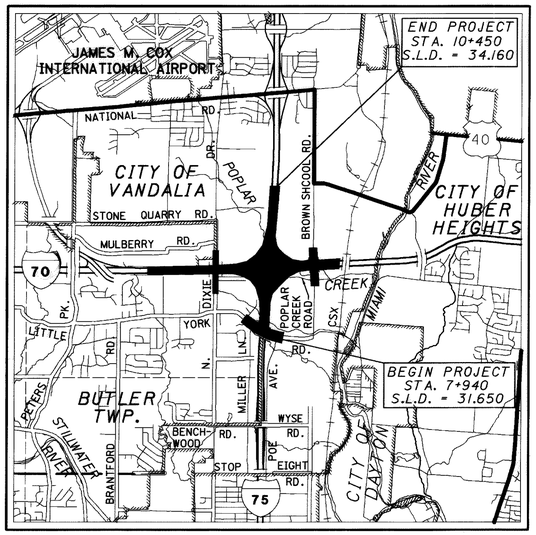


LOCATION MAP

LATITUDE: 39°51'55"N LONGITUDE: 84°11'20"W

SCALE IN KILOMETERS

0 1 2 3 4

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

DESIGN DESIGNATION
(SEE SHEET 2)

DESIGN EXCEPTIONS
(SEE SHEET 2)

PLAN PREPARED BY:
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402-1828
TEL: 937.228.4285
FAX: 937.228.7572

ENGINEERS SEAL

STATE OF OHIO
DANIEL Y. BAAH
59881
REGISTERED PROFESSIONAL ENGINEER

SIGNED Daniel Y Baah
DATE 10-15-02

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-75-31.842

BUTLER TOWNSHIP
CITY OF VANDALIA
MONTGOMERY COUNTY

INDEX OF SHEETS:

STANDARD CONSTRUCTION DRAWINGS
(SEE SHEET 2)

metric units

PROJECT DESCRIPTION

THE SECOND PHASE OF A 3-PHASE RECONSTRUCTION OF I-70/I-75 SYSTEM INTERCHANGE. THIS IMPROVEMENT INCLUDES CONSTRUCTION OF THREE NEW EXTERIOR DIRECTIONAL RAMPS; A NEW 2-LANE FLYOVER RAMP BRIDGE, MOT-75-3272I; REPLACEMENT OF THREE EXISTING BRIDGES; MOT-75-31849 OVER I-75, MOT-70-26876 AND MOT-70-25218 OVER I-70; AND THE UPGRADING OF APPROXIMATELY 1.6km OF SIDE ROADS.

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

1997 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS NO. 46 AND AS SHOWN ON SHEETS NO. 65 AND 70, AND THAT THE PROVISIONS FOR MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (I) OF THE REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED William L. Hanna for/PRH
DATE 10-16-02 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 11-29-02 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. TE21-G020(190)

PID NO. 19070

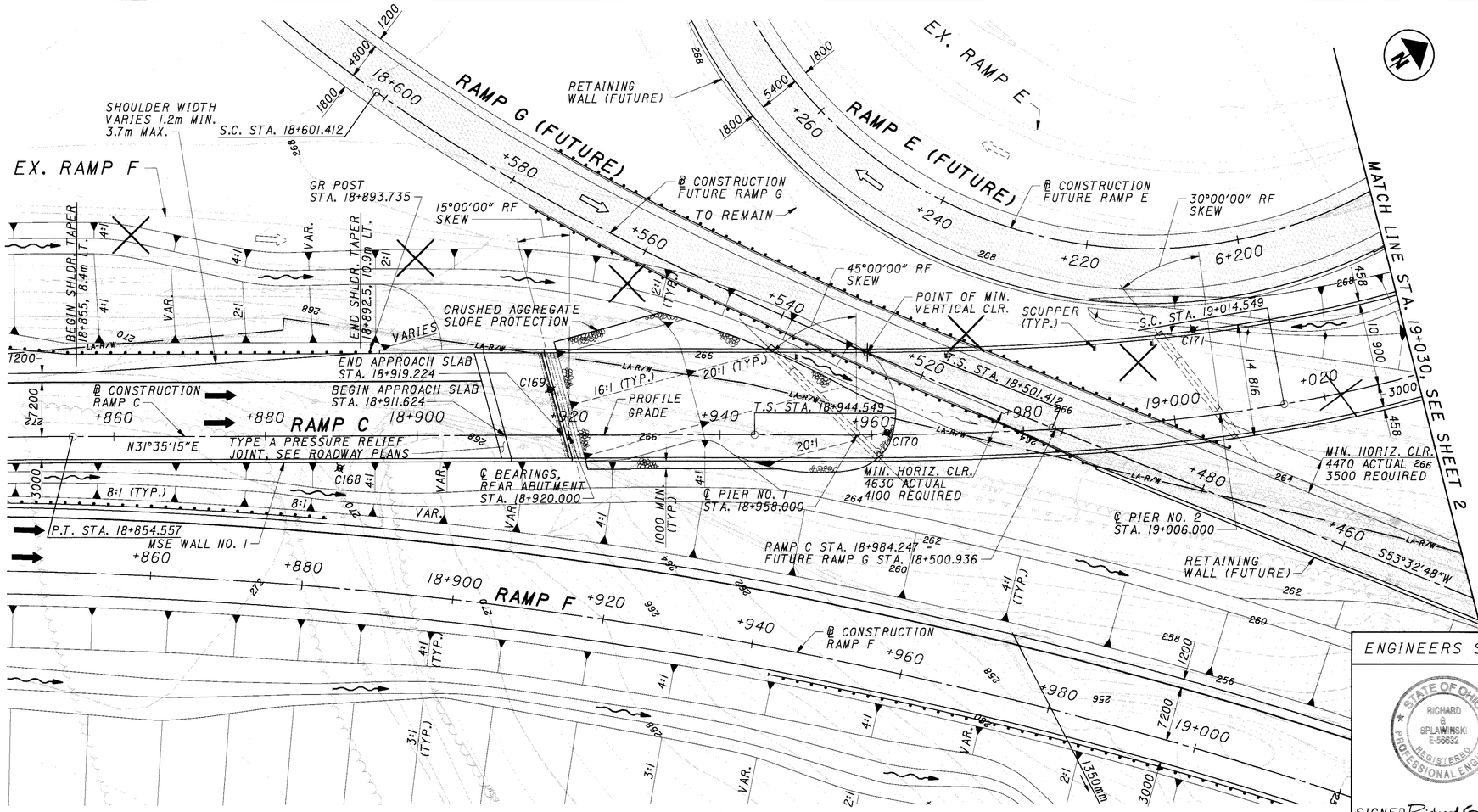
CONSTRUCTION PROJECT NO. MOT-75-19.78

RAILROAD INVOLVEMENT NONE

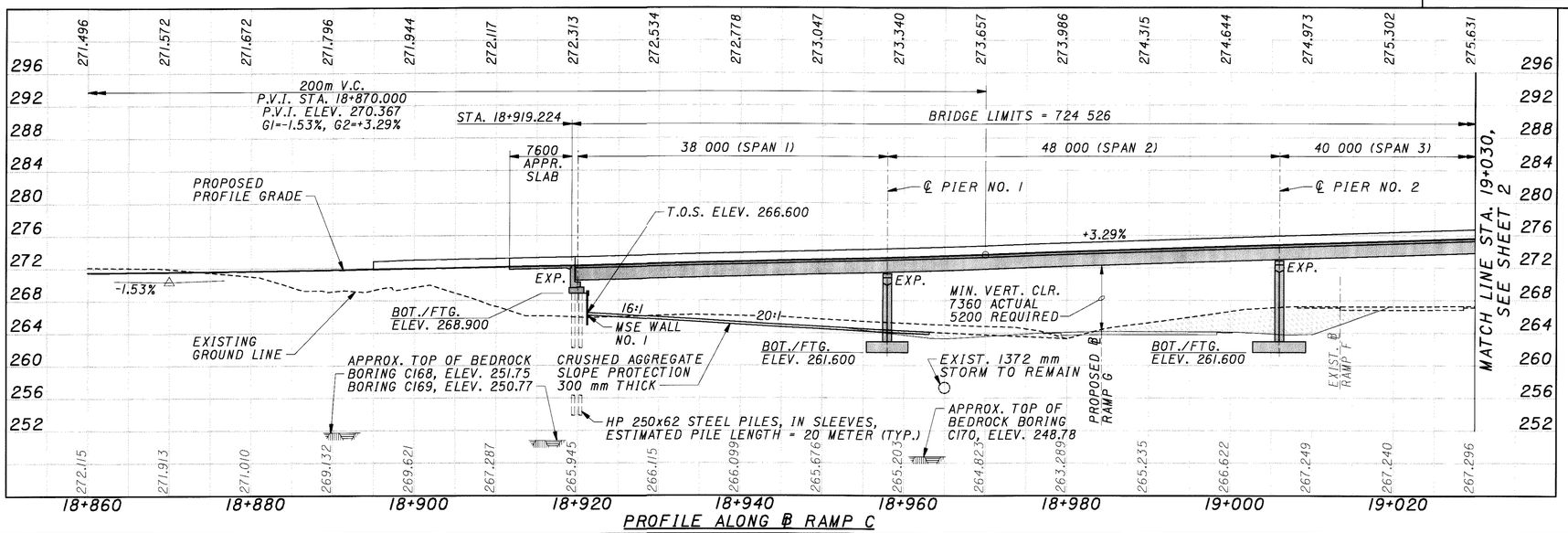
MOT-75-31.842

1 / 1080

MOT-IR 75-31.842
030100 PID # 19070
DIST 07 02-12-03



PLAN



PROFILE ALONG ℄ RAMP C

BENCHMARKS

BM #1:
NATIONAL GEODETIC SURVEY (NGS) BENCHMARK "BRIAN", BRONZE DISK SET IN CONCRETE MONUMENT, I-70 STA. 26+102.855, 0.632 m RT., ELEV. 271.882

TBM #12:
IRON PIN FOUND, TRAVERSE POINT #170, I-70 STA. 25+753.347, 0.561 m RT., ELEV. 276.402

TRAFFIC DATA

CURRENT ADT (2000): 12,760
DESIGN ADT (2020): 15,590
DESIGN ADTT (2020): 2,970

LEGEND:

- ⌖ INDICATES BORING LOCATION
- ⊕ INDICATES BENCHMARK LOCATION
- INDICATES FUTURE PHASE 3 CONSTRUCTION (BY OTHERS)

RF = RIGHT FORWARD
LF = LEFT FORWARD

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. MINIMUM HORIZONTAL CLEARANCES SHOWN ARE MEASURED TO THE CLOSEST POINT ON THE SUBSTRUCTURE AT A DISTANCE OF 5.2 METERS ABOVE THE ADJACENT EDGE OF PAVEMENT.

ENGINEERS SEAL

STATE OF OHIO
RICHARD G. SPLAWINSKI
E-56632
REGISTERED PROFESSIONAL ENGINEER

SIGNED Richard G. Splawinski
DATE 9-27-02

PROPOSED STRUCTURE

TYPE: 20 SPAN CONTINUOUS COMPOSITE STEEL PLATE GIRDERS (A709M GR50, PAINTED) WITH REINFORCED CONCRETE DECK, PIERS, AND STUB ABUTMENT ON MSE WALL (REAR), STUB ABUTMENT (FORWARD)

LENGTH OF SPANS: 38 000, 48 000, 40 000, 40 000, 30 000, 27 089, 35 911, 41 000, 41 000, 41 000, 31 000, 26 362, 39 638, 40 000, 26 000, 30 000, 44 000, 41 000, 36 000, 27 000, MEASURED ℄ ABUTMENT BRGS. - ℄ PIERS - ℄ ABUTMENT BRGS.

ROADWAY: 13 900 TOE/TOE PARAPETS

SIDEWALK: NONE

DESIGN LOADING: MS22.5 (CASE 1) AND THE ALTERNATE MILITARY LOADING, FWS = 2.87 kN/M²

SKEWS: 15°00' RF (REAR ABUT.), 45°00' RF (PIER 1), 30°00' RF (PIER 2), 15°00' RF (PIER 3), 0°00' (PIER 4, 5), 12°18'03" LF (PIER 6), 0°00' (PIERS 7-11), 7°54'07" RF (PIER 12), 0°00' (PIERS 13-16), 30°00' LF (PIER 17), 45°00' LF (PIER 18), 30°00' LF (PIER 19), 0°00' (FORWARD ABUT.), MEASURED FROM THE NORMAL TO THE LOCAL TANGENT

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81 (7600 mm REAR, 7600 mm FORWARD)

ALIGNMENT: HORIZONTALLY CURVED WITH SPIRALS (℄ RADIUS = 200m, LENGTH OF SPIRALS 70m & 100m)

SUPERELEVATION: VARIES, 0.060 m/m MAX.

LATITUDE: N 39°51'58"

LONGITUDE: W 84°11'15"

STRUCTURE FILE NUMBER: 5709059

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1823

DESIGNED	DRAWN	REVIEWED	DATE
RGS	RDG	JES	06/00
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

MONTGOMERY COUNTY
STA. 18+919.224 TO STA. 19+643.750

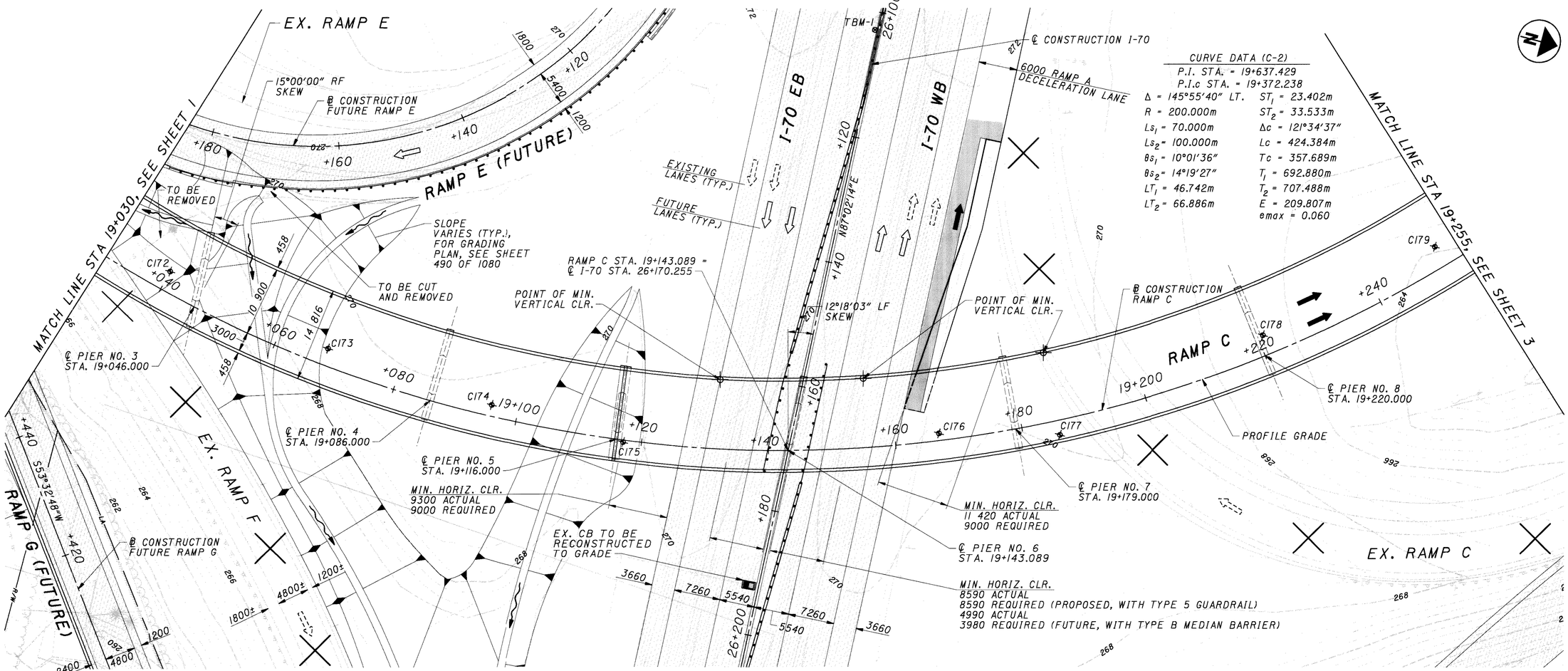
SITE PLAN
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

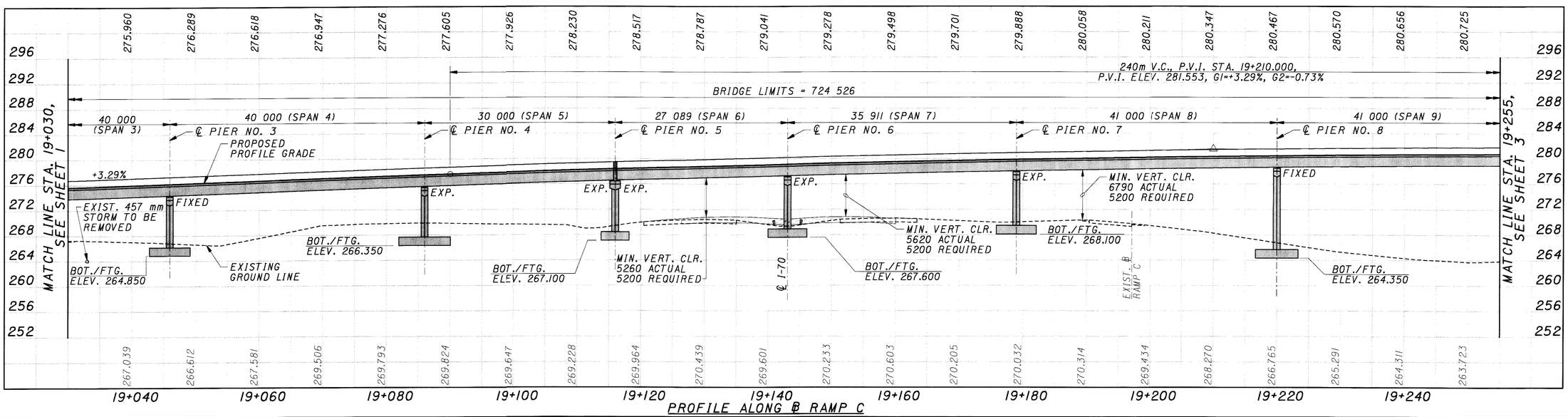
1/105

897/1080

sp351.dgn 23-SEP-2002



PLAN



PROFILE ALONG ℄ RAMP C

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1628

DESIGNED	DRAWN	REVIEWED	DATE
RGS	ROG	JES	06/00
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

MONTGOMERY COUNTY
STA. 18+919.224 TO
STA. 19+643.750

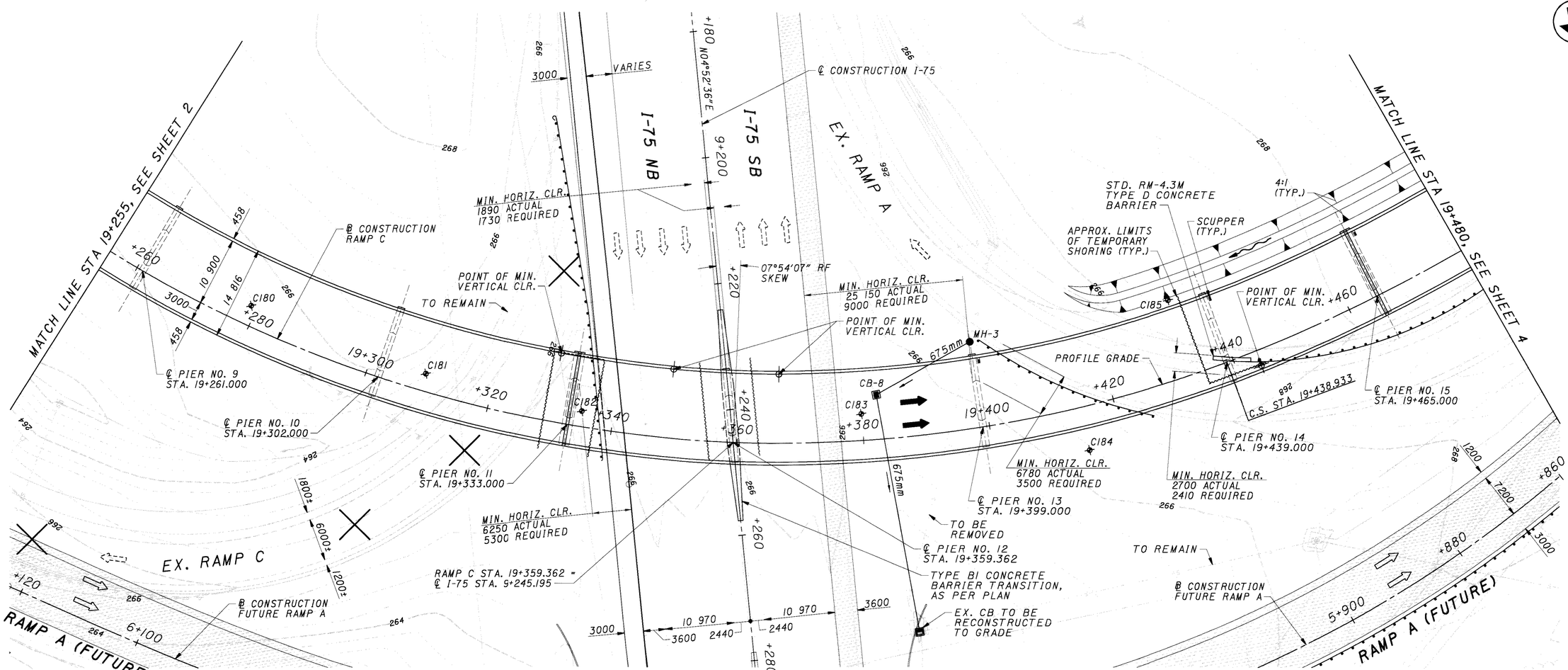
SITE PLAN
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

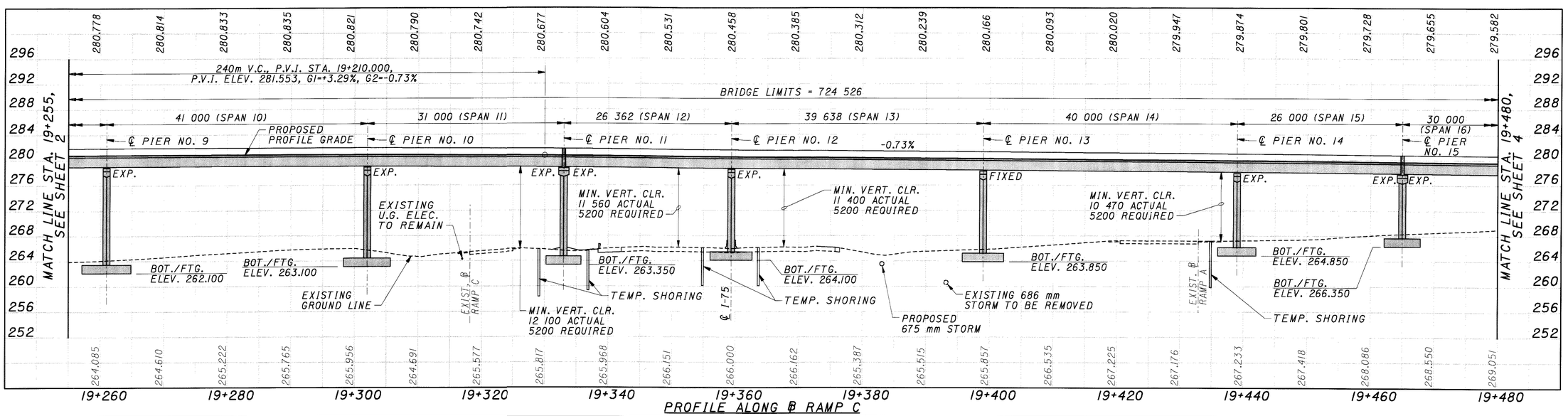
2/105

898/1080

sp352.dgn 23-SEP-2002



PLAN



PROFILE ALONG ℄ RAMP C

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1925

DESIGNED	DRAWN	REVIEWED	DATE
RGS	ROG	JES	06/00
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

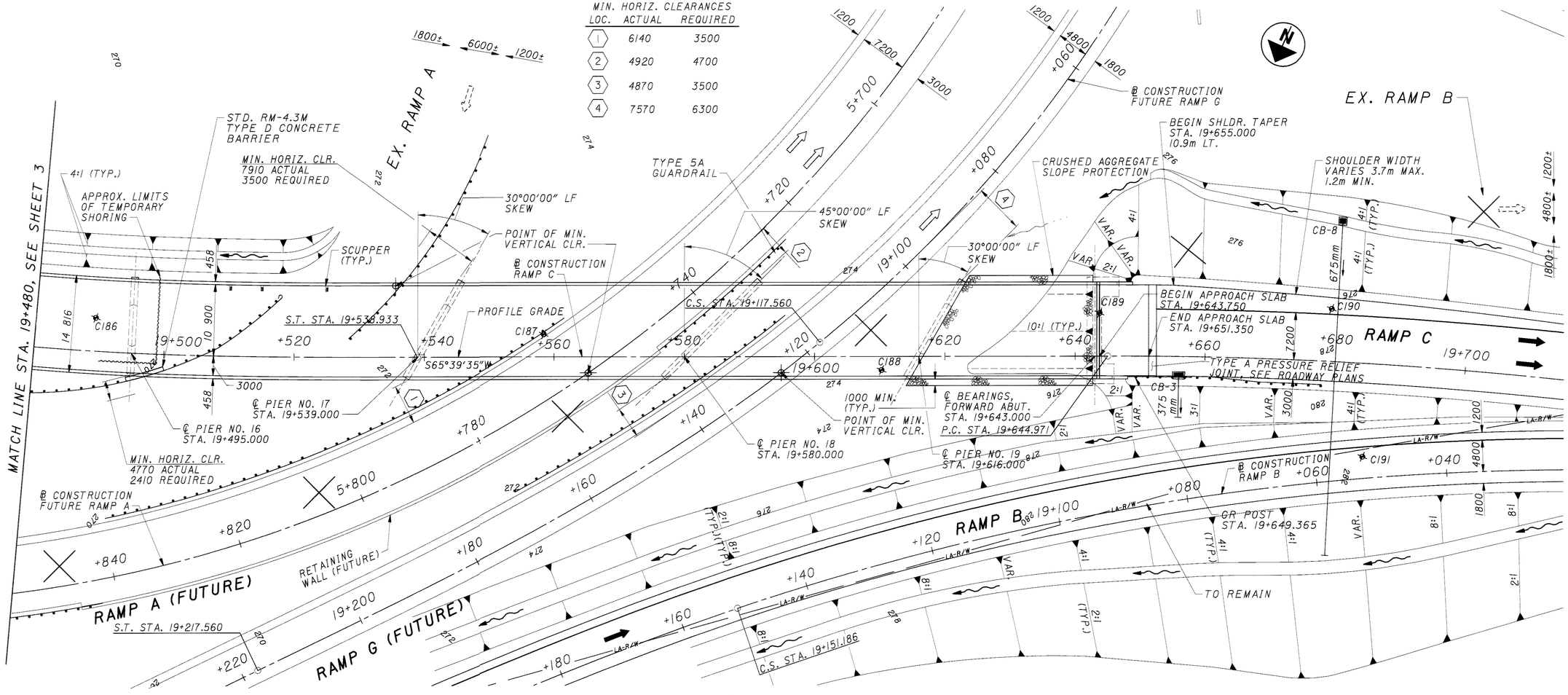
MONTGOMERY COUNTY
STA. 18+919.224 TO
STA. 19+643.750

SITE PLAN
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

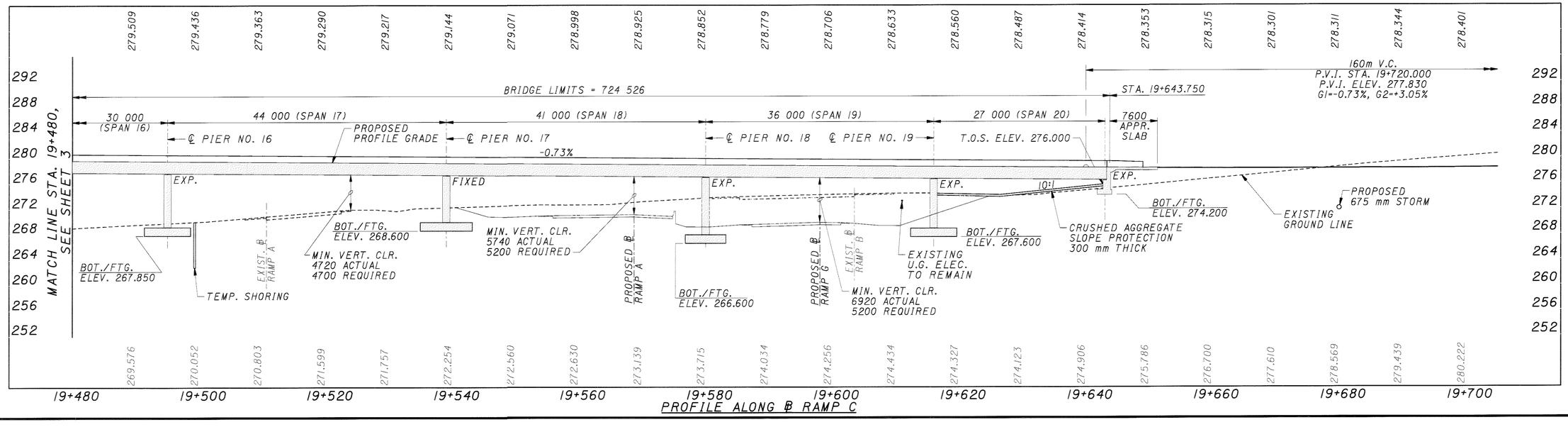
MOT-75-31.842

sp353.dgn 27-SEP-2002

MIN. HORIZ. CLEARANCES		
LOC.	ACTUAL	REQUIRED
1	6140	3500
2	4920	4700
3	4870	3500
4	7570	6300



PLAN



PROFILE ALONG ℄ RAMP C

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1926

DESIGNED	DRAWN	REVIEWED	DATE
RGS	RDG	JES	06/00
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

MONTGOMERY COUNTY
STA. 18+919.224 TO STA. 19+643.750

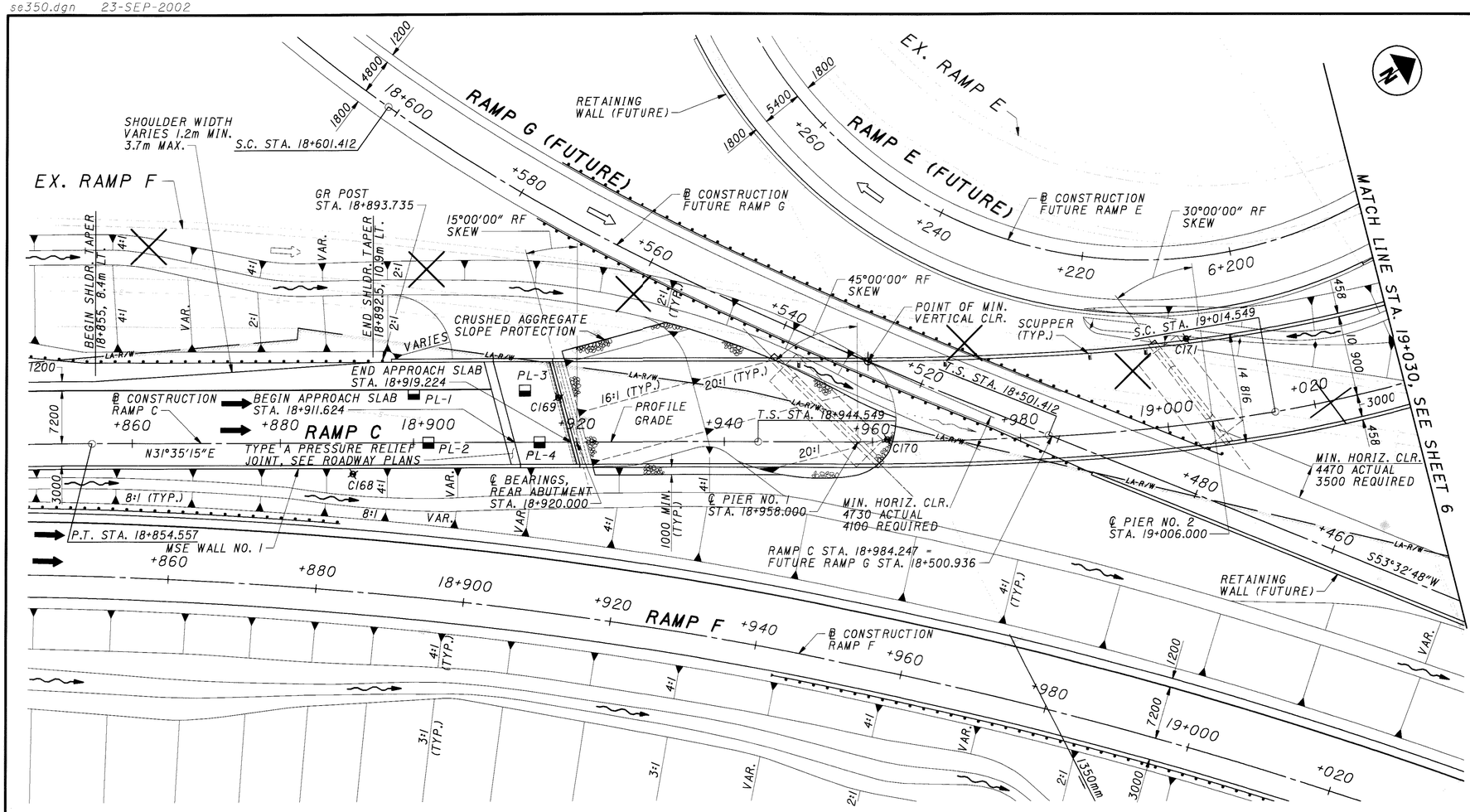
SITE PLAN
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

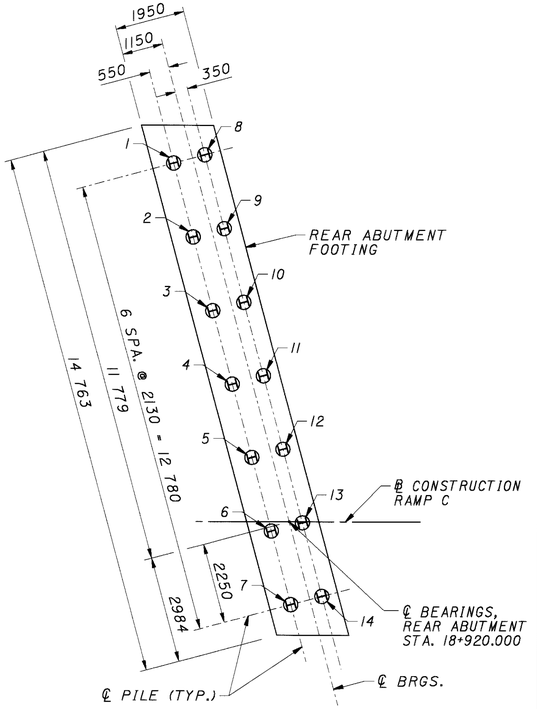
4 / 105

900
1080

se350.dgn 23-SEP-2002

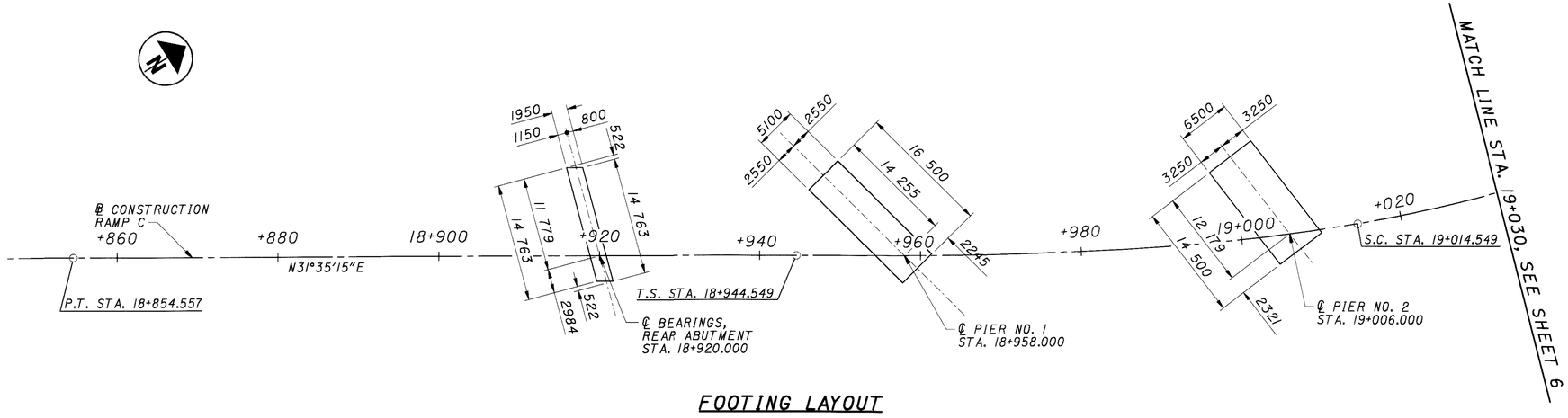


GENERAL PLAN



PILE LAYOUT

REAR ABUTMENT
14 - HP 250x62 PILES
ESTIMATED PILE LENGTH = 20 METERS



FOOTING LAYOUT

LEGEND:

PL-X - SETTLEMENT PLATFORM

⊕ - HP 250x62 PILE IN SLEEVE

NOTES:

1. FOR SUBSTRUCTURE LAYOUT DIMENSIONS AND ORIENTATION ANGLES, SEE CURVED BRIDGE LAYOUT SHEET 9.
2. MINIMUM HORIZONTAL CLEARANCES SHOWN ARE MEASURED TO THE CLOSEST POINT ON THE SUBSTRUCTURE AT A DISTANCE OF 5.2 METERS ABOVE THE ADJACENT EDGE OF PAVEMENT.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC		5709059	

GENERAL PLAN & FOOTING LAYOUT

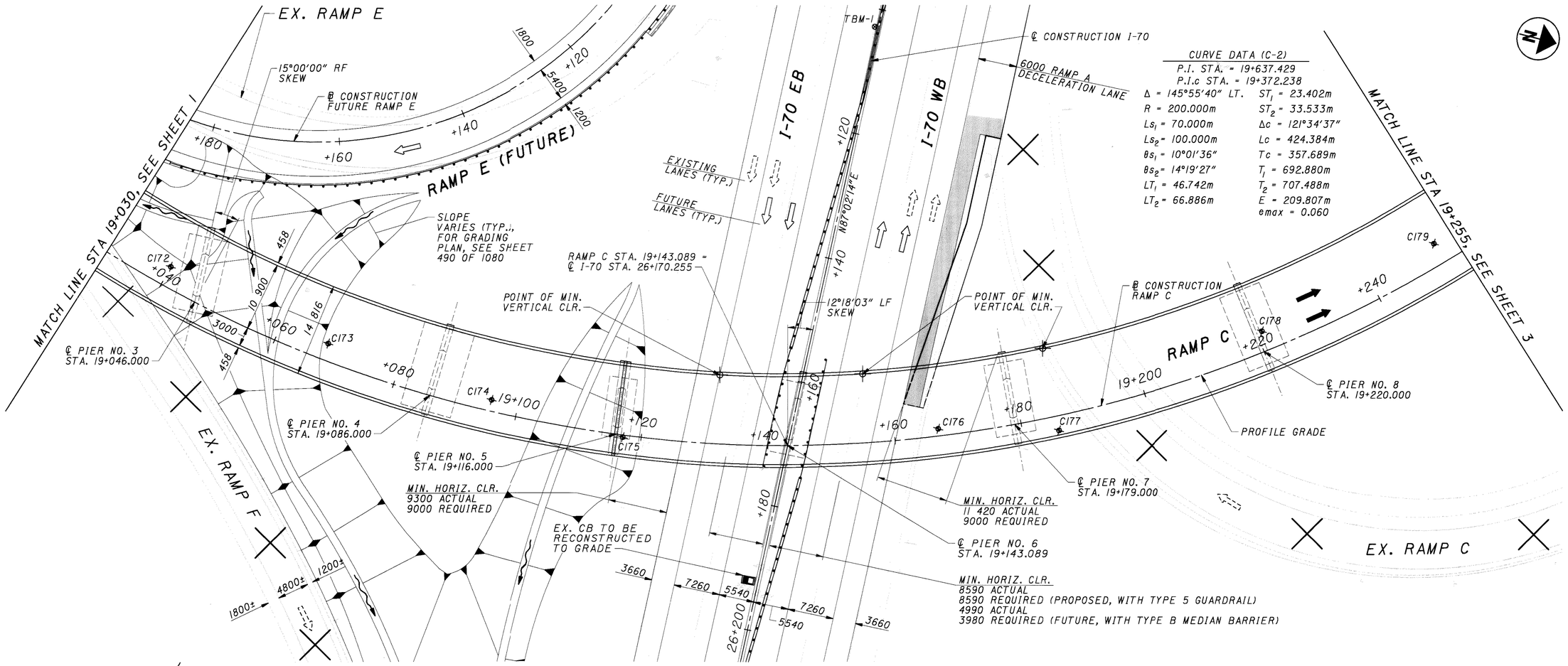
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

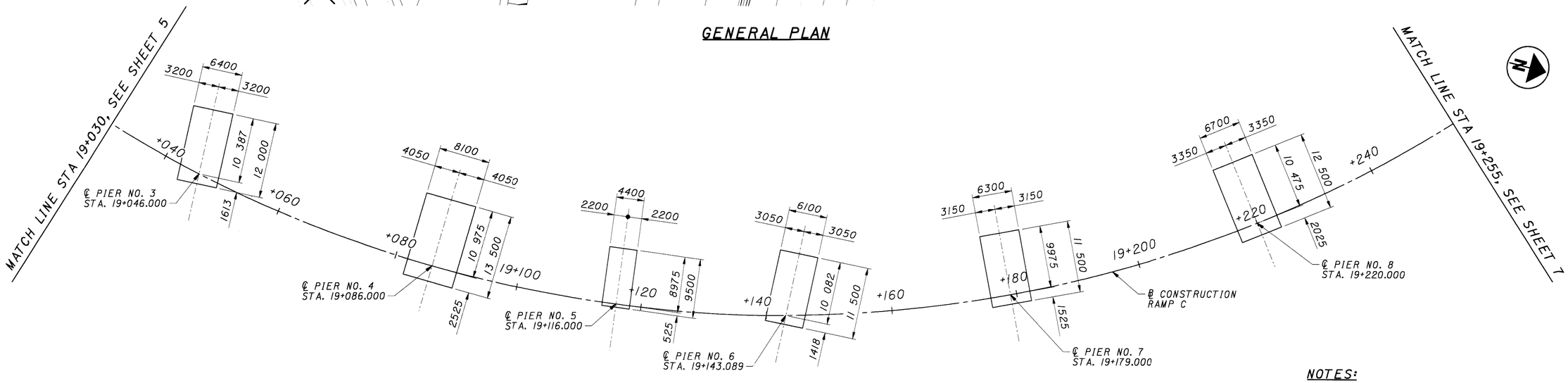
5/105

901/1080

se351.dgn 23-SEP-2002



GENERAL PLAN



FOOTING LAYOUT

NOTES:

1. FOR SUBSTRUCTURE LAYOUT DIMENSIONS AND ORIENTATION ANGLES, SEE CURVED BRIDGE LAYOUT SHEET 9.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC		5709059	

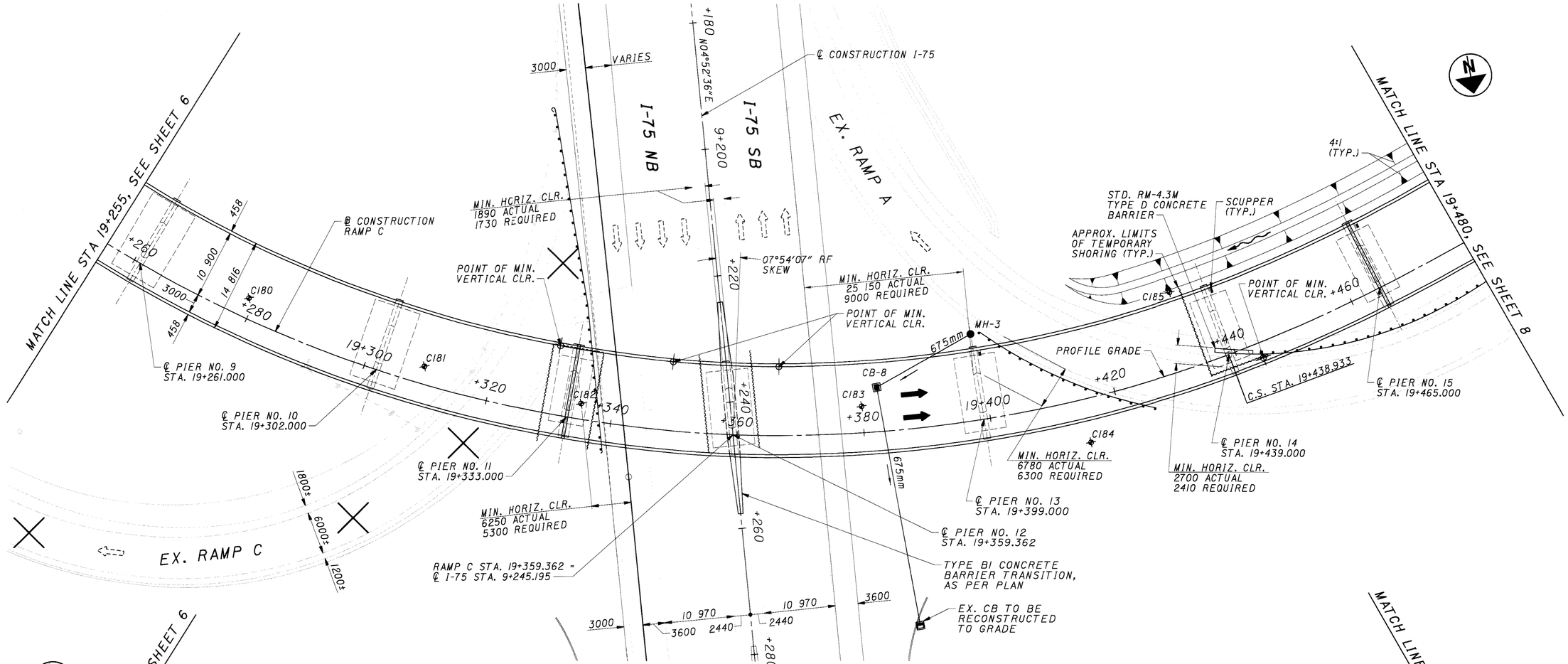
GENERAL PLAN & FOOTING LAYOUT
BRIDGE NO. MOT-75-3272 I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

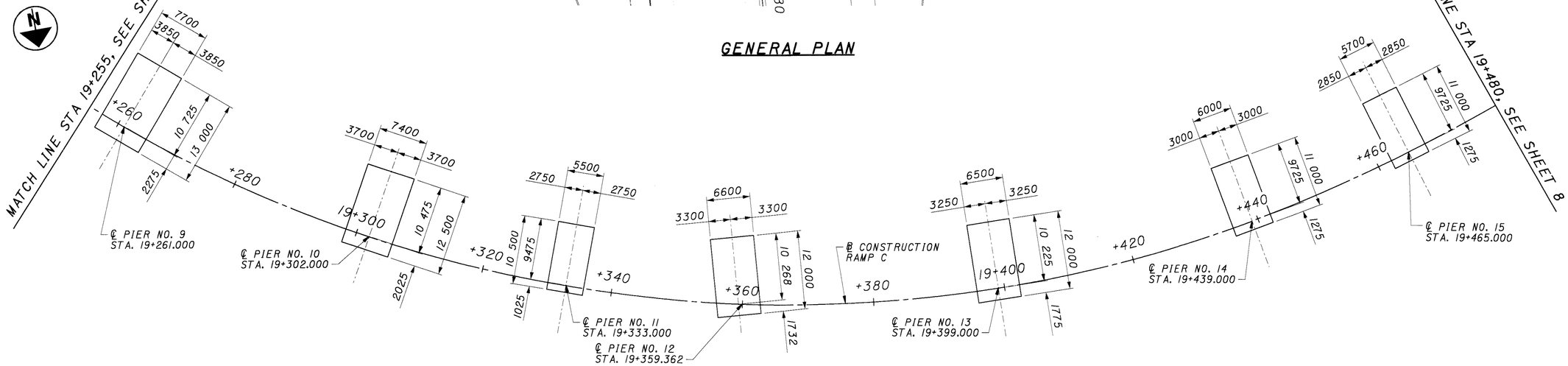
6/105

902/1080

se352.dgn 23-SEP-2002



GENERAL PLAN



FOOTING LAYOUT

NOTES:

1. FOR SUBSTRUCTURE LAYOUT DIMENSIONS AND ORIENTATION ANGLES, SEE CURVED BRIDGE LAYOUT SHEET 9.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402 1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC		5709059	

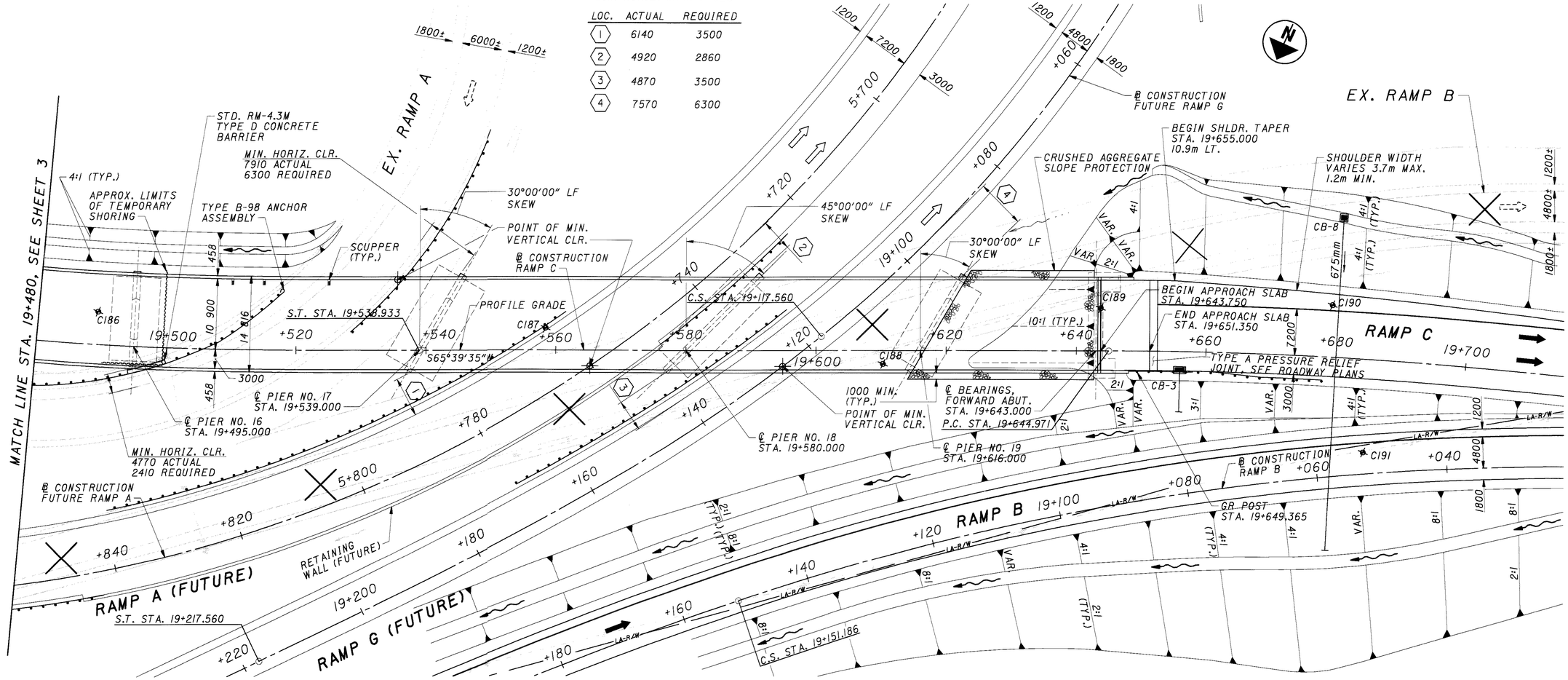
GENERAL PLAN & FOOTING LAYOUT
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

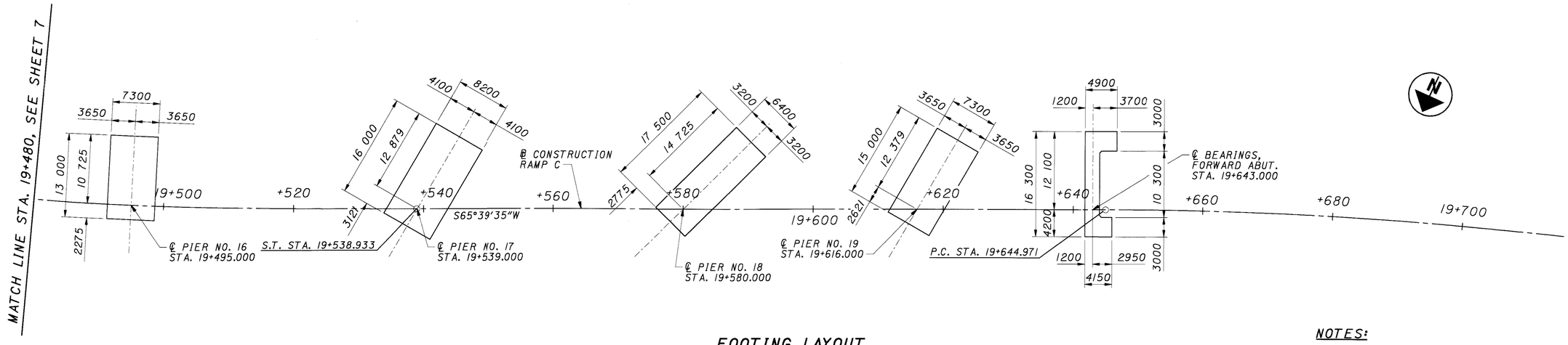
se353.dgn 23-SEP-2002

MIN. HORIZ. CLEARANCES

LOC.	ACTUAL	REQUIRED
1	6140	3500
2	4920	2860
3	4870	3500
4	7570	6300



GENERAL PLAN



FOOTING LAYOUT

NOTES:

1. FOR SUBSTRUCTURE LAYOUT DIMENSIONS AND ORIENTATION ANGLES, SEE CURVED BRIDGE LAYOUT SHEET 9.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

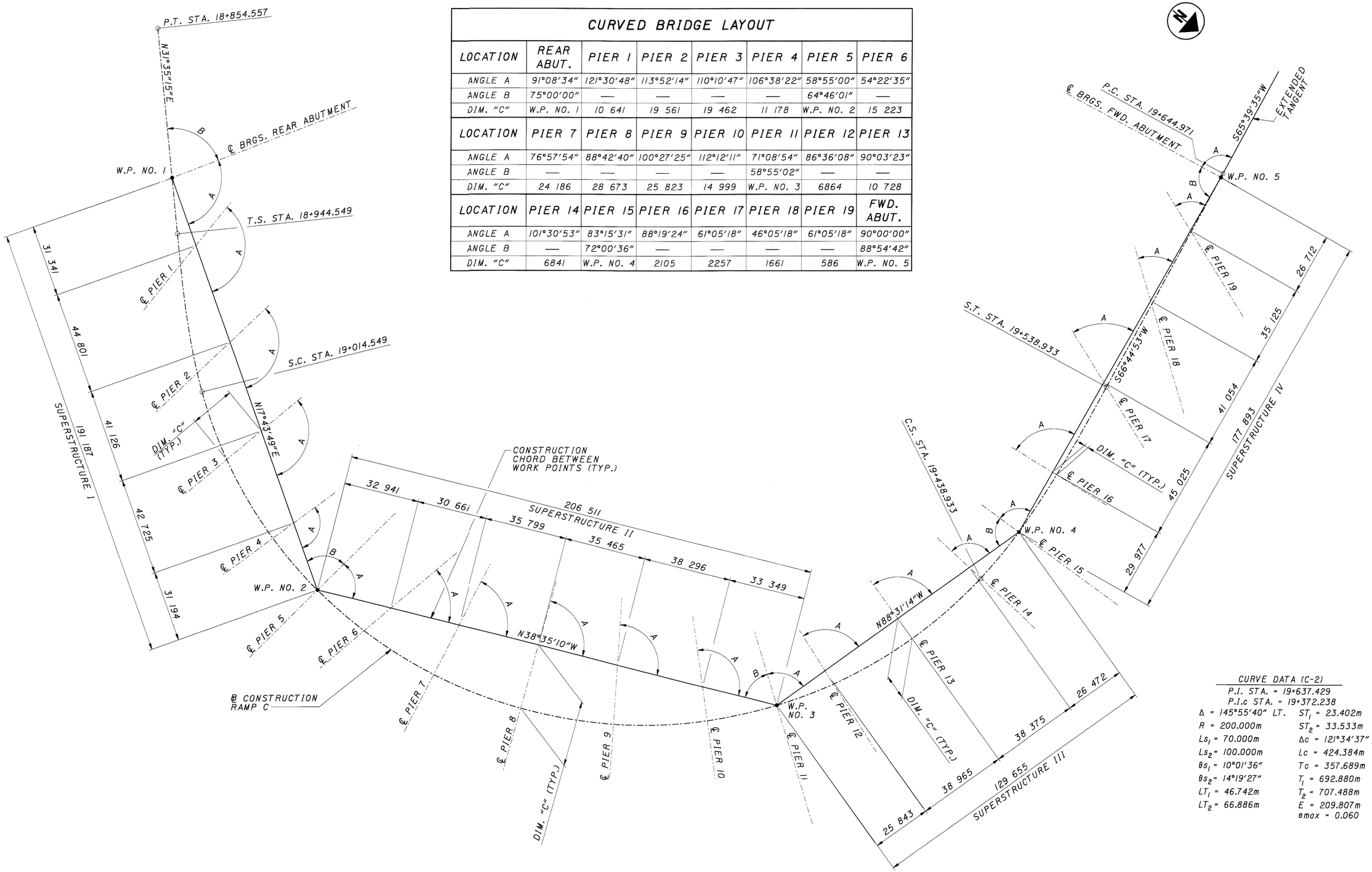
DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC		5709059	

GENERAL PLAN & FOOTING LAYOUT
BRIDGE NO. MOT-75-3221
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

8/105

904/1080



CURVED BRIDGE LAYOUT

LOCATION	REAR ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6
ANGLE A	91°08'34"	121°30'48"	113°52'14"	110°10'47"	106°38'22"	58°55'00"	54°22'35"
ANGLE B	75°00'00"	—	—	—	—	64°46'01"	—
DIM. "C"	W.P. NO. 1	10 641	19 561	19 462	11 178	W.P. NO. 2	15 223

LOCATION	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11	PIER 12	PIER 13
ANGLE A	76°57'54"	88°42'40"	100°27'25"	112°12'11"	71°08'54"	86°36'08"	90°03'23"
ANGLE B	—	—	—	—	58°55'02"	—	—
DIM. "C"	24 186	28 673	25 823	14 999	W.P. NO. 3	6864	10 728

LOCATION	PIER 14	PIER 15	PIER 16	PIER 17	PIER 18	PIER 19	FWD. ABUT.
ANGLE A	101°30'53"	83°15'31"	88°19'24"	61°05'18"	46°05'18"	61°05'18"	90°00'00"
ANGLE B	—	72°00'36"	—	—	—	—	88°54'42"
DIM. "C"	6841	W.P. NO. 4	2105	2257	1661	586	W.P. NO. 5

CURVE DATA (C-2)

P.I. STA. = 19+637.429
P.I.c STA. = 19+372.238

Δ = 145°55'40" LT.	ST_1 = 23.402m
R = 200.000m	ST_2 = 33.533m
Ls_1 = 70.000m	Δc = 121°34'37"
Ls_2 = 100.000m	Lc = 424.384m
θs_1 = 10°01'36"	Tc = 357.689m
θs_2 = 14°19'27"	T_1 = 692.880m
LT_1 = 46.742m	T_2 = 707.488m
LT_2 = 66.886m	E = 209.807m
	emax = 0.060

LOCATION	REAR ABUT.	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5	PIER 6	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11	PIER 12	PIER 13	PIER 14	PIER 15	PIER 16	PIER 17	PIER 18	PIER 19	FWD. ABUT.
℄ STATION	18+920.000	18+958.000	19+006.000	19+046.000	19+086.000	19+116.000	19+143.089	19+179.000	19+220.000	19+261.000	19+302.000	19+333.000	19+359.362	19+399.000	19+439.000	19+465.000	19+495.000	19+539.000	19+580.000	19+616.000	19+643.000

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	GA	JES	06/00
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

CURVED BRIDGE LAYOUT

BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

GENERAL NOTES

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

AS-1-81	DATED	04-20-01
BR-1	DATED	01-06-99
EXJ-4-87	DATED	04-20-01
GSD-1-96	DATED	04-20-01

AND TO SUPPLEMENTAL SPECIFICATIONS:

814	DATED	06-02-98	899	DATED	10-21-98
816	DATED	04-21-97	905	DATED	04-09-98
842	DATED	01-06-99	907	DATED	10-21-98
844	DATED	01-06-99	910	DATED	07-11-00
863	DATED	10-12-99	911	DATED	07-10-97
864	DATED	07-11-00	954	DATED	09-09-97
894	DATED	10-12-99			

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 1996, INCLUDING THE 1997, 1998 INTERIM SPECIFICATIONS, "GUIDE SPECIFICATIONS FOR HORIZONTALLY CURVED HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 1993 EDITION WITH REVISIONS THROUGH 1997, 1998, 1999, AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING: MS22.5 CASE I, THE ALTERNATE MILITARY LOADING, AND A 2.87 kN/M^2 FUTURE WEARING SURFACE.

DESIGN DATA:
HIGH PERFORMANCE CONCRETE HPC SS 844 FOR SUPERSTRUCTURE - COMPRESSIVE STRENGTH 31.0 MPa (SUPERSTRUCTURE)
CLASS C CONCRETE FOR SUBSTRUCTURE - COMPRESSIVE STRENGTH 27.5 MPa (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615M, A616M, OR A617M, GRADE 420, MINIMUM YIELD STRENGTH 420 MPa
STRUCTURAL STEEL - ASTM A572M/A709M GRADE 350 - YIELD STRESS 350 MPa

DECK PROTECTION METHOD: EPOXY COATED REINFORCING STEEL AND 65 mm CONCRETE COVER.

MONOLITHIC WEARING SURFACE: IS ASSUMED, FOR DESIGN PURPOSES, TO BE 25 mm THICK.

CONCRETE COVER FOR REINFORCING: UNLESS NOTED OTHERWISE IN THESE PLANS, THE CLEARANCE OF REINFORCING STEEL FROM FACE OF CONCRETE SHALL BE AS FOLLOWS:
DECK (TOP) - 65 mm; DECK (BOTTOM) - 40 mm; FOOTING (BOTTOM) - 75 mm;
PIER (SHAFT) - 50 mm; ALL OTHERS - 50 mm.

CONVERSION OF STANDARD BRIDGE DRAWINGS: THE STANDARD BRIDGE DRAWINGS REFERENCED IN THIS PLAN ARE ENGLISH. ANY CONVERSION OF DIMENSIONS REQUIRED TO CONSTRUCT THE ITEMS SHOWN ON THE STANDARDS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONVERSIONS SHALL BE MADE USING ENGLISH TO SI (METRIC) CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY SI (METRIC) VALUES WHERE SUITABLE.

CONSTRUCTION CONSTRAINTS: ALL EMBANKMENT MATERIAL FOR FILLING THE VOID CREATED BY EXCAVATING FOR THE FORWARD ABUTMENT FOOTINGS SHALL BE 203 EMBANKMENT MATERIAL. AFTER THE FOOTING AND THE BREASTWALL HAVE BEEN CONSTRUCTED, THE VOID BEHIND EACH ABUTMENT SHALL BE FILLED UP TO THE GIRDER SEAT ELEVATION AND FROM THE GIRDER SEAT UP ON A 1:1 SLOPE TO THE SUBGRADE ELEVATION PRIOR TO CONSTRUCTING THE BACKWALL AND SETTING THE GIRDERS ON THE ABUTMENT.

MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. DOWEL BAR SPLICE-TYPE CONNECTORS SHALL NOT BE USED. MECHANICAL CONNECTORS SHALL DEVELOP AT LEAST 125 PERCENT OF THE SPECIFIED YIELD STRENGTH OF THE BAR. CONNECTORS SHALL BE EPOXY COATED. COATINGS WHICH HAVE BEEN DAMAGED OR WHICH OTHERWISE DO NOT MEET THE SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY, OR UNIFORMITY MAY BE REPAIRED AS DIRECTED BY THE ENGINEER, OR THEY SHALL BE REPLACED. CONNECTORS SHALL CONFORM WITH 509 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 842, CLASS C CONCRETE, PIER ABOVE FOOTINGS, AS PER PLAN.

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

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN: UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE 203 MATERIAL PLACED IN 150 mm LIFTS.

FOOTINGS FOR PIER NOS. 5, 6, 7, 8, 9, AND 13 ARE LOCATED NEAR EXISTING SOILS CLASSIFIED AS WEAK OR UNSUITABLE. OVEREXCAVATION OF THE UNSUITABLE MATERIAL SHALL BE PERFORMED ACCORDING TO THE LIMITS SHOWN ON THE PLANS. SEE SHEET 44 FOR DETAILS.

FOUNDATION BEARING PRESSURE: THE RAMP C BRIDGE FOOTINGS, AS DESIGNED, PRODUCE THE MAXIMUM BEARING PRESSURES SHOWN IN THE TABLE BELOW. THE CORRESPONDING ALLOWABLE BEARING PRESSURES ARE LISTED FOR EACH FOUNDATION.

FOOTING LOCATION	ACTUAL BEARING PRESSURE (kPa)	ALLOWABLE BEARING PRESSURE (kPa)	FOOTING LOCATION	ACTUAL BEARING PRESSURE (kPa)	ALLOWABLE BEARING PRESSURE (kPa)
PIER 1	283	287	PIER 11	238	239
PIER 2	238	239	PIER 12	239	239
PIER 3	239	239	PIER 13	238	239
PIER 4	191	192	PIER 14	282	287
PIER 5	285	287	PIER 15	191	192
PIER 6	239	239	PIER 16	191	192
PIER 7	238	239	PIER 17	192	192
PIER 8	236	239	PIER 18	190	192
PIER 9	225	383	PIER 19	190	192
PIER 10	238	239	FWD. ABUT.	179	192

PILES DRIVEN TO BEDROCK: PILES AT REAR ABUTMENT SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS OBTAINED BY PENETRATING SOFT BEDROCK FOR SEVERAL MILLIMETERS WITH A MINIMUM RESISTANCE OF 20 BLOWS PER 25 mm OR REFUSAL SHALL BE CONSIDERED AS OBTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS. THE CONTRACTOR IS RESPONSIBLE FOR SELECTING THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.
THE ULTIMATE BEARING VALUE IS 770 kN PER PILE FOR THE REAR ABUTMENT PILES.
REAR ABUTMENT PILES:
14 PILES 20 METERS LONG, ESTIMATED LENGTH (14 SPLICES)

ITEM 507 - STEEL PILES HP250x62, FURNISHED, AS PER PLAN: THE MINIMUM ORDER LENGTH PER PILE SHALL BE 20 METERS. PROVIDE PILES IN ONE CONTINUOUS PIECE. SPLICED PILES WILL NOT BE ALLOWED UNLESS APPROVED BY THE DIRECTOR. AFTER DRIVING PILES TO THE PLAN SPECIFIED LENGTH, IF ADDITIONAL PILE LENGTH IS REQUIRED TO REACH REFUSAL, SPLICE PILES ACCORDING TO 507.09.

ITEM 507, STEEL POINT (OR SHOE), AS PER PLAN: STEEL PILE POINTS SHALL BE USED TO PROTECT THE TIPS OF THE PROPOSED STEEL "H" PILING. THE STEEL POINTS SHALL BE FURNISHED BY ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEWS, NORTH CAROLINA 28105; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 3601 N.W. YEON AVE., P.O. BOX 10559, PORTLAND, OREGON 97210; PILING ACCESSORIES, INC., 3467 GRIBBLE ROAD, MATTHEWS, NORTH CAROLINA 28105; OK BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27M 450/240 - CLASS 2 - HEAT TREATED OR AASHTO M103M 450/240 - HEAT TREATED. WELDING OF THE PILE POINTS TO THE PILE SHALL BE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE WELDING IS PERFORMED. A NOTORIZED COPY OF THE MILL TEST SHALL BE SUBMITTED TO THE ENGINEER.

ITEM 518, PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN: COLLECTOR BOXES, DOWNSPOUTS, AND APPURTENANCES SHALL BE GALVANIZED IN ACCORDANCE WITH 711.02 AFTER FABRICATION. COLLECTOR BOXES, DOWNSPOUTS AND DOWNSPOUT SUPPORTS SHALL PAINTED AFTER ERECTION, FINISH COLOR WHITE, MEETING NO. FS-595B-17875.

ITEM 816, FIELD PAINTING OF NEW STRUCTURAL STEEL, INTERMEDIATE AND FINISH COAT, SYSTEM IZEU: THE FINISH COAT COLOR SHALL BE BLUE, MEETING NO. FS-595B-15065.

ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN: UNREINFORCED CONCRETE SLAB BETWEEN REAR ABUTMENT FOOTING AND MSE WALL NO. 1 SHALL BE INCLUDED IN ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN, FOR PAYMENT. JOINTS IN THE CONCRETE SLAB SHALL BE IN ACCORDANCE WITH CMS SECTION 601.09.
INSTALL A 900 mm WIDE STRIP, 2.5 mm THICK, GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT AT LOCATIONS SHOWN IN THE PLANS. SECURE THE 900 mm WIDE NEOPRENE SHEETING TO THE CONCRETE WITH 32 mm x 3 mm (LENGTH x SHANK DIAMETER) GALVANIZED BUTTON HEAD SPIKES THROUGH A 25 mm OUTSIDE DIAMETER, 3 mm GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 225 mm. OTHER SIMILAR GALVANIZED DEVICES WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.
CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 150 mm, (±), FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 150 mm, (±), FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 150 mm, CENTER TO CENTER, ACROSS TOP OF THE NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.
THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAPS IN THE LENGTH OF THE HORIZONTAL STRIPS DUE TO MATERIAL MANUFACTURING SHALL BE AT LEAST 300 mm IN LENGTH, IF NOT VULCANIZED OR ADHESIVE BONDED, OR 150 mm IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVE BONDED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.
THE NEOPRENE SHEETING SHALL BE 2.5 mm THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NN-0003", BY E.I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, mm	D 751	2.5 ± 0.25
BREAKING STRENGTH, GRAB WXF, N, MIN.	D 751	3130 x 3130
ADHESIVE 25 mm STRIP, 50 mm MIN., N MIN.	D 751	27
BURST STRENGTH (MULLEN) MPa, MIN.	D 751	9.65
HEAT AGING 70 HRS. T 100°C, 180 BEND W/O CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMP. BRITTLENESS 1 HR. AT -40°C, BEND AROUND 25 mm MANDREL	D 2136	NO CRACKING OF COATING

IN LIEU OF THE NEOPRENE SHEETING, THE CONTRACTOR MAY CHOOSE TO SUPPLY TYPE 3 MEMBRANE, 711.29.

PAYMENT FOR LABOR, MATERIALS, AND INSTALLATION OF THESE ITEMS AND THE REFERENCE MONUMENTS DESCRIBED BELOW SHALL BE INCLUDED IN ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN.

ITEM 842, CLASS C CONCRETE, FOOTING, AS PER PLAN: IN ADDITION TO THE REQUIREMENTS OF ITEM 842, REFERENCE MONUMENTS SHALL BE INSTALLED IN EACH ABUTMENT AND PIER SPREAD FOOTING. EACH SPREAD FOOTING SHALL HAVE TWO REFERENCE MONUMENTS INSTALLED, ONE AT EACH END OF THE FOOTING. EACH REFERENCE MONUMENT SHALL CONSIST OF A #25M OR LARGER EPOXY COATED REBAR. IT SHALL BE EMBEDDED INTO THE FOOTING AT LEAST 500 mm AND EXTEND VERTICALLY 100 mm TO 150 mm ABOVE THE TOP OF THE FOOTING. A 150 mm DIAMETER SCHEDULE 40 PLASTIC PIPE SHALL BE INSTALLED AROUND THE REFERENCE MONUMENT, WHICH SHALL BE VERTICAL, AND THE TOP OF THE PIPE SHALL BE AT THE FINISHED GRADE. THE PIPE SHALL HAVE A REMOVABLE, SCHEDULE 40 PLASTIC CAP. THE PIPE SHALL BE CENTERED ON THE REFERENCE MONUMENT. THE BOTTOM OF THE PIPE SHALL BE PERMANENTLY ATTACHED TO THE TOP OF THE FOOTING.

THE REFERENCE MONUMENT TABLE ON SHEET 11 SHALL BE COMPLETED.

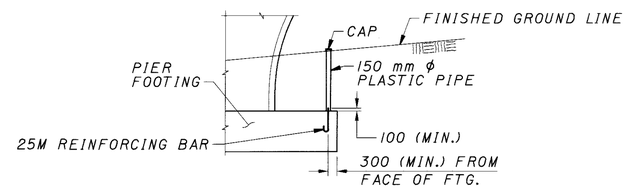
THE CONTRACTOR SHALL ESTABLISH A BENCHMARK FOR DETERMINING ELEVATIONS FOR THE REFERENCE MONUMENT TABLE. THE BENCHMARK SHALL BE THE SAME THROUGHOUT THE PROJECT AND SHALL BE INDEPENDENT OF ALL STRUCTURES.

IN ORDER TO OBTAIN CONSISTENT RESULTS, TOLERABLE MOVEMENTS TO THE REFERENCED BENCHMARKS USED TO RECORD THE REFERENCE MONUMENT TABLE ELEVATIONS SHALL BE LIMITED TO ±0.001 m THROUGHOUT THE RECORDING PERIOD.

COMPLETED TABLES SHALL BECOME PART OF THE DISTRICT'S PROJECT PLAN RECORDS. THE COMPLETED TABLES SHALL BE FORWARDED TO:

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURAL ENGINEERING
1980 W. BROAD ST. - THIRD FLOOR
COLUMBUS, OHIO 43223

ALL EQUIPMENT, MATERIALS, AND LABOR NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED WITH ITEM 842, CLASS C CONCRETE, FOOTING, AS PER PLAN, OR ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN, FOR PAYMENT. SEE ABUTMENT PLANS AND DETAILS BELOW FOR MONUMENT LOCATIONS:



PIER REFERENCE MONUMENT DETAIL

ITEM 864, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE): THE FINISH COAT COLOR SHALL BE WHITE, MEETING NO. FS-595B-17875.

ITEM 894, HIGH PERFORMANCE CONCRETE, FOR NEW BRIDGE DECKS WITH WARRANTY, AS PER PLAN:
IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATIONS 894, THE CONTRACTOR IS TO ENSURE THAT THE PERCENT ABSORPTION OF THE COARSE AGGREGATE SHALL BE GREATER THAN 1%.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE: SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN SKT | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

GENERAL NOTES
BRIDGE NO. MOT-75-3272L
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

REFERENCE MONUMENT ELEVATIONS - TABLE 1

PROJECT NUMBER: MOT-75-31.842 | BRIDGE NO.: MOT-75-3272I | STRUCTURE FILE NO.: 5709059

SUBSTRUCTURE COMPONENT	PIER 1		PIER 2		PIER 3		PIER 4		PIER 5	
MAX. BEARING PRESSURE	283 kPa		238 kPa		239 kPa		191 kPa		285 kPa	
MONUMENT LOCATION	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.
AFTER FOOTING IS PLACED										
BEFORE PLACEMENT OF SUPERSTRUCTURE MEMBERS										
BEFORE DECK PLACEMENT										
AFTER DECK PLACEMENT										
PROJECT COMPLETED										
BENCHMARK LOCATION										

REFERENCE MONUMENT ELEVATIONS - TABLE 2

PROJECT NUMBER: MOT-75-31.842 | BRIDGE NO.: MOT-75-3272I | STRUCTURE FILE NO.: 5709059

SUBSTRUCTURE COMPONENT	PIER 6		PIER 7		PIER 8		PIER 9		PIER 10	
MAX. BEARING PRESSURE	239 kPa		238 kPa		236 kPa		225 kPa		238 kPa	
MONUMENT LOCATION	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.
AFTER FOOTING IS PLACED										
BEFORE PLACEMENT OF SUPERSTRUCTURE MEMBERS										
BEFORE DECK PLACEMENT										
AFTER DECK PLACEMENT										
PROJECT COMPLETED										
BENCHMARK LOCATION										

REFERENCE MONUMENT ELEVATIONS - TABLE 3

PROJECT NUMBER: MOT-75-31.842 | BRIDGE NO.: MOT-75-3272I | STRUCTURE FILE NO.: 5709059

SUBSTRUCTURE COMPONENT	PIER 11		PIER 12		PIER 13		PIER 14		PIER 15	
MAX. BEARING PRESSURE	238 kPa		239 kPa		238 kPa		282 kPa		191 kPa	
MONUMENT LOCATION	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.
AFTER FOOTING IS PLACED										
BEFORE PLACEMENT OF SUPERSTRUCTURE MEMBERS										
BEFORE DECK PLACEMENT										
AFTER DECK PLACEMENT										
PROJECT COMPLETED										
BENCHMARK LOCATION										

REFERENCE MONUMENT ELEVATIONS - TABLE 4

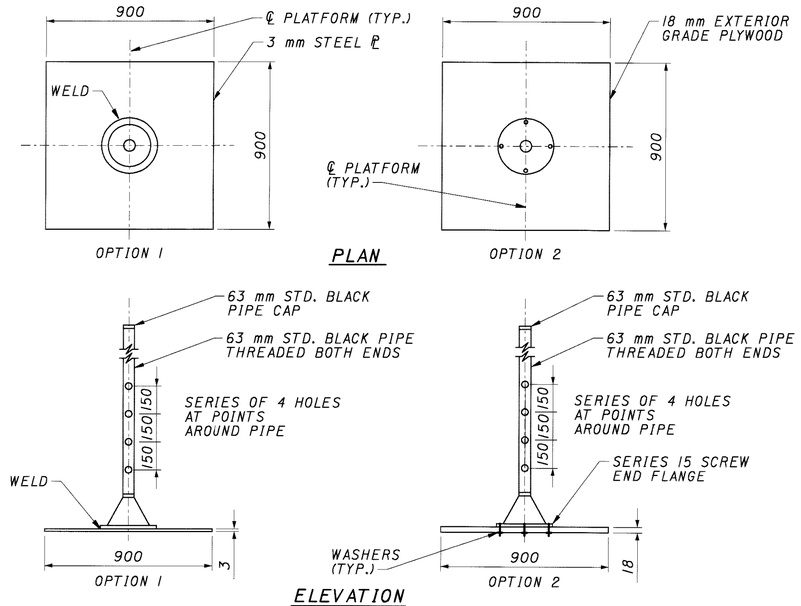
PROJECT NUMBER: MOT-75-31.842 | BRIDGE NO.: MOT-75-3272I | STRUCTURE FILE NO.: 5709059

SUBSTRUCTURE COMPONENT	PIER 16		PIER 17		PIER 18		PIER 19		FORWARD ABUTMENT	
MAX. BEARING PRESSURE	191 kPa		192 kPa		190 kPa		190 kPa		179 kPa	
MONUMENT LOCATION	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.	RM-LT.	RM-RT.
AFTER FOOTING IS PLACED										
BEFORE PLACEMENT OF SUPERSTRUCTURE MEMBERS										
BEFORE DECK PLACEMENT										
AFTER DECK PLACEMENT										
PROJECT COMPLETED										
BENCHMARK LOCATION										

FOR REFERENCE MONUMENT NOTES, SEE SHEET 10 (ITEM 842, CLASS C CONCRETE, FOOTING, AS PER PLAN AND ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN).

SETTLEMENT PLATFORM LOCATIONS

NUMBER	STATION	OFFSET	NUMBER	STATION	OFFSET
PL-1	18+898.000	7.000 LT.	PL-3	18+913.000	7.000 LT.
PL-2	18+900.000	ON ℄	PL-4	18+915.000	ON ℄



SETTLEMENT PLATFORM DETAILS

GENERAL NOTES - CONTINUED

ITEM SPECIAL - STRUCTURE, MISC: SETTLEMENT PLATFORMS:

1. SETTLEMENT PLATFORMS SHALL BE PLACED AT THE LOCATIONS INDICATED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. CONTRACTOR HAS OPTION OF USING EITHER STEEL OR PLYWOOD PLATFORM BASE.
3. CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE UP THROUGH ENTIRE FILL.
4. SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.
5. SPECIFICATIONS:
   - DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS.
   - MATERIALS: SOUND LUMBER SUCH AS 19 mm EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 63 mm STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE, 900 x 900 x 3 mm, MAY BE SUBSTITUTED FOR THE LUMBER PLATFORM BASE, AT THE CONTRACTOR'S OPTION.
   - CONSTRUCTION REQUIREMENTS: THE 900 x 900 mm PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPES SHALL BE FIRMLY SECURED TO THE PLATFORMS AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. PIPES SHALL BE MARKED AT INTERVALS BY THE CONTRACTOR TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTRUBED OR DAMAGED UNTIL THE NECESSARY CORRECTIONS OR REPLACEMENT HAS BEEN PERFORMED. PRIOR TO PAVING, THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF 600 mm BELOW THE FINISHED SURFACE OF THE SUBGRADE OR TOPSOIL SURFACE, WHICHEVER IS APPLICABLE.
   - MONITORING REQUIREMENTS: TOP OF PIPE ELEVATIONS SHALL BE MONITORED BY THE CONTRACTOR DURING EMBANKMENT CONSTRUCTION. A LOG OF SETTLEMENT PLATFORM ELEVATIONS, INCLUDING PROJECT NO., BRIDGE NO., SETTLEMENT PLATFORM NO., DATE, PIPE LENGTH, EMBANKMENT DEPTH, TOP OF PIPE ELEVATION, AND SETTLEMENT PLATFORM ELEVATION SHALL BE RECORDED BY THE CONTRACTOR ON AT LEAST A WEEKLY BASIS, AND SHALL BECOME PART OF THE DISTRICT'S PROJECT PLAN RECORDS. COMPLETED SETTLEMENT PLATFORM LOGS SHALL BE FORWARDED TO THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF STRUCTURAL ENGINEERING, 1980 W. BROAD STREET, COLUMBUS, OHIO 43223.
     ABUTMENT PILE DRIVING OR SPREAD FOOTING CONSTRUCTION MAY NOT BEGIN UNTIL CONSECUTIVE SETTLEMENT PLATFORM ELEVATION READINGS, RECORDED AFTER EMBANKMENT CONSTRUCTION IS COMPLETE AND AT LEAST ONE WEEK (168 HOURS) APART, RESULT IN SETTLEMENT PLATFORM ELEVATION DIFFERENCES OF 3 MILLIMETERS OR LESS AT EACH SETTLEMENT PLATFORM BEHIND THE MSE WALL. IT IS ANTICIPATED THAT AFTER COMPLETION OF EMBANKMENT CONSTRUCTION, A 30 CALENDAR DAY WAITING PERIOD WILL BE REQUIRED BEFORE THIS SETTLEMENT RATE THRESHOLD IS ACHIEVED. IF SETTLEMENT RATES STILL EXCEED 12 mm PER MONTH AFTER EMBANKMENT CONSTRUCTION HAS BEEN COMPLETE FOR 30 DAYS, REMAINING ABUTMENT CONSTRUCTION, INCLUDING ANY NECESSARY CORRECTIVE MEASURES, MAY PROCEED ONLY AT THE DIRECTION OF THE ENGINEER.
   - METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.
   - BASIS OF PAYMENT: PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE PER EACH FOR "ITEM SPECIAL, STRUCTURE, MISC: SETTLEMENT PLATFORMS" WHICH IS COMPENSATION FOR CONSTRUCTING, MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK. PAYMENT WILL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS BECAUSE OF DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059
DESIGNED SKT | DRAWN SKT | CHECKED RGS | REVISED

GENERAL NOTES AND REFERENCE MONUMENT ELEVATIONS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

ABBREVIATIONS

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

< = ANGLE
& = AND
@ = AT
AASHTO = AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ABUT. = ABUTMENT
ADT = AVERAGE DAILY TRAFFIC
ADTT = AVERAGE DAILY TRUCK TRAFFIC
A.P.P. = AS PER PLAN
APPR. = APPROACH
APPROX. = APPROXIMATE
ASTM = AMERICAN SOCIETY OF TESTING AND MATERIALS

℄ = BASELINE
BOT. = BOTTOM
BOT./FTG. = BOTTOM OF FOOTING
BRGS. = BEARINGS
B/W = BETWEEN

℄ = CENTERLINE
C/C = CENTER TO CENTER
C & G = CURB AND GUTTER
CJ = CONSTRUCTION JOINT
CLR. = CLEAR
CMS = CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONC. = CONCRETE
COND. = CONDUCTOR
CONSTR. = CONSTRUCTION
CORR. = CORRECTED
CPP = CORRUGATED PLASTIC PIPE
CU M = CUBIC METRIC
CVN = CHARPY V-NOTCH

ϕ/DIA. = DIAMETER
DIM. = DIMENSION
DL = DEAD LOAD
DWG. = DRAWING

EF = EACH FACE
EL./ELEV. = ELEVATION
E/P = EDGE OF PAVEMENT
EQ. = EQUAL
EXIST. = EXISTING
EXP. = EXPANSION
EXT. = EXTENSION

F.A. = FORWARD ABUTMENT
FF = FAR FACE
F/F = FACE TO FACE
F/SIDEWALK = FACE OF SIDEWALK
FTG. = FOOTING
FWD. = FORWARD
FWS = FUTURE WEARING SURFACE

GEN. = GENERAL
GR = GUARDRAIL

HORIZ. = HORIZONTAL
HPC = HIGH PERFORMANCE CONCRETE

IZEU = INORGANIC ZINC EPOXY URETHANE

KGS. = KILOGRAMS
kN = KILONEWTON
kPa = KILOPASCAL

LL = LIVE LOAD
LT. = LEFT

M/m = METERS
MAX. = MAXIMUM
MIN. = MINIMUM
mm = MILLIMETERS
MPa = MEGAPASCAL
MSE = MECHANICALLY STABILIZED EARTH

#/NO. = NUMBER
NB = NORTHBOUND
NF = NEAR FACE

O/O = OUT TO OUT

PC = POINT OF CURVATURE
℄/PL = PLATE
PEJF = PREFORMED EXPANSION JOINT FILLER
P.G. = PROFILE GRADE
PROP. = PROPOSED
PT. = POINT
P.V.I. = POINT OF VERTICAL INTERSECTION

R = RADIUS
R.A. = REAR ABUTMENT
RDWY. = ROADWAY
REFR. = REFERENCE
RM = REFERENCE MONUMENT
RT. = RIGHT
R/W = RIGHT OF WAY

SB = SOUTHBOUND
SPA. = SPACING
SQ M = SQUARE METER
STA. = STATION
STD. = STANDARD
STR. = STRAIGHT
SUPER. = SUPERSTRUCTURE

T = THICKNESS
T/BEDROCK = TOP OF BEDROCK
TBM = TEMPORARY BENCH MARK
T.O.S. = TOP OF SLOPE
T/PARAPET = TOE OF PARAPET
TYP. = TYPICAL

V.C. = VERTICAL CURVE
VERT. = VERTICAL

GENERAL NOTES - CONTINUED

ITEM SPECIAL, STRUCTURE, MISC.: FOUNDATION INSPECTION: THE CONTRACTOR SHALL RETAIN THE SERVICES OF A GEOTECHNICAL ENGINEERING FIRM PREQUALIFIED WITH THE DEPARTMENT IN THE AREAS OF GEOTECHNICAL ENGINEERING SERVICES AND GEOTECHNICAL TESTING LABORATORY TO PERFORM FOUNDATION INSPECTIONS OF THE PROPOSED BEARING STRATA AT EACH PIER AND ABUTMENT SPREAD FOOTING, PRIOR TO PLACEMENT OF FOOTING REINFORCING OR CONCRETE. THE FOUNDATION INSPECTIONS SHALL BE PERFORMED BY A LICENSED PROFESSIONAL ENGINEER TRAINED IN THE PERFORMANCE OF THE WORK DESCRIBED IN THIS ITEM. THE PROFESSIONAL ENGINEER SHALL BE REGISTERED IN THE STATE OF OHIO AND SHALL HAVE SPECIALIZED EXPERIENCE IN GEOTECHNICAL ENGINEERING FOR A MINIMUM OF FIVE YEARS.

FOUNDATION INSPECTIONS SHALL BE PERFORMED TO VERIFY THE ADEQUACY OF THE BEARING STRATA TO SUPPORT THE ACTUAL BEARING PRESSURES LISTED UNDER FOUNDATION BEARING PRESSURES ON SHEET 10 FOR EACH SUBSTRUCTURE. A REPORT RECORDING DESCRIPTIONS OF THE BEARING MATERIAL ENCOUNTERED, BEARING CAPACITY OBSERVED, AND FINAL FOOTING ELEVATION USED AT EACH SUBSTRUCTURE SHALL BE PREPARED AND SEALED BY THE GEOTECHNICAL ENGINEER. THE REPORT SHALL BECOME PART OF THE DISTRICT'S PROJECT PLAN RECORDS, AND SHALL BE FORWARDED TO:

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF STRUCTURAL ENGINEERING
1980 W. BROAD STREET - THIRD FLOOR
COLUMBUS, OHIO 43223

EXCAVATIONS FOR SPREAD FOOTINGS SHALL BE MADE TO THE PLAN ELEVATIONS AT A MINIMUM. IF, AFTER PERFORMING THE REQUIRED FOUNDATION INSPECTION, THE BEARING STRATA AT THE PROPOSED BOTTOM OF FOOTING ELEVATION IS DETERMINED TO BE INADEQUATE TO SUPPORT THE ACTUAL BEARING PRESSURE, EXCAVATION SHALL PROGRESS DOWNWARD AT THE DIRECTION OF THE ENGINEER UNTIL SUITABLE BEARING MATERIAL IS ENCOUNTERED. ATTAINMENT OF ADEQUATE BEARING CAPACTIY SHALL BE VERIFIED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF FOOTING REINFORCING OR CONCRETE. ANY NECESSARY OVEREXCAVATION SHALL BE BACKFILLED WITH CLASS C CONCRETE, FOOTING. PAYMENT FOR ADDITIONAL UNCLASSIFIED EXCAVATION AND FOOTING CONCRETE ABOVE PLAN QUANTITIES SHALL BE MADE AT THE CONTRACT UNIT PRICES BID FOR THE APPROPRIATE ITEMS.

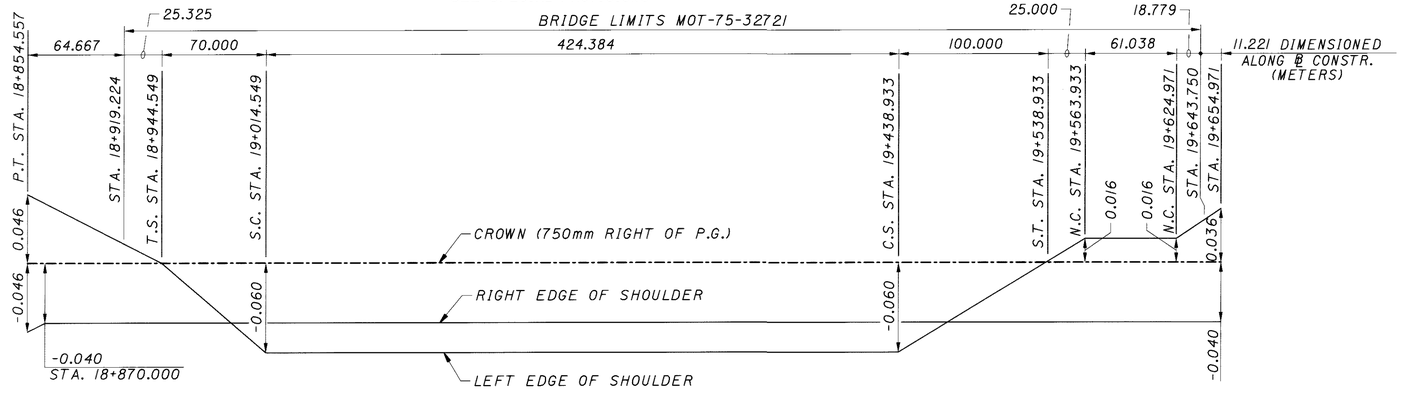
ALL EQUIPMENT, MATERIALS, AND LABOR NECESSARY TO COMPLETE THE ABOVE FOUNDATION INSPECTION WORK SHALL BE INCLUDED WITH ITEM SPECIAL, STRUCTURE, MIISC.: FOUNDATION INSPECTION, FOR PAYMENT AT THE CONTRACT LUMP SUM BID.

ESTIMATED QUANTITIES

BRIDGE MOT-75-32721 — CALCULATED BY: SKT/JTC — CHECKED BY: CAC/SKT — DATED: 06/01 — DATED: 06/01

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.	AS PER PLAN SHEET REF.
503	11100	LUMP	LUMP	COFFERDAMS, CRIBS, AND SHEETING				LUMP	
503	21100	5110	CU METER	UNCLASSIFIED EXCAVATION			5110		
503	21101	1929	CU METER	UNCLASSIFIED EXCAVATION, AS PER PLAN		84	1845		10
505	11100	LUMP	LUMP	PILE DRIVING EQUIPMENT MOBILIZATION		LUMP			
507	00101	280	METER	STEEL PILES HP250x62, FURNISHED, AS PER PLAN		280			10
507	00150	280	METER	STEEL PILES HP250x62, DRIVEN		280			
507	50500	14	EACH	STEEL PILE SPLICES		14			
507	93301	14	EACH	STEEL POINT (OR SHOE), AS PER PLAN		14			10
516	11210	117.7	METER	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL *	117.7				
516	13200	7	SQ METER	13 mm PREFORMED EXPANSION JOINT FILLER		7			
SPECIAL	51645000	144	EACH	STEEL POT BEARINGS *		12	132		
518	12300	10	EACH	SCUPPER, INCLUDING SUPPORTS *	10				
518	21230	LUMP	LUMP	POROUS BACKFILL WITH FILTER FABRIC		LUMP			
518	40000	42	METER	150 mm PERFORATED CORRUGATED PLASTIC PIPE		42			
518	40010	30	METER	150 mm NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		30			
518	51201	61.8	METER	PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN			61.8		10
518	60030	76.9	METER	PIPE HORIZONTAL CONDUCTOR	76.9				
SPECIAL	53000200	LUMP	LUMP	STRUCTURE MISC.: FOUNDATION INSPECTION				LUMP	12
SPECIAL	53000400	4	EACH	STRUCTURE MISC.: SETTLEMENT PLATFORMS		4			11
601	20000	1080	SQ METER	CRUSHED AGGREGATE SLOPE PROTECTION		1080			
604	36600	1	EACH	PRECAST REINFORCED CONCRETE OUTLET		1			
816	00600	LUMP	LUMP	FIELD PAINTING OF NEW STEEL, INTERMEDIATE AND FINISH COAT, SYSTEM IZEU	LUMP				
842	42000	2027	CU METER	CLASS C CONCRETE, PIER ABOVE FOOTINGS			2027		
842	43501	140	CU METER	CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN		140			10
842	46500	690	CU METER	CLASS C CONCRETE, FOOTING			690		
842	46501	2183	CU METER	CLASS C CONCRETE, FOOTING, AS PER PLAN			2183		10
842	81200	LUMP	LUMP	CONCRETE MISC.: RAISED RELIEF IMAGES ON STRUCTURES *			LUMP		
844	48020	465	CU METER	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET)	465				
844	49000	LUMP	LUMP	HIGH PERFORMANCE CONCRETE TRIAL MIX				LUMP	
844	49010	LUMP	LUMP	HIGH PERFORMANCE CONCRETE TESTING				LUMP	
894	10001	2270	CU METER	HIGH PERFORMANCE CONCRETE, FOR NEW BRIDGE DECKS WITH WARRANTY, AS PER PLAN	2270				10
863	10100	LUMP	LUMP	STRUCTURAL STEEL MEMBERS, LEVEL FIVE (5) FABRICATION	LUMP				
863	20000	45948	EACH	WELDED STUD SHEAR CONNECTOR	45948				
864	10100	8753	SQ METER	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	4535	173	4045		

* SEE SPECIAL PROVISIONS



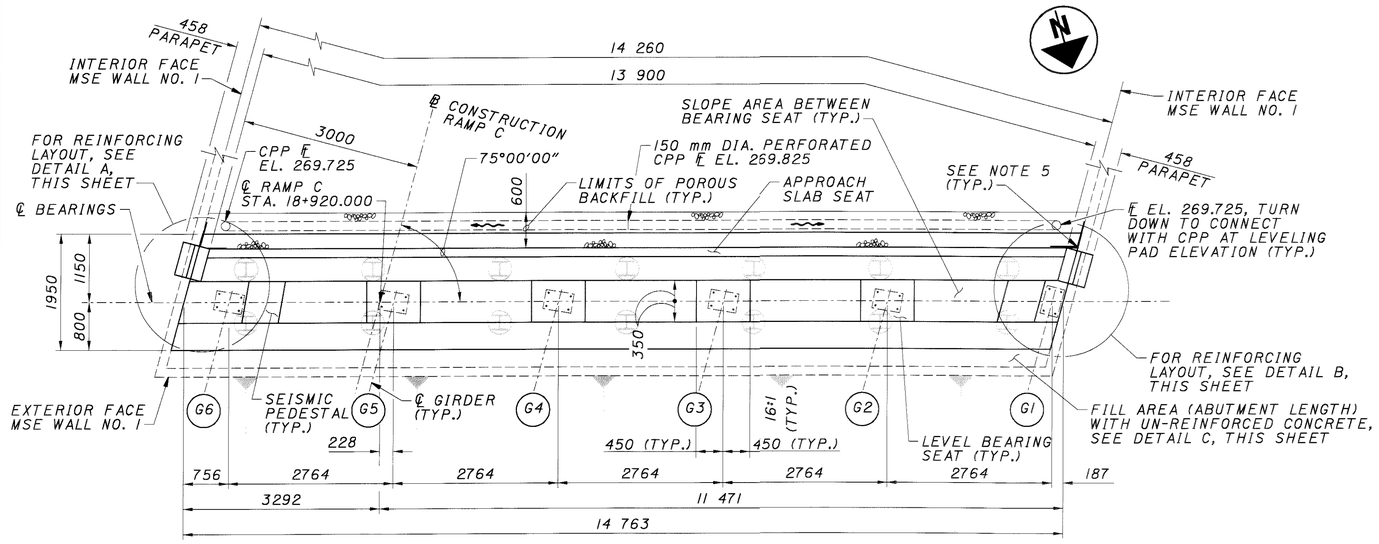
PAVEMENT SLOPE TRANSITIONS

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

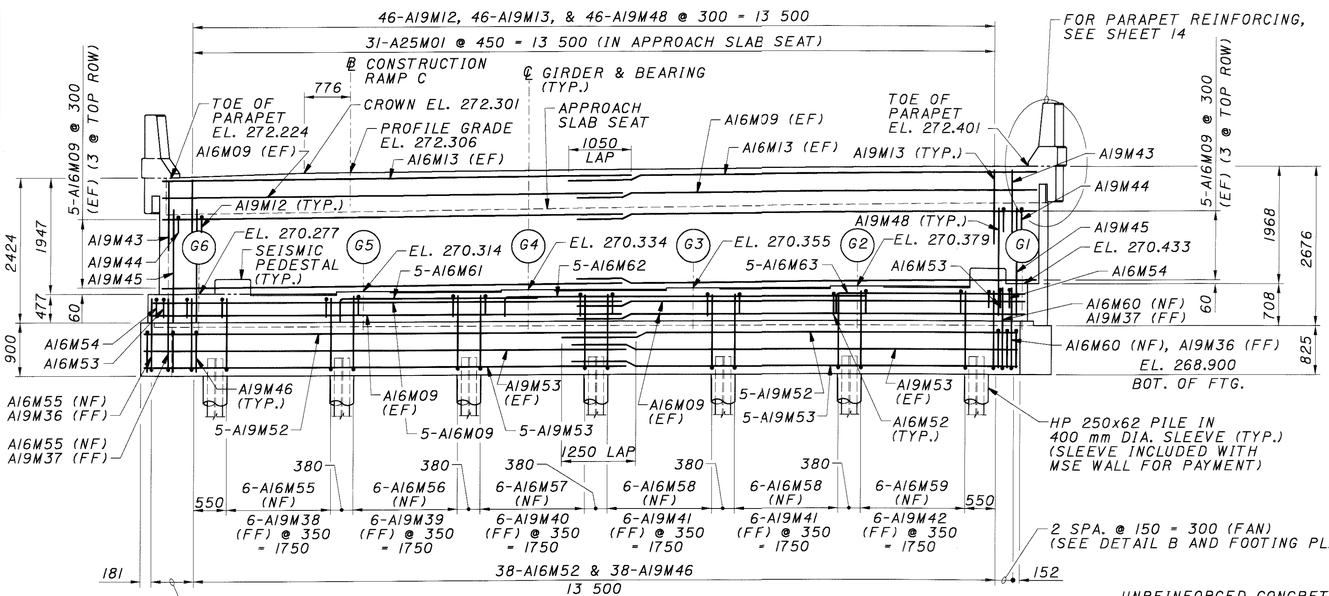
DESIGNED SKT | DRAWN SKT | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

GENERAL NOTES AND ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

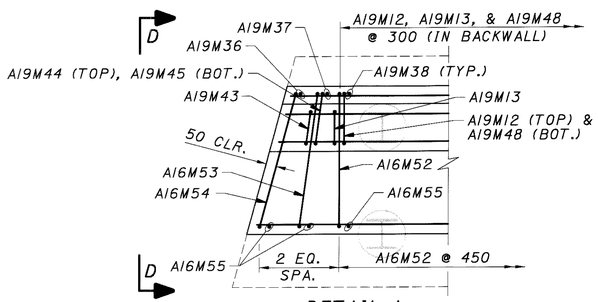
MOT-75-31.842



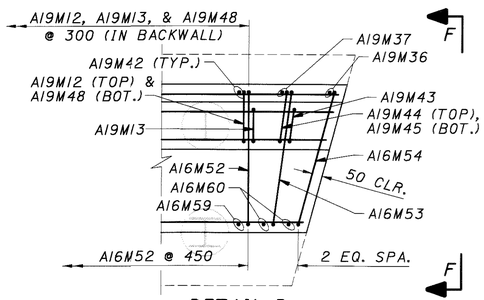
PLAN



ELEVATION

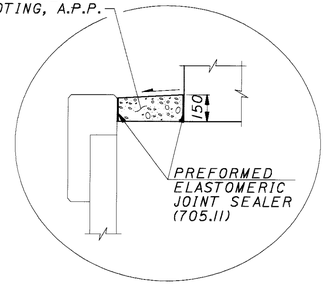


DETAIL A

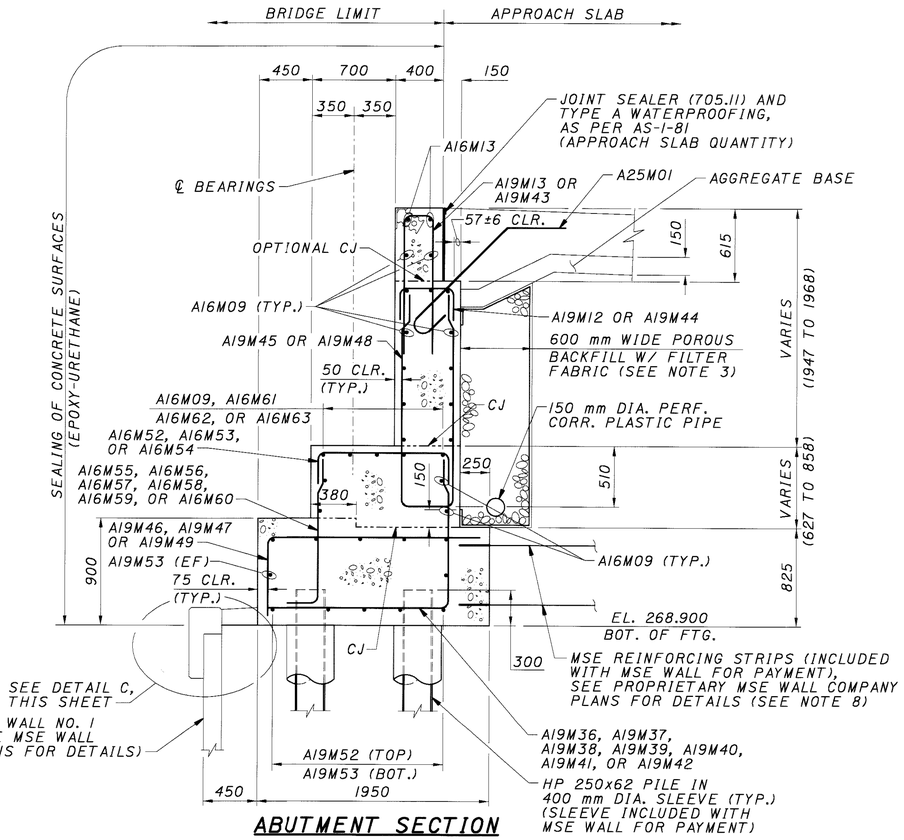


DETAIL B

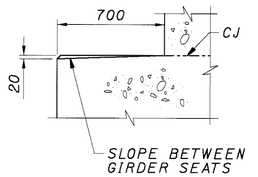
UNREINFORCED CONCRETE SLAB: PAYMENT SHALL BE INCLUDED IN ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, A.P.P.



DETAIL C



ABUTMENT SECTION



GIRDER SEAT DETAIL

NOTES:

1. REINFORCING STEEL LAP LENGTHS: UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 16M BARS - 750 mm
   NO. 19M BARS - 900 mm
   FOR REINFORCING STEEL LIST, SEE SHEETS 95 & 96.
2. FOR FOOTING PLAN, SEISMIC PEDESTAL DETAILS, PARAPET REINFORCEMENT DETAIL, SEE SHEET 14.
3. POROUS BACKFILL WITH FILTER FABRIC, 600 mm THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND LATERALLY TO THE ENDS OF THE FOOTING. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC.
4. FOR APPROACH SLAB PLAN, SEE SHEET 89.
5. INSTALL 900 mm WIDE NEOPRENE SHEETING CENTERED VERTICALLY ABOUT JOINT BETWEEN ABUTMENT AND MSE WALL, INCLUDED WITH ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN, FOR PAYMENT. SEE SHEET 14 FOR WATERPROOFING DETAIL.
6. FOR VIEWS D-D AND F-F, SEE SHEET 14.
7. FOR GIRDER 1 BEARING PLAN AT REAR ABUTMENT, SEE SHEET 14.
8. ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL MSE WALL REINFORCING STRIP ATTACHMENTS HAVE BEEN INSTALLED.
9. FOR PILE LAYOUT, SEE SHEET 5.

LEGEND:

(G#) - GIRDER DESIGNATION

⊡ - DENOTES BEARING

⊕ - HP 250x62 PILE IN SLEEVE

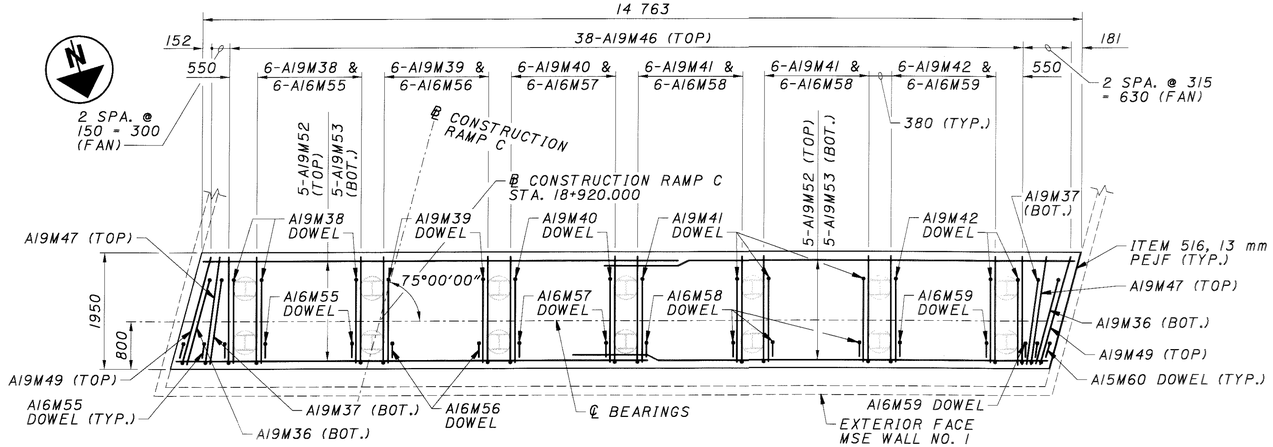
DESIGN AGENCY
CH2MHILL
DAYTON CENTRE, SUITE 1100
ONE DAYTON CENTRE
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

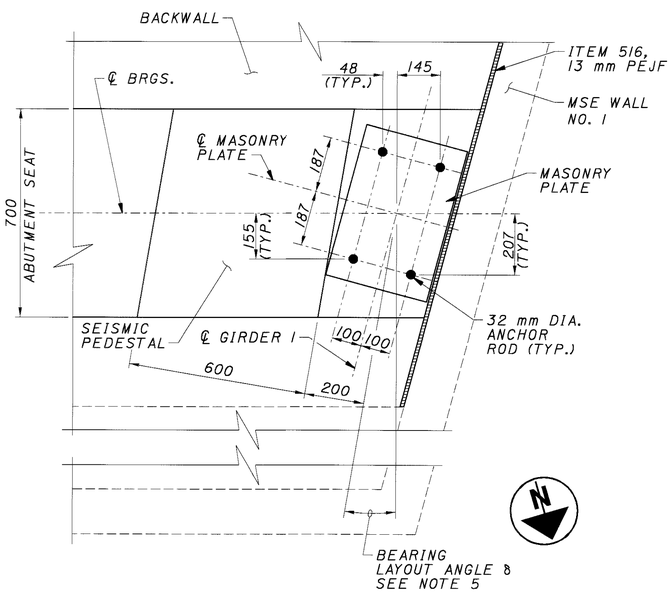
REAR ABUTMENT PLAN AND ELEVATION

BRIDGE OVER MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

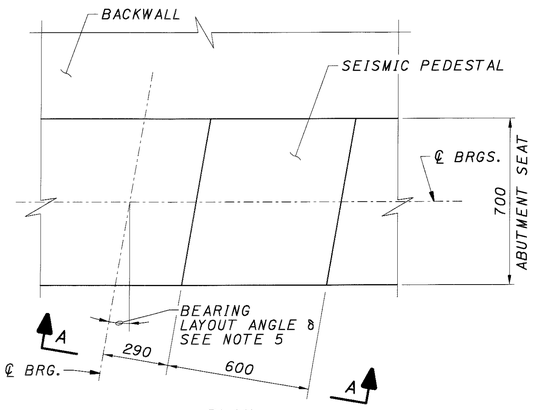
MOT-75-31.842



FOOTING PLAN

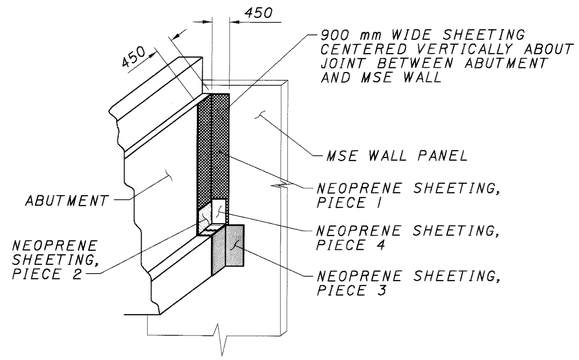


GIRDER 1 MASONRY PLATE LAYOUT



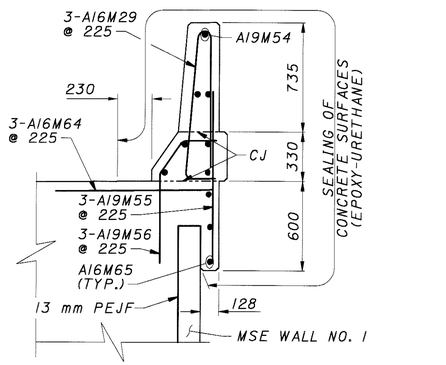
PLAN

NOTE: GIRDER 6 SHOWN. FOR GIRDER 1 PLAN, SEE MASONRY PLATE LAYOUT DETAIL THIS SHEET.



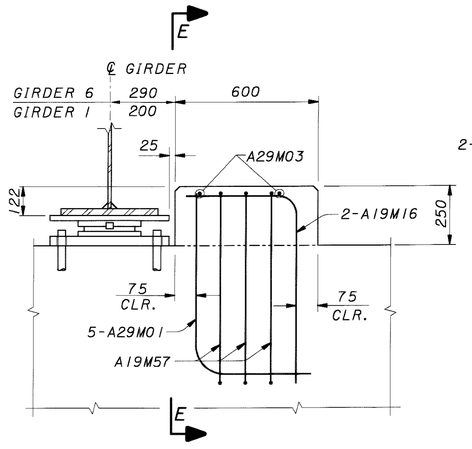
WATERPROOFING DETAIL

(INCLUDED WITH ITEM 842, CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, A.P.P. FOR PAYMENT)



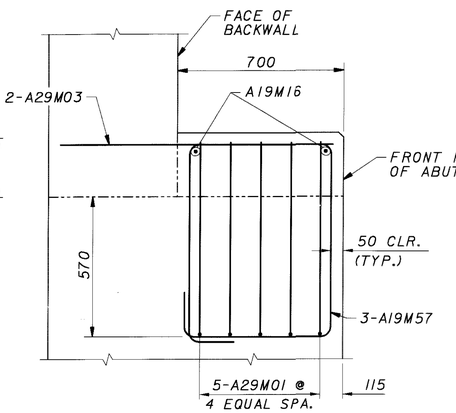
PARAPET REINFORCEMENT DETAIL

(WEST PARAPET SHOWN, EAST PARAPET SIMILAR)

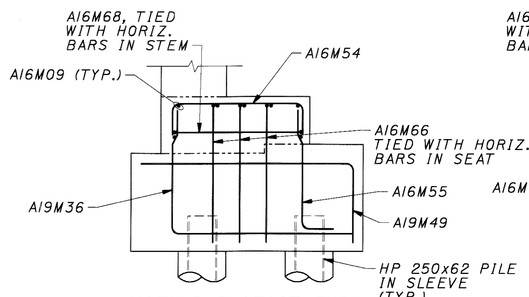


FRONT VIEW A-A

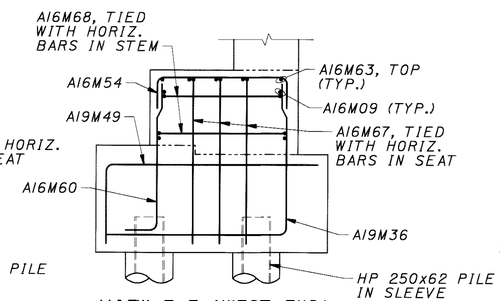
NOTE: CONCRETE COVER SHALL BE 50 mm UNLESS OTHERWISE NOTED



VIEW E-E



VIEW D-D (EAST END)



VIEW F-F (WEST END)

SEISMIC PEDESTAL DETAILS

NOTES:

1. BEARING ANCHOR BOLTS LOCATED AND SUPPORTED BY TEMPLATES, ARE TO BE PRE-SET DURING CONCRETE POUR. NO DRILLING IS TO BE PERFORMED FOR BOLT INSTALLATION.
2. FOR ABUTMENT PLAN AND ELEVATION, SEE SHEET 13.
3. FOR LOCATION OF VIEW D-D AND F-F, SEE SHEET 13.
4. FOR ORIENTATION OF POT BEARING AND SOLE PLATE, SEE POT BEARING DETAILS, SHEETS 71 AND 72.
5. FOR PILE LAYOUT, SEE SHEET 5.

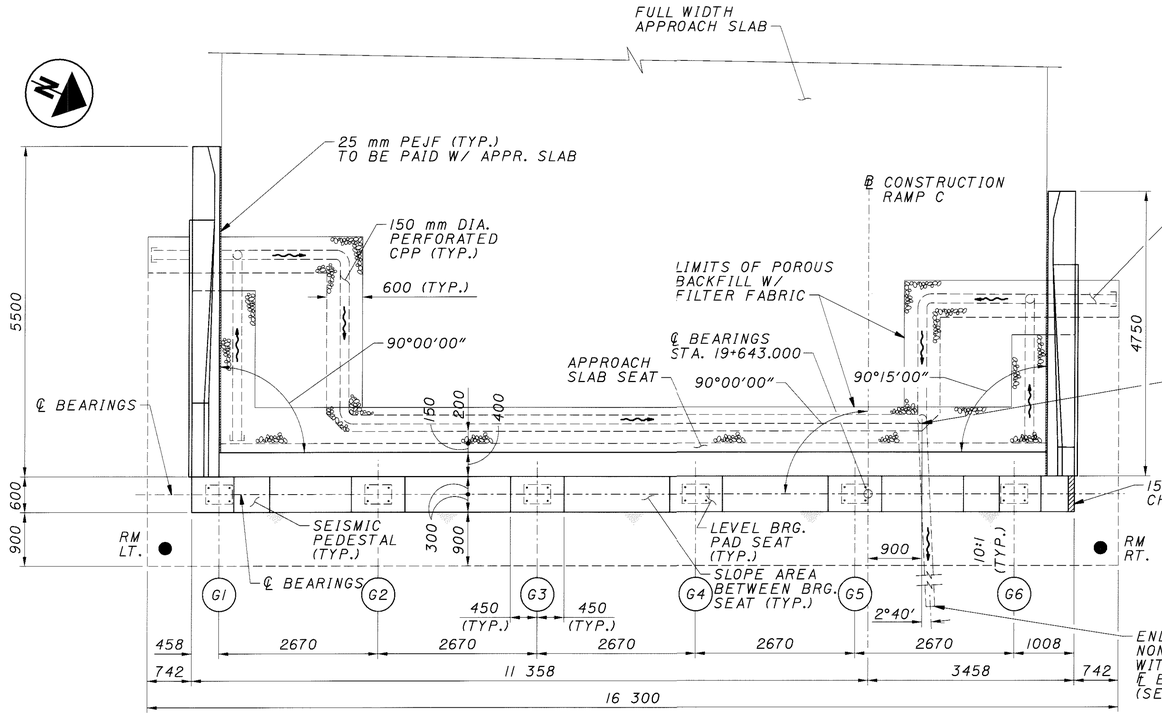
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

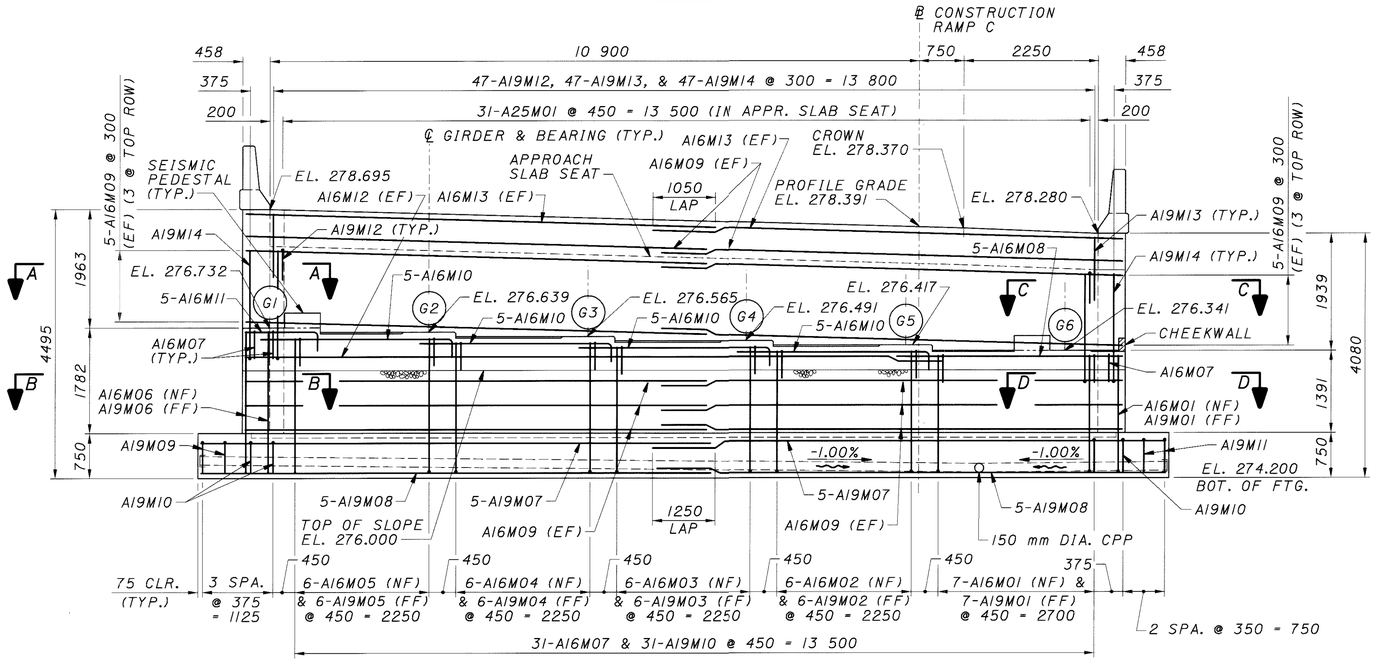
REAR ABUTMENT DETAILS

BRIDGE OVER MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

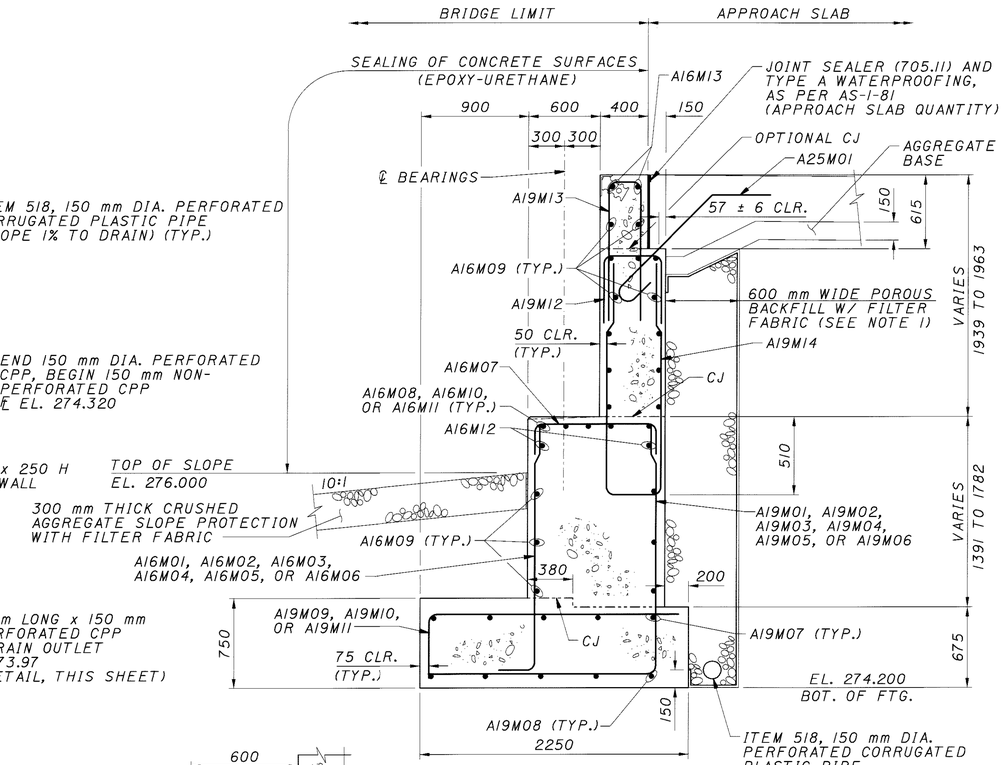
MOT-75-31.842



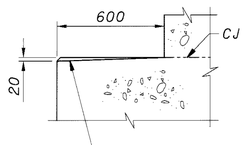
PLAN



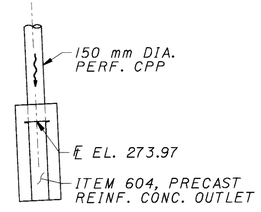
ELEVATION



ABUTMENT SECTION



GIRDER SEAT DETAIL



DRAIN OUTLET DETAIL

(SEE STD. DWG. DM-1-1)

NOTES:

1. POROUS BACKFILL WITH FILTER FABRIC, 600 mm THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO LIMITS SHOWN ON PLANS. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC.
2. REINFORCING STEEL LAP LENGTHS: UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 16M BARS = 750 mm
   NO. 19M BARS = 900 mm
   FOR REINFORCING STEEL LIST, SEE SHEETS 95 & 96.
3. FOR ABUTMENT AND FOOTING DETAILS, SEE SHEET 16.
4. FOR WINGWALL DETAILS, SEE SHEETS 17 & 18 .
5. FOR SECTIONS A-A THROUGH D-D AND SEISMIC PEDESTAL DETAILS, SEE SHEET 16.
6. BEARING ANCHOR BOLTS LOCATED AND SUPPORTED BY TEMPLATES, ARE TO BE PRE-SET DURING CONCRETE POUR. NO DRILLING IS TO BE PERFORMED FOR BOLT INSTALLATION.

LEGEND:

- (G#) - GIRDER DESIGNATION
- RM X ● - REFERENCE MONUMENT, SEE SHEET 16 FOR DETAIL
- ⋰ - DENOTES BEARING

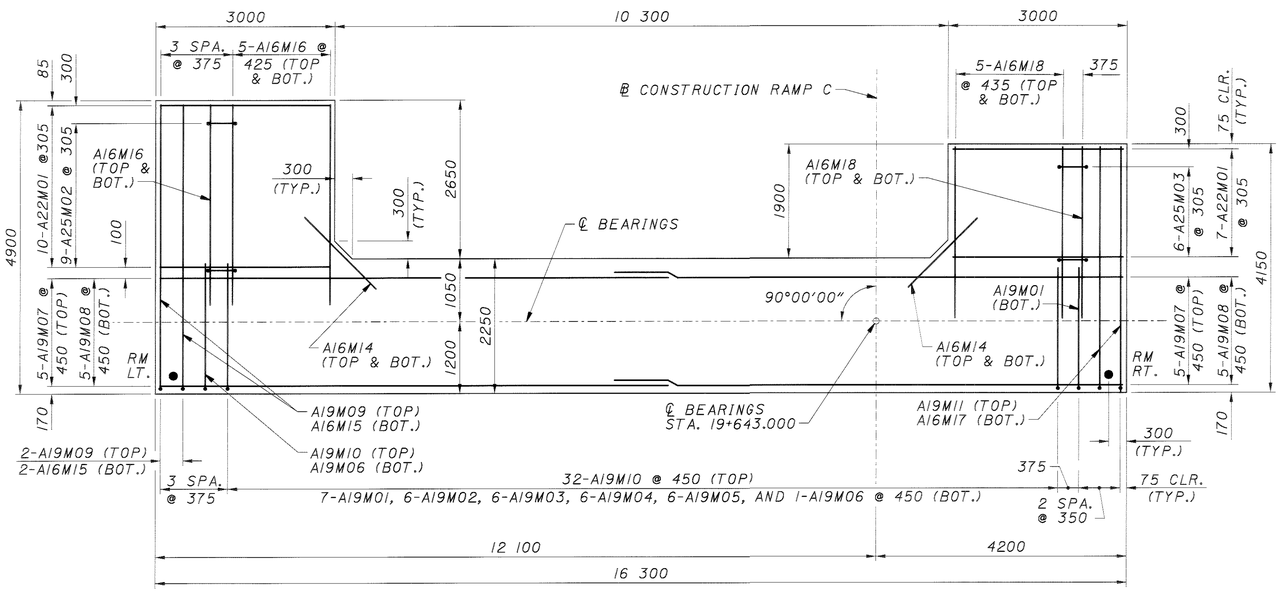
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1920

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

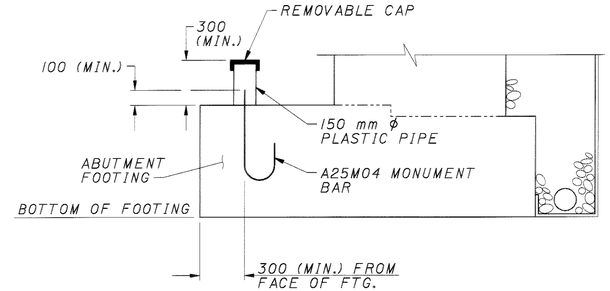
FORWARD ABUTMENT PLAN AND ELEVATION

BRIDGE NO. MOT-75-3272J
RAMP C OVER I-70/I-75 INTERCHANGE

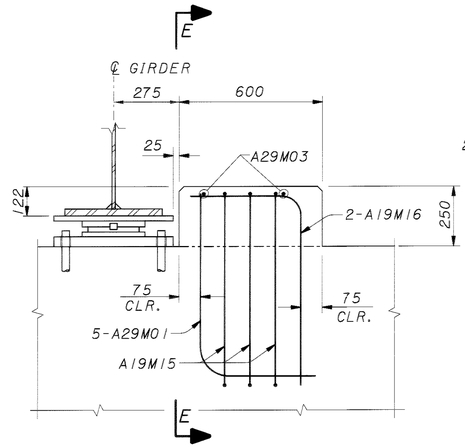
MOT-75-31.842



FOOTING PLAN

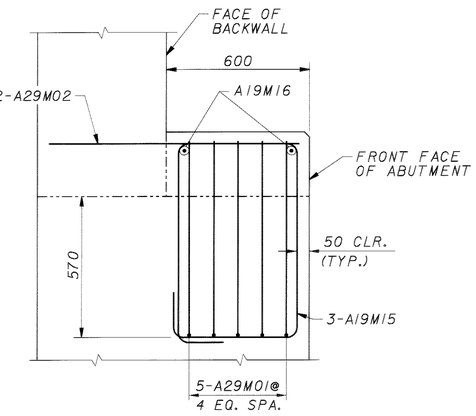


TYPICAL REFERENCE MONUMENT DETAIL



FRONT VIEW A-A

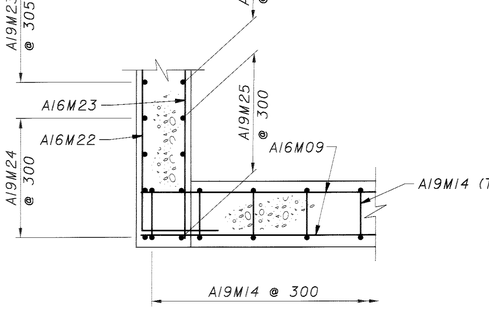
NOTE: CONCRETE COVER SHALL BE 50 mm UNLESS OTHERWISE NOTED



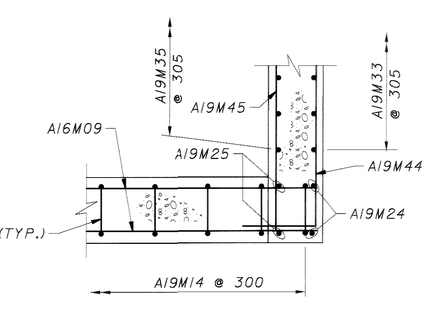
VIEW E-E

SEISMIC PEDESTAL DETAILS

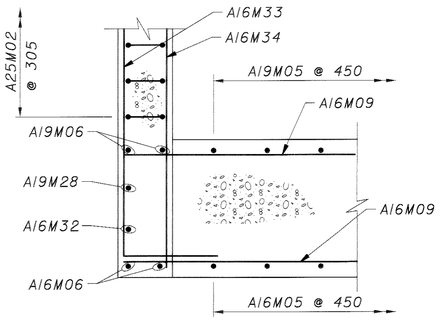
(G1 SHOWN, G6 SIMILAR BUT OPPOSITE HAND)



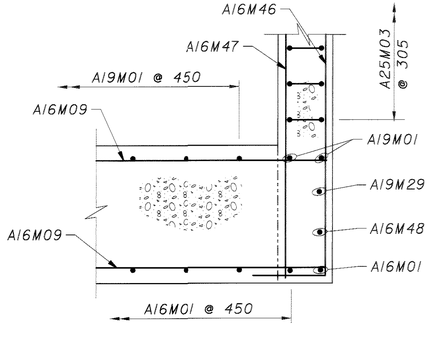
SECTION A-A



SECTION C-C



SECTION B-B



SECTION D-D

NOTES:

1. FOR ABUTMENT PLAN AND ELEVATION AND LOCATION OF SECTIONS A-A THROUGH D-D, SEE SHEET 15.
2. SEE GENERAL NOTES FOR REFERENCE MONUMENT NOTES.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

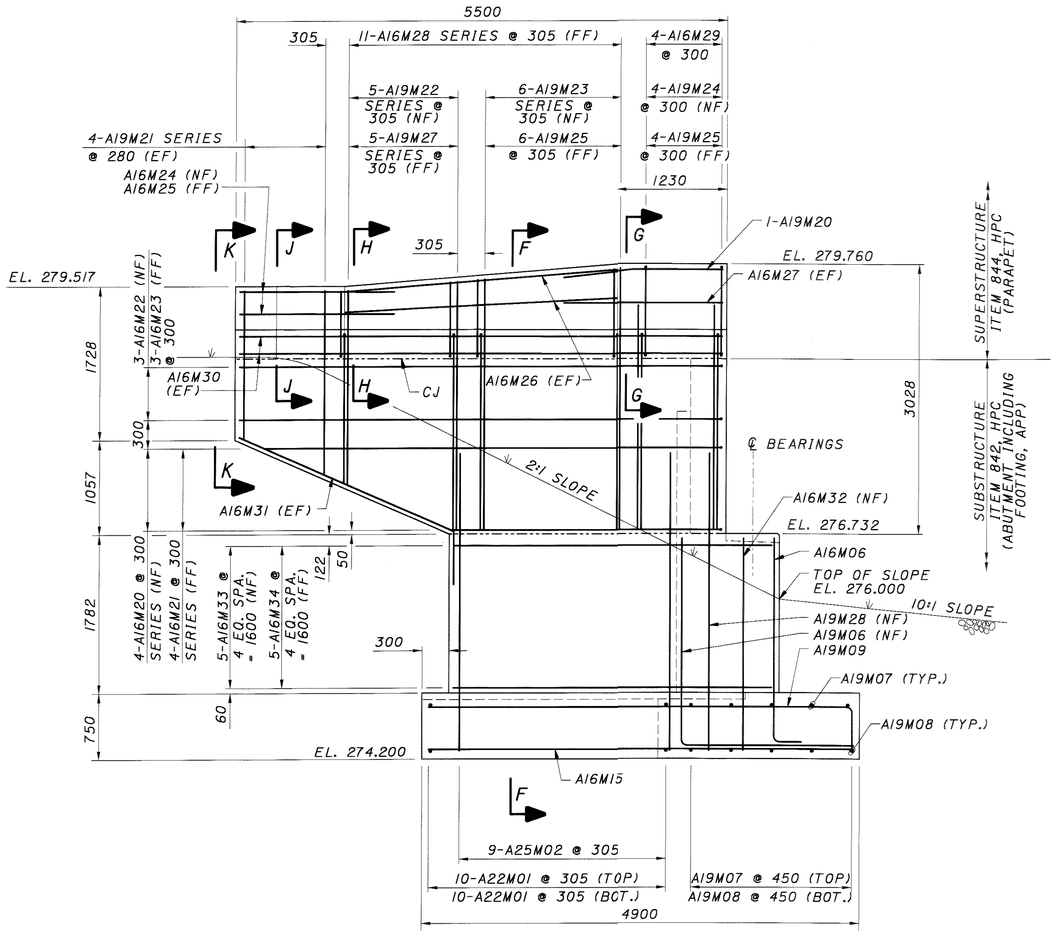
FORWARD ABUTMENT DETAILS

BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

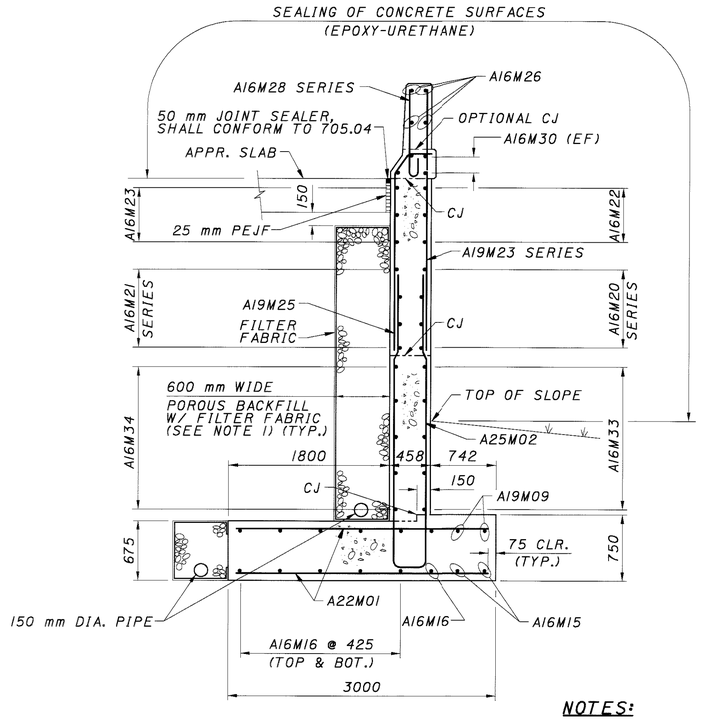
MOT-75-31.842

16/105

912/1080



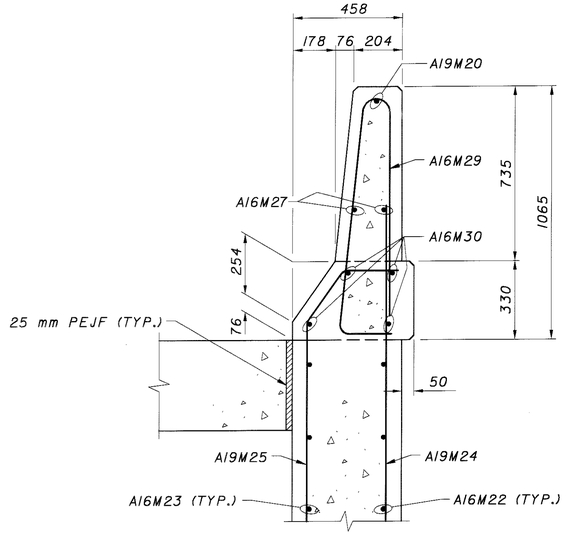
LEFT WINGWALL ELEVATION



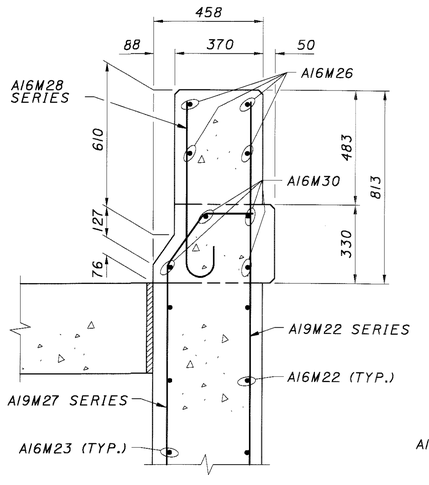
SECTION F-F

NOTES:

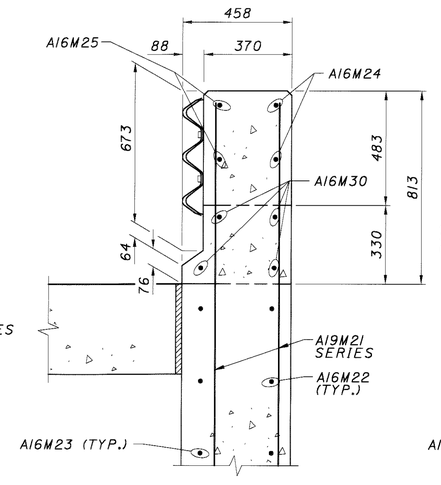
1. POROUS BACKFILL WITH FILTER FABRIC, 600 mm THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO LIMITS SHOWN ON PLANS. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC.
2. FOR ABUTMENT PLAN AND ELEVATION, SEE SHEET 15.
3. FOR FOOTING DETAILS, SEE SHEET 16.



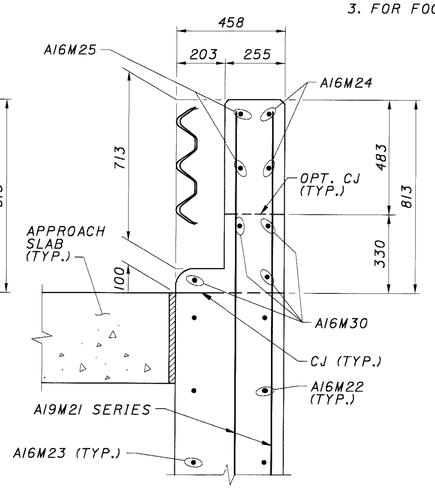
SECTION G-G



SECTION H-H



SECTION J-J



SECTION K-K

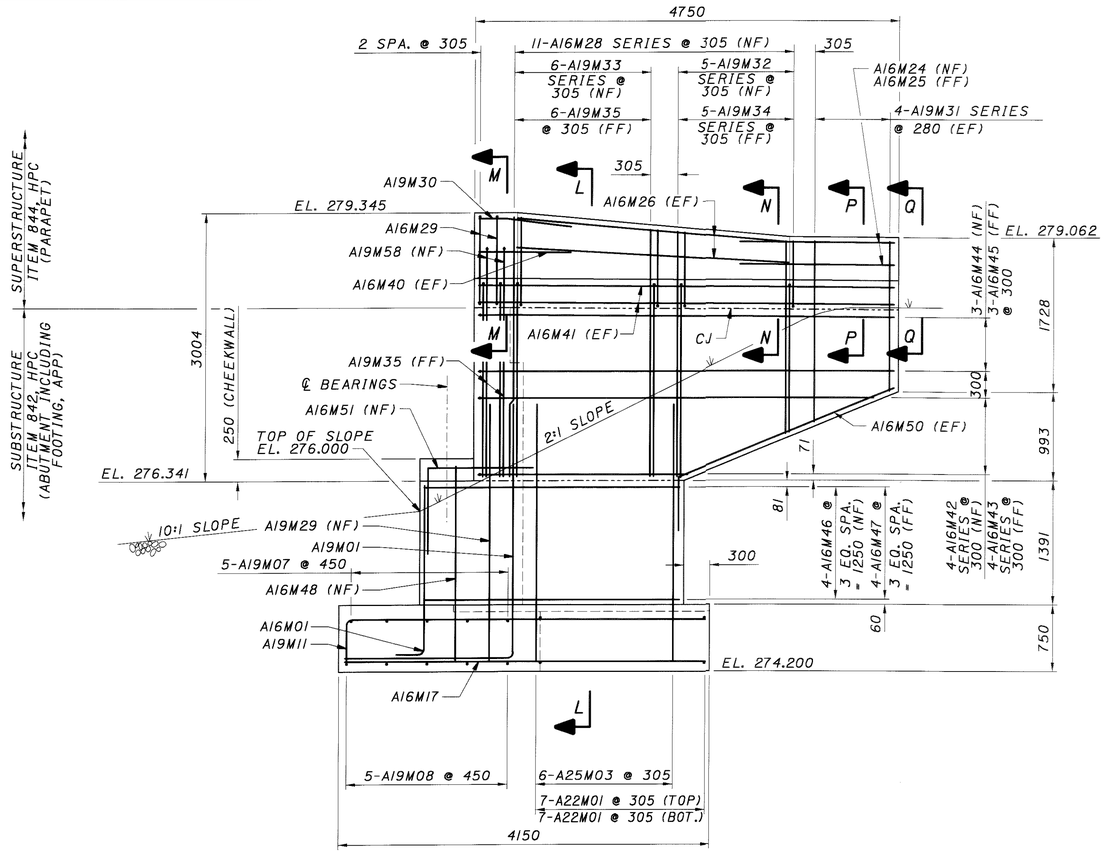
DESIGN AGENCY
CH2MHILL
DAYTON CENTRE, SUITE
ONE CHAMBERLAIN WAY, SUITE 1100
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		570959	

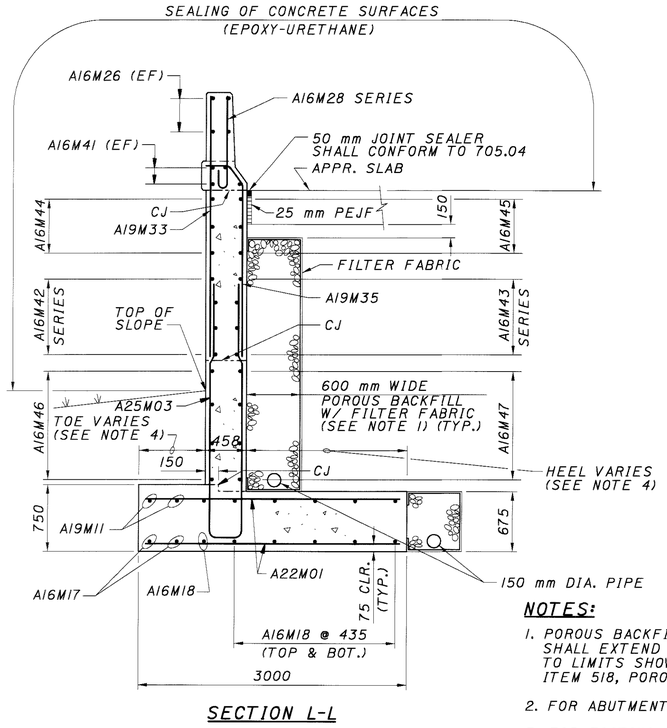
FORWARD ABUTMENT LEFT WINGWALL DETAILS

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



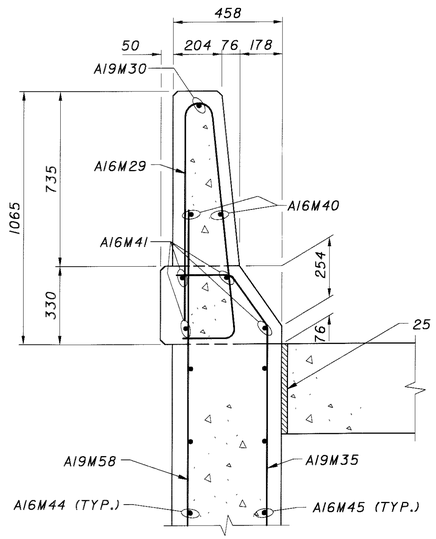
RIGHT WINGWALL ELEVATION



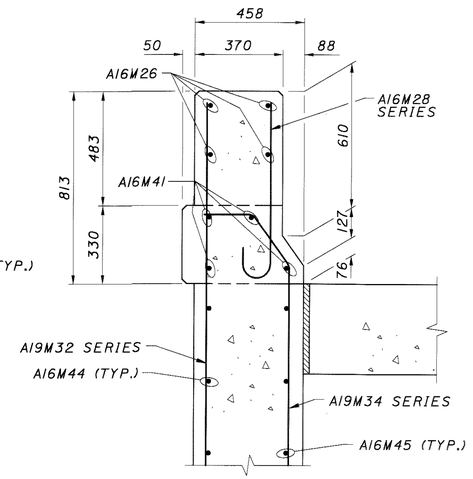
SECTION L-L

NOTES:

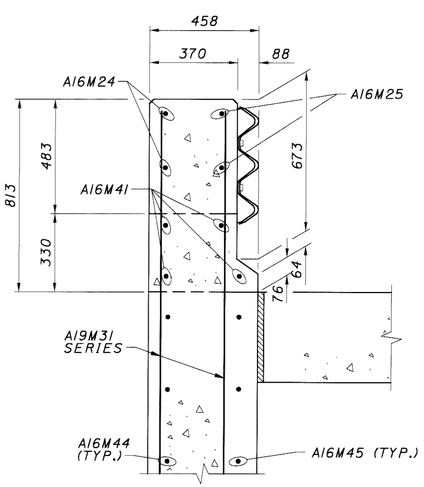
1. POROUS BACKFILL WITH FILTER FABRIC, 600 mm THICK, SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO LIMITS SHOWN ON PLANS. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC.
2. FOR ABUTMENT PLAN AND ELEVATION, SEE SHEET 15.
3. FOR FOOTING DETAILS, SEE SHEET 16.
4. FOOTING TOE DIMENSION VARIES FROM 742 mm AT FACE OF ABUTMENT SEAT TO 729 mm AT END OF WINGWALL. FOOTING HEEL DIMENSION VARIES FROM 1805 mm AT BACK FACE OF ABUTMENT STEM TO 1813 mm AT END OF WINGWALL. FOR LEFT WINGWALL ORIENTATION ANGLE, SEE ABUTMENT PLAN SHEET 15.



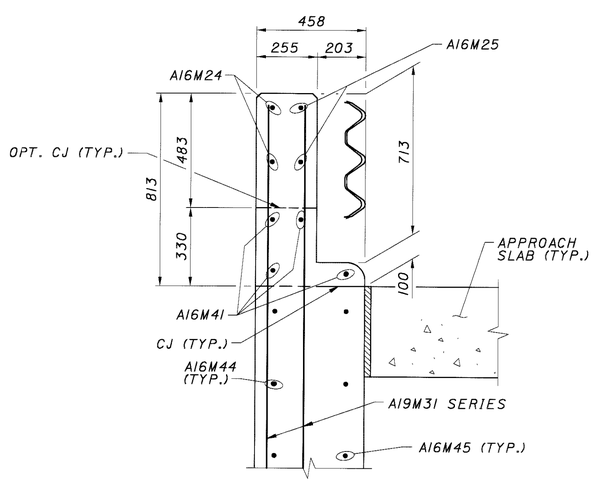
SECTION M-M



SECTION N-N



SECTION P-P



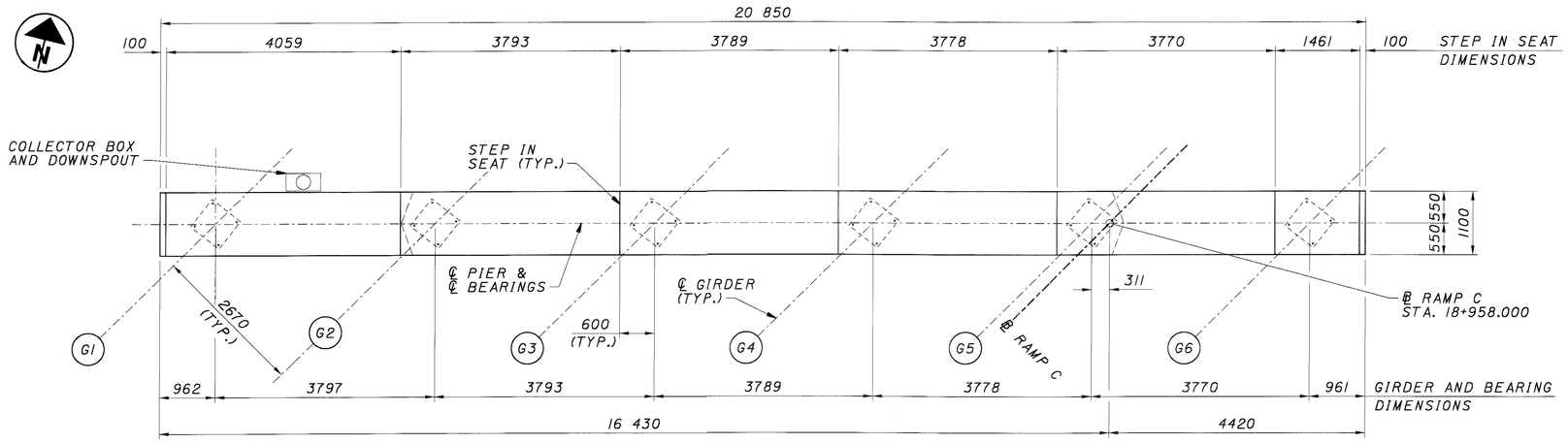
SECTION Q-Q

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

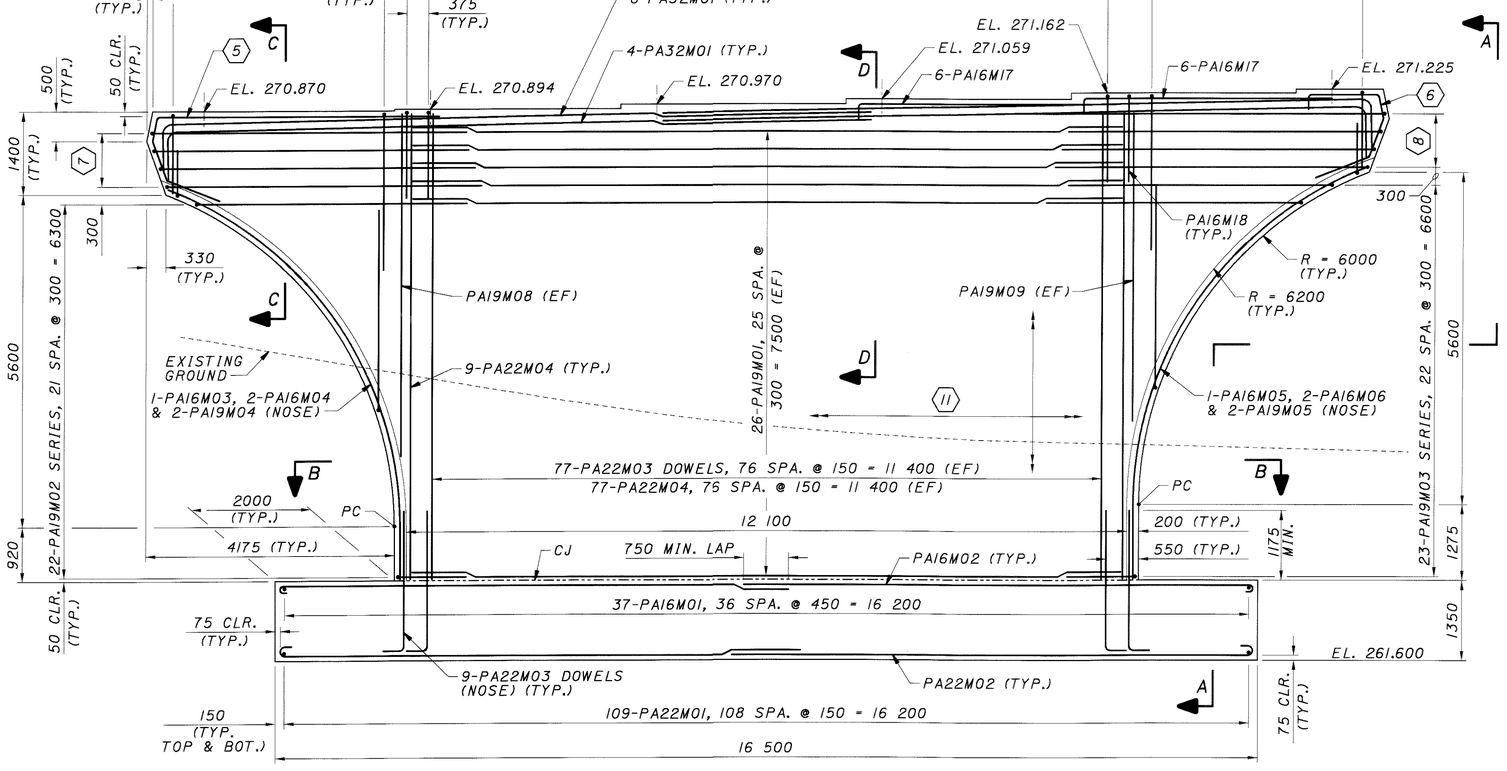
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		570059	

FORWARD ABUTMENT RIGHT WINGWALL DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
22M BARS	1150 mm
32M BARS	3500 mm

5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

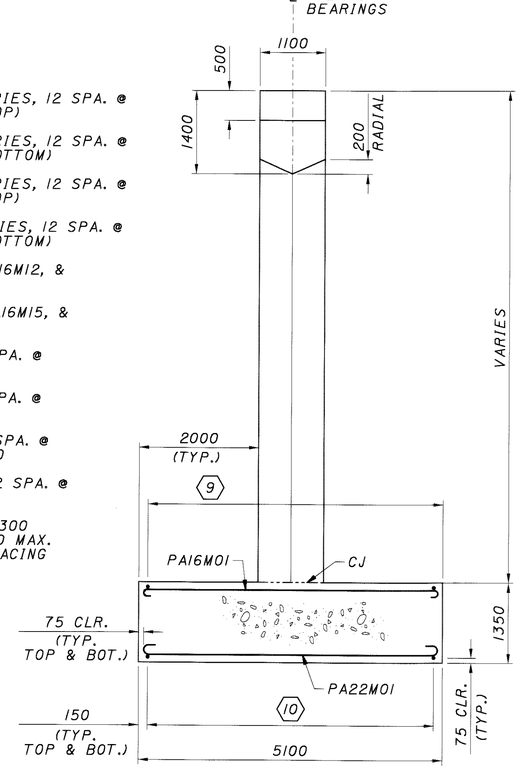
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 13-PA16M07 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PA16M08 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 13-PA16M09 SERIES, 12 SPA. @ 300 = 3600 (TOP)
4. 13-PA16M10 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
5. 2-PA16M11, 2-PA16M12, & 2-PA16M13
6. 2-PA16M14, 2-PA16M15, & 2-PA16M16
7. 4-PA19M06, 3 SPA. @ 300 = 900
8. 4-PA19M07, 3 SPA. @ 300 = 900
9. 12-PA16M02, 11 SPA. @ 450 MAX = 4800
10. 33-PA22M02, 32 SPA. @ 150 = 4800
11. 442-PA13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

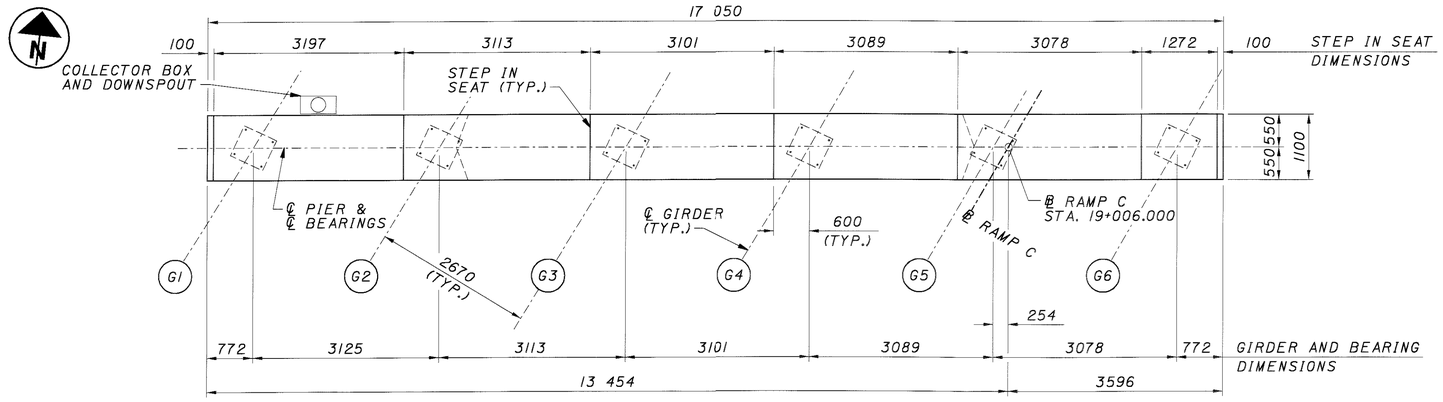
DESIGNED	DRAWN	REVIEWED	DATE
JTC	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		570059	

PIER NO. 1 DETAILS
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

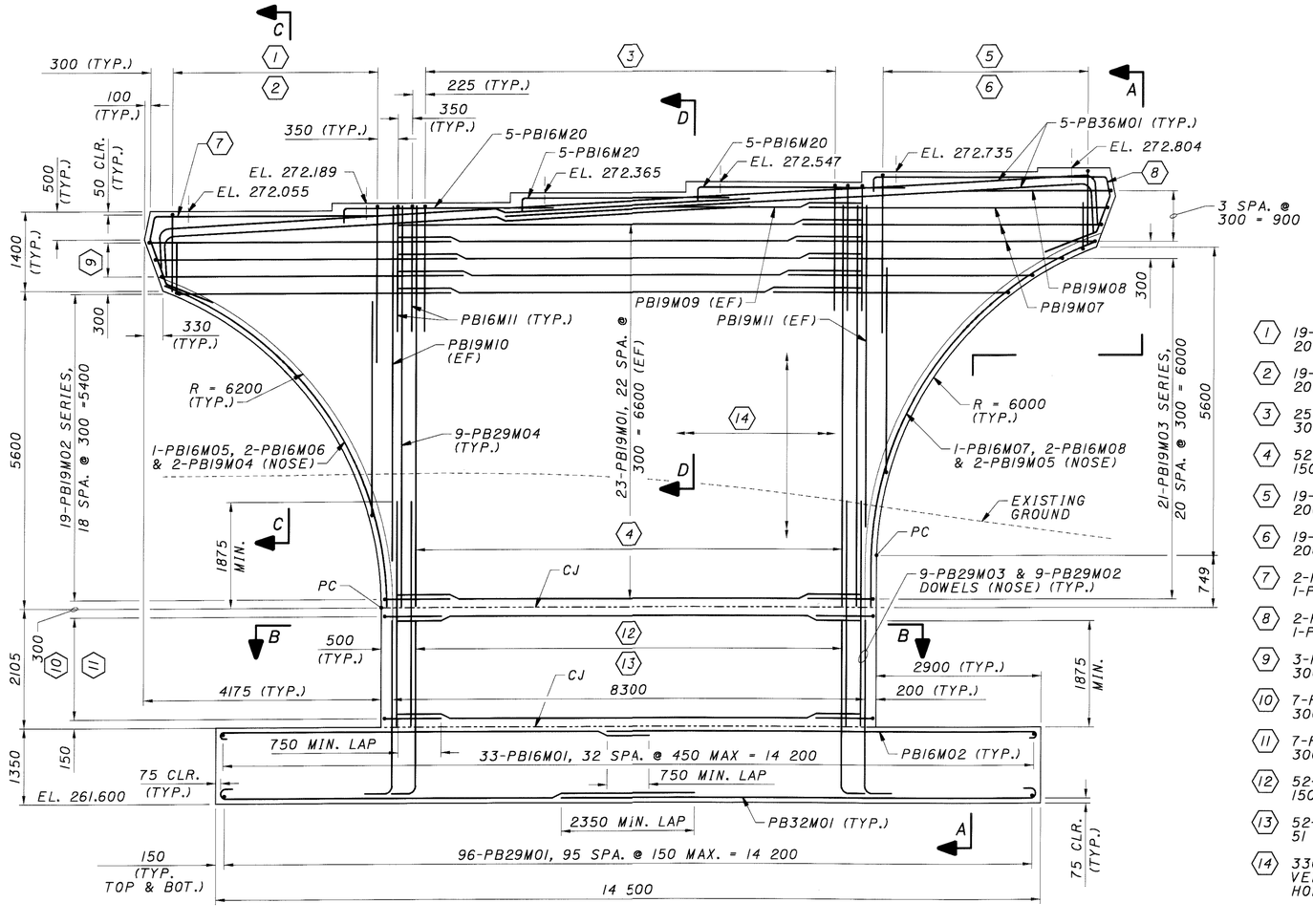
MOT-75-31.842

19/105

915/1080



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
29M BARS	1850 mm
36M BARS	4300 mm

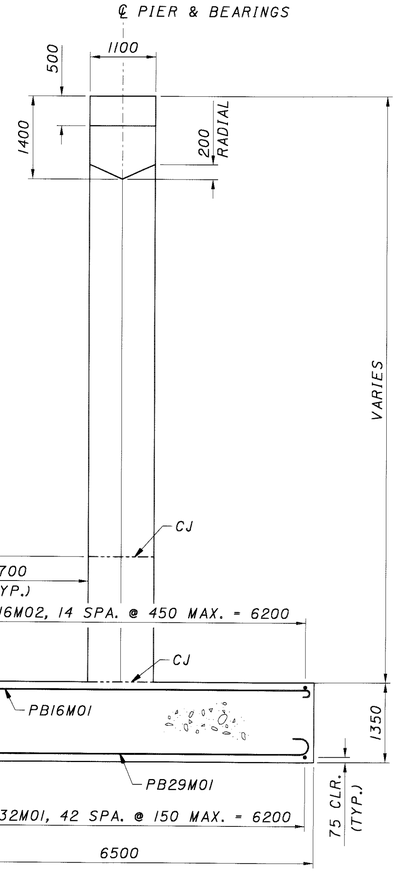
5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE



SECTION A-A

1. 19-PB16M09 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PB16M10 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 25-PB16M11, 24 SPA. @ 300 = 7200
4. 52-PB29M04, 51 SPA. @ 150 = 7650 (EF)
5. 19-PB16M12 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PB16M13 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PB16M14, 2-PB16M15, & 1-PB16M16
8. 2-PB16M17, 2-PB16M18, & 1-PB16M19
9. 3-PB19M06, 2 SPA. @ 300 = 600
10. 7-PB16M03, 6 SPA. @ 300 MAX. = 1803 (TYP.)
11. 7-PB16M04, 6 SPA. @ 300 MAX. = 1800 (EF)
12. 52-PB29M03, 51 SPA. @ 150 = 7650 (EF)
13. 52-PB29M02 DOWELS, 51 SPA @ 150 = 7650 (EF)
14. 330-PB13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING

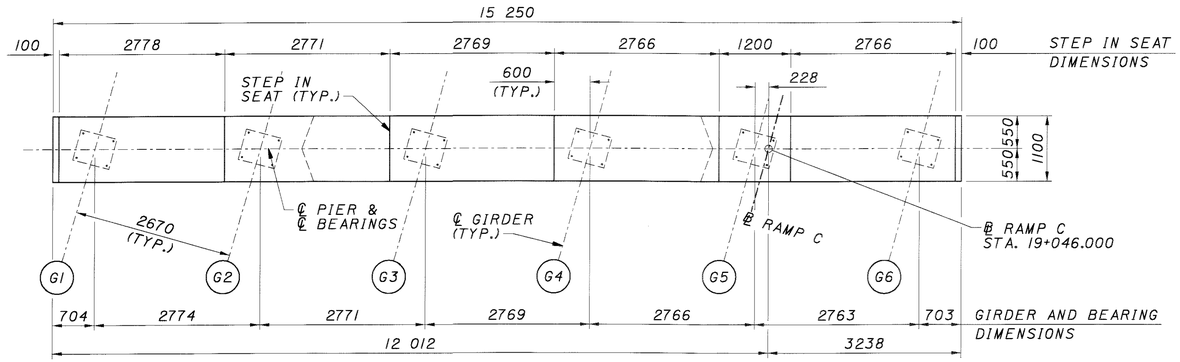
DESIGN AGENCY
CH2MHILL
DAYTON CENTRE - SUITE 100
ONE CORPORATE WOODS DRIVE
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

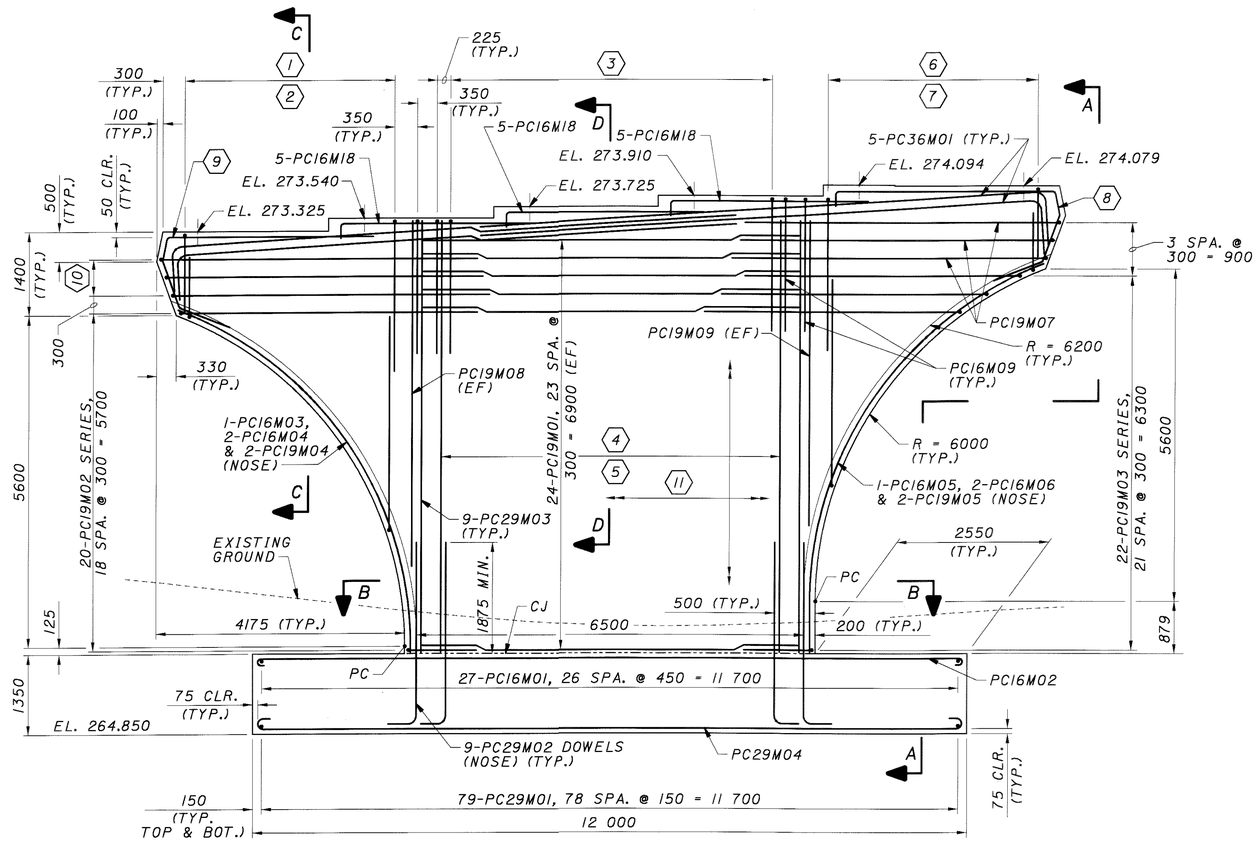
PIER NO. 2 DETAILS

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
29M BARS	1850 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

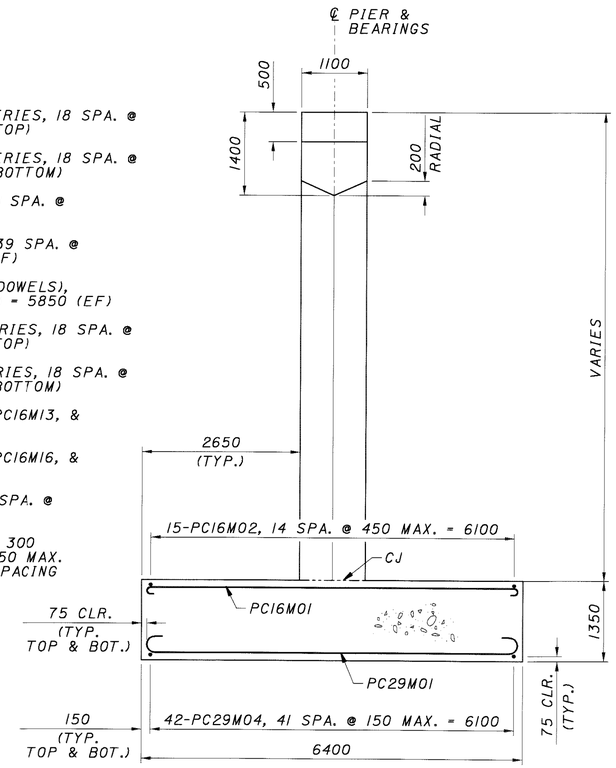
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 19-PC16M07 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PC16M08 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PC16M09, 18 SPA. @ 300 = 5400
4. 40-PC29M03, 39 SPA. @ 150 = 5850 (EF)
5. 40-PC29M02 (DOWELS), 39 SPA. @ 150 = 5850 (EF)
6. 19-PC16M10 SERIES, 18 SPA. @ 200 = 3600 (TOP)
7. 19-PC16M11 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
8. 2-PC16M12, 2-PC16M13, & 1-PC16M14
9. 2-PC16M15, 2-PC16M16, & 1-PC16M17
10. 3-PC19M06, 2 SPA. @ 300 = 600
11. 216-PC13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



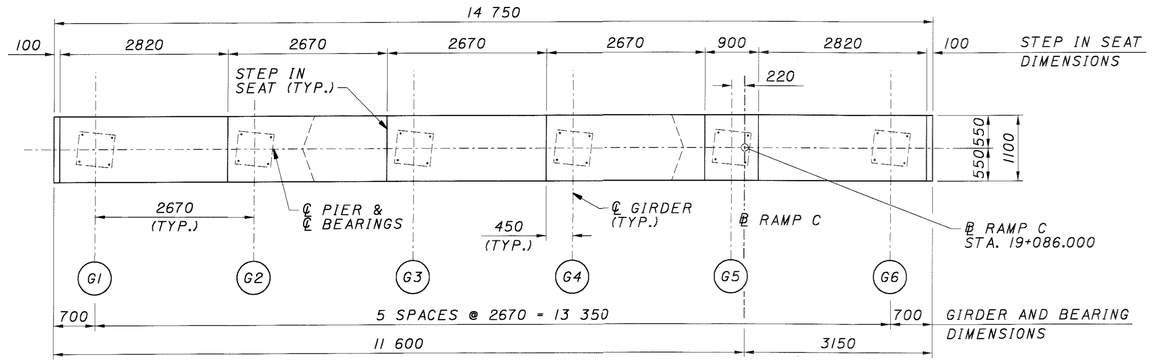
SECTION A-A

DESIGN AGENCY
CH2MHILL
DAYTON CENTRE, SUITE 1100
ONE DAYTON CENTRE
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		570059	

PIER NO. 3 DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
25M BARS	1500 mm
36M BARS	4300 mm

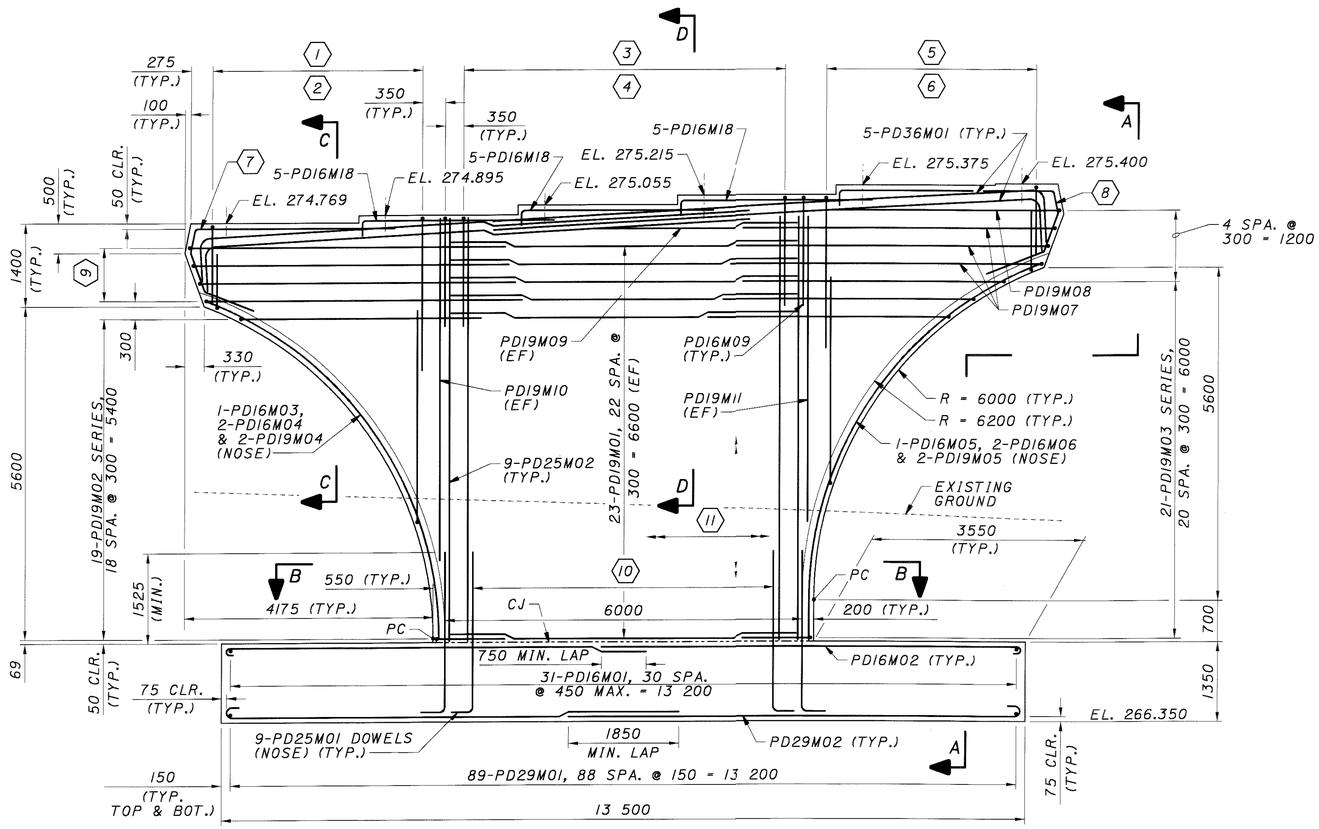
5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

(GX) - DENOTES GIRDER NUMBER

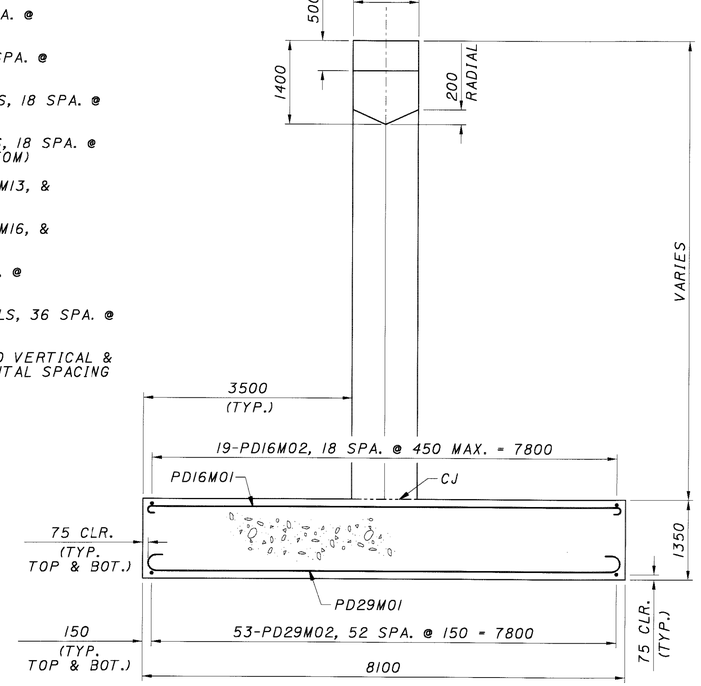
- DENOTES BEARING

- DENOTES EXISTING GROUND LINE



ELEVATION

1. 19-PD16M07 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PD16M08 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PD16M09, 18 SPA. @ 300 = 5400
4. 37-PD25M02, 36 SPA. @ 150 = 5400 (EF)
5. 19-PD16M10 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PD16M11 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PD16M12, 2-PD16M13, & 1-PD16M14
8. 2-PD16M15, 2-PD16M16, & 1-PD16M17
9. 4-PD19M06, 3 SPA. @ 300 = 900
10. 37-PD25M01 DOWELS, 36 SPA. @ 150 = 5400 (EF)
11. 184-PD13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

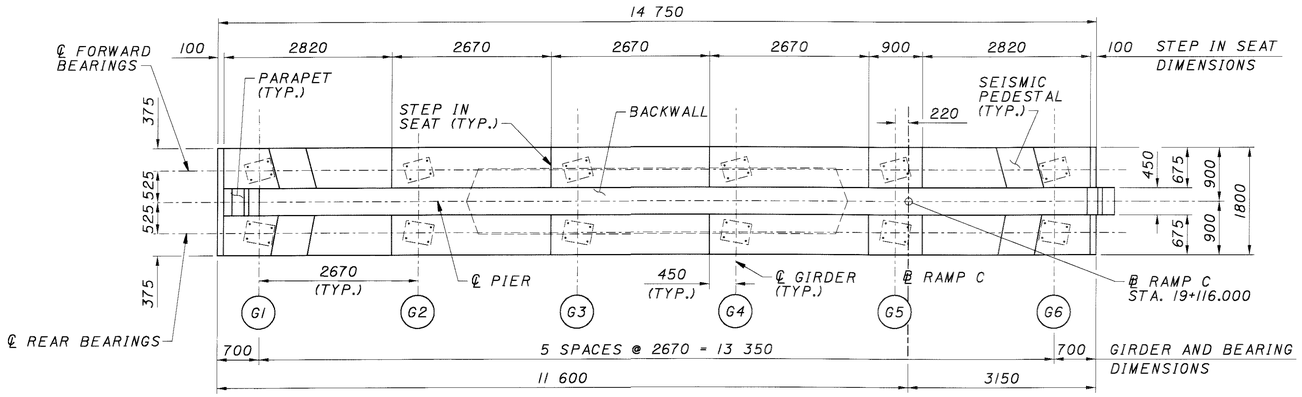
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		570059	

PIER NO. 4 DETAILS

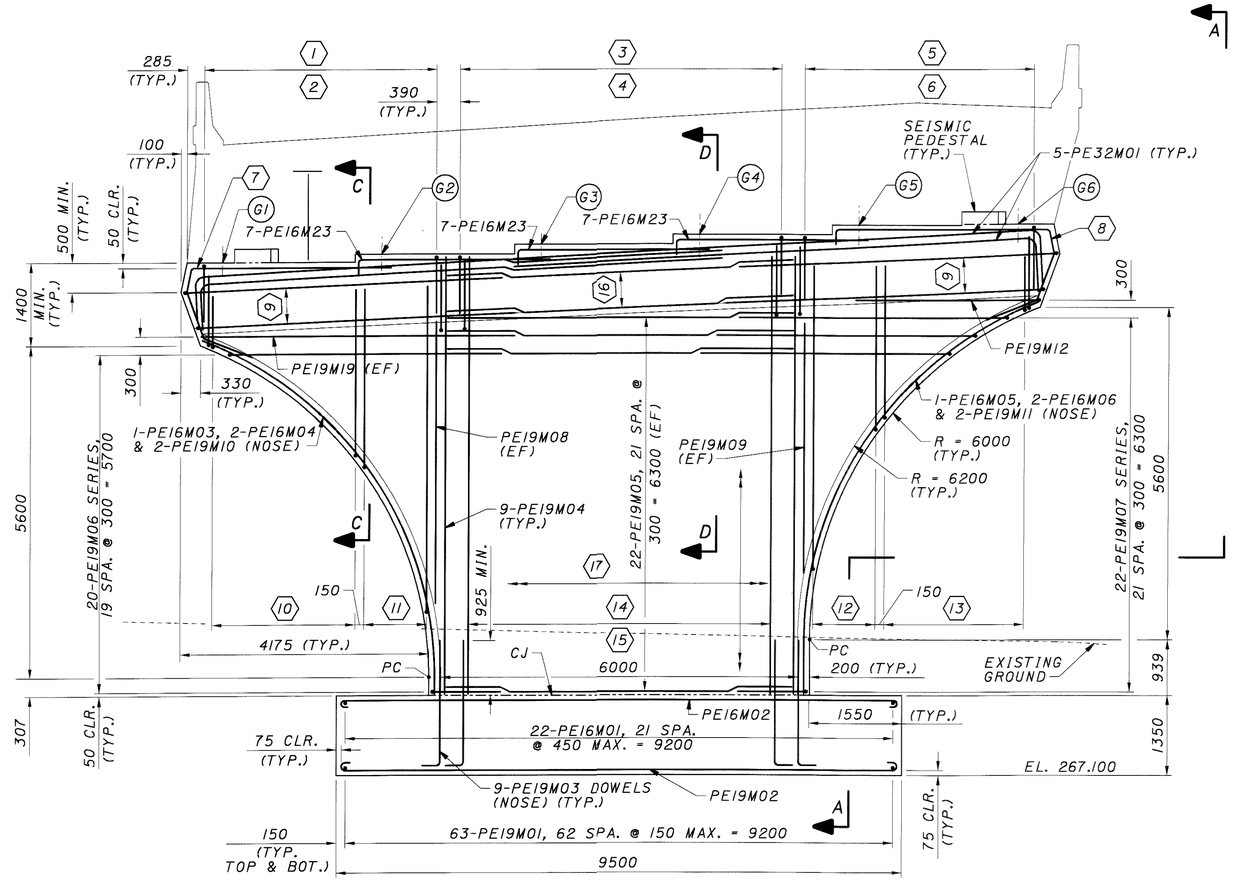
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



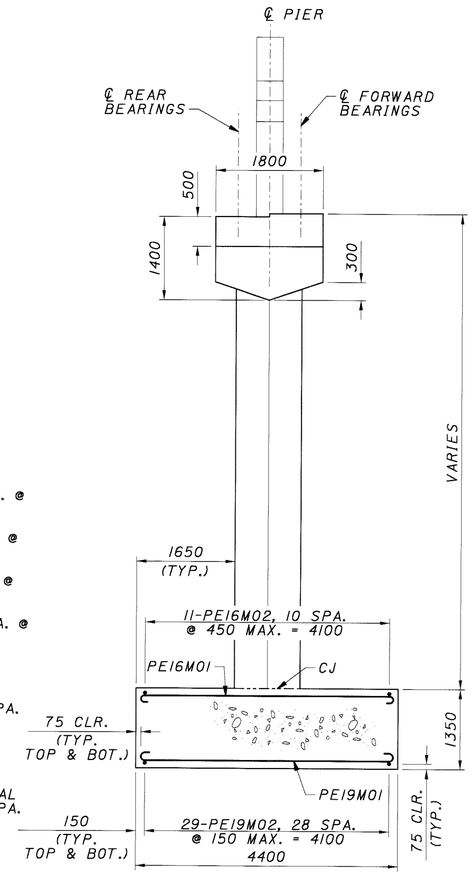
PLAN

BEARING SEAT ELEVATIONS						
GIRDER / SEAT	G1	G2	G3	G4	G5	G6
FORWARD	275.803	275.944	276.104	276.264	276.424	276.433
REAR	275.757	275.890	276.051	276.211	276.372	276.389



ELEVATION

1. 27-PE16M07, 26 SPA. @ 150 = 3900 (TOP)
2. 27-PE16M08, 26 SPA. @ 150 = 3900 (BOTTOM)
3. 19-PE16M09, 18 SPA. @ 300 = 5400 (TOP)
4. 19-PE16M10, 18 SPA. @ 300 = 5400 (BOTTOM)
5. 27-PE16M11, 26 SPA. @ 150 = 3900 (TOP)
6. 27-PE16M12, 26 SPA. @ 150 = 3900 (BOTTOM)
7. 2-PE16M13, 4-PE16M14, & 1-PE16M15
8. 2-PE16M16, 4-PE16M17, & 1-PE16M18
9. 3-PE19M13, 2 SPA. @ 300 = 600
10. 17-PE16M19 SERIES, 16 SPA. @ 150 = 2400
11. 8-PE16M20 SERIES, 7 SPA. @ 150 = 1050
12. 8-PE16M21 SERIES, 7 SPA. @ 150 = 1050
13. 17-PE16M22 SERIES, 16 SPA. @ 150 = 2400
14. 37-PE19M04, 36 SPA. @ 150 = 5400 (EF)
15. 37-PE19M03 DOWELS, 36 SPA. @ 150 = 5400 (EF)
16. 3-PE19M05, 2 SPA. @ 300 = 600 (EF)
17. 176-PE13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPA.



SECTION A-A

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. FOR BACKWALL AND PARAPET REINFORCING DETAILS, SEE SHEET 45.
5. REINFORCING STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
32M BARS	3500 mm

6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 44.
7. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
8. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

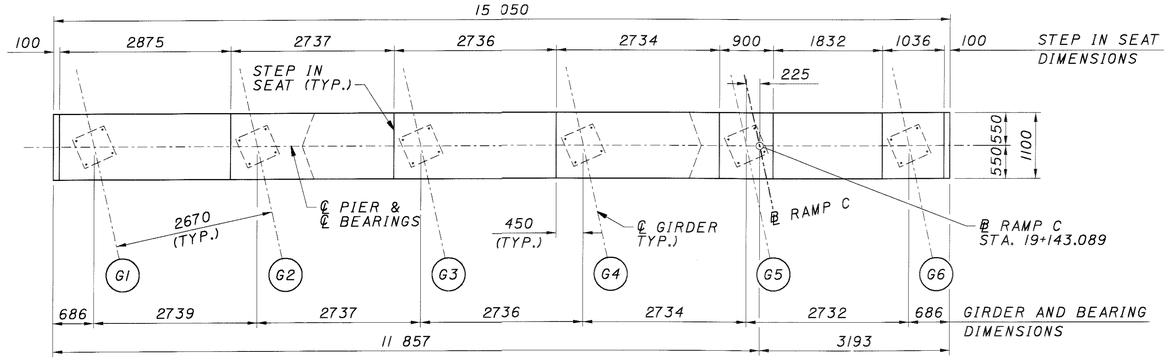
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE T100
ONE SOUTH MAIN STREET
DAYTON, OH. 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

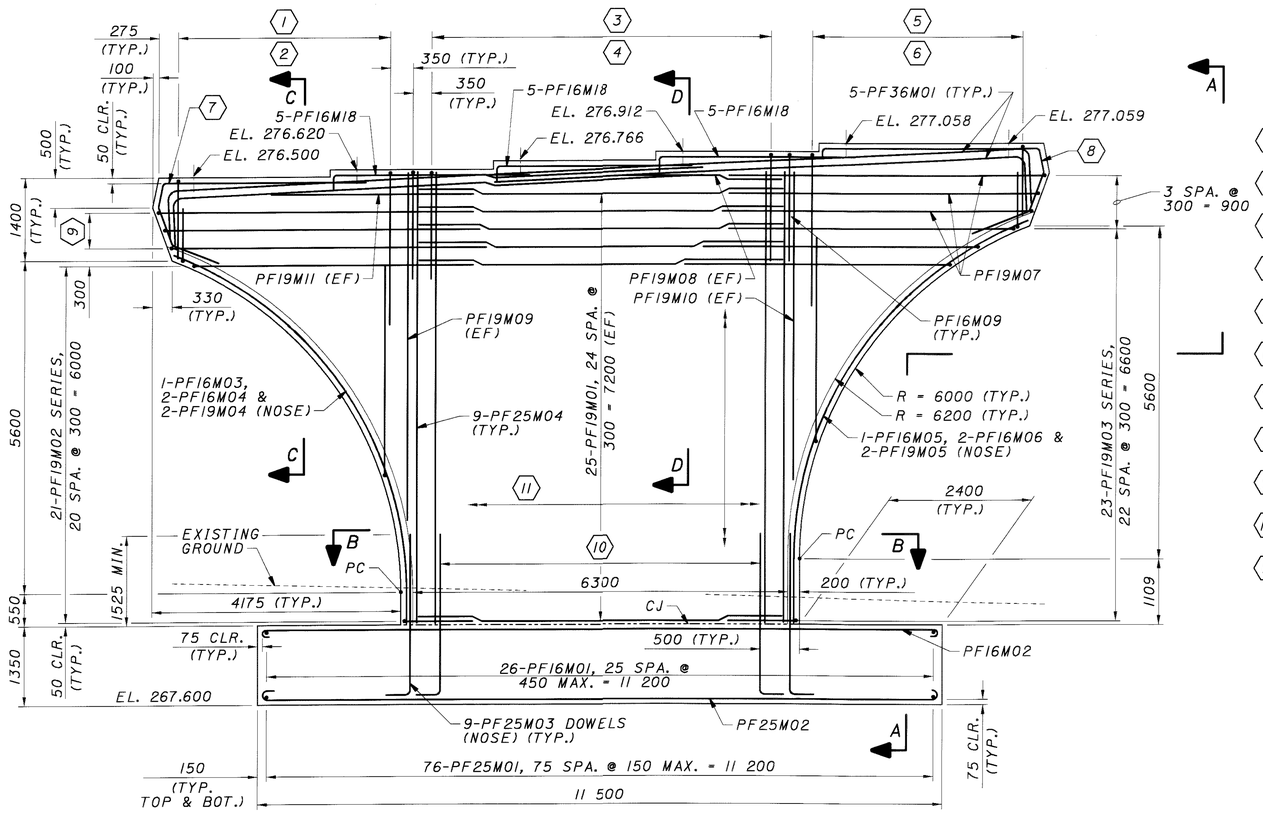
PIER NO. 5 DETAILS

BRIDGE NO. MOT-75-3272.21
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
25M BARS	1500 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

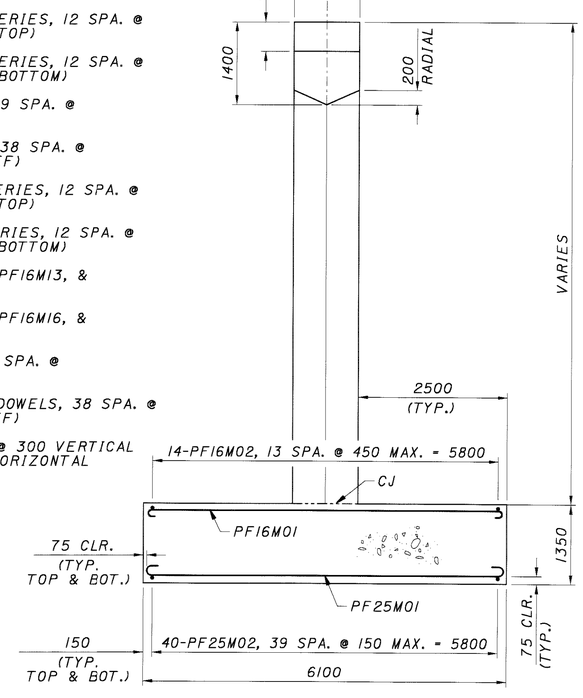
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 13-PF16M07 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PF16M08 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 20-PF16M09, 19 SPA. @ 300 = 5700
4. 39-PF25M04, 38 SPA. @ 150 = 5700 (EF)
5. 13-PF16M10 SERIES, 12 SPA. @ 300 = 3600 (TOP)
6. 13-PF16M11 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
7. 2-PF16M12, 2-PF16M13, & 1-PF16M14
8. 2-PF16M15, 2-PF16M16, & 1-PF16M17
9. 3-PF19M06, 2 SPA. @ 300 = 600
10. 39-PF25M03 DOWELS, 38 SPA. @ 150 = 5700 (EF)
11. 225-PF13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



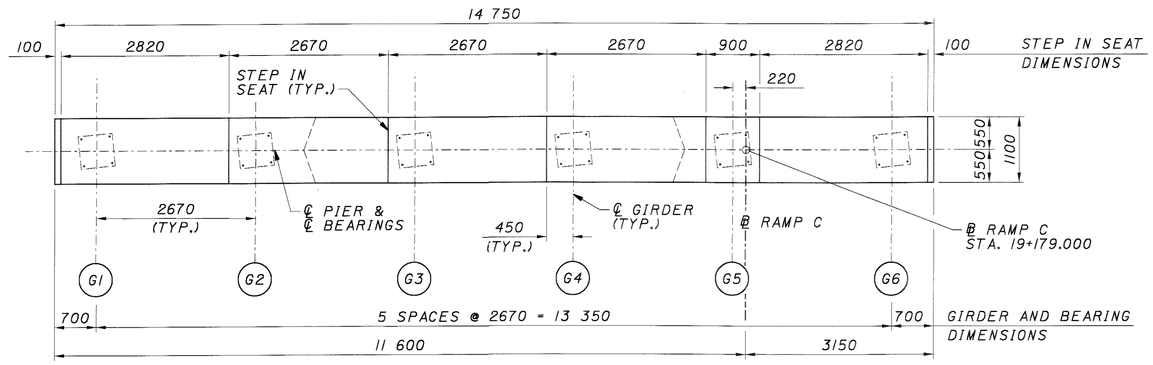
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

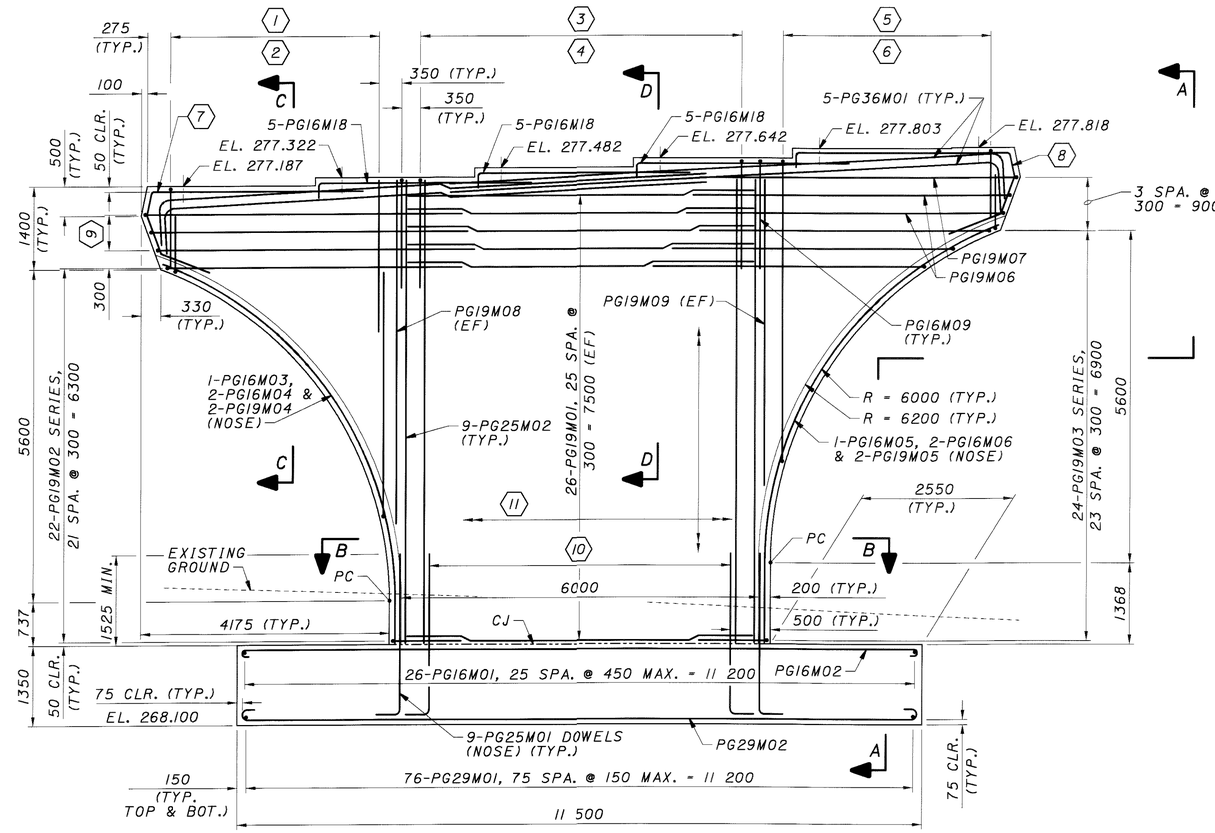
DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 6 DETAILS
BRIDGE NO. MOT-75-3272J
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

1. 19-PG16M07 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PG16M08 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PG16M09, 18 SPA. @ 300 = 5400
4. 37-PG25M02, 36 SPA. @ 150 = 5400 (EF)
5. 19-PG16M10 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PG16M11 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PG16M12, 2-PG16M13, & 1-PG16M14
8. 2-PG16M15, 2-PG16M16, & 1-PG16M17
9. 3-PG19M06, 2 SPA. @ 300 = 600
10. 37-PG25M01 DOWELS, 36 SPA. @ 150 = 5400 (EF)
11. 208-PG13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
25M BARS	1500 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

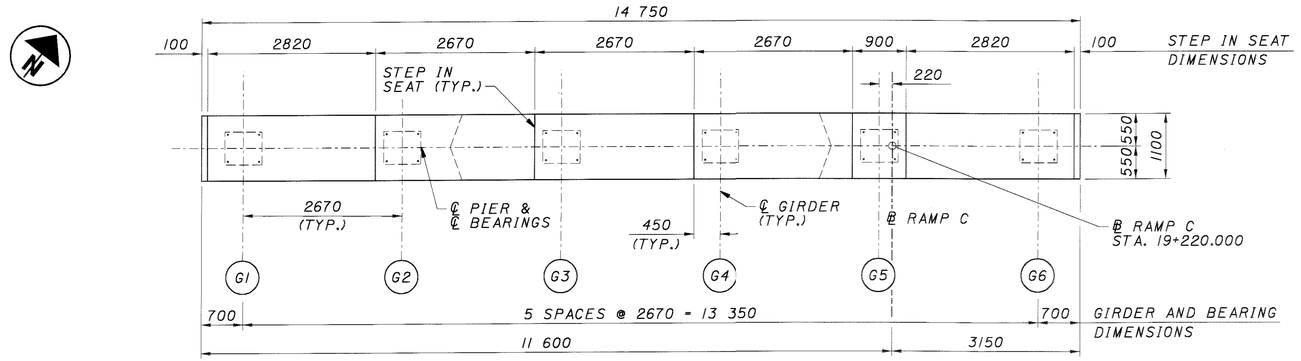
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1823

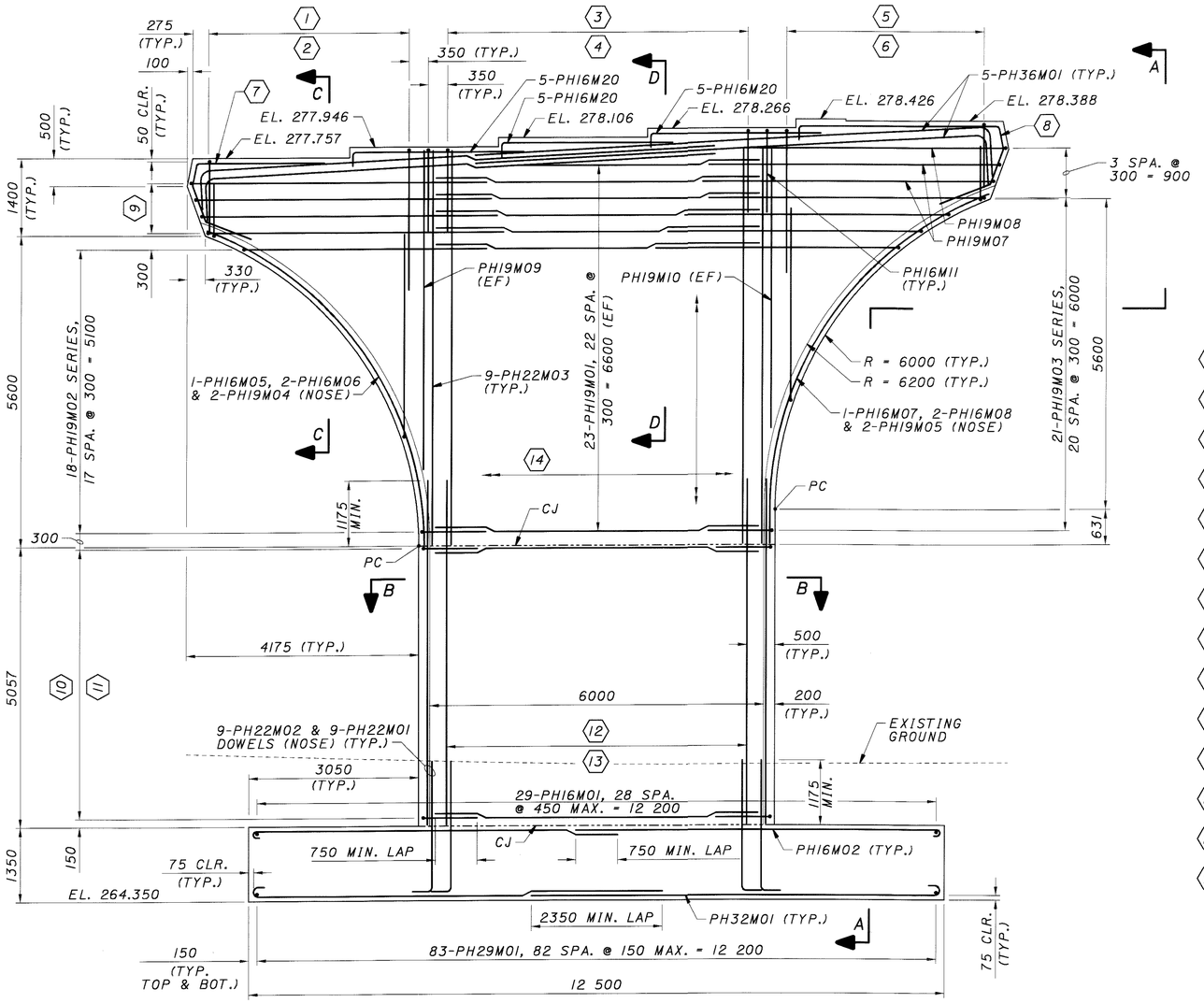
DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

PIER NO. 7 DETAILS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
22M BARS	1150 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

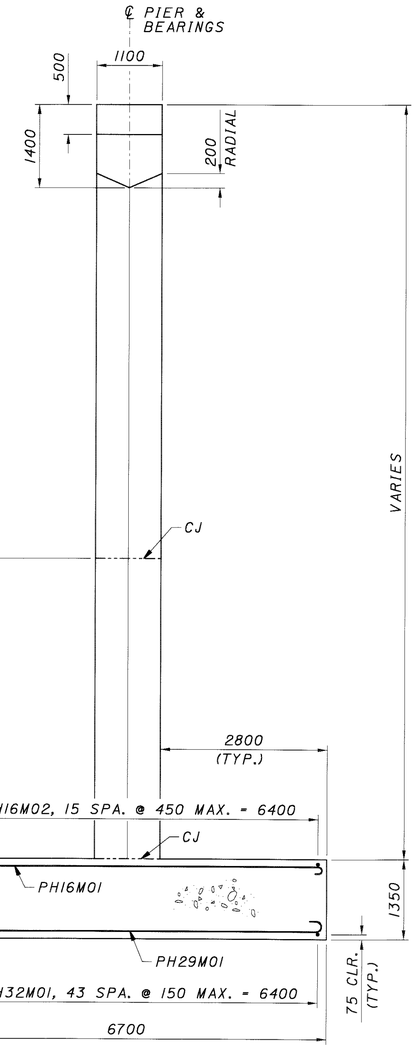
LEGEND:

(GX) - DENOTES GIRDER NUMBER

▭ - DENOTES BEARING

⟋ - DENOTES EXISTING GROUND LINE

1. 19-PH16M09 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PH16M10 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PH16M11, 18 SPA. @ 300 = 5400
4. 37-PH22M03, 36 SPA. @ 150 = 5400 (EF)
5. 19-PH16M12 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PH16M13 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PH16M14, 2-PH16M15, & 1-PH16M16
8. 2-PH16M17, 2-PH16M18, & 1-PH16M19
9. 4-PH19M06, 3 SPA. @ 300 = 900
10. 18-PH16M03, 17 SPA. @ 300 MAX. = 4857 (TYP.)
11. 18-PH16M04, 17 SPA. @ 300 MAX. = 4857 (EF)
12. 37-PH22M02, 36 SPA. @ 150 = 5400 (EF)
13. 37-PH22M01 DOWELS, 36 SPA @ 150 = 5400 (EF)
14. 328-PH13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



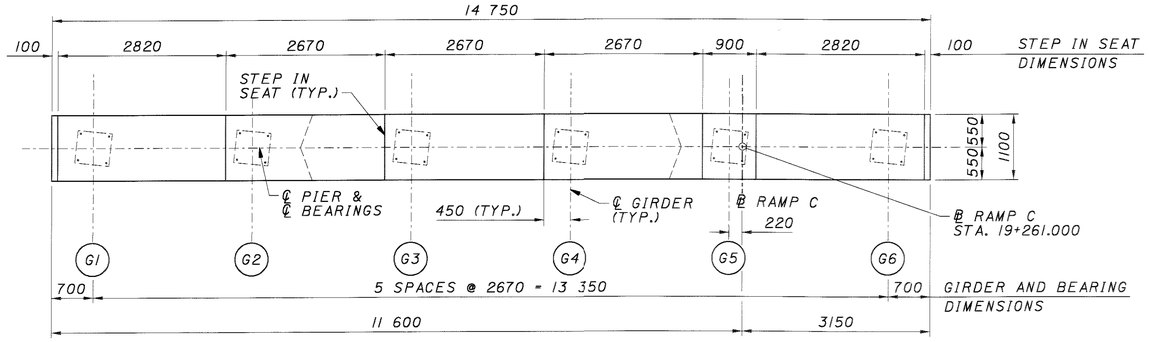
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

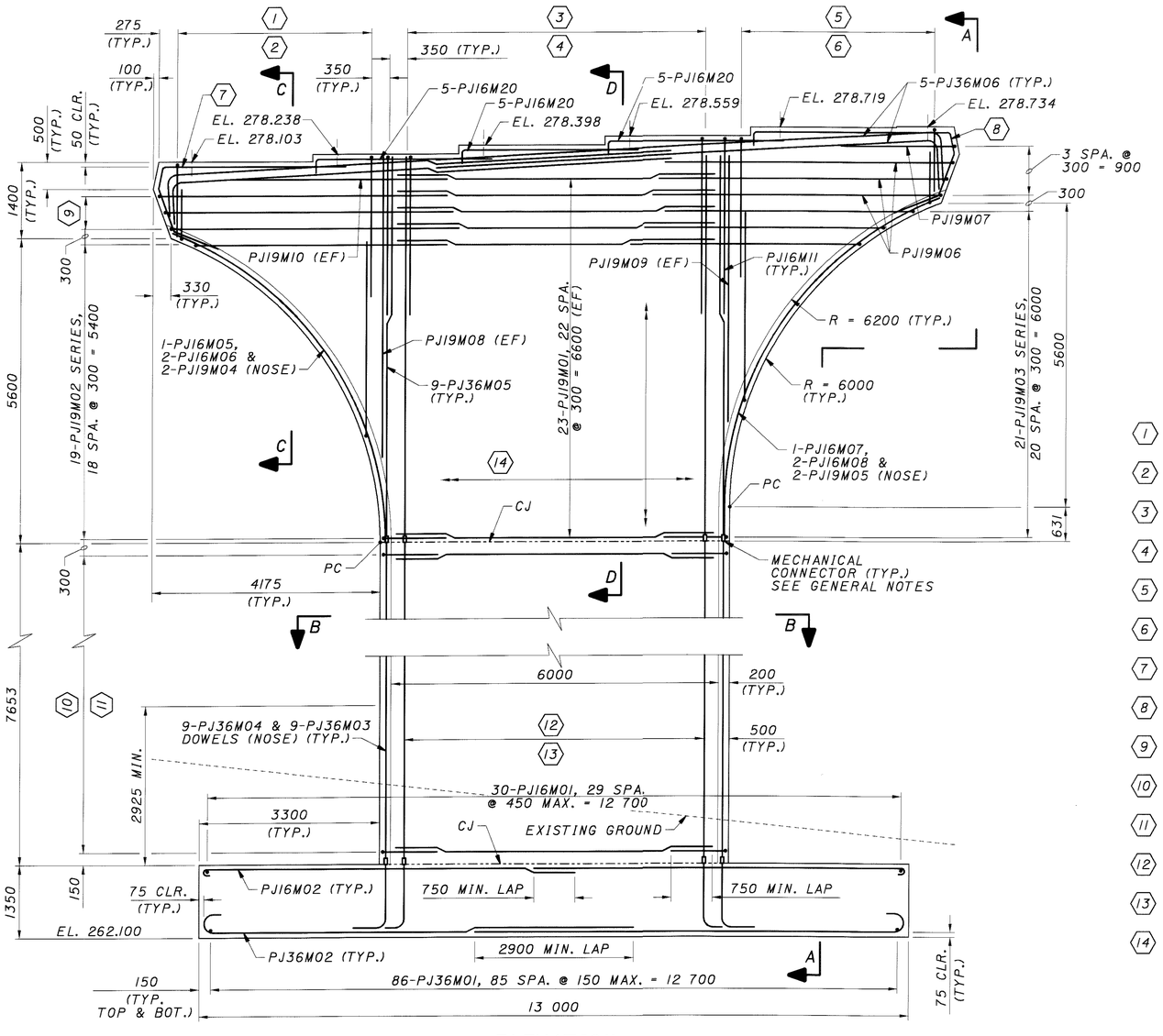
DESIGNED	DRAWN	REVIEWED	DATE
JTC	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 8 DETAILS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
36M BARS	4300 mm

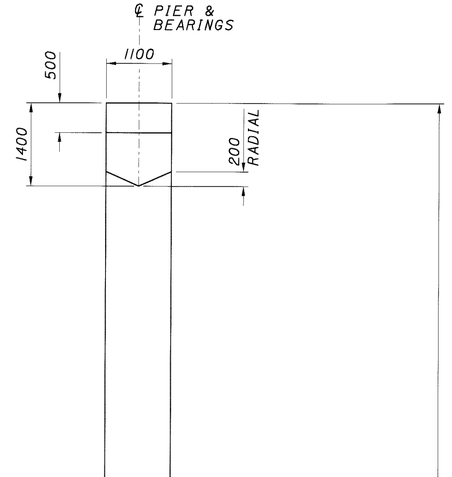
5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

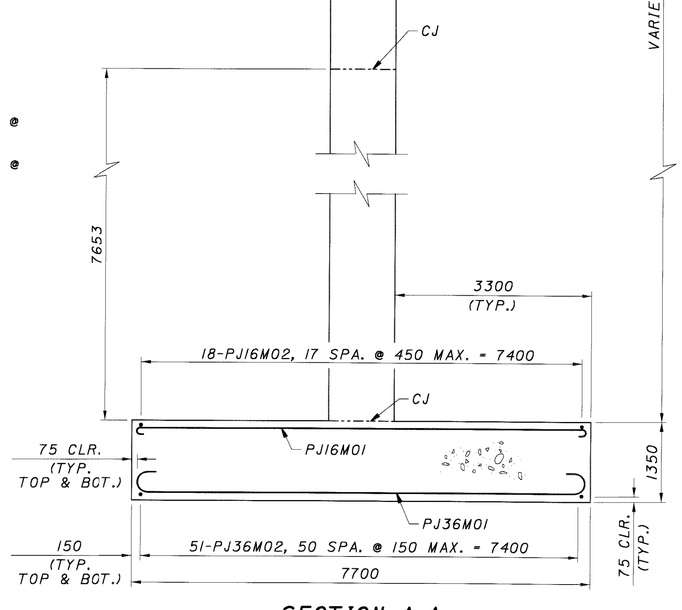
(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE



1. 19-PJ16M09 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PJ16M10 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PJ16M11, 18 SPA. @ 300 = 5400
4. 51-PJ36M05, 50 SPA. @ 110 = 5500 (EF)
5. 19-PJ16M12 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PJ16M13 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PJ16M14, 2-PJ16M15, & 1-PJ16M16
8. 2-PJ16M17, 2-PJ16M18, & 1-PJ16M19
9. 3-PJ19M06, 2 SPA. @ 300 = 600
10. 26-PJ16M03, 25 SPA. @ 300 MAX. = 7275 (TYP.)
11. 26-PJ16M04, 25 SPA. @ 300 MAX. = 7275 (EF)
12. 51-PJ36M04, 50 SPA. @ 110 = 5500 (EF)
13. 51-PJ36M03 DOWELS, 50 SPA @ 110 = 5500 (EF)
14. 392-PJ13M01 @ 300 MAX. VERTICAL & 660 MAX. HORIZONTAL SPACING



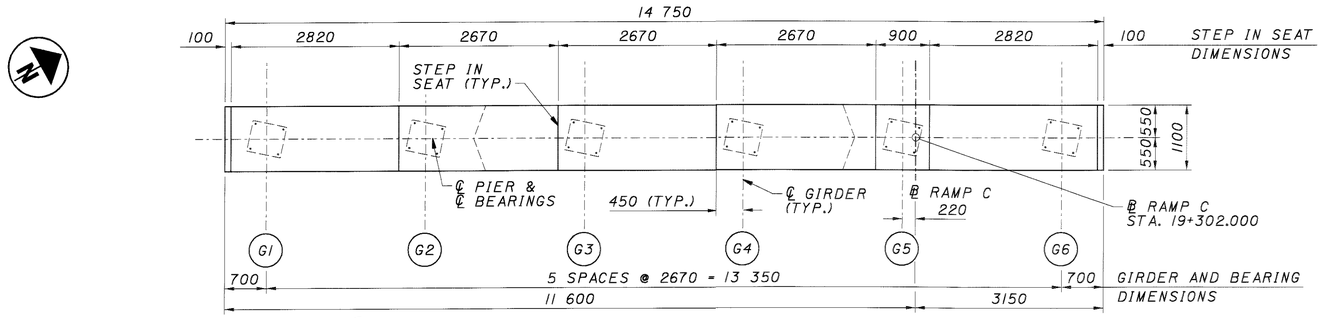
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

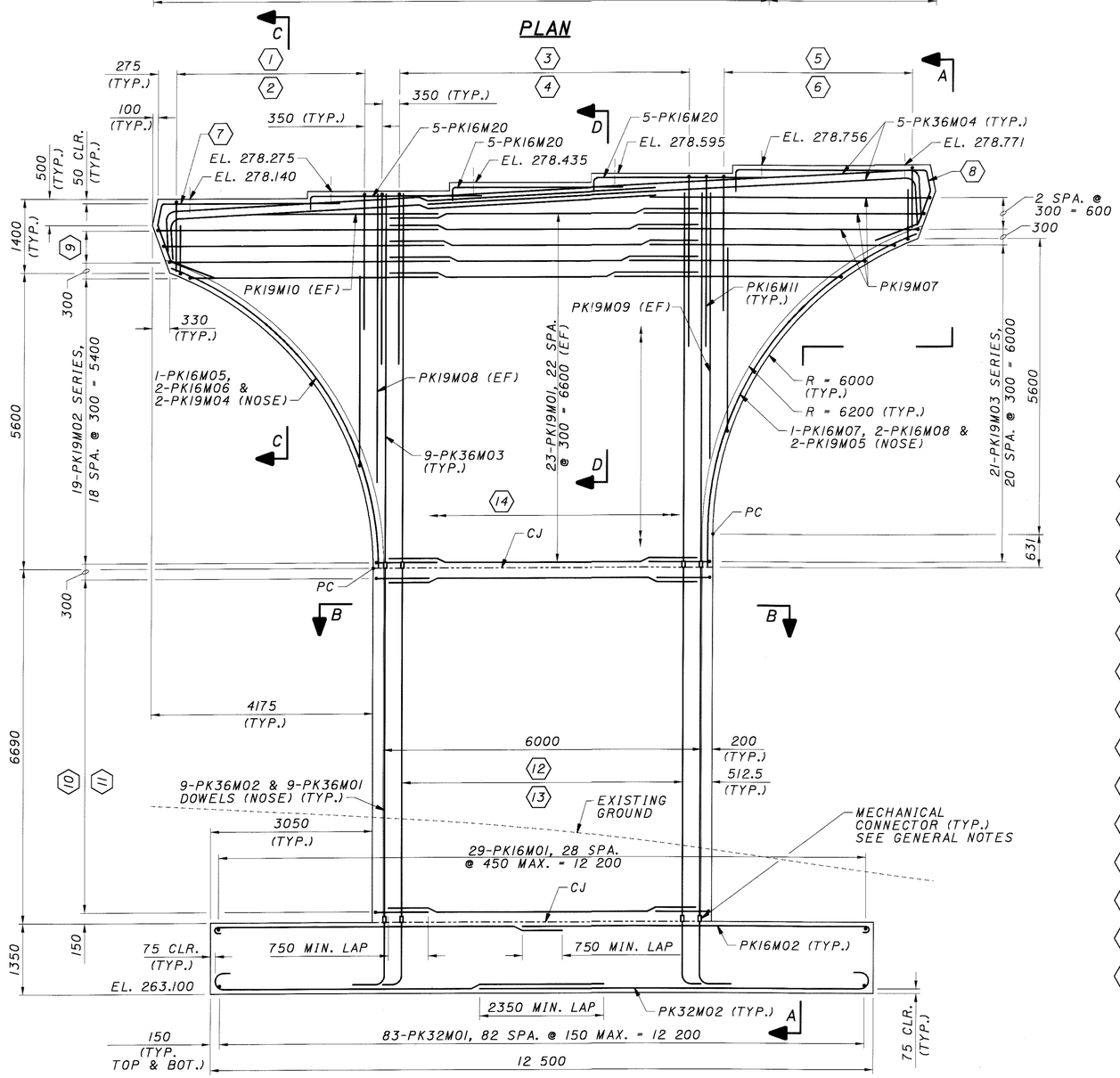
DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 9 DETAILS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

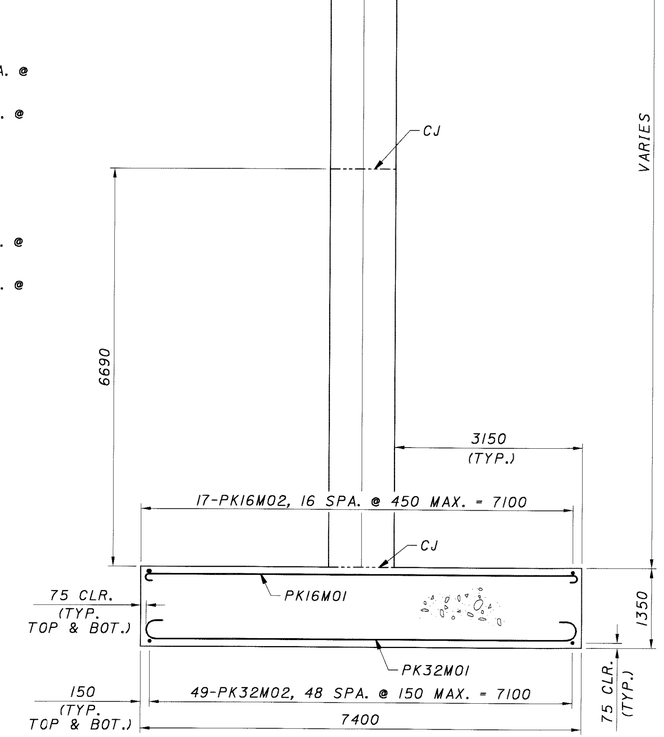
LEGEND:

(GX) - DENOTES GIRDER NUMBER

▭ - DENOTES BEARING

⟋ - DENOTES EXISTING GROUND LINE

1. 19-PK16M09 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PK16M10 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PK16M11, 18 SPA. @ 300 = 5400
4. 44-PK36M03, 43 SPA. @ 125 = 5375 (EF)
5. 19-PK16M12 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PK16M13 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PK16M14, 2-PK16M15, & 1-PK16M16
8. 2-PK16M17, 2-PK16M18, & 1-PK16M19
9. 3-PK19M06, 2 SPA. @ 300 = 600
10. 23-PK16M03, 22 SPA. @ 300 MAX. = 6345 (TYP.)
11. 23-PK16M04, 22 SPA. @ 300 MAX. = 6345 (EF)
12. 44-PK36M02, 43 SPA. @ 125 = 5375 (EF)
13. 44-PK36M01 DOWELS, 43 SPA @ 125 = 5375 (EF)
14. 414-PK13M01 @ 300 MAX. VERTICAL & 625 MAX. HORIZONTAL SPACING



SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

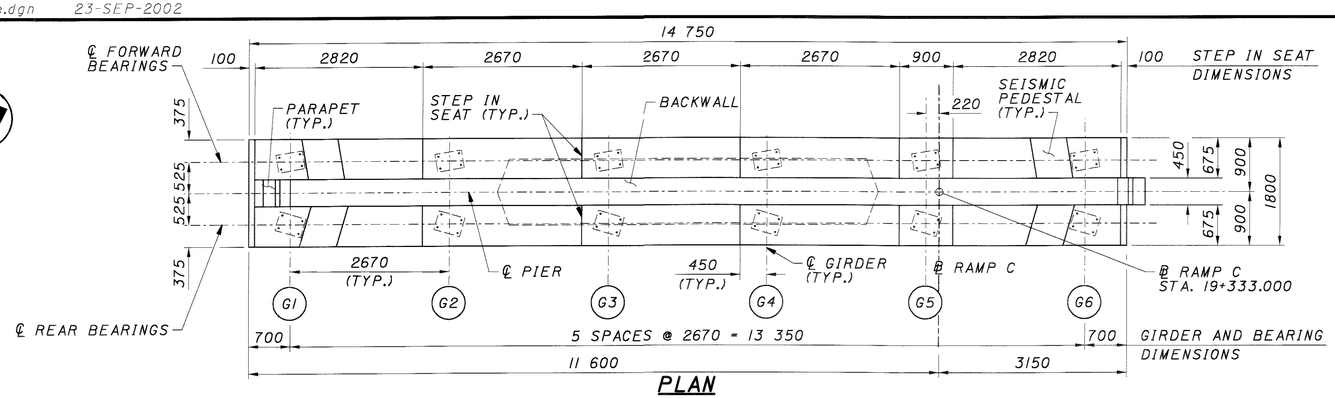
DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 10 DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

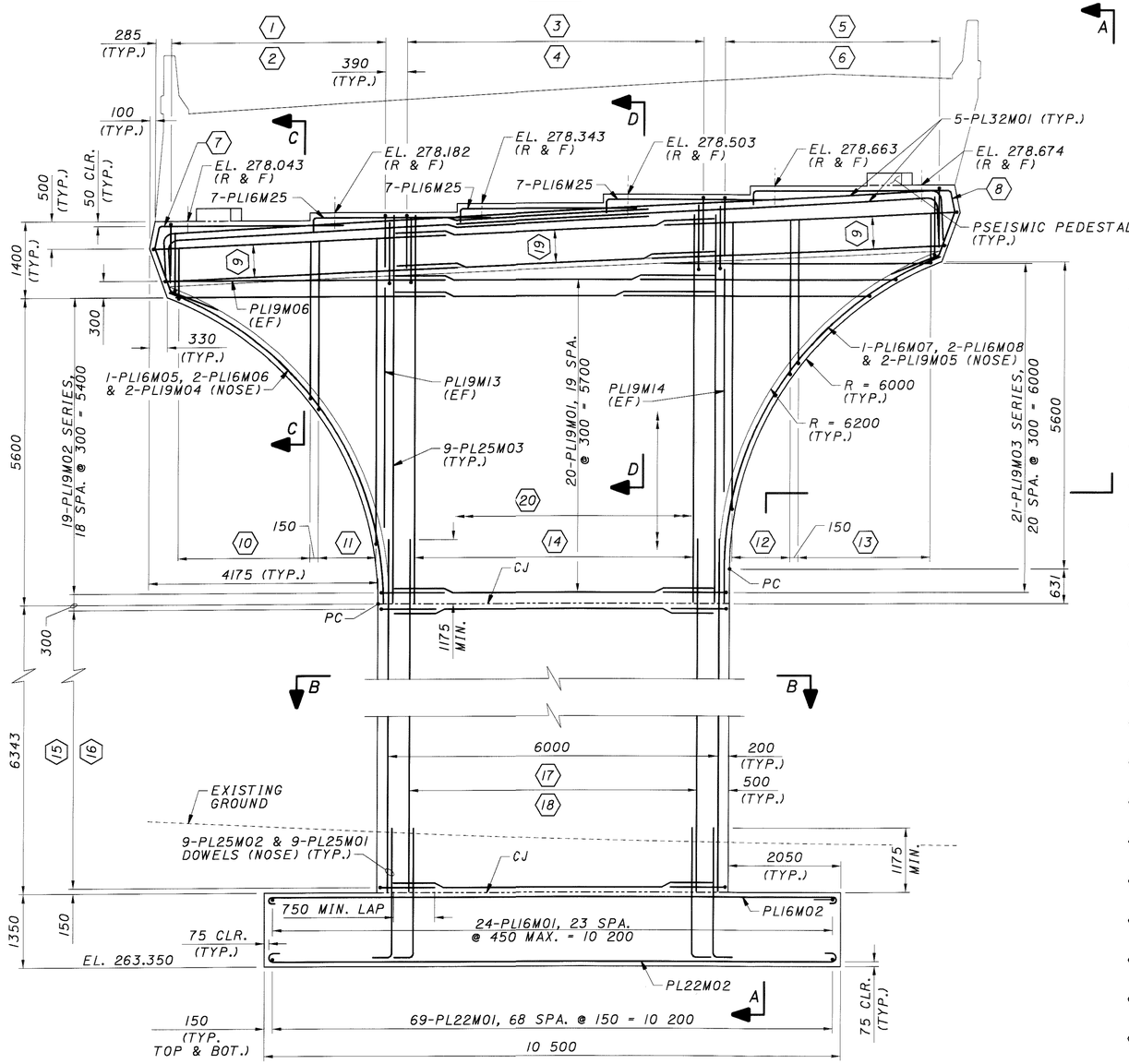
MOT-75-31.842

28/105

924/1080



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. FOR BACKWALL AND PARAPET REINFORCING DETAILS, SEE SHEET 45.
5. REINFORCING STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
22M BARS	1150 mm
32M BARS	3500 mm

6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 44.
7. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
8. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

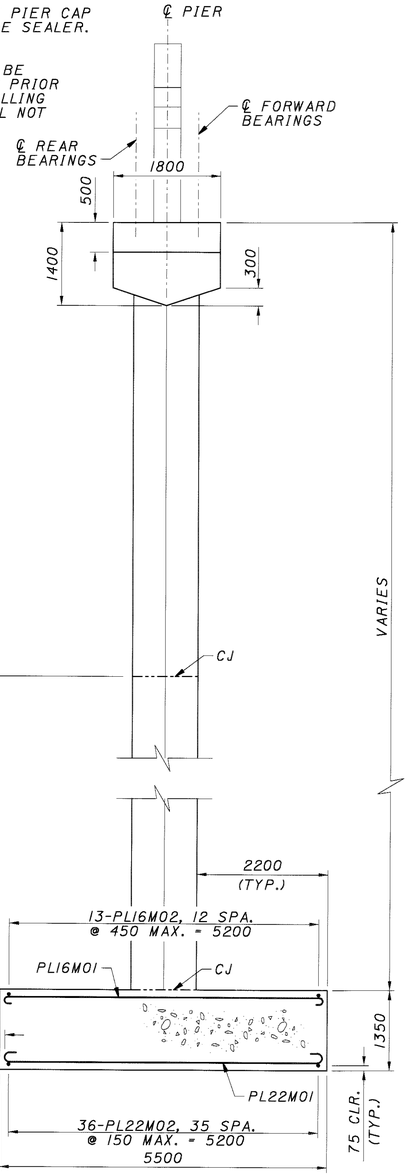
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 27-PLI6M09, 26 SPA. @ 150 = 3900 (TOP)
2. 27-PLI6M10, 26 SPA. @ 150 = 3900 (BOTTOM)
3. 19-PLI6M11, 18 SPA. @ 300 = 5400 (TOP)
4. 19-PLI6M12, 18 SPA. @ 300 = 5400 (BOTTOM)
5. 27-PLI6M13, 26 SPA. @ 150 = 3900 (TOP)
6. 27-PLI6M14, 26 SPA. @ 150 = 3900 (BOTTOM)
7. 2-PLI6M15, 4-PLI6M16, & 1-PLI6M17
8. 2-PLI6M18, 4-PLI6M19, & 1-PLI6M20
9. 3-PLI9M07, 2 SPA. @ 300 = 600
10. 17-PLI6M21 SERIES, 16 SPA. @ 150 = 2400
11. 8-PLI6M22 SERIES, 7 SPA. @ 150 = 1050
12. 8-PLI6M23 SERIES, 7 SPA. @ 150 = 1050
13. 17-PLI6M24 SERIES, 16 SPA. @ 150 = 2400
14. 37-PL25M03, 36 SPA. @ 150 = 5400 (EF)
15. 22-PLI6M03, 21 SPA. @ 300 MAX. = 6097 (TYP.)
16. 22-PLI6M04, 21 SPA. @ 300 MAX. = 6097 (EF)
17. 37-PL25M02, 36 SPA. @ 150 = 5400 (EF)
18. 37-PL25M01 DOWELS, 36 SPA. @ 150 = 5400 (EF)
19. 3-PLI9M01, 2 SPA. @ 300 = 600 (EF)
20. 336-PLI3M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVIEWED MAM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

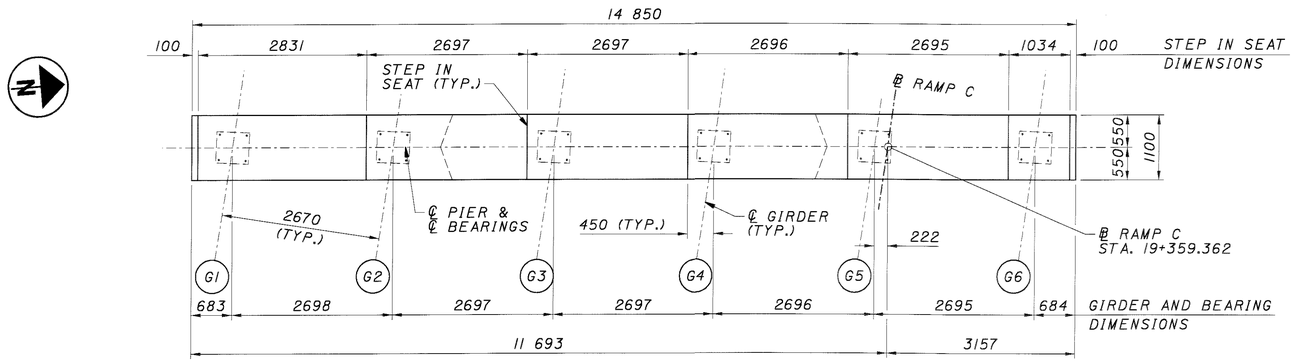
PIER NO. 11 DETAILS

BRIDGE NO. MOT-75-3272 |
RAMP C OVER I-70/I-75 INTERCHANGE

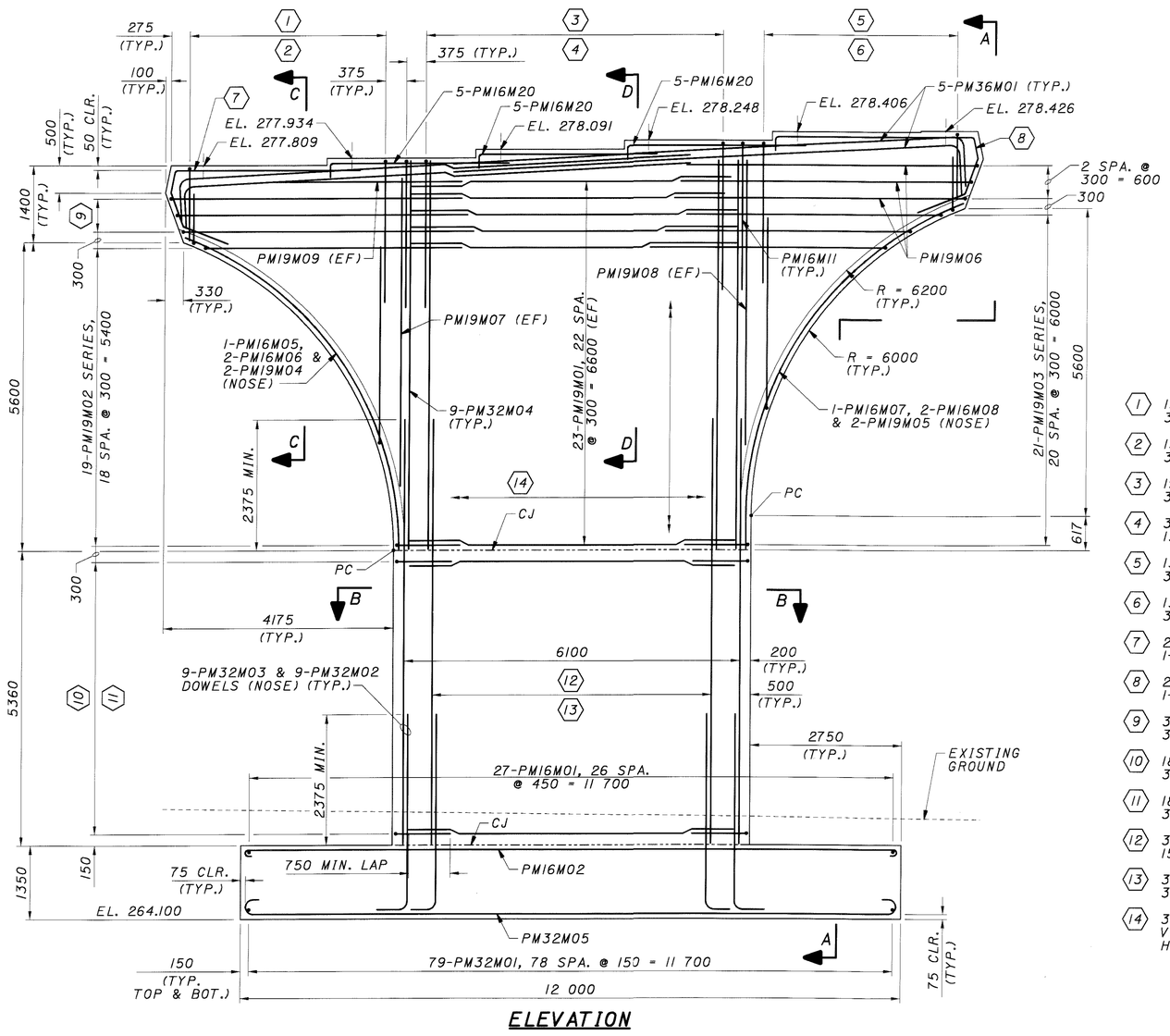
MOT-75-31.842

29/105

925/1080



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
32M BARS	2350 mm
36M BARS	4300 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

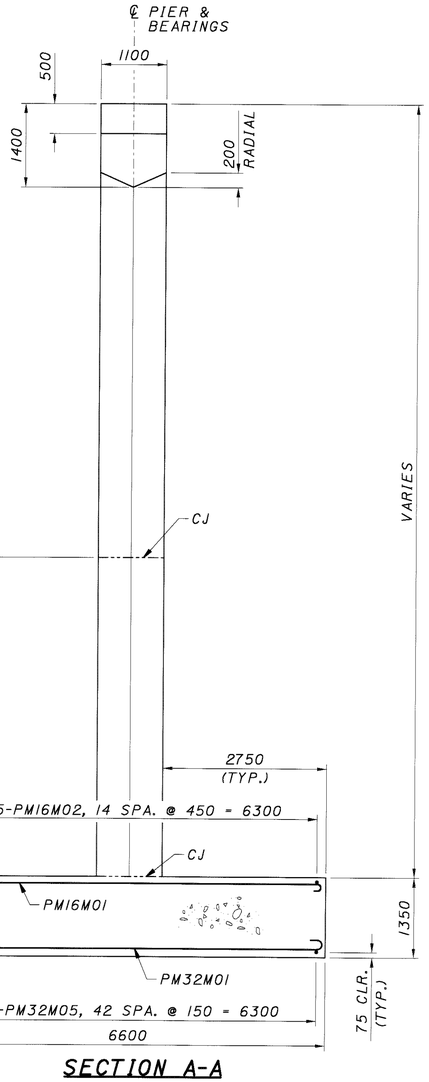
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 13-PM16M09 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PM16M10 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 19-PM16M11, 18 SPA. @ 300 = 5400
4. 37-PM32M04, 36 SPA. @ 150 = 5400 (EF)
5. 13-PM16M12 SERIES, 12 SPA. @ 300 = 3600 (TOP)
6. 13-PM16M13 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
7. 2-PM16M14, 2-PM16M15, & 1-PM16M16
8. 2-PM16M17, 2-PM16M18, & 1-PM16M19
9. 3-PM19M06, 2 SPA. @ 300 = 600
10. 18-PM16M03, 17 SPA. @ 300 MAX. = 5005 (TYP.)
11. 18-PM16M04, 17 SPA. @ 300 MAX. = 5005 (EF)
12. 37-PM32M03, 36 SPA. @ 150 = 5400 (EF)
13. 37-PM32M02 DOWELS, 36 SPA @ 150 = 5400 (EF)
14. 369-PM13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



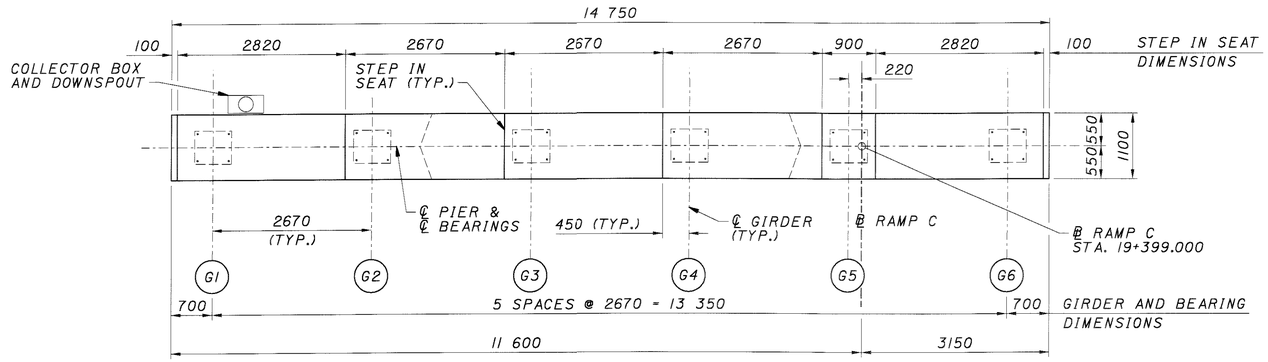
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1628

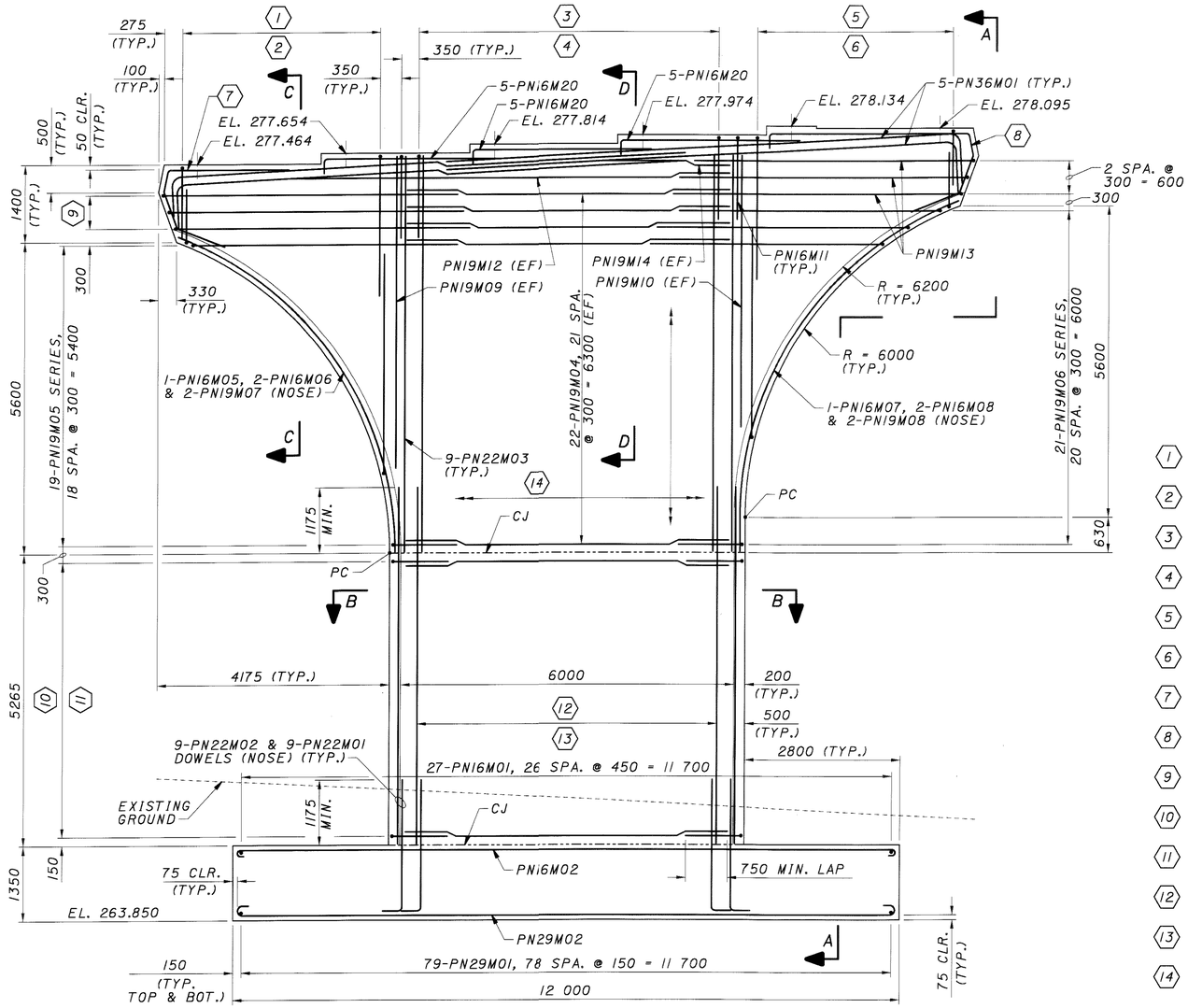
DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

PIER NO. 12 DETAILS
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
22M BARS	1150 mm
36M BARS	4300 mm

5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

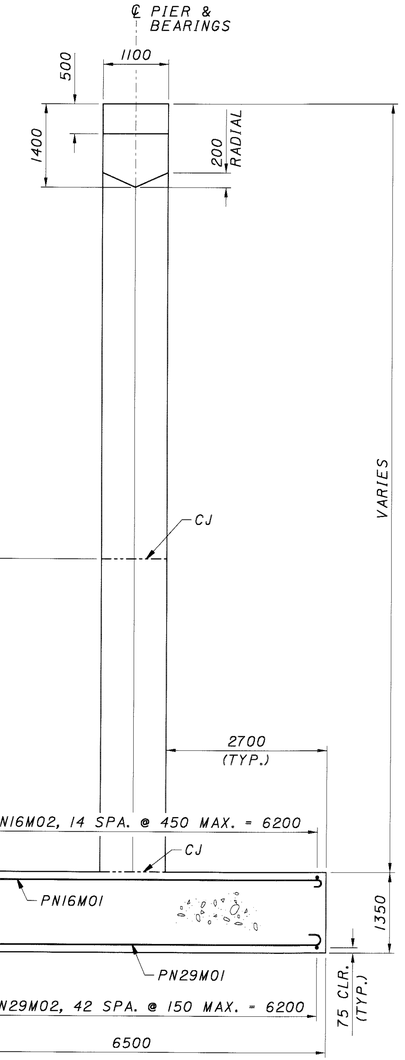
LEGEND:

(GX) - DENOTES GIRDER NUMBER

⬚ - DENOTES BEARING

\ - DENOTES EXISTING GROUND LINE

1. 19-PN16M09 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PN16M10 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PN16M11, 18 SPA. @ 300 = 5400
4. 37-PN22M03, 36 SPA. @ 150 = 5400 (EF)
5. 19-PN16M12 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PN16M13 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PN16M14, 2-PN16M15, & 1-PN16M16
8. 2-PN16M17, 2-PN16M18, & 1-PN16M19
9. 3-PN19M11, 2 SPA. @ 300 = 600
10. 18-PN16M03, 17 SPA. @ 300 MAX. = 4958 (TYP.)
11. 18-PN16M04, 17 SPA. @ 300 MAX. = 4958 (EF)
12. 37-PN22M02, 36 SPA. @ 150 = 5400 (EF)
13. 37-PN22M01 DOWELS, 36 SPA @ 150 = 5400 (EF)
14. 320-PN13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



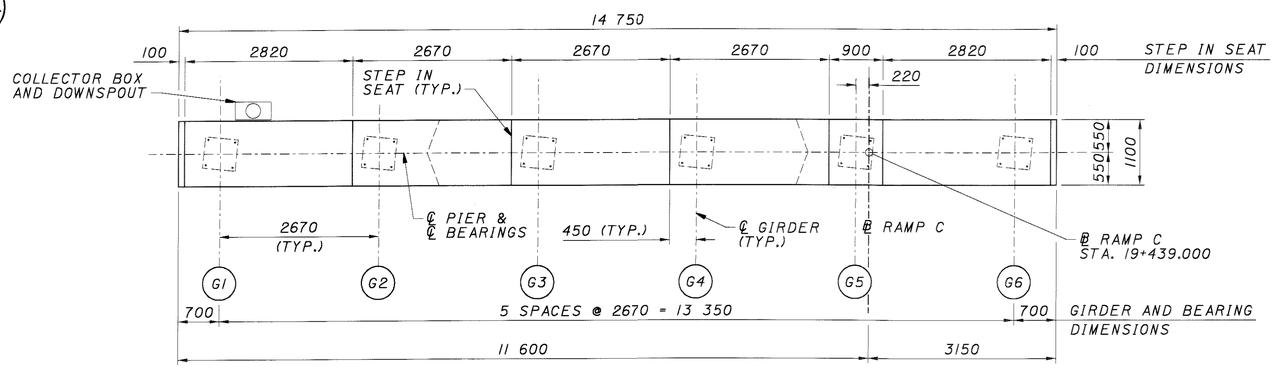
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

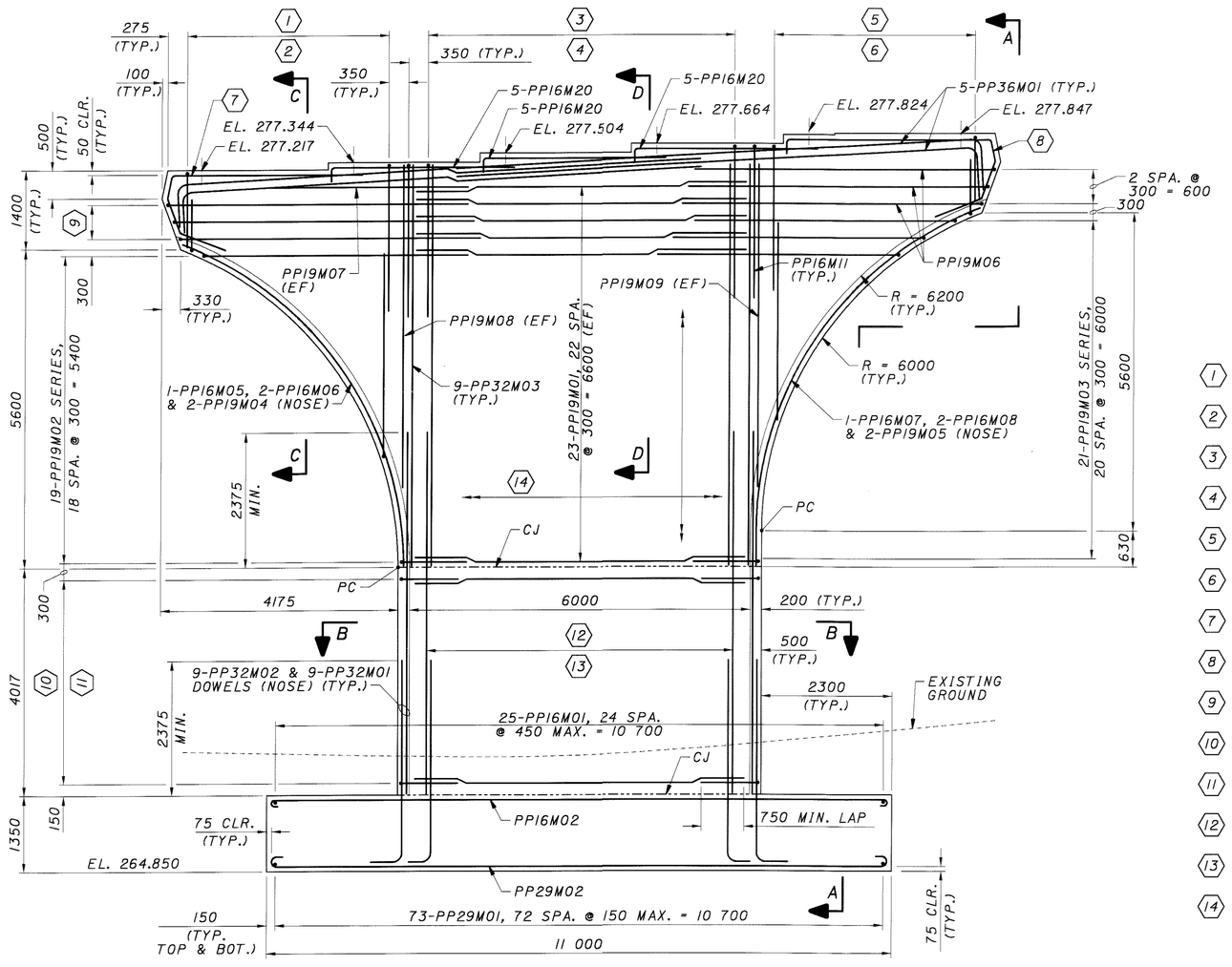
DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

PIER NO. 13 DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
32M BARS	2350 mm
36M BARS	4300 mm

5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

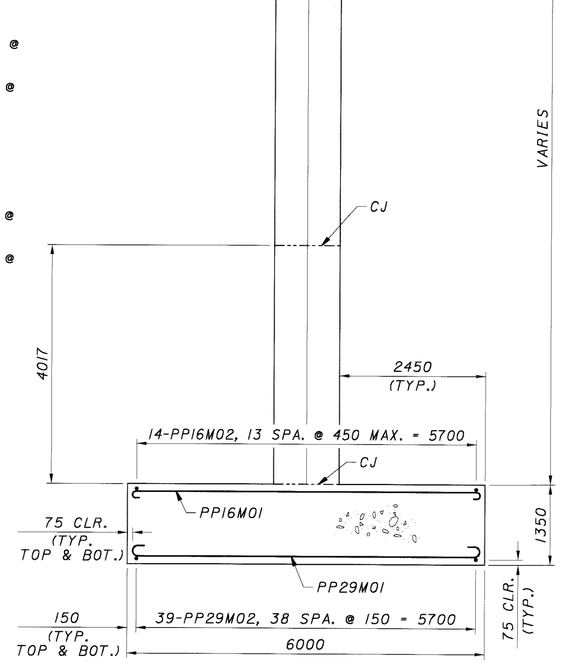
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

(1) 13-PP16M09 SERIES, 12 SPA. @ 300 = 3600 (TOP)
(2) 13-PP16M10 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
(3) 19-PP16M11, 18 SPA. @ 300 = 5400
(4) 37-PP32M03, 36 SPA. @ 150 = 5400 (EF)
(5) 13-PP16M12 SERIES, 12 SPA. @ 300 = 3600 (TOP)
(6) 13-PP16M13 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
(7) 2-PP16M14, 2-PP16M15, & 1-PP16M16
(8) 2-PP16M17, 2-PP16M18, & 1-PP16M19
(9) 3-PP19M06, 2 SPA. @ 300 = 600
(10) 14-PP16M03, 13 SPA. @ 300 MAX. = 3659 (TYP.)
(11) 14-PP16M04, 13 SPA. @ 300 MAX. = 3659 (EF)
(12) 37-PP32M02, 36 SPA. @ 150 = 5400 (EF)
(13) 37-PP32M01 DOWELS, 36 SPA @ 150 = 5400 (EF)
(14) 296-PP13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



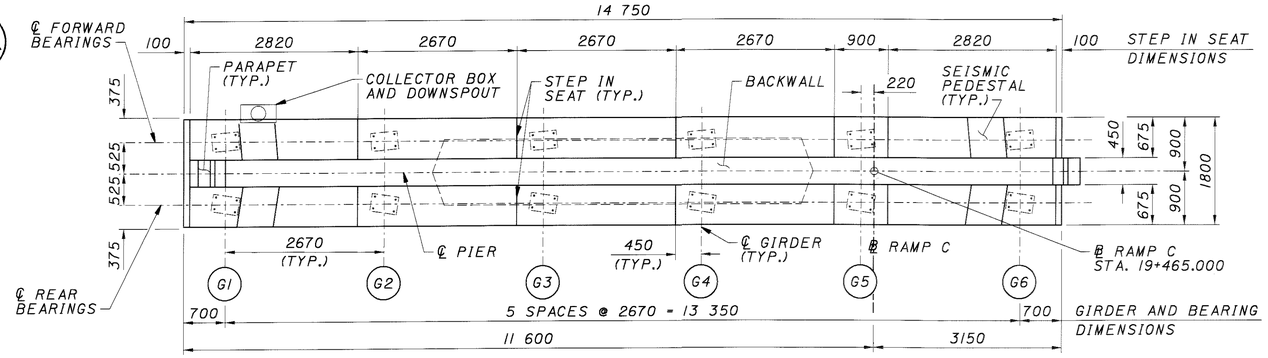
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 14 DETAILS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

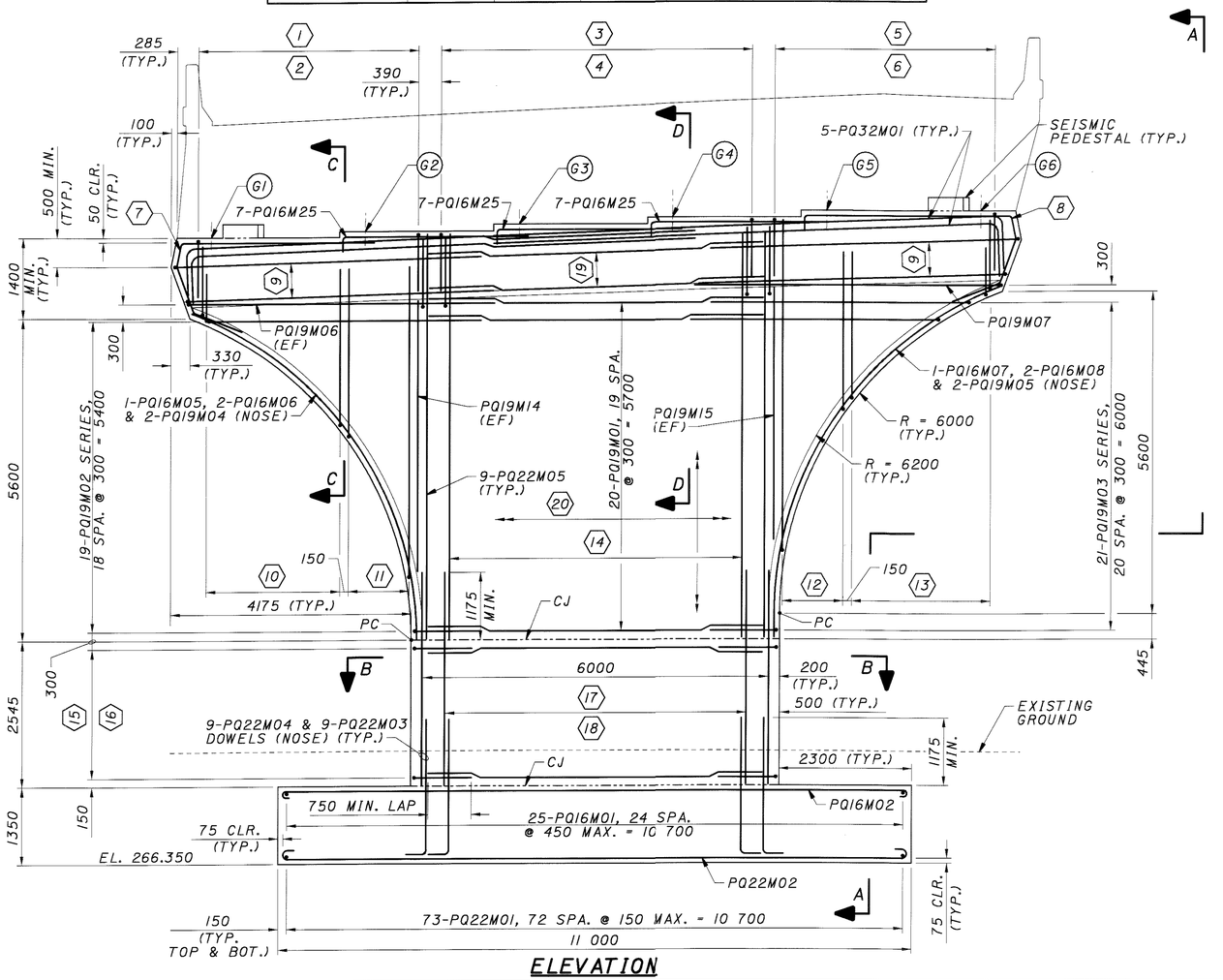
MOT-75-31.842



PLAN

BEARING SEAT ELEVATIONS

SEAT \ GIRDER	G1	G2	G3	G4	G5	G6
FORWARD	277.245	277.344	277.461	277.579	277.696	277.690
REAR	277.256	277.353	277.472	277.591	277.711	277.708



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. FOR BACKWALL AND PARAPET REINFORCING DETAILS, SEE SHEET 45.
5. REINFORCING STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

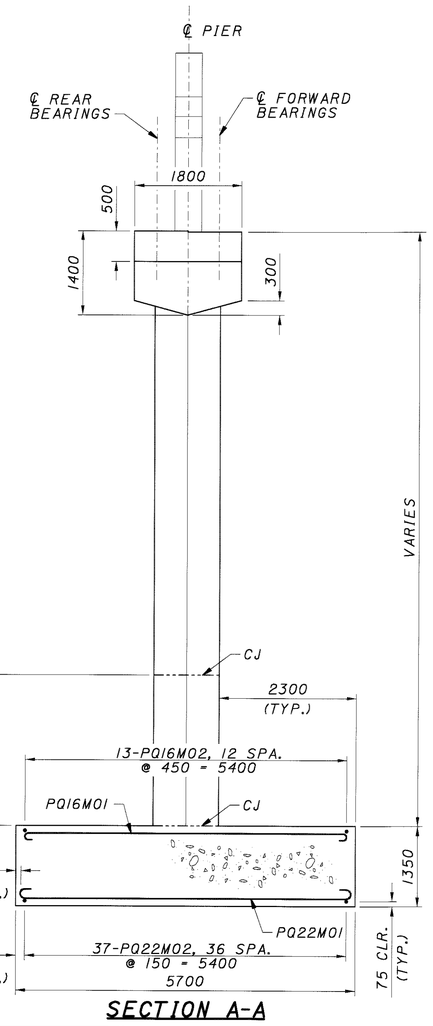
16M BARS	600 mm
19M BARS	900 mm
22M BARS	1150 mm
32M BARS	3500 mm

6. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 44.
8. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
9. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

- (GX) - DENOTES GIRDER NUMBER
- ⬚ - DENOTES BEARING
- ⟋ - DENOTES EXISTING GROUND LINE

1. 27-PQ16M09, 26 SPA. @ 150 = 3900 (TOP)
2. 27-PQ16M10, 26 SPA. @ 150 = 3900 (BOTTOM)
3. 19-PQ16M11, 18 SPA. @ 300 = 5400 (TOP)
4. 19-PQ16M12, 18 SPA. @ 300 = 5400 (BOTTOM)
5. 27-PQ16M13, 26 SPA. @ 150 = 3900 (TOP)
6. 27-PQ16M14, 26 SPA. @ 150 = 3900 (BOTTOM)
7. 2-PQ16M15, 4-PQ16M16, & 1-PQ16M17
8. 2-PQ16M18, 4-PQ16M19, & 1-PQ16M20
9. 3-PQ19M08, 2 SPA. @ 300 = 600
10. 17-PQ16M21 SERIES, 16 SPA. @ 150 = 2400
11. 8-PQ16M22 SERIES, 7 SPA. @ 150 = 1050
12. 8-PQ16M23 SERIES, 7 SPA. @ 150 = 1050
13. 17-PQ16M24 SERIES, 16 SPA. @ 150 = 2400
14. 37-PQ22M05, 36 SPA. @ 150 = 5400 (EF)
15. 9-PQ16M03, 8 SPA. @ 300 MAX. = 2248 (TYP.)
16. 9-PQ16M04, 8 SPA. @ 300 MAX. = 2248 (EF)
17. 37-PQ22M04, 36 SPA. @ 150 = 5400 (EF)
18. 37-PQ22M03 DOWELS, 36 SPA. @ 150 = 5400 (EF)
19. 3-PQ19M01, 2 SPA. @ 300 = 600 (EF)
20. 232-PQ13M01 @ 300 MAX. VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

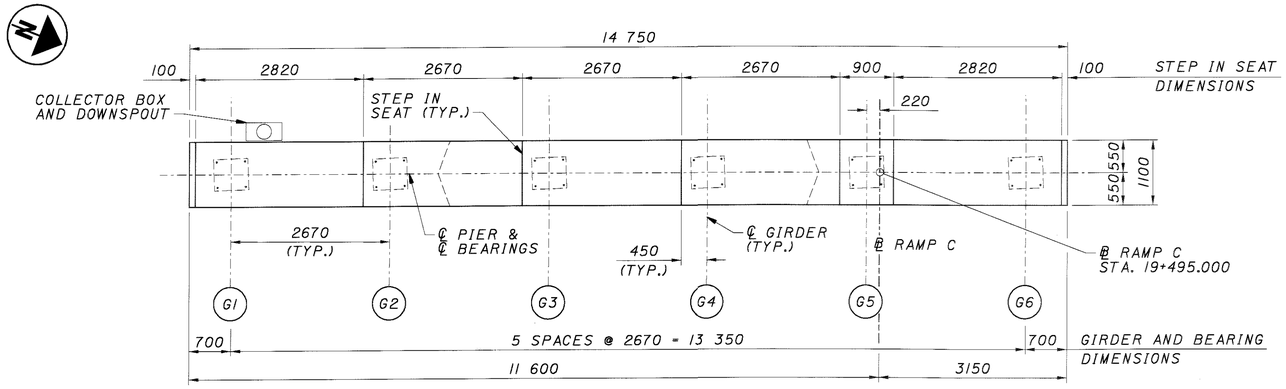
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

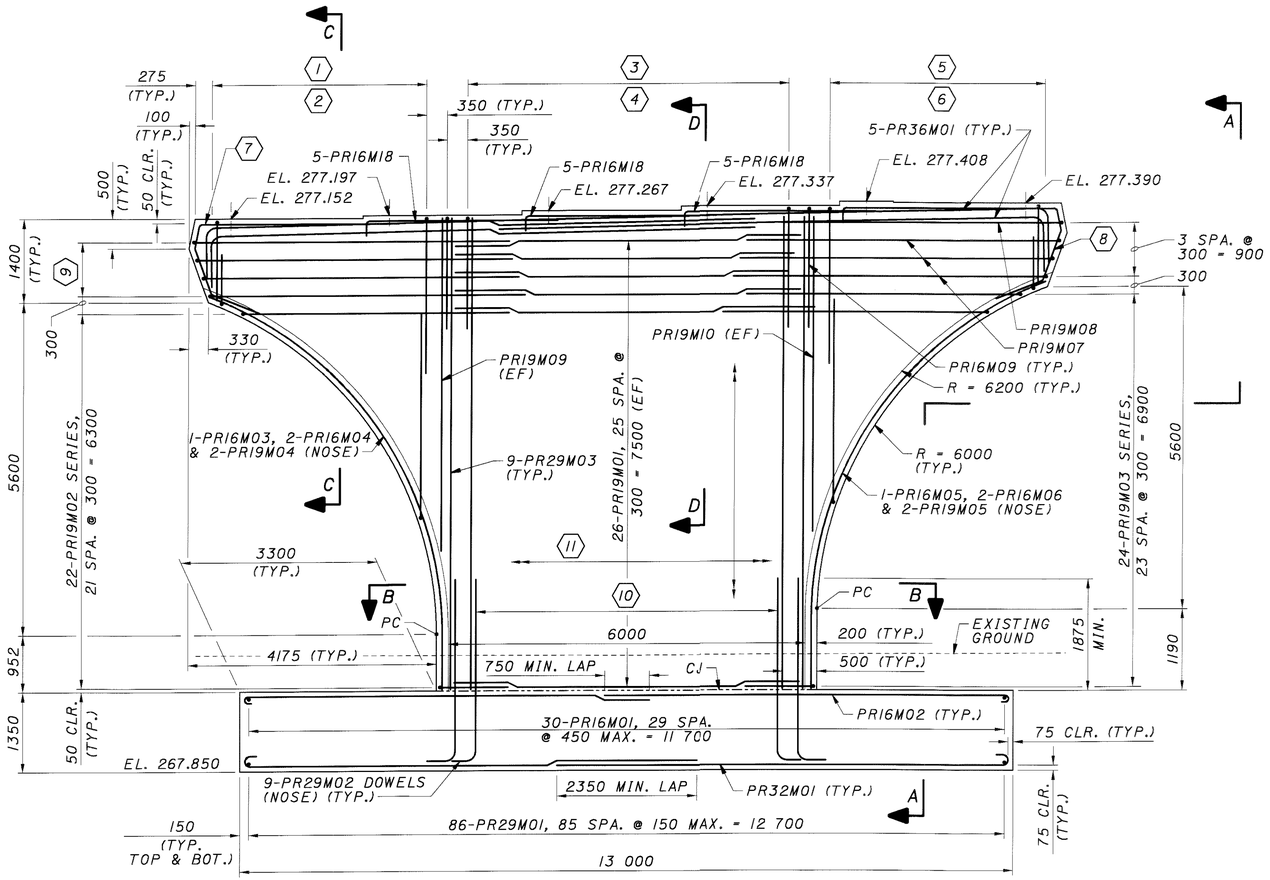
PIER NO. 15 DETAILS

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS
   UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
29M BARS	1850 mm
36M BARS	4300 mm

5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

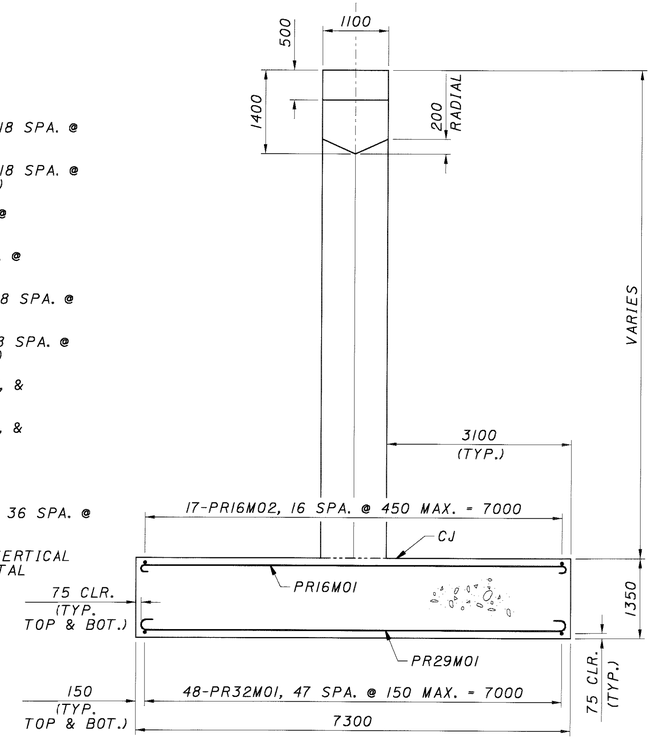
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 19-PR16M07 SERIES, 18 SPA. @ 200 = 3600 (TOP)
2. 19-PR16M08 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
3. 19-PR16M09, 18 SPA. @ 300 = 5400
4. 37-PR29M03, 36 SPA. @ 150 = 5400 (EF)
5. 19-PR16M10 SERIES, 18 SPA. @ 200 = 3600 (TOP)
6. 19-PR16M11 SERIES, 18 SPA. @ 200 = 3600 (BOTTOM)
7. 2-PR16M12, 2-PR16M13, & 1-PR16M14
8. 2-PR16M15, 2-PR16M16, & 1-PR16M17
9. 4-PR19M06, 3 SPA. @ 300 = 900
10. 37-PR29M02 DOWELS, 36 SPA. @ 150 = 5400 (EF)
11. 208-PR13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

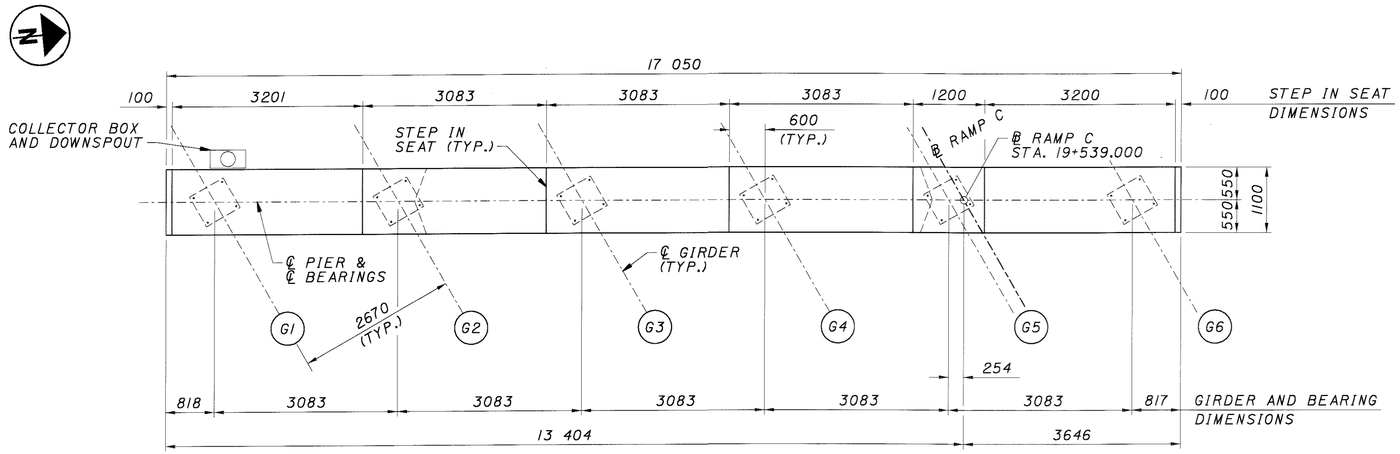
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

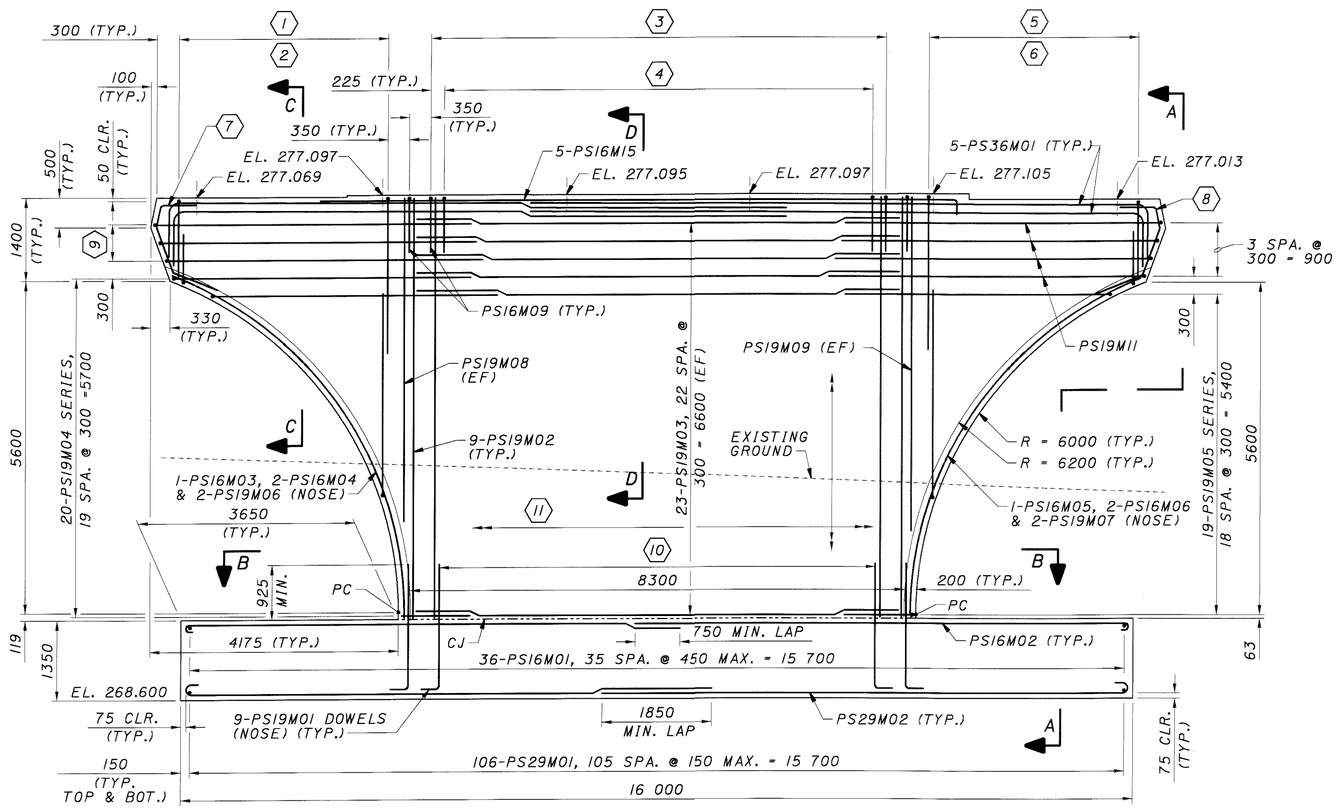
PIER NO. 16 DETAILS

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN



ELEVATION

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
36M BARS	4300 mm

5. FOR DRAINAGE DETAILS, SEE SHEETS 93 & 94.
6. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
7. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

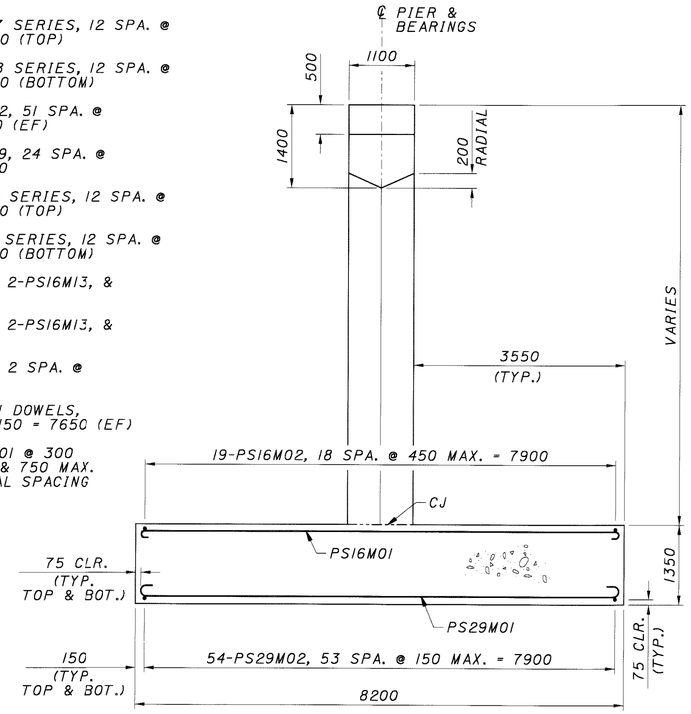
LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

1. 13-PSI6M07 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PSI6M08 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 52-PSI9M02, 51 SPA. @ 150 = 7650 (EF)
4. 25-PSI6M09, 24 SPA. @ 300 = 7200
5. 13-PSI6MI0 SERIES, 12 SPA. @ 300 = 3600 (TOP)
6. 13-PSI6MII SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
7. 2-PSI6MI2, 2-PSI6MI3, & I-PSI6MI4
8. 2-PSI6MI2, 2-PSI6MI3, & I-PSI6MI4
9. 3-PSI9MI0, 2 SPA. @ 300 = 600
10. 52-PSI9M01 DOWELS, 51 SPA @ 150 = 7650 (EF)
11. 253-PSI3M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



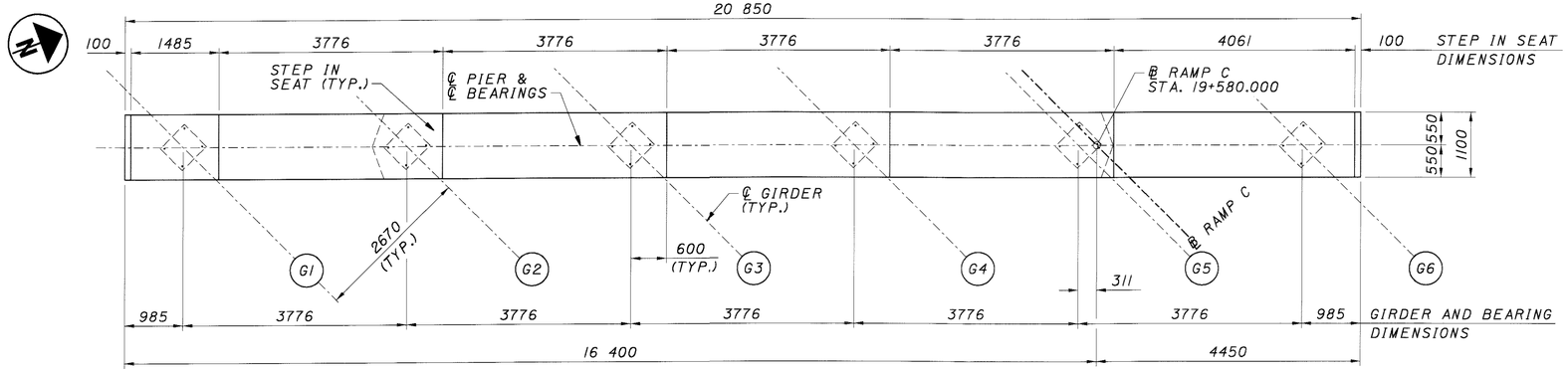
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED TAB | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

PIER NO. 17 DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



PLAN

NOTES:

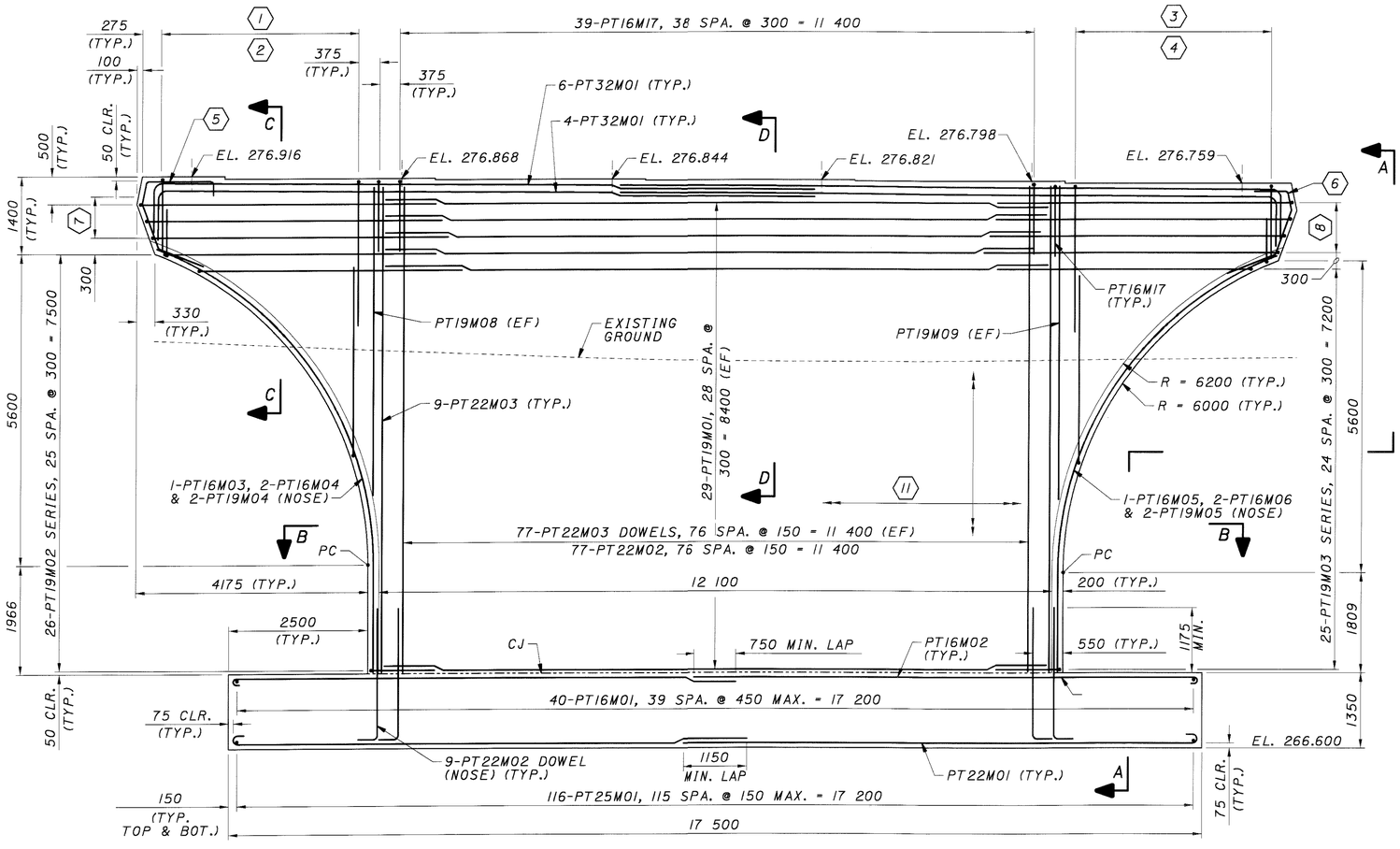
1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
19M BARS	900 mm
22M BARS	1150 mm
32M BARS	3500 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

- (GX) - DENOTES GIRDER NUMBER
- ▭ - DENOTES BEARING
- ⟋ - DENOTES EXISTING GROUND LINE



ELEVATION

1. 13-PT16M07 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PT16M08 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 13-PT16M09 SERIES, 12 SPA. @ 300 = 3600 (TOP)
4. 13-PT16M10 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
5. 2-PT16M11, 2-PT16M12, & 2-PT16M13
6. 2-PT16M14, 2-PT16M15, & 2-PT16M16
7. 3-PT19M06, 2 SPA. @ 300 = 600 (EF)
8. 4-PT19M07, 3 SPA. @ 300 = 900 (EF)
9. 15-PT16M02, 14 SPA. @ 450 MAX. = 6100
10. 42-PT22M01, 41 SPA. @ 150 MAX. = 6100
11. 493-PT13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING

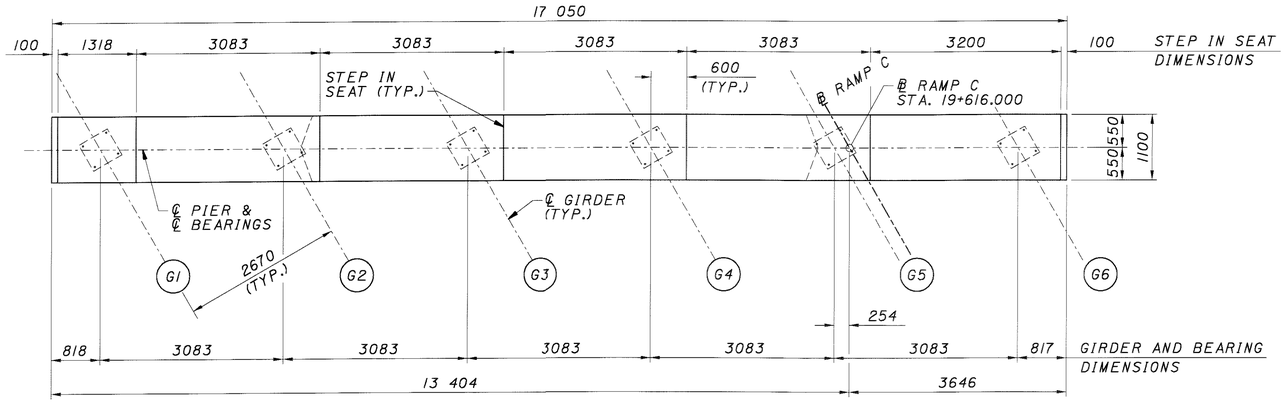
SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

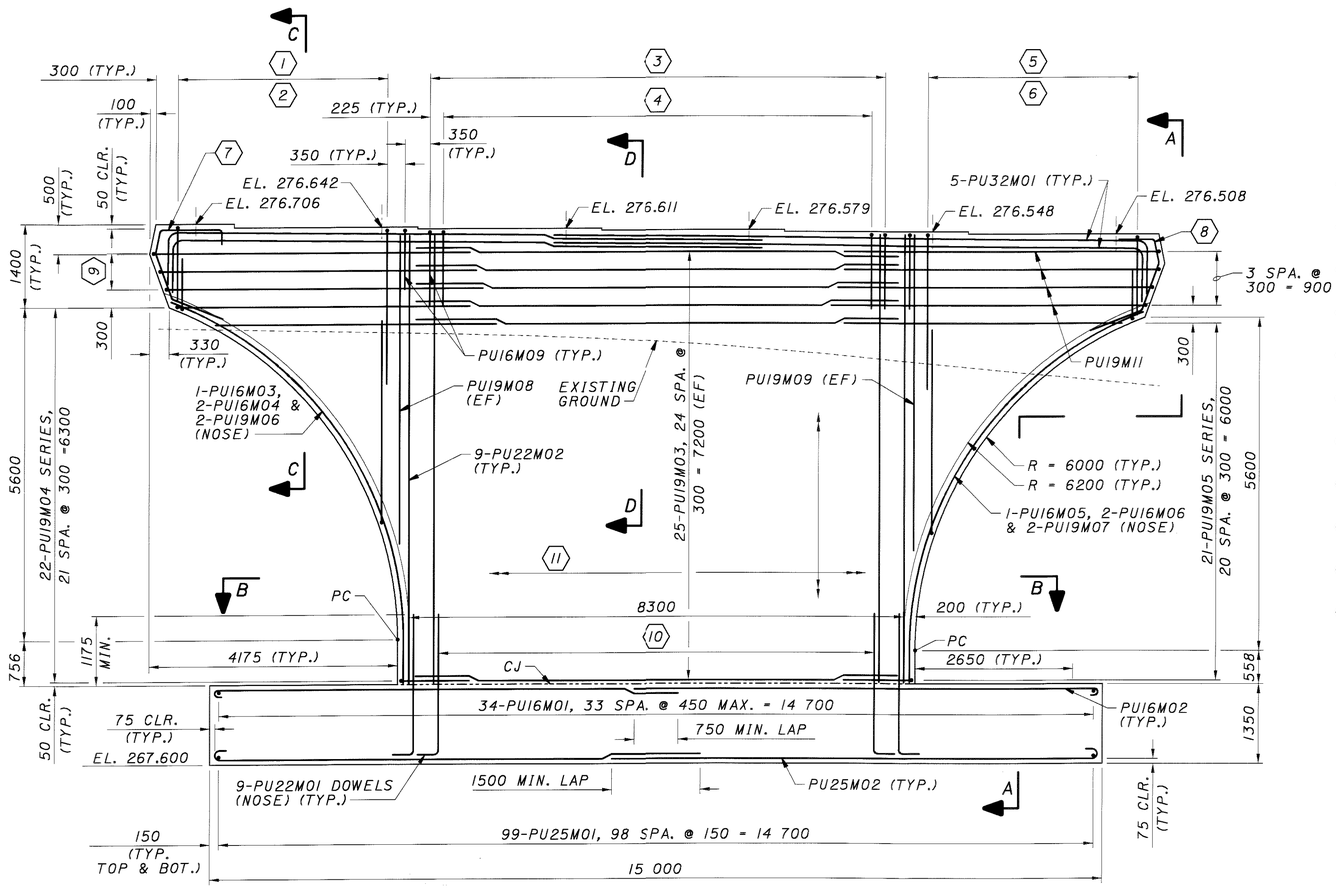
DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

PIER NO. 18 DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

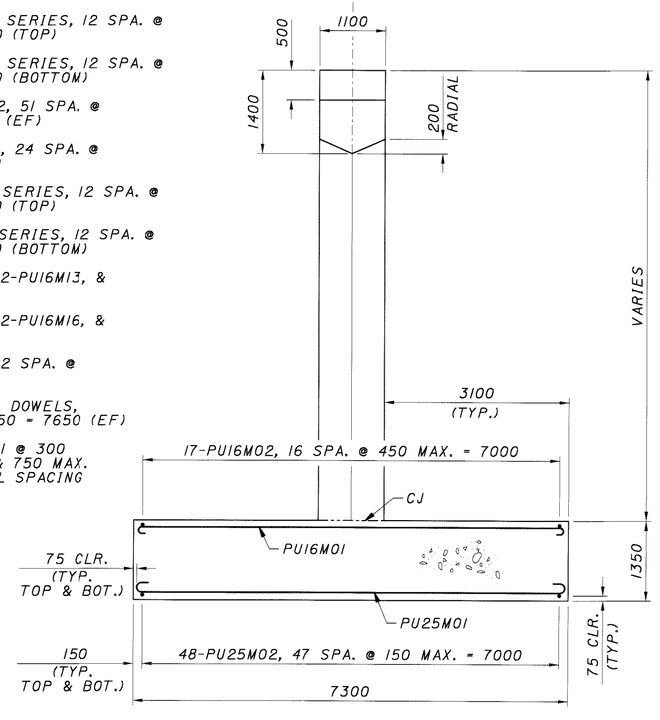


PLAN



ELEVATION

1. 13-PU16M07 SERIES, 12 SPA. @ 300 = 3600 (TOP)
2. 13-PU16M08 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
3. 52-PU22M02, 51 SPA. @ 150 = 7650 (EF)
4. 25-PU16M09, 24 SPA. @ 300 = 7200
5. 13-PU16M10 SERIES, 12 SPA. @ 300 = 3600 (TOP)
6. 13-PU16M11 SERIES, 12 SPA. @ 300 = 3600 (BOTTOM)
7. 2-PU16M12, 2-PU16M13, & 1-PU16M14
8. 2-PU16M15, 2-PU16M16, & 1-PU16M17
9. 3-PU19M10, 2 SPA. @ 300 = 600
10. 52-PU22M01 DOWELS, 51 SPA @ 150 = 7650 (EF)
11. 275-PU13M01 @ 300 VERTICAL & 750 MAX. HORIZONTAL SPACING



SECTION A-A

NOTES:

1. FOR PIER DETAIL NOTES, SEE SHEET 44.
2. FOR PIER DETAILS INCLUDING SECTIONS B-B, C-C AND D-D, SEE SHEETS 38 TO 44.
3. FOR BEARING ORIENTATION AND ANCHOR BOLT LAYOUT, SEE SHEETS 71 & 72.
4. REINFORCED STEEL LAP LENGTHS UNLESS NOTED OTHERWISE, REINFORCING STEEL LAP LENGTHS SHALL BE AS FOLLOWS:

16M BARS	600 mm
22M BARS	1150 mm
32M BARS	3500 mm

5. ALL EXPOSED SURFACES EXCEPT TOP OF PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER. PAYMENT INCLUDED WITH ITEM 864.
6. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED.

LEGEND:

(GX) - DENOTES GIRDER NUMBER

- DENOTES BEARING

- DENOTES EXISTING GROUND LINE

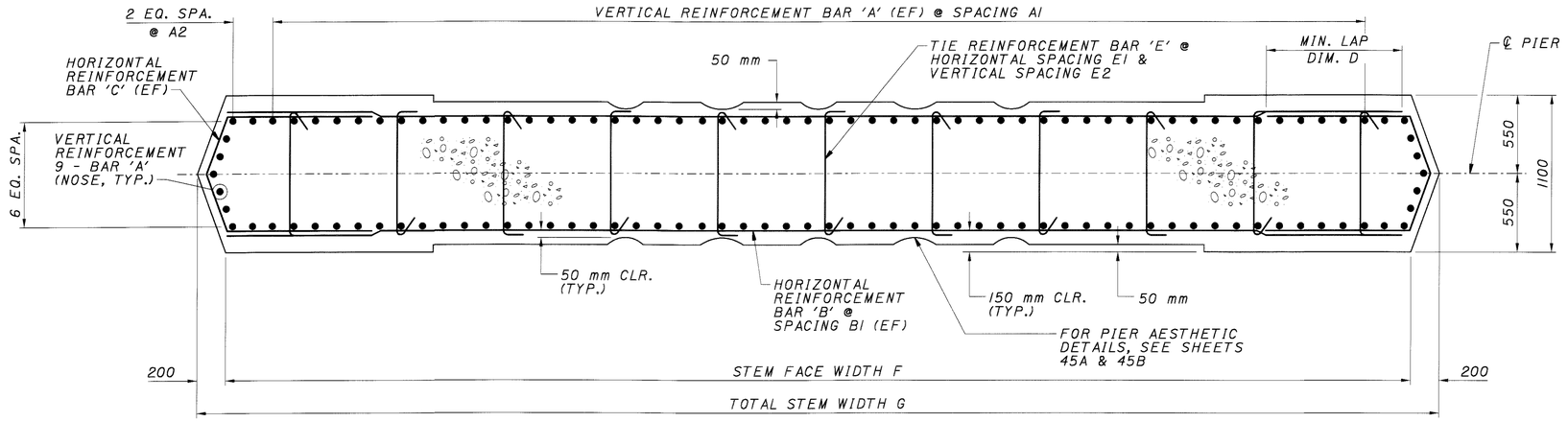
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

PIER NO. 19 DETAILS

BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SECTION B-B

PIER NOS. 1 - 19

PIER SECTION B-B TABLE

PIER NO.	VERTICAL REINFORCEMENT				HORIZONTAL REINFORCEMENT						TIE REINFORCEMENT				STEM DIMENSIONS	
	NO.	BAR 'A'	SPACING A1	SPACING A2	NO.	BAR 'B'	SPACING B1	NO.	BAR 'C'	LAP DIM. D	NUMBER	BAR 'E'	HORIZONTAL SPACING E1	VERTICAL SPACING E2	FACE WIDTH F	FACE WIDTH G
1	172	PA22M04	150	160	52	PA19M01	300	44 46	PA19M02 PA19M03	900 900	26 SETS OF 17	PA13M01	750	300	12100	12500
2	122 122	PB29M04 PB29M03	150 150	150 150	14 46 2	PB16M04 PB19M01 PB19M09	300 MAX. 300 300	14 19 21	PB16M03 PB19M02 PB19M03	750 900 900	30 SETS OF 11	PB13M01	750	300	8300	8700
3	98	PC29M03	150	190	48	PC19M01	300	20 22	PC19M02 PC19M03	900 900	24 SETS OF 9	PC13M01	750	300	6500	6900
4	92	PD25M02	150	140	46 2	PD19M01 PD19M09	300 300	19 21	PD19M02 PD19M03	900 900	23 SETS OF 8	PD13M01	750	300	6000	6400
5	92	PE19M04	150	140	50	PE19M05	300	20 22	PE19M06 PE19M07	900 900	22 SETS OF 9	PE13M01	750	300	6000	6400
6	96	PF25M04	150	140	50 2	PF19M01 PF19M08	300 300	21 23	PF19M02 PF19M03	900 900	25 SETS OF 9	PF13M01	750	300	6300	6700
7	92	PG25M02	150	140	52	PG19M01	300	22 24	PG19M02 PG19M03	900 900	26 SETS OF 8	PG13M01	750	300	6000	6400
8	92 92	PH22M03 PH22M02	150 150	140 140	36 46	PH16M04 PH19M01	300 MAX. 300	36 18 21	PH16M03 PH19M02 PH19M03	750 900 900	41 SETS OF 8	PH13M01	750	300	6000	6400
9	120 120	PJ36M05 PJ36M04	110 110	110 110	52 46	PJ16M04 PJ19M01	300 MAX. 300	52 19 21	PJ16M03 PJ19M02 PJ19M03	750 900 900	49 SETS OF 8	PJ13M01	660	300	6000	6400

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

PIER SECTIONS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

PIER SECTION B-B TABLE

PIER NO.	VERTICAL REINFORCEMENT				HORIZONTAL REINFORCEMENT						TIE REINFORCEMENT				STEM DIMENSIONS	
	NO.	BAR 'A'	SPACING A1	SPACING A2	NO.	BAR 'B'	SPACING B1	NO.	BAR 'C'	LAP DIM. D	NUMBER	BAR 'E'	HORIZONTAL SPACING E1	VERTICAL SPACING E2	FACE WIDTH F	FACE WIDTH G
10	106 106	PK36M03 PK36M02	125 125	140 140	46 46	PK16M04 PK19M01	300 MAX. 300	46 19 21	PK16M03 PK19M02 PK19M03	750 900 900	46 SETS OF 9	PK13M01	625	300	6000	6400
11	92 92	PL25M03 PL25M02	150 150	140 140	22 46	PL16M04 PL19M01	300 MAX. 300	22 19 21	PL16M03 PL19M02 PL19M03	750 900 900	42 SETS OF 8	PL13M01	750	300	6000	6400
12	92 92	PM32M04 PM32M03	150 150	160 160	36 46	PM16M04 PM19M01	300 MAX. 300	36 19 21	PM16M03 PM19M02 PM19M03	750 900 900	41 SETS OF 9	PM13M01	750	300	6100	6500
13	92 92	PN22M03 PN22M02	150 150	140 140	36 44 2 2	PN16M04 PN19M04 PN19M12 PN19M14	300 MAX. 300 300 300	36 19 21	PN16M03 PN19M05 PN19M06	750 900 900	40 SETS OF 8	PN13M01	750	300	6000	6400
14	92 92	PP32M03 PP32M02	150 150	140 140	28 46	PP16M04 PP19M01	300 MAX. 300	28 19 21	PP16M03 PP19M02 PP19M03	750 900 900	37 SETS OF 8	PP13M01	750	300	6000	6400
15	92 92	PQ22M05 PQ22M04	150 150	140 140	18 46	PQ16M04 PQ19M01	300 MAX. 300	18 19 21	PQ16M03 PQ19M02 PQ19M03	750 900 900	29 SETS OF 8	PQ13M01	750	300	6000	6400
16	92	PR29M03	150	140	52	PR19M01	300	22 24	PR19M02 PR19M03	900 900	26 SETS OF 8	PR13M01	750	300	6000	6400
17	122	PS19M02	150	150	46	PS19M03	300	20 19	PS19M04 PS19M05	900 900	23 SETS OF 11	PS13M01	750	300	8300	8700
18	172	PT22M03	150	160	58	PT19M01	300	26 25	PT19M02 PT19M03	900 900	29 SETS OF 17	PT13M01	750	300	12100	12500
19	122	PU22M02	150	150	50	PU19M03	300	22 21	PU19M04 PU19M05	900 900	25 SETS OF 11	PU13M01	750	300	8300	8700

NOTES:

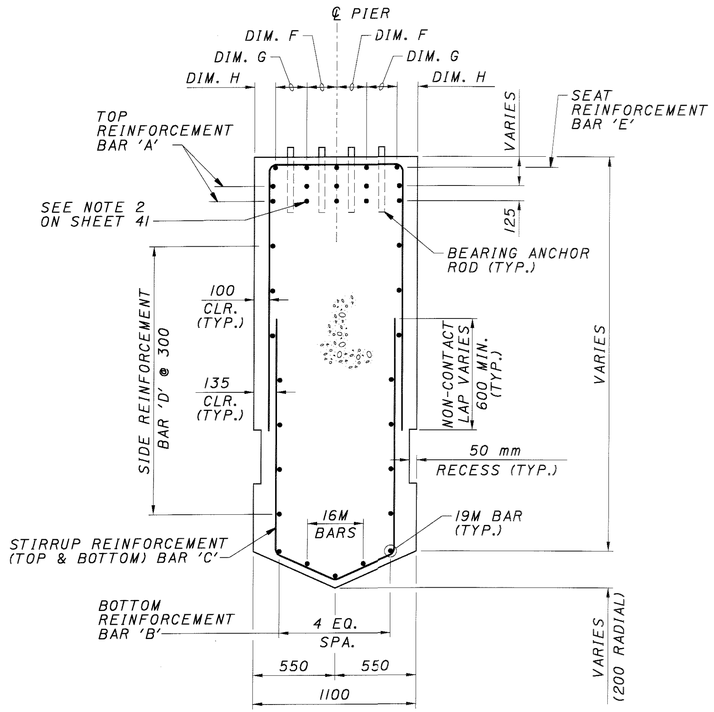
1. FOR PIER PLAN AND ELEVATION VIEWS AND LOCATION OF SECTION B-B, SEE SHEETS 19 - 37.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01
STRUCTURE FILE NUMBER 5709059

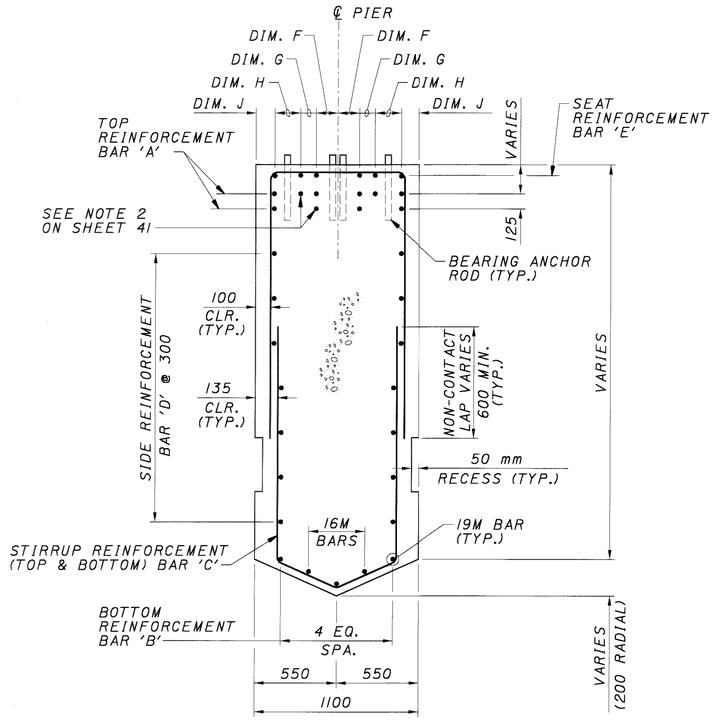
PIER SECTIONS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SECTION C-C

PIER NOS. 2-4, 6-10, 12-14, 16, 17 & 19



SECTION C-C

PIER NOS. 1 & 18

PIER SECTION C-C TABLE

PIER NO.	TOP REINFORCEMENT			LEFT CANTILEVER								RIGHT CANTILEVER								TOP REINFORCEMENT HORIZONTAL LAYOUT			
				BOTTOM REINFORCEMENT		STIRRUP REINFORCEMENT		SIDE REINFORCEMENT		SEAT REINFORCEMENT		BOTTOM REINFORCEMENT		STIRRUP REINFORCEMENT		SIDE REINFORCEMENT		SEAT REINFORCEMENT					
	NO.	BAR 'A'	LAYER	NO.	BAR 'B'	NO.	BAR 'C'	NO.	BAR 'D'	NO.	BAR 'E'	NO.	BAR 'B'	NO.	BAR 'C'	NO.	BAR 'D'	NO.	BAR 'E'	DIM. F	DIM. G	DIM. H	DIM. J
1	6	PA32M01	TOP ROW	1	PA16M03	13	PA16M07	4	PA19M06	2	PA16M11	1	PA16M05	13	PA16M09	4	PA19M07	2	PA16M14	145	105	165	135
	4	PA32M01	2nd ROW	2	PA16M04	13	PA16M08	22	PA19M02	2	PA16M12	2	PA16M06	13	PA16M10	23	PA19M03	2	PA16M15				
				2	PA19M04					2	PA16M13	2	PA19M05					2	PA16M16				
2	5	PB36M01	TOP ROW	1	PB16M05	19	PB16M09	3	PB19M06	2	PB16M14	1	PB16M07	19	PB16M12	1	PB19M08	2	PB16M17	205	210	135	NA
	5	PB36M01	2nd ROW	2	PB16M06	19	PB16M10	19	PB19M02	2	PB16M15	2	PB16M08	19	PB16M13	3	PB19M07	2	PB16M18				
				2	PB19M04					1	PB16M16	2	PB19M05			21	PB19M03	1	PB16M19				
3	5	PC36M01	TOP ROW	1	PC16M03	19	PC16M07	3	PC19M06	2	PC16M15	1	PC16M05	19	PC16M10	3	PC19M07	2	PC16M12	205	210	135	NA
	5	PC36M01	2nd ROW	2	PC16M04	19	PC16M08	20	PC19M02	2	PC16M16	2	PC16M06	19	PC16M11	22	PC19M03	2	PC16M13				
				2	PC19M04					1	PC16M17	2	PC19M05					1	PC16M14				
4	5	PD36M01	TOP ROW	1	PD16M03	19	PD16M07	4	PD19M06	2	PD16M12	1	PD16M05	19	PD16M10	1	PD19M08	2	PC16M15	310	105	135	NA
	5	PD36M01	2nd ROW	2	PD16M04	19	PD16M08	19	PD19M02	2	PD16M13	2	PD16M06	19	PD16M11	3	PD19M07	2	PC16M16				
				2	PD19M04					1	PD16M14	2	PD19M05			21	PD19M03	1	PC16M17				
6	5	PF36M01	TOP ROW	1	PF16M03	13	PF16M07	2	PF19M11	2	PF16M12	1	PF16M05	13	PF16M10	3	PF19M07	2	PC16M15	195	220	135	NA
	5	PF36M01	2nd ROW	2	PF16M04	13	PF16M08	3	PF19M06	2	PF16M13	2	PF16M06	13	PF16M11	23	PF19M03	2	PC16M16				
				2	PF19M04			21	PF19M02	1	PF16M14	2	PF19M05					1	PC16M17				
7	5	PG36M01	TOP ROW	1	PG16M03	19	PG16M07	3	PG19M06	2	PG16M12	1	PG16M05	19	PG16M10	1	PG19M07	2	PC16M15	310	105	135	NA
	5	PG36M01	2nd ROW	2	PG16M04	19	PG16M08	22	PG19M02	2	PG16M13	2	PG16M06	19	PG16M11	2	PG19M06	2	PC16M16				
				2	PG19M04					1	PG16M14	2	PG19M05			24	PG19M03	1	PC16M17				

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE · SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

PIER SECTIONS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

PIER SECTION C-C TABLE

PIER NO.	TOP REINFORCEMENT			LEFT CANTILEVER								RIGHT CANTILEVER								TOP REINFORCEMENT HORIZONTAL LAYOUT			
				BOTTOM REINFORCEMENT		STIRRUP REINFORCEMENT		SIDE REINFORCEMENT		SEAT REINFORCEMENT		BOTTOM REINFORCEMENT		STIRRUP REINFORCEMENT		SIDE REINFORCEMENT		SEAT REINFORCEMENT					
	NO.	BAR 'A'	LAYER	NO.	BAR 'B'	NO.	BAR 'C'	NO.	BAR 'D'	NO.	BAR 'E'	NO.	BAR 'B'	NO.	BAR 'C'	NO.	BAR 'D'	NO.	BAR 'E'	DIM. F	DIM. G	DIM. H	DIM. J
8	5	PH36M01	TOP ROW	1	PH16M05	19	PH16M09	4	PH19M06	2	PH16M14	1	PH16M07	19	PH16M12	1	PH19M08	2	PH16M17	290	125	135	NA
	5	PH36M01	2nd ROW	2	PH16M06	19	PH16M10	18	PH19M02	2	PH16M15	2	PH16M08	19	PH16M13	2	PH19M07	2	PH16M18				
				2	PH19M04					1	PH16M16	2	PH19M05			21	PH19M03	1	PH16M19				
9	5	PJ36M06	TOP ROW	1	PJ16M05	19	PJ16M09	2	PJ19M10	2	PJ16M14	1	PJ16M07	19	PJ16M12	1	PJ19M07	2	PJ16M17	310	105	135	NA
	5	PJ36M06	2nd ROW	2	PJ16M06	19	PJ16M10	3	PJ19M06	2	PJ16M15	2	PJ16M08	19	PJ16M13	3	PJ19M06	2	PJ16M18				
				2	PJ19M04			19	PJ19M02	1	PJ16M16	2	PJ19M05			21	PJ19M03	1	PJ16M19				
10	5	PK36M04	TOP ROW	1	PK16M05	19	PK16M09	2	PK19M10	2	PK16M14	1	PK16M07	19	PK16M12	3	PK19M07	2	PK16M17	315	100	135	NA
	5	PK36M04	2nd ROW	2	PK16M06	19	PK16M10	3	PK19M06	2	PK16M15	2	PK16M08	19	PK16M13	21	PK19M03	2	PK16M18				
				2	PK19M04			19	PK19M02	1	PK16M16	2	PK19M05					1	PK16M19				
12	5	PM36M01	TOP ROW	1	PM16M05	13	PM16M09	2	PM19M09	2	PM16M14	1	PM16M07	13	PM16M12	3	PM19M06	2	PM16M17	285	130	135	NA
	5	PM36M01	2nd ROW	2	PM16M06	13	PM16M10	3	PM19M06	2	PM16M15	2	PM16M08	13	PM16M13	21	PM19M03	2	PM16M18				
				2	PM19M04			19	PM19M02	1	PM16M16	2	PM19M05					1	PM16M19				
13	5	PN36M01	TOP ROW	1	PN16M05	19	PN16M09	3	PN19M11	2	PN16M14	1	PN16M07	19	PN16M12	3	PN19M13	2	PN16M17	290	125	135	NA
	5	PN36M01	2nd ROW	2	PN16M06	19	PN16M10	19	PN19M05	2	PN16M15	2	PN16M08	19	PN16M13	21	PN19M06	2	PN16M18				
				2	PN19M07					1	PN16M16	2	PN19M08					1	PN16M19				
14	5	PP36M01	TOP ROW	1	PP16M05	13	PP16M09	2	PP19M07	2	PP16M14	1	PP16M07	13	PP16M12	3	PP19M06	2	PP16M17	295	120	135	NA
	5	PP36M01	2nd ROW	2	PP16M06	13	PP16M10	3	PP19M06	2	PP16M15	2	PP16M08	13	PP16M13	21	PP19M03	2	PP16M18				
				2	PP19M04			19	PP19M02	1	PP16M16	2	PP19M05					1	PP16M19				
16	5	PR36M01	TOP ROW	1	PR16M03	19	PR16M07	4	PR19M06	2	PR16M12	1	PR16M05	19	PR16M10	1	PR19M08	2	PR16M15	280	135	135	NA
	5	PR36M01	2nd ROW	2	PR16M04	19	PR16M08	22	PR19M02	2	PR16M13	2	PR16M06	19	PR16M11	3	PR19M07	2	PR16M16				
				2	PR19M04					1	PR16M14	2	PR19M05			24	PR19M03	1	PR16M17				
17	5	PS36M01	TOP ROW	1	PS16M03	13	PS16M07	3	PS19M10	2	PS16M12	1	PS16M05	13	PS16M10	4	PS19M11	2	PS16M12	205	210	135	NA
	5	PS36M01	2nd ROW	2	PS16M04	13	PS16M08	20	PS19M04	2	PS16M13	2	PS16M06	13	PS16M11	19	PS19M05	2	PS16M13				
				2	PS19M06					1	PS16M14	2	PS19M07					1	PS16M14				
18	6	PT32M01	TOP ROW	1	PT16M03	13	PT16M07	3	PT19M06	2	PT16M11	1	PT16M05	13	PT16M09	4	PT19M07	2	PT16M14	120	100	195	135
	4	PT32M01	2nd ROW	2	PT16M04	13	PT16M08	26	PT19M02	2	PT16M12	2	PT16M06	13	PT16M10	25	PT19M03	2	PT16M15				
				2	PT19M04					2	PT16M13	2	PT19M05					2	PT16M16				
19	5	PU32M01	TOP ROW	1	PU16M03	13	PU16M07	3	PU19M10	2	PU16M12	1	PU16M05	13	PU16M10	4	PU19M11	2	PU16M15	175	240	135	NA
	5	PU32M01	2nd ROW	2	PU16M04	13	PU16M08	22	PU19M04	2	PU16M13	2	PU16M06	13	PU16M11	21	PU19M05	2	PU16M16				
				2	PU19M06					1	PU16M14	2	PU19M07					1	PU16M17				

NOTES:

1. FOR PIER PLAN AND ELEVATION VIEWS AND LOCATION OF SECTION C-C, SEE SHEETS 19 - 37.
2. POSITIONS OF LONGITUDINAL REINFORCING BARS IN RELATION TO BEARING ANCHOR RODS SHOWN ARE SCHEMATIC. FOR ACTUAL RELATIONSHIPS BETWEEN BARS AND ANCHOR RODS, USE TOP REINFORCEMENT HORIZONTAL LAYOUT DIMENSIONS ON PIER SECTION SHEETS AND ANCHOR ROD LAYOUT DIMENSIONS ON SHEET 72.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

PIER SECTIONS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

PIER SECTION C-C TABLE

PIER NO. 5

TOP REINFORCEMENT NO.	TOP REINFORCEMENT BAR 'A'	TOP REINFORCEMENT LAYER
5	PE32M01	TOP ROW
5	PE32M01	2nd ROW

TOP REINFORCEMENT HORIZONTAL LAYOUT DIM. F	DIM. G	DIM. H
525	290	85

LEFT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PE16M03	27	PE16M07	27	PE16M08	17	PE16M19	3	PE19M13	2	PE19M19	2	PE16M13
2	PE16M04					8	PE16M20			20	PE19M06	4	PE16M14
2	PE19M10											1	PE16M15

RIGHT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PE16M05	27	PE16M11	27	PE16M12	8	PE16M21	3	PE19M13	1	PE19M12	2	PE16M16
2	PE16M06					17	PE16M22			22	PE19M07	4	PE16M17
2	PE19M11											1	PE16M18

PIER NO. 11

TOP REINFORCEMENT NO.	TOP REINFORCEMENT BAR 'A'	TOP REINFORCEMENT LAYER
5	PL32M01	TOP ROW
5	PL32M01	2nd ROW

TOP REINFORCEMENT HORIZONTAL LAYOUT DIM. F	DIM. G	DIM. H
525	290	85

LEFT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PL16M05	27	PL16M09	27	PL16M10	17	PL16M21	3	PL19M07	2	PL19M06	2	PL16M15
2	PL16M06					8	PL16M22			19	PL19M02	4	PL16M16
2	PL19M04											1	PL16M17

RIGHT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PL16M07	27	PL16M13	27	PL16M14	8	PL16M23	3	PL19M07	21	PL19M03	2	PL16M18
2	PL16M08					17	PL16M24					4	PL16M19
2	PL19M05											1	PL16M20

PIER NO. 15

TOP REINFORCEMENT NO.	TOP REINFORCEMENT BAR 'A'	TOP REINFORCEMENT LAYER
5	PQ32M01	TOP ROW
5	PQ32M01	2nd ROW

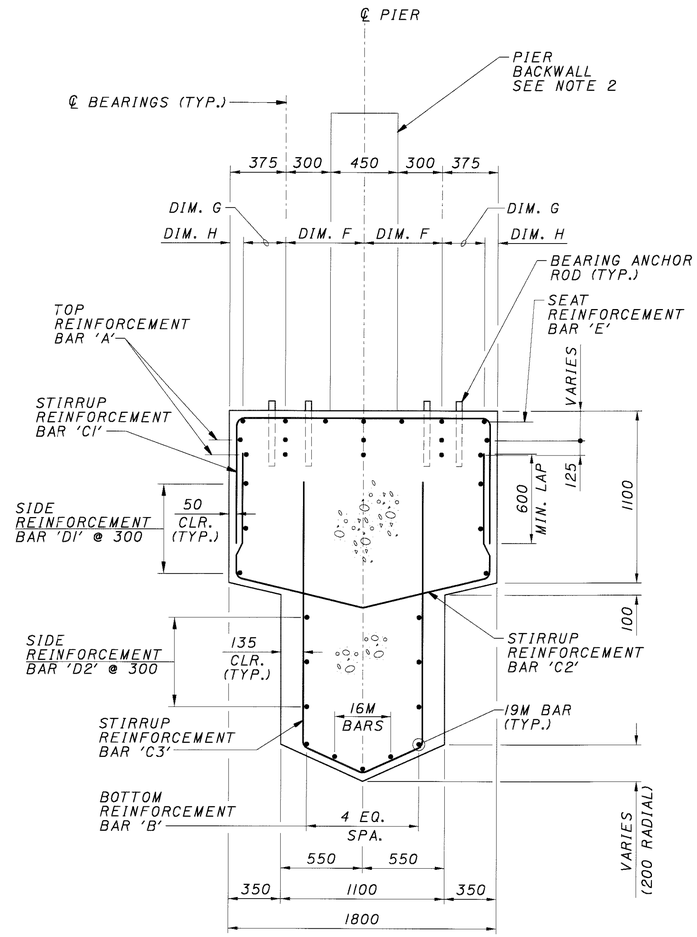
TOP REINFORCEMENT HORIZONTAL LAYOUT DIM. F	DIM. G	DIM. H
525	290	85

LEFT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PQ16M05	27	PQ16M09	27	PQ16M10	17	PQ16M21	3	PQ19M08	2	PQ19M06	2	PQ16M15
2	PQ16M06					8	PQ16M22			19	PQ19M02	4	PQ16M16
2	PQ19M04											1	PQ16M17

RIGHT CANTILEVER

BOTTOM REINFORCEMENT NO.	BOTTOM REINFORCEMENT BAR 'B'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C1'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C2'	STIRRUP REINFORCEMENT NO.	STIRRUP REINFORCEMENT BAR 'C3'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D1'	SIDE REINFORCEMENT NO.	SIDE REINFORCEMENT BAR 'D2'	SEAT REINFORCEMENT NO.	SEAT REINFORCEMENT BAR 'E'
1	PQ16M07	27	PQ16M13	27	PQ16M14	8	PQ16M23	3	PQ19M08	1	PQ19M07	2	PQ16M18
2	PQ16M08					17	PQ16M24			21	PQ19M03	4	PQ16M19
2	PQ19M05											1	PQ16M20



SECTION C-C

PIER NOS. 5, 11 & 15

NOTES:

1. FOR PIER PLAN AND ELEVATION VIEWS AND LOCATION OF SECTION C-C, SEE SHEETS 19 - 37.
2. FOR PIER BACKWALL REINFORCMENT, SEE SHEET 45.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE- SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

PIER SECTIONS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

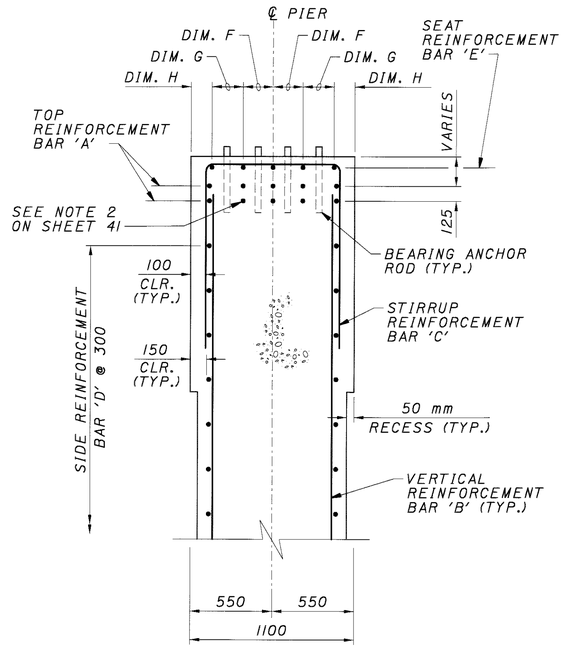
MOT-75-31.842

PIER SECTION D-D TABLE

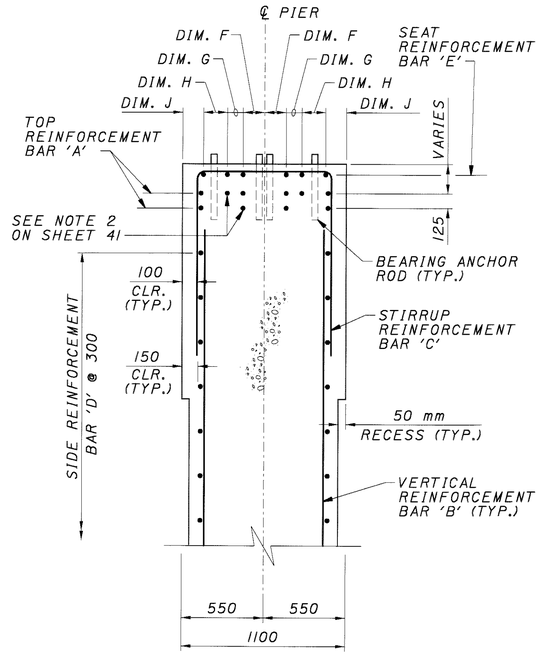
PIER NO.	TOP REINFORCEMENT NO.	BAR 'A'	LAYER	VERTICAL REINFORCEMENT NO.	BAR 'B'	STIRRUP REINFORCEMENT NO.	BAR 'C'	SIDE REINFORCEMENT NO.	BAR 'D'	SEAT REINFORCEMENT NO.	BAR 'E'	TOP REINFORCEMENT HORIZONTAL LAYOUT DIM. F	DIM. G	DIM. H	DIM. J
1	6 4	PA32M01 PA32M01	TOP ROW 2nd ROW	172	PA22M04	41	PA16M18	52	PA19M01	2 SETS OF 6	PA16M17	145	105	165	135
2	5 5	PB36M01 PB36M01	TOP ROW 2nd ROW	122	PB29M04	29	PB16M11	46 2	PB19M01 PB19M09	3 SETS OF 5	PB16M20	205	210	135	NA
3	5 5	PC36M01 PC36M01	TOP ROW 2nd ROW	98	PC29M03	23	PC16M09	48	PC19M01	3 SETS OF 5	PC16M18	205	210	135	NA
4	5 5	PD36M01 PD36M01	TOP ROW 2nd ROW	92	PD25M02	21	PD16M09	46 2	PD19M01 PD19M09	3 SETS OF 5	PD16M18	310	105	135	NA
6	5 5	PF36M01 PF36M01	TOP ROW 2nd ROW	96	PF25M04	22	PF16M09	50 2	PF19M01 PF19M08	3 SETS OF 5	PF16M18	195	220	135	NA
7	5 5	PG36M01 PG36M01	TOP ROW 2nd ROW	92	PG25M02	21	PG16M09	52	PG19M01	3 SETS OF 5	PG16M18	310	105	135	NA
8	5 5	PH36M01 PH36M01	TOP ROW 2nd ROW	92	PH22M03	21	PH16M11	46	PH19M01	3 SETS OF 5	PH16M20	290	125	135	NA
9	5 5	PJ36M06 PJ36M06	TOP ROW 2nd ROW	120	PJ36M05	21	PJ16M11	46	PJ19M01	3 SETS OF 5	PJ16M20	310	105	135	NA
10	5 5	PK36M04 PK36M04	TOP ROW 2nd ROW	106	PK36M03	21	PK16M11	46	PK19M01	3 SETS OF 5	PK16M20	315	100	135	NA
12	5 5	PM36M01 PM36M01	TOP ROW 2nd ROW	92	PM32M04	21	PM16M11	46	PM19M01	3 SETS OF 5	PM16M20	285	130	135	NA
13	5 5	PN36M01 PN36M01	TOP ROW 2nd ROW	92	PN22M03	21	PN16M11	44 2 2	PN19M04 PN19M12 PN19M14	3 SETS OF 5	PN16M20	290	125	135	NA
14	5 5	PP36M01 PP36M01	TOP ROW 2nd ROW	92	PP32M03	21	PP16M11	46	PP19M01	3 SETS OF 5	PP16M20	295	120	135	NA
16	5 5	PR36M01 PR36M01	TOP ROW 2nd ROW	92	PR29M03	21	PR16M09	52	PR19M01	3 SETS OF 5	PR16M18	280	135	135	NA
17	5 5	PS36M01 PS36M01	TOP ROW 2nd ROW	122	PS19M02	29	PS16M09	46	PS19M03	1 SET OF 5	PS16M15	205	210	135	NA
18	6 4	PT32M01 PT32M01	TOP ROW 2nd ROW	172	PT22M03	41	PT16M17	58	PT19M01	NA	NA	120	100	195	135
19	5 5	PU32M01 PU32M01	TOP ROW 2nd ROW	122	PU22M02	29	PU16M09	50	PU19M03	NA	NA	175	240	135	NA

NOTES:

1. FOR PIER PLAN AND ELEVATION VIEWS AND LOCATION OF SECTION D-D, SEE SHEETS 19 - 37.



SECTION D-D
PIER NOS. 2-4, 6-10, 12-14, 16, 17 & 19



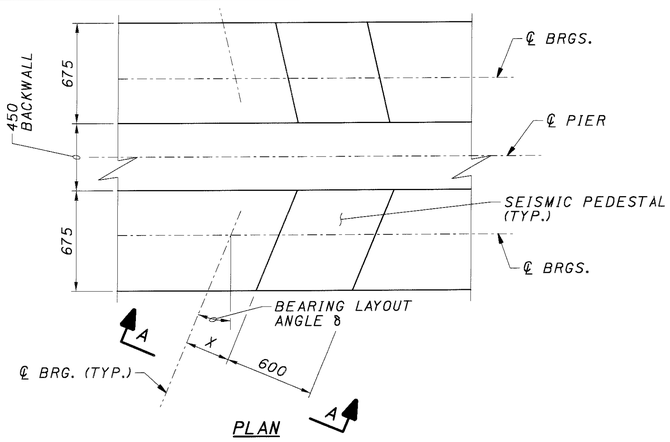
SECTION D-D
PIER NOS. 1 & 18

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

PIER SECTIONS
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



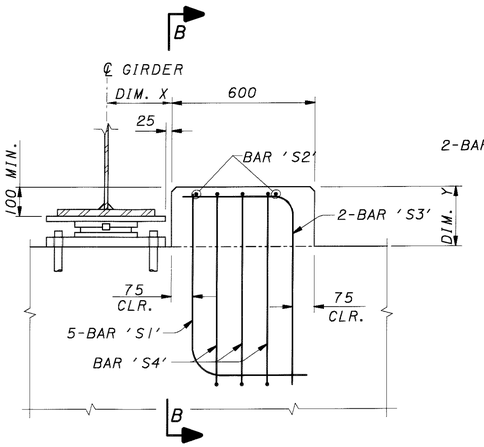
PLAN

SEISMIC PEDESTAL REINFORCING

PIER	BAR 'S1'	BAR 'S2'	BAR 'S3'	BAR 'S4'
NO. 5	5 - PE29M01	2 - PE29M02	2 - PE19M17	3 - PE19M18
NO. 11	5 - PL29M01	2 - PL29M02	2 - PL19M11	3 - PL19M12
NO. 15	5 - PQ29M01	2 - PQ29M02	2 - PQ19M12	3 - PQ19M13

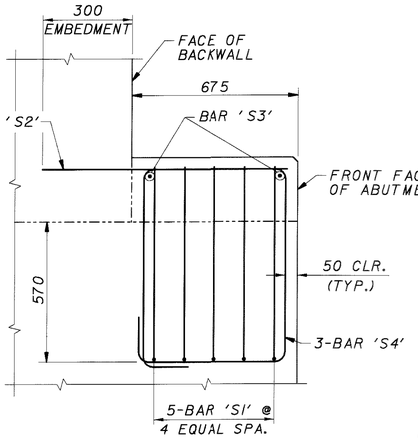
SEISMIC PEDESTAL GEOMETRY

PIER	SPAN	DIM. X	DIM. Y	LAYOUT ANGLE δ
NO. 5	5	290	235	10° 15' 30"
NO. 5	6	275	235	-14° 58' 25"
NO. 11	11	275	235	16° 15' 46"
NO. 11	12	275	230	9° 31' 50"
NO. 15	15	275	230	8° 40' 31"
NO. 15	16	275	230	5° 21' 01"



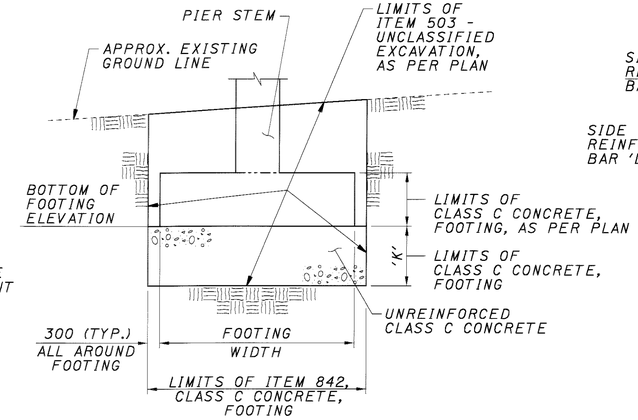
FRONT VIEW A-A

NOTE: CONCRETE COVER SHALL BE 50 mm UNLESS OTHERWISE NOTED



VIEW B-B

SEISMIC PEDESTALS

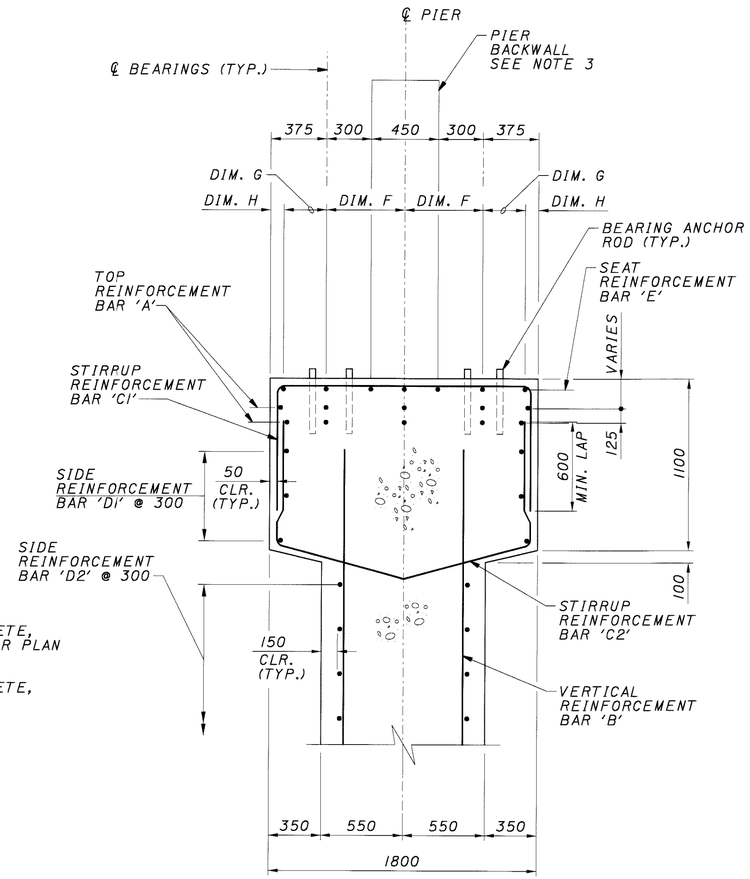


PIER EXCAVATION AND BACKFILL PAYMENT LIMITS

PIER OVEREXCAVATION

DEPTH	PIER NO. 5	PIER NO. 6	PIER NO. 7	PIER NO. 8	PIER NO. 9	PIER NO. 13
DIM. 'K'	1900	1500	1000	1200	1300	1400

NOTE: NO OVEREXCAVATION IS ANTICIPATED TO BE REQUIRED AT OTHER PIER LOCATIONS.



SECTION D-D

PIER NOS. 5, 11 & 15

PIER SECTION D-D TABLE

PIER NO.	TOP REINFORCEMENT NO.	BAR 'A'	LAYER	VERTICAL REINFORCEMENT NO.	BAR 'B'	STIRRUP REINFORCEMENT NO.	BAR 'C1'	STIRRUP REINFORCEMENT NO.	BAR 'C2'	SIDE REINFORCEMENT NO.	BAR 'D1'	SIDE REINFORCEMENT NO.	BAR 'D2'	SEAT REINFORCEMENT NO.	BAR 'E'	TOP REINFORCEMENT HORIZONTAL LAYOUT DIM. F	DIM. G	DIM. H
5	5	PE32M01	TOP ROW	92	PE19M04	19	PE16M09	19	PE16M10	6	PE19M05	44	PE19M05	3 SETS OF 7	PE16M23	525	290	85
	5	PE32M01	2nd ROW															
11	5	PL32M01	TOP ROW	92	PL25M03	19	PL16M11	19	PL16M12	6	PL19M01	40	PL19M01	3 SETS OF 7	PL16M25	525	290	85
	5	PL32M01	2nd ROW															
15	5	PQ32M01	TOP ROW	92	PQ22M05	19	PQ16M11	19	PQ16M12	6	PQ19M01	40	PQ19M01	3 SETS OF 7	PQ16M25	525	290	85
	5	PQ32M01	2nd ROW															

NOTES:

1. BRIDGE SEAT REINFORCING, SETTING ANCHORS: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
2. FOR PIER PLAN AND ELEVATION VIEWS AND LOCATION OF SECTION D-D, SEE SHEETS 19 - 37.
3. FOR PIER BACKWALL REINFORCMENT, SEE SHEET 45.
4. FOR CURVED BRIDGE LAYOUT, SEE SHEET 9.
5. FOR PIER FOOTING LAYOUT, SEE SHEETS 5 - 8.
6. FOR PIER AESTHETIC DETAILS, SEE SHEETS 45A & 45B.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

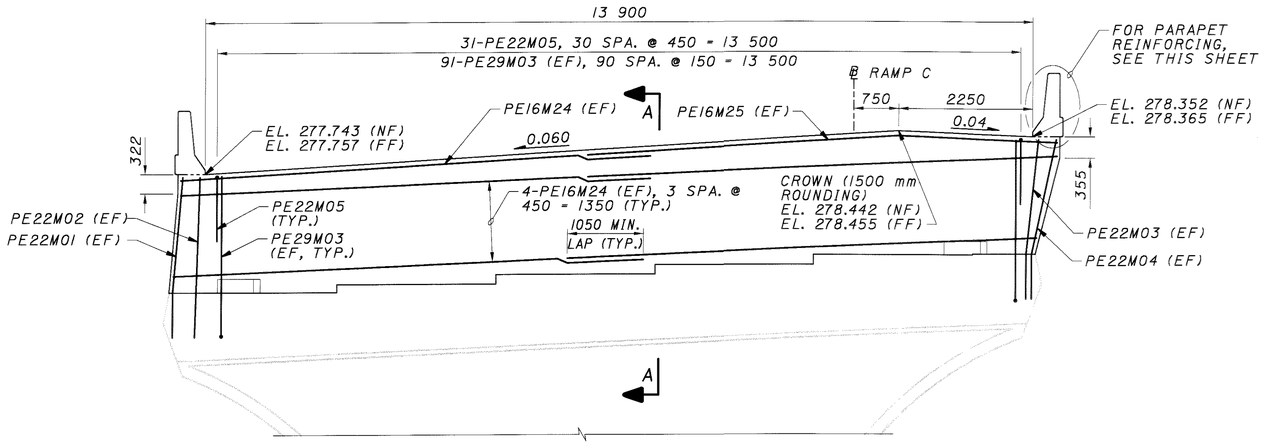
DESIGNED JTC | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

PIER SECTIONS AND DETAILS
BRIDGE NO.: MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

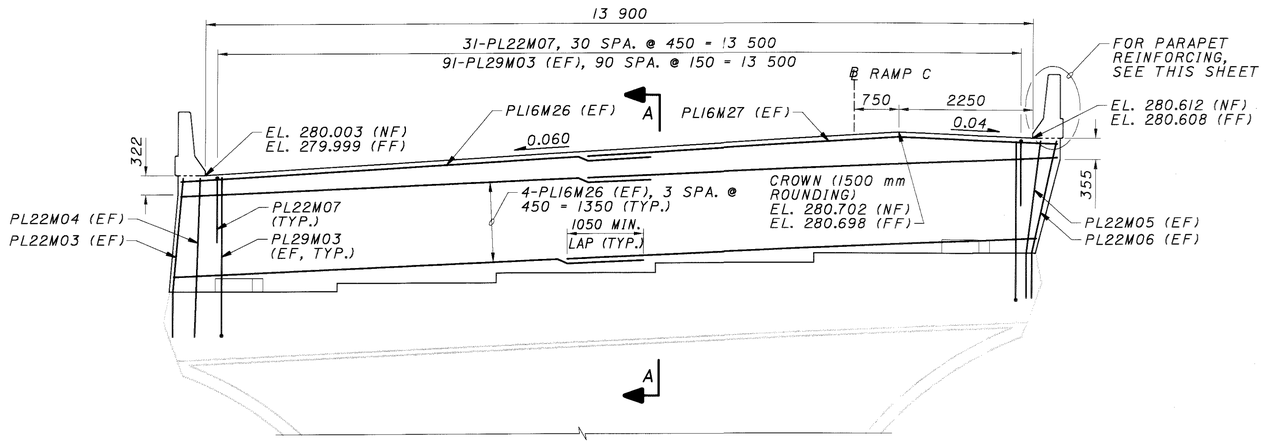
MOT-75-31.842

44/105

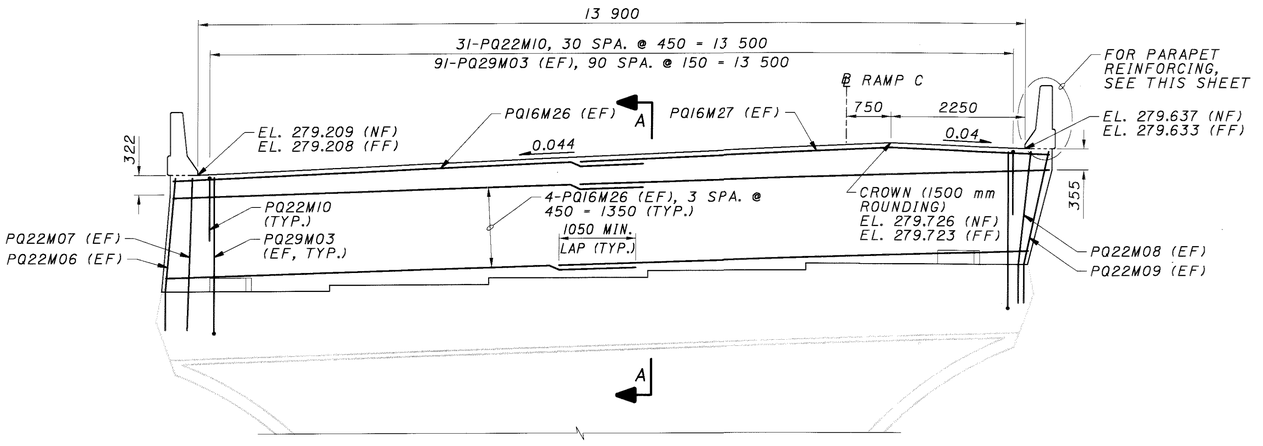
940/1080



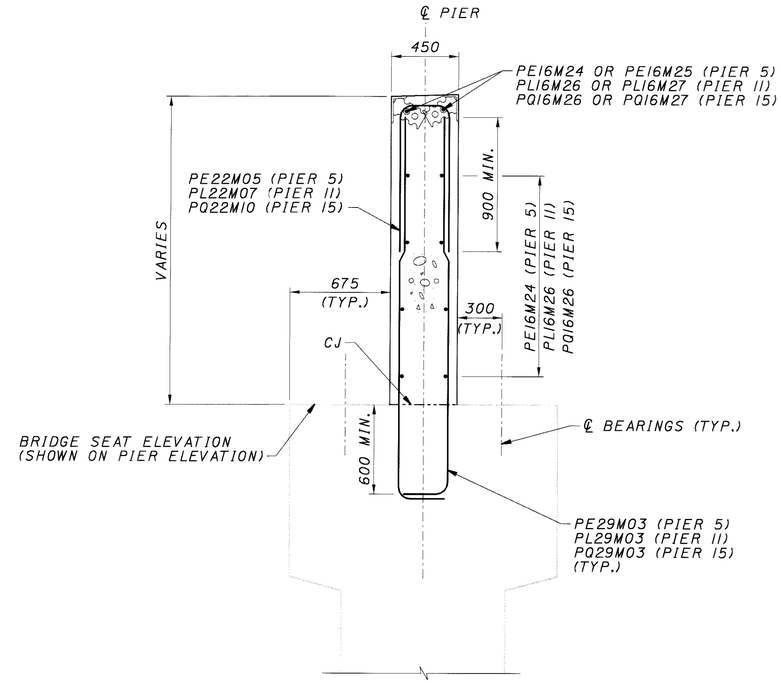
BACKWALL ELEVATION AT PIER 5



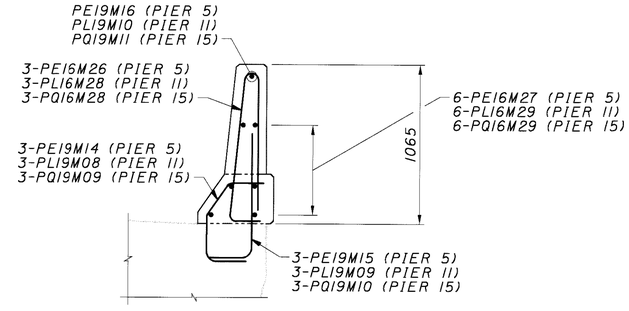
BACKWALL ELEVATION AT PIER II



BACKWALL ELEVATION AT PIER 15



SECTION A-A



PARAPET REINFORCING

(2 REQUIRED PER PIER)
NOTE: FOR PARAPET DIMENSIONS, REFER TO STANDARD DRAWING BR-1.

NOTES:

1. FOR PIER ELEVATIONS, SEE SHEETS 19 - 37.

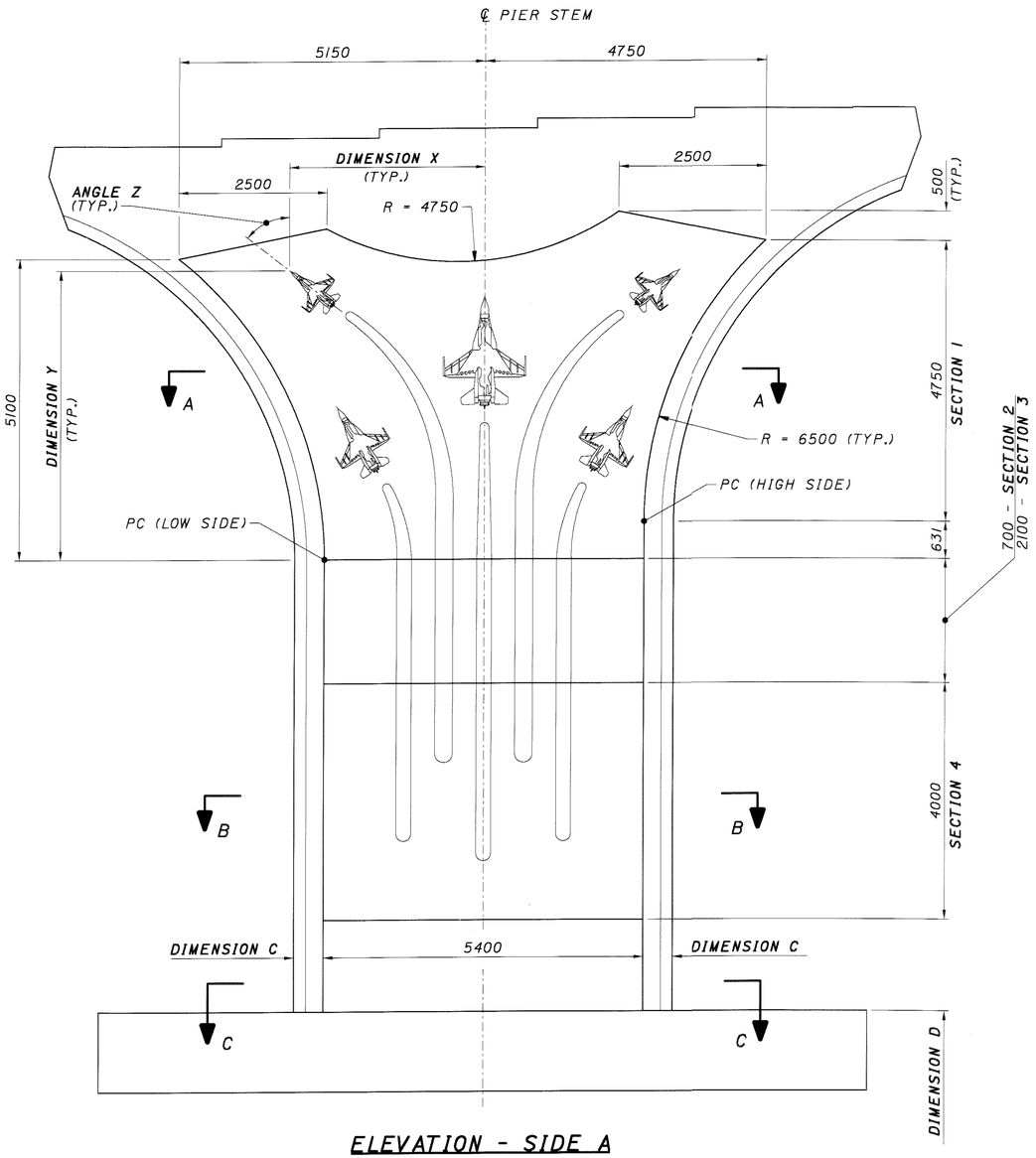
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1628

DESIGNED	DRAWN	REVIEWED	DATE
JTC	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

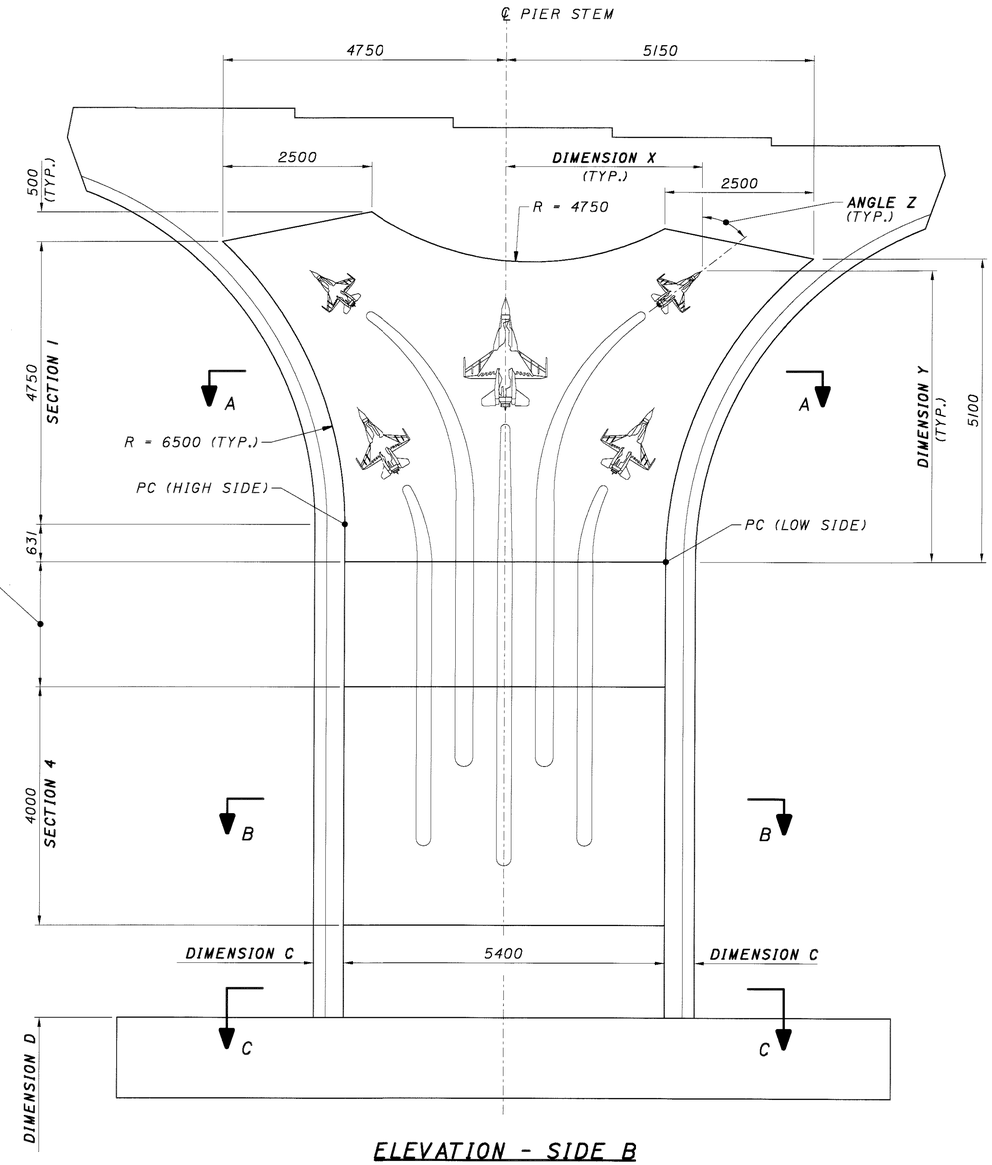
PIER BACKWALL DETAILS

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



ELEVATION - SIDE A



ELEVATION - SIDE B

F-16 IMAGE	DIM. H	DIM. W	DIM. X	DIM. Y	ANGLE Z
LOWER LEFT	1330	950	2500	2600	32° 00′
UPPER LEFT	980	700	3300	4900	52° 00′
CENTER	1960	1400	0	4500	0° 00′
UPPER RIGHT	980	700	3300	4900	52° 00′
LOWER RIGHT	1330	950	2500	2600	32° 00′

NOTES:

1. WORK THIS SHEET WITH SHEET 45B.

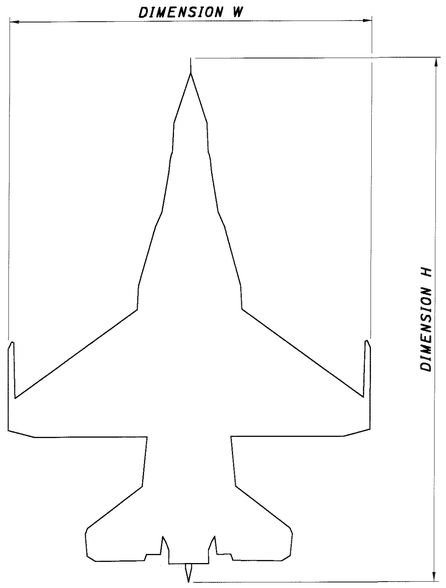
DESIGN AGENCY
Creative DESIGN SOLUTIONS, INC.
3413 WINDOM ROAD
BRENTWOOD, MARYLAND 20722

DESIGNED	DRAWN	REVIEWED	DATE
RGS	JTC	SNW	04/02
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTC		5709059	

PIER AESTHETIC DETAILS
BRIDGE NO.: MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

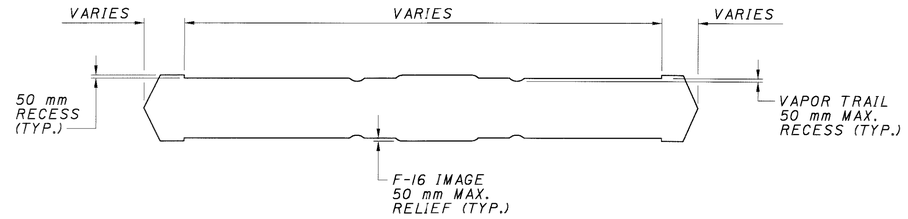
MOT-75-31.842

941A/1080

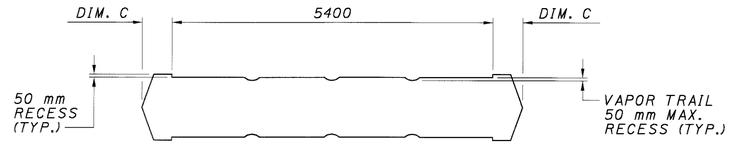


F-16 IMAGES

PIER NO.	REAR FORM	FWD. FORM	FORM SECTIONS	DIM. C	DIM. D
1	SIDE A	SIDE B	1, 2	3550	220
2	SIDE A	SIDE B	1, 3	1650	0
3	SIDE A	SIDE B	1	750	130
4	SIDE A	SIDE B	1	500	70
5	SIDE A	SIDE B	1	500	310
6	SIDE A	SIDE B	1	650	550
7	SIDE A	SIDE B	1, 2	500	40
8	SIDE A	SIDE B	1, 4	500	1060
9	SIDE A	SIDE B	1, 3, 4	500	1550
10	SIDE A	SIDE B	1, 3, 4	500	590
11	SIDE A	SIDE B	1, 3, 4	500	240
12	SIDE A	SIDE B	1, 4	550	1360
13	SIDE A	SIDE B	1, 4	500	1270
14	SIDE A	SIDE B	1, 4	500	20
15	SIDE A	SIDE B	1, 3	500	450
16	SIDE A	SIDE B	1, 2	500	250
17	SIDE B	SIDE A	1	1650	60
18	SIDE B	SIDE A	1, 2	3550	1110
19	SIDE B	SIDE A	1	1650	560



SECTION A-A



SECTION B-B

SECTION C-C

NOTES:

1. WORK THIS SHEET WITH SHEET 45A.
2. FOR PIER PLAN AND ELEVATION VIEWS, SEE SHEETS 19 - 37.
3. FOR PIER DETAIL NOTES, SEE SHEET 44.
4. ALL EXPOSED PIER SURFACES EXCEPT THE TOP OF PIER CAPS SHALL BE SEALED WITH AN EPOXY-URETHANE SEALER. PAYMENT SHALL BE INCLUDED WITH ITEM 864. SEE GENERAL NOTE SHEET 10 FOR FINISH COAT COLOR.
5. FOR DETAILED REQUIREMENTS OF FORM MATERIALS, FABRICATION, AND PIER CONSTRUCTION PROCEDURES, SEE PROPOSAL NOTE.

DESIGN AGENCY
Creative DESIGN SOLUTIONS, INC.
3413 WINDOM ROAD
BRENTWOOD, MARYLAND 20722

REVIEWED	DATE
SMW	04/02

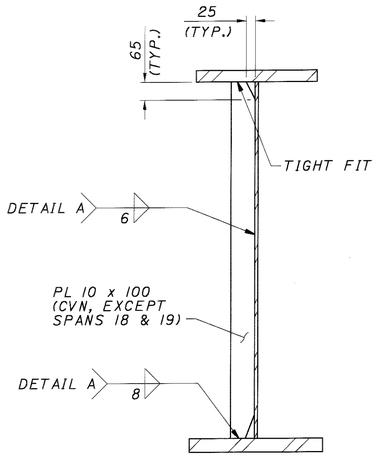
STRUCTURE FILE NUMBER 5709059

DRAWN	REVISED
JTC	

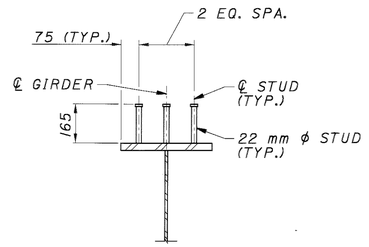
DESIGNED	CHECKED
RGS	JTC

PIER AESTHETIC DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

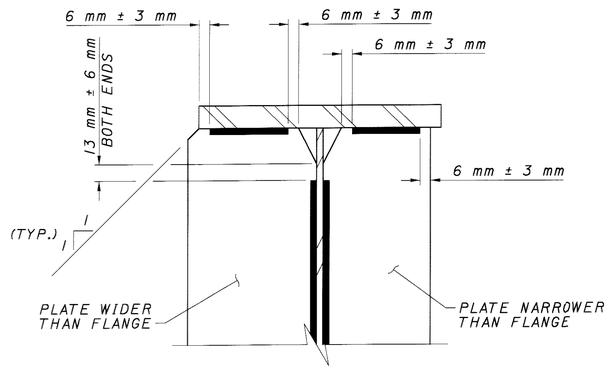
MOT-75-31.842



INTERMEDIATE STIFFENERS



TYPICAL SHEAR CONNECTOR DETAIL



DETAIL A

STRUCTURAL STEEL NOTES:

1. FOR GENERAL NOTES, SEE SHEET 10.
2. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
3. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
4. ALL STRUCTURAL STEEL SHALL BE ASTM A572M GRADE 350, YIELD STRENGTH 350 Mpa, UNLESS NOTED OTHERWISE.
5. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), THE MATERIAL SHALL MEET THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN 711.01.
6. SUBSTRUCTURE SKEW ANGLES SHOWN IN THE PLANS ARE MEASURED FROM A LINE NORMAL TO THE CONSTRUCTION BASELINE AT THE BASELINE INTERSECTION WITH THE SUBSTRUCTURE CENTERLINE.
7. WHERE INTERMEDIATE STIFFENERS ARE SHOWN, THEY SHALL BE LOCATED AT EQUAL SPACES BETWEEN THE ADJACENT BEARING STIFFENERS OR CROSSFRAME CONNECTION PLATES ON EITHER SIDE.
8. STUD SHEAR CONNECTORS COINCIDING WITH FIELD SPLICE BOLTS SHALL BE REPOSITIONED TO A LOCATION MIDWAY BETWEEN BOLT LOCATIONS. STUD SHEAR CONNECTORS COINCIDING WITH WELDED SHOP SPLICES SHALL BE REPOSITIONED TO CLEAR SPLICE LOCATIONS BY 150 MILLIMETERS.
9. AT ALL FIELD SPLICES, BOLT HEADS SHALL BE PLACED ON THE OUTSIDE FACE OF THE EXTERIOR GIRDERS, ON THE BOTTOM OF THE BOTTOM FLANGE SPLICE PLATES, AND ON THE TOP OF THE TOP FLANGE SPLICE PLATES.
10. FOR END CROSSFRAME DETAILS, SEE SHEET 62A. CLIP GIRDER TOP AND BOTTOM FLANGES AT REAR ABUTMENT AS SHOWN ON STANDARD DRAWING GSD-1-96 SHEET 2 OF 3.
11. FOR STRIP SEAL EXPANSION JOINT DETAILS, SEE STANDARD DRAWING EXJ-4-87.
12. WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINES MAY BE MADE TO AREAS OF THE GIRDER FLANGES LABELED "COMPRESSION". WELDED ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE NOT MORE THAN 50mm LONG, NOT SMALLER THAN 6mm FOR MEMBER THICKNESSES UP TO 19mm, AND NOT SMALLER THAN 8mm FOR MEMBER THICKNESSES OVER 19mm.
13. THE ESTIMATED QUANTITY OF STRUCTURAL STEEL IS 1,771,300 KILOGRAMS:

SUPERSTRUCTURE I	507,850
SUPERSTRUCTURE II	514,750
SUPERSTRUCTURE III	308,900
SUPERSTRUCTURE IV	439,800
TOTAL	1,771,300 KG

THIS QUANTITY IS FURNISHED FOR INFORMATION ONLY. PAYMENT SHALL BE MADE AT THE CONTRACT BID PRICE FOR ITEM 863, STRUCTURAL STEEL MEMBERS, LEVEL FIVE (5) FABRICATION. PAYMENT FOR SHEAR CONNECTORS SHALL BE INCLUDED WITH ITEM 863, WELDED STUD SHEAR CONNECTORS.

14. FOR METRIC PLATE, FASTENER, AND SHEAR CONNECTOR DIMENSIONS DESIGNATED IN THE PLANS, THE FOLLOWING CONVERSIONS TO ENGLISH DIMENSIONS SHALL BE USED:

MILLIMETER	INCH	MILLIMETER	INCH
6	1/4	32	1 1/4
8	5/16	35	1 3/8
10	3/8	38	1 1/2
11	7/16	41	1 5/8
13	1/2	44	1 3/4
14	9/16	48	1 7/8
16	5/8	51	2
17	11/16	54	2 1/8
19	3/4	57	2 1/4
22	7/8	60	2 3/8
25	1	64	2 1/2
29	1 1/8		

15. STRUCTURAL STEEL DETAIL CROSS REFERENCES:

FRAMING PLAN AND GIRDER ELEVATIONS	SHEETS 47 - 61
CROSSFRAME DETAILS	SHEET 62
SPLICE DETAILS	SHEETS 63 - 65
GIRDER CAMBER	SHEETS 66 - 70
POT BEARING DETAILS	SHEETS 71 & 72
EXPANSION JOINT DETAILS	SHEETS 84 & 84A
SCUPPERS AND DRAINAGE DETAILS	SHEETS 90 - 94

16. ON GIRDER ELEVATIONS:
CP: COMPLETE JOINT PENETRATION GROOVE WELD
CS: COMPLETE JOINT PENETRATION GROOVE WELD SUBJECT TO COMPRESSIVE STRESS ONLY

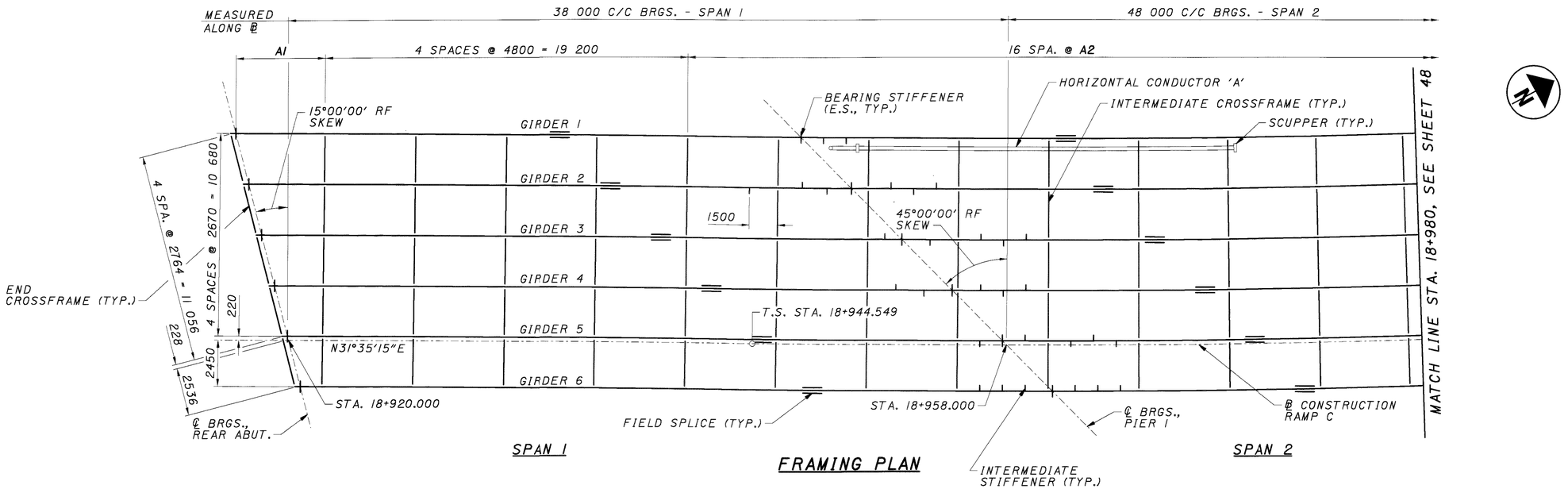
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

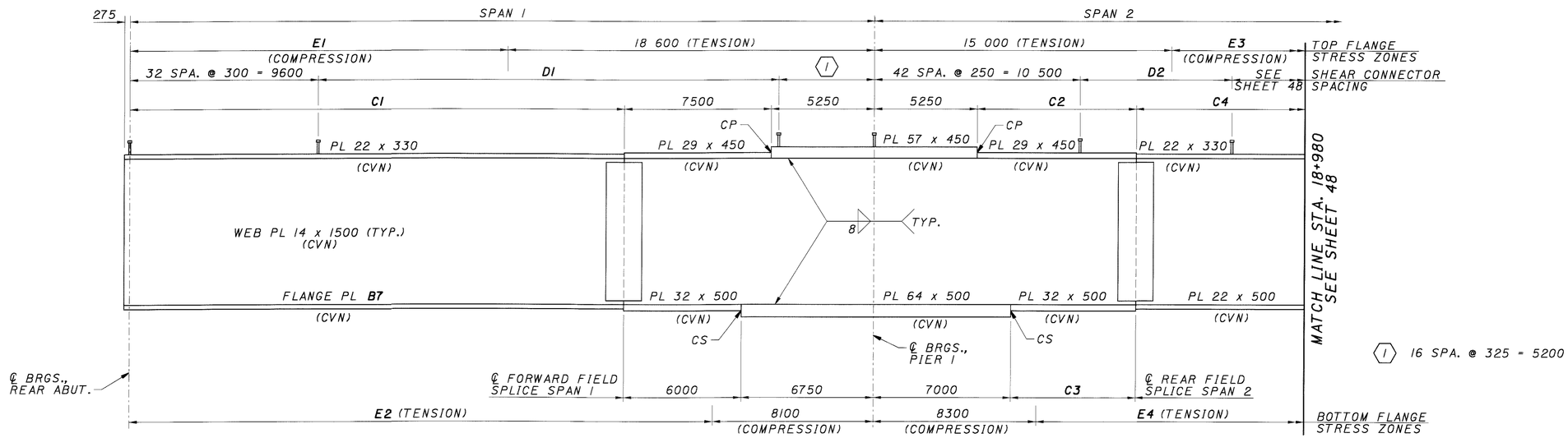
STRUCTURAL STEEL NOTES AND DETAILS
BRIDGE NO.: MOT-75-32/21
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc350fp.dgn 23-SEP-2002



FRAMING PLAN



GIRDER ELEVATION

SUPERSTRUCTURE 1

NOTES:

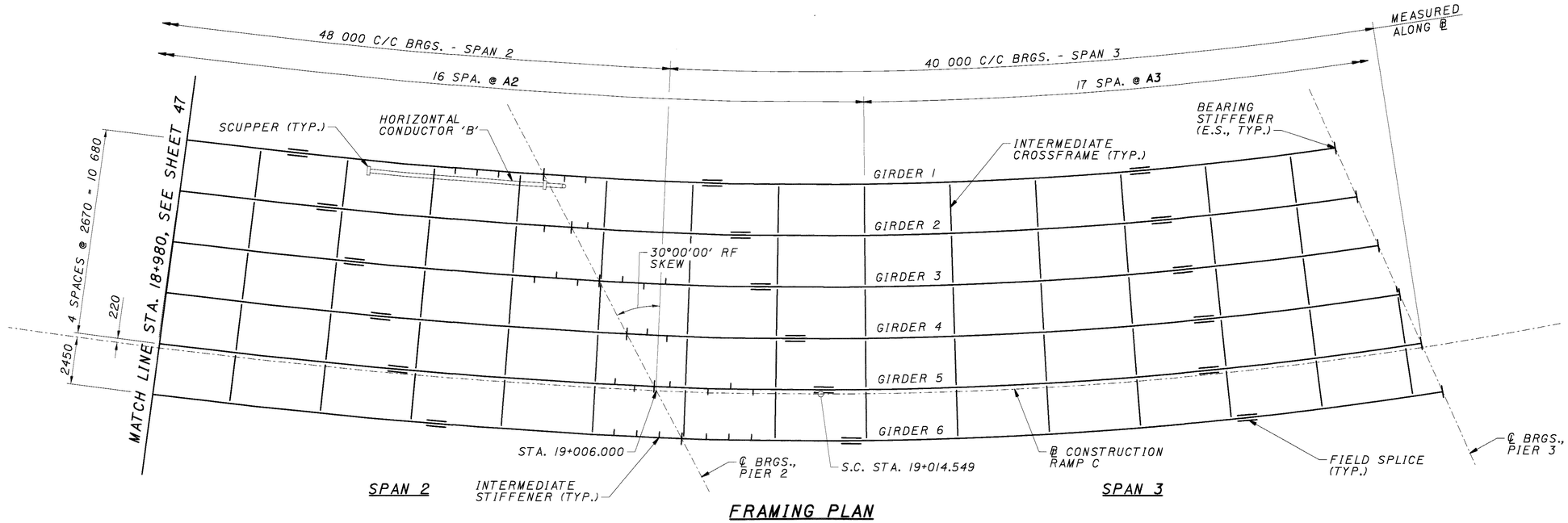
1. WORK THIS SHEET WITH SHEETS 48 - 50.
2. FOR DRAINAGE DETAILS, SEE SHEETS 90 - 94.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1920

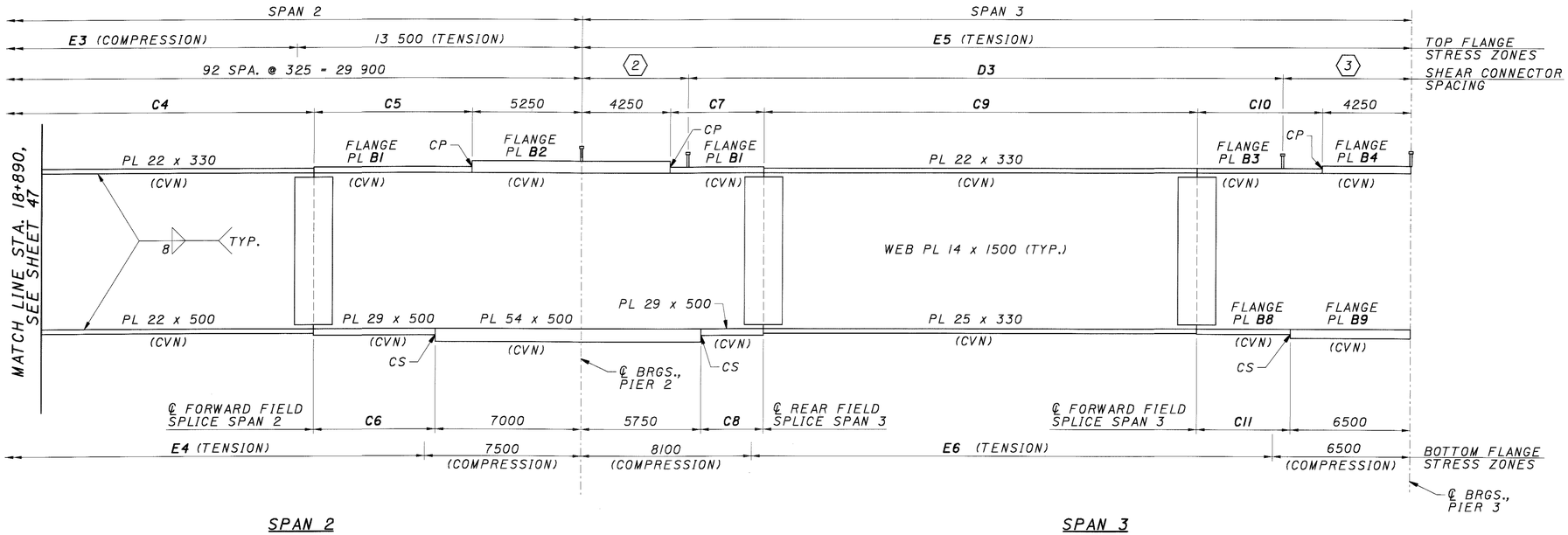
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - I
BRIDGE NO. MOT-75-3272 I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



FRAMING PLAN



GIRDER ELEVATION

⟨2⟩ 20 SPA. @ 275 = 5500
⟨3⟩ 23 SPA. @ 275 = 6325

SUPERSTRUCTURE I

NOTES:

1. WORK THIS SHEET WITH SHEETS 47, 49 & 50.
2. FOR DRAINAGE DETAILS, SEE SHEETS 90 - 94.

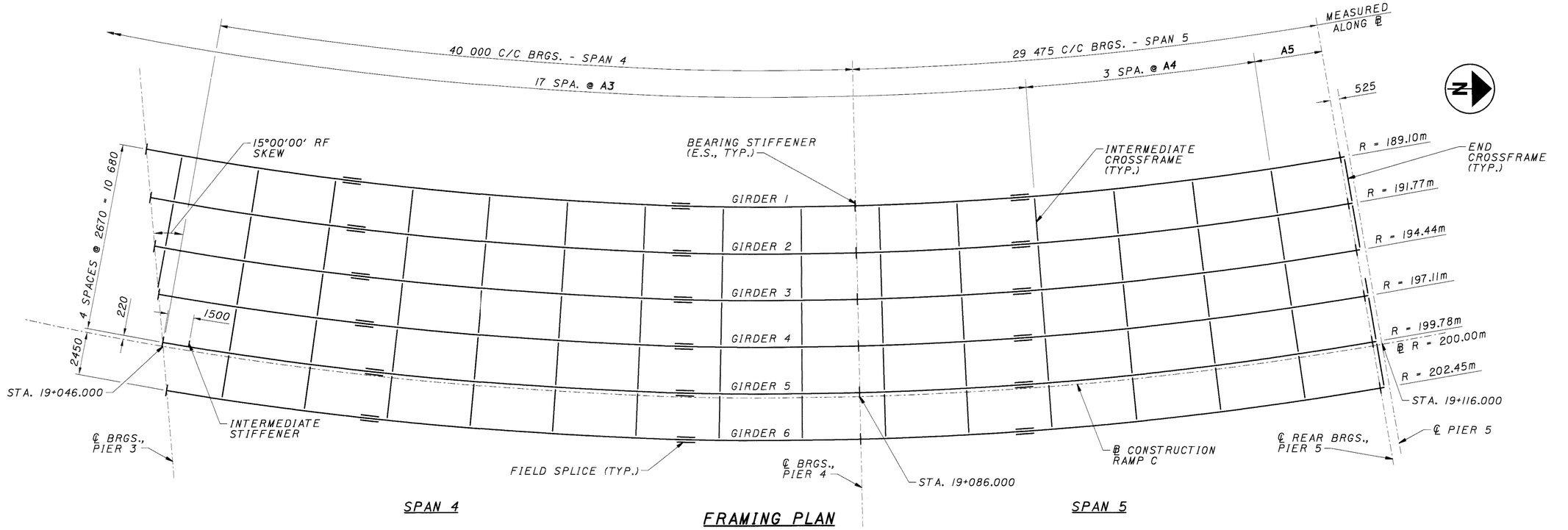
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

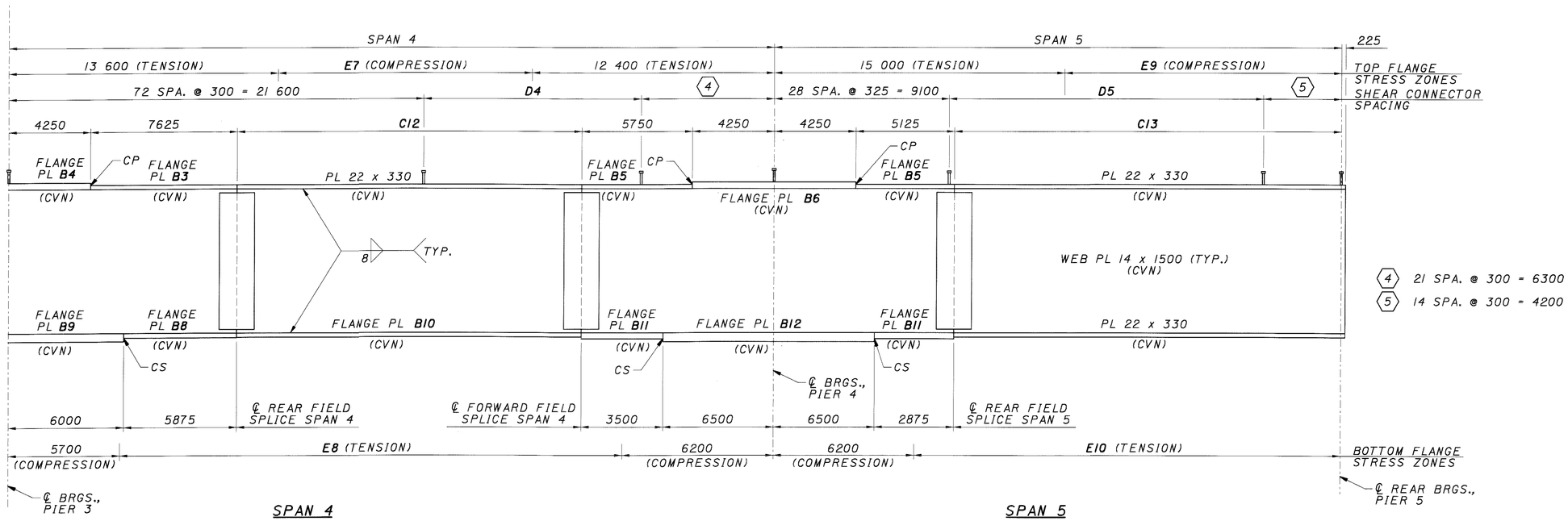
FRAMING PLAN AND GIRDER ELEVATION - 1
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc352fp.dgn 23-SEP-2002



FRAMING PLAN



GIRDER ELEVATION

SUPERSTRUCTURE I

NOTES:

1. WORK THIS SHEET WITH SHEETS 47, 48, & 50.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1920

REVIEWED	DATE	STRUCTURE FILE NUMBER
MRM	08/01	5709059

DRAWN	REVISED
CAC	

DESIGNED	CHECKED
SKT	RGS

FRAMING PLAN AND GIRDER ELEVATION - 1
BRIDGE NO. MOT-75-3272J
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

49/105

945/1080

GIRDER AND FRAMING DIMENSIONS - SUPERSTRUCTURE I

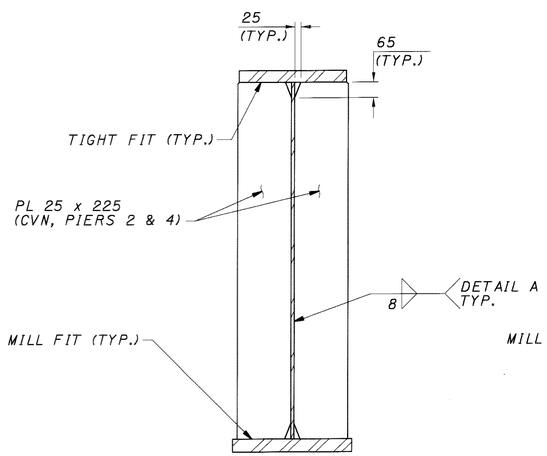
GIRDER NO.	LENGTHS ALONG C/L GIRDER						CROSSFRAME SPACING				
	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	TOTAL	A1	A2 (SEE NOTE 7)	A3	A4	A5
G1	29 908	51 201	41 264	40 747	27 840	190 960	4721	1 SPA. EACH @ 4799, 4786, 4768, 4751, 4733, 4715, 4697, 4582, 4564, 4547, 4530, 4513, 4496, 4478, 4461, & 4446	4444	4537	4014
G2	31 896	50 420	40 946	40 563	28 241	192 066	4005	1 SPA. EACH @ 4800, 4790, 4776, 4763, 4749, 4736, 4722, 4611, 4598, 4585, 4572, 4559, 4546, 4533, 4520, & 4508	4506	4604	4079
G3	33 882	49 636	40 633	40 379	28 641	193 171	3290	1 SPA. EACH @ 4800, 4793, 4784, 4775, 4766, 4757, 4747, 4640, 4631, 4622, 4613, 4604, 4595, 4587, 4578, & 4570	4569	4668	4142
G4	35 863	48 850	40 326	40 197	29 042	194 278	2574	1 SPA. EACH @ 4800, 4796, 4792, 4787, 4782, 4777, 4773, 4669, 4664, 4659, 4655, 4650, 4646, 4641, 4637, & 4633	4632	4731	4206
G5	37 838	48 064	40 024	40 015	29 442	195 383	1859	1 SPA. EACH @ 4800, 4799, 4799, 4799, 4799, 4798, 4798, 4698, 4697, 4697, 4697, 4696, 4696, 4696, 4695, & 4695	4695	4794	4268
G6	39 805	47 280	39 728	39 834	29 843	196 490	1144	1 SPA. EACH @ 4800, 4803, 4807, 4811, 4815, 4819, 4823, 4727, 4730, 4734, 4738, 4742, 4746, 4750, 4754, & 4757	4758	4857	4333

GIRDER NO.	FLANGE PLATE SIZES												FLANGE PLATE LENGTHS										
	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13
G1	22 x 500	44 x 500	22 x 350	35 x 350	22 x 330	35 x 330	22 x 330	29 x 350	54 x 350	22 x 330	25 x 350	48 x 350	17 158	8750	7000	24 326	7625	5875	4500	3000	22 264	6000	3750	18 872	18 465
G2	22 x 500	44 x 500	22 x 350	35 x 350	22 x 330	35 x 330	22 x 330	29 x 350	54 x 350	22 x 330	25 x 350	48 x 350	19 146	8125	6375	24 170	7625	5875	4500	3000	21 946	6000	3750	18 688	18 866
G3	22 x 450	44 x 450	22 x 350	35 x 350	22 x 330	35 x 330	22 x 330	29 x 350	54 x 350	22 x 330	25 x 350	48 x 350	21 132	8125	6375	23 386	7625	5875	4125	2625	22 008	6000	3750	18 504	19 266
G4	22 x 450	44 x 450	22 x 350	35 x 350	22 x 330	35 x 330	22 x 330	29 x 350	54 x 350	22 x 330	25 x 350	48 x 350	23 113	8125	6375	22 600	7625	5875	4500	3000	21 326	6000	3750	18 322	19 667
G5	22 x 450	44 x 450	22 x 450	35 x 450	22 x 450	35 x 450	22 x 330	29 x 400	54 x 400	22 x 330	25 x 450	48 x 450	25 088	8125	6375	21 314	8125	6375	4500	3000	20 149	6875	4625	18 140	20 067
G6	22 x 450	44 x 450	22 x 450	35 x 450	22 x 450	35 x 450	22 x 450	29 x 400	54 x 400	22 x 350	25 x 450	48 x 450	27 055	8125	6375	21 030	7625	5875	4500	3000	20 728	6000	3750	17 959	20 468

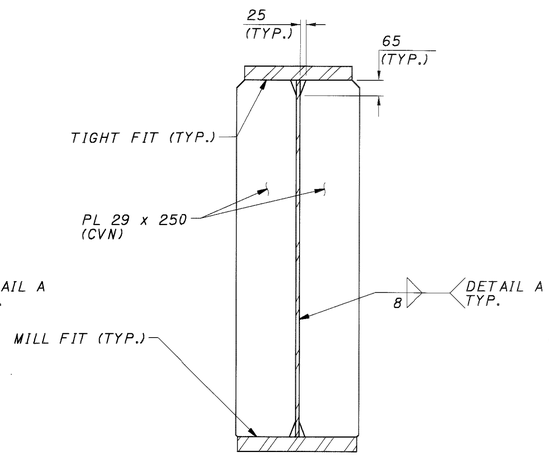
GIRDER NO.	SHEAR CONNECTOR SPACING					STRESS ZONES									
	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10
G1	47 SPA. @ 325 MAX. = 15 108	37 SPA. @ 300 MAX. = 10 801	118 SPA. @ 250 MAX. = 29 439	47 SPA. @ 275 MAX. = 12 847	49 SPA. @ 300 MAX. = 14 540	11 308	21 808	22 701	35 401	41 264	26 664	14 747	28 847	12 840	21 640
G2	53 SPA. @ 325 MAX. = 17 096	34 SPA. @ 300 MAX. = 10 020	117 SPA. @ 250 MAX. = 29 121	47 SPA. @ 275 MAX. = 12 663	50 SPA. @ 300 MAX. = 14 941	13 296	23 796	21 920	34 620	40 946	26 346	14 563	28 663	13 241	22 041
G3	59 SPA. @ 325 MAX. = 19 082	31 SPA. @ 300 MAX. = 9236	116 SPA. @ 250 MAX. = 28 808	46 SPA. @ 275 MAX. = 12 479	52 SPA. @ 300 MAX. = 15 341	15 282	25 782	21 136	33 836	40 633	26 033	14 379	28 479	13 641	22 441
G4	65 SPA. @ 325 MAX. = 21 063	29 SPA. @ 300 MAX. = 8450	115 SPA. @ 250 MAX. = 28 501	45 SPA. @ 275 MAX. = 12 297	53 SPA. @ 300 MAX. = 15 742	17 263	27 763	20 350	33 050	40 326	25 726	14 197	28 297	14 042	22 842
G5	71 SPA. @ 325 MAX. = 23 038	26 SPA. @ 300 MAX. = 7664	113 SPA. @ 250 MAX. = 28 199	45 SPA. @ 275 MAX. = 12 115	54 SPA. @ 300 MAX. = 16 142	19 238	29 738	19 564	32 264	40 024	25 424	14 015	28 115	14 442	23 242
G6	77 SPA. @ 325 MAX. = 25 005	23 SPA. @ 300 MAX. = 6880	112 SPA. @ 250 MAX. = 27 903	44 SPA. @ 275 MAX. = 11 934	56 SPA. @ 300 MAX. = 16 543	21 205	31 705	18 780	31 480	39 728	25 128	13 834	27 934	14 843	23 643

NOTES:

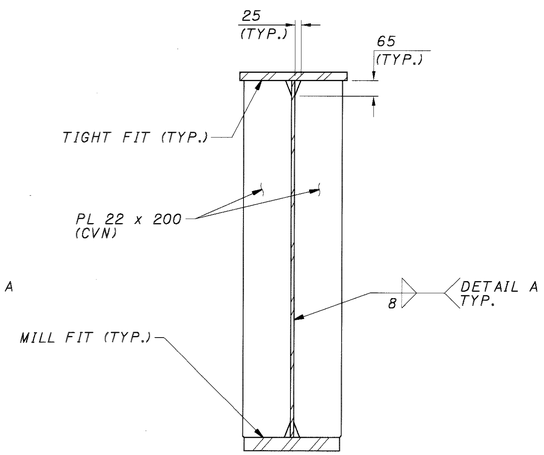
1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. WORK THIS SHEET WITH SHEETS 47 - 49.
3. FOR CROSSFRAME DETAILS, SEE SHEETS 62 & 62A.
4. FOR SPLICE DETAILS, SEE SHEETS 63 - 65.
5. FOR GIRDER CAMBER, SEE SHEET 66.
6. FOR POT BEARING DETAILS, SEE SHEETS 71 & 72.
7. CROSSFRAME SPACINGS SHOWN FOR SUPERSTRUCTURE I SPIRAL FRAMING ARE LISTED CONSECUTIVELY FROM THE REAR TOWARDS THE FORWARD END OF THE SPIRAL.
8. FOR ADDITIONAL BEARING STIFFENER NOTES, SEE STANDARD DRAWING GSD-1-96.



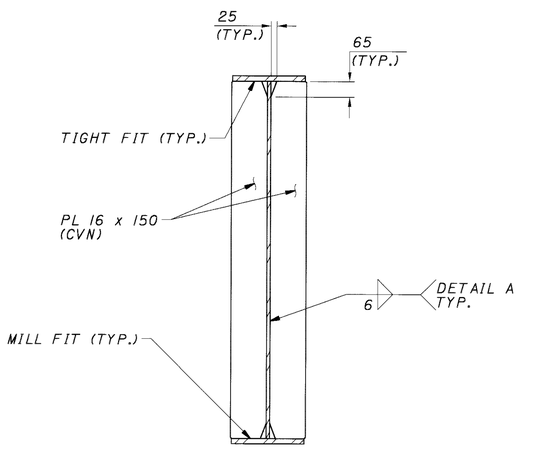
BEARING STIFFENERS
REAR ABUTMENT
PIER 2
PIER 4



BEARING STIFFENERS
PIER 1



BEARING STIFFENERS
PIER 3



BEARING STIFFENERS
PIER 5

SUPERSTRUCTURE I

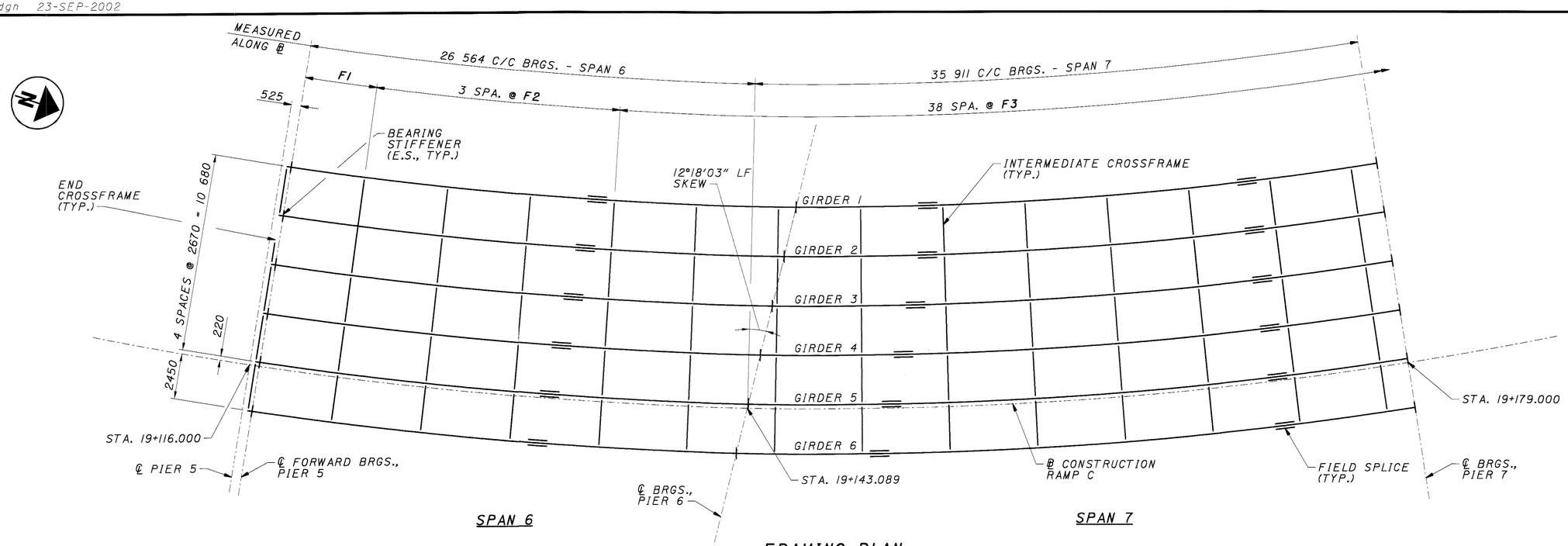
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

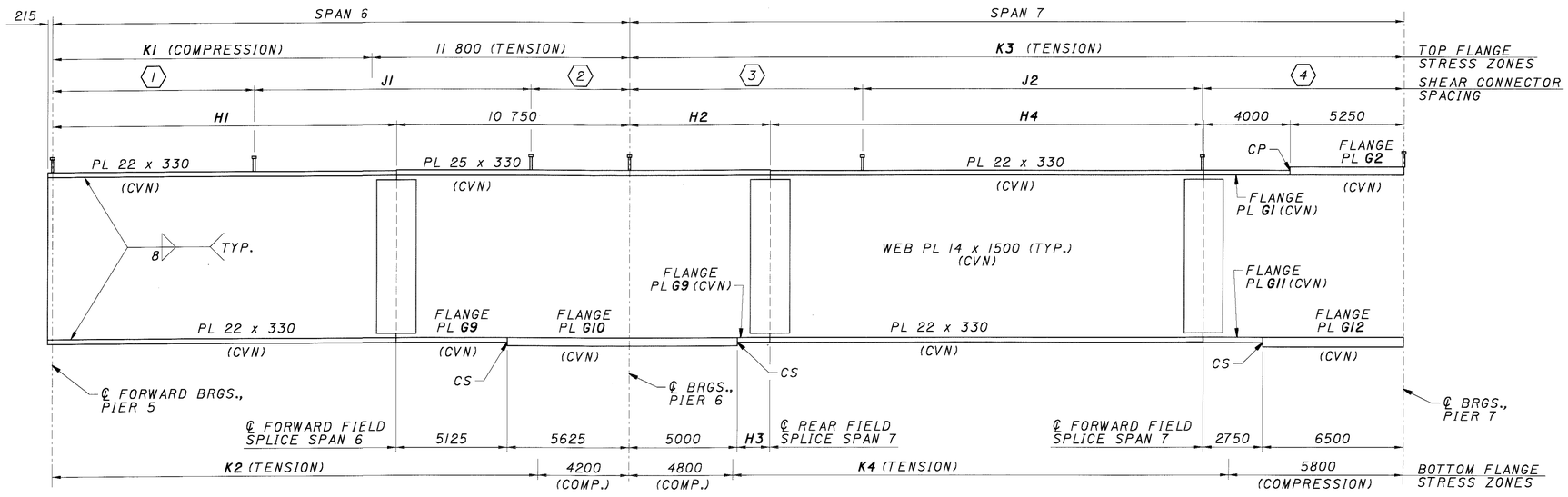
FRAMING DIMENSIONS AND BEARING STIFFENERS - I
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc353fp.dgn 23-SEP-2002



FRAMING PLAN



SPAN 6 SPAN 7

GIRDER ELEVATION

SUPERSTRUCTURE II

1. 31 SPA. @ 300 = 9300
2. 26 SPA. @ 175 = 4550
3. 43 SPA. @ 250 = 10 750
4. 31 SPA. @ 300 = 9300

NOTES:

1. WORK THIS SHEET WITH SHEETS 52 - 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1923

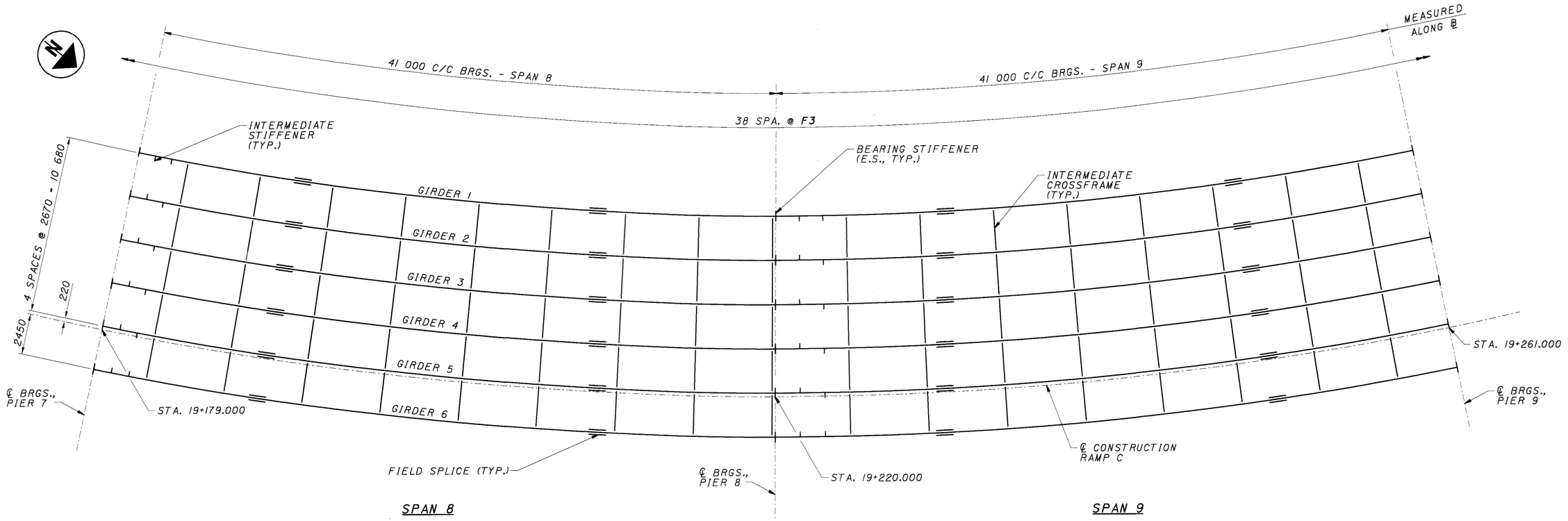
DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

FRAMING PLAN AND GIRDER ELEVATION - 11
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

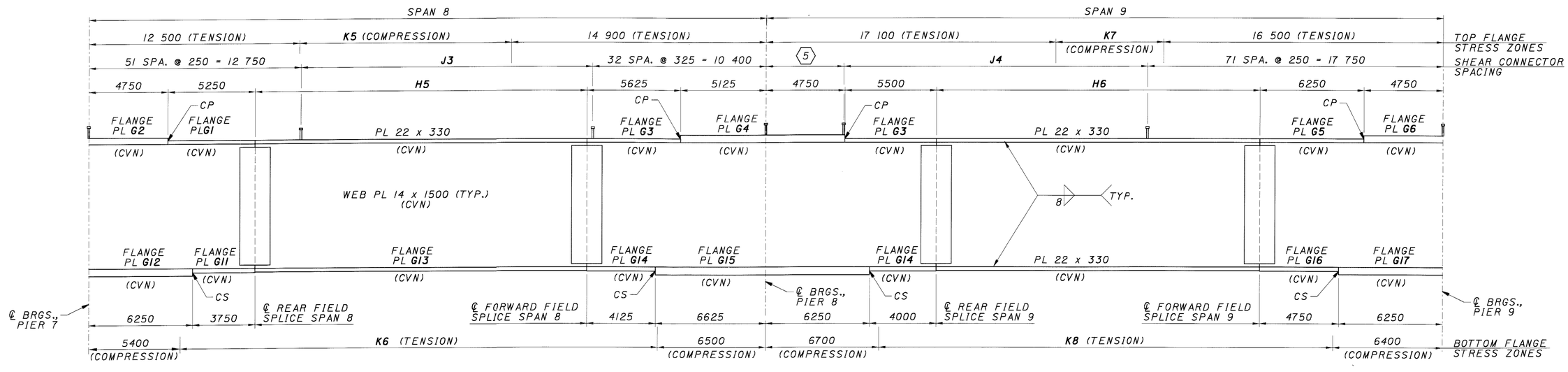
MOT-75-31.842

51/105

947/1080



FRAMING PLAN



GIRDER ELEVATION

5 17 SPA. @ 275 = 4675

NOTES:

1. WORK THIS SHEET WITH SHEETS 51, 53, & 54.

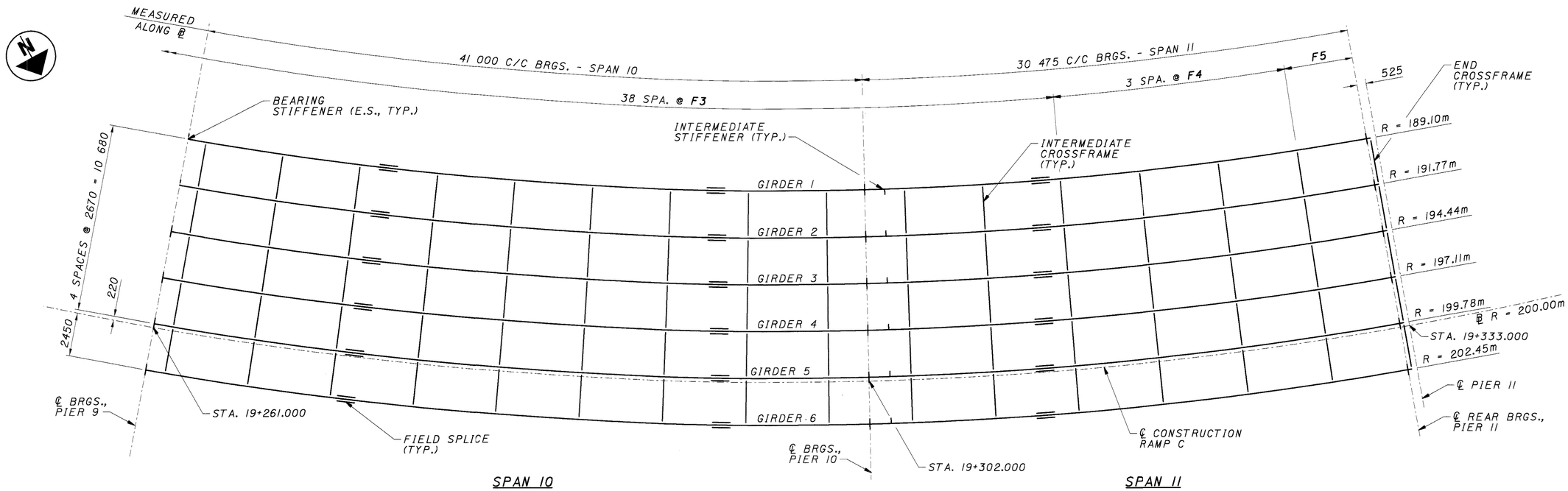
SUPERSTRUCTURE II

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1826

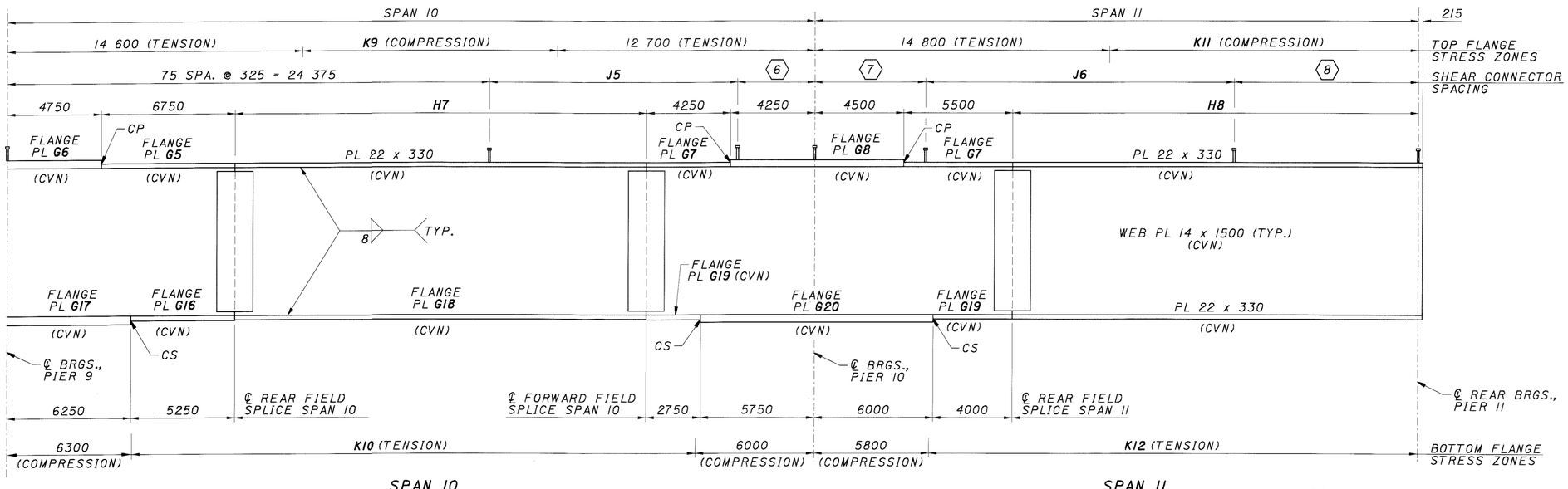
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - II
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



FRAMING PLAN



GIRDER ELEVATION

SUPERSTRUCTURE II

6 13 SPA. @ 300 = 3900
7 16 SPA. @ 350 = 5600
8 31 SPA. @ 300 = 9300

NOTES:

1. WORK THIS SHEET WITH SHEETS 51, 52, & 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

FRAMING PLAN AND GIRDER ELEVATION - 11
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

GIRDER AND FRAMING DIMENSIONS - SUPERSTRUCTURE II

GIRDER NO.	LENGTHS ALONG C/L GIRDER						
	SPAN 6	SPAN 7	SPAN 8	SPAN 9	SPAN 10	SPAN 11	TOTAL
G1	27 468	31 574	38 765	38 765	38 765	28 786	204 123
G2	27 246	32 637	39 313	39 313	39 313	29 200	207 022
G3	27 024	33 700	39 860	39 860	39 860	29 613	209 917
G4	26 803	34 762	40 407	40 407	40 407	30 027	212 813
G5	26 582	35 824	40 955	40 955	40 955	30 441	215 712
G6	26 362	36 885	41 502	41 502	41 502	30 855	218 608

GIRDER NO.	CROSSFRAME SPACING				
	F1	F2	F3	F4	F5
G1	4010	4539	4444	4538	4010
G2	4075	4601	4507	4601	4075
G3	4144	4668	4569	4668	4143
G4	4206	4731	4632	4731	4205
G5	4269	4794	4695	4794	4269
G6	4331	4857	4758	4857	4331

GIRDER NO.	FLANGE PLATE LENGTHS						
	H1	H2	H3	H4	H5	H6	H7	H8
G1	16 718	7125	2125	15 199	18 015	17 515	18 765	18 786
G2	16 496	7750	2750	15 637	18 563	18 063	19 313	19 200
G3	16 274	7750	2750	16 700	19 110	18 610	19 860	19 613
G4	16 053	7750	2750	17 762	19 657	19 157	20 407	20 027
G5	15 832	7750	2750	18 824	20 205	19 705	20 955	20 441
G6	15 612	7750	2750	19 885	20 752	20 252	21 502	20 855

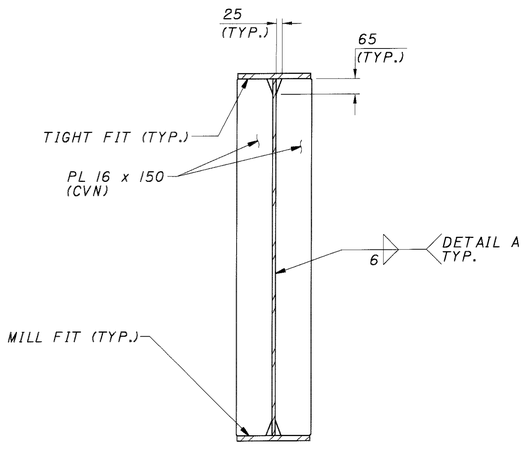
GIRDER NO.	FLANGE PLATE SIZES																		
	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12	G13	G14	G15	G16	G17	G18	G19	G20
G1	22 x 330	38 x 330	22 x 330	44 x 330	22 x 330	41 x 330	22 x 330	35 x 330	22 x 330	38 x 330	25 x 350	44 x 350	22 x 330	25 x 400	48 x 400	25 x 400	44 x 400	22 x 330	25 x 350	44 x 350
G2	22 x 330	38 x 330	22 x 330	44 x 330	22 x 330	41 x 330	22 x 330	35 x 330	22 x 330	38 x 330	25 x 350	44 x 350	22 x 330	25 x 400	48 x 400	25 x 400	44 x 400	22 x 330	25 x 350	44 x 350
G3	22 x 330	38 x 330	22 x 330	44 x 330	22 x 330	41 x 330	22 x 330	35 x 330	22 x 350	38 x 350	25 x 350	44 x 350	22 x 330	25 x 400	48 x 400	25 x 400	44 x 400	22 x 330	25 x 350	44 x 350
G4	22 x 400	38 x 400	22 x 400	44 x 400	22 x 400	41 x 400	22 x 400	35 x 400	22 x 350	38 x 350	25 x 450	44 x 450	22 x 330	25 x 500	48 x 500	25 x 500	44 x 500	22 x 330	25 x 450	44 x 450
G5	22 x 400	38 x 400	22 x 400	44 x 400	22 x 400	41 x 400	22 x 400	35 x 400	22 x 350	38 x 350	25 x 450	44 x 450	22 x 330	25 x 500	48 x 500	25 x 500	44 x 500	22 x 330	25 x 450	44 x 450
G6	22 x 400	38 x 400	22 x 400	44 x 400	22 x 400	41 x 400	22 x 400	35 x 400	22 x 350	38 x 350	25 x 450	44 x 450	22 x 350	25 x 500	48 x 500	25 x 500	44 x 500	22 x 350	25 x 450	44 x 450

GIRDER NO.	SHEAR CONNECTOR SPACING					
	J1	J2	J3	J4	J5	J6
G1	39 SPA. @ 350 MAX. = 13 618	39 SPA. @ 300 MAX. = 11 524	53 SPA. @ 300 MAX. = 15 615	55 SPA. @ 300 MAX. = 16 340	42 SPA. @ 250 MAX. = 10 490	43 SPA. @ 325 MAX. = 13 886
G2	39 SPA. @ 350 MAX. = 13 396	42 SPA. @ 300 MAX. = 12 587	54 SPA. @ 300 MAX. = 16 163	57 SPA. @ 300 MAX. = 16 888	45 SPA. @ 250 MAX. = 11 038	44 SPA. @ 325 MAX. = 14 300
G3	38 SPA. @ 350 MAX. = 13 174	46 SPA. @ 300 MAX. = 13 650	56 SPA. @ 300 MAX. = 16 710	59 SPA. @ 300 MAX. = 17 435	47 SPA. @ 250 MAX. = 11 585	46 SPA. @ 325 MAX. = 14 713
G4	38 SPA. @ 350 MAX. = 12 953	50 SPA. @ 300 MAX. = 14 712	58 SPA. @ 300 MAX. = 17 257	60 SPA. @ 300 MAX. = 17 982	49 SPA. @ 250 MAX. = 12 132	47 SPA. @ 325 MAX. = 15 127
G5	37 SPA. @ 350 MAX. = 12 732	53 SPA. @ 300 MAX. = 15 774	60 SPA. @ 300 MAX. = 17 805	62 SPA. @ 300 MAX. = 18 530	51 SPA. @ 250 MAX. = 12 680	48 SPA. @ 325 MAX. = 15 541
G6	36 SPA. @ 350 MAX. = 12 512	57 SPA. @ 300 MAX. = 16 835	62 SPA. @ 300 MAX. = 18 352	64 SPA. @ 300 MAX. = 19 077	53 SPA. @ 250 MAX. = 13 227	50 SPA. @ 325 MAX. = 15 955

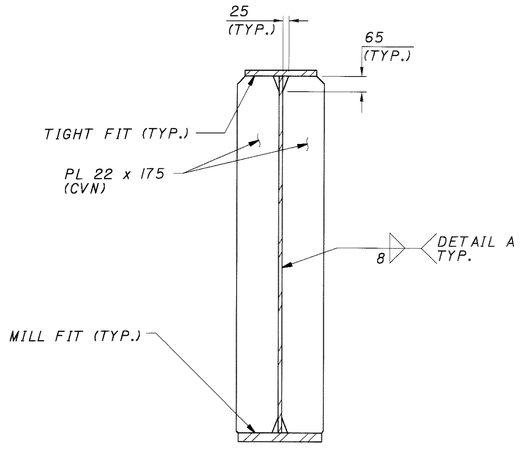
GIRDER NO.	STRESS ZONES											
	K1	K2	K3	K4	K5	K6	K7	K8	K9	K10	K11	K12
G1	15 668	23 268	31 574	20 974	11 365	26 865	5165	25 665	11 465	26 465	13 986	22 986
G2	15 446	23 046	32 637	22 037	11 913	27 413	5713	26 213	12 013	27 013	14 400	23 400
G3	15 224	22 824	33 700	23 100	12 460	27 960	6260	26 760	12 560	27 560	14 813	23 813
G4	15 003	22 603	34 762	24 162	13 007	28 507	6807	27 307	13 107	28 107	15 227	24 227
G5	14 782	22 382	35 824	25 224	13 555	29 055	7355	27 855	13 655	28 655	15 641	24 641
G6	14 562	22 162	36 885	26 285	14 102	29 602	7902	28 402	14 202	29 202	16 055	25 055

NOTES:

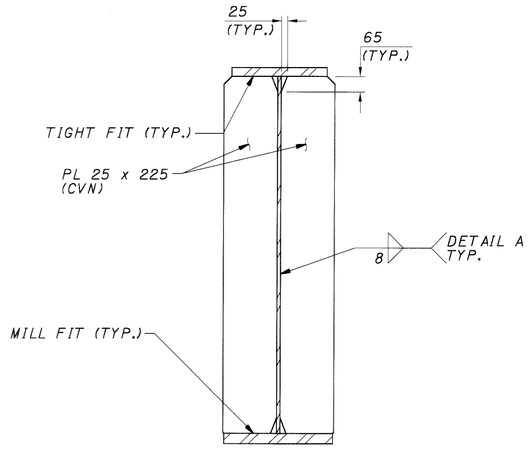
1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. WORK THIS SHEET WITH SHEETS 51 - 53.
3. FOR CROSSFRAME DETAILS, SEE SHEETS 62 & 62A.
4. FOR SPLICE DETAILS, SEE SHEETS 63 - 65.
5. FOR GIRDER CAMBER, SEE SHEET 67.
6. FOR POT BEARING DETAILS, SEE SHEETS 71 & 72.
7. FOR ADDITIONAL BEARING STIFFENER NOTES, SEE STANDARD DRAWING GSD-1-96.



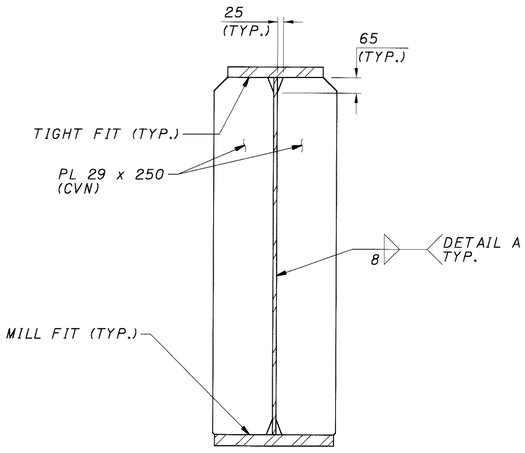
BEARING STIFFENERS
PIER 5
PIER 11



BEARING STIFFENERS
PIER 6



BEARING STIFFENERS
PIER 7
PIER 10



BEARING STIFFENERS
PIER 8
PIER 9

SUPERSTRUCTURE II

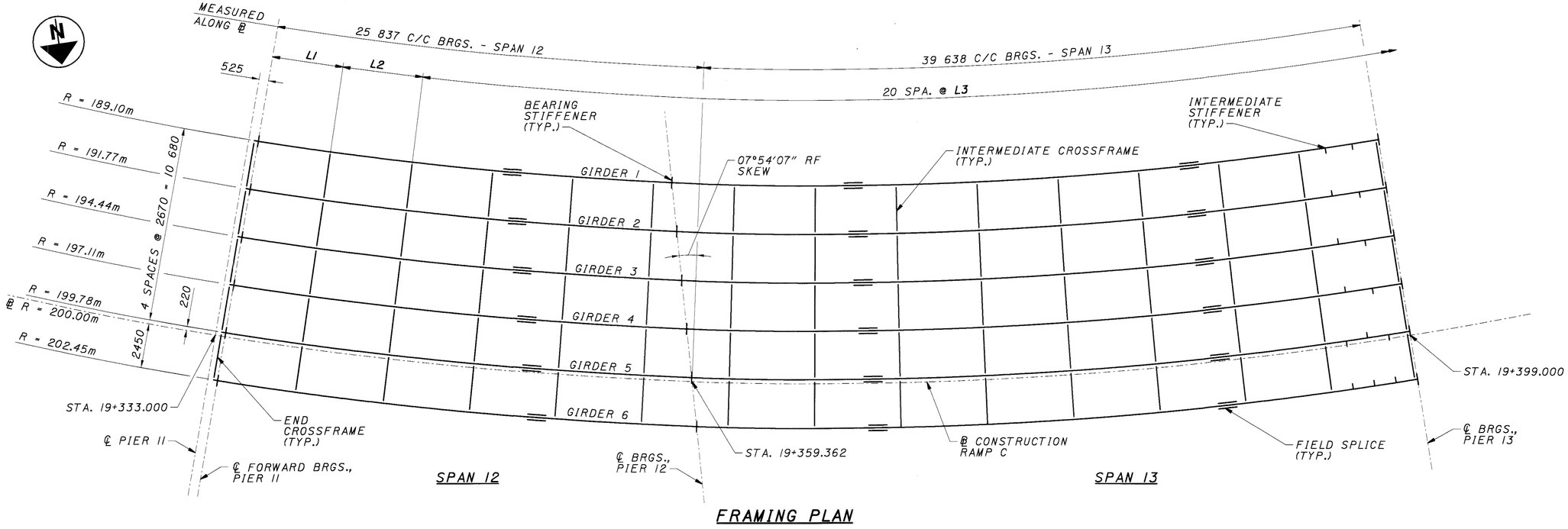
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

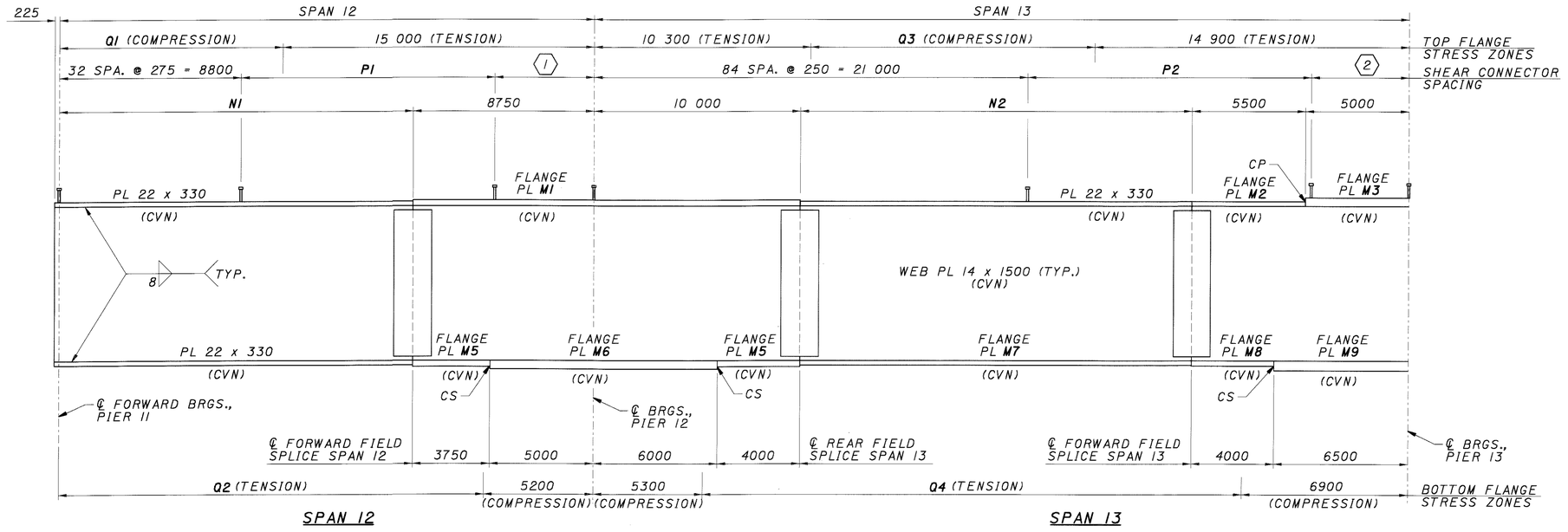
FRAMING DIMENSIONS AND BEARING STIFFENERS - II
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc356fp.dgn 23-SEP-2002



FRAMING PLAN



GIRDER ELEVATION

⟨1⟩ 16 SPA. @ 300 = 4800
⟨2⟩ 32 SPA. @ 150 = 4800

SUPERSTRUCTURE III

NOTES:

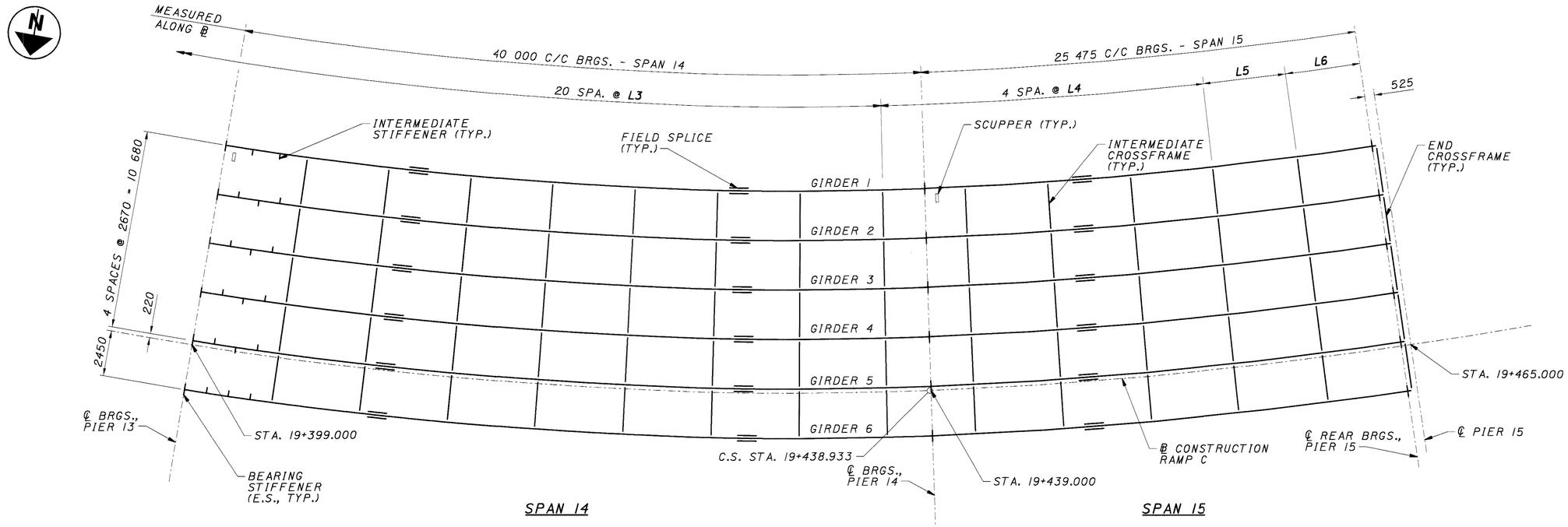
1. WORK THIS SHEET WITH SHEETS 56 & 57.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

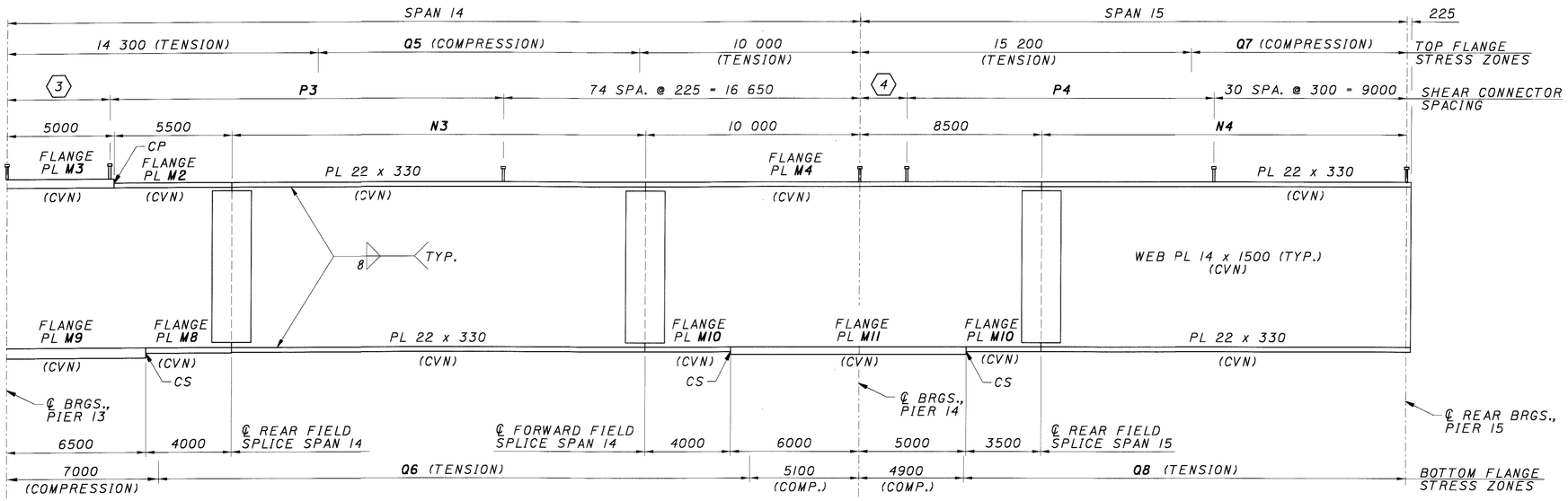
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - III
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



FRAMING PLAN



GIRDER ELEVATION

3 32 SPA. @ 150 = 4800

4 8 SPA. @ 275 = 2200

NOTES:

1. WORK THIS SHEET WITH SHEETS 55 & 57.
2. FOR DRAINAGE DETAILS, SEE SHEETS 90 - 94.

SUPERSTRUCTURE III

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1826

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - III
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

GIRDER AND FRAMING DIMENSIONS - SUPERSTRUCTURE III

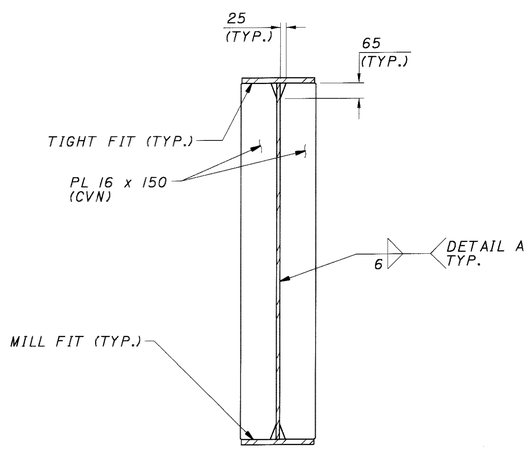
GIRDER NO.	LENGTHS ALONG C/L GIRDER					CROSSFRAME SPACING					
	SPAN 12	SPAN 13	SPAN 14	SPAN 15	TOTAL	L1	L2	L3	L4 (SEE NOTE 7)	L5	L6
G1	22 885	38 993	37 820	24 244	123 942	4012	4538	4444	1 SPA. EACH @ 4442, 4456, 4468, & 4480	4588	4078
G2	23 608	39 151	38 354	24 545	125 658	4077	4602	4507	1 SPA. EACH @ 4503, 4515, 4524, & 4533	4640	4124
G3	24 331	39 310	38 888	24 847	127 376	4142	4667	4569	1 SPA. EACH @ 4568, 4576, 4582, & 4589	4692	4180
G4	25 053	39 468	39 422	25 148	129 091	4206	4731	4632	1 SPA. EACH @ 4629, 4635, 4638, & 4642	4744	4226
G5	25 776	39 627	39 956	25 450	130 809	4270	4795	4695	1 SPA. EACH @ 4691, 4695, 4695, & 4695	4795	4273
G6	26 498	39 786	40 490	25 751	132 525	4334	4859	4758	1 SPA. EACH @ 4754, 4753, 4751, & 4748	4847	4319

GIRDER NO.	FLANGE PLATE SIZES											FLANGE PLATE LENGTHS			
	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	N1	N2	N3	N4
G1	25 x 330	22 x 350	41 x 350	22 x 330	25 x 350	41 x 350	22 x 330	25 x 450	48 x 450	22 x 330	38 x 330	14 135	18 493	17 320	15 744
G2	25 x 330	22 x 350	41 x 350	22 x 330	25 x 350	41 x 350	22 x 330	25 x 450	48 x 450	22 x 330	38 x 330	14 858	18 651	17 854	16 045
G3	25 x 330	22 x 350	41 x 350	22 x 330	25 x 350	41 x 350	22 x 330	25 x 450	48 x 450	22 x 330	38 x 330	15 581	18 810	18 388	16 347
G4	25 x 330	22 x 450	41 x 450	22 x 450	25 x 350	41 x 350	22 x 330	25 x 450	48 x 450	22 x 400	38 x 400	16 303	18 968	18 922	16 648
G5	25 x 400	22 x 450	41 x 450	22 x 450	25 x 450	41 x 450	22 x 330	25 x 500	48 x 500	22 x 400	38 x 400	17 026	19 127	19 456	16 950
G6	25 x 400	22 x 450	41 x 450	22 x 450	25 x 450	41 x 450	22 x 350	25 x 500	48 x 500	22 x 400	38 x 400	17 748	19 286	19 990	17 251

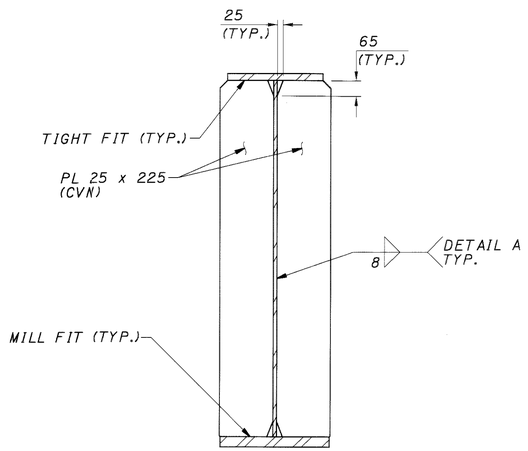
GIRDER NO.	SHEAR CONNECTOR SPACING				STRESS ZONES							
	P1	P2	P3	P4	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8
G1	34 SPA. @ 275 MAX. = 9285	38 SPA. @ 350 MAX. = 13 193	51 SPA. @ 325 MAX. = 16 370	48 SPA. @ 275 MAX. = 13 044	7885	17 685	13 793	26 793	13 520	25 720	9044	19 344
G2	37 SPA. @ 275 MAX. = 10 008	39 SPA. @ 350 MAX. = 13 351	53 SPA. @ 325 MAX. = 16 904	49 SPA. @ 275 MAX. = 13 345	8608	18 408	13 951	26 951	14 054	26 254	9345	19 645
G3	40 SPA. @ 275 MAX. = 10 731	39 SPA. @ 350 MAX. = 13 510	54 SPA. @ 325 MAX. = 17 438	50 SPA. @ 275 MAX. = 13 647	9331	19 131	14 110	27 110	14 588	26 788	9647	19 947
G4	42 SPA. @ 275 MAX. = 11 453	40 SPA. @ 350 MAX. = 13 668	56 SPA. @ 325 MAX. = 17 972	51 SPA. @ 275 MAX. = 13 948	10 053	19 853	14 268	27 268	15 122	27 322	9948	20 248
G5	45 SPA. @ 275 MAX. = 12 176	40 SPA. @ 350 MAX. = 13 827	57 SPA. @ 325 MAX. = 18 506	52 SPA. @ 275 MAX. = 14 250	10 776	20 576	14 427	27 427	15 656	27 856	10 250	20 550
G6	47 SPA. @ 275 MAX. = 12 898	40 SPA. @ 350 MAX. = 13 986	59 SPA. @ 325 MAX. = 19 040	53 SPA. @ 275 MAX. = 14 551	11 498	21 298	14 586	27 586	16 190	28 390	10 551	20 851

NOTES:

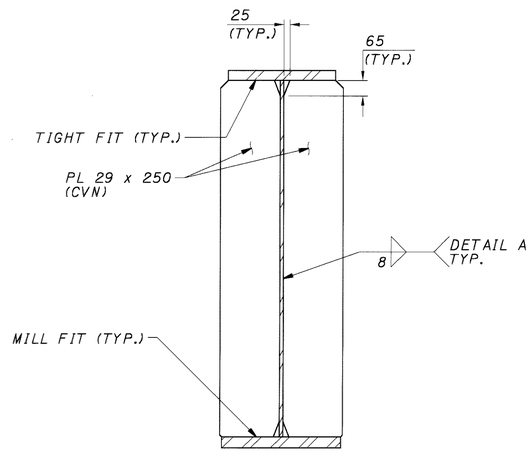
1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. WORK THIS SHEET WITH SHEETS 55 & 56.
3. FOR CROSSFRAME DETAILS, SEE SHEETS 62 & 62A.
4. FOR SPLICE DETAILS, SEE SHEETS 63 - 65.
5. FOR GIRDER CAMBER, SEE SHEET 68.
6. FOR POT BEARING DETAILS, SEE SHEETS 71 & 72.
7. CROSSFRAME SPACINGS SHOWN FOR SUPERSTRUCTURE III SPIRAL FRAMING ARE LISTED CONSECUTIVELY FROM THE REAR TOWARDS THE FORWARD END OF THE SPIRAL.
8. FOR ADDITIONAL BEARING STIFFENER NOTES, SEE STANDARD DRAWING GSD-1-96.



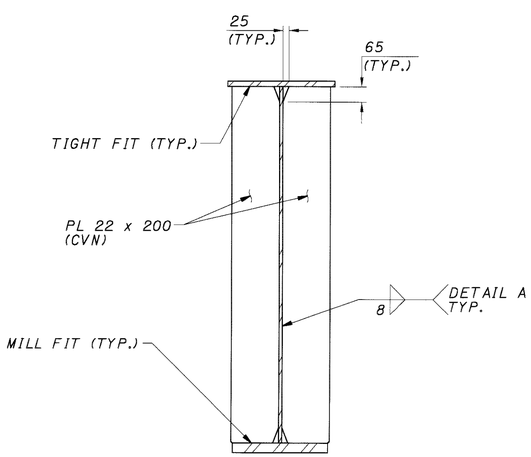
BEARING STIFFENERS
PIER 11
PIER 15



BEARING STIFFENERS
PIER 12



BEARING STIFFENERS
PIER 13



BEARING STIFFENERS
PIER 14

SUPERSTRUCTURE III

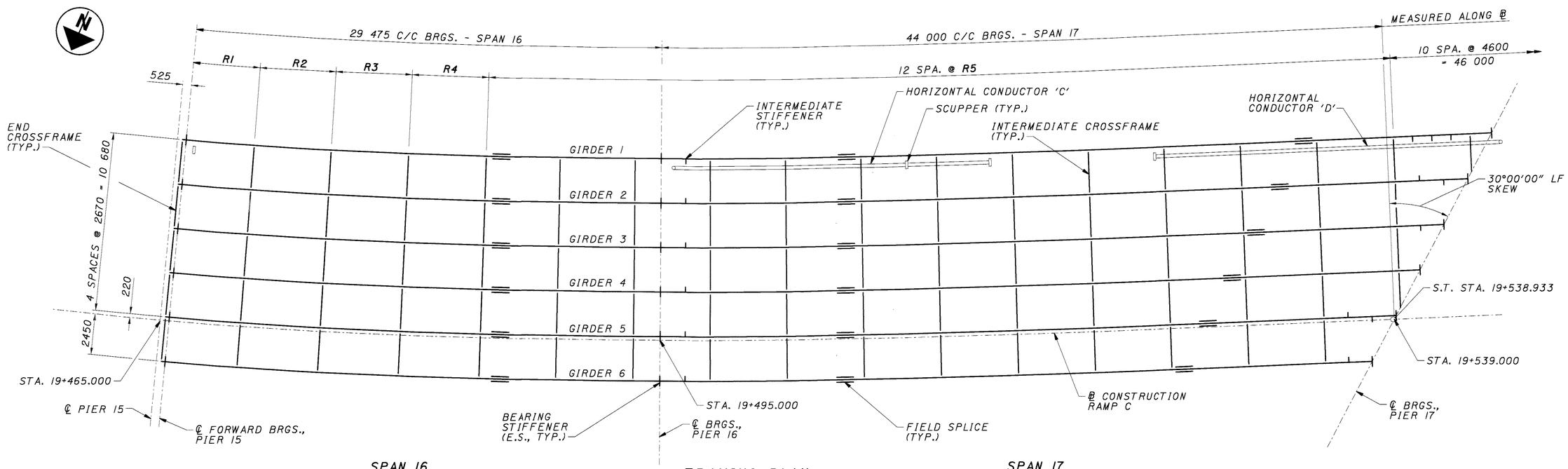
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

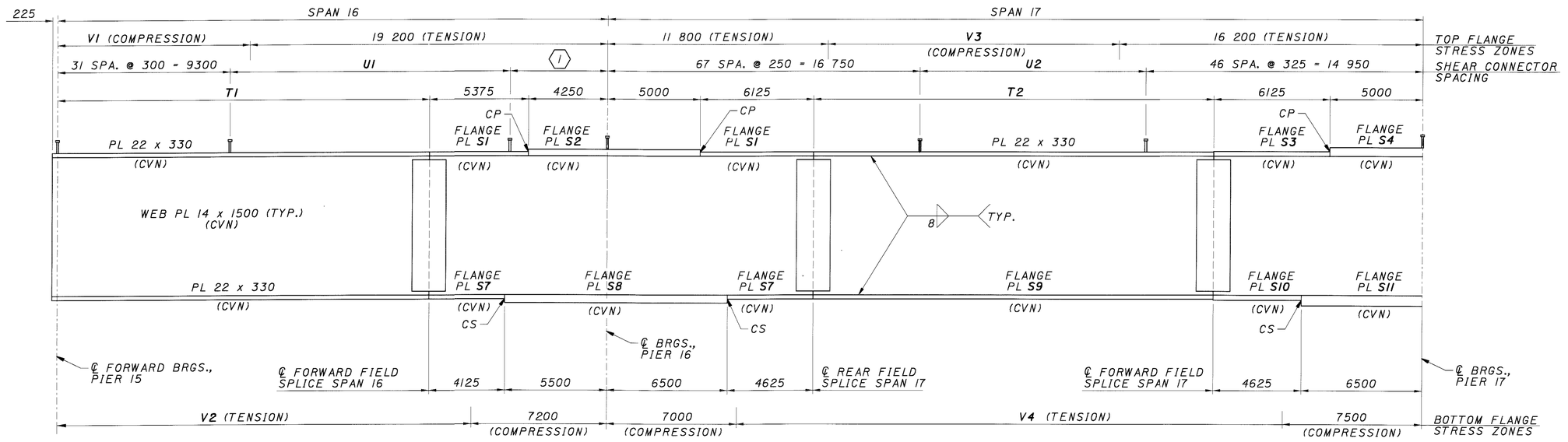
FRAMING DIMENSIONS AND BEARING STIFFENERS - III
BRIDGE NO. MOT-75-3272,
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc358fp.dgn 23-SEP-2002



FRAMING PLAN



GIRDER ELEVATION

⬡1 14 SPA. @ 375 = 5250

SUPERSTRUCTURE IV

NOTES:

1. WORK THIS SHEET WITH SHEETS 59 - 61.
2. FOR DRAINAGE DETAILS, SEE SHEETS 90 - 94.

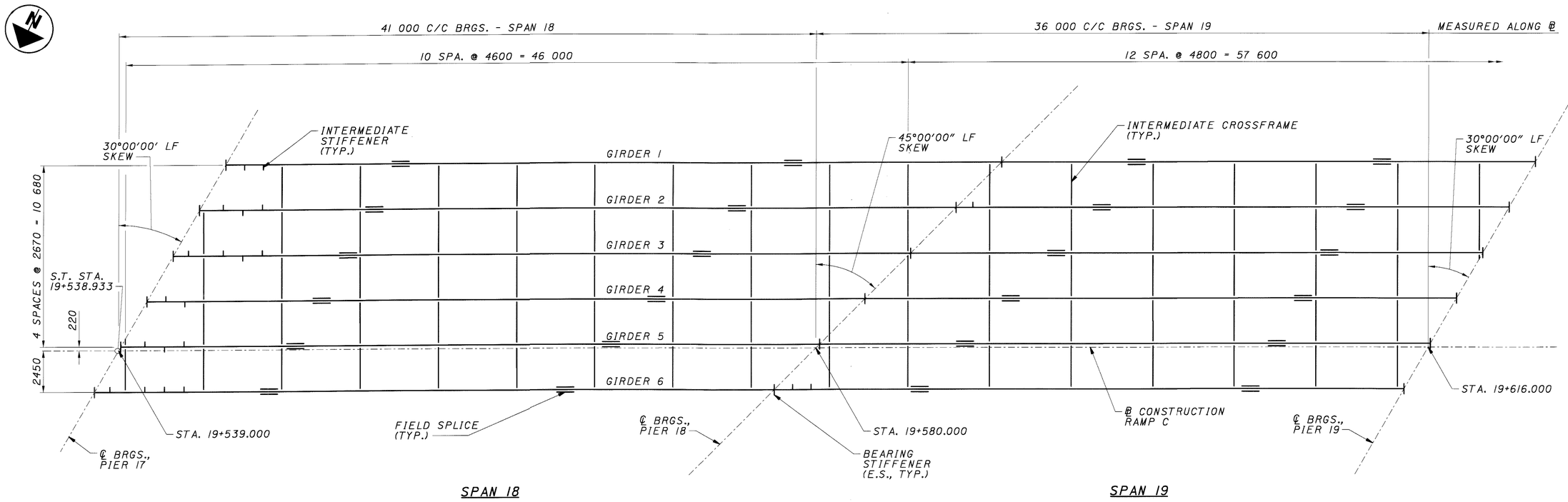
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

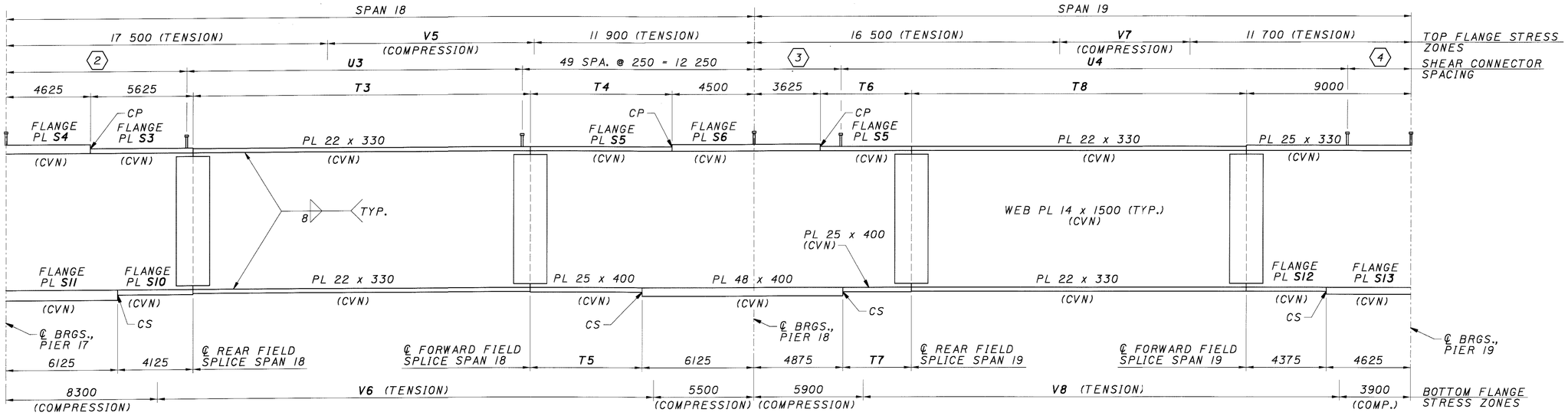
FRAMING PLAN AND GIRDER ELEVATION - IV
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc359fp.dgn 23-SEP-2002



FRAMING PLAN



GIRDER ELEVATION

SUPERSTRUCTURE IV

(2) 36 SPA. @ 275 = 9900
(3) 19 SPA. @ 250 = 4750
(4) 18 SPA. @ 200 = 3600

NOTES:

1. WORK THIS SHEET WITH SHEETS 58, 60, & 61.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

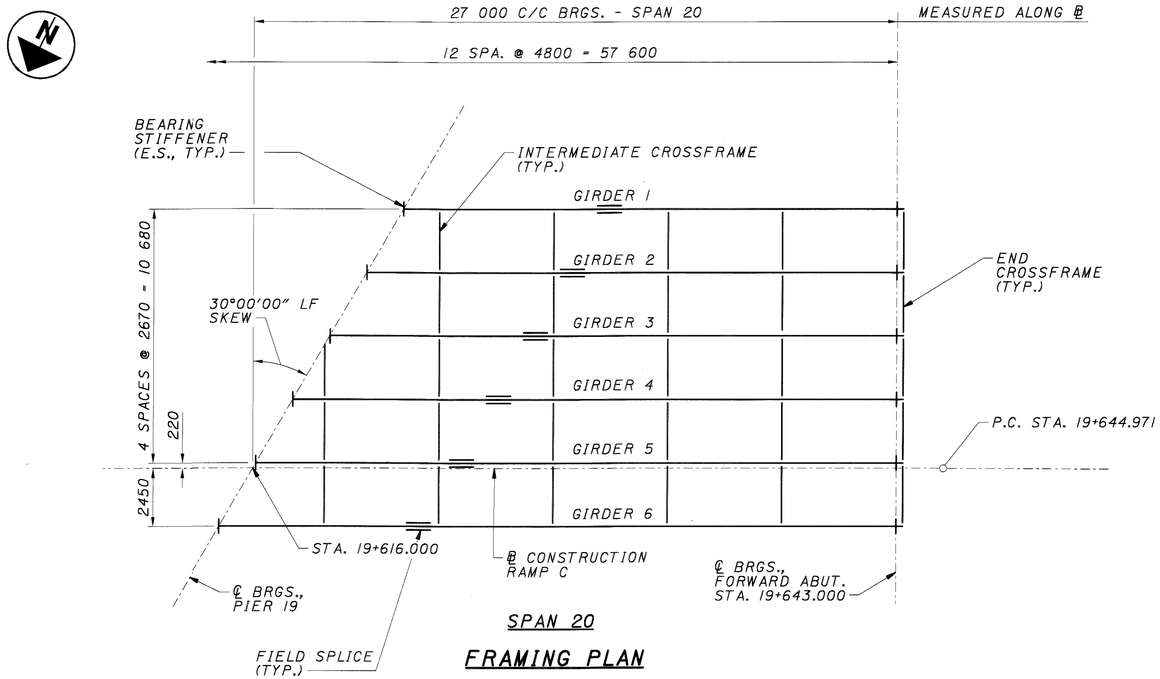
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - IV
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

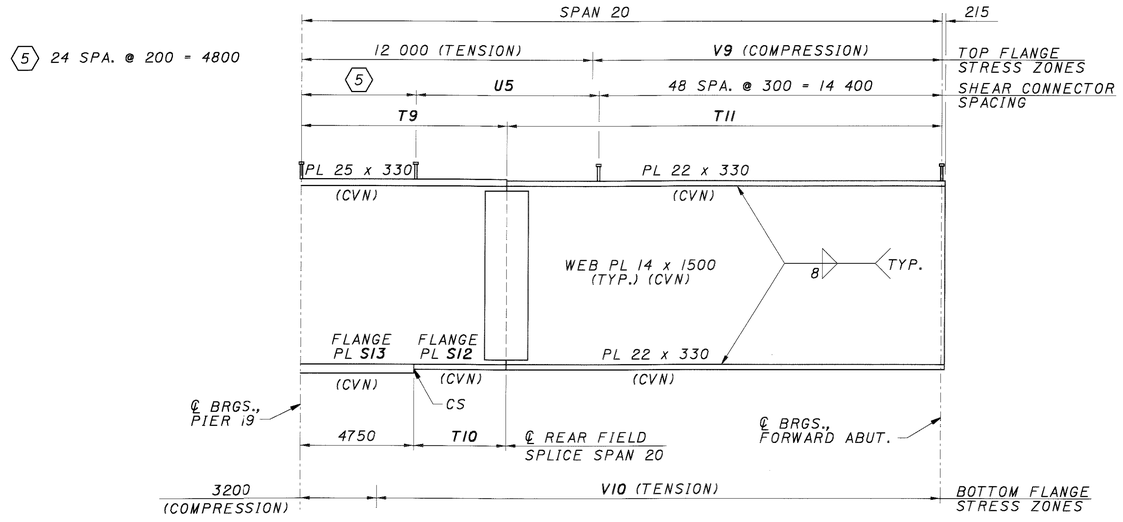
59/105

955/1080



SPAN 20

FRAMING PLAN



SPAN 20

GIRDER ELEVATION

SUPERSTRUCTURE IV

NOTES:

1. WORK THIS SHEET WITH SHEETS 58, 59, & 61.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FRAMING PLAN AND GIRDER ELEVATION - IV
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

GIRDER AND FRAMING DIMENSIONS - SUPERSTRUCTURE IV

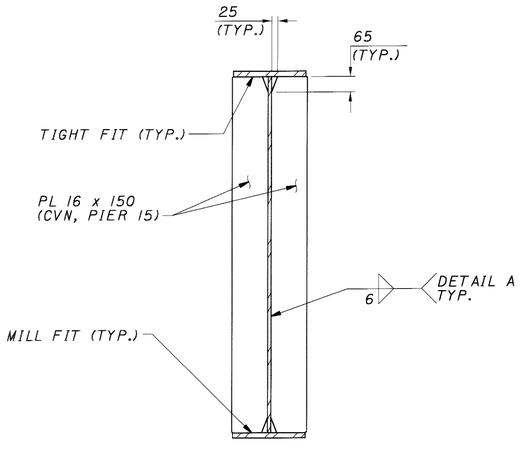
GIRDER NO.	LENGTHS ALONG C/L GIRDER						CROSSFRAME SPACING				
	SPAN 16	SPAN 17	SPAN 18	SPAN 19	SPAN 20	TOTAL	R1	R2	R3	R4	R5 (SEE NOTE 7)
G1	28 513	49 768	45 603	31 393	20 711	175 988	4088	4626	4638	4651	1 SPA. EACH @ 4469, 4480, 4492, 4503, 4515, 4526, 4538, 4549, 4561, 4572, 4584, & 4596
G2	28 749	48 355	44 476	32 522	22 251	176 353	4134	4668	4678	4687	1 SPA. EACH @ 4501, 4510, 4519, 4527, 4536, 4544, 4553, 4562, 4570, 4579, 4588, & 4597
G3	28 984	46 942	43 348	33 650	23 792	176 716	4180	4711	4718	4724	1 SPA. EACH @ 4533, 4539, 4544, 4551, 4557, 4562, 4568, 4574, 4580, 4586, 4592, & 4597
G4	29 220	45 529	42 221	34 778	25 333	177 081	4225	4754	4757	4760	1 SPA. EACH @ 4565, 4568, 4573, 4574, 4577, 4581, 4584, 4587, 4590, 4593, 4595, & 4598
G5	29 455	44 116	41 093	35 907	26 873	177 444	4271	4796	4797	4797	1 SPA. EACH @ 4597, 4598, 4598, 4598, 4598, 4599, 4599, 4599, 4599, 4599, 4600, & 4599
G6	29 691	42 704	39 965	37 036	28 414	177 810	4317	4839	4836	4834	1 SPA. EACH @ 4630, 4627, 4624, 4622, 4619, 4617, 4614, 4611, 4609, 4606, 4604, & 4601

GIRDER NO.	FLANGE PLATE SIZES												FLANGE PLATE LENGTHS									
	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11
G1	22 x 500	35 x 500	25 x 500	48 x 500	22 x 400	35 x 400	25 x 450	51 x 450	22 x 400	29 x 550	57 x 550	22 x 330	38 x 330	18 888	27 393	23 103	7750	6125	4375	3125	14 393	8625	3875	12 086
G2	22 x 500	35 x 500	25 x 500	48 x 500	22 x 400	35 x 400	25 x 450	51 x 450	22 x 400	29 x 550	57 x 550	22 x 330	38 x 330	19 124	25 980	21 351	8375	6750	5000	3750	14 897	8625	3875	13 626
G3	22 x 450	35 x 450	25 x 500	48 x 500	22 x 350	35 x 350	25 x 400	51 x 400	22 x 350	29 x 550	57 x 550	22 x 330	38 x 330	19 359	24 567	20 848	7750	6125	5000	3750	16 025	8625	3875	15 167
G4	22 x 450	35 x 450	25 x 400	48 x 400	22 x 350	35 x 350	25 x 400	51 x 400	22 x 350	29 x 450	57 x 450	22 x 330	38 x 330	19 595	23 154	19 721	7750	6125	5000	3750	17 153	8625	3875	16 708
G5	22 x 450	35 x 450	25 x 400	48 x 400	22 x 350	35 x 350	25 x 400	51 x 400	22 x 350	29 x 450	57 x 450	22 x 400	38 x 400	19 830	21 741	18 593	7750	6125	5000	3750	18 282	8625	3875	18 248
G6	22 x 450	35 x 450	25 x 400	48 x 400	22 x 350	35 x 350	25 x 400	51 x 400	22 x 350	29 x 450	57 x 450	22 x 400	38 x 400	20 066	20 329	17 465	7750	6125	5000	3750	19 411	8375	3625	20 039

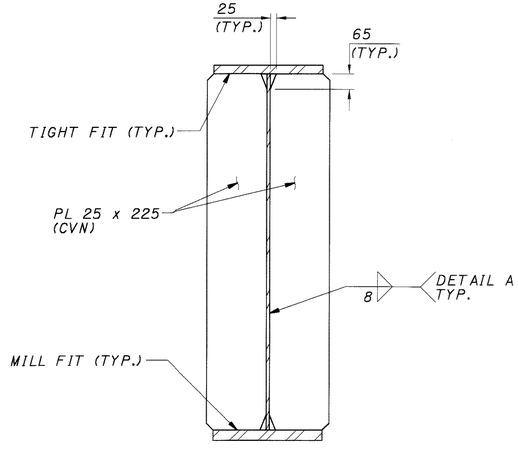
GIRDER NO.	SHEAR CONNECTOR SPACING					STRESS ZONES								
	U1	U2	U3	U4	U5	V1	V2	V3	V4	V5	V6	V7	V8	V9	V10
G1	43 SPA. @ 325 MAX. = 13 963	56 SPA. @ 325 MAX. = 18 068	86 SPA. @ 275 MAX. = 23 453	93 SPA. @ 250 MAX. = 23 043	6 SPA. @ 300 MAX. = 1511	9313	21 313	21 768	35 268	16 203	31 803	3193	21 593	8711	17 511
G2	44 SPA. @ 325 MAX. = 14 199	52 SPA. @ 325 MAX. = 16 655	82 SPA. @ 275 MAX. = 22 326	97 SPA. @ 250 MAX. = 24 172	11 SPA. @ 300 MAX. = 3051	9549	21 549	20 355	33 855	15 076	30 676	4322	22 722	10 251	19 051
G3	45 SPA. @ 325 MAX. = 14 434	47 SPA. @ 325 MAX. = 15 242	78 SPA. @ 275 MAX. = 21 198	102 SPA. @ 250 MAX. = 25 300	16 SPA. @ 300 MAX. = 4592	9784	21 784	18 942	32 442	13 948	29 548	5450	23 850	11 792	20 592
G4	46 SPA. @ 325 MAX. = 14 670	43 SPA. @ 325 MAX. = 13 829	73 SPA. @ 275 MAX. = 20 071	106 SPA. @ 250 MAX. = 26 428	21 SPA. @ 300 MAX. = 6133	10 020	22 020	17 529	31 029	12 821	28 421	6578	24 978	13 333	22 133
G5	46 SPA. @ 325 MAX. = 14 905	39 SPA. @ 325 MAX. = 12 416	69 SPA. @ 275 MAX. = 18 943	111 SPA. @ 250 MAX. = 27 557	26 SPA. @ 300 MAX. = 7673	10 255	22 255	16 116	29 616	11 693	27 293	7707	26 107	14 873	23 673
G6	47 SPA. @ 325 MAX. = 15 141	34 SPA. @ 325 MAX. = 11 004	65 SPA. @ 275 MAX. = 17 815	115 SPA. @ 250 MAX. = 28 686	31 SPA. @ 300 MAX. = 9214	10 491	22 491	14 704	28 204	10 565	26 165	8836	27 236	16 414	25 214

NOTES:

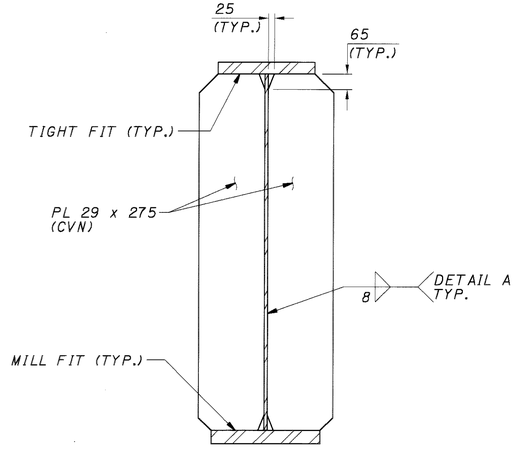
1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. WORK THIS SHEET WITH SHEETS 58 - 60.
3. FOR CROSSFRAME DETAILS, SEE SHEETS 62 & 62A.
4. FOR SPLICE DETAILS, SEE SHEETS 63 - 65.
5. FOR GIRDER CAMBER, SEE SHEETS 69 & 70.
6. FOR POT BEARING DETAILS, SEE SHEETS 71 & 72.
7. CROSSFRAME SPACINGS SHOWN FOR SUPERSTRUCTURE IV SPIRAL FRAMING ARE LISTED CONSECUTIVELY FROM THE REAR TOWARDS THE FORWARD END OF THE SPIRAL.
8. FOR ADDITIONAL BEARING STIFFENER NOTES, SEE STANDARD DRAWING GSD-1-96.



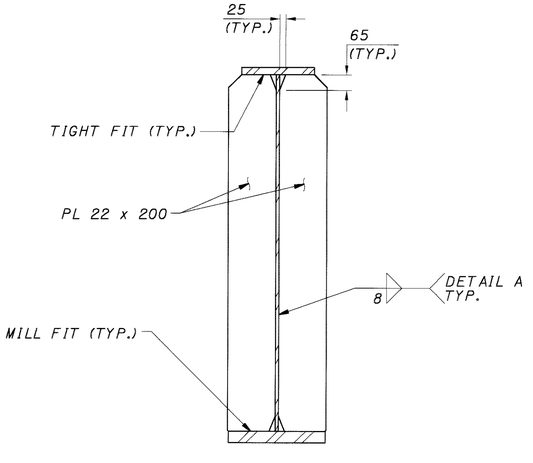
BEARING STIFFENERS
PIER 15
FORWARD ABUTMENT



BEARING STIFFENERS
PIER 16



BEARING STIFFENERS
PIER 17



BEARING STIFFENERS
PIER 18
PIER 19

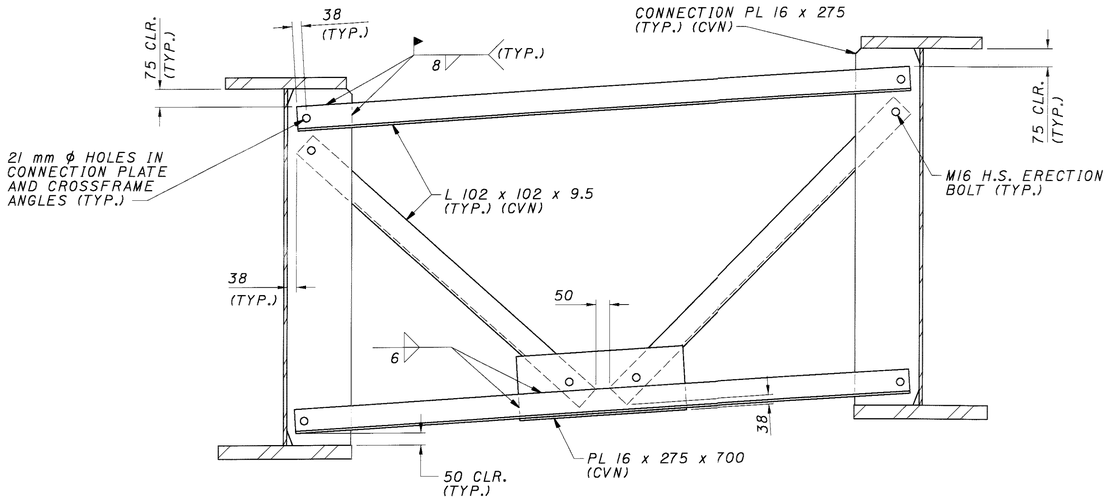
SUPERSTRUCTURE IV

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

FRAMING DIMENSIONS AND BEARING STIFFENERS - IV
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

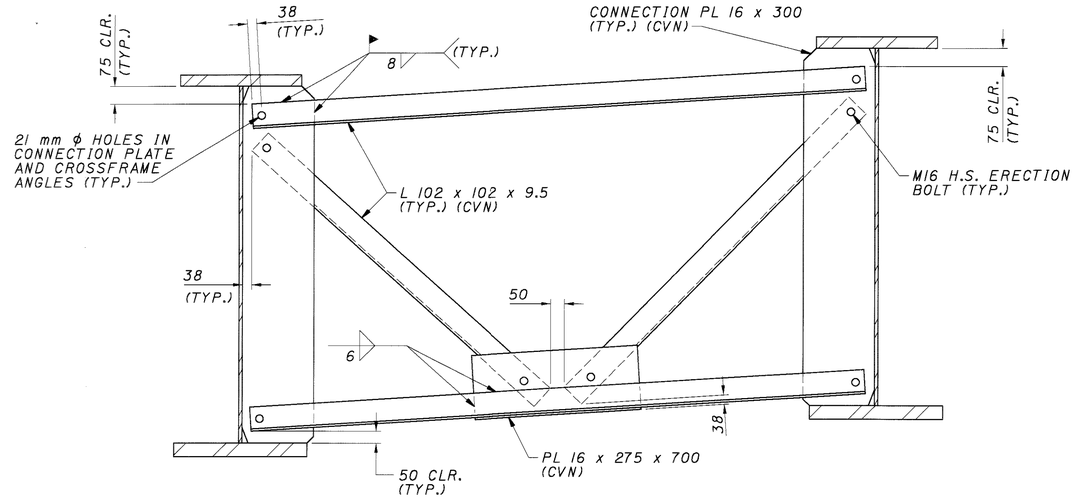
MOT-75-31.842



INTERMEDIATE WELDED CROSSFRAMES

SUPERSTRUCTURES II, III, & IV

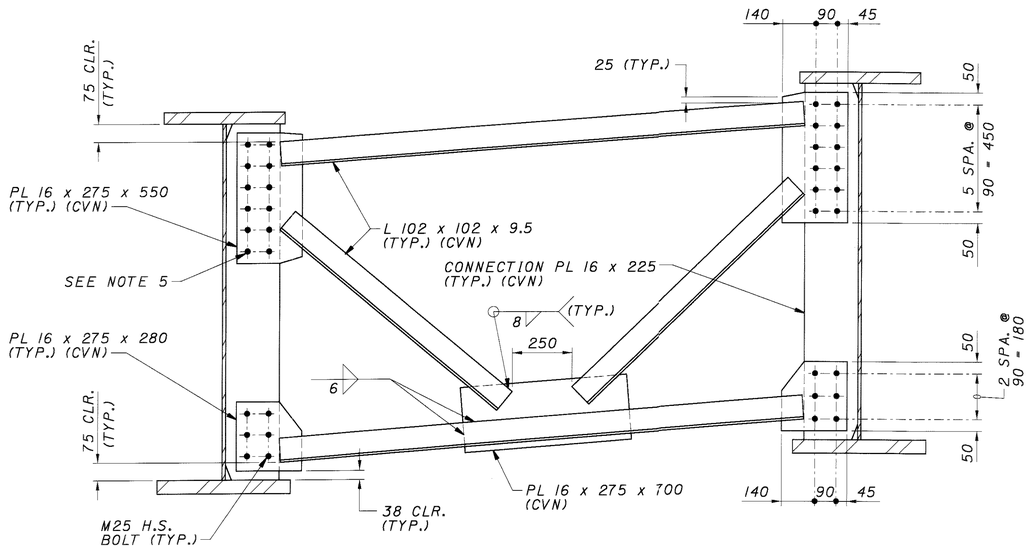
MINIMUM WELD LENGTHS:
310 ON TOP & BOTTOM CHORDS
340 ON DIAGONALS



INTERMEDIATE WELDED CROSSFRAMES

SUPERSTRUCTURE I

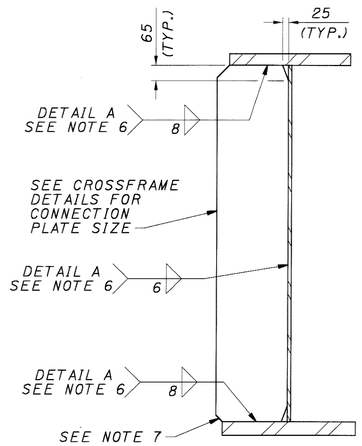
MINIMUM WELD LENGTHS:
330 ON TOP & BOTTOM CHORDS
340 ON DIAGONALS



INTERMEDIATE BOLTED CROSSFRAMES

SUPERSTRUCTURES I, II, III, & IV

MINIMUM WELD LENGTHS:
330 ON TOP & BOTTOM CHORDS
340 ON DIAGONALS



CROSSFRAME CONNECTION PLATES

NOTES:

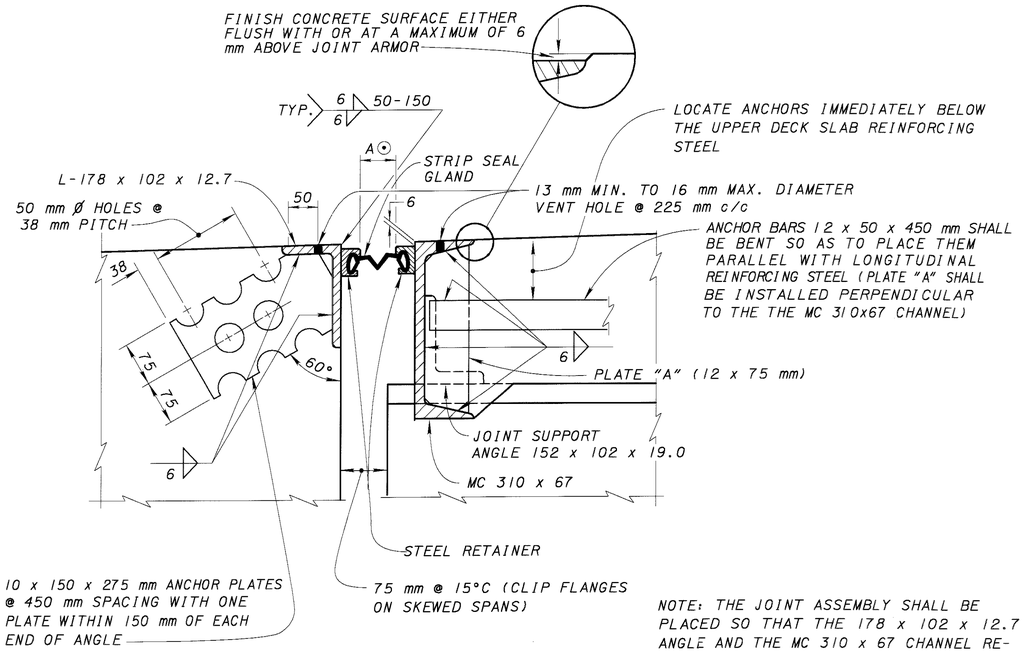
1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. AT THE OPTION OF THE CONTRACTOR, EITHER THE FIELD BOLTED CROSSFRAME ALTERNATE OR THE FIELD WELDED CROSSFRAME ALTERNATE MAY BE USED AS SPECIFIED FOR EACH SUPERSTRUCTURE.
3. ALL FASTENERS IN FIELD BOLTED CROSSFRAMES SHALL BE 25 mm DIAMETER A325M TYPE I HIGH STRENGTH BOLTS, GALVANIZED.
4. ALL ERECTION BOLTS IN FIELD WELDED CROSSFRAMES SHALL BE 16 mm DIAMETER A325M TYPE I HIGH STRENGTH BOLTS, GALVANIZED.
5. FOR FIELD BOLTED CROSSFRAMES, WEB CONNECTION PLATES SHALL HAVE 27 mm x 33 mm VERTICAL SLOTTED HOLES AND CROSSFRAME GUSSET PLATES SHALL HAVE 32 mm OVERSIZE HOLES.
6. FOR FILLET WELD TERMINATION DETAIL A, SEE SHEET 46.
7. CLIP OUTSIDE CONNECTION PLATE CORNERS AT 45 DEGREES WHEN THE CONNECTION PLATE WIDTH IS GREATER THAN ONE-HALF THE FLANGE WIDTH.
8. FOR ADDITIONAL CROSSFRAME NOTES, SEE STANDARD DRAWING GSD-1-96.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

INTERMEDIATE CROSSFRAME DETAILS
BRIDGE NO. MOT-75-3272
RAMP C BRIDGE OVER I-70/I-75 INTERCHANGE

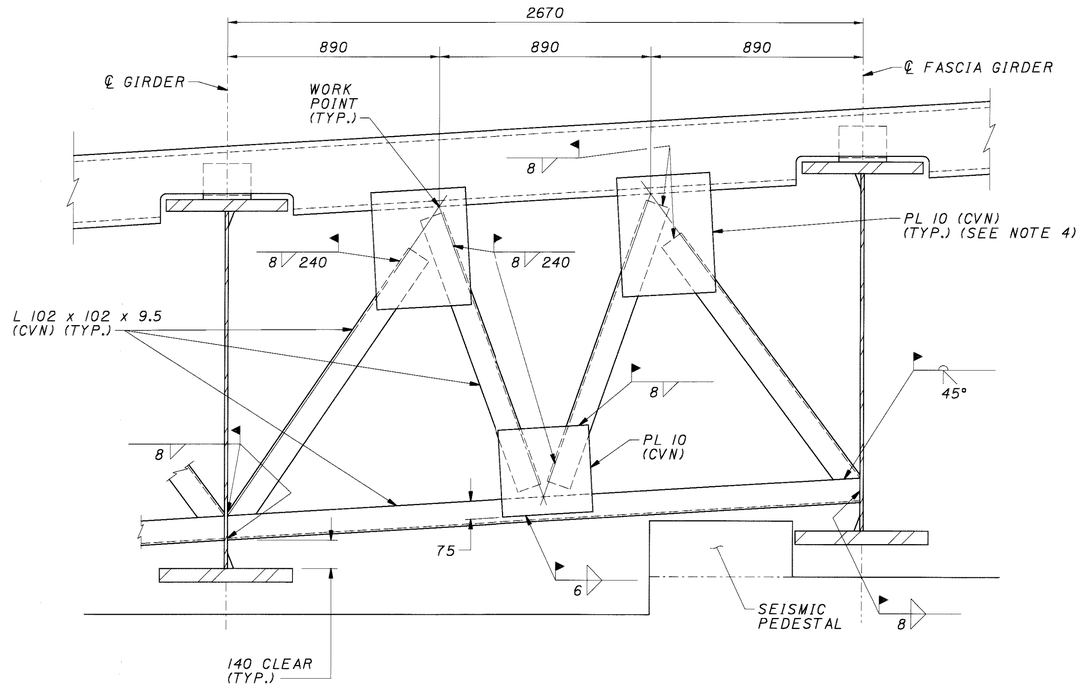
MOT-75-31.842



NOTE: THE JOINT ASSEMBLY SHALL BE PLACED SO THAT THE 178 x 102 x 12.7 mm ANGLE AND THE MC 310 x 67 CHANNEL REMAIN PARALLEL TO EACH OTHER AND PERPENDICULAR TO THE ROADWAY GRADIENT (SEE NOTE 3).

EXPANSION JOINT SECTION

⊙ - DIMENSION "A" SHALL BE DETERMINED FROM TABLE "B", TABLE "C" OR TABLE "D" ON STANDARD EXJ-4-87, SHEET 5/5.



END CROSSFRAMES

NOTE: POT BEARINGS NOT SHOWN

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. FOR ADDITIONAL EXPANSION JOINT DETAILS NOT SHOWN, SEE STANDARD DRAWING EXJ-4-87.
3. LOCAL ROADWAY GRADIENTS AT EXPANSION JOINTS ARE AS FOLLOWS:

REAR ABUTMENT	2.06%
PIER 5	2.86%
PIER 11	-0.73%
PIER 15	-0.73%
FORWARD ABUTMENT	-0.66%

4. FOR EXPANSION JOINT GLAND SIZES AND OPENING DIMENSIONS, SEE SHEET 84.
5. FOR ADDITIONAL END CROSSFRAME DETAILS NOT SHOWN, SEE STANDARD DRAWING GSD-1-96.
6. 10 mm PLATE IS PART OF THE EXPANSION JOINT SYSTEM. SEE STANDARD DRAWING EXJ-4-87 FOR DETAILS.
7. WELD SYMBOLS SHOWN APPLY TO ALL SIMILAR LOCATIONS ON THE END CROSSFRAME.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

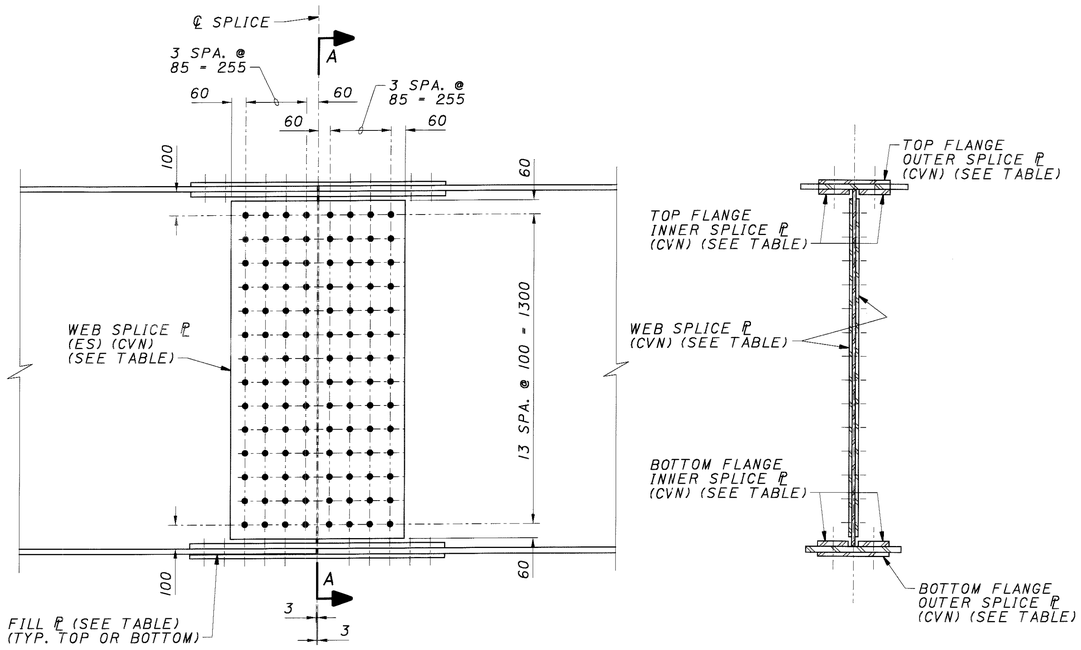
DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

END CROSSFRAME AND EXPANSION JOINT DETAILS
BRIDGE NO. MOT-75-3272I
RAMP C BRIDGE OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

62A/105

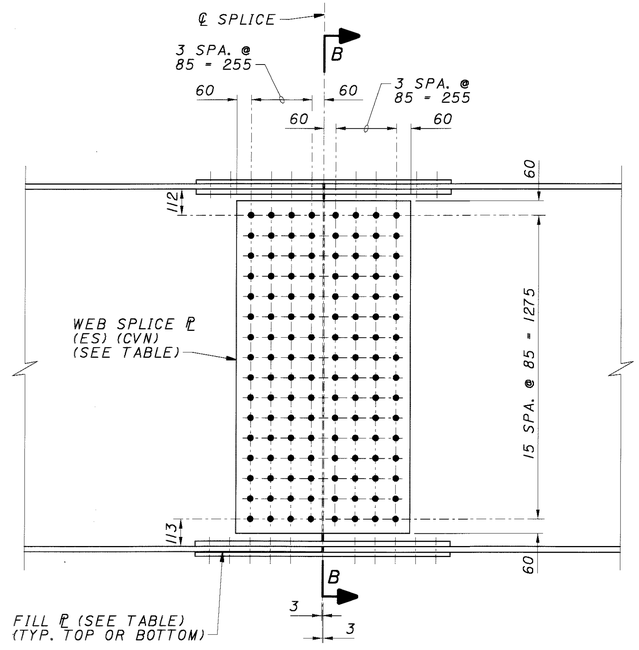
958A/1080



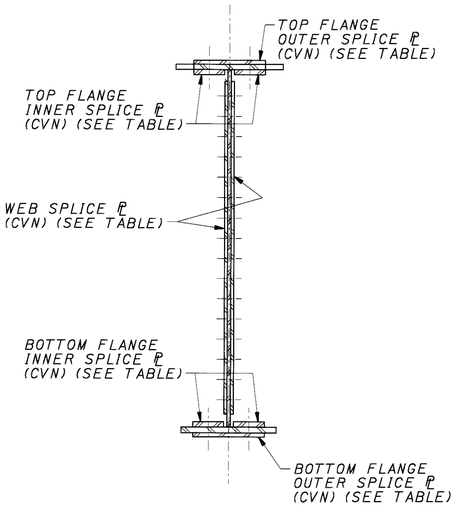
ELEVATION

SECTION A-A

TYPE A



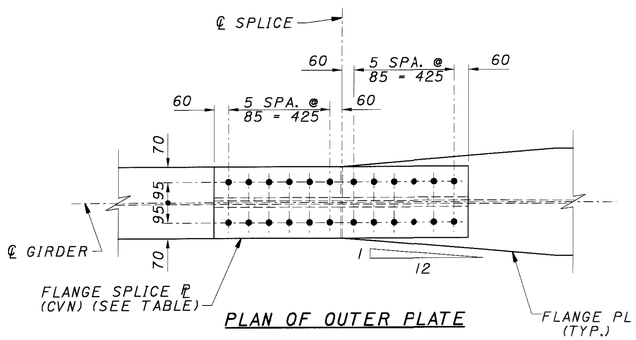
ELEVATION



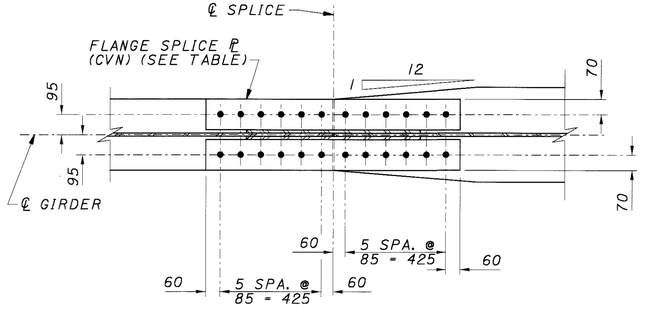
SECTION B-B

TYPE B

WEB SPLICE DETAILS



PLAN OF OUTER PLATE



SECTION OF INNER PLATES

TYPE A

FLANGE SPLICE DETAILS

NOTES:

1. ALL FASTENERS IN FIELD SPLICES SHALL BE 29 mm DIAMETER ASTM A325M TYPE I GALVANIZED HIGH STRENGTH BOLTS.
2. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

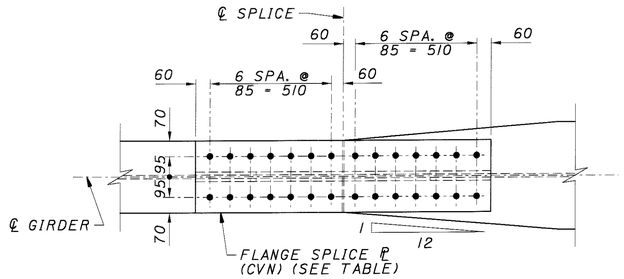
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

FIELD SPLICE DETAILS
BRIDGE NO. MOT-75-3272,
RAMP C OVER I-70/I-75 INTERCHANGE

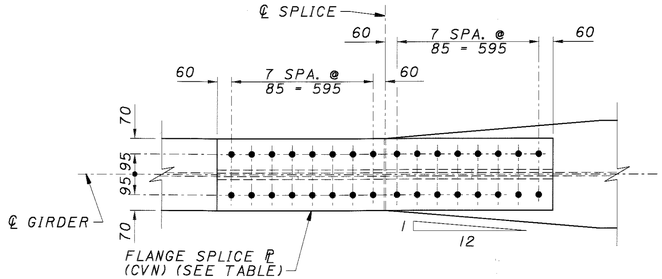
MOT-75-31.842

63/105

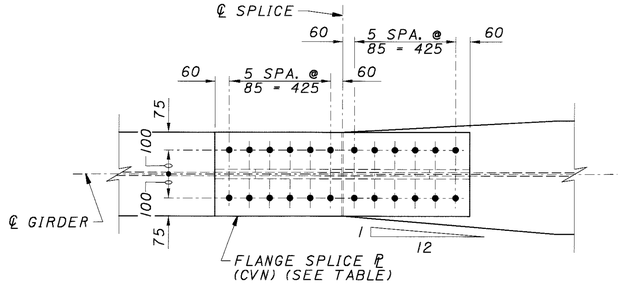
959/1080



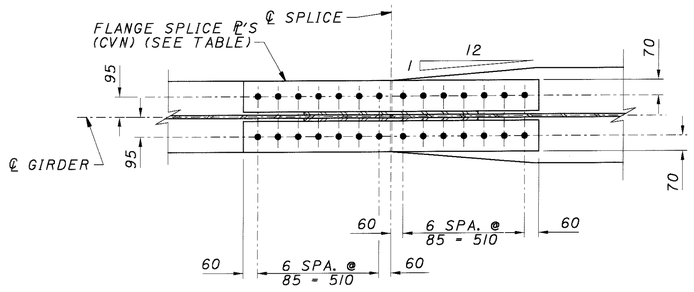
PLAN OF OUTER PLATE



PLAN OF OUTER PLATE

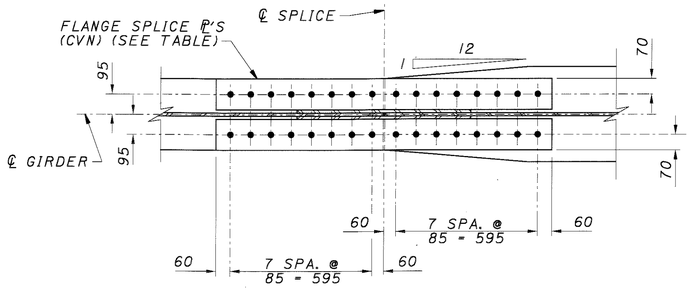


PLAN OF OUTER PLATE



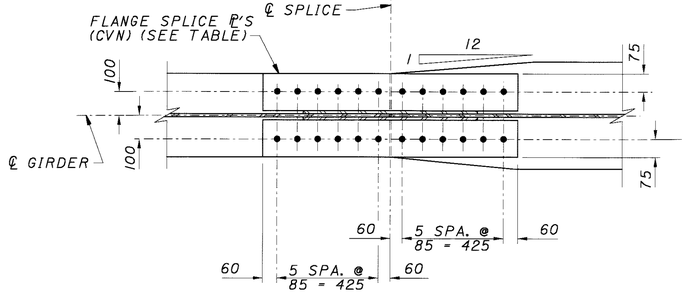
SECTION OF INNER PLATES

TYPE B



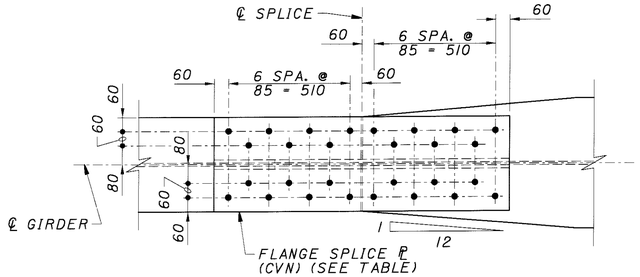
SECTION OF INNER PLATES

TYPE C

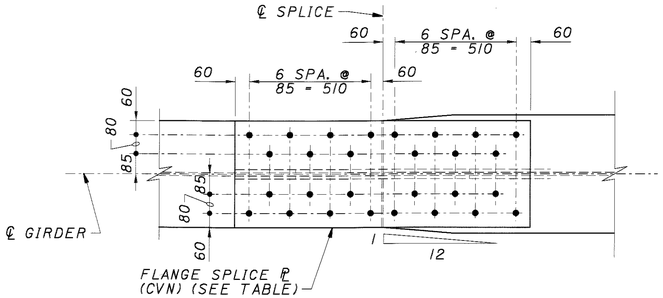


SECTION OF INNER PLATES

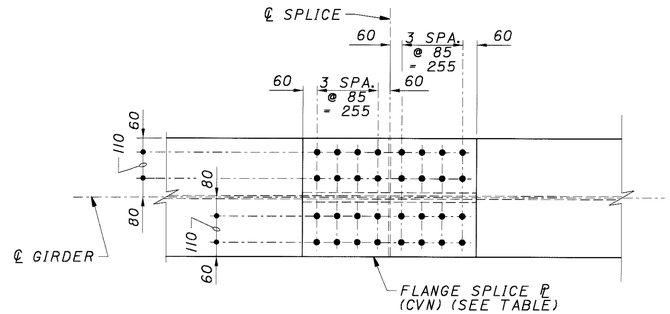
TYPE D



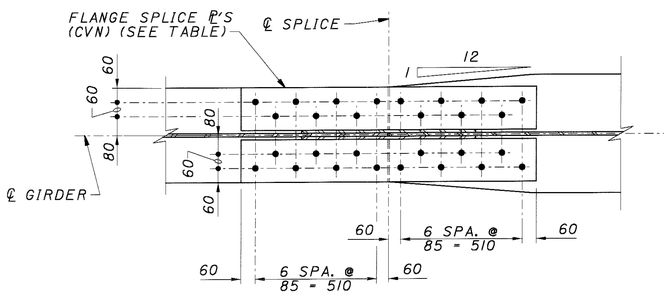
PLAN OF OUTER PLATE



PLAN OF OUTER PLATE

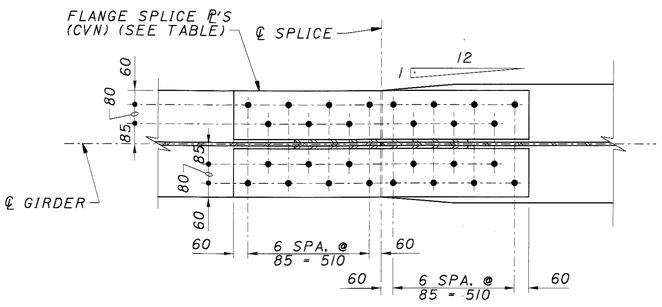


PLAN OF OUTER PLATE



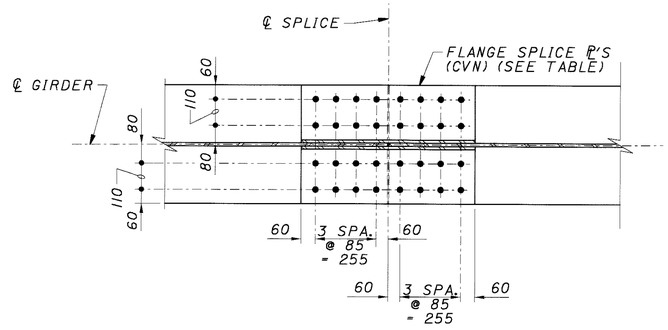
SECTION OF INNER PLATES

TYPE E



SECTION OF INNER PLATES

TYPE F



SECTION OF INNER PLATES

TYPE G

FLANGE SPLICE DETAILS

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT
DRAWN CAC
CHECKED RGS
REVIEWED MRM
DATE 08/01
REVISED
STRUCTURE FILE NUMBER 5709059

FIELD SPLICE DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

64/105

960/1080

SPLICE DESIGN TABLE

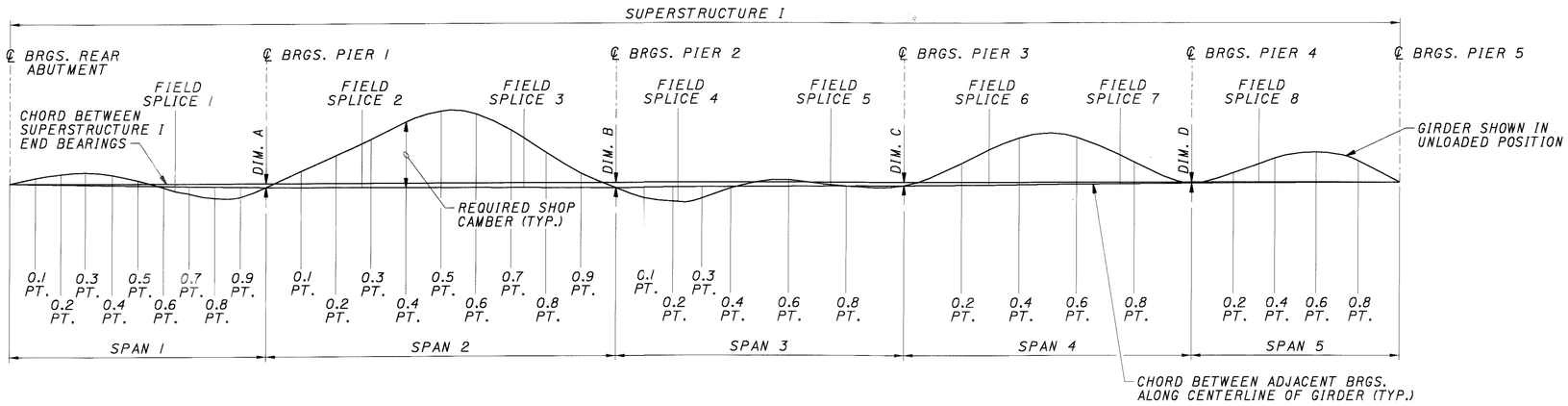
SPLICE LOCATION				TOP FLANGE SPLICE					WEB SPLICE			BOTTOM FLANGE SPLICE				
SUPERSTRUCTURE	SPAN	SPAN LOCATION	GIRDER NOS.	TYPE	NO. BOLTS	OUTSIDE ℄	INSIDE ℄	FILL ℄	TYPE	NO. BOLTS	WEB ℄	TYPE	NO. BOLTS	OUTSIDE ℄	INSIDE ℄	FILL ℄
I	1	FORWARD	GI-G5	A	24	℄ 19x330x1090	2-℄ 19x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 19x330x1090	2-℄ 19x140x1090	℄ 10x330x545
	1	FORWARD	G6	B	28	℄ 17x330x1260	2-℄ 17x140x1260	℄ 6x330x630	B	128	2-℄ 17x750x1395	F	28	℄ 11x450x1260	2-℄ 11x200x1260	℄ 10x450x630
	2	REAR	GI-G6	C	32	℄ 17x330x1430	2-℄ 19x140x1430	℄ 6x330x715	B	128	2-℄ 17x750x1395	G	32	℄ 11x500x750	2-℄ 13x230x750	℄ 10x500x375
	2	FORWARD	GI-G6	C	32	℄ 17x330x1430	2-℄ 17x140x1430	———	B	128	2-℄ 17x750x1395	G	32	℄ 11x500x750	2-℄ 11x230x750	℄ 6x500x375
	3	REAR	GI-G6	A	24	℄ 16x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 16x330x1090	2-℄ 16x140x1090	℄ 6x330x545
	3	FORWARD	GI-G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 6x330x545
	4	REAR	GI-G5	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 6x330x545
	4	REAR	G6	A	24	℄ 17x330x1090	2-℄ 17x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 14x350x1090	2-℄ 16x150x1090	℄ 6x350x545
	4	FORWARD	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	4	FORWARD	G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 11x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	5	REAR	GI-G6	A	24	℄ 16x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 16x330x1090	2-℄ 16x140x1090	℄ 3x330x545
II	6	FORWARD	GI-G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 3x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———
	7	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———
	7	FORWARD	GI-G6	A	24	℄ 14x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 16x140x1090	℄ 3x330x545
	8	REAR	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	8	REAR	G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 11x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	8	FORWARD	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	8	FORWARD	G6	A	24	℄ 16x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 13x350x1090	2-℄ 14x150x1090	℄ 3x350x545
	9	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	9	FORWARD	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	10	REAR	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	10	REAR	G6	A	24	℄ 16x330x1090	2-℄ 17x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 13x350x1090	2-℄ 14x150x1090	℄ 3x350x545
	10	FORWARD	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	10	FORWARD	G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 11x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	11	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
III	12	FORWARD	GI-G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 3x330x545
	13	REAR	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	13	REAR	G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	D	24	℄ 11x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	13	FORWARD	GI-G5	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	13	FORWARD	G6	A	24	℄ 14x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 13x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	14	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 14x140x1090	℄ 3x330x545
	14	FORWARD	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———
	15	REAR	GI-G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———
IV	16	FORWARD	GI-G6	A	24	℄ 16x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 16x330x1090	2-℄ 16x140x1090	℄ 3x330x545
	17	REAR	GI-G2	B	28	℄ 16x330x1260	2-℄ 16x140x1260	———	B	128	2-℄ 16x750x1395	E	28	℄ 11x400x1260	2-℄ 11x180x1260	℄ 3x400x630
	17	REAR	G3-G6	A	24	℄ 14x330x1090	2-℄ 14x140x1090	———	A	112	2-℄ 14x750x1420	D	24	℄ 11x350x1090	2-℄ 13x150x1090	℄ 3x350x545
	17	FORWARD	GI-G2	B	28	℄ 14x330x1260	2-℄ 16x140x1260	℄ 3x330x630	B	128	2-℄ 16x750x1395	E	28	℄ 11x400x1260	2-℄ 11x180x1260	℄ 6x400x630
	17	FORWARD	G3-G6	A	24	℄ 16x330x1090	2-℄ 16x140x1090	℄ 3x330x545	A	112	2-℄ 14x750x1420	D	24	℄ 13x350x1090	2-℄ 13x150x1090	℄ 6x350x545
	18	REAR	GI-G6	A	24	℄ 14x330x1090	2-℄ 16x140x1090	℄ 3x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 16x140x1090	℄ 6x330x545
	18	FORWARD	GI-G6	A	24	℄ 14x330x1090	2-℄ 16x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 14x330x1090	2-℄ 16x140x1090	℄ 3x330x545
	19	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 3x330x545
	19	FORWARD	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———
	20	REAR	GI-G6	A	24	℄ 13x330x1090	2-℄ 13x140x1090	℄ 6x330x545	A	112	2-℄ 14x750x1420	A	24	℄ 13x330x1090	2-℄ 13x140x1090	———

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT
DRAWN CAC
CHECKED RGS
REVISED
REVIEWED MRM
DATE 08/01
STRUCTURE FILE NUMBER 5709059

FIELD SPLICE DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



DIMENSION TABLE				
GIRDER	A	B	C	D
G1	-300	-558	-419	-138
G2	-294	-463	-331	-104
G3	-278	-364	-245	-70
G4	-253	-261	-161	-36
G5	-218	-154	-79	-2
G6	-193	-101	-41	13

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. A POSITIVE CAMBER VALUE INDICATES A CAMBER ORDINATE ABOVE THE CHORD BETWEEN ADJACENT BEARINGS IN THAT SPAN.
3. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
4. VALUES FOR CAMBER LOSS DUE TO HEAT CURVING SHOULD BE DEDUCTED FROM THE TOTAL REQUIRED SHOP CAMBER IF GIRDERS ARE NOT HEAT CURVED.

CAMBER

CAMBER COMPONENT		SPAN 1											SPAN 2												SPAN 3										SPAN 4							SPAN 5				
		R.A.	0.1	0.2	0.3	0.4	0.5	0.6	F.S. 1	0.7	0.8	0.9	PIER 1	0.1	0.2	F.S. 2	0.3	0.4	0.5	0.6	0.7	F.S. 3	0.8	0.9	PIER 2	0.1	0.2	F.S. 4	0.3	0.4	0.6	F.S. 5	0.8	PIER 3	0.2	F.S. 6	0.4	0.6	F.S. 7	0.8	PIER 4	0.2	F.S. 8	0.4	0.6	0.8	PIER 5
GIRDER G1	DEFL. DUE TO WT. OF STEEL	0	1	1	1	1	0	0	0	-1	-1	-1	0	4	9	13	15	20	22	21	17	14	11	5	0	-2	-2	-2	-1	0	2	1	0	0	4	7	9	9	6	4	0	0	1	1	2	2	0
	DEFL. DUE TO REMAINING DL	0	4	6	7	6	4	0	1	-2	-4	-3	0	11	29	44	49	66	73	69	55	46	35	14	0	-5	-4	-4	0	6	10	5	3	0	16	26	34	35	22	17	0	0	3	5	8	7	0
	CORRECTION REQ'D FOR V.C.	0	-9	-15	-20	-22	-22	-20	-21	-16	-10	-1	0	-21	-36	-42	-43	-44	-38	-32	-24	-21	-17	-9	0	-27	-54	-58	-81	-87	-58	-36	-29	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	5	10	5	0	0	0	5	7	7	4	0	0	0	3	4	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	-4	-8	-12	-15	-18	-20	-20	-19	-15	-5	0	-6	2	15	21	42	57	58	48	39	29	10	0	-34	-60	-69	-83	-76	-36	-25	-26	0	20	38	50	51	32	21	0	11	22	27	34	25	0
GIRDER G2	DEFL. DUE TO WT. OF STEEL	0	1	2	2	2	2	1	1	0	-1	-1	0	3	9	12	14	18	20	19	15	13	10	4	0	-2	-2	-2	-1	1	2	1	0	0	4	7	9	9	6	4	0	0	1	2	3	2	0
	DEFL. DUE TO REMAINING DL	0	6	11	14	14	11	7	7	3	-1	-2	0	11	28	41	47	63	70	66	53	44	33	13	0	-4	-3	-2	2	8	11	6	3	0	17	27	36	36	23	17	0	1	5	7	11	9	0
	CORRECTION REQ'D FOR V.C.	0	-10	-17	-21	-24	-23	-21	-21	-16	-8	-4	0	-19	-31	-35	-36	-35	-30	-25	-19	-16	-13	-7	0	-21	-42	-45	-63	-58	-39	-24	-19	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	1	6	9	5	0	0	0	5	7	7	4	0	0	0	3	4	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	-3	-4	-5	-8	-10	-13	-13	-13	-10	-7	0	-5	6	18	25	46	60	60	49	41	30	10	0	-27	-47	-52	-61	-43	-17	-12	-16	0	21	39	52	52	33	21	0	12	24	30	38	27	0
GIRDER G3	DEFL. DUE TO WT. OF STEEL	0	2	3	4	4	3	2	1	0	-1	-1	0	3	8	12	13	17	19	18	14	12	9	4	0	-1	-1	-1	0	1	2	1	0	0	4	7	9	9	6	4	0	0	1	2	3	2	0
	DEFL. DUE TO REMAINING DL	0	9	17	21	21	18	13	11	6	1	-1	0	10	27	40	46	61	68	64	51	43	31	13	0	-4	-2	-2	3	9	12	6	4	0	17	28	37	37	23	17	0	1	6	8	13	10	0
	CORRECTION REQ'D FOR V.C.	0	-11	-19	-25	-27	-27	-24	-23	-19	-12	-8	0	-16	-25	-28	-28	-26	-22	-18	-14	-12	-10	-5	0	-15	-29	-30	-40	-35	-23	-15	-12	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2	6	9	5	0	0	0	5	6	7	4	0	0	0	3	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	0	1	0	-2	-6	-9	-11	-13	-12	-10	0	-3	10	24	31	52	65	64	51	43	30	12	0	-20	-32	-35	-35	19	0	-3	-8	0	21	40	52	53	33	21	0	12	25	32	40	28	0
GIRDER G4	DEFL. DUE TO WT. OF STEEL	0	2	4	5	5	4	3	2	1	0	-1	0	3	8	11	13	17	18	17	14	12	9	4	0	-1	-1	-1	0	1	2	1	0	0	4	7	9	9	5	4	0	0	1	2	3	2	0
	DEFL. DUE TO REMAINING DL	0	13	22	28	29	25	18	14	10	3	-1	0	9	25	39	44	59	66	62	49	43	30	12	0	-3	-1	-1	4	10	12	6	3	0	17	28	37	37	23	17	0	2	7	10	15	11	0
	CORRECTION REQ'D FOR V.C.	0	-13	-23	-29	-33	-34	-31	-29	-25	-20	-12	0	-13	-19	-21	-20	-18	-15	-12	-10	-9	-7	-3	0	-8	-15	-17	-18	-15	-10	-7	-5	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2	6	8	4	0	0	0	5	6	6	4	0	0	0	3	5	7	6	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	2	3	4	1	-5	-10	-13	-14	-17	-14	0	-1	14	29	37	58	69	67	53	46	32	13	0	-12	-17	-20	-12	2	12	4	-2	0	21	40	52	52	32	21	0	13	26	34	42	30	0
GIRDER G5	DEFL. DUE TO WT. OF STEEL	0	3	6	7	7	6	4	3	2	0	0	0	3	7	11	12	16	18	17	13	12	8	4	0	-1	-1	-1	0	1	2	1	0	0	4	7	9	9	5	4	0	0	1	2	3	2	0
	DEFL. DUE TO REMAINING DL	0	16	28	36	37	32	24	17	13	5	0	0	9	25	40	44	59	65	62	48	45	30	12	0	-3	-1	0	5	10	12	7	3	0	18	29	38	37	22	16	0	2	7	11	16	12	0
	CORRECTION REQ'D FOR V.C.	0	-15	-27	-36	-41	-43	-41	-38	-36	-27	-15	0	-10	-14	-13	-13	-11	-9	-7	-6	-5	-4	-2	0	-1	-1	-1	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2	5	7	4	0	0	0	5	6	6	4	0	0	0	3	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	4	7	7	3	-5	-13	-18	-21	-22	-15	0	2	18	38	43	64	74	72	55	52	34	14	0	-5	-3	-3	6	15	20	12	3	0	22	41	53	52	31	20	0	13	26	35	43	30	0
GIRDER G6	DEFL. DUE TO WT. OF STEEL	0	4	7	9	9	7	5	3	2	0	-1	0	3	7	11	12	16	18	17	13	12	8	3	0	-1	-1	-1	0	1	2	1	0	0	4	7	9	8	5	4	0	0	1	2	4	3	0
	DEFL. DUE TO REMAINING DL	0	20	35	44	45	39	28	18	15	5	0	0	9	25	41	44	60	66	62	48	43	29	12	0	-3	-1	0	5	11	13	6	3	0	18	29	38	38	23	17	0	3	9	14	21	16	0
	CORRECTION REQ'D FOR V.C.	0	-18	-31	-41	-47	-49	-48	-43	-42	-31	-18	0	-6	-8	-7	-6	-5	-4	-3	-2	-2	-1	-1	0	2	4	4	3	3	2	1	1	0	0	0	0	0	0	0	0	0	11	15	17	17	11	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2	6	7	3	0	0	0	4	6	6	3	0	0	0	3	5	7	6	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	6	11	12	7	-3	-15	-22	-25	-26	-19	0	6	24	45	50	71	80	76	59	53	36	14	0	-2	2	2	10	21	24	11	4	0	22	40	53	52	31	21	0	14	28	38	49	36	0

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1931

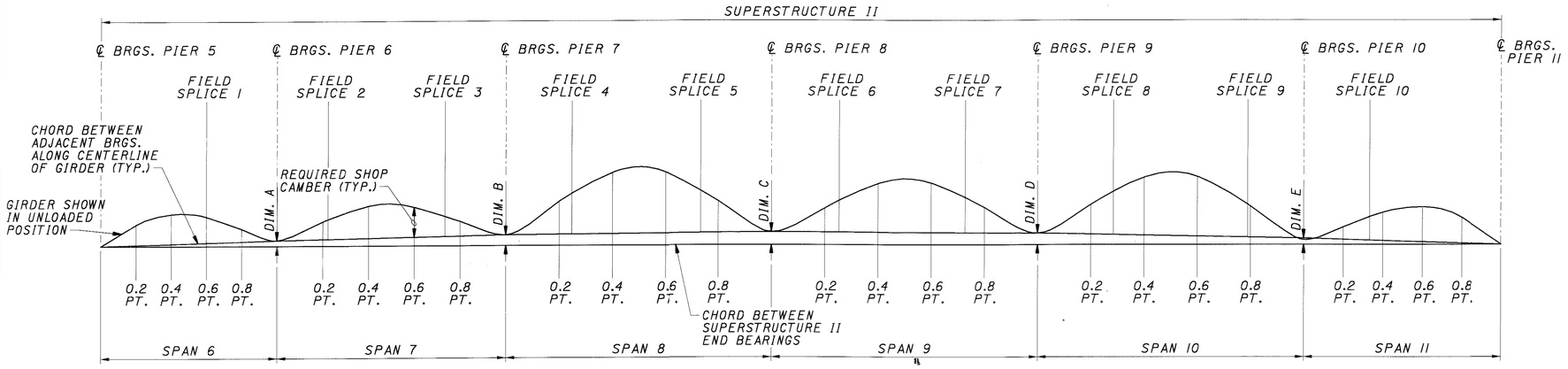
DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

GIRDER CAMBER - SUPERSTRUCTURE 1
BRIDGE NO. MOT-75-3272
RAMP C OVER I-75/I-75 INTERCHANGE

MOT-75-31.842

66/105

962/1080



DIMENSION TABLE					
GIRDER	A	B	C	D	E
G1	455	802	974	864	472
G2	446	802	974	864	473
G3	438	803	974	864	473
G4	430	803	974	864	473
G5	422	803	974	864	473
G6	414	803	975	865	473

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. A POSITIVE CAMBER VALUE INDICATES A CAMBER ORDINATE ABOVE THE CHORD BETWEEN ADJACENT BEARINGS IN THAT SPAN.
3. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
4. VALUES FOR CAMBER LOSS DUE TO HEAT CURVING SHOULD BE DEDUCTED FROM THE TOTAL REQUIRED SHOP CAMBER IF GIRDERS ARE NOT HEAT CURVED.

CAMBER

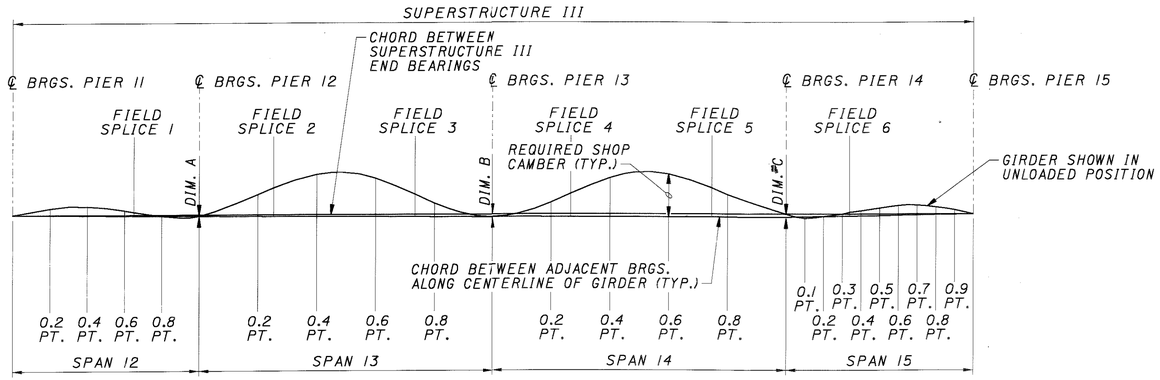
	CAMBER COMPONENT	SPAN 6						SPAN 7							SPAN 8							SPAN 9							SPAN 10							SPAN 11					
		PIER 5	0.2	0.4	F.S. 1	0.6	0.8	PIER 6	0.2	F.S. 2	0.4	0.6	F.S. 3	0.8	PIER 7	0.2	F.S. 4	0.4	0.6	F.S. 5	0.8	PIER 8	0.2	F.S. 6	0.4	0.6	F.S. 7	0.8	PIER 9	0.2	F.S. 8	0.4	0.6	F.S. 9	0.8	PIER 10	0.2	F.S. 10	0.4	0.6	0.8	PIER 11
GIRDER G1	DEFL. DUE TO WT. OF STEEL	0	3	4	4	4	2	0	0	0	1	1	1	0	0	3	5	7	6	4	3	0	2	3	4	5	3	2	0	3	4	6	6	3	3	0	1	2	3	4	3	0
	DEFL. DUE TO REMAINING DL	0	11	17	14	14	6	0	1	2	4	4	2	0	0	14	19	27	26	17	11	0	6	10	17	18	12	7	0	10	18	24	25	13	11	0	3	8	10	14	10	0
	CORRECTION REQ'D FOR V.C.	0	11	17	17	17	11	0	15	16	22	22	19	15	0	23	27	34	34	28	23	0	23	27	34	34	29	23	0	23	29	34	34	24	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	6	5	5	0	0	0	2	5	4	2	0	0	0	4	6	6	4	0	0	0	4	6	6	4	0	0	0	5	7	7	4	0	0	0	4	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	29	44	40	40	19	0	16	20	32	31	24	15	0	40	55	74	72	53	37	0	31	44	61	63	48	32	0	36	56	71	72	44	37	0	16	31	36	43	30	0
GIRDER G2	DEFL. DUE TO WT. OF STEEL	0	3	4	3	3	1	0	1	1	2	2	1	0	0	4	5	7	7	5	3	0	2	3	5	5	3	2	0	3	5	6	7	3	3	0	1	2	3	4	3	0
	DEFL. DUE TO REMAINING DL	0	12	17	14	15	6	0	3	4	8	7	4	1	0	15	20	31	29	19	12	0	7	12	20	20	13	8	0	12	20	28	28	14	13	0	4	10	12	17	12	0
	CORRECTION REQ'D FOR V.C.	0	11	16	16	16	11	0	16	18	23	23	20	16	0	23	27	34	34	28	23	0	23	27	34	34	28	23	0	23	29	34	34	24	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	5	4	4	0	0	0	2	5	4	2	0	0	0	4	7	6	4	0	0	0	4	6	6	4	0	0	0	5	7	7	4	0	0	0	4	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	30	42	37	38	18	0	20	25	38	36	27	17	0	42	56	79	76	56	38	0	32	46	65	65	48	33	0	38	59	75	76	45	39	0	17	33	38	46	32	0
GIRDER G3	DEFL. DUE TO WT. OF STEEL	0	3	4	3	3	1	0	1	1	2	2	1	0	0	4	5	7	7	5	3	0	2	3	5	5	3	2	0	3	5	7	7	3	3	0	1	2	3	4	3	0
	DEFL. DUE TO REMAINING DL	0	12	17	14	14	6	0	5	6	11	10	5	2	0	16	21	33	31	20	13	0	8	12	22	23	15	8	0	13	22	30	31	15	14	0	4	11	14	19	14	0
	CORRECTION REQ'D FOR V.C.	0	10	16	16	16	10	0	16	18	24	24	20	16	0	23	26	34	34	28	23	0	23	27	34	34	28	23	0	23	29	34	34	24	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	5	4	4	0	0	0	3	5	5	2	0	0	0	4	7	7	4	0	0	0	4	6	7	4	0	0	0	5	7	8	4	0	0	0	4	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	28	42	37	37	17	0	22	28	42	41	28	18	0	43	56	81	79	57	39	0	33	46	67	69	50	33	0	39	61	78	80	46	40	0	17	34	40	48	34	0
GIRDER G4	DEFL. DUE TO WT. OF STEEL	0	3	4	3	3	1	0	1	2	3	2	1	1	0	4	5	8	7	5	3	0	2	3	5	5	3	2	0	3	5	7	7	3	3	0	1	2	3	4	3	0
	DEFL. DUE TO REMAINING DL	0	12	17	14	14	5	0	6	7	14	12	6	3	0	16	21	35	33	21	14	0	8	13	24	24	15	9	0	14	22	32	33	16	15	0	4	11	15	21	15	0
	CORRECTION REQ'D FOR V.C.	0	10	15	15	15	10	0	17	18	25	25	20	17	0	23	26	34	34	27	23	0	23	27	34	34	28	23	0	23	29	34	34	23	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	5	4	0	0	0	0	3	6	5	2	0	0	0	4	7	7	4	0	0	0	4	7	7	4	0	0	0	5	8	8	4	0	0	0	4	5	7	5	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	28	41	36	32	16	0	24	30	48	44	29	21	0	43	56	84	81	57	40	0	33	47	70	70	50	34	0	40	61	81	82	46	41	0	17	34	41	50	35	0
GIRDER G5	DEFL. DUE TO WT. OF STEEL	0	2	3	3	3	1	0	2	2	4	3	1	1	0	4	5	8	8	5	3	0	2	3	5	5	3	2	0	3	5	8	8	4	3	0	1	2	3	5	3	0
	DEFL. DUE TO REMAINING DL	0	11	16	13	13	5	0	8	9	17	15	7	4	0	17	22	36	35	21	14	0	9	13	25	26	16	9	0	14	23	34	35	16	15	0	5	12	16	22	16	0
	CORRECTION REQ'D FOR V.C.	0	9	14	14	14	9	0	17	18	26	26	21	17	0	23	26	34	34	27	23	0	23	26	34	34	28	23	0	23	28	34	34	23	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	5	4	0	0	0	0	3	6	6	3	0	0	0	4	7	7	4	0	0	0	4	7	7	4	0	0	0	5	8	8	4	0	0	0	4	5	8	6	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	25	38	34	30	15	0	27	32	53	50	32	22	0	44	57	85	84	57	40	0	34	46	71	72	51	34	0	40	61	84	85	47	41	0	18	35	42	53	37	0
GIRDER G6	DEFL. DUE TO WT. OF STEEL	0	2	3	3	3	1	0	2	2	4	4	2	1	0	4	5	8	8	5	4	0	2	3	5	6	3	2	0	3	5	8	8	4	4	0	1	3	4	5	4	0
	DEFL. DUE TO REMAINING DL	0	11	16	12	12	4	0	9	10	20	18	8	5	0	17	22	38	37	22	15	0	9	14	27	27	16	10	0	15	24	36	37	17	16	0	5	12	17	24	18	0
	CORRECTION REQ'D FOR V.C.	0	9	14	14	14	9	0	18	18	27	27	21	18	0	23	26	34	34	27	23	0	23	26	34	34	27	23	0	23	28	34	34	23	23	0	12	17	18	18	12	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	4	3	0	0	0	0	3	7	6	3	0	0	0	4	7	7	4	0	0	0	4	7	7	4	0	0	0	5	8	8	4	0	0	0	4	5	8	6	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	25	37	32	29	14	0	29	33	58	55	34	24	0	44	57	87	86	58	42	0	34	47	73	74	50	35	0	41	62	86	87	48	43	0	18	36	44	55	40	0

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON OH 45402-1823

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

GIRDER CAMBER - SUPERSTRUCTURE II
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



DIMENSION TABLE			
GIRDER	A	B	C
G1	-31	-84	-135
G2	-24	-64	-102
G3	-16	-43	-69
G4	-9	-22	-36
G5	-1	-2	-3
G6	2	6	9

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. A POSITIVE CAMBER VALUE INDICATES A CAMBER ORDINATE ABOVE THE CHORD BETWEEN ADJACENT BEARINGS IN THAT SPAN.
3. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
4. VALUES FOR CAMBER LOSS DUE TO HEAT CURVING SHOULD BE DEDUCTED FROM THE TOTAL REQUIRED SHOP CAMBER IF GIRDERS ARE NOT HEAT CURVED.

CAMBER

CAMBER COMPONENT		SPAN 12							SPAN 13							SPAN 14							SPAN 15										
		PIER 11	0.2	0.4	0.6	F.S. 1	0.8	PIER 12	0.2	F.S. 2	0.4	0.6	F.S. 3	0.8	PIER 13	0.2	F.S. 4	0.4	0.6	F.S. 5	0.8	PIER 14	0.1	0.2	0.3	F.S. 6	0.4	0.5	0.6	0.7	0.8	0.9	PIER 15
GIRDER G1	DEFL. DUE TO WT. OF STEEL	0	1	1	0	0	0	0	4	5	7	7	4	3	0	2	3	5	6	4	3	0	0	0	0	1	1	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	2	2	0	0	-2	0	15	20	29	27	17	11	0	7	12	20	23	17	12	0	-1	0	2	3	4	5	6	6	5	3	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	4	1	0	0	0	0	5	7	6	4	0	0	0	3	5	6	4	0	0	0	0	0	3	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	7	7	1	0	-2	0	19	30	43	40	25	14	0	9	18	30	35	25	15	0	-1	0	3	7	8	10	13	13	10	6	0
GIRDER G2	DEFL. DUE TO WT. OF STEEL	0	1	1	0	0	0	0	4	5	7	7	4	3	0	2	3	6	6	4	3	0	0	0	1	1	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	4	4	2	1	-1	0	16	22	31	29	18	11	0	9	15	24	27	19	14	0	-1	0	2	3	5	6	7	7	6	3	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	4	2	1	0	0	0	5	7	6	4	0	0	0	3	6	6	4	0	0	0	0	0	2	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	9	9	4	2	-1	0	20	32	45	42	26	14	0	11	21	36	39	27	17	0	-1	0	3	6	9	11	14	14	11	6	0
GIRDER G3	DEFL. DUE TO WT. OF STEEL	0	1	1	1	0	0	0	4	5	7	7	4	3	0	2	4	6	7	5	4	0	0	0	0	1	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	5	6	3	2	-1	0	17	22	33	29	18	11	0	10	17	28	31	21	16	0	-1	0	2	3	5	7	8	7	6	3	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	5	2	2	0	0	0	5	7	6	4	0	0	0	4	6	6	4	0	0	0	0	0	2	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	10	12	6	4	-1	0	21	32	47	42	26	14	0	12	25	40	44	30	20	0	-1	0	2	6	9	12	15	14	11	6	0
GIRDER G4	DEFL. DUE TO WT. OF STEEL	0	1	1	1	1	0	0	4	5	7	7	4	2	0	3	4	7	7	5	4	0	0	0	0	1	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	6	7	4	3	0	0	17	23	33	30	17	11	0	12	18	31	34	23	17	0	-1	0	2	3	5	7	8	8	6	4	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	5	3	2	0	0	0	5	7	6	4	0	0	0	4	6	7	5	0	0	0	0	0	2	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	11	13	8	6	0	0	21	33	47	43	25	13	0	15	26	44	48	33	21	0	-1	0	2	6	9	12	15	15	11	7	0
GIRDER G5	DEFL. DUE TO WT. OF STEEL	0	1	2	1	1	0	0	4	5	7	7	4	2	0	3	4	7	8	5	4	0	0	0	0	0	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	7	9	5	3	0	0	17	22	33	30	17	11	0	13	19	33	37	25	19	0	-1	-1	2	2	4	6	7	8	6	4	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	5	3	2	0	0	0	4	7	6	3	0	0	0	4	6	7	5	0	0	0	0	0	2	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	12	16	9	6	0	0	21	31	47	43	24	13	0	16	27	46	52	35	23	0	-1	-1	2	4	8	11	14	15	11	7	0
GIRDER G6	DEFL. DUE TO WT. OF STEEL	0	2	2	1	1	0	0	4	5	7	7	4	2	0	3	4	8	9	6	4	0	0	0	0	0	1	1	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	8	10	6	4	0	0	17	22	33	30	17	10	0	14	21	36	40	26	21	0	-2	-1	1	2	4	6	7	8	6	4	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	6	3	2	0	0	0	4	6	6	3	0	0	0	4	6	7	5	0	0	0	0	0	1	3	4	5	5	4	2	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	14	18	10	7	0	0	21	31	46	43	24	12	0	17	29	50	56	37	25	0	-2	-1	1	3	8	11	14	15	11	7	0

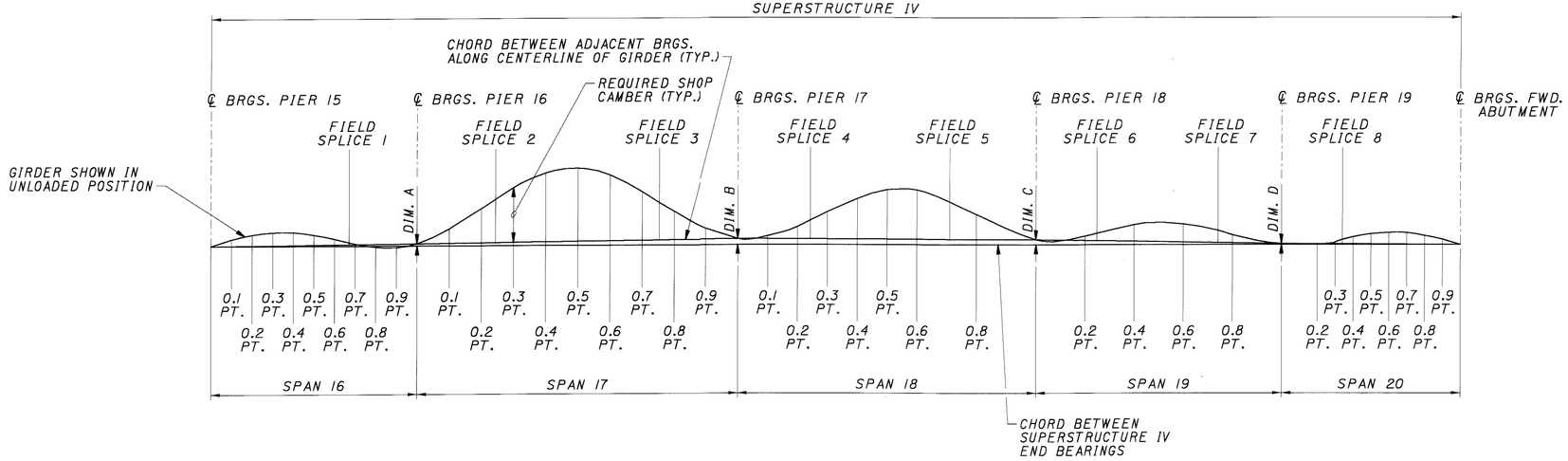
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

GIRDER CAMBER - SUPERSTRUCTURE III
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

964/1080



DIMENSION TABLE				
GIRDER	A	B	C	D
G1	61	170	100	-38
G2	45	124	84	-24
G3	30	81	62	-13
G4	15	41	35	-6
G5	1	3	2	-1
G6	-3	-10	-11	0

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. A POSITIVE CAMBER VALUE INDICATES A CAMBER ORDINATE ABOVE THE CHORD BETWEEN ADJACENT BEARINGS IN THAT SPAN.
3. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. CAMBER ORDINATES ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
4. VALUES FOR CAMBER LOSS DUE TO HEAT CURVING SHOULD BE DEDUCTED FROM THE TOTAL REQUIRED SHOP CAMBER IF GIRDERS ARE NOT HEAT CURVED.

CAMBER

CAMBER COMPONENT		SPAN 16											PIER 16	SPAN 17											PIER 17	SPAN 18										PIER 18
		PIER 15	0.1	0.2	0.3	0.4	0.5	0.6	F.S. 1	0.7	0.8	0.9		0.1	0.2	F.S. 2	0.3	0.4	0.5	0.6	0.7	F.S. 3	0.8	0.9		0.1	0.2	F.S. 4	0.3	0.4	0.5	0.6	F.S. 5	0.8	
GIRDER G1	DEFL. DUE TO WT. OF STEEL	0	0	1	1	0	0	-1	-1	-1	-2	-1	0	4	9	10	14	18	18	16	12	8	7	2	0	0	2	3	5	8	9	9	7	5	0
	DEFL. DUE TO REMAINING DL	0	2	3	3	2	0	-2	-4	-5	-5	-4	0	14	34	39	54	67	69	60	44	29	24	8	0	1	9	12	22	33	40	39	27	19	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-2	-2	-2	-2	-2	-2	0	19	38	42	56	75	65	52	35	26	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	7	7	4	0	-6	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	6	11	11	6	0	-9	-14	-6	-7	-5	0	18	42	48	67	82	85	74	54	35	29	8	0	20	49	57	83	116	114	100	69	50	0
GIRDER G2	DEFL. DUE TO WT. OF STEEL	0	1	1	1	1	0	0	-1	-1	-1	-1	0	3	8	10	13	16	17	15	11	8	6	2	0	0	2	2	4	7	8	8	7	4	0
	DEFL. DUE TO REMAINING DL	0	3	6	7	6	3	0	-2	-3	-4	-3	0	13	32	38	51	64	66	59	43	30	24	8	0	1	8	11	19	30	36	36	28	18	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	-2	-2	-2	0	13	26	29	38	51	53	43	31	21	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	6	7	6	4	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	8	13	15	13	7	0	-5	-4	-5	-4	0	16	39	47	63	79	82	73	53	36	28	8	0	14	36	42	61	88	97	87	66	43	0
GIRDER G3	DEFL. DUE TO WT. OF STEEL	0	1	1	2	1	1	0	0	-1	-1	-1	0	3	7	9	12	15	15	14	10	8	6	2	0	0	1	2	4	6	7	7	6	4	0
	DEFL. DUE TO REMAINING DL	0	4	8	9	8	6	3	0	-1	-3	-3	0	12	30	37	48	60	63	57	42	30	23	8	0	0	7	11	18	28	34	34	25	17	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	0	8	15	18	23	31	38	31	22	15	0
	CAMBER LOSS DUE TO HEAT CURVING	0	4	6	7	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	9	15	18	16	12	5	0	-2	-4	-4	0	15	37	46	59	74	77	70	51	37	28	9	0	8	23	31	45	65	79	72	53	36	0
GIRDER G4	DEFL. DUE TO WT. OF STEEL	0	1	2	2	2	1	1	0	0	-1	-1	0	3	6	8	10	13	14	12	9	7	5	2	0	0	1	2	3	5	7	7	5	3	0
	DEFL. DUE TO REMAINING DL	0	5	9	11	11	9	5	2	1	-2	-2	0	11	28	35	45	56	60	53	40	31	23	8	0	0	7	11	16	26	31	31	24	16	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	9	11	14	18	17	12	9	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	6	7	7	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	9	17	20	20	16	9	3	1	-3	-3	0	14	34	43	55	69	74	65	49	38	28	10	0	4	15	22	30	45	56	55	41	28	0
GIRDER G5	DEFL. DUE TO WT. OF STEEL	0	1	2	3	2	2	1	1	0	0	0	0	2	6	7	9	12	12	11	8	7	5	2	0	0	1	2	3	5	6	6	5	3	0
	DEFL. DUE TO REMAINING DL	0	6	11	13	13	11	7	4	3	-1	-2	0	10	25	33	41	52	55	50	37	30	21	8	0	0	6	10	15	24	29	29	23	14	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	6	7	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	10	19	23	22	19	12	7	3	-1	-2	0	12	31	40	50	64	67	61	45	37	26	10	0	0	7	13	19	30	36	36	29	18	0
GIRDER G6	DEFL. DUE TO WT. OF STEEL	0	1	2	3	3	3	2	1	1	0	0	0	2	5	7	8	10	11	10	7	6	4	2	0	0	1	2	3	5	6	6	5	3	0
	DEFL. DUE TO REMAINING DL	0	7	12	15	15	13	9	5	4	0	-1	0	9	22	31	37	47	50	46	34	29	20	7	0	0	6	10	15	23	28	28	23	14	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-2	-2	-3	-3	-4	-4	-3	0
	CAMBER LOSS DUE TO HEAT CURVING	0	3	6	7	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	11	20	25	25	22	15	8	5	0	-1	0	11	27	38	45	57	61	56	41	35	24	9	0	-1	6	10	16	25	31	30	24	14	0

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1020

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

GIRDER CAMBER - SUPERSTRUCTURE IV
BRIDGE NO. MOT-75-3272L
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

CAMBER

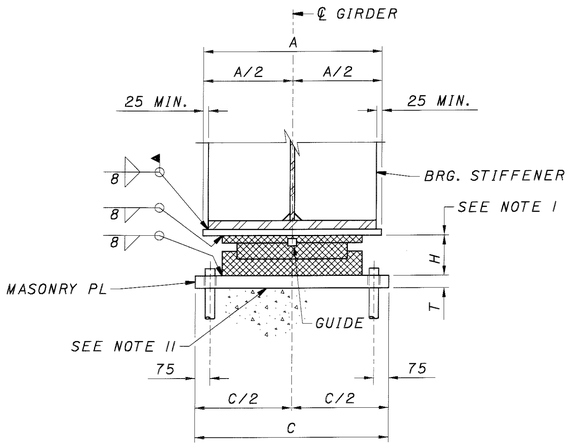
CAMBER COMPONENT		SPAN 19							PIER 19	SPAN 20									
		PIER 18	0.2	F.S. 6	0.4	0.6	F.S. 7	0.8		0.2	0.3	F.S. 8	0.4	0.5	0.6	0.7	0.8	0.9	F.A.
GIRDER G1	DEFL. DUE TO WT. OF STEEL	0	0	0	2	2	2	1	0	0	0	1	1	1	1	1	1	0	0
	DEFL. DUE TO REMAINING DL	0	0	1	6	8	7	4	0	1	2	3	3	4	4	4	3	2	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	-15	-14	-12	-12	-10	-8	-6	-5	-3	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	0	1	8	10	9	5	0	-14	-12	-8	-8	-5	-3	-1	-1	-1	0
GIRDER G2	DEFL. DUE TO WT. OF STEEL	0	0	1	2	2	2	1	0	0	1	1	1	1	2	1	1	1	0
	DEFL. DUE TO REMAINING DL	0	2	4	9	10	8	5	0	2	4	5	6	7	7	7	5	3	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	-18	-16	-14	-14	-12	-10	-8	-5	-3	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	2	5	11	12	10	6	0	-16	-11	-8	-7	-4	-1	0	1	1	0
GIRDER G3	DEFL. DUE TO WT. OF STEEL	0	0	1	2	3	2	1	0	1	1	1	2	2	2	2	1	1	0
	DEFL. DUE TO REMAINING DL	0	3	5	11	13	9	6	0	3	6	7	8	10	10	9	7	4	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	-13	-15	-14	-13	-11	-9	-7	-5	-3	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	3	6	13	16	11	7	0	-9	-8	-6	-3	1	3	4	3	2	0
GIRDER G4	DEFL. DUE TO WT. OF STEEL	0	1	1	3	3	2	1	0	1	2	2	2	3	3	2	2	1	0
	DEFL. DUE TO REMAINING DL	0	4	6	14	15	10	7	0	4	7	9	10	12	13	12	9	5	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	-7	-10	-9	-9	-7	-6	-5	-4	-2	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	5	7	17	18	12	8	0	-2	-1	2	3	8	10	9	7	4	0
GIRDER G5	DEFL. DUE TO WT. OF STEEL	0	1	1	3	4	2	2	0	1	2	2	3	3	3	3	2	1	0
	DEFL. DUE TO REMAINING DL	0	5	8	16	18	11	8	0	5	9	10	13	15	16	15	11	6	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	6	9	19	22	13	10	0	5	10	11	15	17	18	17	12	6	0
GIRDER G6	DEFL. DUE TO WT. OF STEEL	0	1	2	4	4	3	2	0	1	2	2	3	4	4	4	3	2	0
	DEFL. DUE TO REMAINING DL	0	6	8	19	22	13	10	0	5	10	10	15	18	19	18	14	8	0
	CORRECTION REQ'D FOR V.C.	0	0	0	0	0	0	0	0	2	2	2	3	2	1	1	0	0	0
	CAMBER LOSS DUE TO HEAT CURVING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SUM EQUALS REQ'D SHOP CAMBER (SEE NOTE 4)	0	7	10	23	26	16	12	0	8	14	14	21	24	24	23	17	10	0

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

GIRDER CAMBER - SUPERSTRUCTURE IV
BRIDGE NO. MOT-75-3272.1
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



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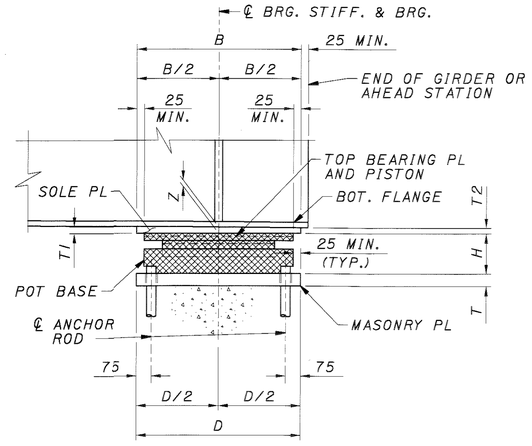
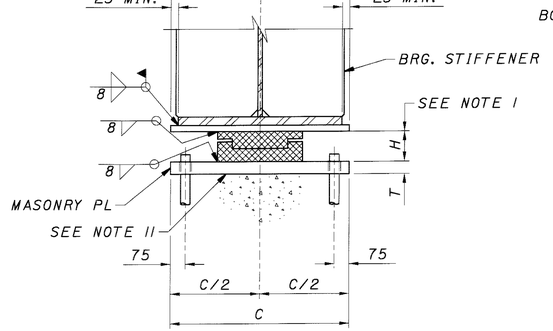


SIDE VIEW

EXPANSION BEARINGS

NOTE: GUIDED EXPANSION BEARING SHOWN. NON-GUIDED EXPANSION BEARING SIMILAR EXCEPT WITHOUT GUIDE.



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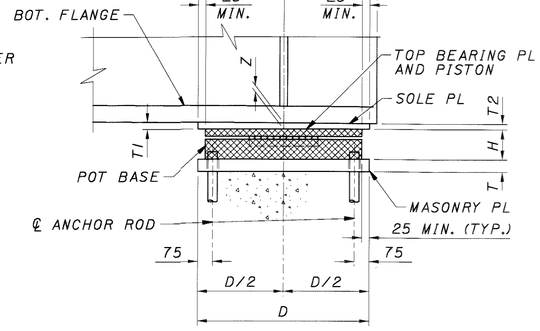
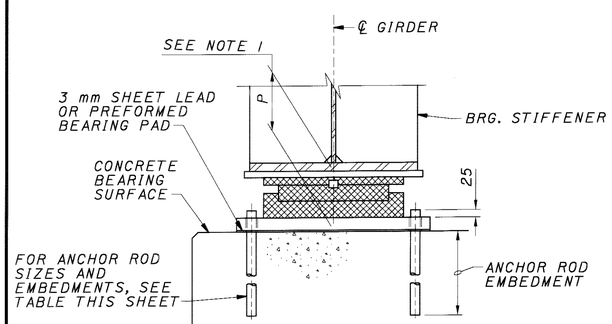


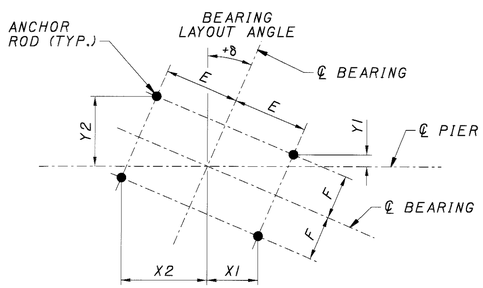
SIDE VIEW

FIXED BEARINGS

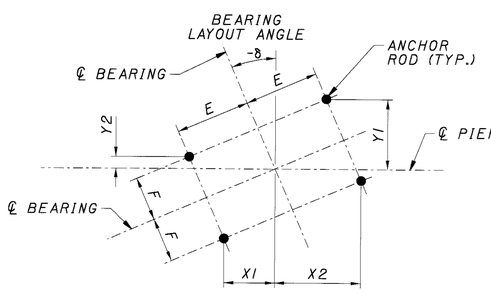


TYPICAL BEARING DETAILS

ANCHOR ROD DIMENSIONS			
BEARING TYPE	ROD DIAMETER	EMBEDMENT	MASONRY PLATE HOLE SIZE
EXPANSION	38	450	48
FIXED	44	525	54



BEARING LAYOUT ANGLE > 0°



BEARING LAYOUT ANGLE < 0°

ANCHOR ROD LAYOUT

NOTES:

THE CONTRACTOR SHALL SUPPLY MULTI-ROTATIONAL TFE POT BEARINGS CONFORMING TO THE SPECIAL PROVISION REQUIREMENTS FOR ITEM SPECIAL- STEEL POT BEARINGS, THE DETAILS SHOWN, AND THE FOLLOWING CONDITIONS:

1. BEARING DIMENSIONS SHOWN ARE INTENDED TO ACCOMMODATE A VARIETY OF POT BEARING MANUFACTURER'S DESIGNS. IF NECESSARY, THE CONTRACTOR SHALL ADJUST THE BEAM SEAT ELEVATIONS TO ACCOUNT FOR DIFFERENCES BETWEEN THE BEARING HEIGHT DETAILED IN THE PLANS AND THE BEARING HEIGHT PROVIDED. AS AN ALTERNATE, THE TOTAL BEARING HEIGHT SHOWN IN THE PLANS CAN BE MET BY INCREASING THE SOLE PLATE THICKNESS, POT BASE THICKNESS, MASONRY PLATE THICKNESS, PISTON THICKNESS, OR A COMBINATION THEREOF.
2. STEEL COMPONENTS SHALL CONFORM TO ASTM A572M, GRADE 350, AND SHALL BE METALIZED, UNLESS NOTED OTHERWISE IN THE PROPOSAL NOTE.
3. THE SOLE PLATE AND MASONRY PLATE SHALL BE FURNISHED BY THE MANUFACTURER OF THE BEARINGS. METHOD OF MEASUREMENT AND BASIS OF PAYMENT SHALL BE AS PRESCRIBED IN THE PROPOSAL NOTE FOR ITEM SPECIAL, EACH, STEEL POT BEARINGS.
4. BEARING ORIENTATION ANGLES ARE GIVEN IN THE POT BEARING SCHEDULE. POT BEARINGS SHALL BE ORIENTED AS FOLLOWS:
   - i. GUIDED AND NON-GUIDED BEARINGS AT EXPANSION PIERS SHALL BE ORIENTED ON A CHORD PROJECTED FROM THE MID-POINT OF THE DECK AT THE EXPANSION BEARING LINE TO THE MID-POINT OF THE DECK AT THE FIXED BEARING LINE.
   - ii. FIXED BEARINGS SHALL BE ORIENTED TANGENTIALLY AT THE MID-POINT OF THE DECK ALONG THE FIXED BEARING LINE.
   - iii. GUIDED EXPANSION BEARINGS AT THE EXTERIOR GIRDERS OF THE FIXED BEARING LINES SHALL BE ORIENTED SO THAT THEIR GUIDES ARE RADIAL TO THE MID-POINT OF THE DECK ALONG THE FIXED BEARING LINE.
   - iv. ALL BEARING ASSEMBLIES AT EACH PIER OR ABUTMENT SHALL BE ORIENTED IN THE SAME DIRECTION.
5. BEARINGS SHALL BE CENTERED AT 20 DEGREES CELSIUS (68 DEGREES FAHRENHEIT). IF THE TEMPERATURE AT THE TIME OF ERECTION IS OTHER THAN 20 DEGREES CELSIUS, THE BEARINGS SHALL BE OFFSET IN ACCORDANCE WITH THE THERMAL EXPANSION OFFSET TABLE PROVIDED WITH THE APPROVED SHOP DRAWINGS.
6. DESIGN MOVEMENTS GIVEN IN THE POT BEARING SCHEDULE INCLUDE A 25 mm TOLERANCE, IN ADDITION TO THE CALCULATED MOVEMENT, IN EACH DIRECTION.
7. WORK THIS SHEET WITH SHEET 72.
8. FOR DETAILED REQUIREMENTS OF POT BEARING COMPONENTS AND MATERIALS, SEE SPECIAL PROVISIONS.
9. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
10. ALL BEARINGS SHALL HAVE A MINIMUM ROTATIONAL CAPACITY OF 0.03 RADIANS. EXPANSION BEARINGS SHALL HAVE A MAXIMUM COEFFICIENT OF FRICTION OF 0.10 UNDER MAXIMUM PTFE CONTACT PRESSURE.
11. ALL BEARINGS SHALL BE INSTALLED ON SHEET LEAD CONFORMING TO CMS 711.19 OR PREFORMED PADS CONFORMING TO CMS 711.21.
12. BEARING ANCHOR RODS AT PIERS SHALL BE ACCURATELY PRE-SET USING TEMPLATES PRIOR TO CASTING PIER SEAT CONCRETE. DRILLING HOLES FOR ANCHOR RODS AT PIERS WILL NOT BE PERMITTED. BEARING ANCHOR RODS AT ABUTMENTS MAY BE PRE-SET OR INSTALLED IN DRILLED HOLES. REINFORCING STEEL IN THE VICINITY OF ABUTMENT SEATS SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF ANCHOR ROD HOLES OR THE PRE-SETTING OF ANCHOR RODS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

POT BEARING DETAILS
BRIDGE NO. MOT-75-3272L
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

POT BEARING SCHEDULE

LOCATION	GIRDERS	TYPE	MAXIMUM VERTICAL LOAD (kN)	DEAD LOAD (kN)	DESIGN MOVEMENT	SOLE PLATE					POT BEARING		MASONRY PLATE			ANCHOR ROD LAYOUT							REMARKS
						A	B	Z	T1	T2	H	P	C	D	T	LAYOUT ANGLE δ	E	F	X1	X2	Y1	Y2	
REAR ABUTMENT	G6	NON-GUIDED	705	390	176	525	400	23	19	27	86	128	525	375	19	9° 43′ 39″	187	112	166	204	79	143	
REAR ABUTMENT	G2 - G5	GUIDED	629	301	176	350	375	23	19	27	108	156	525	375	25	9° 43′ 39″	187	112	166	204	79	143	
REAR ABUTMENT	G1	NON-GUIDED	513	214	176	350	375	23	19	27	86	128	350	525	19	9° 43′ 39″	100	187	48	145	155	207	SEE NOTE 1 THIS SHEET
PIER 1	G1, G6	NON-GUIDED	1894	1249	142	550	550	27	19	35	114	184	675	650	44	38° 01′ 55″	262	250	53	361	35	359	
PIER 1	G2 - G5	GUIDED	2298	1564	142	550	575	27	19	35	154	222	675	650	41	38° 01′ 55″	262	250	53	361	35	359	
PIER 2	G1, G6	NON-GUIDED	1960	1267	92	550	525	28	19	37	108	180	650	600	44	24° 53′ 12″	250	225	132	321	99	309	
PIER 2	G2 - G5	GUIDED	2026	1317	92	550	550	28	19	37	146	216	650	600	41	24° 53′ 12″	250	225	132	321	99	309	
PIER 3	G1, G6	GUIDED	1646	1045	52	525	475	27	19	35	136	202	675	575	38	15° 00′ 00″	262	212	199	308	137	273	SEE NOTE 2 THIS SHEET
PIER 3	G2 - G5	FIXED	1814	1158	0	450	450	27	19	35	104	172	675	575	41	15° 00′ 00″	262	212	199	308	137	273	
PIER 4	G1, G6	NON-GUIDED	1960	1140	92	550	525	28	19	37	108	180	650	600	44	5° 53′ 04″	250	225	226	272	198	249	
PIER 4	G2 - G5	GUIDED	2026	1150	92	550	550	28	19	37	146	216	650	600	41	5° 53′ 04″	250	225	226	272	198	249	
PIER 5 - SPAN 5	G1, G6	NON-GUIDED	709	334	120	525	400	25	19	31	86	134	525	400	22	10° 15′ 30″	187	125	162	207	90	156	
PIER 5 - SPAN 5	G2 - G5	GUIDED	637	336	120	350	375	24	19	29	108	160	525	400	28	10° 15′ 30″	187	125	162	207	90	156	
PIER 5 - SPAN 6	G1, G6	NON-GUIDED	589	273	154	500	375	24	19	29	86	132	500	375	22	-14° 58′ 25″	175	112	198	140	154	63	
PIER 5 - SPAN 6	G2 - G5	GUIDED	612	270	154	350	375	24	19	29	108	152	500	375	19	-14° 58′ 25″	175	112	198	140	154	63	
PIER 6	G1, G6	NON-GUIDED	1638	891	132	500	500	25	19	31	108	174	625	575	41	-23° 26′ 33″	237	212	302	133	289	100	
PIER 6	G2 - G5	GUIDED	1814	950	132	500	525	25	19	31	136	200	625	575	38	-23° 26′ 33″	237	212	302	133	289	100	
PIER 7	G1, G6	NON-GUIDED	1672	1051	92	550	500	24	19	29	108	176	625	600	44	-5° 52′ 22″	237	225	259	213	248	199	
PIER 7	G2 - G5	GUIDED	1877	1126	92	550	525	24	19	29	136	202	625	600	41	-5° 52′ 22″	237	225	259	213	248	199	
PIER 8	G1, G6	GUIDED	1680	1094	52	550	475	22	19	25	136	200	675	600	41	0° 00′ 00″	262	225	262	262	225	225	SEE NOTE 2 THIS SHEET
PIER 8	G2 - G5	FIXED	1908	1214	0	550	450	22	19	25	104	170	675	600	44	0° 00′ 00″	262	225	262	262	225	225	
PIER 9	G1, G6	NON-GUIDED	1672	1089	92	550	500	20	19	21	108	176	625	600	44	5° 52′ 22″	237	225	213	259	199	248	
PIER 9	G2 - G5	GUIDED	1877	1191	92	550	525	20	19	21	136	202	625	600	41	5° 52′ 22″	237	225	213	259	199	248	
PIER 10	G1, G6	NON-GUIDED	1638	1074	132	500	500	20	21	19	108	174	625	575	41	11° 44′ 44″	237	212	189	276	160	256	
PIER 10	G2 - G5	GUIDED	1814	1158	132	500	525	20	21	19	136	200	625	575	38	11° 44′ 44″	237	212	189	276	160	256	
PIER 11 - SPAN 11	G1, G6	NON-GUIDED	615	297	162	500	375	20	21	19	86	132	500	375	25	16° 15′ 46″	175	112	136	199	59	157	
PIER 11 - SPAN 11	G2 - G5	GUIDED	649	302	162	350	375	20	21	19	108	152	500	375	22	16° 15′ 46″	175	112	136	199	59	157	
PIER 11 - SPAN 12	G1, G6	NON-GUIDED	557	242	116	500	375	20	21	19	86	126	500	350	19	-9° 31′ 50″	175	100	189	156	128	70	
PIER 11 - SPAN 12	G2 - G5	GUIDED	569	230	116	350	375	20	21	19	108	148	500	350	19	-9° 31′ 50″	175	100	189	156	128	70	
PIER 12	G1, G6	NON-GUIDED	1498	964	92	500	500	21	23	19	102	164	600	575	41	2° 18′ 09″	225	212	216	233	203	221	
PIER 12	G2 - G5	GUIDED	1678	1060	92	500	500	21	23	19	138	196	600	575	38	2° 18′ 09″	225	212	216	233	203	221	
PIER 13	G1, G6	GUIDED	1803	1139	52	550	475	21	23	19	136	202	675	600	44	0° 00′ 00″	262	225	262	262	225	225	SEE NOTE 2 THIS SHEET
PIER 13	G2 - G5	FIXED	1965	1236	0	550	450	21	23	19	104	172	675	600	47	0° 00′ 00″	262	225	262	262	225	225	
PIER 14	G1, G6	NON-GUIDED	1498	966	92	500	500	21	23	19	102	164	600	575	41	5° 43′ 49″	225	212	203	245	189	234	
PIER 14	G2 - G5	GUIDED	1678	1022	92	500	500	21	23	19	138	196	600	575	38	5° 43′ 49″	225	212	203	245	189	234	
PIER 15 - SPAN 15	G1, G6	NON-GUIDED	539	225	116	500	375	20	21	19	86	126	500	350	19	8° 40′ 31″	175	100	158	188	72	125	
PIER 15 - SPAN 15	G2 - G5	GUIDED	566	225	116	350	375	20	21	19	108	148	500	350	19	8° 40′ 31″	175	100	158	188	72	125	
PIER 15 - SPAN 16	G1, G6	NON-GUIDED	585	270	128	500	375	20	21	19	86	128	500	350	22	-5° 21′ 01″	175	100	184	165	116	83	
PIER 15 - SPAN 16	G2 - G5	GUIDED	597	255	128	350	375	20	21	19	108	148	500	350	19	-5° 21′ 01″	175	100	184	165	116	83	
PIER 16	G1, G6	NON-GUIDED	1752	1124	100	500	500	21	23	19	108	170	625	575	41	-1° 54′ 04″	237	212	244	230	220	204	
PIER 16	G2 - G5	GUIDED	1844	1180	100	500	525	21	23	19	136	196	625	575	38	-1° 54′ 04″	237	212	244	230	220	204	
PIER 17	G1, G6	GUIDED	1898	1236	52	600	500	21	23	19	146	210	700	625	44	-30° 00′ 00″	275	237	357	119	343	68	SEE NOTE 2 THIS SHEET
PIER 17	G2 - G5	FIXED	2136	1400	0	600	450	21	23	19	104	174	700	625	50	-30° 00′ 00″	275	237	357	119	343	68	
PIER 18	G1, G6	NON-GUIDED	1752	925	100	500	500	21	23	19	108	170	625	575	41	-44° 59′ 54″	237	212	318	18	318	-18	SEE NOTE 3 THIS SHEET
PIER 18	G2 - G5	GUIDED	1844	1152	100	500	525	21	23	19	136	196	625	575	38	-44° 59′ 54″	237	212	318	18	318	-18	SEE NOTE 3 THIS SHEET
PIER 19	G1, G6	NON-GUIDED	1528	971	126	450	500	21	23	19	102	162	600	550	38	-29° 59′ 54″	225	200	295	95	286	61	
PIER 19	G2 - G5	GUIDED	1579	973	126	450	500	21	23	19	138	192	600	550	34	-29° 59′ 54″	225	200	295	95	286	61	
FORWARD ABUTMENT	G1, G6	NON-GUIDED	584	275	154	500	375	20	21	19	86	128	500	375	22	00° 00′ 06″	175	112	175	175	112	112	
FORWARD ABUTMENT	G2 - G5	GUIDED	606	264	154	350	375	20	21	19	108	148	500	375	19	00° 00′ 06″	175	112	175	175	112	112	

NOTES:

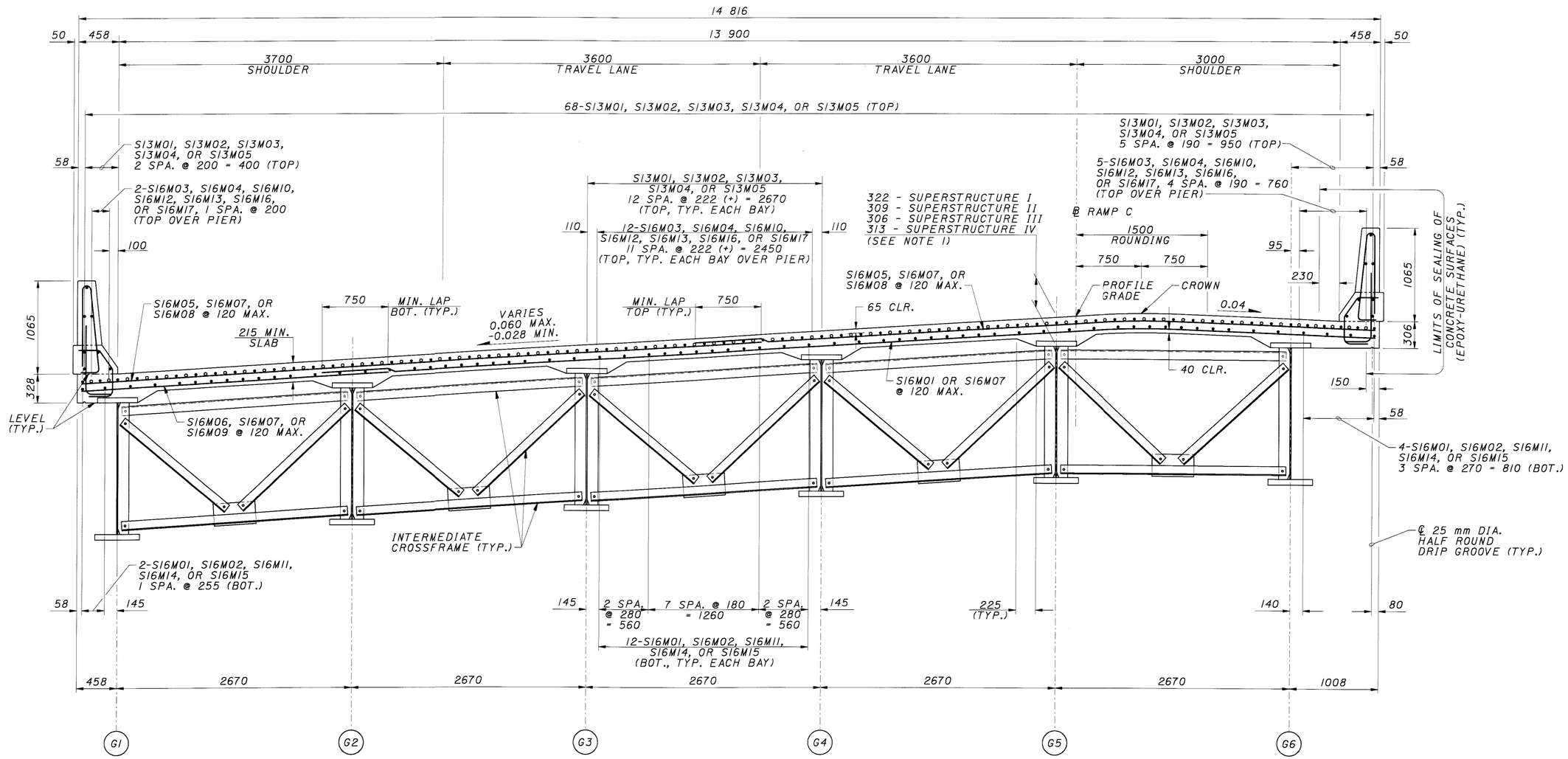
1. FOR GIRDER 1 BEARING PLAN AT REAR ABUTMENT, SEE SHEET 14.
2. FOR ORIENTATION OF EXTERIOR BEARINGS ON FIXED BEARING LINES, SEE NOTE 4(iii) ON SHEET 71.
3. NEGATIVE ANCHOR ROD LAYOUT DIMENSIONS INDICATE ANCHOR ROD POSITIONS ON OPPOSITE SIDE OF PIER CENTERLINE FROM THOSE SHOWN IN THE ANCHOR ROD LAYOUT DETAILS ON SHEET 71.
4. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS, UNLESS NOTED OTHERWISE.
5. GUIDED EXPANSION AND FIXED BEARINGS SHALL HAVE A HORIZONTAL LOAD CAPACITY EQUAL TO AT LEAST 20 PERCENT OF THE DEAD LOAD AT THE BEARING.
6. LOADS GIVEN IN THE POT BEARING SCHEDULE ARE SERVICE LOAD VALUES.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

DESIGNED SKT | DRAWN CAC | CHECKED RGS | REVIEWED MAM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

POT BEARING DETAILS
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



TYPICAL TRANSVERSE SECTION

LEGEND:

(GX) GIRDER DESIGNATION

NOTES:

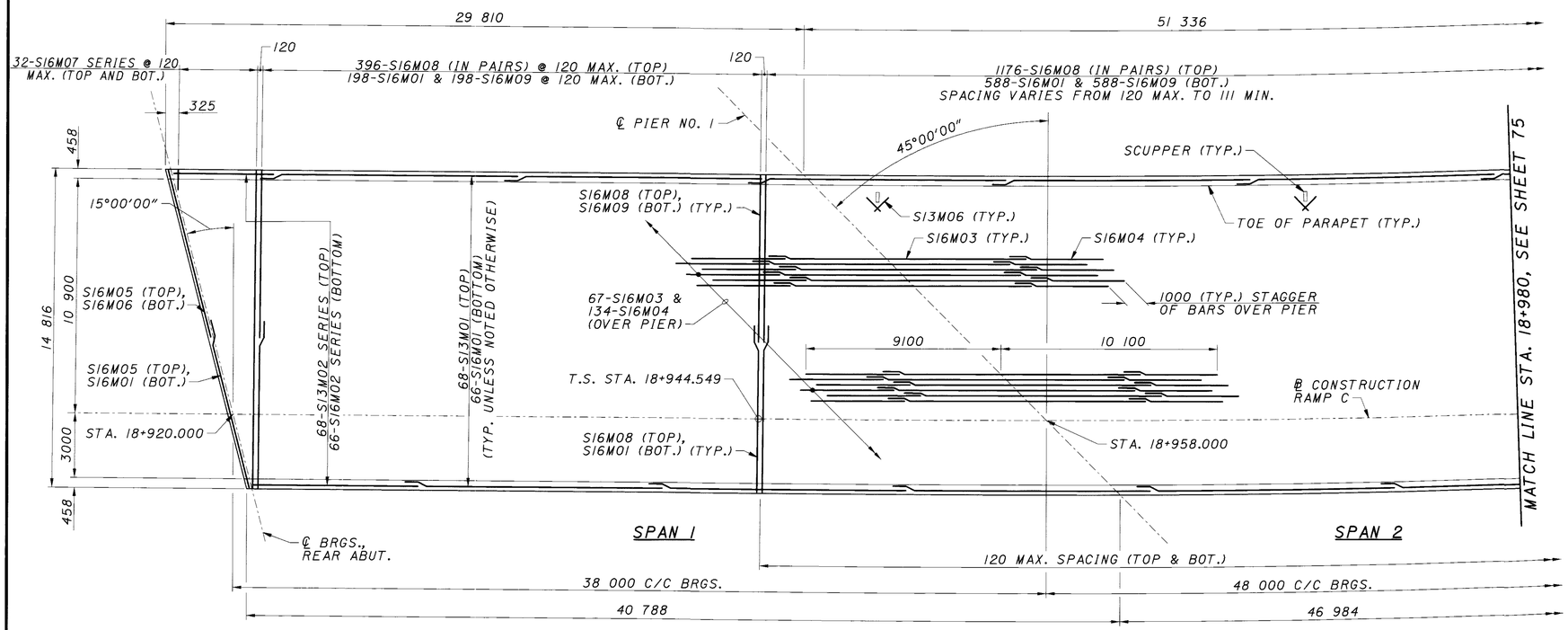
1. DECK SLAB DEPTH FOR CONCRETE QUANTITY: THE DIMENSION SHOWN FROM THE TOP OF THE CONCRETE DECK TO THE BOTTOM OF THE TOP FLANGE, MINUS THE FLANGE AND HAUNCH THICKNESS, HAS BEEN USED FOR COMPUTING THE DECK CONCRETE QUANTITIES. CONCRETE REQUIRED TO FILL THE HAUNCHES, INCLUDING ADDITIONAL OR LESS MATERIAL REQUIRED DUE TO HAUNCH CONSTRUCTION TOLERANCES, SHALL BE CONSIDERED AS INCIDENTAL AND WILL NOT BE INCLUDED IN THE QUANTITY CALCULATIONS FOR PAYMENT.
2. A HAUNCH WIDTH OF 225 mm IS SHOWN. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 150 mm AND 300 mm.
3. FOR SLAB PLANS, SEE SHEETS 74 - 84.
4. FOR PARAPET DETAILS, SEE SHEETS 74 - 84.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

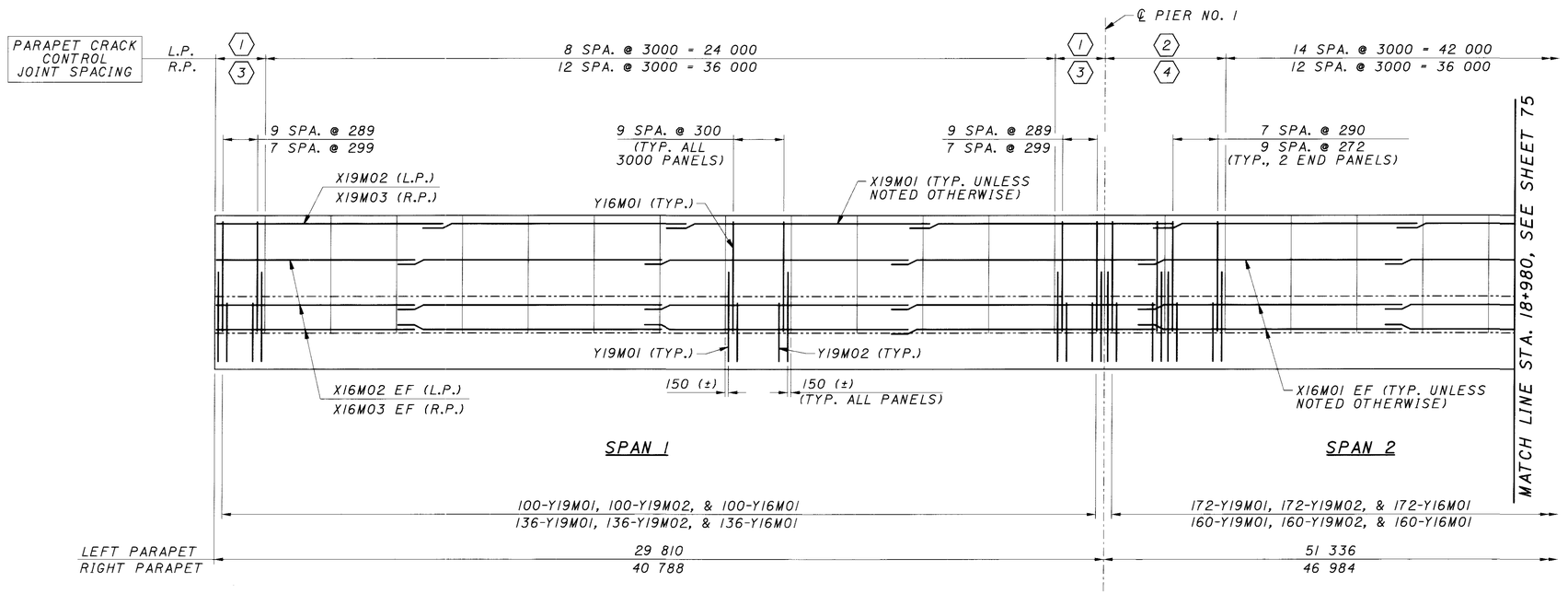
DESIGNED SKT | DRAWN SKT | CHECKED JTC | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

TYPICAL TRANSVERSE SECTION
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE 1



PARAPET ELEVATION
SUPERSTRUCTURE 1

LEGEND:

L.P. = LEFT PARAPET

R.P. = RIGHT PARAPET

1 2905

2 2 SPA. @ 2334 = 4668

3 2394

4 2 SPA. @ 2746 = 5492

NOTES:

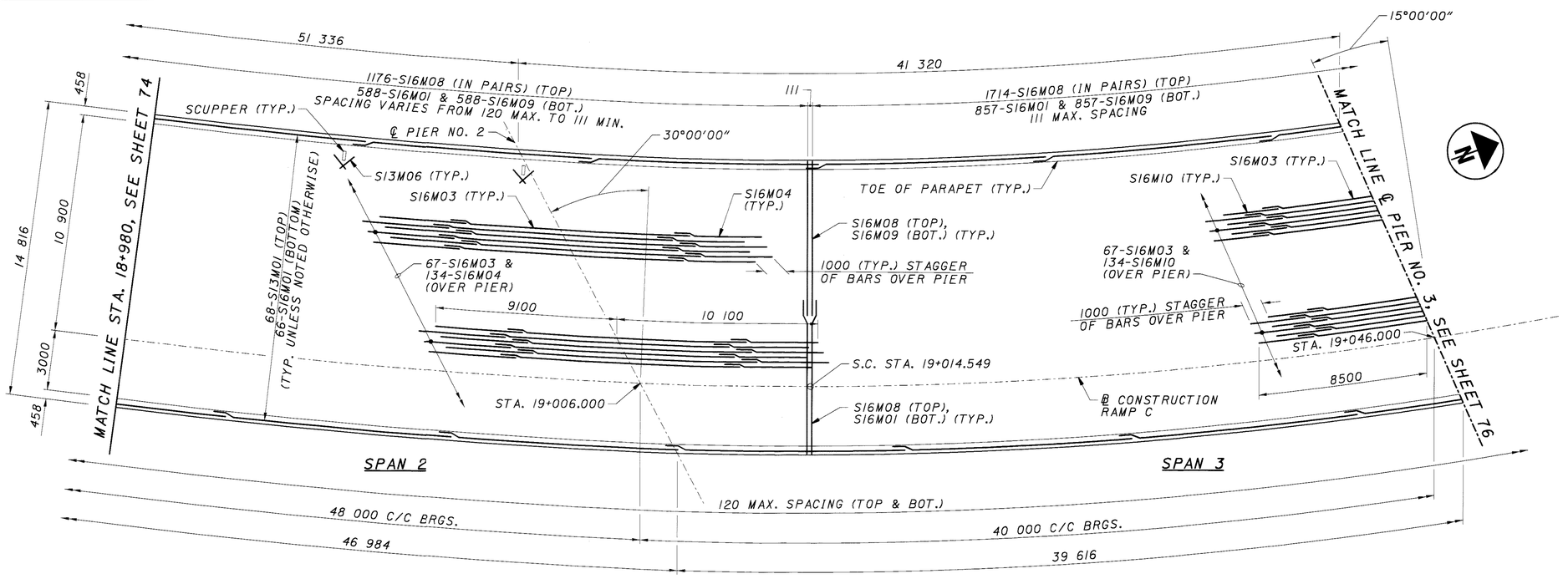
1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 13M BARS = 600 mm
   NO. 16M BARS = 750 mm
   NO. 19M BARS = 900 mm
2. FOR PARAPET DETAILS, SEE STANDARD DRAWING BR-1M.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. ALL REINFORCING STEEL SHALL BE EPOXY COATED CONFORMING TO ITEM 509. BENT OR CUT STEEL SHALL BE COATED OR PATCHED AND TREATED WITH EPOXY MATERIAL AS SPECIFIED IN CMS SECTION 709.00. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE SUPERSTRUCTURE CONCRETE ITEMS.
5. BRIDGE NUMBER: AFTER THE APPLICATION OF THE EPOXY-URETHANE SEALER, THE CONTRACTOR SHALL STENCIL THE BRIDGE NUMBER "MOT-75-2032" ON EACH END OF THE PARAPETS LOCATED 150 mm FROM THE TOP AND 75 mm FROM THE END. THE LETTERING TEXT SIZE SHALL BE 75 mm IN HEIGHT AND BLACK IN COLOR. NO OVERSPRAYING IS ALLOWED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 844, HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET).
5. WORK THIS SHEET WITH SHEETS 75 & 76.
6. FOR SCUPPER LOCATION AND DETAILS, SEE SHEETS 90 - 94.
7. FOR SCUPPER REINFORCING REQUIREMENTS, SEE STANDARD DRAWING GSD-1-96.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1928

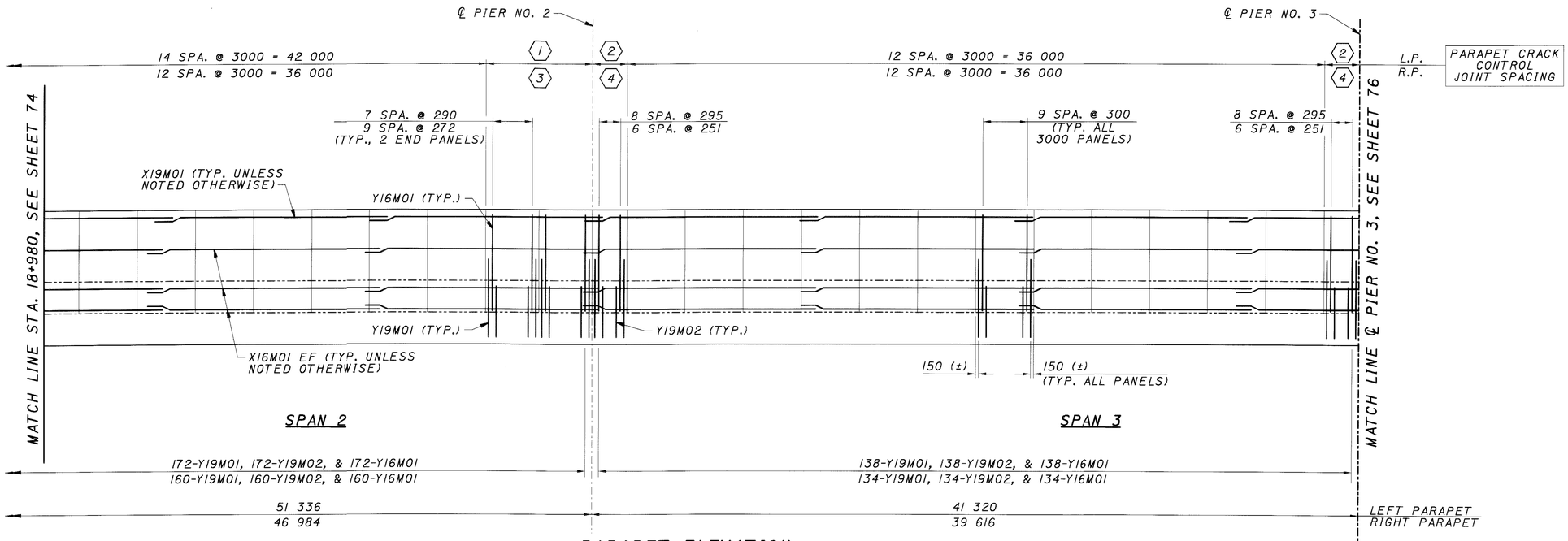
DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE I



1. 2 SPA. @ 2334 = 4668
2. 2660
3. 2 SPA. @ 2746 = 5492
4. 1808

PARAPET ELEVATION
SUPERSTRUCTURE I

NOTES:

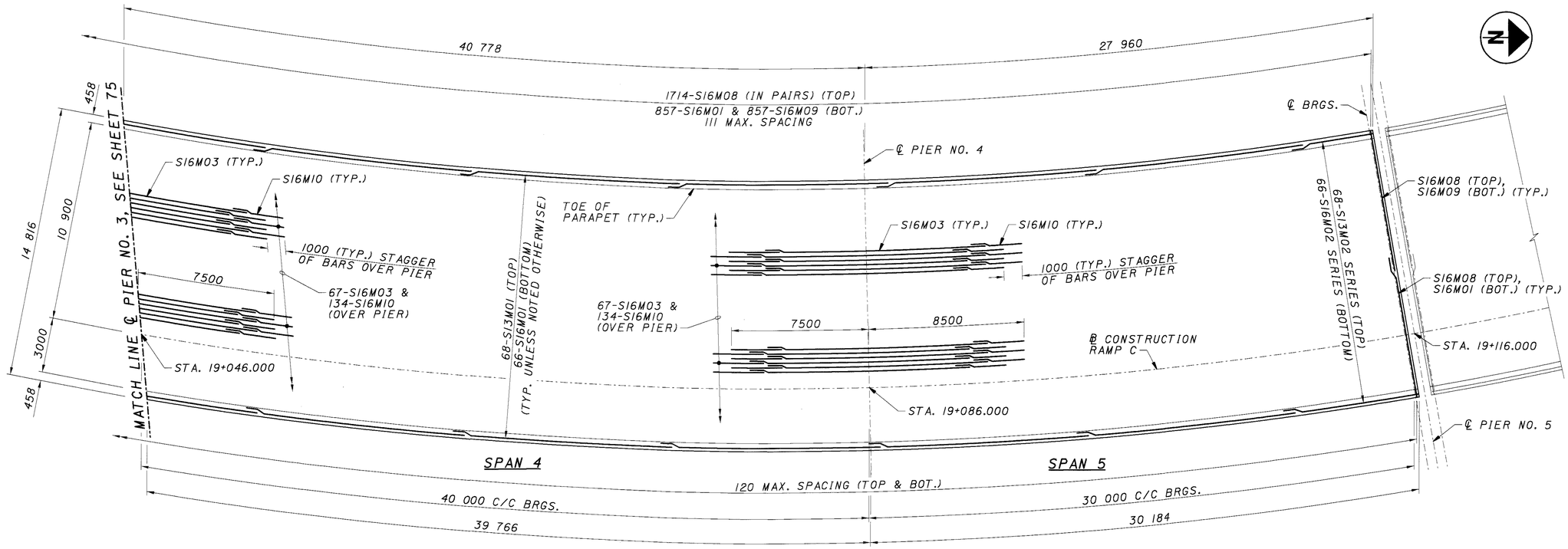
1. WORK THIS SHEET WITH SHEETS 74 & 76.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

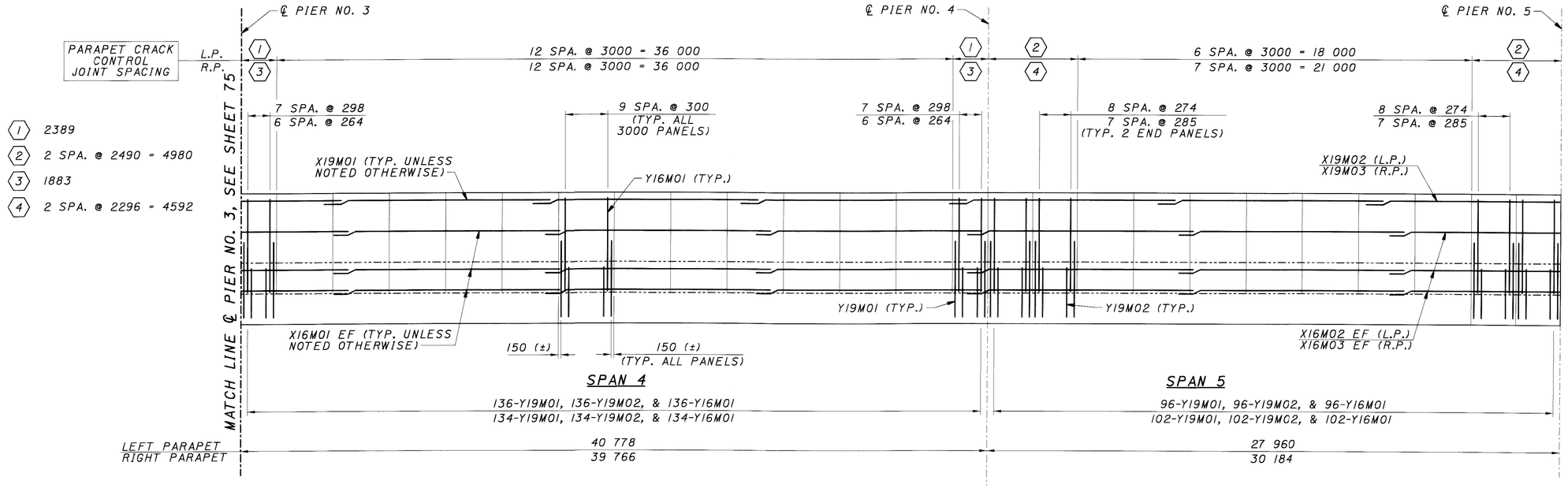
DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		57059059	

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE I



PARAPET ELEVATION
SUPERSTRUCTURE I

NOTES:

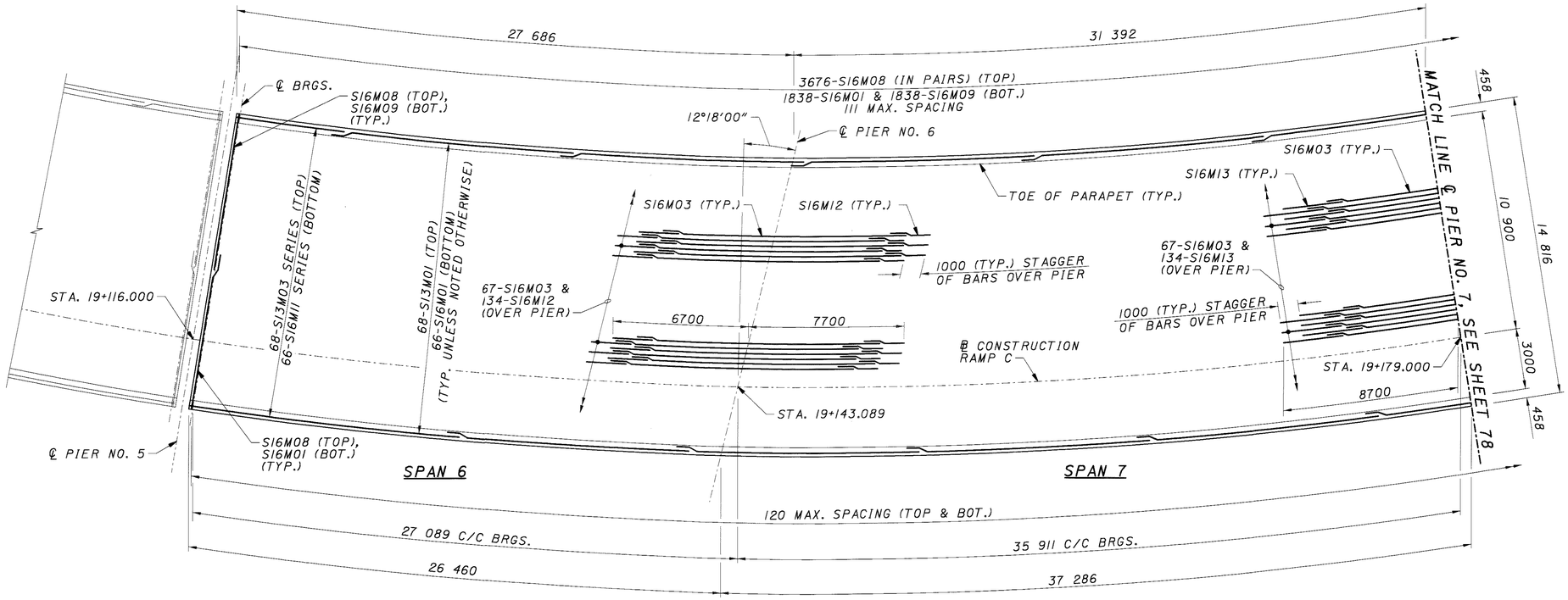
1. WORK THIS SHEET WITH SHEETS 74 & 75.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

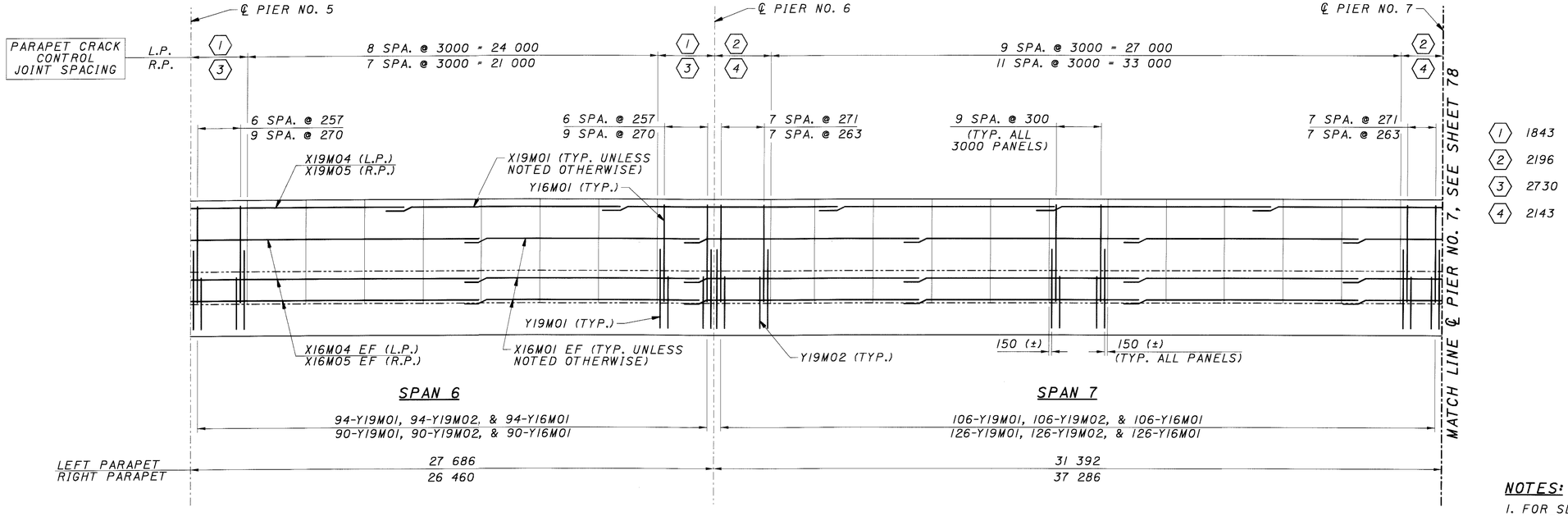
DESIGNED SKT | DRAWN JTC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE II



PARAPET ELEVATION
SUPERSTRUCTURE II

NOTES:

1. FOR SLAB AND PARAPET NOTES, SEE SHEET 74.
2. WORK THIS SHEET WITH SHEETS 78 & 79.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

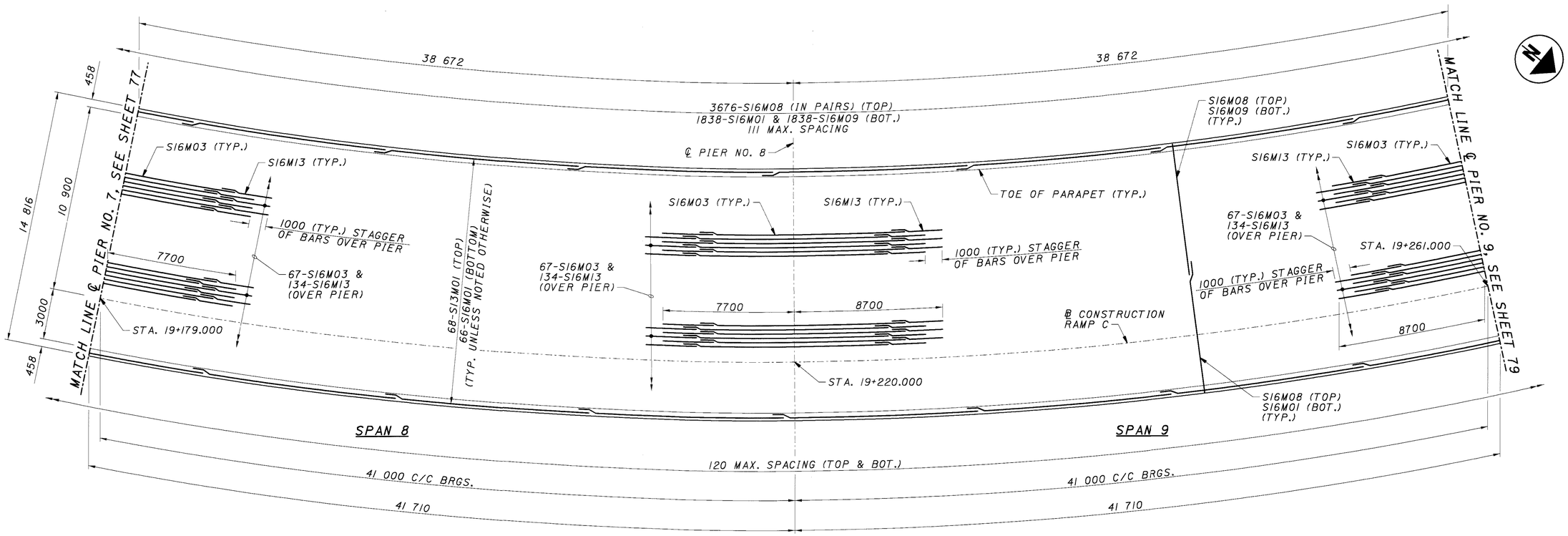
DESIGNED SKT | DRAWN JTC | CHECKED RGS | REVISED
REVIEWED MRM | DATE 08/01
STRUCTURE FILE NUMBER 5709059

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

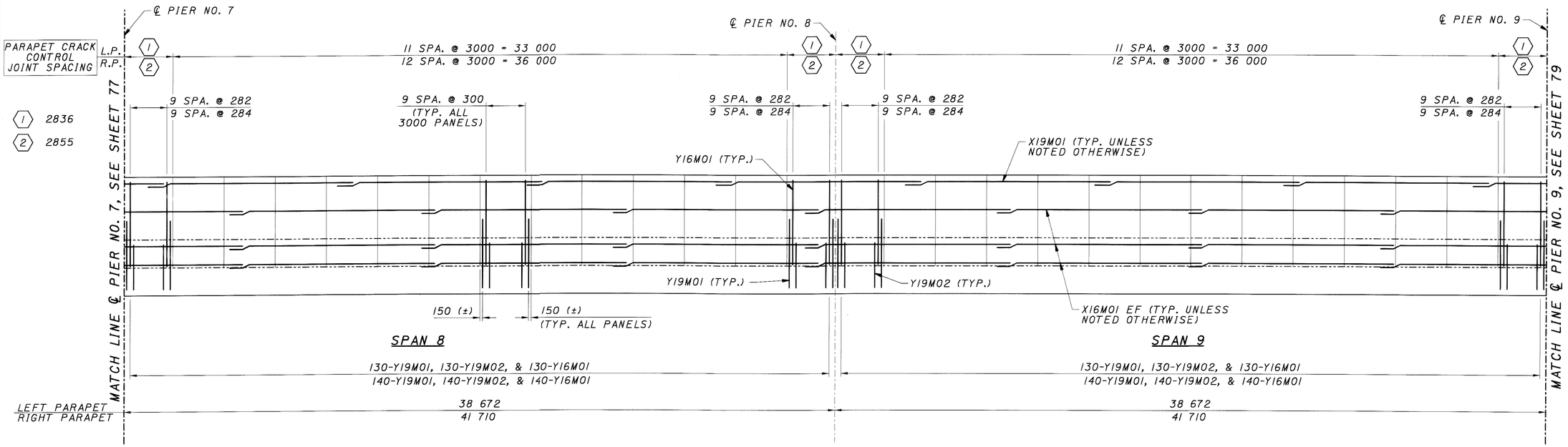
MOT-75-31.842

77/105

973/1080



SLAB PLAN
SUPERSTRUCTURE II



PARAPET ELEVATION
SUPERSTRUCTURE II

NOTES:

1. WORK THIS SHEET WITH SHEETS 77 & 79.

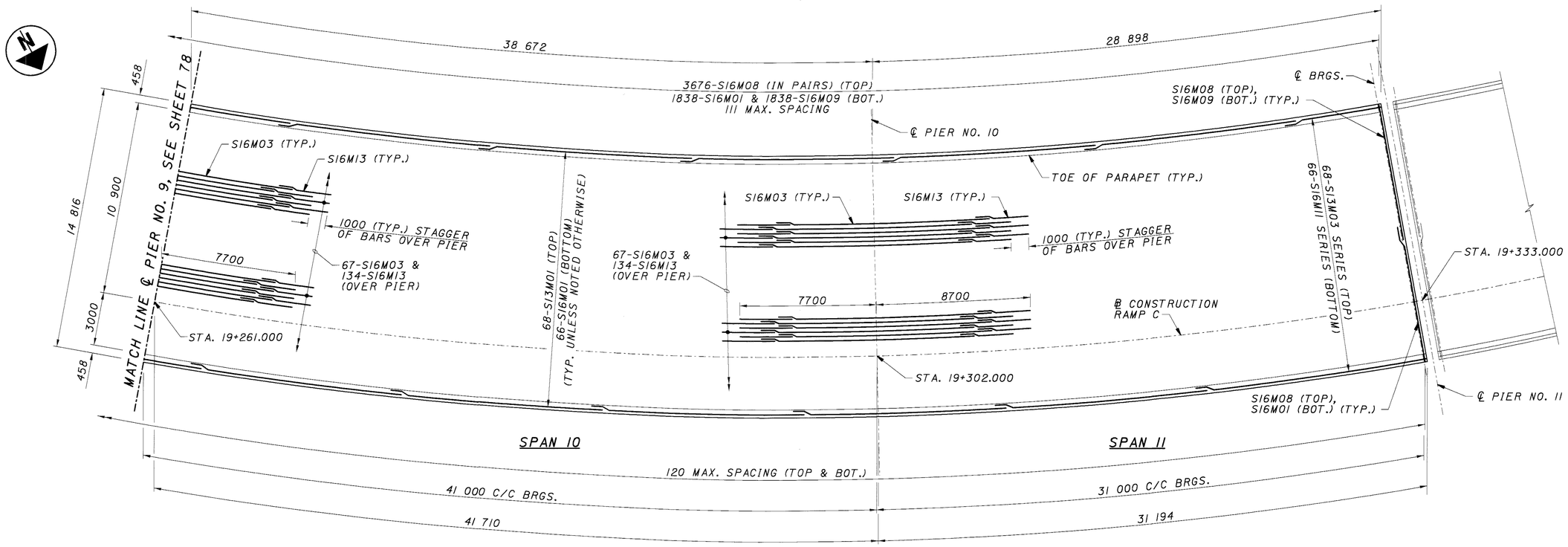
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MFM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

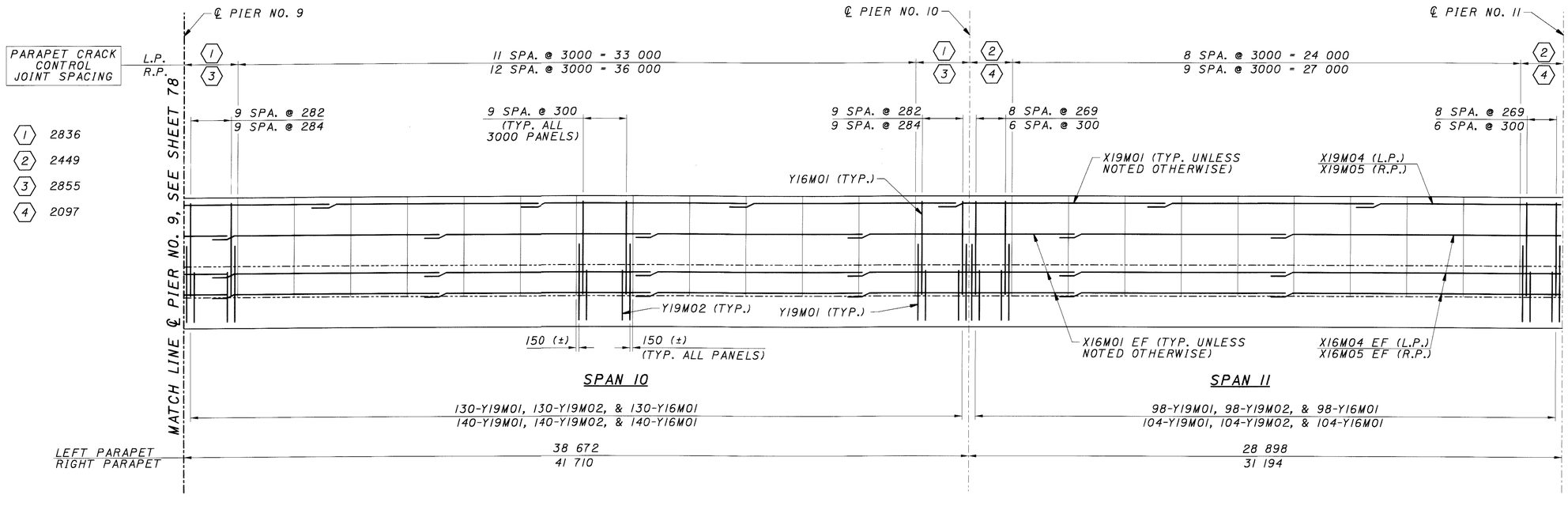
SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc355sp.dgn 23-SEP-2002



SLAB PLAN
SUPERSTRUCTURE II



PARAPET ELEVATION
SUPERSTRUCTURE II

NOTES:

1. WORK THIS SHEET WITH SHEETS 77 & 78.

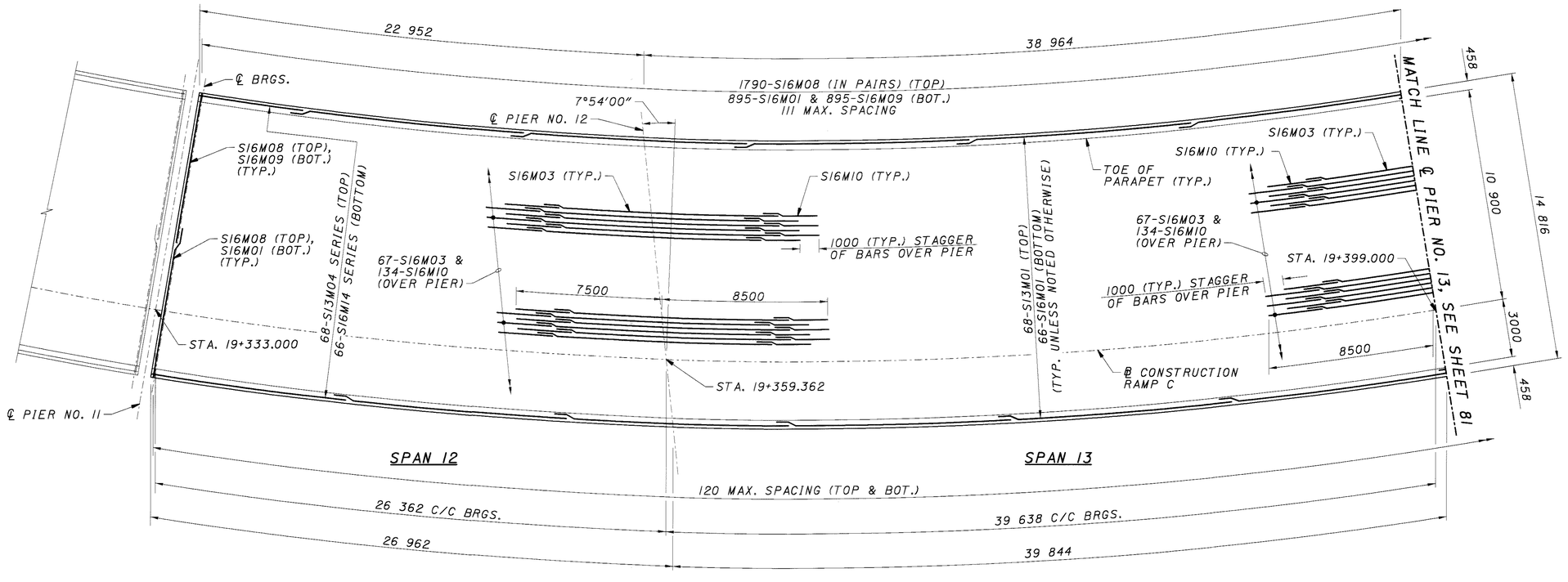
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1826

DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

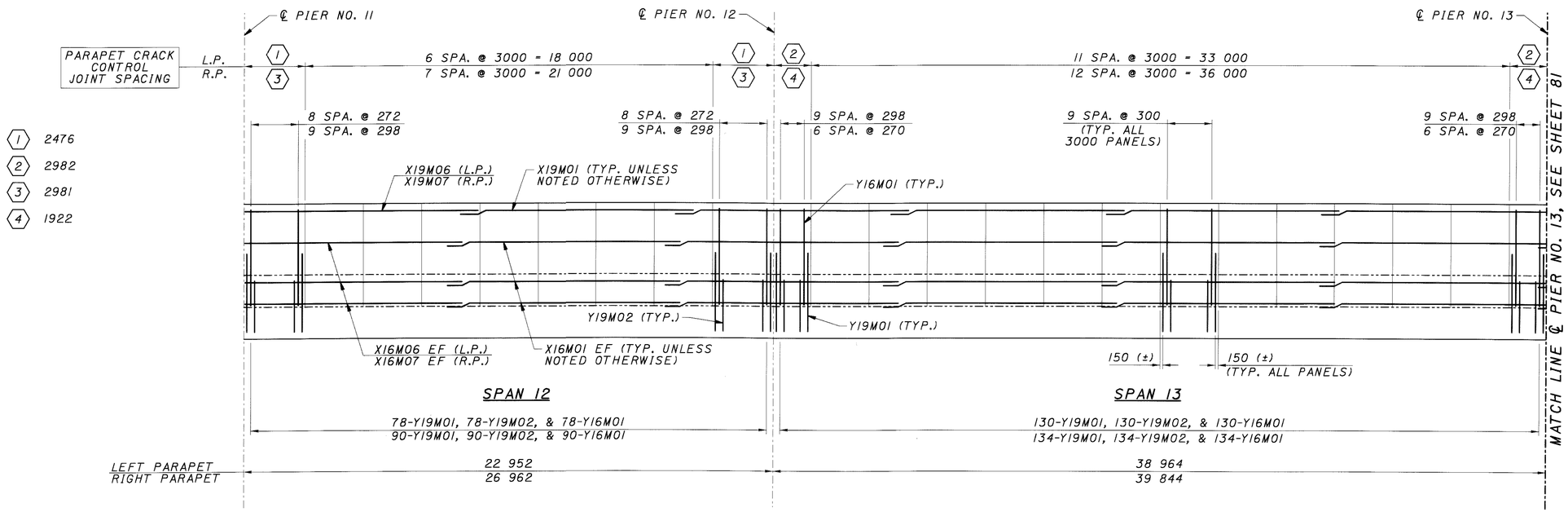
SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272/1
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc356sp.dgn 23-SEP-2002



SLAB PLAN
SUPERSTRUCTURE III



PARAPET ELEVATION
SUPERSTRUCTURE III

NOTES:

1. FOR SLAB AND PARAPET NOTES, SEE SHEET 74.
2. WORK THIS SHEET WITH SHEET 81.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

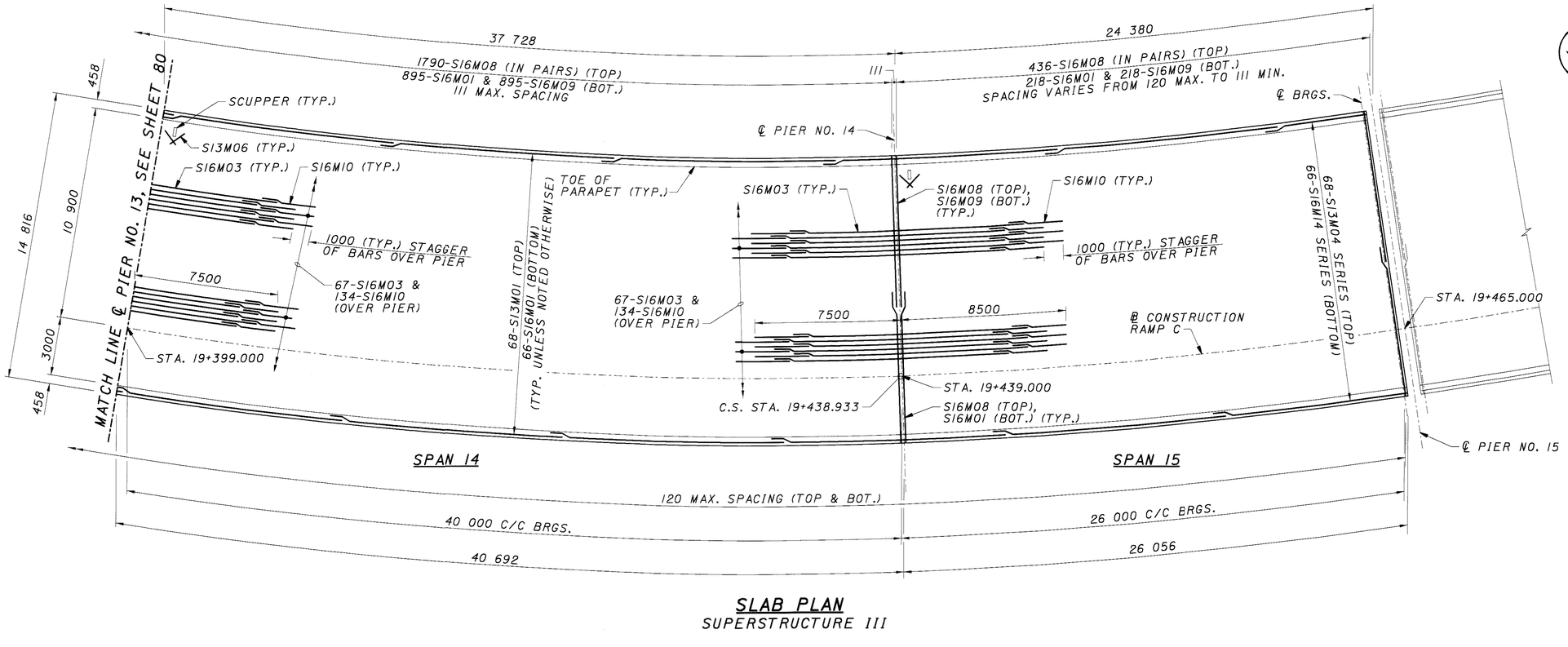
DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

SLAB PLAN AND PARAPET ELEVATION

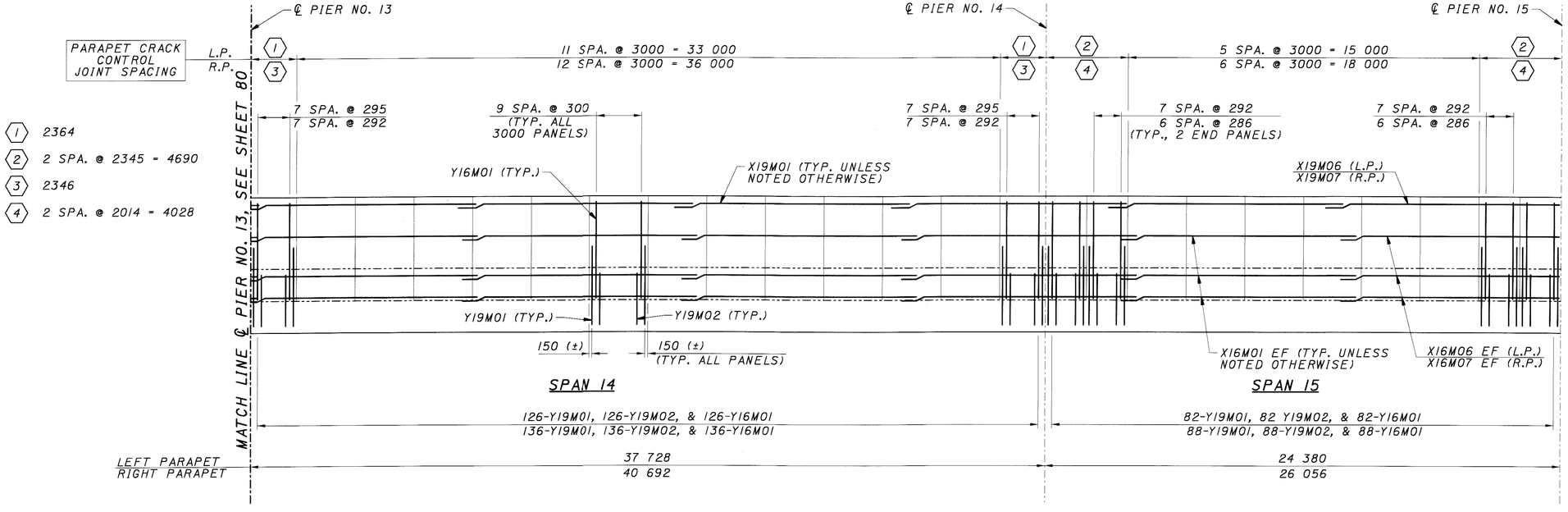
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

sc357sp.dgn 23-SEP-2002



SLAB PLAN
SUPERSTRUCTURE III



PARAPET ELEVATION
SUPERSTRUCTURE III

NOTES:

1. WORK THIS SHEET WITH SHEET 80.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

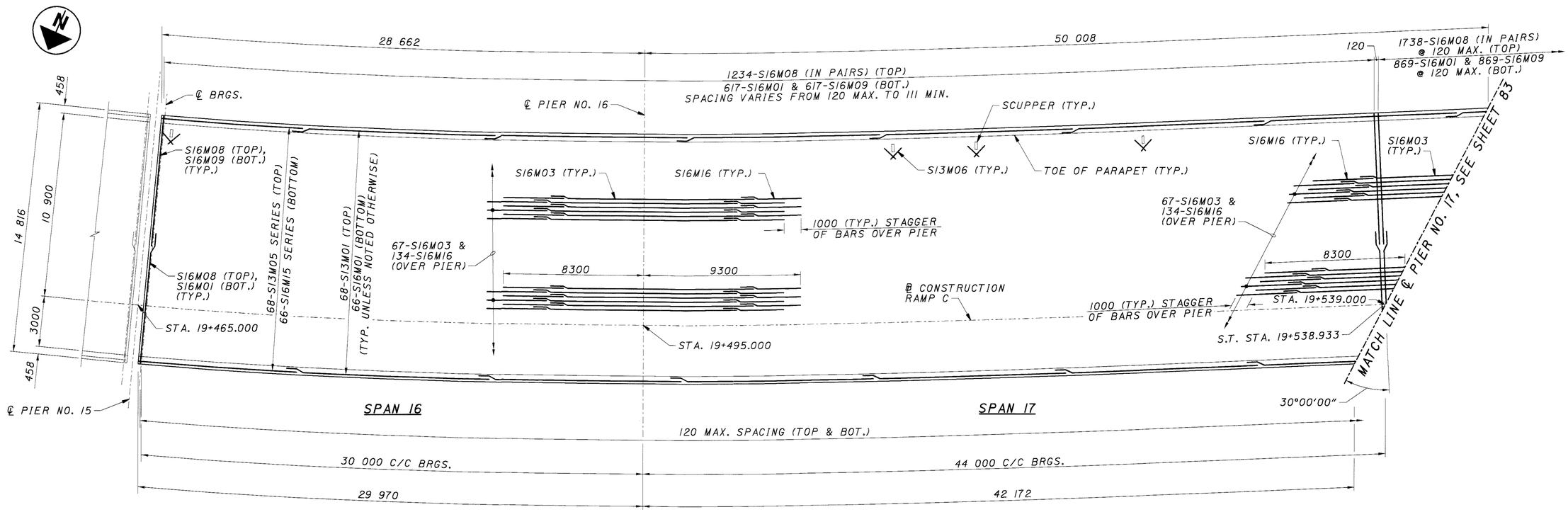
DESIGNED SKT
DRAWN JTC
CHECKED RGS
REVISED
REVIEWED MRM
DATE 08/01
STRUCTURE FILE NUMBER 5709059

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

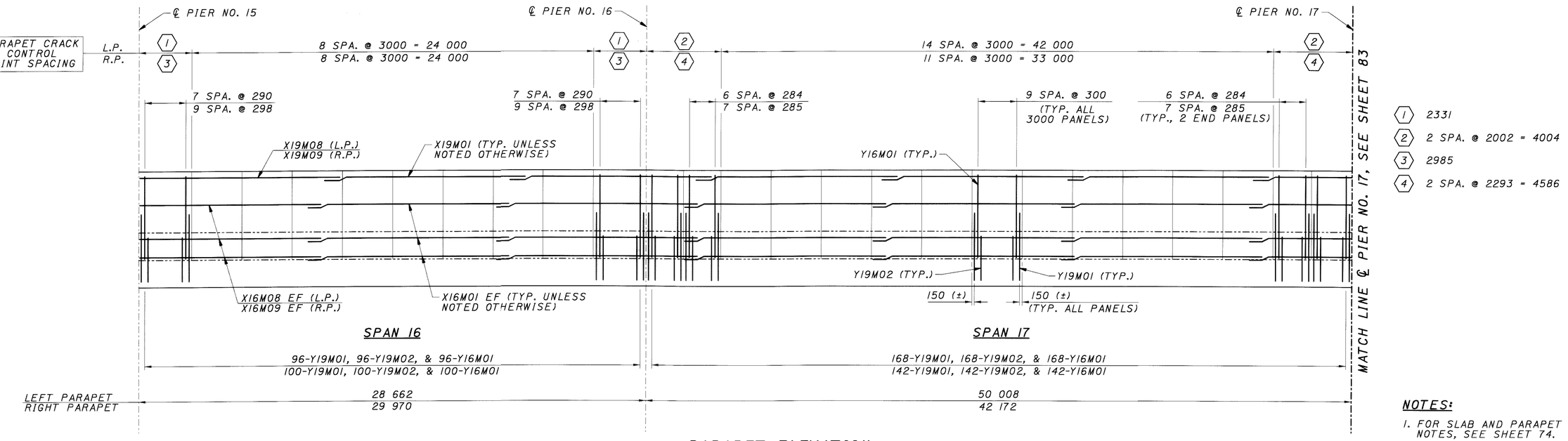
MOT-75-31.842

81/105

977/1080



SLAB PLAN
SUPERSTRUCTURE IV



PARAPET ELEVATION
SUPERSTRUCTURE IV

NOTES:

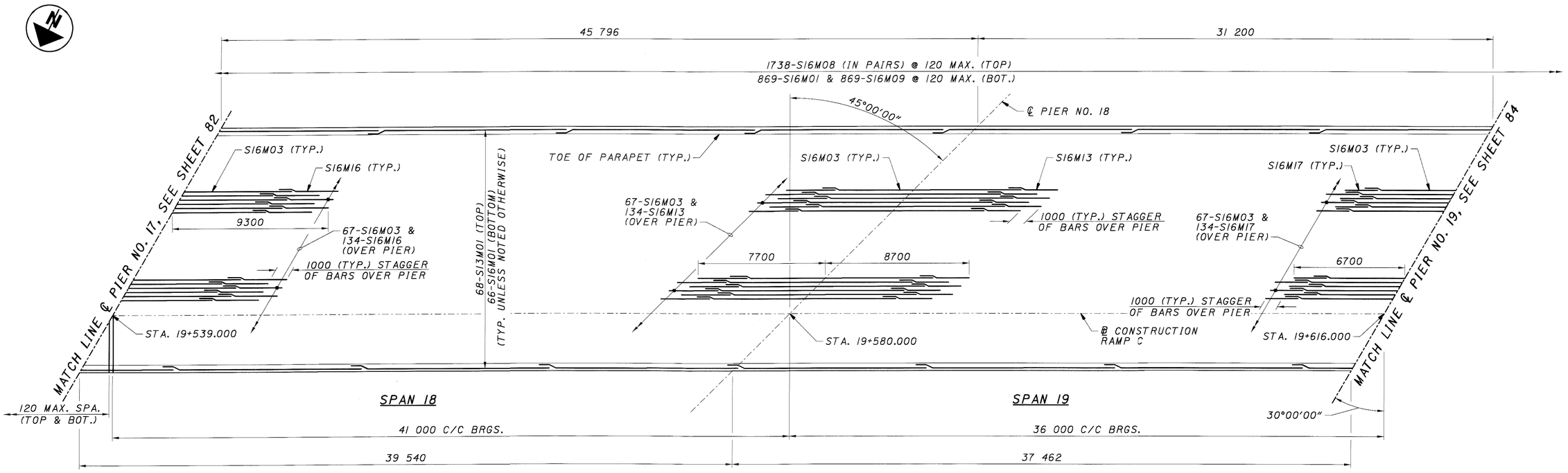
1. FOR SLAB AND PARAPET NOTES, SEE SHEET 74.
2. WORK THIS SHEET WITH SHEETS 83 & 84.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE- SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

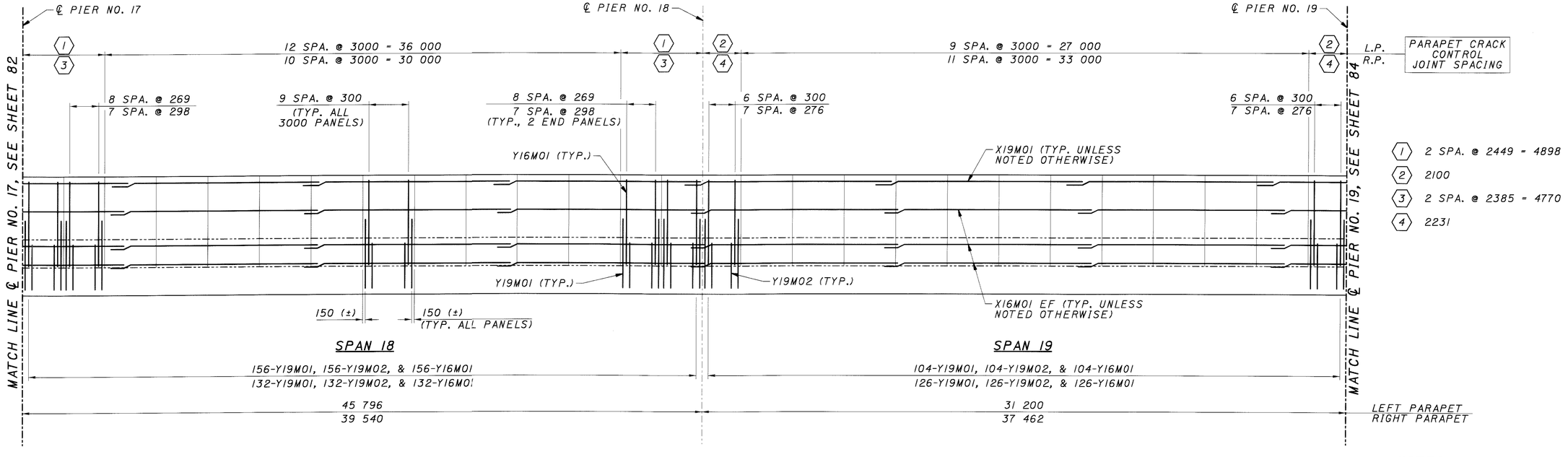
DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE IV



PARAPET ELEVATION
SUPERSTRUCTURE IV

NOTES:

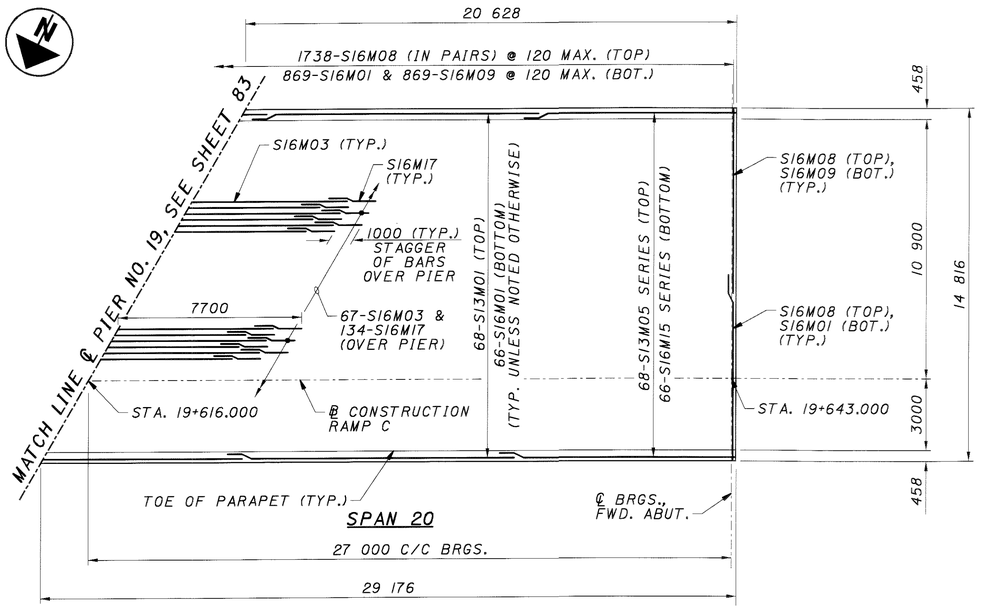
1. WORK THIS SHEET WITH SHEETS 82 & 84.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

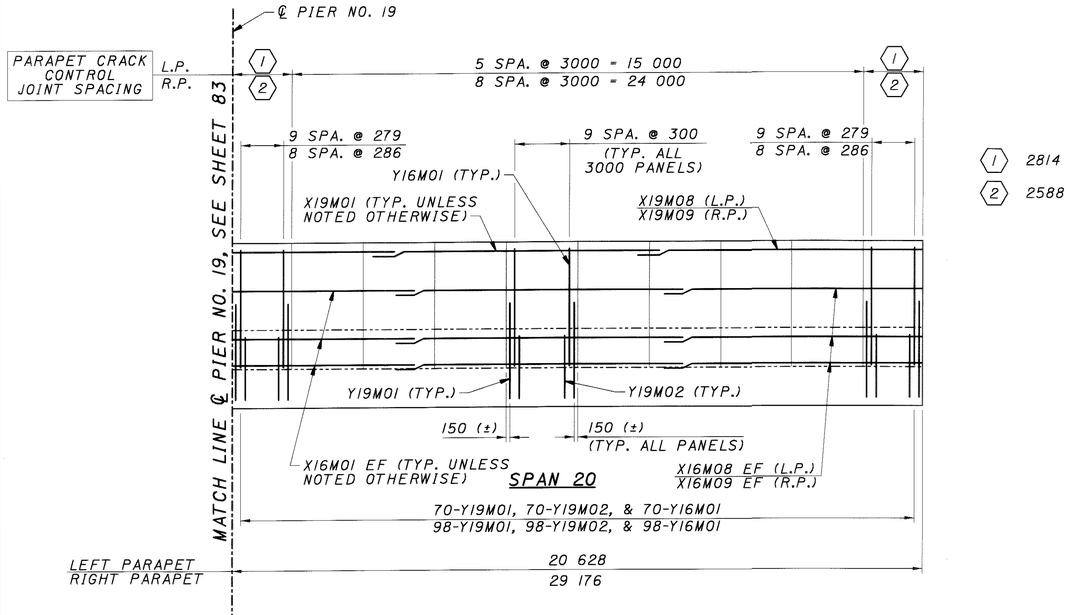
DESIGNED	DRAWN	REVIEWED	DATE
SKT	JTC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS		5709059	

SLAB PLAN AND PARAPET ELEVATION
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



SLAB PLAN
SUPERSTRUCTURE IV



PARAPET ELEVATION
SUPERSTRUCTURE IV

NOTES:

1. WORK THIS SHEET WITH SHEETS 82 & 83.

STRIP SEAL EXPANSION JOINTS

SUPERSTRUCTURE I

AMBIENT TEMPERATURE (°C)	DIMENSION "A" (mm)		STRIP SEAL GLAND SIZE	
	REAR ABUTMENT	PIER 5 SPAN 5	REAR ABUTMENT	PIER 5 SPAN 5
0	80	62	125 mm	100 mm
5	72	59		
10	65	54		
15	58	50		
18	52	47		
20	50	46		
25	43	42		
27	40	40		
30	35	38		

SUPERSTRUCTURE II

AMBIENT TEMPERATURE (°C)	DIMENSION "A" (mm)		STRIP SEAL GLAND SIZE	
	PIER 5 SPAN 6	PIER 11 SPAN 11	PIER 5 SPAN 6	PIER 11 SPAN 11
0	78	79	125 mm	125 mm
5	72	72		
10	66	65		
15	60	59		
18	56	54		
20	54	52		
25	47	45		
29	42	40		
30	41	39		
31	40	38		
35	35	32		

SUPERSTRUCTURE III

AMBIENT TEMPERATURE (°C)	DIMENSION "A" (mm)		STRIP SEAL GLAND SIZE	
	PIER 11 SPAN 12	PIER 15 SPAN 15	PIER 11 SPAN 12	PIER 15 SPAN 15
0	62	62	100 mm	100 mm
5	58	58		
10	55	55		
15	51	51		
18	48	48		
20	47	47		
25	43	43		
29	40	40		
30	39	39		

SUPERSTRUCTURE IV

AMBIENT TEMPERATURE (°C)	DIMENSION "A" (mm)		STRIP SEAL GLAND SIZE	
	PIER 15 SPAN 16	FORWARD ABUTMENT	PIER 15 SPAN 16	FORWARD ABUTMENT
0	63	78	100 mm	125 mm
5	58	72		
10	54	66		
15	50	60		
18	47	56		
20	45	54		
25	41	48		
26	40	47		
30	37	42		
31	36	40		
35	32	35		

EXPANSION JOINT NOTES:

1. SEE STANDARD DRAWING EXJ-4-87 FOR LOCATION OF DIMENSION "A" AND OTHER STRIP SEAL EXPANSION JOINT DETAILS AND NOTES.
2. MINIMUM JOINT OPENING (DIMENSION "A") AT THE TIME OF SEAL GLAND INSTALLATION SHALL NOT BE LESS THAN 40 mm. IF THE JOINT OPENING IS LESS, INSTALLATION SHALL BE POSTPONED UNTIL THE TEMPERATURE DROPS A SUFFICIENT AMOUNT TO ALLOW THE MINIMUM 40 mm OPENING.
3. FOR EXPANSION JOINT SECTION, SEE SHEET 62A.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN JTC | REVIEWED MRM | DATE 08/01
CHECKED RGS | REVISED | STRUCTURE FILE NUMBER 5709059

SLAB PLAN, PARAPET ELEVATION, AND STRIP SEAL EXPANSION JOINTS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

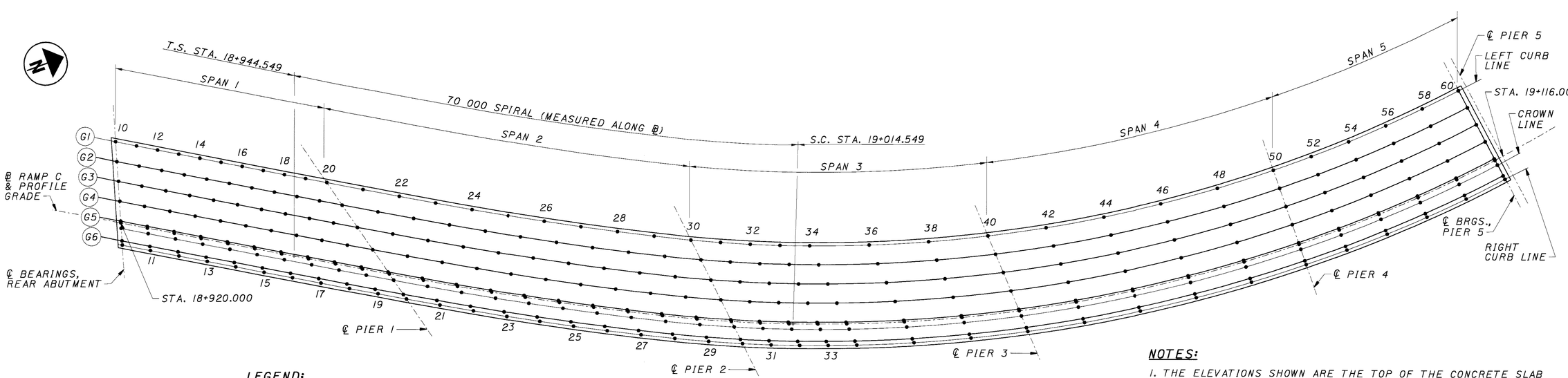
MOT-75-31.842

SCREED ELEVATIONS

LOCATION	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
LEFT CURB LINE/GIRDER G1	272.406	272.455	272.504	272.554	272.604	272.655	272.707	272.762	272.821	272.883	272.941	273.048	273.168	273.298	273.431	273.561	273.681	273.791	273.895
GIRDER G2	272.380	272.439	272.499	272.559	272.619	272.679	272.740	272.803	272.869	272.935	273.002	273.122	273.255	273.397	273.542	273.682	273.811	273.930	274.044
GIRDER G3	272.356	272.427	272.498	272.569	272.639	272.708	272.778	272.849	272.922	272.997	273.078	273.210	273.355	273.509	273.664	273.812	273.950	274.079	274.202
GIRDER G4	272.335	272.418	272.501	272.583	272.663	272.743	272.821	272.902	272.984	273.072	273.167	273.311	273.467	273.633	273.797	273.953	274.099	274.236	274.368
GIRDER G5	272.315	272.411	272.507	272.601	272.693	272.782	272.871	272.961	273.057	273.159	273.270	273.426	273.593	273.768	273.941	274.104	274.258	274.402	274.541
PROFILE GRADE	272.313	272.411	272.508	272.603	272.695	272.786	272.875	272.967	273.063	273.167	273.280	273.436	273.604	273.780	273.953	274.117	274.271	274.416	274.555
CROWN LINE	272.308	272.409	272.510	272.509	272.705	272.798	272.890	272.985	273.086	273.194	273.311	273.470	273.642	273.820	273.996	274.162	274.318	274.464	274.606
GIRDER G6	272.250	272.357	272.463	272.566	272.666	272.762	272.858	272.956	273.060	273.173	273.296	273.455	273.626	273.803	273.976	274.140	274.293	274.437	274.575
RIGHT CURB LINE	272.231	272.339	272.446	272.551	272.652	272.749	272.846	272.946	273.052	273.167	273.291	273.450	273.621	273.797	273.970	274.133	274.285	274.428	274.565

SCREED ELEVATIONS

LOCATION	29	30	31	32	33	34	36	38	40	42	44	46	48	50	52	54	56	58	60
LEFT CURB LINE/GIRDER G1	274.000	274.111	274.208	274.310	274.417	274.546	274.837	275.117	275.402	275.701	276.003	276.287	276.553	276.819	277.013	277.207	277.393	277.569	277.734
GIRDER G2	274.159	274.280	274.386	274.497	274.612	274.753	275.037	275.310	275.588	275.883	276.180	276.459	276.719	276.980	277.174	277.369	277.556	277.731	277.894
GIRDER G3	274.326	274.456	274.569	274.688	274.814	274.957	275.235	275.502	275.773	276.064	276.357	276.630	276.884	277.140	277.335	277.531	277.719	277.893	278.055
GIRDER G4	274.500	274.638	274.759	274.885	275.020	275.160	275.432	275.692	275.958	276.244	276.532	276.800	277.049	277.300	277.495	277.693	277.881	278.055	278.215
GIRDER G5	274.680	274.826	274.954	275.087	275.224	275.361	275.627	275.882	276.142	276.423	276.707	276.970	277.213	277.460	277.656	277.854	278.043	278.216	278.376
PROFILE GRADE	274.695	274.841	274.970	275.104	275.241	275.378	275.643	275.897	276.157	276.438	276.721	276.984	277.227	277.473	277.669	277.868	278.056	278.230	278.389
CROWN LINE	274.748	274.895	275.026	275.161	275.298	275.434	275.698	275.950	276.209	276.488	276.771	277.032	277.273	277.518	277.715	277.913	278.103	278.276	278.434
GIRDER G6	274.715	274.860	274.988	275.122	275.257	275.392	275.652	275.900	276.156	276.432	276.712	276.970	277.208	277.450	277.647	277.847	278.037	278.210	278.366
RIGHT CURB LINE	274.704	274.848	274.976	275.109	275.243	275.378	275.637	275.884	276.138	276.414	276.693	276.950	277.187	277.428	277.625	277.825	278.015	278.188	278.344



LEGEND:

(GX) - GIRDER DESIGNATION

XX • - SCREED ELEVATION LOCATION

SCREED ELEVATION LAYOUT
SUPERSTRUCTURE 1

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE NOT HEAT CURVED. IF GIRDERS ARE HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 88A AND 88B.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN DGS | CHECKED RGS | REVIEWED MRM | DATE 08/01 | REVISED | STRUCTURE FILE NUMBER 5709059

SCREED ELEVATIONS - 1
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

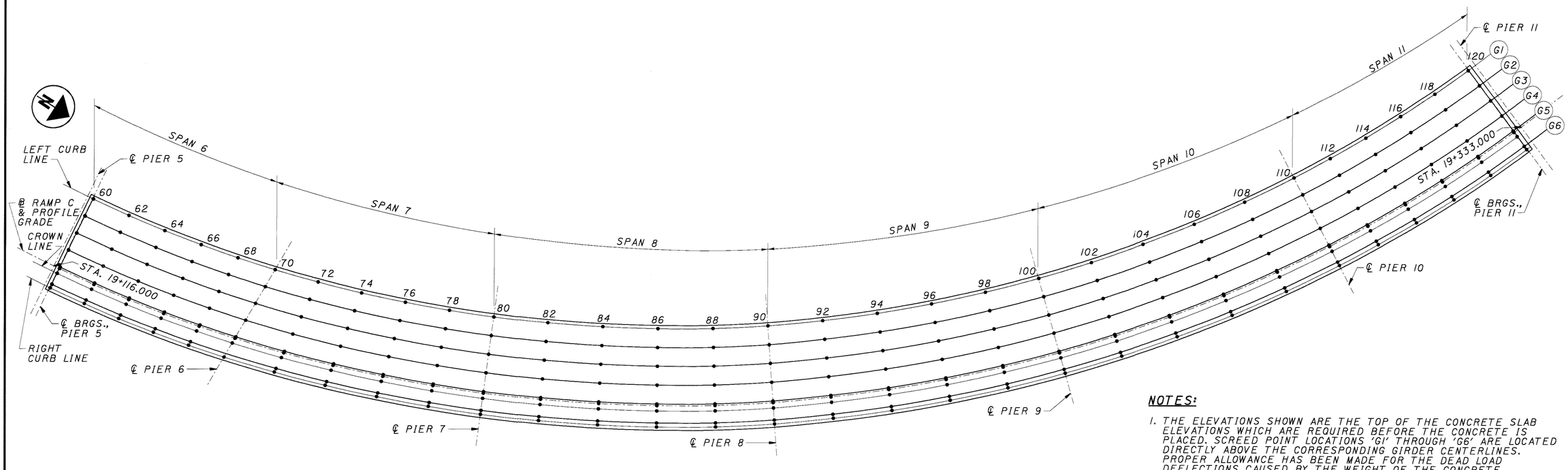
MOT-75-31.842

SCREED ELEVATIONS

LOCATION	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90
LEFT CURB LINE/GIRDER G1	277.766	277.940	278.102	278.250	278.388	278.521	278.676	278.826	278.964	279.092	279.216	279.371	279.516	279.634	279.727	279.813
GIRDER G2	277.926	278.097	278.256	278.401	278.535	278.666	278.827	278.982	279.122	279.251	279.376	279.533	279.679	279.797	279.888	279.973
GIRDER G3	278.086	278.253	278.409	278.551	278.683	278.812	278.977	279.137	279.280	279.409	279.536	279.694	279.842	279.959	280.049	280.133
GIRDER G4	278.246	278.410	278.562	278.701	278.830	278.958	279.128	279.292	279.438	279.568	279.696	279.854	280.003	280.121	280.210	280.293
GIRDER G5	278.406	278.566	278.715	278.851	278.978	279.104	279.279	279.448	279.596	279.727	279.857	280.015	280.165	280.283	280.371	280.453
PROFILE GRADE	278.419	278.579	278.728	278.864	278.991	279.116	279.292	279.461	279.609	279.740	279.870	280.028	280.178	280.297	280.384	280.467
CROWN LINE	278.464	278.623	278.771	278.906	279.032	279.157	279.334	279.504	279.654	279.785	279.915	280.073	280.224	280.342	280.429	280.512
GIRDER G6	278.396	278.553	278.699	278.832	278.956	279.080	279.261	279.434	279.584	279.716	279.847	280.006	280.157	280.275	280.362	280.444
RIGHT CURB LINE	278.374	278.530	278.675	278.808	278.932	279.055	279.236	279.410	279.562	279.694	279.825	279.984	280.135	280.253	280.340	280.422

SCREED ELEVATIONS

LOCATION	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120
LEFT CURB LINE/GIRDER G1	279.904	279.990	280.053	280.094	280.128	280.168	280.199	280.207	280.189	280.162	280.146	280.128	280.100	280.059	280.005
GIRDER G2	280.066	280.153	280.216	280.255	280.288	280.329	280.363	280.370	280.351	280.322	280.307	280.290	280.263	280.221	280.165
GIRDER G3	280.227	280.315	280.379	280.416	280.448	280.491	280.526	280.533	280.512	280.482	280.467	280.452	280.425	280.383	280.325
GIRDER G4	280.387	280.477	280.540	280.577	280.609	280.651	280.688	280.696	280.673	280.642	280.628	280.613	280.587	280.544	280.486
GIRDER G5	280.548	280.639	280.702	280.738	280.769	280.812	280.850	280.858	280.834	280.803	280.788	280.774	280.749	280.706	280.646
PROFILE GRADE	280.561	280.652	280.715	280.751	280.782	280.826	280.864	280.871	280.847	280.816	280.801	280.788	280.762	280.719	280.659
CROWN LINE	280.606	280.697	280.761	280.796	280.827	280.871	280.909	280.917	280.892	280.861	280.846	280.833	280.808	280.764	280.704
GIRDER G6	280.539	280.631	280.694	280.728	280.759	280.803	280.843	280.850	280.825	280.793	280.779	280.766	280.741	280.697	280.636
RIGHT CURB LINE	280.517	280.609	280.672	280.706	280.737	280.781	280.821	280.828	280.803	280.771	280.757	280.744	280.719	280.675	280.614



SCREED ELEVATION LAYOUT
SUPERSTRUCTURE II

LEGEND:

(GX) - GIRDER DESIGNATION

XX • - SCREED ELEVATION LOCATION

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE NOT HEAT CURVED. IF GIRDERS ARE HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 88A AND 88B.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AGS		5709059	

SCREED ELEVATIONS - II
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

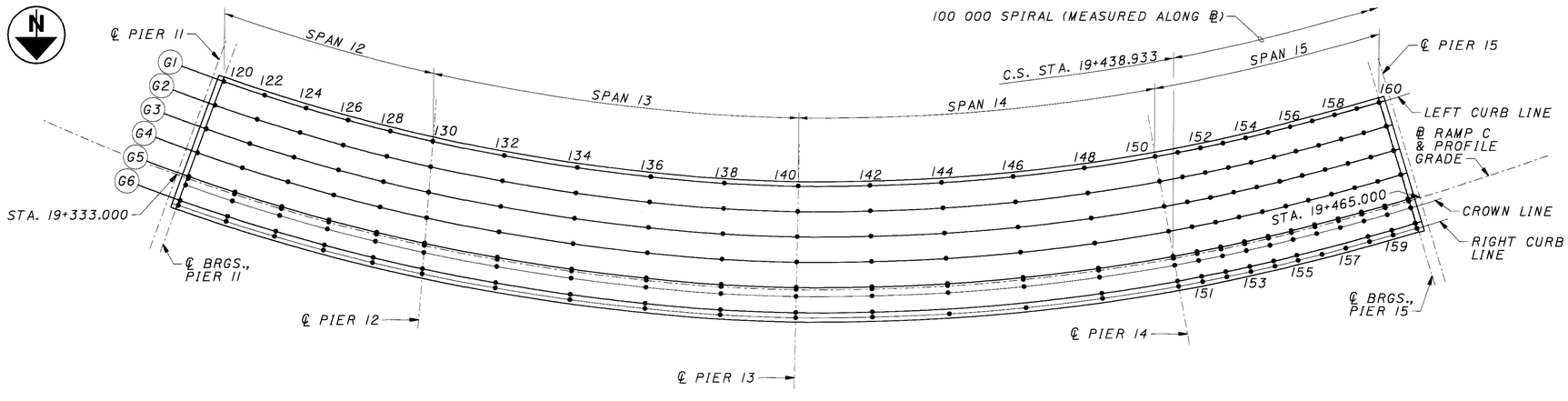
MOT-75-31.842

SCREED ELEVATIONS

LOCATION	120	122	124	126	128	130	132	134	136	138	140	142	144
LEFT CURB LINE/GIRDER G1	279.997	279.964	279.929	279.891	279.854	279.820	279.776	279.729	279.666	279.590	279.519	279.468	279.423
GIRDER G2	280.157	280.125	280.090	280.051	280.012	279.978	279.934	279.890	279.827	279.750	279.680	279.630	279.587
GIRDER G3	280.318	280.286	280.250	280.211	280.171	280.135	280.093	280.049	279.987	279.910	279.840	279.792	279.751
GIRDER G4	280.478	280.446	280.411	280.371	280.329	280.292	280.251	280.208	280.146	280.069	280.000	279.953	279.914
GIRDER G5	280.638	280.607	280.571	280.530	280.487	280.450	280.409	280.367	280.306	280.229	280.160	280.114	280.077
PROFILE GRADE	280.651	280.620	280.585	280.543	280.501	280.463	280.422	280.380	280.319	280.242	280.173	280.128	280.090
CROWN LINE	280.696	280.665	280.630	280.588	280.545	280.507	280.466	280.425	280.363	280.286	280.218	280.173	280.136
GIRDER G6	280.628	280.598	280.562	280.520	280.476	280.437	280.397	280.356	280.295	280.218	280.150	280.106	280.070
RIGHT CURB LINE	280.606	280.576	280.540	280.498	280.453	280.415	280.374	280.334	280.272	280.196	280.128	280.084	280.048

SCREED ELEVATIONS

LOCATION	146	148	150	151	152	153	154	155	156	157	158	159	160
LEFT CURB LINE/GIRDER G1	279.367	279.298	279.228	279.225	279.224	279.224	279.224	279.224	279.223	279.220	279.217	279.214	279.209
GIRDER G2	279.532	279.460	279.388	279.381	279.376	279.372	279.369	279.364	279.359	279.353	279.346	279.337	279.328
GIRDER G3	279.695	279.622	279.548	279.537	279.528	279.520	279.512	279.504	279.495	279.485	279.473	279.461	279.447
GIRDER G4	279.859	279.784	279.708	279.693	279.679	279.667	279.656	279.644	279.631	279.616	279.601	279.584	279.566
GIRDER G5	280.022	279.945	279.868	279.849	279.831	279.815	279.799	279.783	279.766	279.748	279.728	279.707	279.686
PROFILE GRADE	280.035	279.959	279.881	279.861	279.844	279.827	279.811	279.795	279.777	279.759	279.739	279.717	279.695
CROWN LINE	280.081	280.004	279.926	279.905	279.886	279.868	279.851	279.834	279.815	279.796	279.774	279.752	279.729
GIRDER G6	280.015	279.937	279.858	279.837	279.818	279.800	279.783	279.766	279.747	279.728	279.707	279.684	279.661
RIGHT CURB LINE	279.993	279.915	279.836	279.815	279.796	279.778	279.761	279.744	279.725	279.706	279.685	279.662	279.639



LEGEND:

(GX) - GIRDER DESIGNATION

XX • - SCREED ELEVATION LOCATION

SCREED ELEVATION LAYOUT
SUPERSTRUCTURE III

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE NOT HEAT CURVED. IF GIRDERS ARE HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 88A AND 88B.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN DGS | CHECKED AGS | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

SCREED ELEVATIONS - III
BRIDGE NO. MOT-75-3272.21
RAMP C OVER I-70/I-75 INTERCHANGE

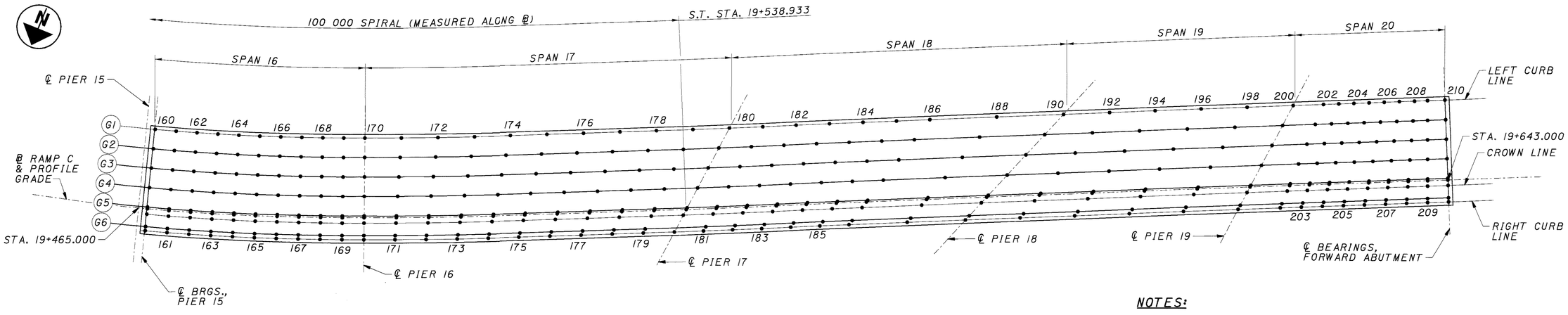
MOT-75-31.842

SCREED ELEVATIONS

LOCATION	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181
LEFT CURB LINE/GIRDER G1	279.208	279.208	279.207	279.205	279.201	279.197	279.192	279.188	279.185	279.184	279.186	279.196	279.212	279.228	279.236	279.235	279.223	279.202	279.178	279.159	279.150	279.149
GIRDER G2	279.326	279.322	279.317	279.311	279.303	279.294	279.284	279.274	279.266	279.259	279.256	279.258	279.265	279.272	279.273	279.264	279.245	279.218	279.187	279.160	279.142	279.134
GIRDER G3	279.443	279.436	279.427	279.417	279.405	279.391	279.376	279.361	279.347	279.335	279.326	279.320	279.319	279.318	279.311	279.296	279.270	279.236	279.199	279.166	279.140	279.124
GIRDER G4	279.561	279.549	279.537	279.522	279.506	279.487	279.467	279.447	279.427	279.410	279.396	279.382	279.373	279.365	279.351	279.329	279.297	279.258	279.216	279.176	279.142	279.120
GIRDER G5	279.678	279.663	279.646	279.628	279.606	279.583	279.558	279.533	279.508	279.486	279.467	279.445	279.428	279.412	279.392	279.364	279.327	279.282	279.235	279.190	279.150	279.121
PROFILE GRADE	279.688	279.672	279.655	279.636	279.615	279.591	279.566	279.540	279.515	279.492	279.473	279.450	279.433	279.417	279.395	279.367	279.329	279.285	279.237	279.191	279.151	279.122
CROWN LINE	279.721	279.704	279.686	279.666	279.643	279.618	279.592	279.564	279.538	279.513	279.492	279.468	279.449	279.430	279.407	279.377	279.338	279.292	279.243	279.196	279.155	279.123
GIRDER G6	279.653	279.637	279.619	279.599	279.577	279.552	279.525	279.497	279.470	279.446	279.424	279.400	279.381	279.362	279.340	279.310	279.272	279.228	279.180	279.135	279.094	279.063
RIGHT CURB LINE	279.631	279.615	279.597	279.578	279.555	279.530	279.503	279.475	279.449	279.424	279.402	279.379	279.359	279.341	279.319	279.289	279.252	279.208	279.160	279.115	279.075	279.044

SCREED ELEVATIONS

LOCATION	182	183	184	185	186	188	190	192	194	196	198	200	202	203	204	205	206	207	208	209	210
LEFT CURB LINE/GIRDER G1	279.156	279.167	279.177	279.153	279.119	279.032	278.947	278.901	278.861	278.818	278.768	278.718	278.698	278.699	278.700	278.700	278.700	278.699	278.698	278.696	278.695
GIRDER G2	279.132	279.134	279.136	279.122	279.089	279.007	278.924	278.878	278.837	278.792	278.739	278.686	278.657	278.654	278.652	278.648	278.645	278.640	278.634	278.627	278.621
GIRDER G3	279.114	279.109	279.103	279.092	279.060	278.980	278.900	278.854	278.813	278.766	278.710	278.655	278.623	278.613	278.607	278.600	278.591	278.582	278.571	278.559	278.547
GIRDER G4	279.103	279.090	279.076	279.059	279.031	278.954	278.877	278.830	278.789	278.740	278.681	278.623	278.590	278.576	278.565	278.553	278.540	278.525	278.509	278.491	278.473
GIRDER G5	279.098	279.078	279.057	279.032	279.003	278.928	278.854	278.807	278.766	278.715	278.653	278.592	278.557	278.542	278.526	278.510	278.491	278.471	278.448	278.424	278.399
PROFILE GRADE	279.098	279.077	279.056	279.031	279.001	278.926	278.852	278.805	278.764	278.713	278.650	278.589	278.554	278.539	278.523	278.506	278.487	278.466	278.443	278.418	278.393
CROWN LINE	279.097	279.075	279.052	279.025	278.993	278.919	278.845	278.798	278.757	278.706	278.642	278.580	278.545	278.529	278.513	278.494	278.474	278.451	278.426	278.400	278.372
GIRDER G6	279.038	279.016	278.993	278.967	278.935	278.862	278.790	278.742	278.701	278.650	278.584	278.520	278.483	278.467	278.451	278.432	278.411	278.387	278.361	278.333	278.304
RIGHT CURB LINE	279.019	278.997	278.974	278.948	278.917	278.843	278.772	278.723	278.682	278.631	278.565	278.500	278.463	278.447	278.431	278.411	278.390	278.366	278.340	278.311	278.282



LEGEND:

(GX) - GIRDER DESIGNATION

XX • - SCREED ELEVATION LOCATION

SCREED ELEVATION LAYOUT
SUPERSTRUCTURE IV

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE NOT HEAT CURVED. IF GIRDERS ARE HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 88A AND 88B.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN DGS | REVIEWED MRM | DATE 08/01
CHECKED AGS | REVISED | STRUCTURE FILE NUMBER 5709059

SCREED ELEVATIONS - IV
BRIDGE NO. MOT-75-3272I
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SCREED ELEVATIONS - SUPERSTRUCTURE I (SEE NOTE 6)

LOCATION	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
LEFT CURB LINE/GIRDER G1	272.406	272.455	272.504	272.554	272.604	272.655	272.707	272.762	272.821	272.883	272.941	273.048	273.168	273.298	273.431	273.561	273.681	273.791	273.895
GIRDER G2	272.380	272.439	272.499	272.559	272.619	272.679	272.740	272.803	272.869	272.935	273.002	273.122	273.255	273.397	273.542	273.682	273.811	273.930	274.044
GIRDER G3	272.356	272.427	272.498	272.569	272.639	272.708	272.778	272.849	272.922	272.997	273.078	273.210	273.355	273.509	273.664	273.812	273.950	274.079	274.202
GIRDER G4	272.335	272.418	272.501	272.583	272.663	272.743	272.821	272.902	272.984	273.072	273.167	273.311	273.467	273.633	273.797	273.953	274.099	274.236	274.368
GIRDER G5	272.315	272.411	272.507	272.601	272.693	272.782	272.871	272.961	273.057	273.159	273.270	273.426	273.593	273.768	273.941	274.104	274.258	274.402	274.541
PROFILE GRADE	272.313	272.411	272.508	272.603	272.695	272.786	272.875	272.967	273.063	273.167	273.280	273.436	273.604	273.780	273.953	274.117	274.271	274.416	274.555
CROWN LINE	272.308	272.409	272.510	272.609	272.705	272.798	272.890	272.985	273.086	273.194	273.311	273.470	273.642	273.820	273.996	274.162	274.318	274.464	274.606
GIRDER G6	272.250	272.357	272.463	272.566	272.666	272.762	272.858	272.956	273.060	273.173	273.296	273.455	273.626	273.803	273.976	274.140	274.293	274.437	274.575
RIGHT CURB LINE	272.231	272.339	272.446	272.551	272.652	272.749	272.846	272.946	273.052	273.167	273.291	273.450	273.621	273.797	273.970	274.133	274.285	274.428	274.565

SCREED ELEVATIONS - SUPERSTRUCTURE I (SEE NOTE 6)

LOCATION	29	30	31	32	33	34	36	38	40	42	44	46	48	50	52	54	56	58	60
LEFT CURB LINE/GIRDER G1	274.000	274.111	274.208	274.310	274.417	274.548	274.842	275.117	275.402	275.701	276.007	276.291	276.553	276.819	277.013	277.209	277.397	277.572	277.734
GIRDER G2	274.159	274.280	274.386	274.497	274.612	274.755	275.042	275.310	275.588	275.883	276.184	276.463	276.719	276.980	277.174	277.371	277.560	277.734	277.894
GIRDER G3	274.326	274.456	274.569	274.688	274.815	274.961	275.240	275.502	275.773	276.064	276.360	276.633	276.884	277.140	277.335	277.533	277.722	277.896	278.055
GIRDER G4	274.500	274.638	274.759	274.885	275.021	275.163	275.436	275.692	275.958	276.244	276.535	276.803	277.049	277.300	277.495	277.695	277.884	278.058	278.215
GIRDER G5	274.680	274.826	274.954	275.087	275.225	275.364	275.631	275.882	276.142	276.423	276.710	276.973	277.213	277.460	277.656	277.857	278.046	278.219	278.376
PROFILE GRADE	274.695	274.841	274.970	275.104	275.242	275.381	275.647	275.897	276.157	276.438	276.724	276.987	277.227	277.473	277.669	277.870	278.060	278.232	278.389
CROWN LINE	274.748	274.895	275.026	275.161	275.299	275.437	275.702	275.950	276.209	276.488	276.774	277.035	277.273	277.518	277.715	277.916	278.106	278.278	278.434
GIRDER G6	274.715	274.860	274.988	275.122	275.258	275.394	275.656	275.900	276.156	276.432	276.715	276.973	277.208	277.450	277.647	277.850	278.041	278.213	278.366
RIGHT CURB LINE	274.704	274.848	274.976	275.109	275.245	275.380	275.641	275.884	276.138	276.414	276.696	276.953	277.187	277.428	277.625	277.828	278.019	278.191	278.344

SCREED ELEVATIONS - SUPERSTRUCTURE II (SEE NOTE 6)

LOCATION	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90
LEFT CURB LINE/GIRDER G1	277.766	277.941	278.104	278.253	278.388	278.521	278.676	278.828	278.966	279.092	279.216	279.371	279.519	279.637	279.727	279.813
GIRDER G2	277.926	278.099	278.258	278.403	278.535	278.666	278.827	278.984	279.124	279.251	279.376	279.533	279.682	279.800	279.888	279.973
GIRDER G3	278.086	278.255	278.412	278.553	278.683	278.812	278.977	279.140	279.283	279.409	279.536	279.694	279.845	279.963	280.049	280.133
GIRDER G4	278.246	278.411	278.565	278.701	278.830	278.958	279.128	279.295	279.441	279.568	279.696	279.854	280.007	280.125	280.210	280.293
GIRDER G5	278.406	278.568	278.717	278.851	278.978	279.104	279.279	279.451	279.599	279.727	279.857	280.015	280.169	280.287	280.371	280.453
PROFILE GRADE	278.419	278.581	278.730	278.864	278.991	279.116	279.292	279.464	279.612	279.740	279.870	280.028	280.182	280.300	280.384	280.467
CROWN LINE	278.464	278.624	278.773	278.906	279.032	279.157	279.334	279.508	279.656	279.785	279.915	280.073	280.228	280.346	280.429	280.512
GIRDER G6	278.396	278.554	278.701	278.832	278.956	279.080	279.261	279.437	279.587	279.716	279.847	280.006	280.161	280.279	280.362	280.444
RIGHT CURB LINE	278.374	278.532	278.678	278.808	278.932	279.055	279.236	279.414	279.565	279.694	279.825	279.984	280.139	280.257	280.340	280.422

SCREED ELEVATIONS - SUPERSTRUCTURE II (SEE NOTE 6)

LOCATION	92	94	96	98	100	102	104	106	108	110	112	114	116	118	120
LEFT CURB LINE/GIRDER G1	279.904	279.993	280.056	280.094	280.128	280.168	280.203	280.210	280.189	280.162	280.146	280.130	280.104	280.061	280.005
GIRDER G2	280.066	280.156	280.219	280.255	280.288	280.329	280.367	280.374	280.351	280.322	280.307	280.293	280.267	280.224	280.165
GIRDER G3	280.227	280.318	280.382	280.416	280.448	280.491	280.530	280.537	280.512	280.482	280.467	280.455	280.429	280.385	280.325
GIRDER G4	280.387	280.480	280.544	280.577	280.609	280.651	280.692	280.699	280.673	280.642	280.628	280.616	280.591	280.547	280.486
GIRDER G5	280.548	280.642	280.706	280.738	280.769	280.812	280.854	280.862	280.834	280.803	280.788	280.777	280.753	280.708	280.646
PROFILE GRADE	280.561	280.655	280.719	280.751	280.782	280.826	280.868	280.875	280.847	280.816	280.801	280.790	280.766	280.722	280.659
CROWN LINE	280.606	280.701	280.764	280.796	280.827	280.871	280.913	280.921	280.892	280.861	280.846	280.836	280.812	280.767	280.704
GIRDER G6	280.539	280.634	280.698	280.728	280.759	280.803	280.847	280.854	280.825	280.793	280.779	280.768	280.745	280.700	280.636
RIGHT CURB LINE	280.517	280.612	280.676	280.706	280.737	280.781	280.825	280.832	280.803	280.771	280.757	280.746	280.723	280.678	280.614

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE HEAT CURVED. THESE SCREED ELEVATIONS INCLUDE AN ALLOWANCE FOR 50 PERCENT OF THE CAMBER LOSS DUE TO HEAT CURVING TO DISSIPATE AFTER THE BRIDGE DECK CONSTRUCTION IS COMPLETE. IF GIRDERS ARE NOT HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 85, 86, 87, AND 88.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN JTC | CHECKED SKT | REVISED

REVIEWED MRM | DATE 08/01

STRUCTURE FILE NUMBER 5709059

SCREED ELEVATIONS for use with HEAT CURVED GIRDERS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SCREED ELEVATIONS - SUPERSTRUCTURE III (SEE NOTE 6)

LOCATION	120	122	124	126	128	130	132	134	136	138	140	142	144
LEFT CURB LINE/GIRDER G1	279.997	279.966	279.931	279.892	279.854	279.820	279.776	279.733	279.670	279.590	279.519	279.468	279.425
GIRDER G2	280.157	280.127	280.092	280.052	280.012	279.978	279.934	279.893	279.830	279.750	279.680	279.630	279.590
GIRDER G3	280.318	280.288	280.253	280.212	280.171	280.135	280.093	280.053	279.990	279.910	279.840	279.792	279.753
GIRDER G4	280.478	280.448	280.413	280.372	280.329	280.292	280.251	280.212	280.149	280.069	280.000	279.953	279.917
GIRDER G5	280.638	280.609	280.574	280.532	280.487	280.450	280.409	280.370	280.308	280.229	280.160	280.114	280.080
PROFILE GRADE	280.651	280.622	280.587	280.545	280.501	280.463	280.422	280.383	280.322	280.242	280.173	280.128	280.093
CROWN LINE	280.696	280.668	280.632	280.590	280.545	280.507	280.466	280.428	280.366	280.286	280.218	280.173	280.139
GIRDER G6	280.628	280.600	280.565	280.522	280.476	280.437	280.397	280.359	280.298	280.218	280.150	280.106	280.073
RIGHT CURB LINE	280.606	280.578	280.543	280.499	280.453	280.415	280.374	280.337	280.275	280.196	280.128	280.084	280.051

SCREED ELEVATIONS - SUPERSTRUCTURE III (SEE NOTE 6)

LOCATION	146	148	150	151	152	153	154	155	156	157	158	159	160
LEFT CURB LINE/GIRDER G1	279.370	279.298	279.228	279.225	279.224	279.224	279.226	279.226	279.225	279.223	279.219	279.215	279.209
GIRDER G2	279.535	279.460	279.388	279.381	279.376	279.372	279.370	279.366	279.362	279.355	279.347	279.338	279.328
GIRDER G3	279.699	279.622	279.548	279.537	279.528	279.520	279.514	279.506	279.498	279.487	279.475	279.462	279.447
GIRDER G4	279.862	279.784	279.708	279.693	279.679	279.667	279.657	279.646	279.633	279.619	279.603	279.585	279.566
GIRDER G5	280.025	279.945	279.868	279.849	279.831	279.815	279.801	279.785	279.769	279.750	279.730	279.709	279.686
PROFILE GRADE	280.039	279.959	279.881	279.861	279.844	279.827	279.813	279.797	279.780	279.761	279.741	279.719	279.695
CROWN LINE	280.085	280.004	279.926	279.905	279.886	279.868	279.853	279.836	279.818	279.798	279.777	279.753	279.729
GIRDER G6	280.019	279.937	279.858	279.837	279.818	279.800	279.785	279.768	279.750	279.730	279.709	279.686	279.661
RIGHT CURB LINE	279.997	279.915	279.836	279.815	279.796	279.778	279.763	279.746	279.728	279.708	279.687	279.664	279.639

SCREED ELEVATIONS - SUPERSTRUCTURE IV (SEE NOTE 6)

LOCATION	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181
LEFT CURB LINE/GIRDER G1	279.208	279.210	279.211	279.209	279.204	279.197	279.190	279.188	279.185	279.184	279.186	279.196	279.212	279.228	279.236	279.235	279.223	279.202	279.178	279.159	279.150	279.149
GIRDER G2	279.326	279.324	279.320	279.315	279.306	279.296	279.284	279.274	279.266	279.259	279.256	279.258	279.265	279.272	279.273	279.264	279.245	279.218	279.187	279.160	279.142	279.134
GIRDER G3	279.443	279.438	279.430	279.421	279.408	279.393	279.377	279.361	279.347	279.335	279.326	279.320	279.319	279.318	279.311	279.296	279.270	279.236	279.199	279.166	279.140	279.124
GIRDER G4	279.561	279.551	279.540	279.526	279.509	279.490	279.469	279.447	279.427	279.410	279.396	279.382	279.373	279.365	279.351	279.329	279.297	279.258	279.216	279.176	279.142	279.120
GIRDER G5	279.678	279.665	279.649	279.631	279.610	279.586	279.560	279.533	279.508	279.486	279.467	279.445	279.428	279.412	279.392	279.364	279.327	279.282	279.235	279.190	279.150	279.121
PROFILE GRADE	279.688	279.674	279.658	279.640	279.618	279.594	279.568	279.540	279.515	279.492	279.473	279.450	279.433	279.417	279.395	279.367	279.329	279.285	279.237	279.191	279.151	279.122
CROWN LINE	279.721	279.706	279.689	279.669	279.647	279.621	279.594	279.564	279.538	279.513	279.492	279.468	279.449	279.430	279.407	279.377	279.338	279.292	279.243	279.196	279.155	279.123
GIRDER G6	279.653	279.639	279.622	279.603	279.580	279.555	279.527	279.497	279.470	279.446	279.424	279.400	279.381	279.362	279.340	279.310	279.272	279.228	279.180	279.135	279.094	279.063
RIGHT CURB LINE	279.631	279.617	279.600	279.581	279.558	279.533	279.505	279.475	279.449	279.424	279.402	279.379	279.359	279.341	279.319	279.289	279.252	279.208	279.160	279.115	279.075	279.044

SCREED ELEVATIONS - SUPERSTRUCTURE IV (SEE NOTE 6)

LOCATION	182	183	184	185	186	188	190	192	194	196	198	200	202	203	204	205	206	207	208	209	210
LEFT CURB LINE/GIRDER G1	279.156	279.167	279.177	279.153	279.119	279.032	278.947	278.901	278.861	278.818	278.768	278.718	278.698	278.699	278.700	278.700	278.700	278.699	278.698	278.696	278.695
GIRDER G2	279.132	279.134	279.136	279.122	279.089	279.007	278.924	278.878	278.837	278.792	278.739	278.686	278.657	278.654	278.652	278.648	278.645	278.640	278.634	278.627	278.621
GIRDER G3	279.114	279.109	279.103	279.092	279.060	278.980	278.900	278.854	278.813	278.766	278.710	278.655	278.623	278.613	278.607	278.600	278.591	278.582	278.571	278.559	278.547
GIRDER G4	279.103	279.090	279.076	279.059	279.031	278.954	278.877	278.830	278.789	278.740	278.681	278.623	278.590	278.576	278.565	278.553	278.540	278.525	278.509	278.491	278.473
GIRDER G5	279.098	279.078	279.057	279.032	279.003	278.928	278.854	278.807	278.766	278.715	278.653	278.592	278.557	278.542	278.526	278.510	278.491	278.471	278.448	278.424	278.399
PROFILE GRADE	279.098	279.077	279.056	279.031	279.001	278.926	278.852	278.805	278.764	278.713	278.650	278.589	278.554	278.539	278.523	278.506	278.487	278.466	278.443	278.418	278.393
CROWN LINE	279.097	279.075	279.052	279.025	278.993	278.919	278.845	278.798	278.757	278.706	278.642	278.580	278.545	278.529	278.513	278.494	278.474	278.451	278.426	278.400	278.372
GIRDER G6	279.038	279.016	278.993	278.967	278.935	278.862	278.790	278.742	278.701	278.650	278.584	278.520	278.483	278.467	278.451	278.432	278.411	278.387	278.361	278.333	278.304
RIGHT CURB LINE	279.019	278.997	278.974	278.948	278.917	278.843	278.772	278.723	278.682	278.631	278.565	278.500	278.463	278.447	278.431	278.411	278.390	278.366	278.340	278.311	278.282

NOTES:

1. THE ELEVATIONS SHOWN ARE THE TOP OF THE CONCRETE SLAB ELEVATIONS WHICH ARE REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED POINT LOCATIONS 'G1' THROUGH 'G6' ARE LOCATED DIRECTLY ABOVE THE CORRESPONDING GIRDER CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR THE DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. GIRDER LINE 'G1' COINCIDES WITH THE LEFT CURB LINE.
3. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 73.
4. FOR SLAB PLANS, SEE SHEETS 74 - 84.
5. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/10 POINTS IN AREAS OF SUPERELEVATION TRANSITION. SCREED ELEVATIONS ARE PROVIDED AT SPAN 1/5 POINTS IN AREAS WITH CONSTANT BRIDGE CROSS SLOPE.
6. SCREED ELEVATIONS SHOWN APPLY TO BRIDGE DECK CONSTRUCTION USING GIRDERS THAT ARE HEAT CURVED. THESE SCREED ELEVATIONS INCLUDE AN ALLOWANCE FOR 50 PERCENT OF THE CAMBER LOSS DUE TO HEAT CURVING TO DISSIPATE AFTER THE BRIDGE DECK CONSTRUCTION IS COMPLETE. IF GIRDERS ARE NOT HEAT CURVED, USE SCREED ELEVATIONS SHOWN ON SHEETS 85, 86, 87, AND 88.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN JTC | CHECKED SKT | REVISED | REVIEWED MRM | DATE 08/01

STRUCTURE FILE NUMBER 5709059

SCREED ELEVATIONS for use with HEAT CURVED GIRDERS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

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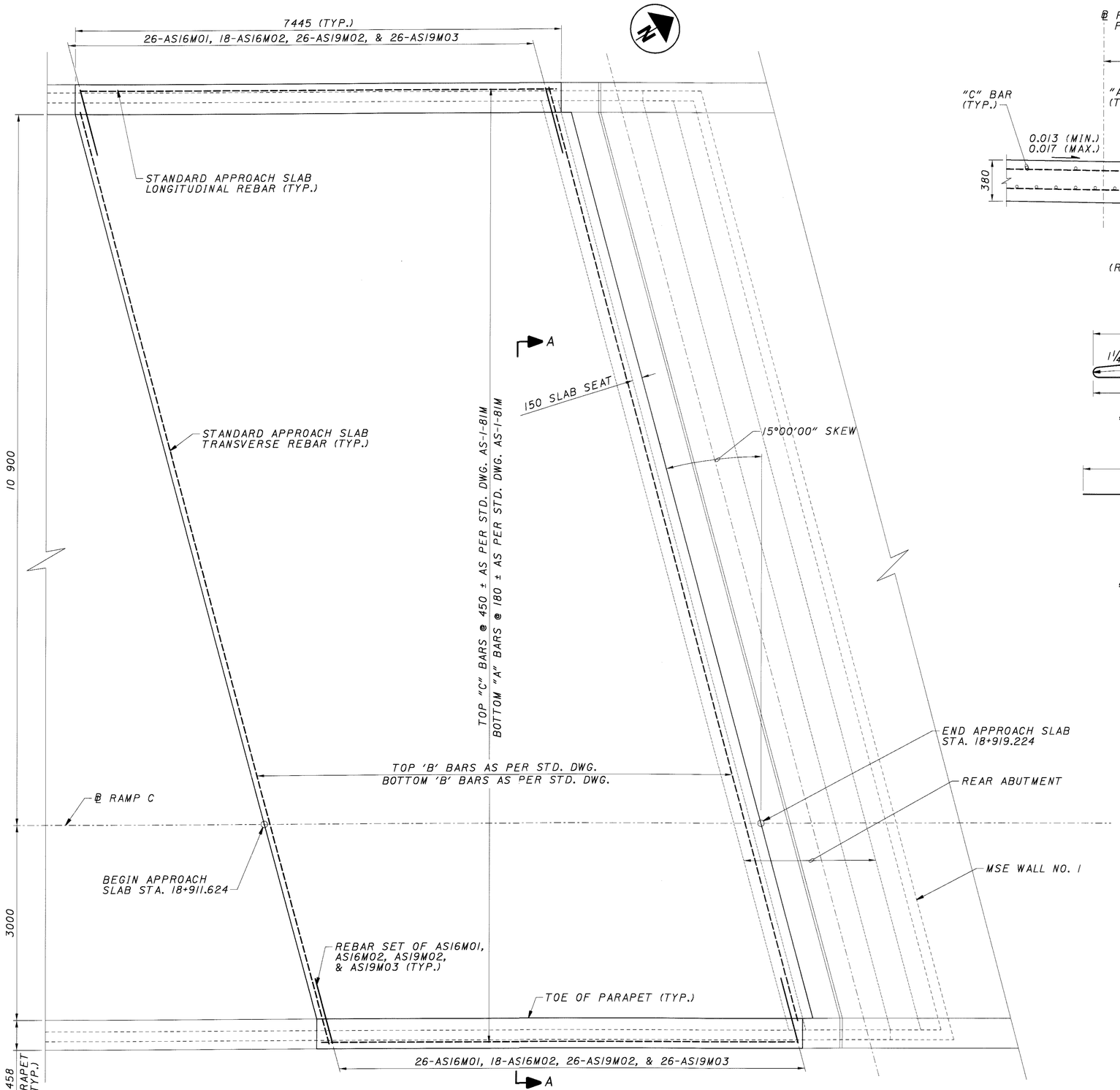
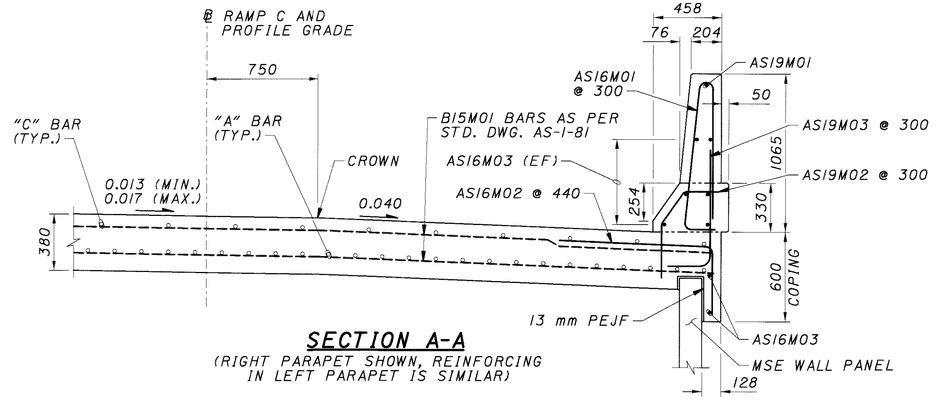
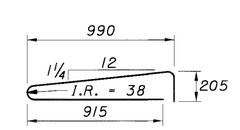


APPROACH SLAB AT REAR ABUTMENT

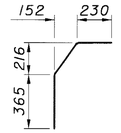


SECTION A-A

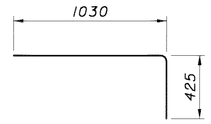
(RIGHT PARAPET SHOWN, REINFORCING IN LEFT PARAPET IS SIMILAR)



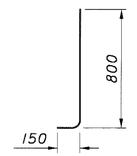
AS16M01



AS19M02



AS16M02



AS19M03

BAR SHAPE DIAGRAMS

REINFORCING BAR LIST

MARK	QUANTITY	LENGTH	SHAPE
AS16M01	52	2130	BENT
AS16M02	36	1415	BENT
AS16M03	16	7345	STR
AS19M01	2	7345	STR
AS19M02	52	840	BENT
AS19M03	52	900	BENT

NOTES:

1. REINFORCEMENT SHOWN IS IN ADDITION TO TYPICAL APPROACH SLAB REINFORCEMENT. FOR TYPICAL APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.
2. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE METER FOR ROADWAY ITEM 611, REINFORCED CONCRETE APPROACH SLAB (T=380 mm), AS PER PLAN D (SEE ROADWAY PLANS FOR QUANTITIES AND NOTES):
   - HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (DECK) FOR APPROACH SLAB
   - HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET) FOR PARAPET
   - ALL ASSOCIATED REINFORCING STEEL
   - 13 mm PEJF
3. FOR FORWARD APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

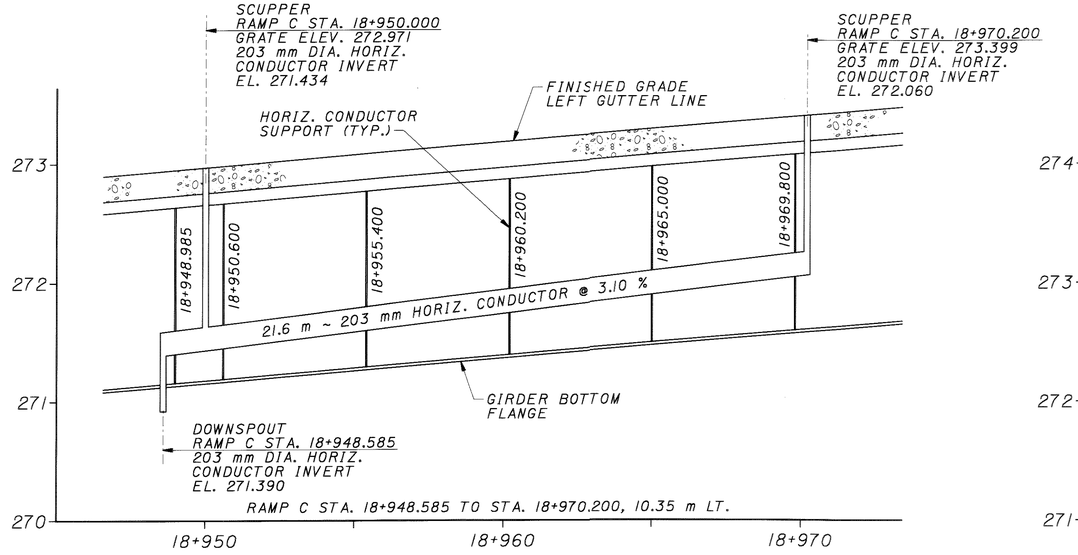
DESIGNED TAB | DRAWN DGS | CHECKED SKT | REVISED | REVIEWED MRM | DATE 08/01 | STRUCTURE FILE NUMBER 5709059

REAR APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

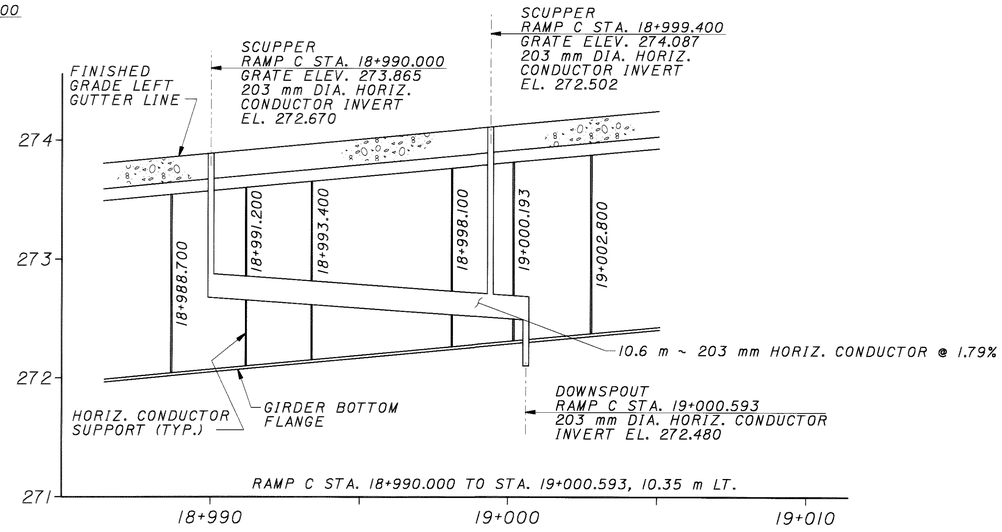
MOT-75-31.842

89/105

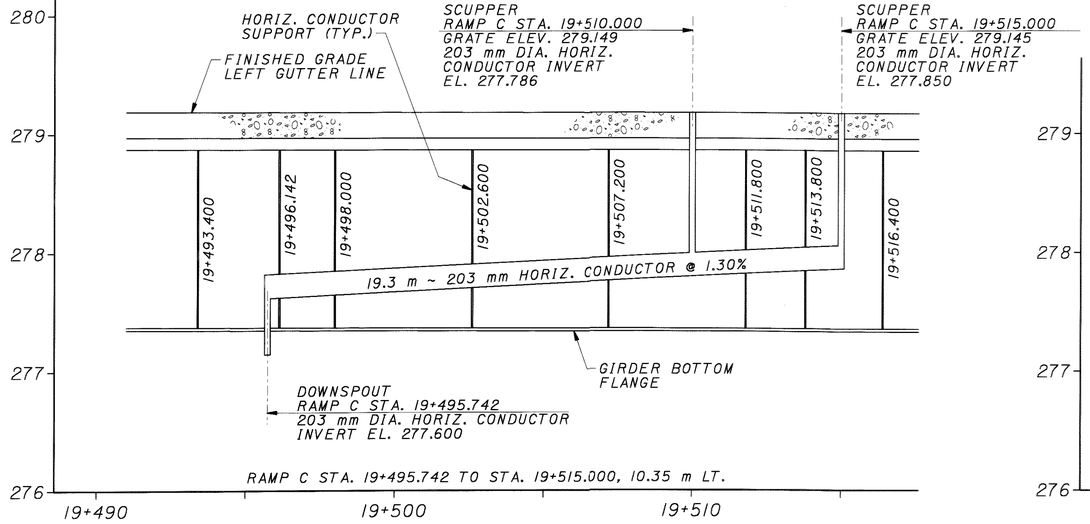
985/1080



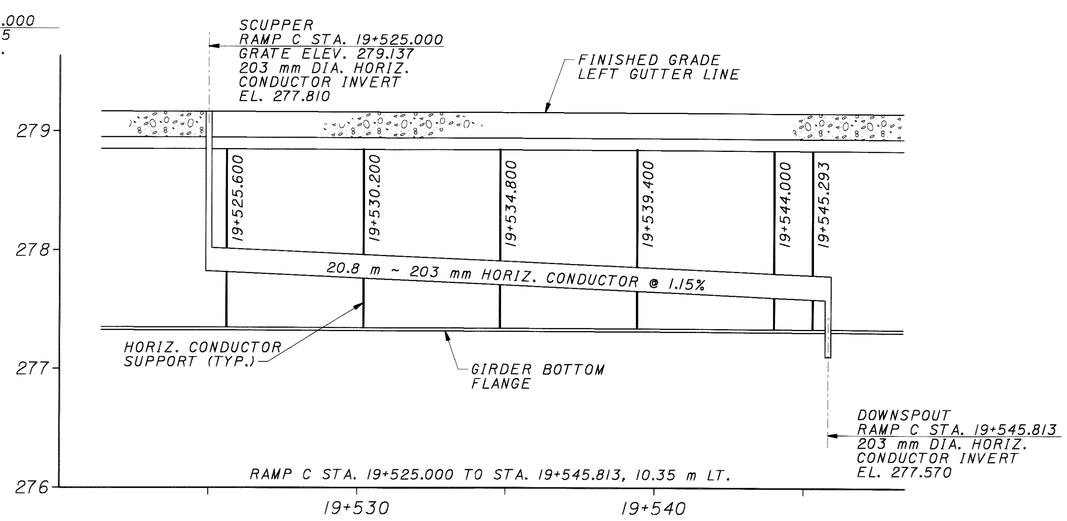
HORIZONTAL CONDUCTOR 'A'



HORIZONTAL CONDUCTOR 'B'



HORIZONTAL CONDUCTOR 'C'



HORIZONTAL CONDUCTOR 'D'

NOTES:

1. ITEM 518 - SCUPPER, INCLUDING SUPPORTS: THIS ITEM SHALL CONSIST OF THE PREPARATION OF SHOP DRAWINGS AND THE FURNISHING OF ALL MATERIALS AND LABOR NECESSARY TO FABRICATE, GALVANIZE, AND ERECT THE COMPLETED SCUPPERS AS SPECIFIED, INCLUDING SUPPORT ANGLES, BARS, WELDS, BOLTS, AND ALL RELATED HARDWARE. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID PER EACH SCUPPER, INCLUDING SUPPORTS, AND SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

2. ITEM 518 - PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN: THIS ITEM SHALL CONSIST OF THE PREPARATION OF SHOP DRAWINGS AND THE FURNISHING OF ALL MATERIALS AND LABOR NECESSARY TO FABRICATE, GALVANIZE, ERECT, AND PAINT THE COMPLETED DOWNSPOUTS AS SPECIFIED, INCLUDING COLLECTOR BOXES, CLAMPS, ANCHORS, WELDS, BOLTS, AND ALL RELATED HARDWARE. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID PER METER FOR PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN, AND SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

3. ITEM 518 - PIPE HORIZONTAL CONDUCTOR: THIS ITEM SHALL CONSIST OF THE PREPARATION OF SHOP DRAWINGS AND THE FURNISHING OF ALL MATERIALS AND LABOR NECESSARY TO FABRICATE, GALVANIZE, AND ERECT THE COMPLETED PIPE HORIZONTAL CONDUCTORS AS SPECIFIED, INCLUDING SUPPORT ANGLES, CONNECTION PLATES, WELDS, BOLTS, AND ALL RELATED HARDWARE. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID PER METER FOR PIPE HORIZONTAL CONDUCTOR, AND SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

4. FOR ADDITIONAL DRAINAGE NOTES, SEE SHEET 91.

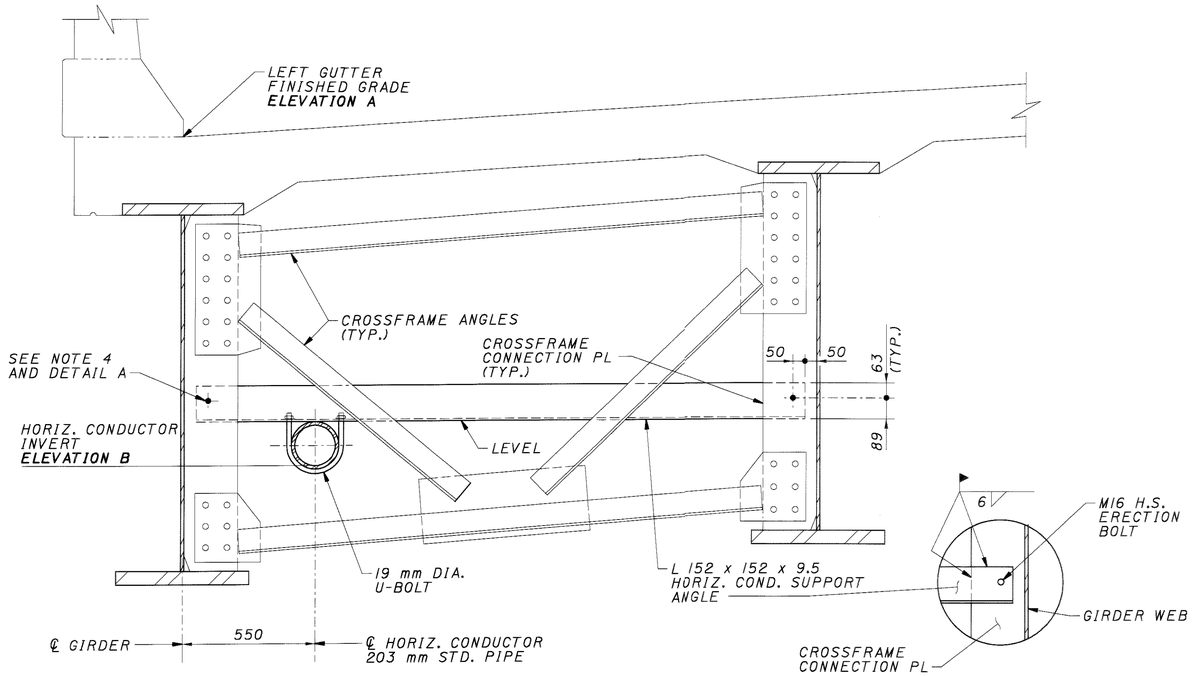
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

HORIZONTAL CONDUCTOR PROFILES

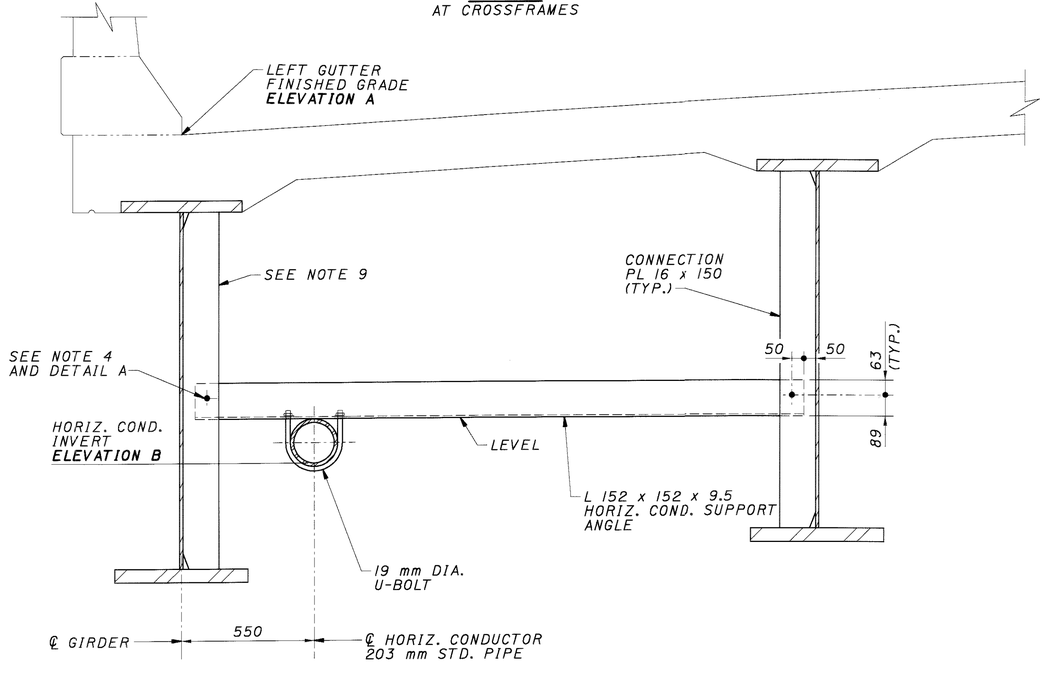
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



TYPE A
AT CROSSFRAMES

DETAIL A
FIELD WELDED CONNECTION



TYPE B
BETWEEN CROSSFRAMES

HORIZONTAL CONDUCTOR SUPPORTS

HORIZONTAL CONDUCTOR SUPPORT TABLE				
DRAIN LINE	SUPPORT TYPE	RAMP C STATION	ELEVATION A	ELEVATION B
HORIZ. CONDUCTOR 'A'	TYPE B	18+948.985	272.977	271.403
	TYPE A	18+950.600	273.008	271.453
	TYPE A	18+955.400	273.101	271.602
	TYPE A	18+960.200	273.200	271.750
	TYPE A	18+965.000	273.304	271.899
	TYPE A	18+969.800	273.415	272.048
HORIZ. CONDUCTOR 'B'	TYPE B	18+991.200	273.919	272.649
	TYPE A	18+993.400	273.970	272.609
	TYPE A	18+998.100	274.081	272.525
	TYPE B	19+000.193	274.130	272.488
HORIZ. CONDUCTOR 'C'	TYPE B	19+496.142	279.184	277.606
	TYPE A	19+498.000	279.183	277.630
	TYPE A	19+502.600	279.179	277.689
	TYPE A	19+507.200	279.176	277.749
	TYPE A	19+511.800	279.172	277.809
	TYPE B	19+513.800	279.171	277.835
HORIZ. CONDUCTOR 'D'	TYPE A	19+525.600	279.162	277.804
	TYPE A	19+530.200	279.158	277.750
	TYPE A	19+534.800	279.155	277.697
	TYPE A	19+539.400	279.151	277.644
	TYPE A	19+544.000	279.148	277.591
	TYPE B	19+545.293	279.147	277.576

NOTES:

1. FOR STRUCTURAL STEEL NOTES AND DETAILS, SEE SHEET 46.
2. PIPE SHALL BE GALVANIZED STEEL, IN ACCORDANCE WITH CMS 748.06.
3. SCUPPERS, HORIZONTAL CONDUCTORS, COLLECTOR BOXES, DOWNSPOUTS, AND APPURTENENCES SHALL BE GALVANIZED IN ACCORDANCE WITH CMS 711.02. DOWNSPOUTS AND DOWNSPOUT SUPPORTS SHALL BE PAINTED AFTER ERECTION, FINISH COLOR WHITE, FS-595B-17875.
4. AT THE OPTION OF THE CONTRACTOR, EITHER FIELD BOLTED HORIZONTAL CONDUCTOR SUPPORTS OR FIELD WELDED HORIZONTAL CONDUCTOR SUPPORTS MAY BE USED. HORIZONTAL CONDUCTOR SUPPORT ANGLES MUST BE LOCATED ON OPPOSITE SIDES OF THE CONNECTION PLATES DEPENDING ON OPTION CHOSEN.
5. FASTENERS IN FIELD BOLTED HORIZONTAL CONDUCTOR SUPPORTS SHALL BE 25 mm DIAMETER A325M TYPE 1 HIGH STRENGTH BOLTS, GALVANIZED.
6. ALL ERECTION BOLTS IN FIELD WELDED HORIZONTAL CONDUCTOR SUPPORTS SHALL BE 16 mm DIAMETER A325M TYPE 1 HIGH STRENGTH BOLTS, GALVANIZED.
7. FOR FIELD BOLTED HORIZONTAL CONDUCTOR SUPPORTS, WEB CONNECTION PLATES SHALL HAVE 27 mm x 33 mm VERTICAL SLOTTED HOLES, AND HORIZONTAL CONDUCTOR SUPPORT ANGLES SHALL HAVE 32 mm OVERSIZE HOLES.
8. FOR WEB CONNECTION PLATE DETAILS AT TYPE B SUPPORTS, REFER TO THE CROSSFRAME CONNECTION PLATE DETAIL ON SHEET 62.
9. USE GIRDER 1 BEARING STIFFENER FOR LEFT CONNECTION PLATE AT PIER 17 TYPE B SUPPORT, STA. 19+545.293.
10. FOR HORIZONTAL CONDUCTOR PROFILES, SEE SHEET 90.
11. FOR DRAINAGE DETAILS, SEE SHEET 92.
12. FOR DOWNSPOUT DETAILS, SEE SHEETS 93 & 94.
13. SCUPPERS SHALL BE LOCATED WITH THE CENTERLINE OF THE SCUPPER 10.35 m LEFT OF THE RAMP C BASELINE, AS DESCRIBED BELOW:

STATION	OUTLET	CONSTRUCTION DETAILS
18+950.000	HORIZ. CONDUCTOR 'A'	SHEET 92 OF 105
18+970.200	HORIZ. CONDUCTOR 'A'	SHEET 92 OF 105
18+990.000	HORIZ. CONDUCTOR 'B'	SHEET 92 OF 105
18+999.400	HORIZ. CONDUCTOR 'B'	SHEET 92 OF 105
19+399.765	PIER 13 DOWNSPOUT	STD. DWG. GSD-1-96
19+439.765	PIER 14 DOWNSPOUT	STD. DWG. GSD-1-96
19+466.040	PIER 15 DOWNSPOUT	STD. DWG. GSD-1-96
19+510.000	HORIZ. CONDUCTOR 'C'	SHEET 92 OF 105
19+515.000	HORIZ. CONDUCTOR 'C'	SHEET 92 OF 105
19+525.000	HORIZ. CONDUCTOR 'D'	SHEET 92 OF 105

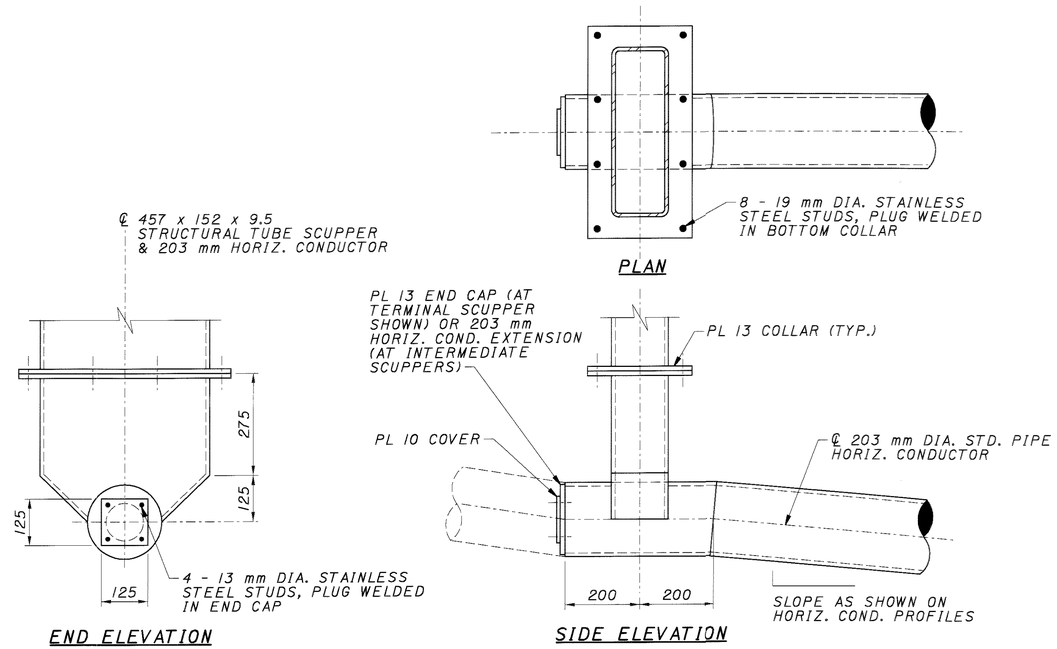
14. FOR SCUPPER DETAILS, SEE STANDARD DRAWING GSD-1-96.
15. FOR HORIZONTAL CONDUCTOR SUPPORT TYPES AND LOCATIONS, SEE SUPPORT TABLE THIS SHEET.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

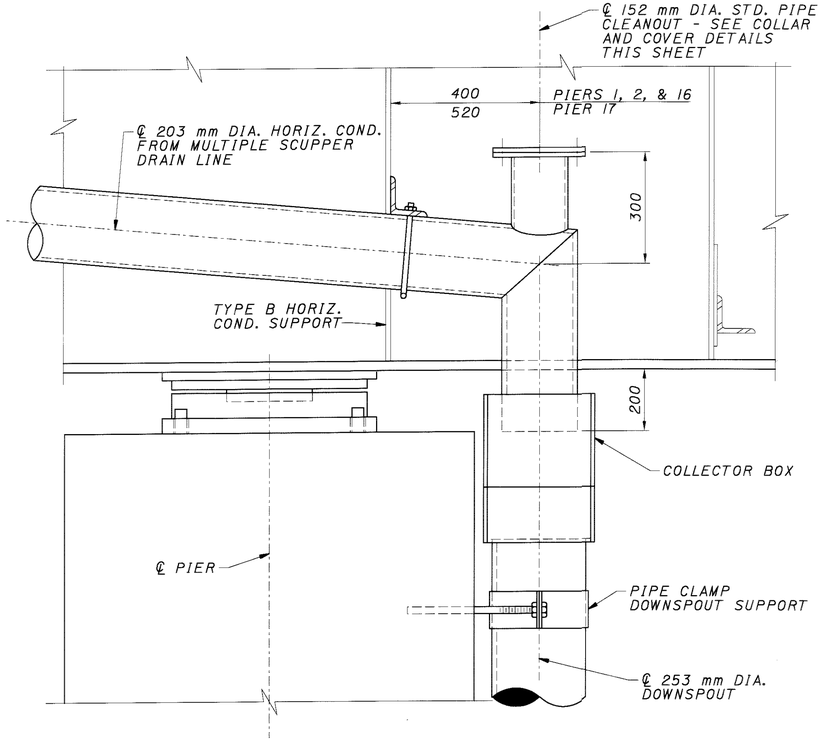
DESIGNED	DRAWN	REVIEWED	DATE
RGS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

HORIZONTAL CONDUCTOR SUPPORTS
BRIDGE NO. MOT-75-3272 L
RAMP C BRIDGE OVER I-70/I-75 INTERCHANGE

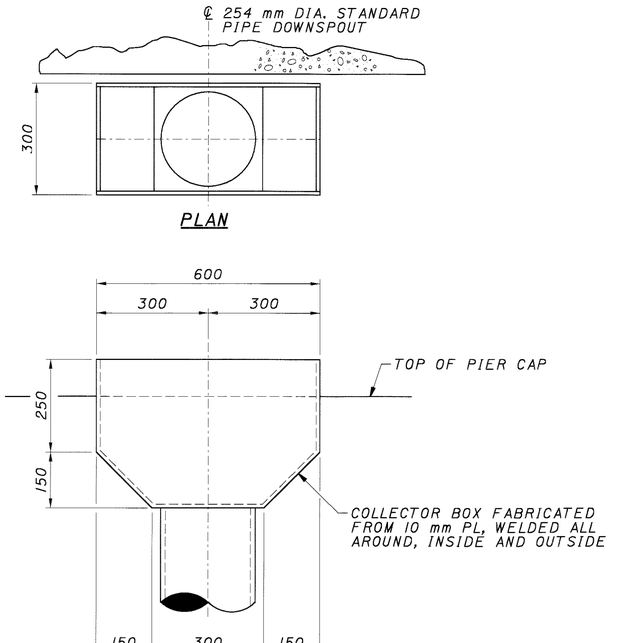
MOT-75-31.842



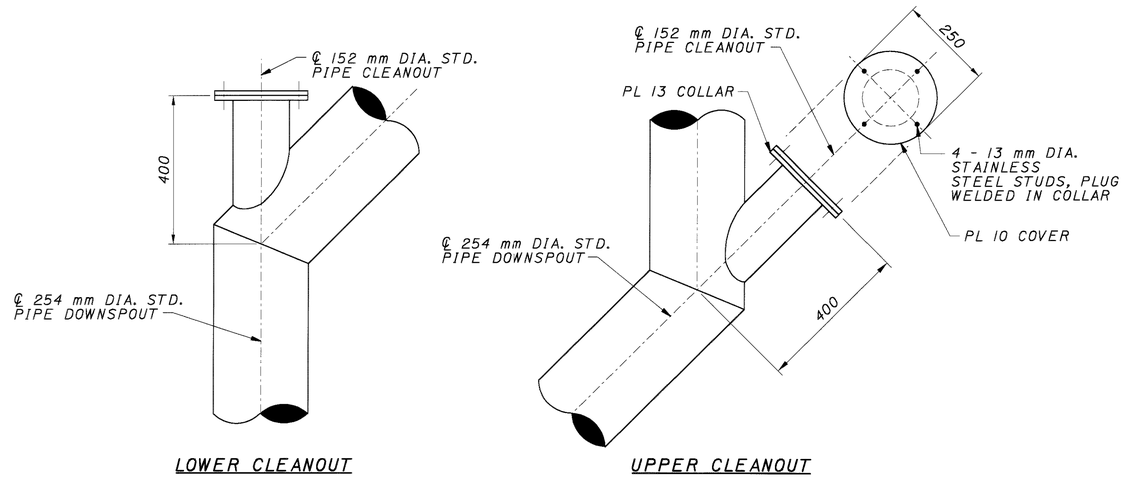
SCUPPER TO HORIZ. CONDUCTOR CONNECTIONS
AT MULTIPLE SCUPPER LINES



HORIZ. CONDUCTOR OUTLET
AT MULTIPLE SCUPPER LINES



COLLECTOR BOXES



DOWNSPOUT CLEANOUTS

NOTES:

1. FOR DRAINAGE NOTES, SEE SHEET 91.

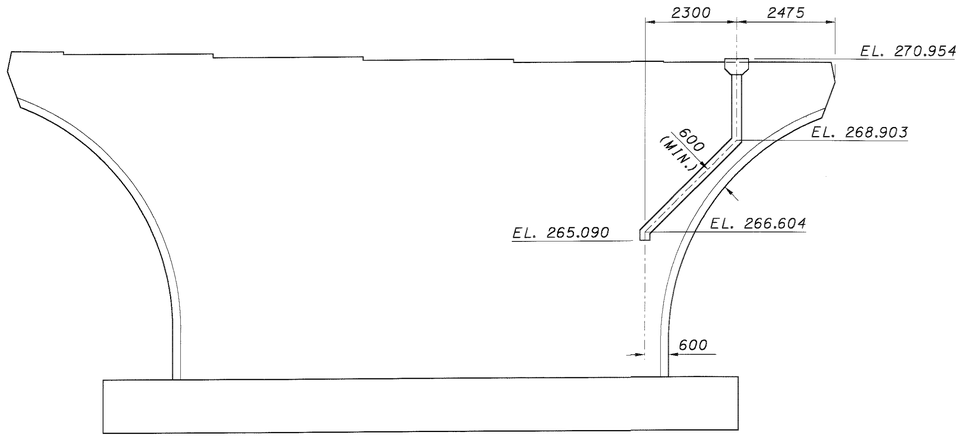
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RDS	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

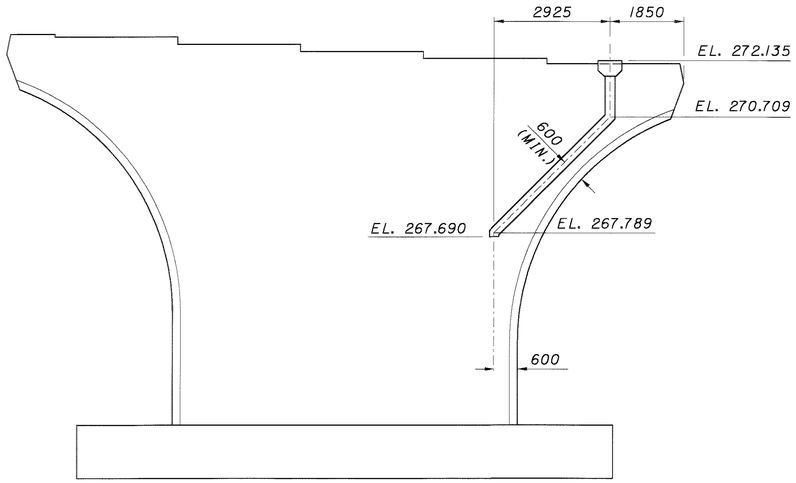
DRAINAGE DETAILS
BRIDGE NO. MOT-75-3272L
RAMP C BRIDGE OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

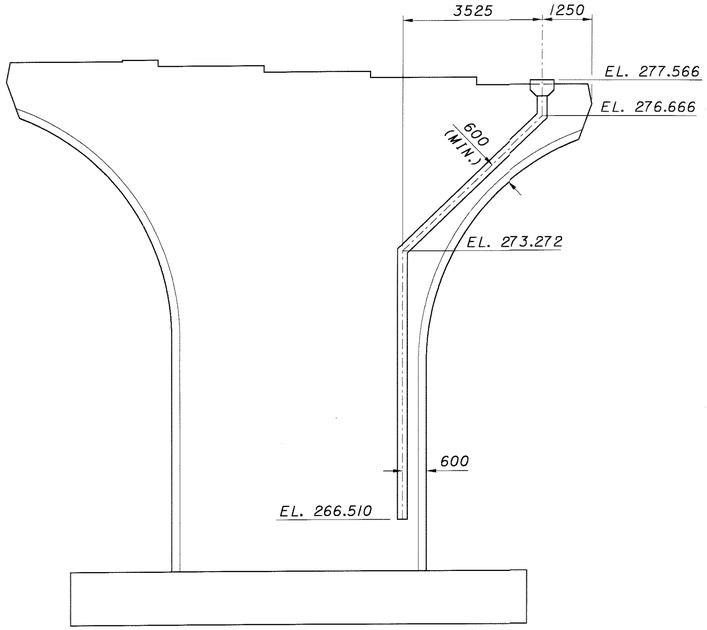
sd353sdd.dgn 23-SEP-2002



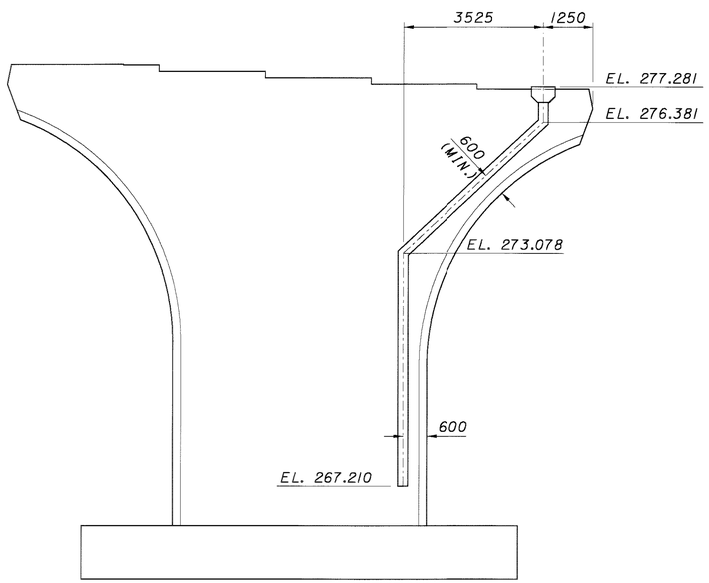
PIER 1



PIER 2



PIER 13



PIER 14

NOTES:

1. WORK THIS SHEET WITH SHEET 94.

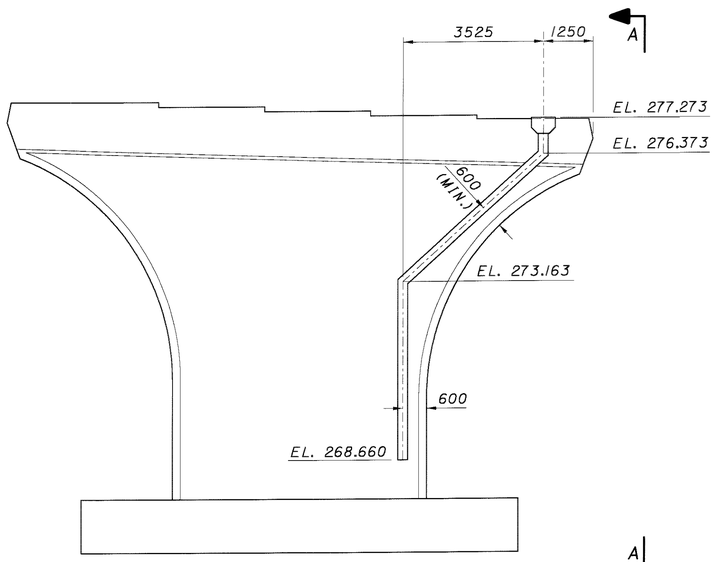
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

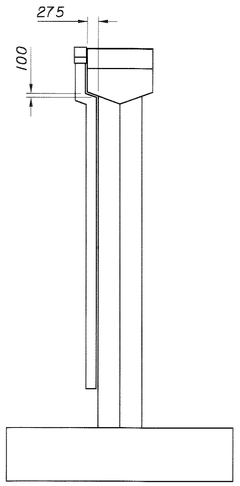
DOWNSPOUT ELEVATIONS I

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

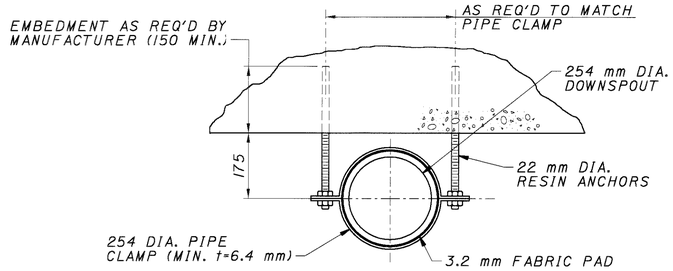
MOT-75-31.842



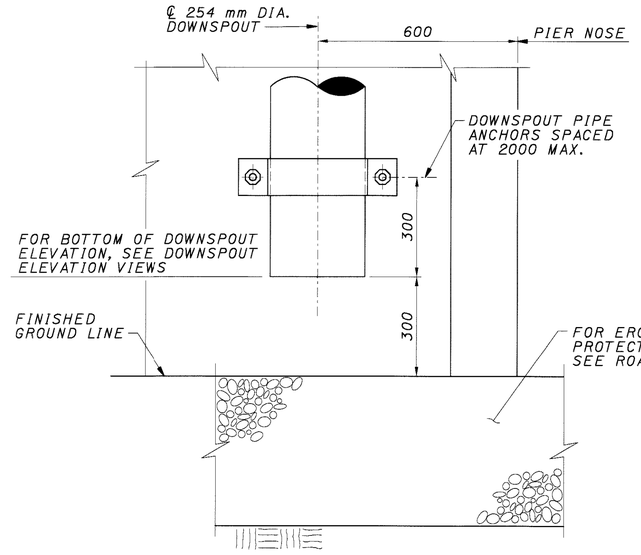
PIER 15



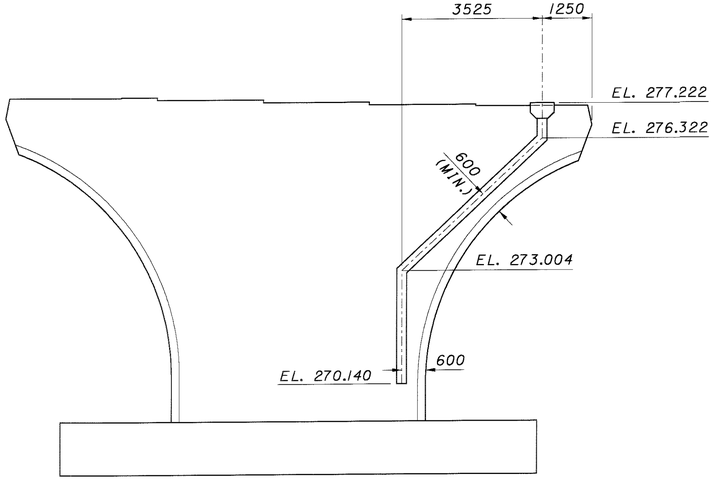
VIEW A-A



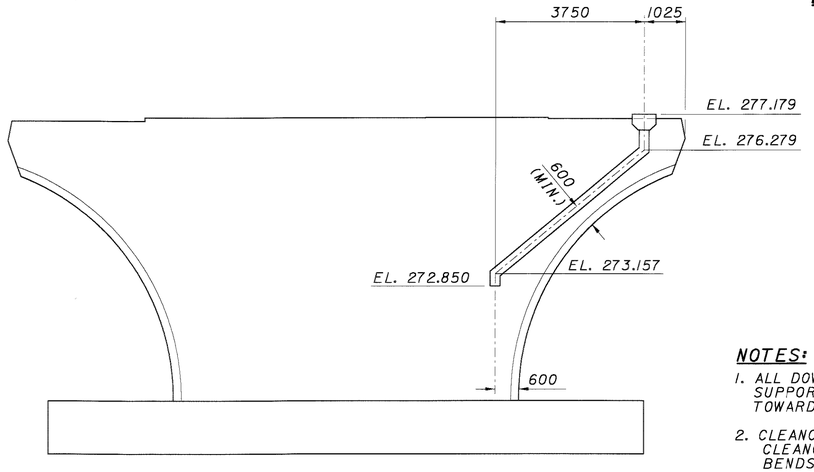
DOWNSPOUT PIPE ANCHORS
SPACED AT 2000 MAX.



DOWNSPOUT TERMINATIONS



PIER 16



PIER 17

NOTES:

1. ALL DOWNSPOUTS ARE LOCATED ON THE LEFT FORWARD SIDE OF THE SUPPORTING PIER. ALL DOWNSPOUT ELEVATIONS ARE SHOWN LOOKING TOWARDS THE REAR.
2. CLEANOUTS ARE NOT SHOWN ON THE DOWNSPOUT ELEVATIONS. CLEANOUTS ARE REQUIRED AT BOTH THE UPPER AND LOWER DOWNSPOUT BENDS. FOR CLEANOUT DETAILS, SEE SHEET 92.
3. FOR ADDITIONAL DRAINAGE NOTES, SEE SHEET 91.
4. WORK THIS SHEET WITH SHEET 93.

DESIGN AGENCY
CH2MHILL
DAYTON CENTRE, SUITE 1100
ONE DAYTON CENTRE
ONE SOUTH MAIN STREET
DAYTON, OH 45402 1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SKT		5709059	

DOWNSPOUT ELEVATIONS II
BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - ABUTMENTS

MARK	REAR ABUTMENT	FORWARD ABUTMENT	TOTAL	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
A16M01		8	8	2185	28	1	255	1970					
A16M02		6	6	2260	22	1	255	2045					
A16M03		6	6	2335	22	1	255	2120					
A16M04		6	6	2410	23	1	255	2195					
A16M05		6	6	2480	24	1	255	2265					
A16M06		2	2	2575	8	1	255	2360					
A16M07		34	34	2405	127	2	750	985	750				
A16M08		5	5	3780	30	STR							
A16M09	38	38	76	7735	914	STR							
A16M10		20	20	3425	107	1	255	3210					
A16M11		5	5	1425	12	1	255	1210					
A16M12		2	2	11990	38	STR							
A16M13	4	4	8	7855	98	STR							
A16M14		4	4	1690	11	STR							
A16M15		2	2	4750	15	STR							
A16M16		12	12	3700	69	STR							
A16M17		2	2	4000	13	STR							
A16M18		12	12	2980	56	STR							
A16M19			NOT USED										
A16M20		1 SERIES OF 4	1 SERIES OF 4	4770	30	28	4	3015	5105	750		3725 TO 5815	697
A16M21		1 SERIES OF 4	1 SERIES OF 4	4060	26	29	4	3015	5105			3015 TO 5105	697
A16M22		3	3	6100	29	1	750	5390					
A16M23		3	3	5390	26	STR							
A16M24		4	4	1725	11	STR							
A16M25		4	4	1705	11	25	555	737	412	38	127		
A16M26		8	8	3050	38	STR							
A16M27		2	2	1930	6	STR							
A16M28		2 SERIES OF 11	2 SERIES OF 11	1045	36	30	11	740	990			920 TO 1170	25
A16M29	6	6	12	2130	40	23	205	990	915			38	
A16M30		4	4	5400	34	STR							
A16M31		2	2	3360	11	19	750	1057	2400				
A16M32		1	1	2405	4	STR							
A16M33		5	5	4250	33	1	750	3540					
A16M34		5	5	3540	28	STR							
A16M35-39			NOT USED										
A16M40		2	2	1180	4	STR							
A16M41		4	4	4650	29	STR							
A16M42		1 SERIES OF 4	1 SERIES OF 4	4085	26	28	4	2335	4420	750		3040 TO 5130	695
A16M43		1 SERIES OF 4	1 SERIES OF 4	3380	21	29	4	2335	4420			2335 TO 4425	695
A16M44		3	3	5350	25	1	750	4640					
A16M45		3	3	4650	22	STR							
A16M46		4	4	3550	23	1	750	2840					
A16M47		4	4	2840	18	STR							
A16M48		1	1	2265	4	STR							
A16M49			NOT USED										
A16M50		2	2	3350	11	19	750	997	2410				
A16M51		1	1	1590	3	1	640	990					
A16M52	31		31	2500	121	2	750	1080	750				
A16M53	2		2	2530	8	2	750	1110	750				
A16M54	2		2	2540	8	2	750	1120	750				
A16M55	8		8	1415	18	1	255	1200					
A16M56	6		6	1455	14	1	255	1240					
A16M57	6		6	1475	14	1	255	1260					
A16M58	6		6	1495	14	1	255	1280					
A16M59	7		7	1520	17	1	255	1305					
A16M60	2		2	1575	5	1	255	1360					
A16M61	5		5	3520	28	1	255	3305					
A16M62	5		5	6285	49	1	255	6070					
A16M63	5		5	3430	27	1	255	3215					
A16M64	6		6	1315	13	19	926	386	104				
A16M65	18		18	470	14	STR							
A16M66	4		4	2265	15	1	1100	1205					
A16M67	4		4	2650	17	1	1330	1360					
A16M68	5		5	1480	12	17	1120						
A19M01		8	8	3830	69	1	1890	1990					
A19M02		6	6	3905	53	1	1890	2065					
A19M03		6	6	3980	54	1	1890	2140					
A19M04		6	6	4050	55	1	1890	2210					
A19M05		6	6	4125	56	1	1890	2285					
A19M06		2	2	4220	19	1	1890	2380					
A19M07		10	10	8700	195	STR							
A19M08		10	10	8525	191	STR							
A19M09		2	2	5205	24	1	515	4740					
A19M10		34	34	2555	195	1	515	2090					
A19M11		2	2	4455	20	1	515	3990					
A19M12	46	47	93	1535	320	2	600	430	600				
A19M13	46	47	93	2505	522	2	1160	280	1160				
A19M14		49	49	3905	428	2	1785	430	1785				
A19M15		6	6	2850	39	32	480	760	305	305			
A19M16	4	4	8	1200	22	1	490	760					
A19M17-19			NOT USED										

NOTES:

1. FOR REINFORCING STEEL BAR BENDS AND NOTES, SEE SHEET 105.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	SKT	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

REINFORCING STEEL LIST I
BRIDGE NO. MOT-75-3272J
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

991/1080

SUBSTRUCTURE - ABUTMENTS

	MARK	REAR ABUTMENT	FORWARD ABUTMENT	TOTAL	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
	A19M20		1	1	1920	5	19	1180	748	60				
	A19M21		2 SERIES OF 4	2 SERIES OF 4	1865	34	29	4	1665	2065			1665 TO 2065	133
	A19M22		1 SERIES OF 5	1 SERIES OF 5	2470	28	29	5	2160	2780			2160 TO 2780	155
	A19M23		1 SERIES OF 6	1 SERIES OF 6	2870	39	29	6	2810	2930			2810 TO 2930	24
	A19M24		4	4	2510	23	STR							
	A19M25		10	10	2420	55	13	1970	216	152	205			
	A19M26			NOT USED										
*	A19M27		1 SERIES OF 5	1 SERIES OF 5	2170	25	31	5	1455	1990	205	152	216	134
	A19M28		1	1	3360	8	STR							
	A19M29		1	1	2965	7	STR							
	A19M30		1	1	1170	3	19	430	747	62				
	A19M31		2 SERIES OF 4	2 SERIES OF 4	1845	33	29	4	1665	2020			1625 TO 2025	118
	A19M32		1 SERIES OF 5	1 SERIES OF 5	2440	28	29	5	2135	2745			2130 TO 2750	153
	A19M33		1 SERIES OF 6	1 SERIES OF 6	2830	38	29	6	2765	2895			2765 TO 2895	26
**	A19M34		1 SERIES OF 5	1 SERIES OF 5	2140	24	31	5	1435	1950	205	152	216	129
	A19M35		8	8	2400	43	13	1950	216	152	205			
	A19M36	2		2	2760	13	1	1590	1220					
	A19M37	2		2	2735	13	1	1565	1220					
	A19M38	6		6	2710	37	1	1540	1220					
	A19M39	6		6	2750	37	1	1540	1260					
	A19M40	6		6	2770	38	1	1540	1280					
	A19M41	6		6	2790	38	1	1540	1300					
	A19M42	7		7	2815	45	1	1540	1325					
	A19M43	2		2	2510	12	2	1160	285	1160				
	A19M44	2		2	1540	7	2	600	435	600				
	A19M45	2		2	5140	23	2	2400	435	2400				
	A19M46	38		38	2430	207	1	690	1790					
	A19M47	2		2	2445	11	1	690	1805					
	A19M48	46		46	5135	528	2	2400	430	2400				
	A19M49	2		2	2490	12	1	690	1850					
	A19M50			NOT USED										
	A19M51			NOT USED										
	A19M52	10		10	7930	178	STR							
	A19M53	14		14	7755	243	STR							
	A19M54	2		2	470	3	STR							
	A19M55	6		6	1150	16	STR							
	A19M56	6		6	1050	15	13	600	216	152	205			
	A19M57	6		6	3090	42	32	600	760	305	305			
	A19M58		2	2	2490	12	STR							
	A22M01		34	34	2850	295	STR							
	A25M01	31	31	62	1875	462	18	1120	345	345				
	A25M02		9	9	8175	293	2	4010	283	4010				
	A25M03		6	6	7365	176	2	3605	283	3605				
	A25M04	2	2	4	1040	18	16	760						
	A29M01	10	10	20	1155	118	1	485	758					
	A29M02		4	4	1050	22	STR							
	A29M03	4		4	1150	24	STR							
				TOTAL WEIGHT	8,153									

* - AVERAGE BAR LENGTH IN SERIES SHOWN, BAR VARIES FROM 1900 TO 2440

** - AVERAGE BAR LENGTH IN SERIES SHOWN, BAR VARIES FROM 1880 TO 2400

NOTES:

1. FOR REINFORCING STEEL BAR BENDS AND NOTES, SEE SHEET 105.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED SKT | DRAWN SKT | REVIEWED MRM | DATE 08/01

CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

REINFORCING STEEL LIST II

BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 1 (PA BARS)											
PA13M01	442	1070	471	41	776						
PA16M01	37	5295	305	17	4934						
PA16M02	24	8905	332	17	8545						
PA16M03	1	8235	13	38	7315	920				6080	
PA16M04	2	8375	26	38	7455	920				6145	
PA16M05	1	8590	14	38	7315	1275				6080	
PA16M06	2	8730	28	38	7455	1275				6145	
PA16M07	1 SERIES OF 13	4280	87	36	13	1120	2360	884		3040 TO 5520	103
PA16M08	1 SERIES OF 13	4465	91	35	13	630	3020	160	408	2075 TO 6855	199
PA16M09	1 SERIES OF 13	4295	87	36	13	1085	2410	884		2970 TO 5620	110
PA16M10	1 SERIES OF 13	4550	92	35	13	665	3070	160	408	2145 TO 6955	200
PA16M11	2	6710	21	39	4745	428	700	900			
PA16M12	2	6790	22	39	4745	428	780	900			
PA16M13	2	6890	22	39	4745	428	880	900			
PA16M14	2	3515	11	40	1335	428	700	900			
PA16M15	2	3595	12	40	1335	428	780	900			
PA16M16	2	3695	12	40	1335	428	880	900			
PA16M17	12	4530	85	1	250	4320					
PA16M18	41	3670	234	2	1435	884	1435				
PA19M01	52	11900	1384	STR							
PA19M02	1 SERIES OF 22	6035	297	35	22	995	4280	142	390	2750 TO 9320	156
PA19M03	1 SERIES OF 23	5930	305	35	23	995	4175	142	390	2750 TO 9110	145
PA19M04	2	8510	39	38	7590	920				6210	
PA19M05	2	8865	40	38	7590	1275				6210	
PA19M06	4	11315	102	2	5280	849	5280				
PA19M07	4	11225	101	2	5235	849	5235				
PA19M08	2	5835	27	STR							
PA19M09	2	5480	25	STR							
PA22M01	109	5440	1804	17	4928						
PA22M02	66	9250	1858	17	8740						
PA22M03	172	2730	1429	1	345	2440					
PA22M04	172	7870	4118	STR							
PA32M01	20	12565	1610	1	790	11875					
		TOTAL WEIGHT	15104								
PIER 2 (PB BARS)											
PA13M01	330	1070	351	41	776						
PB16M01	33	6695	343	17	6334						
PB16M02	30	7905	369	17	7545						
PB16M03	14	2475	54	34	850	143	392				
PB16M04	14	8100	176	STR							
PB16M05	1	7315	12	37	7315					6080	
PB16M06	2	7455	24	37	7455					6145	
PB16M07	1	8065	13	38	7315	749				6080	
PB16M08	2	8205	26	38	7455	749				6145	
PB16M09	1 SERIES OF 19	4335	128	36	19	1120	2415	884		3040 TO 5630	72
PB16M10	1 SERIES OF 19	4790	142	35	19	765	3210	160	408	2345 TO 7235	136
PB16M11	29	5200	235	2	2200	884	2200				
PB16M12	1 SERIES OF 19	4290	127	36	19	1080	2410	884		2960 TO 5620	74
PB16M13	1 SERIES OF 19	4565	135	35	19	670	3080	160	408	2155 TO 6975	134
PB16M14	2	5845	19	39	3880	428	700	900			
PB16M15	2	5925	19	39	3880	428	780	900			
PB16M16	1	6025	10	39	3880	428	880	900			
PB16M17	2	6355	20	40	4245	358	700	900			
PB16M18	2	6435	20	40	4245	358	780	900			
PB16M19	1	6535	11	40	4245	358	880	900			
PB16M20	15	3880	91	1	250	3670					
PB19M01	46	8100	833	STR							
PB19M02	1 SERIES OF 19	6250	266	35	19	995	4495	142	390	2750 TO 9750	194
PB19M03	1 SERIES OF 21	5960	280	35	21	995	4205	142	390	2750 TO 9170	161
PB19M04	2	7590	34	37	7590						
PB19M05	2	8340	38	38	7590	749					
PB19M06	3	11345	77	2	5295	849	5295				
PB19M07	3	11235	76	2	5240	849	5240				
PB19M08	1	5965	14	2	2605	849	2605				
PB19M09	2	3485	16	STR							
PB19M10	2	6000	27	STR							
PB19M11	2	5250	24	STR							

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 2 (CONT'D)											
PB29M01	96	7080	3440	17	6321						
PB29M02	122	3525	2177	1	470	3140					
PB29M03	122	3980	2457	STR							
PB29M04	122	7080	4371	STR							
PB32M01	86	9195	5065	17	8335						
PB36M01	20	10950	1732	1	680	10380					
		TOTAL WEIGHT	23252								
PIER 3 (PC BARS)											
PC13M01	216	1070	230	41	776						
PC16M01	27	6595	277	17	6234						
PC16M02	15	12195	284	17	11834						
PC16M03	1	7440	12	38	7315	125				6080	
PC16M04	2	7580	24	38	7455	125				6145	
PC16M05	1	8195	13	38	7315	879				6080	
PC16M06	2	8335	26	38	7455	879				6145	
PC16M07	1 SERIES OF 19	4335	128	36	19	1120	2415	884		3040 TO 5630	72
PC16M08	1 SERIES OF 19	4950	146	35	19	845	3290	160	408	2505 TO 7395	136
PC16M09	23	5230	187	2	2215	884	2215				
PC16M10	1 SERIES OF 19	4110	122	36	19	965	2345	884		2730 TO 5490	77
PC16M11	1 SERIES OF 19	4745	140	35	19	785	3145	160	408	2385 TO 7105	131
PC16M12	2	5580	18	39	3615	428	700	900			
PC16M13	2	5660	18	39	3615	428	780	900			
PC16M14	1	5760	9	39	3615	428	880	900			
PC16M15	2	5870	19	40	3690	428	700	900			
PC16M16	2	5950	19	40	3690	428	780	900			
PC16M17	1	6050	10	40	3690	428	880	900			
PC16M18	15	3525	83	1	250	3315					
PC19M01	48	6300	676	STR							
PC19M02	1 SERIES OF 20	6425	288	35	20	995	4670	142	390	2750 TO 10100	193
PC19M03	1 SERIES OF 22	6115	301	35	22	995	4360	142	390	2750 TO 9480	160
PC19M04	2	7715	35	38	7590	125				6210	
PC19M05	2	8470	38	38	7590	879				6210	
PC19M06	3	11375	77	2	5310	849	5310				
PC19M07	3	11295	76	2	5270	849	5270				
PC19M08	2	6075	28	STR							
PC19M09	2	5325	24	STR							
PC29M01	79	6980	2791	17	6221						
PC29M02	98	3525	1748	1	470	3140					
PC29M03	98	7290	3615	STR							
PC29M04	42	12580	2674	17	11821						
PC36M01	20	10105	1599	1	735	9480					
		TOTAL WEIGHT	15735								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE SUITE 1100
MIAMI VALLEY TOWER
DAYTON, OH 45402-1823

DESIGNED JTC | DRAWN DGS | REVIEWED MRM | DATE 08/01 | CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

REINFORCING STEEL LIST III.21
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
				PIER 4 (PD BARS)							
PD13M01	184	1070	196	41	776						
PD16M01	31	8295	400	17	7934						
PD16M02	38	7405	437	17	7045						
PD16M03	1	7385	12	38	7315	69				6080	
PD16M04	2	7525	24	38	7455	69				6145	
PD16M05	1	8015	13	38	7315	700				6080	
PD16M06	2	8155	26	38	7455	700				6145	
PD16M07	1 SERIES OF 19	4270	126	36	19	1120	2350	884		3040 TO 5500	68
PD16M08	1 SERIES OF 19	4830	143	35	19	755	3260	160	408	2325 TO 7335	139
PD16M09	21	4430	145	2	1815	884	1815				
PD16M10	1 SERIES OF 19	4115	122	36	19	965	2350	884		2730 TO 5500	77
PD16M11	1 SERIES OF 19	4735	140	35	19	785	3135	160	408	2385 TO 7085	131
PD16M12	2	5325	17	39	3360	428	700	900			
PD16M13	2	5405	17	39	3360	428	780	900			
PD16M14	1	5505	9	39	3360	428	880	900			
PD16M15	2	5755	18	40	3600	403	700	900			
PD16M16	2	5835	19	40	3600	403	780	900			
PD16M17	1	5935	10	40	3600	403	880	900			
PD16M18	15	3425	80	1	250	3215					
PD19M01	46	5800	597	STR							
PD19M02	1 SERIES OF 19	5945	253	35	19	995	4190	142	390	2750 TO 9140	178
PD19M03	1 SERIES OF 21	5885	277	35	21	995	4130	142	390	2750 TO 9020	157
PD19M04	2	7660	35	38	7590	69				6210	
PD19M05	2	8290	38	38	7590	700				6210	
PD19M06	4	11355	102	2	5300	849	5300				
PD19M07	3	11205	76	2	5225	849	5225				
PD19M08	1	8445	19	2	3845	849	3845				
PD19M09	2	3360	16	STR							
PD19M10	2	5975	27	STR							
PD19M11	2	5345	24	STR							
PD25M01	92	3120	1141	1	395	2790					
PD25M02	92	7145	2612	STR							
PD29M01	89	8680	3909	17	7921						
PD29M02	106	8350	4479	17	7590						
PD36M01	20	9855	1559	1	735	9230					
		TOTAL WEIGHT	17118								
				PIER 5 (PE BARS)							
PE13M01	176	1070	188	41	776						
PE16M01	22	4595	157	17	4234						
PE16M02	11	9695	166	17	9334						
PE16M03	1	7620	12	38	7315	307				6080	
PE16M04	2	7760	25	38	7455	307				6145	
PE16M05	1	8255	13	38	7315	939				6080	
PE16M06	2	8395	27	38	7455	939				6145	
PE16M07	27	3260	137	2	830	1684	830				
PE16M08	27	3375	142	34	830	280	842				
PE16M09	19	3340	99	2	869	1684	869				
PE16M10	19	3450	102	34	869	280	842				
PE16M11	27	3390	143	2	894	1684	894				
PE16M12	27	3500	147	34	894	280	842				
PE16M13	2	5205	17	39	3360	428	580	900			
PE16M14	4	5325	34	39	3360	428	700	900			
PE16M15	1	5475	9	39	3360	428	850	900			
PE16M16	2	5645	18	40	3600	411	580	900			
PE16M17	4	5765	36	40	3600	411	700	900			
PE16M18	1	5915	10	40	3600	411	850	900			
PE16M19	1 SERIES OF 17	4055	107	35	17	680	2560	160	408	2175 TO 5935	118
PE16M20	1 SERIES OF 8	8630	108	35	8	2755	4995	235	408	6390 TO 10870	320
PE16M21	1 SERIES OF 8	8040	100	35	8	2505	4655	235	408	5890 TO 10190	307
PE16M22	1 SERIES OF 17	3795	101	35	17	655	2325	160	408	2125 TO 5465	104
PE16M23	21	3425	112	1	250	3215					
PE16M24	18	7890	221	STR							
PE16M25	2	7890	25	19	5240	2645	265				
PE16M26	6	2130	20	23	205	990	915			38	
PE16M27	12	350	7	STR							

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
				PIER 5 (CONT'D)							
PE19M01	63	4640	654	17	4231						
PE19M02	29	9740	632	17	9331						
PE19M03	92	2435	501	1	295	2190					
PE19M04	92	7390	1520	STR							
PE19M05	50	5800	649	STR							
PE19M06	1 SERIES OF 20	6060	271	35	20	995	4305	142	390	2750 TO 9370	174
PE19M07	1 SERIES OF 22	6000	296	35	22	995	4245	142	390	2750 TO 9250	155
PE19M08	2	5830	27	STR							
PE19M09	2	5330	24	STR							
PE19M10	2	7895	36	38	7590	307				6210	
PE19M11	2	8530	39	38	7590	939				6210	
PE19M12	1	8320	19	34	3780	142	390				
PE19M13	6	12045	162	2	5320	1499	5320				
PE19M14	6	1000	14	14	265	310	216	152	230		
PE19M15	6	1030	14	1	280	800					
PE19M16	2	350	2	STR							
PE19M17	24	1100	60	1	447	700					
PE19M18	12	2990	81	32	565	745	305	305			
PE19M19	2	4980	23	STR							
PE22M01	2	2680	17	19	1945	745	65				
PE22M02	2	2690	17	STR							
PE22M03	2	2660	17	19	1925	745	80				
PE22M04	2	2695	17	19	1955	735	155				
PE22M05	31	2360	223	2	1075	325	1075				
PE29M01	20	1055	107	1	442	700					
PE29M02	8	915	38	STR							
PE29M03	182	3070	2828	1	470	2685					
PE32M01	20	9500	1217	1	750	8850					
		TOTAL WEIGHT	11788								
				PIER 6 (PF BARS)							
PF13M01	225	1070	240	41	776						
PF16M01	26	6295	255	17	5934						
PF16M02	14	11695	255	17	11334						
PF16M03	1	7865	13	38	7315	550				6080	
PF16M04	2	8005	25	38	7455	550				6145	
PF16M05	1	8425	14	38	7315	1109				6080	
PF16M06	2	8565	27	38	7455	1109				6145	
PF16M07	1 SERIES OF 13	4330	88	36	13	1120	2410	884		3040 TO 5620	108
PF16M08	1 SERIES OF 13	4755	96	35	13	750	3190	160	408	2315 TO 7195	203
PF16M09	22	4370	150	2	1785	884	1785				
PF16M10	1 SERIES OF 13	4165	85	36	13	1000	2365	884		2800 TO 5530	114
PF16M11	1 SERIES OF 13	4675	95	35	13	750	3110	160	408	2315 TO 7035	197
PF16M12	2	5380	17	39	3415	428	700	900			
PF16M13	2	5460	17	39	3415	428	780	900			
PF16M14	1	5560	9	39	3415	428	880	900			
PF16M15	2	5825	19	40	3645	428	700	900			
PF16M16	2	5905	19	40	3645	428	780	900			
PF16M17	1	6005	10	40	3645	428	880	900			
PF16M18	15	3490	82	1	250	3280					
PF19M01	50	6100	682	STR							
PF19M02	1 SERIES OF 21	6170	290	35	21	995	4415	142	390	2750 TO 9590	171
PF19M03	1 SERIES OF 23	6255	322	35	23	995	4500	142	390	2750 TO 9760	159
PF19M04	2	8140	37	38	7590	550				6210	
PF19M05	2	8700	39	38	7590	1109				6210	
PF19M06	3	11315	76	2	5280	849	5280				
PF19M07	3	11125	75	2	5185	849	5185				
PF19M08	2	2835	13	STR							
PF19M09	2	5955	27	STR							
PF19M10	2	5400	25	STR							
PF19M11	2	3790	17	STR							
PF25M01	76	6485	1959	17	5925						
PF25M02	40	11885	1889	17	11325						
PF25M03	96	3120	1190	1	395	2790					
PF25M04	96	7620	2907	STR							
PF36M01	20	9650	1527	1	780	8980					
		TOTAL WEIGHT	12591								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN DGS | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

REINFORCING STEEL LIST IV
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
				PIER 7 (PG BARS)							
PG13M01	208	1070	222	41	776						
PG16M01	26	6495	263	17	6134						
PG16M02	15	11695	273	17	11334						
PG16M03	1	8050	13	38	7315	737				6080	
PG16M04	2	8190	26	38	7455	737				6145	
PG16M05	1	8685	14	38	7315	1368				6080	
PG16M06	2	8825	28	38	7455	1368				6145	
PG16M07	1 SERIES OF 19	4060	120	36	19	1120	2140	884		3040 TO 5080	57
PG16M08	1 SERIES OF 19	4785	142	35	19	765	3205	160	408	2345 TO 7225	136
PG16M09	21	4430	145	2	1815	884	1815				
PG16M10	1 SERIES OF 19	4125	122	36	19	970	2355	884		2740 TO 5510	77
PG16M11	1 SERIES OF 19	4725	140	35	19	780	3130	160	408	2375 TO 7075	131
PG16M12	2	5325	17	39	3360	428	700	900			
PG16M13	2	5405	17	39	3360	428	780	900			
PG16M14	1	5505	9	39	3360	428	880	900			
PG16M15	2	5760	18	40	3595	413	700	900			
PG16M16	2	5840	19	40	3595	413	780	900			
PG16M17	1	5940	10	40	3595	413	880	900			
PG16M18	15	3425	80	1	250	3215					
PG19M01	52	5800	675	STR							
PG19M02	1 SERIES OF 22	6400	315	35	22	995	4645	142	390	2750 TO 10050	174
PG19M03	1 SERIES OF 24	6345	341	35	24	995	4590	142	390	2750 TO 9940	156
PG19M04	2	8325	38	38	7590	737				6210	
PG19M05	2	8960	41	38	7590	1368				6210	
PG19M06	5	11385	128	2	5315	849	5315				
PG19M07	1	11055	25	2	5150	849	5150				
PG19M08	2	5985	27	STR							
PG19M09	2	5355	24	STR							
PG25M01	92	3120	1141	1	395	2790					
PG25M02	92	7820	2859	STR							
PG29M01	76	6880	2646	17	6121						
PG29M02	41	12080	2507	17	11321						
PG36M01	20	9870	1561	1	750	9230					
		TOTAL WEIGHT	14006								
				PIER 8 (PH BARS)							
PH13M01	328	1070	349	41	776						
PH16M01	29	6895	311	17	6534						
PH16M02	32	6905	343	17	6545						
PH16M03	36	2475	139	34	850	143	392				
PH16M04	36	5800	325	STR							
PH16M05	1	7315	12	37	7315					6080	
PH16M06	2	7455	24	37	7455					6145	
PH16M07	1	7945	13	38	7315	631				6080	
PH16M08	2	8085	26	38	7455	631				6145	
PH16M09	1 SERIES OF 19	4330	128	36	19	1120	2410	884		3040 TO 5620	72
PH16M10	1 SERIES OF 19	4895	145	35	19	820	3260	160	408	2455 TO 7335	136
PH16M11	21	3730	122	2	1465	884	1465				
PH16M12	1 SERIES OF 19	4205	124	36	19	1025	2380	884		2850 TO 5560	75
PH16M13	1 SERIES OF 19	4715	140	35	19	760	3140	160	408	2335 TO 7095	132
PH16M14	2	5325	17	39	3360	428	700	900			
PH16M15	2	5405	17	39	3360	428	780	900			
PH16M16	1	5505	9	39	3360	428	880	900			
PH16M17	2	5775	18	40	3595	428	700	900			
PH16M18	2	5855	19	40	3595	428	780	900			
PH16M19	1	5955	10	40	3595	428	880	900			
PH16M20	15	3425	80	1	250	3215					
PH19M01	46	5800	597	STR							
PH19M02	1 SERIES OF 18	5870	237	35	18	995	4115	142	390	2750 TO 8990	184
PH19M03	1 SERIES OF 21	6395	301	35	21	995	4640	142	390	2750 TO 10040	182
PH19M04	2	7590	34	37	7590					6210	
PH19M05	2	8220	37	38	7590	631				6210	
PH19M06	4	11365	102	2	5305	849	5305				
PH19M07	2	11175	50	2	5210	849	5210				
PH19M08	1	10165	23	2	4705	849	4705				
PH19M09	2	6025	27	STR							
PH19M10	2	5395	25	STR							

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
				PIER 8 (CONT'D)							
PH22M01	92	2730	765	1	345	2440					
PH22M02	92	6235	1745	STR							
PH22M03	92	7135	1997	STR							
PH29M01	83	7280	3058	17	6521						
PH32M01	88	8190	4616	17	7330						
PH36M01	20	9905	1567	1	765	9250					
		TOTAL WEIGHT	17552								
				PIER 9 (PJ BARS)							
PJ13M01	392	1070	417	41	776						
PJ16M01	30	7895	368	17	7534						
PJ16M02	36	7155	400	17	6795						
PJ16M03	52	2475	200	34	850	143	392				
PJ16M04	52	5800	469	STR							
PJ16M05	1	7315	12	37	7315					6080	
PJ16M06	2	7455	24	37	7455					6145	
PJ16M07	1	7945	13	38	7315	631				6080	
PJ16M08	2	8085	26	38	7455	631				6145	
PJ16M09	1 SERIES OF 19	4340	128	36	19	1120	2420	884		3040 TO 5640	72
PJ16M10	1 SERIES OF 19	4795	142	35	19	765	3215	160	408	2345 TO 7245	136
PJ16M11	21	7230	236	2	3215	884	3215				
PJ16M12	1 SERIES OF 19	4135	122	36	19	975	2360	884		2750 TO 5520	77
PJ16M13	1 SERIES OF 19	4725	140	35	19	775	3135	160	408	2365 TO 7085	131
PJ16M14	2	5325	17	39	3360	428	700	900			
PJ16M15	2	5405	17	39	3360	428	780	900			
PJ16M16	1	5505	9	39	3360	428	880	900			
PJ16M17	2	5760	18	40	3595	413	700	900			
PJ16M18	2	5840	19	40	3595	413	780	900			
PJ16M19	1	5940	10	40	3595	413	880	900			
PJ16M20	15	3425	80	1	250	3215					
PJ19M01	46	5800	597	STR							
PJ19M02	1 SERIES OF 19	6095	259	35	19	995	4340	142	390	2750 TO 9440	186
PJ19M03	1 SERIES OF 21	6035	284	35	21	995	4280	142	390	2750 TO 9320	164
PJ19M04	2	7590	34	37	7590					6210	
PJ19M05	2	8220	37	38	7590	631				6210	
PJ19M06	6	11285	152	2	5265	849	5265				
PJ19M07	1	5615	13	2	2430	849	2430				
PJ19M08	2	6015	27	STR							
PJ19M09	2	5385	25	STR							
PJ19M10	2	4020	18	STR							
PJ36M01	86	8490	5774	17	7518						
PJ36M02	102	8830	7122	17	7860						
PJ36M03	120	1745	1656	1	595	1260					
PJ36M04	120	7650	7259	STR							
PJ36M05	120	7085	6723	STR							
PJ36M06	20	9870	1561	1	750	9230					
		TOTAL WEIGHT	34408								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED MRM DATE 08/01
STRUCTURE FILE NUMBER 5709059
DRAWN DGS REVISED
DESIGNED JTC CHECKED TAB

REINFORCING STEEL LIST V
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 10 (PK BARS)											
PK13M01	414	1070	441	41	776						
PK16M01	29	7595	342	17	7234						
PK16M02	34	6905	365	17	6545						
PK16M03	46	2475	177	34	850	143	392				
PK16M04	46	5800	415	STR							
PK16M05	1	7315	12	37	7315					6080	
PK16M06	2	7455	24	37	7455					6145	
PK16M07	1	7945	13	38	7315	631				6080	
PK16M08	2	8085	26	38	7455	631				6145	
PK16M09	1 SERIES OF 19	4340	128	36	19	1120	2420	884		3040 TO 5640	72
PK16M10	1 SERIES OF 19	4795	142	35	19	765	3215	160	408	2345 TO 7245	136
PK16M11	21	7230	236	2	3215	884	3215				
PK16M12	1 SERIES OF 19	4135	122	36	19	975	2360	884		2750 TO 5520	77
PK16M13	1 SERIES OF 19	4725	140	35	19	775	3135	160	408	2365 TO 7085	131
PK16M14	2	5325	17	39	3360	428	700	900			
PK16M15	2	5405	17	39	3360	428	780	900			
PK16M16	1	5505	9	39	3360	428	880	900			
PK16M17	2	5765	18	40	3600	413	700	900			
PK16M18	2	5845	19	40	3600	413	780	900			
PK16M19	1	5945	10	40	3600	413	880	900			
PK16M20	15	3425	80	1	250	3215					
PK19M01	46	5800	597	STR							
PK19M02	1 SERIES OF 19	6160	262	35	19	995	4405	142	390	2750 TO 9570	189
PK19M03	1 SERIES OF 21	6100	287	35	21	995	4345	142	390	2750 TO 9450	168
PK19M04	2	7590	34	37	7590					6210	
PK19M05	2	8220	37	38	7590	631				6210	
PK19M06	3	11315	76	2	5280	849	5280				
PK19M07	3	11285	76	2	5265	849	5265				
PK19M08	2	6015	27	STR							
PK19M09	2	5385	25	STR							
PK19M10	2	3420	16	STR							
PK32M01	83	8080	4295	17	7218						
PK32M02	98	8195	5144	17	7335						
PK36M01	106	1745	1463	1	595	1260					
PK36M02	106	6690	5608	STR							
PK36M03	106	7085	5939	STR							
PK36M04	20	9870	1561	1	750	9230					
		TOTAL WEIGHT	28200								
PIER 11 (PL BARS)											
PL13M01	336	1070	358	41	776						
PL16M01	24	5695	213	17	5334						
PL16M02	13	10695	216	17	10334						
PL16M03	22	2475	85	34	850	143	392				
PL16M04	22	5800	199	STR							
PL16M05	1	7315	12	37	7315					6080	
PL16M06	2	7455	24	37	7455					6145	
PL16M07	1	7945	13	38	7315	631				6080	
PL16M08	2	8085	26	38	7455	631				6145	
PL16M09	27	3270	138	2	835	1684	835				
PL16M10	27	3380	142	34	834	280	842				
PL16M11	19	3350	99	2	873	1684	873				
PL16M12	19	3460	103	34	873	280	842				
PL16M13	27	3400	143	2	898	1684	898				
PL16M14	27	3510	148	34	898	280	842				
PL16M15	2	5205	17	39	3360	428	580	900			
PL16M16	4	5325	34	39	3360	428	700	900			
PL16M17	1	5475	9	39	3360	428	850	900			
PL16M18	2	5650	18	40	3600	418	580	900			
PL16M19	4	5770	36	40	3600	418	700	900			
PL16M20	1	5920	10	40	3600	418	850	900			
PL16M21	1 SERIES OF 17	4060	108	35	17	680	2565	160	408	2175 TO 5945	118
PL16M22	1 SERIES OF 8	8635	108	35	8	2755	5000	235	408	6390 TO 10880	321
PL16M23	1 SERIES OF 8	8040	100	35	8	2505	4655	235	408	5890 TO 10190	307
PL16M24	1 SERIES OF 17	3795	101	35	17	655	2325	160	408	2125 TO 5465	104
PL16M25	21	3425	112	1	250	3215					
PL16M26	18	7890	221	STR							
PL16M27	2	7890	25	19	5240	2645	265				
PL16M28	6	2130	20	23	205	990	915			38	
PL16M29	12	350	7	STR							

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 11 (CONT'D)											
PL19M01	46	5800	597	STR							
PL19M02	1 SERIES OF 19	6375	271	35	19	1000	4615	142	390	2760 TO 9990	201
PL19M03	1 SERIES OF 21	6300	296	35	21	1000	4540	142	390	2760 TO 9840	177
PL19M04	2	7590	34	37	7590					6210	
PL19M05	2	8220	37	38	7590	631				6210	
PL19M06	2	4915	22	STR							
PL19M07	6	12045	162	2	5320	1499	5320				
PL19M08	6	1000	14	14	265	310	216	152	230		
PL19M09	6	1030	14	1	280	800					
PL19M10	2	350	2	STR							
PL19M11	24	1095	59	1	446	695					
PL19M12	12	2980	80	32	565	740	305	305			
PL19M13	2	5975	27	STR							
PL19M14	2	5500	25	STR							
PL22M01	69	5840	1226	17	5328						
PL22M02	36	10840	1188	17	10328						
PL22M03	2	2650	17	19	1920	740	65				
PL22M04	2	2660	17	STR							
PL22M05	2	2645	17	19	1905	745	95				
PL22M06	2	2670	17	19	1930	735	160				
PL22M07	31	2370	224	2	1080	325	1080				
PL25M01	92	2720	995	1	345	2440					
PL25M02	92	7520	2749	STR							
PL25M03	92	7085	2590	STR							
PL29M01	20	1070	109	1	441	715					
PL29M02	8	935	38	STR							
PL29M03	182	3045	2805	1	470	2660					
PL32M01	20	9500	1217	1	765	8835					
		TOTAL WEIGHT	17694								
PIER 12 (PM BARS)											
PM13M01	369	1070	393	41	776						
PM16M01	27	6795	285	17	6434						
PM16M02	15	12195	284	17	11834						
PM16M03	36	2475	139	34	850	143	392				
PM16M04	36	5900	330	STR							
PM16M05	1	7315	12	37	7315					6080	
PM16M06	2	7455	24	37	7455					6145	
PM16M07	1	7930	13	38	7315	617				6080	
PM16M08	2	8070	26	38	7455	617				6145	
PM16M09	1 SERIES OF 13	4335	88	36	13	1120	2415	884		3040 TO 5630	108
PM16M10	1 SERIES OF 13	4770	97	35	13	755	3200	160	408	2325 TO 7215	204
PM16M11	21	6120	200	2	2660	884	2660				
PM16M12	1 SERIES OF 13	4125	84	36	13	970	2355	884		2740 TO 5510	115
PM16M13	1 SERIES OF 13	4730	96	35	13	780	3135	160	408	2375 TO 7085	196
PM16M14	2	5335	17	39	3370	428	700	900			
PM16M15	2	5415	17	39	3370	428	780	900			
PM16M16	1	5515	9	39	3370	428	880	900			
PM16M17	2	5770	18	40	3610	408	700	900			
PM16M18	2	5850	19	40	3610	408	780	900			
PM16M19	1	5950	10	40	3610	408	880	900			
PM16M20	15	3450	81	1	250	3240					
PM19M01	46	5900	607	STR							
PM19M02	1 SERIES OF 19	6145	261	35	19	995	4390	142	390	2750 TO 9540	189
PM19M03	1 SERIES OF 21	6110	287	35	21	995	4355	142	390	2750 TO 9470	168
PM19M04	2	7590	34	37	7590					6210	
PM19M05	2	8205	37	38	7590	617				6210	
PM19M06	6	11305	152	2	5275	849	5275				
PM19M07	2	5995	27	STR							
PM19M08	2	5375	25	STR							
PM19M09	2	3420	16	STR							
PM32M01	79	7280	3684	17	6418						
PM32M02	92	4080	2404	1	545	3635					
PM32M03	92	7735	4558	STR							
PM32M04	92	7075	4169	STR							
PM32M05	43	12680	3492	17	11818						
PM36M01	20	9910	1568	1	740	9280					
		TOTAL WEIGHT	23563								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

REINFORCING STEEL LIST VI
BRIDGE NO. MOT-75-3272.1
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 13 (PN BARS)											
PN13M01	320	1070	341	41	776						
PN16M01	27	6695	281	17	6334						
PN16M02	15	12195	284	17	11834						
PN16M03	36	2475	139	34	850	143	392				
PN16M04	36	5800	325	STR							
PN16M05	1	7315	12	37	7315					6080	
PN16M06	2	7455	24	37	7455					6145	
PN16M07	1	7945	13	38	7315	630				6080	
PN16M08	2	8085	26	38	7455	630				6145	
PN16M09	1 SERIES OF 19	4230	125	36	19	1115	2315	884		3030 TO 5430	67
PN16M10	1 SERIES OF 19	4985	147	35	19	820	3350	160	408	2455 TO 7515	141
PN16M11	21	3730	122	2	1465	884	1465				
PN16M12	1 SERIES OF 19	4155	123	36	19	1015	2340	884		2830 TO 5480	74
PN16M13	1 SERIES OF 19	4675	138	35	19	760	3100	160	408	2335 TO 7015	130
PN16M14	2	5325	17	39	3360	428	700	900			
PN16M15	2	5405	17	39	3360	428	780	900			
PN16M16	1	5505	9	39	3360	428	880	900			
PN16M17	2	5775	18	40	3595	428	700	900			
PN16M18	2	5855	19	40	3595	428	780	900			
PN16M19	1	5955	10	40	3595	428	880	900			
PN16M20	15	3425	80	1	250	3215					
PN19M01 THROUGH PN19M03		NOT USED									
PN19M04	44	5800	571	STR							
PN19M05	1 SERIES OF 19	6240	265	35	19	995	4485	142	390	2750 TO 9730	194
PN19M06	1 SERIES OF 21	6180	291	35	21	995	4425	142	390	2750 TO 9610	172
PN19M07	2	7590	34	37	7590					6210	
PN19M08	2	8220	37	38	7590	630				6210	
PN19M09	2	6010	27	STR							
PN19M10	2	5250	24	STR							
PN19M11	3	11345	77	2	5295	849	5295				
PN19M12	2	7870	36	STR							
PN19M13	3	11105	75	2	5175	849	5175				
PN19M14	2	2395	11	STR							
PN22M01	92	2730	765	1	345	2440					
PN22M02	92	6415	1796	STR							
PN22M03	92	7135	1997	STR							
PN29M01	79	7080	2831	17	6321						
PN29M02	43	12580	2738	17	11821						
PN36M01	20	9900	1566	1	765	9245					
		TOTAL WEIGHT	15411								
PIER 14 (PP BARS)											
PP13M01	296	1070	315	41	776						
PP16M01	25	6195	241	17	5834						
PP16M02	14	11195	244	17	10834						
PP16M03	28	2475	108	34	850	143	392				
PP16M04	28	5800	253	STR							
PP16M05	1	7315	12	37	7315					6080	
PP16M06	2	7455	24	37	7455					6145	
PP16M07	1	7945	13	38	7315	630				6080	
PP16M08	2	8085	26	38	7455	630				6145	
PP16M09	1 SERIES OF 13	4275	87	36	13	1120	2355	884		3040 TO 5510	103
PP16M10	1 SERIES OF 13	4840	98	35	13	760	3265	160	408	2335 TO 7345	209
PP16M11	21	6130	200	2	2665	884	2665				
PP16M12	1 SERIES OF 13	4120	84	36	13	965	2355	884		2730 TO 5510	116
PP16M13	1 SERIES OF 13	4740	96	35	13	785	3140	160	408	2385 TO 7095	196
PP16M14	2	5325	17	39	3360	428	700	900			
PP16M15	2	5405	17	39	3360	428	780	900			
PP16M16	1	5505	9	39	3360	428	880	900			
PP16M17	2	5755	18	40	3595	405	700	900			
PP16M18	2	5840	19	40	3600	405	780	900			
PP16M19	1	5940	10	40	3600	405	880	900			
PP16M20	15	3425	80	1	250	3215					
PP19M01	46	5800	597	STR							
PP19M02	1 SERIES OF 19	6135	261	35	19	995	4380	142	390	2750 TO 9520	188
PP19M03	1 SERIES OF 21	6075	286	35	21	995	4320	142	390	2750 TO 9400	166
PP19M04	2	7590	34	37	7590					6210	
PP19M05	2	8220	37	38	7590	630				6210	
PP19M06	6	11305	152	2	5275	849	5275				
PP19M07	2	3470	16	STR							
PP19M08	2	5995	27	STR							
PP19M09	2	5365	24	STR							

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 14 (CONT'D)											
PP29M01	73	6580	2431	17	5821						
PP29M02	39	11585	2287	17	10825						
PP32M01	92	4085	2407	1	545	3640					
PP32M02	92	6395	3768	STR							
PP32M03	92	7075	4169	STR							
PP36M01	20	9855	1559	1	735	9230					
			TOTAL WEIGHT	20026							
PIER 15 (PQ BARS)											
PQ13M01	232	1070	247	41	776						
PQ16M01	25	5895	229	17	5534						
PQ16M02	13	11195	226	17	10834						
PQ16M03	18	2475	70	34	850	143	392				
PQ16M04	18	5800	163	STR							
PQ16M05	1	7315	12	37	7315					6080	
PQ16M06	2	7455	24	37	7455					6145	
PQ16M07	1	7760	13	38	7315	445				6080	
PQ16M08	2	7900	25	38	7455	445				6145	
PQ16M09	27	3265	137	2	831	1684	831				
PQ16M10	27	3375	142	34	831	280	842				
PQ16M11	19	3330	99	2	863	1684	863				
PQ16M12	19	3440	102	34	863	280	842				
PQ16M13	27	3370	142	2	883	1684	883				
PQ16M14	27	3480	146	34	883	280	842				
PQ16M15	2	5205	17	39	3360	428	580	900			
PQ16M16	4	5325	34	39	3360	428	700	900			
PQ16M17	1	5475	9	39	3360	428	850	900			
PQ16M18	2	5655	18	40	3595	428	580	900			
PQ16M19	4	5775	36	40	3595	428	700	900			
PQ16M20	1	5925	10	40	3595	428	850	900			
PQ16M21	1 SERIES OF 17	4015	106	35	17	675	2525	160	408	2165 TO 5865	116
PQ16M22	1 SERIES OF 8	8550	107	35	8	2720	4950	235	408	6320 TO 10780	319
PQ16M23	1 SERIES OF 8	8130	101	35	8	2540	4710	235	408	5960 TO 10300	310
PQ16M24	1 SERIES OF 17	3835	102	35	17	660	2360	160	408	2135 TO 5535	106
PQ16M25	21	3425	112	1	250	3215					
PQ16M26	18	7890	221	STR							
PQ16M27	2	7890	25	19	5240	2645	265				
PQ16M28	6	2130	20	23	205	990	915			38	
PQ16M29	12	350	7	STR							
PQ19M01	46	5800	597	STR							
PQ19M02	1 SERIES OF 19	6265	267	35	19	1000	4505	142	390	2760 TO 9770	195
PQ19M03	1 SERIES OF 21	5980	281	35	21	1000	4220	142	390	2760 TO 9200	161
PQ19M04	2	7590	34	37	7590					6210	
PQ19M05	2	8035	36	38	7590	445				6210	
PQ19M06	2	5305	24	STR							
PQ19M07	1	10930	25	34	5085	142	390				
PQ19M08	6	12045	162	2	5320	1499	5320				
PQ19M09	6	1000	14	14	265	310	216	152	230		
PQ19M10	6	1030	14	1	280	800					
PQ19M11	2	350	2	STR							
PQ19M12	24	1090	59	1	442	695					
PQ19M13	12	2970	80	32	560	740	305	305			
PQ19M14	2	5935	27	STR							
PQ19M15	2	5490	25	STR							
PQ22M01	73	6040	1342	17	5528						
PQ22M02	37	11340	1277	17	10828						
PQ22M03	92	2730	765	1	345	2440					
PQ22M04	92	3735	1046	STR							
PQ22M05	92	7035	1969	STR							
PQ22M06	2	2560	16	19	1920	650	55				
PQ22M07	2	2565	16	STR							
PQ22M08	2	2540	16	19	1905	645	70				
PQ22M09	2	2570	16	19	1935	635	140				
PQ22M10	31	2310	218	2	1050	325	1050				
PQ29M01	20	1045	106	1	437	695					
PQ29M02	8	930	38	STR							
PQ29M03	182	3020	2782	1	470	2635					
PQ32M01	20	9535	1222	1	805	8830					
		TOTAL WEIGHT	15178								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED JTC | DRAWN DGS | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

REINFORCING STEEL LIST VII
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 16 (PR BARS)											
PR13M01	208	1070	222	41	776						
PR16M01	30	7495	349	17	7134						
PR16M02	34	7155	378	17	6795						
PR16M03	1	8050	13	38	7315	737				6080	
PR16M04	2	8190	26	38	7455	737				6145	
PR16M05	1	8685	14	38	7315	1368				6080	
PR16M06	2	8825	28	38	7455	1368				6145	
PR16M07	1 SERIES OF 19	4310	128	36	19	1120	2390	884		3040 TO 5580	71
PR16M08	1 SERIES OF 19	4630	137	35	19	675	3140	160	408	2165 TO 7095	137
PR16M09	21	4770	156	2	1985	884	1985				
PR16M10	1 SERIES OF 19	4310	128	36	19	1095	2415	884		2990 TO 5630	73
PR16M11	1 SERIES OF 19	4575	135	35	19	675	3085	160	408	2165 TO 6985	134
PR16M12	2	5325	17	39	3360	428	700	900			
PR16M13	2	5405	17	39	3360	428	780	900			
PR16M14	1	5505	9	39	3360	428	880	900			
PR16M15	2	5775	18	40	3595	428	700	900			
PR16M16	2	5855	19	40	3595	428	780	900			
PR16M17	1	5955	10	40	3595	428	880	900			
PR16M18	15	3175	74	1	3215						
PR19M01	52	5800	675	STR							
PR19M02	1 SERIES OF 22	5975	294	35	22	995	4220	142	390	2750 TO 9200	154
PR19M03	1 SERIES OF 24	6090	327	35	24	995	4335	142	390	2750 TO 9430	145
PR19M04	2	8325	38	38	7590	737				6210	
PR19M05	2	8960	41	38	7590	1368				6210	
PR19M06	4	11345	102	2	5295	849	5295				
PR19M07	3	11245	76	2	5245	849	5245				
PR19M08	1	10305	24	2	4775	849	4775				
PR19M09	2	5895	27	STR							
PR19M10	2	5655	26	STR							
PR29M01	86	7880	3430	17	7121						
PR29M02	92	3525	1641	1	470	3140					
PR29M03	92	2905	1353	STR							
PR32M01	96	8445	5192	17	7585						
PR36M01	20	9945	1573	1	835	9220					
		TOTAL WEIGHT	16697								
PIER 17 (PS BARS)											
PS13M01	253	1070	270	41	776						
PS16M01	36	8395	470	17	8034						
PS16M02	38	8655	511	17	8295						
PS16M03	1	7435	12	38	7315	119				6080	
PS16M04	2	7575	24	38	7455	119				6145	
PS16M05	1	7380	12	38	7315	63				6080	
PS16M06	2	7520	24	38	7455	63				6145	
PS16M07	1 SERIES OF 13	4310	87	36	13	1115	2395	884		3030 TO 5590	107
PS16M08	1 SERIES OF 13	4585	93	35	13	660	3110	160	408	2135 TO 7035	204
PS16M09	29	2600	118	2	900	884	900				
PS16M10	1 SERIES OF 13	4275	87	36	13	1115	2360	884		3030 TO 5520	104
PS16M11	1 SERIES OF 13	4745	96	35	13	725	3205	160	408	2265 TO 7225	207
PS16M12	4	2565	16	39	600	428	700	900			
PS16M13	4	2645	17	39	600	428	780	900			
PS16M14	2	2745	9	39	600	428	880	900			
PS16M15	5	10545	82	1	250	10335					
PS19M01	122	2435	664	1	295	2190					
PS19M02	122	7095	1935	STR							
PS19M03	46	8100	833	STR							
PS19M04	1 SERIES OF 20	6435	288	35	20	995	4680	142	390	2750 TO 10120	194
PS19M05	1 SERIES OF 19	5955	253	35	19	995	4200	142	390	2750 TO 9160	178
PS19M06	2	7710	35	38	7590	119				6210	
PS19M07	2	7655	35	38	7590	63				6210	
PS19M08	2	5860	27	STR							
PS19M09	2	5915	27	STR							
PS19M10	3	11375	77	2	5310	849	5310				
PS19M11	4	11345	102	2	5295	849	5295				
PS29M01	106	8780	4710	17	8021						
PS29M02	108	9600	5247	17	8840						

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
PIER 17 (CONT'D)											
PS36M01	20	11155	1765	1	895	10370					
		TOTAL WEIGHT	17926								
PIER 18 (PT BARS)											
PT13M01	493	1070	525	41	776						
PT16M01	40	6595	410	17	6234						
PT16M02	30	9405	438	17	9045						
PT16M03	1	9280	15	38	7315	1966				6080	
PT16M04	2	9420	30	38	7455	1966				6145	
PT16M05	1	9125	15	38	7315	1809				6080	
PT16M06	2	9265	29	38	7455	1809				6145	
PT16M07	1 SERIES OF 13	4315	88	36	13	1100	2415	884		3000 TO 5630	110
PT16M08	1 SERIES OF 13	4530	92	35	13	650	3065	160	408	2115 TO 6945	201
PT16M09	1 SERIES OF 13	4330	88	36	13	1120	2410	884		3040 TO 5620	108
PT16M10	1 SERIES OF 13	4515	92	35	13	630	3070	160	408	2075 TO 6955	203
PT16M11	2	3540	11	40	1360	428	700	900			
PT16M12	2	3620	12	40	1360	428	780	900			
PT16M13	2	3720	12	40	1360	428	880	900			
PT16M14	2	2565	8	39	600	428	700	900			
PT16M15	2	2645	9	39	600	428	780	900			
PT16M16	2	2745	9	39	600	428	880	900			
PT16M17	41	3310	211	2	1255	884	1255				
PT19M01	58	11900	1543	STR							
PT19M02	1 SERIES OF 26	6350	369	35	26	995	4595	142	390	2750 TO 9950	144
PT19M03	1 SERIES OF 25	6055	339	35	25	995	4300	142	390	2750 TO 9360	138
PT19M04	2	9555	43	38	7590	1966				6210	
PT19M05	2	9400	43	38	7590	1809				6210	
PT19M06	3	11375	77	2	5310	849	5310				
PT19M07	4	11325	102	2	5285	849	5285				
PT19M08	2	5680	26	STR							
PT19M09	2	5835	27	STR							
PT22M01	84	9750	2492	17	9240						
PT22M02	172	2730	1429	1	345	2440					
PT22M03	172	8755	4581	STR							
PT25M01	116	6785	3127	17	6225						
PT32M01	20	12660	1622	1	880	11880					
		TOTAL WEIGHT	17914								

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1823

DESIGNED	DRAWN	REVIEWED	DATE
JTC	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

REINFORCING STEEL LIST VIII
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUBSTRUCTURE - PIERS

MARK	NUMBER	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
				PIER 19 (PU BARS)							
PUI3M01	275	1070	293	41	776						
PUI6M01	34	7495	396	17	7134						
PUI6M02	34	8155	431	17	7795						
PUI6M03	1	8070	13	38	7315	756				6080	
PUI6M04	2	8210	26	38	7455	756				6145	
PUI6M05	1	7875	13	38	7315	558				6080	
PUI6M06	2	8015	25	38	7455	558				6145	
PUI6M07	1 SERIES OF 13	4290	87	36	13	1085	2405	884		2970 TO 5610	110
PUI6M08	1 SERIES OF 13	4550	92	35	13	665	3070	160	408	2145 TO 6955	200
PUI6M09	29	3280	148	2	1240	884	1240				
PUI6M10	1 SERIES OF 13	4305	87	36	13	1120	2385	884		3040 TO 5570	105
PUI6M11	1 SERIES OF 13	4610	94	35	13	670	3125	160	408	2155 TO 7065	205
PUI6M12	2	3375	11	40	1195	428	700	900			
PUI6M13	2	3455	11	40	1195	428	780	900			
PUI6M14	1	3555	6	40	1195	428	880	900			
PUI6M15	2	2565	8	39	600	428	700	900			
PUI6M16	2	2645	9	39	600	428	780	900			
PUI6M17	1	2745	5	39	600	428	880	900			
PUI9M01		NOT USED									
PUI9M02		NOT USED									
PUI9M03	50	8100	906	STR							
PUI9M04	1 SERIES OF 22	6370	314	35	22	995	4615	142	390	2750 TO 9990	172
PUI9M05	1 SERIES OF 21	6155	289	35	21	995	4400	142	390	2750 TO 9560	170
PUI9M06	2	8345	38	38	7590	756				6210	
PUI9M07	2	8150	37	38	7590	558				6210	
PUI9M08	2	5670	26	STR							
PUI9M09	2	5870	27	STR							
PUI9M10	3	11385	77	2	5315	849	5315				
PUI9M11	4	11305	102	2	5275	849	5275				
PU22M01	122	2730	1014	1	345	2440					
PU22M02	122	7545	2801	STR							
PU25M01	99	7685	3023	17	7125						
PU25M02	96	8725	3328	17	8165						
PU32M01	20	10745	1377	1	870	9975					
		TOTAL WEIGHT	15114								
		TOTAL ALL PIERS	349277								

NOTES:

1. FOR REINFORCING STEEL BAR BENDS AND NOTES, SEE SHEET 105.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1823

DESIGNED	DRAWN	REVIEWED	DATE
JTC	DGS	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

REINFORCING STEEL LIST IX
BRIDGE NO. MOT-75-3272/
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

SUPERSTRUCTURE - DECK

MARK	NUMBER SUPERSTRUCTURE I	II	III	IV	TOTAL	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
S13M01	1088	1156	680	952	3876	12000	46233	STR							
S13M02	2 SERIES OF 68				2 SERIES OF 68	6185	837	29	68	4650	7720				46
S13M03		2 SERIES OF 68			2 SERIES OF 68	9365	1266	29	68	5345	13385				120
S13M04			2 SERIES OF 68		2 SERIES OF 68	7645	1034	29	68	5265	10025				71
S13M05				2 SERIES OF 68	2 SERIES OF 68	9105	1231	29	68	8600	9610				15
S13M06	8		4	8	20	900	18	STR							
S16M01	2700	2960	1773	2410	9843	12000	183317	STR							
S16M02	2 SERIES OF 66				2 SERIES OF 66	7460	1529	29	66	5925	8995				47
S16M03	268	335	201	268	1072	12000	19965	STR							
S16M04	268				268	4350	1810	STR							
S16M05	2				2	8000	25	STR							
S16M06	1				1	4000	7	STR							
S16M07	2 SERIES OF 32				2 SERIES OF 32	7810	776	29	32	900	14715				446
S16M08	3286	3676	2226	2972	12160	7735	145978	STR							
S16M09	1643	1838	1113	1486	6080	3470	32744	STR							
S16M10	268		402		670	2750	2860	STR							
S16M11		2 SERIES OF 66			2 SERIES OF 66	10715	2196	29	66	6695	14735				124
S16M12		134			134	1950	406	STR							
S16M13		536		134	670	2950	3068	STR							
S16M14			2 SERIES OF 66		2 SERIES OF 66	8470	1736	29	66	6090	10850				73
S16M15				2 SERIES OF 66	2 SERIES OF 66	10230	2096	29	66	9725	10735				16
S16M16				268	268	3550	1477	STR							
S16M17				134	134	1950	406	STR							
						TOTAL WEIGHT	451,015								

SUPERSTRUCTURE - PARAPET

MARK	NUMBER SUPERSTRUCTURE I	II	III	IV	TOTAL	LENGTH (mm)	WEIGHT (kg)	TYPE	DIMENSIONS (mm) A	B	C	D	E	R	INC.
X16M01	192	204	120	168	684	12000	12739	STR							
X16M02	12				12	5925	111	STR							
X16M03	12				12	8995	168	STR							
X16M04		12			12	6695	125	STR							
X16M05		12			12	14735	275	STR							
X16M06			12		12	6090	114	STR							
X16M07			12		12	10850	203	STR							
X16M08				12	12	9725	182	STR							
X16M09				12	12	10735	200	STR							
Y16M01	1308	1428	864	1192	4792	2130	15842	23	205	990	915			38	
X19M01	32	36	20	28	116	12000	3112	STR							
X19M02	2				2	7200	33	STR							
X19M03	2				2	10270	46	STR							
X19M04		2			2	2500	12	STR							
X19M05		2			2	10535	48	STR							
X19M06			2		2	6915	31	STR							
X19M07			2		2	11675	53	STR							
X19M08				2	2	10850	49	STR							
X19M09				2	2	11860	54	STR							
Y19M01	1308	1428	864	1192	4792	1030	11032	1	280	800					
Y19M02	1308	1428	864	1192	4792	1000	10711	14	265	310	216	152	230		
						TOTAL WEIGHT	55,140								

NOTES:

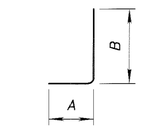
1. FOR REINFORCING STEEL BAR BENDS AND NOTES, SEE SHEET 105.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1823

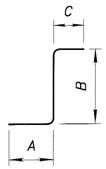
DESIGNED SKT | DRAWN SKT | REVIEWED MRM | DATE 08/01
CHECKED TAB | REVISED | STRUCTURE FILE NUMBER 5709059

REINFORCING STEEL LIST X
BRIDGE NO. MOT-75-32721
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842



TYPE-1



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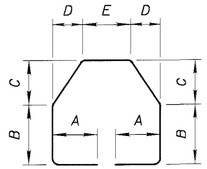

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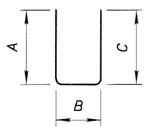

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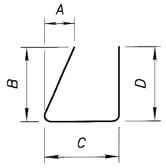
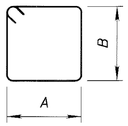


TYPE-9

TYPE-16



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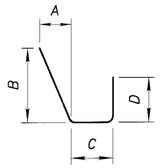
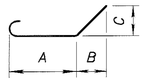


TYPE-10

TYPE-17



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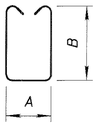

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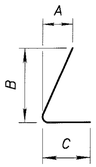

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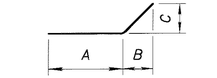

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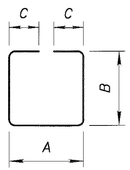

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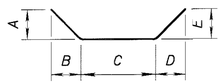

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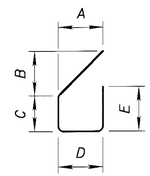

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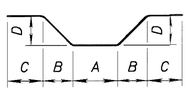

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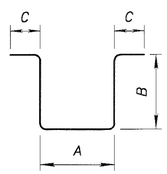

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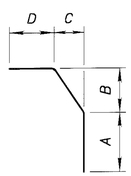
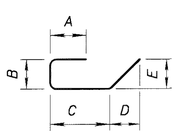


TYPE-13



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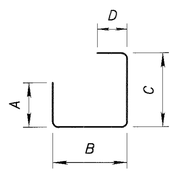

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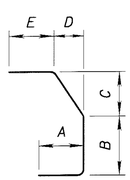

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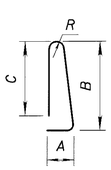

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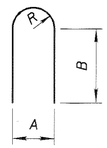

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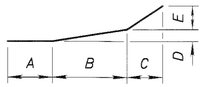

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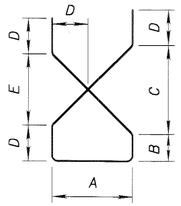

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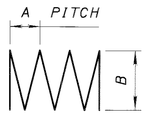

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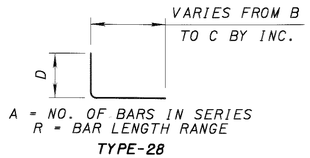
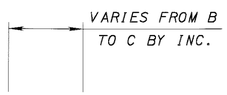


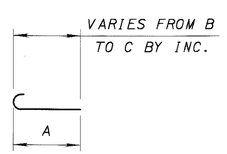
A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-28



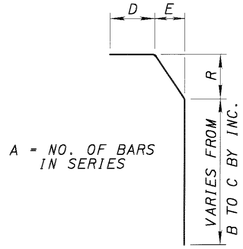
A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-29



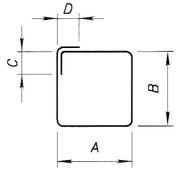
A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-30

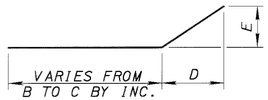


A = NO. OF BARS IN SERIES

TYPE-31

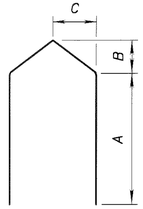


TYPE-32



A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-33



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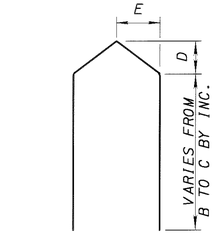
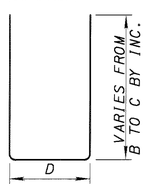


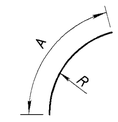
A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-35



A = NO. OF BARS IN SERIES
R = BAR LENGTH RANGE

TYPE-36



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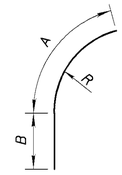

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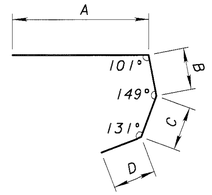

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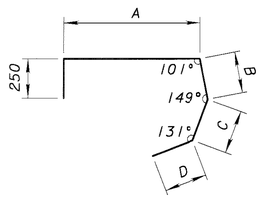

TYPE-40

TYPE-41

NOTES:

1. ALL DIMENSIONS ARE MEASURED ALONG ℄ OF BAR UNLESS NOTED OTHERWISE.
2. RADIUS DIMENSION 'R' IS TO OUTSIDE OF BAR. RADIUS DIMENSION 'I.R.' IS TO INSIDE OF BAR.
3. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
4. FOR STANDARD HOOK DIMENSIONS, SEE SECTION 509.05 OF THE SPECIFICATIONS.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 420.
6. REINFORCING STEEL LIST AND WEIGHTS ARE FOR INFORMATIONAL PURPOSES ONLY. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICES BID FOR THE APPROPRIATE CONCRETE ITEMS.
7. REINFORCING SAMPLES: REFER TO CMS SECTIONS 106.03, 700, 709.01 THROUGH 709.05, AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL. SPLICED IN ACCORDANCE WITH 509.08.

DESIGN AGENCY
CH2MHILL
DAYTON CENTRE, SUITE 1100
ONE DAYTON CENTRE
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
SKT	CAC	MRM	08/01
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TAB		5709059	

REINFORCING BAR BENDS

BRIDGE NO. MOT-75-3272
RAMP C OVER I-70/I-75 INTERCHANGE

MOT-75-31.842

105/105

1001/1080