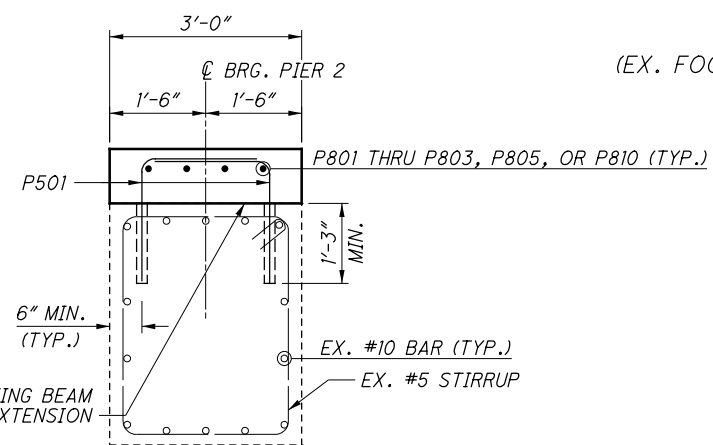
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PLAN LEFT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



ELEVATION LEFT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



SECTION A-A

LEGEND:

Ⓝ - BEAM LINE DESIGNATION

NOTES:

- BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD .01 FEET AT PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
- THE VERTICAL FACES OF THE PIER CAP, UNDERSIDE OF THE PIER CAP, AND COLUMNS SHALL BE SEALED WITH AN EPOXY-URETHANE SEALER.
- SCARIFICATION OF THE PIER TOP SHALL BE PAID FOR WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.



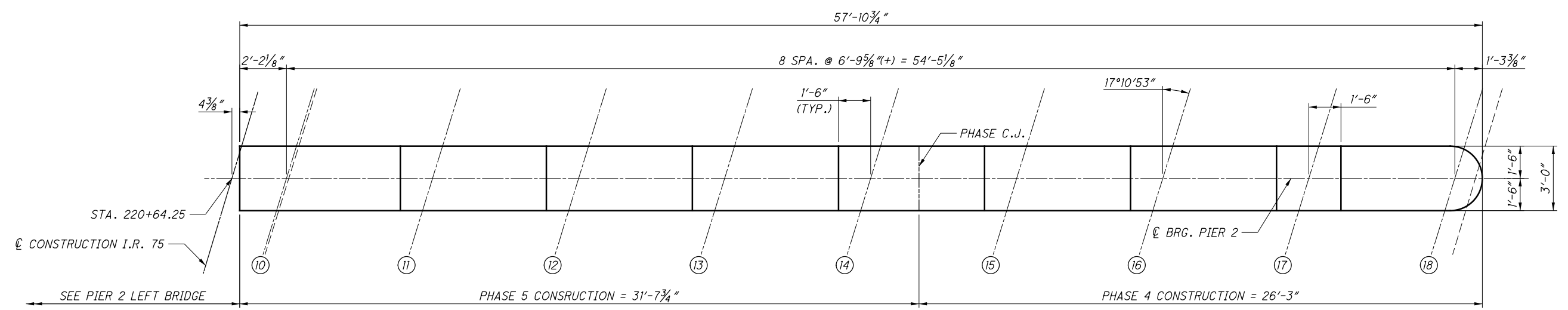
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

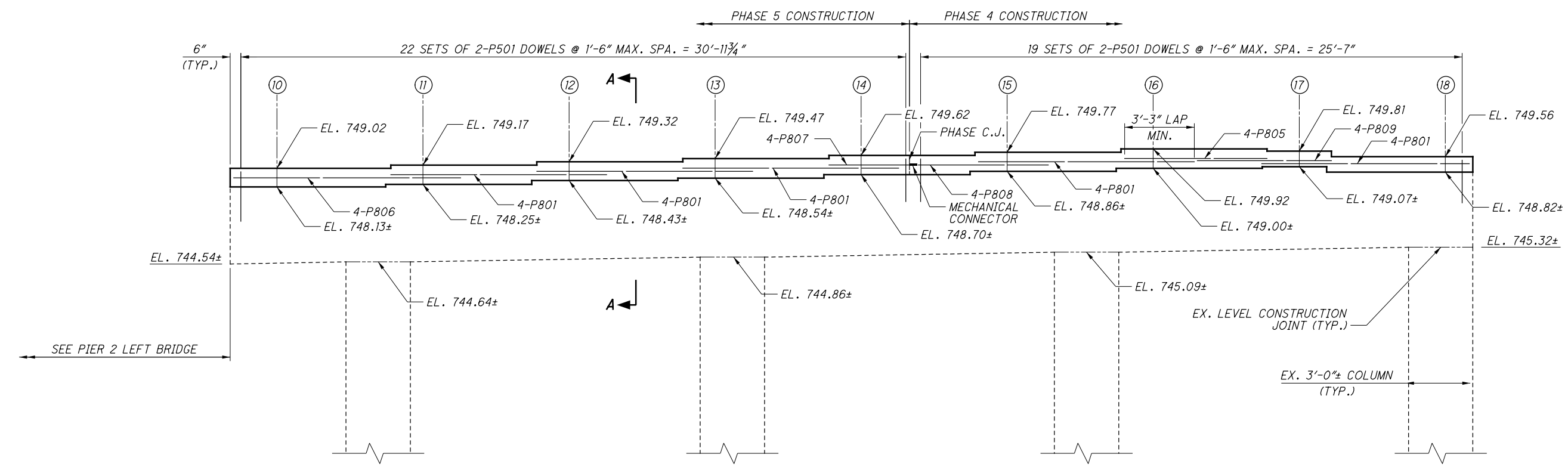
DESIGNED	GMW	CHECKED	CJW
DRAWN	FIB	REVIEWED	FIB
REVIEWED	DFT	DATE	7/2017
STRUCTURE FILE NUMBER	5707080		

PIER 2 DETAILS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

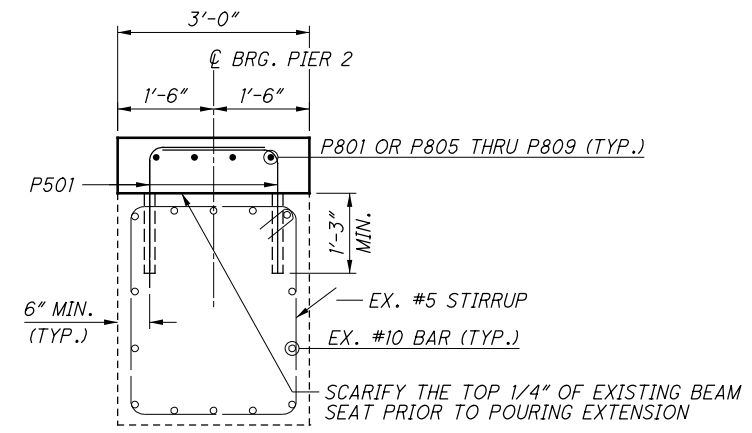
MOT-75-(10.44)(10.78)
PID No. 91606



PLAN RIGHT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



ELEVATION RIGHT BRIDGE
(EX. FOOTING & PILES NOT SHOWN FOR CLARITY)



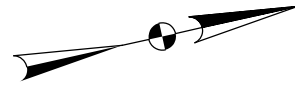
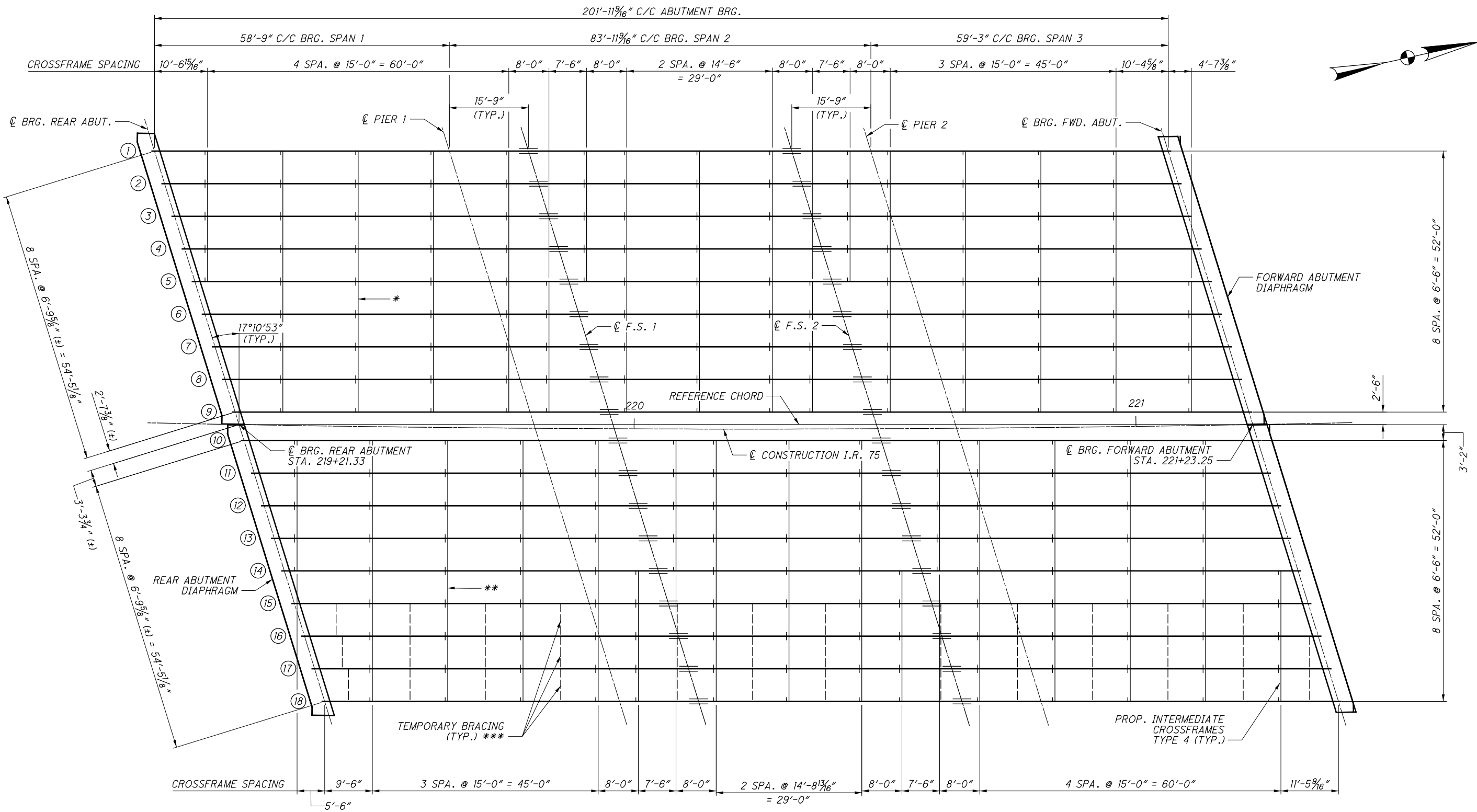
SECTION A-A

LEGEND:
Ⓝ - BEAM LINE DESIGNATION

- NOTES:**
- BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD .01 FEET AT PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
 - THE VERTICAL FACES OF THE PIER CAP, UNDERSIDE OF THE PIER CAP, AND COLUMNS SHALL BE SEALED WITH AN EPOXY-URETHANE SEALER.
 - SCARIFICATION OF THE PIER TOP SHALL BE PAID FOR WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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LEGEND:

- * - ALL CROSSFRAMES LOCATED IN THE BAY BETWEEN BEAM 5 AND BEAM 6 SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED IN PHASE 3.
- ** - ALL CROSSFRAMES LOCATED IN THE BAY BETWEEN BEAM 14 AND BEAM 15 SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED IN PHASE 5.
- *** - PRIOR TO POURING THE DECK DURING PHASE 4 CONSTRUCTION, PROVIDE TEMPORARY LATERAL BRACING BETWEEN THE BOTTOM FLANGES. BRACING SHALL BE PLACED MIDWAY BETWEEN EACH CROSSFRAME IN THE GIRDER BAYS BETWEEN GIRDERS 15 AND 16, GIRDERS 16 AND 17, AND GIRDERS 17 AND 18 AS SHOWN. BRACING SHALL BE DESIGNED FOR 16 KIPS OF COMPRESSIVE FORCE. BRACING SHALL BE PLACED BETWEEN THE FLANGES ORIENTED PERPENDICULAR THE BEAM CENTERLINE.

FRAMING PLAN

NOTES:

1. FOR CROSSFRAME DETAILS, SEE ODOT STANDARD DRAWING GSD-1-96, TYPE 4 INTERMEDIATE BOLTED CROSSFRAME DETAILS, SHEET 1 OF 3.
2. THE CONTRACTOR MAY CHOOSE TO PROVIDE TYPE 3 INTERMEDIATE CROSSFRAMES INSTEAD OF THE TYPE 4 CROSSFRAMES SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DISTRICT.
3. ALL CROSSFRAMES SHALL BE INSTALLED FOR A SINGLE PHASE OF CONSTRUCTION PRIOR TO DECK POUR UNLESS NOTED OTHERWISE.
4. ALL BEAMS ARE TO BE PLACED PARALLEL TO THE REFERENCE CHORD.

DESIGNED	GMW	CHECKED	CJW
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REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

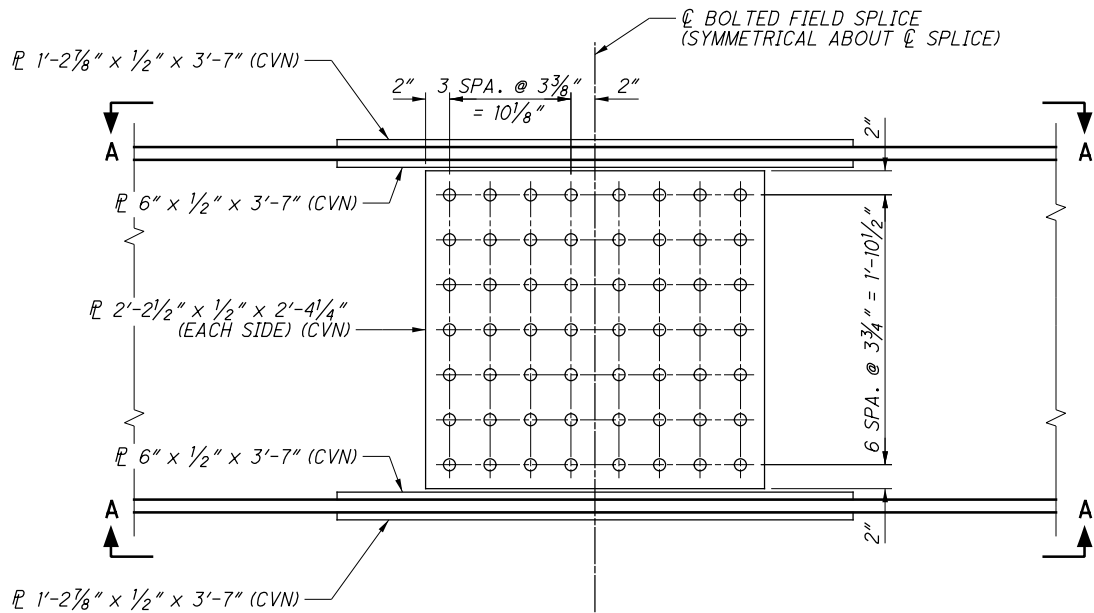
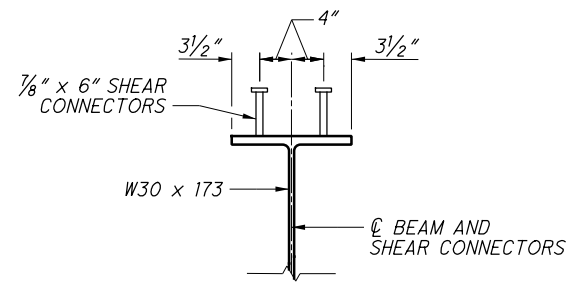
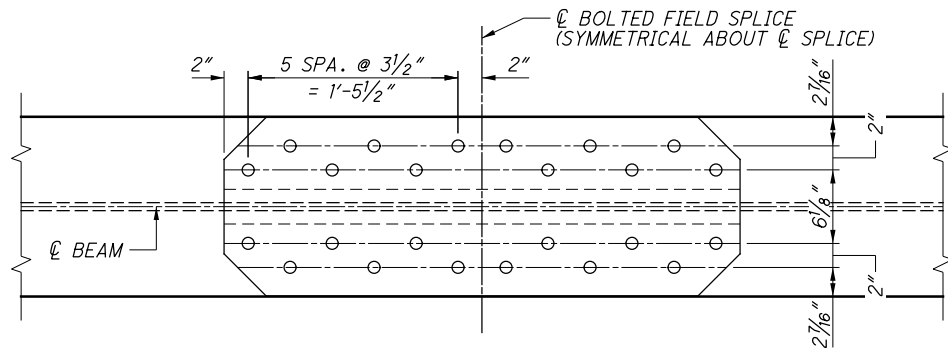
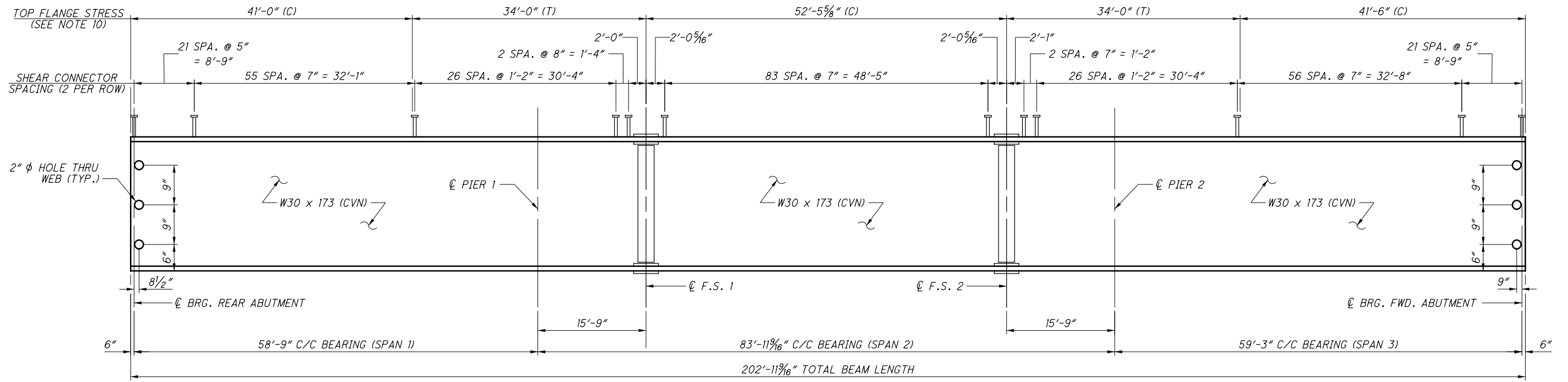
FRAMING PLAN
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

35 / 57

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348

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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.

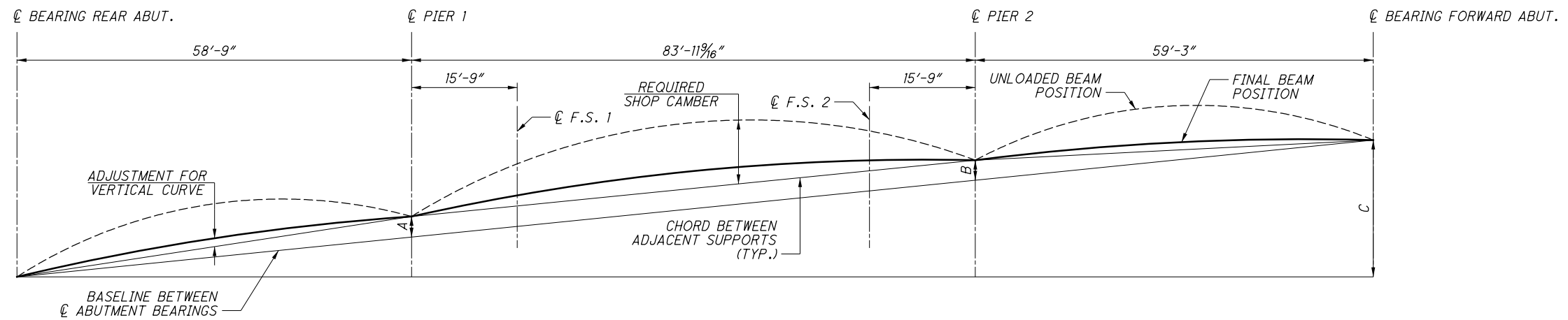
- NOTES:**
- WHERE A BEAM IS DESIGNATED (CVN) FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
 - BOLTS FOR FIELD SPLICE SHALL BE 1/8" φ A325 TYPE 1 GALVANIZED PER CMS 711.02.
 - PAIN THE ENTIRE SURFACE AREA OF ALL STRUCTURAL STEEL AS PER ITEM 514. THE FINISH COAT SHALL BE FEDERAL COLOR NO. 15526 (LIGHT BLUE).
 - ALL PROPOSED BEAMS, CROSSFRAMES, AND FIELD SPLICE PLATES SHALL BE ASTM A709 GRADE 50.
 - FOR FRAMING PLAN, SEE SHEET 35/57.
 - FOR ELASTOMERIC BEARING DETAILS, SEE SHEET 38/57.
 - FOR DEFLECTION AND CAMBER INFORMATION, SEE SHEET 37/57.
 - WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA BEAM FLANGES DESIGNATED "COMPRESSION (C)". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION (T)". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESS UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.
 - THE CONTRACTOR SHALL MOVE SHEAR STUDS ON PROPOSED BEAMS AS NECESSARY IN ORDER TO AVOID PROPOSED SCUPPERS.

E.L. ROBINSON ENGINEERING
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www.e.lrobinsonengineering.com

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DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

BEAM ELEVATION AND SHEAR STUD DETAILS
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606
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DEFLECTION AND CAMBER TABLE

	SPAN 1				SPAN 2				SPAN 3		
	0.25L	0.5L	0.75L	SPLICE	0.25L	0.5L	0.75L	SPLICE	0.25L	0.5L	0.75L
DEFLECTION DUE TO WEIGHT OF STEEL	1/16"	1/16"	0"	1/8"	1/8"	1/4"	1/8"	1/8"	0"	1/16"	1/16"
DEFLECTION DUE TO REMAINING DEAD LOAD	1/4"	1/4"	1/16"	1/2"	1/16"	1/8"	1/16"	1/2"	1/16"	1/4"	1/4"
ADJUSTMENT FOR VERTICAL CURVE	1/8"	3/16"	1/8"	3/16"	5/16"	3/8"	5/16"	3/16"	1/8"	3/16"	1/8"
REQUIRED SHOP CAMBER	7/16"	1/2"	3/16"	13/16"	1/8"	1 3/4"	1/8"	13/16"	3/16"	1/2"	7/16"

VERTICAL OFFSETS - LEFT BRIDGE

BEAM	1	2	3	4	5	6	7	8	9
DIM A	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	2 3/16"
DIM B	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 1/16"	1 5/8"	1 5/8"	2 3/16"
DIM C	13 3/16"	13 1/4"	13 1/16"	12 7/8"	12 1/16"	12 9/16"	12 3/8"	12 3/16"	12 1/16"

VERTICAL OFFSETS - RIGHT BRIDGE

BEAM	10	11	12	13	14	15	16	17	18
DIM A	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	2 1/8"	2 1/8"
DIM B	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	1 5/8"	2 3/16"	2 3/16"
DIM C	12 3/16"	12 1/16"	11 1/8"	11 1/16"	11 1/2"	11 3/8"	11 3/16"	10 5/8"	10 3/8"

NOTES:

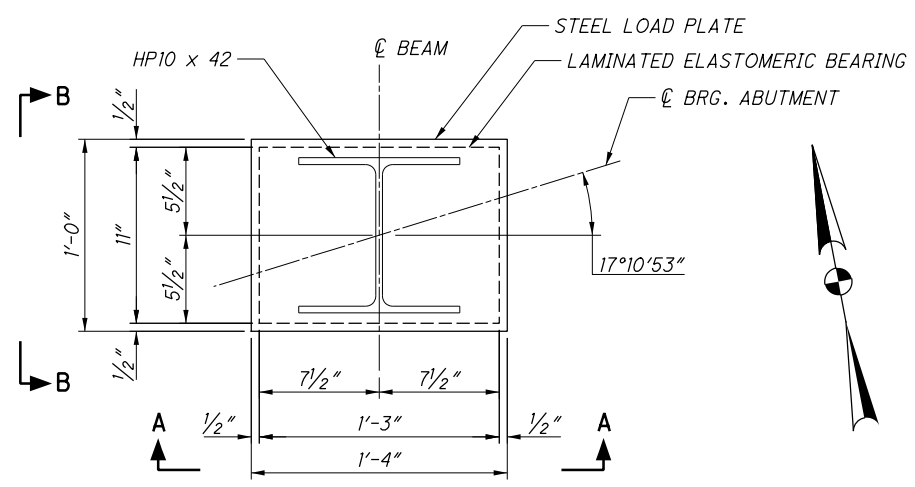
1. NEGATIVE VALUES FOR DEFLECTIONS INDICATE DEFLECTIONS UPWARD. NEGATIVE VALUES FOR VERTICAL CURVE ADJUSTMENT AND TOTAL REQUIRED SHOP CAMBER INDICATE VALUES BELOW THE CHORD LINE.
2. DEFLECTIONS AND ADJUSTMENT FOR VERTICAL CURVES ARE GIVEN TO THE NEAREST 1/16th INCH.

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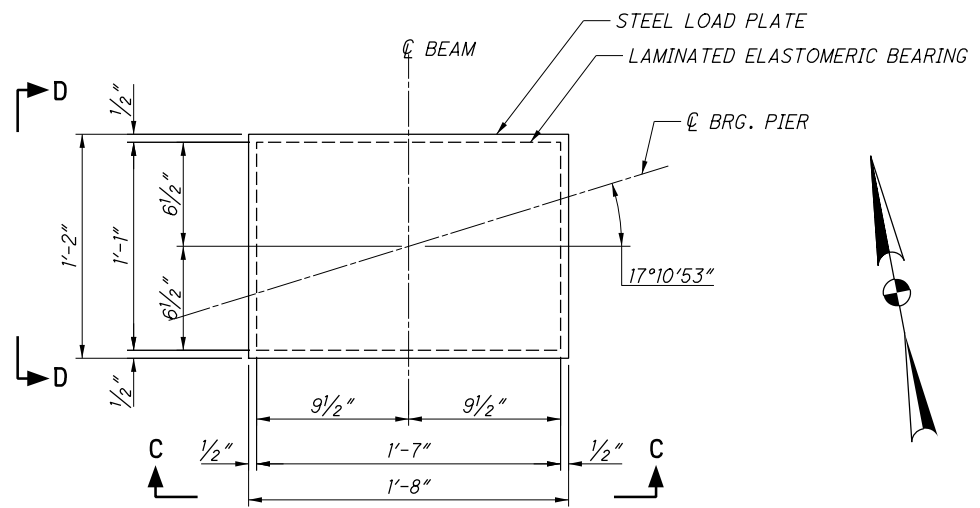
DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

BEAM DEFLECTION AND CAMBER
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

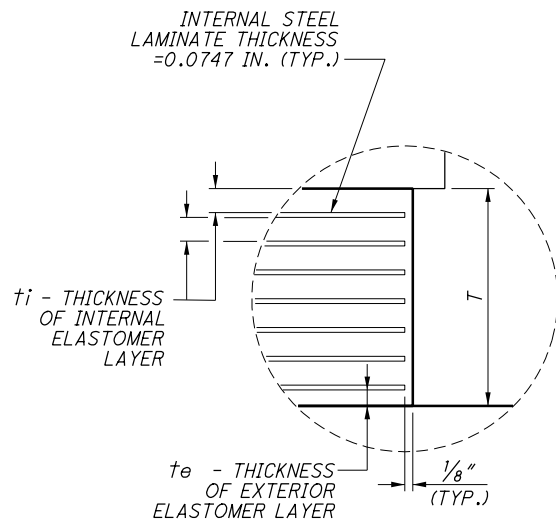
MOT-75-(10.44)(10.78)
PID No. 91606



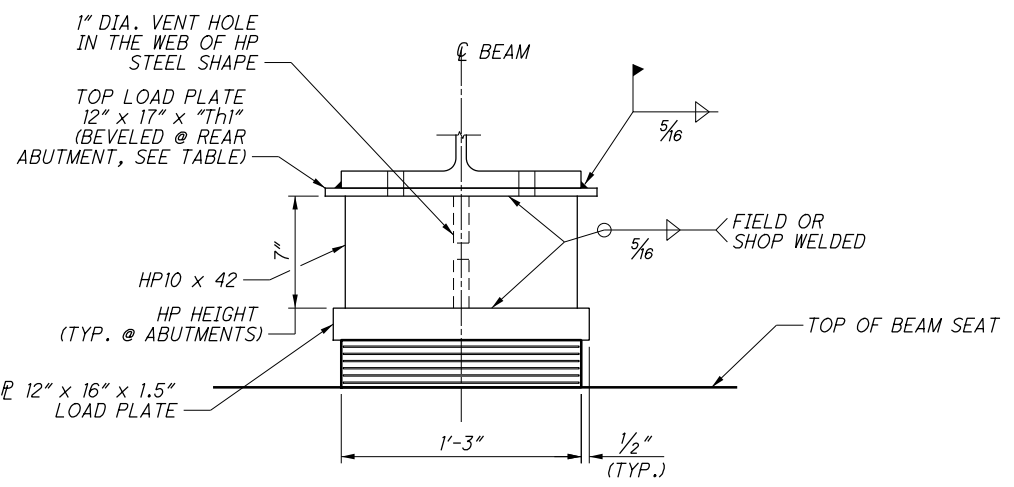
PLAN AT ABUTMENT



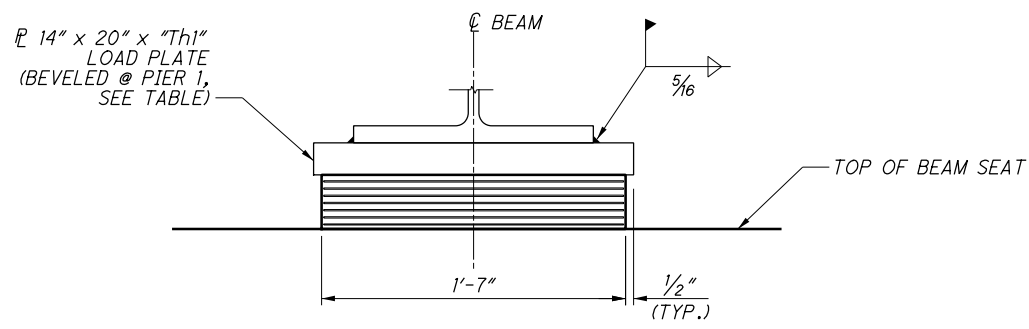
PLAN AT PIER



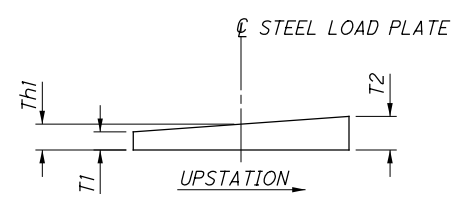
DETAIL A
(TYPICAL AT ABUTMENT AND PIERS)



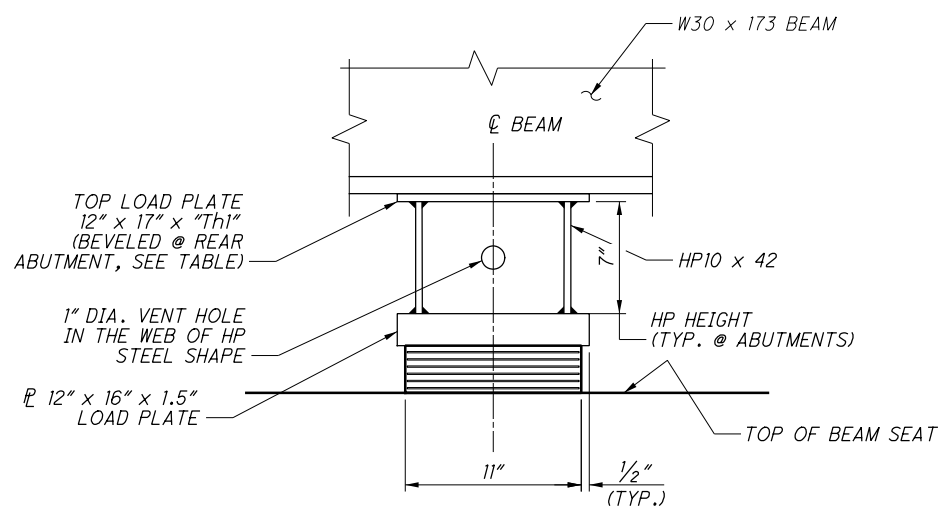
SECTION A-A



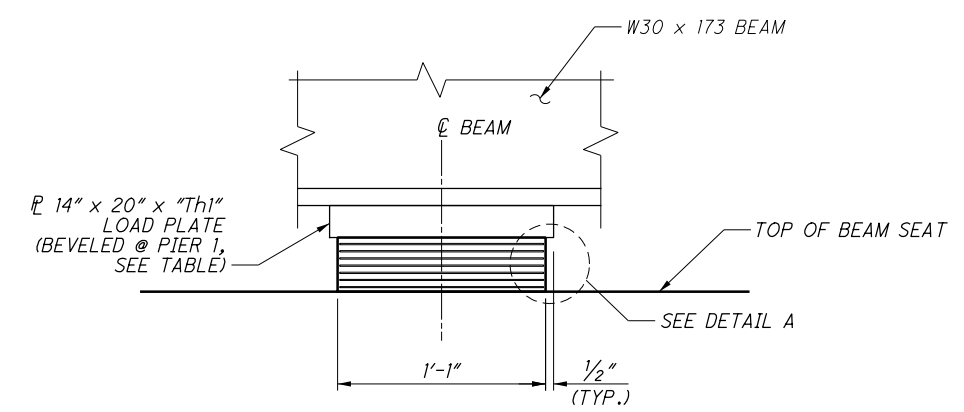
SECTION C-C



BEVELED LOAD PLATE DETAIL
(SEE ELASTOMERIC BEARING DATA TABLE)



SECTION B-B



SECTION D-D

NOTES:

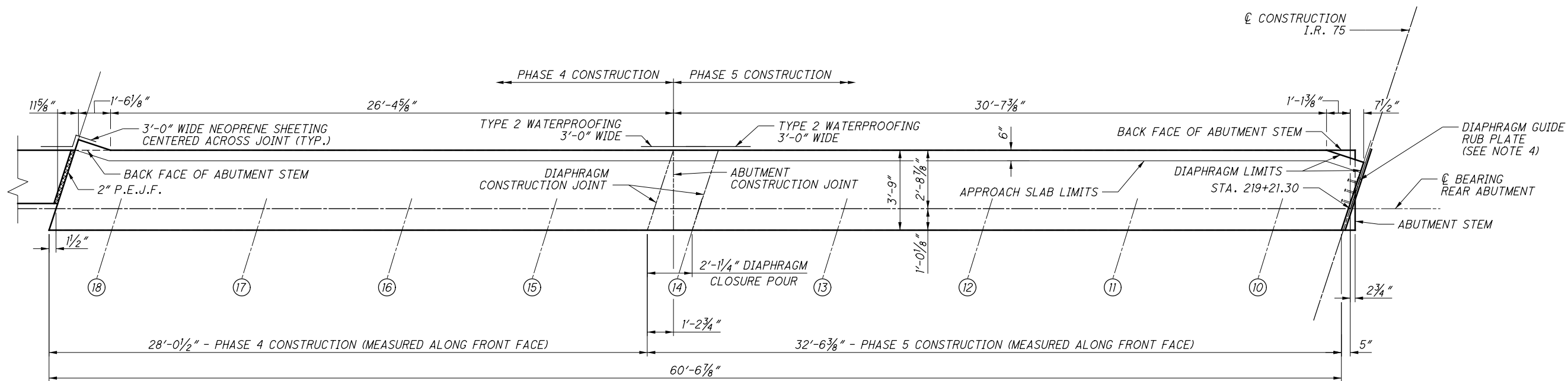
1. THE STEEL LOAD PLATE, TOP PLATE AND HP SECTION SHALL BE GALVANIZED ASTM A709 GRADE 50 STEEL.
2. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300 °F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
3. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
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. THE UNIT BID PRICE FOR THE ABUTMENT BEARINGS SHALL INCLUDE THE LOAD PLATE, HP POST AND ALL OTHER MATERIALS, LABOR, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.
6. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD .01 FEET AT PIERS TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
7. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

ELASTOMERIC BEARING DATA

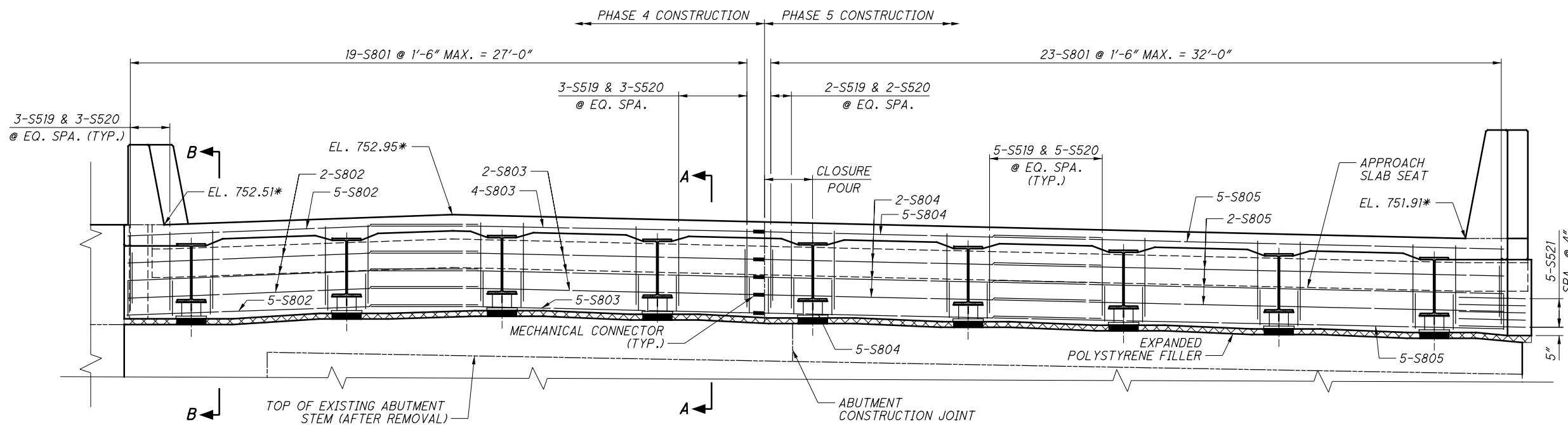
LOCATION	TYPE	NO. REQ'D.	DL (KIP)	LL W/O IMPACT (KIP)	MAX DESIGN LOAD (DL+LL)	ti (IN.)	te (IN.)	NO. OF ti'S	NO. OF INTERNAL LAMINATES	T (IN.)	BEVELED LOAD PLATE DATA		
											T1 (IN.)	Th1 (IN.)	T2 (IN.)
REAR ABUTMENT	EXP.	18	72	49	121	0.375	0.25	6	6	2.948	0.375	0.5	0.625
PIER 1	EXP.	18	174	58	232	0.375	0.25	7	7	3.398	1.375	1.5	1.625
PIER 2	EXP.	18	174	58	232	0.375	0.25	7	7	3.398	N/A	1.5	N/A
FORWARD ABUTMENT	EXP.	18	72	49	121	0.375	0.25	6	6	2.948	N/A	0.5	N/A

N/A - NOT APPLICABLE, PLATE IS ONLY BEVELED AT REAR ABUTMENT AND PIER 1

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PLAN - SOUTHEAST DIAPHRAGM



ELEVATION - SOUTHEAST DIAPHRAGM

LEGEND:

- Ⓝ - DESIGNATES BEAM LINE NUMBER
- # - ELEVATIONS TAKEN AT BRIDGE LIMITS

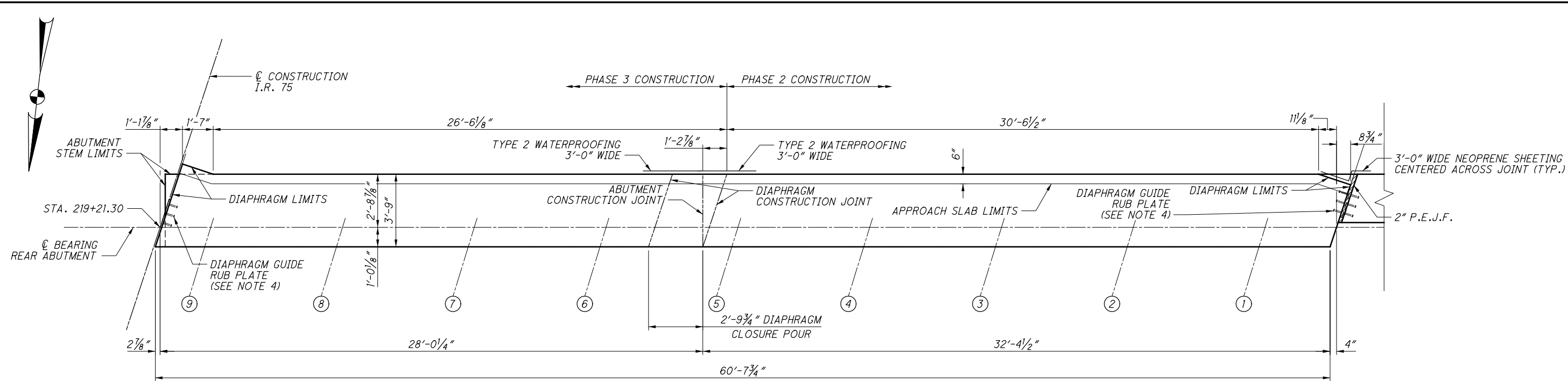
LAP LENGTHS	
NO. 8 BARS	4'-8" MIN.

NOTES:

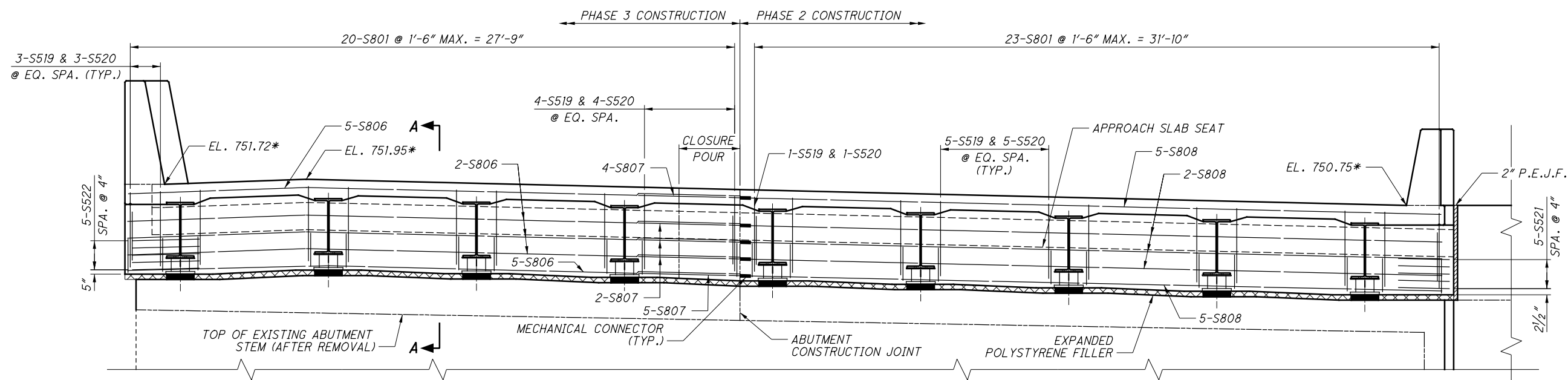
1. FOR SECTION A-A AND SECTION B-B, SEE SHEET 25/57.
2. FOR BARRIER DETAILS, SEE SHEET 52/57 AND 53/57.
3. PLACE ALL VERTICAL BARS IN THE DIAPHRAGM PARALLEL TO THE BEAMS.
4. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET 43/57

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DATE	7/2017
REVIEWED	DFT
DRAWN	GMW
DESIGNED	GMW
CHECKED	CJW
STRUCTURE FILE NUMBER	5707080



PLAN - SOUTHWEST DIAPHRAGM



ELEVATION - SOUTHWEST DIAPHRAGM

LEGEND:

- # - DESIGNATES BEAM LINE NUMBER
- # - ELEVATIONS TAKEN AT BRIDGE LIMITS

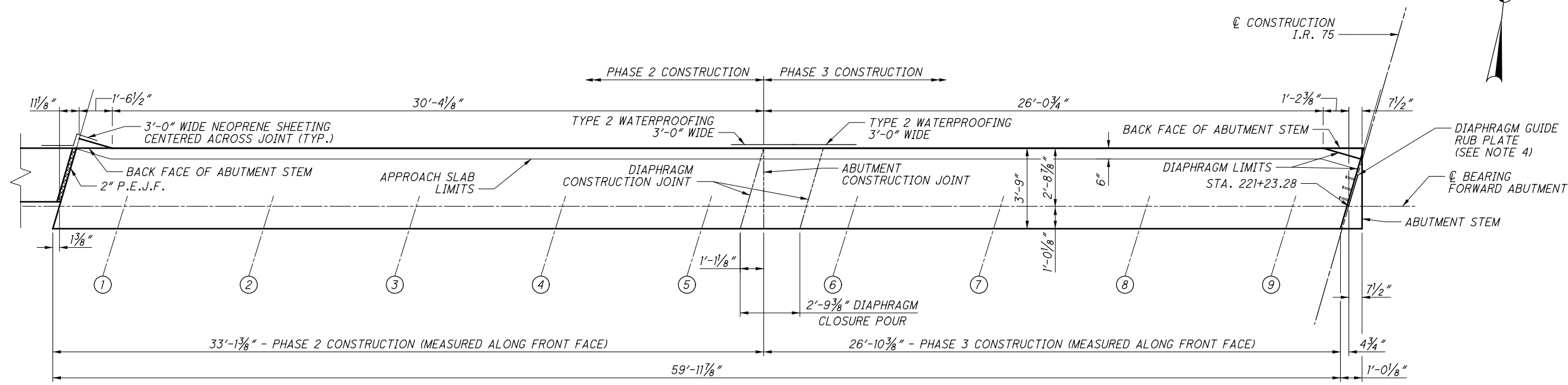
LAP LENGTHS	
NO. 8 BARS	4'-8" MIN.

NOTES:

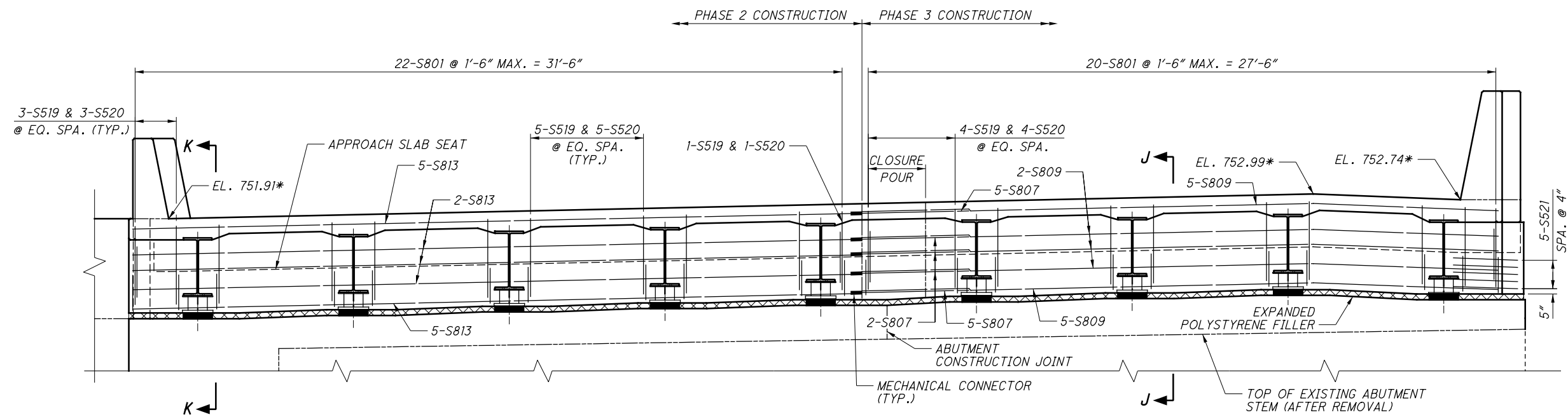
1. FOR SECTION A-A, SEE SHEET [25/57](#).
2. FOR BARRIER DETAILS, SEE SHEET [52/57](#) AND [53/57](#).
3. PLACE ALL VERTICAL BARS IN THE DIAPHRAGM PARALLEL TO THE BEAMS.
4. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET [43/57](#)

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DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		



PLAN - NORTHWEST DIAPHRAGM



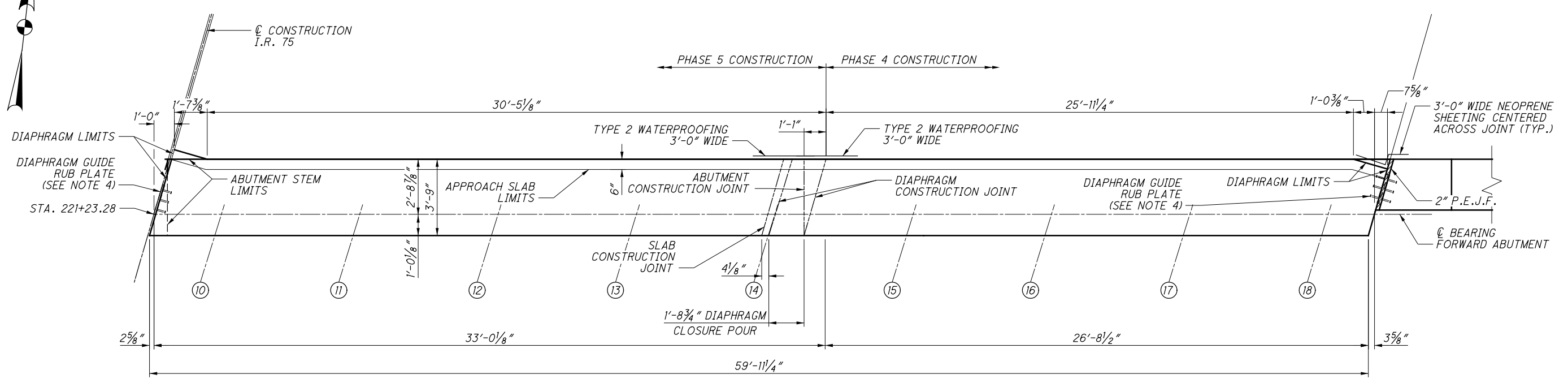
ELEVATION - NORTHWEST DIAPHRAGM

LEGEND:
- DESIGNATES BEAM LINE NUMBER
- ELEVATIONS TAKEN AT BRIDGE LIMITS

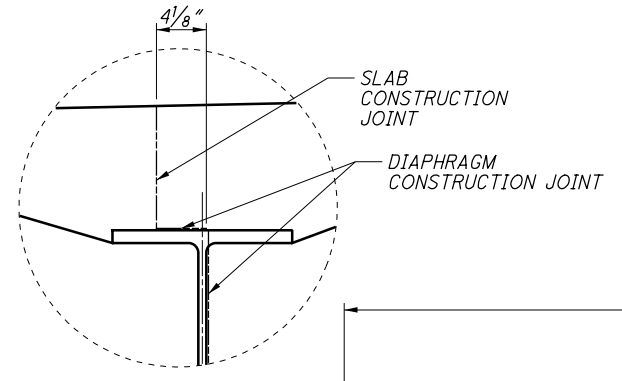
LAP LENGTHS	
NO. 8 BARS	4'-8" MIN.

- NOTES:**
- FOR SECTION J-J AND SECTION K-K, SEE SHEET 29/57.
 - FOR BARRIER DETAILS, SEE SHEET 52/57 AND 53/57.
 - PLACE ALL VERTICAL BARS IN THE DIAPHRAGM PARALLEL TO THE BEAMS.
 - FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET 43/57.

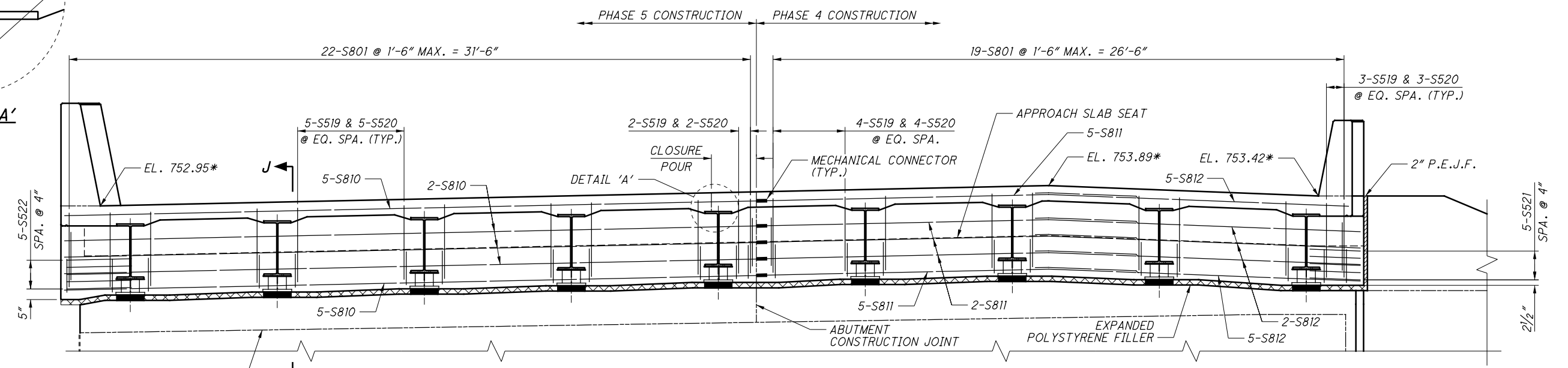
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PLAN - NORTHEAST DIAPHRAGM



DETAIL 'A'



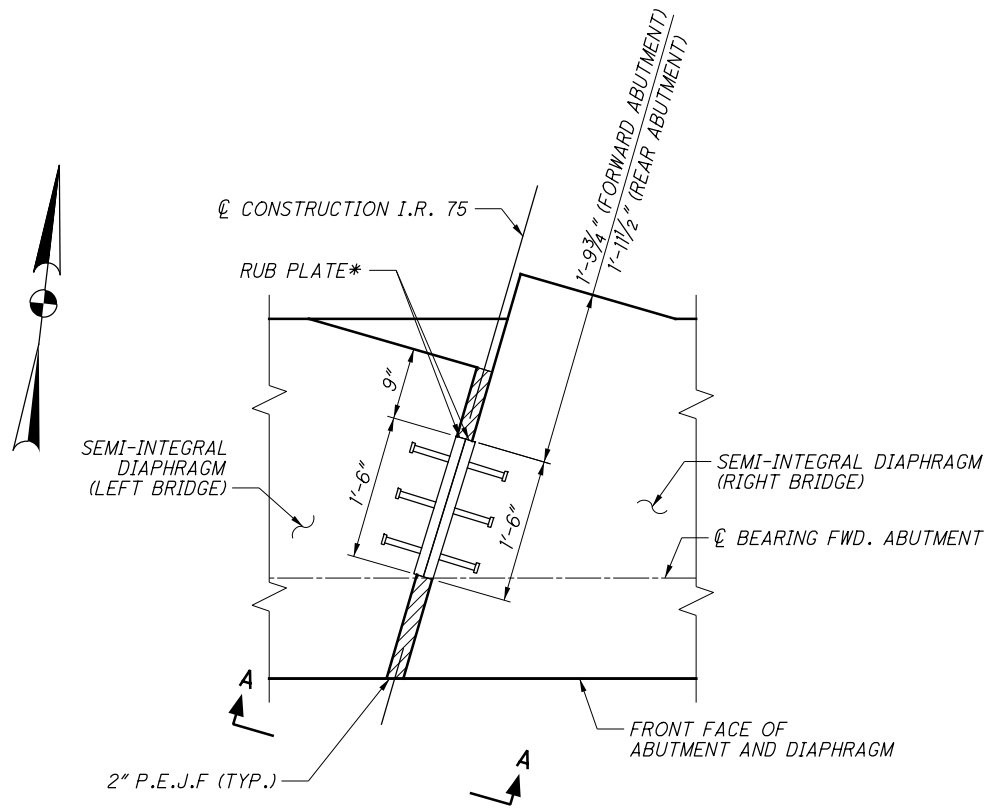
ELEVATION - NORTHEAST DIAPHRAGM

LEGEND:
 (#) - DESIGNATES BEAM LINE NUMBER
 # - ELEVATIONS TAKEN AT BRIDGE LIMITS

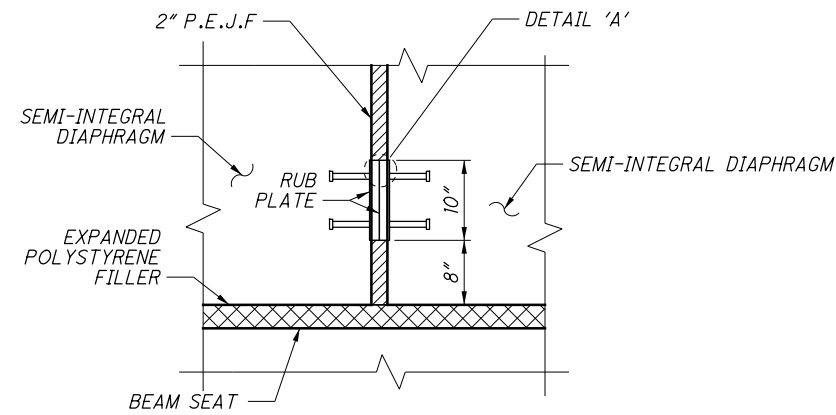
LAP LENGTHS	
NO. 8 BARS	4'-8" MIN.

- NOTES:**
1. FOR SECTION J-J, SEE SHEET 29/57.
 2. FOR BARRIER DETAILS, SEE SHEET 52/57 AND 53/57.
 3. PLACE ALL VERTICAL BARS IN THE DIAPHRAGM PARALLEL TO THE BEAMS.
 4. FOR DIAPHRAGM GUIDE RUB PLATE DETAILS, SEE SHEET 43/57.

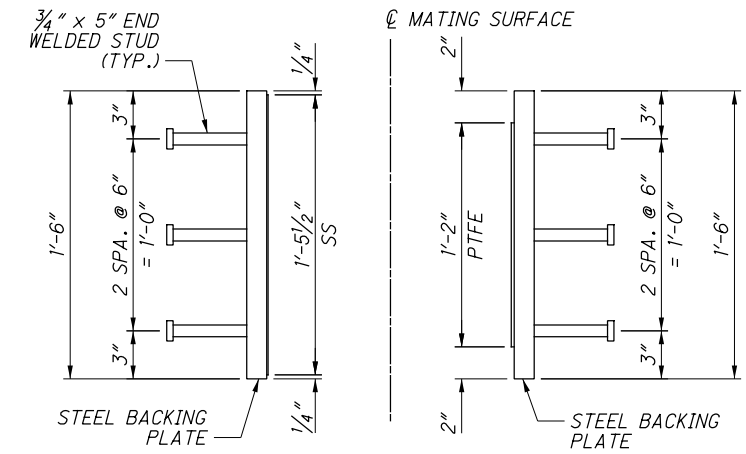
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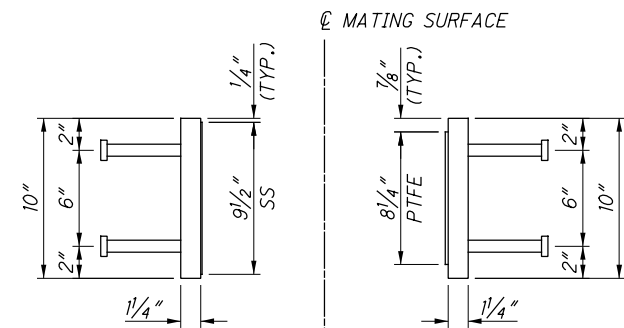
RUB PLATES BETWEEN SEMI-INTEGRAL DIAPHRAGMS - PLAN VIEW
(FORWARD ABUTMENT SHOWN, REAR ABUTMENT SIMILAR)



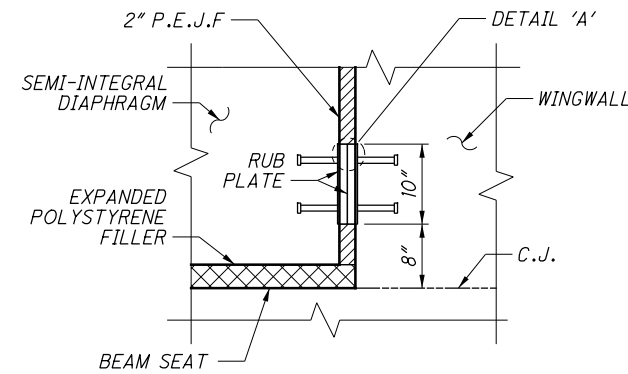
SECTION A-A



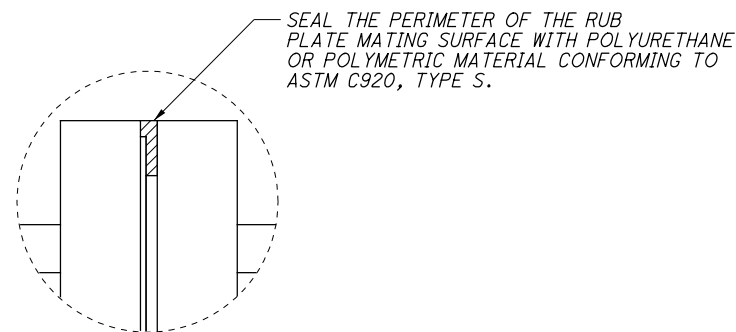
RUB PLATE - TOP VIEW



RUB PLATE - END VIEW



SECTION B-B



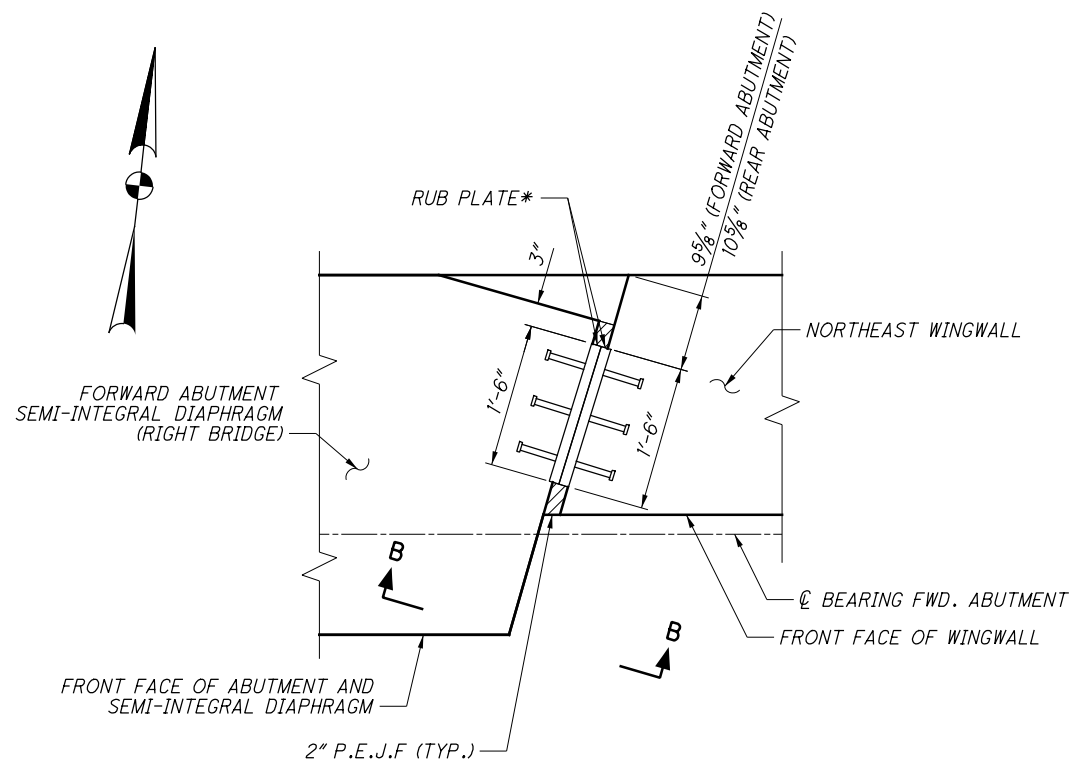
DETAIL 'A'

LEGEND:

* - ORIENT RUB PLATES PARALLEL TO THE BEAM CENTERLINES, NOT TANGENT TO THE CENTERLINE OF I.R. 75.

NOTES:

1. STAINLESS STEEL: 13 GAGE STAINLESS STEEL, TYPE 304, ASTM A167 OR A240 WITH A SURFACE FINISH OF 8.0 μ-IN OR BETTER WELDED AROUND THE ENTIRE PERIMETER TO THE 1/4" BACKING PLATE PER 869.12.
2. PTFE: PROVIDE PTFE SHEET OR FABRIC PER SUPPLEMENTAL SPECIFICATION 869.10 AND ATTACH PER 869.11. FACTORY BOND PTFE SHEET OR FABRIC TO STEEL PLATES.
3. STEEL BACKING PLATE: PROVIDE ASTM A709 GRADE 50 STEEL BACKING PLATES ACCORDING TO CMS 711.01.
4. END WELDED STUDS: PROVIDE END WELDED STUDS IN ACCORDANCE WITH CMS 513.22.
5. RUB PLATES: FABRICATE RUB PLATES ACCORDING TO SUPPLEMENTAL SPECIFICATION 869. SHIP AND PACKAGE FABRICATED UNITS ACCORDING TO 869.18. LEAVE WRAPPING, STRAPS OR RETAINING CLAMPS IN PLACE UNTIL BOTH SIDES OF THE UNIT ARE SECURED IN THEIR FINAL POSITION. ADDITIONAL REINFORCEMENT MAY BE INCLUDED IN THE GUIDE FOR THIS PURPOSE.
6. CORROSION PROTECTION: SHOP METALLIZE AND SEAL ALL STEEL SURFACES, EXCEPT PTFE-STAINLESS STEEL SLIDING SURFACES PER 869.13.
7. BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF CAULK, PEJF, STAINLESS STEEL, PTFE, AND RUB PLATES UNDER ITEM 511 - SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN.

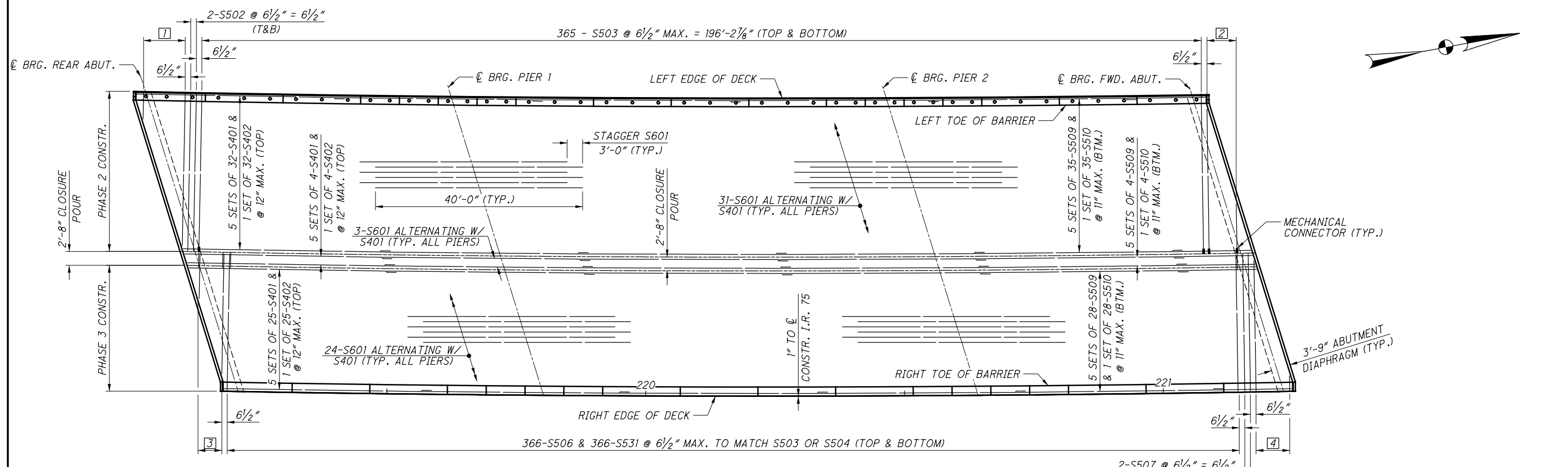


RUB PLATES AT WINGWALL - PLAN VIEW
(NORTHEAST WINGWALL SHOWN, SOUTHWEST WINGWALL SIMILAR)

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DATE	7/2017	STRUCTURE FILE NUMBER	5707080

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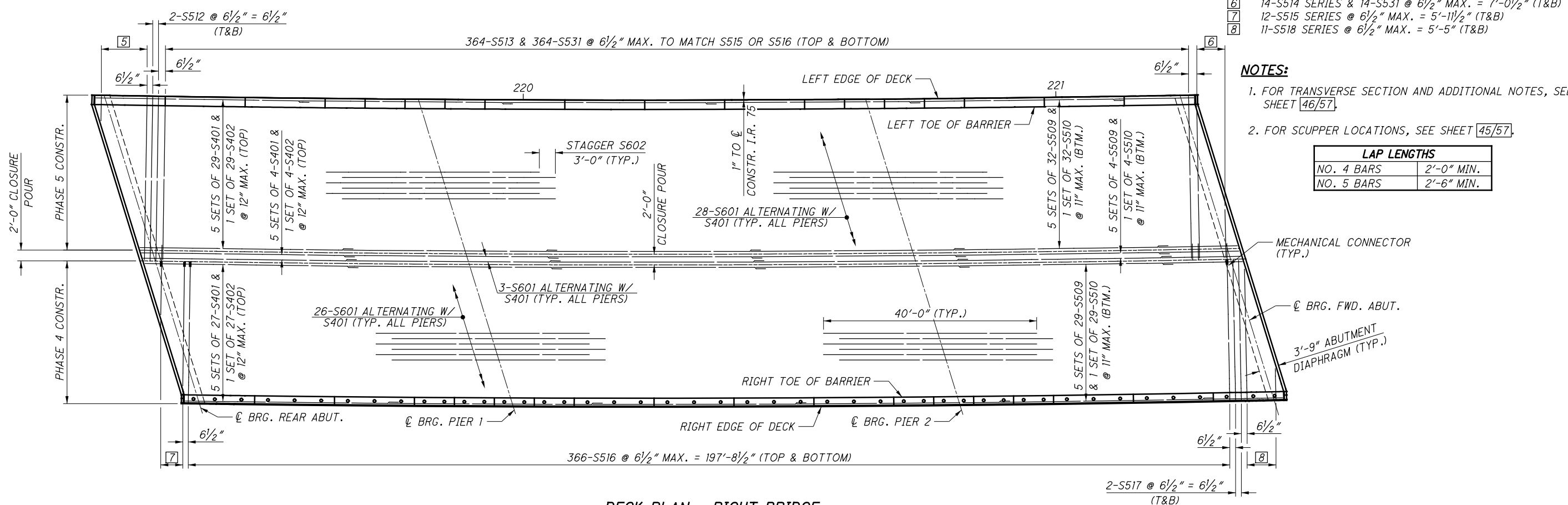


DECK PLAN - LEFT BRIDGE

- LEGEND:**
- 1 16-S501 SERIES @ 6 1/2" MAX. = 8'-1 1/2" (T&B)
 - 2 14-S504 SERIES @ 6 1/2" MAX. = 7'-0 1/2" (T&B)
 - 3 13-S505 SERIES & 13-S531 @ 6 1/2" MAX. = 6'-6" (T&B)
 - 4 13-S508 SERIES @ 6 1/2" MAX. = 6'-6" (T&B)
 - 5 17-S511 SERIES @ 6 1/2" MAX. = 8'-8" (T&B)
 - 6 14-S514 SERIES & 14-S531 @ 6 1/2" MAX. = 7'-0 1/2" (T&B)
 - 7 12-S515 SERIES @ 6 1/2" MAX. = 5'-11 1/2" (T&B)
 - 8 11-S518 SERIES @ 6 1/2" MAX. = 5'-5" (T&B)

- NOTES:**
1. FOR TRANSVERSE SECTION AND ADDITIONAL NOTES, SEE SHEET 46/57.
 2. FOR SCUPPER LOCATIONS, SEE SHEET 45/57.

LAP LENGTHS	
NO. 4 BARS	2'-0" MIN.
NO. 5 BARS	2'-6" MIN.



DECK PLAN - RIGHT BRIDGE

DECK PLAN

BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

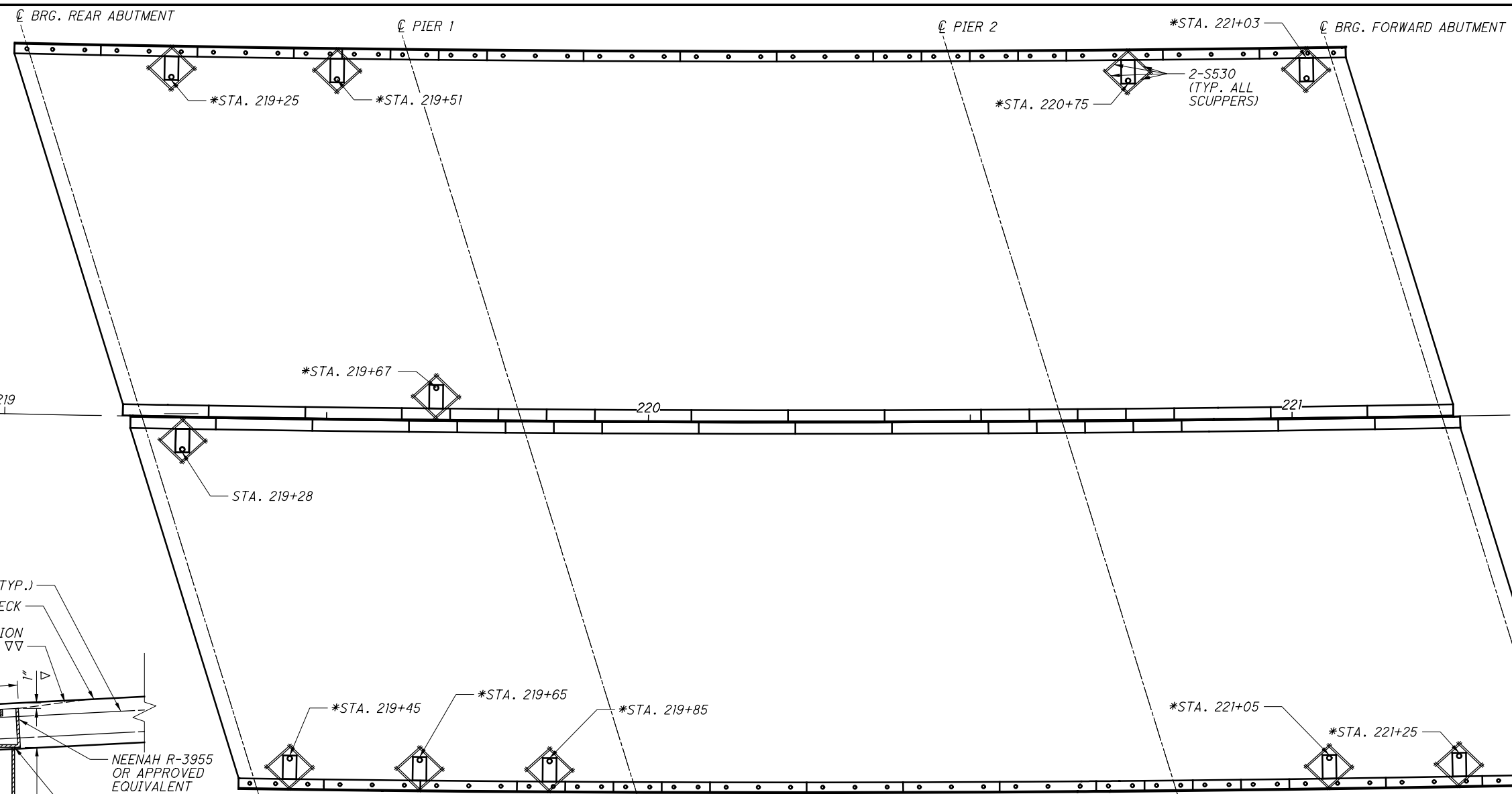
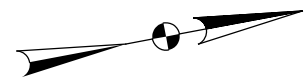
DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

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MOT-75-(10.44)(10.78)
PID No. 91606

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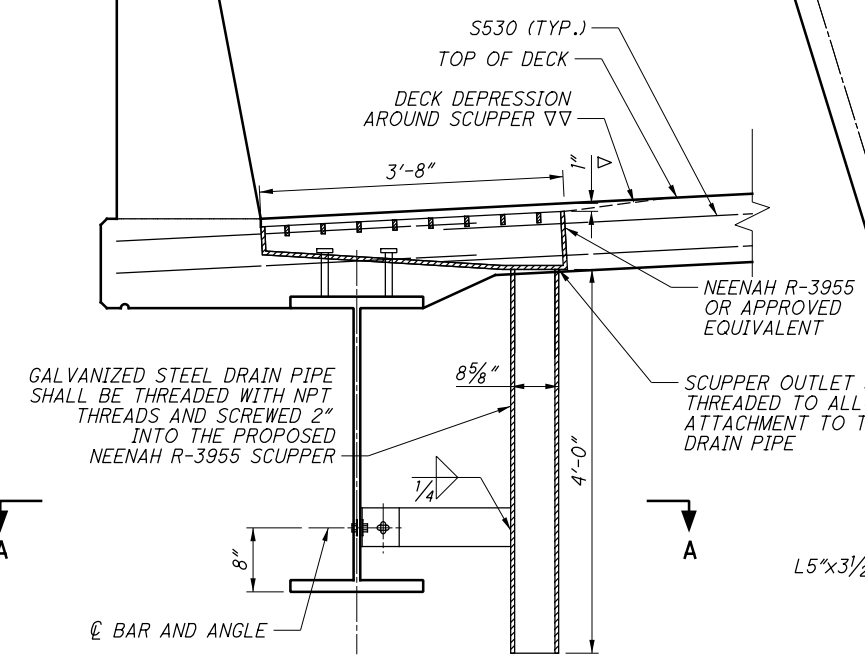
PLAN - PROPOSED SCUPPER LOCATIONS

NOTES:

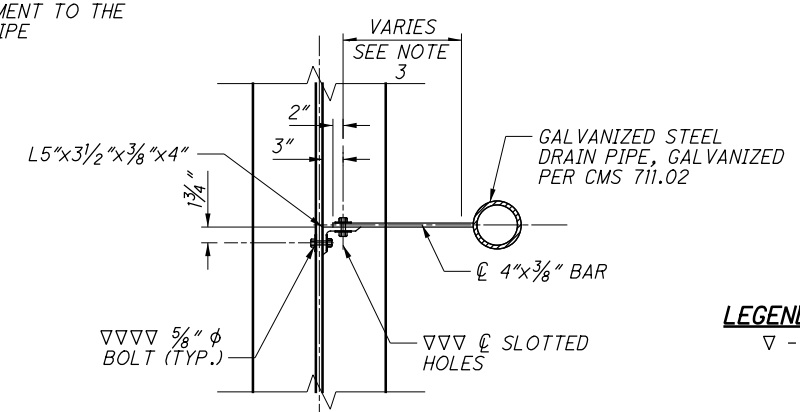
1. THE CONTRACTOR SHALL MOVE SHEAR STUDS ON PROPOSED BEAMS AS NECESSARY IN ORDER TO AVOID PROPOSED SCUPPERS.
2. FOR MORE INFORMATION NOT SHOWN, SEE ODOT STANDARD DRAWING GSD-1-96.
3. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO FURNISH THE SCUPPER DRAINAGE SYSTEM AND THE GALVANIZED DRAIN PIPE IN TEMPORARY AND FINAL CONDITIONS SHALL BE PAID FOR UNDER ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN.
4. FOR PHASE CONSTRUCTION SEQUENCING, SEE SHEETS **6/57** THRU **9/57**
5. TO ORDER THE PROPOSED R-3955 SCUPPERS WITH RISER RINGS FROM NEENAH, THE CONTRACTOR MAY CONTACT LINETTA HAYWOOD WITH NEENAH BY PHONE OR EMAIL AT 614-562-7130 OR LINETTA.HAYWOOD@NEENAHENTERPRISES.COM. MAKE REFERENCE TO NEENAH CUSTOM DRAWINGS T2808 THROUGH T2810. COORDINATE WITH NEENAH TO ENSURE ALL SCUPPERS AND THE PROPOSED 8 5/8" DRAIN PIPES ARE PROPERLY THREADED TO MATE WITH EACH OTHER.

LEGEND:

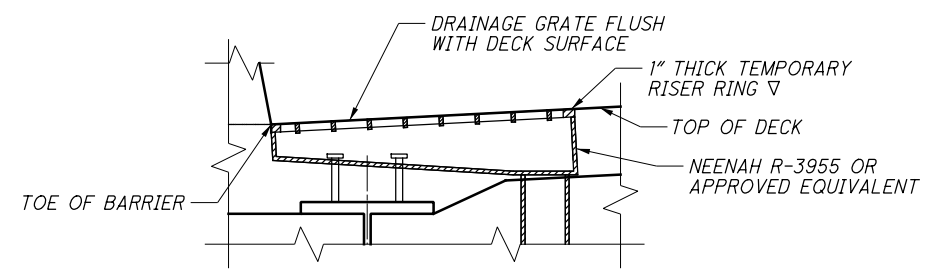
- ▽ - SCUPPERS REQUIRING A TEMPORARY RISER RING SHALL BE INSTALLED WITH A SPACER RING OR SIMILAR DEVICE WHICH WILL ELEVATE THE GRATE TO BE FLUSH WITH THE DECK SURFACE DURING CONSTRUCTION AND MAINTENANCE OF TRAFFIC. UPON COMPLETION OF CONSTRUCTION, THE SPACER RING OR SIMILAR DEVICE SHALL BE REMOVED AND THE FINAL DRAINAGE GRATE SURFACE SHALL BE DEPRESSED RELATIVE TO THE DECK SURFACE AS SHOWN.
- ▽▽ - FOR SCUPPERS REQUIRING A TEMPORARY RISER RING, CONTRACTOR SHALL GRIND A DEPRESSION IN THE DECK CONCRETE AROUND THE SCUPPER TO ALLOW WATER TO FLOW INTO THE SCUPPER. THE GRINDING SHALL BE DONE AFTER THE TEMPORARY RISER RING HAS BEEN REMOVED.
- ▽▽▽ - THE SIZE OF THE SLOTTED HOLES SHALL BE 1 1/16" x 1 9/16". THE SLOT SHALL BE HORIZONTAL IN THE 4" x 3/8" BAR AND VERTICAL IN THE ANGLE. BOLTS SHALL BE 5/8" DIAMETER A325 TYPE 1, GALVANIZED, WITH HEX NUT AND TWO WASHERS. TIGHTEN ACCORDING TO 513.
- ▽▽▽▽ - THE BOLTS SHALL BE 5/8" DIAMETER A325 TYPE 1 GALVANIZED. EACH ASSEMBLY SHALL INCLUDE A BOLT, NUT AND TWO WASHERS. TIGHTEN ACCORDING TO 513. AFTER THE DECK CONCRETE HAS BEEN PLACED, FIELD DRILL THE 1 3/16" DIAMETER HOLE IN THE WEB.
- * - REQUIRES TEMPORARY RISER RING DURING CONSTRUCTION.
- - PROPOSED NEENAH R-3955 SCUPPER. SCUPPER SHALL BE ANCHORED TO STEEL BEAM AND ANCHORING SHALL BE APPROVED BY ENGINEER PRIOR TO DECK PLACEMENT.



FINAL SCUPPER DETAIL
(FINAL CONFIGURATION)



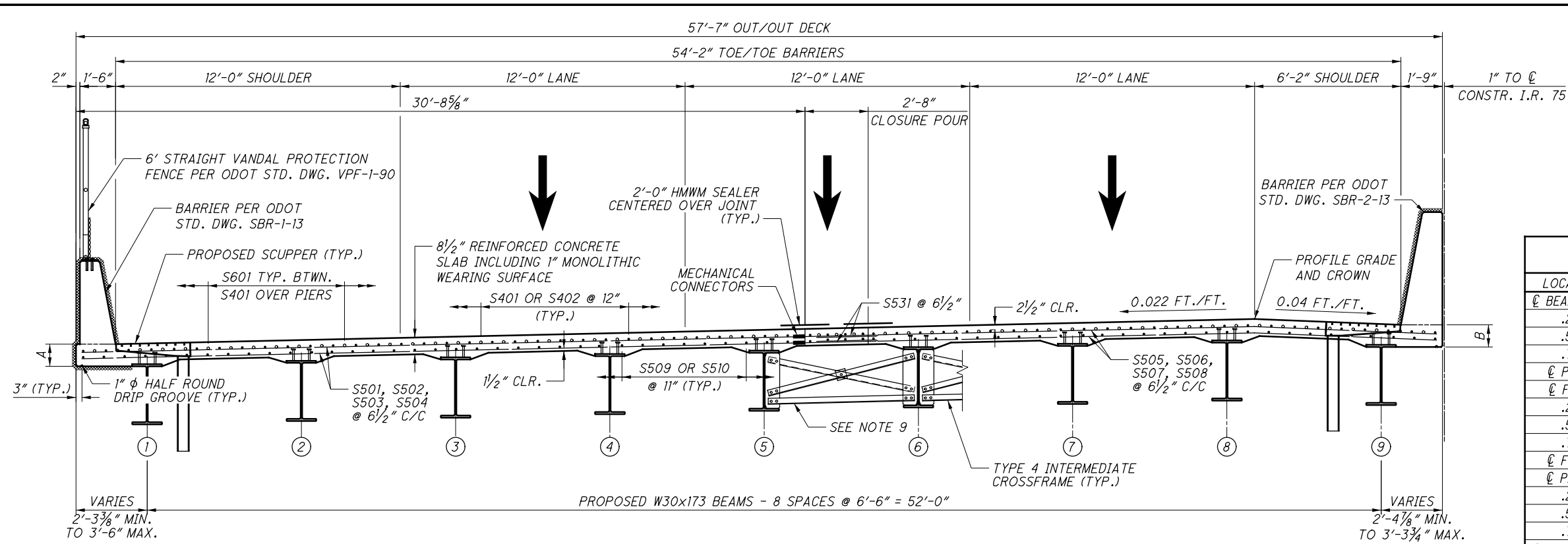
SECTION A-A



TEMPORARY SCUPPER DETAIL
(WITH TEMPORARY RISER RING DURING CONSTRUCTION)

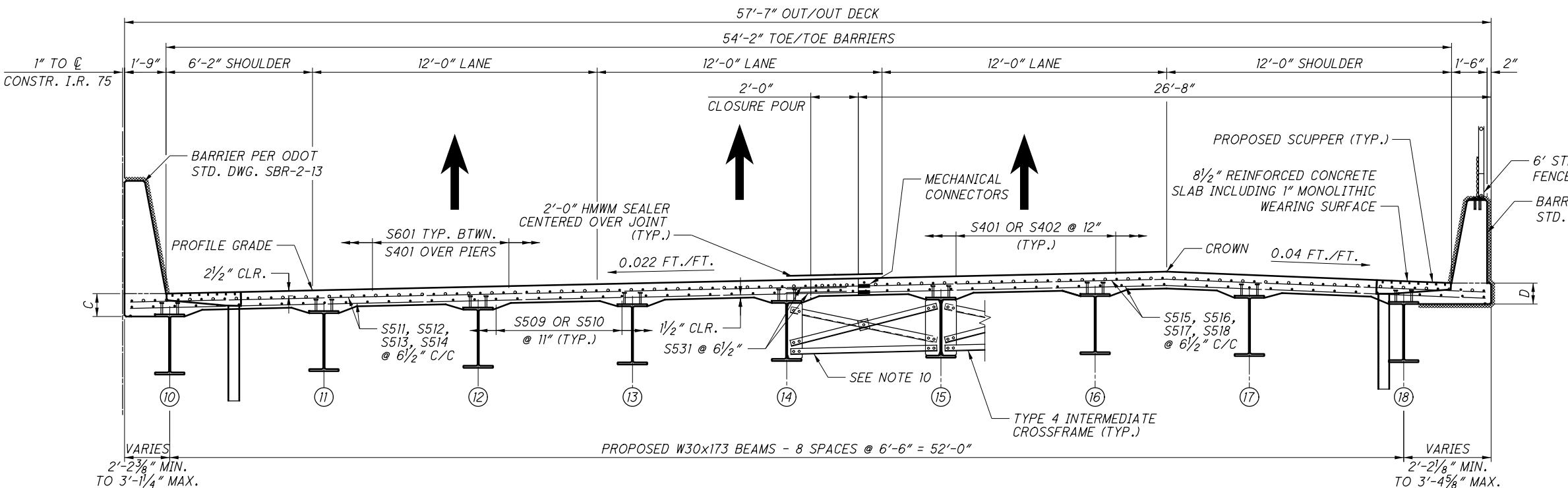
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DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		



TRANSVERSE SECTION - LEFT BRIDGE

DECK OVERHANG THICKNESS				
LOCATION	A (IN.)	B (IN.)	C (IN.)	D (IN.)
CL BEARING RA	N/A	N/A	N/A	N/A
.25L	11 1/8	11 1/8	11 1/4	10 7/8
.50L	11 1/4	11	11 3/8	10 7/8
.75L	11 1/4	11	11 3/8	10 3/4
CL PIER 1	11 3/8	10 7/8	11 3/8	10 3/4
CL F.S. 1	11 3/8	10 7/8	11 3/8	10 3/4
.25L	11 3/8	10 7/8	11 1/2	10 3/4
.50L	11 3/8	10 7/8	11 1/2	10 3/4
.75L	11 3/8	10 7/8	11 1/2	10 3/4
CL F.S. 2	11 3/8	10 7/8	11 3/8	10 7/8
CL PIER 2	11 3/8	10 7/8	11 3/8	10 7/8
.25L	11 3/8	11	11 3/8	11
.50L	11 3/8	11	11 3/8	11 1/8
.75L	11 1/4	11 1/8	11 1/4	11 1/4
CL BEARING FA	N/A	N/A	N/A	N/A



TRANSVERSE SECTION - RIGHT BRIDGE

- LEGEND**
- Ⓝ - DESIGNATES BEAM LINE NUMBER
 - ▨ - LIMITS OF EPOXY-URETHANE SEALING

- NOTES**
1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3.07 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ± 3 INCHES.
 2. ALL TRANSVERSE BARS ARE TO BE PLACED RADIALLY TO THE CL CONSTRUCTION.
 3. FOR DECK PLAN, SEE SHEET [44/57].
 4. FOR FINAL DECK SURFACE ELEVATIONS, SCREED, AND TOP OF HAUNCH ELEVATIONS, SEE SHEET [48/57] THRU [51/57].
 5. FOR FRAMING PLAN, SEE SHEET [35/57].
 6. FOR REINFORCING SCHEDULE, SEE SHEETS [56/57] AND [57/57].
 7. FOR INTERMEDIATE CROSSFRAME TYPE 4 DETAILS, SEE STD. DRAWING GSD-1-96.
 8. FOR BARRIER DETAILS, SEE SHEETS [52/57] AND [53/57].
 9. ALL CROSSFRAMES LOCATED IN THE BAY BETWEEN BEAM 5 AND BEAM 6 SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED IN PHASE 3.
 10. ALL CROSSFRAMES LOCATED IN THE BAY BETWEEN BEAM 14 AND BEAM 15 SHALL BE INSTALLED AFTER THE DECK HAS BEEN POURED IN PHASE 5.
- THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

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DATE: 7/2017
REVIEWED: DFT
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DESIGNED: GWM
CHECKED: CJW

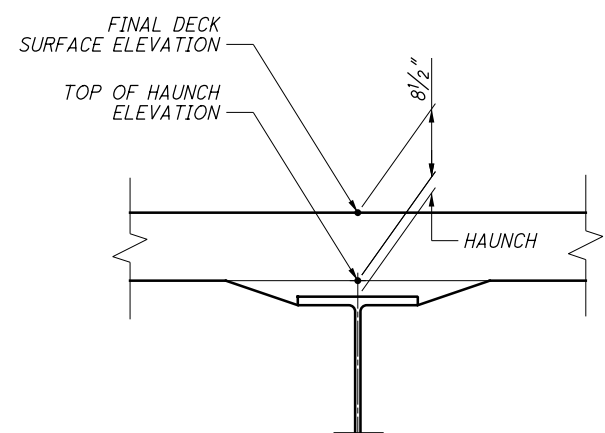
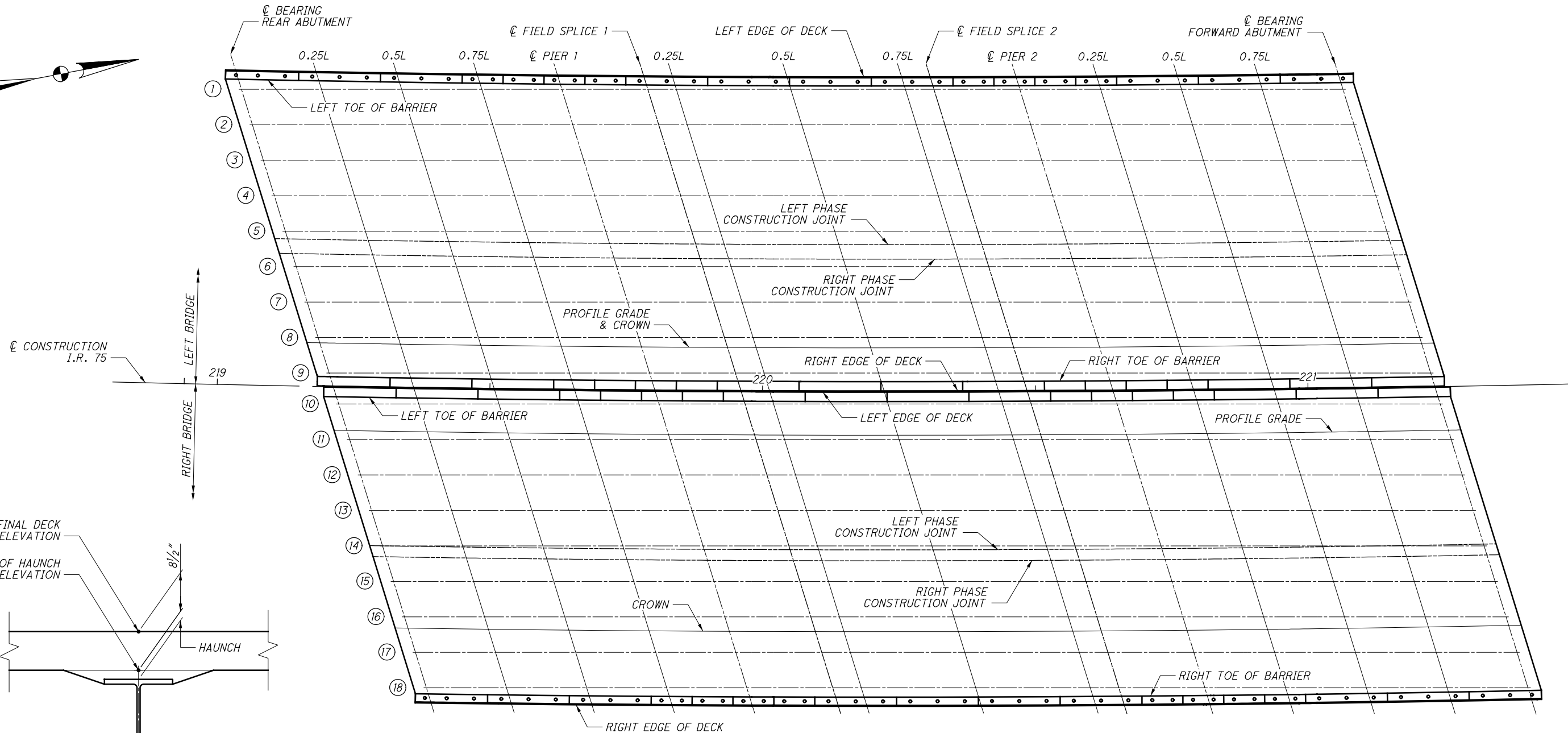
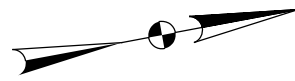
STRUCTURE FILE NUMBER: 5707080

TRANSVERSE SECTION
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

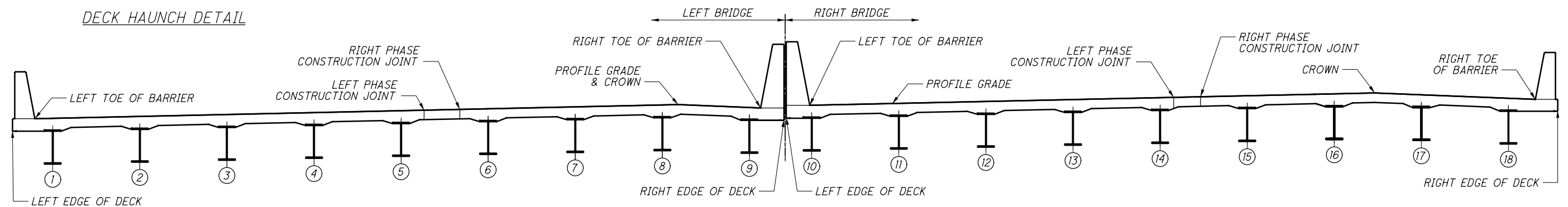
46 / 57

329
348



DECK HAUNCH DETAIL

DECK KEY PLAN



TRANSVERSE SECTION

LEGEND:
 (#) - BEAM DESIGNATION

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 LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
4. FOR SCREED, TOP OF HAUNCH AND FINAL DECK ELEVATIONS, SEE SHEETS 48/57 THRU 51/57.

P:\91606\structures\MOT075_1078C\sheets\075_1078CSD003.dgn 2/13/2020 12:55:35 PM mcornett

DESIGNED	GMW	CHECKED	CJW
DRAWN	GMW	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		BEAM 1		BEAM 2		BEAM 3		BEAM 4		BEAM 5		LEFT PHASE CONSTRUCTION JOINT	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	219+02.15	750.77	219+02.71	750.77	219+03.32	750.82	219+05.48	750.98	219+07.64	751.14	219+09.79	751.31	219+11.94	751.47	219+12.41	751.50
0.25L	219+17.08	750.90	219+17.63	750.91	219+18.15	750.95	219+20.29	751.11	219+22.43	751.27	219+24.57	751.43	219+26.70	751.59	219+27.25	751.63
0.50L	219+32.00	751.03	219+32.55	751.04	219+32.97	751.07	219+35.10	751.23	219+37.23	751.39	219+39.35	751.55	219+41.46	751.71	219+42.08	751.75
0.75L	219+46.90	751.15	219+47.45	751.15	219+47.80	751.18	219+49.91	751.34	219+52.02	751.50	219+54.12	751.66	219+56.22	751.81	219+56.89	751.86
⊕ BRG. PIER 1	219+61.79	751.26	219+62.33	751.26	219+62.63	751.29	219+64.73	751.44	219+66.82	751.60	219+68.90	751.76	219+70.98	751.92	219+71.70	751.97
⊕ BRG. F.S. 1	219+77.75	751.37	219+78.28	751.37	219+78.53	751.39	219+80.61	751.55	219+82.68	751.70	219+84.75	751.86	219+86.81	752.02	219+87.56	752.07
0.25L	219+83.06	751.40	219+83.59	751.41	219+83.83	751.43	219+85.90	751.58	219+87.96	751.74	219+90.02	751.89	219+92.08	752.05	219+92.83	752.10
0.50L	220+04.29	751.53	220+04.82	751.53	220+05.02	751.55	220+07.07	751.70	220+09.11	751.86	220+11.15	752.01	220+13.18	752.17	220+13.95	752.22
0.75L	220+25.51	751.64	220+26.03	751.64	220+26.22	751.66	220+28.24	751.81	220+30.26	751.96	220+32.27	752.12	220+34.28	752.27	220+35.03	752.33
⊕ BRG. PIER 2	220+30.80	751.67	220+31.32	751.67	220+31.51	751.68	220+33.53	751.84	220+35.54	751.99	220+37.54	752.14	220+39.55	752.29	220+40.29	752.35
⊕ BRG. F.S. 2	220+46.70	751.74	220+47.21	751.74	220+47.41	751.75	220+49.41	751.90	220+51.40	752.06	220+53.39	752.21	220+55.38	752.36	220+56.10	752.41
0.25L	220+61.63	751.79	220+62.14	751.79	220+62.37	751.81	220+64.35	751.96	220+66.33	752.11	220+68.30	752.26	220+70.27	752.41	220+70.95	752.46
0.50L	220+76.56	751.84	220+77.06	751.84	220+77.32	751.86	220+79.29	752.01	220+81.25	752.16	220+83.20	752.31	220+85.15	752.46	220+85.79	752.50
0.75L	220+91.47	751.88	220+91.97	751.88	220+92.28	751.90	220+94.23	752.05	220+96.70	752.20	220+98.11	752.35	221+00.04	752.50	221+00.61	752.54
⊕ BRG. FWD. ABUT.	221+06.38	751.91	221+06.87	751.91	221+07.23	751.94	221+09.16	752.09	221+11.09	752.23	221+13.01	752.38	221+14.93	752.53	221+15.43	752.57

FINAL DECK SURFACE ELEVATIONS - LEFT BRIDGE

LOCATION	RIGHT PHASE CONSTRUCTION JOINT		BEAM 6		BEAM 7		BEAM 8		CROWN		BEAM 9		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	219+13.29	751.57	219+14.08	751.63	219+16.22	751.79	219+18.36	751.95	219+18.67	751.97	219+20.48	751.77	219+20.70	751.74	219+21.27	751.75
0.25L	219+28.13	751.70	219+28.83	751.75	219+30.95	751.91	219+33.06	752.07	219+33.46	752.10	219+35.18	751.90	219+35.47	751.87	219+36.04	751.87
0.50L	219+42.95	751.82	219+43.57	751.86	219+45.67	752.02	219+47.77	752.18	219+48.23	752.22	219+49.87	752.03	219+50.22	751.98	219+50.79	751.99
0.75L	219+57.76	751.93	219+58.64	751.97	219+60.40	752.13	219+62.49	752.29	219+62.99	752.33	219+64.56	752.14	219+64.97	752.09	219+65.53	752.10
⊕ BRG. PIER 1	219+72.55	752.03	219+73.06	752.07	219+75.13	752.23	219+77.20	752.39	219+77.74	752.43	219+79.26	752.25	219+79.70	752.19	219+80.26	752.20
⊕ BRG. F.S. 1	219+88.40	752.14	219+88.87	752.17	219+90.92	752.33	219+92.97	752.48	219+93.55	752.53	219+95.02	752.35	219+95.49	752.29	219+96.04	752.29
0.25L	219+93.68	752.17	219+94.13	752.20	219+96.18	752.36	219+98.22	752.51	219+98.80	752.56	220+00.26	752.38	220+00.74	752.32	220+01.28	752.32
0.50L	220+14.78	752.29	220+15.21	752.32	220+17.23	752.47	220+19.25	752.63	220+19.84	752.67	220+21.26	752.49	220+21.75	752.43	220+22.29	752.44
0.75L	220+35.85	752.39	220+36.28	752.42	220+38.28	752.57	220+40.28	752.72	220+40.85	752.77	220+42.27	752.59	220+42.73	752.53	220+43.27	752.53
⊕ BRG. PIER 2	220+41.11	752.41	220+41.55	752.44	220+43.54	752.60	220+45.53	752.75	220+46.09	752.79	220+47.51	752.61	220+47.97	752.55	220+48.50	752.55
⊕ BRG. F.S. 2	220+56.91	752.47	220+57.36	752.51	220+59.33	752.66	220+61.30	752.81	220+61.84	752.85	220+63.27	752.66	220+63.70	752.61	220+64.22	752.61
0.25L	220+71.75	752.52	220+72.23	752.56	220+74.19	752.71	220+76.14	752.86	220+76.63	752.90	220+78.09	752.70	220+78.48	752.65	220+79.00	752.66
0.50L	220+86.58	752.57	220+87.10	752.60	220+89.04	752.75	220+90.98	752.90	220+91.42	752.94	220+92.91	752.74	220+93.24	752.69	220+93.76	752.69
0.75L	221+01.40	752.60	221+01.97	752.64	221+03.89	752.79	221+05.81	752.94	221+06.19	752.97	221+07.73	752.76	221+08.00	752.72	221+08.51	752.72
⊕ BRG. FWD. ABUT.	221+16.21	752.62	221+16.84	752.67	221+18.74	752.82	221+20.65	752.97	221+20.95	752.99	221+22.55	752.77	221+22.74	752.74	221+23.25	752.75

NOTES:

1. SEE SHEET 47/57 FOR NOTES.

DATE: 7/2017
REVIEWED: DFT
STRUCTURE FILE NUMBER: 5707080

DRAWN: DTA
REVISER:
DESIGNED: GMM
CHECKED: C/W

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

Table with 17 columns: LOCATION, LEFT EDGE OF DECK, LEFT TOE OF BARRIER, BEAM 10, PROFILE GRADE, BEAM 11, BEAM 12, BEAM 13, BEAM 14. Rows include BRG. REAR ABUT., BRG. PIER 1, BRG. F.S. 1, BRG. PIER 2, BRG. F.S. 2, BRG. FWD. ABUT.

FINAL DECK SURFACE ELEVATIONS - RIGHT BRIDGE

Table with 19 columns: LOCATION, LEFT PHASE CONSTRUCTION JOINT, RIGHT PHASE CONSTRUCTION JOINT, BEAM 15, BEAM 16, CROWN, BEAM 17, BEAM 18, RIGHT TOE OF BARRIER, RIGHT EDGE OF DECK. Rows include BRG. REAR ABUT., BRG. PIER 1, BRG. F.S. 1, BRG. PIER 2, BRG. F.S. 2, BRG. FWD. ABUT.

NOTES:

1. SEE SHEET 47/57 FOR NOTES.

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Metadata table with columns: DESIGNED, DRAWN, REVIEWED, DATE, CHECKED, DFT, STRUCTURE FILE NUMBER, CUIW, REVISION NUMBER.

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SCREED ELEVATIONS - LEFT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		LEFT PHASE CONSTRUCTION JOINT		RIGHT PHASE CONSTRUCTION JOINT		CROWN		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	219+02.15	750.77	219+02.71	750.77	219+12.41	751.50	219+13.29	751.57	219+18.67	751.97	219+20.70	751.74	219+21.27	751.75
0.25L	219+17.08	750.92	219+17.63	750.93	219+27.25	751.65	219+28.13	751.72	219+33.46	752.12	219+35.47	751.89	219+36.04	751.89
0.50L	219+32.00	751.05	219+32.55	751.06	219+42.08	751.77	219+42.95	751.84	219+48.23	752.24	219+50.22	752.01	219+50.79	752.01
0.75L	219+46.90	751.16	219+47.45	751.16	219+56.89	751.87	219+57.76	751.93	219+62.99	752.33	219+64.97	752.10	219+65.53	752.10
⊕ BRG. PIER 1	219+61.79	751.26	219+62.33	751.26	219+71.70	751.97	219+72.55	752.03	219+77.74	752.43	219+79.70	752.19	219+80.26	752.20
⊕ BRG. F.S. 1	219+77.75	751.41	219+78.28	751.42	219+87.56	752.11	219+88.40	752.18	219+93.55	752.57	219+95.49	752.33	219+96.04	752.34
0.25L	219+83.06	751.46	219+83.59	751.47	219+92.83	752.16	219+93.68	752.23	219+98.80	752.62	220+00.74	752.38	220+01.28	752.38
0.50L	220+04.29	751.63	220+04.82	751.63	220+13.95	752.32	220+14.78	752.38	220+19.84	752.77	220+21.75	752.53	220+22.29	752.53
0.75L	220+25.51	751.70	220+26.03	751.70	220+35.03	752.38	220+35.85	752.45	220+40.85	752.83	220+42.73	752.59	220+43.27	752.59
⊕ BRG. PIER 2	220+30.80	751.71	220+31.32	751.71	220+40.29	752.39	220+41.11	752.45	220+46.09	752.83	220+47.97	752.59	220+48.50	752.59
⊕ BRG. F.S. 2	220+46.70	751.74	220+47.21	751.74	220+56.10	752.41	220+56.91	752.47	220+61.84	752.85	220+63.70	752.61	220+64.22	752.61
0.25L	220+61.63	751.80	220+62.14	751.80	220+70.95	752.47	220+71.75	752.53	220+76.63	752.90	220+78.48	752.66	220+79.00	752.66
0.50L	220+76.56	751.86	220+77.06	751.86	220+85.79	752.53	220+86.58	752.59	220+91.42	752.96	220+93.24	752.72	220+93.76	752.72
0.75L	220+91.47	751.90	220+91.97	751.90	221+00.61	752.56	221+01.40	752.62	221+06.19	752.99	221+08.00	752.74	221+08.51	752.75
⊕ BRG. FWD. ABUT.	221+06.38	751.91	221+06.87	751.91	221+15.43	752.57	221+16.21	752.62	221+20.95	752.99	221+22.74	752.74	221+23.25	752.75

SCREED ELEVATIONS - RIGHT BRIDGE

LOCATION	LEFT EDGE OF DECK		LEFT TOE OF BARRIER		PROFILE GRADE		LEFT PHASE CONSTRUCTION JOINT		RIGHT PHASE CONSTRUCTION JOINT		CROWN		RIGHT TOE OF BARRIER		RIGHT EDGE OF DECK	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
⊕ BRG. REAR ABUT.	219+21.33	751.92	219+21.90	751.93	219+23.93	752.08	219+30.78	752.60	219+31.43	752.65	219+35.64	752.97	219+39.52	752.53	219+40.05	752.53
0.25L	219+36.09	752.07	219+36.66	752.08	219+38.67	752.23	219+45.46	752.74	219+46.11	752.79	219+50.28	753.11	219+54.12	752.66	219+54.65	752.67
0.50L	219+50.84	752.19	219+51.41	752.19	219+53.40	752.34	219+60.13	752.86	219+60.77	752.91	219+64.91	753.22	219+68.72	752.77	219+69.24	752.77
0.75L	219+65.58	752.28	219+66.14	752.29	219+68.11	752.44	219+74.79	752.94	219+75.42	752.99	219+79.53	753.31	219+83.30	752.85	219+83.82	752.85
⊕ BRG. PIER 1	219+80.31	752.38	219+80.87	752.38	219+82.82	752.53	219+89.44	753.04	219+90.06	753.08	219+94.13	753.39	219+97.87	752.94	219+98.39	752.94
⊕ BRG. F.S. 1	219+96.09	752.52	219+96.64	752.52	219+98.57	752.67	220+05.13	753.17	220+05.75	753.22	220+09.78	753.53	220+13.48	753.07	220+13.99	753.07
0.25L	220+01.34	752.57	220+01.88	752.57	220+03.81	752.72	220+10.35	753.22	220+10.97	753.27	220+14.98	753.57	220+18.67	753.11	220+19.18	753.11
0.50L	220+22.34	752.72	220+22.88	752.72	220+24.78	752.87	220+31.23	753.36	221+31.84	753.70	220+35.81	753.71	220+39.45	753.25	220+39.96	753.25
0.75L	220+43.32	752.78	220+43.85	752.78	220+45.73	752.93	220+52.10	753.42	220+52.70	753.46	220+56.61	753.76	220+60.21	753.30	220+60.71	753.30
⊕ BRG. PIER 2	220+48.55	752.79	220+49.08	752.79	220+50.96	752.93	220+57.30	753.42	220+57.90	753.47	220+61.80	753.77	220+65.39	753.30	220+65.89	753.30
⊕ BRG. F.S. 2	220+64.27	752.81	220+64.80	752.81	220+66.65	752.95	220+72.94	753.43	220+73.53	753.48	220+77.40	753.78	220+80.94	753.31	220+81.44	753.31
0.25L	220+79.05	752.86	220+79.57	752.86	220+81.41	753.00	220+87.63	753.48	220+88.22	753.53	220+92.05	753.82	220+95.56	753.35	220+96.05	753.35
0.50L	220+93.81	752.92	220+94.33	752.92	220+96.15	753.06	221+02.31	753.53	221+02.90	753.58	221+06.69	753.87	221+10.17	753.40	221+10.65	753.40
0.75L	221+08.56	752.95	221+09.07	752.95	221+10.87	753.09	221+16.98	753.56	221+17.56	753.60	221+21.32	753.90	221+24.77	753.42	221+25.24	753.42
⊕ BRG. FWD. ABUT.	221+23.30	752.95	221+23.81	752.95	221+25.59	753.09	221+31.64	753.56	221+32.22	753.60	221+35.93	753.89	221+39.35	753.41	221+39.82	753.41

NOTES:

1. SEE SHEET 47/57 FOR NOTES.



1801 Watermark Drive, Suite 310 - Columbus, Ohio 43215
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DATE: 7/2017
REVIEWED: DFT
STRUCTURE FILE NUMBER: 5707080

DRAWN: DTA
DESIGNED: GJM
CHECKED: CJW

DESIGNED: GJM
CHECKED: CJW

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

MOT-75-(10.44)(10.78)
PID No. 91606

50/57

333
348

TOP OF HAUNCH ELEVATIONS - LEFT BRIDGE

LOCATION	BEAM 1		BEAM 2		BEAM 3		BEAM 4		BEAM 5		BEAM 6		BEAM 7		BEAM 8		BEAM 9	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
CL BRG. REAR ABUT.	219+03.32	750.11	219+05.48	750.27	219+07.64	750.44	219+09.79	750.60	219+11.94	750.76	219+14.08	750.92	219+16.22	751.08	219+18.36	751.24	219+20.48	751.06
0.25L	219+18.15	750.26	219+20.29	750.42	219+22.43	750.58	219+24.57	750.74	219+26.70	750.90	219+28.83	751.06	219+30.95	751.22	219+33.06	751.38	219+35.18	751.22
0.50L	219+32.97	750.38	219+35.10	750.54	219+37.23	750.70	219+39.35	750.86	219+41.46	751.02	219+43.57	751.18	219+45.67	751.34	219+47.77	751.50	219+49.87	751.34
0.75L	219+47.80	750.48	219+49.91	750.64	219+52.02	750.79	219+54.12	750.95	219+56.22	751.11	219+58.64	751.27	219+60.40	751.43	219+62.49	751.58	219+64.56	751.44
CL BRG. PIER 1	219+62.63	750.58	219+64.73	750.74	219+66.82	750.89	219+68.90	751.05	219+70.98	751.21	219+73.06	751.36	219+75.13	751.52	219+77.20	751.68	219+79.26	751.54
CL BRG. F.S. 1	219+78.53	750.73	219+80.61	750.88	219+82.68	751.04	219+84.75	751.19	219+86.81	751.35	219+88.87	751.50	219+90.92	751.66	219+92.97	751.82	219+95.02	751.68
0.25L	219+83.83	750.78	219+85.90	750.93	219+87.96	751.09	219+90.02	751.24	219+92.08	751.40	219+94.13	751.55	219+96.18	751.71	219+98.22	751.86	220+00.26	751.73
0.50L	220+05.02	750.94	220+07.07	751.09	220+09.11	751.25	220+11.15	751.40	220+13.18	751.55	220+15.21	751.71	220+17.23	751.86	220+19.25	752.01	220+21.26	751.88
0.75L	220+26.22	751.01	220+28.24	751.16	220+30.26	751.31	220+32.27	751.47	220+34.28	751.62	220+36.28	751.77	220+38.28	751.92	220+40.28	752.07	220+42.27	751.94
CL BRG. PIER 2	220+31.51	751.02	220+33.53	751.17	220+35.54	751.32	220+37.54	751.47	220+39.55	751.62	220+41.55	751.78	220+43.54	751.93	220+45.53	752.08	220+47.51	751.94
CL BRG. F.S. 2	220+47.41	751.04	220+49.41	751.20	220+51.40	751.35	220+53.39	751.50	220+55.38	751.65	220+57.36	751.80	220+59.33	751.95	220+61.30	752.10	220+63.27	751.95
0.25L	220+62.37	751.11	220+64.35	751.26	220+66.33	751.41	220+68.30	751.56	220+70.27	751.71	220+72.23	751.86	220+74.19	752.01	220+76.14	752.16	220+78.09	752.00
0.50L	220+77.32	751.18	220+79.29	751.32	220+81.25	751.47	220+83.20	751.62	220+85.15	751.77	220+87.10	751.92	220+89.04	752.07	220+90.98	752.22	220+92.91	752.05
0.75L	220+92.28	751.22	220+94.23	751.37	220+96.70	751.51	220+98.11	751.66	221+00.04	751.81	221+01.97	751.96	221+03.89	752.10	221+05.81	752.25	221+07.73	752.07
CL BRG. FWD. ABUT.	221+07.23	751.23	221+09.16	751.38	221+11.09	751.52	221+13.01	751.67	221+14.93	751.82	221+16.84	751.96	221+18.74	752.11	221+20.65	752.26	221+22.55	752.06

TOP OF HAUNCH ELEVATIONS - RIGHT BRIDGE

LOCATION	BEAM 10		BEAM 11		BEAM 12		BEAM 13		BEAM 14		BEAM 15		BEAM 16		BEAM 17		BEAM 18	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
CL BRG. REAR ABUT.	219+22.34	751.25	219+24.45	751.41	219+26.57	751.57	219+28.68	751.73	219+30.78	751.90	219+32.88	752.05	219+34.98	752.21	219+37.07	752.36	219+39.16	751.86
0.25L	219+37.01	751.39	219+39.12	751.55	219+41.21	751.71	219+43.31	751.87	219+45.40	752.03	219+47.48	752.19	219+49.56	752.35	219+51.63	752.51	219+53.70	752.00
0.50L	219+51.69	751.51	219+53.78	751.67	219+55.86	751.82	219+57.94	751.98	219+60.01	752.14	219+62.08	752.30	219+64.14	752.45	219+66.20	752.60	219+68.25	752.12
0.75L	219+66.37	751.60	219+68.44	751.75	219+70.51	751.91	219+72.57	752.07	219+74.62	752.22	219+76.67	752.38	219+78.72	752.54	219+80.76	752.69	219+82.80	752.20
CL BRG. PIER 1	219+81.05	751.69	219+83.11	751.84	219+85.15	752.00	219+87.20	752.16	219+89.24	752.31	219+91.27	752.47	219+93.30	752.62	219+95.33	752.77	219+97.35	752.29
CL BRG. F.S. 1	219+96.80	751.83	219+98.83	751.98	220+00.86	752.14	220+02.89	752.29	220+04.91	752.45	220+06.93	752.60	220+08.94	752.75	220+10.95	752.90	220+12.95	752.43
0.25L	220+02.03	751.88	220+04.06	752.03	220+05.84	752.18	220+08.11	752.34	220+10.13	752.49	220+12.14	752.65	220+14.14	752.80	220+16.15	752.95	220+18.14	752.47
0.50L	220+23.02	752.03	220+25.02	752.18	220+27.02	752.33	220+29.02	752.48	220+31.01	752.63	220+33.00	752.79	220+34.98	752.94	220+36.96	753.09	220+38.94	752.61
0.75L	220+44.00	752.09	220+45.98	752.24	220+47.96	752.39	220+49.93	752.54	220+51.90	752.69	220+53.87	752.84	220+55.83	752.99	220+57.78	753.14	220+59.73	752.65
CL BRG. PIER 2	220+49.24	752.09	220+51.21	752.24	220+53.19	752.39	220+55.15	752.55	220+57.12	752.70	220+59.07	752.85	220+61.03	753.00	220+62.98	753.14	220+64.92	752.65
CL BRG. F.S. 2	220+64.98	752.11	220+66.94	752.26	220+68.89	752.41	220+70.84	752.56	220+72.79	752.71	220+74.73	752.86	220+76.66	753.01	220+78.60	753.15	220+80.52	752.65
0.25L	220+79.79	752.17	220+81.73	752.32	220+83.67	752.47	220+85.60	752.62	220+87.53	752.76	220+89.45	752.91	220+91.37	753.06	220+93.28	753.20	220+95.20	752.69
0.50L	220+94.59	752.23	220+96.52	752.38	220+98.44	752.53	221+00.35	752.67	221+02.26	752.82	221+04.17	752.97	221+06.07	753.12	221+07.97	753.26	221+09.87	752.73
0.75L	221+09.40	752.26	221+11.30	752.41	221+13.21	752.56	221+15.11	752.71	221+17.00	752.85	221+18.89	753.00	221+20.78	753.15	221+22.66	753.29	221+24.54	752.74
CL BRG. FWD. ABUT.	221+24.20	752.27	221+26.09	752.42	221+27.98	752.56	221+29.86	752.71	221+31.74	752.86	221+33.61	753.00	221+35.48	753.15	221+37.34	753.29	221+39.20	752.73

NOTES:
1. SEE SHEET 47/57 FOR NOTES.

E.L. ROBINSON ENGINEERING
1801 Walemark Drive, Suite 310 - Columbus, Ohio 43215
www.elebrinsonengineering.com

DATE	7/2017
REVIEWED	DFT
DRAWN	DTA
DESIGNED	GWM
CHECKED	CJW
STRUCTURE FILE NUMBER	5707080

TOP OF HAUNCH ELEVATIONS
BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

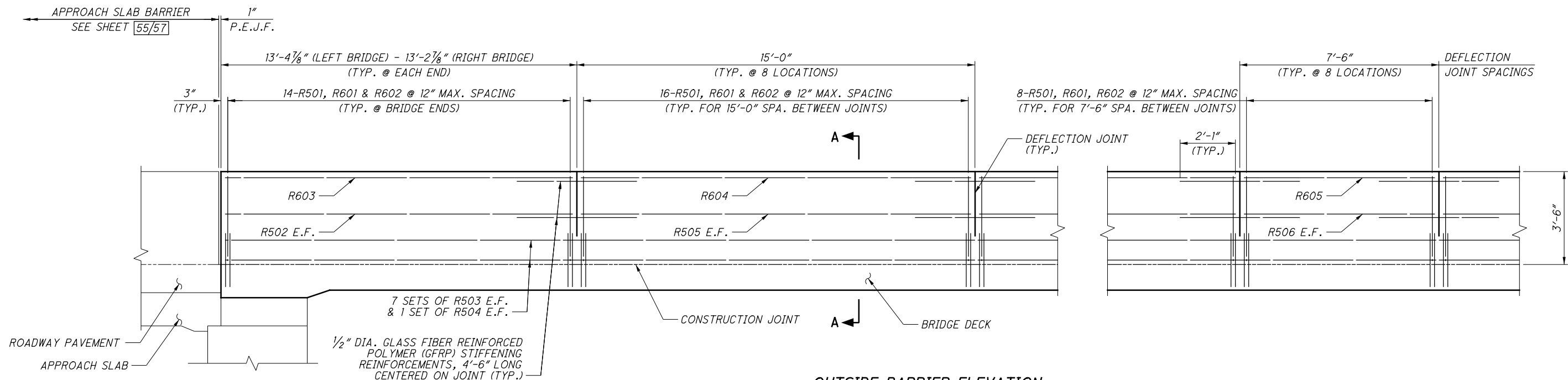
MOT-75-(10.44)(10.78)

PID No. 91606

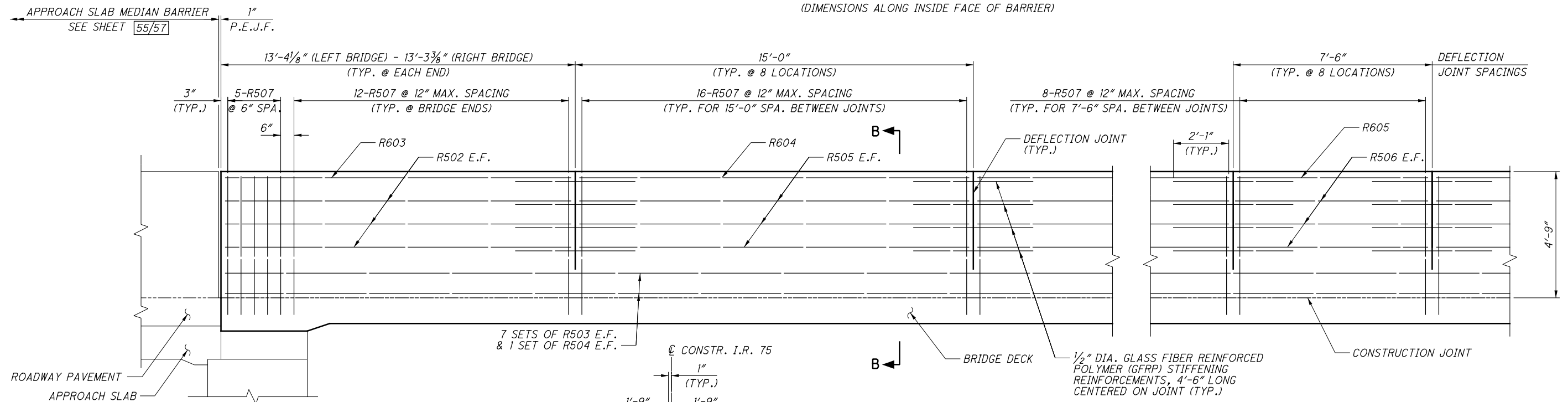
51/57

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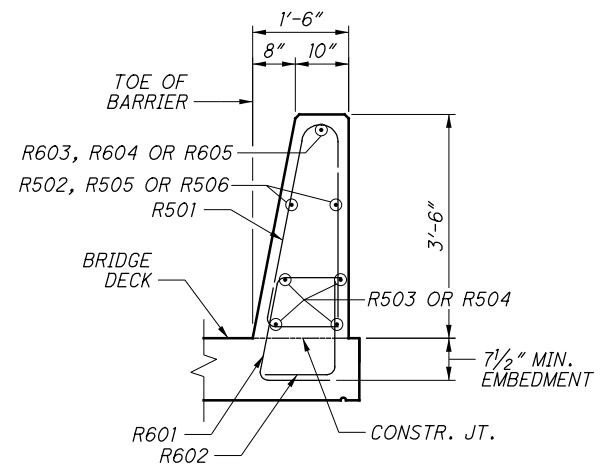
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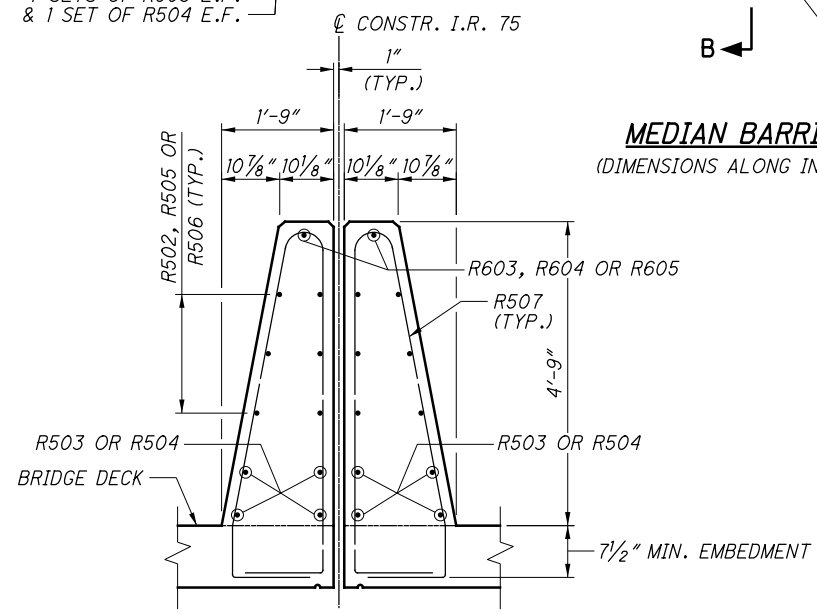
OUTSIDE BARRIER ELEVATION
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)



MEDIAN BARRIER ELEVATION
(DIMENSIONS ALONG INSIDE FACE OF BARRIER)



SECTION A-A



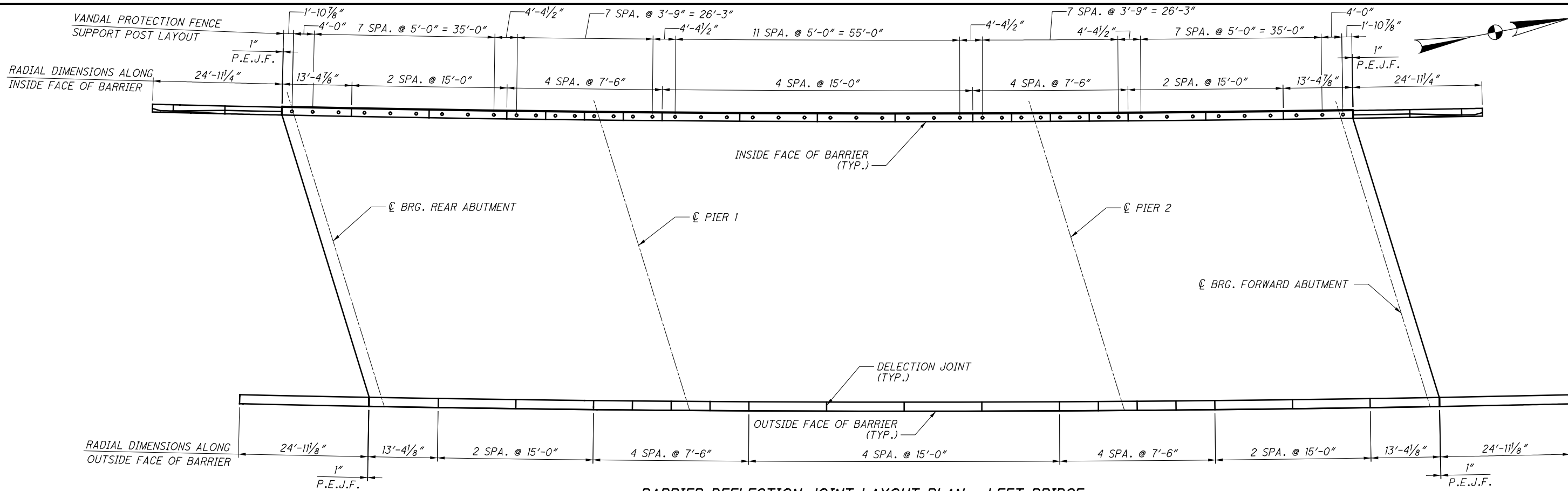
SECTION B-B

REQUIRED LAP LENGTHS	
NO. 5 BARS	2'-9" MIN.
NO. 6 BARS	3'-4" MIN.

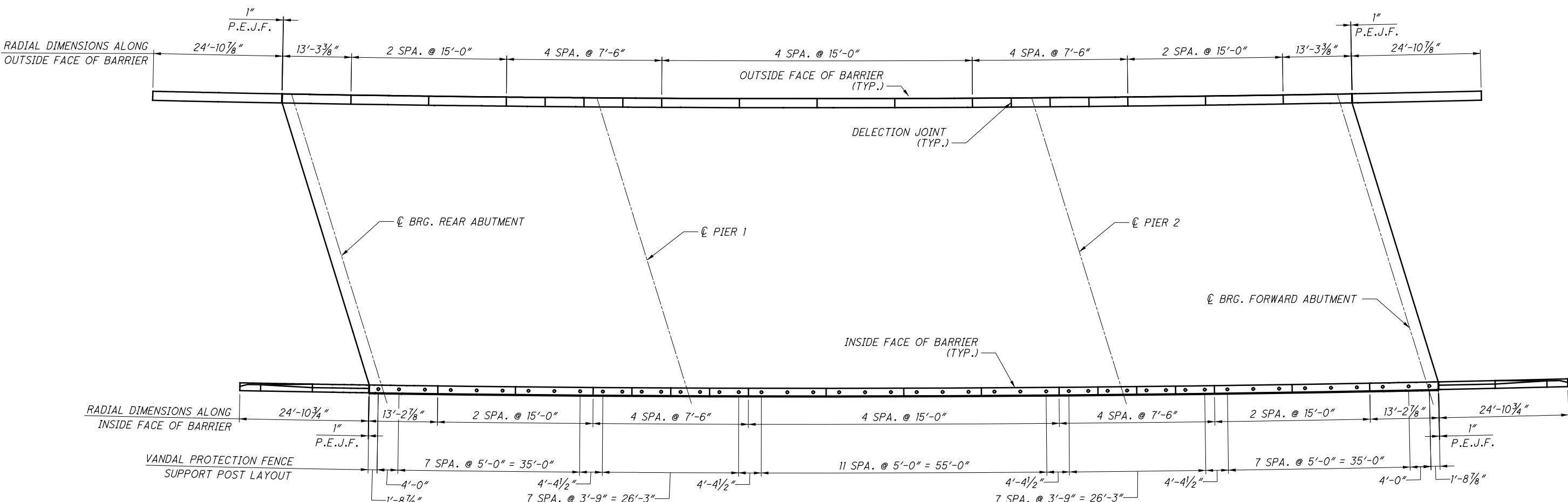
NOTES:

- FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET 53/57.
- FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET 55/57.
- FOR TYPICAL DEFLECTION JOINT AND ADDITIONAL DETAILS AND NOTES, SEE ODOT STD. DWGS. SBR-1-13 AND SBR-2-13.
- REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT IS INCIDENTAL TO ITEM 509.

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BARRIER DEFLECTION JOINT LAYOUT PLAN - LEFT BRIDGE



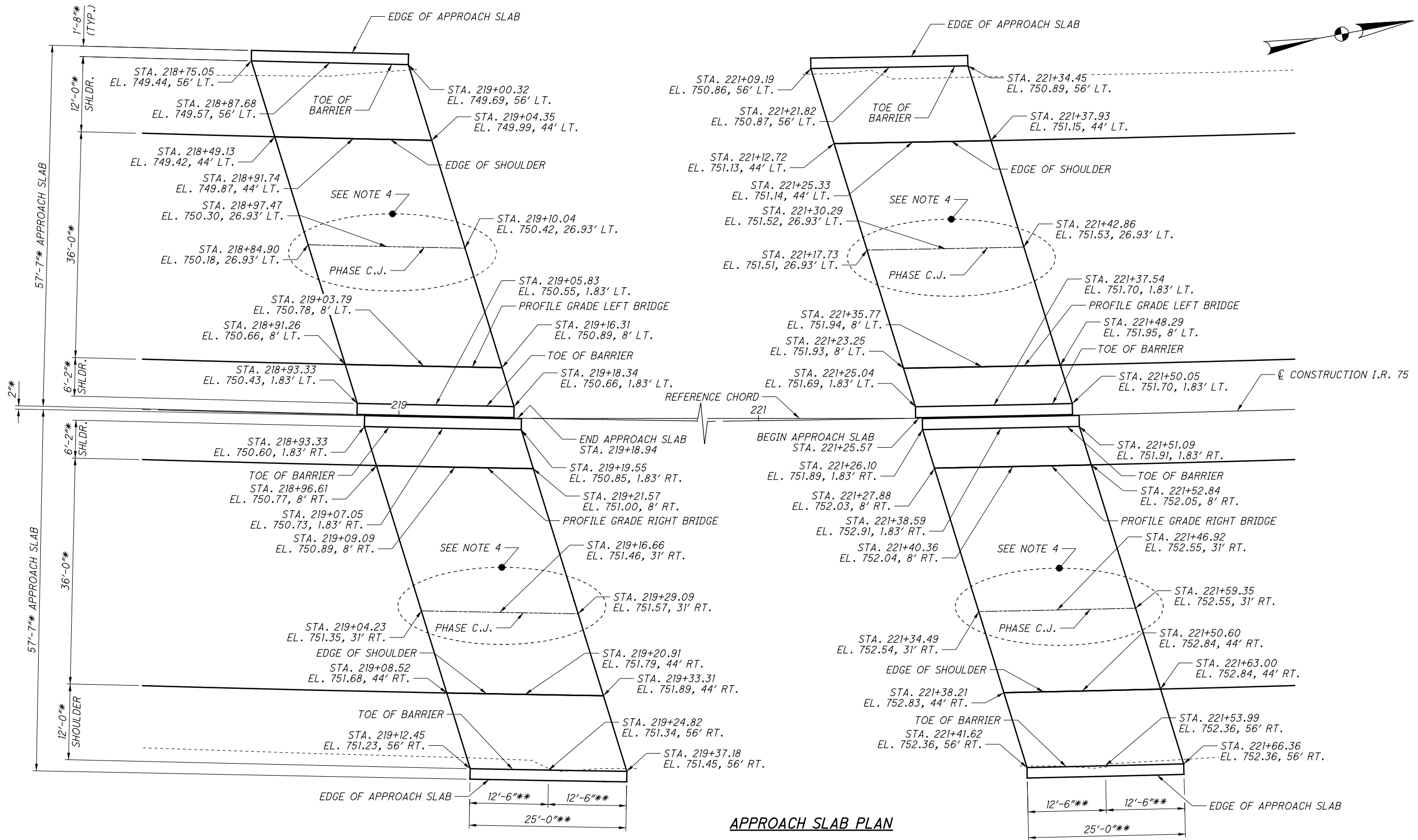
BARRIER DEFLECTION JOINT LAYOUT PLAN - RIGHT BRIDGE

- NOTES:**
1. FOR BARRIER REINFORCING DETAILS, SEE SHEET 52/57.
 2. FOR APPROACH SLAB BARRIER REINFORCING DETAILS, SEE SHEET 55/57.

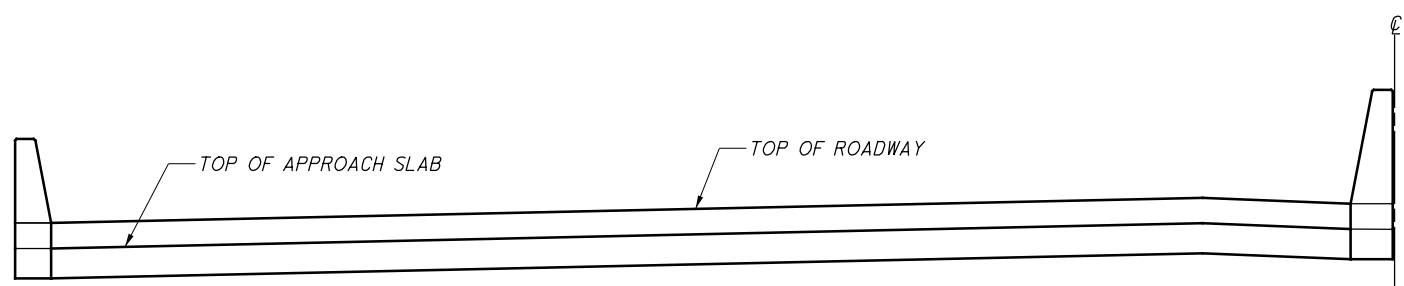
- NOTES (CONTINUED):**
3. THE VANDAL PROTECTION FENCE SHALL BE A 6'-0" STRAIGHT FENCE CONFORMING TO POST SECTION PS-4 WITH BASE PLATE BP-5.
 4. FOR ADDITIONAL DETAILS, SEE ODOT STD. DWG. VPF-1-90

<p>E.L. ROBINSON ENGINEERING 1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215 www.elrobinsonengineering.com</p>	
DESIGNED	GMW
CHECKED	CJW
DRAWN	FIB
REVIEWED	DFT
DATE	7/2017
STRUCTURE FILE NUMBER	5707080
<p>BARRIER DETAILS (2 OF 2) BRIDGE NO. MOT-75-1078 OVER EDWIN C. MOSES BOULEVARD</p>	
<p>MOT-75-(10.44)(10.78) PID No. 91606</p>	
<p>53 / 57</p>	
<p>336 348</p>	

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APPROACH SLAB PLAN



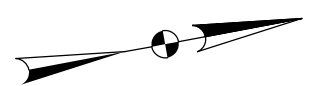
TYPICAL SECTION APPROACH SLAB
(LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR)

LEGEND:

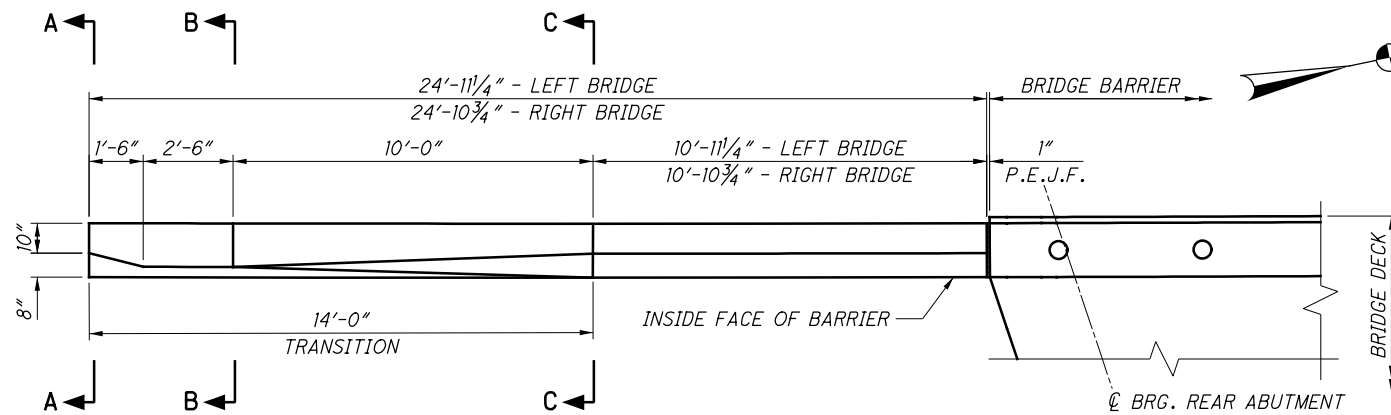
- * - MEASURED PERPENDICULAR TO CENTERLINE OF I.R. 75
- ** - MEASURED ALONG CENTERLINE OF I.R. 75 STATIONING

NOTES:

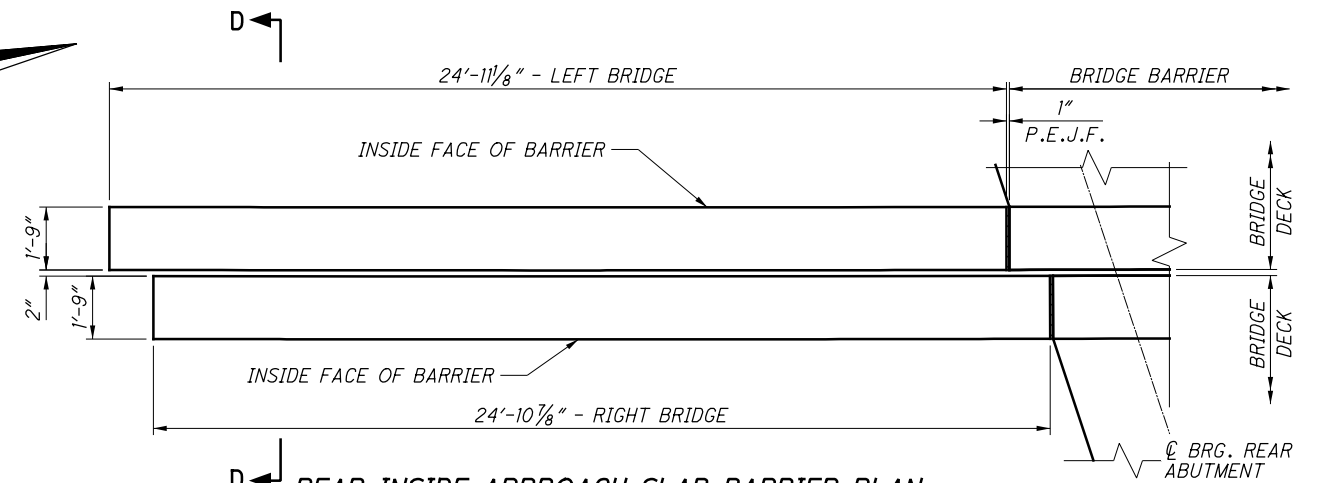
1. SEE ODOT STD. DWG. AS-1-81 FOR ADDITIONAL APPROACH SLAB DETAILS.
2. FOR APPROACH SLAB BARRIER DETAILS, SEE SHEET [55/57].
3. ALL ELEVATIONS SHOWN IN THE PLAN ARE TOP OF APPROACH SLAB ELEVATIONS. ACTUAL TOP OF ROADWAY ELEVATIONS ARE 1.0625' HIGHER.
4. SEE DETAIL A, REINFORCING LAYOUT ALONG PHASE CONSTRUCTION JOINT ON SHEET [55/57].



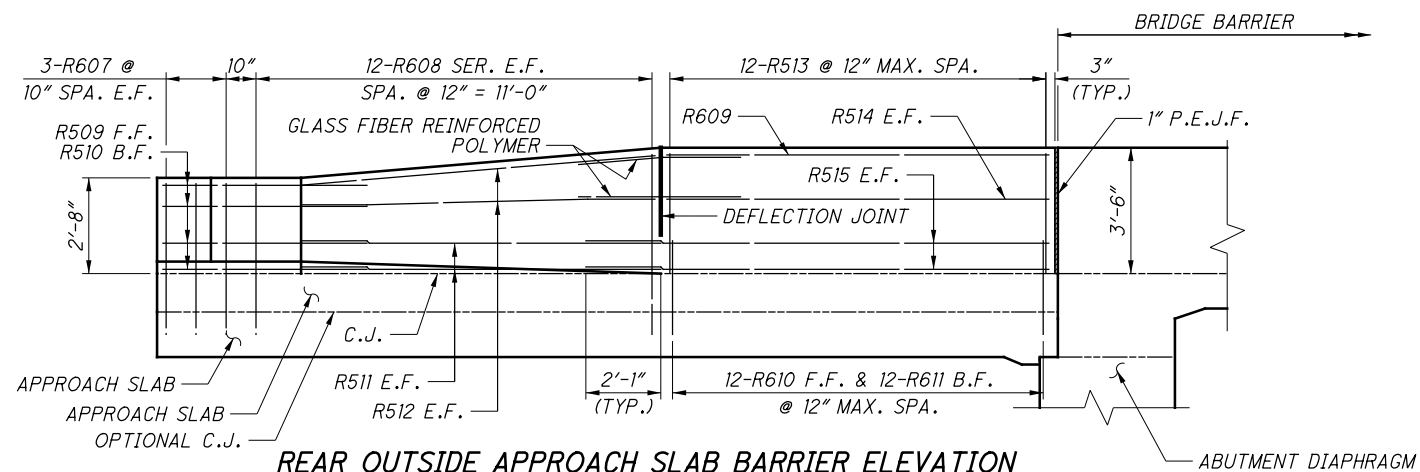
DESIGNED	GMW	CHECKED	CJW
DRAWN	FIB	REVISED	
REVIEWED	DFT	STRUCTURE FILE NUMBER	5707080
DATE	7/2017		



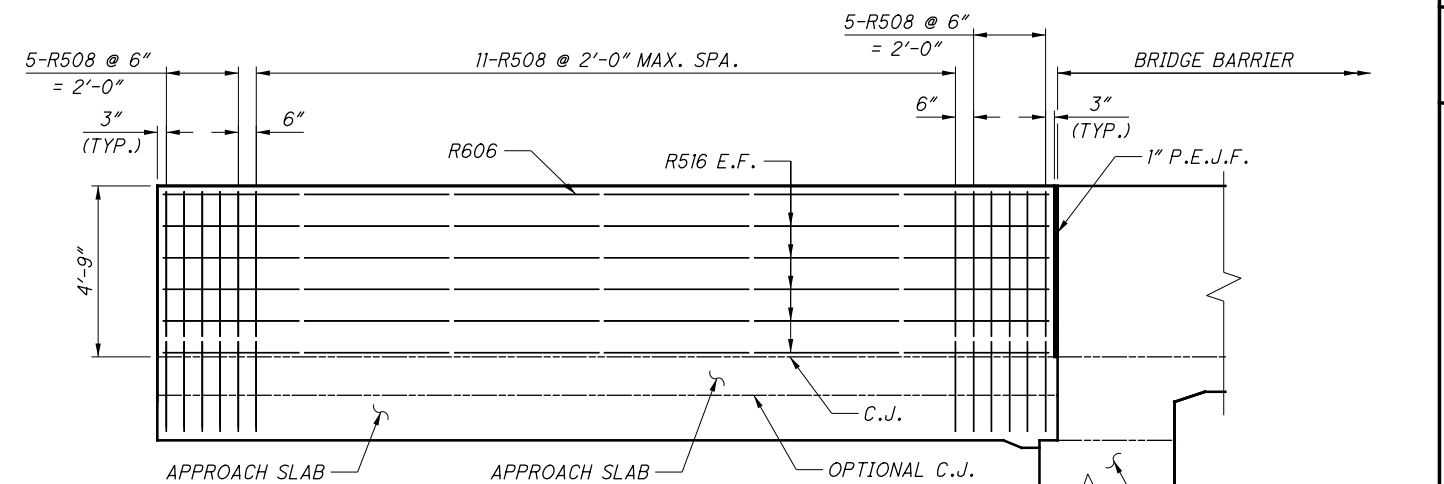
REAR OUTSIDE APPROACH SLAB BARRIER PLAN
 (DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)



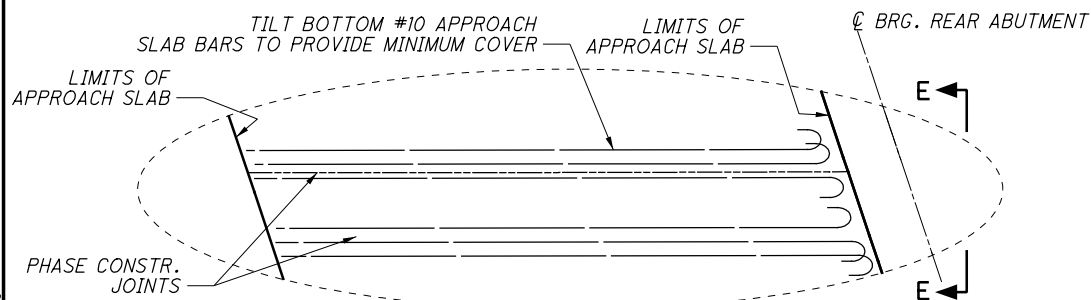
REAR INSIDE APPROACH SLAB BARRIER PLAN
 (DIMENSIONS RADIAL ALONG OUTSIDE FACE OF BARRIER)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)



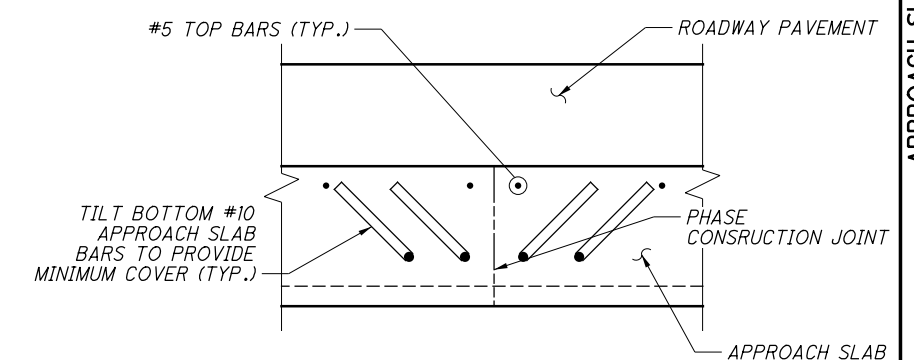
REAR OUTSIDE APPROACH SLAB BARRIER ELEVATION
 (DIMENSIONS RADIAL ALONG INSIDE FACE OF BARRIER)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)



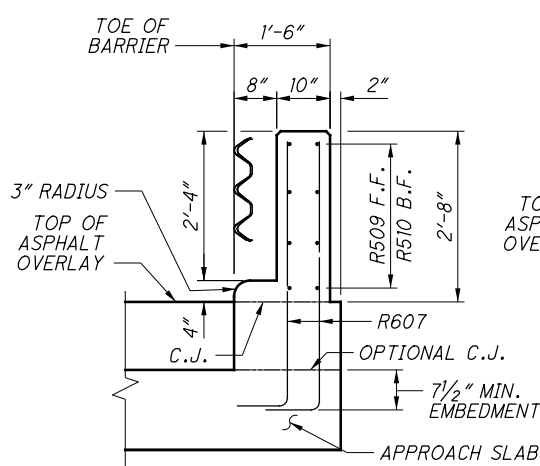
REAR INSIDE APPROACH SLAB BARRIER ELEVATION
 (DIMENSIONS RADIAL ALONG OUTSIDE FACE OF BARRIER)
 (REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)



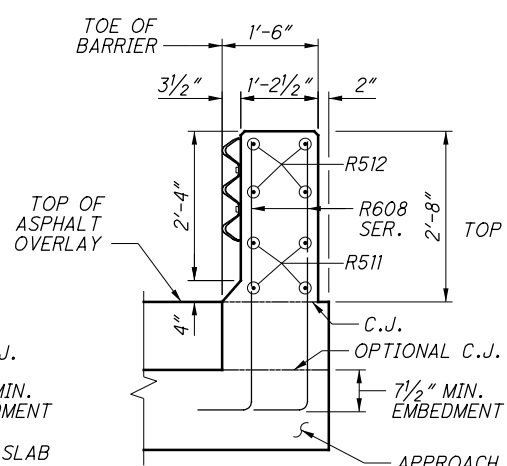
DETAIL A - REINFORCING LAYOUT ALONG PHASE C-J
 (REAR ABUTMENT LEFT BRIDGE APPROACH SLAB SHOWN, REST ARE SIMILAR)



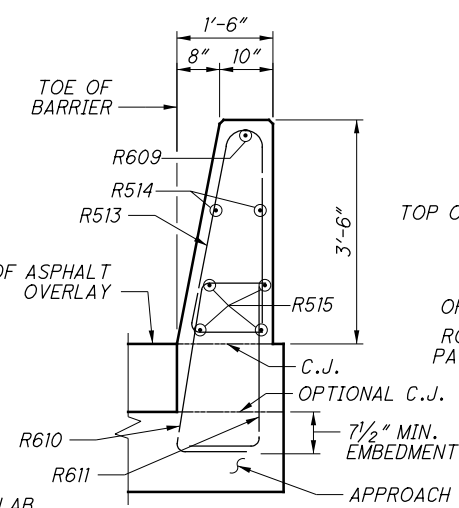
VIEW E-E



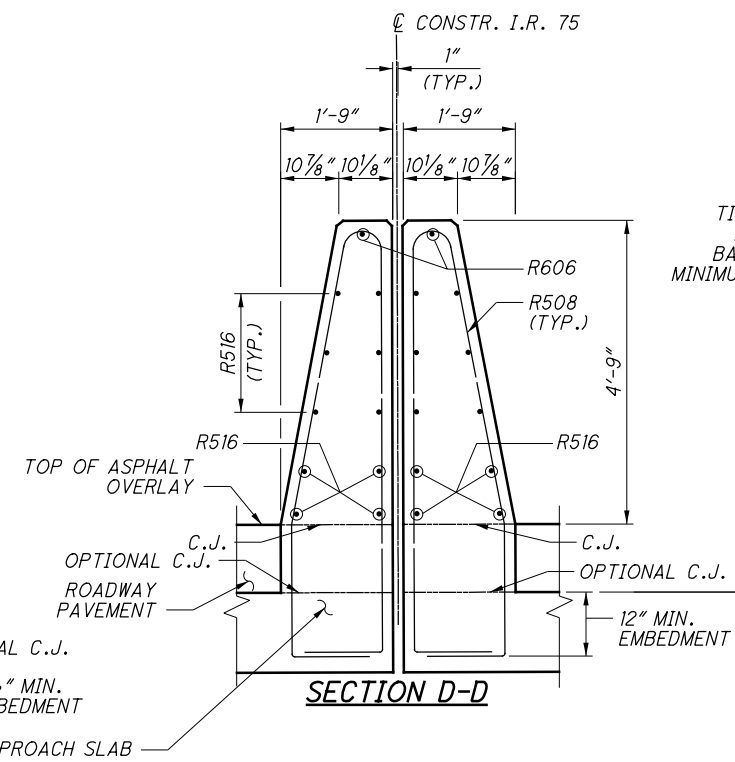
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR DEFLECTION JOINTS LAYOUT PLAN, SEE SHEET [53/57].
2. FOR BRIDGE BARRIER REINFORCING DETAILS, SEE SHEET [52/57].
3. FOR TYPICAL DEFLECTION JOINT AND ADDITIONAL DETAILS AND NOTES, SEE ODOT STD. DWGS. SBR-1-13 AND AND SBR-2-13.
4. ALL APPROACH SLAB CONCRETE IS TO PAID FOR INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T-15'), AS PER PLAN.
5. PEDESTAL CONCRETE BELOW THE MEDIAN BARRIER IS TO BE PAID WITH ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK PARAPET.

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DATE	7/2017
REVIEWED	DFT
DRAWN	FIB
DESIGNED	GMW
CHECKED	CJW
STRUCTURE FILE NUMBER	5707080

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MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
ABUTMENTS											
A501	3		7'-6"	23	STR						
A502	2		2'-6"	5	STR						
A503	2		3'-3"	7	STR						
A504	1		5'-6"	6	STR						
A505	1		6'-3"	7	STR						
A506	1		9'-0"	9	STR						
A507	1		9'-9"	10	STR						
A508	2		4'-2"	9	2	1'-1"	2'-3"	1'-"			
A509	16		4'-1"	68	2	1'-1"	2'-2"	1'-1"			
A510	44		17'-9"	815	3	2'-8"	5'-11"				
A511	8		16'-9"	140	STR						
A512	160		5'-10"	973	1	3'-5"	2'-7"				
A513	2		4'-0"	8	2	1'-0"	2'-3"	1'-0"			
A514	18		3'-11"	74	2	1'-0"	2'-2"	1'-0"			
A515	10		5'-11"	62	46	2'-2"	2'-0"	8"			
A516	1		4'-0"	4	STR						
A517	1		7'-5"	8	STR						
A518	1		6'-8"	7	STR						
A519	1		10'-9"	11	STR						
A520	2		10'-0"	21	STR						
A521	4		13'-6"	56	STR						
A522	8		12'-9"	106	STR						
A523	2		15'-6"	32	3	3'-7"	3'-11"				
A524	4		5'-11"	25	1	3'-6"	2'-7"				
A525	8		5'-0"	42	45	2'-3"	1'-2"	4"	1'-6"		
A526	3		7'-10"	25	STR						
A527	2		3'-2"	7	STR						
A528	1		3'-10"	4	STR						
A529	1		6'-1"	6	STR						
A530	1		6'-9"	7	STR						
A531	1		9'-2"	10	STR						
A532	1		9'-10"	10	STR						
A533	162		6'-10"	1155	1	3'-5"	3'-7"				
A534	8		17'-3"	144	STR						
A535	1		7'-0"	7	STR						
A536	1		6'-4"	7	STR						
A537	1		10'-8"	11	STR						
A538	4		12'-3"	51	STR						
A539	1		13'-10"	14	3	3'-6"	3'-6"				
A540	6		17'-10"	112	3	2'-8"	6'-0"				
A601	2		24'-1"	72	2	11'-1"	2'-3"	11'-1"			
A602	6		24'-0"	384	2	11'-1"	2'-2"	11'-1"			
A603	1 SR		19'-4"			8'-9"		8'-9"			
A603	OF		TO	127	2	TO	2'-2"	TO			1'-2 5/8"
A603	4		23'-0"			10'-7"		10'-7"			
A604	2		17'-10"	54	2	8'-0"	2'-2"	8'-0"			
A605	1		21'-4"	32	3	3'-7"	6'-8"				
A606	4		21'-0"	126	3	3'-5"	6'-8"				
A607	1		24'-9"	37	2	11'-5"	2'-3"	11'-5"			
A608	3		24'-8"	111	2	11'-5"	2'-2"	11'-5"			
SUB-TOTAL			5,041								

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
ABUTMENTS											
A609	1 SR		19'-10"			9'-0"		9'-0"			
A609	OF		TO	167	2	TO	2'-2"	TO			1'-2 1/2"
A609	5		24'-8"			11'-5"		11'-5"			
A610	1		18'-6"	28	2	8'-4"	2'-2"	8'-4"			
A611	1		24'-7"	37	2	11'-4"	2'-3"	11'-4"			
A612	3		24'-6"	110	2	11'-4"	2'-2"	11'-4"			
A612	1 SR		19'-10"			9'-0"		9'-0"			
A613	OF		TO	132	2	TO	2'-2"	TO			1'-4 5/8"
A613	4		24'-0"			11'-1"		11'-1"			
A614	1		18'-0"	27	2	8'-1"	2'-2"	8'-1"			
A615	1		18'-0"	27	3	2'-3"	6'-11"				
A616	4		17'-10"	107	3	2'-2"	6'-11"				
A616	1 SR		19'-4"			8'-9"		8'-9"			
A617	OF		TO	159	2	TO	2'-2"	TO			11"
A617	5		23'-0"			10'-7"		10'-7"			
A801	8		16'-9"	358	STR						
A802	4		19'-3"	206	STR						
A803	4		15'-4"	164	44						
A804	16		5'-4"	228	43						
A805	4		31'-6"	336	STR						
A806	2		13'-7"	73	STR						
A807	2		12'-10"	69	STR						
A808	2		12'-5"	66	STR						
A809	1		11'-9"	31	STR						
A810	1		11'-7"	31	STR						
A811	6		10'-0"	160	STR						
A812	4		32'-3"	345	44						
A813	4		27'-7"	295	STR						
A814	8		17'-3"	368	STR						
A815	4		33'-0"	352	44						
A816	4		27'-8"	295	STR						
A817	4		18'-2"	194	STR						
A818	4		14'-10"	158	44						
A819	4		31'-1"	332	STR						
A820	2		12'-8"	68	STR						
A821	2		12'-4"	66	STR						
A822	2		12'-0"	64	STR						
A823	1		11'-5"	30	STR						
A824	1		11'-4"	30	STR						
SUB-TOTAL			5,113								
PIERS											
P501	326		4'-0"	1360	1	1'-10"	2'-3"				
P801	88		10'-0"	2350	STR						
P802	8		3'-4"	71	44						
P803	8		6'-9"	144	43						
P804	4		8'-0"	85	STR						
P805	16		6'-10"	292	STR						
P806	8		10'-8"	228	STR						
P807	8		3'-9"	80	43						
P808	8		6'-6"	139	44						
P809	8		6'-3"	134	STR						
P810	4		8'-2"	87	STR						
SUB-TOTAL			4,970								

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, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, S601: S: LOCATION OF THE BAR WITHIN THE STRUCTURE
6: BAR SIZE NUMBER (NO. 6 BAR)
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 A BAR. STRAIGHT BARS ARE INDICATED BY "STR". SERIES BARS ARE INDICATED BY "SR".

- STANDARD BENDS SHALL BE PER CMS 509.05.
- ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60 (MINIMUM YIELD STRENGTH OF 60 KSI).
- FIELD REPAIR REINFORCING BARS AS NECESSARY PER CMS 509.09.
- FOR BAR BENDING DIAGRAMS, SEE SHEET 57/57.

MOT-75-(10.44)(10.78)

REINFORCING STEEL LIST (1 OF 2)

BRIDGE NO. MOT-75-1078
OVER EDWIN C. MOSES BOULEVARD

PID No. 91606

56/57

339
348

DESIGNED: GMW
CHECKED: CUW

DRAWN: GMW
REVISED:

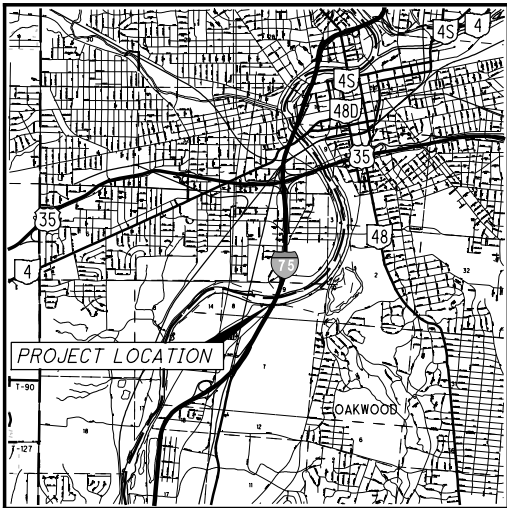
REVIEWED: DFT
STRUCTURE FILE NUMBER: 5707080

DATE: 7/2017

E.L. ROBINSON
ENGINEERING
1801 Walmark Drive, Suite 310 - Columbus, Ohio 43215
www.elrobinsonengineering.com

RIGHT OF WAY LEGEND SHEET MOT-75-(10.44)(10.78)

PROJECT DESCRIPTION
THE REMOVAL AND REPLACEMENT OF THE EXISTING DECKS ON BRIDGE NUMBER MOT-75-1044 OVER CARILLON BLVD. AND BRIDGE NUMBER MOT-75-1078 OVER EDWIN C. MOSES BLVD. WITH COMPOSITE REINFORCED CONCRETE DECKS WITH CONCRETE PARAPETS. THE REPLACEMENT OF THE APPROACH SLABS, THE RESURFACING OF THE PAVEMENT BETWEEN THE STRUCTURES, THE REPLACEMENT OF GUIDE SIGNS ALONG EDWIN C. MOSES BLVD., THE REPLACEMENT OF THE MEDIAN BARRIER WALL BETWEEN THE STRUCTURES, AND THE REMOVAL OF THE TEXAS TURNAROUND LOCATED AT THE EDWIN C. MOSES BLVD. INTERCHANGE.

UTILITY OWNERS		UTILITY OWNERS											
TYPE	NAME & ADDRESS	TYPE	NAME & ADDRESS										
GAS	KNOX ENERGY, INC. 930 MT. PERRY RD. GRATIOT, OHIO 43740 ATTN: BILL MITTON (740)-787-1391	FIBER OPTIC	SPRINT TELECOMMUNICATIONS 11370 ENTERPRISE PARK DR. SHARONVILLE, OHIO 45241 ATTN: JOE THOMAS (513)-612-4204 email: joseph.thomas@sprint.com										
	VECTREN ENERGY DELIVERY 6500 CLYDE RD. CENTERVILLE, OHIO 45459 ATTN: DON SPECHT (937)-312-2533 email: dspecht@vectren.com		TW TELECOM 2 PRESTIGE PL. SUITE 440 MIAMISBURG, OHIO 45342 ATTN: WALTER TRACEY (937)-425-8247 email: walter.tracey@twtelecom.com										
WATER/SEWER	CITY OF DAYTON, DEPARTMENT OF WATER 320 WEST MONUMENT AVE. DAYTON, OHIO 45402 ATTN: CHIEF ENGINEER OF FIELD (937) 333-3736	PROJECT CONTROL THE PROJECT (GRID LEVEL) COORDINATE VALUES ARE RELATIVE TO STATE PLANE COORDINATES (OHIO SOUTH ZONE NAD 83 WITH 2011 NSRS ADJUSTMENT) GRID NORTH BASED ON CONTROL PROVIDED BY ODOT. ELEVATIONS ARE BASED 1988 BASED ON BENCHMARKS PROVIDED BY ODOT.											
	MONTGOMERY COUNTY ENVIRONMENTAL SERVICE 1850 SPAULDING RD. DAYTON, OHIO 45432-3732 ATTN: EDWARD SCHLAACK (937)-781-2632 email: schlaack@mcOhio.org	 <p style="text-align: center;">LOCATION MAP LATITUDE: 39°43'52" LONGITUDE: 84°12'21" SCALE IN MILES</p> <p>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 REVISED CODE OF OHIO.</p>											
TELEPHONE	CINCINNATI BELL 221 E. 4TH ST. BUILDING 121-900 CINCINNATI, OH 45201 ATTN: MARK CONNER 513-565-7043												
ELECTRIC	AT&T OHIO (FORMERLY SBC) 3233 WOODMAN DR. RM. 225 DAYTON, OHIO 45420 ATTN: BRIAN CUNNINGHAM (937) 296-7018 email: jc2492@att.com	<p>INDEX OF SHEETS:</p> <table border="0"> <tr><td>LEGEND SHEET</td><td>1</td></tr> <tr><td>CENTERLINE PLAT</td><td>2</td></tr> <tr><td>PROPERTY MAP</td><td>3</td></tr> <tr><td>SUMMARY OF ADDITIONAL R/W</td><td>4</td></tr> <tr><td>R/W DETAILS</td><td>5-8</td></tr> </table>		LEGEND SHEET	1	CENTERLINE PLAT	2	PROPERTY MAP	3	SUMMARY OF ADDITIONAL R/W	4	R/W DETAILS	5-8
	LEGEND SHEET			1									
CENTERLINE PLAT	2												
PROPERTY MAP	3												
SUMMARY OF ADDITIONAL R/W	4												
R/W DETAILS	5-8												
FIBER OPTIC	DAYTON POWER & LIGHT CO. 1900 DRYDEN RD. DAYTON, OHIO 45439 ATTN: JOHN KENTON (937)-331-4132 email: john.kenton@dplinc.com	<p>PLANS PREPARED BY:</p> <p>FIRM NAME : E.L. ROBINSON ENGINEERING OF OHIO</p> <p>PLANS PREPARED BY: MICHAEL J. TAKACS & BRENT B. DOWNING</p> <p>FIELD REVIEW BY: JAMES E. KNORR</p> <p>DATE COMPLETED: 10-18-2016</p> <p>OWNERSHIP VERIFIED BY: MICHAEL J. TAKACS</p> <p>DATE COMPLETED: 10-19-2016</p> <p>DATE COMPLETED: 10-20-2016</p> <p>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.</p>											
	QWEST COMMUNICATIONS 130 W. 2ND ST. DAYTON, OHIO 45402 ATTN: LEON MCCOY (937)-228-5476												
LEVEL 3 COMMUNICATIONS 400 PIKE ST. CINCINNATI, OHIO 45202 ATTN: TIM TAYLOR (513)-632-1806 email: timothy.taylor@level3.com		<p>STRUCTURE KEY</p> <p>□ RESIDENTIAL</p> <p>■ COMMERCIAL</p> <p>▨ OUT-BUILDING</p> <p>LEGEND</p> <p>T = TEMPORARY</p>											

CONVENTIONAL SYMBOLS

County Line	Ditch / Creek (Ex)
Township Line	Ditch / Creek (Pr)
Section Line	Tree Line (Ex)
Corporation Line	Ownership Hook Symbol
Fence Line (Ex)	Property Line Symbol
Center Line	Break Line Symbol
Right of Way (Ex)	Tree (Pr)
Right of Way (Pr)	Tree (Ex)
Standard Highway Ease (Ex)	Shrub (Ex)
Temporary Right of Way	Tree (Remove)
Channel Ease (Pr)	Shrub (Remove)
Utility Ease (Ex)	Evergreen (Ex)
Railroad	Stump
Guardrail (Ex)	Evergreen (Remove)
Construction Limits	Stump (Remove)
Edge of Pavement (Ex)	Wetland (Pr)
Edge of Pavement (Pr)	Grass (Pr)
Edge of Shoulder (Ex)	Aerial Target
Edge of Shoulder (Pr)	Post (Ex)
	Mailbox (Ex)
	Light (Ex)
	Telephone Marker (Ex)
	Fire Hydrant (Ex)
	Water Meter (Ex)
	Water Valve (Ex)
	Utility Valve Unknown (Ex)
	Telephone Pole (Ex)
	Power Pole (Ex)
	Light Pole (Ex)

MONTGOMERY COUNTY, OHIO
SECTION 8, TOWN 1, RANGE 7 M.Rs.
SECTION 9, TOWN 1, RANGE 6 EAST
CITY OF DAYTON
HARRISON TOWNSHIP

I, Mark A. Yeager, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation in August of 2014. The results of that survey are contained herein.

Underground utility locations are shown for informational purposes only. Though they are believed to be accurate, their location is as marked on the ground by the utility company or from existing records per OUPS Confirmation Number A422502331 and those markings subsequently being surveyed as a part of this project.

The project coordinate values are relative to State Plane Grid Coordinates (Ohio South Zone NAD 83 with 2011 NSRS adjustment). Grid North based on control provided by the Ohio Department of Transportation. Elevations are NAVD 1988 based on benchmarks provided by the Ohio Department of Transportation.

Establishment of the roadway alignments 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.

Mark A. Yeager
Mark A. Yeager, Professional Land Surveyor No. 7289,

Date: 10-17-2016

I, James E. Knorr, P. S. 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 these parcels as shown herein.

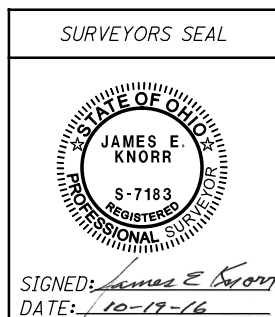
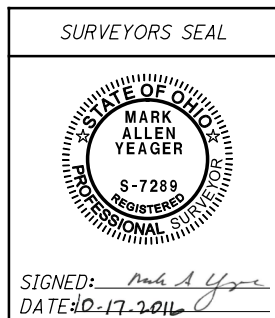
The iron pins and caps will be set in the "Adjustable Centerline Monument Assembly Box", installed by the construction contractor, after completion of construction, by the Right of Way Design Consultant. This work will be done in accordance with OAC 4733-37 as cited below.

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.

James E. Knorr
James E. Knorr, Professional Land Surveyor No. 7183,

Date: 10-19-16



FEDERAL PROJECT NO. E120(723)
 PID NO. 91606
 CALCULATED MJT/BBD CHECKED JEK
 RIGHT OF WAY LEGEND SHEET
 MOT-75-(10.44)(10.78)
 1 / 8
 341 / 348

MONUMENTS FOUND

E of RIGHT OF WAY	GRID COORDINATES	DISTANCE FROM E of RIGHT OF WAY	
		LEFT	RIGHT
EDWIN C. MOSES BLVD.			
STA. 7+04.94	N 635778.8307, E 1488557.3605		
STA. 9+04.94	N 635892.2596, E 1488721.9102	0.06'	
STA. 12+36.73	N 635982.5615, E 1489038.0597	0.11'	0.06'
STA. 14+36.73	N 635973.4214, E 1489237.5638	0.02'	

NOTE: ALL CENTERLINE MONUMENTS FOUND ARE 8" CONCRETE MONUMENTS WITH A 1/2" BRASS ROD.

MOT-75-(10.44)(10.78)

MONTGOMERY COUNTY, OHIO
SECTION 8, TOWN 1, RANGE 7 M.Rs.
SECTION 9, TOWN 1, RANGE 6 EAST
CITY OF DAYTON
HARRISON TOWNSHIP

NOTE: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING THE FOLLOWING ODOT PLANS:
MOT-25-9.21
MOT-25-10.41
MOT-75-10.78

BASIS FOR BEARINGS:

ALL BEARINGS SHOWN ARE FOR PROJECT USE ONLY. THE BEARINGS SHOWN HEREIN WERE DETERMINED BY THE OHIO DEPARTMENT OF TRANSPORTATION. THE BEARINGS ARE BASED ON THE OHIO STATE PLANE GRID COORDINATE SYSTEM, SOUTH ZONE, NAD 83 (2011 ADJUSTMENT)

PROJECT CONTROL

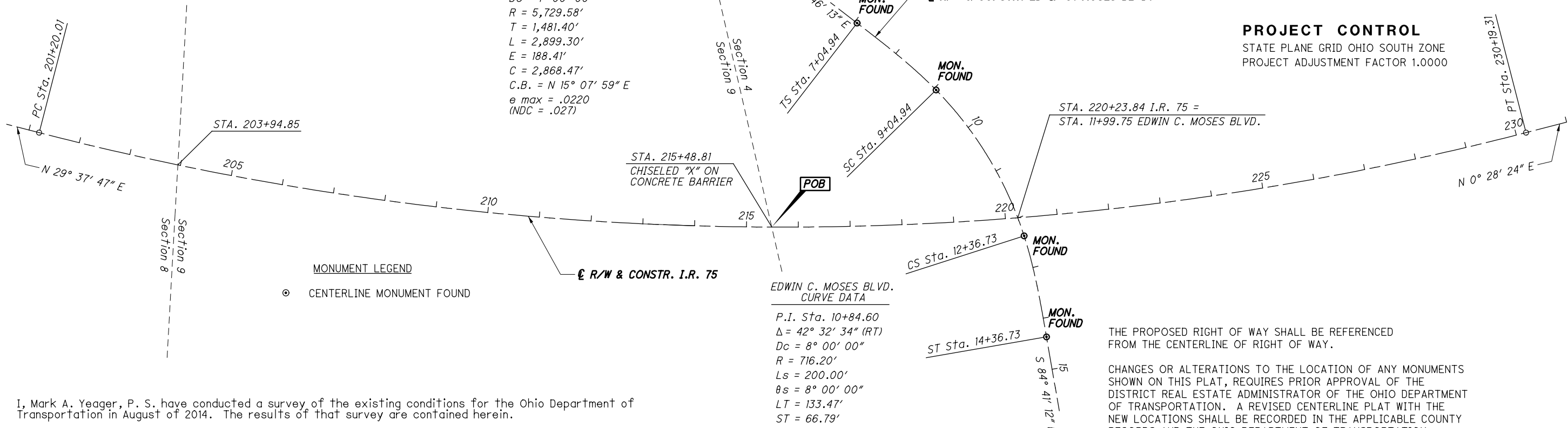
STATE PLANE GRID OHIO SOUTH ZONE
PROJECT ADJUSTMENT FACTOR 1.0000

I.R. 75 CURVE DATA

P.I. Sta. 216+01.41
Δ = 28° 59' 35" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 1,481.40'
L = 2,899.30'
E = 188.41'
C = 2,868.47'
C.B. = N 15° 07' 59" E
e max = .0220
(NDC = .027)

EDWIN C. MOSES BLVD. CURVE DATA

P.I. Sta. 10+84.60
Δ = 42° 32' 34" (RT)
Dc = 8° 00' 00"
R = 716.20'
Ls = 200.00'
θs = 8° 00' 00"
LT = 133.47'
ST = 66.79'
x = 199.61'
y = 9.30'
k = 99.94'
p = 2.33'
Δc = 26° 32' 34" (RT)
Lc = 331.79'
Ts = 379.66'
E = 54.86'
C = 328.83'
C1 = C2 = 199.83'
C.B.1 = N 55° 26' 12" E
C.B. = N 74° 02' 31" E
C.B.2 = N 87° 21' 11" W



MONUMENT LEGEND

○ CENTERLINE MONUMENT FOUND

I, Mark A. Yeager, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation in August of 2014. The results of that survey are contained herein.

Underground utility locations are shown for informational purposes only. Though they are believed to be accurate, their location is as marked on the ground by the utility company or from existing records per QUPS Confirmation Number A422502331 and those markings subsequently being surveyed as a part of this project.

The project coordinate values are relative to State Plane Grid Coordinates (Ohio South Zone NAD 83 with 2011 NSRS adjustment). Grid North based on control provided by the Ohio Department of Transportation. Elevations are NAVD 1988 based on benchmarks provided by the Ohio Department of Transportation.

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Mark A. Yeager
Mark A. Yeager, Professional Land Surveyor No. 7289,

Date: 10-17-2016

I, James E. Knorr, P. S. 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 these parcels as shown herein.

The iron pins and caps will be set in the "Adjustable Centerline Monument Assembly Box", installed by the construction contractor, after completion of construction, by the Right of Way Design Consultant. 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.

James E. Knorr
James E. Knorr, Professional Land Surveyor No. 7183,

Date: 10-19-16

THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY.

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.

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 REVISED CODE OF OHIO.

SURVEYORS SEAL

SIGNED: *Mark A. Yeager*
DATE: 10-17-2016

SURVEYORS SEAL

SIGNED: *James E. Knorr*
DATE: 10-19-16

SCALE: 1 INCH = 100 FEET

HORIZONTAL SCALE IN FEET

PID NO. 91606

R/W DESIGNER MJT/JBD R/W REVIEWER JEK

CENTERLINE PLAT

MOT-75-(10.44)(10.78)

2 / 8

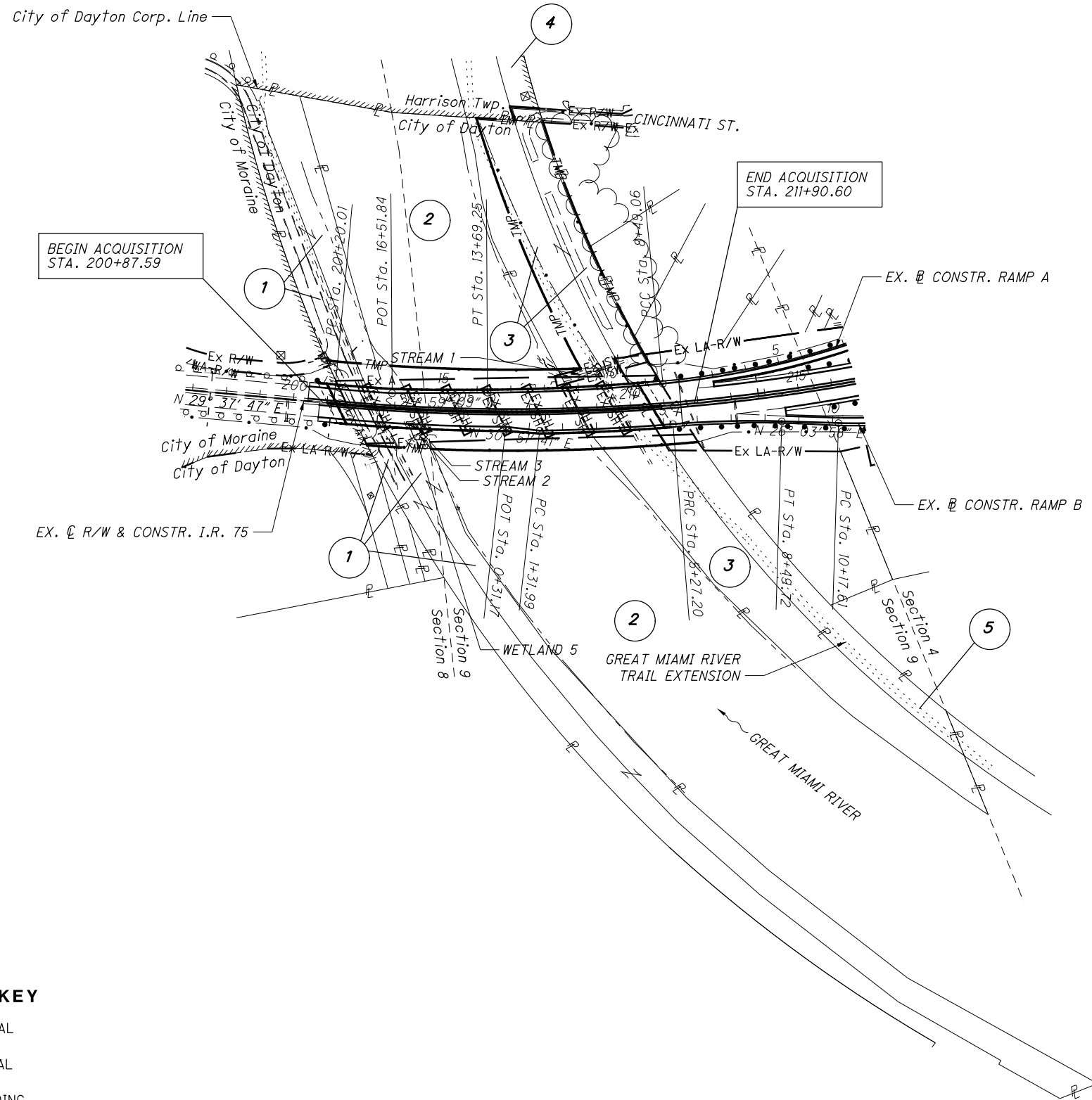
342
348

MOT-75-(10.44)(10.78)

MONTGOMERY COUNTY, OHIO
SECTION 8, TOWN 1, RANGE 7 M.Rs.
SECTION 9, TOWN 1, RANGE 6 EAST
CITY OF DAYTON
HARRISON TOWNSHIP

OWNERSHIP NAME AND NUMBER

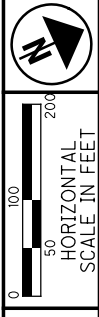
- 1 The City of Dayton, State of Ohio
- 2 The City of Dayton, State of Ohio
- 3 The City of Dayton, State of Ohio
- 4 The City of Dayton, State of Ohio
- 5 The Miami Conservancy District



STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

REV. BY	DATE	DESCRIPTION
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION



R/W DESIGNER
MJT/BBD
R/W REVIEWER
JEK

PID NO.
91606

PROPERTY MAP

MOT-75-(10.44)(10.78)

3 / 8

343
348

TOTAL NUMBER OF :
 5 OWNERSHIPS 0 TOTAL TAKES
 8 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

RECORD AREA - TOTAL PRO - NET TAKE = NET RESIDUE

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD FICHE NO.		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS	AS ACQUIRED	
			LEFT	RIGHT								BOOK	PAGE				
			PROBATE COURT RECORD														
			BK.	PAGE													
1-T1	The City of Dayton, State of Ohio	5	82	1	UNK. R72 10701 0007	UNK. UNK.	0.0000	0.1667	0.0000	0.1667	NO			STATE	TO CONSTRUCT BRIDGE DECK (CARILLON DR. EXIST. R/W)		
1-T2		5	82	1	UNK. R72 10701 0002 R72 10701 0007	UNK. UNK.	0.0000	0.0594	0.0000	0.0594	NO			STATE	TO CONSTRUCT BRIDGE DECK		
TOTAL PARCEL 1							0.0000	0.2261	0.0000	0.2261							
			PROBATE COURT RECORD														
			BK.	PAGE													
2-T1	The City of Dayton, State of Ohio	5,6	82	1	R72 10701 W0000	UNK.	0.0000	0.3694	0.0000	0.3694	NO			STATE	TO CONSTRUCT BRIDGE DECK, OVERLAP EXISTING SEWER EASEMENT		
2-T2		5,6	82	1	R72 10604 W0000	UNK.	0.0000	0.3578	0.0000	0.3578	NO			STATE	TO CONSTRUCT BRIDGE DECK (MIAMI BLVD. W. EXIST. R/W),		
TOTAL PARCEL 2							0.0000	0.7272	0.0000	0.7272							
			PROBATE COURT RECORD														
			BK.	PAGE													
3-T1	The City of Dayton, State of Ohio	6,7,8	82	1	R72 10701 0004	UNK.	0.0000	3.5553	0.0000	3.5553	NO			STATE	TO CONSTRUCT BRIDGE DECK, CONSTRUCTION ACCESS, OVERLAP EXISTING SEWER AND SLOPE EASEMENT		
					ORD. NO. 15194 R72 10701 0022	1.517								STATE	TO CONSTRUCT BRIDGE DECK OVERLAP EXISTING SEWER AND SLOPE EASEMENT		
			PROBATE COURT RECORD														
			BK.	PAGE													
3-T2		6	82	1	R72 10701 0004	UNK.	0.0000	0.1458	0.0000	0.1458	NO			STATE	TO CONSTRUCT BRIDGE DECK, OVERLAP EXISTING SLOPE EASEMENT		
TOTAL PARCEL 3							0.0000	1.7712	0.0000	1.7712							
			PROBATE COURT RECORD														
			BK.	PAGE													
4-T	The City of Dayton, State of Ohio	8	82	1	E20 0112 0001	5.000	0.0000	0.0786	0.0000	0.0786	NO			STATE	FOR CONSTRUCTION ACCESS		
5-T	The Miami Conservancy District	6	I.R. DEED 02-063609		R72 10604 0184	3.339	0.0000	0.0552	0.0000	0.0552	NO			STATE	TO CONSTRUCT BRIDGE DECK, OVERLAP EXISTING SLOPE EASEMENT		

FEDERAL PROJECT NO. E120(723)
 PID NO. 91606
 STATE JOB NO. 479409
 R/W DESIGNER MJT/BDD
 R/W REVIEWER JEK
SUMMARY OF ADDITIONAL RIGHT OF WAY
 MOT-75-(10.44)(10.78)
 4/8
 (344)
 (348)

GRANTEE:
 ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
 THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION
 UNLESS OTHERWISE SHOWN.

LEGEND:
 T = TEMPORARY

NOTE: UNDER NO CIRCUMSTANCES IS THE TEMPORARY EASEMENT TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

NOTE: ALL TEMPORARY PARCELS TO BE OF 24 MONTH DURATION.

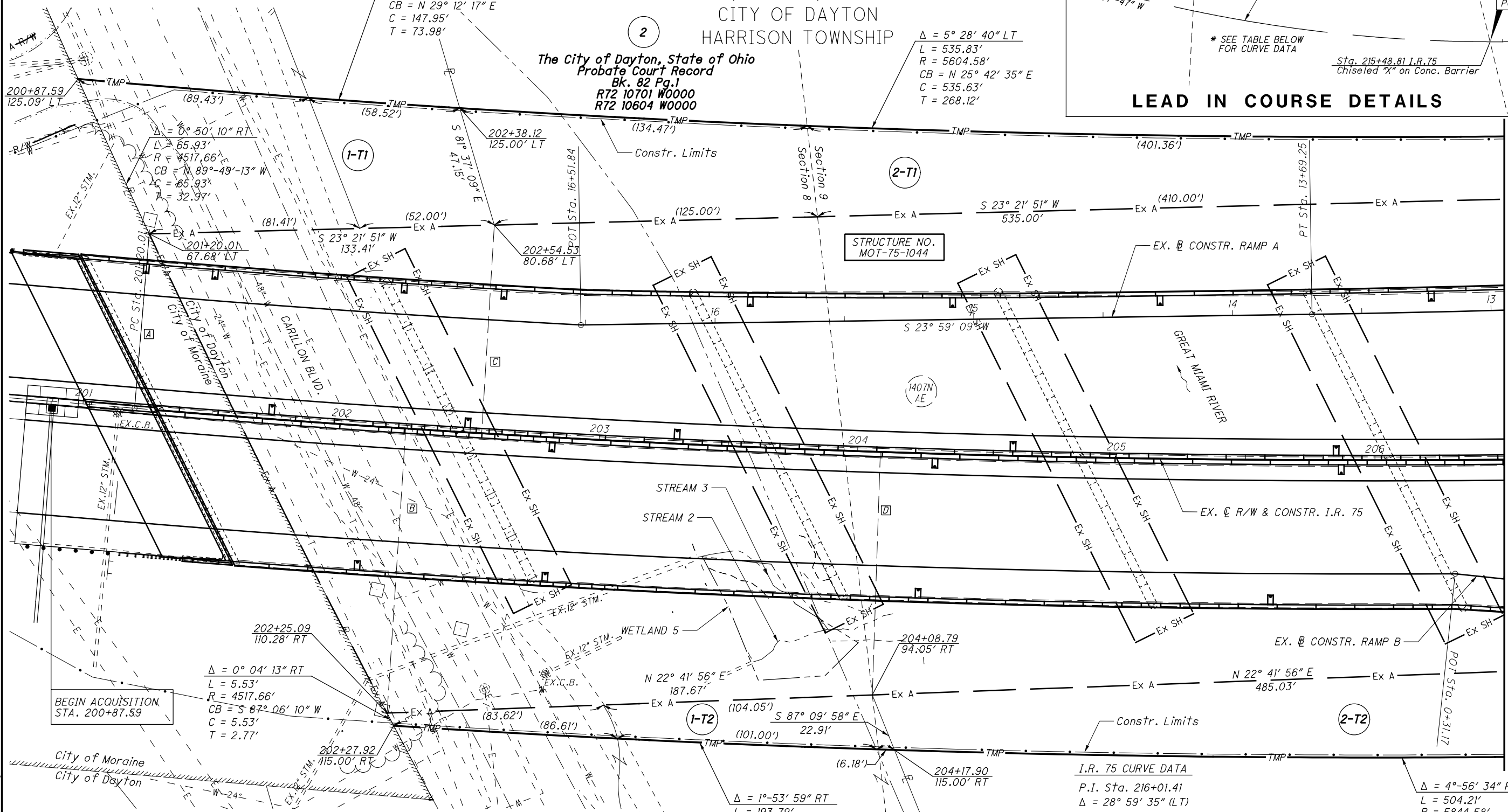
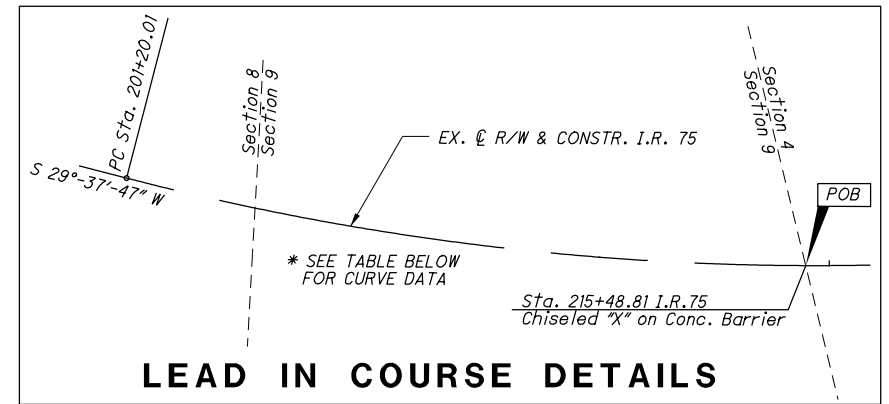
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION
REV. BY	DATE	DESCRIPTION

MONTGOMERY COUNTY, OHIO
 CITY OF DAYTON
 SECTION 8, TOWN 1, RANGE 7 M.Rs.
 SECTION 9, TOWN 1, RANGE 6 EAST
 CITY OF DAYTON
 HARRISON TOWNSHIP

1
 The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 R72 10701 0007
 R72 10701 0002

2
 The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 R72 10701 W0000
 R72 10604 W0000

LEAD IN COURSE DETAILS



LEAD-IN COURSE TABLE

PARCEL NO.	RADIUS	DELTA	CURVE LENGTH	TANGENT	CHORD LENGTH	CHORD BEARING	BEARING TO TRUE POB	STATION & OFFSET TO TRUE POB
A	1-T1	5729.58	14°-17'-17" RT	1428.80	718.13	1425.10	S 22°-29'-08" W N 60°-19'-47" W	201+20.01 - 67.68'
B	1-T2	5729.58	13°-14'-14" RT	1323.72	664.82	1320.78	S 21°-57'-37" W S 61°-25'-16" E	202+25.09 - 110.28'
C	2-T1	5729.58	12°-56'-34" RT	1294.28	649.90	1291.53	S 21°-48'-47" W N 61°-42'-56" W	202+54.53 - 80.68'
D	2-T2	5729.58	11°-24'-01" RT	1140.02	571.90	1138.14	S 21°-02'-30" W S 63°-15'-30" E	204+08.79 - 94.05'

I.R. 75 CURVE DATA
 P.I. Sta. 216+01.41
 Δ = 28° 59' 35" (LT)
 Dc = 1° 00' 00"
 R = 5,729.58'
 T = 1,481.40'
 L = 2,899.30'
 E = 188.41'
 C = 2,868.47'
 C.B. = N 15° 07' 59" E
 e max = .0220
 (NDC = .027)

Δ = 4°-56' 34" RT
 L = 504.21'
 R = 5844.58'
 CB = S 24° 10' 46" W
 C = 504.05'
 T = 252.26'

REV. BY	DATE	DESCRIPTION
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION

NOTE: THE EXISTING EASEMENTS ARE FROM THE MOT-25-10.41 RIGHT-OF-WAY PLANS (1964)

SCALE: 1 INCH = 20 FEET

PID NO. 91606

R/W DESIGNER MJT/BBB
 R/W REVIEWER JEK

RIGHT OF WAY PLAN
 STA. 200+50.00 TO STA. 206+50.00

MOT-75-(10.44)(10.78)

5 / 8

345
348

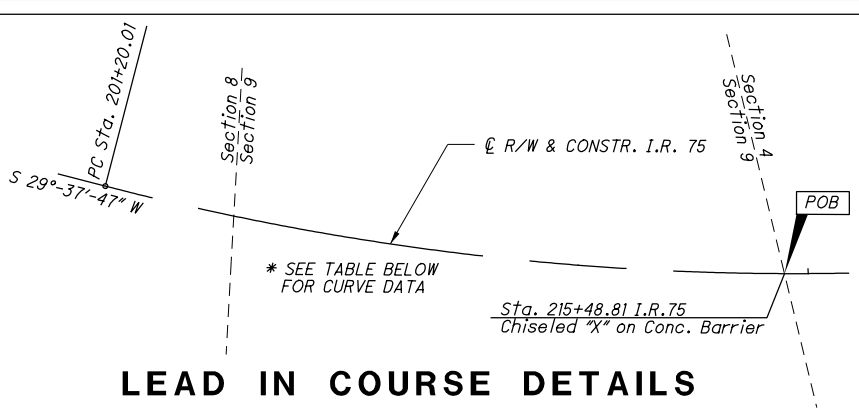
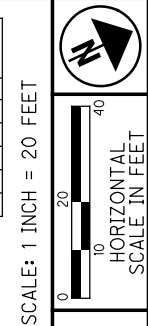
P:\91606\row sheets\91606RP001REV.dgn 2/26/2020 9:06:19 AM mcornett

MONTGOMERY COUNTY, OHIO
 CITY OF DAYTON
 SECTION 8, TOWN 1, RANGE 7 M.Rs.
 SECTION 9, TOWN 1, RANGE 6 EAST
 CITY OF DAYTON
 HARRISON TOWNSHIP

$\Delta = 5^{\circ} 36' 04''$ LT
 L = 358.57'
 R = 3667.66'
 CB = N 87° 44' 35" E
 C = 358.43'
 T = 179.42'

Ohio Hotels, LLC
 I.R. 2016-00005837
 R72 10610 0003

PARCEL NO.	EASEMENT REQUIRED	TOTAL AREA	AREA OF OVERLAP SLOPE	AREA OF OVERLAP SEWER
2-T1	TEMPORARY	16,091 SF	0 SF	100 SF
3-T1	TEMPORARY	154,868 SF	5,428 SF	6,712 SF
3-T2	TEMPORARY	6,351 SF	162 SF	0 SF
5-T	TEMPORARY	2,405 SF	2,405 SF	0 SF
TOTAL		175,655 SF	7,995 SF	5,685 SF



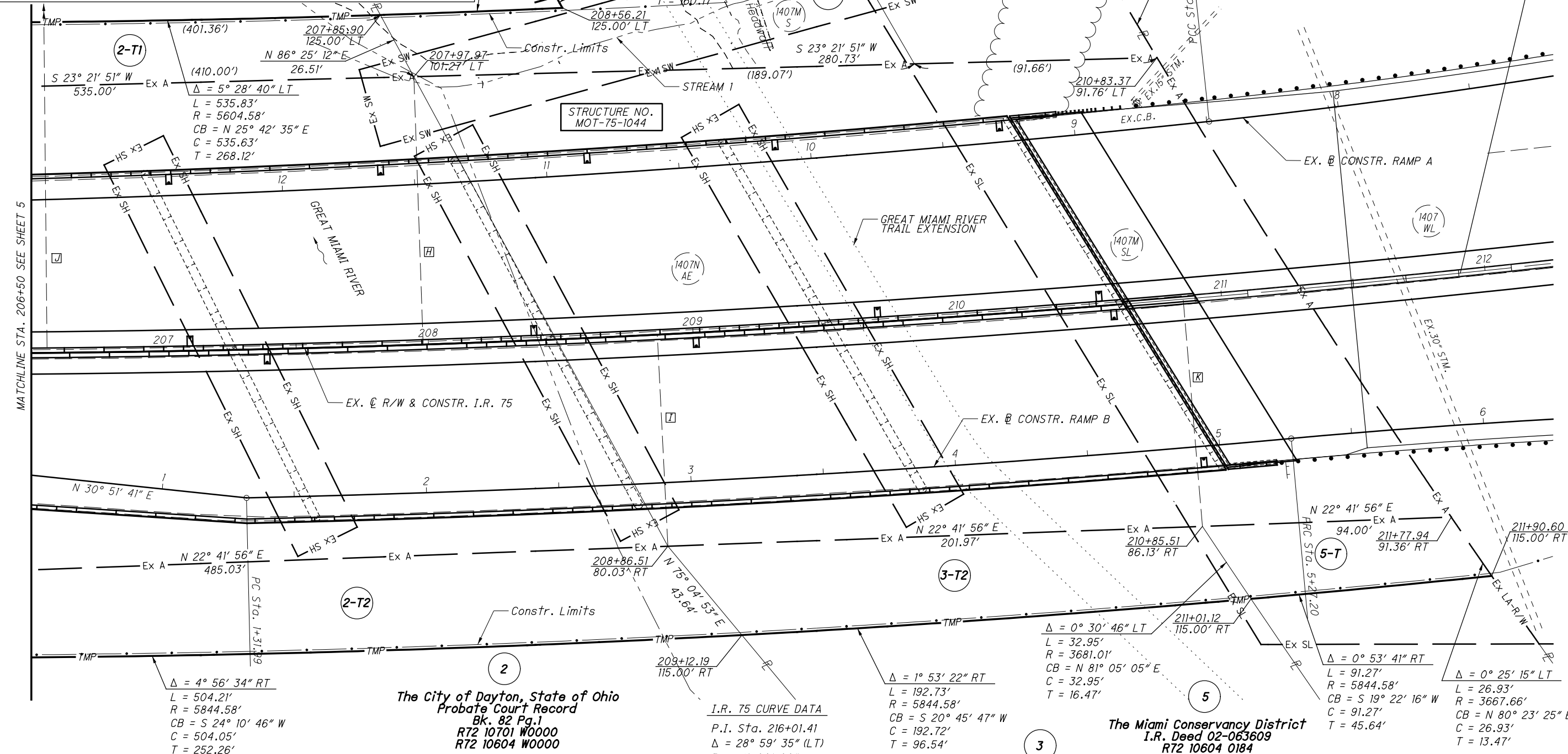
LEAD IN COURSE DETAILS

$\Delta = 0^{\circ} 42' 11''$ LT
 L = 68.77'
 R = 5604.58'
 CB = N 22° 37' 09" E
 C = 68.77'
 T = 34.39'

$\Delta = 4^{\circ} 45' 41''$ RT
 L = 320.16'
 R = 3852.66'
 CB = S 88° 09' 47" W
 C = 320.07'
 T = 160.17'

$\Delta = 1^{\circ} 07' 11''$ LT
 L = 71.68'
 R = 3667.66'
 CB = N 84° 22' 15" E
 C = 71.68'
 T = 35.84'

END ACQUISITION STA. 211+90.60



$\Delta = 5^{\circ} 28' 40''$ LT
 L = 535.83'
 R = 5604.58'
 CB = N 25° 42' 35" E
 C = 535.63'
 T = 268.12'

STRUCTURE NO. MOT-75-1044

$\Delta = 0^{\circ} 41' 56''$ E
 L = 94.00'
 R = 211+77.94
 C = 91.36'
 T = 91.36'

$\Delta = 4^{\circ} 56' 34''$ RT
 L = 504.21'
 R = 5844.58'
 CB = S 24° 10' 46" W
 C = 504.05'
 T = 252.26'

The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 R72 10701 W0000
 R72 10604 W0000

I.R. 75 CURVE DATA

P.I. Sta. 216+01.41
 $\Delta = 28^{\circ} 59' 35''$ (LT)
 Dc = 1° 00' 00"
 R = 5,729.58'
 L = 1,481.40'
 T = 2,899.30'
 E = 188.41'
 C = 2,868.47'
 C.B. = N 15° 07' 59" E
 e max = .0220
 (NDC = .027)

$\Delta = 1^{\circ} 53' 22''$ RT
 L = 192.73'
 R = 5844.58'
 CB = S 20° 45' 47" W
 C = 192.72'
 T = 96.54'

The Miami Conservancy District
 I.R. Deed 02-063609
 R72 10604 0184

PARCEL NO.	RADIUS	DELTA	CURVE LENGTH	TANGENT	CHORD LENGTH	CHORD BEARING	BEARING TO TRUE POB	STATION & OFFSET TO TRUE POB
H 3-T1	5729.58	7°-30'-30" RT	750.84	375.96	750.31	S 19°-05'-45" W	N 67°-09'-00" W	207+97.97 - 101.27'
I 3-T2	5729.58	6°-37'-23" RT	662.30	331.52	661.93	S 18°-39'-11" W	S 68°-07'-07" E	208+86.51 - 80.03'
J 4-T	5729.58	8°-55'-42" RT	892.83	447.32	891.93	S 19°-48'-21" W	N 65°-43'-48" W	206+55.98 - 863.56'
K 5-T	5729.58	4°-37'-59" RT	463.30	231.77	463.17	S 17°-39'-29" W	S 70°-01'-32" E	210+85.51 - 86.13'

The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 R72 10701 0004
 R72 10701 0022

NOTE: THE EXISTING EASEMENTS ARE FROM THE MOT-25-10.41 RIGHT-OF-WAY PLANS (1964)

REV. BY	DATE	DESCRIPTION
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION

PID NO. 91606

R/W DESIGNER MJT/JBD
 R/W REVIEWER JEK

RIGHT OF WAY PLAN
 STA. 206+50.00 TO STA. 212+00.00

MOT-75-(10.44)(10.78)

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SCALE: 1 INCH = 20 FEET

PID NO. **91606**

R/W DESIGNER
MJT/BBD
R/W REVIEWER
JEK

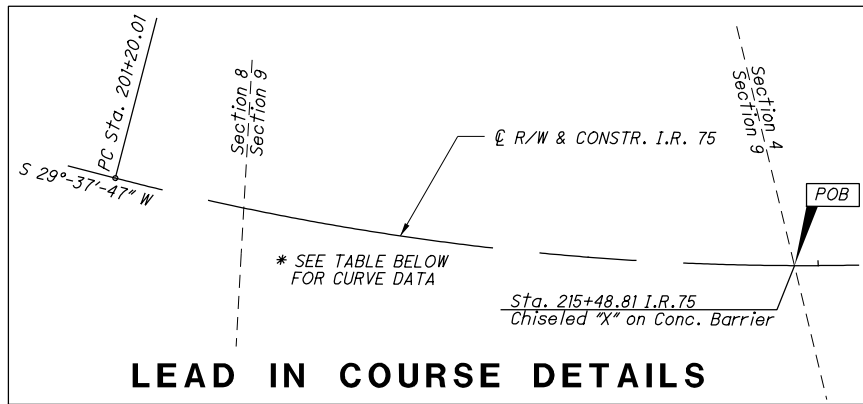
**RIGHT OF WAY PLAN
PARCELS 3-T1**

MOT-75-(10.44)(10.78)

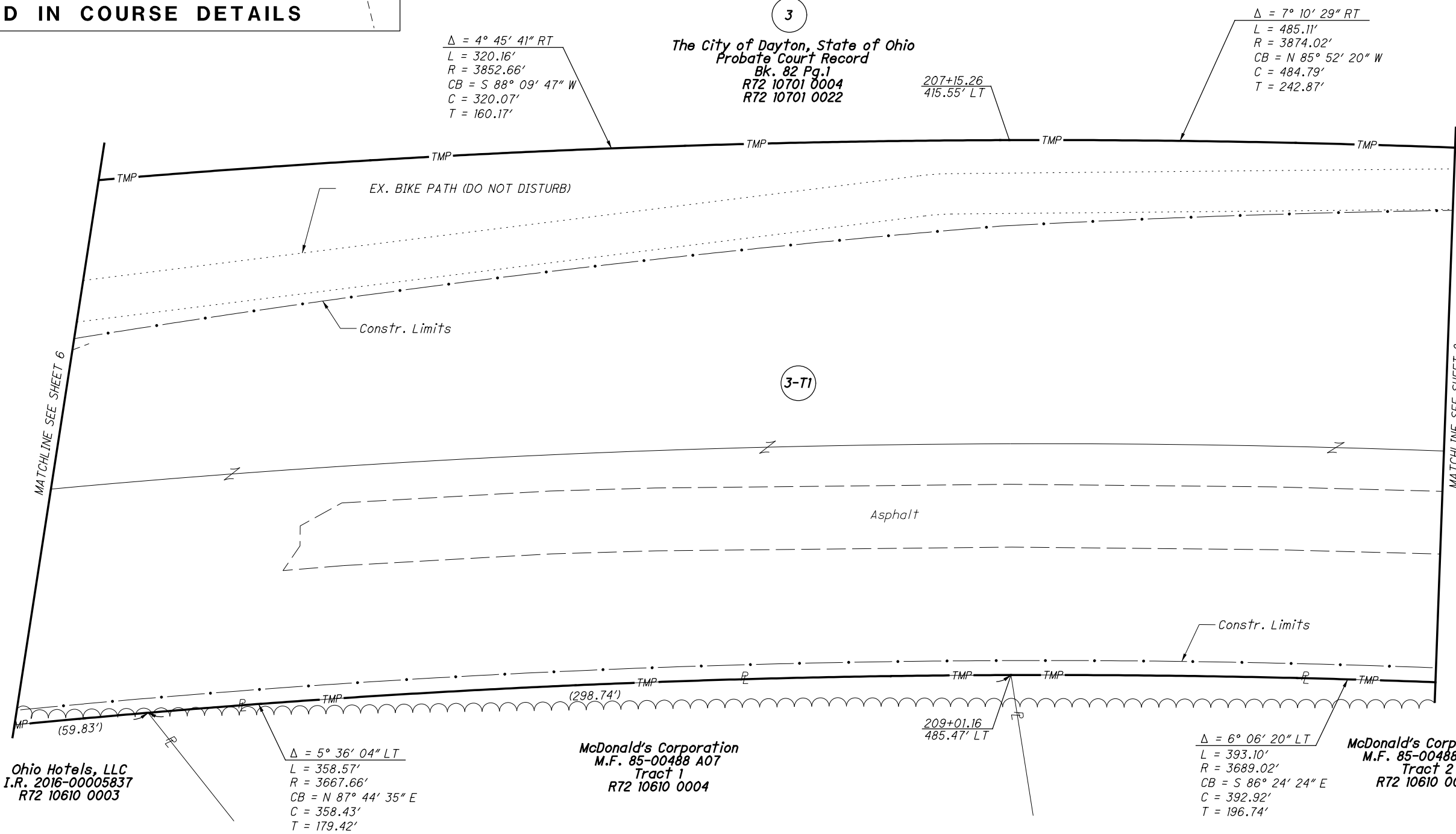
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MONTGOMERY COUNTY, OHIO
CITY OF DAYTON
SECTION 8, TOWN 1, RANGE 7 M.Rs.
SECTION 9, TOWN 1, RANGE 6 EAST
CITY OF DAYTON
HARRISON TOWNSHIP



LEAD IN COURSE DETAILS



$\Delta = 4^\circ 45' 41''$ RT
L = 320.16'
R = 3852.66'
CB = S 88° 09' 47" W
C = 320.07'
T = 160.17'

3
The City of Dayton, State of Ohio
Probate Court Record
Bk. 82 Pg.1
R72 10701 0004
R72 10701 0022

$\Delta = 7^\circ 10' 29''$ RT
L = 485.11'
R = 3874.02'
CB = N 85° 52' 20" W
C = 484.79'
T = 242.87'

3-T1

Ohio Hotels, LLC
I.R. 2016-00005837
R72 10610 0003

$\Delta = 5^\circ 36' 04''$ LT
L = 358.57'
R = 3667.66'
CB = N 87° 44' 35" E
C = 358.43'
T = 179.42'

McDonald's Corporation
M.F. 85-00488 A07
Tract 1
R72 10610 0004

209+01.16
485.47' LT

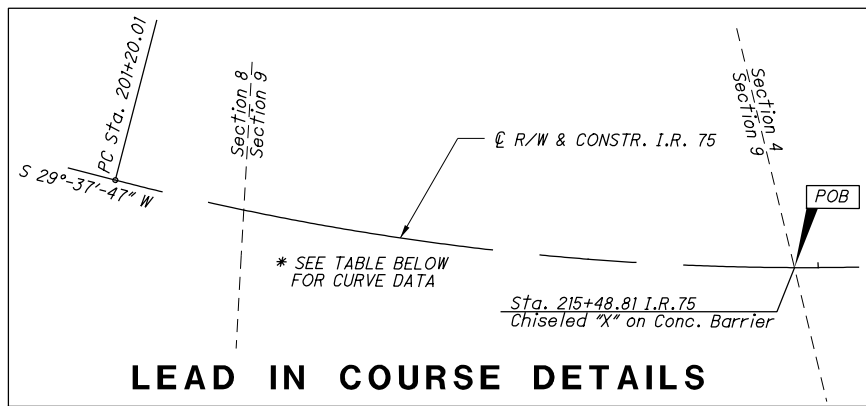
$\Delta = 6^\circ 06' 20''$ LT
L = 393.10'
R = 3689.02'
CB = S 86° 24' 24" E
C = 392.92'
T = 196.74'

McDonald's Corporation
M.F. 85-00488 A07
Tract 2
R72 10610 0005

REV. BY	DATE	DESCRIPTION
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION

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MONTGOMERY COUNTY, OHIO
 CITY OF DAYTON
 SECTION 8, TOWN 1, RANGE 7 M.Rs.
 SECTION 9, TOWN 1, RANGE 6 EAST
 CITY OF DAYTON
 HARRISON TOWNSHIP



3
 The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 R72 10701 0004
 R72 10701 0022

$\Delta = 7^\circ 10' 29''$ RT
 L = 485.11'
 R = 3874.02'
 CB = N 85° 52' 20" W
 C = 484.79'
 T = 242.87'

$\Delta = 0^\circ 38' 59''$ RT
 L = 42.74'
 R = 3769.02'
 CB = N 82° 33' 11" W
 C = 42.74'
 T = 21.37'

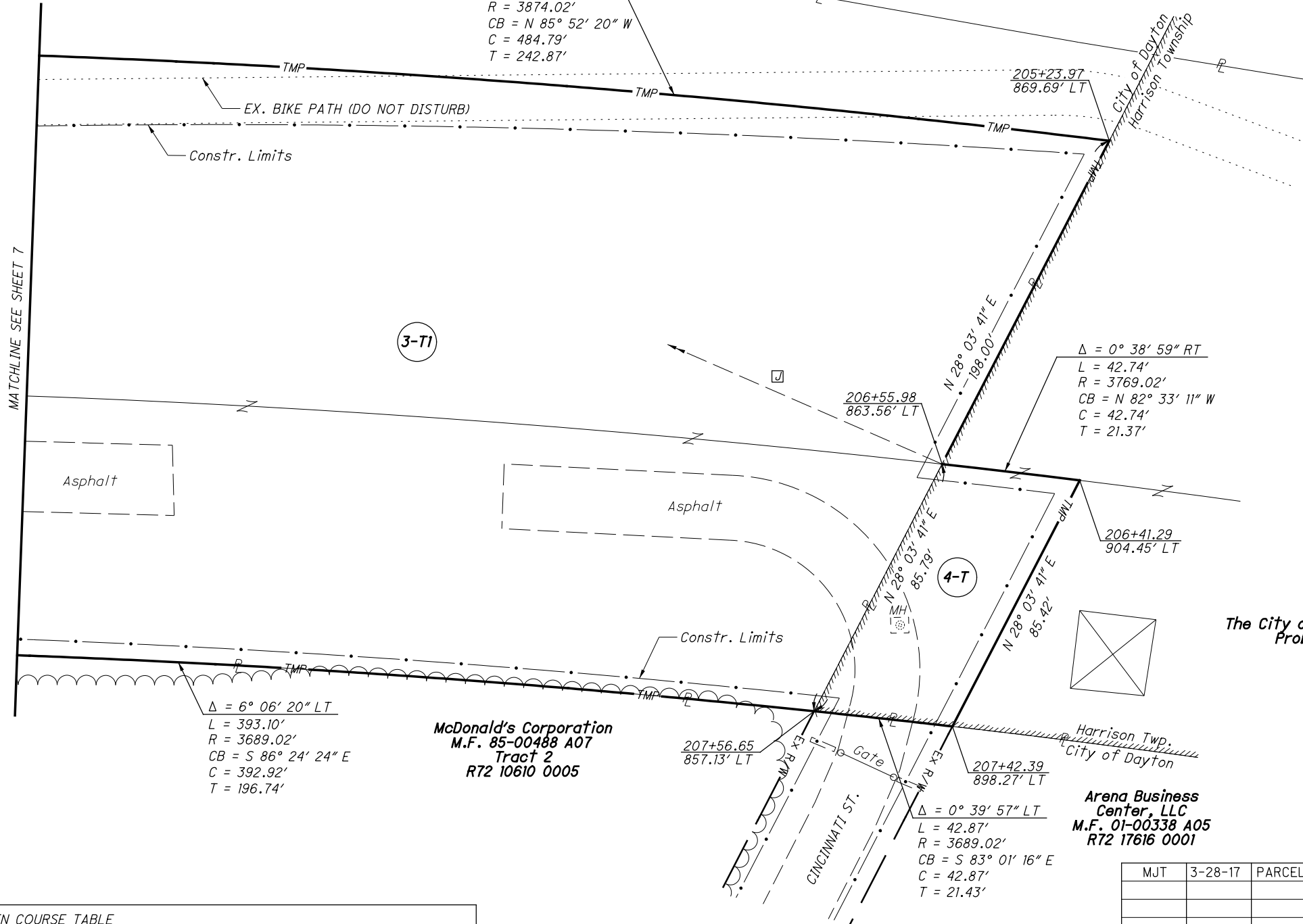
$\Delta = 6^\circ 06' 20''$ LT
 L = 393.10'
 R = 3689.02'
 CB = S 86° 24' 24" E
 C = 392.92'
 T = 196.74'

$\Delta = 0^\circ 39' 57''$ LT
 L = 42.87'
 R = 3689.02'
 CB = S 83° 01' 16" E
 C = 42.87'
 T = 21.43'

McDonald's Corporation
 M.F. 85-00488 A07
 Tract 2
 R72 10610 0005

4
 The City of Dayton, State of Ohio
 Probate Court Record
 Bk. 82 Pg.1
 E20 01112 0001

Arena Business Center, LLC
 M.F. 01-00338 A05
 R72 17616 0001



LEAD-IN COURSE TABLE

PARCEL NO.	RADIUS	DELTA	CURVE LENGTH	TANGENT	CHORD LENGTH	CHORD BEARING	BEARING TO TRUE POB	STATION & OFFSET TO TRUE POB
J 4-T	5729.58	8°-55'-42" RT	892.83	447.32	891.93	S 19°-48'-21" W	N 65°-43'-48" W	206+55.98 - 863.56'

REV. BY	DATE	DESCRIPTION
MJT	3-28-17	PARCELS 2 & 4 OWNERSHIP REVISION



PID NO.
91606

R/W DESIGNER
 MJT/BBD
 R/W REVIEWER
 JEK

**RIGHT OF WAY PLAN
 PARCELS 3-T1 AND 4-T**

MOT-75-(10.44)(10.78)

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SCALE: 1 INCH = 20 FEET