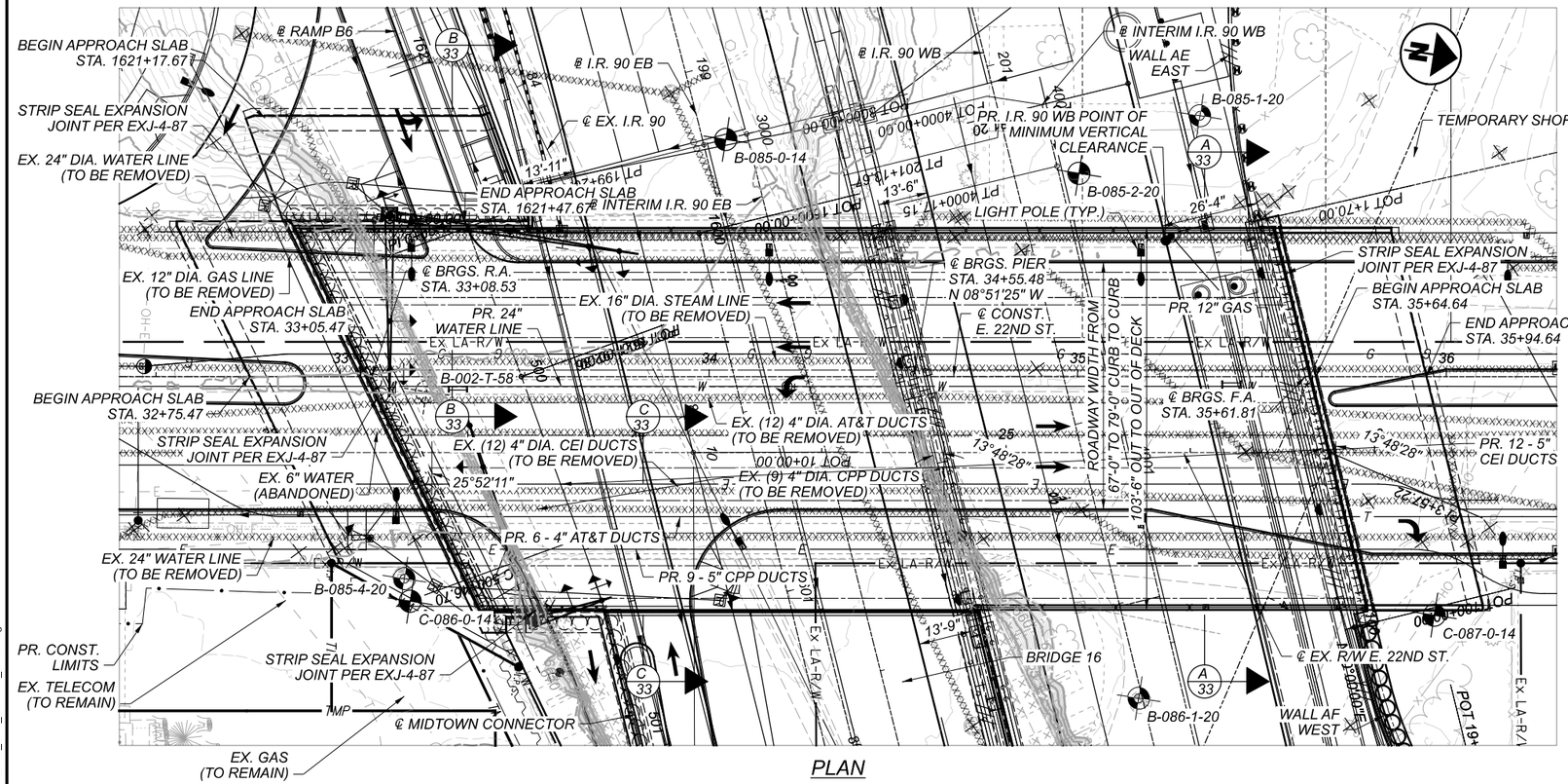
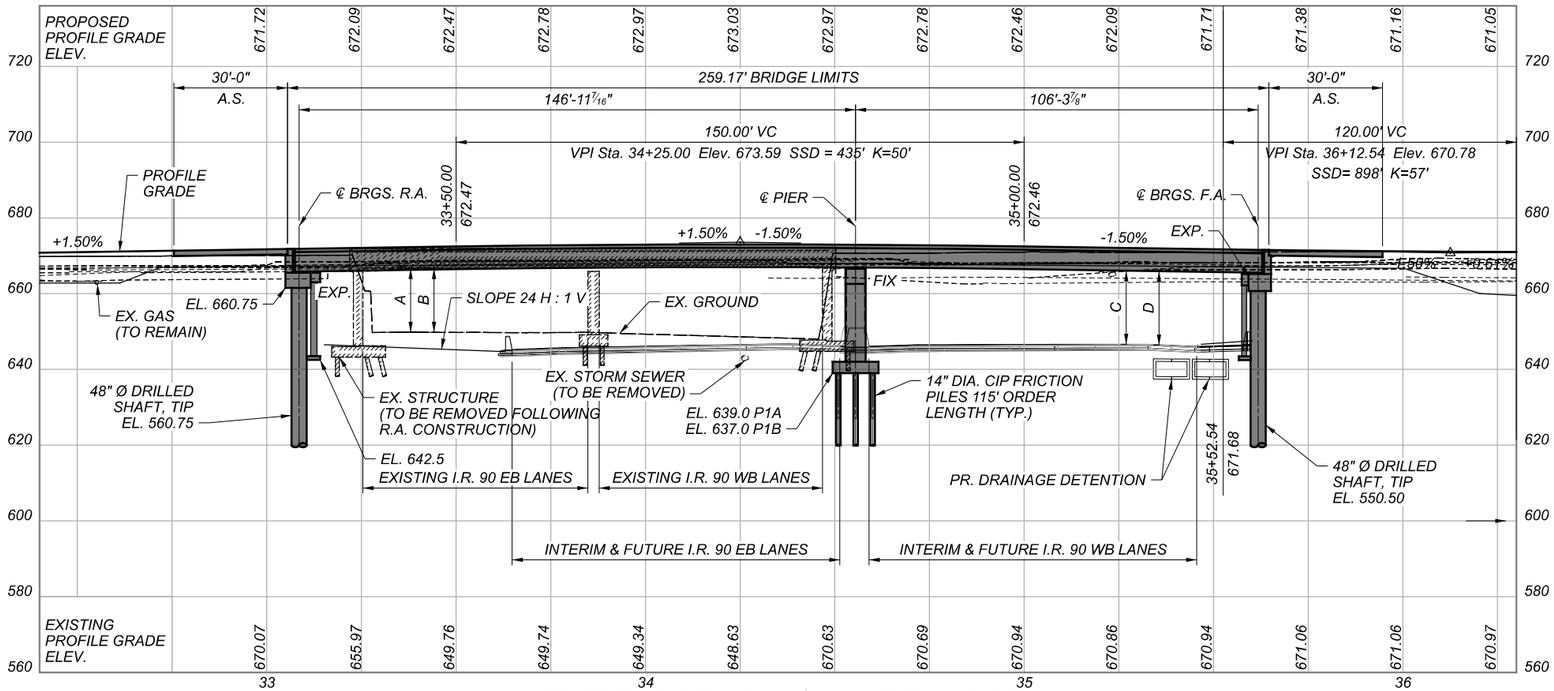


PLAN



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'-3"	18'-5"	17'-8"

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"

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 75
SHEET 1745 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:39:08 AM USER: David.Fell
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15 DATED (REVISED) 7/17/2015
AS-2-15 DATED (REVISED) 1/18/2019
BR-2-15 DATED (REVISED) 1/21/2022
GSD-1-19 DATED (REVISED) 1/15/2021
VPF-1-90 DATED (REVISED) 7/20/2018
TVPF-1-18 DATED (REVISED) 7/20/2018
HL-50.21 DATED (REVISED) 7/15/2022
PCB-91 DATED (REVISED) 7/17/2020

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

800 DATED 1/21/2022
869 DATED 10/17/2014

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 202 KIPS PER PILE FOR THE PIER 1A PILES.
THE ULTIMATE BEARING VALUE IS 263 KIPS PER PILE FOR THE PIER 1B 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.

THIS PAY ITEM IS SPECIFICALLY INTENDED FOR THE PROTECTION OF THE JUVENILE JUSTICE CENTER BUILDING, 2209 CENTRAL AVENUE, CLEVELAND, OH 44115

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.

THIS PAY ITEM IS SPECIFICALLY INTENDED FOR THE PROTECTION OF THE JUVENILE JUSTICE CENTER BUILDING, 2209 CENTRAL AVENUE, CLEVELAND, OH 44115

FRICTION DRILLED SHAFTS

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS 284 KIPS AT THE REAR ABUTMENT AND 267 KIPS AT THE FORWARD ABUTMENT. THE LOAD IS RESISTED BY FRICTIONAL SIDE RESISTANCE ALONG THE LENGTH OF THE DRILLED SHAFT AND BY TIP RESISTANCE.
AT THE REAR ABUTMENT, THE FACTORED SIDE RESISTANCE IS 540 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 81 FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS 17 KIPS.
AT THE FORWARD ABUTMENT, THE FACTORED SIDE RESISTANCE IS 398 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 90 FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS 44 KIPS.

LATERALLY LOADED DRILLED SHAFTS

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH FORWARD ABUTMENT DRILLED SHAFT ARE 310 KIPS, AND 90 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 2920 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 160 KIPS, WITHIN THE DRILLED SHAFT.

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH FORWARD ABUTMENT DRILLED SHAFT ARE 570 KIPS, AND 50 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 5920 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 290 KIPS, WITHIN THE DRILLED SHAFT.

FINISH COLORS:
THE FOLLOWING COLORS SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

PARAPET SEALER:	"DOVETAIL"	7018
STEEL SUPERSTRUCTURE:	"ALPACA"	7022
SUBSTRUCTURE SEALER:	"ALABASTER"	7008

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

GENERAL NOTES (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 JCC | CHECKER MKB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 2 | TOTAL 75
SHEET 1746 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 4) PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 1:57:33 PM USER: David.Feil
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_SN001.dgn

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	2 INCHES
FORWARD ABUTMENT	6 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. 642.50
BOTTOM OF ABUTMENT FACING LEVELING PAD
FORWARD ABUTMENT ELEV. 635.50
TEMPORARY CONDITION
BOTTOM OF EXCAVATION FOR DRAINAGE STRUCTURE
FORWARD ABUTMENT ELEV. 642.50
PERMANENT CONDITION
BOTTOM OF ABUTMENT FACING LEVELING PAD

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 DS1 AND DS15 AT THE REAR ABUTMENT WEST WINGWALL; BETWEEN DS15 AND DS46 AT THE REAR ABUTMENT AND BETWEEN DS47 AND DS73 AT THE FORWARD ABUTMENT.

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

DRILLED SHAFT LOCATION SURVEY (CONT.)

6. THE CONTRACTOR SHALL IDENTIFY THE POTENTIAL NEED FOR MITIGATION MEASURES TO MAINTAIN THE PLAN CENTERLINE OF BEARING LOCATION

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 ADVISED 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: 1 INCH

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

GENERAL NOTES (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 JCC | CHECKER MKB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 3 | TOTAL 75
SHEET 1747 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet (2 of 4) PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 1:57:35 PM USER: DavidLFell
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_SN001.dgn

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:

REAR ABUTMENT WEST WINGWALL DS-3 THROUGH DS-13
REAR ABUTMENT DS-45 THROUGH DS-46
FORWARD ABUTMENT NO APPARENT CONFLICTS

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 THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.98 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

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

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.

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

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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 CONSTRUCTIN METHODS FOR THE PRODUCTION DRILLED SHAFTS.

COMPLETE THE INSTALLATION 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 CONSTRUCITON OF AN ADDITIONAL DEMONSTRATION SHAFT CONSTRUCTED IN ACCODRDANCE 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.

LOCATE THE DEMONSTRATION DRILLED SHAFT SO THAT TESTING DOES NOT DAMAGE THE JUVENILE JUSTICE CENTER BUILDING.

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.

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

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.

ITEM 894 - THERMAL INTEGRITY PROFILER (T.I.P.) TEST

PERFORM INTEGRITY TESTING ON THE DEMONSTRATION DRILLED SHAFT AT THE REAR ABUTMENT BY THERMAL INTEGRITY PROFILING (TIP). PERFORM TIP TESTING PER ASTM D7949, "STANDARD TEST METHODS FOR THERMAL INTEGRITY PROFILING OF CONCRETE DEEP FOUNDATIONS," METHOD B, AND PER THE PROJECT SPECIAL PROVISIONS.

ITEM 524 - DRILLED SHAFTS, MISC.: CSL TESTING, 48" DIA. SHAFT

PERFORM INTEGRITY TESTING ON THE DEMONSTRATION DRILLED SHAFTS AT THE REAR ABUTMENT BY CROSSHOLE SONIC LOGGING (CSL). PERFORM CSL TESTING PER ASTM D6760, "STANDARD TEST METHOD FOR INTEGRITY TESTING OF CONCRETE DEEP FOUNDATIONS BY ULTRASONIC CROSSHOLE TESTING." AND PER THE PROJECT SPECIAL PROVISIONS.

ITEM 524 - DRILLED SHAFTS, MISC.: HIGH-STRAIN DYNAMIC TESTING OF DRILLED SHAFTS

PERFORM FIELD VERIFICATION OF NOMINAL AXIAL RESISTANCE TESTING ON THE DEMONSTRATION DRILLED SHAFT AT THE REAR ABUTMENT BY HIGH-STRAIN DYNAMIC TESTING. PERFORM HIGH-STRAIN DYNAMIC TESTING PER ASTM D4945, "STANDARD TEST METHOD FOR HIGH-STRAIN DYNAMIC TESTING OF DEEP FOUNDATIONS" AND PER THE PROJECT SPECIAL PROVISIONS.

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

APPLY A PERMANENT GRAFFITI COATING MEETING THE REQUIREMENTS OF SUPPLEMENT 1083. THE GRAFFITI COATING MUST BE COMPATIBLE WITH THE UNDERLYING CONCRETE SEALER. APPLY THE GRAFFITI COATING ACCORDING TO THE MANUFACTURE'S REQUIREMENTS. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE FORM LINER RELIEF SHALL BE INCLUDED IN THIS ITEM. TO ACCOUNT FOR THE SURFACE VARIATIONS DUE TO THE FORM LINERS, AN EXTRA 20 PERCENT HAS BEEN ADDED TO THE SEALING QUANTITIES FOR THE PURPOSE OF ESTIMATING. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW.

THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED) NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES OR POLYURETHANE COMPONENTS.

THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIC COMPOUNDS (EPA METHOD 24).

THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:

CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.

GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.

NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.

BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".

ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").

ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

ITEM 518 - PREFABRICATED GEOCOMPOSITE DRAIN

THIS WORK CONSISTS OF FURNISHING AND PLACING PREFABRICATED GEOCOMPOSITE DRAIN (PGD) AGAINST THE TANGENT DRILLED SHAFTS.

FURNISH PGD CONSISTING OF A DRAINAGE CORE WITH A GEOTEXTILE FABRIC BONDED TO AT LEAST ONE SIDE. USE CORE MATERIAL THAT CONSISTS OF A STABLE, POLYMER PLASTIC MATERIAL WITH A CUSPATED OR GEONET STRUCTURE. THE CORE MATERIAL SHALL HAVE SUFFICIENT FLEXIBILITY TO WITHSTAND BENDING AND HANDLING DURING INSTALLATION WITHOUT DAMAGE. FURNISH GEOTEXTILE COMPOSED OF STRONG ROT-PROOF POLYMERIC FIBERS FORMED INTO A WOVEN OR NON-WOVENFABRIC. FURNISH PGD CONFORMING TO THE FOLLOWING REQUIREMENTS.
FURNISH MANUFACTURER'S CERTIFIED TEST DATA.

	PROPERTY	TEST METHOD	VALUE
CORE	THICKNESS	ASTM D5199	0.4 INCH
	COMPRESSIVE STRENGTH	ASTM D1621	13,650 PSF MIN.
	FLOW RATE	ASTM D4716	9 TO 25 GPM/FT.
FABRIC	APPARENT OPENING SIZE	ASTM D4751	0.3 MM MAX.
	FLOW RATE	ASTM D4491	40 GPM/ SQ.FT. MIN.
	GRAB TENSILE STRENGTH	ASTM D4632	90 LBS MIN.
	CBR PUNCTURE	ASTM D6241	65 LBS MIN.

PLACE PGD BETWEEN THE DRILLED SHAFTS, INCLUDING THE CANTILEVERED PORTION AT THE END OF THE WALL. PLACE THE SIDE FACED WITH THE GEOTEXTILE AGAINST THE DRILLED SHAFTS, FACING TOWARDS THERETAINED GROUND, AND SECURE THE PGD TO THE DRILLED SHAFTS.

SPLICE ABUTTING SECTIONS TOGETHER BY OVERLAPPING THE GEOTEXTILE FLAP (IF PROVIDED) ON ONE SECTION WITH THE ADJACENT SECTION OF PGD. OVERLAP THE GEOTEXTILE IN A SHINGLED OVERLAP SO THAT THE UPPER GEOTEXTILE IS ON TOP OF THE LOWER GEOTEXTILE. IF A GEOTEXTILE FLAP IS NOT PROVIDED, COVER THE SEAM WITH A 12 INCH WIDE STRIP OF GEOTEXTILE FABRIC CENTERED OVER THE SEAM AND SECURED IN PLACE USING 3 INCH WIDE WATERPROOF PLASTIC TAPE.

SEAL ALL EXPOSED EDGES OF THE CORE MATERIAL TO PREVENT SOIL INTRUSION. SEAL EXPOSED EDGES BY FOLDING THE GEOTEXTILE FLAPS OVER AND AROUND THE PGD OR, IF A FLAP IS NOT PROVIDED, COVERING THE EXPOSED EDGE WITH A 12 INCH WIDE STRIP OF GEOTEXTILE FABRIC, TAPING THE STRIP TO THE PGD GEOTEXTILE 8 INCHES FROM THE EXPOSED EDGE, AND FOLDING THE REMAINING 4 INCHES OVER AND AROUND THE PGD. SECURE LOOSE EDGES OF THE GEOTEXTILE FABRIC WITH 3 INCH WIDE WATERPROOF PLASTIC TAPE.

REPAIR ANY DAMAGE TO THE GEOTEXTILE FABRIC BY COVERING WITH A PATCH WHICH OVERLAPS THE DAMAGED AREA AND EXTENDS AT LEAST 6 INCHES BEYOND THE EDGE OF THE DAMAGED AREA. TAPE THE EDGES OF THE PATCH IN PLACE USING 3 INCH WIDE WATERPROOF PLASTIC TAPE. IF THE CORE OF THE PGD IS DAMAGED, REPLACE IT WITH A NEW SECTION OF PGD AND SPLICE AS DESCRIBED ABOVE.

GENERAL NOTES (4 OF 4)
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ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER.	GENERAL	REFERENCE SHEET
202	11203		LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					9
503	11100		LS	COFFERDAMS AND EXCAVATION BRACING					13, 14
503	21100		CY	UNCLASSIFIED EXCAVATION					
505	11100		LS	PILE DRIVING EQUIPMENT MOBILIZATION					
507	00600		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN					
507	00650		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED					
509	10000		LB	EPOXY COATED REINFORCING STEEL					
511	34446		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK					
511	34448		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)					
511	42012		CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS					
511	44112		CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING					
511	46512		CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING					
511	51512		CY	CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK					
511	53010		CY	CLASS QC1 CONCRETE, MISC.: CONCRETE FACING					
512	10050		SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)					
512	10100		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)					
512	10300		SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN					
513	10280		LB	STRUCTURAL STEEL MEMBERS, LEVEL 4					
513	20000		EACH	WELDED STUD SHEAR CONNECTORS, 7/8"					
513	20000		EACH	WELDED STUD SHEAR CONNECTORS, 3/4"					
514	00060		SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, SYSTEM OZEU					
514	00066		SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
516	11211		FT	STRUCTURAL EXPANSION JOINT INCLUDING 3" ELASTOMERIC STRIP SEAL, AS PER PLAN					64
516	11211		FT	STRUCTURAL EXPANSION JOINT INCLUDING 5" ELASTOMERIC STRIP SEAL, AS PER PLAN					64
516	13600		SF	1" PREFORMED EXPANSION JOINT FILLER					
516	44201		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 1'-8" W X 1'-4" L X 4.85" T, AS PER PLAN					48, 49
516	44201		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 2'-6" W X 1'-10" L X 4.85" T, AS PER PLAN					48, 49
516	44201		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 1'-6" W X 1'-2" L X 3.70" T, AS PER PLAN					48, 49
518	20000		SY	PREFABRICATED GEOCOMPOSITE DRAIN					
518	21201		CY	POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN					23, 27
518	40000		FT	6" PERFORATED CORRUGATED PLASTIC PIPE					
518	40010		FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS					
523	20000		EACH	DYNAMIC LOAD TESTING					
524	94801		FT	DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN					3
524	94901		FT	DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN (WITH 1/2" PERMANENT STEEL CASING)					3
524	94901		FT	DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN (WITH 1" PERMANENT STEEL CASING)					3
524	95100		EACH	DRILLED SHAFTS, MISC.: 48" DIAMETER, THROUGH OBSTRUCTIONS					4
524	95100		EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 48" DIA. SHAFT					5
524	95100		EACH	DRILLED SHAFTS, MISC.: DEMONSTRATION DRILLED SHAFT					5
524	95100		EACH	DRILLED SHAFTS, MISC.: HIGH STRAIN DYNAMIC TESTING OF DRILLED SHAFTS					5
524	95100		EACH	DRILLED SHAFTS, MISC.: THERMAL INTEGRITY PROFILER (T.I.P.) TEST					5
526	30010		SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")					
526	90030		FT	TYPE C INSTALLATION					
530	00200		LS	SPECIAL - STRUCTURES: PRECONSTRUCTION CONDITION SURVEY					2
530	14000		LS	SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION					2
607	39911		FT	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC, AS PER PLAN					66, 67
607	40000		FT	SPECIAL - VANDAL PROTECTION FENCE					
607	39994		FT	TEMPORARY VANDAL FENCE, TYPE B					
625	10615		EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN					4
625	98000		EACH	LIGHTING, MISC.: PEDESTRIAN POLE ANCHORAGE					4
625	98000		EACH	LIGHTING, MISC.: SIGNAL POLE ANCHORAGE					4

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

SFN 1807839

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ETB	MKB

REVIEWER
LPC 08-01-22

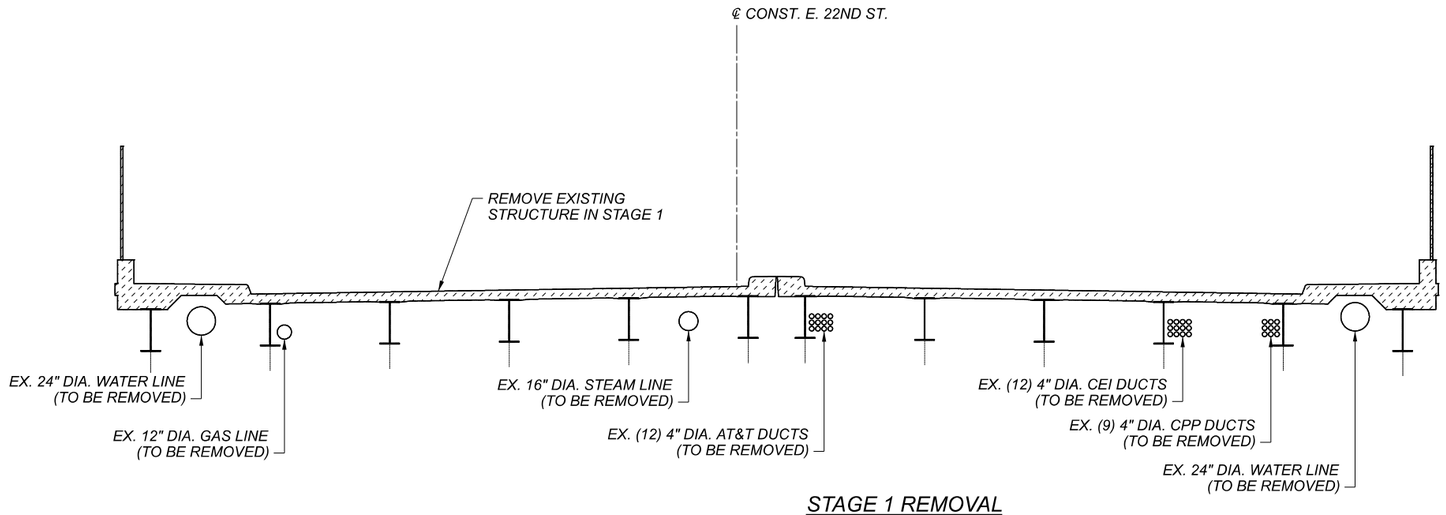
PROJECT ID 82382

SUBSET	TOTAL
6	75

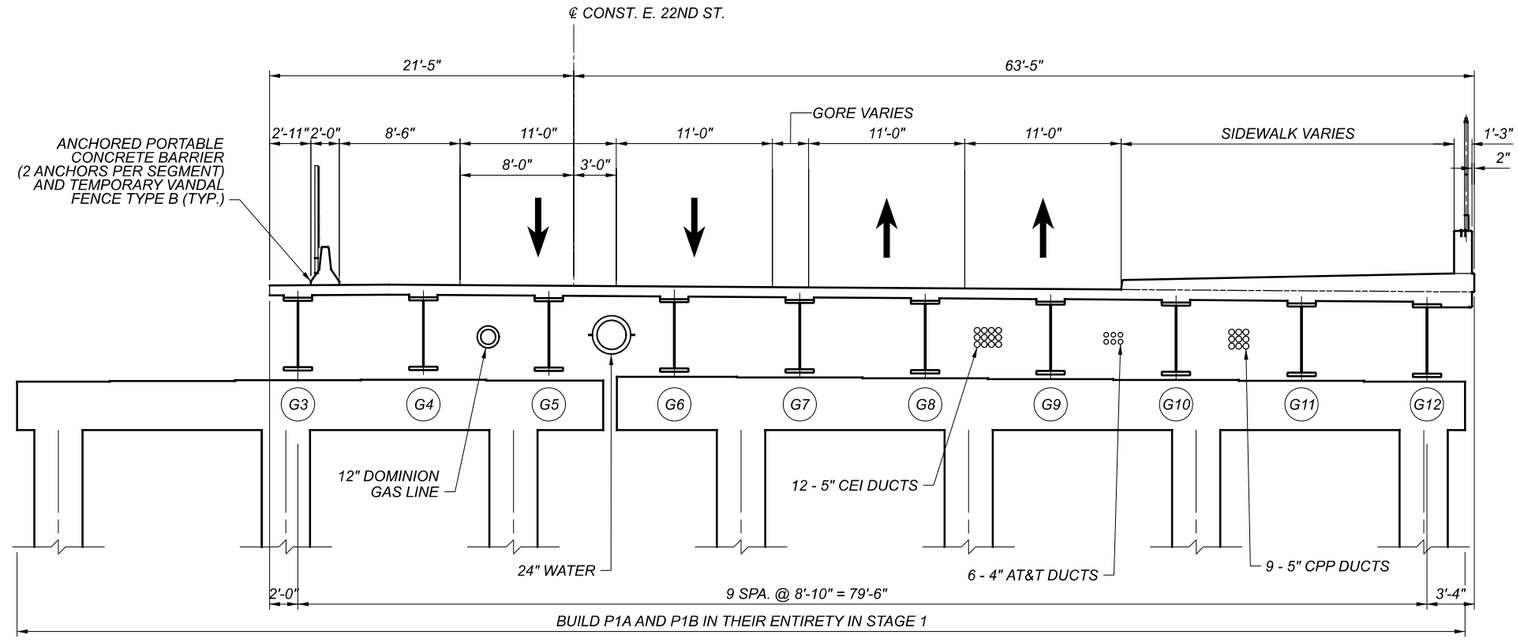
SHEET	TOTAL
1750	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:39:48 AM USER: David.Fell
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_SQ001.dgn



STAGE 1 REMOVAL
MOT PHASE 2



STAGE 1 CONSTRUCTION
MOT PHASE 2

NOTES:

1. *FOR LANE CONFIGURATION DETAILS, SEE MAINTENANCE OF TRAFFIC PLANS.*
2. *SEE ODOT STANDARD CONSTRUCTION DRAWING PCB-91 FOR ADDITIONAL PORTABLE CONCRETE BARRIER DETAILS.*
3. *SEE ODOT STANDARD CONSTRUCTION DRAWING TVPF-1-18 FOR TEMPORARY VANDAL PROTECTION FENCING DETAILS.*

LEGEND

- *EXISTING BRIDGE TO BE REMOVED*

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	LPC 07-28-22
PROJECT ID	82382
SUBSET	7
TOTAL	75
SHEET	1751
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet 1 OF 2 PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:39:59 AM USER: David.Fell
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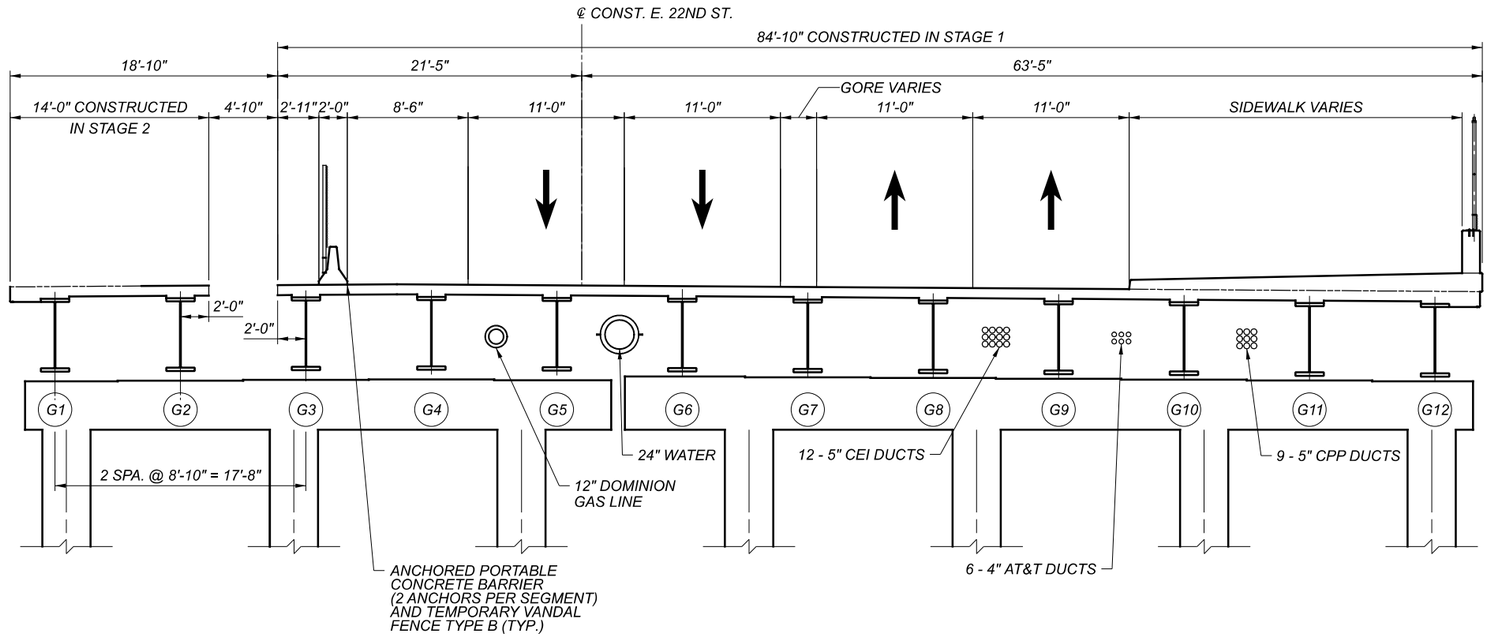
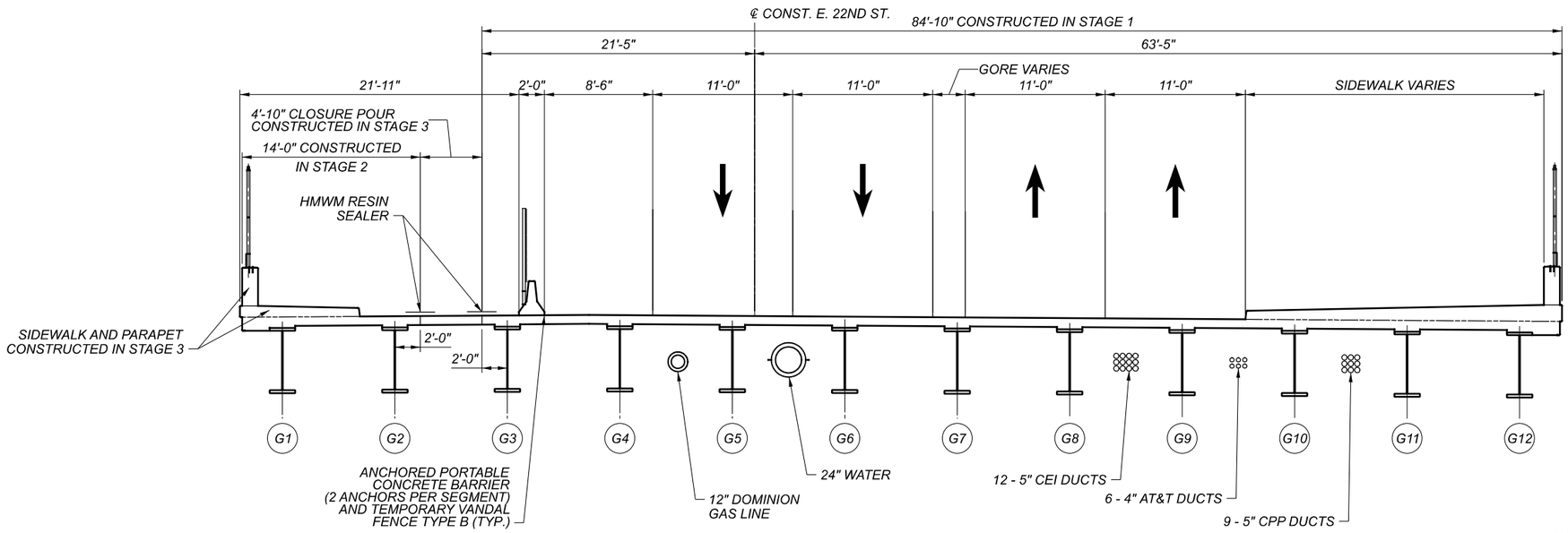


STAGE 2 CONSTRUCTION

MOT PHASE 10



STAGE 3 CONSTRUCTION

MOT PHASE 10

NOTES:

1. FOR LANE CONFIGURATION DETAILS, SEE MAINTENANCE OF TRAFFIC PLANS.
2. SEE ODOT STANDARD CONSTRUCTION DRAWING PCB-91 FOR ADDITIONAL PORTABLE CONCRETE BARRIER DETAILS.
3. SEE ODOT STANDARD CONSTRUCTION DRAWING TVPF-1-18 FOR TEMPORARY VANDAL PROTECTION FENCING DETAILS.

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	ETB
CHECKER	JBT
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	8
TOTAL	75
SHEET	1752
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet 2 OF 2 PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:40:00 AM USER: David.Fell
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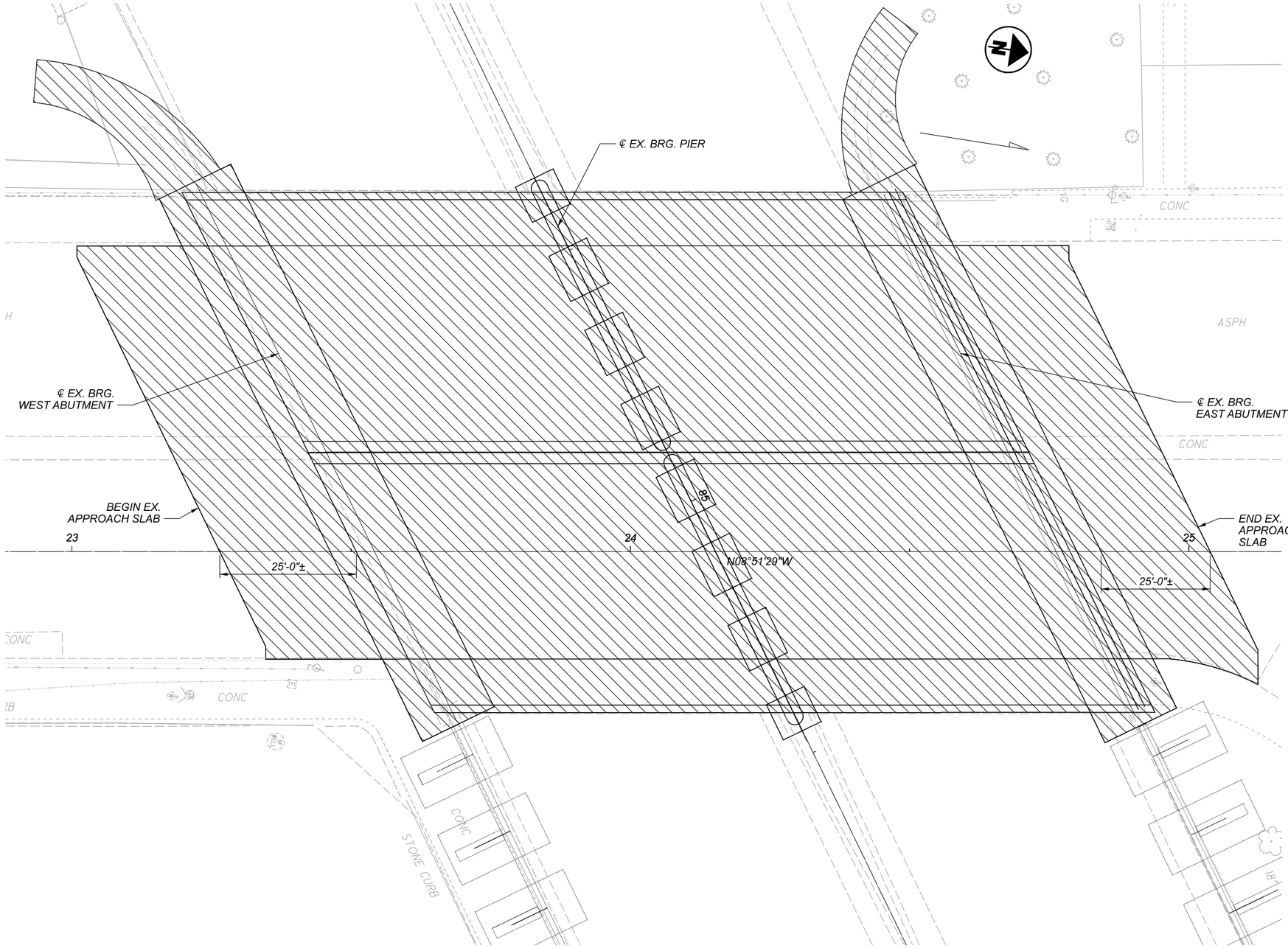

REMOVAL PLAN

LEGEND:

= REMOVAL

NOTES:

1. SEE SHEET 10/75 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

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	LPC 07-28-22
PROJECT ID	82382
SUBSET	9
TOTAL	75
SHEET	1753
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17X11 (in.) DATE: 8/4/2022 TIME: 11:40:22 AM USER: David.Fell
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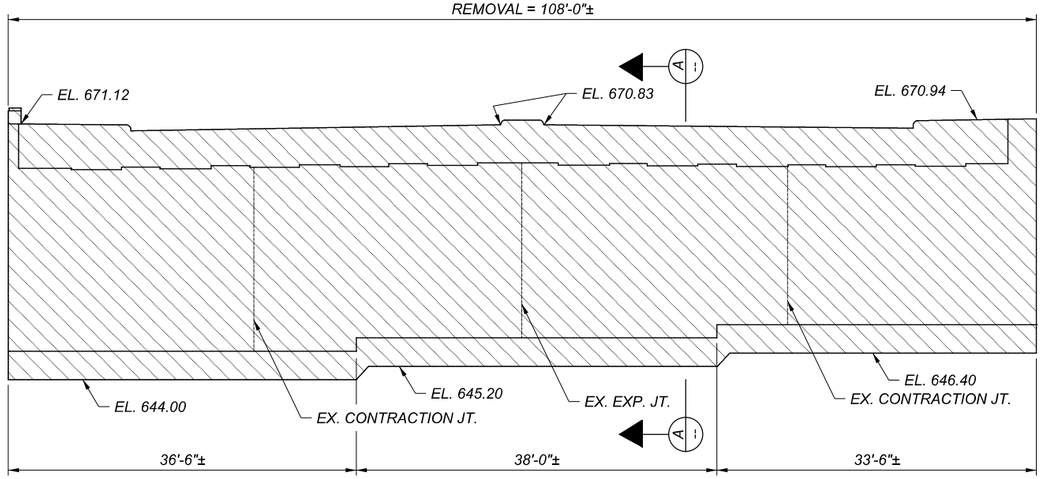
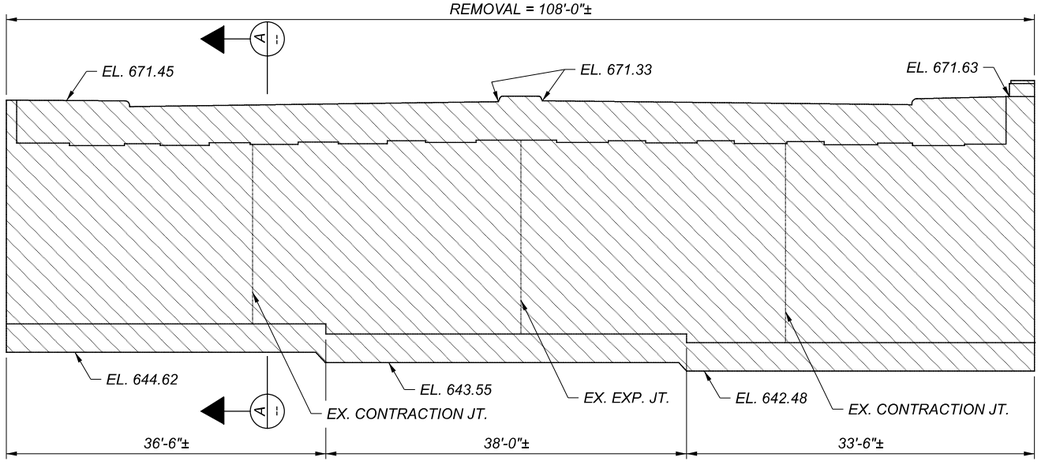
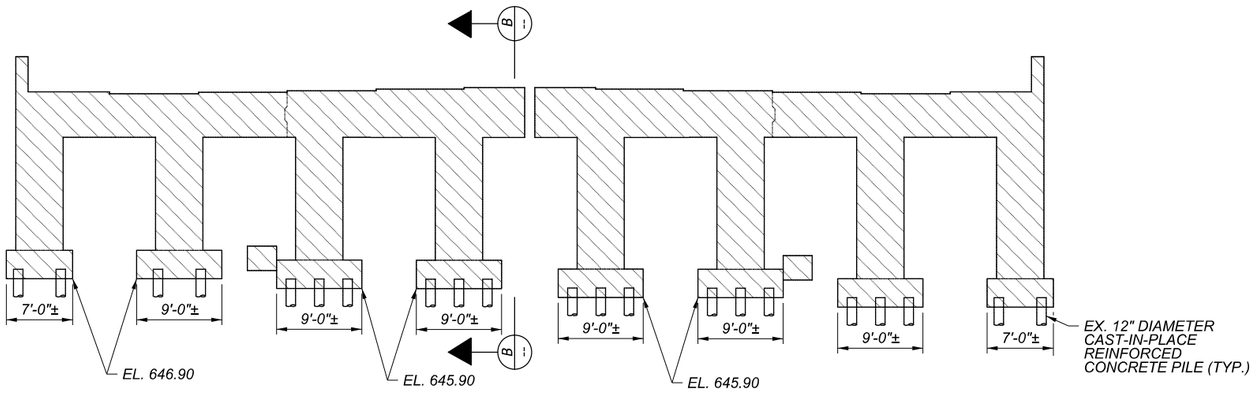


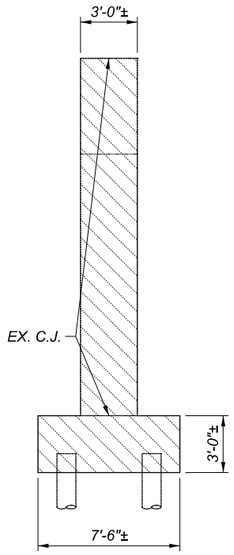
REAR ABUTMENT REMOVAL ELEVATION



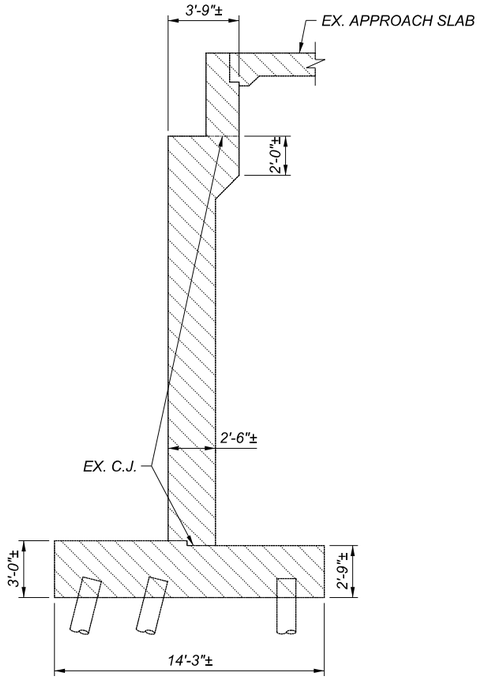
FORWARD ABUTMENT REMOVAL ELEVATION



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

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	LPC 07-28-22
PROJECT ID	82382
SUBSET	10
TOTAL	75
SHEET	1754
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:40:31 AM USER: David.Fell
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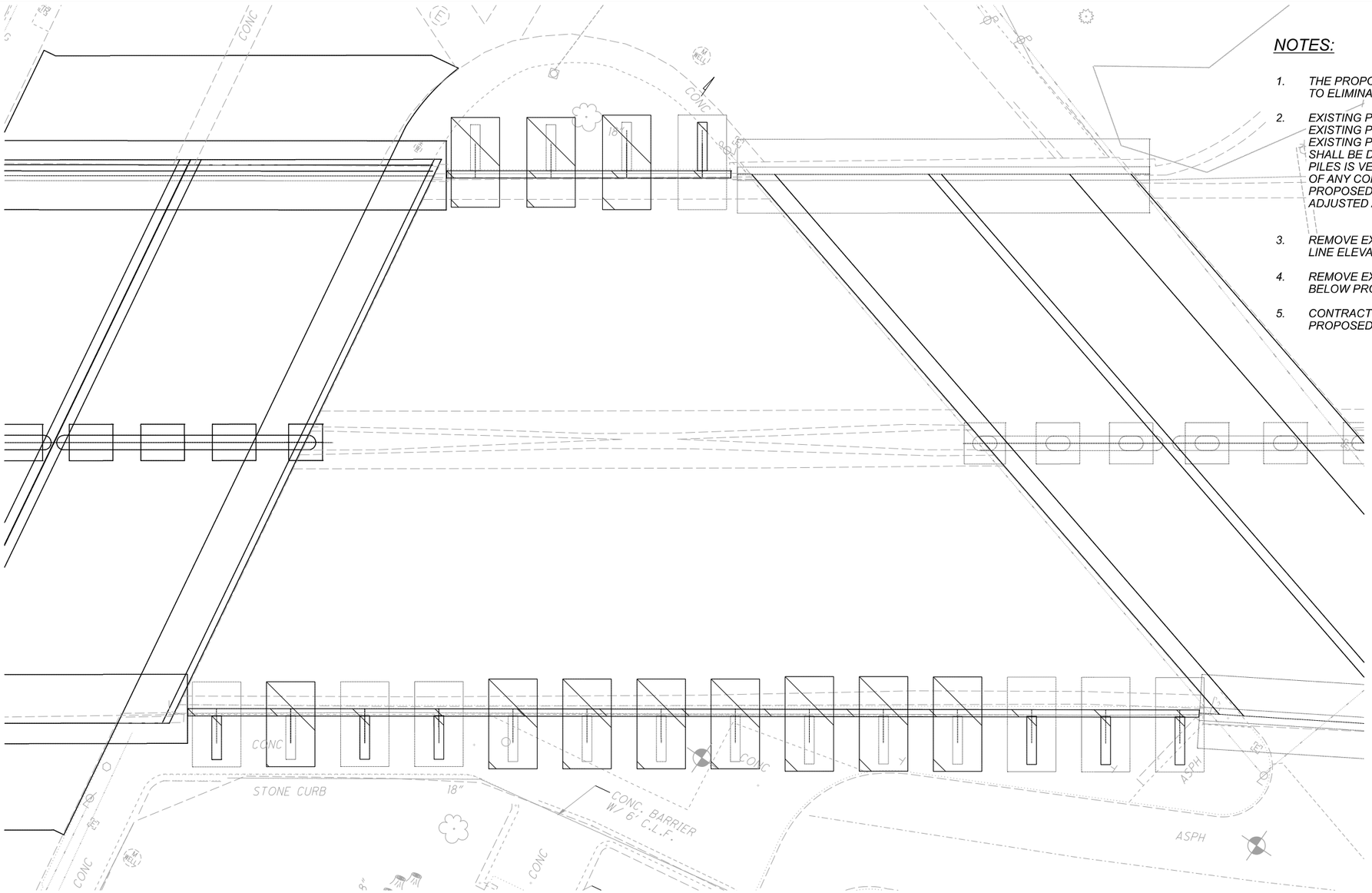


NOTES:

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.*
5. *CONTRACTOR MAY MODIFY REMOVAL LIMITS TO ACCOMODATE THEIR PROPOSED REMOVAL AND DRILLED SHAFT INSTALLATION PLAN.*

REMOVAL PLAN

LEGEND:

= *REMOVAL*

NOTES:

1. *SEE SHEET 12/75 FOR RETAINING WALL REMOVAL DETAILS.*

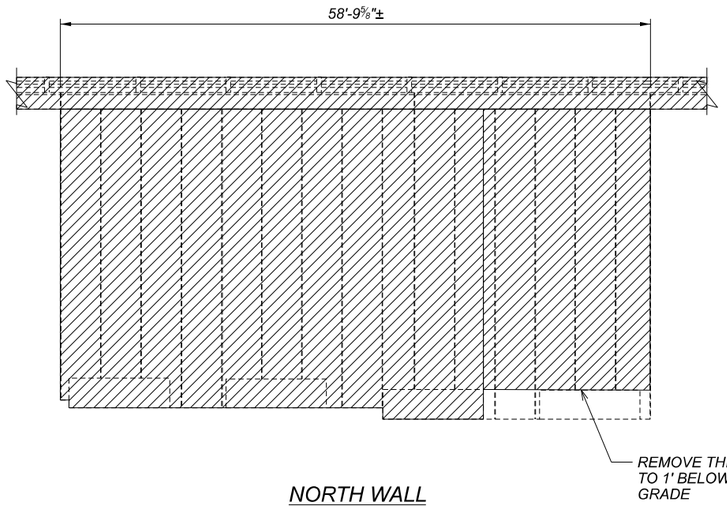
EXISTING RETAINING WALLS

STRUCTURE REMOVAL DETAILS (3 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 LPC 07-28-22
PROJECT ID 82382
SUBSET 11 | TOTAL 75
SHEET 1755 | TOTAL 2338

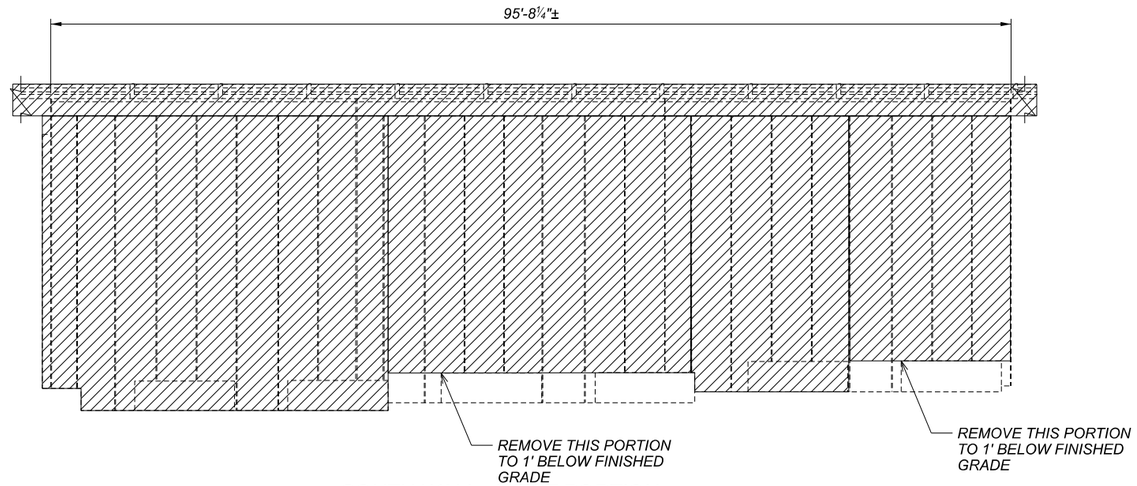
CUY-90-16.28 (CCG3A)

= PHASE 5 REMOVAL



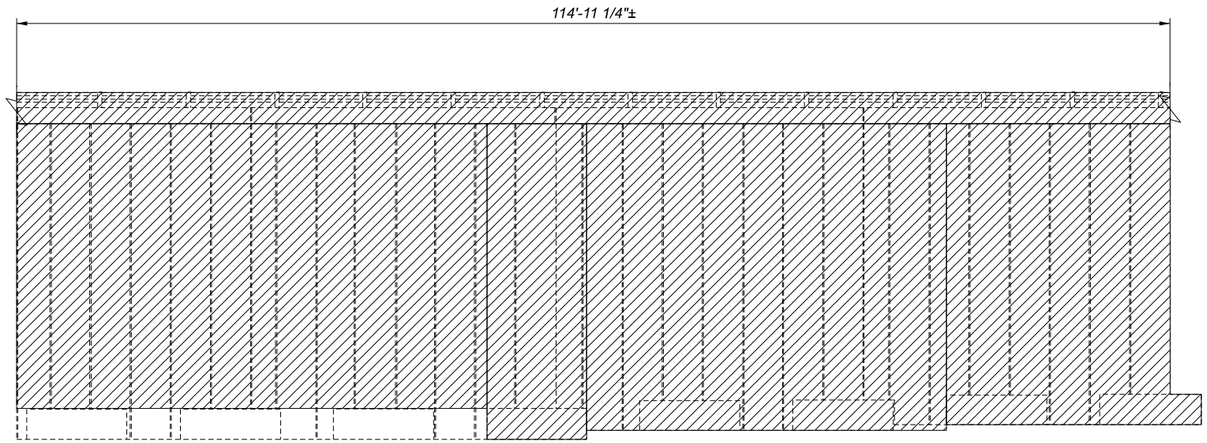
NORTH WALL

(EX. PILES NOT SHOWN)



SOUTH WALL - WEST PORTION

(EX. PILES NOT SHOWN)

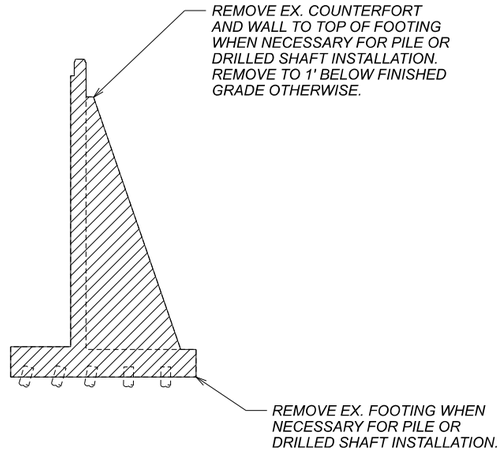


SOUTH WALL - EAST PORTION

(EX. PILES NOT SHOWN)

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.



TYPICAL COUNTERFORT SECTION

NOTES:

3. REMOVE EXISTING PILES UNDER PROPOSED PIER PILE CAP LIMITS TO DREDGE LINE ELEVATION FOR PROPOSED PILE CAP.
4. REMOVE EXISTING PILES OUTSIDE OF PROPOSED PIER PILE CAP LIMITS TO 1' BELOW PROPOSED SUBGRADE ELEVATION.

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	LPC 07-28-22
PROJECT ID	82382
SUBSET	12
TOTAL	75
SHEET	1756
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:40:45 AM USER: David.Fell
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SHEET RESERVED FOR FUTURE USE

TEMPORARY SHORING 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	CHECKER
XXX	XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
82382

SUBSET	TOTAL
13	75

SHEET	TOTAL
1757	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:40:52 AM USER: David.Fell
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SHEET RESERVED FOR FUTURE USE

TEMPORARY SHORING 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
XXX	XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
82382

SUBSET	TOTAL
14	75

SHEET	TOTAL
1758	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:40:58 AM USER: David.Fell
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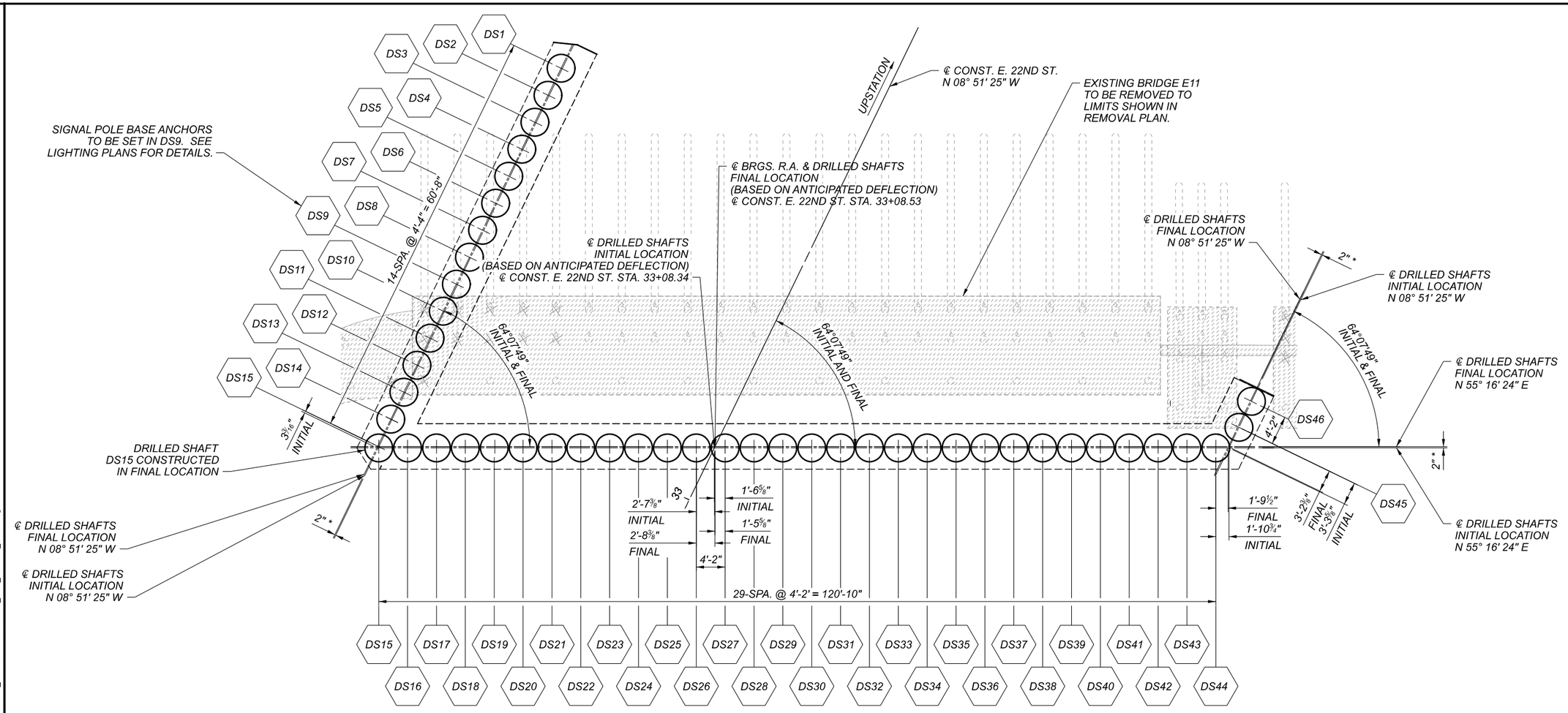

REAR ABUTMENT FOUNDATION PLAN

* = OFFSET FOR ANTICIPATED DEFLECTION

NOTES

1. DRILLED SHAFTS ARE TO BE INSTALLED IN THE INITIAL POSITION INDICATED IN THE FOUNDATION PLAN. REFER TO THE GENERAL NOTES FOR ADDITIONAL INFORMATION.
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.
6. SEE SHEET 16 OF 75 FOR DRILLED SHAFT SCHEDULE AND DETAILS.

LEGEND

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

DSXX INDICATES PROPOSED DRILLED SHAFT NUMBER.

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	LPC
CHECKER	GZ
REVIEWER	CDC 08-01-22
PROJECT ID	82382
SUBSET	15
TOTAL	75
SHEET	1759
TOTAL	2338

CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 1:57:47 PM USER: David.Fell
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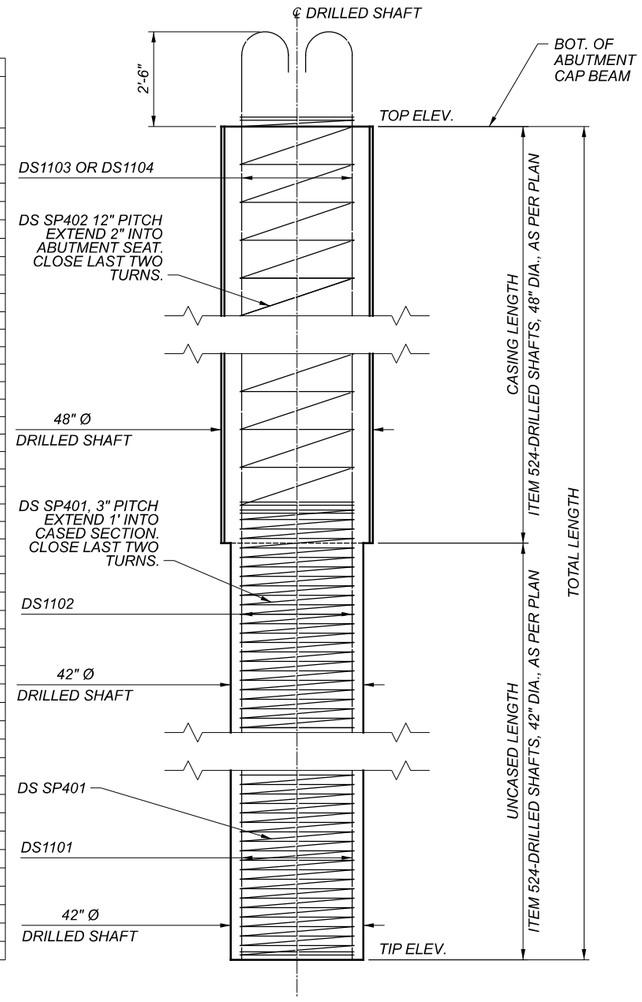
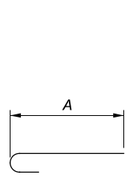
REAR ABUTMENT DRILLED SHAFT SCHEDULE													
DESIGNATION	INITIAL NORTHING	INITIAL EASTING	DIAMETER (IN.)	TOP ELEV.	TIP ELEV.	TOTAL LENGTH (FT.)	D.S. BAR MARK	NO. OF D.S. LONG. BARS	SPIRAL MARK	CASING LENGTH (FT.)	CASING THICKNESS (IN.)	DEFLECTED NORTHING	DEFLECTED EASTING
DS01			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS02			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS03			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS04			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS05			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS06			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS07			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS08			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS09			48	660.75	560.75	100.0	DS1101, DS1102 & DS1104	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS10			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS11			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS12			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS13			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS14			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS15			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS16			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS17			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS18			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS19			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS20			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS21			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS22			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS23			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS24			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS25			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS26			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS27			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS28			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS29			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS30			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS31			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS32			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS33			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS34			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS35			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS36			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS37			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS38			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS39			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS40			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS41			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS42			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS43			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS44			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS45			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0
DS46			48	660.75	560.75	100.0	DS1101, DS1102 & DS1103	3-S.O. 12	DSSP401 OR DSSP402	50	0.500	0.0	0.0



BAR MARK	LENGTH	TYPE
DS1101	40'-0"	STR.
DS1102	30'-0"	STR.
DS1103	2'-6"	16
DS1104	8'-6"	16



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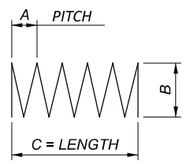

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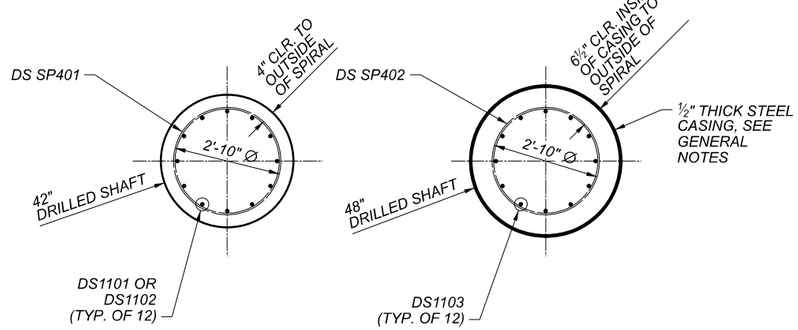

REAR ABUTMENT FOUNDATION PLAN (2 OF 2)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER LPC | CHECKER GZ
REVIEWER CDC 08-01-22
PROJECT ID 82382
SUBSET 16 | TOTAL 75
SHEET 1760 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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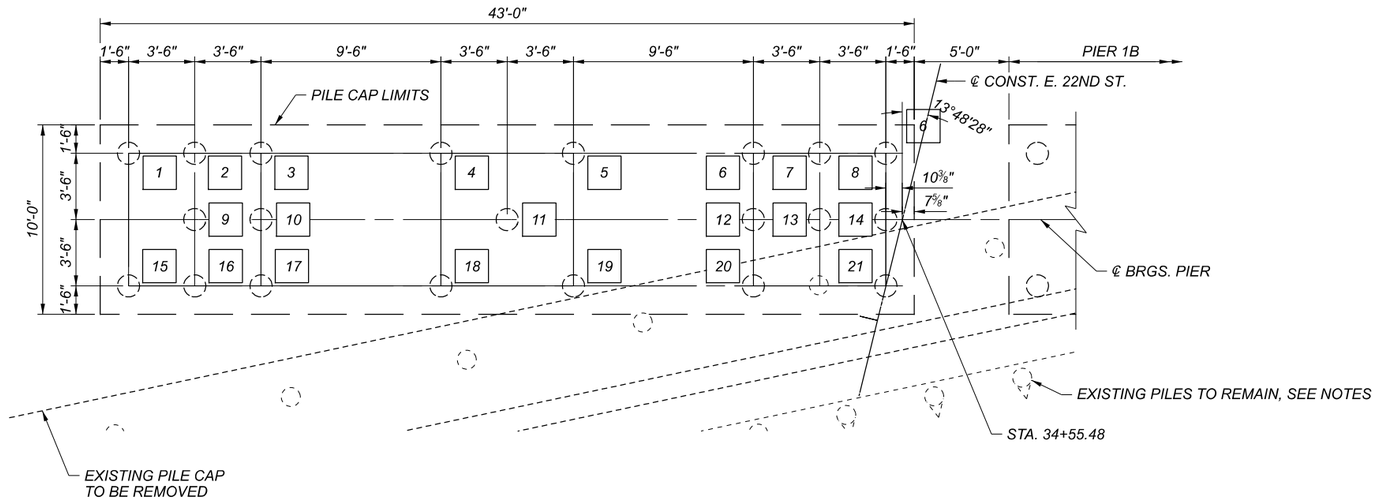

PIER 1A FOUNDATION PLAN

NOTES

SEE GENERAL PLAN SHEET 1 FOR COMPLETE LAYOUT.

SEE PIER PLAN AND ELEVATION SHEET 30 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

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	17
TOTAL	75
SHEET	1761
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:41:24 AM USER: David.Fell
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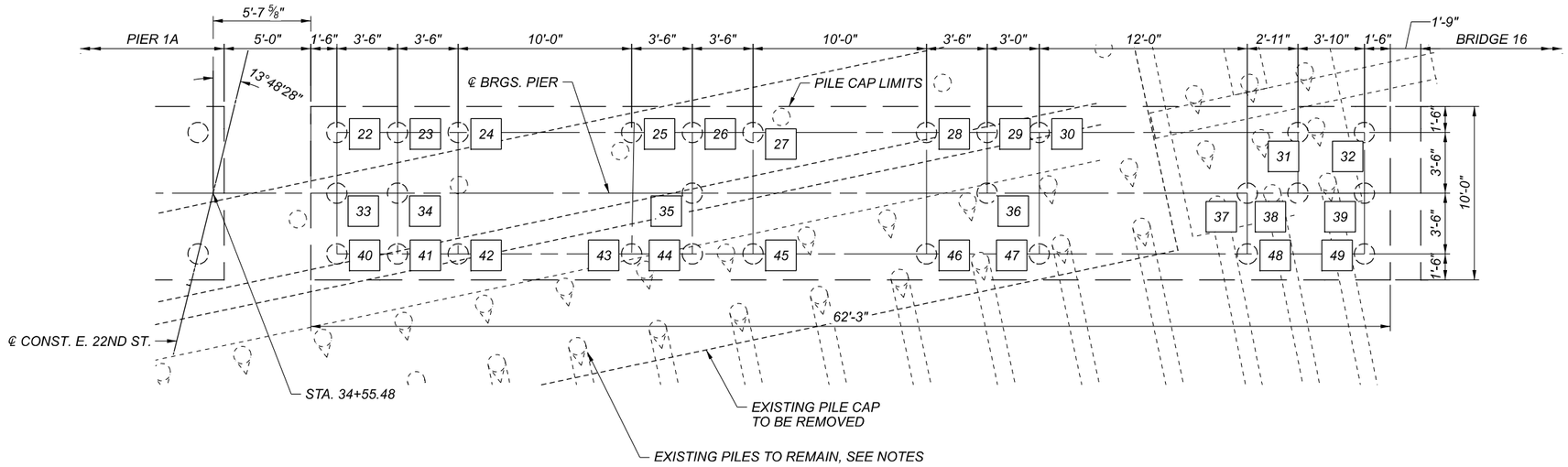

PIER 1B FOUNDATION PLAN

NOTES

SEE GENERAL PLAN SHEET 1 FOR COMPLETE LAYOUT.

SEE PIER PLAN AND ELEVATION SHEET 31 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

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	18
TOTAL	75
SHEET	1762
TOTAL	2338

CUY-90-16.28 (CCG3A)

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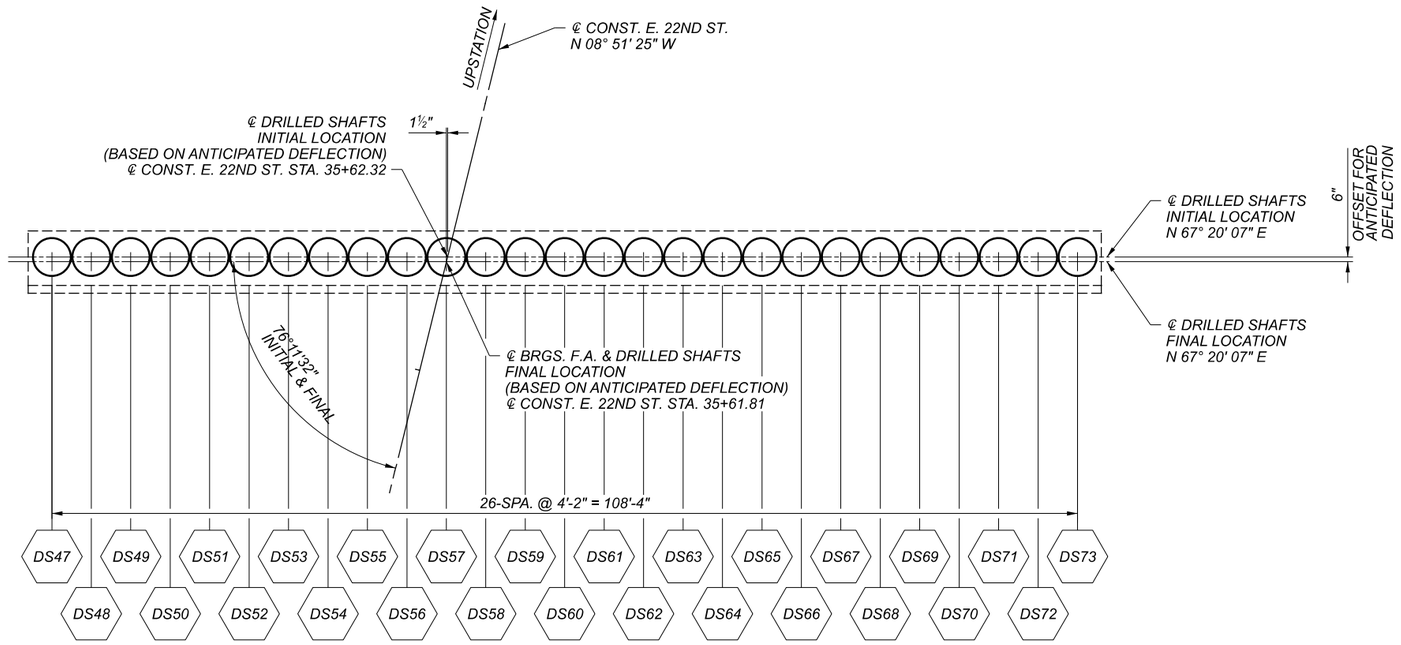

FORWARD ABUTMENT FOUNDATION PLAN

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:

   NO APPARENT CONFLICTS
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.
6. SEE SHEET 20 OF 75 FOR DRILLED SHAFT SCHEDULE AND DETAILS.

LEGEND

DSXX INDICATES PROPOSED DRILLED SHAFT NUMBER.

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	CHECKER
LPC	GZ

REVIEWER
CDC 08-01-22

PROJECT ID 82382

SUBSET	TOTAL
19	75

SHEET	TOTAL
1763	2338

CUY-90-16.28 (CCG3A)

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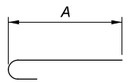
FORWARD ABUTMENT DRILLED SHAFT SCHEDULE													
DESIGNATION	INITIAL NORTHING	INITIAL EASTING	DIAMETER (IN.)	TOP ELEV.	TIP ELEV.	TOTAL LENGTH (FT.)	D.S. BAR MARK	NO. OF D.S. LONG. BARS	SPIRAL MARK	CASING LENGTH (FT.)	CASING THICKNESS (IN.)	DEFLECTED NORTHING	DEFLECTED EASTING
DS47	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS48	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS49	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS50	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS51	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS52	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS53	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS54	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS55	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS56	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS57	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS58	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS59	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS60	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS61	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS62	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS63	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS64	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS65	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS66	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS67	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS68	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS69	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS70	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS71	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS72	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0
DS73	0	0	48	660.50	550.50	110.0	DS1101, DS1102 & DS1103	3-S.O. 14	DSSP401 OR DSSP402	75.00	1.000	0	0

BAR MARK	LENGTH	TYPE	A	B	C
DS1101	40'-0"	STR.			
DS1102	30'-0"	STR.			
DS1103	2'-6"	16			
DS SP401		27	3"		2'-10"
DS SP402		27	12"		2'-10"



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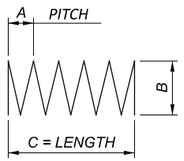
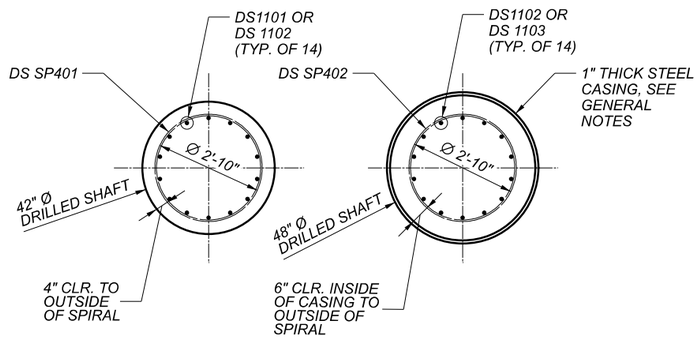


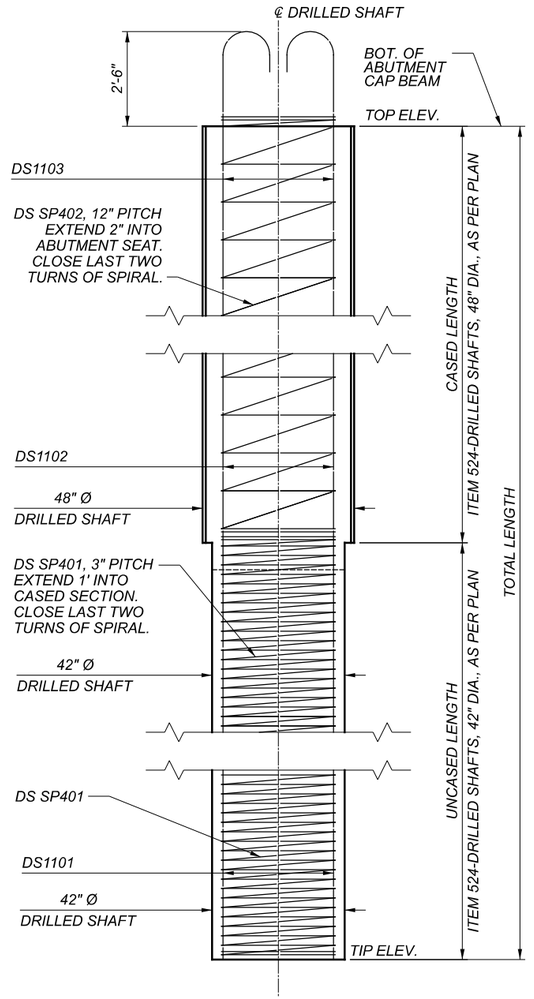
TYPE-27

NOTES

1. SEE SHEET 19 OF 75 FOR FOUNDATION PLAN.
2. SEE SHEET 19 OF 75 FOR ADDITIONAL NOTES.



DRILLED SHAFT SECTIONS

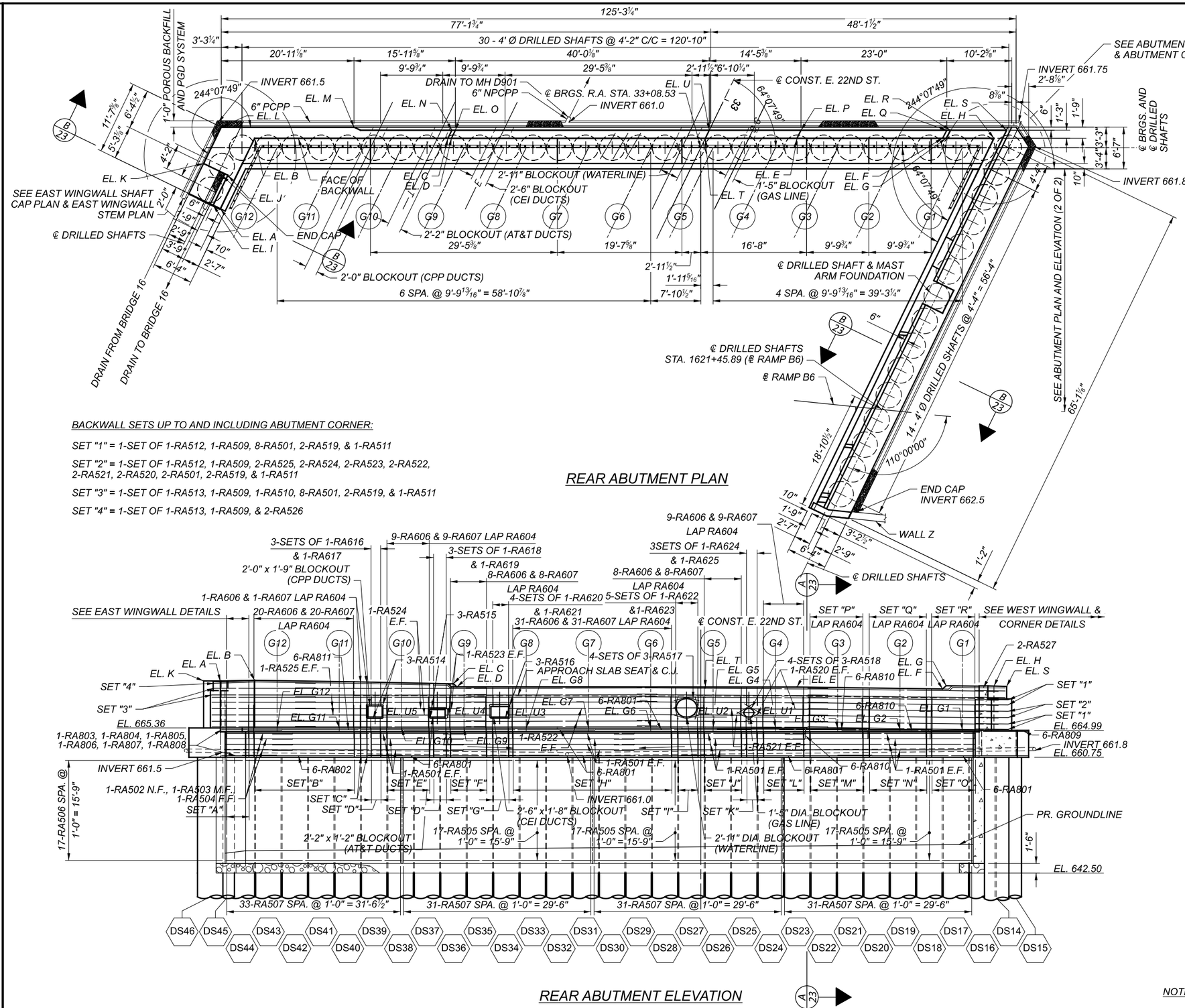


DRILLED SHAFT ELEVATION

FORWARD 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 LPC | CHECKER GZ
REVIEWER CDC 08-01-22
PROJECT ID 82382
SUBSET 20 | TOTAL 75
SHEET 1764 | TOTAL 2338

CUY-90-16.28 (CCG3A)



REAR ABUTMENT ELEVATION

REAR ABUTMENT	
LOCATION	ELEVATION
A	672.67
B	672.87
C	672.35
D	671.84
E	671.81
F	671.52
G	672.02
H	671.93
I	672.68
J	672.76
K	672.78
L	672.76
M	672.64
N	672.32
O	671.82
P	671.79
Q	671.50
R	672.00
S	671.88
T	671.82
U	671.80

REAR ABUTMENT	
LOCATION	ELEVATION
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
U1	667.07
U2	667.07
U3	667.09
U4	667.09
U5	667.09

BACKWALL SETS UP TO AND INCLUDING ABUTMENT CORNER:

SET "1" = 1-SET OF 1-RA512, 1-RA509, 8-RA501, 2-RA519, & 1-RA511

SET "2" = 1-SET OF 1-RA512, 1-RA509, 2-RA525, 2-RA524, 2-RA523, 2-RA522, 2-RA521, 2-RA520, 2-RA501, 2-RA519, & 1-RA511

SET "3" = 1-SET OF 1-RA513, 1-RA509, 1-RA510, 8-RA501, 2-RA519, & 1-RA511

SET "4" = 1-SET OF 1-RA513, 1-RA509, & 2-RA526

SET "A" = SEE EAST WINGWALL DETAILS

SET "B" = 20-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "C" = 1-SET OF 1-RA508, 1-RA624, AND 1-RA604

SET "D" = 3-SETS OF 1-RA508, 1-RA624, AND 1-RA611 SPA. @ 1'-0"

SET "E" = 9-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "F" = 8-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "G" = 4-SETS OF 1-RA508, 1-RA624, AND 1-RA611 SPA. @ 1'-0"

SET "H" = 31-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "I" = 5-SETS OF 1-RA508, 1-RA624, AND 1-RA612 SPA. @ 1'-0"

SET "J" = 8-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "K" = 3-SETS OF 1-RA508, 1-RA624, AND 1-RA612 SPA. @ 1'-0"

SET "L" = 9-SETS OF 1-RA508, 1-RA624, AND 1-RA604 SPA. @ 1'-0"

SET "M" = 11-SETS OF 1-RA508, 1-RA613, AND 1-RA604 SPA. @ 1'-0"

SET "N" = 12-SETS OF 1-RA508, 1-RA614, AND 1-RA604 SPA. @ 1'-0"

SET "O" = 9-SETS OF 1-RA508, 1-RA615, AND 1-RA604 SPA. @ 1'-0"

SET "P" = 11-RA606 & 11-RA607

SET "Q" = 12-RA606 & 12-RA607

SET "R" = 9-RA606 & 9-RA607

MIN. LAP LENGTHS:

#5 - 3'-1"
#6 - 3'-7"
#8 - 5'-4"

NOTES

1. *FOR ADDITIONAL DETAILS, SEE SHEET 23 / 75 & 24 / 75*
2. *SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT.*
3. *SLOPE 6" NPCPP AND PCPP ⅛" / FT. MIN.*

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 LPC | CHECKER GZ
REVIEWER CDC 08-01-22
PROJECT ID 82382
SUBSET 21 | TOTAL 75
SHEET 1765 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 1:59:03 PM USER: David.Fell
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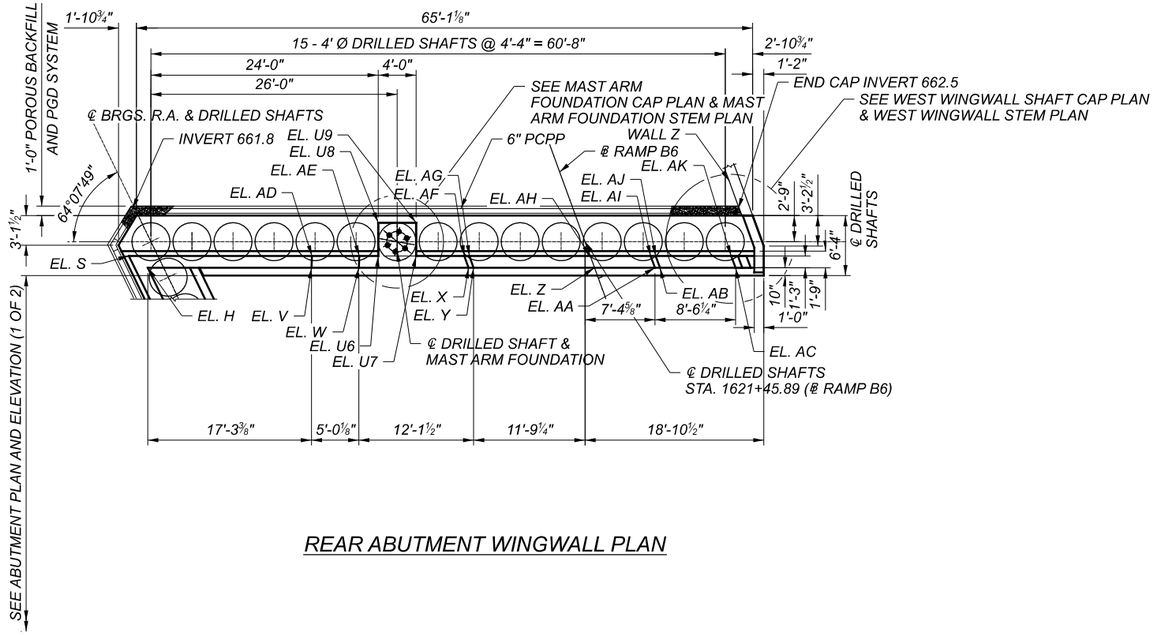
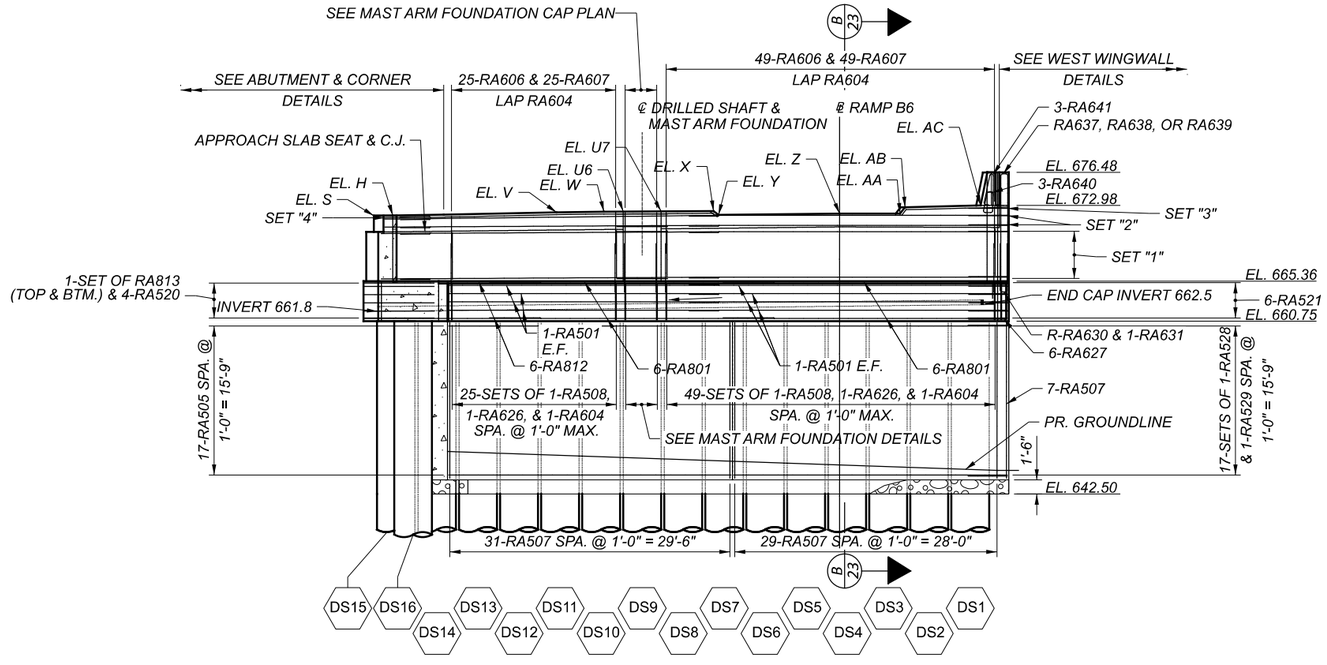


REAR ABUTMENT WINGWALL PLAN

REAR ABUTMENT WINGWALL	
POINT	ELEVATION
H	671.93
S	671.88
V	672.24
W	672.32
X	672.39
Y	671.90
Z	672.13
AA	672.11
AB	672.78
AC	672.98
AD	672.26
AE	672.34
AF	672.39
AG	671.88
AH	672.12
AI	672.08
AJ	672.75
AK	672.95
U6	672.28
U7	672.33
U8	672.26
U9	672.31



REAR ABUTMENT WINGWALL ELEVATION

BACKWALL SETS FROM ABUTMENT CORNER TO WINGWALL END AT WALL Z:

SET "1" = 6-SETS OF 4-RA501, 1-RA525, 1-RA527, 1-RA528, & 1-RA529

SET "2" = 1-SET OF 4-RA501, 1-RA526, 1-RA527, 1-RA528, & 1-RA529

SET "3" = 1-SET OF 2-RA530, 1-RA526, 1,RA527, 1-RA528, & 1-RA529

SET "4" = 1-SET OF 2-RA501 & 2-RA531

MIN. LAP LENGTHS:

#5 - 3'-1"
#6 - 3'-7"
#8 - 5'-4"

NOTES

1. *FOR ADDITIONAL DETAILS, SEE SHEET 24 / 75*
2. *SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT.*
3. *SLOPE 6" NPCPP AND PCPP ⅛" / FT. MIN.*

REAR ABUTMENT PLAN AND 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 LPC | CHECKER GZ
REVIEWER CDC 08-01-22
PROJECT ID 82382
SUBSET 22 | TOTAL 75
SHEET 1766 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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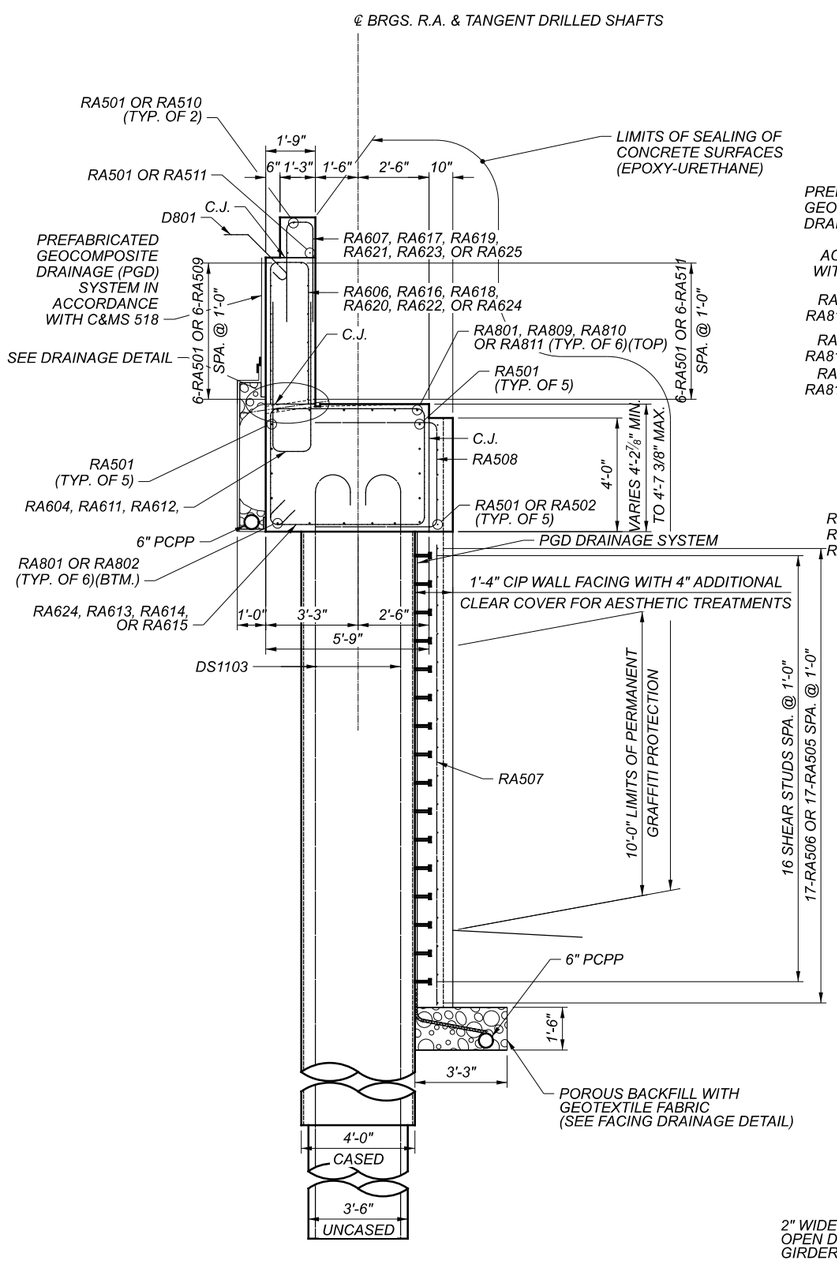
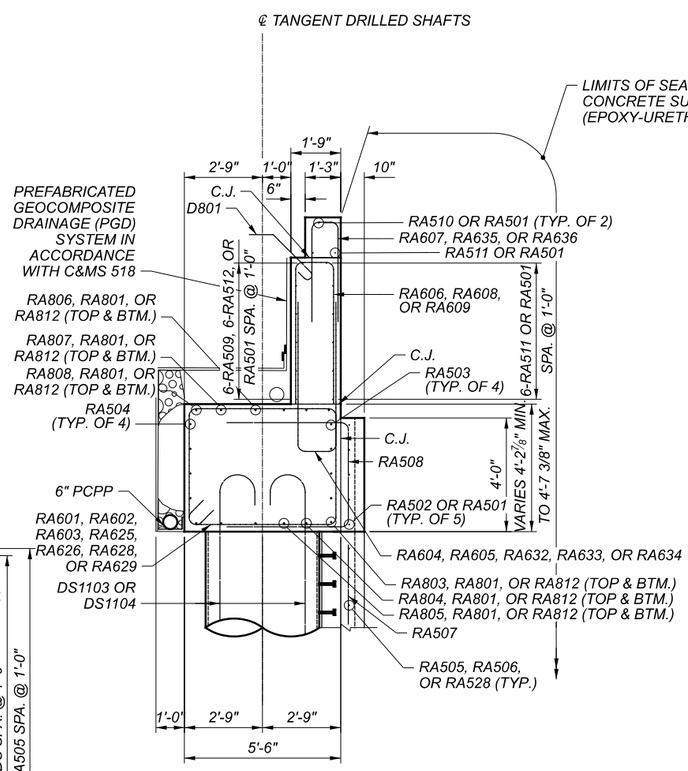
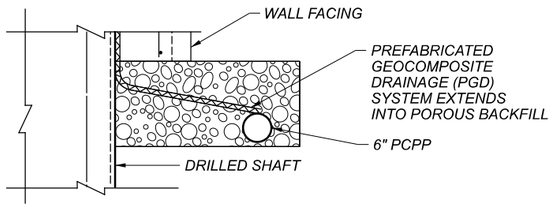


A 21 SECTION

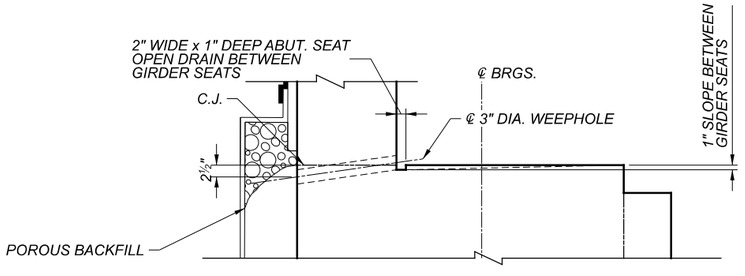


B 21 SECTION

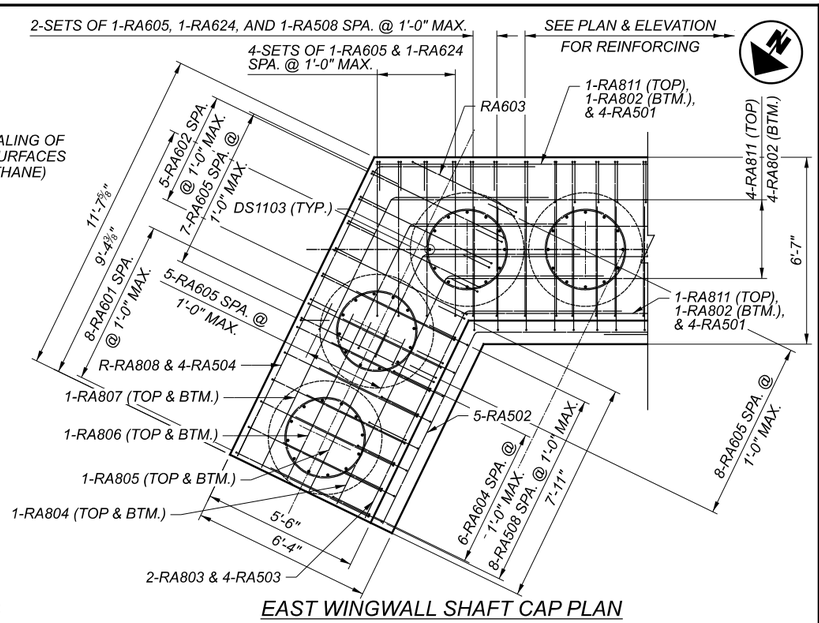
(D801 BARS IN WEST WINGWALL ONLY)



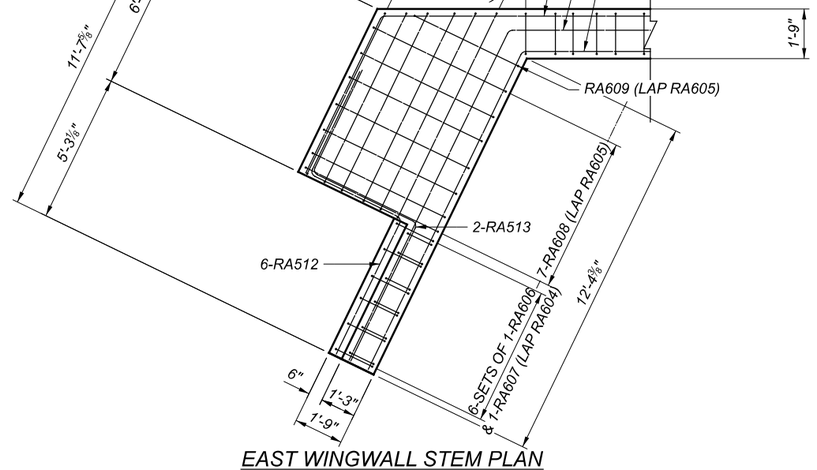
FACING DRAINAGE DETAIL



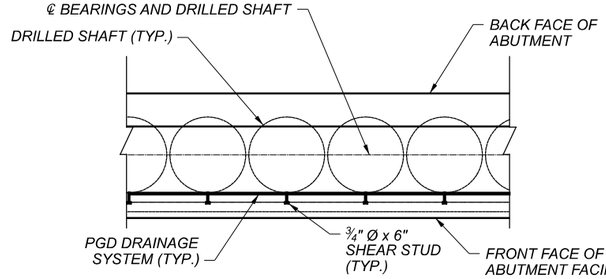
DRAINAGE DETAIL



EAST WINGWALL SHAFT CAP PLAN



EAST WINGWALL STEM PLAN



TYPICAL DRILLED SHAFT PLAN

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	LPC
CHECKER	GZ
REVIEWER	CDC 08-01-22
PROJECT ID	82382
SUBSET	23
TOTAL	75
SHEET	1767
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 2:00:08 PM USER: DavidLFell
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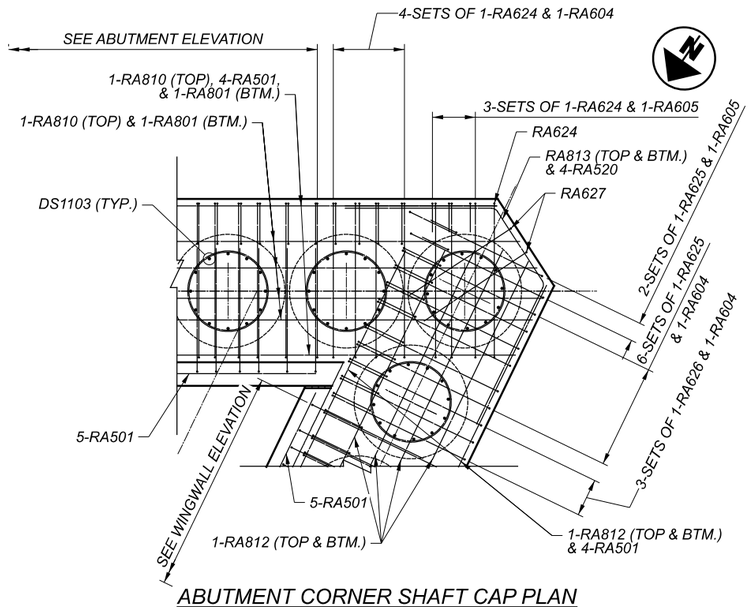
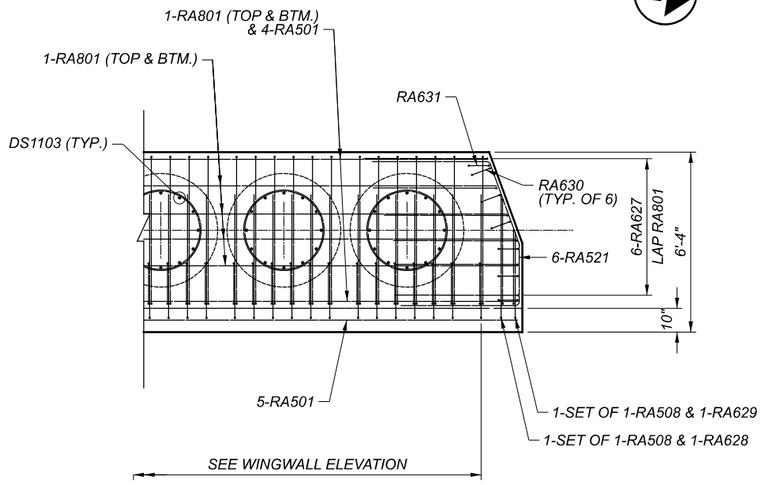
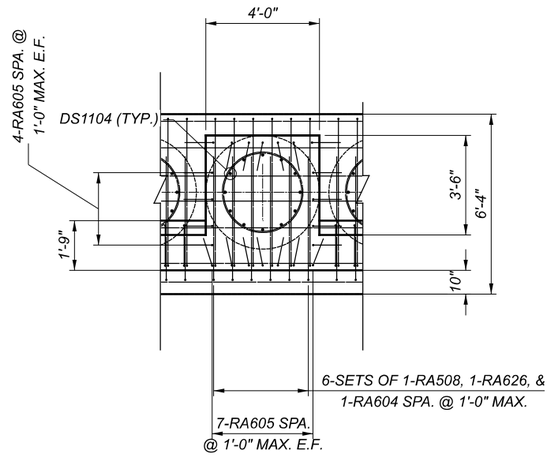


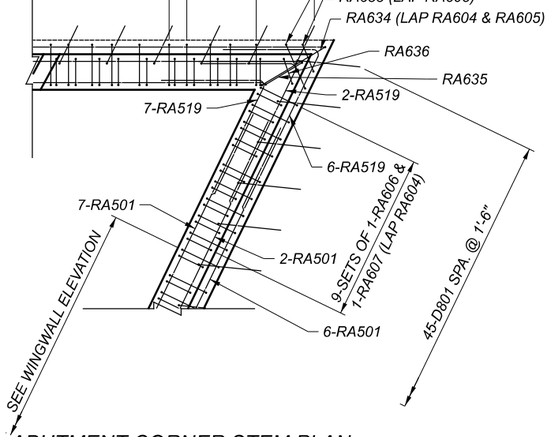
ABUTMENT CORNER SHAFT CAP PLAN



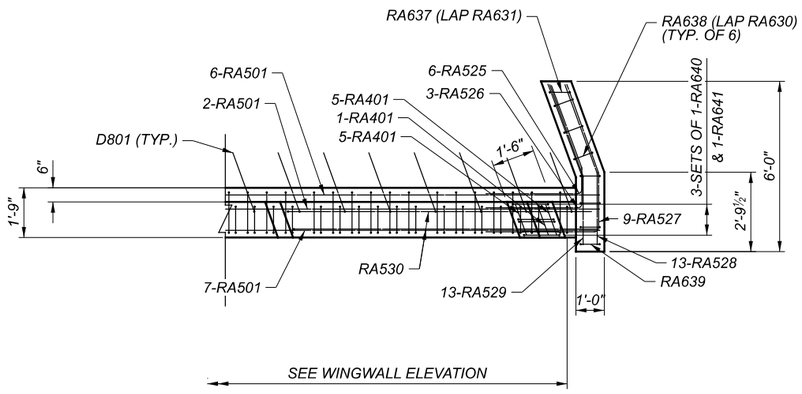
EAST WINGWALL SHAFT CAP PLAN



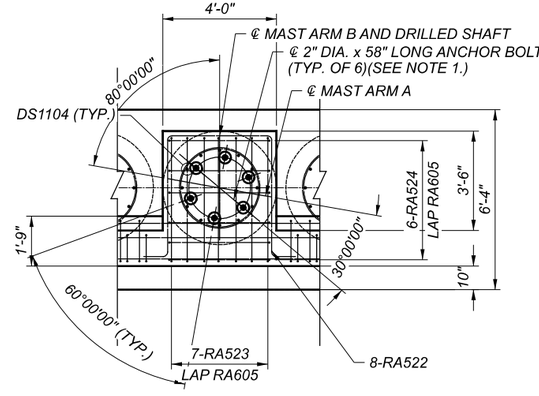
MAST ARM FOUNDATION CAP PLAN



ABUTMENT CORNER STEM PLAN



EAST WINGWALL STEM PLAN



MAST ARM FOUNDATION STEM PLAN

NOTES:

1. SEE ODOT STD. DWGS. TC-12.31 & TC-21.21 FOR ADDITIONAL MAST ARM DETAILS.

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

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER LPC | CHECKER GZ
REVIEWER CDC 08-01-22
PROJECT ID 82382
SUBSET 24 | TOTAL 75
SHEET 1768 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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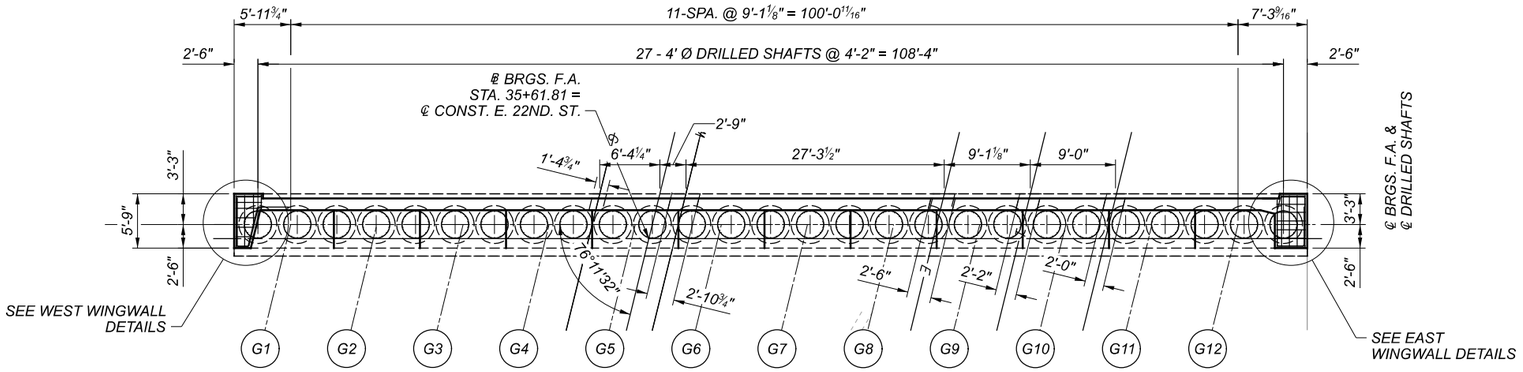
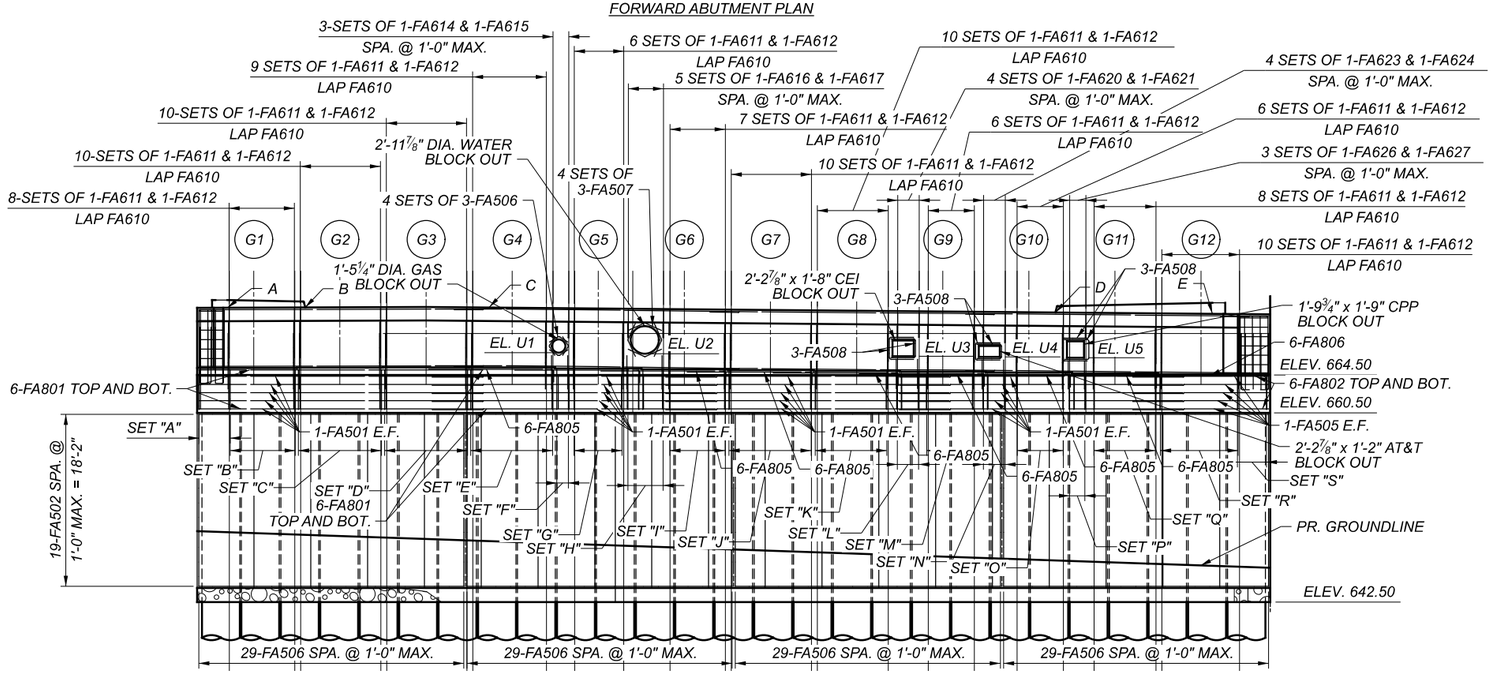


FORWARD ABUTMENT PLAN



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
U1	666.83
U2	666.74
U3	666.48
U4	666.39
U5	666.30

SET "A" = 4-SETS OF 1-FA601, 1-FA504 SPA. @ 1'-0" MAX.

SET "B" = 10-SETS OF 1-FA601, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "C" = 10-SETS OF 1-FA601, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "D" = 10-SETS OF 1-FA601, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "E" = 9-SETS OF 1-FA601, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "F" = 3-SETS OF FA601, FA613 & FA504 SPA. @ 1'-0" MAX.

SET "G" = 6-SETS OF 1-FA601, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "H" = 5-SETS OF 1-FA603, 1-FA616 & 1-FA504 SPA. @ 1'-0" MAX.

SET "I" = 7-SETS OF 1-FA603, 1-FA610 & 1-FA504 SPA. @ 1'-0" MAX.

SET "J" = 10-SETS OF 1-FA604, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "K" = 10-SETS OF 1-FA605, 1-FA610 & FA504 SPA. @ 1'-0" MAX.

SET "L" = 4-SETS OF 1-FA606, 1-FA619 & 1-FA504 SPA. @ 1'-0" MAX.

SET "M" = 6-SETS OF 1-FA606, 1-FA610 & 1-FA504 SPA. @ 1'-0" MAX.

SET "N" = 4-SETS OF 1-FA607, 1-FA622 & 1-FA504 SPA. @ 1'-0" MAX.

SET "O" = 6-SETS OF 1-FA607, 1-FA610 & 1-FA504 SPA. @ 1'-0" MAX.

SET "P" = 3-SETS OF 1-FA608, FA625 & FA504 SPA. @ 1'-0" MAX.
SET "Q" = 8-SETS OF 1-FA608, 1-FA610 & 1-FA504 SPA. @ 1'-0" MAX.
SET "R" = 10-SETS OF 1-FA609, 1-FA610 & 1-FA504 SPA. @ 1'-0" MAX.
SET "S" = 4 SETS OF 1-FA609 & 1-FA610 SPA. @ 1'-0" MAX.

MIN. LAP LENGTHS:

#5 - 3'-1"
#6 - 4'-0"
#8 - 5'-4"

NOTES:

1. FOR ADDITIONAL DETAILS SEE SHEET 27 / 75
2. SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT

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	LPC
CHECKER	GZ
REVIEWER	CDC 08-01-22
PROJECT ID	82382
SUBSET	25
TOTAL	75
SHEET	1769
TOTAL	2338

CUY-90-16.28 (CCG3A)

CUY-90-16.28 (CCG3A)

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SHEET RESERVED FOR FUTURE USE

FORWARD ABUTMENT PLAN AND 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

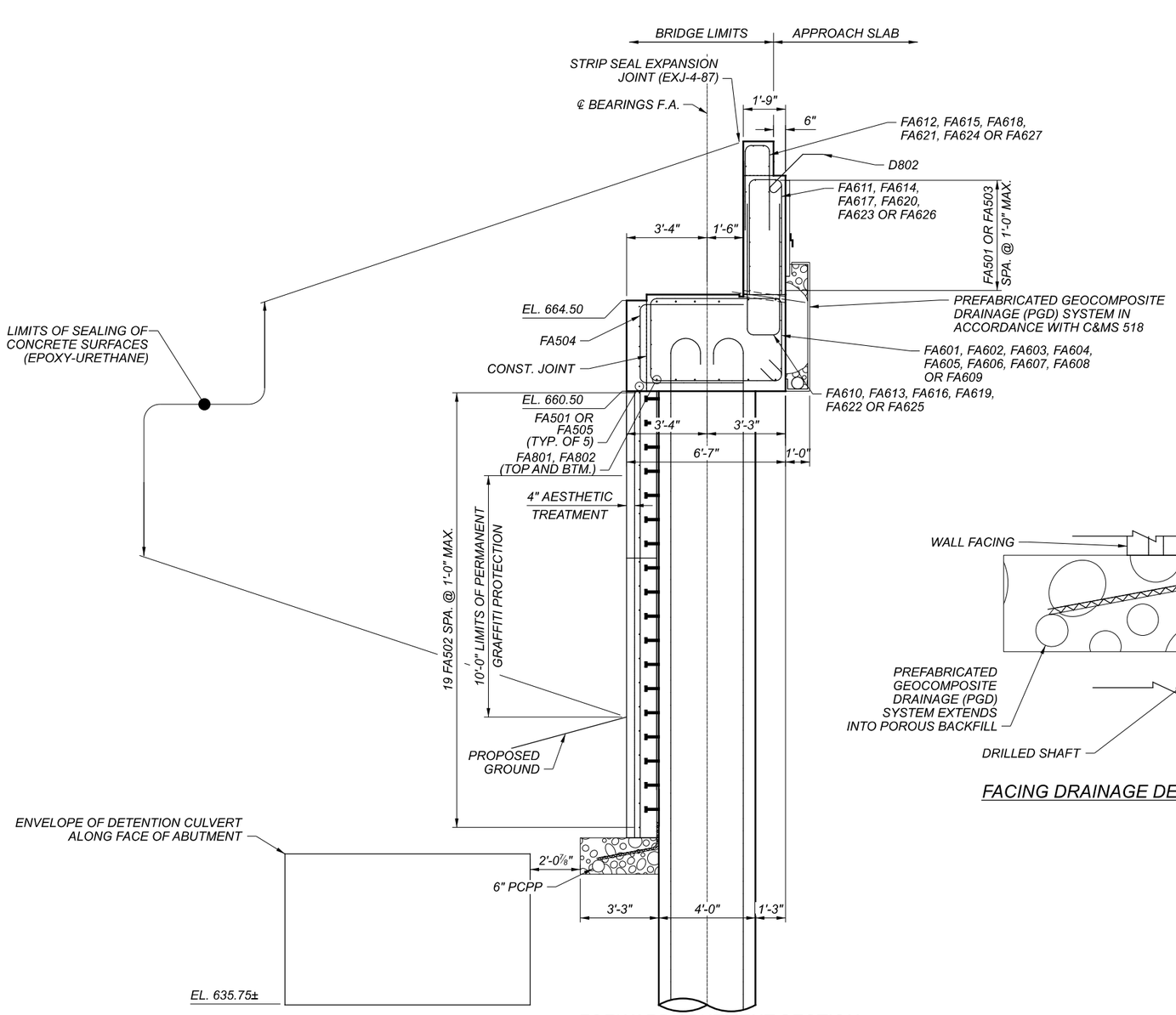
DESIGNER	CHECKER
XXX	XXX

REVIEWER
XXX MM-DD-YY

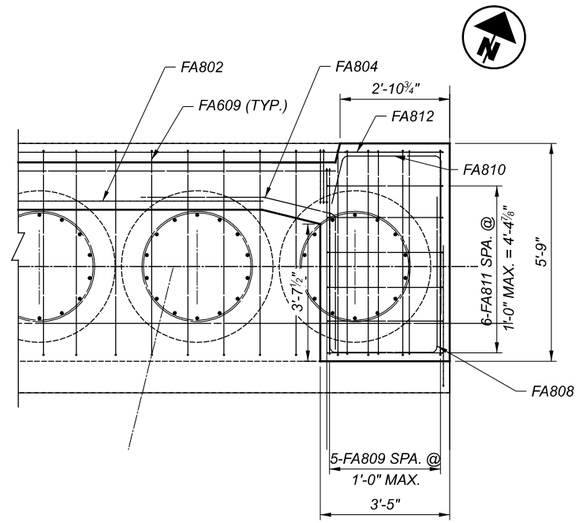
PROJECT ID
82382

SUBSET	TOTAL
26	75

SHEET	TOTAL
1770	2338

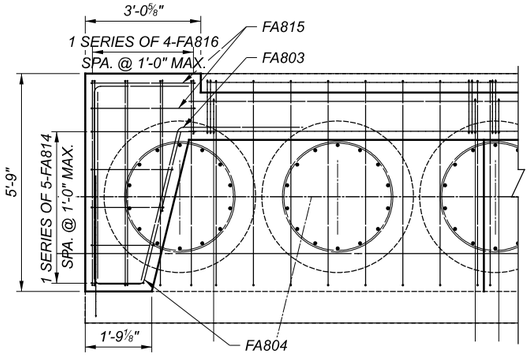


FORWARD ABUTMENT SECTION

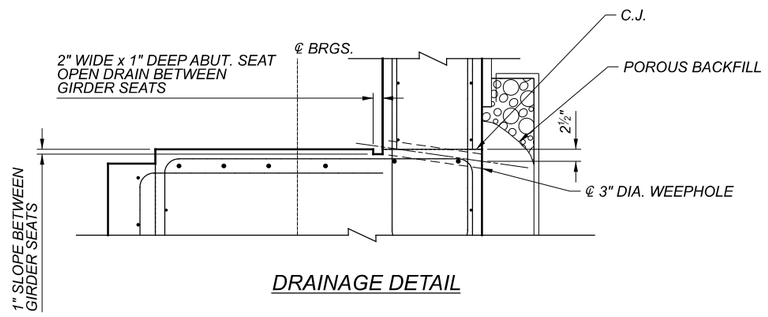


EAST WINGWALL SHAFT CAP PLAN

FACING DRAINAGE DETAIL



WEST WINGWALL SHAFT CAP PLAN



DRAINAGE DETAIL

NOTES:

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

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	LPC
CHECKER	GZ
REVIEWER	CDC 08-01-22
PROJECT ID	82382
SUBSET	27
TOTAL	75
SHEET	1771
TOTAL	2338

CUY-90-16.28 (CCG3A)

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SHEET RESERVED FOR FUTURE USE

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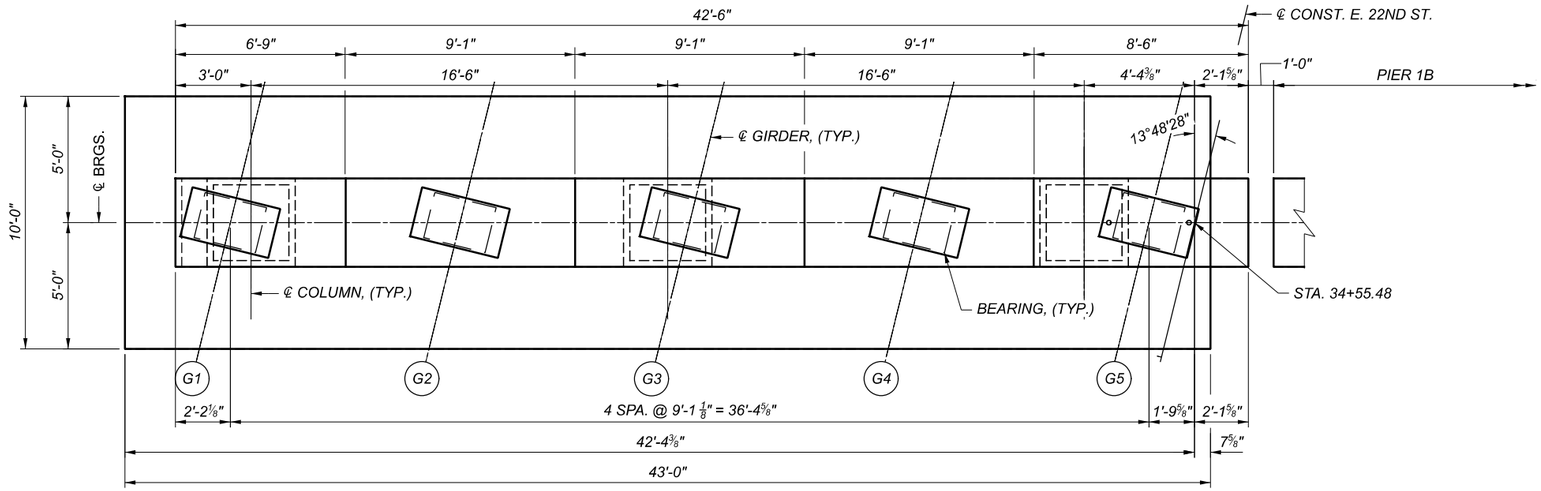
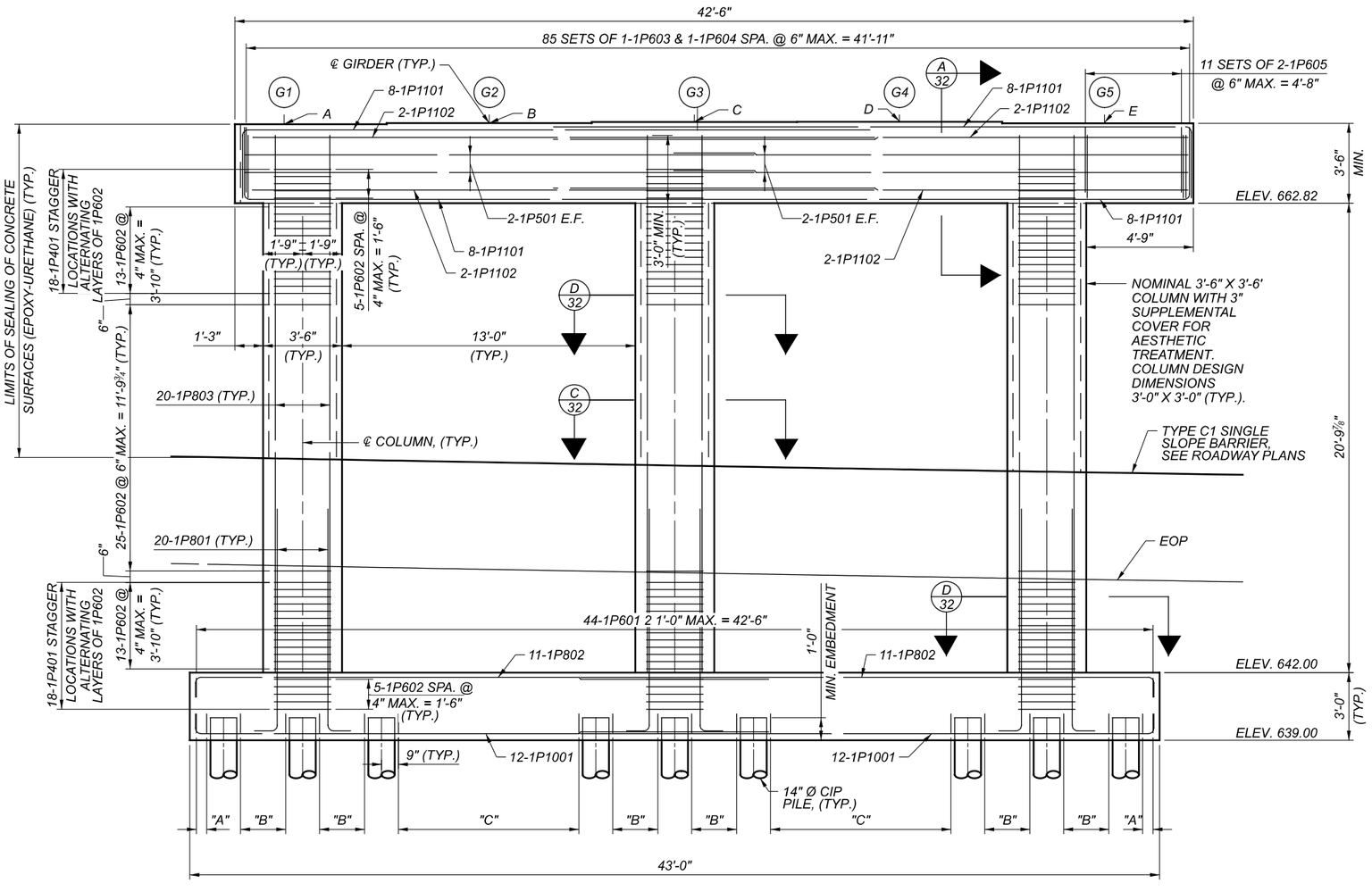
SHEET NOT USED



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"

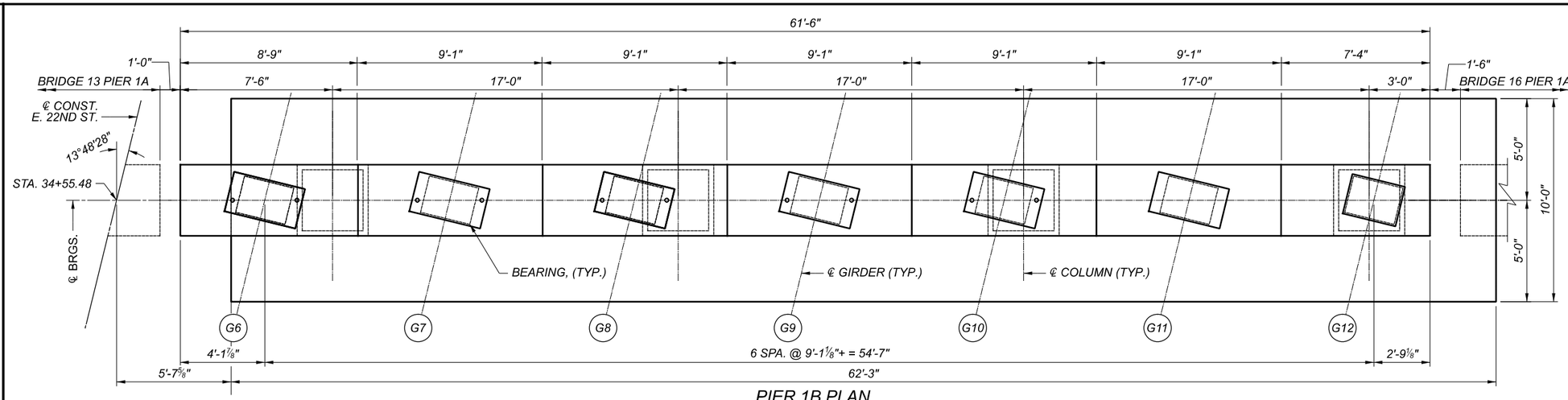
NOTES:

1. *SEE SHEET 32 OF 75 FOR TYPICAL END ELEVATION.*
2. *SEE SHEET 17 OF 75 FOR PIER FOUNDATION PLANS.*

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 30 | TOTAL 75
SHEET 1774 | TOTAL 2338

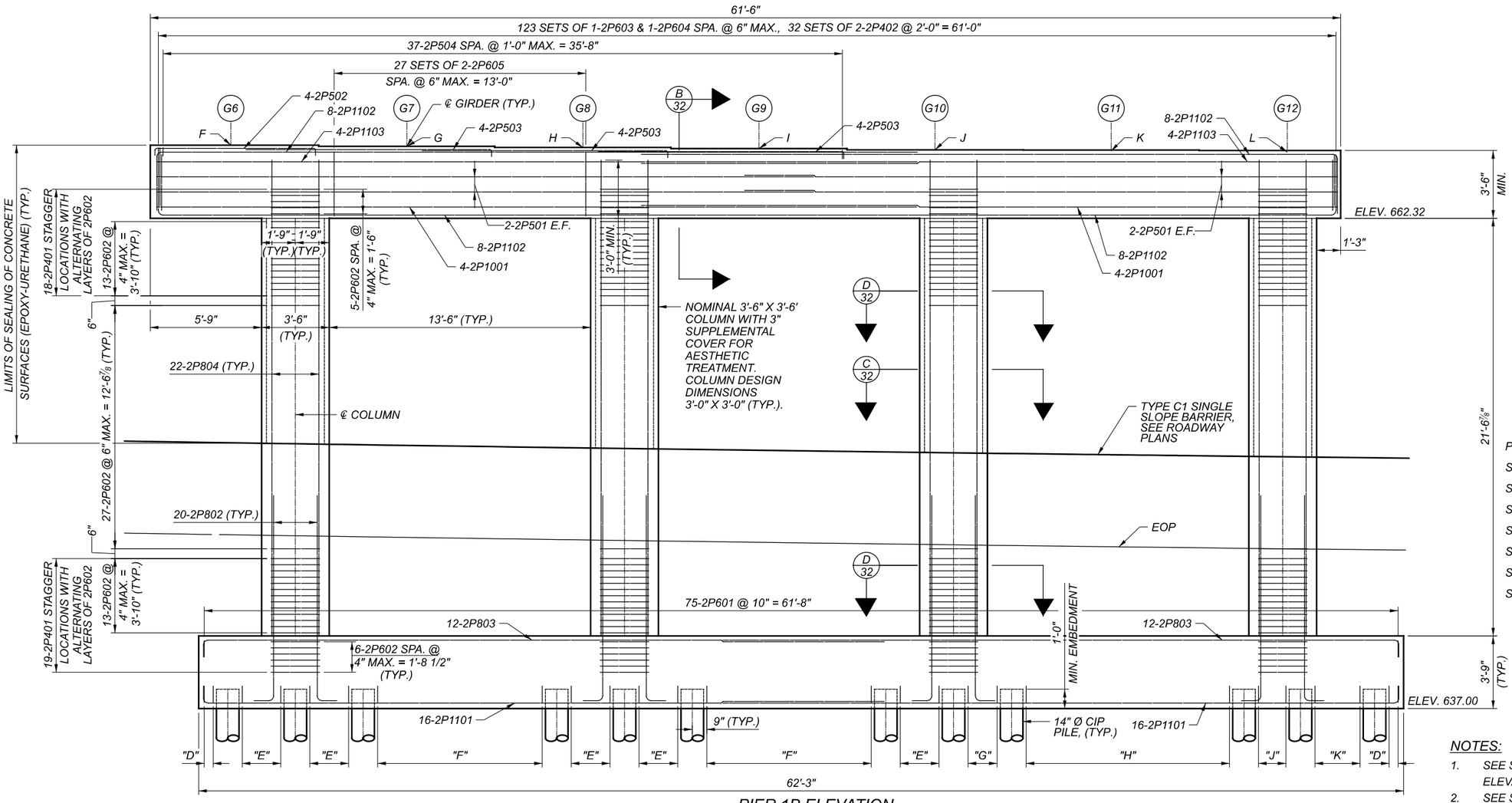
CUY-90-16.28 (CCG3A)



PIER 1B PLAN

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 1B ELEVATION
LOOKING UPSTATION

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"

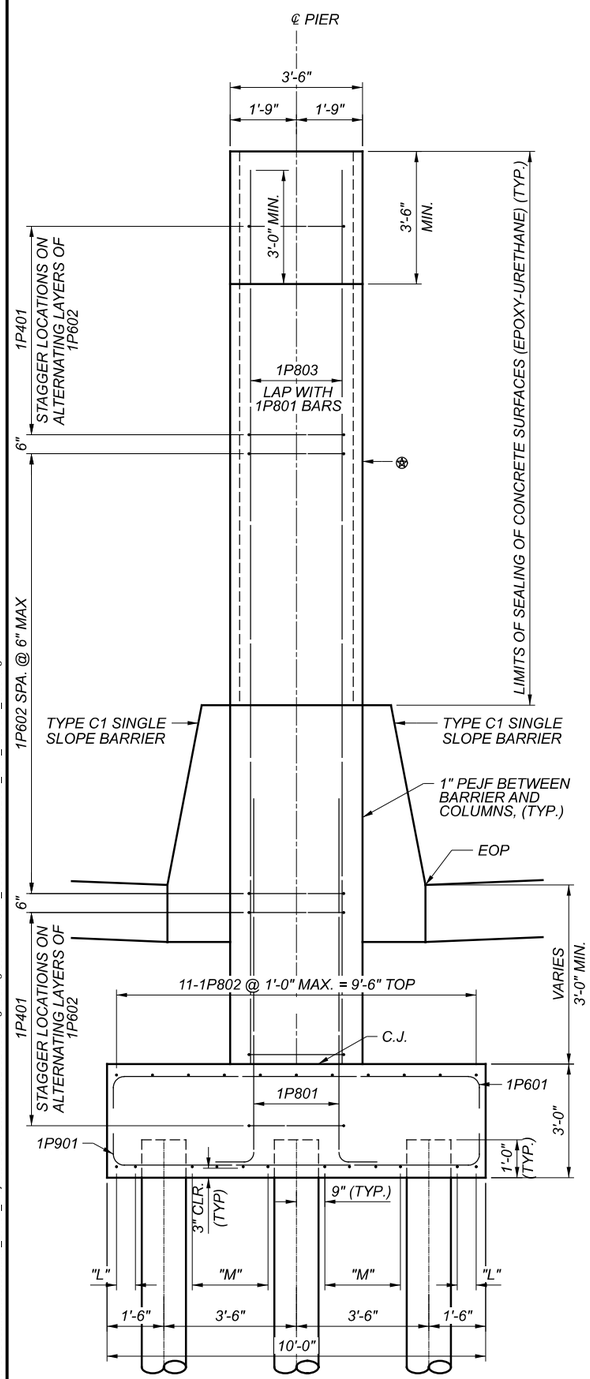
NOTES:

1. *SEE SHEET 32 OF 75 FOR TYPICAL END ELEVATION.*
2. *SEE SHEET 18 OF 75 FOR TYPICAL FOUNDATION PLANS.*

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 31 | TOTAL 75
SHEET 1775 | TOTAL 2338

CUY-90-16.28 (CCG3A)

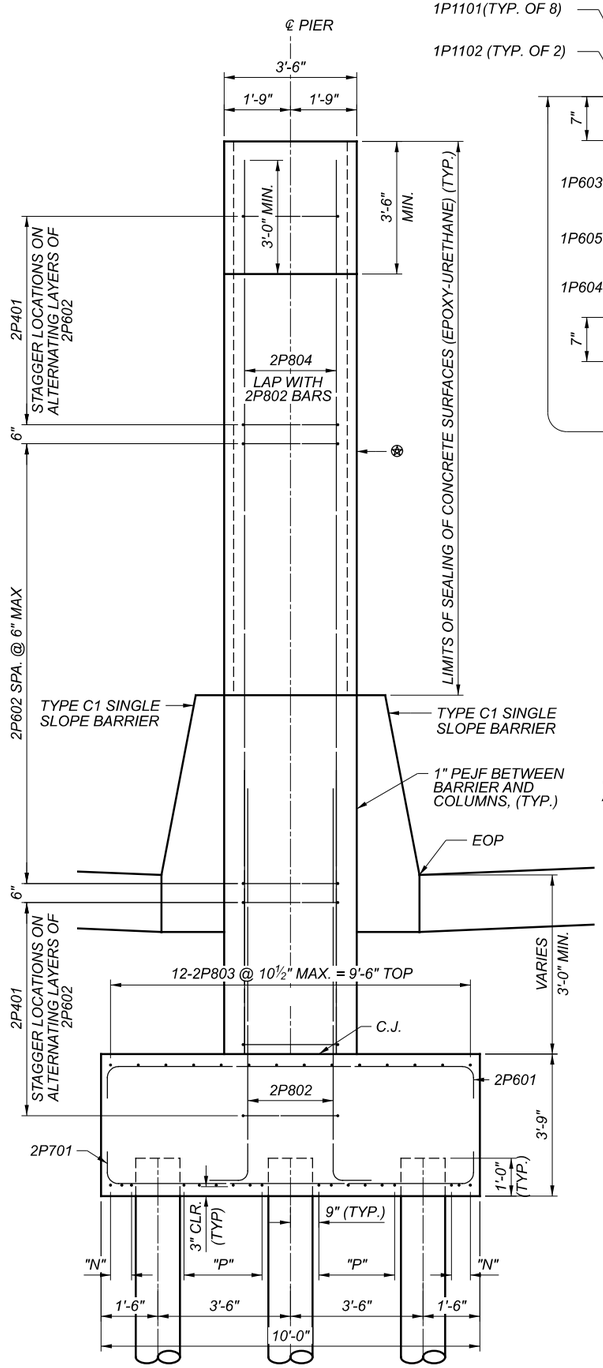


PIER 1A SECTION

PIER 1A FOOTING REBAR SETS:

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

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

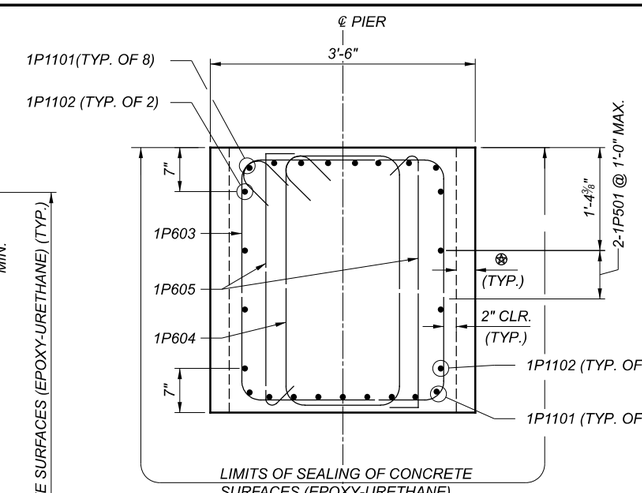


PIER 1B SECTION

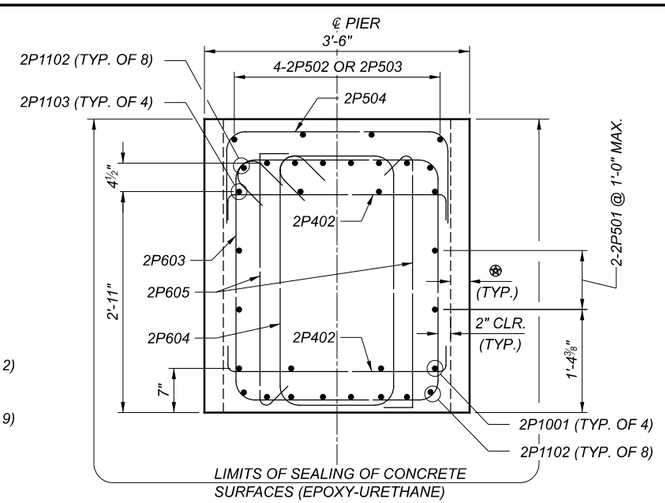
PIER 1B FOOTING REBAR SETS:

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

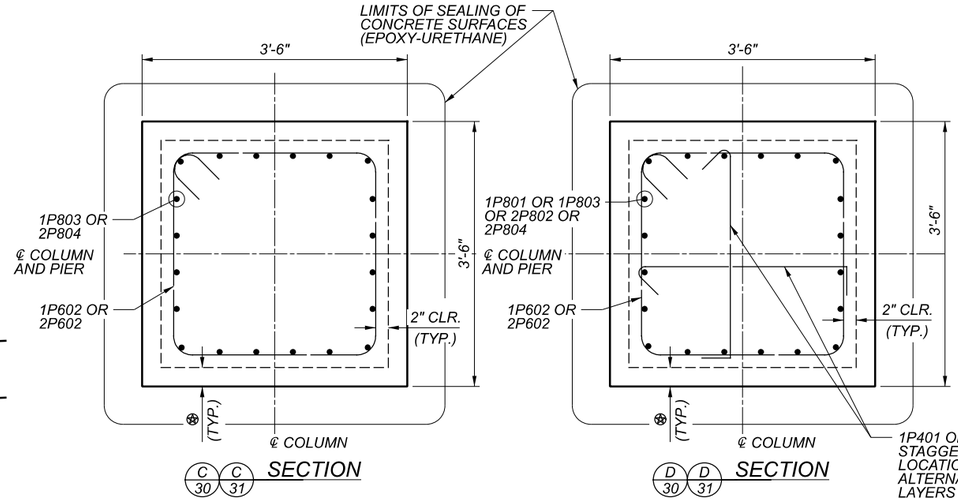
SET "P" = 5-2P1101 SPA. @ 6½" MAX. = 2'-0"



A/30 SECTION



B/31 SECTION



C/30 C/31 SECTION

D/30 D/31 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.).

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	32
TOTAL	75
SHEET	1776
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:47:34 AM USER: David.Fell
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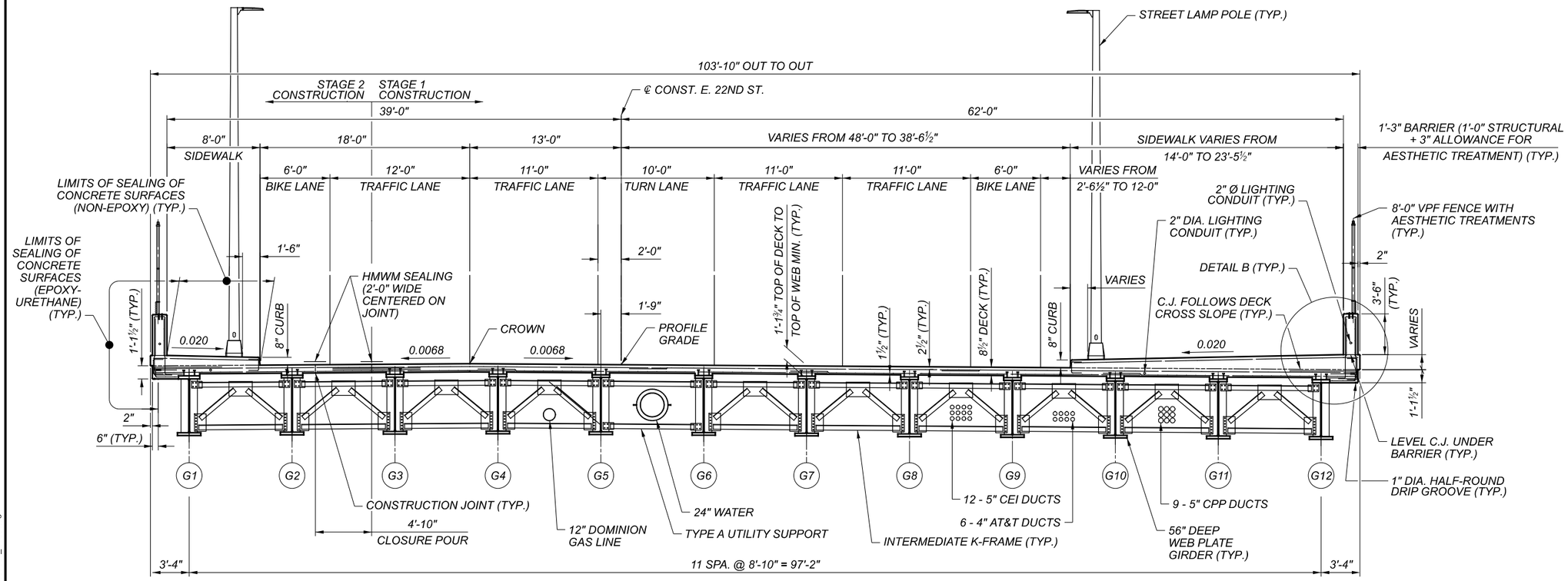
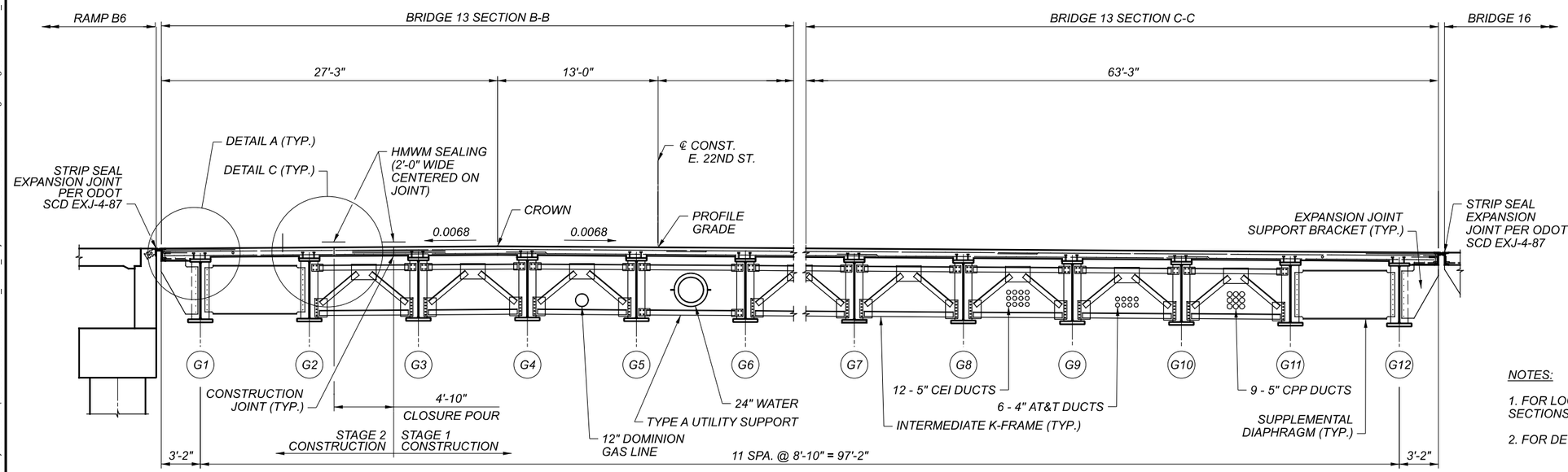


TRANSVERSE SECTION A-A



TRANSVERSE SECTION B-B & C-C

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

NOTES:

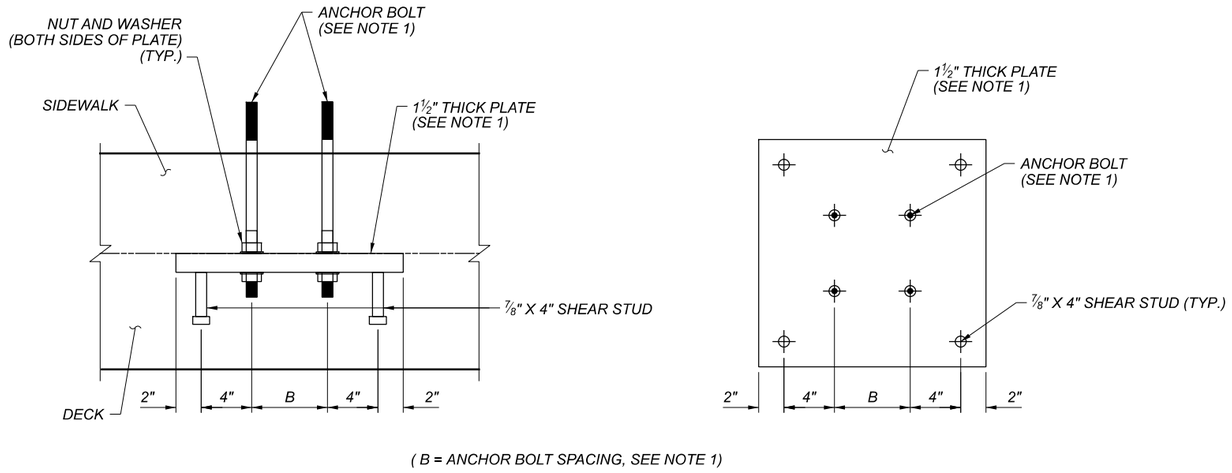
1. FOR LOCATIONS OF SECTION CUTS FOR SECTIONS A, B, AND C, SEE SHEET 1 / 75

2. FOR DETAILS A, B, AND C, SEE SHEET 34/ 75

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

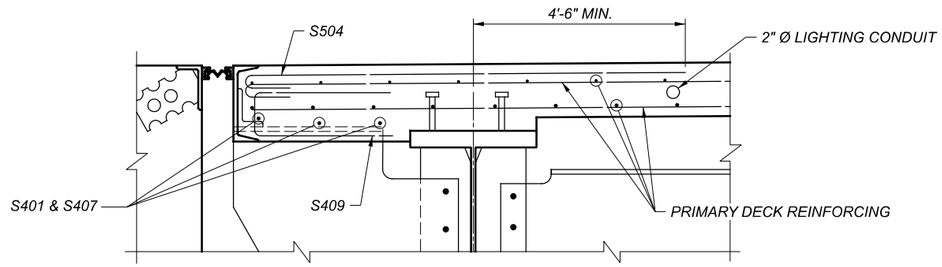
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER JBT
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 33 | TOTAL 75
SHEET 1777 | TOTAL 2338

CUY-90-16.28 (CCG3A)

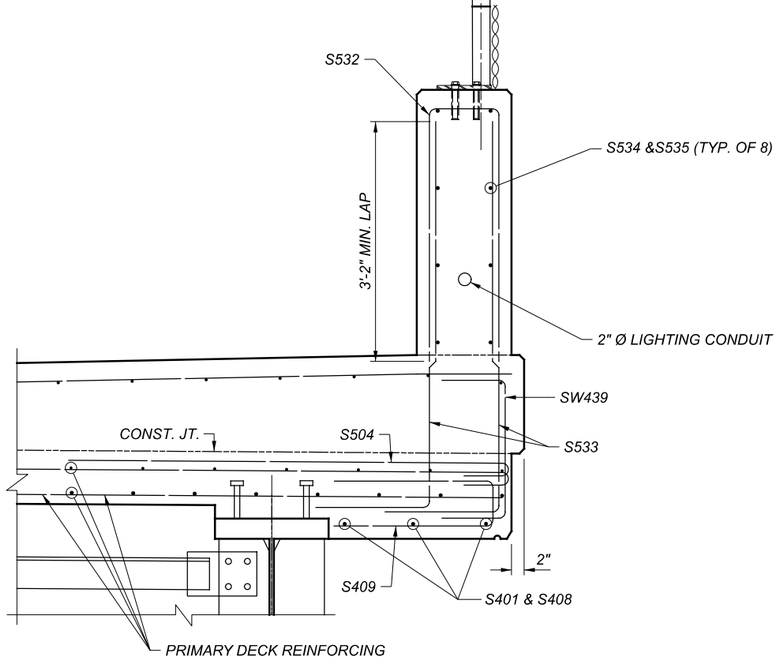


(B = ANCHOR BOLT SPACING, SEE NOTE 1)

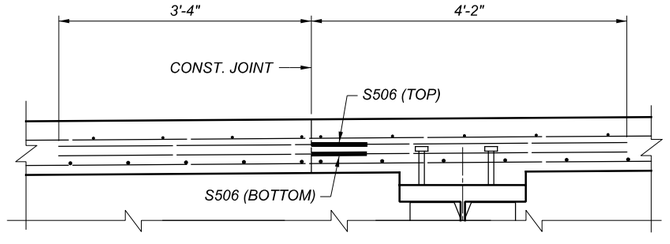
BRIDGE MOUNTED LIGHT POLE ANCHORAGE DETAIL



DETAIL A



DETAIL B



DETAIL C

MECHANICAL CONNECTORS
(SEE PLAN FOR LOCATIONS)

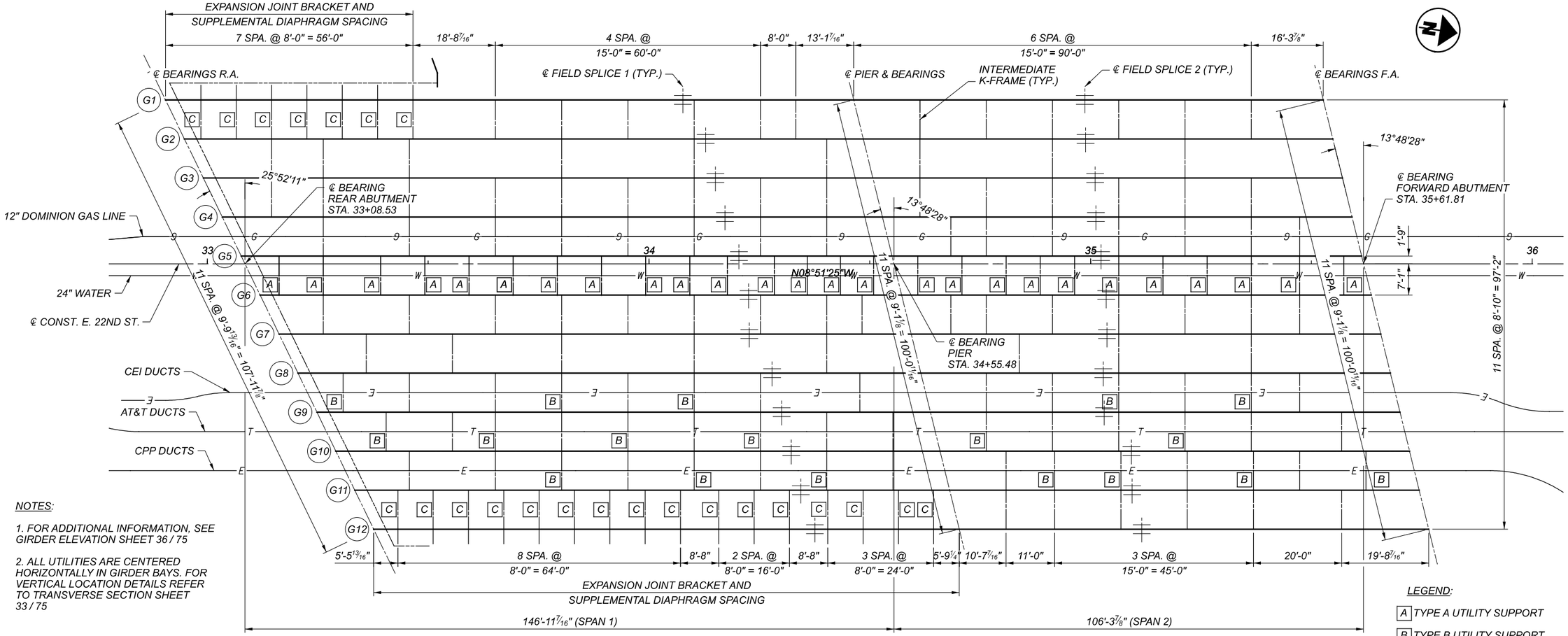
NOTES:

1. FOR ANCHORAGE OF 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. 2" DIA. LIGHTING CONDUITS ARE INCLUDED WITH LIGHTING ITEMS FOR PAYMENT.
4. FOR LIGHT POLE DETAILS, REFER TO LIGHTING PLANS.
5. FOR LOCATIONS OF DETAILS A, B, AND C, SEE SHEET 33/75 .

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 LPC 07-28-22
PROJECT ID 82382
SUBSET 34 | TOTAL 75
SHEET 1778 | TOTAL 2338

CUY-90-16.28 (CCG3A)



NOTES:

1. FOR ADDITIONAL INFORMATION, SEE GIRDER ELEVATION SHEET 36 / 75
2. ALL UTILITIES ARE CENTERED HORIZONTALLY IN GIRDER BAYS. FOR VERTICAL LOCATION DETAILS REFER TO TRANSVERSE SECTION SHEET 33 / 75

LEGEND:

- [A] TYPE A UTILITY SUPPORT
- [B] TYPE B UTILITY SUPPORT
- [C] SUPPLEMENTAL DIAPHRAGM

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				

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 LPC 07-28-22
PROJECT ID 82382
SUBSET 35 | TOTAL 75
SHEET 1779 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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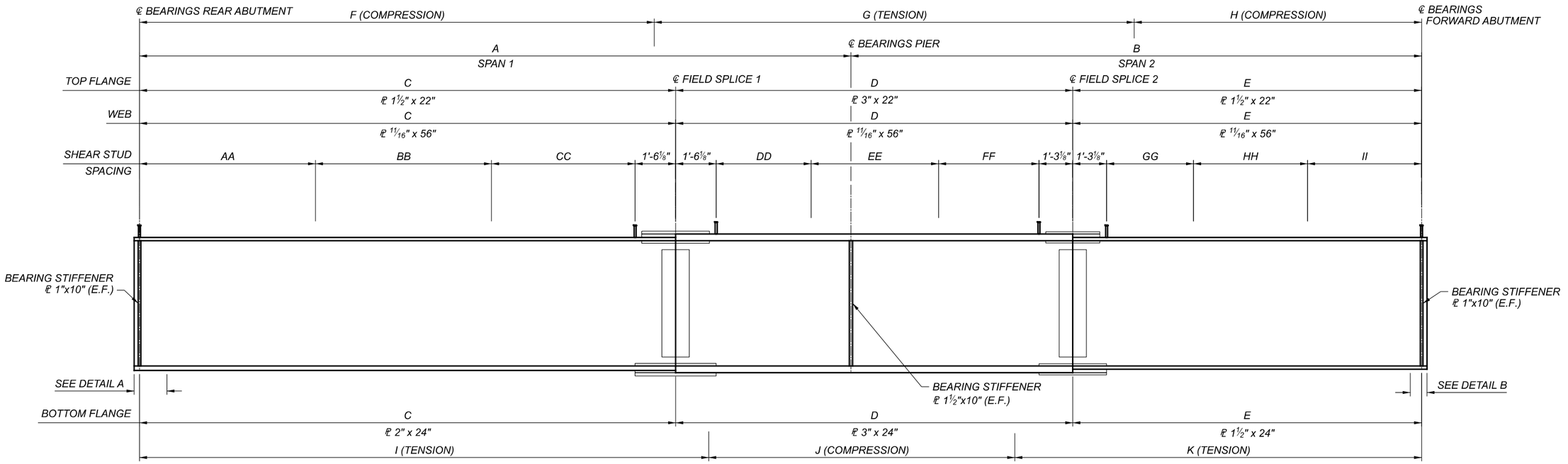
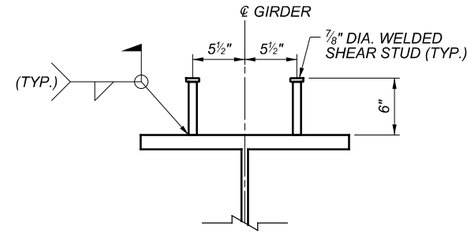


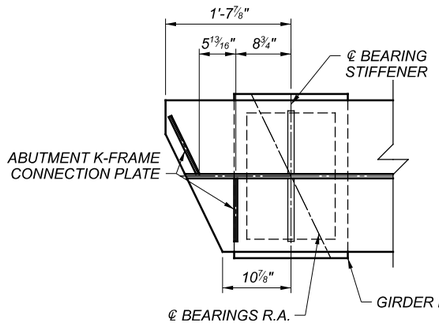
GIRDER ELEVATION

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"



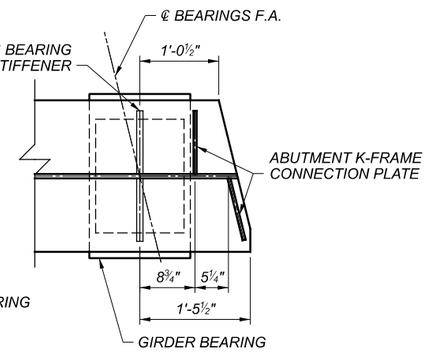
SHEAR STUD DETAIL

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'-13/4"	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'-1 13/16"	80'-2 5/16"
G12	132'-7 1/16"	106'-3 7/8"	99'-10 7/8"	74'-0"	65'-0"	95'-1 13/16"	89'-5 1/16"	53'-6 11/16"	106'-0 13/16"	57'-0 1/2"	75'-9 9/16"



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 35 /75

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.

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 36 | TOTAL 75
SHEET 1780 | TOTAL 2338

CUY-90-16.28

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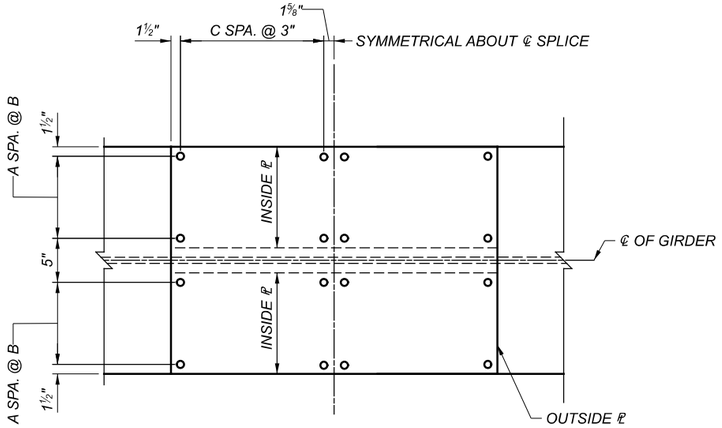
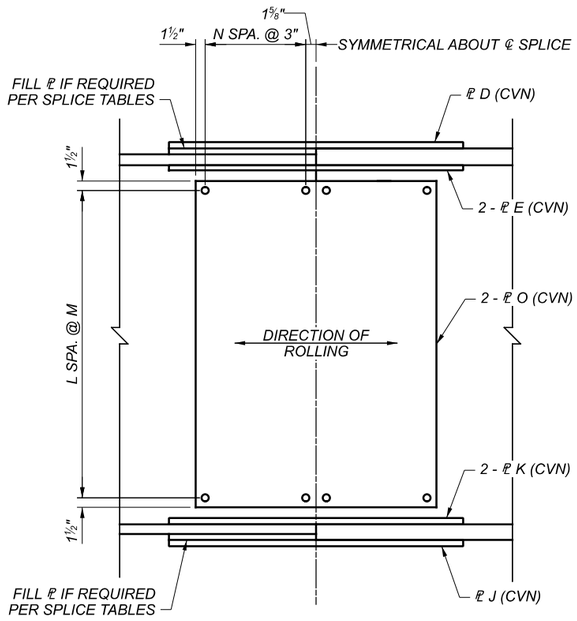
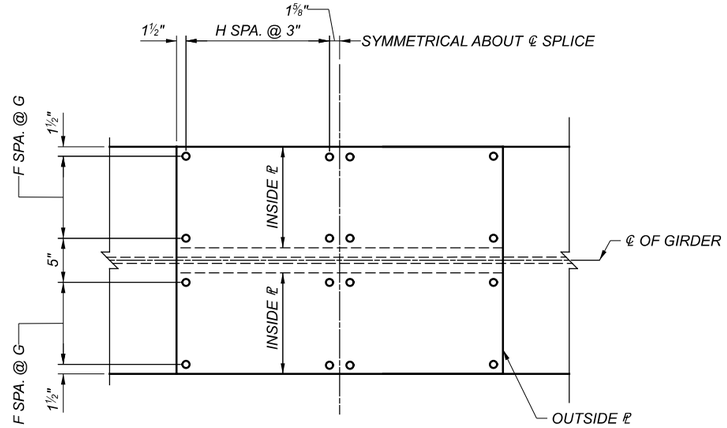


PLAN - TOP FLANGE



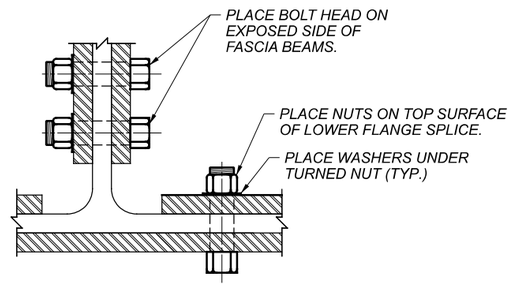
ELEVATION



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

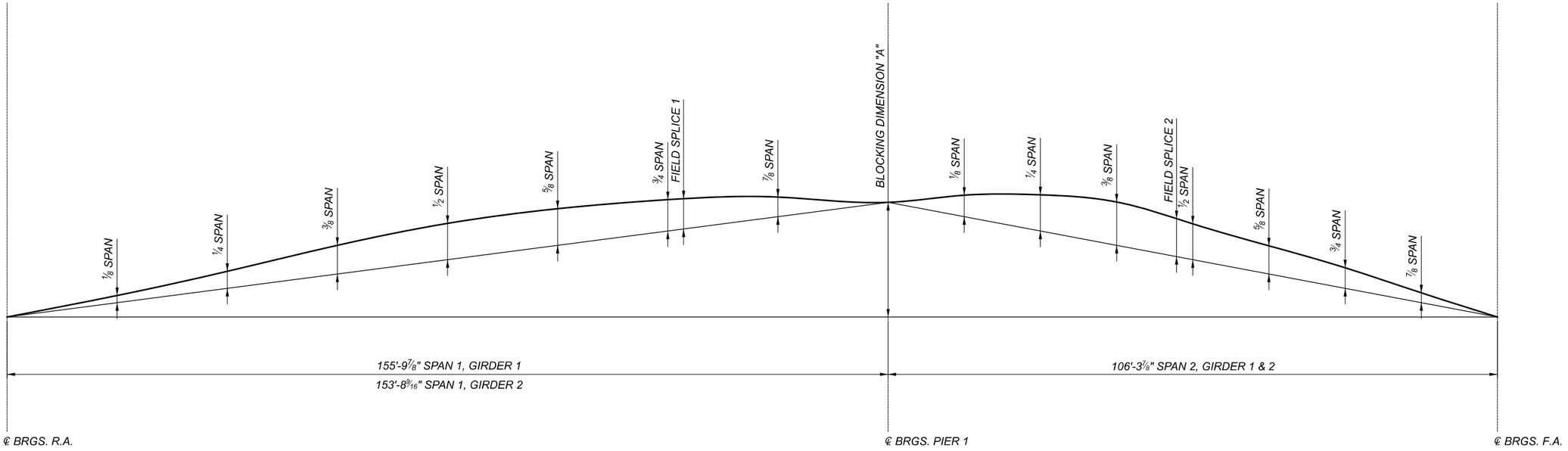
NOTES:

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 35 / 75

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 37 | TOTAL 75
SHEET 1781 | TOTAL 2338

CUY-90-16.28 (CCG3A)



	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 1/8	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 36 / 75

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 38 | TOTAL 75
SHEET 1782 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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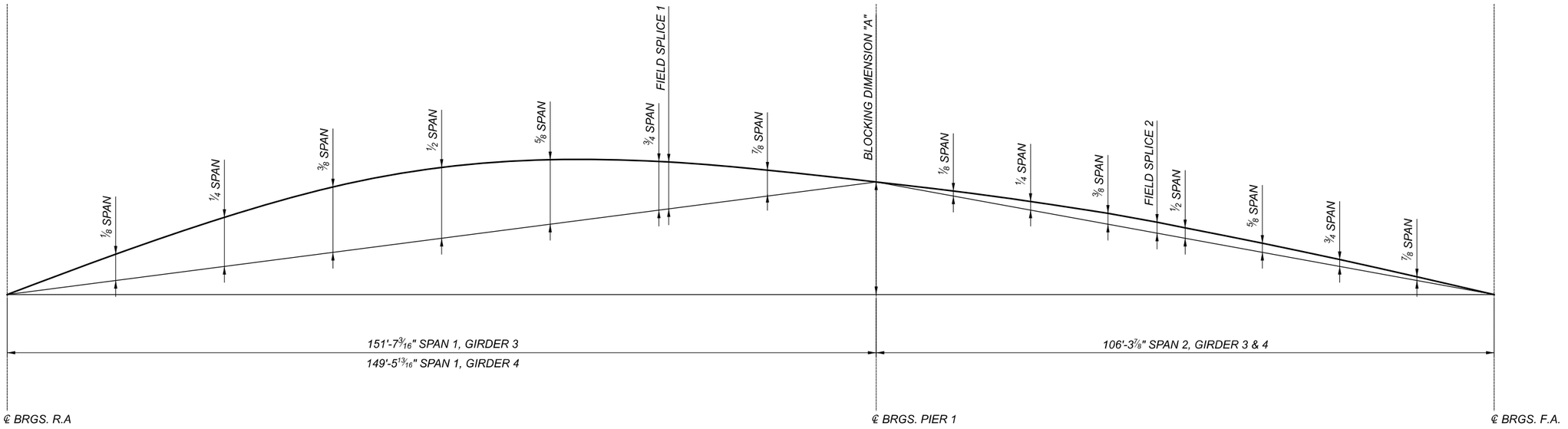


	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 3	15 3/4 "
GIRDER 4	15 1/2 "

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	5/16	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 36 / 75

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

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

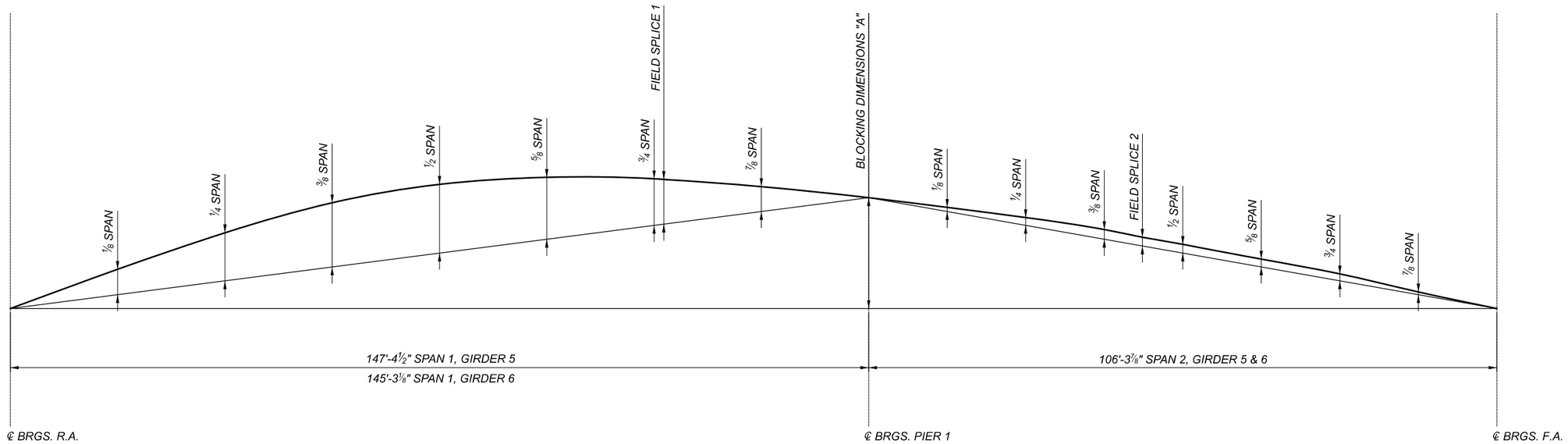
REVIEWER LPC 08-01-22

PROJECT ID 82382

SUBSET 39 | TOTAL 75

SHEET 1783 | TOTAL 2338

CUY-90-16.28 (CCG3A)



	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 5	15 ¼ "
GIRDER 6	15 "

DEFLECTION AND CAMBER (INCHES) - GIRDER 5 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	⅛ SPAN	¼ SPAN	⅜ SPAN	½ SPAN	⅝ SPAN	¾ SPAN	FIELD SPLICE 1	⅞ SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	½	⅞	1 1/16	1 1/16	⅞	9/16	½	¼	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 3/8	2 ½	3 1/16	3	2 ½	1 5/8	1 ½	11/16	0
GEOMETRIC CORRECTION	0	1 11/16	3 3/8	4 ¾	5 7/16	5 3/8	4 5/16	4 3/16	2 5/8	0
REQUIRED SHOP CAMBER	0	3 9/16	6 ¾	8 13/16	9 9/16	8 11/16	6 7/16	6 ¼	3 9/16	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 5 SPAN 2										
CAMBER DESCRIPTION	℄ BRGS PIER 1	⅛ SPAN	¼ SPAN	⅜ SPAN	FIELD SPLICE 2	½ SPAN	⅝ SPAN	¾ SPAN	⅞ 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	⅛	3/16	¼	⅛	0
GEOMETRIC CORRECTION	0	⅞	1 7/16	1 7/16	1 5/16	1 ⅛	13/16	5/8	9/16	0
REQUIRED SHOP CAMBER	0	5/8	1 3/16	1 3/8	1 3/8	1 ¼	1 ⅛	15/16	½	0

DEFLECTION AND CAMBER (INCHES) - GIRDER 6 SPAN 1										
CAMBER DESCRIPTION	℄ BRGS R.A.	⅛ SPAN	¼ SPAN	⅜ SPAN	½ SPAN	⅝ SPAN	¾ SPAN	FIELD SPLICE 1	⅞ SPAN	℄ BRGS PIER 1
DEFLECTION DUE TO WEIGHT OF STEEL	0	7/16	13/16	1	1	13/16	½	½	¼	0
DEFLECTION DUE TO REMAINING DEAD LOAD	0	1 5/16	2 5/16	2 7/8	2 13/16	2 5/16	1 ½	1 7/16	5/8	0
GEOMETRIC CORRECTION	0	1 11/16	3 3/8	4 7/8	5 7/16	5 ¼	4 5/16	4 ⅛	2 ½	0
REQUIRED SHOP CAMBER	0	3 7/16	6 ½	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	⅛ SPAN	¼ SPAN	⅜ SPAN	FIELD SPLICE 2	½ SPAN	⅝ SPAN	¾ SPAN	⅞ 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	- ⅛	0	1/16	⅛	¼	¼	3/16	0
GEOMETRIC CORRECTION	0	13/16	1 ¼	1 5/16	1 ⅛	1	¾	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	⅜	0

NOTES:

1. FOR GIRDER ELEVATION SEE SHEET 36 / 75

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

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	CHECKER
ETB	BWC

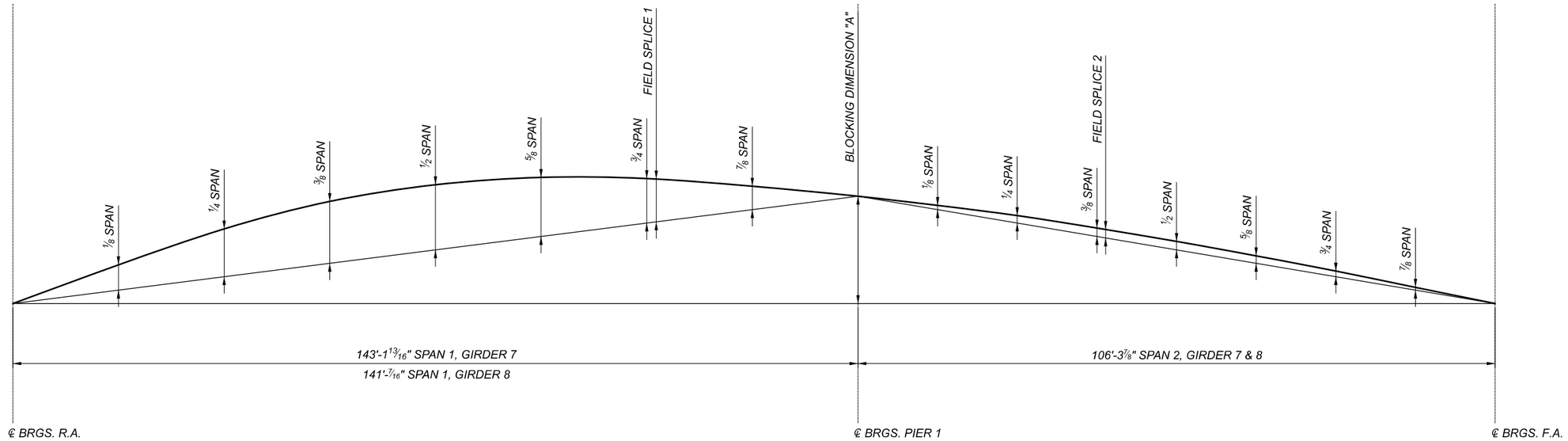
REVIEWER: LPC 08-01-22

PROJECT ID: 82382

SUBSET	TOTAL
40	75

SHEET	TOTAL
1784	2338

CUY-90-16.28 (CCG3A)



	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 36 / 75
2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE
3. HEAT CURVING IS NOT PERMITTED.

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 41 | TOTAL 75
SHEET 1785 | TOTAL 2338

CUY-90-16.28 (CCG3A)
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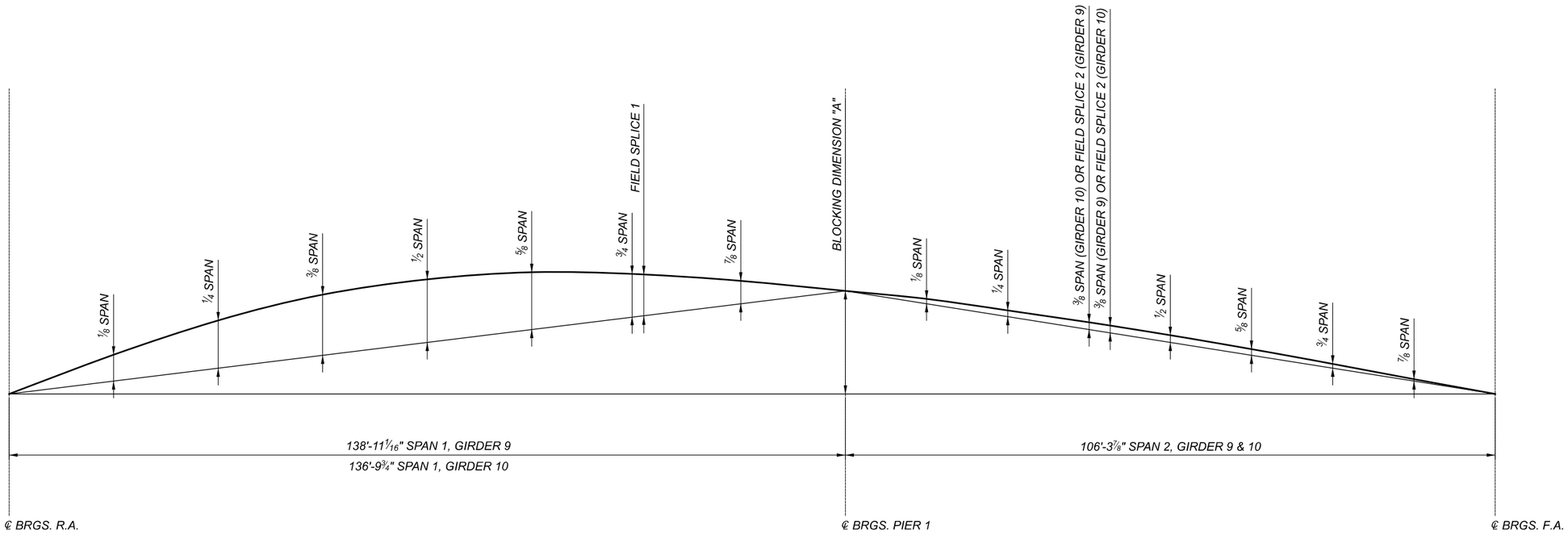


	BLOCKING DIMENSIONS
	DIM. "A"
GIRDER 9	13 7/8 "
GIRDER 10	13 1/2 "

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 3/8	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 15/16	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 36 / 75

2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

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	CHECKER
ETB	BWC

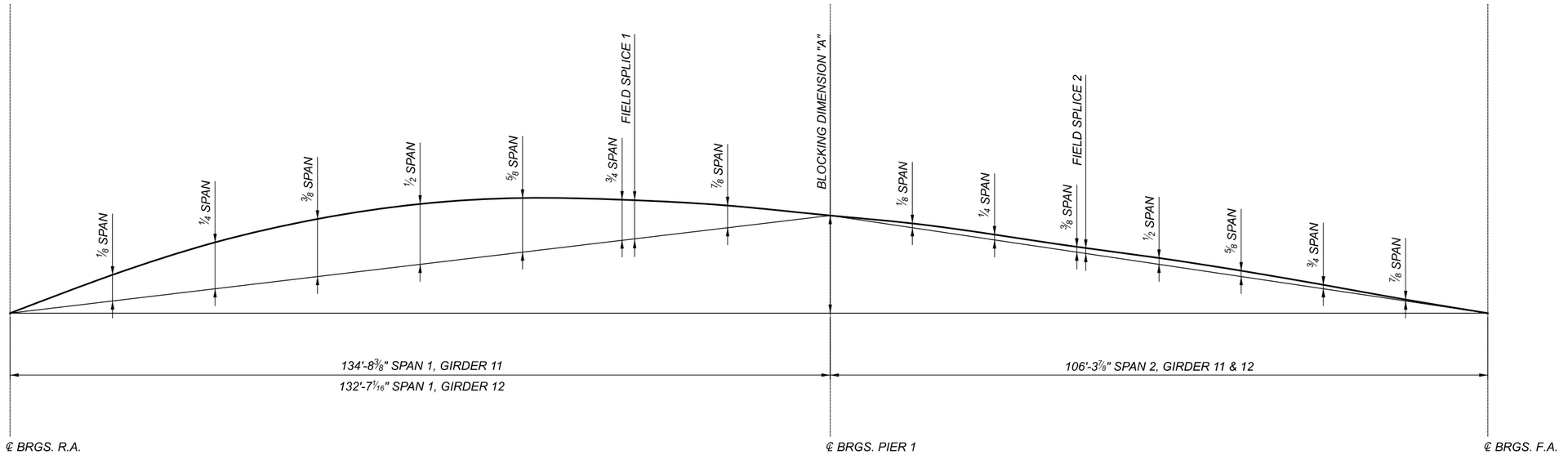
REVIEWER: LPC 08-01-22

PROJECT ID: 82382

SUBSET	TOTAL
42	75

SHEET	TOTAL
1786	2338

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 36 / 75

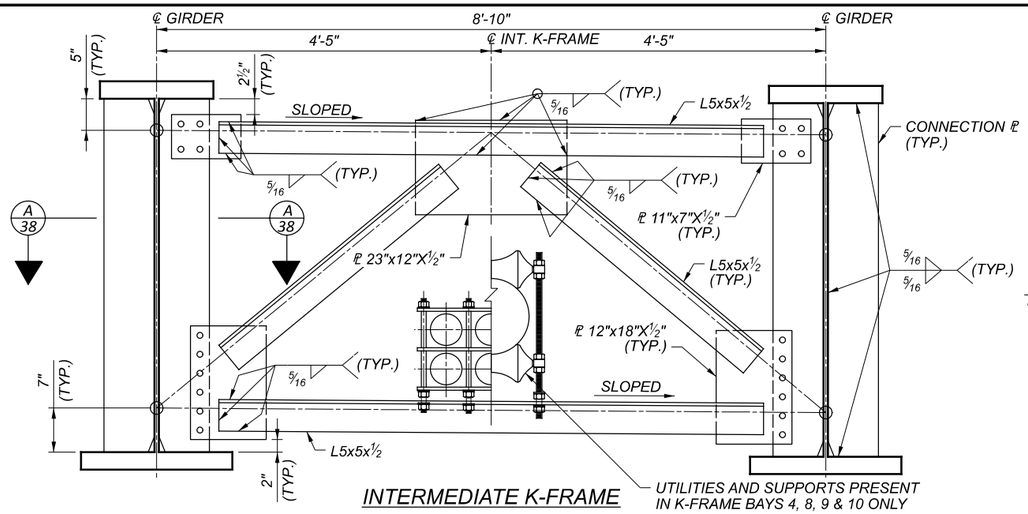
2. GEOMETRIC CORRECTION SHOWN IS ADJUSTMENT DUE TO VERTICAL CURVE

3. HEAT CURVING IS NOT PERMITTED.

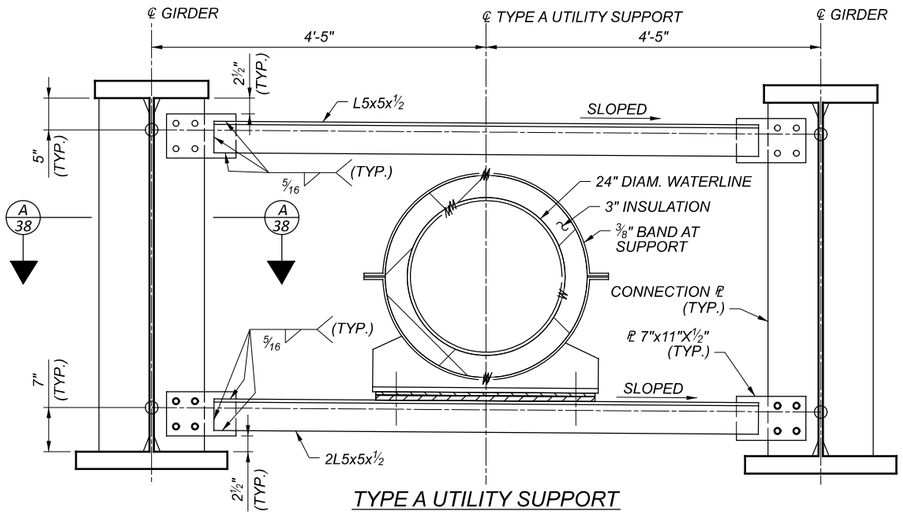
DEFLECTION AND CAMBER TABLE (6 OF 6)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER LPC 08-01-22
PROJECT ID 82382
SUBSET 43 | TOTAL 75
SHEET 1787 | TOTAL 2338

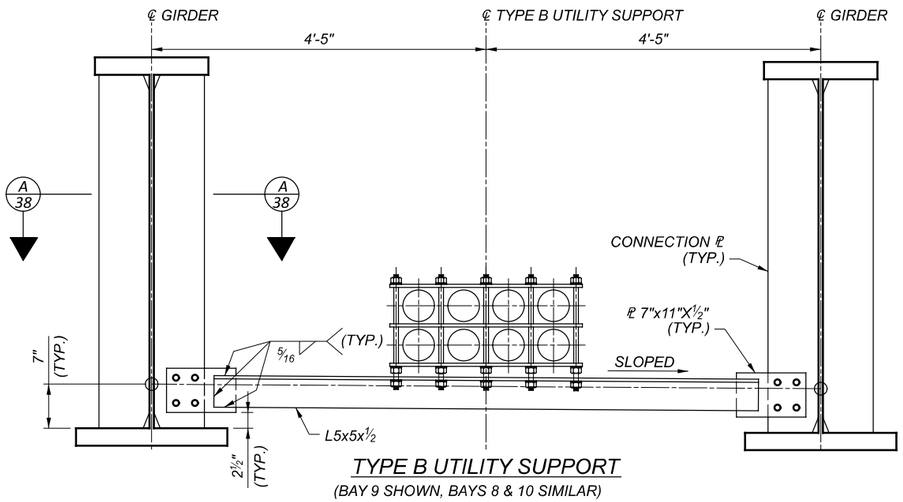
CUY-90-16.28 (CCG3A)



INTERMEDIATE K-FRAME

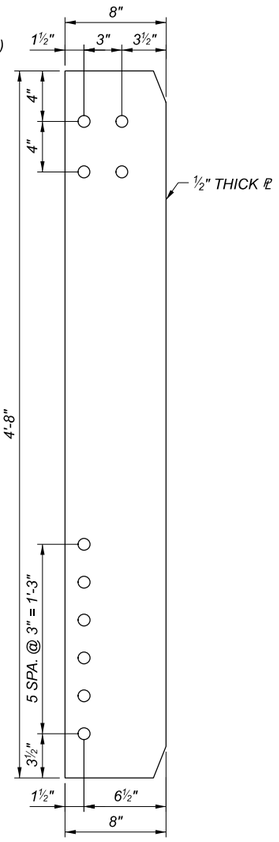


TYPE A UTILITY SUPPORT

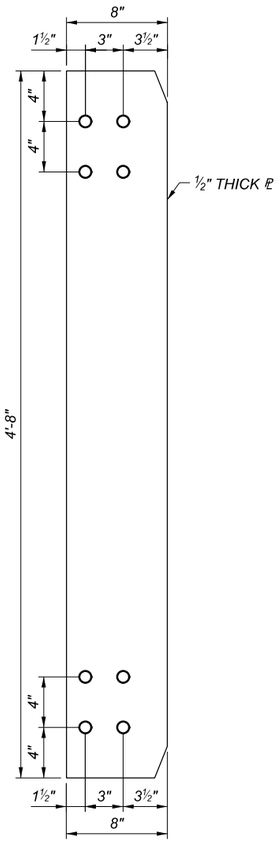


TYPE B UTILITY SUPPORT

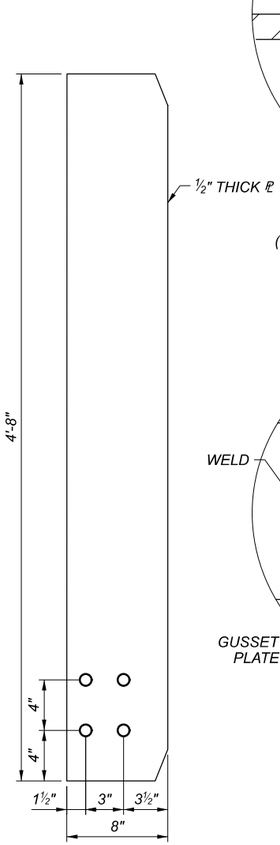
(BAY 9 SHOWN, BAYS 8 & 10 SIMILAR)



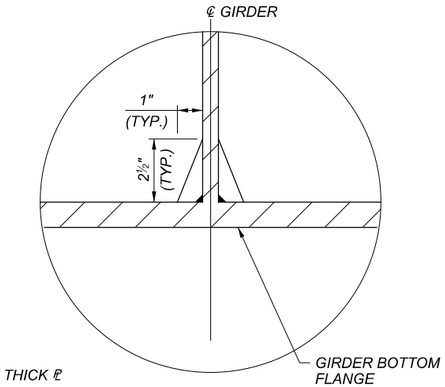
INTERMEDIATE K-FRAME CONNECTION PLATE



TYPE A UTILITY SUPPORT CONNECTION PLATE

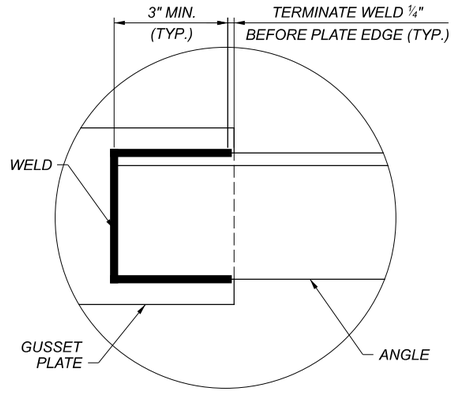


TYPE B UTILITY SUPPORT CONNECTION PLATE



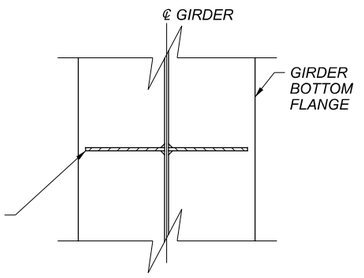
DETAIL 1

(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 AND UTILITY SUPPORTBOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

INTERMEDIATE K-FRAME AND UTILITY SUPPORT 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	BWC
REVIEWER	LPC 08-01-22
PROJECT ID	82382
SUBSET	44
TOTAL	75
SHEET	1788
TOTAL	2338

CUY-90-16.28 (CCG3A)

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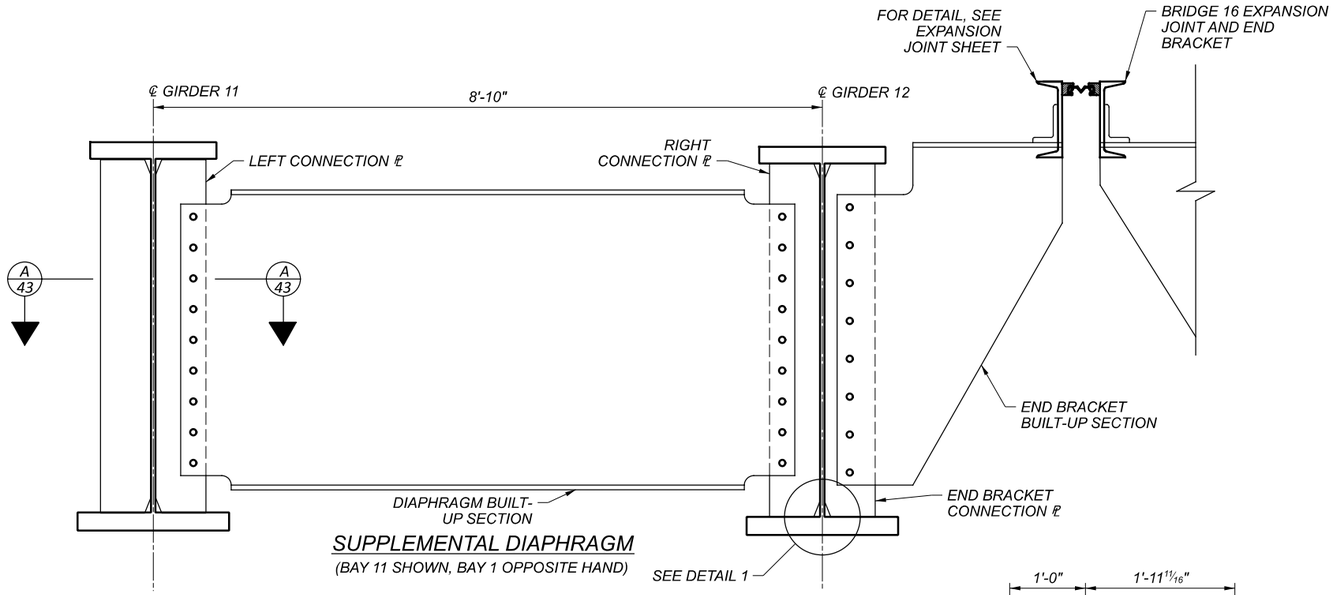
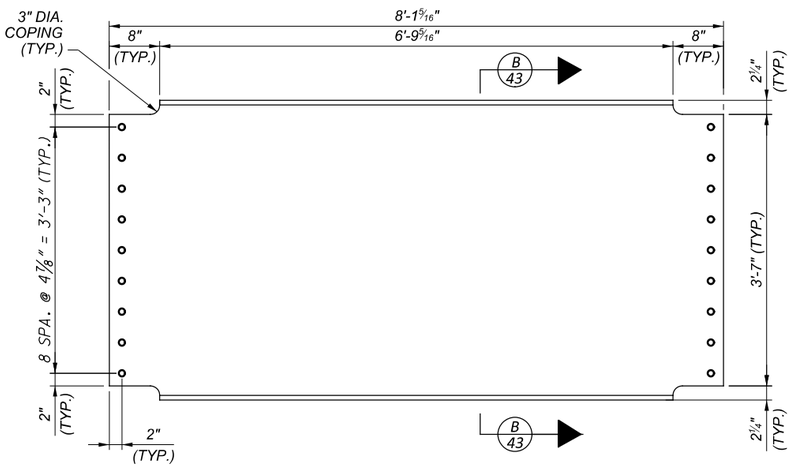
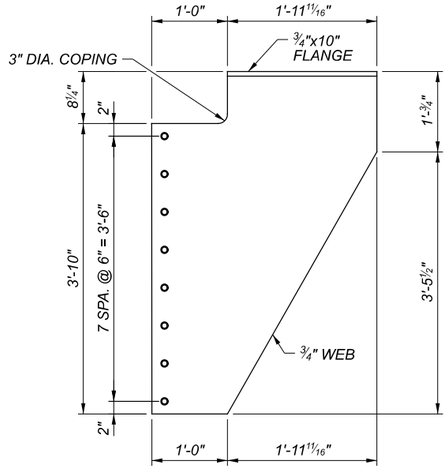


SUPPLEMENTAL DIAPHRAGM

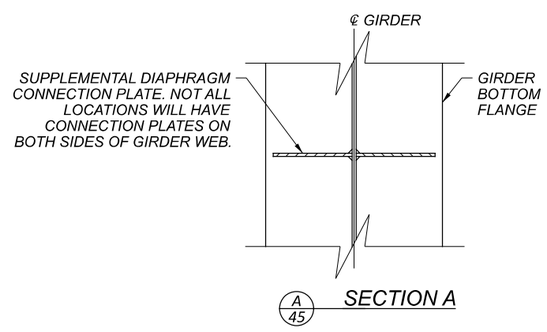
(BAY 11 SHOWN, BAY 1 OPPOSITE HAND)



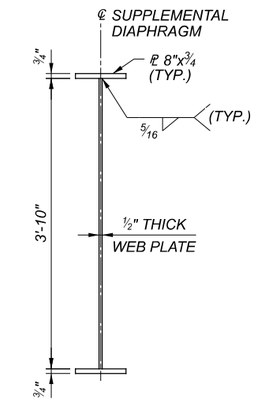
SUPPLEMENTAL DIAPHRAGM DETAIL



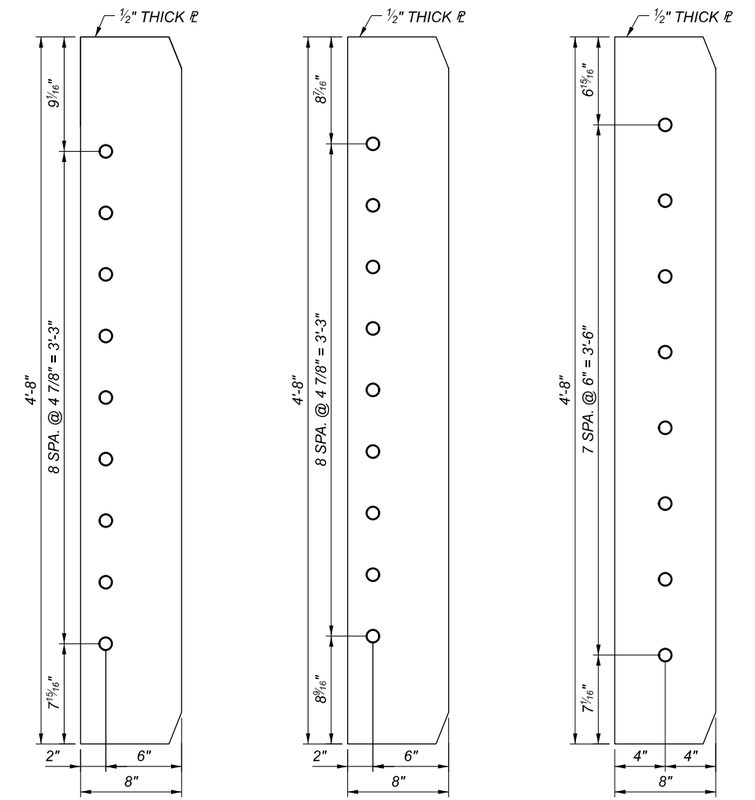
END BRACKET DETAIL



SECTION A



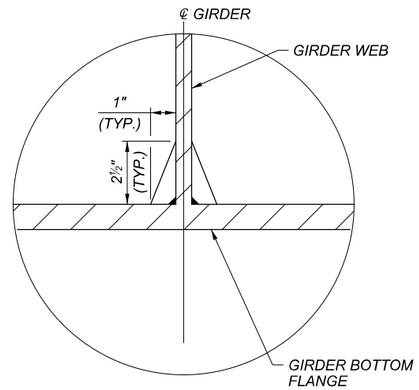
SECTION B



LEFT DIAPHRAGM CONNECTION PLATE

RIGHT DIAPHRAGM CONNECTION PLATE

END BRACKET CONNECTION PLATE



DETAIL 1

(TYP. BOTH TOP AND BOTTOM FLANGES)

NOTES:

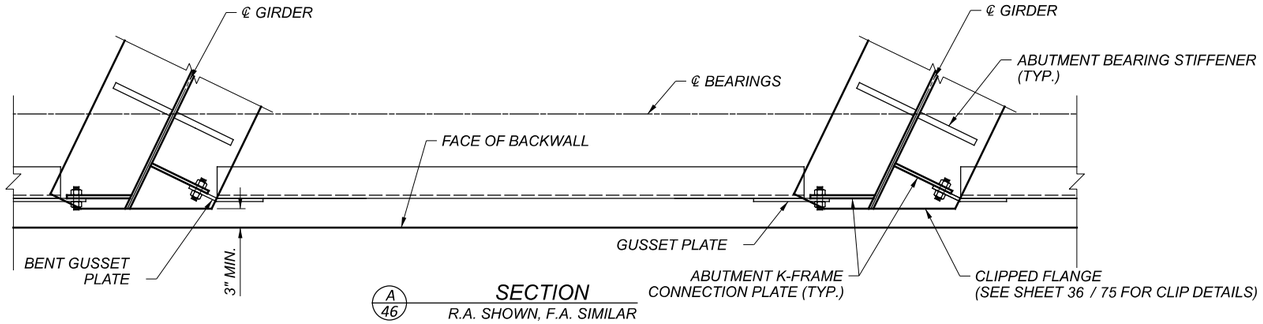
1. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
3. PREPARE FAYING SURFACES FOR SUPPLEMENTAL DIAPHRAGM BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

SUPPLEMENTAL DIAPHRAGM AND END BRACKET DETAILS

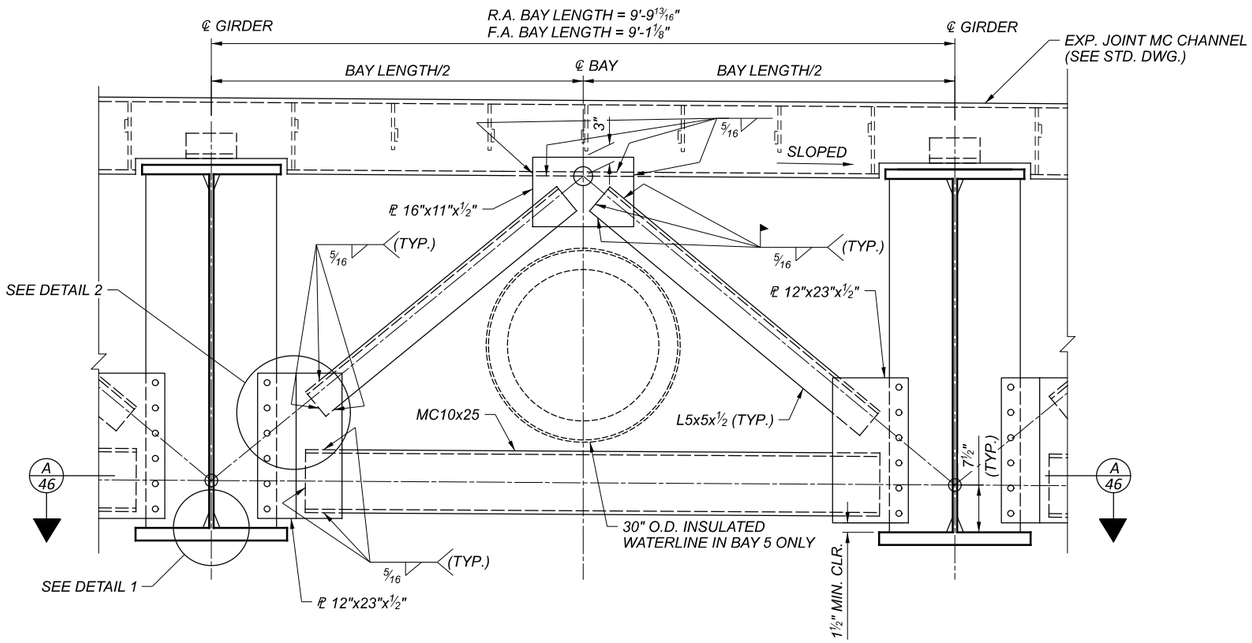
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ETB
CHECKER	XW
REVIEWER	LPC 08-01-22
PROJECT ID	82382
SUBSET	45
TOTAL	75
SHEET	1789
TOTAL	2338

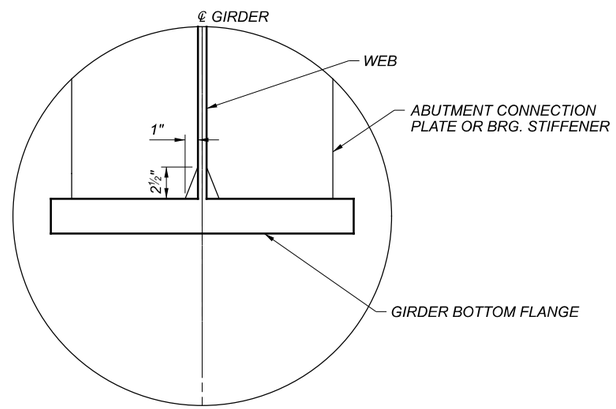
CUY-90-16.28 (CCG3A)



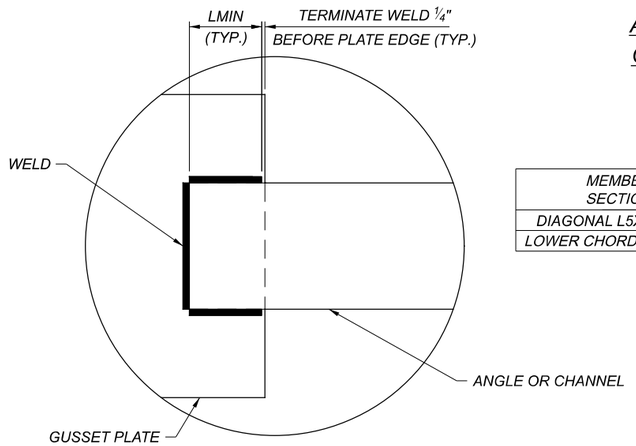
A 46 SECTION
R.A. SHOWN, F.A. SIMILAR



ABUTMENT K-FRAME

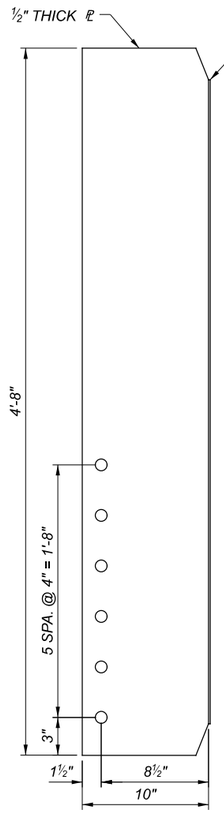


DETAIL 1
(TYP. BOTH TOP AND BOTTOM FLANGES)

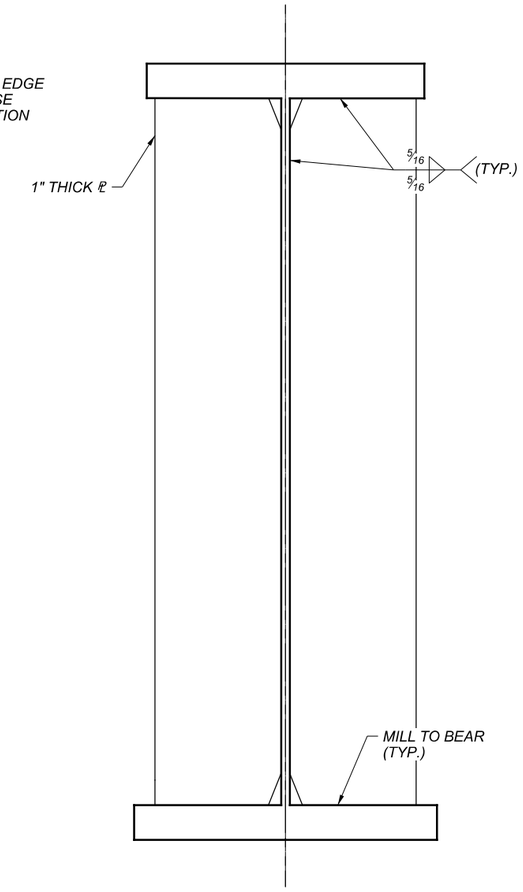


DETAIL 2
(TYP. ALL WELDED ANGLE CONNECTIONS)

MEMBER SECTION	MINIMUM WELD LENGTH, L MIN
DIAGONAL L5X5X1/2	3"
LOWER CHORD MC10X25	5 1/2"



ABUTMENT K-FRAME CONNECTION PLATE



ABUTMENT BEARING STIFFENER

NOTES:

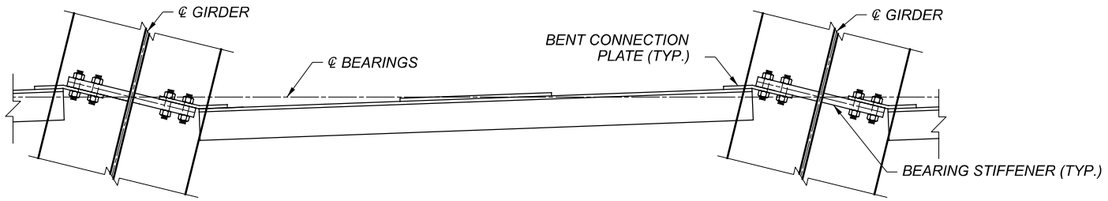
1. SEE SHEET 36/75 FOR GIRDER END DETAILS AND DIMENSIONS.
2. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
3. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE. ALL BOLT HOLES SHALL BE 1 1/8" DIAMETER.
4. PREPARE FAYING SURFACES OF ABUTMENT K-FRAME BOLTED 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.

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

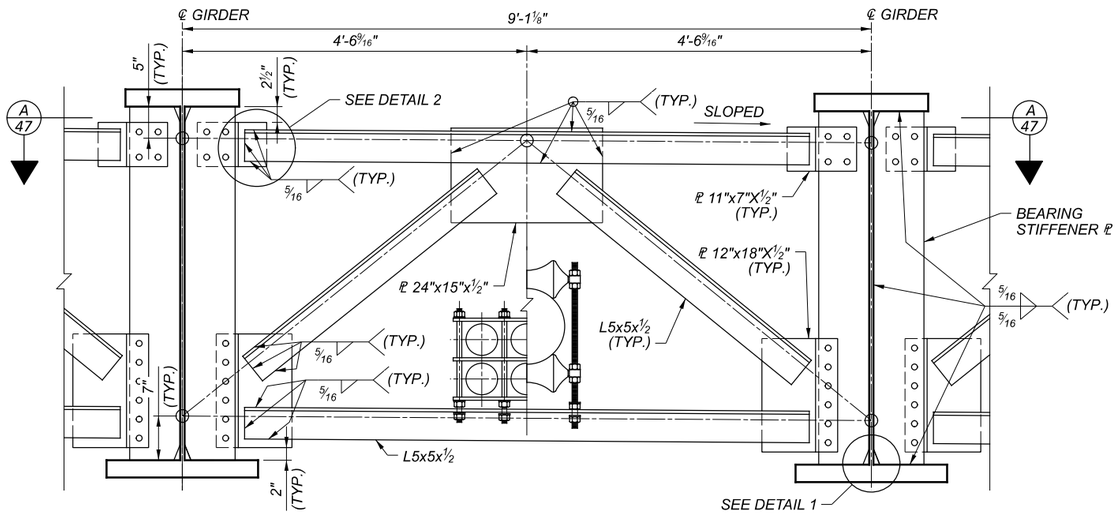
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JBT | CHECKER ETB
REVIEWER LPC 08-01-22
PROJECT ID 82382
SUBSET 46 | TOTAL 75
SHEET 1790 | TOTAL 2338

CUY-90-16.28 (CCG3A)

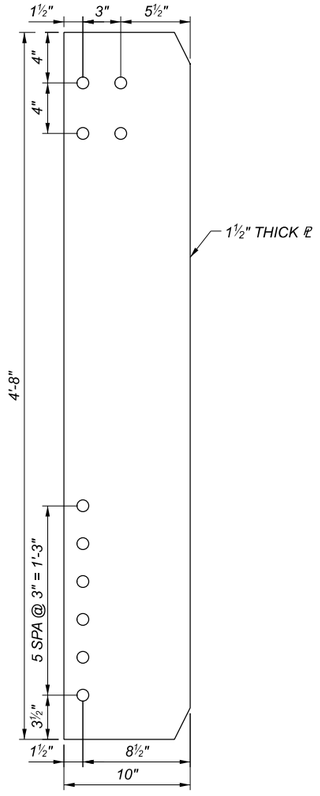
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:50:23 AM USER: David.Fell
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SS004.dgn



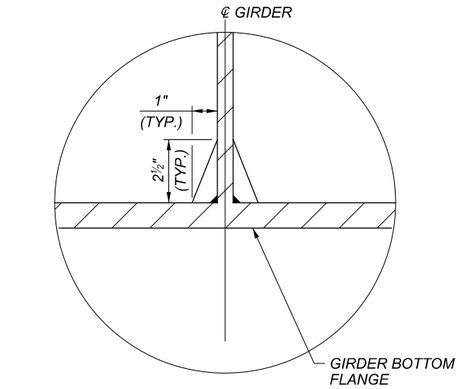
A/47 SECTION



PIER K-FRAME

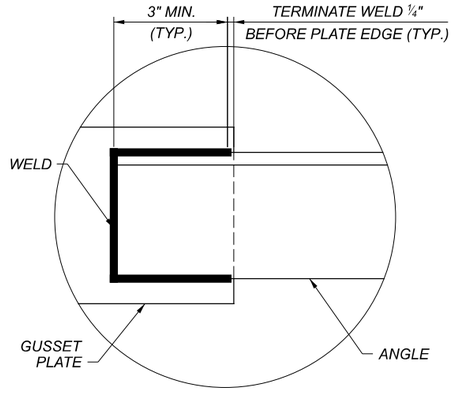


BEARING STIFFENER



DETAIL 1

(TYP. BOTH TOP AND BOTTOM FLANGES)



DETAIL 2

(TYP. ALL WELDED ANGLE CONNECTIONS)

NOTES:

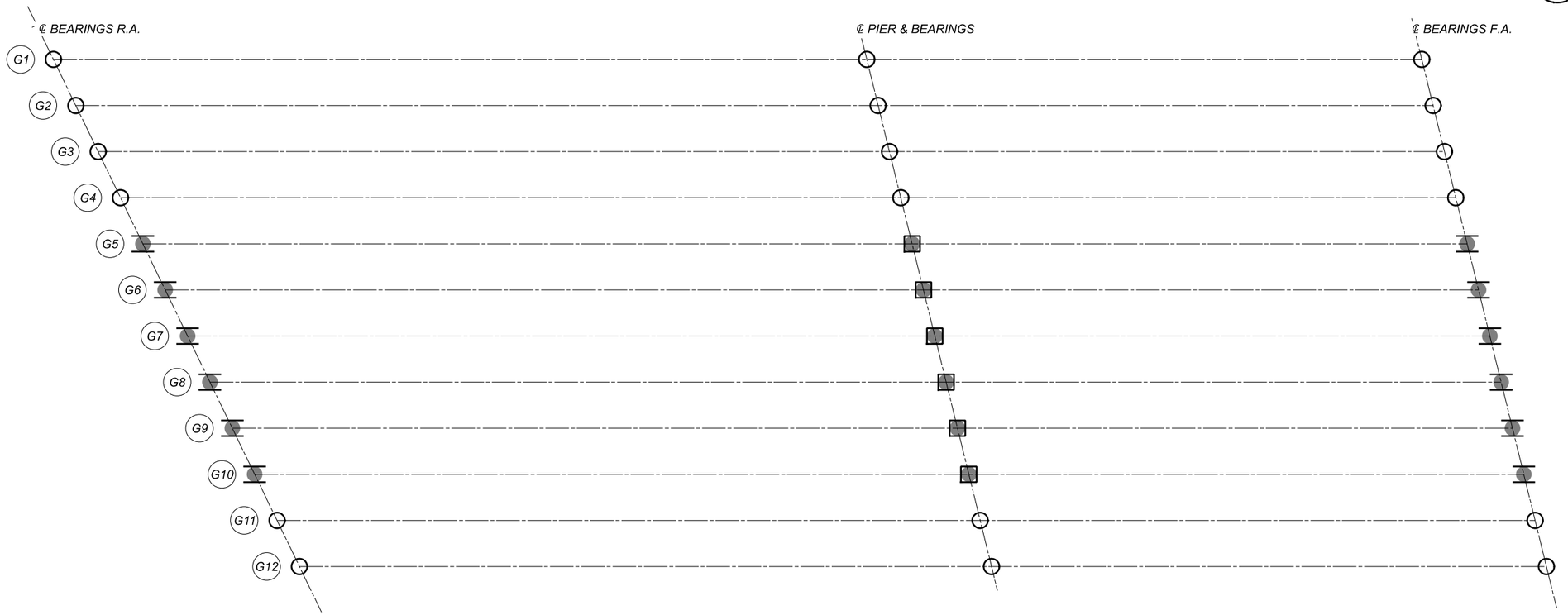
1. ALL STEEL IS ASTM 709, GRADE 50, UNLESS NOTED OTHERWISE.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER, ASTM A325, TYPE I, UNLESS NOTED OTHERWISE.
3. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
4. PREPARE FAYING SURFACES FOR INTERMEDIATE K-FRAME BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACES.

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	JBT
CHECKER	ETB
REVIEWER	LPC 08-01-22
PROJECT ID	82382
SUBSET	47
TOTAL	75
SHEET	1791
TOTAL	2338

CTY-RTE-SECTION

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:51:03 AM USER: David.Fell
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



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 49 / 75

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	CHECKER
JCC	ETB

REVIEWER
LPC 08-01-22

PROJECT ID
82382

SUBSET	TOTAL
48	75

SHEET	TOTAL
1792	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 2) PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:51:42 AM USER: David.Fell
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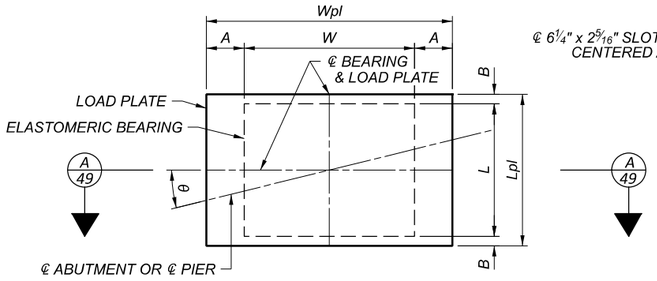
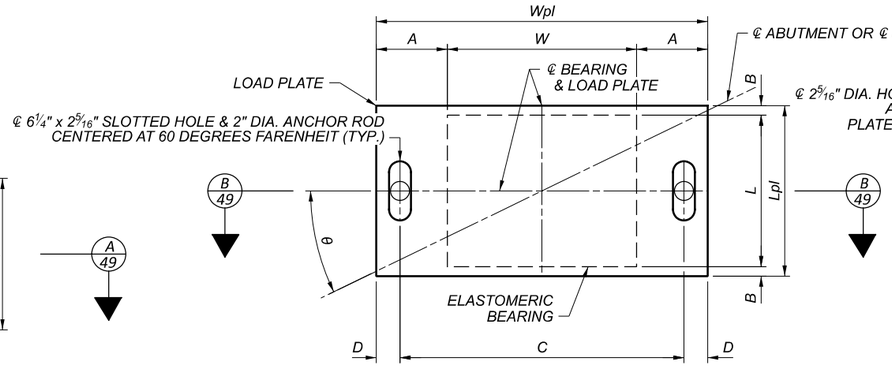
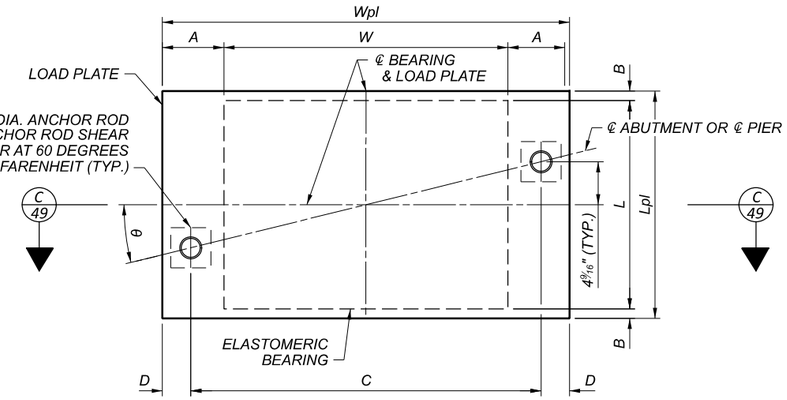


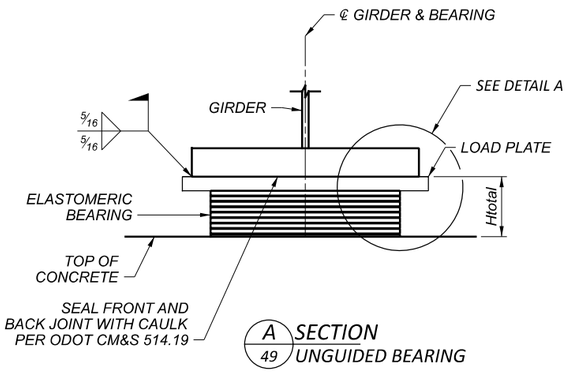
UNGUIDED BEARING PLAN VIEW



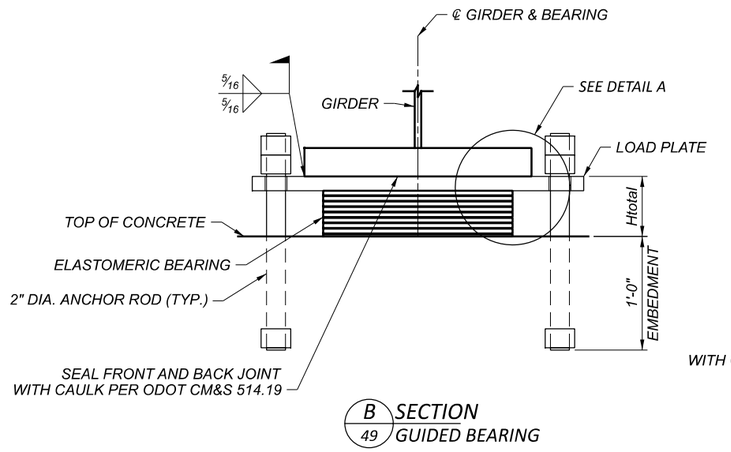
GUIDED BEARING PLAN VIEW



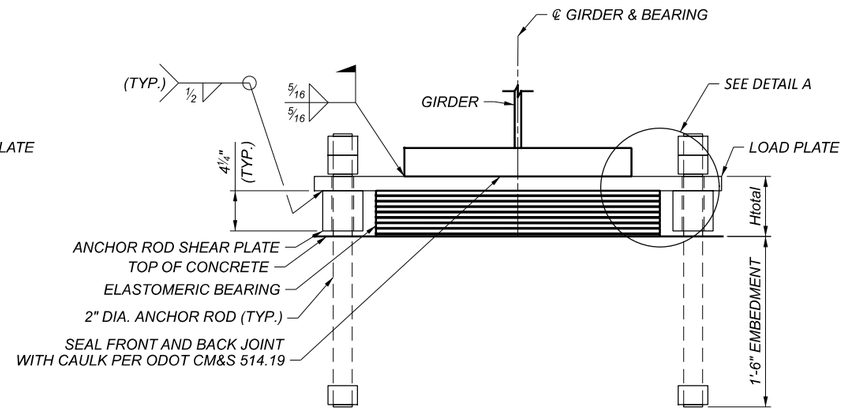
FIXED BEARING PLAN VIEW



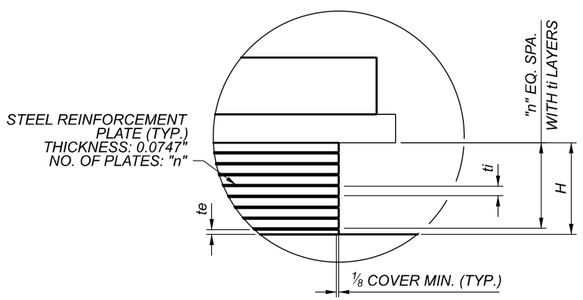
A 49 SECTION
UNGUIDED BEARING



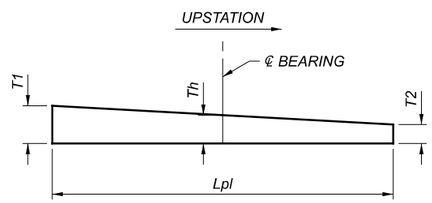
B 49 SECTION
GUIDED BEARING



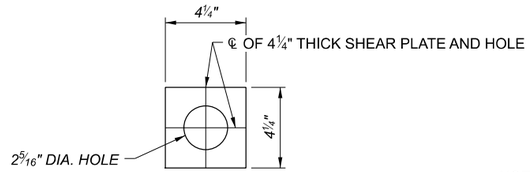
C 49 SECTION
FIXED BEARING



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 48 / 75

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"	

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 49 | TOTAL 75
SHEET 1793 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet (2 of 2) PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:51:46 AM USER: David.Fell
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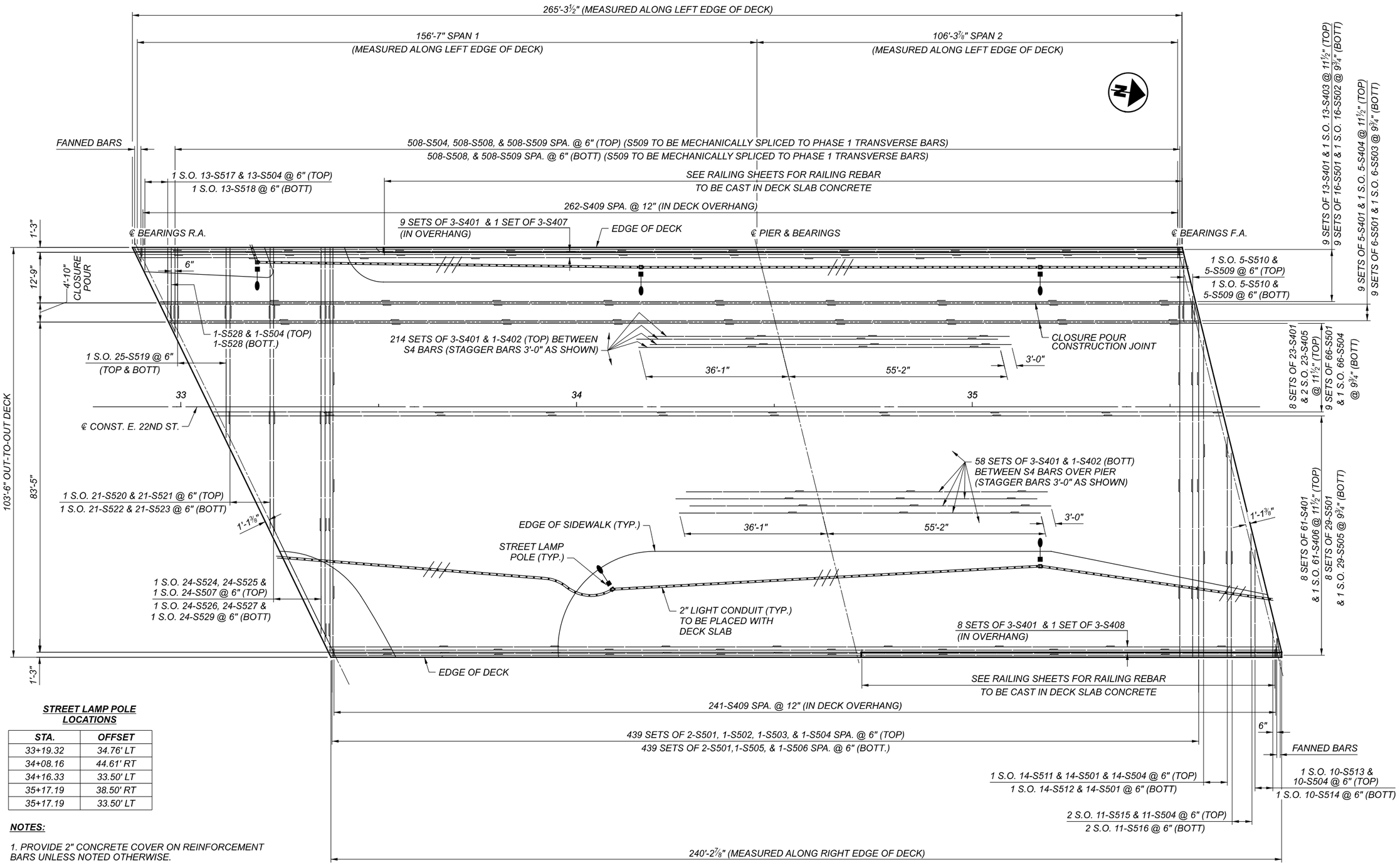


DECK SLAB REINFORCING

STREET LAMP POLE LOCATIONS

STA.	OFFSET
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" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

2. FOR BRIDGE RAILING DETAILS, INCLUDING RAILING REBAR TO BE CAST INTO THE BRIDGE DECK CONCRETE, SEE SHEETS 58 - 66 / 75

3. FOR BRIDGE SIDEWALK DETAILS, INCLUDING SIDEWALK REBAR TO BE CAST INTO THE BRIDGE DECK CONCRETE, SEE SHEETS 56 - 57 / 75

MINIMUM LAP LENGTHS

#4 BAR	1'-11"
#5 BAR	3'-0"

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

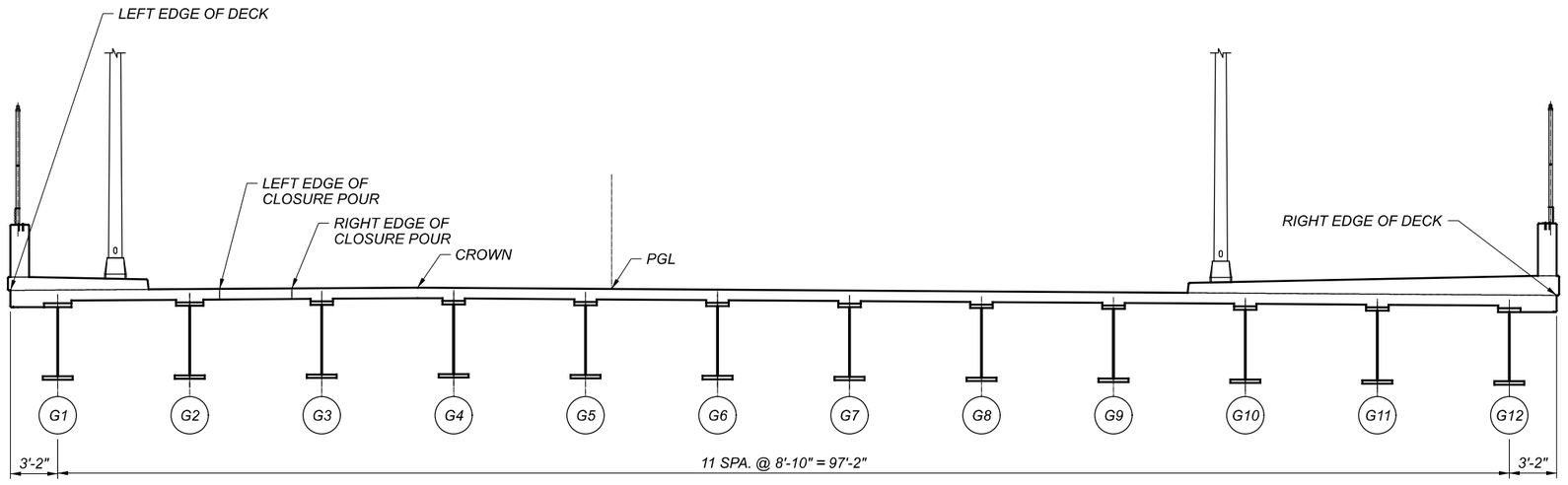
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MDM | CHECKER ETB
REVIEWER LPC 08-01-22
PROJECT ID 82382
SUBSET 50 | TOTAL 75
SHEET 1794 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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.

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

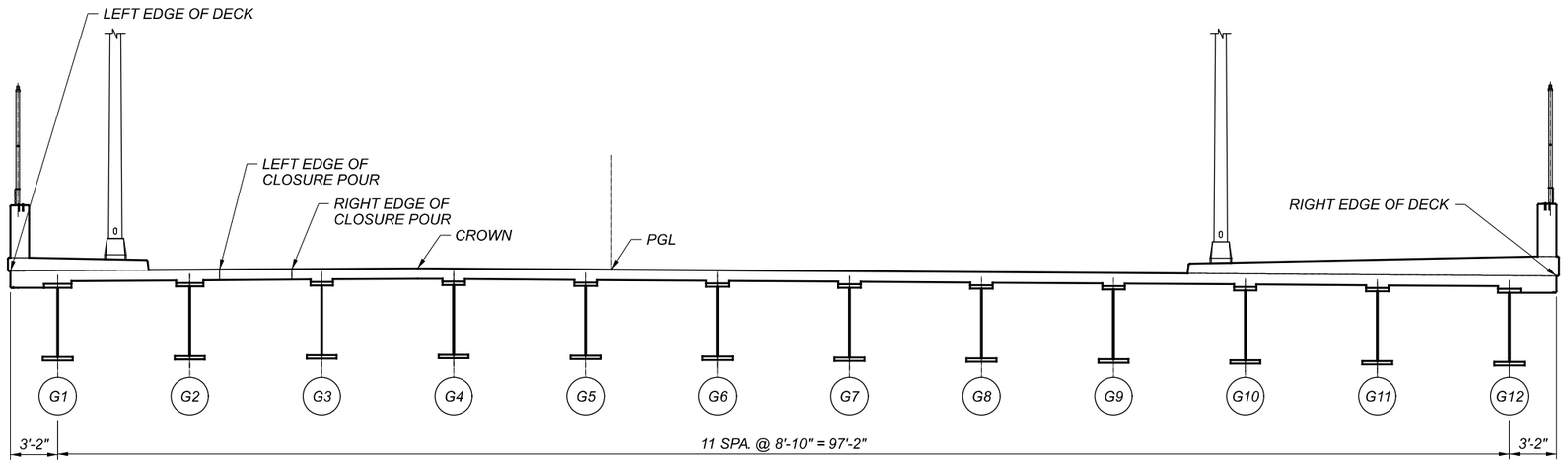
SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ETB | CHECKER BWC
REVIEWER LPC 08-01-22
PROJECT ID 82382
SUBSET 51 | TOTAL 75
SHEET 1795 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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.

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 52 | TOTAL 75
SHEET 1796 | TOTAL 2338

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 51 / 75

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 53 | TOTAL 75
SHEET 1797 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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 52 / 75

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 LPC 08-01-22
PROJECT ID 82382
SUBSET 54 | TOTAL 75
SHEET 1798 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:52:34 AM USER: David.Fell
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_SD008.dgn

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 51 / 75

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

SFN 1807839

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ETB	BWC

REVIEWER LPC 08-01-22

PROJECT ID 82382

SUBSET	TOTAL
55	75

SHEET	TOTAL
1799	2338

CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17X11 (in.) DATE: 8/4/2022 TIME: 11:52:42 AM USER: Davis.Fell
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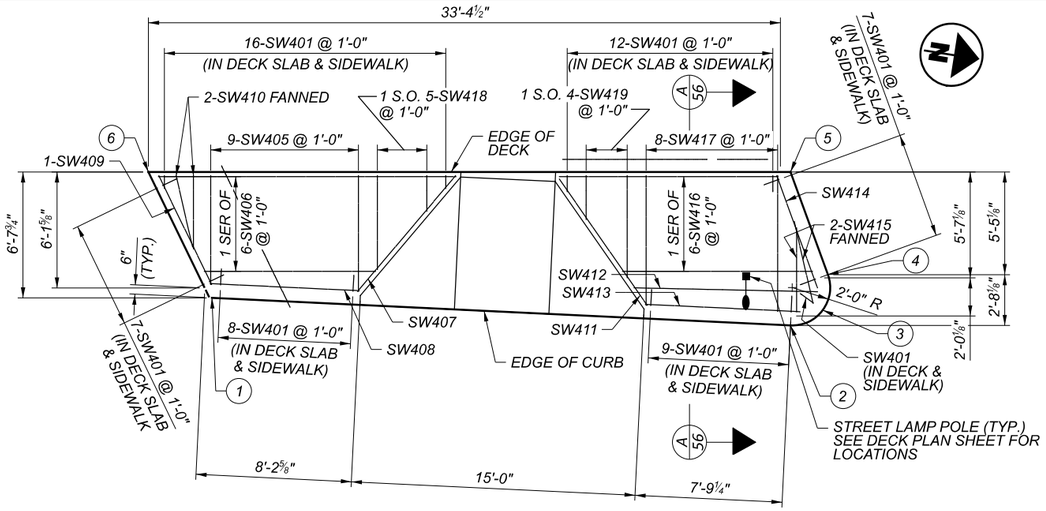
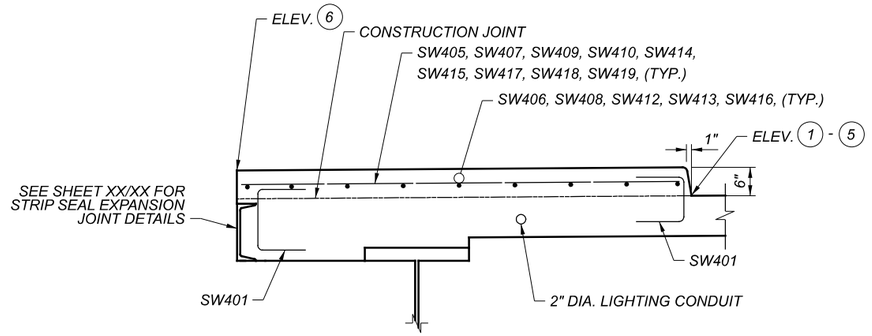


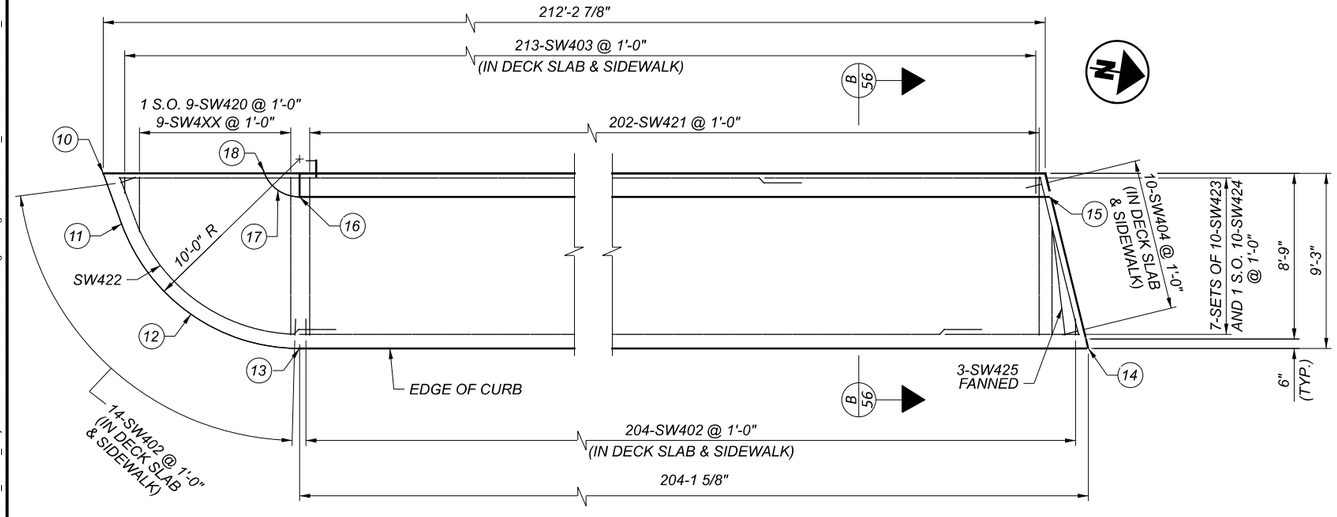
SIDEWALK PLAN (SOUTHWEST)

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



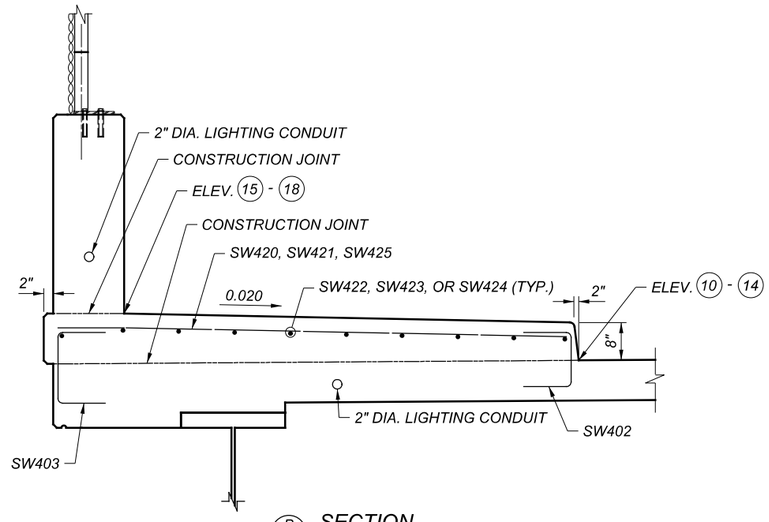
A 56 SECTION

(DECK SLAB AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY)



SIDEWALK PLAN (NORTHWEST)

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+50.05	-39.36	673.18
18	33+49.32	-40.25	673.09



B 56 SECTION

(DECK SLAB AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES:

1. *PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.*

MINIMUM LAP LENGTHS:

#4 BAR 2'-6"

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 LPC 07-28-22
PROJECT ID 82382
SUBSET 56 | TOTAL 75
SHEET 1800 | TOTAL 2338

CUY-90-16.28 (CCG3A)

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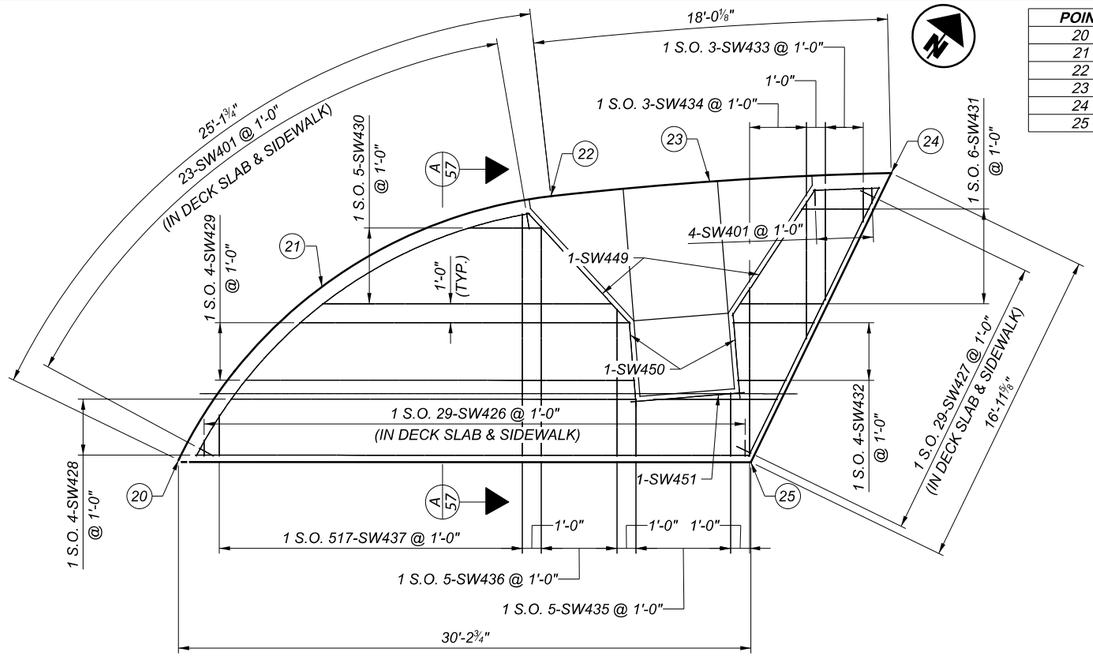
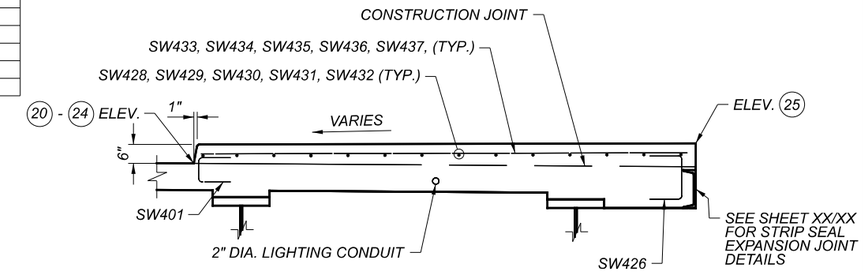


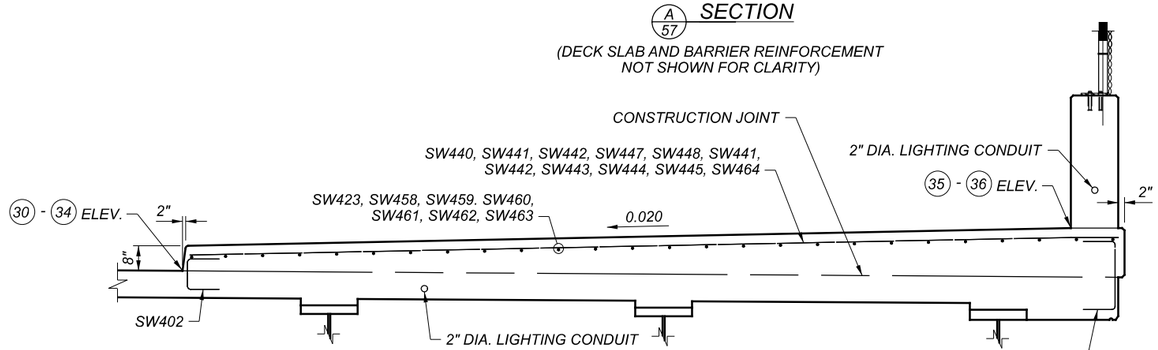
SIDEWALK PLAN (SOUTHEAST)

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



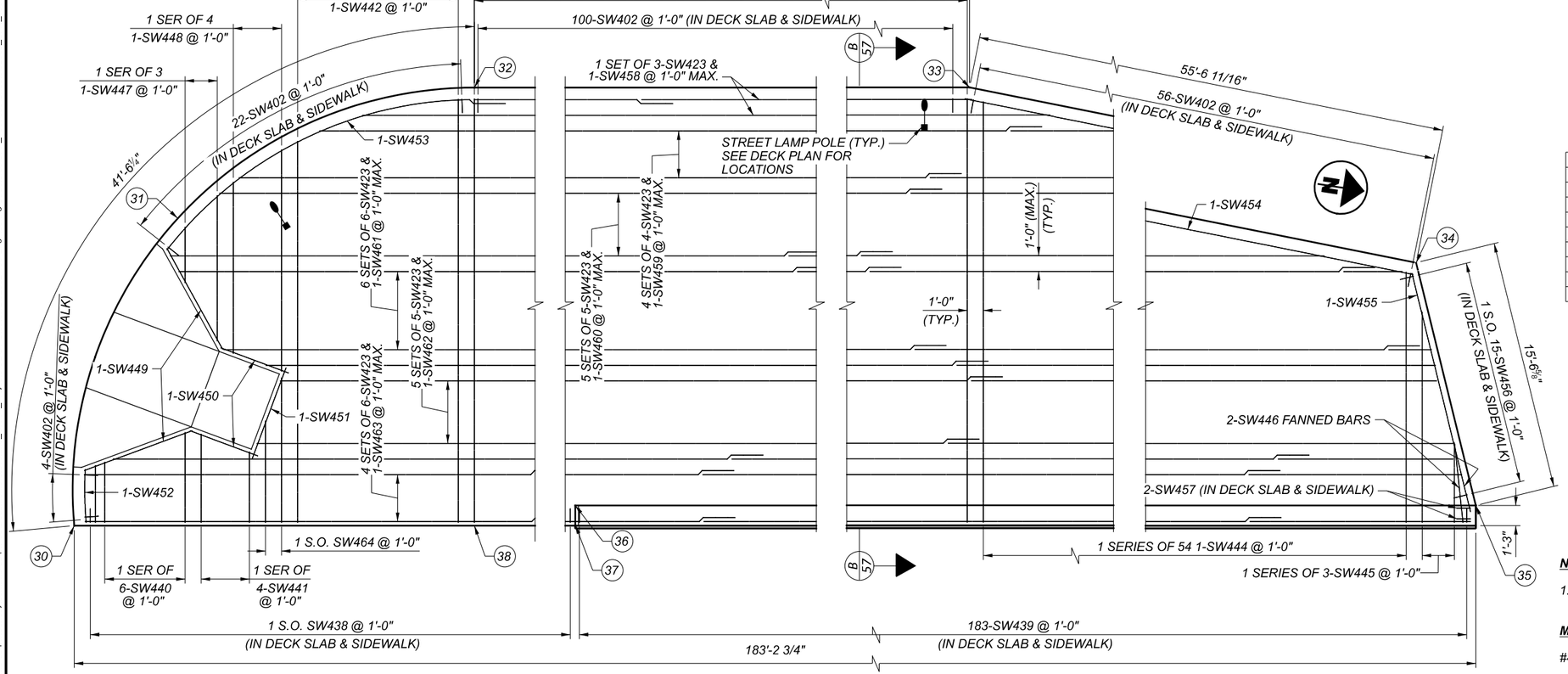
A 57 SECTION

(DECK SLAB AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY)



B 57 SECTION

(DECK SLAB AND BARRIER REINFORCEMENT NOT SHOWN FOR CLARITY)



SIDEWALK PLAN (NORTHEAST)

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" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.*

MINIMUM LAP LENGTHS:

#4 BAR 2'-6"

SIDEWALK PLAN & 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 MDM | CHECKER ETB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 57 | TOTAL 75
SHEET 1801 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:53:24 AM USER: David.Fell
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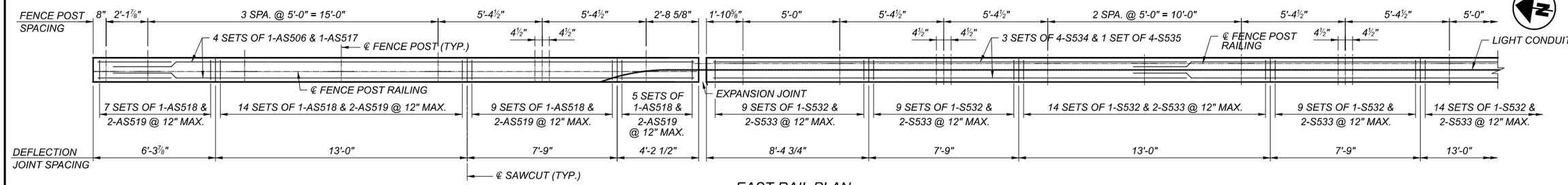
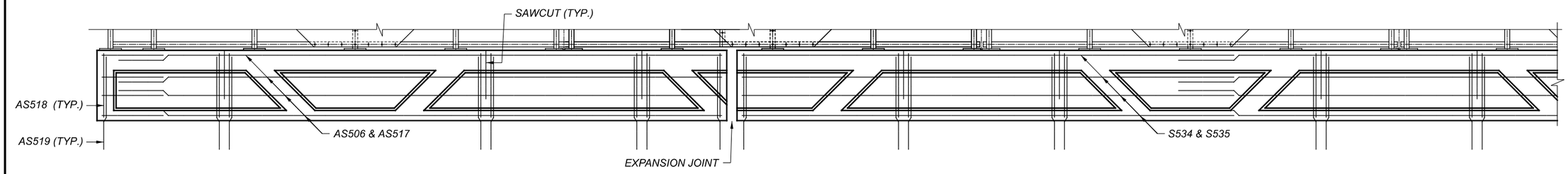
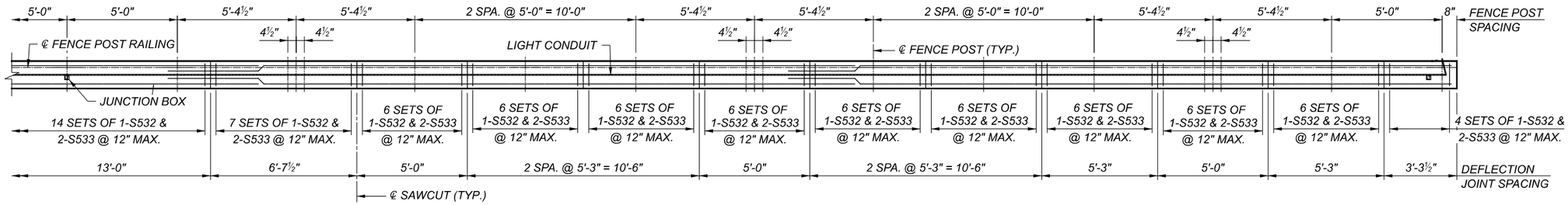


EAST RAIL PLAN



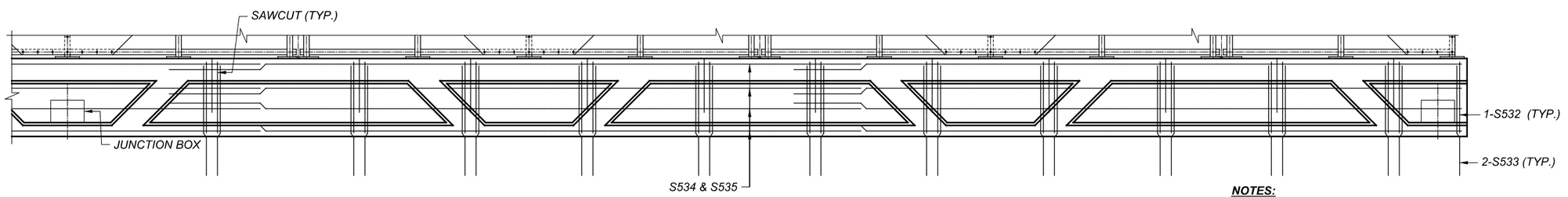
EAST RAIL ELEVATION

(INSIDE FACE OF RAILING SHOWN)



EAST RAIL PLAN

(CONTINUED)



EAST RAIL ELEVATION

(CONTINUED, INSIDE FACE OF RAILING SHOWN)

NOTES:

1. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.
2. FOR ADDITIONAL RAILING SAWCUT DETAILS, SEE ODOT STANDARD DRAWING BR-2-15.
3. FOR DECK SLAB REINFORCING DETAILS, SEE SHEET 50 / 75
4. FOR APPROACH SLAB DETAILS, SEE SHEETS 68 - 71 / 75
5. FOR FENCE DETAILS, SEE SHEETS 67 - & 133 / 75

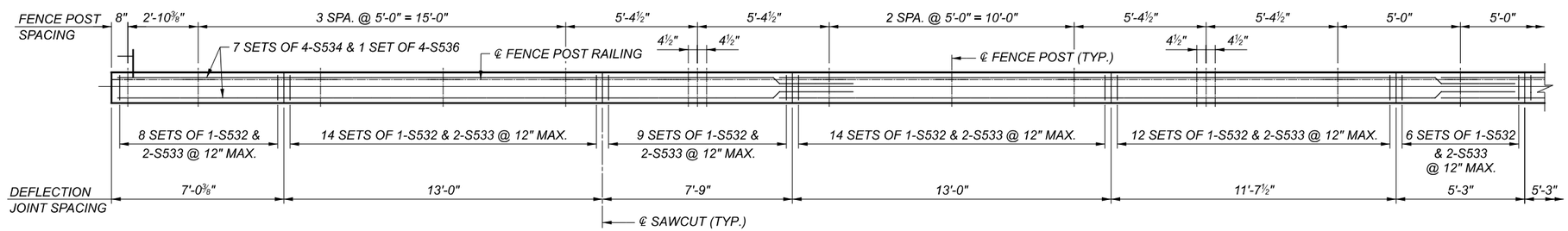
MINIMUM LAP LENGTHS

#5 BAR	3'-0"

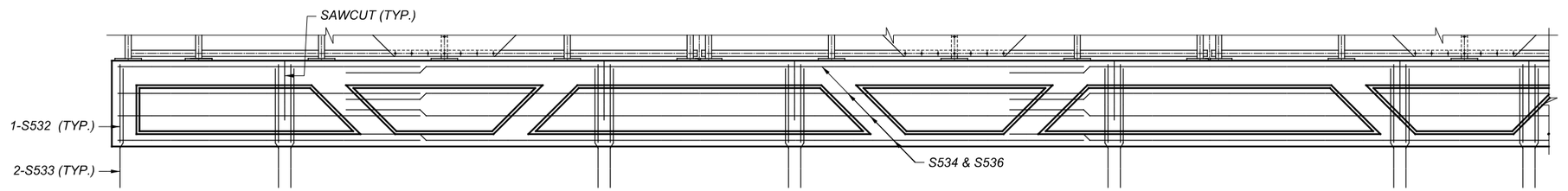
RAILING PLAN & ELEVATION (1 OF 3)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MDM | CHECKER ETB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 58 | TOTAL 75
SHEET 1802 | TOTAL 2338

CUY-90-16.28 (CCG3A)

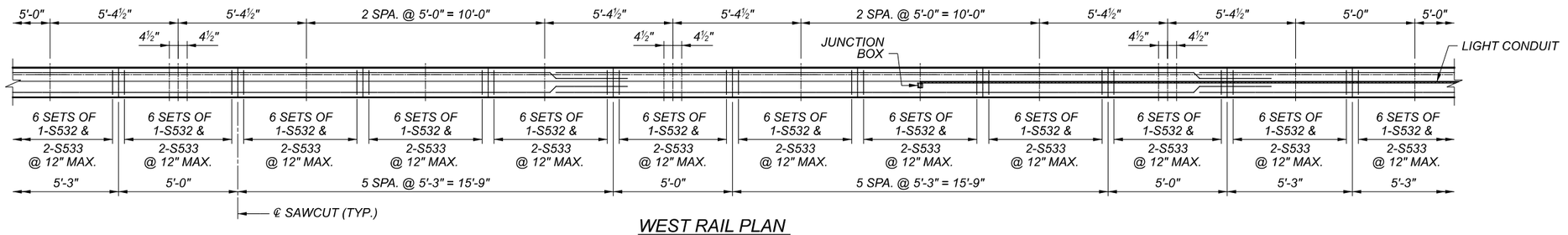


WEST RAIL PLAN



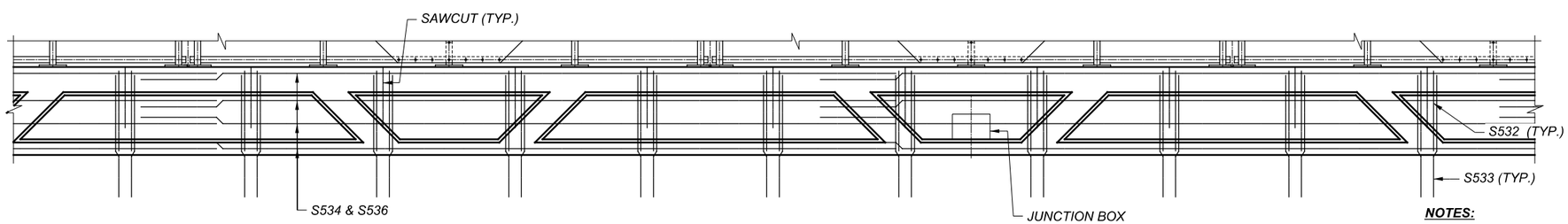
WEST RAIL ELEVATION

(INSIDE FACE OF RAILING SHOWN)



WEST RAIL PLAN

(CONTINUED)



WEST RAIL ELEVATION

(CONTINUED, INSIDE FACE OF RAILING SHOWN)

NOTES:

1. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

2. FOR ADDITIONAL RAILING SAWCUT DETAILS, SEE ODOT STANDARD DRAWING BR-2-15.

3. FOR DECK SLAB REINFORCING DETAILS, SEE SHEET 50 / 75

4. FOR APPROACH SLAB DETAILS, SEE SHEETS 68 - 71 75

5. FOR FENCE DETAILS, SEE SHEETS 67 - &133875005

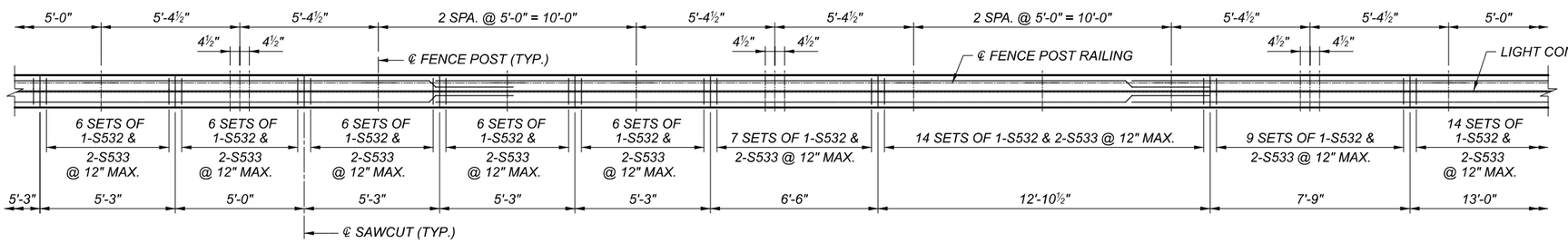
MINIMUM LAP LENGTHS

#5 BAR 3'-0"

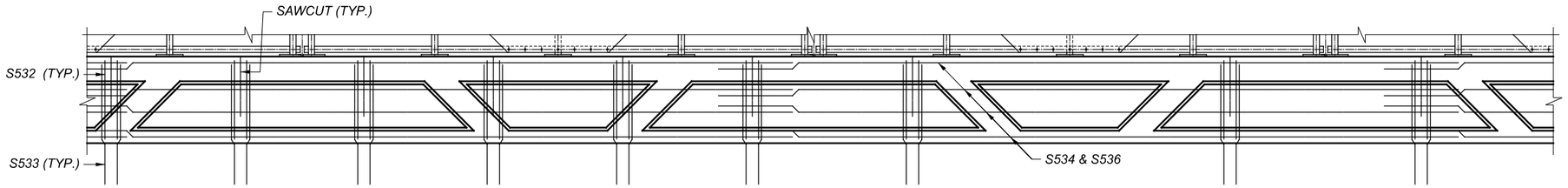
RAILING PLAN & ELEVATION (2 OF 3)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	MDM
CHECKER	ETB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	59
TOTAL	75
SHEET	1803
TOTAL	2338

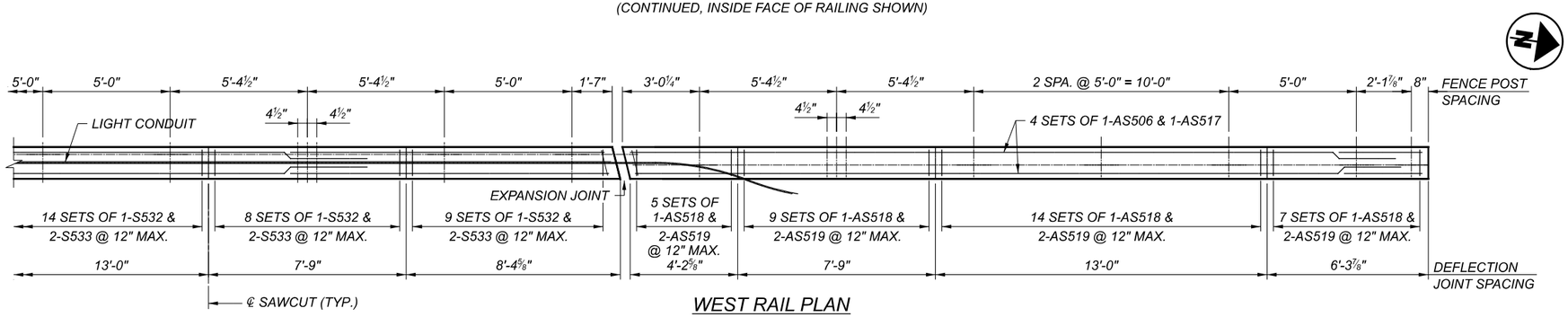
CUY-90-16.28 (CCG3A)



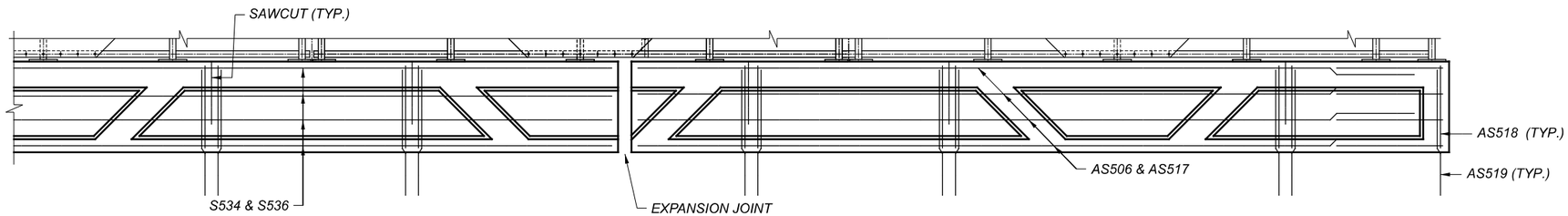
WEST RAIL PLAN
(CONTINUED)



WEST RAIL ELEVATION
(CONTINUED, INSIDE FACE OF RAILING SHOWN)



WEST RAIL PLAN
(CONTINUED)



WEST RAIL ELEVATION
(CONTINUED, INSIDE FACE OF RAILING SHOWN)

NOTES:

1. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.
2. FOR ADDITIONAL RAILING SAWCUT DETAILS, SEE ODOT STANDARD DRAWING BR-2-15.
3. FOR DECK SLAB REINFORCING DETAILS, SEE SHEET 50 /75
4. FOR APPROACH SLAB DETAILS, SEE SHEETS 68 - 71 /75
5. FOR FENCE DETAILS, SEE SHEETS 67- &137/75005

MINIMUM LAP LENGTHS

#5 BAR 3'-0"

RAILING PLAN & ELEVATION (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	MDM
CHECKER	ETB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	59
TOTAL	75
SHEET	1803
TOTAL	2338

CUY-90-16.28 (CCG3A)

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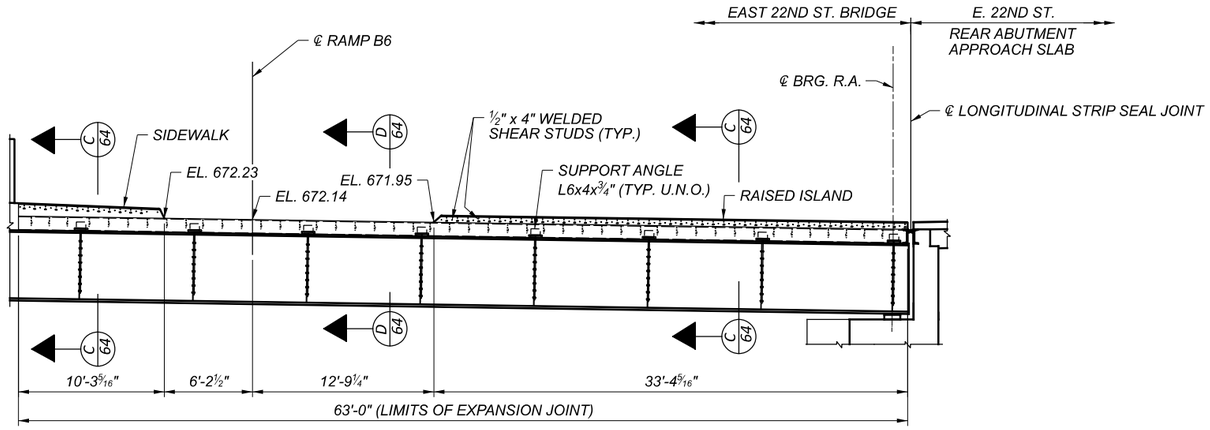
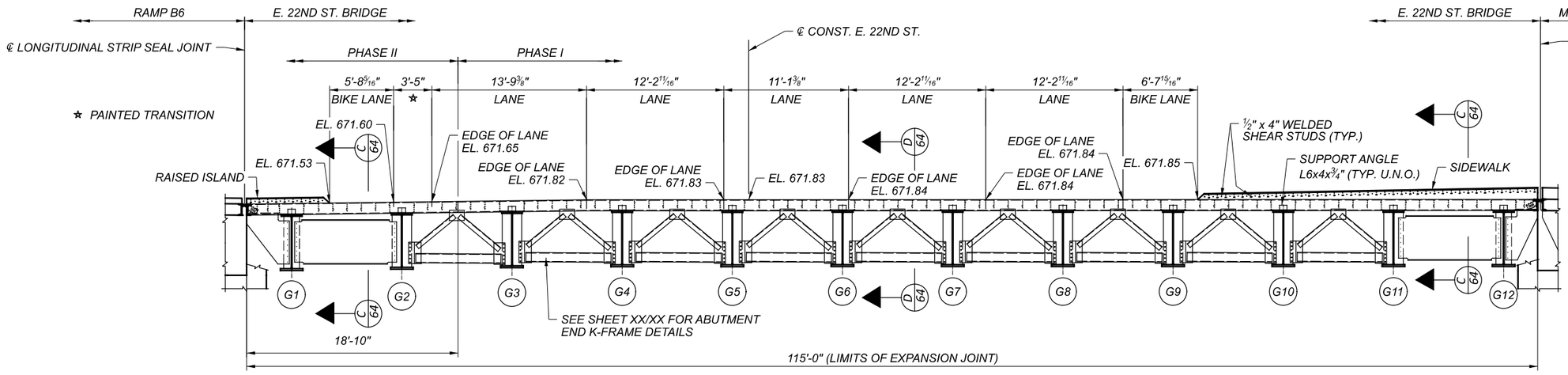


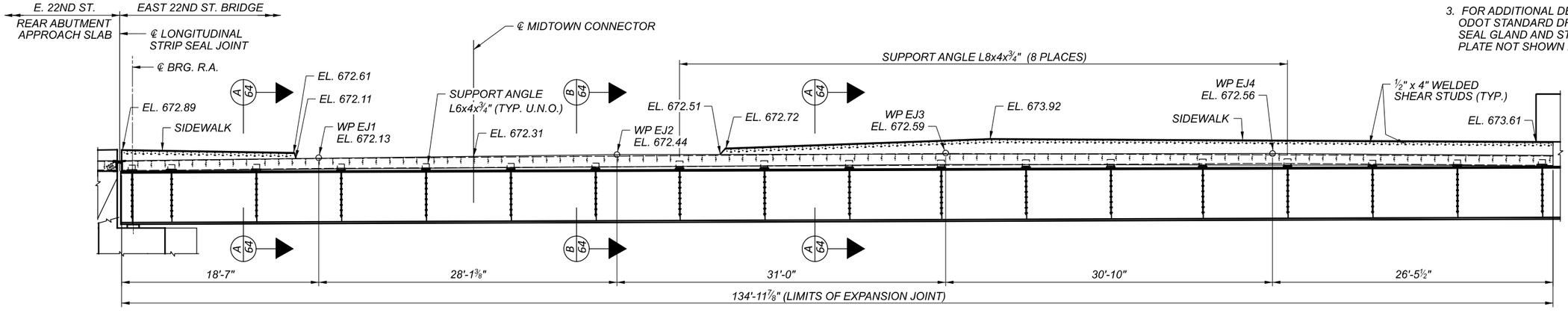
EXPANSION JOINT BETWEEN RAMP B6 AND E. 22ND ST. BRIDGE

LOOKING EAST
(STRIP SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY)



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

LOOKING NORTH
(STRIP SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY)



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

LOOKING WEST
(STRIP SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY)

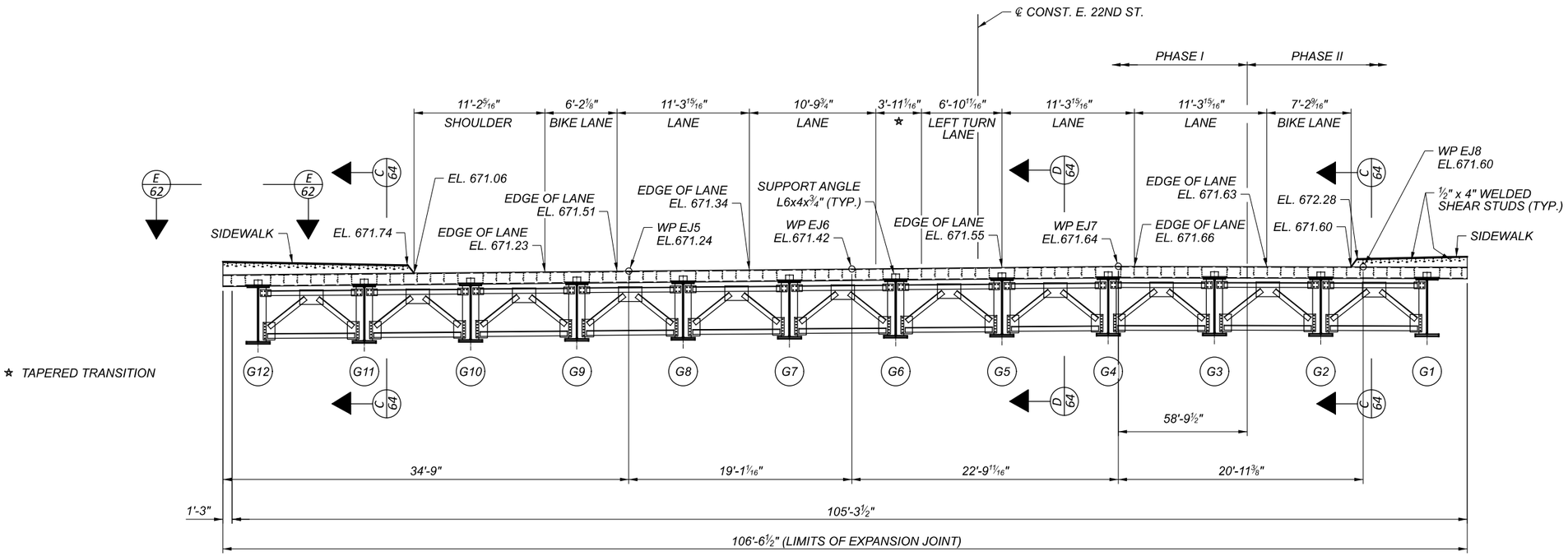
NOTES:

1. PROVIDED ELEVATIONS ARE TOP OF CONCRETE ELEVATIONS.
2. FOR WORK POINT DETAILS SEE SHEET 62 /75
3. FOR ADDITIONAL DETAILS SEE ODOT STANDARD DRAWING EXJ-4-87. SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY.

EXPANSION JOINT DETAILS (1 OF 5)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	ETB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	65
TOTAL	75
SHEET	1809
TOTAL	2338

CUY-90-16.28 (CCG3A)



EXPANSION JOINT ALONG E. 22ND ST. BRIDGE AT FORWARD ABUTMENT

LOOKING SOUTH
(STRIP SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY)

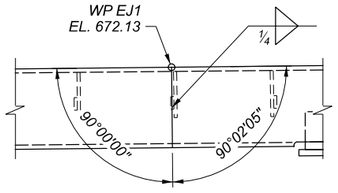
NOTES:

1. *PROVIDED ELEVATIONS ARE TOP OF CONCRETE ELEVATIONS.*
2. *FOR WORK POINT DETAILS SEE SHEET 62 /75*
3. *FOR ADDITIONAL DETAILS SEE ODOT STANDARD DRAWING EXJ-4-87. SEAL GLAND AND STEEL RETAINER PLATE NOT SHOWN FOR CLARITY.*

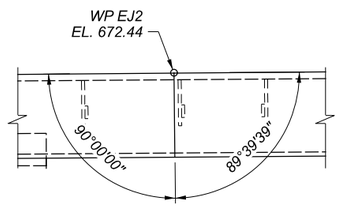
EXPANSION JOINT DETAILS (2 OF 5)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	ETB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	61
TOTAL	75
SHEET	1805
TOTAL	2338

CUY-90-16.28 (CCG3A)



WORK POINT EJ1



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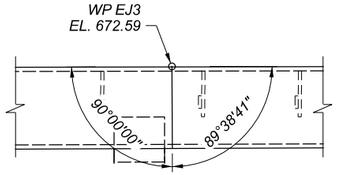

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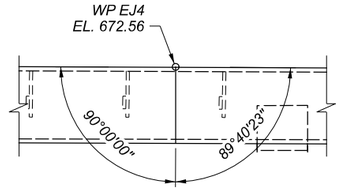

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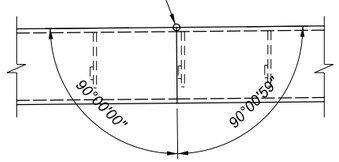

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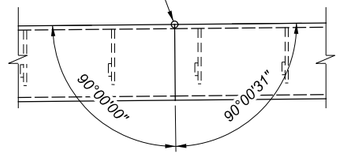

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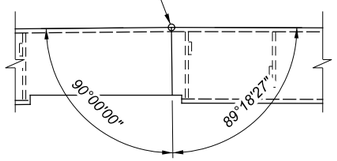

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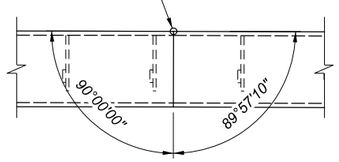
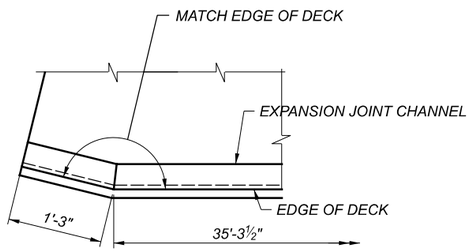


WORK POINT EJ8



E 61 SECTION

NOTES:

1. FOR ADDITIONAL DETAILS SEE ODOT STANDARD DRAWING EXJ-4-87.

EXPANSION JOINT DETAILS (3 OF 5)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	ETB
REVIEWER	LPC 07-27-28
PROJECT ID	82382
SUBSET	62
TOTAL	75
SHEET	1806
TOTAL	2338

CUY-90-16.28 (CCG3A)

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GENERAL NOTES:

STRIP SEAL: FURNISH EXTRUDED POLYCHLOROPRENE MATERIAL CONFORMING TO ASTM D2628. DUE TO THE CONFIGURATION OF THE SEAL, THE RECOVERY TEST IS NOT APPLICABLE. THE PHYSICAL PROPERTIES OF THE STRIP SEAL SHALL CONFORM TO TABLE "E".

THE MANUFACTURER OR AN ACCREDITED LABORATORY SHALL TEST EACH LOT AS SPECIFIED AND SUBMIT TWO COPIES OF CERTIFIED TEST DATA SHOWING COMPLIANCE TO THE ODOT OFFICE OF MATERIALS MANAGEMENT. THE SEAL AND RETAINER ARE AN INTEGRAL SYSTEM DESIGNED AND SUPPLIED BY THE SAME MANUFACTURER. SEE "CONSTRUCTION PROCEDURE" FOR INSTALLATION.

TABLE E

(PHYSICAL PROPERTIES OF SEAL ELEMENT)

PROPERTY	REQUIREMENT	ASTM METHOD
TENSILE STRENGTH, MIN. PSI	2000	D412
ELONGATION @ BREAK, MIN. (PERCENT)	250	D412
HARDNESS, TYPE A DUROMETER, POINTS	60± 5	MODIFIED D2240
OVEN AGING, 70 HR @ 212 ° F TENSILE STRENGTH, LOSS, MAX. ELONGATION, LOSS, MAX. HARDNESS, TYPE A DUROMETER, POINTS CHANGE	 20 PERCENT 20 PERCENT 0 TO +10	D573 MODIFIED D2240
OIL SWELL, ASTM OIL 3 70 HR @ 212 ° F, WEIGHT CHANGE MAX	45 PERCENT	D471
OZONE RESISTANCE 20 PERCENT STRAIN, 300 PPHM IN AIR, 70 HR @ 104 ° F (WIPED WITH TOLUENE TO REMOVE SURFACE CONTAMINATION)	NO CRACKS	D1149
LOW TEMPERATURE STIFFENING 7 DAYS @ 14 ° F HARDNESS, TYPE A DUROMETER, POINTS CHANGE COMPRESSION SET, 70 HR @ 212 ° F MAX.	 0 TO +15 40 PERCENT	D2240 MODIFIED D2240 D395 METHOD B

LUBRICANT-ADHESIVE: FURNISH A ONE PART MOISTURE CURING POLYURETHANE COMPOUND MEETING THE REQUIREMENTS OF ASTM D4070 AND AS SPECIFIED BY THE SEAL MANUFACTURER. SEE "CONSTRUCTION PROCEDURE" FOR APPLICATION.

JOINTS IN STRIP SEALS: FURNISH SEALS IN ONE CONTINUOUS PIECE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

SEAL RETAINERS: FURNISH SOLID SHAPE STEEL RETAINERS, AS DIMENSIONED ON "EXPANSION JOINT DETAILS 1 OF 5" AND "EXPANSION JOINT DETAILS 2 OF 5", THAT ARE EXTRUDED, HOT ROLLED OR MACHINED. RETAINERS MANUFACTURED FROM BENT PLATE OR BUILT UP PIECES ARE NOT ACCEPTABLE. THE MANUFACTURER SHALL SPECIFY THE INTERNAL DIMENSIONS OF THE RETAINER TO ACHIEVE A POSITIVE SEAL AND ANCHORAGE.

AT JOINT UPTURNS, ESPECIALLY ON SKEWED BRIDGE DECKS, THE USE OF SPLIT RETAINERS MAY BE NECESSARY TO ENSURE PROPER SEAL GLAND INSTALLATION. WHERE THE SPLIT RETAINERS ARE REQUIRED, THE MANUFACTURER SHALL OBTAIN THE ENGINEER'S APPROVAL FOR THE DESIGN.

BEFORE THE GLAND IS INSTALLED, CORRECT ANY DEFECTS IN THE STEEL RETAINER OR THE ACTUAL EXPANSION JOINT THAT COULD CAUSE DAMAGE TO THE GLAND.

JOINTS IN RETAINERS: WELDS SHALL BE WATER TIGHT, PARTIAL PENETRATION WELDS AROUND THE OUTER PERIPHERY OF THE ABUTTING SURFACES. GRIND FLUSH ALL WELDS IN CONTACT WITH

THE SEAL AND JOINT ARMOR. DO NOT USE SHORT PIECES OF RETAINERS LESS THAN 6'-0" LONG, UNLESS REQUIRED AT CURBS OR SIDEWALKS. DO NOT PROVIDE ADDITIONAL SPLICES IN RETAINERS AT CURB OR SIDEWALK SECTIONS OTHER THAN THOSE DETAILED IN THE STANDARD BRIDGE DRAWINGS.

ARMOR STEEL: ALL CHANNEL SHAPES, ANGLE SHAPES AND ALL CROSS FRAME CONNECTION GUSSET PLATES, SHALL BE ASTM 709, GRADE 50 OR 50W. ALL OTHER STEEL PARTS INCLUDING RETAINERS, SHALL BE ASTM A709, GRADE 36, 50 OR 50W.

JOINTS IN ARMOR STEEL: SHOP OR FIELD JOINTS IN THE ARMOR SHALL BE COMPLETE PENETRATION WELDS GROUND FLUSH WHERE IN CONTACT WITH THE RETAINER.

ARMOR COATING: COAT ALL STEEL PARTS OF THE JOINT ASSEMBLY ACCORDING TO 516.

DO NOT FIELD PAINT METALIZED SURFACES EXCEPT AS NOTED. CLEAN AND PAINT THE AREAS ON THE ½" GUSSET PLATES DAMAGED DURING CROSSFRAME INSTALLATION IN CONFORMANCE WITH THE STRUCTURE'S PAINT SYSTEM. PROTECT THE METALIZED COATING WHEN BLASTING OR COATING ADJACENT STEEL MEMBERS. OVERSPRAY NEED NOT BE REMOVED.

TEMPORARY SUPPORTS: THE FABRICATOR SHALL DESIGN AND INSTALL TEMPORARY SUPPORTS TO RESIST SHIPPING, ERECTION AND CONSTRUCTION FORCES WITHOUT DAMAGE TO THE STEEL ARMOR OR COATING. THESE SUPPORTS SHALL BE ADJUSTABLE IN THE FIELD TO ACCOUNT FOR VARIABLE TEMPERATURE SETTINGS. INSTALL THE SUPPORTS AFTER THE FABRICATION AND COATING IS COMPLETE.

CONSTRUCTION PROCEDURE:

ARMOR INSTALLATION:

1. PLACE JOINT ASSEMBLY SO THE CHANNEL AND ANGLE REMAIN PARALLEL TO EACH OTHER AND PERPENDICULAR TO THE ROADWAY GRADIENT.
2. PLACE ABUTMENT BACKWALL CONCRETE AFTER THE SUPERSTRUCTURE CONCRETE IS PLACED IN THE SPAN ADJACENT TO THE ABUTMENT.
3. SET ABUTMENT EXPANSION JOINT WIDTH TO DIMENSION "A" NO MORE THAN FOUR HOURS PRIOR TO THE DAY'S PEAK AMBIENT TEMPERATURE. SEE TABLES 1, 2, AND 3 ON THIS SHEET FOR DIMENSION "A".
4. PLACE THE BACKWALL CONCRETE DURING STABLE OR RISING AMBIENT TEMPERATURES. CONCLUDE PLACEMENT AT OR IMMEDIATELY BEFORE THE DAY'S PEAK AMBIENT TEMPERATURE.
5. HAND PLACE AND VIBRATE CONCRETE UNDER JOINT ARMOR TO ACHIEVE COMPLETE CONSOLIDATION.
6. LOOSEN ANY TEMPORARY JOINT ARMOR SUPPORTS AFTER INITIAL SET OF THE CONCRETE, PREFERABLY NOT LATER THAN TWO HOURS AFTER CONCLUSION OF THE CONCRETE PLACEMENT.

SEAL INSTALLATION:

1. EXAMINE THE RETAINER FOR SOILAGE OR DEFECTS THAT CAN DAMAGE THE SEAL PRIOR TO SEAL INSTALLATION. REPAIR DEFECTS.
2. NOT MORE THAN 24 HOURS PRIOR TO SEAL INSTALLATION, BLAST THE RETAINER INTERIOR PER SSPC SP6 "COMMERCIAL BLAST CLEANING", WITHOUT DAMAGING ADJACENT COATINGS. REMOVE ALL BLASTING MEDIA FROM THE RETAINER.
3. CLEAN ALL SURFACES OF THE SEAL WITH METHYL ETHYL KETONE (MEK), TOLUENE (T) OR OTHER MANUFACTURER SPECIFIED SOLVENT USING CLEAN DISPOSABLE CLOTHS. MAINTAIN THE SURFACE CLEANLINESS UNTIL INSTALLATION.
4. IMMEDIATELY BEFORE APPLYING THE LUBRICANT-ADHESIVE, BONDING SURFACES MUST BE CLEAN, DRY AND WARMER THAN 45°F. BONDING SURFACES MUST BE MAINTAINED IN THIS CONDITION UNTIL THE SEAL IS INSTALLED. LIBERALLY APPLY THE LUBRICANT-ADHESIVE TO BOTH THE RETAINER AND THE SEAL USING THE MANUFACTURER'S SPECIFIED METHODS FOR COMPLETE AND UNIFORM COVERAGE.
5. INSTALL THE SEAL WITH EQUIPMENT AND PROCEDURE SPECIFIED BY THE MANUFACTURER. ELONGATION OF THE SEAL OR STRUCTURAL DAMAGE TO THE SEAL CAUSED BY INSTALLATION METHODS WILL BE CAUSE FOR REJECTION.
6. REMOVE EXCESS LUBRICANT-ADHESIVE AFTER INSTALLATION.

TABLE 1 - REAR ABUTMENT EXPANSION JOINT OPENING (3" STRIP SEAL)

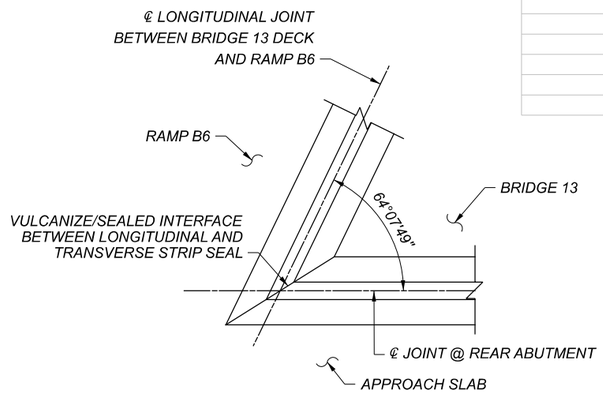
TEMPERATURE (°F)	DIMENSION "A"
30°	1 7/8"
40°	1 3/4"
50°	1 3/4"
60°	1 5/8"
70°	1 1/2"
80°	1 1/2"
90°	1 3/8"

TABLE 2 - FORWARD ABUTMENT EXPANSION JOINT OPENING (3" STRIP SEAL)

TEMPERATURE (°F)	DIMENSION "A"
30°	2"
40°	1 7/8"
50°	1 3/4"
60°	1 5/8"
70°	1 1/2"
80°	1 3/8"
90°	1 1/4"

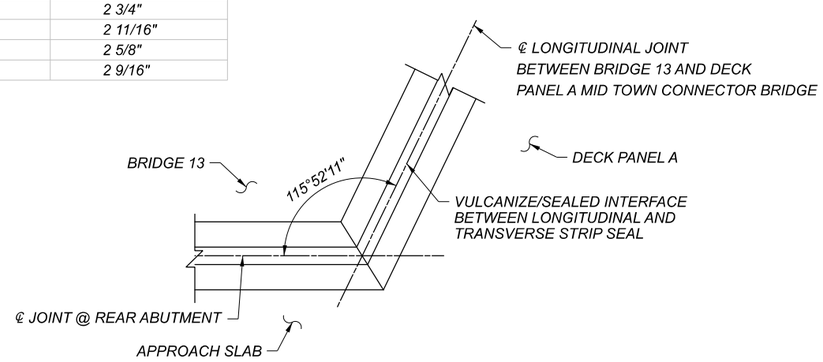
TABLE 3 - EXPANSION JOINT OPENING (5" STRIP SEAL) ON EAST AND WEST DECK EDGES

TEMPERATURE (°F)	DIMENSION "A"
30°	2 15/16"
40°	2 7/8"
50°	2 13/16"
60°	2 3/4"
70°	2 11/16"
80°	2 5/8"
90°	2 9/16"



DETAIL A

(SOUTHWEST CORNER REAR ABUTMENT)



DETAIL B

(SOUTHEAST CORNER REAR ABUTMENT)

EXPANSION JOINT DETAILS (4 OF 5)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
CEM	ETB

REVIEWER: LPC 07-28-22

PROJECT ID: 82382

SUBSET	TOTAL
63	75

SHEET	TOTAL
1807	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:54:55 AM USER: David.Fell
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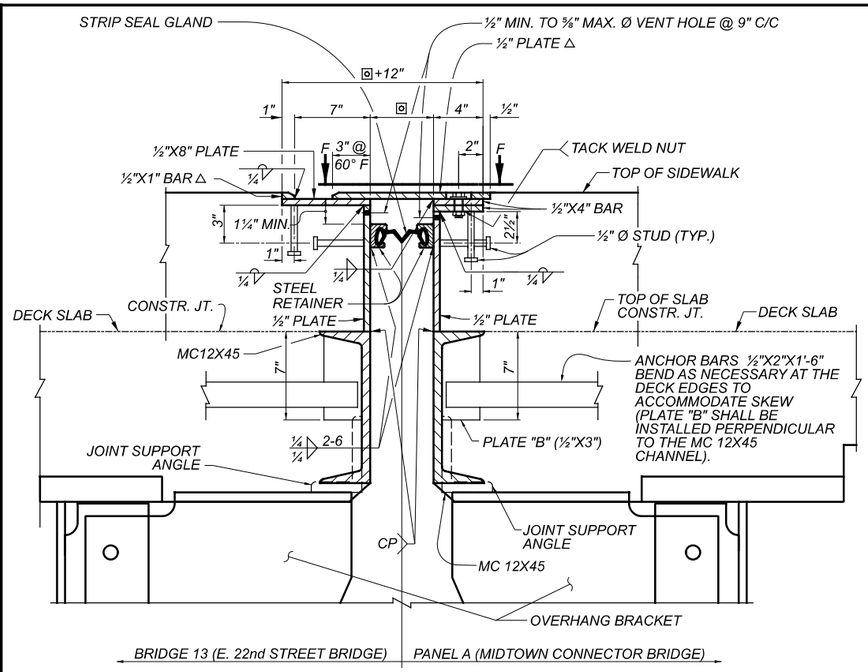
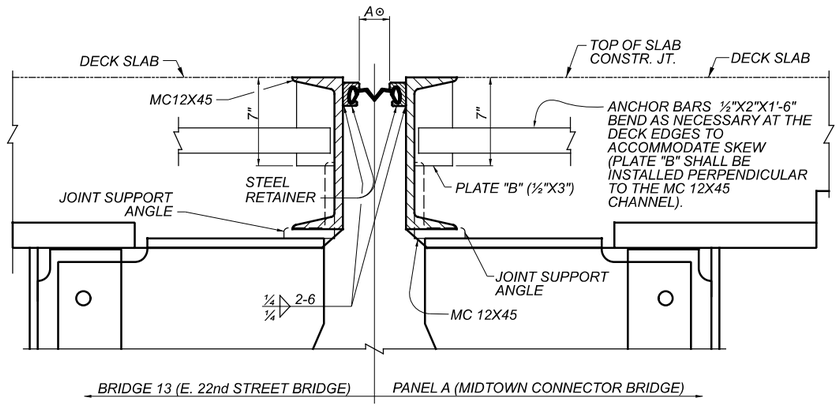


A/60 SECTION



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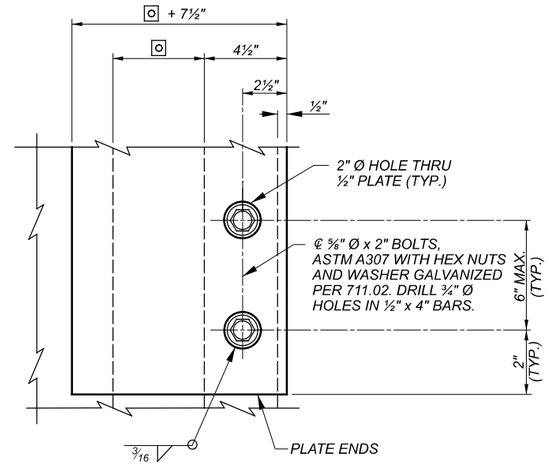

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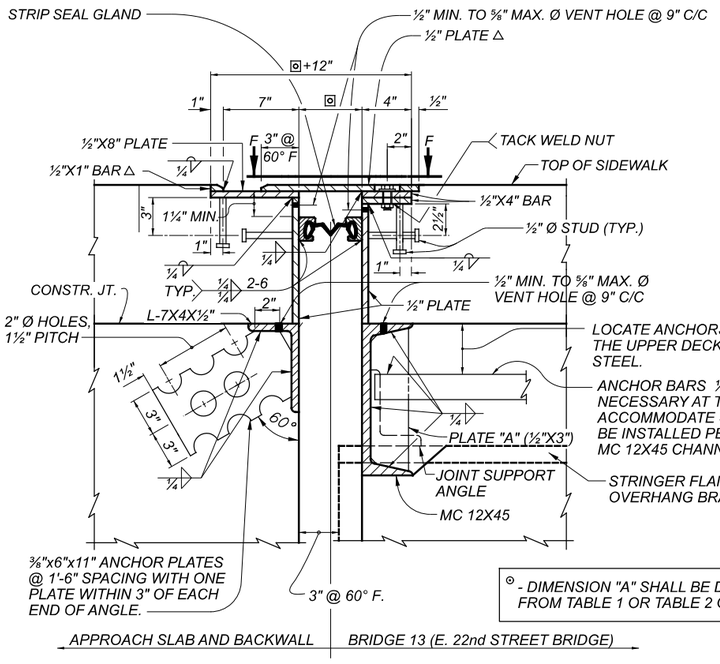

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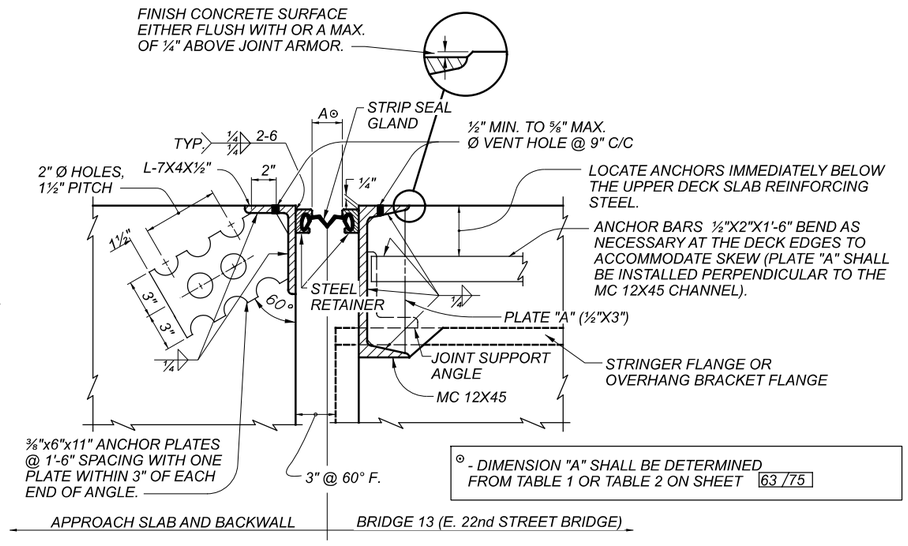

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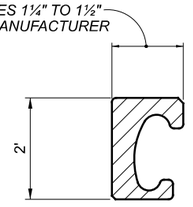

RETAINER DETAIL

LEGEND

△ - PROVIDE A 1/2" HORIZONTAL X 1/4" VERTICAL BEVEL AT THE EXPOSED EDGE OF THE 1/2" COVER PLATE AND 1/2" X 1" BAR.

⊙ - THIS DIMENSION IS THE SUM OF (2 X STEEL RETAINER + WIDTH DIM. "A").

NOTES:

1. SEE EXPANSION JOINT DETAILS (4 OF 5) FOR GENERAL NOTES.
2. COORDINATE ADJUSTMENTS TO DECK DIMENSION IF JOINT MANUFACTURER USES DIFFERENT SIZE RETAINER.
3. SEE EXPANSION JOINT DETAILS (4 OF 5) FOR JOINT OPENING TABLES.
4. FOR ADDITIONAL DETAILS SEE ODOT STANDARD DRAWING EXJ-4-87.

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

SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	ETB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	64
TOTAL	75
SHEET	1808
TOTAL	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:55:04 AM USER: David.Fell
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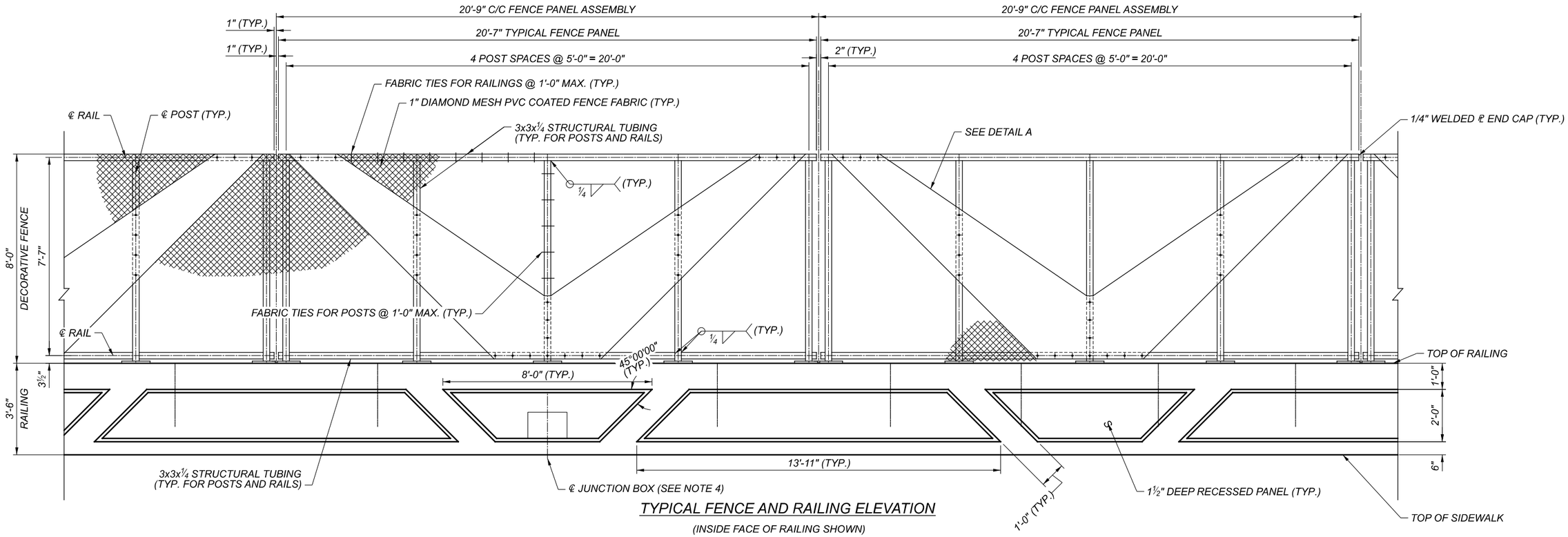
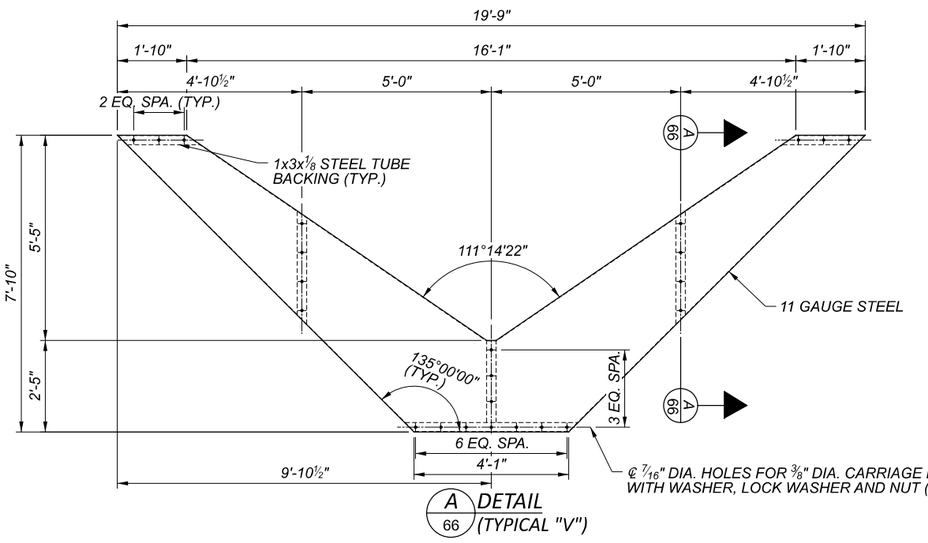
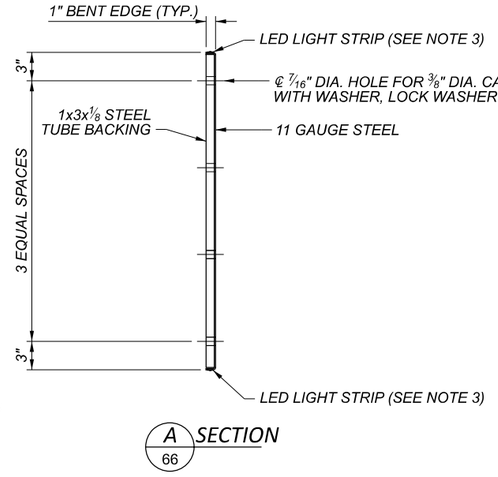


TYPICAL FENCE AND RAILING ELEVATION

(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.

FENCE DETAILS (1 OF 2)
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: 8/4/2022 TIME: 11:55:12 AM USER: David.Fell
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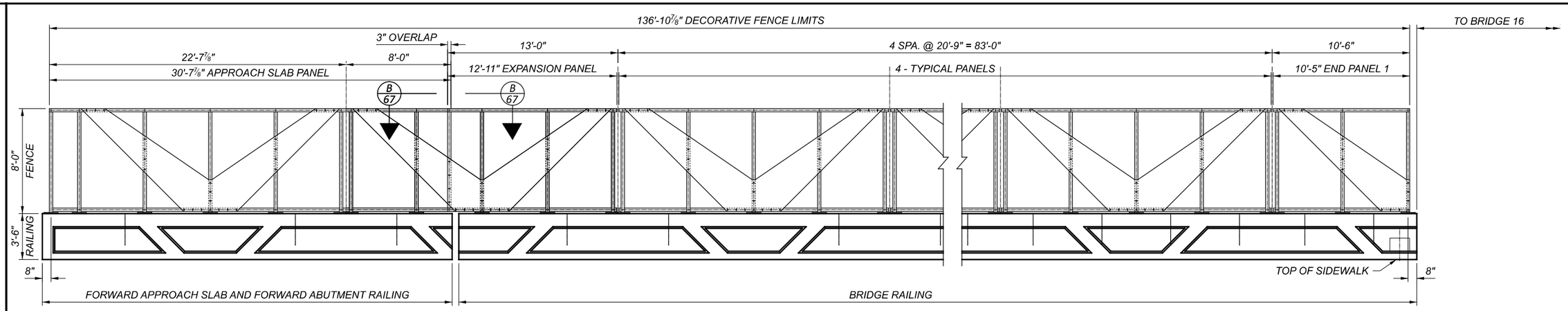
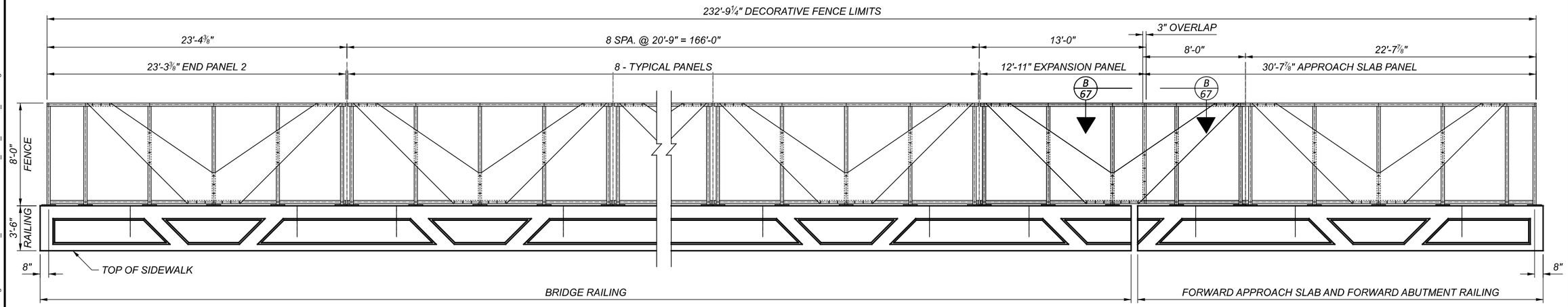
SFN	1807839
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	MKB
CHECKER	DAB
REVIEWER	LPC 07-28-22
PROJECT ID	82382
SUBSET	66
TOTAL	75
SHEET	1810
TOTAL	2338



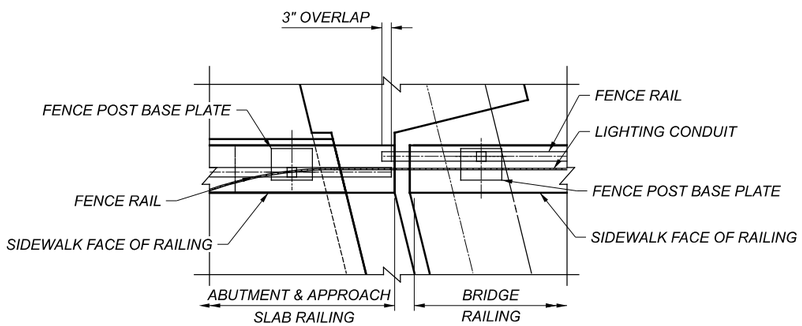
BRIDGE 13 EAST RAILING ELEVATION

(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.*

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	CHECKER
MKB	DAB

REVIEWER
LPC 07-28-22

PROJECT ID
82382

SUBSET	TOTAL
67	75

SHEET	TOTAL
1811	2338

CUY-90-16.28 (CCG3A)

MODEL: Railing Plan and Elevation PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:55:21 AM USER: DavidLFell
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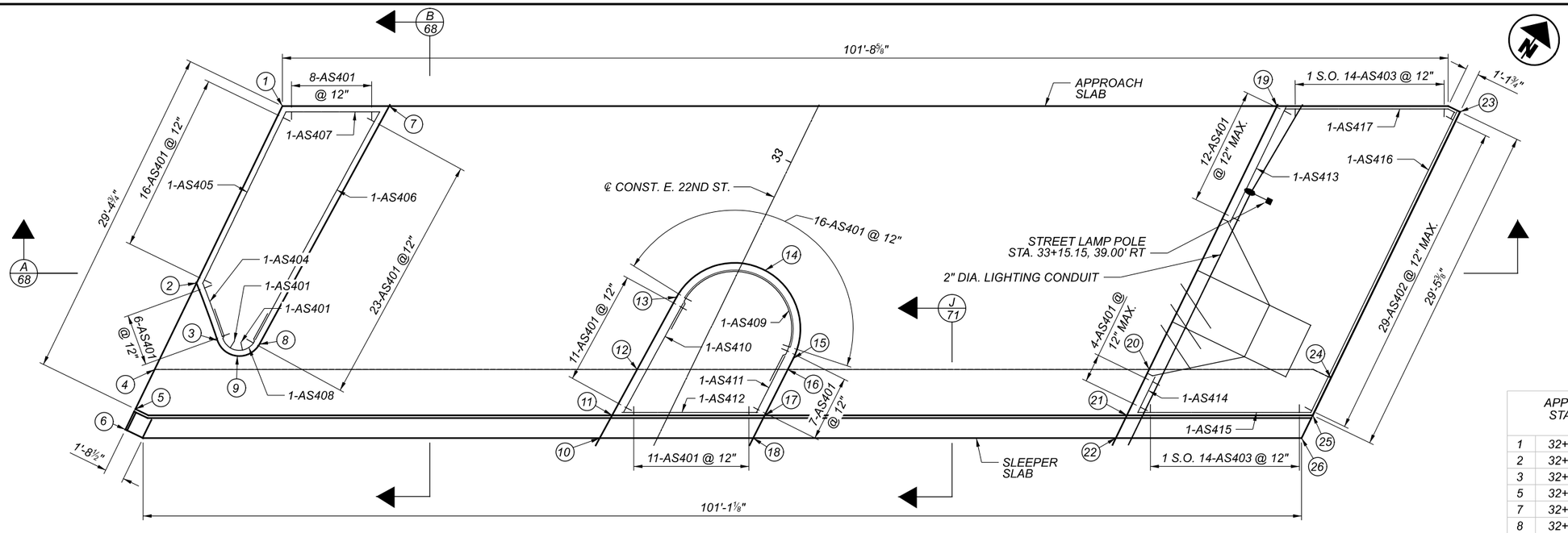
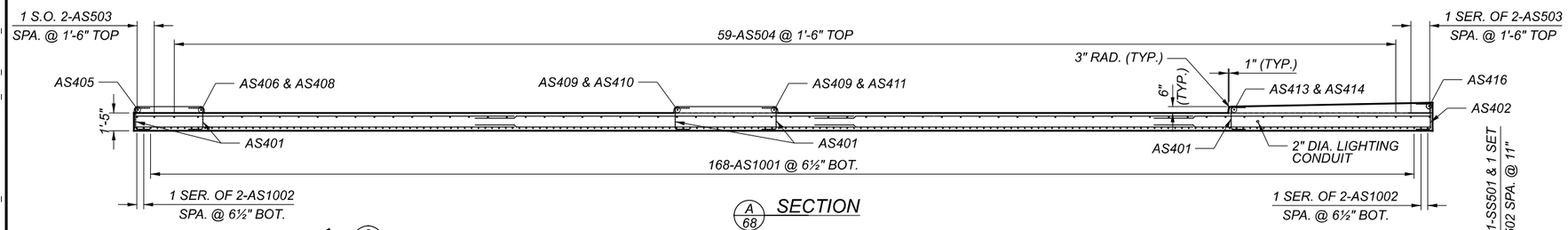
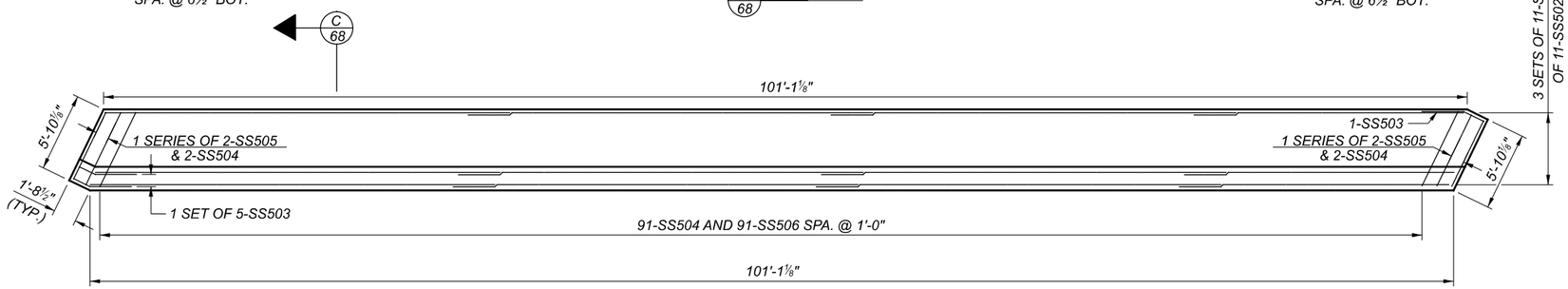


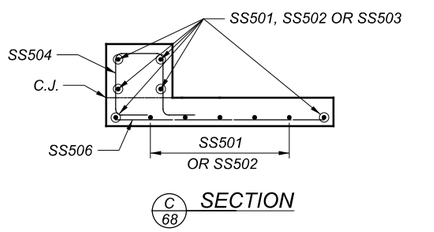
REAR APPROACH SLAB PLAN

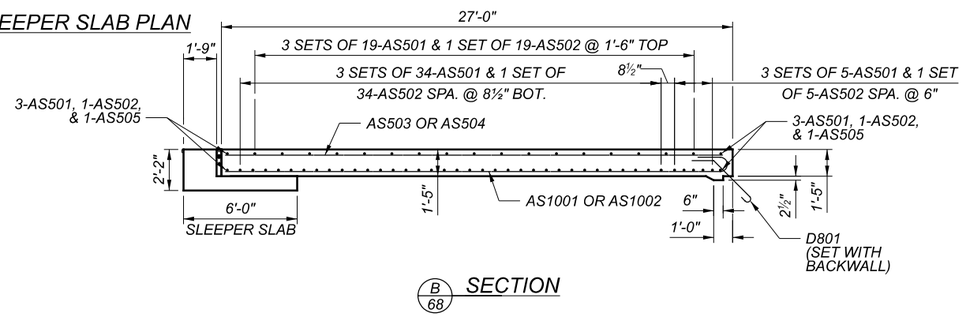
APPROACH SLAB SURFACE STATIONS, OFFSETS, AND ELEVATIONS			
1	32+67.89	42.08' LT	671.88
2	32+67.89	42.08' LT	671.13
3	32+64.18	38.24' LT	671.10
5	32+55.67	42.08' LT	670.94
7	32+88.89	33.69' LT	671.50
8	32+65.49	34.82' LT	671.14
9	32+63.72	36.10' LT	671.10
11	32+73.33	4.41' LT	671.35
13	32+85.06	3.85' 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 PLAN





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

NOTES:

1. SEE SHEET 34/75 FOR STREET LAMP POLE BASEPLATE AND DETAILS.
2. APPROACH SLAB AND SLEEPER SLAB LONGITUDINAL BARS SHALL BE PLACED PARALLEL TO THE CL OF THE ROADWAY. TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE ABUTMENT.
3. FOR INFORMATION NOT SHOWN, SEE STANDARD BRIDGE DRAWING AS-1-15 AND AS-2-15.
4. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

LAP LENGTHS:

#4 BAR 2'-6"
#5 BAR 3'-1"

APPROACH SLAB 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	CHECKER
JTL	ETB

REVIEWER: LPC 07-28-22

PROJECT ID: 82382

SUBSET	TOTAL
68	75

SHEET	TOTAL
1812	2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:55:47 AM USER: David.Fell
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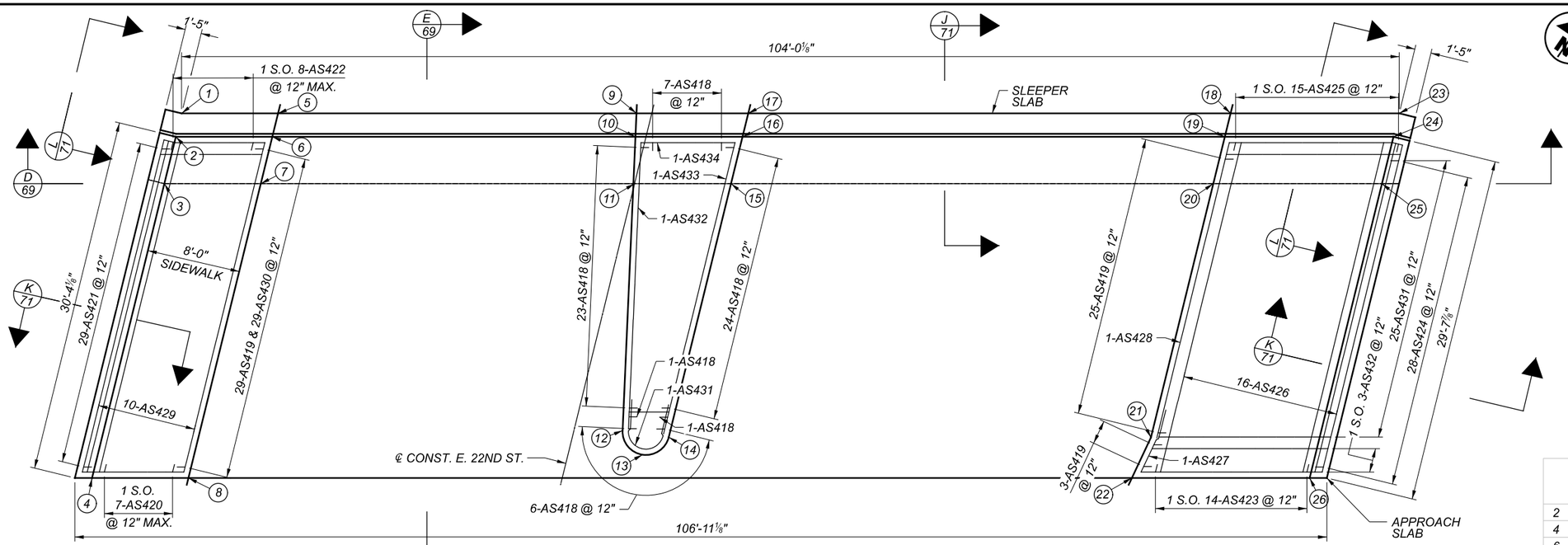
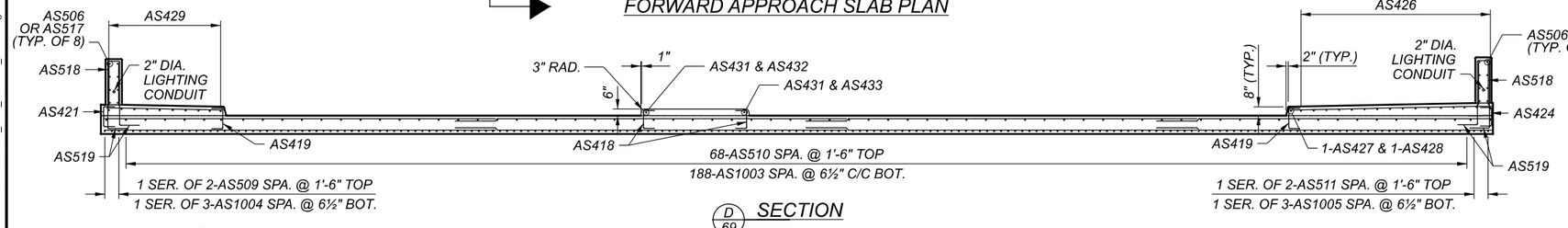
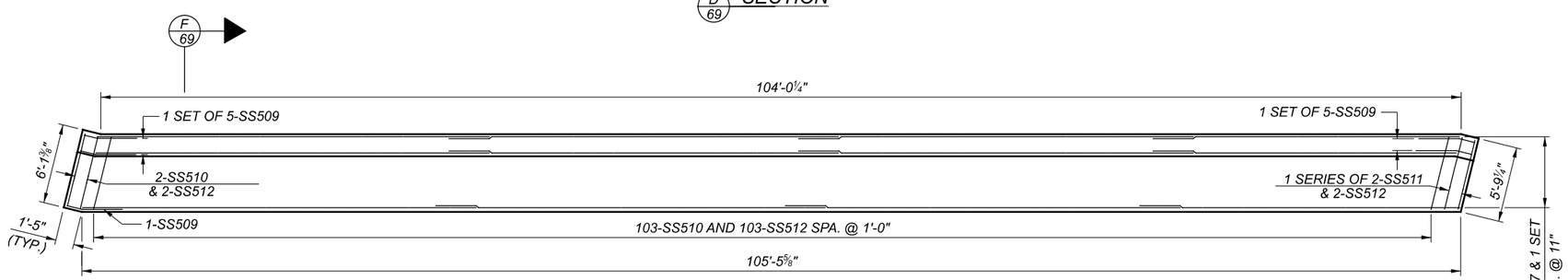


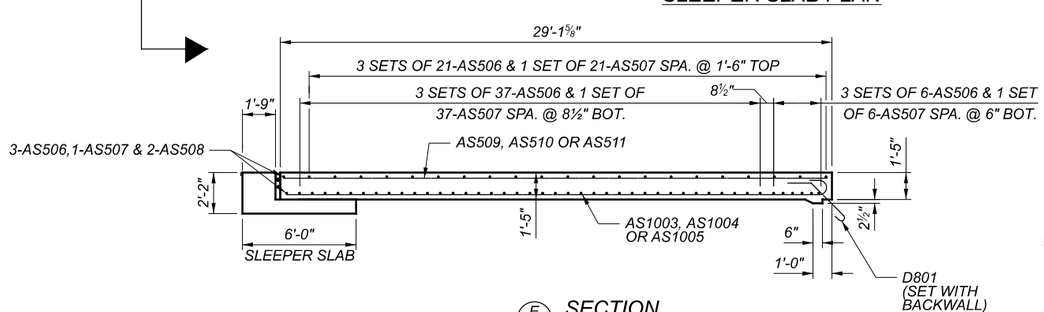
FORWARD APPROACH SLAB PLAN



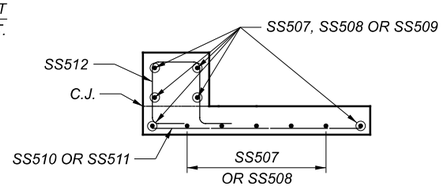
D 69 SECTION



SLEEPER SLAB PLAN



E 69 SECTION



F 69 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

NOTES:

1. APPROACH SLAB AND SLEEPER SLAB LONGITUDINAL BARS SHALL BE PLACED PARALLEL TO THE CL OF THE ROADWAY. TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE ABUTMENT.

2. FOR INFORMATION NOT SHOWN, SEE STANDARD BRIDGE DRAWING AS-1-15 AND AS-2-15.

3. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

4. FOR APPROACH SLAB RAILING DETAILS, INCLUDING RAILING REBAR TO BE CAST INTO THE APPROACH SLAB CONCRETE, SEE SHEETS 58-66 /75

LAP LENGTHS:

#4 BAR 2'-6"
#5 BAR 3'-1"

APPROACH SLAB 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 JTL | CHECKER ETB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 69 | TOTAL 75
SHEET 1813 | TOTAL 2338

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:56:04 AM USER: David.Fell
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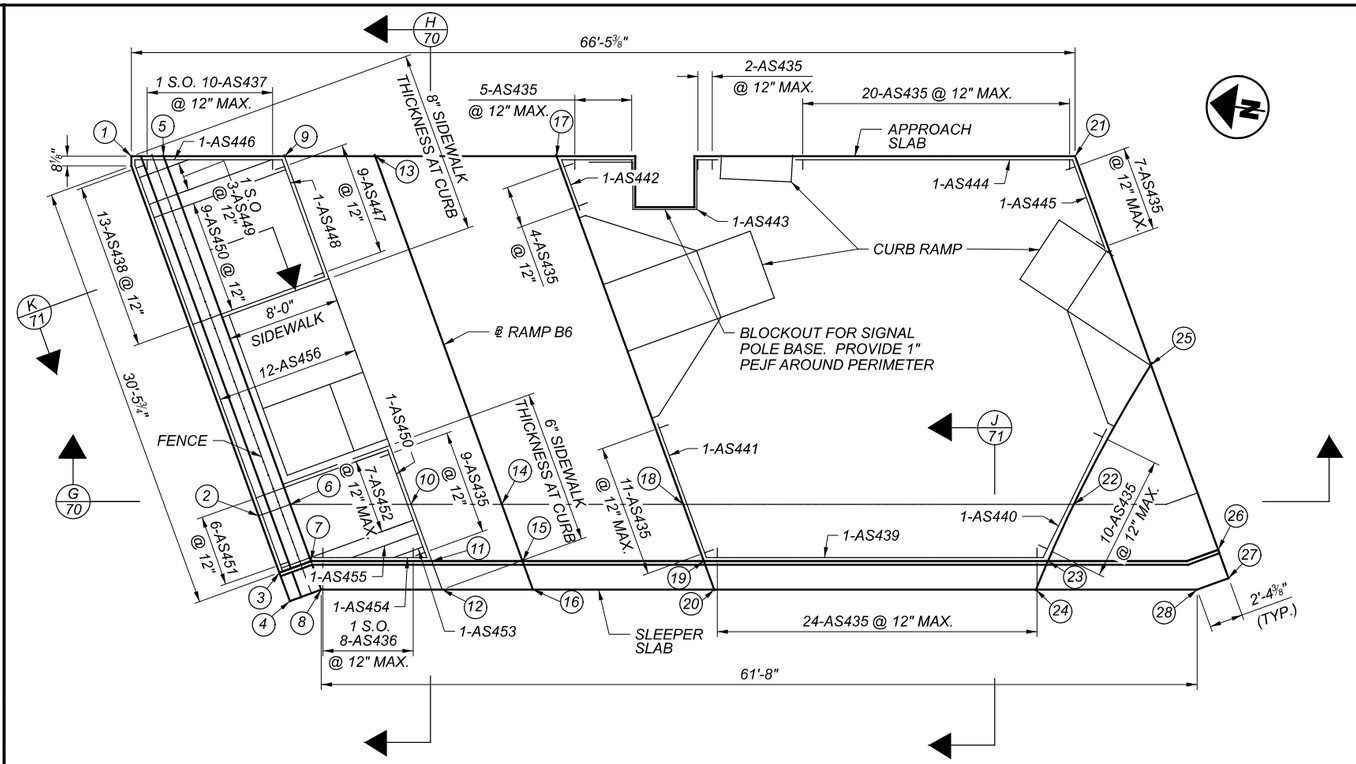
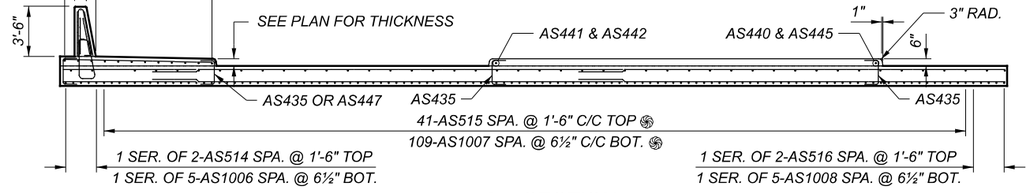


WEST APPROACH SLAB PLAN

APPROACH SLAB SURFACE STATIONS, OFFSETS, AND ELEVATIONS			
1	1621+53.36	16.13' LT	672.36
3	1621+22.24	16.36' LT	671.79
5	1621+52.58	14.00' LT	672.95
7	1621+22.24	14.00' LT	672.33
9	1621+49.67	6.00' LT	672.08
11	1621+19.33	6.00' LT	671.69
13	1621+47.49	0.00'	672.11
15	1621+17.15	0.00'	671.90
17	1621+43.12	12.00' RT	671.88
19	1621+12.78	12.00' RT	671.51
21	1621+30.63	46.31' RT	671.87
23	1621+04.50	34.76' RT	671.33
25	1621+15.02	46.31' RT	671.20
27	1621+01.15	46.31' RT	671.11

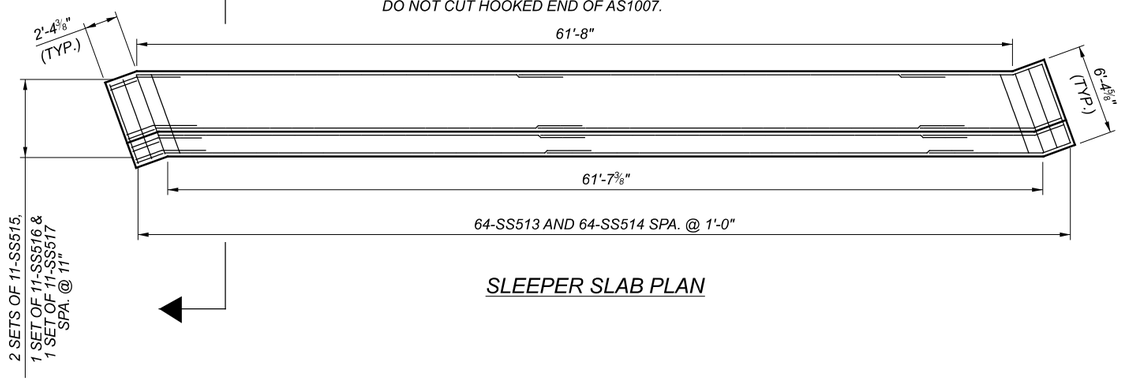
SLEEPER SLAB SURFACE STATIONS OFFSETS, AND ELEVATION			
2	1621+26.50	16.36' LT	671.53
4	1621+20.12	16.36' LT	671.27
6	1621+26.50	14.00' LT	671.87
8	1621+20.12	14.00' LT	671.81
10	1621+23.59	6.00' LT	671.22
12	1621+17.20	6.00' LT	671.17
14	1621+21.41	0.00'	671.41
16	1621+15.02	0.00'	671.49
18	1621+17.04	12.00' RT	671.03
20	1621+10.65	12.00' RT	671.00
22	1621+07.63	37.84' RT	670.79
24	1621+02.90	33.29' RT	670.85
26	1621+05.41	46.31' RT	670.63
28	1620+99.03	46.31' RT	670.60
29	1620+99.03	43.95' RT	670.64



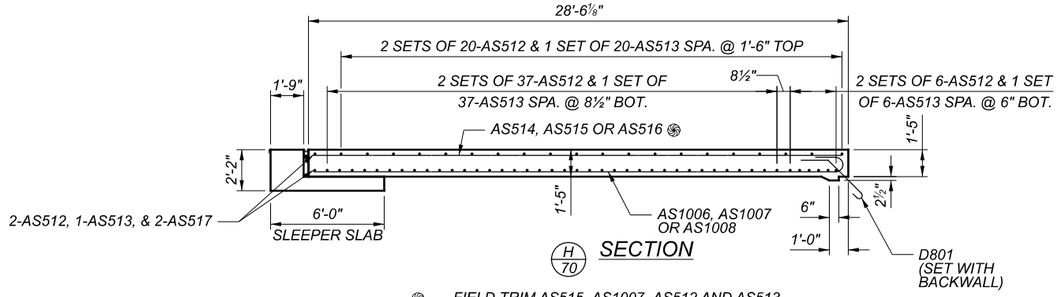
G 70 SECTION

I 70

FIELD TRIM AS515, AS1007, AS512 AND AS513 TO CLEAR BLOCKOUT FOR SIGNAL POLE BASE. DO NOT CUT HOOKED END OF AS1007.

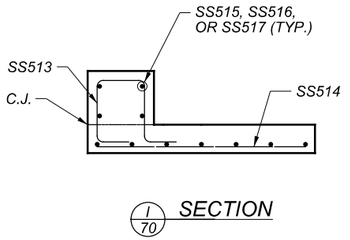


SLEEPER SLAB PLAN



H 70 SECTION

FIELD TRIM AS515, AS1007, AS512 AND AS513 TO CLEAR BLOCKOUT FOR SIGNAL POLE BASE. DO NOT CUT HOOKED END OF AS1007.



I 70 SECTION

NOTES:

1. APPROACH SLAB AND SLEEPER SLAB LONGITUDINAL BARS SHALL BE PLACED PARALLEL TO THE CL OF THE ROADWAY. TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE ABUTMENT.

2. FOR INFORMATION NOT SHOWN, SEE STANDARD BRIDGE DRAWING AS-1-15 AND AS-2-15.

3. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

4. FOR ADDITIONAL APPROACH SLAB RAILING REINFORCING DETAILS AND FENCE DETAILS, SEE SHEET SM004

LAP LENGTHS:

#4 BAR 2'-6"
#5 BAR 3'-1"

APPROACH SLAB DETAILS (3 OF 4)
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: LPC 07-28-22

PROJECT ID: 82382

SUBSET	TOTAL
70	75

SHEET	TOTAL
1814	2338

CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:56:20 AM USER: David.Fell
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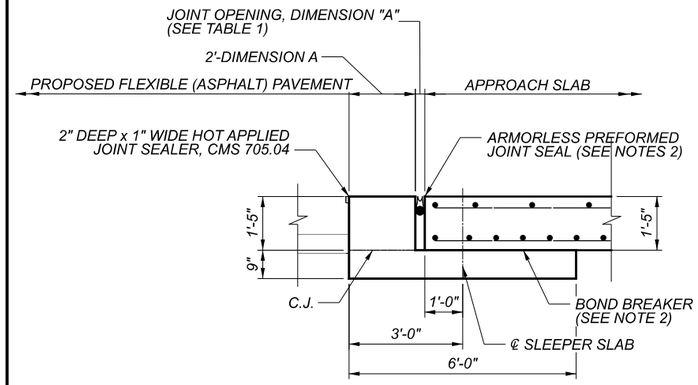
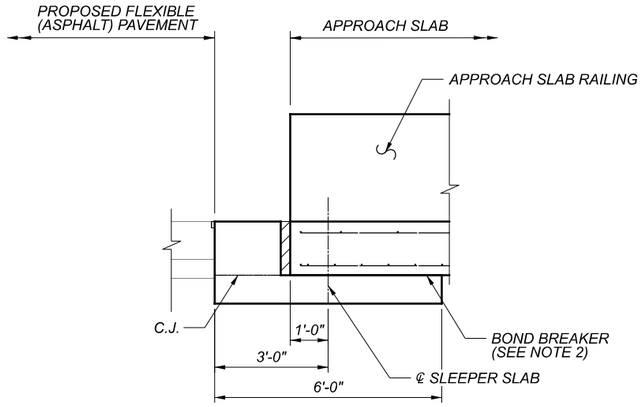
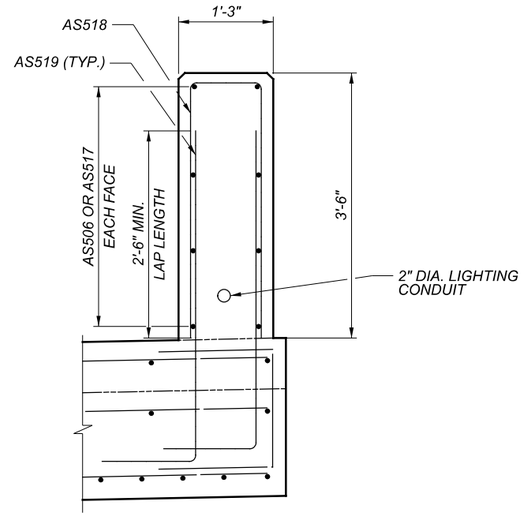


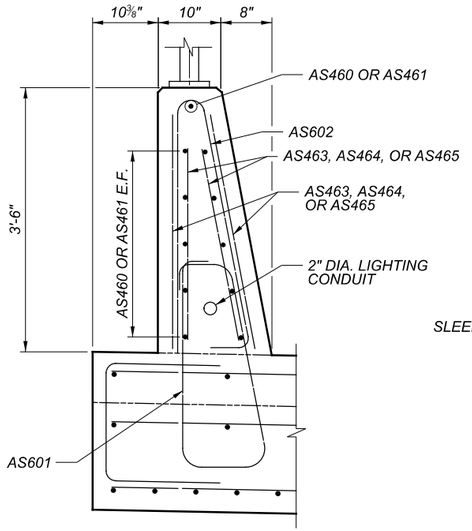
J 68 J 69 J 70 SECTION



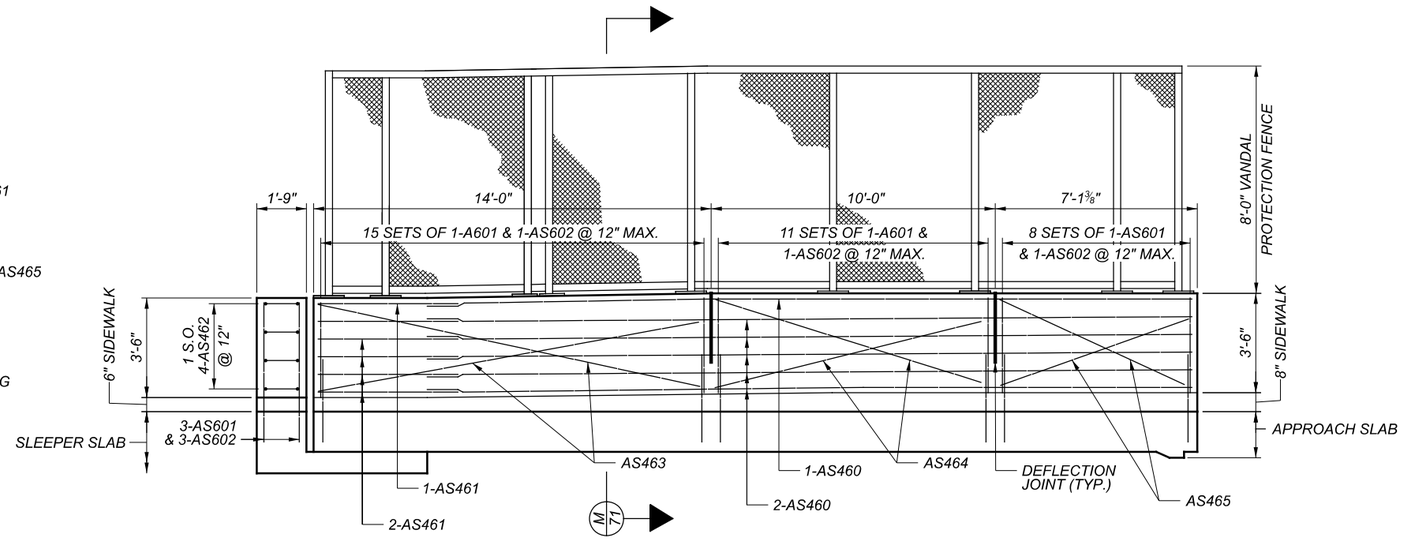
L 69 APPROACH SLAB SECTION



K 69 SECTION



M 71 SECTION



WEST APPROACH SLAB RAIL ELEVATION

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"

NOTES:

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.

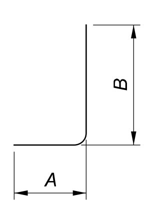
APPROACH SLAB DETAILS (4 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JTL | CHECKER ETB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 71 | TOTAL 75
SHEET 1815 | TOTAL 2338

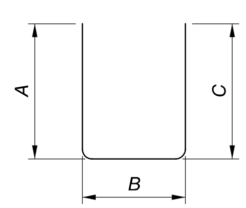
CUY-90-16.28 (CCG3A)

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

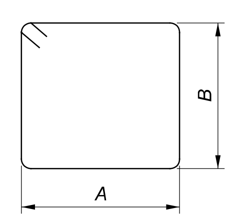
FORWARD ABUTMENT											
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						SER INC.
					A	B	C	D	E	R	
		SUBTOTAL	0	LBS							
		TOTAL	0	LBS							



TYPE-1



TYPE-2



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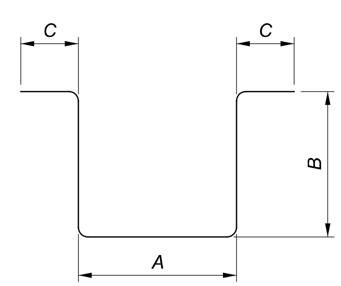

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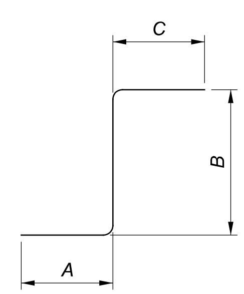
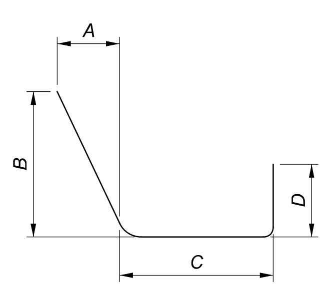


TYPE-8



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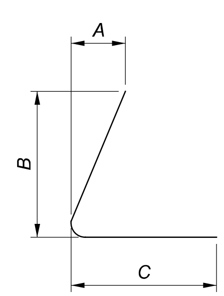
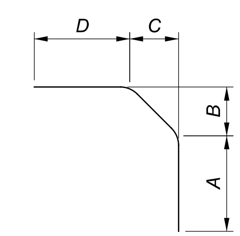
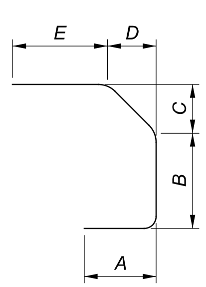


TYPE-11



TYPE-13



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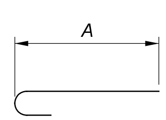
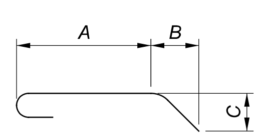
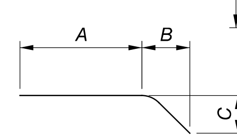


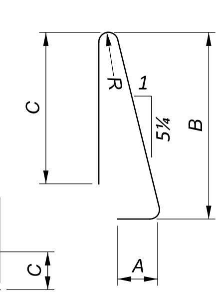
TYPE-16



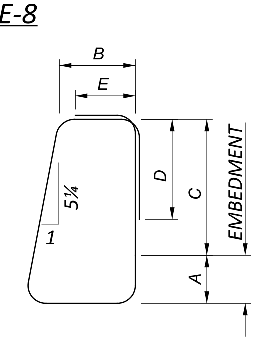
TYPE-18



TYPE-19



TYPE-23



TYPE-37

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

SFN 1807839

DESIGN AGENCY: Michael Baker INTERNATIONAL

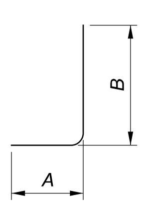
DESIGNER DAF | CHECKER ETB

REVIEWER LPC 07-28-22

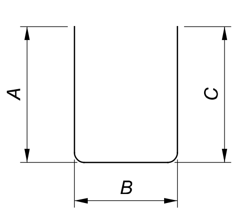
PROJECT ID 82382

CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:56:42 AM USER: David.Fell
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_SL001.dgn

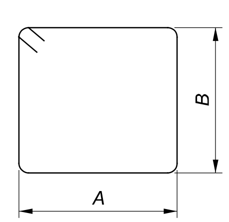
PIER											
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						SER INC.
					A	B	C	D	E	R	
		SUBTOTAL	0	LBS							



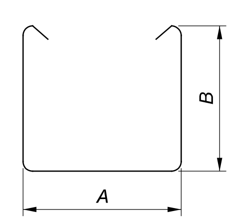
TYPE-1



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.*

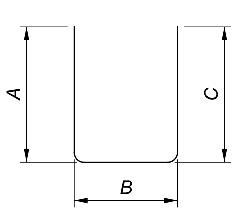
REINFORCING SCHEDULE (2 OF 4)
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER DAF | CHECKER ETB
REVIEWER LPC 07-28-22
PROJECT ID 82382
SUBSET 73 | TOTAL 75
SHEET 1817 | TOTAL 2338

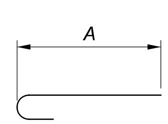
CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:56:49 AM USER: David.Fell
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SL002.dgn

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

RAILING											
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-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.

REINFORCING SCHEDULE (3 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 LPC 07-28-22
PROJECT ID 82382
SUBSET 74 TOTAL 75
SHEET 1818 TOTAL 2338

CUY-90-16.28 (CCG3A)
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/4/2022 TIME: 11:56:57 AM USER: David.Fell
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_SL003.dgn

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

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

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.*