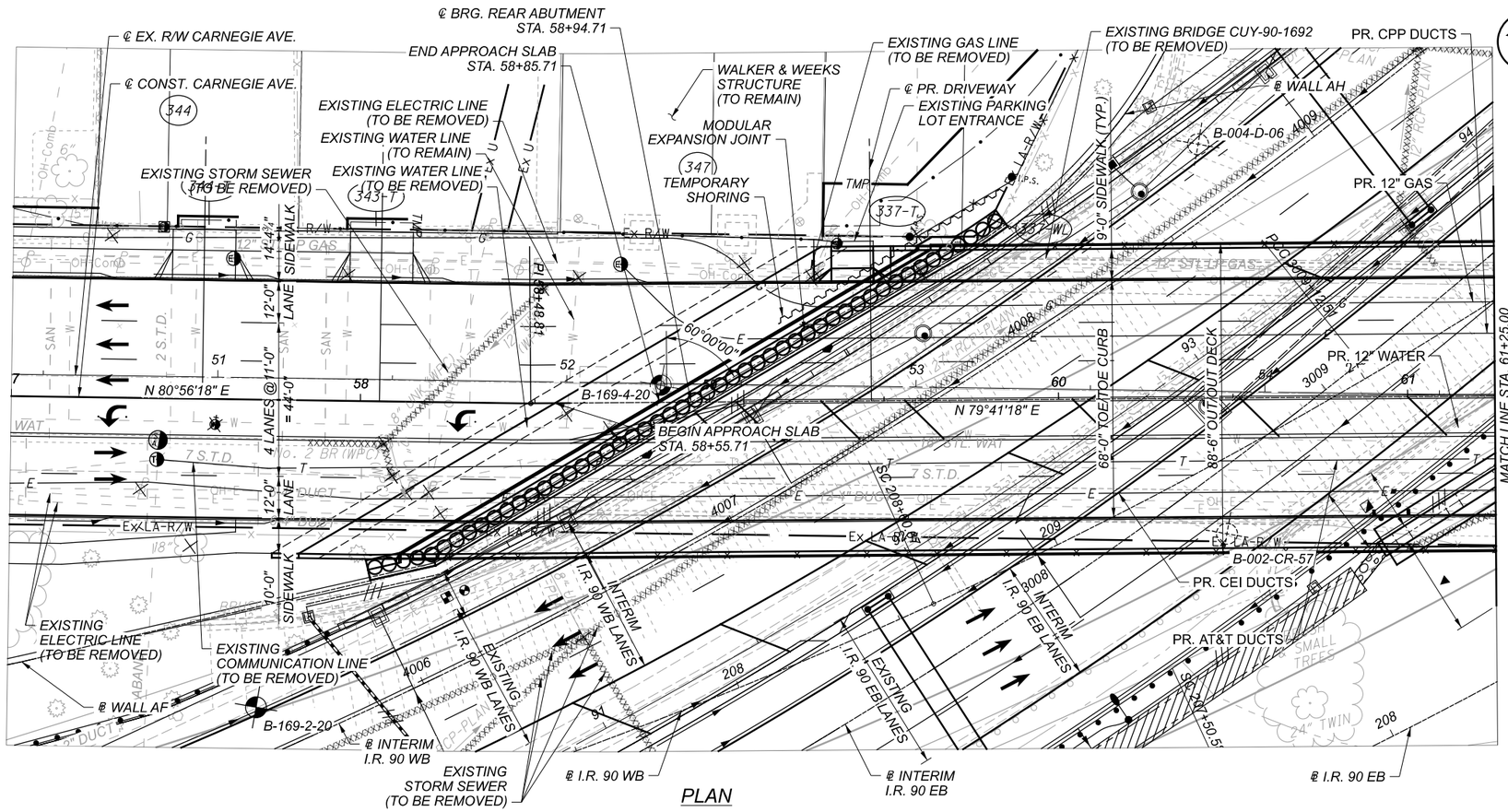
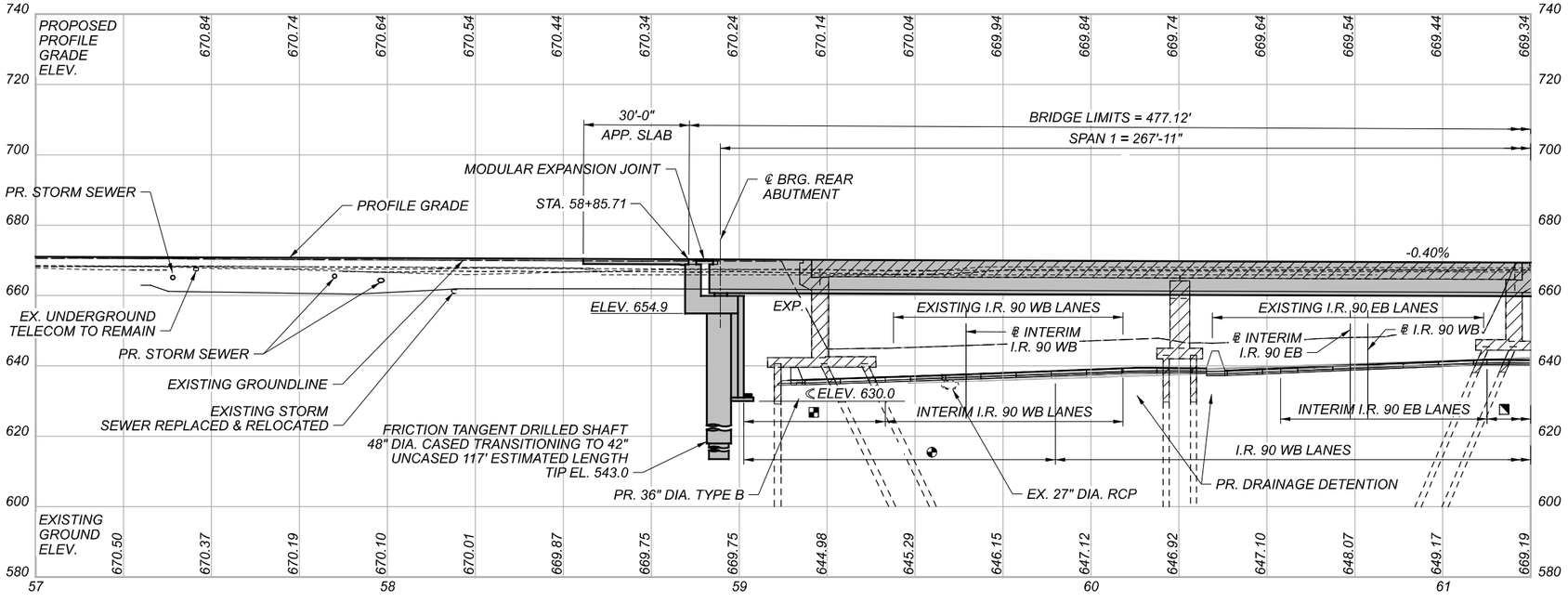


PLAN



PROFILE GRADE ALONG ℄ CONST. CARNEGIE AVE.

BENCHMARK DATA

BM #62 STA.	41+38.42,	ELEV.	672.11,	OFFSET	75.42 LT.,	RR SPIKE
BM #64 STA.	58+35.86,	ELEV.	671.25,	OFFSET	47.90 LT.,	RR SPIKE
BM #65 STA.	66+35.73,	ELEV.	668.92,	OFFSET	38.62 RT.,	RR SPIKE
BM #73 STA.	49+25.90,	ELEV.	671.90,	OFFSET	31.86 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 = 25,700 2015 ADTT = TBD
2035 ADT = 30,500 2035 ADTT = TBD
DIRECTIONAL DISTRIBUTION = 0.56

LEGEND

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

FOR MINIMUM VERTICAL CLEARANCE LOCATION, SEE SITE PLAN 2 OF 2

FOR MINIMUM HORIZONTAL CLEARANCE LOCATION, SEE SITE PLAN 2 OF 2

FOR PROFILE LOCATIONS OF ♦, ◥ AND ▼ SEE SITE PLAN 2 OF 2

EXISTING STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 98'-0 1/2"± AND 92'-4 3/8"± C/C BEARINGS ALONG ℄ CARNEGIE AVE.
ROADWAY: 56'-0"± TOE/TOE CURB WITH TWO 8'-3"± SIDEWALKS
LOADING: CF = 2000 (51)
SKEW: VARIES
WEARING SURFACE: LATEX MODIFIED CONCRETE OVERLAY
APPROACH SLABS: 25'-0"± (AS-1-54)
ALIGNMENT: TANGENT
CROWN: 0.016± FT/FT
STRUCTURE FILE NUMBER: 1807897
DATE BUILT: 1958 (OVERLAY 1987)
DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL PLATE GIRDER, WITH COMPOSITE REINFORCED CONCRETE DECK, SUPPORTED ON TANGENT DRILLED SHAFT ABUTMENTS AND CAP AND COLUMN PIER

SPANS: 267'-11" & 192'-8 5/8" C/C BRGS. ALONG ℄ CONST. CARNEGIE AVE.
ROADWAY: 68'-0" TOE/TOE CURB WITH TWO 9'-0" SIDEWALKS
LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE (FWS)
SKEW: VARIES LEFT FORWARD
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 30'-0" LONG (AS-1-15) TYPE B INSTALLATION
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
DECK AREA: 41,987 SF

COORDINATES: LATITUDE 41°29'57.98" N
LONGITUDE 81°40'17.91" W

SITE PLAN (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MKB
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	1
TOTAL	72
SHEET	1821
TOTAL	2339

CUY-90-16.28 (CCG3A)
MODEL: 82382_SFN_0000014_SP001 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:24:32 PM USER: Maia.Gallagher
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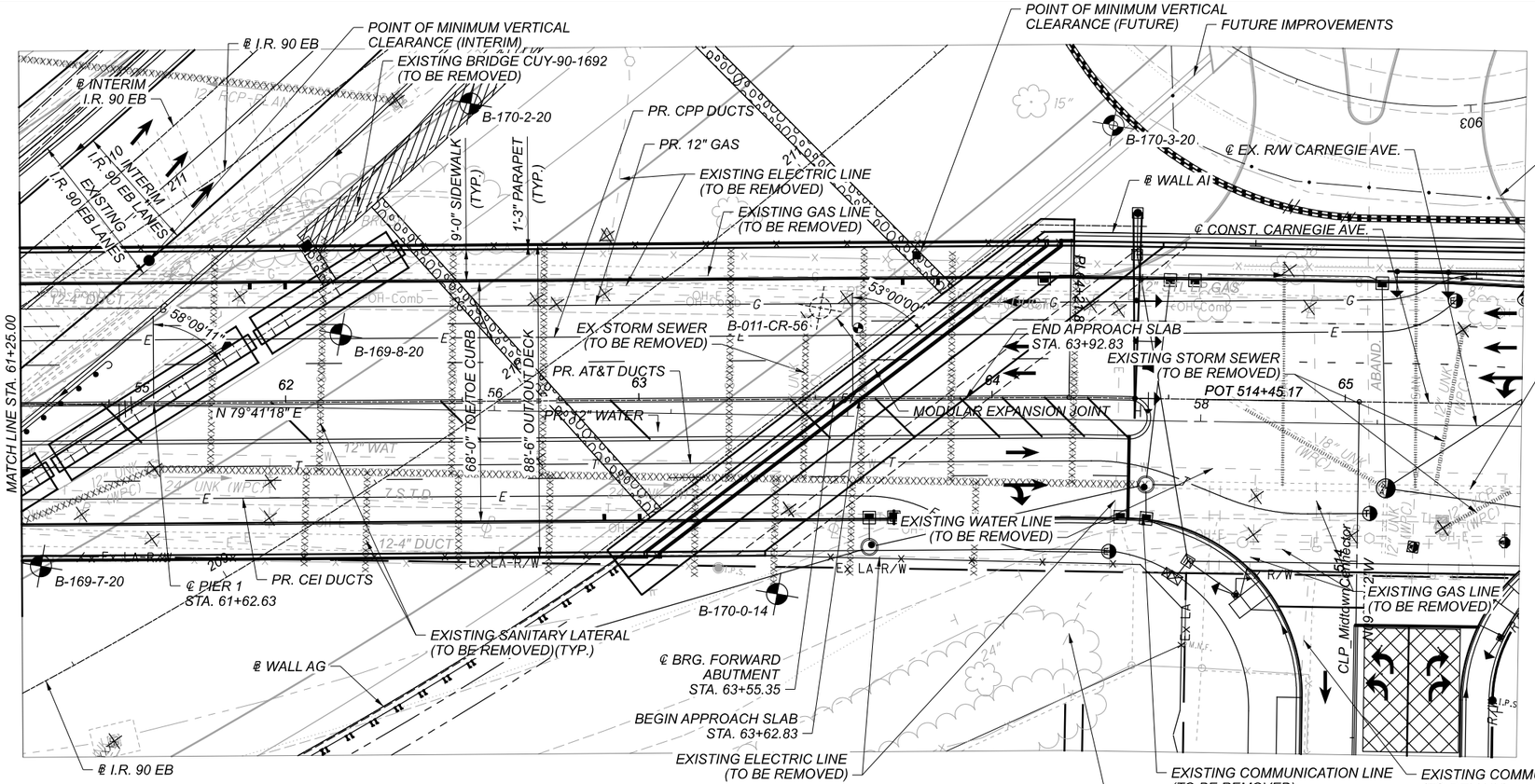
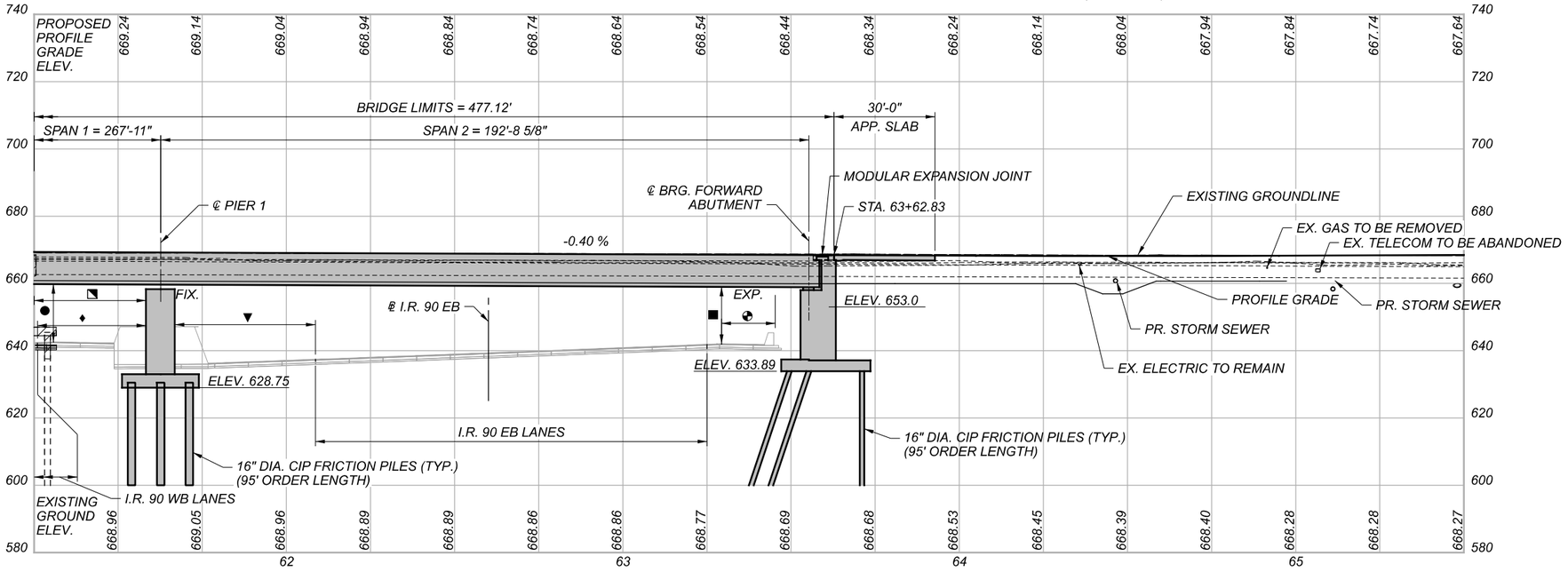


PLAN



PROFILE GRADE ALONG ℄ CONST. CARNEGIE AVE.

LEGEND

- TO BE REMOVED
- HISTORIC BORING LOCATION
- INSTRUMENTED BORING LOCATION
- PROJECT BORING LOCATION
- ● 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  15'-7" ACTUAL MINIMUM VERTICAL CLEARANCE (INTERIM)
- ■ 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  16'-0" ACTUAL MINIMUM VERTICAL CLEARANCE (FUTURE)

HORIZONTAL CLEARANCES			
LOCATION	REQUIRED	ACTUAL	PHASE
◕	11'-8"	11'-9"	FUTURE
♦	13'-8"	18'-3"	FUTURE
▼	13'-8"	18'-6"	FUTURE
◥	13'-8"	20'-1"	INTERIM

FOR PLAN LOCATIONS OF ♦, ◥ AND ▼ SEE SITE PLAN 1 OF 2

MINIMUM HORIZONTAL CLEARANCES			
LOCATION	REQUIRED CLEAR ZONE	ACTUAL	PHASE
◕	30'-0"	20'-8" *	FUTURE
◪	30'-0"	14'-1" *	INTERIM
♦	30'-0"	18'-3" *	FUTURE
▼	30'-0"	18'-6" *	FUTURE
◥	30'-0"	20'-1" *	INTERIM

* BARRIER PROTECTION REQUIRED
FOR PLAN LOCATIONS OF ♦, ◥ AND ▼ SEE SITE PLAN 1 OF 2

SITE PLAN (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: 82382_SFN_0000014_SP2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:24:53 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.commb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807898\Sheets\82382_SP002.dgn

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MKB
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	2
TOTAL	72
SHEET	1822
TOTAL	2339

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
HL-50.21 DATED (REVISED) 1/15/21
VPF-1-90 DATED (REVISED) 7/20/2018

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.

SPECIAL DESIGN SPECIFICATIONS

THIS BRIDGE REQUIRED THE USE OF A TWO DIMENSIONAL MODEL TO ANALYZE THE STRUCTURE. THE COMPLETED STRUCTURE WAS MODELED USING THE PLATE-AND-ECCENTRIC-BEAM METHOD, AND CONCRETE DECK POURING ANALYSIS USED THE GRILLAGE METHOD. THE COMPUTER PROGRAM USED FOR STRUCTURAL ANALYSIS WAS MDX. THE BRIDGE COMPONENTS DESIGNED BY THESE METHODS WERE THE LONGITUDINAL STEEL PLATE GIRDERS, INTERMEDIATE CROSSFRAMES AND SUBSTRUCTURE DIAPHRAGMS

DEAD LOAD DISTRIBUTION: SUPERSTRUCTURE DEAD LOADS WERE COMPUTED FOR EACH GIRDER LINE.

NONCOMPOSITE DEAD LOADS (DC1) INCLUDED STEEL GIRDER SELF-WEIGHTS, WEIGHTS OF CROSSFRAMES, DIAPHRAGMS, STIFFENERS, CONNECTION PLATES, PROPOSED UTILITY SUPPORT MATERIAL AND WEIGHT OF WET CONCRETE DECK SLAB AND HAUNCHES.

COMPOSITE DEAD LOADS (DC2) INCLUDED WEIGHTS OF SIDEWALKS, MODIFIED BR-2-15 RAILINGS, FENCES AND PROPOSED UTILITY CONDUITS AND CONTENTS. UTILITY LOADS WERE FACTORED TO ACCOUNT FOR THE DIFFERENCE BETWEEN DC AND DW LOAD LRFD STRENGTH LOADF FACTORS.

DW LOADS INCLUDED THE WEIGHT OF FUTURE WEARING SURFACE.

LIVE LOAD DISTRIBUTION: LIVE LOADS WERE CONSIDERED BOTH WITH AND WITHOUT SIDEWALKS PRESENT. WHERE SIDEWALKS WERE CONSIDERED, THE GOVERNING EFFECTS OF UP TO FIVE (5) DESIGN LANES OF HL-93 LIVE LOAD WERE COMBINED WITH TWO (2) DISTRIBUTED SIDEWALK LOADS OF 0.075 KSF. WHERE SIDEWALKS WERE NOT CONSIDERED, THE GOVERNING EFFECTS OF UP TO SEVEN (7) DESIGN LANES OF HL-93 LIVE LOAD WERE ANALYZED.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.00 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
SIDEWALK PEDESTRIAN LIVE LOAD: 0.090 KIPS/SQ.FT
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT

DESIGN DATA

CONCRETE CLASS QC2:
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE CLASS QC5, WITH $^{3}/_{4}$ 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.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE)

THE ULTIMATE BEARING VALUE IS 249 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 266 KIPS PER PILE FOR THE PIER PILES.

FORWARD ABUTMENT PILES:
16" Ø PILES 95 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
16" ØPILES 95 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEMS

ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING AND DRILLED SHAFT INSTALLATION 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 INTHE 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 DRIVINB.

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 OR DRILLED SHAFT INSTALLATION OF 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 WALKER WEEKS BUILDING, 2351 CARNEGIE AVENUE, CLEVELAND OH, 44115.

ITEM SPECIAL - STRUCTURE MISC.: PRECONSTRUCTION CONDITION SURVEY

BEFORE FOUNDATION CONSTRUCTION BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE DEEP FOUNDATION WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO DEEP FOUNDATION INSTALLATION, SO THAT CLAIMS OF DAMAGE CAUSED BY DRILLED SHAFT INSTALLATION OR 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 WALKER WEEKS BUILDING, 2351 CARNEGIE AVENUE, CLEVELAND OH, 44115.

GENERAL NOTES (1 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MKB
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 3 | TOTAL 72
SHEET 1823 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:25:19 PM USER: Mala.Gallagher
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DRILLED SHAFT LENGTH

THE OVERALL LENGTH OF THE DRILLED SHAFTS IS CONTROLLED BY REQUIRED EMBEDMENT LENGTH TO PROVIDE LATERAL STABILITY FOR THE DRILLED SHAFT WALL.

FRICTION DRILLED SHAFTS

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS 434 KIPS AT THE REAR ABUTMENT. THE LOAD IS RESISTED BY FRICTIONAL SIDE RESISTANCE ALONG THE LENGTH OF THE DRILLED SHAFT AND BY TIP RESISTANCE. AT THE ABUTMENTS, THE FACTORED SIDE RESISTANCE IS 572 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 87 FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS 58 KIPS.

LATERALLY LOADED DRILLED SHAFTS

THE MAXIMUM FACTORED INTERNAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT WITHIN THE CASED LENGTH ARE 371 KIPS, AND 7454 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 7454 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 362 KIPS, WITHIN THE DRILLED SHAFT.

THE MAXIMUM FACTORED INTERNAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT WITHIN THE CASED LENGTH ARE 156 KIPS, AND 1216 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 1216 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 208 KIPS, WITHIN THE DRILLED SHAFT.

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 7¼ INCHES

ANTICIPATED DRILLED SHAFT DEFLECTIONS (CONT.):

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. 630.00
FOR DRAINAGE STRUCTURE EXCAVATION

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.

DRILLED SHAFT LOCATION SURVEY (CONT.):

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

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

1. X, Y COORDINATES OF EACH SHAFT IN ODOT STATE PLANE COORDINATE SYSTEM TABULATED IN EXCEL SPREADSHEET

2. ALIGNMENT OF SHAFT LOCATION BASELINE ESTABLISHED BETWEEN SHAFTS XX AND YY

3. A NARRATIVE COMPARISON OF THE SURVEYED BASELINE TO THE PLAN BASELINE

4. LISTING OF ALL SHAFT LOCATION DEVIATIONS FROM BASELINE

THE SECOND SHAFT BASELINE SURVEY SHALL ALSO INCLUDE:

5. A NARRATIVE COMPARISON OF THE SECOND SURVEYED SHAFT BASELINE TO THE INITIAL SHAFT BASELINE

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

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

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

CONSTRUCTION TOLERANCES:

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

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

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

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

MITIGATION MEASURES:

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

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

CONTRACTOR'S INSTALLATION PLAN:

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

1. CONTRACTOR'S PROPOSED METHODS TO MAINTAIN LOCATION AND ALIGNMENT OF SHAFTS

2. CONTRACTOR'S PROPOSED METHODS FOR PERFORMING THE DRILLED SHAFT LOCATION SURVEY

CONSTRUCTION CONSTRAINTS:

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

MATERIALS:

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

A SELF-CONSOLIDATING CONCRETE MIX SHALL BE INCORPORATED

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE:
¾"

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.

GENERAL NOTES (2 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MKB
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 4 | TOTAL 72
SHEET 1824 | TOTAL 2339

CUY-90-16.28 (CCG3A)

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

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:

NONE IDENTIFIED
A CONTINGECY VALUE OF 2 EACH IS INCLUDED

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

MAINTENANCE OF TRAFFIC

MAINTENANCE OF TRAFFIC FOR THE STRUCTURE WORK SHALL BE COORDINATED WITH THE OVERALL PROJECT. REFER TO MAINTENANCE OF TRAFFIC NOTES AND DETAILS ELSEWHERE IN PLANS.

UTILITY LINES

THE UTILITIES SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER PARTY WILL BE HELD TO A MINIMUM.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04*. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATION. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN

LOCATE THE LOWER CONTACT POINT OF THE OVERHANG FALSEWORK AT LEAST 18 INCHES ± 2 INCHES ABOVE THE TOP OF THE GIRDER'S BOTTOM FLANGE. THE BRACING CONTACT POINT REQUIREMENTS OF C&MS 508 DO NOT APPLY.

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 2.84 KIPS.

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

A MAXIMUM SPACING OF OVERHANG BRACKETS OF 18 INCHES.

A MAXMIMUM DISTANCE FROM THE CENTERLINE OF FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 66¼ INCHES.

CONCRETE SHALL BE PLACED PARALLEL TO THE SKEW OF THE NEAREST SUBSTRUCTURE AND SHALL BE PLACED AND FINISHED FULL-WIDTH. DO NOT PERMIT A DIFFERENCE OF MORE THAN TEN (10) FEET LONGITUDINALLY IN PLACEMENT OF CONCRETE FROM ONE SIDE OF THE BRIDGE TO THE OTHER AT ANY TIME. FINISHING OF THE CONCRETE SHALL BE PERPENDICULAR TO THE CARNEGIE AVENUE CONSTRUCTION CENTERLINE.

GIRDER ERECTION AND FIT-UP:

GIRDERS, CROSSFRAMES, DIAPHRAGMS AND CONNECTION PLATES SHALL BE DETAILED FOR THE "STEEL DEAD LOAD FIT" (SDLF) OR "ERECTED FIT" CONDITION. GIRDER WEBS SHALL BE PLUMB AFTER ERECTION OF STRUCTURAL STEEL IS COMPLETE. HLMR BEARINGS SHALL BE DESIGNED TO ACCOMMODATE GIRDER ROLL AND LAYOVER DURING THE ERECTION PROCESS AND PLACEMENT OF COMPOSITE DEAD LOADS.-

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 (3 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MKB
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 5 | TOTAL 72
SHEET 1825 | TOTAL 2339

CUY-90-16.28 (CCG3A)

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:25:39 PM USER: Mala.Gallagher
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ABBREVIATIONS

BOT. = BOTTOM
BRGS. = BEARINGS
C.J. = CONSTRUCTION JOINT
CLR. = CLEAR
CONST. = CONSTRUCTION
DIA. = DIAMETER
E.F. = EACH FACE
ELEV. = ELEVATION
EX. = EXISTING
F.A. = FORWARD ABUTMENT
F.F. = FAR FACE
HORIZ. = HORIZONTAL
I.R. = INTERSTATE ROUTE
LT = LEFT
MAX. = MAXIMUM
MIN. = MINIMUM
N.F. = NEAR FACE
PR. = PROPOSED
R.A. = REAR ABUTMENT
RT = RIGHT
SPA. = SPACED / SPACING / SPACES
S.R. = STATE ROUTE
TYP. = TYPICAL
VERT. = VERTICAL
W.W. = WING WALL

SECTION / DETAIL / VIEW CALLOUTS

(SEE SECTION A ON SHEET 10)

(SECTION A CUT FROM SHEET 9)

GENERAL NOTES (4 OF 4)

CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MKB

REVIEWER
LPC 06-23-22

PROJECT ID 82382

SUBSET	TOTAL
6	72

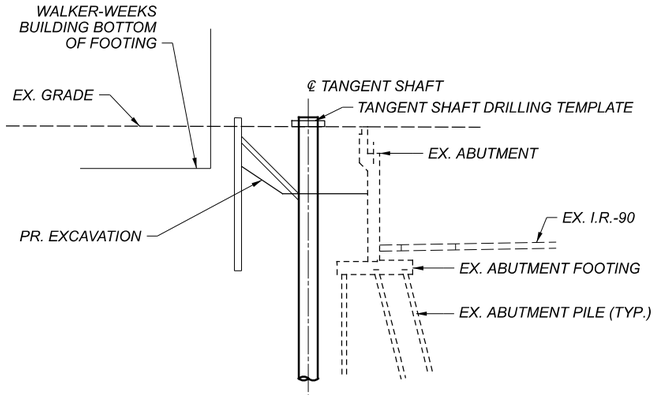
SHEET	TOTAL
1826	2339

ITEM NO.	EXT.	TOTAL	UNIT	DESCRIPTION	ABUT	PIERS	SUPER	GEN	AS PER PLAN SHEET
202	11003	1	LS	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				1	12
208	14001	1	LS	PILE DRIVING EQUIPMENT MOBILIZATION				1	
503	11100	1	LS	COFFERDAMS AND EXCAVATION BRACING				1	5
505	00200	1	LS	SPECIAL - STRUCTURES - VIBRATION MONITORING				1	3
505	00200	1	LS	SPECIAL - STRUCTURES - PRECONSTRUCTION CONDITION SURVEY				1	3
507	00700	17730	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	7740	9990			
507	00750	18715	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	8170	10545			
509	10000	611359	LB	EPOXY COATED REINFORCING STEEL	133360	91470	386529		
511	34446	1223	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			1223		
511	34450	118	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			118		
511	42012	300	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		300			
511	44112	609	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	609				
511	45602	764	CY	CLASS QC4 MASS CONCRETE, SUBSTRUCTURE WITH QC/QA	764				
511	46512	595	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	311	284			
511	51512	242	CY	CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK			242		
511	53010	339	CY	CLASS QC1 CONCRETE, MISC.: CONCRETE FACING	339				
512	10001	615	SY	SEALING OF CONCRETE SURFACES , AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	415	200			
512	10050	1076	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			1076		
512	10100	2993	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1638	570	786		
513	10280	3825000	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4			3825000		
513	20000	10022	EA	WELDED STUD SHEAR CONNECTORS	1150		8872		
514	00060	152193	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT SYSTEM OZEU			152193		
514	00066	152193	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			152193		
516	11210	144	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL				144	
516	12400	175	FT	SPECIAL - MODULAR EXPANSION JOINT				175	
518	12200	8	EA	SCUPPERS, INCLUDING SUPPORTS			8		
518	20000	888	SY	PREFABRICATED GEOCOMPOSITE DRAIN	888				
518	21200	460	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	460				
518	40000	628	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	628				
518	40010	120	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	120				
518	43300	185	FT	6" PIPE DOWNSPOUT, INCLUDING SPECIALS				185	
524	94801	1550	FT	DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN	1550				4
524	94901	4200	FT	DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN	4200				4
524	95100	2	EACH	DRILLED SHAFTS, MISC.: 48" DIAMETER, THROUGH OBSTRUCTIONS, AS PER PLAN	2				5
526	30010	592	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")				592	
607	39910	1070	FT	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC			1070		
869	00100	30	EACH	HIGH LOAD MULTI-ROTATIONAL (HLMR) BEARINGS			30		

ESTIMATED QUANTITIES
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

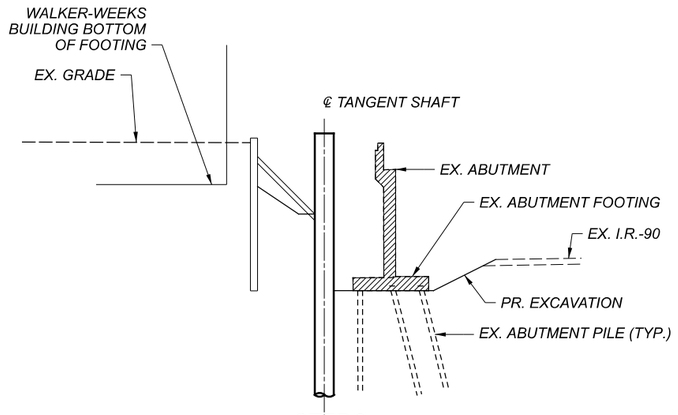
SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER —
CHECKER —
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 7
TOTAL 72
SHEET 1827
TOTAL 2339

CUY-90-16.28 (CCG3A)



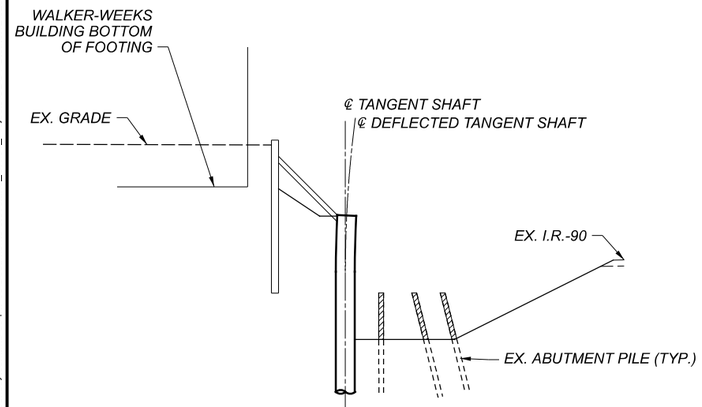
STEP 1

PERFORM PRECONSTRUCTION CONDITION SURVEY. CLOSE CARNEGIE AVE. REMOVE EXISTING APPROACH SLAB. INSTALL TANGENT SHAFTS AT LOCATIONS SHOWN IN THE FOUNDATION PLAN USING DRILLING TEMPLATE. INSTALL TEMPORARY SHORING AND BRACING. EXCAVATE TO BOTTOM OF TANGENT SHAFT CAP. MONITOR VIBRATIONS, MOVEMENT, ETC.



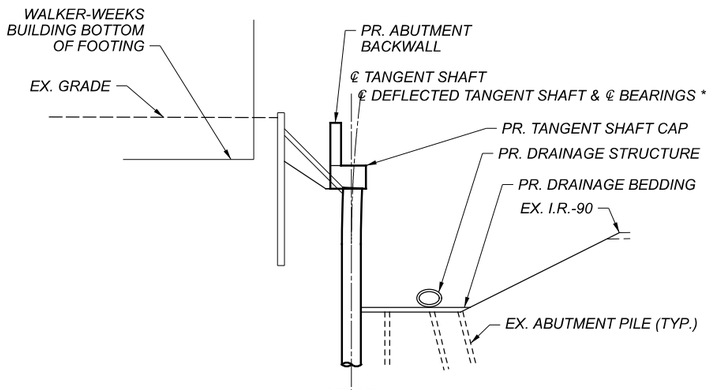
STEP 2

PERFORM I.R.-90 MOT OPERATIONS, EXCAVATE TO BOTTOM OF EX. FOOTING, AND REMOVE EXISTING ABUTMENT TO BOTTOM OF FOOTING ELEVATION. TRIM DRILLED SHAFTS TO FINAL TOP OF SHAFT ELEVATION. MONITOR VIBRATIONS, MOVEMENT, ETC.



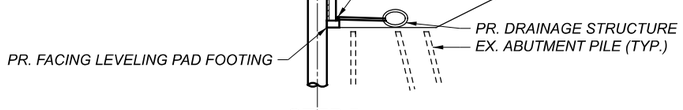
STEP 3

EXCAVATE TO PR. DRAINAGE BEDDING ELEVATION, REMOVE PORTIONS OF EXISTING PILES. MEASURE AND DOCUMENT TANGENT SHAFT DEFLECTION. MONITOR VIBRATIONS, MOVEMENT, ETC.



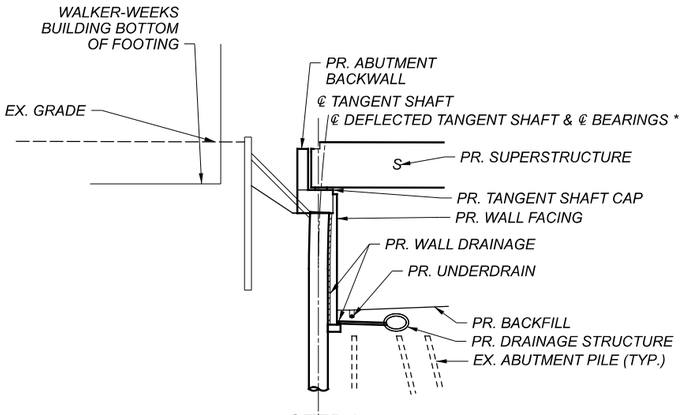
STEP 4

INSTALL PR. DRAINAGE BEDDING AND DRAINAGE STRUCTURES.
* ESTABLISH PLAN ℄ BEARINGS LOCATION WITH RESPECT TO ℄ DEFLECTED TANGENT SHAFTS. IF SHAFTS DEFLECT MORE OR LESS THAN ANTICIPATED, ADJUST TANGENT SHAFT CAP AND ABUTMENT BACKWALL AS NECESSARY TO ENSURE ℄ BEARINGS PLAN LOCATION.
INSTALL TANGENT SHAFT CAP AND PR. ABUTMENT BACKWALL.
MONITOR VIBRATIONS, MOVEMENT, ETC.



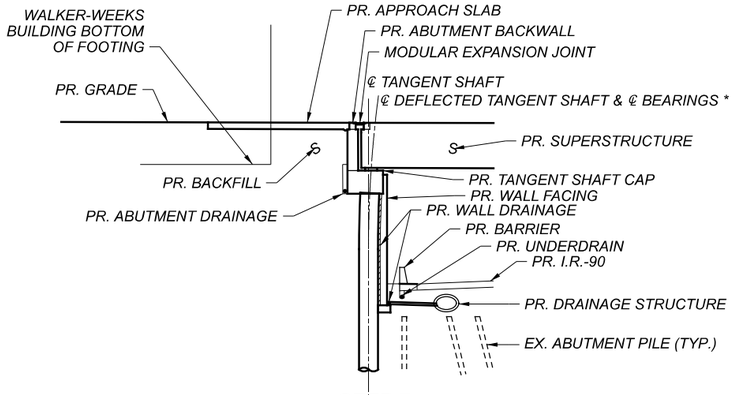
STEP 5

INSTALL PR. WALL FACING LEVELING PAD FOOTING, PR. WALL FACING, AND PR. WALL DRAINAGE. MONITOR VIBRATIONS, MOVEMENT, ETC.



STEP 6

BACKFILL & COMPACT TO BOTTOM OF PROPOSED ROADWAY SUBGRADE ELEVATION. INSTALL ROADWAY UNDERDRAIN AND BRIDGE 14 SUPERSTRUCTURE. MONITOR VIBRATIONS, MOVEMENT, ETC.



STEP 7

INSTALL ABUTMENT DRAINAGE AND BACKFILL BEHIND ABUTMENT. INSTALL APPROACH SLABS, MODULAR EXPANSION JOINT, AND REMAINING PORTION OF ABUTMENT BACKWALL. INSTALL I.R.-90 SUBGRADE, ROADWAY & BARRIER.

NOTES:

1. STAGED CONSTRUCTION DETAILS SHOWN HERE-IN ARE A SUGGESTED SEQUENCE BASED ON THE ANALYSIS AND DESIGN APPROACH OF THE TANGENT SHAFT ABUTMENT. ADDITIONAL STEPS MAY BE NECESSARY TO COMPLETE THE WORK.
2. DEFLECTED SHAFTS SHOWN ARE EXAGGERATED FOR CLARITY.
3. SEE ROADWAY AND DRAINAGE PLANS FOR ADDITIONAL DETAILS.

LEGEND:

= PORTIONS OF EXISTING STRUCTURE REMOVED

REAR ABUTMENT STAGED CONSTRUCTION DETAILS (1 OF 2)

CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	MKB
CHECKER	DRG
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	8
TOTAL	72
SHEET	1828
TOTAL	2339

CUY-90-16.28 (CCG3A)

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SHEET RESERVED FOR FUTURE USE

REAR ABUTMENT STAGED CONSTRUCTION DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SHEET RESERVED FOR FUTURE USE

TEMPORARY SHORING DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	—
CHECKER	—
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	10
TOTAL	72
SHEET	1830
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:26:11 PM USER: Mata.Gallagher
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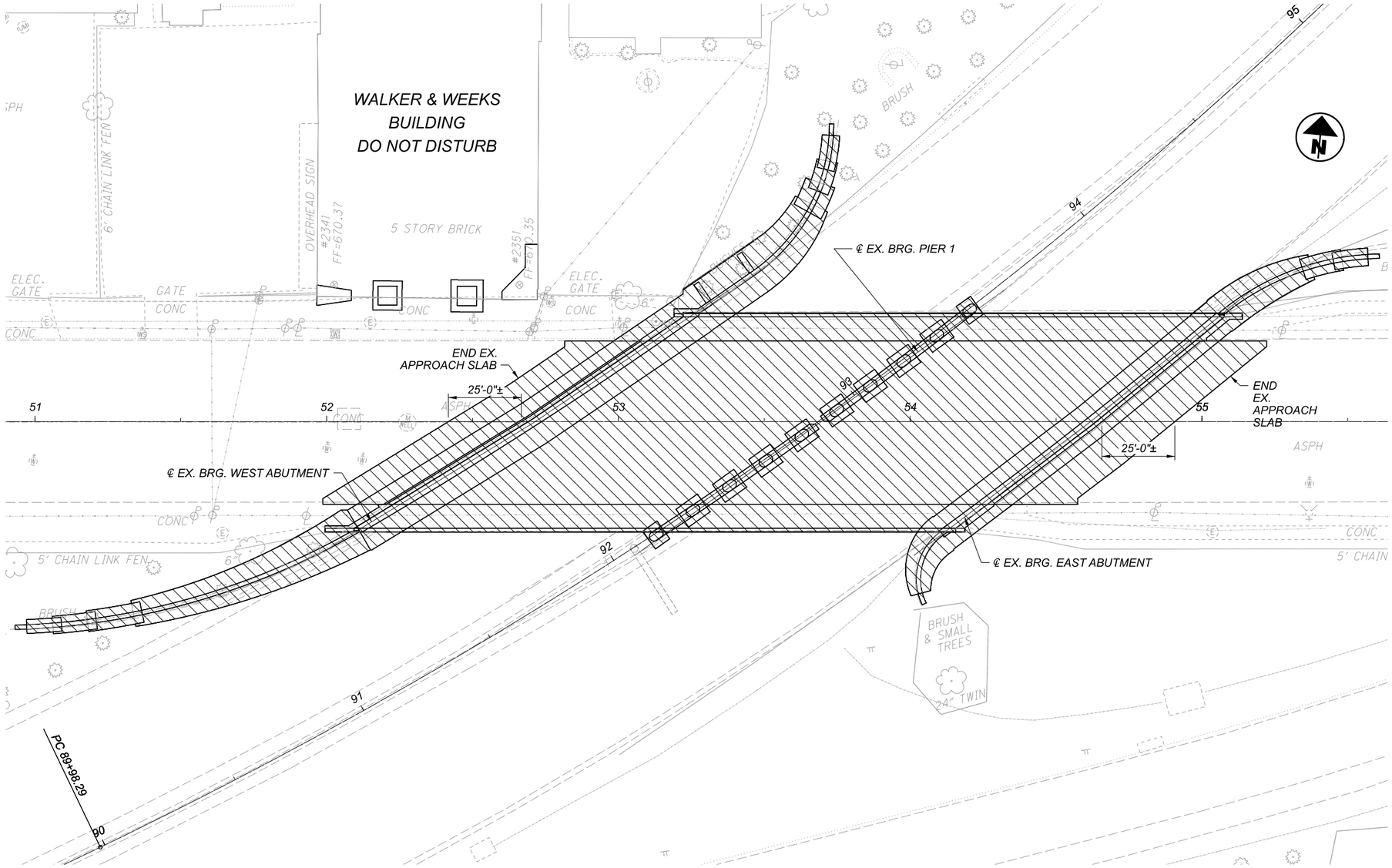
SHEET RESERVED FOR FUTURE USE

TEMPORARY SHORING DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90



REMOVAL PLAN

LEGEND:

▨ = REMOVAL

NOTES:

1. SEE SHEET 11/63 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.

THIS STRUCTURE TO BE REMOVED DURING MOT PHASE 3.

EXISTING STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 98'-0 1/2"± AND 92'-4 3/8"± C/C BEARINGS ALONG ℄ CARNEGIE AVE.

ROADWAY: 56'-0"± TOE/TOE CURB WITH TWO 8'-3"± SIDEWALKS

LOADING: CF = 2000 (51)

SKEW: VARIES

WEARING SURFACE: LATEX MODIFIED CONCRETE OVERLAY

APPROACH SLABS: 25'-0"± (AS-1-54)

ALIGNMENT: TANGENT

CROWN: 0.016± FT/FT

STRUCTURE FILE NUMBER: 1807897

DATE BUILT: 1958 (OVERLAY 1987)

DISPOSITION: TO BE REPLACED

STRUCTURE REMOVAL DETAILS (1 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	—
CHECKER	—
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	12
TOTAL	72
SHEET	1832
TOTAL	2339

CUY-90-16.28 (CCG3A)

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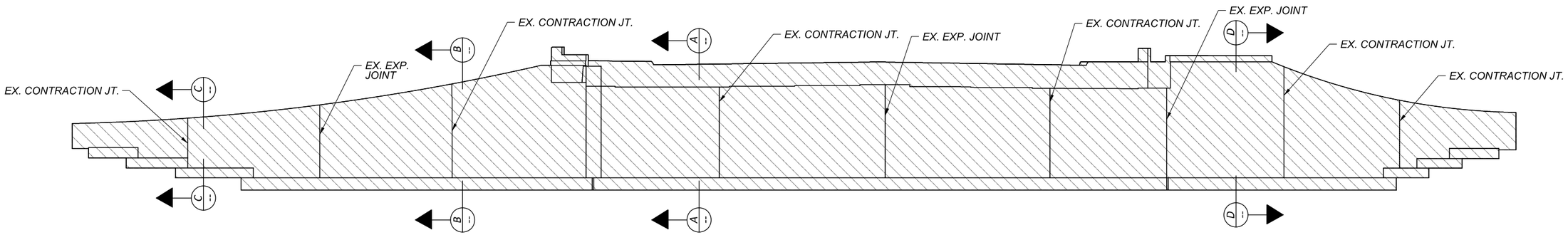
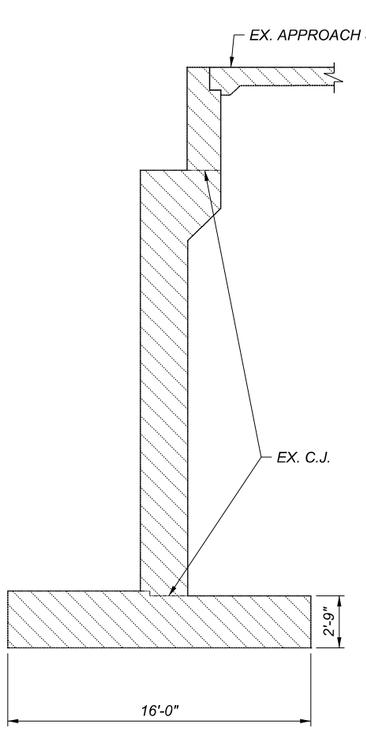
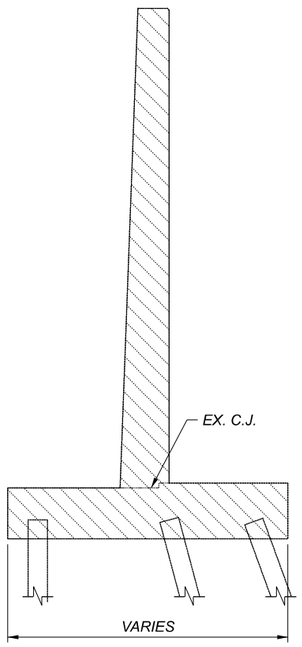


REAR ABUTMENT REMOVAL ELEVATION



SECTION A-A



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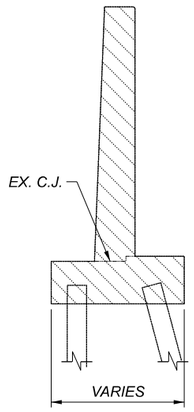
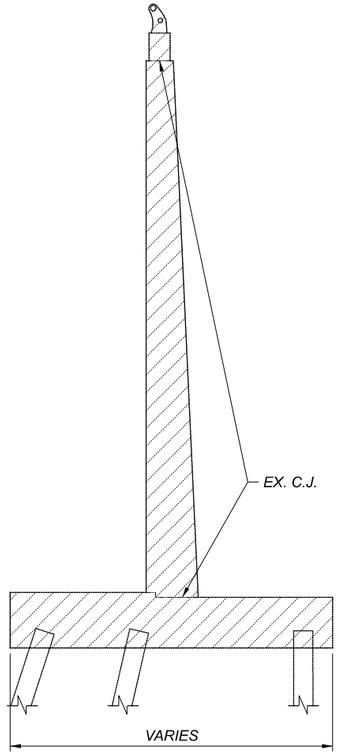


SECTION C-C



SECTION D-D

NOTES:

1. THIS STRUCTURE TO BE REMOVED DURING MOT PHASE 3.

LEGEND:

= REMOVAL

STRUCTURE REMOVAL DETAILS (2 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	MDM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	13
TOTAL	72
SHEET	1833
TOTAL	2339

CUY-90-16.28 (CCG3A)

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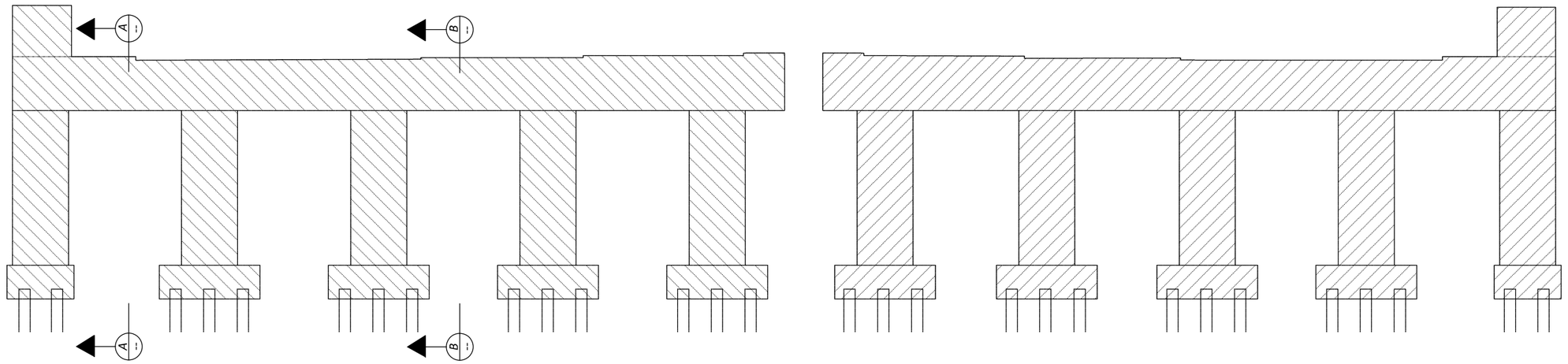
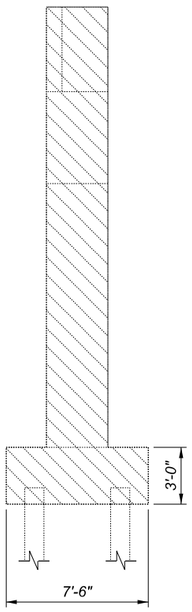
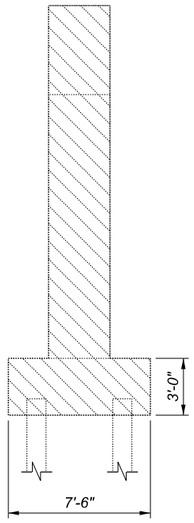


PIER REMOVAL ELEVATION



SECTION A-A



SECTION B-B

NOTES:

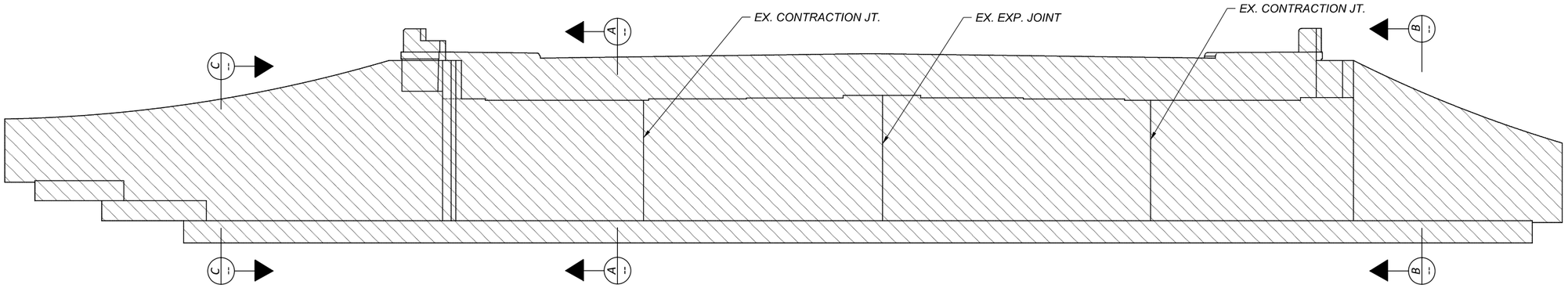
1. THIS STRUCTURE TO BE REMOVED DURING MOT PHASE 3.

LEGEND:

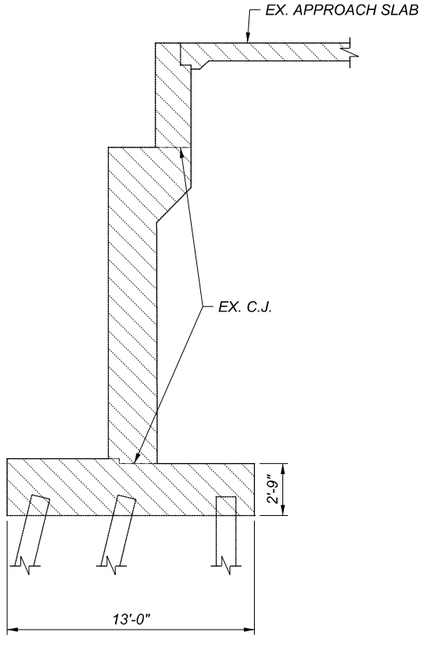
= REMOVAL

STRUCTURE REMOVAL DETAILS (3 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

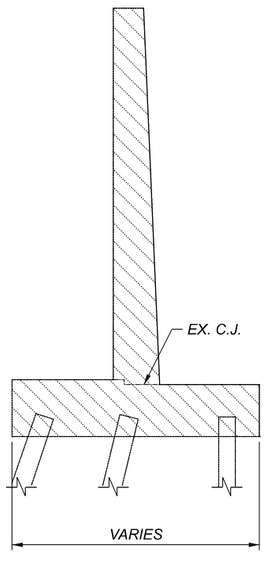
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	MDM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	14
TOTAL	72
SHEET	1834
TOTAL	2339



FORWARD ABUTMENT REMOVAL ELEVATION



SECTION A-A



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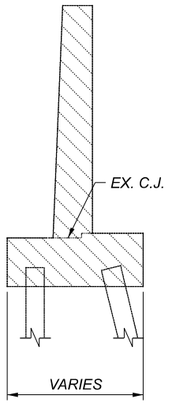

SECTION C-C

NOTES:

1. THIS STRUCTURE TO BE REMOVED DURING MOT PHASE 3.

LEGEND:

= REMOVAL

STRUCTURE REMOVAL DETAILS (4 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CEM
CHECKER	MDM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	15
TOTAL	72
SHEET	1835
TOTAL	2339

CUY-90-16.28 (CCG3A)
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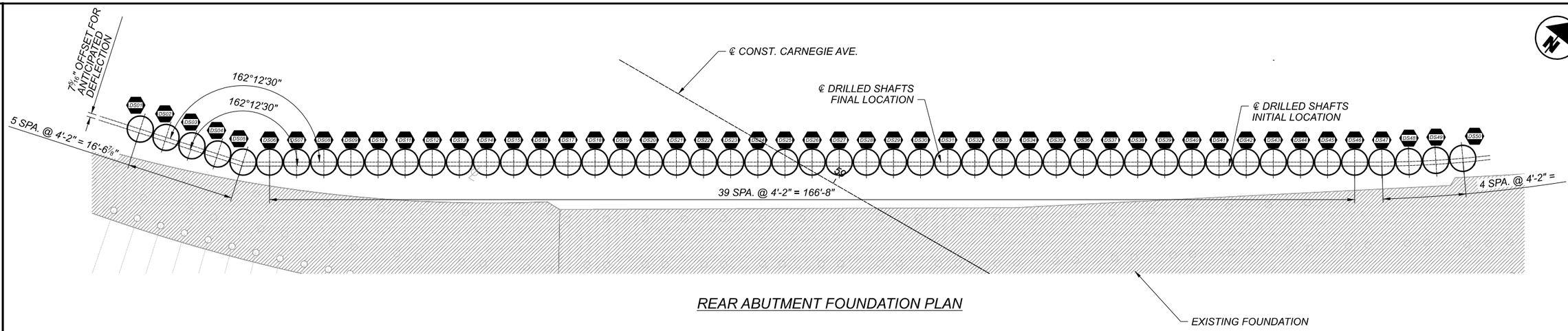
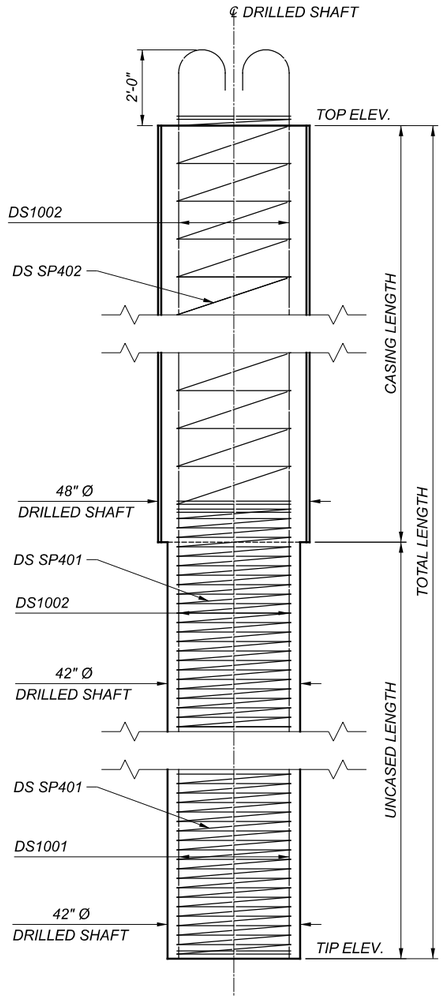
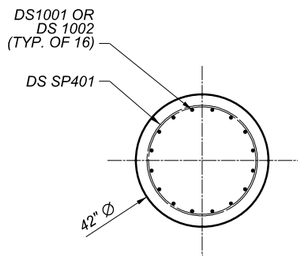


REAR ABUTMENT FOUNDATION PLAN





NOTES

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

LEGEND

⟨DSXX⟩ INDICATES PROPOSED DRILLED SHAFT NUMBER.

REAR ABUTMENT FOUNDATION PLAN (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	GZ
CHECKER	JML
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	16
TOTAL	72
SHEET	1836
TOTAL	2339

CUY-90-16.28 (CCG3A)
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DRILLED SHAFT SCHEDULE													
DESIGNATION	INITIAL NORTHING	INITIAL EASTING	DIAMETER	TOP ELEV.	TIP ELEV.	TOTAL LENGTH (FT.)	D.S. BAR MARK	NO. OF D.S. LONG. BARS	SPIRAL MARK	CASING LENGTH	CASING THICKNESS	DEFLECTED NORTHING	DEFLECTED EASTING
DS01			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS02			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS03			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS04			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS05			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS06			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS07			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS08			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS09			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS10			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS11			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS12			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS13			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS14			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS15			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS16			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS17			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS18			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS19			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS20			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS21			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS22			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS23			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS24			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS25			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS26			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS27			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS28			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS29			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS30			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS31			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS32			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS33			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS34			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS35			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS36			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS37			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS38			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS39			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS40			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS41			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS42			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS43			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS44			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS45			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS46			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS47			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS48			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS49			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401 & DS402	81.0	1.00"		
DS50			48"	654.96	543.00	112.0	DS1001 & DS1002	5-S.O. 16- DS1001 & 1-DS1002	DS401	81.0	1.00"		

REAR ABUTMENT FOUNDATION PLAN (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
GZ	MKB

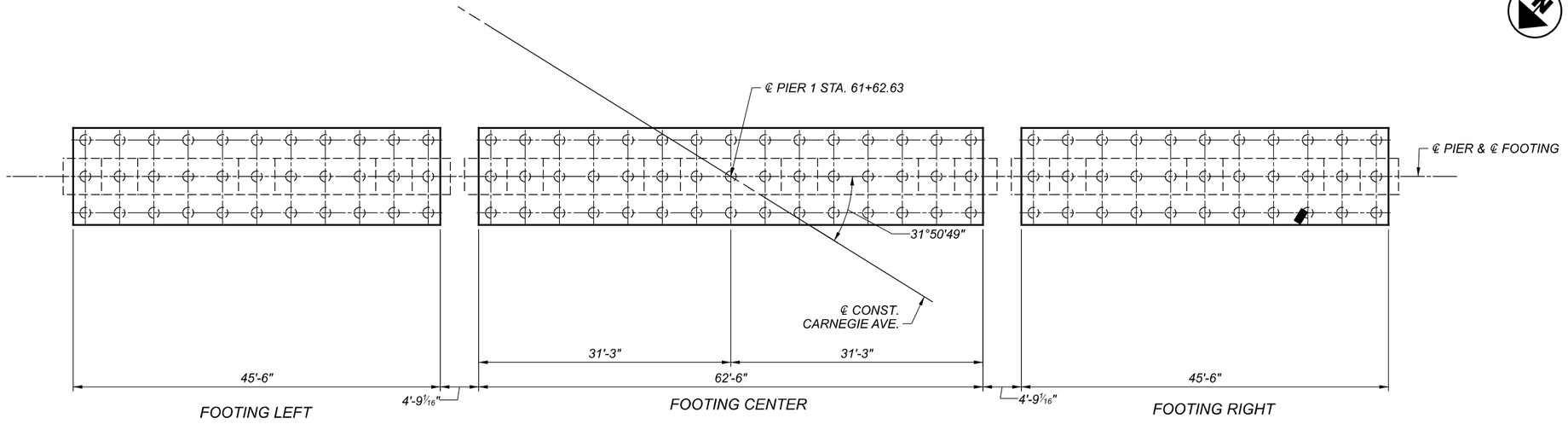
REVIEWER
LPC 06-23-22

PROJECT ID 82382

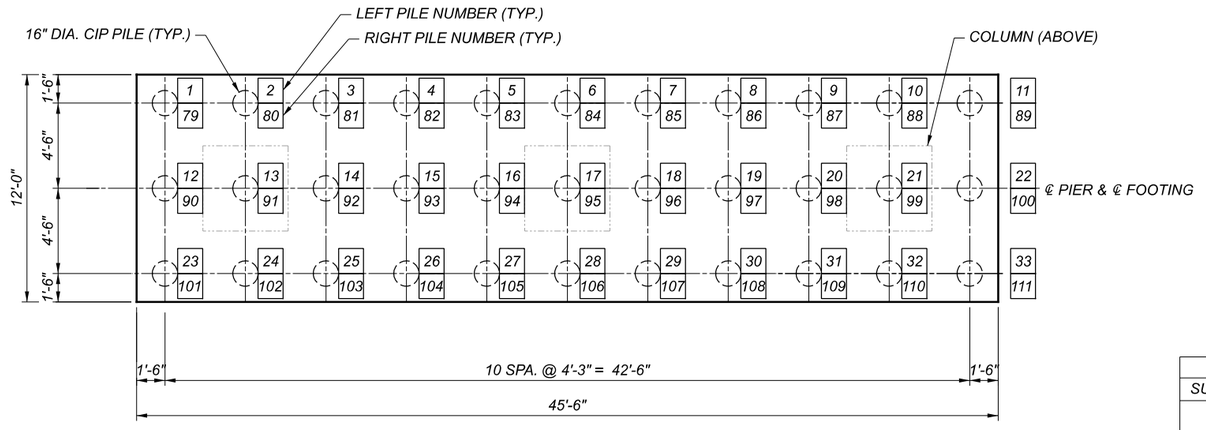
SUBSET	TOTAL
17	72

SHEET	TOTAL
1837	2339

CUY-90-16.28 (CCG3A)

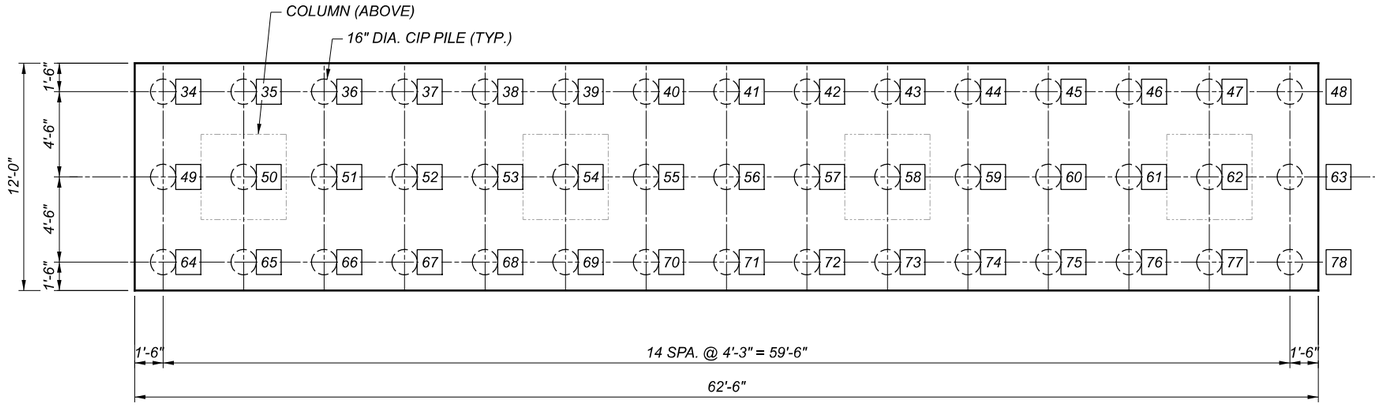


PLAN



FOOTING LEFT & RIGHT SECTION

PILE SCHEDULE			
SUBSTRUCTURE UNIT	PILE DIAMETER	ORDER LENGTH	CUTOFF ELEVATION
FTG. LEFT PILES 1 THRU 33	16"	95.00	629.75
FTG. CENTER PILES 34-78	16"	95.00	629.75
FTG. RIGHT PILES 79 THRU 111	16"	95.00	629.75



FOOTING CENTER SECTION

NOTES:

1. SEE SHEETS #/### THROUGH #/#### FOR GENERAL NOTES.

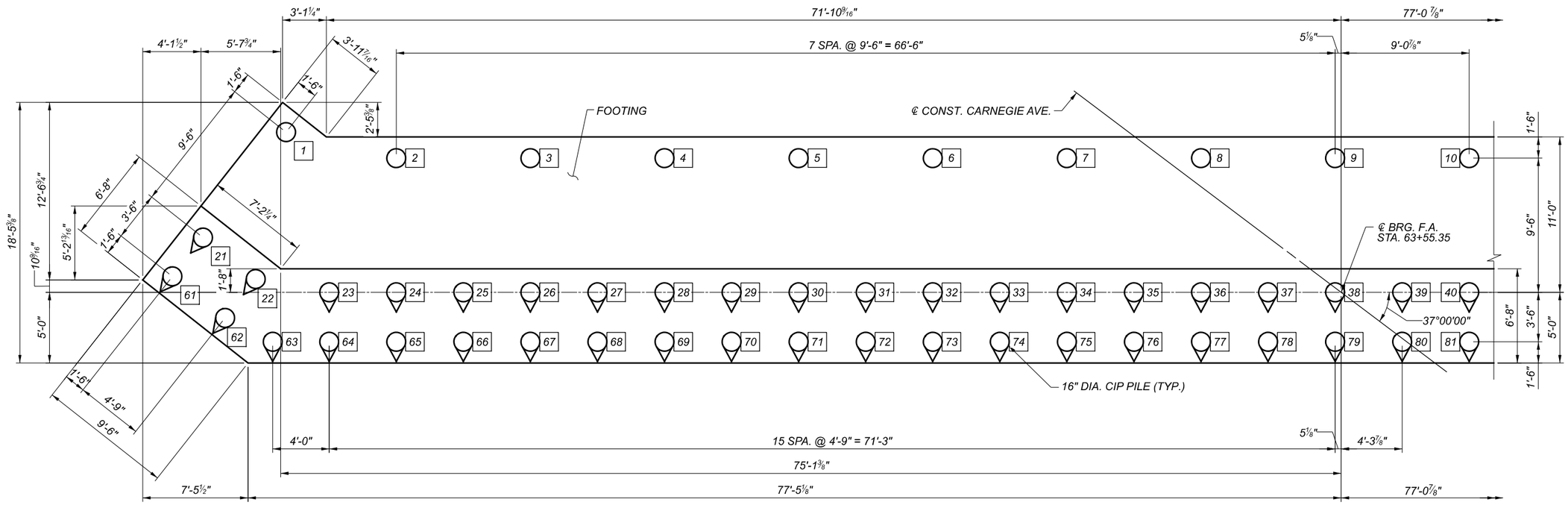
LEGEND

[#] INDICATES PROPOSED PILE NUMBER

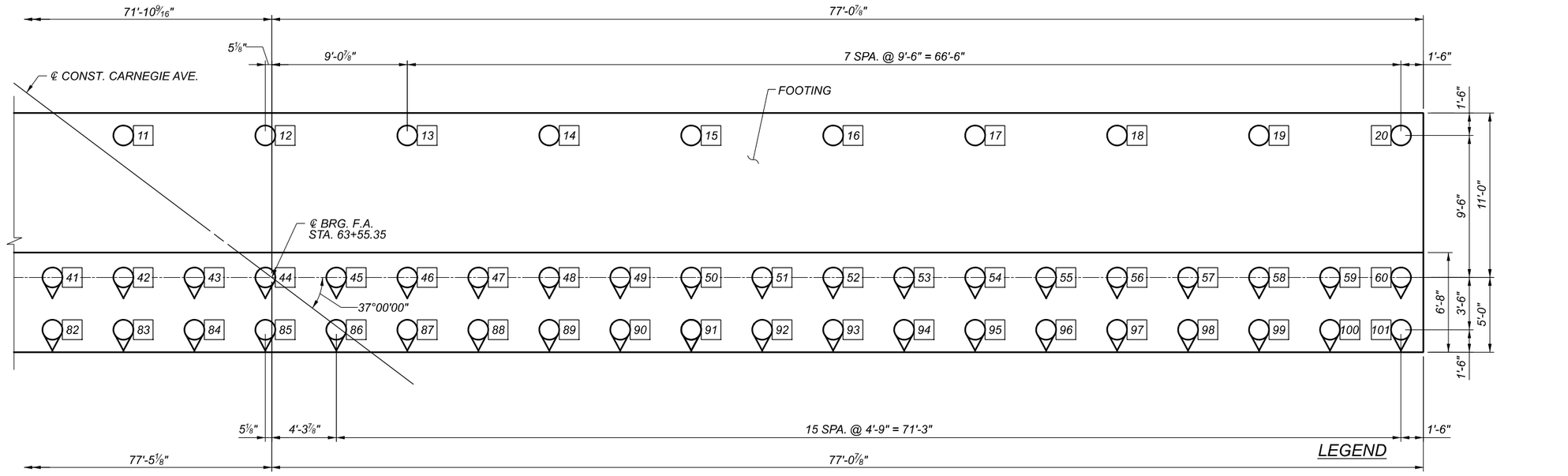
PIER FOUNDATION PLAN
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER AHS | CHECKER TAG
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 18 | TOTAL 72
SHEET 1838 | TOTAL 2339

CUY-90-16.28 (CCG3A)



PILE SCHEDULE			
SUBSTRUCTURE UNIT	PILE DIAMETER	ORDER LENGTH	CUTOFF ELEVATION
FORWARD ABUTMENT FOOTING (1 THRU 101)	16"	95.00	634.89



LEGEND

[#] INDICATES PROPOSED PILE NUMBER

FORWARD ABUTMENT FOUNDATION PLAN
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:29:25 PM USER: Mala.Gallagher
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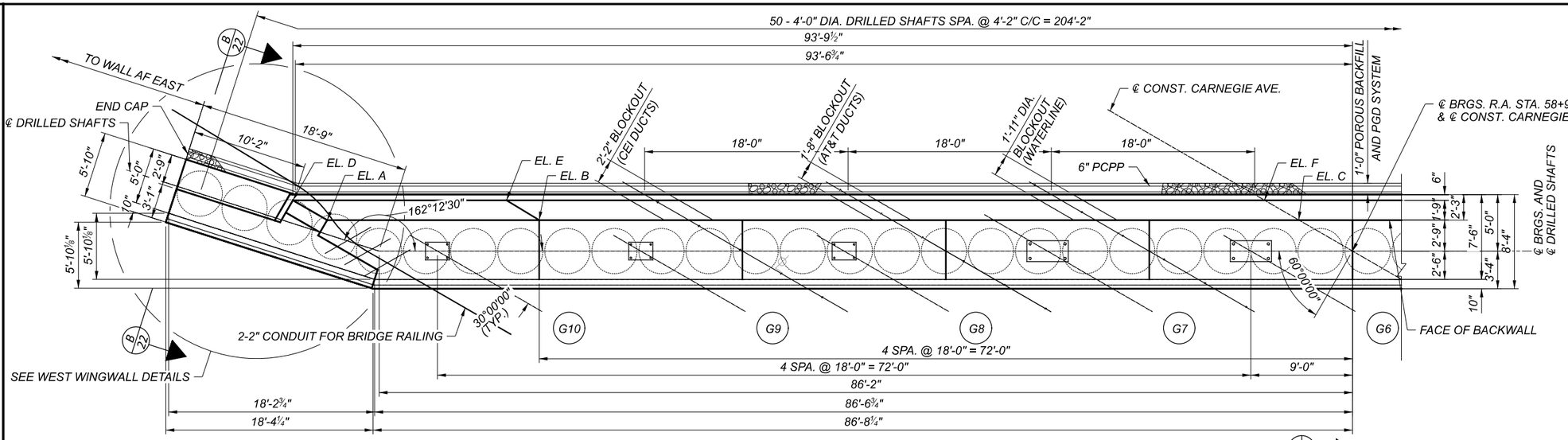
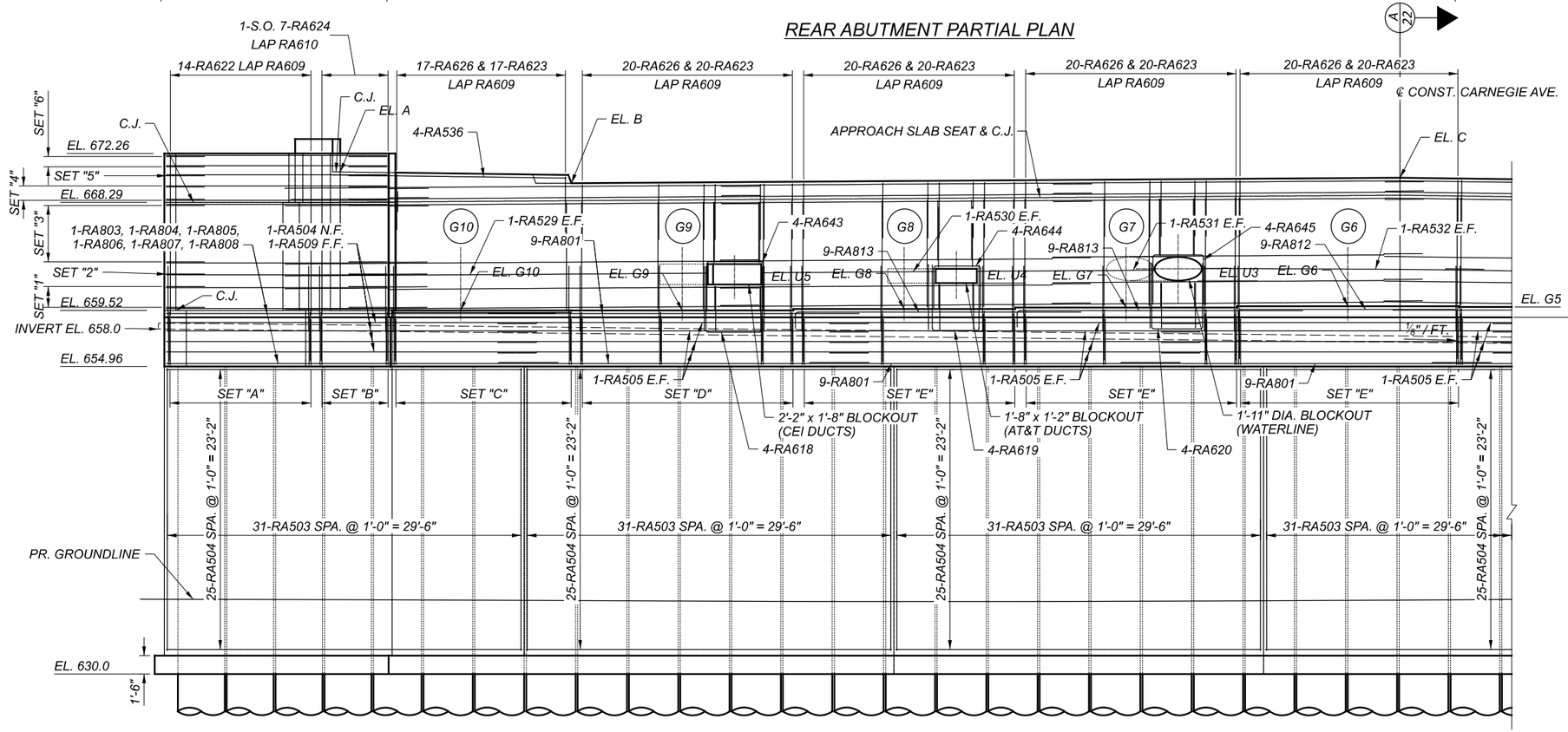
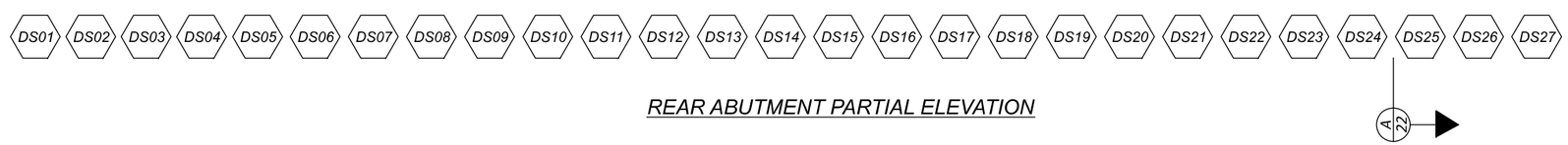
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	TAG
CHECKER	AHS
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	19
TOTAL	72
SHEET	1839
TOTAL	2339



REAR ABUTMENT PARTIAL PLAN



REAR ABUTMENT PARTIAL ELEVATION



ABUTMENT BACKWALL ELEVATIONS (FT.)	
LOCATION	ELEVATION
A	670.76
B	669.84
C	670.29
D	670.77
E	669.85
F	670.30

ABUTMENT BEAM SEAT ELEVATIONS (FT.)	
LOCATION	ELEVATION
G10	659.52
G9	659.51
G8	659.63
G7	659.75
G6	659.86
G5	659.80

UTILITY BLOCKOUT ELEVATIONS (FT.)	
LOCATION	ELEVATION
U3	661.94
U4	661.74
U5	661.62

SET "A" = 14-SETS OF 1-RA501, 2-RA601 & 1-RA609 SPA. @ 11"

SET "B" = 7-SETS OF 1-RA501, 2-RA601 & 1-RA609 SPA. @ 11" & 1 S.O. 7-RA610 SPA. @ 11"

SET "C" = 17-SETS OF 1-RA501, 2-RA602 & 1-RA609 SPA. @ 11"

SET "D" = 20-SETS OF 1-RA501, 2-RA602 & 1-RA609 SPA. @ 11"

SET "E" = 20-SETS OF 1-RA501, 2-RA603 & 1-RA609 SPA. @ 11"

BACKWALL SETS TO SPLICE AT ℄ CONST. CARNEGIE AVE.:

SET "1" = 3 SETS OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA513, 1-RA517, 3-RA505 E.F.

SET "2" = 1 SET OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA513, 1-RA517, 1-RA529 E.F., 1-RA530 E.F., 1-RA531 E.F., 1-RA532 E.F.

SET "3" = 6 SETS OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA513, 1-RA517, 3-RA505 E.F.

SET "4" = 2 SETS OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA514, 1-RA517, 3-RA505 E.F.

SET "5" = 1 SET OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA514, 1-RA517, 4-RA536

SET "6" = 2 SETS OF 1-RA511, 1-RA515, 1-RA516, 1-RA518, 1-RA514, 1-RA517, 1-RA510

MIN. LAP LENGTHS:

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

NOTES:

1. SEE SHEET XX OR XX FOR ADDITIONAL NOTES.
2. SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT.
3. SEE WALL AF EAST PLANS FOR AF BASELINE AND WALL DETAILS.

REAR ABUTMENT PLAN & ELEVATION (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY: Michael Baker INTERNATIONAL
DESIGNER GZ | CHECKER JML
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 20 | TOTAL 72
SHEET 1840 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:29:46 PM USER: Mala.Gallagher
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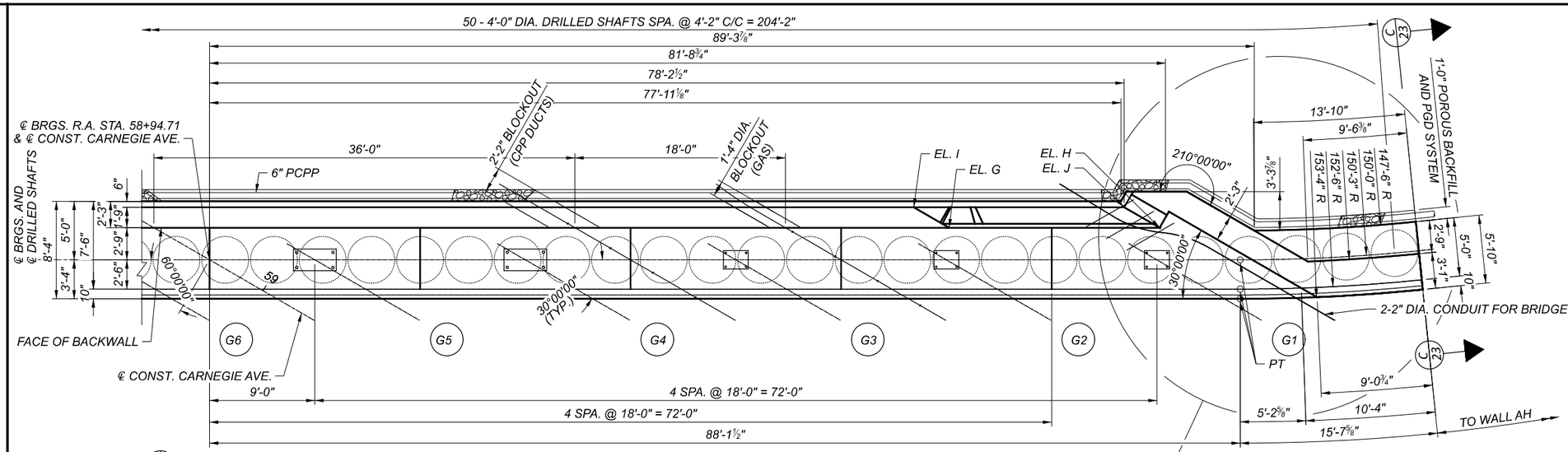
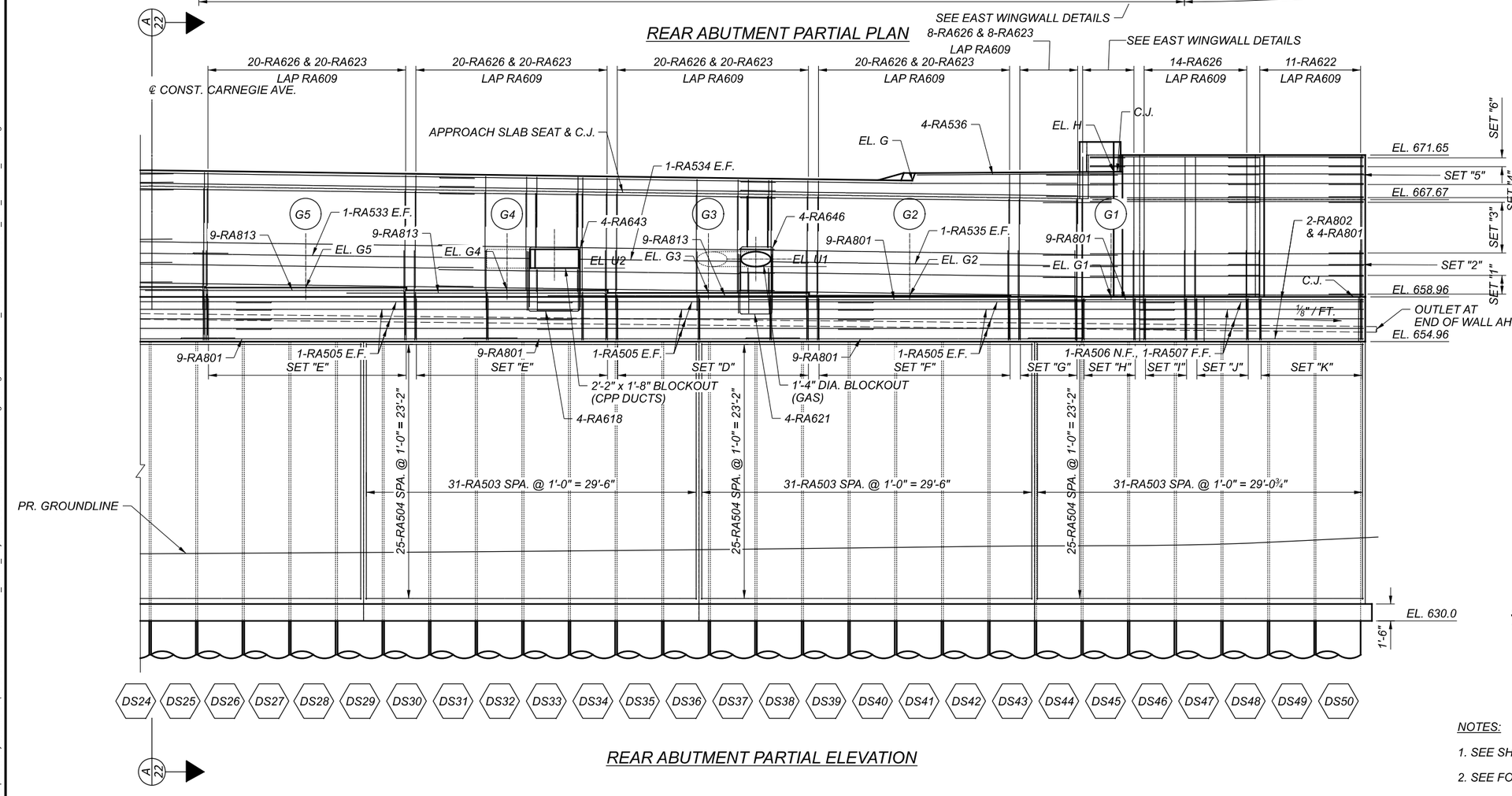


REAR ABUTMENT PARTIAL PLAN



DS24 DS25 DS26 DS27 DS28 DS29 DS30 DS31 DS32 DS33 DS34 DS35 DS36 DS37 DS38 DS39 DS40 DS41 DS42 DS43 DS44 DS45 DS46 DS47 DS48 DS49 DS50

A 22

REAR ABUTMENT PARTIAL ELEVATION

ABUTMENT BACKWALL ELEVATIONS (FT.)	
LOCATION	ELEVATION
G	669.37
H	670.15
I	669.38
J	TBD

ABUTMENT BEAM SEAT ELEVATIONS (FT.)	
LOCATION	ELEVATION
G5	659.80
G4	659.56
G3	659.32
G2	659.07
G1	658.96

UTILITY BLOCKOUT ELEVATIONS (FT.)	
LOCATION	ELEVATION
U1	661.67
U2	661.55

SET "E" = 20-SETS OF 1-RA501, 2-RA603 & 1-RA609 SPA. @ 11"

SET "D" = 20-SETS OF 1-RA501, 2-RA602 & 1-RA609 SPA. @ 11"

SET "F" = 20-SETS OF 1-RA501, 2-RA604 & 1-RA609 SPA. @ 11"

SET "G" = 8-SETS OF 1-RA501, 2-RA605 & 1-RA609 SPA. @ 11"

SET "H" = 6-SETS OF 1-RA501, 2-RA606 & SPA. @ 11"

SET "I" = 5-SETS OF 1-RA501 SPA. @ 11" & 2 S.O. 5-RA607

SET "J" = 6-SETS OF 1-RA501, 2-RA608 & SPA. @ 11"

SET "K" = 11-SETS OF 1-RA501, 2-RA608 & 1-RA609 SPA. @ 11"

BACKWALL SETS TO SPLICE AT ℄ CONST. CARNEGIE AVE.:

SET "1" = 3 SETS 3-RA505 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526

SET "2" = 1 SET OF 1-RA533 E.F., 1-RA534 E.F., 1-RA535 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526

SET "3" = 6 SETS OF 3-RA505 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526

SET "4" = 2 SETS OF 3-RA505 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526

SET "5" = 1 SET OF 3-RA505 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526, 4-RA536

SET "6" = 2 SETS OF 3-RA505 E.F., 1-RA525, 1-RA523, 1-RA519, 1-RA518, 1-RA522, 1-RA524, 1-RA526, 1-RA528

MIN. LAP LENGTHS:

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

NOTES:

1. SEE SHEET XX OR XX FOR ADDITIONAL NOTES.
2. SEE FOUNDATION PLAN FOR DRILLED SHAFT LAYOUT.
3. SEE WALL AH PLANS FOR AH BASELINE GEOMETETRY AND WALL DETAILS.

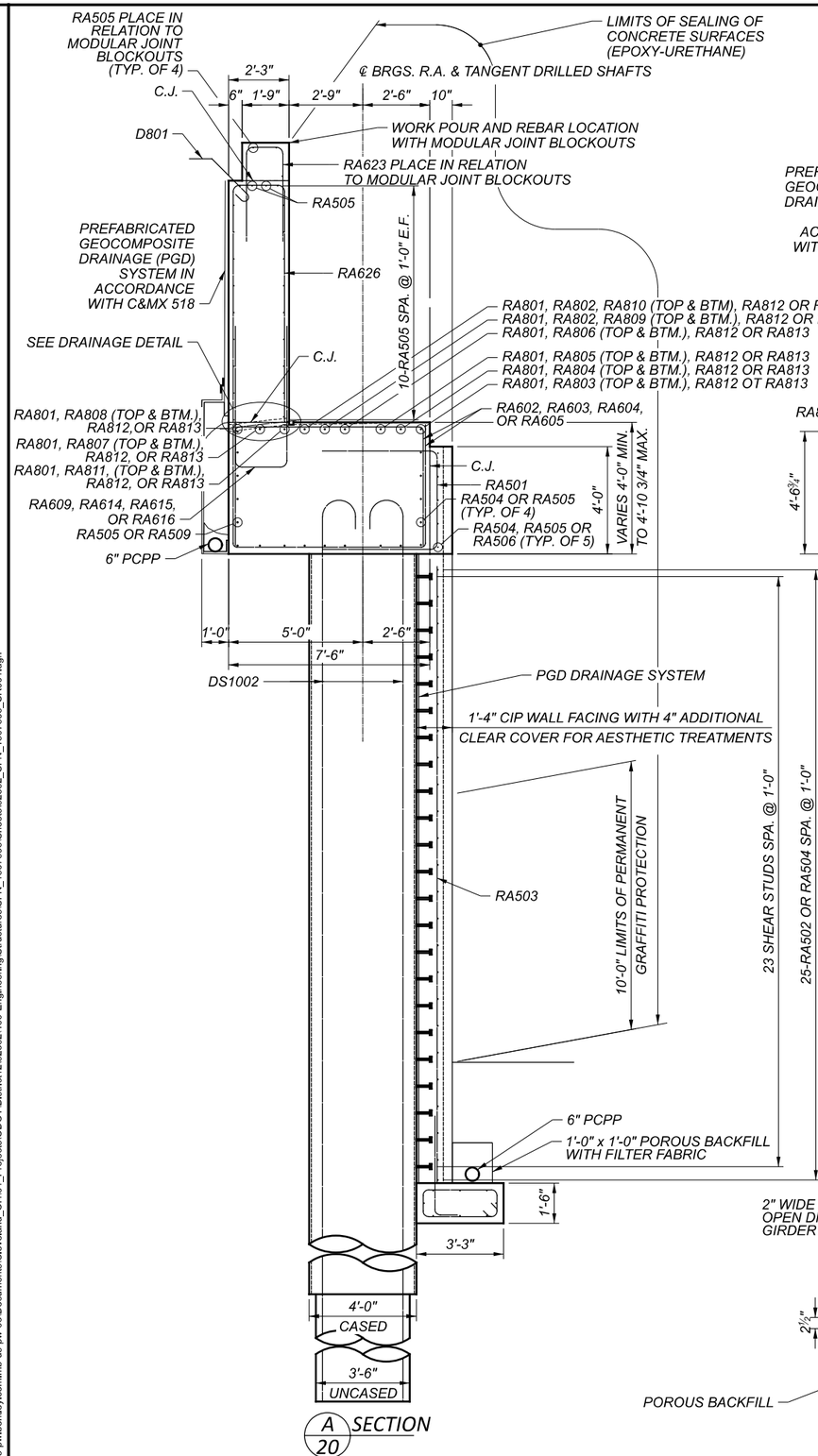
REAR ABUTMENT PLAN & ELEVATION (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

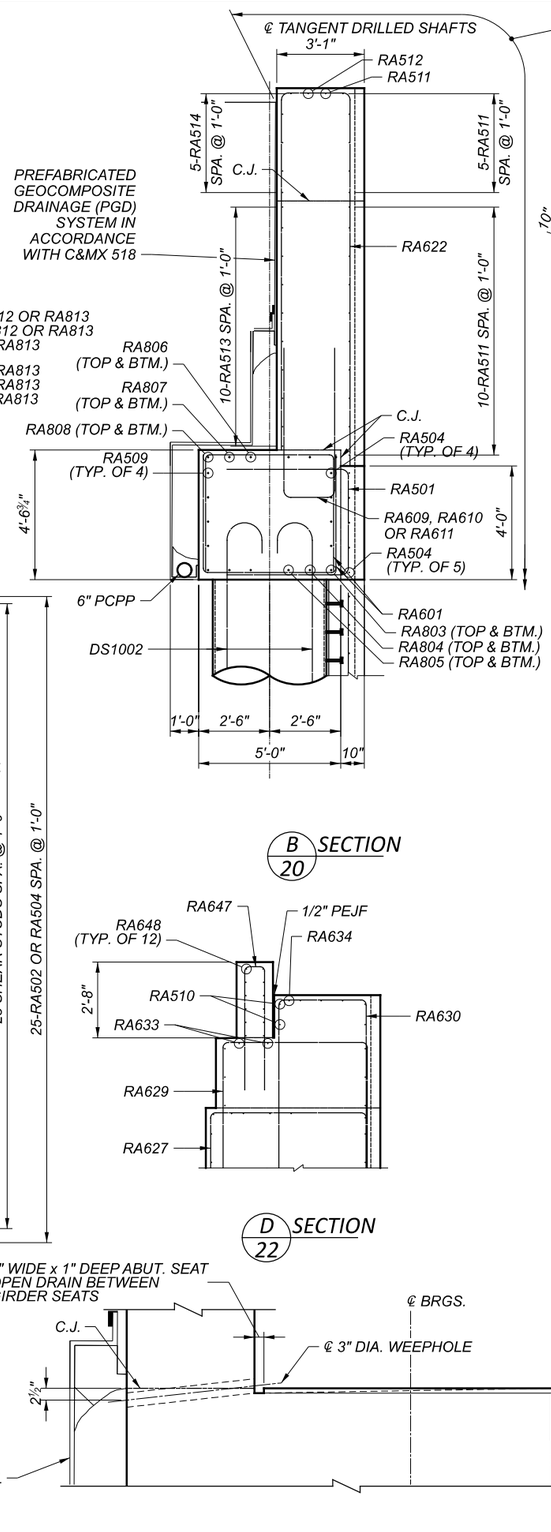
SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
GZ	JML

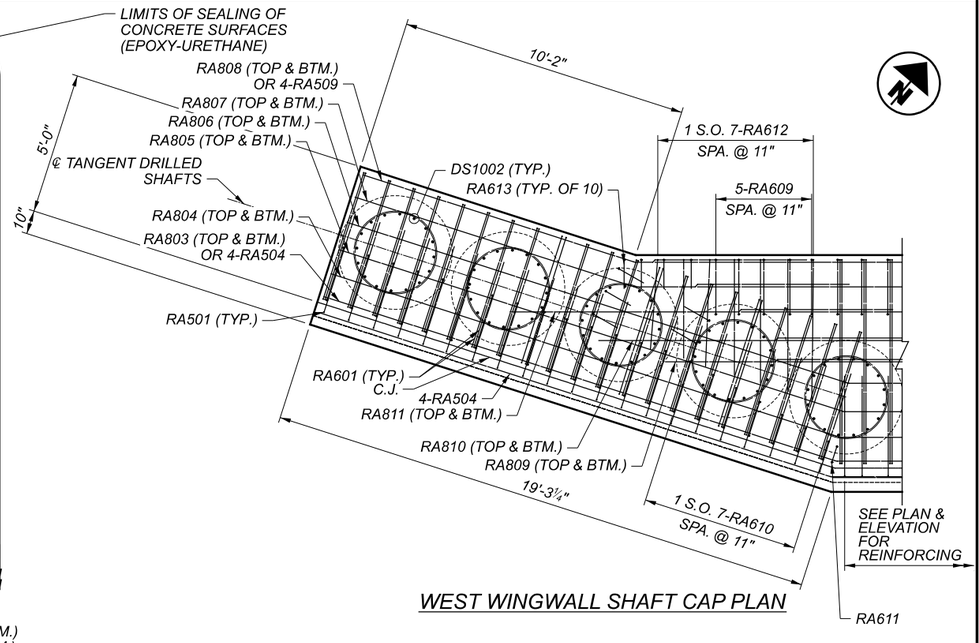
REVIEWER: LPC 06-23-22
PROJECT ID: 82382
SUBSET 21 | TOTAL 72
SHEET 1841 | TOTAL 2339

CUY-90-16.28 (CCG3A)

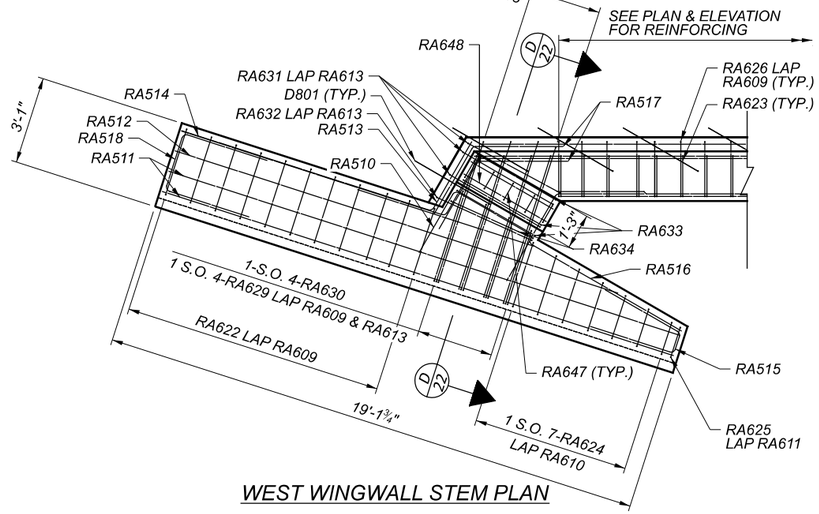




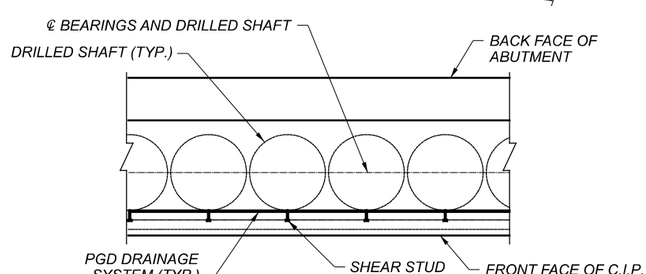
DRAINAGE DETAIL



WEST WINGWALL SHAFT CAP PLAN



WEST WINGWALL STEM PLAN



TYPICAL DRILLED SHAFT PLAN

REAR ABUTMENT SECTIONS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MKB | CHECKER JCC
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 22 | TOTAL 72
SHEET 1842 | TOTAL 2339

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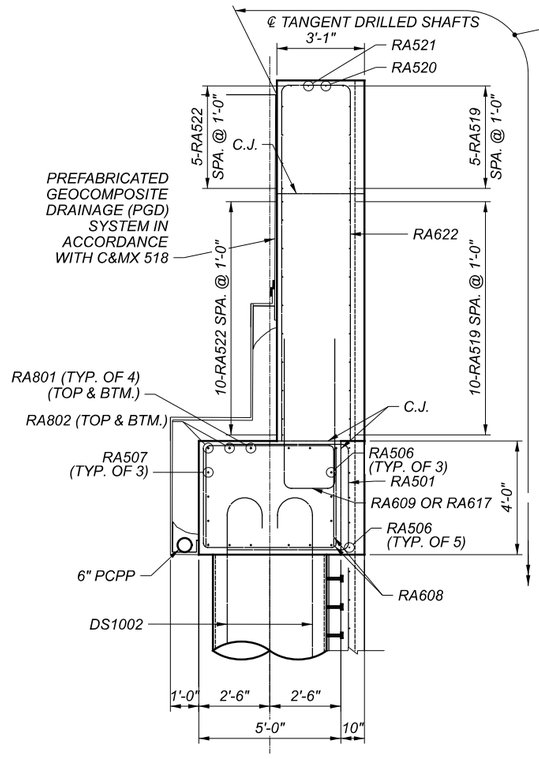
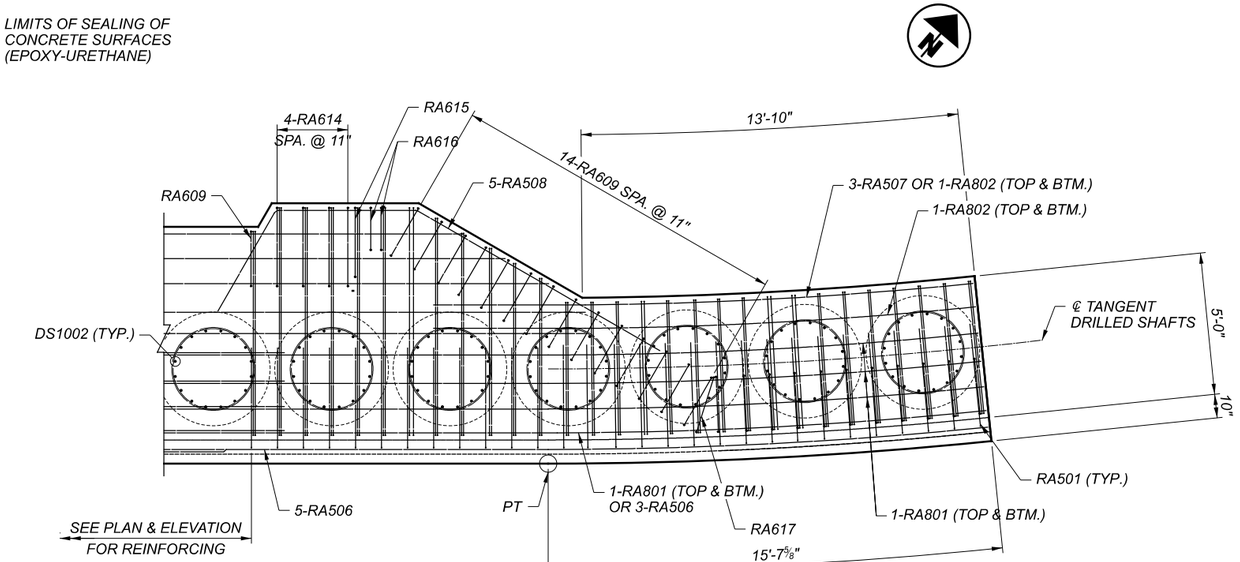
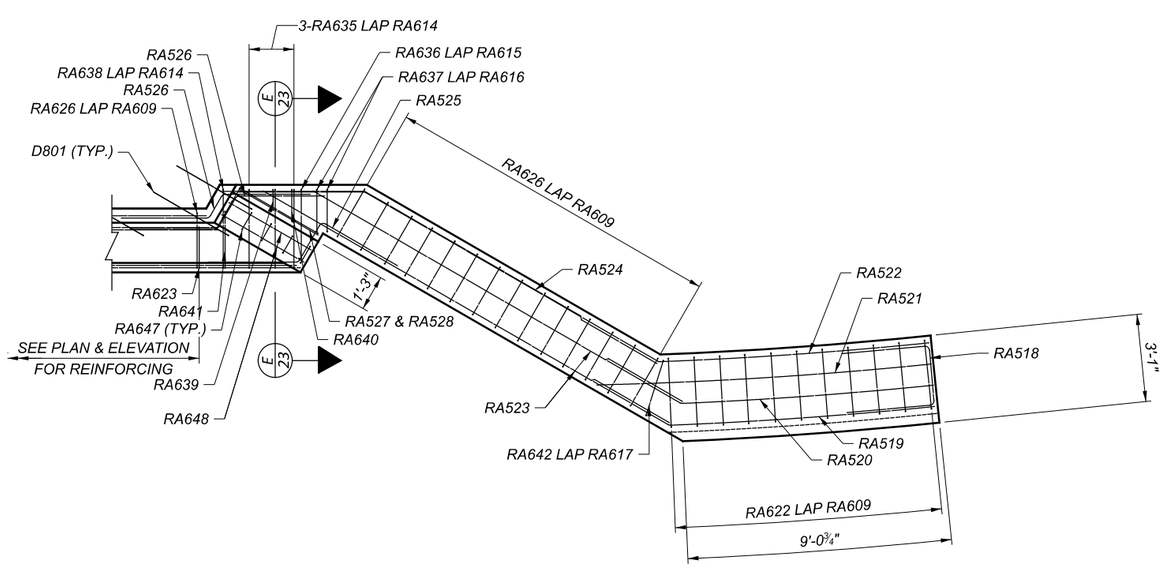


C SECTION 21

E SECTION 23



EAST WINGWALL SHAFT CAP PLAN

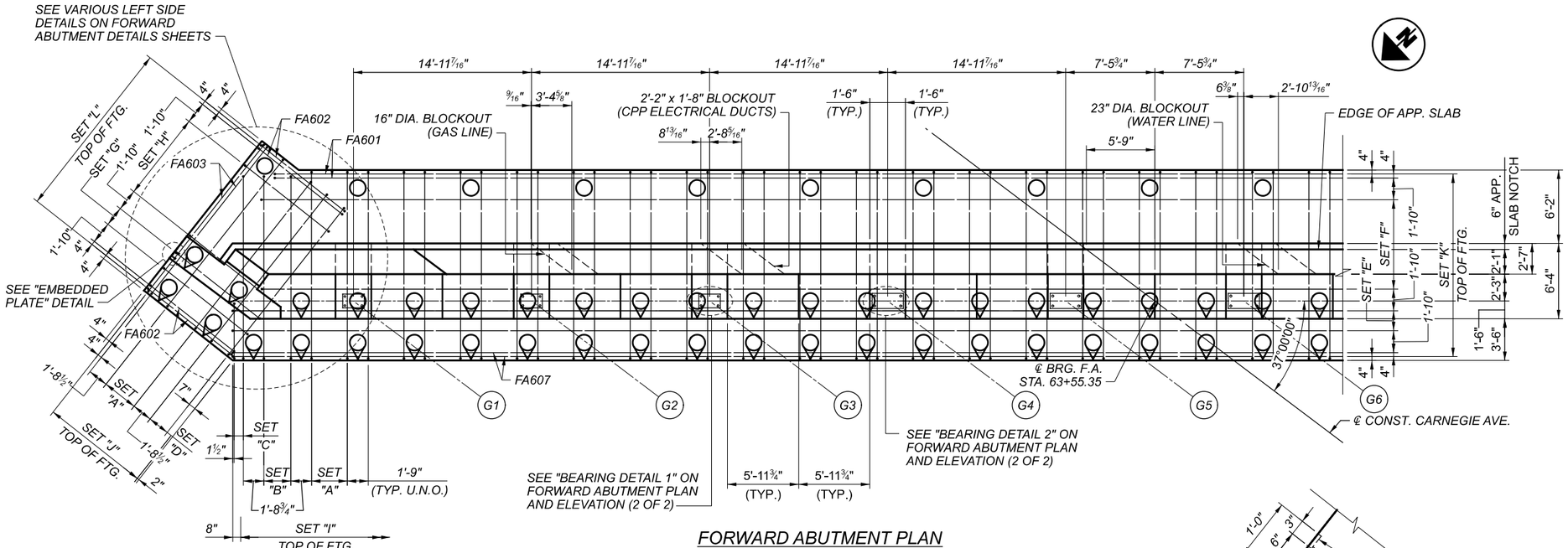


EAST WINGWALL STEM PLAN

REAR ABUTMENT SECTIONS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

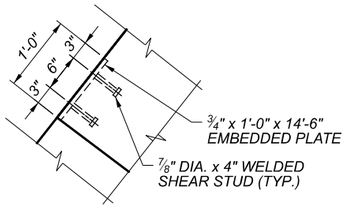
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	CHECKER
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	23
TOTAL	72
SHEET	1843
TOTAL	2339

CUY-90-16.28 (CCG3A)

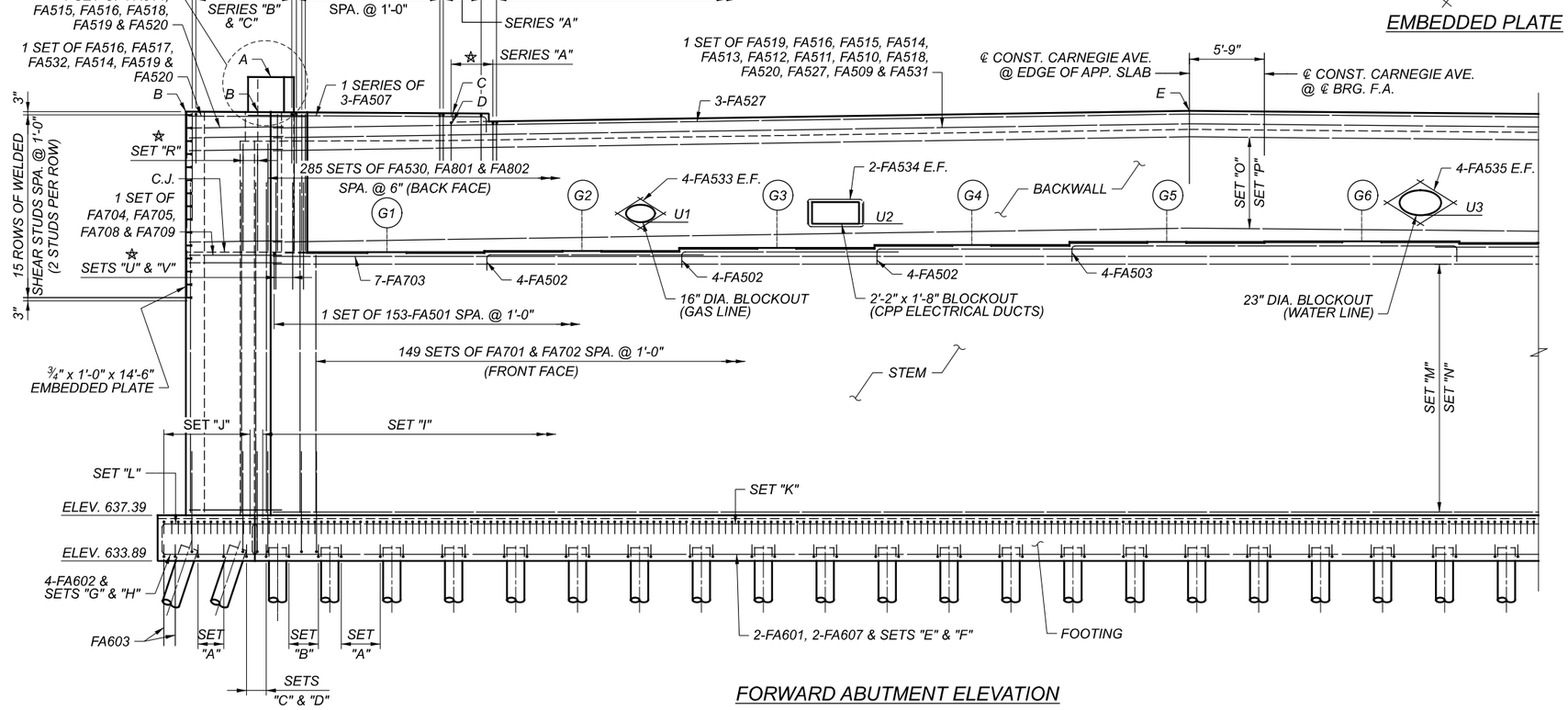


FORWARD ABUTMENT PLAN

ONLY BOTTOM OF FOOTING REINFORCEMENT SHOWN FOR CLARITY



EMBEDDED PLATE



FORWARD ABUTMENT ELEVATION

FORWARD ABUTMENT	
POINT	ELEVATION
A	670.99
B	668.32
C	668.19
D	667.53
E	668.39
G1	657.55
G2	657.65
G3	657.88
G4	658.11
G5	658.33
G6	658.38

UTILITIES	
POINT	ELEVATION
U1	659.86
U2	659.73
U3	660.09

BOTTOM OF FOOTING REINFORCEMENT SETS:

SET "A" = 1 SET OF 7-FA603 SPA. @ 6" (TYP. BETWEEN PILES UNLESS NOTED OTHERWISE, 32 SETS TOTAL)

SET "B" = 1 SET OF 6-FA605 SPA. @ 5½"

SET "C" = 1 SET OF 3-FA604 SPA. @ 4½"

SET "D" = 1 SET OF 5-FA603 SPA. @ 5½"

SET "E" = 1 SET OF 3-FA607 SPA. @ 10"

SET "F" = 1 SET OF 10-FA606 SPA. @ 10"

SET "G" = 1 SET OF 3-FA602 SPA. @ 10"

SET "H" = 1 SET OF 10-FA602 SPA. @ 10"

TOP OF FOOTING REINFORCEMENT SETS:

SET "I" = 1 SET OF 308-FA603 SPA. @ 6"

SET "J" = 1 SET OF 19-FA603 SPA. @ 6"

SET "K" = 1 SET OF 17-FA608 SPA. @ 11½"

SET "L" = 1 SET OF 17-FA602 SPA. @ 11½"

STEM REINFORCEMENT SETS:

SET "M" = 20 SETS OF FA704, FA705, FA706 & FA707 SPA. @ 1'-0" (SIDE & FRONT FACES OF STEM)

SET "N" = 20 SETS OF FA708, FA709, FA710, FA711 & FA712 SPA. @ 1'-0" (BACK FACE OF STEM)

BACKWALL REINFORCEMENT SETS:

SET "O" = 8 SETS OF FA519, FA516, FA515, FA514, FA513, FA512, FA511 & FA510 SPA. @ 1'-0" (SIDE & FRONT FACES OF BACKWALL)

SET "P" = 8 SETS OF FA518, FA520, FA508 & FA509 SPA. @ 1'-0" (BACK FACE OF BACKWALL)

☆ *SEE REINFORCEMENT SETS AND SERIES ON FORWARD ABUTMENT DETAILS SHEET (2 OF 2)*

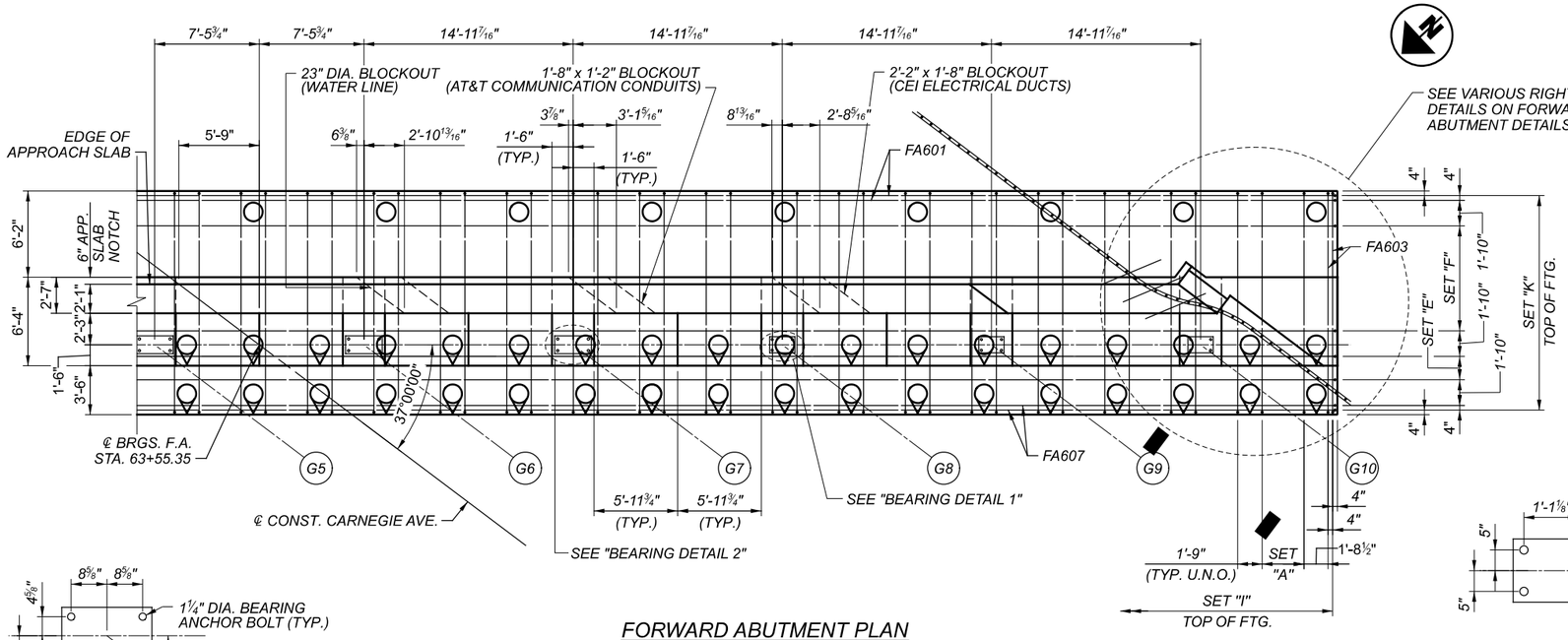
BRIDGE SEAT REINFORCING, SETTING ANCHORS

ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE SETTING OF BEARING ANCHORS.

FORWARD ABUTMENT PLAN AND ELEVATION (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

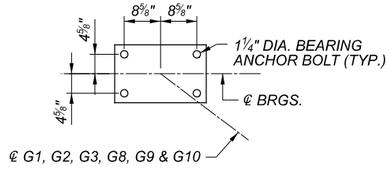
SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER TAG | CHECKER AHS
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 24 | TOTAL 72
SHEET 1844 | TOTAL 2339

CUY-90-16.28 (CCG3A)

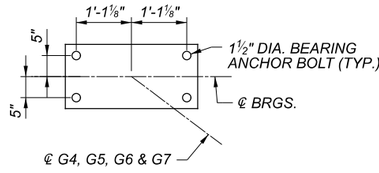


FORWARD ABUTMENT PLAN

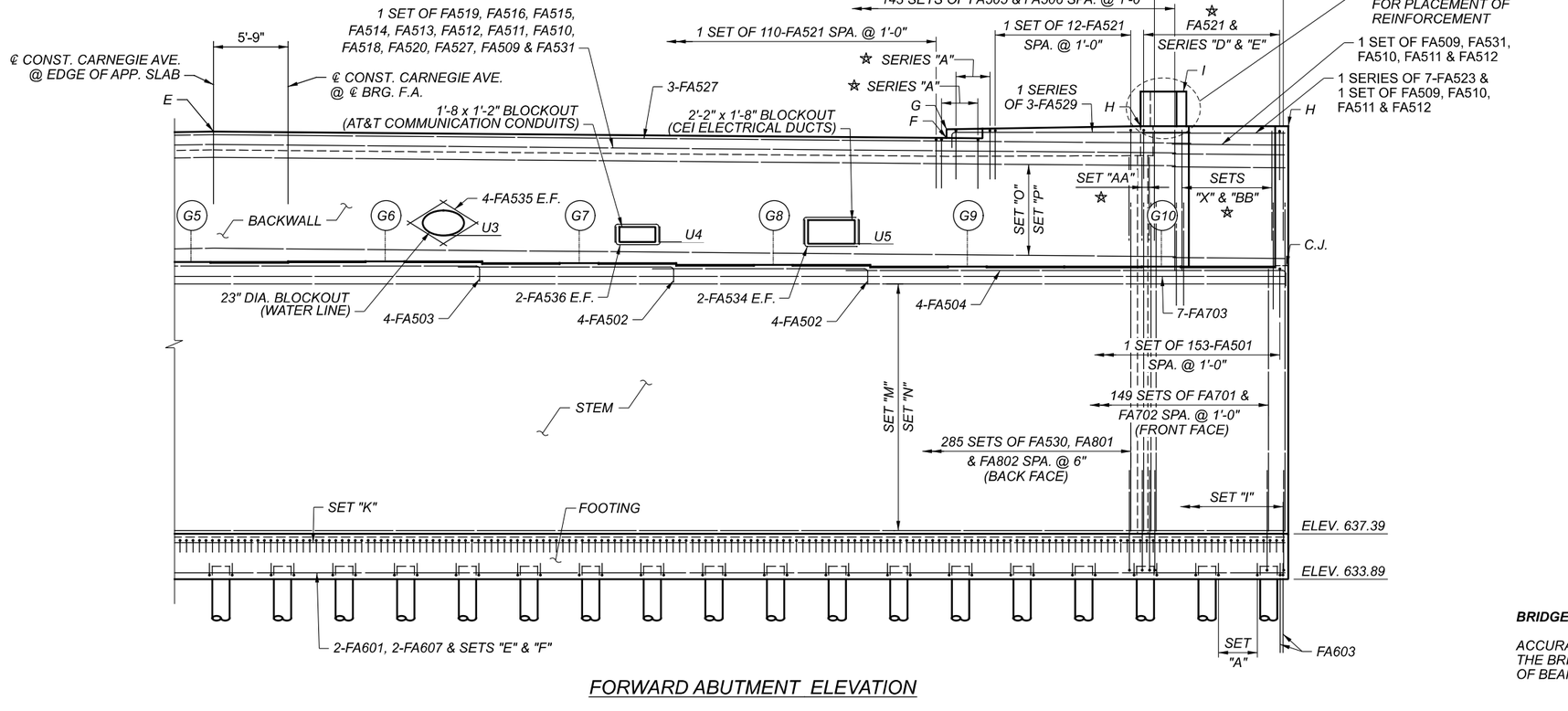
ONLY BOTTOM OF FOOTING REINFORCEMENT SHOWN FOR CLARITY.



BEARING DETAIL 1



BEARING DETAIL 2



FORWARD ABUTMENT ELEVATION

FORWARD ABUTMENT	
POINT	ELEVATION
E	668.39
F	667.89
G	668.56
H	668.79
I	671.46
G5	658.33
G6	658.38
G7	658.25
G8	658.12
G9	657.98
G10	657.98

UTILITIES	
POINT	ELEVATION
U3	660.09
U4	659.87
U5	659.74

BOTTOM OF FOOTING REINFORCEMENT SETS:

SET "A" = 1 SET OF 7-FA603 SPA. @ 6" (TYP. BETWEEN PILES UNLESS NOTED OTHERWISE, 32 SETS TOTAL)

SET "B" = 1 SET OF 6-FA605 SPA. @ 5½"

SET "C" = 1 SET OF 3-FA604 SPA. @ 4½"

SET "D" = 1 SET OF 5-FA603 SPA. @ 5½"

SET "E" = 1 SET OF 3-FA607 SPA. @ 10"

SET "F" = 1 SET OF 10-FA606 SPA. @ 10"

SET "G" = 1 SET OF 3-FA602 SPA. @ 10"

SET "H" = 1 SET OF 10-FA602 SPA. @ 10"

TOP OF FOOTING REINFORCEMENT SETS:

SET "I" = 1 SET OF 308-FA603 SPA. @ 6"

SET "J" = 1 SET OF 19-FA603 SPA. @ 6"

SET "K" = 1 SET OF 17-FA608 SPA. @ 11½"

SET "L" = 1 SET OF 17-FA602 SPA. @ 11½"

STEM REINFORCEMENT SETS:

SET "M" = 20 SETS OF FA704, FA705, FA706 & FA707 SPA. @ 1'-0" (SIDE & FRONT FACES OF STEM)

SET "N" = 20 SETS OF FA708, FA709, FA710, FA711 & FA712 SPA. @ 1'-0" (BACK FACE OF STEM)

BACKWALL REINFORCEMENT SETS:

SET "O" = 8 SETS OF FA519, FA516, FA515, FA514, FA513, FA512, FA511 & FA510 SPA. @ 1'-0" (SIDE & FRONT FACES OF BACKWALL)

SET "P" = 8 SETS OF FA518, FA520, FA508 & FA509 SPA. @ 1'-0" (BACK FACE OF BACKWALL)

☆ *SEE REINFORCEMENT SETS AND SERIES ON FORWARD ABUTMENT DETAILS SHEET (2 OF 2)*

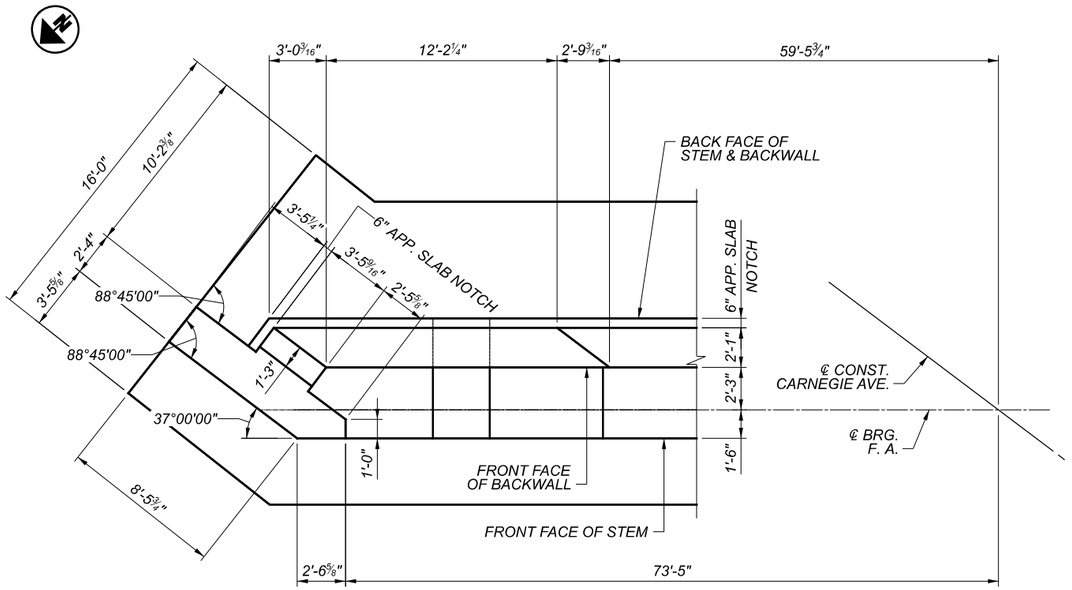
BRIDGE SEAT REINFORCING, SETTING ANCHORS

ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE SETTING OF BEARING ANCHORS.

FORWARD ABUTMENT PLAN AND ELEVATION (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

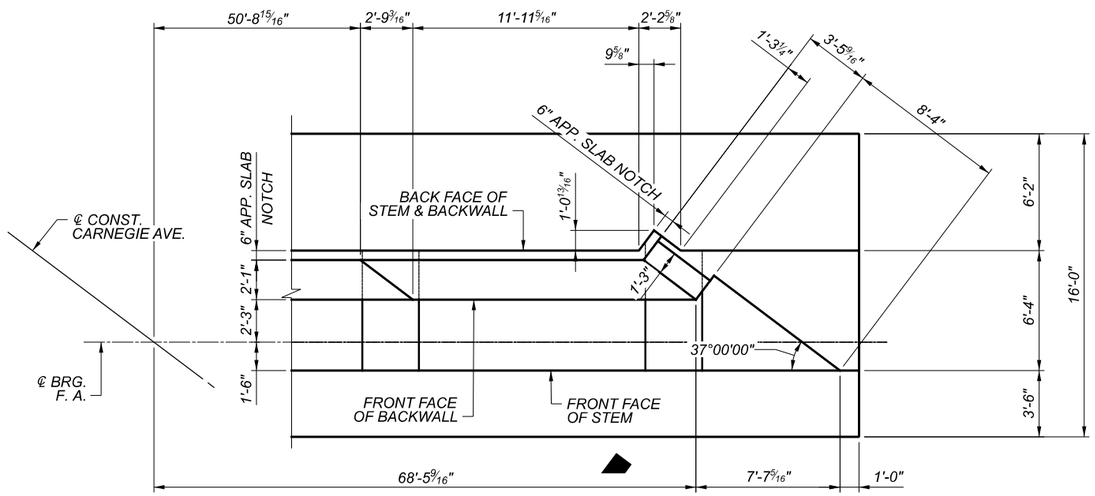
SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER TAG | CHECKER AHS
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 25 | TOTAL 72
SHEET 1845 | TOTAL 2339

CUY-90-16.28 (CCG3A)



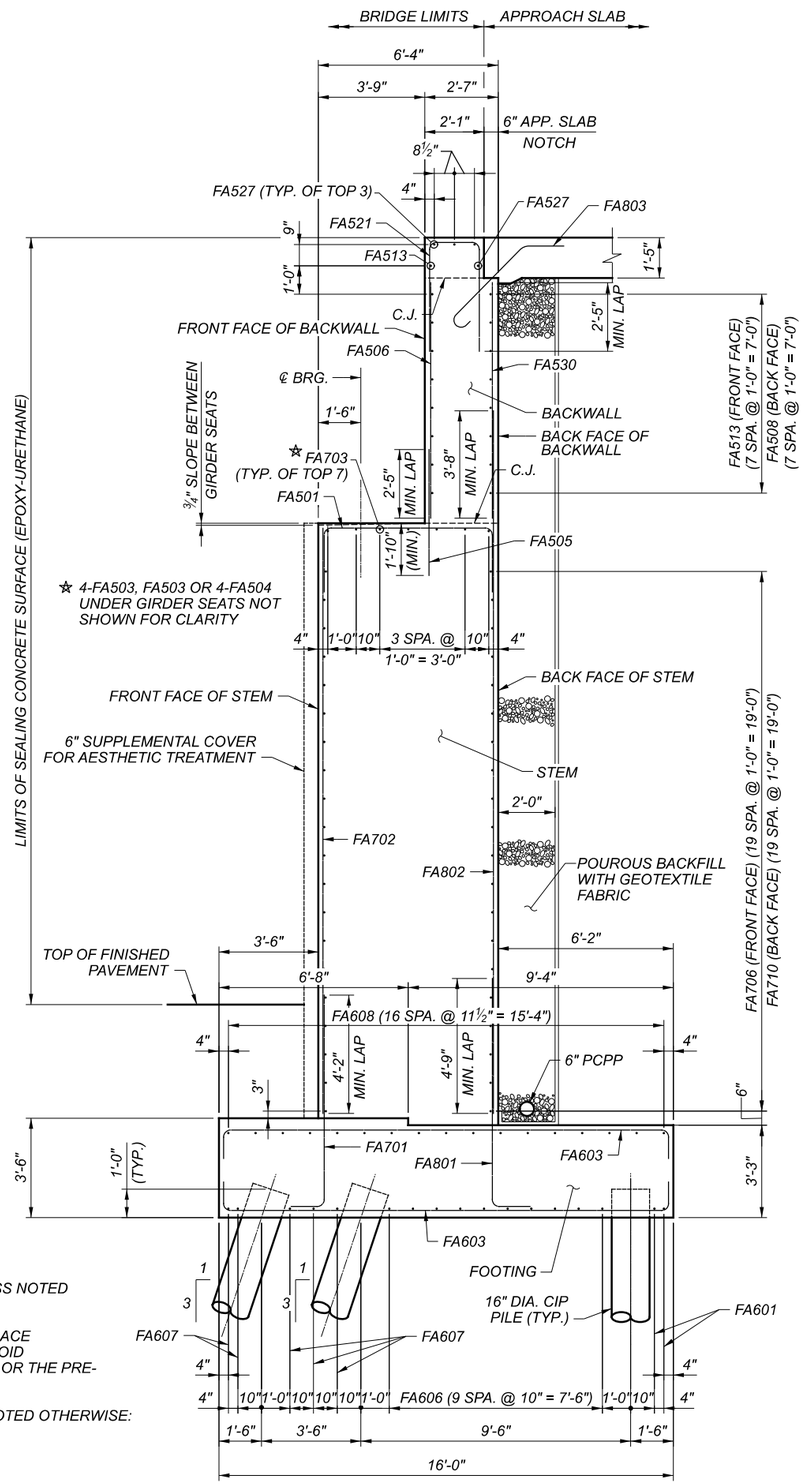
LEFT SIDE GEOMETRIC LAYOUT

PILES NOT SHOWN FOR CLARITY



RIGHT SIDE GEOMETRIC LAYOUT

PILES NOT SHOWN FOR CLARITY



TYPICAL ABUTMENT SECTION

NOTES:

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

BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.

MINIMUM REBAR LAP SPLICES SHALL BE AS FOLLOWS, UNLESS NOTED OTHERWISE:

- *#5 LAP SPLICE: 2'-5"*
- *#6 LAP SPLICE (IN TOP OF FOOTING): 3'-8"*
- *#6 LAP SPLICE (IN BOTTOM OF FOOTING): 2'-10"*
- *#7 LAP SPLICE: 4'-2"*
- *#8 LAP SPLICE: 4'-9"*

SEE WALL AI SHEETS FOR WALL DETAILS.

FORWARD ABUTMENT DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	TAG
CHECKER	AHS
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	26
TOTAL	72
SHEET	1846
TOTAL	2339

CUY-90-16.28 (CCG3A)
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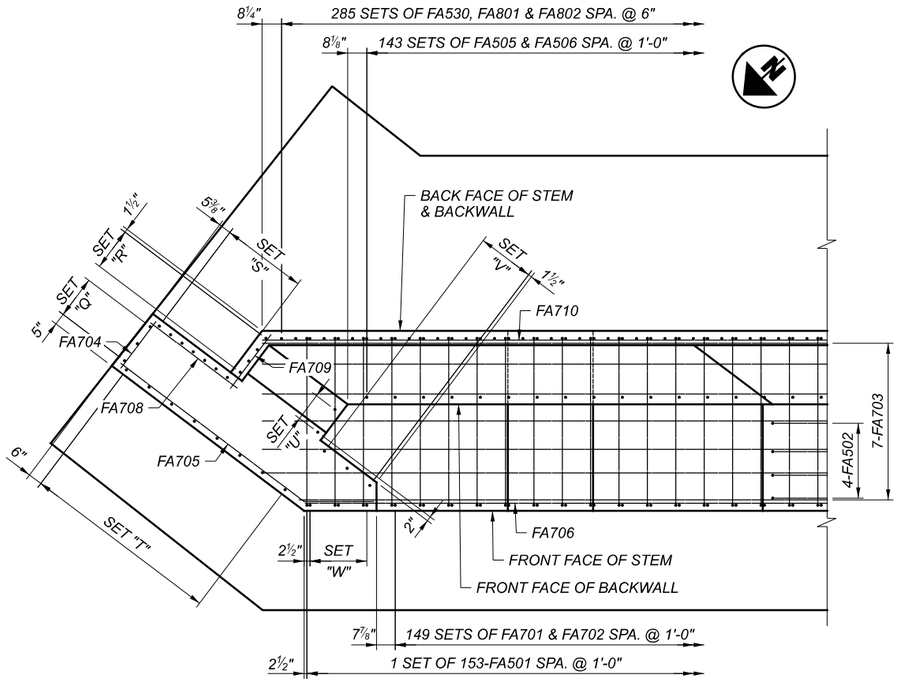
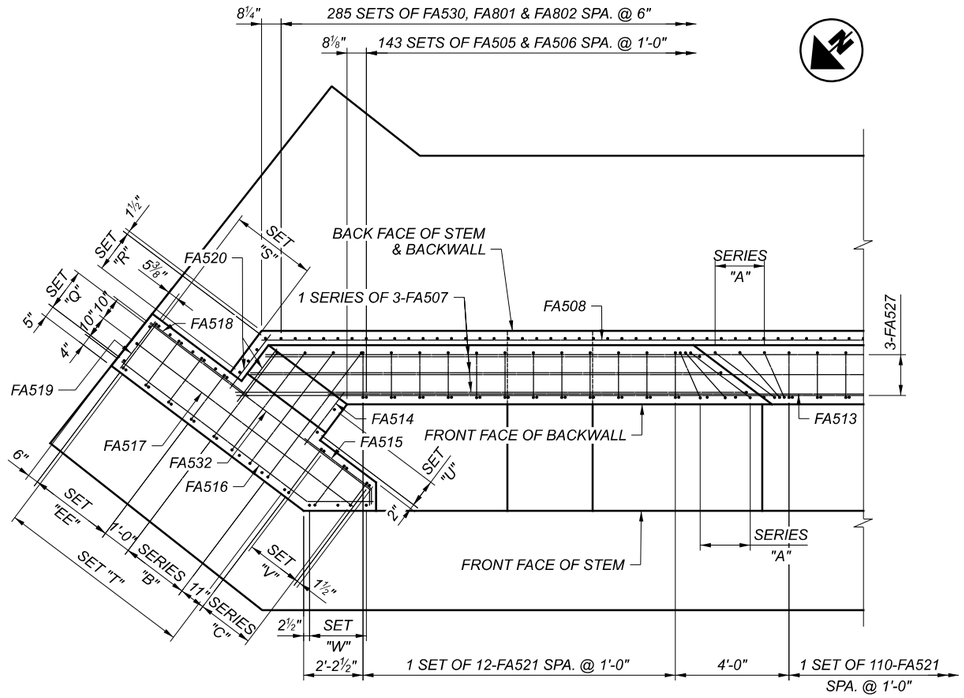


LEFT SIDE STEM REINFORCEMENT DETAIL

PILES NOT SHOWN FOR CLARITY



LEFT SIDE BACKWALL REINFORCEMENT DETAIL

PILES NOT SHOWN FOR CLARITY

STEM & BACKWALL REINFORCEMENT SETS:

SET "Q" = 3 SETS OF FA530, FA701 & FA713 SPA. @ 9"

SET "R" = 4 SETS OF FA530, FA801 & FA802 SPA. @ 6"

SET "S" = 7 SETS OF FA530, FA801 & FA802 SPA. @ 6"

SET "T" = 8 SETS OF FA530, FA701 & FA713 SPA. @ 1'-0"

SET "U" = 2 SETS OF FA505 & FA506 SPA. @ 1'-0"

SET "V" = 3 SETS OF FA505 & FA506 SPA. @ 1'-0"

SET "W" = 3 SETS OF FA530, FA701 & FA713 SPA. @ 1'-0"

SET "X" = 8 SETS OF FA505 & FA506 SPA. @ 1'-0"

SET "Y" = 3 SETS OF FA530, FA801 & FA802 SPA. @ 6"

SET "Z" = 19 SETS OF FA530, FA801 & FA802 SPA. @ 6"

SET "AA" = 3 SETS OF FA530, FA801 & FA802 SPA. @ 6"

SET "BB" = 2 SETS OF FA505 & FA506 SPA. @ 1'-0"

SET "CC" = 6 SETS OF FA530, FA701 & FA713 SPA. @ 1'-0"

SET "DD" = 2 SETS OF FA530, FA701 & FA713 SPA. @ 6"

TOP OF BACKWALL REINFORCEMENT SETS:

SET "EE" = 1 SET OF 4-FA524 SPA. @ 1'-0"

TOP OF BACKWALL REINFORCEMENT SERIES:

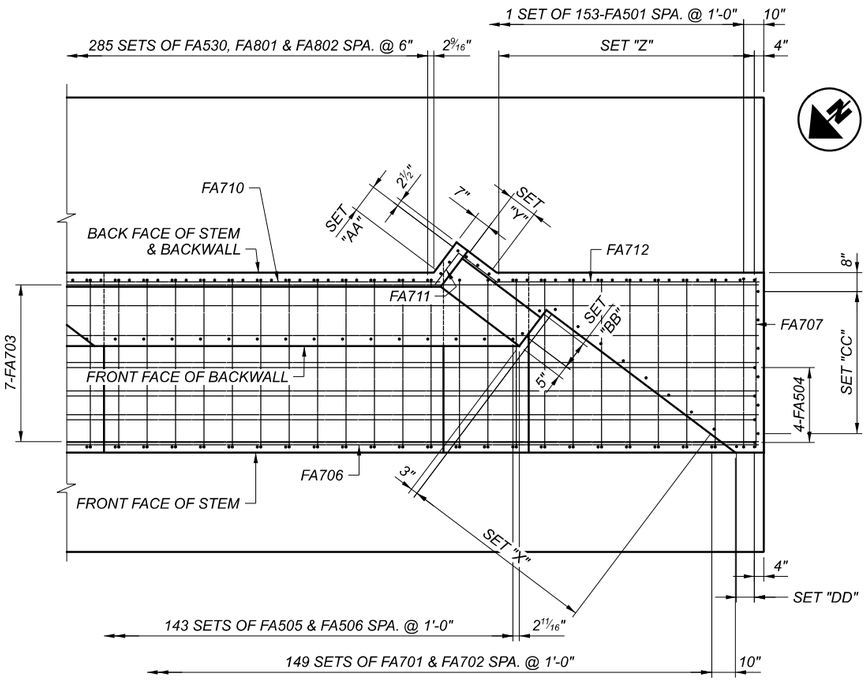
SERIES "A" = 1 SERIES OF 3-FA522 (FANNED)
(4 SERIES TOTAL)

SERIES "B" = 1 SERIES OF 4-FA525 SPA. @ 9½"

SERIES "C" = 1 SERIES OF 3-FA526 SPA. @ 1'-0"

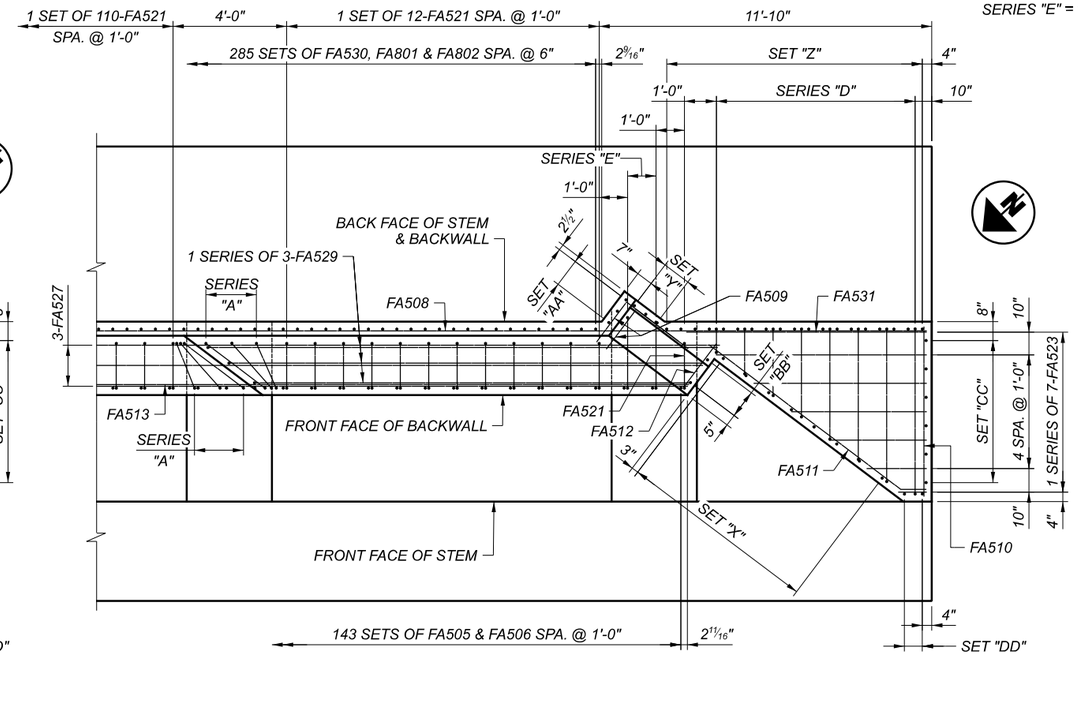
SERIES "D" = 1 SERIES OF 8-FA527 SPA. @ 1'-0"

SERIES "E" = 1 SERIES OF 2-FA528 SPA. @ 1'-0"



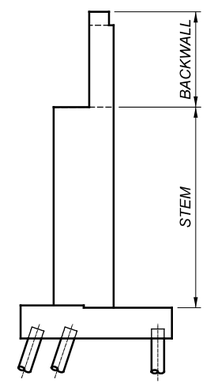
RIGHT SIDE STEM REINFORCEMENT DETAIL

PILES NOT SHOWN FOR CLARITY



RIGHT SIDE BACKWALL REINFORCEMENT DETAIL

PILES NOT SHOWN FOR CLARITY



KEY

FORWARD ABUTMENT DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	TAG
CHECKER	AHS
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	27
TOTAL	72
SHEET	1847
TOTAL	2339

CUY-90-16.28 (CCG3A)

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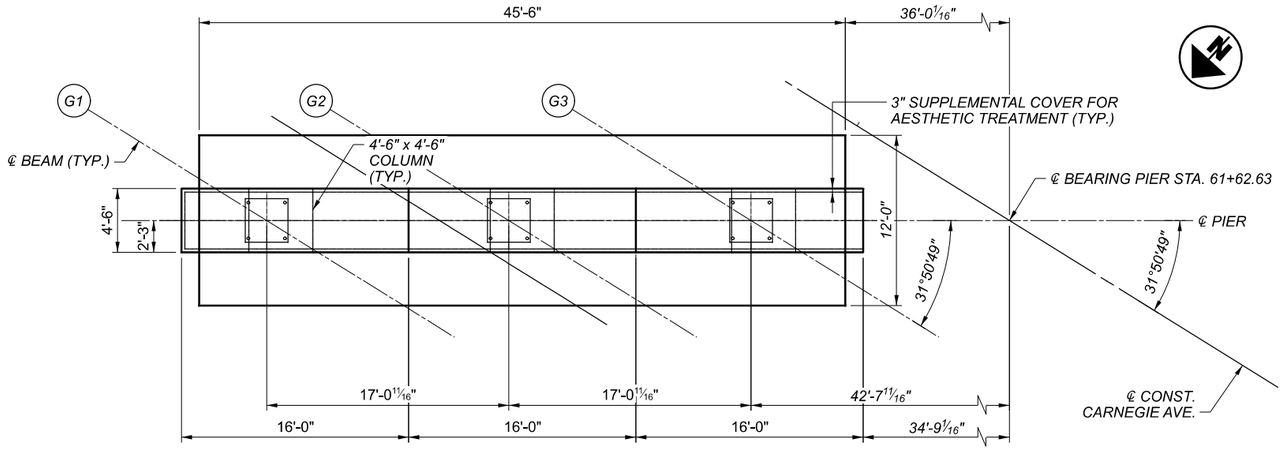
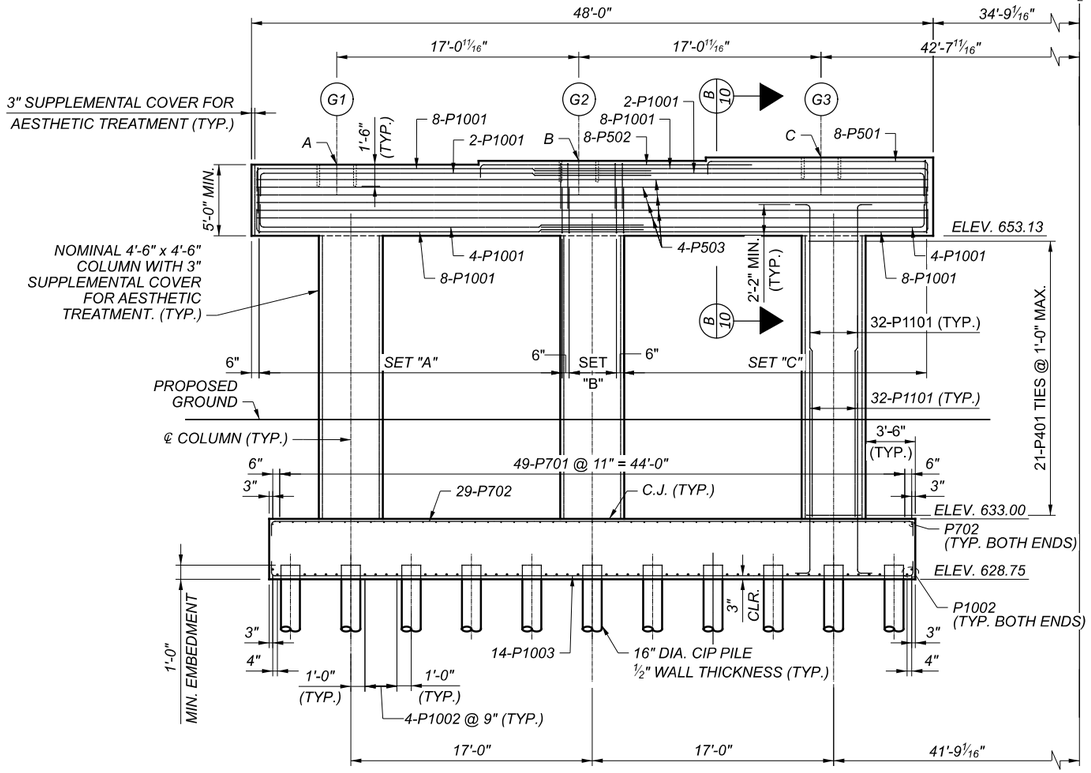
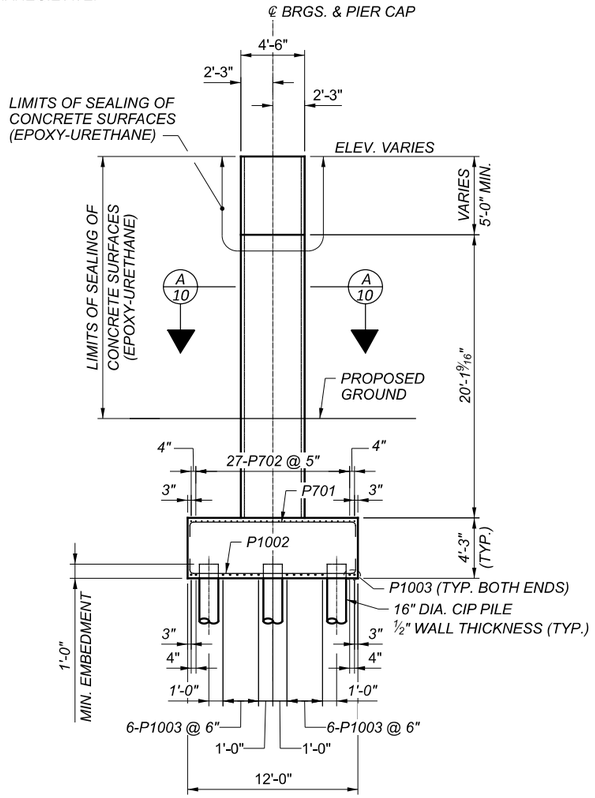


PIER LEFT PLAN

PILES NOT SHOWN FOR CLARITY



PIER LEFT ELEVATION



PIER END ELEVATION

COL. & CAP REINFORCEMENT NOT SHOWN FOR CLARITY

PIER CAP SHEAR STIRRUP SETS:
SET ``A`` = 33 SETS OF 4-P504 SPA. @ 8"
SET ``B`` = 7 SETS OF 4-P504 SPA. @ 8"
SET ``C`` = 33 SETS OF 4-P504 SPA. @ 8"

MIN. SPLICE LENGTHS

BAR	LENGTH
5	2'-5"
10	7'-2"
11	11'-8"

PIER - LEFT	
POINT	ELEVATION
A	658.13
B	658.24
C	658.47

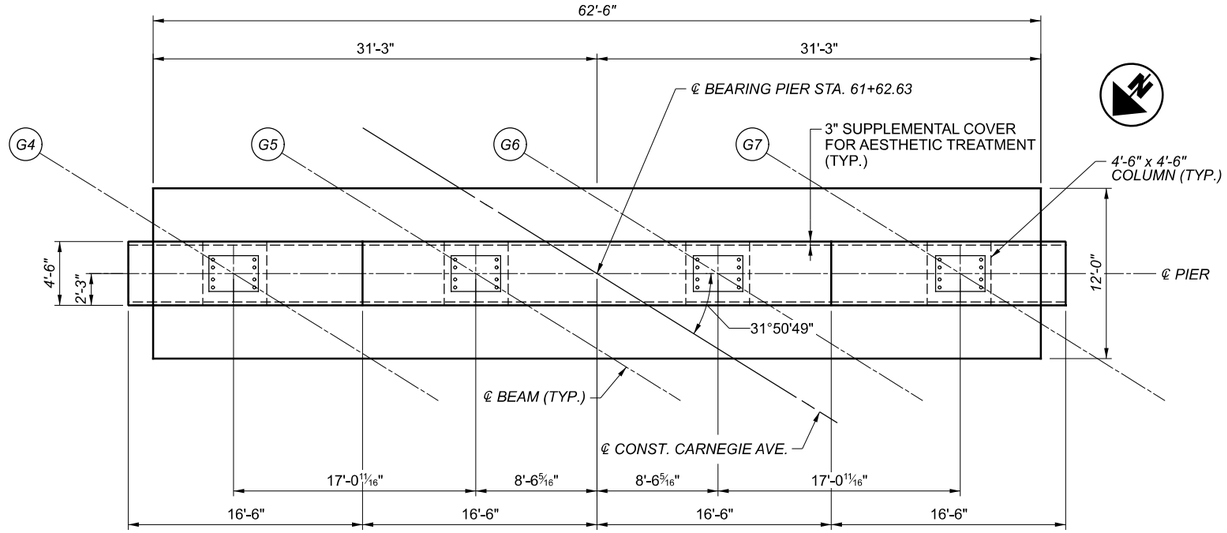
NOTES:

1. *INTERIM PROPOSED GROUND SHOWN. PROPOSED GROUND TO BE LOWERED AND TYPE C1 SINGLE SLOPE BARRIER TO BE ADDED AROUND PIER IN FUTURE I-90.*

PIER 1A PLAN AND ELEVATION
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

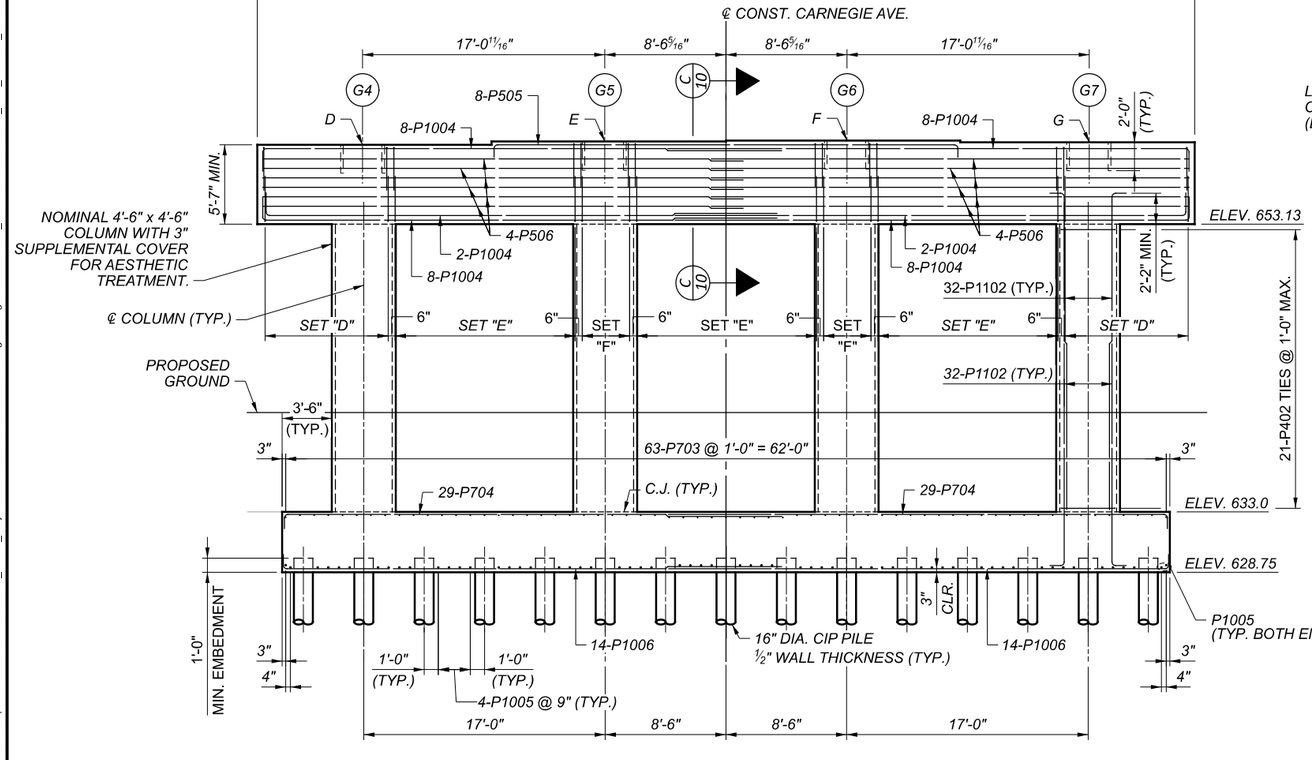
SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER AHS | CHECKER TAG
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 28 | TOTAL 72
SHEET 1848 | TOTAL 2339

CUY-90-16.28 (CCG3A)

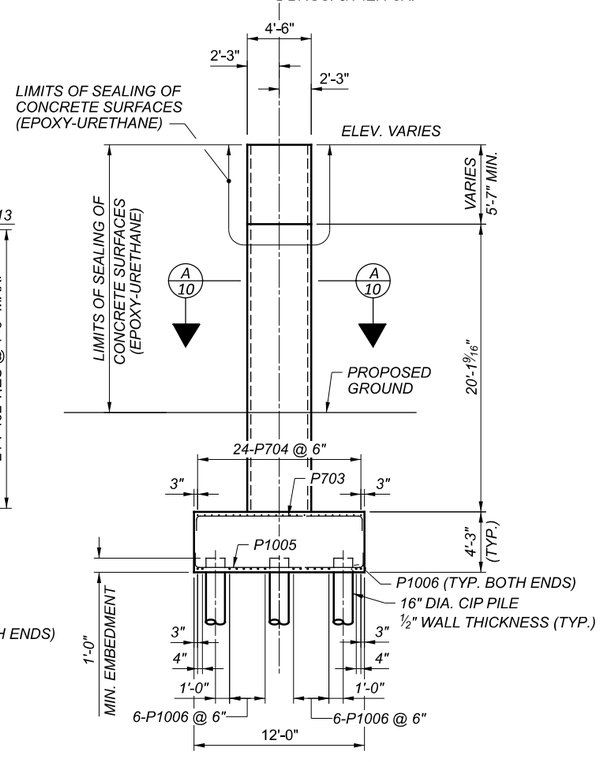


PIER CENTER PLAN

PILES NOT SHOWN FOR CLARITY



PIER CENTER ELEVATION



PIER END ELEVATION

COL. & CAP REINFORCEMENT NOT SHOWN FOR CLARITY

PIER CAP SHEAR STIRRUP SETS:
SET "D" = 14 SETS OF 4-P507 SPA. @ 8"
SET "E" = 20 SETS OF 4-P507 SPA. @ 8"
SET "F" = 6 SETS OF 4-P507 SPA. @ 8"

MIN. SPLICE LENGTHS

BAR	LENGTH
5	2'-5"
7	4'-8"
10	7'-2"
11	11'-8"

PIER - CENTER	
POINT	ELEVATION
D	658.71
E	658.95
F	659.01
G	658.89

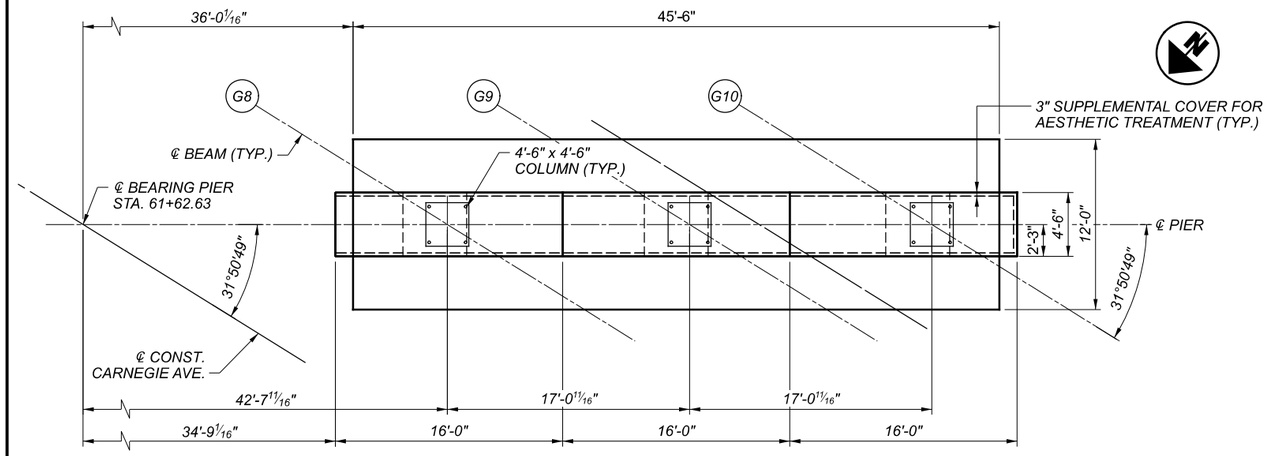
NOTES:

1. *INTERIM PROPOSED GROUND SHOWN. PROPOSED GROUND TO BE LOWERED AND TYPE C1 SINGLE SLOPE BARRIER TO BE ADDED AROUND PIER IN FUTURE I-90.*

PIER 1B PLAN AND ELEVATION
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

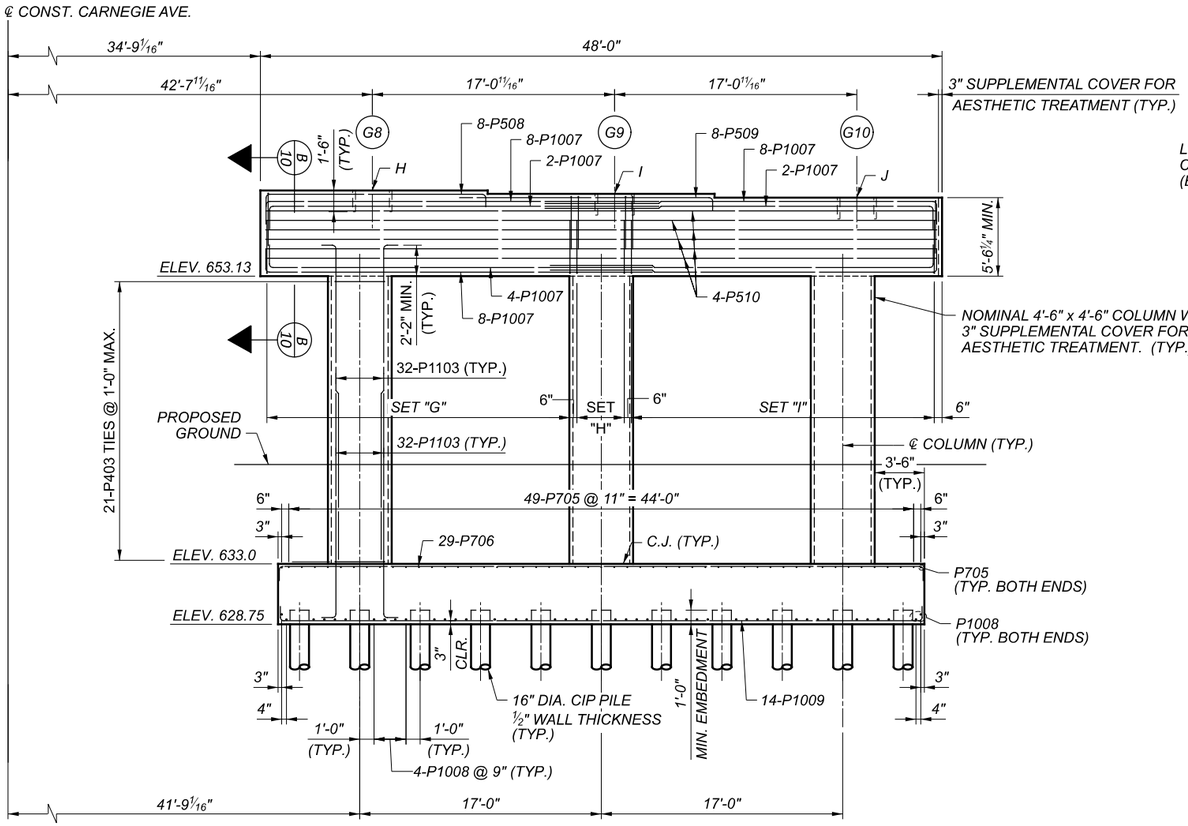
SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER AHS | CHECKER TAG
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 29 | TOTAL 72
SHEET 1849 | TOTAL 2339

CUY-90-16.28 (CCG3A)

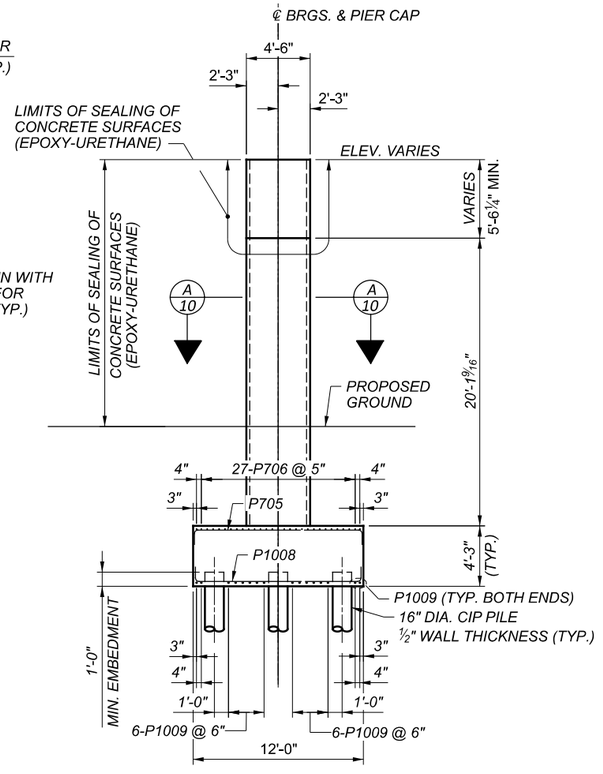


PIER RIGHT PLAN

PILES NOT SHOWN FOR CLARITY



PIER RIGHT ELEVATION



PIER END ELEVATION

COL. & CAP REINFORCEMENT NOT SHOWN FOR CLARITY

PIER CAP SHEAR STIRRUP SETS:
SET "G" = 33 SETS OF 4-P511 SPA. @ 8"
SET "H" = 7 SETS OF 4-P511 SPA. @ 8"
SET "I" = 33 SETS OF 4-P511 SPA. @ 8"

MIN. SPLICE LENGTHS

BAR	LENGTH
5	2'-5"
10	7'-2"
11	11'-8"

PIER - RIGHT	
POINT	ELEVATION
H	658.76
I	658.64
J	658.65

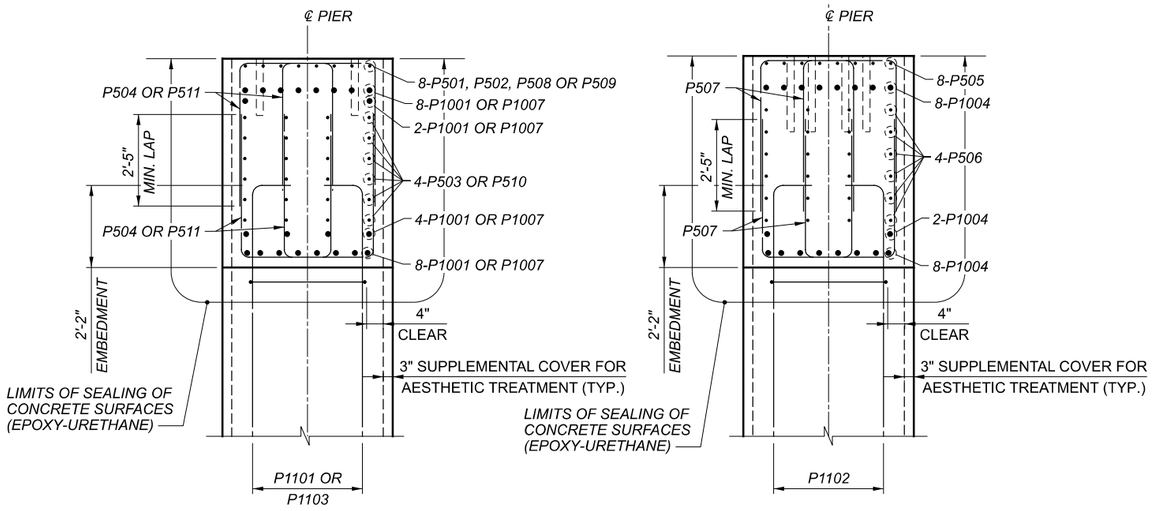
NOTES:

1. *INTERIM PROPOSED GROUND SHOWN. PROPOSED GROUND TO BE LOWERED AND TYPE C1 SINGLE SLOPE BARRIER TO BE ADDED AROUND PIER IN FUTURE I-90.*

PIER 1C PLAN AND ELEVATION
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

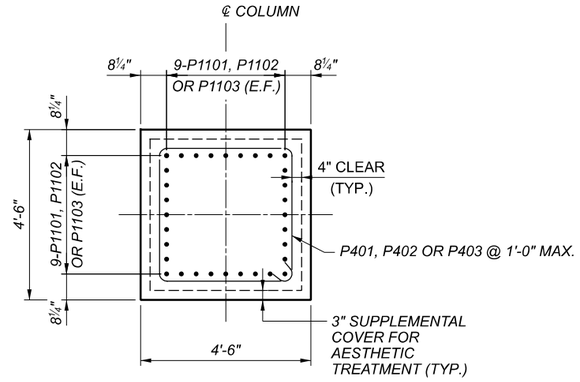
SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER AHS | CHECKER TAG
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 30 | TOTAL 72
SHEET 1850 | TOTAL 2339

CUY-90-16.28 (CCG3A)



SECTION B-B

SECTION C-C



SECTION A-A

NOTES:

1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR PRESETTING OF BEARING ANCHORS.
2. SEE SHEETS ####/### FOR ADDITIONAL BEARING, AND ANCHOR ROD INFORMATION.
3. PROVIDE 2" CONCRETE COVER ON REINFORCEMENT BARS UNLESS NOTED OTHERWISE.

PIER SECTIONS
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	AHS
CHECKER	TAG
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	31
TOTAL	72
SHEET	1851
TOTAL	2339

CUY-90-16.28 (CCG3A)

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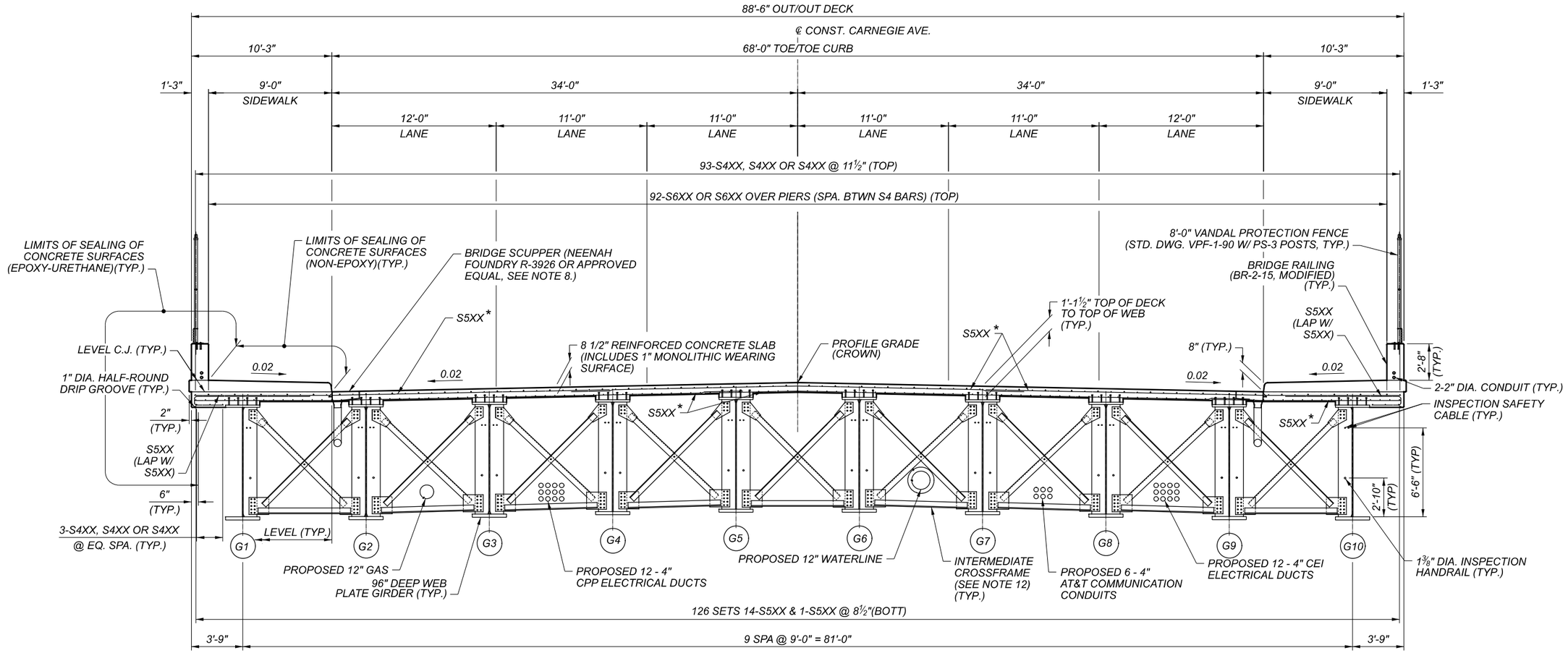
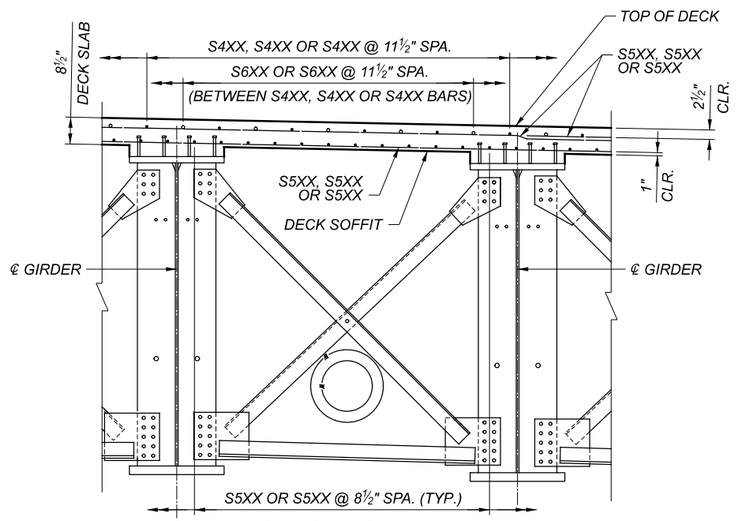


TRANSVERSE SECTION

SIDEWALK AND BARRIER REINFORCING NOT SHOWN FOR CLARITY



TYPICAL GIRDER BAY DETAIL

UTILITIES NOT SHOWN FOR CLARITY

LAP LENGTHS:

NO. 5 BARS = 3'-0"

LEGEND:

** ALTERNATE LOCATIONS OF S5XX IN TOP & BOTTOM MATS*

NOTES:

1. *FOR DECK PLANS, SEE SHEETS 49/72 - 50/72.*
2. *FOR RAILING DETAILS, SEE SHEETS 59/72 - 60/72.*
3. *FOR FENCE DETAILS, SEE SHEET 61/72.*
4. *FOR FRAMING PLANS, SEE SHEETS 33/72 - 34/72.*
5. *REINFORCING MAY BE FIELD-BENT OR SHOP-BENT TO CONFORM TO DECK CROSS SLOPES. PAYMENT SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL.*
6. *FOR GIRDER CAMBER DEFLECTION TABLES, SEE SHEETS 39/72 - 42/72.*
7. *FOR SIDEWALK DETAILS, SEE SHEETS 51/72 - 52/72.*
8. *FOR SCUPPER AND DOWNSPOUTING DETAILS, SEE SHEET 65/72.*
9. *ADJUST DECK REINFORCING TO CLEAR DECK SCUPPERS AND SHEAR STUDS. MAINTAIN A MINIMUM OF 2" CLEAR TO DECK OBSTRUCTIONS.*
10. *HAUNCH THICKNESSES ARE MEASURED AT THE GIRDER CENTERLINES, FROM THE DECK SOFFIT TO TOP OF GIRDER WEB (THICKNESS INCLUDES THE VARIABLE TOP FLANGE THICKNESSES.*
11. *FOR ADDITIONAL DECK PLACEMENT NOTES, SEE GENERAL NOTES AND DECK PLANS.*
12. *INTERMEDIATE CROSSFRAME MEMBERS VARY BY GIRDER BAY. SEE CROSSFRAME AND UTILITY SUPPORT DETAILS ON SHEETS 43/72 - 46/72.*
13. *DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 5 INCHES AND A HAUNCH WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE.*
14. *THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.*

TRANSVERSE SECTION
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	BWC
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	32
TOTAL	72
SHEET	1852
TOTAL	2339

CUY-90-16.28 (CCG3A)

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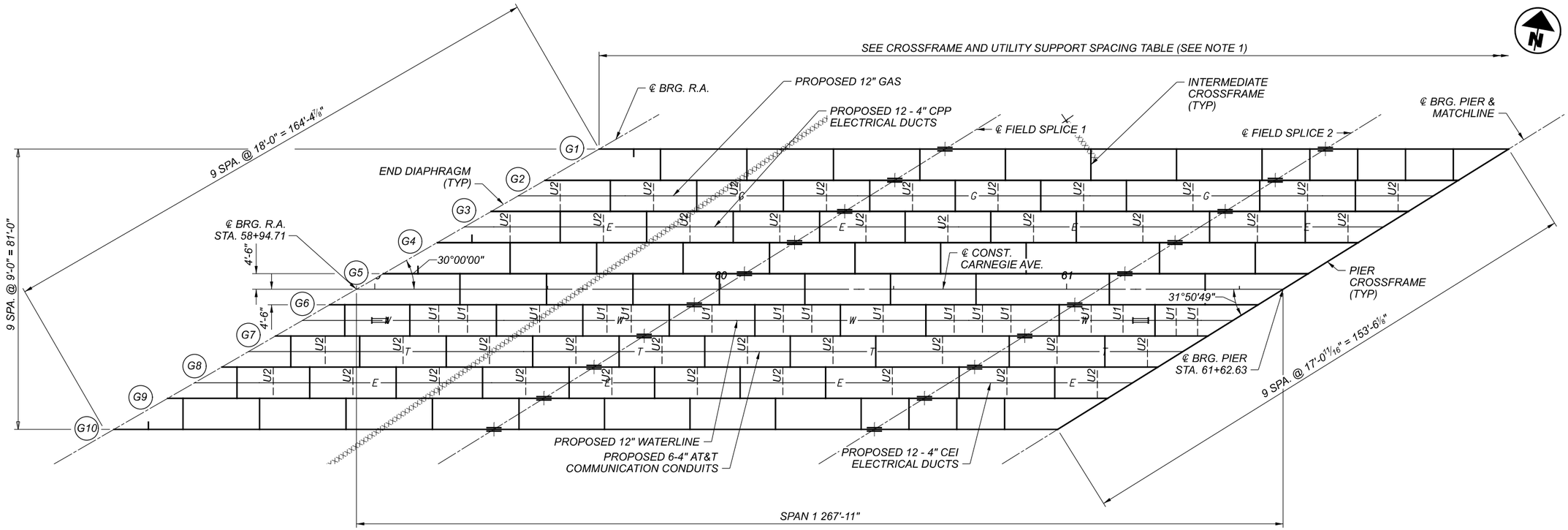
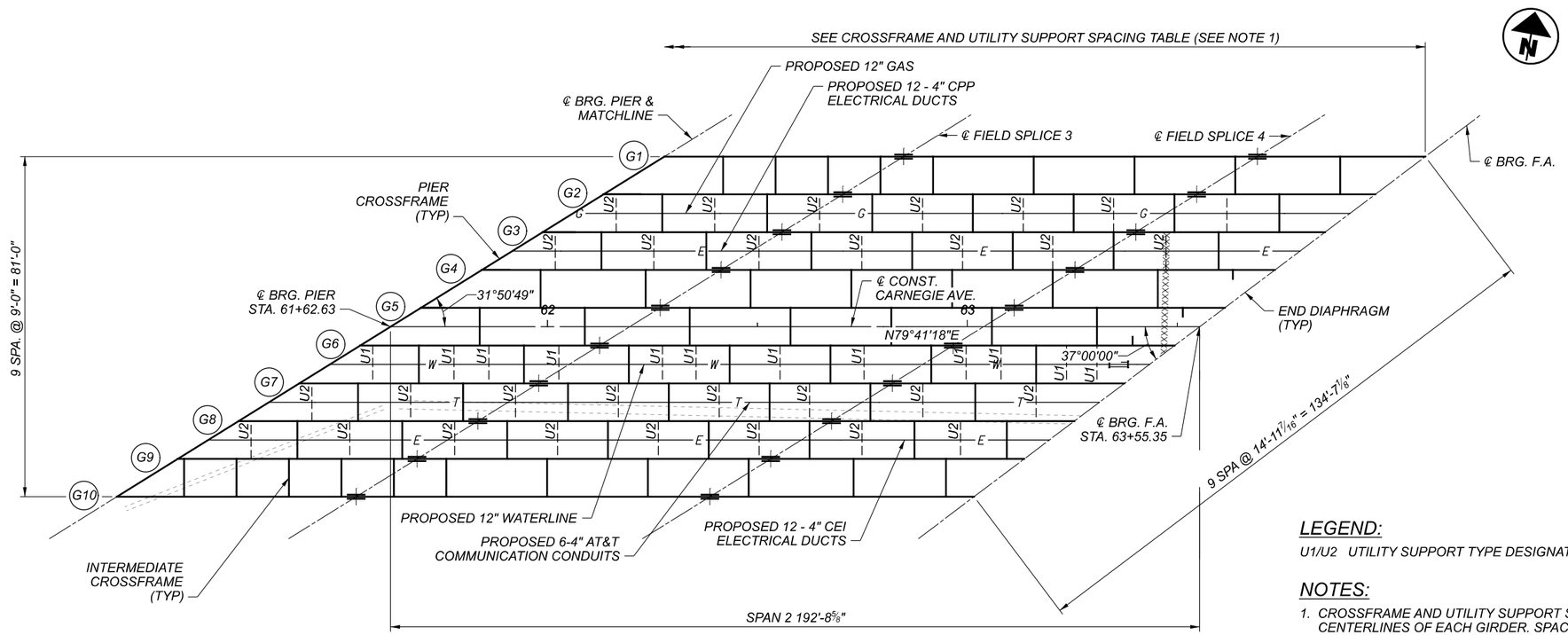


FRAMING PLAN SPAN 1



FRAMING PLAN SPAN 2

LEGEND:

U1/U2 UTILITY SUPPORT TYPE DESIGNATION

NOTES:

1. CROSSFRAME AND UTILITY SUPPORT SPACINGS GIVEN ALONG THE CENTERLINES OF EACH GIRDER. SPACINGS GIVEN ON THE RIGHT SIDE OF EACH GIRDER, LOOKING STATIONS AHEAD. SEE SHEET 34/72 FOR CROSSFRAME AND UTILITY SUPPORT SPACING TABLE.
2. SEE SHEETS 43/72 - 46/72 FOR CROSSFRAME AND UTILITY SUPPORT DETAILS.

FRAMING PLAN (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	BWC
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	33
TOTAL	72
SHEET	1853
TOTAL	2339

CUY-90-16.28 (CCG3A)

INTERMEDIATE CROSSFRAME AND UTILITY SUPPORT LOCATIONS

GIRDER NO.	LOCATIONS, SPACINGS, AND TYPES																							
	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
G1	0'-0"	17'-8 13/16"	25'-0"	25'-0"	25'-0"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	13'-10"	13'-10"	13'-10"	13'-10"	15'-11 7/8"	14'-0"	12'-6"	12'-6"	12'-6"	12'-6"	24'-0"	24'-0"	24'-0"	25'-0"	20'-3 3/16"	---
	CL BRG.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	PIER DIA.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	CL BRG.	---
G2	0'-0"	4'-4 1/8"	14'-5 7/8"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	19'-3 3/8"	19'-3 3/8"	13'-10"	13'-10"	12'-4"	17'-5 7/8"	3'-0"	11'-0"	12'-6"	12'-6"
	CL BRG.	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	PIER DIA.	U2	XFRAME	U2	XFRAME
G3	0'-0"	5'-5 5/16"	14'-5 7/8"	12'-6"	12'-6"	12'-6"	12'-6"	13'-5 15/16"	11'-6 1/16"	13'-4 5/16"	11'-4 7/16"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	19'-3 3/8"	19'-3 3/8"	13'-10"	13'-10"	12'-4"	17'-5 7/8"	3'-0"	11'-0"	12'-6"	12'-6"
	CL BRG.	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	PIER DIA.	U2	XFRAME	U2	XFRAME
G4	0'-0"	21'-0 3/8"	25'-0"	25'-0"	25'-0"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	38'-6 3/4"	27'-8"	29'-9 7/8"	14'-0"	25'-0"	25'-0"	24'-0"	24'-0"	24'-0"	25'-0"	27'-10	---	---	---	---	---	---
	CL BRG.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	PIER DIA.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	CL BRG.	---	---	---	---	---	---
G5	0'-0"	22'-1 9/16"	25'-0"	25'-0"	25'-0"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	38'-6 3/4"	27'-8"	29'-9 7/8"	14'-0"	25'-0"	25'-0"	24'-0"	24'-0"	24'-0"	25'-0"	30'-5 3/8"	---	---	---	---	---	---
	CL BRG.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	PIER DIA.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	CL BRG.	---	---	---	---	---	---
G6	0'-0"	4'-5"	18'-9 3/4"	8'-4"	8'-4"	8'-4"	12'-6"	12'-6"	7'-0"	7'-0"	11'-0"	12'-4 3/8"	12'-4 3/8"	8'-2 15/16"	8'-2 15/16"	8'-2 15/16"	12'-4 3/8"	12'-4 3/8"	8'-2 1/4"	8'-2 1/4"	8'-2 1/4"	14'-0"	9'-2 11/16"	9'-2 11/16"	9'-2 11/16"
	CL BRG.	XFRAME	XFRAME	U1	U1	XFRAME	U1	XFRAME	U1	U1	XFRAME	U1	U1	XFRAME	U1	U1	XFRAME	U1	XFRAME	U1	U1	U1	XFRAME	U1	U1	XFRAME
G7	0'-0"	4'-4 15/16"	9'-11 1/2"	9'-11 1/2"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	19'-3 3/8"	19'-3 3/8"	13'-10"	13'-10"	12'-4"	17'-5 7/8"	3'-0"	11'-0"	12'-6"
	CL BRG.	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	PIER DIA.	U2	XFRAME	U2
G8	0'-0"	4'-4 15/16"	10'-6 1/8"	10'-6 1/8"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	12'-4 3/8"	19'-3 3/8"	19'-3 3/8"	13'-10"	13'-10"	12'-4"	17'-5 7/8"	3'-0"	11'-0"	12'-6"
	CL BRG.	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	PIER DIA.	U2	XFRAME	U2
G9	0'-0"	4'-4 15/16"	22'-1 7/16"	25'-0"	25'-0"	25'-0"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	24'-8 3/4"	13'-10"	13'-10"	13'-10"	29'-9 7/8"	1'-6"	12'-6"	12'-6"	12'-6"	12'-6"	12'-6"	24'-0"	24'-0"	24'-0"	25'-0"	22'-0"
	CL BRG.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	PIER DIA.	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME	XFRAME

INTERMEDIATE CROSSFRAME AND UTILITY SUPPORT LOCATIONS

GIRDER NO.	LOCATIONS, SPACINGS, AND TYPES																								
	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
G1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G2	12'-6"	12'-6"	12'-0"	12'-0"	12'-0"	12'-0"	9'-6 1/8"	14'-5 7/8"	12'-6"	12'-6"	22'-9 3/4"	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	CL BRG.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G3	12'-6"	12'-6"	12'-0"	12'-0"	12'-0"	12'-0"	9'-6 1/8"	14'-5 7/8"	12'-6"	12'-6"	25'-4 5/16"	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	CL BRG.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G6	6'-2"	6'-2"	17'-5 7/8"	3'-0"	11'-0"	8'-4"	8'-4"	8'-4"	8'-4"	16'-8"	8'-0"	8'-0"	8'-0"	12'-0"	12'-0"	8'-0"	16'-0"	8'-4"	8'-4"	8'-4"	7'-2 15/16"	7'-2 15/16"	18'-6 1/16"	---	---
	U1	U1	PIER DIA.	U1	XFRAME	U1	U1	XFRAME	U1	XFRAME	U1	U1	XFRAME	U1	XFRAME	U1	XFRAME	U1	U1	XFRAME	U1	U1	CL BRG.	---	---
G7	12'-6"	12'-6"	12'-6"	12'-0"	12'-0"	12'-0"	12'-0"	9'-6 1/8"	14'-5 7/8"	12'-6"	12'-6"	14'-5 7/8"	21'-0 5/8"	---	---	---	---	---	---	---	---	---	---	---	---
	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	CL BRG.	---	---	---	---	---	---	---	---	---	---	---	---
G8	12'-6"	12'-6"	12'-6"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-0"	12'-6"	12'-6"	11'-0"	11'-0"	16'-1"	---	---	---	---	---	---	---	---	---	---	---
	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	U2	XFRAME	CL BRG.	---	---	---	---	---	---	---	---	---	---	---
G9	18'-7 9/16"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	CL BRG.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

LEGEND:

CL BRG.	CENTERLINE OF ABUTMENT BEARINGS
XFRAME	INTERMEDIATE CROSSFRAME
PIER DIA.	PIER DIAPHRAGM
U1	UTILITY SUPPORT TYPE 1
U2	UTILITY SUPPORT TYPE 2

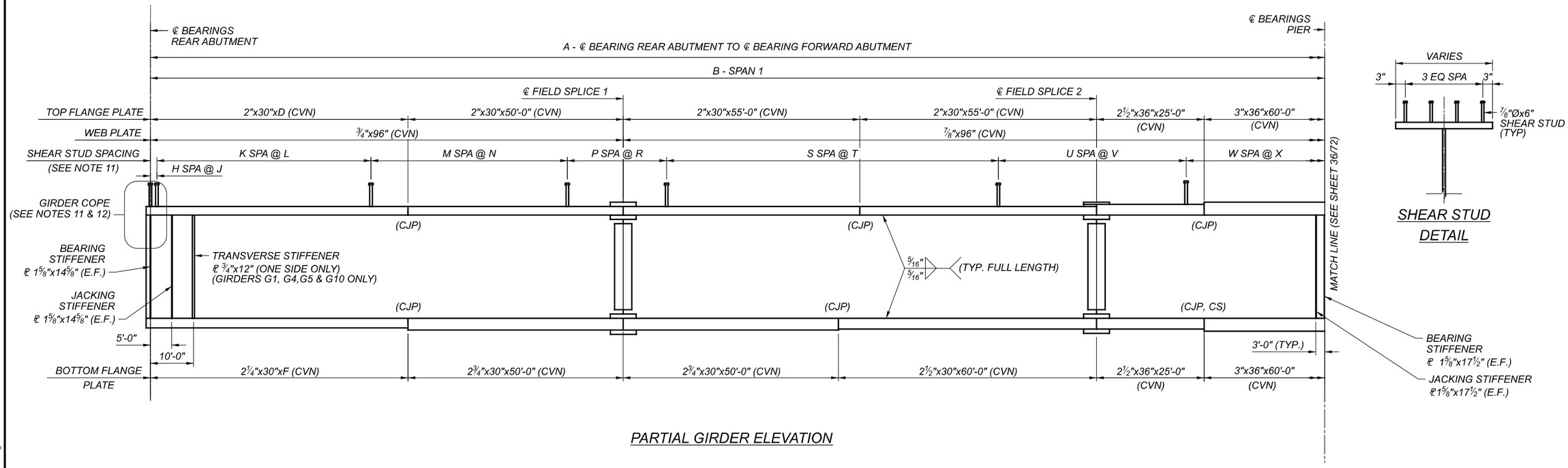
NOTES:

1. CROSSFRAME AND UTILITY SUPPORT SPACINGS GIVEN ALONG THE CENTERLINES OF EACH GIRDER. SPACINGS GIVEN ON THE RIGHT SIDE OF EACH GIRDER, LOOKING STATIONS AHEAD.
2. PROVIDE END DIAPHRAGMS ALONG EACH ABUTMENT CENTERLINE OF BEARING. SPACINGS GIVEN IN TABLES ARE GIVEN TO CENTERLINES OF ABUTMENT BEARINGS. SEE SHEET 43/72 FOR RELATION BETWEEN LOCATIONS OF END DIAPHRAGM CONNECTION PLATES AND ABUTMENT CENTERLINES OF BEARING.
3. SEE SHEET 33/72 FOR FRAMING PLAN.
4. SEE SHEETS 43/72 - 46/72 FOR CROSSFRAME AND UTILITY SUPPORT DETAILS.

FRAMING PLAN (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 34 | TOTAL 72
SHEET 1854 | TOTAL 2339

CUY-90-16.28 (CCG3A)



PARTIAL GIRDER ELEVATION

SHEAR STUD DETAIL

WELDED STEEL PLATE GIRDER DESIGN DATA

GIRDER	A	B	C	D	E	F	G
G1	444'-2 7/8"	262'-11 11/16"	181'-3 3/16"	49'-11 11/16"	40'-0"	49'-11 11/16"	40'-0"
G2	447'-10 5/8"	264'-0 7/8"	183'-9 3/4"	51'-0 7/8"	42'-6 9/16"	51'-0 7/8"	42'-6 9/16"
G3	451'-6 5/16"	265'-2"	186'-4 5/16"	52'-2 1/16"	45'-1 1/8"	52'-2 1/16"	45'-1 1/8"
G4	455'-2 1/16"	266'-3 1/4"	188'-10 13/16"	53'-3 1/4"	47'-7 5/8"	53'-3 1/4"	47'-7 5/8"
G5	458'-9 13/16"	267'-4 7/16"	191'-5 3/8"	54'-4 7/16"	50'-2 3/16"	54'-4 7/16"	50'-2 3/16"
G6	462'-5 9/16"	268'-5 5/8"	193'-11 15/16"	55'-5 5/8"	52'-8 3/4"	55'-5 5/8"	52'-8 3/4"
G7	466'-1 5/16"	269'-6 13/16"	196'-6 1/2"	56'-6 13/16"	55'-3 5/16"	56'-6 13/16"	55'-3 5/16"
G8	469'-9 1/16"	270'-8"	199'-1 1/16"	57'-8"	57'-9 13/16"	57'-8"	57'-9 13/16"
G9	473'-4 13/16"	271'-9 3/16"	201'-7 9/16"	58'-9 3/16"	60'-4 3/8"	58'-9 3/16"	60'-4 3/8"
G10	477'-0 1/2"	272'-10 3/8"	204'-2 1/8"	59'-10 7/16"	62'-10 15/16"	59'-10 7/16"	62'-10 15/16"

WELDED SHEAR STUD LAYOUT DATA

GIRDER	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	EE	FF	GG	HH
G1	1	1'-2 1/4"	31	1'-3"	26	2'-0"	14	2'-11"	31	1'-8"	28	1'-5"	56	1'-10"	24	1'-6"	18	2'-0"	18	2'-0"	7	1'-3"	1	8 5/8"
G2	1	1'-2"	31	1'-3"	26	2'-0"	14	2'-11"	31	1'-8"	28	1'-5"	57	1'-10"	24	1'-6"	19	2'-0"	19	2'-0"	5	1'-3"	1	1'-0 5/8"
G3	1	1'-2"	31	1'-3"	26	2'-0"	14	2'-11"	32	1'-8"	28	1'-5"	57	1'-10"	25	1'-6"	19	2'-0"	18	2'-0"	7	1'-3"	1	1'-0 5/16"
G4	1	1'-8"	18	2'-2"	16	3'-4"	12	3'-4"	20	2'-8"	14	2'-8"	27	4'-0"	16	2'-5"	13	2'-8"	12	3'-4"	3	2'-4"	1	2'-2 1/16"
G5	1	1'-8"	18	2'-2"	16	3'-4"	12	3'-4"	20	2'-8"	15	2'-8"	27	4'-0"	15	2'-5"	14	2'-8"	9	3'-4"	8	2'-4"	1	1'-2 13/16"
G6	1	1'-8"	18	2'-2"	16	3'-4"	12	3'-4"	17	2'-8"	18	2'-8"	27	4'-0"	17	2'-5"	14	2'-8"	10	3'-4"	6	2'-4"	1	1'-4 9/16"
G7	1	1'-8"	18	2'-2"	16	3'-4"	13	3'-4"	19	2'-8"	16	2'-8"	27	4'-0"	16	2'-5"	15	2'-8"	12	3'-4"	3	2'-4"	1	1'-9 5/16"
G8	1	1'-2 1/2"	32	1'-3"	27	2'-0"	14	2'-11"	32	1'-8"	29	1'-5"	60	1'-10"	27	1'-6"	20	2'-0"	20	2'-0"	6	1'-3"	1	1'-3 9/16"
G9	1	9 3/16"	32	1'-3"	27	2'-0"	14	2'-11"	33	1'-8"	29	1'-5"	60	1'-10"	27	1'-6"	20	2'-0"	20	2'-0"	8	1'-3"	1	1'-2 5/8"
G10	1	10 3/8"	32	1'-3"	28	2'-0"	14	2'-11"	32	1'-8"	29	1'-5"	62	1'-10"	27	1'-6"	20	2'-0"	20	2'-0"	8	1'-3"	1	9 1/8"

LEGEND:

CJP COMPLETE JOINT PENETRATION WELD (SEE NOTES 13 & 14)

CS INDICATES A BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY

NOTES:

1. SEE SHEET 36/72 FOR SPAN 2 GIRDER ELEVATION.
2. ALL GIRDER MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50, UNLESS NOTED OTHERWISE.
3. CROSSFRAME CONNECTION PLATES NOT SHOWN FOR CLARITY. SEE FRAMING PLAN FOR CROSSFRAME LOCATIONS.
4. GIRDER INSPECTION HARDWARE NOT SHOWN FOR CLARITY. SEE SHEET XX FOR MISCELLANEOUS GIRDER DETAILS.
5. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01. ALL INTERMEDIATE STIFFENERS, JACKING STIFFENERS, BEARING STIFFENERS, AND CONNECTION PLATE MATERIAL SHALL BE DESIGNATED (CVN).
6. FOR FRAMING PLANS AND TABLES, SEE SHEETS 33/72 - 34/72.
7. FOR DEFLECTION AND CAMBER TABLES, SEE SHEETS 39/72 - 42/72.
8. FOR FIELD SPLICE DETAILS, SEE SHEET 38/72.
9. FOR CROSSFRAME AND UTILITY SUPPORT DETAILS, SEE SHEETS 43/72 - 46/72.

NOTES (CONT'D):

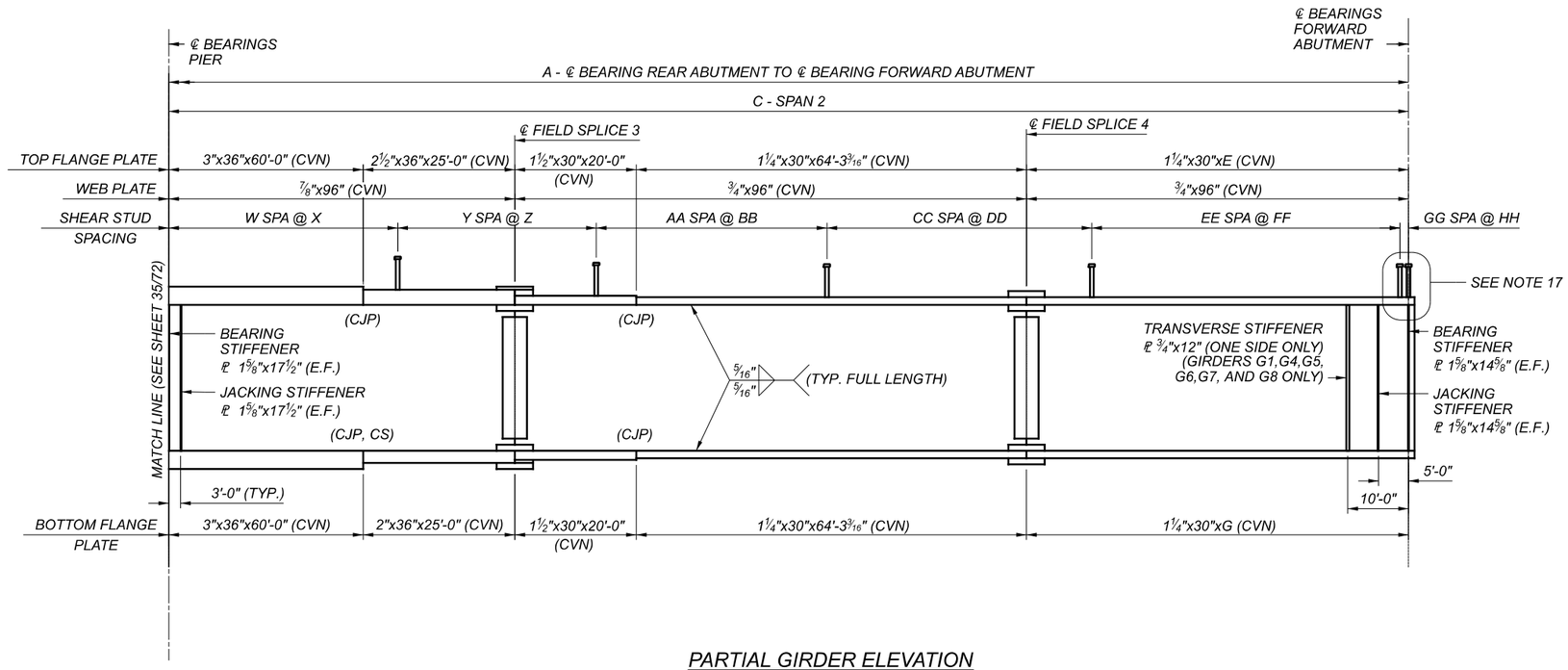
10. DO NOT WELD ATTACHMENTS TO GIRDER FLANGES MARKED "TENSION". FILLET WELDS ON COMPRESSION FLANGES SHALL BE AT LEAST 1 INCH FROM THE EDGE OF THE FLANGE, BE NO MORE THAN 2 INCHES LONG AND BE A MINIMUM OF ¼ INCH FOR FLANGES UP TO ¾ INCH THICK AND A MINIMUM OF 5/16 INCH FOR FLANGES GREATER THAN ¾ INCH THICK.
11. ADJUST SPACING OF SHEAR STUDS AROUND GIRDER COPES, EXPANSION JOINT SUPPORT MATERIAL AND FIELD SPLICES AS REQUIRED TO PROVIDE THE REQUIRED NUMBER OF SHEAR STUDS IN THE RANGES INDICATED.
12. GIRDERS MUST BE COPED AT REAR ABUTMENT TO ACCOMMODATE THE MODULAR EXPANSION JOINT. SEE SHEETS 62/72 - 64/72 FOR EXPANSION JOINT AND GIRDER COPE DETAILS.
13. COMPLETE JOINT PENETRATION WELDS SHALL BE GROUND SMOOTH IN THE LONGITUDINAL GIRDER DIRECTION TO REMOVE WELD REINFORCEMENT.
14. SEE FLANGE TRANSITION DETAIL ON SHEET 37/72.
15. SEE SHEET 36/72 FOR NOTES 16-18.

GIRDER ELEVATION (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER BWC
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 35 | TOTAL 72
SHEET 1855 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: girder elevation 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:35:29 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS002.dgn



PARTIAL GIRDER ELEVATION

LEGEND:

CJP COMPLETE JOINT PENETRATION WELD (SEE NOTES 13 & 14 ON SHEET 35/72.

CS INDICATES A BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY

NOTES:

16. SEE SHEET 35/72 FOR GIRDER ELEVATION NOTES 1-15.
17. ADJUST SPACING OF SHEAR STUDS AROUND GIRDER COPES, EXPANSION JOINT SUPPORT MATERIAL AND FIELD SPLICES AS REQUIRED TO PROVIDE THE REQUIRED NUMBER OF SHEAR STUDS WITHIN EACH RANGE INDICATED. SEE SHEETS 62/72 - 64/72 AND STANDARD DRAWING EXJ-4-87 FOR EXPANSION JOINT DETAILS.
18.

GIRDER ELEVATION (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	BWC

REVIEWER
LPC 06-23-22

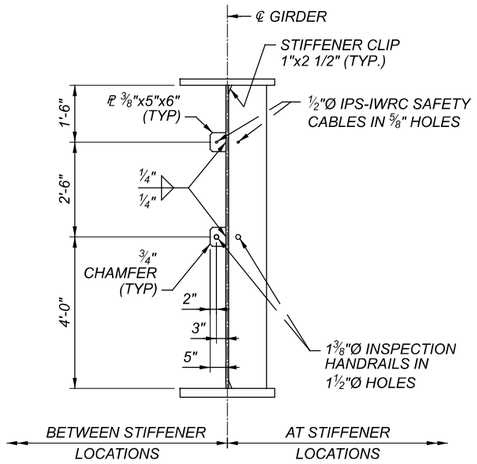
PROJECT ID 82382

SUBSET	TOTAL
36	72

SHEET	TOTAL
1856	2339

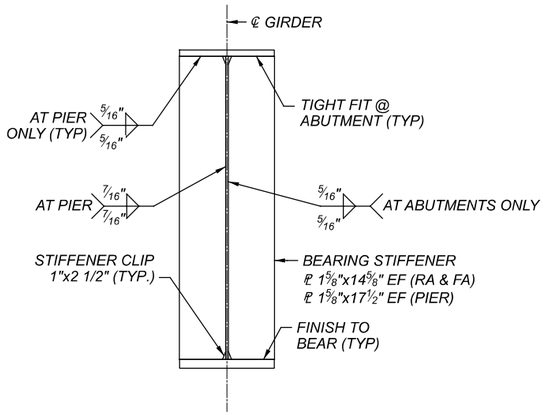
CUY-90-16.28 (CCG3A)

MODEL: girder elevation 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:35:31 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS002.dgn

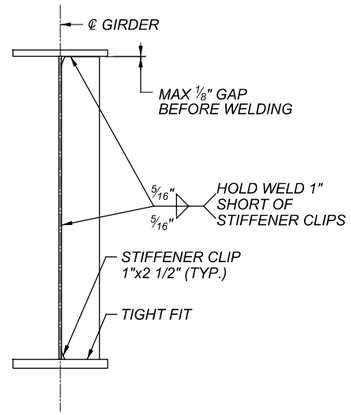


TYPICAL SECTION - INSPECTION HARDWARE

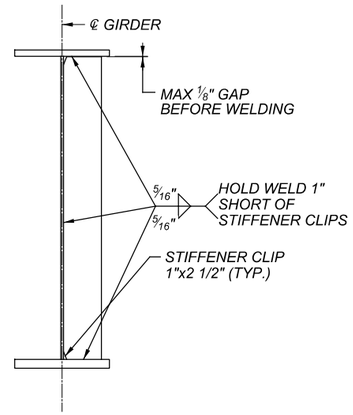
(NO HARDWARE ON OUTSIDE OF FASCIA GIRDER)



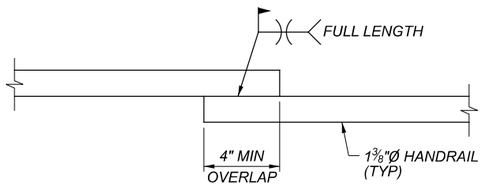
BEARING & JACKING STIFFENER DETAIL



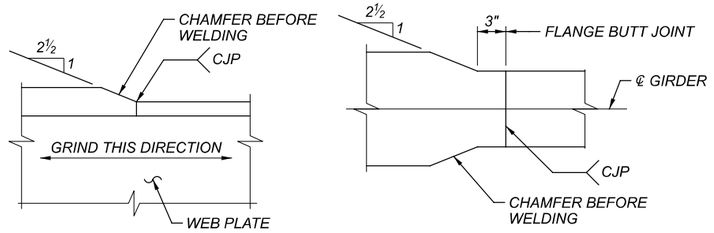
TRANSVERSE STIFFENER DETAIL



CROSSFRAME CONNECTION PLATE DETAIL



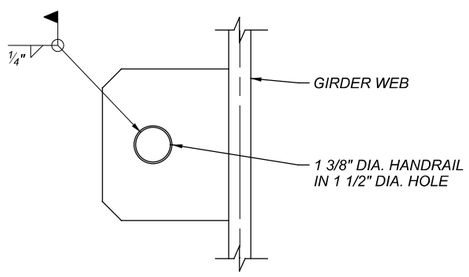
WELDED HANDRAIL SPLICE DETAIL



ELEVATION

PLAN

WELDED FLANGE SPLICE DETAILS



INSPECTION HANDRAIL CONNECTION PLATE DETAIL

(SHOWN AT SUPPORT BETWEEN STIFFENERS, DETAIL AT STIFFENERS SIMILAR)

NOTES:

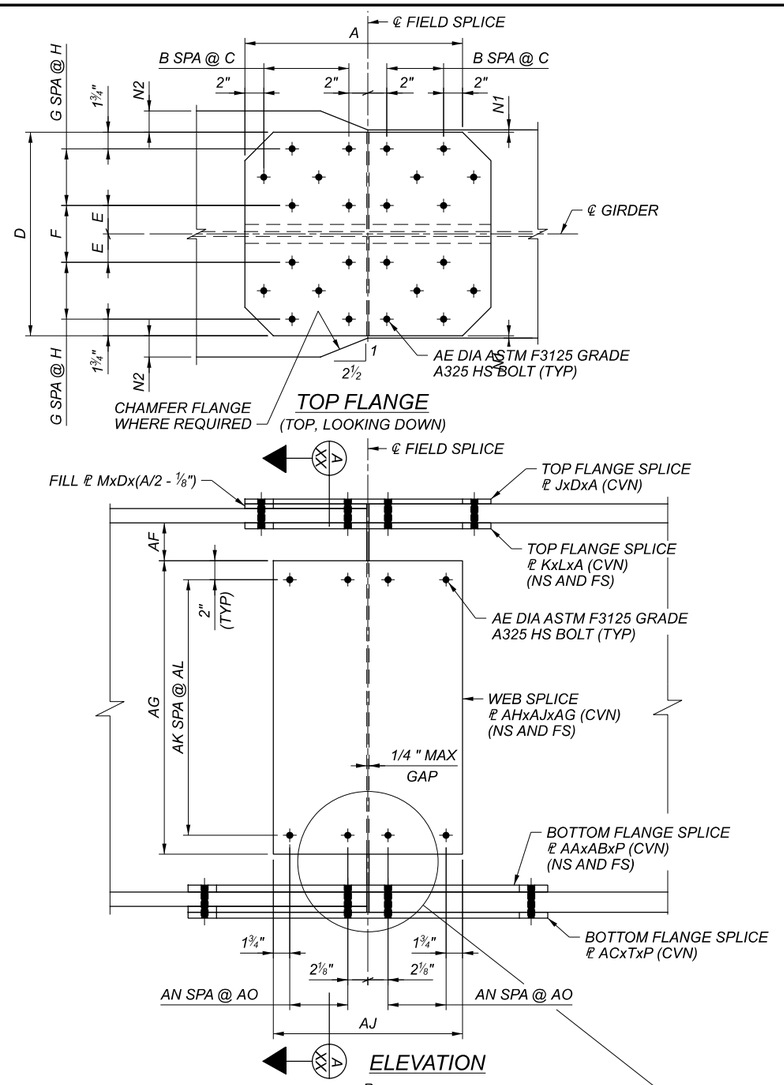
1. FOR GIRDER ELEVATIONS, SEE SHEETS 35/72 & 36/72.
2. FOR CROSSFRAME AND UTILITY SUPPORT DETAILS, SEE SHEETS 43/72 - 46/72.
3. STIFFENER MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50.
4. BAR AND PLATE MATERIAL FOR INSPECTION HARDWARE SHALL CONFORM TO ASTM A709 GRADE 50.
5. WIRE ROPE FOR INSPECTION SAFETY CABLES SHALL BE IMPROVED PLOW STEEL (IPS), 6x19 CONSTRUCTION, INDEPENDENT WIRE ROPE CORE (IWRC) WIRE ROPE, GALVANIZED. PROVIDE WIRE ROPE HARDWARE, INCLUDING TERMINATIONS, SPLICES, WIRE ROPE SLEEVES, WIRE ROPE CLIPS, ETC., CAPABLE OF DEVELOPING THE BREAKING LOAD OF THE INSPECTION SAFETY CABLE.
6. PROVIDE WIRE ROPE SUPPORTS AT A MAXIMUM OF 6'-3" CENTERS ALONG EACH GIRDER.

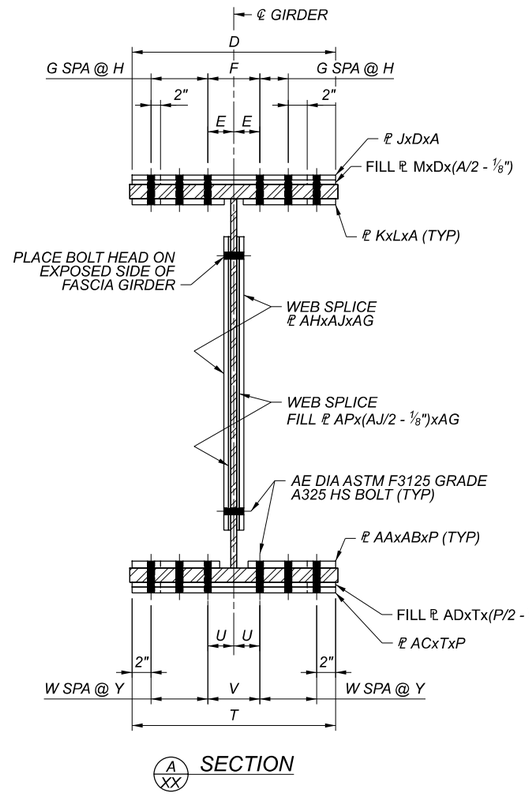
LEGEND:

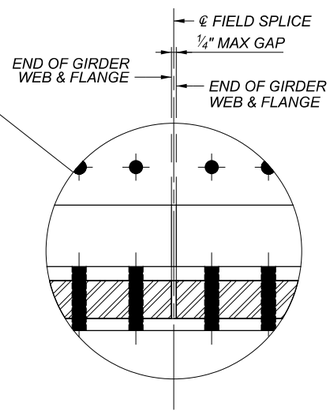
CJP COMPLETE JOINT PENETRATION WELD

GIRDER DETAILS
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	KTS
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	37
TOTAL	72
SHEET	1857
TOTAL	2339







FIELD SPLICE DIMENSIONS

LOCATION	VALUE	FIELD SPLICE 1	FIELD SPLICE 2	FIELD SPLICE 3	FIELD SPLICE 4
TOP FLANGE	A	61 3/4"	49 3/4"	43 3/4"	31 3/4"
	B	8	6	5	3
	C	3"	3"	3"	3"
	D	30"	30"	30"	30"
	E	2 7/8"	2 7/8"	2 7/8"	2 7/8"
	F	5 3/4"	5 3/4"	5 3/4"	5 3/4"
	G	2	2	2	2
	H	5 3/16"	5 3/16"	5 3/16"	5 3/16"
	J	1 1/8"	1 1/8"	7/8"	7/8"
	K	1 1/4"	1 1/4"	1"	1"
	L	13 7/8"	13 7/8"	13 7/8"	14"
	M	--			
	N1	--			
	N2	--			
BOTTOM FLANGE	P	61 3/4"	49 3/4"	43 3/4"	31 3/4"
	R	8	6	5	3
	S	3"	3"	3"	3"
	T	13 7/8"	13 7/8"	13 7/8"	14"
	U	2 7/8"	2 7/8"	2 7/8"	2 7/8"
	V	5 3/4"	5 3/4"	5 3/4"	5 3/4"
	W	2	2	2	2
	Y	5 3/16"	5 3/16"	5 3/16"	5 3/16"
	AA	15/8"	15/8"	1"	1"
	AB	1 1/2"	1 1/2"	7/8"	7/8"
	AC	30"	30"	30"	30"
	AD	--			
	AE1	--			
	AE2	--			
BOLTS	AF	1"	1"	1"	1"
WEB	AG	4"	5 3/4"	6 1/2"	4 7/8"
	AH	88"	90 1/4"	89 1/2"	91 1/8"
	AJ	1/2"	1/2"	1/2"	1/2"
	AK	19 3/4"	13 3/4"	13 3/4"	13 3/4"
	AL	24	15	19	17
	AM	3 1/2"	3 3/4"	4 1/4"	4 1/4"
	AN	2	1	1	1
	AO	3"	3"	3"	3"
	AP	3"	3"	1/16"	3"

NOTES:

1. ALL SPLICE MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50.
2. ALL BOLTS SHALL CONFORM TO ASTM F3125 GRADE A325 AND BE OF THE DIAMETER(S) INDICATED.
3. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN). PROVIDE MATERIAL MEETINGS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN 711.01.
4. FOR SPLICE LOCATIONS, SEE FRAMING PLAN SHEETS 33/72 - 34/72.
5. FOR MISCELLANEOUS GIRDER DETAILS, SEE SHEET 37/72.

GIRDER SPLICE DETAILS
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

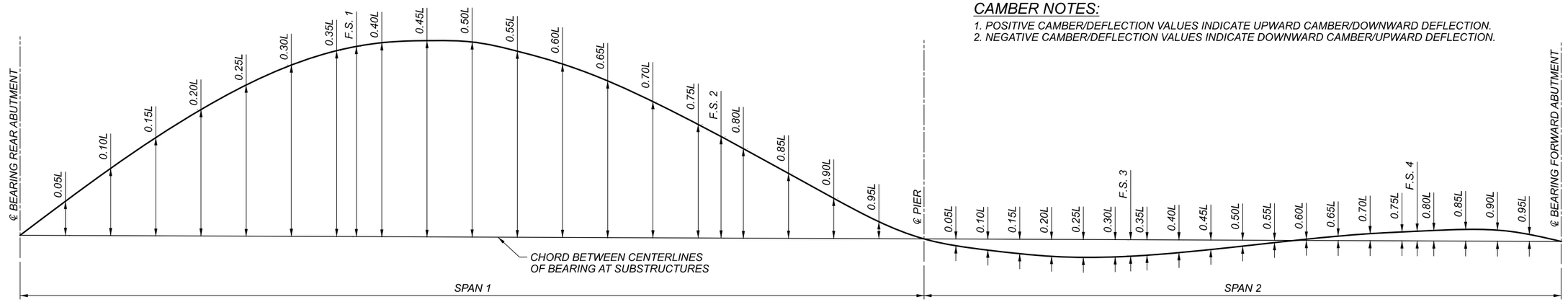
SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ZRS | CHECKER —
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 38 | TOTAL 72
SHEET 1858 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: Girder Splice Details PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:35:57 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH101_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS005.dgn

CAMBER NOTES:

1. POSITIVE CAMBER/DEFLECTION VALUES INDICATE UPWARD CAMBER/DOWNWARD DEFLECTION.
2. NEGATIVE CAMBER/DEFLECTION VALUES INDICATE DOWNWARD CAMBER/UPWARD DEFLECTION.



CAMBER DIAGRAM

GIRDER G1

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 2	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	3/4	1 7/16	2 1/8	2 11/16	3 3/16	3 5/8	3 7/8	4	4 1/16	4 1/8	4 1/16	3 7/8	3 5/8	3 1/4	2 13/16	2 5/16	1 13/16	1 13/16	1 5/16	13/16	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1 1/16	2 1/16	2 15/16	3 13/16	4 9/16	5 1/8	5 9/16	5 3/4	5 7/8	5 15/16	5 7/8	5 9/16	5 3/16	4 5/8	4	3 1/4	2 1/2	2 1/2	1 3/4	1 1/16	1/2	0
COMPOSITE DEAD LOAD	0	9/16	1 1/16	1 9/16	1 15/16	2 5/16	2 9/16	2 3/4	2 7/8	2 7/8	2 7/8	2 13/16	2 11/16	2 7/16	2 3/16	1 7/8	1 1/2	1 1/8	1 1/8	13/16	7/16	3/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 3/8	4 9/16	6 5/8	8 1/2	10 1/8	11 5/16	12 1/4	12 5/8	12 13/16	12 15/16	12 3/4	12 1/8	11 1/4	10 1/16	8 5/8	7	5 7/16	5 3/8	3 7/8	2 5/16	1 1/16	0

DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	F.S. 3	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 4	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	- 3/16	- 5/16	- 7/16	- 1/2	- 9/16	- 9/16	- 9/16	- 9/16	- 1/2	- 1/2	- 7/16	- 3/8	- 5/16	- 1/4	- 3/16	- 1/8	- 1/16	- 1/8	- 1/16	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 7/16	- 1/2	- 9/16	- 5/8	- 9/16	- 9/16	- 9/16	- 7/16	- 3/8	- 1/4	- 3/16	- 1/8	- 1/16	1/16	1/16	1/16	1/8	1/8	1/16	1/16	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/8	- 1/8	- 1/8	- 1/8	- 1/16	- 1/16	0	1/16	1/8	3/16	1/4	5/16	5/16	5/16	5/16	5/16	1/4	1/4	3/16	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 7/8	-1 1/8	-1 1/4	-1 1/4	-1 3/16	-1 3/16	-1 1/16	- 15/16	- 3/4	- 1/2	- 5/16	- 1/8	1/16	3/16	1/4	5/16	5/16	1/4	3/16	1/8	0

GIRDER G2

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 2	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	3/4	1 1/2	2 3/16	2 3/4	3 1/4	3 11/16	3 15/16	4 1/16	4 1/8	4 3/16	4 1/8	3 15/16	3 5/8	3 5/16	2 13/16	2 5/16	1 13/16	1 13/16	1 5/16	13/16	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1	1 15/16	2 13/16	3 9/16	4 1/4	4 3/4	5 3/16	5 3/8	5 7/16	5 9/16	5 1/2	5 1/4	4 7/8	4 5/16	3 3/4	3 1/16	2 3/8	2 3/8	1 11/16	1	1/2	0
COMPOSITE DEAD LOAD	0	7/16	13/16	1 3/16	1 1/2	1 3/4	2	2 3/16	2 1/4	2 1/4	2 5/16	2 1/4	2 3/16	2 1/16	1 13/16	1 9/16	1 5/16	1	1	11/16	7/16	3/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 3/16	4 3/16	6 1/8	7 13/16	9 5/16	10 7/16	11 5/16	11 11/16	11 7/8	12	11 7/8	11 3/8	10 9/16	9 7/16	8 3/16	6 11/16	5 3/16	5 3/16	3 11/16	2 1/4	1 1/16	0

DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	F.S. 3	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 4	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 5/16	- 7/16	- 1/2	- 1/2	- 1/2	- 1/2	- 1/2	- 1/2	- 7/16	- 3/8	- 5/16	- 1/4	- 3/16	- 1/8	- 1/16	- 1/16	0	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 3/8	- 1/2	- 9/16	- 9/16	- 9/16	- 9/16	- 1/2	- 7/16	- 5/16	- 1/4	- 1/8	- 1/16	0	1/16	1/16	1/8	1/8	1/8	1/16	1/16	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/8	- 3/16	- 3/16	- 1/8	- 1/8	- 1/8	- 1/16	0	0	1/16	1/8	3/16	3/16	3/16	3/16	3/16	3/16	3/16	1/8	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 7/8	-1 1/16	-1 1/4	-1 1/4	-1 3/16	-1 3/16	-1 1/16	- 15/16	- 3/4	- 1/2	- 5/16	- 1/8	1/16	3/16	1/4	1/4	1/4	1/4	3/16	1/8	0

GIRDER G3

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 2	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	13/16	1 1/2	2 1/4	2 13/16	3 3/8	3 3/4	4 1/16	4 3/16	4 3/16	4 1/4	4 3/16	4	3 11/16	3 5/16	2 7/8	2 3/8	1 13/16	1 13/16	1 5/16	13/16	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1	1 7/8	2 3/4	3 1/2	4 3/16	4 11/16	5 1/8	5 5/16	5 3/8	5 7/16	5 3/8	5 1/8	4 3/4	4 1/4	3 5/8	2 15/16	2 1/4	2 1/4	1 9/16	1	7/16	0
COMPOSITE DEAD LOAD	0	5/16	9/16	13/16	1 1/16	1 5/16	1 7/16	1 9/16	1 5/8	1 11/16	1 11/16	1 11/16	1 5/8	1 1/2	1 3/8	1 3/16	1	3/4	3/4	9/16	5/16	3/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 1/16	4	5 13/16	7 3/8	8 13/16	9 7/8	10 3/4	11 1/8	11 1/4	11 3/8	11 1/4	10 3/4	9 15/16	8 7/8	7 11/16	6 1/4	4 7/8	4 7/8	3 7/16	2 1/8	1	0

DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	F.S. 3	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 4	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 5/16	- 7/16	- 1/2	- 1/2	- 1/2	- 1/2	- 1/2	- 7/16	- 3/8	- 5/16	- 1/4	- 3/16	- 1/8	- 1/16	- 1/16	0	0	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 3/16	- 3/8	- 7/16	- 1/2	- 1/2	- 1/2	- 1/2	- 7/16	- 5/16	- 1/4	- 1/8	- 1/16	0	1/16	1/8	1/8	3/16	3/16	1/8	1/8	1/16	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/8	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 1/8	- 1/8	- 1/16	0	0	1/16	1/16	1/16	1/16	1/16	1/16	1/16	0	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 13/16	-1 1/16	-1 3/16	-1 3/16	-1 3/16	-1 3/16	-1 1/16	- 15/16	- 3/4	- 9/16	- 5/16	- 3/16	0	1/8	3/16	3/16	1/4	1/4	3/16	1/8	0

DEFLECTION AND CAMBER TABLES (1 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER
LPC 06-23-22

PROJECT ID
82382

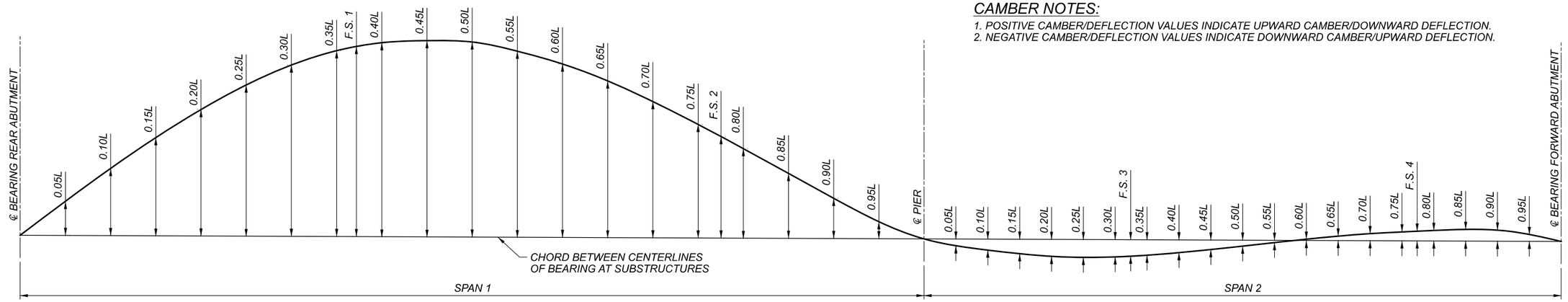
SUBSET	TOTAL
39	72

SHEET	TOTAL
1859	2339

MODEL: deflect and camber table 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:05 PM USER: Mats.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS004.dgn

CAMBER NOTES:

1. POSITIVE CAMBER/DEFLECTION VALUES INDICATE UPWARD CAMBER/DOWNWARD DEFLECTION.
2. NEGATIVE CAMBER/DEFLECTION VALUES INDICATE DOWNWARD CAMBER/UPWARD DEFLECTION.



CAMBER DIAGRAM

GIRDER G4

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 2	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	13/16	1 9/16	2 1/4	2 7/8	3 7/16	3 13/16	4 1/8	4 1/4	4 5/16	4 3/8	4 1/4	4 1/16	3 13/16	3 3/8	2 15/16	2 3/8	1 7/8	1 7/8	1 5/16	13/16	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1	1 15/16	2 3/4	3 9/16	4 3/16	4 3/4	5 3/16	5 3/8	5 3/8	5 1/2	5 3/8	5 1/8	4 3/4	4 1/4	3 11/16	3	2 5/16	2 5/16	1 9/16	1	7/16	0
COMPOSITE DEAD LOAD	0	3/16	7/16	5/8	3/4	15/16	1 1/16	1 1/8	1 3/16	1 3/16	1 3/16	1 3/16	1 1/8	1 1/16	1	7/8	11/16	9/16	9/16	7/16	1/4	1/8	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2	3 7/8	5 5/8	7 1/4	8 9/16	9 5/8	10 7/16	10 13/16	10 7/8	11 1/16	10 7/8	10 3/8	9 5/8	8 5/8	7 7/16	6 1/16	4 11/16	4 3/4	3 5/16	2 1/16	15/16	0
DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	F.S. 3	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 4	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 5/16	- 7/16	- 1/2	- 1/2	- 1/2	- 1/2	- 1/2	- 7/16	- 3/8	- 5/16	- 1/4	- 3/16	- 1/8	- 1/16	0	0	0	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 3/16	- 3/8	- 7/16	- 1/2	- 1/2	- 7/16	- 7/16	- 3/8	- 5/16	- 3/16	- 1/16	0	1/16	1/8	3/16	3/16	3/16	3/16	3/16	1/8	1/16	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/8	- 1/8	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 1/8	- 1/8	- 1/8	- 1/16	- 1/16	- 1/16	0	0	0	0	0	0	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 7/16	- 13/16	-1 1/16	-1 3/16	-1 3/16	-1 3/16	-1 3/16	-1 1/16	- 15/16	- 3/4	- 9/16	- 3/8	- 3/16	0	1/8	3/16	3/16	3/16	3/16	3/16	1/8	0

GIRDER G5

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	F.S. 2	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	13/16	1 5/8	2 5/16	2 15/16	3 1/2	3 15/16	4 1/4	4 3/8	4 7/16	4 7/16	4 3/8	4 3/16	3 7/8	3 1/2	3	2 1/2	1 15/16	1 15/16	1 3/8	7/8	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1	1 15/16	2 13/16	3 5/8	4 5/16	4 13/16	5 1/4	5 1/2	5 1/2	5 9/16	5 1/2	5 1/4	4 7/8	4 3/8	3 3/4	3 1/16	2 5/16	2 3/8	1 11/16	1	7/16	0
COMPOSITE DEAD LOAD	0	3/16	5/16	1/2	5/8	3/4	13/16	7/8	7/8	7/8	15/16	7/8	7/8	13/16	11/16	5/8	1/2	3/8	3/8	5/16	3/16	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2	3 7/8	5 5/8	7 3/16	8 1/2	9 9/16	10 3/8	10 3/4	10 13/16	10 15/16	10 13/16	10 5/16	9 9/16	8 5/8	7 3/8	6 1/8	4 5/8	4 11/16	3 3/8	2 1/16	15/16	0
DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	F.S. 3	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	F.S. 4	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 3/8	- 1/2	- 9/16	- 5/8	- 5/8	- 5/8	- 9/16	- 1/2	- 7/16	- 3/8	- 5/16	- 3/16	- 1/8	- 1/16	- 1/16	0	0	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 3/8	- 1/2	- 1/2	- 1/2	- 1/2	- 1/2	- 3/8	- 5/16	- 3/16	- 1/16	1/16	1/8	3/16	1/4	1/4	1/4	1/4	1/4	3/16	1/16	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/16	- 1/8	- 1/8	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 3/16	- 1/8	- 1/8	- 1/8	- 1/8	- 1/16	- 1/16	- 1/16	- 1/16	0	0	0	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 7/8	-1 1/8	-1 1/4	-1 5/16	-1 1/4	-1 1/4	-1 3/16	-1	- 13/16	- 9/16	- 3/8	- 3/16	0	1/16	3/16	3/16	3/16	3/16	3/16	1/8	0

DEFLECTION AND CAMBER TABLES (2 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

PROJECT ID: 82382

SUBSET	TOTAL
40	72

SHEET	TOTAL
1860	2339

CUY-90-16.28 (CCG3A)

MODEL: deflect and camber table 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:06 PM USER: Mata,Gallagher
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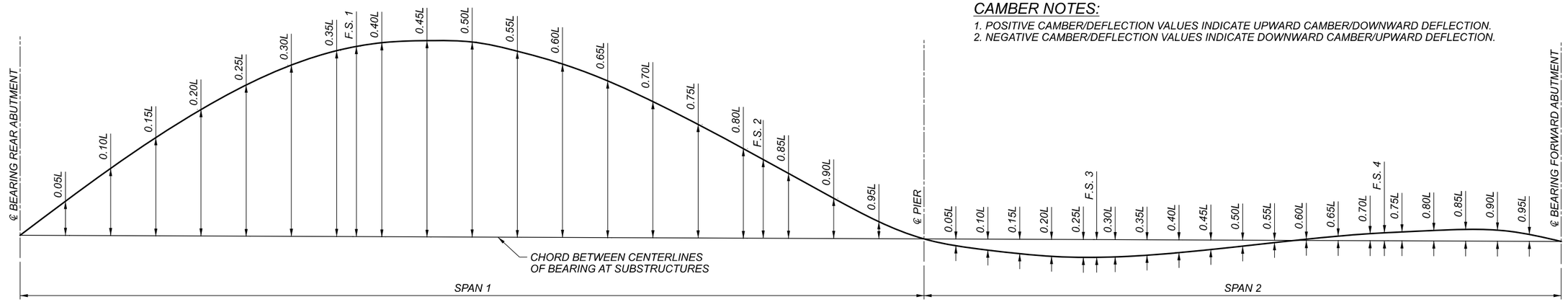
CAMBER NOTES:

1. POSITIVE CAMBER/DEFLECTION VALUES INDICATE UPWARD CAMBER/DOWNWARD DEFLECTION.
2. NEGATIVE CAMBER/DEFLECTION VALUES INDICATE DOWNWARD CAMBER/UPWARD DEFLECTION.



CAMBER DIAGRAM

GIRDER G6

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	F.S. 2	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	7/8	1 5/8	2 3/8	3	3 9/16	4	4 5/16	4 1/2	4 1/2	4 9/16	4 1/2	4 1/4	4	3 9/16	3 1/16	2 1/2	2	1 15/16	1 3/8	7/8	7/16	0
SLAB AND HAUNCH DEAD LOAD	0	1	2	2 7/8	3 11/16	4 3/8	4 7/8	5 5/16	5 9/16	5 9/16	5 11/16	5 9/16	5 5/16	4 15/16	4 7/16	3 13/16	3 1/16	2 3/8	2 3/8	1 3/4	1	7/16	0
COMPOSITE DEAD LOAD	0	3/16	3/8	9/16	11/16	3/4	7/8	15/16	15/16	15/16	15/16	7/8	7/8	3/4	11/16	9/16	7/16	3/8	3/8	1/4	1/8	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 1/16	4	5 13/16	7 3/8	8 11/16	9 3/4	10 9/16	10 15/16	11	11 1/8	10 15/16	10 7/16	9 11/16	8 5/8	7 7/16	6 1/16	4 11/16	4 5/8	3 3/8	2 1/16	15/16	0
DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	F.S. 3	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	F.S. 4	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 3/8	- 1/2	- 9/16	- 5/8	- 5/8	- 5/8	- 5/8	- 9/16	- 1/2	- 3/8	- 5/16	- 3/16	- 1/8	- 1/16	- 1/16	0	0	0	0	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 3/8	- 1/2	- 9/16	- 1/2	- 1/2	- 1/2	- 3/8	- 1/4	- 1/8	0	1/16	3/16	1/4	1/4	5/16	5/16	5/16	1/4	3/16	1/8	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/16	- 1/16	- 1/8	- 1/8	- 1/8	- 1/8	- 1/8	- 1/8	- 1/16	- 1/16	- 1/16	- 1/16	0	0	0	0	0	0	0	0	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 7/8	-1 1/16	-1 1/4	-1 1/4	-1 1/4	-1 1/4	-1 1/16	- 15/16	- 11/16	- 1/2	- 5/16	- 1/16	1/16	3/16	1/4	1/4	5/16	1/4	3/16	1/8	0

GIRDER G7

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	F.S. 2	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	7/8	1 5/8	2 7/16	3 1/16	3 5/8	4 1/16	4 3/8	4 1/2	4 9/16	4 9/16	4 1/2	4 5/16	4	3 5/8	3 1/8	2 9/16	2	1 15/16	1 3/8	7/8	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1 1/16	2	2 15/16	3 11/16	4 3/8	4 15/16	5 3/8	5 5/8	5 5/8	5 3/4	5 5/8	5 3/8	5	4 7/16	3 13/16	3 1/8	2 3/8	2 3/8	1 11/16	1	7/16	0
COMPOSITE DEAD LOAD	0	1/4	1/2	3/4	15/16	1 1/8	1 1/4	1 5/16	1 5/16	1 5/16	1 5/16	1 1/4	1 3/16	1 1/16	15/16	3/4	5/8	7/16	7/16	5/16	3/16	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 3/16	4 3/16	6 1/16	7 3/4	9 1/8	10 1/4	11	11 7/16	11 1/2	11 5/8	11 7/16	10 7/8	10 1/16	8 15/16	7 11/16	6 1/4	4 13/16	4 3/4	3 3/8	2 1/16	15/16	0
DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	F.S. 3	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	F.S. 4	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 3/8	- 1/2	- 9/16	- 5/8	- 5/8	- 5/8	- 9/16	- 9/16	- 7/16	- 3/8	- 5/16	- 3/16	- 1/8	- 1/16	- 1/16	0	0	1/16	1/16	0	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 3/8	- 1/2	- 1/2	- 1/2	- 7/16	- 7/16	- 3/8	- 1/4	- 1/8	0	1/8	3/16	1/4	5/16	5/16	5/16	5/16	1/4	3/16	1/8	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/16	- 1/16	- 1/16	- 1/16	0	0	0	1/16	1/16	1/16	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/16	1/16	0	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 7/16	- 13/16	-1	-1 1/8	-1 1/8	-1 1/8	-1 1/16	- 15/16	- 3/4	- 1/2	- 1/4	- 1/16	1/8	1/4	3/8	7/16	7/16	7/16	3/8	5/16	3/16	0

GIRDER G8

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	F.S. 1	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	F.S. 2	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	7/8	1 11/16	2 7/16	3 1/16	3 5/8	4 1/16	4 3/8	4 9/16	4 9/16	4 5/8	4 9/16	4 3/8	4 1/16	3 5/8	3 1/8	2 9/16	2	1 15/16	1 3/8	7/8	3/8	0
SLAB AND HAUNCH DEAD LOAD	0	1 1/16	2 1/16	3	3 13/16	4 1/2	5 1/16	5 1/2	5 3/4	5 3/4	5 7/8	5 3/4	5 1/2	5 1/8	4 9/16	3 15/16	3 3/16	2 7/16	2 3/8	1 3/4	1 1/16	1/2	0
COMPOSITE DEAD LOAD	0	7/16	13/16	1 1/8	1 7/16	1 11/16	1 13/16	1 15/16	2	2	2	1 7/8	1 3/4	1 5/8	1 3/8	1 3/16	15/16	11/16	11/16	7/16	1/4	1/8	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 5/16	4 1/2	6 9/16	8 5/16	9 13/16	11	11 13/16	12 5/16	12 5/16	12 7/16	12 1/4	11 5/8	10 3/4	9 9/16	8 3/16	6 3/4	5 1/8	5	3 5/8	2 3/16	1	0
DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	F.S. 3	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	F.S. 4	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 3/8	- 1/2	- 9/16	- 5/8	- 5/8	- 5/8	- 9/16	- 1/2	- 7/16	- 5/16	- 1/4	- 1/8	- 1/16	0	0	1/16	1/16	1/16	1/16	1/16	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 3/8	- 1/2	- 1/2	- 1/2	- 7/16	- 7/16	- 3/8	- 1/4	- 1/8	0	1/8	3/16	5/16	5/16	5/16	3/8	5/16	1/4	3/16	1/8	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/16	- 1/16	0	0	1/16	1/16	1/8	3/16	1/4	5/16	3/8	3/8	3/8	3/8	3/8	5/16	5/16	1/4	1/8	1/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 13/16	-1	-1 1/16	-1 1/16	-1	- 15/16	- 3/4	- 1/2	- 1/4	0	1/4	7/16	9/16	11/16	11/16	11/16	11/16	9/16	7/16	1/4	0

DEFLECTION AND CAMBER TABLES (3 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

PROJECT ID: 82382

SUBSET	TOTAL
41	72

SHEET	TOTAL
1861	2339

CUY-90-16.28 (CCG3A)

MODEL: deflect and camber table 3 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:07 PM USER: Mats.Gallagher
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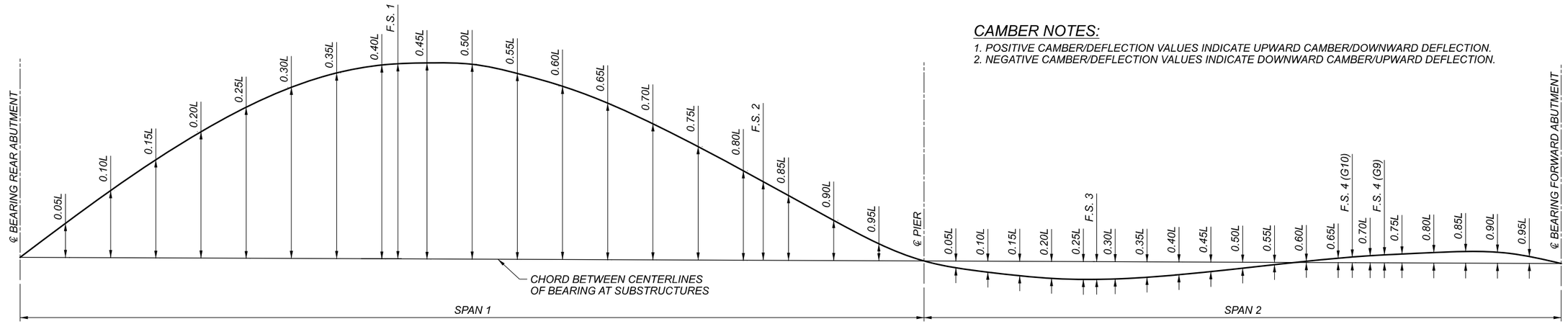


CAMBER DIAGRAM

CAMBER NOTES:

1. POSITIVE CAMBER/DEFLECTION VALUES INDICATE UPWARD CAMBER/DOWNWARD DEFLECTION.
2. NEGATIVE CAMBER/DEFLECTION VALUES INDICATE DOWNWARD CAMBER/UPWARD DEFLECTION.

GIRDER G9

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	0.40 L	F.S. 1	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	F.S. 2	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	7/8	1 11/16	2 7/16	3 1/8	3 11/16	4 1/8	4 7/16	4 5/8	4 5/8	4 11/16	4 9/16	4 3/8	4 1/16	3 5/8	3 1/8	2 9/16	2	1 15/16	1 7/16	7/8	7/16	0
SLAB AND HAUNCH DEAD LOAD	0	1 1/8	2 3/16	3 3/16	4	4 3/4	5 3/8	5 13/16	6 1/8	6 1/8	6 3/16	6 1/8	5 13/16	5 3/8	4 13/16	4 1/8	3 3/8	2 9/16	2 1/2	1 13/16	1 1/8	1/2	0
COMPOSITE DEAD LOAD	0	9/16	1 1/16	1 9/16	2	2 5/16	2 9/16	2 3/4	2 13/16	2 13/16	2 13/16	2 3/4	2 9/16	2 5/16	2 1/16	1 3/4	1 3/8	1 1/16	1	11/16	7/16	3/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 9/16	4 15/16	7 3/16	9 1/8	10 3/4	12 1/16	13	13 9/16	13 9/16	13 11/16	13 7/16	12 3/4	11 13/16	10 1/2	9	7 5/16	5 5/8	5 7/16	3 7/8	2 3/8	1 1/16	0

DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	F.S. 3	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	F.S. 4	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 3/16	- 3/8	- 1/2	- 9/16	- 5/8	- 5/8	- 5/8	- 9/16	- 1/2	- 3/8	- 5/16	- 3/16	- 1/8	0	0	0	1/16	1/16	1/16	1/16	1/16	0
SLAB AND HAUNCH DEAD LOAD	0	- 1/4	- 7/16	- 1/2	- 9/16	- 9/16	- 1/2	- 1/2	- 3/8	- 1/4	- 1/8	0	1/8	3/16	5/16	5/16	5/16	3/8	5/16	5/16	3/16	1/8	0
COMPOSITE DEAD LOAD	0	- 1/16	- 1/16	- 1/16	0	1/16	1/8	1/8	1/4	5/16	7/16	1/2	9/16	5/8	5/8	5/8	5/8	9/16	1/2	3/8	1/4	1/8	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 1/2	- 7/8	-1 1/16	-1 1/8	-1 1/8	-1	- 15/16	- 11/16	- 7/16	- 1/8	3/16	1/2	11/16	7/8	15/16	15/16	1	7/8	3/4	9/16	5/16	0

GIRDER G10

DEFLECTION COMPONENT	C.L. BRG. REAR ABUT.	SPAN 1																				C.L. PIER
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	0.40 L	F.S. 1	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	F.S. 2	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	7/8	1 11/16	2 7/16	3 1/8	3 11/16	4 1/8	4 1/2	4 11/16	4 11/16	4 3/4	4 5/8	4 7/16	4 1/8	3 3/4	3 3/16	2 11/16	2 1/16	2	1 7/16	15/16	7/16	0
SLAB AND HAUNCH DEAD LOAD	0	1 1/4	2 7/16	3 1/2	4 1/2	5 5/16	6	6 9/16	6 13/16	6 13/16	6 15/16	6 13/16	6 1/2	6	5 3/8	4 5/8	3 11/16	2 7/8	2 3/4	2	1 1/4	9/16	0
COMPOSITE DEAD LOAD	0	11/16	1 5/16	1 7/8	2 3/8	2 13/16	3 3/16	3 7/16	3 9/16	3 9/16	3 9/16	3 1/2	3 5/16	3 1/16	2 3/4	2 3/8	1 15/16	1 7/16	1 7/16	1	5/8	1/4	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 13/16	5 3/8	7 7/8	10	11 7/8	13 3/8	14 7/16	15 1/16	15 1/16	15 1/4	15	14 5/16	13 1/4	11 7/8	10 3/16	8 5/16	6 3/8	6 3/16	4 7/16	2 3/4	1 1/4	0

DEFLECTION COMPONENT	C.L. PIER	SPAN 2																				C.L. BRG. FWD. ABUT.
		0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	F.S. 3	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	F.S. 4	0.70 L	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	
STEEL DEAD LOAD ONLY	0	- 1/4	- 7/16	- 9/16	- 5/8	- 5/8	- 5/8	- 5/8	- 5/8	- 9/16	- 7/16	- 5/16	- 1/4	- 1/8	- 1/16	0	0	1/16	1/16	1/16	1/16	1/16	0
SLAB AND HAUNCH DEAD LOAD	0	- 5/16	- 1/2	- 5/8	- 11/16	- 5/8	- 5/8	- 9/16	- 1/2	- 5/16	- 3/16	0	1/8	3/16	5/16	3/8	3/8	3/8	3/8	5/16	1/4	1/8	0
COMPOSITE DEAD LOAD	0	- 1/8	- 3/16	- 3/16	- 3/16	- 1/8	- 1/16	0	1/8	1/4	3/8	1/2	5/8	11/16	11/16	11/16	11/16	11/16	9/16	1/2	5/16	3/16	0
GEOMETRIC CORRECTION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	- 5/8	-1 1/16	-1 3/8	-1 7/16	-1 3/8	-1 5/16	-1 1/4	- 15/16	- 5/8	- 3/16	1/8	7/16	3/4	15/16	1 1/16	1 1/16	1 1/8	1 1/16	7/8	5/8	3/8	0

DEFLECTION AND CAMBER TABLES (4 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER
LPC 06-23-22

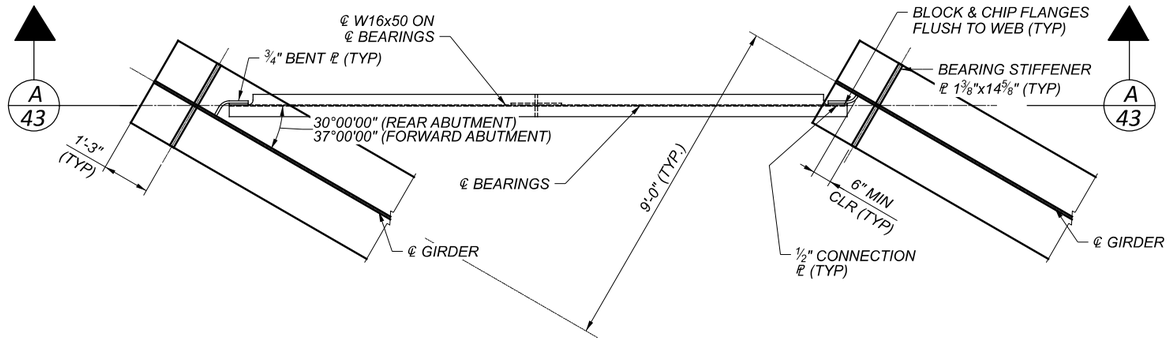
PROJECT ID
82382

SUBSET	TOTAL
42	72

SHEET	TOTAL
1862	2339

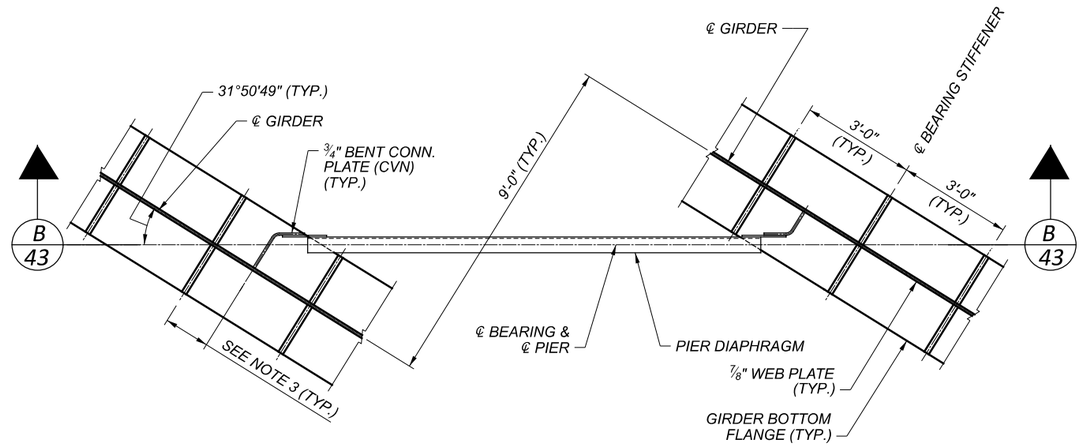
CUY-90-16.28 (CCG3A)

MODEL: deflect and camber table 4 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:08 PM USER: Mata,Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS004.dgn

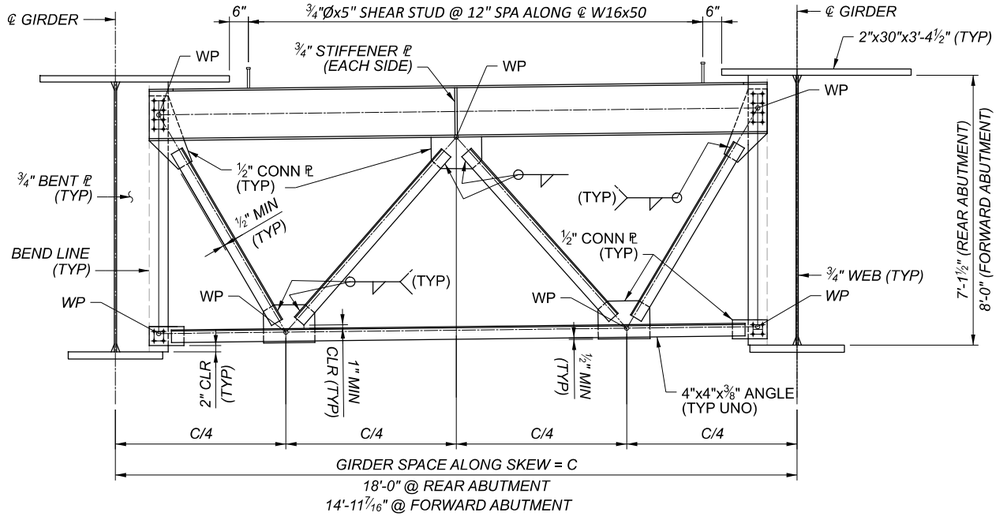


ABUTMENT END DIAPHRAGM PLAN

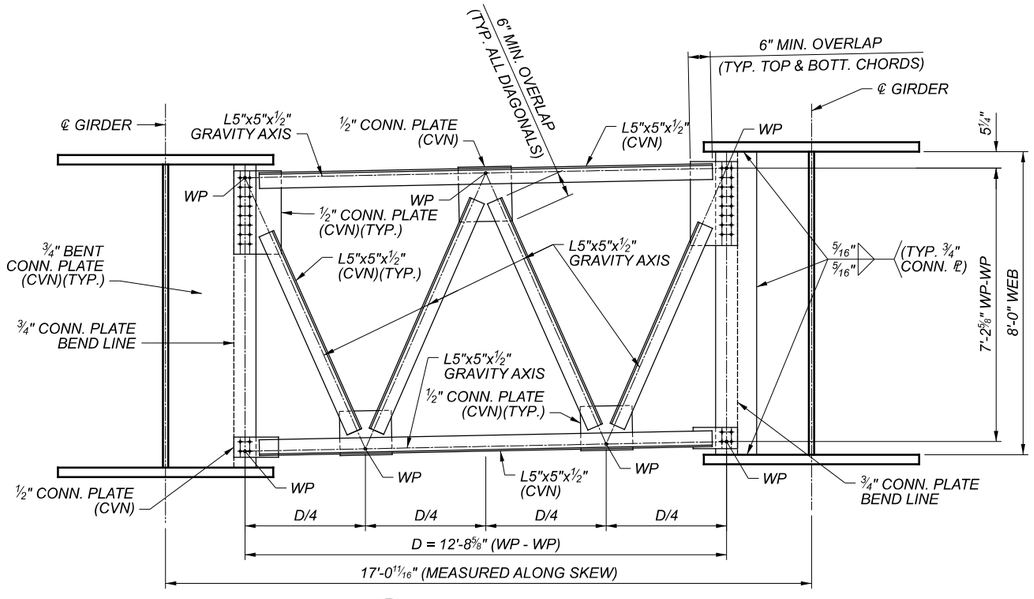
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



PIER DIAPHRAGM PLAN



A/10 SECTION



B/43 SECTION
PIER DIAPHRAGM TYPICAL SECTION

(SECTION ALONG CENTERLINE OF PIER)

NOTES:

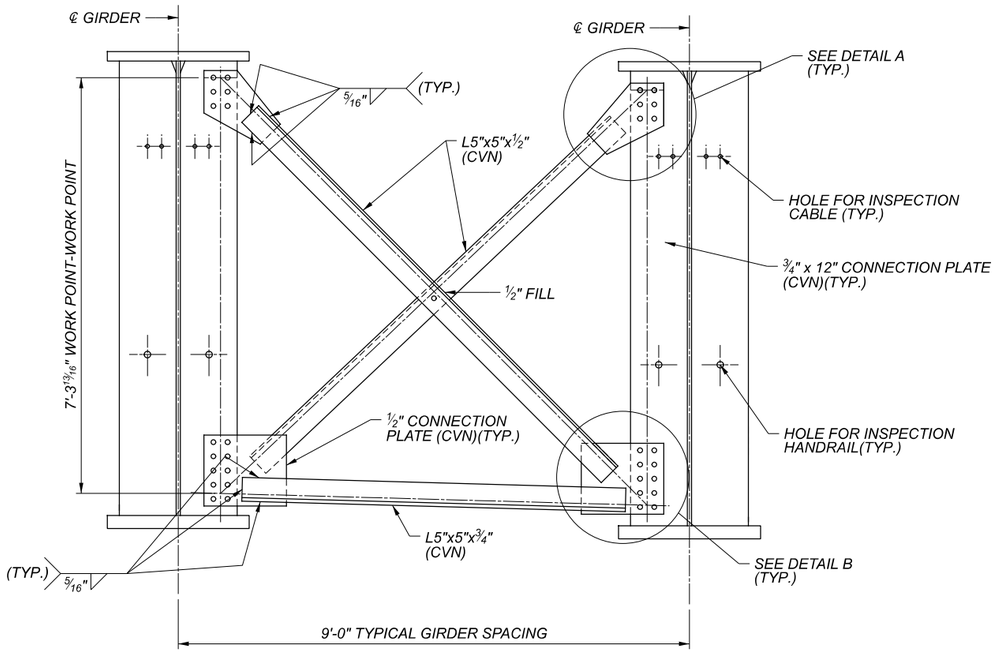
1. WORK THIS SHEET WITH SHEET 44/72.
2. FOR EXPANSION JOINT DETAILS, SEE SHEETS 62/72 - 64/72.
3. THIS DIMENSION VARIES. ALIGN THE CENTERLINE OF THE PIER DIAPHRAGM CHORDS AND DIAGONALS WITH THE CENTERLINE OF BEARINGS AT THE PIER.
4. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
5. HIGH STRENGTH BOLTS SHALL BE 1" DIA. A325 UNLESS OTHERWISE NOTED.

CROSS FRAME DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	43
TOTAL	72
SHEET	1863
TOTAL	2339

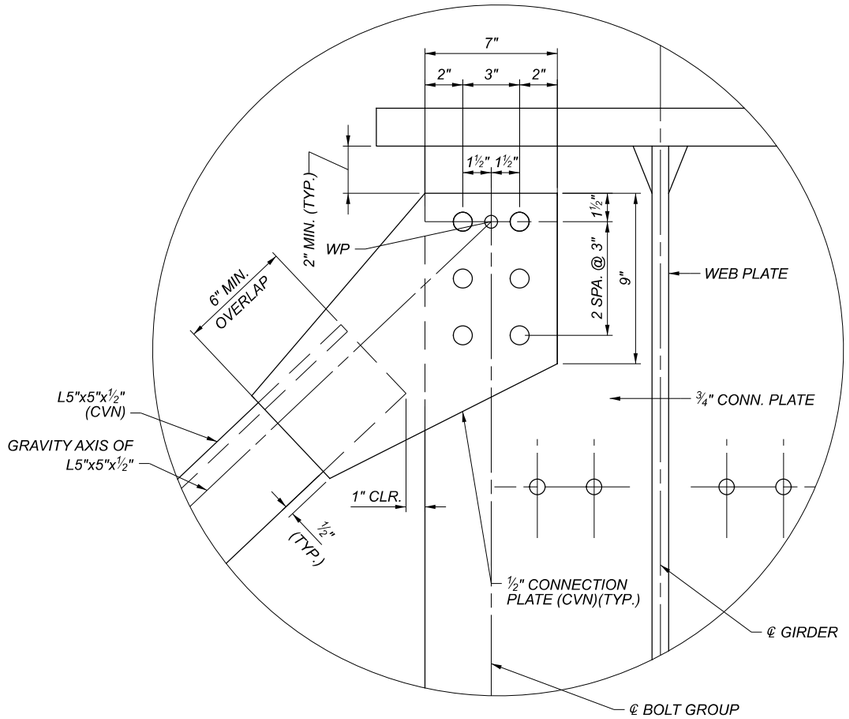
CUY-90-16.28 (CCG3A)

MODEL: standard cross frame details PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:15 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS006.dgn

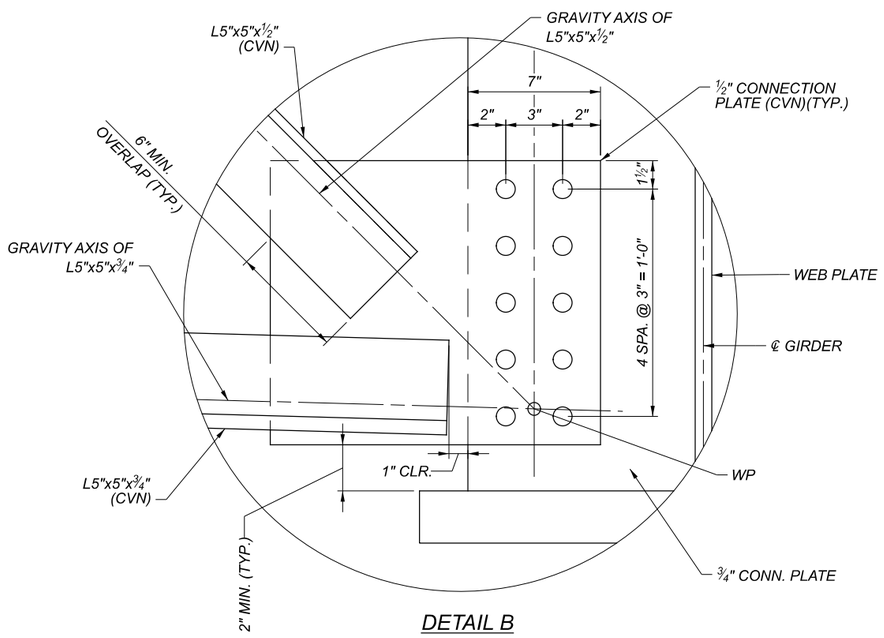


TYPICAL INTERMEDIATE CROSSFRAME (NO UTILITY SUPPORT)

(SEE NOTE 8)



DETAIL A



DETAIL B

NOTES:

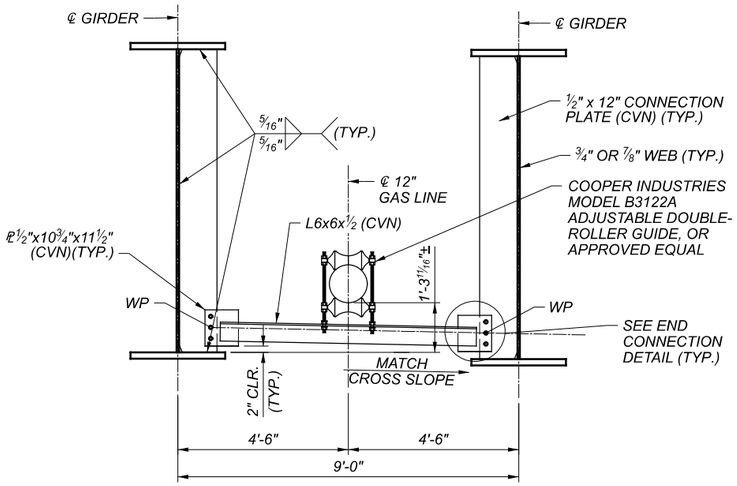
1. WORK THIS SHEET WITH SHEET 43/72.
2. FOR INSPECTION ACCESS DETAILS, SEE SHEET 37/72.
3. ALL CROSSFRAME MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50.
4. ALL FASTENERS SHALL BE 1" DIAMETER ASTM F3125 GRADE A325 BOLTS. EXCLUDE ALL THREADS FROM THE SHEAR PLANES.
5. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER. INTERMEDIATE CROSSFRAMES AND GIRDERS SHALL BE SHOP-ASSEMBLED TO VERIFY FIT, UNLESS OTHER METHODS OF CHECKING HOLE ALIGNMENT ARE APPROVED BY THE ODOT OFFICE OF MATERIAL MANAGEMENT, IN ACCORDANCE WITH CMS 513.19 AND 513.24.
6. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
7. PREPARE FAYING SURFACES FOR INTERMEDIATE CROSSFRAME BOLTED CONNECTIONS TO PROVIDE CLASS B SURFACE CONDITIONS.
8. USE THE CROSSFRAME DETAILS ON THIS SHEET IN GIRDER BAYS WHERE NO UTILITIES ARE PRESENT. SEE SHEETS 45/72 & 46/72 FOR CROSSFRAME DETAILS IN GIRDER BAYS WHERE UTILITIES ARE PRESENT.
9. 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.

CROSSFRAME DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

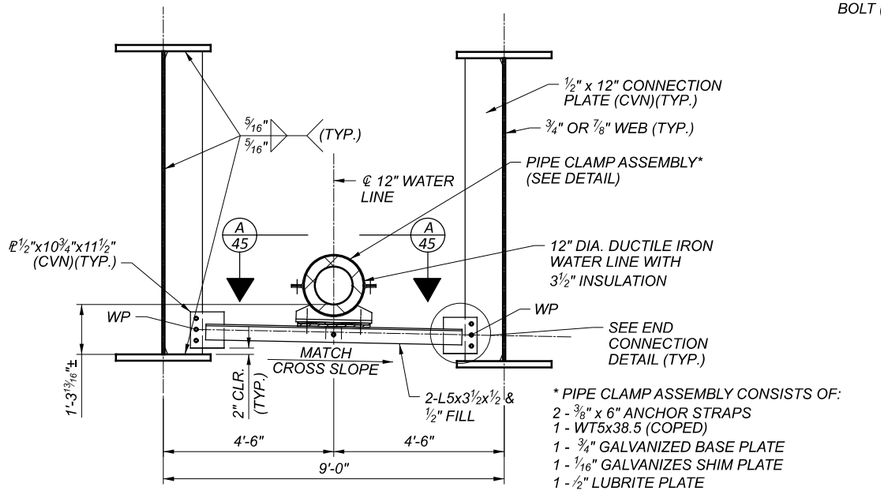
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER / CHECKER	ABC / MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET / TOTAL	44 / 72
SHEET / TOTAL	1864 / 2339

CUY-90-16.28 (CCG3A)

MODEL: crossframe details 2 of 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:23 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\Distrct12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS009.dgn

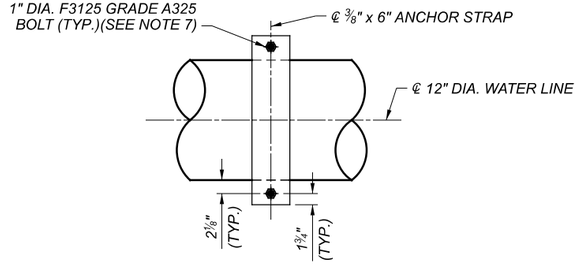


GAS LINE UTILITY SUPPORT DETAIL

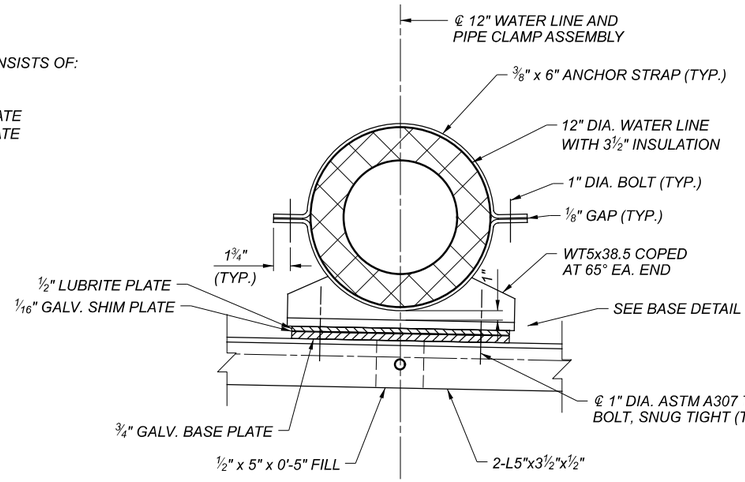


WATER LINE UTILITY SUPPORT DETAIL

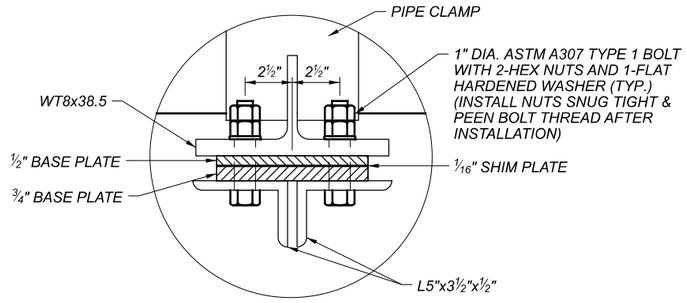
* PIPE CLAMP ASSEMBLY CONSISTS OF:
2 - ⅜" x 6" ANCHOR STRAPS
1 - WT5x38.5 (COPED)
1 - ¾" GALVANIZED BASE PLATE
1 - 1/16" GALVANIZES SHIM PLATE
1 - ½" LUBRITE PLATE



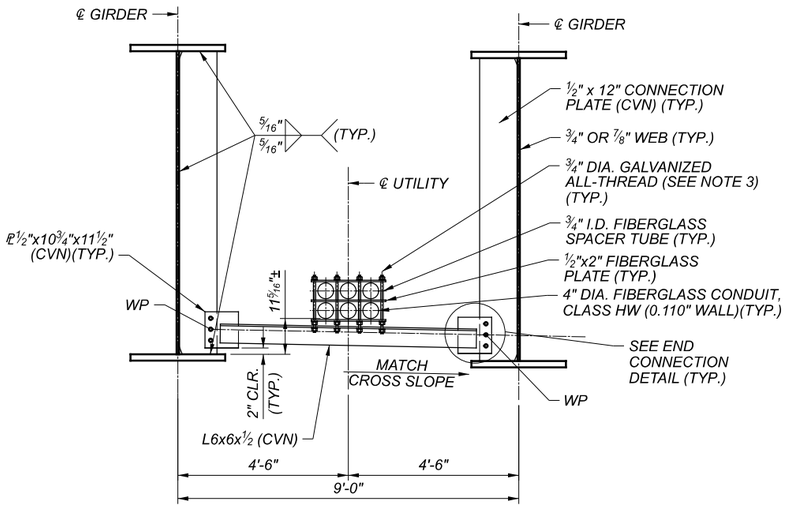
A/45 PIPE CLAMP TOP VIEW (LOOKING DOWN)



PIPE CLAMP ASSEMBLY DETAIL



PIPE CLAMP ASSEMBLY BASE DETAIL



GAS LINE UTILITY SUPPORT DETAIL

NOTES:

1. WORK THIS SHEET WITH SHEET 46/72.
2. ALL UTILITY SUPPORT MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50, UNLESS NOTED OTHERWISE.
3. ALL FASTENERS SHALL CONFORM TO ASTM F3125 GRADE A325, 1" DIAMETER. EXCLUDE ALL THREADS FROM THE SHEAR PLANES.
4. ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.
5. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS OF 711.01.
6. PROVIDE ¾" DIA. HOT-DIPPED GALVANIZED THREADED RODS WITH GALVANIZED NUTS, 2" DIA. FLAT WASHERS AND LOCK WASHERS. TIGHTEN NUTS TO WASHERS AND FIBERGLASS SPACER TUBES WITHOUT CRUSHING OR DISTORTING THE FIBERGLASS TUBES.
7. DO NOT TIGHTEN ANCHOR STRAP BOLTS UNTIL AFTER CONCRETE DECK HAS BEEN PLACED AND FULLY CURED.
8. 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.

UTILITY CROSS FRAME & SUPPORT DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	45
TOTAL	72
SHEET	1865
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: utility cross frame and support details PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:36:30 PM USER: Mala.Gallagher
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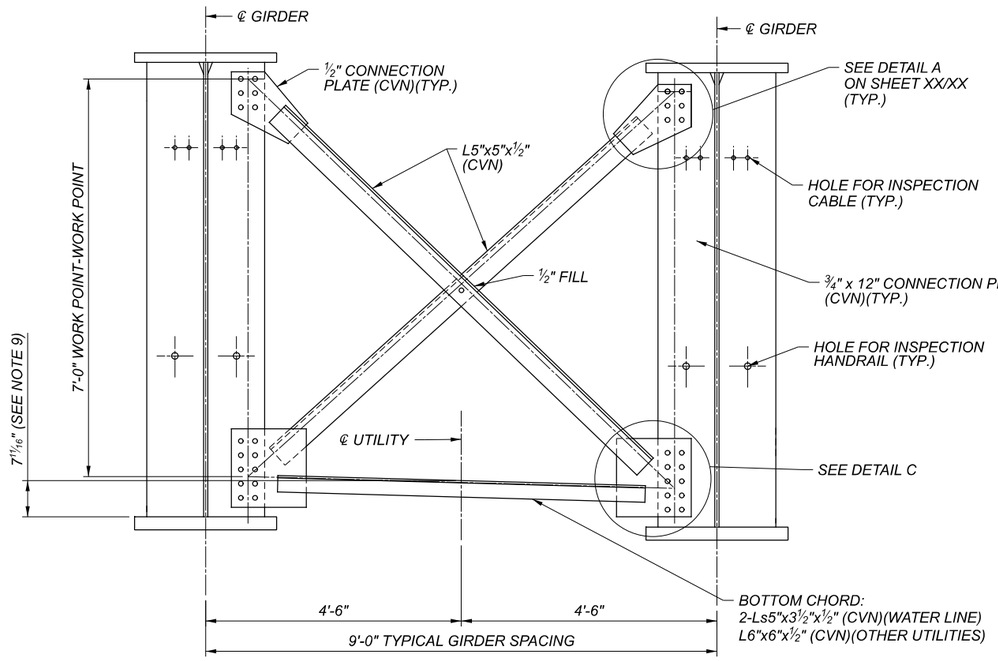
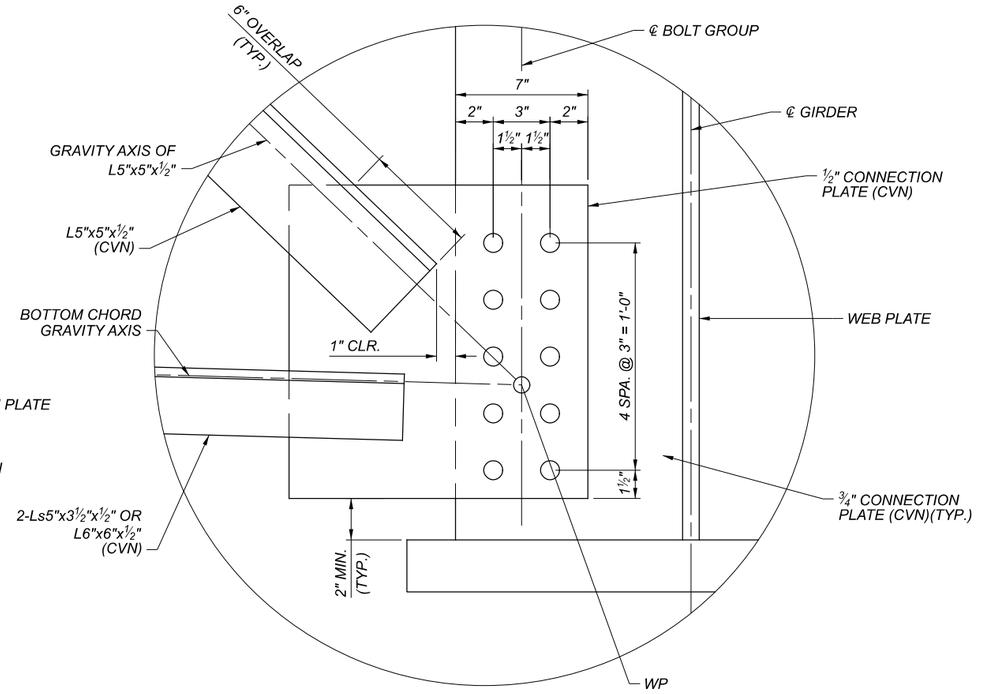


TYPICAL INTERMEDIATE CROSSFRAME (WITH UTILITY SUPPORT)

(SEE NOTE 8)



DETAIL C

NOTES:

1. *WORK THIS SHEET WITH SHEET 45/72.*
2. *ALL UTILITY SUPPORT MATERIAL SHALL CONFORM TO ASTM A709 GRADE 50, UNLESS NOTED OTHERWISE.*
3. *ALL FASTENERS SHALL CONFORM TO ASTM F3125 GRADE A325, 1" DIAMETER. EXCLUDE ALL THREADS FROM THE SHEAR PLANES.*
4. *ALL BOLT HOLES SHALL BE 1⅛" DIAMETER.*
5. *WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS OF 711.01.*
6. *PROVIDE ¾" DIA. HOT-DIPPED GALVANIZED THREADED RODS WITH GALVANIZED NUTS, 2" DIA. FLAT WASHERS AND LOCK WASHERS. TIGHTEN NUTS TO WASHERS AND FIBERGLASS SPACER TUBES WITHOUT CRUSHING OR DISTORTING THE FIBERGLASS TUBES.*
7. *DO NOT TIGHTEN ANCHOR STRAP BOLTS UNTIL AFTER CONCRETE DECK HAS BEEN PLACED AND FULLY CURED.*
8. *IN GIRDER BAYS WHERE UTILITIES ARE PRESENT, PROVIDE THE INTERMEDIATE CROSSFRAME DETAILED ON THIS SHEET. WORK INDIVIDUAL UTILITY SUPPORT DETAILS ON SHEET 45/72 WITH THE CROSSFRAME DETAILS SHOWN ON THIS SHEET.*
9. *COORDINATE DIMENSION FROM TOP OF BOTTOM FLANGE TO TOP OF UTILITY SUPPORT WITH UTILITY SUPPORTS SHOWN IN SHEET 45/72. ADJUST AS REQUIRED PER THE INDIVIDUAL UTILITY TO MAINTAIN A CONSTANT DISTANCE FROM TOP OF BOTTOM FLANGE TO TOP OF UTILITY SUPPORT.*
10. *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.*

UTILITY CROSSFRAME & SUPPORT DETAILS (2 OF 2)

CUY-90-1696 (BRIDGE 14)

CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

PROJECT ID: 82382

SUBSET	TOTAL
46	72

SHEET	TOTAL
1866	2339

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:37 PM USER: Mala.Gallagher
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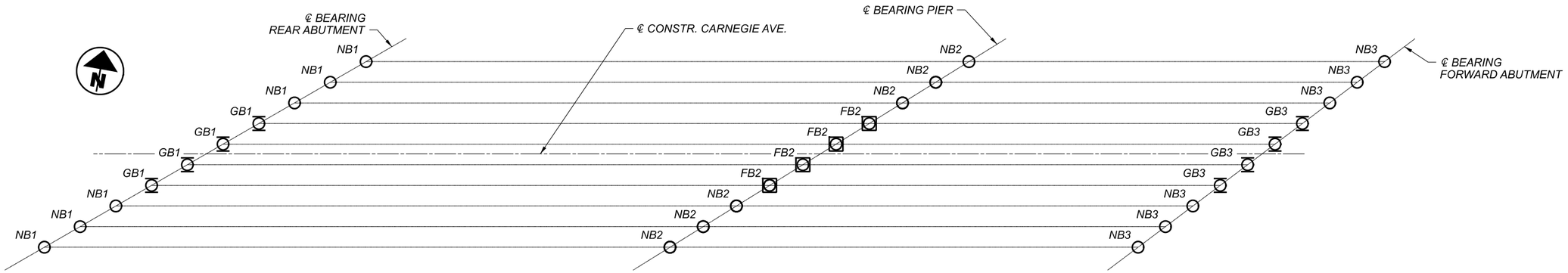
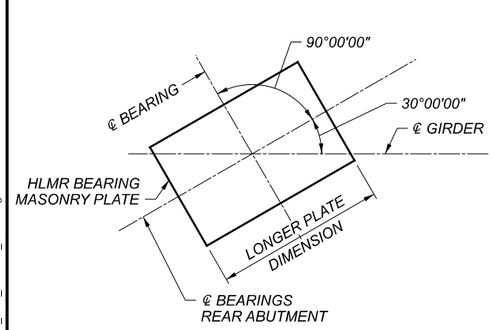


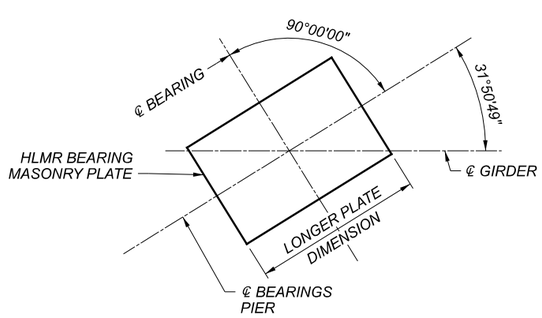
HLMR BEARING KEY PLAN

LEGEND:

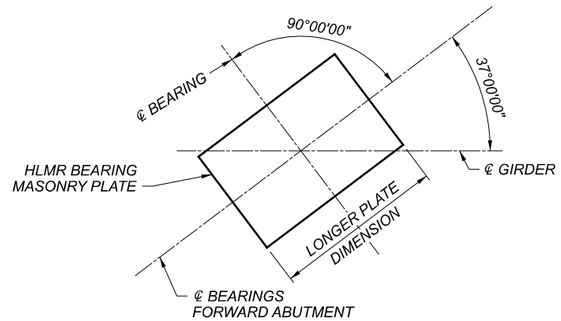
- NBx — NON-GUIDED HLMR BEARING
- GBx — GUIDED HLMR BEARING
- FBx — FIXED HLMR BEARING



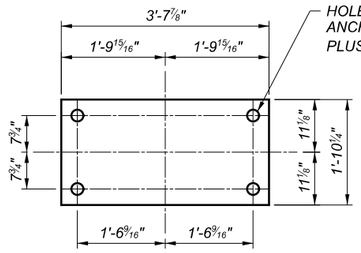
BEARING ORIENTATION PLAN REAR ABUTMENT



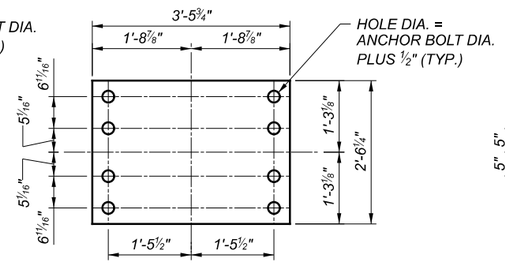
BEARING ORIENTATION PLAN PIER



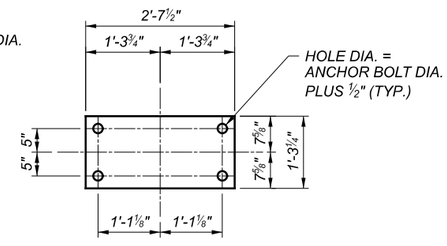
BEARING ORIENTATION PLAN FORWARD ABUTMENT



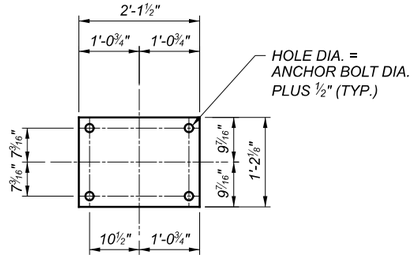
PROPOSED MASONRY PLATE BEARING mk. GB1



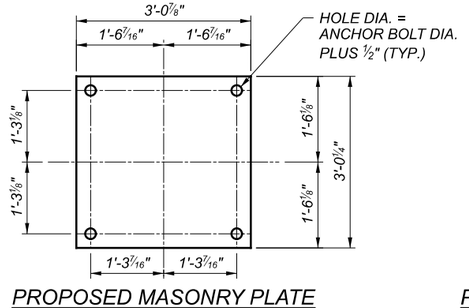
PROPOSED MASONRY PLATE BEARING mk. FB2



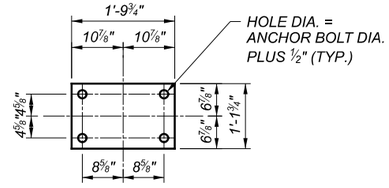
PROPOSED MASONRY PLATE BEARING mk. GB3



PROPOSED MASONRY PLATE BEARING mk. NB1



PROPOSED MASONRY PLATE BEARING mk. NB2



PROPOSED MASONRY PLATE BEARING mk. NB3

NOTES:

1. SEE SHEET 48/72 FOR HLMR BEARING DESIGN TABLES AND NOTES.
2. GUIDED BEARINGS SHALL BE GUIDED PARALLEL TO THE GIRDER CENTERLINE.

BEARING DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MEM | CHECKER ABC
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 47 | TOTAL 72
SHEET 1867 | TOTAL 2339

CUY-90-16.28 (CCG3A)

HLMR BEARING DESIGN LOAD DATA

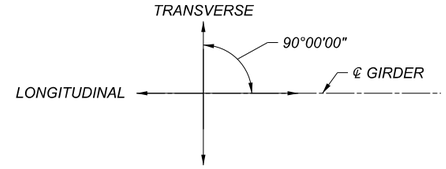
BEARING LOCATION	BEARING TYPE	BEARING MARK	QUANTITY	VERTICAL LOADS (KIPS)									HORIZONTAL LOADS (KIPS)				ASSUMED BEARING HEIGHT (IN)
				SERVICE						EXTREME EVENT**			SERVICE		EXTREME EVENT**		
				DL*		LL + IM***		HORIZONTAL****									
				MAX	MIN	MAX	MIN	MAX	MIN	DL*	LL + IM	HORIZ.****	LONG.	TRANS.	LONG.	TRANS.	
REAR ABUT.	NON-GUIDED EXP.	NG1	6	361	237	129	-26	2	-2	361	0	0	20	20	20	20	12.3125
REAR ABUT.	GUIDED EXP.	GB1	4	281	205	122	-10	3	0	281	0	0	20	42	20	130	12.3125
PIER	NON-GUIDED EXP.	NG2	6	1047	693	279	-35	4	-4	1047	0	0	55	55	55	55	8.9375
PIER	FIXED	FB2	4	811	603	249	-10	5	-5	811	0	0	112	74	88	370	8.9375
FWD. ABUT.	NON-GUIDED EXP.	NG3	6	185	96	129	-32	2	-2	185	0	0	10	10	10	10	8.9063
FWD. ABUT.	GUIDED EXP.	GB3	4	131	92	110	-17	2	-2	131	0	0	10	32	10	60	8.9063

* DL VALUES INCLUDE DC1, DC2 AND DW LOAD EFFECTS.

** VALUES GIVEN IN THE "EXTREME EVENT" COLUMNS ARE DUE TO AASHTO LRFD LOAD COMBINATION EXT-I.

*** LIVE LOAD VALUES INCLUDE EFFECTS OF VEHICULAR LOADS AND SIDEWALK LIVE LOADS.

**** VERTICAL REACTIONS RESULTING FROM HORIZONTAL LOADS.



GIRDER LOAD & MOVEMENT DIAGRAM

HLMR BEARING DESIGN MOVEMENT DATA

BEARING LOCATION	BEARING TYPE	BEARING MARK	SERVICE MOVEMENTS*		
			LONGITUDINAL		TRANS.
			THERMAL	LS**	THERMAL
			(IN)	(IN)	(IN)
REAR ABUT.	NON-GUIDED EXP.	NG1	4.75	3.25	1.00
REAR ABUT.	GUIDED EXP.	GB1	4.75	3.25	0.00
PIER	NON-GUIDED EXP.	NG2	0.00	0.00	0.56
PIER	FIXED	FB2	0.00	0.00	0.00
FWD. ABUT.	NON-GUIDED EXP.	NG3	3.69	0.00	1.00
FWD. ABUT.	GUIDED EXP.	GB3	3.69	0.00	0.00

* MOVEMENTS GIVEN ARE SUM OF EXPANSION AND CONTRACTION. MOVEMENTS ROUNDED UP TO THE NEXT 1/16".

** ADDITIONAL ONE-WAY MOVEMENT DUE TO ABUTMENT DEFLECTION. MOVEMENT IS IN ADDITION TO THERMAL MOVEMENTS AND ACTS IN THE STATIONS-AHEAD DIRECTION.

HLMR BEARING ROTATION DATA

BEARING LOCATION	GIRDER	BEARING MARK	SERVICE ROTATIONS (DEGREES)*							
			NON-COMPOSITE DEAD LOADS**		COMPOSITE DEAD LOADS***		LL+IM****			
							LONG.		TRANS.	
			LONG.	TRANS.	LONG.	TRANS.	MIN.	MAX.	MIN.	MAX.
REAR ABUT.	G1	NG1	1.06	0.61	0.50	0.30	-0.19	0.06	-0.03	0.18
REAR ABUT.	G2	NG1	1.05	0.61	0.43	0.25	-0.20	0.06	-0.03	0.16
REAR ABUT.	G3	NG1	1.06	0.61	0.34	0.20	-0.21	0.05	-0.03	0.14
REAR ABUT.	G4	GB1	1.08	0.62	0.29	0.17	-0.20	0.05	-0.03	0.13
REAR ABUT.	G5	GB1	1.10	0.63	0.27	0.16	-0.21	0.05	-0.03	0.13
REAR ABUT.	G6	GB1	1.11	0.64	0.30	0.17	-0.21	0.04	-0.02	0.12
REAR ABUT.	G7	GB1	1.12	0.65	0.35	0.20	-0.22	0.04	-0.03	0.13
REAR ABUT.	G8	NG1	1.13	0.65	0.44	0.25	-0.21	0.04	-0.02	0.13
REAR ABUT.	G9	NG1	1.15	0.66	0.54	0.31	-0.20	0.04	-0.02	0.12
REAR ABUT.	G10	NG1	1.19	0.69	0.59	0.35	-0.19	0.04	-0.02	0.11
PIER	G1	NG2	-0.35	-0.22	-0.12	-0.08	-0.07	0.14	-0.05	0.06
PIER	G2	NG2	-0.37	-0.22	-0.15	-0.08	-0.07	0.15	-0.06	0.06
PIER	G3	NG2	-0.34	-0.21	-0.12	-0.08	-0.08	0.14	-0.07	0.06
PIER	G4	FB2	-0.35	-0.22	-0.11	-0.07	-0.08	0.12	-0.06	0.05
PIER	G5	FB2	-0.36	-0.23	-0.09	-0.06	-0.08	0.12	-0.07	0.05
PIER	G6	FB2	-0.37	-0.23	-0.08	-0.05	-0.08	0.12	-0.07	0.05
PIER	G7	FB2	-0.36	-0.22	-0.08	-0.05	-0.09	0.12	-0.08	0.06
PIER	G8	FB2	-0.36	-0.22	-0.09	-0.06	-0.09	0.13	-0.08	0.06
PIER	G9	NG2	-0.35	-0.22	-0.13	-0.08	-0.08	0.13	-0.08	0.05
PIER	G10	NG2	-0.39	-0.24	-0.18	-0.11	-0.07	0.14	-0.08	0.05
FWD. ABUT.	G1	NG3	-0.06	-0.05	-0.08	-0.06	-0.05	0.12	-0.05	0.06
FWD. ABUT.	G2	NG3	-0.07	-0.06	-0.07	-0.05	-0.05	0.13	-0.07	0.05
FWD. ABUT.	G3	NG3	-0.09	-0.07	-0.04	-0.03	-0.05	0.13	-0.08	0.05
FWD. ABUT.	G4	GB3	-0.10	-0.07	-0.03	-0.02	-0.05	0.12	-0.08	0.05
FWD. ABUT.	G5	GB3	-0.11	-0.08	-0.02	-0.01	-0.05	0.12	-0.09	0.05
FWD. ABUT.	G6	GB3	-0.12	-0.09	-0.03	-0.02	-0.06	0.12	-0.09	0.05
FWD. ABUT.	G7	GB3	-0.13	-0.10	-0.05	-0.04	-0.06	0.12	-0.09	0.05
FWD. ABUT.	G8	NG3	-0.14	-0.11	-0.08	-0.06	-0.06	0.13	-0.10	0.05
FWD. ABUT.	G9	NG3	-0.16	-0.12	-0.12	-0.09	-0.07	0.12	-0.09	0.05
FWD. ABUT.	G10	NG3	-0.17	-0.13	-0.15	-0.11	-0.08	0.11	-0.08	0.06

* SERVICE ROTATIONS ARE GIVEN ABOUT THE GIRDER LONGITUDINAL AXIS (LONG.) AND ABOUT AN AXIS TRANSVERSE TO THE GIRDER CENTERLINE (TRANS.) POSITIVE ROTATIONS ARE CLOCKWISE LOOKING STATIONS AHEAD ALONG THE GIRDER LONGITUDINAL AXIS.

** NONCOMPOSITE DEAD LOADS INCLUDE STEEL SELF WEIGHT AND WET CONCRETE DECK SLAB LOADS.

*** COMPOSITE DEAD LOADS INCLUDE RAILING, FENCE AND SIDEWALK SELF WEIGHTS AND FUTURE WEARING SURFACE LOADS.

**** LIVE LOAD EFFECTS INCLUDE VEHICULAR LIVE LOADS AND SIDEWALK LIVE LOADS.

HLMR BEARING WELD DATA

BEARING LOCATION	BEARING MARK	MIN. FILLET WELD SIZE (IN)	MIN. LENGTH OF WELD REQ'D. (IN)
REAR ABUT.	NG1	5/16	
REAR ABUT.	GB1	5/16	
PIER	NG2	5/16	
PIER	FB2	5/16	
FWD. ABUT.	NG3	5/16	
FWD. ABUT.	GB3	5/16	

HLMR BEARING ANCHOR BOLT DATA

BEARING LOCATION	BEARING MARK	NUMBER OF ANCHOR BOLTS REQUIRED	ANCHOR BOLT DIAMETER (IN)	MINIMUM EMBEDMENT LENGTH (IN)
REAR ABUT.	NG1	4	1.25	18.00
REAR ABUT.	GB1	4	2.00	18.00
PIER	NG2	4	1.75	18.00
PIER	FB2	8	2.00	24.00
FWD. ABUT.	NG3	4	1.25	18.00
FWD. ABUT.	GB3	4	1.50	18.00

BEARING GENERAL NOTES:

1. BEARING SEAT ADJUSTMENTS: THE PIER AND ABUTMENT BEAM SEAT ELEVATIONS ARE BASED ON THE BEARING HEIGHTS PROVIDED IN THE TABLE ABOVE. IF THE CONTRACTOR'S SELECTED BEARING MANUFACTURER HAS A DESIGN THAT DOES NOT CONFORM TO THE HEIGHTS PROVIDED IN THE TABLE, ADJUST THE NEARING SEAT ELEVATIONS AT NO ADDITIONAL COST TO THE STATE. ADJUST THE LOCATION OF REINFORCING STEEL HORIZONTALLY AS NECESSARY TO AVOID INTERFERENCE WITH THE BEARING ANCHOR BOLTS. MAINTAIN THE MINIMUM CONCRETE COVER AND MINIMUM SPACING REQUIRED BY THE PROJECT PLANS. IF THE REINFORCING STEEL CANNOT BE MOVED TO PROVIDE THE REQUIRED POSITION FOR THE ANCHOR BOLTS, THE CONTRACTOR'S BEARING MANUFACTURER SHALL REDESIGN THE BEARINGS TO ACCOMMODATE AN ACCEPTABLE ANCHOR BOLT CONFIGURATION.
2. PROVIDE BEVELED SOLE PLATES. GIRDERS WEBS SHALL BE PLUMB AFTER ALL STEEL HAS BEEN ERECTED. GIRDERS SHALL BE DETAILED FOR THE "STEEL DEAD LOAD FIT" (SDLF) OR "ERECTED FIT" CONDITION. GIRDER WEBS SHALL BE PLUMB AFTER ERECTION IS COMPLETE. HLMR BEARINGS SHALL BE DESIGNED TO ACCOMMODATE GIRDER ROLL AND LAYOVER DURING THE ERECTION PROCESS AND PLACEMENT OF COMPOSITE DEAD LOADS.
3. PROVIDE FILLET WELDS BETWEEN GIRDER BOTTOM FLANGES AND BEARING SOLE PLATES PER THE HLMR BEARING WELD DATA TABLE. USE LOW-HYDROGEN, GRADE E70XX ELECTRODES TO MAKE ALL WELDS. REPAIR GIRDER PRIMER DAMAGED BY WELDING AT NO ADDITIONAL COST TO THE STATE.
4. FOR ADDITIONAL INFORMATION, SEE SUPPLEMENTAL SPECIFICATION 869: "HIGH LOAD MULTI ROTATIONAL (HLMR) BEARINGS".
5. SANDBLAST IN ACCORDANCE WITH SSPC-SP10 TO REMOVE MILL SCALE FROM ALL BEARINGS.
6. GRIND ALL STEEL SURFACES SMOOTH AND REMOVE ANY SHARPO PROTRUSIONS. FABRICATION TOLERANCES AND LIMITATIONS ON SURFACE FINISH SHALL BE IN ACCORDANCEW WITH SUPPLEMENTAL SPECIFICATION 869.
7. PAINT ALL STEEL SURFACES. DO NOT PAINT PTFE, STAINLESS STEEL, OR INNER SURFACES OF POT BEARINGS. APPLY ONLY PRIMER COATS TO STEEL SURFACES TO BE IN CONTANCE WITH THE GIRDER BOTTOM FLANGE.
8. ROUND ALL PTFE CORNERS TO ACCOMMODATE THE MACHINED RECESS IN STEEL GUIDE PLATES AND PISTONS (IF USED).
9. ETCH PTFE ON ONE SIDE FOR BONDING INTO MACHINED RECESSES.
10. PIGMENT THE PTFE ON THE SIDE OF GUIDE PLATES.
11. PRIOR TO APPLICATION OF ADHESIVE, CLEAN ALL MATING STEEL AND PTFE SURFACES BY GRIT BLASTING AND DEGREASING. APPLY ADHESIVE PER THE MANUFACTURER'S RECOMMENDATIONS.
12. POT BEARINGS: LUBRICATE ALL SURFACES OF NEOPRENE DISCS WITH SILICONE GREASE IN ACCORDANCE WITH MILITARY SPEC. SAE-AS8660. CUT CUT FLAT BRASS SEALING RING ENDS AT 45° WITH A MAXIMUM GAP OF 0.05". STAGGER OPENINGS IN THE BRASS RINGS 120° APART.
13. MARK THE THICKER EDGES OF SOLE PLATES FOR IDENTIFICATION IN THE FIELD. PLACE MARKS SO THEY WILL BE VISIBLE AFTER INSTALLATION. MARK CENTERLINES OF GUIDED AND NONGUIDED BEARINGS ON THE SIDES OF THE MASONRY PLATE AND SOLE PLATE. THESE WILL BE USED TO SET OFFSET DISTANCES IN THE FIELD. USE INDELIBLE INK TO PLACE ALL MARKS. MARK EACH BEARING WITH THE NAME OF THE MANUFACTURER AND BEARING TYPE OR MODEL NUMBER. PLACE THE MARKS IN A PERMANENT MANNER AND IN A LOCATION VISIBLE AFTER INSTALLATION.

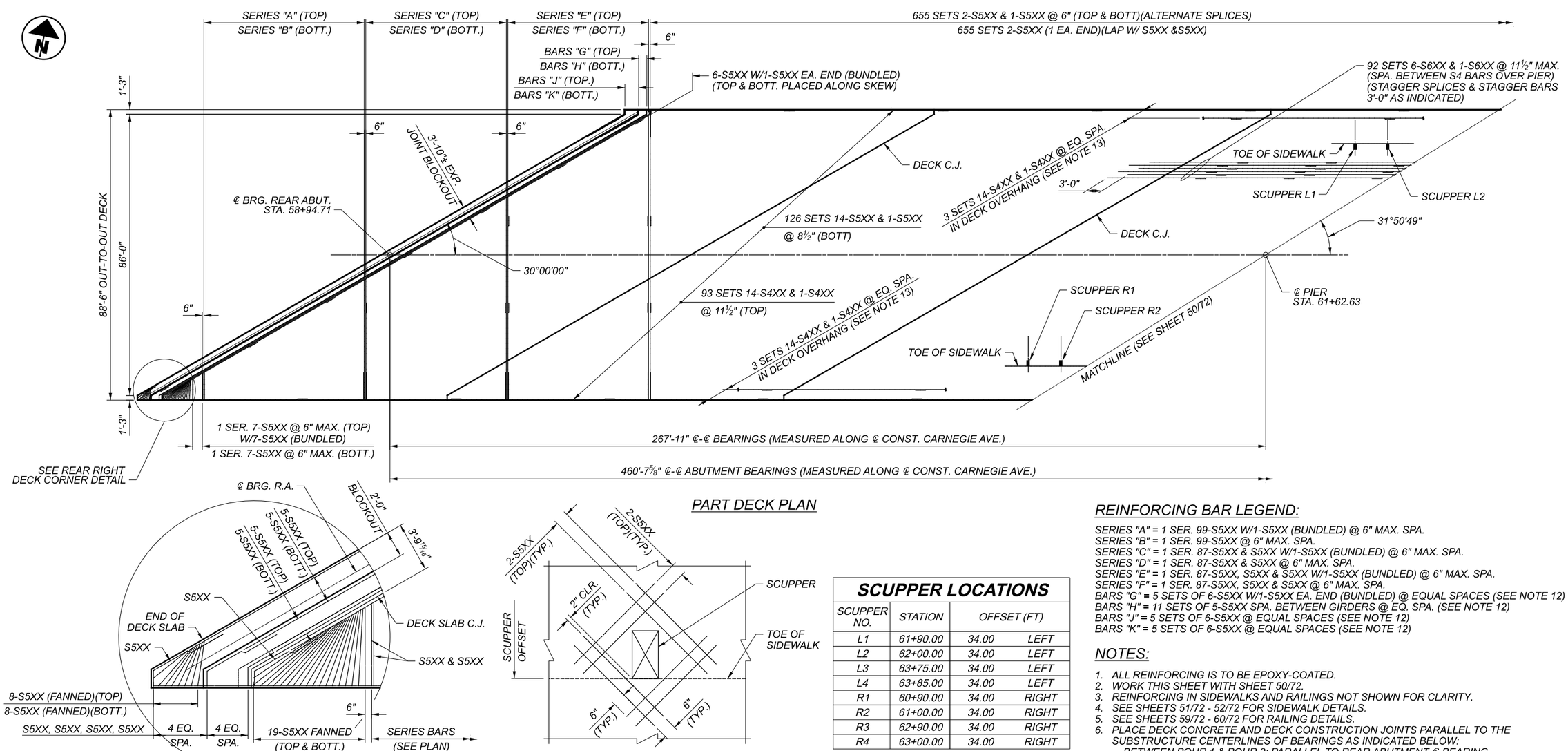
ANCHOR BOLT INSTALLATION NOTES:

1. INSTALL ANCHOR BOLTS USING A METAL TEMPLATE OR OTHER METHOD TO POSITIVELY LOCATE ANCHOR BOLTS IN THE FIELD, OR DRILL AND GROUT.
2. IF BLOCKOUTS ARE USED FOR ANCHOR BOLTS, REMOVE BLOCKOUT FORM AND DEBRIS FROM HOLE PRIOR TO GROUTING. DO NOT GROUT ANCHOR BOLT HOLES UNTIL ALL GIRDERS HAVE BEEN COMPLETELY PLACED.
3. PREVENT WATER FROM ACCUMULATING IN PREFORMED ANCHOR BOLT HOLES AND ENSURE HOLES ARE COMPLETELY FILLED WITH GROUT.
4. INSTALL ANCHOR BOTL HEX NUTS FINGER TIGHT, THEN BACK OFF ONE-QUARTER TURN. PEEN OR BURR THREADS AFTER NUT INSTALLATION.

BEARING DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MEM | CHECKER ABC
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 48 | TOTAL 72
SHEET 1868 | TOTAL 2339

CUY-90-16.28 (CCG3A)



REAR RIGHT DECK CORNER DETAIL

PART DECK PLAN

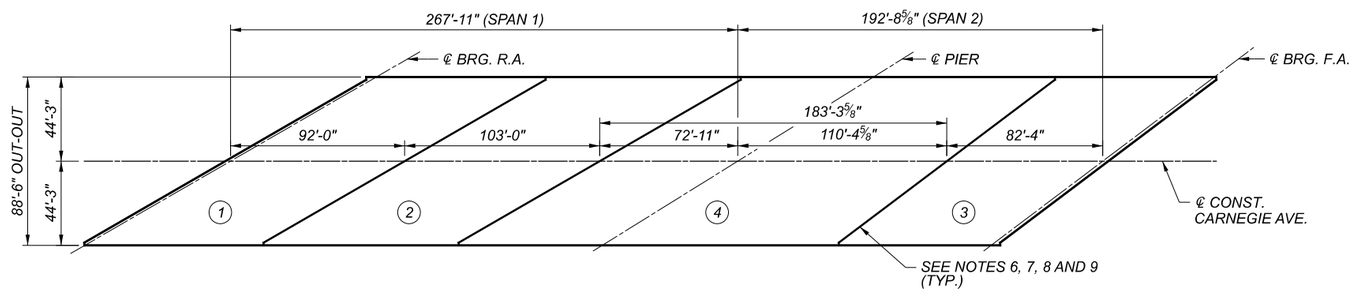
SCUPPER REINFORCING DETAIL

SCUPPER LOCATIONS

SCUPPER NO.	STATION	OFFSET (FT)	
L1	61+90.00	34.00	LEFT
L2	62+00.00	34.00	LEFT
L3	63+75.00	34.00	LEFT
L4	63+85.00	34.00	LEFT
R1	60+90.00	34.00	RIGHT
R2	61+00.00	34.00	RIGHT
R3	62+90.00	34.00	RIGHT
R4	63+00.00	34.00	RIGHT

LAP LENGTHS

NO. 4 BARS 1'-11"
NO. 5 BARS 3'-0"
NO. 6 BARS 3'-7"



DECK PLACEMENT SEQUENCE

REINFORCING BAR LEGEND:

SERIES "A" = 1 SER. 99-S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "B" = 1 SER. 99-S5XX @ 6" MAX. SPA.
SERIES "C" = 1 SER. 87-S5XX & S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "D" = 1 SER. 87-S5XX & S5XX @ 6" MAX. SPA.
SERIES "E" = 1 SER. 87-S5XX, S5XX & S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "F" = 1 SER. 87-S5XX, S5XX & S5XX @ 6" MAX. SPA.
BARS "G" = 5 SETS OF 6-S5XX W/1-S5XX EA. END (BUNDLED) @ EQUAL SPACES (SEE NOTE 12)
BARS "H" = 11 SETS OF 5-S5XX SPA. BETWEEN GIRDERS @ EQ. SPA. (SEE NOTE 12)
BARS "J" = 5 SETS OF 6-S5XX @ EQUAL SPACES (SEE NOTE 12)
BARS "K" = 5 SETS OF 6-S5XX @ EQUAL SPACES (SEE NOTE 12)

NOTES:

1. ALL REINFORCING IS TO BE EPOXY-COATED.
2. WORK THIS SHEET WITH SHEET 50/72.
3. REINFORCING IN SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
4. SEE SHEETS 51/72 - 52/72 FOR SIDEWALK DETAILS.
5. SEE SHEETS 59/72 - 60/72 FOR RAILING DETAILS.
6. PLACE DECK CONCRETE AND DECK CONSTRUCTION JOINTS PARALLEL TO THE SUBSTRUCTURE CENTERLINES OF BEARINGS AS INDICATED BELOW:
   BETWEEN POUR 1 & POUR 2: PARALLEL TO REAR ABUTMENT ℄ BEARING
   BETWEEN POUR 2 & POUR 3: PARALLEL TO REAR ABUTMENT ℄ BEARING
   BETWEEN POUR 3 & POUR 4: PARALLEL TO FWD. ABUTMENT ℄ BEARING
7. PLACE DECK CONCRETE IN THE SEQUENCE INDICATED IN THE DECK PLACEMENT SEQUENCE DETAIL. PLACE DECK CONCRETE FULL-WIDTH. SEE GENERAL NOTES FOR ADDITIONAL DECK CONCRETE PLACEMENT NOTES AND DESIGN ASSUMPTIONS.
8. CIRCLED NUMBERS IN THE DECK PLACEMENT SEQUENCE DETAIL INDICATE THE ORDER OF CONCRETE DECK PLACEMENTS.
9. PLACE CONCRETE IN POUR NUMBERS 1 AND 4 FROM THE ABUTMENT TOWARD THE PIER.
10. SEAL CONSTRUCTION JOINTS WITH A 2'-0" WIDE STRIP OF HIGH MOLECULAR WEIGHT METHACRYLATE RESIN ACCORDING TO 511.22.
11. FOR DECK REINFORCEMENT SCHEDULES, SEE SHEETS 69/72 - 72/72.
12. SEE EXPANSION JOINT DETAILS ON SHEETS 62/72 - 64/72 FOR REINFORCMENT LAYOUT DETAILS. THE CONTRACTOR'S MODULAR JOINT ENGINEER IS RESPONSIBLE DESIGNING AND DETAILING REINFORCING WITHIN THE MODULAR EXPANSION JOINT BLOCKOUT.
13. SEE TYPICAL TRANSVERSE SECTION ON SHEET 32/72 FOR LOCATIONS OF S4 BARS.
14. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 5 INCHES AND A HAUNCH WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE.
15. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.

DECK PLAN (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 49 | TOTAL 72
SHEET 1869 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: deck plan 1 of 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:02 PM USER: Mala.Gallagher
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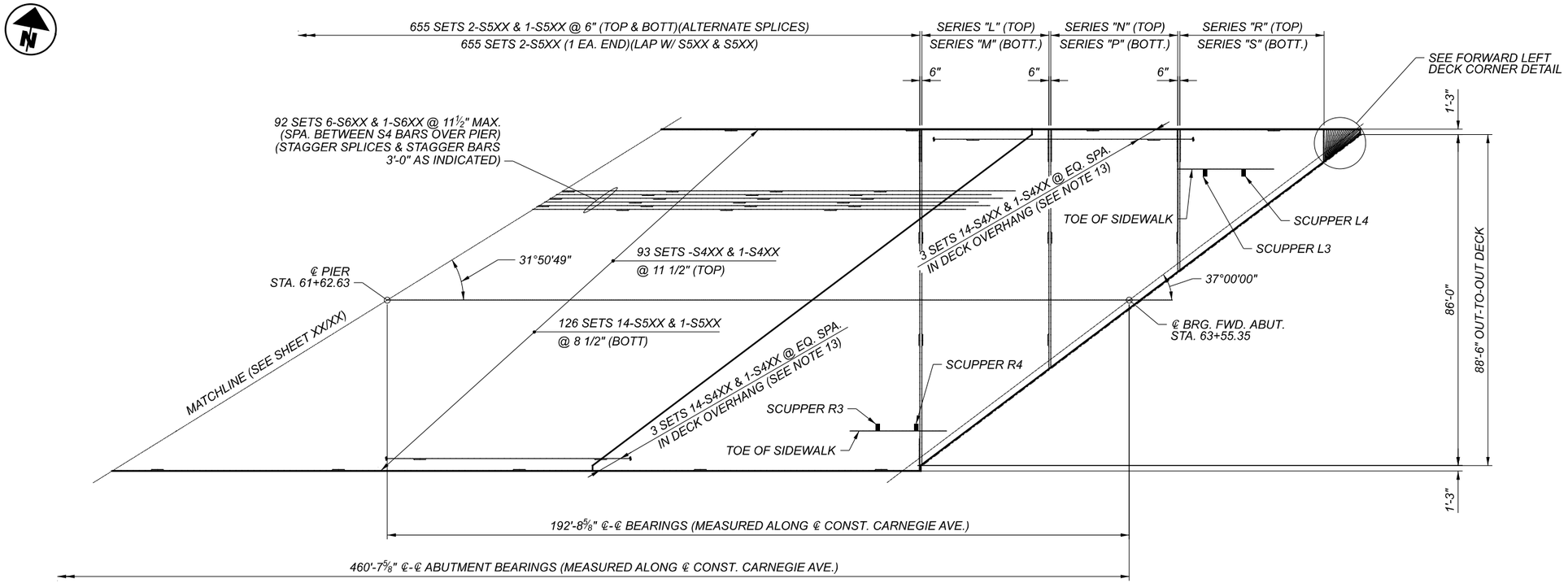

PART DECK PLAN

REINFORCING BAR LEGEND:

SERIES "L" = 1 SER. 67-S5XX, S5XX & S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "M" = 1 SER. 67-S5XX, S5XX & S5XX @ 6" MAX. SPA.
SERIES "N" = 1 SER. 67-S5XX & S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "P" = 1 SER. 67-S5XX & S5XX @ 6" MAX. SPA.
SERIES "R" = 1 SER. 76-S5XX W/1-S5XX (BUNDLED) @ 6" MAX. SPA.
SERIES "S" = 1 SER. 76-S5XX @ 6" MAX. SPA.

LAP LENGTHS

NO. 4 BARS 1'-11"
NO. 5 BARS 3'-0"
NO. 6 BARS 3'-7"

NOTES:

1. ALL REINFORCING IS TO BE EPOXY-COATED.
2. WORK THIS SHEET WITH SHEET 49/72.
3. REINFORCING IN SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
4. SEE SHEETS 51/72 - 52/72 FOR SIDEWALK DETAILS.
5. SEE SHEETS 59/72 - 60/72 FOR RAILING DETAILS.
6. PLACE DECK CONCRETE AND DECK CONSTRUCTION JOINTS PARALLEL TO THE SUBSTRUCTURE CENTERLINES OF BEARINGS AS INDICATED BELOW:
   BETWEEN POUR 1 & POUR 2: PARALLEL TO REAR ABUTMENT ℄ BEARING
   BETWEEN POUR 2 & POUR 3: PARALLEL TO REAR ABUTMENT ℄ BEARING
   BETWEEN POUR 3 & POUR 4: PARALLEL TO FWD. ABUTMENT ℄ BEARING
7. PLACE DECK CONCRETE IN THE SEQUENCE INDICATED IN THE DECK PLACEMENT SEQUENCE DETAIL. PLACE DECK CONCRETE FULL-WIDTH. SEE GENERAL NOTES FOR ADDITIONAL DECK CONCRETE PLACEMENT NOTES AND DESIGN ASSUMPTIONS.
8. CIRCLED NUMBERS IN THE DECK PLACEMENT SEQUENCE DETAIL INDICATE THE ORDER OF CONCRETE DECK PLACEMENTS.
9. PLACE CONCRETE IN POUR NUMBERS 1 AND 4 FROM THE ABUTMENT TOWARD THE PIER.
10. SEAL CONSTRUCTION JOINTS WITH A 2'-0" WIDE STRIP OF HIGH MOLECULAR WEIGHT METHACRYLATE RESIN ACCORDING TO 511.22.
11. FOR DECK REINFORCEMENT SCHEDULES, SEE SHEETS 69/72 - 72/72.
12. SEE EXPANSION JOINT DETAILS ON SHEETS 62/72 - 64/72 FOR REINFORCMENT LAYOUT DETAILS. THE CONTRACTOR'S MODULAR JOINT ENGINEER IS RESPONSIBLE DESIGNING AND DETAILING REINFORCING WITHIN THE MODULAR EXPANSION JOINT BLOCKOUT.

DECK PLAN (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 50 | TOTAL 72
SHEET 1870 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: deck plan 2 of 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:03 PM USER: Maia.Gallagher
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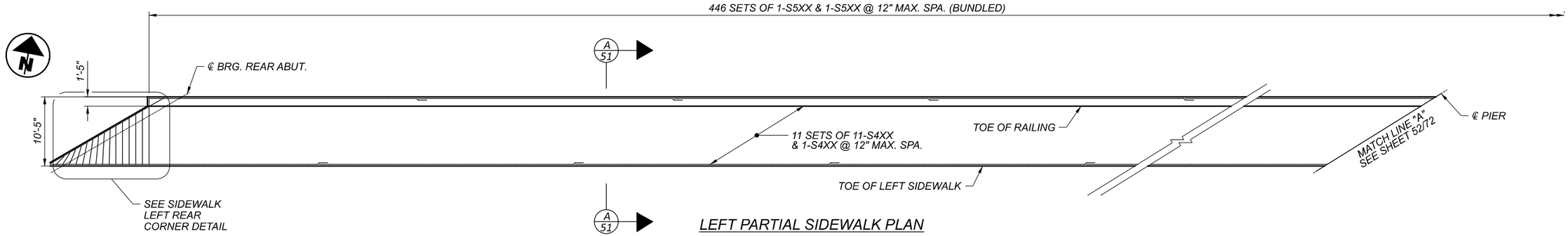
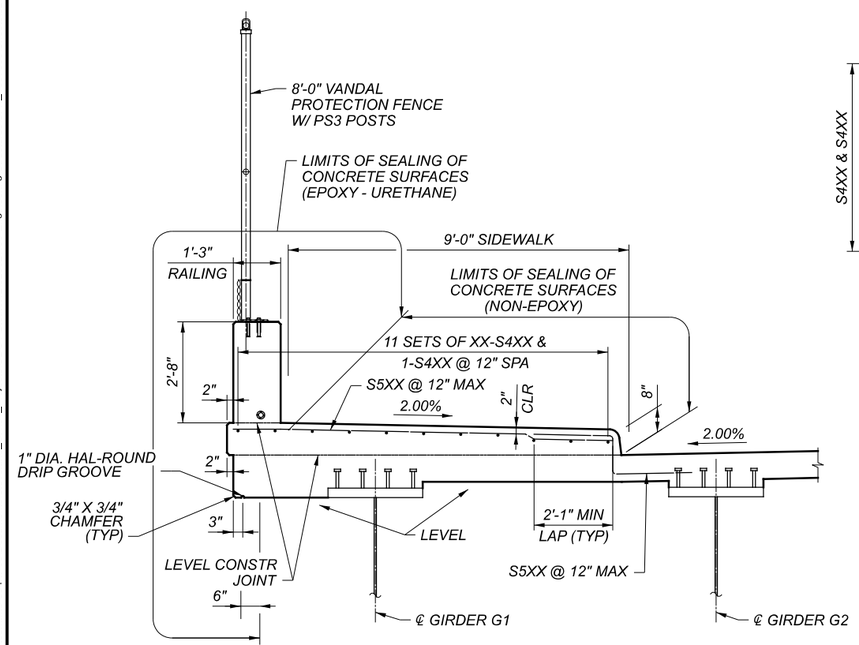
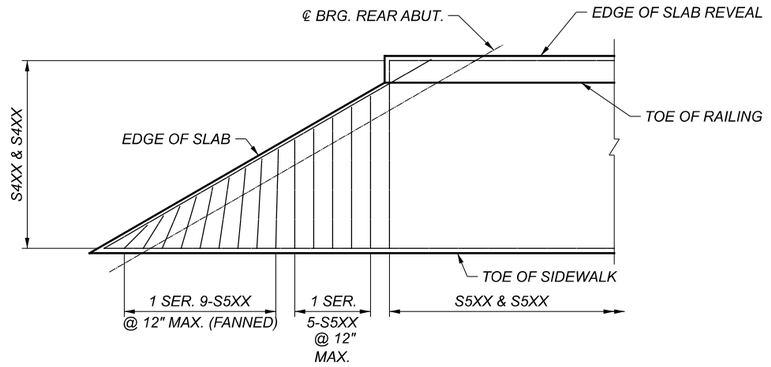


LEFT PARTIAL SIDEWALK PLAN

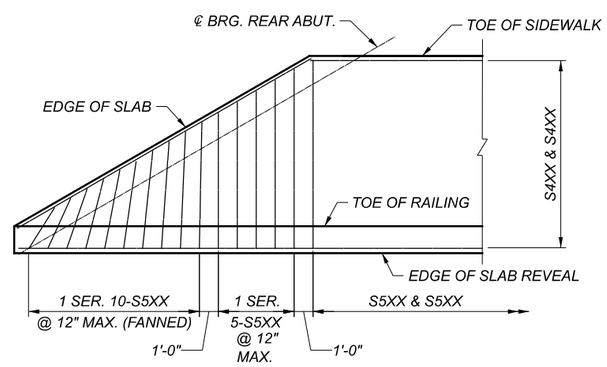
RIGHT PARTIAL SIDEWALK PLAN



A / 51 SECTION
TYPICAL LEFT SIDEWALK SECTION



SIDEWALK LEFT REAR CORNER DETAIL



SIDEWALK RIGHT REAR CORNER DETAIL

SIDEWALK PLAN & DETAILS (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	51
TOTAL	72
SHEET	1871
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: sidewalk plan and details 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 6:37:11 PM USER: Mala.Gallagher
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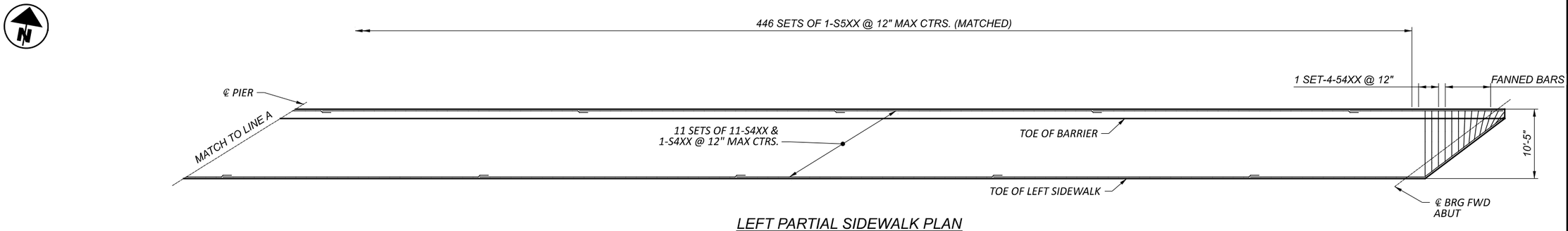
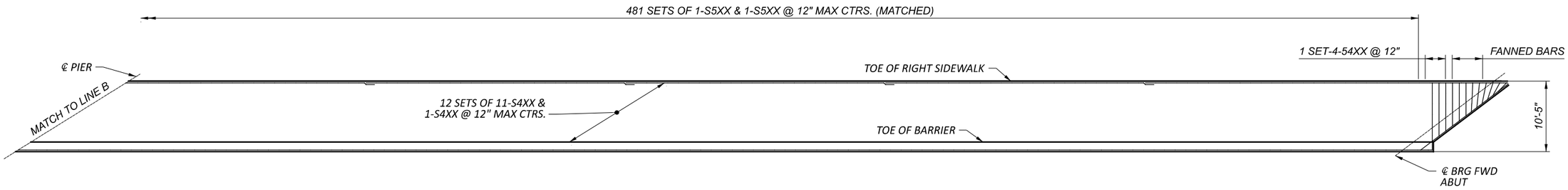
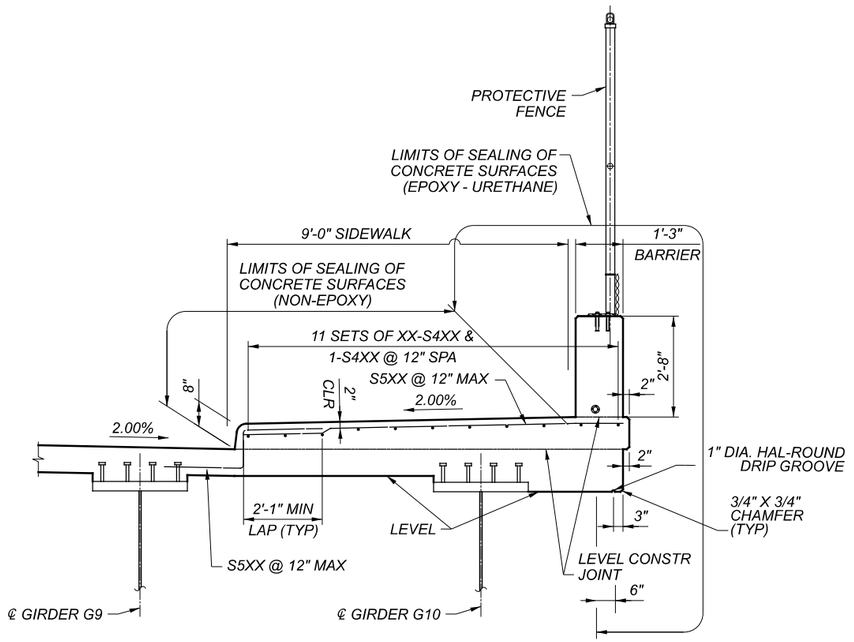


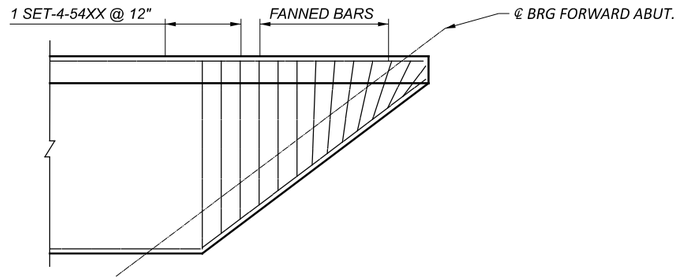
LEFT PARTIAL SIDEWALK PLAN



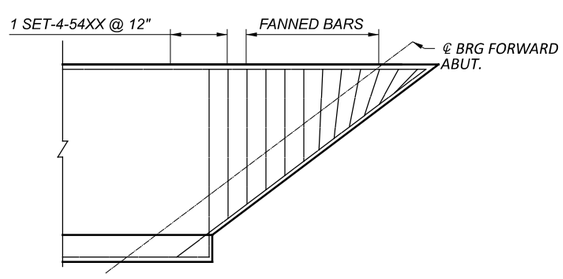
RIGHT PARTIAL SIDEWALK PLAN



B/52 SECTION
TYPICAL LEFT SIDEWALK SECTION



SIDEWALK LEFT FORWARD CORNER DETAIL



SIDEWALK RIGHT FORWARD CORNER DETAIL

SIDEWALK PLAN & DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: sidewalk plan and details 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:12 PM USER: Mala.Gallagher
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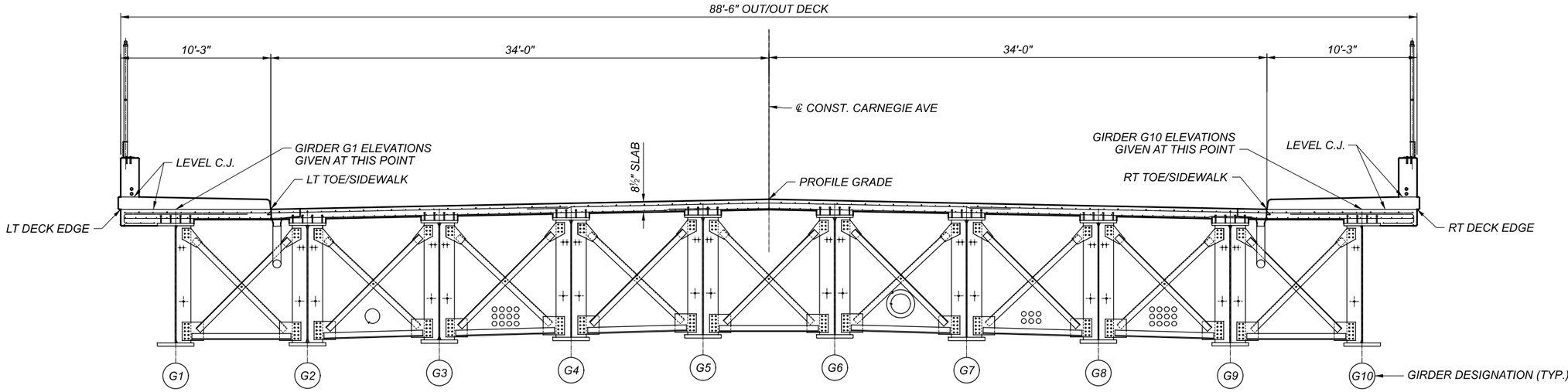
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	52
TOTAL	72
SHEET	1872
TOTAL	2339



FINAL DECK ELEVATIONS, STATIONS AND OFFSETS

	LT DECK EDGE	GIRDER G1	LT TOE/SIDEWALK	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	PROFILE GRADE	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	RT TOE/SIDEWALK	GIRDER G10	RT DECK EDGE
C.L. BRG. R.A.	59+71.35 | 44.25' LT	59+64.86 | 40.50' LT	59+53.60 | 34.00' LT	59+49.27 | 31.50' LT	59+33.68 | 22.50' LT	59+18.09 | 13.50' LT	59+02.50 | 4.50' LT	58+94.71	58+86.92 | 4.50' RT	58+71.33 | 13.50' RT	58+55.74 | 22.50' RT	58+40.15 | 31.50' RT	58+35.82 | 34.00' RT	58+24.56 | 40.50' RT	58+18.07 | 44.25' RT
	669.28	669.30	669.35	669.41	669.66	669.90	670.14	670.26	670.20	670.09	669.97	669.85	669.82	669.86	669.89
0.05 "A"	59+84.48 | 44.25' LT	59+78.01 | 40.50' LT	59+66.79 | 34.00' LT	59+62.47 | 31.50' LT	59+46.94 | 22.50' LT	59+31.41 | 13.50' LT	59+15.87 | 4.50' LT	59+08.11	59+00.34 | 4.50' RT	58+84.81 | 13.50' RT	58+69.27 | 22.50' RT	58+53.74 | 31.50' RT	58+49.42 | 34.00' RT	58+38.21 | 40.50' RT	58+31.73 | 44.25' RT
	669.22	669.25	669.29	669.36	669.60	669.85	670.09	670.21	670.15	670.03	669.91	669.80	669.76	669.81	669.83
0.10 "A"	59+97.60 | 44.25' LT	59+91.16 | 40.50' LT	59+79.98 | 34.00' LT	59+75.68 | 31.50' LT	59+60.20 | 22.50' LT	59+44.72 | 13.50' LT	59+29.24 | 4.50' LT	59+21.50	59+13.76 | 4.50' RT	58+98.28 | 13.50' RT	58+82.81 | 22.50' RT	58+67.33 | 31.50' RT	58+63.03 | 34.00' RT	58+51.85 | 40.50' RT	58+45.40 | 44.25' RT
	669.17	669.20	669.24	669.31	669.55	669.79	670.03	670.15	670.10	669.98	669.86	669.74	669.71	669.75	669.78
0.15 "A"	60+10.73 | 44.25' LT	60+04.30 | 40.50' LT	59+93.16 | 34.00' LT	59+88.88 | 31.50' LT	59+73.46 | 22.50' LT	59+58.03 | 13.50' LT	59+42.61 | 4.50' LT	59+34.90	59+27.19 | 4.50' RT	59+11.76 | 13.50' RT	58+96.34 | 22.50' RT	58+80.92 | 31.50' RT	58+76.63 | 34.00' RT	58+65.49 | 40.50' RT	58+59.07 | 44.25' RT
	669.12	669.14	669.19	669.26	669.50	669.74	669.98	670.10	670.04	669.92	669.81	669.69	669.65	669.70	669.72
0.20 "A"	60+23.86 | 44.25' LT	60+17.45 | 40.50' LT	60+06.35 | 34.00' LT	60+02.08 | 31.50' LT	59+86.72 | 22.50' LT	59+71.35 | 13.50' LT	59+55.98 | 4.50' LT	59+48.29	59+40.61 | 4.50' RT	59+25.24 | 13.50' RT	59+09.87 | 22.50' RT	58+94.50 | 31.50' RT	58+90.23 | 34.00' RT	58+79.14 | 40.50' RT	58+72.73 | 44.25' RT
	669.07	669.09	669.14	669.20	669.44	669.69	669.93	670.05	669.99	669.87	669.75	669.63	669.60	669.64	669.67
0.25 "A"	60+36.98 | 44.25' LT	60+30.60 | 40.50' LT	60+19.54 | 34.00' LT	60+15.29 | 31.50' LT	59+99.97 | 22.50' LT	59+84.66 | 13.50' LT	59+69.35 | 4.50' LT	59+61.69	59+54.03 | 4.50' RT	59+38.72 | 13.50' RT	59+23.41 | 22.50' RT	59+08.09 | 31.50' RT	59+03.84 | 34.00' RT	58+92.78 | 40.50' RT	58+86.40 | 44.25' RT
	669.01	669.04	669.08	669.15	669.39	669.63	669.87	669.99	669.93	669.82	669.70	669.58	669.55	669.59	669.62
0.30 "A"	60+50.11 | 44.25' LT	60+43.75 | 40.50' LT	60+32.73 | 34.00' LT	60+28.49 | 31.50' LT	60+13.23 | 22.50' LT	59+97.97 | 13.50' LT	59+82.72 | 4.50' LT	59+75.09	59+67.46 | 4.50' RT	59+52.20 | 13.50' RT	59+36.94 | 22.50' RT	59+21.68 | 31.50' RT	59+17.44 | 34.00' RT	59+06.42 | 40.50' RT	59+00.06 | 44.25' RT
	668.96	668.99	669.03	669.10	669.34	669.58	669.82	669.94	669.88	669.76	669.64	669.52	669.49	669.54	669.56
0.35 "A"	60+63.23 | 44.25' LT	60+56.90 | 40.50' LT	60+45.92 | 34.00' LT	60+41.69 | 31.50' LT	60+26.49 | 22.50' LT	60+11.29 | 13.50' LT	59+96.08 | 4.50' LT	59+88.48	59+80.88 | 4.50' RT	59+65.68 | 13.50' RT	59+50.47 | 22.50' RT	59+35.27 | 31.50' RT	59+31.05 | 34.00' RT	59+20.07 | 40.50' RT	59+13.73 | 44.25' RT
	668.91	668.93	668.98	669.04	669.29	669.53	669.77	669.89	669.83	669.71	669.59	669.47	669.44	669.48	669.51
0.40 "A"/ F.S. 1	60+76.36 | 44.25' LT	60+70.05 | 40.50' LT	60+59.11 | 34.00' LT	60+54.90 | 31.50' LT	60+39.75 | 22.50' LT	60+24.60 | 13.50' LT	60+09.45 | 4.50' LT	60+01.88	59+94.30 | 4.50' RT	59+79.15 | 13.50' RT	59+64.01 | 22.50' RT	59+48.86 | 31.50' RT	59+44.65 | 34.00' RT	59+33.71 | 40.50' RT	59+27.40 | 44.25' RT
	668.86	668.88	668.92	668.99	669.23	669.47	669.71	669.83	669.77	669.65	669.53	669.42	669.38	669.43	669.45
0.45 "A"	60+89.48 | 44.25' LT	60+83.20 | 40.50' LT	60+72.29 | 34.00' LT	60+68.10 | 31.50' LT	60+53.01 | 22.50' LT	60+37.91 | 13.50' LT	60+22.82 | 4.50' LT	60+15.27	60+07.73 | 4.50' RT	59+92.63 | 13.50' RT	59+77.54 | 22.50' RT	59+62.45 | 31.50' RT	59+58.25 | 34.00' RT	59+47.35 | 40.50' RT	59+41.06 | 44.25' RT
	668.80	668.83	668.87	668.94	669.18	669.42	669.66	669.78	669.72	669.60	669.48	669.36	669.33	669.37	669.40
0.50 "A"	61+02.61 | 44.25' LT	60+96.34 | 40.50' LT	60+85.48 | 34.00' LT	60+81.31 | 31.50' LT	60+66.27 | 22.50' LT	60+51.23 | 13.50' LT	60+36.19 | 4.50' LT	60+28.67	60+21.15 | 4.50' RT	60+06.11 | 13.50' RT	59+91.07 | 22.50' RT	59+76.03 | 31.50' RT	59+71.86 | 34.00' RT	59+61.00 | 40.50' RT	59+54.73 | 44.25' RT
	668.75	668.78	668.82	668.89	669.13	669.37	669.61	669.73	669.67	669.55	669.43	669.31	669.27	669.32	669.34
0.55 "A"	61+15.74 | 44.25' LT	61+09.49 | 40.50' LT	60+98.67 | 34.00' LT	60+94.51 | 31.50' LT	60+79.53 | 22.50' LT	60+64.54 | 13.50' LT	60+49.56 | 4.50' LT	60+42.07	60+34.57 | 4.50' RT	60+19.59 | 13.50' RT	60+04.61 | 22.50' RT	59+89.62 | 31.50' RT	59+85.46 | 34.00' RT	59+74.64 | 40.50' RT	59+68.40 | 44.25' RT
	668.70	668.72	668.77	668.83	669.07	669.31	669.55	669.67	669.61	669.49	669.37	669.25	669.22	669.26	669.29
0.60 "A"	61+28.86 | 44.25' LT	61+22.64 | 40.50' LT	61+11.86 | 34.00' LT	61+07.71 | 31.50' LT	60+92.78 | 22.50' LT	60+77.86 | 13.50' LT	60+62.93 | 4.50' LT	60+55.46	60+48.00 | 4.50' RT	60+33.07 | 13.50' RT	60+18.14 | 22.50' RT	60+03.21 | 31.50' RT	59+99.06 | 34.00' RT	59+88.28 | 40.50' RT	59+82.06 | 44.25' RT
	668.65	668.67	668.71	668.78	669.02	669.26	669.50	669.62	669.56	669.44	669.32	669.20	669.16	669.21	669.23
0.65 "A"	61+41.99 | 44.25' LT	61+35.79 | 40.50' LT	61+25.05 | 34.00' LT	61+20.92 | 31.50' LT	61+06.04 | 22.50' LT	60+91.17 | 13.50' LT	60+76.29 | 4.50' LT	60+68.86	60+61.42 | 4.50' RT	60+46.55 | 13.50' RT	60+31.67 | 22.50' RT	60+16.80 | 31.50' RT	60+12.67 | 34.00' RT	60+01.93 | 40.50' RT	59+95.73 | 44.25' RT
	668.59	668.62	668.66	668.73	668.97	669.21	669.45	669.57	669.51	669.38	669.26	669.14	669.11	669.15	669.18
0.70 "A"	61+55.11 | 44.25' LT	61+48.94 | 40.50' LT	61+38.24 | 34.00' LT	61+34.12 | 31.50' LT	61+19.30 | 22.50' LT	61+04.48 | 13.50' LT	60+89.66 | 4.50' LT	60+82.25	60+74.84 | 4.50' RT	60+60.03 | 13.50' RT	60+45.21 | 22.50' RT	60+30.39 | 31.50' RT	60+26.27 | 34.00' RT	60+15.57 | 40.50' RT	60+09.39 | 44.25' RT
	668.54	668.57	668.61	668.67	668.91	669.15	669.39	669.51	669.45	669.33	669.21	669.09	669.06	669.10	669.12
0.75 "A"	61+68.24 | 44.25' LT	61+62.09 | 40.50' LT	61+51.42 | 34.00' LT	61+47.32 | 31.50' LT	61+32.56 | 22.50' LT	61+17.80 | 13.50' LT	61+03.03 | 4.50' LT	60+95.65	60+88.27 | 4.50' RT	60+73.50 | 13.50' RT	60+58.74 | 22.50' RT	60+43.98 | 31.50' RT	60+39.88 | 34.00' RT	60+29.21 | 40.50' RT	60+23.06 | 44.25' RT
	668.49	668.51	668.56	668.62	668.86	669.10	669.34	669.46	669.40	669.28	669.16	669.04	669.00	669.04	669.07
0.80 "A"/ F.S. 2	61+81.36 | 44.25' LT	61+75.24 | 40.50' LT	61+64.61 | 34.00' LT	61+60.53 | 31.50' LT	61+45.82 | 22.50' LT	61+31.11 | 13.50' LT	61+16.40 | 4.50' LT	61+09.05	61+01.69 | 4.50' RT	60+86.98 | 13.50' RT	60+72.27 | 22.50' RT	60+57.56 | 31.50' RT	60+53.48 | 34.00' RT	60+42.86 | 40.50' RT	60+36.73 | 44.25' RT
	668.44	668.46	668.50	668.57	668.81	669.05	669.29	669.40	669.34	669.22	669.10	668.98	668.95	668.99	669.01
0.85 "A"	61+94.49 | 44.25' LT	61+88.38 | 40.50' LT	61+77.80 | 34.00' LT	61+73.73 | 31.50' LT	61+59.08 | 22.50' LT	61+44.42 | 13.50' LT	61+29.77 | 4.50' LT	61+22.44	61+15.12 | 4.50' RT	61+00.46 | 13.50' RT	60+85.81 | 22.50' RT	60+71.15 | 31.50' RT	60+67.08 | 34.00' RT	60+56.50 | 40.50' RT	60+50.39 | 44.25' RT
	668.38	668.41	668.45	668.52	668.75	668.99	669.23	669.35	669.29	669.17	669.05	668.93	668.89	668.94	668.96
0.90 "A"	62+07.62 | 44.25' LT	62+01.53 | 40.50' LT	61+90.99 | 34.00' LT	61+86.93 | 31.50' LT	61+72.34 | 22.50' LT	61+57.74 | 13.50' LT	61+43.14 | 4.50' LT	61+35.84	61+28.54 | 4.50' RT	61+13.94 | 13.50' RT	60+99.34 | 22.50' RT	60+84.74 | 31.50' RT	60+80.69 | 34.00' RT	60+70.14 | 40.50' RT	60+64.06 | 44.25' RT
	668.33	668.35	668.40	668.46	668.70	668.94	669.18	669.30	669.24	669.12	668.99	668.87	668.84	668.88	668.90
0.95 "A"	62+20.74 | 44.25' LT	62+14.68 | 40.50' LT	62+04.18 | 34.00' LT	62+00.14 | 31.50' LT	61+85.59 | 22.50' LT	61+71.05 | 13.50' LT	61+56.51 | 4.50' LT	61+49.23	61+41.96 | 4.50' RT	61+27.42 | 13.50' RT	61+12.87 | 22.50' RT	60+98.33 | 31.50' RT	60+94.29 | 34.00' RT	60+83.79 | 40.50' RT	60+77.73 | 44.25' RT
	668.28	668.30	668.34	668.41	668.65	668.89	669.12	669.24	669.18	669.06	668.94	668.82	668.78	668.83	668.85
C.L. PIER	62+33.87 | 44.25' LT	62+27.83 | 40.50' LT	62+17.37 | 34.00' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+62.63	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	61+07.89 | 34.00' RT	60+97.43 | 40.50' RT	60+91.39 | 44.25' RT
	668.23	668.25	668.29	668.36	668.60	668.83	669.07	669.19	669.13	669.01	668.89	668.76	668.73	668.77	668.80

LEGEND:

"A" LENGTH OF SPAN 1 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

NOTES:

1. WORK THIS SHEET WITH SHEET 54/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "A".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

FINAL DECK SURFACE ELEVATION TABLE (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 53 | TOTAL 72
SHEET 1873 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: final deck surface elev 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:19 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SD003.dgn

FINAL DECK ELEVATIONS, STATIONS AND OFFSETS

	LT DECK EDGE	GIRDER G1	LT TOE/SIDEWALK	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	PROFILE GRADE	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	RT TOE/SIDEWALK	GIRDER G10	RT DECK EDGE
C.L. PIER	62+33.87 | 44.25' LT	62+27.83 | 40.50' LT	62+17.37 | 34.00' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+62.63	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	61+07.89 | 34.00' RT	60+97.43 | 40.50' RT	60+91.39 | 44.25' RT
	668.23	668.25	668.29	668.36	668.60	668.83	669.07	669.19	669.13	669.01	668.89	668.76	668.73	668.77	668.80
0.05 "B"	62+42.88 | 44.25' LT	62+36.89 | 40.50' LT	62+26.52 | 34.00' LT	62+22.53 | 31.50' LT	62+08.17 | 22.50' LT	61+93.81 | 13.50' LT	61+79.45 | 4.50' LT	61+72.27	61+65.09 | 4.50' RT	61+50.72 | 13.50' RT	61+36.36 | 22.50' RT	61+22.00 | 31.50' RT	61+18.01 | 34.00' RT	61+07.64 | 40.50' RT	61+01.65 | 44.25' RT
	668.19	668.21	668.25	668.32	668.56	668.80	669.03	669.15	669.09	668.97	668.85	668.72	668.69	668.73	668.75
0.10 "B"	62+51.89 | 44.25' LT	62+45.96 | 40.50' LT	62+35.68 | 34.00' LT	62+31.72 | 31.50' LT	62+17.49 | 22.50' LT	62+03.25 | 13.50' LT	61+89.02 | 4.50' LT	61+81.90	61+74.78 | 4.50' RT	61+60.55 | 13.50' RT	61+46.32 | 22.50' RT	61+32.08 | 31.50' RT	61+28.13 | 34.00' RT	61+17.85 | 40.50' RT	61+11.92 | 44.25' RT
	668.15	668.18	668.22	668.28	668.52	668.76	668.99	669.11	669.05	668.93	668.81	668.68	668.65	668.69	668.71
0.15 "B"	62+60.90 | 44.25' LT	62+55.02 | 40.50' LT	62+44.83 | 34.00' LT	62+40.91 | 31.50' LT	62+26.81 | 22.50' LT	62+12.70 | 13.50' LT	61+98.59 | 4.50' LT	61+91.54	61+84.48 | 4.50' RT	61+70.38 | 13.50' RT	61+56.27 | 22.50' RT	61+42.16 | 31.50' RT	61+38.24 | 34.00' RT	61+28.06 | 40.50' RT	61+22.18 | 44.25' RT
	668.12	668.14	668.18	668.25	668.48	668.72	668.96	669.07	669.01	668.89	668.77	668.64	668.61	668.65	668.67
0.20 "B"	62+69.91 | 44.25' LT	62+64.08 | 40.50' LT	62+53.99 | 34.00' LT	62+50.10 | 31.50' LT	62+36.12 | 22.50' LT	62+22.14 | 13.50' LT	62+08.16 | 4.50' LT	62+01.17	61+94.18 | 4.50' RT	61+80.20 | 13.50' RT	61+66.22 | 22.50' RT	61+52.24 | 31.50' RT	61+48.36 | 34.00' RT	61+38.26 | 40.50' RT	61+32.44 | 44.25' RT
	668.08	668.10	668.15	668.21	668.45	668.68	668.92	669.04	668.97	668.85	668.73	668.60	668.57	668.61	668.63
0.25 "B"	62+78.92 | 44.25' LT	62+73.15 | 40.50' LT	62+63.14 | 34.00' LT	62+59.29 | 31.50' LT	62+45.44 | 22.50' LT	62+31.59 | 13.50' LT	62+17.74 | 4.50' LT	62+10.81	62+03.88 | 4.50' RT	61+90.03 | 13.50' RT	61+76.18 | 22.50' RT	61+62.33 | 31.50' RT	61+58.48 | 34.00' RT	61+48.47 | 40.50' RT	61+42.70 | 44.25' RT
	668.05	668.07	668.11	668.17	668.41	668.64	668.88	669.00	668.94	668.81	668.69	668.56	668.53	668.57	668.59
0.30 "B"/ F.S. 3	62+87.93 | 44.25' LT	62+82.21 | 40.50' LT	62+72.30 | 34.00' LT	62+68.48 | 31.50' LT	62+54.76 | 22.50' LT	62+41.03 | 13.50' LT	62+27.31 | 4.50' LT	62+20.45	62+13.58 | 4.50' RT	61+99.86 | 13.50' RT	61+86.13 | 22.50' RT	61+72.41 | 31.50' RT	61+68.59 | 34.00' RT	61+58.68 | 40.50' RT	61+52.96 | 44.25' RT
	668.01	668.03	668.07	668.14	668.37	668.61	668.84	668.96	668.90	668.77	668.65	668.52	668.49	668.53	668.55
0.35 "B"	62+96.94 | 44.25' LT	62+91.27 | 40.50' LT	62+81.45 | 34.00' LT	62+77.68 | 31.50' LT	62+64.08 | 22.50' LT	62+50.48 | 13.50' LT	62+36.88 | 4.50' LT	62+30.08	62+23.28 | 4.50' RT	62+09.68 | 13.50' RT	61+96.09 | 22.50' RT	61+82.49 | 31.50' RT	61+78.71 | 34.00' RT	61+68.89 | 40.50' RT	61+63.22 | 44.25' RT
	667.97	668.00	668.04	668.10	668.33	668.57	668.80	668.92	668.86	668.73	668.61	668.48	668.45	668.49	668.51
0.40 "B"	63+05.95 | 44.25' LT	63+00.34 | 40.50' LT	62+90.61 | 34.00' LT	62+86.87 | 31.50' LT	62+73.39 | 22.50' LT	62+59.92 | 13.50' LT	62+46.45 | 4.50' LT	62+39.72	62+32.98 | 4.50' RT	62+19.51 | 13.50' RT	62+06.04 | 22.50' RT	61+92.57 | 31.50' RT	61+88.83 | 34.00' RT	61+79.10 | 40.50' RT	61+73.49 | 44.25' RT
	667.94	667.96	668.00	668.06	668.30	668.53	668.77	668.88	668.82	668.69	668.57	668.44	668.41	668.44	668.47
0.45 "B"	63+14.96 | 44.25' LT	63+09.40 | 40.50' LT	62+99.76 | 34.00' LT	62+96.06 | 31.50' LT	62+82.71 | 22.50' LT	62+69.37 | 13.50' LT	62+56.03 | 4.50' LT	62+49.35	62+42.68 | 4.50' RT	62+29.34 | 13.50' RT	62+16.00 | 22.50' RT	62+02.65 | 31.50' RT	61+98.95 | 34.00' RT	61+89.31 | 40.50' RT	61+83.75 | 44.25' RT
	667.90	667.92	667.96	668.03	668.26	668.49	668.73	668.84	668.78	668.65	668.53	668.40	668.37	668.40	668.43
0.50 "B"	63+23.97 | 44.25' LT	63+18.46 | 40.50' LT	63+08.92 | 34.00' LT	63+05.25 | 31.50' LT	62+92.03 | 22.50' LT	62+78.81 | 13.50' LT	62+65.60 | 4.50' LT	62+58.99	62+52.38 | 4.50' RT	62+39.17 | 13.50' RT	62+25.95 | 22.50' RT	62+12.73 | 31.50' RT	62+09.06 | 34.00' RT	61+99.52 | 40.50' RT	61+94.01 | 44.25' RT
	667.87	667.89	667.93	667.99	668.22	668.46	668.69	668.81	668.74	668.61	668.49	668.36	668.32	668.36	668.38
0.55 "B"	63+32.98 | 44.25' LT	63+27.53 | 40.50' LT	63+18.07 | 34.00' LT	63+14.44 | 31.50' LT	63+01.35 | 22.50' LT	62+88.26 | 13.50' LT	62+75.17 | 4.50' LT	62+68.63	62+62.08 | 4.50' RT	62+48.99 | 13.50' RT	62+35.90 | 22.50' RT	62+22.81 | 31.50' RT	62+19.18 | 34.00' RT	62+09.73 | 40.50' RT	62+04.27 | 44.25' RT
	667.83	667.85	667.89	667.95	668.19	668.42	668.65	668.77	668.70	668.58	668.45	668.32	668.28	668.32	668.34
0.60 "B"	63+41.99 | 44.25' LT	63+36.59 | 40.50' LT	63+27.23 | 34.00' LT	63+23.63 | 31.50' LT	63+10.67 | 22.50' LT	62+97.70 | 13.50' LT	62+84.74 | 4.50' LT	62+78.26	62+71.78 | 4.50' RT	62+58.82 | 13.50' RT	62+45.86 | 22.50' RT	62+32.90 | 31.50' RT	62+29.30 | 34.00' RT	62+19.93 | 40.50' RT	62+14.53 | 44.25' RT
	667.79	667.81	667.85	667.92	668.15	668.38	668.61	668.73	668.66	668.54	668.41	668.28	668.24	668.28	668.30
0.65 "B"	63+51.00 | 44.25' LT	63+45.65 | 40.50' LT	63+36.38 | 34.00' LT	63+32.82 | 31.50' LT	63+19.98 | 22.50' LT	63+07.15 | 13.50' LT	62+94.32 | 4.50' LT	62+87.90	62+81.48 | 4.50' RT	62+68.65 | 13.50' RT	62+55.81 | 22.50' RT	62+42.98 | 31.50' RT	62+39.41 | 34.00' RT	62+30.14 | 40.50' RT	62+24.80 | 44.25' RT
	667.76	667.78	667.82	667.88	668.11	668.34	668.57	668.69	668.63	668.50	668.37	668.24	668.20	668.24	668.26
F.S. 4	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	62+38.69 | 40.50' RT	--- | ---
	---	---	---	---	---	---	---	---	---	---	---	---	---	668.21	---
0.70 "B"	63+60.01 | 44.25' LT	63+54.72 | 40.50' LT	63+45.54 | 34.00' LT	63+42.01 | 31.50' LT	63+29.30 | 22.50' LT	63+16.59 | 13.50' LT	63+03.89 | 4.50' LT	62+97.53	62+91.18 | 4.50' RT	62+78.47 | 13.50' RT	62+65.77 | 22.50' RT	62+53.06 | 31.50' RT	62+49.53 | 34.00' RT	62+40.35 | 40.50' RT	62+35.06 | 44.25' RT
	667.72	667.74	667.78	667.84	668.07	668.30	668.54	668.65	668.59	668.46	668.33	668.20	668.16	668.20	668.22
F.S. 4	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	63+25.63 | 13.50' LT	63+11.31 | 4.50' LT	---	62+96.65 | 4.50' RT	62+82.16 | 13.50' RT	62+67.67 | 22.50' RT	62+53.18 | 31.50' RT	--- | ---	--- | ---	--- | ---
	---	---	---	---	---	668.27	668.51	---	668.56	668.44	668.32	668.20	---	---	---
0.75 "B"	63+69.02 | 44.25' LT	63+63.78 | 40.50' LT	63+54.69 | 34.00' LT	63+51.20 | 31.50' LT	63+38.62 | 22.50' LT	63+26.04 | 13.50' LT	63+13.46 | 4.50' LT	63+07.17	63+00.88 | 4.50' RT	62+88.30 | 13.50' RT	62+75.72 | 22.50' RT	62+63.14 | 31.50' RT	62+59.65 | 34.00' RT	62+50.56 | 40.50' RT	62+45.32 | 44.25' RT
	667.68	667.71	667.74	667.81	668.04	668.27	668.50	668.61	668.55	668.42	668.29	668.16	668.12	668.16	668.18
F.S. 4	--- | ---	63+69.10 | 40.50' LT	--- | ---	63+54.61 | 31.50' LT	63+40.12 | 22.50' LT	--- | ---	--- | ---	---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---
	---	667.68	---	667.79	668.03	---	---	---	---	---	---	---	---	---	---
0.80 "B"	63+78.03 | 44.25' LT	63+72.84 | 40.50' LT	63+63.85 | 34.00' LT	63+60.39 | 31.50' LT	63+47.94 | 22.50' LT	63+35.48 | 13.50' LT	63+23.03 | 4.50' LT	63+16.81	63+10.58 | 4.50' RT	62+98.13 | 13.50' RT	62+85.67 | 22.50' RT	62+73.22 | 31.50' RT	62+69.76 | 34.00' RT	62+60.77 | 40.50' RT	62+55.58 | 44.25' RT
	667.65	667.67	667.71	667.77	668.00	668.23	668.46	668.57	668.51	668.38	668.25	668.12	668.08	668.12	668.14
0.85 "B"	63+87.04 | 44.25' LT	63+81.91 | 40.50' LT	63+73.00 | 34.00' LT	63+69.58 | 31.50' LT	63+57.26 | 22.50' LT	63+44.93 | 13.50' LT	63+32.60 | 4.50' LT	63+26.44	63+20.28 | 4.50' RT	63+07.95 | 13.50' RT	62+95.63 | 22.50' RT	62+83.30 | 31.50' RT	62+79.88 | 34.00' RT	62+70.98 | 40.50' RT	62+65.84 | 44.25' RT
	667.61	667.63	667.67	667.73	667.96	668.19	668.42	668.54	668.47	668.34	668.21	668.08	668.04	668.08	668.10
0.90 "B"	63+96.05 | 44.25' LT	63+90.97 | 40.50' LT	63+82.16 | 34.00' LT	63+78.77 | 31.50' LT	63+66.57 | 22.50' LT	63+54.37 | 13.50' LT	63+42.18 | 4.50' LT	63+36.08	63+29.98 | 4.50' RT	63+17.78 | 13.50' RT	63+05.58 | 22.50' RT	62+93.39 | 31.50' RT	62+90.00 | 34.00' RT	62+81.19 | 40.50' RT	62+76.10 | 44.25' RT
	667.58	667.60	667.63	667.70	667.92	668.15	668.38	668.50	668.43	668.30	668.17	668.04	668.00	668.04	668.06
0.95 "B"	64+05.06 | 44.25' LT	64+00.03 | 40.50' LT	63+91.31 | 34.00' LT	63+87.96 | 31.50' LT	63+75.89 | 22.50' LT	63+63.82 | 13.50' LT	63+51.75 | 4.50' LT	63+45.71	63+39.68 | 4.50' RT	63+27.61 | 13.50' RT	63+15.54 | 22.50' RT	63+03.47 | 31.50' RT	63+00.11 | 34.00' RT	62+91.40 | 40.50' RT	62+86.37 | 44.25' RT
	667.54	667.56	667.60	667.66	667.89	668.12	668.34	668.46	668.39	668.26	668.13	668.00	667.96	668.00	668.02
C.L. BRG. F.A.	64+14.07 | 44.25' LT	64+09.10 | 40.50' LT	64+00.47 | 34.00' LT	63+97.15 | 31.50' LT	63+85.21 | 22.50' LT	63+73.27 | 13.50' LT	63+61.32 | 4.50' LT	63+55.35	63+49.38 | 4.50' RT	63+37.43 | 13.50' RT	63+25.49 | 22.50' RT	63+13.55 | 31.50' RT	63+10.23 | 34.00' RT	63+01.60 | 40.50' RT	62+96.63 | 44.25' RT
	667.51	667.53	667.56	667.62	667.85	668.08	668.31	668.42	668.35	668.22	668.09	667.96	667.92	667.95	667.97

LEGEND:

"B" LENGTH OF SPAN 2 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

NOTES:

1. WORK THIS SHEET WITH SHEET 53/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "A".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

FINAL DECK SURFACE ELEVATION TABLE (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 54 | TOTAL 72
SHEET 1874 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: final deck surface elev 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:21 PM USER: Mats.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SD003.dgn

DECK SCREED ELEVATIONS, STATIONS AND OFFSETS

	LT DECK EDGE	GIRDER G1	LT TOE/SIDEWALK	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	PROFILE GRADE	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	RT TOE/SIDEWALK	GIRDER G10	RT DECK EDGE
C.L. BRG. R.A.	59+71.35 | 44.25' LT	59+64.86 | 40.50' LT	59+53.60 | 34.00' LT	59+49.27 | 31.50' LT	59+33.68 | 22.50' LT	59+18.09 | 13.50' LT	59+02.50 | 4.50' LT	58+94.71	58+86.92 | 4.50' RT	58+71.33 | 13.50' RT	58+55.74 | 22.50' RT	58+40.15 | 31.50' RT	58+35.82 | 34.00' RT	58+24.56 | 40.50' RT	58+18.07 | 44.25' RT
	669.28	669.30	669.35	669.41	669.66	669.90	670.14	670.26	670.20	670.09	669.97	669.85	669.82	669.86	669.89
0.05 "A"	59+84.48 | 44.25' LT	59+78.01 | 40.50' LT	59+66.79 | 34.00' LT	59+62.47 | 31.50' LT	59+46.94 | 22.50' LT	59+31.41 | 13.50' LT	59+15.87 | 4.50' LT	59+08.11	59+00.34 | 4.50' RT	58+84.81 | 13.50' RT	58+69.27 | 22.50' RT	58+53.74 | 31.50' RT	58+49.42 | 34.00' RT	58+38.21 | 40.50' RT	58+31.73 | 44.25' RT
	669.42	669.45	669.48	669.54	669.78	670.01	670.25	670.38	670.32	670.21	670.11	670.01	669.99	670.04	670.07
0.10 "A"	59+97.60 | 44.25' LT	59+91.16 | 40.50' LT	59+79.98 | 34.00' LT	59+75.68 | 31.50' LT	59+60.20 | 22.50' LT	59+44.72 | 13.50' LT	59+29.24 | 4.50' LT	59+21.50	59+13.76 | 4.50' RT	58+98.28 | 13.50' RT	58+82.81 | 22.50' RT	58+67.33 | 31.50' RT	58+63.03 | 34.00' RT	58+51.85 | 40.50' RT	58+45.40 | 44.25' RT
	669.55	669.58	669.61	669.66	669.88	670.12	670.36	670.48	670.43	670.33	670.23	670.15	670.14	670.20	670.23
0.15 "A"	60+10.73 | 44.25' LT	60+04.30 | 40.50' LT	59+93.16 | 34.00' LT	59+88.88 | 31.50' LT	59+73.46 | 22.50' LT	59+58.03 | 13.50' LT	59+42.61 | 4.50' LT	59+34.90	59+27.19 | 4.50' RT	59+11.76 | 13.50' RT	58+96.34 | 22.50' RT	58+80.92 | 31.50' RT	58+76.63 | 34.00' RT	58+65.49 | 40.50' RT	58+59.07 | 44.25' RT
	669.67	669.70	669.72	669.77	669.98	670.21	670.45	670.58	670.53	670.43	670.35	670.29	670.28	670.36	670.38
0.20 "A"	60+23.86 | 44.25' LT	60+17.45 | 40.50' LT	60+06.35 | 34.00' LT	60+02.08 | 31.50' LT	59+86.72 | 22.50' LT	59+71.35 | 13.50' LT	59+55.98 | 4.50' LT	59+48.29	59+40.61 | 4.50' RT	59+25.24 | 13.50' RT	59+09.87 | 22.50' RT	58+94.50 | 31.50' RT	58+90.23 | 34.00' RT	58+79.14 | 40.50' RT	58+72.73 | 44.25' RT
	669.77	669.80	669.82	669.85	670.06	670.29	670.53	670.65	670.60	670.52	670.44	670.39	670.40	670.48	670.50
0.25 "A"	60+36.98 | 44.25' LT	60+30.60 | 40.50' LT	60+19.54 | 34.00' LT	60+15.29 | 31.50' LT	59+99.97 | 22.50' LT	59+84.66 | 13.50' LT	59+69.35 | 4.50' LT	59+61.69	59+54.03 | 4.50' RT	59+38.72 | 13.50' RT	59+23.41 | 22.50' RT	59+08.09 | 31.50' RT	59+03.84 | 34.00' RT	58+92.78 | 40.50' RT	58+86.40 | 44.25' RT
	669.86	669.88	669.89	669.93	670.13	670.35	670.58	670.71	670.66	670.58	670.52	670.47	670.49	670.58	670.60
0.30 "A"	60+50.11 | 44.25' LT	60+43.75 | 40.50' LT	60+32.73 | 34.00' LT	60+28.49 | 31.50' LT	60+13.23 | 22.50' LT	59+97.97 | 13.50' LT	59+82.72 | 4.50' LT	59+75.09	59+67.46 | 4.50' RT	59+52.20 | 13.50' RT	59+36.94 | 22.50' RT	59+21.68 | 31.50' RT	59+17.44 | 34.00' RT	59+06.42 | 40.50' RT	59+00.06 | 44.25' RT
	669.90	669.93	669.94	669.97	670.16	670.38	670.62	670.75	670.69	670.62	670.56	670.53	670.55	670.65	670.68
0.35 "A"	60+63.23 | 44.25' LT	60+56.90 | 40.50' LT	60+45.92 | 34.00' LT	60+41.69 | 31.50' LT	60+26.49 | 22.50' LT	60+11.29 | 13.50' LT	59+96.08 | 4.50' LT	59+88.48	59+80.88 | 4.50' RT	59+65.68 | 13.50' RT	59+50.47 | 22.50' RT	59+35.27 | 31.50' RT	59+31.05 | 34.00' RT	59+20.07 | 40.50' RT	59+13.73 | 44.25' RT
	669.93	669.95	669.96	669.99	670.18	670.40	670.63	670.76	670.71	670.62	670.57	670.55	670.58	670.68	670.71
0.40 "A"/ F.S. 1	60+76.36 | 44.25' LT	60+70.05 | 40.50' LT	60+59.11 | 34.00' LT	60+54.90 | 31.50' LT	60+39.75 | 22.50' LT	60+24.60 | 13.50' LT	60+09.45 | 4.50' LT	60+01.88	59+94.30 | 4.50' RT	59+79.15 | 13.50' RT	59+64.01 | 22.50' RT	59+48.86 | 31.50' RT	59+44.65 | 34.00' RT	59+33.71 | 40.50' RT	59+27.40 | 44.25' RT
	669.92	669.95	669.95	669.98	670.17	670.38	670.61	670.74	670.69	670.61	670.56	670.55	670.58	670.68	670.71
0.45 "A"	60+89.48 | 44.25' LT	60+83.20 | 40.50' LT	60+72.29 | 34.00' LT	60+68.10 | 31.50' LT	60+53.01 | 22.50' LT	60+37.91 | 13.50' LT	60+22.82 | 4.50' LT	60+15.27	60+07.73 | 4.50' RT	59+92.63 | 13.50' RT	59+77.54 | 22.50' RT	59+62.45 | 31.50' RT	59+58.25 | 34.00' RT	59+47.35 | 40.50' RT	59+41.06 | 44.25' RT
	669.88	669.91	669.91	669.94	670.13	670.34	670.57	670.70	670.65	670.57	670.52	670.50	670.53	670.64	670.67
0.50 "A"	61+02.61 | 44.25' LT	60+96.34 | 40.50' LT	60+85.48 | 34.00' LT	60+81.31 | 31.50' LT	60+66.27 | 22.50' LT	60+51.23 | 13.50' LT	60+36.19 | 4.50' LT	60+28.67	60+21.15 | 4.50' RT	60+06.11 | 13.50' RT	59+91.07 | 22.50' RT	59+76.03 | 31.50' RT	59+71.86 | 34.00' RT	59+61.00 | 40.50' RT	59+54.73 | 44.25' RT
	669.81	669.84	669.85	669.88	670.06	670.27	670.51	670.63	670.58	670.50	670.45	670.43	670.46	670.57	670.59
0.55 "A"	61+15.74 | 44.25' LT	61+09.49 | 40.50' LT	60+98.67 | 34.00' LT	60+94.51 | 31.50' LT	60+79.53 | 22.50' LT	60+64.54 | 13.50' LT	60+49.56 | 4.50' LT	60+42.07	60+34.57 | 4.50' RT	60+19.59 | 13.50' RT	60+04.61 | 22.50' RT	59+89.62 | 31.50' RT	59+85.46 | 34.00' RT	59+74.64 | 40.50' RT	59+68.40 | 44.25' RT
	669.71	669.73	669.75	669.78	669.97	670.18	670.41	670.54	670.48	670.40	670.34	670.32	670.35	670.46	670.48
0.60 "A"	61+28.86 | 44.25' LT	61+22.64 | 40.50' LT	61+11.86 | 34.00' LT	61+07.71 | 31.50' LT	60+92.78 | 22.50' LT	60+77.86 | 13.50' LT	60+62.93 | 4.50' LT	60+55.46	60+48.00 | 4.50' RT	60+33.07 | 13.50' RT	60+18.14 | 22.50' RT	60+03.21 | 31.50' RT	59+99.06 | 34.00' RT	59+88.28 | 40.50' RT	59+82.06 | 44.25' RT
	669.58	669.61	669.62	669.66	669.85	670.06	670.30	670.42	670.37	670.28	670.21	670.18	670.21	670.31	670.34
0.65 "A"	61+41.99 | 44.25' LT	61+35.79 | 40.50' LT	61+25.05 | 34.00' LT	61+20.92 | 31.50' LT	61+06.04 | 22.50' LT	60+91.17 | 13.50' LT	60+76.29 | 4.50' LT	60+68.86	60+61.42 | 4.50' RT	60+46.55 | 13.50' RT	60+31.67 | 22.50' RT	60+16.80 | 31.50' RT	60+12.67 | 34.00' RT	60+01.93 | 40.50' RT	59+95.73 | 44.25' RT
	669.43	669.46	669.47	669.51	669.71	669.93	670.16	670.28	670.22	670.13	670.06	670.02	670.04	670.14	670.17
0.70 "A"	61+55.11 | 44.25' LT	61+48.94 | 40.50' LT	61+38.24 | 34.00' LT	61+34.12 | 31.50' LT	61+19.30 | 22.50' LT	61+04.48 | 13.50' LT	60+89.66 | 4.50' LT	60+82.25	60+74.84 | 4.50' RT	60+60.03 | 13.50' RT	60+45.21 | 22.50' RT	60+30.39 | 31.50' RT	60+26.27 | 34.00' RT	60+15.57 | 40.50' RT	60+09.39 | 44.25' RT
	669.26	669.28	669.31	669.36	669.55	669.77	670.01	670.13	670.07	669.97	669.89	669.84	669.86	669.95	669.97
0.75 "A"	61+68.24 | 44.25' LT	61+62.09 | 40.50' LT	61+51.42 | 34.00' LT	61+47.32 | 31.50' LT	61+32.56 | 22.50' LT	61+17.80 | 13.50' LT	61+03.03 | 4.50' LT	60+95.65	60+88.27 | 4.50' RT	60+73.50 | 13.50' RT	60+58.74 | 22.50' RT	60+43.98 | 31.50' RT	60+39.88 | 34.00' RT	60+29.21 | 40.50' RT	60+23.06 | 44.25' RT
	669.07	669.10	669.13	669.18	669.38	669.61	669.85	669.97	669.90	669.80	669.72	669.64	669.65	669.74	669.76
0.80 "A"/ F.S. 2	61+81.36 | 44.25' LT	61+75.24 | 40.50' LT	61+64.61 | 34.00' LT	61+60.53 | 31.50' LT	61+45.82 | 22.50' LT	61+31.11 | 13.50' LT	61+16.40 | 4.50' LT	61+09.05	61+01.69 | 4.50' RT	60+86.98 | 13.50' RT	60+72.27 | 22.50' RT	60+57.56 | 31.50' RT	60+53.48 | 34.00' RT	60+42.86 | 40.50' RT	60+36.73 | 44.25' RT
	668.88	668.91	668.94	669.00	669.21	669.44	669.68	669.80	669.73	669.62	669.53	669.45	669.45	669.52	669.55
0.85 "A"	61+94.49 | 44.25' LT	61+88.38 | 40.50' LT	61+77.80 | 34.00' LT	61+73.73 | 31.50' LT	61+59.08 | 22.50' LT	61+44.42 | 13.50' LT	61+29.77 | 4.50' LT	61+22.44	61+15.12 | 4.50' RT	61+00.46 | 13.50' RT	60+85.81 | 22.50' RT	60+71.15 | 31.50' RT	60+67.08 | 34.00' RT	60+56.50 | 40.50' RT	60+50.39 | 44.25' RT
	668.71	668.73	668.76	668.82	669.04	669.27	669.51	669.63	669.57	669.45	669.35	669.25	669.24	669.30	669.33
0.90 "A"	62+07.62 | 44.25' LT	62+01.53 | 40.50' LT	61+90.99 | 34.00' LT	61+86.93 | 31.50' LT	61+72.34 | 22.50' LT	61+57.74 | 13.50' LT	61+43.14 | 4.50' LT	61+35.84	61+28.54 | 4.50' RT	61+13.94 | 13.50' RT	60+99.34 | 22.50' RT	60+84.74 | 31.50' RT	60+80.69 | 34.00' RT	60+70.14 | 40.50' RT	60+64.06 | 44.25' RT
	668.52	668.55	668.59	668.65	668.88	669.11	669.35	669.47	669.41	669.29	669.18	669.07	669.05	669.11	669.13
0.95 "A"	62+20.74 | 44.25' LT	62+14.68 | 40.50' LT	62+04.18 | 34.00' LT	62+00.14 | 31.50' LT	61+85.59 | 22.50' LT	61+71.05 | 13.50' LT	61+56.51 | 4.50' LT	61+49.23	61+41.96 | 4.50' RT	61+27.42 | 13.50' RT	61+12.87 | 22.50' RT	60+98.33 | 31.50' RT	60+94.29 | 34.00' RT	60+83.79 | 40.50' RT	60+77.73 | 44.25' RT
	668.37	668.39	668.43	668.50	668.73	668.96	669.20	669.32	669.26	669.14	669.02	668.91	668.88	668.93	668.95
C.L. PIER	62+33.87 | 44.25' LT	62+27.83 | 40.50' LT	62+17.37 | 34.00' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+62.63	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	61+07.89 | 34.00' RT	60+97.43 | 40.50' RT	60+91.39 | 44.25' RT
	668.23	668.25	668.29	668.36	668.60	668.83	669.07	669.19	669.13	669.01	668.89	668.76	668.73	668.77	668.80

LEGEND:

"A" LENGTH OF SPAN 1 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

NOTES:

1. WORK THIS SHEET WITH SHEET 56/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "A".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DECK SCREED ELEVATION TABLE (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 55 | TOTAL 72
SHEET 1875 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: deck screed elev table 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:29 PM USER: Mata.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-EngineeringStructures\SFN_1807898\Sheets\82382_SFN_1807898_SD004.dgn

DECK SCREED ELEVATIONS, STATIONS AND OFFSETS

	LT DECK EDGE	GIRDER G1	LT TOE/SIDEWALK	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	PROFILE GRADE	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	RT TOE/SIDEWALK	GIRDER G10	RT DECK EDGE
C.L. PIER	62+33.87 | 44.25' LT	62+27.83 | 40.50' LT	62+17.37 | 34.00' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+62.63	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	61+07.89 | 34.00' RT	60+97.43 | 40.50' RT	60+91.39 | 44.25' RT
	668.23	668.25	668.29	668.36	668.60	668.83	669.07	669.19	669.13	669.01	668.89	668.76	668.73	668.77	668.80
0.05 "B"	62+42.88 | 44.25' LT	62+36.89 | 40.50' LT	62+26.52 | 34.00' LT	62+22.53 | 31.50' LT	62+08.17 | 22.50' LT	61+93.81 | 13.50' LT	61+79.45 | 4.50' LT	61+72.27	61+65.09 | 4.50' RT	61+50.72 | 13.50' RT	61+36.36 | 22.50' RT	61+22.00 | 31.50' RT	61+18.01 | 34.00' RT	61+07.64 | 40.50' RT	61+01.65 | 44.25' RT
	668.15	668.17	668.21	668.28	668.52	668.76	668.99	669.11	669.05	668.93	668.80	668.68	668.64	668.68	668.70
0.10 "B"	62+51.89 | 44.25' LT	62+45.96 | 40.50' LT	62+35.68 | 34.00' LT	62+31.72 | 31.50' LT	62+17.49 | 22.50' LT	62+03.25 | 13.50' LT	61+89.02 | 4.50' LT	61+81.90	61+74.78 | 4.50' RT	61+60.55 | 13.50' RT	61+46.32 | 22.50' RT	61+32.08 | 31.50' RT	61+28.13 | 34.00' RT	61+17.85 | 40.50' RT	61+11.92 | 44.25' RT
	668.08	668.10	668.15	668.21	668.45	668.69	668.92	669.04	668.98	668.86	668.74	668.61	668.57	668.60	668.62
0.15 "B"	62+60.90 | 44.25' LT	62+55.02 | 40.50' LT	62+44.83 | 34.00' LT	62+40.91 | 31.50' LT	62+26.81 | 22.50' LT	62+12.70 | 13.50' LT	61+98.59 | 4.50' LT	61+91.54	61+84.48 | 4.50' RT	61+70.38 | 13.50' RT	61+56.27 | 22.50' RT	61+42.16 | 31.50' RT	61+38.24 | 34.00' RT	61+28.06 | 40.50' RT	61+22.18 | 44.25' RT
	668.02	668.05	668.09	668.16	668.40	668.63	668.86	668.98	668.92	668.81	668.68	668.55	668.51	668.53	668.56
0.20 "B"	62+69.91 | 44.25' LT	62+64.08 | 40.50' LT	62+53.99 | 34.00' LT	62+50.10 | 31.50' LT	62+36.12 | 22.50' LT	62+22.14 | 13.50' LT	62+08.16 | 4.50' LT	62+01.17	61+94.18 | 4.50' RT	61+80.20 | 13.50' RT	61+66.22 | 22.50' RT	61+52.24 | 31.50' RT	61+48.36 | 34.00' RT	61+38.26 | 40.50' RT	61+32.44 | 44.25' RT
	667.98	668.00	668.04	668.11	668.35	668.58	668.81	668.93	668.87	668.76	668.64	668.51	668.46	668.49	668.51
0.25 "B"	62+78.92 | 44.25' LT	62+73.15 | 40.50' LT	62+63.14 | 34.00' LT	62+59.29 | 31.50' LT	62+45.44 | 22.50' LT	62+31.59 | 13.50' LT	62+17.74 | 4.50' LT	62+10.81	62+03.88 | 4.50' RT	61+90.03 | 13.50' RT	61+76.18 | 22.50' RT	61+62.33 | 31.50' RT	61+58.48 | 34.00' RT	61+48.47 | 40.50' RT	61+42.70 | 44.25' RT
	667.94	667.96	668.00	668.07	668.31	668.55	668.77	668.89	668.83	668.72	668.60	668.47	668.42	668.45	668.48
0.30 "B"/ F.S. 3	62+87.93 | 44.25' LT	62+82.21 | 40.50' LT	62+72.30 | 34.00' LT	62+68.48 | 31.50' LT	62+54.76 | 22.50' LT	62+41.03 | 13.50' LT	62+27.31 | 4.50' LT	62+20.45	62+13.58 | 4.50' RT	61+99.86 | 13.50' RT	61+86.13 | 22.50' RT	61+72.41 | 31.50' RT	61+68.59 | 34.00' RT	61+58.68 | 40.50' RT	61+52.96 | 44.25' RT
	667.91	667.93	667.97	668.04	668.27	668.51	668.74	668.86	668.79	668.68	668.57	668.44	668.40	668.42	668.44
0.35 "B"	62+96.94 | 44.25' LT	62+91.27 | 40.50' LT	62+81.45 | 34.00' LT	62+77.68 | 31.50' LT	62+64.08 | 22.50' LT	62+50.48 | 13.50' LT	62+36.88 | 4.50' LT	62+30.08	62+23.28 | 4.50' RT	62+09.68 | 13.50' RT	61+96.09 | 22.50' RT	61+82.49 | 31.50' RT	61+78.71 | 34.00' RT	61+68.89 | 40.50' RT	61+63.22 | 44.25' RT
	667.88	667.91	667.95	668.01	668.25	668.48	668.70	668.83	668.77	668.65	668.54	668.42	668.38	668.41	668.43
0.40 "B"	63+05.95 | 44.25' LT	63+00.34 | 40.50' LT	62+90.61 | 34.00' LT	62+86.87 | 31.50' LT	62+73.39 | 22.50' LT	62+59.92 | 13.50' LT	62+46.45 | 4.50' LT	62+39.72	62+32.98 | 4.50' RT	62+19.51 | 13.50' RT	62+06.04 | 22.50' RT	61+92.57 | 31.50' RT	61+88.83 | 34.00' RT	61+79.10 | 40.50' RT	61+73.49 | 44.25' RT
	667.86	667.88	667.92	667.99	668.22	668.45	668.68	668.80	668.74	668.63	668.53	668.40	668.36	668.39	668.41
0.45 "B"	63+14.96 | 44.25' LT	63+09.40 | 40.50' LT	62+99.76 | 34.00' LT	62+96.06 | 31.50' LT	62+82.71 | 22.50' LT	62+69.37 | 13.50' LT	62+56.03 | 4.50' LT	62+49.35	62+42.68 | 4.50' RT	62+29.34 | 13.50' RT	62+16.00 | 22.50' RT	62+02.65 | 31.50' RT	61+98.95 | 34.00' RT	61+89.31 | 40.50' RT	61+83.75 | 44.25' RT
	667.84	667.86	667.90	667.96	668.20	668.43	668.66	668.78	668.72	668.61	668.51	668.39	668.35	668.39	668.41
0.50 "B"	63+23.97 | 44.25' LT	63+18.46 | 40.50' LT	63+08.92 | 34.00' LT	63+05.25 | 31.50' LT	62+92.03 | 22.50' LT	62+78.81 | 13.50' LT	62+65.60 | 4.50' LT	62+58.99	62+52.38 | 4.50' RT	62+39.17 | 13.50' RT	62+25.95 | 22.50' RT	62+12.73 | 31.50' RT	62+09.06 | 34.00' RT	61+99.52 | 40.50' RT	61+94.01 | 44.25' RT
	667.82	667.85	667.88	667.95	668.18	668.41	668.64	668.76	668.70	668.59	668.49	668.38	668.34	668.37	668.40
0.55 "B"	63+32.98 | 44.25' LT	63+27.53 | 40.50' LT	63+18.07 | 34.00' LT	63+14.44 | 31.50' LT	63+01.35 | 22.50' LT	62+88.26 | 13.50' LT	62+75.17 | 4.50' LT	62+68.63	62+62.08 | 4.50' RT	62+48.99 | 13.50' RT	62+35.90 | 22.50' RT	62+22.81 | 31.50' RT	62+19.18 | 34.00' RT	62+09.73 | 40.50' RT	62+04.27 | 44.25' RT
	667.80	667.82	667.86	667.93	668.16	668.39	668.62	668.74	668.68	668.57	668.47	668.36	668.32	668.36	668.38
0.60 "B"	63+41.99 | 44.25' LT	63+36.59 | 40.50' LT	63+27.23 | 34.00' LT	63+23.63 | 31.50' LT	63+10.67 | 22.50' LT	62+97.70 | 13.50' LT	62+84.74 | 4.50' LT	62+78.26	62+71.78 | 4.50' RT	62+58.82 | 13.50' RT	62+45.86 | 22.50' RT	62+32.90 | 31.50' RT	62+29.30 | 34.00' RT	62+19.93 | 40.50' RT	62+14.53 | 44.25' RT
	667.78	667.80	667.84	667.91	668.13	668.36	668.60	668.72	668.66	668.55	668.44	668.34	668.30	668.34	668.37
0.65 "B"	63+51.00 | 44.25' LT	63+45.65 | 40.50' LT	63+36.38 | 34.00' LT	63+32.82 | 31.50' LT	63+19.98 | 22.50' LT	63+07.15 | 13.50' LT	62+94.32 | 4.50' LT	62+87.90	62+81.48 | 4.50' RT	62+68.65 | 13.50' RT	62+55.81 | 22.50' RT	62+42.98 | 31.50' RT	62+39.41 | 34.00' RT	62+30.14 | 40.50' RT	62+24.80 | 44.25' RT
	667.76	667.78	667.82	667.88	668.11	668.34	668.57	668.69	668.63	668.52	668.41	668.31	668.28	668.32	668.34
F.S. 4	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	62+38.69 | 40.50' RT	--- | ---
	---	---	---	---	---	---	---	---	---	---	---	---	---	668.29	---
0.70 "B"	63+60.01 | 44.25' LT	63+54.72 | 40.50' LT	63+45.54 | 34.00' LT	63+42.01 | 31.50' LT	63+29.30 | 22.50' LT	63+16.59 | 13.50' LT	63+03.89 | 4.50' LT	62+97.53	62+91.18 | 4.50' RT	62+78.47 | 13.50' RT	62+65.77 | 22.50' RT	62+53.06 | 31.50' RT	62+49.53 | 34.00' RT	62+40.35 | 40.50' RT	62+35.06 | 44.25' RT
	667.74	667.76	667.79	667.86	668.08	668.32	668.54	668.66	668.60	668.49	668.39	668.28	668.25	668.29	668.31
F.S. 4	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	63+25.63 | 13.50' LT	63+11.31 | 4.50' LT	---	62+96.65 | 4.50' RT	62+82.16 | 13.50' RT	62+67.67 | 22.50' RT	62+53.18 | 31.50' RT	--- | ---	--- | ---	--- | ---	--- | ---
	---	---	---	---	---	668.28	668.52	---	668.59	668.48	668.38	668.28	---	---	---
0.75 "B"	63+69.02 | 44.25' LT	63+63.78 | 40.50' LT	63+54.69 | 34.00' LT	63+51.20 | 31.50' LT	63+38.62 | 22.50' LT	63+26.04 | 13.50' LT	63+13.46 | 4.50' LT	63+07.17	63+00.88 | 4.50' RT	62+88.30 | 13.50' RT	62+75.72 | 22.50' RT	62+63.14 | 31.50' RT	62+59.65 | 34.00' RT	62+50.56 | 40.50' RT	62+45.32 | 44.25' RT
	667.71	667.73	667.76	667.83	668.05	668.28	668.51	668.63	668.57	668.45	668.35	668.24	668.21	668.25	668.27
F.S. 4	--- | ---	63+69.10 | 40.50' LT	--- | ---	63+54.61 | 31.50' LT	63+40.12 | 22.50' LT	--- | ---	--- | ---	---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---
	---	667.71	---	667.81	668.05	---	---	---	---	---	---	---	---	---	---
0.80 "B"	63+78.03 | 44.25' LT	63+72.84 | 40.50' LT	63+63.85 | 34.00' LT	63+60.39 | 31.50' LT	63+47.94 | 22.50' LT	63+35.48 | 13.50' LT	63+23.03 | 4.50' LT	63+16.81	63+10.58 | 4.50' RT	62+98.13 | 13.50' RT	62+85.67 | 22.50' RT	62+73.22 | 31.50' RT	62+69.76 | 34.00' RT	62+60.77 | 40.50' RT	62+55.58 | 44.25' RT
	667.67	667.70	667.73	667.79	668.02	668.24	668.47	668.59	668.53	668.41	668.31	668.19	668.16	668.21	668.23
0.85 "B"	63+87.04 | 44.25' LT	63+81.91 | 40.50' LT	63+73.00 | 34.00' LT	63+69.58 | 31.50' LT	63+57.26 | 22.50' LT	63+44.93 | 13.50' LT	63+32.60 | 4.50' LT	63+26.44	63+20.28 | 4.50' RT	63+07.95 | 13.50' RT	62+95.63 | 22.50' RT	62+83.30 | 31.50' RT	62+79.88 | 34.00' RT	62+70.98 | 40.50' RT	62+65.84 | 44.25' RT
	667.63	667.65	667.69	667.75	667.98	668.21	668.44	668.55	668.49	668.37	668.26	668.14	668.11	668.15	668.17
0.90 "B"	63+96.05 | 44.25' LT	63+90.97 | 40.50' LT	63+82.16 | 34.00' LT	63+78.77 | 31.50' LT	63+66.57 | 22.50' LT	63+54.37 | 13.50' LT	63+42.18 | 4.50' LT	63+36.08	63+29.98 | 4.50' RT	63+17.78 | 13.50' RT	63+05.58 | 22.50' RT	62+93.39 | 31.50' RT	62+90.00 | 34.00' RT	62+81.19 | 40.50' RT	62+76.10 | 44.25' RT
	667.59	667.61	667.65	667.71	667.94	668.17	668.40	668.51	668.45	668.33	668.21	668.08	668.05	668.09	668.11
0.95 "B"	64+05.06 | 44.25' LT	64+00.03 | 40.50' LT	63+91.31 | 34.00' LT	63+87.96 | 31.50' LT	63+75.89 | 22.50' LT	63+63.82 | 13.50' LT	63+51.75 | 4.50' LT	63+45.71	63+39.68 | 4.50' RT	63+27.61 | 13.50' RT	63+15.54 | 22.50' RT	63+03.47 | 31.50' RT	63+00.11 | 34.00' RT	62+91.40 | 40.50' RT	62+86.37 | 44.25' RT
	667.55	667.57	667.61	667.67	667.90	668.13	668.35	668.47	668.40	668.28	668.15	668.02	667.99	668.03	668.05
C.L. BRG. F.A.	64+14.07 | 44.25' LT	64+09.10 | 40.50' LT	64+00.47 | 34.00' LT	63+97.15 | 31.50' LT	63+85.21 | 22.50' LT	63+73.27 | 13.50' LT	63+61.32 | 4.50' LT	63+55.35	63+49.38 | 4.50' RT	63+37.43 | 13.50' RT	63+25.49 | 22.50' RT	63+13.55 | 31.50' RT	63+10.23 | 34.00' RT	63+01.60 | 40.50' RT	62+96.63 | 44.25' RT
	667.51	667.53	667.56	667.62	667.85	668.08	668.31	668.42	668.35	668.22	668.09	667.96	667.92	667.95	667.97

LEGEND:

"B" LENGTH OF SPAN 2 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

NOTES:

1. WORK THIS SHEET WITH SHEET 55/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "B".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DECK SCREED ELEVATION TABLE (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

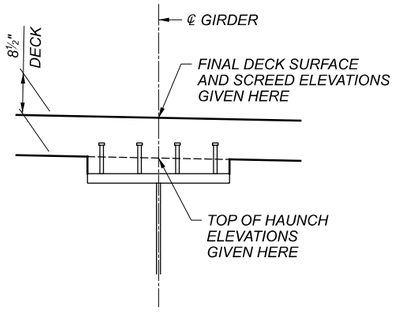
SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 56 | TOTAL 72
SHEET 1876 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: deck screed elev table 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:30 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-EngineeringStructures\SFN_1807898\Sheets\82382_SFN_1807898_SD004.dgn

TOP OF HAUNCH ELEVATIONS, STATIONS AND OFFSETS

	GIRDER G1	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	GIRDER G10
C.L. BRG. R.A.	59+64.86 | 40.50' LT	59+49.27 | 31.50' LT	59+33.68 | 22.50' LT	59+18.09 | 13.50' LT	59+02.50 | 4.50' LT	58+86.92 | 4.50' RT	58+71.33 | 13.50' RT	58+55.74 | 22.50' RT	58+40.15 | 31.50' RT	58+24.56 | 40.50' RT
	668.59	668.71	668.95	669.19	669.43	669.50	669.38	669.26	669.14	669.15
0.05 "A"	59+78.01 | 40.50' LT	59+62.47 | 31.50' LT	59+46.94 | 22.50' LT	59+31.41 | 13.50' LT	59+15.87 | 4.50' LT	59+00.34 | 4.50' RT	58+84.81 | 13.50' RT	58+69.27 | 22.50' RT	58+53.74 | 31.50' RT	58+38.21 | 40.50' RT
	668.74	668.84	669.07	669.30	669.55	669.61	669.51	669.40	669.30	669.33
0.10 "A"	59+91.16 | 40.50' LT	59+75.68 | 31.50' LT	59+60.20 | 22.50' LT	59+44.72 | 13.50' LT	59+29.24 | 4.50' LT	59+13.76 | 4.50' RT	58+98.28 | 13.50' RT	58+82.81 | 22.50' RT	58+67.33 | 31.50' RT	58+51.85 | 40.50' RT
	668.87	668.95	669.18	669.41	669.65	669.72	669.62	669.53	669.44	669.49
0.15 "A"	60+04.30 | 40.50' LT	59+88.88 | 31.50' LT	59+73.46 | 22.50' LT	59+58.03 | 13.50' LT	59+42.61 | 4.50' LT	59+27.19 | 4.50' RT	59+11.76 | 13.50' RT	58+96.34 | 22.50' RT	58+80.92 | 31.50' RT	58+65.49 | 40.50' RT
	668.99	669.06	669.27	669.50	669.74	669.82	669.72	669.64	669.58	669.65
0.20 "A"	60+17.45 | 40.50' LT	60+02.08 | 31.50' LT	59+86.72 | 22.50' LT	59+71.35 | 13.50' LT	59+55.98 | 4.50' LT	59+40.61 | 4.50' RT	59+25.24 | 13.50' RT	59+09.87 | 22.50' RT	58+94.50 | 31.50' RT	58+79.14 | 40.50' RT
	669.09	669.15	669.35	669.58	669.82	669.89	669.81	669.74	669.69	669.77
0.25 "A"	60+30.60 | 40.50' LT	60+15.29 | 31.50' LT	59+99.97 | 22.50' LT	59+84.66 | 13.50' LT	59+69.35 | 4.50' LT	59+54.03 | 4.50' RT	59+38.72 | 13.50' RT	59+23.41 | 22.50' RT	59+08.09 | 31.50' RT	58+92.78 | 40.50' RT
	669.17	669.22	669.42	669.64	669.87	669.95	669.87	669.81	669.77	669.87
0.30 "A"	60+43.75 | 40.50' LT	60+28.49 | 31.50' LT	60+13.23 | 22.50' LT	59+97.97 | 13.50' LT	59+82.72 | 4.50' LT	59+67.46 | 4.50' RT	59+52.20 | 13.50' RT	59+36.94 | 22.50' RT	59+21.68 | 31.50' RT	59+06.42 | 40.50' RT
	669.22	669.26	669.45	669.67	669.91	669.99	669.91	669.85	669.82	669.94
0.35 "A"	60+56.90 | 40.50' LT	60+41.69 | 31.50' LT	60+26.49 | 22.50' LT	60+11.29 | 13.50' LT	59+96.08 | 4.50' LT	59+80.88 | 4.50' RT	59+65.68 | 13.50' RT	59+50.47 | 22.50' RT	59+35.27 | 31.50' RT	59+20.07 | 40.50' RT
	669.25	669.28	669.47	669.69	669.92	670.00	669.92	669.87	669.84	669.98
0.40 "A"/ F.S. 1	60+70.05 | 40.50' LT	60+54.90 | 31.50' LT	60+39.75 | 22.50' LT	60+24.60 | 13.50' LT	60+09.45 | 4.50' LT	59+94.30 | 4.50' RT	59+79.15 | 13.50' RT	59+64.01 | 22.50' RT	59+48.86 | 31.50' RT	59+33.71 | 40.50' RT
	669.24	669.27	669.46	669.67	669.91	669.98	669.90	669.85	669.84	669.97
0.45 "A"	60+83.20 | 40.50' LT	60+68.10 | 31.50' LT	60+53.01 | 22.50' LT	60+37.91 | 13.50' LT	60+22.82 | 4.50' LT	60+07.73 | 4.50' RT	59+92.63 | 13.50' RT	59+77.54 | 22.50' RT	59+62.45 | 31.50' RT	59+47.35 | 40.50' RT
	669.20	669.23	669.42	669.63	669.86	669.94	669.86	669.81	669.79	669.93
0.50 "A"	60+96.34 | 40.50' LT	60+81.31 | 31.50' LT	60+66.27 | 22.50' LT	60+51.23 | 13.50' LT	60+36.19 | 4.50' LT	60+21.15 | 4.50' RT	60+06.11 | 13.50' RT	59+91.07 | 22.50' RT	59+76.03 | 31.50' RT	59+61.00 | 40.50' RT
	669.13	669.17	669.36	669.56	669.80	669.87	669.79	669.74	669.72	669.86
0.55 "A"	61+09.49 | 40.50' LT	60+94.51 | 31.50' LT	60+79.53 | 22.50' LT	60+64.54 | 13.50' LT	60+49.56 | 4.50' LT	60+34.57 | 4.50' RT	60+19.59 | 13.50' RT	60+04.61 | 22.50' RT	59+89.62 | 31.50' RT	59+74.64 | 40.50' RT
	669.03	669.07	669.26	669.47	669.70	669.77	669.69	669.63	669.61	669.75
0.60 "A"	61+22.64 | 40.50' LT	61+07.71 | 31.50' LT	60+92.78 | 22.50' LT	60+77.86 | 13.50' LT	60+62.93 | 4.50' LT	60+48.00 | 4.50' RT	60+33.07 | 13.50' RT	60+18.14 | 22.50' RT	60+03.21 | 31.50' RT	59+88.28 | 40.50' RT
	668.90	668.95	669.14	669.35	669.59	669.66	669.57	669.51	669.47	669.60
0.65 "A"	61+35.79 | 40.50' LT	61+20.92 | 31.50' LT	61+06.04 | 22.50' LT	60+91.17 | 13.50' LT	60+76.29 | 4.50' LT	60+61.42 | 4.50' RT	60+46.55 | 13.50' RT	60+31.67 | 22.50' RT	60+16.80 | 31.50' RT	60+01.93 | 40.50' RT
	668.75	668.81	669.00	669.22	669.46	669.52	669.42	669.35	669.31	669.43
0.70 "A"	61+48.94 | 40.50' LT	61+34.12 | 31.50' LT	61+19.30 | 22.50' LT	61+04.48 | 13.50' LT	60+89.66 | 4.50' LT	60+74.84 | 4.50' RT	60+60.03 | 13.50' RT	60+45.21 | 22.50' RT	60+30.39 | 31.50' RT	60+15.57 | 40.50' RT
	668.58	668.65	668.85	669.06	669.30	669.36	669.26	669.18	669.13	669.24
0.75 "A"	61+62.09 | 40.50' LT	61+47.32 | 31.50' LT	61+32.56 | 22.50' LT	61+17.80 | 13.50' LT	61+03.03 | 4.50' LT	60+88.27 | 4.50' RT	60+73.50 | 13.50' RT	60+58.74 | 22.50' RT	60+43.98 | 31.50' RT	60+29.21 | 40.50' RT
	668.39	668.47	668.67	668.90	669.14	669.19	669.09	669.01	668.94	669.03
0.80 "A"/ F.S. 2	61+75.24 | 40.50' LT	61+60.53 | 31.50' LT	61+45.82 | 22.50' LT	61+31.11 | 13.50' LT	61+16.40 | 4.50' LT	61+01.69 | 4.50' RT	60+86.98 | 13.50' RT	60+72.27 | 22.50' RT	60+57.56 | 31.50' RT	60+42.86 | 40.50' RT
	668.20	668.29	668.51	668.73	668.97	669.03	668.92	668.82	668.74	668.81
0.85 "A"	61+88.38 | 40.50' LT	61+73.73 | 31.50' LT	61+59.08 | 22.50' LT	61+44.42 | 13.50' LT	61+29.77 | 4.50' LT	61+15.12 | 4.50' RT	61+00.46 | 13.50' RT	60+85.81 | 22.50' RT	60+71.15 | 31.50' RT	60+56.50 | 40.50' RT
	668.02	668.12	668.33	668.56	668.80	668.86	668.74	668.64	668.54	668.60
0.90 "A"	62+01.53 | 40.50' LT	61+86.93 | 31.50' LT	61+72.34 | 22.50' LT	61+57.74 | 13.50' LT	61+43.14 | 4.50' LT	61+28.54 | 4.50' RT	61+13.94 | 13.50' RT	60+99.34 | 22.50' RT	60+84.74 | 31.50' RT	60+70.14 | 40.50' RT
	667.84	667.94	668.17	668.40	668.64	668.70	668.58	668.47	668.36	668.40
0.95 "A"	62+14.68 | 40.50' LT	62+00.14 | 31.50' LT	61+85.59 | 22.50' LT	61+71.05 | 13.50' LT	61+56.51 | 4.50' LT	61+41.96 | 4.50' RT	61+27.42 | 13.50' RT	61+12.87 | 22.50' RT	60+98.33 | 31.50' RT	60+83.79 | 40.50' RT
	667.68	667.79	668.02	668.26	668.49	668.55	668.43	668.31	668.20	668.22
C.L. PIER	62+27.83 | 40.50' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	60+97.43 | 40.50' RT
	667.54	667.65	667.89	668.13	668.36	668.42	668.30	668.18	668.05	668.06



DECK HAUNCH DETAIL

LEGEND:

"A" LENGTH OF SPAN 1 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

NOTES:

1. WORK THIS SHEET WITH SHEET 58/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "A".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

TOP OF HAUNCH ELEVATION TABLE (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 57 | TOTAL 72
SHEET 1877 | TOTAL 2339

CUY-90-16.28 (CCG3A)

MODEL: top of haunch elev table 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:38 PM USER: Mata.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SD005.dgn

TOP OF HAUNCH ELEVATIONS, STATIONS AND OFFSETS

	GIRDER G1	GIRDER G2	GIRDER G3	GIRDER G4	GIRDER G5	GIRDER G6	GIRDER G7	GIRDER G8	GIRDER G9	GIRDER G10
C.L. PIER	62+27.83 | 40.50' LT	62+13.34 | 31.50' LT	61+98.85 | 22.50' LT	61+84.36 | 13.50' LT	61+69.87 | 4.50' LT	61+55.39 | 4.50' RT	61+40.90 | 13.50' RT	61+26.41 | 22.50' RT	61+11.92 | 31.50' RT	60+97.43 | 40.50' RT
	667.54	667.65	667.89	668.13	668.36	668.42	668.30	668.18	668.05	668.06
0.05 "B"	62+36.89 | 40.50' LT	62+22.53 | 31.50' LT	62+08.17 | 22.50' LT	61+93.81 | 13.50' LT	61+79.45 | 4.50' LT	61+65.09 | 4.50' RT	61+50.72 | 13.50' RT	61+36.36 | 22.50' RT	61+22.00 | 31.50' RT	61+07.64 | 40.50' RT
	667.46	667.57	667.81	668.05	668.28	668.34	668.22	668.10	667.97	667.97
0.10 "B"	62+45.96 | 40.50' LT	62+31.72 | 31.50' LT	62+17.49 | 22.50' LT	62+03.25 | 13.50' LT	61+89.02 | 4.50' LT	61+74.78 | 4.50' RT	61+60.55 | 13.50' RT	61+46.32 | 22.50' RT	61+32.08 | 31.50' RT	61+17.85 | 40.50' RT
	667.40	667.50	667.75	667.98	668.21	668.27	668.15	668.03	667.90	667.89
0.15 "B"	62+55.02 | 40.50' LT	62+40.91 | 31.50' LT	62+26.81 | 22.50' LT	62+12.70 | 13.50' LT	61+98.59 | 4.50' LT	61+84.48 | 4.50' RT	61+70.38 | 13.50' RT	61+56.27 | 22.50' RT	61+42.16 | 31.50' RT	61+28.06 | 40.50' RT
	667.34	667.45	667.69	667.92	668.15	668.22	668.10	667.97	667.85	667.83
0.20 "B"	62+64.08 | 40.50' LT	62+50.10 | 31.50' LT	62+36.12 | 22.50' LT	62+22.14 | 13.50' LT	62+08.16 | 4.50' LT	61+94.18 | 4.50' RT	61+80.20 | 13.50' RT	61+66.22 | 22.50' RT	61+52.24 | 31.50' RT	61+38.26 | 40.50' RT
	667.29	667.40	667.64	667.88	668.11	668.16	668.05	667.93	667.80	667.78
0.25 "B"	62+73.15 | 40.50' LT	62+59.29 | 31.50' LT	62+45.44 | 22.50' LT	62+31.59 | 13.50' LT	62+17.74 | 4.50' LT	62+03.88 | 4.50' RT	61+90.03 | 13.50' RT	61+76.18 | 22.50' RT	61+62.33 | 31.50' RT	61+48.47 | 40.50' RT
	667.26	667.36	667.60	667.84	668.06	668.12	668.01	667.89	667.76	667.74
0.30 "B"/ F.S. 3	62+82.21 | 40.50' LT	62+68.48 | 31.50' LT	62+54.76 | 22.50' LT	62+41.03 | 13.50' LT	62+27.31 | 4.50' LT	62+13.58 | 4.50' RT	61+99.86 | 13.50' RT	61+86.13 | 22.50' RT	61+72.41 | 31.50' RT	61+58.68 | 40.50' RT
	667.22	667.33	667.56	667.80	668.03	668.08	667.97	667.86	667.73	667.71
0.35 "B"	62+91.27 | 40.50' LT	62+77.68 | 31.50' LT	62+64.08 | 22.50' LT	62+50.48 | 13.50' LT	62+36.88 | 4.50' LT	62+23.28 | 4.50' RT	62+09.68 | 13.50' RT	61+96.09 | 22.50' RT	61+82.49 | 31.50' RT	61+68.89 | 40.50' RT
	667.20	667.30	667.54	667.77	668.00	668.06	667.95	667.84	667.72	667.70
0.40 "B"	63+00.34 | 40.50' LT	62+86.87 | 31.50' LT	62+73.39 | 22.50' LT	62+59.92 | 13.50' LT	62+46.45 | 4.50' LT	62+32.98 | 4.50' RT	62+19.51 | 13.50' RT	62+06.04 | 22.50' RT	61+92.57 | 31.50' RT	61+79.10 | 40.50' RT
	667.17	667.28	667.51	667.74	667.97	668.03	667.92	667.82	667.70	667.68
0.45 "B"	63+09.40 | 40.50' LT	62+96.06 | 31.50' LT	62+82.71 | 22.50' LT	62+69.37 | 13.50' LT	62+56.03 | 4.50' LT	62+42.68 | 4.50' RT	62+29.34 | 13.50' RT	62+16.00 | 22.50' RT	62+02.65 | 31.50' RT	61+89.31 | 40.50' RT
	667.15	667.26	667.49	667.72	667.95	668.01	667.90	667.80	667.68	667.68
0.50 "B"	63+18.46 | 40.50' LT	63+05.25 | 31.50' LT	62+92.03 | 22.50' LT	62+78.81 | 13.50' LT	62+65.60 | 4.50' LT	62+52.38 | 4.50' RT	62+39.17 | 13.50' RT	62+25.95 | 22.50' RT	62+12.73 | 31.50' RT	61+99.52 | 40.50' RT
	667.14	667.24	667.47	667.70	667.93	667.99	667.89	667.78	667.67	667.67
0.55 "B"	63+27.53 | 40.50' LT	63+14.44 | 31.50' LT	63+01.35 | 22.50' LT	62+88.26 | 13.50' LT	62+75.17 | 4.50' LT	62+62.08 | 4.50' RT	62+48.99 | 13.50' RT	62+35.90 | 22.50' RT	62+22.81 | 31.50' RT	62+09.73 | 40.50' RT
	667.12	667.22	667.45	667.68	667.91	667.97	667.86	667.76	667.65	667.65
0.60 "B"	63+36.59 | 40.50' LT	63+23.63 | 31.50' LT	63+10.67 | 22.50' LT	62+97.70 | 13.50' LT	62+84.74 | 4.50' LT	62+71.78 | 4.50' RT	62+58.82 | 13.50' RT	62+45.86 | 22.50' RT	62+32.90 | 31.50' RT	62+19.93 | 40.50' RT
	667.10	667.20	667.42	667.66	667.89	667.95	667.84	667.74	667.63	667.64
0.65 "B"	63+45.65 | 40.50' LT	63+32.82 | 31.50' LT	63+19.98 | 22.50' LT	63+07.15 | 13.50' LT	62+94.32 | 4.50' LT	62+81.48 | 4.50' RT	62+68.65 | 13.50' RT	62+55.81 | 22.50' RT	62+42.98 | 31.50' RT	62+30.14 | 40.50' RT
	667.08	667.18	667.40	667.63	667.87	667.92	667.81	667.71	667.60	667.61
F.S. 4	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	62+38.69 | 40.50' LT
	---	---	---	---	---	---	---	---	---	667.59
0.70 "B"	63+54.72 | 40.50' LT	63+42.01 | 31.50' LT	63+29.30 | 22.50' LT	63+16.59 | 13.50' LT	63+03.89 | 4.50' LT	62+91.18 | 4.50' RT	62+78.47 | 13.50' RT	62+65.77 | 22.50' RT	62+53.06 | 31.50' RT	62+40.35 | 40.50' RT
	667.05	667.15	667.38	667.61	667.83	667.89	667.78	667.68	667.57	667.58
F.S. 4	--- | ---	--- | ---	--- | ---	63+25.63 | 13.50' LT	63+11.31 | 4.50' LT	62+96.65 | 4.50' LT	62+82.16 | 13.50' LT	62+67.67 | 22.50' LT	62+53.18 | 31.50' LT	--- | ---
	---	---	---	667.58	667.81	667.88	667.77	667.67	667.57	---
0.75 "B"	63+63.78 | 40.50' LT	63+51.20 | 31.50' LT	63+38.62 | 22.50' LT	63+26.04 | 13.50' LT	63+13.46 | 4.50' LT	63+00.88 | 4.50' RT	62+88.30 | 13.50' RT	62+75.72 | 22.50' RT	62+63.14 | 31.50' RT	62+50.56 | 40.50' RT
	667.02	667.12	667.34	667.57	667.80	667.86	667.75	667.64	667.53	667.54
F.S. 4	63+69.10 | 40.50' LT	63+54.61 | 31.50' LT	63+40.12 | 22.50' LT	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---	--- | ---
	667.00	667.11	667.34	---	---	---	---	---	---	---
0.80 "B"	63+72.84 | 40.50' LT	63+60.39 | 31.50' LT	63+47.94 | 22.50' LT	63+35.48 | 13.50' LT	63+23.03 | 4.50' LT	63+10.58 | 4.50' RT	62+98.13 | 13.50' RT	62+85.67 | 22.50' RT	62+73.22 | 31.50' RT	62+60.77 | 40.50' RT
	666.99	667.08	667.31	667.54	667.77	667.83	667.71	667.60	667.48	667.50
0.85 "B"	63+81.91 | 40.50' LT	63+69.58 | 31.50' LT	63+57.26 | 22.50' LT	63+44.93 | 13.50' LT	63+32.60 | 4.50' LT	63+20.28 | 4.50' RT	63+07.95 | 13.50' RT	62+95.63 | 22.50' RT	62+83.30 | 31.50' RT	62+70.98 | 40.50' RT
	666.95	667.05	667.27	667.50	667.73	667.78	667.66	667.55	667.43	667.44
0.90 "B"	63+90.97 | 40.50' LT	63+78.77 | 31.50' LT	63+66.57 | 22.50' LT	63+54.37 | 13.50' LT	63+42.18 | 4.50' LT	63+29.98 | 4.50' RT	63+17.78 | 13.50' RT	63+05.58 | 22.50' RT	62+93.39 | 31.50' RT	62+81.19 | 40.50' RT
	666.90	667.00	667.23	667.46	667.69	667.74	667.62	667.50	667.38	667.38
0.95 "B"	64+00.03 | 40.50' LT	63+87.96 | 31.50' LT	63+75.89 | 22.50' LT	63+63.82 | 13.50' LT	63+51.75 | 4.50' LT	63+39.68 | 4.50' RT	63+27.61 | 13.50' RT	63+15.54 | 22.50' RT	63+03.47 | 31.50' RT	62+91.40 | 40.50' RT
	666.86	666.96	667.19	667.42	667.65	667.69	667.57	667.44	667.31	667.32
C.L. BRG. F.A.	64+09.10 | 40.50' LT	63+97.15 | 31.50' LT	63+85.21 | 22.50' LT	63+73.27 | 13.50' LT	63+61.32 | 4.50' LT	63+49.38 | 4.50' RT	63+37.43 | 13.50' RT	63+25.49 | 22.50' RT	63+13.55 | 31.50' RT	63+01.60 | 40.50' RT
	666.82	666.91	667.14	667.37	667.60	667.65	667.51	667.38	667.25	667.25

LEGEND:

"B" LENGTH OF SPAN 2 MEASURED ALONG ℄ GIRDER OR DECK FEATURE

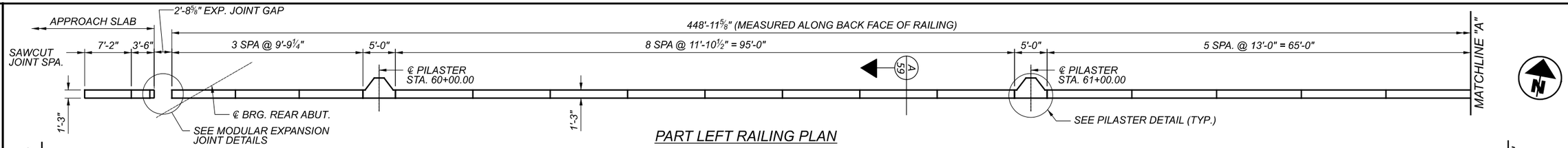
NOTES:

1. WORK THIS SHEET WITH SHEET 57/72.
2. SEE FRAMING PLAN SHEET 33/72 FOR GIRDER LENGTHS "B".
3. SEE SHEETS 51/72 & 52/72 FOR SIDEWALK DETAILS.
4. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

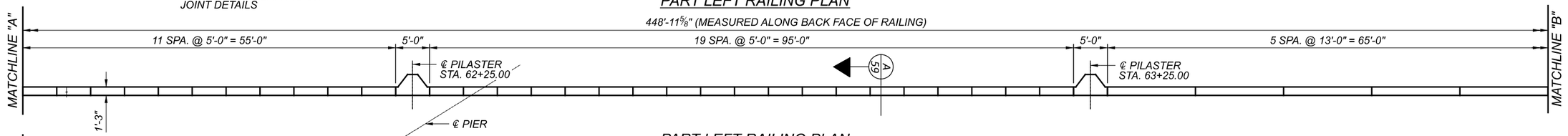
TOP OF HAUNCH ELEVATION TABLE (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 58 | TOTAL 72
SHEET 1878 | TOTAL 2339

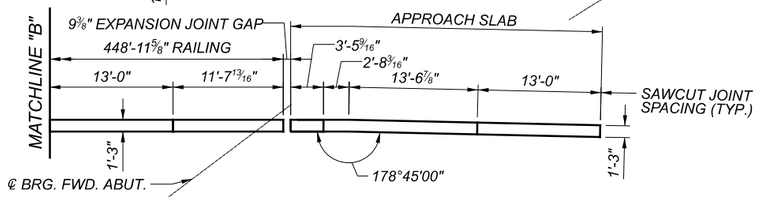
CUY-90-16.28 (CCG3A)



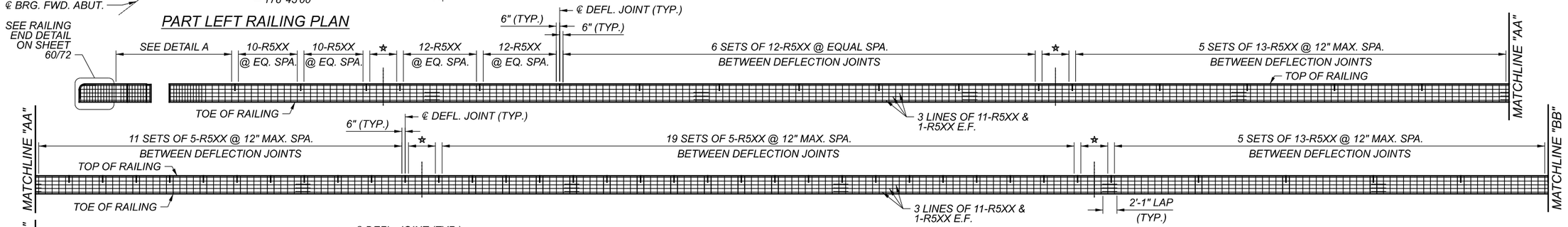
PART LEFT RAILING PLAN



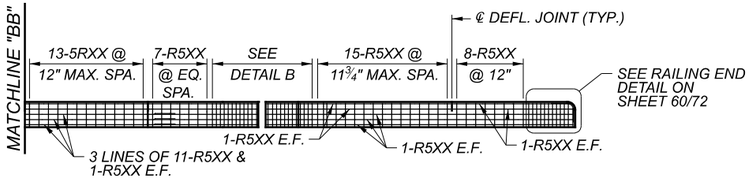
PART LEFT RAILING PLAN



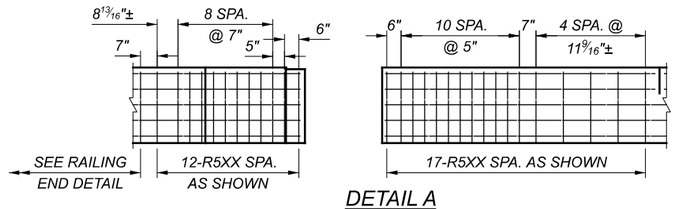
PART LEFT RAILING PLAN

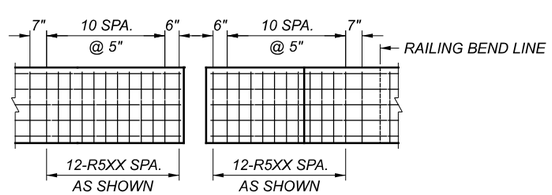


PART LEFT RAILING ELEVATION

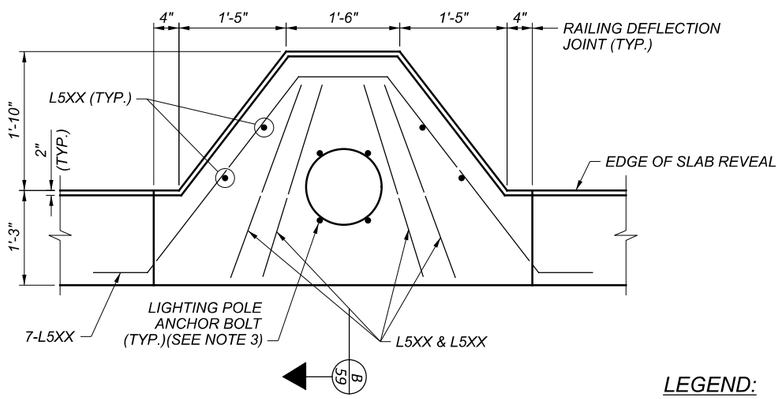


PART LEFT RAILING ELEVATION

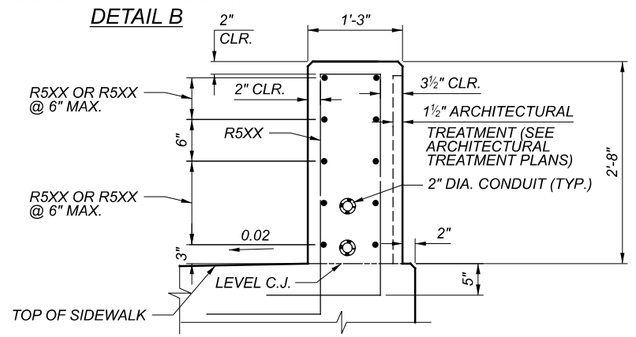




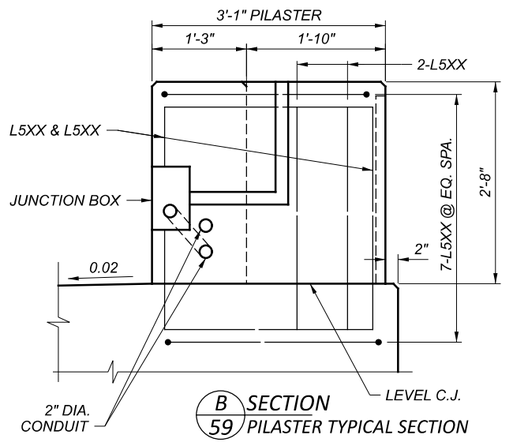
DETAIL A



DETAIL B



PART LEFT RAILING ELEVATION



B 59 SECTION
PILASTER TYPICAL SECTION

A 59 SECTION
RAILING TYPICAL SECTION

PILASTER DETAIL

(JUNCTION BOX AND CONDUITS NOT SHOWN FOR CLARITY)

LEGEND:

☆ SEE PILASTER DETAIL FOR REINFORCING DETAILS

NOTES:

1. WORK THIS SHEET WITH SHEET 60/72.
2. FOR DETAILS NOT SHOWN, SEE STANDARD DRAWINGS BR-2-15 AND HL-20.14.
3. FOR ANCHOR BOLT DETAILS, SEE STANDARD DRAWING HL-10.13.

RAILING PLAN & ELEVATION (1 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	59
TOTAL	72
SHEET	1879
TOTAL	2339

CUY-90-16.28 (CCG3A)

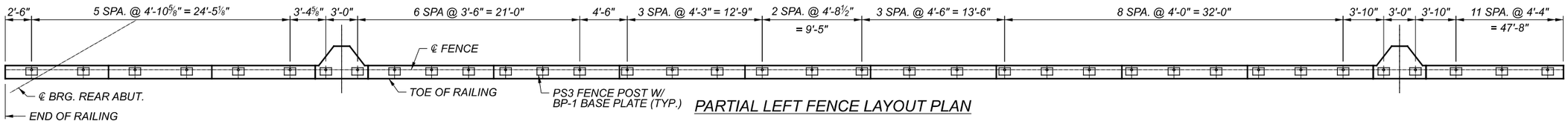
MODEL: railing plan and elevation 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:48 PM USER: Mata.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SA001.dgn

MODEL: railing plan and elevation 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:49 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SA001.dgn

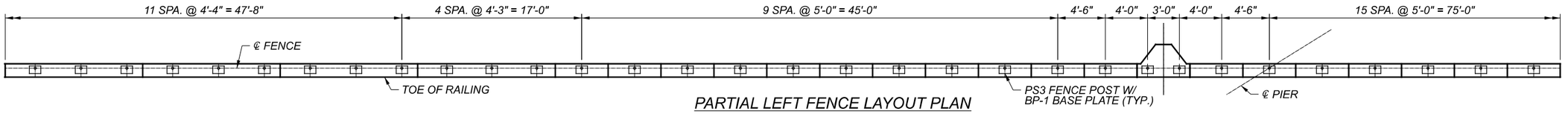
SHEET RESERVED FOR FUTURE USE

SHEET 1880 TOTAL 2339	SUBSET 60 TOTAL 72	PROJECT ID 82382	REVIEWER LPC 06-23-22
DESIGNER ABC	CHECKER MEM	Michael Baker INTERNATIONAL	SFN 1807898 DESIGN AGENCY

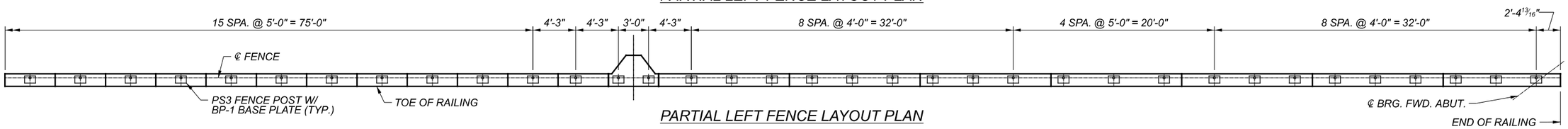
RAILING PLAN & ELEVATION (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90



PARTIAL LEFT FENCE LAYOUT PLAN



PARTIAL LEFT FENCE LAYOUT PLAN



PARTIAL LEFT FENCE LAYOUT PLAN

NOTES:

1. ONLY PROPOSED FENCE POST SPACING IS INDICATED ON THIS SHEET. FOR FENCE DETAILS NOT SHOWN, SEE STANDARD DRAWINGS VPF-1-90 AND BR-2-15.
2. PROVIDE BLACK VINYL COATED FENCE POSTS, RAILS, AND FABRIC.

FENCE DETAILS
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

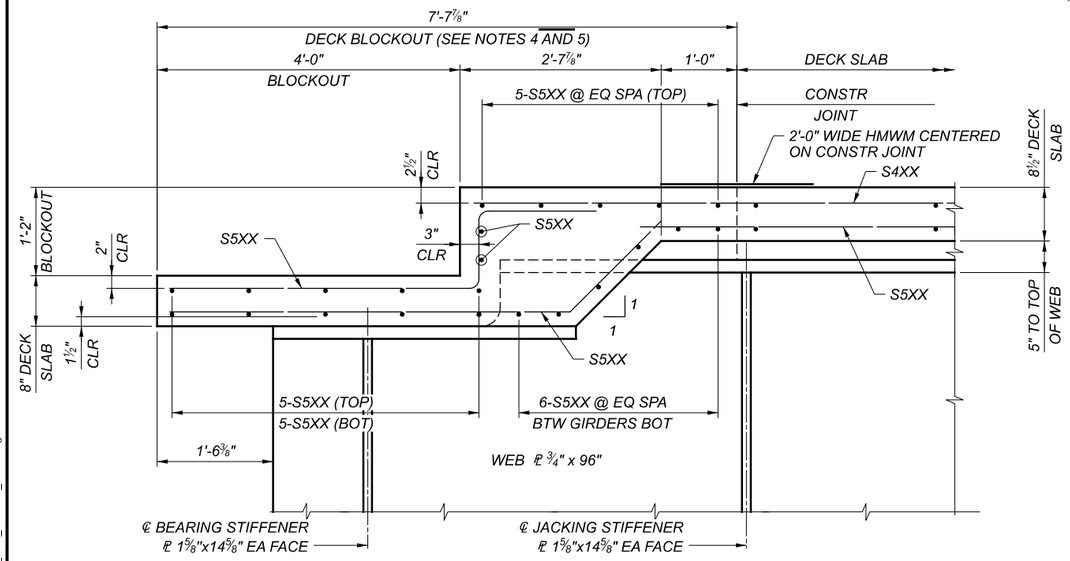
PROJECT ID: 82382

SUBSET	TOTAL
61	72

SHEET	TOTAL
1881	2339

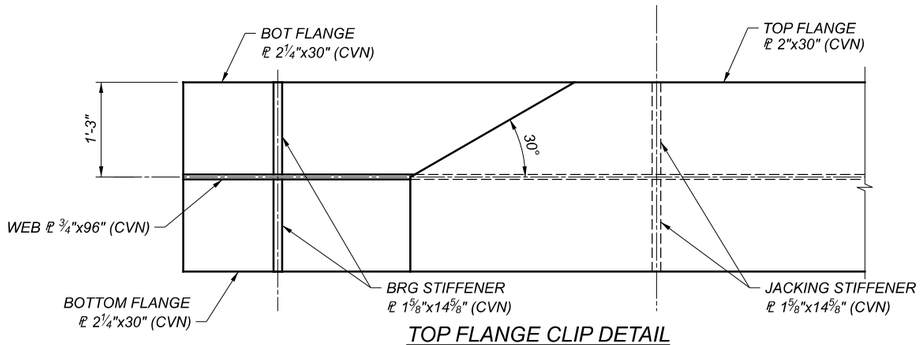
CUY-90-16.28 (CCG3A)

MODEL: Fence Details PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:37:55 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SS008.dgn



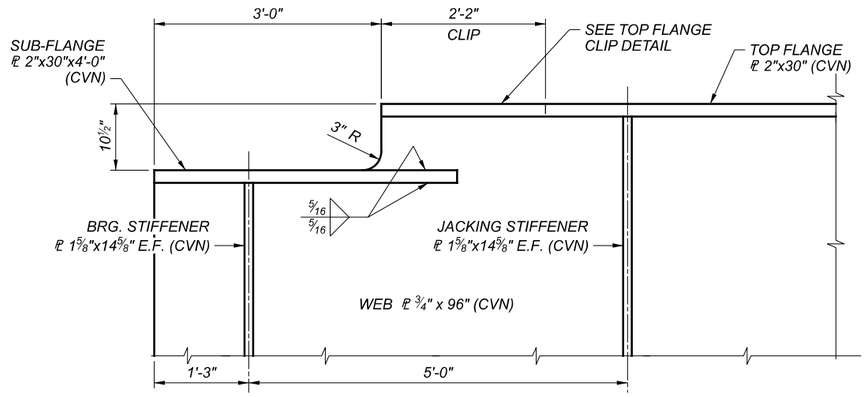
REAR ABUTMENT - TYPICAL SECTION THRU MODULAR EXPANSION JOINT

(END DIAPHRAGM CONNECTION PLATES NOT SHOWN FOR CLARITY)
(DETAIL SHOWN PARALLEL TO GIRDER CENTERLINE)



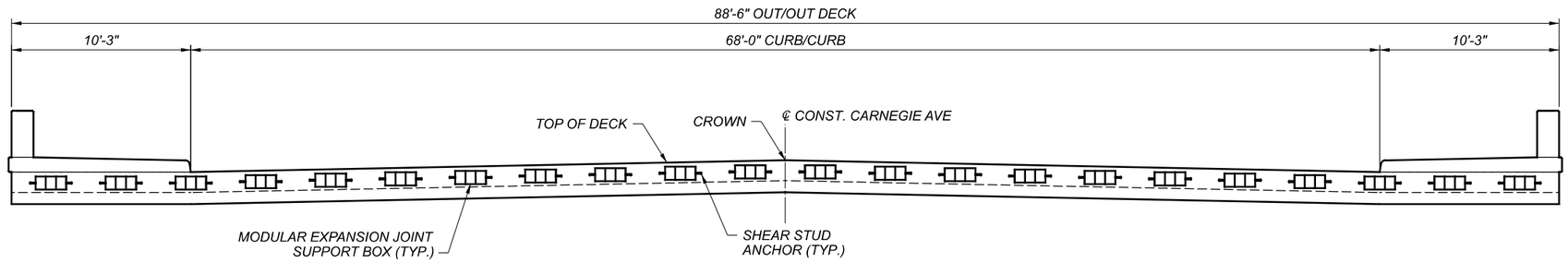
TOP FLANGE CLIP DETAIL

(SUB-FLANGE NOT SHOWN FOR CLARITY, LOOKING DOWN)



REAR ABUTMENT - GIRDER COPE DETAIL

(END DIAPHRAGM CONNECTION PLATES NOT SHOWN FOR CLARITY)
(DETAIL SHOWN PARALLEL TO GIRDER CENTERLINE)



TYPICAL SECTION THROUGH REAR ABUTMENT MODULAR EXPANSION JOINT (SHOWN)

(NORMAL TO ℄ CONST. CARNEGIE AVE)

NOTES:

1. *THE MODULAR EXPANSION JOINT SYSTEM AND BLOCKOUT DETAILS SHOWN ARE SUGGESTED CONCEPTUAL DETAILS FOR A "DUAL-SUPPORT BAR" MODULAR JOINT. DUE TO VARIATIONS IN MODULAR JOINTS BETWEEN MANUFACTURERS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL DESIGN AND DETAILING OF THE DECK SLAB BLOCKOUTS BASED ON THE SELECTED MODULAR JOINT. THIS DESIGN SHALL INCLUDE THE REINFORCING LAYOUT IN THE DECK SLAB BLOCKOUT.*
2. *MODULAR EXPANSION JOINT DESIGN SHOWN IS BASED ON A D.S. BROWN "STEELFLEX" D-320 MODULAR EXPANSION JOINT.*
3. *WORK THIS SHEET WITH SHEETS 63/72 AND 64/72.*
4. *THE CONTRACTOR SHALL COORDINATE DECK AND ABUTMENT BLOCKOUT DIMENSIONS FOR THE MODULAR EXPANSION JOINT SELECTED PRIOR TO POURING AND CASTING OF THE CONCRETE ABUTMENT BACKWALL, APPROACH SLABS AND DECK SLAB WITHIN THE BLOCKOUT AREA.*
5. *ADJUST BRIDGE RAILING, SIDEWALK AND DECK SLAB REINFORCEMENT TO CLEAR MODULAR EXPANSION JOINT.*
6. *MODULAR EXPANSION JOINTS SHALL FULLY COMPLY WITH "SPECIAL PROVISION: MODULAR EXPANSION JOINTS".*

EXPANSION JOINT DETAILS (1 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

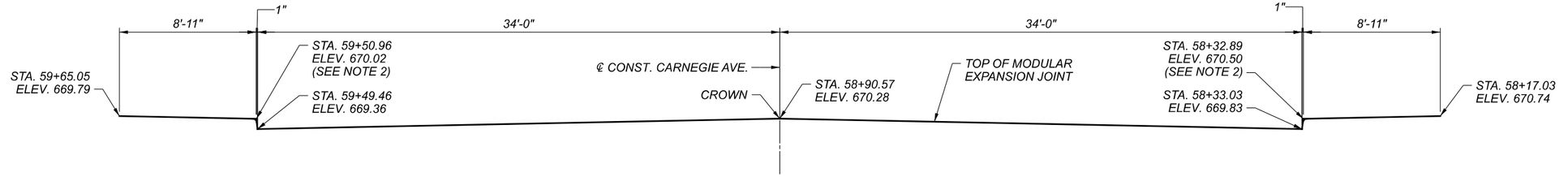
PROJECT ID: 82382

SUBSET	TOTAL
62	72

SHEET	TOTAL
1882	2339

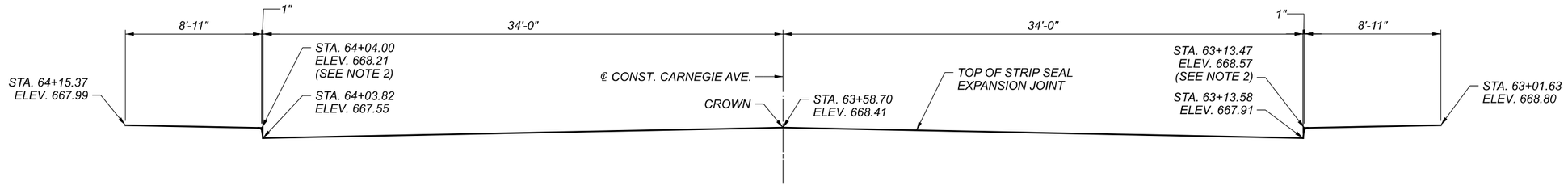
CUY-90-16.28 (CCG3A)

MODEL: Expansion Joint Details 1 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:04 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH101_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SX001.dgn



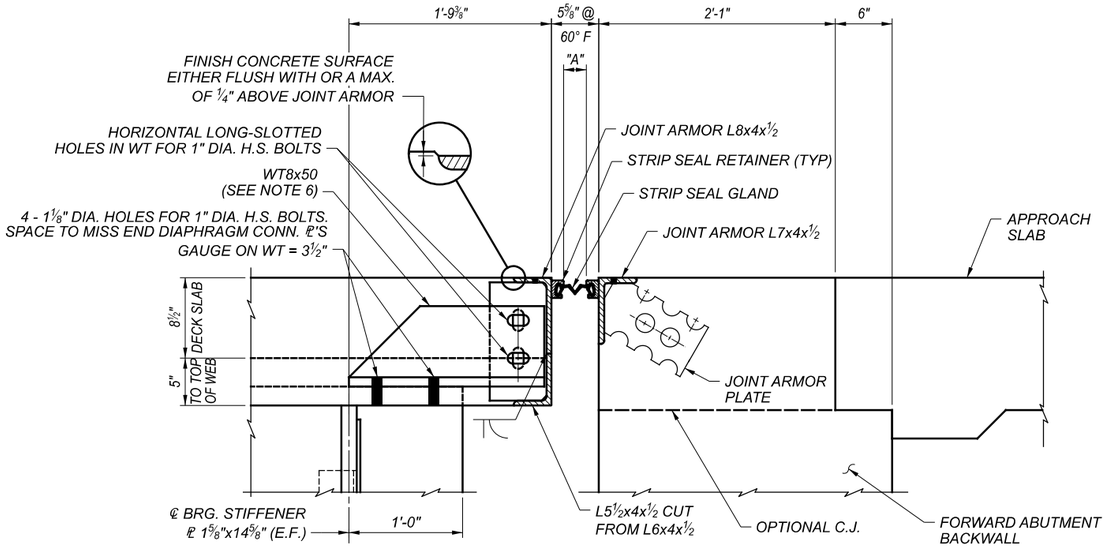
REAR ABUTMENT MODULAR EXPANSION JOINT PROFILE

(PERPENDICULAR TO ℄ CONST. CARNEGIE AVE., LOOKING STATIONS AHEAD)



FORWARD ABUTMENT STRIP SEAL EXPANSION JOINT PROFILE

(PERPENDICULAR TO ℄ CONST. CARNEGIE AVE., LOOKING STATIONS AHEAD)



TYPICAL SECTION THRU FORWARD ABUTMENT STRIP SEAL EXPANSION JOINT

(DIMENSIONS GIVEN PERPENDICULAR TO ℄ EXPANSION JOINT)

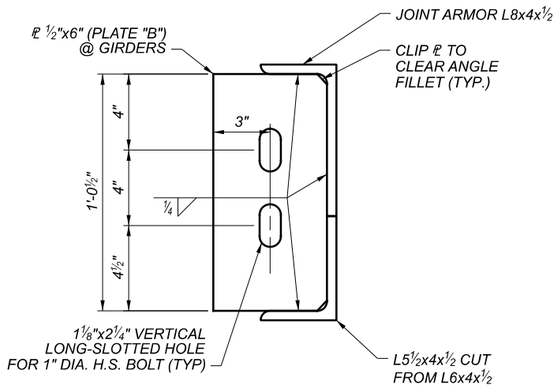


PLATE "B" DETAIL

STRIP SEAL JOINT SETTING DIM. "A"

TEMPERATURE °F	DIM. "A" IN
30	2 15/16
40	
50	
60	
70	
80	
90	

NOTES:

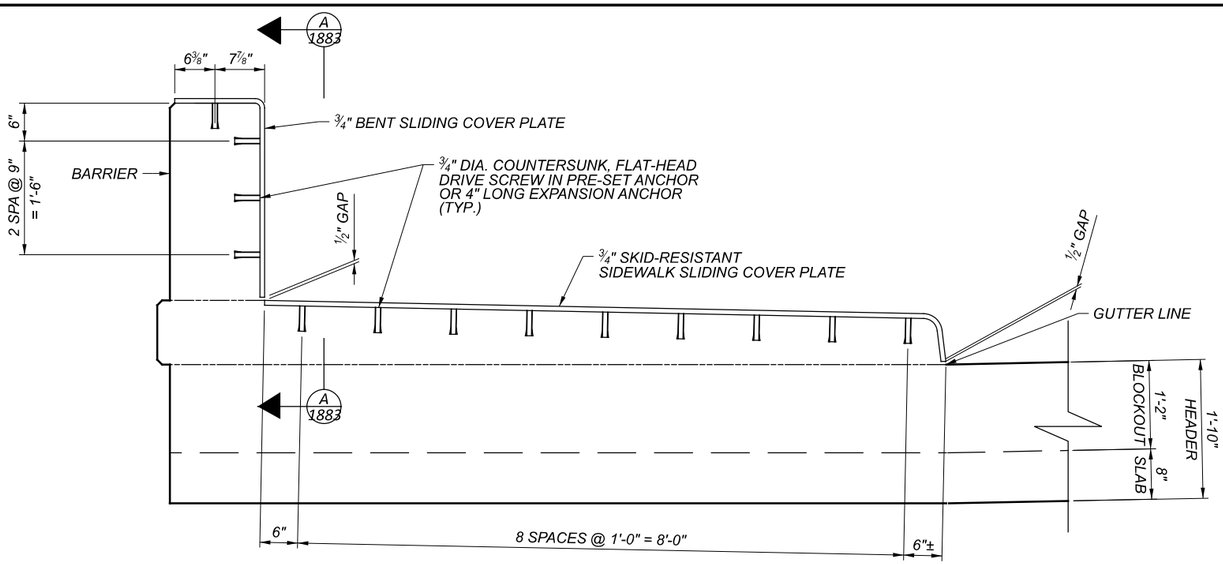
1. WORK THIS SHEET WITH SHEETS 62/72 & 64/72.
2. ELEVATIONS AT THE TOP OF CURB ARE THEORETICAL ELEVATIONS GIVEN AT THE INTERSECTION OF THE VERTICAL CURB AND THE HORIZONTAL SIDEWALK SLOPES.
3. EXPANSION JOINT PROFILE STATIONS AND ELEVATIONS GIVEN ALONG PROPOSED CENTERLINES OF EXPANSION JOINTS. ADJUST EXPANSION JOINT ELEVATIONS AS REQUIRED IN THE SIDEWALK AND CURB AREAS TO ACCOMMODATE STEEL SLIDING COVER PLATES. SEE SHEET XX/XX AND STANDARD DRAWINGS EXJ-4-87 FOR ADDITIONAL DETAILS.
4. FOR EXPANSION JOINT DETAILS NOT SHOWN, SEE STANDARD DRAWING EXJ-4-87.
5. PROVIDE PLATES "B" AT GIRDER LOCATIONS FOR FIELD-ADJUSTMENT OF EXPANSION JOINT. PROVIDE PLATES "A" PER STANDARD DRAWINGS EXJ-4-87 ELSEWHERE.
6. FIELD DRILL EXPANSION JOINT SUPPORT TEES (WTxxx) FOR DECK SLAB REINFORCING. HOLE DIAMETER SHALL EQUAL REINFORCING BAR DIAMETER + 1/4". BLOCK WT FLANGES AT PLATE "B" LOCATIONS TO FACILITATE INSTALLATION.

EXPANSION JOINT DETAILS (2 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY Michael Baker INTERNATIONAL
DESIGNER ABC | CHECKER MEM
REVIEWER LPC 06-23-22
PROJECT ID 82382
SUBSET 63 | TOTAL 72
SHEET 1883 | TOTAL 2339

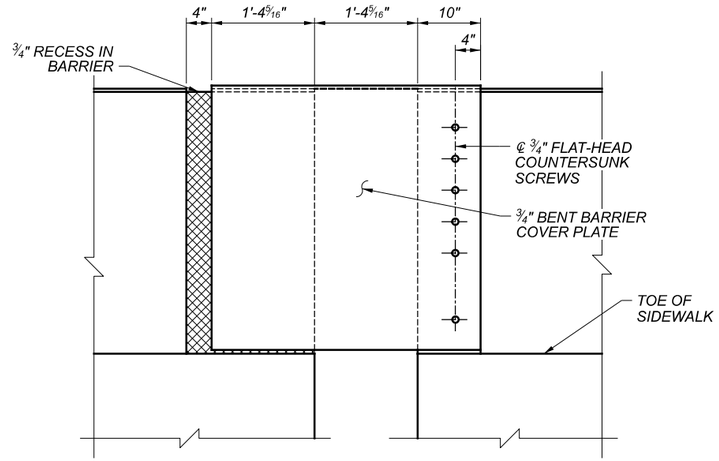
CUY-90-16.28 (CCG3A)

MODEL: Expansion Joint Details 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:05 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SX001.dgn

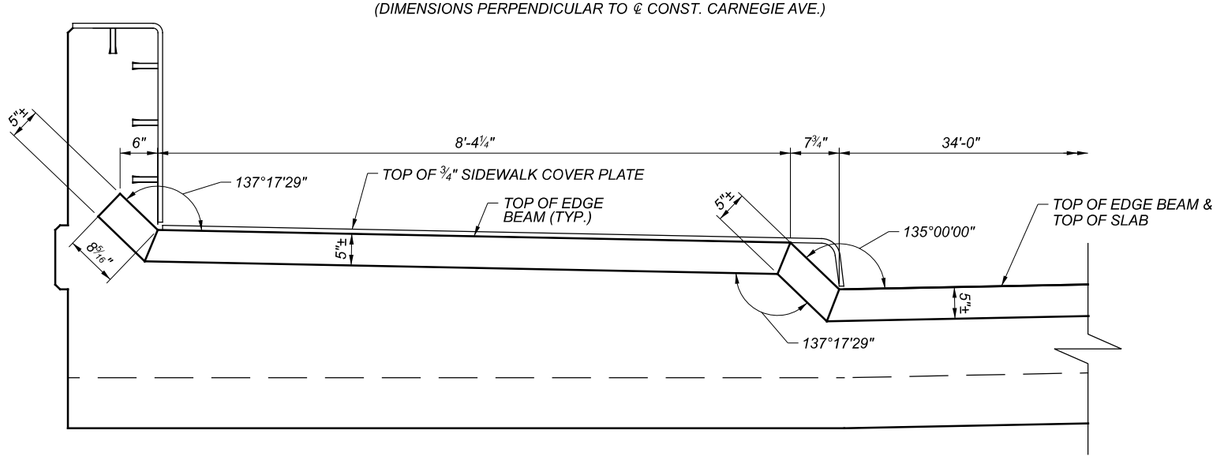


SECTION THRU BARRIER AND SIDEWALK COVER PLATES

(DIMENSIONS PERPENDICULAR TO ℄ CONST. CARNEGIE AVE.)



A 1883 BARRIER COVER PLATE ELEVATION



MODULAR EXPANSION JOINT BEAM PROFILE AT SIDEWALK

(DIMENSIONS PERPENDICULAR TO ℄ CONST. CARNEGIE AVE.)

NOTES:

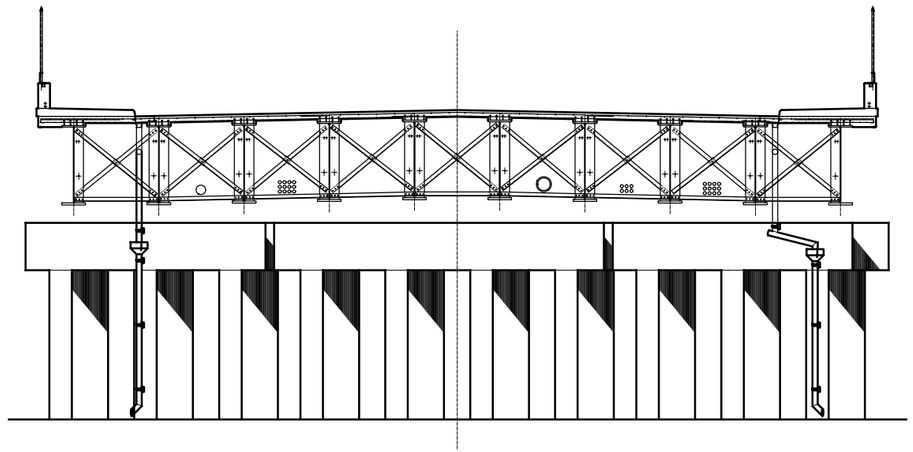
1. WORK THIS SHEET WITH SHEETS 62/72 & 63/72.
2. FOR EXPANSION JOINT DETAILS NOT SHOWN, SEE STANDARD DRAWING EXJ-4-87.
3. COORDINATE DEVELOPMENT OF MODULAR EXPANSION JOINT SHOP DRAWINGS WITH CURB, SIDEWALK AND BARRIER ARMOR DETAILS.
4. SIDEWALK AND BARRIER COVER PLATES SHALL BE INSTALLED FLUSH WITH ADJOINING CONCRETE SURFACES USING ¾" DIA. COUNTERSUNK, FLAT-HEAD DRIVE SCREWS IN PRE-SET ANCHORS OR POST-INSTALLED, 4" LONG EXPANSION ANCHORS.
5. SIDEWALK COVER PLATES SHALL HAVE A SKID-RESISTANT SURFACE FINISH.

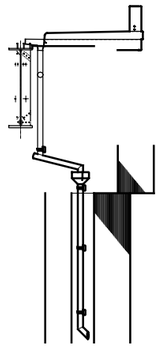
EXPANSION JOINT DETAILS (3 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

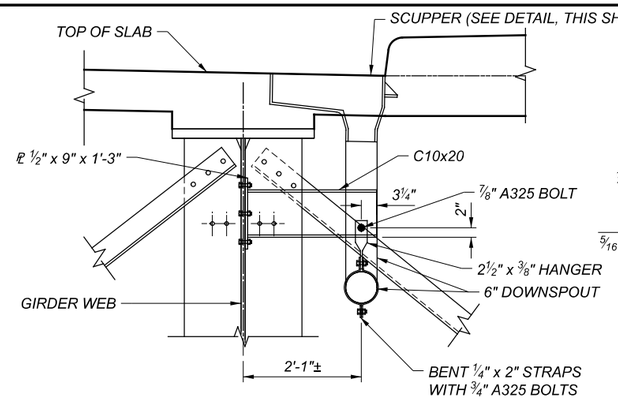
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	64
TOTAL	72
SHEET	1884
TOTAL	2339

CUY-90-16.28 (CCG3A)

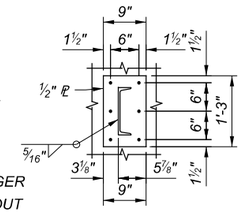
MODEL: Expansion Joint Details 3 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:07 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SX001.dgn



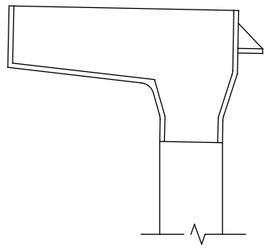




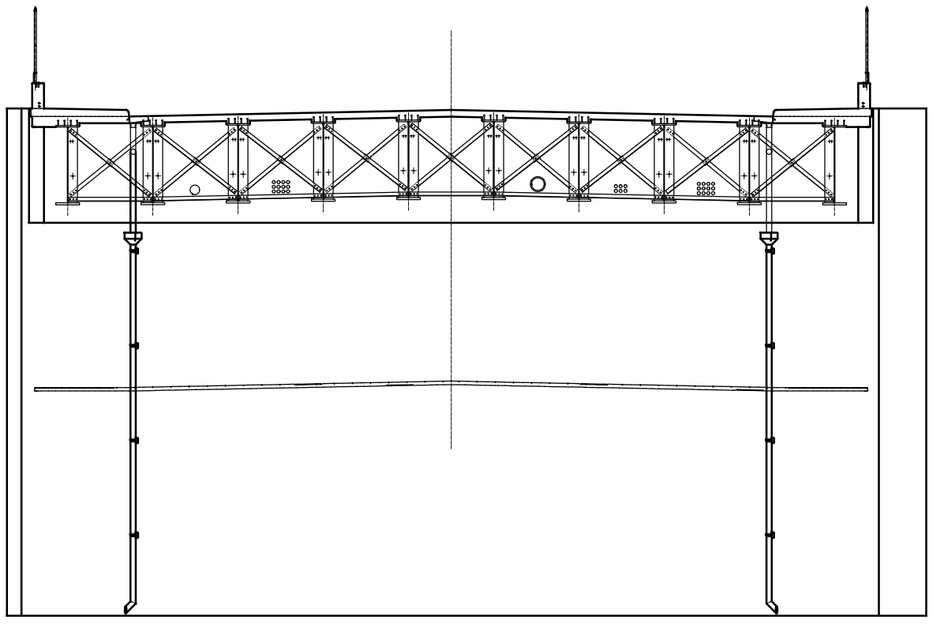
GIRDER DOWNSPOUT SUPPORT DETAIL



CONNECTION PLATE DETAIL



TYPICAL SCUPPER DETAIL



NOTES:

1. PROVIDE STRUCTURAL STEEL FOR DOWNSPOUT SUPPORTS CONFORMING TO ASTM A709 GRADE 36. GALVANIZE ALL MATERIAL AFTER FABRICATION ACCORDING TO ASTM A123.
2. PROVIDE 6" DIAMETER DOWNSPOUT STEEL PIPE CONFORMING TO ASTM A53 WITH MECHANICAL FITTINGS RECOMMENDED BY THE SCUPPER AND DOWNSPOUT MANUFACTURER.
3. PROVIDE FASTENERS CONFORMING TO ASTM F3125 GRADE A325 OF THE DIAMETERS NOTED.
4. PROVIDE GIRDER- AND CONCRETE-MOUNTED DOWNSPOUT SUPPORT BRACKETS AT 10'-0" MAXIMUM CENTERS. INSTALL CONCRETE-MOUNTED DOWNSPOUT SUPPORTS USING ⅜" x 3¾" EXPANSION ANCHORS.
5. TERMINATE DOWNPOUT RUNS APPROXIMATELY 1'-0" ABOVE FINISHED GRADE USING A 45° ELBOW.

SCUPPER AND DOWNSPOUT DETAILS

CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ZRS
CHECKER	ABC
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	65
TOTAL	72
SHEET	1885
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Scupper Details PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:22 PM USER: Mala.Gallagher
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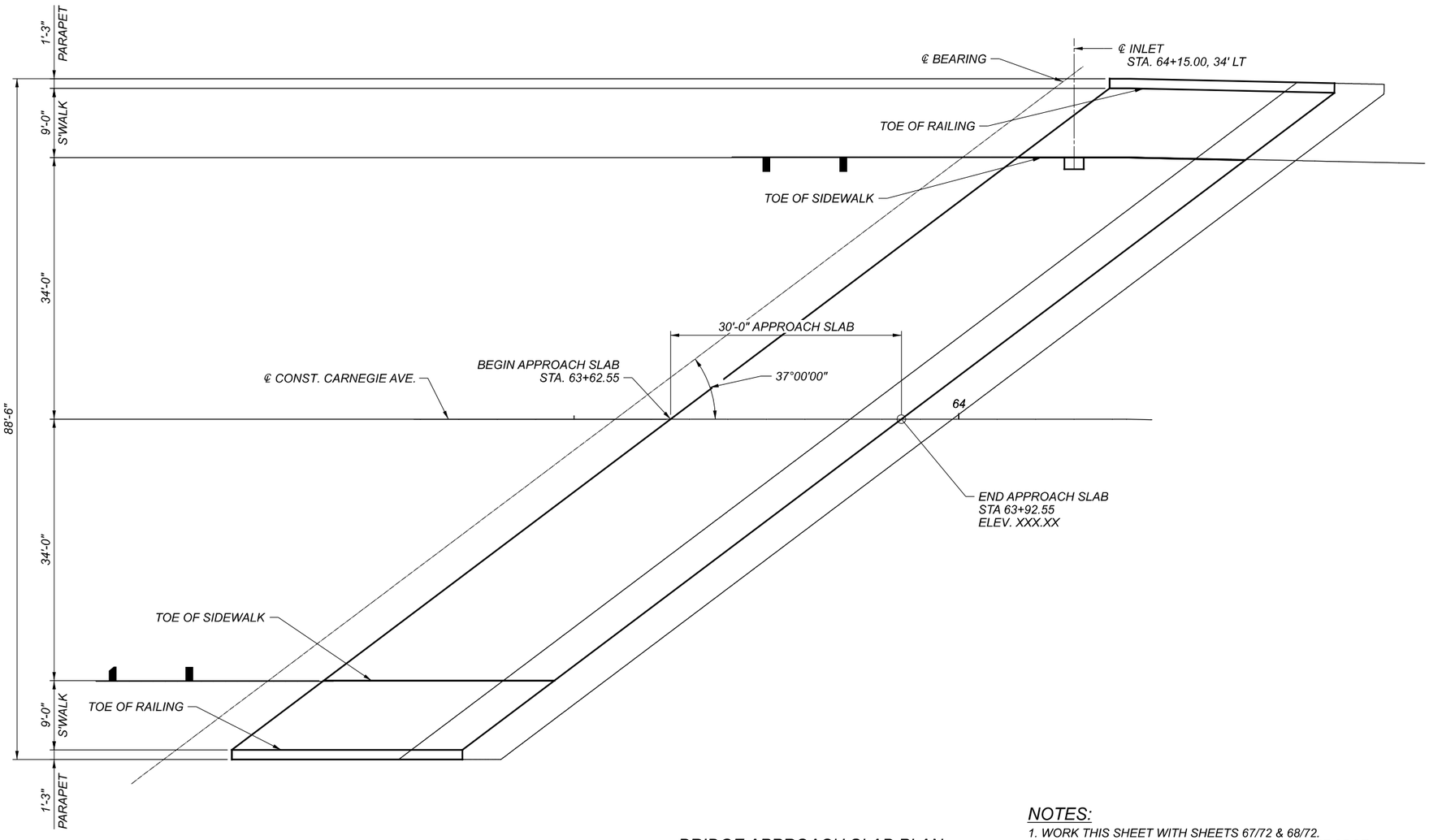

BRIDGE APPROACH SLAB PLAN

NOTES:

1. WORK THIS SHEET WITH SHEETS 67/72 & 68/72.
2. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWINGS AS-1-15 AND AS-2-15, TYPE A INSTALLATION.
3. FOR RAILING ELEVATIONS AND DETAILS, SEE SHEETS 59/72 & 60/70.

APPROACH SLAB DETAILS (1 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: Approach Slab Details | PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:34 PM USER: Mats.Gallagher
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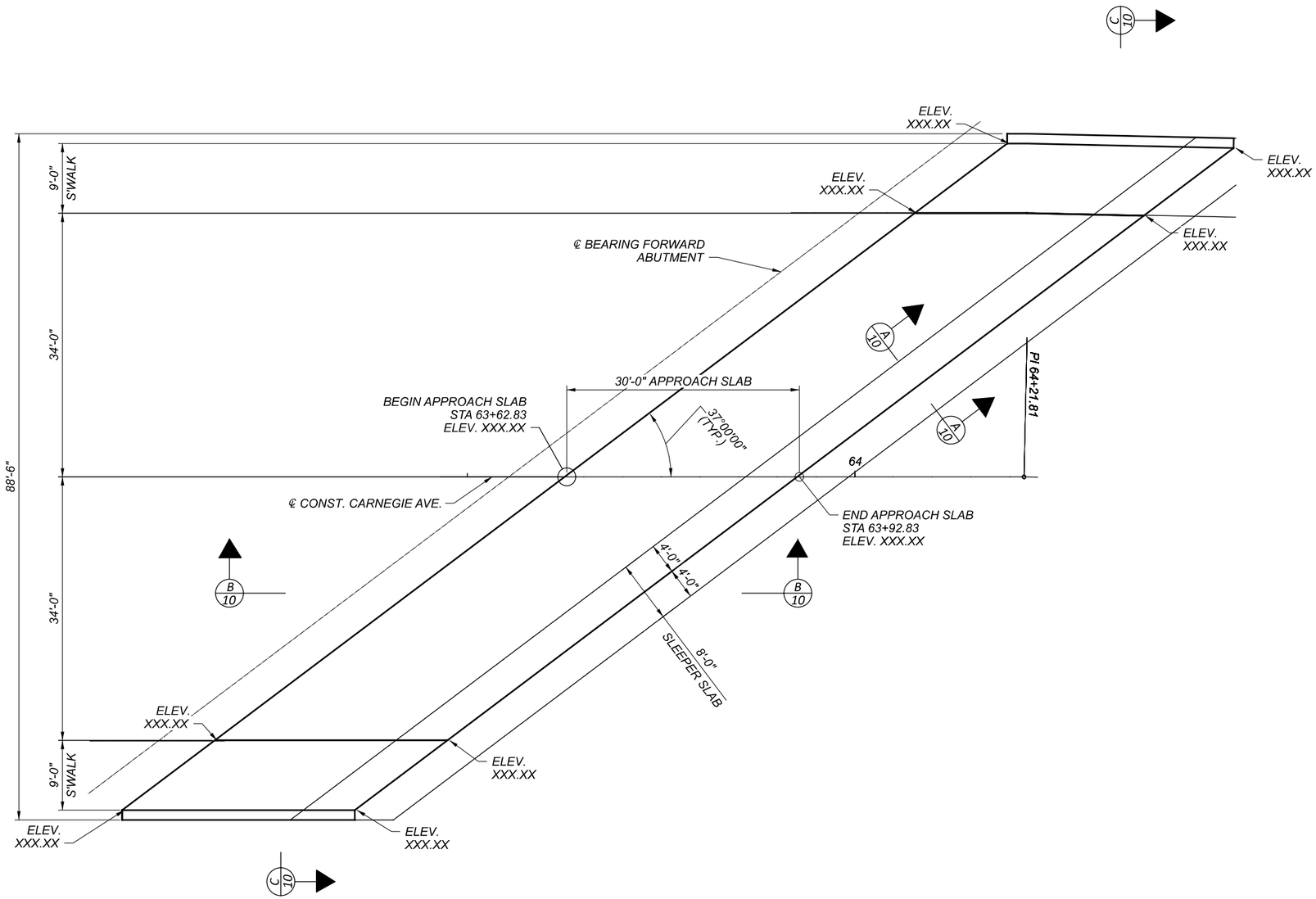
SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	66
TOTAL	72
SHEET	1886
TOTAL	2339



FORWARD APPROACH SLAB PLAN

NOTES:

1. WORK THIS SHEET WITH SHEETS 66/72 & 68/72.
2. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWINGS AS-1-15 AND AS-2-15, TYPE A INSTALLATION.

APPROACH SLAB DETAILS (2 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER	CHECKER
ABC	MEM

REVIEWER: LPC 06-23-22

PROJECT ID: 82382

SUBSET	TOTAL
67	72

SHEET	TOTAL
1887	2339

CUY-90-16.28 (CCG3A)

MODEL: 'Approach Slab Details 2 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:35 PM USER: Mala.Gallagher
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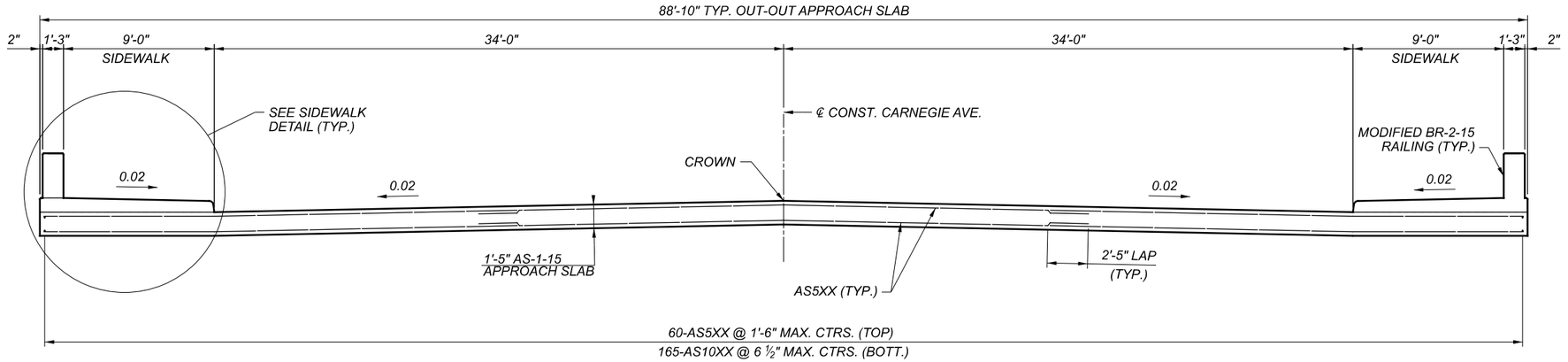
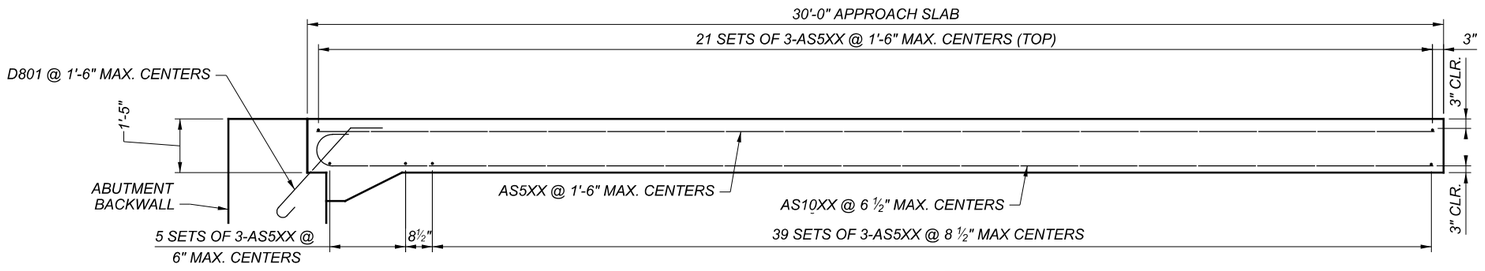
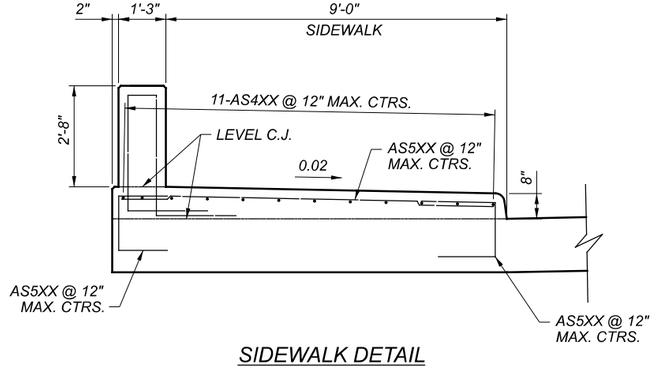


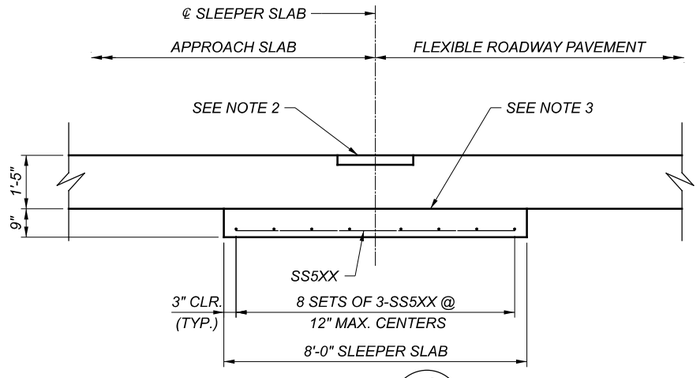
SECTION C/XX



SECTION B/XX



SIDEWALK DETAIL



SECTION A/XX

NOTES:

1. WORK THIS SHEET WITH SHEETS 66/72 & 67/72.
2. POLYMER MODIFIED ASPHALT JOINT SYSTEM (SEE SUPPLEMENTS SPECIFICATION 846) AND STD. DWG. AS-1-15 SHEET 2/2, DETAIL C.
3. APPLY BOND BREAKER TO THE ENTIRE TOP SURFACE OF THE CONCRETE SLEEPER SLAB. SEE "REINFORCED CONCRETE SLEEPER SLAB SURFACE FINISH AND BOND BREAKER" NOTES ON STD. DWG. AS-2-15 SHEET 14/14.

APPROACH SLAB DETAILS (3 OF 3)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	ABC
CHECKER	MEM
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	68
TOTAL	72
SHEET	1888
TOTAL	2339

CUY-90-16.28 (CCG3A)

MODEL: Approach Slab Details 3 PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:36 PM USER: Maia.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SM001.dgn

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:43 PM USER: Maia.Gallagher
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REINFORCING SCHEDULE (1 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	Michael Baker INTERNATIONAL
DESIGNER	—
CHECKER	—
REVIEWER	LPC 06-23-22
PROJECT ID	82382
SUBSET	69 / 72
SHEET	1889 / 2339

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:50 PM USER: Maia.Gallagher
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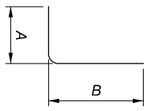
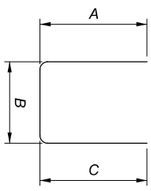
TYPE-1



TYPE-2



SHEET 1890 TOTAL 2339	SUBSET 70 TOTAL 72	PROJECT ID 82382	REVIEWER LPC 06-23-22
DESIGNER —	CHECKER —NA—	Michael Baker INTERNATIONAL	SFN 1807898 DESIGN AGENCY

REINFORCING SCHEDULE (2 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:38:57 PM USER: Maia.Gallagher
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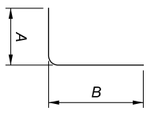
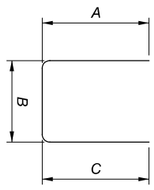
TYPE-1



TYPE-2



SHEET 1891 / TOTAL 2339	SUBSET 71 / TOTAL 72	PROJECT ID 82382	LPC 06-23-22
DESIGNER —	CHECKER —NA—	REVIEWER	
Michael Baker INTERNATIONAL		SFN 1807898	DESIGN AGENCY

REINFORCING SCHEDULE (3 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

MODEL: Untitled Sheet PAPERSIZE: 17x11 (in.) DATE: 6/23/2022 TIME: 5:39:04 PM USER: Maia.Gallagher
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REINFORCING SCHEDULE (4 OF 4)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN	1807898
DESIGN AGENCY	
Michael Baker INTERNATIONAL	
DESIGNER	—
CHECKER	—
REVIEWER	
LPC	06-23-22
PROJECT ID	82382
SUBSET	72
TOTAL	72
SHEET	1892
TOTAL	2339