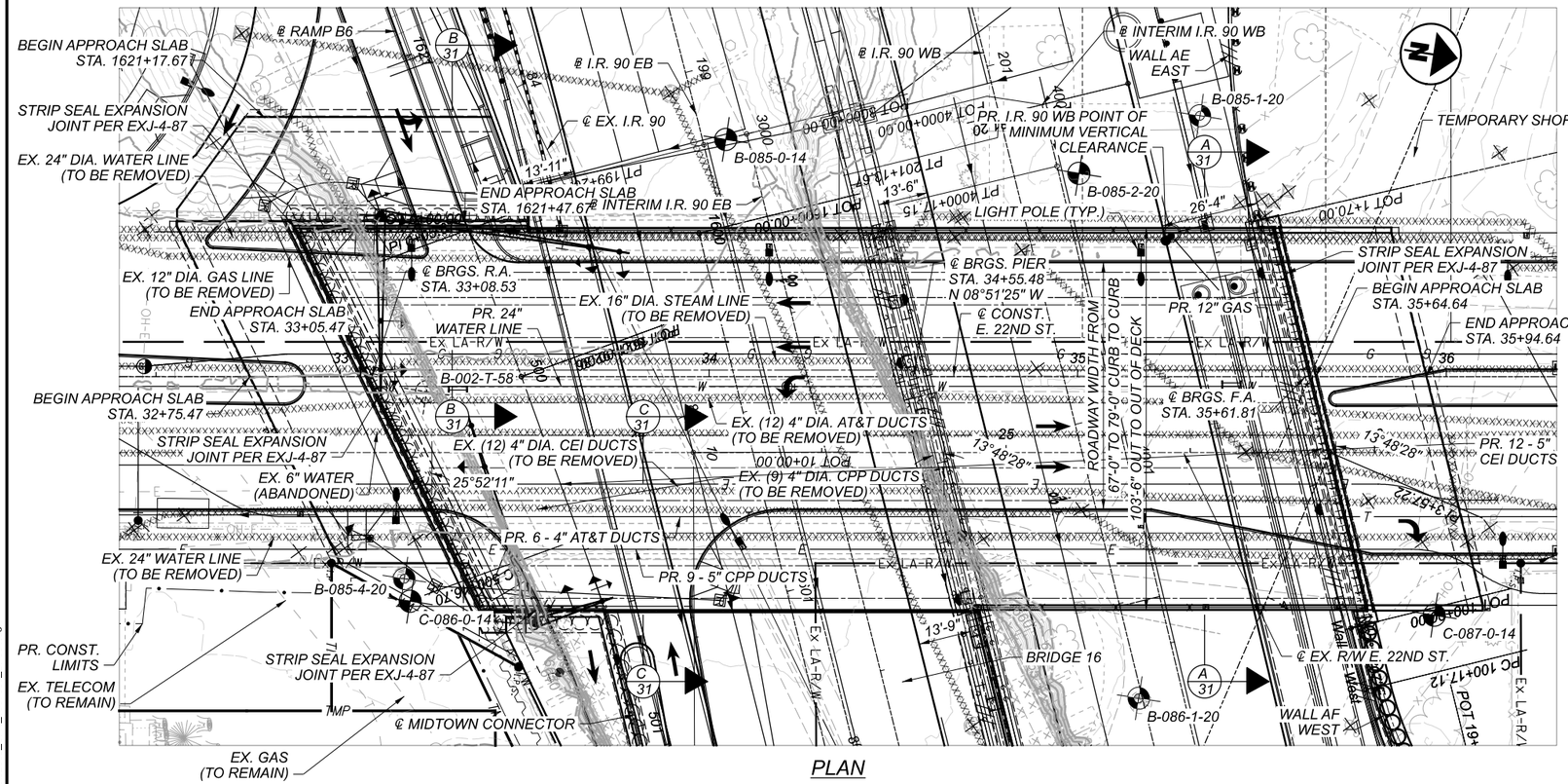
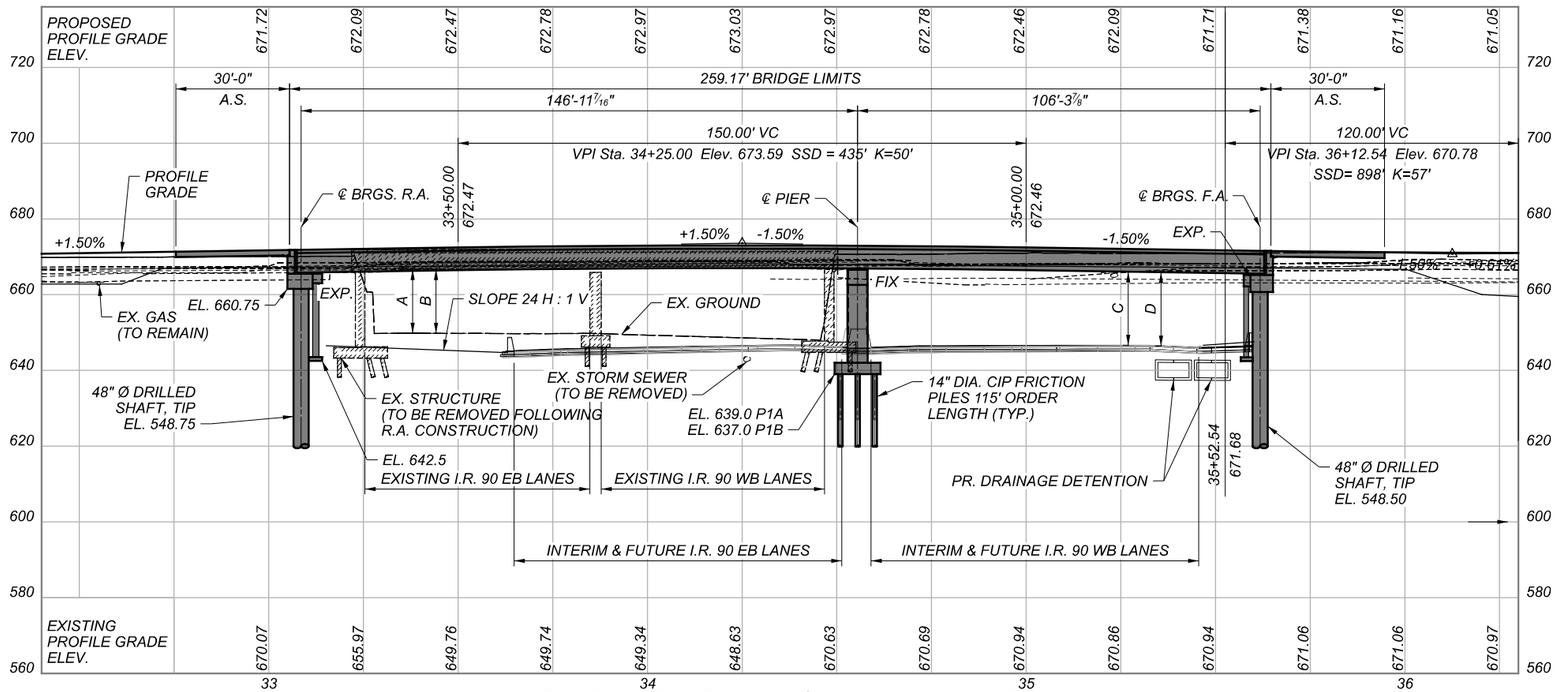


PLAN



PROFILE GRADE ALONG ℄ CONST. E. 22ND ST.

BENCHMARK DATA

BM #54 STA. 33+01.73	ELEV. 672.54	OFFSET 46.13 RT.	CUT CROSS
BM #62 STA. 35+23.59	ELEV. 672.11	OFFSET 1165.82 LT.	RR SPIKE
BM #72 STA. 23+49.63	ELEV. 674.06	OFFSET 52.19 LT.	CUT CROSS
BM #73 STA. 37+10.17	ELEV. 671.90	OFFSET 403.44' LT.	CUT CROSS

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

NOTES

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

DESIGN TRAFFIC:

2015 ADT = 13,400 2015 ADTT = 536
2035 ADT = 15,300 2035 ADTT = 612
DIRECTIONAL DISTRIBUTION = 0.57

LEGEND

TO BE REMOVED
HISTORIC BORING LOCATION
INSTRUMENTED BORING LOCATION
PROJECT BORING LOCATION

VERTICAL CLEARANCES

A = EX. STRUCTURE TO EX. I-90
B = PR. STRUCTURE TO EX. I-90
C = PR. STRUCTURE TO INTERIM I-90
D = PR. STRUCTURE TO FUTURE I-90

HORIZONTAL CLEARANCE				
LOCATION	R.A.	PIER 1 SOUTH	PIER 1 NORTH	F.A.
REQ'D CLR. ZONE	30'-0"	30'-0"	30'-0"	30'-0"
PROVIDED MIN.	13'-11"*	13'-9"*	13'-6"*	26'-4"*

* BARRIER PROTECTION REQ'D & PROVIDED

VERTICAL CLEARANCE				
LOCATION	A	B	C	D
REQUIRED MIN.	-	14'-6"	15'-6"	15'-6"
PROVIDED MIN.	14'-6"	15'-4"	18'-8"	18'-0"

EXISTING STRUCTURE

TYPE: CONTINUOUS BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 61'-3"±, 61'-3"± C/C BEARINGS ALONG ℄ CONSTRUCTION
ROADWAY: 74'-0"±, F/F OF CURBS WITH TWO 8'-0" WALKS
LOADING: CF 2000 (51)
SKEW: 25°51'00" RF
WEARING SURFACE: 2"± CONCRETE OVERLAY
APPROACH SLABS: AS-1-54 (25'± LONG)
ALIGNMENT: TANGENT
CROWN: 0.0156±
STRUCTURE FILE NUMBER: 1807838
DATE BUILT: 1958
DISPOSITION: TO BE REMOVED IN PHASES

PROPOSED STRUCTURE

TYPE: CONTINUOUS STEEL PLATE GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON REINFORCED CONCRETE PIER, TANGENT DRILLED SHAFT ABUTMENT & ABUTMENT ON PILES

SPANS: 146'-11 7/16" & 106'-3 7/8" C/C BRGS. ALONG ℄ CONST. E22ND ST.
ROADWAY: VARIES FROM 67'-0" TO 79'-0" TOE/TOE CURB
LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE
SKEW: VARIES, SEE PLAN
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15)
ALIGNMENT: TANGENT
CROWN: .0068 FT/FT
DECK AREA: 26,152 SF
COORDINATES: LATITUDE N 41°29'52.83"
LONGITUDE W 81°40'24.40"

FOR INFORMATION ONLY - NOT FOR REVIEW

SITE PLAN
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER MKB
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 1 | TOTAL 76
SHEET 1745 | TOTAL 2339

CUY-90-16.28 (CCG3A)

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

_____ DATED (REVISED) _____
_____ DATED (REVISED) _____
_____ DATED (REVISED) _____

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

_____ DATED _____
_____ DATED _____
_____ DATED _____

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT

DESIGN DATA

CONCRETE CLASS (1):
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS (2):
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE CLASS QC(3), WITH 1 IN MAX AGGREGATE SIZE:
COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFT)

REINFORCING STEEL MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50:
YIELD STRENGTH = 50 KSI

MONOLITHIC WEARING SURFACE

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

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTION.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE)

THE ULTIMATE BEARING VALUE IS _(1)_ KIPS PER PILE FOR THE FORWARD ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS _(1)_ KIPS PER PILE FOR THE PIER PILES.

PIER PILES:
14" CIP PILES 110 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM(S)

PILE DRIVING

THE MINIMUM RATED ENERGY OF THE HAMMER USED TO INSTALL THE PILES SHALL BE (1) FOOT-POUNDS. ENSURE THAT STRESSES IN THE PILES DURING DRIVING DO NOT EXCEED (2) POUNDS PER SQUARE INCH.

ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING STRUCTURES.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.

2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.

3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.

4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.

5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:

   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

ITEM SPECIAL - STRUCTURE MISC.: PRECONSTRUCTION CONDITION SURVEY

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS, OR OCCUPANTS, FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF THE REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: PRECONSTRUCTION CONDITION SURVEY.

FRICTION DRILLED SHAFTS

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS * KIPS AT THE ABUTMENTs AND * KIPS AT THE PIERS. THE LOAD IS RESISTED BY FRICTIONAL SIDE RESISTANCE ALONG THE LENGTH OF THE DRILLED SHAFT AND BY TIP RESISTANCE. AT THE ABUTMENTS, THE FACTORED SIDE RESISTANCE IS * KIPS, ASSUMED TO ACT ALONG THE BOTTOM * FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS * KIPS. AT THE PIERS, THE FACTORED SIDE RESISTANCE IS * KIPS, ASSUMED TO ACT ALONG THE BOTTOM * FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS * KIPS.

LATERALLY LOADED DRILLED SHAFTS

THE MAXIMUM FACTORED INTERNAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT ARE * KIPS, AND * KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF * KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF * KIPS, WITHIN THE DRILLED SHAFT.

FOR INFORMATION ONLY - NOT FOR REVIEW

GENERAL NOTES (1 OF 3)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER MKB
REVIEWER — MM-DD-YY
PROJECT ID 82382
SUBSET 2 | TOTAL 76
SHEET 1746 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 4) PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:04:20 AM USER: Mata,Gallagher
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ITEM 524 - DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN
ITEM 524 - DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN

GENERAL:

THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT TO INSTALL DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

ANTICIPATED DRILLED SHAFT DEFLECTIONS:

TANGENT DRILLED SHAFTS ("SHAFT", "SHAFTS") ARE INCORPORATED AS WALLS IN VARIOUS STRUCTURAL ELEMENTS FOR THIS BRIDGE. AS DESIGNED AND DETAILED THE SHAFTS ARE EXPECTED TO DEFLECT UNDER THE APPLIED PERMANENT LOADS (DC, DW, EP, WA) AND TRANSIENT LOADS (LL, LS, TU) AT THE SERVICE LIMIT STATE. MEASURES FOR ACCOMODATING THESE DEFLECTIONS ARE DETAILED BELOW.

THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN BEAM SEAT ELEVATION FOR SHAFTS INCORPORATED IN ABUTMENTS. THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN TOP OF CAP ELEVATION FOR SHAFTS INCORPORATED IN RETAINING WALLS. IN BOTH CASES THE FINISHED TOP OF SHAFT IS LOWER THAN THE SHAFT HEAD ELEVATION.

THE ANTICIPATED DEFLECTION AT THE SHAFT HEAD ELEVATION RELATIVE TO THE SHAFT TIP ELEVATION DUE TO PERMANENT LOADS ARE AS FOLLOWS:

REAR ABUTMENT	*XX INCHES*
FORWARD ABUTMENT	*XX INCHES*
RETAINING WALL YY	*XX INCHES*

TO MITIGATE THE EFFECTS OF ANTICIPATED PERMANENT LOAD DEFLECTIONS THE INSTALLED LOCATION OF THE SHAFTS MUST BE ADJUSTED BY OFFSETTING THE CENTERLINE OF SHAFT LOCATION DURING INSTALLATION. THE REQUIRED OFFSET IS DETAILED IN THE FOUNDATION PLANS FOR EACH STRUCTURAL ELEMENT.

ANTICIPATED TRANSIENT LOAD DEFLECTIONS ARE ACCOMODATED BY ADDITIONAL MOVEMENT CAPACITY IN THE ABUTMENT EXPANSION JOINTS AND BEARINGS.

DESIGN ASSUMPTIONS:

BEHAVIOR OF THE DRILLED SHAFTS AS DESCRIBED ABOVE IS PREDICATED UPON THE FOLOWING DESIGN ASSUMPTIONS:

1. *DESIGN HEIGHT OF DRILLED SHAFT IS THE DISTANCE FROM THE SHAFT HEAD ELEVATION TO THE DREDGE LINE ELEVATION*
2. *PERMANENT LOAD DEFLECTIONS ARE ASSUMED TO OCCUR FOLLOWING REMOVAL OF SOIL IN FRONT OF THE TANGENT SHAFT WALLS*
3. *ADDITIONAL ASSUMPTIONS AND CONSTRAINTS ARE DETAILED IN THE PLANS.*

DREDGE LINE ELEVATIONS:

REAR ABUTMENT	*ELEV. XXX.XX*	*INCLUDE LOCATION*
FORWARD ABUTMENT	*ELEV. XXX.XX*	*INCLUDE LOCATION*
RETAINING WALL YY	*ELEV. XXX.XX*	*INCLUDE LOCATION*

DRILLED SHAFT LOCATION SURVEY:

THE CORRECT LOCATION OF SHAFT IS CRITICAL TO ESTABLISHING AND MAINTAINING THE STRUCTURE GEOMETRY. THE CONTRACTOR SHALL EMPLOY THE SERVICES OF A OHIO REGISTERED PROFESSIONAL SURVEYOR ("THE SURVEYOR") TO ESTABLISH, MAINTAIN AND VERIFY HORIZONTAL AND VERTICAL SHAFT GEOMETRY. THE SURVEYOR SHALL BE READILY AVAILABLE TO ESTABLISH GEOMETRIC CONTROL AND PERFORM THE SURVEYS REQUIRED BELOW.

THE SURVEYOR SHALL ESTABLISH THE LOCATION OF THE CENTER OF EACH DRILLED SHAFT FOR INSTALLATION AND VERIFY PLUMBNESS OF THE DRILLING RIG PRIOR TO COMMENCING DRILLING OPERATIONS. THE SURVEYOR SHALL LOCATE AND ALIGN THE DRILLING TEMPLATES USED TO ENSURE PROPER SHAFT LOCATION AND ALIGNMENT.

THE CONTRACTOR SHALL SURVEY AND DOCUMENT THE AS-INSTALLED LOCATION AND PLUMBNESS (HORIZONTAL AND VERTICAL ALIGNMENT) OF EACH SHAFT IMMEDIATELY FOLLOWING COMPLETION OF THE SHAFT INSTALLATION. THE CONTRACTOR AND SURVEYOR SHALL COMPARE AS-BUILT LOCATION TO PLAN LOCATION SO THAT THE NEED FOR REMIDIAL ACTION CAN BE ASSESSED BY THE ENGINEER. WORK ON ADDITIONAL SHAFTS IN THE INSTALLATION SHALL NOT PROCEED UNTIL THE ENGINEER HAS COMPLETED THIS ASSESSMENT.

THE CONTRACTOR SHALL PERFORM AN INITIAL SHAFT BASELINE SURVEY OF THE AS-INSTALLED LOCATION OF THE SHAFTS IMMEDIATELY FOLLOWING COMPLETION OF ALL SHAFT INSTALLATIONS. THE INITIAL SHAFT BASELINE SURVEY WILL ESTABLISH THE SHAFT LOCATION BASELINE. THE SHAFT LOCATION BASELINE WILL BE ESTABLISHED FOR ALL SHAFTS IDENTIFIED IN THE SUGGESTED SEQUENCE OF OPERATIONS.

THE CONTRACTOR SHALL PERFORM A SECOND SHAFT BASELINE SURVEY AFTER INSTALLATION AND EXCAVATION TO DREDGE LINE ELEVATION TO CONFIRM THAT ANTICIPATED PERMANENT LOAD DEFLECTION HAS OCCURED. A MINIMUM PERIOD OF 30 DAYS MUST ELAPSE BETWEEN THE INITIAL AND FINAL SHAFT BASELINE SURVEY.

THE CONTRACTOR SHALL PROVIDE THE RESULTS OF THE INDIVIDUAL SHAFT LOCATION SURVEY; AND INITIAL AND SECOND SHAFT BASELINE SURVEYS IN REPORT FORM TO THE ENGINEER WITHIN TWO (2) WORKING DAYS OF COMPLETION. EACH SURVEY REPORT SHALL INCLUDE THE FOLLOWING INFORMATION PROVIDED IN ELECTRONIC FORMAT:

1. *X, Y COORDINATES OF EACH SHAFT IN ODOT STATE PLANE COORDINATE SYSTEM TABULATED IN EXCEL SPREADSHEET*
2. *ALIGNMENT OF SHAFT LOCATION BASELINE ESTABLISHED BETWEEN SHAFTS XX AND YY*
3. *A NARRATIVE COMPARISON OF THE SURVEYED BASELINE TO THE PLAN BASELINE*
4. *LISTING OF ALL SHAFT LOCATION DEVIATIONS FROM BASELINE*

THE SECOND SHAFT BASELINE SURVEY SHALL ALSO INCLUDE:

5. *A NARRATIVE COMPARISON OF THE SECOND SURVEYED SHAFT BASELINE TO THE INITIAL SHAFT BASELINE*
6. *THE CONTRACTOR SHALL IDENTIFY THE POTENTIAL NEED FOR MITIGATION MEASURES TO MAINTAIN THE PLAN CENTERLINE OF BEARING LOCATION*

DRILLED SHAFT LOCATION SURVEY (CONT.)

THE ENGINEER WILL REVIEW THE RESULTS OF EACH SURVEY REPORT TO DETERMINE WHAT MITIGATION MEASURES, IF ANY, ARE REQUIRED TO MAINTAIN THE REQUIRED CENTERLINE OF BEARING LOCATIONS.

THE ENGINEER WILL PROVIDE APPROVAL OF THE SURVEYS AND REQUIRED MITIGATION MEASURES WITHIN THREE (3) WORKING DAYS OF RECEIPT OF THE SURVEYS. SURVEYS SHALL BE PERFORMED BY A SURVEYOR LICENSED IN THE STATE OF OHIO. CONTRACTOR'S SURVEY SUBMITTAL SHALL CONFORM TO THE SUBMITTAL REQUIREMENTS OF C&MS 105.02

CONSTRUCTION TOLERANCES:

DRILLED SHAFTS SHALL BE INSTALLED TO THE TOLERANCES SPECIFIED IN ODOT C&MS SECTION 524.14 EXCEPT AS MODIFIED BELOW. ADDITIONAL CONSTRUCTION TOLERANCE REQUIREMENTS ARE AS FOLLOWS:

POSITION EACH DRILLED SHAFT WITHIN 1" OF THE PLAN LOCATION IN THE HORIZONTAL PLANE AT THE PLAN ELEVATION FOR THE TOP OF SHAFT.

VERTICAL TOLERANCE SHALL CONFORM TO ODOT C&MS SECTION 524.14.

THE USE OF A DRILLING TEMPLATE IS REQUIRED TO ESTABLISH AND MAINTAIN DRILLED SHAFT LOCATIONS. THE CONTRACTOR'S ON-SITE SURVEYOR SHALL BE RESPONSIBLE FOR VERIFYING AND MAINTAINING ADHERENCE TO THE REQUISITE CONSTRUCTION TOLERANCES.

MITIGATION MEASURES:

IN THE EVENT THAT THE SECOND SHAFT BASELINE SURVEY INDICATES THAT THE SHAFTS HAVE NOT DEFLECTED THE ANTICIPATED AMOUNTS, THE ENGINEER WILL PROVIDE RECOMMENDED MITIGATION MEASURES TO MAINTAIN THE PLAN CENTERLINE OF BEARING LOCATION AND LOCATION. IT IS ANTICIPATED THAT THE MITIGATION MEASURES MAY CONSIST OF ADJUSTING THE PLAN DIMENSIONS OF THE ABUTMENT SEAT AND BACKWALL LOCATIONS. THE CONTRACTOR WILL CONSTRUCT THE ABUTMENT SEAT AND BACKWALL IN THE LOCATION AND WITH THE DIMENSIONS NECESSARY TO MAINTAIN THE PLAN CENTERLINE OF BEARING LOCATION AND ALIGNMENT.

ADDITIONAL CONCRETE AND REINFORCING STEEL REQUIRED BY MITIGATION WILL BE PAID FOR VIA CHANGE ORDER AT THE CONTRACT UNIT PRICE BID FOR THESE ITEMS. ADDITIONAL COMPENSATION WILL NOT BE MADE FOR THESE MITIGATION MEASURES IF THE SHAFTS WERE NOT INSTALLED WITHIN THE REQUIRED CONSTRUCTION TOLERANCES.

CONTRACTOR'S INSTALLATION PLAN:

THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE INSTALLATION PLAN SHALL ALSO INCLUDE:

1. *CONTRACTOR'S PROPOSED METHODS TO MAINTAIN LOCATION AND ALIGNMENT OF SHAFTS*
2. *CONTRACTOR'S PROPOSED METHODS FOR PERFORMING THE DRILLED SHAFT LOCATION SURVEY*

CONSTRUCTION CONSTRAINTS:

THE CONTRACTOR IS ADDVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRING ADVANCING SHAFTS THROUCH EXISTING PILES. ADDITIONAL INFORMATION AND NOTES REGARDING POSSIBLE CONFLICTS ARE PROVIDED IN THE PLANS.

MATERIALS:

CONCRETE AND REINFORCING STEEL FOR DRILLED SHAFTS SHALL CONFORM TO ODOT C&MS SECTION 524.02.

A SELF-CONSOLIDATING CONCRETE MIX SHALL BE INCORPORATED

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE: XX"

PERMANENT STEEL CASINGS SHALL BE ASTM A252 GRADE 3 WITH A MINIMUM YIELD STRESS OF 45 KSI. CASING SECTION LENGTHS SHALL BE MAXIMIZED TO MINIMIZE THE NUMBER OF FIELD SPLICE LOCATIONS. FIELD SPLICE LOCATIONS SHALL BE AS REQUIRED BY THE PLAN DETAILS. THE USE OF SPIRAL WELDED PIPE IS PERMITTED.

MEASUREMENT AND PAYMENT:

MEASUREMENT FOR DRILLED SHAFTS INSTALLED IN ACCORDANCE WITH THESE SPECIFICATIONS WILL BE MADE IN ACCORDANCE WITH THE PROVISIONS OF ODOT C&MS SECTION 524.16.

PAYMENT FOR DRILLED SHAFTS INSTALLED IN ACCORDANCE WITH THESE SPECIFICATIONS WILL BE MADE IN ACCORDANCE WITH PROVISIONS OF ODOT C&MS SECTION 524.17.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR:

ITEM	***UNIT***	***DESCRIPTION***
524	*FOOT*	*DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN*
524	*FOOT*	*DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN*

FOR INFORMATION ONLY - NOT FOR REVIEW

GENERAL NOTES (2 OF 3)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER MKB
REVIEWER — MM-DD-YY
PROJECT ID 82382
SUBSET 3 | TOTAL 76
SHEET 1747 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet (2 of 4) PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:04:21 AM USER: Mala.Gallagher
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ITEM 524 DRILLED SHAFTS, 48'' DIAMETER, THROUGH OBSTRUCTIONS, AS PER PLAN

GENERAL:

THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT TO INSTALL DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

CONSTRUCTION CONSTRAINTS:

THE CONTRACTOR IS ADVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRE ADVANCING SHAFTS THROUGH OBSTRUCTIONS SUCH AS EXISTING FOUNDATIONS AND PILES. EXISTING FOUNDATION AND PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION.

THE PROPOSED DRILLED SHAFT ARRANGEMENT WAS DEVELOPED WITH THE INTENT TO ELIMINATE OR MINIMIZE CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND IDENTIFIED OBSTRUCTIONS. COMPLETE ELIMINATION OF ALL CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND OBSTRUCTIONS WAS NOT POSSIBLE.

THE CONTRACTOR IS ADVISED THAT THEY MUST ADAPT THEIR PROPOSED MEANS AND METHODS FOR INSTALLING DRILLED SHAFTS IN CONFLICT WITH OBSTRUCTIONS. SUCH MEANS AND METHODS MAY INCLUDE, BUT ARE NOT LIMITED TO, SPECIALIZED CUTTING HEADS, DOWN DRIVE HAMMERS, ETC.

DRILLED SHAFTS IN CONFLICT WITH EXISTING PILES ARE AS FOLLOWS:

DS-XX THROUGH DS-XX
DS-XX THROUGH DS-XX

THE CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO DRILLED SHAFTS SHALL BE INSTALLED UNTIL NUMBER AND LOCATION OF CONFLICTS WITH THE PROPOSED DRILLED SHAFTS IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL VERIFIED CONFLICTS AND IDENTIFY ANY ADDITIONAL CONFLICTS. THE CONTRACTOR SHALL PROVIDE A MARKED-UP PLAN SHEET DEPICTING ALL CONFLICTS.

BASIS FOR CLAIMS:

THE CONTRACTOR IS ADVISED THAT IDENTIFICATION OF ADDITIONAL PILES IN CONFLICT WITH PROPOSED DRILLED SHAFTS WILL NOT BE CONSIDERED AS BASIS FOR DELAY OR CHANGED CONDITION CLAIMS.

CONTRACTOR'S INSTALLATION PLAN:

THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE INSTALLATION PLAN SHALL ALSO INCLUDE:

1. CONTRACTOR'S PROPOSED METHODS TO ADVANCE DRILLED SHAFTS THROUGH OBSTRUCTIONS (CONFLICTING PILES, EXISTING FOUNDATIONS, ETC.)

MEASUREMENT AND PAYMENT:

MEASUREMENT FOR DRILLED SHAFTS INSTALLED IN ACCORDANCE WITH THESE SPECIFICATIONS WILL BE MADE ON A PER EACH BASIS.

PAYMENT FOR DRILLED SHAFTS INSTALLED IN ACCORDANCE WITH THESE SPECIFICATIONS WILL BE CONSIDERED COMPLETE COMPENSATION FOR ADDITIONAL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO ADVANCE DRILLED SHAFTS THROUGH OBSTRUCTIONS BEYOND THAT REQUIRED FOR NORMAL INSTALLATIONS.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR:

ITEM	***UNIT***	***DESCRIPTION***
524	*EACH*	*DRILLED SHAFTS, 48" DIAMETER, THROUGH OBSTRUCTIONS, AS PER PLAN*

ITEM 524 - DRILLED SHAFTS, MISC.: DEMONSTRATION DRILLED SHAFT

PART 1: DESCRIPTION
THIS WORK CONSISTS OF ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS TO CONSTRUCT A DEMONSTRATION DRILLED SHAFT FOR TESTING AND EVALUATION TO VERIFY THE PROPOSED CONSTRUCTION METHODS FOR THE PRODUCTION DRILLED SHAFTS.

COMPLETE THE INSTALLATOIN OF THE DEMONSTRATION DRILLED SHAFT WITHIN (1) DAYS OF CONTRACT AWARD DATE. THE DEPARTMENT WILL CONSIDER THE DEMONSTRATION DRILLED SHAFT INSTALLATION COMPLETE AFTER RECEIVING WRITTEN ACCEPTANCE FROM THE ENGINEER.

PART 2: MATERIALS
THE DEMONSTRATION DRILLED SHAFT SHALL USE THE SAME CONCRETE MIX DESIGN AND STEEL REINFORCEMENT AS THE PRODUCTION DRILLED SHAFTS.

PART 3: EXECUTION
SUBMIT A DRILLED SHAFT INSTALLATION PLAN TO THE ENGINEER FOR ACCEPTANCE IN ACCORDANCE WITH THE REQUIREMENTS OF C&MS 524.03. CONSTRUCT AT LEAST ONE DEMONSTRATION DRILLED SHAFT IN THE AREA SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE ACCEPTED WRITTEN INSTALLATION. UPON CONSTRUCTION OF THE DEMONSTRATION DRILLED SHAFT, AND RECEIPT OF TESTING AND EVALUATION RESULTS CONFIRMING THE DEMONSTRATION DRILLED SHAFT HAS BEEN INSTALLED IN ACCORDANCE WITH CONTRACT DOCUMENTS, THE ENGINEER WILL ISSUE A LETTER ACCEPTING THE INSTALLATION PLAN FOR THE CONSTRUCTION OF THE SUBSEQUENT PRODUCTION DRILLED SHAFTS.

IF MODIFICATION(S) TO THE INSTALLATION PLAN ARE MADE, WHETHER DUE TO THE TESTING AND EVALUATION RESULTS OR FOR OTHER REASON, THE DEPARTMENT WILL REQUIRE CONSTRUCTION OF AN ADDITIONAL DEMONSTRATION SHAFT CONSTRUCTED IN ACCORDANCE WITH THE MODIFIED INSTALLATION PLAN, AT NO ADDITIONAL COST. THE DIAMETER, LENGTH, REINFORCING, INSTALLATION METHODS, AND OTHER MISCELLANEOUS DETAILS OF THE DEMONSTRATION SHAFT SHALL BE THE SAME AS THE PRODUCTION DRILLED SHAFTS.

SUBMIT THE LOCATION OF THE DEMONSTRATION SHAFT TO THE ENGINEER FOR ACCEPTANCE. LOCATE THE DEMONSTRATION DRILLED SHAFT SUCH THAT NO INTERFERENCE OCCURS WITH THE FOUNDATIONS OF EXISTING OR PROPOSED STRUCTURES, THE PROPOSED MAINTENANCE OF TRAFFIC, OR EXISTING OR PROPOSED UTILITIES.

TEST THE DEMONSTRATION DRILLED SHAFT BY THERMAL INTEGRITY PROFILING (TIP) ACCORDING TO ASTM D7949, METHOD BE, BY CROSSHOLE SONIC LOGGING (CSL) ACCORDING TO ASTM D6760; AND BY HIGH-STRAIN DYNAMIC TESTING ACCORDING TO ASTM D4945.

PART 4: MEASUREMENT AND PAYMENT
THE DEPARTMENT WILL MEASURE DEMONSTRATION DRILLED SHAFT BY THE NUMBER OF FEET, MEASURED ALONG THE AXIS OF THE DRILLED SHAFT FROM THE REQUIRED BOTTOM ELEVATI0N OF THE SHAFT TO THE PROPOSED TOP PLAN ELEVATION.

IN ADDITION TO THE PROVISIONS OF C&MS 524.17, THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF DEMONSTRATION DRILLED SHAFT AFTER INSTALLATION OF THE DEMONSTRATION SHAFT AND AFTER BEING PROVIDED WITH WRITTEN TESTING AND EVALUATION RESULTS ACCEPTABLE TO THE ENGINEER.
THE CONTRACT PRICE IS FULL COMPENSATION FOR FURNISHING AND INSTALLING DRILLED SHAFTS IN ACCORDANCE WITH THE ABOVE REQUIREMENTS, INCLUDING MOBILIZATION, SITE ACCESS, AND FINAL REMOVAL OF THE SHAFT TO 36 INCHES BELOW FINAL GRADE.

THE DEPARTMENT WILL PAY FOR TESTING AND EVALUATION OF THE ACCEPTED DEMONSTRATION SHAFT SEPARATELY.

THE DEPARTMENT WILL NOT PAY FOR TESTING AND EVALUATION FOR ADDITIONAL DEMONSTRATION DRILLED SHAFTS.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS: ITEM 524 - DRILLED SHAFTS, MISC.: DEMONSTRATION DRILLED SHAFT.

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 TEH 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 MINIMUM WHEEL LOAD OF ____ KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FACIAL GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

VANDAL PROTECTION FENCING

INSTALL FENCING FOR EACH CONSTRUCTION PHASE PRIOR TO OPENING THAT PHASE TO VEHICULAR AND/OR PEDESTRIAN TRAFFIC.

ITEM 625, LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN
ITEM 632, SIGNAL SUPPORT, MISC.: SIGNAL POLE ANCHORAGE
ITEM 632, SIGNAL SUPPORT, MISC.: PEDESTRIAN POLE ANCHORAGE

WHEN A LIGHT POLE, SIGNAL POLE, OR PEDESTRIAN POLE IS MOUNTED ON A STRUCTURE, 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 ANCHOR BOLTS. THUS, THE SETTING OF THE ANCHOR BOLTS INTO THE STRUCTURE IS ALSO PART OF THIS WORK.

PAYMENT SHALL BE AT THE UNIT PRICE FOR THE ITEM INCLUDING PLATE(S), ANCHOR ASSEMBLY, LABOR, EQUIPMENT, CONNECTIONS, INSPECTIONS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

FOR INFORMATION ONLY - NOT FOR REVIEW

GENERAL NOTES (3 OF 3)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
JCC	MKB

REVIEWER — MM-DD-YY

PROJECT ID 82382

SUBSET	TOTAL
4	76

SHEET	TOTAL
1748	2339

CUY-90-16.28 (CCG3A)
MODEL: Sheet (3 of 3) PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:04:22 AM USER: Mala.Gallagher
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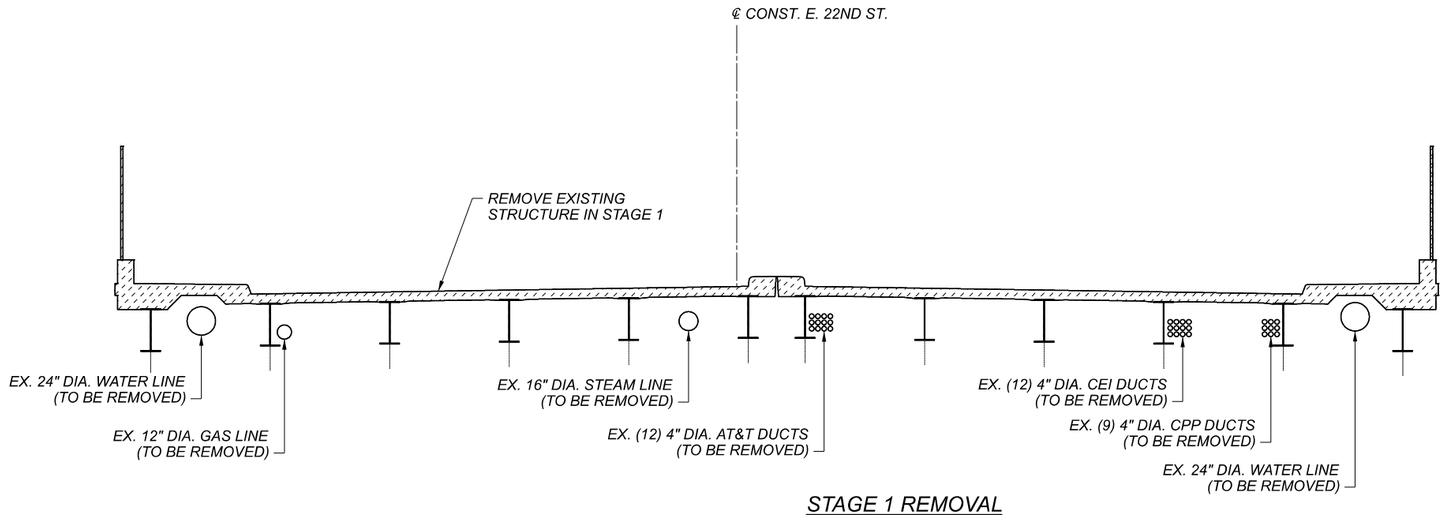
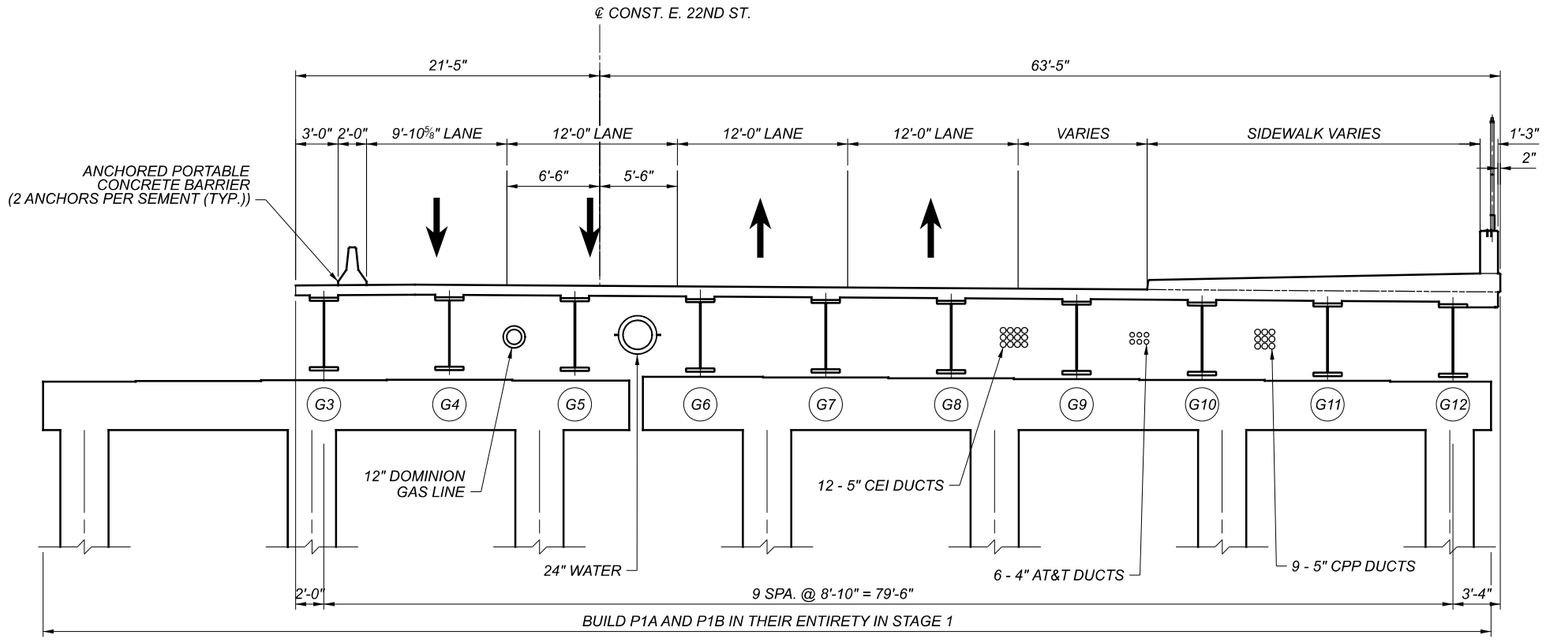
FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET 1749 / TOTAL 2339	SUBSET 5 / TOTAL 76	PROJECT ID 82382	REVIEWER -	DESIGNER ETB / CHECKER LPC	Michael Baker INTERNATIONAL	SFN 1807839 DESIGN AGENCY

ESTIMATED QUANTITIES
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



STAGE 1 REMOVAL
MOT PHASE 2



STAGE 1 CONSTRUCTION
MOT PHASE 2

LEGEND

- EXISTING BRIDGE TO BE REMOVED

NOTES:

1. FOR LANE CONFIGURATION DETAILS, SEE MAINTENANCE OF TRAFFIC PLANS.

FOR INFORMATION ONLY - NOT FOR REVIEW

STAGED CONSTRUCTION DETAILS (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ETB
CHECKER	JBT
REVIEWER	— —
PROJECT ID	82382
SUBSET	6
TOTAL	76
SHEET	1750
TOTAL	2339

CUY-90-16.28 (CCG3A)

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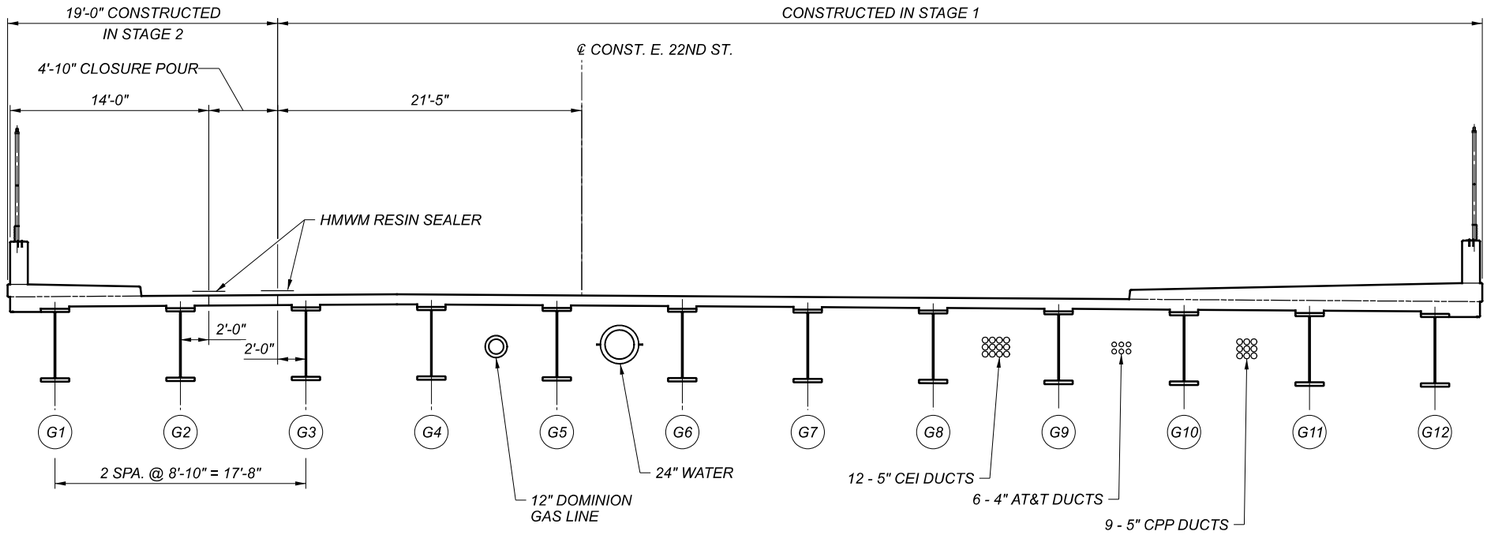

STAGE 2 CONSTRUCTION

MOT PHASE 10

NOTES:

1. *SEE 2021-08-02 CONCEPTUAL MOT FOR MORE INFORMATION.*

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STAGED CONSTRUCTION DETAILS (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER / CHECKER	ETB / JBT
REVIEWER	— / —
PROJECT ID	82382
SUBSET / TOTAL	7 / 76
SHEET / TOTAL	1751 / 2339

CUY-90-16.28 (CCG3A)

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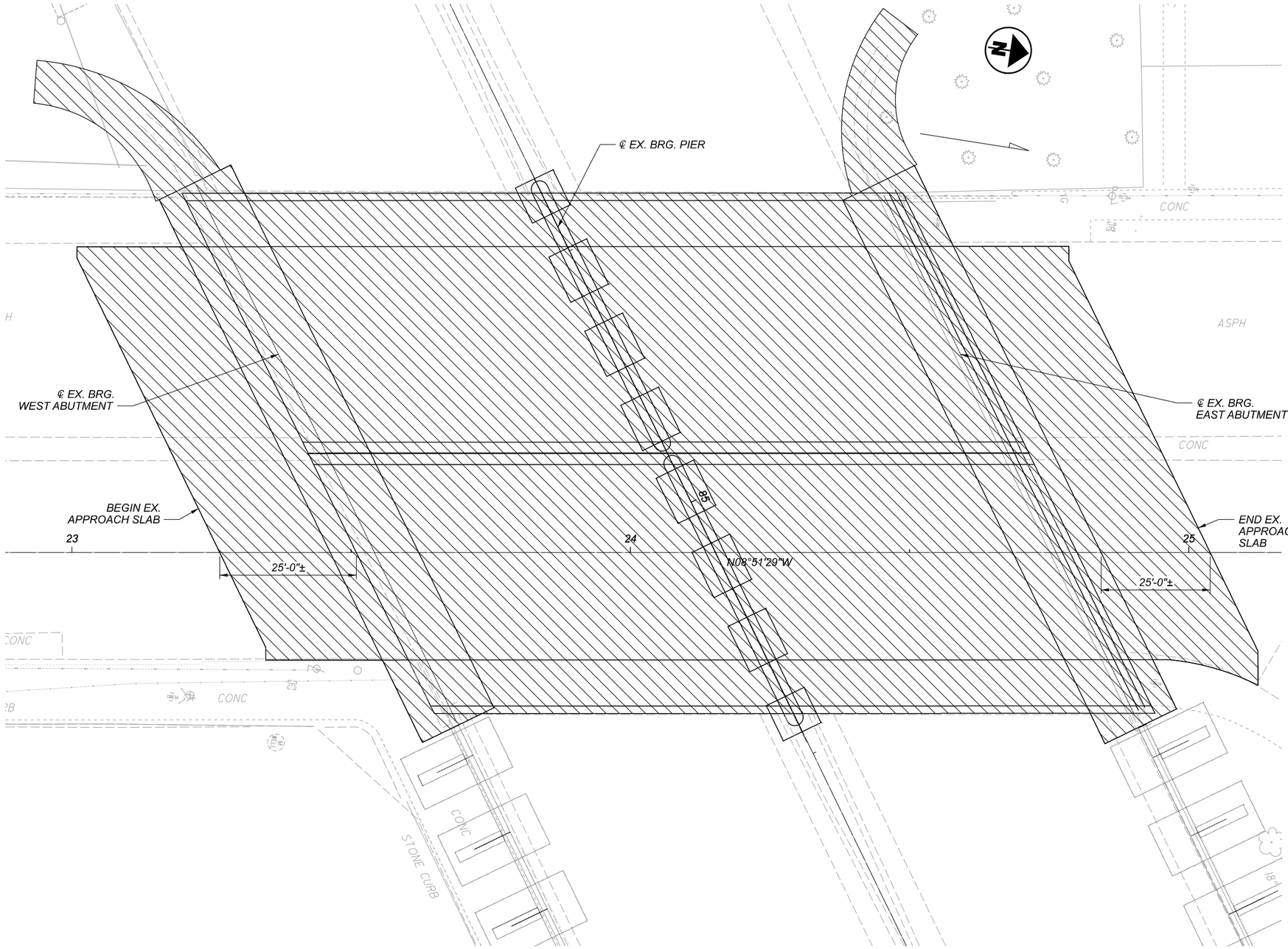

REMOVAL PLAN

LEGEND:

▨ = REMOVAL

NOTES:

1. SEE SHEET 9/76 FOR ABUTMENT AND PIER REMOVAL DETAILS.

STRUCTURE GENERAL NOTES:

MAINTENANCE OF TRAFFIC:
SEE THE ROADWAY PLANS FOR MAINTENANCE OF TRAFFIC REQUIREMENTS.

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/OR FIELD MEASUREMENTS. THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTION 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 STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:
CONSTRUCTION PLANS FOR EXISTING STRUCTURES ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION DISTRICT 12 OFFICE, 5500 E. 98TH ST., GARFIELD HEIGHTS, OHIO AND ARE AVAILABLE FOR REFERENCE.

SEQUENCE OF CONSTRUCTION:
SEE MOT NOTES IN ROADWAY PLANS.

PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:
THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. LIMITS OF REMOVAL SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ITEMS TO BE REMOVED INCLUDE THE SUBSTRUCTURE FOUNDATION PILES THAT INTERFERE WITH 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. SUBMIT WORKING DRAWINGS AND CALCULATIONS IN ACCORDANCE WITH CMS 501.55.

ALL CONCRETE, REINFORCING STEEL, ASPHALT, ETC. REMOVED FROM THE STRUCTURE AND NOT REUSED SHALL, UNLESS OTHERWISE SPECIFIED, BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED BY HIM/HER FROM THE SITE. THE MATERIALS SHALL NOT BE PERMITTED TO REMAIN ON SITE, WITHIN THE RIGHT-OF-WAY OR ELSEWHERE UNLESS SPECIFIED BY THE ENGINEER.

THE USE OF EXPLOSIVES AND HEADACHE BALLS 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.

A LUMP SUM QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

EXISTING STRUCTURE

TYPE: CONTINUOUS BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 61'-3"±, 61'-3"± C/C BEARINGS ALONG ℄ CONSTRUCTION
ROADWAY: 74'-0"±, F/F OF CURBS WITH TWO 8'-0" WALKS
LOADING: CF 2000 (51)
SKEW: 25°51'00" RF
WEARING SURFACE: 2"± CONCRETE OVERLAY
APPROACH SLABS: AS-1-54 (25'± LONG)
ALIGNMENT: TANGENT
CROWN: 0.0156±
STRUCTURE FILE NUMBER: 1807838
DATE BUILT: 1958
DISPOSITION: TO BE REMOVED IN PHASES

FOR INFORMATION ONLY - NOT FOR REVIEW

STRUCTURE REMOVAL DETAILS (1 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	MDM
REVIEWER	xxx mm-dd-yy
PROJECT ID	82382
SUBSET	8
TOTAL	76
SHEET	1752
TOTAL	2339

CUY-90-16.28 (CCG3A)

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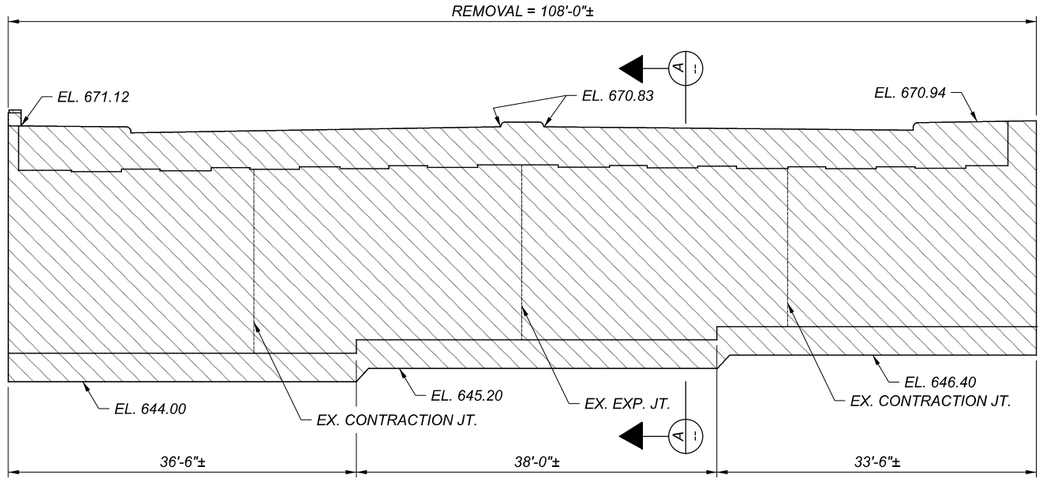
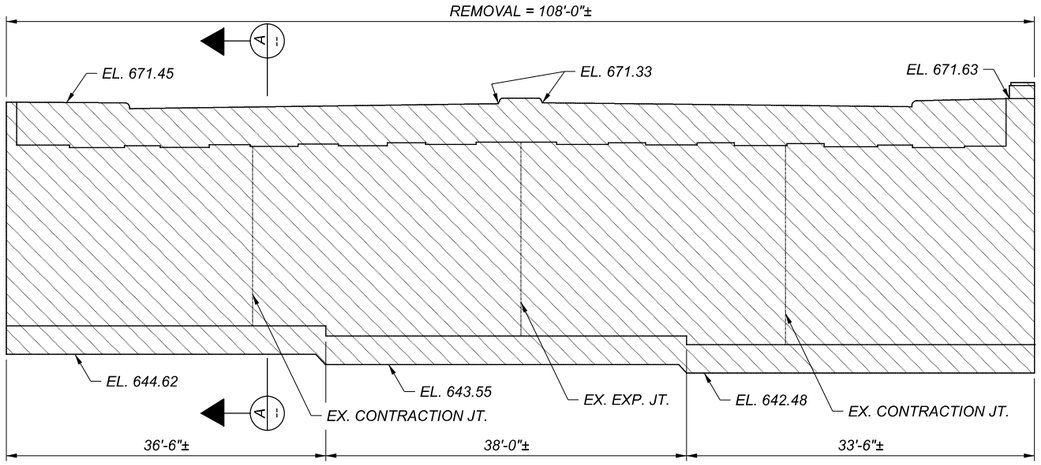
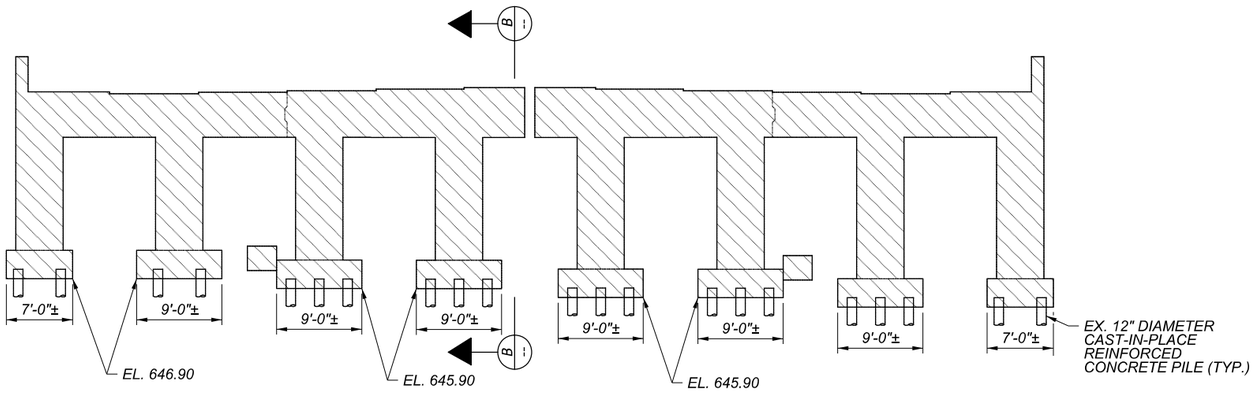


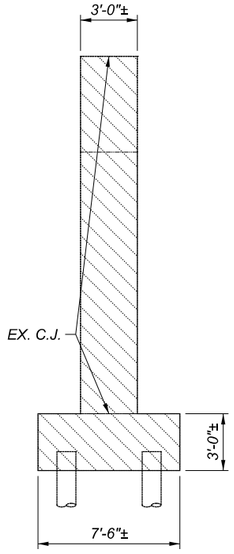
REAR ABUTMENT REMOVAL ELEVATION



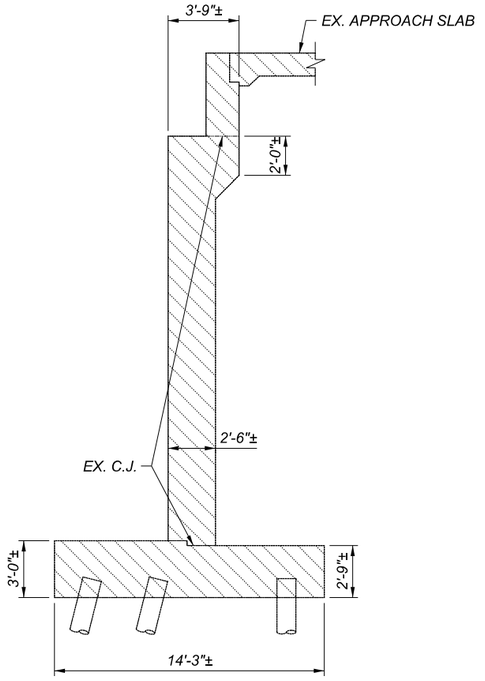
FORWARD ABUTMENT REMOVAL ELEVATION



PIER REMOVAL ELEVATION



SECTION A-A



SECTION B-B

NOTES:

1. CONTRACTOR MAY ADJUST REMOVAL LIMITS TO ACCOMMODATE LIGHTWEIGHT FILL LIMITS AND INSTALLATION.

LEGEND:

= REMOVAL

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STRUCTURE REMOVAL DETAILS (2 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER CEM | CHECKER MDM
REVIEWER XXX MM-DD-YY
PROJECT ID 82382
SUBSET 9 | TOTAL 76
SHEET 1753 | TOTAL 2339

CUY-90-16.28 (CCG3A)

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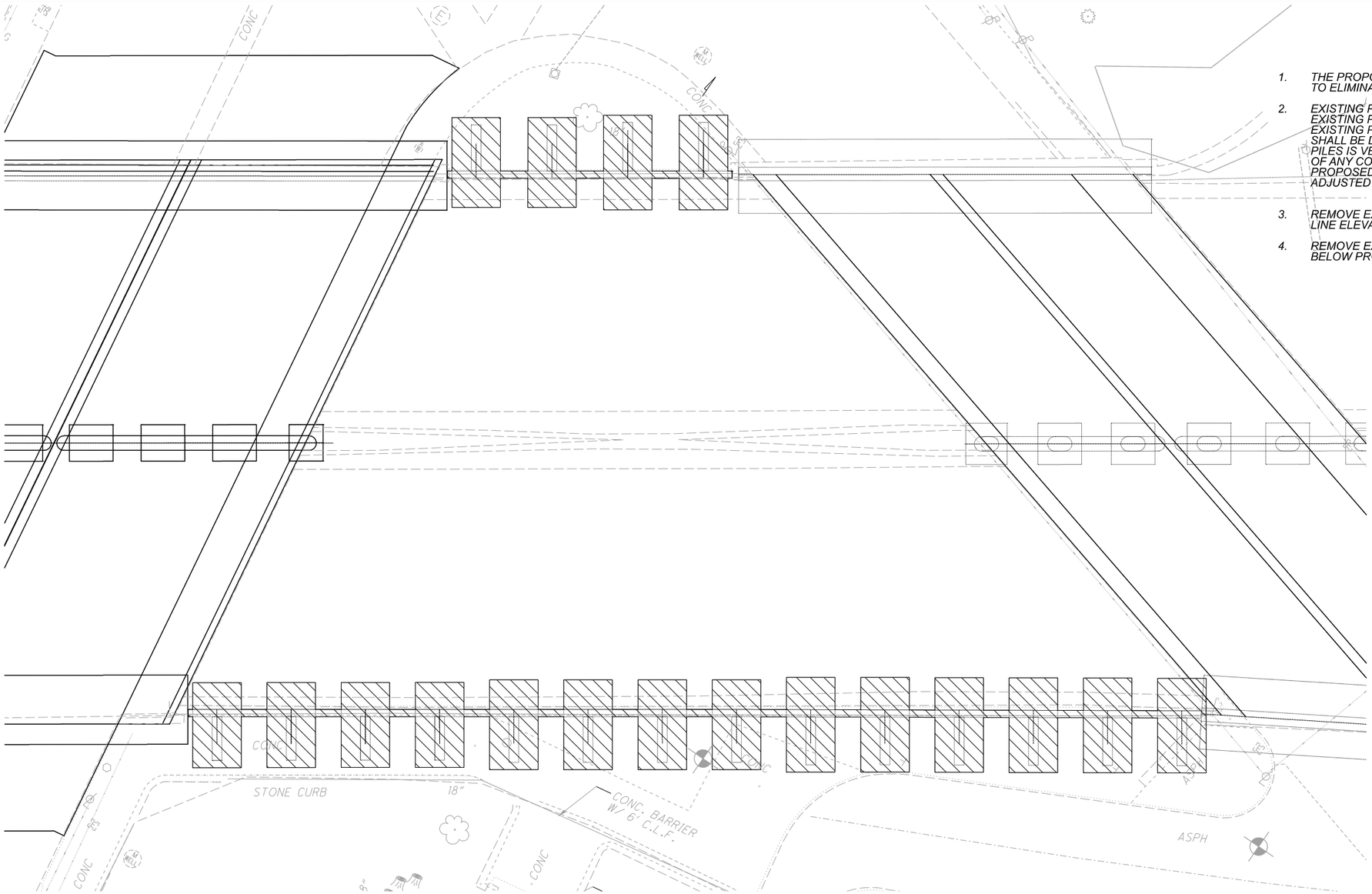

RETAINING WALLS GENERAL NOTES:

1. *THE PROPOSED PILE ARRANGEMENT WAS DEVELOPED WITH THE INTENTION TO ELIMINATE CONFLICTS BETWEEN THE PROPOSED AND EXISTING PILES.*
2. *EXISTING PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION. CONTRACTOR TO VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO PILES SHALL BE DRIVEN UNTIL CLEARANCE BETWEEN EXISTING AND PROPOSED PILES IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE STATE/ENGINEER OF ANY CONFLICTS AND PROVIDE FIELD SKETCHES OF THE CONFLICT SO THE PROPOSED PILE ARRANGEMENT AND PILE CAP REINFORCING MAY BE ADJUSTED AS NECESSARY TO MITIGATE CONFLICTS.*
3. *REMOVE EXISTING PILES UNDER PROPOSED PILE CAP LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED PILE CAP.*
4. *REMOVE EXISTING PILES OUTSIDE OF PROPOSED PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.*

REMOVAL PLAN

LEGEND:

= *REMOVAL*

NOTES:

1. *SEE SHEET 11/76 FOR RETAINING WALL REMOVAL DETAILS.*

EXISTING RETAINING WALLS

FOR INFORMATION ONLY - NOT FOR REVIEW

STRUCTURE REMOVAL DETAILS (3 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

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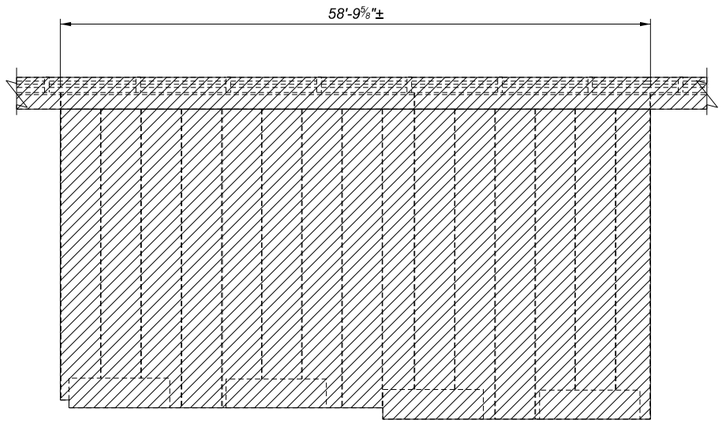
SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER / CHECKER	CEM / MDM
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET / TOTAL	10 / 76
SHEET / TOTAL	1754 / 2339

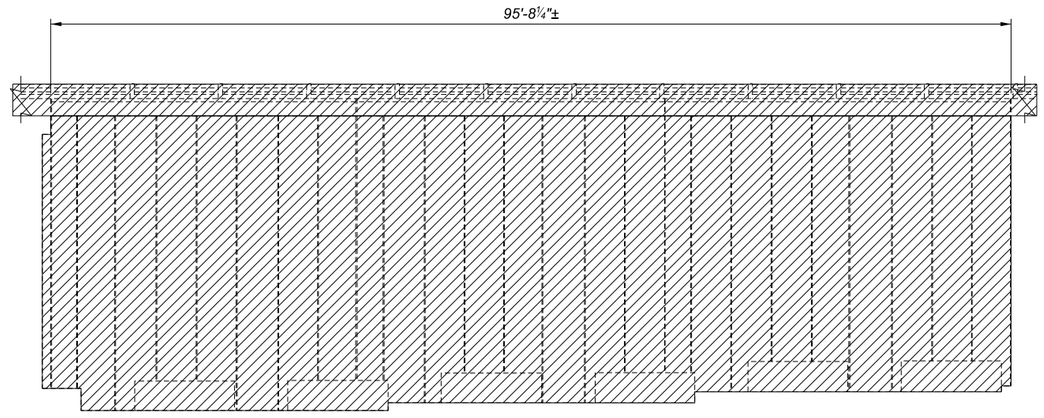
= PHASE 5 REMOVAL

NOTES:

1. CONTRACTOR MAY ADJUST REMOVAL LIMITS TO ACCOMMODATE LIGHTWEIGHT FILL LIMITS AND INSTALLATION.

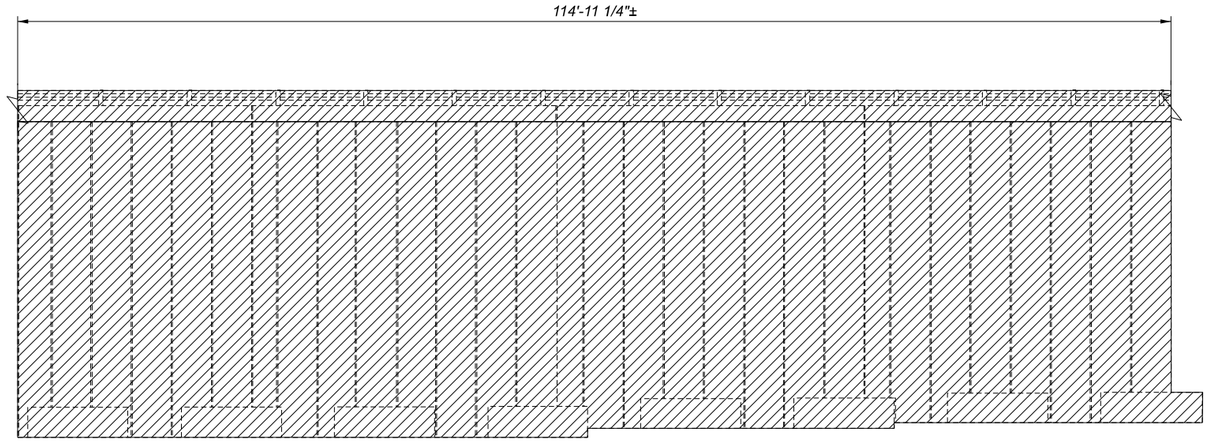


NORTH WALL

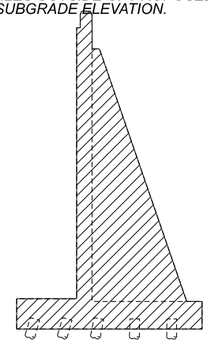


SOUTH WALL - WEST PORTION

1. THE PROPOSED PILE ARRANGEMENT WAS DEVELOPED WITH THE INTENTION TO ELIMINATE CONFLICTS BETWEEN THE PROPOSED AND EXISTING PILES.
2. EXISTING PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION. CONTRACTOR TO VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO PILES SHALL BE DRIVEN UNTIL CLEARANCE BETWEEN EXISTING AND PROPOSED PILES IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE STATE/ENGINEER OF ANY CONFLICTS AND PROVIDE FIELD SKETCHES OF THE CONFLICT SO THE PROPOSED PILE ARRANGEMENT AND PILE CAP REINFORCING MAY BE ADJUSTED AS NECESSARY TO MITIGATE CONFLICTS.
3. REMOVE EXISTING PILES UNDER PROPOSED PILE CAP LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED PILE CAP.
4. REMOVE EXISTING PILES OUTSIDE OF PROPOSED PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.



SOUTH WALL - EAST PORTION



COUNTERPOINT B

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STRUCTURE REMOVAL DETAILS (4 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	MDM
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	11
TOTAL	76
SHEET	1755
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:05:24 AM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SV004.dgn

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:05:32 AM USER: Maia.Gallagher
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SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET 1756 / TOTAL 2339	SUBSET 12 / TOTAL 76	PROJECT ID 82382	REVIEWER XXX MM-DD-YY	DESIGNER XXX / CHECKER XXX	Michael Baker INTERNATIONAL	SFN 1807839 DESIGN AGENCY

TEMPORARY SHORING DETAILS (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:05:38 AM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SH002.dgn

SHEET RESERVED FOR FUTURE USE

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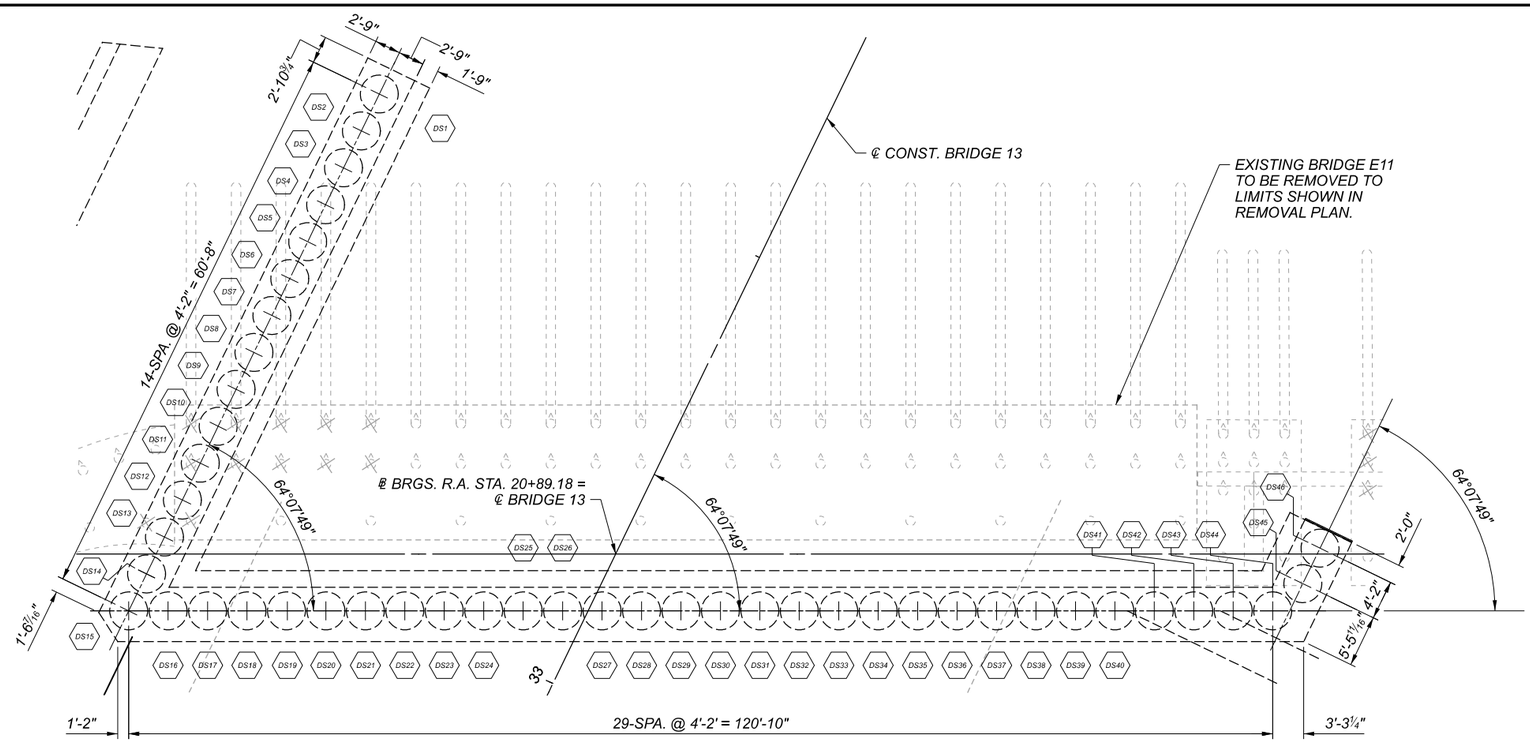
TEMPORARY SHORING DETAILS (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



REAR ABUTMENT FOUNDATION PLAN

NOTES

1. DRILLED SHAFTS ARE TO BE INSTALLED IN THE INITIAL POSITION INDICATED IN THE FOUNDATION PLAN. REFER TO THE GENERAL NOTES FOR DETAILS.
2. THE CONTRACTOR IS ADVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRE ADVANCING SHAFTS THROUGH OBSTRUCTIONS SUCH AS EXISTING FOUNDATIONS AND PILES. EXISTING FOUNDATION AND PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION.
3. DRILLED SHAFTS IN CONFLICT WITH EXISTING PILES ARE AS FOLLOWS:

   DS-3 THROUGH DS-13
   DS-45 THROUGH DS-46
4. PAYMENT FOR DRILLED SHAFTS INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SHALL BE MADE UNDER ITEM 524-DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN AND ITEM 524-DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN. REFER TO GENERAL NOTES.
5. PAYMENT FOR DRILLED SHAFTS ADVANCED THROUGH OBSTRUCTIONS IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SHALL BE MADE UNDER ITEM 524-DRILLED SHAFTS, 48" DIAMETER THROUGH OBSTRUCTIONS, AS PER PLAN. REFER TO GENERAL NOTES.

LEGEND

⊗ INDICATES EXISTING PILE IN CONFLICT WITH PROPOSED DRILLED SHAFT. SEE NOTES.

⬡ DSXX INDICATES PROPOSED DRILLED SHAFT NUMBER.

FOR INFORMATION ONLY - NOT FOR REVIEW

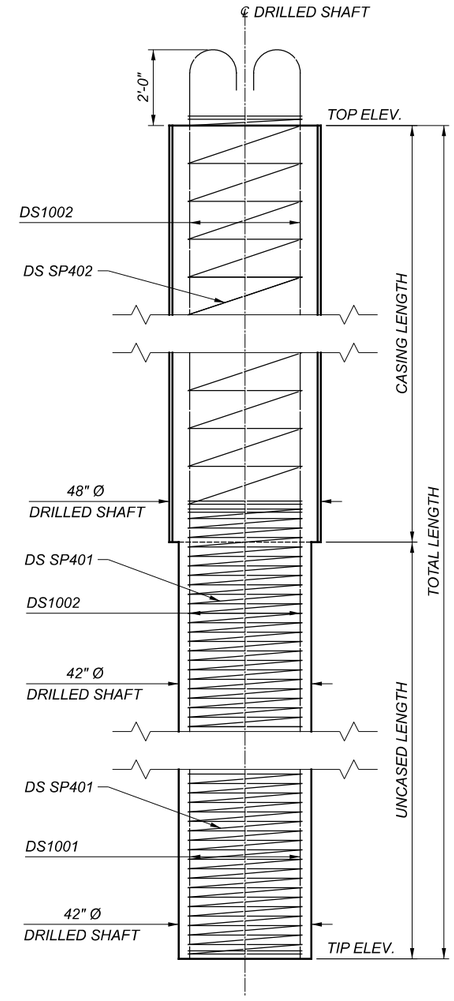
REAR ABUTMENT FOUNDATION PLAN (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

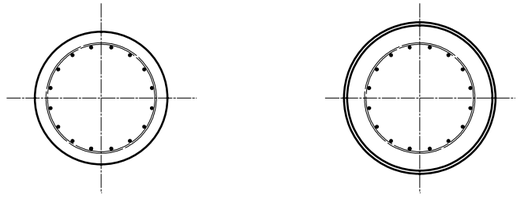
SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	XXX
CHECKER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	14
TOTAL	76
SHEET	1758
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:05:45 AM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SO001.dgn

DRILLED SHAFT SCHEDULE											
DESIGNATION	INITIAL NORTHING	INITIAL EASTING	DIAMETER	TOP ELEV.	TIP ELEV.	TOTAL LENGTH (FT.)	D.S. BAR MARK	NO. OF D.S. LONG. BARS	SPIRAL MARK	CASING LENGTH	CASING THICKNESS
DS01			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS02			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS03			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS04			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS05			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS06			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS07			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS08			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS09			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS10			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS11			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS12			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS13			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS14			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS15			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS16			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS17			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS18			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS19			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS20			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS21			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS22			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS23			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS24			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS25			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS26			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS27			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS28			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS29			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS30			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS31			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS32			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS33			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS34			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS35			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS36			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS37			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS38			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS39			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS40			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS41			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS42			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS43			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS44			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS45			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS46			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0





FOR INFORMATION ONLY - NOT FOR REVIEW

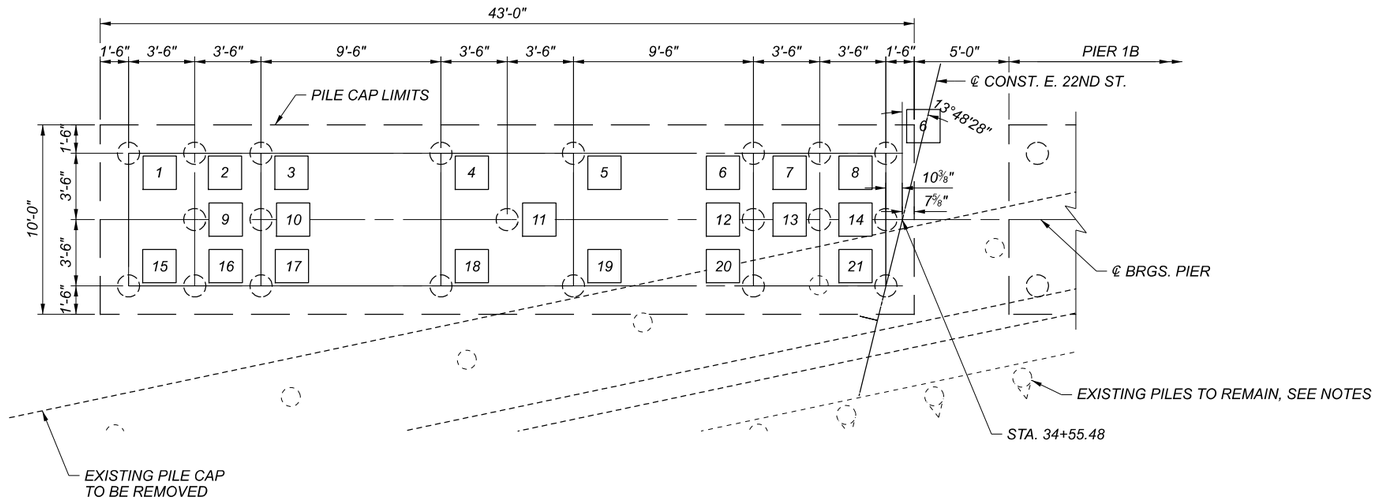
REAR ABUTMENT FOUNDATION PLAN (2 OF 2)

CUY-90-1678 (BRIDGE 13)

CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	XXX
CHECKER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	15
TOTAL	76
SHEET	1759
TOTAL	2339

CUY-90-16.28 (CCG3A)



PIER 1A FOUNDATION PLAN

NOTES

SEE GENERAL PLAN SHEET 1 FOR COMPLETE LAYOUT.

SEE PIER PLAN AND ELEVATION SHEET 28 FOR ADDITIONAL INFORMATION.

THE PROPOSED PILE ARRANGEMENT WAS DEVELOPED WITH THE INTENTION TO ELIMINATE CONFLICTS BETWEEN THE PROPOSED AND EXISTING PILES.

EXISTING PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION. CONTRACTOR TO VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO PILES SHALL BE DRIVEN UNTIL CLEARANCE BETWEEN EXISTING AND PROPOSED PILES IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE STATE/ENGINEER OF ANY CONFLICTS AND PROVIDE FIELD SKETCHES OF THE CONFLICT SO THE PROPOSED PILE ARRANGEMENT AND PILE CAP REINFORCING MAY BE ADJUSTED AS NECESSARY TO MITIGATE CONFLICTS.

REMOVE EXISTING PILES UNDER PROPOSED PILE CAP LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED PILE CAP.

REMOVE EXISTING PILES OUTSIDE OF PROPOSED PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.

LEGEND

#	INDICATES PROPOSED PILE NUMBER

FOR INFORMATION ONLY - NOT FOR REVIEW

PIER FOUNDATION PLAN (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABP | CHECKER TJN
REVIEWER JRS 06-15-22
PROJECT ID 82382
SUBSET 16 | TOTAL 76
SHEET 1760 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:05 AM USER: Maia.Gallagher
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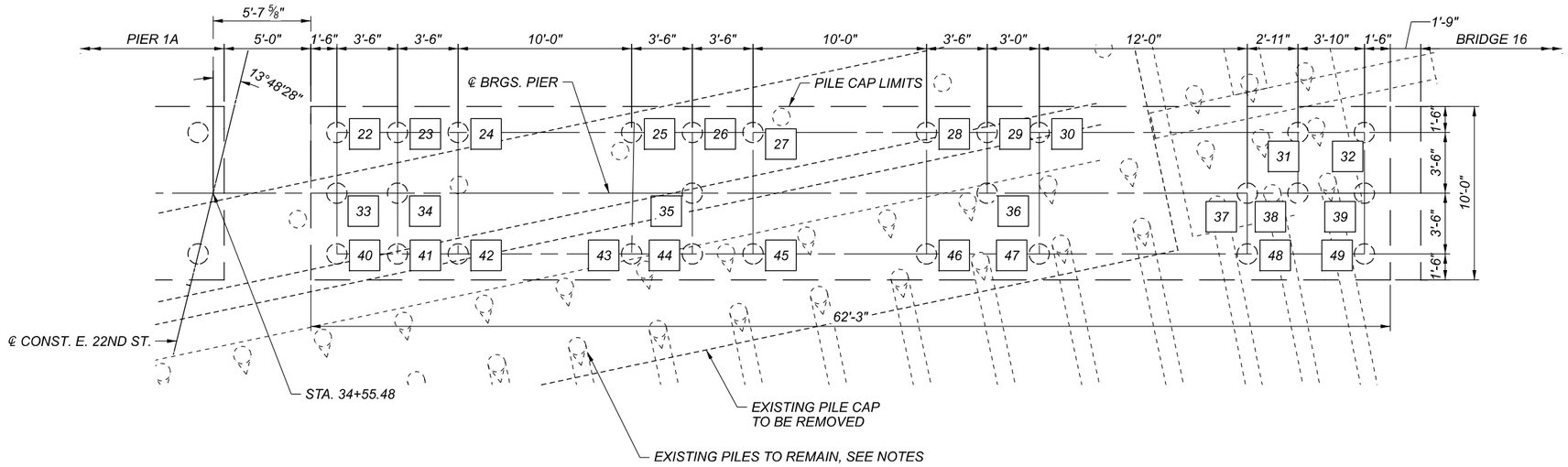

PIER 1B FOUNDATION PLAN

NOTES

SEE GENERAL PLAN SHEET 1 FOR COMPLETE LAYOUT.

SEE PIER PLAN AND ELEVATION SHEET 29 FOR ADDITIONAL INFORMATION.

THE PROPOSED PILE ARRANGEMENT WAS DEVELOPED WITH THE INTENTION TO ELIMINATE CONFLICTS BETWEEN THE PROPOSED AND EXISTING PILES.

EXISTING PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION. CONTRACTOR TO VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO PILES SHALL BE DRIVEN UNTIL CLEARANCE BETWEEN EXISTING AND PROPOSED PILES IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE STATE/ENGINEER OF ANY CONFLICTS AND PROVIDE FIELD SKETCHES OF THE CONFLICT SO THE PROPOSED PILE ARRANGEMENT AND PILE CAP REINFORCING MAY BE ADJUSTED AS NECESSARY TO MITIGATE CONFLICTS.

REMOVE EXISTING PILES UNDER PROPOSED PILE CAP LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED PILE CAP.

REMOVE EXISTING PILES OUTSIDE OF PROPOSED PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.

LEGEND

#	INDICATES PROPOSED PILE NUMBER

FOR INFORMATION ONLY - NOT FOR REVIEW

PIER FOUNDATIONPLAN (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-170 (E. 22ND ST.) OVER I.R.90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABP
CHECKER	TJN
REVIEWER	JRS 06-15-22
PROJECT ID	82382
SUBSET	17
TOTAL	76
SHEET	1761
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:15 AM USER: Maia.Gallagher
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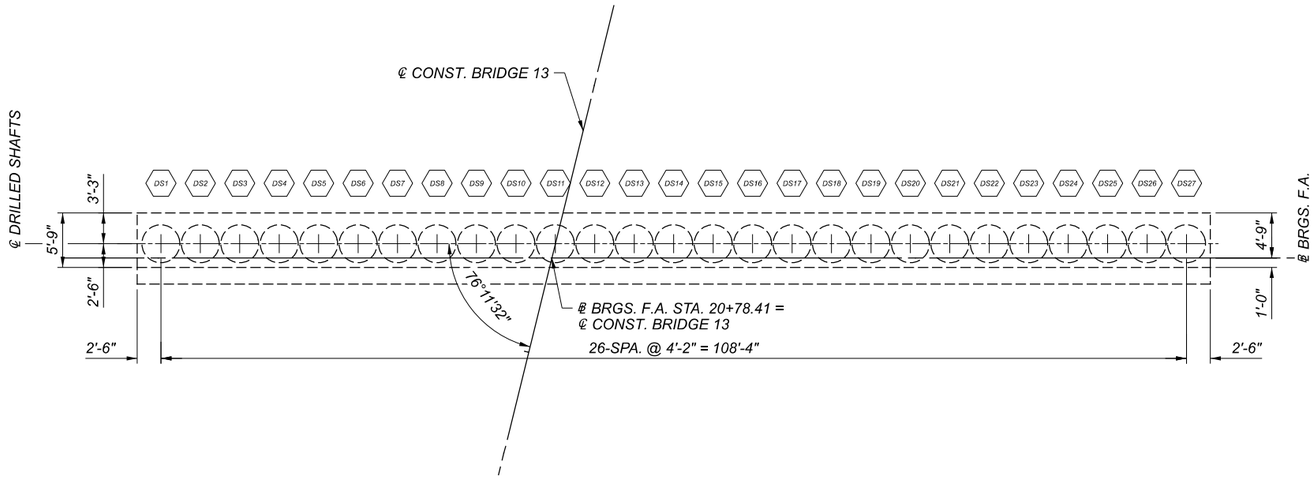

FORWARD ABUTMENT FOUNDATION PLAN

DRILLED SHAFT SCHEDULE

DESIGNATION	INITIAL NORTHING	INITIAL EASTING	DIAMETER	TOP ELEV.	TIP ELEV.	TOTAL LENGTH (FT.)	D.S. BAR MARK	NO. OF D.S. LONG. BARS	SPIRAL MARK	CASING LENGTH	CASING THICKNESS
DS01			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS02			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS03			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS04			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS05			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS06			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS07			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS08			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS09			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS10			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS11			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS12			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS13			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS14			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS15			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS16			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS17			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS18			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS19			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS20			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS21			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS22			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS23			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS24			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS25			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS26			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0
DS27			"	0.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0

NOTES

1. EXISTING PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION.
2. THE PROPOSED DRILLED SHAFT ARRANGEMENT WAS DEVELOPED WITH THE INTENT TO ELIMINATE OR MINIMIZE CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND EXISTING PILES. COMPLETE ELIMINATION OF ALL CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND EXISTING PILES WAS NOT POSSIBLE.
3. THE CONTRACTOR IS ADVISED THAT THEIR MEANS AND METHODS FOR INSTALLING DRILLED SHAFTS IN CONFLICT WITH EXISTING PILES MUST BE ADJUSTED TO ACCOUNT FOR THIS SITE CONDITION. SUCH MEANS AND METHODS MAY INCLUDE, BUT ARE NOT LIMITED TO, SPECIALIZED CUTTING HEADS, DOWN DRIVE HAMMERS, ETC.
5. CONTRACTOR'S PROPOSED MEANS AND METHODS FOR INSTALLATION OF DRILLED SHAFTS IN CONFLICT WITH EXISTING PILES SHALL BE INCLUDED WITH THEIR DRILLED SHAFT INSTALLATION PLAN.
4. DRILLED SHAFTS IN CONFLICT WITH EXISTING PILES ARE AS FOLLOWS:

   DS-XX THROUGH DS-XX
   DS-XX THROUGH DS-XX

5. THE CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING PILES FOLLOWING REMOVAL OF EXISTING PILE CAP. NO DRILLED SHAFTS SHALL BE INSTALLED UNTIL NUMBER AND LOCATION OF CONFLICTS WITH THE PROPOSED DRILLED SHAFTS IS VERIFIED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL VERIFIED CONFLICTS AND IDENTIFY ANY ADDITIONAL CONFLICTS. THE CONTRACTOR SHALL PROVIDE A MARKED UP PLAN SHEET SHOWING ALL CONFLICTS.
6. THE CONTRACTOR IS ADVISED THAT IDENTIFICATION OF ADDITIONAL PILES IN CONFLICT WITH PROPOSED DRILLED SHAFTS WILL NOT BE CONSIDERED AS BASIS FOR DELAY OR CHANGED CONDITION CLAIMS.
7. REMOVE EXISTING PILES UNDER PROPOSED ABUTMENT LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED ABUTMENT CAP.
8. REMOVE EXISTING PILES OUTSIDE OF PROPOSED PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.

LEGEND

⊗ INDICATES EXISTING PILE IN CONFLICT WITH PROPOSED DRILLED SHAFT. SEE NOTES.

⬡ SDXX INDICATES PROPOSED DRILLED SHAFT NUMBER.

FOR INFORMATION ONLY - NOT FOR REVIEW

FORWARD ABUTMENT FOUNDATION PLAN (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER XXX | CHECKER XXX
REVIEWER XXX MM-DD-YY
PROJECT ID 82382
SUBSET 18 | TOTAL 76
SHEET 1762 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:22 AM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SO003.dgn

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:29 AM USER: Maia.Gallagher
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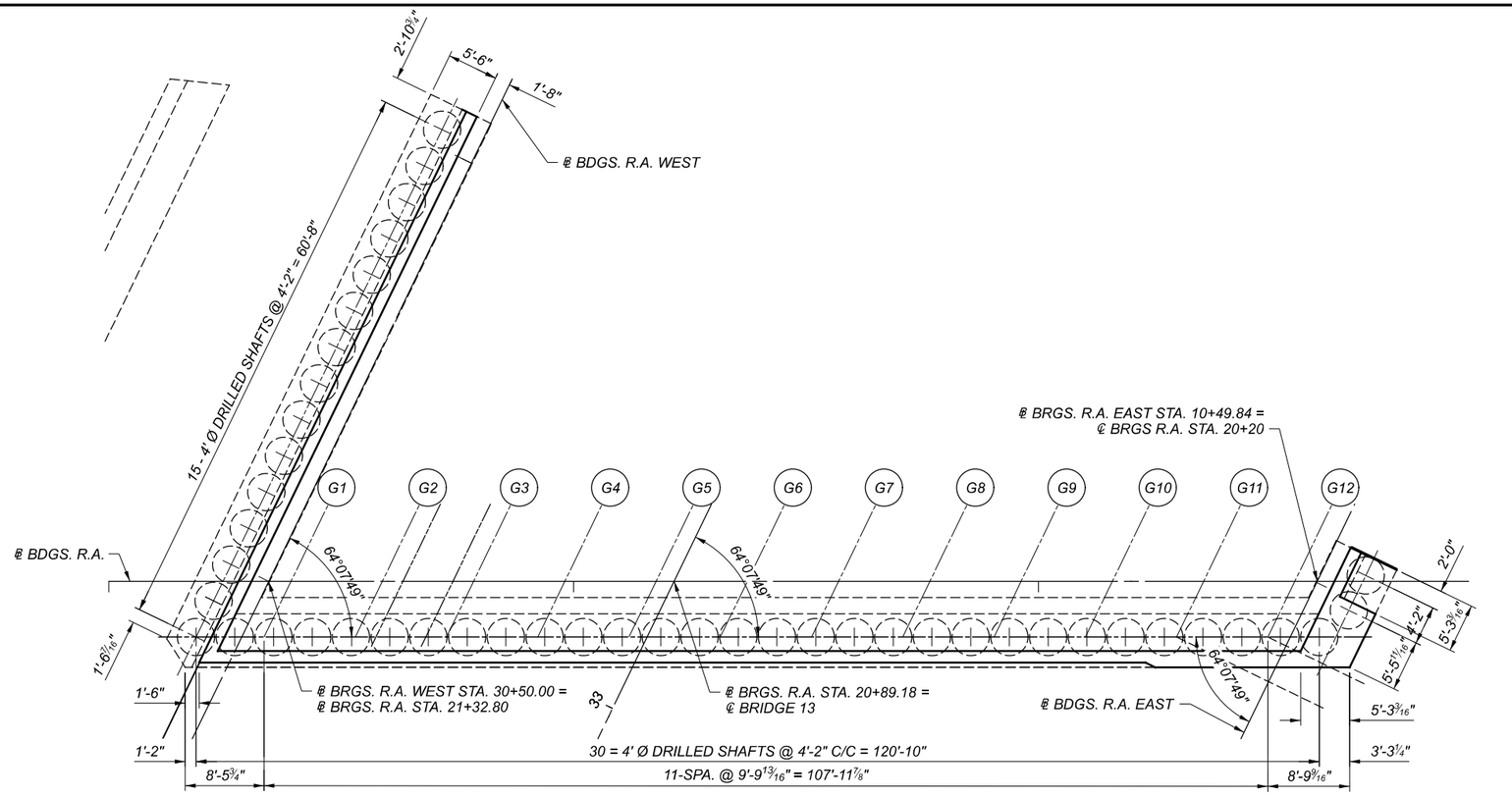
SHEET RESERVED FOR FUTURE USE

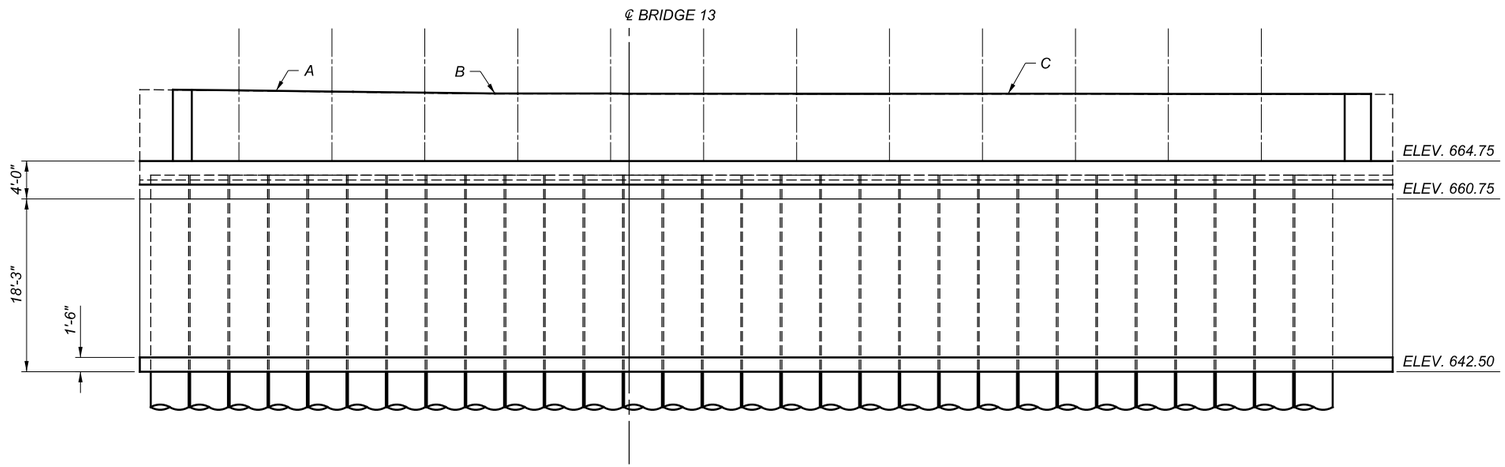
FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET	1763
TOTAL	2339
SUBSET	19
TOTAL	76
PROJECT ID	82382
REVIEWER	XXX MM-DD-YY
DESIGNER	XXX
CHECKER	XXX
	Michael Baker INTERNATIONAL
SFN	1807839
DESIGN AGENCY	

FORWARD ABUTMENT FOUNDATION PLAN (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



REAR ABUTMENT	
POINT	ELEVATION
A	671.50
B	671.79
C	671.81
G1	664.99
G2	665.11
G3	665.24
G4	665.33
G5	665.33
G6	665.34
G7	665.34
G8	665.35
G9	665.35
G10	665.35
G11	665.36
G12	665.36



NOTES

1. FOR ADDITIONAL DETAILS, SEE SHEET &13~~XXXXX~~###
2. SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT.

FOR INFORMATION ONLY - NOT FOR REVIEW

REAR ABUTMENT PLAN AND ELEVATION (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	XXX
CHECKER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	20
TOTAL	76
SHEET	1764
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:37 AM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SR002.dgn

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:45 AM USER: Maia.Gallagher
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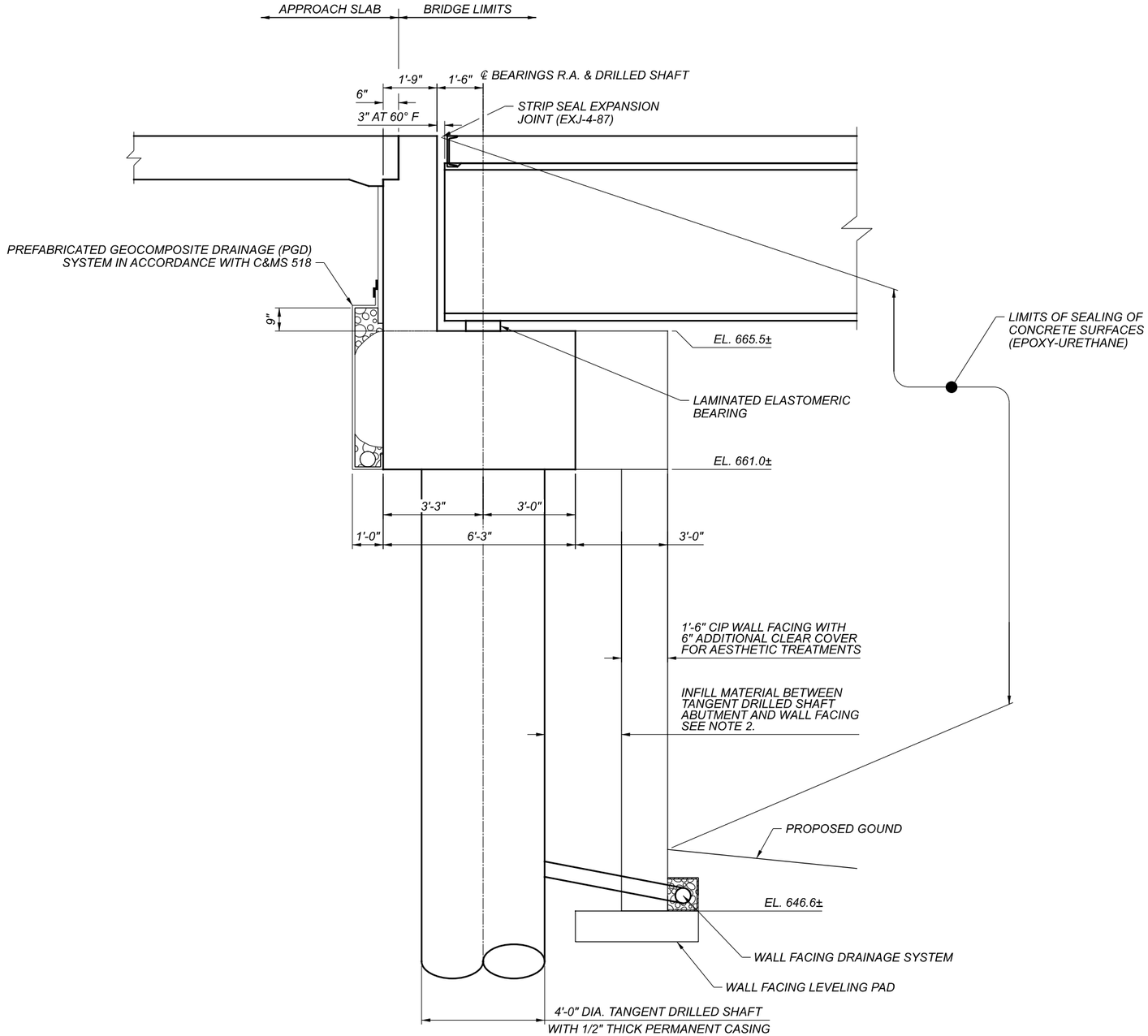
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET 1765 TOTAL 2339	SUBSET 21 TOTAL 76	PROJECT ID 82382	REVIEWER XXX MM-DD-YY	DESIGNER XXX	CHECKER XXX	Michael Baker INTERNATIONAL

SFN 1807839
DESIGN AGENCY

REAR ABUTMENT PLAN AND ELEVATION (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



TYPICAL REAR ABUTMENT SECTION

FOR INFORMATION ONLY - NOT FOR REVIEW

REAR ABUTMENT SECTIONS AND DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	JCC
CHECKER	MKB
REVIEWER	JWB 09/27/21
PROJECT ID	82382
SUBSET	22
TOTAL	76
SHEET	1766
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:06:51 AM USER: Mala.Gallagher
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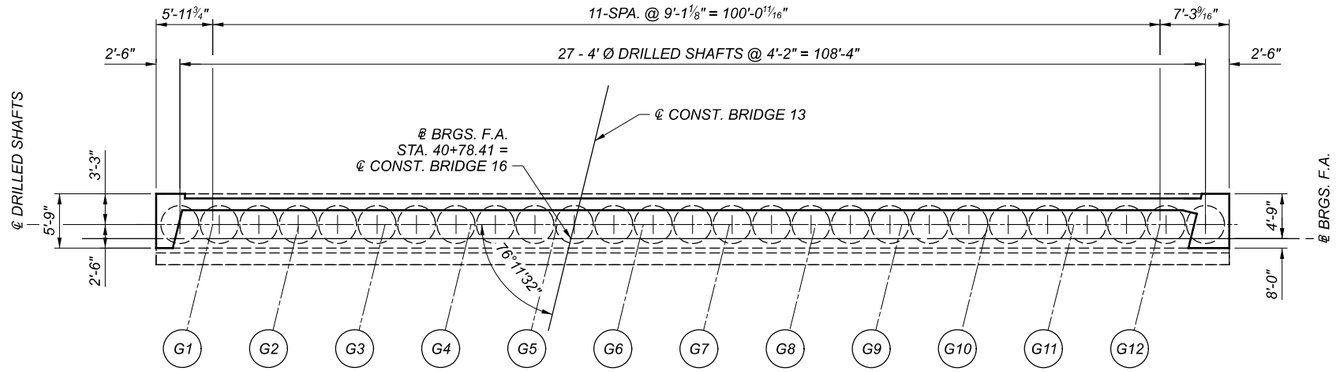
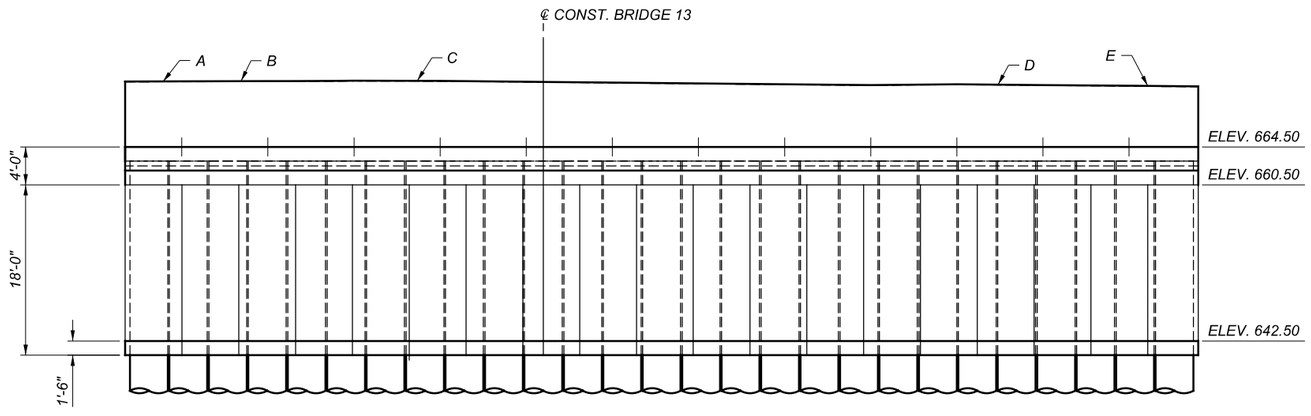
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW



FORWARD ABUTMENT PLAN



FORWARD ABUTMENT ELEVATION

FORWARD ABUTMENT	
POINT	ELEVATION
A	672.37
B	671.58
C	671.64
D	671.03
E	671.84
G1	665.23
G2	665.26
G3	665.29
G4	665.28
G5	665.19
G6	665.10
G7	665.01
G8	664.92
G9	664.84
G10	664.75
G11	664.66
G12	664.58

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET &13XX3XX###
2. SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT

FOR INFORMATION ONLY - NOT FOR REVIEW

FORWARD ABUTMENT PLAN AND ELEVATION (1 OF 2)

CUY-90-1678 (BRIDGE 13)

CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER	CHECKER
XXX	XXX

REVIEWER XXX MM-DD-YY

PROJECT ID 82382

SUBSET	TOTAL
24	76

SHEET	TOTAL
1768	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:07:13 AM USER: Maia.Gallagher
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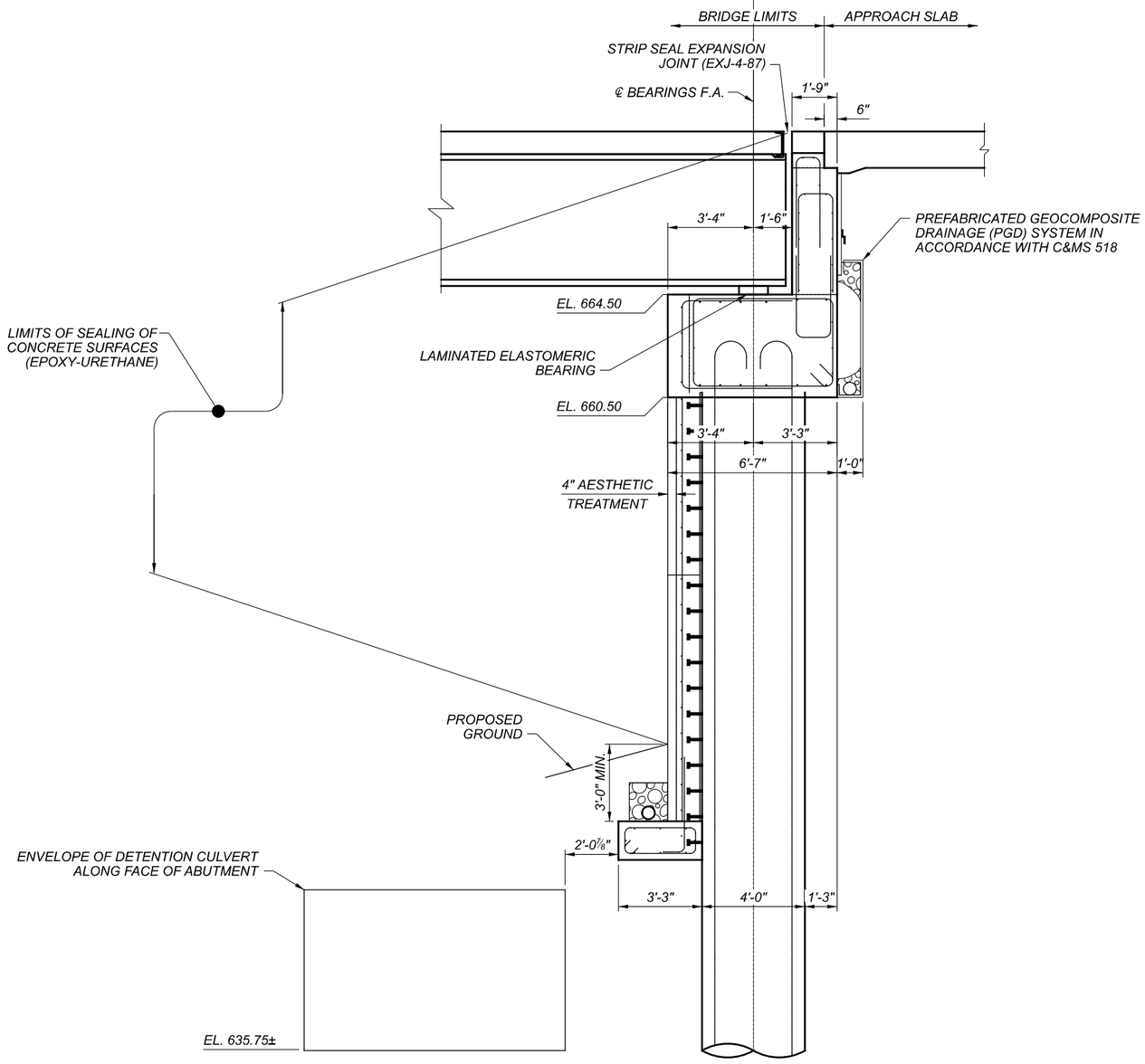
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET 1769	SUBSET 25	PROJECT ID 82382	REVIEWER XXX MM-DD-YY	DESIGNER XXX	CHECKER XXX	Michael Baker INTERNATIONAL
TOTAL 2339	TOTAL 76					SFN 1807839 DESIGN AGENCY

FORWARD ABUTMENT PLAN AND ELEVATION (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



TYPICAL FORWARD ABUTMENT SECTION

NOTES:

1. PLACE AND COMPACT BACKFILL BEHIND ABUTMENTS IN 6" LIFTS

FOR INFORMATION ONLY - NOT FOR REVIEW

FORWARD ABUTMENT SECTIONS AND DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	JCC
CHECKER	MKB
REVIEWER	JWB 09/27/21
PROJECT ID	82382
SUBSET	26
TOTAL	76
SHEET	1770
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 9:07:23 AM USER: Malia.Gallagher
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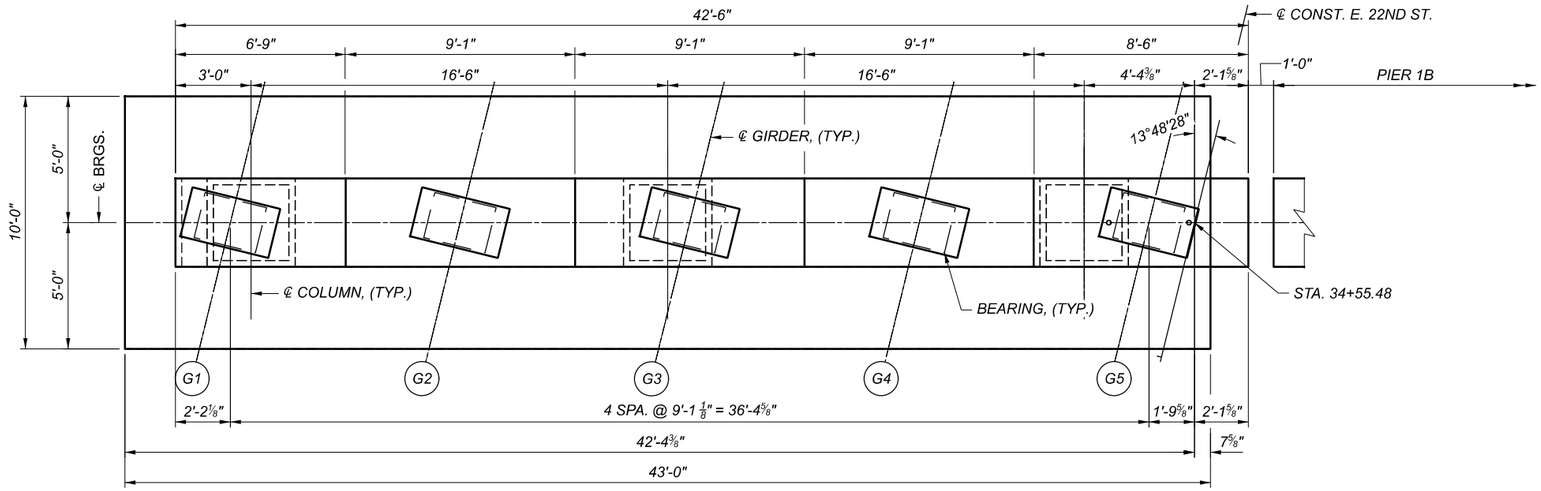
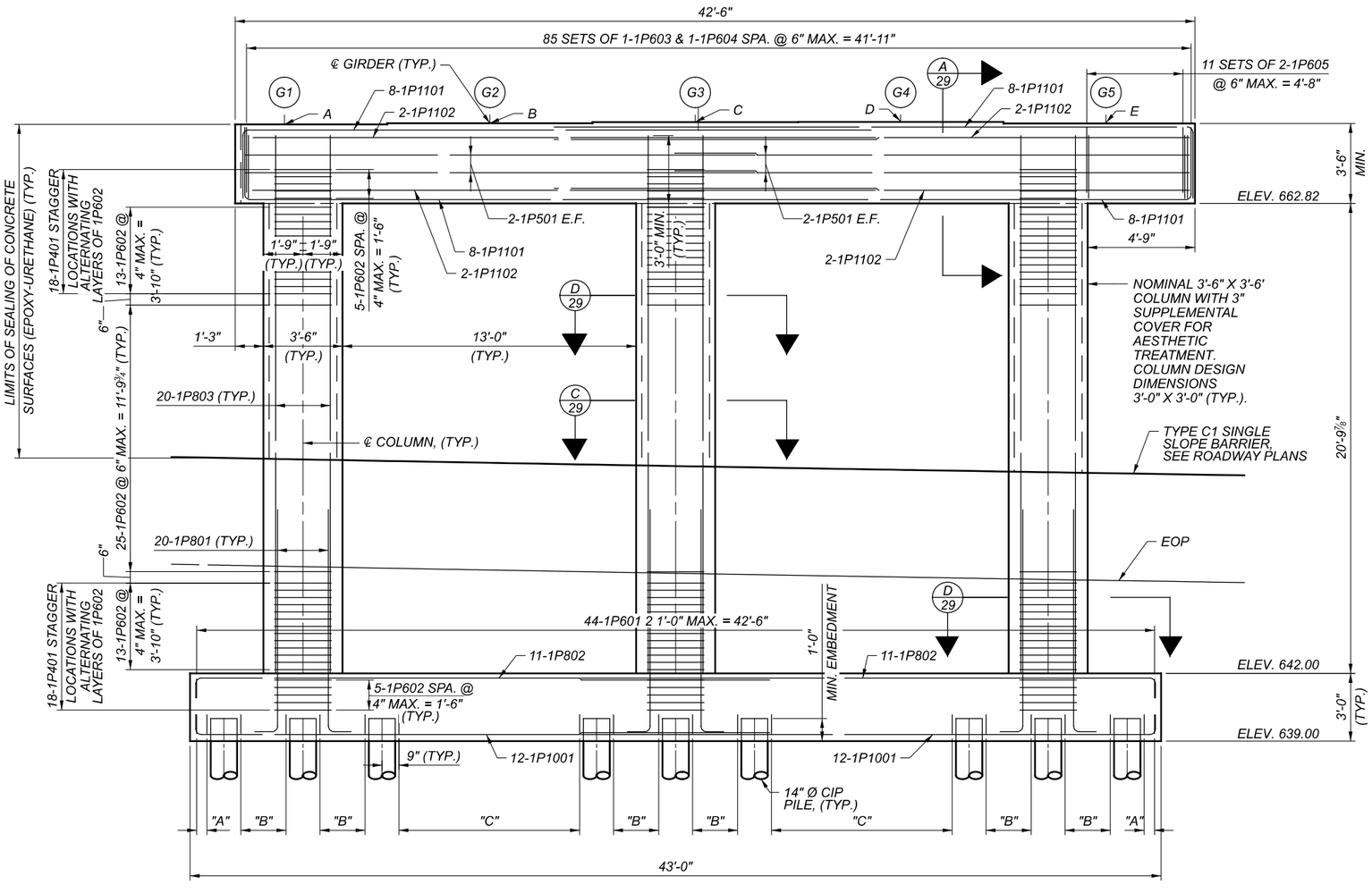


PIER 1A PLAN



PIER 1A ELEVATION
LOOKING UPSTATION

PIER 1A	
POINT	ELEVATION
A	666.32
B	666.37
C	666.42
D	666.43
E	666.36

MIN. SPLICE LENGTHS	
BAR	LENGTH
5	3'-7"
6 HORIZ.	4'-4"
6 VERT.	3'-10"
8	7'-3"
10	11'-7"
11	14'-3"

PIER FOOTING REBAR SETS:

SET "A" = 2-1P901 = 7"

SET "B" = 4-1P901 SPA. @ 1'-0" MAX. = 2'-0"

SET "C" = 10-1P901 SPA. @ 1'-0" MAX. = 8'-0"

NOTES:

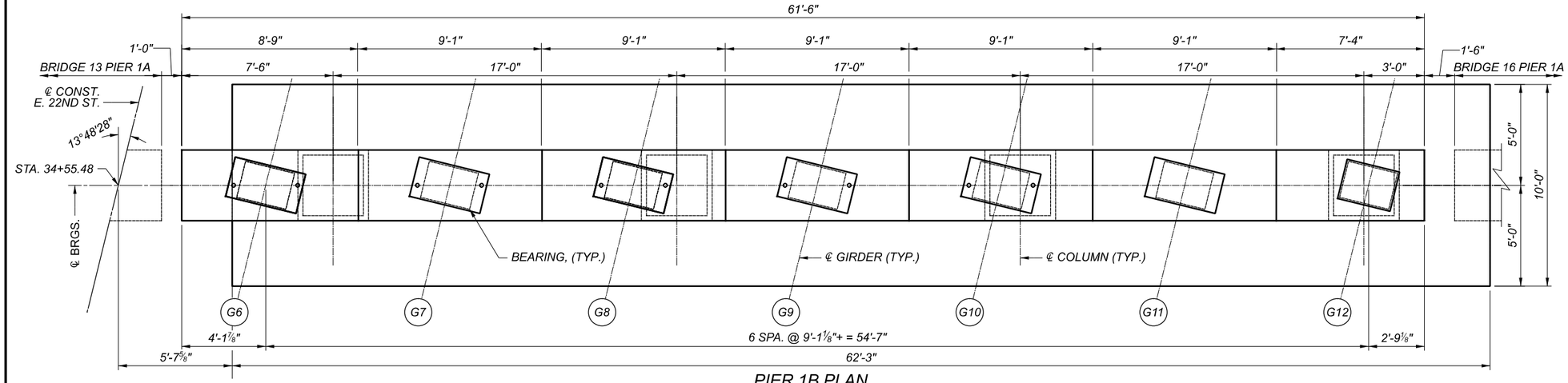
1. *SEE SHEET* 29 *OF* 76 *FOR TYPICAL END ELEVATION.*
2. *SEE SHEET* 16 *OF* 76 *FOR PIER FOUNDATION PLANS.*

FOR INFORMATION ONLY - NOT FOR REVIEW

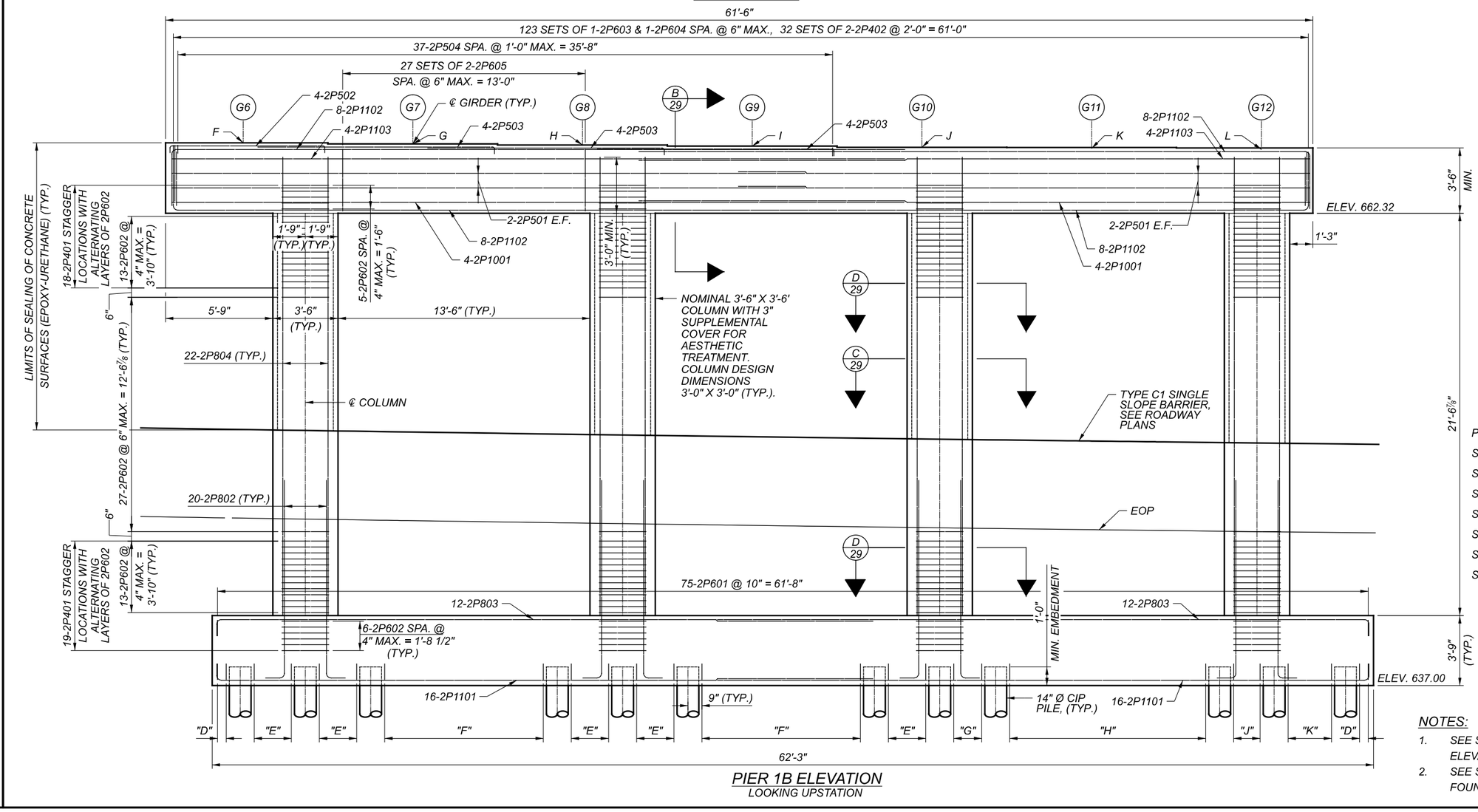
PIER 1A PLAN AND ELEVATION
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABP | CHECKER TJN
REVIEWER JRS 06-15-22
PROJECT ID 82382
SUBSET 27 | TOTAL 76
SHEET 1771 | TOTAL 2339

CUY-90-16.28 (CCG3A)



PIER 1B PLAN



PIER 1B ELEVATION
LOOKING UPSTATION

PIER 1B	
POINT	ELEVATION
F	666.29
G	666.21
H	666.14
I	666.06
J	665.98
K	665.90
L	665.82

MIN. SPLICE LENGTHS	
BAR	LENGTH
5	3'-7"
6 HORIZ.	4'-4"
6 VERT.	3'-10"
8	7'-3"
10	11'-7"
11	14'-3"

PIER FOOTING REBAR SETS:

SET "D" = 2-2P701 = 7"

SET "E" = 4-2P701 SPA. @ 9" MAX. = 2'-0"

SET "F" = 13-2P701 SPA. @ 9" MAX. = 8'-6"

SET "G" = 3-2P701 SPA. @ 10" MAX. = 1'-6"

SET "H" = 14-2P701 SPA. @ 10" MAX. = 10'-6"

SET "J" = 3-2P701 SPA. @ 9" MAX. = 1'-5"

SET "K" = 5-2P701 SPA. @ 8" MAX. = 2'-4"

NOTES:

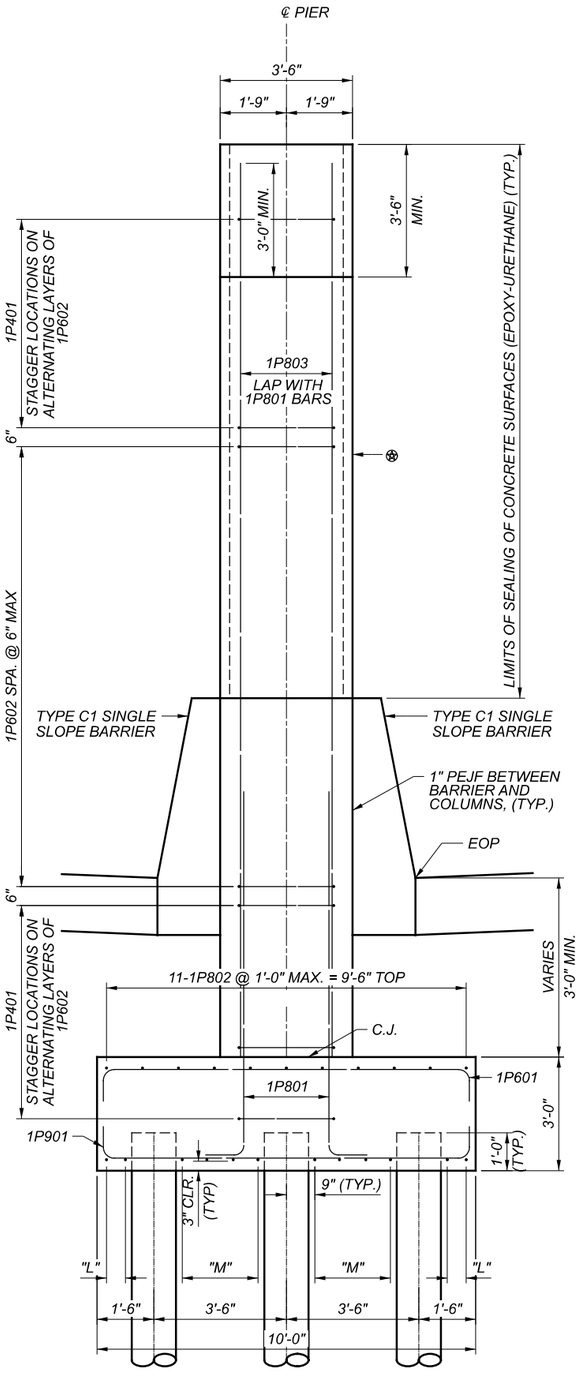
1. SEE SHEET 29 OF 76 FOR TYPICAL END ELEVATION.
2. SEE SHEET 17 OF 76 FOR TYPICAL FOUNDATION PLANS.

FOR INFORMATION ONLY - NOT FOR REVIEW

PIER 1B PLAN AND ELEVATION
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABP
CHECKER	TJN
REVIEWER	JRS 06-15-22
PROJECT ID	82382
SUBSET	28
TOTAL	76
SHEET	1772
TOTAL	2339

CUY-90-16.28 (CCG3A)

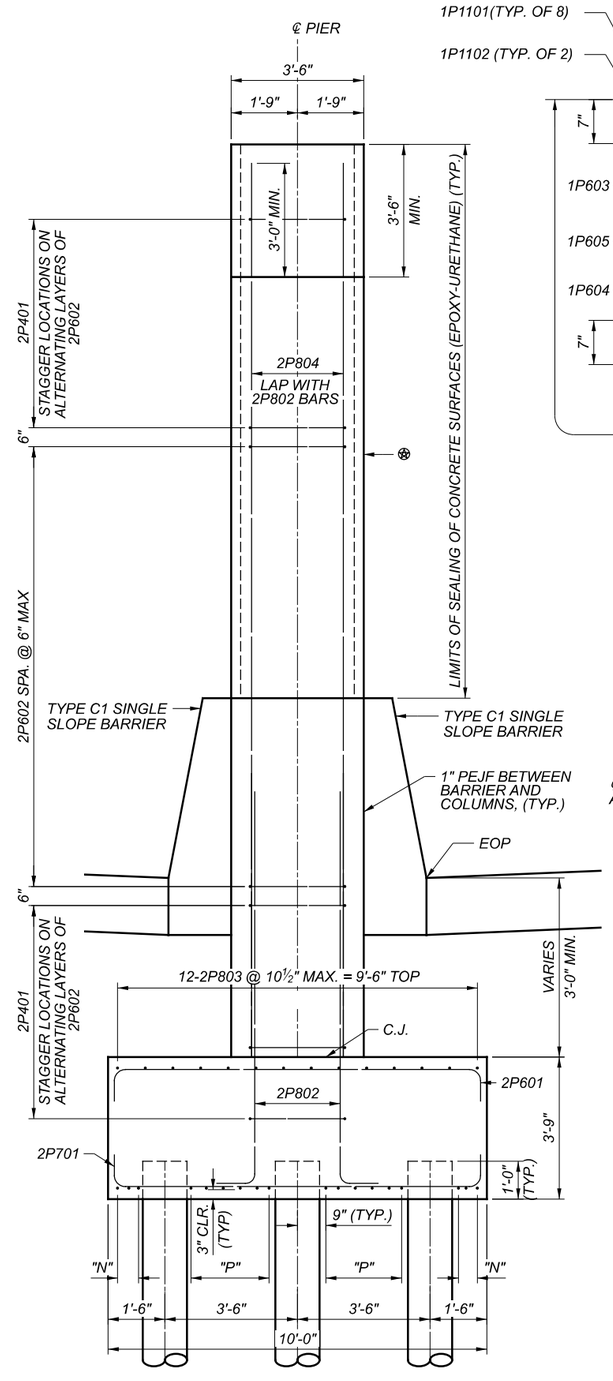


PIER 1A SECTION

PIER 1A FOOTING REBAR SETS:

SET "L" = 2-1P1001 = 7"

SET "M" = 4-1P1001 SPA. @ 9" MAX. = 2'-0"

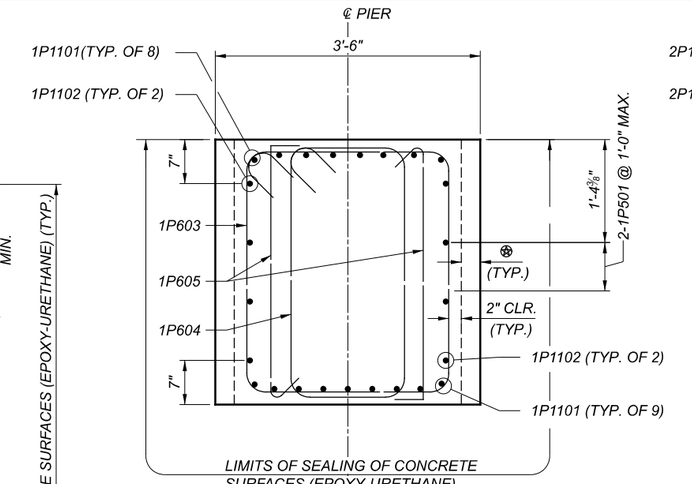


PIER 1B SECTION

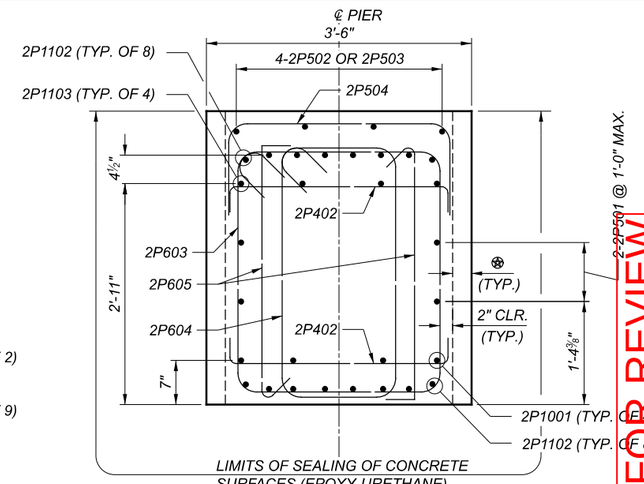
PIER 1B FOOTING REBAR SETS:

SET "N" = 3-2P1101 SPA. @ 4" MAX. = 7"

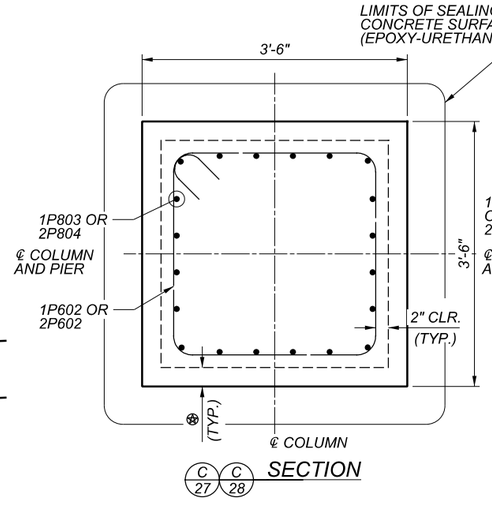
SET "P" = 5-2P1101 SPA. @ 6½" MAX. = 2'-0"



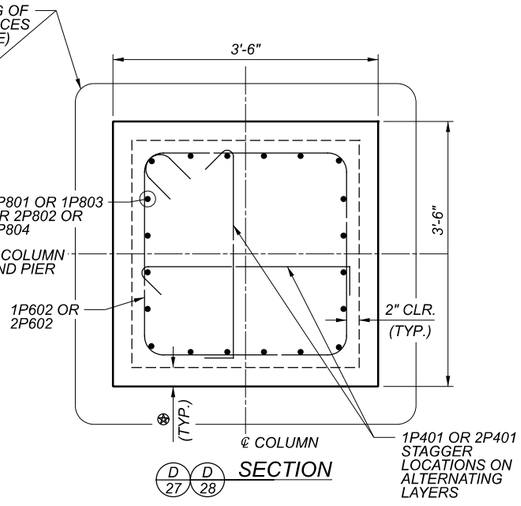
A 27 SECTION



B 28 SECTION



C 27 C 28 SECTION



D 27 D 28 SECTION

LEGEND

⊛ NOMINAL 3'-6" X 3'-6"' COLUMN WITH 3" SUPPLEMENTAL COVER FOR AESTHETIC TREATMENT. COLUMN DESIGN DIMENSIONS 3'-0" X 3'-0" (TYP.).

FOR INFORMATION ONLY - NOT FOR REVIEW

PIER 1 SECTIONS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABP
CHECKER	TJN
REVIEWER	JRS 06-15-22
PROJECT ID	82382
SUBSET	29
TOTAL	76
SHEET	1773
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:54:13 PM USER: Mala.Gallagher
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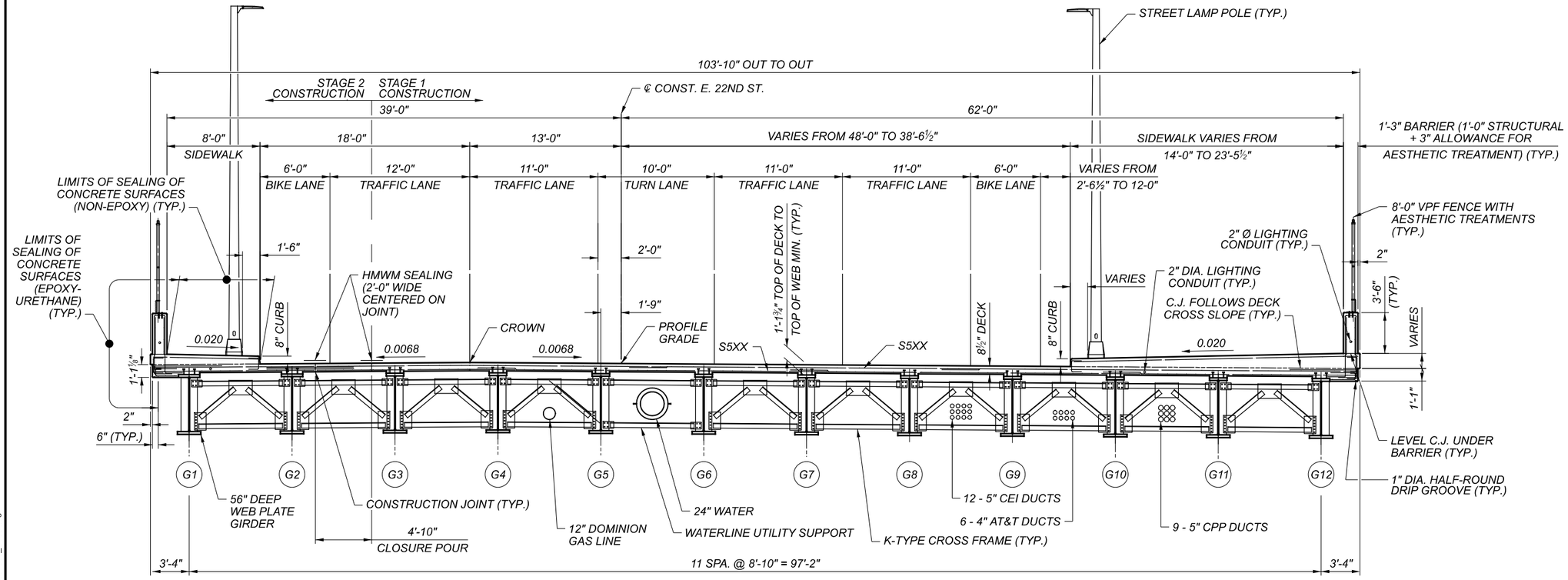
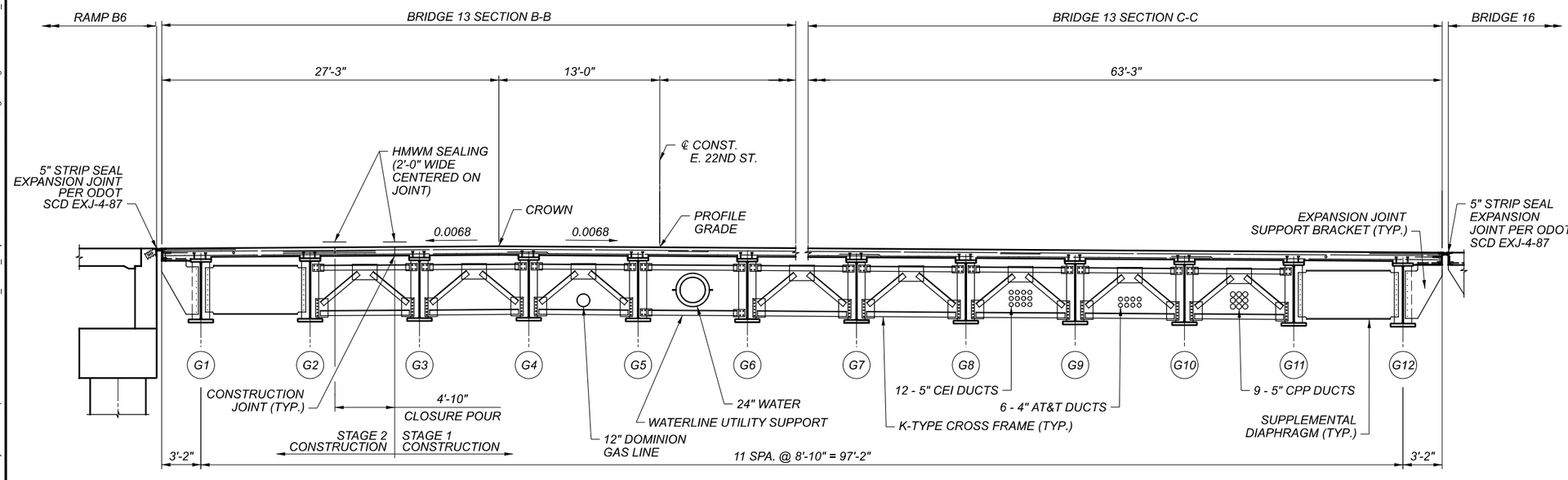


TRANSVERSE SECTION A-A



TRANSVERSE SECTION B-B & C-C

SECTION B-B (LEFT)
SECTION C-C (RIGHT)

FOR INFORMATION ONLY - NOT FOR REVIEW

TRANSVERSE SECTION
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:54:20 PM USER: Mala.Gallagher
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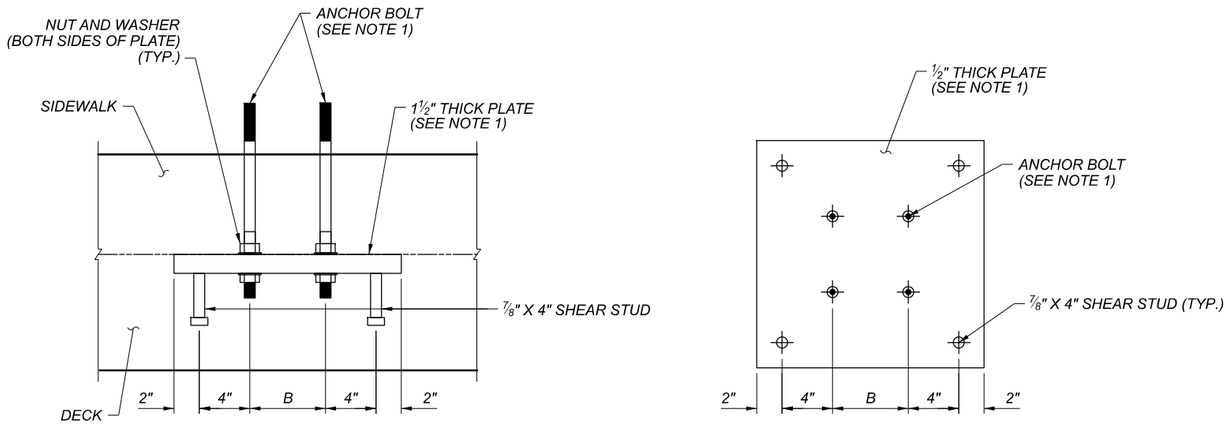
SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER JBT
REVIEWER — | —
PROJECT ID 82382
SUBSET 30 | TOTAL 76
SHEET 1774 | TOTAL 2339



(B = ANCHOR BOLT SPACING, SEE NOTE 1)

BRIDGE MOUNTED LIGHT POLE ANCHORAGE DETAIL &
BRIDGE MOUNTED PEDESTRIAN POLE ANCHORAGE DETAIL

NOTES:

1. *FOR ANCHORAGE OF PEDESTRIAN POLES AND LIGHT POLES, COORDINATE WITH MANUFACTURER FOR ANCHOR BOLT MATERIAL SPECIFICATIONS, STRENGTH, DIAMETER, LENGTH AND SPACING.*
2. *PAYMENT FOR LIGHT POLE ANCHORAGE, INCLUDING ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LIGHT POLE ANCHORAGE ASSEMBLY AS SHOWN ON THE PLANS, SHALL BE PAID FOR UNDER ITEM 625 - LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN. FOR PAYMENTS ASSOCIATED WITH LIGHT POLE, SEE LIGHTING PLANS.*
3. *PAYMENT FOR PEDESTRIAN POLE ANCHORAGE, INCLUDING ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL PEDESTRIAN POLE ANCHORAGE ASSEMBLY AS SHOWN ON THE PLANS, SHALL BE PAID FOR UNDER ITEM 632 - SIGNAL SUPPORT, MISC.: PEDESTRIAN POLE ANCHORAGE. FOR PAYMENTS ASSOCIATED WITH PEDESTRIAN POLE, SEE TRAFFIC PLANS.*
4. *2" DIA. LIGHTING CONDUITS ARE INCLUDED WITH LIGHTING ITEMS FOR PAYMENT.*
5. *FOR LIGHT POLE DETAILS, REFER TO LIGHTING PLANS.*
6. *FOR PEDESTRIAN POLE DETAILS, REFER TO TRAFFIC PLANS.*

FOR INFORMATION ONLY - NOT FOR REVIEW

TRANSVERSE SECTION (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ETB
CHECKER	JBT
REVIEWER	— —
PROJECT ID	82382
SUBSET	31
TOTAL	76
SHEET	1775
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:54:26 PM USER: Mala.Gallagher
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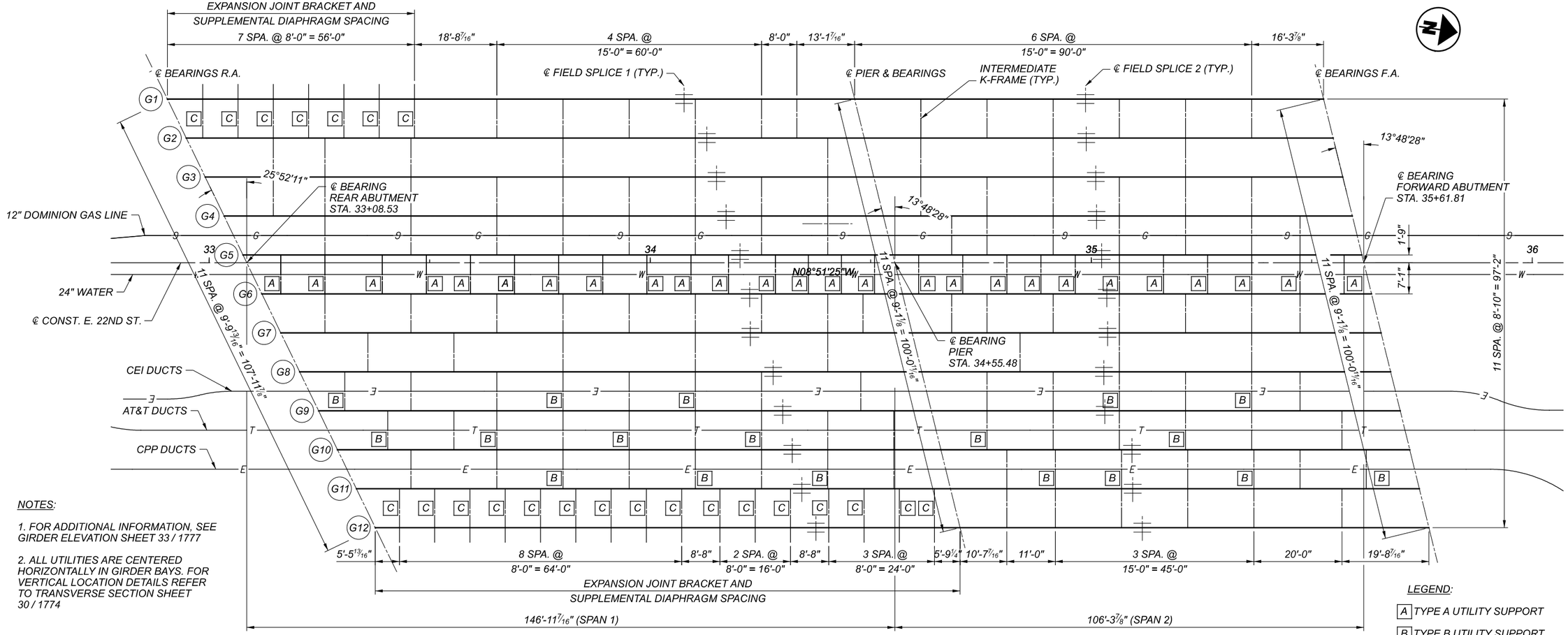

NOTES:

1. FOR ADDITIONAL INFORMATION, SEE GIRDER ELEVATION SHEET 33 / 1777

2. ALL UTILITIES ARE CENTERED HORIZONTALLY IN GIRDER BAYS. FOR VERTICAL LOCATION DETAILS REFER TO TRANSVERSE SECTION SHEET 30 / 1774

FRAMING PLAN

INTERMEDIATE K-FRAME, SUPPLEMENTAL DIAPHRAGM, AND UTILITY SUPPORT LOCATIONS MEASURED ALONG THE CL OF GIRDER (MEASURED FROM CL BEARINGS REAR ABUTMENT)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
G1	8'-0"	16'-0"	24'-0"	32'-0"	40'-0"	48'-0"	56'-0"	74'-8 7/16"	89'-8 7/16"	104'-8 7/16"	119'-8 7/16"	134'-8 7/16"	142'-8 7/16"	170'-9 7/8"	185'-9 7/8"	200'-9 7/8"	215'-9 7/8"	230'-9 7/8"	245'-9 7/8"							
G2L	3'-8 5/8"	11'-8 5/8"	19'-8 5/8"	27'-8 5/8"	35'-8 5/8"	43'-8 5/8"	51'-8 5/8"	70'-5 1/16"	85'-5 1/16"	100'-5 1/16"	115'-5 1/16"	130'-5 1/16"	138'-5 1/16"	166'-6 1/2"	181'-6 1/2"	196'-6 1/2"	211'-6 1/2"	226'-6 1/2"	241'-6 1/2"							
G2R	19'-8 5/8"	31'-5 1/16"	50'-11 1/16"	85'-5 1/16"	115'-5 1/16"	145'-5 1/16"	166'-6 1/2"	196'-6 1/2"	226'-6 1/2"																	
G3L	15'-5 3/16"	27'-1 5/8"	46'-7 5/8"	81'-1 5/8"	111'-1 5/8"	141'-1 5/8"	162'-3 1/16"	192'-3 1/16"	222'-3 1/16"																	
G3R	15'-5 3/16"	27'-1 5/8"	46'-7 5/8"	66'-1 5/8"	81'-1 5/8"	96'-1 5/8"	111'-1 5/8"	126'-1 5/8"	141'-1 5/8"	162'-3 1/16"	177'-3 1/16"	192'-3 1/16"	207'-3 1/16"	222'-3 1/16"	237'-3 1/16"											
G4L	11'-1 13/16"	22'-10 1/4"	42'-4 1/4"	61'-10 1/4"	76'-10 1/4"	91'-10 1/4"	106'-10 1/4"	121'-10 1/4"	136'-10 1/4"	157'-11 11/16"	172'-11 11/16"	187'-11 11/16"	202'-11 11/16"	217'-11 11/16"	232'-11 11/16"											
G4R	22'-10 1/4"	42'-4 1/4"	61'-10 1/4"	76'-10 1/4"	91'-10 1/4"	106'-10 1/4"	121'-10 1/4"	136'-10 1/4"	164'-11 11/16"	172'-11 11/16"	187'-11 11/16"	202'-11 11/16"	217'-11 11/16"	232'-11 11/16"	243'-11 11/16"											
G5L	18'-6 7/8"	38'-0 7/8"	57'-6 7/8"	72'-6 7/8"	87'-6 7/8"	102'-6 7/8"	117'-6 7/8"	132'-6 7/8"	160'-8 1/4"	168'-8 1/4"	183'-8 1/4"	198'-8 1/4"	213'-8 1/4"	228'-8 1/4"	239'-8 1/4"											
G5R	8'-6 7/8"	18'-6 7/8"	31'-6 7/8"	41'-6 7/8"	51'-6 7/8"	61'-6 7/8"	71'-6 7/8"	81'-6 7/8"	91'-6 7/8"	101'-6 7/8"	110'-6 7/8"	120'-8 5/16"	128'-2 5/16"	135'-8 5/16"	143'-2 5/16"	153'-2 5/16"	163'-2 5/16"	173'-2 5/16"	180'-11 5/16"	188'-8 5/16"	198'-8 5/16"	208.6905	218.6905	228.6905	239.6905	249.6905
G6L	4'-3 7/16"	14'-3 7/16"	27'-3 7/16"	37'-3 7/16"	47'-3 7/16"	57'-3 3/8"	67'-3 3/8"	77'-3 7/16"	87'-3 7/16"	97'-3 7/16"	105'-9 7/16"	116'-4 7/8"	123'-10 7/8"	131'-4 7/8"	138'-10 7/8"	148'-10 7/8"	158'-10 7/8"	168'-10 7/8"	176'-7 7/8"	184'-4 7/8"	194'-4 7/8"	204.407	214.407	224.407	235.407	245.407
G6R	14'-3 7/16"	33'-9 7/16"	53'-3 7/16"	68'-3 7/16"	83'-3 7/16"	98'-3 7/16"	113'-3 7/16"	128'-3 7/16"	136'-3 7/16"	156'-4 7/8"	164'-4 7/8"	179'-4 7/8"	194'-4 7/8"	209'-4 7/8"	224'-4 7/8"	235'-4 7/8"										
G7L	10'-0 1/16"	29'-6 1/16"	49'-0 1/16"	64'-0 1/16"	79'-0 1/16"	94'-0 1/16"	109'-0 1/16"	124'-0 1/16"	132'-0 1/16"	152'-1 1/2"	160'-1 1/2"	175'-1 1/2"	190'-1 1/2"	205'-1 1/2"	220'-1 1/2"	231'-1 1/2"										
G7R	19'-9 1/16"	39'-3 1/16"	64'-0 1/16"	94'-0 1/16"	124'-0 1/16"	167'-7 9/16"	190'-1 1/2"	220'-1 1/2"																		
G8L	15'-5 5/8"	34'-11 5/8"	59'-8 5/8"	89'-8 5/8"	119'-8 5/8"	163'-4 1/16"	185'-10 1/16"	215'-10 1/16"																		
G8R	10'-2 5/8"	25'-2 5/8"	44'-8 5/8"	59'-8 5/8"	74'-8 5/8"	89'-8 5/8"	104'-8 5/8"	127'-2 5/8"	155'-10 1/16"	170'-10 1/16"	185'-10 1/16"	200'-10 1/16"	215'-10 1/16"	226'-10 1/16"												
G9L	5'-11 1/4"	20'-11 1/4"	40'-5 1/4"	55'-5 1/4"	70'-5 1/4"	85'-5 1/4"	100'-5 1/4"	122'-11 1/4"	151'-6 11/16"	166'-6 11/16"	181'-6 11/16"	196'-6 11/16"	211'-6 11/16"	222'-6 11/16"												
G9R	15'-8 1/4"	30'-8 1/4"	40'-5 1/4"	55'-5 1/4"	70'-5 1/4"	85'-5 1/4"	100'-5 1/4"	115'-5 1/4"	130'-5 1/4"	151'-6 11/16"	166'-6 11/16"	181'-6 11/16"	196'-6 11/16"	211'-6 11/16"	232'-0 11/16"											
G10L	11'-4 13/16"	26'-4 13/16"	36'-1 13/16"	51'-1 13/16"	66'-1 13/16"	81'-1 13/16"	96'-1 13/16"	111'-1 13/16"	126'-1 13/16"	147'-3 1/4"	162'-3 1/4"	177'-3 1/4"	192'-3 1/4"	207'-3 1/4"	227'-9 1/4"											
G10R	16'-7 13/16"	36'-1 13/16"	51'-1 13/16"	66'-1 13/16"	81'-1 13/16"	96'-1 13/16"	111'-1 13/16"	126'-1 13/16"	151'-9 1/4"	162'-9 1/4"	177'-9 1/4"	192'-9 1/4"	207'-9 1/4"	218'-3 1/4"	233'-3 1/4"											
G11L	12'-4 7/16"	31'-10 7/16"	46'-10 7/16"	61'-10 7/16"	76'-10 7/16"	91'-10 7/16"	106'-10 7/16"	121'-10 7/16"	147'-5 7/8"	158'-5 7/8"	173'-5 7/8"	188'-5 7/8"	203'-5 7/8"	213'-11 7/8"	228'-11 7/8"											
G11R	9'-9 3/16"	17'-9 3/16"	25'-9 3/16"	33'-9 3/16"	41'-9 3/16"	49'-9 3/16"	57'-9 3/16"	65'-9 3/16"	73'-9 3/16"	82'-5 3/16"	90'-5 3/16"	98'-5 3/16"	107'-1 3/16"	115'-1 3/16"	123'-1 3/16"	131'-1 3/16"	147'-5 7/8"	158'-5 7/8"	173'-5 7/8"	188'-5 7/8"	203'-5 7/8"	223.49				
G12	5'-5 13/16"	13'-5 13/16"	21'-5 13/16"	29'-5 13/16"	37'-5 13/16"	45'-5 13/16"	53'-5 13/16"	61'-5 13/16"	69'-5 13/16"	78'-1 13/16"	86'-1 13/16"	94'-1 13/16"	102'-9 13/16"	110'-9 13/16"	118'-9 13/16"	126'-9 13/16"	143'-2 1/2"	154'-2 1/2"	169'-2 1/2"	184'-2 1/2"	199'-2 1/2"	219.206				

FOR INFORMATION ONLY - NOT FOR REVIEW

FRAMING PLAN
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER JBT
REVIEWER — —
PROJECT ID 82382
SUBSET 32 | TOTAL 76
SHEET 1776 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 11x17 (in.) DATE: 6/24/2022 TIME: 12:54:37 PM USER: Mala,Gallagher
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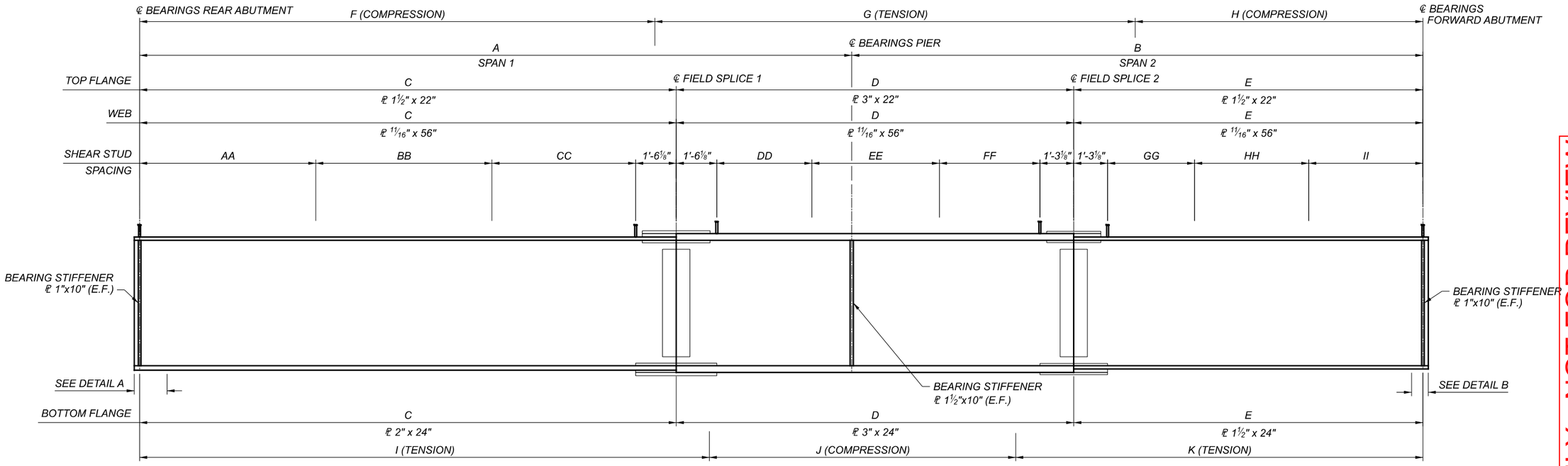
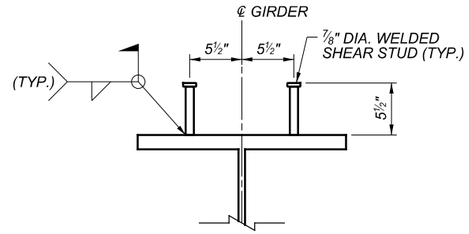


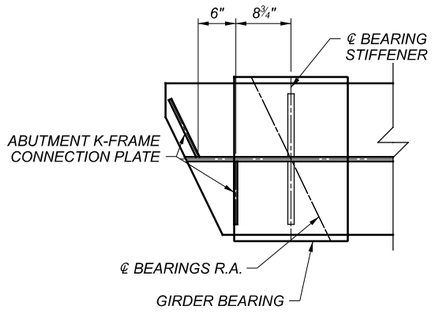
GIRDER ELEVATION

GIRDER	SHEAR STUD SPACING (MEASURED ALONG CENTERLINE OF GIRDER)								
	AA	BB	CC	DD	EE	FF	GG	HH	II
G1	27 SPA. @ 7"	1 SPA. @ 8 5/8"	140 SPA. @ 8 1/2"	13 SPA. @ 8 1/2"	1 SPA. @ 8 1/4"	94 SPA. @ 10"	37 SPA. @ 9 1/2"	1 SPA. @ 8 3/8"	39 SPA. @ 7"
G2	30 SPA. @ 7"	1 SPA. @ 6 13/16"	139 SPA. @ 8 1/2"	5 SPA. @ 8 1/2"	1 SPA. @ 6 1/4"	95 SPA. @ 10"	38 SPA. @ 9 1/2"	1 SPA. @ 8 7/8"	41 SPA. @ 7"
G3	29 SPA. @ 7"	1 SPA. @ 5 7/16"	137 SPA. @ 8 1/2"	5 SPA. @ 8 1/2"	1 SPA. @ 6 1/4"	95 SPA. @ 10"	38 SPA. @ 9 1/2"	1 SPA. @ 8 7/8"	41 SPA. @ 7"
G4	30 SPA. @ 7"	1 SPA. @ 7 1/16"	133 SPA. @ 8 1/2"	9 SPA. @ 8 1/2"	1 SPA. @ 8 1/4"	89 SPA. @ 10"	42 SPA. @ 9 1/2"	1 SPA. @ 8 7/8"	39 SPA. @ 7"
G5	28 SPA. @ 7"	1 SPA. @ 7 3/4"	133 SPA. @ 8 1/2"	6 SPA. @ 8 1/2"	1 SPA. @ 9 3/4"	89 SPA. @ 10"	44 SPA. @ 9 1/2"	1 SPA. @ 8 7/8"	38 SPA. @ 7"
G6	28 SPA. @ 7"	1 SPA. @ 7 7/8"	130 SPA. @ 8 1/2"	6 SPA. @ 8 1/2"	1 SPA. @ 7 3/4"	88 SPA. @ 10"	46 SPA. @ 9 1/2"	1 SPA. @ 8 7/8"	37 SPA. @ 7"
G7	26 SPA. @ 7"	1 SPA. @ 6 9/16"	126 SPA. @ 8 1/2"	14 SPA. @ 8 1/2"	1 SPA. @ 9 3/4"	81 SPA. @ 10"	47 SPA. @ 9 1/2"	1 SPA. @ 9 3/8"	39 SPA. @ 7"
G8	26 SPA. @ 7"	1 SPA. @ 8 11/16"	127 SPA. @ 8 1/2"	7 SPA. @ 8 1/2"	1 SPA. @ 7 1/4"	80 SPA. @ 10"	51 SPA. @ 9 1/2"	1 SPA. @ 7 3/8"	39 SPA. @ 7"
G9	26 SPA. @ 7"	1 SPA. @ 8 13/16"	124 SPA. @ 8 1/2"	9 SPA. @ 8 1/2"	1 SPA. @ 6 1/4"	76 SPA. @ 10"	52 SPA. @ 9 1/2"	1 SPA. @ 7 7/8"	41 SPA. @ 7"
G10	26 SPA. @ 7"	1 SPA. @ 9"	121 SPA. @ 8 1/2"	11 SPA. @ 8 1/2"	1 SPA. @ 7 1/4"	79 SPA. @ 10"	49 SPA. @ 9 1/2"	1 SPA. @ 9 3/8"	38 SPA. @ 7"
G11	26 SPA. @ 7"	1 SPA. @ 9 1/8"	118 SPA. @ 8 1/2"	8 SPA. @ 8 1/2"	1 SPA. @ 8 3/4"	79 SPA. @ 10"	51 SPA. @ 9 1/2"	1 SPA. @ 7 3/8"	39 SPA. @ 7"
G12	23 SPA. @ 7"	1 SPA. @ 8 1/4"	119 SPA. @ 8 1/2"	10 SPA. @ 8 1/2"	1 SPA. @ 9 3/4"	76 SPA. @ 10"	51 SPA. @ 9 1/2"	1 SPA. @ 7 3/8"	39 SPA. @ 7"

GIRDER	SPAN LENGTHS		FIELD SECTION LENGTHS			TENSION & COMPRESSION ZONES					
	A	B	C	D	E	F	G	H	I	J	K
G1	155'-9 7/8"	106'-3 7/8"	117'-1 3/4"	91'-0"	54'-0"	118'-0 13/16"	112'-2 3/16"	31'-10 3/4"	125'-8 1/16"	69'-8 3/4"	66'-8 15/16"
G2	153'-8 9/16"	106'-3 7/8"	118'-0 7/16"	86'-0"	56'-0"	110'-4 11/16"	128'-4 9/16"	21'-3 3/16"	128'-0 3/4"	52'-9 13/16"	79'-1 7/8"
G3	151'-7 3/16"	106'-3 7/8"	115'-11 1/16"	86'-0"	56'-0"	108'-8 5/16"	124'-9 15/16"	24'-4 7/8"	126'-0 1/2"	52'-7 5/16"	79'-3 1/4"
G4	149'-5 13/16"	106'-3 7/8"	113'-9 11/16"	84'-0"	58'-0"	106'-11 15/16"	121'-3 1/4"	27'-6 1/2"	124'-0 5/16"	52'-4 13/16"	79'-4 5/8"
G5	147'-4 1/2"	106'-3 7/8"	112'-8 3/8"	82'-0"	59'-0"	105'-3 1/2"	117'-8 5/8"	30'-8 3/16"	122'-0 1/16"	52'-2 1/4"	79'-6"
G6	145'-3 1/8"	106'-3 7/8"	110'-7"	81'-0"	60'-0"	103'-7 1/8"	114'-2"	33'-9 7/8"	119'-11 7/8"	51'-11 3/4"	79'-7 3/8"
G7	143'-1 13/16"	106'-3 7/8"	106'-5 11/16"	81'-0"	62'-0"	101'-10 3/4"	110'-7 3/8"	36'-11 9/16"	117'-11 5/8"	51'-9 1/4"	79'-8 3/4"
G8	141'-0 7/16"	106'-3 7/8"	107'-4 5/16"	75'-0"	65'-0"	100'-2 3/8"	107'-0 3/4"	40'-1 1/4"	115'-11 7/16"	51'-6 3/4"	79'-10 1/8"
G9	138'-11 1/16"	106'-3 7/8"	105'-2 15/16"	73'-0"	67'-0"	98'-6"	103'-6 1/16"	43'-2 7/8"	113'-11 1/4"	51'-4 3/16"	79'-11 1/2"
G10	136'-9 3/4"	106'-3 7/8"	103'-15/8"	77'-0"	63'-0"	96'-9 9/16"	99'-11 7/16"	46'-4 9/16"	111'-11"	51'-1 11/16"	80'-0 15/16"
G11	134'-8 3/8"	106'-3 7/8"	101'-0 1/4"	75'-0"	65'-0"	95'-1 3/16"	96'-4 13/16"	49'-6 1/4"	109'-10 13/16"	50'-11 3/16"	80'-2 5/16"
G12	132'-7 1/16"	106'-3 7/8"	99'-10 7/8"	74'-0"	65'-0"	95'-11 3/16"	89'-5 1/16"	53'-6 11/16"	106'-0 13/16"	57'-0 1/2"	75'-9 9/16"

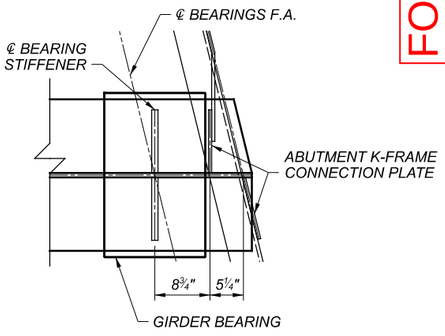


SHEAR STUD DETAIL



DETAIL A

BEAM END DETAILS AT REAR ABUTMENT



DETAIL B

BEAM END DETAILS AT FORWARD ABUTMENT

NOTES:

1. FOR ADDITIONAL INFORMATION SEE FRAMING PLAN SHEET 32 / $13SS01
2. ALL SPLICE MATERIAL IS ASTM A709 GRADE (50) UNLESS NOTED OTHERWISE.
3. ALL FLANGE, WEB, AND FIELD SPLICE PLATES SHALL BE DESIGNATED "CVN". WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN ODOT CM&S 711.01.
4. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA GIRDER FLANGES DESIGNATED COMPRESSION. DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED TENSION. FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM THE EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST ¼" FOR THE THICKNESS UP TO ¾" OR 5/16" FOR GREATER THAN ¾" THICK.

FOR INFORMATION ONLY - NOT FOR REVIEW

GIRDER ELEVATION
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 33 | TOTAL 76
SHEET 1777 | TOTAL 2339

CUY-90-16.28

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:54:45 PM USER: Mala.Gallagher
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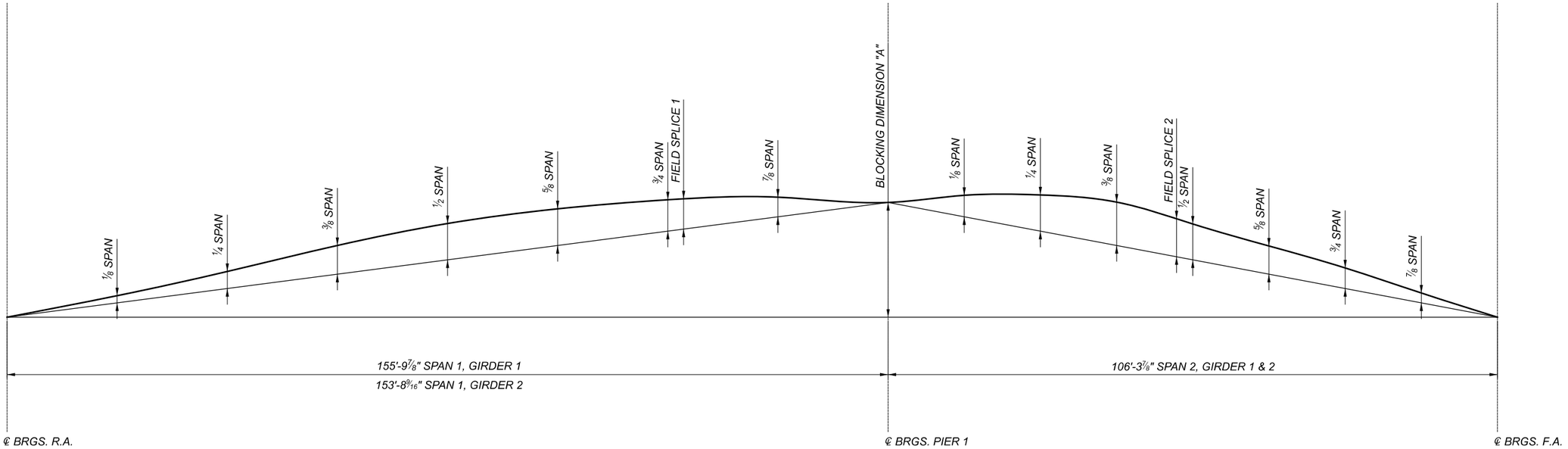


	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 1	16 3/16"
GIRDER 2	16 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 1 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	5/8	1 1/8	1 3/8	1 3/8	1 1/8	3/4	3/4	5/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 1/4	2 3/16	2 11/16	2 11/16	2 3/16	1 7/16	1 7/16	5/8	0
GEOMETRIC CORRECTION	0	1 3/8	2 3/4	4 3/16	5 1/8	5 1/8	4 3/8	4 5/16	2 5/8	0
REQUIRED SHOP CAMBER	0	3 3/16	6	8 1/4	9 7/8	8 7/16	6 1/2	6 7/16	3 1/2	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 1 SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/8	- 1/16	0	0	0	1/16	0	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 3/16	- 1/4	- 3/16	- 1/16	- 1/16	0	1/16	1/16	0
GEOMETRIC CORRECTION	0	1	1 5/8	1 15/16	1 3/4	1 3/4	1 5/16	7/8	7/16	0
REQUIRED SHOP CAMBER	0	3/4	1 5/16	1 11/16	1 5/8	1 5/8	1 5/16	15/16	1/2	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 2 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	9/16	1 1/16	1 1/4	1 1/4	1 1/16	11/16	5/8	5/16	0
DEFLECTION DUE TO STAGED DECK PLACEMENT	0	1	1 13/16	2 1/4	2 1/4	1 7/8	1 3/16	1 1/8	1/2	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	5/16	5/8	3/4	3/4	5/8	3/8	3/8	3/16	0
GEOMETRIC CORRECTION	0	1 1/2	2 15/16	4 7/16	5 1/4	5 5/16	4 3/8	4 3/16	2 5/8	0
REQUIRED SHOP CAMBER	0	3 7/16	6 3/8	8 11/16	9 1/2	8 13/16	6 11/16	6 5/16	3 9/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 2 SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	- 1/16	0	0	0	1/16	1/16	0
DEFLECTION DUE TO STAGED DECK PLACEMENT	0	- 1/8	- 3/16	- 1/8	- 1/16	- 1/16	0	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/16	- 1/16	- 1/16	0	0	0	0	0	0
GEOMETRIC CORRECTION	0	1 1/16	1 9/16	1 13/16	1 11/16	1 1/2	1 1/8	13/16	3/8	0
REQUIRED SHOP CAMBER	0	3/4	1 1/4	1 9/16	1 9/16	1 7/16	1 3/16	15/16	1/2	0

NOTES:

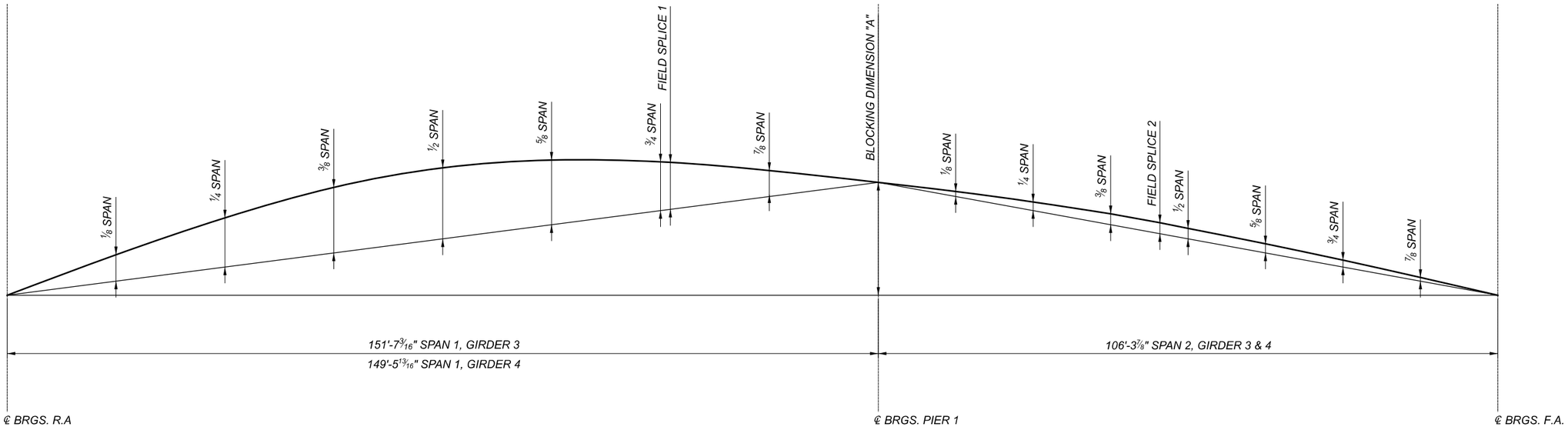
1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777
2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE
3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (1 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 34 | TOTAL 76
SHEET 1778 | TOTAL 2339

CUY-90-16.28 (CCG3A)



	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 3	15 3/4 "
GIRDER 4	15 1/2 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 3										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	9/16	1	1 3/16	1 3/16	1	5/8	5/8	1/4	0
DEFLECTION DUE TO STAGED DECK PLACEMENT	0	1 1/2	2 11/16	3 1/4	3 1/4	2 11/16	1 3/4	1 5/8	3/4	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	9/16	9/16	11/16	11/16	9/16	3/8	3/8	3/16	0
GEOMETRIC CORRECTION	0	1 1/2	3 1/16	4 1/2	5 1/4	5 5/16	4 3/8	4 3/16	2 5/8	0
REQUIRED SHOP CAMBER	0	3 13/16	7 1/4	9 11/16	10 7/16	9 9/16	7 1/8	6 11/16	3 3/4	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 3									
SPAN 2									
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	- 1/16	0	0	1/16	1/16	1/16	0
DEFLECTION DUE TO STAGED DECK PLACEMENT	0	- 3/16	- 3/16	- 1/8	0	0	1/8	3/16	1/8	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/16	- 1/16	0	0	0	0	0	0	0
GEOMETRIC CORRECTION	0	15/16	1 1/2	1 5/8	1 7/16	1 3/8	1	5/8	1/4	0
REQUIRED SHOP CAMBER	0	5/8	1 3/16	1 7/16	1 7/16	1 7/16	1 3/16	7/8	7/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 4										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	1/2	15/16	1 1/8	1 1/8	15/16	5/8	9/16	1/4	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 1/2	2 5/8	3 1/4	3 1/4	2 5/8	1 11/16	1 5/8	3/4	0
GEOMETRIC CORRECTION	0	1 9/16	3 3/16	4 5/8	5 3/8	5 5/16	4 3/8	4 1/4	2 5/8	0
REQUIRED SHOP CAMBER	0	3 5/8	6 3/4	9	9 3/4	8 7/8	6 11/16	6 7/16	3 9/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 4									
SPAN 2									
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	- 1/16	0	0	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 3/16	- 3/16	- 1/16	0	1/16	3/16	3/16	1/8	0
GEOMETRIC CORRECTION	0	1	1 1/2	1 5/8	1 1/2	1 3/8	1 1/16	11/16	3/8	0
REQUIRED SHOP CAMBER	0	11/16	1 3/16	1 1/2	1 1/2	1 7/16	1 1/4	15/16	1/2	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (2 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — | —
PROJECT ID 82382
SUBSET 35 | TOTAL 76
SHEET 1779 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:54:59 PM USER: Mala.Gallagher
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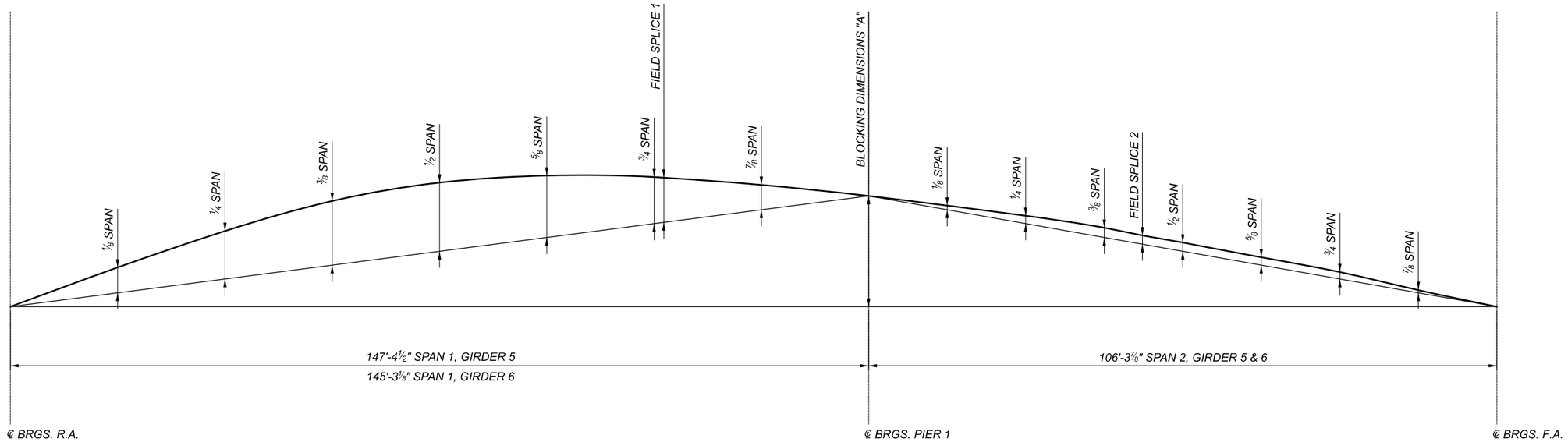

	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 5	15 1/4 "
GIRDER 6	15 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 5 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	1/2	7/8	1 1/16	1 1/16	7/8	9/16	1/2	1/4	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 3/8	2 1/2	3 1/16	3	2 1/2	1 5/8	1 1/2	11/16	0
GEOMETRIC CORRECTION	0	1 11/16	3 3/8	4 3/4	5 7/16	5 3/8	4 5/16	4 3/16	2 5/8	0
REQUIRED SHOP CAMBER	0	3 9/16	6 3/4	8 13/16	9 9/16	8 11/16	6 7/16	6 1/4	3 9/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 5 SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	0	0	0	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 3/16	- 3/16	- 1/16	1/16	1/8	3/16	1/4	1/8	0
GEOMETRIC CORRECTION	0	7/8	1 7/16	1 7/16	1 5/16	1 1/8	13/16	5/8	9/16	0
REQUIRED SHOP CAMBER	0	5/8	1 3/16	1 3/8	1 3/8	1 1/4	1 1/8	15/16	1/2	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 6 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	7/16	13/16	1	1	13/16	1/2	1/2	1/4	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 5/16	2 5/16	2 7/8	2 13/16	2 5/16	1 1/2	1 7/16	5/8	0
GEOMETRIC CORRECTION	0	1 11/16	3 3/8	4 7/8	5 7/16	5 1/4	4 5/16	4 1/8	2 1/2	0
REQUIRED SHOP CAMBER	0	3 7/16	6 1/2	8 11/16	9 5/16	8 3/8	6 5/16	6 1/16	3 3/8	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 6 SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	0	0	1/16	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 3/16	- 1/8	0	1/16	1/8	1/4	1/4	3/16	0
GEOMETRIC CORRECTION	0	13/16	1 1/4	1 5/16	1 1/8	1	3/4	7/16	3/16	0
REQUIRED SHOP CAMBER	0	9/16	1 1/16	1 5/16	1 3/16	1 3/16	1 1/16	13/16	3/8	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (3 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 36 | TOTAL 76
SHEET 1780 | TOTAL 2339

CUY-90-16.28 (CCG3A)

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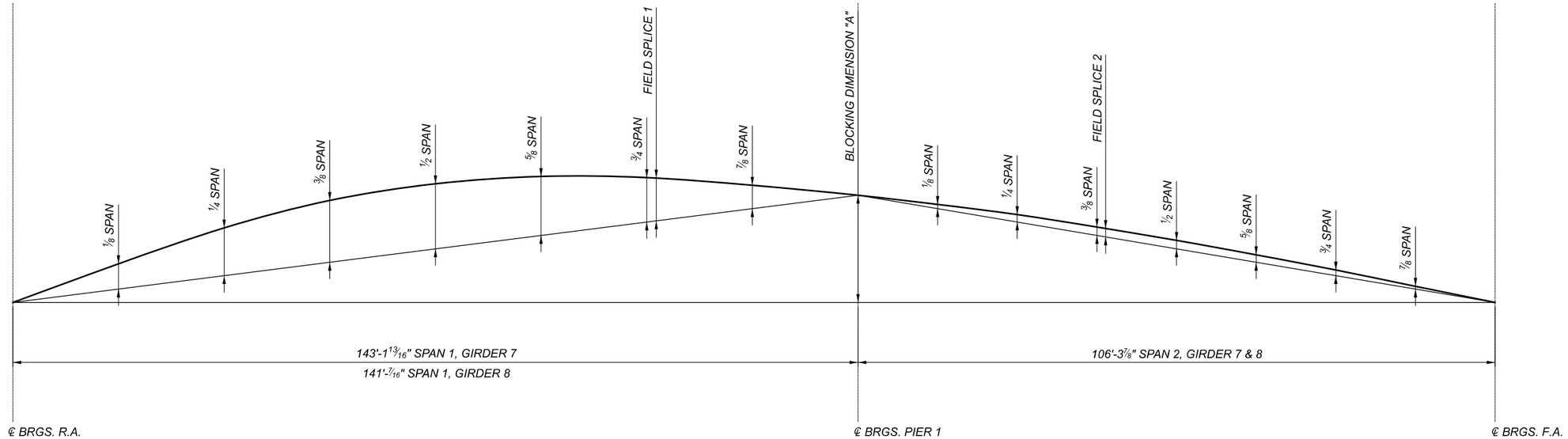


	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 7	14 5/8 "
GIRDER 8	14 5/16"

DEFLECTION AND CAMBER (INCHES) - GIRDER 7										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	7/16	3/4	15/16	15/16	3/4	1/2	1/2	3/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 1/4	2 3/16	2 3/4	2 11/16	2 3/16	1 7/16	1 7/16	9/16	0
GEOMETRIC CORRECTION	0	1 13/16	3 5/8	4 15/16	5 7/16	5 1/4	4 5/16	4 3/8	2 1/2	0
REQUIRED SHOP CAMBER	0	3 1/2	6 5/8	8 5/8	9 1/8	8 1/4	6 1/4	6 1/4	3 5/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 7										
SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	0	0	1/16	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/8	- 1/8	1/16	1/16	3/16	5/16	5/16	3/16	0
GEOMETRIC CORRECTION	0	13/16	1 1/4	1 1/4	1 1/8	15/16	11/16	7/16	1/8	0
REQUIRED SHOP CAMBER	0	5/8	1 1/8	1 1/4	1 3/16	1 3/16	1 1/16	13/16	3/8	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 8										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	3/8	3/4	7/8	7/8	3/4	7/16	7/16	3/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 1/8	2 1/16	2 1/2	2 1/2	2	1 5/16	1 1/4	9/16	0
GEOMETRIC CORRECTION	0	1 13/16	3 5/8	4 7/8	5 5/16	5 1/8	4 3/16	5 1/4	2 3/8	0
REQUIRED SHOP CAMBER	0	3 3/8	6 3/8	8 1/4	8 11/16	7 7/8	5 15/16	6 15/16	3 1/8	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 8										
SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	0	0	1/16	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/8	- 1/16	1/16	1/16	1/4	5/16	5/16	3/16	0
GEOMETRIC CORRECTION	0	3/4	1 1/16	1 1/16	15/16	13/16	5/8	3/8	1/8	0
REQUIRED SHOP CAMBER	0	9/16	1	1 1/8	1 1/16	1 1/8	1	3/4	3/8	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

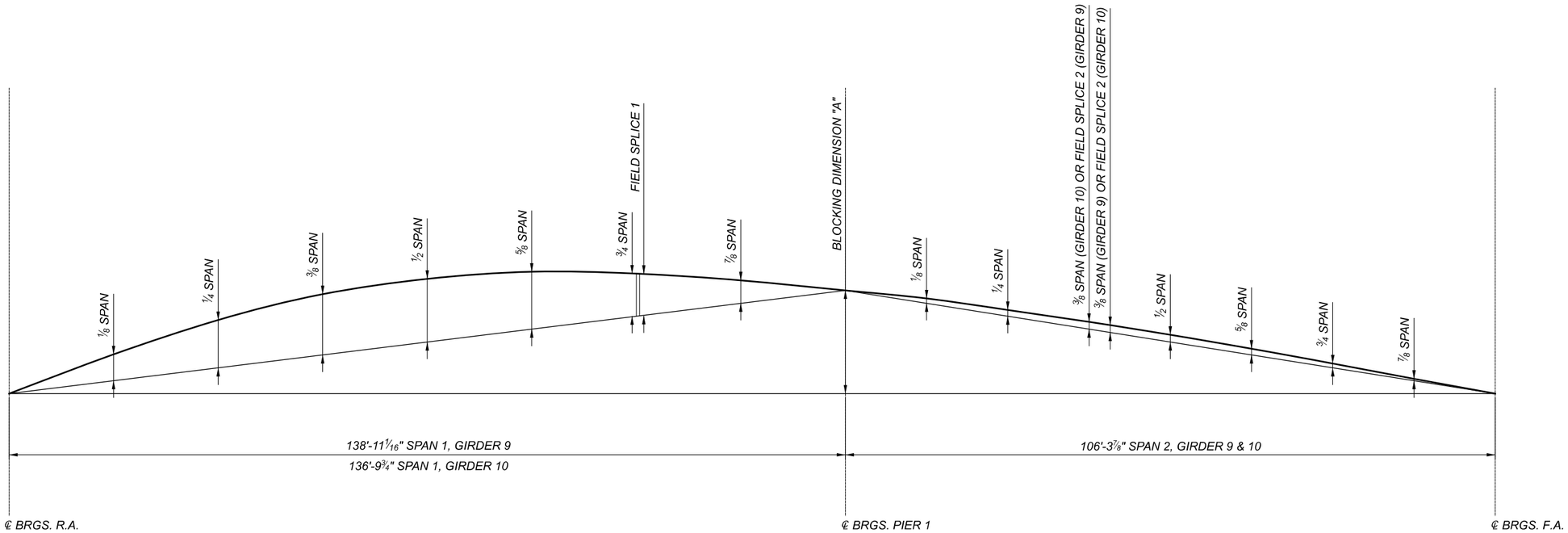
3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (4 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 37 | TOTAL 76
SHEET 1781 | TOTAL 2339

CUY-90-16.28 (CCG3A)



	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 9	13 7/8 "
GIRDER 10	13 1/2 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 9										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	3/8	11/16	13/16	13/16	11/16	7/16	7/16	3/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 1/16	1 15/16	2 5/16	2 5/16	1 7/8	1 3/16	1 3/16	1/2	0
GEOMETRIC CORRECTION	0	1 15/16	3 3/4	4 15/16	5 7/16	5 1/8	4 3/16	4 1/8	2 3/8	0
REQUIRED SHOP CAMBER	0	3 3/8	6 5/16	8 1/8	8 5/8	7 11/16	5 13/16	5 11/16	3 1/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 9									
SPAN 2									
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	FIELD SPLICE 2	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	- 1/16	0	0	1/16	1/16	1/16	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/8	- 1/16	1/8	1/8	1/4	3/8	5/16	3/16	0
GEOMETRIC CORRECTION	0	3/4	15/16	7/8	13/16	5/8	3/8	1/8	0	0
REQUIRED SHOP CAMBER	0	9/16	7/8	1	15/16	15/16	13/16	9/16	1/4	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 10										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	3/8	5/8	3/4	3/4	5/8	3/8	3/8	3/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1	1 3/4	2 3/16	2 1/8	1 3/4	1 1/8	1 1/16	7/16	0
GEOMETRIC CORRECTION	0	2 1/16	3 7/8	4 15/16	5 5/16	5 1/8	4 1/16	4	2 3/8	0
REQUIRED SHOP CAMBER	0	3 7/16	6 1/4	7 13/16	8 1/4	7 1/2	5 9/16	5 1/2	3	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 10										
SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	0	1/16	1/16	1/16	1/8	1/8	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/16	0	1/8	3/16	5/16	3/8	3/8	3/16	0
GEOMETRIC CORRECTION	0	3/4	7/8	3/4	3/4	9/16	5/16	1/16	0	0
REQUIRED SHOP CAMBER	0	5/8	13/16	15/16	15/16	15/16	13/16	9/16	1/4	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

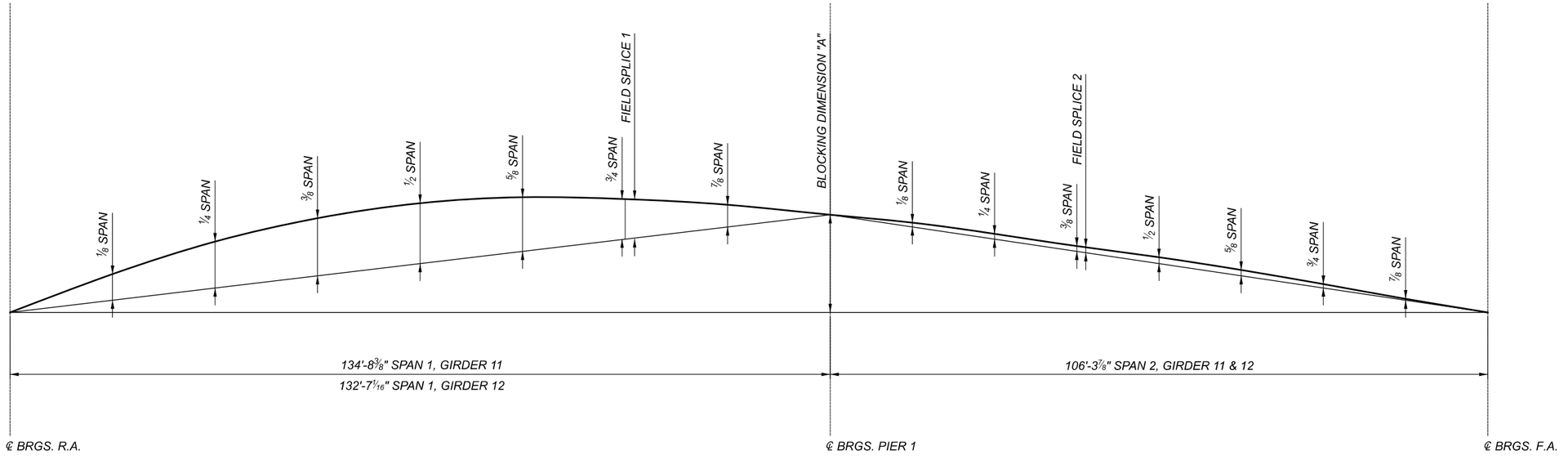
3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (5 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — | —
PROJECT ID 82382
SUBSET 38 | TOTAL 76
SHEET 1782 | TOTAL 2339

CUY-90-16.28 (CCG3A)



	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 11	13 1/16"
GIRDER 12	12 5/8 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 11										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	5/16	9/16	3/4	11/16	9/16	3/8	3/8	1/8	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	15/16	1 11/16	2	2	1 5/8	1	1	7/16	0
GEOMETRIC CORRECTION	0	2 1/16	3 3/4	4 7/8	5 1/4	4 15/16	4	3 5/16	2 3/8	0
REQUIRED SHOP CAMBER	0	3 5/16	6	7 5/8	8	7 1/8	5 7/16	4 11/16	2 15/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 11										
SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	- 1/16	0	1/16	1/16	1/16	1/8	1/8	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/16	0	3/16	3/16	5/16	7/16	3/8	1/4	0
GEOMETRIC CORRECTION	0	5/8	3/4	11/16	11/16	1/2	1/4	1/16	0	0
REQUIRED SHOP CAMBER	0	1/2	13/16	7/8	15/16	7/8	13/16	9/16	1/4	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 12										
SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	1/8 SPAN	1/4 SPAN	3/8 SPAN	1/2 SPAN	5/8 SPAN	3/4 SPAN	FIELD SPLICE 1	7/8 SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	5/16	9/16	11/16	11/16	9/16	5/16	5/16	1/8	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	7/8	1 9/16	1 7/8	1 7/8	1 1/2	15/16	15/16	3/8	0
GEOMETRIC CORRECTION	0	2 3/16	3 7/8	4 7/8	5 1/4	4 15/16	3 7/8	3 7/8	2 3/8	0
REQUIRED SHOP CAMBER	0	3 3/8	6	7 7/16	7 13/16	7	5 3/16	5 1/8	2 7/8	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 12										
SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	1/8 SPAN	1/4 SPAN	3/8 SPAN	FIELD SPLICE 2	1/2 SPAN	5/8 SPAN	3/4 SPAN	7/8 SPAN	℄ BRGS F.A.
DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	1/16	1/16	1/8	1/8	1/8	1/16	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	- 1/16	1/16	3/16	1/4	3/8	7/16	7/16	1/4	0
GEOMETRIC CORRECTION	0	5/8	11/16	7/16	7/16	3/8	1/8	- 1/16	- 1/8	0
REQUIRED SHOP CAMBER	0	9/16	11/16	11/16	3/4	13/16	3/4	1/2	3/16	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 33 / 1777

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

FOR INFORMATION ONLY - NOT FOR REVIEW

DEFLECTION AND CAMBER TABLE (6 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 39 | TOTAL 76
SHEET 1783 | TOTAL 2339

CUY-90-16.28 (CCG3A)

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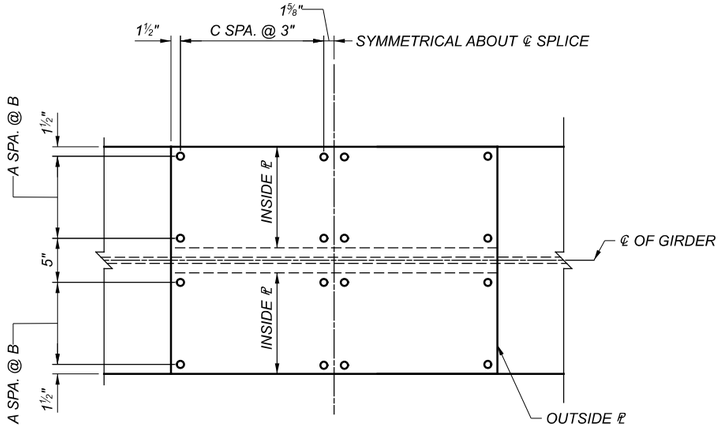
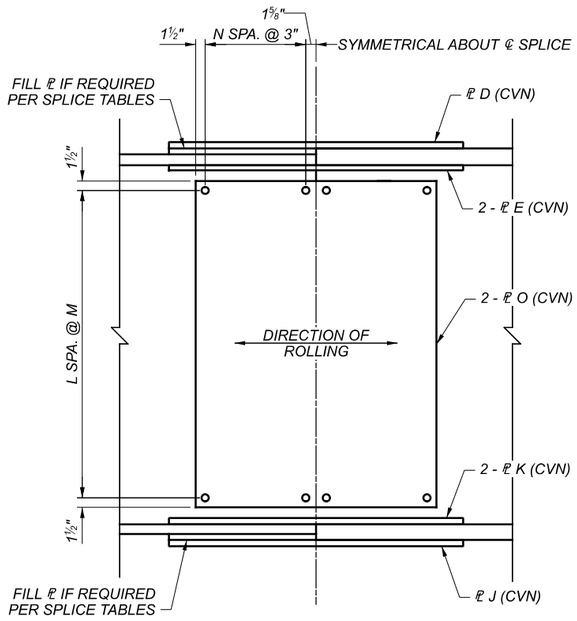


PLAN - TOP FLANGE



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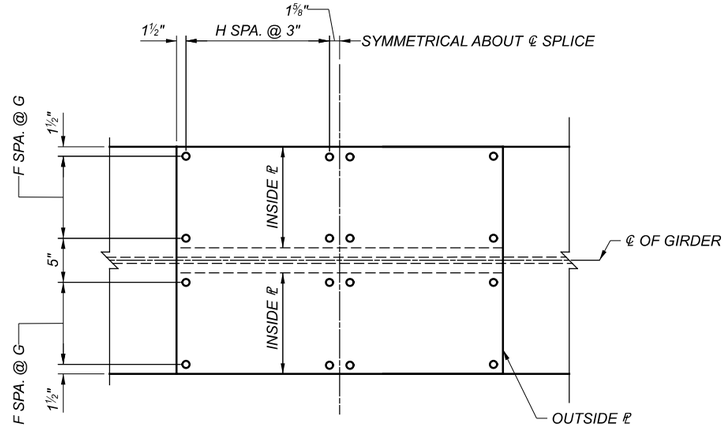
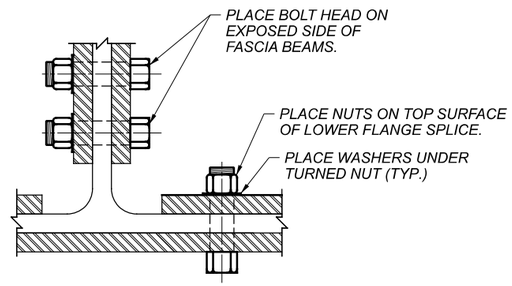


PLAN - BOTTOM FLANGE
(LOOKING UP)

FIELD SPLICE VARIABLE TABLE												
FS #	TOP FLANGE						BOTTOM FLANGE					
	A	B	C	D	E	FILL PLATE	F	G	H	J	K	FILL PLATE
1	2	3 1/2"	4	1 1/4" x 1'-10" x 2'-6 1/4"	1 1/8" x 10" x 2'-6 1/4"	1 1/2" x 1'-10" x 1'-3"	2	4"	5	1 1/2" x 2'-0" x 3'-0 1/4"	1 1/8" x 11" x 3'-0 1/4"	1" x 2'-0" x 1'-6"
2	2	3 1/2"	3	1" x 1'-10" x 2'-0 1/4"	1" x 10" x 2'-0 1/4"	1 1/2" x 1'-10" x 1'-0"	2	4"	4	1" x 2'-0" x 2'-6 1/4"	1" x 11" x 2'-6 1/4"	1 1/2" x 2'-0" x 1'-3"

FIELD SPLICE VARIABLE TABLE					
FS #	WEB				
	L	M	N	O	FILL PLATE
1	9	5"	1	3/8" x 1'-0 1/4" x 4'-0"	NO FILL PLATE
2	9	5"	1	3/8" x 1'-0 1/4" x 4'-0"	NO FILL PLATE



BOLTED SPLICE
PARTIAL SECTION

LEGEND:

℄	CENTERLINE
DIA.	DIAMETER
FS	FIELD SPLICE
SPA.	SPACES
TYP.	TYPICAL

NOTES:

1. ALL SPLICE MATERIAL IS ASTM A709 GRADE (50) UNLESS NOTED OTHERWISE.
2. ALL BOLTS SHOWN ARE GRADE A325, TYPE 1 1" DIAMETER, HIGH STRENGTH UNLESS NOTED OTHERWISE.
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
4. FOR FIELD SPLICE LOCATIONS, SEE FRAMING PLAN SHEET 32 / 1776

FOR INFORMATION ONLY - NOT FOR REVIEW

GIRDER SPLICE DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

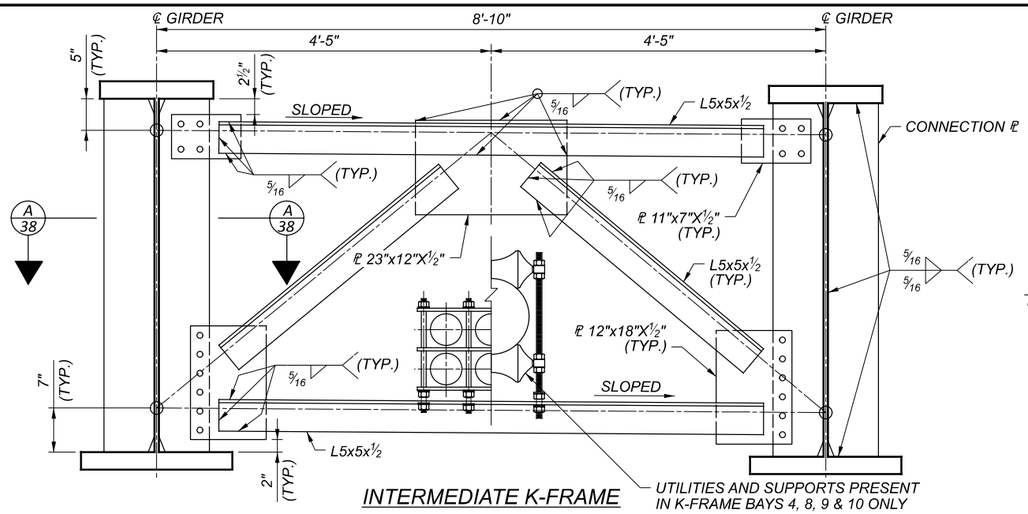
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 40 | TOTAL 76
SHEET 1784 | TOTAL 2339

CUY-90-16.28 (CCG3A)

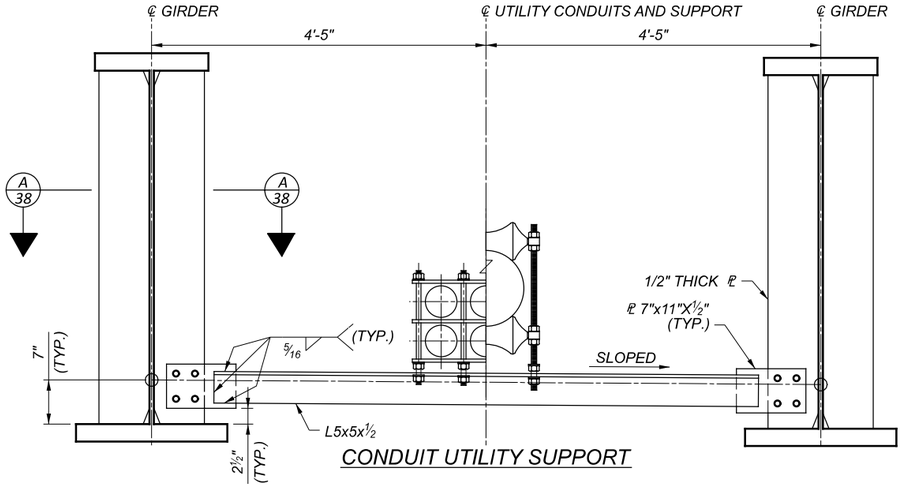
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:56:16 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SS010.dgn

SHEET RESERVED FOR FUTURE USE

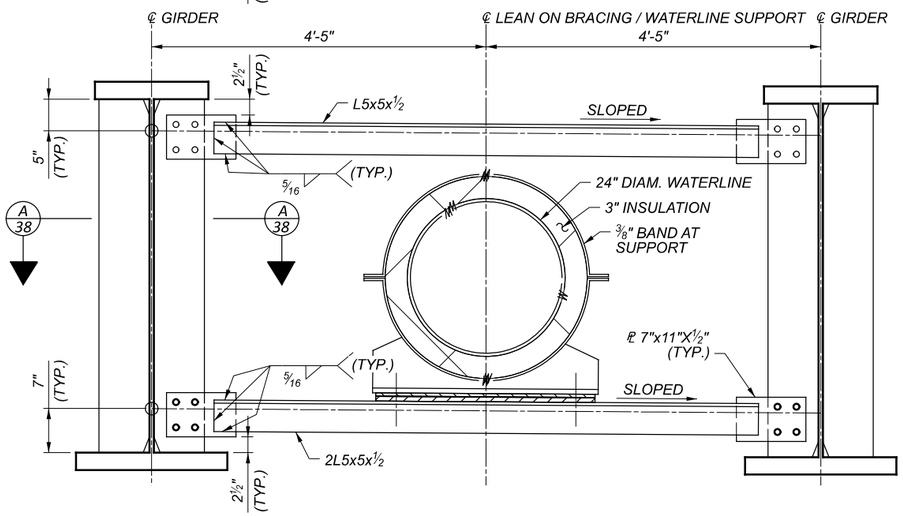
FOR INFORMATION ONLY - NOT FOR REVIEW



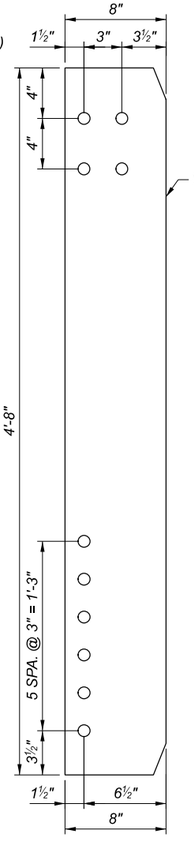
INTERMEDIATE K-FRAME



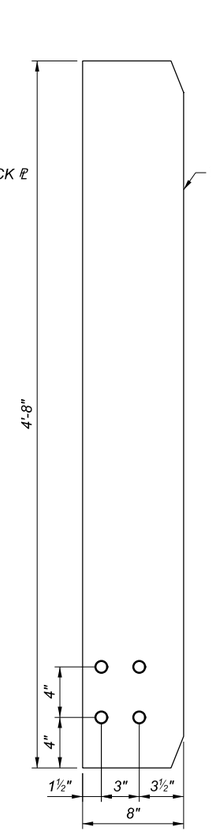
CONDUIT UTILITY SUPPORT



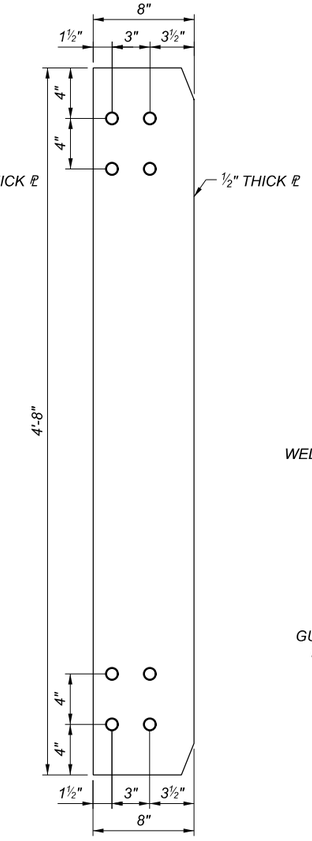
LEAN ON BRACING / WATERLINE
UTILITY SUPPORT (BAY 5)



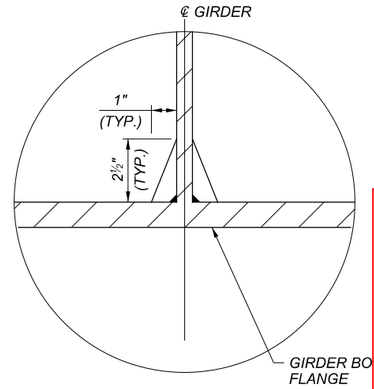
INTERMEDIATE K-FRAME
CONNECTION PLATE



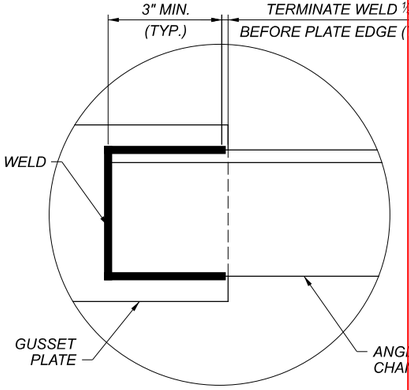
UTILITY SUPPORT
CONNECTION PLATE



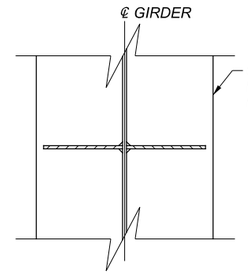
WATERLINE SUPPORT
CONNECTION PLATE



DETAIL 1
(TYP. BOTH TOP AND BOTTOM FLANGES)



DETAIL 2
(TYP. ALL WELDED ANGLE CONNECTIONS)



A 38 SECTION A

NOTES:

1. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE.
3. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
4. PREPARE FAYING SURFACES FOR INTERMEDIATE K-FRAME BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

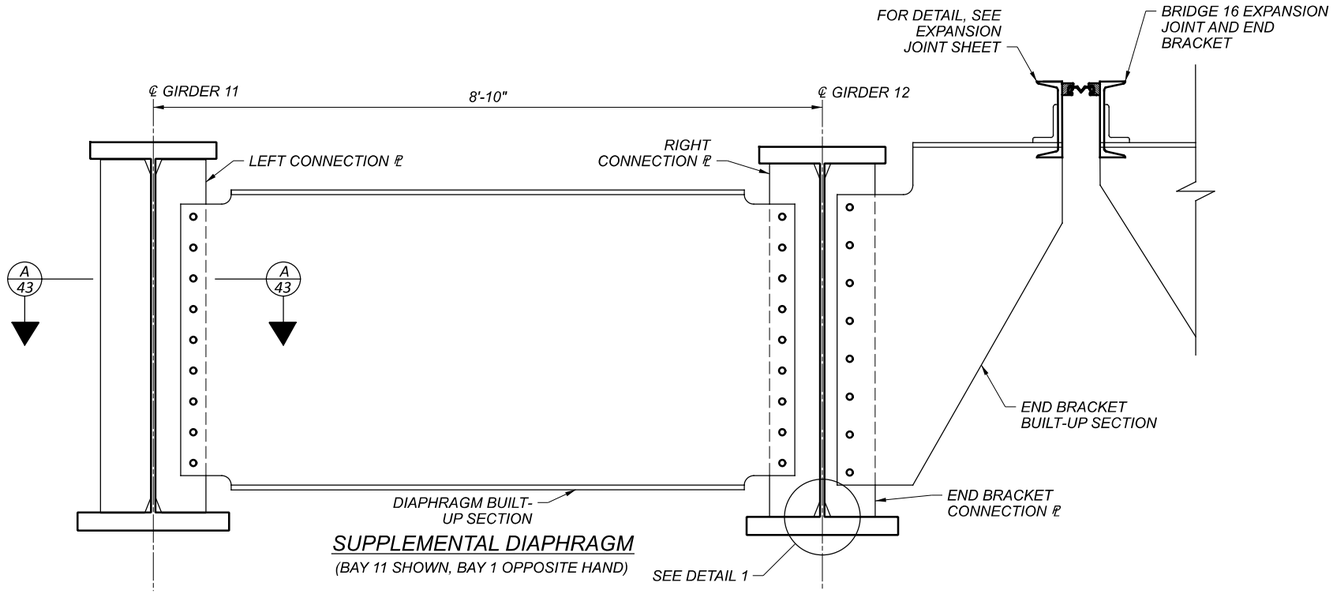
FOR INFORMATION ONLY - NOT FOR REVIEW

GIRDER ELEVATION (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	XXX
CHECKER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	42
TOTAL	76
SHEET	1786
TOTAL	2339

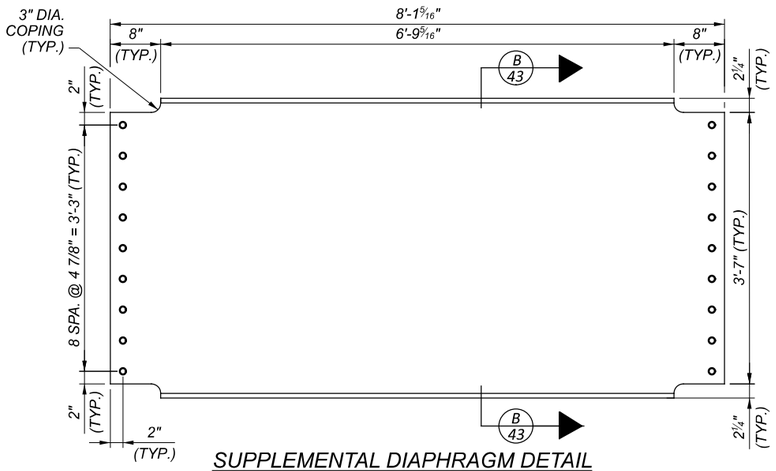
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:55:57 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_Office_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SS005.dgn

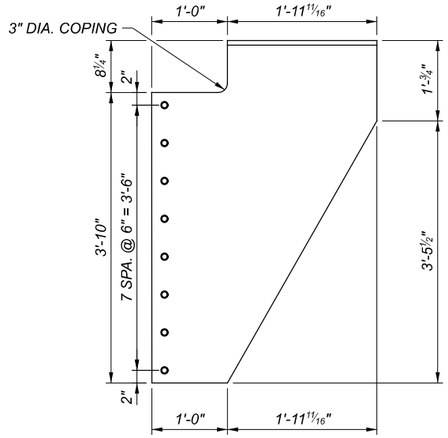


SUPPLEMENTAL DIAPHRAGM

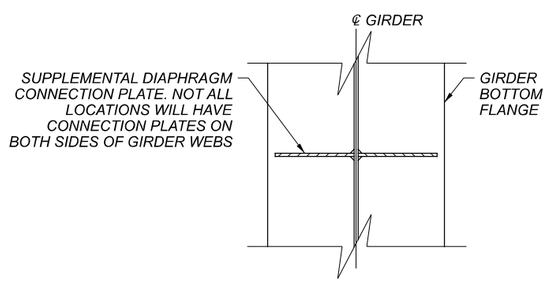
(BAY 11 SHOWN, BAY 1 OPPOSITE HAND)



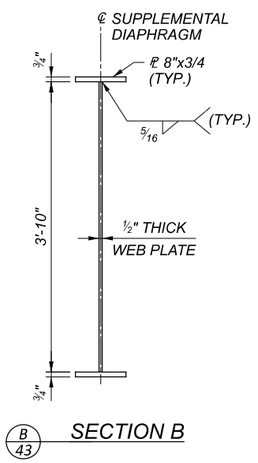
SUPPLEMENTAL DIAPHRAGM DETAIL



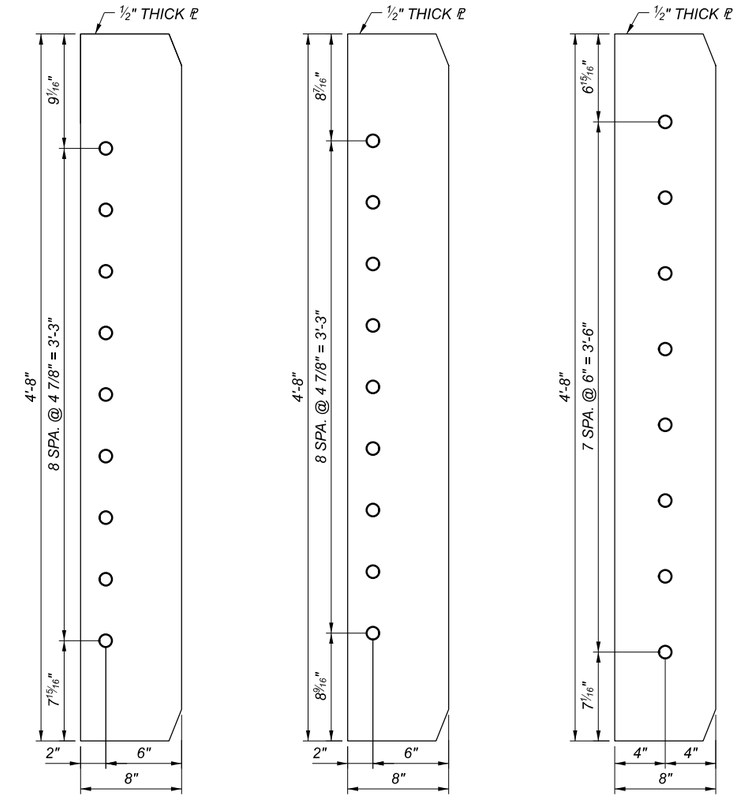
END BRACKET DETAIL



SECTION A



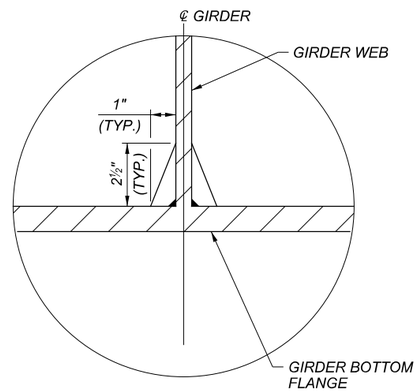
SECTION B



LEFT DIAPHRAGM CONNECTION PLATE

RIGHT DIAPHRAGM CONNECTION PLATE

END BRACKET CONNECTION PLATE



DETAIL 1

(TYP. BOTH TOP AND BOTTOM FLANGES)

NOTES:

1. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
3. PREPARE FAYING SURFACES FOR SUPPLEMENTAL DIAPHRAGM BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

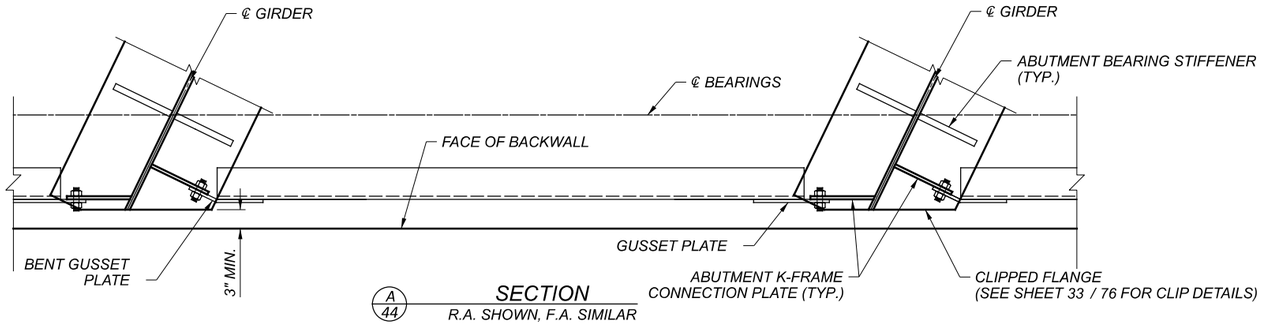
FOR INFORMATION ONLY - NOT FOR REVIEW

GIRDER DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

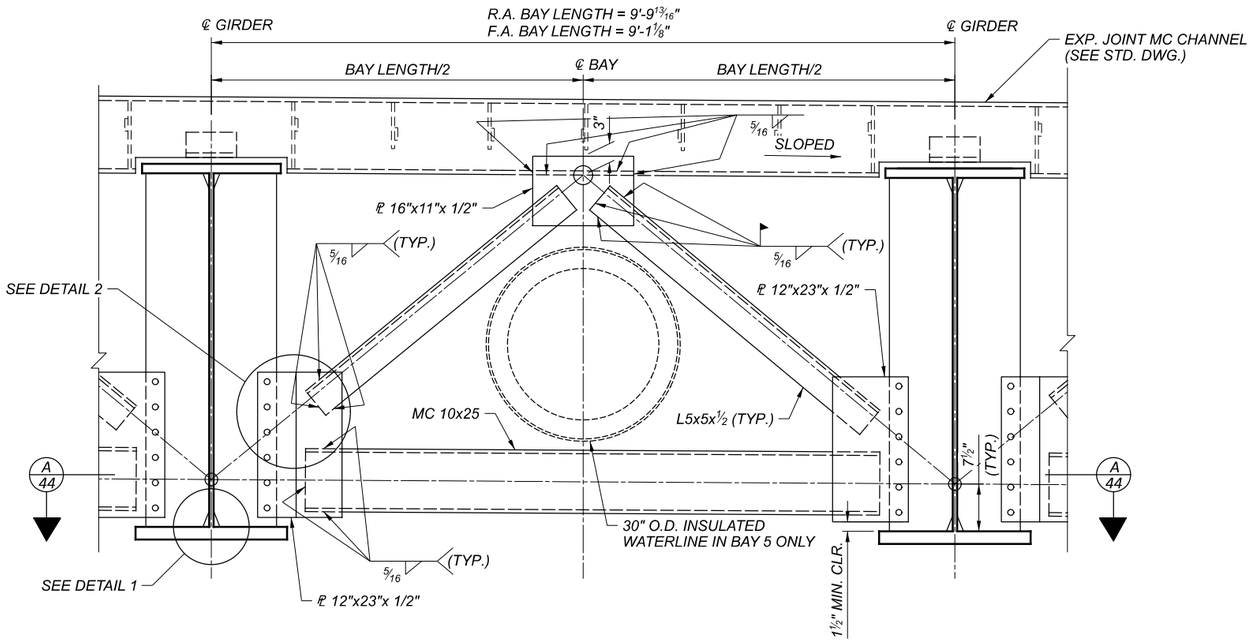
SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ETB
CHECKER	XW
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	43
TOTAL	76
SHEET	1787
TOTAL	2339

CUY-90-16.28 (CCG3A)

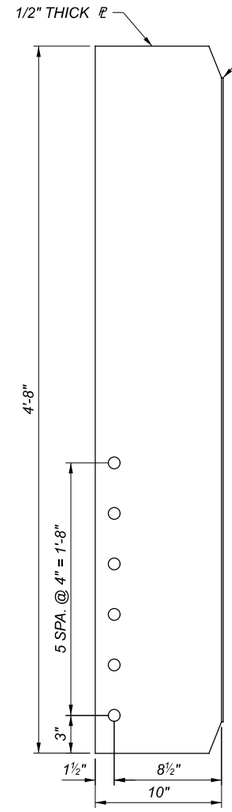
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:56:09 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SS006.dgn



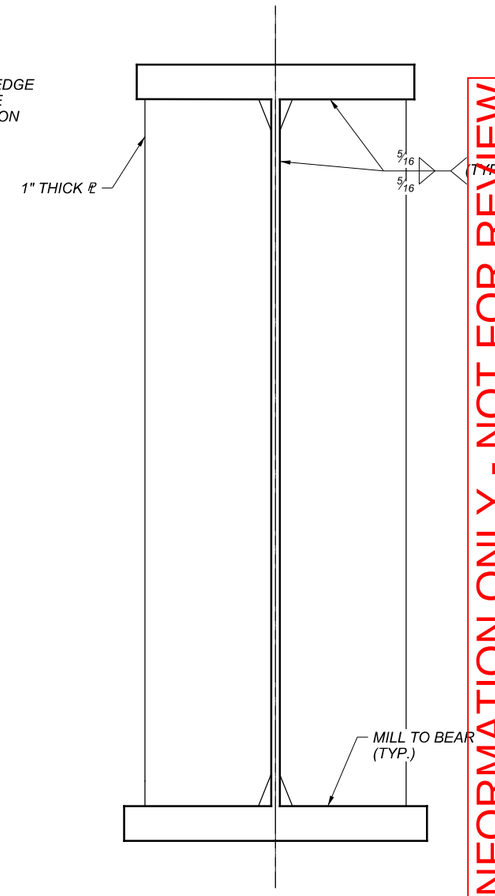
A 44 **SECTION**
R.A. SHOWN, F.A. SIMILAR



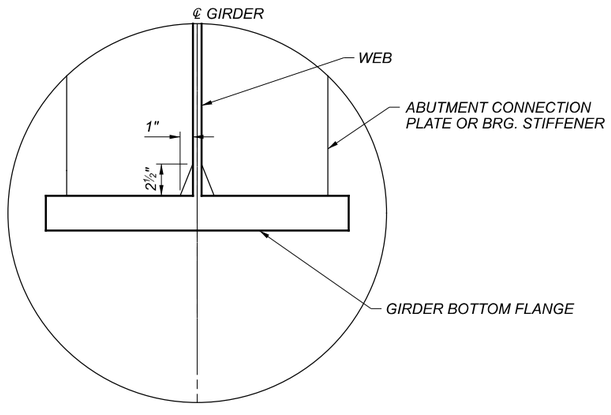
ABUTMENT K-FRAME



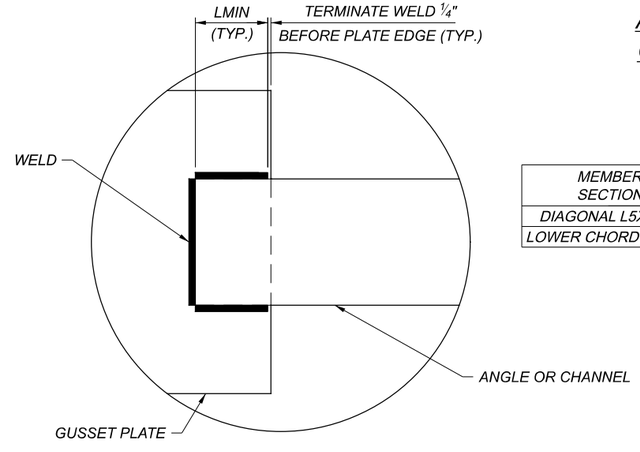
ABUTMENT K-FRAME CONNECTION PLATE



ABUTMENT BEARING STIFFENER



DETAIL 1
(TYP. BOTH TOP AND BOTTOM FLANGES)



DETAIL 2
(TYP. ALL WELDED ANGLE CONNECTIONS)

MEMBER SECTION	MINIMUM WELD LENGTH, L MIN
DIAGONAL L5X5X1/2	3"
LOWER CHORD M10X25	5 1/2"

NOTES:

1. SEE SHEET 33 FOR GIRDER END DETAILS AND DIMENSIONS.
2. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
3. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
4. PREPARE FAYING SURFACES OF ABUTMENT K-FRAME BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.
5. THE TOP CHORD MC CHANNEL WITH ATTACHED CHANNEL WEB PLATES IS PART OF THE EXPANSION JOINT SYSTEM. REFER TO EXJ-4-87 FOR DETAILS, MATERIAL AND COATING REQUIREMENTS.

FOR INFORMATION ONLY - NOT FOR REVIEW

REAR ABUTMENT K-FRAME DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JBT | CHECKER ETB
REVIEWER — —
PROJECT ID 82382
SUBSET 44 | TOTAL 76
SHEET 1788 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:56:30 PM USER: Mala.Gallagher
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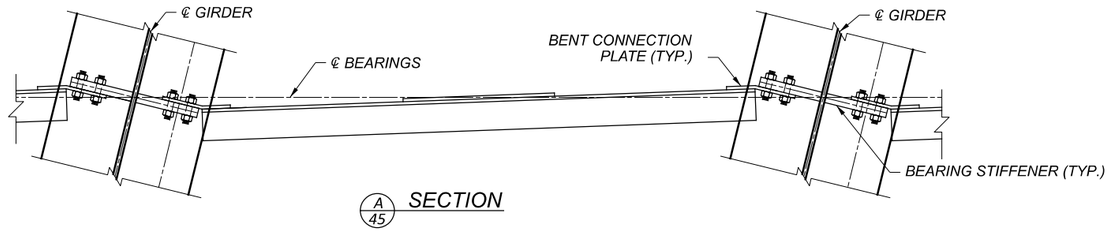
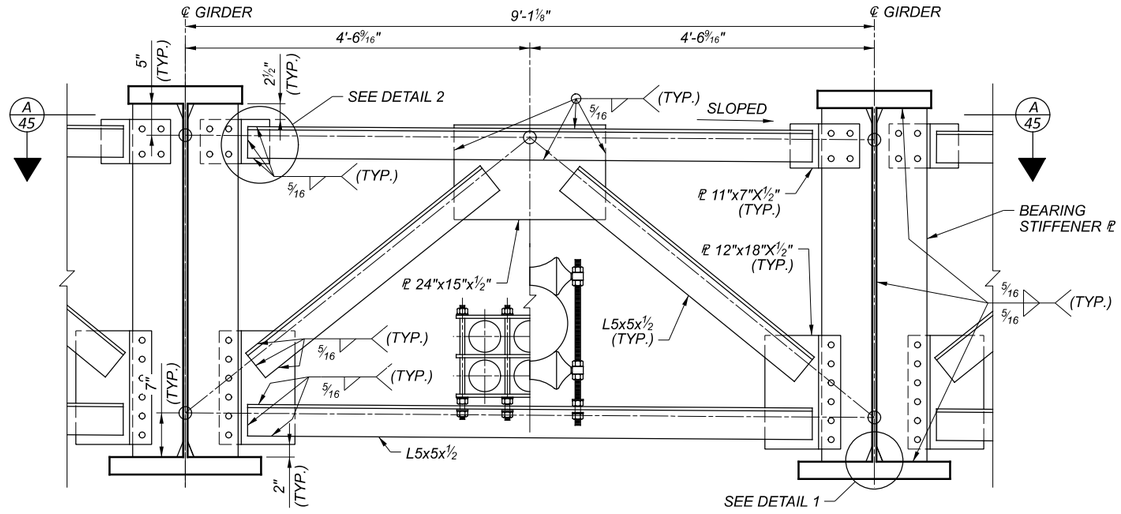
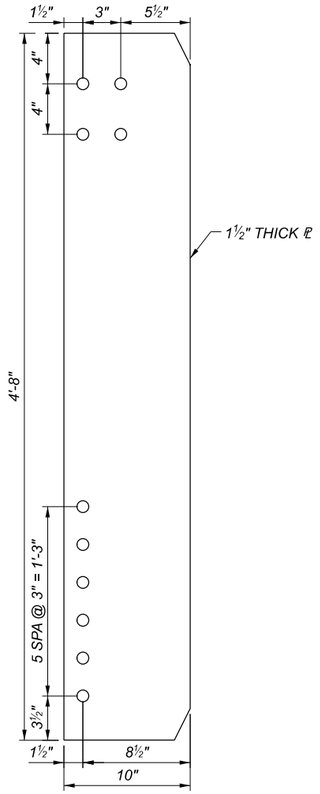


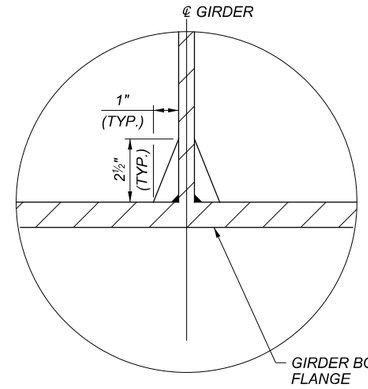
A/45 SECTION



PIER K-FRAME

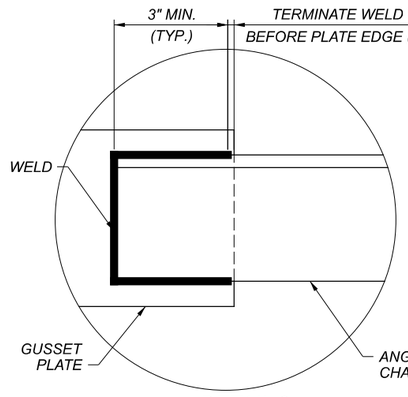


BEARING STIFFENER



DETAIL 1

(TYP. BOTH TOP AND BOTTOM FLANGES)



DETAIL 2

(TYP. ALL WELDED ANGLE CONNECTIONS)

NOTES:

1. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE.
3. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
4. PREPARE FAYING SURFACES FOR INTERMEDIATE K-FRAME BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

FOR INFORMATION ONLY - NOT FOR REVIEW

PIER K-FRAME DETAILS
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER XXX | CHECKER XXX
REVIEWER XXX MM-DD-YY
PROJECT ID 82382
SUBSET 45 | TOTAL 76
SHEET 1789 | TOTAL 2339

CTY-RTE-SECTION

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:57:03 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SS016.dgn

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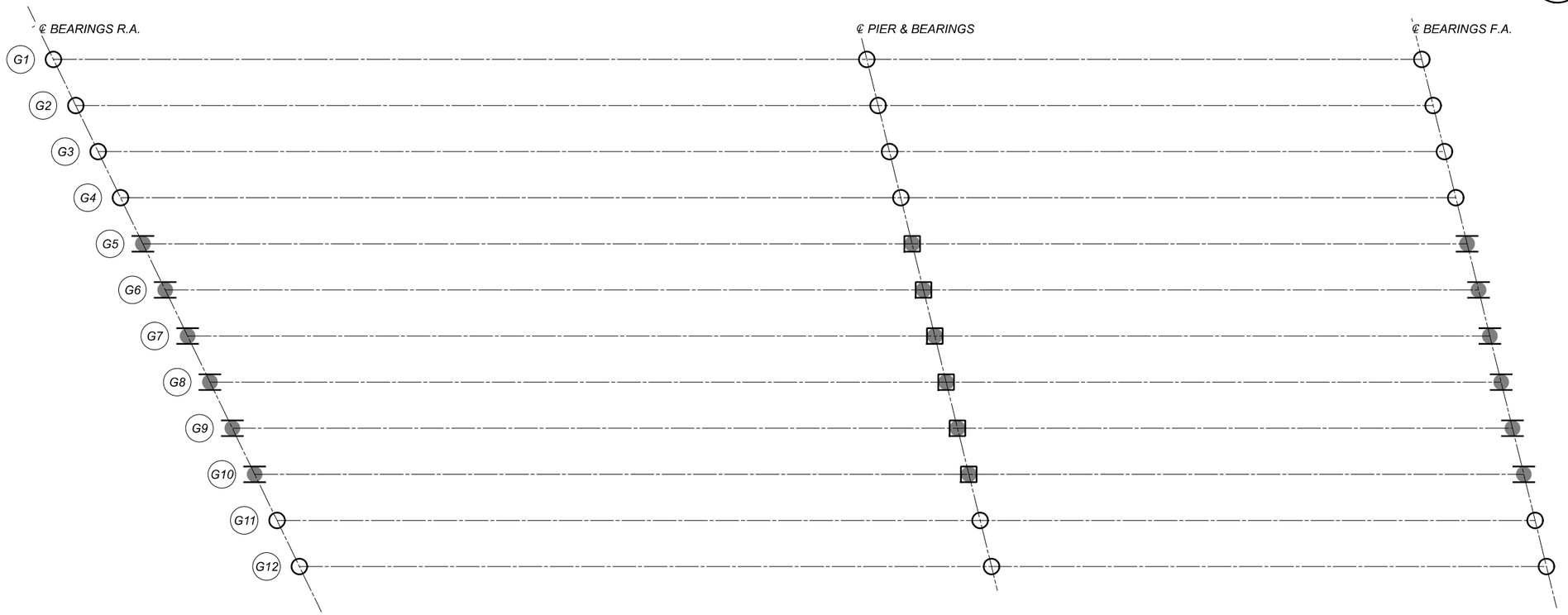
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW



BEARING SCHEMATIC LAYOUT

LEGEND:

= UNGUIDED EXPANSION BEARING

= GUIDED EXPANSION BEARING

= FIXED BEARING

UNFACTORED BEARING DESIGN LOADS (KIPS)			
	R.A.	PIER	F.A.
DEAD LOAD	230	673	161
LIVE LOAD	60	106	52
TOTAL DESIGN LOAD	290	779	213

NOTES:

1. 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 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.
2. THE STEEL LOAD PLATE SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE COATED IN ACCORDANCE WITH ITEMS 513 AND 514.
3. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. CONTROL WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
4. 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.
5. FURNISH AND INSTALL ELASTOMERIC BEARINGS PERS ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE.
6. ANCHOR RODS SHALL BE ASTM F1554, GRADE 105. NUTS SHALL CONFORM TO ASTM A563 FOR APPROPRIATE GRADE AND SIZE OF ANCHOR BOLT. WASHERS SHALL CONFORM TO ASTM F436.
7. INSTALL LOWER ANCHOR ROD NUT IN CONTACT WITH TOP PLATE AND THEN BACK OFF ½ TURN. INSTALL UPPER NUT SNUG TIGHT TO PREVENT LOWER NUTS FROM LOOSENING.
8. FOR MORE DETAILS SEE SHEET 48 / 1792

FOR INFORMATION ONLY - NOT FOR REVIEW

ELASTOMERIC BEARING DETAILS (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JCC | CHECKER ETB

REVIEWER — —

PROJECT ID 82382

SUBSET 47 | TOTAL 76

SHEET 1791 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 2) PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:57:31 PM USER: Maia.Gallagher
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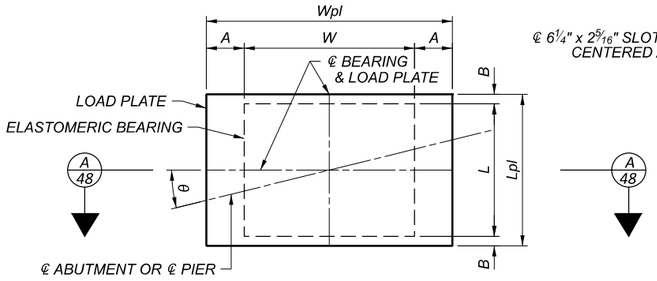
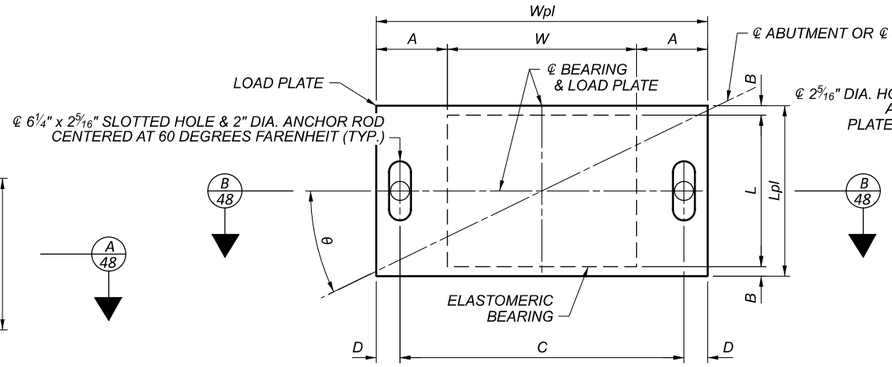
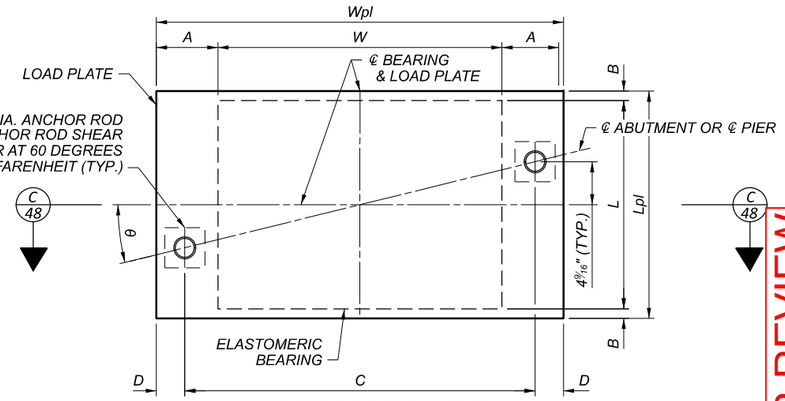


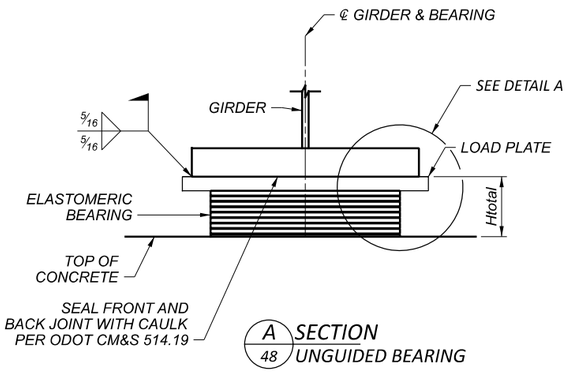
UNGUIDED BEARING PLAN VIEW



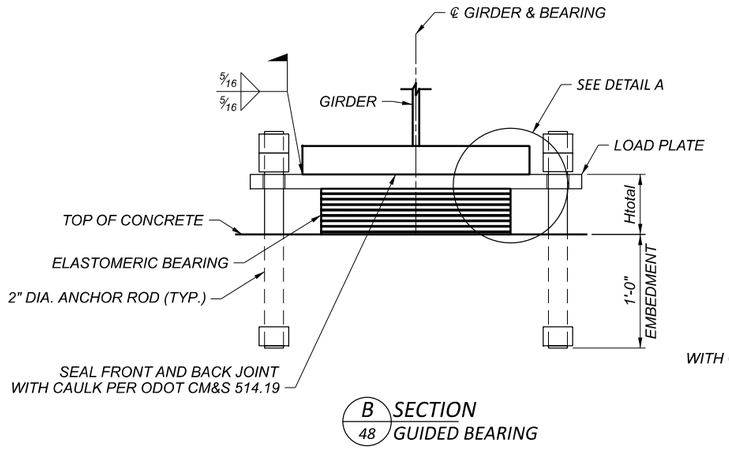
GUIDED BEARING PLAN VIEW



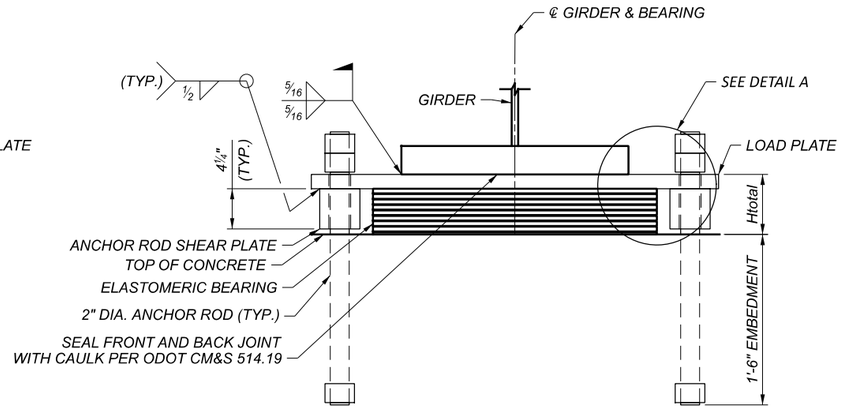
FIXED BEARING PLAN VIEW



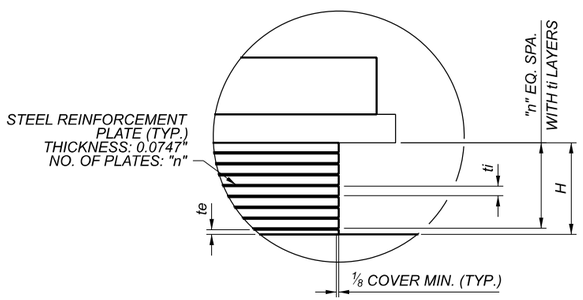
A 48 SECTION
UNGUIDED BEARING



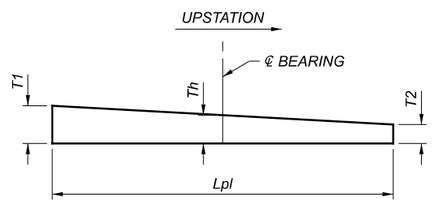
B 48 SECTION
GUIDED BEARING



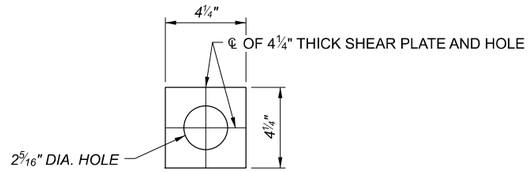
C 48 SECTION
FIXED BEARING



DETAIL A
ANCHOR ROD DETAILS
NOT SHOWN FOR CLARITY



LOAD PLATE BEVEL
ALONG Lpl



ANCHOR ROD SHEAR PLATE DETAIL

NOTES:

1. FOR MORE DETAILS AND NOTES SEE SHEET 47 / 1791

BEARING DATA

BEARING LOCATION		W	L	te	ti	n	H	Htotal	θ
RA	UNGUIDED	1'-8"	1'-4"	1/4"	1/2"	8	4.85"	6.35"	25°52'11"
	GUIDED								
PIER	UNGUIDED	2'-6"	1'-10"	1/4"	1/2"	8	4.85"	6.35"	13°48'28"
	FIXED								
FA	UNGUIDED	1'-6"	1'-2"	1/4"	1/2"	6	3.70"	5.20"	13°48'28"
	GUIDED								

LOAD PLATE DIMENSIONS

BEARING LOCATION		A	B	C	D	T1	T2	Th	Wpl	Lpl
RA	UNGUIDED	3"	0.5"	-	-	NO BEVEL		1 1/2"	2'-2"	1'-5"
	GUIDED	7.5"		2'-6"	2 1/2"				2'-11"	
PIER	UNGUIDED	1"	0.5"	-	-	NO BEVEL		1 1/2"	2'-8"	1'-11"
	FIXED	6.5"		3'-1"	3"				3'-7"	
FA	UNGUIDED	4"	0.5"	-	-	15/8 "	13/8"	1 1/2"	2'-2"	1'-3"
	GUIDED	8.5"		2'-6"	2 1/2"				2'-11"	

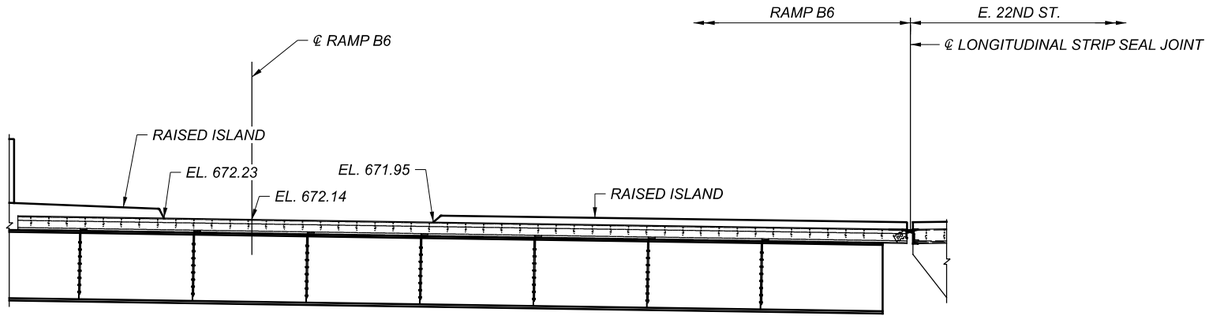
FOR INFORMATION ONLY - NOT FOR REVIEW

ELASTOMERIC BEARING DETAILS (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

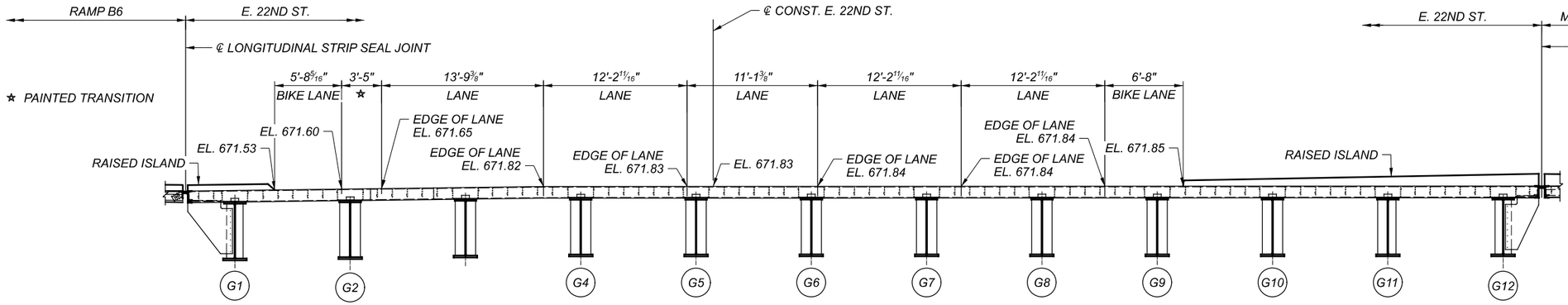
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JCC | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 48 | TOTAL 76
SHEET 1792 | TOTAL 2339

CUY-90-16.28 (CCG3A)

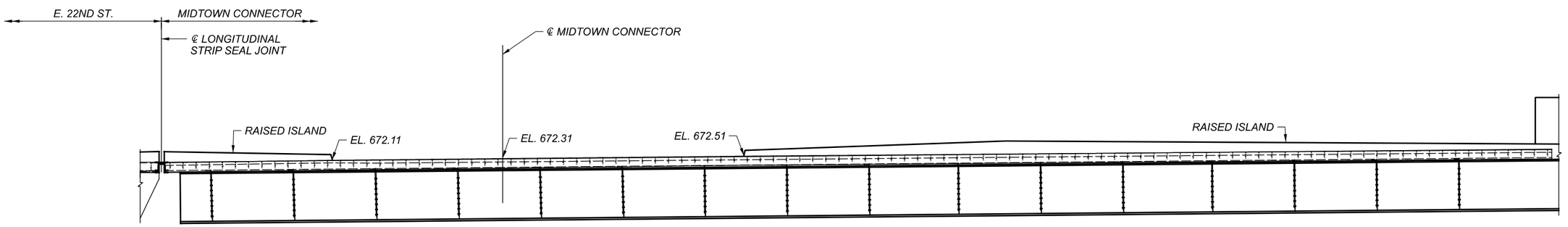
MODEL: Sheet (2 of 2) PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:57:32 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SB001.dgn



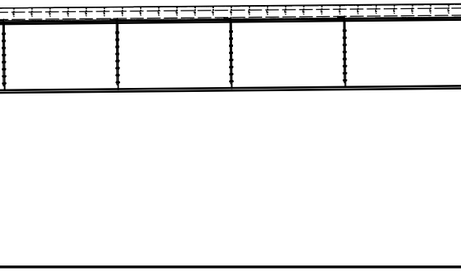
EXPANSION JOINT BETWEEN RAMP B6 AND E. 22ND ST.



EXPANSION JOINT ALONG E. 22ND ST. AT REAR ABUTMENT



EXPANSION JOINT BETWEEN E. 22ND ST. AND MIDTOWN CONNECTOR



FOR INFORMATION ONLY - NOT FOR REVIEW

EXPANSION JOINT DETAILS (1 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	XXX
CHECKER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	82382
SUBSET	49
TOTAL	76
SHEET	1793
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:57:45 PM USER: Mala.Gallagher
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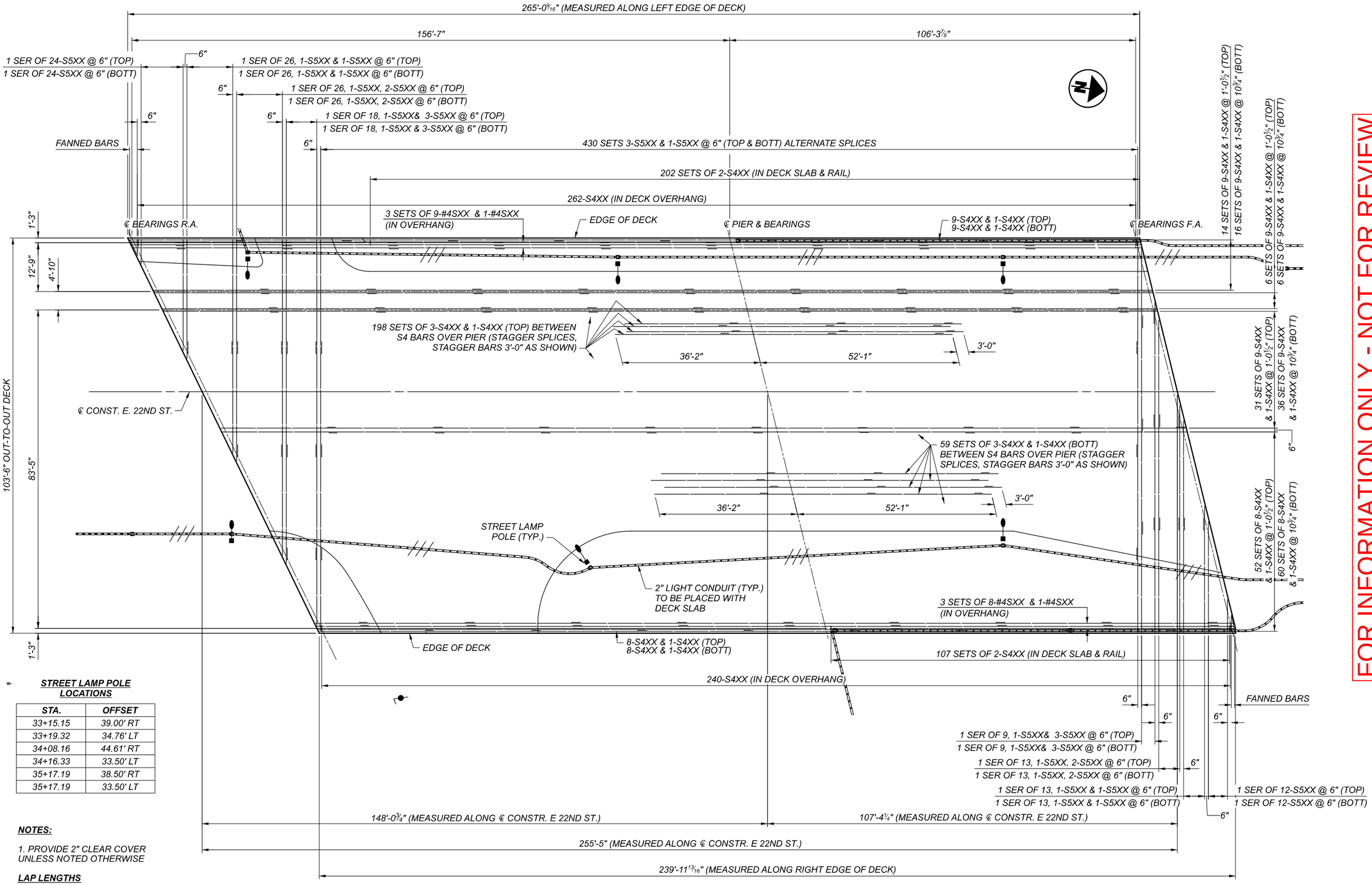
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

SHEET	1798
TOTAL	2339
SUBSET	54
TOTAL	76
PROJECT ID	82382
REVIEWER	—
	—
DESIGNER	CEM
CHECKER	ETB
	Michael Baker INTERNATIONAL
SFN	1807839
DESIGN AGENCY	

EXPANSION JOINT DETAILS (6 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



DECK PLAN

STREET LAMP POLE LOCATIONS

STA.	OFFSET
33+15.15	39.00' RT
33+19.32	34.76' LT
34+08.16	44.61' RT
34+16.33	33.50' LT
35+17.19	38.50' RT
35+17.19	33.50' LT

NOTES:

1. PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE

LAP LENGTHS

#4 BAR
#5 BAR

FOR INFORMATION ONLY - NOT FOR REVIEW

DECK PLAN (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER BAH | CHECKER XXX
REVIEWER XXX MM-DD-YY
PROJECT ID 82382
SUBSET 55 | TOTAL 76
SHEET 1799 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:58:30 PM USER: Maia.Gallagher
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MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:58:38 PM USER: Maia.Gallagher
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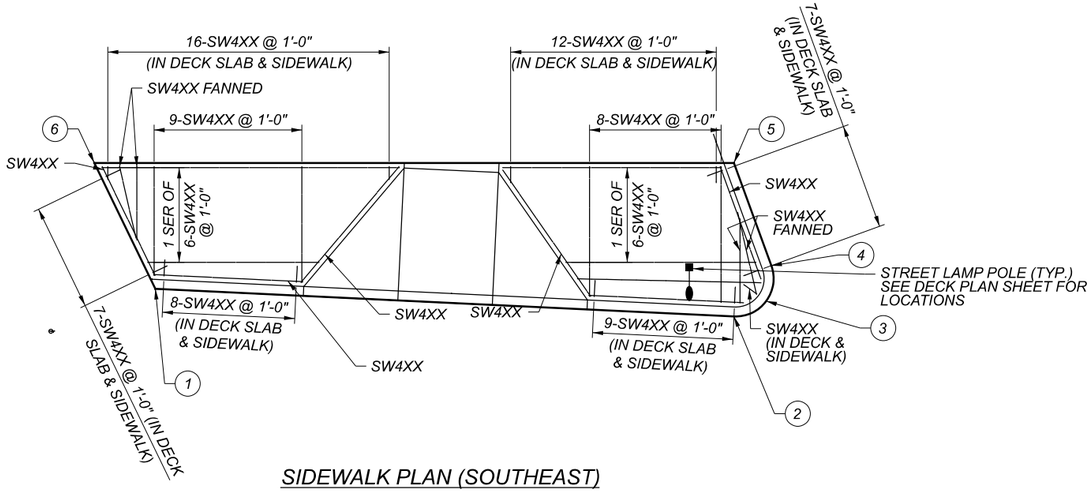
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

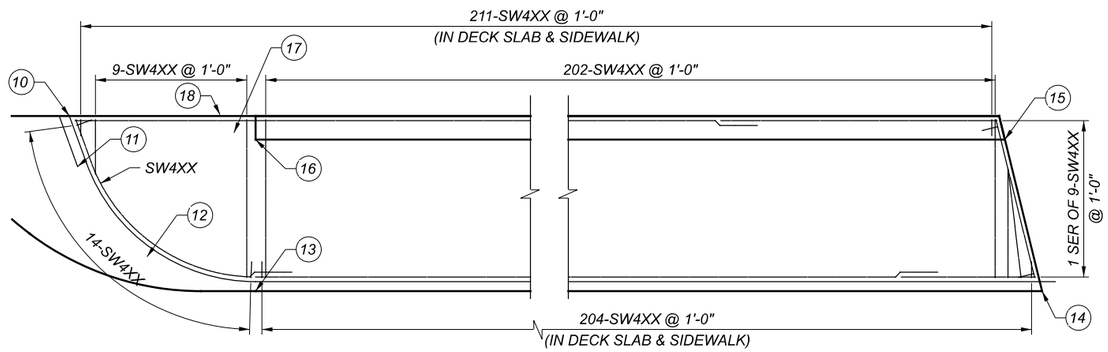
SHEET	1800
TOTAL	2339
SUBSET	56
TOTAL	76
PROJECT ID	82382
REVIEWER	—
	—
DESIGNER	MDM
CHECKER	ETB
	Michael Baker INTERNATIONAL
SFN	1807839
DESIGN AGENCY	

DECK PLAN (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90



SIDEWALK PLAN (SOUTHEAST)

POINT	STA	OFFSET	ELEV
1	32+91.12	-33.60	671.53
2	33+21.68	-32.14	672.00
3	33+23.38	-32.96	672.02
4	33+23.65	-34.83	672.01
5	33+21.68	-40.25	671.94
6	32+87.90	-40.25	672.28



SIDEWALK PLAN (NORTHEAST)

POINT	STA	OFFSET	ELEV
10	33+40.83	-40.25	672.23
11	33+41.80	-37.58	672.26
12	33+45.47	-32.81	672.35
13	33+51.20	-31.00	672.45
14	35+55.22	-31.00	671.60
15	35+53.25	-39.00	672.46
16	33+51.20	-39.00	673.27
17	33+45.47	-39.36	673.18
18	33+41.80	-40.32	673.09

NOTES:

1. *PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE.*

LAP LENGTHS:

#4 BAR 1'-11"
#5 BAR

FOR INFORMATION ONLY - NOT FOR REVIEW

SIDEWALK PLAN & DETAILS (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MDM | CHECKER ETB
REVIEWER — —
PROJECT ID 82382
SUBSET 57 | TOTAL 76
SHEET 1801 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:58:57 PM USER: Mala.Gallagher
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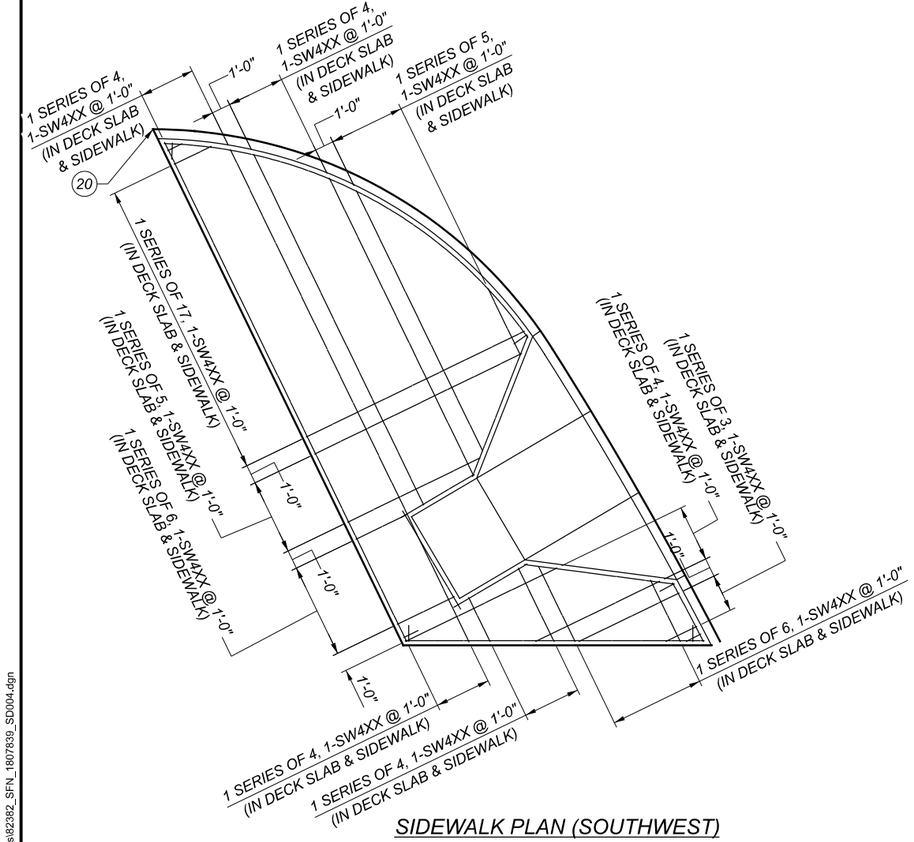
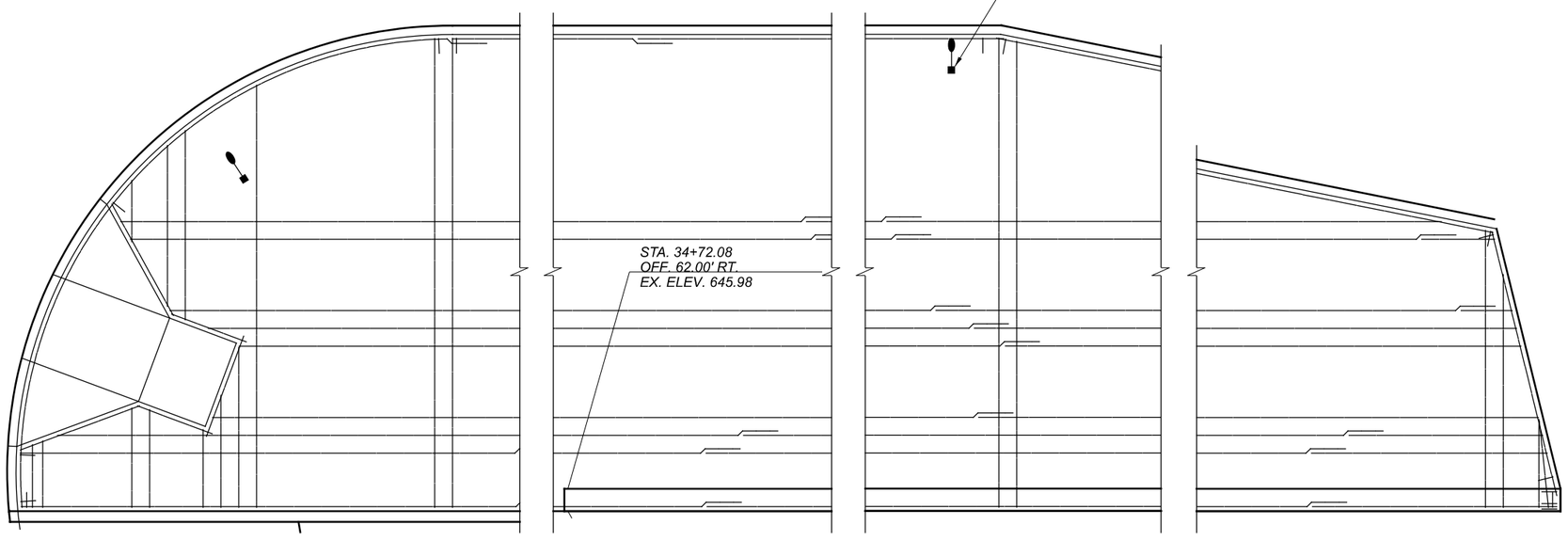


SIDEWALK PLAN (SOUTHWEST)

POINT	STA	OFFSET	ELEV
20	33+24.87	36.00	671.84
21	33+36.41	38.82	672.00
22	33+45.33	46.64	672.08
23	33+50.34	54.83	672.10
24	33+54.93	63.25	672.11
25	33+50.98	63.25	673.06



SIDEWALK PLAN (NORTHWEST)

POINT	STA	OFFSET	ELEV
30	33+94.96	63.25	672.51
31	34+01.40	44.14	672.67
32	34+19.86	36.00	672.78
33	35+20.00	36.00	671.92
34	35+74.36	46.87	671.03
35	35+78.07	62.00	671.92
36	34+72.08	62.00	673.75
37	34+72.08	63.25	673.77
38	35+74.36	63.25	672.24

NOTES:

1. *PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE.*

LAP LENGTHS:

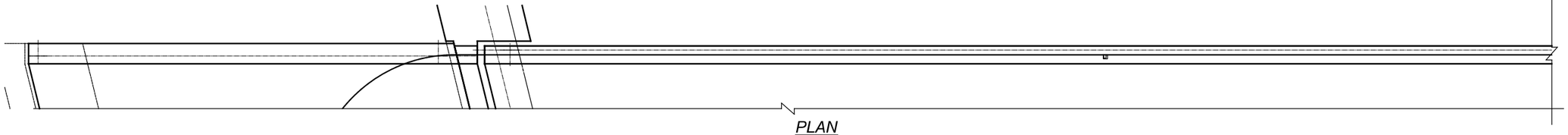
#4 BAR 1'-11"
#5 BAR

FOR INFORMATION ONLY - NOT FOR REVIEW

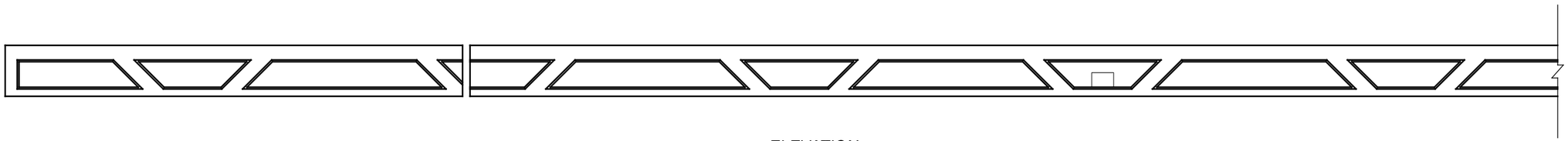
SIDEWALK PLAN & DETAILS (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

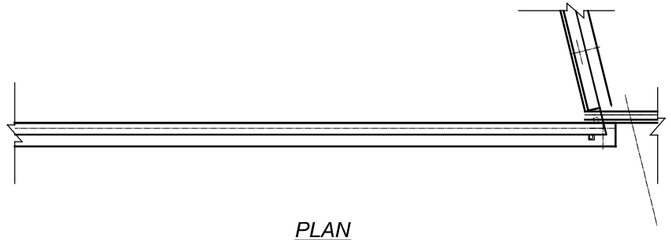
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MDM | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 58 | TOTAL 76
SHEET 1802 | TOTAL 2339



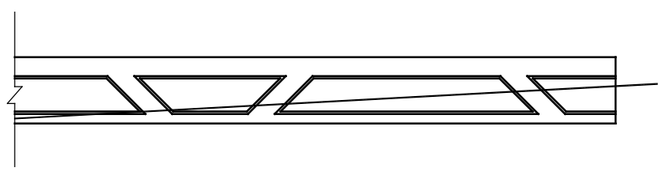
PLAN



ELEVATION



PLAN



ELEVATION

FOR INFORMATION ONLY - NOT FOR REVIEW

RAILING PLAN & ELEVATION (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
MDM	ETB

REVIEWER
— —

PROJECT ID 82382

SUBSET	TOTAL
59	76

SHEET	TOTAL
1803	2339

CUY-90-16.28 (CCG3A)

MODEL: Railing Plan and Elevation PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:59:28 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SA001.dgn

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:59:36 PM USER: Maia.Gallagher
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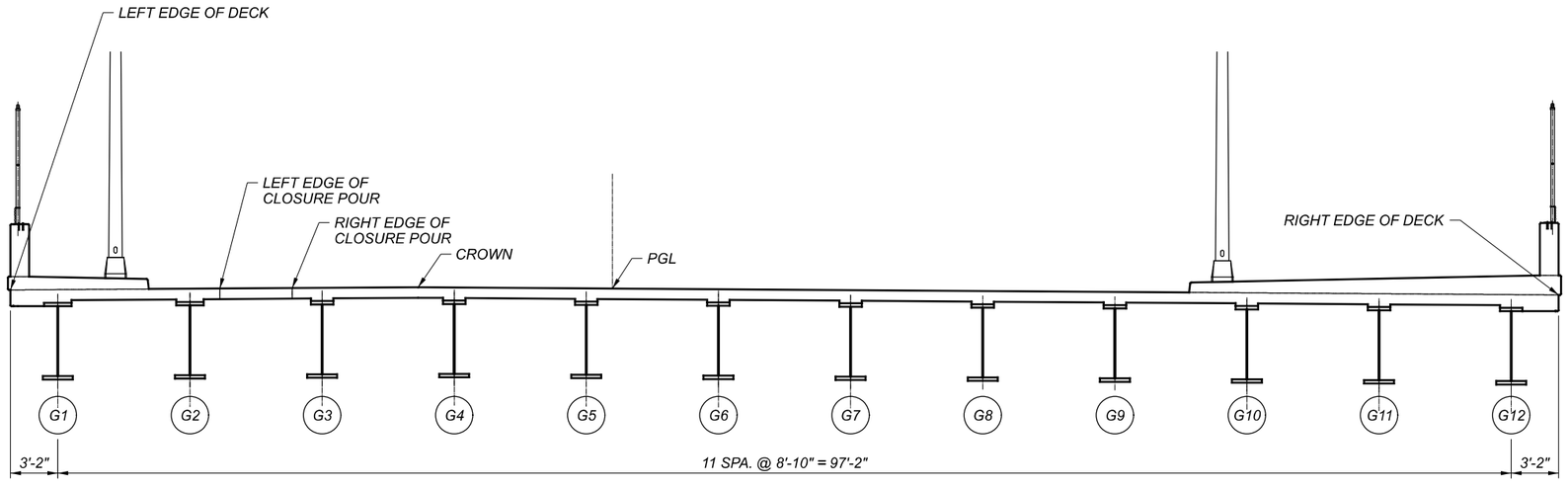
SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

FINAL DECK SURFACE STATIONS, OFFSETS & ELEVATIONS

SPAN 1

ELEVATION LINE	℄ BRGS R.A.		⅛ SPAN		¼ SPAN		⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		FIELD SPLICE 1		⅞ SPAN		℄ BRGS PIER 1	
LEFT EDGE OF DECK	32+89.01	40.25' LT.	33+08.58	40.25' LT.	33+28.16	40.25' LT.	33+47.73	40.25' LT.	33+67.30	40.25' LT.	33+86.87	40.25' LT.	34+06.45	40.25' LT.	-	-	34+26.02	40.25' LT.	34+45.59	40.25' LT.
	671.46'		671.75'		672.04'		672.34'		672.60'		672.79'		672.90'		-		672.93'		672.89'	
GIRDER G1	32+90.55	37.08' LT.	33+10.02	37.08' LT.	33+29.50	37.08' LT.	33+48.98	37.08' LT.	33+68.46	37.08' LT.	33+87.94	37.08' LT.	34+07.41	37.08' LT.	34+07.69	37.08' LT.	34+26.89	37.08' LT.	34+46.37	37.08' LT.
	671.50'		671.79'		672.08'		672.38'		672.63'		672.81'		672.92'		672.92'		672.95'		672.91'	
GIRDER G2	32+94.83	28.25' LT.	33+14.04	28.25' LT.	33+33.26	28.25' LT.	33+52.47	28.25' LT.	33+71.69	28.25' LT.	33+90.90	28.25' LT.	34+10.11	28.25' LT.	34+12.86	28.25' LT.	34+29.33	28.25' LT.	34+48.54	28.25' LT.
	671.62'		671.91'		672.20'		672.49'		672.73'		672.90'		672.99'		673.00'		673.01'		672.96'	
LEFT EDGE OF CLOSURE POUR	32+95.80	26.25' LT.	33+14.95	26.25' LT.	33+34.11	26.25' LT.	33+53.26	26.25' LT.	33+72.42	26.25' LT.	33+91.57	26.25' LT.	34+10.72	26.25' LT.	-	-	34+29.88	26.25' LT.	34+49.03	26.25' LT.
	671.65'		671.94'		672.23'		672.51'		672.75'		672.91'		673.00'		-		673.02'		672.97'	
RIGHT EDGE OF CLOSURE POUR	32+98.14	21.42' LT.	33+17.15	21.42' LT.	33+36.16	21.42' LT.	33+55.17	21.42' LT.	33+74.18	21.42' LT.	33+93.19	21.42' LT.	34+12.20	21.42' LT.	-	-	34+31.21	21.42' LT.	34+50.22	21.42' LT.
	671.72'		672.01'		672.29'		672.57'		672.80'		672.96'		673.04'		-		673.05'		673.00'	
GIRDER G3	32+99.11	19.42' LT.	33+18.06	19.42' LT.	33+37.01	19.42' LT.	33+55.96	19.42' LT.	33+74.91	19.42' LT.	33+93.86	19.42' LT.	34+12.81	19.42' LT.	34+15.04	19.42' LT.	34+31.76	19.42' LT.	34+50.71	19.42' LT.
	671.75'		672.03'		672.32'		672.60'		672.82'		672.98'		673.06'		673.06'		673.07'		673.01'	
CROWN	33+02.23	13.00' LT.	33+20.98	13.00' LT.	33+39.74	13.00' LT.	33+58.50	13.00' LT.	33+77.26	13.00' LT.	33+96.02	13.00' LT.	34+14.77	13.00' LT.	-	-	34+33.53	13.00' LT.	34+52.29	13.00' LT.
	671.84'		672.12'		672.40'		672.67'		672.89'		673.03'		673.11'		-		673.11'		673.04'	
GIRDER G4	33+03.40	10.58' LT.	33+22.08	10.58' LT.	33+40.77	10.58' LT.	33+59.45	10.58' LT.	33+78.14	10.58' LT.	33+96.83	10.58' LT.	34+15.51	10.58' LT.	34+17.21	10.58' LT.	34+34.20	10.58' LT.	34+52.88	10.58' LT.
	671.84'		672.12'		672.40'		672.67'		672.88'		673.02'		673.09'		673.09'		673.09'		673.02'	
GIRDER G5	33+07.68	1.75' LT.	33+26.10	1.75' LT.	33+44.52	1.75' LT.	33+62.95	1.75' LT.	33+81.37	1.75' LT.	33+99.79	1.75' LT.	34+18.21	1.75' LT.	34+20.38	1.75' LT.	34+36.63	1.75' LT.	34+55.05	1.75' LT.
	671.84'		672.12'		672.40'		672.65'		672.85'		672.98'		673.03'		673.04'		673.03'		672.95'	
PGL	33+08.53	-	33+26.90	-	33+45.27	-	33+63.64	-	33+82.01	-	34+00.38	-	34+18.75	-	-	-	34+37.12	-	34+55.48	-
	671.84'		672.12'		672.39'		672.65'		672.84'		672.97'		673.02'		-		673.01'		672.93'	
GIRDER G6	33+11.96	7.08' RT.	33+30.12	7.08' RT.	33+48.28	7.08' RT.	33+66.44	7.08' RT.	33+84.59	7.08' RT.	34+02.75	7.08' RT.	34+20.91	7.08' RT.	34+22.55	7.08' RT.	34+39.07	7.08' RT.	34+57.23	7.08' RT.
	671.85'		672.12'		672.39'		672.64'		672.82'		672.93'		672.98'		672.98'		672.96'		672.88'	
GIRDER G7	33+16.25	15.92' RT.	33+34.14	15.92' RT.	33+52.03	15.92' RT.	33+69.93	15.92' RT.	33+87.82	15.92' RT.	34+05.72	15.92' RT.	34+23.61	15.92' RT.	34+22.72	15.92' RT.	34+41.50	15.92' RT.	34+59.40	15.92' RT.
	671.85'		672.12'		672.39'		672.62'		672.78'		672.88'		672.92'		672.92'		672.89'		672.80'	
GIRDER G8	33+20.53	24.75' RT.	33+38.16	24.75' RT.	33+55.79	24.75' RT.	33+73.42	24.75' RT.	33+91.05	24.75' RT.	34+08.68	24.75' RT.	34+26.31	24.75' RT.	34+27.89	24.75' RT.	34+43.94	24.75' RT.	34+61.57	24.75' RT.
	671.86'		672.12'		672.38'		672.59'		672.74'		672.83'		672.86'		672.96'		672.82'		672.73'	
GIRDER G9	33+24.81	33.58' RT.	33+42.18	33.58' RT.	33+59.55	33.58' RT.	33+76.91	33.58' RT.	33+94.28	33.58' RT.	34+11.64	33.58' RT.	34+29.01	33.58' RT.	34+30.06	33.58' RT.	34+46.37	33.58' RT.	34+63.74	33.58' RT.
	671.86'		672.12'		672.37'		672.57'		672.71'		672.78'		672.80'		672.80'		672.75'		672.65'	
GIRDER G10	33+29.10	42.42' RT.	33+46.20	42.42' RT.	33+63.30	42.42' RT.	33+80.40	42.42' RT.	33+97.50	42.42' RT.	34+14.60	42.42' RT.	34+31.71	42.42' RT.	34+32.23	42.42' RT.	34+48.81	42.42' RT.	34+65.91	42.42' RT.
	671.86'		672.12'		672.36'		672.54'		672.66'		672.73'		672.73'		672.73'		672.68'		672.57'	
GIRDER G11	33+33.38	51.25' RT.	33+50.22	51.25' RT.	33+67.06	51.25' RT.	33+83.89	51.25' RT.	34+00.73	51.25' RT.	34+17.57	51.25' RT.	34+34.41	51.25' RT.	34+34.40	51.25' RT.	34+51.24	51.25' RT.	34+68.08	51.25' RT.
	671.87'		672.12'		672.34'		672.51'		672.62'		672.67'		672.67'		672.61'		672.61'		672.49'	
GIRDER G12	33+37.66	60.08' RT.	33+54.24	60.08' RT.	33+70.81	60.08' RT.	33+87.38	60.08' RT.	34+03.96	60.08' RT.	34+20.53	60.08' RT.	34+37.10	60.08' RT.	34+37.57	60.08' RT.	34+53.68	60.08' RT.	34+70.25	60.08' RT.
	671.87'		672.12'		672.33'		672.48'		672.58'		672.62'		672.60'		672.60'		672.54'		672.41'	
RIGHT EDGE OF DECK	33+39.20	63.25' RT.	33+55.68	63.25' RT.	33+72.16	63.25' RT.	33+88.64	63.25' RT.	34+05.11	63.25' RT.	34+21.59	63.25' RT.	34+38.07	63.25' RT.	-	-	34+54.55	63.25' RT.	34+71.03	63.25' RT.
	671.87'		672.12'		672.32'		672.47'		672.56'		672.60'		672.58'		-		672.51'		672.39'	



NOTES:

1. FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

2. SCREED ELEVATIONS ARE GIVEN AT ⅛, ¼, ⅜, ½, ⅝, ⅞ POINTS ALONG ℄ OF EACH GIRDER AND ALONG THE BRIDGE DECK LENGTH FOR THE DECK EDGES, CLOSURE POUR EDGES, CROWN AND PGL.

FOR INFORMATION ONLY - NOT FOR REVIEW

FINAL DECK SURFACE ELEVATION TABLE (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — | —
PROJECT ID 82382
SUBSET 61 | TOTAL 76
SHEET 1805 | TOTAL 2339

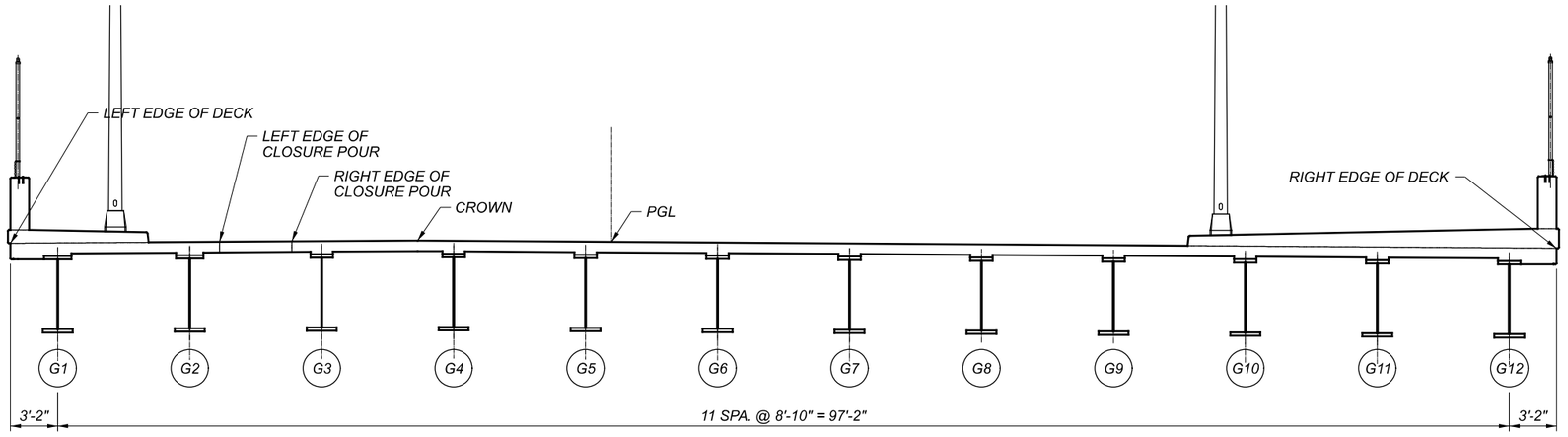
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:59:43 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SD005.dgn

FINAL DECK SURFACE STATIONS, OFFSETS & ELEVATIONS

SPAN 2

ELEVATION LINE	℄ BRGS PIER 1		⅛ SPAN		¼ SPAN		⅜ SPAN OR FIELD SPLICE 2		FIELD SPLICE 2 OR ⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		⅞ SPAN		℄ BRGS F.A.	
LEFT EDGE OF DECK	34+45.59	40.25' LT.	34+58.88	40.25' LT.	34+72.17	40.25' LT.	34+85.46	40.25' LT.	-	-	34+98.75	40.25' LT.	35+12.04	40.25' LT.	35+25.33	40.25' LT.	35+38.62	40.25' LT.	35+51.92	40.25' LT.
	672.89'		672.82'		672.71'		672.57'		-		672.39'		672.19'		671.99'		671.79'		671.59'	
GIRDER G1	34+46.37	37.08' LT.	34+59.66	37.08' LT.	34+72.95	37.08' LT.	34+86.24	37.08' LT.	34+98.69	37.08' LT.	34+99.53	37.08' LT.	35+12.82	37.08' LT.	35+26.11	37.08' LT.	35+39.40	37.08' LT.	35+52.69	37.08' LT.
	672.91'		672.83'		672.72'		672.58'		672.41'		672.40'		672.20'		672.00'		671.80'		671.60'	
GIRDER G2	34+48.54	28.25' LT.	34+61.83	28.25' LT.	34+75.12	28.25' LT.	34+88.41	28.25' LT.	34+98.86	28.25' LT.	35+01.70	28.25' LT.	35+14.99	28.25' LT.	35+28.28	28.25' LT.	35+41.57	28.25' LT.	35+54.86	28.25' LT.
	672.96'		672.88'		672.76'		672.61'		672.47'		672.42'		672.22'		672.03'		671.83'		671.63'	
LEFT EDGE OF CLOSURE POUR	34+49.03	26.25' LT.	34+62.32	26.25' LT.	34+75.61	26.25' LT.	34+88.90	26.25' LT.	-	-	35+02.19	26.25' LT.	35+15.48	26.25' LT.	35+28.78	26.25' LT.	35+42.07	26.25' LT.	35+55.36	26.25' LT.
	672.97'		672.89'		672.77'		672.62'		-		672.43'		672.23'		672.03'		671.83'		671.63'	
RIGHT EDGE OF CLOSURE POUR	34+50.22	21.42' LT.	34+63.51	21.42' LT.	34+76.80	21.42' LT.	34+90.09	21.42' LT.	-	-	35+03.38	21.42' LT.	35+16.67	21.42' LT.	35+29.96	21.42' LT.	35+43.25	21.42' LT.	35+56.54	21.42' LT.
	673.00'		672.91'		672.79'		672.63'		-		672.45'		672.25'		672.05'		671.85'		671.65'	
GIRDER G3	34+50.71	19.42' LT.	34+64.00	19.42' LT.	34+77.29	19.42' LT.	34+90.58	19.42' LT.	35+01.04	19.42' LT.	35+03.87	19.42' LT.	35+17.16	19.42' LT.	35+30.45	19.42' LT.	35+43.74	19.42' LT.	35+57.04	19.42' LT.
	673.01'		672.92'		672.80'		672.64'		672.49'		672.45'		672.25'		672.05'		671.85'		671.66'	
CROWN	34+52.29	13.00' LT.	34+65.58	13.00' LT.	34+78.87	13.00' LT.	34+92.16	13.00' LT.	-	-	35+05.45	13.00' LT.	35+18.74	13.00' LT.	35+32.03	13.00' LT.	35+45.32	13.00' LT.	35+58.61	13.00' LT.
	673.04'		672.95'		672.83'		672.66'		-		672.47'		672.27'		672.08'		671.87'		671.68'	
GIRDER G4	34+52.88	10.58' LT.	34+66.17	10.58' LT.	34+79.46	10.58' LT.	34+92.75	10.58' LT.	35+01.21	10.58' LT.	35+06.04	10.58' LT.	35+19.34	10.58' LT.	35+32.63	10.58' LT.	35+45.92	10.58' LT.	35+59.21	10.58' LT.
	673.02'		672.93'		672.80'		672.64'		672.52'		672.45'		672.25'		672.05'		671.85'		671.65'	
GIRDER G5	34+55.05	1.75' LT.	34+68.34	1.75' LT.	34+81.64	1.75' LT.	34+94.93	1.75' LT.	35+02.38	1.75' LT.	35+08.22	1.75' LT.	35+21.51	1.75' LT.	35+34.80	1.75' LT.	35+48.09	1.75' LT.	35+61.38	1.75' LT.
	672.95'		672.85'		672.72'		672.55'		672.44'		672.35'		672.15'		671.96'		671.76'		671.56'	
PGL	34+55.48	-	34+68.77	-	34+82.07	-	34+95.36	-	-	-	35+08.65	-	35+21.94	-	35+35.23	-	35+48.52	-	35+61.81	-
	672.93'		672.84'		672.70'		672.53'		-		672.34'		672.14'		671.94'		671.74'		671.55'	
GIRDER G6	34+57.23	7.08' RT.	34+70.52	7.08' RT.	34+83.81	7.08' RT.	34+97.10	7.08' RT.	35+03.55	7.08' RT.	35+10.39	7.08' RT.	35+23.68	7.08' RT.	35+36.97	7.08' RT.	35+50.26	7.08' RT.	35+63.55	7.08' RT.
	672.88'		672.77'		672.63'		672.46'		672.36'		672.26'		672.06'		671.86'		671.66'		671.47'	
GIRDER G7	34+59.40	15.92' RT.	34+72.69	15.92' RT.	34+85.98	15.92' RT.	34+99.27	15.92' RT.	35+03.72	15.92' RT.	35+12.56	15.92' RT.	35+25.85	15.92' RT.	35+39.14	15.92' RT.	35+52.43	15.92' RT.	35+65.72	15.92' RT.
	672.80'		672.69'		672.55'		672.37'		672.30'		672.17'		671.97'		671.77'		671.57'		671.38'	
GIRDER G8	34+61.57	24.75' RT.	34+74.86	24.75' RT.	34+88.15	24.75' RT.	35+01.44	24.75' RT.	35+02.89	24.75' RT.	35+14.73	24.75' RT.	35+28.02	24.75' RT.	35+41.31	24.75' RT.	35+54.60	24.75' RT.	35+67.89	24.75' RT.
	672.73'		672.61'		672.46'		672.28'		672.25'		672.08'		671.88'		671.68'		671.48'		671.29'	
GIRDER G9	34+63.74	33.58' RT.	34+77.03	33.58' RT.	34+90.32	33.58' RT.	35+03.06	33.58' RT.	35+03.61	33.58' RT.	35+16.90	33.58' RT.	35+30.19	33.58' RT.	35+43.48	33.58' RT.	35+56.77	33.58' RT.	35+70.06	33.58' RT.
	672.65'		672.53'		672.37'		672.19'		672.18'		671.98'		671.78'		671.58'		671.39'		671.21'	
GIRDER G10	34+65.91	42.42' RT.	34+79.20	42.42' RT.	34+92.49	42.42' RT.	35+05.78	42.42' RT.	35+09.23	42.42' RT.	35+19.07	42.42' RT.	35+32.36	42.42' RT.	35+45.65	42.42' RT.	35+58.94	42.42' RT.	35+72.23	42.42' RT.
	672.57'		672.45'		672.28'		672.09'		672.04'		671.89'		671.69'		671.49'		671.30'		671.12'	
GIRDER G11	34+68.08	51.25' RT.	34+81.37	51.25' RT.	34+94.66	51.25' RT.	35+07.95	51.25' RT.	35+09.40	51.25' RT.	35+21.24	51.25' RT.	35+34.53	51.25' RT.	35+47.82	51.25' RT.	35+61.11	51.25' RT.	35+74.40	51.25' RT.
	672.49'		672.36'		672.19'		672.00'		671.98'		671.80'		671.60'		671.40'		671.21'		671.03'	
GIRDER G12	34+70.25	60.08' RT.	34+83.54	60.08' RT.	34+96.83	60.08' RT.	35+10.12	60.08' RT.	35+11.57	60.08' RT.	35+23.41	60.08' RT.	35+36.70	60.08' RT.	35+49.99	60.08' RT.	35+63.28	60.08' RT.	35+76.57	60.08' RT.
	672.41'		672.28'		672.10'		671.90'		671.88'		671.71'		671.51'		671.31'		671.12'		670.95'	
RIGHT EDGE OF DECK	34+71.03	63.25' RT.	34+84.32	63.25' RT.	34+97.61	63.25' RT.	35+10.90	63.25' RT.	-	-	35+24.19	63.25' RT.	35+37.48	63.25' RT.	35+50.77	63.25' RT.	35+64.06	63.25' RT.	35+77.35	63.25' RT.
	672.39'		672.25'		672.07'		671.87'		-		671.67'		671.47'		671.27'		671.08'		670.92'	



NOTES:

1. FINAL DECK ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.

2. SCREED ELEVATIONS ARE GIVEN AT ⅛, ¼, ⅜, ½, ⅝, ⅞ POINTS ALONG ℄ OF EACH GIRDER AND ALONG THE BRIDGE DECK LENGTH FOR THE DECK EDGES, CLOSURE POUR EDGES, CROWN AND PGL.

FOR INFORMATION ONLY - NOT FOR REVIEW

FINAL DECK SURFACE ELEVATION TABLE (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 62 | TOTAL 76
SHEET 1806 | TOTAL 2339

CUY-90-16.28 (CCG3A)

DECK SCREED SURFACE STATIONS, OFFSETS & ELEVATIONS

	ELEVATION LINE	℄ BRGS R.A.		⅛ SPAN		¼ SPAN		⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		FIELD SPLICE 1		⅞ SPAN		℄ BRGS PIER 1	
SPAN 1	LEFT EDGE OF DECK	32+89.01	40.25' LT.	33+08.58	40.25' LT.	33+28.16	40.25' LT.	33+47.73	40.25' LT.	33+67.30	40.25' LT.	33+86.87	40.25' LT.	34+06.45	40.25' LT.	-	-	34+26.02	40.25' LT.	34+45.59	40.25' LT.
		671.46'		671.85'		672.22'		672.56'		672.82'		672.97'		673.02'		-		672.98'		672.89'	
	GIRDER G1	32+90.55	37.08' LT.	33+10.02	37.08' LT.	33+29.50	37.08' LT.	33+48.98	37.08' LT.	33+68.46	37.08' LT.	33+87.94	37.08' LT.	34+07.41	37.08' LT.	34+07.69	37.08' LT.	34+26.89	37.08' LT.	34+46.37	37.08' LT.
		671.50'		671.89'		672.26'		672.60'		672.85'		672.99'		673.04'		673.04'		673.00'		672.91'	
	GIRDER G2	32+94.83	28.25' LT.	33+14.04	28.25' LT.	33+33.26	28.25' LT.	33+52.47	28.25' LT.	33+71.69	28.25' LT.	33+90.90	28.25' LT.	34+10.11	28.25' LT.	34+12.86	28.25' LT.	34+29.33	28.25' LT.	34+48.54	28.25' LT.
		671.62'		672.02'		672.40'		672.74'		672.98'		673.10'		673.12'		673.12'		673.07'		672.96'	
	LEFT EDGE OF CLOSURE POUR	32+95.80	26.25' LT.	33+14.95	26.25' LT.	33+34.11	26.25' LT.	33+53.26	26.25' LT.	33+72.42	26.25' LT.	33+91.57	26.25' LT.	34+10.72	26.25' LT.	-	-	34+29.88	26.25' LT.	34+49.03	26.25' LT.
		671.65'		672.08'		672.48'		672.82'		673.06'		673.17'		673.17'		-		673.09'		672.97'	
	RIGHT EDGE OF CLOSURE POUR	32+98.14	21.42' LT.	33+17.15	21.42' LT.	33+36.16	21.42' LT.	33+55.17	21.42' LT.	33+74.18	21.42' LT.	33+93.19	21.42' LT.	34+12.20	21.42' LT.	-	-	34+31.21	21.42' LT.	34+50.22	21.42' LT.
		671.72'		672.13'		672.51'		672.84'		673.07'		673.18'		673.18'		-		673.11'		673.00'	
	GIRDER G3	32+99.11	19.42' LT.	33+18.06	19.42' LT.	33+37.01	19.42' LT.	33+55.96	19.42' LT.	33+74.91	19.42' LT.	33+93.86	19.42' LT.	34+12.81	19.42' LT.	34+15.04	19.42' LT.	34+31.76	19.42' LT.	34+50.71	19.42' LT.
		671.75'		672.18'		672.59'		672.93'		673.15'		673.25'		673.24'		673.22'		673.14'		673.01'	
	CROWN	33+02.23	13.00' LT.	33+20.98	13.00' LT.	33+39.74	13.00' LT.	33+58.50	13.00' LT.	33+77.26	13.00' LT.	33+96.02	13.00' LT.	34+14.77	13.00' LT.	-	-	34+33.53	13.00' LT.	34+52.29	13.00' LT.
		671.84'		672.24'		672.62'		672.94'		673.16'		673.25'		673.25'		-		673.17'		673.04'	
	GIRDER G4	33+03.40	10.58' LT.	33+22.08	10.58' LT.	33+40.77	10.58' LT.	33+59.45	10.58' LT.	33+78.14	10.58' LT.	33+96.83	10.58' LT.	34+15.51	10.58' LT.	34+17.21	10.58' LT.	34+34.20	10.58' LT.	34+52.88	10.58' LT.
		671.84'		672.24'		672.62'		672.94'		673.15'		673.24'		673.23'		673.23'		673.15'		673.02'	
	GIRDER G5	33+07.68	1.75' LT.	33+26.10	1.75' LT.	33+44.52	1.75' LT.	33+62.95	1.75' LT.	33+81.37	1.75' LT.	33+99.79	1.75' LT.	34+18.21	1.75' LT.	34+20.38	1.75' LT.	34+36.63	1.75' LT.	34+55.05	1.75' LT.
		671.84'		672.24'		672.61'		672.90'		673.10'		673.19'		673.16'		673.16'		673.09'		672.95'	
	PGL	33+08.53	-	33+26.90	-	33+45.27	-	33+63.64	-	33+82.01	-	34+00.38	-	34+18.75	-	-	-	34+37.12	-	34+55.48	-
		671.84'		672.23'		672.60'		672.90'		673.09'		673.17'		673.16'		-		673.07'		672.93'	
	GIRDER G6	33+11.96	7.08' RT.	33+30.12	7.08' RT.	33+48.28	7.08' RT.	33+66.44	7.08' RT.	33+84.59	7.08' RT.	34+02.75	7.08' RT.	34+20.91	7.08' RT.	34+22.55	7.08' RT.	34+39.07	7.08' RT.	34+57.23	7.08' RT.
		671.85'		672.23'		672.58'		672.88'		673.06'		673.12'		673.10'		673.10'		673.01'		672.88'	
	GIRDER G7	33+16.25	15.92' RT.	33+34.14	15.92' RT.	33+52.03	15.92' RT.	33+69.93	15.92' RT.	33+87.82	15.92' RT.	34+05.72	15.92' RT.	34+23.61	15.92' RT.	34+22.72	15.92' RT.	34+41.50	15.92' RT.	34+59.40	15.92' RT.
		671.85'		672.22'		672.57'		672.85'		673.01'		673.06'		673.04'		673.04'		672.94'		672.80'	
	GIRDER G8	33+20.53	24.75' RT.	33+38.16	24.75' RT.	33+55.79	24.75' RT.	33+73.42	24.75' RT.	33+91.05	24.75' RT.	34+08.68	24.75' RT.	34+26.31	24.75' RT.	34+27.89	24.75' RT.	34+43.94	24.75' RT.	34+61.57	24.75' RT.
		671.86'		672.22'		672.55'		672.80'		672.95'		673.00'		672.97'		672.96'		672.86'		672.73'	
	GIRDER G9	33+24.81	33.58' RT.	33+42.18	33.58' RT.	33+59.55	33.58' RT.	33+76.91	33.58' RT.	33+94.28	33.58' RT.	34+11.64	33.58' RT.	34+29.01	33.58' RT.	34+30.06	33.58' RT.	34+46.37	33.58' RT.	34+63.74	33.58' RT.
		671.86'		672.21'		672.53'		672.76'		672.90'		672.94'		672.90'		672.90'		672.79'		672.65'	
	GIRDER G10	33+29.10	42.42' RT.	33+46.20	42.42' RT.	33+63.30	42.42' RT.	33+80.40	42.42' RT.	33+97.50	42.42' RT.	34+14.60	42.42' RT.	34+31.71	42.42' RT.	34+32.23	42.42' RT.	34+48.81	42.42' RT.	34+65.91	42.42' RT.
		671.86'		672.20'		672.51'		672.72'		672.84'		672.88'		672.82'		672.82'		672.72'		672.57'	
	GIRDER G11	33+33.38	51.25' RT.	33+50.22	51.25' RT.	33+67.06	51.25' RT.	33+83.89	51.25' RT.	34+00.73	51.25' RT.	34+17.57	51.25' RT.	34+34.41	51.25' RT.	34+34.40	51.25' RT.	34+51.24	51.25' RT.	34+68.08	51.25' RT.
		671.87'		672.20'		672.48'		672.68'		672.79'		672.81'		672.76'		672.70'		672.64'		672.49'	
	GIRDER G12	33+37.66	60.08' RT.	33+54.24	60.08' RT.	33+70.81	60.08' RT.	33+87.38	60.08' RT.	34+03.96	60.08' RT.	34+20.53	60.08' RT.	34+37.10	60.08' RT.	34+37.57	60.08' RT.	34+53.68	60.08' RT.	34+70.25	60.08' RT.
		671.87'		672.19'		672.46'		672.64'		672.74'		672.75'		672.68'		672.68'		672.57'		672.41'	
	RIGHT EDGE OF DECK	33+39.20	63.25' RT.	33+55.68	63.25' RT.	33+72.16	63.25' RT.	33+88.64	63.25' RT.	34+05.11	63.25' RT.	34+21.59	63.25' RT.	34+38.07	63.25' RT.	-	-	34+54.55	63.25' RT.	34+71.03	63.25' RT.
		671.87'		672.19'		672.45'		672.62'		672.71'		672.72'		672.66'		-		672.54'		672.39'	

NOTES

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR DECK ELEVATION SCHEMATICS, SEE SHEET 61 / 1805

FOR INFORMATION ONLY - NOT FOR REVIEW

DECK SCREED ELEVATION TABLE (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — | —
PROJECT ID 82382
SUBSET 63 | TOTAL 76
SHEET 1807 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 12:59:58 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SD007.dgn

DECK SCREED SURFACE STATIONS, OFFSETS & ELEVATIONS

	ELEVATION LINE	℄ BRGS PIER 1		⅛ SPAN		¼ SPAN		⅜ SPAN OR FIELD SPLICE 2		FIELD SPLICE 2 OR ⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		⅞ SPAN		℄ BRGS F.A.	
SPAN 2	LEFT EDGE OF DECK	34+45.59	40.25' LT.	34+58.88	40.25' LT.	34+72.17	40.25' LT.	34+85.46	40.25' LT.	-	-	34+98.75	40.25' LT.	35+12.04	40.25' LT.	35+25.33	40.25' LT.	35+38.62	40.25' LT.	35+51.92	40.25' LT.
		672.89'		672.80'		672.69'		672.55'		-		672.38'		672.19'		671.99'		671.79'		671.59'	
	GIRDER G1	34+46.37	37.08' LT.	34+59.66	37.08' LT.	34+72.95	37.08' LT.	34+86.24	37.08' LT.	34+98.69	37.08' LT.	34+99.53	37.08' LT.	35+12.82	37.08' LT.	35+26.11	37.08' LT.	35+39.40	37.08' LT.	35+52.69	37.08' LT.
		672.91'		672.81'		672.70'		672.57'		672.40'		672.39'		672.20'		672.00'		671.80'		671.60'	
	GIRDER G2	34+48.54	28.25' LT.	34+61.83	28.25' LT.	34+75.12	28.25' LT.	34+88.41	28.25' LT.	34+98.86	28.25' LT.	35+01.70	28.25' LT.	35+14.99	28.25' LT.	35+28.28	28.25' LT.	35+41.57	28.25' LT.	35+54.86	28.25' LT.
		672.96'		672.86'		672.74'		672.60'		672.46'		672.41'		672.22'		672.04'		671.84'		671.63'	
	LEFT EDGE OF CLOSURE POUR	34+49.03	26.25' LT.	34+62.32	26.25' LT.	34+75.61	26.25' LT.	34+88.90	26.25' LT.	-	-	35+02.19	26.25' LT.	35+15.48	26.25' LT.	35+28.78	26.25' LT.	35+42.07	26.25' LT.	35+55.36	26.25' LT.
		672.97'		672.87'		672.75'		672.61'		-		672.43'		672.24'		672.04'		671.84'		671.63'	
	RIGHT EDGE OF CLOSURE POUR	34+50.22	21.42' LT.	34+63.51	21.42' LT.	34+76.80	21.42' LT.	34+90.09	21.42' LT.	-	-	35+03.38	21.42' LT.	35+16.67	21.42' LT.	35+29.96	21.42' LT.	35+43.25	21.42' LT.	35+56.54	21.42' LT.
		673.00'		672.89'		672.77'		672.62'		-		672.45'		672.26'		672.06'		671.86'		671.65'	
	GIRDER G3	34+50.71	19.42' LT.	34+64.00	19.42' LT.	34+77.29	19.42' LT.	34+90.58	19.42' LT.	35+01.04	19.42' LT.	35+03.87	19.42' LT.	35+17.16	19.42' LT.	35+30.45	19.42' LT.	35+43.74	19.42' LT.	35+57.04	19.42' LT.
		673.01'		672.90'		672.78'		672.63'		672.49'		672.45'		672.26'		672.07'		671.86'		671.66'	
	CROWN	34+52.29	13.00' LT.	34+65.58	13.00' LT.	34+78.87	13.00' LT.	34+92.16	13.00' LT.	-	-	35+05.45	13.00' LT.	35+18.74	13.00' LT.	35+32.03	13.00' LT.	35+45.32	13.00' LT.	35+58.61	13.00' LT.
		673.04'		672.93'		672.81'		672.65'		-		672.47'		672.28'		672.10'		671.88'		671.68'	
	GIRDER G4	34+52.88	10.58' LT.	34+66.17	10.58' LT.	34+79.46	10.58' LT.	34+92.75	10.58' LT.	35+01.21	10.58' LT.	35+06.04	10.58' LT.	35+19.34	10.58' LT.	35+32.63	10.58' LT.	35+45.92	10.58' LT.	35+59.21	10.58' LT.
		673.02'		672.91'		672.78'		672.63'		672.52'		672.46'		672.26'		672.07'		671.86'		671.65'	
	GIRDER G5	34+55.05	1.75' LT.	34+68.34	1.75' LT.	34+81.64	1.75' LT.	34+94.93	1.75' LT.	35+02.38	1.75' LT.	35+08.22	1.75' LT.	35+21.51	1.75' LT.	35+34.80	1.75' LT.	35+48.09	1.75' LT.	35+61.38	1.75' LT.
		672.95'		672.84'		672.71'		672.55'		672.44'		672.36'		672.17'		671.98'		671.77'		671.56'	
	PGL	34+55.48	-	34+68.77	-	34+82.07	-	34+95.36	-	-	-	35+08.65	-	35+21.94	-	35+35.23	-	35+48.52	-	35+61.81	-
		672.93'		672.82'		672.69'		672.53'		-		672.34'		672.15'		671.96'		671.75'		671.55'	
	GIRDER G6	34+57.23	7.08' RT.	34+70.52	7.08' RT.	34+83.81	7.08' RT.	34+97.10	7.08' RT.	35+03.55	7.08' RT.	35+10.39	7.08' RT.	35+23.68	7.08' RT.	35+36.97	7.08' RT.	35+50.26	7.08' RT.	35+63.55	7.08' RT.
		672.88'		672.76'		672.62'		672.46'		672.37'		672.27'		672.08'		671.88'		671.67'		671.47'	
	GIRDER G7	34+59.40	15.92' RT.	34+72.69	15.92' RT.	34+85.98	15.92' RT.	34+99.27	15.92' RT.	35+03.72	15.92' RT.	35+12.56	15.92' RT.	35+25.85	15.92' RT.	35+39.14	15.92' RT.	35+52.43	15.92' RT.	35+65.72	15.92' RT.
		672.80'		672.68'		672.54'		672.37'		672.31'		672.19'		671.99'		671.79'		671.59'		671.38'	
	GIRDER G8	34+61.57	24.75' RT.	34+74.86	24.75' RT.	34+88.15	24.75' RT.	35+01.44	24.75' RT.	35+02.89	24.75' RT.	35+14.73	24.75' RT.	35+28.02	24.75' RT.	35+41.31	24.75' RT.	35+54.60	24.75' RT.	35+67.89	24.75' RT.
		672.73'		672.60'		672.45'		672.29'		672.26'		672.10'		671.91'		671.71'		671.50'		671.29'	
	GIRDER G9	34+63.74	33.58' RT.	34+77.03	33.58' RT.	34+90.32	33.58' RT.	35+03.06	33.58' RT.	35+03.61	33.58' RT.	35+16.90	33.58' RT.	35+30.19	33.58' RT.	35+43.48	33.58' RT.	35+56.77	33.58' RT.	35+70.06	33.58' RT.
		672.65'		672.52'		672.37'		672.20'		672.19'		672.00'		671.81'		671.61'		671.41'		671.21'	
	GIRDER G10	34+65.91	42.42' RT.	34+79.20	42.42' RT.	34+92.49	42.42' RT.	35+05.78	42.42' RT.	35+09.23	42.42' RT.	35+19.07	42.42' RT.	35+32.36	42.42' RT.	35+45.65	42.42' RT.	35+58.94	42.42' RT.	35+72.23	42.42' RT.
		672.57'		672.44'		672.28'		672.10'		672.06'		671.91'		671.72'		671.52'		671.32'		671.12'	
	GIRDER G11	34+68.08	51.25' RT.	34+81.37	51.25' RT.	34+94.66	51.25' RT.	35+07.95	51.25' RT.	35+09.40	51.25' RT.	35+21.24	51.25' RT.	35+34.53	51.25' RT.	35+47.82	51.25' RT.	35+61.11	51.25' RT.	35+74.40	51.25' RT.
		672.49'		672.35'		672.19'		672.01'		672.00'		671.83'		671.63'		671.43'		671.23'		671.03'	
	GIRDER G12	34+70.25	60.08' RT.	34+83.54	60.08' RT.	34+96.83	60.08' RT.	35+10.12	60.08' RT.	35+11.57	60.08' RT.	35+23.41	60.08' RT.	35+36.70	60.08' RT.	35+49.99	60.08' RT.	35+63.28	60.08' RT.	35+76.57	60.08' RT.
		672.41'		672.28'		672.10'		671.92'		671.90'		671.74'		671.55'		671.34'		671.14'		670.95'	
	RIGHT EDGE OF DECK	34+71.03	63.25' RT.	34+84.32	63.25' RT.	34+97.61	63.25' RT.	35+10.90	63.25' RT.	-	-	35+24.19	63.25' RT.	35+37.48	63.25' RT.	35+50.77	63.25' RT.	35+64.06	63.25' RT.	35+77.35	63.25' RT.
		672.39'		672.24'		672.07'		671.89'		-		671.70'		671.51'		671.31'		671.10'		670.92'	

NOTES

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. FOR DECK ELEVATION SCHEMATICS, SEE SHEET 62 / 1806

FOR INFORMATION ONLY - NOT FOR REVIEW

DECK SCREED ELEVATION TABLE (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 64 | TOTAL 76
SHEET 1808 | TOTAL 2339

CUY-90-16.28 (CCG3A)

TOP OF HAUNCH STATIONS, OFFSETS & ELEVATIONS

	ELEVATION LINE	℄ BRGS R.A.		⅛ SPAN		¼ SPAN		⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		FIELD SPLICE 1		⅞ SPAN		℄ BRGS PIER 1	
SPAN 1	GIRDER G1	32+90.55	37.08' LT.	33+10.02	37.08' LT.	33+29.50	37.08' LT.	33+48.98	37.08' LT.	33+68.46	37.08' LT.	33+87.94	37.08' LT.	34+07.41	37.08' LT.	34+07.69	37.08' LT.	34+26.89	37.08' LT.	34+46.37	37.08' LT.
		670.79'		671.18'		671.55'		671.89'		672.14'		672.28'		672.33'		672.33'		672.29'		672.20'	
	GIRDER G2	32+94.83	28.25' LT.	33+14.04	28.25' LT.	33+33.26	28.25' LT.	33+52.47	28.25' LT.	33+71.69	28.25' LT.	33+90.90	28.25' LT.	34+10.11	28.25' LT.	34+12.86	28.25' LT.	34+29.33	28.25' LT.	34+48.54	28.25' LT.
		670.91'		671.32'		671.69'		672.03'		672.27'		672.40'		672.42'		672.41'		672.36'		672.25'	
	GIRDER G3	32+99.11	19.42' LT.	33+18.06	19.42' LT.	33+37.01	19.42' LT.	33+55.96	19.42' LT.	33+74.91	19.42' LT.	33+93.86	19.42' LT.	34+12.81	19.42' LT.	34+15.04	19.42' LT.	34+31.76	19.42' LT.	34+50.71	19.42' LT.
		671.04'		671.47'		671.88'		672.22'		672.44'		672.54'		672.53'		672.51'		672.44'		672.30'	
	GIRDER G4	33+03.40	10.58' LT.	33+22.08	10.58' LT.	33+40.77	10.58' LT.	33+59.45	10.58' LT.	33+78.14	10.58' LT.	33+96.83	10.58' LT.	34+15.51	10.58' LT.	34+17.21	10.58' LT.	34+34.20	10.58' LT.	34+52.88	10.58' LT.
		671.13'		671.54'		671.91'		672.23'		672.44'		672.53'		672.52'		672.52'		672.44'		672.31'	
	GIRDER G5	33+07.68	1.75' LT.	33+26.10	1.75' LT.	33+44.52	1.75' LT.	33+62.95	1.75' LT.	33+81.37	1.75' LT.	33+99.79	1.75' LT.	34+18.21	1.75' LT.	34+20.38	1.75' LT.	34+36.63	1.75' LT.	34+55.05	1.75' LT.
		671.13'		671.53'		671.90'		672.20'		672.39'		672.48'		672.46'		672.46'		672.38'		672.24'	
	GIRDER G6	33+11.96	7.08' RT.	33+30.12	7.08' RT.	33+48.28	7.08' RT.	33+66.44	7.08' RT.	33+84.59	7.08' RT.	34+02.75	7.08' RT.	34+20.91	7.08' RT.	34+22.55	7.08' RT.	34+39.07	7.08' RT.	34+57.23	7.08' RT.
		671.14'		671.52'		671.88'		672.17'		672.35'		672.42'		672.40'		672.39'		672.30'		672.17'	
	GIRDER G7	33+16.25	15.92' RT.	33+34.14	15.92' RT.	33+52.03	15.92' RT.	33+69.93	15.92' RT.	33+87.82	15.92' RT.	34+05.72	15.92' RT.	34+23.61	15.92' RT.	34+22.72	15.92' RT.	34+41.50	15.92' RT.	34+59.40	15.92' RT.
		671.14'		671.52'		671.87'		672.14'		672.30'		672.36'		672.33'		672.33'		672.23'		672.09'	
	GIRDER G8	33+20.53	24.75' RT.	33+38.16	24.75' RT.	33+55.79	24.75' RT.	33+73.42	24.75' RT.	33+91.05	24.75' RT.	34+08.68	24.75' RT.	34+26.31	24.75' RT.	34+27.89	24.75' RT.	34+43.94	24.75' RT.	34+61.57	24.75' RT.
		671.15'		671.51'		671.84'		672.09'		672.24'		672.29'		672.26'		672.25'		672.16'		672.02'	
	GIRDER G9	33+24.81	33.58' RT.	33+42.18	33.58' RT.	33+59.55	33.58' RT.	33+76.91	33.58' RT.	33+94.28	33.58' RT.	34+11.64	33.58' RT.	34+29.01	33.58' RT.	34+30.06	33.58' RT.	34+46.37	33.58' RT.	34+63.74	33.58' RT.
		671.15'		671.50'		671.82'		672.06'		672.19'		672.23'		672.19'		672.19'		672.08'		671.94'	
	GIRDER G10	33+29.10	42.42' RT.	33+46.20	42.42' RT.	33+63.30	42.42' RT.	33+80.40	42.42' RT.	33+97.50	42.42' RT.	34+14.60	42.42' RT.	34+31.71	42.42' RT.	34+32.23	42.42' RT.	34+48.81	42.42' RT.	34+65.91	42.42' RT.
		671.15'		671.50'		671.80'		672.01'		672.13'		672.17'		672.11'		672.11'		672.01'		671.86'	
	GIRDER G11	33+33.38	51.25' RT.	33+50.22	51.25' RT.	33+67.06	51.25' RT.	33+83.89	51.25' RT.	34+00.73	51.25' RT.	34+17.57	51.25' RT.	34+34.41	51.25' RT.	34+34.40	51.25' RT.	34+51.24	51.25' RT.	34+68.08	51.25' RT.
		671.16'		671.49'		671.77'		671.97'		672.08'		672.10'		672.05'		671.99'		671.94'		671.78'	
	GIRDER G12	33+37.66	60.08' RT.	33+54.24	60.08' RT.	33+70.81	60.08' RT.	33+87.38	60.08' RT.	34+03.96	60.08' RT.	34+20.53	60.08' RT.	34+37.10	60.08' RT.	34+37.57	60.08' RT.	34+53.68	60.08' RT.	34+70.25	60.08' RT.
		671.16'		671.49'		671.75'		671.93'		672.03'		672.04'		671.97'		671.97'		671.86'		671.70'	

	ELEVATION LINE	℄ BRGS PIER 1		⅛ SPAN		¼ SPAN		⅜ SPAN OR FIELD SPLICE 2		FIELD SPLICE 2 OR ⅜ SPAN		½ SPAN		⅝ SPAN		¾ SPAN		⅞ SPAN		℄ BRGS F.A.	
SPAN 2	GIRDER G1	34+46.37	37.08' LT.	34+59.66	37.08' LT.	34+72.95	37.08' LT.	34+86.24	37.08' LT.	34+98.69	37.08' LT.	34+99.53	37.08' LT.	35+12.82	37.08' LT.	35+26.11	37.08' LT.	35+39.40	37.08' LT.	35+52.69	37.08' LT.
		672.20'		672.11'		671.99'		671.86'		671.69'		671.68'		671.49'		671.30'		671.10'		670.89'	
	GIRDER G2	34+48.54	28.25' LT.	34+61.83	28.25' LT.	34+75.12	28.25' LT.	34+88.41	28.25' LT.	34+98.86	28.25' LT.	35+01.70	28.25' LT.	35+14.99	28.25' LT.	35+28.28	28.25' LT.	35+41.57	28.25' LT.	35+54.86	28.25' LT.
		672.25'		672.15'		672.03'		671.89'		671.75'		671.71'		671.51'		671.33'		671.13'		670.92'	
	GIRDER G3	34+50.71	19.42' LT.	34+64.00	19.42' LT.	34+77.29	19.42' LT.	34+90.58	19.42' LT.	35+01.04	19.42' LT.	35+03.87	19.42' LT.	35+17.16	19.42' LT.	35+30.45	19.42' LT.	35+43.74	19.42' LT.	35+57.04	19.42' LT.
		672.30'		672.19'		672.07'		671.92'		671.78'		671.74'		671.55'		671.36'		671.15'		670.95'	
	GIRDER G4	34+52.88	10.58' LT.	34+66.17	10.58' LT.	34+79.46	10.58' LT.	34+92.75	10.58' LT.	35+01.21	10.58' LT.	35+06.04	10.58' LT.	35+19.34	10.58' LT.	35+32.63	10.58' LT.	35+45.92	10.58' LT.	35+59.21	10.58' LT.
		672.31'		672.21'		672.08'		671.92'		671.81'		671.75'		671.56'		671.36'		671.15'		670.94'	
	GIRDER G5	34+55.05	1.75' LT.	34+68.34	1.75' LT.	34+81.64	1.75' LT.	34+94.93	1.75' LT.	35+02.38	1.75' LT.	35+08.22	1.75' LT.	35+21.51	1.75' LT.	35+34.80	1.75' LT.	35+48.09	1.75' LT.	35+61.38	1.75' LT.
		672.24'		672.13'		672.00'		671.84'		671.74'		671.65'		671.46'		671.27'		671.06'		670.85'	
	GIRDER G6	34+57.23	7.08' RT.	34+70.52	7.08' RT.	34+83.81	7.08' RT.	34+97.10	7.08' RT.	35+03.55	7.08' RT.	35+10.39	7.08' RT.	35+23.68	7.08' RT.	35+36.97	7.08' RT.	35+50.26	7.08' RT.	35+63.55	7.08' RT.
		672.17'		672.05'		671.91'		671.75'		671.66'		671.56'		671.37'		671.17'		670.97'		670.76'	
	GIRDER G7	34+59.40	15.92' RT.	34+72.69	15.92' RT.	34+85.98	15.92' RT.	34+99.27	15.92' RT.	35+03.72	15.92' RT.	35+12.56	15.92' RT.	35+25.85	15.92' RT.	35+39.14	15.92' RT.	35+52.43	15.92' RT.	35+65.72	15.92' RT.
		672.09'		671.97'		671.83'		671.66'		671.60'		671.48'		671.29'		671.09'		670.88'		670.67'	
	GIRDER G8	34+61.57	24.75' RT.	34+74.86	24.75' RT.	34+88.15	24.75' RT.	35+01.44	24.75' RT.	35+02.89	24.75' RT.	35+14.73	24.75' RT.	35+28.02	24.75' RT.	35+41.31	24.75' RT.	35+54.60	24.75' RT.	35+67.89	24.75' RT.
		672.02'		671.89'		671.75'		671.58'		671.55'		671.39'		671.20'		671.00'		670.79'		670.58'	
	GIRDER G9	34+63.74	33.58' RT.	34+77.03	33.58' RT.	34+90.32	33.58' RT.	35+03.06	33.58' RT.	35+03.61	33.58' RT.	35+16.90	33.58' RT.	35+30.19	33.58' RT.	35+43.48	33.58' RT.	35+56.77	33.58' RT.	35+70.06	33.58' RT.
		671.94'		671.81'		671.66'		671.49'		671.48'		671.29'		671.10'		670.90'		670.70'		670.50'	
	GIRDER G10	34+65.91	42.42' RT.	34+79.20	42.42' RT.	34+92.49	42.42' RT.	35+05.78	42.42' RT.	35+09.23	42.42' RT.	35+19.07	42.42' RT.	35+32.36	42.42' RT.	35+45.65	42.42' RT.	35+58.94	42.42' RT.	35+72.23	42.42' RT.
		671.86'		671.73'		671.57'		671.39'		671.35'		671.21'		671.01'		670.81'		670.61'		670.41'	
	GIRDER G11	34+68.08	51.25' RT.	34+81.37	51.25' RT.	34+94.66	51.25' RT.	35+07.95	51.25' RT.	35+09.40	51.25' RT.	35+21.24	51.25' RT.	35+34.53	51.25' RT.	35+47.82	51.25' RT.	35+61.11	51.25' RT.	35+74.40	51.25' RT.
		671.78'		671.65'		671.48'		671.31'		671.29'		671.12'		670.93'		670.72'		670.52'		670.32'	
	GIRDER G12	34+70.25	60.08' RT.	34+83.54	60.08' RT.	34+96.83	60.08' RT.	35+10.12	60.08' RT.	35+11.57	60.08' RT.	35+23.41	60.08' RT.	35+36.70	60.08' RT.	35+49.99	60.08' RT.	35+63.28	60.08' RT.	35+76.57	60.08' RT.
		671.70'		671.57'		671.40'		671.21'		671.19'		671.03'		670.84'		670.64'		670.43'		670.24'	

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

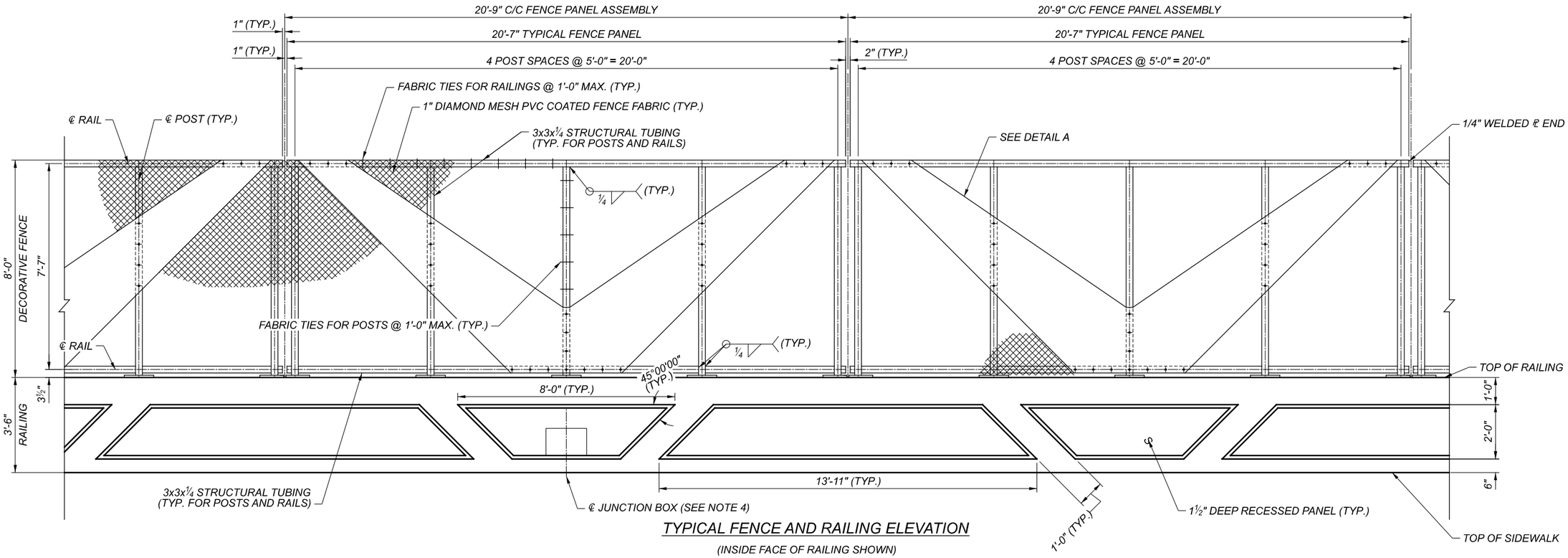
2. FOR DECK ELEVATIONS SCHEMATICS, SEE SHEETS 61 / 1805 & 62 / 1806

FOR INFORMATION ONLY - NOT FOR REVIEW

TOP OF HAUCH ELEVATION TABLE
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

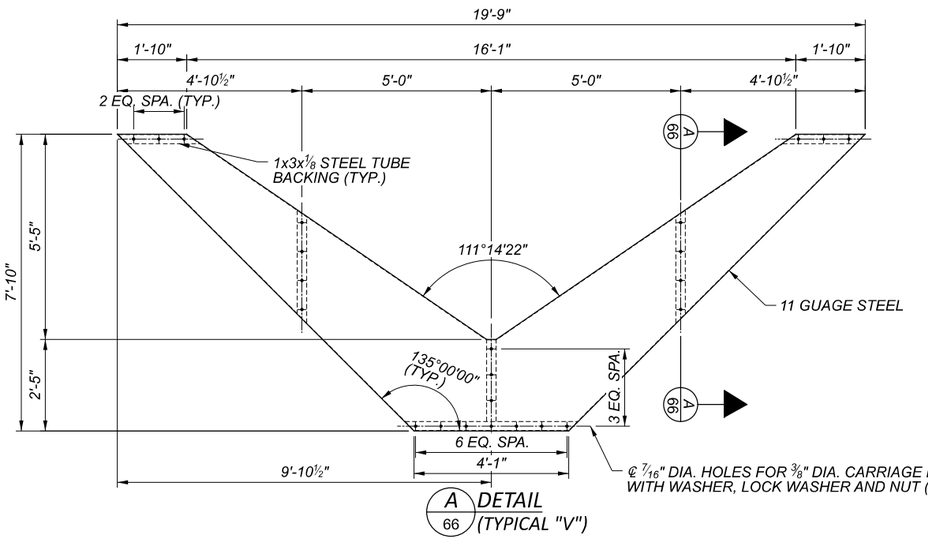
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER — —
PROJECT ID 82382
SUBSET 65 | TOTAL 76
SHEET 1809 | TOTAL 2339

CUY-90-16.28 (CCG3A)

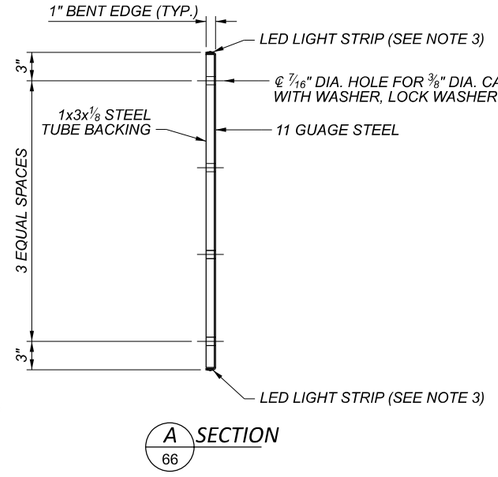


TYPICAL FENCE AND RAILING ELEVATION

(INSIDE FACE OF RAILING SHOWN)



A 66 DETAIL (TYPICAL "V")



A 66 SECTION

NOTES:

1. FENCE POSTS SHALL BE PLUMB.
2. SEE ODOT STANDARD CONSTRUCTION DRAWING VPF-1-90 FOR FENCE FABRIC, FABRIC TIES, AND DOUBLE WRAP FABRIC TIES.
3. SEE LIGHTING PLANS FOR LED STRIP LIGHT SPECIFICATIONS AND ADDITIONAL INFORMATION.
4. SEE ODOT STANDARD CONSTRUCTION DRAWING HL-20.14 FOR JUNCTION BOX DETAILS.
5. PLACE FENCE FABRIC BETWEEN POST AND RAIL ASSEMBLIES AND DECORATIVE "V's" ON SIDEWALK SIDE.
6. SEE ADDITIONAL FENCE DETAIL SHEETS FOR BASEPLATE AND NON-TYPICAL FENCE PANEL DETAILS.

FOR INFORMATION ONLY - NOT FOR REVIEW

FENCE DETAILS (1 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	MKB
CHECKER	LPC
REVIEWER	— —
PROJECT ID	82382
SUBSET	66
TOTAL	76
SHEET	1810
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:00:20 PM USER: Maia.Gallagher
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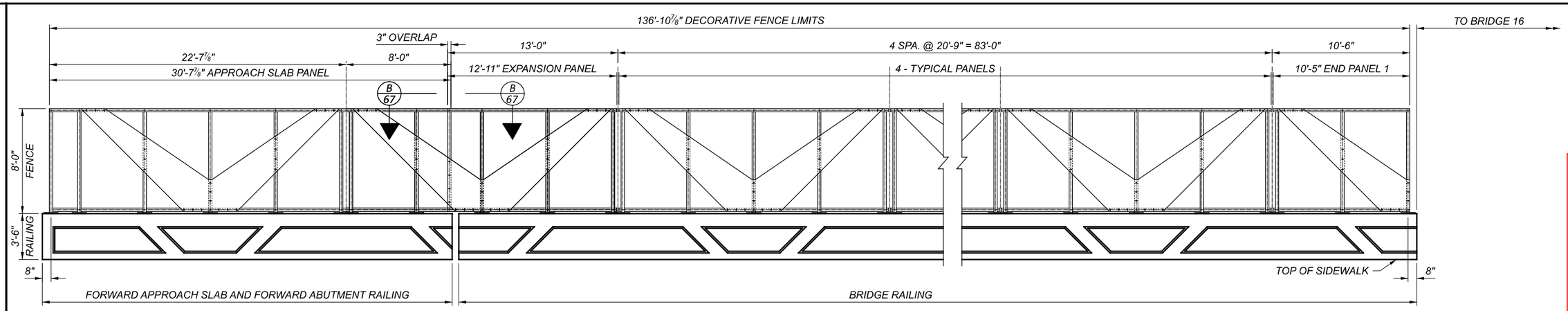
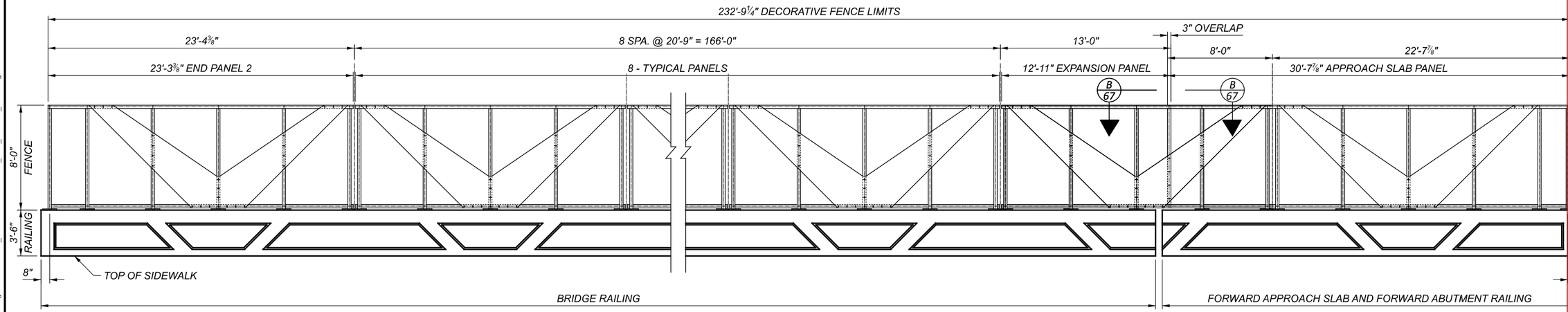


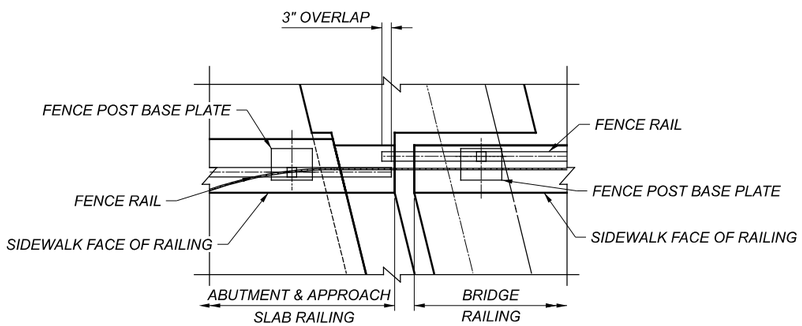
BRIDGE 13 EAST RAILING ELEVATION

(SIDEWALK FACE LOOKING EAST)



BRIDGE 13 WEST RAILING ELEVATION

(SIDEWALK FACE LOOKING WEST)



B / 67 VIEW
EAST RAILING SHOWN
(WEST RAILING OPPOSITE)

NOTES:

1. FENCE POSTS SHALL BE PLUMB.
2. SEE ODOT STANDARD CONSTRUCTION DRAWING VPF-1-90 FOR FENCE FABRIC, FABRIC TIES, AND DOUBLE WRAP FABRIC TIES.
3. SEE LIGHTING PLANS FOR LED STRIP LIGHT SPECIFICATIONS AND ADDITIONAL INFORMATION.
4. SEE ODOT STANDARD CONSTRUCTION DRAWING HL-20.14 FOR JUNCTION BOX DETAILS.
5. PLACE FENCE FABRIC BETWEEN POST AND RAIL ASSEMBLIES AND DECORATIVE "V's" ON SIDEWALK SIDE.
6. SEE ADDITIONAL FENCE DETAIL SHEETS FOR BASEPLATE AND TYPICAL FENCE PANEL DETAILS.
7. LIGHTING JUNCTION BOXES NOT SHOWN. SEE TYPICAL FENCE PANEL DETAILS.

FOR INFORMATION ONLY - NOT FOR REVIEW

FENCE DETAILS (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MKB | CHECKER LPC
REVIEWER — —
PROJECT ID 82382
SUBSET 67 | TOTAL 76
SHEET 1811 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Railing Plan and Elevation PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:00:31 PM USER: Maia.Gallagher
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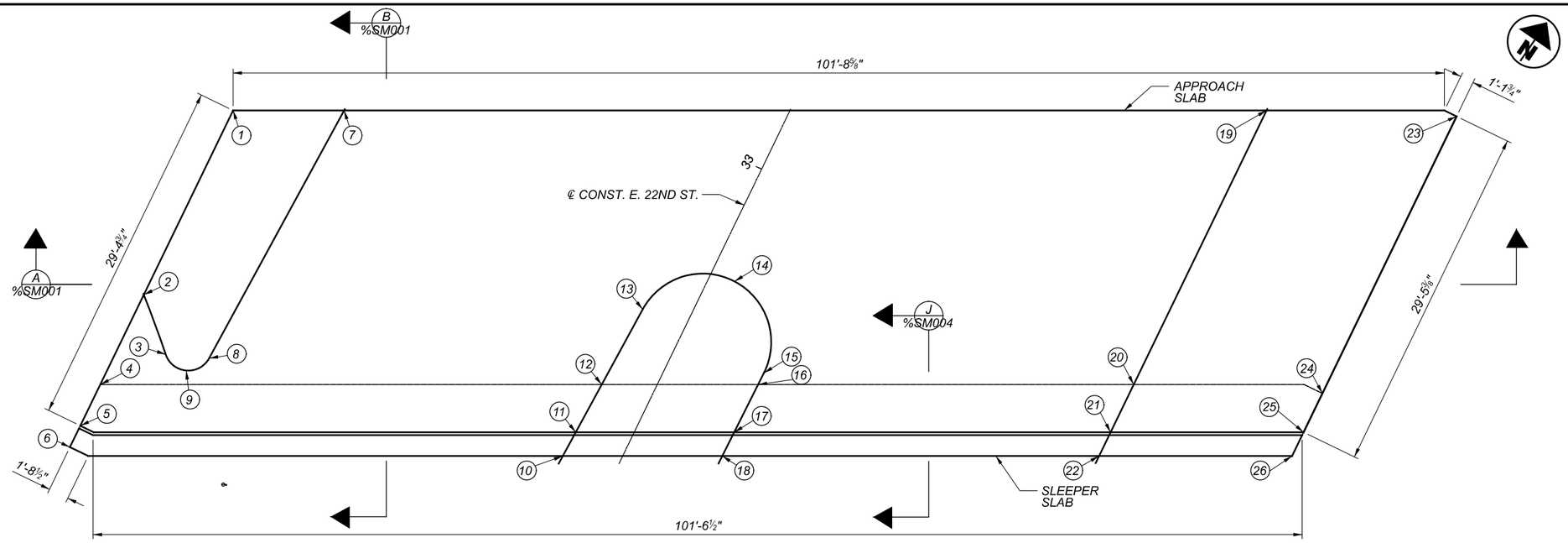
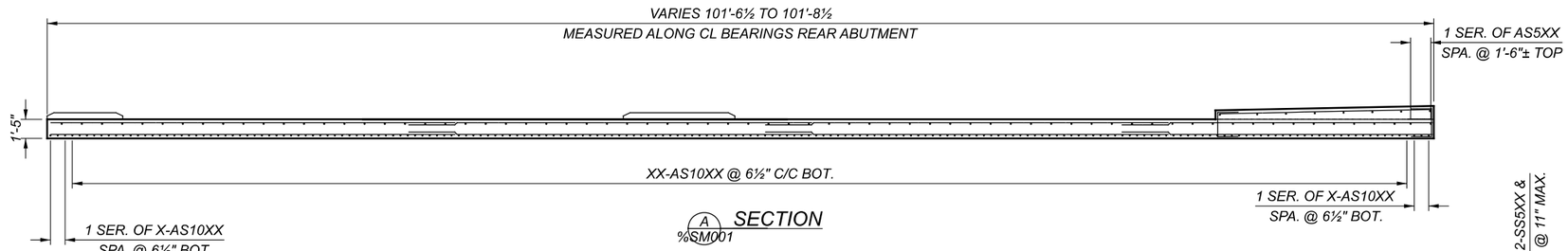


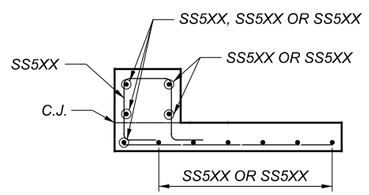
REAR APPROACH SLAB PLAN

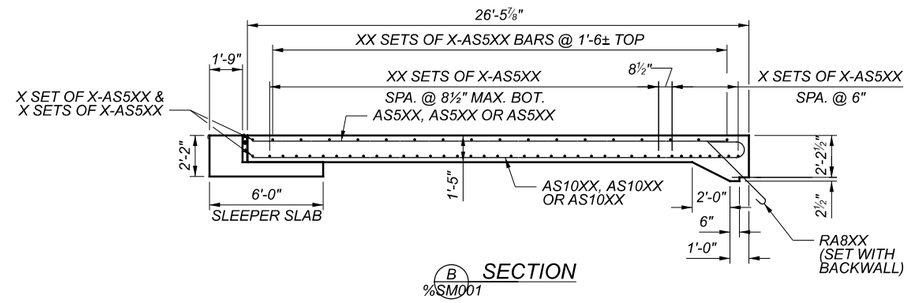
APPROACH SLAB SURFACE STATIONS, OFFSETS, AND ELEVATIONS			
1	32+67.89	42.08' LT	671.88
2	32+67.89	42.08' LT	671.13
3	32+64.18	38.24' LT	671.10
5	32+55.67	42.08' LT	670.94
7	32+88.89	33.69' LT	671.50
8	32+65.49	34.82' LT	671.14
9	32+63.72	36.10' LT	671.10
11	32+73.33	4.41' LT	671.35
13	32+85.06	3.85' LT	671.52
14	32+90.53	2.07' RT	671.56
15	32+84.70	7.64' RT	671.44
17	32+79.14	7.56' RT	671.35
19	33+22.93	36.00' RT	671.82
21	32+92.93	36.00' RT	671.34
23	33+04.45	50.59' RT	672.26
25	33+00.00	50.59' RT	672.19

SLEEPER SLAB SURFACE STATIONS OFFSETS, AND ELEVATION			
4	32+59.51	42.08' LT	669.50
6	32+53.67	42.08' LT	670.90
10	32+71.06	4.52' LT	671.31
12	32+77.88	4.20' LT	669.91
16	32+83.61	7.62' RT	669.92
18	32+79.14	7.56' RT	671.32
20	32+97.38	36.00' RT	669.93
22	32+90.71	36.00' RT	671.33
24	33+03.62	50.59' RT	670.75
26	32+97.78	50.59' RT	672.16



SLEEPER SLAB PLAN





FOR INFORMATION ONLY - NOT FOR REVIEW

APPROACH SLAB DETAILS (1 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JTL | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 68 | TOTAL 76
SHEET 1812 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:00:45 PM USER: Maia.Gallagher
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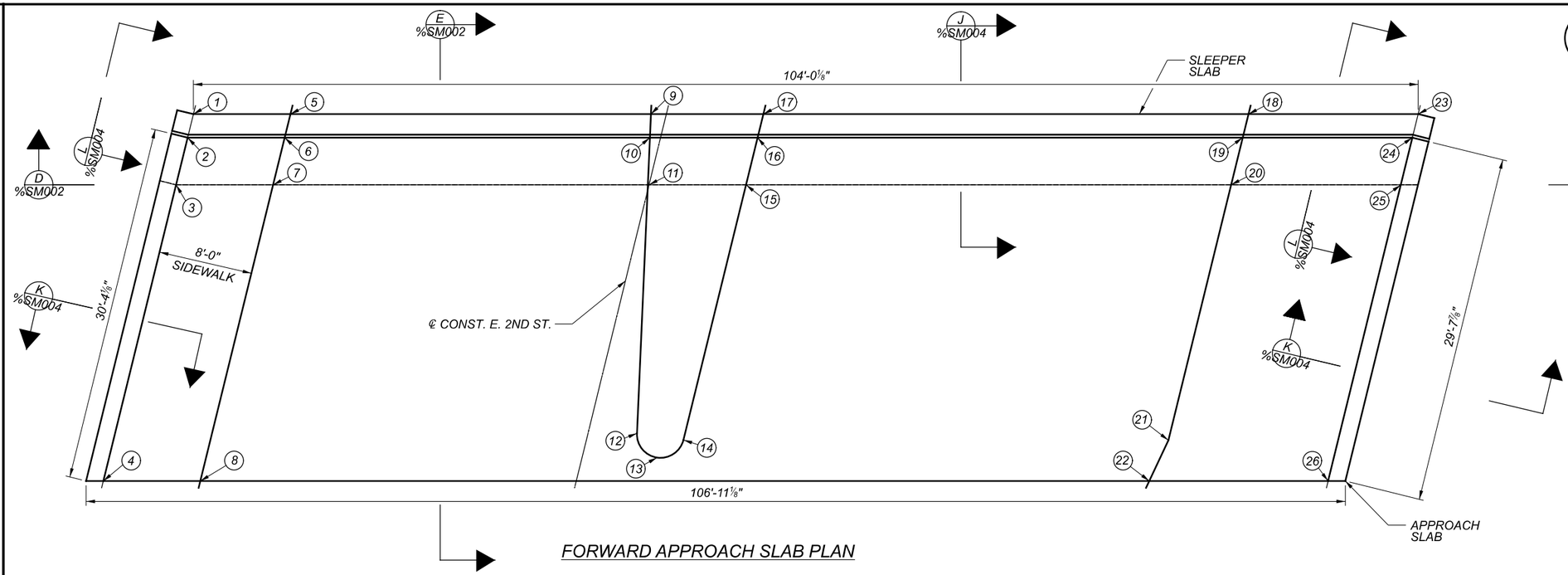
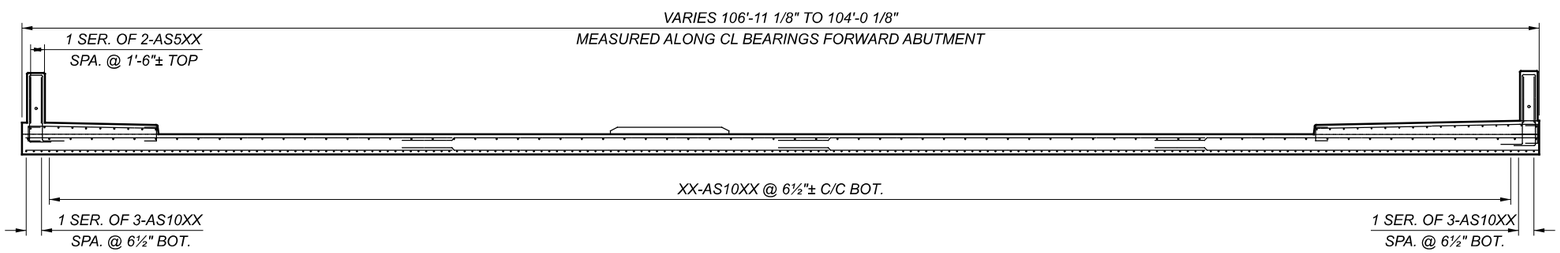
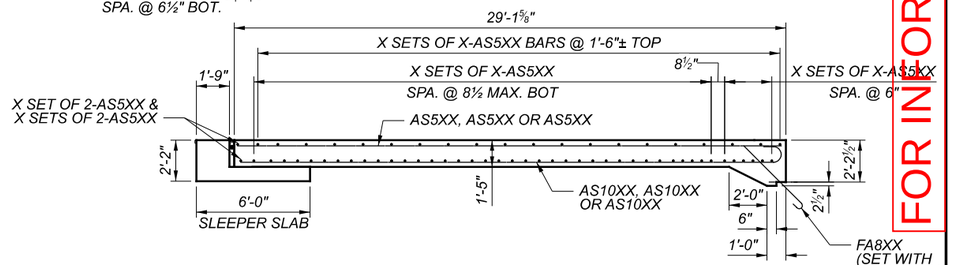


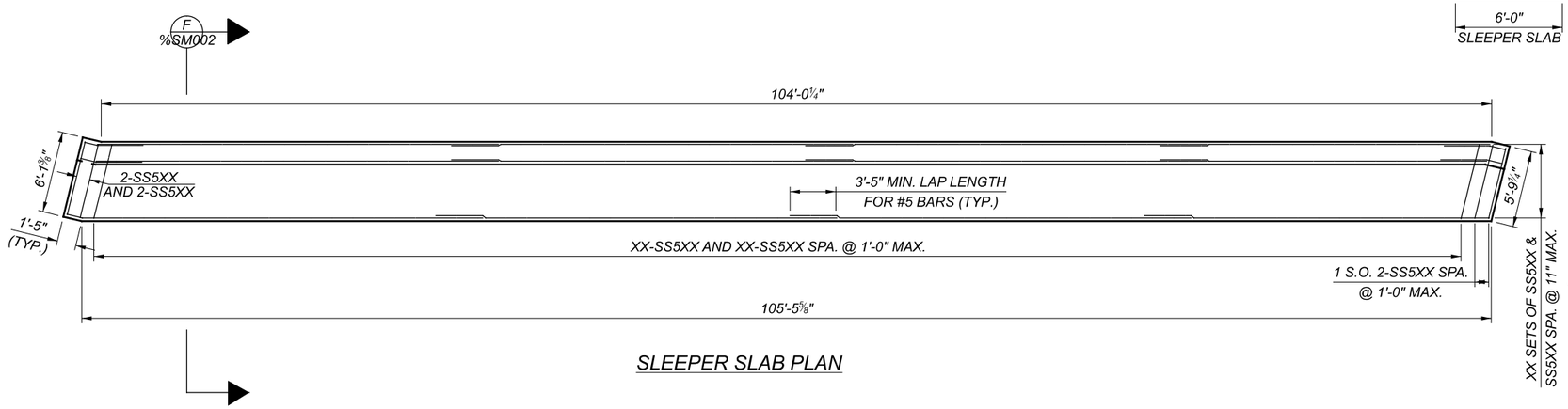
FORWARD APPROACH SLAB PLAN



D %SM002 SECTION



E %SM002 SECTION



SLEEPER SLAB PLAN

F %SM002 SECTION

APPROACH SLAB SURFACE STATIONS, OFFSETS, AND ELEVATIONS

2	35+85.05	39.00' LT	671.84
4	35+55.05	39.00' LT	671.40
6	35+87.02	31.00' LT	671.21
8	35+57.02	31.00' LT	671.58
10	35+94.42	0.88' LT	671.17
12	35+69.81	4.04' RT	671.41
13	35+68.21	6.20' RT	672.42
14	35+70.20	8.00' RT	671.38
16	35+92.61	8.00' RT	671.09
19	36+06.44	48.00' RT	670.74
21	35+80.00	48.00' RT	670.99
22	35+76.25	47.25' RT	671.04
24	36+09.88	62.00' RT	671.42
26	35+76.88	62.00' RT	670.00

SLEEPER SLAB SURFACE STATIONS OFFSETS, AND ELEVATION

1	35+87.11	39.00' LT	671.85
3	35+80.94	39.00' LT	670.38
5	35+89.08	31.00' LT	671.21
7	35+82.90	31.00' LT	669.75
9	35+69.38	1.28' RT	671.20
11	35+90.50	0.10' LT	669.71
15	35+92.49	8.00' RT	669.63
17	35+98.66	8.00' RT	671.12
18	36+08.50	48.00' RT	670.79
20	36+02.32	48.00' RT	669.27
23	36+11.94	62.00' RT	671.48
25	36+05.76	62.00' RT	670.00

FOR INFORMATION ONLY - NOT FOR REVIEW

APPROACH SLAB DETAILS (2 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:00:57 PM USER: Mala.Gallagher
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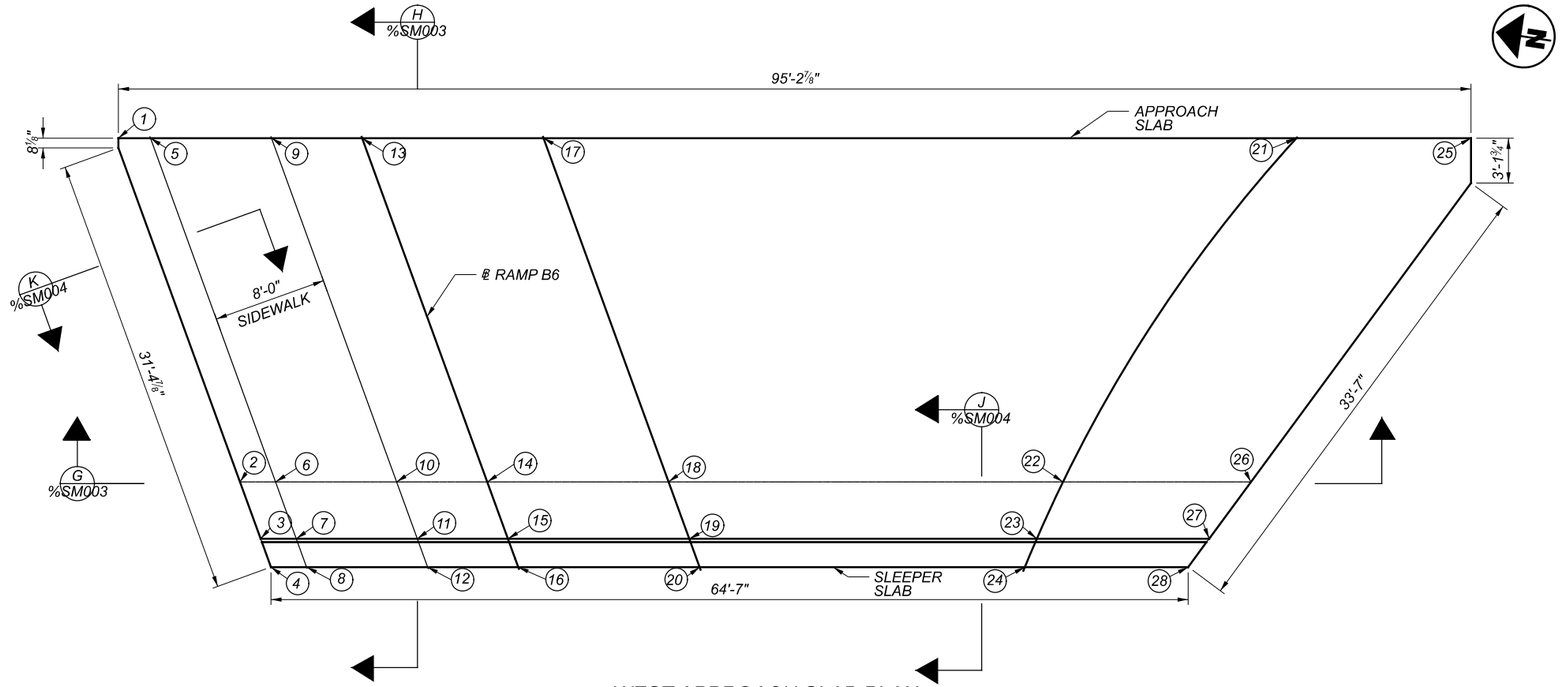
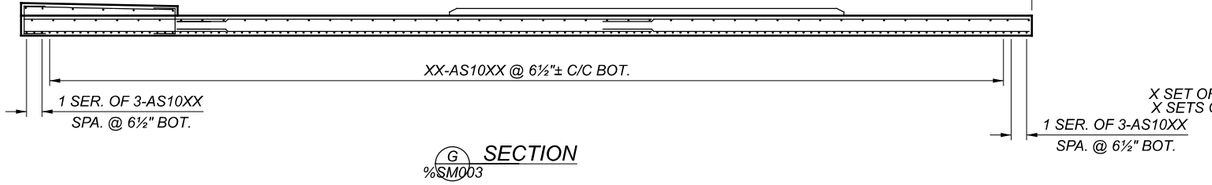
SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	JTL
CHECKER	ETB
REVIEWER	— —
PROJECT ID	82382
SUBSET	69
TOTAL	76
SHEET	1813
TOTAL	2339



WEST APPROACH SLAB PLAN

APPROACH SLAB SURFACE STATIONS, OFFSETS, AND ELEVATIONS			
1	1621+53.36	16.13' LT	672.36
3	1621+23.44	16.36' LT	671.80
5	1621+52.58	14.00' LT	672.95
7	1621+22.58	14.00' LT	672.33
9	1621+49.67	6.00' LT	672.08
11	1621+19.67	6.00' LT	671.69
13	1621+47.49	0.00'	672.11
15	1621+17.49	0.00'	671.90
17	1621+43.12	12.00' RT	671.88
19	1621+13.12	12.00' RT	671.51
21	1621+24.99	61.82' RT	671.13
23	1621+04.75	35.00' RT	671.33
25	1621+20.78	73.37' RT	670.94
27	1621+00.60	46.40' RT	671.11

SLEEPER SLAB SURFACE STATIONS OFFSETS, AND ELEVATION			
2	1621+27.70	16.36' LT	670.34
4	1621+21.31	16.36' LT	671.78
6	1621+26.84	14.00" LT	670.87
8	1621+20.45	14.00' LT	670.81
10	1621+23.93	6.00' LT	670.23
12	1621+17.54	6.00' LT	671.68
14	1621+21.74	0.00'	670.41
16	1621+13.36	0.00'	671.89
18	1621+17.38	12.00' RT	670.03
20	1621+10.99	12.00' RT	671.50
22	1621+07.88	38.09' RT	669.79
24	1621+03.16	33.52' RT	671.35
26	1621+03.35	50.53' RT	667.55
28	1620+99.22	44.33' RT	671.14



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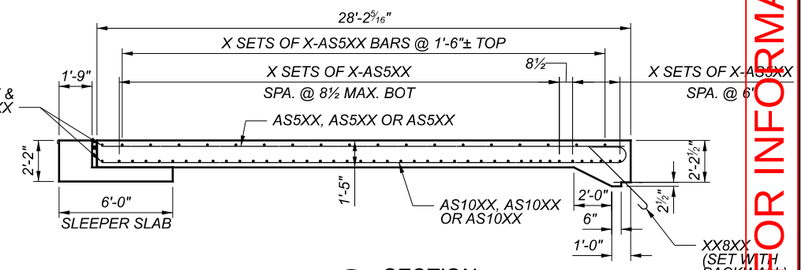

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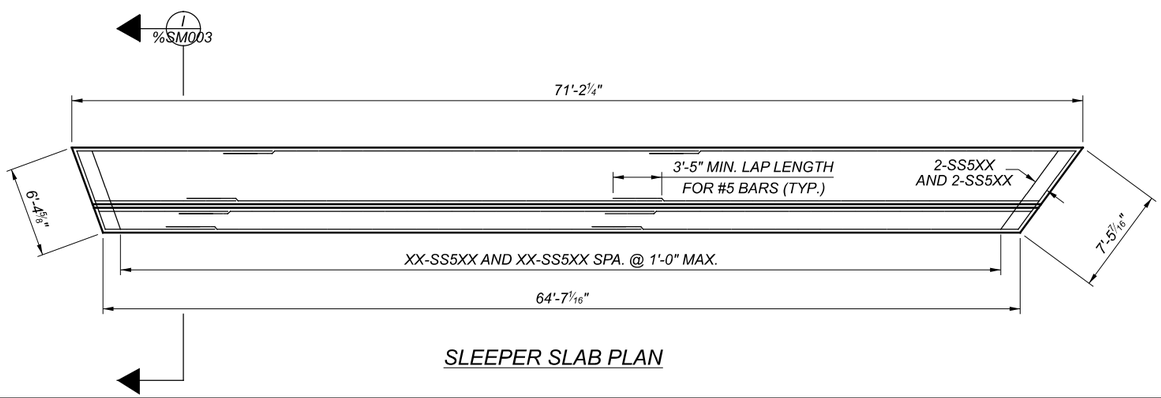
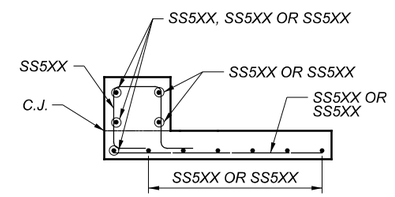


SLEEPER SLAB PLAN



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FOR INFORMATION ONLY - NOT FOR REVIEW

APPROACH SLAB DETAILS (3 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807639

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
JTL	ETB

REVIEWER — —

PROJECT ID 82382

SUBSET	TOTAL
70	76

SHEET	TOTAL
1814	2339

CUY-90-16.28 (CCG3A)

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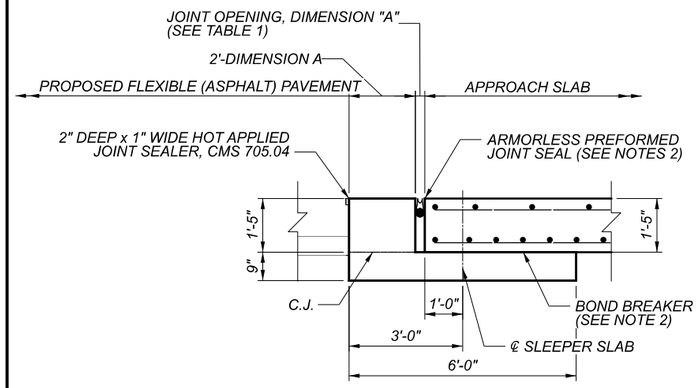

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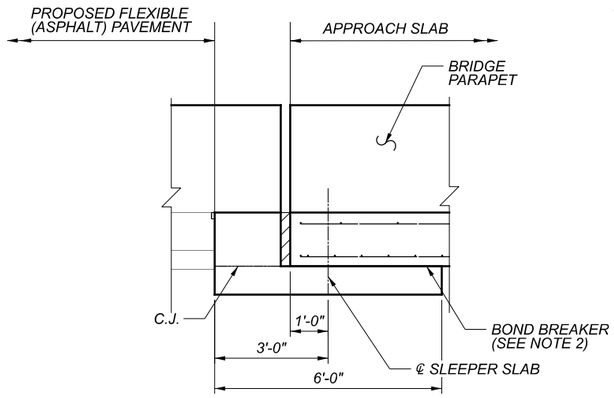

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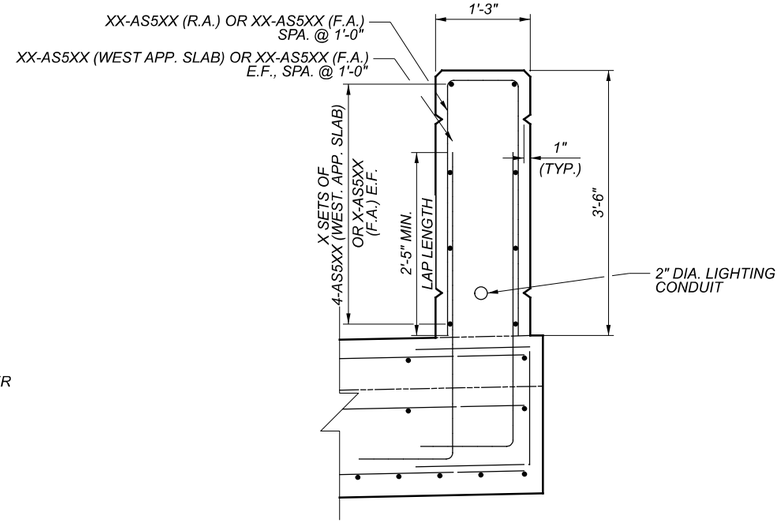

K K
%SM002 %SM003 SECTION

TABLE 1 - EXPANSION JOINT OPENING	
TEMPERATURE (°F)	JOINT OPENING, DIMENSION "A"
30°	3 3/8"
40°	3 1/8"
50°	2 7/8"
60°	2 5/8"
70°	2 5/16"
80°	2 1/16"
90°	1 13/16"

1. BACKFILL MATERIAL PLACED BENEATH APPROACH SLABS SHALL CONFORM C&MS 703.17 AND MEET THE COMPACTION REQUIREMENTS OF C&MS 304.05. IN ADDITION, THE BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED IN 6" LIFTS.
2. SEE STANDARD BRIDGE DRAWINGS AS-1-15 AND AS-2-15 FOR ADDITIONAL INFORMATION.
3. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

FOR INFORMATION ONLY - NOT FOR REVIEW

APPROACH SLAB DETAILS (4 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JTL | CHECKER ETB
REVIEWER — —
PROJECT ID 82382
SUBSET 71 | TOTAL 76
SHEET 1815 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:01:22 PM USER: Mala.Gallagher
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SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

APPROACH SLAB DETAILS (5 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	JTL
CHECKER	ETB
REVIEWER	—
PROJECT ID	82382
SUBSET	72
TOTAL	76
SHEET	1816
TOTAL	2339

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:01:39 PM USER: Maia.Gallagher
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SHEET RESERVED FOR FUTURE USE

FOR INFORMATION ONLY - NOT FOR REVIEW

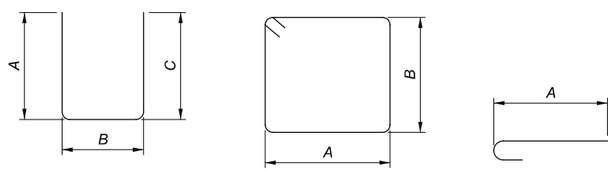
APPROACH SLAB DETAILS (6 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	
DESIGNER	JTL
CHECKER	ETB
REVIEWER	—
PROJECT ID	82382
SUBSET	73
TOTAL	76
SHEET	1817
TOTAL	2339

Michael Baker INTERNATIONAL

REAR ABUTMENT											
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						SER INC.
					A	B	C	D	E	R	
		SUBTOTAL	0	LBS							

FORWARD ABUTMENT											
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						SER INC.
					A	B	C	D	E	R	
		SUBTOTAL	0	LBS							
		TOTAL	0	LBS							



TYPE-2 TYPE-3 TYPE-16

NOTES:

1. SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
2. ALL DIMENSIONS ARE OUT TO OUT.
3. TYPE "STR" INDICATES STRAIGHT BAR.
4. THE BAR SIZE NUMBER IS SPECIFIED IN THE "MARK" COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER.
5. ALL BARS SHALL BE EPOXY COATED UNLESS NOTED OTHERWISE.
6. SUBTOTALS AND TOTAL WEIGHTS ARE FOR INFORMATIONAL PURPOSES ONLY. IF THE REINFORCING LIST PROVIDED IN THE PLANS IS USED, IT SHALL BE VERIFIED BY THE CONTRACTOR. ANY REVISIONS IN THE REINFORCING STEEL LIST AS SHOWN IN THE PLANS WILL NOT BE REASON FOR ADJUSTMENT IN THE BID PRICE FOR STRUCTURAL CONCRETE.
7. USE STANDARD HOOKS FOR ENDS OF BARS NOT SPECIFICALLY DIMENSIONED IN DETAILS.

FOR INFORMATION ONLY - NOT FOR REVIEW

REINFORCING SCHEDULE (1 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER DAF | CHECKER ETB
REVIEWER — | —
PROJECT ID 82382
SUBSET 74 | TOTAL 76
SHEET 1818 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:01:46 PM USER: Maia.Gallagher
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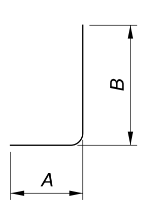
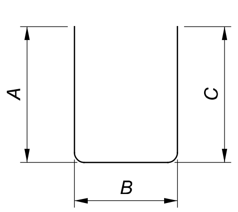
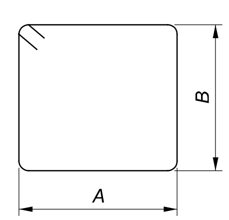
PIER											
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						SER INC.
					A	B	C	D	E	R	
		SUBTOTAL	0	LBS							



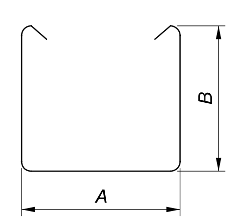
TYPE-1



TYPE-2



TYPE-3



TYPE-4

NOTES:

1. SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
2. ALL DIMENSIONS ARE OUT TO OUT.
3. TYPE "STR" INDICATES STRAIGHT BAR.
4. THE BAR SIZE NUMBER IS SPECIFIED IN THE "MARK" COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER.
5. ALL BARS SHALL BE EPOXY COATED UNLESS NOTED OTHERWISE.
6. SUBTOTALS AND TOTAL WEIGHTS ARE FOR INFORMATIONAL PURPOSES ONLY. IF THE REINFORCING LIST PROVIDED IN THE PLANS IS USED, IT SHALL BE VERIFIED BY THE CONTRACTOR. ANY REVISIONS IN THE REINFORCING STEEL LIST AS SHOWN IN THE PLANS WILL NOT BE REASON FOR ADJUSTMENT IN THE BID PRICE FOR STRUCTURAL CONCRETE.
7. USE STANDARD HOOKS FOR ENDS OF BARS NOT SPECIFICALLY DIMENSIONED IN DETAILS.

REINFORCING SCHEDULE (2 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY: Michael Baker INTERNATIONAL

DESIGNER DAF | CHECKER ETB

REVIEWER --- ---

PROJECT ID 82382

SUBSET 75 | TOTAL 76

SHEET 1819 | TOTAL 2339

REINFORCING SCHEDULE (3 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

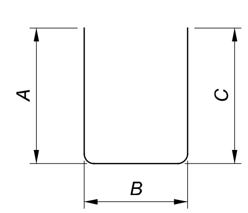
FOR INFORMATION ONLY - NOT FOR REVIEW

DECK

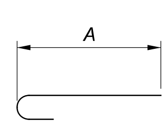
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	SER INC.
		SUBTOTAL	0	LBS							

RAILING

MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	SER INC.
		SUBTOTAL	0	LBS							
		TOTAL	0	LBS							



TYPE-2



TYPE-16

NOTES:
1. SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
2. ALL DIMENSIONS ARE OUT TO OUT.
3. TYPE "STR" INDICATES STRAIGHT BAR.
4. THE BAR SIZE NUMBER IS SPECIFIED IN THE "MARK" COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER.
5. ALL BARS SHALL BE EPOXY COATED UNLESS NOTED OTHERWISE.
6. SUBTOTALS AND TOTAL WEIGHTS ARE FOR INFORMATIONAL PURPOSES ONLY. IF THE REINFORCING LIST PROVIDED IN THE PLANS IS USED, IT SHALL BE VERIFIED BY THE CONTRACTOR. ANY REVISIONS IN THE REINFORCING STEEL LIST AS SHOWN IN THE PLANS WILL NOT BE REASON FOR ADJUSTMENT IN THE BID PRICE FOR STRUCTURAL CONCRETE.
7. USE STANDARD HOOKS FOR ENDS OF BARS NOT SPECIFICALLY DIMENSIONED IN DETAILS.

SFN 1807839
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER DAF | CHECKER ETB
REVIEWER --- ---
PROJECT ID 82382
SUBSET 76 TOTAL 76
SHEET 1820 TOTAL 2339

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/24/2022 TIME: 1:01:59 PM USER: Maia.Gallagher
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